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# YORKSHIRE AIR NEWS

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## EDITORIAL

So ends my first year as editor of YAN which has been enjoyable and I hope YAN itself has also been enjoyable - most comments seem to have been favourable. I wish to thank everyone who contributed in 1973, but in particular I wish to thank Terry Sykes by relieving much of the pressure by being responsible for the movements section and also for helping to print the magazine; Trevor Smith for being voted as the most regular contributor and for putting in a great deal of work; Ces Mowthorpe who we all thank for his fine articles which revealed much of Yorkshire's dark aviation past to us; Keith Jordan for the Tees-side movements, and Len Spice for being the final link in the chain and sending YAN out as the distributor. I hope to improve YAN next year now that I have settled down as editor and I hope that my regular contributors will support me again and if you see an aircraft flying in Yorkshire we want to know about it. Remember that Yorkshire Air News is a YORKSHIRE news letter so please don't send in articles and news items which are outside the borders as we will be unable to consider them for printing.

With all the threats of petrol rationing, shortage of paper and numerous other shortages the production and delivery of YAN may be somewhat erratic, please bear with us in these troublesome times!

## THE NINTH AGM

This year's AGM again proved to be one of the best attended meetings of the year. Main points were as follows - John Allen was elected as Meetings Organiser and

Ian Barber was elected to the committee, we welcome both to their new positions and wish them well.- the name 'West Riding Branch of Air Britain' will remain despite the fact that the area really no longer exists- efforts will be made to publicise the branch more in the coming year- in 1974 full Branch members will be those who are members of Air Britain and those who subscribe to YAN, such members will qualify for cheaper rates on coach trips and flying.

## PRIZES

Prizes were presented at the AGM, Terry Sykes was (again) awarded the Aire Trophy for recognition, Ces Mowthorpe was awarded a Profile Portfolio for the best articles of 1973, Trevor Smith the Spitfire portrait for being the most regular contributor to YAN, the slide contest was judged as follows:

- 1) On the ground: 1st, 2nd, and 3rd! Dave Smith.
- 2) In the air: 1st, and 3rd. Steve Langfield, 2nd Dave Smith.

## MEETINGS

The next meeting will be held at the Yorkshire Aeroplane Club (courtesy of the directors, whom we wish to thank for being able to use their facilities during the past years) on 16th December at 3.00 p.m. This will be a slide/film show of aircraft at Yeadon up to about 1970 and is intended to be a nostalgic afternoon, all are welcome

NEWS Passenger traffic at Leeds/Bradford airport was up by 1390 for October, figures were 23,048 compared with 20,289 for the same month last year. The total for-January to October at 249,095 is 8% more than the same period last year. Freight carried was up 7% to 214 compared with 199 in October 1972.



Should any inquisitive aero-historian be travelling along the road between Filey and Scarborough, just inside the North Riding boundary, his interest may be well rewarded if he makes a small detour to the Gristhorpe Cliff Caravan Site which is situated right on the cliff-top, opposite the village of Gristhorpe and approached up a by-road facing the village, 200 yds north of Dales Electric Factory.

On this site, at the extreme northern corner, commanding a magnificent view of Scarborough Bay is an unique caravan. It is made from the front fuselage of a WACO CG-13a wartime troopcarrying glider. This, it should be noted is not the much more common 'HADRIAN' which carried the designation CG-4a., but its 'big brother' that was roughly comparable to the British 'HORSA' .(Should younger members not know, the WACO was an American firm-hundreds of their CG-4a HADRIAN's took part in D-Day etc.) As a glider, the CG-13a had no 'name' but carried up to 42 fully-armed troops or a 105 mm. howitzer, towing vehicle and crew of 6. Other large variable loads were of course possible. (The CG-4a HADRIAN carried only 15 fully armed troops-or the equivalent.) Certainly there is no official record of any CG-13a WACO's being used on operations in the European theatres -hence the unique 'historic value' of this ex-wartime monster! No doubt some CG-13a's must have been brought to Europe for training purposes and here we have, perhaps, the last surviving relic of this rare breed.

At first glance, this glider-cum-caravan appears hardly worthy of note but a close inspection pays rich dividends. The length is 30ft 6ins overall and has been cut squarely off about 15 ins. abaft the sharp upward taper of the lower fuselage floor that was so characteristic of the WACO designs. The top is 'unnatural' owing to the fact that the wing centre-section 'box' has been omitted and 'squared-off' parallel to the 'bottom-line'. Over the years the sides have been recovered with ply and the original six circular windows replaced by two oblong sashes on each side. The port and starboard rear fuselage doors are still used for access (slightly modded) but each contains an example of the circular windows that they possessed in the original version. Needless to say the inside has been gutted completely to provide quite a roomy and comfortable habitat-with the nose glazing in original condition although after 25 years very badly 'starred' (being Plexiglass) giving a panoramic view over the bay.

The undercarriage is still original with all oleos showing and the twin nose-wheels still have the 'steering-box' attached. Streamlined 'boxes' each side show the wing-strut attachment points to the fuselage base. Unfortunately the feature that most novel to this particular glider design (it was one of the first to possess full, unrestricted access to the fuselage for carrying bulky loads) has been 'scrap-ped'. This is the hydraulic unit which permitted the whole nose-section, cockpit controls etc. to be hinged upwards through a full 90 degrees-hence exposing the full 8ft by 8ft. cross-section which allowed vehicles etc to enter, via a ramp. Here the nose-section has been securely fastened to the fuselage, cockpit and controls taken out in order that the occupants could 'enjoy the landscape outside' .

This 'monster' was first drawn to my attention in 1948, but may have been towed (on it's original wheels) to this final resting place during the preceding year 1947. Now painted light blue it has weathered all storms etc. for over 25 years and although now tatty and shabby compared to it's neighbours provides us with, I am sure, the last surviving 'portion' of a very rare bird indeed.

Map Ref. of the above upon the 1"-1 ml. Ordnance Survey Map is:-

Sheet 93. 088835.

AIRFIELD NEWS AND REVIEW

BAGBY New resident here on Mr. Whiting's strip is GY-20 Minicab G-AVRW. This was brought up from Halfpenny Green on 11th November.

CHURCH FENTON Chipmunk WD382 has replaced WG468/B with the Yorkshire UAS which went to 9 AEF. New Bulldogs here are:

XX534/17	c/n 220	ff	Prestwick	9.7.73	dd	Little Rissington	17.7.73
XX535/18	c/n 221	ff	Prestwick	11.7.73	dd	Little Rissington	18.7.73
XX536/19	c/n 222	ff	Prestwick	14.7.73	dd	Little Rissington	24.7.73

Several 2 FTS Chipmunks have now been civilianised , eight were registered in a block and are as follows:

WD359/3	=	G-BEMN	WK514/6	=	G-BEMO	WD371/11	=	G-BEMP
WB763/14	=	G-BEMR	WG306/16	=	G-BEMS	WP831/21	=	G-BEMT
WZ849/23	=	G-BEMU	WG348/28	=	G-BEMV	WK628/29	=	G-BEMW
WP924/30	=	G-BEMX						

