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MEETINGS There will be no meeting in July due to clashes with the SSAFA Air Display at Church Fenton on 4 July, and the Sywell Rally. The next meeting will be the flying in a Cessna 172 piloted by Mike "Biggles" Gaunt on 1 August.

COACH TRIPS There are just a few places left on the Old Warden trip at the end of this month, and the booking forms are going out now for the Greenham Common Air Show via London (Heathrow) Airport.

PRESS DATE For the July magazine edition is July 5th, so if you're at Church Fenton drop a piece of information in at the stall.

GENERAL Besides having the flash headings for the magazine, an editorial board has been established to make the magazine more factual, accurate, and larger. The names and addresses are listed at the top of this page, so please ensure that information is sent to the relevant person. If you help us, then the magazine could be running at sixteen pages, or more, every month. Remember, your information is everyone else's reading.

EARLY DAYS

Part 2 continued from previous issue (Page 55)

In 1936 after two winters it was quite plain that the original wooden hangar was quite inadequate weatherwise, aircraft were deteriorating at an alarming rate - clearly a better hangar was called for.

The late Major Shaw came to the rescue with a loan for a permanent brick hangar, its walls of moorland brick and green rubberoid roof are the result of the building authorities insisting on an inconspicuous building, its Belfast roof trusses were hauled into position by the author using the Studebaker winch. During the war all the wooden buildings were pulled down and sold for timber, only the brick chimney remained.

By the summer of 1937 the club was well established with two hangars, bunk houses, a club house with separate bar and accommodation for a resident steward and his wife and a very comprehensive range of aircraft which included most of the types made by Slingsby's to date.

The author never flew the King Kite, it soon acquired an evil reputation matched only by the Lyons Tea Westpreussen. Something was obviously wrong with it, for only three were made and Slingsby flatly refused to consider any further modifications; 25 years later the design defect was discovered, the wings which should have had a 3 degree wash out actually washed in - no wonder it spun.

Most of Slingsby's prototypes were tested at Sutton Bank and the author was often invited to join in; one of these machines was the first Kirby Kadett. Before being made in quantity for the ATC the Kadett was extensively modified, only one prototype was made with thin wings and these were weak tension, they used to twist visibly in flight with the machine banking the opposite way to that intended ( reversed aileron control ) and the whole fuselage shaking and vibrating. The tail would vibrate first, then the cockpit sides would shake from side to side in sympathy. The author has nostalgic memories of 20 minutes over Sutton Bank wrestling with recalcitrant controls and finally ending the flight steering entirely by rudder.

With the introduction of the winch and a steward a great increase in mid-week flying took place; where previously eleven strong members were needed for a catapult team, one companion a lady was sufficient.

During the summer the first holiday camp was held but immediately after the Club suffered its first fatal accident. As is often the case in these matters, two rules were broken and a chain reaction followed. The author went to Thirsk on business, in his absence two new members assembled and rigged a neccelled Dagling - innocently crossed the elevator control wires and the machine was flown without being inspected or tested by an instructor. Second mistake, a new winch driver was doing his very first launch and a completely new member with aeroplane experience was doing his very first ground hop. The author arrived back just in time to see the Dagling leave the ground far too fast, drop the winch cable, twitch the elevator and sweep up and over in a tight loop and then dive vertically into the ground killing the pilot instantly.

This had a shattering effect on the author, at the inquest he was cleared of all blame but never did any more test flying on new types.

In the autumn the committee sold the existing Falcon 1 to the Jersey Club and bought Slingsby's private Kite with the proceeds. Having sold the Falcon the author assumed it was no longer YGC property and dismantled it for crating on the following Monday by Slingsby at Kirkbymoorside. However, Sunday the previous day happened to be glorious soaring weather and members re-rigged the Falcon and flew it all day ignoring the engineer's protests that it was no longer their property. On the very last landing of the day when being flown by the Secretary he caught the wing tip in the heather when landing fast from a low turn. The Falcon executed the most spectacular crash ever seen, it literally cartwheeled over the moor like a giant catherine wheel, wing tip - nose - wing tip - tail and so on. When it stopped I needed a handsaw and cable cutters to get the pilot out of the pile of wreckage, he was quite unhurt. Two years previously a Yorkshire Falcon had flown between two trees when flying downwind and left the wings behind without hurt in the pilot.

I always liked the Falcon 1.

Whether the Jersey Club ever flew the Falcon 1 I never found out, soon after a complete ban on gliding over Jersey took place.

During the 1938 season two holiday camps took place and the club took delivery of a new Slingsby Gull. This was not the standard Gull 1 with NACA 4416 wing section but had wings of a Gottingen 535 section, a one off machine.

The author, who is not normally superstitious, sat once in the cockpit and then refused to fly it, in its short life this machine gave a lot of trouble, mostly because the Ottfer standard hook had not been invented. Indirectly it was the cause of one friend losing both feet and directly the cause of two others losing their lives.

Aircraft movements over the landing ground increased even more in 1938 with the result that the heather roots were cut to pieces in a wide strip where the two main winch routes accrued. The top soil blew away and miniature dust bowl conditions prevailed for many years. This was caused by using chains on recovery vehicles in wet weather. In an attempt to minimise this a horse was obtained for retrieving. Here a mistake was made. Instead of obtaining a tough little pony used to pulling, the committee got a long legged saddle horse from a riding school who retrieved at a brisk canter leaving the wing tip man behind. However, Major was a good tempered animal and was learning his job when SF, who should have known better side slipped the Kite on top of him knocking him unconscious. After that Major had only to hear a bit of crackling ply and he departed at high speed irrespective of whether or not he had a machine in tow; sadly he was sold to a farmer.

With the big increase in flying came also an increase in mishaps. 1938 saw the first YGC aerial collision - fortunately without injury.

An elderly visiting pilot flying his Scud II collided over the ridge with a GBII flown by the younger of three brothers. The Scud lost its nose and rudder pedals without injuring the pilot who promptly put it into a large tree in the wood near the spot where the road emerges. Here he stuck and it required the services of a fire appliance from Whirsk to rescue him and his machine. To have landed the Scud with the nose missing would almost certainly have resulted in injury. The GBII lost its entire tail assembly and spun into an inverted loop into a very large patch of thick bracken which acted like a mattress and lessened the shock; even so the GB was wrecked but the pilot was quite unhurt. Nobody at the Club had seen the collision, the first I knew about it was when an AA scout reported it and offered to help.

Naturally training stopped at once, all available members dashed off, one party to the Scud and the elder brothers in search of the GB. Five minutes later WS appeared and solemnly presented me with the dashboard from the GB. All the clocks were wrecked but I asked him just the same and enquired about his condition. He assured me that he was quite allright and disappeared in search of the steward.

Button Bank is almost a precipice at the top but there are places where it is possible to scramble up; WS knew this, he was a naturalist and that was the route he took while his brothers made a two mile detour by road. When they arrived at the crash with the police there was no sign of WS; the police inspector announced that the pilot must have delayed concussion, wandered off into Kilburn Woods and collapsed. A big search failed to find him and the brothers returned to the clubhouse tired and dispirited to find WS tucking into a large plateful of ham and eggs.

The reason WS brought back the dashboard was that a short time before another member JS had been to a Polish Gliding School, while there somebody had broken the wing of a machine at height when performing aerobatics. He must have been a cool character for before jumping with his parachute he pulled out the dash and brought it down undamaged! This was much talked about at the time; one private owner had his machine modified partly to improve ease of exit and partly to save the instruments if ever he had to jump. WS may have been hoping to save the dashboard from the souvenir hunters and quite unaware that it was useless.

During the seasons 1937, 1938 and 1939 a small amount of aero towing took place but in this branch the YGC were very unlucky. In 1937 the late Major Shaw had a towing hook fitted on his private Avro Cadet, after a few proving flights this machine was to have been used at the 1937 Competitions at the Wasserkuppe. On the way there it force landed because of bad weather and was very badly damaged by colliding with a German farm

implement. Sling and Mac Murdo were quite unhurt but the Cadet was a very long time being repaired and returned to Kirbymoorside. The following season 1938 arrangements were made to fit a hook on a Yorkshire Aeroplane Club Moth and charter it at normal rates. This cost nearly £40, a lot of money in those days but not long after the Moth was written off by a Yorkshire Aeroplane pilot in the course of ordinary club flying and of course the gliding club hook went with it.

The Avro Cadet came back into use in 1939 shortly after the author had left the YGC. When towing the Yorkshire Gull structural failure occurred and both machines crashed both pilots losing their lives.

After an interval of six years the author made many of the jigs for the Olympia Moise when working for Chilton Aircraft. After the death in a crash by one of the directors of Chilton Aircraft it became Chilton Electrical and the author left and took no further active part in gliding but he never forgot his early flights.

#### CONCLUSION

#### SHEFFIELD AT WAR 1939-45

Andrew Barker

One factory in the city adapted for the war effort was the Cravens Railway Carriage & Wagon Company Limited, with the main building shops at Darnall being adjusted mainly for the production of aircraft components. In the early stages of the war, complete Lysander airframes were produced, but during the Sheffield blitz the main aircraft assembly shop covering 100,000 sq.ft. was wrecked by high explosive bombs. The shop was rebuilt and damage repaired with the works being in production again within the record period of four months. Production was now concentrated on the main wings for the Horsa glider which made history a little later in the landing at Sicily. Other main aircraft components manufactured by Cravens included parts for the high altitude Welkin fighter, the Lincoln and Lancaster bombers, as well as large quantities of Rolls-Royce Merlin engine exhaust manifolds.

Eleven aircraft crashed or made forced landings in Sheffield during the war period. There were no injuries to civilians, but 14 members of the crews were killed and four injured. The worst incident was on 22 February 1944 when all the crew of 10 in a USAF Flying Fortress were killed when it crashed in Endcliffe Park. Next worse was on 26 January 1941 when a Fieseler bomber came down on Burbage Moor near Ringlow with the crew of three being killed. A Hampden bomber crashed in Concord Park on 19 April 1941 being completely smashed and burned out with the loss of one of its two crew. Three of the crew of five in a Wellington bomber were injured at Rudd Hill, Hallam Moors, on 17 July 1942 when the aircraft came down and was wrecked and partly burned out. The pilot instructor and his pupil baled out of their Oxford trainer before it fell into a field at Woodhouse on 12 July 1941. Another incident at Burbage Moor was on 24 August 1941 when a Fairey Battle trainer was force landed by its Polish pilot with the aircraft being damaged about the undercarriage and propellor. The remaining five aircraft not mentioned as yet that came down were undamaged and four were able to take off again under their own power. The dates and places were 30 October 1940 at Greenhill Hall Farm, 23 November 1941 at Longley Park, 8 July 1943 at Concord Park, 8 November 1943 at Old Norton Aerodrome, and 18 February 1944 at Norton Aerodrome.

∴ Most of the information contained in this article was extracted from "Sheffield at War", published by the Sheffield Telegraph & Star Limited in December 1948 ∴

Section compiled by:- Steven Langfield.

Articles from:- Andrew Barker, Harold Holdsworth.

#### IMPORTANT ADVERT

WANTED Two seats to the Sywell Air Rally for preferably three days on 2 to 4 July. Spare place in a tent available if required. Contact Chris Taylor (address and telephone number on front page) between 1700 and 1900 hours weekdays if possible. Thanks.

# AIRLINE NEWS

Aer Lingus - Irish operated the following aircraft through Leeds/Bradford during May.

Boeing 737-248  
 EI-ASC 16th.  
 EI-ASD 13th, 18th, 20th, 23rd.  
 EI-ASL 25th.

Air Anglia were to take delivery of their seventh Friendship 200 G-BDVS (ex S2-AEK) from the Fokker works at Ypenburg on 17 June and it is understood that the aircraft will appear in the normal yellow and dark blue colour scheme. The airline is looking at the DHC-6 Twin Otter for the possibility of operating on routes not large enough to justify Friendship operation, a prime example being the Norwich - Birmingham service currently operated by Navajo Chieftan G-BDMD.

The following aircraft were operated through Leeds/Bradford during May.....

AQ820/AMS - 01/G-BCWE, 03/G-BAUR, 04/G-BAUR, 05/G-BCDN, 06/G-BAUR, 08/G-BAKL, 10/G-BAKL, 11/G-BAKL, 12/G-BAUR, 13/G-BCDO, 14/G-BAUR, 15/G-BAUR, 17/G-BAUR, 18/G-BCDO, 19/G-EDVT, 20/G-BAUR, 21/G-BAUR, 22/G-BCDN, 24/G-BCDN, 25/G-BCDN, 26/G-BCDN, 27/G-BCDN, 28/G-BCDN, 29/G-BCDN, 31/G-EDVT.

AQ300/NWI-EDI ALZ SVG - 03/G-EDVT, 04/G-EDVT, 05/G-EDVT, 06/G-BCDO, 10/G-EDVT, 11/G-BCDN, 12/G-BCDN, 13/G-BAUR, 14/G-BCDO, 17/G-BCDO, 18/G-EDDH, 19/G-BAUR, 20/G-BCDN, 21/G-BAKL, 24/G-EDVT, 25/G-EDVT, 26/G-EDVT, 27/G-BAUR, 28/G-EDVT, 31/G-EDDH.

AQ201/ABZ EDI-NWI - 01/G-BCDO, 03/G-EDDH, 04/G-BCDO, 05/G-BCDO, 08/G-BCDO, 10/G-BCDN, 11/G-BCDO, 12/G-ICDO, 13/G-EDDH, 14/G-BAKL, 15/G-BCDN, 17/G-EDDH, 18/G-BCDN, 19/G-BCDN (ABZ EDI-), 19/G-EDVT (-NWI), 20/G-EDDH, 21/G-EDDH, 22/G-ICDO, 24/G-BAUR, 25/G-BCDO, 26/G-BAUR, 27/G-ICDO, 28/G-EDDH, 29/G-BAUR, 31/G-EDVT.

AQ821/AMS - 01/G-BCWE, 03/G-BAUR, 04/G-BAUR, 05/G-BCDN, 07/G-BAKL, 08/G-BAKL, 10/G-BAKL, 11/G-EDVT, 12/G-BAUR, 13/G-ICDO, 14/G-BAUR, 15/G-BAUR, 17/G-BAUR, 18/G-BCDO, 19/G-EDVT, 20/G-BAUR, 21/G-BAUR, 22/G-BCDN, 24/G-BCDN, 25/G-ICDN, 26/G-BCDN, 27/G-BCDN, 28/G-BCDN, 29/G-BCDN, 31/G-BAKL.

AQ822/AMS - 02/G-BCWE, 03/G-BAUR, 04/G-BAUR, 05/G-BCDN, 06/G-BAKL, 07/G-BAKL, 08/G-BCDO, 10/G-BAKL, 11/G-EDVT, 12/G-BAUR, 13/G-ICDO, 14/G-BAUR, 16/G-BAUR, 17/G-BAUR, 18/G-ICDO, 19/G-BCDN, 20/G-BAUR, 21/G-BAUR, 23/G-BCDN, 24/G-BCDN, 25/G-BCDN, 26/G-ICDN, 27/G-BCDN, 28/G-ICDN, 30/G-ICDN, 31/G-BAKL.

AQ605/SVG ALZ EDI-NWI - 03/G-EDDH, 04/G-BAKL, 05/G-ICDO, 07/G-EDVT, 10/G-ICDN, 11/G-BAUR, 12/G-BAKL, 13/G-BCDN, 14/G-BAKL, 17/G-ICDO, 18/G-BAUR, 19/G-EDVT, 20/G-ICDO, 21/G-EDDH, 24/G-EDDH, 25/G-ICDO, 26/G-BAUR, 27/G-ICDO, 28/G-EDDH, 31/G-EDVT.

AQ204/NWI-EDI ALZ - 02/G-BCDN, 03/G-ICDO, 04/G-EDDH, 05/G-BAKL, 06/G-EDDH, 07/G-BAUR, 09/G-ICDN, 10/G-ICDO, 11/G-ICDN, 12/G-EDDH, 13/G-BAKL, 14/G-ICDN, 16/G-ICDN, 17/G-BAKL, 18/G-BCDN, 19/G-ICDO, 20/G-EDVT, 21/G-ICDO, 23/G-EDDH, 24/G-ICDO, 25/G-EDDH, 26/G-ICDO, 27/G-BAKL, 28/G-ICDO, 30/G-BAUR, 31/G-ICDN.

AQ823/AMS - 02/G-BCWE, 03/G-BAUR, 04/G-ICDN, 05/G-BAUR, 07/G-BAKL, 09/G-BAKL, 10/G-BAKL, 11/G-EDVT, 12/G-ICDO, 13/G-BAUR, 14/G-BAUR, 16/G-BAUR, 17/G-EDDH, 18/G-EDVT, 19/G-BAUR, 20/G-BAUR, 21/G-BCDN, 23/G-ICDN, 24/G-BCDN, 25/G-BCDN, 26/G-ICDN, 27/G-BCDN, 28/G-ICDN, 30/G-EDVT, 31/G-BAKL.

AQ107/AMS-NWI - 17/G-EDDH. AQ478/-EDI - 11/G-EDVT, 17/G-BAUR, 31/G-BAKL. AQ480/EDI - 09/G-ICDO, 11/G-EDVT, 17/G-BAUR, 31/G-BAKL. AQ481/-EDI - 11/G-EDVT, 31/G-BAKL. AQ554A/-ALZ AMS - 09/G-BAKL. AQ605A/EDI - G-ATDC (Edinburgh Flying Services).

Britannia Airways are to take delivery of two Boeing 737-204 (advanced) aircraft in the early part of 1977 bringing the total of their short-field version to four, the other two being G-TAPP and G-TADR. More destinations will be offered to Spanish airports from Leeds/Bradford in the summer of 1977 with at least Mahon (Ibiza) and another airport in addition to those places which will be served this winter. The two new aircraft will no doubt enable the expansion of services from Leeds/Bradford to forge ahead with increased frequencies.

Flight numbers have been given to the services this winter and are as follows:-

Monday	Tuesday	Friday	Saturday
Palma	LY461L	Alicante	BY463B
Leeds/Bradford	1425	Leeds/Bradford	1435
Leeds/Bradford	1525	Leeds/Bradford	1535
Palma	BY461A	Alicante	BY463A
Palma		Palma	BY460B
		Leeds/Bradford	1425
		Leeds/Bradford	1435
		Leeds/Bradford	1525
		Leeds/Bradford	1535
		Palma	BY460A
		Alicante	BY462B
		Leeds/Bradford	1435
		Leeds/Bradford	1535
		Alicante	BY462A

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British Airways have finally reduced Viscount 802 G-AOHH to "bits and pieces" outside the engineering base at Leeds/Bradford, and have now set to work on G-AOHH which will have the same fate.

The Viscount fleet list is now.....

Viscount 802 G-AOHL G-AOHN G-AOHT G-AOHV G-AOJE G-AOJF

Viscount 806 G-AOYG G-AOYH G-AOYI G-AOYJ G-AOYL G-AOYM G-AOYN G-AOYO G-AOYP G-AOYR  
G-APEX G-APEY G-APIH

.....19 in all. All of Regional division from November will use the callsign "Albion" and flight prefix BZ. Presently only the ex Northeast and Cambrian divisions use the new callsign with the ex Scottish and Channel divisions still using "Bealine".

British Island Airways have not had any fleet changes since the summer season of 1975. The following aircraft were operated on the Isle of Man route from Leeds/Bradford.....

UK672/UK673 - 02/G-BAZJ, 09/G-ASBG, 16/G-APWJ, 23/G-ASBG, 30/G-ASKK.

UK674/UK675 - 23/G-AVEZ, 30/G-ASKK.

UK676/UK677 - 05/G-AYNG, 12/G-AVEZ, 19/G-BAZJ, 26/G-ASBG.

.....all of them Herald 200s.

British Midland Airways Viscount 815 G-AVJB was noted at East Midlands on 29 May wearing a British Airways colour scheme and will probably be going to Prestwick as a back up aircraft for the other two leased Viscounts, G-BAPE and G-BAPG, on the Scottish feeder services. The latest news (or rumours!) on the jet equipment scene is that Douglas DC-9s will be acquired from McDonnell Douglas second-hand. McDonnell Douglas will be providing the funds necessary for the type to be certified for British airline operations.

Dan-Air Services have lost a potential HS.748 purchase from Varig as the Brazilian airline has recently sold six of the type to PJ Bourak Indonesia Airlines. One possible HS.748 purchase in the pipeline is from Air Polynesie of Tahiti. The Civil Aviation Authority HS.748 G-ATNJ is again being used this summer over the weekends between Friday and Monday, principally on services to the Channel Islands from Bournemouth.

G-AZSU was the only aircraft operated from Leeds/Bradford during May.

Compiled by:- Andrew Barker.

Reports from:- Steve Casey, Bob Cornes, John Hitchen, Gary Lewis, Ian Sim, "Flypast", and "Channel Islands Aviation News".

## MILITARY

At Catterick, a correction to last month's report is that Varsity T.1 WL422/B should read WF422/B and was formerly with the 5FTS at Oakington. Noted on 31 May parked on the fire practise apron were Vampire T.11 XE851/B, Sycamore HR.14 XJ380/S-M, and Pembroke C(PR)1 WV754.

On 12 April, a formation of nine Bulldog T.1s flew into their new base at Leeming from the Central Flying School at Little Rissington. The C.F.S. Bulldog serials include XX515/40, XX516/41, XX517/42, XX518/43, XX514/44, XX538/45, XX539/46, XX540/47, XX541/48, XX542/49. The Royal Navy E.F.T.S. (2FTS) operates Bulldogs XX519/1, XX520/2, XX689/3, XX522/4, XX523/5, XX690/6, XX527/9, XX529/11, XX530/12, XX531/14, XX532/15, XX533/16, XX535/18, XX536/19, and XX543/20. On 11 May, an uncoded Phantom FGR.2 of 41 Squadron made three approaches and touch downs. A visitor on 28 April was Varsity T.1 WF371 which is the 23MU 'hack', while on 4 May Devon "Ascot 982" arrived. A correction to last month's report is that fire dump resident Victor BK.1A XH165 should read XH615 (ex Marham), and Jet Provost T.4 XR731/63 should read XR701/63.

The elusive Varsity T.1 parked on the far side of the airfield at Linton-on-Ouse was identified on 17 May as WL668/X. Currently flying with 1FTS here are Jet Provost 3As

/continued

XM471/10, XM461/11, XM357/12, XM466/14, XN636/15, XM465/16, XM478/17, XM577/18, XM473/19, XM459/20, XM574/21, XM403/22, XM472/23, XN582/24, XN503/25, XM470/26, XN593/27, XN501/28, XM466/29, XN634/30, XN605/31, XN508/32, XN495/33, XN553/34, XN586/35, XN606/36, XM414/37, XM463/38, XN629/39, XN551/40, XM412/41, XM405/42, XM494/43, XN590/44, XM383/45, XN589/46, XN641/47, XN547/48, XM350/49, XN509/50, and XM458/51.

Undergoing tests on the runway at Holme-on-Spalding Moor on 12 May was Phantom FGR.2 XV410/E of 111 Squadron.

Carrying out approaches to Leconfield on 3 May was F111E 80001 of the U.S.A.F. 20th T.F.W. based at Upper Heyford. A Dominie T.1 using the callsign "ASR 24" arrived from Finningley on 11 May.

In addition to the last information, the Mosquito at Finningley is a B.35 serial TJ138 wearing the code letters VO of 98 Squadron with whom it operated from Brussels in 1945. The aircraft was originally intended for the RAF Museum at Hendon. In case the Me163 turns up, here is some information on it. Me163 Komet, a rocket-powered interceptor is thought to have been at Colerne since the end of the war. It has a serial of 191904 and coded '25'. The Komet has been painted Hellblau on the underside and the upper surfaces are in a more authentic Schwarkgrun (black-green) and Dunkelgrun (dark green) mottle.

The ex Royal Aircraft Establishment Beverley C.1 XB259 which flew to Hull/Paull on 30 March 1974 to become the Aero Club HQ is to be scrapped due to constant damage by vandals.

A Royal Air Force recruitment and general display was held in Leeds City Centre at the end of May behind Lewis's department store on Woodhouse Lane. Items featured were Jet Provost XP677 forward fuselage section, Gnat XM693 in the "Red Arrows" colour scheme, and a Bloodhound missile with additional items of support hardware.

United States Army UH-1D Iroquois 611651 visited Menwith Hill near Harrogate on 21 May from Burtonwood. British Army activity in the Settle area on 12 May was provided by Scout AH.1 XT639 of 663 Squadron which proceeded to Netheravon via a fuel stop at Leeds/Bradford using the callsign "AA366".

Compiled by:- Chris Harper.

Reports from:- Andrew Barker, Ian Carling, Steve Langfield, Trevor Smith, Chris Taylor, and Dave Walker.

## LIGHT AVIATION

A future movement for Leeds/Bradford is to be provided by Gulfstream 2 N35JM of the Johns-Manville Corporation of Denver. The aircraft is due to arrive from Akureyri (Iceland) on Thursday 15 July at 2100 hours local time, and will depart to Geneva on Friday 16 July at 1830 hours local time.

Aztec 250E G-BAVY, previously operated by British Car Auctions Ltd., is now operated by Lease Air of Humberside on behalf of Sooner Foods. The aircraft still wears the Union Jack colour scheme of the former owner. Aztec 250E G-BAVW of Edinburgh Flying Services is currently leased to Lease Air, but is operated still in the colours of the Scottish car taxi company (green).

Cessna 421B G-BCED owned by Mr Len Shaw at Leeds/Bradford has been sold abroad. The aircraft was exported by Air Service Holland on 19 May to Deventer. Mr Shaw is reported not to have any plans for purchasing another aircraft. New Northair Aviation deliveries have been Cessna F172M G-BDPH (c/n 1451) and Cessna 182P G-BDVE (c/n 64420) which were both delivered from Reims via Southend on 8 May. Due for delivery is Cessna 421C G-BDYF which has the c/n of 0055.

Cessna F172H G-MWLE was acting as a para-drop aircraft at an event at Garforth on 31 May and was operated from Grindale. The aircraft may be a resident at the east-coast airfield.



With Flight-Line at Doncaster for checks during May have been AA-5 Travelers G-BAEJ and G-BERZ, and AA-5B Tigers G-BCHH and G-BDLR. It is reported that the airfield here has another two years of the lease to go from Doncaster Corporation, and if the lease is renewed Flight-Line will be staying rather than moving to Humberside as was originally believed.

New homebuild projects underway in the area include BA-4B's c/n PFA 38-10157 and c/n PFA 38-10158 which are being constructed at Sherburn by Hornet Aviation Ltd. The construction numbers allocated under the new system now include a prefix which indicates the type of aircraft, ie 38 refers to the type BA-4, others include 56 for the Minicab and 60 for the Taylor Tich. The numbers are allocated by the Popular Flying Association.

Some very late news, Auster J/1 Autocrat G-AGVG was badly damaged by gales at Hull, Paull on 2/1 as was Auster 5 G-ANFU at Humberside.

Present at the Otley Show at Bridge End, Otley on 29th May was Cameron O-77 Hot Air Balloon G-BDCU of Swan Flight. It was inflated and tethered 10ft off the ground before any attempt at flight was abandoned due to the poor weather conditions.

A visit to Paull on 30th May revealed the following resident aircraft; G-BANI Robin DR400/140 (owned by the Hull Aero Club), G-ANUY Cessna F172H, G-AOHZ J/5P Autocar, G-BAYP Cessna 150L Commuter, G-BAJO AA-5 Traveler. Present in the Bristows hangar was Wessex 60 srs 1 G-ASWI with the wreckage of Wessex 60 G-ATSC also of Bristows, which ditched in the sea on 8th March (see Air Yorkshire, March, page 36), outside the hangar. Beverley XD259 is still on the airfield and it seems unlikely that it will become the club house for the Aero Club here. Piled in a heap by the clubhouse were the remains of Cessna P1R 150L G-AZXF and Deagle Pup G-AXHK which had previously lain at Sherburn. There will be an air display here on July 11th organised by the Aero Club. The display includes the Avro Lancaster, Spitfire, Hurricane, vintage pair of Vampire and Meteor, parachutists, RAF aerobatic team, pleasure flights and further events.

Grunman G164 A Ag-cat was spraying around Driffield between 20 and 28 May operating from Cottam airfield.

Also on the crop spraying scene was Piper Pa-25 Pawnee 235 G-BCEU of Miller Aerial Services Ltd, this was operating from a new Miller air strip at the back of RAF Driffield on the old Halton to Driffield railway line. G-BCEU was also spraying in the Grindale area on May 18th.

Grindale on 8th May revealed the following aircraft: G-AMLJ Cessna F150H, G-BAMN Cessna U206C Super Skywagon, G-AMIS Auster 5 and G-BAMS Cessna F172H.

A visit to Sherburn on 30th May proved fruitful despite poor weather conditions. In the Hornet Aviation hangar was an unidentified Pup which had been sprayed overall white. Pup 1 G-AXPD and Cessna F150 G-AXRT were being worked on together with Hughes 269C G-BAUP. Several other aircraft were around the airfield which were receiving attention of various kinds. Chipmunk 22 G-AOSO was in two pieces with the fuselage and wings separate, while Auster J/1 Autocrat G-AHEH and MS 894A Rallye Minerva G-AYDG were both engineless; Auster J/1N Alpha G-APIK was propless, probably as a result of its mishap at Aiskew near Ripon earlier in the year. Aircraft of note were Auster 5 G-AKMS, Jodel D120 Paris-Nice G-AYKS (which has been repainted), AA-5 Traveler G-LCHB and Jodel D117 G-BAKR. Other aircraft seen, mainly resident, as follows:

G-AYKL Cessna F150L	G-ASHX Pa-28 Cherokee 180	G-AHEH D.62B Condor
G-BAJN AA-5 Traveler	G-ASYL Cessna 150L	G-AZSL MS890A Rallye Commodore
G-BAGW Cessna F150J	G-ALGO Pa-24 Conquest 250	G-AVCZ D.62B Condor
G-AMZO DR 1050 Ambassadeur	G-AKPI/NJ703 Auster 5	G-ASNV Scintex CP1310-C3
G-AMIG Jodel D112	G-AJEN Jodel Dr 1050	G-AZUG AA-5 Traveler
G-BBYB Pa-18 Super Cub	G-EDDT Cessna F150H	G-AVZE D.62B Condor
G-BAFU Cessna F150L	G-ASPK Pa-28 Cherokee 140	G-AZEF D120 Paris Nice

Compiled by:- Steven Langfield

Reports from:- Andrew Barker, Roger Fozzard, Ken Glasby, John Hitchen, John Robinson, Chris Taylor, Trevor Smith, Nick Watson, and "Popular Flying".



## MOVEMENT ROUND-UP

Tees/Bradford

1/5	G-BBXH	Cessna FR172F	Vale Hire & Contracting, Haworth - Kilkenny.
	G-BCWM	Jet Ranger	t Weetwood (Leeds). G-AZKU Cessna F177RG, f&t Tees-Side.
2/5	G-BAIL	Cessna FR172J	Dale Electronics, f&t Leebberston. G-BENO Aztec 250E.
	G-AZLY	Cessna F150L	Cleveland Flying School, Sunderland - Tees-Side.
	G-BDIE	Commander 112A	Industrial Fuels Transportation, f&t Cardiff.
	G-AVRP	Cherokee 140	Air Navigation & Trading, f&t Blackpool.
	G-BCHK	Cessna F172H	Cunliffe Engineering, f Tees-Side with G-AZTB Monsun 150FF.
3/5	G-AZWW	Aztec 250E	Christian Salvesson, Edinburgh - Cranwell.
	G-BDEF	Seneca 200T	Barratt Homes, f&t Newcastle. G-AZXG Aztec 250D.
	G-AXXH	BN-2A Islander	Northern Executive Aviation, "NV801", f Manchester n/s.
	EI-AVC	Cessna F337F	Iona National Airways, c/n 0032, f&t Dublin.
	G-BBPZ	Aztec 250D	Casair, Tees-Side - Bristol. G-BBIM Cessna E310Q.
	G-AVPS	Twin Comanche	S.E.Marples, Sunderland - Cardiff.
	G-AZID	Cessna FA150L	I.Drake, f&t Winfield. G-BATI Cessna FR172J, f Winfield n/s.
	G-BAXN	Seneca 200-2	Brentercoast Ltd., t Swansea. G-ATHA Apache 235, t IOM.
	N1914J	Commander 114	Bulmers Cider, f&t Shobdon n/s.
4/5	G-BBPC	Navajo C	Vickers Ltd., "Vickers O3", Barrow - Leavesden.
	G-AWUY	Cessna F172H	D.Livesey, f&t Paull. G-BDLR AA-5B Tiger, f Doncaster n/s.
	F-BXLZ	Seneca 200	Soc. Sogef, c/n 50216, f&t Reims. G-AZSM Cherokee Arrow.
	G-ASEG	Aztec 250B	Surrey & Kent Flying Club, f&t Biggin Hill.
	G-BAJN	AA-5 Traveler	Red Lion Flying Club, Sherburn - Isle of Man (& return).
	G-ATYS	Cherokee 180C	West London Aero Club, t Elstree.
	G-AYWK	Cherokee Six	f Sherburn n/s. G-BNLS AA-5 Traveler, f&t Doncaster.
	G-BBIM	Cessna E310Q	Arthur Woolacott Ltd.
5/5	G-ANVU	Dove 1B	Trans Meridian, t Stansted. G-BCJK Cherokee 180.
	G-AVVV	Cherokee 180C	f Blackpool n/s. G-AWUY Cessna F172H, f&t Paull.
	G-BBYM	Jetstream 200	Morgan Crucible Co., Leavesden - Hawarden.
	PH-NAS	Navajo P	Business Air Services BV, c/n 00216, Rotterdam - Luton n/s.
6/5	XW904	Gazelle AH1	AAC 6613qn, "AA895", Middle Wallop - Belfast.
	G-AKRO	Twin Comanche	C.S.E., Oxford - Carlisle. G-BAWY Aztec 250E, t Glenrothies.
	No.931	Navajo	French Navy, "F-YEDA", Birmingham - Paris Le Bourget n/s.
	G-AVXL	HS.125-3B	McAlpine Aviation, Luton - Heathrow n/s.
	G-BBSD	Baron 58	Leavesden - Brough (& return).
	G-AYRY	HS.125-1B	McAlpine Aviation, Luton - Heathrow n/s.
	G-AWUF	HS.125-1B	McAlpine Aviation, f&t Luton. G-BCJK Cherokee, f Glasgow.
7/5	F-BXLZ	Seneca 200	Soc. Sogef, Reims - Swansea. G-AWUY Cessna F172H, f&t Paull.
	G-ATCY	Aztec 250C	Eastern Air Executive, f&t Sturgate.
	G-BBCU	Aztec 250E	Eastern Air Executive, f&t Sturgate.
	G-AVRY	Cherokee 180C	Roses Flying Group, f&t Barton. G-AXJY Cessna U206D.
	G-AZNY	Aztec 250E	Lease Air, Humberside - Edinburgh.
	G-BAOG	Rallye Club	f&t Elstree. G-BAWY Aztec 250E, f Glenrothies.
8/5	G-BEXH	Cessna FR172F	Vale Hire & Contracting, f Haworth. G-AWEI D62B Condor.
	G-AYKD	Jodel DR1050	f&t Manchester. G-ATIM Jodel DR250, f&t Tholthorpe.
	G-AZLY	Cessna F150L	Cleveland Flying School, Tees-Side - Sunderland.
	G-AYIO	Cherokee 140C	Arthur Maiden Ltd., Blackpool - Woodvale.
	G-BASL	Cherokee 140F	Air Navigation & Trading, f&t Blackpool.
	G-BEDM	AA-5 Traveler	f&t Manchester. G-ATMB Cessna F150F, f strip near York.
	G-AWNS	HS.125-3B	Rio Tinto Zinc, n/s t Venice.
	G-BDPH	Cessna F172M	Northair Aviation, c/n 1451, f Southend on delivery.
	G-BIVE	Cessna 182P	Northair Aviation, c/n 64420, f Southend on delivery.
9/5	G-AYGY	King Air 100	Distillers Co., Edinburgh - Heathrow.
	OO-JIV	Cessna 421B	Abelag, c/n 0615, f&t Brussels.
	G-ASFL	Cherokee 180B	G.Capes, f&t Sproatley.
10/5	G-AZNY	Aztec 250E	Lease Air, f&t Humberside.
	G-ASRH	Twin Comanche	Bigland Holdings, f&t Biggin Hill.
	PH-LPG	Seneca 200	Landi den Hartog BV, c/n 50055, Hilversum - Crosland Moor.
	G-AWVS	Cessna 337D	Cowick Hall Aviation, Leavesden - Edinburgh.
	G-AXTA	Cherokee 140B	C.S.E., Carlisle - Blackpool.
	G-BAEH	Hughes 269C	Autair International, f&t Sherburn.
	G-AZTB	Monsun 150FF	A.C.Cunliffe, f&t Tees-Side. G-BCCE Aztec 250E, t Coventry.

	G-AZLY	Cessna F150L	Cleveland Flying School, Tees-Side - Sunderland.
	N100NA	Seneca 200	Narco, Prestwick - Cranfield n/s.
	G-AVCW	Twin Comanche	f&t Shobdon. G-AZVC Monsun 150FF, n/s.
11/5	XS789	Andover CC2	RAF Queen's Flight, "Kitty 2", Heathrow - Benson.
	G-AREF	Aztec 250	Cambridge Aero Club, f&t Cambridge.
	G-AZDX	Cherokee 180F	Anglo-Danske Marine Engineering, f&t Humberside.
	G-AWBV	Cessna 182L	J.O.Wilson, Charter Hall - Birmingham.
	G-BDIG	Cessna 182P	Roger Clarke, f&t Leicester. G-AXMS Twin Comanche, t B'pool.
	G-ASRE	Aztec 250C	Air London, Warton - Blackbushe.
	G-ATMT	Twin Comanche	f&t Isle of Man. G-AZFR Cessna 401B, f Blackpool.
	OY-DNL	Cessna 421	Business Jet Flight Centre, c/n 0103, Tirstrup - Shannon.
	XS789	Andover CC2	RAF Queen's Flight, "Kitty 2", Benson - Heathrow.
	G-AYWK	Cherokee Six	f&t Crosland Moor. G-BBXH Cessna FR172F, f Scilly Isles n/s.
12/5	G-BDEF	Seneca 200T	Barratt Homes, f&t Newcastle.
	G-BAHW	Cessna E310Q	Air Charter & Travel, f&t Isle of Man.
	G-AXOV	Baron	Peters Aviation, "NP951", f&t Norwich.
	G-BCUF	Cessna F172M	G.Kirke, Croxby - Sherburn. G-AYWD Cessna 182N, f&t Ringway.
	F-BUNG	Commodore 180	Avez, c/n 12306, Le Touquet - Edinburgh.
	D-IKEB	Cessna 340	Berlage, c/n 023, Schwabisch Hall - Liverpool.
	F-BRPI	Cessna 337D	Eurodimat, c/n 1078, Dole - Lille.
	XT639	Scout AH.1	AAC 663Sqn, "AA366", Settle area - Netheravon.
	G-AZJB	Seneca 200-2	f&t Barton. G-BAVI Jet Ranger.
	G-AZVX	Bell 47G-5A	Helicopter Hire, Flockton - Southend.
	N121EU	Falcon 20E	I.B.M., c/n 297, Liverpool - Nice.
	D-CONA	Lear Jet 24B	Contract Air, c/n 189, Brussels - Maastricht.
	XT187	Sioux AH.1	AAC 666Sqn, f&t Topcliffe, ILS approach & overshoot.
13/5	G-BBPZ	Aztec 250D	Casair, f Tees-Side. G-AYNR HS.125-400E, Glasgow - Luton.
	G-BCBK	Cessna 421B	McAlpine Aviation, f&t Northolt. G-ASFD L-200A Morava.
	F-BRNI	Queen Air 70	Lucas Air Transport, c/n LB-33, "LK602", La Rochelle -
	G-AVHT	Beagle E3	Major Sommerton-Rayner, f&t Middle Wallop. // Gatwick.
	G-BBYM	Jetstream 200	Morgan Crucible Co., Brussels - Leavesden.
	G-AZFR	Cessna 401B	Johnson Group Cleaners, Birmingham - Blackpool.
	N121EU	Falcon 20E	I.B.M., c/n 297, Nice - Paris Le Bourget.
	XR378	Alouette AH.1	AAC, "AA334", Warcop - Netheravon. G-ASUH Cessna F172E.
	XT201	Sioux AH.1	AAC 664Sqn, "AA395", East Midlands - Warcop.
	G-AYZC	Aztec 250D	f&t Edinburgh. G-AYWF Aztec 250C, f&t Brough.
	G-AVAS	Cessna F172H	Midland School of Flying, f&t Coventry.
	G-BAVW	Aztec 250E	Brough - Isle of Man (& return).
	G-AZEF	Twin Comanche	C.S.E., f&t Carlisle (5 ILS approaches & overshoots).
	G-BAJN	AA-5 Traveler	Red Lion Flying Club, Sherburn - Dublin (& return).
	G-BAIK	Cessna F150L	Wickenby Flying Club, f&t Wickenby. G-AZRC Cessna 340.
	G-AVRX	Aztec 250C	Central Air Services, f&t Birmingham.
	EL-ARS	Douglas C-54E	Ler Turas, c/n 27289, Dublin - Beauvais n/s.
14/5	G-AXMS	Twin Comanche	t Goodwood. G-AVRX Aztec 250C, Central Air Services.
	G-AXXG	BN-2A Islander	G.K.N. Group, f&t Birmingham.
	G-BAED	Aztec 250C	Edinburgh Flying Services, f&t Aberdeen.
	G-BAPJ	Cessna FRA150L	Business Air Travel, f&t Lydd. G-ARUV Emeraude, f&t Sutton
	G-AZCK	Pup 2	Wickenby Flying Club, f&t Wickenby. // Bank.
	F-BXLZ	Seneca 200	Soc. Sogef, Swansea - Gatwick.
	XT201	Sioux AH.1	AAC 664Sqn, "AA395", Warcop - East Midlands.
	G-BBPZ	Aztec 250D	Casair, Rotterdam - Tees-Side. G-ASPK Cherokee 140, n/s.
	G-ASXV	Queen Air 80	Allied Breweries, f&t Tatenhill.
	XS792	Andover CC.2	RAF 32Sqn, "RR1537", Belfast - Northolt.
	G-BAJN	AA-5 Traveler	Red Lion Flying Club; f&t Sherburn.
	G-BBYM	Jetstream 200	Morgan Crucible Co., Brussels - Leavesden.
	G-ASUH	Cessna F172E	Le Touquet - Croxby.
	G-AVCJ	Beagle 206	Lowland Aero Services, f&t Edinburgh.
15/5	G-AYEO	Aztec 250D	Rowntree-Mackintosh, f&t Norwich. G-AYIH Cherokee 140C.
	G-BAXH	Cessna 310Q	f&t Pocklington.
16/5	G-AVRP	Cherokee 140	Air Navigation & Trading, f&t Blackpool.
	G-AZLY	Cessna F150L	Cleveland Flying School, f&t Tees-Side.
	XT630	Scout AH.1	AAC 663Sqn, "AA420", Jurby - York.
	G-BALN	Cessna T310Q	Swanport Aviation, f East Midlands n/s.
	G-BAIL	Cessna FR172J	Dale Electronics, Berwick - Leebberston.
	G-BAJX	Aztec 250E	Lease Air, f Humberside. G-AZNY Aztec 250E, t Paull.

17/5	G-AYBO	Aztec 250D	Rowntree-Mackintosh, f&t Norwich.
	G-AWUH	Cessna F150H	Lincoln Aero Club, f&t Sturgate with G-AWVC Pup 1, LAC.
	G-AMSV	Dakota 6	Skyways Cargo Airline, Aberdeen - Sunburgh.
	G-ARRL	Cherokee 160	Cleveland Airwork, f&t Tees-Side. G-BALM Cessna T310Q.
	G-BCYF	Falcon 20	Falcon Jet Centre, t Heathrow.
	G-AVCI	Beagle 206	South Florida Sales & Leasing, t Prestwick.
18/5	G-AYZN	Aztec 250D	Birmingham - Aberdeen. G-BBER Navajo 350, Rolls-Royce.
	G-ASJL	H.35 Bonanza	J.D.Bingham, f&t Haxey. G-ATJG Cherokee 140, f E Midlands.
	G-AZDX	Cherokee 180F	Anglo Danske Marine Engineering, Humberside - Barton.
	G-BBYS	Cessna 182P	Roger Clarke Transport, Coventry - Leicester.
	G-BBRZ	AA-5 Traveler	f&t Doncaster. G-BAEJ AA-5 Traveler, Flight-Line, n/s.
	G-BAWG	Cherokee Arrow	f&t Fair Oaks. G-BCLL Cherokee 180, f Doncaster n/s.
	G-AVIE	Cessna F172H	Air Anglia, Norwich - Humberside.
	G-BCRG	MBB Bo105D	G.K.N. Group, f&t Birmingham City Centre.
	G-AROA	Cessna 172B	f&t Andrewsfield. G-BAEX Cessna F172M, f&t Melbourne.
	G-AXFB	Pup 1	D.Smith, f&t Sherburn. G-AZER Cessna 401B, t Blackpool.
	G-BBET	AA-5 Traveler	t Ipswich. G-AWGC Cessna F172H.
	G-AZLY	Cessna F150L	Cleveland Flying School, f&t Tees-Side.
	G-AZTB	Monsun 150FF	A.C.Cunliffe, f&t Tees-Side. G-BALW Cherokee Arrow, n/s.
	G-AVGB	Cherokee 140	G.Abbott, f&t Tees-Side.
19/5	G-ASXV	Queen Air 80	Allied Breweries, Leavesden - Glasgow. G-BAUJ Aztec 250E.
	G-AYTP	Aztec 250E	Air Anglia, f&t Norwich. G-BBUJ Cessna 421B, AA, t Coventry.
	G-BCRR	AA-5B Tiger	Doncaster - Sherburn. G-BCBK Cessna 421B, f&t Northolt n/s.
	G-ARHP	Tri-Pacer 160	W.Wardle, f&t Manchester. G-AZER Cessna 401B, t Birmingham.
	N3851Q	Cessna F172	Bentwaters Flying Club, f&t Woodbridge.
	G-AZWS	Cherokee Arrow	Sprengbrook Precision, f&t Shoreham.
	G-ASRH	Twin Comanche	Bigland Holdings, t Biggin Hill. G-AYTZ Navajo, t Oxford.
	G-AYIH	Cherokee 140C	C.S.E., f Elstree n/s. G-AVEF Jodel D150, t Redhill.
	G-AZWW	Aztec 250E	Christian Salvesson, Edinburgh - Humberside.
	G-AVDB	Cessna E310L	Airwork Services, "Airwork 81", f&t Perth (ILS & overshoot).
	G-BCED	Cessna 421B	Air Service Holland, t Deventer for export.
	G-BBHM	Cessna E310Q	Arthur Woolacott Ltd.
20/5	G-AZKU	Cessna F177RG	Cleveland Flying School, Tees-Side - Elstree.
	G-AYBO	Aztec 250D	Rowntree-Mackintosh, f&t Norwich.
	G-AXDL	Twin Comanche	Northern Executive Aviation, "NV201/205/206".
	XR630	Scout AH.1	AAC, 664Sqn, "AA390", f Farnborough.
	G-AWGX	Cessna F172H	Aberdeen Aero Club, t Aberdeen. G-AXTK Cherokee 140B.
	G-AZWR	Cessna 401B	t Birmingham. G-ATEG Cessna 150E, t Sherburn.
	G-BBEC	Cessna F150L	East Midlands School of Flying, f&t East Midlands.
	G-BBVR	Navajo 350	Thurston Aviation, "EZ584", Stapleford - Köln/Bonn.
	G-BBPC	Navajo C	Vickers Ltd., "Vickers O3", Barrow - White Waltham.
	G-AXGJ	Cessna 337D	n/s t Shobdon. G-ECVY Seneca 200T, t Coventry.
	G-BCBK	Cessna 421B	f&t Northolt n/s. G-BAGJ Gazelle 1, f Coventry.
	G-AXPX	Cessna 337D	Renton Garages, f&t Blackpool.
	G-ATDC	Aztec 250C	Edinburgh Flying Services, f&t Edinburgh.
21/5	G-AYBO	Aztec 250D	Rowntree-Mackintosh, f&t Norwich.
	G-BBYS	Cessna 182P	Roger Clarke Transport, f&t Leicester.
	G-BDUK	Commander 690A	British Car Auctions, n/s t Blackbushe.
	F-BXLZ	Seneca 200	Soc. Sogef, Swansea - Reims. G-BAIL Cessna FR172J.
	G-BALD	Trislander	Loganair, Newcastle - Manchester.
	G-BCYS	Commander 690A	Ferranti Ltd., t Edinburgh.
	N14CP	King Air	Scholl (UK) Ltd., Luton - Aberdeen.
	G-ATKU	Cessna F172G	G.A.Graham, f Doncaster. G-ATTM Jodel DR250, f&t Tholthorpe.
	G-BAVW	Aztec 250E	Lease Air (leased from Edinburgh Flying Services).
	XR630	Scout AH.1	AAC 664Sqn, "AA390", Newcastle - Farnborough.
22/5	OO-MAC	Cessna 177A	R.Hendrickx, c/n 01370, f&t St. Ghislain (Belgium).
	G-AZLY	Cessna F150L	Cleveland Flying School, f&t Tees-Side. G-AVLE Cherokee.
23/5	G-AXHT	Rallye Club	f Swansea. G-BASK Aztec 250E, f&t Manchester.
	XR630	Scout AH.1	AAC, "AA386".
24/5	G-BAUF	Hughes 269C	Autair Helicopters, f&t Sherburn (on pipeline patrols).
	G-AYTP	Aztec 250D	Air Anglia, Elstree - Norwich.
	SE-DEA	Lear Jet 35	Allmana Svenska Elektriska AB, c/n 051, Luxembourg -
	G-ASRI	Aztec 250B	Meridian Airmaps, f Coventry n/s. // Vasteras.
	G-AVBZ	Cessna F172H	J.Seville. f Grosland Moor n/s.
	PH-IF-N	Cessna 182N	Central Air, c/n 60557, Rotterdam - Amsterdam, n/s to 26/5.

	G-ATZU	Twin Comanche	Air Navigation & Trading, f&t Blackpool.
	G-AZFR	Cessna 401B	Johnson Group Cleaners, Blackpool - Brussels.
25/5	G-BAXH	Cessna 310Q	Pocklington - Dublin (& return). G-BAVJ Navajo 350.
	G-AVNL	Aztec 250C	Cabair, White Waltham - Elstree. G-EBOR Jet Ranger.
	G-BGKN	HS.125-600B	G.K.N. Group, c/n 256058, Birmingham - Amsterdam.
	G-BBFB	Jet Ranger	f&t Elland. G-AXGO Jet Ranger, f&t Elland.
	G-ARUM	Dove 8	National Coal Board, Leavesden - East Midlands.
	G-AYSB	Twin Comanche.	
26/5	G-BEPZ	Aztec 250D	Cabair, f&t Liverpool. G-BAVG King Air 90, t Filton.
	D-IOAC	Cessna F337E	Marl Flying School, c/n 0013, f&t Marl.
	G-BBJX	Cessna F150L	Westair, f&t Blackpool. G-AVBZ Cessna F172H.
	G-BAIK	Cessna F150L	Wickenby Flying Club, Wickenby - Doncaster.
	G-BDEF	Seneca 200T	Barratt Homes, t Newcastle. G-AZFR Cessna 401B, f Brussels.
	G-BBCU	Aztec 250E	Eastern Air Executive, f&t Sturgate. G-ASNP Mooney M20C.
	G-AVSO	Aztec 250C	Edinburgh Flying Services, f&t Edinburgh.
	G-BBLI	Commander 500S	Armstrongs, Brough - Dublin.
	G-ATCY	Aztec 250C	Eastern Air Executive, f Sturgate n/s.
27/5	G-BBYM	Jetstream 200	Morgan Crucible Co., Leavesden - Gatwick.
	G-AVTS	Aztec 250C	Tollerton - Newcastle. G-AVXX Cessna FR172E, f&t Tees-Side.
	G-BBNL	Trislander	Loganair, Newcastle - Aberdeen n/s.
	G-BDLR	AA-5B Tiger	Midland Flying School, f Doncaster n/s.
	G-ARYI	Cessna 172C	Brooks, f&t Halfpenny Green. G-BERD Aztec E, f&t Driffield.
	G-BAUW	Aztec 250E	Thurston Aviation, f&t Stapleford. G-BBLI Commander 500S.
	G-AXLS	Jodel DR105A	G.J.Claybourne, f&t Doncaster.
	N14CP	King Air	Scholl (UK), Luton - Aberdeen.
28/5	G-BATB	MBB Bo105D	Rolls - Royce, Near Leeming - Gatwick.
	G-BDEF	Seneca 200T	Barratt Homes, Newcastle - Manchester.
	G-AZYE	Cherokee Six	Lonmet Aviation, f Ipswich. G-BAUM Jet Ranger, f&t Garforth.
	G-AZVE	AA-5 Traveler	Sherwood Flying Club, f&t Tollerton n/s.
	OO-MIX	Cessna F172G	Sotramat, c/n0212, Southampton - Antwerp.
	F-BXLZ	Seneca 200	Soc. Sogef, Swansea - Reims.
	G-AVTE	Jet Ranger	Heli-Leeds, f Whinmoor. G-BAVJ Navajo 350, f White Waltham.
	G-BAIL	Cessna FR172J	Dale Electronics, f&t Lebburston.
	G-BEDT	Cessna 150H	Sherburn Aero Club, f&t Sherburn.
	G-AZXC	Cessna F150L	Brailsford Aviation, Netherthorpe - Doncaster.
	G-BDGN	AA-5B Tiger	Hamblin & Glover Oil, f&t Sywell.
	XT642	Scout AH.1	AAC 664Sqn, "AA380", Farnborough - Otterburn.
29/5	G-AXKD	Aztec 250D	Aviation Beauport, t Jersey.
30/5	G-AWFY	Alouette	Bolton - East Midlands.
	G-BLFD	Cherokee Arrow	Hambrair, f&t Tollerton.
	G-BAMM	Cherokee 235	E.R.Walters, f&t Sherburn.
	G-BBXH	Cessna FR172F	Vale Hire Contracting, f&t Hucknall.
31/5	G-AZBC	Twin Comanche	C.S.E., t Newcastle. G-AWED Cherokee 140.
	G-AVLP	Mooney M20F	Siminco, Sherburn - Wombledon.
	G-AVGI	Cherokee 140	Air Navigation & Trading, f&t Blackpool.
	D-ELCF	Piaggio FWP149D	F.Ludtke, c/n 099, Southend - Saarbrücken.
	G-BEXH	Cessna FR172F	Vale Hire Contracting, f Eindhoven n/s.
	G-BCVZ	Jet Ranger	Alan Mann Helicopters, f&t Headingley.
	F-BXLZ	Seneca 200	Soc. Sogef, f&t Reims. G-ASRI Aztec 250E, f Coventry n/s.

Acaster Malbis

17/5 G-ASOF Beagle D206 Northair Aviation, f Leeds/Bradford.

Brough

1/5 G-BEXG Seneca 200-2 first visit.  
 2/5 G-BAOZ Cessna 414 Croda International, n/s, also 5/5 17/5 19/5.  
 3/5 G-AWRB Pup 1 n/s. G-BCOT Enstrom F28A. G-AZNY Aztec 250E, also 4/5.  
 4/5 G-AWVS Cessna 337D Cowick Hall Aviation, n/s, also 17/5 19/5.  
 G-AYTF Aztec 250D Air Anglia, n/s. G-BBEY Aztec 250E. G-BBTV Jet Ranger.  
 5/5 G-BBCE Aztec 250D Casair, also 12/5 13/5.  
 6/5 G-BBSD Baron 58 also 12/5 13/5 18/5 23/5 24/5 26/5.  
 7/5 G-BBXX Navajo 350 Rolls-Royce (1971) Ltd.  
 8/5 G-BCIK AA-5 Traveler W.Nutt.  
 10/5 G-ASMG Dove 8 Hawker Siddeley Aviation, also 18/5.

11/5	G-BAWH	Hughes 2690	first visit. G-BBMJ Aztec 250E, also 14/5 17/5 18/5.
12/5	G-ABEA	Dove 8	Hawker Siddeley Aviation, emergency landing after take-off.
	VP975	Devon	G-AVZT Navajo T, Cabair. G-AZNY Aztec 250E, also 28/5.
13/5	G-ARHW	Dove 8	Hawker Siddeley Aviation. G-AIWF Aztec 250C.
14/5	G-ATCY	Aztec 250C	Eastern Air Executive, also 18/5.
17/5	G-AZWW	Aztec 250E	Christian Salveson. G-AYMW Jet Ranger, also 24/5.
19/5	G-ASMF	Travel Air.	
20/5	G-BALW	Cessna T310Q	also 28/5. G-BBOB Cessna 421B.
21/5	G-AYIH	Cherokee 140C	C.S.E. G-AYLP AA-1 Yankee. G-BAVW Aztec 250E.
23/5	G-BBIJ	Cessna 421B	first visit.
24/5	G-AWUY	Cessna F172H	G-BBSN Aztec 250E, Burnthills Aviation.
25/5	G-BDEF	Seneca 200T	Barratt Homes. G-AVPS Twin Comanche.
26/5	G-BAKJ	Twin Comanche	G-BAUF Hughes 269C.

Church Fenton

6/5	G-BBYM	Jetstream 200	Morgan Crucible Co., Leeds/Bradford - Hawarden.
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Halton

7/5	G-AROC	Cessna 175B	Yorkshire Flying Services, f&t Leeds/Bradford.
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Doncaster

1/5	G-ASOF	Beagle B206	Northair Aviation, f&t Leeds/Bradford.
7/5	G-AZFJ	Cessna T310Q	t Isle of Man.
26/5	G-BALK	Cessna F150L	Wickenby Flying Club, t Wickenby.
28/5	G-AZXC	Cessna F150L	Leeds/Bradford - Netherthorpe.
29/5	G-ASYB	Aztec 250C	G-ASTD Aztec 250C.

Dishforth

14/5	G-BAPX	Robin DR400	f Manchester.
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Elvington

18/5	G-AYOU	Cessna 401B	Bass-Charrington, f Leeds/Bradford, also 26/5.
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Finningley

20/5	G-AXTK	Cherokee 140B	f Leeds/Bradford.
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Aston

5/5	G-AYZC	Aztec 250D	t Aberdeen.
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Holme-on-Spalding Moor

20/5	G-BDJE	HS.125-600B	Hawker Siddeley Aviation (with Lord Beswick).
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Waddesfield - Crosland Moor

3/5	G-ATHJ	Aztec 250C	f&t Leicester, also 12/5 f Tees-Side.
10/5	PH-LPG	Seneca 200	Landi-Den Hartog BV, c/n 50055, f Leeds/Bradford.
13/5	G-BABX	King Air 100	f Humberside.
21/5	G-BCYZ	Bell 47G-3B1	Freemans of Bewdley, f Bishop Auckland.
23/5	G-BCHK	Cessna F172H	Cunliffe Engineering, f Tees-Side.
30/5	G-BCIM	AA-1B Trainer	f&t Doncaster.

Hull - Paull

16/5	G-AZNY	Aztec 250E	Lease Air, f Leeds/Bradford, also 30/5.
30/5	G-BAVW	Aztec 250E	Edinburgh Flying Services (operated by Lease Air).

Leconfield

5/5	G-BBEY	Aztec 250E	t Salmsbury.
13/5	G-ASBG	Herald 203	British Island Airways, f&t Gatwick.
25/5	G-BADT	Cessna 402B	British Aircraft Corporation, f Warton.

Leeming

14/5 G-BALU Aztec 250C

t Exeter.

Luton-on-Ouse

18/5 G-AYWF Aztec 250C

25/5 G-BEML Navajo T.

Norwich Union Insurance, t Liverpool.

Netherthorpe

1/5 G-ATFD Jodel DR1050

Tees-Side21/4 G-AVJJ Twin Comanche  
G-BCUZ King Air 200

G-AXXG BN-2A Islander

G-BDAE One-Eleven 518

G-BARD Cessna 337C

22/4 F-BRNL Lear Jet 24B

G-BCCL HS.125-600B

G-BBVR Navajo 350

G-BCYC Trislander

G-AZRD Cessna 401B

G-AYEP HS.125-400B

F-BVRT Baron 58

G-BCUZ King Air 200

23/4 G-ANUO Heron 2D

LN-OQY Bell 212

EI-AYK Cessna F172M

G-AWWL HS.125-3B/RA

24/4 G-BAVL Aztec 250E

25/4 G-AVGI Cherokee 140

26/4 G-BAAJ Aztec 250C

G-AYEP HS.125-400B

G-ASNA Aztec 250B

27/4 G-ANUO Heron 2D

G-AXAW Cessna 421A

G-AXCP One-Eleven 401

28/4 G-AZCG King Air 90

G-AZEG Cherokee 140D

G-AZED One-Eleven 414

G-AZRT Cessna 182P

G-ANUO Heron 2D

G-AXXG BN-2A Islander

G-AXAW Cessna 421A

G-AYEP HS.125-400B

G-AVUZ Cherokee Six

29/4 PH-ILY Falcon 20E

G-BBSM Cherokee Six

G-BAEX Cessna F172M

G-AXAW Cessna 421A

30/4 G-BBNL Trislander

G-APRL Argosy 101

YU-AHJ Douglas DC-9-32

G-AXCP One-Eleven 401

1/5 G-BAMU Robin DR400

YU-AJJ Tupolev TU-134A

2/5 F-BUJY Minerva

F-BVZL Commodore 180

F-BUGF Minerva

F-BXDM Rallye Club

3/5 G-BAZJ Herald 209

PH-MCL Fellowship 1000

G-AZHN Argosy 100

Perigreen Air Services, f&amp;t Inverness. G-ANUO Heron 2D.

United Biscuits, Denham - Leeds/Bradford.

G.E.N., f&amp;t Birmingham. G-AZDK Baron, f&amp;t Leavesden.

Dan-Air, f&amp;t Munich. G-BDIF Comet 40, crew-training.

Europa Aviation, f&amp;t Liverpool. G-BDIX Comet 40, crew-trng.

Euralair, c/n 183, f&amp;t Paris Le Bourget.

McAlpine Aviation, f&amp;t Heathrow.

Thurston Aviation, f&amp;t Luton. G-AZBC Twin Comanche.

Loganair, f&amp;t Glasgow. G-AYRY HS.125-1B, f&amp;t Lyneham.

John Finlan Ltd., f&amp;t Liverpool. G-BBSM Cherokee Six.

British Steel, Newcastle - Heathrow. G-ARUI Terrier.

Enterprise Malet, c/n TH-488, Stansted - Toulouse Blagnac.

f&amp;t East Midlands. G-ATTM Jodel DR250, f&amp;t Tholthorpe.

G.E.C., f&amp;t Leicester. G-BAUA Aztec 250D.

I/S Helibuss, c/n 30557. G-BBIM Cessna E310Q, f&amp;t Black-

Irish Tank &amp; Pipeline Ltd, c/n 1092.

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McAlpine Aviation, f&amp;t Luton.

Sunderland - Frankfurt. G-ARLK Comanche 250, f&amp;t Sturgate.

W.B.Bateson, f&amp;t Blackpool.

Swansea - Inverness n/s. G-AWLL Jet Ranger, Dicksons.

British Steel, Zurich - Heathrow n/s.

Sibson - Eye n/s. G-BCOT Enstrom F28A.

Leicester - Luton. G-BBKN King Air 90, Northolt - EMA.

British Steel, Hawarden - Humberside. G-BCOT Enstrom F28A.

Dan-Air, crew-training. G-BANV Robin DR400.

Plessey, Norwich - Aberdeen. G-BAVL Aztec 250E.

W.B.Bateson, Leeds/Bradford - Blackpool. G-BAUF Hughes 269C.

Dan-Air, Munich - Treviso. G-BCRG MBB Bo105D, G.K.N.

Anglian Double Glazing, Norwich - Leeds/Bradford.

Leicester - Newcastle. G-AZDK Baron 55, f&amp;t Leavesden.

G.K.N., f&amp;t Birmingham. G-AZLO Cessna F337F.

British Steel, Cranfield - Hawarden. G-BBLA Cherokee 140.

British Steel, Luton - Denethorpe n/s.

Leeds/Bradford - Elstree n/s.

Phillips Gloeilampenfabrieken NV, c/n 326, f&amp;t Eindhoven.

f&amp;t Coventry. G-ATYE Beagle B296, Leeds/Bfd - E Midlands.

f&amp;t Pocklington. G-AYPV Cherokee 140D. G-AZVN Jet Ranger.

f&amp;t Denethorpe. G-AYRY HS.125-1B, f&amp;t Luton.

Loganair, f&amp;t Aberdeen n/s. G-BANW Super Emerald.

Air Bridge Carriers, Le Havre - East Midlands.

Inex-Adria, Paris Le Bourget - Dubrovnik n/s.

Dan-Air, crew-training. G-AVKX Hiller UH-12E.

G-BCAT Navajo 310.

Aviogenex, Split - Pula, first visit of type.

F-BTXK Minerva. F-BXYC Rallye Club. F-BXYM Rallye Club.

F-BVZI Commodore 180. F-BVZD Commodore 180.

F-BVNY Rallye Club. F-BVZT Commodore.

F-BVNX Commodore 180. F-BXYK Rallye Club.

British Island Airways. G-BBSM Cherokee Six.

Martinair. G-AYJT Cherokee 140C, C.S.E.

Air Bridge Carriers. G-AZGF Pup 2. G-BCOT Enstrom F28A.

4/5	G-ASYB	Aztec 250C	G-ANUO	Heron 2D.	G-BBKN	King Air 90.
	G-BBIL	Aztec 250C	G-AVXX	Cessna FR172E.		
5/5	G-BGII	C500 Citation	IDS	Fanjets.	G-ASTD	Aztec 250C.
	OO-LFG	Cessna 421B		Abelag, c/n 0593, f&t	G-AZHN	Argosy 101.
	NH7ST	E100-30 Hercules		Brussels.		
7/5	G-ANUO	Heron 2D		Saturn Airways, Stuttgart - Shannon.		
	G-AZZK	Cessna 414	G.E.C. Ltd.	G-BECM	Aztec 250E.	G-AWOJ
8/5	YU-AJH	Douglas DC-9-32		Cessna F172H.		
	YU-AJD	Tupolev TU-134A	G-AYFZ	Navajo T.	G-BAPV	Robin DR400.
	G-ATPL	One-Eleven 301		Inex-Adria.	G-ASRI	Aztec 250B, Meridian Airmaps.
	G-BDIF	Comet 4C		Aviogenex.	G-AXTA	Cherokee 140B.
10/5	D-JOAC	Cessna F337E		G-BCPN	AA-5 Traveler.	
	G-AYWZ	Twin Comanche		Dan-Air.	G-AYPJ	Cherokee 180E.
	G-BDIT	Comet 4C		G-AZDX	Cherokee 180F.	
11/5	G-ANUO	Heron 2D		Dan-Air.	G-ANXB	Heron 1B, Peters Aviation.
	G-AZBC	Twin Comanche		Marl Flying School, f Recklinghausen.	G-BCOT	Enstrom F28A.
	G-BAVG	King Air 90		C.S.E.	G-ASNU	HS.125-1, Clarke-Chapman.
12/5	G-BBOK	Aztec 250E		G-AYEM	DR1050.	
	G-BEZH	Navajo 350		Dan-Air, crew-training with G-BDIX	Comet 4C.	
13/5	G-BDUK	Commander 685		G-BBKN	King Air 90.	G-BARW
	G-BBSM	Cherokee Six		C.S.E.	G-BBSO	Cherokee 140F, C.S.E.
	G-ABDJ	Cherokee Six		G-BAUV	Cessna F150L.	
15/5	YU-AJF	Douglas DC-9-32		G-BAEH	Hughes 269C.	G-ATTM
	YU-AHX	Tupolev TU-134A		Jodel DR 250.		
17/5	G-BBKE	Aztec 250D		Clyde Foster Ltd.	G-AZDJ	Cherokee Six.
	G-BCOT	Enstrom F28A		G-ATHJ	Aztec 250C.	G-ASFT
	G-BRSU	Cessna 421B		Apache 235.	G-AYLG	HS.125-400B.
18/5	G-ANUO	Heron 2D		British Car Auctions, first visit.	G-BAVY	Aztec 250E.
	G-AZRU	Jet Ranger		G-AZVN	Jet Ranger.	G-BBKY
	D-IETL	B.95-A55 Baron		G-BATX	Aztec 250E.	
	G-BBKN	King Air 90		Inex-Adria.	G-AYVS	Comet 4C, Dan-Air.
19/5	G-ANUC	Heron 2D		Aviogenex.		
	G-AYRY	HS.125-1B		G-BBKN	King Air 90.	G-BAIG
	D-IDOL	Aztec 250		Seneca 200-2.		
	G-BDIF	Comet 4C		G-AVNI	Twin Comanche.	G-AZZT
20/5	G-AYRY	HS.125-1B		Cherokee 180D.		
	G-BBSM	Cherokee Six		G-AZRU	Jet Ranger.	G-BEMJ
21/5	G-AYTG	HS.125-400B		Aztec 250E.		
	G-ATLM	Cessna F172G		G-AVPH	Cessna F150G.	G-BBPC
22/5	YU-AJF	Douglas DC-9-33RC		Navajo C., Vickers Ltd.		
	YU-AHX	Tupolev TU-134A		G-AWKO	Pup 1.	G-BRCC
	G-BDIV	Comet 4C		Aztec 250D.	G-BCVZ	Jet Ranger.
23/5	G-BDRB	A6-5B Tiger		Auto-Brixner GmbH, c/n TC-259, Manchester - Dusseldorf n/s.		
	G-AVBZ	Cessna F172H		G-AVNI	Twin Comanche.	G-BDIT
24/5	G-BAMN	Cessna U206C		Comet 4C.		
	F-BHEG	F35 Bonanza		G-BDIF	Comet 4C.	
	G-BAFZ	Boeing 727-46		G-BARW	Cessna 402B.	G-BBXL
25/5	G-ANUO	Heron 2D		Cessna B310Q.		
	G-BCUZ	King Air 200		McAlpine Aviation.	G-AWLE	Cessna F172H.
26/5	G-ASTD	Aztec 250C		M.Robertz, c/n 05191, Birmingham - Luton n/s.		
	G-ATTM	Jodel DR250		Dan-Air, crew-training with G-BDIT	Comet 4C.	
	G-BCUZ	King Air 200		McAlpine Aviation.	G-AZDK	B55 Baron.
27/5	G-AVXX	Cessna FR172E		G-BAOZ	Cessna 414, Croda International.	G-BDEN
	G-BDFE	Herald 206		Siai SF260.		
	LN-KCM	Navajo		British Steel.	G-ASTU	Queen Air 80.
	LN-KCG	Navajo		G-AVPH	Cessna F150G.	
				G-AYRY	HS.125-1B.	G-BATC
				MBB Bo105D, Management Aviation.		
				Inex-Adria.	G-BEYM	Jetstream 200, Morgan Crucible Co.
				Aviogenex.	G-ARVM	VC-10, British Airways, crew-training.
				Dan-Air.		
				G-AROC	Cessna 175B.	G-ATMK
				Cessna F150F.		
				G-AYWV	Twin Comanche.	
				G-BAYP	Cessna F150L.	G-BCOT
				Enstrom F28A.	G-AWKO	Pup 1.
				Bicycle AC Dunkerquois, c/n D-4333, f&t	Calais n/s	26/5.
				Dan-Air, crew-training.	G-AWNT	BN-2A Islander.
				G-BEKN	King Air 90.	G-BDEN
				Siai SF260.	G-AZVN	Jet Ranger.
				G-BAVL	Aztec 250E.	G-BAFZ
				Boeing 727-46, Dan-Air, crewtrg.		
				G-AZDJ	Cherokee Six.	G-BBNH
				Seneca 200-2.		
				G-AWLE	Cessna F172H.	G-BAUF
				Hughes 269C.		
				United Biscuits.	G-AVIA	Cessna F150G.
				G-BBSM	Cherokee Six.	G-AWNT
				BN-2A Islander, Survey Flights.		
				British Air Ferries.	G-BEME	One-Eleven 401, crew-training.
				Scandinavian Executive Air Service AS, f	Stavanger n/s.	
				Scandinavian Executive Air Service AS, f	Flesland n/s.	

Sutton Bank

2/5 G-ARUV Emeraude

f Woodvale, also 8/5 13/5 14/5 26/5 28/5.

Sherburn2/5 G-AVSE Cherokee 180C  
G-ASFW Cessna 150Df&t Leeds/Bradford. G-AROC Cessna 175B, f&t Leeds/Bradford.  
f&t Huddersfield.



4/5	G-BDMR	Cessna FRA150M	Northair Aviation, f&t Leeds/Bradford.
	G-BAAV	Cessna FRA150L	f Manchester. G-AYWG Aztec 250C, f Manchester.
	G-AYWK	Cherokee Six	f Huddersfield.
8/5	G-AZDB	Pup 1	f&t Huddersfield. G-APWR Tri-Pacer 160, f Blackpool.
9/5	G-BAZM	Jodel D11	Bingley Flying Group, f Leeds/Bradford, also 10/5.
12/5	G-BASL	Cherokee 140F	t Blackpool. G-BCUF Cessna F172N, Leeds/Bfd - Croxby.
14/5	G-ATLM	Cessna F172G	Yorkshire Flying Services, f&t Leeds/Bradford.
15/5	G-BESF	Cessna 310Q	Offenview Construction Ltd., t Huddersfield.
19/5	G-BCPR	AA-5B Tiger	Leeds/Bradford - Doncaster.
20/5	G-AVWT	Cherokee Arrow	t Leeds/Bradford.
21/5	G-BBDM	AA-5 Traveler	f&t Barton. G-ASFW Cessna 150D, f&t Huddersfield.
23/5	G-ARDZ	Jodel D140A	t Barton.
25/5	G-BBUH	AA-1B Trainer	f Doncaster.
26/5	G-ATDG	Horizon	f&t Huddersfield.
27/5	G-BDTV	Mooney	f&t Blackpool.
30/5	G-ATMK	Cessna F150F	Yorkshire Flying Services, f&t Leeds/Bradford.
	G-AROC	Cessna 175B	Yorkshire Flying Services, f&t Leeds/Bradford.
31/5	G-AWLP	Mooney M20F	Siminco Ltd., f Wombledon.

### Helicopter Activity

Bolkow Bo105	G-BATE	Leeming area 28/5.
Enstrom F28A	G-BCFP	Halifax 13/5 (f&t Leeds/Bradford).
Hiller UH12E	G-BBAZ	South Milford "Cocked Hat" 10/5. Scarcroft 18/5.
Hughes 269C	G-AZXI	Halifax area 18/5.
	G-BAEH	South Milford "Cocked Hat" 10/5.
Jet Ranger	G-AXGO	Elland 25/5.
	G-AYMX	Thirsk 28/5.
	G-AYTF	Carlton Miniott 4/5 (for wedding of David Broome & Elizabeth Fletcher).
	G-BARX	landing site north-east of Bradford 28/5.
	G-BAUM	Scarborough - Kirkstall 18/5. Harrogate (Majestic Hotel) - Middlesborough 27/5. Garforth (Mercury Hotel) 28/5.
	G-BEPE	Elland 25/5.
	G-BEPE	Garforth (Mercury Hotel) 31/5.
	G-BMTV	Hull 3/5 4/5. Wharfedale 4/5. Grimsby 4/5 11/5. Chesterfield 7/5. Harrogate area 7/5 27/5. Kilburn 10/5. Struby 14/5. Menston 18/5. Sheffield 18/5. Scarborough 19/5 26/5. Leeds/Adel 19/5.
	G-BCVZ	Morley 12/5 19/5. Leeds/Headingley (Weetwood Sports Ground) 31/5.

Section compiled by:- Andrew Barker

Reports from:- Ian Carling, Roger Fozzard, Ken Glasby, Trevor Smith, Terry Sykes, and everyone else who has helped.

### ADVERTS

The following aircraft/teams are scheduled to take part in the Evening Post - sponsored SSAFA Air Display at RAF Church Fenton on Sunday 4 July. Vulcan, Phantom, Harrier, Battle of Britain flight, Jaguar, The Falcons, The Red Arrows, The Poachers, The Gazelles, The Vintage Pair, The Bulldog Pair, Army Air Corps Gazelle and Scout, Royal Navy Wessex, Jaeger's Pitts Special (flown by Phillip Weeson), a Zlin or Stampe from Aerobatics International. Possibles include a B.17 or Douglas Invader from Euroworld Limited. The gates are open at 1030 and the flying display lasts from 1400 to 1700. Admission charges are:- Adults 50p, Children 30p. Parking fees inside airfield:- Cars (including all passengers) £2, Motorcycles £1 (including passengers). These prices include VAT. Coach park inside the airfield is free. Cycles inside the airfield are free.

If any member can help on the Air Yorkshire stand at the display, please contact Steven Langfield (address and phone number on the front page).