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YORKSHIRE AIR NEWS

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NEWS AND REVIEW

Passenger figures for March at Leeds/Bradford Airport showed an increase of 25.5% on the same period for last year at 20,042 against 15,975. The total operational income for March was up by 18% at £16,000. Freight for the month also showed an increase. Figures for the first 3 months of 1973 are very encouraging. Movements are up by 30% to 47,574 which compares with 37,599 for the first three months of 1972.

Lord Boyd-Carpenter, chairman of the Civil Aviation Authority, has said that a runway extension at Leeds/Bradford airport is the best practical short-term solution to the problem of supplying the area with adequate air services. He was met by a nine man deputation from the Airport Joint Committee and they discussed the present air transport situation in the area for 90 minutes. The talks were only of an exploratory nature. Any definite decision on the runway extension may, however, have to wait for the result of a survey by Metra Consultants which are to look into the feasibility of building an international airport in the Midlands or Yorkshire. The result of their investigations will not appear until about 18 to 24 months time. The study will cost between £40,000 and £60,000.

Todwick, East of Sheffield, presently the home of the Rotherham Gliding Club, may be developed as an airfield for business aircraft. Coal Aston is an alternative site. Based at Todwick at the moment is Falke G-AYPY.

A Canberra B.2 WH944 was used to simulate a crashed aircraft at Drifffield Railway station in a recent fire practise.

Ex-Battle of Britain fighter ace, Squadron Leader "Ginger" Lacey is renewing his instructors rating at Grindale on Auster Autocrat G-AHHH. He is president of the Grindale Flying Group.

The Red Arrows gave a preview performance at Finningley before a specially invited audience on the 12th April.

Charles Shea-Simonds, instructor at the Yorkshire Aeroplane Club, was one of 13 people who parachuted over a disused airfield at Cheltenham to form a 13 man star and break the previous record of 12.

Yorkshire pit heaps may be used as foundation material for the proposed London third airport at Naplin Sands. They may also be used in the development of a regional Yorkshire Airport.

Air Anglia has applied for a route between Hull and Amsterdam/or Rotterdam. It is hoped to operate a twice daily service from Leconfield.

A flying ambulance service has been proposed for Yorkshire. A specially fitted out helicopter would be used to beat traffic jams and land at accidents such as multiple pile ups. It is hoped that an RAF helicopter can be used, and it would be based at an ambulance centre.

The Finningley Battle of Britain display will take place on September 8th to avoid clashing with the Doncaster races.

A Jodel D.112 G-AZFK crashed at Doncaster on the 14th of April, the instructor was killed and the pilot was badly injured.

The Winterset area at Whill near Barnsley, once a possible site for development as an airport, is now unlikely to be used as such. The site will be used for open-cast mining.

Building workers discovered a 14 ton dump of wartime arms at the former bomber base at Thornaby which is being redeveloped as a housing estate.

Who said Vampires weigh 9½ tons? They weigh, of course, a little less at just over 7,000lb, or 3 tons.

Three aircraft accidents and incidents which have escaped our notice are as follows, Cessna 310 G-ATDL of, Sherburn and Doncaster, damaged a propellor and engine landing at Jersey on 15th January. On the 11th February Cessna 150 G-ATYN was blown over at Grindale. On the 21st February the undercarriage of Auster G-AHHP collapsed at Doncaster, when seen on the 6th May at Doncaster it had been repaired.

British Midland Viscount G-AZLR which was involved in a landing accident at Birmingham after a flight from Leeds/Bradford on 19th January is now back in Service.

Slingsby T.61A G-BADH of the Southern Soaring Centre was damaged at Inkpen on 12th April when it hit an oil drum during taxiing.

On 7th May a Jet Provost of RAF Finningley crashed into a field at Broom Close Farm, Norton-Le-Clay, near Boroughbridge, it hit a farm tractor and killed two people. The crash occurred on a training flight from RAF Leeming to Finningley when the aircraft touched another Jet Provost flying with it, the crew of two ejected to safety and the other aircraft returned to Leeming.

AIRFIELD REVIEW AND MOVEMENTS

CATTERICK: The Canberra reported in last months YAN as being on the station should be XH228 (not XH288), it is an ex-St. Athan machine.

DONCASTER: On the 6th May the airfield was the scene of the first major air display in Yorkshire in 1973. It was organised by the Barnstormers and a fine little display it was. The following resident aircraft were noted in a hangar and around the airfield and did not participate in the display:

G-ARNN Globe GC-1B Swift	G-AXGV D.62B Condor
G-AVUX Cessna F.172H	G-AHHP Auster J/1N Alpha
G-AMPN Shield XYLE	G-AVVR Pa-28 Cherokee Arrow
G-AXGT D.62B Condor	G-ASYN Terrier 2
G-AYTG Cessna 177 Cardinal	

Visitors arrived from far and near and included the following:

G-AVUJ Falco 4	Crosland Moor	G-AWVI Jodel D.117	Crosland Moor
G-AYCL Cessna 210	From Leeds with Northair Sales Manager and family, which left for Kirmington to collect Aerobat G-BAOP for the display.		
G-ASUH Cessna 172	Sherburn	G-ASAI A. 109 Airedale	Sherburn
G-AYXW Volksplane	Netherthorpe	G-AVLP Cherokee	Netherthorpe
G-ASXI Nipper	Netherthorpe	G-ATYW B.206	Leeds/Bradford
G-AOHZ Autocar		G-AXUE Jodel DR.105	

Soon after the Nipper 'SXI had landed and parked it was blown over onto its nose and was withdrawn from the display, it was, however, undamaged and returned to Netherthorpe with the Volksplane. Northair's B.206 'TYW was used to give pleasure flights after the display with Islander G-AXXH.

The following aircraft participated in the display:

G-BAOP Cessna FRA 150L Aerobat	
G-BAJO AA-5 Traveller	
G-ANOH DH.82A Tiger Moth	} Barnstormer's aircraft.
G-APVT DH.82A Tiger Moth	
G-AIRWB DHC. 1 Chipmunk 22A	Doncaster resident, replaced Nipper G-ASXI in the display.
XT134, XT193, XT206, XT511, XW192.	Sioux Blue Eagles display team.
G-BADW, G-BADX, G-BADY, G-BADZ.	Pitts S-2 Rothman's Aerobatic Formation Team.
XG209/69 Hunter F.6.	
WF328/B Varsity T.1	Topcliffe
G-AXXH BN-2 Islander	Demonstration and parachute drops.
XH304 Vampire T.11	} Kemble
WA669 Meteor T.7	
G-AYUM Falke	Doncaster Gliding Club
LF363/L-ED Hurricane	Coltishall
XW311/69, XW364/74, XW374/75, XW404/77,	Jet Provost T.5. Linton Blades.
G-AWSS D.62B Condor	Glider Towing.

The Barnstormers naturally provided the best display with Tiger Moths G-ANOH and G-APVT. They performed their usual daring flying acts, these were:-

- 1) Glamorous Girl on Wing - one glamorous girl standing on one Tiger Moth top wing bravely waving to the crowd.
- 2) Aerial Paper Chase - the pilot of 'NOH cast toilet rolls from the aircraft, turned the aircraft through a 180 and flew through the rolls.
- 3) Aerial Limbo - the Tigers flew under a string suspended from two poles from 20ft down to about 12 ft when the people holding the poles gave in.
- 4) Bombing - throwing flour bombs onto a moving Transit van, during this event 'PVT scraped a wing tip on the grass.
- 5) Balloon Bursting - balloons were released from the ground and the Tiger Moth burst them with its propellor.

Not to be outdone by the Barnstormers the Rothman's team gave a superb display of synchronised aerobatics and provided their own party piece. This took the form of cutting a ribbon suspended by a rope between two poles at a height of about 18 ft, one of the Pitts then flew along the deck, INVERTED pray, and cut the ribbon.

GRINDALE: Seen here on the 28th April by "I'll fly anywhere" Gaunt were Cessna 150 G-ATBK from Leeds, Turbulent G-APST and Cessna 150 G-AMEO.

FINNINGLEY: Jet Provost T.4 XR673/V of 6 FTS has been replaced by T.4 XR672 which is an ex-CAW aircraft.

LEEMING: Jet Provost T.5's XW406/48 and XW407/50 are in Gemini aerobatic team colours. Visitors in April were:

- | | | |
|-----------------------------|----------------------------|-----------------------|
| 3. CP-18 (OT-CAK) C-119F | CP-17 (OT-CAK) C-119F | CP-16 (OT-CAK) C-119F |
| CP-10 (OT-CAJ) C-119F | CP-34 (OT-CBN) C-119G | |
| 4 CP-11 (OT-CAK) C-119F | CP-15 (OT-CAO) C-119F | CP-16 (OT-CAK) C-119F |
| CP-34 (OT-CBN) C-119G | CP-41 (OT-CEA) C-119G | KY-2 (OT-CDB) Dc-6A |
| 5. 17892 Convair T-29 USAF | From Prestwick To Northolt | |
| 6. CP-11 (OT-CAK) C-119F | KY-1 (OT-CDA) Dc-6A | |
| 12. 15159 Convair T-29 USAF | From Prestwick To Northolt | |
| 13. CP-17 (OT-CAK) C-119F | KY-1 (OT-CDA) Dc-6A | |
| 16. CP-16 (OT-CAK) C-119F | CP-32 (OT-CBL) C-119G | KY-1 (OT-CDA) Dc-6A |
| KY-2 (OT-CDB) Dc-6A | | |
| 17. CP-11 (OT-CAK) C-119F | CP-18 (OT-CAK) C-119F | KY-1 (OT-CDA) Dc-6A |
| 25. WH957 Canberra B.2 | XW202/DM Sea King | |

Seen on approaches on 25th April were:- F-11A 68-012 of the USAF, Hunter F6 XG261/C of 229 OCU and Canberra WE192 in a red and white scheme.

LINTON-ON-OUSE: Jet Provost T.5 XW308/67 has "Blades" type codes but is not painted in the full scheme, the following are used as the Linton Blades team aircraft: XW304/62, XW311/69, XW312/71, XW363/74, XW373/75, XW404/77, XW409/78.

LINDHOLME: In confirmation of our report last month the SCDS has moved to Scampton.

MOOR MONKTON: The Dragonflies which had been seen here some time have now been removed and now stand at Leyburn, south of Richmond.

RUFFORTH: A visit here on 18th April revealed the following 2 FTS Chipmunks, WD363/5, WC349/9, WZ849/23 and WP857/24.

OL POOL BANK, YEADON: The Bensen B-8HS EI-ATE owned by Mr. E. Atkinson has now been restored to its previous identity of G-AMLM.

THOLTHORPE: New resident here is Jodel DR 5050 G-AYEK.

TOPCLIFFE: It would appear that 666 Squadron AAC's Sioux XT504/S has been replaced by XT814 also now coded "S". The AE and AFS Varsities will be absorbed by 6 FTS at Finningley later this year and the airfield will become an army camp. The airfield will not play host to the Vale of York air display because of this and the display for this year has been cancelled, it is hoped to hold the display at another Vale of York airfield next year.

SHERBURN: New resident here is Pup G-AXPB which was delivered from Leeds by Northair on 14th April and Rallye Club G-AWXT is now resident. The two latest Travelers to be assembled by Eastern Aviation are G-BAOV which first flew on the 5th April and G-BAOU which first flew on the 7th. The Tiger Moth G-ANEL/ N9238 is now complete and has returned to its previous base. An air display will not be held here this year, and instead the club will hold selected fly ins with other clubs, mostly from and to foreign parts of France and Germany. Visitors as follows:

April:

- | | |
|---------------------------|--|
| 5. G-APTP Pa-22 Tri Pacer | F/T Blackpool |
| 8. G-AVUJ F8L Falco | F. Leeds/Bradford T Crosland Moor. |
| G-APZR Cessna 150 | F. LBA G-APVA Pa-22 Tri Pacer F. Crosland Moor |
| 10. G-AZUX Pa-28 Cherokee | F. Crosland Moor also on 11,13,14,15,16,21. |
| 13. G-AYCL Cessna 210 | F/T LBA G-ARLT F/T LBA n/s |
| 14. G-AZEG Pa-28 Cherokee | F/T Blackpool |

25. G-ARLW Cessna 172 F. Barton.
 28. G-AYCL Cessna 210 F. Leeds/Bradford.
 29. G-ATDD Beagle B.206 F. Leeds/Bradford.

CROSLAND MOOR: Visitors for April were as follows:-

3. G-AYOF Bell 47 F. Sherburn
 G-AVVS Hughes 300 F. Sherburn-Wakefield-H'field, circled Halifax for 1/2 hour.
 7. G-AVGV Cessna 150
 10. G-ASON Twin Comanche
 15. G-AIBY Auster J/1.

LEEDS/BRADFORD

April:

- | | | |
|---------------------------------|---------------------------------|------------------------|
| 1. G-AYSF Pa-23 Aztec | G-AZEG Cherokee 140 | F-BIHY Falcon |
| 2. G-BACI HS 125-400B | G-BAJO AA5 Traveler | |
| OY-RYT Cessna 421B | PH-LBH Cherokee Arrow | |
| 3. G-ASRI Pa-23 Aztec | G-AVLM Cherokee | G-AWKC Hughes 269 |
| G-AYKL Cessna F150 | G-AVNL Pa-23 Aztec | G-AMNN Globe Swift n/s |
| G-AYLM AA1 Yankee | G-AZFR Cessna 401 | G-AVZV Cessna F172 |
| G-AXUA Beagle Pup | G-AWAY Cherokee Arrow | G-AXLS Jodel DR.1050 |
| G-AYTG Cessna F.177 | G-AVUI Cessna F150 | G-ATDL Cessna 310J |
| G-BACC Cessna FRA150 | G-BABW King Air | F-BIHY Falcon |
| 4. G-AZHK Robin HR100/200 | G-BAKM Robin DR400/140 | G-ARVW Cherokee |
| OY-APF Fokker F-27 | F-BALF Douglas Dc-3 | |
| 5. G-AXLS Jodel DR.1050 | G-APZE Pa-23 Apache | G-AWTW Baron |
| G-AZGG King Air | G-ASSA Twin Comanche | G-AWOW Pa-31 Navajo |
| G-AZLM Cessna F172 | G-AZOC MBB Monsun | G-ASNO Baron |
| G-AYTG Cessna F177 | G-AZXX Pa-23 Aztec | G-AYKA Baron |
| G-AHHP Auster J/1N | G-ASRO Twin Comanche | XP775 Beaver |
| N9693G Cessna U206 | | |
| 6. G-AZKR Pa-24 Comanche | G-ASRI Pa-23 Aztec | G-AWTW Baron |
| G-AVGU Cessna F150 | G-AYLN Twin Comanche | G-AXPU HS 125-3B/RA |
| OY-APM HS125 | OO-LFD Cessna 421 | I-BOGI HS 125 |
| 7. G-AVUX Cessna F172 | G-ANDV Tri-Pacer | G-AWUF HS 125-1B |
| G-ALWY Mooney M.20A | G-ASRI Pa-23 Aztec | G-BACI HS 125-400B |
| G-ASUB Mooney M.20E | G-AVTP Cherokee | G-AVPF Twin Comanche |
| G-AYSS BN2A Islander | G-BLOV AA5 Traveler | XV304 Hercules |
| 8. G-AXMR Pa-31 Navajo | G-AVUJ F8L Falco | G-AYSS BN2A Islander |
| G-AYSF Pa-23 Aztec | SE-FGG Mitsubishi MU-2 n/s | |
| 9. G-AYLN AA1 Yankee | G-AWBI D62 Condor | G-AYCL Cessna 210 n/r |
| G-AXPU HS 125-3B/RA | G-AXFG Cessna 337 | G-AVPF Twin Comanche |
| G-AVXL HS 125-3B | G-BACB Pa-34 Seneca | G-BAKM Robin DR400/140 |
| G-AYER HS 125-400B | G-BAOU AA5 Traveler | PH-RPA Cessna F172 n/s |
| 16377 Iriquois | | |
| 10. G-AXFA Pa-23 Aztec | G-AYZC Pa-23 Aztec | G-AYJR Cherokee |
| G-AXMR Pa-31 Navajo | G-AVJJ Twin Comanche | G-AZTB MBB Monsun |
| G-ASNO Baron | G-AZBP Pa-31 Navajo | G-ASSA Twin Comanche |
| G-BACB Pa-34 Seneca | G-BACC Cessna FRA.150 | G-BALP Twin Comanche |
| G-BATI Cessna FR172 n/r | F-BRAL Lear Jet | 16377 Iriquois |
| 11. G-AXXH BN2A Islander | G-AXSH Cherokee | G-AZFR Cessna 401 |
| G-AWEO Cessna 150 | G-AVXL HS 125-3B | G-AVTS Pa-23 Aztec |
| G-ASFL Cherokee | G-AVHW Twin Comanche | G-AZRY SC7 Skyvan 3 |
| G-AVWI Cherokee | G-AZOG Cherokee Arrow | G-AYGY King Air |
| G-AVWV Pa-23 Aztec | G-BAHW Cessna 310Q | G-BALN Cessna 310 |
| 16377 Iriquois | | |
| 12. G-AXAW Cessna 421 | G-ANTD Douglas Dc-3 | G-ASIU Queen Air |
| G-AXMR Pa-31 Navajo | G-AZSZ Pa-23 Aztec | G-AMMM Cessna 175B |
| G-AZVW Bell 47G-5A | G-AYPV Cherokee | G-AWTX Cessna F150 |
| G-AYER HS 125-400B | G-AWOW Pa-31 Navajo | G-AVZV Cessna F172 |
| G-AWVI Jodel D.117 | G-AVXL HS 125-3B | I-BOGI HS 125 |
| 13. G-AVSC Cherokee | G-AWDI Pa-23 Aztec | G-AYGC Cessna F150 |
| G-AWOW Pa-31 Navajo | G-AZDX Cherokee | G-AZYU Pa-23 Aztec |
| G-ATPV Minicab | G-ATYS Cherokee | G-AXMR Pa-31 Navajo |
| G-BACI HS 125-400B | G-BAEX Cessna F172 | G-DAGW Cessna F150 |
| XP808 Beaver | XP810 Beaver | |
| 14. G-AYER HS 125-400B | G-AWJT Pa-23 Apache | G-AVGC Cherokee |
| G-AVVS Hughes 269 | G-AXOR Cherokee | G-AVIZ Cessna F172 |
| G-AXSG Cherokee | PH-WOU Cessna 414 n/s | |
| Scouts XR603/XV130/XW615/XW616/ | Sioux's XT244/XT245/XT810/XW190 | |
| 15. G-AWUL Cessna F150 | G-BAKL Fokker F-27 | XP808/XP810 Beavers |

16. G-AZTB MBB Monsun G-AXXD Hughes 269 G-ARHX DH 104 Dove 8 G-AWJW Jet Ranger G-AWKX Queen Air	G-ASNO Baron G-AZLW Cherokee Six G-ATYF Twin Comanche G-ATSM Cessna 337	G-AWUF HS 125-1B G-AYWD Cessna 182 G-AZEG Cherokee G-AWWI Jodel D.117
17. G-AZTB MBB Monsun G-ATCE Cessna 206 G-AVWF Cherokee G-ARDC Cessna 210 G-AZMK Pa-23 Apache G-BAFD MD 105C	G-ARIU Cessna 172B G-AYKL Cessna F150 G-ATSM Cessna 337 G-AZLW Cessna F150 G-AWUL Cessna F150 XW791 HS Dominie	G-AZFR Cessna 401 G-AXMR Pa-31 Navajo G-ARJS Pa-23 Apache G-ASNO Baron G-BAIK Cessna F150
18. G-ASNO Baron G-ATVV Cessna F172 G-AVNG Queen Air G-AXMR Pa-31 Navajo G-AWOW Pa-31 Navajo	G-AWTW Baron G-AYTG Cessna F177 G-AYHN Jet Ranger G-AYSD Twin Comanche G-BAEC Robin HR100 G-AJGT DH 104 Dove G-AZZO Cherokee G-ATMU Pa-23 Apache G-AZYI Cessna 310Q	G-AZLM Cessna F.172 G-ARGL Tri-Pacer G-AWI Jodel D.117 G-AZZL Pa-23 Aztec N9238 DH Tiger Moth G-AZBF Twin Comanche G-AWTW Baron G-ASSA Twin Comanche
19. G-AYAD Twin Comanche G-AZFR Cessna 401 G-AVUZ Cherokee Six G-AXMR Pa-31 Navajo	G-ATTD Cessna 182 G-AZOC MBB Monsun	G-AZSY Pa-24 Comanche G-AOSO DHC1 Chipmunk G-AYAD Twin Comanche
20. G-ATTD Cessna 182 G-AZOC MBB Monsun	21. G-ASFL Cherokee G-AOSO DHC1 Chipmunk	
22. G-AVPS Twin Comanche	24. G-AYSE Pa-31 Navajo G-AZOG Cherokee Arrow	
25. G-AVCI Beagle 206 G-AWOW Pa-31 Navajo G-ATHJ Pa-23 Aztec G-AXSG Cherokee G-BAEU Cessna F150 EI-ANE DAC 1-11	G-ATFF Pa-23 Aztec G-ATSM Cessna 337 G-AWTW Baron G-AYER HS 125-400B G-BAGW Cessna F150 F-DOXV Falcon G-AWYG SC7 Skyvan G-AWUL Cessna F150 G-ARHX DH 104 Dove 8 G-AZOG Cherokee Arrow G-ANSZ DH 114 Heron G-AVWR Cherokee Arrow G-AWBN Twin Comanche G-AOHK V802 Viscount	G-AYKL Cessna F150 G-ARSP Meta Sokol G-ARYR Cherokee G-AZNC V813 Viscount G-BATH Cessna 337 n/r N9135Q Baron n/s G-ARDC Cessna 210 G-ATDL Cessna 310J G-AYMW Jet Ranger G-AVXL HS 125-3B G-AOBN Douglas Dc-3 G-AVRS GY80 Horizon G-AYER Twin Comanche N9135Q Baron
26. G-ARFG Cessna 175B G-ASMY Pa-23 Apache G-AVVS Hughes 260 G-AXMR Pa-31 Navajo G-AYVC Pa-23 Aztec	27. G-AVAX Cherokee G-AXXD Hughes 269 G-AXMR Pa-31 Navajo XP967 Alouette	
28. G-AVPF Twin Comanche G-AXSG Cherokee D-ICED Cessna 340 n/s	9. G-AVBZ Cessna F172 G-ARGL Tri Pacer G-AZOC MBB Monsun G-AXFG Cessna 337 XR630 Scout	
30. G-AWOW Pa-31 Navajo G-AXPU HS 125-3B/RA	G-AYIU Cessna 182N G-ATSM Cessna 337	G-AYRY HS 125-1B G-AYWF Pa-23 Aztec

Aircraft reported on the ILS this month include Varsities WJ896 "EGT75" on the 19th, "JLW72" f/t Topcliffe on the 6th, "BGR08" f/t Oakington on the 11th, Hastings TG568 f/t Scampton on the 10th, TG536 f/t Scampton on the 25th. Iroquois 16377 was very active on the ILS and radar on the 9th, 10th and 11th, landing for fuel each day. Cessna 421 OY-RYT and Falcon F-BIHY both came from Ringway on the 2nd after diverting there earlier in the day. Dakota F-BAIF on the 4th was owned by Fretair and was transporting dolphins when it departed to Nice. The same day Maersk Air F-27 OY-APF went to Copenhagen. On the 6th the HS 125 OY-APM also had Maersk Air connections - it is the personal mount of the owner A.P. Moller. HS 125 I-BOGI also on the 6th was from Milan to Barcelona. Despite arriving from Malmo on the 8th the Mu-2 SE-FGG is now owned by a German firm and was in fact on a demo to a Swedish firm! Cessna F172 PH-RPA of the Dutch Police arrived on the 9th via Ringway and went into YLA for inspection, reportedly for a new radio. It was on Air Test on the 11th and departed on the 12th. The Army Sioux's and Scouts on the 14th

arrived in two formations of four and were en route from Barnrd Castle to Colchester. Air Anglia's F-27 G-BAKL paid its first visit on the 15th when it was from Norwich to Sumburgh and return with a ships crew. The Tiger Moth on 18th, N9238 was in fact G-ANEL from Sherburn in its wartime camouflage, it visited Northair to be weighed for C. of A. Aer Lingus BAC 1-11 EI-ANE on the 24th and 25th was a Leeds United charter to and from Split in Yugoslavia, Viscount G-AOHK and G-AOHJ were also Leeds United but this time only as far as Southampton. New arrivals with Northair were FR172 G-BATI on the 10th and F337 G-BATH on the 25th. The FR172 was air tested on the 19th and left for Berwick on the 21st. The F337 went to Cranfield on the 26th for air tests on the new aerial layout but is now back and awaiting C. of A. Other news from Northair is that the Aerobat G-AZLL came back from Birmingham on the 20th but after travelling around for a while it returned there on the 25th. Cessna 310 G-BANG went to Liverpool on the 9th, Aerobat G-BAOP went to Kirmington on the 12th, Pup G-AXPB moved to Sherburn on the 14th. With YLA the unregistered Jodel is nearing completion and should be flying soon. Rallye G-AITA did an air test on the 25th and returned to Skegness on the 28th. Comanche G-ARSC has completed its C. of A. renewal and went back to Tollerton on the 4th. Pup G-AXCW which was damaged in a forced landing on the 6th arrived back by road on the 10th.

TEES' SIDE : April movements,

- | | |
|-------------------------|---|
| 3. G-ANUO DH114 Heron | F/T Leicester East; G-AXXG Islander F/T Luton. |
| G-ASYB Pa-23 Aztec | F. Edinburgh T. Usworth; G-AYOF Bell 47G. |
| D-ICAG Cessna 402 | G-ARFB Pa-22 Caribbean F/T Hull. |
| 5. G-AZRD Cessna 401 | F/T Liverpool; G-ATNY Cessna 337 F/T Ringway. |
| G-AVDA Cessna 182 | F/T Old Leke; G-ARXF Pa-23 Aztec F. Kirmington. |
| G-BAHM Beech Sierra | F. Leavesden to Edinburgh. |
| 6. G-AZTI MBB 105C | F. Dyce T. Netherthorpe; G-AXMM Islander F. Dyce. |
| G-AVIM Twin Comanche | F/T Ellstree; G-AYKU Pa-23 Aztec F/T Silverstone. |
| 9. G-AZYI Cessna 310Q | F/T Gatwick; G-BARU Pa-23 Aztec F. Doncaster n/s. |
| 10. G-AYEM Pa-23 Aztec | F. Glasgow T. Exeter; G-ASNK Cessna 205 F/T Woodvale. |
| G-ARAJ Pa-22 Tri-Pacer | F/T Usworth; G-AVWH Cherokee 140 F/T Ellstree. |
| 11. G-AXMP Cherokee 180 | F/T Ronaldsway; G-BALN Cessna 310 F/T Leeds. |
| G-AWPF Cessna F172 | F/T Ronaldsway. |
| 16. G-AYGZ Beech Baron | F. Glasgow T. Eastleigh; G-AKSS DH 104 Dove. |
| G-ASDI Pa-23 Apache | F.EMA T. Elmdon; G-AYLP HS 125 F. Glasgow T. Rhoose. |
| G-AWUF HS 125 | F. Luton T. Woolsington. |
| 17. G-BAEX Cessna F172 | F/T BELBOURNE (!); G-AYCL Cessna 210 F. Leeds. |
| G-ASSA Twin Comanche | F/T Norwich; G-AVLE Cherokee 140 F. Woolsington. |
| G-AVOI Queen Air | F. Hawarden T. Glatton. |
| 18. G-BADF Pa-34 Seneca | F/T Glasgow; G-BARN Hughes 269. |
| G-BARM Cessna 401 | F. Lulsgate T. Glasgow; G-AWVS Cessna 337. |
| 21. G-AVNG Queen Air | T. Ronaldsway; G-ASVM Cessna F172 F/T Sherburn. |
| G-AWLD Cessna F172 | F/T Edinburgh. |
| 25. G-AYZC Pa-23 Aztec | T. Heathrow; G-AYHW Cessna 337 F/T Swansea. |
| G-AXXD Hughes 269 | F. Doncaster T. Usworth; G-ATVV Cessna F172. |
| G-AVAI HS 125 | F. Heathrow T. Dalcross. |

Crew training this month was Tradewinds CIP-44 G-AWSC on the 22nd and 23rd, also busy were Dan-Air with Comets G-AROV and G-AZII and Boeing 727 G-BAFZ. VC10 G-ARVE of BOAC was on the ILS on the 13th. Cessna 402B D-ICAG on the 3rd belongs to T.T. Air Supplies. A new flying club has started operations and is known as the Cleveland Flying Club, they are currently using Cessna F150 G-AWUL on lease from Beacon Air Services. On a visit on the 6th May BEA BAC 1-11 G-AVIM was being worked on after its recent accident, most of the work was on the underside of the fuselage and wings.

CHURCH FENTON: The Branch will again have a stand at the Air Display to be held here on 28th May. It promises to be the best ever display if the flying programme is anything to go by. Confirmed events and participating aircraft are as follows: Lancaster, Spitfire, Vulcan, Phantom (RAF), Nimrod, The Falcons (RAF free fall team), The Poachers team from Cranwell, Dominie, Blue Chips from Church Fenton, Varsity, Vc-10 (RAF), Red Arrows, Sea King (Royal Navy), Wessex, Firefly, Sea Fury, Beaver, Lindrust Skydivers, Trident (Northeast), Torva Sailplane, Yorkshire Flying Services, Northair (five Beagles), Fouga Magister (two from Belgium), Phantom (four USAF), Blackburn B-2, Zlin aerobatics, pleasure flights by Humber Airways Islander and Twyford Moors Helicopters (Bell 47 and Hughes 269B), a strong possibility is a Boeing 727. The flying programme has been extended by $\frac{1}{2}$ hour and other events are expected.

PRESERVATION NOTES

Northern Aeroplane Workshops: This is a group formed locally on 15th March 1973 concerned with:

- a) the restoration of historic aircraft.
- b) the authentic fabrication of replicas of historic repete.
- c) the perpetuation of certain aircraft manufacturing skills.
- d) the encouragement of enthusiasts in involving themselves in the skills and at the same time, participating in the affairs of the aircraft preservation movement.

N.A.W. has the full support and backing of the Shuttleworth Collection and Northern Aircraft Preservation Society. They are elected members of the British Aircraft Preservation Council. Building Projects are:

Research on the Bristol MIC and Scout is progressing. Hawker Siddley have supplied working drawings of the Sopwith Triplane, which would suit the 130hp Clerget engines which Shuttleworth's have available. Either the Parnell Elf G-AAIN, or the Desoutter Type 1 G-AAPZ are available for restoration again from Shuttleworths. Any aircraft built will be flown only by Shuttleworths. Premises are available at Otley, Dewsbury and Chesterfield. Membership is £5 per annum (£2-50 per 6 months) which entitles one to Control Column each month. The Shuttleworth Trust will provide all aircraft for restoration, materials and invaluable advice with research etc. All that is needed from members is enthusiasm, hard work and time. If anyone is interested in more information please contact Mr. J. Langham (Hon. Sec.) 1 Fulwith Grove, Harrogate, HG2 8HN, or telephone 82461.

Lancaster Preservation Group: the Lancaster is now not definitely being moved to RAF Scampton for preservation. The L.P.G. now understand that Lord Lilford, the present owner is considering a number of proposals, and Scampton is one of these alternatives as is the Yeadon site. Offers from the Confederate AirForce have been turned down as Lilford wishes to keep the aircraft in Britain and an offer from the Strathallan Air Museum in Scotland has also been turned down as it was felt that it would not be viewed easily enough by the public.

THE SLINGSBY KESTREL 19 reproduced by permission of Slingsby Sailplanes.

The Kestrel 19 is a development of the Kestrel 17 first produced by Glasflugel. All the features which contributed to the handling of the 17 have been retained but the performance has been raised into the 'super ship' class with the new 19 meter wing span.

The Kestrel 19 retains many of the design features which have made the Libelle famous for ease of rigging. The operation of the couple flap and aileron is unique. The effectiveness of the ailerons decrease as more droop is applied so to remedy this effect the flaps are now moved differentially with the ailerons but by one third of the angular movement. The effect is almost a 'warping wing' and gives the glider an extremely rapid roll time of approximately 4 seconds.

Another good feature of the aerofoil on the Kestrel is its extremely good natural stall. The wing retains its high lift coefficient right into the stall region and the result is a gentle 'mush' instead of a viscous dive.

For landing a further deflection of the flap alone is available up to an angle of 35 degrees. The ailerons now remain in the undeflected configuration so that approaches under full control are possible down to 35 knots. For the ultimate in short field landing capability a 4ft drogue parachute and top surface air brakes are also provided.

Other pilot features are:- the all round vision of the canopy- the easily detachable one piece moulding for the instrument panel and hood eliminating canopy reflections of ones feet- the instrument tray over the wing root junction providing easily accessible mounting of barograph, wet batteries and radio together with a fully adjustable head rest- the 'ergonomic' cockpit which eliminates fatigue and cramp for pilots up to 6ft 6ins tall- anti P.I.O (pilot induced oscillation) control column with 'press to trim' push button trimmer.

Construction

FUSELAGE - fibreglass monocoque for maximum resilience and pilot protection. The retractable gear has an internal expanding brake with the wheel retracting into a separate compartment to prevent mud and dirt entering the fuelage. Dipole aerial for aircraft frequencies in the fin. Drogue shoot stowage in rudder. Pneumatic tailwheel.

WING - fibreglass and balsa sandwich skins with unidirectional fibreglass spear caps. Camber changing flaps and ailerons with flaps operating in conjunction with ailerons. Top surface dive brakes with spring loaded sealing caps. Welded PVC water ballast

TAILPLANE- fibreglass and balsa sandwich skin. Attachment by elevator operating prongs and single front shear pins.

COLOUR- all white for low surface temperature with grey registration letters.

Standard equipment

- 1) Quickly detachable instrument console housing variometer bottles, horizon inverter etc., with room for 5 standard and 2 small instruments. Two $\frac{1}{2}$ litre flasks for variometers.
- 2) Accurate, rear fuselage, static vents; pitot in fin: mount for 'Althaus' venturi in fin; all plumbing and a quick release connector to console.
- 3) Instrument tray with mountings for barograph, wet batteries, radio, headrest etc. Power cable from instrument tray to instrument console.
- 4) VHF dipole in fin with low- loss cable to instrument tray.
- 5) Nose ventilation with demist and side outlets; clear vision window in canopy; choice of clear or blue tinted panoramic view canopy.
- 6) Undercarriage warning signal.
- 7) 'Press to transmit' button on stick with wiring to instrument tray.
- 8) Mountings for 530 litre oxygen cylinder.
- 9) 'In flight' adjustable rudder pedals, seat back and inflatable thigh cushions.
- 10) Nose hook for aero tow.
- 11) Belly hook for winch and auto tow.
- 12) Drogue chute.
- 13) Water ballast tanks.
- 14) Pneumatic tailwheel.
- 15) Wing tip wheels.
- 16) Relief Tube.

Assembly

The two-piece wings weigh 205 lb. each. By using special trestles the Kestrel 19 can be rigged by one man but a normal minimum is three people. The wings are rested onto the wing platform then with a person lifting each tip they are slid together using the special lever. The flaps and dive brakes connect automatically and the ailerons require the insertion of two 'pip' pins. The tailplane pushes onto the elevator forks and then drops down onto the front shear pins.

Technical Data.

DIMENSIONS

Wing:

Span	62.34 ft.	19m.
Area	138.5 sq.ft	12.8 sq. m.
Aspect Ratio	28.0	

Fuselage:

Length	21' 1"	6.4m.
Width	2'	61cm.
Height	2' 9"	84cm.
Height of rudder	4' 10"	147 cm.

WEIGHTS

Maximum take off weight with water ballast	1040 lb.	472 kg.
Maximum landing weight	960 lb.	435 kg.
Wings	410 lb.	186 kg.
Fuselage	260 lb.	118 kg.
Tailplane	19 lb.	8.6 kg.
Empty (with ASI, Altimeter, T & S, 2 x 6v batteries)	699 lb.	317 kg.

PERFORMANCE AND FLIGHT LIMITATIONS

Best Glide	44 to 1 at 52kts. 60 mph 97kps.		
Minimum sink	1.7 ft/sec, 0.52 m/sec at 40kts 46 mph 74kps		
Stall at 879 lbs (399 kg)	33 kts	37mph	61 kts.
Maximum rough air speed	105 kts.	121mph	195 kps.
Maximum aero tow speeds	81 kts	93mph	150 kps.
Max. winch launch speeds	70 kps	81mph	130 kps.

ADS & INFORMATION REQUIRED

The following books are available from Mr. Brian Rapier, 38 Lindsey Ave, Acomb, Yorkshire:

WHITE ROSE BASE Covering airfields, squadrons, aircraft operating from Yorkshire 1915 to 1945. 10" by 8" , over 100 pages, 100 illustrations. Autographed. Price Post Paid £1-90.

WARPLANES RETURN NO.1 YORKSHIRE Covering World War Two aircraft wrecks, size 10" by 8" , 23 pages, 41 illustrations. Price Post Paid 35p.

WARPLANES RETURN NO 2 INTERNATIONAL World Wide wreck coverage including Holland and the Polders. As No 1 . Price Post Paid 35p.

CONTROL COLUMN An illustrated monthly magazine recording world wide efforts in the aircraft preservation field, single copies 15p, yearly subscription £1-80 Post Paid.

Please order with stamps/uncrossed P.O.'s only.

Chris Barber and Terry Sykes are compiling a history of the Yorkshire Aero-plane Club, now based at Yeadon. They are seeking photographs and information on the club when it was based at Soldiers Field, Sherburn and Yeadon. Any such information would be gratefully received, I am sure many of you have old photos lying around so send them to Chris Barber at 79 Markham Ave, Rawdon, Leeds, and help in a very worthwhile project.

CREDITS: Dave Allan, Jim Stanfield (3 times to make up for previous omissions) Mike Gaunt, Geoff Abbott, H. Heyworth, Flypast, Yorkshire Post, Telegraph & Argus, Humberside Air Review, Anglia Aeronews, Air Britain News, Andrew Barker, Kieth Jordan, Trevor Leach, Yvonne Pettie, Ian Sim, Trevor Smith, S. Waite, Allan Anderson, I.&P.&S. Barber, Tweet Wheatley.

FEBRUARY YAN, anyone who was unfortunate enough not to receive a Feb Yan due to lack of stocks will they please contact Len Spice, 8 Como Ave, Gillington, Bradford, Yorks. We have had a number of copies photostated.

TEPS SIDE AIRPORT, AIRLINE SERVICES SUMMARY

INCLUSIVE TOUR OPERATORS:

NORTHEAST- using Tridents they fly to Alicante, Rome and Sorrento, and Palma.

DAN AIR SKYWAYS- With Comets they fly to Alicante, Beauvais, Gerona, Ibiza, Minorca, Malaga, Rotterdam, Rimini, Reus, and Venice.

AVIACO- Caravelles fly to Menorca.

BEA- using Vikings they fly to Munich.

BRITISH MIDLAND- Viscounts to Ostend.

ALIDAIR- with Viscounts they fly to Stavanger and Ostend.

BRITANNIA AIRWAYS- Boeing 737's to Palma.

AIR SPAIN- Dc-8's to Tenerife.

SCHEDULED PASSENGER SERVICES:

DAN AIR SKYWAYS- HS 748 routes to Amsterdam, and Link City routes to Manchester, Birmingham, and Bournemouth. Link City to Cardiff via Manchester, Bristol.

AIR ANGLIA- F-27 Friendship to Amsterdam via Norwich; Aberdeen and Norwich.

BRITISH MIDLAND- Viscounts to Jersey, London Heathrow, Isle of Man.

HE COPTER ACTIVITY

Yorkshire Television's Jet Ranger G-AWRI has been noted in the following locations during April. Grindale 2nd, Haworth 6th, York 13th, Thirsk 25th, Doncaster 18th, Scarborough 18th, Hull 3,5,12,13,16,18,19,25. Other Jet Rangers have been G-AZRU at Sheffield 6th, G-AWJW Huddersfield 16th, G-AYHN at Wakefield 18th, G-AVSN landed north of York 25th and G-AYMW Batley 26th. MB 105C G-BAFD visited Hull on the 17th. Military choppers are harder to catch but the following were noted, Iroquois 16377 at Menwith Hill on the 9th. Alouette XP967 (Army Air 495) was at Catterick on the 27th and the following day it was operating off Ilkley Moor with Scout XR630 (Army Air 538). The Scout also visited the Army barracks at York on the 28th.

FLYOVER OF THE CENTURY

This lavish announcement is sorely merited by the site of Lockheed Hudson 4 VH-AGJ (c/n 6464) flying north abeam Leeds at 12.00 on the 4th April at 2,500ft. The aircraft was previously owned by Sepal P/L, and Adastra Aerial Surveys based at Mascot, Australia. It was on its way to its new owner the Strathallan Air Museum in Scotland. The flight from Australia was completed only with the aid of a D/F and map. Once at the Air Museum it will be maintained in an airworthy condition and will be flown on selected days when the museum is open to the public.

MISCELLANEOUS MOVEMENTS

April

- | | |
|---------------------------|--|
| 2. G-ARBE DH 104 Dove 8 | Holme on Spalding Moor; F. Brough T. Hawarden, |
| 6. G-ATFF Pa-23 Aztec | Elvington. |
| 11. G-AVCX Twin Comanche | POCKLINGTON; F/T Edinburgh. |
| G-BAHW Cessna 310Q | CHURCH FENTON; F/T Wrexham. |
| 12. G-BABX King Air | CHURCH FENTON; F/T Wrexham. |
| 14. G-AVLV Pa-23 Aztec | DALTON; F. Newmarket. |
| 16. G-APZR Cessna 150 | PAULL; F/T Leeds. |
| 17. G-AZAJ Cherokee Arrow | GRINDALE F/T Blackpool. |
| 18. XH674 Vulcan | ILS runs at CHURCH FENTON. |
| 26. G-AVOZ Cherokee | SUTTON BARK; F/T Leeds Bradford. |
| 27. G-AXZU Cessna 182 | GRINDALE; F/T Leeds Bradford. |
| 28. G-AWWI Jodel D117 | MARKINGTON; F/T Crosland Moor. |
| 30. G-AXDL Twin Comanche | GRINDALE; F. Hawarden. |

AIRFIELD HISTORIES

DONCASTER IN WARTIME USE.

Doncaster is now a civil airfield and very active at that. It is a grass field with the longest strip being 2500 ft. long, and it can be found to the south east of Doncaster and to the south of the A62.

During the war it was very active as a military airfield. Prior to 1939 it was used by No.616 auxiliary squadron and also No.47 ERFTS. In 1939 it became the base of the civil aircraft Flight of National Air Communications, and was equipped with two ex-Imperial Airways H.P.42's, two Ensigns and a Fokker. 1940 saw the formation of No.271 Squadron when the F.N.A.C. work was rationalised on a squadron basis. No.271 squadron used Bombays, Harrows, a Ford Tri-Motor and H.P.42's, but most of these old aircraft (except the Harrows) were soon withdrawn. The main occupation of the squadron was to ferry the personnel of fighter squadrons around the British Isles and for this purpose Harrows, and later, Sparrows, were used. The squadron finally moved after its long stay in February 1945 when it moved to Down Ampney and there converted to Dakotas. Meanwhile Doncaster had taken over the task of converting new Dakotas from the USA to 46 Group standard. After the war it reverted to civilian use.

FLYOVERS April.

- | | |
|-----------------------------|--|
| 2. OY-RYT Cessna 421? | LBA 09.35 To Manchester. Diversion. |
| F-BIHY Mystere XX | LBA 09.30 To Manchester from Cognac. Diversion. |
| B-52 | 15.05 Low Level route abeam Leeds. |
| 3. B-52 | 17.16 Abeam Harrogate. 3-4000 ft, due south. |
| 4. 40612 Starlifter | POL 11.48 'MAC 40612' To Mildenhall. |
| G-AYYG HS 748 | POL 16.52 H.S. climbing off Woodford. |
| 5. D-COSA Hansa Jet | OTT 08.57 To Warton. |
| G-BADA Bulldog | 13.48 Over York, Prestwick-Norwich, delivery. |
| 6. N777SW Gulfstream 2 | POL 14.37 'Grumman triple 7SW' southbound. |
| 10. D-ICAU Cessna 421 | POL 10.14 Northbound. |
| 11. N3RC Mystere XX | POL 17.03 'Falcon 3RC', southbound. |
| 12. OO-LFL Cessna 421 | POL 10.53 To Teesside. |
| 14. SE-EOS Cherokee 180 | LBA 17.00 3000ft, to Shoreham, believed from Carlisle. |
| 15. F-BHRS Caravelle | POL 11.31 'Air France RS' Southbound. |
| 16. 60174 C-141 Starlifter | POL 10.04 'MAC 60174' To Mildenhall. |
| D-CAMB HS 125 | OTT 16.54 Eastbound, climbing. |
| 18. 67957 C-141 Starlifter? | OTT 12.34 'Air VAC 67957' To Anders AFB. |
| 19. F-BKRH Nord 260 | POL 10.29 Edinburgh to East Midlands. |
| 36753 Grumman Trader | POL 12.09 'Navy 36753' To Mildenhall. |
| PH-DEF Douglas Dc-8-63 | OTT 14.27 'KIM EF' Amsterdam-Chicago. |
| 27. N500J Gulfstream 2 | POL 10.02 'Gulfstream N 5 hundred J' to Carlisle. |
| G-BALW King Air | LBA 17.47 24,000ft, Inverness to Denham. |
| 30. G-BSST BAC/SUD Concord | POL 10.38 24,000ft, 'Concord 002' to Prestwick,
Mach 0.94, 6mins POL to DX! |

There will be no meeting at the aero club this month, May's meeting was held on the 13th and took the form of free flying for members. The June meeting is a recce contest. There are still a few seats left for Biggin Hill, £1-50 members and £2 non-members, admission to the display is 60p and 30p for children.