

YORKSHIRE AIR NEWS

The magazine of the West Riding Branch of Air Britain.

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JULY 1965

EDITORIAL

After overcoming many difficulties we have succeeded in producing this current issue on time.

It is noticeable that there is now a falling off in submission of contributions to the magazine. Anyone who can write an article on any relative topic is asked to forward it to P. Horne, 22 Moorway, Tranmere Park, Guiseley, Nr. Leeds.

This last month there has been much activity at Yeadon. The first weekend in June saw the Air Links Argonauts operating the charter flights to Lourdes. On the morning of Friday 4/6/65 'LHM' circling the airfield from 0540 hrs to 0850 hrs before it was able to descend through the ground mist. At the same time Martins DC-7 was also circling from 0755 until 0910. We can therefore understand why many local residents found it necessary to telephone regarding the noise.

SECRETARYS DESK

We are now entering the holiday season and for this reason and the fact that we have not yet secured a regular meeting place at the airport, it has been decided to cancel the monthly meeting provisionally fixed for the 27th June.

The Air Britain stand at the S.S.A.F.A. display at Church Fenton appears to have been a success despite the fact that the large posters requested did not arrive. However, we have already been approached regarding the provision of Aviation Stands at an "Aviation Week" in a large store in Leeds, and at a Gala to be held on August the 30th. It would appear therefore, that our reputation as serious Aviation enthusiasts is rapidly becoming known to the general public.

The next Committee meeting is to be held at Leeds & Bradford Airport on Sunday 11th July at 3 pm.

RP

FLYOVER REPORT

| | | | | | |
|------|--------|-----------------------|------------------------------|----------------------|----------------------------------|
| 19/5 | G-ASFZ | Pawnee 235. | Sledmere | Circ/West | 1325 |
| 20/5 | XN634 | Jet Provost T3 | Sledmere | North | AM. |
| 23/5 | G-LENI | Moth Minor. | West Ardsley | Circ/ | 1735-1740. |
| 24/5 | G-AHAL | Auster. | Sledmere | East | 1400. |
| 26/5 | G-ACGM | J/5F Autocar. | York | Circ/ | 1230-1330. |
| | XK666 | Jet Provost. | Sledmere | North | AM. |
| 28/5 | G-ALDS | Caribbean. | LBA | South | 1645. |
| | G-ATCI | Victa Airtourer. | LBA | 10 Miles E | 0810. |
| 30/5 | G-ARLU | Cessna 172. | LBA | 5 Miles E heading S. | 1306. |
| 31/5 | G-ATAF | Cessna P172P. | LBA | West. | 1706. |
| 1/6 | G-ASYK | Twin Comanche. | LBA | North. | 1818 Fr Colerne To Newcastle. |
| 2/6 | G-AGWB | Frocter. | Sledmere | North-East | 1230. |
| | XN978 | Buccaneer S2 code 726 | Sledmere | South | 1055. |
| 3/6 | G-ATEC | Pawnee 235. | Sledmere | | 1845. |
| | | | Landed at Life Hill Farm and | | was spraying 2145. |
| 4/6 | G-APKI | Heron. | LBA | 8 Miles E | 0850. |
| 9/6 | XK651 | Jet Provost T4 | Sledmere. | East | 1034. |
| 11/6 | G-ASPC | Fiaggio P.166B. | LBA | | 1735. |
| | G-ASWJ | Beagle B-206. | LBA | South | 1456. |
| 13/6 | G-AOHZ | J/5F Autocar. | West Ardsley | North | 1414. |
| 14/6 | EI-AND | Cessna 175. | LBA | 5 Miles E | 1249. |
| | G-ANMJ | Dove 1. | LBA | West | 0936. |
| 16/6 | G-ASKW | Apache 235. | LBA | | 1047. |
| 17/6 | G-ASFD | Morava. | LBA | 10 Miles W | 1801. |
| | G-ALXK | Fiaggio P.166. | LBA | North | 1734. |

S.S.A.F.A. DISPLAY R.A.F. CHURCH FENTON 6/6/65

STATIC A/C

- 5187M Spitfire MR5B (Clipped Wing) Code PR:0, gate aircraft.
WZ572 Vampire T.11. This aircraft has been here for a few years.
? Javelin FAW6. No markings, is believed to be XA820 which has been at this display in previous years, but another report from a normally source indicates that XA820 went to 27 MU as 7752M. Can anybody straighten this out.
? Pou du Ciel C/n W.M.1. Incorrectly painted as G-AEOF. This aircraft has in actual fact never been registered.

FLYING DISPLAY

| | |
|--|--------------------------------------|
| XJ414 Whirlwind HAR 10, 202 Sqn. | XN786 Lightning F2, "D" 92 Sqn. |
| XR105 Argosy C1. 267 Sqn. | XP897 Scout. A.A.C. C/n F.9500. |
| XR138 Argosy C1. 267 Sqn. | XK716 Comet C2. 216 Sqn. |
| WP215 Chipmunk T.10. Leeds U.A.S. | XF977 Hunter GA11. "IM"/691 764 Sqn. |
| WG316 Chipmunk T.10. Leeds U.A.S. | XD215 Scimitar F1. "611" 736 Sqn. |
| WL742 Shackleton MR2C. "H" 203 Sqn. | XD225 Scimitar F1. "613" 736 Sqn. |
| XP665 Jet Provost T4. "38" 7FTS. | XP617 Jet Provost T4 "H" 7FTS. |
| XP670 Jet Provost T4. "B" 7FTS. | XR665 Jet Provost T4 "V" 7FTS. |
| XH619 Victor B.1A. Camouflaged, roundel on port wing only. | |
| MT-5/262 Magister. Belgian A.F. | G-AFNI Moth Minor. |
| G-APCU Tiger Moth. | G-ARLT Cessna 172B. |
| G-APWF Dart Herald. B.U.A.(C.I.). | G-ARRW Avro 748. B.K.S. |
| G-ARVE VC-10. B.O.A.C. | G-ASKO Dragon Rapide. |
| G-ASRV Baron. | G-ASSR Twin Comanche. |
| G-ASYV Cessna 310G. W.A.C. | |

Also noted in one of the hangars was:-

WD309 Chipmunk T.10 Leeds U.A.S., and the following Jet Provosts all of 7FTS
XM355 "21", XM416 "35", XN557 "46", XP681 "G", XP684 "J", XR658 "S", XR662 "U",
XS175 "X", XM416 "35".

MORE ON 7FTS JET PROVOSTS (See Vol 1 No 1).

XP650 should read XR650 and recently went to the CAW as "24". XM416 was previously "46" of 2FTS. XM355 was R:A, then "74" of CFS before going to 7FTS. XM359 was previously R:D of CFS. This is not operated by 6FTS as stated in Vol 1 No 2 P.8. XN557 was S:F of CFS. XN577 was "45" of CFS. XN594 was "31" of 2FTS. XS178 was "53" of CFS. XR655 was "Q" of 7FTS. XN583 was "33" of 7FTS fate ?. XM476 was "37" of 7FTS but this was written off when XN466 landed on top of it on 29/1/63. As XP617 is "H" of 7FTS this still leaves "28", "32", "41", "47" and possibly "Z" There is a Jet Provost on the scrapheap at Dishforth coded "41" so this could account for one. Also at Dishforth is XN642 which could be one of the missing aircraft. Two other crashes in Yorkshire include XM368 which ended its career at Polkstone Moor on 29/4/63 and XR698 which made a wheels up landing at Leeming 3/1/64.

Can anyone let us have the final word on this subject?

LINDHOLME resident unit is Bomber Command Bombing School (B.C.B.S.)

Hastings T5:- TG503, 505, 511, 516, 518, 521, 529, 551 and 553. All coded on the fin by "Last Three".
Varsity T1:- WJ916 "T", WL675 "S", WL624 "U" and WL638 "V".

LEEDS UNIVERSITY AIR SQUADRON, DISHFORTH

The full complement of Chipmunks operated by this unit are:- WG316, WG478, WD309 and WP915.

DONCASTER 12/6/65

| | |
|------------------------------------|------------------------------|
| BGA766 T.41 C/n 1017 No 216. | BGA926 T21B C/n 1240. |
| BGA1024 T8 C/n JJ/I/SSK Ex G-ALTH. | BGA551 Olympia C/n EoN/0/22. |
| BGA612 T.25 C/n 547. | |

The motive power was provided by G-ARGI Auster 6A. Also present in one of the hangars was BGA431 Cadet T7 C/n 514 with only one wing beside it.

R.A.F. TOPCLIFFE

The two resident units are the Air Electronics School and the Northern Communications Squadron. The former is equipped with Varsity T1s (See below), and the latter with Anson C19 Srs.2. The Varsities are:- "A" WJ909, "B" WF328, "D" WF374, "F" WJ903, "G" WF410, "H" WJ896 "J" WJ948, "K" WF369, "N" WF333, "P" WJ891 and "Q" WJ907. The Code "M" was used by WF329 which crashed at Topcliffe on 25/8/64, and subsequently found its way to the scrapheap at Dishforth.

R.A.F. DISHFORTH

With reference to Vol 1 No 3 P.14, after the Hunter T7 XL594 the following scrapped aircraft are all Catterick. We apologise for this mistake.

As well as the Leeds U.A.S., No 9 Air Experience Flight is also based here and operates the following Chipmunks:- WG307 (Ex Aberdeen U.A.S.), WG321, WK590 and WF915. These are all coded "9" on the undercarriage fairing and have yellow spinners.

CATTERICK

As stated in the section on Dishforth in the article in last months issue dealing with the scrapheaps we inadvertently mixed up the aircraft at Catterick with the aircraft at Dishforth. We have since come up with some more info. on some of these machines:- Hunter F2 WN897/7513M was originally "S" 263 Sqn then to "S" 257 Sqn. and was dumped at Halton and Bicester before coming here. Hunter F1 WF595/7506M was "Q" 43 Sqn., "X"/DFLS, "H" 43 Sqn. before becoming 7506M at Halton in 11/57. Hunter F1 7526M was WT622 and was "G" 43 Sqn., RS:H/2290CU, before becoming 7526M at Weeton in 1958. Hunter F1 WT624 was "F"/222 Sqn. RS:M/229 OCU, "A"/229 OCU before becoming 7426M at Halton 5/57. Hunter F1 WT625 was RS:L/2290CU, LL/2330CU and became (7426M at Halton) delete in brackets. 7527M at Weeton. Hunter F1 WT566 was used for trials by Hawkers before it became 7494M 27MU and latter to Catterick. Javelin XA830 was W/46 Sqn., W/89 Sqn., W/85 Sqn, and was used by the AFDS before going to 27MU and later Catterick.

R.A.F. LINTON-ON-OUSE

The resident unit is No 1 FTS which operates Jet Provosts and Vampire T11s as listed below. Jet Provosts (Those after and inc. code "25" are T4s).

| | | | | | | | | | |
|-------|------|-------|------|-------|------|-------|------|-------|------|
| XM466 | "14" | XM465 | "16" | XM478 | "17" | XM464 | "18" | XN458 | "19" |
| XN459 | "20" | XM434 | "21" | XM403 | "22" | XN469 | "25" | XN470 | "26" |
| XN471 | "27" | XN501 | "28" | XN502 | "29" | XN505 | "30" | XN508 | "32" |
| XN507 | "33" | XR699 | "34" | XP615 | "35" | XP589 | "41" | XP616 | "37" |
| XR665 | "38" | XP626 | "39" | XP627 | "40" | XP633 | "41" | XP637 | "42" |
| XR672 | "43" | XR674 | "44" | XR668 | "45" | XR700 | "46" | XR701 | "47" |

XP589 should read "36" not "41".

The Vampire T11s are:-

| | | | | | | | | | |
|-------|------|-------|------|-------|------|-------|------|-------|------|
| XD449 | "48" | XD515 | "51" | XD672 | "52" | XE932 | "53" | WZ577 | "56" |
| XD525 | "57" | XD616 | "61" | XD614 | "62" | WZ447 | "63" | XD444 | "64" |
| WZ562 | "65" | XD452 | "66" | XE956 | "67" | WZ499 | "68" | XJ772 | "69" |
| WZ459 | "71" | XD375 | "72" | WZ474 | "73" | WZ584 | "74" | XD589 | "75" |
| XD388 | "76" | WZ502 | "77" | | | | | | |

Another Jet Provost used by 1 FTS was XN504 code "34" which crashed and is at present on the scrapheap at Dishforth. With regard to Vampires, XD444 was used by 4 FTS, XD449 is also on Dishforths scrapheap as well as XJ775 which was used by 1 FTS.

HOLME ON SPALDING MOOR

The Buccaneer XK532 mentioned on P.13 is Ex 681/LM 700Z Sqn and 228/LM of 809 Sqn. This aircraft is at Holme for an overhaul and now has the S.2 colour scheme.

FINNINGLEY

The Javelin XH892 has since had a match applied to it and is mostly burnt out.

"THE LIZ"

1965 sees the introduction to the Leeds and Bradford Airport of the Airspeed AS.57 Ambassador. This would, therefore, seem an ideal opportunity to present a potted history of the famous "Liz".

Designed originally to conform to the specifications laid down by the Brabazon Committee in 1943, the Ambassador was envisaged as a DC-3 replacement, powered by two, Bristol Hercules engines. However the design team decided that the payload of the postwar, medium haul aircraft, using the principal European Airports, would be twice that of the DC-3. From this they designed a high wing, cantilever, all metal monoplane, with tricycle undercarriage and accommodation for forty passengers. To lift the extra weight involved, new engines were specified, these being a civil development of the military Bristol Centaurus.

The first prototype, G-AGUA, made its maiden flight, from Christchurch on June 10th, 1947, two years after the Ministry of Aircraft Production had placed its order (September 1945) and was powered by two, Bristol Centaurus 130 engines. It was followed, on August 26th, 1948, by the second prototype, G-AKRD. This differed in being fully pressurized, and having more powerful Bristol Centaurus 630 engines.

On September 22nd, 1948, B.E.A.C. placed an order for twenty aircraft, worth £3,000,000. Due to delays in production, Airspeed lost small orders from foreign operators and home based charter companies. Thus, B.E.A.C. became the sole customers.

In May, 1951, the first production aircraft, G-AMAD, underwent B.E.A.C. and A.R.B. Proving Trials, resulting in the issue of a normal C.of A. to the type, and enabling the third prototype, G-ALFR to carry out tropical trials in Khartoum during August 1951.

B.E.A.C. gave the aircraft the class name "Elizabethan" and took delivery of the flagship, G-ALZN, at Heathrow, on August 22nd, 1951. By the time regular scheduled services were begun, in March 1952, seven aircraft had been delivered and, one year later, all twenty were in use. The "Liz" continued in service until early 1957, when, Viscounts finally began to take over. During this time only one aircraft was lost, this being G-AMAB, which was damaged beyond repair at Dusseldorf, on April 8th 1955. The first three aircraft to go were G-ALZK, 'MAE, 'MAH, which went to Butler Air Transport at Sydney in August, 1957, and became VH-BUI, 'BUK, 'BUJ, respectively. At the same time, G-AMAD, went to B.K.S. The last B.E.A.C. Schedule was flown on July 30th, 1958, between Cologne and London, the aircraft being, G-AMAF. The Ambassador is now doing services with British Independents, and looks like lasting some time yet.

The following is a complete list of all twenty-three aircraft built:-

- | | | |
|------|---------|---|
| 61 | G-AGUA: | RT665 allotted but not taken up. Dismantled 1951. |
| 62 | G-AKRD: | RT668 to Rolls Royce, March, 1958, as G-37-3. |
| 5210 | G-ALFR: | Currently with Danair. |
| 5211 | G-AMAD: | Currently with B.K.S. |
| 5212 | G-ALZN: | Currently with Danair. |
| 5213 | G-ALZE: | To Jordan Air Force, January, 1961, as 109. To CN-MAK. Restored to 'LZP December, 1963. Currently with Decca. |
| 5214 | G-ALZR: | To Rolls Royce as G-37-4, December, 1957. Restored to 'LZR. Currently with B.K.S. |
| 5215 | G-ALZS: | To LN-BWE, May, 1960: to HB-IEK, June 1960. Restored to 'LZS, November, 1963: Currently with Autair. |
| 5216 | G-ALZT: | Currently with B.K.S. |
| 5217 | G-ALZU: | Crashed Munich, February 6th, 1958. |
| 5218 | G-ALZV: | To HB-IBM, January, 1962: Restored to 'LZV, December, 1963. Currently with Autair. |
| 5219 | G-ALZW: | Currently with B.K.S. |
| 5220 | G-ALZX: | To VH-BUI, June, 1957: Restored to 'LZX, December, 1959. Currently with Danair. |
| 5221 | G-ALZY: | To Jordan Air Force, December, 1959, as 107. Restored to 'LZY, March, 1963, Currently with Danair. |
| 5222 | G-ALZZ: | LN-BWF not taken up: to HB-IEL, May, 1961, Restored to 'LZZ September, 1963, Currently with Autair. |
| 5223 | G-AMAA: | Currently with Shell. |
| 5224 | G-AMAB: | Crashed at Dusseldorf, April 8th, 1955. |
| 5225 | G-AMAC: | Currently with B.K.S. |
| 5226 | G-ALZO: | To Jordan Air Force, May, 1960, as 108, Restored to 'LZO, March, 1963, Currently with Danair. |
| 5227 | G-AMAE: | To VH-BUK, June 1957. Restored to 'MAE February, 1960. Currently with Danair. |

5228 G-AMAF HD-IEI not taken up, remains broken up at Gatwick, November 1963.
 5229 G-AMAG Currently with Shell.
 5230 G-AMAH To VH-BUJ, April 1957. Restored to MAH December 1959.
 Currently with Danair.

LINCENFIELD MOVEMENTS

13/5 G-ASSA Twin Comanche. Also 4/6.
 14/5 G-ARFF Queenair 65. Also 26/5, 3/6, 11/6 and 18/6. XI513 Victor.
 17/5 XJ823 Vulcan BA 230 OCU. G-AOXI Heron. XE956 Vampire T14 67/1 FTS.
 18/5 TX227 and VM934 Also 19/5 Ansons. G-ATCM Aztec "C". TG529 Hastings T5 BOBS.
 19/5 XM272 Canberra B8.
 20/5 WV318 Hunter T7. G-ARHX Dove 8.
 21/5 G-ASYV Cessna 310G.
 24/5 XG204 Hunter F6 B/DPLS.
 25/5 XI191 Victor B2. G-ARXG Comanche 250. G-ASTJ Cherokee 180.
 26/5 293 Magister Belgian AF, code MT-36. VP962 Devon. W753 Pembroke.
 27/5 XR133 Argosy C1 267 Sqn Ret 4/6. XM435 Argosy C1 267 Sqn Ret 3/6 and also
 14/6. G-AGNB Proctor. G-ASKP Tiger Moth. The latter two both called on
 route to the I.O.M. Air Rally.
 31/5 XL511 Victor B2. WJ877 Canberra T4.
 1/6 G-ASFL Cherokee 180. G-ACGO Heron. PH-SAC Colt 108 N/S left 2/6.
 2/6 XA907 Vulcan BA BDU. XE502 Vulcan BA. VM 97 Valetta. W755 Pembroke C1.
 3/6 TX177 and VM385 Ansons. XF673 Jet Provost "37".
 4/6 XR700 Jet Provost 46/1 FTS. Meteor NE(T)14s WS792 and WS843. Vulcan B2
 XJ444 227 Sqn. XI458 Victor B2. XF633 Jet Provost "35".
 TG511 Hastings T5 BOBS. G-ASON Twin Comanche. 63371 F-100D 20 TFW.
 TG525 Hastings T5 BOBS. XG769 Sea Vampire T22 IM/980 Also 8/6 and 10/6.
 262 Magister Belgian AF, code MT-5, for SSAFA display Church Fenton,
 left 8/6. + XH435 Javelin T3 "D". XP695 Lightning F3 R/AFDS. XI593 Hunter
 T7 "N". WH305 Meteor F8 V/CPE. WK654 Meteor F8 X/CPE. WJ975 Canberra T14
 E/85 Sqn. The aircraft marked from + onwards all came from Binbrook. A
 later arrival in the day, also from Binbrook was PS853 Spitfire PR19.
 TX229 Anson.
 8/6 XP759 Lightning F3. PH858 Anson. Vulcan B2s XH554 and XJ426. G-ASMF Cessna
 F172E. G-ASEA Dove 8, for Beverly Races, also 10/6. XF797 Pembroke C1.
 9/6 XN662 Jet Provost "U" 7FTS. XR669 Jet Provost "34".
 10/6 XM610 Vulcan B2. Lightning F3s XI700 "A", XP764 "H" of 74 Sqn. XN107 Gnat.
 XR983 Gnat T1 "53" 4FTS. XM467 Jet Provost "45" 6FTS. G-ASVO Twin Comanche.
 G-ATAN Aztec "C".
 11/6 XR249 Auster ACP9. XR999 Gnat T1 "58". XH563 Vulcan B2. XI600 Hunter T7.
 XE696 Lightning F3 "S" AFDS. WL675 Varsity "S" BOBS. Meteor NE(T)14s WS797
 "O", WS840 "N" and WS726 "G".
 13/6 WK518 Chipmunk T10 "C" Hull UAS. Vampire T1s WZ581 "77", XH329 "70", both
 of 3 OACU.
 14/6 XM43 Argosy C1 267 Sqn. XI573 Hunter T7 "L" DPLS. 53-3247 C-118 USAF.
 16/6 XR807 Beaver.
 17/6 G-ARWY Faggio P.166. G-ARWF Currie Wot. VP973 Devon.
 19/6 G-ASMA Twin Comanche. WD491 Hastings C2 36 Sqn, also 21/6.
 21/6 O-33234 G-118 USAF. VP968 Devon. XD452 Vampire T14 "66" 1 FTS.
 Corrections and additions to last months movements:- 20/4 for XM475 read XM479.
 22/4 for XN179 read XN177. 28/4 for XP630 read XE632. 28/4 The Caravelle belongs to
 SAS not SAA. 7/5 WJ476 is of course a Valetta and not a Varsity. 13/4 for WS778 read
 WS788. 15/4 XP560 belongs to WAFB not CFS. 27/4 The Norwegian AF T-33 belongs to
 No 718 Sqn. The arrival of a Djinn at Lincenfield is reported as imminent.

Lincenfield is the HQ of 202 Sqn and the Whirlwinds are actually based here. Detachments are sent out to flights at Leuchars, Aokington and Coltishall. We trust that this has completely clarified the situation.

NEITHER-THEORE MOVEMENTS

25/5 G-ASAP Rallye. To & Fr Boxted.
 G-ANCP Super Cub. To & Fr Bollerton.
 27/5 ? Beaver. Fr Woodford To Middle Wallop.
 28/5 G-ASKL Mascaret. Fr Sywell To I.O.M. (Jurby).
 G-ASYZ Victor Airtourer. To & Fr Sywell.
 10/6 XP826 Beaver. Fr & To Middle Wallop.
 13/6 G-ANGI Auster GA. Fr & To Doncaster.

A new resident includes a Cessna 150 G-ASYL.

LEEDS AND BRADFORD (YEADON) MOVEMENTS

| | | | |
|------|--|--|--|
| 23/5 | F-BITV | Jodel D.117 (907). | Fr Newcastle N/S, crashed at Ringstone Edge (near Halifax) 13/6. |
| 24/5 | VP-YUG F-BMMC PH-MAA G-ASWL | Cessna 172C (49301 Ex ZS-CUV) Queenair 80 (LD-161). DC-3. Cessna F172F. | Fr Lympe. Fr & To Rheims. Fr & To Amsterdam. Fr & To Dalton. Also 29/5, 2/6, 3/6, 9/6 16/6, 19/6 and 20/6. Fr & To Coventry. Also 27/5, 14/6 and 15/6. Fr & To Dublin. |
| 25/5 | G-ATAR EI-AJK | Aztec C. Viscount V.808. | |
| 26/5 | XP898 G-ASWT G-ARDH G-ALZV | Scout Aero 145. Dove 8. Ambassador. | Fr & To Leicester East. Autair, crew training. To Birmingham. Also 1/6. N/S To Leavesden. Also 17/6. |
| 27/5 | G-ASLG G-ARFK G-ASNA G-ASIJ G-ARDS | Baron. Cessna 172B. Aztec B. Cherokee 180. Caribbean. | |
| 28/5 | G-ASFD | Morava. | Fr Manchester N/S To & Fr I.O.M. (Jurby) To Manchester. Also 29/5 and 14/6. Fr & To Stansted. To I.O.M. (Jurby). To I.O.M. (Jurby). To I.O.M. (Jurby). N/S left 30/5. To Filton. |
| | G-AMKW G-ASAB G-ARLR G-ASFL G-ARDV G-ARYU G-ARTI G-ALZZ | Prince 6B. Jodel D.105A. Terrier. Cherokee 180. Tri-Pacer 160. Cessna 320. Heron 2D. Ambassador. | Fr Luton. N/S left 30/5. |
| 29/5 | G-MTDB G-AJOE | Nord 1101. Messenger. | Fr & To Sherburn. Fr & To Amsterdam. Also 4/6. |
| 30/5 | PH-CGD | CV-340/440. | Fr Le Bourget To Manchester. |
| 31/5 | EI-AMC PH-MAE PH-SCC | Travel-Air. DC-4. DC-3. | Fr & To Amsterdam. Fr & To Amsterdam. |
| 1/6 | G-ARXH G-ANUW G-ASAJ | Bell 47. Dove 6. Terrier 2. | Fr & To Stansted. Fr Sutton Bank N/S. Also 14/6 N/S. |
| 2/6 | G-AROD G-ASSA G-ASZZ | Cessna 175B. Twin Comanche. Cessna 310J (310J-0077). | To Stapleford. Fr Doncaster. Also 13/6 N/S. To Pocklington. |
| 3/6 | G-ARLK G-ARLD G-ALFM G-ALHT G-ASON G-ASWP WV735 | Comanche 250. Comanche 250. Canadair C-4. Canadair C-4. Twin Comanche. Musketeer 2. Pembroke. | Fr & To Newcastle. To Tarbes. Fr Bergen To Tarbes. Also 10/6 and 13/6. |
| 4/6 | PH-DSL G-ATEF G-ATEG G-ARFF G-ASVE G-ASDI G-ACGM | DC-7C. Cessna 150 (150-61378 Ex N3978U.) Cessna 150 (150-61383 Ex N3983U.) Queenair 65. Queenair 80. Apache 160. J/5P Autocar. | Fr & To Amsterdam. Fr Brussels/Hurn To Perth. Fr Brussels/Hurn To Perth. |
| 5/6 | G-ALFR G-ALZW G-ARIU | Ambassador. Ambassador. Cessna 172B. | Fr & To Hamble. Fr & To Ostend. Diverted Fr Tees-Side, Fr Malton To Blackpool. |
| 9/6 | G-AJZO | Gemini. | Fr & To Ramsgate. |
| 10/6 | G-ARIV G-ASYK G-ASUH | Cessna 172A. Twin Comanche. Cessna F172E. | Fr & To Swansea. Fr Newcastle. |
| 11/6 | G-AJOT | Dove 1. | |
| 13/6 | G-AOHZ | J/5P Autocar. | Fr Elstree To Gatwick. |
| 14/6 | G-ASSB G-ARUW G-AMKS G-AMMR G-ARWA | Twin Comanche. Comanche 250. Dove 1B. Cessna 172B. Agusta-Bell 47. | Fr Leavesden. Fr Turnhouse. Fr & To Sherburn. |