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YORKSHIRE AIR NEWS

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EDITORIAL

The short supply of paper in the country may affect Yorkshire Air News, so if the quality of paper in the magazine differs from time to time you will know why, hopefully it will still be white but be ready to expect rainbow coloured pages if the worst comes to the worst - we will have to use what we can get!

BRANCH NOTICES

The disco held last month was again a huge success, if Air Britain members had also come it would have been an even greater success. Our thanks go in particular to Mike Gaunt, the Bar Staff, the Directors of the Aero Club for allowing it to take place and everyone else who helped.-----The Branch meeting for October was one of the best for a long time and attracted one of our best attendances for a long time, our thanks to John Allen for giving us such good entertainment.

1) The next BRANCH MEETING will be the Annual General Meeting on Sunday 25th November at the Yorkshire Aeroplane Club at 3.00p.m. (courtesy of the directors).

There are several vacancies on the committee, if you wish to take an active part in the functions of the Branch now is the opportunity to do so. If you have any complaints as to the way in which the Branch or Yorkshire Air News are run then here is your chance to voice them.

2) The Branch has decided to hold another Fancy Dress Ball, those who attended last year know how well it went down. The exact date has not yet been finalised but it will probably be around the same time it was held last year, ie. February or March.

3) The DECEMBER BRANCH MEETING will be held on Sunday 16th, and will take the form of a nostalgic show of slides and 35mm film taken at Yeadon Airport up to 1970. Anyone who has slides or even better films of this period who think they would interest members should send them in to the editor.

AIRFIELD NEWS AND REVIEW

BAGBY Mr. Whiting who owns a private strip here has been very busy buying and selling of late. Towards the end of September he sold the Jodel D117 G-AXXW and replaced it with Jodel D.120 G-AVLY. On October 3rd he went to Bickmarsh with a Mr. H.P. Burrill to collect Nipper G-ATDW for the latter, this was then based at Bagby for about three weeks before moving to Mr Burrill's own strip near Bedale. John Whiting then sold the Jodel G-AVLY to Eric Atkinson at Tholthorpe and took G-ASZH (which he originally sold to Mr. Atkinson!) in part exchange. Not satisfied with this he yet again ventured into the market and on the 20th October he took G-ASZH down to Chester and brought back Nipper G-ARDY in exchange. The Emerude F-BINK which Mr. Whiting is rebuilding at Bagby has been registered G-BBKL and is expected to fly soon. (our thanks to Ken Glasby for the above information).

NEXT PRESS DATE IS 1st December

BROUGH September movements:

- 2. G-AVYL Pa-28 Cherokee
- 3. G-AZHK Robin HR100-200 × G-BDAA Cessna 340 first visit of type
First visit; G-AXOV Baron, also 6,10,26,27.
- 5. G-BBDS Turbo Navajo
PH-SRA Cherokee
N/S
- 6. G-AVNK Pa-23 Aztec
G-AYCM Jet Ranger
G-AVNL Pa-23 Aztec; G-ATRE Cessna F172G also 13,14
Also 8,13,16; G-BAUW Pa-23 Aztec; G-ASMY Apache
First visit
- 7. G-BAJO Traveler
G-AVXZ Pa-28 Cherokee
G-AZNY Pa-23 Aztec; G-BAAJ Pa-23 Aztec also 3.
New Resident.
- 10. G-AYVC Pa-23 Aztec
G-BBFX Turbo Navajo
Also 20,21,28; G-AWVS Cessna 337 also 17,24,25
- 11. G-AZHK Robin HR 100-200
G-AYKU Pa-23 Aztec
Also 12; G-AZSJ Cessna 414 also 12; G-AXTD Cherokee
Also 26.
- 12. G-AYOG Bell 47-G
G-BAAG Baron
G-ARYK Cessna 172C; G-AYFD Condor; G-APST Turbulent
First visit
- 13. G-BAGW Cessna F.150J
G-AVNL Pa-23 Aztec
First visit; G-AZVY Cessna 310Q also 20,27
- 15. G-AZDX Pa-28 Cherokee
G-AYPD Baron
- 18. G-AYOG Bell 47-G
G-AXXA Pa-28 Cherokee
G-DANS Seneca First visit, also 21
- 19. G-AXFG Cessna 337
G-AVIE Cessna F172H
First visit, temporary resident at Paull, also 20,24
- 20. G-AVIE Cessna F172H
G-AYLM Yankee; XR486 Whirlwind
- 21. G-BDCZ Traveler
First visit; G-DAVS Traveler; G-ASLV Cherokee 235
- 24. G-BBDA Traveler
First visit
- 25. G-AWDI Pa-23 Aztec
G-AVRX Pa-23 Aztec; G-AWRI Jet Ranger
- 26. G-ATEN Twin Comanche
G-AZSV Hiller UH-12E
G-AYVJ Pa-23 Aztec; G-ATZX Bell 47G-2
N/S; G-BASK Pa-23 Aztec; G-AWVS Cessna 337 also 28
- 27. G-AXDD Turbo Navajo
G-AWKF Twin Comanche
- 28. G-AXDD Turbo Navajo
G-ASMG DH 104 Dove
- 30. G-AXFE King Air
G-ATLT Cessna U206A; G-DAVS Traveler; G-AWLA Cessna F150H
first visit

October movements:

- 1. G-AXOV Baron
G-AWVS Cessna 337
Also 2,4,9,16,29; G-BAJO Traveler
Also 4, believed temp. based here from 8th to 26th
- 2. G-AWKC Hughes 269
Also 30; G-ATLT Cessna U206 also 11,12
- 3. G-ASMG DH 104 Dove
Also 4,5; G-ASHA Cessna F172D first visit
- 4. G-AVNL Pa-23 Aztec
Also 24; G-ATLB Jodel DR 1050; G-AXZF Aztec
Also 5; G-BDAJ Pa-23 Aztec; VP955 Devon C/2.2
- 5. G-AZYM Cessna 310Q
First visit
- 8. G-BAJO Traveler
New resident; G-AYAF Twin Comanche
- 9. G-AYOG Ag Bell 47G
Also 16; G-ATFF Aztec; XM223/J Devon C.2
- 10. G-BAYP Cessna 150
Also 11,31; G-BBEW Pa-23 Aztec
- 11. G-AZSV Hiller UH-12E
Also 18,24 n/s; G-AVBL Twin Comanche first visit
- 12. G-AZWW Pa-23 Aztec
G-AZYU Pa-23 Aztec; G-ATSC Wessex; G-AYOF Ag Bell 47
Also 15; G-ATDC Pa-23 Aztec
- 13. G-AYWV Twin Comanche
- 15. G-BAKF Jet Ranger
First visit also 16; G-AZSM Cherokee Arrow
XS779 Bassett
- 16. G-AYXZ Twin Comanche
First visit
- 17. G-BBDO Pa-23 Aztec
First visit; G-BBAZ Hiller UH-12E n/s first visit
- 18. G-AZXG Pa-23 Aztec
G-AZYC Pa-23 Aztec; G-ATHV Cessna 150
- 19. G-AYVC Pa-23 Aztec
First visit; G-BALU Pa-23 Aztec first visit
- 20. G-AZNO Cessna 182
G-AXVA Cessna 401B
- 21. G-AYLY Pa-23 Aztec
First visit
- 22. G-AYTP Pa-23 Aztec
- 23. G-ASED Hughes 269
G-BBDL Traveler first visit
- 24. G-AVIE Cessna F172
Also 29; G-ASNK Cessna 205; G-ASTZ Hughes 269
- 25. G-AZBW Twin Comanche
- 30. G-AZRD Cessna 401B

The Robin Agency has now moved to Sproatley which is about 8 miles NE of Hull and any information on the airfield would be most welcome. As will be seen above G-BAJO has now moved from Hull to Brough, Cessna 150 G-BAYP which visited three times is now based at Paull as is the Twin Comanche G-AYAF.

CHURCH FENTON The Jetstreams of 5 FTS are now scheduled to move in in 1975. Latest Bulldog confirmed here is XX533/16, c/n 219 ff at Prestwick 12.6.73 and delivered to Little Rissington on 20.6.73. It is reported in 'Flight' that a syndicate of four private pilots has bought a batch of 18 Chipmunks from the RAF

at Church Fenton for civil use. Members of the syndicate are keeping one aircraft each, four are to be used as spares and the remainder will be sold. The address given for enquires was A. Hurst, 1 Tretawn Park, Mill Hill, London NW7. On the 21st October Cherokee 180C G-AEM landed with three pilots to collect WG306/16 (painted up as G-BBMS); WP831/21 (G-BBMT) and WK628/29 (G-BBWW), the RAF serials were crudely painted out and the allotted civil marks had been equally crudely applied. They were taken to Halfpenny Green for civilianisation.

DONCASTER New resident here is A.109 Airedale G-ASAI from Sherburn. Gemini G-AKEK, which used to reside at Sherburn also, has been noted here of late.

FINNINGLEY Further to last month's report of a coding change on two of 6 FTS's Dominies XS711 is now coded " L ". Not brought to attention last month was the fact that Jet Provost T.4 XR667/P is an addition to 6 FTS.

GRINDALE New resident here is Cessna F.172F G-BAHT from Weston-Super-Mare, it is owned by the Grindale Sport and Parachute Club. September movements:

- | | | |
|--------------------------|---|-----------------|
| 1 G-ARVS Cherokee | 4. G-AXDL Twin Comanche | 6. XP769 Beaver |
| 7 G-AVNL Pa-23 Aztec | G-AXJI Pup; G-DAUJ Pa-23 Aztec; | |
| G-BAKM Robin DR400 | Also 20,28; G-ASMW Cessna 150 | |
| 8 G-ARLW Cessna 172 | G-AZNO Cessna 182 | |
| 9 G-AYTB Rallye Club | | |
| 11 G-BAXV Cessna F150 | G-BAXW Cessna F150; G-AWPA Turbulent | |
| 12 G-APVA Tri-Pacer | 15. G-AYMT Jodel DR1050 | |
| 16 G-ATUL Cherokee | G-BAFD Mooney M20; G-AXZV Mooney M20 | |
| 20 G-AZUG AA5 Traveler | G-BBDJ Pa-23 Aztec | |
| 21 G-AXGV Condor | G-AROC Cessna 175BX | |
| 22 G-BAAD VP-1 Volkplane | G-AVTP Cherokee; G-AXOJ Pup; G-AYXV Aerobat | |
| 23 G-AXUY Jodel D100 | G-ATFD Jodel DR1051 | |

October movements:

- | | |
|---------------------|--|
| 1 G-AZFA Beagle Pup | 12. G-AZZV Cessna F172; 13. G-AYKT Jodel D117 |
| 14 G-BAMM Cherokee | 15. G-AYSD Falke; 17. G-AVZE Condor; G-AXGV Condor |

LECONFIELD Lightning Squadrons 5 and 11 flew back to their home base at Binbrook early in September, they had been stationed at Leconfield while Binbrook's runway was repaired. Notable visitors in September were; Andover XS791 (6th); Belfast XR362 (8th); Belfast XR369 (9th); Argosy XR140 (20th); F-111E 80068 (21st) and Canberra T.4 WJ880 (24th).

LEEDS CITY The freedom of the city of Leeds was granted to the aircraft carrier HMS Ark Royal on the 25th October and the occasion was noted by a flypast of aircraft from the ship. During the week practices were flown every day with varying numbers of aircraft and our intrepid reporter perched high atop the GPO building sent us the following report, unfortunately without serials.

- 22. 1 Wessex, 2 Sea Kings
- 23. 1 Wessex coded '47', 2 Sea Kings coded '51/53'. 1 Gannet. 2 Phantoms. 2 Buccaneers.
- 24. 2 Wessex '46/47'. 4 Sea Kings XV654/50, 51, 53, 55. 2 Gannets XL505/044 and XL449. 4 Phantoms. 4 Buccaneers.
- 25. FLYPAST:: 2 Wessex '46/47'. 4 Sea Kings XV654/50, 51, 53, 55. 4 Gannets XL449/041 XL500/042, 043, XL505/044. 8 Buccaneers. 8 Phantoms.

The helicopters were reported operating out of Church Fenton. During the week Whirlwind XM660 was on display outside the Yorkshire Evening Post building.

LEEDS/BRADFORD October movements:

- | | | |
|-----------------------|----------------------|-----------------------|
| 1 G-AVAX Cherokee | G-AXTM Cherokee | G-AZSN Cherokee Arrow |
| G-AVXL HS 125 | G-ARMP Cessna 172 | G-ARYK Cessna 172 |
| G-BAAZ Cherokee Arrow | G-BAUK Hughes 269C | G-BARO Jet Ranger |
| G-BAWX Cherokee | F-BSTR Falcon 20 | LN-MTD Boeing 737 |
| 2 G-AVXL HS 125 | G-AVUI Cessna F150 | G-ASRI Aztec |
| G-AXDL Twin Comanche | G-AYEK Jodel DR1050 | G-AVPS Twin Comanche |
| G-AYAD Twin Comanche | G-AXXA Cherokee | G-AYDO Aztec |
| G-AZXH Seneca | G-AZYU Aztec | G-ARBE Dove |
| G-ATCE Cessna U206 | G-AYLB Pa-39 | G-AWLP Mooney M20 |
| G-AZUG Traveler | G-BARO Jet Ranger | G-BABG Cherokee |
| G-BDDL Traveler | | |
| 3 G-AYTG Cessna F177 | G-AVPS Twin Comanche | G-AXXA Cherokee |
| G-AXPU HS 125 | G-DAVY Aztec | G-BARO Jet Ranger |
| G-DALP Pa-39 | | |
| 4 G-ASND Aztec | G-ATPU Cessna 337A | G-ARLD Helio Courier |
| G-AYTG Cessna F177 | G-DAVJ Pa-31-350 | G-ATSM Cessna 337 |
| G-AWMS HS 125 | G-BDDL Traveler | OY-AGA Cessna 401 |
| F-BRHB Falcon 20 | LN-SUG Boeing 737 | G-BBEE Traveler |

5	G-ASRA Comanche	G-AVZT Pa-31T	G-ATVV Cessna F172
	G-AXOV Baron	G-AZOG CherokeeArrow	G-BAJO Traveler
	G-BAUO Aztec	G-BAXH Cessna 310Q	PH-MAT F-28 Fellowship
6	G-ASMG Dove	G-BARO Jet Ranger	F-BRHB Falcon20
7	G-AZHK Robin 100	G-ATSM Cessna 337	G-ATPU Cessna 337
	G-AZZV Cessna F.172	G-AYMX Jet Ranger	G-BAVJ Pa-31-350
	LN-NPY Piper Pa-31	LN-SUD Boeing 737	
8	G-AYID Beech Baron	G-AYVC Aztec	G-AZZV Cessna F172
	G-AZZA Piper Pa-23 Aztec	G-ASIU Queen Air	G-BAEJ Traveler
	G-BBJG Pa-31-350	EI-AVR Aero Comm. 112	D-ICOP Cessna 340
	SE-EES Baron	G-ASMV Emeraude	XS774 Bassett
9	G-AYVC Aztec	G-AZZB Jet Ranger	G-AYFD Condor
	G-ATSM Cessna 337	G-ASMV Emeraude	G-AYPC Queen Air
	G-BALP Piper Pa-39	G-BARO Jet Ranger	G-BASK Aztec
	G-BAKE Cessna 310Q	G-BAZA HS 125	F-BRAL Lear Jet
	F-BRHB Falcon 20	XP775 Beaver AA337	XW791 Dominic Ascot 1655
	XR386 Alouette AA320		
10	G-AZUN Cessna F172	G-AZRR Cessna 310Q	G-ATTD Cessna 182J
	G-AZKT Cessna F177	G-AWDI Aztec	G-BABX King Air
	G-BAVJ Piper Pa-31-350	G-BARO Jet Ranger	G-BASK Aztec
	I-BOGI HS 125	XR386 Alouette	G-BAUO Aztec
11	G-AVUX Cessna F172	G-ATUC Cherokee	G-ASMV Emeraude
	G-ASNC Husky	G-AYLM Yankee	G-AYEK Jodel DR1050
	G-AYPV Cherokee	G-AXWF Cessna F172	G-AVPF Twin Comanche
	G-AYTP Aztec	G-APXJ Comanche	G-BAVJ Pa-39-350
	G-BAMM Pa-28 Cherokee 235	G-BBCT Pa-31-350	G-AIBY Auster J/1
	OY-BEP Aztec	59922 Iriquois	
12	G-AVTS Aztec	G-AZGG King Air	G-AXCX Pup
	G-AXCA Cherokee Arrow	G-AWVW Aztec	G-ATVV Cessna F172
	G-AWLP Mooney M20	G-AVHH Cessna F172	G-AVUI Cessna F150
	G-ASLL Cessna 336	G-AYGM Cessna T210K	G-AZKT Cessna F177
	G-ASEJ Cherokee	G-AXUY Jodel DR100A	G-BAAV Cessna FRA 150
	G-BAZN Jet Ranger	G-BATP Cherokee	G-BABX King Air
	G-BBCT Piper Pa-31-350	OY-BEP Aztec	
13	G-ASEJ Pa-28 Cherokee	G-ASMV Emeraude	G-ASWO Cessna 210
	G-AZOC Monsun	G-AYEK Jodel DR 1050	G-BABX King Air
	G-BAHT Cessna F172	F-BRHB Falcon 20	
14	G-AVLY Jodel DR120	G-BATY Jet Ranger	G-BAVJ Pa-31-350
15	G-AYOF Bell 47	G-AYID Baron	G-ASRO Pa-30
	G-BBBJ Pa-23 Aztec	N777SW Gulfstream 2	O-17899 Convair T-29
16	G-AYVC Pa-23 Aztec	G-ASMV Emeraude	G-ATSM Cessna 337
	G-AYOF Bell 47	G-AYMX Jet Ranger	G-AWPM King Air
	G-AVXL HS 125	G-AWGX Cessna F172	G-ALBM Dove
	G-AZGG King Air	G-BAEX Cessna F172	G-BAUO Aztec
	G-BAUO Pa-23 Aztec	G-BAWX Cessna F150	G-BAKF Jet Ranger
	F-BRHB Falcon 20	F-BTQR Cessna 421	EI-AWS Pa-34
	XV273 Beaver	G-AZLY Cessna F150	
17	G-AXUA Pup	G-AZMG Aztec	G-AVNA Queen Air
	G-AVWI Cherokee	G-AXFG Cessna 337	G-ANJS Apache
	G-AYMX Jet Ranger	G-AVWR Cherokee Arrow	G-AYLN Yankee
	G-ATGP Jodel DR 1050	G-AZSN Cherokee Arrow	G-BART HS 125
	G-BAAJ Pa-23 Aztec	G-BBDL Traveler	G-BALP Twin Comanche
	G-BAKF Jet Ranger	G-BAJO Traveler	G-BBGU HS 125
	G-BARG Cessna 310Q	G-BAYU Cessna 310Q	G-BAUO Aztec
	F-BRHB Falcon 20	SE-GAM Navajo	N777SW Gulfstream 2
18	G-ATSM Cessna 337	G-AYFT Twin Comanche	G-AWWK King Air
	G-ASVM Queen Air	G-AVBA Cherokee	G-ASMV Emeraude
	G-AVYM Cherokee	G-AXIV Aztec	G-ARDE Dove
	G-AWGU Jet Ranger	G-AVGH Cherokee	G-AYNN Cessna 185
	G-BAZN Jet Ranger	G-BBEW Aztec	G-BBDL Traveler
	G-BBBM Jet Ranger	G-BBGU HS 125	XR597 Scout AH 1
19	G-AYLW King Air	G-AYBO Aztec	G-ALBM Dove
	G-AWOW Pa-31 Navajo	G-AZVY Cessna 310	G-AVGJ Jodel DR1050
	G-AYER HS 125	G-ATZN HS 125	G-AVCI Beagle 206
	PH-MAT F-28 Fellowship		
20	G-AZEG Cherokee	G-AZNO Cessna 182	G-AWKX Queen Air
	G-ATTD Cessna 182	G-AXLS Jodel DR 1050	G-AWGX Cessna F172
	G-BAHW Cessna 310	EI-ASA Boeing 737	OO-EEL Beagle 206

21 G-AZRU Jet Ranger	G-AYBO Pa-23 Aztec	G-AYBK Jodel DR 1050
G-AXFA Cherokee	G-AVSN Jet Ranger	G-AVLY Jodel D120
G-AZNO Cessna 182	G-BAMM Cherokee 235	G-BAYU Cessna 310Q
OO-LFC Cessna 421	D-DMWW B55 Baron	XS789 Andover 'Kitty 2'
22 G-AXPU HS 125	G-AYVC Pa-23 Aztec	EI-AWO Douglas Dc-7
G-AWVY Islander	G-AWKS Rallye Club	G-ARYK Cessna 172
G-AYTP Aztec	G-AYOF Ag Bell 47	G-AXBR Twin Comanche
G-BAVJ Navajo 350	G-BAYU Cessna 310Q	EI-AWM Islander
XR385 Alouette AA320		
23 G-AWKS Rallye Club	G-AWVY Islander	G-AZLG Baron
G-ATFK Twin Comanche	G-AZFJ Cessna 310	G-AXKC Jet Ranger
G-AWFX Cessna F150	G-ASRO Twin Comanche	G-AZUZ Cessna F150
G-ATCE Cessna U206	G-ASDI Aztec	G-AVHH Cessna F172
G-AZOC Monsun	G-AWER Aztec	G-AZNY Aztec
G-AZLM Cessna F172	G-AVUN Twin Comanche	G-BAUD Robin DR400
G-BAOP Cessna F150	G-BARO Jet Ranger	G-BABX King Air
G-BAZA HS 125	G-BBJG Navajo	D-DMWW B55 Baron
OY-AKW Cessna 414	EI-AWM Islander	XR385 Alouette AA320
24 G-ATJR Aztec	G-ASXV Queen Air	G-AYPV Cherokee
G-ATCE Cessna U206	G-AVUN Twin Comanche	G-AZEG Cherokee
G-AZNY Aztec	G-AYFT Twin Comanche	G-ATVC Cherokee Six
G-AVUI Cessna F150	G-AYAF Twin Comanche	G-ASLV Cherokee
G-AZTB Monsun	G-AXDC Aztec	G-AVWI Cherokee
G-ASYB Aztec	G-AZVE Traveler	G-BATP Cherokee
G-ASLH Cessna 182	G-BBJG Navajo 350	G-BAVJ Navajo 350
G-BARO Jet Ranger	EI-AWF Cessna 337	N69449 Cessna 340
25 G-AZYU Aztec	G-ARYR Cherokee	G-AZIM Navajo
G-AWDI Aztec	G-AXAY Jet Ranger	G-AVAX Cherokee
G-ATLB Jodel DR1050	G-AYFT Twin Comanche	G-ASIU Queen Air
G-ATJR Aztec	G-ASMV Emeraude	G-BAVJ Navajo 350
G-BAEY Cessna F172	G-BBAS HS 125	G-BAMM Cherokee 235
G-BBGU HS 125	F-BRHB Falcon 20	N57108 Aero Commander 690
26 G-ATHJ Aztec	G-AVET Baron	G-AZYU Aztec
G-AZUG Traveler	G-AZOT Seneca	G-ATZO Beagle 206
G-ASYB Aztec	G-ATFK Twin Comanche	G-AZHK Robin DR400
G-AZJB Seneca	G-AYAD Twin Comanche	G-ASKG ATL 98 Carvair
G-BACB Seneca	G-BACF Cessna 337	G-BARW Cessna 402
G-BAGW Cessna F150	G-BAUO Aztec	G-BBBC Cessna F150
EI-AWO Douglas Dc-7	XT618, XT637, XT639, XT645 Scouts	
27 G-AXFA Aztec	G-AZOT Seneca	G-AVXS Cherokee
G-ATEY Cessna 411	G-AVXF Cherokee Arrow	G-AVKG Cessna F172
G-BAXV Cessna F150	F-BTDA Jet Commander	
28 G-AYRY Cherokee	G-BAVJ Navajo	F-BUIC Falcon 20
9 G-AWKC Hughes 269	G-ANUT DH 104 Dove	G-ARRW HS 748
G-ASLL Cessna 336	G-AREB Cessna 172	G-BAKS Jet Ranger
G-BAYU Cessna 310	G-BADF Seneca	G-BAVJ Navajo
OO-LFA Lear Jet		
30 G-AXRM Islander	G-ASEC HS 125	G-AYRR HS 125
G-AVLV Aztec	G-AZZV Cessna F172	G-ASTZ Hughes 269
G-AZSU HS 748	G-BAVJ Navajo	G-BBCC Aztec
G-BBEW Aztec	SE-FHM Navajo	EI-AWS Seneca
31 G-AZNY Aztec	G-AVLV Aztec	G-AYRR HS 125
G-BAUO Aztec	G-BAZA HS 125	

Another bumper month for visitors, biggies have been the Braathens Boeing 737s on the 4th and 7th, Martinair Fellowship on the 5th and 19th, Mey-Air Boeing 737 on the 1st all on charters. Horses have been brought in by more biggies in the form of the Aer Turas DC7 on the 22nd and 26th and the BAF Carvair (appropriately named 'Big Joe') on the 26th G-2 N777SW on the 15th was being used by Baron Rothschild and stayed until the 17th. Another affluent visitor was the Aga Kahn who arrived in Jet Commander F-BTDA on the 27th. Cessna 340 N69449 on the 24th is a new aircraft and carries the c/n 0305 and on the following day the AC690A Turbo Commander is also a new machine with the c/n 11108 being similar to the reg N57108. Other new regs. are the Baron D-DMWW on the 21st and 23rd and the Islander EI-AWM on the 22nd and 23rd. New Britishers have been less plentiful with the only one of note being the MacAlpine Cheiftain G-BBJG which was crew training on the 8th and visited a few times after that. The MacAlpine Dove G-ATGJ was wfu late last month and departed to Luton on the 16th of this month, the ICI flights are now being operated by two Aztecs (usually G-AWXW and G-AYDE). Northair took delivery of a new set of wings for the damaged Rocket G-BAIL on the 25th and a test flight is now awaited. Cessna 182

G-BAMJ has been away for respray and is now back at Northair and reported sold. At the beginning of the month the remains of Beagle 206 G-ATDD were with Northair after arriving from Sherburn. In the other hanger YLA have completed the rebuild of Cessna F150 G-ATYN and after an air test on the 12th it departed to Bridlington on the 17th. Also rebuilt is the Beagle Pup G-AXCW which was on air test on the 17th. The new Yorkshire TV Jet Ranger is reported to be arriving from Liverpool on the 5th of November with the fixed reg G-BBTV. Finally the Northeast Viscount G-APEY went to Cardiff on the 1st for maintenance and returned on the 27th in the full British Airways colour scheme.

New Cessnas registered to Northair are as follows:

G-BBKD Cessna FRA 150	c/n 0217	G-BBKH Cessna F172	c/n 11-1050
G-BBKE Cessna F150 Commuter	c/n 1026	G-BBKI Cessna F172	c/n 11-1069
G-BBKF Cessna FRA 150	c/n 0222	G-BBKJ Cessna FT337G	c/n 008
G-BBKG Cessna FR 172	c/n 0465	G-BBKK Cessna E310 (ex N69698)	c/n 00925

LBA Beacon flyovers- September:

2 G-BASE Jet Ranger	11.12 1000' SB	5 G-AYMT Jodel DR100	15.00 4000' NB
11 G-BBCT Navajo	10.26 4500' NB	20 G-BBEM Jet Ranger	09.31 2000' NB
28 EI-AWS Seneca	18.15 2500' WB		

October:

2 G-AWEG Cessna 172	09.33 4500'NB	3 G-ARUM Dove	16.10 4000' SB
9 G-BBGB Pa-23 Aztec	09.59 3500'NB	G-BBJG Navajo	12.20 7500' SB
17 G-ASNC Beagle Husky	14.27 3500'SB	25 G-AOTI Heron	17.28 7500' SB

LINTON The frame of Tiger Moth G-AXXV, which is normally resident here, has been noted at Rush Green which suggests the aircraft is undergoing a rebuild here.

SHERBURN As reported elsewhere, Airedale G-ASAI has left for Doncaster. Cessna 310 G-BAYU has at last taken up residence with A-One Transport. Three new aircraft on test this month from Eastern Aviation, Traveler G-BBDL on the 1st October, A.A. 1 Trainer G-BBFC on the 24th and Traveler G-BBDM on the 25th. October movements:

1 G-DARO Jet Ranger	F. Morley T. LDA; G-AZOC Monsun F/T Teesside
12 G-ATMV Cherokee	F/T Blackpool.
13 G-BAXT Pa-28R Cherokee Arrow	F/T Crosland Moor, also 21st
14 G-BAXR Beech Baron	F. Leavesden
21 G-AOFM Auster Autocar	23. G-ATLM Cessna 172 F/T LBA
24 G-BAWX Pa-28 Cherokee	F/T LBA

TEES-SLIDE October movements:

1 G-BAEX Cessna F.172	F/T MELBOURNE; G-ATMK Cessna 150 F/T Leeds; G-ARYK Cessna 172C
OO-LFC Cessna 421	EC-CAM Douglas Dc-8 F/T Teneriffe; PH-IND King Air
2 G-AWRJ Cessna 421	T. Leavesden; G-ATLC Pa-23 Aztec F. Wick
G-AVEP Cherokee	F/T Netherthorpe; G-ASYP F/T Leeds
G-AYDG Rallye Minerva	F. Hull T. Usworth; G-ATPK Twin Comanche T. SHERBURN
G-AZEG Cherokee	F/T Blackpool
3 G-BABW King Air	F. Ringway T. Coal Aston; G-ANUO DH 114 Heron
G-AZRD Cessna 401B	F/T Liverpool; G-AXXC Islander F/T Elmdon
G-AZDK Baron	F/T Leavesden; G-AZCA S-61 F/T North Denes
G-ASJI BAC 1-11	F. Glasgow T. Schipol; G-BARW Cessna 402 T. Edinburgh
G-AWYS BAC 1-11	F. Edinburgh T. Kastrup; G-AXPU HS 125 T. Tessars
4 G-AYZS Condor	F/T Ipswich; G-ASPL HS 748 F. LEEDS T. Glasgow
G-ATBJ S-61	F. Norwich T. Oil Rig; G-ASUB Mooney M 20
G-AVUX Cessna F172	F. DONCASTER; G-AOZO EP9 Prospector F. Gartley
G-BAXL HS 125	F. Luton T. Edinburgh; G-AVXL HS 125 F. Dalcross
G-AYLG HS 125	LN-TVN Cessna 401 F/T Oslo
F-BLOY Herald 210	F/T Le Bourget
5 G-BBAZ Hiller UH-12E	F. REDCAR T. Edinburgh; G-ASWO Cessna 210 F. Wickenby
G-BBLI Aero Comm.500S	F. Woolsington n/s; G-BARU Aztec F. Leavesden
G-AWRJ Cessna 421	F. Rhoose T. Leavesden; F-BRUZ Cessna 402B n/s
8 G-AYZY Twin Comanche	F. Woolsington T. Prestwick; G-BABX King Air
G-ASYB Aztec	F/T Edinburgh; G-BAMN Cessna 206 F. GRINDALE
G-AHHH Auster	T. GRINDALE; G-BBDC Cessna FA 150 F/T East Midlands
G-BDHG Cessna 310	F. Biggin T. Woolsington; G-AWKC Hughes 269
9 G-BAGN Cessna F177	F. Cranfield T. Elstree; G-BAGW Cessna F150 F/T Sherburn
G-AZCA S-61	F. North Denes; G-AYOF Ag Bell 47G T. SHERBURN
OY-RYT Cessna 421	F/T Kastrup; OO-LFA Lear Jet F. Brussels
10 G-AYAH Beech 18	F. Wick T. Brussels; G-AZCA S-61 F. Prestwick n/s
D-IFLB Cessna 310	F/T Gatwick; G-BABX King Air F. FINNINGLEY T. LEEDS
11 G-AZRD Cessna 401B	F. Liverpool T. Blackpool; G-AZZG Islander F/T Elmdon
G-AYUD Pawnee	F. Camebridge T. Dyce; G-BAHT Cessna F 172 F/T GRINDALE
G-AZSX Beagle Pup	F. Biggin Hill T. Blackpool; G-ATFF Aztec F. Manby
G-AWRJ Cessna 421	F. Liverpool T. Leavesden; G-BAMI Cherokee 235 F. SHERBURN

- | | |
|--------------------------|--|
| G-AZHG Cessna 421 | F. Kirmington T. Glasgow; <u>G-ATDM</u> Hiller UH-12E |
| G-AVWD Cherokee | F/T Ringway; <u>G-BASK</u> Aztec F. Coventry n/s |
| F-DSRL Lear Jet 24B | F/T Le Bourget; <u>LN-TVN</u> Cessna 401 F/T Oslo |
| 12 G-AYBO Aztec | F/T Norwich; <u>G-ATFF</u> Aztec F/T Gatwick |
| G-BAHT Cessna F172 | F/T GRINDALE; <u>G-AXSJ</u> Cessna F150 F/ T Hemswell |
| G-BAEX Cessna F172 | F/T LEEMING; <u>G-AXMP</u> Cherokee F. Glasgow T. Ringway |
| 14 G-AZGM Cherokee Arrow | F/T Ringway; <u>G-AZSV</u> Hiller UH-12E F. PAULL |
| G-APKW DH 114 Heron | F. Norwich T. Dyce |
| 15 G-AVXL HS 125 | F. Heathrow T. Woolsington; <u>G-AWKC</u> Hughes 269B |
| G-ATED Hiller UH-12E | T. BROUGH; <u>G-AYVJ</u> Aztec F. Woolsington T. Ringway |
| N1202T Pa-34 Seneca | F. Woolsington; <u>EC-CDS</u> Douglas Dc-8 F/T Teneriffe |
| 16 G-AYLY Aztec | F/T Dyce; <u>G-DAXP</u> Aztec F. Fearn T. Perth |
| G-AVXL HS 125 | F. LEEDS T. Heathrow; <u>G-ASNK</u> Cessna 205 F. Liverpool |
| G-AWRJ Cessna 421 | F. Cranfield T. Glasgow; <u>G-AYLG</u> HS 125 T. Cranfield |
| G-AYEP HS 125 | F. Glasgow |
| 17 G-AYAH Beech 18 | F. Wick T. Brussels; <u>G-AXXG</u> Islander F/T Elmdon |
| G-DACI HS 125 | F. Norwich T. Edinburgh; <u>G-AVLP</u> Aztec |
| G-BALN Cessna 310 | F. Leicester East T. Perth; <u>G-ASUB</u> Mooney M 20 |
| G-AVAI HS 125 | F. Heathrow T. Dalcross; <u>PH-STR</u> Cessna 310 F. Kirmington |
| N777SW Gulfstream 2 | F. LEEDS T. Heathrow |
| 18 G-BBAZ Hiller UH-12E | F/T Guisborough; <u>G-AZVN</u> Jet Ranger F/T THORNABY |
| G-BBLI Aero Comm. 500S | F. Hurn T. Glasgow; <u>G-AOZO</u> EP9 Prospector |
| G-AYOU Cessna 401 | F. Leicester East T. LEEDS; <u>G-BALU</u> Pa-23 Aztec |
| LN- TVN Cessna 401 | F/T Oslo |
| 19 G-BALN Cessna 310 | F. Usworth T. Perth; <u>G-BAAJ</u> Pa-23 Aztec F/T Norwich |
| G-ATLC Aztec | F. Wick T. Brussels; <u>G-BBLI</u> Aero Commander 500S |
| G-AVXK HS 125 | F. Aldergrove T. Ringway; <u>G-AWXO</u> HS 125 F. Ringway |
| G-AZDC S-61 | F. Norwich T. Oil Rig; <u>G-BAJY</u> Robin DR.400 F. Perth |
| 22 G-AWFF Aluoette | F. Kirk Leavington T. Woolsington; <u>G-AYOF</u> Ag Bell 47 |
| G-AYPT Super Cub 95 | F/T Norwich; <u>G-AWPK</u> Aztec F. Liverpool |
| 23 G-AWRJ Cessna 421 | F. Cranfield T. Glasgow; <u>G-BAPG</u> Viscount F/T Elmdon |
| G-AWGX Cessna F172 | F. Dyce T. North Denes; <u>G-AZPJ</u> Cessna 310 F/T LEEDS |
| G-ASYP Cessna 150 | F. Usworth T. LEEDS; <u>G-ATHV</u> Cessna 150 F. LEEDS T.Us. |
| G-AYEC Emeraude | F/T Usworth; <u>G-BANW</u> Emeraude F/T Usworth |
| 24 G-AYEP HS 125 | F. FINNINGLEY T. Glasgow; <u>G-AZGI</u> Rallye Club |
| G-BBEW Aztec | F. Kirmington T. Dyce; <u>G-AZSM</u> Cherokee Arrow |
| G-ASSI HS 125 | F. Edinburgh T. Munich |
| 25 G-AXTO Comanche | F. Exeter T. Glasgow; <u>G-AVBH</u> Cherokee T. Bitteswell |
| G-ATBJ S-61 N | F. Norwich T. Oil Rig; <u>LN-TVN</u> Cessna 401 T. Kirmington |
| EI-AWO Douglas Dc-7 | F. Le Bourget T. Shannon; <u>OO-LFC</u> Cessna 421 |
| 26 G-AYAH Beech 18 | F. Wick T. Brussels; <u>G-AXXG</u> Islander F/T Elmdon |
| G-AYBE Jet Ranger | F. Ringway T. Leavesden; <u>G-AVHZ</u> Twin Comanche |
| EC-CDB Douglas Dc-8 | F. Tenerife T. Glasgow |
| 28 EI-AWG Douglas Dc-7 | F. Camebridge T. Dublin |
| 29 G-AYRY HS 125 | F/T Luton; <u>G-AWPV</u> Cessna F172 F/T I. o M. |
| G-AVAI HS 125 | F. Islay T. Dalcross; <u>G-ATHV</u> Cessna 150 F. Usworth T. LDS |
| G-AYLG HS 125 | F. LMA T. Heathrow; <u>G-AHHH</u> Auster F/T GRINDALE |
| G-AVIW Viscount | F/T EMA; <u>G-ASHJ</u> Brantley B2 F/T Usworth; <u>G-AWRJ</u> Ce 421 |
| 30 G-ATLC Aztec | F. Wick T. Brussels; <u>G-BBGU</u> HS 125 F/T Luton |
| G-ASTZ Hughes 269 | F. Blackpool T. LEEDS; <u>G-AYLG</u> HS 125 F. Crosby |
| G-AYEP HS 125 | F. Cranfield T. Glasgow; <u>G-AXDC</u> Aztec F/T Norwich |
| N890HJ Hansa Jet | F. Rotterdam T. Edinburgh; <u>G-AXPU</u> HS 125 F/T Luton |

Abelag visitors this month have been Cessna 421 OO-LFC and Lear Jet OO-LFA, a regular visitor these days is Paralifts Cessna 401 LN-TVN. Seneca N1202T is operated by Tyne Charter and was noted in Aero Checks hangar on 28th October. The Aer Turas Dc-7 on 25th had engine problems. The Hansa Jet N890HJ of Nolty J. Therot on the 30th was a diversion. Aircraft this month on crew training have been as follows:

BEA: G-APMF Comet; G-AVMI BAC 1-11; G-AVYB Trident

DAN-AIR: G-APYC Comet; G-ARAY, G-ARMX, G-ARMW HS 748

COURT LINE: G-AXMF BAC 1-11; G-AVRG HS 125

BOAC: G-ARVK BAC Vc-10;

AIR ANGLIA: G-AOBN Dc-3

TRANS MERIDIAN: G-AZIN C1-44

CREDITS K. Jordan A. Barker, A. Anderson (our race and ghouel correspondent), T. Smith, I. Carling, I. Harrison, I. Sim, I & P Barber, J. Wheatley, K. Glasby, T. Leach, Y. Pettie, C. Addison, Anglia Aeronews, Blackbushe Air Review, G. Abbott, Channel Islands Air News, N.H. Ponsford, Aviation News, Humberside Air Review, Yorkshire Post.

HISTORY OF SLINGSBY SAILPLANES LTD.

Shortly after the 1914-18 war, Frederick Nicholas Slingsby, who had served in the RFC & RAF, took a partnership in a furniture works in Scarborough, Yorks. When the start of gliding was introduced to Britain in 1930, Mr. Slingsby and a few other ex Service airmen, founded the Scarborough Gliding Club. Finding slow progress with the elementary primary training gliders then in use, he obtained a set of drawings from the German Aero Club and built a Sailplane for his own private use. This machine, known as the "Falcon" was a pleasant and easy machine to fly, and had a good performance, compared with similar types of its day. Slingsby visited many clubs in Britain and entered numerous contests with considerable success. Soon pressure was brought to bear on him to make more "Falcons", and so an industry was created from a very pleasant hobby. There was no shortage of highly skilled woodworkers in the Slingsby furniture works; production space was the pressing need. The growing demand for training types as well as the "Falcons", caused a crisis, and the district was combed for workshop space. The Corporation of Scarborough allowed Mr. Slingsby free use of some empty tramsheds for several months until better accommodation was available. In the summer of 1934, a wealthy landowner Major J.E.D. Shaw of Melburn Hall, Kirbymoorside, about 28 miles east of Scarborough (but near some magnificent soaring sites), invited Mr. Slingsby to join an engineering firm where large workshops were immediately available. Major Shaw, himself a pilot with two aeroplanes of his own, took a keen interest in the new glider industry and offered unlimited financial support to ensure that all facilities were made available to this new branch of his numerous interests. Soon the growing demand for the Slingsby products from abroad and the growth of the sport in Britain, called for even larger premises. In 1938 Major Shaw authorised the building of a well equipped factory adjoining his private airfield; this was completed in 1939. In July 1939 a separate company was formed, (Slingsby Sailplanes Ltd.) with Major J.E.D. Shaw as Chairman, and F.N. Slingsby as Managing Director and Chief Designer.

On the outbreak of war in September 1939 all gliding was prohibited. The firm, after a few months of inactivity, was awarded sub-contracts for the production capacity. In the summer of 1940, Mr. Slingsby was invited by the Illustrated London News to contribute a short article on the topical subject of the Invasion of Britain by German Forces. An assault by troop carrier gliders was chosen as a possibility (attacks by troop carrier gliders on forts in Belgium had been successful). The Illustrated London News published the article which was very well illustrated by the paper's very clever artist Mr. M.O. Davies who gave a double page of pictures of remarkable accuracy. As the direct result of this article the firm of Slingsby Sailplanes Ltd., was included in those chosen to develop glider aircraft for the invasion of Europe by Allied Forces. From that date the firm made great progress and gained considerable prestige. The rapidly growing training organisation, The Air Training Corp was given advice and assistance in its gliding training by the firm and in consequence Slingsby gliders have been used by the ATC for many years. On the termination of hostilities, Britain was practically the only country to produce sports type gliders and the demand was enormous, (so much so that another aircraft firm associated by common directorship was invited to assist Slingsby Sailplanes Ltd. to cope with demand). A very large percentage of production was exported.

In 1952 when the World Gliding Championships were held in Spain, a Slingsby Sailplane known as the "Sky" piloted by Mr. P.A. Wills gained highest marks. Thus for the first time a British pilot became a World Champion, and a British Sailplane lead the field. Other teams also used the British "Sky" in this Contest, and seven of these found places in the first 15 to finish. The firm of Slingsby Sailplanes Ltd. were congratulated by the British Government in the Houses of Parliament for this achievement. Up to date the firm has built nearly 50 different types, many have been highly successful in contests in Britain and overseas.

In 1958, following the death of Major J.E.D. Shaw, the share capital of the firm was taken up by a Trust formed by the leading members of the British Gliding Association. Mr. P.A. Wills was elected Chairman of the Board and the firm continued its forward progress. The famous "Skylark" series was developed and gained World repute.

In the early part of 1961, Mr. Slingsby's health suffered a setback and in January 1962 he was affected by heart trouble. Mr. J.C. Roussner, who had been on the design drawing office team for over 20 years was appointed General Manager, and Mr. Slingsby delegated many of his executive duties in this direction to release him of the burden he had carried for so long. After two years, when nearing the age of 70, Mr. Slingsby decided to retire from the post of Managing Director. He was offered and accepted the title of Vice Chairman. Mr. Peter R. Street, owner of Peak Sailplanes Ltd. has accepted the office of Managing Director of Slingsby Sailplanes Ltd. In 1969 the parts of the factory was burned down in a disastrous fire and production was halted. The Company was taken over by Vickers Ltd. Shipbuilding Group, and now the T.59 (with variants) and the T.61 (with variants) are produced.

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LEEDS/BRADFORD AIRPORT WINTER TIMETABLE *1973/1974*

ARRIVALS

08.30	Luton	HS 748	Dan-Air	Monday - Friday
08.45	London	Viscount	Northeast	Monday - Friday
10.20	London	Viscount	Northeast	Daily
10.45	Liverpool/Belfast	Viscount	Northeast	Monday, Wednesday, Friday
11.10	Glasgow	HS 748	Dan-Air	Monday - Friday
11.30	Brussels	Viscount	Northeast	Tuesday, Thursday
12.40	Dublin	Boeing 737*	Aer Lingus	Sunday, Tuesday, Thursday
14.40	Belfast	Viscount	Northeast	Saturday
14.45	Dublin	Viscount	Northeast	Monday, Wednesday, Friday
15.30	Amsterdam	Viscount	Northeast	Monday - Friday
16.40	Aberdeen, Edinburgh	HS 748	Dan-Air	Tuesday, Thursday
16.50	Paris	Viscount	Northeast	Tuesday, Thursday
17.45	London	Viscount	Northeast	Monday - Friday
19.30	Glasgow	HS 748	Dan-Air	Monday - Friday
19.50	London	Viscount	Northeast	Daily
20.40	Amsterdam	Viscount	Northeast	Sunday
21.00	Belfast	Viscount	Northeast	Friday
21.35	Liverpool	Viscount	Northeast	Monday - Thursday

DEPARTURES

07.25	Belfast	Viscount	Northeast	Monday, Wednesday, Friday
07.25	Brussels	Viscount	Northeast	Tuesday, Thursday
07.55	London	Viscount	Northeast	Daily
08.40	Glasgow	HS 748	Dan-Air	Monday - Friday
09.20	London	Viscount	Northeast	Monday - Friday
11.10	Belfast	Viscount	Northeast	Saturday
11.20	Amsterdam	Viscount	Northeast	Monday - Friday
11.30	Edinburgh, Aberdeen	HS 748	Dan-Air	Tuesday, Thursday
12.10	Dublin	Viscount	Northeast	Monday, Wednesday, Friday
12.20	Paris	Viscount	Northeast	Tuesday, Thursday
13.15	Dublin	Boeing 737*	Aer Lingus	Sunday, Tuesday, Thursday
16.30	London	Viscount	Northeast	Daily
17.00	Glasgow	HS 748	Dan-Air	Monday - Friday
17.15	Amsterdam	Viscount	Northeast	Sunday
17.40	Belfast	Viscount	Northeast	Friday
17.40	Liverpool, Belfast	Viscount	Northeast	Monday - Thursday
18.20	London	Viscount	Northeast	Monday - Friday
19.40	Luton	HS 748	Dan-Air	Monday - Friday

*BAC 1-11 on Sunday

There are several new services this winter; Dan-Air to Edinburgh and Aberdeen, and Northeast to Brussels with an extra flight to Amsterdam on Sundays. The new Paris service is the subject of a certain amount of doubt at the present moment, the service was due to commence on November 1st but has been postponed until April 1974. This is because the French authorities have stipulated that Le Bourget is to be used instead of Orly. (compiled by G.R. Fozzard)

(anyone travelling from Yeadon should contact airlines, as the times and services may be subject to change)

FARMING NEWS

The three Agwagons G-AZYC, G-BANI and G-BECV owned by Mindacre Ltd. returned to Norwich at the beginning of September, they had been used on crop spraying duties in the Thirsk area during the summer.

PHOTO NEWS Several survey flights and aerial photography has been going on:-

4.9	G-ASNC	Beagle Husky	15.45	Leeds area at 2000'	till 15.55, F/T Blackpool
11.9	G-AKSS	Dove	11.20	West Yorkshire	till 11.35, F/T Blackpool
	G-ARDE	Dove	12.50	Leeds at 6000'	till 13.45
27.9	G-BADL	Seneca	12.20	Survey till 13.10	at 3000' F/T Birmingham
11.10	G-ASNC	Husky	12.46	Survey over Sowerby Bridge	at 2500' till 11.25
17.10	G-BAGW	Cessna 150	14.38	Photography over Birkenshaw	till 14.44 at 2500'
18.10	G-ARDE	Dove	12.10	Survey over Bradford	at 7000' till 13.10

HELICOPTER ACTIVITY October

Jet Ranger: G-AWRI Acaster Malbis 1; Whitby 4; Arncliffe 9,24; Doncaster 9; Rotherham 16; Scunthorpe 19; Sheffield 19 (twice); Chesterfield 17; Hull 17; Topcliffe Village 18; Gainsborough 19; Teesdale 19; Grimsby 23; Church Fenton 23, 25; Leathley 26.

G-BARO Morley 1,3,6,23; Whinmoor 3; Keighley 10.
 G-AYMX Arthington 12; Halifax 16; Harrogate 29 (to airlift a large sofa into the penthouse apartment of Mr.A. Gill, Byron Court Flats, Beech Gve.
 G-BATY Nun Monkton (9mls N/W York) 14.
 G-BAKF Hull 16; Thormer-Otley-Durham 17.
 G-BAZN Wakefield 18. G-AWGU Sleby Fork Motel 18.
 G-BBEM Dewsbury 18. G-AZRU Huddersfield 21.
 G-AVSN Wakefield 21 G-AXKE Middleton (between Lds & Wkfld) 23

Hughes: G-BAUK Halifax, York 2
 Alouette: G-AWPF Ferrybridge 18
 Brantley G-ASHJ Huddersfield 29

OTHER YORKSHIRE AIRFIELD MOVEMENTS October:

1	G-ARLD Helio Courier	HARROGATE	Operating on Survey work till 4/10
3	G-AZLG Baron	CHURCH FENTON	F. Blackbushe T. Ternhill
	G-BABW King Air	COAL ASTON	F. Kinloss, LBAB at 12.38 at 3500'
4	G-AYWY Aztec	LEEMING	F. Lulsgate, LBAB 09.15, T. Colerne
6	G-APZR Cessna 150	PAULL	F/T Leeds/Bradford also 20
7	G-AZBT Western 0-65	CROFT	Display for the motor meeting
9	G-BABX King Air	CHURCH FENTON	F. Wrexham, LBAB at 09.55
	XS7.. Andover	RUFFORTH	F. Heathrow, with Princess Margaret
10	G-BABX King Air	FINNINGLEY	F. Leeds/Bradford
	17901 Convair T-29	LEEMING	F. Prestwick T. Northolt
12	G-AZVJ Seneca	CROSLAND MOOR	F. Sunderland, inbound at 10.25
	G-BASK Aztec	COAL ASTON	F. Carlisle (LBAB 12.52) T. Manchester
13	G-AZBD Twin Comanche	GREAT MASCOMBE	LBA, inbound 13.32
16	G-AVUN Twin Comanche	TOPCLIFFE	F. Lyneham, abeam LBA 09.19
	G-AXVA Cessna 401	POCKLINGTON	F. LBA T. Tatenhill. Also 17 , 25
	EI-AWS Seneca	DRIFFIELD	F/T Leeds/Bradford
17	G-BART HS 125	ELVINGTON	F. Heathrow T. Leeds/Bradford
	G-AVWT Cherokee Arr.	CROSLAND MOOR	F. Leeds/Bradford T. Halfpenny Green
	G-AXRZ Cessna FRA150	CROSLAND MOOR	F/T Barton, local flying
	G-ASEO Comanche	THOLTHORPE	F/T Leeds/Bradford
18	G-BART HS 125	FINNINGLEY	F. Leeds/Bradford T. Heathrow
22	G-AYTP Aztec	ELVINGTON	F. Leeds/Bradford T. Norwich
	G-AWMS HS 125	LECONFIELD	F/T Heathrow, (LBA inbound 10.15)
23	G-AVYL Cherokee	CROSLAND MOOR	F/T Leeds/Bradford
	G-ATCE Cessna 206	FYLINGDALES	F Leeds/Bradford T. Cadwell , also 24
25	G-BAUW Aztec	DONCASTER	F. Carlisle (POL at 14.04 5000')
	G-ATLB Jodel DR1050	DONCASTER	F. Redhill, inbound 10.20. T. LBA
26	G-ASYB Aztec	DONCASTER	F. Newtownards, abeam LBA 11.26
	G-AZOT Seneca	DONCASTER	F. East Midlands T. Leeds/Bradford
27	G-AXFA Aztec	DONCASTER	F. Leeds/Bradford
	G-AVXF Cherokee Arr.	DONCASTER	F. Leeds/Bradford
31	G-AYLG HS 125	FINNINGLEY	F. Glasgow (POL at 16.55 17000')
	XV104 BAC Vc-10	LEEMING	F. Bruggen, 'Ascot 'T2332'

FLYOVERS:

3.9	F-BSEM Cessna 402	POL 09.40	12000'	T. Newcastle
	N24PM Cessna 310Q	POL 16.15	7000'	Southbound
7.9	N9626R Hercules	POL 15.38	20000'	Alaska Airlines, T. Prestwick
10.9	F-BTAQ SIAL S.205R	POL 15.44	9000'	Southbound
11.9	N13773 Aztec	OTT 16.40	7500'	South east bound
12.9	N8000J Gulfstream II	FLM 16.27	43000'	T. Keflavic
17.9	PI-99 Hercules	POL 21.47	22000'	Phillipine Air Force, T. Newcastle
24.9	N15ST Hercules	POL 20.57	20000'	Northbound
29.9	90-LFA Lear Jet	OTT 12.28	29000'	Climbing out of Manchester
1.10	N227G Jetstar	POL 19.16	27000'	Inbound to Luton
2.10	N200P Gulfstream II	POL 16.13	27000'	To Luton
3.10	N88AE Gulfstream II	POL 14.45	24000'	Heathrow to Prestwick
5.10	N7661L Navajo	POL 14.00	7000'	Southbound
	OY-BGK Navajo	POL 16.51	7500'	Inbound to Liverpool
8.10	VR-BEM Lear Jet	POL 12.23	39000'	
9.10	N720G Gulfstream I	POL 14.13	16000'	To Edinburgh
	41003 C-131 Samaritan	16.04	9000'	To Mildenhall over Pole Hill
10.10	OY-DVL Cessna Citation	16.38	24000'	Inbound to Manchester, over Ottringham