

## YORKSHIRE AIR NEWS

The magazine of the West Riding Branch of Air-Britain

For private circulation only

Editor

M.W. Stubbs,  
34, Banksfield Avenue,  
Queensway,  
Yeadon.

Assistant Editor

J.E. Buckle,  
29, Moorlands Avenue,  
Yeadon.

VOL 2 NO 4

APRIL 1966

### BOOMING BUSINESS

With the opening of the summer season, aviation in this part of the country is booming. I.T. Charters have started from Yeadon, the light aircraft scene, also at Yeadon, is being subjected to an invasion by Cessnas of all types and Autair are opening a new service from Hull. Rich fare indeed for the enthusiast.

We have had to hold over the continuation of the U.S.A.F. at Drifffield story, due to lack of space until next month. Also for the next months issue we will be publishing a report of the Fly-In at Kirton-in-Lindsey and the S.S.A.F.A. display at Church Fenton. Many of our readers would have appeared to have come out of hibernation and contributions are actually on the increase. We thank all correspondents and ask them to keep up the good work. New correspondents are always welcome however.

The list of aircraft built in Yorkshire would appear to have been quite a success and information is still coming in on this subject. The Ansens at Yeadon would be well worth a full scale series of articles though. How about it you budding historians?

No little criticism was levelled at the editorial staff last month, due to printing details of a RUMOUR with regard to a DC-9 at Yeadon. This was stated as a rumour however and was not claimed to be true. This rumour does not seem to be as impossible as most people seem to think however. To our knowledge, there are at least two DC-9s in Europe at the time of writing. K.L.M. already has the type in service within Europe (London services scheduled to start in June) and Swissair has at least one at present being used for crew-training.

With all the criticism that has been levelled at the F-411 by the daily papers and certain members of the U.S. Senate recently, it looks even more likely that the Buccaneer will appear in R.A.F. markings. As the Royal Australian A.F. has recently had a 64% increase in price of its ordered F-411, then surely a supersonic development of the Buccaneer would be more effective, if only on a cost effectiveness basis? (M.W.S.)

### SECRETARYS DESK

Owing to the Secretarys temporary absence from this area, all matters for his attention should be forwarded to the writer at the address shown below. The few who attended the Branch meeting on the 24th April, will vouch that we were treated to an entertaining quiz, and that thanks are due to our quizmaster M.W. Stubbs.

The Branch will again be exhibiting at the S.S.A.F.A. display at R.A.F. Church Fenton on Whit Monday 30th May and we hope that this years effort will bring us even more success than last year. We hope to see as many members and their friends as possible. All offers of help are welcome.

The next Branch meeting will be an informal one at the Yorkshire Aeroplane Club at 3.00pm on Saturday 29th May.

M.T. Powell, 14, Broomhall Avenue, Bradford Road, Wakefield, Yorks.

### H.Q. A.G.M.

Alan Madden and myself represented the Branch at the Annual General Meeting held in Holborn Central Library in London on 23rd April. The meeting was poorly attended, only 42 members being present at the start of proceedings. This was possibly due to the change in venue and the very fine weather.

Little of great interest was forthcoming and the meeting closed at 4.15pm without any of the sharpness apparent at last years meeting.

A project which may be of interest to car owners is for an Air-Britain car badge. A preliminary design was shown: this consisting of the Association badge on a blue circular background. Probable cost would be £1. Members who are genuinely interested should contact the Sales Department (address in Digest).

Membership totals correct to the 20th April were given as follows:-

Lone members	1,465	(1,323)
Branch members	295	(417)

Continued on page 71.

Any views expressed in this column are those of the writer only.

Dear Sir,

It is well known that the present terminal at Leeds/Bradford Airport is inadequate for the flow of traffic at peak periods and no doubt the airport and airline staff are looking forward to the opening of the new terminal, but will this terminal be the solution?

As I understand it this is designed to handle 500 passengers in any one hour. Some simple calculations will show that the expansion of traffic envisaged by the airlines this capacity appears to be inadequate. The fact that seems to have been overlooked is that an aircraft capable of carrying 50 passengers requires terminal provision for 100 passengers i.e. 50 passengers on the incoming flight and 50 waiting to board the aircraft for the return flight.

Consider now a Friday evening at the airport in the Summer when flights can be expected in from at least the following airlines - BKS, Aer Lingus, BUA and FMA. If all these airlines are operating aircraft of Viscount size then we can expect a turnover of something very near 500 passengers in an hour on the assumption that each airline will be operating only one flight. If BKS begin operations with Britannias (over 100 passengers) the 500 passengers per hour begins to look rather small.

Luckily the terminal can be extended easily at either end, we are told. Might it not be a good idea to build on the first extension with the originally envisaged foundations?

Yours faithfully, J.A.Stanfield.

AUTAIR, HULL-LONDON SERVICE

The above route has been approved for Autair by the MCA. It is not known whether Brough or Leconfield will be used however. Aircraft to be used is the HS748 or possibly the Ambassador if Leconfield is used. (HS748 TMJ was d/d 19/4/66). Flights leave Hull at 8.00am on a weekday and return at 7.00pm. The weekday fare being £9/10/0 return and a cheap weekend fare (Saturday morning to Sunday night) is £6. From April 1967 a Luton-Hull service will also be run by Autair. (P.A.Jackson)

Editors note - It seems rather doubtful that Leconfield will be used due to this airfield having so many military movements. £6 for a weekend trip seems very reasonable and compares closely to rail fares. If Autair can run this flight at a profit, perhaps BKS would be interested in a similar flight from LBA?

FLYOVER REPORT

<u>DATE</u>	<u>SERIAL</u>	<u>TYPE</u>	<u>LOCATION</u>	<u>TIME</u>	<u>DIRECTION</u>	<u>NOTES</u>
21/3	15923	CC-106 Yukon	Oldham	0840		RCAF
	G-ARCN	President	Pole Hill-Deans X	1034		
	9700	Bristol 170	Pole Hill-Deans X	1355		RCAF
	EI-ANF	BAC 111	Ottr - Oldham	1507		Aer Lingus
	Navy 31635	?	Abeam Leeds	1727		USN Blue 1
	37817	C-130E	Oldham - Ottr	1925		MAC
	50480	VC-54G	Deans X-Pole Hill	2232		HQ 7th AF Rams-
22/3	50975	C-130E	Deans X-Pole Hill	0938		tein
	50821	C-54	Pole Hill-Oldham	1447		USN
	Navy 31391	?	Pole Hill-Oldham	1425		USN
	50975	C-130E	Pole Hill	1509	S	To Alconbury
	37817	C-130E	Ottr - Deans X	1640		
23/3	37893	C-130E	Ottringham	2247		1611 ATW
30/3	PH-DCF	DC-8	Blue 1	0736		KLM
31/3	39080	C-117D	Pole Hill	1830	S	USN Mildenhall
	G-AMSN	DC-3	Pole Hill	1834	N	Skyways
	90375	C-133	Pole Hill	1935		1501 ATW
3/4	N200Y	On Mark Marksman	Oldham	1545		
6/4	51057	VG-47D	Pole Hill	1642		1631 ABG
10/4	21057	C-124C	Pole Hill	0954	N	MAC
11/4	50970	HC-130H	Oldham-Pole Hill	2345		67 ARS
12/4	21053	C-124C	Pole Hill-Deans X	1259		MAC 1607ATW
	33283	C-118	Pole Hill - Ottr	1505		USAF
	AF 51059	?	Pole Hill-Deans X	1651		USAF
13/4	N90778	DC-7	Oldham	1424	S	Saturn
14/4	10316	C-130H	Pole Hill	1914	S	RCAF
	22700	C-97G	Pole Hill	1900	N	MAC
16/4	20982	C-124C	Oldham-Pole Hill	1234		MAC
17/4	21049	C-124C	Oldham-Pole Hill	1900		MAC
	N804SW	DC-8F	Pole Hill	1044	N	Seaboard World
	50057	C-130	Deans X	1140	S	MAC
	40530	C-130	Pole Hill	1245	N	
	33266	C-130	Pole Hill	1315		N.Y. ANG
19/4	20921 (?)	C-124	Ottr-Dogger	0128		

Concluded on page 71.

### PHOENIX FLYING BOAT AIRCRAFT

Information still continues to roll in about this subject and the latest gen received is presented below.

### PHOENIX PHAHO CO, BRADFORD (Later English Electric)

Short 184 Mk 630 to Mk 659 Polixtore F3 Mk 60 to Mk 63. Also Mk 780 to Mk 829 cancelled. Polixtore F5 Mk 84 to Mk 229 Farman S7 Longhorn N530 to N5349 and N5750 to N5759 Polixtore F3 Mk 400 to Mk 429 Short 184 8368 to 8379. Phoenix Cork N86-87. E.E. Kingston

It is hoped that a future article on the Phoenix flying boats will appear. / M 68.

SHACKLETON MURRAY SM I - Built at York by Airspeed 1933. G-ACBP c/n 8 2/R Shortburn 1933, dismantled 1937.

AVRO ANSONS built at Yeadon. Mk.180 VT-CMU to VT-CYE c/ns 1477 to 1488. Built 1949 for Director General of Civil Aviation, York. Some Mk.19/1 civilianised are as follows, p/n in (-)

G-AGPB (1271)	G-AGPG (1212)	G-AGPU (1241)	G-AGUH (1273)	G-AGUI (1274)	G-AGUD (1275)
G-AGUE (1276)	G-AGUX (1277)	G-AGVA (1278)	G-AGWE (1286)	G-AGWF (1287)	G-AGZS (1330)
G-AGZF (1331)	G-AHYN (1359)	G-AHYO (1360)	OO-ANF (1312)	OO-AFN (1357)	OO-APX (1358)
SU-ADJ (1272 Ex PH806)	G-AHIB to G-AHIJ (1317-1325)	G-AHKK to G-AHXM (1351-1353)	Mk.19/2 -		
G-AHXX (1333)	G-AIKM (1364)	G-AIYK (1375)	G-AIXE (1376)	G-AKDU (1423)	G-AKDV (1424)
OO-CFA (1361)	OO-CFB (1362)	CF-REQ (1369)	VT-OLI (1377)	VT-OJZ (1384)	LV-FBR (1507)

Ex G-41-50)

(P.A.J., T. Bykes)

AVRO YORK - built at Yeadon. As yet we have received no PROOF of the exact number of aircraft of this type built here, although we have received lists of individual machines which are claimed to have been completed. One theory put forward was that the Yorks in question were manufactured at another factory as bare hulls and fitted out with interior equipment at Yeadon. The latter could possibly be the cause of the confusion. In the mean time the editorial staff are still lost. (M.W.S.)

### AVRO ANSONS built at Yeadon (AGAIN!!!) - Civil conversions

G-AGWD (PH860)	G-AIFN (1508 Ex VM336)	G-APHV (VM360)	G-AKUD (1449 Ex VM373)	G-AMNA (VL298)
G-AJDM (VL336)	G-AIFN (1508 Ex VM336)	G-AKPE (VP512)	G-APTL (VM305)	G-AMWW (VS512)
G-AIRU (PH830)				

NB - note duplication of \*IPN and \*LPN

YA-A251 to YA-A262 c/n 1465 to 1476 Mk.18 for Afghanistani Govt. YA-A251 c/n 1509 replacement aircraft.

British Military:- VP511. Cancelled Mk.19s were VV740 to VV789 and VV805 to VV854. Cancelled Mk.22s were VV371 to VV381 and VM00 to VM14. VM357, 355 and 357 were delivered to the Southern Rhodesian AF as SR29 to SR31 respectively. MH210 to MH237 delivered to RNZAF as NZ-401 to NZ423 respectively. The Portugese AF m/c's (see P.65) serials 213 to 222 were allotted c/n's 1334 to 1339 and 1370 to 1373 respectively. (P.A.Jackson).

REGINALD PRENTICE (Blackburn built) The fourth block of the a/c should read VS379 to VS397 VS379 etc. (C.K.).

### FLYOVER REPORT (Cont'd from P.70)

DATE	SERIAL	TYPE	LOCATION	TIME	DIRECTION	NOTES
24/4	15922	CC-106	Pole Hill	1851		RCAF
	N821 9H	L.1049G	Abeam Leeds	1231		Airlift Int.
	O-80614	VC-421B	Ottr.-Pole Hill	2206		7101 ABW Wiesbaden
27/4	N720G	Gulfstream	Pole Hill	2125		
	39909	VC-45J	Pole Hill	2127		USN Mildhall

Credits - B.A.Senior, D.I.Shaw and D.Depledge.

EDITORIAL COMMENT - Quite an interesting selection this month with one or two rather unusual aircraft. The VC-421B O-80614 now with the 7101 ABW was previously the personal aircraft of General Gunther and the G-54 50821 is unusual in that it is a USN machine with a USAF serial. The two unidentified m/c's this month are both from the USN - 31391 and 31635. Knowledgeable readers please let us know. Last month's (23/4) unidentified m/c was 72464 and Mr. P.A. Jackson has quoted his nearest serial to this - namely 72481 an F-106A. 72464 seems rather improbable as an F-106 though. As stated last month we are trying to include units for all military a/c noted and the Editor would be pleased to be in contact with anyone who has details of these (M.W.S.)

### H.Q. AGM (Cont'd from P.69)

Figures in brackets denote the figures at this time last year. The large drop in Branch membership was due to the demise of the Bristol, Manchester and Southend branches.

Membership of the West Riding Branch at present stands at 46.

FOOTNOTE An article on the West Riding Branch will appear in the SSIFA display Programme for 1966. See you all at Church Winton on Whit Monday - J.A.S.

DISPOSABLE AIRCRAFT

1/3	MM588	Jet Provost 30/1 FTS. Also MM501 28/1 FTS.	14/4	WB513, WB525 Canberra PR7 WG430 Chipmunk T10
	MR 82	Lightning F1A Also T4 MM974	15/4	G-ATAN Cessna 206 - also 25/4
2/3	?	Phantoms. Camouflaged (Qty 2) Approaches.	16/4	XJ511 Hunter FGA 9
3/3	G-AINV	Comanche 260B - New Resident	18/4	XJ350 Sea Devon 781 Sqn. WB369 Varsity K/AES
4/3	WF48	Varsity G/AES Also WJ948 J/AES		XR661 Jet Provost T/7FTS Also XR646
	MM 73	Lightning F1A		XK990 Whirlwind HAR.10 G/202 Sqn. (Ex 228 Sqn. Leconfield '63-64) New resident.
6/3	TG511	Hastings T5 BOBS TG553 on 4/4		
7/3	WV743	Pembroke	19/4	XR757 Lightning F3A G/5 Sqn. TG553 Hastings T5 BOBS
	WZ858	Chipmunk - Temporary resident		XR676 Jet Provost W/7FTS also XP684/J G-AMSS DC-3 Derby Airways
	CP-17/OT-CAQ	G-119G Belg.AF. Also CP-20/OT-CAT	20/4	XH482 Vulcan B1A
	XK851	Vampire T11 B/CATCS on Queen Mary		XR699 Jet Provost T4 34/1 FTS VL351 Anson
8/3	XK769	Wessex HC.2		XJ319 Sea Devon 781 Sqn. XP405 Whirlwind HAR.10 W:D/CPS
9/3	G-ATBZ	Wessex - Also 30/3		VM351, VP518 Ansons RAFTC VL349 Anson NCS
	KX-1/OT-CWU	G-54 Belg.AF Also 10/3, 24/3		XN591/15, XN459/20 J.P.'s all 1 FTS
	KX-2/OT-CWV	G-54 Belg.AF Also 10/3, 24/3		XM354 Jet Provost 21/7 FTS WG349, WK640 Chipmunk T10
	CP-39/OT-CBS, CP-19/OT-CAS, CP-20/OT-CAT	21/4		22/4
	CP-17/OT-CAQ	all G-119Gs Belg.AF		XH558 Vulcan B2 230 OCU TX160 Anson RAFTC
10/3	CP-15/OT-GAO, CP-46/OT-GEH, CP-8/OT-CAH			XR653 Jet Provost N/7FTS
	CP-27/OT-CBG, CP-18/OT-GAR	all G-119Gs of Belg.AF. CP-27 also 22/3		G-ATACK Cessna P1 50P G-ARUM Dove 8
	XL162	Victor B2		XE528 Vampire T11 76/30AACU XP683 Jet Provost T4 49/6 FTS WT533 Canberra T4
	TX209	Anson - also 23/3. TX219 on 16/3		TX228 Anson G1 9/2 RAFTC XH558 Vulcan B2 230 OCU XS772 Basset OC1 NCS
11/3	G-ASMA	Twin Comanche - also 29/3		
14/3	XD427	Vampire T.11 62/1 FTS - also 13/4	24/4	
	WL787	Shackleton T/210 Sqn.		
	VX580	Valotta. VX577 on 16/3		
15/3	G-ARHX	Dove 8	25/4	
16/3	XM475	Jet Provost T3 39/7 FTS		
17/3	XD444	Vampire T.11 64/1 FTS		
	XA536	Canberra R/?		
18/3	XK651	Vulcan B2 - also 25/3		
	G-APZE	Apache 160		
21/3	G-ARLW	Cessna 172B		
	XA459	Gannet AS4 - also XA460		
	WV677	Provost T1 Wings from Dishforth		
	XH475, XM652	Vulcans. XL319 on 23/3		
22/3	XM 77	Lightning F1A		
23/3	G-ACYG	Dove 6		
	CP-24/OT-CBD, CP-35/OT-CBO, CP-44/OT-CED			
	CP-9/OT-CAI	all G-119Gs Belg.AF		
24/3	KY-1/OT-CDA	DC-6 Belg.AF		
	CP-42/OT-CGB, CP-40/OT-CBT	G-119Gs Belg.AF		
	TX227	Anson		
	WJ678	Canberra B2. WH904 Canberra T11-D/85 Sqn. also MCT11's WH724/G, WH714/K.		
	XJ780, XL320	Vulcans		
	G-ASNU	D.H.125 Gregory Air Services Also 6/4		
28/3	TG529	Hastings T5 BOBS		
31/3	MM 88	Lightning F1A G-33240 VC-118 USAF		
2/4	G-ATCA	Wessex		
	G-ASDJ	Cessna 320 Tees-Side diversion		
3/4	?	Vampire T.11 20 or 70/? Also ? 67/?		
4/4	G-ATMI	H.S.748 Autair proving flight. (Also at Holme on Spalding Moor same date).		
	MR 64	Lightning F1A Z/FOU Overshoots		
	XH994	Lightning T4 226/OCU/60 MU		
5/4	XR765	Lightning F3A M/5 Sqn.		
6/4	G-ASHW	Dove 8		
	XP797	Pembroke G(PR)1		
7/4	XP695	Lightning F3 R/FOU		
	WG558	Shackleton MR20 Y/210 Sqn.		
13/4	XH559	Vulcan B2 230 OCU		
	G-ARFF	Queenair 65		
	XR395	Comet G4 216 Sqn. - circuits.		

New Leconfield resident is Whirlwind HAR.10 XD188/F 202 Sqn. This aircraft used Plamboro Head as a base on 19/4 when looking for three missing youths.

Credits I.Carling, K.Gee, P.A.J. and C.Toek.

HOLME ON SPALDING MOOR 21/4/66

XR676	Jet Provost T4 W/7FTS
WA690	Meteor T7 6/A and AEE
WZ459	Vampire T11 71/1 FTS w/o collapsed here 28/2.
XV153	Buccaneer S2 flying. Also XV154 undergoing engine running tests.
XK526	Buccaneer S2 vertical stripes on fin.
G-2-1/411	Buccaneer S50 NO SAAF marks.
G-2-11/421	Buccaneer S50 SAAF
G-2-16/426	Buccaneer S50 SAAF- last of 16 ordered.

G.Birch.

### LEEDS AIRFIELD

All the Vampire 241 from 1574N Linton-on-Ouse have been transferred here, still retaining 1FTS codes. Unit unknown. On 14/3 the following were seen:- XD427/52, XD444/64, XD475/51, XD589/75, XD614/55. A visitor on 14/3 was Varsity WJ395 G/5FTS. (R.D.Allison).  
Visitor on 6/4 was Cessna 310I G-ARDE and on 14/4 G-ARXP Astec B. (E.Griffiths, D.Depledge).

POOHLINGTON Residents as at 10/4:- G-ARBE Turbulent and G-ASJO Musketeer. (I.Carling).  
Visitor on 19/4 was Queenair G-ASRM and on 15/4 G-ASRP Travel Air (Also 28/4) (E.Griffiths).

### RUFFORTH

On 21/4 was host to Baron G-ARFF and on 26/4 to Dove G-ARFZ. (E.Griffiths)

BROUGH Visitor on 25/4 was G-ARFX Cessna 150F which departed to Cranfield (E.Griffiths).

LINDHOLME Visitors on 13/4 - G-ARUM Dove 8, G-ANPV Heron and on 19/4 Baron G-ASRV ( " ).

GATBERICK New arrival here is Valotta VX539 ex Malta Communications Flt. (R.D.Allison).

LEEDS-CO-COUSE New Jet Provosts for 1FTS are XW466/29, XN588/30 and XS225/49. Yet more Chipmunks have appeared - being WZ869/R, WE684/T, WP901/U. (R.D.Allison).

The instructional Jet Provost for 1FTS XP661 has been allotted 7819M but is not painted on.

LEEMING The Olympia Glider mentioned on P.64 belongs to the RANGSA Cleveland Gliding School based at Leeming who also have:- 247 Slingsby T.21, 233 Olympia 2B (Comp. No.133), 152 type unknown, and 316 a Slingsby T.31. The club as also used the following:- 203 Tutor, 222 Grunau Baby, 225 Slingsby T31, 225 Cadet and 304 Kranich. (R.D.Allison).

1FTS JET PROVOSTS Mr.R.D.Allison queries the new one XR672/Y and believes it should be XR 570. Can anybody confirm or deny please? (Hi.) A J.P. from here crashed and was burnt out on 4/4 at Rayon Garth Farm on Coxwold to Kilburn Rd., Nr. Thirsk. (Y.E.P. and P.A.J.).

NETHERTHORPE A resident Cessna 172 G-ASOJ crashed on 16/4 at Fotherly Brook Road, Aldridge, and remains have been brought back to Netherthorpe. Until recently it had been flying for the Police as a spotter plane, and was piloted by an ex-member of the "Red Pelicans".

Wipper GO-NIF was a visitor here on 28/3 and 11/4. (D.I.Shaw).

SUTTON BANK G-ASRN Super Cub has been seen here for the last month or so and is being used for glider towing. This is replacing G-ASAJ. (D.I.Shaw and P.A.J.).

NORTON The other Spitfire that was here (see P.64) is now known to be a Mk.24 PK724/7288M which subsequently departed to Gaydon. (R.D.Allison).

RUFFORTH Ouse Gliding Club have a Blanik registered OK-60 ??? (P.A.J.).

SHERBURN Cessna 150 G-AIMB is now resident. (C.K.).

TOPCLIFFE Varsity WF328 B/AES was on overhaul at Cambridge (Teversham) 2/4. (M.T.Powell).

SHERBURN Two Tiger Moths here in a derelict state are 'ITD' and 'OAE'. These were taken to Sherburn from Yeadon when YLA vacated their old premises. (D.Depledge).

BLACKBURN BEVERLEY Some additions to last months production list are as follows:- XB260 ex G-AOEX NOT G-AOAK. XR20 to X/34 Sqn. to X/47 Sqn., XI450 to 34 Sqn., XM03 to B/242 OCU, XR11 was originally D/47 Sqn. (P.A.J.).

THES-SIDE A proving flight was made here by HS 748 G-ARMI of Autair 29/4. (E.Turnbull).

CROFT Aircraft based here during 1956/57 were as follows:- G-AHWH Globe Swift, G-ANEL Tiger Moth, N-BADK Proctor 3 (became G-ALUJ), DX238 Proctor 3 was to have been G-ALUK coded VS:G. LZ751 Proctor 3 was to have been G-ALUI coded VS:D. G-AJHB, 'JHC, 'JHD and 'JSE' all Hawk Trainers.

This airfield was closed down during 1958. (R.D.Allison).

THUNDERSTREAKS - at Yeadon. Impossible? No. There were some at the 1960 SSAPA display of the Italian Air Force. Did anybody obtain the serials? If anybody did the editor would be very pleased to hear from them. (H.W.S.).

### L.B.A. MOVEMENTS (Cont'd from P.74).

Aer Lingus Viscounts EI-ALG (1/4), EI-AKO (7/4), EI-AQP (10/4, 26/4), EI-AJK (17/4, 28/4). Resident G-ARMA Apache returned here 25/4.

Bell 47 G-ARWA departed 21/4. Terrier G-ASAJ NEW RESIDENT.

Viscount G-ATTA BKS delivered to Southend 22/4. Delivery to Yeadon is expected shortly.

Aer Lingus Friendship EI-AKA visited on 1/5, possibly, last visit of an Aer Lingus Friendship.

### CREDITS

D.Depledge, E.Griffith, P.D.Rawnsley, C.K. and J.E.B.

LEEDS AND BRADFORD (YARDON) MOVEMENTS

APRIL '66

6	G-AEJR	Azteco "C"	Fr Manchester To Elmdon. Also 23/4
	G-ASUZ	Heron 2	Fr & To Gatwick
	G-ANWZ	Heron 1B	Fr & To Gatwick
	G-ASWF	Apache 235	Fr & To Liverpool
	G-ASMR	Twin Comanche	Fr Northolt N/S To Denham. Also 13/4, 22/4.
7	G-ARFF	Queen Air 65	To Turnhouse
	XD1 86	Whirlwind	Fr & To Leconfield - 202 Sqn. C/S BARBT
10	G-ASWL	Cessna P172F	Fr & To Dalton
12	G-APID	C-54	Fr Rotterdam N/S. Also 19/4 - 1st visit
	G-ARUM	Dove 8	To Lindholme. Also 13/4
13	G-ASZT	C-54	Fr & To Rotterdam. Also 15/4, 26/4
	G-ASNX	Beech H.18S	N/S
	G-ARND	Colt 108	Fr & To Barton
	G-ARXW	Dragon Rapide	N/S To White Waltham
14	G-ARYL	Azteco "B"	Fr Rufforth N/S
	G-ATDL	Cessna 310J	Fr Woolsington To Woodvale. Also 15/4, 22/4, 25/4, 26/4.
15	G-ASLL	Cessna 336	To Manchester
16	LN-SUG	Friendship	Fr & To Schipol - Braathens - Schriener C
17	G-APZC	Viscount	Fr & To Rotterdam 1st. visit
18	G-APWA	Herald	B.M.A. - 1st. visit
	G-ARTI	Heron 2D	Also 25/4, 26/4
	G-ASCH	Baron	To Lulsgate
19	G-ASKM	Queenair 80	
20	G-ATBK	Cessna P150F	Fr Blackpool - NEW RESIDENT
	G-ATLR	Cessna P172G	Fr & To Blackpool
	G-ATNV	Comanche 260B	Fr Driffield N/S left 22/4. Also 25/4, 28/4.
	G-ATDC	Horizon	To Crossland Moor. Also 23/4, 27/4.
	PH-SAN	Friendship	Fr & To Rotterdam - 1st. visit
21	G-ASCL	Musketeer	
	G-AOFM	Autocar	N/S
	G-AJHZ	DC-3	Fr Gatwick
	G-ARGW	Aero Commander	To Elmdon
	G-ANPV	Heron 2E	Fr & To Elmdon
	EI-ANG	BAC-111	Fr Zaragoza To Dublin - Aer Lingus
22	G-APZD	Apache 160	Fr & To Newtownards
	G-ASEN	C-54	Fr & To Gatwick
	G-ATLX	Baron	To Gatwick
23	G-AMOC	Viscount	Fr & To Rotterdam
	G-ASSW	Cherokee	
	G-ASEO	Comanche 250	N/S
24	O-80611	VC-1 21B	1254ATW N/S To Northolt 26/4
25	G-ASVM	Cessna P172F	Fr & To Blackpool
26	G-ARAK	Tri-Pacer	
	G-ASYK	Twin Comanche	
	G-APNJ	Cessna 310	Charter to W.A.G.
	G-AOBV	Autocar	
27	G-ACNY	Cessna 337A	Fr Brussels NEW RESIDENT c/n 337A-0364
28	G-ATKW	Azteco "C"	
	G-ASXV	Queenair 80	
	G-ASTU	Queenair 80	To Tatenhill
	G-ASTC	Cherokee 160	
	G-ASVN	Cessna 206	
	G-ATFH	Brantly B2B	
	G-ARHP	Tri-Pacer	
	G-ASMD	Cessna 310D	
	G-ATAF	Cessna P172F	
	VP957	Devon C.1	R.A.F.
	G-ASKU	Cessna P172E	Fr Barton
29	G-ATMO	Cessna P172G	
	G-APLV	Heron 2	
	G-ASPN	C-54	Invicta - 1st. visit