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AIR YORKSHIRE

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COMMITTEE REPORT The Air Yorkshire Group committee consists of Dave Allan, John Allen, Ian Barber, Andy Barker, Steve Langfield, Dave Senior, and Len Spice. Any ideas, suggestions, or complaints regarding the AYG should be submitted to one of these people for discussion at one of the monthly committee meetings. Class A and Class B members will have received their membership cards with this magazine issue, and wherever possible the membership number should be used in correspondence to the group.

GRAND RAFFLE Tickets can still be obtained at 5p each from the Hon Treasurer at the Air Yorkshire meetings. First prize is a six volume set of the History of World War Two (worth about £20), and the second prize is four BARG monographs on the Beverley, TSR2, Meteor TT20, and Javelin 7, 8, and 9.

COACH TRIPS The venues and dates for this year's programme are currently being worked on, and further details will appear in future magazines. AYG members will be able to obtain coach seats at a reduced price - another advantage for being an A or B member!

MEETINGS The next gathering occurs at the Yorkshire Aeroplane Club at the Leeds/Bradford Airport on February 2nd at 1500 hours (courtesy of the club directors), and will feature another very popular quiz organised by Dave Senior and John Allen. All members are invited.

AV ADS

PRESTWICK AIR LETTER is published monthly by the Prestwick Airport Aviation Group and features full details of all aeronautical activities at Prestwick including Bulldog and Jetstream production, plus occasional articles, reports etc. Send £1.00 for a year's subscription, or for a free sample copy contact:- Mr K Thom, 27 Bellevue Road, Prestwick, Ayrshire, KA9 1NJ.

Complete AIR PICTORIALS for sale, mint condition bound sets 1962 to 1973. Offers to S.A.Langfield, 67 Orchard Grove, Idle, Bradford, BD10 9DT.

NEXT PRESS DATE FOR AIR YORKSHIRE IS FEBRUARY 8TH

Tribute to the Rapide

Charles Shea-Simonds

No aeroplane has given such service to sport parachuting and in doing so created such affection. Between 1934 and 1946 some 727 de Havilland Rapides were produced. In 1958 there were 75 on the British register, but now there are only half a dozen still airworthy. Had it not been for it's involvement with sport parachuting it is very likely that the Rapide's life would have been shorter still; what executive wants to fly around in a fabric covered aeroplane with a speed of a Cessna 172, powered by outdated engines that are almost impossible to replace? About 20 different Rapides have been regularly used for sport parachuting apart from 2 Dragons (the Dragon Rapide's predecessor). Why the Rapide's suitability for parachuting? Can you find an alternative that can lift 9 jumpers to 12,000 feet for a fuel consumption of about 20 gallons per hour - especially when the capital outlay involved in the early 60's would be about £2,000 for a respectable example? She had an easy exit for students. As a relative work platform four jumpers banging on outside the door for a fast exit is not an uncommon sight! Yet it was the role that designers never even considered!

The first Rapide that seems to have been used regularly for parachuting was G-AJHP which belonged to GQ Parachuting. In 1954 she was loaned by Sir Raymond Quiller for the training of the British Parachute Team. This must have been the only Rapide equipped with Decca, and a number of drops were done blind, with spotting done by the pilot using his navigational system! The aircraft went out to St Yan, France and was used during the 2nd World Parachuting Championships, where Great Britain finished 5th out of six nations competing.

The db Dragon was a smaller aircraft and powered by two Gipsy Majors rated at 130 hp. Her all up weight was 4,200 lb compared to the Rapide's 5,500 lb, the latter being dragged along by two 204 hp Gipsy Queen III engines. One survivor of the breed remains in the country - G-ACIT (built in 1933). This historic aircraft was originally purchased by Captain E. Fresson for Highland Air Services (later Scottish Airways), and was used in the early 30's for much of the pioneering flying involved in his opening of routes in Scotland, the Orkneys and the Shetlands. She was used frequently for parachuting and is now kept at Southend in flying condition. Built a year later was G-ADDI, another Dragon and operated in the 60's for pleasure flying and parachuting by Chrisair, a splendid operation, consisting of Chris Roberts and his glamorous wife Clair, who is also a first class pilot. Chris Roberts working all one Friday night at Sywell in 1966 removing a Gipsy Major from an Auster and installing it in the Dragon so we could use it for a display at the Derby Show the following day is well remembered! G-ADDI was sold in an airworthy condition to the USA only a couple of years ago.

The oldest Rapide regularly used for parachuting was G-AEML built at Hatfield in 1936. Based at Coventry, Fanshanger and Denham, she was used frequently for displays and it is at Coventry that she now rests in a part rebuilt state. It is hoped that she will stretch her wings again in 1975.

G-AGJG is a typical example of a Rapide built as a Domine by the Brush Coachworks Company in Loughborough in early 1941. She served as X 7344 until 1943 when she obtained a CofA with Scottish Airways. After working subsequently for BEA, Adie Aviation, Mediterranean Air Services, Island Air Services and Swansea Airways Ltd., she finally came to Thruxton in 1962 having been bought by Gerry Dommett. From then on she has been almost constantly used as a parachute platform. She ended her days at Halfpenny Green in November 1974 when the CofA expired and the current owners, Aerial Enterprises Ltd., decided a further CofA too expensive. Still airworthy at the time of writing her future looks grim: thirty year old wood and fabric aircraft left out in the open don't last long. Yet here is an aeroplane that at the 1974 British RW Nationals was out-climbing the Red Devil's Islander to 8,500 feet, both aircraft with eight jumpers aboard! The following story may illustrate why Rapide's provoke such affection. "It was the last lift of the day. I had just refuelled 'JG' with probably more fuel than usual as we were planning an early start the following morning. On running up the engines, I got 2,100 rpm on the port engine, but only 1,950 on the starboard. I put this down to a frantically popping exhaust gasket and started the take off. A quick check on the elevator trim, OK. The tail rose sluggishly and the airspeed with it. I passed the point of no return. The trees at the end of two-eight were getting closer - alarmingly! I eased back on the yoke

and frantically hauled her into the air. We skimmed over the trees. I stole a glance over my shoulder; ten blissfully unaware jumpers! Subsequent investigation revealed a cracked cylinder head!

G-AGSH, after service with BEA and a years sourn service in Ireland as EI-AJO, became in 1965 RAFSPA's jumpship at Weston-on-the-Green. She replaced G-ASFG, an ex Royal Navy Domine whose hull is now used for ground training at Weston. 'SH' has always been immaculately maintained by the RAF at Abingdon and is currently up for sale after 9 years of continuous sport parachute flying, usually with the skillful hands of Gerry Challong at the helm.

G-AGTM flew in the Middle East as OD-ABP and JY-ACL from 1945 to 1964 when she was purchased by the Parachute Regiment to become the first Red Devils aircraft. She was painted in Rothman's colours and named 'Valkyrie' after the Parachute Regiment march 'The Rise of the Valkyries'. In 1966 she flew to Pau in France for team training, piloted by Barry Tempest. Barry recalls the return journey. "It was a beautiful day and Sberdy Vatsndal had asked if he could have a 'Cabby'. After a short lesson on effects of control, I trimmed 'TM' carefully and we swapped places. Sberdy was managing very well so I wandered off down the fuselage and sat in the only vacant seat beside Ernie Rowberry, who was engrossed in a mucky book. Ernie hated flying at the best of times. "Let's have a look at your book Ernie". He glanced up. The look on his face when he saw the pilot sitting in the back with him was an absolute picture!"

Later in the year, she was severely damaged at Netheravon. Brian David tells the tale. "Graeme Cathro and I had dispatched a load of students and we elected to land with the aircraft. It may have been that the pilot tried to 3 point it on, but whatever the cause, one wing dropped just before touchdown, She then rolled onto the other wing tip and the situation was becoming very alarming. Graeme and I made a panic-stricken exit - she was still careering across the grass! Just before she ran into the fuel bowser the pilot yelled out "Get out you two!" - we hadn't been with him for the previous 400 yards!" As a result of this mishap, she was sold to the APA, who gradually rebuilt her. She is still flying for parachuting at Netheravon and is in fine condition.

G-AJSL was purchased by the Parachute Regiment in 1966 as TM's replacement and named 'Pegasus'. After two years of display work she was sold to Bill Downes and Dave Moore's organisation, Trent Valley Aviation. She became a frequent visitor to Sunderland for use by the Northern Parachute Centre and it was here that she met her tragic end. A pilot was being checked out in her and was taxiing round to the holding point. There had been recent snow, and in an effort to stop short of a snow bank our novice Rapide pilot grabbed at the hand-brake. In an unladen Rapide this is a fatal move, and 'SL' gave a flawless move of the species' only vice - she tipped forward onto her nose. Both props were bent back and the nose severely damaged. It is in this state that she still stands in the banger at Sunderland.

G-AKIF was the third Parachute Regiment machine, and served the team from 1968 to 1971 when she was replaced by an Islander. In 1959 she had made her parachuting debut when used at Sandown for the National Championships, in company with another Rapide G-ALBA. In 1968 India Fox also journeyed to Pau for team training. It was here using 'IF' that John Noakes of BBC TV's Blue Peter was first filmed in free fall. In 1971 the plane was sold to Norway as LN-BEZ. This near Arctic flying was too much for her and she returned home in 1973. She is now owned by Adrian Swire and kept in beautiful condition at Booker.

G-AJHO was the Army Parachute Association's first Rapide, and was purchased in 1963 from Brooklands Aviation at Sywell with financial backing from Rothmans. The purchase story and first years operations was recalled in an hilarious article "The Khaki Airline" written by John Weeks. "But Paddy had been our No.1 pilot from the start. He was ex Army Air Corps, and was now earning his daily bread as second Dickie on a Vanguard. I reckoned that any man who could fly both an Auster and a Vanguard could cope with a Rapide..... As we turned in for Blackbushe, Paddy reminded us that he's only landed a Rapide three times before, and never with a load. There was also a cross wind. He said he was frightened. I said that made nine of us and would be get it over quickly. We put on our helmets" That first year she operated at £7 an hour, and finished the year having made a profit! In 1967 she was converted to Queen II engines (with constant speed propellers) - this gave her a slightly payload and a better rate of climb. At the time it was also thought that Queen II

engines (as used in the Percival Proctor) were more readily available - this was not the case. The following year she was converted back to Queen III engines, and now seven years later she is still flying at Netheravon for parachuting.

(to be concluded next month)

AROUND THE AIRLINES

Aer Lingus Irish BAC One-Eleven suffered a minor incident at Leeds/Bradford on Sunday December 8th when burning was smelled coming from the starboard undercarriage. The airport fire service were quickly on the scene, and after an inspection, the same aircraft (EI-ANG) was able to operate flight EI333 to Dublin four hours later.

Air Anglia are to purchase an additional Friendship 200 from an unknown source, and should arrive in Norwich this month. When this is completed the Friendship fleet will total five.

Braathens S.A.F.E. are to operate a Boeing 737 charter into Leeds/Bradford on Monday January 13th to replace the charter originally scheduled for January 5th; delay has been caused by a ship not being ready in Norway. Flight BU1004 will position in at 2140 from Oslo - Gerdermoen, and will depart at 2230 the same night with the 90 strong ships crew to Evenes, via an intermediary Norwegian point.

British Aircraft Corporation have been asked to fly a Concorde over Bradford on June 14th as part of the celebrations surrounding the Lord Mayor's Parade.

Dan-Air HS 748 G-AZSU left the airline for a new career with Air Botswana as A2-ABB on October 1st last year. This aircraft type with the airline now totals only six (G-ARAY G-ARMX G-ARMW G-ARRW G-ASPL G-AXVG) with one each being based at Leeds/Bradford, Newcastle, Lydd, Bournemouth, Ostend, and Aberdeen; the latter being in support of North Sea oil operations. HS 748 maintenance, since the closure of the Ashford facility, is now carried out at Lasham.

Humber Airways presently do not have any contracts for the four DC-3s recently bought in the £75,000 sale from Macedonian Aviation. The aircraft moved from Southend to Exeter in early December (G-AMHJ & G-AMRA 6th, G-AMPO 7th, G-AMSV 13th), and at the end of the month were being overhauled by West Country Air Services. Arrival for the aircraft at Humberside/Kirmington will be sometime this month, and should remain there for a while as Dakota familiarisation has yet to be undertaken by the majority of Humber crews.

Severn Airways should receive their Heron aircraft at Bristol Lulsgate on February 3rd, and will commence services into Leeds/Bradford on March 1st after a series of proving flights.

ON THE LIGHTER SIDE

Jodel Ambassadeur G-ARRE was registered to C.R.Warcup and C.Wilkinson t/a Whitehouse Flying Group at Hull/Paull on October 15th last year.

The following aircraft were noted at Doncaster on December 18th. On the apron were Twin Comanche G-AVUN, and C 150s G-ASYL and G-BBCI. In Flight-Line's banger were AA5 G-BBLS, AAL G-BCLX, and C 336 G-ASLL. In Eastern Aviations banger were Mooney 20s G-ARWY G-ASUB, T61A G-AYUM, C 172s G-AVUX G-ATKU (latter in bent condition), Jodels G-AXLS G-AYFP G-AWIG, Cherokees G-AVWR G-BCLL G-ASEJ, Shield Xyle G-AWPN, AA5s G-BCIJ G-BCEO, C 150 G-ASMW, Gemini G-AKEK (no fuselage), Alpha G-AHHP, Evans VP1 G-AYXW, Tri-Pacer G-APYW, and C 206 G-ASVN. Registered to Flight-Line on October 31st 1974 was Chipmunk G-AMUC. AA5 G-BBGG came from Bournemouth for checks during December. Movements during the month at Doncaster were G-AZNO C 182 f/t Edinburgh, 4th, G-AWVC Pup f/t Leeds/Bradford 5th, and G-ATDL C 310 f Coventry t Humberside.

Since the fatal crash of the McAlpine Aviation Navajo G-BBJG on December 6th at Horsforth, no further flights seem to have been operated for ICI to Staverton from Leeds/Bradford, and no McAlpine Aviation aircraft are now bangered at the airport.

Thunder AX-6 O-56 (Hot Air) Free Balloon G-BB00 was registered to a K. Meehan at Sheffield on October 30th 1974.

A helicopter company now operating in the area is White Rose Helicopters with bases at East Hardwick near Pontefract and Sherburn. The firm was founded in mid 1974 by a Mr John Frost, and operates Hughes 269C G-BABN.

Twyford Moors/Autair International have been operating Hughes G-BBIS and G-BBIT along with Bell 47 G-BAXG from Sherburn. Ryburn-Air Hughes G-BAXE has been in for a CofA, and made an airtest on December 16th calling Leeds Approach for the radio check.

MILITARY MATTERS

Lightning departures from Leconfield late last year have been F.6 XS925 /L to 5Sqn on October 17th, F.2A XN728/V to 92Sqn on October 14th, and F.2A XN730/J to 92Sqn on October 21st.

The Leeming gate has received Meteor NF(T)14 WS788/7967M from RAF Patrington. An arrival last October for fire practice was Victor B(K)1A XH615.

Bulldog deliveries of late have been XX632 (c/n 297) and XX653 (c/n 311) on November 20th, and XX634 (c/n 304) on December 10th.

Movements at Leeming in December have been USAF T.29 'Form 86' f Prestwck t Upper Heyford 13th, 18th, 23rd, 30th; Hercules 'Ascot 4493' t Luga 4th; Devon 'KNC 20' t Prestwick 6th; Domine 'Ascot 1488' f Northolt 6th.

Varsity WJ898 'Harp 1' visited Holme on Spalding Moor on December 2nd being f/t Aldergrove, and was back again on the 16th.

Linton on Ouse received Domine 'Ascot 1508' on December 19th, and Hercules 'Ascot 781' visited Finningley on December 3rd.

MOVEMENTS SECTION

LEEDS/BRADFORD

December

(1)	G-BBCA JetRanger	(10)	G-BBTL Aztec
G-AYFT Twin Com	G-BBIS Hugh 269	G-ATPU C 337	(13)
G-ATHJ Aztec	G-BBOR JetRanger	G-AYCL C 210	G-AXMR Navajo
G-BAVJ Navajo	G-BBDO Aztec	G-AWLP Mooney	G-AYSG C 172
G-BBGE Aztec	G-BAZV Aztec	G-AYVC Aztec	G-BAKT JetRanger
(2)	N1341G C 310	G-BBPZ Aztec	G-BBIS Hugh 269
G-ATHJ Aztec	(6)	(11)	G-BBKF C 150
G-AXZU C 182	G-AZDC Aztec	G-AWKX Queen Air	XW280 Scout AHL
G-ATPU C 337	G-AZTW C 177	G-AVUS Cherokee	XW613 Scout AHL
G-AWXO HS 125	G-AZRC Aztec	G-AYWZ Twin Com	XT624 Scout AHL
G-BBHX Rallye	G-AZFR C 401	G-AXJY C 206	(14)
G-BBJF Baron	G-AVGB Cherokee	G-ASXV Queen Air	G-AYZE Twin Com
N1630U C 207	G-ARBE Dove	G-AZBF Twin Com	G-ASIV Cherokee
(3)	G-BABW King Air	G-ASMR Twin Com	G-AYEK Jodel
G-AZIM Navajo	G-BAVJ Navajo	G-AZWW Aztec	G-BAIL C 172
G-AZBD Twin Com	G-BBGG AA5	G-AZFR C 401	G-BBPZ Aztec
G-AWBT Twin Com	LN-SUF Friendship	G-BACB Seneca	XT541 Sioux AHL
G-BAIL C 172	(7)	G-BATX Aztec	XR603 Scout AHL
G-BBJF Baron	G-AWXO HS 125	G-BARV C 310	XR604 Scout AHL
G-BBHZ Navajo	G-AZMK Aztec	G-BBKF C 150	XV126 Scout AHL
G-BDUH Trainer	G-BBIS Hugh 269	G-BBZI Navajo	XW615 Scout AHL
SE-GHX MU-2B	G-BBGE Aztec	(12)	XW616 Scout AHL
(4)	(8)	G-ATWH HS 125	XT172 Sioux AHL
G-AVGI Cherokee	G-APYN TriPacer	G-AYBO Aztec	XT205 Sioux AHL
G-AVPF Twin Com	G-AVYL Cherokee	G-ATZU Twin Com	XT245 Sioux AHL
G-AVWY RF4D	G-AVIX C 337	G-AXMR Navajo	XT810 Sioux AHL
G-AZTB Monsun	(9)	G-ATCY Aztec	XW190 Sioux AHL
G-AZKB Rallye	G-AVBZ C 172	G-AZVJ Seneca	(15)
G-AZBC Twin Com	G-AYUC C 150	G-AVZV C 172	G-BAKM Robin
G-BACI HS 125	G-AYVC Aztec	G-AVUS Cherokee	G-BAJO AA5
(5)	G-BAVJ Navajo	G-ASYM Falco	G-BAPW Cher Arr
G-AZIM Navajo	G-BBIS Hugh 269	G-AYNB Navajo	(16)
G-AWLP Mooney	G-BBVM King Air	G-BAVJ Navajo	G-AVIC C 172
G-BBVM King Air	()	G-BBRD Aztec	G-AVKZ Aztec

G-BAVJ Navajo	G-BBOB C 421	G-AYAD Twin Com	(25)
G-BAOK Rallye	G-BAVJ Navajo	G-BBIS Hugh 269	-----
(17)	LN-SUS B 737-205	G-BBKE C 150	(26)
G-AWUF HS 125	(19)	PH-WOU C 414	G-AZRG Aztec
G-AYBO Aztec	G-AYAF Twin Com	(22)	G-AWLF C 172
G-AZRC C 340	G-BAVJ Navajo	G-AWUY C 172	PH-BAS Navajo
G-AYCL C 210	G-BAXV C 150	G-AYEK Jodel	(27)
G-BAVJ Navajo	N1341G C 310	G-AVPS Twin Com	G-AVRZ Cherokee
G-BBMK Navajo	(20)	G-BAYU C 310	(28)
G-BBZI Navajo	G-AZON Seneca	G-BBUN AAL	G-AYAD Twin Com
G-BBAA C 340	G-AWRV JetRanger	G-BATP Cherokee	(29)
G-BCCL HS 125	G-ATID C 337	(23)	-----
(18)	G-AWSM Cherokee	G-ASKM Queen Air	(30)
G-AWUF HS 125	G-AVPW Twin Com	G-AYBO Aztec	G-AWLU C 172
G-AWLU C 172	G-BBIS Hugh 269	G-AVVI Twin Com	G-BCJK Cherokee
G-AYFD Condor	G-BAKG Hugh 269	G-ATTF Cherokee	G-AMWW Dakota
G-AVPW Twin Com	G-BBSU C 421	G-AYAD Twin Com	EI-AYK C 172
G-BAYT HS 125	G-BAOP C 150	G-BCDI C 310	G-BAEX C 172
G-BCOL C 172	G-BBUX JetRanger	(24)	(31)
G-BBKE C 150	(21)	G-AWEI Condor	G-AZFI Cher Arr
G-BBIM C 310	G-AVUD Twin Com	G-AVYL Cherokee	G-AVFP Cherokee
G-BBUN AAL	G-AWOJ C 172		G-AZFJ C 310

As you will see it's been a quiet month, nothing of outstanding interest at all in fact. The Cessna 207 N1630U of Cessna Brussels was f Blackpool n/s t Cranfield on the 2nd, whilst on the 5th another Cessna Brussels machine arrived in the shape of the new Cessna 310-II N1341G (c/n 0025) f Cranfield t Ringway. It visited again on the 19th f Blackpool n/s t Brussels. Two visits by Braathens S.A.F.E. this month were Friendship LN-SUF on the 6th f Stavanger t Evenes with a refuelling stop at Bergen, and the Boeing 737-205 LN-SUS on the 18th f Bodo n/s t Frankfurt. Cessna 414 PH-WOU of Grondmet came f Rotterdam for it's usual Christmas visit departing on January 2nd. Another Dutch visitor was Navajo Chieftan PH-BAS of Buisness Air Services which diverted in with technical trouble on the 26th f Rotterdam t Kirkwall. Final foreign visitor of the year was Cessna F172 EI-AYK of the Irish Tank and Pipeline Co Ltd on the 30th f Doncaster t Sunderland. On the 14th we were invaded by the Army with the five Scouts and five Siouxs all on the apron together, the former used 'AA397' and the latter 'AA399'. On the same day single Sioux used 'AA407'. King Air G-BBVM on the 5th and 9th is a new machine with Dowty Ltd and replaces the Dove G-ASPA (how sad!). The Charles Clore HS 125-600 was a first visit on the 17th and after a n/s was t Brindisi. Finally for all the biggie fans we had the British Airways Cargo Vanguard G-APEI doing two ILS runs on the 13th being f/t Tees-Side.

TEES-SIDE

December

(1)	G-AVNI Twin Com	G-BAOZ C 414	(16)
G-AYEP HS 125	(6)	(12)	G-AVUX C 172
G-ARRE Jodel	G-AOBN Dakota	G-ANUO Heron	G-AXXG Islander
G-AXCP BAC 1-11	G-AREF Aztec	G-AZYR C 340	G-AVAI HS 125
(2)	G-AVXX C 172	G-AVWI Cherokee	G-AYEP HS 125
G-AWVS C 337	G-AVPS Twin Com	G-AYNR HS 125	G-BAAS C 172
G-BCEV Enst F28	(7)	(13)	F-BUFI King Air
G-BDMK Navajo	G-AYCM JetRanger	G-AYKU Aztec	(17)
OO-LFF C 421	G-AZMK Aztec	G-BALA Stampe	G-ANUO Heron
(3)	G-AOFF Chipmunk	G-BAYA JetRanger	G-ATJR Aztec
G-AYLG HS 125	G-AXCP BAC 1-11	G-BBMK Navajo	G-AZFH C 310
G-ARTT Rallye	G-BBSU C 421	G-BAHT C 172	G-BARW C 402
G-AXXO JetRanger	G-BBOB C 421	(14)	OY-BIG B 421
G-AZYR C 340	(10)	G-ATDC Aztec	OO-LFD C 421
(4)	G-AYNR HS 125	G-AZED BAC 1-11	(18)
G-AVNI Twin Com	G-AVNL Aztec	G-ATHV C 150	G-AYFD Condor
G-AZDK Baron	G-BBOJ Aztec	G-AWSM Cherokee	G-BBOB C 421
G-AVUS Cherokee	G-BCEV Enst F28	G-ATCI Airtourer	G-BAML JetRanger
G-AXPF C 150	(11)	(15)	G-BAGK Gazelle
G-BBSL Aztec	G-AWKF Twin Com	G-AWXS Cherokee	G-AWA Cher Arr
(5)	G-AXXG Islander	G-AYLG HS 125	G-BCPV Cherokee
G-ANUO Heron	G-AYEP HS 125	G-BANW Emeraude	LN-TVM C 402
G-ASYB Aztec	G-BBIS Hugh 269		

(19)	G-BARJ Bell 212	G-AZKV C 150	(30)
G-AYEP HS 125	00-DMN C 337	G-BCEV Enst F28	G-ANXB Heron
G-AXPE King Air	(20)	G-AYEP HS 125	G-AYEP HS 125
G-AZVN JetRanger	G-AYEP HS 125	(27)	G-AZDH Navajo
G-AWLJ C 150	G-AOBN Dakota	G-AOBN Dakota	G-BAIL C 172
G-AZTJ FA-200	G-AVIW Viscount	G-BBIS Hugh 269	G-BBGS S-61N
G-AXRM Islander	G-AVXL HS 125	G-BAXL HS 125	G-BCEV Enst F28
G-ATEN Twin Com	(23)	N447T Guppy	
G-BAAS C 172	G-AYLG HS 125		

Star of the month must be the Transmeridian CL-44-0 Conroy Guppy N447T which came f Stansted on the 27th n/s t Cairo, Cessna 421 OY-BIG of Danfoss was f/t Sonderborg on the 17th, whilst the previous day saw King Air F-BUFI of France Aviation f/t Le Bourget. Heron G-ANUO on the 5th, 12th, 17th belongs now to McDonald Aviation of Dundee, being ex Fairflight. Crew training this month were BAC One-Elevens G-AVIP (6th, 7th), G-AVMH (27th, 28th, 30th), G-BBME (7th, 8th, 14th, 15th); Vanguard G-APEI (10th, 11th, 13th, 14th, 15th, 16th, 17th, 18th); and TriStars G-BBAE (4th, 16th, 18th, 19th, 20th, 21st, 22nd), G-BBAF (23rd).

SHERBURN

December

3	G-BBUH AA1	f Leeds/Bradford t Doncaster
4	G-AXUA Pup	f Blackpool t Tees-Side
6	G-BBGG AA5	f Doncaster t Leeds/Bradford
8	G-AWXV C 172	f Snaith t Blackpool
9	G-BCLI AA5	f Doncaster
	G-BAFS Super Cub	f Doncaster
	G-BBUH AA1	f Doncaster
15	G-AZRX Horizon	f Blackpool
18	G-BCLI AA5	f Doncaster t Ronaldsway
19	G-BAGK Gazelle	
27	G-AZDB Pup	f Crosland Moor
	G-BAEX C 172	f/t Melbourne, also 30th.
31	G-BBKII C 172	f/t Leeds/Bradford
	G-BCJK Cherokee	f Leeds/Bradford t Coventry
	G-AXDU Pup	f/t Hawarden

OTHER YORKSHIRE AIRFIELDS

December

5	G-AZIM Navajo	CHURCH FENTON: f Gatwick
6	G-ARBE Dove	HOLME ON SPALDING MOOR: after ILS at Leeds/Bradford
	G-AVDX HS 125	LECONFIELD: f/t Stansted
	G-BBOM Aztec	LECONFIELD: f Ronaldsway
8	G-APYN TriPacer	LEBBERSTON; f Melton t Leeds/Bradford
10	G-AWUF HS 125	CHURCH FENTON: f Luton
11	G-ASMR Twin Com	CHURCH FENTON: t Leeds/Bradford
12	G-BBRD Aztec	DRIFFIELD: f Leeds/Bradford
13	G-AZKN Robin	LEEMING: f/t Birmingham, n/s to 16th.
14	G-ARLT C 172	CROSLAND MOOR: f/t Leeds/Bradford
16	G-AVXK HS 125	HOLME ON SPALDING MOOR: f/t Edinburgh
24	G-ATRO Cherokee	CROSLAND MOOR: f/t Rochester, n/s to 27th.
30	G-APZR C 150	GRINDALE: f/t Leeds/Bradford.
	G-BBKII C 172	GRINDALE: f/t Leeds/Bradford.

HELICOPTER ACTIVITY

December

Bell 47:	G-BASC	YEB Depot Driffield 17th, 18th.
JetRanger:	G-AWRV	Sheffield 20th (t Newcastle).
	G-BBCA	Kirkstall 5th (f Battersea).
	G-BBOR	Huddersfield 5th (Air Henson).
	G-BBTV	Hull 2nd, 4th, 6th. Scarborough 18th. Humberside 31st.
	G-BBUX	Sheffield 20th.
Hughes:	G-BBIS	Lawnswood 5th (Police search), Horsforth 7th (CAA investigators), Todmorden 9th (Police search). Pontefract 13th, 17th. Crsland Moor 22nd.
	G-BBIT	Todmorden 11th (Police search)
	G-BBSP	Riponden to Crosland Moor 14th.
Enstrom:	G-BBHE	Rothwell to Riponden 18th.

BROUGH

December

2	G-BBAZ	Hiller	n/s to 4th:G-BBEW Aztec, also 5th n/s,30th:
	G-BCEV	Enst F28	also 9th n/s,16th,23rd:
3	G-AWVS	C 337	also 4th n/s,5th,6th n/s,9th n/s,16th:
	G-BAMI	Baron	also 4th,9th,10th,12th,15th,18th:
4	G-ATHJ	Aztec	also 5th n/s,9th,10th:G-ATJZ Aztec n/s:
5	G-BAOZ	C 414	also 10th,12th,13th,16th,19th n/s,20th:G-ARHW Dove:
	G-AZZL	Aztec	n/s:G-BBSL Aztec:
6	G-BASX	Seneca	G-BBOH Aztec:
9	G-ATZU	Twin Com	also 10th:G-AXSP Twin Com:
	G-BBFZ	Cher Arr	first visit also 20th:G-AZWW Aztec:
10	G-BBIS	Hugh 269	also 23rd:
12	G-AREA	Dove	also 18th:
14	G-AZNY	Aztec	also 17th,19th,30th:
16	G-AZAV	C 337	
17	G-AZPJ	C 310	
18	G-AZVY	C 210	
19	G-AVET	Baron	G-BA00 C 421 n/s:
20	G-ATSM	C 337	G-ASSB Twin Com:
23	G-AXRN	Islander	XK885 Pembroke:
27	G-AWVY	Islander	first visit also 31st:
30	G-ASFF	Apache	n/s:
31	G-ATZV	Twin Com	first visit:

FLYOVERS

December

1	HB-IEW	Gulfstream 2	POL 1056	29000'	Newcastle to Heathrow
2	7Q-YKH	VC-10	POL 1127	29000'	Air Malawi, Prestwick to LGW
3	4X-F94	Boeing 707	POL 1158	28000'	Israel AFDP, Mildenhall to
	N92V	Lear Jet	POL 1602	39000'	t Heathrow //Goose Bay
	N14CP	King Air	POL 2013	24000'	northbound
4	N7602	Gulfstream 2	POL 0951	22000'	Union Oil, northbound
	10+01	Boeing 707	OTT 1157	31000'	W.G.A.F., northbound
	N109G	Gulfstream 2	POL 1547	25000'	"Grumman 109G", t Heathrow
	5M-M3		POL 1850	22000'	Bentwaters to Keflavik
5	D-CORF	Falcon 20	OTT 1843	35000'	westbound, (MBK 1854)
6	A40-AB	VC-10	POL 1214	31000'	northbound, ex G-ASIX
	OY-DPV	Travel Air	OTT 1941	8000'	t Manchester
9	N7789	Gulfstream 2	OTT 1048	37000'	Dresser Industries, eastbound
	OY-AKP	Cessna 337	OTT 1107	9500'	tracking to South Fisher
	F-XCYA		POL 1108	8000'	northbound
10		Hastings	LBA 1522	7000'	t Scampton, "LSJ 02"
12	D-IDRA	Navajo	POL 1522	9000'	southbound
13	N333QA	JetStar	POL 0944	35000'	t Keflavic
	86970	Boeing VC-137	POL 1457	31000'	"SAM 86970", northbound
	77170	C-5 Galaxy	POL 1922	33000'	Ramstein to Dover AFB
14	N214GP	Gulfstream 2	FLA 1036	41000'	Gillette, t Keflavic
15	33303	Douglas C-118	POL 1925	12000'	"Air Force 33303", northbound
16	TC-65	C-130 Hercules	POL 1321	22000'	Argentine AF, t Glasgow
	N375PK	Gulfstream 2	POL 1500	16000'	"Grumman 375PK", northbound
	N653PA	Boeing 747	POL 1731	12000'	Manchester to New York JFK
17	D-1KFJ	Citation	POL 0947	15000'	t Warton
	N85	Sabre 40	OTT 1538	20000'	FAA, westbound, (MBK 1550)
19	OO-DMN	Cessna 337	POL 1855	7000'	t Brussels
	PH-PLZ	Seneca	OTT 1859	8000'	westbound, (MBK 1931)
20	HB-VDU	Lear Jet	POL 1121	45000'	"Lear HB-VDU", southbound
	OY-APH	HS 125	OTT 1123	29000'	Maersk, f Manchester
	N227G	Gulfstream2	POL 1614	39000'	"Grumman 227G", t Keflavic
23	N804WA	Douglas DC-8-63	POL 1440	31000'	World, northbound
24	N892PA	Boeing 707	FLA 1107	35000'	Frankfurt to Charleston AFB
25	G-XMAS				
26	N4910C	Douglas DC-8	POL 1919	35000'	Frankfurt to New York JFK
30	D-ICHS	Lear Jet	OTT 2025	41000'	eastbound, (DOG 2033)
31	G-BBAE	TriStar	POL 0926	6000'	Prestwick to Manchester

AV AD

CROSS AND COCKADE - the society of WW1 aero historians, £3.50 per year.
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