

YORKSHIRE AIR NEWS

The magazine of the West-Riding Branch of Air Enthusiasts

For private circulation only.

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Editorial Winter seems to have zoomed in very suddenly this year and this has been reflected in the general lack of aviation activity throughout the county. However, thanks to last months appeal some Brough movements lists have been forthcoming, but we are still short of Binkbeck movements - any offers? M.W.S.

TREASURERS NOTICE We would like to remind members of the Branch and Y.A.N. subscribers that subscriptions for both these items should be made as soon as possible please. All money should be sent to Mr. H. Craven, 2 St. Margaret's Terrace, Great Horton, Bradford.

A.G.M. 1967 The Annual General Meeting of the West Riding Branch will be held on Sunday, 15th January 1967 in the Yorkshire Aeroplane Club, starting at 3.00p.m.

At this meeting next years committee and Branch officials will be elected by Branch members. All Branch members are eligible to vote in this election. All Branch members may stand for the committee if they are proposed and seconded in the normal manner. Nominations should be forwarded to the Secretary at 44, Bucketta Park Drive, Leeds 6.

Please do come along and let us know how you want the Branch run. I cannot stress how important it is that you attend this meeting.

The agenda will be formulated later and may appear in the December Y.A.N. (J.A.S.)
Remember the date:- A.G.M. 15th. January at 3.00p.m.

SECRETARYS DESK A very disappointing turn out on 27th November saw "Flying Leathernecks" the programme for our November meeting. We hope that the numbers improve for December and our 1967 meetings.

We still require someone to type and duplicate Yorkshire Air News for us next year. If you can type and have access to a duplicator please write and let me know as soon as possible. Future meetings are as follows:-

- 18th December - A slide show (edited)
 - 15th January - A.G.M. (see above)
 - 26th January - Quiz
 - 29th January - Lecture
- } Subject to change

Finally:- Please come to the A.G.M.

(J.A.S.)

HUNTERS AT LECONFIELD

The Hunter Mk.6 was used by 19 Sqn. which arrived July 1959 and 92 Sqn. which arrived May 1962. Aircraft of both squadrons were ferried mostly to 5 M.U., Kemple in the first 6 months of 1963, being replaced by Lightnings.

- XE532 D 92; Previously used for engine trials by Rolls-Royce at Hucknall;
- XE552 D 92; Ex. 263 Sq., U/65 Sq., later to M/54 Sq., med. to FGA9, returned to M/54 Sq., thence D/208 Sq. and to 5 M.U. store.
- XE557 O 19; Ex 263 Sq.; To FGA9 at 5 M.U., then 229 O.C.U., Chivener, (234 Sq.) as "46".
- XE603 R 19; Ex. D.F.L.S. To R/D.F.C.S. and 5 M.U. store 2/66.
- XE656 B 92; Ex. R/65 Sq. and D.F.L.S. To 20/229 O.C.U.
- XF449 S 19; Ex. 263 Sq.
- XF509 F 19; Ex. 54 Sq. To chase a/o for the Bristol 188.
- XF520 K 92; To 5 M.U. store.
- XF521 X 92; Ex. 66 Sq. To 19/229 O.C.U.
- XF527 P 19; Ex. 66 and 111 Sqds. To P/C.F.E.
- XG137 E 92; Ex. D.F.L.S. To 58/229 O.C.U. (234 Sq.)
- XG152 X 19; Ex. D.F.L.S. To 53/229 O.C.U. (234 Sq.)
- XG159 W 92; Ex. 19 and 263 Sqds. To "3" later "4"/229 O.C.U.
- XG172 B 19; Ex. 263 Sq. To 21/229 O.C.U.
- XG185 Z 92; Ex. 19 Sq. To Z/D.F.C.S., later F/D.F.C.S.
- XG186 J 92; Ex. 66 Sq.
- XG188 19; Crashed on final approach 1960. To Leconfield scrap dump.
- XG189 M 92; Ex. D/111 Sq.
- XG190 N 92; Ex. 43 Sq. and C/111 Sq. To FGA9 at 5 M.U.
- XG191 G 19; Ex. 263 Sq. To 11/229 O.C.U., then converted to FGA9 at 5 M.U. and returned to 229 O.C.U. as "57" (234 Sq. flight).
- XG194 P 92; Ex. 43 Sq. and N/111 Sq. To FGA9 at 5 M.U. then Q/1 Sqn.

MOVEMENTS AT LECONFIELD (Cont'd from P.115)

XG198	V	19;	To FGA9 at 5 M.U., then C/1 Sq., P/A.F.L.S., 5 M.U. for overhaul and returned to C/1 Sq.
XG196	U	19;	To 24/229 O.C.U.
XG199	J	19;	To 9/229 O.C.U.
XG201	R	92;	Ex. 43 Sq. and B/111 Sq. To FGA9 at 5 M.U. thence P/54 Sq and 26/229 O.C.U.
XG210	A	19;	Ex. 14 and 66 Sqds. To A/D.F.L.S.
XG211	A	92;	Ex. 111 Sq. To 48/229 O.C.U. (234 Sq.), converted to FGA9 at 5 M.U. Jan. 1965 and returned to 48/229 O.C.U.
XG225	S	92;	Ex. 74 Sq. To 18/229 O.C.U.
XG228	C	92;	Converted to FGA9 at 5 M.U.
XG231	H	92;	Ex. 74 and 111 Sqds. To 5 M.U. and stored.
XG232	G	92;	

LECONFIELD - 60 M.U. REPORT -

At the end of November the Lightning storage position was as follows:- XM 69, 175, 176, 181, XN773, XP695 (All arrival dates in previous editions). Arrivals for overhaul in October and November still present are XM 84, 189, 214, 215, 996, 997 and XR706LL. XM 89 and 215 are the latest but XP706 is considered unlikely to return to 74 Sqn. as they are in the process of re-equipping with the Mk.6 variant. XM 44 left in mid-November. Following from XT-605 last month, Weasex XT606 and 607 have passed through, as have XT568 and 669, these being in a new serial range. The wandering Dominic XS738 was in during October and left in early November. Pembroke XL954 which replaced XL953 in early October was exchanged with XF799 on 28th November.

In the future, Leconfield is to cease duties as a master diversion airfield and will be closed to traffic from 5p.m. to 8a.m. and also at weekends.

The only movements available this month are Comet G-APDO of Dair on 5/11 and Jet Provost T.4 KN636 58/RAFVC and a Pembroke CC.1 XK862 on 28/11 and on 25/11 G-ASNM S-61 and an Autair 748 diversion from Brough. (P.A.J.)

BROUGH - Movements:-

26/9	WPM 38	Sea Prince LM658/750Sqn.	14/11	G-AREA	Dove (H.S.A.
12/10	G-ATFH	Brantly B2B Also 20/10	15/11	G-ATJR	Aztec "C"
14/10	G-ATSV	Cessna 310C		G-AINY	Cessna 137 "Skycabs"
	WL732	Sea Balliol T.21 A & AEE	17/11	G-ASSZ	Riley 65
15/10	OL-A17	Alouette II Belgian Army. (Also at Leconfield same day)	18/11	G-AKLN	Chipman
19/10	G-AITV	Comanche 260B	23/11	G-ASPA	Dove 8 Bowty
27/10	G-AJGT	Dove B.S.E.	25/11	?	Sea Prince - Coded LM618
2/11	VP959	Devon C.1 Also 14 & 24/11.	29/11	G-ATAR	Aztec "C"
7/11	G-ATHS	Cherokee		XJ321	Sea Devon
10/11	G-AMZY	Dove B.S.E.	30/11	G-APWC	Herald - Autair

(I. Carling).

Autair may use Heralds on the Hull-London service in place of the HS746. It is nearly certain that Autair will open a Brough-Channel Islands service in 1967 and that fares will be cheaper than that of the Leeds/Bradford service. Autair are also applying for a Hull-Amsterdam service which was operated pre-war by K.L.M. Fokkers using the old Hedon airfield.

HOME-BUILTS IN YORKSHIRE

From the November issue of "Blackbushe Movements" we have culled details of two Turbis being built in our area. The first one has the c/n PFA242 and is being constructed by a Mr. L.S. Dawson at Pool-in-Wharfedale, and the second one PFA245 is being built by a Mr. Fairclough at Headingley, Leeds 6.

YORKS. HELICOPTERS (Additional to page 111)

228 Sqn. Anson was PH814, which vanished Autumn 1964. - XK991 Whirlwind HAR.40 operating from Leconfield crashed in Bridlington Bay 1961, then to 60 M.U. dump at Dishforth.

PRE-WAR CHURCH FENTON

No. 213 Sqn. Gauntlet Mk.2	1937-38:-	K5287, 5295, 5301, 5302, 5320, 5322, 5365, 5366.
	1938	- K7806, 7810-14, 7830, 7837, 7838, 7840, 7857, 7864, 7879.
No. 72 Sqn. Gladiator Mk.1	1937	- K6130-34, K6136-45.
	1937-39	- K7934, 7893, 7897, 7922, 7954, 7963, 7969, 7974, 7977, 7978, 7981, 7984, 7986, 8004, 8010.

ERRATA

- P.112 - Buccaneer Bits - XN794 should read XN974.
- P.108 - North Medforth owner of 'NEJ' etc. should read H.N. Medforth Esq., etc.

CLOSING DATE FOR ARTICLES AND REPORTS FOR NEXT ISSUE - 1/1/67.

EDITORIAL WANDERINGS - By J.A.Stanfield

Time - 0915hrs. Place - Wakefield Destination - Lincolnshire
Transport - One Vauxhall type Viva Personal - Editor, Assistant Editor, Publicity Officer
and Secretary. Object:- to see some of "the military" (without them seeing us).
In all his innocence "the sec" had been "canned" into accompanying the "famous three" on
one of their "editorial sorties". Warnings about the drivers ability had gone unheeded but
as it turned out secretarial screams (lies - Ed.) were drowned by the roar of a high-revving
Viva engine.

Our route took us first past Hemswell, or so the Publicity Officer claims, as only he hap-
pened to catch a glimpse of this field as we shot by on reheat. On being threatened with a
spell in the front seat he broke down and assured us that no aircraft were visible.

By brilliant dead reckoning we reached our next port of call R.A.F. Binbrook without fur-
ther event. Our stay here was very short but eventful: consisting of a polite refusal, and
interrupted tea-break, a brush with the "Red-Caps" and a chat with a cycling "P.A.J.". Having
established that something was "on" we decided to visit some other airfields in the vicinity,
returning to Binbrook later in the day.

News of our sortie had not reached Manby, so our sojourn to Training Command proved less
hectic. While the Sec. and Ed. observed XS211/14, XS216/19, XS219/35 and XP672/25 the P.O.
consoled an unhappy brass monkey. Also to be seen here were Jet Provosts coded 18, 20, 26 and
34 all of the C.A.W. A Jet Provost coded 16 was doing circuits and bumps, this aircraft was
dayglo overhull and apparently carried no serial. On the hard standing was Pembroke C.1 WV743
(c/n 45).

Just down the road from Manby is Strubby which houses the C.A.W.'s Varsities and Dominies.
Only XS734 Dominio marred on otherwise splendid piston engined display by WF422, WF376, WF331,
WJ890 and WL634 all coded with the "last three" (i.e. WF331 coded 331). Also visiting were
Varsities WL641 from Cosford and WJ907 Q/AES. The sight of these piston-engined aircraft was
almost too much for the Sec. who was even persuaded to sit in the front after this. (An unid-
entified, derelict Meteor was also logged - Ed.).

Ingoldmells (Skegness International to those in "the know") was our only sight of civil
aircraft all day. A short walk across the local tundra enabled us to log 'IBH, 'IGR, 'IPV,
'JUD, 'PJE and 'PKN. Prentice 'PJE was rotting, or appeared to be.

Heavy rumblings forced us to retire to a Skegness "chippa" where the proprietor discover-
ed he had a Bob Dylan record on his juke-box.

Suitably refreshed we headed back to Binbrook where we were greeted more amiably this time,
but more of this anon (See "Birthday at Binbrook") suffice to say we saw many Lightnings. The
weather had deteriorated forcing all flying to cease and this plus the lateness of the hour
curtailed our visit.

Under the Assistant Editors guidance we headed in diminishing light for Waltham. As it
turned out his lack of knowledge of this airstrip was only surpassed by his ability to force
his fellow passengers to vacate the "chariot". Here we saw a ploughed field and a hangar cal-
led "Grimsty & Cleethorpes Hockey Club" but, alas no flying machines.

From Waltham we pointed the headlights for the Yorkshire Aeroplane Club and Daves 21st.

A BIRTHDAY AT BINBROOK - By J.A.Stanfield.

As some readers may know No.5 Sqn. of the Royal Air Force celebrated its 50th anniversary
recently and to mark the occasion R.A.F. Binbrook held an "Open Day" on the 25th November.
Yorkshire Air News was represented at the "Open Day" by four members of the West Riding Branch.

Unfortunately due to late arrival we missed the more formal part of the celebrations but
had hoped to arrive in time for the flying display: as it turned out because of low cloud and
poor visibility the flying had been cancelled but nevertheless the hangar display proved very
interesting.

After completing certain formalities we were directed to Flight Lieutenant Davis who was
to be our guide for the afternoon.

The hangar display consisted of a central dias on which were displayed photographs, mod-
els, newspaper cuttings and other pieces illustrating the history of the unit.

Surrounding the dias were representative aircraft of the squadron in various state of "u-
ndress". The Squadron is in fact equipped with the Lightning F.6 plus one Lightning T.5 and
it was interesting to compare this latest mark with its predecessors. The thing which surpr-
ised your scribe most was the size of the ventral fairing which must cover a good 75% of the
bottom of the fuselage.

All the Lightnings were in natural metal finish with the Squadron colours in rectangles
on either side of the nose roundel, the unit badge on the fin and codes in black on the fin.

Also in this hangar was a Javelin FAW.9 flown down from R.A.F. Leuchars for the occasion
and presumably illustrating the type used by the Squadron while attached to the 2nd T.A.F. in
Germany.

Continued over

RECENTLY BY MEMORANDUM - Continued from P.117

Our guide proved very helpful and endeavoured to answer all our questions where they did not breach security. When asked, "How often do you intercept Russian bombers over the North Sea?", he gave the polite reply "Whenever they come over". The newspaper photographs of Lightning intercepting these intruders were taken by 5 Squadron crews, although the Leuchars-based units are also used in this role.

In conclusion we would like to thank 5 Squadron and Flight Lieutenant Davies for a very interesting afternoon.

As this was not "over the fence" we publish only a representative selection of the aircraft present:- XR763/H, XR755/A, XR765/L Lightning F.6 5 Sqn. XR451/T Lightning T.5 5 Sqn. XR898 Javelin PAV.9 GHB/228 OCU from Leuchars. XR135 Argosy C.1 267 Sqn. from Benson. XR656/50, XR200/57, Hunter F.6 229 OCU from Chivenor. WK305/V, WK664/X Meteor F(FF)8 85 Sqn. XR752/V, XR767/A, Lightning F.6 DCFU Binkbrook. XR80 Lightning F.4A 226 OCU from Coltishall.

Historic note:- Flt. Lt. Davies also supplied us with the reason for the recent removal of the highly colourful markings on the tails of Lightnings. It appears that after two or three weeks the paintwork began to peel due to the very high speeds that this type of aircraft operate at, and too much paint was being used to do the necessary touching up.

EXPORT SPITFIRE

Spitfire TR228. To 61 OTU, 5/46 to 501 Sqn. at Filton 11/46. To 6 M.U. at Brize Norton in 1949 to No.102 Fighter Refresher School in 12/54. After display at Kenley, Rufforth, Church Fenton and Driffield it was refurbished for despatch to New Zealand in 1963 and was presented to the Brevet Memorial Club at Canterbury N.Z. where it is now on display.

Whilst on the subject of Spitfires the Leconfield Spitfire RW382 was shown at an exhibition at Church Fenton on 15/8/58 as 7245M coded 3Q:L.

COMBOMB COMMAND INSTRUCTIONAL SCHOOL - Taken by P.A.J. from "The Avro Lancaster".

Formed at Finningley 5/12/42 out of Night Bomber Tactical School, Bombing Analysis School and other units. Had 22 Wellingtons, 10 Lancasters and 5 Halifaxes.

LANCASTER

- WA204 Ex 1 L.F.S. and 300 Sq. Became 528M.
- DV200 WB:B ex 1 L.F.S., 550 Sq. and 1662 H.C.U. Scrapped 1946.
- ED368 Ex 83 Sq., N.T.U., 1668 H.C.U., 5 L.F.S. and various M.U.s. Crashed 11/6/45.
- ED382 Ex 1 L.F.S. and various H.C.U.s. Became 5296M.
- HK761 D/d new 1/45. WB:E. To 15 M.U. 5/47 and scrapped 8/47.
- HK762 D/d new 1/45. WB:F. Crashed 23/10/46 and condemned next month.
- HK763 D/d new 1/45. WB:G. To 15 M.U. 6/46 and scrapped 3/47.
- JBA22 Ex 97, 653 and 502 Sqds. Scrapped 9/45.
- JR660 Ex 72 Sqn. d/d 3/45. To 15 M.U. and struck off 8/46.
- LBA 52 Ex 44 Sqn. and 46U.U. WB:A. d/d 12/44. To 15 M.U. 1/47 and scrapped 3/48.
- LNR88 Ex 514 Sqn. repaired after crash on 15/11/44. d/d 3/45. Struck off 3/46.
- LNA91 Ex 50 Sqn. WB:D To 1653 H.C.U. and became 6260M.
- MDA22 Ex 156 Sqn. and N.T.U. d/d 12/44 and crashed 8/45.
- ND458 Ex 100 Sqn. To 5 M.U. and scrapped 8/47.
- ND808 Ex 156 Sqn. d/d 12/44. Swung on landing at Finningley 31/3/45.
- NK579 Ex 101, 9 and 101 Sqds. To 6305M at Stradishall.
- PA227 D/d new 1/45. Crashed 11/45.
- PA228 D/d new 21/1/45. To 5 M.U. 11/45 and scrapped 3/48.
- PA231 D/d from Wyton. To 230 G.C.U. and crashed 10/11/48.
- PA233 Ex 32 M.U. & 514 Sqn., d/d 4/45. To 15 M.U. 8/46 and scrapped 11/46.
- PB484 Ex 625 & 170 Sqds., d/d 4/45, to 10 M.U. 1/46 and scrapped 12/46.
- PB673 D/d ex 101 Sqn. 7/45. Struck off 11/45.
- PB918 D/d ex 635, 35, 582 & 7 Sqds. 6/45. To 15 M.U. and scrapped 8/47.
- PE989 Ex 582 and 7 Sqds. To 6304M at Marham.
- PE757 D/d new 5/12/45. Crashed 22/7/46.
- SK305 Ex various M.U.s (all 1 (FE)). To "1803" of Egyptian A.P. 7/50.
- TW890 Ex 35 Sqn. To 250 G.C.U. then "1807" Egyptian A.P. 10/50.

LINCOLN:- RA619, RE283, RF48, RF504.

LENNINGHE - Visitors 18/41 G-ASAV Baron To Leeds. G-ASXZ Cosna 310J To Bournemouth.

DRIFFIELD - Visitors 1/47 G-ATRW Cherokee 6 from Leeds to Liverpool.

CHURCH FENTON, SPAINY - 3/11 visitor G-ARMJ Cosna 185.

GENERAL AVIATION

G-AVAA	Cessna M 500	F.01 36	Airwork, Perth
G-AVAB	Cessna M 500	F.01 36	Airwork, Perth
G-AVAC	Cessna M 500	F.01 64	Airwork, Perth
G-AVAD	Cessna M 500	F.01 68	Airwork, Perth
G-AVAE	Cessna M 500	F.01 92	Airwork, Perth
G-AVAF	D.H.1 25 Srs. 3A	251 19	H.S.A., Chester
G-AVAG	D.H.1 25 Srs. 3A	251 21	H.S.A., Chester
G-AVAH	D.H.1 25 Srs. 3A	251 22	H.S.A., Chester
G-AVAI	D.H.1 25 Srs. 3A	251 23	H.S.A., Chester
G-AVAJ	D.H.1 25 Srs. 3A	251 24	H.S.A., Chester
G-AVAK	D.H.1 25 Srs. 3A	251 25	H.S.A., Chester
G-AVAL	Hillier UH-1 2B	726	Bristol Helicopters, Redhill - Ex 114 (Siamese Police)
G-AVAM	M.S. 893A Rallye	10664	Air Touring Services Ltd, Biggin Hill
G-AVAN	Beagle B.206 Srs. 2	B.048	Beagle Aircraft, Rearsby
G-AVAO	Beagle B.206 Srs. 2	B.049	Beagle Aircraft, Rearsby
G-AVAP	Beagle B.206 Srs. 2	B.050	Beagle Aircraft, Rearsby
G-AVAQ	Twin Comanche 160	30-1132	Team Lotus Ltd., Panshanger - Ex N8023Y
G-AVAR	Cessna M 500	F.01 07	Westair, Blackpool
G-AVAS	Cessna M 500	F.01 22	Westair, Blackpool
G-AVAU	Cessna M 72H	F.0370	Westair, Blackpool
G-AVAV	Free Balloon	81	A.D.F. Smith
G-AVAW	Twin Comanche 160	39-1328	C.S.E. Aviation, Kidlington
G-AVAX	Spitfire T.8	?	Elstree - Ex I.A.A.C. 159
G-AVAY	Rollason Condor	RAE.617	?
G-AVAZ	Cherokee	28-3798	C.A.T., Hamble
G-AVBA	Cherokee	28-3812	C.A.T., Hamble
G-AVBB	Cherokee	28-3819	C.A.T., Hamble
G-AVBC	Cherokee	28-3833	C.A.T., Hamble
G-AVBD	Cherokee	28-3854	C.A.T., Hamble
G-AVBE	Cherokee	28-3868	C.A.T., Hamble
G-AVBF	Cherokee	28-3896	C.A.T., Hamble
G-AVBG	Cherokee	28-3903	C.A.T., Hamble
G-AVBH	?	?	?
G-AVBI	Cherokee	28-3910	C.A.T., Hamble
G-AVBJ	Cherokee	28-3917	C.A.T., Hamble
G-AVBK	Cherokee	28-3924	C.A.T., Hamble
G-AVBL	Cherokee	28-?	C.A.T., Hamble
G-AVBM	SF25 Spurling	4544	R.C. Wingfield
G-AVBN	Twin Comanche 160	30-1362	C.S.E., Kidlington
G-AVBO	Cherokee	28-22527	C.S.E., Kidlington
G-AVBQ	Cherokee	28-22562	C.S.E., Kidlington
G-AVBR	?	?	?
G-AVBS	Cherokee	28-22582	C.S.E., Kidlington
G-AVBT	Cherokee	28-3931	C.S.E., Kidlington
G-AVBV	Cherokee	28-3938	C.S.E., Kidlington
G-AVBW	Cherokee	28-3945	C.S.E., Kidlington
G-AVBX	Cherokee 260	28-733	C.S.E., Kidlington
G-AVBY	Cherokee 260	32-743	C.S.E., Kidlington
G-AVBA	B.A.C. 111	107	Laker, Gatwick
G-AVBB	B.A.C. 111	109	Laker, Gatwick
G-AVBC	B.A.C. 111	113	Laker, Gatwick

The Canberra G-ATZW is now known to be ex WD937 and has o/n 71018
(R.O'McDonnell and others).

BUCCANEER BITS

XV168 d/d Holme 14/11 and XV332 first of a new batch (believed 14) on 25/11. At Holme on 6/11 was XV164 and 167 both flight testing with another new S.2.

BURNISTON, SCARBOROUGH

E-61 G-APNJ was logged here on 18/11. (P.A.J.)

CHURCH FENTON

The Chipmunk WK590 is used by 9 A.E.F. which is also resident. (P.A.J.)

TOPOLITE

Varsity WJ948/J of A.E.S. was loaned to R.A.F. Gosport 10/66, but also flown by 115 Sqn. crew - e.g. Watten M/10. (P.A.J.)

LEADS AND HEAD-ROD (YEADED) MOVEMENTS

4/11	G-ATTC	Cessna 150	Fr & To Newcastle - Also 21/11
	G-ARYV	Comanche 250	Fr Manchester - Also 8/11, 9/11, 10/11, 11/11 & 14/11
	G-ATRW	Cherokee Six	To Manchester
	G-ATWO	Cherokee	Fr & To Oxford
5/11	G-ASHA	Cessna F.172D	Fr Manchester
	G-ATUN	Cessna F.172G	Fr Netherthorpe - Also 11/11
	G-ATDG	Horizon	Fr Gosland Moor
7/11	G-ARYU	Cessna 320	
8/11	G-ATAI	Dove 8	Also 24/11 & 30/11
	G-ARYK	Cessna 172C	
	G-ATNV	Comanche 260B	Also 9/11
	G-AROU	Queen Air	Also 9/11
	G-ARON	President	
	G-ATNY	Cessna 337A	Also 18/11
9/11	G-ARLW	Cessna 172B	Fr & To Barton
	G-ASIF	Apache 235	N/S - Also 19/11
	G-AMRP	Autocar	Fr & To Tees-Side
	G-ATHZ	Cessna 150	Fr & To Blackpool - Also 20/11
	G-APUF	Cessna 310	To Leavesden - Also 8/12
	G-ASFF	Apache 235	
10/11	G-ASNO	Baron	Fr Birmingham
	G-ATAR	Aztec "C"	Also 23/11 & 28/11
	G-ATCI	Viola Airtourer	
	G-ATCM	Aztec "C"	Also 14/11
	G-ASOF	Beagle 206	Also 23/11
	G-AREN	Apache 160	
	G-ATDL	Cessna 310J	Also 21/11, 22/11, 23/11, 29/11 & 30/11
11/11	G-ATSY	Wa41 Baladon	
	G-ASNX	Beech H.18S	
12/11	G-ASWL	Cessna F.172F	Fr & To Dalton - Also 26/11
13/11	G-ARWO	Cessna 172	
14/11	G-ARLK	Comanche 250	Also 27/11
	G-ARTI	Heron 2D	
	G-AMZN	Dove 6	
	G-AKSS	Dove	Also 19/11
15/11	G-ATJR	Aztec "C"	Fr Tees-Side To Manchester - Also 17/11 & 8/12
	G-ARIG	Cessna 310	
16/11	G-ASIU	Queen Air	Fr Southampton To Chester - Also 1/12 & 2/12
	G-ASNU	D.H.125	Fr Manchester N/S To Gatwick - Also 17/11
	G-ASND	Aztec	Fr Biggin Hill To Cardiff
	G-AJGT	Dove 7XC	
17/11	G-ASNG	Dove 6	
	G-ASVV	Cessna 310I	
	G-ATCY	Aztec 250 "C"	Also 19/11
	G-ATBV	Aztec 250 "C"	
	O.77214	C-47	H.Q.3rd. A.F., U.S.A.F.
18/11	G-ASZZ	Cessna 310J	N/S To Southampton
19/11	G-ATCL	Viola Airtourer	To Brough
21/11	G-ARDE	Dove 6	Fr & To Tatenhill - Also 22/11 & 23/11
	G-ATVV	Cessna F.172G	Also 22/11 & 23/11
22/11	G-ASHV	Aztec 250 "C"	
	G-ATGX	Cessna 182H	
	G-AREB	Cessna 172	
24/11	G-ARUM	Dove 8	Fr & To Luton
25/11	G-APMV	Heron 2D	Fr Watton To Tarnhouse
26/11	G-ASJM	Twin Comanche	To Gatwick
	G-ATKW	Aztec 250 "C"	To Tees-Side
28/11	G-ATSP	H.S.125	H.S.A.Executives To Crompton Parkinson Ltd.
29/11	G-ASHK	Brantly B.2B	
30/11	G-ASNA	Aztec 250 "C"	
1/12	G-ASRI	Aztec 250 "B"	Fr Castle Donnington To Northolt
4/12	G-ATAK	Falco	Fr & To Manchester - Demonstrations
7/12	G-AIRH	Super Cub	Fr & To Sutton Park
	G-APKO	Beagle B.206	Fr Renfrew To Castle Donnington
8/12	G-ARMT	Dove 6	Fr & To Newcastle
	G-ASIH	Hiliter VH-12	Fr Cambridge N/S

Credits: - J.M.Radcliffe, G.K., J.E.B.