

# AIR YORKSHIRE

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## MAGAZINE

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## DIARY

This list, as always, is subject to change and replaces any previous list.

Sat 26th July - Trip to Mildenhall to view the USAF operations there and then on to Duxford to see the aircraft collection of the Imperial War Museum.

Sun 3rd August - Pleasure flying from Yeadon in a Cessna 172 during the afternoon piloted by Captain Mike Gaunt. Each trip will last approximately 20 to 25 minutes with a cost to members of £2.50 and non-members £2.75.

Sun 24th August - Trip to Old Warden for the Shuttleworth Trust's display with the Barnstormers.

Sun 7th September - An RAF representative will be giving a talk about the F4 Phantom in service. Promises to be good. Yorkshire Aeroplane Club 1500 hours.

Sun 28th September - Trip to London Heathrow only. A spotters special!

Sun 5th October - Dave Senior will be giving an illustrated talk on British airlines. Yorkshire Aeroplane Club 1500 hours.

Sun 2nd November - Annual General Meeting. Yorkshire Aeroplane Club 1500 hours.

Sun 7th December - The ever popular and one of the best attended meetings of the year - the member's slide show. Yorkshire Aeroplane Club 1500 hours.

## GENERAL

The gliding evening at Rufforth went off very smoothly and I'm sure everyone

concerned enjoyed themselves. Air Yorkshire was well represented at Church Fenton with a sales stand at the SSAFA display, and a lot of publicity being achieved including a Radio Leeds interview. Many new members were enrolled at the display and Air Yorkshire is by a far stretch the largest aviation enthusiast group in the area with 154 members at the time of writing, and still increasing almost daily! The next coach trip is to Mildenhall and Duxford, but as there will be only 10 days to go before the trip after you receive the magazine, please book as soon as possible to ensure a seat. All coach trips require a £1 deposit or the full fare, stamped addressed envelopes should be sent if a receipt is required, and finally enquiries regarding the trips can be made to the Social Secretary on Rawdon 502182.

Now on to the magazine. Articles, news, views, kops, in fact anything to do with aviation in Yorkshire will be gratefully received and you'll get a mention in the credits. Don't think that another member will send the information in, even if he does we would rather have two reports than one, or none! Airfield movements should go to Terry Sykes, everything else to me, the Editor, so get pen to paper! Thanks to all the people who send regular reports in; keep up the good work and remember, the mag could not be published without your support. Enough of the rambling, see you all soon. Andy.

NEXT PRESS DATE IS ..... TUESDAY 5TH JULY

THE HARROGATE GLIDING CLUB

Harold Holdsworth

( A brief history of the Harrogate Aircraft Club, the machines made by the late Eric Addyman 1930 - 1939, based on the personal log book and memories of a pioneer glider pilot and glider engineer )

The Aircraft Club Harrogate was one of the first formed in the North of England in early 1930. Its most active member, one might say he was the club, was "Eric", the name by which he was always known. What he did for a living I never found out, certainly he lived very frugally and his machines were made as cheaply as possible from commercial materials and the wing fabric was doped with a brew of his own concoction which I suspect was largely waterglass.

The first machine was a Dickson, the drawings for this were issued by the magazine 'Flight' and was the same as the primary one made by the Dickson Glider Co. of Southampton. In performance the Dickson was inferior to the German Zogling or its English derivative the Dagling, but its Clarke 'YH' wing section may have resulted in a more forgiving machine. The expensive built up spars of 'I' section were a waste of money and time, budding pilots smashed up either machine equally well, only the Dickson had more headroom under the wing, a tall pilot could sit upright comfortably which no other primary allowed. Because of its piano wire braced wings the Dickson could not be allowed to fly today even if it was built again using modern materials.

Once gliding was established Eric formed the association of Northern Gliding Clubs which met monthly in Bradford at the Rawson Hotel to exchange news and views and progress in flying training. In early 1931 Eric put up a cup for competition by a team of six flying Primaries from the ground at Weeton. This was won by Bradford and the whereabouts of the cup is now unknown. Up till then four clubs had used the same site, afterwards they split up. Harrogate moved to Saltergate and the rest to Malban. On August 2nd 1931 when flying at Saltergate in a huge wind, Eric was partly thrown out of his Dickson, crashed and his right hand was cut off in the wreckage. On the same day in similar conditions flying an identical machine at Malban, the author was also partly thrown out upward and stunned against the wing. In my case I was able to get my feet back on the rudder bar and land with stretched flying wires - very easy to remember!

Soon after Eric was left on his own. When his stump was healed he learnt to use his left hand and designed and built his first Standard Training Glider. He must have had some help for nobody can possibly assemble gliders single handed. The first STG was really an improved Dickson. Eric's idea was good in principal, but very hard to carry out and basically it was that all English training gliders should be standardised - his design, naturally. To save overlapping and wasted work in more than one set of jigs a batch of Primaries should be started, one club make a batch of left wings, another right wings, another fuselages, tailplanes etc. Eric spent a lot of time and effort and a good deal of correspondence circulating the clubs trying to get the scheme started. The bill for postage and photographs of his first STG must have been considerable but nobody was interested.

Eric then made his Zephyr, a light wind ridge soarer about the same size and proportions as the Hols der Teufel but much lighter with piano wire braced wings. What the real performance of the Zephyr was will never be known, none of Eric's machines had a C of A, nor were they checked by the BGA or allowed to take part in BGA competitions. There is no record of any of them soaring, they were flown from quite high ridges like Skiddaw and Sutton Bank but Eric flew too fast to stay up. Probably this was the result of his crash - I have seen it happen to other pilots and partly suffered the same thing myself. Eric used to load his Zephyr on an open trailer on a grassy verge near his house and put on a large notice "Tow Wanted", then sit down and wait for results, strange to say many people would tow him, help to rig and make a catapult team for free. Perhaps the loss of his right hand had something to do with it and he did not mind living and sleeping rough or travelling in the remoter parts of northern England. The Zephyr was made in 1933. In 1934 Eric made another

