

YORKSHIRE AIR NEWS.

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

For private circulation only.

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February, 1967.

EDITORIAL.

We would like to thank the dozen or so contributors to this issue and hope to see this number increase shortly. We would also apologise for the few errors that crept into the last issue and thank our "Tame typist", Howard Craven, for not adding any of his own.

There are one or two new features in this issue and we would like to hear readers comments as to whether these should be continued in the future. For the second month in succession there are no new British Civil Register allocations in the magazine, the reason being that the latest allocations we have received will have appeared in several other publications by the time this issue is distributed - this feature will be re-instated if the information is received.

*** *** *** *** *** *** *** M.T.P. *** ***

SECRETARY'S DESK.

The debate on the 26th. February was attended by twenty-nine members and friends. The motion 'This house believes that the present Government's attitude towards the aircraft industry is basically wrong and incompetent' was decisively defeated by twenty votes to eight votes.

This year, we will again be putting on a stand at R.A.F. Church Fenton on the occasion of the SSAFA International Air Display on the 29th. May. We will need volunteers to prepare display material such as posters, photographic displays, publicity broadsheets and the like. We also require volunteers to help erect, and man the stand on the 29th. May. The Publicity Officer, John Buckle, would like to hear from people willing to help; he may be contacted at 29 Moorlands Avenue, Yeadon, LEEDS.

Could I ask all readers to enclose a stamped, self-addressed envelope when writing to Branch Officials, if they expect a reply; this will save considerable time and expense.

*** *** *** *** *** *** *** J.A.S. *** ***

FUTURE MEETINGS.

2nd. April - We have received confirmation that the Yorkshire Gyrocopter Group will be coming along to speak to us and show some slides.

30th. April - A lecture on the Buccaneer by M.J. Roberts. Esq., from Hawker Siddeley Aviation at Brough.

As we have guest speakers at both these meetings, can I urge members to make a special effort to attend. Local readers will also be very welcome.

In the near future we hope to be welcoming speakers from Leeds University Air Squadron, the Yorkshire Airport Development Association, and also some personalities from the Leeds and Bradford Airport scene.

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OUT AND ABOUT

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British Midland Airways Argonaut G-ALHS burst a tyre on landing at LBA on the 2nd February; Herald G-ASKK was used as a replacement aircraft, the Argonaut returning to East Midlands that evening.

A S.R.N.6 Hovercraft of Hoverlloyd was demonstrated here on the 23rd. February, but the scheduled visit to Kingston-on-Hull was cancelled, owing to high winds.

OUT AND ABOUT. (Continued).

No decision on the proposed extension of the main runway at Yeadon has yet been made, and all airport committee meetings on this subject are being held 'in camera'.

The N.A.P.S. Pou-de-Ciel, rescued from the premises of Whitley (Rishworth) Ltd., Halifax, is now on permanent display at Capesthorpe Hall, Cheshire.

Turbulent G-ASTA crashed recently, and has now returned to Blackpool, where it lays in pieces.

The reportedly earliest man-carrying glider flew across a valley near Brompton Hall, Yorkshire, in 1853. It was designed by Sir George Cayley (1773-1853) and was flown by one of his coachmen whose name was not recorded.

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LEEDS/BRADFORD AIRPORT - RESIDENTS 1967.

G-AHGD Dragon Rapide (6862)	G-ASSZ Riley 65 (35407)
G-AHHT J/1N Alpha (2022)	G-ASTD Aztec 250 (27-2549)
G-APAF Auster 5 (3404)	G-ASTE Aztec 250 (27-2557)
G-APPA Chipmunk 22 (01/0792)	G-ASTU Aero 145 (172012)
G-APVK Apache 160 (23-1719)	G-ASUG Beechcraft E.18S (BA.111)
G-APVS Cessna 170B (26156)	G-ASYP Cessna 150E (60794)
G-APVX Dove 6 (04509)	G-ASYV Cessna 310G (310G-0048)
G-ARLA Piper Pa-22 '160' (22-7200)	G-ATHV Cessna 150F (62019)
G-ARLT Cessna 172B (48505)	G-ATMK Cessna F.150F (F.0013)
G-ARMA Apache 160 (23-1967)	G-ATNC Cessna F.150F (F.0055)
G-AROC Cessna 175B (56997)	G-ATNE Cessna F.150F (F.0042)
G-ARTT Rallye (008)	G-ATNW Cessna F.150F (F.0051)
G-ARUJ Piaggio P.166 (376)	G-ATNX Cessna F.150F (F.0052)
G-ARWF Cessna 310G (310G-0050)	G-ATPM Cessna F.150F (F.0062)
G-ASAJ Terrier 2 (B.605)	G-ATPS Cessna 310K (310K-0090)
G-ASRU Twin Comanche (30-376)	G-ATRT Cherokee 140 (28-21920)
G-ASRV Baron (TC.677)	G-AVCV Cessna 182J (182J-57492)
G-ASSR Twin Comanche (30-467)	
B.K.S. (Yeadon based).	
G-ARMX Avro 748 Srs.1 (1538) On loan from Skyways Coach-Air for the winter.	
G-ARRW Avro 748 Srs.1 (1549) Leased from Hawker-Siddeley.	
G-ASPL Avro 748 Srs.1 (1560) " " " "	
G-ATAM H.S. 748 Srs.2 (1576) " " " "	
G-ATTA V.745D Viscount (124)	

The following aircraft are due to be delivered to Yeadon in the near future:-

G-AVEZ Cessna 172H (F.0387)	G-AVCW Twin Comanche 160 (30-1375)
G-AVCI B.206 Srs.2 (B.053)	G-AVED V.798 Viscount (286)

along with various Cessna's for Northair Aviation.

'TNE, 'TMX, 'TPM, 'TRF, and 'VCV, are now resident at Lulsgate, Squires Gate, Woolsington, Driffield, and Ringway, respectively.

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AIRFIELD REVIEW.

BINBROOK.

9.2.1967. XR705 Jet Provost T.4 29/C.A.W., Manby.
G-ARUJ Piaggio P.166 from & to Yeadon.
XML36 Lightning F.1A 'B' Wattisham Target Facilities Squadron.

13.2.1967. G-ASMF Travelair from Yeadon.
WJ887 Varsity T.1 'J' 115 Sqdn. Watton.

14.2.1967. G-ASNK Cessna 205 from Woodvale.
G-APSK Dove 5 from Warton.

15.2.1967. XK885 Pembroke CC.1 (c/n P.66/83) W.C.S. Andover.
G-ATRE Cessna F.172G

16.2.1967. G-ATBV Aztec 250 from Horsham St. Faith.

21.2.1967. RT-682 Lockheed TF-104G R. Dan. A.F.
? ? Lockheed T-33A

New Lightning F.Mk.6's for No.5 Sqdn are:- XS894 'F'; XS898 'K'; XS922 'H'; XS923 'M'.

CATTERICK.

From North East Air News comes a report of the aircraft at the R.A.F. Fire School here as at 29.1.1967.

TG570 'S' Hastings:	7526M 'RS' Hunter F.1;	WP214	Valiant:
VX546 Valetta C.1:	7565M	Venom N.F.3: 7494M	Hunter F.1:
WH735 Canberra B.2:	7078M	Vampire F.3: 7512M 'R'	Hunter F.2:
WP184 'A' Hunter F.5:	WJ468	Valetta T.3: XA830	Javelin F.A.W.6:

HOLME-ON-SPALDING MOOR.

Kestrel XS693 '3' was flying here on the 19th February, and also visited Brough on the 21st., where it gave a demonstration of its capabilities. For the record, the fates of the Tri-partite aircraft are as follows:-

XS688 f.f. 7. 3.64 '8', to USA	XS691 f.f. 5. 9.64 '1', to USA
XS689 f.f. 28. 5.64 '9', to USA	XS692 f.f. 7.11.64 '2', to USA
XS690 f.f. 5. 8.64 '0', to USA	XS693 f.f. 25.11.64 '3', to H.S.A.

Dunsfold to Brough 2.6.66.

XS695 f.f. 17. 2.65 '5', to R.A.E. Bedford, then to the A. & A. E. E.
XS696 f.f. 5. 3.65 '6', crashed on take-off at West Raynham, 1.4.65.

The Tri-partite squadron existed from 15.10.64 to 30.11.65, the American aircraft being shipped from London Docks on the 19th February 1966.

LECONFIELD.

The only reports received for this airfield indicate that Lightning T.5 XV328 or XV329 was delivered to 60 MU on the 31st January, and that ten Wessex of 72 Sqdn., passed through on the 20th February.

LINDHOLME.

13.2.67. G-ASSZ Riley 65, from Yeaton.
17.2.67. G-ASRV Baron, from Ringway.
G-ANPV Heron, from Elmdon.

WARTON.

To compensate for the lack of Leconfield movements we provide a sample of the fare on the other side of the Pennines.

3.1.67. XP286 Auster A.O.P.9.
63313 F-100D-90-NA, 48th T.F.W., Lakenheath-emergency landing.
O-76600 C-47D, 48th T.F.W., Lakenheath.
XG496 Devon C.C.1., (c/n 04435) R.A.E. Farnborough.
XP509 Gnat T.1., '09' 4 F.F.S., Valley.
Q-496 Canberra, Indian Air Force.

12.1.67. XM278 Canberra B(1)8, No.3 Sqdn.
16.1.67. No.183 Noratlas, '64-NF', 1er Escadrille, 64 wing. (c/s F-RANT).
XN586 Jet Provost T.4, re-delivered to R.A.F. after overhaul.

17.1.67. XM223 Devon C.C.1., (c/n 04498) R.A.E. Farnborough.
18.1.67. G-AVCH Beagle B.206.
19.1.67. WH903 Canberra T.19.
F-BJEV Aero Commander 680E (c/n 847-72) Dassault Aviation.
F-BLLP Marquis (c/n 10) Turbomeca.

23.1.67. WJ678 Canberra B.2.
24.1.67. XS776 Bassett C.1 (c/n B.024) Southern Communications Squadron, Bovingdon.

26.1.67. XS778 Bassett C.1 (c/n B.030) S.C.S. Bovingdon.
XS794 Andover C.C.2 (c/n 1566) Metropolitan Communications, Northolt.

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DISPLAY DATES.

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23.4.67. Skyfame display, Staverton.
11th-14th. May. Biggin Hill Air Fair.
13.5.67. U.S. Armed Forces Day - Mildenhall and Upper Heyford.
20.5.67. U.S. Armed Forces Day - Alconbury, Bentwaters and Lakenheath.
27th. May - 5th. June - Paris Air Show - Le Bourget.
29th. May. S.S.A.F.A. Display - Church Fenton.
25th. June, 30th. July, 27th. August and 24th. September - Shuttleworth Trust Displays, Old Warden.
25th. June. Norfolk and Norwich Aero Club Display, Swanton Morley.
1st. July. U.S. Armed Forces Day - Wethersfield.
19th. August - King's Cup Air Race - Tollerton.
28th. August - Goodyear Trophy Race - Halfpenny Green.
16th. Sept. - Battle of Britain Day.

LIGHTNINGS AT LECONFIELD.

by P.A.Jackson.

The first visit of a Lightning aircraft to Leconfield was in May of 1960 when, during the annual defence exercises, the Air Fighting Development Squadron of the Central Fighter Establishment operated the Lightning on practice interception trials. This was the first operational testing of the aircraft under actual battle conditions and a satisfactory rate of interception was obtained. The A.F.D.S. was normally based at Coltishall, Norfolk, and had at the time:-

XG335/B, XG336/C, XM135/D, XM136/E, XM137/F and XM138/G, aircraft 'A' (XG334) having crashed on March 4th that year.

92 Squadron, the R.A.F. Aerobatic Team, which was based at Leconfield, was away in Germany when the Queen Mother visited the station in July 1961.

The first Lightning squadron, 74 from Coltishall, was therefore 'imported' to do the honours and brought with it the following aircraft:-

XM140/M, XM142/B, XM143/A, XM144/J, XM146/L, XM147/P, XM164/K, XM165/F, XM166/G, and XM167/H.

Some of these aircraft returned in 1963 to receive attention from a detachment of 60 MU which had been established at Leconfield owing to the length of the runway at Dishforth being too small to take the Lightning safely.

XM140, 141/D, 143, 146, 165, 166 and 167 were given a complete overhaul and delivered to 226 O.C.U. at Middleton St. George from July 1963. The 'last three' of the serial number served as an aircraft code identification and all are still in service, now at Coltishall, except XM140 which is used by 111 Sqn as 'R' together with XM147/C as 'Hack' and practice target aircraft. Of the other 74 Squadron visitors, XM142 became 'D' and crashed on the 26th April 1963, XM144 has returned for overhaul recently having been in service with 226 O.C.U. though not via Leconfield, whilst XM164 went first to 226 and then to Fighter Command Trials Unit at Binbrook in February 1966 as 'Z', with XM137/Y which had been with 74 Squadron (D) and 226 O.C.U. since its last visit to Leconfield.

Between October 1962 and May 1963, 19 and 92 Squadrons, flying Hunter F6's, were converted to the Lightning F2 at Leconfield. The Hunters were ferried to 5 MU at Kemble, whilst new Lightnings were received from English Electric at Warton, Lancs. No. 19 was first to equip and code letters were allotted in numerical order: XN727/A, XN730/B, XN774/C, XN775/D, XN776/E, XN778/F, XN779/G, XN780/H, XN781/J, XN782/K, XN784/L, XN787/M. The first 92 Sqn. aircraft was not seen until 17th April 1963 (by which time 19 Sqn. was largely complete), being XN783/A. Others followed and were allotted code letters as they arrived from Warton: XN728/B, XN785/C, XN786/D, XN790/E, XN789/G (which was off to a fine start, when it had undercarriage trouble on delivery, 26.4.63), XN732/H, XN735/J, XN793/K, XN733/L, XN731/M and XN792/N. Two further aircraft XN788 and '791 remained unpainted for some time, the former adopting a 111 Squadron badge on the tail and 'joining' this unit for a few minutes during the flypast in honour of Prince Andrew in May 1964 - surely the shortest detachment on record!! Within the next month it re-appeared fully painted as 'R' of 92 Sqn. XN791 similarly became 19's 'P' just before it left with D, J, L and M on temporary service in Cyprus on 20.6.64. Each Squadron also had a T4, 19 with XM988/T and 92 with XM995/T. During August of 1963, 19 Sqn. made a swap with 226 O.C.U. of their T4, with XM991, which also was coded 'T' by its new owners. '988 was overhauled by English Electric before going to Middleton and returned in 1966 for conversion to a T54, serial 54-651, for the Saudi-Arabian Air Force.

Within eleven days, in April 1964, Leconfield suffered a double tragedy, for after the crash of 19 Squadrons Hunter T7, XL594/K, on the 16th, at Carnaby, XN785 ran out of fuel on the approach, and the pilot made an unsuccessful, fatal attempt to land at the disused Hutton Cranswick aerodrome. The wreckage was removed to Dishforth and XN768 arrived from the Lightning MU (No. 33) at Lyneham to be coded 'S' as a replacement. Two further aircraft were added to 92 Sqn., XN769/F, in August 1965 and XN794/P that October. Withdrawal of the two squadrons came when 19 left for Geilenkirchen on 23 Sept 1965, 92 following on 29 December.

Meanwhile however, other Lightnings had visited the Station, 226 O.C.U. T4 aircraft were regular visitors, eg. XM970 and XM990 on 8.4.63 74's trainer XM974/T first visited 9.9.63 and was recently overhauled here, (when it was replaced by T5, XS416), on its way to 226 O.C.U. XM989/X of 56 Sqn. was operated upon by the 60 MU detachment during March 1964. At Binbrook, the A.F.D.S. had received the Mk.3, the very first unit to do so, and their first visit was a practice approach by KP695/R on 9th April 1964, although XN777/N,

an F2, landed on 5.9.1963. During June of 1964, whilst the Binbrook runway was under repair. the A.F.D.S. Lightnings were based at Leconfield, being XP695/P, XP696/S, XP719/T and XP750/U, but it was not until the 20th. August that a 111 Squadron aircraft, (T4, XM992/Z) was seen. The first operational F3 unit, 74 Squadron had formed by this time and XP752/D, in company with XM974, visited on the 28th., but we had to wait until 28th. July 1965 for the second unit, 23 Squadron, in the form of XP736/F to show itself. 56 Squadron was also shy at showing off its F3's, and it was, in fact, XP750/H released from the A.F.D.S. to replace XP739 crashed at Stowmarket on 29.9.1965, which appeared on 17th. February 1966. This was not the case with 5 Squadron at Binbrook, whose XR758/D visited on the same day, shortly over a month after delivery, in company with T5 XS451/T, which was beaten to the mark by XS421 of 226 O.C.U. which had made an approach on 5th. July the previous year.

Around the middle of 1965, the rumour had circulated that Leconfield was to become an M.U. station, and this was supported by the increased activity in the F1A overhaul trade. XM173 had arrived on the 16th. July 1965 and '172, 177, 180, 182, 188, 192, followed with T4's XM968 and 994 before the year was out. Storage too, became a factor of the unit and F2 XN773 was first to avail itself of this service. Originally delivered to 33 M.U. it was overhauled by English Electric at Warton in May 1964 and delivered to Rolls-Royce at Hucknall, to replace the prototype, XN723, destroyed in a crash 25.3.1964, on the 25th. May. After disposal, it returned to 33 M.U. and then went to Leconfield on 1st. October 1965. On the 4th. July 1966 it was joined by XM175 from 33 M.U. and XP695/R from Fighter Command Trials Unit (late A.F.D.S.) and on the 25th. by XM176, also ex 33 M.U. The former and latter, are devoid of Squadron markings, except the characteristic fin flash of 56 Squadron with whom they served as 'T' and 'D', later 'E' and 'F'. XM169, retained by E.E.Co. until October 1964, when it was delivered to 33 M.U., arrived on the 8th. August and XM181, the late 'X' and 'L' of 56 Squadron, came from the same place on 17th. August. Overhauls during the first half of 1966 have involved XM174, 170, and 144, and T4's XM973, 974 and 987. With the full move of 60 M.U. to Leconfield on 1st. Jan. 1966, and the continued production of the Lightning, we may look forward to a more varied selection of Lightnings parked on the apron at R.A.F. Leconfield.

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CIVIL CRASH REPORT.

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|------------|--------|---|
| 23.1.1967. | N3408 | Convair 680, Caribbean Atlantic - written off, landing at San Juan, Puerto Rico. |
| 31.1.1967. | N640N | DC-6B, Saturn A/W - crashed, landing at San Antonio, Texas; Written off. |
| 2.2.1967. | | Cessna of Lahore Flying Club - Shot down near Indo-Pakistani border. |
| 3.2.1967. | 6Y-JDT | Colt, Crashed, landing at Paisadoes Airport, Jamaica. Written off. |
| 6.2.1967. | SE-AWH | Piper Cub. Crashed Gagnef, Sweden, severely damaged. |
| 8.2.1967. | 9Q-COM | Piper Aztec. Aircraft missing on flight from Kamenbe; report dated 22nd. February. |
| 10.2.1967. | HB-IMF | Convair 440, Swissair. Hit mountain near Zurich, while on training flight, four killed. |
| 12.2.1967. | ZS-BVR | Beech 18 - crashed Balfour, South Africa; seven killed. |
| | N3498M | Piper Cub - w/o Bellevue, Washington State, U.S.A. |
| 14.2.1967. | G-ASHB | Brantly B2A - ditched off Brightlingsea and sank. |
| 16.2.1967. | D-ILNU | King Air - crashed and caught fire, Bremen, four killed. |
| 17.2.1967. | G-AJAK | Auster 5 - very heavy landing on local flight from Ramsgate, probably written off. |
| 18.2.1967. | ZS-CHT | Piper - crashed Western Transvaal - burned out. |
| 19.2.1967. | G-ATSI | Bolkow Junior - Overshot landing at Sherburn, slight damage. |
| 18.2.1967. | OY-AON | Tri-Pacer - Crash landed, North Jutland, total loss. |
| 22.2.1967. | ST-AAM | DC-3, Sudan A/Ways, struck house on approach, 3 killed. |

(Taken from reports appearing in Lloyd's List).

ERRATA. Volume 3, No.1. January 1967.

Page 3. line 12: XA-SEI was operated by Aero Mayer, who took over Aero Safaris during the course of the lease.

Page 3. line 49: The registration of the Autocar was G-ARLY.

Page 6. line 15: should read G-ASLC Cessna 172, not G-ASLL Twin Comanche.

AIRPORT MOVEMENTS.

LEEDS/BRADFORD. (YEADON).

January.

26th.	G-AMZN	Dove 6	from Manchester to Manchester.
27th.	G-AMZN	Dove 6	from to Manchester.
28th.	G-ATVV	Cessna F172G.	from to
29th.	G-ASFF	Apache 235	from Liverpool to
30th.	G-ARYK	Cessna 172	from to
	G-AMZN	Dove 6	from Manchester to Manchester.
	G-ASNU	D.H.125	from to
	81344	U-8F Seminole	from & to Heidelberg. (N/S).
31st.	G-AVAR	Cessna F150G	from & to Blackpool.
	G-AVAS	Cessna F172H	from & to Blackpool.
	G-AMZN	Dove 6	from & to Manchester.
	G-ARGY	Tri-Pacer	from & to Speke.
	G-ATAR	Aztec 'C'	from & to Coventry.

February.

1st.	G-ASYB	Aztec 'C'	from & to Abbotsinch.
	G-ATNY	Cessna 337A	from & to Castle Donnington.
	G-AJGT	Dove 7XC	from Filton to Hucknall.
	G-ATCY	Aztec 'C'	from to
	G-ATRY	Alon A2 Aircoupe	from Newcastle to Oxford.
	G-ASKK	H.P.R.7 Herald.	from & to Castle Donnington. (To replace G-ALHS).
2nd.	G-ATWO	Cherokee	from Blackpool to
	G-ATYD	Beagle 206	from to
	G-AJGT	Dove 7XC	from Hucknall to Coventry.
3rd.	G-ASHA	Cessna F172D	from & to Blackpool.
	G-ATWO	Cherokee	from to
4th.	G-ASHA	Cessna F172D	from Blackpool to
	G-ASAP	Rallye	from Netherthorpe to
5th.	PH-MAG	Douglas C-47	from Rotterdam to Newcastle. (Diversion landed short of fuel).
	G-ASWL	Cessna F172E	from Dalton to
6th.	G-ASFF	Apache 235	from to
7th.	G-ATSV	Cessna 310C	from to Leconfield.
	G-ARYK	Cessna 172	from to
	G-ARDE	Dove 6	from to Elmdon.
	G-AREA	Dove 8	from to
	G-ATCS	Cessna 310J	from Leavesden to
	G-ATRH	PA-18-150	from to
	G-ASWL	Cessna F172E	from to
8th.	G-ARLK	Comanche	from Tees-side to Pocklington.
	G-ATCS	Cessna E-310J	from to
9th.	G-AMZN	Dove 6	from & to Manchester.
	G-ASSI	D.H.125	from to Newcastle.
	G-ASNO	Baron	from to
	G-ATJR	Aztec 'C'	from to Sturgate.
	G-ARDS	Tri-Pacer	from to Newcastle.
	G-APYN	Tri-Pacer	from to Newcastle.
	G-ARMT	Dove 6	from Newcastle to
	G-AMZY	Dove 8XC	from to Bristol. (N/S).
	G-ASNO	Baron	from Birmingham to Tatenhill.
10th.	G-ASWO	Cessna 210D	from to
	G-ATDL	Cessna 310J	from to
	G-ASZZ	Cessna 310J	from Lindholme to
	EI-ALG	Viscount 808	from to Dublin. (Charter)
11th.	G-ATNV	Comanche	from Driffield to Franfurt. (Left 14/2/67).
	EI-AOL	Viscount 803	from & to Dublin. (1st. visit).
12th.	G-ASZZ	Cessna 310J	from Eastleigh to Lindholme.
	EI-AJK	Viscount 808	from & to Dublin (Charter).
13th.	G-ASZZ	Cessna 310J	from Southampton to Lindholme. (N/S).
	G-ASPC	Piaggio P.166	from Westfield to Heathrow.
	D-ILCA	Marquis	from Heathrow to Cologne. (c/n.26) N/S.

Owing to lack of space, the remainder of February movements will be carried over into March issue.

CREDITS: "C.K.", A.M.Cordingley, D.E.Depledge, A.A.Foster, R.Hawkin, P.A.Jackson, J.M.Radcliffe, T.Sykes, C.J.Tock, M.Wadie, Anglia Aeronews, Yorkshire Post, Yorkshire Evening Post.

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