

YORKSHIRE AIR NEWS

The Journal of the West Riding Branch of Air-Britain

EDITOR David E. Depledge,
76, Hill Crest Rise,
Cookridge,
LEEDS, 16.

Production Supervisor
D. Sharp

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With our increased speed of production maintained this month, I would like to take this opportunity not only of thanking David Sharp for organising it but also to thank the 'Saturday and Sunday Afternooners' for helping with the production. The exact production team will in fact vary from month to month.

I now have to do what is by far the hardest job I have had to do since I became Editor. I have got to tell you, without losing all our subscribers, that the price of YAN is going up to 10 shillings next year. This is because of the following reasons. Our costs can be split into two halves. Firstly of course cost of paper, ink, stencils etc. This automatically went up about 30% when we increased the size of the magazine by 33 $\frac{1}{3}$ % in February. This increase was made all the worse by the cost of these materials going up by between 3 and 5%. The other half of our costs are postage, this as we are all well aware has also gone up 33 $\frac{1}{3}$ %. At the present price we would make a £10 loss next year and in fact the magazine has been subsidised this year from our Air Display takings. If each one of you was to persuade one friend to buy YAN next year we could further increase size without further price rise. We apologise for this rise in price but as you can see it is due to circumstances beyond our control and we imagine many of our contemporary magazines will face the same problem. The heading that won the competition is we hope at last likely to appear at the top of next months issue. (If you like entering competitions you can enter the Kent Branch of A-Bs competition to design a heading for Kent A.N. The rules are as for our competition except the design must include the A-B badge. Entries through the Editor)

That concludes my sermon for this month thank goodness!

D.E.D.

Distribution With this YAN the final back issue reprints should go out to late YAN Subscribers. If for any reason you have not got all your back issues now please notify me at 10, Airedale Terrace, Charlestown, Shipley, Yorks. Please ensure ALL distribution enquiries go to this address.

B. Whittaker.

PLEASE read Secretaries Desk on page 76

ADVERTISEMENTS would any reader prepared to loan copies of YAN for 1965 please contact J4279152 J/T Doyle V.B., Nol A.S.S., RAF Coltishall, Norwich, Norfolk. Postage will be paid in both directions.

Does anyone have any information on Avro 707A VA784? Also wanted any information on M.L. Utility Mk1 inflatable wing aircraft (XK776, 781, 784) Replies to N.H.Ponsford, Flat 2, 34A Leeds Rd, Harrogate, Yorks.

As you may have read in Air Pictorial the station magazine at Scampton have brought out a 40 page booklet called "A History of RAF Scampton 1917-1968". This booklet which has a fairly stiff cover and good quality paper inside contains 44 photos and the history of the airfield interestingly written. It is well worth four shillings and available from 'DELTA', RAF Scampton, Lincoln.

ITS BACK.... what we described in our February issue as the 'service that never was'. We are of course referring to the Channel Airways bus stop service that never actually ran. According to usually well informed sources the service will start on November 1st. Just to refresh our memories the service is to operate through Southend, Luton, East Midlands, LBA, Teesside, Newcastle, Edinburgh and Aberdeen.

PRESS DATE - 10TH OF EACH MONTH

AIRSPEED IN YORKSHIRE

On Sunday the 29th September, Mr D.H. Middleton gave a talk to the Branch about Airspeed. This article is for those who could not attend and also a record of the meeting. As we could not do justice to Mr Middletons two hours of interesting talking in the space available we have limited this resume to the activities of Airspeed in Yorkshire.

Airspeed can be traced back to the Airship Guarantee Company of the late 1920s. That was the company which, directed by Dr Barnes Wallace, was building the R100 airship at Howden, East Yorkshire. The R100, unlike the Government R101, was sent on a rigorous test flight to Canada and back. During the building of the R100 a former bridge designer by the name of Hessle Tiltman had joined the company. It was possibly thought that his previous experience would be useful, the 'ship being 750 feet long and 130 feet in diameter. It was powered by six Rolls-Royce Condor engines. Despite everybody's efforts however the Airship Guarantee Co was closed down after the crash of the R101.

Unemployed Tiltman and a Naval Officer designed an attractive 3 seat biplane with a Gipsy engine. It was designed to compete with the D.H. Moths but there was a grave financial crisis in the country at the time and they could not get capital.

The two designers, along with Neville 'Shute' Norway also formerly of the A.G. Co formed a small company for the purpose of designing and produce civil aircraft. It was decided that the company's name should begin with the letter A so as it would always be top of lists of aircraft manufacturers. The name Airspeed was decided on.

With the help of some local people the first factory was acquired at York. It was in fact a 600sq ft. bus garage. The test flying was to be done at Sherburn-in-Elmet where Neville Shute Norway was a member of the Yorkshire Aeroplane Club. At the suggestion of Sir Alan Cobham it was decided that the first project should be a glider. Although the company needed £50,000 they only tried to sell £30,000 worth of shares and only sold £3,300 worth.

The glider was called the Tern. It was a 50ft span cantilever monoplane. The Tern was test flown from Sherburn towed behind a second hand, eight cylinder Buick. Four of the Cylinders on the car were blocked off to reduce petrol costs. The Tern performed well and eventually held all British gliding records although the performance was nowhere near as good as its German contemporaries. Eventually only two Terns were built, one of these was still flying after the war.

The next project was a 10 seat 3 engined biplane known as the Ferry. The orders for these which got the project off the ground were from Cobham after more than considerable sales pressure. At this stage in the companies history wages were paid from day to day and much of the material used was bought from the local hardware shop. To get the Ferry from York to Sherburn the wings were taken off and the tail raised on a trolley. On the journey the tail fell off the trolley and the party met a very large ships rudder travelling in the opposite direction. This presented problems especially since it was in the middle of the night. The famous Captain Worrel of the Yorkshire Aeroplane Club volunteered to test fly it. Much to everyones suprise, not least Capt Worrels, the Ferry flew off at 40mph on taxiing trials. No Ferry ever crashed. One incident with one was with one belonging to Midland Scottish Airways. This landed on Southport Sands with an engine out. A mechanic duly arrived, took the engine out and put it inside to lighten the aircraft(?) and flew it out.

The entry of the D.H. Dragon, a more refined if less safe aircraft ended the days of the Ferry.

The next project, the Courier, was inspired by the Northrop Delta, a low wing monoplane with retractable undercarriage. The prove the safety of Airspeeds retracted undercarriage (half the wheels prot when the gear was up), Alan Cobham did a wheels up landing on purpose. The only damage was to the propellers.

At this stage the company moved to Portsmouth. The Courier was successful and was followed by the Envoy. The company however was still in deep financial water and was taken over by Swan Hunter. After various abortive (except for the Oxford) military projects the Airspeed Company was taken over by de Havilland in 1940. You will be able to read further about the company outside Yorkshire when Mr Middletons book is published.

BLACKBURN BUILT PRENTICES

T.W.SYKES

The following is a list of Blackburn built Prentice T.l.s with their subsequent identities. Only eight were actually converted and used civilly. Details of these are given below the list.

c/n	Serial	Became	c/n	Serial	Became	c/n	Serial	Became
5800/1	VS241	G-AOWH	5810/18	VS283	G-AOMB	5830/10	VS363	G-AOPB:
/2	VS242	G-AONZ	/19	VS284	G-APGS:	/11	VS364	G-AOPC:
/3	VS243	G-AOOA	/20	VS285	G-APGG:	/12	VS365	G-AOLS:
/4	VS244	G-AOOB	/21	VS286	G-AOMA:	/13	VS366	:
/5	VS245	7182M	/22	VS287	:	/14	VS367	:
/6	VS246	G-AOOC	/23	VS288	:	/15	VS368	7191M
/7	VS247	G-AOWI	/24	VS289	G-AOOK:	/16	VS369	7005M
/8	VS248	G-AOWJ	/25	VS290	:	/17	VS370	:
/9	VS249	G-AOWK	5820/1	VS316	G-AOMF:	/18	VS371	G-AOWO:
/10	VS250	7253M	/2	VS317	G-AOOL:	/19	VS372	:
/11	VS251	G-AOKH	/3	VS318	G-AOLZ:	/20	VS373	G-ACPD:
/12	VS252	G-AOME	/4	VS319	G-AOLY:	/21	VS374	G-AOLR:
/13	VS253	G-AOCD	/5	VS320	G-AOLX:	/22	VS375	G-AOLE:
/14	VS254	:	/6	VS321	G-AOOM:	/23	VS376	G-AOWP:
/15	VS255	G-AOED	/7	VS322	G-AOON:	/24	VS377	G-AOPE:
/16	VS256	G-AOOE	/8	VS323	G-AOCO:	/25	VS378	G-AOPF:
/17	VS257	G-AOOF	/9	VS324	G-AOLA	5840/1	VS379	:
/18	VS258	:	/10	VS325	G-AOCP:	/2	VS380	G-AOWR:
/19	VS259	:	/11	VS326	:	/3	VS381	G-APBV:
/20	VS260	7234M	/12	VS327	G-AOLW:	/4	VS382	G-AOKT:
/21	VS261	7179M	/13	VS328	G-AOOR:	/5	VS383	G-AOKU:
/22	VS262	7399M	/14	VS329	G-AOKX:	/6	VS384	G-AOPG:
/23	VS263	7183M	/15	VS330	:	/7	VS385	G-AOLP:
/24	VS264	7400M	/16	VS331	7404M	/8	VS386	G-AOLB:
/25	VS265	:	/17	VS332	G-AOOS:	/9	VS387	G-AOPH:
5810/1	VS266	G-AOMC	/18	VS333	G-AOOT:	/10	VS388	G-AOLO:
/2	VS267	:	/19	VS334	G-AOOU:	/11	VS389	G-AOWS:
/3	VS268	7180M	/20	VS335	G-AOWM:	/12	VS390	G-AOKD:
/4	VS269	G-AOOG	/21	VS336	G-AOWN:	/13	VS391	G-ACLN
/5	VS270	G-APGE	/22	VS337	G-APGU:	/14	VS392	G-AOPI:
/6	VS271	:	/23	VS338	G-AOCV:	/15	VS393	G-AOPJ:
/7	VS272	G-AOWL	/24	VS352	G-AOOW:	/16	VS394	:
/8	VS273	G-AOOH	/25	VS353	G-AOLV:	/17	VS395	G-AOLC:
/9	VS274	:	5830/1	VS354	G-AOOX:	/18	VS396	G-AOLM:
/10	VS275	7233M	/2	VS355	G-AOOY:	/19	VS397	G-AOWT:
/11	VS276	G-AOOI	/3	VS356	G-AOLU:	/20	VS409	G-AOWU:
/12	VS277	G-AOOJ	/4	VS357	G-AOOZ:	/21	VS410	G-AOWV:
/13	VS278	G-APJD	/5	VS358	G-APGV:	/22	VS411	G-AOPK:
/14	VS279	7401M	/6	VS359	G-AOLT:	/23	VS412	G-AOLL:
/15	VS280	G-APJI	/7	VS360	:	/24	VS413	:
/16	VS281	G-APGF	/8	VS361	G-APGW:	/25	VS414	G-APGX:
/17	VS282	G-APJE	/9	VS362	G-AOPA:			

Civil conversions

- 5800/11 VS251/G-AOKH to J.L.Tankard CoFA 3/60
- 5840/4 VS382/G-AOKT Used for tests - broken up 1958
- 5840/10 VS388/G-AOLO to Aviaton Traders CoFA 17/10/58 Sold as 00-CIM 12/58
- 5840/7 VS385/G-AOLP to D.N.Downton CoFA 23/10/58
- 5830/21 VS374/G-AOLR Converted as G-AOMK for T.D.Keegan CoFA 24/7/59
- 5830/3 VS356/G-AOLU to Maitland Air Charter CoFA 27/8/59. Sold as EI-ASP 3/68
- 5840/19 VS397/G-AOWT Test vehicle CoFA 19/12/58 Sold as OD-ACQ 11/58
- 5810/17 VS282/G-APJE 7 seater prototype - MellAir CoFA 6/7/59

Production lists As you will know the Dove & Devon production list has been completed and this production list has been put in as an interim measure. We would like to know now which if any production list you would like to see next. All of the ones we have had offered so far have been for civil aircraft but if anybody has a military production list we can print (remembering the Official Secrets Act) we will be happy to consider it. Please let us know what you would like to see and we will try and produce it, otherwise we will have to guess what

Battle of Britain Displays 1-68

Apart from mentioning two Jet Provosts twice the only mistake we have had pointed out in last months very hurriedly produced Finningley report is the omission of a Hunter F4, without serial but probably XF309 of the Finningley vintage aircraft museum (FVAM). In addition to the information printed last month the maintenance serials of the FVAM aircraft are as follows:- 7983M/XD506 Vampire T11; 7957M/XF545 Provost T1; 7771M/XF309 Hunter F.4; 7868M/WZ736 Avro 707A; 7932M/WZ744 Avro 707C; 7750M/WL168 Meteor F8; 7963M/WS751 Meteor NF(T)14 (not present BodB day); 6850M/TE184 Spitfire LF16e; 7988M/XL149 Beverley C1; 7987M/TG605 Hastings C1; 7986M/WG777 Fairey Delta 2 c/n F9422.

Highlights of the display at Biggin Hill, apart from the usual noisy jets were Hart G-ABMR, Tutor K1786 and Swordfish LS326. Also present were the chief HAPS exhibits.

A correction to p61 of YAN J.P. XN416 should read XM416

DONCASTER REVIEW

from Ken Woolley

The movements are rather less than they have been before because some pilots are only entering the type in the log and not the aircraft registration. The only change in the residents is that Condor G-AVCZ is now being used by the South Yorkshire Flying School.

5/9 G-ATND Cessna F150F from & to Netherthorpe
6/9 G-ATET Twin Comanche from & to Halfpenny Green
8/9 G-ATNC Cessna F150F from & to Sherburn G-AWIK Musketeer fr Sherburn
10/9 G-ASYB Aztec C from Blackpool to Glasgow
11/9 G-ASER Aztec from & to Islay 12/9 G-AVBZ Cessna F172H from
14/9 G-ASKS Cessna 336 from L.B.A. / Pocklington to Netherthorpe.
18/9 G-ASTD Aztec C from Southend to L.B.A.
22/9 G-ANSS (sic)prob. 'HSS J/1N from & to Sunderland
G-ARUR Cherokee 160 from & to Tollerton
24/9 G-APYW Tri-Pacer 150 from & to Halfpenny Green G-APPA Chipmunk
26/9 G-AVTN Cessna F150H from Turnhouse to Elstree
27/9 G-AWMZ Cessna F172H from L.B.A.
29/9 G-ATOL Cherokee 140 from Portsmouth to Oxford

BROUGH INTERNATIONAL AIRPORT VISITORS

....has what can only be described as a very varied selection of visitors.

3/9 G-ANAN Dove Morton G-ASBD Hughes 269 also on 17/9
G-AROC Cessna 175B TG536 Hastings C1 overshoots
4/9 G-ATRE Cessna F172 Anglia TV Also 5/9, 6/9.
5/9 WJ913 Varsity T1 Royal Radar Est. G-ATVG Hiller UH-12E also 6/9
G-AWJL Jet Ranger from Holme-on-Spalding Moor (henceforth=HoSM)
6/9 G-ASRU Twin Comanche
10/9 G-ATUN Cessna F172 also 13/9, 18/9, 19/9, 20/9, 24/9, 26/9, 27/9, 30/9
11/9 G-ARMI Apache G-ARLD Helio Courier McAlpine
12/9 G-ASJT H.S.748 Smiths Aviation Div. n/s also 13/9
G-AVTU Heron 2E HSA G-ATBV Aztec C
13/9 XT865 F4K Phantom low runs (on delivery to HoSM)
17/9 I-SJAC SIAI Marchetti S208 1st visit of type and believe to be first Italian civil visitor. Cleared customs inbound.
G-ALFU Dove C.A.F.U.
18/9 G-AVVZ Cessna F172 Anglia TV G-ASKS Cessna 336 G-ATFG Brantly B2B
G-AMZY Dove R.R. Engines G-ATTF Cherokee 140
XT898 F4M Phantom low run over airfield on delivery to HoSM
19/9 G-ATUS Brantly 305 G-ATSR Bonanza also 20/9
20/9 G-ASKS Cessna 336 with Cessna 185 G-ARMJ Croda Premier
23/9 WG482 Chipmunk T.10 "12" n/s to 25/9
25/9 G-AOXL Heron G-AVBZ Cessna F172H
26/9 G-AVNK Aztec G-ASVN Cessna 206 G-AVJT Twin Comanche
27/9 ? F4 Phantom K/M flew over ex HoSM
30/9 G-AVAU Twin Comanche

As our correspondent says "not bad for a primitive strip".

We still have no more news on Autairs intentions at Hull. Could anybody enlighten us.

NEWS AND AIRFIELD ROUND UP

Linton-on-Ouse In addition to (& correcting) information previously published the following Jet Provosts are now at this station with 1 F.T.S. XN558/23, XN605/31, XP679/36, XP634/49, XP683/51.

Leeming As for above the following are now with 3 F.T.S.:— XN582/22, XM416/29, XS184/62, XP676/64, XP674/65, XR679/67.

At present Dishforth is being used for training while Leemings runway is repaired. Aircraft noted on 26/9 were XN947/8, XN582/22 and XN458/2. Linton has temporarily taken over Leemings role as Master Diversion Station. Topcliffe— Present on 26/9 were Beavers XS771 and XP819 of 15F1t AAC and Varsitys WL641 and WJ940.

Church Fenton A small autumn fair was held here on 5/10. Two aircraft participating were Chipmunk WD309 'D' of Leeds UAS and Whirlwind XJ437 from 202Sqn Leconfield. Recent visitors have been Aztec C G-AVKZ to Perth on 29/8 and Aero Commander G-ARGW on 1/10.

Crosland Moor Visitor on 13/9 was David Browns new Jet Ranger G-AWOL
Sherburn in Elmet Visitor on 16/8 was Aztec C G-AVKZ from Newbury, Tri-Pacer G-ARHP on 21/8 and Falco G-AVUJ on 15/9. The latter was the only aircraft to visit a planned fly-in due to adverse weather conditions consequently our correspondants were invited to eat the food and drink the drink intended for a large number of people. Our correspondants were able to remember (nevertheless) that there was a spot landing with engine off competition using the clubs Condors and that the two seat Gyro-glider which has been present for some time flew.

Turbulent G-AWDH has at last flown after some difficulties with the engine.

Beagle Pup is expected here 'soon' for a three day demonstration.

The Taylor Monoplane which was at Sherburn earlier this year is now in a Garage at Batley almost completed.

Pickering It is understood that Cmelak G-AVZB landed somewhere in this area on 28/8.

Present at Roundhay Park on 1/9 were Sioux XT502 and SD-1 Drone XR296 for an Army recruiting display.

Carnaby visitor on 6/9 was Dove G-ARUM

Netherthorpe Visitor on 1/9 was Airedale G-ATAW from Leeds.

Leconfield Visitor on 25/9 was Cessna 310I G-ASVV

Rufforth G-AVNG Queenair 80, was a visitor on 9/10.

Scunthorpe was visited on 5/9 by Dornier Do28 G-ATAL from Liverpool.

It is understood that the first Camco V-liner will be registered G-AWPR.

AIRSIDE MOVEMENTS

16/8 G-AVXL HS125 from Inverness 29/8 G-AWCU Aero Commander fr Newcastle

4/9 G-AVJG Cessna 337 7/9 OE-DMT Cessna 175 fr Inverness

13/9 G-ARLK Comanche from Pocklington to Prestwick

G-ARLA TriPacer from & to Wombledon

11/9 D-EGZP Smaragd CP301 to Turnhouse

G-ASFA Cessna 172 for Middleton Aero Club

G-AHJA Dragon Rapide from & to Castle Donnington

18/9 G-AWMZ Cessna F172H/I (see below) from & to Leeds

G-AWAW Cessna 150 from Carlisle to Usworth

G-AVMD Cessna 150 from Leeds to Turnhouse

G-ARFF Queenair 65 from Brussels to Manchester

20/9 G-ASMH Twin Comanche from & to White Waltham

G-AMKX Prince from Prestwick to Stansted G-NOK Safir to Turnhse.

23/9 G-AVAL Beagle B.206 from Castle Donnington to Shobdon

G-ARBI Cessna 310 from & to Elstree

G-AVOF BAC-111 Airfair from Heathrow to Luton

24/9 G-ASKS Cessna 336 from Snaith to Newcastle

G-ASYK Twin Comanche from Leeds to Hawarden also 27/9

G-APMY Apache 160 from Leavesden to Deanthorpe

30/9 G-AVCF BAC-111 from Luton to Hanover (trooping)

G-AVNK Aztec C G-ATAB DC-7F DanAir n/s to Nicosia

2/10 G-AVMI BAC-111 Crew training n/s to 4th to Wisley

G-AJOS Dove fr Acklington to Coventry

3/10 G-AVMJ BAC-111 crew training G-AVEK Cessna 411 f&t Deanthorpe

G-AVLI Cherokee 140 fr Gatwick to Newcastle and return

7/10 G-ATBI Musketeer G-ATYC Aztec C to Luton

News Round up continued

Pocklington visitor 10/8 was Travelair G-AREJ from Dyce.

Linton-on-Ouse The following further information has been received since the typing of the previous page. This information supercedes any information previously published and is correct to the beginning of October. Jet Provosts based (not including those published in July) are:- 15 XN636; 16 XN465; 17 XM478; 19 XM473; 20 XN459; 21 XN573; 23 XN556; 30 XN549; 31 XN505; 33 none at the moment; 36 XP679; 44 XR674; 49 XP634; 51 XP683.

The following aircraft have departed:- XM351. XN458 to 27MU: XM353 crashed Wetherby 21/2/68: XP573 to B.S.E. Filton; XM354, XN507, XP561, XN591, XM457, XP589 are suspected to be at 27MU.

Leeming Late additions and corrections as for above are:- XS184/38 has become 54.50 is XP618, 54 is XS185, 55 is XS218, 67 is XR659.

SECRETARY'S DESK (Here due to the Editors near monopoly of the front page.

Thank you to everyone who assisted or visited our stand at Finningley, which proved to be highly successful despite a poor attendance and disappointing weather. (The attendance figures of 100,000 and more quoted in several national Sunday papers were probably printed before the event and were nowhere near correct - we would estimate 20,000 were present -D.D.)

In view of the interest shown in M Middletons talk at the last Branch meeting, he has been invited to return to talk to us again and has provisionally agreed to return sometime next year.

MEMBERS are reminded that the 4th A.G.M. of the Branch will take place at the Yorkshire Aeroplane Club on Sunday, November 24th. Nomination forms and Agenda will be distributed shortly. To avoid misunderstandings it should be pointed out that the entire committee automatically resigns at the end of its term of office to be replaced by a new one which is elected at the AGM. There is no question of automatic re-election and even if some committee members are returned they will have to be nominated and voted afresh. We look forward to receiving nominations for some new blood. Remember, if you nominate and vote now, you won't have to spend the rest of the year grumbling about people who were co-opted into jobs.

Please note the present Editor is not available for re-election due to looming exams and the probability of leaving the area before the end of the year. If you would like to be Editor of YAN next year please let D.D. know and he will have you nominated. This is perfectly constitutional as people don't have to vote for you and everyone who is willing to do the job ought to be nominated.

ALL MEMBERS ARE URGENTLY REQUIRED TO ATTEND THE A.G.M.

FLYOVER REPORT

Making a return after absence but still with only one contributor other than the Editor.

9/9 G-AVBL Twin Comanche PH1132 Sb:G-APAV Bristol 170 PH1555
11/9 G-ARYM Dove 8 PH1225 Nb
12/9 G-AMHJ Dakota PH1046 Sb: G-AVVF Dove PH1058 Sb: G-ATUB Cherokee
PH1135 Sb: G-ATZV Twin Comanche PH1130 Nb
25/9 25797 G-131 PH 0950 Sb: G-AVVI Twin Comanche LBA 1150 Nb:
17262 R4D-8 PH2059 Sb:
30/9 G-AVRX Aztec C 5 MI east of IBA 1918 SWb
1/10 G-ARIC Cessna 310 LBA1025 Stansted to Glasgow
G-AVIV Jodel DR250 LBA 1310 Nb
5/10 Yankee 110 ? PH1920 Sb

Manpowered Flying Harrogate's ATC units plans to build a man-powered flying machine have been abandoned because their champion cyclist has left! Pity, our correspondent was going to design it - I thought we might have a scoop.

This months credits: P.A.Jackson, P.Jackson, S.James, K.Jordan, N.H. Ponsford, M.T.Powell, D.I.Shaw, P.G.Smith, J.A.Stanfield, T.W.Sykes, M.J.Twitchett, M.Wadie, K.Woolley, Petvaria, News from LBA, 55 North and SCAN.

Please remember a late contribution is a wasted effort and to quote a

LEEDS/BRADFORD MOVEMENTS

1/9 G-AVNA Queen Air 80 fr Leavesden to Aberdeen G-ATHZ Cessna 150F
G-ATSM Cessna 337A fr Netherthorpe to 1st Green n/s also 14/9 n/s-25.

2/9 N4066Q Cessna 401 fr & to Cranfield XT502 Sioux to York after stay
G-AKIF Dragon Rapide fr Little Snoring to Booker G-AVBZ Cessna F172H
G-ASNJ Aero Commander fr Cranfield to Leavesden n/s to 6/9
XT502 Sioux fr & to & fr Roundhay to I.O.L. (AA341)n/s to 8/9

3/9 G-ATPC HS 125 fr Newcastle to Stansted G-ARLK Comanche n/s to 6.
G-AVGG Cherokee with G-AVXX Cessna F150H fr & to Netherthorpe 'VX n/s-5

4/9 G-AVJG Cessna 337 fr E. Midlands to Teesside G-AVCJ Beagle 206
G-AWGX Cessna F172H fr & to Doncaster n/s to 18/9

5/9 G-ATST Brantly 305 fr Gatwick to Perth G-ASXV Queen Air 80
G-AWKF Twin Comanche fr & to Norwich G-ARUM Dove 8 fr & to Luton
G-AWFL Alouette fr Manchester to Bramham Hall n/s to 8/9
G-AVYL Cherokee 180D fr & to Driffield G-AVCJ Beagle 206

6/9 G-ABST HS 125 fr Hatfield to Newcastle G-ATLX Travel Air
G-AWGP Cessna T210H fr Speke to Blackpool G-ATLM Cessna F172G
G-ASYK Twin Comanche fr Enschede to Gatwick G-ARUM Dove 8
G-AWTF Cessna F172H fr & to Blackpool G-ASPC Piaggio P156B
G-AVPR Twin Comanche fr & to Weeley n/s to 8/9

7/9 G-AVCV Cessna 182J fr & to Manchester G-ATL Cessna 310J & both on 8

8/9 X G-APAV Bristol 170 Mk32 fr & to Dublin G-TECH Brantly B2B also 9/9

9/9 G-ARBE Dove 8 fr Brough to Cranfield G-APAV B170 to Lydd
64284 H-34C fr & to Mendwith Hall (US Radio Station)

10/9 G-AWBP Cessna 182L fr & to Haxey G-ASXV Queen Air 80 fr Rotterdam
G-AMYO Dove 1B fr Lille to Gatwick

11/9 G- TES Cherokee Six fr & to Fairoaks G-ATCY Aztec fr Barrow to Biggin
G-AIDE Miles Monarch fr & to Church Fenton G-ATXG Aztec C
G-ARYF Aztec B fr & to Elmdon G-ASBY Alredale fr & to Valley

12/9 G-AWER Aztec C fr & to Oxford G-ASNO Baron G-ASEQ Comanche
X G-AVIV Jodel DR250 fr & to Staverton G-ASLC Cessna F172E
G-ATNB Cherokee 180 fr & to Blackbushe G-AVCV Cessna 182J
G-AWGR Cessna F172H fr Ringway to Blackpool G-AVUG Cessna F150H n/s-26

13/9 G-ARDL Comanche fr Coal Aston to Heathrow G-ASEP Apache 235 n/s-17
EI-ATB Cessna 310N fr & to Turnhouse n/s-17 G-ARLK Comanche
G-ATVS Cherokee 180 fr Oxford to Bovingdon G-AVCV Cessna 182J

14/9 G-AVFW Twin Comanche fr Beauvais to Driffield n/s - 23
G-AVYL Cherokee 180D fr & to Driffield G-AVCV Cessna 182J

15/9 X G-AVNG Queen Air 80 fr Ringway to Dublin G-ASVA Heron n/s f&t Gatwick
G-ATDL Cessna 310J fr Rotterdam to Woodvale G-AVYL Cherokee 180D
XT163 Sioux fr East Midlands to & fr Newcastle n/s to E.Mid.

17/9 G-AWMJ Cessna F172H fr Le Touquet with G-AWMZ for Northair
G-ARAX TriPacer 150 fr & to Blackpool G-AVHZ Twin Comanche
EI-ATB Cessna 310N fr & to Turnhouse G-APNF Viscount to Maastricht

18/9 G-AVEZ Herald fr Blackpool to Belfast (Charter) /Leeds Utd
G-ATWN Aero Commander fr & to Rochester G-ATHZ Cessna 150F
G-AVMD Cessna 150G fr Turnhouse to Teesside G-AWLD Navajo
XT163 Sioux with XT553 fr E. Midlands to Newcastle G-AWGY Cessna F150
G-AVAK Commodore fr & to Elmdon G-ASEP Apache 235 n/s-22
G-AVCZ Condor fr & to Doncaster n/s G-AWIC Brantly B2B n/s
G-AVJZ Herald fr Blackpool to Rotterdam n/s

19/9 G-ATEN Twin Comanche fr & to Norwich G-AVUN T. Comanche n/s to Colerne
G-ATAI Dove 8 fr Elmdon to Glasgow G-ATDL Cessna 310J to Speke

20/9 G-AVUN Twin Comanche fr Colerne to Tollerton X G-ATAI Dove 8

21/9 XT800 Sioux (AA450) fr E. Midlands to Otterburn G-ATRT Cherokee 140

22/9 G-ATNO Cessna F150F fr & to Sherburn XT800 Sioux to E. Midlands
G-AWGC Cessna F172H fr Biggin Hill to Glasgow

23/9 G-AWED Navajo fr Luton to Stansted G-ASXV Queen Air 80
XT562 Sioux (AA453) fr E. Midlands to Otterburn G-AVID Cessna 182J
D-ITCA Marquis fr Meinhagen to Dusseldorf

24/9 G-ASRX Queen Air 80 fr & to Cambridge X G-ATGH Brantly B2B fr Harewood
G-ASNX Beech 18 fr & to Heathrow G-ATZN HS125 fr Glasgow
XR636 Scout with XT562 Sioux fr Otterburn to E. Midlands
X XT546 Sioux fr Carlisle to Little Rissington G-AVCV C.182J
G-ASUH Cessna F172E fr & to Booker G-ATMW Cherokee 140 f&t Blackpool
G-ASXV Queen Air 80 fr Elmdon to Tattenhill X G-AVCJ B206 fr Prestwick

25/9 G-AVRA Islander Div fr Coal Aston to Woodford 1st visit of type

Leeds/Bradford Movements continued

25/9 G-ARLK Comanche fr Pocklington n/s to 27/9 to Luton
26/9 XG-AVRA Islander fr Glasgow to Mull on ambulance flight
XOY-EGD Cessna 310K fr Copenhagen to Billund n/s XG-ALFU Dove
G-AOXL Heron 1B fr Southend to Eastleigh G-ATDL Cessna 310J
XG-ATLC Aztec C fr & to Turnhouse G-AWFW Jodel D117 fr Shelf
27/9 G-ASRI Aztec fr Heathrow to Denham G-ASYK Twin Comanche
28/9 G-AVJA Viscount 815 fr Barcelona to Oporto Last IT of season
29/9 G-ARIU Cessna 172B fr & to Malton G-ATRH Super Cub n/s -
30/9 G-ATMG Commodore fr Inverness to Ringway XG-ATDL Cessna 310J
XK896 Sea Devon fr Lee on S. to Lossiemouth 'Navair 826'
XT553 Sioux (AA497) fr Otterburn to East Mid. G-AVCJ B.206
G-AVFW Twin Comanche fr & to Driffield
1/10 XP824 Beaver (AA378/9) fr & to Topcliffe G-ASHH Aztec fr Luton
OO-LGR Queen Air 65 fr & to Lyons G-AVLI Cherokee 140 f&t Sywell

Aer Lingus Viscount charters during the month have been 26/9 EI-AOE(AL. - 5337/8; 28/9 'OI; 29/9 'KO; 30/9 'OL

Islander G-AWNT arrived 2/10 for Air Survey. Their Anson G-APHV is reported to be going to an Air Training Corps unit.

Cessna 150 G-ATKE which is being rebuilt by Yorkshire Light A/c is believed to be going to the Daneley Flying Group, Hants.

Mr D.Simon is returning Cessna 182J G-AVCV to Northair in part exchange for Cessna 337 G-ATSM.

Cessna F172H G-AWMZ which was delivered to Northair on 17/9 (with 'MJ) is for Renton Garages

Wrecked Cessna 172 G-AVDC was moved from Leeds to Doncaster 28/8.

Former Northair Cessna 310 G-ARWF which suffered an undercarriage collapse at Dublin shortly after leaving Leeds earlier this year has now been registered to Iona Airways as EI-ATC.

Passenger figures for LBA for September were 39,707 compared with 43,285 in the same month last year. Freight for September was 212 short tons compared with 205 s.tons last year. The total of freight so far this year is 1853 short tons compared with less than 1500 s.tons last year.

Wallace Arnold Tours have applied to operate direct to Barcelona, Palma and Gerona next year from L.B.A. All present W.A. Tours from L.B.A. go on scheduled B.K.S. flights.

British Midland Viscount G-ASED made an emergency landing at LBA 11/10 after a fire warning light had appeared very soon after take-off. The aircraft made a safe landing with No 1 engine feathered. There was in fact no fire. G-AWCV was sent as replacement for the Castle Donnington leg of the service. While on the subject of BMA Viscounts we hear that the airline are acquiring the BUA machine G-APTD.

It is understood that Barker Aviation are interested in two Beagle Pups. B.K.S. Survey Flights is to get a second Islander in about two months time. The new one will have a passenger rather than photographic configuration and may be used by the Yorks. Aero Club.

A Sobelair DC-6 is expected at LBA on 22/10 with Standard Liege F.C. It will return on 24/10. Also expected between the 16/10 and 28/10 are half a dozen or more Royal Flights.

Northair Aviation are reported to have ordered 6 Cessna F150H(or Is) for their subsidiary, the South Yorkshire Flying School at Doncaster. They are it is said to start a residential pilot training scheme up to ATPL level. Meanwhile present capacity at the school is being fully used

FOUND.. ONE BLACKBURN B.2.

Hawker Siddeley at Brough have acquired the remains of a Blackburn B.2. It is planned to restore the aircraft to a form suitable for static exhibition. The aircraft G-ACBH (c/n 4700/3) was first registered in December 1932. It was used by North Sea Aerial & General Transport Co Ltd at the RAF Reserve training School at Brough. It was transferred to Blackburns in 1937 when N.S.A. & G.T. Co wound up. Crashed 4 miles west of Brough 16/3/40.- Remains impressed as 2895M 17/2/42. It was delivered to 692 ATC Squadron, Brentwood. Discovered in Dixons Scrapyard, Ramsden Heath Essex in 1947, it was last reported there in 1960.

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