

YORKSHIRE AIR NEWS

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THE JOURNAL OF THE WEST RIDING BRANCH OF AIR-BRITAIN (For Private Circulation only)

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LEEDS, 16.

Production by D. A. Senior

Editorial May I appeal to you to comment on the new heading? Apart from letting me know whether you like it, it would prove once and for all that somebody reads this magazine!

We are still lacking military articles. If the civil enthusiasts can write articles, why can't military enthusiasts? If none appear, don't blame me! My main interest is in civil aviation. D.E.D.

Secretary's Desk..would be... if the Secretary had anything to say.

OUT AND ABOUT

The number of Basic Flying Training Schools is to be reduced from four to three. It is believed that 6F.T.S. at Acklington will close in June.

Recruitment of fixed wing pilots into the Fleet Air Arm has ceased. No.1 F.T.S. will therefore only be training R.A.F. pilots in future.

British Ropes Beagle 206, G-AVCI, departed Leeds on 26/2 for it's new base at Gamston.

Another new resident at Gamston will be the British Steel Corporations Aero Commander 680FP, G-AWCU, c/n 1377-142.

LEEDS NEWS

Beech Musketeer PH-MUS arrived by road at Leeds on 3/2. It is in a damaged condition and is going to be restored using bits of G-ASCL. It has been sold to an owner in Halifax and so it will presumably become British registered.

Since 6/3 runways 28/10 and 01/19 have been approved for Night flying. 28/10 has High and Low intensity Approach and runway lights, 28 also having V.A.S.I.s. (Visual Approach Slope Indicators). Runway 01/19 has non-adjustable runway lights and Angle of Approach Indicators.

B.K.S. will be using Cambrian Viscounts on some of their Belfast services until their ex-B.E.A. Viscount 806s are delivered. The Viscounts are been used because the H.S.748s currently on the route are not big enough. Much of the capacity is taken up with freight despite the weekly Ambassador freight service.

B.K.S. Viscount G-AVED is currently at Southend having Check 4.

The flying school at Doncaster which is being started by Northair, will be equipped with a Condor and a Twin Comanche.

Two American registered Snow Commanders have been reported to be at Burn, near Selby, along with Ag-cats G-ATVY & 'Z.

YORKSHIRE AIR NEWS is published on or just before the last Sunday in each month by the WEST RIDING BRANCH of AIR-BRITAIN. DUE acknowledgement should be given to Y.A.N. for any information extracted therefrom.

Mr Rockcliff's association with Yeadon started when he joined Lancashire Aircraft as an apprentice just after the last war. About that time there were 2 Proctors, 2 Austers, 1 Messenger, 1 Gemini, 1 Topsy Trainer and one Vega Gull based on the airfield. In 1955 Yeadon Aviation was formed initially to service aircraft for the East Riding Aero Club who operated from Speeton near Bridlington. This company, as well as doing maintenance, operated a regular service to the Isle of Man With Dragon Rapides.

At the beginning of 1959 the airport became de-requisitioned and at the same time Yeadon Aviation closed down. By this time however, Mr. Rockcliff had become chief engineer and he continued, under his own name to provide a maintenance service for light aircraft. Five months later Yorkshire Light Aircraft came into being.

The home of Y.L.A. then was in the Western annex of the now demolished Municipal Hangar. In those days there were severe import restrictions on American light aircraft and nearly all the aircraft dealt with were old British types, the whole or parts of which were built during the war. Glue would often come unstuck and on opening the inspection hatches many bits of wood would frequently fall out. The classic, if not quite typical example of the condition of the aircraft was a Proctor. This particular aircraft took off on a routine radio check flight with a Brazilian pilot called Ballas. It had been airborne for about half an hour when the wing fell off. The fuselage landed at the bottom of Hollins Hill about three miles from the airport and the discarded wing came to the ground a mile away. The cause of the accident was that the spar, which was boxed in and not visible even during overhaul, was made of Douglas Fir instead of the usual Spruce which was in short supply during the war. Although Douglas Fir is as strong as Spruce it deteriorates more rapidly and in consequence there came a time, much earlier than expected, when the spar gave way even without excessive 'g'. As can be imagined, maintenance was a nightmare.

Before the war there was just one type of Certificate of Airworthiness issued by Lloyds or the Air Registration Board. This lasted for one year and for it to be renewed the whole aircraft had to be dismantled and inspected. After the war this became considered an unnecessary expense and eventually the Royal Aero Club persuaded the A.R.B. to issue three year C. of A.s to private aircraft although a quarterly inspection was still required. This did not apply to Aero Clubs however, and, finally, they were allowed two year C. of A.s. All this time Commercial aircraft retained the one year C. of A! This also confused maintenance.

The next difficulty came with the lifting of import restrictions on American light aircraft. The American machines, mainly Pipers, flooded into the country. They were in an entirely different class to the British machines. For example they had heating and the radio weighed about 11lb compared with 56lb in a Proctor and about 2lb on present aircraft. The main problem came with the fabric which was sewed on at exactly eight stitches to the inch on British aircraft but which was merely stuck onto the American machines. This took some getting used to.

The present day to day business at Y.L.A. is rather uneventful. They are Rolls Royce approved agents for engines and have sold some of these as far away as the South Coast. Servicing is done on the majority of the Leeds based aircraft as well as for owners in the East Riding, Newcastle Aero Club and others. An increasing amount of business is being done with aircraft based at Sherburn. The new hangar is by means ideal. Apart from being "the wrong shape, the wrong size and in the wrong place" the doors blew in a gust of 70m.p.h. and if there is three inches of snow on the roof the doors will not open even if the snow plough can get through.

Mr. Rockcliff also inspects home built aircraft for the Popular Flying Association. One he inspected at Durham, a Turbulent had the fuel filter upsidedown, curved up wings and straight ailerons and the engine bearers were heavier than the engine!

Other more successful attempts at home built aircraft are in progress at Settle where a Luton Minor has just been 'exported' nearly complete to Lothian and at Holmfirth near Huddersfield where a Turbulent is in the making.

04304 LR-M-109 Ferry marks; to Lebanese Air Force as L-109
04305 N4955N Mk.6A. Dixon Construction Corp.: to N5G General Tire Corp.: to N234AG Hawaiian Air Touring Services: to N134G Aviation Services: to Virgin Islands A/s.
04306 N4262C Mk.6A. Signal Oil and Gas Co.: Lowell Inc.: to Virginia Surety Group: to Fullerton Oil Corp.: to N4262V Millar Oil Corp.: to N640H Tag Airlines as a Mk.8. d/d 4/7/64.
04307 N4956N Mk.6A.: to N4916B Signal Oil and Gas Corp.: to Catalina Airlines: to Las Vegas Hazienda Airlines: to N4161B L.M.Fencier: to Caravan Aircraft Sales.
04308 N4271C Mk.8. Harsco Corp.
04309 N4957N Mk.6A Western Supply Co. 9/7/51: to N357G Statewide Airways Corp.: Superior Airlines: to Virgin Islands Airways.
04310 N4263C Mk.6A. L. Warren Petroleum Corp.: to Greylock A/ws.
04311 N4959N Mk.8A. Elpasonational Bank: to Henry P. Harvey.: to Maddux Airlines.: to Bison Airlines.
04312 N21805 Devon C.Mk.1. R.N.Z.A.F.
04313 F-BFVL Mk.2. Cotton Textile Industries: to F-OANL same, in Dakar.: to G-ALCZ Ind Coope and Allsopp Ltd. to Mk6: to VH-MJD
04314 N4958N Mk.8 Shell Aviation Corp. to Mk.8A.: to Aviation Services Inc.
04315 N4264C Mk.6A. Franklin Supplies Ltd.: to N1500H Tag A/ls d/d 23/10/63.
04316 N4960N E.J.Benes & Co Inc.
04317 N4270C Statewide Airways: to Warshaw Frank & Lebow Inc.: to Aircraft Investment Corp.: to Martin Construction Corp.
04318 N21810 Devon C.Mk.1. R.N.Z.A.F.: Destroyed in mid-air collision with N21811(04321) over Wigram Airfield, N.Z. 15/10/53
04319 N21806 Devon C.Mk 1. R.N.Z.A.F.
04320 N4265C Hello L. Leer Co,: to Fidelity Properties Inc.: to N425D.
04321 N21811 R.N.Z.A.F. Destroyed -see 04318.
04322 N21812 Devon C.Mk.1:R.N.Z.A.F.
04323 N21807 Devon C.Mk.1. R.N.Z.A.F.
04324 N21808 Devon C.Mk 1. R.N.Z.A.F.
04325 N4980N Mk.6A. Hellimerica & Payne Inc.: to Macmillan Air Touring Services.
04326 N4962N Mk. 6A. Montgomery Construction Co.
04327 CF-IPC Mk.6. Interprovincial Pipeline Patrol: to Trader Leasing Corp.: to N673R Modern Plastics Corp.
04328 N8M Algea Syrup ; ex G-AMKA - not taken up: to N4963M -not taken up: to N1923W L.B.Whitefield Jnr.: to N4040B Air Wisconsin: to Algea Syrup.
04329 G-AMKB -not taken up: to N4266C: to N60R Thunderbird Aviation: to Air Wisconsin: to A. Chas Page Jnr.
04330 N75341 Appliance Buyers Credit Corp.: to N4979N: to N577P converted to Riley 400.
04331 G-AMKC to AB-NEW Banka do Mexico.
04332 N4964N Mk.6A DeHavilland Co. Written off Goose Bay 28/2/52
04333 G-AMAP -not taken up: to N4965N: to N8656Z: to N5364K American Casualty Co.: to N83S M.L.Bayfield.
04334 PP-FVD Mk.5. Messrs. Rasbla: to PP-AMP Ministry of Publicas to PP-FVD.
04335 CF-GYQ Mk.6 Massey Harris Ferguson: to Canadian Comstock Co.: to N424S Gulf Leasing Co.
04336 G-AMRD -not taken up: to N1515V Mk.8A Cambell Chain Co. to Anglo Iranian Co. Written off 1955.
04337 N4267C Mk.8 Executive Airlines: to Pontiac Coach Co.

(to be continued)

The construction of a new 600ft chimney in line with the runway at Brough has been allowed by the Ministry of Housing and Local Government. This article is not going to go into the 'rights' and the 'wrongs' of the decision, but merely look at its consequences.

The decision will have the effect of halting, within the next 18 months, most flying from Brough. Autair's scheduled services will be the hardest hit. The airline has already spent £30,000 on the services and has said it would like to continue to operate from the area.

Another user which will probably have to move is Hull University Air Squadron.

Hawker Siddeley's production will not be affected as test flying has been done at Holme on Spalding Moor since 1958. They do however stand to lose the money they have spent on extra landing aids and passenger facilities recently. Their communications aircraft will still be able to use the airfield but only in good weather.

Hull Corporation are determined to find a replacement for the airfield. The question arises, Where? Elvington has been suggested. This seems unlikely considering the access problems from Hull. Holme-on-Spalding-Moor seems another unlikely candidate because of the test flying of new military aircraft there. This of course leaves Leconfield. If it's use could be arranged with the Ministry of Defence, it would appear to be a reasonable proposition. The snag is the cost. It is extremely unlikely that the MoD would be anywhere near as generous as Hawker Siddeley have been in sharing the costs of passenger handling facilities. The costs of keeping the airfield open would also be high. In effect Hull Corporation would go from the position of having an airport run for them at low cost to a position of having to run an airport with runway and radio/radar facilities comparable with those of Gatwick and Ringway. Even if these costs were shared equally with the MoD, it is unlikely that enough aircraft would use the airport to make it profitable.

The latest, more long term, suggestion is that the Humber Bridge should be built (1934 suggestion) and a Humberside International Airport be built in Lincolnshire. As the total population if Humberside is under half a million this seems to be rather ambitious.

Now we wait and see what in fact will happen.

It seems ironical that when I heard the news about Brough I had just decided to print the history of the airline which has done so much to develop services from the East Riding. So, before it is too late:-

THE HISTORY OF AUTAIR INTERNATIONAL AIRWAYS

By A. Mackintosh

Autair, which used to operate helicopters, only began airline operations in 1960 with three ex-B.E.A. Dakotas:-

G-AGYX	c/n 12472	ex 42-23648 & KG437	Sold to B.Pocock in 1962
G-AJIC	9487	42-23625	FD869
G-AMGD			Sold in 1962

In 1962 two Dakotas were bought to replace the two which had been sold:-

G-AGHJ	c/n 9413	ex 42-23551, FD867 & YI-GHJ	Bought from Jersey Airlines.
G-ALTT		ex 42-92223, a Pionair Leopard Class	bought from B.E.A. This was sold to Icelandair and delivered to them as TF-FIS on 25/7/63.

Later G-AMNV c/n 33581 ex 44-77249, KP279 & EC-ATN was further acquired from Tyne-Tees, but was sold in Manila; delivered to Manila 30/3/65. The aircraft was restored to Autair in early '66 ex 6V-AAW

Vikings were added to the Autair fleet in 1962.-

G-AGRW	c/n 115	G-AHPJ	c/n 147
G-AHPB	c/n 132	Withdrawn from use later in 1962	
G-AHPL	c/n 149	Made first scheduled flight from Luton to Blackpool.	

Autair History continued

In 1963, when larger aircraft were needed, Autair bought three Ambassadors:-

G-ALZS c/n 5215 ; This aircraft was damaged beyond repair 14/9/67

G-ALZV c/n 5218 ex HB-IEL -still current.

G-ALZZ c/n 5222 ex HB-IEL -still current.

Although two are still current they were retired from scheduled services from April 1st 1967.

In the summer of 1963 two Heralds were leased from Handley Page for extra tours etc.

G-APWA c/n 149

G-ASKK c/n 161

These were returned after the summer season.

Autair also operated a Douglas C54D, G-ASZT C/n 10640. This was sold to Rhodesian Air Services as VP-YYR. d/d 15/8/65.

In 1966 they bought Dakota G-PP0 from B.K.S. This is still current and was recently reported to have taken part in a film.

All shares in Autair were bought on the 15th April 1965 by the Court Line shipping group. Under the new management they bought some turbo-prop equipment in the form of two new H.S.748s:-

G-ATMI c/n 1592 ; This was sold to L.I.A.T. Antigua as VP-LIU
d/d 13/11/67

G-ATMJ c/n 1593 -still current. Leased as 6Y-JFJ -Jamaica A. S.

G-ARAY c/n 1595 was also leased from H.S.A. during part of 1966 for 748 training and proving flights.

...and three ex-B.E.A. Heralds:-

G-APWE c/n 150 -still current G-APWC c/n 151 -still current.

G-APWD c/n 152

In 1967 Autair ordered two BAC-111 416-BK:-

G-AVO c/n 129 d/d 9/2/68 G-AVO c/n 131

A third aircraft was ordered late in 1967 and has yet to be registered*

In late 1967 Autair operated an H.S.125:-

G-AVGW c/n 25120 The aircraft which was on lease from the Beechams Group, was written off when it crashed into the Vauxhall car factory 23/12/67.

Autair operates services from Luton to Hull, Teesside, Dundee, Carlisle, Blackpool and Glasgow: from Heathrow to Teesside: from Amsterdam to Hull and Teesside: from Teesside to Belfast and Dublin: from Jersey to Teesside, Hull, Dundee and Carlisle: from I.O.M. to Teesside, Hull, and Dundee: and from Blackpool to Carlisle. Beginning summer 1968 it will operate from Luton to Berne.

Head Office - North London Air Terminal, 202-204, Finchley Road,
London N.W.3.

Employees - 300

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* = This aircraft is now known to be G-AWBL.

ADDENDA & ERRATTA

December 1967:- Page 74 Hawker Siddeley Chester.

The Hunter was J708 not J780. This was originally built as an F.6 by Fokker for the R.Neth.A.F., serial N-201. This was re-manufactured as an F.71 for the Chilean Air Force and has flown in the class B markings G-9-217.

The Editor apologises to all the angry readers from Huddersfield who have complained about last months mis-spelling of Crosland Moor.

PLEASE note that next months pre4s date is the 7th! In May the press date will be the 10th as usual.

YORKSHIRE BASED CIVIL AIRCRAFT.....1929.

Apart from the many aircraft being built Brough, the following were based in 1929:-

G-BBJJ	Beardmore Wee Bee	S. Dawson, Bradford.
G-BBFB	C.L.A. 4A	Baldwin, Royal Artillery Mess, Catterick.
G-AABD	Blackburn Bluebird	C. E. Dooks, Carlton Street, Bridlington
G-AABV	D.H. Puss Moth	Amy Johnson, Park Avenue, Hull.
G-AACL	D.H. Moth	G. D. Malinson, Brighouse.
G-AAEA	D.H. Moth	A. Fitton, East Lodge, Mirfield.
G-AAGT	D.H. Moth	A.C. Pollock, Huddersfield.
G-AACI	Blackburn Bluebird	H. R. Fields, 32, Princes Avenue, Hull
G-AATE	Blackburn Bluebird	C. V. Walker, Roundhay, Leeds.
G-AAUH	Blackburn Bluebird IV	H. Peake, Bawtry Hall, Doncaster.
G-AAZV	D.H. Puss Moth	Amy Johnson, Park Avenue, Hull.
G-AAZW	D.H. Puss Moth	G. W. Garnett, Eccleshill, Bradford.
G-ABDG	D.H. Puss Moth	G. Ambler, Bradford.
G-ABEM	D.H. Puss Moth	F. W. Armitage, Wakefield.
G-ABFT	D.H. Moth	K. Pyman, Whitby.
G-ABIX	Arrow Active	Arrow Active Aircraft, Leeds.
G-ABLR	D.H. Puss Moth	W.L. Hay, Headingley, Leeds.
G-ABML	Avro 504K	Calder Valley Aero Club, Todmorden.

FLYOVER REPORT

13/2	51116	C-47	U.S.A.F.	POLE HILL(P.H.)	1400	N/B
14/2	00-VDA	Cessna 337	Delta A. Taxi	P.H. 0935		N/B
	39815	C-130	U.S.A.F.	Ottr.1703		E/B
	15169	C-124	U.S.A.F.	Ottr.2107		E/B
15/2	N757R	Sabreliner		P.H. 1135		N/B
	13016	T-29	U.S.A.F.	Ottr.1750		E/B
	G-AVUB	BN- Islander	Herts. & Essex.	P.H. 1808		N/B
	G-AVID	Cessna 182J	North Tyne Flying Group	L.B.A. 1630		to H/c.
16/2	76756	C-117D	U.S.Navy	P.H. 1749		
	G-ATDD	Beagle B.206	Beagle A/c	L.B.A.1650		to Carlisle.
17/2	PP-VDQ	H.S. 748	Varig	P.H. 1010		N/B
18/2	HB-VAY	H.S. 125	Transair	OLD. 1329		E/B
	PH-DCK	DC-8	K.L.M.	OLD. 1625		W/B
19/2	76609	C-47	U.S.A.F.	P.H. 1136		N/B
	G-AVZZ	B.707	Br. Eagle	P.H.1528		S/B
	25790	C-131	U.S.A.F.	P.H. 1538		W/B
20/2	PH-BGA	Apache		OLD. 1120		to Blackpool
	37875	C-130	U.S.A.F.	P.H. 1155		S/B
	39113	C-117	U.S.Navy	P.H. 1625		S/B
21/2	GB+102	Noratlas	Luftwaffe	Ottr.1121		N/B
	GB+124	Noratlas	Luftwaffe	Ottr.1140		N/B
	G-ASSM	H.S. 125	B.S.R.	P.H. 1804		S/B
23/2	TF-FIE	B.727	Icelandair	P.H. 1725		N/B
24/2	CCCP-42460	Tu.104	Aeroflot	Dogger 1123		S/B
	33283	C-118	U.S.A.F.	Ottr.1135		N/B
	LN-SUP	F.27	Braathens	P.H. 1709		S/B
1/3	D-ILMA	King Air		Ottr.1655		W/B
11/3	N8783R	DC-8	Trans Caribbean	P.H. 2125		to Mildenhall

AIRFIELD REVIEW

DONCASTER Visitors have been:-

11/2	G-ACTT	Cherokee 140	to Leeds
18/2	G-AVUJ	Cessna F172H	from & to Leeds also 25/2
25/2	G-ARWF	Cessna 310G	from & to Leeds
28/2	N726T	Queenair 80	to Gatwick

SHERBURN Visitors:-

25/2	G-AFSC	Tipsy Trainer
	G-AJDY	Auster 4

(continued)

AIRFIELD REVIEW (cont.)

SHERBURN Residents here are as follows:-

G-AIBM	Autocrat (painted as Beagle)	G-ARRL	Alpha
G-AIJM	Auster 4	G-ATNC	Cessna F150F
G-AIJR	Auster 4	G-AVGI	Cherokee 140
G-AJOE	Messenger (without C.of A.)	G-AVMB	Condor
G-AJUO	Alpha	G-AVVN	Condor
G-AKBO	Messenger	PH-VRE	Jodel D.117 to be British registered
G-AMTK	Tiger Moth (dismantled)	F-BIVD	Jodel DR1050 c/n 67 - to be British registered.
G-APCU	Tiger Moth		

NETHERTHORPE A visit by D. I. Shaw on the 2/3 produced the following:-

G-AJA	J/2 Arrow	G-ASLX	Emeraude -appear to have been in water - being stripped down.
G-ALIU	(?-Ed)	G-ASYN	Terrier 2
G-APDW	Chipmunk	G-ATNC	Cessna F150F visiting from Sherburn.
G-ANIH	Auster 5	G-ATWD	Sipa 903 - wings only; aircraft crashed in Humber last year.

A new hangar is under construction on the airfield and work is also in progress to flatten some of the ridges in the runway.

LEEMING Among the Jet Provosts there are:-

XN506	All are T.4s.	XR702	coded 46
XN551	13	XR697	56
XN461	18	XR703	57
XN418	28		

A recent arrival at Leeming was Meteor N.F.(T)14 WS744 from 5M.U. at Kemble to guard the gate.

During the early part Operation Ice Spring took place from Leeming. It involved the Special Air Service Regiment, a secretive group of special assault troops, who "invaded" Denmark in Argosies.

TOPCLIFFE We have been asked to point out that the 50th Anniversary display we mentioned last month is not open to the public.

Visitors recently have been:-

15/2	77214	C-47	U.S.A.F.	20/2	G-ATZJ	Aztec C
	17899	T-29B	U.S.A.F.	29/2	G-ASYO	Twin Comanche

BROUGH Recent visitors have been:-

12/2	G-ATJR	Aztec C	from Ringway
13/2	G-AVIX	Cessna 337	to Leavesden
15/2	G-AVBZ	Cessna F172H	from Newcastle
19/2	G-AREA	Dove 8	
21/2	G-ATBV	Aztec C	to Edinburgh
	G-ARFF	Queenair 65	from Glasgow to Ringway

CHURCH FENTON - visitors have been:-

27/2	G-ASKM	Queenair 80	from & to Manchester
1/3	G-ASMF	Travelair	

POCKLINGTON visitors have been:-

16/2	G-ASMF	Travelair	to Gatwick also 4/3 from Ringway
17/2	G-ASNK	Cessna 205	to Woodvale
27/2	G-ASKM	Queenair 80	from Leavesden to Manchester
7/3	G-ATJR	Aztec C	from Manchester

LEEMING - a visitor omitted above:-

18/2	G-AVNG	Queenair 80	from Speke to Manchester
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wickenby was visited by G-AVVN, Condor, F-BIVD, Jodel 1050 and PH-VRE, Jodel D117 on 25/2. And on 3/1 Full Sutton, near York was visited by

FURTHER NEWS

- * Hacker Siddeley have moved back into Holme-on-Spalding Moor following the re-surfacing of the runways and the installation of arrester gear capable of taking aircraft of up to 56,000lb at 150knts.
- * Leeds City Gliding Club have started operations at the ex-R.C.A.F. base at Tholthorpe.
- * A new Heliport has just been opened at the Selby Forks Motel at the junction of the A1 and A63.

LEEDS/BRADFORD REVIEW

Freight traffic for the first two months of the year was up 30%.
Work started 22/3 on the installation of an I.S. with an off centre-line localiser.

Since last months residents survey the following changes have occurred:-
G-AVCI has departed (see page 15) and G-VED returned 22/3 (see page 15).
G-ATJV Cherokee Six arrived 21/2 to be based.

B.K. exchanged H.S.748 G-ARRW for G-ARMX. G-ARRW returned 17/3.

G-ASRV Baron Departed 8/3.

G-AVXX Cessna FR172E departed 15/3, sold. Airedale G-ATAW arrived from Tollerton 15/3 in part exchange and is temporarily based.

VISITORS

15/2	G-ARVG	Hiller UH-12E	from & to Long Marston
	G-ARCL	Cessna 175A	from Swansea n/s-
	G-AVIR	Cessna F172H	from & to Blackpool
	G-ATDC	Aztec C	from Usworth to Leicester East
	G-AMXY	Dove 5	from Filton to Ringway
16/2	WJ491	Valetta	from & to Woodford C/s "Evergreen 31.
	VP975	Devon	from & to Farnborough C/s "MPDXM"
	G-ATJE	Cherokee 140	from Tollerton to Denham
	G-ASZZ	Cessna 310J	from & to Coventry
	G-AVNY	Fournier RF4D	from & to Luton -1st visit of type.
17/2	PH-VRE	Jodel D117	from & to Sherburn
18/2	G-AVNM	Cherokee 140	from & to Hamble with 'NN
	G-ATHZ	Cessna 150F	from & to Teesside
20/2	N3313R	Cessna 182L	from Teesside to Perth
	D-IFTH	D55 Baron	from Exeter n/s to Basle
	G-ATCY	Aztec C	from South Marston n/s to Shoreham
21/2	G-ATAG	Aztec C	from & to Luton
	G-ASER	Aztec B	from Speke to Glasgow
22/2	G-AVUL	Cessna F172H	from & to Usworth
	G-APYN	Tri-Pacer 160	from Silverstone n/s-
23/2	G-AVET	D55 Baron	from Oxford n/s to Elmdon
24/2	G-ATPP	Cherokee 140	from & to Oxford
25/2	G-ARLW	Cessna 172B	from & to Barton
	G-ASKU	Cessna F172E	from Barton to Netherthorpe
26/2	G-AVCA	Brantly B2B	from Newcastle n/s to "local"
27/2	VP976	Devon	from Warton to Wyton
	G-AVIT	Cessna 440G	from & to Sleep n/s 3/3
28/2	G-ASRX	Queen Air 80	from & to Cambridge
	G-ATMG	Rallye Commodore 180	from Biggin Hill n/s-3/3 to Bosworth
29/2	G-ACGU	Heron 2D	from E. Midlands to Glasgow
1/3	G-AVIX	Cessna 337	from Oxford to Leavesden
	G-AV2J	Twin Comanche	from & to Elstree
	G-AVUI	Cessna F150H	from Netherthorpe to Haxey
2/3	XT163	Sioux A.H.1	from E. Midlands to Barnard Castle
			with XT164 & XT224
3/3	G-ARBX	Super Cub	from Sherburn n/s-

The Jet Provost from Cranfield which did touch and gos at Leeds 4/12/67 was XN629.

CROSLAND MOOR - David Browns Jet Ranger G-AVVH paid its 1st visit on 22/2. SPERMA Marquis F-BJSI visited 22/2 in connection with negotiations about the possibility of fitting Turbomeca engines in D.B.s Dove G-ARDH.

Late News 23 R.N. Sea Hawks are currently being scrapped at a yard in Halifax.

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