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YORKSHIRE

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AIR NEWS

~~Production Manager B. Sharpe~~

THE JOURNAL OF THE WEST RIDING BRANCH OF AIR BRITAIN

EDITORIAL

We apologise for the late delivery of 'Yorkshire Air News', this is due to the Editor having to revise for exams. We would appreciate any display reports for inclusion in Y.A.N. as soon after the event as possible. Also any information collected when visiting airfields in the Vale of York should be sent in.

P. Jackson.

The Mystery meeting on the 29th of March was a great success with the Team 1 running away with the prizes. The June 28th Branch meeting will be an aircraft recce. contest. If anyone has any poor quality slides that they think will be of use please forward them to the Editor. All will be returned.

DIARY

25th May

SSAFA Air Display at R.A.F. Church Fenton, we hope to see every one there who reads Y.A.N.

31st May

Mr. P. Shackleton is coming over from Manchester to show to the Branch some of his slides of World Airlines to illustrate a talk he will be giving on the subject. The meeting will start at 2.30pm in the Yorkshire Aeroplane Club.

PHOTO COMPETITION

1. The competition is open to members of the West Riding Branch of Air Britain and subscribers to Yorkshire Air News.
2. Photographs may be entered in two sections.
Section 1 A Black and white print of an aircraft in the air or on the ground.
Section 2 A colour transparency of an aircraft in the air or on the ground.
Black and white prints should not be less than postcard size. Colour transparencies must be 2" x 2" (ie normal slide size).
3. A prize will be awarded to the winner in each section.
4. Entries should bear the name & address of the entrant.
5. Please enclose a stamped addressed envelope to return the entries in.
6. Entries should have been taken in 1970 by the entrant.
7. Results will be announced at the A.G.M. in November. Prizes will be presented at this event.
8. Entries should be sent to J.A. Stanfield, 44 Becketts Park Drive, Leeds, LS6 3PB.
9. Closing date 25th October ie the October Branch meeting.
10. The Competition will be judged by a person outside the West Riding Branch/Yorkshire Air News organisation.

NEWS

On the 22nd March Messenger G-AJWB crashed at Doncaster on attempting to return to TeesSide. An oleo leg on the u/c. broke and struck the propeller, this caused the aircraft to return to the ground quickly causing further damage to the u/c. and also damaged to the tailplane, there is also a possibility of the aircraft being overstressed. The four on board suffered no injury at all.

On the 20th March Northern Air Taxis took delivery of the first aircraft to replace the Aztecs G-ASTD and G-AVLV. It was Beagle B.206S-2 G-AXZL, on the 27th the second aircraft also a Beagle B.206S-2, G-AWRO arrived. G-AXZL has c/n 62 and made its first flight on 30.6.67, as G-35-16, it has been in storage until recently when it was believed made ready for sale as PT-DIP, this appears to have fallen through and was insted sold to Northair. G-AWRO has likewise been in storage for a number of years making its first flight as G-35-26, it soon was made ready as G-AWRO for sale to Air Comahue and re-registered as LV-PLC. It has been in storage ever since until it was finished for Northair.

The 13th of March saw the arrival at Leeds of Cessna 172 G-AVAS, it having overturned at Blackpool on the 23rd of January. It is to be used by YLA for spares. This makes the number of wrecks at present at Leeds now 11 with one Viscount in storage.

Cessna 150 G-ATKE made its first flight on 24.3. since its accident at Newcastle in 1968.

An indication of the success of the B.M.A. Glasgow - Leeds route came on the 1st of April when Viscount G-APNE arrived to be based at Leeds. The BAC 1-11 G-AXLM first visited on 10.3. on the above B.M.A. route.

Being built at present at Doncaster by Wendy Mills is a Nipper which is believed to have been registered G-AXZM. The first flight is expected to be soon though its constructor has recently been in hospital.

Ex BEA Viscount G-APEX first arrived at Leeds on the 30th March on a BKS service. This is the second ex BEA Viscount to be delivered to BKS recently, the first being G-AOYR which first arrived on the 10th March.

The 3rd March saw an unusual number of aircraft being delivered to Yeadon. Cessna s G-AXZU & G-AXVE arrived from Brussels for Northair and Cessna 401 G-AXVA arrived from Blackpool for Cheringtons. A day before these three, came Terrier G-ASAX to be based.

On 29.3. at Paull nr.Hull it was noted that Jet Ranger G-AA was missing and had been replaced by G-AWLIV, if this is temporary or permanent remains to be seen.

Jodel DR.1050 F-BKHC c/n 369 owned by General Aviation Services was delivered to Sherburn from Leavesden. It is presumed it will follow a similar path to the other G.A.S. aircraft and eventually become British registered.

A replacement for Pup G-AXHK arrived at TeesSide on 10.3. in the form of Pup G-AXUA from Rearsby.

'Flypast' reports that Viscounts G-AWCV & G-AWGV have been taken from Castle Donington to TeesSide for storage. We have not heard up to the 25.3. of the Viscounts arriving so where did they go to?

Further to the report on page 18 of last months YAN of the visit to Liverpool of the Carrier HMS Ark Royal it now appears that on the 10th of May Liverpool will see the Commando carrier HMS Albion with HMS Ark Royal following on 26-30th June.

It is planned on 13th June for there to be an Air Display at Doncaster.

ADVERT

"If you are interested in a complete coverage of ROYAL NAVY/ROYAL AIR FORCE/A.A.C./CONTINENTAL & COMMONWEALTH AIR ARMS, then, BLACKBUSHE AVIATION REVIEW is the military magazine for you. We give the facts with no padding, and as a result we are one of the fastest growing magazines in the world."

SHERBURN-IN-ELMET

by. Paul A. Jackson.

Sherburn entered the aviation business in a big way (for the times) in April 1918 as a flight test centre for Sopwith Cuckoos, built by Blackburns at Roundhay Road, Leeds. At least 132 were first flown from here, serials being N74, N6900-929, N6950-999, N7150-199 and N7980-8011, whilst N8012-079 were cancelled. In the immediate post war period Blackburns again used the facilities for the testing of the Alula wing DH.6 G-EAWG, a monoplane conversion with a high lift wing, which did not prove successful.

On September 5th 1924, there was held in Harrogate Council Chamber, a meeting of aviation enthusiasts and representatives from the Air Ministry with a view to establishing an Aeroplane Club in the vicinity. Funds were only available for ten such clubs in Britain, but the Yorkshire Light Aeroplane Club was destined to become one of them, and was formed in Harrogate on 10th September. To gather a membership of those interested in flying and to maintain a number of single- and two-seater machines for the use of the members. Accordingly, representatives were sent to the Lympne trials, and wisely chose from the variety of ultra light freaks on show, the sturdy Moths as their aircraft.

With a Government grant of £2,000, two aircraft and maintenance for two years, the scene was set for flying. However, before this was possible an aerodrome had to be found, preferably one equidistant from Leeds, Harrogate & Bradford. The site was difficult to find, the area being too hilly, and with the arrival of the first Moth, no answer had been found.

DH60 Moth G-EBLS c/n 185 (the 5th pre-production aircraft), left Stag Lane aerodrome, at 10.45 on the morning of the 18th August 1925, flown by Reg. Kenworthy with passenger I.F. Barnes, on its delivery flight to the Club. It had been intended that the aircraft should land on the Stray at Harrogate, and in fact a letter for the Lord Mayor of London, addressed to his Harrogate counterpart was carried in 'LS. Permission was refused, and instead, a landing was made in Roundhay Park, Leeds, the old Blackburn test airfield, and the letter then proceeded by road. A welcoming committee headed by the Earl of Harewood, received the Moth, which was then housed in the Blackburn works.

Still without an aerodrome, the Club decided to adopt Sherburn as a temporary home, and found the owners most co-operative in establishing this. By 1st Jan. 1926 the field was ready, and on the 10th 'LS flew in to take up residence, and after lunch at the Queen's Hotel, Leeds, the Director of Civil Aviation, AVM Sir Sefton Brackner opened the aerodrome, officially on the 20th. The first flight was given to the Lady Maypress of Leeds, followed by seven other local V.I.P.s. Flying instruction proper began on the 24th.

Almost a year after the first delivery, the second Moth, G-EBNN c/n 260 was delivered on the 22.7.26., and participated in a display held shortly afterwards, the performance being repeated on 2nd October that year, a month which saw the visit of a Hyderabad making a precautionary landing with 1" of ice on the wings, during the snows of the final week. To spread the word, Kenworthy flew 'LS to Woodford on 26th September to participate in races organised by the Lancashire Aero Club, with a degree of success which is not known. By November, a Lady Member, Miss Woodhead was ready for her first solo after only 2 1/2 years, believed to be a record, whilst at the same time a certain Mr. N.S. Norway was already flying solo. This was in fact the author Neville Shute taking weekend leave from airship desinging at Howden.

Towards the end of 1926, plans were afoot for a third aircraft, possibly a Brownie, Wee Bee Pixie or Dh.53, but in fact the patriotic Yorkshiremen chose the Blackburn Bluebird. December saw other visitors, including Moth G-EBSS which stayed from 11th to 14th, whilst its owners Messrs. Ogilvie & Phillips, vacuum salesmen, toured the district. The aircraft then set out for Leeds and then Manchester, but crashed at Ripley. G-EBPD arrived from the Knavismire, York on 13th with Mr. Atcherley, later Lincock demonstration pilot for Blackburns, and left next day whilst on 17th an unidentified Avro passed through on delivery to Mr. Baxter Ellis of the Newcastle Aero Club, ex Witney, Oxford.

In January 1927, fees were £5-5-0 membership, plus £5-5-0 enrolment, whilst those of associate were £2-2-0 and £2-2-0 respectively. Members of H.M. Forces were charged only £5-5-0. Costs of Bluebird flying were fixed at 15/- per hour with or without instructor.

Another resident of the aerodrome in 1927 was the Wren J6973, which although registered to Alan Smith as G-ABNV on 9.4.26., retained its military markings for over a year. After many delays, the engine was run-up in the hangar on 6th March 1927, although the aircraft does not seem to have made any flights thereafter, due to C.of A. refusal. An Avro 548A loaned by Blackburn's (either G-EBIU or IV - probably the former) arrived on 16th March and was test flown by Captain West on 19th. It remained in service to fly with 'NN to Gatterick on 27 June to view the eclipse, later going to Post Hill, Leeds on 1 July. The Avro was equiped as the photographic aircraft. G-EBNN parted company for a while, visiting Hendon for the Display with 'LS between 31st June & 1st July.

SHERBURN CONTD...

During the year 'NN proved a rather unlucky aircraft. The first incident occurred on 25th February, en route to the meeting at Norwich, when on the second landing to locate its position, and after re-fuelling at a garage at Elmham, it overturned after hitting a hedge whilst taking-off. After repair by Dh at Stag Lane, it returned via Wittering on 13th April, to be received by the new C.F.I. G.R.Beech, having taken office on 5th, relieving Capt. West, who had been seconded to the R.F.S. at Brough. Exactly three months later, on 13th July, (which was a Thursday, strangely enough) H. Leatham repeated the performance by hitting a fence at Sherburn, writing off the lower wing. A few days before, on 8th July, it had been the aircraft which performed aerobatics at the Hospital Gala at Skipton, piloted by E.B. Fielden. Hasty repairs were effected and by late in the month it was again in use, this time flying to Oxford to collect a car chassis for an impatient customer of a local garage. Bad weather prevented an airbourne return and 'NN was towed as far as Banbury, by car, when it was able to take-off and return home. Whilst incapacitated, however, it was replaced by G-EBRZ which had arrived on 17th July, whilst G-EBEX was also used for instruction during the month.

Other visitors in July 1927 included Mrs. Elliott-Lynn in Moth G-EBRS on 19, H.S. Broad in a Moth on 16th, & Sir Sefton Brackner on 13th. The latter visited Howden & Knaresmire the next day, presumably in his personal Moth G-EDCA.

For the other aircraft, G-EBLS, life was less eventful. It was flown by Alan Cobham who visited the Club after a lecture in Leeds on 10th April 1927, a day which saw visits by S/L Longton in a military Dh9a, on his way to Brough for familiarisation with Bluebird G-EBRD prior to competition in the Bournemouth Easter meeting of 15th to 18th and E.A. Jones in an unidentified Avro, en route Turnhouse - Clacton. A Dh50J had also sighted on 7th, whilst 'NN was despatched to Beverley Racecourse on 22nd.

Two Air Displays were organised during 1927, the first being at Scarborough on 9 July. This contained a fly-past, Joy riding, parachute descent, RAF aerobatics, crazy flying (by a gentleman in a bathing costume), 2 military aircraft in aerial combat, a balloon bursting competition and a race between walkers, riders, a stage coach, a bone-shaker bicycle, a car and an aeroplane - hardly fair competition. The second event was at Sherburn on 1st October, and was larger, with many private owners from the whole country present. Miss Woodlead, who has been mentioned earlier, came first in the Ladies Handicap race with the Club's Moth 'NN. Joy flights were provided by the H-P W.10 G-EBMM. The above festivities were by way of a celebration to mark the delivery of the three Bluebirds for the Club use, G-EBRF, 'RG, & 'SV being delivered on 2nd, 16th, and 24th September. The Moths were disposed of, and the Bluebirds became the standard instructional machines.

Dick Atcherley arrived on 14th October in G-EBPA, Lady Heath's SE5a, and on 11th November put it in a local ditch for her. By March 1928 both 'RF & 'SV were back with the makers for overhaul & mods and so G-EBTA was loaned to the Club to help out, before its nominal transfer to the N.S. & A.G.T. Co. in April. Another accident at Sherburn around this time was on 5th February when 'RG was involved in a fatal crash. The replacement arrived in May in the shape of G-EBTB, which itself crashed in March 1929. This was in turn replaced on 2nd April by G-AAED. June 1930 saw the first disposal when G-EBRF was sold, this was followed by 'BD in November and 'SV in December.

Notable also during early 1929, were the Kangaroos of Brough R.F.S. G-EAUI 'Bonzo', G-EAMI 'Felix the Cat', G-EAMD 'Wilfred' & G-EBOM 'Pip' which were retired between February and July, and took up all the available hangar space until finally broken up.

York County Aviation Club entered the Sherburn scene in the early '30s with Bluebirds G-AAOI which was delivered 13.5.32, and crashed 20.1.34., G-AAOC bought May 1934 and sold to R.G. Pattison at Yeadon in July 1935, and G-AATP delivered 24.5.34, and crashed at East Heslerton 24.6.34. By 1939 the Fleet included Moths G-AAAA, 'AIA, 'AJW, 'AIN, 'BAL, 'BCS, & 'BJN, Leopard Moths 'CKS, 'CSJ, 'EZI, & 'FDV, Hornet Moths 'DIS & 'DNE and Argus 'FKW. All the above were impressed shortly after the outbreak of war, and only 'DNE survived.

With the expansion of production at Brough, Blackburns turned their attentions to Sherburn, as they had done in 1918, but this time the scale of operations was even greater, and the aerodrome was to become one of the busiest in the country. Construction work began in January 1940 on the factory buildings now used by Avery's, and on 29th December the first of 1,700 Swordfish to be constructed there left on delivery to the Navy. Sub assemblies were built by a vast organisation of small workshops, mainly in Leeds, and the parts transported to Sherburn for assembly. In addition, other Blackburn types passed through the hands of the Conversion & Repair Department (C.R.D.), for repair or reduction to produce at the site or the local workshops. The unit at one time used Puss Moth HM534 (ex U.S. Navy 8877) for communications, this being from 21.3.42 to 31.1.45. Later batches of Barracudas built at Brough were delivered to the C.R.D. for modification.

With all this activity, Blackburns still found time to modify American types for the Royal Navy prior to service, and at the same time, repair and overhaul these types, considerable work again being undertaken in Leeds by sub-contractors. Unfortunately, the Company have destroyed the records concerning this work, but it may be assumed that half the Navy aircraft arriving from the U.S.A. in the first part of the war, passed through prior to service, and with other examples visited at later times for other work.

In July 1942 the Airborne Forces Experimental Establishment arrived from Ringway with a varied assortment of types. Rapide X9450 (G-AEML) was used up to 7.4.43. for communications. An interesting device evaluated was a jeep fitted with an autogyro rotor, and this was said to have toured the neighbouring countryside behind a Halifax. Other novel items included the first helicopters to be seen in service, namely the Hoverfly, FT833, 834, KK974, 978, 984, 986, 987, 989, 991, 994, 996, 998, K103, 105, 107, & 108, being employed, before the unit moved to Beaulieu in November 1944.

With the ending of hostilities, large numbers of Swordfish returned and were parked on the aerodrome in row upon row, all bearing their code letters and markings, prior to being broken up. Delivery of Firebrands to the G.R.D. continued, work included conversion and overhaul. Eventually the backlog was cleared and the airfield returned to its former status, acting as Leeds airport until, Yeadon was ready, in 1959, to take over. Since then little has happened at Sherburn until a few years ago when a flying club again started at Sherburn. The size of operations here can now be judged by the fact that there is nearly the same amount of hangerage here as at Leeds.

NEWS

Although some of the following does not concern Yorkshire we feel it will be of some interest to some of our readers.

Despite attempts in other magazines to have Viscount G-AVIY chopped up, it is still in the BKS hangar at Leeds with some parts missing.

Previously unmentioned is the arrival at Leeds of the remains of Beagle Pup G-AXJO.

'New' Chipmunks at Church Fenton with 2 FTS are 5/WD363, 7/WP975, & 27/WB550. With the 1 FTS Chipmunks last year came the Sea Prince WM739.

Brantley 305 G-ATUS owned by A.B.Motors Ltd., and based at Newton-le-Willows crashed there on 14.3.70. It was apparently hovering at about 8-10ft. prior to landing when it keeled over and hit the ground.

Shackleton WL755 ex 'L' of Ballykelly wing arrived at Woodford on 17.3., reportedly for some 'weird modification'.

The Hawker Siddeley factory at Chester where the HS125 is produced will be open to the public between 11.15 and 12.30 on Saturday 6th June. We are willing to run a coach to here if there is a good respo

Visitors to Paull nr.Hull have been on 15.3. Jodel G-AVPM and G-AXCG, 19.3. Cessna 170B G-APVS, 22.3. Cessna 172B G-ARLW and Cessna 170B G-APVS, & 29.3. Cherokee Arrow G-AWFK.

Readers may be interested in the following details of the U.S.A.F. C-47's that have been into Leeds recently.

TYPE	o/n	Full serial	Carried.	Base
C-47B-1-DK	25604/14159	43-48343	0-48343	7513rd Air Base Sqn. Mildenhall
C-47B-15DK	26660/15225	43-49409	0-49409	7513rd Air Base Sqn. Mildenhall
C-47B-45-DK	34201/16946	45-943	0-50943	7513rd Air Base Sqn. Mildenhall.
C-47B-40-DK	33546/16798	44-77214	0-77214	" " " " " ??
C-47B-50-DK	34386/17119	45-1116	0-51116	" " " " " ??

There have been some changes with the F-4E's at Soesterberg. 80422 has not been seen for quite some time and is believed to have crashed in Italy. 80408 has been at Soesterberg for a long time with 32 TFS but has not been noted. The last three figures of the registration are large and white and this was the only aircraft flying there without these large white figures until 26th March. 80401 and 80445 were seen on the 23rd March with a small blue band on the top of the tail. On 26th March, the first F-4E of the 32TFS was seen with the code CR and the registration changed from 80500 to 80501.

BLACKBURN AIRCRAFT AT SHERBURN.

Skua L2890 '47H' scrapped 5/1/42.; L3020 to Leeds & scrapped.

Firebrand:

DK369 dd. 1/12/44.; DK373 dd. 2/8/45.; DK386, DK390-95, DK397-403 all used for trials here and at Brough.

Barracuda: arrivals at Sherburn.

BV922 dd. 30/1/44.; BV938-981 between 29/1/44. & 48/3/44.
 MD612-655 dd. 9/3/44. to 25/4/44.
 MX718-720 dd. 11/11/44., 11/11/44., & 9/11/44.
 MX723-730 dd. 10/11, 28/11, 10/11, 11/11, 16/11, 16/11, 16/11, & 21/11/44.
 MX732-735 dd. 21/11, 21/11, 22/11, & 28/11/44.
 MX737-743 dd. 28/11, 1/12, 28/11, 1/12, 1/12, 30/11, & 28/11/44.
 MX745-746 dd. 2/12 & 1/12/44.
 MX822-864 dd. between 15/2/45 & 16/4/45.
 MX877-907 dd. between 9/4/45. & 22/6/45.

Swordfish: deliveries from Sherburn.

V4289 29/12/40.
 V4288, 4290-92, 13/1, 11/1, 11/1, 25/1/41.
 V4293-4303 Feb., 1941.
 V4304-4331 March 1941.
 V4332-4337, 4360-4386 April 1941.
 V4387-4399, 4411-4437 May 1941.
 V4438-4455, 4481-4507 June 1941.
 V4508-4525, 4551-4576 July 1941.
 V4577-4600, 4621-4637 August 1941.
 V4638-4655, 4685-4711 September 1941.
 V4712-4719, W5836-5865, 5886-5888 October 1941.
 W5889-5923 November 1941.
 W5924-5925, 5966-5995, DK670-676 December 1941.
 DK677-688, 690-701 January 1942.
 DK702-719, 743-752 February 1942.
 DK753-764, 689, 765-772 March 1942.
 DK773-782 April 1942.
 HS154-158 May 1942.
 HS159-168 June 1942.
 HS169-188 August 1942.
 HS189-196, 208-228 September 1942.
 HS229-231, 254-288 October 1942.
 HS289-299, 312-324 November 1942.
 HS325, 241-246, 361-393, 395-400 December 1942.
 HS394, 401-410, 424-425, 427-451 January 1943.
 HS426, 452-471, 484-510 February 1943.
 HS511-519, 533-561, 579-582, 585-586 March 1943.
 HS583-584, 587-625, 637-639 April 1943.
 HS640-678, LS151-159 May 1943.
 LS160-193, 214-219 June 1943.
 LS220-248, 261-281 July 1943.
 LS282-299, 315-352 August 1943.
 LS353-358, 362-403, 415-420 September 1943.
 LS421-461, NE858-876 October 1943.
 NE877-906, 920-942, 944-946 November 1943.
 NE943, 947-957, 970-999, NF113-125 December 1943.
 NF126-161, 175-192 January 1944.
 NF193-217, 230-258 February 1944.
 NF259-274, 298-346 March 1944.
 NF347, 369-414 April 1944.
 NR857-898, 913-925, 927-935 May 1944.
 NR926, 936-958, 970-999, NS112-121 June 1944.
 NS122-124, 126-133, 135-136, 142 July 1944.
 NS125, 134, 137-141, 143-156, 168-204 August 1944.
 (NS194, 199-204 final dd. on 18th.)

The repair organisation completed its 1,000th aircraft at Sherburn on 12.6.45., and types handled included, Ross, Skuas, Swordfish, Martlet, Avenger, Hellcat, Corsair, Bermuda, & Barracuda. In addition about 200 aircraft were repaired.

SHERBURN

3.1. G-AWGY	Cessna F.150H	F Nottingham T Doncaster. G-AWGX Cessna F.172H.
4.1. G-AHCN	Auster J/1N Alpha	F Paull T Skegness.
6.1. G-AVRP	Cherokee 140	F Blackpool T Doncaster.
27.1. G-AXGT	Condor	T Doncaster. 1.2. G-AXUK Jodel.
10.2. G-AWGY	Cessna F.150H	F/T Doncaster. 11.2. G-AGYM Auster J/1N Alpha.
22.2. G-AREV	Tri Pacer	F Blackpool. 26.2. G-AVUI Cessna F.150H.
1.3. G-AROW	Jodel D.140B	F/T Fair Oaks.
6.3. G-ASRC	Condor	F/T Paull. G-ARUY Auster J/1N Alpha, F/T Doncaster.
7.3. G-AWIG	Jodel D.112	F Hucknall. G-AXCW Pup F/T Leeds.
8.3. G-ASRC	Condor	F/T Paull.
9.3. F-BKHG	Jodel DR.1050	F Leavesden. 10.3. G-AXGT Condor F/T Doncaster.
14.3. G-AVKT	Nipper	F/T East Midlands. G-AXGT Condor.
21.3. G-AHCN	Auster J/1N Alpha	F/T Paull. 22.3. G-AVSE Cherokee F/T Leeds.
24.3. G-AWFP	Condor	F/T Doncaster. 25.3. G-ATMK Cessna 150 F/T Leeds.
25.3. G-AWGX	Cessna F.172H	F Doncaster T Brough.

DONCASTER

22.2. G-AXUK	Jodel DR.1050	F Cranfield, n/s to Marlon on 24.2.	
23.2. G-ARMO	Cessna 172B	F TeesSide T Cranfield. G-AVRL Cessna F.172H.	
24.2. G-AWUL	Cessna F.150H	F Turnhouse T Northampton. G-AVKK Nipper.	
	G-AWLD	Cessna F.172H	F Elstree T Middleton St. George. G-AVSE Cherokee 180.
0.2. G-ASRF	Jenny Wren	F/T East Laund? G-APCY J/1N Alpha, F/T Hemswell.	
1.3. G-ARZS	Airedale	F/T Leeds.	
3.3. G-AROC	Cessna 175BX	F York T Denham. G-AVVZ Cessna F.172H F Norwich.	
4.3. G-AVEE	Alouette II	F/T Sherburn. 14.3. G-AXCW Pup F Leeds.	
6.3. G-AVMB	Condor	F/T Netherthorpe. G-ARJF Colt 108 F Barton.	
14.3. G-AWAY	Cherokee Arrow	F Swanton Morley T Haxey. G-AVLV Aztec C.	
15.3. G-ARZS	Airedale	F/T Leeds. 21.3. G-AXLS Jodel DR.105A.	
18.3. G-AVJG	Cessna 337B	F/T Leeds. F-BKHG Jodel DR.1050 F/T Sherburn.	
22.3. G-AXZL	Beagle B.206	F TeesSide, crashed on take-off see page 24.	
	G-AJWB	Messenger 2A	

TEESIDE

1.3. G-ASRF	Jenny Wren	T Doncaster. G-AVLV Aztec. G-AVSE Cherokee 140.	
	G-AROI	Dove	F Biggin Hill, n/s to 2.3.
2.3. G-AWVK	King Air	F Wolverhampton T Hawarden. G-ATAL Do.28, n/s to 3.3.	
3.3. G-ANGU	Dove	F Rhoose T Newcastle and return. G-ATYF Twin Comanche.	
3.3. G-ANCF	Britannia	F Istanbul n/s to Lyneham on 5. G-AWDI Aztec.	
3.3. GY-APC	F-27 Friendship	F/T Copenhagen. G-AVVL Cessna 150. G-AWDI Aztec.	
	G-AXTN	Cherokee	F Carlisle T Newcastle. G-AXOW Aztec.
6.3. G-AXLG	Cessna 310	F Southend T Glasgow & return T Stansted.	
9.3. G-AXLL	BAC 1-11	F/T East Midlands. G-AVCE Cessna 172. G-AVRX Aztec.	
	G-AXXD	Hughes	F Tollerton n/s to Blackpool. G-ATAL Do28. G-ATFM S.61.
	G-APDO	Comet	Crew Training. G-AWGD Cessna 172.
	G-ALFT	Dove	F Stansted. G-AWOU Aero Commander, F Rhoose.
10.3. G-AXUA	Pup	For Aero Club. G-AXSR Brantly F Leeming.	
11.3. G-AOVC	Britannia	F Gatwick T Palma. G-AWGX Cessna F.172. G-AVCE Cessna.	
18.3. G-AWRJ	Cessna 421	F Cranfield T Leavesden. G-ATAL Do28. G-ATGR Baron.	
	G-ASOP	Beagle B.206	F Leeds. G-AWCU Aero Commander. G-AXIV Aztec.
19.3. G-AWVK	King Air	F Leeds T Usworth. G-AVRX Aztec.	
	G-ASKM	Queen Air	T Birmingham. G-AXCW Pup.
24.3. G-AFTA	Cessna 310	F Turnhouse T Panshanger. G-ATCY Aztec.	
	G-AWIO	Brantley B.2B	F/T Newcastle. G-AVGK Cherokee 140, F Swansea.
25.3. G-AXMR	Navajo	F Hurn T Turnhouse & return. G-ATCY Aztec.	
	G-AVIN	Cessna 150	F Newcastle T Turnhouse with G-AVVL. G-AVRX Aztec.
	G-AOYO	Viscount	Crew Training. G-ASKS Cessna 336.

CREDITS

I. Carling J. Cummings S. Foreshaw S.G. Jones K. Jordan N.H. Ponder Ltd. N.T. P. All

16.2. N10146 Rheims Rocket Blackpool-Cranfield. Left 18.2.
 O-48343 Dakota Northolt-Prestwick
 G-ASXV Queen-Air Tatenhill-Birmingham
 G-AWAV Cessna F.172 F/T Blackpool .G-ATXG Aztec three visits.
 G-ALJV Cherokee F/T Oxford .G-ASKS Cessna 336.
 17.2. G-APAU H.S.125 F/T Brussels. Left 18.2
 18.2. G-APZU Dove 6 Lulsgate -E.Midlands
 G-ANAP Dove 6 Stanstead-Manchester
 G-ATLM Cessna F.172 F/T Leicester E.
 G-AXGT Condor Oxford-Doncaster .G-AWXW Aztec.
 G-AVJT Twin Comanche F/T Norwich
 19.2. OY-AKS Cessna 310P Tirstrup- Brough
 O-48343 Dakota Northolt-Prestwick
 G-AWOL QUEEN-Air Coventry-Leuchars
 G-AIXW Rapide 4 F/T Staverton
 G-ARYV Comanche Birmingham-Gatwick
 20.2. G-AVZH Jet Ranger Watford-Darlington
 G-AWOW Navajo Ncle-Leavesden .G-AVZH Jet Ranger two visits.
 22.2. G-AWFP Condor F/T Doncaster
 G-ATEM Cherokee Elstree-Southend
 G-AWGX Cessna F.172 F/T Doncaster
 G-AVSM Piaggio P.166 F/T Luton. Left 27.2.
 23.2. G-ASNU D.H.125 E/T Ncle
 G-ATCY Aztec 250 Dublin-Sturgate
 G-ASTU Queen-Air F/T Tatenhill
 G-AWIO Brantley B.2B Oxford-Ncle
 G-ASNU H.S.125 Ncle-Hatfield
 24.2. N726T Queen-Air Shannon-Toussus-le-Noble.
 XS775 Basset Liverpool-Benson. G-AWPK Aztec 250
 G-AVEN Cherokee Denham-Denham. G-AWYG Skyvan Stanstead-Glasgow
 25.2. OY-BCO Nord 262 F/T Billund .Left 27.2.
 XS769 Basset Northolt-Filton. G-ALBN Dove 5 Birmingham-Oxford
 26.2. O-48343 Dakota Northolt-Prestwick. G-AXOV Baron F/T Norwich
 G-AVDA Cessna 172 F/T Cadwell. G-AWGX Cessna F.172 F/T Doncaster
 27.2. G-ALLL BAC 111 E.Midlands-Glasgow. G-ARAN Super Cub to SUTTON
 G-AXDC Aztec 250D Teeside-Norwich. G-AVNG Queen-Air
 28.2. G-ATTV Cherokee 140 F/T Tollerton. G-AXVS Jodel DR.1050 N/S.
 1.3. LN-KAP Convair 340 F/T Karlstad. G-ASOH Baron F/T Southend.
 G-AXCG Jodel D.117 to Sherburn. G-AXUK Jodel DR.1050 F/T Sherburn.
 2.3 HB-VBK Learjet F/T Brussels. G-AVNK Aztec 250 Manchester-Bonn.
 OY-AGS Cessna 310P Tirstrup-Kirmington.
 3.3 G-AVGG Cherokee 140 F/T Netherthorpe. OY-AGS Cessna 310P.
 G-ATPR Aztec 250 Elvington-Manchester.
 4.3 G-ASLL Cessna 336 F/T Lulsgate.
 5.3. G-AWTW Baron F/T Lulsgate. O-48343
 6.3. N5302L Cherokee D E/T Bentwaters. G-AWGY Cessna F.150H F/T Donnie
 G-AJOS Dove5 Tollerton-Manchester. G-AWOM Jet Ranger
 G-AVEW Twin Comanche Heathrow-Driffield. Left 7.3.
 7.3. G-AVXX Cessna FR.172 to Tollerton. G-AWBD Cherokee Woodvale-Blackpool.
 9.3 077214 Dakota Northolt-Prestwick. G-AXSR Brantley B-2B Left 10.2.
 10.2. G-AOYR Viscount New a/c for BKS. G-AWOW Navajo F/T S.Marston.
 11.3. G-AXGG Cessna F.150J to Turnhouse after rebuild.
 G-AWED Navajo Turnhouse-Stanstead. G-AWTA Cessna 310N.
 12.3. G-AWRJ Cessna 421 Dusseldorf-Carlisle
 13.3. O-4909 Dakota Northolt-Prestwick
 14.3. G-AVYL Cherokee to Brough after rebuild.
 15.3. XT247 Sioux F/T Topcliffe. O-50943 Dakota
 17.3. OO-CTL DC-6B F/T Liege. Left 19.3. OO-WTB Mystere XX F/T Brussel
 LN-KAP Convair 240/340 Oslo-Gotenberg. G-AVZH Jet Ranger
 18.3. SE-ENK Baron F/T Manchester. G-AVJG Cessna 337.
 OO-PAY, OO-CTN, OO-CTK DC-6B F/T Brussels. Left 19.3.
 XT250, XT553 Sioux Nottingham-Appleby.
 19.3. OO-WTB Mystere XX F/T Brussels. PH-ILS Queen-Air 65 F/T Gatwick.
 O-49409 Dakota Prestwick-Northolt. G-AVWG Cherokee.
 XR597, XT639 Scout Netheravon-Otterburn. G-ASKS Cessna 336 left.
 20.3. G-ATPC HS 125 Staverton-Stanstead