

YORKSHIRE AIR NEWS

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

VOLUME 10

NUMBER 3

MARCH 1974

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BRANCH MEETING The March meeting will take place on 17th March, 3.00p.m. at the Yorkshire Aeroplane Club, Yeadon Airport (courtesy of the Directors). Mr. Peter Shackleton will be coming up from Manchester to give us his annual slide show on the airlines of the world, this has now become our best meeting and also the most popular of the year. Every one welcome.

We must thank John Allen for giving us his talk/slide show on aircraft preserved in Britain in February. This was done at very short notice and all who attended will agree what a good job he did.

COACH TRIPS The season of coach/beer drinking is upon us. We have several trips lined up provisionally. Prices will be based on an 11 seater coach and will therefore be a little dearer, but if demand is sufficient a 29 seater will be used.

We are planning a trip on Bank Holiday Monday, 15th April to the first Shuttleworth display, the cost is expected to be about £2.50 and a little cheaper to subscribers of YAN. Seats can be booked now by sending a deposit of 50p to the editor (address above). Also on the books is a combined trip to Hendon Museum and Heathrow on Sunday May 12th, cost will again be about £2.50 and a 50p deposit will secure a seat.

FANCY DRESS BALL Readers are reminded that the Second Annual Air Britain Fancy Dress Ball is being held at the Yorkshire Aeroplane Club (courtesy yet again of the Directors) on Saturday 30th March from 8 p.m. till 12 p.m., bar closes at 12 p.m. Tickets are available from Dave Allan (address above) at 30 pence. A buffet is included in the price of the ticket.

Members of Air Britain may not be aware of the fact that you can join the Yorkshire Aeroplane Club at a special rate of £2.20 compared with £8.80.. Locations should be made to the Aero Club itself.

NEWS Yeadon Squadron A.T.C. may receive a Miles Magister for preservation. Aireborough Council has agreed to pay the £700 needed to provide a hard standing area for the aeroplane with a surrounding chain fence at the ATC HQ at Nunroyd House Yeadon.

The Sopwith Triplane replica being built by Mr. Penny is well under way. The fuselage and tail section are complete. The bracing wires are of an unusual aerofoil section on the original aeroplane and the original manufacturers have been contacted and are to supply duplicate sets.

A VP-2, a two seat version of the VP-1, is under construction at Barnsley. It is allocated the PFA number 7207. George Shield's project the Xiphi has been given PFA 04-10005, work has not yet commenced on the aeroplane but design is complete; he has no date when work will commence on it.

Passenger traffic through Leeds/Bradford airport was up 38% in January this year with a total of 18,180 people using the airport compared with last year's January figure of 13,198. Income was up to £16966 against £13638, a 24% increase. This is a good start to the year when one considers the conditions under which the figures were achieved.

Yeadon Aeroplanes have obtained a Scotts Flying Squirrel engine for their Flying Flea on loan from Mr. T. Coulton of Baildon. The Flying Squirrel was built in the mid-1930's at Saltaire as an adaption of the Scotts Squirrel motor cycle

engine and intended for use in the Flying Flea which was then being built in ever increasing numbers, only about 100 were built in all. The engine we have managed to obtain has without doubt at one time powered a Flea, it still carries its original engine mounts which are unmistakeably of Flea origin. Mr. Coulton obtained the engine from someone in Yeadon a few years ago and installed it in a gyro-copter he built, he flew his machine a few times from Baildon Moor, the engine is almost brand new and has hardly been run. The group has been contacted by an employee of W.P. Butterfield Ltd., who was part of the team which built a Flea in 1938/9 and flew one from Sutton Bank around that time; it is hoped that more information can be obtained from the gentleman and details will appear in a later issue of YAN. Reader Alan Madden has sent Yeadon Aeroplanes the book "The Flying Flea" by Mignet, a 193? translation of Mignets book "Le Sport De L'Air"-thank you Alan.

The SSAFA air display at Church Fenton on Spring Bank Holiday Monday, May 27th has been cancelled due to a ban on RAF display flying until June. It is hoped that the display can be held a little later, possibly August 18th. Let us hope that it can be re-arranged.

ADVERTS The British Aviation Research Group's Monograph No 1S "A History of the Westland Wyvern" is a must for all serious students of British Naval Aviation history. It is professionally printed and contains a detailed account of the development of the Wyvern and individual histories of each aircraft built. It also contains photographs and line drawings showing colour schemes and Squadron markings which will be invaluable to the modeller. The cost is £1-00 in the U.K. and £1-25 in Europe and £1-75 Overseas (except Europe). All prices include postage. Please make cheques/P.O.'s payable to "British Aviation Research Group" and order from K. Davies, 6 Ryde Gardens, Yateley, Nr. Camberley, Surrey, GU17 7PX. Still available in limited numbers are the following old-style Monographs:- Valiant 40p; Belvedere 15p; TSR 2 10p.

Coming shortly from "Air Britain", the DOVE/HERON MONOGRAPH compiled by Branch members E.C. Barber, D.I. Shaw and T.W. Sykes. Watch this space!

Details have just been released from Air Anglia for their services commencing on April 1st from Leeds/Bradford, we are grateful to Andy Barker for the following schedule.

Norwich	Monday to Friday	07.45	Sunday	17.15
Leeds	arrive	08.40		18.10
Leeds	depart	08.50		18.20
Edinburgh	arrive	09.50		19.20
Aberdeen	arrive	10.40		20.10
Flight AQ		200		204
Aberdeen	Saturday depart	07.35	Monday to Friday	17.20
Edinburgh	depart	08.25		18.10
Leeds	arrive	09.25		19.10
Leeds	depart	09.35		19.20
Norwich	arrive	10.30		20.15
Flight AQ		205		203

All flights will be by F-27 Friendship.

YORKSHIRE AIR NEWS SURVEY RESULTS

The results of the survey carried out at the end of last year proved useful and interesting, those who responded are thanked for taking the trouble to reply. The first point to emerge was the fact that civil and military interests are fifty fifty which is very satisfying, we are aware that the magazine is civilly biased which is due in the main to the interests of our main contributors who are civilly inclined and the fact that Yorkshire is, in the main, not a very active military area apart from its obvious training role. It is, of course, up to our military readers to prove me wrong by sending in more military news. As for the articles arousing the most interest among readers the most popular was by far the Airfield News and Review roundup, not surprisingly the movement review came second. Articles on Yorkshire Aviation came third, this is almost entirely Ces Mowthorpe's work and I am sure we appreciate and enjoy his articles. One surprise was the popularity of Flyovers, a feature which will be expanded in future issues.

HELICOPTER ACTIVITY February:

Jet Ranger: G-AWRI Hull 1,13,14,27; Kirmington 6; Grindale 7; Immingham 11;
Scunthorpe 11; Chesterfield 14; Mashan 15; Harrogate 19;
Bridlington 21; Ripon 21; Thirsk 25; Grimsby 25; Sheffield
25; Topcliffe 26; Doncaster 27.
G-AYMX Heartshead Moor Service Station 4; Sawood House, Thormer 17;
G-AZRU Pontefract 13; Huddersfield 15.
G-BBES Ferrybridge 14,19.
G-BBUX Thormer 19.
Hughes G-BBSP Wetherby 24; Huddersfield 23.
Brantley G-ASHJ Brighouse 7, 21.
Hiller G-ATDM Scarcroft 12; Poole 14,15.
Gazelle G-BAGK Pateley Bridge 20.
Iroquois 13730 Menwith Hill 21.

OTHER AIRFIELD MOVEMENTS

February:

1 G-AZLG Baron
5 G-AZNL Cherokee Arrow
6 G-AYPC Queen Air
7 17892 Convair T-29
11 G-AYBO Aztec
14 17901 Convair T-29
19 G-AXAW Cessna 421
20 G-BAIG Seneca
G-AXFA Aztec
21 G-AVNI Twin Comanche
22 G-AWMP Cessna 172
25 G-ARDY Tipsey Nipper
G-BBKD Cessna FRA150
28 G-AYNB Navajo
15169 Convair T-29

CHURCH FENTON: To Liverpool (LBA 10.09) also 13.
ACASTER MALBIS: From Elmdon T. Leeds.
CHURCH FENTON: (LBA 13.55).
LEEMING: From Prestwick to Northolt.
ELVINGTON: To Norwich (Ott at 16.15).
LEEMING: F. Prestwick T. Northolt.
FINNINGLEY: From Swansea (Mil at 11.23 13,000ft).
CROSLAND MOOR : From Crutchfield Manor.
LEEMING: From Stapleford, inbound at 12.00.
DONCASTER: From/to Edinburgh (LBA at 18.54 & 12.18).
CROSLAND MOOR: To Tees-side (LBA at 13.15).
TOPCLIFFE: From Leeds to Bagby.
DONCASTER: From/to Leeds.
FINNINGLEY: To Leeds.
LEEMING: From Prestwick to Northolt.

AIRFIELD NEWS AND REVIEW

BURNISTON: Jet Ranger G-BADS , which was believed to be based here was w.f.u
on 18th September.

CROSLAND MOOR: Movements for January and February, courtesy of Geoff Abbott.

29.1 G-ATFL Cessna 172 8.2 G-BAXE Hughes 269.
22.2 G-AWMP Cessna 172 f. Leic. East. 23.2 G-BBSP Hughes 269 to Leeds.
23.2 G-BBFD Cherokee Arrow f. Tollerton 24.2 G-BASP Hughes 269.

The Hughes 269 on the 8th January was apparently on crew training
exercises.

DONCASTER: George Shield's Xyla G-AWPN was damaged here on 18th February
when it struck a horse on take off, it was not badly damaged.

A visit on 12th February to the airfield by the editor and Dave
Allan gave us the first full report on the residents for some months. To bring the
list more up to date from that one given in January they are as follows:

G-ASUB Mooney M.20	G-AVUX Cessna 172	G-AKEK Gemini
G-AWIG Jodel D.112	G-AWPN Shield Xyla	G-ASAI Airedale
G-AYTG Cardinal	G-AVWR Cherokee Arrow	G-AXLS Jodel D.105
G-ASCJ Comanche	G-AWLA Cessna 150	G-BBCI Cessna 150

Not seen but believed to be still here are Condors G-AWSR,
G-AYFT and G-AWSS with Falke G-AYUM. Gemini G-AKEK was in the Eastern Aviation
hangar, stripped completely down, for what appears to be quite a substantial
rebuild; also in their hangar were the wings of Beagle 206 G-AVCI which were
changed some time ago. Eastern Aviation continue to deal in Swedish aircraft,
Cherokee SE-EON was parked outside and Cessna FR172 SE-FKG was inside.

DONCASTER SAILPLANES: Doncaster Sailplanes are not sited at Doncaster airport-
as was discovered by the editor and Dave Allan recently - but a few miles away
near to the Power Station. Having successfully passed through the picket lines
we found their buildings down a short track. Up till now it was believed that
the company existed only to sell materials to the would-be aeroplane builder,

this belief proved totally wrong and their premises proved to be a gold mine of interesting items. The first discovery was the fact that a Squarling SA102-5 Cavalier was being built (an article on this aircraft appears elsewhere in the magazine). This example will fly later this year and will most probably be the first example to fly in the country, our first visit to Doncaster Sailplanes was made on 12th February and on this date the fuselage was almost complete and the wings had been finished, by the 16th the fuselage and wings had been mated. Another machine is being built by D.W. Buckle with the PFA number 1593 and registered G-AZHH, this is under construction at Tees-side.

The company purchases gliders, refurbishes them and then resell them, several were in from Germany, including a Scheibe believed to be D8225 (the markings had been painted out). Another aeroplane had been bought in Germany and this was a Sperling SF 23A, D-BGIZ c/n 2013, a high wing, single engined monoplane which was purpose built for glider towing. This is the only example in the country and was brought over from Germany by trailer a few months ago, it will probably be based at Dishforth shortly.

DRIFFIELD: New resident at Driffield is Aztec G-BBRJ which replaces Twin Comanche G-AZIA.

FINNINGLEY: Noted here on 25th February were Vulcans XL378, XM651 and Victors XA938, XH619. Also present was a Hunter T.7 which unfortunately defied identification.

LEEDS/BRADFORD: February movements:

1 G-AVWD Cherokee	G-AZZV Cessna F.172	G-ATHJ Aztec
G-AZLG Baron 58	G-BBBJ Pa-23 Aztec	
2 G-AXAY Jet Ranger		
3 G-ATMB Cessna F.150	G-BAVJ Pa-31 Navajo	G-AVSO Pa-23 Aztec
4 G-AXAY Jet Ranger	G-AZTB MBB 209 Monsoon	G-BA00 Cessna 421B
5 G-AYLJ Pa-31 Navajo	G-AZFR Cessna 401B	
G-AZNL Cherokee Arrow	F-BUYI Falcon 20	G-BAVJ Pa-31 Navajo
6 G-AXFE King Air	G-ATAI DH 104 Dove	G-BBNO Pa-23 Aztec
G-BARR HS 125	G-BAXE Hughes 269A	
G-BBPV Pa-31 Navajo		
7 G-AZZV Cessna F172	G-AYSB Pa-30 Twin Comanche	G-AZLY Cessna F.150
G-ATYN Cessna F.150	G-AVYL Cherokee	G-BASL Cherokee
G-ATSM Cessna 337	G-BAHT Cessna F.172	XR445 DH114 Heron 2
G-BBPV Pa-31 Navajo	G-BBLA Cherokee	
F-BPMC HS 125		G-AZZV Cessna F.172
8 G-ATAI DH Dove	G-AYBO Pa-23 Aztec	G-BAWY Pa-23 Aztec
G-ATMJ HS 748	G-ASRE Pa-23 Aztec	00-LFD Cessna 421
G-BACB Pa-34 Seneca	G-BBDR Pa-31 Navajo	
9 G-ATJR Pa-23 Aztec	G-AZWW Pa-23 Aztec	
10 G-BBRJ Pa-23 Aztec n/s	N14493 Cessna FR172 n/s	G-AXFG Cessna 337
11 G-ATAI DH 104 Dove	G-AXPU HS 125	G-BASK Pa-23 Aztec
G-BAVJ Pa-31 Navajo	G-BAZA HS 125	
G-BBIM Cessna 310Q	G-BBIT Hughes 269B	G-BASK Pa-23 Aztec
12 G-AWKW Pa-24 Comanche	G-AVJP Cherokee	G-ARBE DH 104 Dove
G-BBIM Cessna 310Q	G-BBIT Hughes 269B	G-AXUV Cessna F.172
G-ATSM Cessna 337	G-ATDM Hiller UH12E	G-BASK Pa-23 Aztec
G-AT J HS 748	G-BAHT Cessna F.172	G-BBRJ Pa-23 Aztec
G-BAOP Cessna FRA 150	G-BBPV Pa-31 Navajo	
G-BBLS AA5 Traveler	G-BBDA AA5 Traveler	G-AZFU Cessna T310Q
13 G-AYER HS 125	G-AZRU Jet Ranger	G-AZLY Jodel D.120A
G-AYFD D.62B Condor	G-AZFR Cessna 401B	G-BBPV Pa-31 Navajo
G-AYTG Cessna F.177	G-BAGW Cessna F.150	G-BAOP Cessna FRA.150
14 G-AYGC Cessna F.150	G-BACB Pa-34 Seneca	
G-BBES Jet Ranger	G-BBMK Pa-31 Navajo	
15 G-AZRU Jet Ranger	G-ATZN HS 125	G-AVKZ Pa-23 Aztec
G-AVIW Viscount	G-AYMX Jet Ranger	G-BAYU Cessna 310Q
G-BBRJ Pa-23 Aztec	XS790 Andover	F-BRAL Lear Jet
F-BPFO Baron	N93434 Beaver (U6A)	
16 G-AYTG Cessna F.177	G-BAYU Cessna 310Q	

17 G-AVYL Pa-28 Cherokee	G-AYMX Jet Ranger	G-AYPH Cessna F.177
G-AYTC Pa-23 Aztec	G-BAMM Cherokee 235	G-BASL Pa-28 Cherokee
G-BATP Pa-28 Cherokee		
18 G-AWJA Cessna 182	G-BBIM Cessna 310Q	
19 G-AYLM AA1 Yankee	G-AZRU Jet Ranger	G-APUW Auster J/5V
G-AVSG Pa-28 Cherokee	G-ASFG Pa-23 Aztec	G-AYRD Twin Comanche
G-BIEF Pa-28 Cherokee	G-BBES Jet Ranger	G-BBJF Baron
G-BBRJ Pa-23 Aztec	G-BBUX Jet Ranger	I-BOGI HS 125
20 G-AYTG Cessna F.177	G-AYLM AA1 Yankee	G-AWTX Cessna F.150
G-AWDX Beagle Pup	G-ASWL Cessna F.172	G-AYFI Twin Comanche
G-BAGK Gazelle	G-BALU Pa-23 Aztec	G-BAUO Pa-23 Aztec
21 G-AXXG BN2 Islander	G-AYPC Queen Air	G-ASRO Twin Comanche
G-AZZV Cessna F.172	G-AYTG Cessna F.177	G-ATEW Twin Comanche
G-AVCJ Beagle B.206	G-BAVJ Pa-31 Navajo	G-BBES Jet Ranger
G-BBJZ Cessna F.172	G-BBEW Pa-23 Aztec	G-AYMX Jet Ranger
13730 Iroquois		
22 G-AWKF Twin Comanche	G-ASRO Twin Comanche	G-AVUI Cessna F.150
G-AZCK Beagle Pup	G-ATHI Pa-28 Cherokee	G-ASWJ Beagle B.206
G-BAXV Cessna F.150	G-BABX King Air	G-BBPV Pa-31 Navajo
G-BBPX Pa-34 Seneca		
23 G-AWDX Beagle Pup	G-AXUV Cessna F.172	G-ATFK Twin Comanche
G-AYMX Jet Ranger	G-AWJW Jet Ranger	G-AVNA Queen Air
G-BAHT Cessna F.172	G-BAMM Cherokee 235	G-BAZA HS 125
G-BBSP Hughes 300		
24 G-AVYL Cherokee	G-AZLY Cessna F.150	G-ATFK Twin Comanche
YXX Cessna F.172	G-AVZT Pa-31 Navajo	G-AVPS Twin Comanche
G-AYDG Rallye Minerva	G-BAVJ Pa-31 Navajo	G-AVPF Twin Comanche
PH-RPC Cessna FR.172		
25 G-AVRG HS 125	G-AZFR Cessna 401	G-AYSB Twin Comanche
G-AXVG HS 748	G-AYFJ Rallye Club	G-ARDY Nipper
G-AYKL Cessna F.150	G-APVK Pa-23 Apache	G-BAVJ Pa-31 Navajo
G-BAJO AA5 Traveler	G-BBIT Hughes 269	
26 G-AYDE Pa-23 Aztec	G-AVBZ Cessna F.172	G-AZFR Cessna 401
G-BAVJ Pa-31 Navajo	G-BAFA AA5 Traveler	G-BAXG HS 125
G-BBHA Turbo Commander		
27 G-AVUN Twin Comanche	G-ASUH Cessna F.172	G-AVWI Pa-28 Cherokee
G-AVLY Jodel D.120	G-APVK Pa-23 Apache	G-BARE Cessna 414
G-BAMM Cherokee 235	G-BASK Pa-23 Aztec	G-BBDA AA5 Traveler
G-BBPV Pa-31 Navajo	F-BPFO Baron	G-AZLY Cessna F.150
28 G-AZZV Cessna F.172	G-AVNL Pa-23 Aztec	G-AVHW Twin Comanche
G-AZSN Cherokee Arrow	G-AYNB Pa-31 Navajo	G-AXUV Cessna F.172
G-AWKF Twin Comanche	G-BAOP Cessna FRA 150	G-BAVJ Pa-31 Navajo
G-BAUO Pa-23 Aztec	G-BBPV Pa-31 Navajo	G-BBXH Cessna FR172

Beaver N93434 on the 15th was in fact a U6A previously with the U.S. Army as 56-301 and was on delivery to Alaska, flown by an Icelandic ferry pilot. HS 125 G-AVRG on the 25th brought in Mr Heath and the HS 748 G-AXVG on the same day was filled with press men. First Gazelle to visit was G-BAGK on the 20th. The Y.T.V. Jet Ranger G-BBTV returned, after a respray, on the 22nd and moved into the hangar previously occupied by G-AWRI. 'RI is now living in the main hangar. Cessna F.337P G-BBKJ was delivered to East Midlands on the 13th by Northair. They also delivered the Aztec G-BEWM to Shobden on the 21st. A visitor to Northair on the 10th was Cessna FR172 N14493 c/n 0444. Cherokee SE-EON which was impounded by customs on arrival last month finally departed on the 10th. Cessna F.172 G-ASWL made one of its rare flights when it arrived from its base at Dalton on the 20th, it went to Y.L.A. and is believed to be in for c.of a.renewal. Cessna F.172 G-BAAS has completed repairs at Northair and went back to Grindale on the 23rd. Cessna F.172 G-AWUY, which was recently rebuilt by Northair, once more returned by road on approx. the 26th after another accident at Paull. Rocket PH-RPC arrived for maintenance on the 24th and left for Amsterdam on the 28th.

22 G-BARE e sna 402
23 G-AYYD Sundowner

G-BBEB Cherokee Arrow
G-BBVA Sikorsky S61N

TODWICK: Falke G-AYPY is no longer resident and reported sold in Cyprus.

THE SQUAIRCRAFT CAVALIER

by Dave Allan.

Among the most interesting of aircraft being built in Yorkshire, (apart from the Flying Flea of Yeadon Aeroplanes!) is the Squaircraft Cavalier.

One of these aeroplanes is under construction at the premises of Doncaster Sailplanes. The basic structure of the fuselage and wings, which in this case are one-piece from tip to tip, and do not fold, have been mated together.

The Cavalier has evolved from the GY-20 Minicab of 1946 design, which proved very popular with home constructors on the Continent, and the U.S.A.

Builders in America and Canada requested more power, higher performance, tri-gear, easier construction, etc., and the Minicab was thus re-designed to offer these desirable features. Many other features have been added to simplify construction, add comfort, visibility, safety, etc. The basic changes include;

- 1) Strengthened engine mounts and forward fuselage to take up to 135hp Lycomings and nose gear.
- 2) Strengthened and simplified spar for higher power, higher wing loadings and spring steel landing gear.
- 3) Marine ply wing aileron, flap and tail ribs (100 hours labour saving compared with truss type ribs).
- 4) Conventional or tricycle spring steel undercarriage for simplicity and economy.
- 5) Fixed windshield with forward hinged doors for durability and easy cockpit access.
- 6) Squared tailplane tips to avoid laminations and to match square wing tips.
- 7) Swept fin and rudder for "Sex Appeal".

The SA 102, Point 5 version, which is a modified and updated version of the basic SA 102 Cavalier, has proved to be the most popular. It's mods include tip tanks, and an optional 3-piece folding wing (13ft folded width), which needs no control disconnection or tip tank removal to operate.

Construction Details

Fuselage

Simple four longeron box. Interior of cockpit plywood lined. Materials are 20mm x 20mm spruce, and 3mm five ply birch plywood. (Same used in our Flea!). The fuselage sides are made in a simple jig, and joined to their bulkheads and cross-members upside down, after which it is turned right side up to add the fin and superstructure.

Empennage (Tail Section to you!)

Fin is a swept, two spar, 1.5mm ply covered structure, built integrally with the fuselage. The stabilizer is of marine ply rib, and 1.5mm birch ply covering construction.

Wing
basically a mono spar wing, with built up box spar, plywood leading edge, light rear spar, Frieze ailerons, and a diagonal drag-load bearing spar.

The Cavalier offers tricycle or tailwheel undercarriage, which is unusual in a home-built aeroplane. The main u/c is $\frac{1}{2}$ "x5" truck spring, and the nose u/c is 1"dia spring steel rod. Wheels are 500x5 or 600x6.

The canopy is a glass fibre mould, with cut-out doors in the side as on the Piper "Cherokee".

Flight Characteristics.

Due to its clean lines, the Cavalier's performance is good, with a good short field capability combined. The prototype and others have been flown from +6 to -3G.

All in all a very desirable aircraft for sport or touring and strong enough for the odd loop or roll.

"How long does it take to build?"

Naturally this depends on skill, experience, workshop facilities, etc., but the average is probably about 1000 to 2000 hours and one to two years of spare time work. There is nothing in the structure beyond the scope of the average builder.

Cost

It is possible to build the aircraft for about £500, but, if you were to go

"first class" you could spend this on the engine alone, and a final cost would be between £600 and £800.

The prototype, CF-YIK, built by its designer Stan McLeod of K. & S. Aircraft Supply, 4623 Fortune Rd. S.E., Calgary 23, Alberta, Canada, first flew in 1971. Approximate increase in performance of the improved SA 102.5 (Tip tanks), is between 5% and 10% over the normal Cavalier. 5mph lower stall, shorter take off and landing, 7 to 10 mph higher cruise, 300ft. more rate of climb, more lateral stability, improved handling in rough air, etc., About six Cavaliers are under construction in the U.K. Plans have been submitted to P.F.A. engineering and full approval of the design and materials are available.

The covering on this two seater is Dacron cloth finished with polyurethane, for a very smooth finish. No stitching is needed. Ordinary linen and dope can be used for those who like doing things the hard way.

Engine Options

Continental.	C-85 - 85 hp	Lycoming.	O-234 - 108 hp
	C-200 - 100 hp		O-235 - 108 hp
Franklin.	Sport 4		O-235C - 115 hp
	Sport 4A 125-130 hp		O-290 - 125 hp
	Sport 4B		O-290D2 - 135 hp

	125 Lycoming	85 Continental
Empty Weight	890 lbs	800 lbs
Gross Weight	1500 lbs	1500 lbs
Fuel (internal tanks)	22 Imp. gal	16 Imp. gal
Fuel (tip tanks)	28 Imp. gal	28 Imp. gal
Load Capacity	610 lbs	700 lbs.
Max. Speed (Str. & level)	160 mph	140 mph
Max Speed (Dive)	200 mph	200 mph
Cruise Speed	150 mph (T.A.S.)	140 mph (T.A.S.)
Stall Clean	50 mph (I.A.S.)	45 mph (I.A.S.)
Stall Flaps	40 mph (I.A.S.)	40 mph (I.A.S.)
Rate of Climb	1000 fpm plus	700 fpm plus
Aerofoil	Root NACA 23015	Tip NACA 23010
Stress	Positive 6+	Neg 3
Stall and spin recovery	Quick and positive.	
Take off distances at	600ft	800-900 ft.
3500 ft. A.M.S.L. 600 F		
Landing distance	600-800 ft.	600-800 ft
Wing Span (SA 102)	25 ft.	
Wing Span (SA 102.5 with tip tanks)	27'8"	
Overall length	18'4"	
Height (tail wheel)	5'5"	
Height (tri-gear)	7'1"	
Wing area (SA 102)	107 sq.ft.	
Wing area (SA 102.5 with tip tanks)	117 sq.ft.	

Thanks to Doncaster Sailplanes for the information contained in this article.

FUEL SAVING DEPARTMENT

SLINGSBY NEWS

As promised last month we have the latest information from the Kestrel production line. This updates the list in YAN for September 1973.

c/n	reg	f/f	owner and comments
1820	BGA 1889		Mr. Eccles, delivered unfinished and it was finished by the owner.
1822	CF-FEI	22.08.73	York Soaring, Toronto.
1825	BGA 1854	20.09.73	T.P. Docherty, Dundee.
1826	ZK-GHU	30.09.73	G. White, New Zealand.
1827	ZS-GIH	18.10.73	B. Cole, South Africa.
1828	ZS-GII	23.10.73	B. Liegner, South Africa.
1829	BGA 1856	14.11.73	G. Burton, flown by Mr. Burton in the 1974 World Championships in Australia and sold there.
1830	N???	05.12.73	H. Lobo, New Mexico USA, d/d unregistered.
1831	ZS-BOB	05.12.73	Bobby Clifford, South Africa.
1832	G-BBVC	17.12.73	G. Barazzetti, Italy. Registered in UK till it was certified in Italy.

1833	BGA 1855	09.01.74	G.S. Neumann, Cambridge.
1834	JA??	17.01.74	Kyokuto Boeki Kaishi Ltd., Japan, delivered unregistered
1835	BGA 1857	29.01.74	R. Chesters.
1836	D-0788	21.02.74	Hr. Otto von Gwinner, Switzerland
1837	-	-	D. Zotov. Delivered incomplete for customer to finish.
1838	BGA 1859	21.02.74	R. Rutherford.

The above sixteen gliders show exports to eight different countries over a six month period. Business looks good for Slingsby Sailplanes.

TORVA SAILPLANES LIMITED Formed on 18th September 1969 at Scarborough to build the Torva TA Series 1. The company went into voluntary liquidation in January 1974. The aircraft produced were:-

c/n	srs	reg	f/f	remarks
TA 1001	1	BGA 1641	08.05.71	DBR Sutton Bank 15.07.71, airframe used for tests.
002	2	BGA 1701	18.01.73	Bought by Yorkshire Sailplanes Ltd. in February 1974.
003	2	?	18.12.73	

YORKSHIRE SAILPLANES LTD. Formed in 1972, Yorkshire Sailplanes bought the Slingsby T53 design and with modifications built it as the YS-53 Sovereign. Further modifications produced the YS-55 Consort now in production. The prototype YS-53 was converted from a T-53 airframe c/n 1721 which was bought from Slingsby Sailplanes. Production is then as follows:

YS-53 c/n	BGA	YS-53 c/n	BGA	f/f
02	1811	1721	1787	21.07.73.
03	1897	09	1891	
04	1813	10	1893	
05	1890	11	1894	
06	1815	12	1895	
07	1892	13	1896	
08	1812	14	1814	

Slingsby T-53B c/n 1654 supplied to the Lakes Gliding Club has been completed as a YS-53 Sovereign and registered as BGA 1898.

Yorkshire Sailplanes have also bought the Birmingham Guild BG-135 design. Three examples of this were recently registered but it is not known if they are to be Yorkshire Sailplane versions. For the record the three BG-135's are:- BGA 1920 c/n 4 ; BGA 1921 c/n 5 ; BGA 1922 c/n 6

We are grateful to Norman Ellison (our Kirkbymoorside Korrespondent) for most of the above glider news and also to Terry Sykes for compiling it.

CREDITS T. Smith, K. Jordan, T. L ch , M. Everton, I. 'are you having one' Jagger, I. Sim, N. Ellison, A. Anderson, A. Barker, G. Abbott, D. Allan, Yorkshire Post, E. Atkinson, Yorkshire Evening Post, News of the World (!!!), Air Britain Digest/News, N. Rhys-Evans.

TIME TO REMEMBER

Had you gone to Leeming one day in 1941 you would probably have seen 10 Squadron Whitley V's including the following aircraft:

Z9119	ZA-C	Z9149	ZA-F	Z6941	ZA-O
Z9161	ZA-G	Z6976	ZA-U		

while a trip to Holme on Spalding Moor in 1943 would have produced Halifax V's of 76 Squadron:

LK946	F	DK167	A	EB204	E	LK922	L
LK999	V	LL116	X	DK245	G	LK687	P
LK926	C	LK667	O	LK955	W		

Has anyone any similar lists lying around from their early 'spotting' days, strictly for our senior readers. of course!

DID YOU KNOW That March, Jones & Cribb of Leeds built D.H. 5's in 1917, serials were B4901-B5000 out of a total production of 550.

FLYOVERS February:

1 G-ATVV Cessna 172	LBA 09.35 3500	Tees-side to Ternhill and return 15.02
4 G-BJCB HS 125	POL 08.36 28000	From E.M.A., return POL 15.31.
N77TM Mitsubishi MU-2	POL 10.24 14000	Northbound, POL 17.11 17000 Sthbnd.
5 50217 C-141 Starlifter	POL 10.22 21000	Prestwick to Mildenhall.
6 G-AYPC Queen Air	LBA 13.55 5000	To Church Fenton.
TR-LRX	POL 14.16 21000	Republic of Gabon, southbound.
F-BRAL Lear Jet	POL 18.36 33000	Northbound, POL 1935 37000 sthnd.
7 G-BA00 Cessna 421	LBA 08.44 13500	Edinburgh to E.M.A.
41009 Convair C-131	POL 08.49 10000	Northbound.
N516WC Jetstar	POL 13.14 37000	Southbound.
G-BAGW Cessna 150	14.30-14.50	Photography over Pontefract from and to Sherburn.
F-XCWZ Atlantic	POL 15.32 19000	French Air Force. Southbound.
G-AWKC Hughes 300 Abm	LBA 16.37 2000	Barton to Sherburn.
G-BBLI Shrike Commander	POL 18.08 7000	Southbound.
8 G-AMPO Douglas Dc-3	POL 15.08 7000	From Newcastle, also 21.21.
G-AYPI Cessna 177	LBA 15.47 5500	Newcastle to Biggin Hill.
G-ASGI BAC Vc-10	POL 17.39 31000	To Prestwick.
11 G-AYGL Islander	POL 12.17 7000	Southbound.
12 G-BAUR F-27 Friendship	POL 09.57 13000	Stavanger to Swansea.
G-AZUG Traveler	12.55 4000	Photography over Castleford till 13.05.
XV249 Nimrod	17.00 7000	Seen at High Green, westbound.
CF-ROX Lear Jet	POL 16.09 41000	Southbound.
13 G-AXVG HS 748	POL 00.10 10000	Northbound.
PH-ILF Falcon 20	POL 09.09 7000	Inbound to Warton.
N57057 Rockwell Commander	POL 09.23 18000	Northbound.
G-AZMM Diplomat Abm	LBA 14.26 3000	Elstree to Sunderland.
OY-BBL Aztec	OTT 18.00 7000	Eastbound.
14 SP-LGC Tupolev Tu134	14.30 28000	Westbound, seen at High Green
G-APBC Douglas Dc-3	POL 21.34 8000	Northbound.
15 F-BRAL Lear Jet	POL 08.36 24000	From Castle Donnington.
G-AYIO Cherokee	POL 10.47 5000	Woodvale to Brough, abm LBA 10.58.
G-APBC Douglas Dc-3	POL 11.34 9000	Southbound.
16 G-AZSU HS 748	POL 00.18 12000	To Glasgow.
17 33303 Douglas C-118	POL 18.30 12000	Northbound.
18 F-XCWE Atlantic	POL 09.17 22000	French Navy, to Prestwick.
XX479 Jetstream	POL 15.21 8000	Northbound.
G-AXMY Twin Comanche	LBA 15.52 7500	Newcastle to East Midlands.
G-BIII BAC 1-11	POL 16.18 24000	'Golf Bravo 1-11' Northbound.
19 41009 Convair C-131	POL 08.36 12000	Northbound.
F-BSTI Navajo	POL 17.17 11000	Southbound.
20 N506CC Citation	POL 11.20 35000	To Prestwick.
F-BUYI Falcon 20	OTT 13.17 29000	Trader Airways, eastbound.
G-AXBY Cessna 402	POL 16.28 7000	'Alidair 21' to East Midlands.
21 G-BBMK Navajo	LBA 12.10 3000	Sunderland to East Midlands.
G-AMYJ Douglas Dc-3	POL 13.17 7000	Southbound.
22 40639 C-141 Starlifter	MIL 12.20 35000	Westbound.
23 24125 VC-135	OTT 08.39 35000	Via Milbrook.
25 G-BBIT Hughes 300 Abm	LBA 09.22 1500	Sherburn to Barton.
G-AWNK Boeing 747	POL 12.16 31000	To Prestwick.
F-BRSM Cessna 402	POL 15.55 11000	Newcastle to Le Bourget.
F-XCWF Atlantic	POL 16.33 23000	French Navy, southbound.
G-APEU Vanguard	POL 15.02 17000	To Heathrow.
Hastings	LBA 16.29 7000	'FOF 02', Keflavic to Scampton.
F-BSSL HS 125	POL 17.15 33000	Southbound.

High Green is about 2 miles north of Sheffield.

NEXT PRESS DATE. IS APRIL 6th