

# AIR YORKSHIRE

# CHURCH FENTON ISSUE

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## MAGAZINE

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## DIARY

An up to date list of events up to the end of the year is published below, but may be subject to change.

Tue 17th June - Gliding at Rufforth. Meet at 1900 hours at the Ouse Gliding Club. The cost of £2.20 includes an aerotow to 1100 feet. One or two places are still available - names to the Hon Treasurer on Bradford 615536.

Sun 22nd June - SSAFA Air Display at Church Fenton. Come along to the Air Yorkshire stand (near the static aircraft park) where a large range of books, magazines, kits etc will be on sale.

Sun 29th June - Trip to Old Warden for the Shuttleworth Trust's display on the theme of pre-war civil flying.

Sun 6th July - no meeting this month due to a clash with the display at Sywell.

Sat 26th July - Trip to Mildenhall to view the USAF operations there and then on to Duxford to see the aircraft collection of the EAA/USAF.

Sun 3rd August - Pleasure flying from Yeadon in a Cessna 172 during the afternoon. Cost will be approx £2.10 - £2.50. Further details later.

Sun 24th August - Trip to Old Warden for the Shuttleworth Trust's display with the Barnstormers

Sun 7th September - A representative of 6(F) Sqn will talk to us about the F4 Phantom. Yorkshire Aeroplane Club 1500 hours.

Sun 28th September - Trip to Gatwick and Heathrow Airports - a spotters special!

Sun 5th October - Dave Senior will be giving an illustrated talk on British airlines. Yorkshire Aeroplane Club 1500 hours.

Sun 2nd November - Annual General Meeting. Yorkshire Aeroplane Club 1500 hours.

Sun 7th December - The ever popular and one of the best attended meetings of the year - the members slide show. Yorkshire Aeroplane Club 1500 hours.

## GENERAL

The May meeting featured the Annual Recognition Contest, with the first prize going to John Allen and the second to Terry Sykes. Members are reminded that meetings are put on for your benefit and are completely free - all we ask is for your attendance.

## FILMS

Agfa CT.18 135-36 films are available to members at a reduced price of only £2.10 each. These can be obtained at the meetings, on the trips, or at the Church Fenton Air Display.

## CIVIL AIRCRAFT MARKINGS

is now available for 60p at the meetings, or for 70p (postage and packing included) from the Hon Treasurer.

TRAGEDY AT TEATIMECes Mowthorpe & Dave Cook

In almost every way, R.38 (as she was eventually designated) was a unique 'ship'. Although externally she appeared to follow the established style of the British Rigid Airship, right from her conception, departure from previous British standards started to appear.

R.33 and R.34 were exact copies of German Zeppelins - but - years behind the up to date Zeppelins. As the allies captured crashed Zeppelins, the German improvements were incorporated into succeeding British designs. The Armistice however prevented these 'modernised designs' being completed and flown. That is, with the exception of the hybrid R.36. Late 1918 saw the start of the acquiring of the Short Aircraft Factory at Cardington by the Admiralty for designs they would produce themselves, that is, Admiralty designed rigids - as well as those already in hand with private contractors such as Vickers-Armstrong etc.

August 22 1918 saw an Admiralty conference being held with designs being discussed up-dated to what the requirements were likely to be with regards to rigid aircraft performance, allied to grand fleet requirements in the 1919-20 period. As designs were already well under way and construction in some cases actually started upon R.35, 36, 37, 38, 39., it was assumed that this new class would be the 40+ group. The 40 class was to be a purely British design, capable of operating with the Grand Fleet for up to 3 days continuous patrol, 300 miles from base, in up to 40 knot winds. Hence, five rigids (R.40-45) could continue to maintain station with the fleet for 30 days consecutively by operating in relays. Unfortunately, the shortage of steel for the sheds required to build and house these 'super airships' was in desperately short supply and the only works with 700ft sheds over 150ft wide was Cardington, run by Shorts - their banger had 180ft width. It was also convenient to London and the Admiralty.

With hostilities ceasing in November 1918, all airship production dramatically slowed down and the whole program re-organised. Director of Design and Construction to the Admiralty was Constructor-Commander Campbell whom had been associated with rigid airship design to the Americans (who possessed only a few non-rigids) and agreed to train a crew to fly it over the Atlantic.

Constructor-Commander Campbell was placed in charge of the Cardington works and when the final details of the American sale were worked out, he had produced a 699ft x 85½ft x 93ft high rigid, of 2724000 cu.ft capacity (the previous largest British airship was R.36 of 2101000 cu.ft), a total lift of 82 tons, and disposable lift of 45.6 tons. Six engines gave 2100hp and a max. speed of 70.6mph. Ceiling was 22000ft and a range of 65 hours at full speed. On October 9 1919, the cabinet gave its approval to the sale of R.38 to the Americans.

By this time the Air Ministry had taken over control of airships and Cardington, with C-Comdr. Campbell as Superintendent. Hence, R.38 was begun by Short Bros, re-designed by the Admiralty, and completed by the Air Ministry, with - of course - alterations specified by the prospective customer, the US Navy.

Ordered in 1918 from Shorts, R.38 was cancelled in January 31 1918 but re-ordered to be re-designed by Campbell on February 17 1919. When the Air Ministry officially took over all airships from the Navy on Wednesday October 22 1919 the first two main frames had just been completed. It was not until November 1920 that all the frames were in place. Thus, even before the skeleton was complete, parts of it were nearly two years old! It is important to point out at this stage that although re-designated R.38 (to keep in line with the proposed airship numbering), this was in fact an advanced and modified version of the proposed 40 class and bore very little resemblance to her predecessors. On the other hand, when it comes to the basic structure and design, they were undoubtedly typical of the German Zeppelin type.

this was 85½ft and to reach gas capacity of 2740000 cu.ft she had a long parallel section amidships. Again, due to lack of headroom, her engines (6 - 350hp Sunbeam Cossaks) were mounted on struts in parallel pairs each side of the hull; the middle pair higher and consequently further outboard up either side. Pusher propellers were fitted to each car, which unlike most previous engine gondolas, the R.38 had her radiators fitted internally with the cooling air being controlled by adjustable vanes at the front of each car's nose. Streamlining was improved by incorporating folding ladders that ran down each main strut, and folded back into the strut when not in use. Much of this however, must have been lost on the two straining cables which helped transmit the power to the hull and were attached fore and aft from the centre of each car to the main structure. The latter cable was fixed to the propeller boss in each car. Throughout her building, several influential sources had cast doubts upon the strength of each car/hull strutting.

Because defending aeroplanes could now reach 20000ft plus, an airship's best defence was her ability to climb and cruise, if necessary, at heights over this figure. The Zeppelins overcame a considerable weight differential in their latter designs by extensively lightening their framework. Added strength was given by extra bracing to each third main frame. However, do bear in mind that these latter Zeppelins were 'high-flyers', and meant only to operate with the Fleet for long periods at relatively low altitudes, up to, and often less than 5000ft. To assist this dual role, C-Comdr. Campbell designed a system of diagonal bracing wires - previously untried. Another break in tradition was the internal walkway from nose to tail on the R.38. This was of trapezium shape as against the traditional triangular pattern which acted as a substantial internal keel to the whole structure. Her gas was contained in 14 gas bags between the frames, and it was between each bag that the novel diagonal bracing of the frames was fitted.

A crew of 30 was normal, living in a widened section of the trapezium walkway, sleeping off watch in hammocks slung either side of the walkway. This walkway, except in the above crew section was 10" wide. Cooking was done on special hotplates arranged over the engine exhausts in four of the cars. For mooring-mast operation, a flight of steps led up into the nose and ended at a trapdoor which could adjust to the mast for entry and exit. A position was provided in the extreme tail. The US Navy proposed to fit 14 machine guns for defence. Provision was made to carry 12 bombs (4 - 520lbs. 8230lbs), hung vertically, nose upmost, in order that they could be fused from inside the ship as required. 50 fuel tanks with a capacity of 190 galls. each (30 tons) and ballast water bags (With instant release valves) each containing half a ton of water were situated either side of the trapezium-catwalk.

The only projection below the hull was the control car which had the usual airship controls. This was larger than previous British rigids being fitted flush to the undersid of the hull. It also contained a navigation room, radio 'shack', and Captain's quarters. Provision was made on top of the hull for a large machine gun. Another feature never before used in rigid airships was 'balanced' elevators and rudders. Quite late in the building, the US Navy insisted on a number of major alterations such as strengthened bows, with mast fitting gear and additional gravity tanks to each engine car for starting the engines. Altogether they accepted that these would slightly lower the accepted performance, especially the maximum ceiling.

Much difference of opinion was displayed regarding the length of hours that R.38 needed on trials prior to being handed over to the US Navy crew under Cmdr Maxwell, to fly her to the States. The Air Ministry tended towards getting R.38 off their hands quickly - for political and economic factors, whilst the US Navy opted for a longer period. Firstly they were behind in the construction of her American base, and secondly because wanting the 'proven article'. Originally 150 hours flight trials was the plan, plus a further 50 hours instructing the US aircrew. Finally an elastic program of approximately 90 hours was settled for. Tragically, only 56 hours flying time had been completed.

when under the tension of one man's weight! Before the first flight, a number of circumferential steel tapes burst! However, on the night of 23-24 June 1921 she carried out her maiden flight of nearly seven hours. Much over-balancing of the control surfaces and slackness of control wires was evident at speeds over 38kts. The designers were not too upset about these shortcomings in view of the experimental balanced surfaces. Adjustments carried out, the second flight took place on the night of 28-29 June 1921 after which it was discovered R.38 was almost uncontrollable at 45kts. She was returned to her shed and all surfaces were reduced by 10%. Braces were also fitted to the fins as these had displayed weakness (shades of R.36?). Meanwhile certain defects and alterations to the petrol feed systems were made good.

July 17-18 saw R.38 leave Cardington for the last time, en route for Howden, with a number of US crewmen on board. Over the sea speed was raised to 50kts whereupon the American coxswain had distinct difficulty in maintaining control - Flt Lt Pritchard, the ship's engineering officer, grabbed the wheel and managed to limit the 'bunting' to about 100 ft whilst the speed was rapidly reduced. Despite the prompt action, several transverse girders gave way whereupon the R.38 returned immediately at reduced speed to Howden.

Repairs carried out, the final and fourth flight of this airship took place on 23 August 1921. Leaving Howden for speed trials over the North Sea, and mooring to the Pulham mast were envisaged. During this flight southwards, turns with 5 degrees rudder and 10 degrees rudder, plus a number of other tests were performed successfully. As dusk fell, R.38 was 15 miles from Pulham, uncertain of her position due to fog over the North Sea, so it was decided to turn back and land again at Howden after spending the night over the sea. She accomplished the overnight flight and during the day of the 24th successfully worked up to a speed of 62kts (for a brief period) then set course for Howden. Passing over Hull at 2500ft, R.38 was seen to make two sharp turns in succession - as if the helm was put hard over from side to side. Onlookers in the city below saw a 'ripple' appear amidships and the next minute R.38 broke in two, both sections falling into the River Humber. The rear smaller section fell without too much damage, but the larger forward section caught fire and was virtually destroyed. Five survived the wreck, including the captain - Flt Lt Wann - who was rescued from the control car terribly injured. In fact his injuries were so severe that he was unable to give evidence at the subsequent Court of Inquiry into the accident. It was some time afterwards that his report was rendered.

Why did R.38 crash? Inspection of the wreckage showed girders marked R.39 and R.40! Was she badly designed. In a letter dated 10 September 1960 Mr May her assistant designer said that his doctor refused to let him discuss the R.38 affair but added that he had the greatest respect for the late Cmdr Campbell.

It is too easy to put the blame on any single factor. Remember parts of the R.38 were two years old, and often badly stored (because of post-war chaos and economy). Constructor-Commander Campbell, like all members of the Royal Corps of Naval Constructors was a highly qualified man - but, when the private builders such as Messrs. Vickers had teams of qualified staff plus a wealth of experience to draw upon, Cmdr Campbell and his assistant Mr May appear to have had to 'feel' their way without much co-ordinated help. Data was provided which neither ever saw because it was 'bogged down' in channels before it reached them. Cmdr. Campbell had latterly to run the Cardington works (as Superintendent) and carry out a multitude of other duties (such as political visit to the US) alongside his task of designing the R.38. Certainly during the final stages of building and throughout her flying time, the Air Ministry constantly instructed all and sundry to make haste to get the ship into the Americans' hands - purely on the grounds of economy. Criticisms of R.38 by experienced airshipmen such as Maitland, Scott, and Pritchard appear to have been ignored. Such was the state of the policy-makers that it would appear today, with hindsight, that Cmdr. Campbell and his team did

Germans made it a rule never to carry out full helm turns at less than 7000ft. Also they incorporated into the Zeppelin control cables a device which prevented the helmsman 'overcontrolling'. The balanced surfaces of the British design had quite the opposite effect!

In this disaster which occurred at approximately 1734 hrs on Wednesday 24 August 1921, Cmdr. Campbell (designer) lost his life, together with Cmdr. Maitland, Lt. Little, Lt. Montagu, Pritchard, and Bateman. These six comprised almost the whole of the team that produced R.38. Many records of the design of R.38 were with these men who perished. The total 'crew' that fateful day was 47, plus a ship's mascot - a kitten - called 'Gold Flake'. Apart from Flt Lt Wann, the survivors were Cpl Potter, LAC Davies, Harry Bateman, and CBM T O Walker (USN) who walked straight off the wreckage onto a rescue vessel. A memorial to those who lost their lives is in the grounds of Holy Trinity Church Hall. A plaque to the Americans is inside Elloughton Church, Elloughton, Nr Howden, Humberside.

A Technical Sub-Committee set up after the inquiry reached the conclusion that whilst it was believed from experiments with R.32 that R.38 had been designed with a strength factor of four, data provided by the earlier three flights showed an analysis that due to insufficient understanding of aerodynamic stresses, her strength factor was in fact only one. This interpreted that in any manoeuvre other than straight flight, R.38 was structurally liable to break-up. And that was in dead calm weather conditions!

The first R.38 Memorial Lecture included a paper called 'The Strength of Rigid Airships' by American Naval Constructors Burgess, Hansaker, and Truscott; all contemporaries of the late Constructor-Commander Campbell. The following two extracts clearly show their personal views of the unfortunate British team.

"The pioneers who lost their lives in R.38 made the crucial test of the state of our knowledge at that time. We, who follow them, must proceed in all humanity and with full appreciation of the lessons which their splendid sacrifice has made available. The design of a rigid airship is the boldest and most exacting engineering adventure that man has attempted. Mr Campbell realised the known and the unknown elements of the problem and dimly glimpsed the unknowable".

#### AROUND THE AIRLINES

Aer Lingus Irish Further to last month's Boeing 737 news (AY/75/40), EI-ASK arrived at Dublin on May 10th for a five month lease from United. It carries the new United colourscheme, but with the upper orange stripe deleted, an all white tail, and Aer Lingus titles. The aircraft is a 737-222, is ex N9066U (the same as last summer), and has the c/n 19947.

For the recent European Cup final in Paris, Leeds United were taken there from Leeds/Bradford in the new 737-248QC EI-ASL on May 27th (its first visit), with a group of supporters being taken in the same aircraft the next day. On the 29th, the supporters arrived home in EI-ASL, followed ten minutes later by the team in 'SB'.

Air Anglia were using the British Midland Airways Herald 214 G-BAVX on their AQ200 and AQ205 services through Leeds/Bradford between May 26th and May 30th. This was necessary in order to carry out maintenance at East Midlands on the leased Herald G-ASVO.

British Airways will operate a Newcastle - Leeds/Bradford - Dublin service for the winter schedule commencing in November, and will replace the two separate routes to the Irish capital. Cambrian provided Viscount 806 G-AOYL to transport football supporters to Paris on May 28th, and from there on the 29th.

Dan-Air were using the Civil Aviation Authority HS.748 G-ATMJ on the Leeds/Bradford on May 31st. The aircraft

is understood that this aircraft will be operated on regular flights throughout the summer. A new HS.748 has been purchased from Leeward Islands Air Transport (LIAT) in VP-LIU (c/n 1592) and has been at Lasham to be painted up as G-ATMI to enter service eventually. One of the ex Zambian One-Eleven 207s, G-ATVH, was delivered from Lasham on April 23rd to Newcastle for crew training.

Severn Airways were using Heron G-ANXA of Peters Aviation on the Bristol - Leeds/Bradford run on May 23rd, due to a capacity shortage caused by the recent Dove loss. The Leeds/Bradford - Bristol frequency will be cut to Mondays Wednesdays and Fridays only from June 16th due to a shortage of passengers on the other two days. The route has only been operated since March 17th!

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#### ON THE LIGHTER SIDE

Residents at Hull/Paull are Cessna F150L G-BAUV, J/5P Autocar G-AOHZ, J/1N Alpha G-APCY, Cessna F172H G-AWUY, Cherokee 180 G-ASFL, Robin DR400 G-BAKM, and AA5 Traveler G-BAFA.

Motor Cadet Mk3 G-AYAN is now resident at Sutton Bank and was noted there on May 4th.

Twin Pioneer G-BBVF was noted operating in the Thirsk area on May 20th on survey flights for the Ordnance Survey.

Minicab G-BCER last reported at North Rixton is now believed to have moved to Dalton.

The AJEP Whitman Tailwind G-BDAP c/n 0387 has been registered to John Whiting at Bagby.

Agwagon G-AZZG of Farm Supplies was operating in the Breckenbrough and Sand Hutton areas on May 29th. Millers Aerial Sprayers are using Cottam as a base.

Cherokee G-ARVT was noted at Humbleton over a period of two weeks in May and may be resident.

A report from the Robin agency at Lilley (not Sproatley as previously reported) for May 21st saw Robin G-BAKM, Cherokee G-ASFL, Cessna 150 G-AWLA, Mascaret G-AZBI, Jodel DR1050 G-ARRE in evidence. The strip here is only four miles from the strip at Humbleton.

No reports have been received of the Balloon Meet held at Castle Howard from May 24th to June 1st. The only two known to have been there are Cameron O-42 G-AZER and Thunder AX-6 O-56A G-BBOY. Castle Howard has been named as the venue for the 1977 World Balloon Championships.

Cessna 150 G-AWLJ is now owned by the Grindale Sports Parachute Centre and has been for a CofA to Cleveland Airwork at Tees-Side during May. Cessna 172 G-BCHK is still with Cleveland Airwork despite reports of it being sold to an owner at Newcastle.

Travelers which have visited Doncaster during the month of May for checks have included G-BAOU G-BAVS G-BASC G-BCEP. When Cherokee Arrow G-AZSG visited Leeds on May 28th, the operator was given as Flight-Line so this may be a new resident, or may have just been on overhaul. New Grumman American models registered to Flight-Line are AA5s G-BDCK (0772) and G-BCDL (0773), and AA1B G-BDCJ (0547).

A visit to Crosland Moor on May 27th revealed the following. In the hanger were Auster G-AIBY, Falco G-AVUJ, Cherokee G-AVYL, Horizon G-ATDG, Jodel G-AWWI, and Topsy Nipper G-ASXI (at long last with an engine!). Outside were new resident Cherokee G-BAGX, Tri-Pacer G-ARET, and another possible resident in Cessna 172 G-AVBZ which has been very active from

At Sherburn, Beagle Pup c/n 171 has arrived for completion and was registered G-BDCO to Eastern Aviation on May 6th. The airfield was visited on May 29th and the following were noted: G-ASHJ Brantley B.2B, G-BBYB Super Cub, G-AYZ T Condor, G-AYIJ SV4C, G-AORW Chipmunk, G-BAGW Cessna 150, G-AZUG Traveler, G-AIHNN Autocrat, G-BBDT Cessna 150, G-AWEI Condor, G-APVK Apache, G-AXPB Pup, G-AOSO Chipmunk, G-AVZE Condor, G-ARLG Auster D4, G-AWMR Turbulent, G-AVCZ Condor, G-AZDB Pup, G-BAJN Traveler, G-AYKL Cessna 150, G-BAEU Cessna 150, G-ATKO Sipa 903, G-AWWO Ambassadeur, G-AWEN Jodel, G-BAMM Super Skywagon, G-AVPM Jodel, G-AYRS Paris Nice, and G-ARBO Comanche.

A fly-in was held at Grindale on May 11th with the following aircraft being noted. G-AEBJ Blackburn B2, G-ANIS Auster 5, G-ARWL Cessna 182, G-ASNV Emeraude, G-ATYZ Rallye, G-AVGW Cessna 150, G-AVHL Jodel, G-AZUG Traveler, G-BAAS Cessna 172, G-BAHT Cessna 172, G-BASL Cherokee, G-BBPZ Aztec, G-BCEO Traveler, G-BCTK Cessna 172, G-BCUY Cessna 150. Also at the display was a Stampe which did not land and remains unknown.

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### MILITARY MATTERS

Bradford featured a RAF recruitment display in Forster Square during late May with Gnat XM693 and Jet Provost nose XR700. Visiting the city during May were XV733 Wessex "Kitty 7" 16th, and XD128 Whirlwind "FPP 82" 19th.

Church Fenton was visited by Phantom "CAV 44" on May 5th.

Finningley Visiting during May were Shackleton AEW2 WL741, Hunter T7 XL619, Devon C2/2 VP963, Harrier T2 XW266/51 with Roy Mason MP from Dunsfold to Brough, and Harrier T2 XW270/56, all on the 16th.

Halifax/Siddal The scrap yard of John Shackleton & Sons here had only a tail of Javelin XW503 in evidence during a visit on May 31st.

Huntington near York. Stored in the garage of Mr Tony Agar is a Mosquito fuselage and carries the serial HJ711 with a code of V1. It was aquired from a film studio and is probably a refugee from the 1963 film epic '633 Squadron'.

Leconfield Recent arrivals with the 60MU have been Shackleton AEW2s WR965 and WL756 of 8Sqn on April 10th and 19th respectively, Lightnings XS421/S T5 and XS925/L F6 on April 10th and 16th respectively, Jaguar GR1s of 2260CU XX117/05 XX118/06 XX114/02 XX119/07 on April 18th 24th 29th and May 12th respectively, and finally Phantom XT911 of 64Sqn on May 15th.

Leeming Visitors during April (in addition to the last magazine list) were Devon C2 VP952 "Ascot 904" to Northolt via Newcastle 10th, Nord 262D 092/AO coded ET-65 "FM0548" of the French Air Force from Saint-Cyr-l'Ecole via Newcastle 17th, and Queens Flight Wessex XV732 from Newcastle. Serial tie-ups for the USAF Hercules' during April (AY/75/42) were 01270 - "Old 581C" and 40498 - "Old 582". Visiting on May 13th was Heron XM296 "Navair 709" to Yeovilton.

Lindholme has a new resident, the 643GS after it's move from Hemswell. Gliders noted so far have been Sedberghs WB976 and WG497, and Cadets WT911 and XE794.

Linton-on-Ouse is now used on the USAF mail run by Hercules' instead of Leeming, with examples in May being "Old 580" 7th, "Old 582" 21st, and "Old 583" 28th. Also visiting were Varsities "FRA 94" 7th, "KSR 12" and "KKR 10" 16th (the latter to Coltisball), Andover "Kitty 1" 20th, and chopper "Navair 492" 21st.

Topcliffe was visited on May 23rd by Scout "Armyair 351" which was from and to Netheravon.

## Leeds/Bradford

May					
(1)	G-AZFR C 401	G-BAGW C 150	(16)		
G-AZXG Aztec	G-AZOA Monsum	G-BAFD Bolkow 105	G-ARYF Aztec		
G-AXDC Aztec	G-AXFA Aztec	G-BBGE Aztec	G-ATON Cherokee		
G-AXOT Rallye	G-BAIL C 172	G-BBEF Cherokee	G-AVLA Cherokee		
G-ATBV Aztec	G-BAVJ Navajo	G-BBRD Aztec	G-AWKF Twin Com		
G-AZPF Fournier	G-BATP Cherokee	G-BCHK C 172	G-AOGO Heron		
G-AWUA C 206	G-BAAJ Aztec	G-BCTK C 172	G-AZVV Cherokee		
G-AZEE Rallye	G-BBLS AA5	(12)	G-AYWW Cher Arr		
G-AWWL HS 125	G-BBTL Aztec	G-AVUS Cherokee	G-AZTF C 177		
G-ASSP Twin Com	G-BBDF Cher Arr	G-AZID C 150	G-ARDE Dove		
G-BAVJ Navajo	G-BCBK C 421	G-AWDI Aztec	G-AWUY C 172		
G-BAJX Aztec	G-BBCJ AA5	G-BAAS C 172	G-AZZK C 414		
G-BAGT Helio Cour	G-BCFP Enst F28	G-BAEU C 150	G-BAHX C 182		
G-BAXN Seneca	G-BCPL AA5	G-BAVJ Navajo	G-BAVJ Navajo		
G-BBXR Navajo	PH-PLZ Seneca	G-BBIF Aztec	G-BBOP Cher Arr		
G-BBYM Jetstream	(7)	G-BBIS Hughes 269	G-BBBX C 310		
G-BCIK AA5	G-AVPP Twin Com	G-DCBK C 421	G-BDGB Aztec		
EI-AYK Cessna 172	G-AWYE HS 125	EI-ARS DC-4	G-BBIF Aztec		
XX508 Dominie	G-AXIV Aztec	PH-BZL C 310	G-BDGE Aztec		
(2)	G-AXFA Aztec	N145B Viking	G-BCBK C 421		
G-AVSO Aztec	G-AVZV C 172	(13)	I-BOGI HS 125		
G-AVUS Cherokee	G-AYLW King Air	G-ASSB Twin Com	XV733 Wessex		
G-BASG AA5	G-AXTB Cherokee	G-AVND C 150	(17)		
G-BBRA Aztec	G-AVUN Twin Com	G-ASWL C 172	G-AZDH Navajo		
G-BBPV Navajo	G-AZFR C 401	G-BAHX C 182	G-ASWO C 210		
G-BBYW Cherokee	G-AZEG Cherokee	G-BDGE Aztec	G-AWCY Cher Six		
G-DCGI Cherokee	G-ATRC Travel Air	G-BBUH AAL	G-ARCM C 172		
G-BCWB C 182	G-AWLJ C 150	G-BCEE AA5	(18)		
XS792 Andover	G-BAVJ Navajo	G-BCRR AALB	G-AWIK Musketeer		
(3)	G-BDDR Navajo	G-BCVZ JetRanger	G-BAXV C 150		
G-ASZH Jodel	G-BBZV Cherokee	EI-ATC C 310	G-BCEO AA5		
G-AYFD Condor	G-BDUF AAL	XR601 Scout	G-BCJS Aztec		
(4)	G-BCJI Navajo	(14)	XT232 Sioux		
G-AWVC Pup	N1671U C 207	G-AXNO Pup	(19)		
G-AYUC C 150	N39N Gulf 2	G-ASKM Queen Air	G-AZRU JetRanger		
G-AXPM Pup	XV271 Beaver	G-ASXR C 210	G-AZWU C 150		
G-ASWO C 210	(8)	G-ATPU C 337	G-AZFR C 401		
G-AXMA Comanche	G-AZOG Cher Arr	G-AYCL C 210	G-AZEG Cherokee		
G-ASRI Aztec	G-BAVJ Navajo	G-AWRB Pup	G-AYMN Cherokee		
G-AZZK C 414	G-BBIF Aztec	G-ASPA Dove	G-AWIK Musketeer		
G-AYGO C 172	G-BCCD C 172	G-BAIL C 172	G-AYLJ Navajo		
G-BBKA C 150	XS789 Andover	G-BDYK Aztec	G-BAXN Seneca		
G-BBYH C 182	(9)	G-BCEO AA5	G-BAOZ C 414		
(5)	G-AYJS Cherokee	EI-ATC C 310	G-BAVJ Navajo		
G-ATZV Twin Com	G-AVAU Twin Com	F-BSSL HS 125	G-BASL Cherokee		
G-ATDG Horizon	G-AVYL Cherokee	OY-BGK Navajo	G-BBFU Aztec		
G-AWFY Alouette	G-AVJJ Twin Com	(15)	G-BCPF Aztec		
G-ATRC Travel Air	G-BBXK Seneca	G-ATSI Bolkow Jun	D-EJXF C 172		
G-AWJA C 182	G-BBNX C 150	G-AMXA Comanche	EI-ATF C 182		
G-AVWR Cher Arr	G-BBIF Aztec	G-AXMP Cherokee	(20)		
G-ASRI Aztec	G-BBXR Navajo	G-AVKZ Aztec	G-AZTB Monsum		
G-AYZC Aztec	G-BBYB Super Cub	G-AWOJ C 172	G-ATFY C 172		
G-AYEK Jodel	G-BBPZ Aztec	G-AZZL Aztec	G-AXMM JetRanger		
G-BASG AA5	G-BCDI C 310	G-APYW Tri-Pacer	G-AZZV C 172		
G-BBTJ Aztec	(10)	G-ASNU HS 125	G-ARZX C 150		
G-BBKA C 150	G-AWKF Twin Com	G-BAXN Seneca	G-ATOJ Cherok. ee		
G-BBMJ Aztec	G-AXJY C 210	G-BAAS C 172	G-AZRU JetRanger		
G-BBUH AAL	G-BBRD Aztec	G-BAEU C 150	G-BAXN Seneca		
G-BCJK Cherokee	G-BCTK C 172	G-BAGW C 150	G-BAVJ Navajo		
D-ELVE Comanche	OO-PLC SIAI 208	G-BBAV Aztec	G-BBTJ Aztec		
OO-SID AC 680	(11)	G-BBCT Navajo	(21)		
XP769 Beaver	G-AWMU C 172	G-BBBX C 310	G-AXIV Aztec		
XP820 Beaver	G-AZNY Aztec	G-BBUH AAL	G-AVLV Aztec		
(6)	G-AZEG Cherokee	G-BCTK C 172	G-AYSB Twin Com		
G-ASNC Husky	G-AYTH C 172	EI-ARS DC-4	G-BAVS AA5		
			G-BAAS C 172		

G-BBRD Aztec	(24)	(28)	G-BCWB C 182
G-BBYH C 182	G-AZZV C 172	G-AYVV Diplomate	EI-ASL B 737
G-BCWW Jetstream	G-AVLE Cherokee	G-AZDG Navajo	EI-ASB B 737
(22)	G-AYEK Jodel	G-APBC Dakota	(30)
G-AVUS Cherokee	G-BCTK C 172	G-BAVX Herald	G-AVPS Twin Com
G-ARYK C 172	OO-BYB Aztec	G-AOYI Viscount	G-ASXU Jodel
G-ATYN C 150	XV295 Hercules	G-AZEG Cherokee	G-ATMP C 210
G-AYVC Aztec	(25)	G-AYLW King Air	G-AZBI Jodel
G-AYAD Twin Com	G-AYBO Aztec	G-BAOP C 150	G-BAIL C 172
G-ATDG Horizon	G-AXWF C 172	G-BAVJ Navajo	G-BBDN Cherokee
G-AZZV C 172	G-BALG Robin	G-BBGE Aztec	G-BBEV Cherokee
G-BAUF Hughes 300	G-BCJR Aztec	G-BBKM King Air	G-BCGN Cherokee
G-BBIF Aztec	G-BCTK C 172	G-BBHX Rallye	OO-LFF C 421
G-DAGW C 150	(26)	G-BBIS Hughes 269	PH-BZL C 310
G-DAVJ Navajo	G-AZBI Jodel	G-BCLL Cherokee	(31)
G-BCAY AC 685	G-ASZH Jodel	EI-ASL B 737	G-ASIO AC 600A
G-BCEP AA5	G-BAEU C 150	I-BOGI HS 125	G-ASXU Jodel
EI-AWV AA5	G-BAVX Herald	OO-LFC C 421	G-AYMZ Cherokee
XR62 9 Scout	G-BBKM King Air	XP811 Beaver	G-ASZH Jodel
(23)	G-BBSO Cherokee	(29)	G-ATMJ HS 748
G-AZIM C 172	(27)	G-AWUY C 172	G-ATYN C 150
G-AVUX C 172	G-AYNB Navajo	G-AZSG Cher Arr	G-AZGL Rallye
G-AXTO Comanche	G-BAVX Herald	G-AZBG Navajo	G-ATEG C 150
G-ATCU C 337	G-AZCK Pup	G-AOYI Viscount	G-BAXW C 150
G-AXAW C 421	G-BAGW C 150	G-BAJX Aztec	G-BAKM Robin
G-ZV C 172	G-BBDT C 150	G-BAVJ Navajo	G-BBIF Aztec
G-AYAD Twin Com	G-BBJF Baron	G-BAVX Herald	G-BCEE AA5
G-AUXA Heron	G-BCOL C 172	G-BBFB JetRanger	G-BCBO Navajo
G-BAIL C 172	G-BCUF C 172	G-BBDT C 150	N14CP King Air
G-BAVJ Navajo	EI-ASL B 737	G-BCEE AA5	
	XX507 Dominie	G-BCOL C 172	

Cessna 182 G-BCWB was delivered to Northair on the 2nd and after an air-test on the 16th it departed to a new owner in Guernsey on the 19th. Cessna 150 G-BCUG has also been sold and departed to Aberdeen on the 31st in exchange for two older Cessna 150s which arrived on the same day. These were G-BAXW and G-ATEG, the latter is to be used by the Northair hanger staff to learn to fly. Northern Air Taxi's Beagle 206 G-AXZL has been sold in the USA and during the month it was stripped down to primer and given an export C of A. It was due to leave unpainted but still as G-AXZL and it should become N87631 on arrival in Miami. By the middle of May the three Bassetts had their civil registrations painted on although they remained unconverted, these are G-BCJA/C/D. Beagle 206 G-ASCF has had both wings replaced with two from the Bassetts spares stored at H.ifax. Enstrom F28 G-BCFP arrived on the 6th from Oxford and has a landing site being cleared at Skipton, but until this is ready it has taken up residence in the YLA hanger. Also in the YLA hanger is the SIAI S.208 OO-PLC which arrived on the 10th from Leavesden and has remained. The owner's name, Airlink SA, is in small letters on the nose, while under the paintwork it carries the reg OO-HIK so it must be c/n 2-21. Those of you with good memories will recall OO-PLC being carried by a SIAI SF260 last time it visited in June 1971. Other foreign visitors were plentiful this month. The Irish Tank & Pipeline Cessna 172 EI-AYK was f/t Dublin on the 1st with a n/s. Comanche D-ELVE (24-2575) of Schulte-Ladbeck was f/t Marle on the 5th, and on the same day Commander 680 OO-SID of Sotramat was f/t Brussels. Seneca PH-PLZ sounds like it may belong to a Dutch Steptoe as the owner was given as Avioscrap when it was f/t Liverpool on the 6th. The 7th turned out to be American day when Cessna 207 N1671U (0271) the new Cessna Brussels machine was from Blackpool to Cranfield, Gulfstream 2 N39N (50) of Union Carbide was from Edinburgh to Gatwick. Another American visitor was Bellanca Viking N145B of Martyn Belben being from Belfast to Copenhagen on the 12th. Northair's old Cessna 310 G-ARWF turned up as EI-ATC from Dublin on the 13th and left for Oxford the following day. Air Service Holland's Cessna 310Q PH-BZL (310Q-1000) once graced the UK register as G-BBMM and was from Deventer to Midden Zeeland on the 12th. Navajo OY-BGK of Bruel & Kjaer was from Roskilde to Gatwick on the 14th, and Schlumberger's HS125 F-BSSL on the same day was f/t Blackbushe (of all places!). Abelag sent us two visitors this month, Cessna 310 OO-LBW on the 15th and Cessna 421B OO-LFF on the 16th and

Cessna 172 D-EJXF on the 19th and left for Ostend after a n/s. Cessna 182 EI-ATF was in the hands of Flight-Line when it came from Sherburn and went to Doncaster on the 19th. Another Irish visitor was Traveler EI-AWV of Meme Ltd from Dublin to Doncaster on the 22nd. Aztec OO-BYB came from Brussels on the 24th and returned there on the 25th. Dakota 4 G-APBC arrived from Beauvais on the 28th and left for Lydd the following day, it is now operated by Skyways Cargo Airline (the new name for Air Freight). Quite a number of military aircraft this month. Four Beavers XP769 (AA340) and XP820 (AA344) on the 5th, XV271 (AA347) on the 7th, and XP811 (AA635) on the 28th. Two Dominies XX508 (RR1606) on the 1st from Northolt to Belfast, and XA507 (RR1401) with the Prime Minister on the 27th. Two Scouts XR601 (AA426) on the 13th, and XR629 (AA350) on the 22nd. Sioux XT232 (AA439) was from East Midlands to Warcop on the 18th. 32Sqn Andover XS792 (RR1617) was from Belfast to Northolt on the 2nd with Merlin Rees MP. Hercules XV295 (KKT45) was f/t Lyneham for a para-drop near Linton-on-Ouse on the 24th. Queen's Flight aircraft were Wessex XV733 (Kitty 7) from Harrogate to Bradford on the 16th, Andover XS789 (Kitty 2) from Heathrow to Benson on the 8th, and an unidentified Andover (Kitty 4) on the 27th. Finally, the Agwagon G-BCCA was noted in Northair on the 11th having arrived by road sometime during the week for rebuild after an accident near Inverness on April 25th.

### Tees-Side

May

(1)

G-ANUO Heron  
G-AZUN C 172  
G-AWWL HS 125  
G-ATLM C 172  
F-BUTD C 421

(2)

G-BBXH C 172  
G-ANWX Auster J5  
G-ASAI Airedale  
G-AZLZ C 150  
G-AYIJ Stampe  
G-AVXL HS 125  
LN-TVM C 421  
OY-DNL C 421

(3)

G-BCIP Twin Com  
G-AWPV C 172  
G-BBCC Aztec  
G-ASMV Emeraude  
G-ATHV C 150  
G-ATMK C 150  
G-BACJ Jodel

(4)

G-ATHV C 150  
G-DBKA Aztec  
G-AROC C 175  
G-ATMK C 150  
G-AYLG HS 125

(5)

G-BCEV Enst F28  
G-AWFX S.61N  
G-AZYM C 310  
G-AXPU HS 125  
OO-LFA Lear Jet

(6)

G-ANUO Heron  
G-ATTD C 182  
G-ARYK C 172  
G-BBKN King Air  
G-AWOJ C 172  
G-BBCC Aztec  
G-AYEP Condor

(7)

G-BBEC Cherokee  
G-AXXG Islander  
G-BBHV Gazelle  
G-APXD Falco  
G-ARYK C 172  
G-AXAW C 421

G-BBK King Air

G-ASTD Aztec  
G-AVXL HS 125

(8)

G-ANUO Heron  
G-AZDK Baron  
G-AOYH Viscount  
G-AXAW C 421

(9)

G-AOGO Heron  
G-AZNY Aztec  
G-ASDO Baron  
G-AVYD Trident  
G-AWAZ Cher Arr  
G-ASUB Mooney

(11)

G-AXSV Jodel  
G-AYAE Bell 47  
G-ASUD Cherokee  
G-AYEP HS 125  
G-BBEC Cherokee

(12)

G-AVFP Cherokee  
G-AWLJ C 150  
G-BBLI Commander  
G-BCEV Enst F28  
G-AWAZ Cher Arr  
G-BBCC Aztec

(13)

G-ANUO Heron  
G-AYLY Aztec  
G-AZBG Navajo  
G-AXKB Islander  
G-BAEX C 172  
G-ASDO Baron  
G-ASAI Airedale

G-AYEP HS 125

G-AVXL HS 125

G-AXNO Pup

G-BAZB HS 125

G-AXTO Comanche

G-AZBG Navajo

PH-SAW Citation

(15)

G-BAAS C 172

G-BBIS Hughes 269

G-ANUO Heron

G-AZDK Baron

G-BAIH Cher Arr

G-AZVN JetRanger

G-BAFN Bell 212

G-ANNO Heron

G-AXTO Comanche

G-AYEK Jodel

G-BBRG Bell 47

G-AROC C 175

G-BCBO Navajo

(16)

G-BBRG Bell 47

G-AXMP Cherokee

G-ATCL Airtourer

G-AZKT C 177

G-AWNT Islander

G-AVRK Cherokee

G-AYEP HS 125

G-BBCC Aztec

(17)

G-AWWL HS 125

G-BCVJ C 172

G-BBDT C 150

G-AXCK BAC 1-11

G-AYEK Jodel

(18)

G-AVJI C 172

G-BCTK C 172

G-AVKX Hiller UH12G

G-AWLE C 172

(19)

G-AYEP HS 125

(20)

G-ANUO Heron

G-AWLE C 172

G-AVPS Twin Com

G-AXFA Aztec

G-BBKG C 172

G-BBXE Aztec

G-AYEP HS 125

G-AYWV Twin Com

G-BCJS Aztec

G-BCDF S.61N

(21)

G-BBCM Aztec

G-BBSN Aztec

G-ANUO Heron

G-AXXG Islander

G-AZDK Baron

G-AXKR Bell 47

G-BBCD Baron

G-AYPV Cherokee

G-AVJJ Twin Com

G-BCVJ C 172

G-AZBG Navajo

G-BCJS Aztec

G-BCVZ JetRanger

G-AYEP HS 125

G-BCDF S.58

G-AYVJ Aztec

(22)

G-AVUS Cherokee

G-AZBG Navajo

G-BARW C 402

G-BBOM Aztec

G-BCOP Cher Arr

G-BCDI C 310

G-BAFN Bell 212

G-BBCW Aztec

G-ATHV C 150

G-BCVZ JetRanger

G-ATCI Airtourer

G-AXAW C 421

G-ASUH C 172

(23)

G-AZBC Twin Com	G-AXCK BAC 1-11	G-AVFF Coofer	G-BCLI AA5
G-BBOM Aztec	(25)	(28)	G-AVYB Trident
G-BAIL C 172	G-BANW Eneade	G-AYLG HS 125	G-BBGH AA5
G-AYWY Aztec	G-BBRE Fuji 200	G-AZDK Baron	G-AXCK BAC 1-11
G-AVVM Jodel	G-AWLF C 172	G-AZVW Bell 47	G-AVPS Twin Com
G-AXAW C 421	LM-MAM	G-BCCD C 172	G-AZTD Cher Six
G-AWLF C 172	(26)	(29)	G-BBDA Hüller UH12
(24)	G-AYKL C 150	G-BBIS Hughes 269	EI-AYE Cher Arr
G-AVJJ Twin Com	G-AZOD Aztec	G-BBSU C 421	XM518 Britannia
G-AYLG HS 125	5N-AEP Navajo	G-AZVN JetRanger	
G-AVYE Trident	(27)	G-AYLG HS 125	
G-AWSL Cherokee	G-BBBD Aztec	G-AZHA Aztec	
G-ATUB Cherokee	G-ASTD Aztec	G-BAVI Aztec	

Not much of note this month. Cessna 421 F-BUTD on the 1st was f/t Le Harve Abelag's Lear Jet OO-LFA was from Ringway to Brussels on the 5th. The Citation PH-SAW on the 14th belongs to Schriener Airways and came from Gatwick n/s to Dyce. Exotic Aztec 5N-AEP on the 26th was f/t Chipping Norton. LN-MAM on the 25th remains an unknown although the operator is given as Nordfly and it was f/t Kristiansand. Stampe G-AYIJ arrived on the 2nd for the use of the Cleveland Flying School over the weekend. Lastly, the RAF Britannia on the 31st was taking troops to Dusseldorf and used the callsign "RR6699".

### Brough

1 G-BBIM C 310	G-AZNY Aztec also 4 7 13 26.	
2 G-AWVS C 337	also 6 22 27. G-AXOV Baron also 29.	G-BAIG Seneca.
G-BAMI Baron	also 4 13 19 23 29 30.	G-BABX King Air.
5 G-BAOZ C 414	also 12 13 14 22 23.	G-ATEN Twin Com.
G-BCEV Enst F28	also 12 13 19.	G-BCBG Aztec first visit.
6 G-AWMJ C 172	also 7.	
9 G-BAJX Aztec	first visit n/s also 10.	G-BADJ Aztec first visit.
10 G-AWGA Airedale	first visit.	
12 G-AYOU C 401		
13 G-AVLV Aztec	G-BBIS Hughes 269.	G-AWLP Mooney first visit.
16 G-AYUL Aztec	first visit.	G-BCPL AA5 first visit.
XW266 Harrier		
17 G-BAGO C 421	also 26.	
19 G-AZWW Aztec	also 28.	G-ARWL C 182 also 23 30.
20 G-AVCY Twin Com	G-AYCT C 172.	G-ECHR Aztec first visit.
G-BCJI Navajo	first visit.	G-AREA Dove.
21 G-ASMG Dove	also 22.	G-AXMM JetRanger.
22 G-BBEY Aztec	first visit also 23.	G-BACB Seneca.
VP954 Devon	'L'. G-AVGW C 150 also 23.	
23 G-AYDG Rallye	also 27.	
27 G-BAOO C 421	also 30.	G-AZVW Bell 47 n/s.
28 G-AZTF C 177	first visit.	
30 G-AYNM Travel Air		

On the 7th Hawker Siddeley test pilot Derek Whitehead made a farewell flight over the air field in Buccaneer XV354 on his retirement. The Harrier T2 XV266 on the 16th brought Roy Mason MP from Finningley to visit the Hawker Siddeley works. On the 20th, Navajo G-BCJI was on a Red Cross charter, and JetRanger G-AXMM was transporting TV "Tomorrows World" Raymond Baxter.

### Sherburn

May

2 G-BAOU AA5	f Leeds/Bradford.	G-BCUY C 150 also 13.
3 G-ARET Tri-Pacer	f/t Crosland Moor also 16.	
4 G-AZEG Cherokee	f/t Blackpool.	G-BBYH C 182.
5 G-BDTG C 172	f/t Barton.	
6 G-BCRR AA5B	f Leeds/Bradford t Doncaster	
12 G-ARGL Tri-Pacer	f/t Barton.	G-BAAS C 172.
15 G-AZLM C 172	f Leeds/Bradford t Liverpool	
16 G-BBPX Seneca	f/t Leeds/Bradford.	G-BAOP C 150 also 17.
17 G-BCVG C 150	f/t Barton	
18 G-BCWB C 182	f/t Leeds/Bradford.	G-AZEG Cherokee.

27 G-AZDB Pup f/t Crosland Moor also 30.  
 30 G-ATDG Horizon f/t Crosland Moor  
 G-BCUG C 150 f/t Leeds/Bradford. G-APZR C 150.

### Other Airfields

May		
1	G-ATHJ Aztec	CROSLAND MOOR: f Leicester
2	G-BBYM Jetstream	CHURCH FENTON: f Liverpool
	G-BABX King Air	CROSLAND MOOR: f Leavesden
	G-AVJG C 337	CROSLAND MOOR: t Humberside
3	G-APZR C 150	DONCASTER: f/t Leeds/Bradford
	G-BCHX SF23A	ELVINGTON:
4	G-AZDB Pup	ACASTER MALBIS: f/t Crosland Moor
	G-BBSF C 310	CROSLAND MOOR: f Ronaldsway (possible new resident)
5	G-BBZI Navajo	LECONFIELD:
	G-BBDR Navajo	LECONFIELD:
7	G-BBOK Aztec	LEEMING: f/t Leeds/Bradford
8	G-BBIF Aztec	LECONFIELD: f Leeds/Bradford
	G-BAVW Aztec	HULL/PAULL:
10	G-BBRD Aztec	DRIFFIELD: f Gatwick also 11 22.
	G-BCTK C 172	GRINDALE: f Leeds/Bradford t Malton
11	G-BCUY C 150	GRINDALE: f Skegness t Leeds/Bradford
	G-BASL Cherokee	GRINDALE: f/t Blackpool
	G-BCBU Pawnee	DRIFFIELD: t GRINDALE
12	G-BARB Seneca	HULL/PAULL:
13	G-AWPK Aztec	ACASTER MALBIS: f/t Liverpool
14	G-ARLK Comanche	DONCASTER: f Aberdeen
	G-BCBK C 421	LINTON-ON-OUSE: for York Races
15	G-ASUW Dove	LECONFIELD:
	G-BBBX C 310	DONCASTER: f Jersey via Leeds/Bradford
	G-BAGW C 150	SANDTOFT: f Sherburn
16	G-AYEP HS 125	FINNINGLEY: t Glasgow
	G-ARBE Dove	FINNINGLEY: f Brough t Leeds/Bradford
	G-ATDG Horizon	BAGBY: f/t Crosland Moor
17	G-BCEP AA5	CROSLAND MOOR: f Doncaster
18	G-AZID C 150	DONCASTER: f Netherthorpe
	G-BCLL Cherokee	CROSLAND MOOR: f/t Doncaster
	G-AYIP Twin Com	HULL/PAULL:
19	G-ASMV Emeraude	DALTON: f/t Leeds/Bradford
	G-AROC C 175	GRINDALE: f/t Leeds/Bradford
20	G-BAPA AA5	DONCASTER: f Blackpool
	G-BAEN Robin	LECONFIELD:
	G-BBDU Navajo	LECONFIELD:
	G-BBKX C 172	DONCASTER: f/t Leeds/Bradford
	G-AVUI C 150	DONCASTER: f Netherthorpe
	G-ATOJ Cherokee	SUTTON BANK: f Leeds/Bradford
21	G-AZZK C 414	LINTON-ON-OUSE: f/t Coventry
	G-BCBU Pawnee	LECONFIELD:
	G-BBDR Navajo	LECONFIELD:
	G-AYSF Aztec	LECONFIELD:
22	EI-AWV AA5	DONCASTER: f Leeds/Bradford
	EI-ATF C 182	DONCASTER: f Leeds/Bradford
	G-AZAV C 337	LECONFIELD:
	G-AXJY C 206	HARROGATE: f/t Croxby
23	G-BBKI C 172	CROSLAND MOOR: f Leeds/Bradford
	G-AYSF Aztec	LECONFIELD:
	G-ASUR Do28	DONCASTER: f Chesterfield t Newcastle
	G-BAAP Cher Arr	SUTTON BANK: f East Midlands
	G-BAHT C 172	OCKTON NR DRIFFIELD: f Blackpool
24	G-BAEX C 172	CROSLAND MOOR: f Melbourne
	G-BBCM Aztec	DONCASTER: f/t Glasgow
25	G-BAGX Cherokee	NETHERTHORPE: f/t Crosland Moor
	G-BBXH C 172	CROSLAND MOOR: f Oxenhope t Tees-Side
26	G-BBOY AX6-056A	RUFFORTH: f Castle Howard
27	G-AXJY C 206	HARROGATE: f/t Croxby
	G-BBKI C 172	CROSLAND MOOR: f Leeds/Bradford
28	G-AYPD Baron	LINTON-ON-OUSE: t Northolt after n/s
		DONCASTER: f Leeds/Bradford t Sherburn

May

Alouette: G-AWFY Marston (near York) Line Patrol  
 Bell 212: G-DAFN Paull 5 6 (Beccles based aircraft)  
 Enstrom: G-BBHE Branhope - Shipley 14  
 G-BCFP Skipton 9 11 20 30  
 Hughes: G-BAUF Huddersfield - Bradford - Harrogate 22 (photography)  
 G-BAUK Bradford 5 (f Birmingham)  
 Jet Ranger: G-AVTE Wakefield 22 (f Whinmoor)  
 G-AXMM Sheffield 7 14 16. Brough 20. York Race Course 14.  
 G-AYBE Paull 25 26. Burton Constable 26.  
 G-AYMX Rufforth 27 (t Hebden with photographer)  
 G-AZRU Sheffield 13. Kirkstall 19. Huddersfield 19 20.  
 G-BAUM York Race Course 16 (t Liverpool)  
 G-BBFB Wakefield 29 (t Battersea)  
 G-BBTU Hull 5 14 20 30. Doncaster 6. Scarborough 9 20.  
 G-BCVZ Morley 13 (f Birmingham)  
 Sikorski 61: G-AWFX Paull 5 6 (Beccles based aircraft)  
 Wessex: XV733 "Kitty 7" Thirsk Harrogate Bradford 16  
 Whirlwind: XD182 Bradford 19. Halifax 20 "FFP 82"

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# FLYOVERS

May

1	N76MD	MU-2	DOG 1751	23500'	Aberdeen -- Brussels
	G-AVMJ	BAC 1-11	POL 1127	24000'	"BE5674", t Edinburgh
	G-AZJP	Viscount	OTR 1516	14000'	t East Midlands
	F-BTCV	Super Guppy	OTR 1517	18500'	t Manchester
	G-BCWW	Jetstream	POL 1624	19000'	Edinburgh - Heathrow
	D-IDRO	Navajo P.	POL 1657	17000'	southbound
	N1351Z	Baron	POL 1743	9000'	Reykjavik - Birmingham
3	N227G	Gulfstream 2	POL 1636	37000'	t Keflavik
4	90018	Galaxy	OTR 1109	26000'	MAC, t Dover AFB
	WG407	Chipmunk	BRO 1414		westbound
	70014	Starlifter	POL 2020	33000'	MAC, t Charleston AFB
5	00-SJC	Boeing 707	OTR 0927	35000'	t Bradley Field
	PA-GID	Neptune	POL 1129	8000'	Dutch Air Force, northbound
	D-EEFT	Cherokee Arr	POL 1555	3000'	Biggin Hill - Edinburgh
	00-LFA	Lear Jet	DOG 1956	41000'	Abelag, t Brussels
6	N16767		BRO 0804	35000'	westbound
	G-BCRM	Citation	POL 0919	7000'	Cambridge - Warton
	N28727	Boeing 707	OTR 1114	35000'	"TWA 8727", t McGuire AFB
	N111AC	Gulfstream 2	POL 1313	39000'	Paris - Frobisher Bay
	G-BCXF	HS 125	POL 1747	33000'	McAlpine, southbound
	N12ST	Hercules	POL 2036	15000'	"Saturn 12", t East Midlands
7	G-BUUV	Lear Jet	POL 0828	29000'	Le Touquet - Carlisle
	PHI-LPG	Seneca	MBK 0847	8000'	westbound
	52687	Douglas C-118	POL 1202	15000'	(MBK 1208, OTR 1231)
	50275	Starlifter	FLA 1212	35000'	Airevac, t Andrews AFB
	N867F	DC-8-61	POL 1353	37000'	ONA, (OTR 1302, DOG 1311)
	24126	Boeing VC-135	FLA 1719	35000'	SAM, t Andrews AFB
8	24127	Boeing VC-135	FLA 1154	31000'	SAM, t Andrews AFB
	TF-REH	Islander	POL 1431	6000'	f Manchester after checks
	N26S	JetStar	POL 1720	22000'	"Lockheed 26 Sugar", northbound
9	N881PA	Boeing 707	OTR 1347	31000'	t New York JFK
	G-AWNB	Boeing 747	POL 1611	28000'	Heathrow - Prestwick
10	67954	Starlifter	POL 1227	35000'	MAC, t McGuire
	PA-BNG		POL 1227	9000'	(MBK 1230, OTR 1252)
	N4908C	DC-8-61	MBK 1737	31000'	Capitol, westbound
	N8633	DC-8-63	POL 2212	31000'	Seaboard, Mildenhall - Dover AFB
12	FM0060	Falcon 20	POL 1339	31000'	French Air Force, t Prestwick
	EI-AWY	MU-2	OTR 1444	25000'	eastbound
	N230CC	Citation	POL 1510	24000'	Demonstrator, t Edinburgh
	G-AVOI	HS 125	POL 2035	27000'	southbound
13	G-AVRF	HS 125	POL 0830	13000'	f Warton
	D-COSA	Hansa Jet	OTR 0840	24000'	t Warton
	OH-PNS	Navajo P.	OTR 1037	18000'	t Birmingham
	ZK-NZM	Douglas DC-10	POL 1423	33000'	"Speedbird ZKM", t Heathrow

VP-LIU HS 748	POL 1656	19000'	Southbound for Dan-Air
14 N35KA King Air	POL 1344	19000'	"King Air 35KA", southbound
PA-IML Neptune	POL 1337	9000'	Southbound
15 36753 Trader	POL 0850	10000'	US Navy, northbound
N4910C DC-8-61	POL1010	31000'	Frankfurt - McGuire AFB
N13CR Lear Jet	POL 1732	39000'	t Glasgow
HB-VBR Lear Jet	POL 1755	41000'	t Brussels (female pilot!)
OY-DNL C 421	OTR 1813	19000'	Lego A/S, north-eastbound
16 C91-2508 HS 748	POL 0909	10000'	delivery to Brazilian Air Force
PH-ATV Twin Comanche	OTR 1219	11000'	eastbound
86971 Boeing VC-137	FLA 1633	31000'	SAM, t Andrews AFB
D-ABYF Boeing 747	FLA 1632	31000'	Condor, Frankfurt - New York JFK
17 60913 Starlifter	POL 1016	37000'	MAC, t Goose Bay
19 N869F Douglas DC-8	FLA 1157	31000'	ONA, t Gander (ex N8770)
N8403Y	OTR 1344	8000'	t Liverpool
20 F-XCWD Atlantic	POL 0944	22000'	northbound
B-EKRO Bonanza	POL 1350	8000'	northbound
G-ANXA Heron	POL 1734	6000'	t Norwich
D-ICHS Lear Jet	OTR 2006	41000'	f Dublin (DOG 2014)
21 F-EPPA Super Guppy	OTR 0829	17000'	Manchester - Bremen
80212 Galaxy	MBK 1046	26000'	Frankfurt - Dover AFB
41021 Convair C-131	POL 1228	13000'	USN, t Mildenhall
N32923 Seneca	POL 1307	9000'	Southbound, delivery flight
N20JA Lear Jet 36	OTR 1409	39000'	Amsterdam - Gander
N867F Douglas DC-8	OTR 1808	31000'	ONA, westbound
22 OB-R-962	FLA 0921	31000'	Amsterdam - Miami
G-ASXR Cessna 210	LBA 1122	4000'	Blackbushe - Newcastle
N57030 Turbo Commander	POL 1750	25000'	t Birmingham
N11ST Hercules	POL 2009	20000'	East Midlands - Keflavik
23 OY-DOY	OTR 0935	9000'	delivery flight? (American pilot)
N146LJ Lear Jet	POL 1024	41000'	t Keflavik
G-AGJV Dakota 4	POL 1116	8000'	Norwich - Prestwick
N9755S Beech	POL 1346	19000'	Southbound
N449PA Boeing 707	MBK 1608	39000'	t New York JFK
24 G-AYLG HS 125	POL 1034	19000'	Tees-Side - Deenethorpe
N57042 Commander	POL 1736	11000'	t Manchester
N300CC Falcon 20	POL 1854	33000'	"Falcon 300CC", t Luton
25 N6JW Gulfstream 2	WAL 1039	39000'	t Gander
N805WA Douglas DC-8	FLA 1043	31000'	Amsterdam - Oakland
N748WA Boeing 747	POL 1049	37000'	World, t Gatwick
D-GALA Cessna 337	BRO 1505		westwards
OO-GRK Baron	POL 2022	9000'	Southbound, (ex G-ASRV)
26 PH-DCZ Douglas DC-8	BRO 0945	37000'	eastbound "KLM 064"
PH-PBX Fellowship	BRO 1932	29000'	eastbound
27 N9755S Beech	POL 1244	19000'	Southbound
G-BCRR AA5B Tiger abm	LBA 1847	2000'	Ronaldsway - Doncaster
28 G-AOTI Heron	POL 0800	8000'	East Midlands - Glasgow
00448 Galaxy	OTR 1019	26000'	t Dover AFB (ETA 1610 Z)
G-AXTU HS 125	POL 1150	23000'	Newcastle - Deenethorpe
N825MA MU-2	POL 1216	23000'	"Mitsubishi 825MA", Southbound
29 N28726 Boeing 707	MBK 1558	31000'	"TWA 8726", t McGuire AFB
G-AWMP Cessna 172	LBA 2037	8000'	Aberdeen - Leicester
30 OT-CDB Douglas C-118	POL 1243	12000'	Belgian Air Force, northbound
N1031F Douglas DC-10	POL 1512	28000'	ONA, northbound
N229P HS 125	POL 1940	41000'	Keflavik - Luton
31 C-57 Hercules abm	LBA 1512	3000'	"Scotland" - Lyneham
52687 Douglas C-118	BRO 1705	14000'	westbound OTR POL DCS, US Navy
YR-ABC Boeing 707	OTR 1904	24000'	Taron, t Manchester

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