



Magazine Editor

Andrew Barker, 5 Brownberrie Crescent, Horsforth, Leeds, LS18 5PT.

0532 587342

Magazine Distributor

Ken Spice, 8 Como Avenue, Bradford, West Yorkshire, BD8 9PZ.

Chairman

David Senior, 23 Queens Drive, Carlton, Wakefield, West Yorkshire, WF3 3RQ.

0532 821818

Treasurer & Registrar

Steven Langfield, 67 Orchard Grove, Bradford, West Yorkshire, BD10 9BT.

0274 615536

Secretary

John Allen, 14 Meadow Park Crescent, Pudsey, West Yorkshire, LS28 7TL.

09735 77357

Assistant Secretary

Chris Harper, 19 Poplar Crescent, Tingley, Wakefield, West Yorkshire, WF3 1HX.

Public Relations Officer

Gary Lewis, 2 Greenhills, Rawdon, Leeds, LS19 6NP.

0532 506433

Junior Committee Member

Chris Taylor, 15 Victoria Close, Yeadon, Leeds, LS19 7AU.

0532 504588

EDITORIAL

More articles on anything to do with aviation in Yorkshire are urgently needed for inclusion in the magazine. You may have hidden writing talents so why not put pen to paper and send in your masterpiece. If you can't think of items to write about on Yorkshire aviation, then send in an article for the "Out and About" section. If you can't do that, send in an odd snippet of information on sightings or news in the area. Every member should be able to contribute something to the magazine at least once a year. Why rely on others to make the magazine; it's the same names in the credits month after month. We cannot make payments for news as we are an amateur aviation group and everything concerned with the group has to be done voluntary. All magazine contributions, however small or large, are very much appreciated. Items for the June magazine issue should be sent to the editor to arrive not later than 5 June please.

Meetings:- The next gathering is on the first Sunday in June at the Yorkshire Aero Club at 1500 hours (courtesy of the Directors). The subject will be on how to build your own plane and will feature the Mexborough headmaster Mr G Shield who hopes to fly in to Leeds/Bradford in his Shield Xyla G-AWPN from Doncaster. A treat not to be missed!

Coach Trips:- These are proving to be very popular, with the last trip to Biggin Hill being completely full. The next trip to Old Warden will be in the largest bus that we have had yet and will enable many of the Air Yorkshire membership to visit the vintage display at this Bedfordshire airfield. An application form accompanies this magazine issue.

Air Trip:- The Paris Air Show charter from Leeds/Bradford on 28 May 1977 is now almost booked up (over two-thirds full). If you intend to go, send your deposit as quickly as possible so that we can see if a larger plane is needed for the charter. Don't delay or it might be too late!

Airport Timetables:- have not been published seperately as indicated in last month's magazine, but have been included in this issue at the front.

# SUMMER AIRPORT TIMETABLES

## LEEDS/BRADFORD AIRPORT

### Monday Departures

0725	AMS	F-27	AQ820
0725	LHR	V800	NS403
0730	GLA	748	DA060
0850	EDI ABZ SVG	F-27	AQ600
0930	LHR	V800	NS405
0950	NWI AMS	F-27	AQ201
1000	CWL BRS	748	DA061
1035	BFS	V800	NS603
1200	DUB	V800	NS341
1605	LHR	V800	NS413
1750	AMS	F-27	AQ822
1755	BFS	V800	NS605
1810	GLA	748	DA064
1830	LHR	V800	NS415
1920	NWI	F-27	AQ605
1935	EDI ABZ	F-27	AQ204

### Monday Arrivals

0840	NWI	F-27	AQ600
0940	ABZ EDI	F-27	AQ201
0950	GLA	748	DA061
1005	LHR	V800	NS404
1040	AMS	F-27	AQ821
1130	LHR	V800	NS406
1310	BFS	V800	NS604
1720	DUB	V800	NS346
1755	LHR	V800	NS412
1800	BRS CWL	748	DA064
1910	SVG ABZ EDI	F-27	AQ605
1925	AMS NWI	F-27	AQ204
2025	BFS	V800	NS608
2030	GLA	748	DA065
2105	AMS	F-27	AQ823
2110	LHR	V800	NS414

### Tuesday Departures

0725	AMS	F-27	AQ820
0725	LHR	V800	NS403
0730	GLA	748	DA060
0850	EDI ABZ SVG	F-27	AQ600
0930	LHR	V800	NS405
0950	NWI AMS	F-27	AQ201
1000	CWL BRS	748	DA061
1035	BFS	V800	NS603
1200	DUB	V800	NS341
1555	DUB	B737	EI337
1605	LHR	V800	NS413
1750	AMS	F-27	AQ822
1755	BFS	V800	NS605
1810	GLA	748	DA064
1830	LHR	V800	NS415
1920	NWI	F-27	AQ605
1935	EDI ABZ	F-27	AQ204

### Tuesday Arrivals

0840	NWI	F-27	AQ600
0940	ABZ EDI	F-27	AQ201
0950	GLA	748	DA061
1005	LHR	V800	NS404
1040	AMS	F-27	AQ821
1130	LHR	V800	NS406
1310	BFS	V800	NS604
1515	DUB	B737	EI336
1720	DUB	V800	NS346
1755	LHR	V800	NS412
1800	BRS CWL	748	DA064
1910	SVG ABZ EDI	F-27	AQ605
1925	AMS NWI	F-27	AQ204
2025	BFS	V800	NS608
2030	GLA	748	DA065
2105	AMS	F-27	AQ823
2110	LHR	V800	NS414

3/8-31/8

3/8-31/8

### Wednesday Departures

0725	AMS	F-27	AQ820
0725	LHR	V800	NS403
0850	EDI ABZ SVG	F-27	AQ600
0930	LHR	V800	NS405
0950	NWI AMS	F-27	AQ201
1035	BFS	V800	NS603
1200	DUB	V800	NS341
1430	JER	V800	NS367
1555	DUB	B737	EI337
1605	LHR	V800	NS413
1750	AMS	F-27	AQ822
1830	LHR	V800	NS415
1900	IOM	HPR7	UK677
1920	NWI	F-27	AQ605
1935	EDI ABZ	F-27	AQ204

### Wednesday Arrivals

0840	NWI	F-27	AQ600
0940	ABZ EDI	F-27	AQ201
1005	LHR	V800	NS404
1040	AMS	F-27	AQ821
1130	LHR	V800	NS406
1310	BFS	V800	NS604
1515	DUB	B737	EI336
1535	DUB	V800	NS342
1755	LHR	V800	NS412
1830	IOM	HPR7	UK676
1910	SVG ABZ EDI	F-27	AQ605
1925	AMS NWI	F-27	AQ204
2035	JER	V800	NS368
2105	AMS	F-27	AQ823
2110	LHR	V800	NS414

7/7-25/8

7/7-25/8

5/5-29/9

5/5-29/9

### Thursday Departures

0725	AMS	F-27	AQ820
0725	LHR	V800	NS403
0730	GLA	748	DA060

### Thursday Arrivals

0840	NWI	F-27	AQ600
0940	ABZ EDI	F-27	AQ201
0950	GLA	748	DA061



TEES-SIDE AIRPORT

Monday Departures

0730	LHR	V800	BDO61	
0800	AMS	748	DA380	
0850	LHR	V800	BDO63	
1050	LHR	V800	BDO69	
1115	NCL ABZ	F-27	AQ202	
1220	NCL SVG	748	DA896	31/5-18/10
1500	LHR	V800	BDO65	
1610	RMI	COMT	DA	(a)
1620	VCE	COMT	DA	(b)
1640	NWI AMS	F-27	AQ203	
1650	ROM	COMT	DA	(c)
1830	LHR	V800	BDO67	

Monday Arrivals

1020	LHR	V800	BDO62	
1105	AMS NWI	F-27	AQ202	
1150	AMS	748	DA381	
1430	LHR	V800	BDO64	
1510	RMI	COMT	DA	(a)
1520	VCE	COMT	DA	(b)
1550	NAP	COMT	DA	(c)
1630	ABZ NCL	F-27	AQ203	
1755	LHR	V800	BDO66	
1915	LHR	V800	BDO70	
2120	LHR	V800	BDO68	

Tuesday Departures

0730	LHR	V800	BDO61	
0820	MAN CWL BRS BOH	748	DA050	
0850	LHR	V800	BDO63	
1050	LHR	V800	BDO69	
1115	NCL ABZ	F-27	AQ202	
1500	LHR	V800	BDO65	
1640	NWI AMS	F-27	AQ203	
1830	LHR	V800	BDO67	
2105	NCL	748	DA055	

Tuesday Arrivals

0810	NCL	748	DA050	
1020	LHR	V800	BDO62	
1105	AMS NWI	F-27	AQ202	
1430	LHR	V800	BDO64	
1630	ABZ NCL	F-27	AQ203	
1755	LHR	V800	BDO66	
1915	LHR	V800	BDO70	
2055	BOH BRS CWL MAN	748	DA055	
2120	LHR	V800	BDO68	

Wednesday Departures

0730	LHR	V800	BDO61	
0800	AMS	748	DA380	
0850	LHR	V800	BDO63	
1050	LHR	V800	BDO69	
1115	NCL ABZ	F-27	AQ202	
1500	LHR	V800	BDO65	
1640	NWI AMS	F-27	AQ203	
1830	LHR	V800	BDO67	

Wednesday Arrivals

1020	LHR	V800	BDO62	
1105	AMS NWI	F-27	AQ202	
1430	LHR	V800	BDO64	
1630	ABZ NCL	F-27	AQ203	
1755	LHR	V800	BDO66	
1915	LHR	V800	BDO70	
1930	AMS	748	DA383	
2120	LHR	V800	BDO68	

Thursday Departures

0730	LHR	V800	BDO61	
0820	MAN CWL BRS BOH	748	DA050	
0850	LHR	V800	BDO63	
1050	LHR	V800	BDO69	
1115	NCL ABZ	F-27	AQ202	
1500	LHR	V800	BDO65	
1640	NWI AMS	F-27	AQ203	
1830	LHR	V800	BDO67	
2105	NCL	748	DA055	

Thursday Arrivals

0810	NCL	748	DA050	
1020	LHR	V800	BDO62	
1105	AMS NWI	F-27	AQ202	
1430	LHR	V800	BDO64	
1630	ABZ NCL	F-27	AQ203	
1755	LHR	V800	BDO66	
1915	LHR	V800	BDO70	
2055	BOH BRS CWL MAN	748	DA055	
2120	LHR	V800	BDO68	

Friday Departures

0730	LHR	V800	BDO61	
0850	LHR	V800	BDO63	
1050	LHR	V800	BDO69	
1115	NCL ABZ	F-27	AQ202	
1500	LHR	V800	BDO65	
1540	AMS	748	DA382	
1610	RMI	COMT	DA	(a)
1620	VCE	COMT	DA	(b)
1640	NWI AMS	F-27	AQ203	
1650	ROM	COMT	DA	(c)
1830	LHR	V800	BDO67	

Friday Arrivals

1020	LHR	V800	BDO62	
1105	AMS NWI	F-27	AQ202	
1430	LHR	V800	BDO64	
1510	RMI	COMT	DA	(a)
1510	SVG NCL	748	DA891	28/5-22/10
1520	VCE	COMT	DA	(b)
1550	NAP	COMT	DA	(c)
1630	ABZ NCL	F-27	AQ203	
1755	LHR	V800	BDO66	
1915	LHR	V800	BDO70	
1930	AMS	748	DA383	
2120	LHR	V800	BDO68	

Saturday Departures

0730	LHR	V800	BD061	
0745	JER	V800	BD173	15/5-26/9
0840	JER	V800	BD177	1/4-14/5 & 1/10-31/10
1110	IOM	748	DA280	22/5-26/9
1115	NCL ABZ	F-27	AQ202	
1120	JER	V800	BD171	15/5-26/9
1145	DBV	DC-9	JP	1/5-23/10
1350	PUY	T134	JJ	1/5-2/10
1555	ALC	1-11	DA	3/4-30/10
1620	BCN	COMT	DA	1/5-30/10
1640	NWI AMS	F-27	AQ203	
1655	IOM	748	DA284	29/5-18/9
1830	LHR	V800	BD067	

Saturday Arrivals

1020	LHR	V800	BD062	
1050	IOM	748	DA281	22/5-26/9
1100	DBV	DC-9	JP	1/5-23/10
1105	AMS NWI	F-27	AQ202	
1310	PUY	T134	JJ	1/5-2/10
1455	ALC	1-11	DA	3/4-30/10
1520	BCN	COMT	DA	1/5-30/10
1625	IOM	748	DA285	29/5-18/9
1630	ABZ NCL	F-27	AQ203	
1800	JER	V800	BD172	15/5-26/9
1920	JER	V800	BD178	1/4-14/5 & 1/10-31/10
2105	JER	V800	BD174	15/5-26/9
2120	LHR	V800	BD068	

Sunday Departures

0730	LHR	V800	BD061	
0745	JER	V800	BD173	15/5-26/9
0840	JER	V800	BD177	1/4-14/5 & 1/10-31/10
1050	JER	V800	BD175	2/5-9/5 & 3/10-10/10
1110	IOM	748	DA280	22/5-26/9
1115	NCL ABZ	F-27	AQ202	
1120	JER	V800	BD171	15/5-26/9
1535	PMI	1-11	DA	4/4-31/10
1620	PMI	COMT	DA	2/5-31/10
1640	NWI AMS	F-27	AQ203	
1655	IOM	748	DA284	23/5-26/9
1830	LHR	V800	BD067	

Sunday Arrivals

1020	LHR	V800	BD062	
1050	IOM	748	DA281	22/5-26/9
1105	AMS NWI	F-27	AQ202	
1435	PMI	1-11	DA	4/4-31/10
1520	PMI	COMT	DA	2/5-31/10
1625	IOM	748	DA285	23/5-26/9
1630	ABZ NCL	F-27	AQ203	
1800	JER	V800	BD176	2/5-9/5 & 3/10-10/10
1800	JER	V800	BD172	15/5-26/9
1920	JER	V800	BD178	1/4-14/5 & 1/10-31/10
2105	JER	V800	BD174	15/5-26/9
2120	LHR	V800	BD068	

HUMBERSIDE AIRPORTMonday Departures

1410	ABZ	F-27	AQ553	
1450	AMS	F-27	AQ552	

Monday Arrivals

1345	AMS	F-27	AQ553	
1425	ABZ	F-27	AQ552	

Tuesday Departures

1410	ABZ	F-27	AQ553	
1450	AMS	F-27	AQ552	

Tuesday Arrivals

1345	AMS	F-27	AQ553	
1425	ABZ	F-27	AQ552	

Wednesday Departures

1410	ABZ	F-27	AQ553	
1450	AMS	F-27	AQ552	

Wednesday Arrivals

1345	AMS	F-27	AQ553	
1425	ABZ	F-27	AQ552	

Thursday Departures

1410	ABZ	F-27	AQ553	
1450	AMS	F-27	AQ552	

Thursday Arrivals

1345	AMS	F-27	AQ553	
1425	ABZ	F-27	AQ552	

Friday Departures

1410	ABZ	F-27	AQ553	
1450	AMS	F-27	AQ552	

Friday Arrivals

1345	AMS	F-27	AQ553	
1425	ABZ	F-27	AQ552	

Saturday Departures

1315	JER	F-27	AQ350	10/4-16/10
------	-----	------	-------	------------

Saturday Arrivals

1230	JER	F-27	AQ351	10/4-16/10
------	-----	------	-------	------------

Sunday Departures

1315	JER	F-27	AQ350	11/4-17/10
------	-----	------	-------	------------

Sunday Arrivals

1230	JER	F-27	AQ351	11/4-17/10
------	-----	------	-------	------------

AIRPORT CODES

ABZ	Aberdeen	ALC	Alicante	AMS	Amsterdam	BCN	Barcelona
BFS	Belfast	BOH	Bournemouth	BRS	Bristol	CWL	Cardiff
DBV	Dubrovnik	DUB	Dublin	EDI	Edinburgh	GCI	Guernsey
GLA	Glasgow	IOM	Isle of Man	JER	Jersey	LHR	London-Heathrow
MAN	Manchester	NAP	Naples	NCL	Newcastle	NWI	Norwich
OST	Ostend	PMI	Palma	PUY	Pula	RMI	Rimini
ROM	Rome	SVG	Stavanger	VCE	Venice		

AIRLINE CODES

AQ	Air Anglia	BD	British Midland	DA	Dan-Air	EI	Aer Lingus
JJ	Aviogenex	JP	Inex Adria	NS	British Airways	UK	British Island

AIRCRAFT CODES

B737	Boeing 737-200	COMP	DH.106 Comet 4	DC-9	Douglas DC-9 Srs.30
F-27	F-27 Friendship 200	HPR7	HPR-7 Herald 200	T134	Tupolev TU-134A
V800	Vickers Viscount 800	1-11	BAC One-Eleven	748	Hawker Siddeley 748

## AIRLINE NEWS

Aer Lingus Irish have had returned their two Boeing 737-248s that were leased to Egyptair. EI-ASG arrived back at Dublin on 22 March as SU-AYT and had its registration restored on 26 March, whilst EI-ASB arrived on 31 March as SU-AYX having its registration restored on 5 April. EI-ASH returned to Dublin on 14 April as G-GTAR after its lease to Transair and was first noted flying for Aer Lingus two days later in the banana colour scheme.

Air Anglia have returned the leased Argosy 100 G-APRL to Air Bridge Carriers due to poor freight loads being achieved on the routes and was positioned back to East Midlands on 27 March. Freight services to Amsterdam from Norwich and Aberdeen have since been suspended by the airline pending the introduction of a Friendship 200 freighter, one of the two aircraft recently aquired from Bangladesh Biman. Herald 206 G-BCWE which had been leased from British Air Ferries for five weeks to operate the Leeds/Bradford - Amsterdam route was positioned back to Southend on 2 May. The second Bangladesh machine has entered service first and was prepared for service at Norwich by Air Anglia Engineering. G-BDVT (ex S2-ABL) entered service on 2 May in a summer temporary blue colour scheme and operated through Leeds/Bradford and Tees-Side on 3 May for the first time. The other aircraft G-BDVS (ex S2-ABK) is still with Fokkers at Ypenburg in Holland and is not expected to be in service until the middle of June at the earliest. Operating through Leeds/Bradford during April were.....

Friendship 200	G-BAKL	1 - 4, 7 - 9, 11 - 13, 16, 19, 21 - 23, 27 - 29.
	G-BAUR	6, 13, 15, 17, 18, 20 - 22, 25, 26, 28 - 30.
	G-BCDN	1, 2, 5 - 10, 14, 15, 19, 22, 30.
	G-BCDO	1, 2, 5, 7, 8, 12, 14 - 16, 19 - 24, 26 - 30.
	G-BDDH	1, 5, 6, 9, 13 - 15, 20, 21, 23, 26 - 28.
Herald 206	G-BCWE	1 - 30 (1sd fr British Air Ferries).
FS.748	G-ARMX	9 (1sd fr Dan-Air to operate AQ605).
Heron 1B	G-ANXB	21 (1sd fr Peters Aviation to operate AQ822).

British Airways have had the tail taken off Viscount 802 G-AOHH in the hanger at Leeds/Bradford, and sister-ship G-AOHK has had all the engines removed on the old apron in readiness to take the place of 'HH. In addition to the two Viscount 802 retirements mentioned in the last issue (see AY/76/34), G-AOHB arrived at Liverpool from Birmingham on 1 April.

British Midland Airways have had Herald 214 G-ASVO painted back to their own colours after the lease to Air Anglia, and was noted as such parked at East Midlands on 24 April. After the recent lease of two Viscount 814s to British Airways at Prestwick (see AY/76/35), a serious fleet shortage has occurred which has necessitated the airline to lease a Viscount 838 (most probably G-BCZR) from Fields Aircraft Services.

Dan-Air Services HS.748 Srs.2 G-AZSU arrived at Manchester from Dinard on 29 March as A2-ABB after its lease to Air Botswana and subsequently paid its first visit to Leeds/Bradford after the lease on 3 May. HS.748 G-ASPL "City of Berne" had a starboard engine malfunction soon after take off on the DA061 service to Cardiff on 3 May and successfully made a landing on a very wet Runway 33 on return to Leeds/Bradford. An engine change had to be carried out on the aircraft through the night in the British Airways hanger, and departed to Manchester the following day.

Martinair Holland operated into Leeds/Bradford from Frankfurt on 26 April using their newest Fellowship 1000 PH-MOL. The aircraft brought in a full load of 65 passengers who were visiting a local firm, and departed to Amsterdam the following day using the flight number MP3793. It is understood that further visits will be made to the firm in the very near future and therefore more Martinair charters could be a reality.

Peters Aviation operated a charter for a local football team on 10 April from Leeds/Bradford to Groningen via Norwich with Heron 1B G-AXFH and returned the following day.

#### Credits

Steve Casey, Bob Cornes, Roger Fozzard, Steve Piper, Ian Sim, Aviation Ireland, and Flypast.

## MILITARY

The Fire School at Catterick was reviewed on 1 March and revealed the following aircraft present. Hanger by the A.1:- Vampire T.11 XE851/B ex Air Traffic Control School, Sycamore HR.14 XJ380/S-M ex CPS, Buccaneer S.1 XN925/8087M ex Lossiemouth, Pembroke C(PR)1 WV754, Hunter F.6 cockpit section XF990/8007M, Canberra B.2 WH924 cockpit, Canberra B(1)8 WT362/R cockpit, and Meteor T.7 VW452/S cockpit. Outside in fenced enclosure:- Canberra B(1)8 XH228/B. Around fire practice apron:- Hastings C.2 WJ338 ex RRE Pershore, Shackleton MR-20s WL758/W (cockpit area badly burned) and WL755/L. On the hills:- Meteor 7s WN310, WA697/7609M, and WL166. On the field:- Hastings TG536, Victor K.1A XH647 ex 232 OCU, Varsity T.1s WL629/K and WL422/B, and Hunter F.4 XF307/8002M.

Noted at Leeming on 22 April were Chipmunk T.10s WG407/81, WK633, and WK517/84 of the 9 Air Experience Flight. Various Bulldog T.1s were seen on circuit and formation flying training including XX538/45, XX520, XX527, XX629/V, and XX540/47. On the fire dump Victor B.1A XH165 still resides, while parked on the main apron was Argosy '855'. Several Jet Provost T.4s were flying including XP557/65, XP556/70, XR731/63, and XS218/61. A Jet Provost sporting the insignia of the Gemini aerobatic team was parked near the fire station. On the same afternoon Jaguar XX739 flew in wearing the colours of 6 Squadron complete with 'laser ranger nose'. Several Hercules' operated out of Leeming during April. "Ascot 793", a C.1, was to Cambridge on the 9th. On the 12th, Belgian Air Force C-130Hs CH-03 and CH-10 were from and to Brussels Melsbroek, followed by CH-08 on the 13th.

On the afternoon of 6 April, Hunter T.7 XL591/82 arrived at Linton-on-Ouse from the 4 FTS at Valley. After landing it taxied over to the hanger and was towed inside.

Holme-on-Spalding Moor was visited by Basset CC.1 "Evergreen 52" on April 24 from Warton, whilst Iroquois UH-1D 60928 of the U.S.Army visited Menwith Hill on the 8th and 28th of April.

The Jet Provost squadron of the 6 FTS at Finningley has completely re-equipped with the JP 5B (with tip tanks). The re-equipment was complete by early January and comprises of

XW298/O ex 1 FTS	XW287/P ex CFS	XW296/Q ex 1 FTS	XW352/R ex RAFC
XW307/S ex 1 FTS	XW302/T ex 1 FTS	XW324/U ex 3 FTS	XW309/V ex 1 FTS
XW311/W ex 1 FTS	XW304/X ex 1 FTS	XW306/Y ex 1 FTS	XW291/Z ex CFS

XW293/uncoded ex CFS

The first aircraft to be delivered was XW309/V, but was originally coded 'U' and was shown in the static park at last year's Battle of Britain display.

The Varsity T.1 has finally been retired from the training role with the 6 FTS. Aircraft known to have been in use during 1975/6 include WJ909/A, WF328/B, WJ896/D, WJ948/E, WF369/F, WJ907/G, WL627/O, WL626/P, WF382/Q, WJ943/R, WF372/T, WJ915/W, WL668/X, WJ944/Y, and WF414/CC. A farewell display was held at Finningley with WF382/Q and WL668/X on 2 April. The only Varsitys now remaining, WJ919, WJ920, and WF414, are all on the fire dump along with an unidentified Jet Provost T.4.

Many of the Varsitys will be dispersed to Kemble, others to fire dumps, and fortunately some are to be preserved. The Newark Air Museum at Winthorpe Airfield has acquired WF369/F which was delivered from Finningley on 1 April by Sqn Ldr Kinnings, the CFI of 6 Sqn. The machine finally made its 7,612th landing and has 8,600 flying hours to its credit. Another aircraft for preservation is WL626/P which has gone to the Midland Air Museum, newly established at Coventry Airport. A Varsity was noted parked on the far side of the field at Linton-on-Ouse and is believed to be WF382/Q.

The 6 FTS at Finningley has two Bulldog T.1s for navigator training, XX706/06 and XX708/08, which were delivered about mid-January. These can be distinguished by having red spinners, while the YUAS aircraft have white spinners. Chipmunk T.10s with the 9 Air Experience Flight are WG407/81, WK590/82, and WK638/84.

The HQ of 22 Sqn is at this south Yorkshire airfield whose Whirlwind HAR.10s include XP354, XR457, XP395, XJ429, XP299, XP351, and XR483. Currently on overhaul are XP299 and XR483 along with Wessex XR588 (all yellow colour scheme).

The Reid Aerobatic Trophy, and Inter University Air Squadron competition, was held at Finningley on the 8th and 9th May. Present were the following Bulldog T.1s:-

XX614/1 )		XX631/W )	
XX616/3 )	Manchester & Salford UAS	XX633/X )	Northumbrian UAS
XX549/5 )		XX636/Y )	
XX619/B )		XX637/Z )	
XX620/C )		XX685/L )	
XX621/D )	Yorkshire UAS	XX686/U )	Liverpool UAS
XX622/E )		XX687/A )	
XX623/F )		XX688/S )	
XX624/G )			

A small static park contained Bulldog T.1 XX618/A of the YUAS; Spitfire X4590 PR-F, Auster WE600, Proctor 27197, Provost XF545, Jet Provost T.1 XD674, Jet Provost T.5B XW287/P 6FTS, and Dominie T.1 XS727/D 6FTS. Also around were the "Poachers" and their Jet Provost 5s XW357/5, XW375/10, XW420/8, XW422/3, and XW438/2.

The Museum has acquired Mosquito 35 TJ138/VO from Colerne, and most magazines say that the Me163 from Colerne has also appeared at Finningley, although our correspondent has not personally seen it. The Me262 is currently at the RAF Museum Hendon for the German exhibition there. Still parked outside are Argosy XN819/819, Beverley XL149/X, and Shackleton WR977/B. And now some 1976 Finningley visitors.....

5/1	XK140/92	Hunter	58Sqn	10/3	XS793	Andover CC.2	Queen's Flight
	XW648	Vulcan	Waddington Wing		XS567/444	Wasp	829 Sqn
	68032/UH	F-111E	20th TFW	29/3	XW791	HS.125-CC.1	32 Sqn
	XW207/CD	Puma	33Sqn	30/3	XT606/AO	Wessex HC.2	72 Sqn
7/1	WJ870	Canberra T.4	2310CU		VP952	Devon	
8/1	VP974	Devon			XW371/76	Jet Provost T.5	1FTS
17/1	WK517/84	Chipmunk	being used by 9AEF	1/4	XV253/53	Nimrod	236 OCU
29/1	XN629/39	Jet Provost T.3			XN855/855	Argosy E.1	115 Sqn
21/2	TG503	Hastings T5			XW220/DD	Puma	230 Sqn
29/2	XX628/48	Bulldog T.1	Wales UAS		XS733	Dominie T.1	RAFC
4/3	68017/UH	F-111E	20th TFW		WF371	Varsity	23MU Hack
	XS597	Andover	32Sqn		WJ916	Varsity	
	TG503	Hastings T.5		2/4	VP958	Devon	
	VP976	Devon					

### Credits

Steven Darke, Chris Harper, and Trevor Smith.



EARLY DAYS

by Harold Holdsworth

a brief history of the Bradford-Yorkshire Gliding Clubs 1930 to 1939 based on the memories and personal log book of a pioneer glider pilot and glider engineer

The early log books of the Bradford, Leeds Bradford and County Gliding Clubs were lost by the B.G.A. about 1933 and as very little material has survived from that period the following is set down by a founder member before it is lost forever. To save embarrassment of people still living, members initials only are sometimes used.

Interest in gliding only started in the West Riding in 1930 following the tour of two German pioneers, Kronfelt and Magersuppe who gave a successful demonstration of soaring at Beamsley Beacon; Kronfelt using his Wier and Magersuppe, a Professor. Both machines in their trailers were hauled to the summit by a tractor. Interest was enormous and six clubs were formed in a very short time.

The Bradford Club was formed at the old Mechanics Institute in Bradford ( now pulled down ) on July 25th 1930 and they were the last of the six to start flying, being the last to obtain a machine, a Dickson. This was presented to the Club by the local newspaper, the Yorkshire Observer, and they had their name in huge black letters under the wings. In order to get maximum publicity it was made locally by a local boat builder named Sutton from drawings issued by Flight in association with the BGA.

Sutton had worked on float-planes at Lake Windermere 1912 and he made the Dickson presumably as a spare time job, hence the delay. Very little was known about the art of building gliders or operating them at that time in the country. German builders favoured the nails or screws method and casein glue while British builders went in for liberal use of screws, tacks and a glue based on gelatine like Croid. This had started in 1916 and was not finally settled until 1946, a well known firm was using casein in 1946 long after Aerolite had become available. However, Sutton was 100% British and the Dickson was made with Croid glue, duralumin bolts and large numbers of solid brass screws. The result was a bill for £90, a German Zogling could have been built for £50 while the home-made Harrogate Dickson, which was doped with waterglass, cost about £13 for materials. However, the newspaper made the best of it to get their money's worth. The Dickson was formally presented to the club at a ceremony at the Pastures, Apperley Bridge on Saturday, October 11th 1930 in front of a large crowd estimated at 4000. This was only 6 days after the crash of the R101 and everyone stood in silence and bareheaded for 2 minutes as a mark of respect for the dead.

Magersuppe had come from Scarborough to test the Dickson and many of the crowd and even some club members expected him to soar and fly away like Kronfelt did at Beamsley Beacon, the pastures at Apperley Bridge were quite flat. This was a great disappointment for many and the attendance was halved in a very short time.

In 1930 not many people possessed cars, I can only think of four members who had access to one, transport was quite a problem. One member came to the rescue, he was a designer for P. & M. motor-cycles and he coaxed a director to allow us the use of the works hack for touring. This was a mixed blessing! It was a powerful machine, a combination with a commercial sidecar, quite capable of towing the Dickson and trailer up a reasonable gradient, but ( and a large but ), it was also the model on which P. & M. tried out their new ideas and sometimes they were unsuccessful. One day, without warning, the front wheel came out of the forks and poor C took a fearful toss; luckily he had no bones broken but when this came to the ears of the P. & M. management the privilege was withdrawn. Transport remained a problem for a very long time. The question of a site was equally difficult, without doubt the best place for a Primary launching was Baildon Moor but this belonged to Bradford Corporation who absolutely forbade Sunday flying; evenings and Saturday afternoons were almost useless as by the time the Primary was rigged it was nearly dark.

For a long time the four clubs shared the site at Weeton, near Harrogate, which was quite suitable and an enjoyable time was had by all. Mr Addyman of the Harrogate Club put up a cup for annual competition by Primaries. This was won by Bradford and to the best of my knowledge has not been competed for since. This was reported in the press when it came to the notice of the landowner, the late Lord Lascelles, he stopped the lot on the grounds that it was spoiling the fox hunting.

By 1931 the Ilkley group had found and got permission to fly from a good site at Malham overlooking the Tarn. This was rather a long way to travel and remote but it had possibilities. A Northern meeting was held in the summer but nobody soared, they had no suitable machines, but a number of A and B Certificates were gained - not by Bradford however.

For some unknown reason the Bradford Gliding Club was not a member of the British Gliding Association and the Dickson did not have a B.G.A. C. of A., consequently flights on it did not qualify for a certificate. For this reason Bradford certificate numbers are higher than they need have been.

Malham had one drawback - it was limestone country, rocks protruded from the grass like the tips of icebergs, they could not be moved by normal means so the Ilkley members tried to shatter them with explosives. Because they had no knowledge of such work they failed; nobody was hurt but the farm stock was badly upset. The farmer, who had not been consulted was justifiably incensed and turned everybody off so another site went for good. Near the end of 1931 the Bradford and Leeds Clubs joined and became known as the Bradford and County Gliding Club using the Dickson and the Leeds Reynard at Baildon Moor surreptitiously and storing both derigged on the site in a farmer's barn.

Flying progress was painfully slow, consulting my log book I see the total first year's time was only 3 minutes 37 seconds, the second year total was 7 minutes 10 seconds and the third year 15 minutes 38 seconds and that included a four minute glide down Sutton Bank - this was for a fully active member who hardly ever missed a meeting. Near the end of 1932 the members who had shrunk to a handful decided to build a nacelle on the Dickson. This was such a success that they went one better and started on a Hols der Teufel. Most of this was made in member's homes and finally assembled in a small under-taker's workshop; each time a death occurred another part of the Hols had to be hung from the rafters to leave space for work, it took about six months to complete.

While this was being made the remains of the Cloudcraft Phantom were obtained, mainly for the sake of the ASI and the double launching rope that went with it. This machine was made in 1931 for Mr P. Mitchelmore to fly the Channel and win the Cellon prize; it was similar to the German Westpreusen brought over by Lyons Teas advertising team and for many years was the most advanced machine made in this country. With the benefit of hindsight Mitchelmore did not stand a chance but he was not given a chance to even try; while waiting for favourable weather on the cliff tops near Dover vandals wrecked his machine. Mitchelmore had very little money to spare, the builders had gone bankrupt, recognised aircraft firms were very wary of tackling the job so the machine was shuttled about Southern England for quite a time before ending up on Patchcroft railway station where it was taken over by the Bradford Club. Even then its troubles were not over, the BGC had no premises of their own and the Phantom was moved from one wool warehouse to another as the merchants were induced to give it shelter and got tired of walking round it. Eventually it ended up at Slinsby's and was burnt during the war. The Phantom was made for the sole purpose of flying the Channel, it could not have made a good club machine hence the delay over repairs.

The highest point of Baildon Moor is Hope Hill which is 927 feet asl and the best ridge faces NW, 3 miles away upward is Ilkley Moor 1300 feet asl so a really good lift never develops, ideal for the old type of Primary Training but almost useless for soaring; this was not realised for a long time - members were learning the hard way. Only one C Certificate, Bradford's first, was flown at Baildon in ideal conditions by the late Rex Stedman.

On May 21st 1933 the author was launched in the nacelled Dickson just before a thunder-storm arrived. This was pure coincidence and what followed was not fully understood at the time. The cloud was giving strong lift and the Dickson stayed up nearly 2 minutes, nearly three times the duration of any previous flight on the site. A week later I tried to repeat the performance in normal weather and promptly spun in badly damaging the machine, the full extent of the damage to myself was only discovered 30 years later.

The following week the Hols was finished and found to be up to expectations, but for all practical purposes soaring at Baildon was just not possible.

On the 9th and 10th of September 1933 a two day meeting was held at Sutton Bank. The weather which had all summer been poor for soaring turned ideal and a good time was had by all. Bradford were very much the poor relations, only Stedman succeeded in soaring and landing back on top, the other three flew too fast and were soon in the bottom, undamaged but richer in experience.

Very little flying took place till the following Easter when the Hols and the repaired Dickson were taken to Dunstable, home of the London Gliding Club. No soaring was possible but the members had their first taste of winch launching. The high spot of the meeting was the private palnes; a well known pilot managed to get involved in two crashes and get his car stolen in one day, luckily with no damage to himself. Another visit to Sutton Bank followed, this time the Hols ended up in a garden near the hair-pin damaging a wing and the nacelle but the pilot was unhurt. More repairs. The 29th of April 1934 was a red letter day for the Club. Four members got their "C" and landed back on top in one afternoon without damage.

Soon afterwards the remnants of the northern clubs pooled resources and the Yorkshire Gliding Club was formed; how the landowners, the Ecclesiastical Commissioners, were persuaded to allow Sunday flying I do not understand but they did. A primitive wooden hanger and club house were erected and work put in hand for a winch. After the National competitions the author was invited to stay as resident ground engineer, he accepted but this was later found to be a mistake. Sutton Bank was a much lonelier place in winter then than it is now and it had no water supply or postal services.

The Ilkley Club stopped flying and sold their Hols der Teufel to the Yorkshire Club. Led by the late Eric Addyman the Harrogate Club remained independent and their's are the only Yorkshire machines to survive today, being preserved by Aeroplane Collections.

Having moved from the gentle slopes of Baildon Moor to the precipice of Sutton Bank the C pilots were somewhat at a loss how to train new members. The answer was found by accident.

On September 16th 1934 four members turned up on an almost still Saturday afternoon, ridge soaring was impossible so the opportunity was taken to become familiar with the Ilkley Hols known as "The Bat" and the newly acquired winch. At the London Club at that time only the most experienced pilots were allowed to fly circuits from a winch launch so the four Yorkshire pilots proceeded with great care, they were all C standard. Two members took turns practising starts while the other two rotated on the wing tip and cockpit. Once the winch drivers had the knack of tightening the rope and providing the correct airspeed short hops soon became a full circuit. It was really simple, here was an alternative form of training. The real drawback was lack of space, in this respect the two Hols were very suitable; they were so slow that a circuit could be flown in comfort on days when faster and heavier machines were just staggering off the ground.

Until the Kirby Kadetts appeared in early 1936 most of the training at Sutton Bank was done in Hols der Teufels. They were expensive because of the large wings, cumbersome and slow, took up a lot of space in the hangar but nobody was ever hurt in one. Hols were dumped, not landed, in back gardens, spun in, landed in trees and ravines but the pilot always walked out.

The next season, 1935, was the turning point for the British glider, the weather was reasonable, a small Government grant became available, Slingsby, Russell and Brown got into their stride and produced large batches of Falcon I 's and Grunau Baby II 's plus the prototypes Falcon III and Kirby Kite I. Aeroplane towing by the tail and skid was proved to be practical and, most important of all, thermals were proved to be fact not a dream, in summer they were far more plentiful than expected. Last but not least the Collins variometer came on the market, it could be made to work and the price was within the reach of most clubs. The German Asconia had been on the market for years but its price was prohibitive for most British Clubs. Other variometers had been made, most using a coloured liquid but they were not very sensitive; some far seeing pilots were talking about audible variometers even in 1935 and were experimenting with equipment, which included a stethoscope, without much success.

( to be concluded next month )

# LIGHT AVIATION

Three new Popular Flying Association ventures in the journal's area to come to light are:-  
 PFA10108 Motor Tudor, E.P.Affleck of Doncaster.  
 PFA10142 Colibri Mk.2, L.J.Welburn/Cleveland Sailplanes of Melmerby.  
 PFA10145 Evans VP.1, C.J.Painter of Sheffield.

On 27 April, Farm Supplies of Thirsk held a crop spraying demonstration at Tholthorpe with their Cessna 188 Agwagon G-AZZG and newly-arrived ex Royal Navy Hiller UH-12E helicopter G-BDRY. The company claims to spray more than 16,000 acres of land a year and the helicopter has been purchased due to its greater spraying efficiency in being able to hover over 'difficult' areas. The pilot of the Agwagon is a Norwegian, Harold Olsen, and the Hiller is flown by a New Zealander who only recently joined the company.

Delivered to Dishforth on 24 April from Manchester was Crosby Super BA-4B G-AYFW. Crosby Aviation's Travel Air G-ASYJ provided the crew ferry.

Cessna FRA150M G-BDOU was delivered by Northair from Leeds/Bradford to Birmingham on 5 April with the crew ferry being provided by Cessna FRA150M G-BDNR. Arriving around 9 April was Cessna 180J G-BDSI (see AY/76/36), which also accompanied Cessna F150M G-BDPG on 22 April on delivery from France.

The new BKS Air Surveys aircraft at Leeds/Bradford is now known to be Turbo Navajo G-BBEI and arrived at its base on 16 April.

Arrow Active 2 G-ABVE visited Leeds/Bradford on 29 April in formation with Chipmunk G-AORW. The active is the sole survivor of its type in Britain and was designed by Messrs Thornton and Oddy of the Arrow Aircraft Company in Leeds as a fighter trainer, making its first flight in 1932.

AA-5 Travelers in for checks at Doncaster during April were G-BAEJ, G-BBSA, G-BCCJ, and G-BCLJ. A visit was made on 16 March to note the hangered aircraft. In Flight-Line's hanger were Jodel D.140 G-AYFP (no wings or engine), Cessna F177RG G-AYTG (engine stripped), Cessna F172H G-AVUX, Jodel DR105A G-AXLS, Monsun G-AZOA, and Cessna F172G G-ATKU (no wings, engine stripped). In Eastern Aviation's hanger were Cessna F150H G-AVUG, AA-1B Trainers G-BCIM G-BDLS G-BBUH, Cessna 175B G-ARFM, Jodel D112 G-AWIG, Mooney M20s G-ARWY G-ASUB, AA-5A Cheetah G-BDLO, AA-5 Traveler G-BCEO, AA-1 Yankee G-AYFX, Cherokee Arrow G-AVWR, Emeraude G-AYTR, Shield Xyla G-AWPN, and Cessna 336 G-ASLL (engine stripped).

## Credits

Steven Darke, Ken Glasby, Steve Langfield, Trevor Smith, Terry Sykes, Nick Watson, and the Darlington & Stockton Times.

# MOVEMENT ROUND-UP

## Brough

1/4	G-AWVS	Cessna 337D	Cowick Hall Aviation, also 6/4 7/4 27/4 29/4.
	G-BAOZ	Cessna 414	also 5/4 9/4 12/4 13/4 15/4 22/4 27/4.
5/4	G-BBOB	Cessna 421B	first visit n/s, also 7/4 8/4 14/4. G-BCOT Enstrom F28.
7/4	G-AREA	Dove 8	Hawker Siddeley Aviation, also 8/4 28/4. G-BCKO Aztec 250E.
	G-AXDC	Aztec 250D	also 27/4. G-BCTK Cessna FR172J.
	LN-PAB	Navajo	f Humberside, first visit n/s.
8/4	G-AYZE	Twin Comanche	first visit. G-AZVE AA-5 Traveler. G-AZYM Cessna 310Q.
	G-BBIF	Aztec 250E	G-BBMJ Aztec 250E, also 9/4 23/4. G-BBSD Baron.
9/4	G-AVNI	Twin Comanche	G-AWDI Aztec 250C. XS770 Bassett, also 21/4.
11/4	G-BCIK	AA-5 Traveler	
12/4	G-BBRS	Enstrom F28	first visit n/s.
13/4	G-AVZT	Navajo T	Cabair. G-BCDW Hughes 269C.
14/4	G-BBNR	Cessna 340	G-BBSM Cherokee Six.
15/4	G-BAJX	Aztec 250E	Lease Air.

20/4 G-AYMW Jet Ranger n/s, working on Humber water sampling. G-BBDT Cessna 150H.  
 21/4 G-AZNY Aztec 250E Lease Air, also 23/4 26/4. G-BBOK Aztec 250E.  
 23/4 G-BASS Cessna 421B Bass Charrington, also 28/4.  
 24/4 G-BAUW Aztec 250E Myson Group.  
 26/4 XG496 Dove RAE, c/s "Nugget 11". G-AZWW Aztec 250E.  
 27/4 G-AYSG Cessna F172H G-BAUF Hughes 269C. G-BBXA Baron.  
 29/4 OO-SKF Aero Commander 680V Sotramat, first visit, f/t Humberside.  
 G-BALN Cessna 310Q first visit. G-BBAV Aztec 250C. G-BBEY Aztec 250E.  
 30/4 G-ATCY Aztec 250C Eastern Air Executive, f Sturgate.  
 G-AYIH Cherokee 140C first visit. G-BBCU Aztec 250E, Eastern Air Executive.

Church Fenton

20/4 G-BBYM Jetstream f Leeds/Bradford.

Dalton

7/4 G-ATMK Cessna 150F Yorkshire Flying Services, f/t Leeds/Bradford.

Doncaster

5/4 G-BAFA AA-5 Traveler f Leeds/Bradford. G-BAJN AA-5 Traveler, t Sherburn on 6/4.  
 8/4 G-AVSO Aztec 250C Edinburgh Flying Services, f Edinburgh.  
 9/4 G-AVNI Twin Comanche  
 16/4 G-BCRR AA-5B Tiger t Blackpool, also 26/4.  
 20/4 G-BCLI AA-5 Traveler f Dumfries t Leeds/Bradford.  
 21/4 G-AYTR Emeraude f Leeds/Bradford. G-BDNR Cessna FRA150M, f Leeds/Bradford.  
 26/4 G-BCDI Cessna 310Q t Birmingham, also 27/4.

Elvington

7/4 G-BASS Cessna 421B Bass Charrington, f Leeds/Bradford.

Finningley

9/4 G-BBGX Cessna 182P Lockwoods Technical Services, f/t Liverpool.

Grindale

3/4 G-AYCT Cessna F172H f Leeds/Bradford.  
 17/4 G-BDKC Cessna A185F t Biggin Hill.  
 20/4 G-BAIS Cessna F177RG f/t Manchester.  
 25/4 G-AVGI Cherokee 140 f Blackpool.

I llersfield - Crosland Moor

16/4 G-BAKR Jodel D120 G-AXIF Pup, f Newcastle t Dundee on 18/4.  
 20/4 G-BCYZ Bell 47G t Tees-Side. G-ATHJ Aztec 250C, f/t Leicester.

Hull - Paull

2/4 G-AZNY Aztec 250E Lease Air, f Leeds/Bradford.  
 9/4 G-ATYW Beagle 206 Northair Aviation, f Leeds/Bradford.  
 25/4 G-BCDY Cessna FRA150L f Blackpool. G-BBJX Cessna F150L, f Blackpool.  
 G-BAMG B55 Baron f Blackpool. G-AVRP Cherokee 140, f Blackpool.

Humberside

7/4 LN-PAB Navajo t Brough.  
 29/4 OO-SKF Aero Commander 680V t Brough. G-BCUZ King Air 200, f Carlisle.

Leconfield

20/4 G-BBUI AA-5 Traveler f/t Blackpool.

Leeds/Bradford

1/4 G-AOHK V.802 Viscount f Birmingham for scrapping. G-AYTP Aztec 250E, Air Anglia.  
 60928 UH-1D Iroquois United States Army. G-BDEF Seneca 200T, Barratts.  
 G-BBIM Cessna E310Q G-BAVJ Navajo 350. G-BCTK Cessna FR172J. G-AZNY Aztec.

2/4	F-BLPR	GY-80 Horizon 160	G-BAUM JetRanger.	G-AVTI Twin Comanche.	G-AWED Navajo.
3/4	PH-ITW	Cessna 340	G-ATNV Comanche 260.	G-ATTM Jodel DR250.	G-ARCM Ce172B.
	EI-BAB	MS894E Rallye	P.Monahan.	G-BEKJ Cessna FT337G.	G-AXNX Cessna 182M.
	G-AWUG	Cessna F150H	G-AWLL JetRanger.	G-BAJN AA-5 Traveler.	G-AYCT CeF172H.
4/4	G-AWCY	Cherokee Six	G-AXSV Jodel DR340.	G-BCLJ AA-5 Traveler.	
	G-BCSV	Cessna 421B	G-AVGV Cessna F150G.	G-BAEO Cessna F172M.	G-BAJN AA-5.
5/4	G-AZFF	Cessna 414	G-AWMU Cessna F172H.	G-BBCU Aztec 250E.	G-ATAI Dove 8.
6/4	G-ASMF	Travel Air	G-BAFD MBB Bo.105D.	G-AWUF HS.125-1B.	
7/4	OO-TMT	Seneca 200	Ets.Travair.	G-AXMS Twin Comanche.	G-AVRP Cherokee 140.
8/4	G-AYNR	HS.125-400B	G-ASUB Mooney M20E.	G-BCBK Cessna 421B.	G-ATTM Jodel.
	G-BDOA	HS.125-600B	McAlpine Aviation.	G-AXPU HS.125-3B/RA.	60928 UH-1D.
9/4	XW789	HS.125-CC.1	RAF 32 Sqn, c/s "RR1780".	G-BCYF Falcon 20, Falcon Jet Ctr.	"Peters 956", f/t Norwich n/s.
	G-AXFH	Heron 1B	G-BAHG Comanche 260.		
10/4	G-BCSV	Cessna 421B	G-BCBW Cessna 182P.		
11/4	G-AXFH	Heron 1B	"Peters 956", f/t Norwich.	G-BBDC Cherokee 140F.	
12/4	PH-SRB	Cherokee 140	St.Vliegmaterieel.	G-BDLO AA-5A Cheetah.	G-BCDW Hughes.
	G-BDIE	Commander 112A	G-BBYM Jetstream.	G-AYKL Cessna F150L.	G-ASWL Cessna F172.
13/4	F-BSUX	Lear Jet 23	Ste. General Aviation.	G-AXUA Pup.	G-AZDK B55 Baron.
14/4	D-ICAZ	Cessna T310Q	W.L.T.W. KG, c/n 0045.	G-BBLI Shrike Commander.	
	G-BBOB	Cessna 421B	G-AZFR Cessna 401B.	G-AXDC Aztec 250.	60928 UH-1D.
15/4	F-BXLZ	Seneca 200	G-ATWR Twin Comanche.	G-AZKU Cessna F177RG.	
16/4	G-AZBI	Jodel D150	G-ASPK Cherokee 140.	G-BBEI Navajo, Survey Flights.	
17/4	EI-AOD	Cessna 182J	P.Donnegan.	G-ATWR Twin Comanche.	G-ARJV Apache 160H.
18/4	G-BAJN	AA-5 Traveler	G-BBDT Cessna 150H,	Sherburn Aero Club.	
19/4	G-AWLP	Mooney M20F	G-BBGB Aztec 250E.		
20/4	G-BBNH	Seneca 200-2	G-AZTB Monsun 150.	G-BBYM Jetstream.	G-BCLI AA-5 Traveler.
21/4	G-BCUZ	King Air 200	G-AVRY Cherokee 180C.	G-ATSM Cessna 337A.	
	G-ANXB	Heron 1B	"Peters 951", f/t Norwich.	G-BAUW Aztec 250E.	
22/4	G-AZID	Cessna FA150L	G-BASL Cherokee 140F.	G-BBEF Cherokee 140F.	
23/4	G-AXRO	Twin Comanche	G-ASBB Musketeer.	G-AWUL Cessna F150H.	G-ZFR Cessna 401B.
24/4	G-AZNY	Aztec 250E	G-AYIO Cherokee 140C.	G-BCJK Cherokee 180.	
25/4	G-AVTI	Twin Comanche	G-AZVX Bell 47G.	G-AZLM Cessna F172L.	G-EBXH Cessna FR172F.
26/4	PH-MOL	Fellowship 1000	Martinair, "TP3793", f Frankfurt n/s t Amsterdam.		
	G-BBML	Navajo T	G-BBYM Jetstream.	G-AZRU Bell 206B.	G-AZGG King Air 90.
	OO-LFC	Cessna 421A	Abelag.	G-BBCC Aztec 250D.	G-AYMN Cherokee 140.
27/4	G-ASUW	Riley Dove 1	Fairflight, "FC921".	G-ASFD L-200A Morava.	G-BAIL FR172J.
	F-BXLZ	Seneca 200	G-BAEY Cessna F172M.	G-BAVJ Navajo 350.	G-AVEK Cherokee.
28/4	G-BAJX	Aztec 250	G-BDLO AA-5A Cheetha.	G-AZEG Cherokee 140D.	G-ATAI Dove 8.
	G-AVBL	Twin Comanche	G-BDKW Commander 112A.	G-ANUO Heron 2.	G-BCOL Cessna F172M.
	F-BXLZ	Seneca 200	G-BAYP Cessna 150L.	G-AVVV Cherokee 180C.	
29/4	F-BVRY	Cessna U206F	(02366).	G-BAXH Cessna 310Q.	G-BAVJ Navajo 350.
	D-ELGF	Piaggio FWP.149D	F.Ludtke, c/n 099.	G-ATCY Aztec.	G-AXXG BN-2A Islander.
	F-BXLZ	Seneca 200	G-BEFZ Cherokee Arrow.	G-ATAI Dove 8.	G-BCJK Cherokee.
30/4	XX508	HS.125-CC.2	RAF 32 Sqn, c/s "RR1467".	G-BBXX Navajo 350.	
	G-BBIM	Cessna B310Q	G-ABVE Arrow Active 2.	G-AORW Chipmunk.	G-BAVJ Navajo.

Leeming

1/4	G-AOGO	Heron 2D	Robinson (Holdings), f/t Flton.
-----	--------	----------	---------------------------------

Pocklington

3/4	G-AVGI	Cherokee 140	f Blackpool, also 25/4.
-----	--------	--------------	-------------------------

Sandtoft

1/4	G-ARLT	Cessna 172B	f/t Leeds/Bradford.
-----	--------	-------------	---------------------

Sherburn

1/4	G-BDNR	Cessna FRA150M	f/t Leeds/Bradford.
3/4	G-AZEF	Jodel D150	f Crosland Moor.
8/4	G-AWTX	Cessna F150J	f/t Netherthorpe.
9/4	G-BCPK	Cessna F172M	t Skegness.
	G-BCLJ	AA-5 Traveler	G-BDNR Cessna FRA150M, f/t Leeds/Bradford.
	G-BCLJ	AA-5 Traveler	t Doncaster.
10/4	G-BDNR	Cessna FRA150M	G-BASL Cherokee 140F, t Blackpool.
			f/t Leeds/Bradford.

11/4	G-APZR	Cessna 150F	f/t Leeds/Bradford.	G-BAWX	Cherokee, f/t Leeds/Bradford.
15/4	G-AVIC	Cessna F172H	f Swansea.	G-BDSI	Cessna 180J, f/t Leeds/Bradford.
16/4	G-AVWF	Cherokee Arrow	f/t Leeds/Bradford.	G-BBEF	Cherokee 140F, f/t Blackpool.
	G-BAWX	Cherokee 180	f/t Leeds/Bradford.		
18/4	G-BDSI	Cessna 180J	Northair Aviation, f/t Leeds/Bradford.		
20/4	G-AVUG	Cessna F150H			
23/4	G-BDSB	Cherokee	t Leeds/Bradford.		
24/4	G-AZDB	Pup	f/t Crosland Moor.	G-ATDG	Horizon, f/t Crosland Moor.
	G-BCJK	Cherokee 180	f/t Leeds/Bradford.		
25/4	G-AZLM	Cessna 172	f Leeds/Bradford.		
27/4	G-BDSI	Cessna 180J	f Blackpool t Leeds/Bradford.		
28/4	G-AZXC	Cessna FRA150	f Netherthorpe.	G-AZEG	Cherokee, f Leeds/Bradford t Carlisle.
30/4	G-ABVE	Arrow Active 2	f Leeds/Bradford.	G-ASMV	Emeraude, f/t Leeds/Bradford.

Sutton Bank

24/4	G-ASMT	Linnet 2	f/t Liverpool.
28/4	G-ARUV	Emeraude	f/t Woodvale.

Tees-Side

18/3	G-ASKM	Queen Air	G-BARW	Cessna 402.	G-AZDK	B55 Baron.	G-AWWK	King Air.
	PH-ILY	Falcon 20	Phillips, f	Cambridge t	Eindhoven.	G-AVXL	HS.125.	
	G-BDIV	Comet 4	Dan-Air, crew	training with	G-AXCP	One-Eleven	401AK.	
22/3	G-AYLG	HS.125-400B	G-BBXG	Seneca 200.	G-BCOT	Enstrom F28A.	G-BBHE	Enstrom.
	G-ATLV	Jodel D120	n/s.	G-BAUW	Aztec 250.	G-BDIF	Comet 4	crew training.
	G-BDIV	Comet 4	crew training	with	G-AXCK	One-Eleven	401AK.	
23/3	LN-OSS	Bell 212	c/n 30704,	Heli Services.	G-BCII	C.500	Citation.	
	G-ANUO	Heron 2D	G-BAUO	Aztec.	G-BBKN	King Air.	G-BDDV	Islander, crew-trg.
	G-AZGG	King Air	n/s.	G-BDIV	Comet 4	and	G-AXCK	One-Eleven 401AK, crew-trg.
24/3	G-BCII	C.500 Citation	G-AXAX	Aztec 250.	G-AYLG	HS.125-400B.	G-AXFE	King Air.
	G-AWVS	Cessna 337D	G-BCWA	One-Eleven 500,	Dan-Air.	G-ARUV	Emeraude.	
	G-BAJW	Boeing 727-46	Dan-Air, crew-	training.				
25/3	G-BATR	Seneca 200	G-AVPH	Cessna 150.	G-AXAW	Cessna 421A.	G-BARW	Cessna 402.
	G-BBNH	Seneca 200	G-AVPS	Twin Comanche.	G-AWWK	King Air.	G-BCDS	Aztec.
26/3	LN-OSS	Bell 212	G-BCVY	Seneca 200.	G-BAMU	Robin.	G-BBGU	HS.125.
29/3	G-ASUR	Dornier Do28	LN-OSS	Bell 212.	G-AYMZ	Cherokee 140.	G-AZZK	Cessna 414.
	G-BCOT	Enstrom F28A	G-AXAW	Cessna 421A.				
30/3	G-ANUO	Heron 2D	G-AXAW	Cessna 421A.	G-BBKN	King Air.	G-BCTA	Cherokee.
	G-BAKJ	Twin Comanche.	G-ARVM	VC-10, British	Airways, crew	training.		
31/3	G-BAUF	Hughes 269	G-BBDR	Navajo.	G-BBXE	Aztec.	G-AXXG	Islander.
	G-ATWR	Twin Comanche.	G-AZVN	Jet Ranger.	OO-JMV	Cessna 421B,	Abelag, f/t	Brussels.
	G-ANUO	Heron 2D	G-BBSM	Cherokee Six.	G-ASYP	Cessna F150F.	G-ASRI	Aztec.
2/4	LN-OSS	Bell 212	G-BCVY	Seneca 200.	G-BAMS	Robin.	G-BCUZ	King Air 200.
	G-BBIF	Aztec	G-AYVM	Navajo T., n/s.				
3/4	G-BAGI	Gazelle	G-AYNJ	Cherokee 140.	G-AYVC	Aztec.	G-BCCD	Cessna 172.
	G-ATPJ	Cherokee 140	G-BCGI	Cherokee 140.	G-ATPJ	BAC One-Eleven,	Dan-Air.	
	G-BBRX	Siai S205	G-BBLJ	Cessna 402.	G-AZGB	Aztec.		
4/4	G-APZR	Cessna 150F	G-BBLJ	Cessna 402.	G-ATPJ	One-Eleven.	G-ARUV	Emeraude.
	G-BAMV	Robin	G-BAJU	Aztec.	G-ATXF	Horizon.	G-AYWV	Twin Comanche.
5/4	G-BAMS	Robin	G-BCOT	Enstrom F28A.	G-BCCD	Cessna 172.	G-BBZO	Fuji.
6/4	G-BAVL	Aztec	G-BBGU	HS.125.	G-ANUO	Heron.	G-BAJU	Aztec.
	G-APIK	Auster J/1N	G-AYLA	Airtourer.	G-ANXA	Heron 1B,	Peters Aviation.	
7/4	LN-OSS	Bell 212	G-ANUO	Heron.	G-BBERA	Aztec.	G-AZDK	Baron.
	G-BBRO	HS.125-600B	McAlpine Aviation.	G-BDAS	One-Eleven 500,	Dan-Air.		
	EC-CLD	Douglas DC-9	Aviaco, first	visit, f	Glasgow t	Palma.	G-BBOR	JetRanger.
	G-BBMJ	Aztec 250E	G-AZNY	Aztec 250E,	Lease Air.	G-AZKU	Cessna F177RG.	
	G-ARVM	VC-10	British Airways,	crew training	with	G-BDIV	Comet 4,	Dan-Air.
8/4	G-BBSM	Cherokee Six	G-AZBC	Twin Comanche.	G-AVPS	Twin Comanche.	G-AWWL	HS.125.
	G-AZCH	HS.125	Shell.	G-AVPH	Cessna 150.	G-BAXN	Seneca 200.	
9/4	G-AOZN	Heron	Fairflight.	G-BBXL	Cessna 310.	G-AZBC	Twin Comanche.	
	G-AYWV	Twin Comanche	G-AXAV	Twin Comanche.	G-AWLE	Cessna 172.	G-AYRY	HS.125.
10/4	G-AWEG	Cessna 172	G-AYTH	Cessna 172.	G-AYNJ	Cherokee 140.	G-ATPJ	1-11.
12/4	OY-BAL	King Air 90	Danfoss, f/t	Glasgow.	G-AZYE	Cherokee Six.	G-BBRS	F28A.
	G-BBJE	Alouette	G-AYVC	Aztec.	G-BDIF	Comet 4, crew	training.	

13/4	G-BBKN	King Air	G-ANUO	Heron.	G-AVRX	Aztec.	G-AVZT	Navajo T.
14/4	G-BCII	C.500 Citation	G-BDCW	Hughes 269C.	G-AZDK	Baron.	G-BBNR	Cessna 340.
	EC-ARB	Douglas DC-8		Aviaco, f Palma t Manchester.	G-AZOG	Cherokee Arrow.		
	G-AYWV	Twin Comanche	G-AXXG	BN-2A Islander.				
15/4	G-BBSM	Cherokee Six	G-BAOZ	Cessna 414.	G-BBOJ	Aztec.	G-AZVN	JetRanger.
	G-BCUZ	King Air 200	G-BBCA	JetRanger.	G-ARUI	Auster, n/s.		
16/4	G-ASNL	Sikorski S-61N		British Airways Helicopters.	G-BBHE	Enstrom.	G-ASYP	F150F.
19/4	N692WA	Boeing 727		Air Malta, Newcastle diversion, f/t Luqa.	G-ARXF	Aztec.		
	G-ASTJ	One-Eleven 201		British Caledonian, Newcastle diversion with G-ASJF.				
	PH-SRG	Robin	G-BBCA	JetRanger.	G-ATVH	One-Eleven, Dan-Air, diversion.		
20/4	G-BBKN	King Air	G-AVPH	Cessna 150.	G-ARYK	Cessna 172.	G-BCGI	Cherokee 140.
	G-BCOT	Enstrom F28A	G-BCYZ	Bell 47G.	G-ASUB	Mooney.	G-BDIX	Comet 4, crew-trg.

Tholthorpe

8/4 G-ASYP Cessna F150F f/t Leeds/Bradford.

Helicopter Activity

Enstrom F28A G-BBHE Whinmoor - Harrogate 30/4.  
 Hughes 269 G-BCDW Ponterfact 14/4.  
 Jet Ranger G-AWLL Thirsk (f Perth) 3/4.  
 G-AZRU Huddersfield 26/4.  
 G-BBTW Humberside 1/4. Menston 8/4. Scarborough 8/4. Hull 9/4.  
 Settle 12/4. Barnsley 12/4. Horton-in-Ribblesdale 25/4.  
 Grimsby 27/4. Darlington 27/4.

Credits

Ian Carling, Roger Fozzard, Keith Jordan, Ian Sim, Trevor Smith, and Dave Wooler.

# OVERHEAD

In the commercial sector, the month was started off by one of the many oil related charters in Euralair's Caravelle F-BTDL (1/4 DCS-POL1948) down Amber One from Aberdeen to Paris Le Bourget, whilst going the other way up the airway was Overseas Division TriStar G-BBAJ (6/4 POL1121-DCS) for a crew training detail at Prestwick. Jumbos about were Boeing 747s N748WA (7/4 OTR-MBK1603) to Minneapolis, D-ABYH of Condor (18/4 MBK-OTR1500), and DC-10 N102TV (9/4 OTR-MBK1253) to New York. The older piston engined types were represented by Skyways Cargo Airline Dakota 4 G-AGJV (9/4 DCS-POL1745) bound for Ringway from Aberdeen, and Convair 440 Metropolitan LN-KLK (28/4 OTR1832-OLD) of Nor-Fly again bound for Ringway.

The biz-jets were as numerous as ever with HS.125s D-CAMB (2/4 MBK-OTR1704) off Ringway, N333ME (14/4 DCS-POL1822) from Keflavik to Luton and return (30/4 POL0827-DCS), and G-AWMS (26/4 DTY-POL0953) to Carlisle from Le Bourget. Falcon 20s were represented by D-CORF (3/4 DOG1729-NEW) from Luxembourg to Keflavik, I.B.M.'s N121EU (7/4 POL1109-DCS) to Edinburgh, Manchester bound OH-FFA (8/4 OTR1045-OLD), and Phillips' PH-ILY (23/4 DOG1444-NEW) for Keflavik. Other interesting ones were JetStar-8 N94K (5/4 POL0908-DCS), Lear Jet D-INKA (6/4 POL1705-OTR) off Warton, Lear Jet 35 OY-BLG (9/4 OTR1732-S.Fisher), JetStar-8 N3HB (11/4 POL1640-DCS) for Keflavik, Gulfstream 2 N214GP (21/4 OTR2104-DOG), and Lear Jet N256P (29/4 DCS-POL1057).

Intersecting light aircraft to cross the local airspace were Cessna 340 D-ICOP (1/4 OTR0950-OLD) for Manchester, King Air D-IEHL (2/4 POL0842-DCS), Cessna 402 F-BRNX (2/4 POL0912-DCS), Cessna 401 LX-NFA (6/4 POL1042-DCS) for Prestwick, Commander 690A OE-FIX (14/4 POL1117-DCS), Bulldog G-BDIR on delivery (15/4 DCS-POL0940), and Aero Commander N57091 (13/4 OTR1632-OLD) for Manchester.

Just a small sample of the military were Pembroke WV701 (1/4 POL1140-DCS) calling "TTHWB", Belgian Air Force Hercules CH-10 (7/4 POL1450-Westgate) for Newcastle, West German Canberra D-9566 (12/4 OTR1324-DOG) off Warton, and French Navajo F-YEFV (13/4 DCS-POL1611).

Credits:- Trevor Smith, and Ian Carling.