

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~~ (FO068) 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.

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Full Sutton December 1967

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

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

Pocklington December 1967

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

Grosland 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

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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-GRJ	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)

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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.

7F.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.Z 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 Gerney.

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 16 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 487,601 passengers carried.

Vampire T.11 XD506 which was at Finningley 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-AVCI.
	G-ARMT	Dove 6	from Cosford	to Newcastle
	G-ASYB	Aztec C	from Edinburgh	to Edinburgh
21/12	G-ALLN	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
	X 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
	X 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
	X G-ATPB	H.S.125-1B	from Glasgow	to E. Midlands
	G-APVD	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	CC-CLF	H.S.748	LAN-Chile	" "	1037	N
	17276	C117D	U.S.N.	" "	1030	N
28/12	N852F	DC-8	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