

EDITOR:- David E. Depledge,  
76, Hill Crest Rise,  
Cookridge,  
LEEDS, 16.

Production by D.A.Senior

VOL. IV No.6

June 1968

This Month :- DISPLAY SPECIAL -see page 36. ALSO- The History of B.K.S. Air Transport -see page 38.

JULY MEETING will take the form of a debate, one side being led by the vociferous eloquence of Mr David Senior. The subject for debate has not yet been settled. Suggestions and prospective Debators are welcome. The meeting will as usual be at the Yorkshire Aeroplane Club at 3pm. The date to remember is JULY 28th. There will be no formal AUGUST MEETING but members not on holiday are welcome to come for a 'natter' on August 25th.

+++++

\*\*\*\*\*

+++++

OPEN DAY - R.A.F. LECONFIELD - CHANGE OF DATE

Will readers please note that the date of this event has been changed to SATURDAY, JULY 27th. The display is going to be large and there will be the usual sideshows.

The West Riding Branch of Air-Britain hope to be there and YAN will definitely be there. Further details of arrangements will be available at the June branch meeting or from the Committee.

\*\*\*\*\*

YET ANOTHER COMPETITION - CASH PRIZES - FREE TO ENTER

A Prize of one guinea will be awarded to the person who designs the best front page heading for Y.A.N. The specifications are as follows:- The heading need only contain the words 'Yorkshire Air News' or the initials Y.A.N.

The heading should not take up more than 3" at the top of the page. Only one colour should be used and there should be no large shaded areas. ANYONE CAN ENTER. The closing date is 28th JULY, the day of the Branch meeting. The Committee reserve the right to withdraw the prize if too few entries are received.

PLEASE ENTER- You have nothing to lose....and possibly a guinea to gain! AND don't forget the competition announced in last months Y.A.N. You still have plenty of time to win!

\*\*\*\*\*

NOTICE

NORTHERN AIRCRAFT PRESERVATION SOCIETY

Would anybody in the Harrogate area interested in re-building a BRISTOL FIGHTER please contact:- M.J.Kenyon, 25, Ashley Drive, Bramhall, CHESHIRE.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

.....OUT AND ABOUT.....OUT AND ABOUT.....OUT AND ABOUT.....OUT AND A

Comanche G-ATNV has been replaced at Driffield by Twin Comanche G-AVFW. Last month we hazarded some guesses as to what Autair are doing at Leeds this summer. It has now emerged that they are operating one flight on Saturday mornings to Jersey and two to Jersey and one to the Isle of Man on Sundays.

Cessna 170 G-APVS first flew on 24/5 after being re converted to its tail wheel configuration but was unfortunately damaged in a landing accident on 2/6.

Cessna 172 G-ASVM is now flying again after a lay up of over a year for no apparent reason.

S.S.A.F.A. INTERNATIONAL AIR PAGENT CHURCH FENTON 3rd JUNE

The following aircraft were present at the annual Whit Monday display which was put on in brilliant sunshine in front of a crowd of 60,000 people

**FLYING:-**

G-AEBJ Blackburn B2	G-APPA Chipmunk
G-ARWF Cessna 310G	G-ASIM Zlin Trener Master
G-ATHV Cessna F50F	G-AVKT T66 Nipper III
G-AVUH Cessna F150H	G-AWGX Cessna F172H
WG478 Chipmunk T10 'C' Leeds UAS	XR681 Jet Provost T4 RAFC Cranwell
XP819 Beaver AH1 15 Flt, AAC Topcliffe	XR537 Gnat 34/7FTS Valley

XR540, XR986, XR987, XR991, XR992, XR993, XR994, XR995, XR996, XR111, Gnats, Red Arrows. + support aircraft KN853 Argosy.  
 XV127 Scout 6Flt AAC Netheravon. MT-11 Magister Belg. A.F. c/n 268  
 XM717 Victor B2 189Sqn, Wittering. XS713 Dominie C/LANS Stradishall.  
 XS605 Andover 46Sqn, Abingdon XV295 Hercules c/n282-4261 ex66-1353  
 XK969 Whirlwind HAR10 202Sqn - Spitfire XIX no marks carried

**Leconfield**

Magisters of Patrouille de France from Ecole de l'Air, Salon-en-Provence.  
:- No 527 '1' No529 '2' No534 '3' No535 '4' No540 '6' No541 '7'  
No 542 '8' No543 '9' No544 '10' No545 '11' No546 '12'. 11 and 12 are spare aircraft. The support Noratlas was No10 '10'. The codes on the Magisters were on the nose wheel doors.

WR986 Shackleton MR3 Phase 3 'G' Ballykelly wing.

**VISITING AIRCRAFT**

G-AIJM Auster J/4	G-AIJR Auster J/4	G-AKEZ Messenger 2A
G-ARRL J/1N Alpha	G-ASTE Aztec C	G-ASYV Cessna 310G
G-ATMB Cessna F150F	G-ATNC Cessna F150F	G-ATRT Cherokee 140
G-AVCW Twin Comanche B	G-AVGI Cherokee 140	G-AVHI Cessna F172H
G-AVMB Condor	G-AVNV Condor	

Historical Aircraft Society of Bontefract Secondary Boys School  
Uncovered airframe of SE5A replica.

Northern Aircraft Preservation Society

Two Slingsby Cadet T.XLs, one RA854, other not known

R.A.F. Recruiting display

XK740 Gnat, Church Fenton ex 71M.U.

Wrecks:- Two burnt out Vampire T11s. One believed to be XD393.

Gate:- WS739 (7961M) Meteor N.F.(T)14 ex 'F' 1 A.N.S. Stradishall

Display reports from M.T.Powell and A. Stead

OPEN DAY R.A.F. TOPCLIFFE

25th May

Some of the aircraft present were as follows:-

XS736 Dominie	VP960 Devon	XS765 Basset
XP824 Beaver	XP671 Jet Provost	XP668 Jet Provost
XP678 Jet Provost	XP663 Jet Provost	XR166 Jet Provost
XR665 Jet Provost	WK627 Chipmunk	WJ896/H Varsity
? /54 Gnat	XV218/V Scout	XV223/L Scout
XV315/W Scout	? /Z Scout	

This is only part of the participants. Our correspondent got so bored he left before the end!

Recent arrivals at Topcliffe have been the three Beavers of 15Flight of the Army Air Corps. They were formerly at Khormasakar. One is known to be KP819.

\*\*\*\*\*

Travellers Tales. The feature of this name which was started last month needs contributions. Please let me make it quite clear that contributions for this may come from anywhere in the world. It would be preferable if contributions were in the form of short stories rather a straight forward list.

THE NEXT PRESS DATE IS 10th JULY

YORKSHIRE AIR NEWS is published by the West Riding Branch of Air-Britain for private circulation only. Due credit should be given to everything extracted from this magazine.

LETTERS TO THE EDITOR

The Editor is very pleased with the amount of comment he is getting at the moment. It makes selection of articles much easier if we know what YOU want. We have been asked by Mr P.A.Tomlin to make it clear that by jet flights, referred to in the article on noise in our April issue, we meant 20 flights in and 20 out of Manchester per day, not 10 in and 10 out. Mr Tomlin went on to say:-

"I was amused to see that you mentioned complaints about aircraft flying late at night and listed only 3 Viscount movements which were 'over the limit'. Perhaps the members of your community might spare a thought for us Mancunians who have pure jets in and out of the airport for a full 24 hours per day, and especially around 0001 hours to 0200 hrs, not forgetting the BOAC freight 707 which arrives around 0315 hrs en route to Prestwick and North America. Many times I have been awakened by this monster at this unearthly hour and I live 12 miles from the airport!

Finally, I would like to quote the words of one of our members who lives near the end of Manchester's Runway 24, when asked if the noise bothered him, he replied, 'you get used to it'.

Yours sincerely,  
P.A.Tomlin

Editor, Manchester Aviation Society Journal.  
(I would like to point out that the Airport Committee have said Leeds /Bradford will not stay open for 24 hours per day in the foreseeable future. -Ed)

Another correspondent had this to say:-  
.....with reference to Mr Kipling and his 'gang', I suggest they try living at Harrogate. We have Vulcans and Victors over every weekday at about 1000ft and they don't seem to bother most people.

Yours sincerely,  
W.H.Ponsford

It seems pretty clear that our readers agree with the Editors remarks in the April issue!

RECENT SLINGSBY PRODUCTS by T.W.Sykes

Below is a list of all the recent Slingsby products that I have been able to trace. Additions would be welcome.

C/N	Registration	Type of A/c	C/N	Registration	Type of A/c
1500	BGAL293	T51/17R	1550	EC-BHP	T45
01	BGAL295	T51/17R	1551	EC-BHQ	T45
02	BGAL298	T51/17R	52	EC-BHR	T45
05	BGAL296	T51/15	53	EC-BHS	T45
08	BGAL299	T51/15R	62	BGAL337	T51/17R
09	BGAL310	T51/15R	63	BGAL356	T51/17R
10	BGAL315	T21B	65	G-AVTB	Nipper
11	I-TOTI	T51/17R	66	BGAL339	T45
12	BGAL312	T51/17R	67	BGAL362	T51/17R
16	BGAL313	T51/17R	68	BGAL338	T45
17	BGAL316	T51/17R	69	BGAL358	T49
18	BGAL330	T51/17R	70	BGAL359	T51/17R
19	BGAL314	T51/17R	71	BGAL357	T45
21	BGAL317	T51/17R	80	BGAL361	T51/17R
22	BGAL319	T45	81	BGAL360	T49
23	BGAL318	T51/17R	82	BGAL363	T51/17R
25	BGAL331	T45	83	G-AVTC	Nipper
26	BGAL332	T51/17R	85	G-AVKH	Nipper
33	BGAL333	T51/17R	86	G-AVKI	Nipper
35	BGAL336	T51/17R	87	G-AVKJ	Nipper
40	EC-BHF	T45	88	G-AVKK	Nipper
41	EC-BHG	T45	90	G-AVOT to EI-ARH	Wot/SE5A
42	EC-BHH	T45	91	G-AVOU to EI-ARI	Wot/SE5A
43	EC-BHL	T45	92	G-AVOV to EI-ARJ	Wot/SE5A
44	EC-BHI	T45	93	G-AVOW to EI-ARK	Wot/SE5A
45	EC-BHJ	T45	94	G-AVOX to EI-ARM	Wot/SE5A
46	EC-BHK	T45	95	G-AVOY to EI-ARL	Wot/SE5A
47	EC-BHM	T45	96	BGAL364	T45
48	EC-BHO	T45	97	BGAL365	T45
49	EC-BHN	T45			

Slingsby Products cont.

1598	BGA1398	T45	1610	CF-OAK	T51/17R
99	G-AWDV	T49C	17	G-AWCE to 9J-?	Nipper
1603	BGA1399	T45	18	G-AWCF to 9J-?	Nipper
04	G-AVTD to ZS-?	Nipper	19	G-AWCG to 9J-?	Nipper
05	G-AVXC	Nipper	20	CS-AJM	Nipper
06	G-AVXD	Nipper	23	G-AWDA	Nipper
07	G-AVXE to 9J-?	Nipper			

THE HISTORY OF B.K.S. AIR TRANSPORT

by J.A.Stanfield

Part One

B.K.S. was formed in February 1952. The name of the airline comes from the initials of the surnames of the three founder directors, Barnaby, Keegan and Stevens. Of these three only C.J.Stevens remains on the B.K.S. executive as Chairman and Managing Director.

Operations were commenced in March 1952 with two ex-R.A.F Dakotas registered G-AMVB and G-AMVC. The Company policy was to establish scheduled air services in areas which hitherto lacking in air services and to develop a route pattern complimentary to the national network. Hence B.K.S. began to develop air services from and to the North-East of England.

During 1952 and 1953 three more Dakota aircraft were acquired and the fleet of Dakotas were to form the backbone of the B.K.S. fleet for several years to come.

Newcastle and Leeds/Bradford became the main centres of operation during the mid 50s concentrating mainly on holiday flights. Some of the Newcastle flights stopped off at West Hartlepoons. In May 1955 the first all year round service from Leeds/Bradford was inaugurated; this was to Belfast.

Services were generally expanded during 1955 and 1956 to include direct links to continental points as well as an expansion in domestic services. During this period a number of Vickers Viking aircraft were acquired. These had all been disposed of by the end of 1957 following a period of consolidation of the airlines routes.

It is interesting to note that in 1952 the airline carried a total of 3,750 passengers: this had increased to 28,142 in 1955 and to 45,007 in 1956. In the same period the number of miles flown had increased from 112,000 to 618,000.

In July 1957 an Airspeed Ambassador was acquired from BEA for use on routes requiring increased capacity. Operations were found to be satisfactory and a further two were acquired from BEA in 1958. These aircraft were based at Newcastle as runway restrictions at Leeds made Ambassador operations impossible.

Shades of things to come were apparent in 1961 when three ex Air France Viscounts were chartered from Maitland Drewery. These aircraft appeared in B.K.S. markings and were very active from Newcastle in the summer of 1961.

Dakotas were still doing sterling service on the routes from Leeds and it wasn't until October 1962 that B.K.S. were able to offer the speed and comfort that they wished in the shape of an Avro 748. The aircraft was leased from Skyways. In April 1963 B.K.S. received their own Avro 748 in the guise of G-ARRW. This was followed by G-ASPL in 1964 and G-ATAM in 1965. These aircraft were used on all routes from Leeds and during this period the old faithful Dakotas were phased out of service. The last Dakota to be used by B.K.S. was G-AIWD which saw service with the airline, latterly in a cargo role, and after resting dismantled at Leeds for several months it was rebuilt and sold to Lebanese Air Trans.

Expansion was also taking place on other routes and to cater for this B.K.S. acquired four Britannias from B.O.A.C. during 1965/66. These were used from Newcastle and began to replace the Ambassadors on scheduled services such as the successful Newcastle London service.

With the opening of the 5,400ft runway at Leeds/Bradford it became possible to use larger aircraft on scheduled services. B.K.S. took

(cont....

B.K.S. cont....

advantage of this and during 1965 extensive use was made of leased B.E.A. Viscounts on the Leeds London route. This leasing can be traced to an agreement of some months previously in which B.E.A. acquired a 30% share in B.K.S. This agreement was necessary to finance further expansion. During the early 60s the airline had run into financial difficulties which resulted in the company being placed in the hands of the official receivers. Luckily things went no further and the receivership was terminated in July 1963. In November 1967 B.E.A. took a controlling interest in B.K.S. (and Cambrian) through a holding Company, British Air Services. All B.K.S. (and Cambrian) aircraft now bear the initials B.A.S. as well as the company markings.

To return to the development of the fleet: The experience gained from Viscount operations in 1961 and 1965 led B.K.S. to acquire some Viscounts of their own. The first of these was G-ATTA which was acquired in 1966. During 1967 a further two were purchased and to complement these one was leased from B.O.A.C. Associated Companies and others from other British independent operators.

For a time during 1966 services were operated to Teesside but these were ceased when large losses were incurred.

Following the B.E.A. take over B.K.S. are taking possession of four B.E.A. Viscounts and the H.S.748s leased for the winter of 67/68 were returned at the end of March. The gap in the fleet made between the returning of the 748s and the arrival of Viscounts was filled by Cambrian Viscounts, this being the visible sign of B.A.S. cooperation.

For the future jet equipment seems essential and with the ties with P.W.A. becoming closer it seems logical to assume that the jets will be B.A.G. 111-500s and with the runway extension at Leeds now approved it is probable that they will order them in the next few months.

Next month: A complete B.K.S. fleet list

Acknowledgements

J.W.E.Newby (Customer Relations Officer, B.K.S.), Anglia Aeronews, Yorkshire Air News, Air-Britain and many friends to numerous to mention by name.

\*\*\*\*\*

Leeds/Bradford Runway Extension - Go Ahead

On Friday, May 24th, the Airport Committee gave their approval to the extension North Westwards of runway 15/33. The plan includes a tunnel under the runway to take Victoria Avenue. The total runway length will then be 7350ft - the longest length possible due to the geography of the area.

Most of the local M.P.s and Councillors are very pleased but the M.P. for Goole who would prefer an International airport near Goole said "I consider any further expenditure on Yeadon would be more than wasted. It is out of action owing to fog for several months of the year" This is completely untrue. Last year there were diversions from Leeds on 17 days. Admittedly this is not a marvelous record but it is not any worse than many places and it is very unlikely that any better would be achieved on the lowland near Goole. We believe that the runway needs extending the only fault being that the decision is two years late.

\*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*      \*\*\*\*\*

ADVERTS

ANGLIA AERONEWS...the journal of the Anglian Aviation Society, now in its seventh year of production offers the aviation enthusiast a unique news coverage of East Anglia...with, Civil and Military airfield movements, Airways log, Service and commercial news with regular articles and airline histories. Cost May till December 7/-. Send for free sample copy to:- C.M.Frost, 6 UTTONS AVENUE, LEIGH-ON-SEA, ESSEX.

Somebody somewhere wants a contribution from you.

For Sale- A.B. Digest 1962-63 & 1965-67; Aircraft Movements Review 1962-1963; British Civil Aviation News 1962-65: OFFERS to J.Coope, 366 Horbury Road, Wakefield.

DONCASTER AIRPORT SURVEY

by K. Woolley

Gliders of the Doncaster & District Gliding Club

BGA1178	Olympia 460 - 1D		
BGA926	Slingsby T21B	c/n	1240
BGA1169	T45 Swallow		1410
BGA1398	T45 Swallow		1598
BGA1436	A.S. Ka 13		13053

Privately owned Gliders based

BGA1279	A.S. Ka 6CR		6439
BGA1326	Blanik L 13		173305

Powered Aircraft based

G-ATRT	Cherokee 140	G-AVWY	Fournier RF.4D
G-ARGI	Auster 6A	(Doncaster & Dist. Gliding Club)	

Recent movements

5/5	G-AVIX	Cessna 337B	26/5	G-ARVW	Cherokee 160
	G-ARGT	J/1 Autocrat		G-ATFW	Luton Minor
	G-AKKO	Messenger 2A	29/5	G-ARKS	Colt
12/5	G-AKEZ	Messenger 2A	30/5	G-AVGG	Cherokee 140
19/5	See P32	last month	2/6	G-ANRP	Auster 5

A slight correction to last months Doncaster report; Condor G-AWAT was only on loan to the South Yorkshire Flying Club. Their own is not yet complete. It is now understood that Cessnas will also be used at Doncaster.

\*\*\*\*\*

+++++

\*\*\*\*\*

FLYOVER REPORT

14/5	70021	C141A	P.H. 2349	S/B	
16/5	60538	C130	P.H. 0938	S/B	
20/5	50438	C130	P.H. 1030	N/B	
	G-ASPM	DC 4	P.H. 1107	N/B	
21/5	50271	C141A	P.H. 1900	W/B	60th M.A.W.
22/5	40622	C141A	P.H. 1100	W/B	436th M.A.W.
23/5	N141U	DC 3	P.H. 1213		to Prestwick Stinger Tail
	G-AVGK	Cessna 411	P.H.1559	N/B	
	N4905	DC 8	P.H. 1600	N/B	
	PH-SCC	DC3	P.H. 1616	S/B	
26/5	N6919R	?	L.B.A. 1700		to Newcastle
31/5	G-ASMR	Twin Comanche	L.B.A. 0824		Denham to Dundee
2/6	N368WA	Boeing 707	P.H. 1953	W/B	
	G-AVFD	Trident 2	P.H. 2343	S/B	
4/6	?	F104	"Dallowgill"	1430	N/B at approx 5000ft
6/6	G-ARSB	Cessna 150	P.H. 1141	S/B	with G-ATMX
	G-AVKG	Cessna 172	P.H. 1206	S/B	
	52+87	?	P.H. 1243		to Ringway Luftwaffe
7/6	38020	C130	Mil.* 0823	E/B	
	G-ARIG	Cessna 310	L.B.A.1027	N/B	

\* = Milbrook. -As some of you may know the Burtonwood beacon near Manchester has been replaced by a beacon at Barton. Milbrook is the point on a direct tract from Barton to Otteringham where an aircraft is abeam Oldham. It nearly coincides with the old "Abeam Oldham" reporting point

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

LECONFIELD REVIEW

Present on 19/5 were the following:-

XK969	Whirlwind	202 Sqn	XJ437	Whirlwind	202 Sqn
XP404	Whirlwind	202 Sqn (code C - on Standby)			
XD182	Whirlwind	202 Sqn on maintainance.			
XE556/W	Hunter	2 Sqn on overhaul by 60 M.U.			
XM988	Lightning	226 OCU " " " "			Stripped down
XM969	"	" " " "			" "
XV273	Beaver	newly painted			

Visitor on 28/5 was Cessna 206 G-ASNK and on 5/6 a Belgian A.F. aircraft call sign OT-CDC

Don't forget the Open Day on 27/7.

## LECONFIELD (cont)

Since the previous page was printed the following additional information has come to light.

Visitors on 5/6 were KY-1 "OT-CDA" DC6 with KY-3 "DC".

Also on 5/6 were CP-10 "OT-CAJ", CP-32 "OT-CBL", CP-35 "OT-CBO" and CP-38 "OT-CBR", all are C119Gs and these and the DC6s all belong to the Belgian A.F. and all departed to Brussels.

Visitor on 6/6 was DC6 KY-6 "OT-CDE" also of the Belg. A.F. The reason for these visits is not known.

NETHERTHORPE The display due to be held here on June 3rd was cancelled due to the fatal crash of Chipmunk G-ARDW while practising.

Recently arrived residents are Cherokees G-ARVW and G-AVGG, Tiger Moth G-APBI and Cessna F150H G-AVVX. Formerly resident Cessna 150 G-ASYL was taken in part exchange for 'VX by Rogers.

OXGODDES (!) just East of Hull, the home of the new Hull Aero Club is now in use although it is not yet known what aircraft are in use. The grass strip is equipped with a windsock, landing T and boundary markers. It is expected that a government grant will be given to the Club to help with the building of a hangar.

TEESSIDE Visitors recently have been:- 15/5 G-ATGR Baron fr & to Leavesden. This is a very frequent visitor.

5/6 YR-BCA BAC-111 Tarom Crew Training G-AWDJ Cessna 411

6/6 G-AWCU Aero Commander to Glasgow

7/6 G-ATVE Viscount fr Stansted G-ASKM Queenair 80 fr Ringway

G-AJLV Dove to Stansted G-ANCH Britannia Crew training

G-AVSC Cherokee 180

We would like any Teesside

movements you log.

B. UGH Visitor 7/6 was Dove G-ARYM

SCUNTHORPE Visitors to United Steels strip have been:-

G-APRY Apache 160 to Glasgow and G-AMZN dove fr Ringway both on 29/5

And on 7/6 Cessna 337B G-AVJG.

COAL ASTON Visitor 29/5 was Aero Commander G-AWCU

GAMSTON has now acquired runway lights.

RUFFORTH Visitors have been G-AVNG Queenair 80 fr Ringway to 1/2d Green on 16/5 and G-ARWF on 28/5.

CROSLAND MOOR Visitors on 5/6 were G-ARLT Cessna 172 and Jet Ranger G-AVZH.

LEEDS GRAMMAR SCHOOL PLAYING FIELDS Whirlwind XK969 of 202 Sqn visited the School Cadets on 21/5

BEEFORD E. Riding. Crop spraying was been carried out here on 7/6 with Pawnee G-AVDZ

WALLACE ARNOLDS DEPOT, LEEDS Visitor 5/6 was Jet Ranger G-AVZH.

SHERBURN A new resident is Turbulent G-AWDH. Visitors have been :-

26/5 G-AVHL Cessna 172 3/6 G-ASIM Trener Master fr Church Fenton.

5/6 G-ARWR Cessna 172

SNATH Visitor 15/5 was Cessna F172H G-AVUF fr & to Leeds

L. PON ON OUSE Visitor on 27/5 was Cessna 172 G-ATFY

CHURCH FENTON Visitors have been G-ATHJ from Ghester (Aztec C) on 15/5 and G-AMZN Dove 6 from Ringway to Leeds on 5/6

TOPCLIFFE Visitor 7/6 was Apache G-APVK fr & to Leeds

POCKLINGTON Visitors have been Cessna 150 G-ASYP ; Cessna 172 G-AVBZ from Dyce and Cessna 150 G-ATMK from Leeds on 31/5.

LEEMING Visitor on 20/4 was Britannia XL657.

CATTERICK Recent arrivals for burning have been Sycamores XJ384 S-K, XJ380 S-M and XJ895 S-U, Meteor T7 WA697 and Valetta T3 WJ504.

On 8/6 an unidentified light aircraft landed in a wood at West Tanfield just North of Ripon.

On 9/6 the pilot of a "German Glider" was killed when the wings fell off at 500feet over Doncaster Aerodrome.

Well over 20 landing grounds have been reported in this YAN. This is extremely pleasing. I was also pleased with the increased number of flyovers received. Unfortunately the flyover report was printed before all were received because of the Production departments holidays. Thank you anyway and please keep it up next month.

D.E.D.

LEEDS BRADFORD TIMETABLE

(on request)

At the end of last year we printed a complete winter timetable for L.B.A. This proved popular among the readers in the Leeds Bradford area. We have not got the space or the general demand to print a summer one but a summer timetable will be sent to any reader on receipt of an s.a.e.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

LEEDS/BRADFORD REVIEW & MOVEMENTS

Leeds based Cherokee 6 G-ATJV was damaged when it ground looped at Ballyfree in Eire on the 2nd or 3rd of June. The aircraft was on charter to Loganair.

Beech 18 G-ASUG which was for sale departed Leeds 28/5 to an unknown new owner. It was observed at Prestwick in Scottish Aviations hangar on 6/6. Viscount 806s G-AOYL and G-AOYO were delivered to B.K.S. at Leeds on 31/5 and 30/5 respectively.

G-AVUG was exchanged for G-AVUF on 22/5. 'UG, a Cessna 150 is now based awaiting resale. The next aircraft expected for Northair is Cessna 337C G-AWKE.

Cessna 150 G-ATKE is currently wingless in Yorks. Light after being blown over by Ambassador G-AMAG at Newcastle.

Also in Yorks. Light 8/6 were Fournier G-AWIEK, Twin Comanche G-AVFW, Globe Swift G-ARNN (returned 7/6), Musketeer PH-MUS alias G-AWIK which has been worked on but is not yet complete. Cessna 170 G-APVS is in (see page 35) and work has started on the resurrection of Cessna 175 G-AROC. Intrepid Yeadon based aviator Mr E. Dawson won a Cup and a considerable quantity of cigarettes for coming first in an Air Race at ... . He was flying his Falco G-AVUJ. Recently he has also got a tankard at the 1/3d Green Fly In for travelling the farthest. On 9/6 Mr Dawson won the "Concours d'Elegance" at Skegness gaining another tankard. He also won a free breakfast for landing before being seen.

Movements are a bit out of date this month due to a combination of circumstances beyond our control.

1/5	G-ASMR	Twin Comanche	fr Denham	to Leuchars	
	G-ATDD	Beagle 206	fr Carlisle	to Carlisle	
	G-ATJR	Aztec C	fr Ringway	to Gothenberg	
	XT800	Sioux	fr E. Midlands	to Newcastle	"AA496"
	G-ASNR	Mooney M20E	fr Biggin	to Biggin	
2/5	G-ATCM	Aztec C	fr Carlisle	to E Midlands	
	G-AOYL	Viscount V806	fr Leuchars	to Glasgow	Leeds Utd.
3/5	G-ARMT	Dove6	fr Newcastle	to Brawdy	
	G-ATPC	H.S. 125	fr Manston	to Stansted	
	G-ASKS	Cessna 336	fr Amsterdam	to Cowick Hall	
4/5	G-ASUR	Dornier Do28	fr Netherthorpe	to Swansea	
	G-ASSZ	Riley 65	fr 1/3d Green n/s-31/5	to 1/3d Green	
	G-APBC	Dakota	fr Exeter	to Exeter	
	G-AVUL	Cessna F172H	fr Teesside n/s-6/5	to Newcastle	
	XT164	Sioux	fr Newcastle	to E Midlands	with XT800
	G-ARRI	Cessna 172	fr Swansea n/s-31/5	to Swansea	
5/5	G-ATRP	Cherokee 140	fr Oxford	to Oxford	
	G-AVRP	Cherokee 140	fr Blackpool	to Blackpool	
6/5	G-ATZN	H.S. 125	fr Chester	to Heathrow	
7/5	G-ASHB	Cessna 182F	fr Peterborough	to Peterborough	
	G-AWAX	Cessna 150D	fr Leavesden	to Carlisle	
8/5	G-ANWZ	Heron 1B	fr Syerston	to Llanbeda	
10/5	G-ANPV	Heron 2D	fr Elmdon	to Stansted	
	XM296	Heron CC2	fr Warton	to Heathrow	Queen's Flight
11/5	G-AVEK	Cessna 411A	fr Cranfield	to Gatwick	
12/5	G-AVBA	Cherokee 140	fr Speke	to Hamble with 'BD & BH	
	XP897	Scout	fr Netherayon	to Turnhouse	
13/5	G-AVKG	Cessna F172H	fr Walney Is.	to Walney Is.	
	G-AVKZ	Aztec C	fr Luton	to Luton	
15/5	OO-LGR	Twin Bonanza (?)	fr Lille	to Lille	
16/5	G-ANOK	Safir	fr E Midlands	to Turnhouse	
	D-IILNU	King Air	fr Gatwick	to Ballykelly	

Credits; - J. Charnock, K. Grogen, R. Hawkin, A.B. Norman, N.H. Ponsford, M.T. Powell, J.M. Radcliffe, M. Reed, J.A. Stanfield, A. Stead, T.W. Sykes, M. Wadie, our East Riding Correspondant, 55 North.