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# YORKSHIRE AIR NEWS

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EDITOR & TREASURER } S.A. Langfield, 67, Orchard Grove, Thorpe Edge, Idle, Bradford, Yorks. ED10 9BT.  
MOVEMENTS EDITOR: T.W. Sykes, 219 Queensway, Yeadon LS19 7PA.  
SECRETARY: P. Jackson, 128 Victoria Mount, Horsforth, Leeds LS18 4PZ.  
CHAIRMAN: D.A. Senior, 23, Queen's Drive, Carlton, Wakefield, WF3 3RQ.  
DISTRIBUTION: L. Spice, 8, Como Avenue, Girdlington, Bradford.  
SOCIAL SECRETARY: D. Allan, 16, Hawthorne Avenue, Yeadon.

## NEWS AND REVIEW

The Branch annual recognition contest was won, yet again, by Terry Sykes who is now the proud owner of a £3 note, Martin Powell came a close second and received a £1 note.

Northair has had its operators certificate suspended by the CAA because inspectors of the authority were not satisfied with the standards of flight records kept by the air taxi company. McAlpine Aviation has been operating most of the flights to Dounereay, which were operated under contract by Northair, on a sub-contractual basis using Northair aircraft flown by Northair crews.

Yorkshire was poorly represented at the Isle of Man International Air Rally held at Ronaldsway between 15th and 17th June. First aircraft there on the 15th was our very own Cessna F172G G-ATLM from Yeadon, this was piloted by Mike Gaunt (who was the pilot for our recently held free flying), most ably assisted by the editor, and Pete and Ian Barber. Also from Yeadon was Cessna 172BX G-AROC with Graham Lee in command and with three passengers, both Cessnas are representing the Yorkshire Aeroplane Club who kindly released the aircraft for the three day event. As ever Ted Dawson was there from Crosland Moor in Falco 4 G-AVUJ. On the Saturday the airfield was visited by Cherokee 140 G-AVDP with Volksplanes G-AYXW and G-BAAD in formation. Mike Gaunt was placed third in the competition for the best flight plan and Ted Dawson came third in the Concourse d'Elegance for the best turned out aircraft. The crew of G-ATLM wish to thank Mr. J. Wheatley who waved us off from Leeds, due to the unavailability of cracked eggs he is now selling soft toys at the aero club.

New aircraft registered to Northair include Cessna F.150 G-BAXV c/n 0966 and G-BAXW c/n 0973, also a Cessna F.150.

Northeast has applied for a Leeds/Bradford - Brussels service, if granted this will be the first time that such a service has been operated from Leeds.

Dan-Air has been granted permission to add Tees-side as an alternative stop on its Newcastle - Liverpool - Manchester - Birmingham - Hum service.

The number of executive aircraft using Leeds/Bradford has increased by 23% for the first five months of the year. 1,559 aircraft of light and executive class used the airport from January to May. Despite adverse weather in May the airport showed a slight increase in passenger traffic with 26,834 people using the airport compared with 26,522 for the same period last year. This brings the total for the first five months of the year to 98,461, a 14% improvement over the figure of 84,990 for the first five months of last year. Freight carried also shows an increase with 412 tons carried this year so far against 377 last year.

NEXT PRESS DATE IS --- SAT. 4th AUGUST

The Defence Lands Committee in a recently issued report of its proposals regarding the release of land presently held by the Ministry of Defence has made a number of decisions affecting RAF bases in Yorkshire:

Dishforth: 22 acres of surplus land should be released.

Driffield: Now a disused RAF airfield covering 802 acres, the Committee proposes that it should be released.

Finningley: No change, but attempts should be made to restrict the airfield to less noisy aircraft of the Vulcan and Phantom which sometimes visit the airfield and cause disturbance.

Leconfield: 306 acres of surplus land should be released. High performance aircraft of the Lightning type should not be allowed to use the airfield if an alternative airfield becomes available due to the disturbance caused to Beverley residents.

Rufforth: Up to 8 acres should be released to the public.

Topcliffe: Next year the airfield will be turned over to the Army Department and will be used by No 24 Portable Air Brigade, and will be maintained as an airfield.

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HURN TO YEADON IN ALPHA YANKEE

Andrew Barker.

On May 25th I checked my baggage in at Bournemouth airport for a flight DA131 to Leeds/Bradford. Just before half past three the Dan-Air Skyways hostess led the way for the 15 passengers to board the HS 748 aircraft.

After the two Rolls Royce Dart engines had started, G-ARAY taxied to the holding point for runway 26 to wait for a light aircraft to land. Alpha Yankee was airborne at 1541 local time and turning to starboard over Poole harbour to head towards the Compton beacon along advisory route DB32.

When I finished my coffee I joined Captain Keegan in the cockpit just before Compton, the plane travelling at 200 knots and flight level 80. The flight plan for the aircraft was DB32 - G1 - A1, but the pilot said he would prefer to avoid flying through the London TMA because we were 11 minutes behind schedule.

On crossing airway Green One the radio frequency was changed from London Airways to that of the military Cotswold Radar for a direct track to Honiley at flight level 90. Along this route Captain Keegan pointed out Brize Norton to port, and Abingdon and Upper Heyford to starboard. The military air traffic controller advised of parachuting at Western on the Green but only red smoke was visible when we passed overhead.

Just before reaching Honiley on Amber One, we were put back under the control of London Airways who cleared us direct to Oldham at flight level 80. We crossed overhead Birmingham airport at 16.23. When we were told to contact Preston Airways on 125.9, the co-pilot turned into Preston Volmet on the other radio box to get the Leeds weather, the wind being 200° at 5 knots. Captain Keegan told me that he would prefer to use runway 33 at Leeds even though this would mean a 5 knot tail wind because of the quicker turnround time that could be achieved for the onward flight to Glasgow.

At 16.39 we contacted Preston Airways on 127.45 and were immediately cleared down to flight level 50. At Oldham we turned for the LBA beacon at 16.43 and passed abeam the Emily Moor television mast at 16.46. Alpha Yankee flew over the M.62 motorway and Morley Low Station at 16.49, the plane locking onto the ILS over Kirkstall for a landing at 16.53.

The journey was completed in 8 minutes less than the scheduled time; the fare of £9 single I consider to be good value as the London service is the same price.

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AIRFIELD REVIEW AND MOVEMENTS

HALIFAX Based somewhere in Halifax is Hughes 269A G-BAXE ( c/n 0313 ), it is owned by Ryburn Polythene Limited.

DONCASTER An RAF recruiting display was held in Waterdale Shopping Centre from 3rd - 12th May with Gnat F.1 XK740 and Jet Provost T.4 XP677.

OLD POOL BANK Mr. Atkinson has now sold his Bensen B8 to Mr. Rosser in Sunderland, he has now bought a hangar at Tholthorpe where he intends to base an aircraft in the near future.

SUTTON BANK Seen here on 28th June was G-AYDG, M.S. 894A Rallye Minerva.

BROUGH

Visitors as follows: June.

- |                            |   |
|----------------------------|---|
| 1. G-BAJO AA-5 Traveler    | Also 10,15,17,29; G-AWUY Cessna F172 also 6,9.  |
| G-AXOV Baron               | Also 4,11,12,13,22,25,26.                       |
| G-AXXD Hughes 269          | Also 26; VP975 Devon C.2/2 also 6..             |
| 4. G-AWVS Cessna 337       | Also 5, 21,22,25,27,29;                         |
| G-AVIE Cessna F.172        | Also 5,7,23,27.                                 |
| 5. LN-NPB Pa-31 Navajo     | First visit; G-ARHW D.H. 104 Dove 8.            |
| 6. G-AYVJ Pa-23 Aztec      | Also 7; G-AWEO Cessna F150; G-ASBD Hughes 269A. |
| G-ATZX Bell 47 G-2         |   |
| 7. G-AVRX Pa-23 Aztec      |   |
| 8. G-AXDD Pa-31 Navajo     | G-ASMY Pa-23 Apache 160.                        |
| 9. G-AZFA Beagle Pup       | Alidair Flying Club.                            |
| 11. G-AXFE Beech King Air  | Also 12; G-AZLG Baron;G-AVHW Twin Comanche.     |
| G-ATDC Pa-23 Aztec         | Also 28; VP974 Devon C. 2/2.                    |
| 12. G-ATDL Cessna 310J     | Also 25; G-AZON Pa-24 Seneca , first visit.     |
| G-AYSS Islander            | First visit; G-AYOF Ag-Bell 47G-2.              |
| 13. G-AZWW Pa-23 Aztec     | Also 29; G-AYTD Pa-23 Aztec n/s; G-AVNL Aztec.  |
| 14. G-ASMG D.H. 104 Dove 8 | Also 19,29; G-ASYB Pa-23 Aztec; G-AZBP Navajo.  |
| G-AYCM Jet Ranger          | First visit; G-BAOP Cessna F.150; G-ASND Aztec. |
| 15. G-BAMI Baron           | G-ASYB Pa-23 Aztec;                             |
| 17. G-BAUE Cessna 310      |   |
| 18. G-AZMO Cherokee Six    |   |
| 19. G-AZYC Cessna Agwagon  | First visit; G-ASBD Hughes 269A Twyford Moors.  |
| 20. G-AZVY Cessna 310      | Transeurope Air Charter.                        |
| 21. G-AVYL Cherokee        | Belmont Caravans.                               |
| 23. G-AWEO Cessna F.150    |   |
| 25. G-AZVP Cessna F.177RG  | G-AYZC Pa-23 Aztec; G-AXDL Twin Comanche;       |
| G-BAUO Pa-23 Aztec         |   |
| 27. G-AZUG AA-5 Traveler   |   |
| 28. G-AXVA Cessna 401B     | G-AZXG Pa-23 Aztec; D-IKHL Cessna F.337 .       |
| 30. G-BAUD Robin DR.400    | NEW RESIDENT.                                   |

A Families Day was held here on 23rd June, the display produced the following:

The static park contained G-AAZP DH 80A Puss Moth; G-AEBJ Blackburn B-2; G-AGOH J/1 Autocrat; G-AOHZ J/5P Autocar; G-ATMB Cessna F.150F; G-AYTB M.S. 880 Rallye Club; G-AZHK Robin HR 100; Sea Fury TF956/T-123 all of which participated in the flying display but not landing were G-BAAS Cessna FR.172 from Grindale with parachutists. G-BAZB HS 125-400 ( ex-XX505 ); RR299 Mosquito; XT596 Phantom; XV863 Buccaneer; Harrier ( AV.8A ) 158690 of the USMC gave a demonstration of its capabilities by flying up, down, forwards, backwards and sideways...and on landing is reported to have blasted a large chunk out of the airfield! Dove 8 G-ARBE carried out a photographic sortie and pleasure flights were provided by the Humber Airways Islander G-AXRN. There were several Buccaneers visible and included XT274, XV864, XV865, XV867, XV869, XW533, XW534, XW536, XW986, XW987, XW988 and XX885.

DISHFORTH There are reports that T.61C Falke G-AZPC Is based here.

TOPCLIFFE 666 Squadron, normally based here, is at present on detachment in Northern Ireland, two new Sioux with them are XT121/R and XW188/V.

SHERBURN Various movements of residents arriving and departing. Musketeer G-AWTR is now at Biggin Hill, Pa-22 Colt 108 G-ARJF has left for Blackbushe, D.31 Turbulent G-APYZ left some time ago for Swanton Morley, in confirmation of last month's report Cherokee 180 Challenger G-BANX is now resident and was delivered from Leeds on 15 June, and also now resident is G-AZGY CP 301B Emerald 122. G-AZCB a Stampe SV-4C is also now resident and is owned by a syndicate, on 1st July it nosed over whilst holding at the runway threshold. In the wars too was Beagle 206 G-ATDD which undershot on the 27th June and wiped the undercarriage off, apparantly causing extensive damage, the aircraft is normally based at Leeds. Cherokee G-BANM ( ex-SE-EOA ) has now completed its rebuild and went to Leeds on 21st June for checks at Northair, it returned on 29th after being air tested on the same day. On a visit on 23 rd June could be seen G-AYFJ M.S. 880 Rallye Club, Traveler G-AZUG, and a week later on the 28th G-AXRT Cessna F.A.150, G-AYZT D.62B Condor. The fuselage of Traveler G-AZKS which has been in the General Aviation Services hangar for some time now is now lying outside the hangar which suggests it may not be repaired. New AA-5

Travelers registered to General Aviation Sales are G-BAZE ( c/n 0380 ), G-BAZF ( c/n 0381 ), G-BBBE ( c/n 0391 ) and G-BBBI ( c/n 0392 ).

Movements for June:

- |                               |  |
|-------------------------------|--|
| 1. G-AVUD Twin Comanche       | G-AZDX Cherokee F. Crosland Moor, also 7,8.    |
| 2. G-AVUJ F8L Falco           | F. Crosland Moor T/F Leeds/Bradford.           |
| 7. G-AYCL Cessna 210          | F/T Leeds/Bradford. Also 30.                   |
| G-AWLA Tri-Pacer.             |  |
| 9. G-AZKB Rallye Club         | F. Leeds/Bradford.                             |
| 10. G-ATDD Beagle 206-1       | F. Leeds/Bradford.                             |
| 12. G-ATHV Cessna 150         | F. Leeds/Bradford.                             |
| 15. G-AVWN Cherokee Arrow     | F. High Wycombe T. Ronaldsway. Return on 17th. |
| 17. G-APVA Tri-Pacer          | F/T Crosland Moor. G-AMUC Chipmunk.            |
| G-ASZH Jodel DR. 1050         | In formation with 'PVA.                        |
| 21. G-AMUC DHC Chipmunk       | F. Doncaster T. Leeds/Bradford.                |
| 23. G-AXRT Cessna 150 Aerobat | F. Grindale; G-AMUC Chipmunk F. LBA also 24.   |
| 28. G-BAXT Cherokee Arrow     | F/T Crosland Moor, also 30.                    |
| 29. EI-AVV AA 1 Yankee        | F. Liverpool. G-AROC Cessna 172BX F/T LBA.     |
| 30. G-AYCL Cessna 210         | F. Leeds/Bradford.                             |

CATTERICK New addition to the fire section is an ex-5TU store Meteor T.7 WN310.

NETHERTHORPE New arrival is reported as Terrier 2 G-ASYN from Doncaster and Pup 1 G-AWKM has departed to Dundee.

PAULL The Robin agency has definitely moved here from Brough bringing with it G-BAKM Robin DR 400/140 Regent and G-AZHK Robin HR 100/200. Now based here is Cessna F.150L G-BAUV, J/5P Autocar G-AOHZ and Chipmunk G-AOUO have arrived from there previous base at Corpslanding, G-AMUY Cessna F.172H is also new.

ACASTER MALBIS Scene of a great deal of activity this month. Visitor on 1st June was SAN Jodel D.117 G-AWMI from Crosland Moor. At the airfield on 16th were the following; G-AOSO D.H.C. Chipmunk 22, G-ASND Pa-23 Aztec 250, G-AVHM Pa-30 Twin Comanche 160, G-AXIV Pa-23 Aztec 250D, G-AZXG Aztec 250D, G-BAML Bell 206 Jet Ranger. WZ557/44 Vampire T.11 is kept on the airfield by the Yorkshire Aircraft Preservation Society. On the same day ( 16th ) Lancaster PA474/KM-B overflowed the airfield and was seen later abeam Harrogate.

GRINDALE New resident here is Cessna Aerobat G-AXRT. Movements as follows:

June

- |                            |                            |                       |
|----------------------------|----------------------------|-----------------------|
| 2. G-ASFL Pa-28 Cherokee   | G-AZDX Pa-28 Cherokee      |                       |
| 3. G-APYN Pa-22 Tri-Pacer  | G-BAKM Robin DR.400        | G-ARNY Mooney M.20A   |
| G-AYKJ Jodel D.117         |                            |                       |
| 4. G-ASMW Cessna 150D      | G-AMMJ Cessna F172         | G-AOSO DHC 1 Chipmunk |
| 5. G-AZNY Pa-23 Aztec      | G-AOUO DHC 1 Chipmunk      |                       |
| 7. G-AVVZ Cessna F172      | G-AYKT Jodel D.117         | G-AYFD D.62B Condor   |
| 8. G-AZDX Pa-28 Cherokee   |                            |                       |
| 10. G-APNJ Cessna 310      | G-ATXO SIPA 903            | G-AZSL Rallye         |
| 11. G-APVA Pa-22 Tri-Pacer | G-APYN Pa-22 Tri-Pacer     |                       |
| 12. G-BAKF Jet Ranger      | G-AYFD D.62B Condor        |                       |
| 13. G-ASMW Cessna 150D     |                            |                       |
| 16. G-BAKM Robin DR 400    | G-AHHP Auster J/1, also 17 |                       |
| 19. G-AZTC MBB Monsun      |                            |                       |
| 21. G-BAKM Robin DR 400    | G-ATUL Pa-28 Cherokee      |                       |
| 27. G-BAJN A-5 Traveler    |                            |                       |
| 28. G-ASRE Pa-23 Aztec     | G-ASHA Cessna 172D         |                       |
| 29. G-AYTH Cessna FR172    |                            |                       |
| 30. G-AOSO DHC 1 Chipmunk  | G-BAKM Robin DR 400        | G-AYKK Jodel D117     |

July

- |                        |                     |                     |
|------------------------|---------------------|---------------------|
| 1. G-BAPY Robin HR 100 | G-AMUY Cessna F172H | G-AVUZ Cherokee Six |
| G-APVA Pa-22 Tri-Pacer | G-AYCL Cessna 210   | G-ARSP Meta Sokol   |

BEVERLEY The Market Place was the scene of a recruiting display for the RAF between 3rd and 6th of May with the nose of Jet Provost T.4 XR700 on display. On 6th May XP403 Whirlwind HAR 10 was towed from Leconfield and placed on display in the Market Place. There were several flypasts by 202 Squadron Whirlwind HAR 10's XJ724, XJ729 and XK969 as well as Lightning F.6's of 11 Squadron XR724/K, XS904/A and XS931/G.

( This report from Humberside Air Review ).

CHURCH FENTON Additions to last month's display list are as follows: MT-21, Magister of the Belgian Air Force. Red Arrow's Gnats XP531, XR540, XR987, XR955, XR991, XR993, XS101, XS107 and XS111, XP514 was a spare aircraft. G-ABEE an Avian fuselage and the cockpit section of Chipmunk WB685 were on the B.A.P.S. stand.

CROSLAND MOOR New residents here are Cherokee G-BAXT and Jodel D100 G-AXUY.

Visitors for June:

- |                         |   |
|-------------------------|---|
| 3. G-AXPD Beagle Pup    | F. Sherburn.                                      |
| 4. G-AMMJ Cessna 172    | F/T Leeds/Bradford, also 22.                      |
| 9. G-AVBU Cherokee Six  | T. Fair Oaks.                                     |
| 13. G-ANGW Cessna 172   | F. Manchester.                                    |
| 17. G-ASZH Jodel D.117  | F. Tholthorpe.                                    |
| 18. G-AXUY Jodel DR.100 | G-AXUV Cessna 172, T. Sunderland.                 |
| 28. G-DAVY Pa-23 Aztec  | British Car Auctions, for auction at Brighthouse. |
| G-DAIG Pa-34 Seneca     |   |
| 30. G-BBAS Cessna 172   | Parachute drop.                                   |

Visitors for July:

- |                        |   |
|------------------------|---|
| 2. G-AZUG A-5 Traveler | Not into Crosland Moor but David Brown's Sports field 1 mile south of the airfield. |
| G-AXPL Hughes 500      |   |

TEES-SIDE

May:

- |                         |  |
|-------------------------|--|
| 2 G-ASNC Beagle Husky   | F/T Ringway; G-AVUL Cessna F172 T. Coventry.             |
| G-AXAV Cessna 421A      | F. Glasgow T.Cranfield; G-AXXD Hughes 269.               |
| G-AXEP HS 125           | F. Ringway T. Glasgow; G-ASNK Cessna 205 F/T Woodvale.   |
| 26 G-AYRY HS 125        | F. Heathrow T. Luton; G-BATY Jet Ranger.                 |
| G-AXPH DH 114 Heron     | F. Dyce T. Norwich; G-AXZU Cessna 182 T. Leeds.          |
| G-APSH Vanguard         | F. Munich T. Lulsgate.                                   |
| 27 G-AOGE P.34 Proctor  | F/T Booker; G-ATDD Beagle 206 F. Leeds T. Sherburn.      |
| G-ATHJ Pa-23 Aztec      | F. Brough T. Dyce; G-AYEB Rallye Club T. Grindale.       |
| 28 G-BATY Jet Ranger    | F. Fair Oaks T. Richmond; G-AZCA Wessex T. Gt. Yarmouth. |
| G-AKPF Twin Comanche    | F/T Edinburgh; G-AMU Islander F/T Cambridge.             |
| G-AXIV Pa-23 Aztec      | F/T Newmarket; G-AXPA Pa-23 Aztec F. Newmarket.          |
| DC-3XR Dc-8             | F. Palme T. Tenerife.                                    |
| 29 G-AVUP HS 125        | F/T Leeds; G-AYEM Cessna 337 F. Swansea.                 |
| G-BARW Cessna 402       | F. Blackpool T. Edinburgh; G-AZRD Cessna 401.            |
| 30 G-ANUO DH 114 Heron  | F. Leicester East T. Warton; G-AXXD Hughes 269.          |
| G-AXOV Baron            | F/T Fair Oaks; G-ZDK Baron F/T Leavesdon.                |
| 31 G-ATZV Twin Comanche | F. Dalcross T. Scunthorpe; G-AYEP HS 125 F/T Glasgow.    |
| G-AVVI Twin Comanche    | F. Staverton T. Kirmington; G-AXEM S-61 F. Nth Denes.    |
| G-AVHZ Twin Comanche    | F/T Crosby; G-APYN Tri-Pacer T. Helporthorpe.            |
| G-ANBT Twin Comanche    | F/T Crosby; G-ATMG Commodore F/T Husbands Bosworth.      |

June:

- |                        |   |
|------------------------|---|
| 1. G-AYEP HS 125       | F. Heathrow T. Glasgow; G-AXXG Islander F/T Elmton.                                       |
| G-AOVT Britannia       | F. Schipol T. Tarbes; G-AXPU HS 125 F/T Stanstead,  |
| G-ARYU Cessna 320      | F/T Blackbushe; G-ARZN Bonanza F/T Elstree.   |
| G-AYSF Pa-23 Aztec     | T. Norwich; G-AOVG Britannia F. Luton T. Tarbes.  |
| G-AXOY Vanguard        | F. Exeter T. Tarbes; G-AYPD Condor F/T Sherburn.  |
| F-DSRU HS 748          |   |
| 2. G-AZZV Cessna F172L | F. Huddersfield T. Brough; G-ATSM Cessna 337.   |
| G-BATI Cessna FR172    | F/T Winfield.   |
| 4. G-ASFD Viscount     | F. Ostend T. Stavanger; G-AZPJ Cessna 310 F/T Elstree.                                    |
| D-BMH FW Piaggio 149   | F. Norwich T. Edinburgh with D-BMHU Cessna 172/<br>D-EGPZ Monsum (?)/D-BDMI Jodel DR 1040 |
| 5 G-BAND Pa-23 Aztec   | F. Wick T. Brussels; G-ANUO DH 114 Heron.   |
| G-AVSC Cherokee        | F/T White Waltham; G-ATNY Cessna 337 F. Ringway.  |
| G-AXPA Pa-23 Aztec     | F/T Stapleford Tawney; G-AKSS DH 104 Dove.  |
| G-AYWG Pa-23 Aztec     | F/T Kirmington; G-AVHI Cherokee F. Elstree T. Usworth.                                    |
| 6 G-BAN King Air       | F. Denham T. Crosby; G-AYOF Ag-Bell 47G T. Sherburn.                                      |
| G-AVNI Twin Comanche   | F/T Crosby; G-BAVL Pa-23 Aztec F/T Crosby.  |
| BC-BIF Caravelle       | F/T Teneriffe; G-AXIN Islander F. Kirmington T. Dyce.                                     |
| 7 G-ATEM S-61          | F. North Denes; G-ASTZ Hughes 269 T. Barton.  |
| G-ATDC Pa-23 Aztec     | F. Dyce T. Norwich; G-AYCL Cessna 210 T. Norwich.   |
| 8 G-AKPF Twin Comanche | F. Woolsington T. Ronaldsway; G-AZZV Cessna 172.  |
| G-AXOY Vanguard        | F. Luton T. Tarbes; G-ASRI Pa-23 Aztec F/T Glasgow.                                       |

9. G-APRR Vanguard	F. Lulsgate T. Munich; G-ARJW Pa-23 Aztec.
G-BASM Pa-34 Seneca	F. Leeming T. Dublin; G-AWUW Cessna F172 F/T Norwich.
G-ARMR Cessna 172B	F. Oxford T. Dyce.
10 G-APXW EP9 Prospector	F. Masham T. Cropton Forest; G-ASHJ Brantley B2B.
N9238 Tiger Moth	F/T Catterick; G-AVEZ Cessna F172 F/T Hemswell.
11 G-AXAW Cessna 421A	F. Hawarden T. Leavesden; G-AYLG HS 125.
G-BAXY Cessna F172	F. Edinburgh T. Norwich; G-ATZV Twin Comanche.
G-ASTZ Hughes 269	F/T Blackpool; G-AWAL HS 125 F. Luton T. Liverpool.
G-AYEP HS 125	F. Heathrow T. Hawarden; G-BARW Cessna 401.
G-BAKE Robin DR 400	F/T Hull; G-ASYP Cessna 150 F. Leeds T. Usworth.
G-APYN Tri-Pacer	F/T Malton; G-AZKB Rallye Club F. Sherburn.
G-AHHH Auster J/1	F. Grindale; F-BSRU HS 748 F/T Morlaix.
EC-CAM Dc-8	F/T Teneriffe.
12 G-BAFD Pa-23 Aztec	F. Wick T. Brussels; G-APVK Pa-23 Apache F/T Glasgow.
G-ARUM DH 104 Dove 8	F. Norwich T. Woolsington; G-BAKF Jet Ranger.
G-AXPU HS 125	F. Luton T. Glasgow; G-AYLG HS 125 F. Hawarden.
13 G-AYAF Twin Comanche	F/T Shipdam; G-AXMP Cherokee F/T Ringway.
G-AVHW Twin Comanche	F/T Elstree; G-AVLI HS 125 F/T Dalcross.
G-AVVI Twin Comanche	F/T Elmdon; G-AZDK Baron F/T Leavesden.
G-AXAW Cessna 421A	F. Glasgow T. EMA; G-AYRY HS 125 F/T Luton.
G-AXFV Jetstream	F. Ipswich T. Leavesden; G-BLHJ Cessna 310.
14 G-AXFA Pa-23 Aztec	F. Woolsington T. Stapleford; G-ATBJ S-61.
G-AOVG Britannia	F. Tarbes T. Luton; G-AYIO Cherokee F. Linton.
G-AYTG Pa-23 Aztec	F. Brough; G-BATI Cessna FR172; G-AYPV Cherokee.
G-AOVT Britannia	F. Tarbes T. Luton; G-AXBJ Cessna F172 F. Luton.
G-AYFN Vanguard	F. Tarbes T. Manston; G-AZAW Pa-23 Aztec.
F-BTMS Pa-23 Aztec	F. Le Bourget T. Metz.
15 G-AYER HS 125	F. Heathrow T. Manston; G-AVXL HS 125 F. Luton.
G-ANPK Pa-23 Aztec	F/T Ringway; G-AVPS Twin Comanche.
G-AYCL Cessna 210	F/T Leeds; G-BATP Cherokee F/T Blackpool.
G-AYRY HS 125	F/T Luton.
16 G-AKSS DH 104 Dove	F. Elstree T. Blackpool; G-AXHV Jodel D117 T. Paull.
G-BAKM Robin DR 400	F/T Paull; G-ASHJ Brantley B2B F/T Usworth.
17 G-AYLB Twin Comanche	F/T Elmdon; G-AZZV Cessna F172L F/T Leeds.
G-AYSF Pa-23 Aztec	F/T Norwich; G-ATMK Cessna F150 F/T Leeds.
G-AXYL Islander	F. Farnbro T. Aldershot; G-AYZY Twin Comanche.
18 G-AYNB Pa-31 Navajo	F/T Luton; G-AYIW Cessna F337 F/T Swansea.
G-BASU Pa-31 Navajo	F/T Stapleford Tawny; G-AVWR Cherokee F/T Doncaster
G-AZTB Monsun	F/T Swanton Morley; G-AYSF Pa-23 Aztec F/T Norwich.
19 G-BAED Pa-23 Aztec	F. Wick T. Brussels; G-AXKD Hughes 269 T. Sherburn.
G-AVXX Cessna FR172	F/T Woolsington; G-AYLG HS 125 F. EMA T. Glasgow.
20 G-AWAL HS 125	F. Chivenor T. Oslo; G-AVNL Pa-23 Aztec T. Elstree.
G-AYLE Twin Comanche	F/T EMA; G-AVXK HS 125 F. Gatwick T. Oslo.
G-AYEP HS 125	F/T Glasgow; G-ATGI Riley Dove diversion F. Leeds.
LN-DBT Cessna 320	F. Oslo T. Kristianiansund; EC-ARK Dc-8 F/T Teneriffe.
PH-ILX Mystere 20	F. Ringway T. Bindhoven.
21 G-AXIV PA-23 Aztec	F. Gatwick T. Newmarket; G-ATMM S-61 F. North Denes.
G-ASRI Pa-23 Aztec	F/T Dyce.
22 G-AVPF Twin Comanche	F. Usworth T. Woodvale; G-AVXF Cherokee Arrow.
G-BAIH Cherokee Arrow	F/T Cambridge; G-AZZS Pa-34 Seneca F/T Biggin Hill.
23 G-AYEG Falconaar F.9	F. Denham T. Compton Abbas; G-AVUZ Cherokee Six
G-AVHV Twin Comanche	F/T Elstree; G-BADF Pa-34 Seneca F/T Glasgow.
26 G-AXDC Pa-23 Aztec	F. Norwich T. Dyce; G-AZGI Rallye Club T. Woolsington.
F-BSTR Mystere 20	F/T Le Bourget
27 G-ANSZ DH 114 Heron	F/T Norwich; G-AAMP Cessna F172 F/T Leicester East.
G-ATJR Pa-23 Aztec	F/T Luton; G-ASOH Baron F/T Denham.
28 G-BALN Cessna 310	F/T Leicester East; G-AYLG HS 125 F/T Glasgow.
29 G-ASNK Cessna 205	F/T Woodvale; G-AZCA S-61 F. North Denes.
G-AWAK Jet Ranger	F. Glasgow T. Ipswich; G-AXIM Pup F/T Elstree.
G-ARRP Cherokee	F. Biggin Hill T. Glasgow.

The Vanguards and Britannias were operating pilgrim flights to Tarbes. HS 748 F-BSRU of Rousseau Aviation is now a regular visitor, F-BSRA has been reported on the 21st but is unconfirmed. The German aircraft on the 4th are said to belong to a Mr Platt? Cessna 320 LN-DBT on the 20th operates for Paralift Air Services. The BEA 1-11 G-AVMX has been repaired and is now back at Ringway. Two aircraft are reported for sale here, being Nord 1101 G-ATIX and S205 G-AVSH.

LEEDS/BRADFORD MOVEMENTS AND REVIEW

June

1	G-AWOW Pa-31 Navajo	G-AZIA Twin Comanche	G-AWLJ Cessna F150
	G-APTY Bonanza	G-AVPF Twin Comanche	G-AWOI Queen Air
	G-AWFY Alouette	G-AOSO Chipmunk	G-AYEK Jodel DR1050
	G-ASXV Queen Air	G-AVGN Cherokee	G-AWPK Pa-23 Aztec
	G-BAEY Cessna F172	G-BAUO Pa-23 Aztec	
2	G-ATRX Cherokee Six	G-BAYU Cessna 310Q	LN-FOE Mystere 20
3	G-ATUF Cessna F150	G-AZTB MEB Monsun	G-AVBT Cherokee
	G-AWMP Cessna F172	G-AVYL Cherokee	G-AVUX Cessna F172
	G-AVWR Cherokee	G-ASED V813 Viscount	
4	G-AWOW Pa-31 Navajo	G-AZXH Pa-34 Seneca	G-AVEH SIAI 205
	G-AWMJ Cessna F172	G-AXXD Hughes 269B	G-ASVM Cessna F172
	G-AWPK Pa-23 Aztec	G-ARVS Cherokee	G-AVPF Twin Comanche
	G-AYCH Jet Ranger	G-BACC Cessna FRA150	G-BAOP Cessna FRA150
	OO-LFD Cessna 421	LN-FOE Mystere 20	LN-NPB Pa-31 Navajo
5	G-AYFD Condor	G-AOUO Chipmunk	G-ARLG Auster D4/108
	G-AYER HS 125	G-AWTX Cessna F150	G-AVUI Cessna F150
	G-AZEG Cherokee	G-AWEO Cessna F150	G-AVPF Twin Comanche
	G-BAFD MEB 105	G-AYSD Twin Comanche	G-BAIK Cessna F150
	LN-NPB Pa-31 Navajo	SE-FFK Cherokee n/s	LX-YOU Cessna FR172 n/s
6	G-AWWL HS 125	G-APVA Tri Pacer	G-ABEN Jodel DR1050
	G-ATDL Cessna 310J	G-AXER Pa-31 Navajo	G-ASLH Cessna 182
	G-AZRU Jet Ranger	G-AWTV Baron	G-AVZV Cessna F172
	G-ASRO Twin Comanche	G-AZUG AA 5 Traveler	G-AVSI Cherokee
	G-ATPE HS 125	G-BACC Cessna FRA150	N3851Q Cessna 172
7	G-ASHX Cherokee	G-AYLN AA 1 Yankee	G-AMUJ Cessna F172
	G-APKN Auster J/1N	G-A TW Baron	G-AMKX Queen Air
	G-AXTZ Beagle Pup	G-ARWM Cessna 172	G-AZSJ Cessna 414
	G-AWBN Twin Comanche	G-AXER Pa-31 Navajo	G-AVPF Twin Comanche
	G-AYER HS 125	G-AZIA Twin Comanche	G-BACC Cessna FRA150
	G-BARO Jet Ranger	G-BAUO Pa-23 Aztec	OY-RYL Cessna 340
8	G-AYMO Pa-23 Aztec	G-AXPM Beagle Pup	G-ATDD Beagle 206
	G-AWKO Beagle Pup	G-AZXH Pa-34 Seneca	G-AYRT Cessna F172
	G-AXFG Cessna 337 n/s		
9	G-ATDD Beagle 206	G-AXLS Jodel DR1050	G-AZKB Rallye Club
	G-AXPB Beagle Pup	PH-WOU Cessna 414	LX-YOU Cessna FR172
10	G-AYRT Cessna F172	G-AVPF Twin Comanche	G-AZTB MEB Monsun
	G-AXLZ Pa-31 Navajo		
11	G-AWOW Pa-31 Navajo	G-AVCY Twin Comanche	G-ARYK Cessna 172
	G-AXMP Cherokee	G-AZZA Pa-23 Aztec	G-AYOF Ag-Bell 47G-2
	G-ATDL Cessna 310J	G-AZHF Cessna F150	G-AVNA Queen Air
	G-AXVC Cessna F150	G-AVHZ Twin Comanche	G-AZOT Pa-34 Seneca
	G-BAEY Cessna F172		
12	G-AMMO Cessna 172	G-AVNL Queen Air	G-AVUX Cessna F172
	G-AWOW Pa-31 Navajo	G-ATRC Travel Air	G-AYER HS125
	G-BAYO Cessna 150	I-BOGI HS 125	XP558 Sioux 'Army Air 440'
13	G-AXER Pa-31 Navajo	G-AVCX Twin Comanche	G-AZUG AA5 Traveler
	G-ATPU Cessna 337	G-AYNG Cherokee	G-AVSD Cherokee
	G-AYLJ Pa-31 Navajo	G-BAUO Pa-23 Aztec	G-BADF Pa-34 Seneca
	F-BULX Mystere 20	I-MBDI King Air	
14	G-AYLO AA1 Yankee	G-AYER HS 125	G-AYSA Pa-23 Aztec
	G-AWKF Twin Comanche	G-AXTC Cherokee	G-AVZV Cessna F172
	G-AVWI Cherokee	G-ASND Pa-23 Apache	G-AZZL Pa-23 Aztec
	G-ARWM Cessna 172	G-BAEY Cessna F172	G-BADF Pa-34 Seneca
	D-IAAS Cessna 421	N4634D H35 Bonanza	
15	G-AVCD Cessna F172	G-AZLM Cessna F172	G-AWTV Baron
	G-AVWI Cherokee	G-ATDL Cessna 310J	G-AVNA Queen Air
	G-AZRR Cessna 310Q	G-AWEO Cessna F150	G-AVRK Cherokee
	G-ARAI Tri-Pacer	G-AYPK Cessna FRA150	G-ARJT Pa-23 Apache
	G-AZSU Beagle Pup	G-AVKG Cessna F172	G-ATRC Travel Air
	G-BAGW Cessna F150	G-BARO Jet Ranger	G-BALP Twin Comanche
	G-BACB Pa-34 Seneca	G-BAUO Pa-23 Aztec	XS772 Andover 'Ascot 3783'
16	G-AYAT Cherokee	G-ARDC Cessna 210	G-ATDD Beagle B206
	G-AZIM Pa-31 Navajo	G-ASHS Stampe SV-4B	G-BALP Jet Ranger
	XV213 Hercules 'FB134'		

17 G-ATDL Cessna 310 J	G-AVUF Cessna F172	G-ASHX Cherokee
G-AXDH Cessna F172	G-AZSL Rallye Club	G-AVSF Cherokee
G-ARAI Tri-Pacer	G-AZRU Jet Ranger	G-AVVK Cherokee
G-AWWN Jodel DR1050	G-AMUC DHC 1 Chipmunk	XV295 Hercules 'FB141'
XS772 Bassett 'ASCOT 3783'		
18 G-AXMR Pa-31 Navajo	G-AZNO Cessna 182	G-AYBO Pa-23 Aztec
G-ASJL H35 Bonanza	G-AZLA Twin Comanche	G-AZRU Jet Ranger
G-BLLN Cessna 310Q	F-BRAL Lear Jet	
19 G-AXMR Pa-31 Navajo	G-AXUY Jodel DR1050	G-AYMM Cessna 421
G-AYOF Ag-Bell 47G-2	G-ASXV Queen Air	G-AYSE Pa-31 Navajo
G-AYTH Cessna FR172	G-AYRY HS 125	G-AZRU Jet Ranger
G-AWOW Pa-31 Navajo	G-ARBN Pa-23 Apache	F-DPQK Lear Jet n/s
F-BUFI King Air n/s		
20 G-AXMR Pa-31 Navajo	G-AVIM Twin Comanche	G-AWAH Baron
G-AYSE Pa-31 Navajo	G-ATPU Cessna 337	G-ASNO Baron
G-AWOW Pa-31 Navajo	G-AYBO Pa-23 Aztec	
21 G-AXMR Pa-31 Navajo	G-AVXX Cessna FR172	G-ATPU Cessna 337
G-ASXV Queen Air	G-AWLP Mooney M20	G-ASNO Baron
G-AZUG AA5 Traveler	G-AXDC Pa-23 Aztec	G-AYXZ Twin Comanche
G-BATA HS 125	G-BAFA AA5 Traveler	G-BBYZ Cessna
G-BAJO AA5 Traveler	G-BAGW Cessna F150	G-BMMM Cherokee n/s
LN-MTD Boeing 737		
22 G-AWEO Cessna F150	G-AYAD Twin Comanche	G-AZYU Pa-23 Aztec
G-AWOM Jet Ranger	G-AYVB Cessna F172	G-AVXX Cessna FR172
G-BARO Jet Ranger	G-BACC Cessna FR 150	G-BAKT Jet Ranger
G-BAVJ Pa-31 Navajo	OO-DMN Cessna 337	F-BUIX Mystere 20
23 G-AYEK Jodel DR1050	G-AXFA Pa-23 Aztec	G-AZYM Cessna 310Q
G-ATDL Cessna 310J	G-ARDC Cessna 210	G-BAYY Cessna F172
F-BRAL Lear Jet		
24 G-ATDD Deagle 206	G-BACB Pa-34 Seneca	D-ECWA Pa-24 Comanche
25 G-ATPU Cessna 337	G-AWKS Rallye Club	G-AVVS Hughes 300
G-AXVR Islander	G-AYOF Ag-Bell 47G-2	G-AVRP Cherokee
G-AVET Baron	G-ATZN HS125	G-AWXW Pa-23 Aztec
G-AXMR Pa-31 Navajo	G-AXSG Cherokee	G-AVTE Jet Ranger
G-ATDL Cessna 310J	G-ATHJ Pa-23 Aztec	G-AZMG Pa-23 Aztec
G-ANSZ DH 114 Heron	G-BAML Jet Ranger	G-BARO Jet Ranger
G-BARG Cessna 310Q	G-BAVJ Pa-31 Navajo	
26 G-AVLV Pa-23 Aztec	G-AVEN Pa-23 Aztec	G-AZNY Pa-23 Aztec
G-AZRU Jet Ranger	G-AYNB Pa-31 Navajo	G-AVEH SIAI 205
G-BJEX Cessna F172	G-BAVJ Pa-31 Navajo	
27 G-ATDL Cessna 310J	G-ATFK Twin Comanche	G-AVAU Twin Comanche
G-AVVS Hughes 300	G-AVXF Cherokee Arrow	G-APTY G35 Bonanza
G-AYMT Cessna F172	G-ASHR Debonair	G-AWXO HS 125
G-AVET Baron	G-BACB Pa-34 Seneca	G-BAUO Pa-23 Aztec
F-DPNY Nord 262		
28 G-AVRG HS 125	G-AXFH DH 114 Heron	G-AWAO Baron
G-AZYU Pa-23 Aztec	G-AXPC Queen Air	G-AZWF Pa-23 Aztec
G-AVUX Cessna F172	G-AYFI Twin Comanche	G-ASXV Queen Air
G-ATDL Cessna 310J	G-AZDH Pa-31 Navajo	G-AXER Twin Comanche
G-AZXC Pa-23 Aztec	G-BAGW Cessna F150	G-BAML Jet Ranger
G-DAOP Cessna FA150	G-BAVJ Pa-31 Navajo	
29 G-AWVT Cessna 411	G-AYSD Twin Comanche	G-AXXH Islander
G-AXFA Pa-23 Aztec	G-AZLM Cessna F172	G-ATDL Cessna 310J
G-AXMR Pa-31 Navajo	G-ATCB Cessna 206	G-ATHU Pa-23 Apache
G-BAFU Cherokee	G-BARO Jet Ranger	G-BAVJ Pa-31 Navajo
30 G-AVID Cessna 182J	G-AZRR Cessna 310Q	G-AZPC T61A Falke
G-AZV AA5 Traveler	G-AZTC MDE Monsun	G-AZLD Twin Comanche
D-MEXF Cessna 182	BI-AMF Cessna 337	XV129 Scout 'Army Air 021'

Two new residents to report this month; Glen Stewart of Northair bought the Chipmunk G-AMUC and it arrived via Sherburn on the 17th. Monsun G-AZTC was delivered to a private owner on the 30th. A third new resident is Cessna G-BAYU which arrived on the 2nd and was handed over to A-One Transport on the 9th, this is expected to move to Sherburn eventually. Cherokee G-BMX was air-tested on the 11th and departed to Sherburn on the 16th. Condor G-AYFF which has been in Northair for some time made an air-test on the 21st and left for Donacster on the following day. Chipmunk G-AOUO arrived on the 5th and is now



in with YLA for C of A, Auster G-ARLG also arrived the same day non-radio and Auster G-APKN arrived non-radio with Pup G-AXTZ on the 7th. Among the visitors the Vickers Navajo G-ANOW was in use up to the 20th but was replaced by the new Chieftan G-BAVJ from the 22nd. Stampe G-ASHS was northbound to an air display when it visited early in the morning of the 16th. Falcon F-BUIX on the 13th and 22nd turns out to be c/n 245 and ex SX-ABA, operated by Europe Falcon Services. The other 'new' Falcon. Fred Olsens LN-FOE on the 4th is in fact an old machine c/n 62 ex F-BOLX. Bonanza N4634D on the 14th was en route Edinburgh/Gatwick for delivery to Australia but diverted in short of fuel. Finally we note that the Jodel under construction in the YLA hangar has been registered G-BAZM with c/n 1. It is quoted as a Jodel D. 11 but as far as we know the Continental engine in it makes the type either a D.117 or a D.119.

#### FARMING NEWS

Our agricultural correspondent reports that Agwagon G-DANI of Mindacre Ltd. was operating from Dalton between about the 8th and 18th of June on behalf of Farm Supplies Ltd. of Thirsk. During the summer two further A188's will also be used, these being G-AZYC and G-DANH. He also reports Pawnee G-AZIE of Aerocars Agricultural Services was operating at Green Hammerton, Langthorne, Hawkhill (Near Easingwold) and Sinderby on the 14th June. Base of the Pawnee is believed to be Brighton.

#### HELICOPTER ACTIVITY

The following Jet Rangers have been noted during June:  
G-AWRI Giggleswick 1st; Hull 1st, 14th, 28th; Boroughbridge 21st; Whitby 29th;  
RAF Leeming 29th.  
G-AZRU Huddersfield 6th, 17th, 26th; Kirkstall 6th; Menston 18th.  
G-BARO Morley 7th, 22nd, 25th, 29th.  
G-BAKT Dewsbury 23rd.  
G-AVTE Parkway Hotel 25th.

MBB 105 G-BAFD visited Leeds City on the 5th; Wessex XT764/PT was at the Doncaster Race Course on the 3rd.

#### CREDITS

Trevor Smith, Ian Carling, Ian Harrison, Kieth Jordan, Ken Glasby, Allan Anderson, Ian Sim, Andrew Barker, Yvonne Pettie, Trevor Leach, Pete Horn, Ian Barber, Mike Gaunt (we wish him a speedy recovery), Tweet Wheatley, Geoff Abbott, Paul Johnstone, Humberside Air Review, Blackbushe Aviation Review, Air Britain News, Yorkshire Post, Telegraph and Argus.

#### OTHER YORKSHIRE AIRFIELD MOVEMENTS

2 G-AAMI SAN Jodel D117	CATTERICK F/T Crosland Moor
4 G-AOGO DH 114 Heron	LINTON-ON-OUSE F/T Pilton, also 5th.
5 G-AZVS HS 125 Srs 3B	LECONFIELD F/T Heathrow, also 6th.
6 G-AYCL Cessna 210	DONCASTER F/T Leeds/Bradford, also 7th and 14th.
G-AYEM Pa-23 Aztec	DONCASTER T. Glasgow.
G-AVXF Cherokee Arrow	DALTON T. Newbury.
7 17892 Convair T-29	LEEMING F. Prestwick T. Northolt.
8 G-AWKO Beagle Pup	HULL/PAULL F. Leeds/Bradford.
13 G-AYLG HS 125 400B	PINNINGLEY F. Lulsgate.
G-AZEH Islander	PINNINGLEY T. Edinburgh (departed 17.34)
14 G-BLUJ Pa-23 Aztec	LECONFIELD F/T Liverpool.
G-ARJW Pa-23 Apache	LECONFIELD F/T Liverpool.
G-AYIO Cherokee	LINTON-ON-OUSE F. Woodvale.
15 G-BADO Cherokee Six	WOMBLETON F. St. Hargan.
G-ARJT Pa-23 Apache	DONCASTER F. Leeds/Bradford T. Gamston.
18 G-AYLO Pa-23 Aztec	LEVENINGTON T. Leeds/Bradford.
19 G-BALW King Air	PINNINGLEY F. Carlisle T. Kimlington.
21 G-AWUC DHC 1 Chipmunk	DONCASTER F. Leeds/Bradford T. Sherburn.
26 G-AZSL Rallye Commodore	CHURCH FENTON.
27 G-BADT Cessna 402	LECONFIELD F/T Barton.
29 G-AYTH Cessna PR172E	BRIDLINGTON F. Blackpool

THE CES MOWTHORPE PAGE

To all readers of YAN Re: Article entitled 'First of the many' written by myself. From several enthusiasts I have had words with - in the nicest possible way I must add - it appears that the main point of the above story was not very clear. For this I heartily apologise and can only blame my inexperience of writing articles, coupled with my usual lousy grammar.

To the best of my knowledge, Lt. C.A. Bettington was the first officer ( or airman if it comes to that ) who was killed whilst flying on duty. Please note the underlined words. Others may have been killed as passengers, or even as pilots- but they were not in the newly formed RFC. He was not the pilot of the plane he crashed in. He was flying as an RFC observer on duty to evaluate the Bristol Monoplane as a possible RFC aircraft. Other aircraft were involved in fatal crashes in the 1912 Exercises, but not when flying with or being flown by an RFC officer. Remember that in those early days any flier with an Aero Club Certificate was impressed into his local Territorial Army Unit - usually with the rank of 2nd Lt. These men, many well known fliers, were not in any way connected with the RFC. Aircraft were looked upon as possibly a rather unreliable substitute for cavalry - pilots were merely 'drivers' and it was left to the professional soldier-cum RFC type to make use of this new innovation. Lt. Bettington was the first of these to be killed whilst doing his duty, as per his C.O.'s orders.

Ces Mowthorpe.

The Lowdown on Lowthorpe. ( RNA Station ).

It is only right to correct the otherwise extremely accurate journal 'Yorkshire Air News' upon an error which re-occurs each year with unfailing regularity - despite the author's regular appeals to the various editors! Each year, under the letter 'C', in the list of Yorkshire airfields appears the following caption:- CARNABY - formerly the site of Lowthorpe Mooring-out Station, or words to that effect.

Let us once and for all lay this ghost. There is no logical connection between the W.W. 1 Royal Naval Air Service Mooring-out Station at Lowthorpe and the W.W. 2 Emergency Landing Strip which was constructed in 1944 at Carnaby, one of the three equipped with FIDO ( Fog-Dispersion Equipment ). To begin with, Carnaby is a 4000 + yard runway situated  $3\frac{1}{2}$  miles north-east of Lowthorpe Woods, which forms the south west boundary of a large grass field. During 1918 an entrance was cut into Lowthorpe Woods and the centre clearing enlarged to accommodate two, and at the most three non-rigid SSZ ( Zero ) - type airships. These Zeros landed and took off in the aforementioned field but were housed in the centre of Lowthorpe Woods at night and in bad weather. The author can find no mention in his researches of Carnaby being constructed because of its proximity to RNAS Lowthorpe. In fact many valid points are made suggesting that the airstrip at Carnaby was chosen entirely upon its merits regarding the particular job it was meant to do. However, by the same reasoning, this was why Lowthorpe was chosen in 1917, ie. it was best suited for the job.

With the versatile and highly successful Zero-class coming into operational use, late in 1917 the RNAS decided to experiment with mooring-out stations situated near the coastline, the object being that this cut out 'dead mileage' the airships were travelling from their permanent bases. Howden was one of the first to utilise the idea which was by no means a new one. In 1911-12 the BEFL spent several months in the open and the No. 2 ( Willows IV ) was operated from a chalk pit near Folkstone during the summer of 1913.

Howden was situated 30 miles from the ' war channel ' which was positioned from Spurn to Flamborough Head, this often meant airships had a three hour flight ( more in bad conditions ) too and from their patrol areas. Lowthorpe, being only 6 miles from this ' war channel ' meant reducing this ' dead mileage ' to only a fraction. Obviously, only small airships could use trees etc. for shelter but by early 1918 the Zeros were exceeding all expectations by achieving flights of 12-15 hours duration quite regularly. This made them an ideal choice. Lowthorpe Woods had a partial clearing in the centre which was soon enlarged and an entrance cut into the south east side which opened out onto a suitably sized field. Living-out quarters consisted of Bell-tents with small marquees being used for Mess's. Except for gas cylinders and portable winches, no servicing facilities were available. The ships flew to Howden for major servicing and in the event of an accident or necessary deflation they were packed up and transported to Howden for repairs by road.

Two of the first Zeros to use Lowthorpe were SSZ38 and SSZ32 under the command of Lt's Sparrow and Meager respectively. Lt. Meager landed for the first time on the 9th May 1918., SSZ.38 already being in residence. Unfortunately on

11th May SSZ.38 flew into the trees at the entrance whilst being put away and collapsed. She was taken back to Howden by road and her replacement was SSZ.23 recently sold to the U.S. Navy and under the command of an American Lt. Phil Barnes USN. Lt. Barnes was so impressed by the buttercups which covered the Lowthorpe field when he landed for the first time that he wrote home to his parents that he had landed upon a field of gold!! Lt. Meager wrote off his Zero on the 19th May 1918 whilst he and Lt. Barnes were giving ground crew 'joy rides' during the evening. Both ships were landing and with his attention diverted upon SSZ.23 Meager accidentally flew into some trees which surmounted an isolated hillock some distance away from Lowthorpe Woods. SSZ.32 was henceforth packed up and sent back to Howden for repairs. Lt. Meager returned with SSZ.63. As mentioned earlier, the entrance to Lowthorpe was very difficult to negotiate in a cross-wind so if conditions were not favourable the ships pressed on back to Howden when returning from patrols.

Regular patrols were carried out along the coast from Spurn Point up to Whitby and on occasions even as far as Tynemouth. Minimum flight times were in the region of 9-10 hours and on one flight SSZ.23 ( Lt. Barnes USN ) broke all previous Zero records by remaining airborne for almost 26 hours. SSZ.63 returned to Howden for major overhaul on 1st June 1918 and Lt. Meager returned in SSZ.54. Unfortunately whilst coming out of the entrance for her first operational patrol SSZ.54 caught up in the trees and had to be 'ripped'. Lt. Meager got his SSZ.63 back on the 5th June and during that period more trees were felled at the entrance to make it funnelled-shaped. An interesting sidelight was that on the 19th June 1918 the envelope of SSZ.23 was found to be badly perished and unfit for further use, due to exposure. This highlights the comparatively short life that could be expected from an envelope that was constantly in use under operational conditions.

After refitting SSZ.23 returned to Lowthorpe and this association with the US Navy carried right on up to the armistice, when Lowthorpe Woods mooring-out station was disbanded, all equipment returning to the base at Howden.

During the 1920's fresh trees were planted in the entrance to Lowthorpe Woods and today they are fully grown. However, anyone travelling along the road that goes out of the village of Burton Agnes towards the next village of Gransmoor should take the second turning on the right which is a very narrow road with passing places cut out at the sides, and, after a further mile ( and at right angle bends ), he will see a largish wood, across a field on the left hand side of the road. That was the R.N.A. Mooring-out Station Lowthorpe.

Air-Britain member David Cook of Whitley Bay, together with another airship enthusiast Mr. Tom Jameison of Hull have both visited the site ( which, incidentally is private property ) and saw the remains of one of the concrete mooring blocks. Local residents told of a large pond which was kept full of water in case of fire - there is of course no evidence to support this. Like most other stories of the past, imagination is allowed to run riot and memories grow dim.

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#### BRANCH TRIP TO OLD WARDEN

As reported in last month's YAN the Branch is running a trip to the Shuttleworth Display at Old Warden on the 29th July. The display is entitled 'Military Training Aircraft' and is well worth seeing.

Cost is £1 to members of Air Britain and £1-50 to non-members, the entrance fee is extra.

Picking up points are as follows: 07.30 Yorkshire Aeroplane Club and Leeds, City Square at about 07.45. The coach should arrive in good time for the display at 11.00.

The coach will arrive back at the Yorkshire Aeroplane Club at about 20.00 ( 8 p.m. ) in good time for a few beers, and should give everyone plenty of time to catch their buses home.

The names we have received so far are as follows:

K. Grogan	L. Spice	I. Sim	T. Sykes
C. Thorpe	P. Barber	I. Horner	M. Coxah
P. Jackson	D. Allan	S.A. Langfield	M. Gaunt
T. Whitcombe	J.J. Coope	K. Jackson	R. Cox
G. Watkins	K. Glover	D. Jackson	D. Senior
K. Brownlow	G. Wilkinson	G. Harkin	M. Allen

If anyone listed above is now unable to attend please contact D. Allan ( his address is on the heading ), anyone who wishes to come along please let him know.

SLINGSBY T.61 FALKE

The Slingsby T.61 Falke is a side by side two seat powered sailplane with low wing configuration and engine in the nose. It is a high performance aircraft in its operating range, is easy to handle, has a robust construction, reliable airframe and engine and exceptionally low operating costs. The T.61 Falke has very pleasant flying characteristics and is extremely docile when stalled. The aircraft has good soaring capabilities with either one or two persons on board. Take-offs and landings are easily performed ; effective spoilers are provided for glide angle control. Good ground handling and taxiing characteristics are provided by a steerable tailwheel coupled to the rudder...particular care has been taken with the engine exhaust silencer system and this combined with side by side seating enables conversation between the pilots at all times and incidentally avoids complaints from householders living near the flying field. The visibility is excellent through the moulded perspex canopy. The T.61 Falke is perfect for ab initio training and for advanced soaring instruction. Starting of the 45 h.p. STAMO or ARDEM engine can be either by hand operated lanyard in the cockpit or by electric starter. The aircraft can be assembled and disassembled quickly and easily like a normal glider and quickly fits on to the special tubular structure road trailer which is available for transport.

Technical data T.61A Falke

Engine: Stamo MS 1500 45 h.p. at 3200 r.p.m.

Wing span            50.2 ft  
 Length              24.9 ft  
 Wing area            188 sq ft  
 Aspect ratio        13.4

Wing loading approx.    6.15 lbs/sq.ft

Empty weight        810 lbs  
 T.O. weight         1220 lbs

Performance with engine operating:

Maximum level speed	approx.	93 m.p.h.
Cruising speed		75 - 87 m.p.h.
Stalling speed	approx.	38 m.p.h.
Climbing speed	approx.	6.5 ft/sec.
Take-off distance	approx	650 ft.
Operating range		220 - 250 statute miles
Economic endurance		3-4 hours
Fuel storage		7 imperial gallons
Fuel consumption in cruise, about		2 gallons/hour

Performance with engine stopped:

Minimum sinking speed	approx.	3.3 ft/sec.
Glide ratio	approx.	22

T.61A : standard aircraft.

T.61B : Franklin engined variant, only one of the type produced.

T.61C : similar to the model 'A' but with an electrical starter in place of a manual one.

The following production list has been compiled by Terry Sykes from information supplied by Slingsby Sailplanes Limited and Mr. N. Ellison. The list represents the first production batch of 35 aircraft, it is not known whether a second batch will be built. The missing c/n's are carried by other Slingsby models since all their products are allocated c/n's in the one series.

C/N	MARK	REG	F/F	OWNER
1723	T61A	G-AYPY	09.02.71	Vickers Limited, demonstrator.
1726	T61A	G-AYSD	16.03.71	Yorkshire Gliding Club, Sutton Bank.
1730	T61A	G-AYUM	25.03.71	Doncaster and District Gliding Club.
1731	T61A	G-AYUN	07.04.71	Dr. D.K. Couper.
1732	T61A	G-AYUO	29.04.71	J.C. Atkinson. <u>w/o</u> 17.02.73, crashed on finals Booker, two killed.
1733	T61A	G-AYYJ	20.05.71	Vickers Limited
		SE-T J		Eskilstuna Flying Club.
1735	T61A	G-AYUP	20.05.71	Vickers Limited.
		XW983		Ministry of Aviation Supply.

1736	T61A	G-AYUR	27.05.71	R.E. Pears.
1737	T61A	G-AYYK	10.06.71	The Scout Association.
1738	T61A	G-AYYL	23.06.71	Wlster & Shorts Gliding Club, Belfast.
1740	T61A	G-AYZU	25.08.71	Lasham Gliding Club.
1741	T61A	G-AYZV	09.09.71	Worcester Gliding Club, Bickmarsh.
		OY-???		??
1742	T61A	VH-GZO	14.07.71	Gliding Club of Victoria. ( Del unregistered ).
1743	T61A	G-AYZW	23.09.71	Portnoak Falke Syndicate.
1744	T61A	9V-DEJ	29.07.71	Ministry of Interior and Defence, Singapore.
1747	T61A	9V-DEK	02.08.71	Ministry of Interior and Defence, Singapore.
1750	T61A	9V-DEM	19.10.71	Ministry of Interior and Defence, Singapore.
1751	T61A	9V-DEP	20.10.71	Ministry of Interior and Defence, Singapore.
1752	T61A	VH-GSS	23.11.71	Sailplane Distributors Pty.
1753	T61A	G-AZHD	01.12.71	West Wales Gliding Club, Haverfordwest.
1754	T61C	OH-415	23.03.72	Matti-Roine.
1755	T61B	G-AZHE	13.07.72	Vickers Ltd. Franklin engined test bed.
1756	T61A	G-AZIL	05.12.71	I. Jamieson, Dyce.
1757	T61A	G-AZMC	04.03.72	W.I. Dyer, Plymouth.
1758	T61A	G-AZMD	15.03.72	H. Dimmock.
1766	T61A	G-AZOK	23.03.72	Scottish Gliding Union Ltd, Portnoak.
1767	T61C	G-AZPC	21.04.72	Major S.H.C. Marriot.
1768	T61A	OH-416	17.03.72	Matti-Roine.
1769	T61C	G-7-1	08.10.72	Vickers Limited.
		VH-???		Sailplane Distributors Pty.
1770	T61A	G-AZYY	23.08.72	J.A. Towers.
1774	T61A	G-BADH	27.09.72	P.A. Cottrell ( Dorset Gliding Club ).
1775	T61C	G-7-2	09.02.73	Vickers Limited.
1776	T61A	G-BAIZ	02.01.73	Lasham Gliding Club.
1777	T61C	G-BAKY	01.02.73	Sir L. Redshaw, Speke.
1778	T61C	G-BAMB	15.03.73	Reading University.
1779-1783	( 5 aircraft ) not built.			

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#### LATE NEWS

Beagle 206-1 G-ATDD which had an accident at Sherburn on 27th June was more badly damaged than we at first thought and is a write off.

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#### AIRFIELD HISTORY

#### RUFFORTH

Rufforth is situated 3.5 n. miles to the west of York on the B1224, map reference 5356N 0110W. It was opened in 1942 as a No. 4 Group Bomber Command airfield. It was first used in that year by No 158 Squadron with Handley Page Halifax B.2's, and this Squadron remained at Rufforth until February 1943 being immediately succeeded by No. 1663 Conversion Unit of No. 4 Group, again with Halifax B.2's and later with Halifax B.5's.

By this time Rufforth had taken on a training commitment and was transferred over to No. 7 Group Bomber Command, which had been formed as a training group. Later the airfield was used by Halifax B.3's when it was renamed as a No. 42 base and a small number of Spitfires and Hurricanes were used for fighter affiliation.

After the war had ended the airfield was retained for use by the R.A.F. and was used by No.23 Gliding School and 64 Group Communications Flight, and the aircraft in use at this time were Dominies, Ansons, Austers, Proctors and Oxfords.

The airfield is still retained by the R.A.F today and during the week it is used by 2 F.T.S., based at Charter Henton, who practise circuits and approaches. At the week-end and occasionally on some evenings the airfield is used by the Ouse Gliding Club, and up to 10 gliders are based here with Condor D.62 G-AZHV to provide aero-tows. The perimeter track provides an ideal racing circuit and races do take place here throughout the year.

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BRANCH RECOGNITION CONTEST : the annual Branch recce contest was held at the Yorkshire Aeroplane Club on 24th June, winner as usual was James All the Worlds Aircraft Sykes with a very respectable score, closely followed by Martin Powell, and both received the usual financial reward.

There will not be a meeting at the Aero Club in July as this will take the form of the afore-mentioned trip to Old Warden. Don't forget to enter your slides for the Branch photographic contest.

FLYOVERS

June:

1.	F-DSBU	Mystere 20	POL	09.37	30000'	
2.	OO-SGA	Boeing 747	POL	14.08	31000'	Brussels - John F. Kennedy.
5.	D-AERA	L-1101 Tristar	POL	09.58	33000'	LTU, en route Ottringham, call sign 'Tri-Star 33', on delivery.
	CF-DJC	Boeing 747	POL	09.53	31000'	'Wardair 600' to Gatwick.
	F-BIHY	Fan Jet Falcon	POL	10.56	31000'	Northbound, southbound at 12.29.
	G-AKSS	DH 104 Dove		15.30	7000'	Survey over Skipton F/T Blackpool.
	D-COSA	Hansa Jet	OTT	17.27	25000'	Climbung off Warton.
6.	N864F	Douglas Dc-8-63	POL	09.26	31000'	'Overseas National 864'.
	N1	Jet Star	POL	09.52	28000'	FAA. Outbound via Oceanic.
	156516	P3C Orion	POL	13.42	9000'	Southbound.
7.	OO-SGB	Boeing 747	POL	09.11	33000'	'Sabena GB' to Brussels.
	G-AVVS	Hughes 269		11.30	1500'	Photography over Leeds till 12.10.
8.	N263GL	Lear Jet	POL	09.10	43000'	Northbound via Oceanic.
	N575GD	Lear Jet	POL	09.12	41000'	From Deanscross.
	G-AIRDE	DH 104 Dove 6		11.15	6000'	Survey over Baildon/Ilkley.
12.	13816	Convair T-29	POL	22.30	8000'	USAF, northbound, training.
			POL	23.28	9000'	USAF, southbound.
13.	OY-RYD	Cessna 421	OTT	15.12	14000'	Copenhagen to Gatwick.
	G-AXFV	Jetstream	Abm LDA	15.33	14500'	Tees-side to Leavesden.
	N8008F	Douglas Dc-8	OTT	17.53	33000'	'Saturn 008'.
14.	G-AVGK	Pa-28 Cherokee 180		16.53-17.10		Survey South of Bradford F. Livpl.
15.	N277NS	Jetstar	POL	08.22	35000'	
18.	N3RC	Falcon	POL	20.35	37000'	To Daventry.
	N748WA	Boeing 747	Flanbox	23.22	37000'	'World 748' Eastbound.
	60166	C-141 Starlifter	POL	23.39	25000'	'MAC 166' climbing off Mildenhall.
19.	N8858Y	Twin Comanche C/R	POL	17.01	8000'	Northbound.
	141009	Convair C-131F	POL	17.07	11000'	U.S.N. to Mildenhall.
	D-COSA	Hansa Jet	OTT	17.15	29000'	From Warton.
	N4868T	Douglas Dc-8-63	POL	22.25	31000'	'Trans Int. 868' To USA.
21.	LN-SUK	Douglas Dc-6	POL	22.20	10500'	'Athena UK' from Blackpool.
	17191	Douglas C-117	POL	22.22	8000'	'Navy 191' northbound.
22.	G-AWVS	Cessna 337	Abm LDA	09.26	4000'	Cowick Hall to Ringway.
	N11ST	Hercules	POL	11.13	26000'	'Aatum 11' westbound.
	G-AWVJ	Cessna 172		14.50	2500'	Survey over Batley until 15.55.
24.	33304	Douglas C-118	POL	18.19	14000'	'Air Force Triple 304' northbnd.
25.	N4867T	Douglas Dc-8-63	Flanbr	09.33	37000'	'Trans Int 867' north/west.
	N866F	Douglas Dc-8-63	POL	19.09	31000'	O.N.A. descend into Mildenhall.
	60953	UH-1 Iriquois	LDA	21.50	2500'	Burtonwood-Liverpool.
26.	141021	Convair C-131F	POL	06.47	10000'	US Navy Mildenhall-Prestwick.
27.	G-BAZB	HS 125-400	POL	16.00	29000'	Ex XX505, Hawker Siddeley to Hatfield.
	60148	C-141 Starlifter	POL	16.00	37000'	Eastbound.
28.	PH-IND	King Air	POL	08.12	19000'	Into Blackpool.
	NAC69T	Douglas Dc-8-63	Flanbr	23.31	35000'	Trans Int. Westbound.
29.	70002	C-141 Starlifter	POL	00.08	33000'	'MAC 7 triple 03' OTT at 00.18.
	PH-ILF	Mystere 20	OTT	06.32	27000'	Philips Ltd. Eastbound.
30.	G-AVVS	Hughes 269		12.22	1000'	Photography along M.62 between Bradford and Manchester till 13.30.

There were three aircraft which overflew on the 13 th registered N55609 POL at 08.54 at 9000', N55690 POL 08.55 at 7000' and N55689 POL 08.57 at 11000'. These were flying east to Millbrook and Ottringham and were obviously on delivery, but were of unidentified types.