

The magazine of the West Riding Branch of Air-Britain.

For private circulation only.

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Vol. 2 No. 2

FEBRUARY 1966

IT'S GOOD NEWS WEEK

And metaphorically speaking the bomb has been dropped. Britain's carrier force is to become non-existent. This should cause the Blackburn Division of Hawker Siddeley no little consternation, and presumably the long line of Blackburn aircraft for the Fleet Air Arm will come to an end with the Buccaneer. At the moment however the future of the Buccaneer looks decidedly rosy. The Navy's second squadron, No. 809, has recently re-equipped with the type, and it looks more and more likely that the R.A.F. will order a quantity in order to bridge the gap between the Canberra and the P-411. At the commissioning of No. 809 Squadron at Lossiemouth recently Rear Admiral D.W.Kirke is reported as saying that the U.S.A.F. are considering the purchase of the type for use in Vietnam. The Defence Minister Mr. Dennis Healey is also reported as discussing the possibility of the Americans purchasing the Buccaneer it will be in part exchange for British orders for American warplanes. If the Americans do order the Buccaneer it will certainly be a red letter day for aviation in Yorkshire.

The editor cannot help wondering though what would happen if the Tories gained power at the forthcoming General Election. Would the carrier force be reinstated and, if so, would we see a follow up aircraft to the Buccaneer.

Yeadon movements have been many and varied this month, and an unusual sight on the second of March was three Piaggio P166's parked next to each other. The highlight of the month, however, was the arrival of a Lear Jet on demonstrations to Northern Air Taxi. These demonstrations were carried out on the same afternoon as that of the A.G.M. and it was possible to see many Branch members with one eye on the proceedings inside and the other eye on the Lear Jet outside.

The long-awaited Cessna agency promised by Northern Air Taxi has at last come off, under the name of Northair Aviation Ltd. Five Cessna 441's and one 440 have recently been registered to Northair, but at the time of writing none had been delivered. What also of the Lear Jet. Are we to see the first British one at Yeadon - we can't wait to see... At the same time more details have come to hand with regard to the American light aircraft to be built in Yorkshire. Slingsby Sailplanes are to build the Champion Citabria, and these are to be marketed by Williams Air Charter. An initial quantity of two has been ordered.

(M.W.S.).

A.G.M. 1966

Twenty eight members attended the Branch A.G.M. held on 30th January in the Yorkshire Aeroplane Club.

The meeting was opened by the Chairman who then went on to announce the acceptance by Mr. Norman Reddihough of the position of Honorary Branch President.

Reports were then submitted by the Secretary, Treasurer, Y.A.N. Editor and Vice-Chairman. These were accepted by the Branch without addition.

Branch officials and Committee were then appointed as follows to serve during 1966:-

Chairman	K.Crogan	Vice Chairman	A.E.Madden
Secretary	J.A.Stanfield	Distribution Officer	T.W.Sykes
Treasurer	H.Craven	Publicity Officer	M.T.Powell
Y.A.N. Editor	M.W.Stubbs		

D.Plummer was returned unopposed as Branch Librarian.

Under "Any other business", Mr. M.W.Stubbs questioned the Secretary on the agreement undertaken with Mr. P.Horne for the production of Yorkshire Air News. The agreement was explained as being a verbal one undertaken at an informal Committee Meeting held on 2nd Jan., attended by all but one Committee Member. A motion was then moved by Mr. Stubbs, seconded by Mr. J.Buckle that a written agreement be drawn up with Mr. Horne. The motion was carried by 17 to 0.

Mr. Stubbs then brought up the question of the advertisement appearing on the front page of the January 1966 edition of Yorkshire Air News. Mr. Stubbs claimed that as Editor this had been included without his knowledge and that part of his original text proof had been omitted. Mr. Horne maintained that nothing had been omitted. The whole question of the publishers position as regards substitution and correction was then re-opened. As this was a technicality and of limited interest the Secretary moved that this be settled by the Committee and not in a General Meeting. The Branch agreed to this.

To close the meeting Mr. Reddihough then made a few words in which he offered the Branch the full help of the Yorkshire Aeroplans Club in all activities.  
The meeting was adjourned.

(J.A.S.).

SECRETARY'S DESK

Future meetings have been arranged as follows:-

27th March - 3.00p.m. Yorkshire Aeroplans Club. The Northern Aircraft Preservation Society will talk to the Branch about their efforts in the field of aircraft preservation. As we are welcoming guest speakers we are hoping for a large attendance.

24th April - 3.00p.m. Yorkshire Aeroplans Club.

This year we will again be putting on a stand at Church Fenton for the S.S.A.P.A. display. Members who would like to help with this venture please contact me at:- 44 Beckett Park Drive, Leeds 6.

IMPORTANT - all Air-Britain and Y.A.N. subscriptions should be addressed to:- Mr. H. Craven, 2 St. Margarets Terrace, Great Horton, Bradford.

ADVERTISEMENTS

NORTH EAST AIR NEWS Magazine of the Tyneside Group of Aviation Enthusiasts, published monthly. Yearly subscription (12 issues) 7/6d. Further enquiries to:- Mr. C.W. Auld, 51, Rydal Road, Leasington, Newcastle-upon-Tyne 5.

MANCHESTER AIR REVIEW Magazine of the Manchester Aviation Society (Ex Manchester Branch of Air-Britain) published monthly. Yearly subscription (12 issues) 7/6d. Available from:- P.A. Tomlin, 84, St. Ives Road, Rusholme, Manchester 4.

IMPORTANT - all non-branch members please note that complaints about non delivery of Y.A.N. must be made in writing NOT verbally to Mr. P. Horne, 22 The Moorway, Tranmere Park, Guisley, Yorks.

Branch members should address similar complaints about Digest and Y.A.N. to Mr. T.W. Sykes, 2, Henshaw Lane, Ieadon, Leeds.

ALL COMPLAINTS IN WRITING PLEASE The Committee

AIRFIELD REVIEW - ADDENDA ET ERRATA

Brough - G-ARAG Dragon Rapide has left recently, reportedly for Dunstable. G-ADBE Dove has become a new Blackburn (H.S.) "hack". (P.A.J. and I. Carling).

Church Fenton - XA820 has been confirmed as the Javelin at the 1965 S.S.A.P.A. display. The Vampire T.11 WZ558 used for fire-practice is ex 44/8 F.T.S. A wrecked Chipmunk coded "R" has recently appeared. The display Javelin and Vampire have recently gone to Leconfield (which see). (P.A.J. and M.W.S.).

Graveland Moor - Horizon G-ATDG has been away for several weeks, whereabouts are not known. Meta-Sokol G-AROW had also been away for a few weeks but appeared at Ieadon on 3/2 and had not left by 5/3. The Dove G-AMED was returned to Ieadon on 26/1 and the Riley Dove G-ARBN was delivered on 29/1 (At last - Ed.). RDH now has a very flashy red and white colour scheme with a mirror like finish. Performance of the machine is significantly better than expected, over 200 knots T.A.S. at 8,000 ft. at 80% power. (D.W.I. Nicholas).

DRIFFIELD - not actually closed down but on a "care and maintenance" basis. At the present it is being used by Bristow Wessex on shuttling to the oil rig "Ocean Prince" somewhere off Scarborough. G-ATCA has been the most common user but G-ATEZ has been logged (29/1). A decision on whether Driffild is to be closed or not was expected by the end of February but nothing has reached us yet. (J. Fletcher, P.A.J. and I.T. Stapley).

Elvington - also used by Jet Provosts for circuits and bumps. (P.A.J.).

Finningley - the wrecked Javelin here reported as XE892 is wrong. Our Malta correspondent noted this aircraft at R.A.F. Luga Malta as "B" of 29 Sqn. on 27/9/65. It also passed through Embasaki, Nairobi, Kenya 2/12/65 on its way to Zambia. (I.T. Stapley).

HOLME - also used by Jet Provosts for circuits and bumps. Mostly Navy visitors. (P.A.J.).

Kirbymoorside - is the home of Slingsby Sailplanes not Market Weighton as stated in last months edition.

Leconfield - the Javelin and Vampire that were delivered here on 3/1 were XA820 and WZ552 respectively. These aircraft were formerly kept at R.A.F. Church Fenton for display purposes. The Spitfire at present on the gate is to go to another site on the camp and the Javelin and Vampire are to go on the main gate. (P.A.J.).

Linton-on-Ouse - Vampire XE357 (P.53) should read XE857. (C.K.).

Ridworth - BGAL52 has now been identified as a T.7 Cadet a/n MHL/RC/44. (P.A.J.).

Topcliffe - Varsity WJ369 (P.53) should read WF369. The ansons of the N.C.S. are to be phased out in the Spring and are to be re-placed by Devons. (P.A.J. and Air Pictorial).

Womblesdon - the Swifts are of Globe manufacture and not - perish the thought - Comper. G-ARWN has almost disappeared it being used to keep G-ARNN in good condition. (P.A.J.).

The short list of aircraft manufactured in Yorkshire published on P. 55 would appear to contain no small number of inaccuracies and the lists given below should be taken as replacements for the previous ones:-

**AVRO AIRCRAFT LTD. YEADON**

wartime "shadow" factory building Ansons, Lancasters, Lincolns and Yorks as below.

**LANCASTERS** LM301-LM346 LM359-LM395 LM417-LM458 LM450-LM493 LM500-LM552  
 IM559-IM599 IM615-IM658 IM671-IM697 IM713-IM756 ME295-ME337  
 ME350-ME395 ME417-ME458 ME470-ME503 ME517-ME551 ME115-ME140  
 RE153-RE188 RE200-RE220 RE225-RE226 SW319-SW345 SW358-SW377  
 TX253-TX273 Total 695. All serial blocks are inclusive.

**ANSON Mk.1** LS978-LS999 LT112-LT160 LT175-LT210 LT231-LT258 LT271-LT307  
 LT334-LT378 LT410-LT459 LT472-LT503 LT575-LT610 LT641-LT682  
 LT701-LT745 LT764-LT797 LT823-LT849 LT872-LT899 LT921-LT961  
 LV978-LV999 LV122-LV167 LV199-LV230 LV252-LV300 LV313-LV332  
 Batch of 750. LT219 and LT220 were lost at sea.  
 LT337/41/45/51/52/53/74/77/81/82/84/74 To S.A.A.F. as 4347/1/3/46/51/94/88/83/  
 79/86/87/92/75 respect.

**ANSON Mk.1** MG102-MG147 MG159-MG199 MG214-MG256 MG270-MG314 MG327-MG368  
 MG381-MG423 MG436-MG478 MG490-MG536 MG549-MG596 MG613-MG656  
 MG669-MG701 MG714-MG757 MG770-MG813 MG826-MG874 MG888-MG928  
 MG962-MG999 MH103-MH135 MH149-MH196 MH210-MH237 Batch of 800

**ANSON Mk's 1, 3, 4, 10, 11 and 12.** NK139-NK187 NK199-NK244 NK260-NK303  
 NK314-NK356 NK368-NK406 NK419-NK462 NK475-NK516 NK528-NK568  
 NK581-NK623 NK636-NK679 NK692-NK738 NK750-NK793 NK806-NK848  
 NK861-NK906 NK919-NK958 NK970-NK999 NL112-NL155 NL169-NL208  
 NL220-NL251 Batch of 800

**ANSON Mk.12** PH528-PH569 PH582-PH626 PH638-PH679 PH691-PH735 PH747-PH789  
 PH803-PH840 Mk.19:- PH841-PH845 PH858-PH865 Batch of 264

**ANSON Mk.19** TX154-TX197 TX201-TX235 TX237-TX257 Batch of 100  
 Some of these Ansons are still in R.A.F. service. A selection of some civilianised machines is given below.

LT191/2/203/04/236/255/256/257/307/340 to R.A.F. in Egypt disguised as civilians with the registrations G-AGGJ - Pincel and G-AGGR to Tinc.  
 TX284 to G-AKFF TX285 to G-AKLE TX286 to G-AKUC NL231 to G-AMBO  
 NL246 to G-AGLM PH858 to G-AIIA PH860 to G-AGWD TX201 to G-AGWE  
 TX202 to G-AGWF TX246 to G-AHKG TX248 to G-AHKD TX249 to G-AHKE

This list of civil conversions is not meant to be complete.  
 N.B. Ansons were not given c/n's when built, but were given one when civilianised by Avro. Ansons civilianised by other firms do not always carry c/n's.

**LINCOLN** The following batches were nearly all cancelled with the termination of hostilities in 1945, but some were completed - one source claiming the first 25 mentioned below and another source the first 15 (Clarification please - Ed.).

RE258-RE268 RE281-RE288 SS713-SS718  
 SS341-SS386 SS397-SS435 SS449-SS480 SS493-SS535 SS549-SS589  
 SS603-SS650 SS664-SS698 SS719-SS758 SS773-SS815 SS828-SS869  
 SS882-SS925 SS937-SS968 SS980-SS999 ST113-ST157 ST171-ST215  
 ST228-ST267 ST283-ST327 ST339-ST369 ST381-ST425 ST438-ST475

**YORK** A small number were built but the serials are as yet unknown.

**MARCH JONES AND GRIFF LTD. LEEDS**

Built various W.W.1 types of aircraft. Possibly used Woodhouse Moor as a testing field.

D.H.5 B4901 to B5000 - possibly batch not completed.  
 Camel C8301 to C8400.  
 Snipes J301 to J400

**WESTLAND AIRCRAFT LTD. DONCASTER**

Lycander Seventeen only built here namely:- W6939 to W6945 and W6951 to W6960

**PHILLIPS AND POWIS LTD., DONCASTER AND SHEFFIELD**

Master Mk.2 IM200-IM245 IM258-IM295 IM312-IM361 IM374-IM407 IM423-IM454.

Two aircraft only Active Mk.1 G-ABIX and Active Mk.2 G-ABVE.

#### CIVILIAN AIRCRAFT CO., HULL MUNICIPAL, HEDON

Built the following civilian Coupes:- G-AAIL, 'BFT, 'BFJ, 'BNT and 'BPW.

#### AIRSPEED AIRCRAFT CO. LTD., PICCADILLY, YORK.

Built the A.S.4 - an article dealing with this aircraft will appear in a later issue.

#### PHOENIX DYNAMO MFG. CO. BRADFORD.

Built the Phoenix series of flying boats and at least two Armstrong-Whitworth FK10 quadraplanes (N511 and N512) before becoming English Electric in 1918. An article on this Co. is also scheduled for inclusion in a later issue.

#### PEPLER AND CO. LTD, DONCASTER

Built Sopwith Cuckoos under licence with serials N6930 to N6949.

#### SLINGSBY SAILPLANES LTD., KIRBY MOORSIDE

Not at Market Weighton as given in last months issue.

This Co. has recently taken over Elliotts of Newbury Ltd., thus becoming the only glider manufacturer in the U.K. To date the editorial office has received very little information about this manufacturers products. As soon as information becomes available it will be printed. Shortly to market American lightplanes. (See "News from L.B.A.").

#### BLACKBURN AIRCRAFT CO. LTD., BROUGH (Now Hawker Siddeley).

A full list of all Blackburn designs will be given in a future issue of Y.A.N. together with details of the Swordfish and Barracuda built under licence. The list below are those of other types built under licence.

B.E.2c:- Serials 964-975 1123-1146 8609-8629 9951-10000  
A.D. Scout:- Two only 1536 and 7.  
Sopwith Baby:- Serials N300 N400-N403 N4100-N4129 N4140-N4148 N2060-N2134.  
Sopwith Cuckoo:- Serials 6950-6999 N7150-N7199 and N7980.  
Short Shirl:- N7550 to N7649 - batch cancelled.  
S. Sea Otter - non built:- cancelled batches BL112-BL151 BL167-BL216 BT316-BT347 BT357-BT401 and BT415-BT437.

Armstrong-Whitworth Siskin:- 50 built J8864 to J8905.

Handley-Page HP.86/Y.B.1:- VX330 - used to test Victor wing planform.

Haulton-Paul Belliol:- WN506-WN535.

Percival Prentice:- VS241 to VS290 VS316-VS338 VS352 to VS378 VS579 to VS597 VS409 to VS414.  
Two batches were also cancelled namely:- VS415 to VS445 VS463 to VS468.  
The latter piece of information is a true scoop for Y.A.N. as these serials have not appeared in print anywhere until now.

Blackburns also did modifications to American aircraft during W.W.2 in order to make them acceptable to the R.A.F. and R.N. Main types worked on were the Corsair and the Hellcat of which it is hoped to obtain fuller details later on.

This article represents a lot of raw material and the editor would be very pleased to receive any further information at all, but particularly with regard to Slingsbys and details of individual aircraft mentioned in this article.

#### AIRFIELD REVIEW - ADDENDA ET ERRATA (Cont'd from P.58).

Binbrook The D.F.C.S. was disbanded on 1/11/65. No. 35 Sqn. also has an all white Meteor (P.A.J.).

CATTERICK Hunter 7506M is ex WT595. (P.A.J.).

LEGNFIELD Residents at 21/2 were as follows:- XM82 Lightning F1A 60 M.U. ex M/56 Sqn. and 182/226 O.C.U. XM783 Lightning F2 A/92 Sqn. Believed aircraft which crash landed on 16/11/65. XM73 Lightning F1A 60 M.U. ex C/56 Sqn. XM86 Whirlwind H.A.R.10 M/202 Sqn. ex C/202 Sqn. and also XP404 G/202 Sqn. ex H/202 Sqn. (P.A.J.).

#### BUCCANEER NEWS (dates in brackets refer to Holms).

XN974 1st production S2. Used for company trials (21/2/66). XM25 and 6 noted 23/2. A new series begins at XV152 and XV153 was noted on 23/2 at Brough.

S.A.A.F. - Mk.550. 411/G-2-1 with yellow undersurfaces is being retained for company trials (21/2 and 27/2). Latest noted are 423/G-2-13 and 424/G-2-14 (both 21/2) - the latter being delivered from Brough to Holms on 17/2. (P.A.J., G. Birds and G. Took).

#### FRIENDSHIPS OF AER LINGUS

These aircraft have now began to disappear from Yeaton - the following have been accounted for:- EI-AKB to P.A.L. as PI-G-530 ex Dublin 17/1. EI-ARD to Schiphol as PH-227, EI-AKF to N.Z. 11/1 as ZK-NAA and EI-ARG to ZK-NAB 13/1 (Air Pictorial).

#### WORTHATR CESSNAS

The Cessnas recently registered to this company are as follows:  
P150P:- G-ATNG c/n F0049 G-ATND c/n F0059 G-ATNE c/n F0060 G-ATNF c/n F0061 G-ATNG c/n

Editor would like to point out that in spite of some criticism from the press, the Londonfield movements will continue as long as we can obtain them. I would also like to point out that movements received are nowhere near complete for a start. They are then "jotted" again by myself and anything considered contrary to security regulations is deleted. These published movements are meant to be representative examples only - M.W.S.

- |       |                 |                                      |      |              |                                 |
|-------|-----------------|--------------------------------------|------|--------------|---------------------------------|
| 18/12 | G-ASIV          | Cessna 310G                          | 17/2 | G-A232       | Artec "C"                       |
|       | G-ASRU          | Twin Comanche                        |      | WM47         | Chipmunk. WG630 on 21/1         |
|       | 63000           | F-100                                |      | XP633        | Jet Provost 41/1 FTS            |
|       | 63044           | F-100                                |      | XR158        | Lightning F3 D/5 Sqn. Also 24/1 |
|       | WT525           | Canberra                             |      | XS451        | Lightning T5 1/5 Sqn. Also 24/1 |
|       | WT537           | Canberra                             |      | VF558        | Devon                           |
| 21/12 | XN594           | Jet Provost 42/1 FTS                 |      | TG553        | Hastings T5 553/BCBS            |
| 7/1   | XS766           | Basset. XS769 on 14/2                |      | XM452, XM624 | Vampire T11 66 and 64/1 FTS     |
| 11/1  | XM609, XM612    | Vulcan. Also XH550. 31/1             |      | VL349        | Anson NCS TX1 60 on 21/2        |
| 12/1  | G-ATEN          | Twin Comanche                        | 18/2 | XR395        | Comet C1 216 Sqn.               |
|       | G-ASHU          | Vagabond                             |      | XN594        | Jet Provost 29/ ? Ex 42/7 FTS   |
|       | XN571           | Jet Provost                          |      | XM579        | Jet Provost 10/3 FTS            |
| 14/1  | VP974           | Devon                                |      | XM452, XM444 | Vampire T11 66 and 64/1 FTS     |
| 12/1  | XM458           | Jet Provost 2/3 FTS                  | 21/2 | WV759        | Pembroke C1                     |
|       | XM471           | Jet Provost 18/2 FTS                 |      | G-ARTI       | Heron 2D                        |
|       | XM466           | Jet Provost 14/1 FTS                 |      | G-ATNV       | Comanche 260                    |
| 18/1  | G-ARFF          | Queenair 65                          |      | XP672        | Jet Provost 25/GAW also XSM     |
| 19/1  | O-BO612         | C-121 USAF                           |      | TG529        | Hastings T5 529/BCBS            |
| 23/1  | XXM 5           | Comet                                |      | 56-2993      | F-100D-65-NA 20 TPW             |
|       | XH555           | Vulcan                               |      | 56-3427      | F-100D-85-NH 20 TPW             |
| 27/1  | CP-46/CP-GRH    | C-119G R. Belg. AF                   | 23/2 | G-ATKW       | Artec "C"                       |
| 1/2   | G-ANMJ          | Dove                                 |      | G-ASXT       | Gulfstream                      |
|       | G-ARHS          | Dove                                 | 24/2 | G-ARRA       | Dove 8.                         |
| 2/2   | XN577/43, XP617 | Jet Provosts 7 FTS                   |      |              |                                 |
| 3/2   | WV755           | Pembroke                             |      |              |                                 |
| 13/2  | XM715           | Victor                               |      |              |                                 |
| 14/2  | O-17645         | C-118 USAF                           |      |              |                                 |
|       | G-ASPC          | Flaggie P.166E                       |      |              |                                 |
| 14/2  | XD589           | Vampire                              |      |              |                                 |
| 17/2  | WV318           | Hunter T.7 Leuchars Str. Flt.        |      |              |                                 |
|       | XP150           | Lightning F3 H/56 Sqn. ex U/AFMS     |      |              |                                 |
|       | WL685           | Versity 115 Sqn. WF335 N/AES on 21/2 |      |              |                                 |
|       | G-ARCU          | Queenair 65                          |      |              |                                 |
|       | G-AROI          | Dove                                 |      |              |                                 |

Credits to:- I. Carling, D. Depledge, P.A., E. Griffiths and C. Toek.

WORKSHOP

- |      |        |               |                      |      |        |        |                           |
|------|--------|---------------|----------------------|------|--------|--------|---------------------------|
| 21/1 | G-ANFV | Heron         | Fr Elson To Heathrow | 24/2 | G-APAL | Do28   | To Gatwick                |
| 17/2 | G-ASRU | Twin Comanche | To Leaveaden         |      | G-ARMY | Apache | To Silloth (E. Griffiths) |

THROUGH

- |      |        |               |                |      |        |       |                             |
|------|--------|---------------|----------------|------|--------|-------|-----------------------------|
| 13/1 | G-ASCN | Twin Comanche | Fr * To Denham | 18/2 | G-APFV | Heron | To Turnhouse (E. Griffiths) |
|------|--------|---------------|----------------|------|--------|-------|-----------------------------|

HOME

- |      |        |                      |      |       |                      |                          |
|------|--------|----------------------|------|-------|----------------------|--------------------------|
| 21/2 | XD452  | Vampire T11 66/1 FTS | 28/2 | WZ459 | Vampire T11 71/1 FTS | 4/e collapsed on landing |
|      | G-ARRE | Dove 8               |      | XM465 | Jet Provost 10/1 FTS |                          |

SHERBURN-IN-BIMET 23/2 G-ARFW Chipmunk. (D. Depledge).

GOAL ASTON 2/2 G-ATAL Do28 To Gatwick. Also 3/2 Fr Ringway. (E. Griffiths)

LINDHOLME

- |      |        |             |                    |      |        |                            |
|------|--------|-------------|--------------------|------|--------|----------------------------|
| 3/2  | G-ASZ2 | Cessna 310J | Fr & To Manchester | 21/2 | G-ASMR | Twin Comanche              |
| 17/2 | G-AJGT | Dove TXG    | To Filton.         |      |        | (E. Griffiths and C. Toek) |

CHURCH FENTON 17/2 G-ARYU Cessna 300 To Halfpenny Green. (E. Griffiths)

DISHFORTH 7/2 C-131A O-25805 7167ATS. MAC-AIRVAC. C-131's of this unit would appear to visit Dishforth with reasonable regularity. Another C-131 of the 7167ATS that has visited recently being O-25788.

LAKE NEWS

- \*\* The latest Slingsby product - the Regal flew for the first time on 2nd March at 11:00 by Bourdelle. The Regal is a development of the Eagle with a 20 metre wingspan.
- \*\* BAC 111 of Aer Lingus expected to arrive on 9th March at 21:05 hours.
- \*\* BKS are leasing two Viscounts from Channel. The first is due on 1/4 and the second on 1/6. Avro 145 G-ACAM definitely sold to Gibralt.
- \*\* Cessna 300 G-ARWF of Pembrey Machinery Ltd., Dewsbury operated by Northern Air

18/1	G-ARDA	Dove 6	
	G-ATFH	Brantly B2B	
19/1	G-ATEY	Cessna 441	Also 15/2 N/S Fr & To Langer
24/1	G-ARCV	Cessna 172	N/S Also 29/1
27/1	G-ASBY	Airedale	Approaches Fr & To Rhooce
	G-ASNU	H.S.125	Also 17/2
28/1	G-AJGF	Dove 7XC	
	G-ATGG	Rallye	Fr Luton N/S To Lille
29/1	I-SIAA	SIAT S.205	Fr & To Dalton Also 3/2, 6/2 and 5/3
30/1	G-ASWL	Cessna P172P	Fr & To Manchester
	G-ATJR	Aztec "C"	Fr & To Oxford
	G-ATLW	Cherokee 180	Fr Lyons To Geneva - Demonstrations
	N706L	Lear Jet	Fr & To Liverpool
31/1	G-ASFF	Apache 235	Fr Southend To Tatenhill Also 28/2 and 3/3
	G-ASNO	Baron	Fr & To Blackpool
	G-ASVV	Cessna 310I	Fr & To Horsham St. Faith
	G-ATEV	Aztec "C"	Fr & To Castle Donnington
2/1	G-ASOO	Twin Comanche	Fr Speke N/S To Belfast
	G-APZD	Apache 160	Fr & To Leavesdon
	G-ASHV	Aztec "B"	Fr & To Pilton
3/1	G-ARFI	Heron 2D	Fr Ouston To Netherthorpe
	G-ARAG	Tri-Pacer	Fr Doncaster To Haydock Also 7/2
	G-ASEZ	Cessna 310J	Fr & To Tollerton
	G-ASFM	Morava	Fr Liverpool N/S
	G-ASRI	Aztec "C"	Fr Oxford NEW RESIDENT
	G-ARWF	Meta-Sokol	Fr Stansted N/S Also 15/2
7/2	G-ASFG	Aztec "B"	Fr & To Coventry
9/2	G-ATAR	Aztec "C"	To Manchester
10/2	G-AMZN	Dove 6	Returned from Stansted after overhaul and re-fitted, new colour scheme.
11/2	G-APHV	Anson	
			Fr Liverpool To Blackpool
14/2	G-ARHP	Tri-Pacer 1	Fr & To Peterborough
15/2	G-APXN	Aztec	To Liverpool Also 16/2
	G-ATEL	Cessna 310J	N.N.
	XTA68	Wessox H.A.5	Fr Barrow
16/2	G-ATCY	Aztec "C"	Fr Langer
	G-ATFG	Brantly B2B	
17/2	G-AOVZ	Jodel D.140	Fr Blackpool
	G-ASVM	Cessna P172E	
	G-ASLL	Cessna 336	
	G-ATHZ	Cessna P50F	
18/2	G-AMZY	Dove 6XC	To Coventry
	G-ASIZ	Mconey M.200	
21/2	G-ASXV	Queen Air	To Tatenhill Also 22/2 and 28/2
22/2	VP957	Devon	Fr Manchester N/S To Brough
	OY-BAV	DC-6B	Fr Copenhagen To Gatwick N/S Sterling Airways
24/2	G-ASPC	Piaggio P.166B	Also 3/3
	G-APWY	Piaggio P.166	Fr & To Luton
	G-ASCS	Mallard	
25/2	G-ASYO	Twin Comanche	Fr & To Denham Also 1/3
26/2	G-APUF	Cessna 310	Fr & To Luton Also 3/3
	G-ASPE	Cherokee	Fr Oxford To Netherthorpe
28/2	G-ASMS	Cessna 150A	Fr & To Usworth
	OY-BAA	Aztec "C"	Fr & To Manchester
1/3	G-ASOX	Cessna 205	
	G-ATAF	Cessna P172P	
	G-ASAJ	Terrier	Fr Wembleton
2/3	G-ASRM	Queen Air 80	
	G-ATEN	Twin Comanche	
3/3	G-ATRW	Aztec "C"	
	G-ASOH	Baron	
	BI-AGE	Viscount	1st visit (Fr PH-VIP)
	G-AIWD	Chipmunk	Also 5/3
4/3	G-ASNX	Beech EI 85	Also 6/3
5/3	G-AGHM	Dakota	
	G-ASSW	Cherokee	To Abingdon
6/3	830B	U-8F Seminole	Fr Northolt N/S

Credits:- D. Dapledge, J.M. Ratoiffio, P.D. Rawnsley, J.A.S., M.W.S. and J.B.B.