



# RAF Wymeswold

Richard Knight

Part Five 1958 to 1970

# RAF Wymeswold – Postwar Flying 1948 to 1970

(with a Second World War postscript)

Richard Knight

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Published as six downloadable PDF files only by the author in conjunction with  
the Wolds Historical Organisation 2020.

This is the history of an aerodrome, not an official document. It has been drawn  
from memories and formal records and should give a reliable picture of what took  
place. Any discrepancies are my responsibility.  
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## **Abbreviations used for Royal Air Force ranks**

Plt Off	Pilot Officer
Fg Off	Flying Officer
Flt Lt	Flight Lieutenant
Sqn Ldr	Squadron Leader
Wg Cdr	Wing Commander
Gp Capt	Group Captain
A Cdr	Air Commodore

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This account of RAF Wymeswold is published as six free-to-download PDFs.

All the necessary links are at [www.hoap/who#raf](http://www.hoap/who#raf)

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## Videos

There are several videos about RAF Wymeswold, four by Richard Knight:, and one by Cerrighedd:

[youtu.be/lto9rs86ZkY](https://youtu.be/lto9rs86ZkY)

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**Part Five**  
**1958 to 1970**



# RAF Wymeswold

## 1958 to 1970 (Part One)

*'Fields' move in; swarms of Provosts; tented camps at Hangar 5; Jet Provosts take over; Canadian jets; Viscounts, DC-s and varied civilian shapes.*

In rather the same way that the single Attacker flying from Wymeswold in 1952 was the forerunner for wider use by Rolls Royce in the next three years, so too the Vampire from Syerston that had been noted doing circuits in April 1957 might have been an indicator for the future. On January 1<sup>st</sup> 1958 RAF Wymeswold officially became a Relief Landing Ground (RLG) for 2 Flying Training School, based eighteen miles away at RAF Syerston near Newark. Although 2 FTS did not operate Vampires and only moved to Syerston from RAF Hullavington in November 1957,



*2 FTS Provosts 'Oscar Bravo' & 'Papa Charlie' on the north perimeter track circa 1959. (Richard Knight)*

Wymeswold's records give the April Vampire's base as Syerston, so it is possible some assessment was being made.

Early in January 1958 a piston Provost bumbled over from the north. It was a very different arrival to that of Rolls Royce's silver Hunter which had been all grace and contained power; the Provost was angular, nose up, feet out, busy getting there slowly and offering an air of restrained politeness. Like the Hunter it joined the circuit but instead of landing and staying down, like the Vampire it started a series of circuits and bumps. One or two other Provosts soon joined it and before long there was a string of Provosts coming in to touch down, immediately throttle up and take off again. Day to day the circuit was fuller at some times than others, probably reflecting the status of individual training courses.

On gaining height, sometimes there would be a sudden cut in engine noise (enough to make one look around to see what was happening) when the instructor shut down the engine and the student pilot was tasked with dealing with an emergency and finding a suitable field in which to crash land.

Syerston aircraft had previously used the airfields at Newton and Tollerton as RLGs, at the latter sharing flying activities with Field Aircraft Services ('Fields') a



RAF Wymeswold entrance circa 1959. (Via A. Jarram)



*RAF Wymeswold Control Tower operated by Fields circa 1959. (Via A. Jarram)*

commercial aviation company offering aircraft overhauls with specialist expertise in airframes, engines and instruments. With the departure of the fighter squadrons from Wymeswold, Fields recognised the opportunity of using a much better-equipped airfield and negotiated terms with the Air Ministry. At the beginning of 1958 they moved their operations for aircraft repair and overhaul from Tollerton to Wymeswold. Fields had an Air Ministry contract not only for the use of airfield and buildings but also to provide Air Traffic Control and emergency services. Fields also provided refuelling services for the RAF and this, with a small unit of RAF personnel still in occupation, provided the backup that the visiting training aircraft needed.

In January 1958 there were 1,358 flying movements at Wymeswold from Syerston's Provosts so once again the circuit was busy, probably averaging around fifty per day when winter weather was taken into account.

Movements associated with Fields were less numerous but more varied and the first of these came on a fine morning in January 1958 when the unmistakable sound of four Dart turboprops was heard, a sound that was to become well-known in the locality. The high-pitched noise of Dart engines had become familiar during 1955 when they were being developed and tested from Wymeswold in the Dart Dakota but the quartet in the Viscount sounded much more urgent and business-like.

This sound now heralded the arrival of the first British European Airways Vickers Viscount at Wymeswold, probably G-AOYH, on 6<sup>th</sup> January. I remember though that



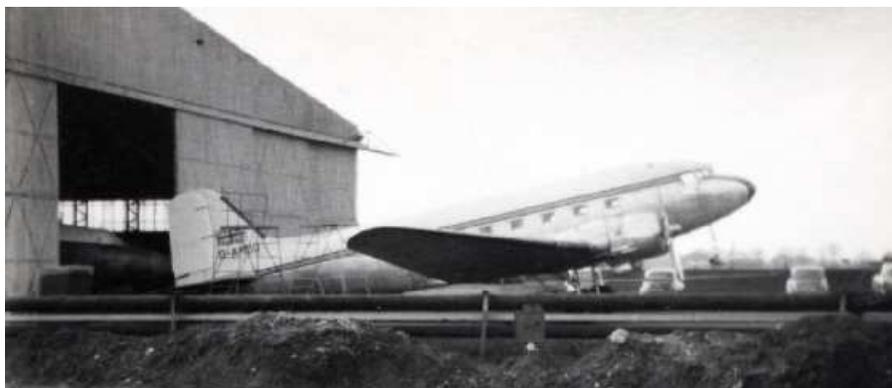
Left: *BEA Viscounts were the first Fields arrivals for servicing (Hangar 3 1958).*

Below: *A later 'Red Square' BEA livery Viscount departing from runway 08. (Richard Knight)*



rather than using the main runway, the Viscount entered the circuit and proceeded to land on runway 21, not one that even the Provosts used very often although it was resurfaced shortly after this and subsequently used mostly by the training aircraft.

BEA had been a Fields customer while they were at Tollerton with at least one Viscount being modified there in 1956 but the move to Wymeswold facilitated a wider contract. 'YH' was the first of many BEA aircraft that would come to Wymeswold for servicing and upgrades over the next few years. A further three Viscounts arrived in January, three in February, four in March and two in April and so on. Some were for what must have been minor ('AUW') modifications as their stay lasted for as little as five days but others were in for wing-spar modifications that took four to five months.



*BEA DC-3s (Pionairs) were frequent visitors. After being sold by BEA they were prepared by Fields for new owners. This example sits by Hangar 3 entrance with CF-86 and CT-133 on the apron behind. (Richard Knight)*

Initially work on Viscounts took place in No. 3 Hangar and as the entrances were too low for the Viscounts' tails to fit in, so the hangar doors were modified, taking the fuselage and wings inside but leaving the tails and tailplane outside with soft wraparound extensions of the doors closing onto the fuselage just ahead of the tail. This would have stopped most of the draught but doubtless left the hangar less than airtight. No doubt the soft doors around those aircraft that were not staying long would be adequate but those needing a longer stay were taken inside, presumably by either removing the complete tailplane or jacking-up the nose to lower the tail and towing/pushing the aircraft into the hangar.

In the early days of Fields' tenure at Wymeswold, BEA's Viscounts were the major focus for work with BEA later joined by DC-3s (dubbed 'Pionairs' by BEA) and, in 1960 at least two Airspeed Ambassadors were processed.

The piston-engined Provosts of 2 FTS used RAF Wymeswold alongside Fields' activities and the ASP was sometimes an interesting mixture of aircraft shapes and sizes. At the beginning of July 1958 a group of military marquees was erected close to No.5 Hangar and the site used as a tented camp where staff Qualified Flying Instructors (QFIs), students, airmen and aircraft lived and operated under field conditions. Although the weather was described as 'appalling' early in the month and a similar tented arrangement set up at Syerston for the Cambridge University Air Squadron had been flooded out, the camp at Wymeswold proved popular, particularly amongst the airmen. Gp Capt Blount, then OC Syerston, noted that it also provided some interesting insights into the students' character. The Air Officer Commanding No 23 Group paid an informal visit by air to the detachment on July 29<sup>th</sup> and had dinner in the Officers Mess at Wymeswold.



*FTS Provost 'Oscar Bravo' on north perimeter track by Halfway House (now Gorse Farm) with the tail of a Viscount being serviced in Hangar 2 just visible (1959).*



*A 2 FTS Provost parked outside Hangar 5 with tent in background 1959.  
(Richard Knight)*



*Tents similar to those used by 2 FTS for summer camp at Hangar 5 1959.*

At the beginning of June 1959, Syerston's team provided additional control and crash facilities at Wymeswold when HRH the Duchess of Kent and party used the airfield as she paid a formal visit to Loughborough. The Duchess was 'attended upon' by the commanding officer and Chief Instructor from Syerston.

Perhaps more important for 2 FTS, on June 26 the CO attended a ceremony at Luton Airport where Hunting Aircraft Ltd. formally presented him with one of the first four Mark 3 Jet Provost being handed over to the RAF. The Jet Provosts (JPs) started to arrive in force at Syerston (and Wymeswold) in September 1959 with the first all-jet

course starting in October that year. The last Piston Provost course with 2 FTS finished in March 1960; by the end of that month only two Piston Provosts remained at Syerston and the vast majority of aircraft in Wymeswold's busy circuit were once again jets.

Before the JPs arrived, a second eight-week summer camp was held in July 1959, with eight provosts operating from the field station for the whole period, a quarter of Syerston's total complement. It proved to be another success, not least because the summer in 1959 was hot and sunny with June providing the best flying weather ever recorded for a four-week period. As a result operations were carried out on seventeen full days and seven half-days. At this time the Jet Provosts were also seen with new, fluorescent markings replacing the 'traditional' yellow bands on wings and fuselage.

# RAF Wymeswold

## 1958 to 1970 (Part Two)

*Jet Provosts; 'Fields'; Canadian jets; Viscounts, DC-s and varied civilian shapes.*

The Provosts and Jet Provosts used Wymeswold all year round and regardless of the weather some ground crews were needed to support the turnaround of aircraft on the ground. In a replay of the transport of Rolls Royce ground crews to and from Wymeswold in 1954/55 RAF crews were given a journey from Syerston in Bedford 3-ton trucks that were not renown for their comfort. The trucks had a 6 a.m. start from Syerston and the participants were provided with an appetizing lunchbox with 'cardboard cheese sandwiches and cardboard orange juice' as one member put it. Working on the open aircraft servicing platform on a warm summer day would have been pleasant but coping with the chill wind after a cold journey in the back of a lorry to start the day and the prospect of similar discomfort on the return must have been testing. Doubtless there were some creature comforts at Wymeswold in the crew rooms but daily life on duty there would not have been a doddle.

Apart from the Piston Provosts' summer camps at No 5 hangar, all Piston and Jet Provosts were serviced on the main ASP in front of the hangars. Quite regularly, when they had no need to use the ASP they taxied back to the active end of the main runway along the (rough) northern perimeter track.



*2 FTS Jet Provosts arrive in 1959. (Richard Knight)*



*Looking east along runway 08 in 1962 as a 2 FTS Jet Provost takes off on runway 26. Sodium lights visible by the edge of the runway. (Richard Knight)*

Just as when the fighter squadrons were in residence an indication of flying activity was the appearance of the crash tenders parked outside their sheds by the Control Tower and the red and white striped caravan towed to the active end of the runway; this was normally 08/26 but sometimes the secondary runway 03/21 which had recently been resurfaced was now in use. Flying by 2 FTS was generally during 'regular' hours (*circa* 0830 to 1700) but Fields kept the airfield open for longer hours on occasion to accommodate the arrival or departure of their clients' aircraft.

The original full lighting for the airfield, main runway and perimeter tracks was no longer in evidence and in the early part of the Fields/2 FTS occupation free-standing rectangular sodium panel lights were placed either side of the main runway and generally in use when the Jet Provosts were flying.

Fields also used the sodium panels but not always. On one winter evening, the crash tenders were still out, indicating that an arrival or departure was likely but the sodiums were off. It was fully dark when the sound of a DC-6 was heard on the ASP, then taxiing down to the end of runway 26. With no runway lights the night was suddenly speared by a pair of extremely bright white lights from the east, initially below eye level in 'the dip' but moving down the runway accompanied by the unmistakable sound of four Pratt and Whitney radial engines in full takeoff power. The lights came into sight and the airliner gathered speed taking off with twin beams of white light piercing the night sky. It was a memorable sight.



*RCAF CF-100 Canuck on the apron at Wymeswold.  
(Charles H. Waterfall)*

To keen watchers who had been brought up by Wymeswold with the sound of jet fighters, Fields' contract with the Royal Canadian Air Force to service their CF-100 and CF-86 fighters and CF-133 advanced trainers based in Europe was very welcome.

The first to appear were Avro Canada CF-100 'Canuck' all-weather fighters, large and rather ungainly aircraft on the ground with two Orenda jet engines positioned (somewhat like the Gloster Javelin) on either side of the fuselage by the wing root. Like the Javelin, the CF-100 had a hunch-shouldered look but while the British fighter had a large swept delta wing and tailplane, the Canadian was straight winged and rectangular overall. Like the Javelin it had a long nose-wheel but this was matched in the CF-100 by long main wheel legs, undoubtedly designed to keep the aircraft well clear of water and slush anticipated in the weather conditions under which it was likely to operate. They wore standard camouflage with dark sea-grey and green upper and light sea-green lower surfaces. The RCAF operated four squadrons of CF-100s in Europe until 1962, two each in France and Germany.

At Wymeswold their arrival and departures were restrained, I remember watching one fly over the main runway from the east, break left over the airfield and gracefully land on runway 26, the impellers in the engine intakes gently revolving as the aircraft slowly came to a halt well before the end of the main runway and turned off left along the disused runway 14.

The CF-100s set the ball rolling but their numbers coming to Wymeswold were never large. However other then-current military jets started to arrive and over the next few years the Canadians sent a stream of CF-86 Sabres and CT-133 Silver Stars (known in the USAF and NATO as the T-33), both aircraft also from their bases in Germany and France. At the time the RCAF had twelve squadrons of CF-86s in Europe (three squadrons had moved to France from North Luffenham in 1955) and the CT-133s were used for advanced pilot training, armament training and reconnaissance.

These aircraft were not as restrained as the CF-100s in their activities around Wymeswold and both types occasionally provided spirited aerobatic displays, on at least one occasion a pair of CT-133s undertook a series of joint aerobatics over the airfield. There were also occasional expressions of youthful exuberance from the Canadian pilots in their beating-up of Wymeswold.

In Fields' hangars, military and civilian aircraft were cheek by jowl and the security fence was nothing more than several strands of plain (not barbed) wire. In the summer of 1959, having cycled from Hoton along the Wymeswold to Burton-on-the-Wolds road, a friend and I left our bikes by the roadside and walked over the fields to the boundary behind Hangar 3. We knew that going onto the airfield was absolutely forbidden but, giving each other confidence (should we/shouldn't we?) we eventually plucked up courage, climbed through the wire and walked across to the hangar.

Here we went up to the nearest man and politely asked 'can we have a look around please?' Without a second thought this kind individual took us under his wing and proceeded to walk around the hangar with us. I can't remember what other aircraft were in the hangar because my eyes were riveted on a CF-100 (this was before the Sabres arrived) and to our utter delight he guided us up some steps onto a platform by the big fighter so that we could look inside the cockpit. I picked up a short off-cut of plastic piping than was on the platform and kept it as a souvenir for several years. I remember it had a strong plastic smell that I thought highly aeronautical.

A few weeks later, we were again out walking around the airfield boundary, this time by Hangar 5, which at the time was the field camp for the Provosts of 2 FTS. Again, should we/shouldn't we? But we knew that this time it was the RAF and we knew how security conscious they were (in those days we were always worried that even taking a photo with a Box Brownie camera might get us into trouble). Courage



*'The' 2 FTS Provost parked outside Hangar 5 in 1959 before our intrusion.  
(Richard Knight)*

overcame our doubts and we again climbed between the wires and walked over to the nearby Provost where an airman was generally tidying it up. 'Can we have a look around please?' Again a positive answer as he recognised two aviation-struck boys and, with kind patience, he showed us around the Provost and then, to our delight even let us stand on the wing to see inside the cockpit and look at the mysteries of the controls. We were in seventh heaven but had our tour abruptly cut short when a loud voice attached to a uniformed individual striding out of the hangar demanded to know what was going on!

We were very meek, apologetic and uttered our thanks before making a hasty exit while our erstwhile guide was given a telling-off as he defended us explaining that we were just air-minded juniors. I have always hoped that he was not disciplined for his kindness to two innocent schoolboys and regret that we never got the chance to thank him for what was a never-to-be-forgotten half an hour.

We did pluck up courage to cross the boundary at Fields' once more the next year and were again kindly received, this time the CF-100 was gone and it was a hangar



*Camouflaged Silver Star. (Charles H. Waterfall)*



*RCAF CT-133 Silver Stars on the apron at Wymeswold. (Charles H. Waterfall)*



Above: *Silver Stars and Sabres. (Charles H. Waterfall)*

full of Viscounts and other airliners. The Provosts never had another camp at Hangar 5 but we had learned the difference between civilian and military approaches.

For a while the ASP frequently sported an impressive line of Silver Stars. Even though the CT-133s were somewhat elderly in design, they brought back memories of the USAF Thunderjets that beat up the airfield during the Whit Monday air show of 1955. Their large tip tanks were still exotic.

Similarly, the line up of Sabres was reminiscent of the Hunters of 1956. All aircraft serviced would, of course require test flights before they were returned to their owners, several delighted onlookers when they ended up with impromptu aerobatic demonstrations.

And most of the work went on tucked away in the hangars where Fields were busy servicing CT-133s and CF-86s.



*RCAF CF-86 Sabre by Hangar 2 at Wymeswold. (Charles H. Waterfall)*



*RCAF CF-86 Sabres on the apron at Wymeswold. (Charles H. Waterfall)*



Above and left:  
*RCAF CT-133 Silver Stars in  
hangar at Wymeswold.  
(Charles H. Waterfall)*



*RCAF CF-86 major servicing  
circa 1958. (Charles H.  
Waterfall)*

# RAF Wymeswold

## 1958 to 1970 (Part Three)

*Jet Provosts; 'Fields'; Viscounts, DC-s and varied civilian shapes.*

The RCAF contract ended, the Silver Star and Sabre visits ceased and the apron was left to the Jet Provosts that, although of continuing interest, lacked the excitement of fighters with swept wings and the glamour of a foreign jet. It had been interesting to see a somewhat eclectic mix of shapes and sizes present at any one time. The variation continued but without the excitement generated by front line military fast jets.

The Jet Provosts were basic trainers and lacked the power, speed and performance of the CT-133s and the Sabres but when the Canadians had gone for good the Jet Provosts remained to do their bit. As with the Piston Provosts, much of their flying



*Wymeswold apron viewed from the control tower. (Via A Jarram)*



*DC-3s and RCAF CF-86 Sabre on the ORP at Wymeswold. (Via W.B. Baguley).*



*Easter, probably 1960. Jet Provost formation team early morning aerobatics (Richard Knight)*



*Two Hunting Clan Avro Yorks parked on dispersal 30. (Richard Knight)*

was circuits and practice forced landings but now and then an impromptu low-level aerobatic display was put on showing that the Jet Provost was no shrinking violet in the right hands. For a couple of weeks over the Easter school holiday in 1960 four Jet Provosts arrived to practice formation aerobatics over the airfield at around 8 a.m.. This went on when the weather was fine and there was a good period of settled weather that year. The team seemed to be at the start of their season and to even the untutored eye needed a little more practice before going public but they nevertheless provided excitement and interest. 2 FTS put together Jet Provost aerobatic teams from 1960 to 1969; 1960 was the only time 2 FTS used four aircraft in the team until 1965.

The number of aircraft movements logged by the Piston Provosts and Jet Provosts at Wymeswold, meant there were plenty of hard and bouncy landings, although they managed to avoid much serious damage. Accidents to training aircraft from Syerston did occur: one crashed near Melton Mowbray in 1960 and two crashed near Thrussington in 1963 (one close to the Black Cat Café on the A46). All three pilots ejected successfully.

Over this period, apart from the occasional burst tyre, there were only two accidents recorded at Wymeswold in Jet Provosts. In September 1963 T.4 XP622 lost power soon after take off from Syerston due to the failure of a high-pressure fuel pump. The pilot attempted a forced landing at Wymeswold but the aircraft stalled in a turn and landed heavily causing the undercarriage to collapse; both crew members were slightly injured. Then, in June 1967, T.3 XN597 was also badly damaged following a heavy landing at Wymeswold that caused the nose wheel to collapse. Neither aircraft could be fully repaired and both were struck off charge as a result.



*Icelandair Viscount. (Charles H. Waterfall)*

Apart from Fields' RCAF contract, their work involved a range of civilian aircraft. Two Avro Yorks in the livery of 'Hunting Clan' flew into Wymeswold shortly after Fields moved from Tollerton and were parked on the perimeter track by dispersal 30 where the Rolls Royce Ashtons had once been. The Yorks' stay was less noisy as they sat undisturbed while advertisements were put out for their sale.

Fields brought in several other aircraft for sale, notably DC-3 Pionairs, which were serviced and re-fitted as necessary. Viscounts continued to be regular visitors, initially a continuation of the BEA contracts but later those owned by other airlines too.

Several Airspeed Ambassadors passed through, one arriving late on a very misty winter evening. The runway lights were still on so we knew that something was likely to fly but the Ambassador's arrival was only announced by its engine noise



*Viscount for the President of Brazil. (Via W.B. Baguley)*



*Airspeed Ambassador. (Shell UK)*

from the west, landing on runway 08. Viewed from the Wymeswold/Hoton road it was a somewhat alarming sight because when it passed the first runway junction with runway No 3 (14/32) it was still apparently very high and travelling fast. It disappeared into the murk but as there was no loud bang or squeal of brakes it must have somehow landed firmly and managed to come to a successful halt before the end of the runway.

Bristol Freighters were also present from time to time, lumbering in and out. One was being flight tested in a strong westerly wind and came back over the airfield from the east; it seemed to virtually be making no progress and almost hovered a few thousand feet over the main runway.



*Royal Jordanian Air Force Airspeed Ambassador. (Charles H. Waterfall)*



*Bristol Freighter lumbering up  
on Runway 08.  
(Richard Knight)*

In the early and mid 1960s Fields serviced, repaired, refurbished and/or sold a wide range of civilian aircraft, including

Vickers Viscount

Vickers Viking

Bristol Freighter

Douglas DC-3; DC-4; DC-6; DC-7

Hunting Prince

Hunting President

Airspeed Ambassador

Handley Page Marathon

Avro York

Lockheed Hudson

Ilushin IL18

Fields mainly used Hangars 1 to 4 but Hangar 5 was brought into operation for a while when a group of USAF RD-54 Searchmasters and US Navy R-5D-1s (DC-4 variants) were overhauled. Whether No 5 Hangar was used for security purposes or – more likely – because there was no room in the other hangars at the time is not known.

A Handley Page Hastings was noted flying 'circuits' on runway 08 *circa* 1968, probably undertaking airfield calibration duties.

DC-3s.

Top to bottom:

*Turkish Airlines.*

*Iraq Air Force. (Bob Forbes)*

*Ariana.*

*Ghana Airways.*





*DC-4s. Top to bottom: Saudi Arabian Airlines, Ariana and Norwegian Airlines.*



*Sea Prince that was adapted by Fields at Wymeswold. Now housed in Gatwick Aviation Museum. (Wikipedia)*



*Ex-BEA Airspeed Ambassador. (Neville Franklin)*



*Handley Page Marathon. (Bob Forbes)*



*USAF RD-54 Skymasters at Hangar 5.*



*This was the only time that the USAF is known to have contracted Fields at Wymeswold although in the third photograph (by Charles H, Waterfall) there is an intriguing T-33 fuselage and wings with USAF markings in the corner of a hangar behind an RCAF CT-133.*



Fields and No 2 FTS continued to use RAF Wymeswold until the late 1960s. No 2 FTS was disbanded at Syerston in January 1970 but had stopped using Wymeswold before that because in 1968 Fields had transferred its activities to the East Midlands Airport, which had opened in 1965 at what was originally the satellite airfield to RAF Wymeswold, RAF Castle Donington.

By the end of 1969 only three aircraft remained at Fields, Wymeswold – DC-3 (G-AMY), a DC-7 of Conair (a Danish charter airline) and a Bahamas Air Viscount. These eventually departed leaving RAF Wymeswold quiet for the first time since 1949.

*2 FTS Jet Provost '29' on north perimeter track with tail of RD-54 visible in Hangar 5 behind. (Richard Knight)*



*RAF Signals Command Hastings C1A TG525 over Prestwold Lane. (Richard Knight)*



The quiet was shattered on Monday May 18<sup>th</sup> 1970 with the arrival of six Harriers from RAF Wittering. The Harriers were from No.1 Squadron, which had an historical Wymeswold link as it had been re-formed with the re-badging of 263 Squadron, the transfer of its personnel and its Hunters in 1957.

The Harriers stayed three days for a field deployment but excited my mother who was heard to exclaim 'There's an aeroplane just standing still in the air!' The Harriers proved to be the final RAF users of the airfield.

## Postscript

### Flying after RAF Wymeswold's closure

Several private aircraft and agricultural crop sprayers used the runways sporadically over the next few years, such as Cessna A188B Agwagon (G-AZYC) of Mindacre Norwich which was noted on February 20<sup>th</sup> 1976.

Probably the last large civilian aircraft was a Viscount of Spantax, a Spanish charter airline. This arrived unexpected one day in the early 1970s when it apparently mistook Wymeswold for the East Midlands Airport where it was presumably heading for overhaul. It landed on runway 26 and stayed at the 08 end for some forty-five minutes with one engine running to keep the systems powered up. Eventually a fire tender arrived and with that in place the Viscount taxied back down the runway and made its escape.

See also Part 6

# Appendix 1

## **British European Airlines (BEA) aircraft at Wymeswold**

Source: [www.ab-ix.co.uk/beafleetlist.pdf](http://www.ab-ix.co.uk/beafleetlist.pdf)

### ***DC-3***

G-AGHL

Sold to Field Aircraft Services, positioned L to Wymeswold 1018 hours 23/3/60.

G-AGZC

Positioned to Fields at Wymeswold 21/1/61 for preparation for sale to Ministry of Aviation. Sold to MOA, left L 26/2/61 for delivery to Mali West Africa.

G-AHCX

Positioned RE to Wymeswold 2/5/62 for maintenance at Fields before sale. Sold to Yemen Airlines 27/6/62, to be collected from Fields at Wymeswold.

G-AMGD

Sold to Autair Ltd, positioned L to Wymeswold 1529 hours 8/4/60

G-AMJY

Sold to Air Ceylon, positioned L to Wymeswold 1218 hours 11/11/59.

G-AMKE

Sold to Air Links Ltd, positioned Wymeswold to L 3/7/61. Collected 4/7/61.

Airspeed Ambassador

G-ALZP

Sold to Royal Jordanian Air Force, positioned CAM to WY 13/9/60

G-AMAG

Sold to Shell Aircraft, positioned CAM to WY 8/12/59.

***Vickers Viscount***

G-AMNZ

L to Wymeswold for spar mods 2/2/58, returned 18/6/58.

G-AMOH

L to Wymeswold for spar mods 2/2/58, returned 4/7/58.

G-AMOI

L to Wymeswold for spar mods, etc 7/3/58, returned 28/8/58.

G-AMOO

L to Wymeswold for spar mods 29/1/58, returned 23/7/58

G-AOYG

L to Wymeswold for AUW mods 9/4/58, returned 17/4/58.

G-AOYH

L to Wymeswold for AUW mods 6/1/58, returned 21/1/58. G-AOYI

Delivered L to Wymeswold for AUW mods 17/1/58, returned 29/1/58.

G-AOYJ

Wymeswold to L 4/2/58 (no date for L to WY).

G-AOYK

Delivered Wisley to Wymeswold for AUW mods (date not given). WY to L 1/3/58.

G-AOYL

L to Wymeswold for AUW mods 3/3/58, returned 12/3/58.

G-AOYM

L to Wymeswold for AUW mods 24/3/58, returned 29/3/58.

G-AOYN

L to Wymeswold for AUW mods 2/4/58, returned 9/4/58.

***Sea Prince WF118***

G-GACA

29th May 1959 Transferred [from Luton] to Field Aircraft services, Wymeswold, For sub-contract trial fitting of 'N456, N458 and N459' (radios?)

2nd June 1960 Returned to Hunting, Luton. Trial fitting of Homer ARI 18210 and trials

**And...**

On 17 Dec 1966 I was again involved with Gibair, initially bringing their DC3 G-AMFV to Cardiff from Wymeswold where it had been undergoing maintenance work by Field Aircraft Services - [www.cambrianairways.org.uk/page\\_3043575.html](http://www.cambrianairways.org.uk/page_3043575.html)

Profile: Cambrian 1960–68 by Ken Wakefield



*C-47-DL. Ex-RAF Dakota that flew from Wymeswold 1944 – 1945. (Rareairinc.com)*

## Appendix 2

The story of a Dakota that first came to Wymeswold in RAF colours reveals a long, varied career – and is still flying. (From [rareairinc.com/DC-3.html](http://rareairinc.com/DC-3.html))

### **Aircraft History**

This Douglas C-47-DL is the oldest surviving ex-RAF Dakota transport.

February 13, 1943 - Completed at Long Beach, California factory under USAAF Contract No. AC-1043 and allocated 42-32817.

March 7, 1943 - Delivered to Royal Air Force as FD789 (Dakota MK. I) on Lend-Lease.

April 8, 1943 - Arrived in United Kingdom.

April 10, 1943 - Assigned to No. 24 (Commonwealth) Squadron and based at RAF Hendon, Greater London, England.

August 23, 1943 - Allocated to No. 512 Squadron at RAF Hendon.

March 1, 1944 - Assigned to No. 105 (Transport) OTU (Operational Training Unit) at RAF Bramcote, Warwickshire, England.

November 26, 1944 - Assigned to No. 108 (Transport) OTU at RAF Wymeswold, Leicestershire, England.

April 5, 1946 - Assigned to No. 1384 Heavy Conversion Unit at RAF Wethersfield, Essex, England.

April 17, 1946 - Ferried to No. 22 MU (Maintenance Unit) at RAF Sillioth, Northumberland, Cumbria, England for storage. This airfield was used postwar for storage and scrapping of Ansons, Dakotas, Lnacasters, Yorks and other types by No. 22 MU.

February 4, 1947 - Sold to unknown buyer.

November 28, 1947 - Registered as G-AKNB with Scottish Aviation in Preswick, Scotland.

August 19, 1948 - Registered to J. Jamieson operating as Guinea Air Traders.

February 14, 1950 - Sold to Field Aircraft Services and flown to Burma.

March 8, 1950 - Registered as XY-CAN with Union of Burma Airways.

October 19, 1950 - Sold to British European Airways, registered as G-AKNB, and nicknamed "Sir Sefton Brancker."

December 11, 1959 - Sold to Silver City Airways and named it "City of Bradford." Used for cross-English Channel ferry service.

January 23, 1962 - Sold to British United Airways and operated mostly in the Channel Islands.

November 1, 1962 - Transferred to Channel Island division of British United Airways.

October 1968 - Transferred to British United Island Airways.

February 3, 1969 - Sold to Intra Airways, Channel Islands.

Featured in the motion picture "The Eagle Has Landed" in 1976.

October 13, 1978 - Moved across Irish Sea to Dublin, Ireland and sold to Mercantile Aviation, operating as Clyden Airways, and registered as EI-BDU.

Stored at Dublin, Ireland during 1981.

January 29, 1982 - Sold to Aces High, Ltd and registered as G-AKNB. Aircraft was based in Duxford, Cambridgeshire, England from January 1982 through August 1985.

Flew for a brief period with Harvest Air, the pollution experts, during 1982.

September 27, 1982 - Damaged at Blackpool International Airport, Squires Gate, Lancashire, England.

Painted as FD 789 for the motion picture "The Dirty Dozen."

Placed on display at the Imperial War Museum collection at Duxford, Cambridgeshire, England as FD 789.

Aircraft was reactivated in late 1986 to take part in the film *War and Remembrance*.

Sold to Northern Airways and flown to Burlington, Vermont and registered as N459NA.

February 1994 - Sold to Consolidated Aviation Enterprises and registered with Business Air, Inc. of Bennington, Vermont.

November 1994 Sold to Champlain Enterprises and based at Plattsburgh, New York.

Aircraft was completely overhauled and refurbished by Champlain Enterprises, Plattsburgh, New York.

October 2007 - Sold to BGA Aviation, Inc. of Bennettsville, South Carolina.