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**EDITOR & TREASURER** } S.A.Langfield, 67 Orchard Grove, Thorpe Edge, Idle, Bradford. Yorkshire  
(BD10 9BT. Tel Bradford 615536)

**MOVEMENTS EDITOR:** T.W.Sykes, 219 Queensway, Yeadon, LS19 7PA.

**SECRETARY:** J.Allen, 149, Adel Lane, Leeds LS16 8BW.

**CHAIRMAN:** D.A.Senior 23, Queens Drive, Carlton, Wakefield WF3 3RQ.

**DISTRIBUTION:** L.Spice, 8 Cono Avenue, Girdlington, Bradford.

**SOCIAL SECRETARY:** D.Allan 16, Hawthorne Avenue, Yeadon

**NEW EDITOR** We now thankfully have a new editor, Andy Barker, 5 Brownberrie Crescent, Horth, Leeds. All future items of news etc should be sent to him and all movement news to Terry Sykes as before. My thanks go to Andy for relieving me of the editorship which is harder work than most people appreciate, I am sure Andy will do a good job but remember that news does not appear from thin air.

**BRANCH MEETINGS** JUNE 16th, Sunday at the Yorkshire Aeroplane Club at 3.00 p.m. we are lucky to have the services of Mr.Peter Schofield from Northern Aeroplane Preservation Society who will be talking on a subject of his own choice. He has spoken for us already a number of years ago and proved very entertaining. All are welcome. JULY 14th will be the talks given by various Branch members on their own subject. Please take a careful note of the date.

**COACH TRIPS** Believe it or not we actually filled the coach to Old Warden last month, albeit a 12 seater, but response and interest is still lacking. We are running another coach on June 30th, cost £2.25 plus 50p entrance fee. The display will take the theme of 'British Military Aviation since 1918', so come on you military enthusiasts. The coach will leave the Yorkshire Aeroplane Club at 07.30 and return at 11.30. Names to the editor please. Those of you who didn't go last month missed:: the first public appearance of the Dewotone D.26, Comper Swift, formation of three D.H.Moths, the Blackburn Monoplane in flight (an aeroplane almost 70 years old) and the oldest flying British machine anywhere in the world), Avro Triplane, Bristol Fighter, two Hornet Moths, Puss Moth, Cessna 195, Aeronca Hawk Speed Six, Avro Tutor, Hawker Tontit, in all over 60 visiting aircraft plus the Old Warden residents. They are hopeful of having the Gladiator flying at this months display.

**CAYLEY MUSEUM** On 30th May Dave Allan paid a visit to Scarborough and the Museum Bygones, South Bay, here a showcase is dedicated to Sir George Cayley of Brompton Hall Scarborough (1773-1857). There is a replica of his first model glider of 1804 which is a kite mounted on a pole, with a cruciform tail-unit attached by a universal joint.

Also there is a model of his third design for an airship, with airscrew propulsion of 1817, and a model of an improved helicopter design, rotated by string, similar to children's plastic flying rotor type.

There are also four photographs of aeroplanes taken before W.W. 1.

a) Bleriot monoplane at North Bay, Scarbro' 28th August 1913, piloted by M. Henri Salmet, and owned by the Daily Mail.

b) Avro 504 Seaplane Prototype, at Scarbro' on Whitsun 1914, piloted by Mr. F.P. Raynham.

c) Blackburn Type L Seaplane of the RNAS ( at Scalby Mills ) which was designed in 1914 for the circuit of Britain Race. It crashed into Speeton Cliffs in 1915.

d) Bleriot Monoplane at Cayton Bay, belonging to Northern Aviation Co. Ltd.

**N E X T P R E S S D A T E** ::::: July 6th, items please to the new editor.

Researched by David Cook. (Air Britain)

Edited by Ces.Mowthorpe.

One of the most interesting mysteries of aviation is how the relatively successful rigid airship R.34 was lost on the night of 28th January 1921, after colliding with a hilltop on the Yorkshire moors near Castleton, but, without serious structural damage, regained her base at Howden and was then beaten to an irreparable state by rising winds which prevented her from regaining her shed. On the face of it, this would appear quite a normal case of 'sheer bad luck' which always plagued these huge craft. Let us however, take note of the following data:

- i) R.34 took off from Howden for a combined trial and navigational instruction flight, in good weather, over the North Sea, passing over both the Haaks and Cromer Knoll light vessels, i.e. South of Howden and had no intention of venturing North of the Humber except to land at Howden.
- ii) On board was a class of 8 trainee Navigational Officers under a Squadron Leader Navigational Instructor.
- iii) The Captain of R.34 was Fl.Lt.Drew an experienced rigid Captain.
- iv) For approximately 4½ hrs R.34 was lost completely without the crew knowing where their position was, despite crossing and re-crossing the Yorkshire coast-line.
- v) Throughout the above mentioned 4½ hrs R.34 was in W/T contact throughout and was, in fact, trying to comply with orders to 'return to base'. At 23.35 hrs on the 27th. R.34 got a bearing by radio from Flamborough.
- vi) When she struck the hilltop, R.34 was at least 60 mls.NORTH of Howden.

Whilst the above six points appear to give an impression of gross neglect on the part of those in command of the airship, this was far from the case-the reader is reminded that all this occurred in 1921 before the sophisticated aids to aerial navigation were invented. Rather it was a case of one or more minor errors, which gradually accumulated and together with the approach of nightfall and deteriorating weather conditions brought about the loss. Fortunately there was no loss of life.

After the collision, R34., with only two of five Sunbeam 'Maori' engines in working order, struggled through the night in deteriorating weather (gusting to 50mph) and successfully regained her base, landing at 16.35 hrs. Had she been 30 mins earlier there is no doubt she would have got into her shed. If there had been at that time a mooring-mast at Howden (and the R.34 had had her mooring-shackle fitted) disaster would again have been averted.

R.34 was the first aircraft to make the double crossing of the Atlantic and had flown a total of almost 500 hrs. without any major trouble. Her flight on the 27th January was her first since March 1920 during which time she had been extensively overhauled and repaired in preparation to training the American crew that had come over to fly the ill-fated R.38 back to America. These simple facts establish that in every way the airship could be stated as 'Mechanically sound and proven'.

To come back to the present time, Mr.David Cook, and Air-Britain member from Tynemouth (whose father was an airshipman for many years) obtained a copy of the Proceedings of the Court of Inquiry, which took place on 2nd Feb. 1921 at Howden. Then he passed on to myself for comment, and, with his permission and considerable help, the following is my own interpretation of the events that led up to the loss of R.34. They are taken from the above-mentioned report and a 'plot' which I worked out from the information recorded therein. The report also mentions a 'Police Report' that was submitted, regarding the actual hilltop collision, however, extensive enquiries to both the Chief Constable of the North Riding and the North Riding County Archivist have failed to bring this to light. Hence, it is only proper that at this point it should be clearly understood that this is a reconstruction of the flight, which although I believe it to be correct, may have errors and if so, I accept full responsibility.

On January 27th 1921, at 12.20 hrs the airship R.34 took off from her base at Howden. For twenty minutes she gained height, carried out a parachute dropping exercise, tested her valves and at 12.44 hrs set course 090 degrees for Spurn Head. As the ship rose, her senior signalman flashed by lamp a request for her radio call-sign. This was normal procedure in this case as R.34 had not flown since March 1920. The duty signaller at Howden replied that the call-sign was 7V.K. Unfortunately he was mistaken, the correct call-sign was 7V.F. Realising his mistake, the duty signaller reported it to the officer in charge radio at Howden, who, instructed his operators to call R.34 by both call-signs and amend the error when contact was made. Unfortunately, due to a fault in R.34's model C radio, the airship failed to make contact with Howden. This led to a somewhat comic situation arising. Firstly, Howden failed to contact R.34 because they used the wrong call-sign. Secondly, R.34 was unable to 'work' her base because of a faulty transmitter. Admittedly she heard base calling 7V.F but because R.32 was flying that day, assumed the messages was for that ship.



The final outcome of this mixup was that eventually R.34 used her other radio, T.F. model, to contact Flamborough W/T and got them to pass to Howden the following message 'Please search T.F. Receiver for us, transmitting C.W. from 19.15 to 19.30, our wavelength unknown'. Readers will note that through this radio mixup the R.34 had been out of touch with base for over seven hours!

It is ironical that whilst R.34 was out of touch with her base, the flight was carrying on in almost copy-book routine. At approx. 14.50 hrs she passed the HAAKS lightship and proceeded down to the CROMER KNOLL lightvessel which she passed over at 15.32 hrs. At 16.05 hrs. she turned back towards base on a course of 360 degrees. During this time, lack of communication had not interfered with her passage over the sea, in any way. Howden, on the other hand was rather concerned about the fact that no messages had been received from the airship and judging, quite correctly that it was a radio fault, with the ship's transmitter only, continued to transmit a recall signal from 15.45 hrs. in the hope that R.34 could receive messages. However at 19.32 hrs Howden got radio contact (through Flamborough W/T) and R.34 reported that her position was 'AT 19.30 hrs. position, Spurn Head 305 degrees true, distance 30 mls'

The met. report at commencement of the flight was 'Fair. Wind will possibly freshen from the West'. At 20.00 hrs the weather reported to Howden was that the depression N.W. of Ireland was now moving East. Conditions less fair later.

By plotting the track of R.34 down to the CROMER KNOLL lightship, it appears that with a following wind (slight) she covered the surface at approx. 35 mph. However, upon turning North at 16.05 hrs. she could just catch the component of the depression off Ireland which would give for a short time, at least, another tail-wind. Captain, no doubt unaware of this 'apparent backing' of his wind, would naturally increase power to overcome the slight wind that had been astern on the outward leg of the flight. The combination of the two making for a ground-speed in the region of 60 mph.

Fl.Lt.Drew(Captain) was however unaware of the movement of the depression. Base only informed him (at 20.40 hrs.) to 'Return to Base, forthwith' and he was in the process of carrying out that order.

On this Northerly leg of the flight, the ship flew at 2,800 ft. and as she neared the coastline, her visibility was greatly impaired by broken cloud. So bad was this cloud, that, at 20.40 hrs (again) she crossed the coast, believing it to be 'Two miles North of Spurn' but noted in her log - 'Position doubtful! She then altered course to 290 degrees. By this time, remembering that night had fallen, R.34's navigation goes completely astray. At 21.00 hrs. she logged her position as 'Off Cleethorpes' - that is, South of her position at 20.40 hrs - and all the time her heading had been in a Northerly direction! A further entry at 21.40 hrs. gives the position as 'HULL, two miles Port Beam. Encountering strong winds and bumpy conditions'. Note: R.34 was steering since 20.40 hrs. a course of 290 degrees.

The first positive sighting from R.34 comes at 21.50 hrs. According to her log:- Ship alters course to 225 degrees, over unknown town with Blast Furnaces. Ship flying in broken cloud, encountering strong wind and heavy rain, visibility nil at times'. Note the underlined words- Blast Furnaces- these could only be the blast furnaces at Skinningrove, in North Yorkshire. Anyone studying the experiences of the early Zeppelin raids of 1915 and 1916 will recall how important the German Zeppelin Commanders regarded these excellent landmarks! Remember though, it is very easy to be wise after the event. Fl.Lt.Drew and his crew had no reason to think that their position was that far North. Specially as they were now in the following component of the eastwardly moving depression, which was almost directly from the North. Almost an hour later at 22.55 notes in the log indicate that the ship is drifting to Port, over broken cloud with the ground visible at times.

At 23.35 hrs a bearing was received from Flamborough W/T of 125 degrees - it was immediately questioned - that bearing would have placed R.34 well out to sea. Instead she was definitely over land! Note: If Flamborough had converted their bearing to that of the position of the R.34 from them i.e. the reciprocal of their bearing to the airship, this would have placed R.34 in almost the exact position that she found herself, between Skinningrove and Castleton, on Guisborough Moor where she actually struck the top of a hill. If a bearing of 225 degrees is taken from Skinningrove it passes right over the Cleveland Hills. Allowing for the Port drift reported in the log at 22.55 hrs. R.34's line of flight (Track) passes just northwest of Castleton, over ground that is 1200ft above sea level. Unfortunately, not having the advantage of our hindsight, R.34's captain still believed them to be - '23.40 hrs. Position S.W. of Flamborough Head, making sternway and drifting to Port. Reducing height as necessary to fix position from the ground. Ground sighted occasionally 300 to 400 ft beneath ship' - so much so that the ship was handed over to the second-in-command F/O.

Luck at 20.00 hrs., whilst he (Fl.Lt.Drew.) had a meal and retired to his bunk until roused to the control cabin at 22.05 hrs. by a radio message from Howden requesting (as previously) his immediate return to base. Even then, Fl.Lt.Drew could see the town with the 'blast furnaces' beneath the ship - 15 mins. after they were first sighted. Proof positive that R.34 was making very little headway against the storm.

By now, thoroughly uncertain of his position, the Captain went into the wireless compartment to try and get a bearing fix from Flamborough and it was at this moment 00.10 hrs on 28th January that a downdraught caught the airship, causing it to hit the ground, although the altimeter showed 1250 ft. Regaining buoyancy R.34 bounced back into the air and lifted clear immediately.

F/O Luck, at the controls, stopped all engines immediately and with the ship 'free ballooning' in cloud, carried out a quick inspection of the damage. This was relatively slight. Both the forward and after propellers had been smashed, the bumping-bag underneath the control car carried away, several wires broken together with some panes of glass in the control car. At 00.15 hrs. with Fl.Lt.Drew again in control, the amidships engines were restarted and R.34 got under way again. Ballast was dropped and a height of 2500 ft. attained. This was decreased to 2000 ft. shortly afterwards and radio contact re-established after another trailing aerial had been improvised. The time was recorded as 00.55 hrs. with a further note in the log that the ship had crossed the coast, going astern, drifting to Port. At 01.31 hrs, the following message was received at Howden:- 'At 00.10 hrs R.34 hit top of Hill, Forward and after engine cars completely disabled, ship going astern. DF position 15 mls. East of Spurn Head' - again note the underlined words. R.34 was still believed by those in command to be several miles off Spurn. In truth they were somewhere off Whitby.

Upon receipt of this message, Howden implemented a comprehensive rescue service which included asking help from the following: Coastal Area H.Q., Air Ministry, Admiralty and D.I.O at Hull. The result being that two destroyers HMS Wrestler and HMS Walker were dispatched from Harwich and a tug was sent from Hull. All had instructions to 'Stand by the R.34'. A message from base to the stricken airship at 02.12 hrs advised:- 'Only action available is to steer South and keep clear of the Coast. Try and make Pulham. All authorities are being warned'. At 02.50 hrs the ship altered course to 270 degrees. The estimated wind being 280 degrees with a strength of 30 knots. By 05.38 hrs, after several course corrections R.34 pointed herself as 238 degrees magnetic off Flamborough Head. Now, with daylight appearing Fl.Lt.Drew made a brilliant flight which terminated at Howden eleven hours later at 16.34 hrs. This final lap was carried out with only two engines working. Remember that although this class of rigid had five engines, two were coupled to a single propeller in the after gondola. Hence with the damaged fore and after propellers, R.34 had to get home on two-fifths power, against adverse winds, with the threat of darkness bringing deteriorating weather conditions. Her groundspeed was on average, less than 5mph!

Tragically, despite regaining her base, when the handling crews walked her towards her shed, the rising wind caused eddies to blow over the shed which made the giant airship unmanagable. After two further attempts she was walked away from the shed and moored by the proven '3-wire method'. This meant she was anchored to a huge mooring block, set firmly in the ground by means of a bridle and two wires to prevent her swinging sideways. Unfortunately the wind rose to gale force, the bridle gave way and R.34 started to bump her control car on the ground. Her crew had by now disembarked and through the night the control car broke away, damaging the No 1 and No.2 gasbags. Her stern then rose and eventually the pounding of her nose broke more gasbags. By morning she was a complete write-off.

Throughout the foregoing it will be appreciated that the critical period was the Northern leg from the Cromer Knoll lightship up to the sighting of the 'Blast furnaces'. Fl.Lt.Drew states that on several occasions he ordered 'Full power' on all engines, and this gave a indicated airspeed of 54-55mph. This would be normal procedure, considering that this was, after all, a trial flight! Now, consider the wind component? If the depression was moving in a Easterly direction, particularly if there was a slight Southerly move as well, this would bring the R.34 which was well out over the North Sea, just into the Southerly airstream of the anti-cyclone. Hence the ship would make good at least 60 mph for a short time and if this is plotted, it shows her just off Flamborough head at 20.40 hrs. With broken cloud and darkness falling it is conceivable that this was mistaken for Spurn Head. Fl.Lt.Drew had only flown over country north of Spurn Head twice, his second-in-command, not at all. The class of navigators appear to have been working independantly of the crew and they were just as confused. Again, had her radio been working from the commencement of the flight, the net. information may have been transmitted to the Captain. If we accept that at 20.40 hrs. R.34 was crossing Flamborough Head, this would make the



lights of Scarborough appear - if by this time her ground speed had reduced to about 40 mph - come into sight some 20 minutes later i.e. at 21.00 the log records her position as 'Off Cleethorpe'. Is it not probable that at night, the lights of the only other town in the vicinity being Scarborough, were thus mistaken?

The Court of Inquiry has put more emphasis upon the loss of R.34 through having to be moored out to the three-wire method, which because recommendations regarding mechanical handling of these large rigids put forward by experienced Senior airshipmen, such as Maitland, Major Scott etc., had not been implemented - lack of funds and general disorganisation within the lighter-than-air Service, being the reason, they had to use man-power, alone. A mooring-mast or even guide-rails into the sheds could have saved this ship. How the R.34 arrived at a point so far north as Castleton does not resolve itself! Much is made of the fact that the ship's radio was u/s, even though she was not in any danger throughout that period.

Where exactly she hit the hilltop is again only vaguely identified as:- 'A hill near Castleton, on Guisborough Moor'. It is then that mention is made of a report by Guisborough Police. The actual blast furnaces are not identified by name but in the editor's opinion they were undoubtedly Skinningrove. The reciprocal bearing from Flamborough W/T, plus the course of 225 degrees place the airship in line for the several peaks which exceed 1000 ft to the west of Castleton. This of course, takes into account that R.34 was 'drifting to port'.

While it is so easy to point out these facts, fifty-three years after the event, one must appreciate that a flight of 28 hrs duration, in 1921, plus the handicaps under which Fl.Lt.Drew was working was no mean feat in itself. It was only the lack of handling gear, at Howden, which brought about the loss of this airship. The airmanship of the crew was of the highest order, once her true position was known - what else but an airship, could hit a hilltop, thereby lose three-fifths of her power stay aloft for another sixteen hours and arrive back at base with no loss of life? And remember, this was in 1921!

Author's notes: the mooring shacles used by R34 on the 'three wire' system can still be seen close by the road side on the Howden/Spaldington road, approx. half way from the junction of the road on the right hand side to Spaldington Grange. After R34 was declared a write off she was chopped up with axes by her crew and station personell. An excellent book telling the story of R34 has been published by Adams & Dart by Patrick Abbott. Cost £4-95, title 'AIRSHIP - the story of R34.

EDITOR: our thanks to David Cook and Ces Mowthorpe for all the hard work they have put into the article.

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ODDS AND ENDS On a recent spotting trip to SHERBURN Dave Allan kopped the following aeroplanes Jodel D.117 G-AZII, Jodel Dr.1050 G-ATFD, minus engine; Chipmunk G-AORW now wears the legend 'Sherburn Aerobatic Group'; FH-1100 G-AZYT was with Twyford Moors; Jodel D.120 was present owned by the Wearside Flying Association. Didn't he do well! The CHURCH FENTON SSAFFA air display is being held on August 18th this year, the event is again sponsored by the Yorkshire Post. Present will be the following: The Red Arrows, The Falcons, Bulldog Pair, Jet Provost solo, Gnat solo, Vulcan, Buccaneer, Whirlwind, Spitfire, Hurricane, Lightning or Phantom, Meteor and Vampire, The Swords. The Blue Eagles Helicopter team, Rothman Aerobatic team, James Black in a Zlin, Twyford Moors will give a helicopter demonstration, the Yorkshire Aeroplane Club will demonstrate and of course Yeaddon Aeroplanes will be there with their Flying Flea. Speaking of FLYING FLEAS I hear from YAN reader Nigel Ponsford of Kirkby Overblow that he is rebuilding G-AEFG, BAPC 75 which he bought from NAPS. He received the rudder and rear wing and several other small pieces so he will be rebuilding most of it. We wish well. YEADON AEROPLANES have almost completed their particular Flea G-AFFI, the machine is basically complete except for minor details. They plan to build something like a Minicab or a Jodel as their next project, this will be flyer and a group of about 10 people will be formed to build it, will anyone interested in joining (serious enquiries only) this group with a view to building something in the Jodel class contact either Steve Langfield or Dave Allan (addresses on the heading). A NEW AIRFIELD has sprung up at Bogs Lane, Harrogate on a farm strip much to the concern of the locals who have organised a petition to have it removed. Based here is Jodel 122 G-DAWM and is owned by Richard Duggleby. The strip is about 200 yards long and a wooden shelter houses the aeroplane. Local residents are objecting as they consider landing aeroplanes a danger due to its proximity to houses. Their fears were to them justified when the Jodel made what was apparently a heavy landing on June 1st and caused some damage to the airframe. Right on Richard! CHIPMUNK G-AMUG crashed near Wombledon in May, killing the pilot and injuring the passenger.

1 G-AWTX Cessna F150	G-AZCK Pup 1	G-AWKF Twin Comanche	G-ARWR Cessna 172
G-AYAD Twin Comanche	G-AYBO Aztec	G-AYGY King Air	G-AVWR Cherokee A.
G-AWXO HS 125	G-AWRJ Cessna 421	G-AYDG Rallye Minerva	G-AWWL HS 125
G-BASK Aztec	G-BAKF JetRanger	G-BAJR Cherokee	G-BBGE Aztec
PH-TRH Caravelle			
2 G-AYGY King Air	G-AYGZ Baron	G-AVAU Twin Comanche	G-AYBO Aztec
G-ASMH Twin Comanche	G-ASNO Baron	G-AYCT Cessna F172	G-AYDG Rallye Min.
G-ATMJ HS 748	G-AYHA Yankee	G-AWBD Cherokee	G-AWKF Twin Comanche
G-AZKN Robin DR400	G-BASU Navajo	G-BBCT Navajo	G-BBML Navajo
G-BBPZ Aztec	G-BBRZ Traveler	G-BBUH Trainer	
3 G-AYVC Aztec	G-AZFR Cessna 401	G-AREN Apache	G-ATHI Cherokee
G-AYMX JetRanger	G-ASMH Twin Com.	G-BATE Aztec	G-AZGG King Air
G-BAYT HS 125	G-BATT Hughes 269	G-BIML Navajo	G-BERA Aztec
F-BRAL Lear Jet	XX508 Dominie		
4 G-BASF Cherokee	G-BATP Cherokee	PH-TRH Caravelle	
5 G-AYMX Jet Ranger	G-AVPF Twin Com.	G-AYJR Cherokee	G-AZTB MBP Monsun
G-ASWI Wessex60	G-AVYL Cherokee	G-BATP Cherokee	G-BAMN Cessna 206
G-BAMM Cherokee	G-BAYU Cessna 310	G-BAXL HS 125	
6 G-AZZV Cessna F172	G-AZTB Monsun	G-AXZU Cessna 182	G-AWKC Hughes 269
G-AZXD Cessna F172	G-BAXV Cessna F150	G-BACF Cessna F337	G-BAYU Cessna 310
G-BBEX Cessna 310	G-BBSD Baron	G-BEXE Aztec	SE-GDT Navajo
LN-MOB Dc-4			
7 G-APVK Apache	G-AWKC Hughes 260	G-ASUD Mooney M.20	G-AYKL Cessna F150
G-AZTB Monsun	G-AZWW Aztec	G-AZZK Cessna 414	G-AVVC Cessna F172
G-AZTK Aztec	G-ATAO Comanche	G-AZXD Cessna F172	G-ASUL Cessna 182
G-AZFR Cessna 401	G-AVIP Cherokee	G-AYWF Aztec	G-AYCM JetRanger
G-BAUY Cessna FRA150	G-BASR Pawnee	G-BTOM Aztec	G-DATA HS 125
G-BAOP Cessna FRA150	G-BBML Navajo	G-BACI HS 125	D-IMWW Baron
PH-TVV Caravelle	G-AXUE Jodel Dr1050	G-BAIL Cessna FR172	G-BEXE Aztec
8 G-ARGL Tri-Pacer	G-AYCL Cessna 210	G-AYCM Cessna 210	G-AXJY Cessna 210
G-ATZN HS 125	G-AXDL Twin Com.	G-ATJR Aztec	G-AYKL Cessna F150
G-AZKR Comanche	G-AZHI AirTourer	G-AVGB Cherokee	G-AYEK Jodel Dr1050
G-AYPF Twin Comanche	G-AYIO Cherokee	G-BATR Seneca	G-BAVG King Air
G-DAEY Cessna F172	G-DAEP Cessna FRA150	G-BAKF JetRanger	G-BAMM Cherokee
G-BAFU Cherokee	G-BAXT Cherokee A.	G-BBRZ Traveler	OY-RYT Cessna 421
N69449 Cessna 340	ZK-DON Maule M4-210C		
9 G-AZFR Cessna 401	G-AWUL Cessna 150	G-AVUF Cessna 172	G-AXMP Cherokee
G-BATP Cherokee	G-AZTB Monsun	G-AOHZ Auster J/5P	G-AYTB Rallye
G-ASON Twin Comanche	G-AZON Seneca	G-AWTX Cessna F150	G-AZDZ Cessna F172
G-AVUI Cessna F150	G-AZDH Navajo	G-AYFI Twin Comanche	G-BAUV Cessna 150
G-BACB Seneca	G-BATT Hughes 269	G-BBCM Aztec	G-BBPV Navajo
G-BBYH Cessna 182	G-BCDN F-27	F-BTAO Twin Otter	N15JP B.206
10 G-AVUZ Cherokee 6	G-AVCI B.206	G-AYTX Jet Ranger	G-AXMP Cherokee
G-AWXO HS 125	G-AZRD Cessna 401	G-BBDO Aztec	G-BBJZ Cessna F172
G-BEMD HS 125	G-BBOM Aztec	G-BCED Cessna 421	PH-TVV Caravelle
D-IDRO Navajo			
11 G-AYEK Jodel Dr1050	G-ASEJ Cherokee	G-AXTO Comanche	G-AZSN Cherokee A.
G-BBSN Aztec	G-BBPX Seneca	G-BATP Cherokee	N69367 Cessna 402
12 G-AVLE Cherokee	G-ATVV Cessna F172	G-AOBN Dc-3	G-EBHE Enstrom F28
EI-AYE Cherokee A.	ZK-DON Maule M4 210	XP814 Beaver	
G-ATVV Cessna F172	G-AOBN Dc-3	G-BBHE Enstrom F28	EI-AYE Cherokee A.
13 G-AZLL Cessna FRA150	G-AXZU Cessna 182	G-ATZN HS 125	G-ASSA Twin Com.
G-BASK Aztec	G-BBIS Hughes 269	G-BBTW Navajo	PH-TRH Caravelle
F-BSHU Cessna 337			
14 G-AWCY Cherokee 6	G-AWVS Cessna 337	G-ASJL Bonanza	G-AZTB Monsun
G-AVPF Twin C.	G-AZFR Cessna 401	G-AWRI JetRanger	G-ASLW Cessna 150
G-AVIR Cessna 172	G-ATZN HS 125	G-BAPA Traveler	G-BBOB Cessna 421
G-BBCA JetRanger	G-BBIM Cessna 310	G-BASL Cherokee	G-BBPV Navajo
G-BBIF Aztec	G-BBCC Aztec	G-BBGE Aztec	G-BBGB Aztec
N14499 Cessna F177RG			
15 G-ARJT Apache	G-AXFE King Air	G-AYCT Cessna F172	G-AWRI JetRanger
G-AZRU JetRanger	G-AZZV Cessna F172	G-AZVJ Seneca	G-AZLL Cessna FRA150
G-ATNV Comanche	G-AVHH Cessna F172	G-AZFR Cessna 401	G-BHES JetRanger
G-BAXL HS 125	G-BBPX Seneca	G-BABW King Air	PH-LDH Cherokee A.
G-BASK Aztec	G-BATE Aztec	G-BBJP Baron	
OO-TRA Apache	OY-AKW Cessna 414	D-EJXF Cessna F172	



16 G-AZZV Cessna F172	G-AYTP Aztec	G-AVLE Cherokee	G-AZNY Aztec
G-BALN Cessna 310	G-BACB Seneca	G-BABW King Air	G-BAUI Aztec
G-BBJF Baron	G-BBPV Navajo	G-BASK Aztec	G-BATP Cherokee
G-BAXL HS 125	G-BBRZ Traveler	G-BCBZ Cessna 337	LN-MOJ Dc-4
17 G-AVVZ Cessna F172	G-AWGU JetRanger	G-AXGO JetRanger	G-ATFK Twin Comanche
G-AVSO Twin C	G-AVSO Aztec	G-AZID Cessna 150	G-ATRR Cherokee
G-BAOG Rallye	G-BASK Aztec	G-BBRZ Traveler	G-BACB Seneca
G-BAMJ Cessna 182	G-BAXV Cessna F150	G-BAUE Cessna 310	F-BSRL Lear Jet
18 G-APVK Apache	G-ATFK Twin C.	G-AZFM Cherokee A.	G-BAYU Cessna 310
19 G-AWGU JetRanger	G-AZTB Monsun	G-AZCK Pup	G-AZUG Traveler
G-AYEC Emeraude	G-AVPP Twin C.	G-APVK Apache	G-AVYL Cherokee
20 G-AZRU JetRanger	G-AWKF Twin C.	G-AYDG Rallye	G-ASFL Cherokee
G-AYVC Aztec	G-ASRI Aztec	G-AZSN Cherokee A.	G-AVNA Quenn Air
G-AZCK Pup	G-ATPU Cessna 337	G-ASON Twin C.	G-AWUL Cessna F150
G-AWRI JetRanger	G-BAZV Aztec	G-BBXR Navajo	G-BAKE Cessna 310
G-BBRZ Traveler	G-BBPV Navajo	G-BBKE Cessna F150	G-BBPX Seneca
G-BASK Aztec	G-BBGE Aztec	G-BCAK Pawnee	
21 G-AXTP Cherokee	G-AYEM Aztec	G-AVSN JetRanger	G-AWUS Cherokee
G-AYAD Twin C.	G-AVNA Quenn Air	G-AWRI JetRanger	G-BBCC Aztec
G-BAVJ Navajo	G-BBOR JetRanger	G-BBK Navajo	G-BAYR Robin HR100
G-BAVY Aztec	G-BATT Hughes 269	G-BAZV Aztec	
22 G-AVSN JetRanger	G-AVJG Cessna 337	G-AZCK Pup	G-APVK Apache
G-AYEK Apache	G-BAIL Cessna FR172	G-BASK Aztec	G-BBPV Navajo
G-BBUJ Cessna 421			
23 G-AYTP Aztec	G-AXXG Islander	G-AZOC Monsun	G-AYHA Yankee
G-AZL Aztec	G-AVPP Twin C.	G-AXZU Cessna 182	G-AWKF Twin C.
G-AZSN Cherokee A.	G-AVZV Cessna F172	G-AVUI Cessna F150	G-AVUZ Cherokee Six
G-AZZV Cessna F172	G-BAOO Cessna 421	G-BATP Cherokee	G-BARO JetRanger
G-BAKJ Twin C.	G-BAVJ Navajo	F-BPJB Falcon XX	
24 G-ASCJ Comanche	G-ASON Twin C.	G-ASJM Twin C.	G-AZLL Cessna FRA150
G-AYNM Travel Air	G-AYCM JetRanger	G-AVZV Cessna F172	G-AZYT Hiller FH100
G-BBPV Navajo	G-BBZJ Seneca	G-BACN Cessna FRA150	
G-BAYU Cessna 310	G-BALJ Cessna 182	G-BBJF Baron	G-BAPW Cherokee Arrow
25 G-AZNY Aztec	G-ASRA Comanche	G-AYFT Twin Comanche	
G-BAPW Cherokee A.	PH-WOU Cessna 414		
26 G-ASFL Cherokee	G-AZTB Monsun	G-BASE JetRanger	G-BAYU Cessna 310
OY-BCO Nord 262			
27 G-AZYT Hiller FH1100	G-AVPP Twin Comanche		G-AZGF Pup
G-BAUO Aztec	G-BAMT Cherokee	G-BBEU JetRanger	
28 G-AWUL Cessna 150	G-AVJJ Twin C.	G-AYHA Yankee	G-ATRS Bonanza
G-AXIX Airtourer	G-AWKF Twin C.	G-BAOP Cessna FRA.	G-BAYU Cessna 310
G-AWKC Hughes 269	G-BASK Aztec	G-BBKJ Cessna F337	G-BBYB Super Cub
29 G-AWTX Cessna 150	G-AVUI Cessna F150	G-AYLB Twin C.	G-AYCT Cessna F172
G-ASZB Cessna 150	G-AVVS Hughes 269	G-AYLG HS 125	G-AYEK Jodel Dr1050
G-BPV Navajo	G-BBDT Cessna 150	G-BEDC Cherokee	G-BASK Aztec
G-BAIL Cessna FR172	OY-DFP Cherokee	OO-LFB Cessna 402	D-ICAV Beech Duke
30 F-BTQP King Air	G-ATHJ Aztec	G-AZYT Hiller FH1100	G-ASRI Aztec
G-AZAB Twin C.	G-ATCU Cessna 337	G-ATFK Twin C.	G-AYEP HS 125
G-AWUL Cessna F150	G-AYTP Aztec	G-BAVS Traveler	G-BBXG Seneca
G-BAUK Hughes 269	G-BAYK Cessna 340	G-BBVR Navajo	G-BATP Cherokee
G-BBJZ Cessna F172	G-BBHG Cessna 310	G-BATT Hughes 269	LN-TVN Cessna 401
PH-WOU Cessna 414	LN-MOB Dc-4	5Y-ATE Cessna 182	61165 UH1H Iroquois
31 G-AXZU Cessna 182	G-AVHZ Twin C.	G-AZZV Cessna F172	G-ATHJ Aztec
G-AVVB HS 125	G-BBEW Aztec	G-BBJX Cessna F150	G-BBIT Hughes 269
G-BBPV Navajo	G-BBDH Cessna F172	G-BBGE Aztec	G-BBRZ Traveler
G-BCBZ Cessna 337	G-BAXV Cessna F150	G-BAVJ Navajo	G-BATP Cherokee

It looks like the Silly Season has started. There are so many visitors this month that I dont have much space for comments. The Caravelles continued on the bulbfield flights, only two different ones but all visits are logged. DC4 LN-MOB on the 6th & 30th belongs to Bergen Air Transport as does LN-MOJ on the 16th. They were bringing oil rig parts for repair with Cameron Irons Works and it maybe a regular thing now. Cessna 340 N69449 on the 8th was visiting Northair and is c/n 0303. The following day saw Cessna 182 G-BBYH delivered to Northair from the States(via Prestwick and Beagle 206 N15JP, which is ex G-AVLK, took the ferry pilot on to Fair Oaks. Also on the 9th Twin Otter F-BTAO was a rare visitor and is owned by T.A.T. The new Air Anglia F-27 G-BCDN was also in for the first time on the 9th. On the 10th Len Shaw took his Cessna 340 G-AZRC to Blackpool and returned in his new mount Cessna 421 G-BCED which has c/n 0600. Another Cessna visiting Northair was the 402 N69367 on the 11th with c/n 0514 whilst on the 14th yet another type was F177RG

returned on the 16th as G-BCBZ. Pawnee G-BCAK on the 20th was non radio and went to Northair for CofA weighing. The Nord 262 OY-BCO on the 26th came in calling 'Kinber 784' and was a fuel stop on the way to Dublin. Beech Buke D-ICAV on the 29th appears to be a very new machine and after a night stop it left for Strasburg King Air F-BTQP on the 30th used to visit quite often when it was I-GNIS. Cessna 182 5Y-ATE arrived from Liecester East on the 30th and went to YLA who will presumably convert it to G-BBYS for Roger Clark Aviation. Finally there are rumours of a SAS DC9 on June 30th -- after this months list I might just believe it!

#### TEES-SIDE April:

26 G-BBJG Navajo	F-BJTJ Caravelle	
27 G-AGVG Auster J/1	G-AKSS DH 104 Dove	
30 G-BBOR JetRanger	G-BEED HS 125-600	G-BAYT HS 125
G-AWNU BN2A Islander		

#### May

1 G-BATT Hughes 269	F-BRHB Falcon XX	
3 G-BARO JetRanger	G-AYMX JetRanger	OO-LFC Cessna 421
5 G-AWSY Boeing 737	G-AWMS HS 125	G-BBZB Navajo
6 G-AVRX Aztec	G-AXFA Aztec	G-BBOB Cessna 421
G-BBTZ Cessna F150		
7 G-AZOD Aztec	G-AYMG Herald	G-AYWV Twin Comanche
8 G-ANXA Heron	G-BAMY Ckerokee Arrow	
13 G-ARVJ VC 10	G-BCDN F-27	F-BUYE Falcon XX
F-BTQZ Falcon XX	F-BPJB Falcon XX	OO-LFA Lear Jet
15 G-AVXL HS 125	G-AZBC Twin Comanche	G-BATU Enstrom F28
G-BBIS Hughes 269		
16 G-AWXW Aztec	G-BAXL HS 125	G-BALP Twin Comanche
G-BAHM Beech Sierra		
17 G-AYHW Cessna 337	G-AYEI Navajo	G-AZYT Hiller FH 1100
G-BBAZ Hiller FH 1100	G-BBIT Hughes 269	G-BAPF Viscount
20 G-ASTH Twin Comanche	G-AYXZ Twin Comanche	G-AYLG HS 125
G-BAZV Aztec	G-BBOB Cessna 421	
22 G-AZVY Cessna 310	G-AVJJ Twin Comanche	G-BAKF JetRanger
G-BBWK Navajo	G-BBEE Lear Jet	G-BBXA Baron
9H-AAD Cessna F172		
23 G-AZCK Pup	G-ARJK Comet	F-BNXE Rallye Commodore
24 EI-AWW Cessna 414	D-EBLW Cessna FR172	D-EBLW Cessna FR172
D-FEEDB FW P149D	D-EHTE Robin DR400/140	D-EHTE Cherokee 180
D-EKHA MS 894???		
25 G-BASE JetRanger		
26 G-ASVO Herald	G-AYCM JetRanger	G-BAVK Schweizer Teal
G-BBUJ Cessna 421		

Chipmunk G-BBSS was test flown on 26/4 and was delivered to the Northumbria Gliding Club at Currock Hill the following day. The three Falcons on the 13/5 were operated by Euralair and were all from and to Le Bourget. Also on 13/5 Air Anglia's new F-27 made its first visit. The CSE Lear Jet G-BBEE was also on a first visit when it was from and to Crosby on the 22/5. The Maltese Cessna F172 on 22/5 came from Usworth. F-BNXE on the 23/5 and all the foreigners on the following day were going to Newcastle for the 50th anniversary celebrations of the Aero Club there. The Teal on 26/5 was from Usworth to Wombleton and was yet another first visit.

#### BROUGH May

1 G-AXVA Cessna 401B	G-AYOU Cessna 401B	G-AZBW Twin Comanche
2 G-ARMA Dove	Also 13,20; G-ATTG Cherokee ;	G-AVSF Cherokee
3 G-BAKM Robin Dr400	Also 10	
4 G-AXIV Aztec	G-BBGE Aztec; G-BASX Seneca	
6 G-AWVS Cessna 337	Also 7;8;20;21.	
7 G-AVZC Hughes 269		
8 G-BBIS Hughes 269	Also 14,17,18	
9 G-ASFG Aztec	XK885 Pembroke	
10 G-BEEL Cherokee Arrow	First visit; G-BBSL Aztec	
12 G-AOHZ Auster Autocar		
13 G-AVHW Twin Comanche	G-BBCC Aztec	
14 G-AVHZ Twin Comanche	G-BAJU Aztec; N77TM MU2	
15 G-ATBV Aztec	Also 16; G-BAMV Robin Dr400	
16 G-ALWB Chipmunk	G-AXUV Cessna F172	
17 G-AOIO Jackaroo	G-ATSR Bonanza; G-AVLV Aztec	
19 G-APST Turbulent		



20 G-BBXX Navajo

G-BAIX Cessna F172 n/s

The visitors on the 4th were for Beverley races. The RAF Pembroke on the 9th is operated by the A & AEE. N77TM on the 14th was a first visit of the type. Hughes G-BBIS was reported to be on demo on the 17th and 18th but we do not know to whom.

OTHER YORKSHIRE AIRFIELD MOVEMENTS May

2 17982 Convair T-29	LEEMING F. Prestwick T. Northolt
3 G-AXVA Cessna 401	POCKLINGTON F. Leeds T. Glasgow, also 28,29
5 G-AWRO B. 206	DONCASTER. F/T LBA
G-AZUG Traveler	GRINDALE, F/T Sherburn
7 G-ATVV Cessna 172	CROSLAND MOOR, F. LBA T. Teesside
G-AVRP Cherokee	COWICK HALL: F/T Blackpool
G-AZTW Aztec	DONCASTER: F. Kirmington
8 G-AXJY Cessna 210	HARROGATE: F/T Binbrook, also 11, 28
G-ARBE Dove	HOLME: F. Hawarden T. Brough, also 17
G-BBXH Cessna FR.172	CROSLAND MOOR F/T Oxenhope, also 11
9 G-AYFI Twin Comanche	DONCASTER
G-BBYM Jetstream	CHURCH FENTON, F. Leazesden T. Liverpool
10 G-AZLG Baron	CHURCH FENTON, F. Blackbushe
G-AWKO HS 125	LECONFIELD T. LBA
11 G-AVKG Cessna 172	DONCASTER: F. Blackpool
G-AXGG Cessna 150	CROSLAND MOOR: F/T Edinburgh
14 G-AYNB Navajo	LEEMING: F. Northolt
5 G-BABX King Air	FINNINGLEY: F. Hawarden
G-BATP Cherokee	GRINDALE: F/T Blackpool
G-AWEX Cherokee	CROSLAND MOOR: F. Hucknall
G-BBDR Navajo	LECONFIELD: F. Liverpool
G-BAJX Aztec	ACASTER MALBIS: T. Liverpool
16 G-AXUV Cessna 172	DONCASTER: F. Blackpool
G-ATJR Aztec	CATTERICK; F. Luton T. Gatwick
G-BABX King Air	CROSLAND MOOR: F. Leeds T. Halfpenny Green
20 G-AVNA Queen Air	DONCASTER: F/T Leeds
23 17901 Convair T-29	LEEMING; F. Prestwick T. Northolt.
G-AVUI Cessna 150	DONCASTER. F. Netherthorpe T. LBA
G-AVZV Cessna 172	DONCASTER: F. Netherthorpe T. Leeds
26 G-AZHU Twin Pioneer	BRIDLINGTON: F/T Blackpool
G-AXCW Pup	DONCASTER F/T Leeds

Residents at PAULL now include Rallyes G-AYTB and G-AYDG as well as Auster G-AOHZ. Minicab G-AVRW now lives at a strip called East Point which he informed the Leeds tower is a private strip 2 miles east of RAF Topcliffe. On 6/5 this machine went to Barton returning later in the day in formation with a non-radio aeroplane so there could be more than one resident there. The Sheffield Aero Club has acquired Aerobat G-AZID and this joins their fleet at Netherthorpe. Tri-Pacer G-ARET has been active in the area and appears to spend its time between Oxenhope and Crosland Moor. A visit by Trevor Smith to Crosland Moor on 19/5 revealed the following: Cherokee G-AVYL, Arrow G-BAXT, Jodel G-AXUY, Tri-Pacer G-APVA, in pieces in the back of the hangar, Jodel G-AWWI, Nipper G-ASXI and new resident G-AZDB Pup was performing in the capable hands of Ted Dawson. Auster G-ARLG was in from Sherburn

SHERBURN

2.5. G-BBRZ Traveler	F. Doncaster. Also 20
G-AZLV Cessna 172	T. Carlisle.
G-AYDG Rallye Minerva	F. Paull T. LBA
5.5 G-ASHX Cherokee	F/T LBA
G-AYYN Cherokee Arrow	F. LBA T. Tees-side also 16
G-BAXT Cherokee Arrow	F/T Crosland Moor.
G-BBKD Cessna FRA150	F/T LBA. Also 11,15,18,20, 31.
8.5. G-BAMV Robin Dr400	F/T LBA, to collect Cherokee G-BAMM for service.
G-AXSG Cherokee	F/T Liverpool
9.5. G-BBSP Hughes 269	F. Huddersfield
11.5. G-BBKH Cessna 172	F/T LBA, also 14,28

14.5 G-AVGI Cherokee	F/T Blackpool.
G-BAWX Cherokee	F/T LBA
15.5 G-AXUA Pup	F. Windermere
G-ATGP Jodel Dr1050	F. Windermere
17.5 G-ASYP Cessna 150	F/T LBA
21.5 G-BAYR Robin Dr400	F. Sywell T. LBA
29.5 G-ASZB Cessna 150	F. LBA T. Swanton Morley
30.5 G-BAVS Traveler	F. LBA T. Doncaster
G-AVSE Cherokee	F/T LBA

Twyford Moors have been using Fairchild FH.1100 G-AZYT which arrived from Southampton Heliport via LBA on 24/5.

# HELICOPTER ACTIVITY

Jet Ranger: G-BBVT Scunthorpe 1,6,17; Northallerton 2; Malton 2,28; Sheffield 3.  
 Grantham 7; Hebden Bridge 8; Grimsby 8,23; Hull 8,9,14,16,28,29,30;  
 Spalding 9; Bridlington 9; Lincoln 10,13,14,27,29; Worksop 14;  
 Gunnersdale ( Yorks Dales ) 15; Kirmington 17; Scarborough 17;  
 Paull 24; Wetherby Show 27; Pickering 28;  
 G-AWRI Kirkstall 14,15,20  
 G-BAKF Pudsey 1; Earby 8.  
 G-AYIX Branhope-Tees-side 3; Skelton Grange Power Station 10, operating  
 line patrol for the Electricity Board.  
 G-AZRU Huddersfield 15,20,21; Kirkstall 20  
 G-AXGO Morley 17  
 G-AVSN Hull 21  
 G-BAKX Leeds City Centre 24  
 Hughes G-AWKC Pudsey - Leeds City Centre 2, three return trips.  
 G-BBSP Huddersfield - Halifax - Sherburn 18  
 Enstrom G-BBBZ Otley-Sherburn 18.  
 FH.1100 G-AZYT Wetherby Show 27, suspending escapologist 700' above crowd level.  
 Enstrom G-BBHE Wetherby 11  
 Wessex XV 732 Bradford Peel Park 3/5  
 Puma Leeming 11/5, abean LBA 15.58 at 1000 to Odiham

CREDITS Geoff Abbott ( don't forget Greenham Common), T. Smith, I. Sim, A. Anderson,  
 I. Carling, K. Jordan, M. Ives, S. Waite, Andy 'get back in your box' Pandy Barker,  
 Mike 'fly me high' Gaunt, Y. Pettie, J. Whhhheeeaaattlllleeyyy, I. & P. Babar,  
 N.H. Ponsford, Dave Allan, G.R. Fozzard, Brian Martin, Yorkshire Post.

NOTICE A photographic exhibition of Airships on Humberside will be on display  
 at Goole Public Library for two weeks from Saturday 13th to 27th July during normal  
 opening hours ( I assume that's library opening hours - ED ). The exhibition has  
 been assembled by David Cook and Tom Jamison and students of Kingston Upon Hull,  
 College of Education.

This exhibition has been made possible by research and contributions from many  
 local sources and people connected with Howden R.N.A.S. station and Barlow from 1916  
 to 1930.

# FLYOVERS May.

2 N47OMA Mitsubishi MU 2	POL 1600 21000 Southbound
OY-BDO Navajo P	OTT 2028 14000 Westbound
3 OY-BFC Lear Jet	OTT 0907 27000 T. Warton
F-BSUD Cessna 421	POL 1745 19000 Southbound
N158GL Lear Jet	FLAM 2218 45000 Keflavik T. Brussels.
6 F-RBAG Transall	POL 1714 18000 French AF , northbound
7 24129 VC-135	POL 1228 35000 Westbound
14 N77TM MU-2	LBA 1035 10000 Birmingham to Brough
F-BTMI Jetstream	POL 2001 15000 Prestwick to Lille
17 D-ICHS Lear Jet	OTT 1540 41000 Eastbound
21 N42G Lear Jet	POL 1738 39000 To Gatwick
OO-TVA Cessna FR172	POL 2111 6000 Inbound to Carlisle
22 HB-VCO Falcon XX	POL 1757 19000 Southbound
23 N100Y Sabreliner	POL 1317 25000 Southbound
24 EI-AWW Cessna 414	POL 1523 9000 Dublin to Newcastle air Rally
D-ECMF Cessna 172	LBA 1555 1800 Southend to Tees-side
26 D-ECSP Cessna FR172	LBA 1558 2000 To Tees-side
29 VR-BEM Lear Jet	POL 1953 41000 Southbound.
31 PH-ILP F-27	OTT 1610 14000 Eindhoven to Manchester, return 1818

rumour:::FH-227 or Dc4 of B.A.T. due in on June 13th with machinery for Cameron I.W.