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YORKSHIRE AIR NEWS

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BRANCH NOTICES

- MEETINGS:
- 1) The next Branch Meeting will take the form of a coach trip to Tee-side (see below).
 - 2) October 28th Mr. John Allen will be showing us slides he took in America of preserved aircraft in museums - promises to be good.
 - 3) November 25th - Annual General Meeting. All meetings are at the Aero Club, Yeadon, courtesy of the Directors, commence at 3.00 p.m.

COACH TRIPS

- 1) September 30th, SUNDAY, a trip to the Teeside 'Air Display'. Cost to Air-Britain members is 80p and £1 to non-members, entry to the display extra. Depart the Aero-Club Yeadon 09.00 hrs., return about 20.00 hrs.
- 2) October 27th, SATURDAY to the Southend Air Museum via Luton airport, Cost to Air-Britain members is £2.25 and non-members £2.50. Depart the Aero Club, Yeadon at about 07.00 hrs. Deposits to the Editor 50p, for each trip.

NEWS

Northern Aeroplane Workshops are seen to commence construction of a replica of a Sopwith Triplane, it will contain an original engine and will be as close as possible a faithful, flying, replica. It will be built at the Dewsbury workshop and is expected to fly from a Yorkshire Airfield in about two years. A two-seat replica of a Triplane with a Continental engine will be built at Chesterfield, although two-seat aircraft of this type were never built it will closely resemble the Tri-plane, the fuselage being only a few inches wider to accommodate the second seat, and the Continental engine will not alter the outline of the original cowling shape. A study is being made into the possibility of building a static replica of the Blackburn 1910 monoplane as an exhibit for the Leeds museum which is shortly to be opened.

In the first 7 months of 1973 the total passengers using Leeds/Bradford airport was 161,413 which compares with last years figures of 145,963 for the same period. 33,523 passengers used LBA in July (last year 31,322). Freight for the month was 70.3 metric tonnes (79.7 last year), and seven months freight totals are 550.5 metric tonnes (545.3 for last year).

Northeast Viscount G-AOYH clipped a lamp standard at the end of 15 on 22nd August at about 14.00, it was flight NS 342 from Dublin. The only damage was a gashed tyre and damaged fuel jettison pipe, there were 76 passengers on board.

Dan-Air has applied for a licence to operate from Leeds/Bradford to Aberdeen and Edinburgh commencing 1st November.

The Flying Flea under construction by three branch members is progressing well, the fuselage section is nearing completion.

NEXT PRESS DATE IS 6th OCTOBER.

BYGONE DAYS AT BARLOW.(SELBY). YORKS.

by Cos. Mowthorpe

Travellers along the road between Selby and Snaith (A.1041) pass a byroad marked Barlow approximately 2 miles out from Selby, when heading South. Few realise that further down that lane, past the village of Barlow and where the fields border the River Ouse is the site of the old Armstrong-Whitworth Airship Constructional Works. Today very little remains and that which does is part of one of Her Majesty's Ordnance Works and hence a prohibited area.

During the First World War however, the scene was totally different. Whilst Britain had dabbled in rigid airships since 1910, nobody really took them seriously. Even during the early days of the war, the rigid airships programme was shut down completely for several months. During the latter months of 1915 the Royal Navy began to appreciate how valuable the Zeppelins were to the German High Seas Fleet for long-range scouting and suddenly everybody wanted British airships that could compete with the Germans. A Rigid Airship Committee meeting on 11th Jan.1916 set up a building programme and one of the firms interested was Messrs. Armstrong-Whitworth. They were told to buy land and funds would become available for one large 'double' shed. An initial order (subsequently much modified) was given them for three rigid airships to the pattern of the Vickers No 23., to be paid for on a cost-plus basis. The land was bought at Barlow, Selby, Yorks. Construction of the shed was commenced. Staff was recruited.

The choice of the Barlow site was quite common-sense. A main railway line passed within less than a mile. The land was flat, free from obstructions, with the River Ouse a good navigational feature. Also, Barlow was a Constructional Works only, not a RNAS Airship Station. It was, however, very near to the newly constructed RNAS Airship Station at Howden-thus providing extra hangerage for these giant craft, if necessary.

By the end of 1916 the huge double shed was complete and arrangements were being made to build the No.25r Airship. The shed had undergone a major alteration during it's construction. More was now known about the Zeppelins and it was admitted that the Vicker's 23-class was out-of-date. Hence the shed was built to accommodate Airships of the then predictable future-final dimensions were 700ft. long by 150 ft. wide and 100 ft. high.

Working in close co-operation with Messrs.Vickers, Armstrong-Whitworth soon got production of No.25r under way. Many of Vickers staff from Barrow were sent down to Selby and formed a nucleus to impart their knowledge to local workers.

All sections of these Airships (three were finally built at Barlow, No 25r R.29 and R33) had to be pre-fabricated at Newcastle-upon-Tyne, transported to Barlow by rail and finally assembled inside the huge 'hanger'. The gasbags for No.25r and the R.29 were sent down from Vickers at Barrow-in-Furness but the R.33's were made on the site. Mrs.Milner of D'Arcy Rd. Selby was a gas-bag worker who came from Barrow and had worked previously upon the No.1.(Mayfly), No.9 and No.23. She was part of the team who constructed the gas-bags of R.33 at Barlow. She tells how when one of these huge bags developed a tear, her previous experience enabled her to repair it thus saving the bag having to be sent up to Barrow for this rather delicate task. The material was 'goldbeater's skin' made from the intestines of thousands of oxen and repairing this was considered a highly skilful task. (Also a very unpleasant one!)

No.25r was successfully completed and despite many modifications was finally delivered on 14th October, 1917. She was not very well liked. Owing to so many modifications being necessary her gasbags had been inserted after she was 'lifted' in the shed to add the keel. Together with impure Hydrogen she tended to 'surge'. After re-gassing, improvements were noticed but although some use was made of her as a training ship, she ended her days at Cranwell being used as a 'guinea-pig'. Finally being broken-up there in 1919.

Alongside No25r in the Barlow shed construction commenced upon the R.29 which was of similar dimensions but fitted with an internal keel and more powerful engines. R.29 was a complete success compared with No.25r. Delivered early in 1918 and based at Howden she is often stated to be 'Britain's most successful rigid during WW.1.' With a useful payload (or 'lift') of 8.6 tons she took part in three engagements with U-boats. The first finally got away but the second rammed a mine whilst fleeing from R.29 and the third was hit by a 120-lb.bomb from the airship which slowed her down sufficient for destroyers to finish her off. This was the UB-115.

Whilst R.29 was being constructed the latest German plans for Airships became available. Therefore they built the first of these 'German copies' alongside R.29 at Barlow. This was the most successful rigid (in terms of hours flown) Britain ever had. It was a tight squeeze in the hangar when both the R33 and R35 were erected and a ticklish job bringing R.33 out of the hangar for her first flight on 6th March 1919.

Over 500 troops from as far away as York were mustered to guide her and hold her steady.

Armstrong-Whitworth's had soon picked up the know-how on airships from Vickers and it is universally accepted that theirs were (next to Vickers) the best rigid ships Britain built. Their Works Manager was a Mr. Golightly at Barlow and he had another rigid (R.35) nearly complete when the Armistice closed down production. R.35's parts were eventually sent away to be used with R.39 and R.40 but these were also cancelled and all reduced to scrap.

Back at Barlow, the complex of Shed and Hydrogen plant, together with all quarters etc. stayed in limited work, pressing on with the R.35, hopeful that a peacetime Airship programme would emerge. This did not happen so finally in the middle 1920's Barlow was closed down completely. The large double shed was pulled down and the heavy-gauge corrugated sheeting sold to the public for £8 per ton!

To-day on the concrete base of the old shed is a brickbuilt large storage shed. Quarters that were built in 1917-18 have been modernised and are used by personnel at the Ordnance Works. By looking for Hemingborough Church steeple, to the left of the brickbuilt shed, you see the area used for launching these giant airships. (Hemingborough Church steeple figures in several photographs of these launchings).

Armstrong-Whitworth made a loss financially on their Barlow works and the cost and maintenance was assessed as £395,964.0.0d in 1921. This represented taxpayers money. No allowance was made in this figure for the airships built there and no doubt had Britain carried on with rigid airships immediately after the war, Barlow could have prospered into a major Airship Works.

AIRFIELD MOVEMENTS AND REVIEW

BAGBY As reported last month Jodel D117 G-ASZH which Mr. Whiting kept here has now been sold to Mr. Eric Atkinson, it moved to its new base at Tholthorpe on 19th August via Grindale. It has been replaced by Jodel D117 G-AXXW from Netherthorpe. Mr. Whiting says that he will be working on Emeraude F-BIMK during the winter and it should be ready for early next year.

BROUGH July movements:

- | | |
|-----------------------|---|
| 18 G-AXIV Pa-23 Aztec | G-ATRE Cessna F172 also 19.20.25. |
| G-AWVS Cessna 337 | Also 19, 13/8, 14, 15, 16; G-ASTZ Hughes 269; G-ATYS Pa-28 |
| 20 G-BBCU Pa-23 Aztec | First visit. |
| 23 G-BAUW Pa-23 Aztec | Also 14/8, 16; G-AXKW Cessna 421A; G-AYCM Jet Ranger. |
| G-BAJO Traveler | Also 25, 27, 1/8, 3, 13, 15, 17, 20, 21, 22; G-AYLN Yankee. |
| 24 G-ASMG Dove | Also 25, 26, 1/8, 2; G-BASP Pup; G-AXXD Hughes 269. |
| D-EGUZ Cherokee | |
| 25 G-AWDP Cherokee | |
| 26 G-AZWW Pa-23 Aztec | Also 16/8. |
| 27 G-AXOV Baron | Also 31, 1/8, 8; WV701 Pembroke. |
| 28 N331PN Navajo | Also 3/8 N.S. |
| 30 G-AWKC Hughes 269 | G-ASIL Cherokee. |
| 31 G-ASBD Hughes 269 | Also 15/8, 29. |

August:

- | | |
|-------------------------|---|
| 1 G-AZYP Twin Comanche | Also 28; G-ARIM DH 104 Dove; G-AYTP Aztec also 16; |
| 2 G-AYLM Yankee | PH-VIP Cessna 337; PH-LUU Cessna F172; |
| PH-ATS Twin Comanche | Also 14, 21; G-AXFE King Air; |
| 3 G-AVIE Cessna F172 | Also 21. |
| 7 G-AYOF Bell 47 | G-AXDD Pa-31 Navajo; G-AZLG Baron; G-BASK Aztec. |
| 9 G-AWMP Cessna F172 | |
| 12 G-AYGO Cessna F172 | |
| 13 G-AXDC Pa-23 Aztec | G-BAAZ Cherokee Arrow |
| 14 G-ATPU Cessna 337 | |
| 15 G-BAOD MS 880B | N.S. also 16; G-AYAF Twin Comanche. |
| G-AXZL Beagle 206 | First visit; G-AZXG Pa-23 Aztec also 23. |
| 16 G-BBEW Pa-23 Aztec | NEW AIRCRAFT FOR HUMBER AIRWAYS, also 31. |
| 17 G-AZBK Aztec | G-ATYF Twin Comanche; G-AXXG Islander. |
| 19 G-ATFK Twin Comanche | N.S. to 22; G-BBLV Pa-23 Aztec N.S. |
| 21 G-AVHW Twin Comanche | |
| 22 G-AZHK Robin HR100 | Also 29; G-BAMV Robin DR400 first visit; G-AYPD Baron |
| G-AZGG King Air | N.S. also 23; XT545 Sioux 'Armyair 450' N.S. to 28. |
| 25 G-AXFG Cessna 337 | First visit. |
| 26 G-AYTD Pa-23 Aztec | N.S. |
| 28 G-AZHL Pa-23 Aztec | |

30 G-ASZZ Cessna 310 G-ATZX Bell 47G
31 G-APUZ Comanche

CHURCH FENTON Additions to the Bulldogs previously noted here are as follows:

XX524/6 c/n 210 ff 13.6.
XX526/8 c/n 212 ff 10.5. dd L.Rissington 31.5.
XX527/9 c/n 213 ff 23.5. dd L.Rissington 7.6.
XX528/10 c/n 214 ff 24.5 dd L.Rissington 31.5.
XX529/11 c/n 215 ff 29.5 dd L.Rissington 7.6.
XX531/14 c/n 217 ff 30.5 dd L.Rissington 20.6.

All first flights made
at Prestwick.

CATTERICK Shackleton WL800 has now been burnt. Not previously noted are:-
ex St. Athan/3 Sqn. Canberra B(1)8 WT362/R; XF990 Hunter F4; VW452 Meteor T7; WP214
Valliant B1; XJ380/S-M Sycamore HR 14; XE851/B Vampire T.11; the Buccaneer S1
which we almost identified last month is XN925. The 645 Gliding School are using
TX 1's XE797, XE808, XN198 and Sedburgh TX 1's WB979 and WB985. (credit for most
of the above information to Blackbush Air Review)

GRINDALE July movements:

1 G-BAGW Cessna F150 Also 18,10/8, 18; G-AWUY Cessna F172; G-AYCL Cessna 210
G-APVA Tri-Pacer Also 27; G-AYFJ MS 880B also 19/8; G-ARSP Meta Sokol.
2 G-AYKK Jodel D117 Also 5
3 G-ATFK Twin Comanche
5 G-AXBH Cessna F172
8 G-ATXO SIPA 903 G-BAXT Cherokee Arrow
9 G-AYLB Twin Comanche
10 G-ATDL Cessna 310J Also 11; G-ATVV Cessna F172
11 G-AOSO DHC 1 Chipmunk G-AYVT Brochet MB84
13 G-BAKM Robin DR400 Also 20,5/8,10,17.
22 G-BAMM Cherokee G-ATIZ Jodel D.117
23 G-ARLT Cessna 172 Also 22/8.
24 D-EGUZ Cherokee
30 G-AWCM Cessna F150

August:

5 G-AZXB Cameron 065 'London Pride'; G-APYN Tri-Pacer; G-AWTX Cessna F150.
7 G-AYOF Bell 47G
8 G-ASZH Jodel D117 Also 19 N/S to 21; G-AWEI Condor.
9 G-ARHL Pa-23 Aztec
11 G-BAUD Robin DR400 G-AXOH Rallye Minerva; G-ASAI Airedale.
12 G-ANRN Tiger Moth
14 G-APZR Cessna 150
15 G-AWVC Beagle Pup G-AVHW Twin Comanche also 16;
16 G-AZUG Traveler G-ARIN Comanche; XP822 Beaver;
18 G-BMFA Traveler G-ARVV Cherokee; G-AOFM Auster Autocar;
G-AJCP Turbulent G-AVVE Cessna F150
19 G-ASEJ Cherokee G-AWKZ Apache.
20 G-AXXV Jodel D117
22 G-AZUZ Cessna FRA150
23 G-BAWZ Cessna 402 G-ARKT Colt.
24 G-AZZV Cessna F172

Residents include G-ARDC Cessna 210; G-AWEO Cessna F150; G-AXRT Cessna FA150
and G-BAMN Cessna U206.

ELKLEY Recently registered to Mr. D.L. Webster is Clutton Tabenor FRED 2
c/n DLW 1 G-BBEW.

LEEDS/BRADFORD August movements:

1 G-AZIA Twin Comanche	G-AZBM King Air	G-AXFG Cessna 337
G-AVXX Cessna F172	G-AVXK HS 125	G-AXUW Cessna F150
G-AZOC Monsun	G-ARGL Tri-Pacer	G-AWLE Cessna F172
G-BARD Cessna 337	G-BARO Jet Ranger	
2 G-AWOW Navajo	G-ASEJ Cherokee	G-AVEM Cherokee
G-AZRU Jet Ranger	G-AZFR Cessna 401	G-AZOC Monsun
G-AYEK Jodel DR1050	G-AXFG Cessna 337	G-ANSZ Heron
G-BAOP Cessna FRA150	G-BARO Jet Ranger	PH-LDH Cherokee arrow
XJ324 Devon C.20 'Navair 824'		
3 G-ARDC Cessna 210	G-AXFG Cessna 337	G-AXRT Cessna FA 150K
G-AZTB Mongun	G-AZUZ Cessna F150	G-AVCY Twin Comanche
G-AVZV Cessna F172	G-ARZS Airedale	G-AVFY Cherokee
G-BAKK Cessna F172	G-BBAV Pa-23 Aztec	XP152/XP842 Sioux's

4 G-AYEX Jet Ranger	G-ATAO Pa-23 Apache	G-ARDC Cessna 210
G-AZUG AA5 Traveler	G-AZLY Cessna F150	G-ARKT Tri-Pacer
G-ATEK Twin Comanche	G-BAZF Traveler	G-BANS Seneca
F-BFPO Baron	BI-AYV Traveler	
5 G-AYBO Apa-23 Aztec	G-AYJP Cherokee	G-AZYA Horizon
G-ATVV Cessna F172	G-AZNL Cherokee Arrow	G-AVHH Cessna F172
G-AYAD Twin Comanche	G-ASRA Twin Comanche	G-LOBN Dakota
G-BAYX Bell 47G-5	G-BBBC Cessna F150	F-BRHB Falcon 20
6 G-AYOF Ag-Bell 47G 2	G-AZJV Cessna F172	G-AJGT DH 104 Dove
G-AWGK Cessna F172	G-ATAI DH 104 Dove	D-ICAG Cessna 402B
XP772 Beaver 'Armyair 336'		
7 G-AZLY Cessna F150	G-AZKS Yankee	G-AZRV Cherokee Arrow
G-ATSM Cessna 337	G-AVXK HS 125	G-ASMH Twin Comanche
G-AOBN Dakota	G-AYRY HS 125	G-AXFG Cessna 337
G-ASLL Cessna 336	G-AYER HS 125	G-AYNB Navajo
G-AYSB Twin Comanche		
8 G-AZDK Baron	G-AZLY Cessna F150	G-AYNB Navajo
G-AWPS Cherokee	G-AZLH Cessna F150	G-AVWF Cherokee
G-AZBC Twin Comanche	G-AXIV Aztec	G-AXMR Navajo
G-AVKZ Aztec	G-AYTP Aztec	G-ASRA Twin Comanche
G-AZTB Monsun	G-ASJL Bonanza	G-AYEK Jodel DR 1050
G-BACB Pa-34 Seneca	G-BARO Jet Ranger	OY-AGA Cessna 401 ?
XP772 Beaver 'Armyair 336'		
G-ARML Cessna 175B	G-AZVZ Cessna F172	G-AYMX Jet Ranger
G-AWFX Cessna F150	G-AWOW Navajo	G-AYLM Yankee
G-AVGK Cessna F150	G-AZLY Cessna F150	G-AZIA Twin Comanche
G-AVSN Jet Ranger	G-AWXW Pa-23 Aztec	G-AYPC Queen Air
G-ATSM Cessna 337	G-AXFF Cessna A188	G-BABK Seneca
G-BAMM Cherokee	G-BARO Jet Ranger	G-BAVM Navajo
10 G-AZFR Cessna 401	G-AZLY Cessna F150	G-AZGG King Air
G-AWEO Cessna F150	G-AXBJ Cessna F172	G-AZOC Monsun
G-AYPV Cherokee	G-ASVE Queen Air	G-ATEK Twin Comanche
G-ATES Cherokee Six	G-BAGW Cessna F150	G-BAWX Cherokee
F-BPEM Cessna FR172		
11 G-ATEK Twin Comanche	G-AYMX Jet Ranger	G-AZLY Cessna F150
G-AZZV Cessna F172	G-BAMM Cherokee	F-BCTY Falcon 20
12 G-AZRU Jet Ranger	G-AYMX Jet Ranger	G-AZHK Robin HR100
G-ASFL Cherokee	G-AGJV Dakota	G-AXIR Cherokee
G-BAUD Robin DR400	G-BAOO Cessna 421B (new resident)	
13 G-AVDX HS 125	G-AZBC Twin Comanche	G-AZRU Jet Ranger
G-AYER HS 125	G-AXDC Pa-23 Aztec	G-AZFJ Cessna 310
G-AWOW Navajo	G-BACB Seneca	G-BALP Twin Comanche
J-BARO Jet Ranger	G-BAZA HS 125	G-BAZE Traveler
14 G-ATZN HS 125	G-AZZV Cessna F172	G-AOYI V806 Viscount
G-AGJV Dakota	G-ATBU Jodel D140	G-AZLY Cessna F150
G-AZRU Jet Ranger	G-BAIV Cessna FRA 150	G-BAGA Cessna 182
G-BAMM Cherokee	G-BARO Jet Ranger	F-BRHB Falcon 20
N6137Y Aztec	N174B G-35 Bonanza	N9482V Mooney Aerostar 21
15 G-AYER HS 125	G-AYPE Monsun	G-AZRU Jet Ranger
G-ATEK Twin Comanche	G-AZOT Seneca	G-AZZV Cessna F172
G-AMMS HS 125	G-AXMR Navajo	G-ARML Cessna 175B
G-AWKS Rallye Club	G-ARVV Cherokee	G-ASVM Cessna F172
G-AWBD Cherokee	G-AYLN Yankee	G-BACB Seneca
G-BAKM Robin DR400	G-BAUO Aztec	G-BATI Cessna FR172
LN-FOE Falcon 20	D-ECWP Cessna F172	
16 G-AYER HS 125	G-ASIU Queen Air	G-AYGO Cessna FR172
G-AWOT Cessna F150	G-ATJR Aztec	G-AJEH Auster J/1
G-AWDP Cherokee	G-ASIL Cherokee	G-AYMX Jet Ranger
G-AVBP Cherokee	G-AYXW Volksplane	G-BAUO Aztec
G-BARO Jet Ranger		
17 G-ASIU Queen Air	G-AZHK Robin HR100	G-AXFG Cessna 337
G-AMMS HS 125	G-AZGG King Air	G-AWOM Jet Ranger
G-ARDC Cessna 210	G-AVAS Cessna F172	G-APYW Tri-Pacer
G-ASXV Queen Air	G-ATMJ HS 748	G-ASMA Twin Comanche
G-BACB Pa-34 Seneca	G-BAVX Cessna F150	HB-VBL Falcon 20
N41073 Cessna 421B		

18 G-AZRU Jet Ranger	G-AZTB Monsun	G-ASVM Cessna F172
G-AV I Cherokee	G-BAOI Rallye Club	G-B.SL Cherokee
19 G-AXFG Cessna 337	G-AVVB HS 125	G-AXMM Jet Ranger
G-BAEY Cessna F172		
20 G-ATZN HS 125	G-BAUR F-27 Friendship	G-BBBX Cessna 310
21 G-AYMX Jet Ranger	G-AVUI Cessna F150	G-ARUM Dove 8
G-AWOM Jet Ranger	G-AZBK Cessna F172	G-ARMY Mooney M20
G-ASTZ Hughes 269	G-AVZV Cessna F172	G-AZLY Cessna F150
G-AZNV Aztec	G-ATHJ Aztec	G-AZRU Jet Ranger
G-ATZN HS 125	G-AVWX Cessna F150	G-AXFF Cessna A188
G-BAEY Cessna F172	G-BAOP Cessna FRA150	G-BAUB Seneca
G-BAJO Traveler	HB-VCO Falcon 20	F-BRAL Lear Jet
F-BTDA Jet Commander	? ? ? Bassett 'Ascot 1468'	
22 G-ASJL Bonanza	G-APTY Bonanza	G-ARLW Cessna 172
G-AYMT Jodel DR1050	G-AZLM Cessna F172	G-AVHW Twin Comanche
G-AWEO Cessna F150	G-AZRU Jet Ranger	G-ATSM Cessna 337
G-AZHK Robin HR100	G-AZMG Aztec	G-BAEY Cessna F172
G-BAUD Robin DR400	G-BBBJ Aztec	
23 G-AZNG Aztec	G-AXFF Cessna A188	G-AWOW Navajo
G-AYBO Aztec	G-AZVY Cessna 310	G-AWOM Jet Ranger
G-AVJG Cessna 337	G-BAAV Cessna FRA150	G-BAMI Cherokee
G-BAUO Aztec	G-BBDA Traveler	F-BTQZ Falcon 20
24 G-AVUI Cessna F150	G-ATFK Twin Comanche	G-ARJT Apache
G-AYB Aztec	G-ARPT Cessna FRA150	G-AWUF HS 125
G-BAUO Aztec	G-BARO Jet Ranger	G-BALP Twin Comanche
G-BASM Seneca	OO-DMN Cessna 337	XR379 Alouette 'AA 307'
25 G-AZHK Robin HR 100	G-AVVB HS 125	G-AWUF HS 125
G-BACH Enstrom F-28	G-BAIG Seneca	G-BAHD Cessna 182
F-BRHB Falcon 20		
26 G-AVBP Cherokee	G-AYXW Volksplane	G-AXPM Beagle Pup
G-AZEG Cherokee		
27 F-BRHB Falcon 20		
28 G-AZEG Cherokee	G-AYBO Aztec	G-AYTP Aztec
G-ATFK Twin Comanche	G-ASXV Queen Air	G-AVNG Queen Air
G-AXUY Jodel D20	G-AYLM Yankee	G-AWNU Islander
29 G-ATLC Aztec	G-AXMR Navajo	G-AVGD Cherokee
G-AXEV Beagle Pup	G-AYOK HS 125	G-PV. Tri-Pacer
G-AXRT Cessna FRA150	G-AXMM Jet Ranger	G-AZFR Cessna 401
G-AYLM Yankee	G-AZHK Robin HR100	G-AZLG Baron
G-AZOR Monsun	G-TPU Cessna 337	G-BAUD Robin DR400
G-BAUK Hughes 269C	G-BARO Jet Ranger	G-B.SG Traveler
D-CFCF HS 125		
30 G-AWLJ Cessna F150	G-APKW DH 114 Heron	G-AYND Cessna 310
G-AZFR Cessna 401	G-AXXI Aztec	G-AZRU Jet Ranger
G-AZOC Monsun	G-AWEO Cessna F150	G-ATPU Cessna 337
G-ASYO Twin Comanche	G-BAPY Robin HR100	G-BAUD Robin DR400
G-BATP Cherokee	HB-VBR Lear Jet	OO-LFP Cessna 421B
XR486 Whirlwind 'Ascot 1512'		
31 G-AZLL Cessna FRA 150	G-AWOW Navajo	G-ARWR Cessna 172
G-AXIP Cherokee	G-ATPU Cessna 337	G-AXCA Cherokee Arrow
G-AXMR Navajo	G-AVAS Cessna F172	G-ATVV Cessna F172
G-BAUD Robin DR400	G-BB.P Bell 47G-5A	

Another bumper bundle this month, star items being probably the trans-Atlantic deliveries. These were the new Golden Eagle G-BA00 which was delivered from Wichita via Boston, Goose, Narsarsuak, Iceland and Prestwick on the 12th, and the Bonanza and the Mooney on the 14th. The Bonanza had c/n D4481 and reg N174B and was doing the radio for both himself and the Mooney N9482V (c/n 700041), they were both full of extra fuel tanks and arrived from Akureyri in Iceland. After a night stop they departed in formation for Munich. A second hand delivery was the Aztec N6137Y which arrived from East Midlands on the 14th also filled with extra tanks and is still present awaiting Anglification by YLA. The new Irish Traveler EI-AWV on the 4th is an ex Sherburn machine which has slipped through our net, it is believed to be ex G-BASH but this is not yet confirmed. It apparently came to collect the other Traveler G-BAZF which left for Liverpool with it. Golden Eagle N41073 on the 17th was reputed to be on demo to Bass Charrington. The influx of Biz Jets on the 21st was due to the Aga Khan visiting York races, he and his guests used Lear Jet F-BRAL Falcon HB-VCO and Jet Commander F-BTDA to fly to LBA and then went by Jet Ranger G-AYMX to the race course. These three

jet types were joined on the apron during the afternoon by the HS 125 G-ATZN and the Aer Lingus Boeing 737 making five different types of jet on the ground together! Among the British registered visitors we have the second of Vickers new Chieftans G-BAVM on the 9th. Various of the aircraft of the Robin Agency from the East Riding have been in for checks and G-AZHK is usually used as crew ferry when an aircraft stays over. There have also been a number of Travelers Cessna F150 G-BAXV was delivered to Northair via Ashford on the 17th and went to Leasair at Kirmington on the 24th. Cessna 337 G-ATSM also went to Leasair, on the 13th. Rocket G-BAAS arrived by road in pieces on the 3rd after its accident at Grindale and Cessna F172 G-AWUY Arrived by road on the 8th (wings) and 9th (fuselage) after an accident at Paull on July 29th. Cessna F172 G-AVHH arrived on the 5th and was tied down on the main apron but on the night of 6-7th it was blown over by the wind and damaged the wing-tip, it then moved in to Northair for repairs. Viscount G-AOYH was not damaged when it struck a roadside light on short finals for runway 15 on the 22nd. Cessna 206 ZWV was damaged when it flew through a hedge at Cark on an unknown date and has not yet returned to LBA. Finally Hastings TG568 was on the ILS on the 13th using callsign 'CGR 02'.

LINTON ON OUSE On 22nd August a reunion of 408 Sqd produced the Red Arrows and Lancaster PA474/KM-B.

NETHERTHORPE New resident is Beagle Pup G-AZDB which is owned by J. Dyson, as reported elsewhere Jodel D117 G-AXXW has departed to Bagby.

PICKERING The airfield adjacent to the Flamingo Park Zoo has now been closed.

SHERBURN According to Aviation News Chipmunk G-AOSO has departed to St. Just Cornwall and is being converted to house a Lycoming. New Travelers registered here are G-BBCZ (c/n 0382) G-BBDA (0383), G-BBDL (0406), G-BBDM (0407), G-BBGG (0429), G-BBGH (0430) and AA-1B G-BBFC (0245). Registered to Eastern Aviation is Cessna 150H G-BBDT (c/n 68839) ex-N23272. Messenger G-AJOE was registered to E.C. King and J. Buckingham at Lulsgate on 5th April, the aircraft however was still at Sherburn up to the end of August. Cessna F172E G-ASUH has departed to Wickenby, and Cessna F172E G-ASVM has left for Tees-side. Noticed here on 23 July was G-AKHV Gemini 1A with G-AYTM G164A Ag-Cat.

SUTTON BANK Auster J/1N G-AIBZ of the Northumberland Gliding Club damaged its propeller here on 8th August. August has been a busy month for powered aircraft with Cessna F150 G-AWPJ noted on the 4th and Condor G-AZMV on the 9th. Colt G-ARKT visited from Tees-side on the 19th and was still there (or there again ?) on the 26th. Also present on the 26th was Mascaret G-AZBI. No details of the Northern Gliding Championships have been received but Falke G-AYSD was seen to be present on television.

TEES-SIDE August movements:

- | | |
|------------------------|--|
| 1 G-ASDO Baron | F/T Booker; G-AYOF Bell 47G F. Sherburn. |
| G-AZDK Baron | F/T Leavesden; G-ATFM S-61N F/T Oil Rig. |
| G-AIRHL Pa-23 Aztec | F/T Gatwick; G-AVAZ Cherokee Arrow F/T Gatwick. |
| G-AZOT Pa-34 Seneca | F/T Newbury; G-BAHH Jodel D112 F/T Usworth. |
| G-APZU DH 104 Dove | F. Norwich T. Cambridge; G-AXAM Cessna 421. |
| G-ARDC Cessna 210 | F. Grindale; G-ASRI Pa-23 Aztec. |
| EC-BIF Caravelle | F/T Mahon. |
| 2 G-ANUO DH 114 Heron | F/T Leicester East; G-AXAM Cessna 421. |
| G-AZLG Baron | F/T Lulsgate; G-AYHW Cessna 337 F. Swansea. |
| G-AXFH DH 114 Heron | F/T Norwich; G-ASRI Pa-23 Aztec; G-ATFM S-61. |
| G-AYLG HS 125 | F. Glasgow; G-AYIP Twin Comanche F/T Newmarket. |
| G-AZVN Jet Ranger | F/T Thornaby; N9238/G-ANML Tiger Moth. |
| LN-TVN Cessna 401 | F/T Oslo. |
| 3 G-AWVL HS 125 | F. Stanstead T. Luton; G-AMWR Cessna 172. |
| G-BBCS Robin DR400 | F. Leicester East; G-AZBA Cessna 182 F. Fearn N/S. |
| G-BAHL Robin DR400 | F/T Leicester East. |
| 4 G-AWPJ Cessna F150 | F. Wombledon T. Sutton Bank; G-ASYN Terrier. |
| G-APEI Vanguard | F. Lulsgate T. Munich. |
| 5 G-ATFK Twin Comanche | F/T Sherburn; G-AZKN Robin HR100 T. Elmdon. |
| G-AZUG AA5 Traveler | F/T Sherburn; G-ASPI Cessna 172 F/T Woolsington. |
| G-AVBZ Cessna F172 | F. Hemswell T. Edinburgh. |
| 6 G-AYLG HS 125 | T. Glasgow; G-BAOB Cessna F172 F. Biggin Hill. |
| G-ASED Viscount | T. Stavanger; EC-BZO Douglas Dc-8 F/T Teneriffe. |
| 7 G-AYEP HS 125 | F. Denethorpe T. Glasgow; G-AZUG Traveler. |
| G-ANUO DH 114 Heron | F/T Leicester East; G-AYRY HS 125 F. Luton T. L. East. |

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|-------------------------|--|
| G-AYLG HS 125 | F. Glasgow T. B.M.A. |
| G-AZKT Cessna F177 | F/T Leicester East; G- <u>ASMH</u> Twin Comanche. |
| 8 G-AXFF Cessna F172 | F/T Wickenby; G- <u>AZDK</u> Baron F. Leeds T. Leavesden. |
| G-AZFJ Cessna 310 | F. Elmdon T. Elstree; G- <u>AXIV</u> Pa-23 Aztec. |
| G-AWKC Hughes 269 | F. Barton T. Sherburn; G- <u>AYSF</u> Pa-23 Aztec. |
| G-AZRH Cherokee | F/T Glasgow; G- <u>AXFA</u> Pa-23 Aztec T. Stapleford Tawney. |
| 9 G-ANUO DH 114 Heron | F/T Leicester East; G- <u>AXXG</u> BN2A F/T Elmdon. |
| G-AYRY HS 125 | F. Woolsington T. Prestwick; G- <u>B.GN</u> Cessna F177RG. |
| G-ATBJ S-61N | F. North Denes T. Oil Rig; G- <u>AYKU</u> Pa-23 Aztec. |
| D-CASU Hansa Jet | F. Woolsington T. H/row; <u>LN-TVN</u> Cessna 401 F/T Oslo. |
| 10 G-AYEP HS 125 | F. Finningley T. Glasgow; G- <u>AYRY</u> HS 125 F. Oslo. |
| G-AYSF Pa-23 Aztec | F. Norwich T. H/row; G- <u>AZPR</u> Cessna 310 F/T Speke. |
| G-AXFE King Air | F/T Doncaster; G- <u>AYPV</u> Cherokee T. Woolsington. |
| 11 G-AYKU Pa-23 Aztec | F. Luton T. Dublin; G- <u>AYRG</u> Cessna F172 F. Dalcross. |
| G-AYVJ Pa-23 Aztec | F. Redcar T. Ne. wbury; G- <u>AXPF</u> Cessna 4188 F. Wombledon. |
| G-AZGC Stampe SV-4C | F. Doncaster T. Greenlaw. |
| 12 G-AJRY Dakota | F/T Stanstead; G- <u>AVVS</u> Hughes 269 F. Sherburn T. Ilkley. |
| G-AYFN Vanguard | F. Luton T. Tarbes; <u>N205M</u> Gulfstream 2 F. Gatwick N/S. |
| F-BSBU Falcon 20 | F. Genoa T. Le Bourget. |
| 13 G-ASRI Pa-23 Aztec | F. Liverpool; G- <u>ASTZ</u> Hughes 269 F/T Sherburn. |
| G-BAGN Cessna F177 | F/T Cranfield; G- <u>AVUT</u> Cherokee F. Liverpool. |
| G-ATON Cherokee | F/T Woolsington. |
| 14 G-AYDP Cherokee | F. Blackbushe T. Ringway; G- <u>AYEP</u> HS 125 F/T Glasgow. |
| G-AWBB Cherokee Arrow | F. White Waltham & return after N/S; G- <u>AWYE</u> HS 125. |
| G-AZUG Traveler | F. Barton T. Sherburn; F- <u>BUIC</u> Falcon 20 F/T Le Bourget. |
| OO-TCP Dc-8 | F. Toronto T. Ostend. |
| 15 G-AZDK Baron | F/T Leavesden; G- <u>AVAI</u> HS 125 F/T Heathrow. |
| G-BASK Pa-23 Aztec | F. Glasgow T. Hawarden; G- <u>AYZF</u> Twin Comanche. |
| EC-BEI Caravelle | F/T Mahon; <u>5Y-ALT</u> Britannia F. Basle N/S. |
| 16 G-AYHW Cessna 337 | F. Swansea; G- <u>AXXG</u> BN2A F/T Elmdon; G- <u>ASBY</u> Airedale. |
| G-ATBJ S-61N | F. North Denes T. Oil Rig; <u>N9238</u> Tiger Moth. |
| G-AZKN Robin HR100 | F/T Elmdon; F- <u>BTQZ</u> Falcon 20 F. Le Bourget T. Zurich. |
| F-WSQR Robin | F. Sywell; <u>LN-TVN</u> Cessna 401 F/T Oslo. |
| 17 G-AZOD Pa-23 Aztec | F. Port Ellen T. Fearn; G- <u>AMEO</u> Cessna F150 F/T Grindale. |
| G-AWOM Jet Ranger | F. Westland Heliport T. Selkirk; G- <u>AVBS</u> Cherokee. |
| G-AMHL HS 125 | F. Rotterdam T. Luton; G- <u>ATCL</u> Airtourer T. Usworth. |
| F-BUIX Falcon 20 | F. Le Bourget T. Genoa. |
| 18 G-AYLB Twin Comanche | F/T Elmdon; G- <u>APZR</u> Cessna 150 F/T Leeds; G- <u>ASYP</u> Ce.150 |
| G-AXXH Islander | F/T Ringway; G- <u>BAPW</u> Cherokee Arrow F/T Southend. |
| G-AVAI Cherokee | F. Leeds T. Woolsington; G- <u>AXFG</u> Cessna 337 F/T Donc. |
| CF-TIM Douglas Dc-8 | F. Toronto T. Prestwick. |
| 19 G-ATPM Cessna F172 | F/T Leeds; G- <u>ARKT</u> Colt F. Blackpool T. Sutton Bank. |
| G-BADJ Pa-23 Aztec | F. Biggin Hill T. Ringway; G- <u>AVXF</u> Cherokee Arrow. |
| G-AYFN Vanguard | F. Tarbes T. Luton; <u>BI-ANG</u> Dc-7. |

One new resident, here, G-AVID Cessna 182K and G-AVBK Scheibe SF.25 Motorfalke has left for Eastleigh. The two Robins on the third were on demo to Beacon Air Services as was the French registered example on the 16th. The African Safari Airlines Britannia on the 15th was in for maintenance. Dc-7 BI-ANG of Aer Turas was in three times on the 19th transporting horses for the York Races.

FARMING NEWS Not much this month as the crop spraying season draws to a close. Ag-wagon G-AXFF was operating from Wombledon between August 9th and 11th. Pawnee G-AZPA and G-AZPB were operating from a field at Borrowby on the 10th covering an area between the A1 and Northallerton. Agtruck G-BBCV reported last month broke its prop whilst taxiing early in August and so Agwagon G-BANI replaced it. Pawnee G-AVXA was noted operating near Brough on the 31st..

NEWS EXTRA

The Northern Robin Agency has now started using a private strip near Hull and residents include G-AZHK, G-BAPY and G-BAUD . Robin G-BAKM is now with the Hull Aero Club at Paull. Another new resident at Paull is reported to be Aztec G-BBEW..... It has now been reported that when the C of A on Apache G-APVK , based at Leeds, expires this month (16th September) it will be withdrawn by Clyde Foster Ltd and replaced with a new Aztec..... As reported in Air Britain News this month the A.5 Travelers G-BASG/G-BASH are wearing each other's C/N's, this came about after a mistake over the regs when being painted in the USA. The c/n's 0319/0320 were allocated the regs G-BASG/G-BASH in that order but they were in fact painted up as G-BASH and G-BASJ. Upon arrival at Sherburn the incorrect "J" was repainted as a "G" but this left the c/n's crossed.....At the Leeds Gala in Roundhay

Park on 27th August was Alouette XR379, and Islander G-AXXH was dropping para-
chutists. Four Hot Air Balloons were believed to be present but no reports have
been forthcoming..... It is reported that A15 Traveler G-B.FA, currently based at Drought, has the previous identity N6136A visible under the paint
work..... Thrupton, a long way from Yorkshire and we usually keep to our borders BUT on one particular sortie out of the county we did spy a replica
of a Supermarine S6B (Schneider Trophy and all that) under construction here. Construction was well advanced, it is being made in wood and will probably be
engined with a Continental engine. First flight is expected next year from Southampton waters.

SLINGSBY NEWS

The latest news from our Kirkbymoorside Korrespondent brings us up to date to the 16th August and it goes like this....

C/W	REG	F/P	OWNERS AND COMMENTS
1809	N74T	15.06.73	Graham Thompson
1818	BGA1850	26.05.73	Mr. F. Russell
1819	CF-DFZ	26.05.73	Messrs. J & S Burary
1820			Mr. Eccles , left without registration.
1821	BGA1852	04.07.73	Surrey & Hampshire Gliding Club.
1822	CF-FEI		Mr. Chmela, not flown up to 16.8.
1823	BGA1851	28.07.73	Mr. A. Coulson.
1824	BGA1853	02.08.73	R.A.F.G.S.A.

All the above are, of course, Slingsby P-59D Kestrels.....The Slingsby Sailplanes P-53 design was sold to Yorkshire Sailplanes some time ago and the airframe with Slingsby c/n 1721 was taken by them. This has emerged with slight modifications as the YS-53 Sovereign, with the competition number 158 and BG.1787 it was flown for the first time on 21st July 1973 from Dishforth. Yorkshire Sailplanes have also bought the rights to the Birmingham Guild EG-135 which they will be building.

CREDITS

Trevor Smith, Keith Jordan, Ian Carling, Ian Harrison, Norman Ellison, Ken Glasby, Ian Sim, Andrew Barker, Colin Addison, Allan Anderson, Ken Brownlow, John (anybody want to book a disco) Wheatley, Aviation News, Air Britain News, Blackbush Air Review, Humberside Aviation Society, Jim Stanfield, Telegraph & Argus, Flypast.

SHERBURN - again

Late news from Sherburn causes this extra item. Twin Comanche G-ATFK is owned by the Calder Flying Group. G-AYWX, Jet Ranger, is operated by Helicopter Services (Leeds) and is based jointly between Sherburn and Whinmoor, which the pilot informed IBA is a private strip 3 miles north east of Leeds. Four new Travelers this month on Air Test: G-BAZF on 3/8, G-BAZE on 8/8, G-BBCZ on 22/8 and G-BBDA Liverpool on 4/8. Cessna 150 G-ANGV called Leeds on 9/8 for a radio test while on C of A from Sherburn. Tri-Pacer G-APYW which was reported at Sherburn in last month's YAN would now appear to be a resident here. August movements:

1 G-BARD Cessna 337	F. IBA	F/T Barton.
4 G-AXRZ Cessna PA 150K		F. Isle of Man. (IBA at 15.12)
9 G-AYGZ Beech Baroh		F. Grindale T. Leeds/Bradford.
10 G-AYEO Cessna P150		F/T Leeds Bradford.
13 G-AYYN Cherokee Arrow		F/T Leeds Bradford.
14 G-ATMX Cessna 150		F/T Leeds/Bradford.
19 G-AZXF Cessna PRA150L		F/T Leeds/Bradford, also 21/8 to collect G-B.AOP.
23 G-BAOP Cessna PRA150L		F. Kirlington N/S. T. Leeds.
30 G-BAMJ Cessna 182		F/T Leeds/Bradford.
G-BAXT Cherokee Arrow		F/T Grosland Moor.

GROFT AUTODROME At a motor race meeting here on 27th August were seen N9238 Tiger Moth and XV335 Jet Provost T.5, both were flying.

HELICOPTER ACTIVITY

Jet Rangers:

- G-AVRI Sheffield 28/8; Pateley Bridge 30/8.
- G-BARO Morley 9,13,16,24,30; Keighley 9,14; Sheffield 30.
- G-AZRU Huddersfield 13,14,16,18,21,22; Wenston 13; Kirkstall 14; Shipley 30.
- G-AVSN Kirkstall 9.
- G-AYWX York Race Course and Pontefract 21.
- G-AWOM Huddersfield 22; Acaster Malbis 23.

Alouette: G-AWAP Bridlington 13.
Hughes: G-AVVS Kirkstall 29; Ilkley 12.
G-BAUK Pudsey 29.

Sioux's XT152 and XT842 visited Catterick on 3/8 before going to Leeds.

OTHER YORKSHIRE AIRFIELD MOVEMENTS August:

1 G-AXVA Cessna 401	POCKLINGTON F. Leeds T. Tatenhill, also 15.
2 G-AXZL Beagle 206	LINTON F/T Leeds.
G-AVUI Cessna F.150H	CROSLAND MOOR F. Leeds T. Netherthorpe.
3 G-BABX A.100 King Air	CHURCH FENTON T. Woodvale. Also 7.
4 XR810 BAC Vc-10	LEEMING T. Akrotiri.
7 G-AZLG Beech Baron	CHURCH FENTON F/T Liverpool.
9 G-AYPC Beech Queen Air	CHURCH FENTON T. Leeds.
G-BABK Pa-34 Seneca	LINTON F. Leeds T. Norwich
10 G-BAYP Cessna F150	HULL/PAULL F. Liverpool.
14 G-AYER HS 125	LECONFIELD F. Leeds.
15 G-ANUO DH 114 Heron	LEEMING F. Salmesbury.
16 G-AYGO Cessna FR172	NETHERTHORPE F. Leeds.
G-AZVS HS 125	CHURCH FLINTON T. Lulsgate.
G-BABX King Air	CROSLAND MOOR
XV210 Hercules	LECONFIELD F. Luqa.
18 G-ATVV Cessna F.172G	CROSLAND MOOR T. Tees-side.
20 G-AJGT Dove 7XC	LEEMING F/T East Midlands.
21 G-ANPK Pa-23 Aztec	POCKLINGTON F/T Isle of Man.
G-BASK Pa-23 Aztec	ACASTER MALBIS F. Manchester.
G-ARUM Dove 8	CHURCH FENTON F. Luton T. Leeds.
G-ASYB Pa-23 Aztec	DONCASTER T. Edinburgh.
22 G-AZUY Cessna 310	ELVINGTON.
G-AXZF Pa-23 Aztec	ACASTER MALBIS F/T Gatwick.
23 G-AYSA Pa-23 Aztec	CHURCH FENTON F/T Goodwood.
G-AZVY Cessna 310	ACASTER MALBIS F. Leeds.
17901 Convait T-29	LEEMING F. Prestwick T. Northolt.
24 G-BAKV Cessna F150	DONCASTER F/T Leeds.
G-AYBO Aztec	ELVINGTON F. Norwich T. Leeds.
28 CH-06 Hercules	LEEMING F/T Brussels, and CH-08
OT-CDB Douglas Dc-6	LEEMING F/T Brussels.
G-AVGD Cherokee 140	DISHFORTH T. Leeds.
30 G-AZHL Pa-31 Navajo	DONCASTER F. Newcastle.
17892 Convair T-29	LEEMING F. Prestwick T. Northolt.

APOLOGIES For the late arrival of this issue due to the editor being inconsiderate and taking his holidays during press date....For the late arrival for some subscribers of their June issue which was due to a shortage of one of the pages.

FLYOVERS August:

2 N55782 Cherokee Arrow??	POL 09.42 11000 Via MIL-OTT, possibly on delivery.
VH-EHN Beech Baron	POL 17.34 9000 Southbound
3 OY-BGF King Air	POL 10.08 15000 Southbound.
N331PN Pressurised Nav.	LBA 21.24 3500 To Brough.
6 XT746 Wessex	AbmLBA 13.10 1500 Newcastle T. Birmingham.
7 F-BSBU Mystere 20	POL 17.24 37000 Southbound.
11 G-AXIG Bulldog	AbmLBA 14.10 4500 Prestwick-Norwich.
13 N205M Gulfstream 2	POL 10.27 43000! Via Oceanic.
G-BARV Cessna 310	AbmLBA 13.26 7500 Strathallan-Cranfield.
D-COLL Mystere 20	POL 15.02 23000 Carlisle - Heathrow.
17 56520 Lockheed Orion	POL 11.01 18000 Navy 56520, northbound.
G-AXXH Islander	15.30 2500 Survey over Elland Road, F/T Ringway.
G-AXIG Bulldog	AbmLBA 17.45 4500 Norwich-Prestwick, returning from a demo at Groningen-Belde, Holland on the 16th.
18 G-AKSS DH 104 Dove 1B	12.05-12.25 Survey over Keighley at 7000' T. S.Gate.
24 HB-LGA Press. Navajo	POL 16.50 23000 Southbound.
31 XC-GEB ?	POL 16.01 8000 To Prestwick.

LATE NEWS Northeast's application for a service to Paris and Brussels from Leeds/Bradford has been approved.