

## YORKSHIRE AIR NEWS

The Journal of the West Riding Branch of Air-Britain

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VOL IV No 11

NOVEMBER 1968

THIS MONTH .....I don't know where to start. The more inquisitive of you will probably have looked to see why we have an odd coloured page at the back. You will have found I hope two drawings. These are experimental and we don't know what will happen to them in printing. The particular aircraft illustrated have no particular significance, however we hope to make these a regular feature so what would you like to see?

I hope the above does not draw attention from our special feature. This is in two parts, the first about Northair Aviation and the second about their development of Doncaster Airport. This article was taken from an exclusive interview with Northair and I think is worth reading just for what it shows about what one man (AND HIS MONEY) can do.

Having explained what is in this months bumper 10 page YAN, I can give you the result of our write a script competition.

We originally said that there would be one prize of 2 guineas, but there were two entries between which the Committee could not decide so we have awarded 1 guinea each to Dr David Furniss and Mr David Cook. The talks entitled "Irish Goes International" and "Airships - Yorkshires part in this Era" respectively, will both be given sometime next year.

URGENTLY WANTED Your presence at the AGM - this is the only time when you can voice directly on how the Branch should be run, although you can of course raise any point at any time through the Committee.

We would URGENTLY like to get in touch with anybody willing to stand for the YAN Editorship. Anybody interested please phone (Leeds 671179) or write to the Editor as soon as possible.

REMEMBER THE A.G.M. 24th NOVEMBER (NEXT SUNDAY) AT 3P.M. AT THE YORKSHIRE AEROPLANE CLUB. Non-members welcome as observers.

Future Meeting The December meeting by popular request will be a members slide show. 3pm, Yorks. Aero Club, Sunday December 29th.

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Small Ad. As some of you may have noticed my typewriter has got a "soggy" line spacer. If left to its own devices there would be quite a large difference in the spacings between lines. As you can imagine this slows down my phenomenally fast one finger typing. Is there anybody in the Leeds area who could make the necessary adjustment without us going to the expense of having it seen to professionally. Help. Editor.

On 3/11/68 5 Wessexes flew Northbound over Shadwell (East Leeds) at 1235. The codes were 'Z' 'U' 'T' 'E' & 'G'. Does anybody know any further details?

Church Fenton Hull UAS is to move in shortly with Leeds UAS. Present at Fenton on 30/10 was Jet Provost XR674 '44' and Varsity T.1 WJ890 did 'touch & gos' on runway 16 for about an hour in the afternoon. On 9/11 Aztec C G-ASYB was a visitor. Does anybody know the serials of Chipmunks 313 and '15' of PFS?

Lindholme Present on 3/11 were Hastings T.5 TG505, TG511 and TG517 of Strike Command Bombing School, Schleicher '342' c/n7187 of the RAF Gliding and Soaring Association, and 319 and 314, Kirby Prefects also of the RAFGSA.

A couple of months ago we promised to publish some useless information but we have had to refrain due to lack of space. However, just a quickie, Did you know that a USN pilot took his Skyraider off in 1950 and climbed to 250 feet - with the wings folded up. He then Crashed with a capital C! Way back in 1934, pilots flying over the Sahara Desert had to deposit 100,000 francs with the French Govt. in case they were forced down and held for ransom by marauding Arabs.

The Civil Scene The average passenger is supremely indifferent to the medical problems of flight. He believes that all the problems have been taken care of by the various authorities long before the airline purchases the aircraft. Having some doubts whether this was so I began to interest myself in Aviation medicine. After two years of study I can give the short answer to the question 'Have all medical problems of flight been solved?' and that answer is 'no'.

One branch of aviation medicine deals with the transport of invalid passengers. The costings of space and services preclude lavish provision for the accommodation of invalids. Examples of cost to invalid passengers vary widely but for instance a stretcher would cost four to six times the ordinary fare but stretcher cases can be carried at close to the ordinary fare on routes at times when loading would otherwise be light. In 1966 BEA and BOAC carried 375 stretcher cases.

So far as the airlines are concerned illness comes in two kinds. 'Self declared' are the ones who draw attention to their illness before the flight and 'self evident' are the ones who become unexpectedly ill during the flight. Examples of the latter are claustrophobia and air sickness. With the advent of high flying jets motion sickness has become less common except in turbulence. Injuries caused by clear air turbulence are now the most common consisting of bruises, cuts and burns from flying coffee and cigarettes.

Cabin Environment In the adverts cabin environment problems are played down. The very sharp uphill of take off and the sometimes downhill of descent are not featured. Nor does one see pictured the people holding their ears to ameliorate discomfort of pressure changes. This is, within limits fair enough. The adverts do not show either how the drink trolley of the B707 can deprive 100 passengers of the use of the lavatory for an uncomfortable 40 to 60 minutes whilst this 'impossible to pass' trolley plies its way from seat to seat. Still it is all the passengers fault for not wanting to pay an economical price for a comfortable seat; for in the first class two a side passengers don't have problems on anything like this scale. One problem the first and economy class passengers share is the difference between pressures inside and outside the cabin. When a jet levels at 35,000ft the cabin pressure is on average about 6000ft and at this pressure, gas in the body cavities will have expanded to  $1\frac{1}{2}$  times its normal volume. It tries to escape through the nearest natural exit. This can be anything from a simple burp to something rather more embarrassing. This gas expansion causes nothing more than harmless discomfort in normal circumstances but soon after an abdominal operation might result in a burst abdomen.

Perhaps the most obscure situation I can think of is gas trapped in a dental filling. This can be extremely painful. I have heard of a case recently in which a recent filling had introduced air inside of the tooth. This exploded at altitude causing the fragments of the tooth to become lodged in the brain. The incident concerned a service flyer who fortunately recovered. Unfortunately to find he was in breach of regulations. One is not supposed to fly within 3 days of having a dental filling done. The risk is not considered likely to affect civil passengers being associated with higher altitudes than are flown by passengers.

Here is a list of contra-indications to flying. There are other items which could be gone into such as the effects of flying on pregnancy and on people with a colostomy, bronchitis, anaemia and heart disorders. These things are not worried about too much of because they are remote risks.

(Taken from the talk given to the WR Branch of Air-Britain 27/10/68)

Dr. Furniss has supplied us with enough material to do two more articles of this length. However we do not know whether you are interested in the subject. Please let us know. Also don't forget to tell us what else you would like to see in YAN.

## SPECIAL FEATURE

by D.E. Depledge

Some time ago the Editor thought we ought to present an article on the growth of aviation in Yorkshire. But what growth? The manufacturing trade is not growing, a certain glider manufacturer ignored our requests for information and if the airline business is growing it is not at a startling rate. This as far as I can see, leaves light aviation. In this there is one outstanding example of growth, so, with this theme in mind I went along to Leeds/Bradford Airport at 0915 on the morning of the 29th October to find out:-

### WHAT IS NORTHAIR? (or "The Crabtree Empire")

On arrival, I was shown into the lounge, knee deep in carpet, and was asked to sink in one of the soft armchairs while the receptionist went to find Mr Crowe, Northairs sales manager, who I was to meet. This spacious room with a good view across the airport and equipped with a bar, is in fact Northairs private air terminal.

The Northair Organisation, all of which is under the overall control of Mr Ernest Crabtree, is made up of four companies at Leeds.

Northair Aviation - Cessna dealers, maintenance and service.

Northern Air Taxi ; Northair Electronics - Radio and electronic work on light aircraft ; Wescol Construction - hangar builders.

Northern Air Taxi - the oldest of the aircraft operating companies. At present they operate 3 Aztecs. A typical day is as follows:- (Oct. 28th)

1 Aztec Leeds to Toussus-le-Noble (empty). To Leeds (1 pass). Leeds to Filton and return (5 pass).

1 Aztec Leeds to Warton to Wisley to Warton to Teesside (29th Teesside to Cardiff to Teesside to Leeds)

1 Aztec Leeds to Elmdon and return (3 pass)

About 75% of the company's work is on contracts. They operate regular as opposed to scheduled services. For example every weekday they operate Leeds-Filton-Staverton- Leeds morning and evening on a contract but they cannot carry the general public on these services.

The possibilities of operating 3rd level scheduled services was investigated. The proposed route was Leeds-Manchester but no suitable aircraft could be found. The Islander was considered but with an economical payload it could not carry the required airline reserves of fuel.

It is planned to re-equip the air taxi fleet with Cessna 401/2s in the future. The present aircraft are being used to about 90% capacity but it is thought that an increase in the number of aircraft in the fleet would not be economical at the moment.

Northair Aviation. Mr Crowe told me the reason Northair chose Cessna when they were looking for a dealership was that Cessna sell more light aircraft than nearly all other makes put together. Also Cessna offer by far the largest range of aircraft in the 2-8 seat bracket. "If you can't find a Cessna to suit your needs you probably don't need an aircraft". Northair developed their market at the expense of other dealers, especially Westair, but now they believe they are creating a new market. This year's sales have been rising steadily for the smaller twins and small singles and sales of the larger singles have also risen though less steadily. Next year sales will probably stay about the same or rise slightly. There will be more concentration on twins and the larger singles. On order for next year is a P206 Super Skylane for early January, and a Cardinal for March. Also Mr Crowe told me that they would be handling "some very unusual Cessna twins next year". He could not reveal any further details. Under consideration for selling will be the 401A, 402A, and 421A, all available from December and also the 207, a 7 seat single, and the 327, a light twin. The usual French built light models will be there, the F172 will remain the F172H and the F150 will probably remain the F150H for a further year. Reims Aviation only change the designations for structural changes not for fittings changes. The only F150H definitely ordered at the moment is c/n F0404.

The maintenance department of the company maintains many of the Cessnas sold by the company and also other aircraft. These come from as far away as Stansea and Elstree.

## Northair Special Feature continued

Northair Electronics Although the company's registered office is at Leeds Bradford Airport and new workshops are now under construction there, the company's main base is at Ringway. Cessna F172H G-AWMZ will probably go there shortly as their aircraft and be fitted with sophisticated nav. aids. The aim of the company is to promote the use of more equipment in light aircraft, their speciality being autopilots. The company already does a large share of the radio work on aircraft based at Ringway, Leeds and Teesside.

As a continuation of this article we present more activities of the Northair Group and an overdue survey on facilities at Yorkshires fastest growing Airport:-

## +++++ DIVERSIFICATION AND EXPANSION =DONCASTER +++++

In order to exist, a fixed base operator, such as Northair, has got to have interests in all fields of light aviation. Northair at the beginning of this year already had Air Taxi, a dealership and maintenance interests. The gap was in Flying Training. Obviously they could not set up a flying school at LBA next to Yorkshire Flying Services, so they decided on Doncaster and set up the Doncaster Aero Club. By way of explanation — All development of Doncaster Airport is under the control of South Yorkshire Airport Ltd — the major shareholder in this company being Mr Ernest Crabtree (as for Northair). Also Mr Crabtree is the major shareholder in the Doncaster Aero Club.

As Mr Crowe pointed out, flying training generates business. It makes used aircraft available for sale, it teaches people to fly who may then become aircraft buyers, creates maintenance, it is an outlet for new aircraft and it is a place where Northair customers can get conversions onto their new aircraft, twin and instrument ratings etc.

The Club has 3 aircraft, an F150H and a Condor, both of which have 'very high utilisation' and an F172H which has 'good utilisation'. Right from the start the club has had the very best facilities for its members. The restaurant is so good it is booked up for several weekends in advance. There is a bar, colour television and free landings for members.

Present details of Doncaster Airport are as follows:-

Position:- 53° 30' 26" N 1° 7' 32" W Elevation:- 25'  
Runways:- 05/23 2500' Grass 15/33 2200' Grass  
Radio (including CRDE) 122.9 m/cs Northair company(handling) 123.45m/cs  
Fuel :- 80 Oct 100/130 Oct Hours 0900 to Sunset Prior Permission  
Repairs and Hangarage available Charges:-AOA rates /only  
CAUTION :- Gliding activity  
Tower and signals T near northern boundary of airfield  
Telephone 56175.

## Plans for Doncaster

### Fitting of an NDB.

Building up the Aero Clubs fleet with Cessna 150s.

By the time you read this Northair will have a resident engineer at Doncaster. The organisation will then be able to do repairs, 'de-snagging', and Checks 1 and 2. Any bigger jobs will be done at Leeds.

The runway will shortly be lengthened and lights installed this winter. If there is a need, a hard runway will be laid.

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In the long term Northair have no plans to expand to any more airports. In the field of aircraft sales Mr Crowe thinks that the more luxurious singles will become more popular. As example of this he quotes the fact that the Cardinal, although no faster than the cheaper 172, sold 1019 in its first year of production. (...and we think the Pup is doing well). Mr Crowe also thought the new Cessna Fan Jet 500 would be a world beater in 1970/1.

Yorkshire Air News is very grateful to Northair and especially Mr Crowe for their invaluable assistance in the writing of this article.

Overleaf is a list of the aircraft handled by Northair since our last survey in August last year.

# Additions to Northair Aviation List (YAN Aug '67)

Reg	Type	c/n	Arr.	Dep.	Remarks
G-AVUF	Cessna F172H	0477	17/11/67	22/5/68	To W.J.C.Ford
G-AVUG	Cessna F150H	0234	17/11/67	28/2/68	To W.J.C.Ford. Returned to Northair. To Portsmouth School of Flying.
G-AVUH	Cessna F150H	0244	17/11/67		Leased to Yorks. F.S. by A.Barker.
G-AVUI	Cessna F150H	0247	7/12/67	19/12/67	J.D.Bingham
G-AVUL	Cessna F172H	0448	17/11/67	2/12/67	To P.Nicholson and S.B. Shennan.
G-AVUX	Cessna F172H	0476	17/11/67	5/4/68	To A.V.Wilson
G-AVXX	Cessna FR172E	0013	24/1/68	15/3/68	To A.C.Stewart
G-AVYI	Cessna FR172E	0018	-	-	Not imported-became D-EDLP
G-AVYJ	Cessna FR172E	0017	-	-	Not imported-became OH-CCZ
G-AWBP	Cessna 182L	58831	10/4/68	31/5/68	To J.D.Bingham
G-AWGW	Cessna F172H	0482	17/5/68		To G.C.Potter, Ringway.
G-AWGX	Cessna F172H	0492	17/5/68	6/6/68	To Doncaster Aero Club.
G-AWGY	Cessna F150H	0306	17/5/68		To Doncaster Aero Club.
G-AWKE	Cessna 337C	0939	16/7/68	23/7/68	D/d direct from Rekyavik. To Ewart (Studio)&Co Ltd. To become demonstrator.
G-AWMJ	Cessna F172H	0550	17/9/68		To go to Northair Electronics
G-AWMZ	Cessna F172H	0554	17/9/68		
G-ASAH	A109 Airedale	B518	24/7/68		Taken in part exchange for G-AWKE. Used as hack- for sale.
G-ASKS	Cessna 336	0070	25/3/68	1/4/68	Bought from Shackletons- Sold to Croda Premier Ltd.
G-ATAW	A109 Airedale	B541	15/3/68		Taken in part exchange for G-AVXX. Used as hack - for sale.
G-ATSM	Cessna 337A	0434			Actually still owned by Stellaris - Northair acting as sales agent.
G-ATPS	Cessna 310K	0090	28/3/66	8/2/68	To Chris Irwin
G-AVBZ	Cessna F172H	0387	8/3/67	25/8/67	To Massey Ltd.
G-AVJE	Cessna F150G	0219	17/8/67	23/8/67	To Jersey Aero Club

compiled by T.Sykes with the help of  
Northair Aviation.

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## LEEDS/BRADFORD MOVEMENTS & NEWS

2/10	G-ARMT Dove 6	fr Newcastle to E.Mid.	G-ATAI Dove 8 f&t Speke
	G-ATEN Twin Comanche	fr & to Norwich	G-AVCV Cessna 182J also 3/10,4/10
	G-ASLL Cessna 336	fr & to Leavesden	G-ATPR Aztec C to Cambridge
	G-ATTF Cherokee 140	fr & to Elstree with	G-AVLD n/s to 4/10
	G-AVZV Cessna F172H	fr & to Lulsgate n/s to 4/10	G-AVYN Cherokee D
	KT563(AA472)Sioux	fr Newcastle to Wentbridge with	XT163 (AA453)
	G-ATDL Cessna 310J	fr Turnhouse to Blackpool	
3/10	G-AJGT Dove 7AC	fr & to Filton	G-AWGY Cessna F150H f&t Doncaster
	GY-DCC Aztec C	fr Lille to Sonderborg n/s to 5/10	
	XR636 (AA441) Scout	fr Farnborough to East Midlands	
4/10	G-ARUM Dove 8	fr Luton to Manston	G-ASKS Cessna 336
	x G-ASNO Baron	fr & to Taten Hill	G-AWBP Cessna 182L
	G-AVJF Cessna F172H	fr Feltwell to Cranfield n/s to 6/10	
	G-ATYD Beagle B206	fr Shoreham to Rearsby n/s to 14/10	
5/10	G-AOTI Heron 2	fr Hucknall to Heathrow	G-ATRW Cherokee Six
6/10	G-AVGJ Jodel DR1050	fr & to Blackpool with Comanche	G-APZG
	G-ASWT Aero 145	fr Leicester to Nuneaton	G-AWGY Cessna F150H
	G-ASWL Cessna F172E	fr & to Dalton n/s to 14/10	
7/10	G-AMOV Dove 6	fr Stansted to Newcastle	G-ATNY Cessna 337
	G-ARZS Airedale	fr & to White Waltham n/s	G-ATDL Cessna 310J
	G-AVAL Beagle B206	fr & to Cardiff	G-ASYK Twin Comanche
	G-AVLY Jodel D120	fr & to Newtonards n/s to 10/10	G-AVFW T.Comanche
	G-ASVV Cessna 310I	fr I.O.M. to Blackpool	G-AWGA Cessna F172H

# Leeds/Bradford Movements continued

8/10 D-CBAT Mystere 20 fr & to Cologne G-AVCV Cessna 182J  
 G-ASZD B208 Junior fr & to IoM G-AWIO Brantly B2B  
 G-ANRS Viscount fr & to Heathrow-Last Br.Eagle flight to L.B.A.!

9/10 G-ATGR Baron div from Teesside(!) with Do28 G-ATAL and Herald

10/10 G-AWDI Aztec C fr & to Peterborough G-ASNO Baron / G-APWD  
 XG-ASPA Dove 8 fr Salmsbury to Brough G-ARFF Queen Air 65  
 G-ARMO Cessna 172B fr & to White Waltham G-ASKV Queenair 80  
 G-AOBV Autocar fr & to Manchester G-AVCZ Condor

11/10 G-AWDM Cessna 401 fr Salmsbury to Speke G-AWEI Condor  
 G-ARYM Dove 8 fr Prestwick to Heathrow G-AVYO Cherokee 180D

12/10 G-ATSR Bonanza fr & to Elmdon G-AVYL Cherokee 180D n/s  
 G-ATHH Noralpha fr Sywell to Teesside

1./10 X0-49185 C 47 fr Dublin to Manchester n/s-16/10 G-AMZN Dove 6  
 G-ASFA Cessna 172D fr Teesside to Usworth G-AVCJ Beagle B206  
 G-AVFW Twin Comanche fr Manchester to Driffild

15/10 G-ASOB Twin Comanche fr Gatwick t. Newcastle G-ATCI Air Tourer  
 G-AVHW Twin Comanche fr & to Doncaster

16/10 XS789 Andover CC2 fr & to Northolt "Kitty 2"  
 G-ASOX Cessna 205A fr & to Coventry XG-ARIG Cessna 310B  
 G-ASOH Baron fr & to Lulsgate G-APZL Apache n/s to 18/10  
 G-ATJG Cherokee 140 fr Speke to Oxford XG-ASOB Twin Comanche

17/10 WF131 Sea Prince fr Aberdeen to Staverton 'Navair 131'  
 PH-LPS Mystere 20 fr Heathrow to Gatwick G-AVCZ Condor  
 D-IFTH Baron fr Greven to Dusseldorf n/s XG-ASHH Aztec C  
 XS789 Andover CC2 fr & to Northolt n/s Kitty 4

18/10 XS794 Andover C.1 fr & to Northolt "JJL91" G-AVCI Beagle 206  
 G-ARTI Heron 2 fr Filton to Newcastle G-AMZN Dove 6  
 G-AMXY Dove 5 fr Manchester n/s- +  
 G-AVKZ Aztec C fr Luton to Speke G-ASNX Beech 18  
 G-AVCI Beagle 206 fr Dublinto Gamston

20/10 G-ASUB Mooney M20E fr & to Tollerton

21/10 G-ASNX Beech 18 fr Turnhouse to Gatwick G-AVFW Twin Comanche

22/10 G-ASYA Aero Comander fr & to Northolt Div fr Lindholme G-AWIO Brantly  
 G-ASMG Dove 8 fr & to Dunsfold Div fr Holme on Sp. Moor. / B2B  
 VP963 Devon fr Manston to Wyton Div fr Topcliffe  
 OO-CTK DC-6B fr Liege to Brussels n/s-24/10 with Standard Liege  
 G-ATLX TravelAir fr Gatwick to Elmdon n/s G-ARUM Dove 8

23/10 XS789 Andover CC2 fr & to Heathrow Kitty 4 G-AVNG Queen Air 80  
 G-AVAL Beagle 206 fr Elmdon to Rotterdam

24/10 G-AJGT Dove 7XC fr & to Hucknall G-AOGO Heron 2 fr Gatwick  
 G-ALZR Ambassador fr Dublin to Cambridge G-ASKS Cessna 336

25/10 G-AHCZ Dakota fr & to Cardiff n/s with Cardiff City FC (Played

26/10 G-ATRH Super Cub fr & To Sutton Bank G-ATJG Cherokee 140 / Hull  
 G-AWLJ Cessna F150H fr & to Blackpool

28/10 G-AVUF Cessna F172H fr East Midlands n/s-  
 G-AWGR Cessna F172H fr & to Blackpool G-ARAX Tri-Pacer  
 G-ATZN H.S.125 fr Newcastle to East Midlands

29/10 N13727 Cessna F172H (69 Model) fr Cranfield to Denham n/s-31st c/n

30/10 G-AVSM Piaggio P166 fr Usworth to Luton XG-ATZN HS125 / F0592

31/10 G-ASIU Queen Air 60 fr Newcastle to Wolverhampton n/s

1/11 G-ALWF Viscount fr & to Heathrow on BKS service

Up to the afternoon of 10/11, the airport authorities had not received a notification of the starting date of the Channel bus stop service and whether it will actually start is still open to question.

Yorkshire Territorial Flying Group : have ordered a Beagle Pup from Truman Aviation for delivery in February of next year.

The West Riding County Council have received over 350 objections to the extension of runway 15/33 at LBA. Although the work itself would only take 10 months the chances of the runway being ready for summer 1970 seem slim. Work on the I.L.S. is been held up by a 30 ton crane which overturned in the mud while working on the glide slope aerial and which has so far defied all attempts to move it



### TEESSIDE MOVEMENTS

23/9 G-ATFF Aztec C to Perth  
 4/10 G-ASCX Heron 2 from & to Manchester  
 G-ANWX Aiglet Now owned by W. Perren  
 14/10 G-ATMI HS748 Operating Autair service instead of Herald  
 15/10 G-ARTI Heron 2 fr & to Liverpool also 28/10 G-ARLU Cessna 172 f Hur  
 G-ASFB Musketeer fr Denham to Turnhouse G-AWGD Cessna F172H fr  
 17/10 G-AVHI Cessna F172H fr & to Leeds Cranfield  
 EI-AOK Cessna F172G fr Dublin to Glasgow  
 21/10 PI-1151 BAC-111 Philippines Airways Crew training  
 G-AVML BAC-111 500 Crew training  
 30/10 G-AVSM Piaggio P166 fr Luton to Usworth  
 G-ATFM S-61N fr Beccles to Turnhouse fr & to Turnhouse  
 31/10 G-AOVI Britannia 312 Monarch trooping to Hannover also 1/11  
 E-ATZN HS125 fr Heathrow to Tatenhill  
 G-ASSI HS125 fr Hatfield to Newcastle  
 1/11 G-ASIH Hiller UH-12E fr Marsden to Aberdeen  
 and Leeds diversions....  
 G-AOYL Viscount fr Dublin G-AVIY Viscount fr Amsterdam  
 G-ARUJ Piaggio P166

### DONCASTER REVIEW

.. A bit shorter than usual due to extensive coverage elsewhere and continued difficulties with the movements log.  
 29/9 G-AVGC Cherokee 140 from & to Oxford  
 1/10 G-ALV Dragon Rapide from Staverton  
 7/10 G-AOBV J/5P Autocar from Blyborough to Manchester  
 10/10 G-AVYP Cherokee 140 from Newcastle to Sherburn  
 14/10 G-AVGB Cherokee 140 from Norwich to Oxford  
 15/10 G-AVHW Twin Comanche fr Gatwick to L.B.A.  
 "G-ANMZ Tiger Moth fr & to LBA - No record of this at LBA - may I suggest G-AWMZ Cessna F172H - Ed  
 18/10 G-ATRG Super Cub from Portmoak to Lasham N/S  
 20/10 G-ARGT J/1 Autocrat from Blyborough to Netherthorpe  
 25/10 G-AVUY Cherokee Six 300 from & to Newcastle  
 26/10 G-AVXF Cherokee Arrow from Oxford G-AVLP Aztec C fr & to N/castle

### FURTHER NEWS ROUND-UP

The Hull-Grimsby hovercraft service is to start at the beginning of December. The one way trip will take 30 minutes and cost £1. If Autair get permission to use Leconfield in time, they will operate inclusive tours from Hull next summer.  
 A Board of Trade inspector who visited Osgoddes on 24/10 recommended that the flying club should be given a license. Plans include the buying of a Gondor or an Auster. Yorkshire Terr. Flying Groups Auster G-APAF is for sale if anybody is interested!  
 Sherburn visitor 10/10 was Cherokee 140 G-AVYP from Doncaster. The airfield has been having trouble with excess water recently but present on 9/11 was Cessna F150H G-AWLJ. Also there, for reasons not known to us, was Cherokee 140 PH-VRK c/n 28-23740 which appeared to have just emerged from a crate.  
 Cessna sales were up by 25% and up 35% for the second quarter of 1968, over the same period last year. Cessna has 3,000,000 sq ft of floor space plus 120,000 belonging to Reims Aviation in which it owns a 49% share. The largest scheduled carrier of passengers in the second quarter of this year, after the corporations was B.K.S. Air Transport with 139,265 pax, followed by BUA(CI) 136,847, Cambrian, 116,870, BUA 90,733, and British Eagle with 86,918. British Eagle's share is expected to fall for the rest of the year,

A marvelous list of credits this month, thank you all! K.Charnock; A.M. Cordingley; R.Crowe, Sales Manager, Northair Av.; Dr D.Furniss; P.Jackson; K.Jordan; D.H.Middleton; Petvaria; N.H.Ponsford; M.T.Powell; M.Rockcliff, Yorkshire Light Aircraft Co. Ltd. Doncaster.

### HAPPY DAYS

During the summer as you will recall Yorkshire Air News was putting in extra pages as we were still short of space. Now we are catching up with ourselves again and 'business is on its seasonal decline we present edited highlights of various reports of travels that we have received.

On 25/9 Martin Powell visited 5MU at Kemble and supplied us with enough material for a full page. However in much abbreviated form with apologies to those who would have liked more, it looks like this:-  
Meteors WD706, WA669, WF643, WF825, WK803, WK968, WL459, WN310, WD592, WD652, WH223.  
Varsitys WL638, WL621, WF412, WL686. Valettas VX572, VX576, VW836, VW847, VW195.  
Hunters WT721, WT804, WW654, XE685, XF301, XG209, XL572, XL586, XL602, XL604, WV382, XF937, XF971, XF979, XE546, XF321, XF527, XG169. Chipmunks WP801, WB671, WP904.  
Dakotas! KN452, KP208. Pembrokes WV751, XL956, WV700, '730, '742, '752, XK862.  
Jet Provosts XN576, XM461, XN605, XS216. Whirlwind XK986. + Red Arrows.  
Gate aircraft TE392 Spitfire L.XVIe.

On 24/9 to be viewed at Kidlington were Navajos N9184Y and G-AWOW, Aztec C N6635Y, Blaniks BGA1324 and 1384 and several Djinnns including F-BHOI, F-BIEU and F-BIUA. Noted at Lee-on-Solent on 23/9 was Army SRN-6 XV614. Present at Halfpenny Green on 12/9 were Jodel D117 G-ASZH, G-APUE Meta-Sokol minus wings, G-AJPI Argus, G-ASOM Terrier also 'SEG, G-ARXX Rallye, G-ADKK Hornet Moth. At Wolverhampton on the same day were G-ASYG, G-ASZE, Terriers, G-AVXW Condor, G-ARIL, G-ARON PA-22. G-ANHS Tiger Moth, G-AKVS Super Ace, G-ATKH Luton Minor, G-ARWS Cessna 175. G-AGDP, 'HTE, 'HUI in bits and which, whatever they are, haven't been registered for quite some time.

That round up is as much as we can fit in this month. If you have sent contribution in that has not been printed, don't give up, send us another. I would point out that although we are still filling the magazine we always welcome new contributors.

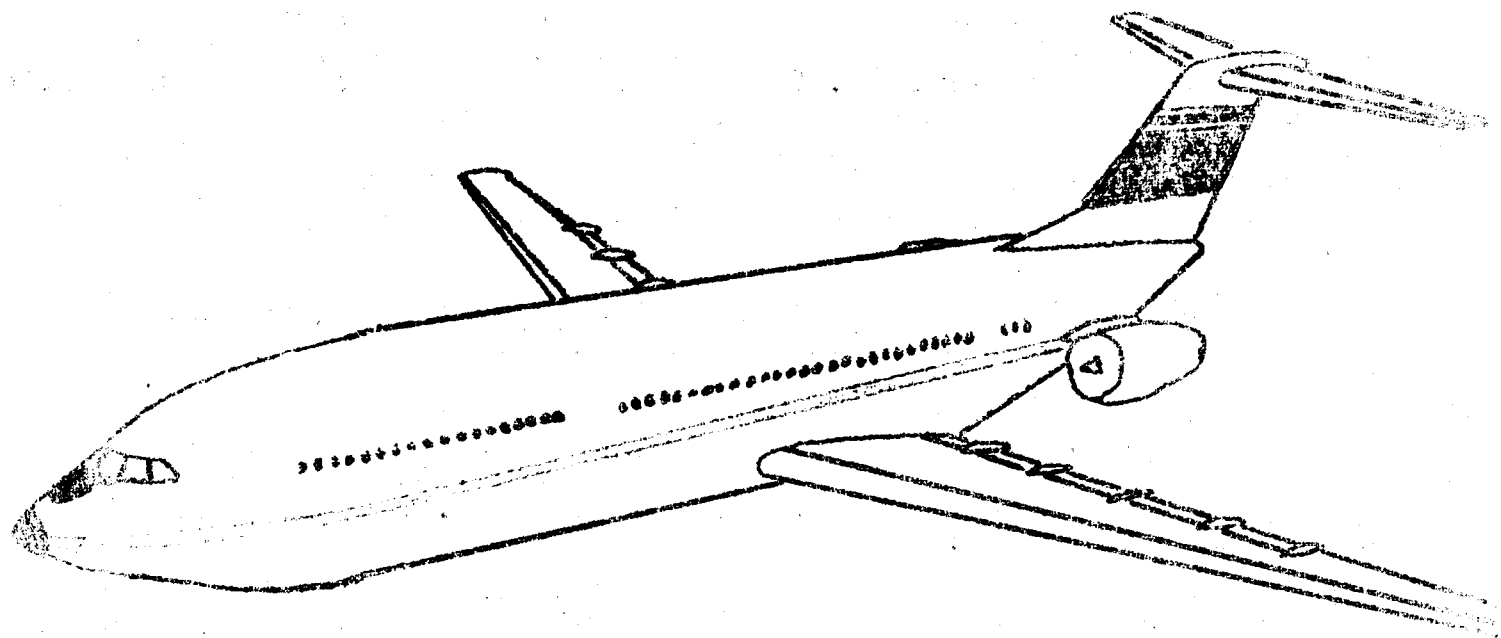
### BROUGH MOVEMENTS

...where the movements get better as the airport moves towards its death.

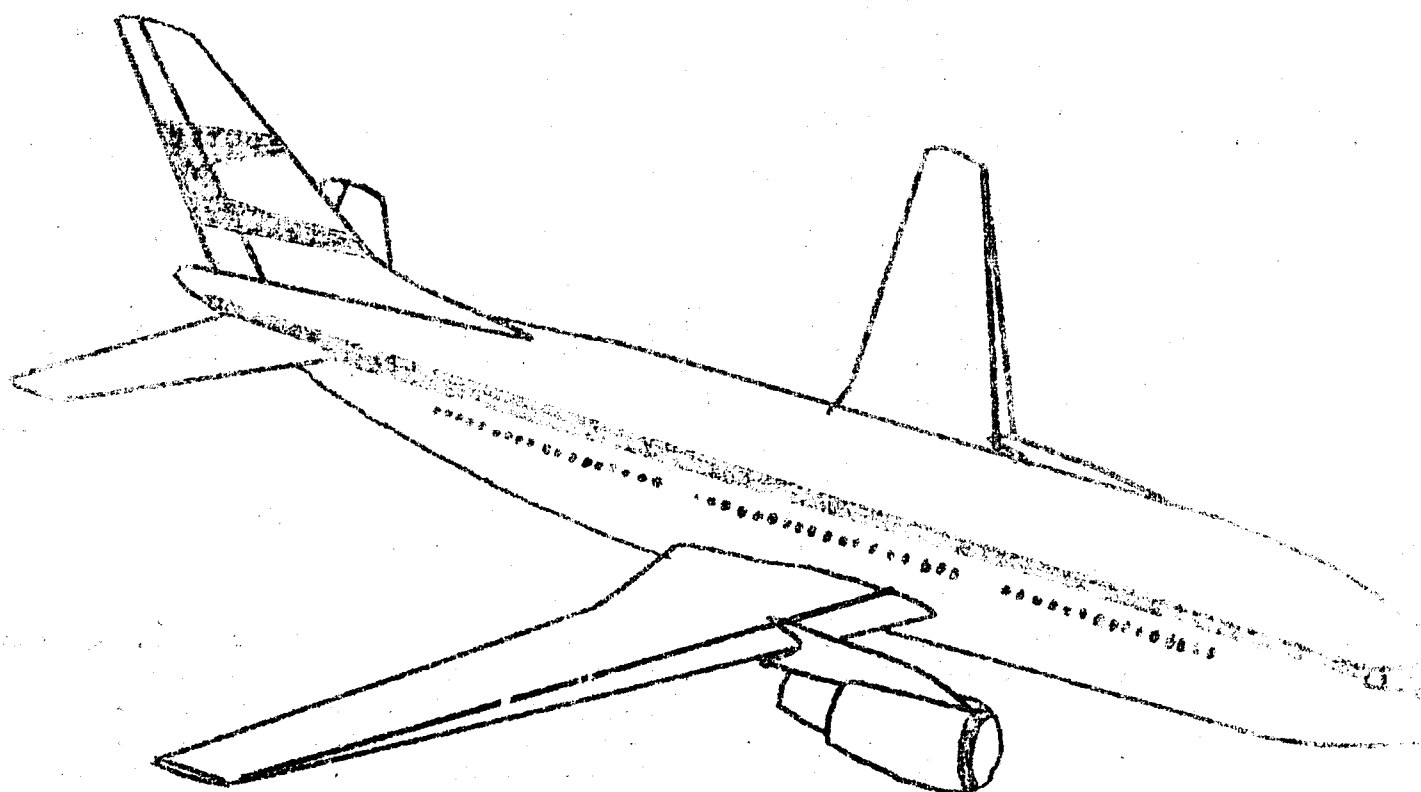
- 27/9 XT857 F4K Phantom low flyover on delivery to Holme on Spalding Moor.  
1/10 XS784 Basset CC1 ASC G-AVUY Cherokee Six G-ARJU Apache 160  
WJ941 Valetta C1 A+AEE G-ASBD Hughes 269A Fuel stop also 15/10  
2/10 G-ARFF Queen Air 65 also 12/10, 14/10. G-ATGH Brantly B2B Fuel stop  
WK507 Chipmunk T.10 'W' Manchester UAS also WP929 'A' Liverpool UAS  
WG468 Chipmunk T.10 'B' Leeds UAS with WG478 'C'  
3/10 WP980 Chipmunk T.10 'E' Liverpool UAS G-AVEC Cessna F172H  
G-AREA Dove 8 also 4/10, 9/10, 11/10, 16/10, 24/10, 28/10 and 30/10  
G-ASMG Dove 8  
7/10 XG496 Dove 1B R.A.E. also 8/10 G-ATVG Hiller UH-12E Based for 2wks  
8/10 G-AVVZ Cessna F172H also 9/10, 11/10, 15/10, 17/10, 18/10, 24/10, 25/10  
G-ARMJ Cessna 185 also 14/10 & 29/10 /28/10&30/10  
G-AVGY Cessna 182 n/s  
10/10 G-AWIO Brantly B2B also 18/10 G-ASPA Dove 8  
11/10 G-ATHJ Aztec C Humber A/ws -Temp resident-see Osgoddes below.  
14/10 G-ATMI HS748 On Autair service -first for over a year  
G-ASKS Cessna 336 also 17/10 n/s and 18/10 G-ATUN Cessna F172G&28/10  
G-AVBZ Cessna F172H also 17/10  
16/10 G-AOGO Heron 2 on Autair London service. G-AVHI Cessna F172H  
G-ATAH Cessna 336  
17/10 G-AWKE Twin Comanche  
18/10 G-AVYP Cherokee 140 23/10 G-ARIE Comanche also 30/10  
24/10 G-ATUR Brantly 305 Fuel stop G-AVUN Twin Comanche  
XS696 P1127 Kestrel wings on trailer still in Tri-Part Sqn Marks  
VP975 Devon C.1 R.A.E.  
28/10 G-AVVV Cherokee 180  
29/10 TG500 Hastings C.1A first visit of type A+AEE  
30/10 G-AWMP Cessna F172H  
1/11 HB-VBK Lear Jet 24 c/n 128 1st visit of type. G-AVCA Brantly B2B  
G-ASON Twin Comanche G-AVVZ Cessna F172H

The MoD are currently considering whether to allow the use of Leconfield as airport for this region when the dreaded chimney is erected at Brough.





747-200



A-3000

### Brough continued

While on the subject of future air services from the Hull area, Hull Corporation have re-affirmed their willingness to spend £20,000 on some means of supporting air services. They may spend this on terminal facilities at Leconfield if the airfields civil use is approved.

Humber Airways who operate Aztecs G-APYX and G-ATHJ are in financial trouble already. They are said to owe £1000 on the hangar that is being built for them at Osgoddes and work on the hangar has stopped pending payment.

### LET'S GET THE STORY RIGHT

Firstly Mr Middleton has asked me to make the following corrections to last month's article on Airspeed (Editors mistakes).

Dr Barnes Wallace is spelt Wallis and Mr Tiltman is Hessel Tiltman. Mr Tiltman was not unemployed when he designed the bi-plane and no Naval Officer was involved. The bi-plane was designed during the period when Mr Tiltman worked for the Airship Guarantee Company. In the penultimate paragraph we mention the propellers of the Courier. The aeroplane of course only had one engine.

Last month we heard from one of our usually reliable sources that Blackburn B.2 G-ACBH was to be restored however since then we have received the following letter.

Dear Sir,

Re. Blackburn B2 G-ACBH. The information I have on the remains of this aircraft, with the evidence of recent photographs to back it up is as follows:-

There is a B2 fuselage only with the registration G-ACBH and RAF roundels at "Dixons Scrapyard, Downham, nr Ramsden Heath, Essex". It is believed have been there for at least 20 years and is in very bad structural condition, and from photographic evidence is almost certainly not worth restoring. There are no instruments neither does it have wings.

On receipt of some initial verbal evidence of its existence we did contemplate the possibility of restoring this aircraft, but after examination of the photographs, decided that there was so little of the original structure useable that to attempt to rebuild it would be uneconomic, even for static exhibition.

..... It is almost certain that by HSA Group Board directive G-ABBJ will be going to the new RAF museum at Hendon, along with other HSA vintage aircraft at other group fields, before the commencement of the 1969 display season. In many ways it is a pity as this aircraft is in superb condition and very attractive to look at, but as it virtually spends all its time being flown at the absolute limit at air displays, the increasing probability of a structural failure occurring sometime in the future must not be discounted and it is possibly better that it should retire now whilst still in one piece!

Yours Faithfully,

D.J. Whitehead

Chief Test Pilot, Hawker Siddeley Aviation, Brough.

Correction to page 75; Beaver XS771 should read XJ771 Basset

Further additions to our 'RAF in Yorkshire' booklet:-

33Sqn Formed 12/1/16 at Filton. C/O Major P.B. Joubert de la Ferté. 1/3/16 at Bramham Moor (also used Knavesmire York as advanced landing ground).

Aircraft BE2c. "B" Flight used to form 57Sqn at Copmanthorpe 8/6/16.

Nov. 1916 Re-equipped with FE2b & c. Dec 1916 moved to Gainsborough.

76Sqn Formed Ripon HQ 15/9/16. C/O Major C.M. Murray M.C. "A" Flight at Copmanthorpe, "B" Flight at Helperby, "C" Flight at Catterick. Used BE2c & D and BE12a & b.

Feb 1918 re-equipped with single seat Avro 504K. Had begun to re-equip with Bristol FE2B when hostilities ended and was disbanded at Bramham Moor 13/6/19.

248Sqn Formed 1917 Hornsea Mere with Short 225 and Sopwith Baby for Anti-Submarine duties, Disbanded 6/3/19. 251Sqn Formed 1917 Hornsea Mere with Short 225 for Anti-sub duties. Disbanded 30/6/19

609Sqn Moved to Dron 24/8/39. Spitfire I and Battles. Reformed Yeadon with D.H. Mosquito NF30 and re-equipped with Spitfire LF16 before moving to