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Yorkshire

Air

News

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The Journal of the West Riding Branch of Air Britain

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During the months after the Battle of Britain Displays there will probably be the usual seasonal falling off of reports to Yorkshire Air News. So to counteract this we would like anyone to write an article for Yorkshire Air News, the only rule the Editor will lay down is that it has to be about aviation.

Did you visit an air display before Yorkshire Air News was started? If so tell every one about it this winter. Are you interested in one particular side of aviation? Then get writing about it, there is no time limit you just send it into YAN when it is ready.

P. Jackson

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DIARY.

August 16th. Yorkshire Gliding Club: Gliding competition, Sutton Bank.

August 31st No Branch meeting as it is a public holiday.

September 10th. Press date for Yorkshire Air News.

September 20th. Battle of Britain Display at Finningley. The Branch will be there as usual.

September 28th. There will be the usual Branch meeting at the Yorkshire Flying Club building at Leeds/Bradford Airport starting at 2.30pm. but what the programme will be the Editor cannot remember

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Septembers Yorkshire Air News, will contain ( we hope ) a display report of the Battle of Britain Display at Finningley and will be therefore not be delivered till after the display.

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In case of non delivery of Yorkshire Air News please contact the distribution officer, Mr. B. Whitaker, 10, Airedale Terrace, Charlestown, Shipley.

FOR SALE.

A limited amount of Agfa Super 8 cine film is available. Mr. S. James, 98 Copgrove Road, Leeds, LS8 2ST, at a price of 25/-, a reduction of 8/11 on the normal selling price.

'USAF Serials 1945-1969', published by the Merseyside Society of Aviation Enthusiasts, gives the most comprehensive coverage yet of the American system of serial allocations plus details of c/ns, modifications and abbreviations in post war years. This 72 page publication is available from Mr. B. E. Workman, 11 Leybourne Grove, Liverpool. L25 4SS. at a price of 6/6.

## NEWS IN BRIEF.

The unknown Dragonfly owned by a Leeds Company Director (see last months YAN page 47) is now known to be WG667, the nearest it ever came to his garden was Leeds/Bradford Airport from where it went to Manchester on 4.7.69 to be scrapped. The Leeds University Skeeter is still unidentified, at least one of our readers must live near the University...

The forthcoming Public Enquiry into the extension of the runway at Leeds/Bradford will now be held on the 9th of December at the Town Hall, Yeadon. It will probably last 10 days and the result will not be known for several months. It will now probably be 1972 before the airport has a scheduled pure jet service.

The Air Crew Officer Training School at Church Fenton held its last graduation parade on the 8th of August as the school is being merged with the Officer Cadet Training Unit at R.A.F. Henlow. Among the 29 Officer Cadets at the parade 5 were from the newly formed Singapore Air Force.

Also at Church Fenton a number of the Chipmunks from the Primary Flying Squadron are believed to be suffering from metal fatigue in their wings. Church Fenton will probably be one of the first R.A.F. Stations to receive the Chipmunk replacement when it comes, as Church Fenton is now the central R.A.F. Station for Chipmunks.

Cessna 337D G-AXGI crashed at Laycock Farm Waterston, nr, Dorchester, (Dorset) just before 9 a.m. on the 6th of this month. 'GI was on a flight from Fowey in Cornwall to Hurn at Bournemouth when it crashed. 'GI was owned by the Star Group of Companies and was operated for them by Northair. From pictures briefly seen by the Editor the aircraft appears to be a write off.

A receiver has been appointed to manage the affairs of Slingsby Aircraft. All production of aircraft and gliders has stopped and the British gliding team are trying to find another company to produce the Sigma for the World Gliding Championships at Marfa, Texas next year.

Cessna F.172H G-AXFK (c/n F.0613) was delivered to Northair on 16.7.69 and in early August left to be exhibited at the Transport and Communications Exhibition at the Harrogate Festival. This aircraft has a few unusual features like no Rolls/Royce plate on the engine cowling, and small steps on the bracing struts to allow inspection of the filler caps and fuel by the pilot to be easier.

We regret that there is a shortage of contributors to this months Y.A.N. due to military service to get up to date next month.

### Airfield roundup.

Carnaby, visitors have been on 12.7. Jodel DR 250 G-AVIV and on 18.7. Cessna 337D G-AXGI.

Holme on Spalding Moor. visitor on 2.7. was Andover XS639.

Leconfield, on 5.7. Cessna 401 G-AWWW visited from Liverpool.

Church Fenton, has now got two gate guardians, besides the usual Meteor there is now a Spifiro 5718M. Under the new paint can be seen the old code PR-0!

Catterick, the latest candidate for the fire school here is a Hastings which appears to have its serial removed.

TEES SIDE, JULY 1969.

15.	G-AWFL	Alouette II	F Leeds, n/s.	G-AROC	Cessna 175B.
	G-AVAL	Beagle B.206	F/T Coventry.	G-ASBD	Hughes 269.
	G-AVNL	Aztec C	F/T Goodwood.		
16.	G-ATGG	Super Rallye	F Cranfield.	G-AVHI	Cessna F.172H.
	G-AVSO	Aztec C	F Coventry	T Tatchhill.	
	G-AOGU	Heron 2E	F Wickenby	T Turnhouse.	G-RJ Cessna 421
17.	LN-NPY	Navajo	F/T Oslo.	G-AVLW	Aztec C.
	G-AXER	Twin Comanche	Crew training.	G-AWCL	Cessna F.150H.
	G-AWKJ	Bac 1-11	F Elmdon	T Heathrow.	G-AOGU Heron 2E.
18.	G-AMZN	Dove 6	F Luton	T Manchester.	G-AVEK Cessna 411.
	G-AVUY	Cherokee 300	F Newcastle	T Liverpool.	
22.	G-ASSI	Hs 125	F Newcastle	T Hatfield.	G-AWAV Cessna F150
	G-AXAW	Cessna 421A	F Rhoose	T Silloth.	G-ATAL Do.28.
	G-ATEG	Brantly B2B	T Newcastle.	G-AVAS	Cessna F.172H.
	G-ASRN	Twin Comanche	F/T Oxford.	G-ASZW	Cessna F.172H.
23	PH-TRM	Caravelle	Transavia,	f/t Amsterdam.	
	G-ATGR	Baron	T Cranfield.	G-AWIS	Cherokee 180D.
	G-AXAW	Cessna 421	F Leavesden	T Cranfield.	
24.	G-ATWH	Hs125	F Heathrow	T Manchester.	G-AWRJ Cessna 421
	G-APLV	Heron 2E	F/T Chester.	G-AWIY	Aztec C.
26.	CF-TJQ	Dc 8-63	First visit of a Dc8.	on a charter flight.	
	G-ANBA	Britannia	F/T Munchen.	G-AWPK	Aztec D.
	G-AWCV	Viscount	Operated Autair flights	as Herald 'PWC	
	G-AOYO	Viscount	Div in as was G-AOYL.	/was on a check.	
30.	G-ASII	Pawnee	Crop spraying local potatoes.	G-ATAL	Do28
	G-ASJY	Horizon 160	F/T Luton.	G-AOBV	Autocar.
31.	N23M	Jetstar	F Gatwick	T Birmingham.	G-AWGE F.172H.
	XP775	Beaver	F/T Leconfield.	G-AVCY	Twin Comanche.

Last month G-ATWI should have been G-AWTI.

The round Britain power boat race reached Whitby on the 4th of August and among the races following were Aztec G-AWXW, G-ATJZ, and G-AVTS. Alouettes G-AWXG, G-AWXP, G-AWPF, and G-AWXG. Jet Ranger G-AWGU, Bell 47G G-AVSK, Travel Air G-ATLX, Cessna 172B G-ARIV, Cessna 336 G-ATAH, and Twin Comanche G-AVCX. Also an unknown G-AXIV. All of the Helicopters went to Whitby after refueling at TeesSide.

Tees-Side Air Rally.

by Mr.K.Jordan, & the Ed.

First to arrive for the Air Pageant was Ron Hayter in his Hornet Moth ADKM on the 1st of August. On the 2nd. poor visibility greeted Tiger Moth G-AWEL, Falco G-AVUJ, F.172H G-AVKG, Mooney G-ARTB, RF-4D G-AWGO, Condor G-AWSS, Pup G-AXDU, Gemini G-ALZG, Tri Pacer G-APYN, Cessna 175 G-ARWS, Cessna 180 G-ASIT, FR-172E G-AWUW, and Hunter F.6's XJ713/55, and XF512/34. The third of August was fog bound so the Air Race and the show did not take place. In the afternoon Rallye Commadore G-AWJJ arrived as did SIAI SF.260 G-AXKA, and Argosy XN849 left. The only other thing to take to the air was Hot Air Balloon G-AXJA.

Next month we will have for you the names of the pilots to whom prizes were given and also if the race is to be held or not.

As the Government will not subsidise some of the unprofitable stages of Autairs scheduled services all internal scheduled services run by them will end at the end of October. This will leave Tees-Side with practically no airlinks and the Hull area completely cut off.

FLYOVERS.

2.7.	G-ATAL	Do.28.	Brough 1710.	South.
12.7.	LZ-BES	Il-18	Brough 1910.	On upper blue l.
18.7.	G-AVRF	Hs125	Ph 0740.	N/B.
	G-ATBJ	S.61N	Ph 0758.	Into Ringway.
19.7.	G-AVGB	Cherokee	Brough 1350.	Abeam.
20.7.	PH-MAS	Dc 8	Ph 1305.	W/B.
	N8788R	Dc8 F	Ph 1325.	W/B.

More on Autair: the London to TeesSide route operated by Autair is carrying about 30,000 passengers a year, compared with the 500,000 passengers a year on British Rail.

When Autair pull out of their scheduled internal services Donaldson International, a newly formed independent airline, are considering applying for the licenses to operate these services. They are considering using Viscounts on the London to Tees Side route and Beech 99's or Jetstreams on the others.

### BROUGH MOVEMENTS.1st - 25th July.

1	G-AVEC	Cessna F.172H	F/T Norwich.
2	XST39	Andover C.1	T Holme on Spalding Moor.
	G-AVYN	Cherokee 180	F/T Newcastle.
3	G-AVYL	Cherokee 180	New resident, for Belmont Caravans.
	G-ARVW	Cherokee 160	F/T Tollerton.
	G-ATRE	Cessna F.172G	G-ATVS Cherokee 180.
4	G-ASVE	QueenAir	F/T Norwich.
	G-AVJJ	Twin Comanche	G-AWKF Twin Comanche.
5	G-AWWW	Cessna 401	T Stansted. G-ATRE Cessna F.172G.
	G-AVKF	Cherokee Arrow	F Leconfield T Liverpool. First
6	G-AVPK	Rallye Commodore	F/T Oxford. / off type.
8	G-ATEN	Twin Comanche	T Stansted, 7 G-AVEC Cessna F.172H.
9	G-ASBD	Hughes 269	G-AVYN Cherokee 180.
	G-AEWN	Acro Commander	G-ATRE Cessna F.172G.
10	G-ATRE	Cessna F.172G	F/T Norwich.
11	G-AOTK	Turbi	1st visit of type. G-ATEN Twin Comanche.
	G-AWFL	Alouette Astazou	1st visit of type. G-ARDE Dove 6.
14	G-AREA	Dove 8	G-AROC Cessna 175BG-ATRE Cessna F172G
	G-ARFF	QueenAir	n/s. G-AWKF Twin Comanche.
15	G-AVTU	Heron 2D	G-AVEC Cessna F.172H.
	G-AWKF	Twin Comanche	G-ATRE Cessna F.172G.
16	G-ALLU	Apache	G-AVTU Heron 2D, G-AVYN Cherokee 180
17	G-AWAS	H.S.125-3B	G-ATRE Cessna F.172G.
18	G-ALMZ	Heron 1B	B.U.I.A. Charter. G-AVVA Cessna F.150H.
	WFI31	See Prince T.1.	c/s 1608.
21	G-APOL	Apache.	G-ATCA Cessna 182H. G-ASHX Cherokee 180.
	G-AXIO	Cherokee	G-ASVE QueenAir A.80.
	G-AHIC	Avro 19 Srs.2.	G-ARLT Cessna 172.
22	G-ASBD	Hughes 269	G-ASIL Cherokee 180.
23	G-AXAU	Twin Comanche	G-APIV Heron. 24 G-AWKF Twin Comanche.
25	G-ARLJ	Cessna 185	G-ATRE Cessna F.172G.

The Army At Home day at Stronsall near York on the 2nd of August attracted Drone S.D.1 XT581, Scout XVI30 (c/n F.9705) of the 19Flt, A.A.C. and Wessex's XR520/B (1451.3), XR521/C (1436.0), and XT606/O (1005.35) all from 72Sqn. R.A.F., the number in the brackets after the serial indicates the number of hours each of the Wessex's had flown up to just prior to their display.

### Travellers Tales.

Heathrow and Gatwick. 30th July 1969.

by D. Sykes.

Scattered around the light aircraft park at Gatwick among the numerous British civil aircraft were QueenAir N726T which is commonly seen at many European airports, Jetstar N23M of the Three M's Company which stayed the night before leaving for TeesSide, another member of the U.S. Jet set was also here in the form of Lear Jet N1968W and to complete the American scene were Beech 18 N123G, Cessna 180 N2815A, and Waco Sports N14622. Also here at the time was Islander G-AXEQ which was flying the Gatwick-Heathrow feeder service.

Moving on to Heathrow apart from the usual service aircraft were further members of the Jet set in the form of Jet Commander HB-VAX, Lear Jet HB-VBA, H.S.125 HB-VBN, Mystere 20 PH-LPS, Jetstar N207L, and Hansa D-CERA. The only large aircraft there of note were two Friendships LX-LGA of Luxair and BH-FLA in Sabena markings.