



LEFT Brian Turpin in the right-hand seat of a 748 during his tenure with Skyways Coach-Air in the mid-1960s. The author's recollections of flying the Douglas DC-3 for the airline formed the first part of this series — *Out On A Lympe* — in TAH17.

BELOW The first production 748 Series 1, G-ARMV, is framed by the distinctive white picket fence and well-manicured hedges at Lympe. "Mike Victor" made its first flight at Woodford on August 31, 1961, and undertook a sales tour of Jordan and Syria before being handed over to the airline in April 1962.

TAH ARCHIVE

In the second part of his series on flying for British independent airline Skyways Coach-Air in the 1960s, we join **BRIAN TURPIN** in the cockpit of the Hawker Siddeley 748, the state-of-the-art turboprop with which the company supplemented its fleet of ageing DC-3s on its routes to France and other European destinations from 1962 — it was to be “a fantastic leap forward . . .”

IN FEBRUARY 1966, after a few weeks spent flying the Douglas DC-3 on the line for Skyways Coach-Air (see *Out On A Lympe* in TAH17), I was sent for a conversion course on to the Hawker Siddeley 748 at the company's factory at Woodford, near Manchester, at the time still known as the Avro Whitworth Division. Attending a proper technical course on a new aeroplane was a new experience for me as I had previously simply been shown round a new aircraft type by an old hand and then given a list of questions and answers which I was expected to learn for the Air Registration Board exam.

At Woodford we were given lectures on all the 748's systems and shown the new aircraft being assembled on the production line. We also received comprehensive technical notes covering all aspects of the aircraft, plus the inevitable list of questions and answers. A close association had built up between Skyways and Avro in recent years as the former had been lead customer for the 748. The company had received its first aircraft, G-ARMV, in late 1961, followed by two more — G-ARMW and G-ARMX — during 1962–63, all fitted out in a 48-seat configuration. The first aircraft had been written off in a non-fatal landing accident at Lympe in June 1965 (see pages 46–47), but the fleet was expanded in the autumn of 1966 with the addition of two aircraft

FURTHER OUT ON A LYMPNE

FLYING FOR SKYWAYS COACH-AIR, 1966–71
PART TWO THE THOROUGHLY MODERN 748

