

YORKSHIRE AIR NEWS

The Journal of the West Riding Branch of Air-Britain

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Assisted this month by:-
S. James
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Production by D. A. Senior

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EDITORIAL It is Editorial policy to keep editorials as short as possible.....
Thank you for the correspondence. Please keep it up.

D.E.D.

NOTICES

PRESS DATES:- Contributions should reach the Editor by the 10th of each month

TREASURERS ADDRESS is 86, GLEDHOW PARK AVENUE, LEEDS, 7.

BRANCH MEETINGS will in future start on time! To facilitate this members and visitors are requested to arrive at the Yorkshire Aeroplane Club by 1445 local time.

SECRETARY'S DESK

We shall once again be exhibiting at the S.S.A.F.A. Display at Church Fenton this year; the date will be Monday June 3rd. Will anybody who would be willing to help erect and run the stand please contact me at 2, Oakwood Place, Leeds, 8. I would particularly like to hear from volunteers with their own means of transport.

I repeat my appeal for volunteers to give a short talk at a meeting.

STUART JAMES.

FUTURE MEETING

In addition to meetings already announced the following has been arranged:-

April 28th. Talk and Film show on the French Air Museum given by Stuart James.

ABOUT THE AIRLINES

The service that never was has now been officially postponed indefinitely. Channel Airways have now announced that their "Bus-stop" service will not start before next year at the earliest.

Laker Airways are to operate "Winter Inclusive Tours" from Leeds through Gatwick to winter sports resorts. They will be using B.A.C.111s. If the service starts it will be the first pure jet service from the airport.

....AND THE AIR FORCE

British Phantoms are now being serviced by Hawker Siddeley Aviation at Holme-on-Spalding-Moor.

Following the R.A.F.'s retreat into Europe several closed airfields may be re-opened to cope with the extra aircraft. Among these are Driffield, Hemswell near Gainsborough and the ex-U.S.A.F. base at Sculthorpe.

As you can see we have very little military news. If we had more we would gladly print it.....

04216	LV-YBH	Argentine Government. To T-75, Argentine Air Force.
04217	LV-YBI	" " To T-85, " " "
04218	VP966	R.A.F.
04219	VT-DBG	To G-APBB, but not taken up and a/c remained in India.
04220	VP967	R.A.F.
04221	VP968	"
04222	VP969	"
04223	VP970	"
04224	VP971	"
04225	LV-YAY	Argentine Government. To LQ-YAY
04226	LV-YAZ	" "
04227	VP972	R.A.F.
04228	VP974	"
04229	VP973	"
04230	LV-YBD	Argentine Government. To S-1, Argentine Air Force.
04231	LV-YBE	" " To S-3, " " "
04232	LV-YBF	" "
04233	G-ALFT	Ministry of Transport & Civil Aviation.
04234	G-ALFU	" " " " " "
04235	101	South African Air Force
04236	G-ALTM	B.O.A.C. Crashed at London Airport 22.6.55.
04237	LV-YBJ	Argentine Government. To T-82, Argentine Air Force. Crashed.
04238	LV-YBL	" " Crashed.
04239	LV-YBM	" " To LQ-YBM.
04240	102	South African Air Force.
04241	103	" " " "
04242	LV-YBP	Argentine Government. Crashed.
04243	104	South African Air Force.
04244	HW524	Indian Air Force.
04245	HW523	" " "
04246	105	South African Air Force. To G-ASUV, MacAlpine Aviation. To 5N-AGF, Bristows (Riley Conv.).
04247	106	South African Air Force.
04248	LV-YBT	Argentine Government. To T-87, Argentine Air Force. To LV-YCP.
04249	HW527	Indian Air Force.
04250	107	South African Air Force. To G-ASUX, MacAlpine Aviation. To N668R.
04251	HW528	Indian Air Force.
04252	C99	Congo Governor General (replacement for 04080).
04253	HW529	Indian Air Force.
04254	HW530	" " "
04255	VP975	R.A.F. To G-AOIZ, Sec. of State for Air. To VP975.
04256	108	South African Air Force. To G-ASUW, MacAlpines. To OO-BPL, Shell Mex & BP.
04257	VP964	R.A.F.
04258	VP965	"
04259	VP976	"
04260	VP977	" . To G-ALTS. To VP977. Sec. of State for Air.
04261	VP978	" . To G-ALYO. To VP978. " " " " "
04262	VP979	"
04263	VP980	"
04264	WB530	"
04265	109	South African Air Force.
04266	WB531	R.A.F.
04267	WB532	" . To G-AMJJ, Sec. of State for Air. Returned to R.A.F.
04268	CC-CLE	To N4912V. L.A.N. to Grand Canyon A/1.
04269	WB533	R.A.F.
04270	WB534	"
04271	WB535	"
04272	CC-CLN	To N4913V. L.A.N. to Federal Leasing.
04273	CC-CLW	To N4914V. " " " " ; Security National Bank.
04274	CC-CLX	To N4915V. L.A.N.
04275	CC-CLY	To N4916V. L.A.N. to Federal Leasing.
04276	CC-CLZ	To N4917V. L.A.N. to Reading Aviation Services.
04277	G-ALVD	Mk.2. Dunlop Rubber Co. To AP-AJB, Govmmt. of Pakistan. To AP-DCA, Director of Civil Aviation.

04278	CR-ADC	Mk. 1B. D.E.T.A.
04279	CR-ADD	Mk.1B. " "Lumbo".
04280	CC-CAA	Mk.1B. L.A.N. To N4918V, Holiday Airlines, to Santa Monica Airlines, to Carstedt Air, to L. L. Gray.
04281	CF-GQH	Mk.5. Construction Services, d/d. 20.9.50. To N6370t, Carstedt Air, to C. W. Corp.
04282	CC-CAB	Mk.1B. L.A.N. To N4919V, Federal Leasing Corp.
04283	CC-CAC	Mk.1B. " To N4920V, " " " "
04284	CC-CAD	Mk.1B. " To N4921V, " " " " , to American Airmotive.
04285	CC-CAE	Mk.1B. L.A.N. To N4922V, Federal Leasing Corp.
04286	CC-CAF	Mk.1B. " To N4923V, " " " "
04287	WF984	Devon C.1. E.T.P.S., coded '4'.
04288	TJ-ACC	Mk.1. Air Jordan. To D-102, Jordan Air Force. To G-ATGK, S.R. MacAlpine & Sons, to Keegan Aviation.
04289	TJ-ACD	Mk.1. Air Jordan. To D-103, Jordan Air Force. To G-ATGL as Mk.5B, Sir R. MacAlpine & Sons, Riley 1.
04290	G-AMKS	Mk.1. Fairey Aviation. To ZS-DFJ, Anglo Iranian Oil Co. To G-AMKS as Mk.1B, Fairey Surveys.
04291	G-AMKT	Mk.1B. B.O.A.C., to Gulf Aviation Services. Written off at Lahore (Pakistan), 19.2.60.
04292	G-AMDD	Mk.1. To Mk.6. Shell Refining Co., to Executive Transport, to Marchwiel Plant & Engineering Hire Co.
04293	N4952N	
04294	NZ1803	Devon C.1. R.N.Z.A.F.
04295	NZ1804	Devon C.1. " "
04296	G-AMEI	Mk.1. Airwork. To Mk.5, HB-LAR, A. de Rothschild.
04297	N80013	D. Webb, Phoenix, to Yankee Airlines, to W. Garcia.
04298	CF-GQQ	To N4951N and N23C, both of W. F. Carr, Texas. To N355G, C. & W. Aviation.
04299	LR-M-110	Ferry marks to Lebanese Air Force L-110. Del. via Southend 23.2.54.
04300	G-AMHM	Mk.1. Tyne-Tees Air Charter, to Trader Navigation. Whereabouts currently unknown.
04301	N4953N	Mk.5. Plastic and Rubber Products Ltd., to Trade Ayer Corp., to Mueller & Cooke Ltd., to Aviation Services.
04302	N4261C	Mk.6. Hunkin Construction Corp., to Aerojet Corp. To N1G, General Tyre Co., to N3G, same. To N1472V, Riley Corp. Riley 400 demonstration aircraft.
04303	N4959N	Mk.5. Hunkin Construction Corp., to Hawaiian Air Touring, to Mueller & Cooke Ltd., to Aviation Services.

LEEDS/BRADFORD AIRPORT - REQUIESCAT IN PACE

By a reader

The back cover of the B.K.S. winter time-table tells of prospects for Summer '68. But Leeds will enjoy only additional services to Jersey, Amsterdam and Paris. Inclusive Tour prospects are equally dim. There are of course the usual Invicta "tulip flights" to Rotterdam on Tuesdays and Saturdays in April and May, and we may therefore see the recently acquired Viscounts, G-AOCB and 'CC, but other than this and Arrowsmiths Tours Flights to Spain, there appears to be nothing.

On the other hand, Bristol with it's 5250ft runway will be graced with an abundance of Spantax DC-7Cs. Nearer home (Leeds) Castle Donnington accepts Balair DC-6Bs, Austrian Viscounts, etc. without much fuss. It seems that there is something about Leeds which is most unattractive to both travel agencies and airlines. With a runway length apparently suitable for aircraft up to DC-7C size and a brand new terminal soon (February 20th -Ed) to be opened, you begin to wonder what is wrong with Leeds. Why is it that many thousands of holiday makers in the West Riding have to suffer at least a three hour journey to London or even the relatively short journey to Ringway before they can start their holiday. Perhaps another reader or even the Airport Committee may have an answer.

The Editor will gladly print any reply! Any further grievance(?) letters will also be considered for publication. Names will be withheld on request.

NEWS!

As mentioned above the new terminal at Leeds will be in use by the time you read this. The administrative staff moved in early this month and it should be open to the public on the 20th.

EDITORS NOTE; Alan Madden is now resident at the below address and would welcome letters and visitors.

c/o The L. Cheshire Home, Beechwood, Bryan Road, Edgerton, HUDDERSFIELD.

One week we had fighter affiliation with Washington WF442, formerly 44-61743 of U.S.A.F. One of our chores was to fly in the Washington and watch the Meteors attacking, noting any faults and watching the Washingtons gunners. For take-off I sat with the pilots and then crawled along the connecting tunnel to the rear fuselage where the side gunners were. No-one told me I should go feet first and the gunners were too busy to help me down when I got to their end. Rather than turn round I went down the four foot drop head first.

Being a fighter pilot entailed much formation flying. The basic fighter formation was a "Finger Four". This consisted of two pairs of aircraft in a formation pattern like a persons finger tips, as seen from the back of the hand. For dog fighting practice a tail chase was often carried out. This meant going into long line astern (with about two lengths between aircraft) and doing what the aircraft in front of you did. This was quite difficult if you happened to be number four. I can remember being overtaken by the aircraft which should have been behind me and he was upside down!

Formation aerobatics are very impressive from the ground but from the pilots point of view they are sheer hard work. Correct position keeping to a matter of inches is necessary. The only pilot to see the ground is the leader. He has to be very accurate with his manoeuvres. The other pilots watch the adjoining aircraft and keep their own aircraft in the same position all the time. With a jet aircraft the engines lag slightly behind the throttles so a very good idea of what is going to happen next is a necessity. These kinds of aerobatics are part of the training of a fighter pilot, as they train the pilot to stick close to another aircraft whatever the attitude.

There are several areas within the British Isles which are recognised as low flying areas. Naturally they are away from towns and built up areas and are joined together by routes along which low flying is permitted. One such route in Scotland goes across the mouth of the Firth of Forth and on occasions we pilots had to clean salt from our wind-screens after flying this route. On one occasion a man on the beach threw a cricket ball at me as I roared over. He misjudged my speed (345mph) and threw the ball much too late. I turned round at once and came in low again to give him another chance but he missed again.

Older aircraft were relegated to target towing as they outlived their capacity as Squadron aircraft. As such I flew WA849/Rand VZ494 ZD:C (formerly a 222Sqn. aircraft). Towing targets could be a dangerous job as Vampire were not experts but I can only remember one Meteor being hit with a stray cannon shell. The Squadron had a quota of flying hours each month and once that total was reached there was no more flying that month. Target towing did not count towards this total however, so it became a way of increasing ones flying hours. The target towing hook was affixed to the rear of the belly tank and the release button was the camera button on top of the control column. Pressing this released the cable from the aircraft and the target fell to the ground with the cable still attached. The take off with the target was usually done very steeply as the target (which was like a flag with a heavy weight to keep it upright) was already streamed on the runway before being attached to the aircraft. On one occasion, just after take off, Flying Control told me I had left the target on the runway. I could not land immediately as my aircraft was too heavy with a full fuel load, so I flew around for twenty minutes or so to lessen my fuel weight. It was during this trip that I flew Over H.M.S. Eagle as she left harbour and saw all the Attackers on her deck. After I had landed and taxied right round the aerodrome back to dispersal I discovered the cable was still attached to my aircraft and had damaged the flaps! Before an aircraft took off to shoot at a target, the cannon shells were daubed with paint. Later any shell holes in the target seen to have paint on them were credited to the pilot of the aircraft who carried that coloured paint.

As we were day fighter pilots, it was only on rare occasions that we did any night flying. Once or twice a year perhaps, so it was a change for us to fly in the dark. The traditional breakfast afterwards was a change too. As far as we were concerned the actual flying was no different to day time flying, except that there were no formations. It was during one of these night flights that I went up to 41,000 feet, the maximum height which a Meteor was allowed to attain. The Air Speed Indicator showed about 150 knots, but the Mach meter showed .8. Just above that speed at .82 the Meteor would not fly and fell out of the sky.

On one occasion, during a battle with the R.Aux.A.F. Vampires of 603 Sqn, when I was number two in a formation of two, my leader just dived down, out of control. Although I continued to chase, the Vampires escaped. Even a World War Two Spitfire could go faster than that!

R.A.F. FIFTIETH ANNIVERSARY CELEBRATIONS IN YORKSHIRE AND LINCOLNSHIRE

Air displays will be held at the following places.

Church Fenton (incorporating S.S.A.F.A. Display) on 3rd June

Leconfield on 29th June

Scampton on 20th July

Displays will also be held at Topcliffe sometime in May, and on some unknown dates at Manby and Swinderby. Further details will be published when known.

LEEDS/BRADFORD AIRPORT RESIDENT AIRCRAFT

Light Aircraft

G-APAF-Auster 5 (3404)	:	G-ASVM-Cessna F172E (F0077)
G-APHV-Avro 19 Srs2 (- exVM360)Often absent:	:	G-ASUG-Beech B18S (BA111) For sale
G-APPA-Chipmunk 22 (C1/0792)	:	G-ASYP-Cessna 150E (60794)
G-APVK-Apache 160 (23-1719) 1959 Model	:	G-ASYV-Cessna 310G (0048)
G-APVS-Cessna 170(26156)seeYorks.Light below:	:	G-ATHV-Cessna 150F (62019)
G-ARLA-Tri-Pacer 160 (22-7200)	:	G-ATMK-Cessna F150F (F0013)
G-ARLT-Cessna 172B (48505)	:	G-AVCI-Beagle B206Srs.2 (B053)
G-ARMA-Apache 160G (23-1967) leased out for	:	G-AVCP-Twin Comanche 160B (30-1375)
first 1/2 of year.	:	G-AVHH-Cessna F172H (F0337)
G-AROC-Cessna 175B (48631)see Yorks.Light	:	G-AVHI-Cessna F172H (F0343)
below	:	G-AVSE-Cherokee 180 (28-4196)
G-ARTT-L.S.880B Rallye(008)	:	G-AVUF-Cessna F172H (F0477)
G-ARUJ-Piaggio P166 (376)	:	G-AVUH-Cessna F150H (F0244)
G-ARWF-Cessna 310G (0050)	:	G-AVUJ-Falco F6L Srs.4 (412)
G-ASAJ-Terrier 2 (B605)	:	G-AVUX-Cessna F172H (F0476)
G-ASMF-D95A Travelair (T.D.565)	:	G-AVXX-Cessna FR172E (F0013) dd 14/1
G-ASTD-Aztec 250C (27-2549)	:	
G-ASTE-Aztec 250C (27-2557)	:	
G-ASTU-Aero 145 (172012)	:	

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Airlines

The only airline with a base on the Airport is B.K.S.

G-APNF-V776 Viscount (225) Returned 9/2
G-ARRW-H.S.748 Srs.1 (1549)
G-ASPL-H.S.748 Srs.1 (1560)
G-ATTA-V745 Viscount (124)
G-AVED -V798 Viscount (286)
G-AVIY-V786 Viscount (333)

NOTE:- Usually one or two of these aircraft are operating from Newcastle but they change daily and maintenance is done at Leeds.

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Yorkshire Light Aircraft (overhaul and repair area)

G-APVS-Cessna 170B (26156) 1954 Model: This aircraft used to have a nose wheel but following a mishap at Oxford last summer it is being repaired and also fitted with a standard tail wheel.

G-APYN-Tri-pacer 160 (22-6797) Awaiting collection after overhaul
G-ARNV-Globe Swift (1272) nearing completion after rebuilding.
G-AROC-Cessna 175B (56997) In bits following accident Teesside 24/12/67
G-ASRV-B55 Baron (TC.677) Awaiting collection after sale and overhaul
G-ATNV-Comanche 260 (24-4350) Arrived 9/2 for overhaul

Also on the airfield are the remains of the following which are being used for spares:-

G-ARFU-Cessna 172B (48306)	G-ASCL-Musketeer (M107)
G-ATMO-Cessna F172G (F0269)	G-AVDC-Cessna F172H (F0382)

CORRECTIONS

- 1) Due to a typing error we still have not disposed of the dead Cessna G-AVMG. It's previous identity (page 3) should read N17015.
- 2) The date of OY-DAC's mishap was 3/1
- 3) The date of Church Fenton list was 6/1/68
- 4) The Treasurers address is 86, Gledhow Park AVENUE, Leeds,7.

In June 1966, Nipper Aircraft Ltd. of Castle Donnington purchased the world design, manufacturing and sales rights of the Nipper Mk.3, to be built under contract by Slingsby Sailplanes Ltd. at Kirbymoorside.

The Mk.3 is similar to earlier models except for its 45hp. Arden X engine. It is of composite construction with wooden wings and tail and a welded steel-tube fuselage. The aerobatic capability allows load factors of 5g +ve and 2g -ve. This single seat aircraft, in earlier forms has twice won the Kings Cup, whilst as a tourer remarkable economy is offered. At 3000r.p.m., 95m.p.h. cruising speed, the MR3 sips a mere 3gallons every hour, at gross weight (726lbs.!) It clears a 50ft obstacle on take-off in only 370yards, again at gross weight and climbs away at 650f.p.m.. After landing the wing detaches for storage in the garden shed-15ft by 7ft6in., and in standard form with basic instruments and C.ofA., you've only got to sponge your Bank Manager for £1500!

Dimensions Span 19ft 8in.; length 15ft.; height 6ft 3in.; wing area 80.7sq.ft.

Production: The first aircraft received its C.ofA. on June 30th 1967, and of those now flying two, G-AVTB and 'TD, have been exported to Zambia and South Africa respectively. G-AVKK is fitted with wing tip fuel tanks, an optional extra which increases the range from 200 to 450miles with 30 minutes reserve.

In addition to the S.100 series numbers the aircraft also carry construction numbers currently around the 1600 mark.

G-AVKH-K; S101-4; 1585-8

G-AVTB-D; S105-7; 1565 '83 1604

G-AVXD-E; S108-10; 1605-7

(Prod. from "Air-Strip")

FLYOVER REPORT

12/12/67	I-PIAL	Fiaggio Douglas	FD808	- -	P.H.1833	S
14/12	CF-MAL	H.S.748		Midwest	P.H.1750	N
16/12	N141U	DC-3 (Stinger tail)		Douglas	P.H.1325	Prestwick -Barcelona
22/12	70013	C141A		M.A.C.	OLD.1230	W
29/12	70010	C141A		M.A.C.	OLD.1249	W
30/12	131635	C121J		U.S. Navy	P.H.1353	N
6/1/68	G-AVKT	Tipsy Nipper		- -	Church Fenton	1100 N
9/1	60160	C141A		M.A.C.	OLD.1630	N
14/1	N376WA	(Trip 9314) Boeing	707-373C	World Airways	OLD.0915	to R'way
15/1	G-ARYC	H.S.125 Srs1		(Was reported to be engineless at Hatfield last year)	P.H.1655	to C'Don.
16/1	14855	HC-130H		M.A.C.	P.H.0757	N
17/1	G-AVWX	Cessna 310L		Bun-Air	P.H.1817	S
20/1	SE-EWR	Baron		- -	OLD.1050	E
23/1	21084	C124C		U.S.A.F.	P.H.1430	S
27/1	G-ASSF	Cessna 182G		- -	P.H.0850	to Deauville
28/1	G-ARRB	(Speedbird 610) B.707-436	B.O.A.C.	With train robber Charles Wilson	P.H.0950	S
30/1	PP-VDQ	H.S.748		Varig	10ml N of P.H.1650	W
31/1	76609	C47		U.S.A.F.	P.H.1746	S
5/2	37896	C130E		U.S.A.F.	P.H.1740	S
7/2	22608	KC97G		U.S.A.F.	P.H.1703	S
	17892	T29B		U.S.A.F.	OTT.1747	E
14/2	00-VDA	Cessna 337		Delta Air Taxi	P.H.1740	S
16/2	G-ATDD	Beagle B206		- -	L.B.A.1650	N

CONTRIBUTIONS have been gratefully received from:- C. Addison, A. Anderson, J.A. Barff R. Hawkin, R.O. MacDemetria, M.T. Powell, D.A. Senior, T. Sykes, M. Wadie, J. Wheatley, B. Whitaker, "Air-Strip", Sunday Telegraph. Late additions:- A.Mackintosh, Hull D. Mail.

When YOU are sending news to Y.A.N. would you please tell me any ideas you have for improving the magazine.

OUT AND ABOUT

- ! Northair have sold their Cessna 310K, G-ATPS to Jack Brabham. It left Leeds for Elstree on 8/2.
- ! Northair's latest expected addition is Cessna 182L G-AWEE c/n 58831.
- ! David Browns Jet Ranger G-AVVH was reported to have been delivered through Gatwick 9/12 and to have visited Luton 21/12 but there have not been any reports of it in the North.
- ! Northair have been advertising 2 Doves for sale. Has anybody seen any Northair Doves?
- ! Slingsby Air Charter are reported to be moving to Wombledon. At the moment their only aircraft, Cessna 310 G-ASYV, is been operated by Yorkshire Flying Services.
- ! A Night-School at Bingley is building a Jodel under the supervision of Mr. M Rockliffe of Yorkshire Light Aircraft.

AIRFIELD REPORT

BROUGH 2/1 G-ASBD - Hughes 269 from Halfpenny Green
4/1 G-AREA - Dove 8 from & to Hatfield
5/1 G-AVJJ - Twin Comanche from Leeds to Elstree
10/1 G-AVCJ - Beagle B206
20/1 G-AVUF - Cessna F172H from & to Leeds
30/1 G-ATNV - Comanche from Driffield
3/2 G-ARHP - Tri-Pacer from Woodvale to Leeds
6/2 G-APMV - Heron 2D from Ringway

CROSSLAND MOOR

PC LINGTON
4/1 G-ASIU - Queenair 80 to Chester
12/1 G-ASKM - Queenair 80 to Blackpool
G-AVSM - Piaggio P166B to Luton
20/1 G-APAF - Auster 5 from & to Leeds
16/2 G-ASMP - D95A Travelair to Leeds

LECONFIELD

30/1 G-ATDC - Aztec C from Deanthorpe n/s

RUFFORTH 5/2 G-ASIU - Queenair 80 to Chester

DONCASTER 5/2 G-AVJG - Cessna 337 from Teesside

MANBY 5/2 G-ARUJ - Piaggio P166 Div. from Leeds n/s to Leeds

TEESSIDE 29/1 G-ARWI - C54B To Oslo

CHURCH FENTON

13/2 G-ATAI - Dove 8
G-ARUM - Dove 8
14/2 G-ATEY - Cessna 411

LL HOLME

30/1 G-AVCI - Beagle B206 to Salmesbury

LATE NEWS

Twin Comanche OY-DMC which force landed 3/1 (see Jan. Issue) was reported to have arrived at Oxford. the day after.

A plaque will be unveiled in the new terminal at Leeds on March 29th in memory of 609 Squadron which was formed at Yeadon in 1936.

The terminal will be officially opened on May 3rd. The terminal was given the go-ahead on the 12th November 1965 and it was originally due for completion by "early 1967"

British Rail are considering using H.M.2 Hovercraft on their Humber services
As from April the 1st Autair will start services from Brough to Glasgow and via Teesside to Belfast and Dublin.

Cessna 310G G-ARVF is to be used by the B.B.C. to film a 'crash' on the moors. Bits of Cessna F172 s G-ATMO & G-AVDC will be used to simulate the aftermath.

LEEDS/BRADFORD MOVEMENTS

14/1-	G-ATRT- Cherokee 140	-fr Drifffield	to Drifffield	Also 27/1, 2/2, 5/2 10/2, 11/2, 12/2, 14/2 etc
15/1-	LN-KAP- Convair 240	-fr Oslo	to Oslo	
16/1	X G-AOTI- Heron 2D	-fr Leavesden	to Hucknall	
	X G-ATCA- Aztec C	-fr White Waltham	to White Waltham	
17/1-	G-APYN- Tri-Pacer 160	-fr Newcastle n/s	to date	
	G-ATGH- Brantly B2B	-fr Newcastle n/s	to Horsham St Faith	
18/1-	G-AJGT- Dove 7XC	-fr Warton	to Warton	
	X G-ASHH- Aztec 250	-fr Southend	to Elmdon	
	XT560 - Sioux A.H.1	-fr Catterick	to Cattrick	C/S AA361
19/1-	G-ASUP- Cessna F172E	-fr Teesside	to Teesside	
20/1-	G-ATJV- Cherokee Six 260	-fr Carlisle	to Blackbushe	
	G-APZF- Comanche 250	-fr Elstree	to Elstree	
23/1-	G-AMZY- Dove 8XC	-fr Church Fenton	to Church Fenton	
	G-AVKS- Bell 47G-2	-fr Luton	to Thorton	
24/1-	G-ATSR- M35 Bonanza	-fr Elmdon	to Luton	
	G-AJDY- JZ1 Autocrat	-fr Hull n/s-28/1	to Marston	
	G-AVAX- Cessna FR172E	-fr Castle Donnington	for Northair	
25/1	XP811 - Beaver A.L.1	-fr Manston	to Shawbury	
	G-AVLH- Cherokee 140	-fr Staverton	to Blackbushe	
27/1-	G-AVLR- Cherokee 140	-fr Cambridge	to Oxford	
28/1-	G-ATMU- Apache 160G	-fr Teesside	to Hamble	
29/1-	XT250 - Sioux A.H.1	-fr Farnborough	to Turnhouse with XT800	
	G-SBD- Hughes 269A	-fr Teesside n/s	to Hawarden	
30/1-	G-ASRI- Aztec B	-fr Heathrow	to Newcastle	
31/1-	XT152 - Sioux H.T.2	-fr Ringway	to Luton	coded 'J'
1/2-	G-ATSE- Twin Comanche 160B	-fr Biggin Hill	to Biggin Hill	
	G-ARAH- Bell 47G	-fr Silsden N/S	to Luton	
	G-AVEC- Cessna F172H	-fr Newcastle	to Teesside	
	G-AVNS- Cherokee 180C	-fr Hamble	to Hamble	
	G-AVUN- Twin Comanche 160B	-fr Newcastle	to Speke	
2/2 -	G-ATPB- H.S.125 Srs.1B/522	-fr Hucknall	to Hucknall	
	G-AVGB- Cherokee 140	-fr Oxford n/s	to Sutton Bank	
3/2 -	G-AVGB- Cherokee 140	-fr Sutton Bank n/s-5/2	to Oxford	
	G-ATRH- Super Cub 150	-	to Sutton Bank after stay	
	G-ARHP- Tri-Pacer 160	-fr Brough	to Blackpool	
5/2 -	G-ATDL- Cessna 310J	-fr Woodvale	to Rotterdam	
	G-ASRT- Jodel D150 Mascaret	-fr Isle of Wight n/s-8/2	to C. D.	
	G-APWF- Herald 201	-fr Eastleigh (Ringway div.)	to Eastleigh	
8/2-	G-ASNA- Aztec 250B	-fr Biggin Hill	to Newcastle	
	G-AVAL- H.S.125 Srs.3B	-fr Hatfield	to Hatfield	
	G-ATBV- Aztec 250C	-fr Dublin	to Norwich	
	PH-ILE- A55 Baron	-fr Ringway	to Gatwick	
	G-AVJB- V815 Viscount	-fr Turnhouse (Ringway div)	To Prestwick B.O.A.C. Charter	
	G-ALZR- Ambassador 2	-fr Dublin	to Dublin	Horse Charter
	G-ATPS- Cessna 310K		to Elstree-Sold	
9/2-	G-APNF- V776 Viscount	-fr Heathrow	after overhaul	
10/2-	G-AOYH- V806 Viscount	-fr Ringway	to Le Bourget with G.B. R.L. team	
	G-AVLA- Cessna 337	-fr Leavesden	to Leavesden	
11/2-	G-AVSO- Aztec 250C	-fr Coventry	to Coventry	
13/2-	G-AVKG- Cessna F172H	-fr Southend	to Blackpool	
16/2-	N6867R- Cessna T210G	-fr Gatwick	to Blackpool	

(Dove corrections and additions will be published in due course)