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# YORKSHIRE AIR NEWS

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## NEWS

A total of 124,974 passengers and 1,217.7 metric tonnes of freight passed through Yeadon airport in the first six months of 1973. The passenger figures were nearly 11% up on last years figure of 112,881, freight was also up at 1,217.7 tonnes against 924.4 tonnes. The June figures were, however, slightly down on the same month last year with 28,900 the airport compared with 29,064 last June. Dan-Air are to consider the introduction of pure jets on their Glasgow run on a permanent basis. The Yorkshire Aeroplane Club is also having a busy time, with 1830 hours logged so far this year, which is 500 hours up on the same period last year. In June alone 450 hours were logged, the highest for four years.

Plans are in hand to build a top security prison on the former RAF airfield at Full Sutton, another possible site is the airfield at Riccall.

After a long delay the Lancaster NX611 was officially handed over to 617 Squadron at Blackpool on the 3rd. August by Lord Lilford, the aircraft is on 'extended loan' to the squadron and will be based at RAF Scampton where it will be looked after by the squadron. It had been hoped that the aircraft would come to Yeadon where a site had been obtained and a suitable organisation formed to look after the aircraft.

Production of the Hawker Siddeley HS 1182, now officially named 'Hawk' has commenced. The wings and rear sections are being made at Brough and the first flight is intended to take place next spring, and they will enter service with the RAF in late 1976, 175 are on order and will replace Gnats as ground-attack training aircraft.

The fire crew at Yeadon are building a scale flying model of YTV's Jet Ranger G-ANRI, it will be radio controlled, first flight is expected shortly. Will readers please make sure it is the real 'RI' they see when reporting its movements!

The Branch will not be receiving a Vampire for preservation now as there are no more aircraft available.

## CREDITS:

Geoff Abbott, Telegraph & Argus, Yorkshire Post, Allan Stanford, Eric Atkinson, Ian Sim, Martin Powell, Dave Senior, Jim Stanfield, Trevor Smith, Ian Carling, Ian Harrison, Ken Glasby, Ken Brownlow, Keith Jordan, Yvonne Pettie, Trevor Leach, John Wheatley, Pete Horn, T.H.E. Twins, John the Buckle, Kevin Jackson, Mike Gaunt, Humberside Air Review, Blackbushe Air Reveiw, Aviation News,

NEXT PRESS DATE IS----- 1st SEPTEMBER, due to the editor being on holiday the week commencing press date YAN may be a week late, please bear with us.

AIRFIELD NEWS, MOVEMENTS AND REVIEWS

BAGBY : Jodel G-ASZH took up residence at this new strip , 1 mile SE of Thirsk where it has its own hangar. F-EMIK, Emeraude, was purchased by the same person and was bought from Sherburn and is in a barn awaiting an engine. G-ASZH has since been sold to Mr. Eric Atkinson of Poole-in-Wharfedale. Mr. Atkinson previously owned Densen B-3MS EI-ATE/G-AWLM, and 'ZH will now be based at Tholthorpe where he recently purchased a hangar, as we reported in last month's YAN.

BROUGH : July movements -

2. G-AYSF Pa-23 Aztec	Also 16; G-ATNY Cessna 337; G-BAMI Cessna 310Q.
G-AZZM Trislander	First visit of type.
3. G-XXD Hughes 269	Also 10; G-ASBD Hughes 269 also 17; G-ATPR Aztec.
4. G-AVVS Cessna 337	Also 6,9,18; G-BAJO AA5 Traveler.
G-ATRF Cessna F172	Also 16, 18.
5. G-ASMG DH 104 Dove	Also 9, 10; G-AYZN Aztec; G-AVVZ Cessna F172.
G-AWCK Queen Air	G-AZNY Aztec.
6. G-AWKF Twin Comanche	G-AVHW Twin Comanche.
7. G-BAKM Robin DR400	Also 9; G-BAUV Cessna F150.
9. G-AXVA Cessna 401B	G-AZLG Baron; G-AVLE Cessna F172.
10. G-AWIK Cessna 421B	Also 14.
11. G-AWUY Cessna F172	G-AZWW Pa-23 Aztec; G-AVSC Cherokee.
G-AXOV Baron	Also 12.
12. G-AREB Cessna 175B	
13. G-BAMI Baron	NEW RESIDENT; G-BAUW Aztec; G-ASAP MS 385.
G-BAVS AA5 Traveler	NEW RESIDENT; G-AZMJ AA5 Traveler.
14. G-ATDL Cessna 310J	G-AVNL Pa-23 Aztec.
16. G-AZHK Robin HR100	G-AROC Cessna 175BX.
17. G-AXIV Pa-23 Aztec	Also 18; N331PN Pa-31P Pressurised Navajo.
18. G-ASTZ Hughes 269	G-ATYS Cherokee.

Belmont Caravans took delivery of their new Baron G-BAMI on the 13th and their Cherokee 180D has now departed to Leeds/Bradford. The other new resident on the 13th, Traveler G-BAVS, is reported to be owned by the Crystal Heart Salad Company. Navajo N331PN was on demonstration to a Hull firm who are interested in buying one.

CATTERICK : Seen here on the 17th July was Duccaneer S.1 XN92? ( last digit unidentified ), and the ex- 3 Squadron Canberra B(1)8, XH228/B, is still fairly intact.

CHURCH FENTON : Second of the Magisters at the SSAFA display here on the 28th May was MT-15. New additions to the Chipmunks of the 9 A.E.F. are WG407/W ( ex CPS 13 ) and WD468/Y has replaced WD382/Y, WD468 was previously in use with the Yorkshire U.A.S coded 'B'. The replacement of the Chipmunks of 2 F.T.S. is now well under way, WB739/17 has now departed to Shawbury and is in use with 8 A.E.F., WD965/10 is now on the fire dump. The replacement Bulldogs so far noted here are XX519/1, XX520/2, XX521/3, XX522/4, XX523/5 and XX525/7. XX519 made its first flight at Prestwick on the 11th April and was delivered to Little Rissington on the 18th, it was first reported at Church Fenton 18th May. XX520 f/f 13th April and delivered to Little Rissington on the 8th May. XX525 f/f 8th May and was exhibited at the Paris Air Show. 132 Bulldogs have been ordered for the RAF, serials and c/n's so far are XX513 to XX537, c/n's 199 to 223 and XX538 c/n 230 et seq.

CROSLAND MOOR : New resident here is Nipper 2 G-ASXI which was previously based at Netherthorpe. Noted here at the end of July was Cherokee Arrow PH-LDH. Cherokee 180 G-AZDX is now owned by Trueman Aviation and was presumably taken in part exchange for G-BAWX .

DONCASTER : In an incident at Doncaster airfield on the 10th July D.62 Condor G-AYPF taxied into Condor G-AXGT after landing, both aircraft were badly damaged. New resident is Cherokee SEJ-PAR which arrived via Leeds/Bradford on the 14th July.

GRINDALE FIELD : Cessna 172 G-BAAS was damaged in a landing accident here on the 13th July sustaining damage to the nosewheel and propellor, the aircraft arrived by road at Yeadon for repair on the 3rd August. The Grindale Parachute Club has bought Cessna 210 G-ARDC from Northair, it is believed as a temporary replacement for 'AK.

HALIFAX : The Hughes 269A G-BAXE which we reported in last month's YAN as being based somewhere in Halifax is in fact kept at the home of Mr. R. Oldham, a director of its owners, Ryburn Polythene Ltd.

HOLME ON SPALDING : It has been reported that a replica of one of George Cayley's gliders was flown from here in July, anyone know anything about it?

LEEDS/BRADFORD : July movements.

1	G-AVVS Hughes 269A	G-AYEO Pa-23 Aztec	G-AVUI Cessna F150 n/s
	G-ASEJ Cherokee	G-ABDL Seneca	G-BAUO Aztec
	XV129 Scout AH 1		
2	G-AYWG Aztec	G-APXL Comanche	G-AXPL Hughes 500
	G-AYAD Twin Comanche	G-AYUB Jodel DR 253B	G-ATBV Aztec
	G-AMPK Aztec	G-BAUK Hughes 269C	I-CITY Citation
3	G-AXTR Navajo	G-ATNY Cessna 337	G-AMPK Aztec
	G-AYBT Cherokee	G-AVRP Cherokee	G-AZTB MBB Monsun
	G-AYAD Twin Comanche	G-ATYN Tri-Pacer n/s	G-AYWG Aztec
	G-AYER HS 125	G-AYLO Yankee	G-ASEJ Cherokee
	G-AXFF Ag-Wagon	G-ASHX Cherokee	G-BAVJ Navajo
	G-BBDC Cessna F150 n/r	G-BAAK Cessna 207	LN-VIC Cessna 402
	XP164 Sioux		
4	G-AXTR Navajo	G-AZLM Cessna F172	G-ARNO Cessna 172
	G-AYIU Cessna 182	G-AZVY Cessna 310Q	G-AYPE MBB Monsun n/s
	G-AYAA Cherokee	G-ATNJ HS 748	G-AVLD Cherokee
	G-AYOJ HS 125	G-ARDC Cessna 210 n/r	G-BLCK Gazelle
	G-BARO Jet Ranger	G-BAUO Aztec	G-BDDP Seneca
5	G-AYTR HS 125	G-AZDH Navajo	G-ARSH Cessna 175
	G-AXCO Twin Comanche	G-ATZN HS 125	G-AYTE Jet Ranger
	G-AXGW Cessna 172	G-ATWJ Baron	G-AXPU HS 125
	G-AVIM Cherokee	G-AXXJ Aztec	G-ARKS Rallye Club
	G-ARLN Super Cub	G-BAGF Cessna F150	G-BABX King Air
	G-BANX Cessna F172	G-BARO Jet Ranger	G-BAVY Aztec
6	G-AXKX Queen Air	G-ARKS Rallye Club	G-ATWJ Baron
	G-BALK Cessna F172	G-BABX King Air	OY-BFC Lear Jet 25
7	G-AVHM Twin Comanche	G-AXIM Jet Ranger	G-AWLJ Cessna F150
	G-AVLP Mooney M20F	G-ATPU Cessna 337	G-BABL Jet Ranger
8	G-AVYL Cherokee	G-AYTH Cessna F172	G-ASRI Aztec
	G-AVNC Cessna F150	G-AVHM Cessna F150	G-AWMA Cessna F150 n/r
	G-AYEC Emeraude	G-ASYB Aztec	G-AVPS Twin Comanche
	G-BAEX Cessna F172	G-BALP Twin Comanche	XP637/G Scout
	XT240/T Sioux	XT500/K Sioux	
9	G-AYXZ Twin Comanche	G-AZFR Cessna 401	G-APVS Cessna 170B
	G-AZTB MBB Monsun	G-AXXD Hughes 269	G-AWXO HS 125
	G-AYAE Bell 47G-4A	G-AZLM Cessna F172	G-ASYB Aztec
	G-AXFA Aztec	G-BACC Cessna FRL150	G-BAVJ Navajo
	OO-LFD Cessna 421	XP164 Sioux	XP553 Sioux
10	G-AVUL Cessna F150	G-ASVM Cessna F172	G-AYFF Condor
	G-AVYI Cessna T210	G-APXJ Comanche	G-ATDL Cessna 310J
	G-AXXH Islander	G-AZED Twin Comanche	G-AZWW Aztec
	G-AYEC Emeraude	G-ATPU Cessna 337	G-AVXL HS 125
	G-ASYB Pa-23 Aztec	G-ASL HS 890b Rallye	G-BATY Jet Ranger
	G-BARO Jet Ranger	N7775Q Cessna 340	
11	G-AZOT Seneca	G-ATAI Dove	G-ATWJ Baron
	G-ATHI Cherokee	G-AYUG Cherokee	G-AVLP Mooney M20
	G-AXCA Cherokee Arrow	G-ASHR Debonair	G-AZTB Monsun
	G-ATLL Cessna 310J	G-ASVM Cessna F172	G-ATPU Cessna 337
	G-AVVS Hughes 269D	G-BALK Cessna F150	G-BATP Aztec
	N9238 Tiger Moth (NLL)	XP967 Alouette	XP Whirlwind
12	G-AYTH Cessna FRL172	G-ATWJ Baron	G-AVLP Cherokee
	G-AYLB Twin Comanche	G-AYZP Twin Comanche	G-AXDC Aztec
	G-BARO Jet Ranger	G-BAVJ Navajo	G-BABY Cessna F172
	I-LOGI HS 125	XP Whirlwind	
13	G-AZFR Cessna 401	G-AYRY HS 125	G-ASHI Aero Commander
	G-ATCE Cessna 206 n/s	G-AZNY Aztec	G-AVHZ Twin Comanche
	G-AXVR Islander	G-AZTB Monsun	G-AXIM Islander
	G-AXWG Cessna 337	G-BACC Cessna FRL150	SE-PAR Cherokee

14 G-AXPU HS 125	G-AZSL MS 890B Rallye	G-AVNL Aztec
G-AVPS Twin Comanche	G-ARXW Rallye Club	G-AYGG Jodel DR 100
G-AXIM Islander n/s	SE-FAR Cherokee	
15 G-AVPS Twin Comanche		
16 G-AVNG Queen Air	G-ARUA Cessna 182	G-ARXW Aztec
G-AVWR Cherokee Arrow	G-AVUX Cessna F172	G-AYSA Aztec
G-AYRY HS 125	G-AZHK Robin HR100/200B	G-AZSO Heron n/s
G-BAOP Cessna FR1150	G-BAFY Robin HR100/210	SE-FAR Cherokee
17 G-ARIV Baron	G-AZSC Heron	G-ATZN HS 125
G-AZFR Cessna 401	G-ATCY Aztec	G-AVJF Cessna F172
G-AYTP Aztec	G-ARER Navajo	G-ARXW Navajo
G-BAOI HS 125	G-ARLU Aztec	
18 G-ARUM Dove 8	G-ASNO Baron	G-AYBO Aztec
G-AVXI HS 748	G-AVZV Cessna F172	G-AVFX Cessna F150 n/s
G-AZFR Cessna 401	G-APTY Bonanza n/s	G-ASHR Debonair
G-AVUX Cessna F172	G-AVPF Twin Comanche	G-BAFP Cessna 210
G-BAJY Robin DR400	G-BARO Jet Ranger	G-BAFY Robin HR100/210
G-BAED Aztec	SE-FAR Cherokee Arrow n/s	SE-FAR Cherokee
XS790 Andover		
19 G-ASJR Cessna 210	G-ARRU Jet Ranger	G-ARON Twin Comanche
G-ATDL Cessna 310J	G-AZGG King Air	G-ARXU Cessna F150
G-ARDX Pup	G-ARVT Cherokee	G-BARO Jet Ranger
G-BARG Cessna 310Q n/s	G-ALTP Cherokee	G-BAVJ Navajo
G-BAOI HS 125	F-BRHB Falcon 20	
20 G-AYBO Aztec	G-ARML Aztec	G-AROI Queen Air
G-ARNT Cessna F150	G-AVLI Cherokee	G-AVPF Twin Comanche
G-AZGG King Air	G-ARMR Navajo	G-BAFL Traveler
G-BAED Baron	G-BAVJ Pa-31 Navajo	XS7?? Andover
21 G-ARFY Alouette	G-ARJT Apache	
22 G-AVHM Cessna F150	G-ARPR Tri-Pacer	G-AVYL Cherokee n/r ?
G-AVPF Twin Comanche	G-ATPU Cessna 337	G-BAHM Cherokee
G-BAHD Cessna 182P	N6645Y Aztec	
23 G-AYNR HS 125	G-ARER Navajo	G-AZPK Aztec
G-ARYR Cherokee	G-AZYI Cessna 210	G-AZOC MBB Monsun
G-ASTZ Hughes 269	G-AYTE Rallye Club	G-AVPF Twin Comanche
G-ARVS Cherokee	G-BAAV Cessna FR1150	G-BARO Jet Ranger
G-BAPI Cessna FR172	G-BAFY Jet Ranger	G-BAVJ Navajo
F-BSQU Falcon 10	N4568L Cessna 310Q	
24 G-AVPS Twin Comanche	G-ASAI Airedale	G-ARMM Cessna 175
G-ALDM Dove	G-BAOP Cessna FR1150	G-BAVJ Navajo
F-HPIL Baron	F-BSQU Falcon 10	XS793 Andover
25 G-AZFR Cessna 401	G-ATCL Airtourer	G-AVNL Aztec
G-ARON Twin Comanche	G-AZAC Navajo	G-AYHW Cessna 337
G-AZGH Rallye Club	G-AZLM Cessna F172	G-ARVT Cherokee
G-ATPU Cessna 337	G-BARO Jet Ranger	G-BAFX Cessna F172
G-BAZA HS 125	G-BATH Cessna 337	G-BAZJ Herald
Alouette 'A/A318'		
26 G-ASND Aztec	G-ARMR Navajo	G-ARXW Aztec
G-ARPR Tri-Pacer	G-AVXI HS 125	G-AYLP Yankee
G-AZFR Cessna 401	G-AVPF Twin Comanche	G-AYPV Cherokee
G-AZDX Cherokee	G-ARLV Twin Comanche	G-ARXO HS 125
G-AZTB MBB Monsun	G-BAVJ Navajo	G-BARO Jet Ranger
G-BADE Seneca		
27 G-ATPU Cessna 337	G-AZYU Aztec	G-ARMM Cessna 175
G-AVWR Cherokee Arrow	G-AZYI Cessna 310	G-AZGH Rallye Club
G-AYRY HS 125	G-AXPF Ag-Wagon	G-PAUV Cessna F150
PH-WOU Cessna 414 n/s	D-BEEXF Cessna 182 n/s	XR Alouette
28 G-AYBO Aztec	G-AYMX Jet Ranger	G-AYNR HS 125
G-AYFD Condor	G-ASHX Cherokee	G-ARDX Pup
G-AVIZ Cessna 172	G-ARVS Cherokee	G-AWLE Cessna F172
29 G-ASZH Jodel D.117	G-AZFR Cessna 401	G-ARPR Tri-Pacer
N622R Falcon 20		
30 G-AZGG King Air	G-AXFG Cessna 337	G-AOLN Dakota
G-ARXW Aztec	G-AZLA Twin Comanche	G-ARUC Jet Ranger
G-ARUM Dove	G-AYLM Yankee	G-ATFK Twin Comanche
G-AYER HS 125	G-ARMR Navajo	G-BAED Seneca
G-ARDX Jodel D.120		

31 G-AVGD Cherokee	G-AXFG Cessna 337	G-AZOC 180D Monsoon
G-DAGW Cessna P150	G-BAMM Cherokee	PH-LDH Cherokee Arrow
N331PN Pa-31P Navajo	60953 Iroquois	

On the ILS this month we had a surprise in the form of Belfast XR363 which did two runs before departing to Leconfield. Cessna P150 G-1880C was delivered to Northair on the 3rd and went to East Midlands Flying School on the 8th, Cessna P150 G-AWLA was taken in part exchange. 'WLA' was in turn sold and is believed to have left on the 13th. Cessna 210 G-LYCL has been sold and left for Hemswell on the 4th with Cessna 210 G-ARDC coming in part exchange the same day, 'DC' has since been sold to the Grindale parachute school, and left on a date unknown. Cherokee G-AVYL arrived from Brough on the 22nd and is said to be a new resident but this is not yet confirmed. Tiger Moth N9238 ( G-LNEL ) arrived non-radio for checks with Northair on the 11th and departed on the 18th. Northair's Cessna 337 G-ATSM is now wearing the name Leasair and may have been sold. Zlin OH-TZF which is currently in the YLA Hangar has been registered G-DBCR. Among the visitors Cherokee SE-FAR would appear to be a new resident with Eastern Aviation at Doncaster despite wearing the badge of the Vasteras Flygeklubb. Citation I-CITY on the 2nd is registered to Fiscambi Leasing SPA and is c/n 0053. Lear Jet 25B OY-BFC on the 6th belongs to the Business Jet Flight Centre and is c/n 25B-112. Another interesting Biz - Jet was Falcon 20 N622R of W. Rockefeller on the 29th, but the star of the month must be the brand new Falcon 10 F-BSQU on the 23rd and the 24th. Last word on Biz - Jets this month is about the Falcon 20 F-1880 on the 19th which is believed to have been the aircraft involved in flying home a sick holiday-maker from Italy. Cessna 340 N7775Q on the 10th was on demp to Northair and is the aircraft which was on display at the London Plane Show. The CAA HS 748 G-AVXI was on ILS calibration in the afternoon of the 18th and earlier in the month G-LTMJ, also of the CAA was busy crew training on the 4th. N331PN is the new pressurised version of the Navajo, hence the suffix 'PN' in the registration. Herald G-BAZJ of BIA made its first visit on the 25th. Finally we must record that the Northair P.206 G-ATYC is now being broken up for spares after its C. of A. expired on June 24th.

LEEMING : Visitors noted here on the 17th July were 33 Sqn Pumas XW210/CG, XW211/CH, and XW213/CK from Odiham. Vulcan B.2 XL386 did a touch and go, and F-111E 80021/UH from the 20th T.F.W. at Upper Heyford. made two approaches.

LINTON ON OUSE : Jet Provosts painted in the 'Linton Blades' scheme are as follows: XW311/69, XW312/71, XW364/74, XW374/75, XW404/77 and XW409/78, XW304/62, this information brings up to date the report in the May issue of YLN and also corrects a few errors in the list. Another correction, a little belatedly, is from the January issue; the Jet Provost T.3 of 1 FTS should read XW586/35, not XW568.

MIDDLETON : Near Leeds, at a gala held here on the 5th August several aircraft made low passes over the site, one of the aircraft noted was Condor G-AYFD from Sherburn.

NETHERTHORPE : As well as the departure of Nipper G-ASXI to its new base, Cherokee 180 G-ASEJ left on the 21st June for Manchester/Ringway.

PAULL : Condors G-AVKM and G-AWMT have now left the airfield, and not previously reported by us is the fact that G-ASEL Cherokee 180 is resident here.

RUFFORTH : The branch gliding on the 17th July was most enjoyable, although poorly attended. Aircraft noted were as follows: G-ASXW/DGA 1305/520 Blanik L-13, G-AZMV D-62C Condor ( providing aero tows ), DGA 561/289 Olympia 1, DGA 1128/428 Olympia, DGA 1338/478 Swallow, DGA 1386/117 Bon 23, DGA 1846/101 SZD - 36A.

SHERBURN : Two Cessna 150's registered recently to Eastern Aviation are G-DECI ( 150H c/n 69282 ) and G-DECIJ ( 150J c/n 69856 ), the aircraft will arrive in crates and will be assembled by Eastern Aviation. Cherokee 235 G-BAMM ( ex SE-BOA ) would appear to be resident here now. Stampe SV-4A G-AZCB which damaged its nose and prop last month is now repaired. Auster J/1N Alpha G-APIK has completed its overhaul but is still at Sherburn. Parked in the hangar on the 4th August were Tri-Pacer 150 G-APYW and Twin Comanche 160 G-ATFY. Pup 100 G-AZDB came in for checks on the 5th August. Just to confuse us, Yankee G-AZKS is now wearing a new fuselage, the old one is still lying outside the Eastern Aviation hangar, c/n of the aircraft now is unknown. Mooney M.20F G-AWLP is now with Eastern Aviation and is being

worked on, also in for checks Traveler G-AZVE, and new erected Traveler G-PAZE was visible. Reported last month was the presence of Traveler G-AZUG and Rallye Club G-AYPJ, it would appear possible that they are now resident. By the 5th August the remains of crashed Beagle 206 G-ATDD were still awaiting collection. Capt. W. Holmes has taken delivery of Bell 206A Jet Ranger G-AYMX and it is an addition to the fleet of Helicopter Services based here. He has offered the grounds of his home at Thomer as a landing ground for businessmen with helicopters. Visitors as follows:

1.7 G-AYCL Cessna 182	F/T Leeds/Bradford; G-AYRS D.120.
2.7 G-AXUY Jodel D.100	F. Crosland Moor T. Colne (LMA 19.30 2000')
10.7 G-ALHT Cessna 172	F. Leeds/Bradford; G-BLNR Allouette T.F. Tees-side.
12.7 G-AWLA Cessna 150	F/T Leeds Bradford;
16.7 G-ARDC Cessna 210	F/T Leeds/Bradford, also 18/7
SE-PAR Cherokee	F. Leeds/Bradford T. Doncaster. First visit.
24.7 G-BAWX Cherokee 180	T. Tees-side.
28.7 G-ARVS Cherokee	T. Leeds/Bradford.
30.7 G-ASHX Cherokee	F/T Leeds/Bradford.
5.8 G-AVUJ P&L Falco	F. Crosland Moor; G-AVSH Pa-28 Cherokee 180D
G-AXUV Cessna F.172H	F. Blackpool.

TEES-SIDE :

JULY

1 G-AZZV Cessna F172	F/T Leeds; G-ATFD Cessna 182J F/T Leicester East.
G-AZMK PA-23 Aztec	F. Rognor Regis T. Dundee.
2 G-ANSZ DH 114 Heron	F/T Norwich; G-ATFM S-61N F. Beccles T. Oil Rig.
G-ANFT Twin Comanche	F/T Crosby; G-AXPU HS 125 F/T Heathrow
3 G-ANSZ DH 114 Heron	F/T Norwich; G-APVK PA-23 Apache F/T Lutsgate;
G-ANUU DH 104 Dove 6	F/T Stanstead; G-AMPN King Air F. White Waltham;
G-AWDI PA-23 Aztec	F/T Luton; G-AVVV Cherokee F. Oxford;
G-AYEP HS 125	F. Cranfield; OO-LED Cessna 421 F/T Brussels;
4 G-ANUO DH 114 Heron	F. Sanlesbury T. Warton; G-AXFH DH 114 Heron F/T Norw.
G-AYLG HS 125	F. Glasgow T.E.M.A.; G-AVXL HS 125 F/T Luton;
G-AYOF Bell 47G	F. Sherburn T. Usworth; G-ATFM S-61N F/T Oil Rig;
G-ASTZ Hughes 269	F. Warton T. Barton; G-ASOH Baron F. Ringway;
G-AZNL Cherokee Arrow	F/T Newtownwards; G-AZZS Seneca F/T Biggin Hill;
G-BAED PA-23 Aztec	F. Glasgow; EC-DIC Caravelle F/T Mahon;
5 G-AVUX Cessna F172	F/T Doncaster; G-AZDK Baron F/T Leavesden.
G-AXFH DH 114 Heron	F/T Norwich; G-AVRI HS748 F/T Blackpool.
G-BAXP PA-23 Aztec	F. Stavanger T. Norwich; G-AXAY Jet Ranger;
LN-TVN Cessna 421	F/T Oslo;
6 G-AWKF Twin Comanche	F. Woolsington T. Haydock Park; G-ATFM S-61N;
G-BAWV Cessna 402	F. Lutsgate T. Edinburgh; G-AVDX HS 125 F/T Heathrow.
F-DTON Caravelle	F/T Le Bourget;
7 G-APER Vanguard	F. Lutsgate T. Munich; G-AYSF PA-23 Aztec;
G-AXCG Jodel D117	F. Woolsington T. Sywell.
8 G-AWOE A.C.680E	F. Usworth T. Elstree; G-ARPT MS 880B Rallye Club.
G-AOHO Viscount	F/T Glasgow;
9 G-ANSZ DH 114 Heron	F/T Norwich; G-AZVN Jet Ranger F/T Thornaby;
G-ATFM S-61N	F. Beccles T. Oil Rig; G-AXOW PA-23 Aztec;
EC-BZQ Douglas DC3	F/T Tenerife; G-AYLG HS 125 F. Glasgow T. Cranfield.
10 G-BAXP PA-23 Aztec	F/T Dalcross; G-AZEG Cherokee 140; G-AXXG DN2A;
G-BANR Alouette	F/T Sherburn; G-AVRI Jet Ranger F. Lilsdale T. Whitby;
G-ATDL Cessna 310J	F. Doncaster T. Grindale; G-APXW E.P.9 Prospector;
11 G-ANUO DH 114 Heron	F/T Warton; G-AZEG Cherokee F. Silloth T. Blackpool;
G-AVVI Twin Comanche	F/T Elmdon; G-AYZY Twin Comanche C/R T. Heathrow;
G-ASHI A.C.680E	F. Booker T. Hatfield;
13 G-ASAP MS885 S. Rallye	F. Sywell T. Brough; G-AZZV Cessna F172 F/T Leeds.
G-AYSF PA-23 Aztec	F/T Norwich; G-ANSZ DH114 Heron F/T Norwich;
G-ATFM S-61N	F/T Oil Rig; G-BAED PA-23 Aztec F/T Oxford;
G-AYLG HS 125	F. Prestwick T. Cranfield;
16 G-AYLG HS 125	F. Glasgow T. Finningley; G-ASED Viscount F/T Ostend;
G-AVUX Cessna F172	F. Doncaster T. Edinburgh; G-AZLP Viscount;
G-AZLG Baron	F/T Southend; G-AZKN Robin HR100 F. Elmdon n/s;
G-AWKF Twin Comanche	F. Woolsington T. Oban; G-AWCY Cherokee Six;
17 G-AYLG HS 125	F. Glasgow T. Finningley; G-BAXP PA-23 Aztec;
G-ANUO DH 114 Heron	F. Leicester East T. Sanlesbury; G-AXAW Cessna 421;

G-ARUM Dove 8	F/T Gatwick; G-AYZP Twin Comanche C/R.
G-AZLP Viscount	F. Norwich to Dyce; G-ATEM S-61N F/T Oil Rig.
G-DADW King Air	F. Liverpool T. Edinburgh; G-BALU Aztec.
G-AXAZ Navajo	F. Woolsington T. Liverpool; G-ARAJ Tri-Pacer.
G-AVXI HS 748	F. Woolsington n/s; G-ANIX Auster 5D F. Scarbro.
18 G-AXAW Cessna 421	F/T Leavesden; G-AXAD Hughes 269 F. Sherburn.
G-AYLG HS 125	F. Finningley T. Glasgow; G-AZDK Baron F/T Leavesden.
G-BAHN Baron	F. Sywell T. Glasgow; G-AZLP Viscount;
G-ASND PA-23 Aztec	F/T Gatwick; G-APXV E.P.9 Prospector F. Mashan;
G-ATNY Cessna 337	F. IOM T. Usworth; G-AVET Baron F/T Norwich;
G-AWKF Twin Comanche	F. Valley T. Woolsington; G-ANSZ DH 114 Heron;
G-AZLY Cessna F150	F/T Leicester East; G-AWUD Minicab;
EC-BIC Caravelle	F/T Mahon;
19 G-AYSB Twin Comanche	F. Pocklington; G-AYEP HS 125 F. Lulsgate T. Cranfield;
G-AZRD Cessna 340	F. Heathrow T. Cranfield; G-ANSZ DH 114 Heron;
G-AWTW Baron	F/T Lulsgate; G-AVXI HS 748 T. EMA; G-AXFH DH 114;
G-AYOF Bell 47 G	F. Sherburn T. Blackpool; G-BAIG Seneca F/T Newmarket;
G-ASRO Twin Comanche	F. Rotterdam; G-AYWY Aztec F. Rhoose T. Usworth;
G-AZVN Jet Ranger	F. Hartlepool T. Thornaby; G-BAJY Robin DR400 n/s;
G-AVCN Cessna FR172	F/T Fair Oaks; G-AXUV Cessna F172 F/T Blackpool;
G-AZLY Cessna F150	F/T Leicester East; G-AZLP Viscount;
LN-TVN Cessna 401	F/T Oslo;
20 G-AYKU PA-23 Aztec	F. Woolsington T. Southend; G-AVWI Cherokee 140;
G-AWLE Cessna F172	F/T Usworth; G-AXTJ Cherokee 140 F/T Crosby;
G-AYIH Cherokee 140	F. Crosby T. Kidlington; G-AZEG Cherokee F/T Blackpool;
G-AZKB Rallye Club	F/T Usworth;
21 G-AYVJ PA-23 Aztec	F. Leavesden T. Northolt; G-APEN Vanguard F. Munich;
OY-DSS Cherokee	F. Prestwick n/s T. Southend;
22 G-AYDJ Boeing 707	F. Prestwick T. Toronto; G-ARTH PA-12 Cruiser;
23 G-AYSE PA-31 Navajo	F. Blackpool T. Dalcross; G-AYNR HS 125 F/T Leeds;
G-AYOM S-61N	F. Dyce T. Oil Rig; G-AYKW Cherokee F. Crosby T. Usworth;
G-AYOF Bell 47G	F. Sherburn T. Blackpool; G-AVVI Twin Comanche n/s;
EC-CAM Douglas DC8	F/T Tenerife; G-AYLW King Air F. Elmdon T. Heathrow;
24 G-AXDC PA-23 Aztec	F/T Norwich; G-AZRR Cessna 310 F/T Liverpool.
G-ATEK Cessna F150	F. Usworth T. Leeds; G-AWUF HS 125 F. Rotterdam T. Luton;
G-BAWX Cherokee	F/T Sherburn; G-AXFF Ag-Wagon F. Wembleton;
OO-LFD Cessna 421	F/T Brussels;
25 G-APKW DH 114 Heron	F/T Norwich; G-AYLG HS 125 F. Finningley T. Glasgow;
G-AXRT Cessna F150	F. Grindale; G-AXRM Islander F. Brough T. Heathrow;
G-AVNI Twin Comanche	F/T Crosby; G-APXP Tri-Pacer F/T Blackpool;
G-AZKR Comanche	T. Thetford; G-ASPI Cessna F172 F/T Woolsington;
26 G-AOZO Prospector	F. Mashan T. Dundee; G-AXMP Cherokee F/T Ringway;
LN-TVN Cessna 401	F. Oslo n/s T. Oslo;
27 G-ARDZ Jodel D140	F. IOM; G-AXZL Beagle 206 F. Ipswich T. Ringway;
G-AVRX PA-23 Aztec	F/T Elmdon; G-BALC Jet Ranger F. Nth Denes T. T/house;
HB-EHO Debonair	F. Strathallan T. Southend;
28 G-ATLM Cessna F172	F/T Leeds/Bradford; G-AXDC Aztec F/T Norwich.
G-ATEM S-61N	F. Dyce; G-AVWI Cherokee F/T Woolsington.
G-BALC Jet Ranger	F. Edinburgh T. Brough; G-AWDP Cherokee F. Blackbushe.
CF-TIV Douglas DC-8	F. Belfast T. Prestwick; LN-DLT Cessna 320 F/T Oslo.
EC-BRX Caravelle	N/s T. Palma.
29 G-AYSF Aztec	F/T Norwich; G-ATEJ S-61N F. North Denes T. Oil Rig.
G-ASII Cherokee 180	F/T Weston-Super-Mare; G-AYFN Vanguard, T. Tarbes.

The IMA Viscounts between the 16th and 23rd were operating the Air Anglia service. Caravelle EC-BRX on the 23rd was a Woolsington diversion. The IMA Boeing 707 G-AYDJ on the 22nd was in Sudan Airways colours on a charter flight to Toronto.

THOLTHORPE : Jodel DR 1050 Ambassadeur G-AYEK is up for sale. As reported under Bagby, new resident here is Jodel D.117 G-ASZH.

TOPCLIFFE : The Comet 2 here, XK671/7929M is now parked on the fire dump.

YORKSHIRE AIRFIELDS JUNE 1944

By the Editor

It has always fascinated me to stand on a wartime disused airfield in Yorkshire and try to imagine the kind of aircraft that were based there and the kind of activity that went on during those years of hostility. For me it is difficult to imagine that places such as Lissett and Melbourne, which are now too unfamiliar, were once the bases for bomber command aircraft. For one who has only seen photographs of the scene at these airfields with their Halifaxes, Lancasters and Mosquitos in vast numbers it is difficult to imagine the reality. I think it is useful and interesting to provide a picture of the aircraft types to be found around these Yorkshire airfields, of which there were a great number, at one particular period in the Second World War, the time I have chosen is June 1944 because RAF strength was at its peak as the force massed for D-Day.

BELLASIZE	Tiger Moth, satellite
BREIGHTON	Halifax III
BROUGH	Tiger Moth
BURN	Halifax III
CARNABY	Emergency landing ground.
CATFOSS	Beaufighter, Martinet, Master, Spitfire, Wellington (Gunnery School)
CHURCH FENTON	Mosquito XII
CROFT	Halifax III
DALTON	Hurricane, Martinet, Oxford.
DISHFORTH	Halifax (CU)
DONCASTER	Harrow, Sparrow, Dakota.
DRIFFIELD	Halifax III
EAST MOOR	Halifax III/VII
ELVINGTON	Halifax V/III
FINNINGLEY	Hurricane, Wellington, III/X (OTU)
FULL SUTTON	Halifax III
HOLME ON SPALDING	Halifax III, Spitfire, Hurricane, Martinet
HUTTON CRANSWICK	Spifire, Hurricane, Martinet.
LECONFIELD	Oxford, Halifax III
LEEMING	Halifax III
LINTON ON OUSE	Halifax III, Lancaster II.
LISSETT	Halifax III
MARSTON MOOR	Halifax (CU)
MELBOURNE	Halifax III
MIDDLETON ST. GEORGE	Halifax II, Lancaster X
POCKLINGTON	Halifax III
RAWCLIFFE	Dominic, Oxford
RICCALL	Halifax II
RUFFORTH	Halifax II, V(CU)
SHERBURN	Experimental establishment
SKIPTON ON SWALE	Halifax III
SNAITH	Halifax III
THOLTHORPE	Halifax III
THORNABY	Warwick
TOPCLIFFE	Halifax (CU)
WOMBLETON	Halifax II (CU)

(CU-conversion unit, OTU-operational training unit)

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ADDITIONS TO LAST MONTH'S FALKE LIST : Falke T61C c/n 1775 , G-7-2 has been sold in New Zealand, and KESTREL c/n 1771 was registered ZS-CID in May 1973.  
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FLYING AT FILEY

by Ces Mowthorpe

Few of the visitors that come to Filey Bay each year realise that those firm golden sands once formed a natural landing ground for the earliest designs of that great Yorkshire aircraft designer, Robert Blackburn O.B.E. AMICE.FRAES.MINE. It was there, that, most of the primitive monoplanes built in his various Leeds workshops were finally assembled- and flown.

Although many people have heard about the beginning of Blackburn's Aircraft at Filey, very few are aware that his was not the only flying that took place on the sands.

It was during April 1910 that an application was made to the Filey Urban District Council for permission to use their sands as a base that aircraft could take-off and land upon. This application was made by one J.W.F. Trammere, a resident of Scarborough who, upon receiving the above permission, formed the Northern Automobile Co. Ltd., a company which operated from Filey Sands as a 'flying-school'. Actually, he should have applied to the Bridlington Rural District Council because most of the area belonged to them at that time and it was at Primrose Valley that the hanger and slipway down to the beach were situated. Initially the school operated two Bleriot monoplanes, bought in France and delivered by rail to Filey Station. These were taken to the hangar and duly assembled. The 'Aerodrome' as it was then known opened for the first time on the 25th July, 1910 but the author has been unable to find out names that were connected with the venture at this time. Certainly some flying was done because there is a record of the two original Bleriot being overhauled by Robert Blackburn during the latter months of 1910.

Through an advertisement in Flight 22nd Oct. 1910 Robert Blackburn agreed to rent the hanger and an adjacent wooden bungalow (this bungalow still exists) for the princely sum of 10/- per week each. Blackburn's reason for this was to assemble and fly his second design, known as the 'Light-Type Monoplane' which was virtually complete at his Denson St., Leeds, workshop. Whilst the Bleriot monoplanes belonging to Northern Automobile Co. Ltd., flew from Filey sands, the Light-type monoplane was slowly put together-it was about this time (latter months of 1910) that Blackburn overhauled the Bleriot's-perhaps due to the small hanger(it certainly could not 'comfortably' house three aircraft at the same time) advantage was taken of the absence of each Bleriot in turn. About this period B.C. Hucks joined up with Blackburn and although he had flown both at Hendon and during his visit to America, he (Hucks) was still an unlicensed pilot. Finally on the 8th March 1911 Hucks took advantage of weather and tide to begin test-flying the Blackburn. Taxying for approximately 3 miles Hucks eased the monoplane gently off the sands, and, at about 50ft commenced to make a turn away from the land. Unfortunately he slipped inwards and crashed but luckily the aircraft was repairable and the pilot walked out unscathed. Repairs were soon effected and it was from this time onwards (until Sept. 1912) that the 'Aerodrome', Primrose Valley, Filey became officially the 'Blackburn School of Flying'.

Meanwhile, the next design from Blackburn's fertile mind was well on the way to completion. This was the 'Mercury I', of which altogether eight were produced in three distinct types. Most made their first flights at Filey and it was upon the first of these- a two-seater that Hucks qualified, in front of Aero Club Observers at Primrose Valley on the 18th May, 1911. The day before he had completed a 19 ml. flight to Scarborough and back reaching a height of 1200 ft. (almost a world record for those days). Through a technical point, Hucks was requested to make a second flight in order to gain his Aviator's Certificate. It was during this second flight that day, that his propellor sheared off and he was slightly injured in the subsequent force landing. Despite this mishap he was granted Aviators Certificate No. 91. After repairs the Mercury 1, together with the original 'Lightweight Monoplane' formed the two machines that were used for training at the flying school. The Bleriot's seem to have been dispensed with by this time.

Flying continued at Filey with Hucks as CFI., one notable flight being by moonlight on the 18th July 1911. This first night-flying commenced from Filey, on to Bridlington, then to Scarborough and back to Filey, where Hucks landed by the light of bonfires lit upon the sands. A total of 45 mls., was recorded, the last ten with a failing engine-no mean feat for 1911. During August, Hucks left Filey with the single-seater 'Mercury 2' in a bid for the Daily Mail £10,000 Circuit of Britain contest but although he reached Hendon successfully he had to retire early. He did however, make an extended tour of the South Country in this machine. Although keeping in touch with Blackburn's his employment by them severed- his position as CFI at Filey being occupied by Hubert Oxley on 3rd. Sept. 1911 (Hucks subsequently became the first Englishman to perform a loop).

One of Oxley's first innovations as CFI was to turn the front (passenger) seat of the Mercury I (now repaired) around, facing rearwards, in order that the pupil may visually observe the pilot's control movements during early flying training. An interesting feature of these early Blackburn aircraft was the 'Blackburn Patent Triple Steering Colum'-consisting of a car-styled steering wheel, projecting out from the instrument panel which operated the rudder when turned, elevator when moved fore and aft and warping the wings when moved from side-to-side. No rudder pedals were fitted. Also at this period, joy-riding was added to the attractions at Filey. The first lady passenger in Yorkshire being one Miss Cook, a 'local resident'.

The first Mercury III (a 3-seater) took off from Filey on its maiden flight 9th Nov. 1911 with Oxley at the controls. Several more flights were made in this machine including another night flight on the 27th November. A pupil at the school named Weiss was passenger to Oxley in the Mercury III on December 6th when, the CFI terminated his flight with a steep dive over the cliffs immediately prior to landing (this was a favourite habit of Oxley's). Unfortunately on this occasion the dive was extra steep, fabric started to strip-off the wings, then the wings tore away leaving the fuselage and occupants to crash on the sands with fatal results. The remains of Oxley and Weiss were taken into an outbuilding in the Three Tuns Yard at Filey, pending an inquest and local police impounded any pieces of the aircraft that were known to have been taken from the scene as 'souvenirs'. An inquiry established that the dive had been much steeper than normal-estimated speed was at least 150 mph. Fabric tore away, causing oversteering, hence breaking-off the wings. During its six weeks 'life' the Mercury III which originally had parallel wings had been re-fitted with tapered-wings (9ft at root-7 ft. at tips) but after exhaustive enquiries this factor was eliminated from the cause of the disaster. Oxley had been the only pilot to fly this machine.

The next CFI was Jack Drereton who occupied this post until after the school moved down to Hendon in Sept. 1912. Several more Mercury's made their first flights at Filey including the second machine (Issacson engine) and the fourth (Gnome engine) which were retained as 'school machines'. It was because of hoping to get Military contracts that the school moved down to Hendon-this large pre-W.W.I London aerodrome was then the centre of flying in this country and hence visited regularly by Military authorities.

One surprising feature about this early North-east flying school is that only one pupil gained his Aviator's Certificate there and that was D.C. Hucks. To offset this sad state of affairs was the fact that it proved invaluable to Robert Blackburn in establishing the excellent qualities that his machine possessed.

There appears to have been very little flying done after the school closed late in 1912 but during 1914 a hanger was built at Scalby Mills (North of Scarborough). Whether J.W.F. Trammere or Robert Blackburn built it is shrouded in mystery-one thing is certain-the big Blackburn Type 'L' was taken there and test flown during 1914. The pilot was Sidney Pickles. Perhaps, had the war not started the two bases, Scalby Mills and Filey would have been used in unison with each other. After the outbreak of hostilities the Type 'L' remained at Scalby Mills armed with a light machine gun and carried out a number of patrols in the area, finally, flown by R. Ding it struck the top of Speeton Cliffs en route to RNAS Killingholme and was written-off in the ensuing crash, luckily without casualties, early in 1915.

Another occupant of the hanger at Scalby Mills was the Blackburn Improved Type I monoplane, housed there by the RNAS at the outbreak of the war. Although unsuitable for military use this little aeroplane was subsequently fitted with floats and sent to Lake Windemere as a floatplane trainer upon which a number of early RNAS pilots received their elementary training.

Meanwhile at Primrose Valley, Filey, the old Blackburn hanger was being used as a storehouse for the military battalions engaged in coastal defence work. After the war it was purchased by Frederick Parker, Engineer of Hummanby who dismantled it around 1922-3 and rebuilt it in Hummanby as an engineering shop. It still stands today and is used by a plastics manufacturer. An interesting discovery was made when F. Parker dismantled the shed. There was inside, an unusual little aeroplane. Reputed to have been the brainchild of a Frenchman (unknown) who had constructed it until his funds ran out and then left the district owing rent to Blackburns, it consisted of a small square-sectioned fuselage, constructed of Balsa, covered with fabric. The nose was aerofoil section with a large curved skid running upwards from a light wheeled undercarriage. Three different sets of wings had been made-up. In the words of Mr. S. Bright (whose job it had been to bring the machine up to Hummanby) one set resembled a swallow's wings, one set a gull's wings and the last set were 'ordinary' wings. This machine was an ornithopter and the wings (when attached) were operated by a bicycle pedal-wheel linked to vertical rods.

It was about 15ft long with a span of approximately 30 ft. The tailplane was normal. The late F.Parker, had connections with the Hull museum and there was talk of giving the little machine to them. It's ultimate fate is uncertain enquiries to the Curator of Hull Museum only confirmed that the section that would have contained it was destroyed during the Hull Blitz in 1941. Certainly such a machine existed but other than the details given here, nothing further is known. Furthermore, the author believes that until this article appears in YAN, there has not been any mention, in the press or trade journals of the aircraft or it's designer. The only source not yet tried is the Royal Aeronautical Society who may have done some knowledge machine, due to its unorthodox design. Just as the first aircraft to fly at Filey, the two Bleriot's have been lost to memory, so the last to be constructed, an ornithopter by designer unknown- remains forever, a mystery.

HOT AIR DEPARTMENT No---not the editors but real hot air. Hot air balloons are becoming fairly frequent in the area and we have received the following notes on the subject. Cameron O-84 G-BANG ( very appropriate! ) came out of Roundhay Park on the 23rd June and ended up in a field at Gawthorpe near Dewsbury. On 1.7 Cameron O-56 G-AZEN made an accent at York. The Shell-Mex Cameron S-31 G-BAOY was at the Great Yorkshire Show at Harrogate on 12.7 and the odd man out was the Western O-65 which was reported struggling at the Masham traction rally on 22.7 registered G-AZLB.

FARMING NEWS Farm Supplies have been refused permission to operate from Dalton so at the beginning of the month they were using Sutton Bank. They are now said to be using a field at Rainton near Thirsk as a permanent base operating from 06.30 until dusk - 7 days a week. They are also using the airfield at Tockwith as a base and Pawnee G-AZIE of Aerocars Agricultural Services was seen there on the 25. th July. Farm Supplies have been using Ag-Wagon G-BANI of Mindacre and the new Agtruck G-BECV ( also of Mindacre ) was delivered to Farm Supplies on 25.7 from Norwich. Pawnee G-AMDL was operating at Wetwang 13.7 and Aerocare Agricultural Services were operating Pawnee G-AZIE and Agcat G-AYTM from Dreighton on 1.8.

FARMING EXTRA The two EP9 Prospectors G-AOZO and G-APXW have been operating out of Masham for the past two or three months and the latter one was recorded in the Tees-side movements on 10.7 from Crobden Forest to Langdale Forest. Has anyone actually seen these aircraft at Masham and if so what is the location of the strip being used.

RAILWAY NEWS On the 1st August Jodel D117A, G-AZII, of the Staffordshire Light Aircraft Club left Ashbourne bound for Wombledon. The pilot was navigating by the main railway line and lost his bearings, so at approx. 14.20 hours he made a landing at Pilmore, 2 miles NW of Easingwold, and asked directions from the local signal man!!!

HELICOPTERS July

Jet Rangers: G-ANRI Bridlington 4th; Harrogate 12th; Hull 23rd; Scarbro 26th; Ripon 27th.  
 G-AXMH Beverley Race Course 7th.  
 G-BAML Morley 7th.  
 G-AVWH Bradford 10th; Sheffield 10th; Keighley and Bradford again 30th.  
 G-BATY Goole/Harston Moor/Ilkley 10th.  
 G-BARO operated by Construction Excavations and visits their site at Dewsbury Road, Morley near 'The Woodsman' quite often.  
 Hughes G-AVVS Whinmoor 1st, 10th; Harrogate Show Ground 10th.  
 G-AXPL Huddersfield 2nd.  
 Bell 47 G-AYLE Blackhill ( Huddersfield ) 6th.

OTHER YORKSHIRE AIRFIELD MOVEMENTS

1 G-BANW Super Emerald	July:
2 G-AZWW Aztec	CROSLAND MOOR
4 G-AYIU Cessna 182	DONCASTER; T. Edinburgh.
G-ASOX Cessna 206	CROSLAND MOOR F/T Leeds/Bradford.
5 G-AXMH Cessna 172	CROSLAND MOOR, Inbound 14.30.
7 G-BEHC Cessna F150	GRINDALE F. Blackpool.
3 G-BRTT Rallye Club	DONCASTER F/T Leeds/Bradford.
10 G-BMDT Cessna 401	SUTTON BANK F/T Tees-side.
G-APXJ Pa-24 Conanche	LECONFIELD F/T Warton.
G-AWLP Mooney M.20F	BLVINGTON F. Birmingham T. Leeds/Bradford.
G-BAMM Pa-2, Cherokee 235	CROSLAND MOOR inbound 15.00.
	CROSLAND MOOR F. Sherburn.

12 G-BADF Seneca	DONCASTER F. Glasgow.
G-ATFL Cessna 172	CROSLAND MOOR, operating from here on a survey over
G-AVDX HS 125	LECONFIELD F. Stanstead. Batley.
17892 Convair T-29	LEEMING F Prestwick T. Northolt.
13 G-AYBO Aztec	LINTON T. Plymouth.
16 G-AYDO Aztec	BLVINGTON T. Ringway.
17 G-AYLG HS 125	FINNINGLEY F. Tees-side.
G-AWLA Cessna 150	DONCASTER F/T Leeds/Bradford.
18 G-AYBO Aztec	LINTON, T Leeds/Bradford.
XR363 Belfast	LECONFIELD Ascot 348 , after ILS at LBA.
20 G-ARJW Apache	CROSLAND MOOR; 22 G-ASZH Jodel D.117.
24 XS793 Anlover	LECONFIELD Kitty 2 F. Leeds/Bradford.
25 G-AZIL Navajo	FINNINGLEY F/T Newcastle.
G-AYDG Rallye Minerva	CROSLAND MOOR , G-AZGY Emeraude
G-AZLG Baron	CHURCH FENTON T. Blackbushe.
29 G-BAJN Traveler	CROSLAND MOOR
30 G-AZVS HS 125	CHURCH FENTON F/T Heathrow.

THE FLYING FLEA Dave Allan.

A group of Air Britain members, myself, Pete Barber and Steve Langfield, has been formed to build a working static replica of a Flying Flea, mainly for display purposes. Any help with wheels, materials, engines, photos, details of any description would be appreciated. If anyone has a Flea fuselage in their attic ( look now ) we would like to hear about it! We have a set of plans, various odds and ends and not much else at the moment. Please contact D. Allan, 16 Hawthorne Ave, Yeadon.

HISTORY FOR THOSE WHO DON'T KNOW::

Throughout the history of aviation, every so often a would-be inventor would claim to have designed a 'fool-proof' aeroplane. Generally these claims would prove to be unfounded. However, on several rare occasions the inventor would seem to have something really worthwhile. One of these instances was the birth of the Pou du Ciel, which was the design of a Monsieur Henri Mignet.

He had realised that the spin and the stall were the causes of most aircraft accidents and uncomfortable situations in the air. He associated spinning with aileron control and so decided to dispense with them. He thought it absurd to equip an aeroplane with a device which was powerful enough to provide full vertical control, and yet could be capable of putting the aeroplane into a spin. So he decided to dispense with the elevators also!

Having studied such flying machines as airships and parachutes he became aware of the existence of 'pendulum stability', ie. hanging the aeroplane on a wing, and giving it a low centre of gravity. The vertical surfaces of the fuselage, the rudder area, and the dihedral of the wing would ensure the ability to make a correctly banked turn. Fore and aft control was effected by pivoting the front wing at the centre of its main spar on a pylon on the front fuselage, the rear wing acted as a stabiliser. The stick when moved from side to side worked the rudder, when moved fore and aft pivoted the wing up and down. The only other control was the throttle!

The aeroplane, when the plans were offered to the public, was in such demand that as early as 1935 about 50 were flying in France and 500 more under construction. Mignet reportedly made one in a mere 27 day period, and then flew it! In August 1935 he brought his Flea to Britain ( by air of course ). The result after a sceptical crowd of 14,000 had watched him fly at Shoreham without the benefit of ailerons or elevators was an unqualified success. His book, with full plans and instructions ran to 6,000 copies - and sold out within two weeks. These are now collectors items. Pou rallies were held, at Southend in 1936 seven Fleas were demonstrated, one with a 750c.c Austin Seven car engine ( G-AEBE ).

Over 80 British Fleas were built by this time and had permits to fly. The cost of materials for the complete construction was about £90 less engine. Engines used were Aubier et Dunne 2 cylinder 2 stroke 17b.h.p./Carden Ford 28 b.h.p./Covenrty Victor air cooled flat twin/Austin Seven/Scott Flying Squirrel 25 b.h.p./ABC Scorpion 35 b.h.p./Bristol Cherub 32 b.h.p./JAP V Twin, and anything else handy. On April 20th 1936 Mr. R.H. Patterson's Flea G-ADVL crashed on take off killing the owner/pilot. On May 5th Flt. Lt. Cowell was killed when G-AEEN crashed at Penhurst in Kent, also on take - off. Two weeks later Squadron Leader C.R. Davidson fatally crashed in G-AEBS at Digby, Lincolnshire. This did not seem to affect

enthusiasm much as in August 3rd 1936 a Flying Flea race was held at Ramsgate. Four British and Four French aircraft entered. The race was won by a French built machine, but a Mr. S.V. Appleby made the fastest time of the day, a magnificent 59.9 m.p.h. Mignet himself attended with his latest Flea- the H.M. 18 Cabin model. This had a small elevator on the trailing edge of the rear wing ( cheating a bit ). It became G-AENV to Mr. Appleby.

On September 20th 1936 Mr. James Goodall was killed at Dyce in G-ADXY. The Air League sent G-AEFV to the RAE at Bedford for wind tunnel tests, as did the French authorities in their own country. The results were virtually the same. It was found that at angles of more than -15° there was insufficient control to raise the nose. The Flea was banned in Britain and France. 119 had been registered of which 82 had permits. Most of them ended up as war-time instructional airframes, motor-cycle sidecars, dog kennels, and chicken sheds. A few are still around today, these include G-AEHI in the Science museum, G-AEBB at Shuttleworth's, G-AEOP ( fictitious marks ) at Newark Air Museum, one at Southend G-ADXS, one with the Midland aircraft Preservation Society, one at N.A. P.S. and the H.M. 293 G-AXPG of Air Britain member Mr. W.H. Cole at Southend.

Was the Flea a great mistake? No certainly not. Perhaps we would have been better off if we had never heard of such a thing? No certainly not. The Flea was an extremely important step in the development of private flying.

Before its coming home built aircraft were somewhat frowned on in England. Recognising that there was such a great demand for D.I.Y. aircraft the Air Ministry was forced to create the Permit-to-Fly system. Number one went to a Flea. Since then hundreds of aircraft have been built by amateurs and successfully flown under this system.

FLYOVERS July.

3	56518 Orion	POL	10.28	21000'	'Navy 56518' to Alconbury.
	N100MD Baron	POL	17.28	15000'	'One hundred MD' southbound.
4	G-ASTZ Hughes 269	AbmLBA	10.00	1200'	Sherburn to Barton.
5	38079 C-141 Starlifter	POL	09.08	20000'	'MAC 38079' climbing off Mildenhall.
	N2AE King Air	OTT	17.30	21000'	'King Air 2AE' to Copenhagen, Abelag.
6	N1032F Dc-10	Flambro	00.02	33000'	'Overseas National 032' NW bound.
	N766K King Air	POL	09.49	15000'	To Heathrow.
	G-BAJO Traveler	AbmLBA	10.32	2500'	Sherburn-Glasgow, return 16.40.
8	00-SJJ Boeing 707	PO	06.17	37000'	'Sabena JJ' to Brussels.
	G-AVNX Fournier RF-4	AbmLBA	10.14	4000'	
10	D-COSA Hansa Jet	OTT	09.27	23000'	Descend into Warton.
11	50-99 Transall	POL	13.31	20000'	German Air Force to Prestwick.
	G-BLAT Cessna 182	LBA	13.40	3000'	Coventry-Newcastle.
12	G-BALB Cessna 414	POL	12.17	8000'	Northbound.
	G-APVV Mooney M.20	AbmLBA	15.17	1500'	Sherburn-Manchester.
	G-AWPU Cherokee Arrow	LBA	17.15	3500'	Edinburgh-Leavesden.
14	G-AMKF Twin Comanche	LBA	09.55	5500'	Newcastle-Silverstone.
15	HD-VBL Mystere XX	POL	17.57	37000'	Southbound climbing to 41000'.
16	D-CAMB HS 125	OTT	09.01	24000'	Descend into Manchester.
	N102TV Dc-10	POL	23.02	29000'	'Trans Int 102' to Gatwick.
18	G-BALF Seneca	LBA	16.17	7500'	Glasgow-Peterboro.
	G-AXSV Robin Regent	AbmLBA	16.50	2000'	Newcastle-Staverton.
19	21-29 Starfighter	POL	13.09	37000'	German Air Force, southbound.
	G-BAEU Cessna 150		15.00	2000'	Survey over East Kirby until 17.20.
24	G-BAJN Traveler	LBA	16.38	2500'	Sherburn-Blackpool.
	G-ASUR Dornier Do 28	LBA	13.21	3000'	Chesterfield to Newcastle return 17.01.
25	G-AVCH Cessna 172	AbmLBA	11.40	2500'	Biggin Hill-Newcastle.
	G-AVXI HS 748	Keighley	11.42	3000'	Calibrating Pole Hill.
	G-BAYY Cessna 310C	AbmLBA	16.05	3500'	Edinburgh-Teesside.
26	N5000C Jetstar	POL	10.15	27000'	'N 5 thousand C' southbound.
	G-AMXW Dove	LBA	10.18	4500'	Cranfield-Carlisle return 15.57.
27	G-BAVG King Air	POL	13.59	21000'	Southbound.
28	G-ASTW Cessna 210	LBA	18.07	5500'	Carlisle to Wickenby.
29	G-BADL Seneca	LBA	12.29	3500'	Birmingham-Burnley on survey.

29 G-ASRO Twin Comanche	AbmLBA 16.16	4000'	Newcastle-Dinard.
30 G-AZVY Cessna 310	AbmLBA 16.55	2000'	Carlisle-Tollerton.
F-BSEL Caravelle	POL 21.42	27000'	Buralair, southbound.
G-AOLN Douglas Dc-3	Scarbro 22.44	5000'	Stavanger to Leeds.
31 G-AXXG Islander	LBA 17.58	2000'	Southbound.

BRANCH NOTICES

**FUTURE MEETINGS:** The next branch meeting will be held at the Yorkshire Aeroplane Club ( kind permission of the directors ) at Leeds/Bradford Airport on Sunday 26th August at 15.00 hrs/3.00p.m. prompt. We are very fortunate in having as a guest speaker Mr. Fairclough who will be talking to us on the subject of English Electric aircraft, Mr. Fairclough is in the process of compiling a history on the subject so it should prove very interesting. All members , non-members, pets, most welcome. The dates of the meetings for the rest of this year are as follows:

August 26th: A talk on English Electric aircraft.

September 30th: The branch meeting will take the form of a coach trip, details below.

October 28th: Mr. John Allen will be showing us some of the slides he took in America last year of the aircraft preserved in the American Air Museums - certainly a meeting not to be missed.

November 25th; Annual General Meeting - enough said!

December 16th: Usually we show members slides on this date taken in the previous year, this year we are showing members slides and cine films taken at Yeadon prior to 1970.

Next year we hope to hold a meeting in which members may speak for 20-25 minutes on their favorite aeronautical subject. Those wishing to participate are asked to send their names to the editor and the subject on which they wish to speak, slides can be shown linked to a tape recorder if you feel ambitious.

FUTURE COACH TRIPS:

The branch has held several coach trips this year, and the reponse from certain people has been most encouraging. We have decided to hold two more coach trips this year. Those who were on the trip to Old Warden last month enjoyed a fine display and ground show, the highlight of the flying display was surely the hops made by the Bleriot Monoplane, and the Boxkite replica making a somewhat longer flight ( even though using a replica is cheating! ). Coach trips planned for the rest of this year are :-

- 1) Sunday 30th September :as mentioned under branch meetings the September meeting will take the form of a coach trip to THE TREES-SIDE AIR DISPLAY . The display includes Formula One Aircraft Races, one of the most exciting at displays to be seen, there is also a full display programme of civil, military and vintage aircraft with a ground display and static park. The cost for the coach trip is 80p for members and £1 for non-members, plus admission to the display. Please send your names to the editor ( address on the title page ) with a deposit of at least 50p to secure a seat. Pick-up at the Aero Club, Yeadon Apt. 09.00hs, return 21.00.
- 2) Saturday 27th October :On this date we are running a trip to THE SOUTHEND AIR MUSEUM which will call in at Luton airport in the morning. The museum at Southend is one of the best in the country and well worth a visit. The cost of this one is £2-25 to members of Air Britain and to non-members the price is £2-50. Names to the editor again and the deposit to secure a seat is £1 this time. The departure times will be release later but pick ups will be in Leeds and at the Yorkshire Aeroplane Club, Leeds/Bradford Airport at about 07.00 and the return will be late at night, needless to say. There will be ample stops at service stations on the way.

AIR BRITAIN DISCO

Recent discos/fancy dress balls have proved a huge success this year. There will be another disco at the Yorkshire Aeroplane Club on Saturday 20th October. As yet the final details have not been finalised but they will probably appear in next month's YAN so look out!

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SEE YOU ALL AT THE BATTLE OF BRITAIN DISPLAY  
FINNINGLEY 8th SEPTEMBER.