

The Journal of the West Riding branch of Air-Britain

For Private Circulation only

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LEEDS, 11.

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December 1967

EDITOR'S FAREWELL

Owing to pressure of professional studies, and of various aeronautical, social, and sporting activities, I felt unable to continue to do justice to my position and therefore declined to stand for re-election as Editor. My successor will be Mr. David Depledge of Leeds, and I trust you will give him your full support. Despite Editorial moans I have enjoyed my term of office and sincerely thank all contributors and the various 'behind the scenes' helpers, especially my assistant, David Senior for his work in preparing copy and his tireless 'handle turning' for some half of the year.

MTP

SECRETARY'S DESK

With effect from January 1st 1968, the following administrative changes come into

- Force:-
- 1) The Branch Secretary will be Stuart James, 2, Oakwood Place, Oakwood Lane, Leeds 8.
 - 2) The Treasurer will be E.L. Gaunt, 86, Gledhow Park Lane, Leeds 7.

Please send your renewals to the Treasurer at the above address, together with your membership card and an S.A.E. for its return. Members will also be able to renew at the December meeting.

Finally, may I say how much I have enjoyed being the Secretary of the Branch since September 1964 and I hope that you will give Stuart James the support that I have enjoyed in the past three years.

JAS

FUTURE MEETINGS

- 31st December- Dr. David Furniss will give an illustrated lecture on the Concorde and will lead a discussion on the aircraft and supersonic travel in general.
- 28th January- Anslide based recognition contest and quiz, followed by a general exhibition of slides. Members who wish to show slides should contact the compere, who is none other than Martin T. Powell (fantastic -Ed.)
- 25th February- Mr. M. Rockliff of Yorkshire Light Aircraft Ltd., will give the address originally scheduled for the October Meeting.

ANNUAL GENERAL MEETING

The third Annual General Meeting of the West Riding branch of Air-Britain was held in the Yorkshire Aeroplane Club on 26th November 1967.

The Chairman opened the meeting and welcomed the President, members, and guests. He then explained the reason for bringing forward the date of the A.G.M. and gave a resume of Branch activities in 1967. The Secretary then read the minutes of the second Annual General meeting and followed with the Annual Report. Attendances at Meetings were steady if not spectacular and in general the Branch was very active. It was hoped that this would be maintained in 1968.

The Treasurer submitted the financial report, which showed that both the Branch account and the Yorkshire Air News account showed a healthy balance for the year. This was particularly gratifying in respect of Yorkshire Air News as a duplicator had been invested in a duplicator in the early part of the year. The accounts were accepted. A report on Yorkshire Air News was given by the Editor who thanked those who had contributed to it.

- 04177 HW520, Devon C.1. Indian Air Force.
 04178 LV-YAL. Argentine Civil Aeronautics Board.
 04179 LV-YAM. " " " "
 04180 LV-YAN. " " " "
 04181 LV-YAO. " " " " . To LQ-YAO, Ministerio de
 Agricultura y Ganadería de la Nación.
 04182 VP956, Devon C.1. R.A.F.
 04183 XY-ABP. Union of Burma Airways. Written off in Burma 23.4.49.
 04184 XY-ABQ. Union of Burma Airways. To PH-VLL, Martins Air Charter. To
 HB-LAI, Mk.1B, Aivilu S.A., Lugano.
 04185 HW521, Devon C.1. Indian Air Force.
 04186 HW522, " " " "
 04187 LV-YAP, Mk.1. Argentine Civil Aeronautics Board.
 04188 LV-YAQ, " " " " "
 04189 LV-YAR, " " " " "
 04190 LV-YAS, " " " " . To LQ-YAS, Secretariado
 de Aeronáutica.
 04191 LV-YAT, Mk.1. Argentine Civil Aeronautics Board.
 04192 LV-YAU, " " " " . To LQ-YAU, Dirección
 Nacional de Aviación Civil. Written off at San Juan, 6.4.60.
 04193 LV-YAV, Mk.1. Argentine Civil Aeronautics Board.
 04194 LV-YAW, " " " " "
 04195 XY-ABR, Mk.1B. Union of Burma Airways. Written off in Burma, 22.11.50.
 04196 XY-ABS, Mk.1B. Union of Burma Airways. To G-ARBH, Keegan Aviation,
 to Fairtravel Ltd., to Aerocontacts Ltd., to Hulix & Pickards, to Wells
 Organisation, to Fairtravel Ltd.
 04197 LV-YBN, Mk.1. Argentine Civil Aeronautics Board. To T-79, Argentine
 Air Force.
 04198 LV-YBO, Mk.1. Argentine Civil Aeronautics Board. To T-71, Argentine
 Air Force.
 04199 G-ALVS, Mk.1. Ministry of Aviation C.A.F.U. To Mk.6.
 04200 LV-YBQ, Mk.1B. Argentine Civil Aeronautics Board. To T-74, Argentine
 Air Force.
 04201 VP955, Devon C.1. R.A.F.
 04202 LV-YBR, Mk.1. Argentine Civil Aeronautics Board.
 04203 LV-YAX, " " " " "
 04204 LV-YBS, " " " " "
 04205 VP981, Devon C.1. R.A.F.
 04206 G-ALVT, Mk.1. DeHavilland, to Ministry of Civil Aviation, to R.A.F.,
 VP982, to WX958. To Argentina.
 04207 VR-NOB, Mk.1B. West African Airways Corpn., "Omi Funkis". To Nigeria
 Airways, to G-AROG, Overseas Aviation, to M. V. Rose, to Hunting Surveys,
 to Keegan Aviation pending sale.
 04208 VP957, Devon C.1. R.A.F.
 04209 VP958, " " "
 04210 VP960, " " "
 04211 VP961, " " . Temporarily G-ALFM in 1949, to the Sec. of
 State for Air. To the R.A.F., VP961, also used by H.R.H. The Duke of
 Edinburgh prior to the delivery of the Royal Heron.
 04212 VP962, Devon C.1. R.A.F.
 04213 VP963, " " "
 04214 LV-YBU, Mk.1. Argentine Civil Aeronautics Board.
 04215 LV-YBC, " " " " "

(to be continued)

P.531 amendments

From Eric Myall of the Air-Britain Helicopter Research Group we have received the following addenda to our July issue:- XN333 is c/n S2/5309 and XN334 is presumably S2/5310; XP165 & XP166 have c/ns S2/8437 and S.2/8439. In our original article we omitted to mention an Army evaluation machine XP192 c/n S2/8447.

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ANNUAL GENERAL MEETING (continued)

-A discussion about broadening the content of Yorkshire Air News and possibly changing the title took place and a number of views were aired. A desire for co-operation between Yorkshire Air News and Humberside Aviation was expressed by both parties.

Nominations for the 1968 Branch Committee were taken and as only one nomination was received for each post no voting was required. The Committee will be as follows:-

Chairman - K.A.Grogan, Vice-Chairman - Dr.D.Furniss,
 Secretary - S.James, Treasurer - E.L.Gaunt,
 Publicity Officer - J.E.Buckle,
 Distribution Officer - B.Whittaker,
 Editor, Yorkshire Air News - D.E.Depledge.

After a short break the meeting re-commenced with Any Other Business. A number of suggestions and speeches were forthcoming from the floor and great interest was shown in the running of the Branch. The President, Mr.Reddihough, gave a short address in which among other things he announced that a series of lectures on flying theory were to be given in the Aero Club and that Branch members were invited to take part.

The meeting was closed by the Chairman who thanked the retiring officers.

The minutes of the Annual General Meeting will be on view at the December and January Branch meetings for West Riding Branch members to read.

LEEDS-BRADFORD (YEADON) AIRPORT - Scheduled Airline Movements
 - until 31st March

<u>Arrivals</u>				
AIRCRAFT	TIME	FROM	FLIGHT NO.	DAYS
Viscount	0800	East Midlands	BD 001	MoTuWeTh
Viscount	0830	London	BK 400	MoTuWeThFr
HS 748	0945	Newcastle	BK 221	Sa
748/Visc	1000	London	BK 400	Daily
@Viscount	1135	Dublin	EI 330	TuThSa
Viscount	1315	Dublin	BK 342	MoWeFr
HS 748	1500	Belfast	BK 604	MoTuThFrSa
HS 748	1515	Jersey	BK 222	Sa
748/Visc	1655	Duss/Amst	BK 504	TuThSu
Viscount	1845	London	BK 412	Daily
Viscount	1850	Edinb/Glasgow	BD 006	Fr
HS 748	2000	Belfast	BK 608	MoTuWeThFr
Viscount	2025	Glasgow	BD 008	MoTuWeTh
748/Visc	2030	London	BK 414	Daily

<u>Departures</u>				
AIRCRAFT	TIME	TO	FLIGHT NO.	DAYS
748/Visc	0730	London	BK 011	Daily
HS 748	0800	Belfast	BK 601	MoTuWeThFr
Viscount	0815	Glasgow	BD 001	MoTuWeTh
Viscount	0900	London	BK 403	Daily
HS 748	1000	Jersey	BK 221	Sa
Viscount	1045	Dublin	BK 341	MoWeFr
748/Visc	1045	Amst/Duss	BK 503	TuThSu
HS 748	1130	Belfast	BK 603	Sa
@Viscount	1220	L'pool/Dublin	EI 339	TuThSu
HS 748	1530	Newcastle	BK 222	Sa
HS 748	1700	Belfast	BK 607	MoTuThFr
748/Visc	1730	London	BK 413	Daily
Viscount	1905	East Midlands	BD 006	Fr
Viscount	1915	London	BK 415	MoTuWeThFr
Viscount	2040	East Midlands	BD 008	MoTuWeTh

@ - Operates one hour later from February 18th.

Flights BK221 & BK222 are likely to be cancelled at short notice.

YEADON NOTES

In addition to the services mentioned elsewhere in this Journal B.K.S. are operating an occasional freight service to Belfast on Thursdays and Sundays:

Sunday- depart LBA 1045, arrive Belfast 1145, depart 1300, arr LBA 1400
Thursday- dep LBA 1700, arrive Belfast 1800, depart 1915, arr LBA 2015.
The service commenced on November 2nd using HS 748's.

On the 17th November Northair Aviation took delivery of Cessna F.150H's G-AVUG(0234) and G-AVUH(0244), and F.172H's G-AVUF(0477), G-AVUL(0498), and G-AVUX(0476). Since that date Cessna F.172H's G-AVEC(0405) and G-AVUL were delivered to M.Gill at Newcastle on 2nd December and Northair received F.150H G-AVUI (0247) on the 7th. A further F.150 is expected together with an FR.172E 'Reims Rocket'.

H.S.748's G-ARRW and G-ASPL were delivered to B.K.S. on the 9th and 13th December respectively for winter lease to the airline replacing G-ARMW and G-ARMX.

The Channel Airways 'bus stop' service appears to have been delayed further owing to further licensing wrangles.

Jodel D.117 PH-VRE arrived at L.B.A. on the 16th December for checks before taking up residence at Sherburn-in-Elmet, as it is Cessna F.150 G-ATMB which arrived at Yorkshire Light Aircraft some seven days previously.

The Airport Committee is hoping to persuade the Board of Trade to waive a £10,000 import duty on American ILS equipment. The American equipment is the only type suitable as all British made systems require a level approach path which Yeadon does not possess by any stretch of the imagination. The basic cost of the equipment is around £54,000 but this will have risen since devaluation.

The Earl of Scarborough, Lord Lieutenant of the West Riding is to be invited to open the new terminal early in May. The terminal should be in use by the end of February.

Mr. Harold Peake, Chairman of Lloyds Bank, is to be invited to unveil a plaque in the terminal commemorate 609 (West Riding) squadron. Mr. Peake formed the Squadron at Yeadon in 1936.

OFF COURSE AGAIN

The Transport Touring Group excursed to Hawarden on the 16th December and this was represented by your Editor who didst observe the following:-

H.S.125: c/ns 25171 to 25177 in the early stages of construction and the following were on the line -

3A c/ns 25157 to 25170, 3B c/ns 25147 & 25152, 3AR 25153 G-5-19, 25155 G-AVXN, and 25156;

Completed aircraft undergoing checks and those parked outside were:-

25130	3B	G-AVRD	25131	3B	G-AVRE	25134	3A	G-AVHA
25136	3A	G-AVHB	25137	3A	G-AVJD	25138	3B	G-AVVA
25139	3B	G-AVOJ	25140	3B	G-AVVB	25141	3A	G-AVOK
25142	3A	G-AVOL	25143	3B	G-5-18	25144	3A	G-AVRG
25145	3B	G-5-20	25146	3A	G-AVRH	25150	3A	-
25152	3AR	CF-QNS						

All registrations quoted were carried by the aircraft no mention has been made of other identities. We were informed that no more aircraft will be laid down unless substantial orders are forthcoming, although this is expected as the export price has been reduced by some £30,000 since devaluation.

Heron G-AVTU c/n 14148, the 'spare parts' Heron was present and had been painted in Hawker-Siddeley livery.

Nimrod The fuselage and wing centre-section of c/n 8007 was ready for delivery to Woodford for final assembly. This was followed on the line by c/ns 8008 to 8014 in various stages of construction.

Sea Vixen The following aircraft were noted in the factory and the flight shed:- XJ521, XJ526, XN684, XN685, XN697, XP918 and XP920.

Comet The flight shed contained 51sqns C.2 XK695 and East African Airways' 4 5H-AAF.

Hunter Star of the show, however was the Chilean Air Forces refurbished Hunter J-780 awaiting packing in vast crates destined for Santiago. Another of its breed had just undergone a similar indignity but its serial was not obtainable.

In addition to Vampire T.11 XH330 '40', the Apprentices School contained the fuselage of a 125 which had crashed at

Following from last month's article we have received the following additions and corrections:-

- XP668 'A' is '50' of 1 F.T.S. not 6 F.T.S.
- XP678 'E' to '45' 1 F.T.S.
- XR655 'V' to '52' 1 F.T.S.
- XP679 'F' to '21' C.A.W.
- XSL75 'X' to '44' C.F.S.

For readers information R.A.F. units using the Jet Provost are as follows:-

- 1 F.T.S. Linton-on-Ouse, Yorkshire;
- 2 F.T.S. Syerston, Nottinghamshire;
- 3 F.T.S. Leeming, Yorkshire;
- 6 F.T.S. Acklington, Northumberland;
- C.A.W. Manby, Lincolnshire;
- R.A.F.C. Cranwell, Lincolnshire;
- C.F.S. Little Rissington, Gloucestershire.

AIRFIELD REPORTS

LEEMING

On the 29th November the Overseas Students Flight attached to 3 F.T.S. was disbanded and a small ceremony took place to mark the occasion. Four aircraft made the final flypast, XD515 '61', XD550 '62', XD614 '65', and XE857 '64', with WZ512 '60' as reserve. According to the national press this was the end of the road for the Vampire in R.A.F. service but as far as we are aware the type continues to serve with the C.A.A.C.U. at Exeter and the C.A.T.C.S. at Shawbury, and XJ772 'H' was present from the latter unit. Other visitors included: XL567 '84' Hunter T.7 of 4 F.T.S. Valley, XSL81 '96' Jet Provost T.4, R.A.E.C., and VL352 Anson C.19 of the W.C.S. Andover. Meteor N.F.(T)14, WS744 ex 'A' of 1 A.N.S. Stradishall, is now the gate guardian here, having previously been in storage at 5 M.U. Kemble.

CHURCH FENTON

Another Meteor N.F.(T)14 is reported as a gate guardian, this time WS739 ex 'F' of 1 A.N.S. and presumably also hoarded by 5 M.U. 1 A.N.S. gave up its Meteors in Autumn 1965 prior to the introduction of the Domine. On the 3rd December the following Chipmunks were noted in circuit:- WD309 'D' Leeds U.A.S., WD382 'H', WG321 'F', and WK590 'G' all of 9 A.E.F.

GUISLEY

Autair Helicopters Bell447G, G-ATYV arrived at the Guisley station of the Yorkshire Electricity Board on the 1st December and is being used for line inspection work.

DONCASTER

Baron N9605Y visited here on the 13th November. We understand that Northair Aviation Ltd., intend to develop operations from this field with an Air-Taxi service and a Flying School.

LECONFIELD

H.S.125's G-ATPC and G-ATZN visited here on the 17th November and the 5th December respectively. Cessna 205 visited from Woodvale on the 14th November and returned to a 'disused airfield near Warrington.'

SHERBURN-IN-ELMET

Visits to this airfield recently have produced the following list of resident aircraft:-

G-AERV Topsy Trainer	G-AIBW Alpha	G-AIJM Auster J/4
G-AJOE Messenger	G-AJUO Alpha	G-AMTK Tiger Moth
G-APCU Tiger Moth	G-ARCT Super Cub	G-ATNC Cessna F.150F
G-AVGI Cherokee	G-AVMB Condor	PH-VRE Jodel D.117

We understand that the Jodel will adopt British markings when its present C. of A. expires. Also present was a nearly complete Taylor Monoplane, the engine being delivered on the 10th December. Nothing was seen of the Gyropters G-APUV and G-ASJN but these are usually kept in the garages of their owners residence along with such things as a 1911 Stanley Steam Car.

AN APPEAL

Wellsbourne Mountford aerodrome has been temporarily closed owing to foot and mouth disease. We would ask readers to take care when visiting airfields and to keep of

LEEDS-BRADFORD (YEADON) AIRPORT MOVEMENTS

November

15th G-AVGY Cessna 182K (58112) -correction to November issue.
 G-ARMJ Cessna 185 (0100) -to Luton after stay
 16th NF720 Fairchild F-27J (85) -from Newcastle to Turnhouse
 17th XT560 Sioux A.H.1 (WA.161) -from Catterick to Rufforth, also
 28/11; 6/12;
 G-ATKA Apache (23-596) -from & to Eastleigh
 Various aircraft delivered to Northair Aviation Ltd., see p.74,
 G-AVSE Cherokee 180 (28-4196) -from Booker, new resident
 18th G-AVSO Aztec C (27-2794) -from Glasgow to Coventry, n/s
 21st G-ATYW Beagle 206 (B.038) -from & to Rearsby
 29th G-ATSM Cessna 337A (0343) -to Pocklington after stay
 30th G-ATSL Cessna F.172G (0260) -from & to Turnhouse

December

4th ? Jet Provost, from & to Cranwell, c/s B.G.N.50
 G-ATGH Brently B.2B (451) -from & to Harewood, also 5/12
 6th XP826 Beaver (L493) -from Hawarden to Blackpool c/s AA.333
 7th G-AVVL Cessna F.150G (0257) -from Southend to Turnhouse, delivery
 flight
 8th G-ATYV Bell 47G(177) -from & to Luton
 10th PH-VRE Jodel D.112, -from & to Sherburn-in-Elmet
 12th G-AVUN Twin Comanche (30-1329) -from & to Lulsgate
 G-ATMJ HS.748 (1593) -Autair diversion, from Luton to Brough,
 departed 13/12,
 14th G-AVPS Twin Comanche (30-1548) -from Manchester to Oxford, n/s
 15th G-AVNG Queenair (LD.176) -from Liverpool to Manston

FLYOVER REPORT

Comments on last months list, on 17/9 52728 is incorrect and is more likely 22728; on 1/10 49790 is 149790 a KC-130F of the U.S.N. and from the same service 131635 is a C-121J;

November

5th	HB-VBC	Lear Jet		15.27	Pole Hill	S
6th	15921	Yukon	R.C.A.F.	15.05	Ottringham	W
	60204	C-141A	M.A.C.	17.30	Tullah	N
8th	30874	?	U.S.A.F.	10.39	Pole Hill	E
10th	80611	C-121	U.S.A.F.	17.43	Ottringham	W
16th	37805	C-130E	M.A.C.	15.24	Oldham	E
17th	50271	C-141A	M.A.C.	11.28	Leeds	
	67947	C-141A	M.A.C.	12.20	Leeds	
	40641	C-141A	M.A.C.	17.40	Leeds	
18th	60275	C-141A	M.A.C.	10.00	Leeds	W
19th	37805	C-130E	M.A.C.	11.41	Ottringham	W
20th	25806	C-131A	U.S.A.F.	11.56	Pole Hill	N
	60207	C-141A	M.A.C.	16.41	Leeds	N
23rd	60266	C-141A	M.A.C.	11.26	Leeds	
30th	F-BOOA	Mystere 20	-	08.15	Pole Hill	S

It only remains for me to remind all contributors to forward their material to D.E.Depledge, at 76,Hillcrest Rise, Cookridge, LEEDS 16,

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CREDITS: C.Addison, J.Charnock, N.H.Ponsford, J.M.Radcliffe, T.Sykes, J.Wheatley, M.Wadie, and 'Air-Strip'.

.....and a Merry Christmas to all our readers, and a Prosperous New Year of course

In an attempt to solve for once and all the confused mystery of the Northair Cessna 150 burnt in the store fire in Brussels : this aircraft, G-~~AVMG~~ (F0068) was ex N17105. This explains, first, why it was in an "American Week" display and, also, why it had an earlier construction number than its British-registered contemporaries.

* * * *

Full Sutton December 1967

(Disused ex-R.A.F. airfield near York)

11/12 G-ATPS Cessna 310K From and to Leeds

Rocklington December 1967

11/12 G-ARUS Piaggio P.166 To Blackpool
19/12 G-ASKM Beech Queenair From Leavesden

Crosland Moor December 1967/January 1968

12/12 G-ARYK Cessna 172C
28/12 G-ARLT Cessna 172B To Leeds
4/1 G-AVHH Cessna F.172H From Leeds

Shelf December 1967/January 1968

28/12 G-ATPS Cessna 310K To Gamston (near Retford)
4/1 G-AVUH Cessna F.150H From Leeds

* * * *

CRASH REPORT - Compiled by D. A. Senior

9/7/67	3X-GAB	Il.18	Ran off runway at Casablanca. For sale as scrap.
30/10/67	VH-CCI	Ag-Cat	Substantially damaged near Pittsworth, Queensland.
6/11/67	VH-GKJ	Baron	Crashed at Goroka Papua - New Guinea. 7 killed.
8/11	VH-CCR	Ag-Cat	Substantially damaged landing near Rodd Bay, Queensland.
11/11	VH-RUB	Debonair	Crashed near Mount Cuthbert, Queensland. 4 killed.
13/11	PI-C1214	Bell 47G	Crashed at Dorores Quezon. 3 killed.
19/11	N5506B	Cessna 182	Crash-landed near Turbo. Pilot killed.
24/11	B112	Douglas C.47	Crashed into mountain.
26/11	ZK-HBW	Bell 47	Crashed and caught fire while landing at the head of Leslie River. 2 killed.
27/11	TG-JAO	Cessna 150	Crashed near Guatemala City. 2 killed.
30/11	N690L	Lear Jet	Crashed at Orlando, Florida. 3 killed.
30/11	G-AVUM	Hughes 300 (319)	Crashed at Cranfield while on CoA acceptance test. May be rebuilt.
2/12/67	LN-LDI	Cessna 170	Blown over during Hurricane at Bodo. May be rebuilt.
2/12	N8952X	Cessna 182	Crash-landed short of fuel in some trees near Perryton, Texas. 3 killed.
4/12	G-ASXP	Argosy	Crashed and caught fire at Stanstead while taking-off on a training flight.
6/12	G-ASPO	Cessna 210	Crashed at Rothershope, near Northampton, en route for the pilot's farm at Great Harrowden. Pilot killed.
6/12	N6704X	Cessna 310	Crashed on base leg landing at Norfolk M. A., Virginia. 2 killed.
8/12	HP-265	Cessna L.19	Crashed while taking-off at El Comon, near Santa Fe. 4 killed.
8/12	PP-GTO	Paulistinha 56	Crashed into Santos Bay.
8/12	OB-R-148	Douglas DC.4	Crashed into mountain in Carpish - Huanuco Province. 66 killed.

(TO BE CONTINUED)

* * * *

NOTICE TO W. R. BRANCH MEMBERS : In future your copies of "Digest" will be sent directly to you from London, and will not be distributed via the Branch. Any

LETTER FROM THE CHAIRMAN

IT IS NOT OFTEN that our Chairman asks for space in Y.A.N. but when he does he puts it to good use:-

"I feel we ought to say a few words in appreciation of the good work done by Jim Stanfield during the time it has been our good fortune to have him as Secretary. He has held this appointment since our inaugural general meeting in September 1964. We are sorry to lose his services and he will be missed personally. His efforts in the early stages did much to get the group together at our early meetings in the Airport lounge and so start the West Riding Branch.

We are fortunate that Jim will not be leaving us altogether but will visit the Branch from time to time whenever it is possible.

I would like to take this chance to say that my job as Chairman has been made all the more easy, due to the smooth and efficient way in which Jim has carried this very important position!"

K.W.G.

F.T.S. Jet Provosts - More additions

B - XP670 w/o 5/4/66 G - XP681 to 53/1FTS M -XR651 to 53/3FTS.

N -XR653 and O -XR645 are still not accounted for.

LIFE IN AN OPERATIONAL FIGHTER SQUADRON IN 1951

by A. MADDEN

The following does not purport to be representative of all Fighter Squadrons of that era, but they were all very similar. The main object of having these units was to protect the country during daylight hours. Other Squadrons did a similar job at night. The day fighter squadrons were equipped with the latest jet fighter of those days, the Meteor F.8, and the night fighters flew the Vampire N.F.10, soon to be replaced by Meteor N.F.11s.

Protection of the country entailed attacking any enemy aircraft which approached the British coastline. As any such approach would be from the South or East, so all Fighter aerodromes were in the South or East of the country. Similarly, the radar stations which worked in close co-operation with Fighter Command, were facing these directions. If any potential enemy came from the West, their way in would be clear of fighters. Such was the state of the Air side of the Country's preparedness in 1951.

The unit on which I was a pilot was a Day Fighter Squadron, number 43(F). Shortly before I joined them they had flown Meteor F.4s (e.g. VZ104/Sj/W), which were all of natural metal finish with large code letters each side of the roundel. However their Meteors F.8s had squadron markings (black and white checkers) instead of the code letters and the individual aircraft letter was on the fin and on the nosewheel door, (e.g. VZ441/T). The fin "bullet" nose was in the Flight colour: red for "A" Flight and blue for "B".

Also on the aerodrome were two other Squadrons; No.222(Natal) Sqdn., also a day Fighter Squadron, and a Night Fighter Squadron, No.151. The Sqdn. markings of 222 were red/blue checkers and they tried these on one of their Meteors. Not liking them however they soon reverted to their code letters ZD. These letters were red with a blue outline and the aircraft were natural metal finish. The two Flights were distinguished by red or blue rims on their engine intakes denoting "A" or "B" Flights. The night fighters had code letters too (DZ) but they were soon abandoned for Sqdn. colours, which turned out to be a white St. Andrews Cross on a blue background at each side of the roundel. All their aircraft were camouflaged but at one time it was possible to see two Meteor 7s side by side on the apron. Both were metal finished and one was ZD.2 and the other Z.DZ.

Naturally with three Squadrons sharing an aerodrome a certain amount of rivalry grew up amongst the pilots, but it was all in good fun. Like the time 43's pilots "invaded" 222's crewroom armed with lots of snowballs or the many occasions on which the 43 Sqdn. pilots taunted them with the fact that their own mascot (a fighting Cock) was running around on the grass outside the hangar whereas 222 hadn't got a Vildebeest at all!

However, once in the air all rivalry was forgotten in the air. On several occasions large formations were made up of the two day Squadrons and they often "attacked" the R.Aux.A.F. Sqdns who were flying Vampires.

LIFE IN AN OPERATIONAL FIGHTER SQUADRON IN 1951 (Cont.)

As the R. Aux.A.F. only flew on Saturday and Sunday the two day Sqdns. changed their week to come into line with them and so our weekend became Wednesday and Thursday and we helped the Auxiliaries to use their aircraft as weapons on Saturdays and Sundays. This involved them "bouncing" us or us bouncing them, all helped by radar of course.

At about 30,000 feet the air is so clear, the sun so bright and the Vampire so small that it is difficult to spot them until they are only a mile or so away. Ground controlled interception (G.C.I) brought us to within this sighting distance in a suitable position to attack.

The actual attack was recorded on film and assessed afterwards. These films were often shown first thing the next morning after the weather man had given his forecast for the day. As all the Squadron pilots were there it could be embarrassing, but it kept Squadron rivalry to the forefront as well as providing an incentive for improvement. The film was exposed by pressing the gun trigger and a gun sight pattern was superimposed on the film. The actual pattern was varied as the target got nearer, this variation being carried out by the pilot twisting the handgrip on the starboard throttle. It wasn't easy! Hence all the practice needed to keep the pilots on the top line.

There were lighter moments too in Squadron life and these went a long way to keep us all cheerful. All "different" aircraft had to be investigated and any aircraft was fair game for an interception. I remember dog-fighters with a Tiger Moth (from Perth) an Oxford (from Dalcross) and a Sea Fury (from Arbroath). Being slower machines they could all turn inside the Meteor. After a close formation with a Shackleton from Kinloss the instructor in the Shackleton reported me for "unauthorised formation flying!" His pupil was under the hood at the time and never saw me. One Aircraft I investigated turned out to be a French Air Force Lancaster on its way to Kinloss. A B.O.A.C. Constellation never saw me on his tail. Something else turned out to be a very large seagull flying just over the wavetops. Yes, everything had to be investigated.

(To be continued)

CHURCH FENTON CHIPMUNKS

At Church Fenton there are at present four Flights of Chipmunks; namely two flights operated by Primary Flying School, one operated by Leeds U.A.S. and one by the Air Experienced Flight (A.E.F.)-The aircraft of the latter are indicated as such below.

Aircraft present 6/1/67;-

WS739/F Meteor N.F.14 (Gate)
XK740 Gnat F.1 - Recruiting display - also Canberra nose

And Chipmunks

WG316/A, WG468/B, WG478/C, WD309/D, WP915/E, WG321/F (9AEF), WK590/G (9AEF With glider hook), WD382/H (9AEF), WD331/1, WK550/5, WK633/9, WG306/16, WB739/17. and others.

WG306/16 was grey instead of metal finished and at least two others were in the process of following suit.

Another flight has yet to join P.F.S. from South Cerney.

OUT AND ABOUT BUMPER BUNDLE

Proctor G-AHNA crashed in a field at Tiptree in Essex on 27/12 while outbound from L.B.A. Its original destination was Luton but it was diverting to Southend when the accident happened.

Twin Comanche OY-DMC made a forced landing in a field at Easington, E. Yorks. The plane was en route Aarhus, Denmark to L.B.A. when the radio failed in bad weather. The aircraft was reported to have sunk well into the mud.

About 40 pupils from a Hull school will see Yorkshire from the air in a Geography lesson. The flight will be made in a Herald from Brough in the Spring and will cost £3 7s 6d per pupil.

Survey Flights are selling their Beech 18(G-ASUG). They have ordered a FN2 Islander. It is due for delivery in March and a second may be ordered for delivery within 18 months.

Meteor N.F.14s WS751 and WS788 are expected at the Gates at Finningly and Patrington near Hull respectively.

L.B.A. is to cut landing fees by 33 $\frac{1}{3}$ % for freight aircraft.

OUT AND ABOUT (cont')

B.K.S carried the fourth highest number of any British Airline on scheduled services last year. They came after B.E.A., B.O.A.C. and B.U.A. in that order with 487,604 passengers carried.

Vampire T.11 XD506 which was at Fittingley B. of B. display is 7983M formerly AL/5FTS, 36/5FTS and 2/CATCS.

L.B.A. VISITORS

17/12/67	G-AVEU	Cherokee Six	from White Waltham	to White Waltham
	G-AHKV	Dragon Rapide 6	from Birmingham	to Birmingham
19/12	G-ATGH	Brantly B2B	from Harewood	to Horsham St. Faith
	G-ASKW	Apache 235	from Tollerton	to Tollerton
	G-AVUI	Cessna F150H		to Haxey Sold
20/12	G-ATYD	Beagle B206	from Rearsby	Temp. replacement for G-AVUI.
	G-ARMT	Dove 6	from Cosford	to Newcastle
	G-ASYB	Aztec C	from Edinburgh	to Edinburgh
21/12	G-ALZN	H.S.125 -3B	from Heathrow	to Heathrow
24/12	G-AHNA	Proctor 1	from Biggin Hill	see previous page
28/12	G-ATLA	Comanche	from Edinburgh	to Amsterdam
	G-ARCD	Tri-Pacer 160	from Blackpool	to Blackpool
2/1/68	G-ASOH	B.55 Baron	from Lutsgate	to Lutsgate
3/1	G-ASIU	Queen Air 80	from Wrexham	to Wolverhampton
4/1	G-ASNJ	Aero Commander 500A	from Ringway	to Ringway
	G-AVUN	Twin Comanche	from Lutsgate n/s-8th	to Ringway
	G-ASEW	Brantly B2A	from Durham	to Ingoldsthorpe
5/1	G-AVJJ	Twin Comanche	from E. Midlands	to Brough
6/1	G-ATYD	Beagle B206	returned to Rearsby	
7/1	G-AVGY	Cessna 182K	from Blackpool	to Blackpool
	G-AVAY	Cherokee 180	from E. Midlands	to Hamble
	G-ASBY	Airedale	from Edinburgh	to Heathrow
9/1	G-APMV	Heron 2E	from Edinburgh	to Lee-on-Solent and return
10/1	G-ATVG	Hiller UH 12E	from Long Marston	to Long Marston
	G-AVIEW	B.A.C.111 320	from Gatwick	to Liverpool Proving Flight
11/1	G-ATEY	Cessna 411	from Glasgow n/s-12th	to Heathrow
	G-ATPB	H.S.125-1B	from Glasgow	to E. Midlands
	G-APWD	Herald 101	from Luton (Brough diversion) n/s	to Brough
12/1	G-AVSM	Piaggio P166B	from Luton	to Gamston
	G-ALXY	Dove5	from Heathrow	to Ringway

FLYOVER REPORT

2/12	37761	C130E	M.A.C.	Pole Hill	1433	S
	67950	C141A	M.A.C.	" "	1517	N
3/12	59405	C141A	M.A.C.	" "	1530	N
	70013	C141A	M.A.C.	" "	1606	N
9/12	50970	HC130E	U.S.A.F.	" "	1311	S
15/12	CG-GEF	H.S.748	LAN-Chile	" "	1037	N
	17276	C117D	U.S.N.	" "	1030	N
28/12	N852F	DC-6	Overseas National	Abm. Oldham	0833	E
5/1	G-ATPH	B.A.C.111	British Eagle	Pole Hill	1222	S Teesside-Heathrow

PRESS DATES { FEBRUARY 10th
MARCH 10th Contributions on or BEFORE those dates!

REMEMBER -Y. A.N. SUBSCRIPTIONS TO E.L. GAUNT, 86, GLEDHOW PARK LANE, LEEDS, 7.

DOVE list will be resumed next month.

Y.A.N. WILL INCREASE IN SIZE NEXT MONTH

WE WOULD VERY MUCH LIKE some contributions from BROUGH, KIRBYMOORSIDE and anywhere else