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Editor Philip Jackson,
128, Victoria Mount,
Horsforth,
Leeds,
LS18 4PZ.

Production Manager. D.Sharp.

Yorkshire Air News

The Journal of the West Riding Branch of Air Britain

EDITORIAL

Here endeth the first year of office of probably the youngest editor of any magazine similar to 'Y.A.N.' I would like to thank Messrs. Carling, Depledge, Jepson, Jordan, Ponsford, Sykes, Wadie, & Woolley especiall for their support over the year but my thanks also go to anyone who has in any way contributed to 'Y.A.N.'

P.Jackson.

In case of non delivery of 'Yorkshire Air News' please contact Mr.B.Whitaker at 10, Airedale Terrace, Charlestown, Shipley. Any change of address should also be sent to him.

SECRETARYS DESK.

The Fifth Annual General Meeting of the West Riding Branch of Air Britain was held at the Yorkshire Aeroplane Club on the 30th November. Here is a report of it.

The meeting was opened at 2.50 p.m. by the Chairman who after welcoming those present gave his report in which he commented about the progress the Branch had made over the past five years, about the drop in membership, also that the Committee needed help from members in suggesting names of likely speakers and also in providing better attendances at meetings. He concluded by stating that he had enjoyed his five years of office as Chairman and he hoped to continue to be of service even though he was standing down.

Apologies for absence were received from D.Depledge and President of the Branch N.Reddihough.

The minutes of the 4th A. .M. were then read and after a little discussion were accepted.

The Treasurer then gave his report, stating that the overall balance of the Branch and 'Yorkshire Air News' was £86.4.10. but that 'Y.A.N.' was being run at an estimated loss of £ 6.1.9. for 1969 and that 1970's estimates showed that 'Y.A.N.'s income would only exceed the expenditure by 10/- .The report was accepted.

The Secretary then gave his report in which he expressed a feeling of stagnation within the Branch. He admitted that the Branch meetings had not been as good as he had hoped but he pointed out that he hesitated to go to the trouble and expense of obtaining good speakers when he knew attendances would be poor. The average attendance had dropped at meetings considerably and in fact out of the 33 members of the Branch only 13 were present at the A.G.M. He appealed for more active support from members especially in getting more people and new faces to attend meetings. He emphasised that the principle task now was to increase membership of the Branch. He concluded by wishing his successor every success. The Secretarys report was accepted.

The 'Y.A.N.' Editor then gave his report thanking everyone for their help over the past year and also appealing for more articles as only two were in stock. The Editors report was accepted.

Branch officials were then elected for 1970 and are as follows:- CHAIRMAN, B.Whitaker. VICE-CHAIRMAN, J.Stanfield. SECRETARY, L.Jackson. TREASURER, D.Sharp. & PUBLICITY OFFICER, J.Buckle. A motion was then passed unanimously thanking the retiring members of the Committee.

A general discussion was then held, among subjects that were mentioned a discussion on the future of the Branch was held, it concluded with a motion

THE BUCCANEER

by D.J.Whitehead A.F.C., A.F.R.Ae.S., M.B.I.M.
Chief Test Pilot, Hawker Siddeley Aviation,
Blackburn Division.

At approximately 11.00 on 30th April, 1958, an aircraft designated the Blackburn M.148, became airborne from the Ministry of Technology airfield at Bedford on its maiden flight. This aircraft was the first prototype of a new low level bomber ordered for the Royal Navy, and represented the culmination of more than 7 years intensive work by a very competent design and manufacturing team, resident at the Blackburn Aircraft Company's headquarters at Brough airfield, near Hull.

A total of 25 test flights were completed from Bedford airfield, some not without incident, after which this first prototype official registration number XK486, was flown back to the new Company flight test airfield of Holme-on-Spalding-Moor, nr. Market Weighton.

From that day to this the surrounding countryside in the Vale of York has reverberated to the roar of aircraft engines during the pursuance of intensive flight test programmes involving the many successors to that first prototype.

The aircraft is of course now better known as the Buccaneer, and during the last 11½ years, as flight development continued, dozens of Buccaneer aircraft have flown from the test airfield, personally involving the Firm's team of test pilots and flight observers in many thousands of flying hours.

The first and longest phase covered the Buccaneer S.Mk.1, powered by two Gyro Junior engines, and initial clearance of this aircraft to the customer was achieved in July 1961, just 3¼ years after the flight of the first prototype. Approximately 14 of the original batch of 20 development aircraft ordered were involved in the overall flight test programme, flown by both Firm's test pilots and also Service test pilots at the Aircraft & Armament Experimental Establishment at Boscombe Down in Wiltshire.

The innumerable features of flight development of a complex military aircraft of this type were assessed during this time. As may be expected, when breaking new technological ground, a great number of problems were encountered, the immediate solution to which was never easy or obvious. In retrospect this was a very interesting period in the aircraft's development, and an extremely fine spirit developed amongst all levels of Firm's personnel directly involved, in the struggle to achieve the targets of perfection the customer demanded.

As the aircraft at that point in time was primarily being developed for the Royal Navy, a very demanding aspect of the flight testing involved deck-landing on and catapulting from various British Aircraft Carriers, both by day and by night. A total of 5 deck trials were completed between 1959 and 1962 involving the Buccaneer S.1 operating from such aircraft carriers, as H.M.S. Victorious, Centaur, and Ark Royal. A further 9 deck trials have since been completed on 1 ter Buccaneer variants, the most recent of which took place aboard H.M.S. Eagle in June 1969.

On 17th May 1963, the first flight of the new standard of Buccaneer designated the S.Mk.2 took place from Holme-on-Spalding-Moor airfield. This was fitted with the new and more powerful Rolls Royce Spey engine, and the aircraft's overall performance was improved considerably by comparison with the earlier versions. With the many years of Mk.1 airframe flight testing experience now already behind it, this new 'hotted up' version of the Buccaneer was cleared for initial Service use in the comparatively short period of only a further 18 months.

Successful negotiations with the South African Government were also concluded during this period, and on the 9th January 1965, the first version of the Buccaneer S.Mk.50 flew, having in addition to the now well proven R.R. Spey engines, thrust augmentation facilities in the form of two retractable Bristol Siddeley rocket motors. A total of 15 of these aircraft were delivered to South Africa during 1965-1966 and have been operating there successfully ever since.

As may be imagined, the overall flight test programme for all these variants of the Buccaneer has on occasions not been without risk. Several of these early prototype aircraft have indeed crashed during many years of both Firm's and Ministry of Technology test flying commitments, often due to loss of control whilst engaged on the more critical aspect of exploration of the flight envelope. These accidents, unfortunately, involved in some cases, loss of life to the aircrew concerned, four of whom were members of the H.S.A. flight test team.

Out of evil comes good, however, and the lessons learnt from these accidents has been put to good use in increasing the safety and reliability of the product. The Buccaneer aircraft today is held in great esteem by Service pilots who fly in it and enjoys an excellent reputation for serviceability and operational effectiveness. The current operators are now the Firm's best salesmen.

Further attempts by the Firm in 1967 to progress with a new variant...

Contd. from opposite...

The long term future for the Flight Test Centre at Holme-on-Spalding-Moor began at this stage to look rather bleak, although the main Brough factory itself was less affected, due to the advent of multiple aircraft manufacturing commitments for other H.S.A. Group aircraft.

A fortunate modification to the original Defence White Paper, involving the cancellation of the F-111 project for the R.A.F., opened the door once more to further potential Buccaneer sales within the U.K., and early in 1969, an agreement for the production of 26 new Buccaneer S.Mk.2B's for the R.A.F. was finalized, together with a large retrospective modification programme to ex R.N. aircraft to be 'reconditioned' to the new R.A.F. standard; the final combined total of Buccaneers for the R.A.F. being nearly 100 aircraft.

Thus as a direct result of this 'shot in the arm', the H.S.A. Flight Test Centre has now once again regained the intensity of day-to-day work-load prevalent in earlier years, a condition which is currently programmed to last well in to the mid 70's.

The Buccaneers development has been entirely due to the efforts of enlightened management to continuously improve the technical resources and general facilities, so necessary in any highly competitive industry, to enable the conduct of the flight testing of military aircraft to continue with an ever increasing degree of efficiency, safety, and professional competence.

BLACKPOOL AIR PAGEANT 2nd - 23rd. July 1947. by Mr. B.E. Wright.

Advertised as "an outstanding aeronautical event... on a scale never before attempted...", a large static exhibition was open every day (except Fridays, for some reason) and identical flying displays were held each Wednesday.

As a resident of Thornaby, weaned on a diet of pre-war Demons, and brought up with war-time Lancasters, Halifaxes, Coastal Liberators, Waraicks and later A.S.R. Lancasters and 608 Sqn. Mosquitoes, the prospect of "a fully comprehensive aircraft park" proved irresistible. So I arrived in sunny Blackpool on the evening of Monday 14th July.

During a short stroll along the prom that night, Autocars G-AJIP, & 'HSS, with Rapides G-AGMF and 'HEA were up and down from Squires Gate, obviously giving pleasure flights. The temptation though to follow them to their source was resisted lest it spoil the anticipation of the 'morrow.

Needless to say on the 'morrow it rained on and off, and on the flying day following, it became so bad the display was cancelled. Nevertheless, although the weather undoubtedly cut down the visiting aircraft, the static display certainly helped to make up for the disappointment.

After paying my money (1/- in those days), the first aircraft seen was Messenger HB-BEC, resplendent in bright green and silver, with the Swiss flag on the tail and "U9" in pale blue across outer fins & rudders.

I can't remember the full lay-out of the exhibition area now, but I can still picture the sleek silver Lancaster PD328 "Aries I" coded FGFA, of the R.A.F. Flying College in a hangar next to a V1 flying bomb and Meteor IV EE549, in glossy blue overall and "JM.R" in silver on its sides.

German aircraft were lined up outside in the cold, as was only right & proper just after the war. Heinkel 162B 120227 stood next to an unmarked Ju188, black top surfaces and grey-white undersides, with black & white striped spinners (identity would be appreciated), while Messerschmitt were represented by an Me262, Werk no. 111280 (two-seat version without radar antennae, green upper surfaces, black undersides and '12' in yellow on nose) and an Me163B, 101904, green and pale blue.

Altogether, 76 aircraft were logged. On the civil side, among the usual Autocrats, Proctors, Rapides, Consuls, Messengers, etc. were Aerovan G-AIIG, Fox Moth G-ACEJ, Anson G-AJSI, and Topsy B.2's G-AFRU/V, still camouflaged with red, white, & blue flashes under registrations on sides, and most disappointingly, an Avro Tudor, with late production fin & rudder, made an approach to the runway but could not be identified through the mist.

Military, there was much more variety. Like USAF Expeditor 487705, Master II DK925, Hadrian I (all silver, serialled 273890 but with R.A.F. roundels), camouflaged Fairchild Argus EV798 and DFS 70 Meise glider, named "Olympia", serialled VS201 and operated by the R.N. Scientific Service.

Rather more offensive, if you know what I mean, were Barracuda 3 RK461 coded '905', PN315 & RT850 Halifaxes B.VII and A.IX respectively, MM700 Mosquito N.F.30, PX240 Hornet F.1 YT..L of 65 Sqn., Mosquito B.XVI RV313 coded M5..Y, HZ482 Wellington B.X, TE471 Spitfire coded KR..F, and so on, through the inevitable Lancasters, Lincolns, various marks of Spitfires etc., to Sword-fish NF399 and finally a Barracuda fuselage serialled A455

What a pity the weather prevented the "spectacular air display"-- it now prevents me providing a list twice as long & making (I hope) our younger readers even more envious.

ACCIDENT INCIDENT SUMMARY.

The following is a list of accidents and incidents involving U.K. registered general aviation aircraft which are believed to have occurred recently. This list is taken from 'Flight Safety Bulletin' published by the General Aviation Safety Committee.

1.8.	G-ATSS	Cessna F.150F.	Damaged during precautionary landing at Selkirk.
2.8.	G-ARZH	Pawnee	Substantially damaged at Wretton, nr. Downham Market.
"	G-AWAB	Morane Saulnier 833A	Dived into wood after t/o from Bath Racecourse.
3.8.	G-ARXT	Jodel DR.1050	Ground looped at Elstree.
6.8.	G-AXGI	Cessna 337D	Substantially damaged during forced landing.
"	G-AMZI	J/5F Aiglet	U/c damaged at Rochester.
8.8.	G-AREY	Bellanca	Destroyed by fire at Blackbushe.
9.8.	BGA1311	Slingsby Capstan.	Struck a rock on t/o from Meir Heath.
"	G-AWSH	Zlin	Crashed through fence on t/o from Husbands Bosworth.
10.8.	BGA1263	Slingsby Swallow	Damaged on landing at Meir Heath.
"	G-ARLT	Cessna 172B	Struck a fence while taking off nr. Boston.
"	G-AWVF	Schleicher Ka 14	Propeller damaged at Husbands Bosworth.
11.8.	BGA1378	Foka 4	Overshot on landing at Wycombe Air Park.
"	G-ATXB	Caribbean	Damaged during forced landing nr. Biggin Hill.
"	G-ATYD	Beagle B.206	U/c failed to lower so wheels up landing at Shoreham.
15.8.	G-ATRT	Cherokee	Ran off end of runway at Clacton.
"	G-ATSK	Condor	Swung off runway at Fair Oaks and damaged.
16.8.	BGA1284	Ka 6CR	Fuselage damaged at Sutton Bank.
17.8.	BGA565	Slingsby Gull	Damaged by heavy landing at Bardney.
19.8.	G-ARJJ	Aero Commander	Destroyed by explosion and fire at Fair Oaks.
21.8.	G-ATKF	Cessna 150F	Collided in mid air with RAF Varsity and forced landed on Oakington aerodrome.
22.8.	G-AVIV	Jodel DR 250	Crashed into high ground near Bethesda, N. Wales.
23.8.	BGA772	Grunau Baby	Spun in during approach to land at Odiham.
24.8.	BGA1008	Slingsby Swallow	Damaged by heavy landing at Nympsfield.
26.8.	G-AFVR	Ygnet 2	Crashed nr. Woerth, France during forced landing.
30.8.	BGA1357	Slingsby Swallow	Damaged at Challock.
"	G-ASAX	Terrier	Forced landed nr. Brighton following loss of propeller.
"	G-AXEZ	Aermacchi AL60	Ditched into sea off Yarmouth after engine failure.
1.9.	G-ATHV	Cessna 150F	Substantially damaged at E.B.A.
3.9.	G-AWRV	Jet Ranger	Passenger walked into tail rotor at Dumbarton.

BATTLE OF BRITAIN DAYS

The Battle of Britain day report for R.A.F. Finningley in "Air Britain Digest" has provided a few corrections to our report, page 64 of Septembers 'Y.A.N.' They are :- Additions Varsity WL668/X. Victor XH587, Varsitys from 1 ANS WL626/U, WF382/Q, & WJ939/Z. The above X is also from 1 ANS. 54 Sqn's Phantoms XT911, XT906, XT905, and XV447. Finally Hunters from 229 O.C.U. XF386/33, XE644/37, & XF416/59. Corrections are VZ567 was from 229 O.C.U., WJ625 was from 360 Sqn., XH672 was from 534 Sqn., XH588 was from 55 Sqn., XL450 was from 849 Sqn., and XN651 was from 766 Sqn.

From memory corner :-

Battle of Britain Day at Topcliffe 20th Sept. 1947.

DL527/PEG..E	Master GT2	all yellow with red spinner.
EF871/FF..JC.	Anson 1	All yellow.
FX278/FCIP A	Harvard 2B	All yellow.
HH894/FEJQ	Hotspur 2	Camouflaged, code on yellow rectangle.
PA442/I-TL-?	Lancaster B(F.E.)1	
PA445/I-A3-M	Lancaster B(F.E.)1	
PX223/QV..K	Hornet F.1	Pale green.
RA918	Kadet	All yellow.
RL202	Mosquito N.F.36	
SW315/TL..A	Lancaster B(F.E.)1	
TW659/TL..M.	Lancaster B(F.E.)1	
VD202	Slingsby Falcon III	All yellow.
VD207	Slingsby King Kite	All yellow.
VM313/FKQA	Anson XIX	Silver.

Anson I's MG385/FF..IM, MG402/FF..IK, MG403/FF..IF, MG438/FF..IT, MG439/FF..IS, MG669/FF..IY, MG699/FF..IW, MG781/FF..IP, MG786/FF..IL, MG787/FF..IA, NK326/FF..IC, NK514/FF..IB, NK649/FF..JK, NK735/FF..JA, MG459/FF..JE, MG517/FF..IH, MG620/FF..IG, All apart from the last three camouflaged.

BROUGH

1.11. G-ATZK Cherokee 180
 2.11. G-AXIN Islander
 3.11. G-AXMR Navajo
 4.11. G-AVEC Cessna F.172G
 5.11. G-AWMK Jet Ranger
 G-AVVZ Cessna F.172G
 6.11. G-AREA Dove 8
 7.11. G-AJGT Dove
 11.11. G-AVTU Heron
 12.11. WM756 Sea Prince
 13.11. G-ASTZ Hughes 269
 18.11. WB533 Devon C.1
 24.11. G-AJEM Autocrat
 26.11. WD321 Chipmunk T.10
 WJ491 Valetta C.1
 27.11. HB-VBK Lear Jet 24
 28.11. G-AVXL H.S.125

Also on 5.11.
 N/s left 3.11.
 G-ATCX Cessna 182.
 Also on 10/12/17/21/24/27/11.
 Also on 12/22/27/11. G-ARJS Apache. G-AHSO Alpha.
 Also on 7/12/14/22/26/27/11. G-AWKF Twin Comanche.
 Also visited and n/s on 25 & 26/11.
 G-AVHW Twin Comanche.
 G-ASRE Aztec B.
 G-ATEN Twin Comanche.
 G-ARVW Cherokee.
 Re-furbished, Dove 8 type canopy, etc.
 n/s to 26.11. 25.11. G-ASBD Hughes 269.
 Coded '3' of E.T.P.S. G-ASWJ Beagle B.206.
 Also on 27.11.
 G-ARHW Dove. G-AROC Cessna 175.

TEES-SIDE

4.11. OY-BCO Nord 262
 G-AXMY Twin Comanche
 G-AVNE Wessex 60
 G-AWCU Adro Commander
 5.11. G-ASJY Horizon 160
 6.11. G-AVIP Aztec
 G-ARUJ Piaggio P.166
 7.11. XL660 Britannia
 11.11. G-ASSI H.S.125
 G-AWIO Brantley B.2
 12.11. SE-EWX B.E.55
 G-AWYF Alouette II
 13.11. G-ARGT Autocar
 14.11. G-ATPC Hs 125
 15.11. G-AVKA Boeing 707
 G-AXCW Pup
 16.11. G-ASNL? Wessex?
 20.11. G-ASSI Hs 125
 G-ASXT Gulfstream I
 23.11. G-ATCA Wessex 60
 G-AWOM Jet Ranger
 25.11. G-ASTD Aztec C
 G-ATFM S-61N
 26.11. G-AVBY BAC 1-11
 G-AVNA Queenair

F/T Billund with Oil Rig Crew. G-ATAL Dornier 28.
 T Northolt. G-ATEK Cessna F.172F. G-ASBD Hughes 269.
 F Oil Rig Marske Explorer T Usworth.
 F Chester T Cranfield.
 F/T Luton. G-ARJU Apache 160. G-ATHJ Aztec.
 F/T Usworth. G-ATHJ Aztec.
 F/T Leeds. G-AWAX Cessna 150D.
 F Manchester with XM489, n/s. G-ATAL Dornier Do28.
 F Newcastle T Hatfield. G-AOYL Viscount.
 Local Gas Pipe inspection. G-AVEK Cessna 411A.
 F Gotenbourg T Vasteras. G-AMZN Dove.
 Local. G-AWVK King Air.
 F/T Leeds. G-ANBD Britannia. G-AVCI Beagle B.206S
 F Heathrow T Köln Bonn. G-APNF Viscount, G-APVK Apache.
 F Brussels T Miami via Gander. Returned on 23.11.
 F/T Leeds.
 F Beccles T Dyce. S-61N G-ATFM return. G-ASED Viscount.
 F Hatfield T Newcastle. G-ARUM Dove 8.
 F/T Stansted. G-AWKF Twin Comanche.
 F Oil Rig North Star T Yarmouth and return.
 T Lossiemouth.
 Airfield Lighting check for B.O.T. G-AWRJ Cessna 421½
 F/T Newcastle. G-ASNK Cessna 205. G-ATAI Dove 8.
 F Budapest Ferihegy with Leeds Utd. G-ATAI Dove 8.
 F Northolt T Leavesden. G-ATZS Baladou.

YORKSHIRE AIRFIELD & AIRCRAFT REVIEW

In January's 'Yorkshire Air News' we hope to have an airfield and aircraft review similar to the one in January 1969's edition of Y.A.N. In the coming one though besides giving details of current airfields it is also hoped to include a brief mention of each of the many disused airfields in Yorkshire. For us to be able to do this we want besides information on the opening and closure dates of the various airfields, details of the present conditions of them. Any information should be sent to the Editor. Details of aircraft at present based in Yorkshire are also needed urgently, especially of military aircraft.

WANTED

We have been requested by one of our readers to put serials to the following aircraft. All replies to the Editor.

- Serial F.22 'RAG..D/F/H/S' 608 Sqn. Thornaby. Meteor IV "LZ.C/H" 66 Sqn Dishforth 17.9.49.
- Serial F.21 'RAG..B' 608 Sqn. April 1949. " Firefly I "MV/219" Ringway 3.11.49.
- " F.22 'RAG..C' 608 Sqn. June 1949. " Lancaster ASR.3 "P9..J" Thorney Isl. 30.9.49.
- " F.19. 'RAT..A' 613 Sqn. April 1948. Ringway. Stirling C.V. "TB..J" Blackpool 15.7.47.
- " F.21. 'RAG..D/O' 614 Sqn. 15.7.47. Blackpool. Yorks "YY..C/B/J" Dishforth 1947.

DONCASTER

- back after a long absence :-
- | | | |
|--------|-----------------------------|---|
| 31.7. | G-ATFG Brantley B2 | From Brigg T Birmingham. |
| 3.8. | G-AXBY Cessna 401A | F.Blackpool.G-ATNC Cessna F.150F F.Sherburn. |
| 4.8. | G-AWGO RF-4D | F.Sherburn T Biggin Hill. G-AWSS Condor. |
| 5.8. | G-AXGI Cessna 337 | F. Leeds T Old Sarum.G-AVVN Condor. |
| 6.8. | N2245R Cessna 210 | F Leeds T Hemswell and return.G-AWSL Cherokee 180D. |
| 7.8. | G-AXCW Pup | F/T Leeds. |
| '.'. | G-AWSN Condor | F/T Panshanger. G-APUT Tri Pacer. |
| 10.8. | G-ASZS Horizon 160 | F Wickenby. G-APAF Auster 5. |
| 11.8. | G-AWPS Cherokee 140 | F/T Blackbushe. |
| 14.8. | G-AVZV Cessna F.172H | F Birmingham. 15.8. G-ATBV Aztec C T Newbury. |
| 17.8. | G-ATNC Cessna F.150F | F/T Sherburn. G-ATMK Cessna F.150F F/T Leeds. |
| 19.8. | G-ARLK Comanche 250 | F Pocklington T Coventry. |
| 20.8. | G-AVTR Cessna F.172H | F/T Wing. |
| 23.8. | G-APBI Tiger Moth | F/T Netherthorpe. G-AXDL Twin Comanche. |
| 24.8. | G-AWFW Jodel D.117 | F/T Sherburn. |
| 25.8. | EI-ATD Airedale | F Sywell. 30.8. G-ATXO S.I.P.A. 903. |
| 6.9. | G-AVRX Aztec C | F/T Hurn. 7.9. G-ASUR Dornier Do.28. F/T Netherthorpe. |
| 9.9. | G-AWVK King Air | F Hawarden.G-ARYK Cessna 172C, |
| | G-AWXW Aztec D | F/T Cambridge. G-ATSM Cessna 337A. |
| 10.9. | G-AVJJ Twin Comanche. | F Dalcross. G-ASRH Twin Comanche. |
| | G-ATWE Commodore | F/T Tump Farm, Gloucester ? G-AWGU Jet Ranger. |
| | G-ATMT Twin Comanche | F/T Elstree with Aztec G-AVNL. |
| 11.9. | G-AVNG Queenair | F Northolt T Liverpool.G-ASYK Twin Comanche. |
| | G-ATBV Aztec C | F Oxford T Newcastle. G-AWNU Cessna F.172H. |
| 14.9. | G-ATWJ Cessna F.172F | F/T Coxwold ? 18.9. G-ATRW Cherokee Six. |
| 19.9. | G-AKIF Dragon Rapide. | F Blackbushe. G-AVYX Jet Ranger. |
| 20.9. | G-AXBY Cessna 401A | F Blackpool. 23.9. G-AWVN Sicile. |
| 27.9. | HB-MEM Jungmaster | F Stapleford T Sunderland, now G-AXNI. |
| | G-ATKC Stampo SV.4B | F Fair Oaks T Sunderland. |
| 28.9. | G-AHHP J/1N Alpha | F Sywell. |
| 29.9. | G-AVKK Nipper | F Sunderland T Castle Donnington with Terrier G-ATMS. |
| | G-AWHV Beta B.2 | T Fair Oaks. |
| 5.10. | G-ARON Golt 108 | F Netherthorpe. |
| 9.10. | G-AIBZ J/1N Alpha. | F Oxford. G-AVJN Brantly B2. F Brough. |
| 16.10. | G-ASIB Cessna F.172D | F Sherburn T Rochester. G-ASZV Cessna F.172F. |
| 24.10. | G-APLO Chipmunk 22a | F Sherburn. G-AWLD Cessna F.172H. |
| 26.10. | F-BGDD Tiger Moth | F Sherburn. |
| 29.10. | G-AWNU Islander | F Stapleford T Manchester. 19.11. G-AHCN J/1N Alpha. |
| 21.11. | G-APUW Auster J.5V Srs 160. | F White Maltham T Coventry. 23.11. G-ASHX Cherokee 180. |

AIR BRITAIN SUBSCRIPTIONS

would Air Britain members please send their 1970 subscriptions to David Sharp at 16, Lyn wood Avenue, Windhill Shipley, Yorks. as soon as possible please, remembering to enclose the 50/- in either cash, cheque, or P.O., their Air Britain membership card, and a stamped addressed envelope for the cards return.

If any readers of Y.A.N. are interested in joining Air Britain and wish to know more about it please write to David for details. If the high cost puts any of our younger readers off Air Britain how about conning your parents in to giving you a years subscription as a Christmas present. That is how the Editor joined Air Britain...

DIARY

one delight for West Riding Branch members to come this year is a trip round the Hawker Siddeley Establishments at Brough and Holme-on-Spalding-Moor.

December 28th.

The Branch meeting at Leeds/Bradford Airport Flying Club will be a slide show. Every-one is welcome especially if they bring a few slides.

January 10th.

Press Date for 'Yorkshire Air News'.

January 25th.

For the Branch meeting we have been fortunate to secure the loan of a film projector and a number of films including Memphis Belle, The Airforce Flight Test Centre, Gemini 4, and T.A.C. on Target. The meeting will be as usual at the Yorkshire Aeroplane Club starting at 2.30 p.m. All are welcome.

LEEDS/BRADFORD

In an attempt to get up to date

11.9.	G-ARDE Dove 6. G-ASXV QueenAir. G-AWWK King Air. G-ASUP Cessna F.172E G-AWGE Cessna F.172H	A.18& 24. F.Tatenhill. F. Perth. N/s to 13. T.TeesSide. F.Coventry. T.Leiston. T Battersea.	25.9.	G-AVUN Twin Comanche. G-ASUR Do 28A-1. G-AXIS Navajo. XP403 Whirlwind. G-AVCJ Beagle B.206. G-AVUC Jet Ranger. G-AXHK Pup	F.Colerne. F.Chesterfield F.Elstree. 'Pedro 24.' F.Glasgow. F.Leeds City N/s 26.A.29 F.York. T.Hemswell. F.Lisbon. T.Rearsby. F.Polstead. F.Malton.
12.9.	G-AMZY Dove 8XC. G-ATMY Cessna 150F. G-AWLC Alouette II. G-AWRI Jet Ranger. G-ATFC Hs 125. G-AXDI Cessna F.172H.	A.20. F.Geneva. T.Lusgate. T.TeesSide. A.15.20. T.E.Midlands F.Liverpool.	26.9.	G-ATVG Hiller UH-12E. N662MA Beagle B.206. G-AWUF Hs 125	F.York. T.Hemswell. F.Lisbon. T.Rearsby. F.Polstead. F.Malton.
13.9.	G-AWMU Cessna F.172H. G-AWBP Cessna 182L. G-ASEO Comanche 250. G-ARLK Comanche 250.	T.Lusgate. A.15.20. T.E.Midlands F.Liverpool.	27.9.	G-AVFW Twin Comanche. G-AVFS Cherokee Six 300. G-ARIU Cessna 172B. G-AVSC Cherokee 180.	F.Newcastle. New Resident T.Elstree. T.Manchester F.Harewood. A.6.10. F.Oxford. F.Oxford. T.Brussels.
14.9.	G-ASEW Brantly B-2A G-AXDI Cessna F.172H.	N/S to 15. N/s to 16. F.Exeter.	28.9.	G-ATZN Hs 125. G-ARGT J/1N Alpha. G-ATPS Cessna 310. G-AVGW Cessna F.172H	F.Newcastle. New Resident T.Elstree. T.Manchester F.Harewood. A.6.10. F.Oxford. F.Oxford. T.Brussels.
15.9.	G-ATAI Dove 8. G-ATDL Cessna 310L. G-AWLE Cessna F.172H. G-AVFW Twin Comanche. HB-GEK Turbo Comander. LN-FOF Convair 340.	A.17. F.Usworth. A.17. T.Dornoch. N/s 18. F.Dublin. F.Birmingham	29.9.	G-AVJN Brantly B-2B G-AVDA Cessna 182K G-AVLS Cherokee 140 G-AVFS Cherokee 140 G-AVHV Dove 8. G-ATVS Cherokee 180.	F.Newcastle. New Resident T.Elstree. T.Manchester F.Harewood. A.6.10. F.Oxford. F.Oxford. T.Brussels.
16.9.	G-ASSI Hs 125.	A.17. F.Usworth.	30.9.	G-AWMP Cessna F.172H. G-AVZH Jet Ranger. G-APWG Herald. XT563 Sioux. G-AOHJ Viscount.	A.29. T.Harrogate. Charter. N/s 1. Charter.
18.9.	G-ASHH Aztec. G-AVVX Cessna F.150H.	F.Birmingham		G-AXDL Twin Comanche. G-ARUM Dove G-AVHW Twin Comanche. G-ATEN Twin Comanche. G-AVCJ Beagle B.206. G-AOGO Heron. G-AXKD Musketeer.	T.Brussels.
19.9.	G-AVCV Cessna 182J. G-ASEW Brantly B-2A. G-AVFX Cessna F.150H. G-ASFG Aztec. G-ASYO Twin Comanche. G-AVYL Cherokee 180D. G-ATAH Cessna 336. G-ARKN Colt 108.	T.Blackpool. T.Oxford. F.Carlisle, F.Belfast.	1.10.	G-AXDL Twin Comanche. G-ARUM Dove G-AVHW Twin Comanche. G-ATEN Twin Comanche. G-AVCJ Beagle B.206. G-AOGO Heron. G-AXKD Musketeer.	T.Harrogate. Charter. N/s 1. Charter.
20.9.	G-ATCY Aztec G-AXDV Pup 1. G-ATEU Cherokee 180 XS793 Andover.	T.Heathrow. F/T Brough. N/s 21. T.Liverpool. A.23.	2.10.	G-ATEW Twin Comanche. G-APNJ Cessna 310A. G-AOHJ Viscount. G-ATZX Bell 47G-2. G-AVUN Twin Comanche. G-AVKZ Aztec. G-AVSM Piaggio P.166B G-ASFB Musketeer G-AWFM King Air. EI-AOI Viscount 803. G-ASXV QueenAir. G-ANBL Tiger Moth.	T.Southend. T.Filton. F.Gatwick. F.Norwich. T,Newcastle. F.Filton. T.Jersey. F.Manchester. N/s 3. F.Blackpool. N/s 3. T.Manchester. F.Newcastle. T.Belfast. F.Oslo. N/s 3. F.Colerne. F.Northolt. F.Stansted. T.Denham. N/s 4. Charter.
21.9.	G-ATEW Twin Comanche. G-AWSO Condor. G-ATRH Super Cub. G-AWOW Navajo.	T.Heathrow. T.London. F.Sherburn. N/s 27. N/s 22.	3.10.	G-AVUN Twin Comanche. G-AVKZ Aztec. G-AVSM Piaggio P.166B G-ASFB Musketeer G-AWFM King Air. EI-AOI Viscount 803. G-ASXV QueenAir. G-ANBL Tiger Moth.	F.Blackpool. N/s 3. T.Manchester. F.Newcastle. T.Belfast. F.Oslo. N/s 3. F.Colerne. F.Northolt. F.Stansted. T.Denham. N/s 4. Charter.
22.9.	G-ATNY Cessna 337. G-AVWI Cherokee 140. G-ATJZ Aztec. G-AWXV Cessna F.172h. G-ARMJ Cessna 185. HB-VBB Lear Jet.	F.Portsmouth. A.23.& 24. F.Blackpool.	4.10.	G-ARIU Cessna 172B.	F.Colerne. F.Northolt. F.Stansted. T.Denham. N/s 4. Charter.
23.9.	G-AVCJ Beagle B.206. G-AVWH Mooney M.20F. G-ARWY Mooney M.20F. G-AWGE Cessna F.172H. G-AXHK Pup. G-AWCM Cessna F.150H. G-ARNP Airedale. G-AVIN Cherokee	A.23. F.Lusgate. T.Manby. F.Birmingham T.Usworth. F.TeesSide. N/s 27. F.Oxford.	5.10.	G-AWGC Cessna F.172H G-AWFK Cherokee Arrow. G-ASIU QueenAir. G-ANPV Heron 2D. G-AWTF Baron. G-ARJW Apache 160. G-ARMJ Cessna 185. G-AVOC Cessna F.172H. XT557 Sioux.	F.Colerne. F.Northolt. F.Stansted. T.Denham. N/s 4. Charter. F.Tatenhill. T.Catterick. F.Malton. T.Glasgow. F.Sherburn. T.Leavesden. T.Swansea. F.Filton. F.Liverpool. F.Prestwick.
24.9.	G-ASKU Cessna F.172E. F-BKQR Aztec. G-AVUZ Cherokee Six 300. G-ASNW Cessna F.172E HB-VAY H.s. 125 XJ350 Sea Devon. XT764 Wessex OY-AGS Cessna 310L G-AWUF Hs 125	T.Liverpool. A.23. F.Lusgate. T.Manby. F.Birmingham T.Usworth. F.TeesSide. N/s 27. F.Oxford. C.outbound. T.Manchester. F.LeBourget. F.Birmingham T.Goodwood. T.Manchester. N/s 25. F.C.Fenton. T.Tirstrup T.Lisbon.	6.10.	G-ARLK Comanche 250.	T.Newcastle. N/s 15.

Leeds Bradford contd....

7.10. G-AVCJ Beagle B.206	Also on 8,9,16 24/10.	G-AXFA Aztec	T Liverpool.
G-ASKK Herald.	/ & 17.10.	G-ARYR Cherokee	T Gatwick.
G-ATNY Cessna 337	N/s.	G-AMJU Dakota	T Dublin.
G-ARJU Apache 160	F Newcastle.	G-ASHZ Carvair	T Belfast.
G-ARDE Dove 6	F Leavesden.	G-AWGR Cessna F.172	
8.10. G-ATFF Aztec	T Dublin.	26.10. BI-APC Bristol 170F/T Dublin.	
G-ASUG Beech E.18	F/T Glasgow.	G-AVEP Cherokee	
G-AVXX Cessna FR.172E	F/T TeesSide.	G-ASOO Twin Com.	
G-ARTI Heron 2d	T Filton.	G-AXCG Jodel D.117T Sherburn.	
G-AVEP Cherokee 140	Also on 25.	G-AWFK Arrow	"
G-AVHJ Baladou	N/s to 16.10.	G-ASPC P.166	T Luton.
9.10. G-APKW Heron 1B	Div. in.	27.10. G-ASHW Dove 8	
G-APYX Aztec	F/T Exeter.	G-AWWK King Air	
G-AWUF Hs 125	T Luton.	28.10. G-ATMT Twin Com.	
G-ATVL Cherokee 140.	F.W. Waltham.	29.10. G-ASMY Apache	
G-AXHK Pup	Also on 14n/s	G-AWTM Cherokee 140	
G-AWLA Cessna F.150H.	to 16 & 26.10.	G-AVYL Cherokee 180	
XT557 Sioux	F Carlisle.	G-ARYV Comanche	
10.10. G-ASIU QueenAir	Also on 16.	G-AHHP Alpha.	
G-ASHH Aztec	Also on 23.10.	G-AHAW Rapide	
G-AJGT Dove	F Filton.	G-ATPB Hs 125	
G-AVZT Navajo	Also on 23.10.	G-AXAX Aztec	
G-ASOX Cessna 205	F/T Coventry.	30.10. G-ASWL Cessna F.172F	
G-ANGU Dove 6	Div in.	G-AWCN Cessna FR.172E	
G-AVFU Cherokee Six 300	T Jurby.	G-AWOW Navajo	
G-AVHV Dove	F Perth.	N726T QueenAir	
11.10. G-ATHJ Aztec	Div in.	Not complete from here, additions next Month.	
12.10. G-AXKO	N/S, F Jersey.	1.11. G-AWEZ Arrow	
G-ATXG Aztec	N/s to 24.10.	G-ATSI Junior	
13.10. G-AWDM Cessna 401	F/T Bognor.	G-ASEJ Cherokee 180	
G-ATEN Twin Comanche.	T Norwich.	G-ANBD Britannia	I.L.S. app;
G-ATAF Cessna F.172F	F Stathan.	2.11. G-ATZS Baladou.	
G-ASEW Brantly B.2A	Also on 16.10.	G-ASLO Comanche	
14.10. G-ASRO Twin Comanche	Twice.	3.11. G-AWXW Aztec	
G-AXFG Cessna 337D	F/T Jurby.	G-AXPU Hs 125	
G-AWTS Musketeer	F/T Liverpool.	O-48343 Dakota.	
G-AXAU Twin Comanche	T Northolt.		
G-ARLW Cessna 172B	F/T Barton.		
G-ATEW Twin Comanche	F/T Newcastle.		
G-ASLZ Mooney M.20F	N/s.		
G-AVUY Cherokee Six 300	T Oxford.		
G-AVNG QueenAir	F Liverpool.		
15.10. G-AVAL Beagle B.206S	F Kirmington.		
G-ATDL Cessna 310J	Also 17.10.		
OO-DMN Cessna 337	N/s.		
G-ANPV Dove	F/T Birmingham.		
PH-ILF Mystere XX	T Eindhoven.		
G-AWAW Cessna F.150F	F/T Carlisle.		
G-AWMM Rallye	F Manchester.		
16.10. G-AXEV Pup	F/T TeesSide.		
PH-ILF Mystere XX	F LeBourget.		
G-AVID Cessna 182	T Newcastle.		
G-ANAP Dove 6	F/T Stansted.		
G-AWBC Cherokee Arrow	T Fair Oaks.		
17.10. G-ATJP Apache 160	F/T Coventry.		
G-ANPV Heron 2D	Also on 21.10.		
22.10. G-ARMJ Cessna 185	N/s.		
G-AWNU Cessna F.172H	N/s.		
G-AMYJ Dakota	N/s. also on 25		
23.10. G-AWGW Cessna F.172H	F/T Manchester.		
XT557 Sioux	T W. Freugh.		
G-AVWI Cherokee 140	F Newcastle.		
G-ASLJ Cherokee 180	F/T Liverpool.		
G-ASWL Cessna F.172F	T Dalton.		
G-AWKW Comanche 180	F/T Birmingham.		

New Northair aircraft are:-
 337D G-AARA ex G-ABV c/n 1077
 310P G-AXSL . Both arrived on 5.12.
 from Brussels.
 The 310P is the replacement for 310
 G-AXGI. Due shortly is another
 337 for Northair.

New U.S.A.F. Dakotas on the Mail
 run are O-50943 on 8.12, and O-49409
 on 11.12

Auster G-ARGT is now ready for the
 England to Australia Air Race
 Stampe SV.4C G-AXRP c/n 554 ex
 F- BDCz has been registered to
 M.J.H. Collett and ptrn., commonly
 known as General Aviation Services.
 The Stampe will presumably turn up
 at Sherburn in the near future.

COULD YOU HAVE HELPED FILL THIS
 SPACE