

YORKSHIRE

A B

NEWS

THE JOURNAL OF THE WEST RIDING BRANCH OF AIR BRITAIN

We would like to point out that with the article on Airships in this issue all articles held "in stock" have been used. We therefore appeal for any articles which readers may care to contribute. If any potential writers are short of a subject on which to write please contact the editor who will gladly suggest subjects.

F. JACKSON.

The evening of the 22nd of June will see the Branch taking to the air again, for we have arranged for members and friends to go Gliding with the Ouse Gliding Club at Rufforth Aerodrome. The cost to Air Britain members is £3p and to their friends 75p. Names and cash should be with the Secretary no later than 25th April.

L. JACKSON.

SSAFA Air Display at R.A.F. Church Fenton.

At Catterick during the early part of the year a number of new aircraft have arrived. These are Hurricane Mk. I, Spitfire Mk. V, Mustang Mk. III, P-51 Mustang, P-47 Thunderbolt, P-63 Kingcobra, P-40 Warhawk, P-39 Airacobra, P-38 Lightning, P-36 Hawk, P-35 Corsair, P-30 Curtiss, P-26 Peashooter, P-24 Tomahawk, P-23 Navajo, P-21 Apache, P-19 Airspeed, P-18 Albatross, P-17 Stearman, P-15 Raven, P-14 Buzzard, P-13 Quail, P-12 Grasshopper, P-11 Grunt, P-10 Owl, P-9 Owl, P-8 Owl, P-7 Owl, P-6 Owl, P-5 Owl, P-4 Owl, P-3 Owl, P-2 Owl, P-1 Owl.

First World War Airship Mystery Solved!! Story of H.M. Airship C.II.

Researched By Wing Commander "Wally" Dunn (Retd.) OBE.

Edited By Ces Mowthorpe.

The Coastal class of non-rigid Airship used during the First World War 200ft. long, with an 'envelope' of trefoil cross-section (based on the Astra-Torres French design, circa 1914) 50ft. in diameter at its widest point, three tail surfaces i.e. port/star. tailplane/elevator and lower fin/rudder only. Slung beneath was an open 'car' which originally consisted of two Avro fuselages minus tail units joined together with the engines (usually 2-160 hp. Sunbeams) at the outer extremities, driving a tractor and pusher propeller respectively. The crew consisted of up to six, viz Two Officers, 1st. and 2nd. Coxswains, Engineer and Radio Operator. In later models there was an open gun position on top of the envelope into which the gunner (usually the R.O.) had to climb into in flight by means of a rope ladder up the outside of the 'ship'. Maximum speed in still air was 47 mph !

One day in April 1917, Coastal Airship C.II. was returning from patrol to its base and passed over Scarborough in conditions described by a witness (the only one who recalls the incident, Mr. G. F. Hyde, the then Chief reporter of the Scarborough Evening News) as :- "being quite warm with a good deal of low cloud which from time to time obscured his view of the Airship". The top of Olivers Mount, Scarborough, was directly in the path of C.II., but the peak (approx. 500ft. amsl.) was hidden by clouds and not seen by the pilot until too late to avoid collision. These non-rigids had no wheeled undercarriage but beneath each engine at either end of the car projected long 'skids' which supported the weight of the Airship when on the ground. The rear 'skids' hit the ground with the craft in the climbing attitude at full flying speed, consequently the rear engine broke off the 'car' and deposited itself on top of Olivers Mount, together with a rather shattered Engineer who got up, dashed down the Mount and immediately reported 'his position', by telephone to the base at Howden! Meanwhile C.II. now about 1800lbs. lighter ascended rapidly till the pressure (internal gasbag) rose to 85m.m. The top patch was then pulled off (this being the emergency panel for 'ripping', i.e. rapidly emptying the envelope) which caused her to crash from about 3000ft. into the ground several hundred yards west of the present buildings of Scarborough College. At least one of the crew was known to be killed and others to be injured to varying degrees. Security regulations at the time were so strict that local newspaper men were not allowed to follow up rumours that a crash had occurred. All records deny that a fatality happened and the author has an official letter dated 15th. May 1965 which confirms that no death was registered during April/May 1917 connected with the incident.

C.II. having been re-inflated, carried out her initial trials at Howden on 19th. July 1917 and left the station on the 21st. July to undergo further trials. After the ship had been in the air for 50 mins. she became very heavy, full ballast was let go and the engines were run full out with elevators hard up. Being over the River Humber at the time, the ship struck the water and the car at once submerged with the envelope fouling the water. Seconds later it burst into flames and Two Officers, the 2nd. Coxswain and Radio Operator were drowned but the 1st. Coxswain and Engineer got clear. The car, engines, valves and rigging were practically undamaged and subsequently salvaged. It is not known that C.II. flew again.

The author has in his possession a piece of fabric from the Humber crash upon which are written the names of her crew on 21st. July. Lieut. Morrison, Lieut. Harvey, Air Mec. Moore, Air Mec. Ward (killed) and CPO Lane, L.M. Harris, (survivors). Together with the above fabric is the White Ensign of C.II. both items being handed personally to Wing Commander 'Wally' Dunn (now resident in Malta) by a senior NCO of the salvage crew that retrieved them from the wreckage. As these non-rigids belonged to the RNAS, in accordance with naval practice the 'Ships Ensign' was hoisted when she was 'under way' that is 'airborne'.

During September 1958 an article appeared in the 'Scarborough Merc-

incidents are clearly documented except the name of the hill which caused the first crash.

It was this class of airship which because of it's peculiar blunt parallell sided envelope and local base, coined the expression 'Howden Pig' amongst the residents of the East Riding whenever they referred to a non-rigid.

FLYOVERS.

Better late than never!

Date	Call Sign	Aircraft	Operator	Altitude	Remarks
1970.					
2/II	G-ANRZ	Heron	Yeadon	I640	S/B
4/II	G-AXRX	Cessna 337	"	I712	N/B
	G-AWTA	" 310	"	I813	S/B
5/II	G-ATSV	" 310	"	I658	S/B
6/II	G-AVEK	" 4II	"	I703	N/B
7/II	G-AVEK	" 4II	"	I555	S/B
9/II	G-ASKM	Q. Air	"	I650	N/B
12/II	G-ANRZ	Heron	"	I644	S/B
13/II	G-ANRZ	"	"	I637	S/B
15/II	G-AGWE	Anson	Survey work over Leeds		
	G-ASFP	Apache	"	"	"
	G-AVID	Cessna I82	Yeadon	I352	N/B
	G-AYHH	Yankee	"	I411	W/B
7/II	G-ASKS	Cessna 336	"	0825	W/B
19/II	G-AWFL	Alouette 2	"	I637	S/B
22/II	G-AYHH	Twin Otter	PH	I545	N/B
23/II	G-ASKS	Cessna 336	Yeadon	0825	W/B
	G-AWJB	Viscount	"	I407	S/B
24/II	G-AWDI	Aztec	"	I704	S/B
3/12	G-ARJB	Dove	"	I656	N/B
5/12	G-AWXM	Cessna 401	"	I040	N/B
	G-ATZU	Twin Com.	"	I126	N/B
8/12	G-AVCJ	Beagle 206	"	I717	S/B
10/12	G-ATGR	Baron	"	I650	S/B
13/12	G-AWXV	Cessna FI72	"	I350	E/B
20/12	N49050	DC-8	PH	I212	E/B
	G-AVUL	Cessna FI72	Yeadon	I320	S/B
	G-AVSJ	Twin Com.	"	I352	N/B
21/12	G-AXOW	Aztec	"	I111	N/B
	G-AWXX	RF-4	"	I146	N/B
	TG505	Hastings	"	I324	E/B
	LN-TUF	Boeing 720	MIL	I350	W/B
	PH-WEV	F-28	PH	I623	E/B
	G-AWNB	Boeing 747	PH	I644	S/B
30/12	G-ASJG	BAC I-II	PH	I424	S/B
	G-ASJH	" "	PH	I449	S/B
	G-ATZN	HS 125	LIT	I615	W/B
31/12	G-AWOE	Aero Comm. 680	Yeadon	I429	S/B

1971

1/1	G-ATSV	Cessna 310	Yeadon	I510	S/B	3,000'
4/1	G-AXFE	King Air	"	I646	S/B	4,500' T Huddersfield
	LN-VIP	" "	OTR	I546		"OLD I606"
	LN-SUB	DC-6	MIL	I613		"OTR I627"
	N4904C	DC-8	OTR	I807		OLD
5/1	G-AWOI	Queen Air	Brough	I018		Return I218
	60I70	C-I4I	DOG	I640		MIL I652
	LN-VIP	King Air	OLD	I627		OTR I642
6/1	60I32	C-I4I	OTR	I217		EGL I317
	D-ILTO	King Air	OTR	I514		MIL I537
8/1	864	DC-8	DOG	I457		OTR I506
	D-CGJH	Falcon	OTR	I723	E/B	T Manchester
9/1	D-ILTY	?	OTR	I313		MIL I344

ACCIDENTS & INCIDENTS 1969 - 1970.

The following is a list of accidents and incidents to aircraft which are known to have happened in and around Yorkshire during '69 - '70. Details given here correct any previously published information. Aircraft marked * are write off's.

20. 1 69	G-ASTE	"Aztec	Crashed on approach to Leeds. 2 Killed
23. 1.	G-AWMK	Jet Ranger	Forced landed 10 miles out in North sea.
6. 2.	40873	"F-4C	Collided over south Yorkshire.
6. 2.	40874	"F-4C	Collided over south Yorkshire.
18. 2.	G-AOYH	Viscount	Damaged two props whilst taxiing at Leeds.
9. 3.	G-AVYW	"Brooklands Mosquito	Crashed at Teeside, Owner/pilot killed.
10. 7.	BGA548	Olympia 2B	Ground looped at Carlton Moor.
16. 8.	BGA1284	Ka6cr	Fuselage damaged at Sutton Bank.
20. 8.	G-AROC	Cessna 175B	Emergency landing at Leeds with engine failure.
31. 8.	G-AOYL	Viscount	Backed into hanger wall at Leeds.
1. 9.	G-ATHV	Cessna 150F	Heavy landing at Leeds.
6. 9.	G-AWDH	Turbulent	Crashed after take-off from Sherburn.
23. 9.	BGA1019	Skyllark 4	Struck brickwall at Hemswell on landing.
23. 9.	G-AVYN	"Cherokee 180	Crashed 10 miles west of Ripon, pilot killed.
28. 9.	G-ASJN	Benson B8	Blown over during engine test at Sherburn.
30. 9.	XN575	"Jet Provost T3	Crashed at Leeming.
1.10.	G-ATMK	Cessna F.150F	Emergency landing at Leeds due to engine failure.
9.10.	?	"Super Sabre	Crashed at Sherburn.
31.10.	BGA747	Skyllark 2	Damaged at Sutton Bank following a cable break.
2.11.	G-AVYL	Cherokee 180	Heavy landing at Brough.
24.11.	G-ATRH	"Super Cub	Crashed at Sutton Bank.
18.12.	G-ARXC	Airedale	Crashed during landing at Malton.
10. 1.70	G-AXHK	"Pup	Overshot at Teeside.
16. 3.	XP576	"Jet Provost T4	Suffered engine failure and crashed near Leeming.
17. 3.	XN556	"Jet Provost T3	Undershot at Linton-On-Ouse.
22. 3.	G-AFWB	Messenger	Crashed on take-off from Doncaster.
23. 3.	G-APND	Viscount	Struck by lightning at Leeds.
2. 4.	G-AVET	Nipper	Hit hanger wall at Netherthorpe.
12. 5.	G-ALUK	Jodel DR.1050	Hit power cables at Scarthington Farm near Tadcaster.
25. 5.	G-AWRO	Beagle B.206S	Under-carriage failed on landing at Church Fenton.
26. 5.	G-AWEP	Condor	Crashed at Holme Farm, Kippax
29. 5.	G-ATJB	Airtourer	Under-carriage collapsed on landing at Moor Farm, West Lutter.
3. 6.	G-ASPF	Jodel D.120	Tipped on its nose while landing at Teeside.
10. 6.	G-AVZH	Jet Ranger	Forced landing South of York.
23. 6.	XN469	"Jet Provost T3	Suffered engine failure and crashed landed on East Moor.
21. 6.	G-ASKP	Tiger Moth	Fell into a ditch whilst taxiing at Paull.
5. 7.	G-AVUJ	Falco	Struck power cables near Sherburn.
5. 7.	G-AODS	"Tiger Moth	Stalled and crashed at Sherburn.
20. 7.	BGA?/313	"Olympia 2B	Crashed at Sutton Bank, pilot killed.
4. 8.	G-ARDL	Comanche	Force landed at Cowlaughton Farm, Cowling, Keighley.
23. 8.	G-AVAT	RF-5	Made a wheel up landing at Doncaster.
30. 8.	G-AROC	Cessna 175BX	Nosed forward and hit prop at Leeds.
31. 8.	BGA1128	Olympia 2B	Stalled during launch at Rufforth.
4. 9.	G-AEKR	"Flying Flea	Destroyed in hanger fire at Finningley.
4. 9.	WF385/E	"Varsity T1	Destroyed in hanger fire at Finningley.
4. 9.	WF423/G	"Varsity T1	Destroyed in hanger fire at Finningley.
4. 9.	WF370	Varsity T1	Damaged in hanger fire at Finningley.
4. 9.	XS728/E	Dominie T1	Damaged in hanger fire at Finningley.
4. 9.	XS109/M	Dominie T1	Damaged in hanger fire at Finningley.
8. 9.	XS894	"Lightning F6	Crashed 5 miles off Flamborough head, pilot killed.

ACCIDENTS AND INCIDENTS 1969-1970

11/II	Phantom 2	Belly landed at Leeming Car 4
14/II	G-AGZM Auster	Crashed on take off from Shelf.
20/II	XL112 Whirlwind	Crashed at Patrick Brompton.

NEWS.

On 8th. January Cessna I50 G-ASYP made a precautionary landing 1½ miles north west of Robin Hoods Bay, it was flown out the next day after a check over.

The 24th. of February saw a Jet Provost from Leeming crash near Easingwold.

The above crash was followed nearly a week later, the 2nd. of March by the mid-air collision of Sea Prince WM739 from Church Fenton and a Jet Provost from Linton on Ouse.

As if all the above were not enough the following day the 3rd. of March, Devon G2 WP973 made a forced landing one mile away from Leconfield whilst on approach to the airfield.

On the 10th. of February a Slingsby built Falke G-AYPY, c/n I723 made it's first flight from Kirkbymoorside. The aircraft was said by the Daily Mirror to be the "worlds first glider with an engine".

The first two months of 1971 saw a total of 23,098 passengers either starting or finishing their journeys at Leeds/Bradford. The figure is up by 13.4% over Jan. and Feb. 1970 when the figure was 20,378

British Midland Airways are to discontinue its Scheduled service between LBA and Glasgow at the end of March on "economic grounds".

With the above grounds also comes good news since Northeast are to re-introduce the Leeds-Amsterdam service on 17th. May and the Leeds-Ostend service on 15th. May. The Amsterdam service will operate 4 days a week whilst the Ostend service will run Saturdays only.

Air-Britain Digest recently did an article on homebuilt aircraft in England. It contained a list of aircraft known to be under construction with the following given for Yorkshire:-
Taylor Monoplane 2, Sprite 2, Turbulent I, Volksplane I, Canagobie, Shield Xyla G-AWPN and Lederlin 380L Ladybug G-AYMR c/n EAA 55189 are both still under construction.

On the 25th. January Cessna FI50 G-AYKL was delivered to Northair from Rheims and on the 3rd. of February it was delivered to its new owner at Sherburn.

Rallye G-AYFJ was delivered to its new owner at Sherburn on 3rd. February from Southend.

ADDITIONS TO JANUARY YORKSHIRE AIR NEWS.

DONCASTER; add Nipper G-AXZM which is under construction here.

NETHERTHORPE; Cessna I50 G-AVVX and Cherokee G-AVEP have both left, add Jodel G-AYEJ, Nipper G-AVKT, Auster J/4 G-AIJM, Stampe G-AXRP and Auster G-AHHH

HIGH MELTON; Bell 47C G-ATYV is based here.

LEEMING; new Jet Provost T5's are XW371/19, XW324/38, XW328/41, XW330/44 and XW330/47.

LINTON ON OUSE; replacement T5 is XW334/74.

TEES SIDE.

5.1.	G-ASSU	Heron	F/T Leicester East. G-AVCJ Beagle B.206S.
7.1.	G-AYNR	Hs 125	F/T Hatfield. Crew training. G-AXVF Islander.
9.1.	G-AYAC	Cherokee Arrow 200	F/T Tarrant. G-AWIR Musketeer F/T Sherburn.
	G-AYFM	Aztec	F Gatwick T Leeds.
18.1.	G-AXNB	Boeing 737	F/T Gutersloh. G-AXVB Cessna F.172 F/T Leeds.
	G-ASMA	Twin Comanche	F/T Castle Donnington. G-AXXU Hughes
21.1.	G-AVRN	Boeing 737	F Luton T Gutersloh. G-AVTK Musketeer.
	G-AXNA	Boeing 737	F Luton. G-ARUM Dove 8 F Leeds T Luton.
25.1.	G-AXNC	Boeing 737	F Luton. Aztec D's G-AXOF and G-AYDE.
27.1.	G-AYEF	Hs 125	F Binbrook T Glasgow. G-AWRO Beagle B.206S.
	G-AOGO	Heron	F Filton T Woolsington. G-AVKZ Aztec C.
	G-AWFM	King Air	F Woolsington T Denham.
2.2.	G-ASPC	Piaggio P.166	F Leeds T Woolsington. G-ASIP Cessna 150.
	G-ARAV	Cessna 172	F/T Coventry. G-AROC Cessna 175RX.
	G-AXOW	Pup	F Leeds T Usworth.
3.2.	G-AVHT	Wassmer	F Elmdon T Ostend. G-APVK Apache 160.
	G-ASDW	Rousseau CP301B	F Sherburn T Tholthorpe.
4.2.	G-AYAB	Cherokee 100	F Leeds T Castle Donnington. G-AXZU Cessna 182
	G-ASER	Aztec	F/T Glasgow. G-ASHB Cessna 182
7.2.	G-AXCG	Jodel	F/T Usworth. G-AROC Cessna 175. G-ATHV Cessna 150
8.2.	G-AYMF	Jet Ranger	F Near York T Glasgow. G-AXXG Islander.
	G-AXPJ	Hs 125	F Prestwick T Heathrow. G-AOYL Viscount.
9.2.	G-AXMG	B.A.C. 1-11	F Luton T Prestwick.
	G-ATEG	Brantly B.2	F/T Woolsington. G-AVZS Hughes 269.
10.2.	G-ASMC	Apache 160	F Woolsington T LeHavre.
	G-AYME	Hs 125	F/T Glasgow. G-AXYX Cessna F.172.
11.2.	G-ASUU	Heron	F Leicester East T Elmdon.
	G-ATHO	Beagle B.206	F Elmdon T Leeds. G-AVMD Cessna F.150 T Dyce.
13.2.	PH-MOA	Do 3	Moorman Air. F/T Rotterdam.
14.2.	IN-ROD	Falcon	Fred Olson. F/T Oslo. G-ARAV Cessna 172.
	G-AYEC	Emeraude	F/T Usworth. G-AXZY Mooney. G-ATEY Cessna 441, n/s
15.2.	G-AXMH	B.A.C. 1-11	F Luton T Prestwick. G-AYDE Aztec D.
16.2.	G-AWKF	Twin Comanche	F/T Heathrow. G-AVBM Cherokee 140.
	G-ASEP	Apache 235	Woolsington Diversion. Viscounts G-AOYR & G-AOYH.
18.2.	G-AYGZ	Baron	F Biggin Hill T Leeds. G-ATMJ Hs 748.
19.2.	PH-TRV	Boeing 707	Transavia. F/T Schipol. Night stopped.
	G-AYKV	Cherokee 140	F Crosby T Woolsington. G-ATOL Cherokee 140.
27.2.	G-ATMH	Auster	F/T Northolt. G-AWTR Musketeer.
	G-AYHA	Yankee	F Sherburn T Woolsington.
1.3.	G-AXMF	B.A.C. 1-11	F Luton T Prestwick.
	G-AVEK	Cessna 441	F Liverpool T Cranfield. G-AOYH Viscount.
2.3.	G-AYLW	Beech 100 King Air	F Usworth T Elmdon.
	G-ASKM	Queen Air	F Leavesden T Hawarden. G-ARZX Cessna 150 n/s.
4.3.	G-ARDI	Comet	F/T Stansted. G-ARWO Cessna 172.

THOLTHORPE:

The following directions, provided by Ian Barber, are how to get to this small airfield.

Proceed up the A1 as far as Allerton Grange where you turn right onto an unclassified road, sign-posted Green Hammerton. On reaching this little village turn left onto the A167, and then right onto another unclassified road. It is at this point where the turmoil of "carttracks", double bends and exceedingly narrow roads begins, and so to explain the way from here in detail would be impossible. But provided you go through the Great Ouseburn, Aldwark, Alne, and Flawith you should end up on the Tholthorpe - Raskelf road. The airfield lies about 1 mile further up this road on the disused Air Force part.

No windsock is displayed but visible is a small hanger, which holds Rousseau CP301B G-ASDW and Jodel D.120 G-AXLX.

Although the directions are given how to get to the airfield we remind readers that the field is PRIVATE and no body should enter.

Buccaneer movements from and to Brough during 1974 so far have been:-

10.1.	XT288	S.2A arrived.	7.3.	XW534	S.2B left for H.O.S.M.
13.1.	XW533	S.2B left for H.O.S.M.	28.3.	XT281	S.2B left for H.O.S.M.
18.2.	XN976	S.2B left for H.O.S.M.	28.3.	XV334	S.2 arrived.
21.2.	XT276	S.2 arrived.			

BROUGH

1.11. G-AXTD Cherokee 140
 5.11. VP977 Devon C.1
 G-AWCW Travel Air
 6.11. G-AWTF Baron
 10.11. G-AYFT Twin Comanche
 11.11. G-AWMS Hs 125 Srs 3B
 12.11. G-AXZJ Cessna F.172
 20.11. G-ATVC Cherokee Six
 24.11. G-ARUM Dove 8
 25.11. VP973 Devon C.1
 7.12. HB-VBK Lear Jet 24
 9.12. WD309 Chipmunk T.10
 22.12. G-ASVE QueenAir
 5.1.71. G-AWKF Twin Comanche
 6.1. G-AVZC Hughes 269
 G-ATLT Cessna U.206A
 7.1. G-AREA Dove 8
 G-AVTU Heron 2D.
 8.1. G-ASKW Apache 235
 XS775 Bassett CC.1
 11.1. G-AXRN Islander
 12.1. G-ATGH Brantly B2B
 15.1. G-ASVE QueenAir
 20.1. G-AXOV Baron
 1.1. G-AWCV Cherokee Six
 26.1. G-AHXW Dragon Rapide
 29.1. G-AWVS Cessna 337D
 1.2. G-AXOV Baron
 2.2. G-ATRE Cessna F.172D
 G-AWDP Cherokee 180
 G-AWUS Cessna F.150
 3.2. G-AWVS Cessna 337D
 4.2. G-AWRI Jet Ranger
 G-AYAB Cherokee
 10.2. G-AVKM Condor
 15.2. G-AVJT Twin Comanche
 21.2. G-AWUW Cessna F.172
 22.2. G-AOSE Dove
 23.2. G-ARMA Dove
 25.2. G-AWVS Cessna 337
 26.2. G-ATFG Brantly
 2.3. G-AVZC Hughes 300
 4.3. G-ASMG Dove

1st Visit. 4.11. G-AHXW Dragon Rapide.
 Fitted with Dove 8 type canopy.
 Also visited on 1 & 2.12.
 1st visit. 9.11. XS779 Bassett CC.1.
 1st visit. G-ARXG Comanche 250.
 Also visited on 19/11.
 15.11. G-AVBM Cherokee 140. 18.11. G-AVCI B.206S.
 21.11. G-AWIY Aztec. 23.11. G-AXVP Islander.

G-ASRH Twin Comanch. 1.12. G-AXIV Aztec.
 8.12. G-APUZ Comanche 250. G-AWUY Cessna F.172.
 16.12. G-ASHV Aztec. G-ATMT Twin Comanche.
 G-ASWW Twin Comanche. G-ASRE Aztec.
 Also on 8 & 26.1. G-ASMO Apache 160.
 Also on 19.1.
 Also on 20, 25, 26, 28, and 29/1.
 Also on 8, 14, 19, 20, 21, 22, 28, & 29.1.

Leased by Humber Airways as G-ATHJ was being repaired
 G-AXAV Twin Comanche. G-AWIY Aztec.
 G-AYBO Aztec.
 G-ATCY Aztec. 13.1. G-AYEI Navajo.
 18.1. G-APMV Heron 2E. G-AWLD Cessna F.172H n/s.
 Also on 28.1. 21.1. G-AVVZ Cessna F.172H.
 24.1. G-AWUW Cessna F.172H. 25.1. G-ATFG Brantly B2.
 n/s until 28.1. G-ASMH Twin Comanche.
 1st visit. G-ATZK Cherokee 180. G-ASEW Brantly B2B.
 Also on 10, 12, 17, & 18/2.
 G-ATLT Cessna U.206A also on 4, 8, & 12/2.
 G-AWKF Twin Comanche also on 12/2.
 G-AREA Dove 8 also on 3/2. G-AXXD Hughes 300
 also on 10/2.
 n/s. Also visited on 10/2.
 G-AWVC Pup. 9.2. G-ASEW Brantly B2B.
 12.2. G-ATFG Brantly B.2B.
 17.2. G-APVK Apache. G-AXXD Hughes 300.
 22.2. G-ATRE Cessna F.172
 N/s to 24th. G-ATGH Brantly B2b
 G-AXOV Baron also on 25.26/2 & 4/3.
 23.2. G-ATLT Cessna U.206A also on 25th, 1 & 4/3.
 4.3. G-APMV Heron twice.
 G-AVLV Aztec. G-AXRN Islander.

LECONFIELD

18.1. XR140 Argosy C.1
 19.1. XM37 Lightning F.1A
 WH904 Canberra T.11
 20.1. G-511 Hs 125
 25.1. G-AVTS Aztec
 27.1. WF731 Meteor T.7.
 29.1. TG536 Hastings C.1.
 1.2. WF637 Canberra
 3.2. XR137 Argosy C.1
 4.2. XW307 Jet Provost T.5
 WL626 Varsity C.1
 5.2. G-AWMS Hs 125
 9.2. TG536 Hastings C.1
 10.2. XP857 Scout AML1
 12.2. WF377 Varsity C.1
 XM472 Jet Provost
 15.2. WH670 Canberra
 18.2. XR762 Lightning F.6
 19.2. WF389 Varsity C.1

115 Sqn. // Buccaneer S.2B XW532.
 Unit ?? WM300 Meteor NF.11 flew over with
 D/ 85 Sqn.
 Ghana A.F. WL676 Varsity C.1 in new colour sch.
 26.1. G-ATFG Cherokee.
 5 C.A.A.C.U. WD309 Chipmunk T.10.
 S.C.B.S.
 23 C.C.U. with WJ731. XS423 Lightning T.5
 115 Sqn.
 66/1 F.T.S.
 P/6 F.T.S. XS774 Bassett C.1.
 S.C.B.S. G-AWRI Jet Ranger.
 11.2. XM223 Devon C.1. R.A.E. Farnborough.
 C.A.W. XS779 Bassett C.C.1
 17.2. XP448 Argosy C.1 115 Sqn.
 L/23 Sqn.
 C.A.W.

TEESSIDE MOVEMENTS.

25/11.	G-AYFR	Nord 262	F Manchester T Newcastle (diversion)
	G-AXCK	BAC I-II	F Genoa T Newcastle (div) G-AWPV Cessna 172
	G-AZXG	Islander	F Newcastle T Birmingham
	G-AWDT	Heron	F Newcastle T Manchester G-ASLV Cherokee
27/11.	G-AWIF	Gulfstream	F/T Stansted G-AWKF Twin Comanche
	G-AYFT	Twin Comanche	F Only T Pocklington G-AWZT Navajo
28/11.	G-ASSU	Heron	T Leicester East G-ASXT Gulfstream
2/12.	G-ARVE	VO 10	F/T Heathrow crew training
	G-AYEP	HS 125	F Birtwick T Glasgow G-AWED Navajo
9/12.	G-AVRN	Boeing 737	F Genoa G-AYDT Cherokee 140
	PH-IND		F Dyce T Blackpool n/s G-ASNW Cessna 172
10/12.	EL-ANF	BAC I-II	F Prague T Leeds (diversion)
	G-AOYO	Viscount	F/T Heathrow (diversion) G-AXMR Navajo
11/12.	PH-MAN	Do-9	F/T Hamburg & F Hamburg T Amsterdam
	G-AWOI	Queen Air	F/T Shawbury
15/12.	PH-LND		F Wsworth T Gatwick G-APMY Apache
	PH-MAO	Do-9	F Hamburg T Amsterdam
16/12.	G-AXIU	Minerva	F Gatwick T Turnhouse G-AWOI Queen Air
	G-AOVI	Britannia	F Luton crew training G-ARUM Dove 8
20/12.	G-AEKV	Cherokee 140	G-AYYW G-AYOM G-AXTU all F Crosby
	G-ATFF	Aztec C	F/T Luton
28/12	G-AYEP	HS 125	F Luton T Liverpool G-ATBW S-61
	G-ATPL	BAC I-II	F Luton G-ATPK Beagle B206

PH-MAN and PH-MAO both carried cargoes of candles for use during the electricity go-slow.

DONCASTER MOVEMENTS.

30/11.	F-BEHR	Jodel	T Southampton
1/12.	G-AXSR	Brantly B2	F Tattenhall F Brough
2/12.	G-AXVP	Islander	F/T Norwich
3/12.	G-AXIW	Falke	F Kirkbymoorside T Bicester
	G-AYBP	Cherokee 140	F/T Netherthorpe
4/12.	G-ATCE	Cessna 206	F Halfpenny Green
5/12.	G-AYEK	Jodel DR 1050	F Southampton T Blackpool
	G-AVXR	Bolkow Junior	F Thrazton T Upton G-ARNK Colt
11/12.	G-APTH	Augusta Bell 47J	F Edinburgh 5/12 G-ASOM Terrier
13/12.	G-ASHT	Turbulent	F/T Sherburn G-AYPM Jodel D II7
	F-BLWZ	Jodel DR 1050	F Eirstree T Sherburn
15/12.	G-AWIT	Aztec	F Leeds T Harwarden
20/12.	G-AXLS	Jodel DR 105A	F Tollereton T Sherburn
30/12.	G-AWYT	Rallye Club	F Sherburn 24/12 G-ATMK Cessna 150
31/12.	G-ASUR	Dornier Do 28	F Netherthorpe T Chesterfield
	G-ASRP	Jodel DR 1050	F/T Sherburn

A Grumman Ag Cat C/N 672 has been registered as G-AYTM to Aerocare Agricultural Services. The base is given as Sherburn but it is believed to be at Breighton.

The Sherburn Gyrocopter G-ASDN has been recorded by ARB/Veritas as "withdrawn from use".

A new helicopter landing site has been found at York Barracks. The Sioux's and Scouts land behind the main barrack block on the east side of Fulford Road.

Apache G-ASKW which had been recently leased to Humber Airways ditched approximately 17 miles south-east of Southwold Light on the 25th of February after an electric failure.
