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# YORKSHIRE AIR NEWS

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## EDITORIAL

This is a new look YAN. Due to the increasing activity on the social side we felt a 'Social Bulletin' would be a good idea. It means more news in YAN and a handy reference to what's going on in the branch. Attendance at the meetings held so far this year have been excellent, we hope it will continue.

## NEWS AND REVIEW

Members of the West Yorkshire police are using chartered Hughes 269's from Sherburn to choose helicopter landing sites near their houses. These will be used in emergencies by the police.

Mr.G.Burton, managing director of Slingsby Sailplanes Ltd., is one of the four pilots who will represent Great Britain at the world gliding championships at Waikerie, Australia in January, 1974. He will be competing in a Kestrel 19.

Air Anglia's application for a Tees-side and/or Hull-Norwich-Rotterdam and/or Amsterdam route has been accepted, but they have not been allowed to operate out of Tees-side. The route will be operated by F-27's.

British Midland Airways are to add Tees-side to their East Midlands and/or Birmingham and/or Manchester and/or Luton Ostend route.

The Fairey Battle currently undergoing reconstruction at RAF Leeming is expected to go to the RAF Museum, Hendon, upon completion.

A BD5 has been ordered by a Mr.David Colbeck of Wakefield and he is hoping to form a syndicate around it. The BD5 is an American aircraft for home building and is of a revolutionary design.

A Sycamore has been purchased by an aviation enthusiast at Rotherham, it is an HR.14 XG504.

An aircraft preservation group has been set up at York with a Vampire, Tiger Moth and a Bristol Baby. It is hoped to put the aircraft on display to the public at a later date.

Air Anglia has applied for a Norwich-Leeds-Edinburgh route. The service would not begin until the autumn as their F-27 is fully committed at the present time. They expect to take delivery of a second Friendship before the end of the year.

Spantax were hoping to operate Inclusive Tours from Yeadon using Coronado's but the present runway is not of sufficient length to handle them.

Mr.John Wheatley is now working on the airport full time, it is not known at the moment how this will affect the supply of cracked eggs.

A mercy service similar to the one set up last month at Yeadon has been set up at Tees-side. The St. John's Ambulance Air Wing have started a branch at the airport with four volunteer pilots on 24 hr call to fly transplant organs or emergency medical supplies to all parts of Britain or the continent. Part of the Casair fleet is on standby as well as several private light aircraft.

The February passenger figures for Yeadon airport show a tremendous improvement over the same period last year. The total number of passengers using the airport shows an increase of 41% over last year at 14,805 people. Air freight rose 9% to 77.2 metric tons. Aircraft movements rose by no less than 72% to 2964 and the operational income showed an increase of 19% to £13,339. The passenger totals for the first three months of the year are expected to show an increase of 25% over the same period last year. Part of the reason for the great increase can be put down to the rail dispute which accounts for some of the increase in the London traffic, Glasgow flights also showed increasing popularity.

New additions to the General Aviation Sales fleet include Travellers G-BASG (c/n 0319) and G-BASH (c/n 0320).

The RAF has ordered up to 14 additional Harriers to form an additional squadron. This will provide some work for Brough who are responsible for the centre fuselage and wing sections.

Court Line have purchased the last airworthy Beverley WB259 from the RAF. It will be used to ferry RB211's for their Tristar fleet.

BAC 1-11 G-AVMX of BEA made a wheels up landing at Tees-side on 22nd February and will be at the airport till about July under repair.

The name 'Tercel' has been chosen by Hawker Siddeley for HS 1182 aircraft and the second place went to the name 'Hawk'. There is no guarantee, however, that the RAF will adopt the name. The 1182 is to be built at Brough.

After five years under construction a Jodel is nearing completion at the Bingley Centre of Further Education. The 11 man group was headed by Mike Rockliffe of Yorkshire Light Aircraft, Yeadon. It was displayed at the Beckfoot Grammar School Bingley on 31st March. They formed the Bingley Flying Group, most of the members are able to fly. After being shown at the school the Jodel was taken to the Yorkshi Light hangar where it will be completed and fly some time in the summer.

British Midland has applied to increase the frequency on the East Midlands and/or Tees-side and/or Coventry and/or Elmdon and/or Luton-Jersey run.

Dan Air has applied to add Tees-side as an alternative stop on the Newcastle and/or Speke and/or Ringway and/or Elmdon Hurn route.

The last Buccaneer S.2B of the first order for the RAF has made its first flight from Holme-on-Spalding, it is registered XW550.

Dan Air is now flying from Tees-side direct to Amsterdam on Mondays, Wednesdays and Fridays with one round trip each of these days. Every Tuesday and Thursday they are now flying a 'Link-City' route from Tees-side to Bournemouth via Manchester and Birmingham.

Leeds resident Beagle Pup G-AXCW made a forced landing in a field at Menthorne near Selby on the 6th April after running out of fuel. It was flying from Stapleford Tawney to Yeadon and was reported missing by RAF Leeming. The aircraft was blown off course due to high winds and the pilot decided to crash land, the undercarriage was damaged by hitting some hedges. The aircraft will be brought to Yeadon by road for repair.

#### PRESERVATION NOTES

The West Riding Branch of Air Britain has been offered a Vampire by the Northern Aircraft Preservation Society. This has been accepted by our committee provided the transportation costs do not exceed £25. The aircraft is one of several which were destined for the Chilean Air Force but the deal did not materialise, at the moment the aircraft is at the Woodford factory of Hawker Siddeley Aviation. A branch member has provided us with an excellent site where it will be stored and kept in good condition by Branch Members, it is hoped that it can be displayed at air displays around Yorkshire if suitable transportation can be found. It would be greatly appreciated if any member who has contacts with the transport business and can provide transport for the Vampire from Woodford to Yeadon at a reasonable rate can contact either the editor or Dave Allan as soon as possible. The aircraft is minus engine but everything else is complete including ejector seat, instruments etc., its approximate weight is 9½ tons and the smallest section weighs just over 1 ton.

It looks possible that the Lancaster NX611 presently at Blackpool may go to RAF Scampton. The Lancaster Preservation Group made contact with its owner, Lord Lilford, some weeks ago, and it was learned that an offer had already been made a few days before which involved a move to Scampton. Despite the fact that Lord Lilford felt the L.P.G.'s proposals were the best he had met he felt that he had to stand by his original decision in accepting the first offer. The plan of the L.P.G. was to house the aircraft at Yeadon, a site had been granted on the airport at a nominal rent of £5 a year on the old apron by the Northeast hangar where the old Bristol Freighter used to languish. The aircraft would have been fenced off completely with access from the adjacent road by means of a gate in the fence which

The Group had had many offers to assist in the restoration of the aircraft, from No.2168 Squadron ATC, The Bradford Branch of the Royal Air Force Association, and other individuals which would have provided a force which was more than adequate to bring it into good order. The Lancaster Preservation Group would like to take this opportunity to thank all those who showed an interest in the project and especially to those who made offers of help who are too numerous to mention. There is still, however, a possibility that the aircraft will be seen at Yeadon as the Scampton deal has not yet been finalised and the L.P.G's proposals provide an excellent alternative.

#### AIRFIELD REVIEW

CATTERICK: Contrary to our report last month, the Shackletons have not been broken up but they have been moved out of view of the main road. The latest addition to the fire dump is Canberra B(1)8 XH288/B. Seen on the 11th March was T.31 XE797 with a white diagonal stripe on a red tail.

CHURCH FENTON: Sea Prince T.1. WP312 has moved from its previous site onto the fire dump.

DISHFORTH: Homebuilt Luton Minor G-ATCJ is expected to fly again from here in early spring after modifications to the engine mountings.

DONCASTER: Cessna 337 G-AXFG has moved here from Sherburn.

FINNINGLEY: Varsity WF382/Q of 6 FTS is now on the fire dump at Lindholme. Dominies XS714/K and XS726/L are now with the CAW at Manby, these have been replaced by XS711/K and XS737/L.

GRINDALE: New resident here is Cessna Skywagon G-BAAK used for parachute dropping, it is the only example of the type in the country.

FINDERSFIELD/CROSLAND MOOR: Due to the fact that we were unable to find the airfield on our recent expedition we will rely on Air Britain Digest for the following list of residents.

G-APVA Piper Pa-22 Tri-Pacer.

G-ASHX Piper Pa-28 Cherokee 180.

G-AWWI Jodel D.117

Owned by Air Britain member Mr. J. Chappell who is also building Tich G-AZLA at his home.

G-AZDX Piper Pa-28 Cherokee 180E

G-AYKK Jodel D.117

New arrival from Felthorpe, this will depart to a new airfield at Oxenhope, south of Keighley as soon as a new hangar is finished. ex-PH-VRF, confirming last month's report.

G-BANW CP.1330 Super Emerald

Visitors during March have been as follows;

14. G-AXSH Pa-28 Cherokee 140B.

19. G-AWLJ Cessna F.150H.

23. G-BAGW Cessna F.150J.

27. G-AYMT DR.1050 Ambassador.

29. G-AVVS Hughes 269B.

LINDHOLME: Now closed and the SCBS removed, possibly to Scampton.

NETHERTHORPE: Penny Super VP-1 G-BLAD is now resident here alongside the other example G-AYXW. Nipper G-ASXI was in the hangar on the 17th and may now be resident. League Pup G-AWKM is now resident here.

#### HELICOPTER ACTIVITY IN MARCH:

A number of Jet Rangers have been active in the area as follows:-

G-AXGO Huddersfield (5th); G-AWRV Sheffield (8); G-AZVN Tadcaster (8); G-BADS Ripon (9) Kirkstall (15) Keighley (16); G-AWGU Doncaster Race Course (22); G-AYHN Morley (28); G-AWUC Hotel Majestic, Harrogate (30); G-AWRI Scarborough (6, 29, 30) Hull (12, 19, 20, 26) Otley (16) Rotherham (19) Huby (21) Bridlington (21) Haworth (22) Northallerton (27) Doncaster (27); Hughes G-AZVM visited Shipley and Bradford Grammar School on the 22nd; Alouette G-AWXY was at Thornhill Power Station on the 12th & 16th; Iriquois 16377 of the US Army went to Menwith Hill on the 9th and 00953 visited on the 23rd.

The mining disaster at Lofthouse Colliery generated a large amount of aerial activity in the area. On the 21st March Northern Executive Aviation had Aztecs G-ATPR and G-AXOW doing photography in the morning and G-AXOW alone in the afternoon. Cessna 172 G-AROC did a detail at lunchtime with photographers from the Evening Post. Jet Ranger G-AWRI of YTV made numerous visits during the day. On the 22nd G-AROC was again in action this time supported by Cessna 172 G-ARLT. N.E.A did one detail using Cessna 337 G-ATNY in the morning. On the 23rd G-AWRI was again in the area most of the day and the Prime Minister arrived in an unidentified Whirlwind from Leconfield.

The Blackburn Beverley has to me always been a fascinating machine, it is always a source of amazement how such a great lumbering beast manages to fly, and indeed fly gracefully. The Beverley was nearly always the star in those air displays in which it took part, showing off in front of a crowd it seemed to be at its best. It excelled in doing, what was seemingly, the impossible. It would land in no distance at all with a deep roar coming from the Centaurus engines as the thrust was reversed, and then with the use of this same reverse thrust it would travel backwards, a manoeuvre referred to as the 'Beverley Waltz!' Seeing this for the first time at a Church Fenton display as a young boy it seemed quite magical. Then with full power, a deafening yet satisfying roar making the very earth tremble it would claw its way into the sky, never looking as if it would accomplish a take-off after such a short run, but it always did and it would hang in the sky gaining height as if it had to fight for it. These are my memories of the Beverley, a massive and powerful aircraft, always ready to do a task no other aircraft could perform, always prepared to do the impossible.

With the Firebrand nearing the end of its production run at the Blackburn factory, Brough, the company was looking round for something new to fill the gap on the lines. The company merged with General Aircraft Ltd., who were then engaged on a project known as the General Aircraft G.A.L. 60 Universal Transport Mk. 1., a four engined transport aircraft which was the result of the company's vast experience with the production of large, heavy aircraft. The G.A.L. 60 prototype was transferred to Brough, partly completed, by road in 1949. It was completed by the following year as WF320, and was airbourne for the first time on June 20th 1950 from Brough's 1400 yard runway. The prototype was powered by four 2020 h.p. Bristol Hercules 730 engines. Most of the early test flying was conducted at Carnaby, a wartime emergency field near Bridlington. In the same year it was at Farnborough, and needless to say it caused quite a stir.

The Ministry of Supply ordered a second prototype as the Mark 2, which showed many improvements over its predecessor although it was externally very similar. The RAF decided that this aircraft met its requirements for a high capacity, medium-range transport and placed an order for 20 machines. The main difference from the Mk1. was the replacement of the large single wheel under-carriage for four-wheel bogies, new engines in the form of four 2,850 h.p. Centaurus 273's and a greatly re-designed fuselage. The Mk.2 could carry up to 94 troops or 70 parachutists or 45,000 lbs of freight. WZ889, the first prototype Mk.2 flew for the first time on 14th June, 1953. The initial order was increased to 47, and the first production example was rolled out in January 1955 as XB259 (this machine was destined to become the last flying Beverley), and flew on the 29th January. XB259 was followed in March by XB260. WZ889 and XB259 between them carried out the test flying.

While the Beverley was undergoing its test flying, Abingdon was being made ready to receive it, replacing the ageing Hastings of No.47 Squadron. The first Beverley to enter service did so on March 12th 1956, nearly six years after the type had first flown. The second squadron to re-equip was No.53 Squadron, which moved to Abingdon from Lyneham. In order to meet the growing need to train crews to fly the Beverley No 242 O.C.U. was set up at Dishforth and here it remained for ten years till it moved to Thorney Island. By 1958 production of the type was completed and the lines were closed. In all five squadrons had been formed with Beverleys, Nos.47, 30, 53, 84 and 34, the last squadron to be formed was No.34 on October 1960.

Throughout its 10 year service life the Beverley did sterling work at home, and from the hot, high and short airfields of the Far and Middle East, carrying loads no other aircraft could. Most of the Beverleys were broken up at the Shawbury M.U. upon retirement while those abroad were probably broken up at their bases. Some Beverleys do remain, XB259, is still flying at Farnborough, XL149 is kept at Finningley as part of the Finningley Vintage Aircraft Museum and XH124 is at Hendon.

SPAN: 162 ft.	LENGTH: 99ft 2ins.	HEIGHT: 37ft 6ins
WING AREA: 2,916 sq.ft.	EMPTY WEIGHT: 82,100 lbs.	LOADED WEIGHT: 135,000 lbs.
MAXIMUM WEIGHT: 143,000 lbs.		
MAXIMUM SPEED: 238 m.p.h. at 5,700 ft.		
CRUISING SPEED: at 125,000 lbs 182 m.p.h. at 8,000 ft.		
MAXIMUM RANGE: 1,000 lbs payload, 3690 mls at 188 m.p.h. 44,000 lbs payload 200 mls at 145 mph.		

#### BEVERLEY PRODUCTION

WF320 First prototype Mk.1, first flew 20.6.50  
 WZ889 First prototype Mk.2, first flew 14.6.53  
 XB259 First production aircraft. Used by the RAF, Farnborough. Sold to Court Line, March 1973.  
 XB260 Flown initially as G-AOEK. 37 sqn. "U".

## BEVERLEY PRODUCTION (contd)

XB264 47 sqn "C" ; 34 sqn "H" ; 53 sqn "C".  
XB265 47 sqn "A" ; 53 sqn "A" ; 242 OCU "W".  
XB266 30 sqn "E" ; 84 sqn "V".  
XB267 47 sqn "B" ; 53 sqn "B".  
XB268 47 sqn "D".  
XB269 47 sqn "F".  
XB283 47 sqn "G".  
XB284 47 sqn "H" ; 53 sqn "H".  
XB285 47 sqn "C" and "J".  
XB286 47 sqn "S" ; 53 sqn "S" ; 242 OCU "Z".  
XB287 47 sqn "T" ; 53 sqn "T".  
XB288 47 sqn "U" ; 53 sqn "U".  
XB289 53 sqn "V" ; 34 sqn.  
XB290 53 sqn "W" ; 242 OCU "W".  
XB291 47 sqn "X" ; 53 sqn "X" ; 34 sqn.  
XH116 47 sqn "Y" ; 53 sqn "Y" ; 34 sqn.  
XH117 53 sqn "Z" ; w/o 5.3.52. crashed soon after take off from Abingdon.  
XH118 30 sqn "A".  
XH119 30 sqn "B".  
XH120 30 sqn "C".  
XH121 53 sqn "Z" ; 84 sqn "Z".  
XH122 30 sqn "D" ; 84 sqn.  
XH123 47 sqn "N" ; 30 sqn "F".  
XH124 30 sqn "G" ; now on display at the RAF museum, Hendon.  
XL130 30 sqn "H" ; 242 OCU "H".  
XL131 47 sqn "L" ; 30 sqn "J".  
XL132 242 OCU "Z" ; w/o 17.5.62. crashed at Chichester.  
XL148 30 sqn "U" ; 242 OCU "Y".  
XL149 84 sqn ; 242 OCU "X" ; now part of the Finningley Vintage Aircraft Museum.  
XL150 47 sqn "K".  
XL151 47 sqn "R" ; 53 sqn "R" ; 84 sqn "L".  
XL152 30 sqn "A" ; 30 sqn "J".  
XM103 30 sqn "K" ; 242 OCU "K".  
XM104 34 sqn "P".  
XM105 47 sqn "E" and later "P" ; 53 sqn "P".  
XM106 84 sqn "R" and later "X".  
XM107 84 sqn "P".  
XM108 84 sqn "T".  
XM109 84 sqn "U".  
XM110 84 sqn "V".  
XM111 47 sqn "D" ; 30 sqn "D" ; 84 sqn "W".  
XM112 84 sqn "Z" ; 34 sqn.

No 30 Squadron: reformed April 1957 at Dishforth, moved to Kenya then Middle East. Insignia was a red fin diamond with "30" painted in white.

No 34 Squadron: re-formed October 1960 at Seletar. Insignia comprised of a fin diamond.

No 47 Squadron: re-equipped March 1956 at Abingdon. Insignia was a green fin diamond with "47" in white.

No 53 Squadron: re-equipped in February 1957 at Abingdon and disbanded into No.47 Squadron in June 1963. Insignia was a white fin diamond with "53" in white, this later became a green diamond with "53" in white.

No.84 Squadron: re-equipped between June 1958 and September 1960 at Aden. The aircraft had card suits printed on the fin which formed the quadron insignia, and in later years the Scorpion was painted on the nose.

242 OCU: formed in 1957 at Dishforth, moved to Thorney Island in 1962. Insignia was a fin diamond with the lower half yellow and the top half red, with "242" in white on the upper half, and "OCU" in black on the lower half.

## CREDITS

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# LEEDS/BRADFORD MOVEMENTS AND REVIEW

## MARCH

- |   |  |  |
|---|--|--|
| 1. G-AWDI Pa-23 Aztec<br>G-ATBV Pa-23 Aztec<br>G-ATZN HS 125-3B   | G-AXMR Pa-31 Navajo<br>G-AXGV Condor n/s<br>G-AVTS Pa-23 Aztec<br>G-AXLS Jodel DR1050<br>G-BAEY Cessna F172  | G-AWAP Alouette<br>G-AZIA Twin Comanche c/r  |
| 2. G-AWOW Pa-31 Navajo<br>G-AYMX Jet Ranger<br>HB-VCI Lear Jet  | G-AVKG Cessna F172<br>G-AVPF Twin Comanche<br>G-AVBP Cherokee 140<br>G-AWUA Cessna P206D<br>G-BAHE Cherokee 140  | G-AVTS Pa-23 Aztec<br>G-BAHE Pa-28 Cherokee  |
| 3. G-AXGT Condor<br>G-AWTR Musketeer  | G-ARDC Cessna 210<br>G-AWWI Jodel D117<br>G-ATZN HS 125-3B<br>G-BAAS Cessna FR172  | G-AXMR Pa-31 Navajo<br>G-AVVS Hughes 269B<br>G-AVGB Cherokee 140<br>G-AZCK Beagle Pup 2<br>EI-ARS Douglas Dc-4 |
| 4. G-AXFG Cessna 337<br>G-ASEJ Cherokee 180<br>G-BAEJ AA5 Traveler<br>OH-TZF Zlin 326 n/s   | G-AYOF Bell 47 G-2<br>G-AYYF Cessna F150<br>G-AXMR Pa-31 Navajo<br>XT618 Scout AH1<br>G-AXMR Pa-31 Navajo<br>G-ATAI DH 104 Dove 8<br>G-AYTK Jodel DR1050<br>G-AZCK Beagle Pup 2<br>G-ASMR Twin Comanche<br>G-AWOW Pa-31 Navajo<br>G-ATCE Cessna U206<br>G-AWGX Cessna F172<br>XR378 Scout AH.1<br>G-AVHW Twin Comanche<br>G-AVLN Brantley B2B<br>G-AXCP BAC 1-11 401AK | G-AWKG Hughes 269C<br>G-AXGO Jet Ranger<br>G-AWWL HS 125-3B/RA<br>OO-LFD Cessna 421                            |
| 5. G-AWUF HS 125-1B<br>G-AVTS Pa-23 Aztec<br>G-ASNO Baron<br>G-ATVV Cessna F172<br>F-BTYF Cessna 421B                                 | G-AYGC Cessna F150<br>G-AWWI Jodel D117<br>G-AVXK HS 125-3B<br>G-AZIA Twin Comanche c/r<br>G-BAKH Robin DR400/140<br>G-AZEG Cherokee 140<br>G-AYSB Twin Comanche<br>G-ASIU Queen Air<br>PH-WAA Cessna F172 n/s<br>G-AVPF Twin Comanche<br>G-AXMR Pa-31 Navajo<br>G-BADS Jet Ranger   |  |
| 6. G-ATZN HS 125-3B<br>G-ASNO Baron<br>G-ASIU Queen Air<br>XT616 Scout AH 1   | G-AVHW Twin Comanche<br>G-ATSM Cessna 337  |  |
| 7. G-AVYL Cherokee 180<br>G-AZLG Baron<br>G-ASRI Pa-23 Aztec<br>G-AZUZ Cessna FRA150<br>G-ASIU Queen Air                              | G-AZOC Bolkow Monsun<br>N21865 Cessna 188 Ag-Truck<br>G-AWFY Alouette<br>G-LPTP Pa-22 Tri-Pacer  |  |
| 8. G-AWRV Jet Ranger<br>G-AYEK Jodel DR1050<br>G-AVGV Cessna F150<br>G-ASMR Twin Comanche   | G-ARAJ Pa-22 Tri-Pacer<br>G-AWCX Cherokee Six<br>G-AVHW Twin Comanche  |  |
| 9. G-AVNL Pa-23 Aztec<br>G-AXZP Pa-23 Aztec<br>G-ATHJ Pa-23 Aztec<br>F-BRAL Lear Jat  | G-ASRO Twin Comanche<br>G-AXCK BAC 1-11 401AK  |  |
| 10. G-AVNL Pa-23 Aztec<br>G-AWWI Jodel D117<br>G-AYYN Cherokee n/s  | G-AYLO AA1 Yankee<br>G-AWFX Cherokee n/r<br>G-ARWY Mooney M.20A<br>G-AYKK Jodel D117<br>G-AOBN Dakota 4  |  |
| 11. G-ATZN HS 125-3B<br>G-AWFY Alouette   | G-AZKH Pa-34 Seneca<br>G-BADS Jet Ranger<br>F-BKBU Queen Air<br>G-AVYL Cherokee<br>G-AYXW Penny Super VP-1<br>G-AZHK HR100/200<br>G-AYEK Jodel DR1050  |  |
| 12. G-AWOW Pa-31 Navajo<br>G-ASNO Baron<br>G-AWVV Pa-23 Aztec   | G-ASSI HS 125-1<br>G-AYWF Pa-23 Aztec<br>G-BAGW Cessna F150  |  |
| 13. G-AZLL Cessna F150<br>G-AWWI Jodel D117<br>G-AYBO Pa-23 Aztec<br>G-AVVS Hughes 269B   |  |  |
| 14. G-AVXI HS 748-2A<br>G-ARMP Cessna 172<br>D-CFCF HS 125  |  |  |
| 15. G-AXPU HS 125-3B/RA<br>G-AWOW Pa-31 Navajo<br>G-AXFG Cessna 337<br>G-AVVB HS 125-3B/RA<br>G-AVUL Cessna F172<br>OO-LFD Cessna 421 |  |  |
| 16. G-AWFY Alouette<br>G-AWOW Pa-31 Navajo<br>G-BAKM Robin DR400  |  |  |
| 17. G-AWFY Alouette<br>G-ATBF Cessna 150E   |  |  |
| 18. G-AYTG Cessna F177<br>G-AVKG Cessna F172<br>G-AYYN Pa-28R n/s   |  |  |
| 19. G-AMZY DH 104 Dove<br>G-AXPU HS 125-3B/RA<br>G-AVHZ Twin Comanche<br>9J-ADF Lear Jet  |  |  |

20. G-ATHJ Pa-23 Aztec	G-ATHO Beagle 206	G-ATWR Twin Comanche
G-AZVS HS 125-3B	G-APVU L-40 Meta Sokol	G-AVVS Hughes 269D
G-AXDC Po-23 Aztec	G-AWTX Cessna F150	G-AWTW Baron
G-AVZV Cessna F172	G-ATDL Cessna 310Q	G-AVXX Cessna FR 172
G-AXPU HS 125-3B/RA	G-AYOF Bell 47g-5	G-BAEY Cessna F172
BI-ASH Boeing 737		
21. G-AVYL Cherokee 180D	G-ARBN Pa-23 Apache	G-AXOW Pa-23 Aztec
G-AVBD Cherokee Arrow	G-AZLG Baron	G-AVNL Pa-23 Aztec
G-AVGB Cherokee 140	G-AYEK Jodel DR1050	G-AYZP Twin Comanche
G-ASJL Bonanza	G-AVUL Cessna F172	G-AWTR Beech Musketeer
G-ARUM DH 104 Dove 8	G-AXDJ Cessna F150	G-AXPU HS 125-3B/RA
G-BAGW Cessna F150	OY-AGP Cessna 401	OO-LFC Cessna 421
F-BNPN Pa-23 Aztec		
22. G-AXUV Cessna F172	G-ASMR Twin Comanche	G-AZHL Pa-31 Navajo
G-AYER HS 125-400	G-AWKX Queen Air	G-AVWR Cherokee Arrow
G-AVUX Cessna F172	G-AWGU Jet Ranger	G-AWOW Pa-31 Navajo
G-ATDL Cessna 310J	G-ASHX Cherokee 180	G-AWKF Twin Comanche
G-BACF Cessna F337 n/s		
23. G-ATOU Mooney M.20E	G-AVHW Twin Comanche	G-AZHK Robin HR 100/200
G-AYCL Cessna 210	G-ASMR Twin Comanche	G-AWGX Cessna F172
G-ATSM Cessna 337	G-APVA Tri-Pacer	G-AWKX Queen Air
G-AVRG HS 125-3B/RA	G-ASRO Twin Comanche	G-BALG Robin DR 400/180
OO-LFC Cessna 421		
24. G-AWTE Musketeer	G-AZHK Robin HR100	G-BAKM Robin DR 400/180 n/s
G-AYBO Pa-23 Aztec	G-AVAP Cherokee 140	G-ASNU HS 125-1
XV188 Hercules	D-ELAN CP301 Meraude	
25. G-ARUM DH 104 Dove 8	G-ASRO Twin Comanche	G-AZOC Bolkow Monsun
G-AZZL Pa-23 Aztec	G-AZGM Cherokee Arrow	G-AXVW Cessna F150
XE792 Andover CC.2	XV188 Hercules	XV204 Hercules
26. G-AXUA Beagle Pup	G-ARYK Cessna 172	G-AYLN AA1 Yankee
G-AZFR Cessna 401B	G-AYXA Twin Comanche	G-AXMR Pa-31 Navajo
G-AZZL Pa-23 Aztec	G-AWTW Baron	G-ASIU Queen Air
DH 104 Sea Devon	N7563Q Cessna 421B	PH-NSE Cherokee 140
27. G-ATDL Cessna 310J	G-AZVA Bolkow Monsun	G-AKSS DH 104 Dove
G-AYBO Pa-23 Aztec	G-ATXD Twin Comanche	G-AZAJ Cherokee Arrow
G-AZFR Cessna 401B	G-ASSA Twin Comanche	G-AWVI Jodel D117
G-AXBH Cessna F172	G-AZTB Bolkow Monsun	G-AXFG Cessna 337
G-AYTG Cessna F177	G-BAEY Cessna F172	PH-NSE Cherokee 140
LN-FOE Fan Jet Falcon		
28. G-AVKZ Pa-23 Aztec	G-AZOA Bolkow Monsun	G-AVXK HS 125-3B
G-ASNO Baron	G-AWLP Mooney M.20F	G-AXMR Pa-31 Navajo
G-AWTR Musketeer	G-AYTA Rallye Club	G-AWTW Baron
G-ATDL Cessna 310J	G-ASSA Twin Comanche	G-AYHN Jet Ranger
G-AXOV Baron	G-AZTB Bolkow Monsun	G-ASIU Queen Air
G-BIAZ Cherokee Arrow	G-BAKM Robin	G-BAMJ Cessna 182 n/r
G-BAGW Cessna F150		
29. G-AXOV Baron	G-AXMR Pa-31 Navajo	G-AXDL Twin Comanche
G-AVXK HS 125-3B	G-AZEI BN-2A Islander	G-AVGB Cherokee 140
G-AXFG Cessna 337	G-AWLJ Cessna F150	G-AVRY Cherokee 180
G-ATDL Cessna 310J	G-AZOC Bolkow Monsun	G-BAEX Cessna F172
G-BARG Cessna 310Q n/r		
30. G-AWUC Jet Ranger	G-ASRO Twin Comanche	G-AZEI BN-2A Islander
G-ATZN HS 125-3B	G-AZLA Twin Comanche	G-AWTR Musketeer
31. G-AYCL Cessna 210	G-AXLS Jodel DR1050	G-AZWE Cherokee 140
G-AVUX Cessna F172	G-AJEE Auster J/1	G-AVXK HS 125-3B
G-DAOP Cessna FRA150 n/r		

Picking a visitor of the month out of that lot is something I am not about to do! For instance what about the Volksplane G-AYXW on the 17th in which the owner/constructor Mr. Penny came from and to Netherthorpe to see if his Cherokee G-AVRP was ready for collection from Northair. What about the one and only British registered Brochet MB84 G-AYVT which was from and to its home at Usworth on the 16th to visit YLA. Then again there was the Lear Jet 9J-ADF on the 19th being used by Abelag whilst OO-LFA is in for checks (and their new one, OO-LFZ c/n 25118, is not yet delivered). There was also the Z1 in 326 OH-TZF which has been bought by Brian Riley and which he flew in from East Midlands on the 4th. On the 9th it moved to its new base at Sherburn. The Aer Turas DC4 on the 4th was going to be a DC7 but this went u/s at Luton. Among the new registrations we find A brand new Cherokee PH-NSE c/n 7325247 on the 26th and 27th, two new Falcons-Philips PH-ILX on the 15th and LN-FOE of Fred Olsen on the 27th. N21865 on the 12th was an Ag-TRuck which is a



Another visitor from Cessna Brussels was the 421B N7563Q which is reported to be c/n 0348 and which went to Northair on the 26th. New deliveries to Northair were Cessna F150 G-BAIK via Ashford on the 6th, Cessna 182 G-BAMJ from Brussels on the 28th, Cessna 310Q G-BARG from Wichita via Gander on the 29th and Cessna FRA150 G-BAOP from Reims on the 31st. The FR172 G-BAIL arrived back at Northair by road on the 2nd after its accident at Grindale. They also have Cherokee G-AWEX which came from Newcastle on the 15th and Pup G-AXPB which came from Berwick on the 17th, both have been taken in part exchange. Beagle 206 G-ASOF was on air test on the 23rd and is now in use with Northern Air Taxis. Cessna FA150 G-AZXP finally returned to the LBA on the 14th after its accident last year and Aztec G-AVLP of Survey Flights has completed another stint in the middle East and returned on the 16th. Cherokee Arrow G-AYYN arrived on the 18th for a prospective customer to view and remained. It was officially transferred to M.Thomas & B.Appleyard on the 28th and is now resident. The Boeing 737 EI-ASH on the 20th was transporting Leeds United direct to Bucharest for another successful match. Cessna 150 GASYP is back in the air after its mishap last month. Aircraft identified on the ILS this month are Varsity WJ942 (BGR95) on the 5th Varsity WF369 (COR72) on the 8th Iroquois 16377 of the US Army on the 9th, Hastings TG536(EOF06) on the 14th, Hastings TG553(EOF02) on the 15th, Apache G-ARJW on the 16th, Herald G-APWE on the 31st.

#### SHERBURN (March visitors and review)

1. G-AXGV D.62B Condor
3. G-AYEK Jodel DR.1050
4. G-ASEJ Pa-28 Cherokee 180
6. G-AYYF Cessna 150
8. G-AVG V Cessna F.150
10. G-ASZH Jodel D.117
11. G-AVVI Twin Comanche
14. G-AXCW Beagle Pup 2
16. G-AWEX Pa-28 Cherokee 140
17. G-ARLT Cessna 172
- G-ARLW Cessna 172
- G-APVA Pa-22 Tri-Pacer
- G-ATUB Pa-28 Cherokee

F.Doncaster T. LBA.

F.Leeds/Bradford.

G-APTP Pa-22 Tri-Pacer F.Blackpool

F.Grindale T. Leeds/Bradford

F/T Leeds/Bradford.

F. Leeds/Bradford also on the 24th

G-ATJL Pa-24 Comanche

F. Crosland Moor.

F.Booker., with G-ATUC/G-ATUD/G-ATPN/G-AVBT  
G-AXTC/G-AZWD/G-AZWE

F.Coventry

F.Leeds/Bradford, also on 22nd, 24th

F.Liverpool T.Prestwick

F.T.Blackpool.

F.T. Crosland Moor

- G-ASFJ Beech P.35 Donanza
- 21 G-AXPB Beagle Pup 1
26. G-AVNA Queen Air
27. G-AVIM Pa-28 Cherokee 140
29. G-AZDX Pa-28 Cherokee

The large amount of visitors on the 17th was due to the Airways Flying Club being guests of the Sherburn Aero Club for the weekend. Tiger Moth G-ANEL has now completed its re-build and is being painted in its original guise as N9238 in authentic RAF wartime matt camouflage. The aircraft is owned by Mr.Bill Maynell of Richmond who has owned the aircraft for 22 years, for the past 15 years it was based at Catterick. The Tiger Moth first came to Sherburn in September of last year and is expected to fly within the next few weeks. The owner claims to have the fuselage of Tiger Moth G-ANEJ in the village. Cardinal G-AYTG has now been repaired after its mis-hap at the field last year, it visited Yeadon on the 27th. Noted in the hangar on the 31st was Jodel D120 G-BACJ with a smashed propellor. New resident Zlin 326 OH-TZF arrived from Leeds/Bradford on the 9th and is owned by Brian Riley. Hughes 269B is now operated by Helicopter Services Ltd. Cherokee SE-ECA is still not wearing its British marks, and is still being overhauled.

#### TEES SIDE MOVEMENTS AND REVIEW

##### February:

26. G-AWBT Twin Comanche
- G-AYLG HS 125-400B
- F-BFJB Fan Jet Falcon
27. G-ARBN Pa-23 Apache
- G-AZKB Rallye Club
- G-ANUO DH 114 Heron
- G-ASSI HS 125-1
28. G-APVW HS Argosy
- G-ARUM DH 104 Dove 8
- G-AYLG HS 125-440B
- G-AWCK Cessna F.150

F/T Crosby; G-AXAW Cessna 421B F. Glasgow.

F. Glasgow T. Denethorpe; G-AVXL HS 125-3B.

F. Le Bourget.

F/T Leicester East; G-ATVG Hiller UH-12E T. Leeds.

F. Whitby T. Usworth; G-AYEP HS 125-400B F. Cranfield.

F. Warton T. Leicester East; G-AWKC Hughes 269B.

F. Zurich T. Luton.

F. Heathrow T. EMA; G-AXFE King Air F. Elmdon.

F/T Luton; G-ASZH Jodel D117 F/T Tholthorpe.

F. Finningley T. Glasgow; G-AWRI Jet Ranger.

F. Stapleford T. Woolsington; G-AYHW Cessna 337.



# March:

1. G-AREF Pa-23 Aztec F/T Camebridge; G-AYLG HS 125-400B F. Glasgow.  
G-AVHZ Twin Comanche F/T Ringway; G-AVRO Boeing 737; G-AZVN Jet Ranger.
2. G-ANUO DH 114 Heron F/T Leicester East; G-AYLG HS 125-400B.  
G-AVAI HS 125-3A F. Dalcross T. Heathrow; G-AZYU Aztec.  
G-AWWL HS 125-3B F. Heathrow T. Woolsington; G-AZZV Cessna F.172.  
G-AVRG HS 125-3B/RA F. Luton T. Woolsington; G-BAHD Cessna 182.  
G-AZFB Boeing 720-051B F. Hamburg T. Luton.
3. G-AXJV Cherokee 140 F. Crosby T. Blackpool with G-AXTA/ G-AXTC/ G-AYKW  
G-AYRY HS 125-1B F. Oslo T. Luton.
5. G-AWKX Queen Air F. Hawarden T. Blackpool; G-AXAW Cessna 421.  
G-ARYK Cessna 172 F. Stapleford T. Woolsington; G-AYOF Bell 47G.
6. G-AVEN HS Trident 2E F/T Heathrow; G-ANUO DH 114 Heron T. Salmsbury.  
00-LFC Cessna 421 F. Rotterdam.
7. G-AVEM HS Trident 2E F/T Heathrow; G-ATHV Cessna 150 F/T Leeds/Bradford.  
G-AYEP HS 125-400B F. Rhoose T. Glasgow; G-AXHW Cessna 337.  
SE-HEZ Baron F. Kirmington; G-BAAK Cessna 207 F. Crosby.  
F-BTYB Beech Duke F. Le Bourget.
9. G-APWW HS Argosy F. Heathrow T. EMA; G-AZYM Cessna 310Q T. Luton.  
G-AXNT Vanguard F. Liverpool T. Gatwick; G-AXFE King Air.  
G-AVXL HS 125-3B F. Aldergrove T. Luton.
10. G-AVHW Twin Comanche F. Elstree T. Leeds; G-BLDS Jet Ranger.  
G-AZKN Robin HR100/200 F. Elmdon; G-ANWX Auster J35L F. Usworth.
11. G-AYOR BAC 1-11 F. Luton T. Munchen; G-ASPI Cessna F172.  
G-ATDD Beagle 206 F/T Leeds/Bradford.
12. G-AZIN Argosy F. Heathrow T. Guernsey; G-AYEP HS 125-400B.  
G-AZYM Cessna 310Q F. Gatwick T. Edinburgh; G-AYOF Bell 47G.
13. G-AYLG HS 125-400B F. Cranfield T. Glasgow; G-AZVN Jet Ranger.  
G-AWJA Cessna 182 F/T Denham; G-ATWJ HS 748; G-AROC Cessna 175 BX.  
G-AWCY Cherokee Six F/T Barton; G-ARAJ Pa-22 Tri-Pacer.  
G-ASSI HS 125-1 F. Edinburgh T. Luton; G-AXPU HS 125-3B/RA.
14. G-ANAP LH 104 Dove 6 F/T Stanstead; G-AYVC Pa-23 Aztec T. Northolt.  
G-AVXI HS 748-2A F. Stanstead n/s; G-AYHW Cessna 337 F. Swansea n/s.  
G-AYOF Bell 47G F. Sherburn; G-AWKC Hughes 269B F. Sherburn.
15. PH-ILX Fan Jet Falcon F. Gatwick T. Leeds; G-AWTW Baron T. Lulsgate.
18. G-AYEK Jodel DR.1050 F. Thirsk T. Leeds; G-AVAS Cessna F172.  
G-AZTI Bolkow 105C F. Mablethorpe; G-ARVS Cherokee n/r.
19. G-ASSI HS 125-1 F. Leeds T. Heathrow; G-AXRL Cherokee F/T Hemswell.  
G-ARJW Pa-23 Apache F. Woolsington T. Liverpool; G-ARXF Aztec.
20. G-AWKF Twin Comanche F. Woolsington T. Crosby; G-AXLN BAC 1-11.  
G-AXAW Cessna 421 F. Aldergrove T. Glasgow; G-AXSW Cessna FA150.
22. G-AXDL Twin Comanche F/T Swansea; G-AYLG HS 125-400B; G-AWRZ Jet Ranger.  
G-ASUB Mooney M.20 F/T Doncaster; G-BADW King Air F/T EMA.  
G-AXNC Boeing 737 F. Luton; G-BADP Boeing 737 F. Luton.
23. G-AVTW V812 Viscount F/T Glasgow; G-AZYU Pa-23 Aztec T. Usworth.  
G-AZRD Cessna 401 F/T Liverpool; G-AXFE King Air F. Elmdon.
26. G-APVK Pa-23 Apache F. Glasgow T. Leeds; G-AZRD Cessna 401 F/T Liverpool.  
G-AWWL HS 125-3B/RA F. Heathrow T. Ringway; G-AYOF Bell 47G.
27. G-AVUV Cessna 310N F. Shoreham n/s; G-ARLN Cessna 172 F. Ringway n/s.  
G-ASHJ Brantley B2A F. Ringway T. Perth; G-AYLG HS 125-400B T. Glasgow.  
G-BAAA L1011 TriStar F/T Usworth; G-AVAI HS 125-3A; G-AZIG Fournier RF4D.  
F. Woolsington T. EMA.
28. G-AXFE King Air F. Elmdon T. Dyce; G-AMMR Cessna 172 F/T Edinburgh.  
G-AZNG Pa-23 Aztec F. Rhoose; G-AVRG HS 125-3B/RA F/T Luton.

The ABC Argosies and the Invicta Vanguard were bringing in newspapers due to a rail strike. Beech Duke F-BTYB belongs to Transairco. Apart from the visit on the 27th Courts Tristar G-BAAA was also crew training on the 11th, 14th, and 18th. Dan-Air Boeing 727 G-BAFZ was crew training on the 30th. The new Tees-Side/Amsterdam service was started on April 2nd using the Dan-Air 748 G-ARRW. North Scottish Helicopters B105C was a first visit of type on the 18th. Cherokee G-ARVS arrived from Netherthorpe on the 18th and is now resident.

## DROUGH MOVEMENTS

### March.

1. G-AWVS Cessna 337 Also 5,6,8,9,12,13,15,26,27,28,29,  
G-AVIE Cessna F172 Also 9,13,22,27; G-AXOV Baron also 5,12,13,25,28,29
6. G-ATYF Twin Comanche G-AZVY Cessna 310Q; G-AWKC Hughes 269C also 21.
7. G-AXSL Cessna 310P G-AYWF PA-23 Aztec also 9,10,16,17.
8. G-ASFL Cherokee Also 28; G-ATGF Rallye Comodore; G-ATBV PA-23 Aztec
9. G-AZSB Jodel DR250 G-AVNL PA-23 Aztec; VP959 Devon C.2/2

14. G-AZADW Twin Comanche	G-AZAJ Cherokee Arrow ; G-ASUL Cessna 182.
G-AVVZ Cessna F172	Also 15.26.29; G-ASLD Hughes 269B also 27.
15. G-AXXD Hughes 269B	Also 28; G-APRW Westland S-55-3;
G-ATDL Cessna 310J	G-AZSZ Pa-23 Aztec.
17. G-AYBO Pa-23 Aztec	
18. G-AZVC Bolkow Monsun	First visit.
19. G-AZLG Baron	Also 21,30.
20. PH-SRA Cherokee	Night stop.
21. G-AXDC Pa-23 Aztec	Also 30.
22. G-AVHW Twin Comanche	G-AVTS Pa-23 Aztec; G-AVWV Pa-23 Aztec.
23. G-AXFE King Air.	
26. G-AREA DH 104 Dove 8	
27. G-AZWW Pa-23 Aztec	First Visit; G-ATSC Westland Wessex 60-1.
28. G-ATSM Cessna 337	Also 29.

LEEDS/BRADFORD AIRPORT SUMMER SCHEDULE compiled by G.R. Fozzard.

ARRIVALS:

08.30 Luton	H.S. 748	Dan-Air	M-F
08.45 London	Viscount	Northeast	M-F
10.15 Belfast	Viscount	Northeast	M,Tu,Th,F.
10.20 London	Viscount	Northeast	Daily
11.10 Glasgow	HS 748	Dan-Air	M-F
11.25 Isle of Man	H.P. Herald	B.I.A.	Tu,Th,Sa,Su 1-16 May; Daily 16 May -
12.10 Amsterdam	Viscount	Northeast	M-F 1 May-30 Sep. (30 Sep.
12.15 Belfast	Viscount	Northeast	Sa 1 May-29 Sep.
12.25 Jersey	Viscount	Northeast	Su 15 July-14 Oct.
12.45 Rotterdam	Viscount	B.M.A.	25,28 April; 1,4,7,10 May.
14.20 Dublin	Viscount	Northeast	M,W,F,Sa 1 June-31 August.
14.30 Belfast	Viscount	Northeast	Sa 1-30 April and 1-31 October.
15.30 Dublin	Boeing 737*	Aer Lingus	Su,Tu,Th,F 1 June-31 August.
15.50 Amsterdam	Viscount	Northeast	M-F 1-30 April and 1-31 October.
15.55 Jersey	Viscount	Northeast	W 2 May-28 Sep; M,F, 9 July-28 Sep.
16.50 Bournemouth	HS 748	Dan-Air	M,F, 7 May-28 Sep.
17.05 Guern./Jers.	Viscount	Northeast	Tu,W,Th, 1 May-27 Sep.
17.25 Guernsey	Viscount	Northeast	Sa 26 May-2 Sep; Su 13 May-28 Sep.
17.35 Jersey	Viscount	Northeast	Sa 7 April-20 Oct; Su 22 April-30 Sep.
17.45 London	Viscount	Northeast	M-F.
18.30 Jersey	Viscount	Northeast	W 1-25 April ; 3-31 October.
18.30 Isle of Man	H.P. Herald	B.I.A.	Su 13 May-30 September.
19.30 Glasgow	H.S. 748	Dan-Air	M-F.
19.50 London	Viscount	Northeast	M-F.
20.10 Jersey	Viscount	Northeast	Su 6 May-16 September.
20.45 London	Viscount	Northeast	Sa, Su.
21.00 Belfast	Viscount	Northeast	M,F,Tu,Th, 26 June-28 September.
21.35 Jersey	Viscount	Northeast	Sa 5 May-15 September.
21.35 Livpl/Belf.	Viscount	Northeast	Tu,Th 1 April-25 June; 2-31 Oct.

\* DAC 1-11 on Sunday

DEPARTURES:

07.30 Belfast	Viscount	Northeast	M,Tu,Th,F.
07.55 London	Viscount	Northeast	Daily.
08.15 Jersey	Viscount	Northeast	Sa 7 April-20 October; Su 22 April-
08.40 Glasgow	H.S. 748	Dan-Air	M-F. (14 Oct.
08.45 Jersey	Viscount	Northeast	Su 15 July-23 September.
08.45 Amsterdam	Viscount	Northeast	M-F 1 May-30 September.
09.20 London	Viscount	Northeast	M-F.
09.30 Belfast	Viscount	Northeast	Sa 1 May-29 September.
11.00 Dublin	Viscount	Northeast	M,W,F,Sa 1 June-31 August.
11.00 Belfast	Viscount	Northeast	Sa 1-30 April; 6-31 October.
11.15 Jersey	Viscount	Northeast	W 2 May-28 Sept; M,F 9 July-28 Sept.
11.20 Bournemouth	H.S. 748	Dan-Air	M,F 7 May-28 September.
11.30 Amsterdam	Viscount	Northeast	M-F 1-30 April; 1-31 October.
11.50 Isle of Man	H.P. Herald	B.I.A.	Tu,Th,Sa,Su, 1-15 May; Daily 16 May-
12.40 Guern./Jers.	Viscount	Northeast	Tu,W,Th 1 May-27 Sep. (30 Sep.
13.45 Rotterdam	Viscount	B.M.A.	25,28 April; 1,4,7,10,May.
13.55 Guernsey	Viscount	Northeast	We 1-25 April; 3-31 Oct.
16.05 Dublin	Boeing 737*	Aer Lingus	Su,Tu,Th,F 1-June -31 August.

16.25 Jersey	Viscount	Northeast	Su 6 May-16 September.
17.00 Glasgow	H.S. 748	Dan-Air	M-F
17.25 London	Viscount	Northeast	M-F
17.55 Belfast	Viscount	Northeast	M,F,Tu,Th 26 June-27 September.
17.55 Jersey	Viscount	Northeast	Sa 5 May-15 September.
17.55 Livpl/Belf.	Viscount	Northeast	Tu,Th, 1 April-21 June; 2 October-31 Oct.
18.20 London	Viscount	Northeast	Daily.
18.55 Isle of Man	H.P. Herald	B.I.A.	Su 13 May-30 September.
19.40 Luton	H.S. 748	Dan-Air	M-F

( Anyone travelling by air from Yeadon should check times with the airline, the times and services may be subject to alteration)

# FIRST OF THE 'LANY'

by Ces. Mowthorpe.

In the small cemetery, set on the hill-side in my native village of Hymnby, Nr. Filey, E. Yorkshire, stands an imposing granite cross. Inscribed upon its plinth is the following inscription:-

In Memory of  
Lieutenant Claude Albemarle Bettington.  
RA. and RFC.  
Killed on Duty.  
Wolvercote, Nr. Oxford.  
Sept. 10th. 1912.

After many years of research into the flying accident that was the cause of Lt. Bettington's death it is the writer's personal opinion that this relatively unknown grave is that of the very first RFC/RNAS and subsequently R.A.F. Officer who was to give his life for his 'Country'. During the ensuing sixty-one years, there were many thousands more who did the same-he was the first.

Serving in the Royal Artillery this young Officer was fascinated with the possibilities that flying offered in regards to his 'trade', observation and reconnaissance being qualities that even the primitive aircraft of 1912 could excel in. Transferred to the newly-formed Royal Flying Corps in the Spring of that year he was an obvious choice for participation in the all-important Military Trials on Salisbury Plain which were to take place in September, one of the objectives being to evaluate the usefulness of aircraft 'in the field' and to competitively choose a suitable type that could be developed as a weapon for Service use.

This young lieutenant must have been very gratified to find that the aircraft he was to report on came from the well established (even in 1912) firm of Bristol Aircraft and his pilot was their well known and liked Chief Flying Instructor Edward Hotchkiss whom held a Reserve Commission as a 2nd Lieutenant in the RFC. Both men must have been aware that during the previous months there had occurred a number of fatal accidents (especially in France) due to structural failure of monoplane wings, indeed, at least two other monoplanes entered for the 1912 trials had crashed, killing their pilots (who were not service-men) but the Bristol monoplane entered was an improved version of a previously successful line of monoplanes which had not been troubled in this respect.

Tragically, flying near Wolvercote, Oxford this same failure struck the Bristol. Whilst manoeuvring a wing broke away from the fuselage and the wreckage fell to earth 100 yds north of the Oxford to Wolvercote road. Both occupants being killed instantly. Because this crash was caused by structural failure, like many of its predecessors, also that it had occurred whilst being under evaluation for Service use, the effects upon Aviation were extremely far-reaching. France immediately banned the development of all monoplanes and so did Great Britain. France subsequently withdrew her ban after the monoplane exponent Monsieur Bleriot proved to them that by modifying the mainspar and rigging, further accidents of that nature would be prevented. This was in 1913. Great Britain did not repeal her prohibition until 1917- long after the successful Fokker E.1. had proved superior to contemporary biplanes. Then a squadron of Bristol Monoplanes was formed (these single-seaters are sometimes referred to as 'Bristol Bullets') but because they were by then out-dated on the Western Front they saw Service in the Middle East.

Meanwhile, back on Salisbury Plain, the Military Trials were won by Colonel Cody's massive biplane-but several monoplanes remained in the first ten successful competitors.

Much sympathy was expressed in the village of Wolvercote and nearby Oxford from patriotic people who heard or saw the accident. 2225 citizens contributed to the erection of an inscribed memorial to be set into the stone wall on the roadside nearest to the accident. This memorial is illuminated by an engraving of the aircraft that they flew and is remarkable for its accuracy. FLIGHT, 18th April, 1968 carried a photograph of this memorial that was taken by Hastings photographer N.M. Woodall who kindly sold the writer a whole-plate copy and confirmed by a letter in Jan. 1973, that

regarded by local inhabitants.

How did this Lt. C.A. Bettington come to be buried in Yorkshire? This question has been asked by a number of interested people over the years but even though the writer ( and his father before him ) have been custodians of this cemetery since 1914, no satisfactory explanation came to light. Certainly he was not a local person - his family background was unknown. Luckily, through a chance remark to a noted local historian, I learnt that Claude Albermarle Bettington was engaged to be married to Miss Dorothy Mitford, daughter of Rev. Mitford and niece of Admiral Mitford who owned the Estate of Hunmanby, prior to 1919, when it was sold. Miss Mitford died, unmarried, during the 1960's and it was her family that had had the remains brought to Hunmanby and interred there in 1912.

Hence, 1st Lt. C.A. Bettington RA and RFC was the first serving officer to be killed whilst 'flying on duty' , 10th September 1912.

#### ADVERTS

Blackbush Aviation Research Group's first Super-Monograph, ' A HISTORY OF THE WESTLAND WYVERN' is professionally produced on high quality paper and contains photographs, drawings, complete Squadron histories & markings plus other relevant data, in addition to full individual histories on every Wyvern! A must for every bookshelf -- ideal for modellers. COST is:- (UK) 85p (Europe) £1-00 (USA & Commonwealth) £1-50. Also still available are the SCIMITAR 25p; BELVEDERE 15p; BEVERLEY 20p; TSR-2 10p. All prices include postage. Orders to:- Mr. K. Davies, 6, Ryde Gardens, Yatley, nr Camberley, Surrey GU17 7PX.NB- All cheques and I.M.O.'s to be made payable in £ Sterling.

#### FLYOVERS - March;

1. D-ILKA King Air	POL 10.22	Northbound.
40680 C-141A Starlifter	POL 10.47	'MAC 40680' to Mildenhall.
N866F Douglas Dc-8-63	POL 15.58	'Overseas National 866' to the north.
2. PH-IND King Air	OTT 09.15	Westbound, descending.
N1123G Commodore Jet	POL 14.20	Possibly on delivery via Prestwick.
38088 C-141A Starlifter	POL 15.44	'MAC 38088' to Mc.Guire AFB.
P-3 Orion	POL 16.43	Unidentified, 'Navy LL06'.
F-XCWE Atlantic ?	POL 16.50	French Navy, southbound.
5. 10882 C-9A Nightingale	POL 10.44	'Air VAC 10882 Alpha' to Prestwick.
N7999S C-130 Hercules	POL 11.00	Northbound via Oceanic.
N720Q Gulfstream 2	BRO 18.25	Westbound over Brough.
6. G-ATOY Pa-24 Comanche	POL 10.41	Northbound.
SP-LAA Il-62	BRO 18.33	Westbound to Gander.
12. OY-RYD Cessna 421	OTT 09.11	Westbound, possibly to Shannon.
14. G-BAOX Cessna 310	LBA 10.01	Fairoaks-Edinburgh and return 14.25.
G-BAAA Lockheed TriStar	POL 14.51	'Courtline Triple A' southbound.
16. 37898 C-130 Hercules	OTT 09.30	'Air Force 37898' , westbound.
20. F-XCXJ Atlantic	POL 10.24	French Air Force to Prestwick.
22. G-AXUI Jetstream	LBA 16.27	3,500ft Prestwick to Cranfield.
25. N100WK Gulfstream 2	BRO 10.20	Over Brough, eastbound.
27. G-AXBY Cessna 401	POL 15.21	'Alidair 899' , to Carlisle.
28. F-RAMF Transall ?	POL 14.13	French Air Force, southbound.
JAB016 Douglas Dc-8	abeam-POL 19.50	'Japanese 8016'.
29. D-CORA Hansa Jet	OTT 08.54	Descend into Warton.
17892 Convair T-29	POL 11.36	USAF Northolt to Prestwick.

#### YORKSHIRE AIRFIELD MOVEMENTS IN BRIEF March:

1. G-AXAW Cessna 421	Finningley	15. 17901 Convair T-29	Leeming
5. G-AYEP H.S. 125	Finningley	16. G-AZXF Cessna FRA150	Grindale
6. G-AXVA Cessna 401	Pocklington	17. G-AXXV Cessna 172	Hull/Paull
7. G-AYLG H.S. 125	Finningley	20. G-AXSW Cessna FRA150	Elvington
9. G-AZLG Baron	Church Fenton	23. G-AXZU Cessna 182	Wombledon
11. G-BAIK Cessna F.150	Doncaster	G-AVRG H.S. 125	Lindholme
13. G-AYBO Aztec	Elvington	24. D-ELAN Emeraude	Leeming
14. G-AYEM Cessna 337	Church Fenton	27. G-AYZY Twin Comanche	Coal Aston
G-AXCW Beagle Pup	Grindale.		

NEXT PRESS DATE IS: Cup Final Day, 5th May - how can Leeds lose?

NEXT MEETING IS: Sunday 29th April, Peter Shackleton will give us another talk on World Airlines, illustrated with slides from his vast collection. Everyone welcome as usual so come along. Aero Club, Yeadon Airport 2.45 pm. (Meetings held at the Aero Club by kind permission of the