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# YORKSHIRE AIR NEWS

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## NEWS

New Travellers registered to General Aviation Sales are G-BAVR (c/n 0348) and G-BAVS (c/n 0349)

Mr.Brian Rhodes who is re-building Terrier G-ASAX is to be assisted in the task by a group of Yeadon ATC Cadets.

A Cessna 172, G-ARLW, was "stolen" from Barton on the 13th May and flown to Crosland Moor. It is thought to have been taken earlier in the morning but no-one saw it leave Barton. Detectives are investigating the incident, the aircraft was undamaged and was collected by instructors from Barton.

Two aircraft reported difficulties with undercarriages on 15th May whilst letting down at Leeds/Bradford. Cessna 337 G-ATPU suspected trouble with its nosewheel and was inspected from the air by Cessna 150 G-ATMK. Dan-Air 748 G-ARMX did a low pass for the tower to inspect the undercarriage as a malfunction was suspected, both aircraft landed without incident.

The April passenger figures for Leeds/Bradford Airport show yet another increase, the number of passengers carried in the month was 22,114 compared with 20,254 for the same period last year. Air Freight was down slightly. So far this year for four months there has been an increase of 23% over last year. The airport is earning more than £500 a week more than it did during the first four months of last year.

Lord-Boyd Carpenter of the CAA clearly considers a runway extension at Yeadon as the only answer for providing airport facilities in Yorkshire.

Northeast Airlines has applied for a Leeds/Bradford to Paris service using Viscounts. The service would commence in November this year.

A light aircraft flying from Northumberland to Norwich made a forced landing at Skipsea, near Bridlington on 20th May in poor visibility. The aircraft made a perfect landing in a field.

Air Anglia has applied to use Leeds/Bradford as a stop on its service between Norwich, Tees-side, Newcastle, Edinburgh and Aberdeen. They hope to commence from 1st August using F-27's.

Mr.Wheatley regrets that the Air Britain stand was not selling cracked eggs at this years Church Fenton Air Display, they are, however, still available at the Aero Club.

There was little of interest by way of Yorkshire Aviation at the London Plane Show held in May. Northair was represented on the Cessna stand and Eastern Aviation had Traveler G-BAJN on static display, and Jet Provost T4 XR658 from Fimingley represented the R.A.F.

Rumour has it that 5 FTS will get Jetstreams and move from Oakington to Fimingley and that 6 FTS will leave Fimingley for Church Fenton.

Rumour also has it that there will be a Branch Committee meeting before Christmas!

This year the Ouse Gliding and the RAFA are to hold jointly an air display at Rufforth.

AIRFIELD NEWS AND REVIEW

CATTERICK: Blackbush Aviation Review reports the presence of Pembroke WV754 used for instructional purposes in the Fire Fighting section hangar. XF797 is now completely burnt. New arrivals from St. Athan are Canberra B. (1) 8's XM262/F and XM268/D. Shackleton M.R. 2 WL800 has now been burnt.

CHURCH FENTON: Deliveries of Bulldogs have started to 2 FTS here, first one noted is XX519/1.

CROSLAND MOOR: The visitors here during May have been as follows :-

5. G-AYGC Cessna F.150K	F. Barton.	16. G-AYTG Cessna F.177RG	F. Fylingdales
7. G-APSZ Cessna 172			T. Shorburn.
13. G-ARLW Cessna 172B ( see NEWS )		17. G-AZZV Cessna F.172L	F. Leeds.
15. G-AREV Tri-Pacer 160			
G-BAJN AA-5 Traveler			

CULLINGWORTH: Previously unreported in YAN is the fact that this was the site of a landing ground for 'B' Flight 33 Squadron in 1916. It lies 3 miles SSE of Keighley.

HOLME ON SPALDING: Seen here on the 22nd May were the following Buccaneers :- XN974, XV165, XV350, XV353, XV359, XV868 and XW525. Phantoms :-XT586, XT596, XT598, XT853, XV396, XV424, XV464, XV567, XV568, XV579, XV580, XV586, XV587, XV589 and XT595.

FINNINGLEY: New Jet Provost T.4 of the 6 FTS is XS216/Q, this replaces XP567.

LECONFIELD: Air Anglia began a Saturday service from here to the continent on the 21st April with F-27 G-BAUR. The nose of Vampire T.11 XE887 lies on the fire dump.

LINTON: Gate guardian here and not previously reported is Vampire T.11 XD515.

PICKERING: Also previously unreported in YAN is the presence of a V-1 sited at a restaurant owned by Mr. Ian Stone. It was captured by the allies at its launch site on the border between Belgium and Germany and brought back to England.

POCKLINGTON GRAMMAR SCHOOL: Observed on 24th May by Ian Sim was a 'Services Day' and included the following of aeronautical interest:-

XR386	Allouette 11	Pleasure flights for Air Cadets.
XM139	Lightning F.3	RAF Wattisham.
XW406/48 , XW410/51		Jet Provost T.5's, 'Gemini Pair' from Leeming.
XP403	Whirlwind	From Leconfield.

The Red Arrows gave a display with nine aircraft and flew to Linton to refuel.

RUFFORTH: On the 29th May G-ASAJ, Terrier 2, was seen glider towing here.

SHACKLETON'S SCRAP YARD, HALIFAX: Newly delivered to the yard is an unidentified Victor B.2 and is complete except for the forward nose section, it arrived from Woodford on 11th May. Expected shortly are two Vulcans.

SHERBURN: The scene of various happenings this month. J/1N Alpha G-APIK is in for maintenance and Airedale G-AWGA which has been dormant for some time in the Eastern Aviation hangar is finally being worked on, Cherokee SE-EOA/G-BAMM has been sprayed overall white and awaits its final trimmings and British marks. F-BIMK an engineless Emerald which has been here for some time has departed. Hughes 300 G-AVVS now bears the inscription ' Police ' which indicates the kind of use it is being put to lately. M.65 Gemini 3A G-AKEK has flown out ( yes FLOWN out ) to a new base, we know not where, and Messenger 2A G-AJOE has been sold to a ' flying ' museum somewhere in the south of England and has accordingly been smartened up somewhat. Cessna 207 G-BAAK is here from Grindale for a new engine. Latest Travelers to be assembled are G-BASG and G-BASH which were both test flown on 24th May. Cherokee G-BAWX currently at Leeds/Bradford is expected to be based here and Twin Comanche G-AVPF is to be joined by Cessna 310Q G-BAYU c/n 0738 which was delivered to Northair at LBA on 2nd June. The airfield now has a green flashing beacon. May movements :-

1. G-AVNA Queen Air	F. Leavesden T. Chivenor;	G-AYCL Cessna 210
2. G-BAEU Cessna FRA150	F. Leeds/Bradford.	
6. G-ATDD Beagle 206	F/T Leeds/Bradford.	
7. G-ATLM Cessna F172	F/T Leeds/Bradford.	

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|-------------------------|--|
| 8. G-AVWT Piper Pa-28 R | F/T Leeds/Bradford.                            |
| 9. G-ATDL Cessna 310 J  | F. Doncaster T. Hawarden.                      |
| 16. G-AZDX Cherokee     | F/T Crosland Moor; G-ASRE Pa-23 Aztec.         |
| 28. G-AZDX Cherokee     | G-AWSH Zlin 526 for the Church Fenton Display. |

TO K: An RAF recruiting display held in the grounds of the Castle Museum on 17th April produced the nose section of Jet Provost XR677 and Gnat F.1 XK740.

SSAFA DISPLAY RAF CHURCH FENTON 28.5.73.

Terry Sykes & Jim Stanfield.

LF363/LE-D	Hurricane	G-AEBJ Blackburn B-2
PA474/KM-B	Lancaster	G-AHHP Auster J/1N Alpha
WB738/34 )	Chipmunk, Blue Chips Display Team.	
WD353/31 )		
XH557	Vulcan B2	G-AOSO Chipmunk
WJ910/S	Varsity 6FTS	G-APHY Twin Pioneer
WJ943/R	"	G-ARLT Cessna 172
XP548/X	Jet Provost T.4	G-ARWM Cessna 175C
XP560/W	"	G-ASAJ Terrier 2
XP772	Beaver AAC.	G-ASMV Emeraude
XR810	VC-10	G-ATSM Cessna 337
XS727/D	Dominie 6FTS	G-ATLM Cessna 172
X , 28/E	"	G-ASOF/TYC/TYW/WRO/XZL Beagle 206's.
XS732/B	"	G-AVSE Cherokee 180
XS748	Basset	G-AVVS Hughes 300
XT464/XE	Wessex "VL"	G-AXXD Hughes H.269B
XV215	Hercules, Red Arrows support aircraft.	
XV304	Hercules, Falcons.	G-AXZU Cessna 182
XV577/M	Phantom, 43 Squadron.	G-AXRM/XRN Islanders
XV677/10	Sea King, HMS Blake.	G-AWSH Z.526 Trener
XX519/1	Bulldog 2FTS	G-AZXF Cessna FRA.150
XW357/5; XW359/4; XW360/1; XW363/2; XW375/10	Jet Provosts, Poachers.	
G-AYOF	Augusta-Bell 47G-2	G-BAOP Cessna FRA.150L
G-BAGW	Cessna F.150J	G-BASG AA-5 Traveler
G-AVYB	Trident 1E	G-BAMV Robin DR400
BGA1701	Torva TA.2 Sprite	

The Red Arrows appeared but we failed to obtain the serials.

The twenty second display in Yorkshire the eleventh to take place at RAF Church Fenton and the ninth featuring the West Riding Branch of Air Britain in the ground display, that was "SSAFA 73". Otherwise the entertainment was very much as in previous years with one or two interesting items, not all of which were planned.

The scheduled 26 item flying programme got off to a not too prompt start with the Beagle 206's of Northair followed by a flypast from a Trident of Northeast Airlines. This civil initiative was rapidly erased with the appearance of a Bulldog in RAF training colour scheme and as one hardened military campaigner had to admit this was a first sighting of the type, even for him. The Bulldog was followed by two of its predecessors at 2FTS the Chipmunk Blue Chips aerobactic team. This is the RAF's only piston engined aerobactic team. The big jets then moved in with a Vc-10 followed by a Vulcan, the latter wearing the Waddington Station badge on the fin. PA474 then appeared but its Merlins could be barely heard above the massed camera shutters of the assembled throng.

Event 8 was the Red Arrows and really they were good enough to be events 1 to 26 inclusive. They put on a magnificent show using the patches of clear sky around the airfield to full advantage. Whoever decided the batting order could not have foreseen that item 9 would prove to be even more spectacular, but it was, though doubtless not intentionally. Unfortunately for the Endrust Free-Fall team they failed to hit the drop zone and descended into the crowd, all bar one who missed the airfield altogether.

Some spots of rain fell during the following events which were a Z1 in Trener, a Torva Sprite, a Fouga Magister of the Belgian Air Force and a Wessex from RNAS Yeovilton. An event which a lot of people missed was the landing of the Magister when, due to a hydraulic failure, the aircraft ran off the runway and became bogged down on the grass.

For a number of people the appearance of the Firefly and Sea Fury was a big disappointment. The reason being bad weather at Yeovilton.

A formation of two Dominies, two Varsities and two Jet Provosts plus a singleton Dominie all from 6 FTS at Finningley then performed while binoculars frantically scanned for serials and codes.

Following that mixture was the Hurricane which still seemed as sprightly as ever and just as popular with the crowd. It will be a great pity when its flying days finally come to an end. A lively and entertaining few minutes were provided by the Yorkshire Aeroplane Club contingent. According to the programme two aircraft were flown out by the Honorary Branch Presidents Messrs. Fenton and Webster it's difficult to recognise them when they are wearing Cessnas. Patrol duties in the "Cod War" prevented the Ninrod from appearing, but its spot was filled by extensions of the Blackburn B-2 and Beaver. The Hercules which had been circling for some minutes then became the centre of attraction as it disgorged the Falcons who demonstrated just how accurate sky-diving/parachuting can be. During their descent I spotted a four man star but this quickly broke up. The display was brought to a lively end by a Phantom from 43 Squadron at Leuchars, no doubt fresh back from intercepting Russian Bears off the Faroes and the very polished Poachers Aerobatic Team flying RAFC Jet Provosts. To keep the crowds coming in future years the SSAFA should look to providing the following: more ground exhibits, a static park of aircraft which can be photographed and most important better toilets (they get worse every year).

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#### ADVERTS & NOTICES

Ever thought of joining the West London Aviation Group? South East Air Review, our monthly journal, contains an average of 20 pages of military movements, both U.K. and European bases, including U.S.A.F. movements, most European military air show reports, and all the essential information needed to update our publication "A Guide to European Military Aviation". This publication contains 48 pages of information on squadrons, types, bases, serial batches and is well illustrated with maps, badges and photos. It's still available at 60p in the U.K. (50p to W.L.A.G. members) and 75p overseas. Also still available is the R.A.F. 1971 at 45p, a 32 page publication on the R.A.F., its aircraft, squadrons, types and serial batches, also with photos. For details of membership and fees and a free sample copy send 3p. stamp to Hon. Sec., 18, Green Lawns, Southbourne Gardens, Eastcote, Ruislip, Middlesex, HA4 9SP.

There is an AIR DISPLAY at Bardney Airfield, Bardney, Near Lincoln on Sunday 24th June 1973. There is a comprehensive flying display of fifteen items including the RAF MACAWS, Spitfire, Lancaster, Parachutists, Hot Air Balloon and numerous other flying displays of light aircraft. The showground will consist of a number of Static Displays and Trade stands with full catering and toilet facilities. Visiting aircraft welcome. The event will be open from 10.00 to 18.00.

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#### CREDITS

Humberside Air Review, Yorkshire Post, Dave Allan, Len Spice, Telegraph and Argus, Flypast, Paul Johnstone, Ian Sin, Control Column, Jim Stanfield, Geoff Abbott, Mike Gaunt, T. Smith, K. Jordan, K.A. Glasby, Y. Pettie, A. Anderson, S. Waite, I. Barber, and Tweet.

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#### HELICOPTER MOVEMENTS

The following Jet Rangers have been noted this month; G-AZRU Huddersfield, 1st and 17th; Baildon 9th; Shipley 15th; G-AWGU Huddersfield 4th; Hull 4th; G-AWOM Hull 16th; G-AWMK Wakefield 3rd; G-AWOL Linton-on-Ouse 5th; G-AYMX 2 miles east of Seacroft 8th; G-AWJW Thirsk Race Course 19th; G-BAKX Doncaster Race Course 26th; G-BATY Richmond 28th; Army Alouette XR232 was at Catterick on the 17th; Leeds Park (?), Batley, Strensall 18th; Doncaster, Horbury Barracks 19th; U.S. Army Iriquois 16377 was at Menwith Hill on the 7th.

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#### LATE NEWS

Mr. Dennis Butterwick, a member of the Yorkshire Aeroplane Club and well known to most Air Britain members at the Club, succeeded in bringing two trophies back from the Angers Rally of Flowers and Wine held in France. He was the overall winner and the best foreign entrant in the rally. He is the first Englishman to win the rally and I am sure all Air Britain members and readers of Y&N send him their congratulations on his success.

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## LEEDS/BRADFORD MOVEMENTS AND REVIEW

MAY

1. G-AZRU Jet Ranger	G-AWMI Jodel D117	G-AZEG Cherokee 140D
G-AXFG Cessna 337	G-AZDX Cherokee 180E	G-AZXY Twin Comanche
G-AXMR Navajo	G-AXPU HS 125	G-AWOW Navajo
G-ATDL Cessna 310J	G-AWOJ Cessna F.172	G-AVPV Cherokee
G-BAEU Cessna F150	G-BADF Seneca	G-BACB Seneca
G-AZLR Viscount	G-BAMV N/R	
2. G-AMMK Jet Ranger	G-AYOF Ag-Bell 47 C2	G-ASRI Aztec
G-AMTW Baron	G-AWCH Cessna F172	G-AYAD Twin Comanche
G-AVKG Cessna F172	G-BACF Cessna F337	G-BAGW Cessna F150
G-BAJO Traveler	G-BANX Cessna F172	9J-ADF Lear Jet
XP805 Beaver	16377 Iriquois	
3. G-AYGM Cessna 210	G-AWUL Cessna F150	G-AXMR Navajo
G-AMTW Navajo	G-AZXC Aztec	G-AYOJ HS 125
G-ASSI HS 125	EI-AWF Cessna F337	XW791 HS Dominie
4. G-AXXI Islander	G-ASEJ Cherokee	G-AZHK Robin HR100
G-ATDL Cessna 310J	G-AVZV Cessna F172	G-AWGU Jet Ranger
G-AZPJ Cessna 310Q		
5. G-ASUH Cessna F.172	G-AWLP Mooney M.20P	G-AZDX Cherokee
G-ASRI Aztec	G-AWOL Jet Ranger	G-AVBP Cherokee
6. G-AYPV Cherokee	G-ARGL Tri-Pacer	G-AVRP Cherokee
G-AWGX Cessna F172	G-AVPP Twin Comanche	G-AVNL Aztec
G-ASJL Bonanza	G-AWOL Jet Ranger	G-AOYJ Viscount
7. G-AXPU HS 125	G-ATPF Aztec	G-ASSA Twin Comanche
G-AZDX Cherokee	G-AWUL Cessna F150	G-AYNB Navajo
G-AWXU Cessna F150	G-AYRT Cessna F172	G-AYIP Twin Comanche
G-AWMI Jodel D117	G-AWKF Twin Comanche	D-ICBC Cessna F337
XP541 Sioux	16377 Iroquois	
8. G-AVET Baron	G-AYWG Aztec	G-AZRV Cherokee Arrow
G-AYMX Jet Ranger	G-AYZC Aztec	G-AVHM Twin Comanche
G-ATDL Cessna 310J	G-AYRT Cessna F172	G-AYKU Aztec
G-ATCB Cessna 206	G-AZTK Cessna F172	G-AZNY Aztec
G-AYPA Beech A24R	G-ATPF Aztec	G-BAJO Traveler
9. G-AYLM Yankee	G-ASXV Queen Air	G-AVZV Cessna F172
G-AVUI Cessna F150	G-AVXX Cessna FR172	G-BANA Jodel DR221
N5414M Cessna 340	XP967 Scout AH 1	XV203 Hercules
10. G-AYRY HS 125	G-AVXX Cessna FR172	G-AYNF Cherokee
G-ATZN HS 125	G-AMTW Baron	G-BAMI Baron
G-AMVL HS 125	G-ASPI Cessna F172	G-BAGG Robin DR 400
G-BATA HS 125	G-BAHN Baron	G-BASP Beagle Pup
17901 Convair T-29		
1. G-AXPU HS 125	G-AZYU Aztec	G-AVXX Cessna FR172
G-ARDC Cessna 210	G-AYPV Cherokee	G-AWNU Islander
G-AVUA Cessna F172	G-AYGC Cessna F150	G-AVBP Cherokee
G-AYUG Cherokee	G-AWMI Jodel 117	G-AMPS Cherokee
G-AVGC Cherokee	G-AYUL Aztec	G-BAWX Cherokee
G-BACI HS 125	G-BATA HS 125	
12. G-ATDL Cessna 310J	G-ARGL Tri-Pacer	G-AWUZ Cherokee Arrow
G-AYRT Cessna F172	G-AYBO Aztec	G-AXMR Pa-31 Navajo
G-AVZV Cessna F172	G-AYBK Jodel DR1050	G-AWMP Cessna F172
13. G-AZRU Jet Ranger	G-AYSB Twin Comanche	G-AVHM Twin Comanche
G-AZNB Viscount	G-AVPP Twin Comanche	G-AVXX Cessna FR172
G-AVIX Cessna 337	G-BADF Seneca	EI-ARS Douglas Dc-4
14. G-ATDL Cessna 310J	G-AZMY SIAI SF260	G-AYOF Ag-Bell 47G2
G-ASIL Cherokee	G-AVPP Twin Comanche	G-AYCT Cessna F172
G-AZFR Cessna 401	G-AWLJ Cessna F150	G-APYN Tri-Pacer
G-AXMR Navajo	G-AZRR Cessna 310Q	G-AYWV Twin Comanche
15. G-ARZS Airedale	G-AVEM Cherokee	G-AWKS Rallye Club
G-ATZN HS 125	G-AVPP Twin Comanche	G-AYTB Rallye Club
G-BAIK Cessna F150	G-BANX Cessna F172	
16. G-AZJV Cessna F172	G-AZMG Aztec	G-ARKT Colt
G-AYRY HS 125	G-AWOM Jet Ranger	G-AWOJ Cessna F172
G-AVUJ Falco	G-AYBO Aztec	G-APMY Apache
G-APYN Tri-Pacer	G-AZFR Cessna 401	G-BAEU Cessna F150
G-BAUV Cessna F150	G-BAKL F-27	

( continued )

17. G-AVXL HS 125	G-AVNG Queen Air	G-ASON Twin Comanche
G-AZNL Cherokee	G-AVPF Twin Comanche	G-AYIP Twin Comanche
G-ARWR Cessna 172	G-AXCO Twin Comanche	G-ARDE Dove
G-BAUO Aztec	EL-ARS Douglas Dc-4	I-BOGI HS 125
XS793 Andover	XR232 Alouette	
18. G-AWOW Navajo	G-AZZA Aztec	G-AYAD Twin Comanche
G-AFOF Ag-Bell 47	G-AZRR Cessna 310Q	G-AXOG Aztec
G-ARVV Cherokee	G-BAKY Jet Ranger	G-BARU Aztec
G-BACI HS 125	XS793 Andover	XR232 Alouette
19. G-AXRN Islander	G-AVBZ Cessna F172	G-AWOE Aero Commander 680E
G-AZFR Cessna 401	G-AXMR Navajo	G-AVPF Twin Comanche
G-BAGW Cessna F150	OH-TZF Zlin 326	XR232 Alouette
20. G-AVXL HS 125	G-AVJJ Twin Comanche	G-AXMR Navajo
21. G-AXOV Baron	G-AVUN Twin Comanche	G-AVIE Jet Ranger
G-AZTM Navajo	G-AWOW Navajo	G-ASTU Queen Air
G-AZLR Viscount	SE-LEKO Baron	
22. G-ASJL Bonanza	G-ATBV Aztec	G-AVNG Queen Air
G-AVMZ Cessna F172	G-AVPS Twin Comanche	G-AWOW Navajo
G-AXAY Jet Ranger	G-AZOA MBB Monson	G-AZHK Robin HR100
G-BACC Cessna F150	G-BAGW Cessna F150	G-BAPY Robin DR400
G-BACI HS 125	N8853Y Twin Comanche	C/R
23. G-AZKN Robin HR100	G-AXMR Navajo	G-AYSB Twin Comanche
24. G-AFTW Baron	G-AVIR Cessna F172	G-AXMR Navajo
G-ATDL Cessna 310J	G-AVBP Cherokee	G-BAIK Cessna F150
G-BAUO Aztec	XP772 Beaver	XK969 Whirlwind
25. G-ASJL Bonanza	G-ASMO Apache	G-ASHX Cherokee
G-ATPU Cessna 337	G-APVA Tri-Pacer	G-ARUM Dove 8
G-APKW Heron	G-BAPY Robin DR400	
26. G-AXXH Islander	G-AVPF Twin Comanche	G-ARVV Cherokee
G-ATDL Cessna 310J	G-ASWL Cessna F172	G-ARUM Dove 8
G-AVBZ Cessna F172	G-BAKX Jet Ranger	
27. G-AZDX Cherokee	G-AVYL Cherokee	G-AZVI Rallye Commodore
G-ASED Viscount		
28. G-APHY Twin Pioneer		
29. G-AYAH Beech D18S	G-AYBO Aztec	G-AXMR Navajo
G-AWUF HS 125		
30. G-AXTO Comanche	G-AVPF Twin Comanche	G-ARLJ Tri-Pacer
G-AWXW Aztec	G-AVPS Twin Comanche	G-AMTB Twin Comanche
G-AWOW Navajo	G-BAGW Cessna F150	G-BACI HS 125
G-BASG AA5 Traveler	G-BASH AA5 Traveler	
31. G-ASWO Cessna 240	G-AVPF Twin Comanche	G-AXDL Twin Comanche
G-APKW Heron	G-APZU Dove	G-AWOW Navajo
G-BACI HS 125	G-BJY Robin DR400	

Star attraction on the ILS this month must be the Northeast Trident G-AVYB which held over the beacon prior to its display at Church Fenton on the 28th and returned for an ILS run afterwards. Other civil aircraft on the ILS were HS 125 G-AVRF F/T Warton on the 4th, and Twin Comanches G-AYXA on the 1st and G-AZED on the 4th. On the military side we had Hastings TG503 "FNJ02" on the 15th and Varsities WF419 "ARC93" on the 7th, WF371 "KYW72" and WF328 "JDQ132" on the 8th and WF427 "FWO9" on the 21st. Among the visitors the Twin Pin G-APHY on the 28th belongs to Force One and was collecting parachutists for the Church Fenton Display. Another doing parachuting was Islander G-AXXH which operated over Bingley on the 26th Cessna F337 D-ICEC cleared customs inbound to Brough on the morning of the 7th but had to go to Ringway for customs outbound in the evening. Britisland 674 to the Isle of Man has been operated by chartered aircraft twice during the month, Viscount G-AOYJ on the 6th and Friendship G-BAKL on the 16th. The 202 sqdn. Whirlwind XK969 on the 24th was using call sign "Rescue 24" and nightstopped. Robin G-BAMV was collected from Sywell by its new owner Mr. J.H. Fenton on the 1st and is now in use with the Yorks Aero Club. Cherokee G-BAWX arrived from Tollerton on the 11th and went into YLA. It is reported to be going to Sherburn. Going the other way was Cessna F337 G-BATH which left Northair for Liverpool on the 2nd. The Jodel under construction in the YLA hangar has now gained an engine but so far no registration. During the month the Hunting Surveys Dove G-ARIX has been operating out of the LBA on surveys and on the 17th was joined for the day by Dove G-ARLL. Cessna G-AROC made a heavy landing on the 26th and is out of service now for repairs. A new Airline to visit the airport this month was Alidair with their Viscount on the 27th. Rumour has it that Charringtons are still interested in buying a Jetstream now that they are back

in production--possibly thats why G-BASS is still not allocated??

As a correction to last months report on Cessna F172 PH-RPA this was in for a new engine, not a radio.

TEES. SITE MOVEMENTS AND REVIEW

May:

- |                             |  |
|-----------------------------|--|
| 1. G-ASYB Pa-23 Aztec       | F/T Edinburgh; G-ANUO DH 114 Heron F/T Leeds. East.      |
| G-ASWP Beech A.23           | F/T Blackbush; G-AZEG Cherokee F/T Blackpool.            |
| G-AYOF Ag-Bell 47G2         | F. Sherburn T. Blackpool; G-ASED Viscount.               |
| 2. G-AZHN Argosy            | F. Heathrow T. EMA; G-AMXU Cessna F.50 F/T Woodvale.     |
| G-AWCH Cessna F172          | F. Leeds T. Blackbushe; G-AYRY HS 125 F. Luton n/s       |
| F-BSRU HS 748               | Rousseu Aviation.  |
| 3. G-ANUO DH 114 Heron      | F. Warton T. Leisc E.; G-AZHG Cessna 421 F. Glasgow.     |
| G-APVK Pa-23 Apache         | F/T Glasgow.   |
| 4. G-AZPJ Cessna 310 Q      | F. Elstree T. Leeds; G-AZXF Beech 90 King Air.           |
| G-BARW Cessna 402B          | F. Cranfield T. Lulsgate.                                |
| 6. G-ASZH Jodel D.117       | F/T Tholthorpe; G-ATMK Cessna F 150 F/T Leeds.           |
| G-APVK Pa-23 Apache         | F/T Leeds.   |
| 7. G-ATMK Cessna F 150      | F. Usworth T. Leeds; G-ASSI HS 125 F/T Luton.            |
| G-AVZT Pa-31 Navajo         | F. Coventry T. Woolsington; G-AYLG HS 125.               |
| 8. G-AZIZ Rallye Minerva    | F. Bennington T. Stevenage; G-AZDK Baron.                |
| G-AZMZ Rallye Commodore     | F/T Elstree; G-AMTW Baron F/T Lulsgate.                  |
| G-AVSD Cherokee             | F/T Elstree; G-AYEP HS 125 T. Glasgow.                   |
| LN-NPB Pa-31 Navajo         | F/T Oslo; OO-LFD Cessna 421 F. Brussels.                 |
| G-AYRY HS 125               | F/T Luton; G-AYOF Ag-Bell 47 G-2 T. Usworth.             |
| G-AYCM Jet Ranger           | F. Grimsby T. Usworth.                                   |
| 10. G-AZVM Jet Ranger       | F/T Thornaby; G-AYLG HS 125 T. Glasgow.                  |
| G-ASRO Twin Comanche        | F. Woolsington T. Thrupton; G-AXAW Cessna 421.           |
| F-BFCY Falcon 20            | F/T Le Bourget; G-AXME King Air F/T Elndon.              |
| 11. G-AOZO E.P.9 Prospector | F/T MASHAM; G-AMUP HS 125 F. Luton n/s.                  |
| G-AVHZ Twin Comanche        | F/T Crosby; G-APHV Cessna 150 F. Usworth T. Leeds.       |
| 12. G-APBU Vanguard         | F. Lulsgate T. Munich; G-AYRY HS 125 F. Aldergrove.      |
| G-AVTH Jodel DR1050         | F. Sutton Bank; G-ASNV Cessna 172 F. Marham.             |
| G-BARC Cessna F172          | F. Scone T. Stainford; G-BATI Cessna F172.               |
| F-BLHU Nord 262B            | Rousseau Aviation; G-BASU Pa-31 Navajo.                  |
| F-BMPT Nord 262 A24         | Aerospaciale.  |
| 14. G-ATBH Aero 145         | F/T Elstree; G-AZHY SIAI SF260 T. Woolsington.           |
| EC-BZQ Douglas Dc-8         | F/T Tenerife; G-BAVP Beech A23-24.                       |
| 15. G-AVVI Twin Comanche    | F/T Elndon; G-ASRI Pa-23 Aztec F. Shoreham.              |
| G-AVWG Cherokee             | F/T Blackpool; G-AVDX HS 125 T. Woolsington.             |
| G-AWOJ Cessna F172          | F. Booker T. Scone; G-AYTB Rallye Club F/T Leeds.        |
| 16. G-AVAI HS 125           | F. Dalcross T. Heathrow; G-BAAL HS 125 T. Crosby.        |
| G-ATCB Messex               | F. Edinburgh T. North Dunes; G-ATMG Cherokee.            |
| G-AMBO Cessna F150          | F/T Grindale; G-AMIK Beech 23 Musketeer.                 |
| G-BABW King Air             | F. Kirminington T. Glasgow; G-ATBH Aero 145.             |
| G-BADJ Pa-23 Aztec          | F. Kirminington T. Donham; G-BARW Cessna 402.            |
| 17. G-AYTB Rallye Club      | F/T East Mid.; G-AMTW Baron F. Woolsington T. Bristol.   |
| G-BALP Twin Comanche        | F/T Henswell; G-BLWV Pa-23 Aztec T. Leavesden.           |
| F-BTQP Beech A90            | F. Woolsington T. St Geoirs; G-AXGL Cherokee.            |
| 21. G-AMOM Jet Ranger       | F. Beckenham T. Brooklands; G-AXAM Cessna 421.           |
| G-AYKU Pa-23 Aztec          | F. Silverstone T. Woolsington.                           |
| 22. G-BABW King Air         | F. Denham T. Kirminington; G-ANUO DH 114 Heron.          |
| F-BSRU HS 748               | Rousseau Aviation.                                       |
| 23. G-BASM Pa-24 Seneca     | F. Woolsington T. Crosby; G-AYLG HS 125 T. Glasgow.      |
| G-AMKO HS 125               | F. Luton T. Bremen; G-AXAM Cessna 421 T. Rhoose.         |
| EC-BIF Caramelle            | F. Palma T. Mahon.                                       |
| 24. G-AVZT Pa-31 Navajo     | F. Elstree T. Scone; G-AYLG HS 125 F. Glasgow.           |
| G-BAOV A5 Traveler          | F. Usworth T. Sherburn; G-AVUL Cessna F172 F. Edinburgh. |

Casair are now operating Aztec G-BAUO and their Cessna 337 G-ATPU arrived back from Leeds after repair on the 15th. Aero 145 G-ASYI which has been awaiting a new engine for some months has now received same and departed to Elstree on the 16th. The unfortunate BEA One Eleven G-AMK has now been sprayed and engine runs are said to be imminent. New Viscounts noted on the BMA East Midlands/I.o.M. run were G-BAPF on the 19th and G-BAPG on the 20th. King Air F-BTQP on the 17th is a new aircraft of Heli-Jets of Lyons and was previously I-GINS. On the 5th a Hurricane and a Basset overflew northbound both unidentified, they returned southbound on the 6th.

Travellers upon the A.170 road which starts at Scarborough and terminates at Helmsley (or vice versa!) pass through the picturesque village of Brompton, some 7 miles west from Yorkshire's favourite seaside resort. Brompton is itself situated across the bottom of a small valley that subsequently opens onto the Vale of Pickering to the South, whilst originating upon the top of the North Yorkshire Moors. In the vicinity of the village the width of this valley can be assumed to be an average of around 400 to 500 yards across- narrowing appreciably about a mile northwards, as anyone that takes the narrow road leading to the hamlet of Sawden Heights can discover due to this road more or less following the western edge.

The Cayley family have long held this village and its surrounding lands as their 'Country Seat' and in fact Lady Cayley still resides in the Hall Farm to-day.

The year 1773 saw a son born into the Cayleys, christened George, who, whilst only still a small boy, was forever to be found inside the local watch and clock makers workshop at Helmsley (where his parents temporarily resided). He possessed a most enquiring mind, which, after the ministrations of two able tutors, plus the teachings of a college in Southgate, London, developed into what to-day, (in retrospect) amounted to positive genius.

Succeeding his late father in 1792, the now Sir George Cayley rapidly settled into the role of a country gentleman who devoted all his time to the then new-found Science of 'Mechanics'. About this stage, he developed an abiding interest in the unknown science of aeronautics and this was to continue right through his life, until his death in 1857, aged 83. Whilst in these few words it is quite impossible to even scratch the surface of Sir George Cayley's achievements, the vital discoveries he made- and what is more put into practise - can best be shown by this brief survey of the years 1792-1799 and then, after a lapse of 44 years, 1843-1855.

It must now be clearly understood, that even in the last year mentioned, that is, 1855, such words as aeroplane, glider, lift, drag, internal-combustion engine or any of their allied literary connections- had not even been thought of! Hence, all Sir George's copious notes were couched in the most simple (but often ambiguous) terms. Luckily they were accompanied by many clearly marked sketches.

The careful study of birds, comparisons of their size and weight duly tabulated etc., brought the first important break-through. Although, like all others before him, Sir George Cayley nearly fell into the trap of concentrating upon the flapping-wing theory (ornithopers!) he noted that whilst flying close to the ground i.e. following a ploughman, searching the newly-turned earth for worms, birds were capable of 'extending their flight-without apparently flapping their wings'. They appeared to do this with their wings fully extended. Therefore, he reasoned that the speed of the bird through the air must support the birds weight. After further research he settled upon the 'common rook' because on average, this bird weighed one pound per square foot of its wing area.

Having no wind tunnel to prove his theory he resorted to constructing a 'whirling-arm' machine that had a 5ft. long arm rotating by means of weights and pulleys at constant speed long enough for an object affixed to the tip of the arm to travel exactly 600 ft. The 'object' he so affixed was a 'surface' exactly 12" by 12" i.e. one square foot! From these experiments he made a set of tables that proved air could support a suitably designed 'body' if certain conditions were met. To-day, those conditions would be known as 1) Wing area and Shape, 2) Airspeed and 3) Angle of Attack.

His next move was to construct a flying model. Upon a 12ft long 'stick' he placed a curved wing (he called it a 'sail') of 6ft. span and 4ft.3" chord. At the rear he placed a small movable rudder (his sketches indicate that his term 'rudder' also included a pair of horizontal planes - a complete tail-unit in fact.) The whole model weighing 16 lbs. By adjusting the centre of gravity, this model proved capable of travelling between 4 and 8 times horizontally, the distance that it descended vertically when projected by hand from a hill or lofty building. By further adjusting the 'rudder' he was able to direct such flights to terminate more or less upon a pre-determined spot. This was all accomplished well before 1799 and he was not yet 26 years old.

There can be no doubt that at this time Sir George Cayley had solved the mechanics of simple flight but for some reason not yet clear he ceased to carry out any further actual experimentation until the year 1843 when he was 70 years old. Of course, he did much to help contemporaries such as Stringfellow and Henson by working out problems for them, his theories and experiments on hot-air balloons continued-as did a host of similar scientific work. Why did he not continue his flying experiments with heavier-than-air craft? The following theory may apply. Having solved what we today call 'gliding' flight, he now needed a 'prime-mover' or in to-days language-an engine. All his life he tried to perfect what he called an



'hot-air engine' i.e. an internal combustion engine. His success was limited although such an engine was built and operated in the 'brew-house' at Brompton Hall in 1837. It was of course a stationary engine and not very reliable. It must therefore have been obvious that, having attained the age of seventy years, in 1843, he would never see his 'glider' successfully fitted with a suitable 'prime-mover', hence, even at this late stage he felt that man-carrying flight was possible. The last few years were spent in constructing machines that could, and, here is the important part, actually flew-with human beings on board as passengers.

Several gliders were built and flown across the valley mentioned at the beginning of this article, the site is still there because he constructed a small 'hillock' to assist the launch, signs of it were found in living memory. At first, these gliders were full-scale extensions of his earlier model, but he then built them in such a manner that they could carry weights of up to 1 cwt. and still, by means of adjusting the rudder (tail) land safely at pre-determined places. Eventually, in the late 1840's, Sir George sent his footman to Brompton School and asked for 3 children aged about 11 years to act as passengers. One of these children was Miss Lucy Owston E.R.C.C., Mr. Sydney Owston, retired business-man of Harrogate, and Mr. Tom Owston, a retired Bank Manager of Otley (all still alive). Their late grandmother often related how, as a child, she 'floated over Brompton Valley as high as the roofs of the houses! Finally, in 1855 he constructed his large glider into which his poor coachman was ordered to sit. This flight is recalled and was verified by his late grand-daughter (who, as a child, witnessed it) in a letter dated the 2nd November, 1921. The glider on this occasion had a wing area of about 500 sq.ft. and a weight of 300 lbs. Its design was unknown until Sir Charles Gibbs-Smith of the Science Museum was going through Sir George Cayley's notes on some other quest in June 1960 and he came upon a sketch with full details. It was titled 'Large Navigable Parachutes', published in the 25th Sept. 1852 edition of Mechanic's Magazine.

There can be no doubt in anyones mind that the world's first controlled flights were made in Brompton, N.Yorks., with human beings as passengers between the years 1845-1855-Sir George Cayley is truly known as 'The Father of Aviation'. Equally important is the fact that his illustrious successors Litherall and Pilcher based their designs upon his calculations and the Wright Brothers in America only had success when they made a second start with their experiments (the first series were unsuccessful) based exclusively on Sir George Cayley's notes. Even as late as the first World War, designers were known, when in doubt to 'go back to Cayley.'

Regretfully, like so many genius's, Sir George was viewed by local people as 'rather eccentric' especially during his latter years. His son, who succeeded to the title destroyed much of his father's work because he did not want reminding of this 'lunacy'. At least one of the gliders ended its day as a hen-coop!!!

#### DONCASTER AGAIN

Further to the brief airfield history in last month's YAN Martin Powell has produced some details of Squadrons who used the airfield during its period of military use.

No.616 Squadron was formed at Doncaster on 1st November 1938, the last of the Auxiliary Squadrons to be formed, as a bomber squadron with Hawker Hinds. The squadron transferred to Fighter Command in 30.6.39 and moved to Finningley, one flight equipped with Gauntlets and Battles, later re-equipping with Spitfires. The unit remained in Fighter Command throughout the war eventually disbanding at Lübeck 29.8.45, when equipped with Meteor 111's. The squadron was re-formed at Finningley 31.7.46 as an Auxiliary unit, disbanding there in 15.2.57.

No.7 Squadron spent a short time at Doncaster in September 1939, having moved in from Finningley with its newly acquired Hampdens, training crews to operational standard for No.5. Group. It returned to Finningley at the end of the month then moving on to Upper Heyford.

No.271 Squadron was formed from a detachment No.1680 Flight at Doncaster as a transport squadron. Amongst its equipment in the early days were the following:

Ford SAT-D Trimotor c/n 107 G-ACAE/X5000. This aircraft was impressed 26.4.40 and delivered to 271 Squadron 3.5.40, first appearing as X5000 on 1.9.40. On 19.9.40 it force landed on the shore of Belfast Lough, it was moved to 11 Repair and Salvage Unit at Mallach and was S.O.C. 25.11.40

Handley Page H.P. 42E c/n 42/4 G-AAUC/AS981 'Horsa'. Impressed 29.5.40 and delivered to 271 Squadron 30.5.40., acquiring its serial during July. On 7.8.40 it suffered an engine failure and forced landed at Moreley, the undercarriage collapsed and the aircraft caught fire.

Handley Page H.P. 42E c/n 42/2 G-AAUE/AS982 'Hadrian' . Impressed 29.5.40 delivered 4.6.40 to 271 Squadron. On 6.12.40 'Hadrian' was wrecked in a gale at Doncaster, being blown down the railway embankment. Rescue attempts failed and the aircraft disintegrated as it was blown across the fields.

Handley Page H.P.42E c/n 42/8 G-AAXF/AS983 'Helena' impressed 29.5.40, delivered to 271 Squadron 8.6.40, moving to Donibristle on the 21st June. The aircraft was officially allotted to RNAS Donibristle 12.4.41 and was dismantled during August 1941, the forward fuselage later served as a squadron office.

SLINGSBY T59 KESTREL PRODUCTION LIST

C/N	MARK	REG.	F/F	OWNER
1722	T59A	JA????	07.12.70	The Japan Gliding Club
1724	T59A	BGA1681	15.08.70	H. Dimmock
1727	T59A	BGA1720	04.06.71	D.Carrow
1728	T59A	BGA1744	22.06.71	W.A. Kahn
1729	T59A	BGA1514	16.12.71	L. Redshaw
1739	T59C		03.05.71	Vickers Ltd. Unregistered
1745	T59D	ZK-GHQ	06.09.71	S.H.Georgeson
1746	T59D	VH-GSV	17.10.71	H.Schneider.
1748	T59D	VH-GSX	26.11.71	H.Schneider.
1749	T59D	VH-GSY	06.11.71	H.Schneider.
1761	T59D	VH-GZG	29.01.72	Sailplane Distribution Pty.
1762	T59F	BGA1515	06.03.72	Mr.Simpson.
1763	T59F	BGA1716	16.03.72	Mr.Warmingier.
1764	T59F	BGA1680	08.04.72	J.Delafield.
1765	T59F	BGA1723	11.04.72	R.E.Cross.
1771	T59D	G-AZOY	20.04.72	Vickers Ltd.
		F-C???		A.Mazelerat.
1772	T59D	CF-FGR	08.06.72	Mr.Firth.
1773	T59A	JA????	15.07.72	The Japan Gliding Club.
1784	T59D	VH-GZT	30.05.72	Mr.Campbell
1785	T59D	OK2904	08.05.72	Aero Klub Republiky Czechoslovakia. Aero-tow delivery by Aero 145 OK-FHA.
1786	T59F	BGA1682	19.05.72	RAFGSA (?)
1787	T59D	OO-ZCM	13.05.72	N.Hallon.
1788	T59D	OK2906	05.06.72	Aero Klub Republiky Czechoslovakia. Aero-tow delivery by Aero 145 OK-FHA.
1789	T59D	CF-FKQ	15.09.72	J.Bellevance.
1790	T59F	BGA1683	21.06.72	Vickers Ltd. Loaned to Admiral N.Goodheart. For 1972 World Gliding Championship.
1791	T59F	BGA1684	13.07.72	Mr.Lever.
1792	T59F	BGA1685	27.07.72	Mr.Zealley.
1793	T59D	N2431P	24.08.72	Mr.Prue.
1794	T59D	OK2912	21.11.72	Aero Klub Republiky Czechoslovakia.
1795	T59F	BGA1762	15.12.72	J.Delafield.
1796	T59D	BGA1689	16.10.72	Mr.Robertson.
1797	T59F	BGA1760	08.11.72	Mr.Vennard.
1798	T59F	BGA1761	27.11.72	M.C.Fairman.
1799	T59D	N19UR		N.T.U. Re-registered....
		N4GW	21.11.72	Graham Thompson Ltd.
1800	T59D	BGA1763	08.12.72	D.H.Ince.
1801	T59F	BGA1764	27.03.72	Mr.Cousins.
1802	T59F	BGA1765	03.01.73	Mr.Day
1803	T59D	N1TW	19.01.73	Graham Thompson Ltd.
1804	T59D	BGA1766	09.02.73	Mr.Heathcote.
1805	T59D	BGA1767	21.03.73	Mr.Wilkinson.
1806	T59D	BGA1769	26.02.73	Mr.Kahn.
1807	T59D	BGA1790	02.03.73	Mr.Aldous.
1808	T59D	BGA1791	06.03.73	Mr.Harwood.
1810	T59D	BGA1792	12.03.73	Mr.Withall.
1811	T59D	BGA1793	15.03.73	Admiral N.Goodheart.
1812	T59D	BGA1794	27.03.73	Mr.Goldsborough.
1813	T59D	BGA1795	30.03.73	Mr.Austin.
1814	T59D	BGA1796	07.04.73	Mr.Poserskis.
1815	T59D	BGA1797	13.04.73	Mr.Rood/Mr.Costin.
1816	T59D	BGA1798	27.04.73	Mr.Pope.
1817	T59D	BGA1799	11.05.73	Mr.Lysakowsky.
1818	T59D	BGA1850		

Compiled by T.Sykes from information supplied by Slingsby Sailplanes Ltd., and Mr.N.Ellison. The "missing" c/n's are carried by other Slingsby models since all their products are allocated c/n's in the one series.

OTHER AIRFIELD MOVEMENTS

May:

- |  |   |
|--|---|
| 1. G-BABX King Air 100<br>33234 C-118  | CROSLAND MOOR F. Halfpenny Green T. Sydenham.<br>LEEMING T. Northolt.   |
| 2. G-AXFA Pa-23 Aztec  | ELVINGTON T. Glasgow.   |
| 3. G-ASRO Twin Comanche  | DONCASTER T. Newcastle.   |
| 4. G-BAHW Cessna 310Q<br>G-AXFE King Air.                                      | ELVINGTON F. Wrexham.<br>CHURCH FENTON F. Tees-side.  |
| 5. G-ATWK Cessna P150  | GRINDALE F/T Leeds/Bradford.  |
| 7. G-AYLG HS 125   | FINNINGLEY F. Lulsgate.   |
| 8. G-AYEP HS 125   | FINNINGLEY T. Tees-side.  |
| 9. G-AZSZ Pa-23 Aztec<br>G-AXFE King Air                                       | LEEMING F. Blackpool.<br>LECONFIELD F. Birmingham.  |
| 10. G-ARUM DH 104 Dove<br>G-AYEV Baron<br>G-AYLG HS 125                        | FINNINGLEY F. Alder Grove.<br>LEEMING F/T Lulsgate.<br>FINNINGLEY T. Tees-side.   |
| 14. G-ASXV Queen Air   | LINTON - ON - OUSE T. Tatenhill.  |
| 15. G-AROC Cessna 172  | METHEMTHORPE F/T Leeds/Bradford.  |
| 16. G-BAJN AA5 Traveler<br>G-BADT Cessna 402<br>G-AYPC Queen Air               | CROSLAND MOOR<br>LINTON - ON - OUSE F/T Salmesbury.<br>CHURCH FENTON F. Porshore.   |
| 17. G-AXXH Islander  | HULL/PAULL T. Blackpool.  |
| 18. 13816 Convair T-29<br>G-AVUN Twin Comanche<br>G-AXOV Baron<br>SE-EKO Baron | LEEMING F. Prestwick T. Northolt.<br>TOPCLIFFE F. West Raynham T. Leeds/Bradford.<br>FINNINGLEY T. Leeds/Bradford.<br>FINNINGLEY T. Leeds/Bradford. |
| 23. G-AXRN Islander<br>G-AOGO DH 114 Heron<br>G-AZLG Baron                     | CHURCH FENTON Leeds/Bradford diversion.<br>LINTON - ON - OUSE F/T Filton.<br>CHURCH FENTON F/T Liverpool.   |
| 24. G-AYSB Twin Comanche   | DONCASTER F. Leeds/Bradford.  |
| 31. G-BABX King Air  | CHURCH FENTON   |

New with the Robin Agency at Brough is HR 100 G-DL PY although it has been suggested that the agency may be moved to Hull/Paull and may have already done so. Possible new resident at Hull/Paull is Cessna P150 G-BAUV.

Jodel D.117 G-ASZH which lives at Tholthorpe has been reported as landing "regularly" in a field at Bagby near Thirsk.

Jodel D.117 G-AYKK which was based at Crosland Moor whilst the new owner had a private strip laid down near his home was heard going in to Oxenhope on 19th May.

Farm Supplies of Thirsk will be starting their season of crop spraying from Dalton soon, Agwagon G-BANH was reported at the airfield on 21st and night stopped.

YOVERS May:

- |                           |             |  |
|---------------------------|-------------|--|
| 1. G-ASED Viscount        | POL 10.31   | 'Alidair BD' Southbound.                         |
| 2. G-AZEN Argosy          | POL 04.26   | Caribair. To East Midlands. Yes 04.26!           |
| 60175 C-141 Starlifter    | POL 09.08   | 'MAC 60175' to Prestwick.                        |
| F-BSRU HS 748             | POL 14.53   | Rousseau Aviation.                               |
| N372WA Boeing 707         | POL 15.55   | 'World 372' To John F. Kennedy.                  |
| 3. G-BAUJ Pa-23 Aztec     | POL 09.17   | Southbound.                                      |
| G-BSST Concord            | POL 14.42   | 'Concord 002' Southbound.                        |
| 5. G-BAPY Robin DR.400    | LBA 11.35   | Brough - Liverpool, abeam LBA 3000ft.            |
| 7. G-APSZ Cessna 172      | 11.00-11.31 | Survey over Bradford from Liverpool.             |
| 9. 38079 C-141 Starlifter | POL 06.42   | 'Air VAC 38079' Eastbound (OTT 06.49)            |
| No154 Pan Jet Falcon      | POL 18.39   | 'F-RANK' French Air Force to Prestwick.          |
| N375WC Jetstar ?          | POL 22.31   | Eastbound.                                       |
| 10. G-BAPA HS 125         | POL 12.03   | Prestwick-Heathrow.                              |
| 37888 C-130 Hercules      | POL 14.41   | Southbound.                                      |
| F-XCVH Atlantic           | POL 19.56   | French Navy, southbound.                         |
| 11. F-XCWA Atlantic       | POL 10.32   | French Navy to Prestwick.                        |
| 38089 C-141 Starlifter    | POL 12.40   | 'Air VAC 38089' to Iceland.                      |
| 14. 31599 Douglas C-118   | OTT 13.02   | 'Navy 599' Eastbound.                            |
| 15. G-AYKU Pa-23 Aztec    | LBA 08.35   | 'Gill Air KU', 3000ft to Newcastle.              |
| G-AVKEF Twin Comanche     | LBA 08.47   | 'Gill Air KE' Sunderland to Gloucester.          |
| D-COSA Hansa Jet          | OTT 08.49   | To Warton.                                       |
| D-CASU Hansa Jet          | POL 10.03   | Abeam POL at 3500ft to Warton, OTT 09.56 20,000' |
| 15. N801WA De-8-63        | POL 23.27   | 'World 801' to John F. Kennedy.                  |

16. G-DABL HS 125	POL 09.45	To Blackpool.
G-DAVV Aztec	LBA 12.00	Abeam LBA to Glasgow 3500ft.
G-ASRE Aztec	POL 12.45	To Sherburn.
IN-MOI Electra	OFFP 15.40	Nordic Air to Manchester.
17. G-DAXY Cessna F, 172M	LBA 16.58	6500', to Carlisle.
19. PH-DPD Douglas Dc-10	OFFP 15.01	To Chicago.
21. Andover	POL 14.15	'Rainbow' Duke of Edinburgh, southbound.
90015 Galaxy	POL 16.09	To USA.
22. F-DECY Pan Jet Falcon	POL 09.49	Newcastle to Le Bourget.
24. D-COSA Hansa Jet	OFFP 08.45	To Manchester ( Warton Diversion ).
G-IMXP Pa-25 Aztec	POL 17.11	To Newcastle.
25. G-ASNC Husky	12.30-12.50	Survey SE of Leeds.
30. 156520 Orion	POL 08.43	Southbound.
F-XOVA Atlantic	POL 09.53	French Navy to Prestwick.
31. G-DASM Seneca	LBA 08.35	'Gill Air SW' to Birmingham.

NEXT PRESS DATE IS 7th JULY

SOCIAL NEWS

- 1) The next Branch meeting will be held on 24th June at the Yorkshire Aeroplane Club, courtesy of the Directors, and will be the annual Reece Contest, Prizes for the winners. Commence at 14.45.
- 2) For the December meeting we are holding, as usual a show of members slides, to make it particularly interesting we are showing members slides taken at Yeaton airport up to 1970. Will those who have slides of this period please fish them out and send them to the editor, the older and more mouldy the better, those who submit slides should be able to tell members when they were taken and what they are - prize for the best commentary. Also anyone who is fortunate enough to possess cine films of Yeaton, especially the Air Displays held here, please let the editor know. I know it is a little early but it gives you plenty of time to dig deep. Ah! The sweet nostalgia of it all.
- 3) The Branch slide contest will be similar to those held in previous years. Rules as follows:
  - Section 1 Colour transparency of an aircraft in the air.
  - Section 2 Colour transparency of an aircraft on the ground.
 Colour slides should be normal size ( ie 2" x 2" ). A prize will be awarded to the winner in each section. The slides IUSP have been taken in 1973. Results will be announced and the prizes presented at the A.G.M. in November. Entries should be sent to J.A. Stanfield Esq. 44 Jecketts Park Drive, Leeds LS6 3PD. Closing date for the competition is 29th October 1973, any entries received after this date will not be accepted. The competition will yet again be judged by Mr. H.F. Wood, director of C.H. Wood ( Bradford ) Ltd., industrial and aerial photographers to whom we are very grateful. No more than FIVE entries per person, per section will be accepted. Entry to Air Britain members is free, the charge to non-members is 2p a slide. The judge will be asked to consider the following points when selecting the winning entries.
  - a. Subject should be uncluttered.
  - b. The slide should be technically good ie. not spoilt by marks or scratches.
  - c. The rarity of the subject will not be taken into account.
  - d. The composition of the subject and the use of colour will be taken into account.
  - e. The subject need not be a complete aircraft.
- 4) This year's Gliding will take place, as usual, at the Rufforth aerodrome as guests of the Ouse Gliding Club. The cost is £2 per head which is more expensive than last year, however, this includes the price of a aerial tow, temporary membership for the Gliding club, FRESH refreshment ( alcoholic ) in their excellent club room. The price to non-Air Britain members is £2-15 to include temporary membership of the branch. The date is Tuesday 17th July.
- 5) The Branch has organised a trip to the Shuttleworth Air Display on 29th July which is a Sunday and this will take the place of the usual Branch meeting. The display will take the theme 'Military Training Aircraft' and there will be the usual Fly - in associated with the displays. The cost to Air Britain members is just £1, non-members £1-50, both prices not inclusive of the small entrance fee. We are picking up at the Yorkshire Aeroplane Club at 07.30 and then at Leeds, City Square, at 07.45, we hope to arrive at 11.00. Return will be at the Aero Club at about 20.00 which will give everyone plenty of time to catch their buses back. Names please to Dave Allan, address from the front page.