

## YORKSHIRE AIR NEWS

The Journal of the West Riding branch of Air-Britain

For Private Circulation only

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### EDITORIAL

A few members have come forward with contributions for Yorkshire Air News for which we are grateful but this is no reason for the rest of you not to contribute to the journal. In our position as Editors we see most of the amateur produced aviation journals in this country and the general lowering of the standard of content is noticeable, only three or four being up to scratch we regret that we do not consider this Journal to be one of these - It's your journal and its future is your concern.

MTP

### SECRETARY'S DESK

Unfortunately the Vice-Chairman of the Branch, Chris Barber, has resigned the position for personal reasons. The position will remain vacant for the rest of the year but will come up for election, with all other committee positions, for 1968 at the Annual General Meeting on the 26th November. Nominations for all positions should be sent to the Branch Secretary at 44, Becketts Park Drive, Leeds 6.

The Branch Committee is now sadly depleted as the Treasurer is able to devote only minimal time to Branch duties owing to his business commitments, and the Secretary is now resident outside the County. Therefore the field lies wide open for new blood and I trust members will rise to the occasion at the A.G.M.

At the present time no definite plans have been laid for the meetings in 1968, but members will be advised of developments in good time.

Subscription to Air-Britain (West Riding branch) for 1968 will remain unchanged at 50/- (or 30/- for the first six months and 20/- for the second six months). West Riding branch members should renew via the Branch Treasurer and not through Mr. Gwyther.

JAS

### THE BLACKBURN FIREBRAND

by M.W. Stubbs

The Firebrand was designed as a single seat fighter for the Fleet Air Arm, to be powered by the Sabre 3 engine, but after developments the aircraft emerged as a single seat, Centarus powered, strike aircraft. The first prototype Firebrand (DD804) first flew on the 27th February 1942, and the second (DD810) during July of that year. The latter aircraft was the first to be fully equipped and underwent deck trials aboard H.M.S. Illustrious in February 1943. These aircraft were followed by a third prototype (DD815) also powered with the Sabre 3 engine. A batch of nine F.1 aircraft were produced, but were used for research purposes only.

DD810 was subsequently rebuilt as the prototype F.2 and re-serialised NV636 and made its maiden flight in 1943, and two days later became the first single seat torpedo carrying monoplane in the world, by carrying an example of that weapon. A small batch of production F.2's were built, some of which were issued to no.708sqn, a shore based unit, in the Autumn of 1944. Meanwhile the tenth and eleventh production F.1's were modified on the line to become the prototype Mk.3's, powered by the Centaurus 3 engine. The installation of the latter was no mean achievement, it being very difficult to replace an in-line engine with a bulky radial.

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## THE BLACKBURN FIREBRAND (continued)

- The first of these (DK372) first flew on 21.12.43. The two prototypes were followed in 1944 by twenty-four production mk. F.3's, powered by either the Centaurus VII or XI.

The next version to enter production was the TF.4, which was produced in greater quantity than any other, with one hundred and two machines being built. The first TF.4 to fly was EK601 on the 17th May, 1945, powered, as were all aircraft of this mark, by the Centaurus IX. In September 1945, no.813sqn was formed with this mark and was the first fully operational unit with this aircraft. Following the TF.4 came the TF.5, also powered by the Centaurus IX, but incorporating various small modifications required by the Admiralty and which were based on wartime experience. The ultimate version of the Firebrand was the TF.5A, which differed from its predecessor in having ~~powered ailerons~~ as opposed to the longer span aileron tabs and horn balanced elevators of the TF.5.

Some sixty-eight TF.5/5A's were built and some of these went to sea with nos. 810 and 813 squadrons aboard H.M.S. Implacable in 1947. Many of the TF.4's were brought up to the mk.5 standard, but, like many other aircraft, the Firebrand arrived too late to show its paces in action.

### Specification for the Mk.2 (Mk.1 in parentheses)

Type - Single seat torpedo-strike (interceptor) fighter  
Power plant - One 2,305 h.p. Napier Sabre III twenty-four cylinder horizontal H liquid cooled engine  
Armament - Four 20mm Hispano cannon with 200 r.p.g. plus one 1,850 torpedo (2 x 500lbs bombs)  
Performance - Maximum speed 314 (322) m.p.h. at sea level, 355 (357) m.p.h. at 18,000ft, (with torpedoes), 348 m.p.h. at 18,000ft. Initial climb rate 2,300ft/min (2,250), Max. cruising speed 274 (284) m.p.h. at 10,000ft., endurance 3.2hrs, Range 767 (805) miles.  
Weight loaded - 15,049 (13,625)lb.  
Dimensions - Span 51ft. 3½ins., length 38ft. 2ins., height 13ft 4ins. wing area 381.5 sq.ft.

### Specification for the Mk.4 (Mk.3 in parentheses)

Type - Single seat torpedo strike fighter  
Power plant - One 2,520 h.p. Bristol Centaurus IX (XI) eighteen cylinder radial air-cooled engine.  
Armament - 4 x 20 Hispano Cannon with 200 r.p.g., plus one 1,850lb torpedo two 1,000lb bombs, or 16 x 60lb rockets.  
Performance - Maximum speed 350 m.p.h. at 13,000ft, (with torpedo) 342 m.p.h. at 13,000ft. Range 745 miles at 256 m.p.h. at 10,000 ft., endurance 2.9 hours, Initial climb rate 2,600ft/min, (with torpedoes) 2,200ft/min., service ceiling 28,500ft.  
Weights - empty 11,456lbs., loaded 15,671 (15,753)ft.  
Dimensions - Span 51ft. 3½ins., length 39ft 1ins. (38ft. 10ins.,) Height 15ft. 2ins., wing area 381.5sq.ft.

### Serial Blocks

1st. prototype	DD804
2nd. prototype	DD810, rebuilt as prototype F.2, re-serialised NV636
3rd. prototype	DD815
Mk. F.1 (9)	DK363 - DK371
Mk. F.2 (12)	DK374 - DK385
TF.3 prototypes	DK372 & DK373
Mk. TF.3 (24)	DK386 - DK409
Mk. TF.4 (102)	EK601 - EK635 EK653 - EK694 EK719 - EK740
Mk. TF.5 (68)	EK741 - EK748 EK764 - EK799 EK827 - EK850

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## THE BLACKBURN FIREBRAND (continued)

### Service Use

- 708sqn - Used F.2's in Autumn 1944, shore based;  
813sqn - Used TF.4's and TF.5's, went to sea aboard H.M.S. Implacable, October 1944;  
810sqn - Used TF.5's, as 813sqn;

### Surviving Aircraft

At a scrapyard in Milnathort, Kinrosshire, Scotland, belonging to Scottish Aero Industries, there are the battered remains of ten Firebrands. These aircraft include seven TF.4's, EK617, '621, '625, '628, '637, '661, and '729, plus TF.5's EK744, '747, and '780. Another TF.4, EK668 was noted on the scrapyard at R.N.A.S. Lossiemouth on the 16th August 1955.

The author would be pleased to hear from persons with any additional information on individual aircraft histories. The Editorial files contain the delivery dates for most of the two hundred and twenty aircraft, and these could be published if there is sufficient demand.

References - Air Pictorial, "Fighters" by William Green.

### 7 F.T.S. Jet Provost T.4's

In the January 1967 issue of Yorkshire Air News we published the destinations of the Jet Provost T.3's of 7 F.T.S. after that unit disbanded in November 1966. The T.4's were the final aircraft of the unit to leave Church Fenton and the destination of several aircraft is unknown, presumably they are stored at an M.U.

A	XP668	to '66' RAFC, to '50' 6 FTS	N	XR653
B	XP670		O	XR645
C	XP666	to 27 M.U. Shawbury, for S. Arabian Federation A.F.	P	XR646 to 27 M.U. to '43' 6 FTS
D	XP675	to '48' CFS	Q	XR655 recoded 'V'
E	XP678		R	XR657 to '37' 1 FTS
F	XP679		S	XR658 to 27 M.U. to '36' CAW
G	XP681		T	XR661 to 27 M.U. for S. Arabian Federation A.F.
H	XP682	cr. 27.7.64. Scotter	U	XR662 to '48' 1 FTS
I	XP684	to 27 M.U. for S. Arabian Federation A.F.	V	XR655 ex 'Q',
K	XP685	to 27 M.U. to '28' 2 FTS	W	XR676 to '52' 3 FTS
L	XR650	to '24' CAW	X	XS175
M	XR651		Y	XS178 to '53' CFS, to '44' RAFC

Note:- The three aircraft for the South Arabian Federation Air Force were delivered from 27 M.U. to Marshall's at Cambridge in June of this year, along with XR652. The aircraft are now at B.A.C., Warton prior to delivery.

The Editor awaits a host of corrections and additions for the above list.

### GLIDING CORNER

A gliding site not previously mentioned in this Journal is Great Hucklow, the home of the Lancashire and Derbyshire Gliding Club. The site is in the Peak District at an altitude of 1300 ft., and is near the intersection of the A623 and the B6049 roads. Our correspondent reports the presence of some dozen assorted gliders, including Eon Olympia 2B c/n EON/O/136, G-APXC, no longer on the register.

We hear little of the gliding fraternity, we are open-minded and look forward to hearing from any budding PHB's amongst our readers.

## AIRFIELD REVIEW

### CROSLAND MOOR

The Jetstream mentioned in last month's issue did not materialise, but the type is known to be on the Christmas list of the David Brown Group. Agusta Bell 206A G-AVVH is reported to have arrived at Meltham, Huddersfield, in a large crate. This machine will apparently operate from here rather than from Crosland Moor, and will be used to ferry executives to Ringway and to other factories of the Group.

### LINDHOLME

On the 20th October Dove 8 G-ATAI visited on its way to Exeter, and ten days later Beagle 206 G-AVAL came in from the 'West Midlands Airport' (Halfpenny Green, in other words)

### NETHERTHORPE

A visit here on the 12th November produced the following:- Bolkow Junior G-ATOC, Cessna 150's G-ARWC, G-ARWN, G-ASYL, and G-ATND, Emeraude G-ASLX, and Austers G-AIJI and G-ANLU, whether the latter pair are resident or not is uncertain. Our correspondent also witnessed the 'bending' of Topsy Nipper G-AVKT - "The aircraft came in fast and made a heavy landing on the port undercarriage member, the aircraft bounced back up and tried to recover but appeared to stall and came down hard and nosed over. The pilot seemed unhurt, but the Nipper was left with a broken nosewheel and propeller, smashed canopy, and a very bent port wingtip!"

### SKEGNESS

On the 30th October the following aircraft were noted at Skegness (Ingoldmells):- Alphas G-AHCN, G-AIBH, G-AIGR; Autocrat G-AJUD, Topsy Trainer G-AFVN; Taylorcraft Plus D G-AIXA; Meta Sokol G-ARSP; Super Cub G-ASCU; and Terrier G-ASYN.

### TETNEY

The sole resident at the Tetney Heliport (Five miles south of Cleethorpes) on the 30th October was Wessex 60 G-ATBY, although our correspondent reports that there is hangar space for some three machines.

## LEEDS-BRADFORD (YEADON) AIRPORT MOVEMENTS

### October

20th PH-ILA Heron (14104) -from & to Gatwick  
N8148F Cessna 150 (64248) -from Newcastle to Kidlington  
EI-APK Douglas C-54 (42911) -from & to Dublin, also 25/10  
21st G-ATYF Twin Comanche (30-1205) -from & to Elstree  
22nd G-ATWO Cherokee 180 (28-3049) -from & to Kidlington  
23rd O-51116 C-47B (34386) -U.S.A.F.E., MAAG Brussels, from Brussels to Liverpool  
24th G-ATGH Brantly B.2B (451) -from Boroughbridge to Horsham St.Faith  
G-ARCT Super Cub (18-7375) -from & to Sherburn-in-Elmet  
HB-GCL Baron (TE-31) -from Manchester to Lorient, n/s left 25th  
25th EI-APC Bristol 170 (13072) -from Dublin to Lydd, n/s, also 2/11  
27th G-ASCX Heron 2D (14124) -from Glasgow to Manchester & return  
28th G-AVSS Cessna F.150G (0233) -from Southend to Perth  
29th G-AVUJ Falco (412) -from Tollerton -New Resident  
G-AIYR Rapide (6676) -from Dyce to Leavesden, n/s left 30th  
30th XT569 Sioux -from & to Catterick, c/s AA361  
31st G-APNF Viscount 776 (225) -to Newcastle after B.K.S. lease

### November

1st G-ATAI Dove 8 (04538) -from & to Exeter, also 3/11  
G-AVCJ Beagle 206 (054) -from Lulsgate to Glasgow, also 9/11,10/11  
2nd G-ATZN HS.125 (25116) -from Teeside to Heathrow  
G-AVOD Husky (3688) -from & to Coventry, n/s left 3/11  
G-APTD Viscount (426) -from & to Gatwick  
3rd G-ARCN President (P.54-1040) -from & to Hucknall  
OO-SIP Cessna 172 -from & to Ostend  
6th G-ASDD Dove 6 (04452) -from & to Dundee  
7th G-AVNG Queen-Air 80 (LD.176) -from Liverpool to Brough  
G-AROD Cessna 175 (56998) -from Cranwell to Carlisle  
8th G-ATEW Twin Comanche (30-719) -from & to Newcastle  
D-IEVA Baron (TC-767) -from & to Kassel, n/s left 9th

LEEDS-BRADFORD (YEADON) MOVEMENTS (continued)

8th G-APWD Herald (152) -Autair, from Luton to Brough, (Brough divers  
-ion)  
NI72C Fairchild F-27 (85) -from Turnhouse to Gatwick, also 14th  
9th G-AVAL Beagle 206 (048) -from & to Birmingham  
10th KG828 C-47, R.C.A.F. 1st Air Div., from & to Waddington, N/s  
G-AVTS Aztec C (27-3489) -from Newcastle to Lulsgate  
12th G-AVLS Cherokee 140 (28-23303) -from & to Kidlington  
13th G-ATPC HS.125 (25009) -from Heathrow to Glasgow  
G-AVEK Cessna 411A (C374) - from Cranfield to Leavesden  
14th G-AVJG Cessna 337B (0715) -from Teeside to Denthorpe  
15th G-AVGY Viscount (341) -from & to Woodvale

The R.C.A.F. C-47 seems a bit of a mystery, your Editor having no note of it previously. Many R.C.A.F. Dakotas were supplied ex R.A.F. and continued to use the same serial, but KG828 was a Liberator G.R.VI.; Information welcome, please.

FLYOVER REPORT

September

11th	F-BAXR	DC-3	Rousseau Avn.	12.05	Pole Hill	N
13th	91998	C-54Q	U.S.Navy	19.16	" "	S
17th	CF-FUN	Bo.727	Wardair	12.08	" "	S
	HB-VAW	HS.125	Transair A.G.	12.30	Oldham	W
	52728	C-97	U.S.A.F.	15.35	Pole Hill	N
	PH-DCU	DC-8	K.L.M.	19.47	" "	W
19th	40609	C-141	M.A.C.	17.45	Flamborough	N
	40642	C-141	M.A.C.	19.15	" "	N
22nd	N360WT	Gulfstream	I.B.M.	20.37	Pole Hill	S
23rd	93807	C-54	U.S.Navy	14.44	" "	S
	OO-CTL	DC-6B	Sabena	14.52	" "	S
24th	F-BNFU	Aztec	-	18.55	" "	N
	10LO6	C-124	M.A.C.	19.13	" "	S
25th	30279	C-97	U.S.A.F.	08.06	" "	S
27th	60207	C-141	U.S.A.F.	19.15	Oldham	W
30th	N8785R	DC-8	Trans-Caribbean	13.20	Pole Hill	N

October

1st	49790	C-130	U.S.Navy (?)	12.42	Pole Hill	N
	31635(?)	C-121(?)	U.S.Navy	13.05	" "	S
	40629	C-141	M.A.C.	15.28	" "	N
	N8782R	DC-8	Trans-Caribbean	18.25	" "	W
6th	N300P	J/star	-	10.15	" "	N
	N2160X	J/Comm	-	10.23	" "	N
8th	40632	C-141	M.A.C.	10.15	" "	W
	21862	C-130	T.A.C.	15.10	" "	N
10th	N790SA	Bo.708	Standard	11.02	" "	N
15th	PH-DCE	DC-8	K.L.M.	14.13	Oldham	W
21st	40633	C-141	M.A.C.	13.14	" "	W
27th	30201	C-97	U.S.A.F.	14.15	Pole Hill	N
28th	50294	C-131	U.S.A.F.	15.19	" "	N
	EI-AOA	Cherokee	-	12.07	L.B.A.	N
29th	40642	C-141	U.S.A.F.	09.18	Oldham	W

We hope to publish a more up to date collection of flyovers in the next issue, for space reasons we have had to edit the above somewhat ruthlessly, if reports are recieved monthly we could be more up to date with this item.

PRESS DATES

December issue - 11th December  
January issue - 8th January

CREDITS

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