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MAGAZINE

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DIARY

This list, as always, is subject to change and replaces any previous list.

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

Sun 3rd August - Pleasure flying from Yeadon in a Cessna 172 during the afternoon piloted by Captain Mike Gaunt. Each trip will last approximately 20 to 25 minutes with a cost to members of £2.50 and non-members £2.75.

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

Sun 7th September - An RAF representative will be giving a talk about the F4 Phantom in service. Promises to be good. Yorkshire Aeroplane Club 1500 hours.

Sun 28th September - Trip to London Heathrow only. 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 member's slide show. Yorkshire Aeroplane Club 1500 hours.

GENERAL

The gliding evening at Rufforth went off very smoothly and I'm sure everyone

concerned enjoyed themselves. Air Yorkshire was well represented at Church Fenton with a sales stand at the SSAFA display, and a lot of publicity being achieved including a Radio Leeds interview. Many new members were enrolled at the display and Air Yorkshire is by a far stretch the largest aviation enthusiast group in the area with 154 members at the time of writing, and still increasing almost daily! The next coach trip is to Mildenhall and Duxford, but as there will be only 10 days to go before the trip after you receive the magazine, please book as soon as possible to ensure a seat. All coach trips require a £1 deposit or the full fare, stamped addressed envelopes should be sent if a receipt is required, and finally enquiries regarding the trips can be made to the Social Secretary on Rawdon 502182.

Now on to the magazine. Articles, news, views, kops, in fact anything to do with aviation in Yorkshire will be gratefully received and you'll get a mention in the credits. Don't think that another member will send the information in, even if he does we would rather have two reports than one, or none! Airfield movements should go to Terry Sykes, everything else to me, the Editor, so get pen to paper! Thanks to all the people who send regular reports in; keep up the good work and remember, the mag could not be published without your support. Enough of the rambling, see you all soon. Andy.

NEXT PRESS DATE IS TUESDAY 5TH JULY

THE HARROGATE GLIDING CLUB

Harold Holdsworth

(A brief history of the Harrogate Aircraft Club, the machines made by the late Eric Addyman 1930 - 1939, based on the personal log book and memories of a pioneer glider pilot and glider engineer)

The Aircraft Club Harrogate was one of the first formed in the North of England in early 1930. Its most active member, one might say he was the club, was "Eric", the name by which he was always known. What he did for a living I never found out, certainly he lived very frugally and his machines were made as cheaply as possible from commercial materials and the wing fabric was doped with a brew of his own concoction which I suspect was largely waterglass.

The first machine was a Dickson, the drawings for this were issued by the magazine 'Flight' and was the same as the primary one made by the Dickson Glider Co. of Southampton. In performance the Dickson was inferior to the German Zogling or its English derivative the Dagling, but its Clarke 'YH' wing section may have resulted in a more forgiving machine. The expensive built up spars of 'I' section were a waste of money and time, budding pilots smashed up either machine equally well, only the Dickson had more headroom under the wing, a tall pilot could sit upright comfortably which no other primary allowed. Because of its piano wire braced wings the Dickson could not be allowed to fly today even if it was built again using modern materials.

Once gliding was established Eric formed the association of Northern Gliding Clubs which met monthly in Bradford at the Rawson Hotel to exchange news and views and progress in flying training. In early 1931 Eric put up a cup for competition by a team of six flying Primaries from the ground at Weeton. This was won by Bradford and the whereabouts of the cup is now unknown. Up till then four clubs had used the same site, afterwards they split up. Harrogate moved to Saltergate and the rest to Malban. On August 2nd 1931 when flying at Saltergate in a huge wind, Eric was partly thrown out of his Dickson, crashed and his right hand was cut off in the wreckage. On the same day in similar conditions flying an identical machine at Malban, the author was also partly thrown out upward and stunned against the wing. In my case I was able to get my feet back on the rudder bar and land with stretched flying wires - very easy to remember!

Soon after Eric was left on his own. When his stump was healed he learnt to use his left hand and designed and built his first Standard Training Glider. He must have had some help for nobody can possibly assemble gliders single handed. The first STG was really an improved Dickson. Eric's idea was good in principal, but very hard to carry out and basically it was that all English training gliders should be standardised - his design, naturally. To save overlapping and wasted work in more than one set of jigs a batch of Primaries should be started, one club make a batch of left wings, another right wings, another fuselages, tailplanes etc. Eric spent a lot of time and effort and a good deal of correspondence circulating the clubs trying to get the scheme started. The bill for postage and photographs of his first STG must have been considerable but nobody was interested.

Eric then made his Zephyr, a light wind ridge soarer about the same size and proportions as the Hols der Teufel but much lighter with piano wire braced wings. What the real performance of the Zephyr was will never be known, none of Eric's machines had a C of A, nor were they checked by the BGA or allowed to take part in BGA competitions. There is no record of any of them soaring, they were flown from quite high ridges like Skiddaw and Sutton Bank but Eric flew too fast to stay up. Probably this was the result of his crash - I have seen it happen to other pilots and partly suffered the same thing myself. Eric used to load his Zephyr on an open trailer on a grassy verge near his house and put on a large notice "Tow Wanted", then sit down and wait for results, strange to say many people would tow him, help to rig and make a catapult team for free. Perhaps the loss of his right hand had something to do with it and he did not mind living and sleeping rough or travelling in the remoter parts of northern England. The Zephyr was made in 1933. In 1934 Eric made another

version of his STG with increased span, a Gottingen wing section in place of the Clarke YH and a slab sided nacelle. Another was commenced but it is not known if it was finished.

Not long before the war Eric started to make an ultra light plane with Anzani engine based on his STG, fortunately for him the war put a stop to his activities and the ultra light plane was never completed, nor do any of the drawings exist which might enable it to be completed. After the war Eric did not resume glider making and the remains of his machines became the property of the Northern Aircraft Preservation Society, some I gather in very poor condition. After being presented to NAPS (now Aeroplane Collections Ltd) the Zephyr mysteriously disappeared, only the fuselage remained. Anyway it had never made the journey from Leeds to Stockport and when transport was available no Zephyr. The Ultra Light fuselage still exists and can be identified by the engine bearers.

Other material which is presumed to be part of Eric's STG have been taken over by YEADON AEROPLANES, a group based at Yeadon for restoration. In the summer I am hoping to inspect these and perhaps find out for certain which are from which.

(The use of piano wire for flying wires was banned by the DGA about 1934 after the late Mr Louis Desoutter suffered an accident. Slingsby Sailplanes used it for primary landing wires up to 1939, but heavy flexible cable for flying wires).

* * * * *

E.W.T. ADDYMAN

P Scofield (Aeroplane Collections)

Mr E.W.T. Addyman, living in the White House in Starbeck, was by 1930 known as an engineer of some brilliance, and had become fascinated by the growing sport of gliding. Tragically the crash of his first aircraft caused the loss of one hand, but this did not prevent him from continuing to design gliders and aircraft for the Harrogate Aeroplane Club, and from leading the club through its brief life span.

The club was one of very many which mushroomed in and about 1930, another being the Bradford Gliding Club. After a few years it became clear that this sport had become established and a government subsidy was made available to certain selected clubs of which Harrogate was not one. By this time Eric Addyman had completed the training glider now being rebuilt, had a second one under way, was flying a more advanced machine - the Zephyr, and had begun construction of an ultra-light aircraft. But the difficulty of finding suitable sites was great with members beginning to drift to the Bradford club, now subsidised and growing rapidly at Sutton Bank. The handful of members left lapsed into inactivity as war approached, and although tentative efforts were made to use the glider for cadet instruction, the club was effectively defunct.

The aircraft was stored at Starbeck until the Addyman estate was sold in 1965/6. The Zephyr went to a Yorkshire group for rebuild, but has since vanished and is believed burnt. The others came to the Northern Aircraft Preservation Society (now the Aeroplane Collection). When the training glider is restored it is hoped to place it in the Bradford Industrial Museum, together with an example of the Cadet gliders built by Otley Motors. The fuselage of the second training glider will then be rebuilt, and we would like to find a suitable gallery or museum near Harrogate where that might be housed.

AROUND THE AIRLINES

Aer Lingus Irish One-Eleven 208AL EI-ANH is the first of the airline's fleet type to be painted in the new colours and first visited Leeds/Bradford as such on June 8th.

Air Anglia have received their fifth Friendship 200 and is registered G-BDDH (c/n 10289) ex LN-DAF I-ATIB PH-FIG. The aircraft was delivered Naples - Ostend - Stansted on May 18th in Air Anglia

colours, and was noted still at Stansted outside AT(E)LS hanger on June 4th. Due to undercarriage difficulties with the Herald 214 G-ASVO on June 20th, the AQ200 flight was operated by the aircraft from Norwich to East Midlands where the occupants were transferred to British Midland's Herald G-BAVX to continue the journey to Leeds/Bradford and Scotland. The latter aircraft also operated the evening AQ205 flight.

British Island Airways Herald 201 G-APWH made an emergency landing at Leeds/Bradford on June 7th after a flight from the Isle of Man. The crew could not select 'three greens' in the normal way and had to wind down the undercarriage manually. After a low pass over the control tower for a visual check by the ATC, the aircraft made a successful landing. An inspection was made by British Airways engineers and the aircraft was positioned to Blackpool some six hours later at 3500' with the undercarriage still down.

British Midland Airways are to introduce 'twin jets' on the Tees-Side to London Heathrow route by next April "at the latest" according to an airline spokesman, with the flight time being reduced by 15 minutes to 55 minutes. No further news has been received about the purchase of Boeing 737 aircraft from All Nippon Airways of Japan.

Dan-Air has introduced its latest HS.748 G-ATMI (ex LIAT VP-LIU) into service, and first appeared at Leeds/Bradford on July 3rd after a positioning flight from Bournemouth Hurn.

Severn Airways have introduced their Dove G-APZU back into service after its runway mishap at Swansea on May 12th. It has had new undercarriage parts fitted by Leavesden Air Services, and first reappeared at Leeds/Bradford on June 30th.

ON THE LIGHTER SIDE

The K-13 of the Ouse Gliding Club ground looped on take off at Rufforth on June 8th and was badly damaged. It will take three months to repair.

A visit to Doncaster on May 4th revealed the following. On the apron was Cel150 G-BBCI, with AAI G-BBUH in the circuit and Super Cub G-BAFS towing gliders. In Flight-Line's hanger were Cel177 G-AYTG*, AA5s G-BCIK G-BCPN, Ce336 G-ASLL*, Chipmunk G-AMUK, and Cherokee G-AZSG (* engine stripped). In Eastern Aviation's hanger were Cel150 G-ASMW, Xyla G-AWPN, Jodels G-AWIG G-AXLS, Volksplane G-AYXW, Terrier G-ASYN, Alpha G-AHHP, AA5 G-BBLS, AA1B Tiger G-BCRR, Cherokee G-AVWR, Mooneys G-ARWY G-ASUB, Emeraude G-ASBS, and Comanche G-ARLK.

The Prestwick Airport Flying Group were using the Cherokee G-BCLL during June while their own aircraft was absent on overhaul.

Bell 47G G-AWRZ was crop spraying in the Sowerby and Rainton areas on June 18th, whilst Agwaggon G-AZZG of Farm Supplies was operating in the Thirsk area very often during June.

The Wolds Gliding Club display was held at Elvington on June 1st with the following powered aeroplanes being noted. AA5 G-BAJO, SIAI 205 G-AYXS, Cel172 G-BBKH, Jodel G-AWFW, Jet Ranger G-AVTE, Condors G-AYZT G-AYFD, Super Cub G-BBYB, Sperling G-BCHX, Cel150s G-BBDT G-BAOP, Monsoon G-AZTC, Terrier G-AVCS, Xyla G-AWPN, Rallye G-AYDG, Cherokee G-ATUL, Blackburn B2 G-AEBJ, Mosquito HJ711, and Whirlwind XM660 Royal Navy. The Mosquito was displayed on the back of a lorry being a very bare shell with no interior fittings, the idea being to build up a complete aircraft with bits acquired from 'Mossy' crash sites up and down the country.

A visit to Sherburn on June th found Jet Ranger G-AYMX, Cel150s G-AYKL G-BBDT G-BAGW G-ASYL G-BAEU, AA5s G-AZUG G-BCEO G-BAJN, Apache G-APVK, Pup G-AXPB, Sperling G-BCHX, Autocrat G-AHHH, Condor G-AVZG G-AYFD G-AVCZ G-AWEI, Chipmunk G-AOSO G-AORW, Minicab G-BCER, Emeraude G-AXXC, Auster G-ARLE, Paris Nice G-AYRS, Comanche G-ARDO, Ambassadeur G-AWWO, Sipa 903 G-ATXO, Super Cub G-BBYB, and Rallye G-ASAU.

Aeronautical items at the Metro 75 display at Leeds Roundhay Park on June 21st and 22nd were the Blue Eagles Siouxs XT130 XT134 XT193 XT206 XT511 XW192, Jet Rangers G-AVTE G-AXMM, and hot air balloons G-AZSP G-BAIY. The balloons only operated on the Sunday due to adverse weather conditions and they ended up in West Ardsley.

Hughes 269 G-BBIV is now resident at Whinmoor along with Jet Rangers G-AVTE G-AXMM G-AYMX G-BBFB. Another Hughes 269 G-BBIS is still operated by Autair and is based at Sherburn.

MILITARY MATTERS

Church Fenton The SSAFA air display on June 22nd produced Devon C2/2s WB535 VP978, Gazelle HT3s of CFS 'Gazelles' team XW870/F XW898/G XW902/H XW906/J KX374/L, Hercules C1 LTW XV217, Hurricane PZ865, Jaguar T2 2260CU Xx828/P, Jet Provost T5s 1FTS XW308/67 XW303/64 and T3 1FTS XN414/37, Lightning F3 5Sqn XP753/X, Phantom FGLs 43Sqn XV583/G and F-4Ds 'LN' 48TFW 50674 50740, Scout AH1 666Sqn XR628/B, Sioux AH1s 'Blue Eagles' XT130 XT134 XT193 XT206 XT511 XW192, Spitfire PS853, Vampire T11 XH304, Vulcan B2 Waddington Wing XM603, and Wessex XT764. Civies present were BAC 1-11 G-AVMY, Jet Rangers G-BBTV G-AXMM G-AYMX, AA5s G-BAJN G-AZUG G-BAJO, Islander G-AXXH, Cel75 G-AROC, Cher Arr G-BBZH, Cel72 G-ATLM, Robin G-BAMV, Monson G-AZTC, Twin Com G-AYAD, Jodel G-AXDX, Emeraude G-AYEC, Chipmunks G-AORW G-BCCX, and Minicab G-BCER.

Finningley was visited during June by Britannia "AScot 818" t Brize Norton 3rd, Hercules "AScot 771" t Lyneham 5th 13th, and Royal Swedish AF Saab 105s 60034 60035 60037 60041 60042 60052 60054 60055 60063 60069 60074 60082 60085 60089 all on the 12th!

Leconfield was invaded during June by the Belgian Air Force bringing troops for moor exercises. C-118 KY-2/OT-CDB with C-130Hs CH-02 CH-03 CH-08 CH-12 5th, KY-1/OT-CDA CH-02 CH-12 18th, and KY-2/OT-CDB and CH-02 23rd, and KY-1/OT-CDA CH-04 CH-05 CH-07 CH-08 30th. The first of 216Sqn's Comet C4s arrived for storage on June 30th (XR397) and noted on July 6th were five of the type in XR395 XR396 XR397 XR398 XR399. Also on this date (although very civil) was Air Anglia Friendship G-BAKL on the Humberside and Jersey scheduled service.

Linton-on-Ouse have received several MAC C-130s during June on the mail run in "Old 580" 4th, "Old 582" 18th, and "Old 581" 11th. Also during this month were Bulldog "FMB28" from Leeming 6th, and Devon "DSG35" to Wyton 12th.

MOVEMENTS SECTION * JUNE

Leeds/Bradford

(1)	XW188	Sioux	(5)	G-AXDL	Twin Com		
G-AZNY	Aztec	(3)	G-AZID	Cel150	G-AWAH	Baron	
G-AXWF	Cel172	G-ATFK	Twin Com	G-AZZV	Cel172	G-BBXH	Cel172
G-AZTB	Monson	G-ATOK	Cherokee	G-AWKE	Twin Com	G-BCPN	AA5
G-AZBP	Navajo	G-AYMY	Bell 47	G-AZCK	Pup	G-BAJX	Aztec
G-AXTN	Cherokee	G-BBJF	Baron	G-AZNY	Aztec	G-DAKX	Jet Ranger
G-AZLO	Ce337	G-BBPV	Navajo	G-AZLY	Cel150	G-BCGK	Cherokee
G-AYXX	Cel177	G-BCGU	Jetstream	G-BBJF	Baron	G-BCTA	Cherokee
G-BBGE	Aztec	G-BCTK	Cel172	G-BBPZ	Aztec	XX508	Dominie
G-AXTN	Cherokee	D-IEGO	Bear Jet	G-BCIK	AA5	(7)	
G-BAJX	Aztec	(4)		G-BCRR	AA5B	G-ATPU	Ce337
G-BBGX	Cel182	G-AXTP	Cherokee	G-BCDI	Ce310	G-AWUL	Cel150
G-AZTB	Monson	G-ARMP	Cel172	G-BBGE	Aztec	G-AXMA	Comanche
G-BAHT	Cel172	G-AVXX	Cel172	XV732	Wessex	G-ATZU	Twin Com
G-BAJO	AA5	G-AWUL	Cel150	XS789	Andover	G-AYEK	Jodel
(2)		G-AZEE	Rallye	XX508	Dominie	(8)	
G-DAOP	Cel150	G-AZLY	Cel150	(6)		G-AZLY	Cel150
G-BBJF	Baron	G-AZBP	Navajo	G-AXBP	Pup	G-AXPB	Pup
G-BCJK	Cherokee	G-AZCK	Pup	G-APXD	Falco	G-AZWU	Cel150
		G-AYGO	Cel172	G-ASLV	Cherokee	G-ATFK	Twin Com

G-AYSB Twin Com	G-AZLY Twin Com	G-AZYU Aztec	G-AZZV Cel72
G-BAXV Cel150	G-BBSR Aztec	G-ANNO Heron	G-AZZX Cel150
G-BCGJ Cherokee	G-BBXE Aztec	G-AWWL HS.125	G-ARIN Comanche
(9)	G-BCGU Jetstream	G-BBYM Jetstream	G-AZGG King Air
G-AXTF Cherokee	G-BBDO Aztec	G-BAKI Cherokee	G-AVCY Twin Com
G-AVFI Cel172	G-BCTK Cel172	G-BBPV Navajo	G-AVPF Twin Com
G-AXDL Twin Com	G-BAEN Robin	G-BCWB Cel182	G-AXOW Aztec
G-AGYZ DC-3	(14)	G-BBYB Cub	G-AXMR Navajo
G-AZVJ Seneca	G-AZFR Ce401	G-BBUI AA5	G-AZVJ Seneca
G-BBJF Baron	G-AXWF Cel172	G-BBPZ Aztec	G-BCPG Cher Arr
G-BAIL Cel172	G-AYIU Cel182	D-ILKA King Air	G-BDTL Aztec
G-BBIF Aztec	G-AWSM Cherokee	(20)	G-BAXV Cel150
G-BBIM Ce310	G-AWVC Pup	G-ATFK Twin Com	G-BBNR Ce340
G-BATI Cel172	G-AZDB Pup	G-AVXL HS.125	G-BBXH Cel172
PH-RPA Cel172	G-AZCZ Pup	G-ASYM Falco	G-BEGE Aztec
D-GKAY Ce337	G-BAIL Cel172	G-AZUG AA5	G-BDEF Seneca
XR443 Sea Heron	G-BBXH Cel172	G-AWWL HS.125	00-LFC Ce421
(10)	G-BBEF Cherokee	G-AYAD Twin Com	F-BUOS Baron
G-AZGG King Air	XV212 Hercules	G-AZVY Ce310	(26)
G-AZID Cel150	XV271 Beaver	G-APKW Heron	G-AVSG Cherokee
G-AZUG AA5	(15)	G-ANNO Heron	G-ASRA Comanche
G-AZLD Cel182	G-ASWP Musketeer	G-BAOP Cel150	G-AVWD Cherokee
G-AZFR Ce401	G-AZLY Cel150	G-BBGE Aztec	G-ASYM Falco
G-VAU Twin Com	G-ATFK Twin Com	G-BAIG Seneca	G-AZZP Cel172
G-BBEF Cherokee	G-BAAS Cel172	EI-AWV AA5	G-AWGA Airedale
G-BBJF Baron	(16)	XT130 Sioux	G-BBCI Cel150
G-BBTJ Aztec	G-AXDC Aztec	XT134 Sioux	G-BCRR AA5B
G-BBGE Aztec	G-AWLA Cel150	XT193 Sioux	G-BATI Cel172
G-BCKO Aztec	G-ATFK Twin Com	XT206 Sioux	G-BAUW Aztec
G-BAKD Seneca	G-AVXL HS.125	XT511 Sioux	G-BBPV Navajo
G-BBIS Hughes 269	G-BAMC Cel150	XW192 Sioux	G-BBXL Ce310
G-BBPZ Aztec	G-BCUT Cel172	(21)	G-BCEC Cel172
G-DCPN AA5	G-BCJK Cherokee	G-AYIU Cel182	G-BBOJ Aztec
I-DOGI HS.125	D-ILTP King Air	G-AWUL Cel150	G-BCJK Cherokee
HD-GES Baron	LN-AEX Aztec	G-AYMN Cherokee	G-BALN Ce310
N14498 Cel172	(17)	G-ATFK Twin Com	G-BALF Robin
XW788 Dominic	G-AWWL HS.125	G-AWLL Jet Ranger	G-BBZB Navajo
(11)	G-AZDB Pup	(22)	F-BKBU Queen Air
G-ATJZ Aztec	G-AXIF Pup	G-AXWF Cel172	F-BTGL Queen Air
G-ASRE Aztec	G-AXMR Navajo	G-AYAD Twin Com	(27)
G-AWGU Jet Ranger	G-AVPF Twin Com	G-AVXL HS.125	G-AZOG Cher Arr
G-AYKU Aztec	G-AVXL HS.125	G-AZLY Cel150	G-AWAZ Cher Arr
G-AZFR Ce401	G-BBRA Aztec	G-ARBO Comanche	G-AYLG HS.125
G-AZUZ Cel150	G-BCEC Cel172	(23)	G-AZVY Ce310
G-AVUI Cel150	G-BCJK Cherokee	G-AYWD Cel182	G-BCCJ AA5
G-AZDB Pup	G-BCFM P-68	G-AXOW Aztec	G-BBZB Navajo
G-BBJF Baron	(18)	G-ATBV Aztec	G-BASJ Cherokee
G-BBGE Aztec	G-AWWL HS.125	G-AXTO Comanche	G-BBIM Ce310
G-DAUA Aztec	G-AVXL HS.125	G-AVSF Cherokee	G-BAVJ Navajo
G-BCEO AA5	G-AYIU Cel182	G-AYKA Baron	G-BCHK Cel172
G-BCGU Jetstream	G-ARYV Comanche	G-BBXH Cel172	G-BBZH Cher Arr
OY-RPF Aztec	G-ATPU Ce337	G-BAKZ Islander	G-BBMJ Aztec
N94724 Cel172	G-AORW Chipmunk	G-BCTK Cel172	G-BATP Cherokee
(12)	G-AEZV Cel172	EI-BBA Islander	I-BOGI HS.125
G-ASUE Cel150	G-AWKF Twin Com	(24)	D-EHRN Ce210
G-ASYM Falco	G-AWRV Jet Ranger	G-AXOW Aztec	N94724 Cel172
G-ASNE Theraude	G-AWLP Mooney	G-AYPT Twin Com	(28)
G-AVBZ Cel172	G-BAFD Bol105	G-AVTK Cherokee	G-AVVM Jodel
G-AXNO Pup	G-DABX King Air	G-AVWJ Cherokee	G-AZZV Cel172
G-APVK Apache	G-BCIF Cherokee	G-AXMY Twin Com	G-AWUL Cel150
G-BBPZ Aztec	G-BBPZ Aztec	G-AXJX Cherokee	G-AZEG Cherokee
G-BCEO AA5	G-BAVW Aztec	G-BADJ Aztec	G-ASLV Cherokee
G-BCGU Jetstream	G-BAKM Robin	G-BCJK Cherokee	G-BASL Cherokee
(13)	G-BAIL Cel172	G-BAES Ce337	G-BBDT Cel150
G-AWBB Cher Arr	EI-AWV AA5	G-BAMZ Seneca	G-BCBK Ce421
G-AVRF HS.125	PH-LPG Seneca	G-BAMI Baron	G-BCTK Cel172
G-ATFK Twin Com	N121WT Falcon 120	G-BBGE Aztec	G-BCIK AA5
G-ARDB Comanche	(19)	G-BBOJ Aztec	(29)
G-AXTO Comanche	G-AXTO Comanche	(25)	G-AZLY Cel150
G-AXPU HS.125	G-AZGB Aztec	G-AWVA Cel172	G-AYIO Cherokee
G-ASRH Twin Com	G-ATPU Ce337	G-AZOL Seneca	G-ASAU Rallye

G-ARET Colt	(30)	G-AYRY HS.125	D-ECOP Cel72
G-AVBZ Cel72	G-AYCM Jet Ranger	G-BCCL HS.125	D-IHWA Baron
G-AZTO Seneca	G-AWSM Cherokee	G-BDEF Seneca	
G-AXWF Cel72	G-ATCE Ce206	G-BBGE Aztec	
G-BAEG Navajo	G-AZFR Ce401	G-BBIS Hughes 269	

First foreigner of the month was the Holsteinflug Lear Jet D-IEGO on the 3rd when it was f/t Gothenburg. The second one was also German - D-GKAY a Cessna 337A of Horst Schenberg was f/t Mahl on the 9th. On the same day Cessna F172 PH-RPA of the Dutch State Police arrived for checks at YLA clearing into the country through Lydd, and departing the same way on the 12th. Baron HB-GBS on the 10th is owned by CTS Air Taxis and was from Coventry to White Waltham, while on the same day Cessna F172 N14498 was from Blackpool n/s to Biggin Hill. This was a Cessna Brussels machine as was the Cessna F172 N94724 which visited the following day from Tees-Side to Cranfield, and on the 27th f/t Blackpool. Aztec OY-RPF of J.R.Thompson arrived from Roskilde on the 11th n/s to Luton. BASF's King Air 90 D-ILTP was from Mannheim on the 16th n/s to Ringway. Operating from Leeds/Bradford for almost a week was Aztec LN-AEX of the Norwegian Government Pollution Department which arrived on the 16th and departed five days later. Falcon 20 N121WT on the 18th belongs to IBM Corporation and is N370WT (c/n 274) reregistered being from Luton to Brussels. King Air D-ILKA on the 19th belongs to Unicarden Transport and went to Köln/Bonn. Brand new on the Irish register is the Islander EI-BBA or Aer Arran which was from Dublin to Amsterdam on the 23rd and is believed to be c/n 444. The Euralair Baron F-BUOS on the 25th was from East Midlands to Luton and on the same day Abelag's Cessna 421 OO-LFC was f/t Brussels. Two French registered Queen Airs on the 26th were F-BKBU of Oise-Air and F-BTGL of Darta (not Air Lafont as painted on the aircraft) both being f/t Le Bourget. On the 27th D-EHRN was one of the latest model Cessna 210 Centurian II's and belongs to Nordair. Two more German aircraft on the following day were Cessna F172 D-ECOP to Amsterdam and the Baron D-IHWA was from Bremen to Sherburn and return. Newset UK registration of the month was the Seneca 200T G-BDEF of Barratt Developments operated by Gill-Air on the 25th. Northair's Deagle 206 G-AXZL set off on delivery to the new owner on the 3rd in the USA and G-BCJA one of their Bassetts went to Ringway for storage on the 16th. The home-built Jodel G-BAZM was unfortunately damaged at Bournemouth on its way to the Angers rally on May 31st and arrived back by road on the 4th - it is now in the back of the YLA banger in pieces. On the military side we had the Army's Blue Eagles Helicopter display team arriving on the 20th to use the airport for a number of shows in the area over the weekend.

Tees-Side

(2)	G-AZBG Navajo	G-AVYT Cher Arr	(11)
G-AXAW Ce421	G-AWED Navajo	G-AXDD Navajo	G-BBMK Navajo
G-BBLA Cherokee	G-AZOD Aztec	G-AXCP BAC 1-11	G-AXXG Islander
G-BAHV Cher Six	G-ATCL Airtourer	G-ARCZ Turbulent	G-AZHA Aztec
OO-JMV Ce421	OO-LBW Ce310	G-ARMX HS.748	G-ATMK Cel50
(3)	(5)	(8)	G-BCRG Bol05
G-BBIS Hughes 269	G-ARYK Cel72	G-AXTN Cherokee	G-AVAI HS.125
G-AYKU Aztec	G-ANUO Heron	G-ATOO Cherokee	N94724 Cel72
G-ANUO Heron	G-BBSM Cher Six	G-ARML Cel72	(12)
G-AXFE King Air	G-BBHG Ce310	G-BCDE S-58	G-ANUO Heron
G-AZOD Aztec	G-BAOB Cel72	G-AWKF Twin Com	G-AVNC Cel50
G-BBXH Cel72	G-AVTE Jet Ranger	(9)	G-AWUF HS.125
G-BCDG S-58	G-BAXN Seneca	G-BDGI Fuji 200	G-AYWY Twin Com
G-BBUI AA5	G-BBRD Aztec	G-AYEP HS.125	N2AE King Air
G-BAXN Seneca	OY-BDS Falcon 20	G-BAHV Cher Six	(13)
G-AYLY Aztec	(6)	G-AXXG Islander	G-AYNR HS.125
N80WT Aztec	G-AWUE HS.125	G-ASYP Cel50	G-AZOD Aztec
SE-GAA Navajo	G-ATCE Ce206	G-AWKF Twin Com	G-AXMR Navajo
(4)	G-AVVM Jodel	(10)	G-BBEC Cherokee
G-AZDK Baron	G-AYKK Jodel	G-BBOM Aztec	G-AWOJ Cel72
G-BAUW Aztec	G-AZBG Navajo	G-ANUO Heron	G-BBSN Aztec
G-ATHV Cel50	F-BVIJ Cel77	G-AYIG HS.125	G-AVKR Bo208
G-BASF Cherokee	(7)	G-ASHP Mooney	G-BAAS Cel72
G-BAGO Ce421	G-AYWZ Twin Com	G-DAPV Robin	G-BAEN Robin
G-AVJJ Twin Com	G-ATCL Airtourer	G-AZOD Aztec	G-ATHV Cel50
G-AYEP HS.125	G-BBLA Cherokee	G-BBIS Hughes 269	G-AYOU Ce401
G-AVAI HS.125	G-AVYD Trident		G-BAGO Ce421

G-AXXO Jet Ranger (20)	G-AZEA Cel182	G-BASL Aztec	G-ANWX Auster
(14)	G-AXAW Ce421	G-ASHX Cherokee	G-AWRV Jet Ranger
G-BASS Ce421	G-BAIG Seneca	G-AYMJ Cherokee	(26)
G-AVJJ Twin Com	EI-BBA Islander	G-BCHU Enst F28	G-ANUO Heron
G-ARPZ Trident	(21)	G-BALF Robin	G-AZOD Aztec
G-ARYK Cel172	G-ATCE Ce206	G-AYEP HS.125	G-BABW King Air
G-ASLV Cherokee	G-BDXH Cel172	G-DBRX SIAI 205	G-BAVL Aztec
G-BDSO Cherokee	G-ATHV Cel150	(24)	G-AZUG AA5
G-ARMO Cel172	G-BBOJ Aztec	G-AVUS Cherokee	G-AXAW Ce421
G-BDXH Cel172	G-BBNI Seneca	G-BBSN Aztec	G-ATHV Cel150
G-ASTD Aztec	G-BAXG HS.125	G-BBKJ Ce337	G-BBAP Bell 47
F-BOXV Falcon 20	G-BAVY Aztec	G-AYNW Jet Ranger	G-AXET Pup
(16)	G-BANS Seneca	G-BAHF Aztec	G-BBRJ Aztec
G-AYEP HS.125	G-BAGZ Cherokee	G-AYEP HS.125	SE-CNR Ce210
G-BAHU Enst F28	G-AWGU Bell 47	G-ANUO Heron	(27)
G-ARWL Cel182	(23)	G-AVID Cel172	G-BBSM Cher Six
SE-FNL Rallye	G-AYLG HS.125	G-AZDK Baron	G-AYLG HS.125
OO-LFE Ce340	G-BALN Ce310	G-ASEN Queen Air	G-AWOJ Cel172
(18)	G-BBDM AA5	G-AVXL HS.125	G-AZOD Aztec
G-ANUO Heron	G-AYNR HS.125	G-AXMR Navajo	G-BCCZ Jet Ranger
G-AZTC Monsun	G-BBSM Cher Six	G-AZMK Aztec	G-ATHR Cherokee
G-ASVO Herald			F-BRHB Falcon 20

Cessna 421 OO-JMV on the 2nd is one of Abelag's aircraft and after arrival from Rotterdam had a n/s. Well Trade's Aztec N80WT on the 3rd was from Shannon to Ringway, and on the same day the Kungsair Navajo SE-GAA was from Groningen to Gothenburg. Another Abelag aircraft was Cessna 310 OO-LBW which went to Rhoose on the 4th whilst Dan-Foss's Falcon 20 OY-BDS was from Heathrow to Sonderberg on the 5th. Cardinal F-BVIJ on the 6th belongs to Paralift and stayed until the 10th. Cessna Brussels sent in their demonstrator F172 N94724 on the 11th, and on the same day GKN's Bolkow 105 paid its first visit. The 12th found US registered King Air N2AE of Industrial Nucleonics visiting from Heathrow followed two days later by Euralair's Falcon 20 F-BOXV f/t Le Bourget. Rallye SE-FNL came from Inverness on the 16th n/s to Southend. Also on the 16th yet another Abelag aircraft appeared in Cessna 340 OO-LFE. On the 26th Cessna 210 SE-CNR was from Osnabruck to Esbjerg. Finally Falcon 20 F-BRHB of Europe Falcon Services was from Amsterdam to Heathrow on the 27th.

Brough

(1)	(8)	G-BANS Seneca	G-ATNX Cel150
G-BAMI Baron	G-AOUO Chipmunk	G-AREA Dove	PH-NAZ Seneca
(2)	G-ARLK Comanche	(13)	WF379 Varsity
G-BAHU Enst F28	(9)	G-BAXV Cel150	(20)
G-BBPC Navajo	G-BAHU Enst F28	G-BAOP Cel150	G-BAOZ Ce414
(3)	G-BBIS Hughes 269	G-APST Turbulent	G-AWVS Ce337
G-BAMI Baron	G-BAKM Robin	G-AZNY Aztec	G-BAXV Cel150
G-AYNB Navajo	G-AYIP Twin Com	G-ATPU Ce337	G-AZZV Cel172
G-BBDH Cel172	(10)	(14)	(23)
G-BBCU Aztec	G-BAOZ Ce414	G-BCVJ Cel172	G-BAMI Baron
G-BAIG Seneca	G-BAGO Ce421	G-ATTG Cherokee	G-ASMG Dove
(4)	G-BAXV Cel150	G-AWLA Cel150	(24)
G-BAMI Baron	G-BAWN Twin Com	(15)	G-BAMI Baron
G-BBCU Aztec	G-BBJX Cel150	G-BAMI Baron	G-BAOZ Ce414
G-BAOZ Ce414	G-ASVE Queen Air	(16)	G-AWVS Ce337
G-BAJX Aztec	G-BAUA Aztec	G-BAHU Enst F28	VP975 Devon
G-ASBU Terrier	(11)	G-AYTP Aztec	(25)
G-AXDL Twin Com	G-BAOZ Ce414	(17)	G-BAJX Aztec
G-AZBP Navajo	G-BAXV Cel150	G-BAMI Baron	G-AWVS Ce337
G-AWUY Cel172	G-AVCY Twin Com	G-BCCP Robin	G-AROC Cel172
(5)	G-BBFZ Aztec	G-ATCH Condor	G-BAOP Cel150
G-AYNB Navajo	G-BBNI Seneca	G-BABX King Air	G-BBNR Ce340
G-BAJX Aztec	XR442 Sea Heron	G-BAZV Aztec	(26)
G-AWVS Ce337	(12)	(18)	G-BAOZ Ce414
WF379 Varsity	G-BAMI Baron	G-BAXV Cel150	G-BAJX Aztec
(6)	G-AYNB Navajo	G-ATPU Ce337	G-BBXL Ce310
G-BAMI Baron	G-BAOZ Ce414	G-AVIV Aztec	XT348 Sea Devon
G-AROC Cel172	G-BAXV Cel150	G-BBNR Ce340	(27)
G-BBKK Ce310	G-AVGB Cherokee	(19)	G-ARFM Cel175
G-AZWW Aztec	G-ASFL Cherokee	G-BAMI Baron	G-BCKO Aztec
G-BAGO Ce421	G-ATFF Aztec	G-BAXV Cel150	

(28) G-BBIS Hughes 269 G-BCHR Aztec (29) G-BCHR Aztec (30) G-BAHU Enst F28 G-AZWW Aztec
 G-BCHR Aztec G-BAOZ Ce414

Bulldog XX561 was noted doing approaches on the 27th.

Grindale

(May 3)	G-BCOL Cel172	(25)	G-ASFL Cherokee	(10)	G-ATCY Aztec
G-ATIM Cel172	G-ATYZ Rallye	G-AYSD Falke	(11)	G-AYFD Condor	
G-AZUG AA5	G-ASMU Cel150	(26)	G-ATBU Terrier	(12)	G-ASMV Emeraude
(4)	G-AVHL Jodel	(June 1)	G-AZYU Aztec	G-AZCZ Pup	
G-AVHY RF4	(12)	G-ASFL Cherokee	(13)	G-BCPK Cel172	
G-AIBY Autocrat	G-BARB Seneca	(2)	G-AZID Cel150	G-AYDX Terrier	
G-AWEN Jodel	(15)	(4)	G-ASMW Cel150	(14)	G-AVPF Twin Com
G-AXTO Comanche	G-AZUG AA5	(5)	D-EAXA AA5	G-AVPF Twin Com	
G-AYRS Jodel	(16)	G-BAIL Cel172	(6)	G-BCHK Cel172	
G-AWFX Cel150	G-BCEE AA5	G-ASYB Aztec	G-AZZV Cel172	G-BBEF Cherokee	
G-BCPG Cher Arr	(18)	N5092P Comanche	(7)	G-ARYV Comanche	
(5)	G-AWUL Cel150	G-AYCL Ce210	G-AZYY Falke	(20)	G-AVBZ Cel172
G-AWFX Cel150	G-BCTK Cel172				
(6)	G-ATGP Jodel				
G-AZLY Cel150	(19)				
(8)	G-AROC Cel175				
G-AYRS Jodel	(22)				
(9)	G-ATFF Aztec				
G-AVHL Jodel	G-BCEE AA5				
G-AVEF Jodel	(24)				
(11)	G-BBLS AA5				
G-BASL Cherokee					

Sherburn

(1)	G-BAHT Cel172	(11)	G-AZDB Pup	(25)	G-AWTX Cel150
G-ATDG Horizon	G-AYXS SIAI 205	G-ARYV Comanche	G-BATI Cel172	G-AVGB Cherokee	
G-BAXW Cel150	(13)	(21)	G-AZDB Pup	(26)	G-AZDB Pup
(3)	G-AZDB Pup	G-ARV Comanche	(23)	G-BAUW Aztec	
G-BCTK Cel172	G-AVBZ Cel172	G-BATI Cel172	G-AZDB Pup	G-ASHJ Brantley	
G-BBRJ Aztec	G-BCUY Cel150	(22)	G-BAXV Cel150	(27)	G-AZTC Monsun
(4)	G-AYDG Rallye	(23)		(29)	G-BAWX Cherokee
G-ASAI Airedale	(14)	G-ARV Comanche		G-AXGZ Condor	
(6)	G-BCRR AA5B	(24)		G-AXZT Jodel	
G-APXD Falco	G-BCUY Cel150	G-BAXV Cel150		(30)	D-IHWA Baron
G-BBKH Cel172	G-ATDG Horizon				
(8)	G-AVBZ Cel172				
G-ARGL Tri-Pacer	(15)				
G-ARWY Mooney	G-ARBO Comanche				

Other Airfields

Acaster Malbis	11	G-BBIM Ce310	t Manchester
Dalton	30	G-BCSV Ce421	f Le Bourget via Leeds/Bradford
	4	G-BBHF Aztec	with jockeys for Ripon Races
Doncaster	7	G-BBNI Seneca	
	1	G-APZR Cel150	f/t Leeds/Bradford
	5	G-ARLK Comanche	f Aberdeen
	5	G-BAWN Twin Com	
	5	G-ALZG Gemini	
	7	G-BCSV Ce421	f/t Leeds/Bradford
	16	G-BAWN Twin Com	f Edinburgh
	17	G-ARKJ Bonanza	f Edinburgh
	18	EI-AWV AA5	f Dublin via Leeds/Bradford
	18	G-ARYV Comanche	t Leeds/Bradford
	19	G-BBLS AA5	f Dumfries
	26	G-BAOB Cel172	f Biggin Hill
Driffield	25	G-BBRD Aztec	f Manchester
Elvington	3	G-AYOU Ce401	f Farrow Walney Island
	23	G-BASS Ce421	t Birmingham
	23	G-AVSF Cherokee	t/r Leeds/Bradford
	30	G-AYSF Aztec	f/t Norwich
Huddersfield	1	G-BBLS AA5	f/t Doncaster
	4	G-AVBZ Cel172	

Huddersfield (continued)	10 G-AYIU Cel182	f/t Sunderland
	10 G-BBKI Cel172	
	12 G-AVUI Cel150	t Netherthorpe
	13 G-AVBZ Cel172	
	14 G-AYIU Cel182	f/t Leeds/Bradford
	16 G-BBKI Cel172	f Oxenhope
	26 G-PBYH Cel172	f Kirkhill t Leeds/Bradford
	27 G-LHLE Cel172	f/t Coventry
Linton-on-Ouse	12 G-AZK Ce414	f Liverpool
	19 G-BAEG Navajo	Temporary resident.
Malton	3 G-BAXW Cel150	t Leeds/Bradford
	13 G-BCUY Cel150	f/t Woodvale
Paull	14 G-BCVJ Cel172	f Blackpool
	25 G-BAHT Cel172	f/t Blackpool
Pocklington	11 G-AVGI Cherokee	f Leeds/Bradford
Scarborough	21 G-EATE Cel172	t Woodvale
Sutton Bank	26 G-ARUV Emerald	

Helicopter Activity

Brantley: G-ASHJ Brighouse 26 (f Sunderland t Sberburn)
 Jet Rangers : G-AVTE Leeds Roundhay Park 26 27.
 G-AVZG Earby 19 (t Manchester)
 G-AXMM Leeds Roundhay Park 26 27.
 G-BAKX Halifax 6-7.
 G-BAUM York Race Course 12 (t Runcorn)
 G-BBTY York 6, Barnsley 13, Riponden 17, Sutton Bank 19.
 G-AYCM Leeds Holbeck 30 (t Manchester)

Overflights

3	D-IGSO Lear Jet 24D	POL 0902	3500'	t Warton, Giesecke und Devrient
	D-IKFJ Citation	OTR 0928	26000'	t Warton, Mini Transport GmbH
	N614AC Corvette	WAL 1251	35000'	t Stornoway
	N75WC Gulfstream 2	WAL 1611	37000'	"Grunman 75WC", t Gender
	N777EG King Air	POL 1709	21000'	"King Air 777EG", southbound
5	N228Z DC-9-15	WAL 2337	35000'	t USA
6	N400SU Merlin	POL 1442	22000'	routing DCS-PWK-STN-62N LOW
8	YU-AHX Tu-134	OTR 1712	24000'	"JJ105", t Manchester
	YU-AHY Tu-134	OTR 1717	27000'	"JJ104", Manchester - Split
	LN-RLS DC-9	OTR 1744	25000'	"SK538", Manchester - Copenhagen
9	G-BCWE Herald	POL 1522	10000'	northbound, ex CF-EPI
	F-BSQU Falcon 10	DOG 1828	35000'	north-westbound
10	N1032F DC-10-30	BRO 1835	35000'	westbound, Overseas National
11	N735T Boeing 707	DOG 1109	31000'	Brussels - Frobisher Bay
12	N1052X Cherokee	MBK 1047	9000'	eastbound, delivery??
	OE-DGP Cessna 210	OTR 1055	10000'	t Manchester
13	SE-FNL Rallye	Leeming	1433	4000'
17	SX-AOB Boeing 747	WAL 1531	33000'	"Olympic 411", t New York JFK
	N119K Gulfstream 2	POL 1709	37000'	Kaiser Aluminium, t Frobisher Bay
18	F-BTGV Guppy	BRO 0709		eastbound
19	HB-VCW Lear Jet 24D	OTR 0904	24000'	Jet Air Service, t Manchester
	EI-BBA Islander	abmLBA 2027	4500'	Aer Arena, East Midlands - TD
	N3HB JetStar-8	abmPOL 2205	37000'	Hannan Bros Oil, track DCS-BOV
20	C91-2509 HS.748	POL 0933	10000'	delivery to Brazilian AF
23	RP-C-111 HS.125	POL 1454	16000'	Manchester - Keflavik, ex G-AYBH
	N802GA Gulfstream 2	POL 2125	41000'	t Gatwick (c/n 2)
24	36753 Trader	POL 1653	10000'	US Navy, northbound
25	XP413 Argosy	Thirsk	1500	northbound
26	G-AOZN Heron	abmLBA 0934	5000'	Southampton - Aberdeen, ex 9L-LAL
27	D-COMM Falcon 20E	POL 0937	24000'	Westflug, t Newcastle
29	N1288 Boeing 737-2A6	POL 1102	33000'	Essex International, t Stansted
30	OH-KDM DC-8	OTR 0958	24000'	"Kar-Air 3659", t Birmingham

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