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EDITORIAL

There has been a drop in the number of contributions to this Journal - this trend must be reverted forthwith. If any would-be authors are stumped for subjects we will willingly suggest various aspects of the local aviation scene that could be delved into. There is a particular dearth of reports from the Vale of York airfields, now that summertime is upon us why not venture into the wild outdoors and visit those far away places of Linton, Leeming, and the like? We look forward to a further deluge of mail.

M.T.P.

SECRETARY'S DESK

Members are reminded that there is no formal August meeting.
24th September - Programme not finalised at time of going to press;

29th October - A talk by M. Rocliff of Yorkshire Light Aircraft Ltd.

We are still hoping to obtain a speaker from the Yorkshire Airport Development Association.

It is now some months since we had a lecture from a Branch member on a pet subject, if anyone feels able to give a talk at a Branch meeting then please contact me at 44 Becketts Park Drive Leeds, 6. The talk should not be less than half an hour. Any member who has a movie film of his own, which he could show is also cordially invited to contact me. Don't be shy'.

The branch will be exhibiting at Finningley on the 16th September all volunteers should contact the Secretary as soon as possible.

J.A.S.

L.B.A. Statistics - 1966

Details of aircraft movements at British Airports during 1966 have just been published in the aeronautical press. Leeds-Bradford figures make interesting reading and are reproduced below with conclusions drawn from the overall statics.

Airport Movements		Passengers Handled.
Total	Air Transport	
42,010	10,215	285,752

Taking total Aircraft movements then, this makes Leeds-Bradford the eighth busiest civil airport in Britain (including the Channel Islands). Leeds is surpassed by Blackpool, Birmingham, Manchester, Edinburgh, Cambridge, Gatwick and Heathrow.

Of the 42010 movements, only about 25% of these were Air transport, and if these only are considered then Leeds drops to the 16th position with, rather surprisingly, Southampton, Guernsey and Liverpool being busier.

In terms of passengers handled Leeds-Bradford is the 14th busiest, and in terms of freight handled, the 21st.

Figures for previous years are reproduced below:-

	Aircraft Movements		Passengers Handled
	Total	Air Transport	
1961	26,333	4,749	108,108
1962	28,886	4,949	110,769
1963	26,564	6,161	150,765
1964	32,457	8,193	202,702
1965	38,356		273,237

LEEMING'S EARLY DAYS

J. A. Stanfield

Most readers of "Yorkshire Air News" will be familiar with the R.A.F. airfield of Leeming, at present the home of 3 F.T.S. with Jet Provosts, but few will be aware that before the R.A.F. airfield was opened in the late Thirties an aerodrome already existed on the site. It consisted of the landing field, a small hangar with allied workshops and offices, and a small clubhouse. At this time the airfield was officially called 'Londonderry' after the village to the south, but it was often referred to as 'Newton House', owing to its proximity to the 'Newton House Hotel'. The enterprising management of that hostelry encouraged aircraft owners to fly-in to the airfield and stay at the hotel.

Yorkshire Air Services operated from here as a flying club, an air taxi, hire service and a flying school. During the summer of 1934 they operated the following three aircraft : G-AAMR and G-AADI, both D.H. 60G Gipsy Moths, and a Miles M.2 Hawk, G-ACOC.

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EVERYBODY - LET'S BUILD AN AIRPORT !

The Editor

On the 27th. of this month the survey 'An Airport Programme for Yorkshire and Humberside', prepared by Alan Stratford and Associates, was presented to its sponsors, the Airport Consultative Committee of the Yorkshire and Humberside Economic Planning Council. In the evening the Yorkshire Airport Development Association sponsored a meeting at County Hall, Wakefield, where Mr. Stratford outlined the survey and opportunity was given for questions. This Journal was represented at the meeting and we give below a precis of the report and our impressions.

Stage One - 1970-1975 : The Report envisages the completion of runway extensions to 7,350 feet at Yeadon and Brough to permit jet operation, and the establishment of General Aviation airfields at Todwick, near Sheffield, and at Kirmington, between Grimsby and Scunthorpe. The Report also recommends support for the airfields at Doncaster, Crosland Moor and the proposed site at Chesterfield, and for the extension of General Aviation facilities at Service airfields such as Rufforth, near York.

Stage Two - from 1980 onwards : It is estimated that by this time there would be sufficient demand to justify the investment of some £5 million in an international airport on the Thorne Waste between Goole and Thorne. With adequate motorway access this airport would serve over four million people in the region. It is not envisaged that this airport would replace Yeadon or Brough, but would provide facilities for international and, at a later date, intercontinental services, leaving the other airports to concentrate on domestic services and General Aviation.

Although the survey was very interesting it seems that we have heard it all before. From the view of a rate and taxpayer it appears extravagant to develop these three airports to serve the area. We feel that the survey is correct in advocating the extension and improvement of facilities for General Aviation, but that either a new airport is built, or Yeadon and Brough are developed; to have three developed airfields for the region would be unnecessary and a waste of the financial resources of the region.

Reference : "An Airport Programme for Yorkshire and Humberside", by Alan Stratford and Associates. Available from the W.R.C.C., County Hall, Wakefield; price, £2.10s.0d.

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IMPORTANT NOTE : Press date for the August issue is the 21st. of that month, and for the September issue is the 13th. of September.

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THE SHUNDERS-ROE P.531 and subsequent developments.

The Saunders-Roe P.531 was a private venture built at East Cowes between 1958 & 1959. Army and Navy versions of the aircraft, known as the Sprite and Sea Sprite respectively, were evaluated, and after detail modifications, substantial orders were placed. By this time the parent company had been absorbed into Westlands and production was undertaken at the former Fairey factory at Hayes, utilising the former Fairey sequence of constructors numbers. Some thirty-six examples of this aircraft, now known as the Scout or Wasp have been exported.

P531 Production.

Mark 1 with 300 s.h.p. Turbomeca Turmo 600.

C/n S2/5267 G-APNU f.f. 20.7.58.

S2/5268 G-APNV to XN332 for R.N. evaluation 1959.

Mark 2;

S2/5311 G-APVL f.f. 9.8.59. to XPL66 for Army evaluation.-

Blackburn A.129

S2/5312 G-APVM f.f. 3.5.60. to Army as XR493 with c/n F.9546-
Gnome H.1000.

Evaluation aircraft:- XN333 & 334 to R.N.

XFL65 & 167 to Army. C/ns unknown.

S2/8440 XFL88 Army evaluation.

S2/8444 to C/n F9545 XR436,

S2/8441 XFL89 " "

Army.

S2/8442 Test Airframe

S2/8445 Test airframe

S2/8443 XFL90 Army evaluatio.

S2/8446 XPL91 Army evaluation.

SCOUT/WASP Production.

F.9472-F.9489	XP846-888	Scout	Army
F.9490-F.9491	WE100-101	Scout	R.A.N.
F.9492-F.9513	XP889-910	Scout	Army.
F.9517-F.9526	XR595-604	Scout	Army
F.9527-F.9540	XR627-640	Scout	Army.
F.9541	XS463	Wasp	Navy.
F.9542	XS476	Wasp	Navy.
F.9543-F.9544	XS527-528	Wasp	Navy
F.9545-F.9546	see above.		
F.9547-F.9549	H305-307	Scout	Royal Arab A.F. (Jordan)
F.9550-F.9555	81-86	Wasp	South African Navy.
F.9556-F.9572	XS529-545	Wasp	Navy
F.9573-F.9583	XS562-572	Wasp	Navy.
F.9584-F.9613	XT414-443	Wasp	Navy
F.9614-F.9616	7015-7017	Wasp	Brazilian Navy.
F.9617-F.9618	5X-UHW - 5X-UUX	Scout.	Uganda Police
F.9619	BSP 1.	Scout	Bahrain State Police.
F.9620-F.9655	XT614-649	Scout	Army
F.9656-F.9659	87-90	Wasp	South African Navy
F.9660-F.9677	XT778-795	Wasp	Navy
F.9678-F.9679	NZ3901-3902	Wasp	R.N.Z.A.F.
F.9680-F.9691	235-246	Wasp	Netherlands Navy,
F.9692	BSP 2	Scout	Bahrain State Police
F.9693-F.9716	XV118-141	Scout	Army.

WANTED

One typewriter in good, working order - vintage no objection -
Details, condition and price required to the Editor, please.

Subscribers advertisements will be published when space allows, and
no charge will be made for this service.

LATE NEWS - L.B.A. runway extension

At a meeting of the Leeds-Bradford Airport joint committee, the
decision was finally taken to extend runway 15/33 to 7,300 ft across
the Harrogate road.

The three local authorities have to approve the funding for their
respective shares of the estimated £1½ million needed. If and when
is authorised the plan goes to the Ministry of Housing for final

04000/P1 G-AGPJ Dove 1. First prototype. First flew 25.9.45., piloted by G. Pike on the 25th Anniversary of the company. To Dunlop Rubber Co., to RAF for evaluation as WJ310. Later sold to Transportes de Cabo Verde as CR-CAD. Crashed and written off at Praia 6.56.

04000/P2 G-AGUC. Dove 1. Second prototype. To B.O.A.C. then M.O.A. Crashed and was written off at West Howe 18.8.46.

04001 CF-BNU. Dove 1. Used by the De Havilland (Canada) Co as a demonstrator. To N73795 of Forney Arc Welders. Returned to Great Britain as G-ARGN of North East Aviation., and then sold to Rodgers Aviation.

04002 VH-AQO. Dove 1. De Havilland (Australia) Pty Ltd. Written off after wheels up landing at Kalgoorlie 15.10.61.

04003 G-AHRA. Dove 1. D.H. to B.O.A.C. Written off at Hurn 13.3.47.

04004 G-AHRJ. Dove 1. To SN-AAH of Sudan Airways and then restored to G-AHRJ with Channel Airways. Sold to Central African Airways as VP-NAR, and then to VR-NAS with West African Airways. Was then again restored to G-AHRJ with R.J. Jones and sold to Transportes de Cabo Verde as CR-CAD.

04005 G-AHRB. Dove 1b. De Havilland., sold to Airwork and then to Skyways with whom it was named "Skymaid". As such this was the first a/craft to land at Katmandu in the Himalayas. Sold as YI-ACT to Iraqi Airways and was then sold to West African Airways as VR-NAJ and named "Sir Alan Burns". Restored to YI-ACT of Iraqi Airways and is still used.

04006 VP-YES. Dove 1b. Central African Airways delivered 18.10.46 and was named "Lourie". To G-ANMJ of the Ferranti Co and then to Blackburn Aircraft Co. Ownership passed to Hawker Siddelly when that company took over the Blackburn concern.

04007 VP-YER. Dove 1b. Central African Airways. Written off Livingstone on 22.1.59.

04008 G-AHRI. Dove 1. Iraq Petroleum Transport Co., to 4X-ARI of Avitour and then restored to G-AHRI with Airwork. Sold to Brooklands Aviation.

04009 ZS-BCB. Dove 1b. South African Airways. To ZS-CAG Ministry of Aviation. Sold as G-AOVY to Hepworth & Grandage Ltd and then to Piper Products.

04010 G-AIIX. Dove 1. DH A/C Co., to SN-AAA Sudan Airways. Re-registered ~~SR~~ ST-LAB

04011 OO-CWD. Dove 1b. Sabena d.d. 25.1.47. Re-registered OO-AWD to Union Minercede Houg Katanga. Re-registered OO-AED, then OO-AWD, then OO-DAL with Bonanza Ltd. To D-INKA of Flugzeugergner Gesellschaft and was then sold to L.T.U. Written off Seibert in 1959.

04012 VH-AQP. Dove 1b. Airlines of Western Australia. To VH-AWB and cvtd to a Mk 2. with Southern Airlines. To VH-GVF of MacRobertson Miller A/Ls.

04013 OO-AWE. Dove 2. Sabena d.d. 25.1.47. Sold to Institute Geographic du Congo Belge 17.5.54. Sold again to Air Force du Publique Congo Belge as K.AT.12. Written off 7.10.58.

04014 CF-DJH. Dove 1b. De Havilland Aircraft Co (Canada)., and when used by this company this machine became the only Dove to be fitted with floats. To N91827 of Wheaton Glass Corp.

04015 OO-CBN. Dove 1b. Sabena. Fo Congo Air Division of C.F.L.

04016 SN-LAC. Sudan Airways. Re-registered ST-LAC. To Executive Engineering.

04017 VP-YET. Dove 1b. Central African Airways. To ZS-DDW of J.D. Herdolt. Written off by blowing up Ixope 12.1.51.

04018 G-AHYX. Dove 1b. Anglo Iranian Oil Co. Written off in Perak 24.9.49.

04019 G-AICY. Dove 1b. H. Payne. To Iraq Petroleum Transport Co., and then to OE-FAB of Aerotransporte Flugbetriebs G.m.b.h. To G-AICY of Keegans.

04020 VP-YEU. Dove 1b. Central African Airways Corp., to ZS-AWB of South African Airways but this was not taken up and was sold as G-AMVV to Iraq Petroleum Transport Co., and then to Keegan Aviation Ltd, sold to Martins Air Charter as PH-MAC and then to Willy Horning as D-IBYC.

04021 ZS-AVZ. South African Airways. To Stewart & Lloyds Ltd., and was later cancelled due to C of A expiry.

04022 G-ALCU. Dove 1b. DH A/C Co. Converted to a Mk 2 and sold as VT-CEH to His Highness The Maharaja of Geakwar of Baroda. Restored to G-ALCU on 1.1.50 to E.P. Jenks., to Staffordshire Potteries and then Avionics

04023 G-AIWF. Dove 1b. British Aviation Services., to Cambrian Airways and then sold to Ministry of Aviation as ZS-DFA.. Restored to G-AIWF with Hants & Sussex Aviation., to Danair and then to TF-BRD with Bjorn Palsson & Assoc. Leased Air Malta 1949-50.

To be continued.....

AIRFIELD REPORTS

BINBROOK - Movements

- 2.6.67. WL666 Varsity T.I, XSI79 '20' Jet Provost, -both of C.A.W.
6.6.67. XS790 Andover C.C.2, Queen's Flight; XM598 Vulcan B.2;
12.6.67. 2447I T-39A, 36th T.F.W. Bitburg; G-ATZW Canberra;
G-AGWB Proctor;
13.6.67. WJ940 'Q', II5sqn., Watton, also 4.7.67.
21.6.67. G-ATRW Cherokee; WD292 'T', WP900 'W', WZ868 'V', all
Chipmunks of Birmingham U.A.S.
28.6.67. XS728 'E', Domine I.A.N.S.; G-ARLI Apache;
3.7.67. XM351 'I2' Jet Provost;
4.7.67. XGI93 '3I', Hunter F.6;
5.7.67. WJ887 'J' Varsity T.I, II5sqn., XR44I Sea Heron (I4I0I);
6.7.67. XE656 '56', XF516'49', XGI52 '53', XGI60 '30', XGI72 '36',
all Hunters of 229 O.C.U. Chivenor;
10.7.67. G-ASNO Baron; XH559 Vulcan B.2; 40539 C-I30E T.A.C.;
50620, 50646, 50654, 50676, F-4D's, '646 and '654 are
believed to be from the 36th T.F.W. and '676 from 417 T.F.S.
50th T.F.W., Ramstein;
11.7.67. G-ASHH Aztec; WL622 Varsity T.I, 'R' II5sqn; TXI63 (?) Anson;
XS423 Lightning T.5, 226 O.C.U.

HOLME-ON-SPALDING-MOOR

- 2.7.67. G-ARBE Dove; XN983 Buccaneer S.2, Rolls-Royce;

LECONFIELD

Jet Provost XP569 is now on the dump here;

Movements

- 28.6.68. WZ868, WD382, WP900, WD202, WK517, Chipmunks; / B.C.B.S.
WH963, WT518, Canberras; TXI60 Anson; WL624 Varsity T.I, 'U'
2.7.67. VP960 Devon; VL351 Anson; XS781 Basset; WH841, WT313, both
Canberras; XT669 'T', XT670 'U', Wessex H.C.2's, 72sqn.

Unfortunately our Binbrook correspondent has removed to the Middle East and our main correspondent from Leconfield is unable to contribute to further issues. We therefore appeal to our other readers in the area to let us have notes of their observations.

OUT AND ABOUT

The Jet Provost that crashed near Driffield on the 18th May was XN588.

A Second Officer of B.K.S. is reported to have ordered a Beagle Pup to be based at Yeadon.

Aer Lingus Viscounts EI-AJK, EI-AJL, and EI-AKL, have all had freight doors fitted by Scottish Aviation, Prestwick.

The Channel Airways application for a service from Aberdeen to Southend with optional stops at Edinburgh, Newcastle, Tees-side, Leeds-Bradford, East Midlands, and Luton, with feeder services from Portsmouth and Rochester. Services start on October 1st, with Viscounts operating the main route and 748's on the feeder services.

The former Treffield schedules through L.B.A. are being operated by Invicta and British Midland.

Air Ferry have applied to operate a Leeds-Bradford to Beauvais service in 1968 using a DC-6.

Trans-Union are scheduled to operate a DC-6 through L.B.A. on the 30th August.

Air Hanson have filed a £200,000 total loss claim to their insurers for H.S.I25 G-ASNU, hi-jacked over Algeria with ex-Congolese Prime Minister Mr. Tshombe on board.

One of the Catterick Sioux is believed to be XT560 (c/n WA.I60)
The Sioux appearing at the Birkenshaw Show was XT540. (Ref p 35)

AIRPORT MOVEMENTS

LEEDS/BRADFORD (YEADON)

June	29th.	G-ANMF	Bristol 170 Mk.31 (13216)	from Luton to Luton (newspapers. Also June 30).
	30th.	G-ASVA G-ASWO	Heron 2D (14121) Cessna 210D (58502)	from Hawarden to Gatwick. from Kirton-in-Lindsey to Kirton- in-Lindsey.
		G-AIYR	Dragon Rapide (6676)	from E. Midlands to Leavesden.
		G-ASRU	Twin Comanche (30-376)	to Gatwick (sold to Genavia).
July	1st.	G-ANMF G-AJDY G-ASKW XT540	Bristol 170 Mk.31 (13216) Auster Autoorat (2322) Apache 235 (27-576) Bell 47G Sioux	from Luton to Lydd. to Leven (after stay). from Londonderry to Tollerton. from Birkenshaw to Waddington (C/s. "AA355").
	2nd.	G-ATAI G-ATTV G-APXR G-APWC G-AMRA	Dove 8 (04538) Cherokee 140 (2821991) Tri-Pacer 160 (22-7172) Herald (151) Dakota 6 (15290/26735)	from Exeter to Exeter. from and to Tollerton. from and to Elmdon. from Luton to Teesside (newspapers). from Luton to Gatwick (newspapers).
	3rd.	G-ASWO	Cessna 210D (58502)	from Brough to Bath, and Bath to Brough.
	4th.	G-APAV G-ARID G-AVAL G-ASNK G-ATUR XT559	Bristol 170 Mk.32 (13263) Helio Courier (522) Beagle B.206 Srs.2 (049) Cessna 205 (205-0400) Brantly 305 (1029) Bell 47G Sioux (WA162)	from Luton to Le Touquet (newspapers) from and to Luton. from and to E. Midlands. from and to Woodvale, and Woodvale to Stretton. from Tollerton to Doncaster. from Netheravon to Catterick (C/s. AA360).
	5th.	G-ARMP G-ATRL G-ASNA G-ATHZ G-AOFS	Cessna 172B (48563) Cessna F150F (F0050) Aztec 250B (27-2451) Cessna 150F (61568) Aiglet Trainer (3143)	from and to Woodvale. from and to Leicester East. from and to Biggin Hill. from and to Teesside. from Fair Oaks to Newcastle (N/S -6th)
	6th.	G-ARUM G-ASPC G-APZB G-APXN	Dove 8 (04528) Piaggio P166B (412) V.707 Viscount (30) Aztec 250 (27-119)	from Gatwick to Shoreham, and Cardiff to Gatwick. from Westfield to Brough, and Brough to Westfield. from Southend (for B.K.S. Returned to Channel 19/7). from Peterborough to Glasgow and Bullford to Newcastle.
	7th.	XV121 G-ATHZ PH-MAA G-AVID WV754	Scout AH.1 (F.9696) Cessna 150F (61568) DC.3C (33213) Cessna 182J (182-87734) Pembroke (P66/74)	from Otterburn to Bullford (C/s AA422 from and to Teesside. from and to Amsterdam. from Shoreham. N/S to ? From Bovington to Little Rissington (N/S -8th. C/s "BGD27")
	8th.	XT541 G-AVGL G-ASVA WV754 G-ARIL G-ASEN	Bell 47G Sioux Cessna F.150G (F0157) Cherokee 140 (28-26349) Pembroke (P66/74) Caribbean 150 (22-7574) C.54A (10412)	from Waddington to Gomersall and Batley to Colchester (C/s "AA356") from and to Cranfield. from and to Oxford from Little Rissington to Bovington from I.C.M. to Wolverhampton from and to Ostend (operating Treffield services)
	9th.	G-ATTI	Cherokee 140 (2821951)	from Elstree to Ipswich.
	10th.	G-ASNO G-ATPM G-ARYV N6239P G-ASKM G-ASRU G-APZE G-AVAR G-AVJB	A55 Baron (TC574) Cessna F.150F (F0062) Comanche 250 (24-2516) Comanche 250 (24-1344) Queenair 80 (LD116) Twin Comanche (30-376) Apache 160 (23-1870) Cessna F.150G (F0122) V.815 Viscount (375)	from Elmdon to Tatenhill and from & to Tatenhill. From and to Newcastle (N/S to 11th.) from and to Biggin Hill. from Elmdon to Blackpool and Elmdon from and to Hawarden. from Fair Oaks to Oxford. N/S. from and to Biggin Hill. N/S to 12th. from and to Swansea. N/S to 11th. from Glasgow to E. Midlands. 1st. visit.
	11th.	G-ATDL	Cessna 310J (310-0146)	from Speke to Blackpool.

12th.	G-ATKE	Cessna 150F (62364)	from and to Newcastle. N/S to 15/7.
	G-AVCJ	Beagle B.206 Srs.2 (054)) Not officially recorded but
	G-ARYR	Cherokee 180 (28-770)) generally thought to be correct.
	G-AVGW	HS.125 Srs.3B (25120)	from and to Luton
	G-ARWH	Dove 8 (04512)	from Woodford to Langar. Crew for 'TAM
	G-ATAM	HS.748 Srs.2 (1576)	" " " " Sold.
	WV703	Pembroke (P66/6)	from and to Northolt. C/s BGJ33.
	G-ASMW	Cessna 150D (60247)	from Leeming to Biggin Hill
	G-ATMP	Cessna 210F (58735)	from and to Ringway
	G-ATHF	Cessna 150F (61592)	from Teesside to Cambridge
13th.	G-ATCY	Aztec 250C (27-2754)	from and to Hatfield
	G-AREA	Dove 8 (04520)	from Hawarden to Leavesden
	G-ASKM	Queenair 80 (LD116)	from Church Fenton to Oxford. N/S to 14th
	G-ARYF	Aztec 250B (27-2065)	from Tours to E. Midlands
	G-APBC	Dakota 4 (15676/27121)	from Woodvale to Luton. N/S to 14/7.
	G-ATXG	Aztec 250C (27-3345)	from Blackbushe to Blackphol to
15th.	XP805	Beaver (1454)	Blackbushe. C/s AA333.
	G-AVPP	Twin Comanche (30-1427)	from and to Newbury
16th.	G-ASIT	Cessna 180 (32567)	from and to Little Storton
17th.	G-ATYS	Cherokee 180 (28-3296)	from and to Elstree
	G-ASHV	Aztec 250B (27-2347)	from and to Northolt
	XM296	Heron (14130)	from Heathrow to Woolsington. C/s Kitty
	G-APTA	V.702 Viscount (71)	A. Princess Alexandra.
	G-ASXG	G21A Goose (1083)	from Southend. For B.K.S.
	XT559	Bell 47G Sioux (WA162)	from and to Ringway
18th.	G-ATGH	Brantly B2E (451)	from Dewsbury to Catterick. C/s AA360.
	G-ASEO	Comanche 250 (24-3367)	from Boroughbridge to Market Weighton
	G-AVCV	Cessna 182J (57492)	from and to White Waltham
	EI-APN	Hughes 300 (0284)	from Spake to Ringway
	G-ARIG	Cessna 310B (35578)	from Gainsborough to Louth. N/S to 19/7.
19th.	G-ASWX	Cherokee 180 (28-1932)	from Stanstead to Fyfield
	G-AVNG	Queenair 80 (LD176)	from Leicester East to Ringway
	G-ASXF	Brantly 305 (1014)	from Newcastle to Castle Don.
	G-ATRY	Alon Aircoupe (A140)	from Lindholme to Pennistone
	G-ASOM	Terrier 2 (B622)	from (Bedfordshire) to Teesside
20th.	G-ATEW	Twin Comanche (30-719)	from and to Newcastle
	G-ASZV	Tipsy Nipper 2 (45)	from Topcliffe to Usworth. N/S - 29/7.
	G-ARJR	Apache 160 (23-1966)	from and to 1/2 d Green
	WV739	Pembroke (39)	from Edinburgh to Ouston. C/s KHL90.
	G-AVGA	Comanche 260 (24-4489)	from and to Leavesden
	G-ASLC	Cessna F.172E (F0028)	from Ringway to Leavesden
	G-ASXE	Brantly B2B (436)	from Wigtwizzle to Totley
	G-ATSL	Cessna F.172G (F0260)	from and to Edinburgh
21st.	G-ASOH	B95-B55 Baron (TC656)	from and to Hawarden
	N4958F	Cessna U206B	from Blackpool (?) to Gatwick
	G-ATUO	Twin Comanche B (30-1063)	from and to Fair Oaks
	G-ATSM	Cessna 337A (337A-0434)	from Bath (1-engined landing) N/S to date
	G-AVIR	Cessna F.172H (F0423)	from Ringway to Squires Gate
	D-ILCA	Marquis (26)	from Heathrow to Cologne
	F-BNTS	Aztec 250B (27-3348)	from Ringway to Le Touquet. N/S to 23rd
22nd.	G-ATNX	Cessna F.150F (F0052)	from Blackpool to Barrow
	G-AVHZ	Twin Comanche (30-1424)	from and to Oxford
23rd.	G-ATYF	Twin Comanche (30-1250)	from and to Elstree
	OL-A08	Alouette I	from Stanstead to Otterburn. Belgian A.F.
			"Helicopter Zero Eight"
24th.	G-AVCJ	Beagle B.206 Srs.2 (B054)	from Lulsgate to Ringway to Castle Don.
	XT541	Bell Sioux	from Strensall to Morley to Strensall.
			"AA357"
	G-ATCM	Aztec 250C (27-2834)	from and to Lulsgate
25th.	G-ASYI	Cessna 180H (51485)	to Blackbushe /Princess Margaret
	XS790	Andover CC.2 (1562)	from and to Heathrow. Kittyhawk 4
	G-AVBZ	Cessna F.172H (F0387)	from Barton. Based again
	G-ATBV	Aztec 250C (27-2777)	from E To Edinburgh. N/S to 26th.
26th.	G-ASOI	Terrier 2 (B627)	from and to Edinburgh. NS to 27/7
	G-ATJZ	Aztec 250C (27-2967)	to Cardiff
27th.	XT560	Bell Sioux (WA163)	to Harrogate Stray. "AA359"
	G-ATDN	Terrier 2 (B638)	
28th.	G-ALYD	Auster 5 (824)	