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BRANCH MEETINGS The March meeting was very well attended and we thank Peter Shackleton for yet again treating us to one of his slide shows on airliners.

The APRIL meeting will take place on Sunday 21st April, at the Yorkshire Aeroplane Club, Yeadon Airport (courtesy of the Directors) at 1.00 pm and will be the annual recognition contest. We thank Jim Stanfield for organising it, prizes will be awarded to the first three with the highest marks, first place will receive £3, second £2 and third £1.

Other meetings organised are as follows: 19th May, Mr. Burton the Managing Director of Slingsby Sailplanes will be giving us a talk on gliding from his own viewpoint; 16th June, Peter Scholfield will be coming from N.A.P.S. (now Aircraft Collections Limited) to talk to us on aircraft preservation; 21st July we will be having lectures from various Branch members.

COACH TRIPS There are still seats available for the trips to the Shuttleworth Collection display at Old Warden on Easter Monday, April 15th at a cost of £2 with the entrance fee extra (50p). The coach will leave the Yorkshire Aeroplane Club at 07.30 and will return at about 11.30. Pick-up points may be arranged if they are on the route.

There are also seats available for the trip to Hendon/Heathrow on 12th May, cost £3 with departure times similar to those for Old Warden.

Names please with a 50p deposit to secure a seat to either the Editor or Dave Allan, addresses above.

THE FANCY DRESS Ball was a huge success and we thank the people who made it possible: The Yorkshire Aeroplane Club, The Bar Staff, Mike 'look at me I'm a Cavalier' Gaunt and those who attended. First prize went to the Devil with other prizes going to the Redskin, Belly Dancer, and the Invisible Man (if anyone sees him tell him to collect his bandages) and the Pink Panther. Special mention to Noddy and Big Ears and Mike Gaunt for his streak down the Ball Room. (thank goodness he left his underpants on!)

NEWS

Hawker Siddeley are to convert 14 Argosies into navigation trainers for the RAF, later this year it is expected that the first Argosy T.2's will go to 6 Fts to replace Varsitys at Finningley.

A Jaguar on spinning trials over Yorkshire on 18th March had to jettison a drogue parachute with a live explosion device still attached. It was on trials from Warton at 20,000 ft when the pilot attempted to deploy the drogue parachute to take the aeroplane out of a spin when it failed to work and was jettisoned. The chute, with the charge attached was found at Bracken Ridge Farm at Lofthouse near Pateley Bridge.

Government permission has been granted to build a five acre gipsy caravan site on the former RAF base at Clifton, near York.

At the Annual General Meeting of the British Gliding Association at Harrogate on March 9th it was reported that, due to kinder weather, 105,000 hrs and 382,000 launches were achieved in 1973 in the UK. compared with 80,000 hrs and

and 354,000 launches in 1972. This was reported by Mr.C.R.Simpson, chairman of the B.G.A. who also drew attention to the need to resist further closing of air space to gliding and also the increasing difficulties of young people wishing to glide due to rising costs. He suggested that education authorities and commercial sponsorship might assist.

Two pioneers were honoured at a dinner at Harewood by Northern Aeroplane Workshops in March. The men honoured were Mr.Goodyear who worked on the first powered aircraft made in Yorkshire in 1909, at Blackburn, Leeds; the other was Mr.H.Smith, 86, who was chief designer of the Sopwith Triplane.

Three Buccaneer Mk 2B's were delivered to Farnborough in March for weapon development trials, they are painted a distinctive green/white/yellow to aid in location.

Two new Heralds can be expected at Leeds/Bradford from British Island Airways this summer, they are G-BBXI c/n 184 and previously I-TIVU, and G-BBXJ c/n 196 ex I-TIVI.

The postponed SSAFA Church Fenton display looks as though it will definitely take place on 18th August.

February passenger figures for Leeds/Bradford showed an 8% rise over the previous year at 15531 against 14334. The first two months this year return figures of 33711 against 27532 for the same period last year. Freight figures have shown a slight increase. Another application for a runway extension seems imminent.

YORKSHIRE AIRFIELD MOVEMENTS

- 1 G-AYBO Pa-23 Aztec
- 2 G-AVSO Pa-23 Aztec
- G-BBKX Cessna 172
- 4 G-ARBE Dove
- 5 G-AOGO Heron
- 7 17901 Convair T-29
- G-BAEJ Traveler
- 8 G-BBJZ Cessna 172
- 11 G-AYOU Cessna 401
- 13 G-AZDH Navajo
- 14 G-AWPM King Air
- 13816 Convair T-29
- 18 G-BAED Aztec
- G-AXCW Pup
- 19 G-BAMM Cherokee 235
- G-AYEI Navajo
- 20 G-AYNB Navajo
- G-AWRO Beagle 206
- EI-AWV Traveler
- 22 Viscount
- 23 N4568L Cessna 310
- 26 CH 005 Hercules
- 27 CH 009 Hercules
- OT-CDB Douglas Dc-6
- G-AVSO Aztec

March:

ELVINGTON, F. Norwich, inbound 16.20.
 DONCASTER, F/T Edinburgh, LBAB at 10.01 & 14.17.
 GRINDALE, F. Leeds T. Sherburn.
 HOLME ON SPALDING, F. Hawarden T. Brough, also 14th.
 LINTON, F. Leavesden T. Filton, also 6th.
 LEEMING, F. Prestwick T. Northolt, also 28th.
 DONCASTER, F. Leeds T. Blackpool.
 LEEMING, F. Woodvale (LBAB 09.21 T. Brough.
 POCKLINGTON, F. Leeds T. Tattenhill.
 TOPCLIFFE, T. East Midlands (LBAB 17.17)
 LINTON, F. Southend, LBAB at 09.33, 6000ft.
 LEEMING, F. Prestwick T. Northolt.
 CHURCH FENTON, T. Inverness, POL at 13.18
 PAULL, F/T Leeds.
 DONCASTER, F. Sherburn T. Leeds.
 LINTON, T. Ringway, LBAB at 17.25.
 FINNINGLEY, POL at 14.31, inbound.
 DONCASTER, F/T Leeds.
 DONCASTER, F. Leeds.
 LEEMING, F. Heathrow, Tees-side diversion.
 POCKLINGTON, F. Leeds.
 LEEMING, F/T Malesbrook, also CH008
 LEEMING, F/T Malesbrook, also CH 010 & CH 002
 LEEMING, F. Malesbrook T. Northolt (POL at 14.07)
 LINTON, F. Edinburgh T. Manchester (LBA 16.33)

HELICOPTER ACTIVITY March:

- Jet Ranger: G-BBTV Kirkstall 1 (first visit); York 3; Thirsk 3; Hull 13,20,
 Chesterfield 13; Barnard Castle 14; Tees dale 14;
 Binbrook 18.
 G-AWRI Ripon 1; Hull 1
 G-AZRU Huddersfield 4,5.
 G-AVSN Pontefract to Harrogate 5.
 G-BBES Doncaster to Grimsby 6; Royston 14.
 G-BARO Morley 15,18; Selby 15; Tees side 18.
 Hughes: G-BBSP Brighouse 13; Selby Fork Hotel 28.
 G-BATT 'Somewhere in south Yorkshire' 28.
 Enstrom: G-BBHE Wetherby 19,21; Tees side 21; Barnsley 21.
 G-BBPM Morley to Halifax to Doncaster 28.
 Iroquois: 60928 Menwith Hill 14, 21; Leeming 20,28

An unidentified Army Gazelle routed via the LBA Beacon to Topcliffe at 13.49 on 21st March. The Enstroms mentioned above are the first in the area.

HOLOCAUST AT HOWDEN

by Ces.Mowthorpe.

In the cool morning air, on the 29th June 1918 the newest of Great Britain's rigid airship fleet, R.27, rose into the air from Messrs. Beardmore's works at Inchinnan, Scotland on her maiden flight. One of the class designated '23x', she was outdated by the current Zeppelins and even some British airships that were then well on their way to completion. She was still, however, capable of giving useful service and groundwork in experience and handling, to crews, in preparation for future, more modern rigids that were destined to follow.

535 ft. long, her engines and crew stationed in three enclosed gondolas this giant performed well, that is, within the limits that were expected by the Admiralty in mid-1918. After brief trials from the works R.27 was accepted by the Navy and flown to her war station at Howden, East Yorkshire during early July, 1918.

From Howden the ship flew nearly a score of training and operational flights around the Humber Estuary and out over the North Sea, between which, she was berthed in the large single rigid shed at Howden. During 1918, the sheds that berthed these huge monsters had mostly been built to berth the much newer and larger airships that were then being constructed, hence, large as R.27 was, the shed still had room inside to accomodate several small non-rigids as well. This was exactly the case on 16th August 1918. R.27 was berthed in the massive corrugated iron shed, slightly to one side, thus leaving room at either end for two SSZ. non-rigids, 38 and 54. Further space was occupied by groups of personnel repairing, assembling and rigging various pieces of equipment.

A few months previously the RNAS lighter-than-air service had received the first few American Navy flyers who had crossed the Atlantic to train alongside their British companions. These young Ensigns, that had been selected to train as airship pilots had all to possess University degrees, and the enlisted men were hand-picked. Since earlier in the year the U.S.Navy had been in possession of three SSZ(Zero) non-rigids, of which one, SSZ.23 was based at Howden. This was under the command and piloted by Ensign Phil Barnes, of Minneapolis, and crewed by Coxswain CPO.Packham-described as 'tall, lean, quiet and very efficient'. Others at Howden during this period were, Ensigns Harrison Goodspeed., from Grand Rapids, Pete Wolf and Ensign Pope. When Phil, Barnes first landed SSZ.23 at Lowthorpe, a mooring-out satellite of Howden, close to Bridlington, the field was covered in buttercups and he excitedly wrote home to his parents that he 'had landed on a field of gold'. The date of this landing was 9th May 1918.

The final meeting between R.27 and these enthusiastic, keen and dedicated Americans was to prove very expensive for the Royal Navy!!

Orders came from across the Atlantic that SSZ.23 was to be dismantled and shipped to America. Meanwhile the Americans would carry on operations with British equipment. During dismantling, it was decided that the envelope of SSZ.23 being sent to the United States should be replaced by a completely new one, therefore, 'writing-off' the existing envelope that had been used. This envelope was not very old, itself having been a new replacement for the one that Ensign Barnes 'wrote-off' at the entrance to Lowthorpe Woods mooring-out station late in May 1918.

These eager Americans got their heads together and decided that by utilizing 'Zero' 23's old envelope and scrounging the spare parts that abound in a large wartime station, such as Howden, they could assemble one complete 'Zero' -unnumbered because it was built completely out of 'spare parts' - and present the RNAS with an extra 'airship' ! This they proceeded to do. Working in their spare time one complete 'Zero' rapidly took shape. This work was carried out in the large rigid shed, which on the 16th August 1918 housed R.27.

During the final stages assembly, whilst connecting-up the petrol fuel pipes into the bilges of the non-rigids gondola. Along came a crewman, to test the W/T set, which was a small battery-operated 'spark' job, and quite unaware of the petrol fumes rising out of the gondola, he switched the set on and commenced to use the key. This set the petrol alight which in turn took a firm hold of the gondola itself. The ensuing blaze rapidly engulfed R.27 and the other two 'Zero's' housed alongside, SSZ.38 and SSZ.54. Rapid evacuation of the shed took place and in the words of one American survivor who had started to run when the fire got out of control! he was ejected from the shed by successive puffs as the gasbags of R.27 ignited! There was however, only one casualty, a Naval rating, on look-out at the top of the shed, who tried to run down the stairs and was seared to death.

The conflagration soon died down, without the shed burning out completely, although exploding ammunition and the intense heat left many holes in the roof. It was through these holes that rain and bad weather damaged the R.31 that had been berthed there, a few days before the Armistice, beyond repair.

Altogether, R.27 flew a total time of 89 hrs. 40 mins. Her cost to build was estimated at £110,000

LBA - Summer 1974 Departures

Andy Barker and G.R.Fozzard.

0725	NS601	V.800	Belfast	1 2 3 4 5	
0755	NS403	V.800	London-Heathrow	1 2 3 4 5 6 7	
0830	NS523	V.800	Paris-Orly	1 3 5	
0830	NS511	V.800	Brussels	2 4	
0840	DA120	HS.748	Glasgow	1 2 3 4 5	
0850	AQ200	F.27	Edinburgh & Aberdeen	1 2 3 4 5	From 6 May
0900	NS241	V.800	Jersey	6 7	6(25 May-28 Sep) 7(14 Apr-13 Oct)
0900	RM.531	PA-31	Gloucester/Cheltenham	1 2 3 4 5	
0915	NS603	V.800	Belfast		6
0930	NS405	V.800	London-Heathrow	1 2 3 4 5 6 7	
0930	DA124	HS.748	Bournemouth		6 7 6(25 May-28 Sep) 7(14 Apr-13 Oct)
0935	AQ205	F.27	Norwich		6 From 11 May
1015	NS407	V.800	London-Heathrow	1	
1055	NS341	V.800	Dublin	1 3 5	
1105	UK673	HPR-7	Isle of Man	2 4 5 6 7	2,4,6,7(02 May-29 Sep) 5(07 Jun-27 Sep)
1105	NS255	V.800	Guernsey & Jersey	2 4	07 May-26 Sep
1110	NS243	V.800	Jersey		6 7 14 Apr-13 Oct
1130	NS501	V.800	Amsterdam	1 2 3 4 5	
1220	NS343	V.800	Dublin		6 From 1 Jun
1230	UK675	HPR-7	Isle of Man		5 17 May-31 May
1325	NS271	V.800	Guernsey		7 26 May-01 Sep
1330	NS247	V.800	Jersey	1 3 5	1,5(12 Jul-27 Sep) 3 (From 3 Apr)
1410	NS273	V.800	Guernsey		6 11 May-21 Sep
1605	EI337	B.737	Dublin	2 3 4 5	7 3(03 Jul-28 Aug) 5(07 Jun-30 Aug) 2,4,7(From 2 Apr)
1630	NS413	V.800	London-Heathrow	1 2 3 4 5 6 7	
1700	RM537	PA-31	Gloucester/Cheltenham	1 2 3 4 5	
1715	NS503	V.800	Amsterdam		7
1740	DA122	HS.748	Glasgow	1 2 3 4 5	
1740	NS605	V.800	Belfast	1 2 3 4 5	1,3,5(From 1 Apr) 2,4(25 Jun-26 Sep)
1740	NS655	V.800	Liverpool & Belfast	2 4	To 20 Jun & From 1
1820	AQ204	F.27	Edinburgh & Aberdeen		7 From 12 May
1830	NS415	V.800	London-Heathrow	1 2 3 4 5	
1920	AQ203	F.27	Norwich	1 2 3 4 5	From 6 May
2020	DA123	HS.748	Luton	1 2 3 4 5	

LBA- Summer 1974 Arrivals

0830	DA120	HS.748	Luton	1 2 3 4 5	
0840	AQ200	F.27	Norwich	1 2 3 4 5	From 6 May
0850	NS402	V.806	London-Heathrow	1 2 3 4 5	
0925	AQ205	F.27	Aberdeen & Edinburgh		6 From 11 May
1010	NS602	V.806	Belfast	1 2 3 4 5	
1030	NS404	V.800	London-Heathrow	1 2 3 4 5 6 7	
1040	UK672	HPR-7	Isle of Man	2 4 5 6 7	2,4,6,7(2 May-29 Sep) 5(07 Jun-27 Sep)
1110	DA121	HS.748	Glasgow	1 2 3 4 5	
1110	RM532	PA-31	Gloucester/Cheltenham	1 2 3 4 5	
1145	NS604	V.806	Belfast		6
1205	UK674	HPR-7	Isle of Man		5 17 May-31 May
1240	NS242	V.800	Jersey		6 7 6(25 May-28 Sep) 7(14 Apr-13 Oct)

1245	NS512	V.800	Brussels	2	4	
1255	NS524	V.800	Paris-Orly	1	3	5
1330	NS342	V.800	Dublin	1	3	5
1520	NS256	V.800	Guernsey & Jersey	2	4	
1530	EI336	B.737	Dublin	2	3	4 5 7
						07 May-26 Sep 3(03 Jul-28 Aug) 5(07 Jun-30 Aug) 2,4,7(From 2 Apr)
1540	NS502	V.800	Amsterdam	1	2	3 4 5
1540	NS344	V.800	Dublin			6
1550	NS244	V.800	Jersey			6 7
1655	NS272	V.800	Guernsey			7
1710	NS248	V.800	Jersey	1	3	5
						1,5(12 Jul-27 Sep) 3,(From 3 Apr)
1740	NS274	V.800	Guernsey			6
1750	NS412	V.800	London- Heathrow	1	2	3 4 5
1810	AQ204	F.27	Norwich			7
1910	AQ203	F.27	Aberdeen & Edinburgh	1	2	3 4 5
1910	RM538	PA-31	Gloucester/Cheltenham	1	2	3 4 5
1955	NS414	V.800	London-Heathrow	1	2	3 4 5 6 7
2005	DA125	HS.748	Bournemouth			6 7
						6(25 May-28 Sep) 7(14 Apr-13 Oct)
2010	DA123	HS.748	Glasgow	1	2	3 4 5
2025	NS606	V.800	Belfast	1	2	3 4 5
						1,3,5(From 1 Apr) 2,4(25 Jun-26 Sep)
2040	NS504	V.800	Amsterdam			7
2105	NS416	V.800	London-Heathrow			5 6 7
2105	NS658	V.800	Belfast & Liverpool	2	4	
						To 20 Jun & From 01 Oct

The coming two months see the annual Dutch bulbfield flights to Rotterdam from Leeds/Bradford and Teeside. Equipment to be used will either be Viscounts of British Midland or Alidair, or 748's of Dan-Air.

Flights to Leeds/Bradford will arrive at 12.45 and depart at 13.30 on April 28, and 1,4,7, 10 May. Flights to Teeside will arrive at 12.45 and depart at 13.30 on 9,12,15,18 April.

Severn Airways are due to commence operations in August on the Leeds/Bradford to Bristol route. Delay has been caused by not obtaining the two Trislanders on schedule.

Air Anglia have delayed the introduction of the Norwich-Leeds/Bradford-Edinburgh - Aberdeen service until May 6 due to the lack of available aircraft. Two more Friendships are being negotiated for, but at present the fleet consists of Friendships G-BAKL and G-BAUR, and Dakotas G-AGJV and G-AOBN.

to Summer Timetables

Prefix	Airline	Radio callsign
AQ	Air Anglia	Anglia
DA	Dan-Air	Danair
EI	Aer Lingus Irish	Aer Lingus
NS	British Airways - Nor.	Northeast
RM	McAlpine Aviation	Macline
UK	British Island Airways	Britisland

Late news has come to hand concerning the bulb flights, it is probable that Caravelles of Transavia will be used on some runs. This is not a rumour but is based on factual evidence. The first flight is expected on April 28th at about 13.00 hrs, it seems serious because a G.P.U. has been brought over from Ringway to handle it.

CREDITS Flight, Andy Barker, Mike Gaunt (for cheek and honesty), Dave Allan, Martin Powell (for putting pen to paper twice in two weeks!), Guardian, Yorkshire Post, Telegraph and Argus, Ian Barber, Pete Barber (for keeping his car in trim so he can go to Sherburn), Trev r Smith, Ian Carling, Ian Sim, Keith Jordan, Alan Anderson, Geoff Abbott, Tweeeeeet, Air Britain News, British Air Review, J. Robinson.

BAGBY A CP301A Emeraude and a Tipsy Nipper Mk 11 are offered for sale in Flight by Mr. J. Whiting, these are believed to be G-BKKL and G-ARDY respectively.

BROUGH: February movenents as follows,

1 G-AVVT Pa-23 Aztec	G-AYTP Pa-23 Aztec; G-BA00 Cessna 421B
3 G-AZOD Pa-23 Aztec	First visit
4 G-AYBO Pa-23 Aztec	G-BBDS Pa-31 Navajo
5 G-BBTL Pa-23 Aztec	G-AZBW Pa-39 Twin Comanche C/R
6 G-AVSO Pa-23 Aztec	G-AXDC Pa-23 Aztec
7 G-ASMG DH 104 Dove	G-BAUV Cessna F.150
12 G-AWVS Cessna 337	Also 13,20,21,25,26,27; G-AWKC Hughes 269
G-AVZC Hughes 269	Also 14,27
13 G-ASTZ Hughes 269	G-AWUY Cessna F.172
14 G-ATYF Pa-30 Twin Coman.	G-AVIE Cessna F172; G-BACB Pa-34 Seneca
G-AYRG Cessna F172	Also 18
15 G-AYLO Cherokee 140	First visit
16 G-AYDG Rallye Minerva	
18 G-AREA DH 104 Dove	Also 26,28; G-AYDE Pa-23 Aztec, also 26,27
G-BBIM Cessna 310	First visit
19 G-BBGE Pa-23 Aztec	First visit; G-AWKF Pa-30 Twin Comanche
G-BBKK Cessna 310	First visit; G-BBIT Hughes 269, also 28
20 G-AXFE King Air	G-BAEB Robin DR400, first visit
21 G-BAOP Cess a FRA 150	G-ATWN Aero Commander 680F; G-BBDO Pa-23 Aztec
22 G-AWLY Cessna F150	
25 G-AZZV Cessna F172	
26 G-AZWW Pa-23 Aztec	Also 27
27 G-ASDA Queen Air	
28 G-BBPV Pa-31 Navajo	First visit; G-BBSL Pa-23 Aztec first visit

CHURCH FENTON: 1975 will see the removal of 5 FTS with Jetstreams from Oakington to Church Fenton to join a reduced 2 FTS. Only Helicopter pilots will have Bulldog training in the near future. WP831/21, c/n 0712 and registered G-BBMT has been purchased by the RAFGSA at Bicester for glider towing duties.

COTTAM: Pawnee 235 G-AZPA was here on 18th March from Wickenby and was spraying around Driffield on other days.

CROSLAND MOOR: Tri-Pacer G-APVA which crashed here a few months ago is at the back of the hangar, wings removed and minus engine.

DONCASTER: Erection of the Grumman American Travelers has now moved here from Sherburn and is being carried out by Fliteline. Airtests this month have been G-BBUI (7th), G-BBRZ (14th), G-BBSA (14th) and AA1 Trainers G-BBUH (7th) and G-BBWZ (21st). Cessna FR172F Rocket SE-FKG (c/n 0113) has been registered to Vale Hire and Contracting Co. Ltd as G-BBXH.

DRIFFIELD: Pa-23 Aztec G-BBRD of Omega Consultants was a visitor here on 30th January and 2nd February. Delivery date for Aztec G-BBRJ to Vertex was 16th February.

FINNINGLEY: Not previously reported by YAN is the prescence of Varsity WF328/B which is ex-AAITS. New Jet Provost here with 6 FTS is T.4 XP640/M which is ex-27 CAW. On March 8th five Dominies left on a training flight to Istres/Le Tube, the aircraft in question were XS713/C; XS727/D; XS729/G; XS730/H; XS732/B; The return flight was made via Nice on the 11th.

GRINDALE: Cessna 207 G-BBYG has been registered to S.E. Clay, most magazines have indicated that it will be based at Driffieldbut it seems likely it will join his other Cessna , G-BAAS, here at Grindale which is operated by the Grindale Sport and Parachute Clmb. 'YG was previously registered as G-BAAK and was operated by Educational Flight Services at Southend.

HUDDERSFIELD: Hughes 269 G-BAXE has been re-registered to Walter Downs Ltd of Huddersfield although it may not be based here. It has been seen at Sherburn and may be resident there.

LECONFIELD: Martin Powell has sent information to us on Leconfield which we do not often report on so this is a good chance to bring ourselves up to date. Whirlwinds which have been reported here are: XD165, XD182, XD186, XJ429, XJ723, XJ724, XJ729, XK969, XP348, XP352, XP403, XP404. On the 60 M.U. scene their recent inhabitants

are:-

Canberra P.R. 7's WT509, WJ815, WT519; XM176 a Lightning F.1A is cocooned outside whilst the Canberras are in store. Aircraft in for service and storage are as follows (some may still be here), WL757, Shackleton A.E.W. 2 and the following Lightnings -- F.1A XM135, XM137, XM145, XM163, XM164, XM172, XM176, XM192.

F.2A XN735 A/19 sqn; XN774 F/19 sqn; XN778 H/19 sqn; XN787 L/92 sqn; XN788 P/92 sqn; XN792 M/92 sqn.

F.3 XP694 D/29 sqn; XP702 R/56 sqn; XP750 H/111 sqn; XP753 56 sqn; XP759 56 sqn.

F.6 XR727 F/23 sqn; XR752 23 sqn; XR758 E/23 sqn; XR771 C/56 sqn; XR773 W/56 sqn; XS899 5 sqn;

T.4 XS456 X/56 sqn; XV329 T/74 sqn.

The list covers Lightnings in at Leconfield from August to January, the majority remain for two to three months and return to their respective squadron taking up their old codes. Lightning F.6 XR758, ex E/23 sqn was with 60 M.U. from 26.9.73 to December 1973 when it moved to Bnbrook and became B of 5 sqn. F.6 XS903/C of 5 sqn arrived here on 7th January. Now to Chipmunks and WP860 has left 60 M.U. for 13 AEF at Sydenham, WG466/A of the Queen's UAS is here for overhauling and on 25th February WP906 from 781 sqn RNAS arrived from Lee-on-Solent.

LEEDS/BRADFORD: March movements,

1 G-APUZ Pa-24 Comanche	G-APVK Pa-23 Apache	G-BASK Aztec
G-BAUI Aztec	G-BDGE Aztec	LN-NPB Navajo
2 G-AYCL Cessna 210	G-AVGI Cherokee	G-AVPF Twin Comanche
G-AYFJ Rallye Club	G-AYTD Aztec	G-ATFK Twin Comanche
G-AVSG Pa-28 Cherokee	G-AZEG Pa-28 Cherokee	
3 G-AYMX Jet Ranger	G-AZLM Cessna F.172	G-ASWO Cessna 210
G-AZRX GY 80 Horizon	G-AVYL Pa-28 Cherokee	G-AVHW Twin Comanche
G-AYFT Twin Comanche	G-BAYU Cessna 310	G-BAVY Aztec
G-BATH Cessna F.337	N57057 Commander 685	
4 G-AXAW Cessna 421	G-AZRU Jet Ranger	G-ASMF Travel Air
G-BBIT Hughes 269	G-BBNO Aztec	
5 G-AVCJ Beagle 206	G-ASSR Twin Comanche	G-AZZV Cessna F.172
G-AZIZ Rallye Minerva	G-AZKS Yankee	G-AVSN Jet Ranger
G-AWLJ Cessna F.150	G-BAXE Hughes 269	G-BBMD HS 125
G-BBNO Aztec	G-BBVR Navajo	XS790 Andover
N4493 Cessna FR172		
6 G-AXUV Cessna F.172	G-AZFR Cessna 401	G-AZLH Cessna F.150
G-AZWW Aztec	G-APYN Tri-Pacer	G-ATEW Twin Comanche
G-BACB Seneca	G-BBGB Aztec	G-BBES Jet Ranger
G-BBFF Seneca	G-BBIT Hughes 269	G-BBMD HS 125
G-BBPV Navajo	13730 UH-1H Iroquois	
7 G-AZZV Cessna F172	G-AYID Baron	G-AVZV Cessna F.172
G-ATAI Dove	G-AWDX Pup	G-AXUY Jodel DR1050
G-ATSM Cessna 337	G-AYFT Twin Comanche	G-AZOA Monsum
G-AVYL Pa-28 Cherokee	G-AZFR Cessna 401	G-BAEJ Traveler
G-BAJN Traveler	G-BAHW Cessna 310	G-BAIG Seneca
G-BAOP Cessna FA150	G-BAUO Aztec	G-BBSP Hughes 269
N6645Y Aztec		
8 G-AZNY Aztec	G-AYEK Jodel DR1050	G-AYHA Yankee
G-ASWJ Beagle 206	G-BAEJ Traveler	G-BAXE Hughes 269
XT624/XW280/XW613 Scout AH 1's, Army Air 229.		
9 G-AWPM King Air	G-AZZV Cessna F172	G-AZKW Cessna F172
G-BATP Bolkow 105C	XV306 Hercules "KYZ33C"	
10 G-AWPM King Air		
11 G-AVWR Cherokee Arrow	G-AROI Dove	G-AXTP Pa-28 Cherokee
G-AVUX Cessna F172	G-BBBJ Pa-23 Aztec	G-BBPV Navajo
12 G-AYEM Pa-23 Aztec		
13 G-AVLY Jodel D.120	G-ARYK Cessna 172	G-ATMJ HS 748
G-AZFR Cessna 401	G-AZZV Cessna F.172	G-BBPV Navajo
G-BBEW Pa-23 Aztec	G-BBSP Hughes 269	G-BABX King Air
PH-OTD Cessna U206 A n/s		
14 G-ATHJ Pa-23 Aztec	G-AZNY Pa-23 Aztec	G-AXIS Navajo
G-AZVY Rallye Club	G-BAMI Cherokee 235	G-BAVJ Navajo
G-BAZV Pa-23 Aztec	G-BBES Jet Ranger	G-BBPV Navajo
G-BBUJ Cessna 421	BI-AWV Traveler (?)	

15 G-AZNY Pa-23 Aztec	G-AVZT Navajo	G-ATHJ Aztec
G-AVVF Dove	G-AXDC Aztec	G-AYAD Twin Comanche
G-AYRY HS 125	G-BAED Aztec	G-BARO Jet Ranger
G-BBOW Aztec		
16 G-ATCE Cessna 206	G-AVGB Cherokee	G-AVAO Twin Comanche
G-BBGE Aztec	G-BAZA HS 125	G-BARW Cessna 402
G-BBDH Cessna F172	XT624/XW280/XW613 Scout AH1's	ArmyAir 229
XP907 Scout AH1, MarineAir 490		
17 G-AXDC Aztec	G-AYMT Jodel DR1050	G-AXPM Pup
G-AYEK Jodel DR1050	G-BAIL Cessna FR172	G-BAYU Cessna 310
18 G-AVAU Twin Comanche	G-AVVS Hughes 269	G-AWUL Cessna F150
G-AZBC Twin Comanche	G-AWKF Twin Comanche	G-ASTZ Hughes 269
G-ATVC Cherokee Six	G-BARO Jet Ranger	G-BAVJ Navajo
G-BBIT Hughes 269	SE-FKB Cessna 337 STOL	
19 G-AYKY Twin Comanche	G-AWEM Fournier RF-4D	G-ASXR Cessna 210
G-APVK Pa-23 Apache	G-ASDO Baron	G-AYBH HS 125
G-AWCV Cherokee Six	G-BAGW Cessna F150	G-BAMM Cherokee 235
G-BAZA HS 125		
20 G-AVNL Pa-23 Aztec	G-AZZL Pa-23 Aztec	G-AWUL Cessna F.150
G-AXRM BN2A Islander	G-AYMT Jodel DR1050	G-AVCR A61 Terrier
G-ATSR M35 Bonanza	G-ASFG Aztec	G-BAMJ Traveler n/s
60928 UH-1H Iroquois		
21 G-AZKS Yankee	G-AVLK Beagle 206	G-AZOC Monsun
G-AYPH Cessna F177	G-AWUL Cessna F150	G-AYEI Navajo
G-APZE Apache	G-AXFE King Air	G-BASK Aztec
G-BAVJ Navajo	G-BBEM Baron	G-BBHF Aztec
D-ECWA Pa-24 Comanche		
22 G-BARE Cessna 414	G-BASK Aztec	G-BAUJ Aztec
LN-MTT Convair 440	N4568L Cessna 310	
23 G-AVYC Aztec	G-AYCV BN2A Islander	G-ATLD Cessna 310
G-AZUG Traveler	G-BASK Aztec	G-BBKI Cessna F.172 del
G-BBKF Cessna FRA150 del		
24 G-AWMS HS 125	G-AYNB Navajo	
25 G-AWMS HS 125		
26 G-BBCJ Cessna F150J	G-BBMD HS 125	G-BBUI Traveler n/s
OO-LFB Cessna 402	OY-BDK Navajo	PH-VIP Cessna F337
27 G-AVLV Aztec	G-AYFI Twin Comanche	G-BAAJ Aztec
G-BAJO Traveler	G-BASK Aztec	G-BAPY Robin DR400
G-BBCC Aztec	G-BBIT Hughes 269	G-BBKJ Cessna F337
G-BBPV Navajo	G-BBRZ Traveler	OO-LFD Cessna 421
28 G-ARSC Pa-24 Comanche	G-AVSO Pa-23 Aztec	G-AXXH Islander
G-AZGG King Air	G-AXFG Cessna 337	G-AZZK Cessna 414
G-AYAF Twin Comanche	G-BAAJ Aztec	G-BAHW Cessna 310
G-BAUO Aztec	G-BAVJ Navajo	G-RBBPV Navajo
G-BBPX Seneca		
29 G-AMZY Dove	G-AZLM Cessna F172	G-AWKF Twin Comanche
G-AYKU Aztec	G-AYSB Twin Comanche	G-ASCJ Comanche
G-AYHK Jodel DR1050	G-AWEZ Cherokee Arrow	G-BADJ Pa-23 Aztec
G-BAEI Cessna 421	G-BAMJ Cessna 182	G-BAUD Robin DR400
G-BBGE Aztec	G-BBMD HS 125	G-BBPV Navajo
OO-VGU Convair 440	XW789 Dominie CC1, Ascot 1673	
30 G-APVK Pa-23 Apache	G-ASSB Twin Comanche	G-AYFJ Rallye Club
G-AXPB Pup	G-AVYL Pa-28 Cherokee	G-BASK Aztec
G-BBEF Cherokee	G-BBSP Hughes 269	? Dominie
31 G-ATCE Cessna 206	G-AVGI Cherokee	G-ATAIM ooney M20C
G-AXZU Cessna 182	G-ATBY S-58 Wessex	G-BAMM Cherokee
G-BBPV Navajo	OO-VGP Convair 440	G-AVLY Jodel D120 n/s

Another varied selection this month with no less than three Convair 440's, LN-MTT on the 22nd belongs to Stellar and appeared out of the fog at 0700 with a ships crew. OO-VGU on the 29th and OO-VGP on the 31st both belong to Delta Air Transport. The Rockwell Commander N57057 on the 3rd is the new U.K. demonstrator and the c/n was reported as 12053. Aztec N6645Y on the 7th is Graham Hill's runabout. Cessna 206 PH-OTD on the 13th had c/n 0653 and after a night stop left for Rotterdam. Traveler EI-AWV arrived at Northair on or about the 14th and left for Doncaster on the 20th. Another Fliteline machine arrived

from Doncaster on the 18th in the shape of Cessna 337 SE-FKB and this was with Northair until the 28th. Cessna 310 N4568L on the 22nd diverted in from Pocklington where it has been a regular visitor for some months, after it had spent the night at LBA it departed for Pocklington. Cessna's G-BBKI(F172) and G-BBKF(FRA150) arrived for Northair on the 23rd and are expected to go to Ringway for storage soon. Traveler G-BBRZ was in for radio fitting from the 20th to the 26th and Traveler G-BBUI arrived for radio fitting on the 26th and is still present Cessna 172 G-ARIU which has been with Northair for engine change since last year has finally gone being collected by Tri-Pacer G-APYN on the 6th. MacAlpines new Navajo G-BBVR did the return flight from Staverton on the evening of the 5th and was also present on the 6th. The three Army Scouts on the 8th were using just the one callsign and were northbound from Netheravon. On the 16th the same three were southbound to East Midlands. The two US Army UH-1's both belong to the Aviation Detachment at Burtonwood and on the 6th 13730 was from Burtonwood to Liverpool whilst on the 20th 60928 was from Leeming to Burtonwood. Finally the old YTV JetRanger G-AWRI has not been noted since around the first of the month and may well have departed

LEEMING: Javelin F(AW)4 XA634/7641M from RAF Colerne was transported here by 71 M.U. and is now on the gate painted as "L" of 228 O.C.U. First of the new arrivals from the C.A.W. at Manby to be positively recorded is Jet Provost T4 XS218 coded "61", most of them are reported to be near the end of their fatigue lives.

OXENHOPE: A hangar with accomodation for around 20 aircraft is to be erected. Rocket G-BBYH is resident and another Cessna (type unspecified) is due shortly. Turbulent G-AWDH which disappeared from Sherburn last year is being rebuilt nearby and will be based here.

PAULL: Beverley XB259/G-AOAI was expected to fly in on 23rd March from Luton but due to bad weather it did not succeed, finally flying in on 31st March. The aircraft was purchased for about £7,000 by a local brewery and will become a club-house.

SHERBURN: March movements,

1 G-BBKH Cessna 172	F. Grindale to Leeds , also 2, 3, 6.
2 G-AXCW Beagle Pup	F/T Leeds.
G-BAXT Cherokee Arrow	F/T Crosland Moor, abm LBAB 16.22 & 17.14. Also 22nd.
3 G-AZRX Horizon	F/T Blackpool, abeam LBAB 13.28 & 15.00.
G-AWXV Cessna 172	F. Blackpool, in formation with 'ZRX.
G-APVV Mooney M.20	F/T Barton, abeam LBAB 14.15 & 16.10.
4 G-ATMV Cherokee	F. Ronaldsway, abeam LBAB 17.00 & 20.00.
8 G-AZTB Monsun	F/T Tees-side, outbound 16.30.
16 G-BAEX Cessna 172	F. Melbourne, local flying.
20 G-AXER Twin Comanche	F/T Leeds.
21 G-BBKD Cessna FRA 150	F/T Leeds , twice. Also 30th.
28 G-BBSP Hughes 269	F. Selby Fort (refuel).
30 G-AYYN Cherokee Arrow	F/T Leeds.

Eastern Aviation has been taken over and is now solely (?) a maintenance outfit. Air tests this month have been Cessna 150's G-BBDT on the 6th and G-BBCJ on the 27th. New resident is Cessna 182 G-AXLU which moved in from Leeds around mid-month. Several visits were made during the month to the airfield by the editor and Ian Barber which enables a clearer picture of activities to be presented. The Sherburn Aero Club's Condors seem to change monthly but despite rumours that they are to be replaced by Cessnas they are still being used by the Club, the fleet during the month has comprised of G-AXGV, G-AVXW, G-AYFD, G-AVZE and G-AVOH. Auster D4 G-ARLG was present on 23rd March from Wickenby and was still here on 7th April, and Rallye Club G-ASAU was also present on the same dates. Emeraude G-AYRS flew out on 7th April after having been present for at least a few weeks whilst Jodel 1050 G-AYLL was in the main hangar on 23rd March but was not on the airfield by the date of the second visit. Two visitors noted on 7th April were G-AYTG and G-AXFG, Cardinal and 337 respectively. The small hangar which houses the various helicopter fleets is becoming a little small these days and what appears to be a helicopter compound is being constructed nearby. Aircraft noted on April 7th were Hughes, G-BATT, G-BBIS, G-BAXE, G-AVVS, G-AWKC and Jet Ranger G-AYMX. Hughes 'ATT is confirmed as a new addition to the Twyford's fleet. Airedale G-AWGA currently undergoing long awaited repairs has been registered to Mr. P.E. Scott whilst Yankee G-AYHA in bright yellow trim has been registered to Eastern Aviation.

TEES-SIDE: A new airline, Tees-speed, hoped to have commenced services from here on April 1st using Britannia 5Y-ALT/G-ASFU. February movements:

25 G-BARR HS 125-600	G-AVWH Cherokee	G-BBMR Chipmunk
F-BRSM Cessna 402		
28 G-AXMT BAC 1-11	G-BANB Robin DR400/180	G-BBDR Navajo
G-BBEW Aztec		

March:

1 G-BAWY Aztec	G-BAKJ Twin Comanche	G-BANI Cessna 188A
4 G-AWDR Cessna FR172	G-AZNY Pa-23 Aztec	G-BBGU HS 125-400B
5 G-ASOO Twin Comanche	G-AXTE King Air	G-AWVS Cessna 337 STOL
G-BBFT Pa-34 Seneca	G-BABW King Air	5Y-ATE Cessna 182P
6 G-AXSX C23 Musketeer	G-AXXG BN2A Islander	G-AYOJ HS 125-400B
7 G-AZRR Cessna 310	G-AYOR BAC 1-11	G-BAZV Pa-23 Aztec
F-BRNS Pa-31 Navajo		
9 G-BAJU Pa-23 Aztec	G-AZTW Cessna F177RG	EC-CAM Douglas Dc-8
12 G-AWRO Beagle B206	G-BBDM Traveler	G-BBRA Pa-23 Aztec
PH-TVB Pa-31 Navajo		
14 G-AMPO Douglas Dc-3	G-BBUI AA5 Traveler	G-BBMK Pa-31 Navajo
PK-PJG Gulfstream II		
19 G-AZRU Jet Ranger	G-BBDH Cessna F.172	G-BBIT Hughes 269
20 G-AYGZ Beech Baron	G-AZSJ Cessna 414	G-BADE Pa-23 Aztec
G-BBSL Pa-23 Aztec		
21 G-AZRR Cessna 310	G-AZFI Cherokee Arrow	G-AZTI MBB Bo 105
G-BADE Pa-23 Aztec	G-BAPE Cessna 414	G-BAKF Jet Ranger
G-BBLA Cherokee 140		
22 G-AYRY HS 125	G-AXXG BN2A Islander	G-BBMD HS 125-600
EC-CAD Douglas Dc-8		
25 G-APEX V806 Viscount	G-APEY V806 Viscount	G-AOYL V 806 Viscount
G-AZNB V813 Viscount	G-ASEO Pa-24 Comanche	OO-LFF Cessna 421B
26 G-AVYB HS Trident 1E	G-AVYD HS Tident 1E	G-ASWP A23 Musketeer
G-ASJI BAC 1-11		
27 G-AYZO Pa-23 Aztec	G-AXMK BAC 1-11	G-BANS Pa-34 Seneca
G-BBTW Pa-31 Navajo	G-ARGW Aero Commander 500	G-BAVY Pa-23 Aztec
G-BBFT Pa-34 Seneca	G-BBMU DHC1 Chipmunk	

Cessna 402 F-BRSM on the 25th was operated by Phillips Lassaret Ent. and was from Calais to Le Havre. Navajo F-BRNS on 7th was F/T Calais and belongs to Air Wasteels. The Kenyan Cessna 182 on 5th belongs to Roger Clark (Air Transport) Ltd and has since been registered G-BEYS. All visitors on the 25th were LBA diversions whilst on 26th they were all Newcastle diversions. Star of the month must be the Indonesian G-2 PK-PJG on 14th even though it was only F/T Heathrow. The Bo 105 G-AZTI on 21st was from Oban to Mablethorpe. Aircraft crew training have been 26/2 G-AVML, G-ARJK, G-APEI, G-BBMG; 27/2 G-AVML, G-BBMG, G-BBUI; 28/2 G-AVYE, G-BBMG, G-BBUI; 6/3 G-AVYB; 7/3 G-AVYE, G-AZBC; Casair have bought out the Newcastle based Tyne Air Charter and have taken over Aztecs G-BBGE and G-BBPZ plus Seneca G-BBPX.

FLYOVERS

March.

1 G-ASKD Carvair	POL 10.00	8000 Southend to Prestwick.
4 N1032F Douglas Dc10	POL 16.22	33000 Overseas National, westbound.
5 G-APWY P.166	14.32	5500 Over Linton, last of the few! Southbound.
7 F-BRNS Navajo	POL 08.07	8000 To Tees-side, POL 18.30 southbound.
OY-AHV Cessna 177	MIL 09.59	7000 Westbound.
8 N7319L Navajo	MIL 11.27	15000 Eastbound, on delivery, OTT 12.05.
9 80219 C-5A Galaxy	OTT 20.02	35000 'MAC 80219 to Forbes AFB
11 SE-GAM Navajo P.	OTT 16.29	21000 Volvo, Northeast bound.
12 PH-TVB Navajo	POL 17.14	8000 Transavia to Tees-side, from Gatwick.
13 F-BUTS King Air	POL 10.12	20000 Northbound.
F-RAZR Transall	POL 14.14	21000 French Air Force, southbound.
D-IANE Citation	OTT 16.20	31000 'Citation Diane' from Warton, eastbound.
15 HB-IBS Douglas Dc6	POL 11.58	15000 Balair, Newcastle to Basle.
OY-BDW Aztec	OTT 12.58	8000 To Manchester.
G-AMPO Douglas Dc3	POL 16.55	7000 Tees-side to Southend.
F-BJTF Caravelle	POL 21.23	29000 Air Charter Int. Southbound.
16 F-BSSL HS 125	POL 10.38	33000 To Edinburgh.
F-BTYV Lear Jet	POL 19.37	41000 Edinburgh to Toulouse.
F-BTDY Cessna 421	POL 19.38	13000 Southbound.
18 D-IHWY Cessna 402	POL 12.28	4000 Inbound to Warton

This remarkable list of flyovers for March will be continued next month, PRESS DATE FOR MAY IS..... 4th May. Don't forget the coach trip to Hendon/LAP