

# 'First & Last in Yankee Papa' by David Barraclough.

There can't be many pilots, if any, who started their flying career in one aircraft and finished it, 58 years later, flying the very same 'plane!

Date	AIRCRAFT		CAPTAIN	Holder's Operating Capacity	JOURNEY or Nature of Flight		Departure (G.M.T.)	Arrival (G.M.T.)	FLYING TIMES								Hrs. Miss.	Totals Brought Forward
	Type	Registration			From	To			DAY				NIGHT					
								In Command	Dual or P.2	In Command	Dual or P.2	In Command	Dual or P.2	In Command	Dual or P.2			
10-8-65	CESSNA 150	G-ASYP	TRIBE	P.w/c	L.B.A.	LOCAL	13.30	13.55									1 <sup>A</sup> , 1 <sup>B</sup> , 2, 3	
11-8-65	CESSNA 150	G-ASYP	CARVELL	P.w/c	L.B.A.	LOCAL	19.45	20.35		.50							1-4, 6-9	
13-8-65	CESSNA 150	G-ASYP	FENTON	P.w/c	L.B.A.	LOCAL	16.30	17.20		.50							5, 6, 7, 8, 9, 10	
14-8-65	CESSNA 150	G-ASYP	DAVIES	P.w/c	L.B.A.	LOCAL	12.00	12.45		.45							8, 9, 10	
14-8-65	CESSNA 150	G-ASYP	CARVELL	P.w/c	L.B.A.	LOCAL	16.15	17.00		.45							12a, 13	
15-8-65	CESSNA 150	G-ASYP	CARVELL	P.w/c	L.B.A.	LOCAL	12.55	13.10		.15							12a, 13 (CLOUD BASE 700)	
15-8-65	CESSNA 150	G-ASYP	SKINNER	P.w/c	L.B.A.	LOCAL	17.25	18.20		.55							12a, 13 (LANDINGS)	
17-8-65	CESSNA 150	G-ASYP	FENTON	P.w/c	L.B.A.	LOCAL	10.10	11.00		.50							12a, 13 (LANDINGS)	
19-8-65	CESSNA 150	G-ASYP	BARNES	P.w/c	L.B.A.	LOCAL	11.45	12.30		.45							12a, 13 (LANDINGS)	
20-8-65	CESSNA 150	G-ASYP	FENTON	P.w/c	L.B.A.	LOCAL	13.15	13.50		.45							12a, 13 (LANDINGS)	
23-8-65	CESSNA 150	G-ASYP	FENTON	P.w/c	L.B.A.	LOCAL	13.30	14.20		.50							12a, 13 (LANDINGS) BETTER	
Grand Total, excluding Passenger Flying .....								7	55								Hrs. Miss. Carried Forward	7
								7	55									55

Year		AIRCRAFT		Captain or 1st Pilot	Co-pilot 2nd Pilot Pupil or Crew	DUTY (including number of day or night landings as 1st Pilot or Dual)	SECTION 5													
Month	Date	Type and Mark	No.				Day Flying		Night Flying		Flight Time		Instrument Flying		I/F Approaches		Spare			
						1st Pilot (1)	2nd Pilot (2)	Dual (3)	1st Pilot (4)	2nd Pilot (5)	Dual (6)	Total Col. 14 (7)	Captain (8)	Sim. (9)	Acc. (10)	Type (11)	No. (12)	(13)	(14)	
Totals brought forward						15332:10			7153:45			23000:15								
APR	21	EUROPA	G-ENGE	SELF		CM - ESTOTT - LAMPRELL - CM	1:00					1:00	1:00							
MAY	16	SPARE	117G-LFIX	REYNOLDS	SELF	SYNELL LOCAL													0.30	
JUL	13	EUROPA	G-SNAP	SMYTH	SELF	ESTOTT - LAMPRELL - GUYEN - ESTOTT	0:30					.50								
AUG	4	"	"	"	"	ESTOTT - BREWSTER - ESTOTT	2:05					2:05								
AUG	14	"	G-ENGE	SELF	"	CM MILES - ESTOTT - CM	.55					.55	.55							
AUG	31	"	"	"	"	CM MILES - SYNELL - CM	4:00					4:00	4:00							
SEP	8	"	"	"	"	CM LOCAL (Fishburne Airways)	1:00					1:00	1:00							
	15	"	"	"	"	CM - FISHERMAN - CM	1:10					1:10	1:10							
	29	"	"	"	"	"	1:15					1:15	1:15							
JUL	11	"	"	"	"	CM LOCAL	.10					.10	.10							
JAN	4	"	"	"	"	CM - ESTOTT	.15					.15	.15							
MAR	18	"	"	"	"	ESTOTT - CM	.10					.10	.10							
	23	"	"	"	"	CM LOCAL	.20					.20	.20							
19 AUG	7	"	"	"	"	CM - ESTOTT	.15					.15	.15							
23 SEP	26	CESSNA 150	G-ASYP	SMYTH	SELF	OLD WILSON LOCAL	.55					.55	.55							
ANNIVERSARY OF JOINING R.F.E. in 1966																				
Totals carried forward																				

How did it all begin?

When in the 6<sup>th</sup> form at school, in spring of 1965, a notice appeared on the board saying 'Learn to fly in the Summer Holidays with an RAF Flying Scholarship'. Whilst reading it, my then Maths Master said "Why not go for it?" When I got home and mentioned it, my Dad (who during the war was a aircraft draughtsman for Austers at Rearsby) was all for it.

To cut a long story short, I applied, had interviews, medicals and aptitude test at Biggin Hill and was successful.

The flying was to take place with Yorkshire Flying Services Ltd at Yeadon/Leeds-Bradford (EGNM). This is where I met up with **Cessna 150 'G-ASYP'** when I had my first flight on the PPL course with Instructor 'Tribe' on **10<sup>th</sup> August 1965**.

CLOSED 22:50:15  
What a wonderful flying career!  
Over 2 1/2 YEARS!!

The plan was to have 30 hours flying and gain a PPL but weather at Leeds being over 600ft amsl and very unpredictable, the course went on until March 1966 with 30hrs 30 mins all in 'YP'.

I distinctively remember one weekend flight in December, flying circuits solo in 'Yankee Papa'. All went perfectly in 'flat calm' & '8/8 blue' (very unusual for Leeds!) and I just thought to myself – "I really fancy this as a career"!

Now in my 'A' level year (1966) I applied to join the RAF as a pilot and, with more trips to Biggin Hill, was offered a place on Officer Training Course No.226 at RAF South Cerney. They insisted I complete my 'A' Levels and my RAF career started on 26<sup>th</sup> September 1966.

After Officer Training, Basic Flying Training on Jet Provosts at Leeming and Advanced Training at Oakington on the Varsity, I eventually started my first OCU (Operational Conversion Unit) at RAF Marham in Norfolk flying HP Victor Mk 1/1A Tankers in 1969. 3 tours (1 as copilot & 2 as captain) and 7 years later moved to RAF Finningley teaching Navs Low Level navigation in JP's for my final 2 years.

I left the RAF from Finningley after 12 years service to join Britannia Airways (later to become Thomson Airways then TUI but always 'Britannia' to me!) flying B737-200, B757, B767-200 and -300. I left 'Britannia', after 30 years, in September 2008, 14 of which as F/O based in Manchester then 16 in command at Newcastle.



My last few years at NCL, I was part time and to fill my time built a Europa Monowheel and in retirement kept my hand in flying around the country and attending PFA Rallies when able. After one rally, the PFA Mag showed a list of aircraft attending and 'YP' jumped out at me! **Wow. She's still flying!!** 'googled' the reg. and discovered she was operated by a group at Henlow. I contacted this group and some kind soul sent me this photo of her over the German Dams. I thought how nice it would be to fly in her again and made enquiries but aircraft unserviceability, annuals, Covid and Henlow closure put it on the back burner.

Having moved from the North East to Dorset in 2022 and finally deciding to hang up my headset, I made further enquiries in early 2023 about a final flight in the old girl! I discovered the 'YP' Group had repositioned to Old Warden. Well, this move to OW really rekindled my desire to fly her again as Old Warden is of great significance to me!



Why I hear you ask??

You may recall I said my Father was a draughtsman during the war. Aeroplanes were in his blood and he joined a group of guys in Yorkshire and formed Northern Aeroplane Workshops (NAW). After a wager by John Langham with Shuttleworth, the task for them was to build a Sopwith Triplane from the original drawings for the Collection and Dad, as the only one with aeroplane experience, led the group. 19 years of his life was taken up with the project and the Triplane 'Dixie 11' had it's maiden flight at Old Warden 30<sup>th</sup> April 1992. The group went on to build a Bristol M1C and Sopwith Camel for the Collection, all 3 still flying regularly on display days. When Dad died in 1997, his ashes were flown in 'Dixie' on one of the display days, then scattered in front of the Tower and when Mum passed away, her ashes were scattered there also. Thus the significance of OW!

I was in touch with Andy Faulkner, a member of the 'YP' group, and, before closing my 5 log books for good, arranged for my last flight to be in Yankee Papa. The day arrived, my wife and I departed home in Dorset, driving in the pouring rain and arrived at Old Warden to meet Andy. After a couple of hours delay waiting for better weather, I was quite happy to do a couple of circuits but circuits are not allowed at OW so Andy said an hour around the area would be ok. Off we went and I was in control from beginning to end and thoroughly enjoyed it. Taxying back to the hangar I asked Andy if it would be ok to deviate slightly and taxi past the Control Tower to sign off with Dad & Mum as well. Quite an emotional moment. Oh, it nearly slipped my mind, the date of this final flight for me was 26<sup>th</sup> September 2023, the anniversary of me joining the RAF in 1966!

'YP' put to bed and we all went across the airfield for lunch at the Café by the Shuttleworth Collection Hangars before saying our farewells and a quick peep into Hangar 1 to see 'Dixie' once again. A very big thank you to Andy for this very memorable last flight.



I have had a wonderful flying career and flown just over 22,500 hours and have many stories to tell! Maybe one day.....