

FINNINGLEY 18. 9. 71

Z7197
 LF363/LE-D
 PA474/KM-B
 TG553
 VP958
~~WB534~~
 WD289
 WE600
 WF372/T
 WF385/H
 WG497
 WH456/C
 WK564
 WK590/X
 WL627/O
 WL682
 WJ910/S
 WP190/K
 WV383
 "XA726"
 XD163/X
 XD506
 XE626/9
 XG151/H
 XH175
 XH651
 XJ437
 XL149
 XL161
 XL317
 XM412/17
 XM603
 XN461/7
 XP330/Z
 XP502/02
 XP537 ?/X *xp357/x*
 XP548/X
 XP560/W
 XP740/B
 XQ763 #/P
 XR775
 XR362
 XR454/Q
 XR571/23
 XR658/Y
 XR932/51
 XS597
 XS712/A
 XS730/H
 XS875/511
 XT665/156/VL
 XV101
 XV191
 XV246
 XV250
 XV319/N
 XV576/D
 XV755/55
 XW330/44
 XW354/65
 XW359/74
 7570M
 7957H
 104842
 0-63204, 25
 64-0617 12

Proctor III
 +Hurricane.
 +Lancaster.
 Hastings.
 Devon C2/2.
 Chipmunk T.10.
 Auster.
 Varsity T.1.
 " "
 Meteor. *Scalburga TX1*
 Meteor.
 Chipmunk T.10.
 +Chipmunk T.10.
 +Varsity T.1.
 + " "
 + " "
 Hunter.
 " T.7.
 Javelin.
 +Whirlwind.
 Vampire.
 +Hunter.
 + " "
 +Canberra.
 +Victor.
 Whirlwind Har. 10
 Beverly.
 Victor.
 Vulcan B2.
 +Jet Provost T.3.
 +Vulcan.
 +Jet Provost T.3.
 +Whirlwind.
 +Gnat T.1.
 +Whirlwind.
 +Jet Provost.
 + " "
 +Lightning F.3.
 + " "
 +Beaver AL.1.
 +Belfast Cl.
 +Whirlwind.
 +Gnat T.1.
 +Jet Provost T.4.
 +Gnat T.1.
 +Andover Cl.
 +Dominie T.1.
 + " "
 +Wessex.
 +Phantom F-4K
 +VC-10.
 +Hercules.
 Nimrod.
 + " "
 +Sioux HT.2.
 +Phantom F-4K
 +Harrier GR11.
 Jet Provost.
 " "
 " "
 " "
 Provost T.1.
 +CF-104
 F-100

F.V.A.M.
 B. of B. Flight R.A.F. Coltishall.
 R.A.F. Waddington.
 S.C.B.S. Lindholme.

Liverpool U.A.S.
 Finningley Vintage Aircraft Museum.
 6 F.T.S. also WF382/Q.
 Deralict.
 F.V.A.M.
 F.V.A.M. *W 992 Caribou 82 RRE*

9A.E.F.
 6 F.T.S. also +WL668/X.
 Parked by Control Tower.
 6 F.T.S. also +WJ939/M. WJ943/R & WJ944/Y.
 1 Sqdn. Markings. F.V.A.M.
 R.A.E. Farnborough.
 F.V.A.M.
 C.F.S.
 F.V.A.M.
 2290. C.U. also XF419/D. XF426/12.
 " " also XG949 ??/A *XE793 cadet*

R.A.F. Wyton.
 T.T.F.
 202 Sqdn.
 F.V.A.M.
 543 Sqdn.
 617 Sqdn.
 3 F.T.S. also XM458/2.
 Waddington Wing. with +XM645 & +XM655.
 3 F.T.S. also XN497/8. +XN551/13 & XN643/15.
 230 Sqdn.
 4 F.T.S. with +XP516/16. XP534/15.
 230 Sqdn.
 6 F.T.S. with XP556/Z. XP557/T.
 " " " XP567/T & XP583/S.

111 Sqdn. Re-Fuelling demonstration.
 29 Sqdn. " *" XP746/11 115sqn*
 15 Flt. A.A.C. *" Iron Shaker P*
 53 Sqdn.
 230 Sqdn.
 4 F.T.S.
 6 F.T.S.
 4 F.T.S. with XS102/58.
 46 Sqdn. with XS602.
 6 F.T.S. with XS713/C & XS734/N.
 " " with XS739/E *XS727/D Hanged*
 R.N.A.S. Portland. *XS720/E*
 767 Sqdn.
 10 Sqdn.

~~ST. Mawgan.~~ *KINLOSS*
KINLOSS

C.F.S.
 43 Sqdn.
 233 O.C.U.
 3 F.T.S.
 R.A.F.C. with XW356/57 XW357/62.
 " " XW360/69.
 F.V.A.M.
 " "
 With 104843. 104848 104893 & 1 other.
1932 785

FINNINGLEY 18. 9. 71 Cont...

MT05	Magister.	C/N 269 with MT11 (262) MT12 (278)	
MT21	"	C/N 280 with MT25 (289) MT32 (275)	
-	MF 262	F.V.A.M. 3	
G-AEBJ	Blackburn B-2.	G-AVKT Nipper.	G-AXLI Nipper.
G-AEKR	Pou de Ciel.	G-AWPK Aztec.	G-AXPL Hughes 500.
G-AFIN	Aingard.	G-AXIH Junjmeister.	G-AXXH Islander.
G-ANMO	Tiger Moth.	G-AXHC Stampe.	G-AYDI Tiger Moth.
RAFCSA 40	Prefect.	RAFCSA 314.	

The Pou de Ciel G-AEKR is a replica of the aircraft that was lost in the fire last year. Only the fuselage of G-AFIN was on show, it is at present being re-built at Finningley.

TRAVELLERS TALES

ITALY, AND GERMANY

BY D.J. Gledhill

The flight to Rimini on Monday 12. 7. 71 was due to depart Luton at 02.00, but it was delayed for 1hr. 45mins. which left some time to have a look around Luton. The Airport was surprisingly busy, considering it was 10'Clock in the morning, but everything was rather common, Britannia Airways 737's and Britannia's, the usual Dan-Air 1-11's and Comet's and the whole fleet of Court Line 1-11's, the most interesting being 'YOP, 'YOR and 'YXB.

We flew out in one of these, Court Line 463 (G-AYOR) at 03.46. On arrival at Rimini the only aircraft visible were those on the main apron, I-DIKJ DC-9, I-DABP Caravelle and G-AOVH Britannia.

Due to the lack of buses the next opportunity to visit the airport was on our departure date. This proved much more fruitful, as there were a number of light aircraft belonging to the local flying clubs and also banner towers including I-DUGA Cessna 172, I-ALJZ Cessna 172, I-GHEZ Cessna 150, and a large number of Portenavia Oscars, I-PAOE, I-IDRA, I-REMI and I-MAIP. The Italian Air Force also seems to be well established here, with a number of assorted aircraft on a small apron:- 35587 and 5-53 T33's, RM-9 Harvard, RM-71 P.166 and several other Harvards which which could not be identified. There were also a large number of Italian Air Force Sabres and F104's dispersed on the airfield which were too far away to read the registrations. As we flew out in 'XMG a Bell 47 of the enclosed canopy type (I-EQAT) landed.

Luton was again full of the usual rubbish on arrival, the best thing being the Court Line company "hack" Horizon 'SJY.

My visit to was much better as far as aircraft are concerned, I was with the A.T.C. at R.A.F. Laarbruch. We flew out of Gatwick on Tuesday, 17. 8.71. Among the aircraft there were;- K686 Danish Air Force, C-47.F-BNMO Nord 262.

329HN Lear Jet 24 ? EC01WA World DC-8. N486TA T.I.A. DC-8. N8760 O.N.A. DC-8. 5Y-ANA of ASA Britannia. British aircraft were Tradewinds CL-44's BIA DC-3's and the usual Caledonian/DJA aircraft.

On arrival at R.A.F. Bruggen, Beech U8 O-76061 U.S. Army, DT492, DT490 T33's Danish Air Force. 31+55, 32+31 Fiat G91's wre among the more interesting aircraft. There were also a large number of Phantoms in front of the hangers. We were then taken back to R.A.F. Wildenlath for customs clearance, where I observed a number of R.A.F. Pembrokes and Devons, and also a couple of Herons. The only Harrier visible was one which had arrived by road on a trailer. The next stop was Laarbruch, the first aircraft we saw was the airfields flying club Bolkow 'TVX, another visitor was Yankee D-ELXB.

During the course of the week we were shown the aircraft belonging to the various squadrons, 16 Sqn. Camberras, 2Sqn. Phantoms (Recce) and 15 Sqn Buccaneers and we were allowed in Buccaneer XW528 and Camberra XM262. We were also shown the blo odhound Missile Site. (25 Sqn.) Visitors were rather few during that week, 91+31, 91+32, P149's and 2 German F104's. being the only interesting ones, and apart from the XV Sqn. Hunter (the only one in Germany-WV318) the only other new aircraft observed were at Dusseldorf.

This is quite a large airport and yielded N318PA - 727, EC-BJD - CV990, PH-SAD -F.27, SE-DAF - Caravelle and nearly 100 German light aircraft including D-IEVA Baron, D-ICAH - 310, D-IOGI - Lear Jet 24, D-OLCO Duke, D-EHQE - SF.206, D-ELYB Emeraude, D-ENEE Ralye, D-IBAK - Cessna 421, D-ECFA - 210, D-EHEE D-THMS Mooney M 20's and a number of 150's and 172's. Also present were

TRAVELLERS TALES

Sutton Bank, Yorkshire, Fourth Day of
Northern Regional Gliding Competition
30th August 1971 - C. Howthorpe.

Due to a navigational error during a business journey into the depths of Northern Yorkshire, I found myself outside the hangar of the Yorkshire Gliding Club at 10.00 hours on August Bank Holiday Monday. A cool, stiff breeze with slight precipitation (spitting rain to non-met. types) had not encouraged much activity at this hour, with the exception of the two windblown characters topping up the tanks of the Club's tug G-ARAN, a Piper Pa-18 Super Cub. Further along stood two more 'tugs', G-ASIP, an Auster 6a (up from Bristol) and G-ARAN, a Piper Pa-18 Cub with the badge of the Tiger Club displayed on the starboard side.

Venturing to ask one of the busy workers for permission to look around, brought an instant response from them both and the added information that due to the weather (also a party in the Clubhouse the night before), nobody was likely to appear much before briefing time (11.00 hrs.). As only Club aircraft were rigged, they couldn't think it was worth my time. However, I had caught sight of a Slingsby Motor Falke (T.61) G-AYSD and we walked over. This machine is used mainly for training (not requiring a winch crew etc.) and has given very satisfactory service to date. It was No. 2 off the production line at Kirby-Moorside. A Slingsby Swallow, Sliecher K-7 and CR.6 comprise the rest of their fleet. As the Competition was being held this weekend, other competing gliders were still in trailers on the caravan park adjacent - some 20 machines and about 50 caravans. Tucked in the hangar was an interesting Blanik L-13 G-ATPX which was of all-metal (rivetted) construction and in appearance vastly superior to any of the other machines. For some obscure reason the Blanik had to be registered with the ARB before it could be imported, hence the registration letters. Normal practice is for gliders and sailplanes to carry no identification letters, unless used for competition purposes, then the BGA allot them an identifying number which is prominently displayed (usually on the tail) and is reviewed annually. For example, the Club's machines displayed no numbers at all because this year none have been competitively. All the others which had come for the competition were numbered as per list below.

By this time people were beginning to trek over to the circular Clubhouse which commands an excellent view through 360 degrees, so despite notices 'CLUB MEMBERS ONLY' which were amply displayed, your erstwhile member nonchalantly followed the crowd. Once inside, sitting snugly in an armchair drinking coffee it was pleasant to watch the competing gliders emerge from their trailers and being rigged by enthusiastic crews (average time appears to be 15 mins.). Soon the adjacent chairs were occupied by three competitors who had travelled down from a Gliding Club outside Aberdeen. They willingly volunteered to identify machines etc. and the following list emerged:-

<u>Nos.</u>	<u>Nos.</u>	<u>Nos.</u>
425)	280)	454)
436)	101) Slingsby Skylarks.	144) Sliecher K-6e's
182) Slingsby Darts	33k Slingsby Eagle	430 Sliecher K-6r
98)	333 Slingsby T.49	69 Sliecher K-7
395 Sliecher K-8	242 Standard Cirrus)	
(RAF/GSA)	145 St. Libelle)	These last four
492 Sliecher K-13	95 Phoebus)	are Fibreglass
344 Olympia 463	38 Diamant)	construction.
117 Olympia 213		

Eighteen of the above were taking part in the Northern Regional Gliding Competition so presumably there were two/a/c in reserve. Monday being the fourth day, no results could be forecast, but at the end of the third day No. 38 was in the lead with No. 242 second and No. 101 third. It is interesting to note that the first two are Fibreglass! General opinion appears to be that unless you have one of the new Continental Fibreglass sailplanes, there is not much hope of being placed in a National Competition.

Sutton Bank - Cont.

Briefing was postponed until 12.00 hours due to weather conditions, but the Motor Falke had started to perform, together with several launches for extra practice. The Falke is definitely a powered glider, unlike the Fournier R-5 which is an aeroplane WITH GLIDING CAPABILITIES. Note the difference. Its long laborious take-offs with two-up were the subject of many ribald comments in the Club - again, however, it was stressed that for training purposes it was most economical.

The forward-staggered wings of the Sliechers (pronounced Slyker) certainly give them an odd appearance in flight and contrast vividly with more conventional types. Apart from the Blanik (which was in a class of its own from the constructional viewpoint), all the fibreglass machines put the more orthodox types to shame, both in streamlining and weight. The Diamant was a real little beauty, easily identified by the tailplane mounted on top of the fin. Finally, although nobody knew of Air-Britain at Sutton Bank, the writer must express his gratitude for the welcome (and help) he received from all whom he met there.

AIRPORTS OF THE CONTINENT

Aachen-Merzbruck - by Marcel Vlougels

If you are near the West German industrial and mining town of Aachen (or Aken/Dutch, Aix-La-Chapelle/French) and you are interested in light aviation, you should visit its small airfield, Merzbruck. You will find it near Eschweiler (a couple of km's North of Aachen) between Mariadorf (which has a small railway station) and Kinzweiler.

Merzbruck has three grass runways (52x520 m; 40x600 m; 36x280 m), a paved platform and about 15 hangars. The military part is of the 18th Light Aviation Squadron of the Royal Belgian Army flying about 12-15 Alouette II's and Lutazous (number and a/c often changes) and a few Super Cubs. Permission to enter the civilian hangars can be obtained from the small yellow air traffic house which you can see from the entrance (near the restaurant).

HISTORY - Between 1916 and 1918 Luftwaffe Rumplers were the first users of what is now Merzbruck, and after some restful time more and more civil aircraft commenced to use the field. On 270730 it was officially opened for commercial flights. Shortly after World War I however, the Belgian Air Force got the airfield, but they kindly permitted the Germans to fly to and from Aachen. In 1926 the Belgians terminated their first stay at Merzbruck and went home. During the aperture in 1930 a great display was given and plans for an air route to New York were announced! These plans, however, have never been realized. At the beginning 3 sports aircraft were based, using the only runway of 780 metres. A scheduled service to Koln (Keulen, Cologne) was opened by the 'Deutsche Luftrederei' with the Fokker F-II D-767 making a return flight every day at a cost of 10 Reichsmark (later of 8 Reichsmark) of 25 minutes. Another plane servicing the route was 3-engined Junkers G-24 D-1088, carrying 11 people, 9 of which were passengers. The tremendous Junkers G-38 'Hindenburg' D-2500 paid a visit to Merzbruck on 061032. A mail route to Berlin was commenced later and in 1934 the Koln-Service saw new aircraft - the Junkers F-13.

A few years later the pure civil airport became a military base. During the Second World War the Luftwaffe used Merzbruck for emergencies and other less important flights until the U.S. Army occupied it in 1944. The first years after the war the field was not used. In 1951 the first gliders were operated and a year later on 4th April the Cessna 140A D-EGEK (15542, ex N5609C) arrived. In 1956 the Belgians came back to Merzbruck flying Super Cubs and later more and more Alouette II's, all owned by No. 18 sqn.

Aachen-Merzbruck Cont.

An Air-Display is held most years, generally in co-operation with the R.A.F.G. Display at Wildenrath.

FATA - Radio Merzbruck: 122, 5 MHz. Users of the airfield - Belgian Army No. 18 sqn., Philips Flugdienst, Westflug Aachen, LVA, Fliegerclub Merzbruck, NRW, Technical High School Aachen FVA, private owners and others. Runways - grass 080/260 520x52m, 130/310 600x40m, 010/190 280x36m. Co-ordinates - 50°49'30" 06°11'06"E. Altitude 623 feet.

THE AIRCRAFT - Ignoring the standard Cessnas and Cherokees, the following aircraft are based:-

D-EBIA CP-301S	D-EBYR J3C-65
D-ESYD Taylorcraft BG-12D	D-EKKEF J36-65
D-EKDO Auster 5	D-EGGI DJ-892A
D-ELIYR J36-65 Cub	D-GAGA Twin Comanche
D-EHRY Super Cub 15D	D-EDVT Horizon
D-EGCI Super Cub 15D	D-ENGA Zlin 526
D-EPVA FVA-18v-1 Krahe (home built, details and photos on request)	D-KLIG BF-4D
D-EKKEF Zlin 526	D-KANCA C-3B Stihl
D-ELHQ Robin DK-315	D-KIWE C-3B Stihl
D-EDNA Bo 208 ^C	D-EHRO DH-82A dismantled.
D-EJGY Bo 208C	D-MEPH DH-82A
D-EJKS D-1408 Mousquetaire	D-EGIT DH-82A
D-EDYS Scheibe SF-23A Sperling	D-EBFY Elster B
D-EBYS Scheibe SF-23A Sperling wreck.	D-EGZF Elster C

Belgian Army Aircraft seen in recent years:-

Alouette II, and Aztaou
OL-A06, 11, 15, 20, 21, 24, 29
33, 30, 40, 45, 46, 47, 48, 50,
53, 56, 61, 65, 68, 70, 72.

Super Cubs not often flying
OL-L13, 22, 27.

TEES SIDE.

1.8.	G-AYES	Rallye	F/T Norwich. G-ASMO Apache 160 T Rotterdam.
	G-ALNU	Cessna 182	F Amsterdam, n/s. G-AVHJ Balabou F/T Elmdon.
4.8.	G-AYPY	Hs 125	F Blackpool T Luton. G-ASRH Twin Comanche.
	G-LEFD	Cessna 421	F Southampton n/s. G-AWTW Baron. G-ASRO Twin C.
6.8.	G-AYSL	Boeing 707	F Gatwick T Manchester. G-AYWF Aztec.
	G-AYUH	Cherokee 180	F Cranbourne T Lambourne. G-ASWP Musketeer.
8.8.	G-AZAB	Twin Comanche	F/T Henswell. G-AYDC Cessna F.172 F/T Blackpool.
	G-AUVV	Cessna F.150	F Bridlington T Usworth.
10.8.	F-BNMC	King Air	F Antwerp T Belfast. G-AYYD Minerva n/s.
	G-AYLG	Hs 125	F Glasgow T Linton On Ouse. G-AYLW Beech 100
11.8.	VR-BDK	Mystere XX	F Genoa. G-AWFE Jodel. G-AVHN Twin Comanche.
	G-ARMI	Apache	F/T Southend. G-AYIC Cherokee F/T Glasgow
12.8.	G-AGS	Cessna 310	F/T Tirstrup. G-AVXF Cherokee Arrow F/T Newbury.
	G-AYJM	Cessna 188	F Doncaster. G-ARLV Cessna 172. G-AYHW Cessna 337
15.8.	G-AZAG	Jet Ranger	F Turnhouse. G-AYIM Yankee. G-AYKJ Jodel.
16.8.	CF-RJJ	Do 8	F Toronto on charter with Boeing 707 G-AYBJ.
18.8.	VR-BDK	Mystere XX	F Genoa, n/s to 25.8. G-AWAT Concor T Pauli.
	G-AYYF	Musketeer	F/T Sherburn. G-AXTN Islander F/T Leconfield.
20.8.	G-AYND	Minerva	T Dyce. G-AYLW Beech 100 F Heathrow T Leuchars.
	G-AGWE	Anson	F/T Blackpool. G-AWNT Islander. G-AVWX Concor 4C.
23.8.	G-AZBC	Twin Comanche	F/T Kidlington with G-AZBD. G-AVCY Twin Comanche
	G-AYRY	Hs 125	F Dalcross T Leeds. G-AVXF Cherokee Arrow.

LEADS/BEAD/OPD MOVEMENTS AND REVIEW.

July.

29. G-AXPB Pup 1, G-AVUX Cessna F172, G-AVUD Twin Comanche,
 G-ARHT PA 22 Caribbean, D-BEES Cessna FRI72E,
 30. G-ARON President 2A, G-AYWV Twin Comanche C/R, G-ATJR PA 23 Aztec,
 G-ARYR PA 23 Cherokee, G-AMZY Dove, XT800 Sioux AAC,
 31. G-AWUS Cessna F150, G-ASMO PA 23 Apache, G-AYMM Cessna 421B,
 August.

1. G-AYMM Cessna 421B, LN-MTA NAMC YS-11A,
 2. G-AWVS Cessna 337, G-AXRW Twin Comanche, G-AWGE Cessna F172,
 G-AVKG Cessna F172, G-AYMM Cessna 421B, G-AWUL Cessna F150,
 G-AWUF HS-125-1B, G-AVGB PA 28 Cherokee, G-AWGA Airedale,
 LX-YOU Cessna FRI72G, O-25832 T-29B USAF,
 3. G-AYGM Cessna T210D, G-AYMY Bell 47G-5, G-AWMS HS-125-3B,
 G-APYN PA 22 Tri-Pacer, G-AYXA Twin Comanche C/R,
 4. G-AYEI PA 31 Navajo, G-AYRY HS-125-1B, G-AYLW King Air 100,
 G-AXIG Bulldog, D-EDLJ Cessna FRI72E,
 5. G-AWPK PA 23 Aztec, G-AWNE Queen Air A80, G-AVFW Twin Comanche,
 G-AYLO Yankee, G-AWTK Cessna F150, G-AWUX Cessna F172,
 7. G-AVYP Musketeer, D-EDYQ PA 32 Cherokee 6,
 8. G-APEV PA 23 Aztec, G-AYKU PA 23 Aztec, G-AYKV PA 28 Cherokee,
 G-AYUG PA 28 Cherokee,
 9. G-AWVT Cessna 411A, G-AWGB PA 28 Cherokee, G-ATCE Cessna U206,
 10. G-ATDU Cessna 310J, G-AYZC PA 23 Aztec, G-ATYC Beagle 206-1 N/R,
 11. G-AYYN Cherokee Arrow, G-ARAI PA 22 Tri-Pacer, G-AOGO Heron,
 G-AXGZ Condor, G-AVEU PA 32 Cherokee 6, G-AVMP Cessna F172H,
 12. G-ANTC Dakota 6, G-ASFG PA 23 Aztec, G-AXRW Twin Comanche,
 G-AVNL PA 23 Aztec, G-ASVV Cessna 310-I, G-AVZG JetRanger,
 O-17901 T-29B USAF,
 13. G-AYER HS-125-400,
 14. G-ATTY PA 32 Cherokee 6, G-AVCY Twin Comanche,
 15. G-ATZK PA 28 Cherokee, G-AVRP PA 28 Cherokee, G-AWVT Cessna 411A,
 G-AWUL Cessna F150, G-AYSJ Jungmeister, G-AWTI Cessna F172,
 G-AVZV Cessna F172, EI-APC Bristol 170,
 16. G-AVBD PA 28 Cherokee, G-AXVX Cessna F172, G-AWUL Cessna F150,
 G-ASXV Queen Air, G-AXPU HS-125-3B/PA, G-AVFW Twin Comanche,
 17. G-ARFO Cessna 150A, G-AWIK Musketeer, G-AVXZ PA 28 Cherokee,
 G-AYJP PA 28 Cherokee, G-AYXY Twin Comanche C/R, G-AWMS HS-125-3B,
 G-AVNL PA 23 Aztec, G-AYMY Bell 47G-5, G-AWGX Cessna F172,
 G-AXOV Baron 95-B55, G-AWUL Cessna F172, G-AWEBZ Cherokee Arrow,
 EI-APC Bristol 170, EI-ARS Douglas C-54E,
 18. G-ATRE Cessna F172, G-AXWZ Cherokee Arrow, G-AXSP Twin Comanche,
 G-ARDP PA 22 Tri-Pacer, G-AWSM PA 28 Cherokee, G-AVWI PA 28 Cherokee,
 G-AYUH PA 28 Cherokee, G-ASUG Beech E18S, G-ATDC PA 23 Aztec,
 F-BLLR Marquis,
 19. G-AYAF Twin Comanche N/S, G-AYNB PA 31 Navajo, G-AXMR PA 31 Navajo,
 G-ASFG PA 23 Aztec, G-AYRY HS-125-1B, O-17901 T-29B USAF,
 HB-VCC Jet Commander,
 20. G-ATZU Twin Comanche, G-ASXV Queen Air, G-AYER HS-125-400B,
 G-ATCI Airtourer N/S, G-ATDC PA 23 Aztec, G-ATCL Airtourer,
 G-AWOW PA 31 Navajo, G-AYXY Twin Comanche C/R, G-AYWF PA 23 Aztec,
 G-AYKL Cessna F150, EI-APC Bristol 170, EI-AUF Islander N/S,
 21. G-AYWF PA 23 Aztec, G-ASYJ Travel Air, G-AYJM Agwagon,
 22. G-ATNC Cessna F150 N/S,
 23. G-AYXY Twin Comanche C/R, G-AYLZ Twin Comanche C/R, G-AYMY Bell 47G-5,
 G-AYHW Cessna F337E, G-AVVV PA 23 Aztec, G-AZBC Twin Comanche C/R,
 O-17901 T-29B USAF,
 24. G-AWTW Baron 95-B55, G-AYER HS-125-400B, G-AXKD PA 23 Aztec,
 G-ASMO PA 23 Apache, G-AWOM JetRanger,
 25. G-ASEW Brantly B2, G-AVAU Twin Comanche, G-AVZH JetRanger,
 G-AYMY Bell 47G-5, G-AWTW Baron 95-B55, G-ASWB Airedale,
 G-AWGP Cessna T210H, G-AWGD Cessna F172, G-AWGR Cessna F172,
 G-AWGX Cessna F172, G-AXKD PA 23 Aztec, G-AXCO Twin Comanche,
 G-AYUF PA 31 Navajo, G-ASMO Baron, G-AWVK King Air,
 G-AVZT PA 31 Navajo, G-AMZN Dove, G-AVUJ Falco,
 26. G-AXPU HS-125-3B/PA, G-ALBM Dove, G-ARYV PA 24 Comanche,
 G-AXKD PA 23 Aztec, G-AWCL Cessna F150 N/S, G-ARAJ PA 22 Tri-Pacer,
 G-ATNX Cessna F150, G-ASEP PA 23 Apache 235, G-AYND Cessna 310Q,
 G-AMZN Dove, G-AXCO Twin Comanche, G-AWGX Cessna F172,

LBA(cont.)

August.

- | | | |
|---|--|--|
| 27. G-AVNG Queen Air A80,
G-AVZH JetRanger,
G-AVFW Twin Comanche,
G-AYVO PA 23 Aztec, | G-AWWK King Air;
G-AMFV Dakota 3,
G-AXMO PA 24 Comanche,
F-BLBB Rallye Commodore, | G-AYJM Agwagon,
G-AXXO JetRanger,
G-AXTN PA 28 Cherokee, |
| 28. G-AVFW Twin Comanche,
G-AYKL Cessna F150, | G-AYMZ PA 28 Cherokee N/S,
G-AMFV Dakota 3, | G-ASNN Cessna 182F,
G-AVGB PA 28 Cherokee; |
| 29. G-ATOJ PA 28 Cherokee,
G-AXJA Pup 1, | G-ATNX Cessna F150, | G-AWFK Cherokee Arrow, |
| 30. G-AZBC Twin Comanche C/R,
G-AWXY Super Rallye, | G-AWGE Cessna F172,
G-ARWO Cessna 172C, | G-AXXH Islander,
G-AXUA Pup 1, |
| 31. G-AYBO PA 23 Aztec;
G-AYND Cessna 310Q,
G-AVGB PA 28 Cherokee,
G-ARBX Super Cub N/S, | G-ASJL Bonanza,
G-AYKL Cessna F150,
G-AWTX Cessna F150, | G-AXUA Pup 1,
G-AVUI Cessna F150;
G-ATDL Cessna 310J, |

September.

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| 1. G-AXTD PA 28 Cherokee,
G-AWVS Cessna 337,
G-AVZT PA 31 Navajo,
G-AYJM Agwagon, | G-APMY PA 23 Apache;
G-AWOW PA 31 Navajo;
G-AXMR PA 31 Navajo, | G-AVZH JetRanger,
G-ARSL Bonanza,
G-AXFG Cessna 337D, |
| 2. G-AVWI PA 28 Cherokee,
CF-HOG Gulfstream 2, | G-AXGV Condor, | OY-AKI Cessna 414, |

Traffic on the ILS this month has included the following, Hastings TG563 on 11/8, Argosy XP413 on 17/8, an unidentified army Beaver on 18/8, Twin Comanche 'TEU on 20/8, Cessna 210 'YOL on 23/8, Twin Comanche C/R 'ZBC on 24/8 and 1/9, and Beagle 206 on 27/8. On 19/8 Cessna 401 'WWW did a radar approach to runway 10 and overshot following the runway heading in attempt to find Pocklington.

As recorded in the news section last month Aero 'STU crash landed at Sherburn on 16/8, it has now been written off by the insurance company. The following day, 17/8, the Yorkshire Flying Services Cessna F150 'TMK was sorely battered when it failed to become airborne on take off from Sutton Bank and ended up completely inverted. The wreckage arrived back at YLA on the evening of 18/8 and is to be repaired. Apache 'PVK is with YLA on C of A renewal and Cessna 172 'RLT has now been assembled into one piece and resprayed. The Dutch Pup PH-KUF although repaired some time ago is still present in the hanger. At Northair the new Beagle 206 'TYC arrived for NAT on 10/8 after an abortive start when it had to return to Gatwick for an engine change. It was painted in a non standard NAT colour scheme during 14-15/8 and put in service on 16/8, unfortunately it suffered damage when the door came open on take off from Dounreay in Scotland on about 17/8. The Bonanza 'SJI was completed during the month and did an a test on 25/8. Tiger Moth 'NEL was serviced and left Northair on 20/8. Agwagon 'YJM has visited Northair on several and has been based at Haxey and Tholthorne during the month.

Cherokee Arrow 'YVK which arrived on 11/8 is owned by a gentleman who lives in Cork (Ireland) where the aircraft is based during the week. However since the pilot lives in Ilkley the aircraft is based at LBA for weekends. Of the movements the Jet Commander HE-WOC on 13/8 and Islander EI-AUF on 20/8 were reputed to be transporting jockeys and the Freight EI-APG on 15-17-20/8 and the C-54 on 17/8 were carrying horses. Rallye F-BLBB on 27/8 went to Sherburn. Dakota 'MFW of Kestrel Aviation was used to transport Leeds United to Ipswich on 27/8 and back on 28/8. The other Dakota 'NFC on 12/8 was the Hunting Surveys specially modified one with the extended tail boom. Islander 'XXH on 30/8 was delivering parachutists to the bank holiday gala at Roundhay Park. Super Cub 'RBX which arrived 31/8 belongs to Northair but has been at Haxey for some time awaiting sale. Its presence with Northair may now indicate a sale at last. CF-HOG the Gulfstream 2 on 2/9 belongs to Hone Oil Ltd who are operating in the East Riding and it departed for Prestwick on 4/9.

The LBA based Aztec 'WLP of Survey Flights left on 31/8 on the first leg of a journey to Swaziland where they are to fulfil a survey contract reportedly entailing some 50 hours flying. Cessna F150 'TKE of YLA has been the centrepiece of the YLA display at Cranfield. It is reported that it may have been sold.

Finally I would like to thank David Depledge and various members

