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Production by D.A. Senior

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THIS MONTH:- We have a rather less regional look in some of our articles whilst retaining the regular local articles and news. We would like any comments you may have about this.

Despite the fact that the news pages have been crowded recently there is still a distinct lack of military news. (I'm as fed up with typing that as you are with reading it.)

FUTURE MEETING On June the 30th Mr G. W. Shield, Headmaster of Mexborough Grammar School, is coming to give a talk on how he built a Luton Minor (G-ATFW) and how he is building an aircraft of local design at the present time. Weather permitting, he will bring the Minor as an added attraction. The meeting starts at 7pm PROMPT. Everybody is welcome.

CHURCH FENTON The Branch will be having a stand at the S.S.A.F.A. display on June 3rd. Films and Publications will be sold. Help is required! If you never have time to write to the Editor, come and talk to him!

\*\*\*MONEY.... FREE? GRATIS AND (nearly) FOR NOWT! ENTER OUR 1st COMPETITION

A Prize of TWO GUINEAS is being offered for the best script for a Branch Meeting. The script should be adequate for at least half an hour and should take full use of Audio-visual aids. The subject may be anything so long as it has not been used before by the Branch. (If in doubt consult the Editor). The competition is open to anybody who knows about it (Tell your friends). The closing date for entries is 30th September 1968. The Committee reserve the right not to award a prize. The Committees decision is final.

YOU HAVE PLENTY OF TIME! WHY NOT ENTER? W

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GUT AND ABOUT

The Snow Commanders based at Brighton have been confirmed as being N12900 and '01. It is reported that the firm that they are operated by have gone out of business and that the Snows will be shortly leaving Yorkshire.

Mr S. Wrigglesworth of Drifffield, former part owner of Cherokee 140, G-ATRT, took delivery of Cherokee 180D, G-AVYL on 5/4 at Drifffield.

Musketeer PH-HUS, currently under reconstruction by Yorkshire Light has been registered G-AWIK.

On Wednesday August 14th a round of the International television game, Jeux sans Frontiers, will be held on Harrogate Stray. It has been reported in the local press that the teams (50 strong?) will fly into Leeds/Bradford on Sunday August 11th. Teams from France, Italy, Germany, Switzerland and Belgium will take part.

From a variety of reports we gather that Autair will be operating into Leeds this Summer. Some people say they will be operating twice on Saturdays and twice on Sundays to Jersey for Wallace Arnold but some reports say this service will operate via Luton. On the other hand some reports say that Autairs Brough services will operate from Leeds from May 26th although some reports say this will only happen if there are more than 25 people on the flight. There are indications (G-APWD) that some sort of service started 11/5. Sort that one out (as they say).

SECRETARY'S DESK : Please note that the Secretary has recently moved and may be contacted henceforth at the following address : 98, Copgrove Road, Leeds 8 (tel. 657054).

We apologise to members for the recent confusion surrounding branch meetings, due to the last-minute unavailability of projector and operator for the intended film show. I trust, however, that the future programme is now settled.

Finally, we look forward to seeing as many members as possible at the stand at Church Fenton on June 3rd.

S. J.

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Dove and Devon history - Part 10

Compiled by D. I. Shaw

04379	N4280C	22.7.54	Mk.5.	Frustrated export, to G-AMXR, DeHavilland. To D-IFSB, re-regd. D-CFSB, back to D-IFSB, Bundesamt für Flug Sicherheit BfB.
04380	N1576	27.11.52.		Not taken up. To N4271C, J. Anley Harasco Corp., to N1900H, Tag Airlines (del. 15.11.63).
04381	XB-SUC	18.7.53		Altos Hornes de Mexico, del. by Fleetway with reg. XB-VEV, ex G-ALZB. To N1577V, never used, to N1038C, Riley Corp., to Riley 400. To Dallas Aero Surveys. To N153PC, Riley Aeron.
04382	G-AMXS	20.6.55.	D.H.	To N4821C, to YU-T-FTQ, Venezuelan Air Force, Dr. N. Dupona. To YV-T-FTQ ex Silver-Star Airways. Mk.6.
04383	N1578V	22.11.52.		Riley A/1. Inc., to Beaver Lodge Oil Co., to J. Tonnant, to Carstedt Air.
04384	N1579V	5.5.53		Ex G-ALZC. Del. 20.5.53 by Fleetway to Edde Airlines, to Silver Star Airways, to L. Eldon, to R. M. Baret Corpn., to C. H. Page Jnr.
04385	G-ALZD	12.11.52	Mk.2A.	D.H., to N1559V (del. 11.5.53). To CF-GBW, J. M. Dunwoody, to D. F. Hofcana, to Shell A/1. Canadian Insr. Testing. To N4041B, Wisconsin Air.
04386	G-AMUZ	2.1.53	Mk.1B.	Iraq Petroleum Transport Co.
04387	N1557V	24.1.53		Not taken up. To CF-EYL, D.H. of Canada, to Vendomatic. to U.S.A. 1954, to N234D, Roofing Felt Divn. Inc.
04388	G-AMWZ	19.2.53	D.H.	To CF-HGT. To CF-TCP. To N4282C, to N6387T, Riley Corpn. for mods.
04389	JA-5023	21.4.53.	Mk.8.	Seikiya & Co. Ltd. Ex N1559V (frustrated export).
04390	N1560	31.12.52	Mk.8.	Not taken up. To CF-EYM, Shell Aviation. Written off Calgary 6.12.54.
04391	G-AMXN	23.2.53	D.H.,	to Fleetways for del. to CF-HGQ, to J. M. Dunwood. To CF-FEL, to CF-POC, Super DG. Markets Ltd. To N228J, M. Jacobs.
04392	N1516V	4.5.55		Not taken up. To XJ347, Sea Devon C.20, Royal Navy.
04393	N1562V	7.2.55	Mk.5.	Not taken up. To CR-AHT, Transportes Aereos de Timor, "Manututo".
04394	G-AMVR	29.11.52	Mk.2B.	D.H. To JA-5005, Manichi Newspaper Co.
04395	YV-O-CVF	4.2.53	Mk.5.	Corp. Venezolana de Fudento Caracas.
04396	NZ1813	11.3.53		Devon C.1. R.N.Z.A.F.
04397	NZ1814	26.3.53		Devon C.1. R.N.Z.A.F.
04398	NZ1815	7.4.53		Devon C.1. R.N.Z.A.F. Written off Tarazau Range (N. Island, N.Z.), 17.2.55.
04399	NZ1816	22.4.53		Devon C.1. R.N.Z.A.F.
04400	G-AMXV	6.10.54	D.H.	To VH-DUD (not taken up), to D.H. (pty.) Ltd., VH-?. Written off Camden, 1.10.54.
04401	G-AMXW	4.5.55		Sea Devon C.20, to XJ349. To G-AMXW, Coledge of Aeronautics, to Electromatic Washing Machine Co., to Mk.6. To Coledge of Aeronautics.
04402	G-APPD	6.3.53		Reg. never used. To G-ALEC, to LEC Refrigerator Co. Written off Cardiff, 6.5.59.
04403	NZ1817	7.5.53		Devon C.1. R.N.Z.A.F.
04404	NZ1818	7.5.53		Devon C.1. R.N.Z.A.F.
04405	NZ1819	11.6.53		Devon C.1. R.N.Z.A.F.
04406	G-AMXX	4.4.55	D.H.	Sea Devon C.20, to XJ348, Royal Navy.
04407	G-AMWY	11.3.53	D.H.	To JA-5006, Nagasaki Airways.
04408	G-AMYM	24.4.53		To 5007, Toa Airways.
04409	G-AMXY	28.4.55		To Sea Devon C.20, XJ323, Royal Navy. To G-AMXY, Nuclear Power Group.

## HASTINGS WITHDRAWAL

by M. T. Powell

Below is a list of the aircraft operated by the major units using the Hastings immediately prior to its recent withdrawal from service. The Hastings flight with 242 O.C.U. has been gradually run down over recent years, many aircraft having been transferred to other units prior to the cessation of training flying with these aircraft.

When 36 Squadron was disbanded in early 1967 several of its aircraft were transferred to 24Sqn. to replace some of that units own aircraft. 24 Sqn. was the last unit using the type, finally disbanding in January 1968.

The Hastings T5 still serves with Bomber (Strike) Command Bombing School, at Lindholme and a few still serve at Watton and Wyton with Signals Command.

24 Sqn Colerne:- TG528; TG535; TG557; TG582; TG605; TG607; TG621; WD476; WD477; WD487; WJ329; WJ331; WJ340.

Transferred from 36 Sqn.;- WD485; WD491; WD494; WD495; WJ330; WJ339; WJ343.

36Sqn Colerne:- TG513; TG527; TG532; TG556; TG576; TG581; WD493

48Sqn Changi;- TG520; TG523; TG525; TG531; TG569; TG612; TG614; TG620; WD479; WD481; WD488; WJ537.

70 Sqn Akrotiri:- TG509; TG524; TG533; TG551; TG561; TG563; TG575; TG606; WD475; WD486; WD489; WD490; WD500; WJ328.

242 O.C.U. Thorney Island :-TG508/B; TG510/N; TG536/T; TG570/S; TG571/M TG597/C; TG609/H; TG608/O; TG616/M.

B.C.B.S. Lindholme (Mk T.5.) :-TG503; TG505; TG511; TG516; TG518; TG521; TG529; TG553.

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## THE PIPER PA-23 APACHE

by R. Hawkin

Known originally as the Twin Stinson, the prototype Apache first flew on March 2nd 1952. Deliveries of production aircraft commenced in March 1954. The initial model was the Apache 150, powered by two 150h.p. Lycoming O-320-A 4 cylinder, air cooled engines. Annual model changes were made until 1958 when the Apache 160 was introduced, embodying minor modifications and 2 160 h.p. Lycoming O-320-B's. Following the 1958 and 1959 -160s, the 1960 and 1961 models were termed 'G' and 'H' respectively. The Apache G and H introduced extended cabin glazing and an optional fifth seat. On August 20th 1962 Piper had completed the first Apache 235, this being similar to the PA-23 Aztec with a swept fin but less powerful Lycoming O-540-B1A5 engines, derated to 235h.p.. The last aircraft was delivered in June 1966.

Production The first 3 Apaches were Piper experimental and prototype models, c/n 23-1 to 23-3, registered N23P, N1000P & N1001P. 23-1 and 23-2 were scrapped and 23-3 was retained by Piper for test work until March 1958 when it was sold to Safair Flying Services of Teterboro, New Jersey.

The first prototype was completed on January 27th, 1954, and the first production aircraft, 23-4, registered N1002P was completed on April 30th 1954. The latter was then delivered to an American distributor. The first export was 23-50, HK-480-P, delivered to Columbia on December 6th 1954.

Going by Year, 1954 c/ns were 23-4 to 23-61; 1955, 23-62 to 23-330; 1956, 23-331 to 23-746; 1957, 23-747 to 23-1176.

The first 1958 model, 23-1177, N3233P, was also the first Apache 160. Whilst both -150 and -160 were in production that year, only 5 of the former were produced, these being 23-1178 to 23-1182. The total c/ns for 1958 were 23-1177 to 23-1501. 1959 production, c/ns 23-1502 to 23-1870, actually extended into the 1960 sales year, until May, when the Apache G was introduced. Also in the 1959 production batch, the 50,000th Piper aircraft was manufactured. This was serialized 23-1829, N4328P, and was sold to the Fir Wood Manufacturing Co. Inc.

The G Models were serialized 23-1871 to 23-2012, 23-1871 being delivered to Safair Flying Services on May 30th, 1960.

The H Models were serialized 23-2013 to 23-2046. 23-2013, N4491P was delivered on November 5th, 1961 and 23-2046, G-ASDI, was delivered to C.S.E. Aviation in England on December 27th 1962.

The Apache 235 made its appearance about this time. The first example

Apache (continued)

-235 were 27-505 to 27-622. 27-622 was delivered on June 20th 1966 as TG-MON to Valdez, the Piper distributor in Guatemala. Whilst the construction serials of the 235 were prefixed by '27', the aircraft designation remained as for previous models of the Apache, i.e. PA-23. Specification Referring to -160H and, in parentheses, -235 Span 37ft (37ft 1 1/2in); length 27ft 1 1/2in. (27ft 7 1/2in.) wing area 204 sqft. (207sq.ft)

Max Speed 183mph(202mph); cruise at 75% power 173mph (191mph). Initial rate of climb 1260ft/min (1450ft/min). Max range loaded, 1260mils(1185mils) Empty Weight 2280lb (2735lb). Max weight 3800lb. (4800lb)

One known conversion is known as the Vecto Geronimo. The conversion entails a 15 inch extension of the nose, and fitting of 180b.h.p. Lycoming engines. Hoerner wing tips are fitted and the stalling speed is reduced by 12 knts. The cruising speed at 7000ft is 171 knts. The conversion is undertaken by Vecto of San Antonio, Texas.

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RESPONSE

Dear Sir,

I was interested to see from the February Y.A.N. that at last somebody has brought to light the topic which has been a talking point around Leeds/Bradford for some time now, namely the stagnation of airline traffic. True, the passenger figures are ever rising but the variety of operators and their services has remained static for some years now.

The most apparent cause for the lack of interested operators was of course the terrible terminal conditions. This has been rectified but we cannot hope for new operators over night, directly as a result of the new buildings. The Airport Committee are faced with the problem of making the initial breakthrough into European operators confidence. Very little has been done by them in this field. They have said in press statements that they would like to see European operators using L.B.A. but they have done very little to achieve their aim.

Finally, I have one more grievance. The people who are making such a fuss about further development of the Airport either because of noise or because they think it will spoil the neighbourhood, do not hesitate to fly from Yeadon, either on business or pleasure. I have seen many people who openly oppose the continued progress of the Airport to the extent of writing to the press, flying to London, Amsterdam and on Summer tours. To me these people are hypocrites. They want the convenience of Yeadon and do not realise that even with a Trans-Pennine motorway Manchester is a long way from the West Riding if, as they wish, Yeadon is held back in its long overdue development

Yours sincerely,  
John M. Radcliffe

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NOT VERY SATISFACTORY .....

..... That is the opinion of a regional planning group on the new terminal at Leeds/Bradford. The main grumbles were that there are no lifts in the building and that baggage handling is not mechanised enough.

Our opinion and that of the Airport Commandant (expressed on television) is that neither are necessary. There are only 12 or 13 steps in the building. These lead up to the lounge, bar and restaurant. There is no need for passengers checking in to go up the steps and definitely no need for heavy luggage to be taken up.

As for baggage handling, short of the aircraft taxiing up to the baggage collection ramp, there seems to be no way baggage handling could be improved. At the moment the baggage is unloaded direct from the plane onto a lorry. The lorry drives into the terminal and stops at on side of the collection ramp and the passengers stand at the other side and pick up the luggage. In our opinion the terminal is.....

.....VERY SATISFACTORY !

## TRAVELLERS TALES

This is the first article in what we hope will become a regular feature. It will consist of reports of visits by readers to airfields ANYWHERE. We hope you will comment on the series and most important, contribute to it!

### Part One

by J.A.Barff

Luton 21/4/68 :- A Cat. 3 I.L.S. has just been fitted at Luton, which is in a similar position to Reading in that is about 550 feet above sea level. The latest development is the formation of a new airline, Monarch, which has a large modern hangar and two ex British Eagle Britannias, G-AOVH and G-AOVI. Their paint scheme is somewhat startling; below the black cheat line the fuselage is bright yellow and above it is white. The tail is yellow with a Black 'M' on it.

Autair have just taken delivery of their two B.A.C. One Elevens, G-AVOE and 'OF' ('WBL since delivered), resplendant in their blue livery.

Britannia Airways are suffering from lack of capacity due to the late delivery of their Boeing 737-200s. They have leased the Laker Britannia, G-ANBN, and it is rumoured that during the height of the season they will lease British Eagle and B.E.A. aircraft.

On the lighter side Mystère 20, NILLAC, of an unknown, was present together with Cessna F150H N13175.

McAlpines hangar is inaccessible but outside were the regulars, P156B G-AVSM; Aztec G-ATXG and Helio G-ARLD together with Dove G-AWFM, recently overhauled and a newcomer to the British register.

In the Aero Clubs hangar were RF4s G-AVNY and G-AVLW and in Autair Helicopters was new Alouette, G-AWEE.

Leavesden 22/4/68:- The last 3 D55 Barons G-AWAE, G-AWAF and G-AWAK for Hamble were present. (Deliveries complete to Hamble by 26/4). Also in Eagle Aircrafts corner of the hangar was Musketeer G-AVVU, and Barons G-ATGR and 'VET.

Hunting Surveys have Beagle 206 G-AVCG on lease and the new Hughes 'VVS', was also present. Also in the hangar was G-ARYM, BICCs Dove resplendant in its black and white livery, Proctor 'IWA and an unknown bare metal Dove undergoing extensive overhaul.

Outside was Eagles Dove 'ROI, Prince 6 F-BJAI and Cessna 150 'VNB. While I was there, Devon VP968 with the C in C Fighter Command (as it was then) on board landed.

### Part Two

by T.W.Sykes

#### Manx Air Derby; Jurby 27/4/68

The Red Arrows arrived just before the display started. The display consisted of general demonstrations by the Mustang, Mosquito, Dominie, Andover, B.206, and Gannets. After this the Air Race was held and after that, when all the race aircraft were safely on the ground, the Argosy took off with the Parachutists. Whilst he was supposedly climbing to dropping height the Red Arrows did their bit. By the time they had finished the cloud base was down to about 3000ft and it began to rain. The Para's dropped from 3000ft but were spread in a line all across the north side of the airfield; one, in fact, missed the airfield altogether. By this time we were walking back to 'PVK (Apache) and we were surrounded by falling Paras.

The aircraft present were as follows. Figures in brackets =race posit.

G-AKUW	Chrislea Ace	G-ATLY	Beta	BB694	Tiger Moth
G-ALZG	Gemini	G-ATOY	Comanche	WK808	Chipmunk; code 906
G-AKDN	Chipmunk	G-ATRW	Cherokee 6	XL452	Gannet; Code 766
G-APPM	Chipmunk	G-ATYD	B206	XP229	Gannet; Code 762
G-APVK	Apache	G-AVEM	Cessna F150	AP438	Argosy
G-AROF	Meta Sokol	G-AVES	Stampe	XR143	Argosy (Paras)
G-ARUR	Cherokee	G-AVCZ	Condor (1)	XR542	Gnat; Code 42
G-ASBU	Andover (2)	G-AVHI	Cessna F172	XS610	Andover
G-ASFF	Aztec B	G-AVHJ	Wasmer SIV	XS735	Dominie
G-ASKL	Mascaret	G-AVIE	Cessna F172		Red Arrows Gnats:- XR540,
G-ASLY	Cessna F172	G-AVRP	Cherokee		XR986, XR987, XR991,
G-ASOB	T. Comanche	G-AVUJ	Falco (5)		XR992, XR993, XR994,
G-ASSU	Emeraude (3)	G-AVYV	Jodel D120		XR995, XR996, XS111.
G-ASUB	Mooney	G-AMQJ	Viscount		The Gannets were from
G-ASYM	Falco	N6356T	Mustang		Brawdy.
G-ASZH	Jodel D117	EI-AOB	Cherokee		The cramped and cramped
G-ASZD	B208 Junior	EI-ASV	PA28R Arrow		appearance of this list
G-ATBK	Cessna F172	D-EDLD	Regent(c/n 111)		is due to lack of space.
G-ATDL	Cessna 310J	D-EJFA	C182(c/n54001)		
G-ATGF	Commodore	D-EKOW	Debonair(CD207)		
G-ATIW	Commodore				

Invicta Tulip flights ended 11/5. Air Ferry Tulip flights started 1/5 with DC-4 G-ASFY. This was used daily until replaced on 5/1 by G-ARWI which was used until the service ceased on 14/5. The last 4 services were to Beauvais instead of Rotterdam.

Cambrian Viscounts on BKS services so far this month have been G-AMOP & G-ALMOA.

Globe Swift G-ARNN departed to Teesside 4/5 with Auster G-AJRN. Jodel D117 G-AWFW first flew as such 1/5 and departed to Sherburn 3/5. Cessna F172H G-AVHH has damaged its prop, and G-AVBZ has taken its place at Yorks. Aeroplane Club. Cessna 182L G-AWBP first flew 29/4 and departed to J. Bingham at Haxey on 1/5.

New Cessnas for Northair are G-AWGW F172H c/n F0482; G-AWGX F172H c/n F0492; G-AWGY F150H c/n F0306. 'Gw d/d 17/5. Others followed later on 17th

According to the "Leeds Journal" B.K.S. are to start direct service from Leeds to San Sebastian.

Aircraft used by Channel on their Tulip Flights from Leeds to Rotterdam were Viscounts :- G-ATVR(25/4), 'PPC(28/4), 'PPU(1/5), 'TVR(4/5), 'VHK(7/5), 'VJL(10/5) and 'TVR(13/5).

Viscount G-APTA operated into Leeds on BKS service on 13/5 in BKS colours.

TIGER CLUB AT DONCASTER

On Sunday the 19th May the Tiger Club held a display at Doncaster Airport. It was the furthest North in England that they have ever done a display. Also, it was the occasion of the first public showing of Neil Williams 'show' for the World aerobatic championships in his Zlin Akrobat. During the course of the meeting Condor G-AWAT was delivered to Northair for the South Yorkshire Flying Club which is just starting operations. Below is a list of the aircraft present.

G-ARWF	Cessna 310G	G-ABVE	Arrow Active
G-ASTD	Aztec C	G-ASKP	Tiger Moth
G-ASTE	Aztec C	G-AVWY	RF4D (Doncaster resident)
G-ARGI	Auster 6A (Glider Tug)	G-AWEN	Jodel DR1050
G-AVCO	Stampe SV4C	G-ARWR	Cessna 172C
G-ATKC	Stampe SV4B	G-AOAA	Tiger Moth
G-ASHS	Stampe SV4B	G-ANZZ	Tiger Moth
G-AROW	Jodel D140B	G-AWGW	Cessna F172H
G-AWGX	Cessna F172H	G-AWGY	Cessna F150H
G-APNZ	Turbulent	G-ASAM	Turbulent
G-ASDB	Turbulent	G-ARZM	Turbulent
G-ARCZ	Turbulent	G-ATRT	Cherokee 140
G-AIJE	Auster J/4	G-ATKA	Tri-Pacer
G-AKEZ	Messenger	G-APVK	Apache
G-AVBZ	Cessna F172H	G-AWBP	Cessna 182L
XP824	Beaver (Army-for para drop)	G-AWFW	Jodel D117
G-AWAR	Zlin Akrobat	G-ASKL	Jodel Mascaret
G-ATLY	Luton Beta	G-AWAT	Condor
G-AIPR	Auster J/4	G-AVUJ	Falco
N6356T	Mustang (Flying only)		"459" Schleicher Ka13
BGA1178	EoN Olympia 460-1D		"337" Blanik (RAFSA)
BGA1398	T45 Swallow (c/n1598)	BGA926	T21B (c/n 1240)
BGA1169	T45 Swallow (c/n1410)		

In the rafters of the Gliding Clubs hangar were the fuselages of T8 Tutors BGA431 and VW2??.

The old hangar recently renovated for Northair/South Yorkshire Flying club contained nothing except two fuel bowzers and fire equipment but the other dilapidated hangar contained the Auster G-AIPR.

The day at Doncaster proved very enjoyable and it seems possible that this may become another annual event to jam into the already crowded May calendar.

DON'T FORGET\*\*\*\*\*PRESS DATE\*\*\*\*\*JUNE 10TH\*\*\*\*\*PLEASE CONTRIBUTE\*\*\*.

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## LEEDS/BRADFORD MOVEMENTS

...A rather long list this month due to abbreviated version last month and an increase in traffic. As you can see there is quite a nice selection.

30/3	G-ASWJ	Beagle B.206	fr Hucknall	to Oxford
	K16	C 47	fr Church Fenton	to Brussels
	G-AMOO	Viscount	fr Newcastle	to Jersey & return
	XP817	Beaver	fr Carnaby	to Carnaby /for B.K.S.
	WV729	Pembroke	fr Maastricht n/sto	Northolt
31/3	G-AVED	Cherokee 180	fr Hamble	to E. Midlands
	G-AVAY	Cherokee 180	fr Hamble	to Elmdon
1/4	OY-DMC	Twin Comanche	fr Tirstrup	to Manchester
2/4	G-ASNX	Beech H.18S	fr E. Midlands	to Turnhouse
	G-APBC	Dakota 4	fr E. Midlands	to Dublin
	G-ATZN	H.S.125	fr Gatwick	to Gatwick
	G-ASEO	Comanche 250	fr W. Waltham	to Brough
3/4	XG-ASUY	Heron 2	fr Speke	to Glasgow
	XG-ATGR	Baron	fr Leavesden	to Teesside
	XT645	Scout	fr Turnhouse	to E. Mid. With Sioux
	G-AREV	Tri-Pacer	fr Blackpool	to Blackpool/XT562
4/4	G-ANOV	Dove 6	fr Stansted	to Stansted
5/4	G-ATXG	Aztec C	fr Luton	to Luton
	G-AVVW	Cessna F150H	fr Cranfield n/s	to Cranfield
	EI-AND	Cessna 175A	fr Dublin	to Dublin
	XG-AMKY	Prince 6B	fr Stansted	to Stansted
7/4	G-AVYL	Cherokee 180D	fr Driffield	to Driffield (see P.27)
	LN-SUF	F.27 Friendship	fr Stavanger	to Alesund
8/4	G-AVHK	Viscount 812	fr Southend	to Le Bourget
	G-AVNY	Fournier RF4D	fr Luton	to Luton
9/4	G-ASLC	Cessna F172E	fr Blackbushe	to Blackbushe
	G-ATJZ	Aztec C	fr Exeter	to Exeter
10/4	PH-ILS	Queenair 65	fr Gatwick	to Gatwick
	PH-MAG	Dakota	fr Amsterdam	to Amsterdam
	G-ANUU	Dove 6	fr Stansted	to Stansted
	G-APZC	Viscount 707	fr Le Bourget	to Southend
11/4	G-AWDI	Aztec C	fr Peterborough	to Peterborough
	G-ASFL	Cherokee 180	fr Blackbushe	to Blackbushe
	G-AVMB	Condor	fr Sherburn	to Sherburn
12/4	G-APRS	Caribbean 150	fr Carlisle	to Teesside
	D-ELOD	Cessna 172	fr Southend n/s	to Southend
	G-AVXX	Cessna F172E	fr Teesside n/s-25th	to Teesside
13/4	D-IACO	Aztec B	fr Hamburg n/s	to Hamburg
14/4	G-ARYH	Tri-Pacer 160	fr Coventry	to Coventry
16/4	G-AIYR	Dragon Rapide	fr Leavesden	to Blackpool
	G-AWCL	Cessna F150H	fr Cranfield n/s	to Cranfield
17/4	G-AWCV	Viscount (B.M.A.)	fr E. Midlands	to Glasgow (1st Visit)
18/4	N3402Y	Cessna 180	fr Bedford n/s	to Elmdon
19/4	G-AVKV	Cessna 401	fr Tollerton n/s	to Heathrow
20/4	G-ARHL	Aztec	fr Tollerton	to Oxford
	G-ATDC	Aztec C	fr Prestwick	to Leicester East
	D-EKVI	C33 Debonair(CD886)	fr Manchester	to Stuttgart n/s-23rd
21/4	G-ASRH	Twin Comanche	fr Winfield(N/c div.)	to Fair Oaks
22/4	XG-AREC	Heron 2D	fr Tatenhill	to Warton
	XG-ASSI	H.S.125	fr Newcastle	to Manchester
23/4	G-ASEW	Brantly B2A	fr Harewood	to Norwich
	G-AWEK	Fournier RF4D	fr Barton n/s-	
24/4	G-AGWE	Avro 19 Srs2	fr Turnhouse	to Turnhouse
24/4	G-AVLG	Cherokee 140	fr Glasgow	to Glasgow
26/4	OY-EGP	Cessna 172	fr E. Midlands	to Speke n/s-28th
	N13175	Cessna F150H	fr Gatwick	to Turnhouse
	G-ATUD	Cherokee 140	fr Booker	to Booker
	G-AMOP	Viscount 701	fr Heathrow	to Newcastle(for B.K.S.)
27/4	G-AVGG	Cherokee 140	fr Speke	to Netherthorpe
28/4	G-AVUL	Cessna F172H	fr Newcastle n/s-6/5	to Newcastle
	G-ASWD	Cessna F172F	fr Luton	to Teesside
	N360WT	Gulfstream	fr Le Bourget n/sto	Hannover
29/4	XT560	Scout	fr Catterick	to Catterick
	XKT164	Sioux	fr E. Midlands	to Newcastle n/s
30/4	G-ACOYS	Viscount	fr Turnhouse	to Leuchars(Leeds Utd.)
	G-AMFP	Autocar	fr Teesside	to Teesside

FLYOVER REPORT

8/4	G-AVHA	H.S.125	PH1515	N/B	24/4	G-ARCW	Apache	LBA1140	N/B
10/4	G-ARDR	Comanche	LBA1628	N/B	25/4	G-AVTU	Heron	PH1110	E/B
20/4	G-AWBT	T.Comanche	LBA1040	N/B	8/5	N70	?	PH1232	N/B
22/4	50041	C130	PH1045	N/B	10/5	70010	C141	PH1010	W/B
	50269	C141	PH1047	N/B		70023	C141	PH1130	E/B
	X G-AVPE	H.S.125	PH1108	N/B		G-AVYM	Cherokee D	PH1645	S/B
23/4	..309	C47(USAF)	LBA1028	to	12/5	50821	VC117D	PH1351	S/B
	G-AWAO	Baron	PH1137	N/B					
	20930	C124	PH1649	E/B					
24/4	G-AVOF	BAC111	PH1118	S/B					
	G-ANUO	Heron	PH1127	S/B					

I have still only received one flyover report. What has happened to the 4 contributors we had for this feature in January?

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THE REID TROPHY -CHURCH FENTON

27/4/68

The Reid Trophy is an inter-University Air Squadron Competition. The Competitors are required to do a set acrobatic piece followed by a free acrobatic piece and a precision landing. The winners this year were Hull U.A.S. The competing Chipmunks were as follows:-

WB760	Code 11	PFS(on loan to Leeds UAS?)	WD395	Code A	Notts UAS
			WK635	D	Notts UAS
WG316	A	Leeds UAS (Blue spinner)	WG978	C	Leeds UAS (Yellow spinner)
WD376	B	Hull UAS	WG970		Northumbria UAS
WP979	D	Hull UAS	WP975		Northumbria UAS
WG960	E	Hull UAS			

A brief flying display was given by an unidentified Lightning and 4 Jet Provosts.

AIRFIELD ROUND-UP

Netherthorpe Visitor on 1/5 was Cessna 182L, G-AWBP, from Kirmington to Leeds. On 12/5 Chipmunk G-ARDW had a fatal crash here while practicing for a display here on 3/6. If anybody goes to this display the Editor would appreciate a report.

Brough Visitors have been ; 3/5 G-AVGY Cessna 182 From & to Blackpool n/s 8/5 G-ATDC Aztec C and 14/5 G-ATWZ Rallye Commodore to Elmdon.

Shelf nr Halifax. Jodel D117 G-AWFW is based here.

Malton Visitor 5/5 was G-AVBZ Cessna F172H from & to Leeds also 7/5.

Rufforth Visitors have been Aztec C G-AVVT on 9/5 (N/s) and Heron G-ARTI on 10/5 to Warton.

Brighton Visitor 20/4 was Cessna 310 G-ARWF with a change of propeller for Cessna F172H, G-AVHH

Pocklington Visitor on 20/4 was Aero 145 from and to Leeds.

Sherburn Messenger G-AKEZ has returned to be based.

Sutton Bank Topsy Nipper G-AVTB has now replaced G-AVDK which has been withdrawn from use.

Topcliffe Visitors:-21/3 XP820 from Turnhouse  
22/4 25790 C131A to Dyce G-ASAP Rallye  
25/4 G-ASWJ B206 from Hucknall  
29/4 G-ATZJ Aztec C

Hastings fuselage TG587/L is on the dump here.

Lindholme The only remaining Hastings with Bomber School is TG511.

Catterick Visitor 20/3 was Beaver XP820

Waddington Visitor 5/4 was Argosy XN853 to Turnhouse.

Church Fenton Visitor 22/3 was Basset XS777 from and to Turnhouse

Linton on Ouse Sea Prince T.1 of the Station Flight is WM739/L0.

Kirmington Visitors have been Cessna F172H G-AVUF on 1/5 from & to Leeds and Cessna 182L G-AWBP from Leeds to Netherthorpe.

Crosland Moor G-ASIU Queen Air is now based here. Visitors have been:-

20/4 Cherokee G-AVLF; 23/4 G-AVBZ Cessna F172 from and to Leeds;  
25/4 G-APPA Chipmunk from and to Leeds; 26/4 Airedale G-ARZS. 14/5 G-AWER Aztec C.

Gamston Visitor 27/4 was Twin Comanche G-ATSZ

The Editors Gratitude is extended to the following for their contributions this month:- J.A.Barff, H.Craven, Dr. D.Furniss, R.Hawkin, A.B.Norman, N.H.Ponsford, M.T.Powell, J.M.Radcliffe, M.Reed, D.I.Shaw, A. Stead, J.A.Stanfield, T.W.Sykes, P.A.Tomlin, M. Twitchett, M.Wadie, Our East