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# YORKSHIRE AIR NEWS

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EDITOR & TREASURER } S.A. Langfield, 67, Orchard Grove, Thorpe Edge, Idle, Bradford, Yorks. ED10 9BT.  
MOVEMENTS EDITOR: T.W. Sykes, 219 Queensway, Yeadon LS19 7PA.  
SECRETARY: P. Jackson, 128 Victoria Mount, Horsforth, Leeds LS18 4PZ.  
CHAIRMAN: D.A. Senior, 23, Queen's Drive, Carlton, Wakefield, WF3 3RQ.  
DISTRIBUTION: L. Spice, 8, Como Avenue, Girdlington, Bradford.  
SOCIAL SECRETARY: D. Allan, 16, Hawthorne Avenue, Yeadon.

## NEWS AND REVIEW

The Branch annual recognition contest was won, yet again, by Terry Sykes who is now the proud owner of a £3 note, Martin Powell came a close second and received a £1 note.

Northair has had its operators certificate suspended by the CAA because inspectors of the authority were not satisfied with the standards of flight records kept by the air taxi company. McAlpine Aviation has been operating most of the flights to Dounereay, which were operated under contract by Northair, on a sub-contractual basis using Northair aircraft flown by Northair crews.

Yorkshire was poorly represented at the Isle of Man International Air Rally held at Ronaldsway between 15th and 17th June. First aircraft there on the 15th was our very own Cessna F172G G-ATLM from Yeadon, this was piloted by Mike Gaunt (who was the pilot for our recently held free flying), most ably assisted by the editor, and Pete and Ian Barber. Also from Yeadon was Cessna 172BX G-AROC with Graham Lee in command and with three passengers, both Cessnas are representing the Yorkshire Aeroplane Club who kindly released the aircraft for the three day event. As ever Ted Dawson was there from Crosland Moor in Falco 4 G-AVUJ. On the Saturday the airfield was visited by Cherokee 140 G-AVDP with Volksplanes G-AYXW and G-BAAD in formation. Mike Gaunt was placed third in the competition for the best flight plan and Ted Dawson came third in the Concourse d'Elegance for the best turned out aircraft. The crew of G-ATLM wish to thank Mr. J. Wheatley who waved us off from Leeds, due to the unavailability of cracked eggs he is now selling soft toys at the aero club.

New aircraft registered to Northair include Cessna F.150 G-BAXV c/n 0966 and G-BAXW c/n 0973, also a Cessna F.150.

Northeast has applied for a Leeds/Bradford - Brussels service, if granted this will be the first time that such a service has been operated from Leeds.

Dan-Air has been granted permission to add Tees-side as an alternative stop on its Newcastle - Liverpool - Manchester - Birmingham - Hum service.

The number of executive aircraft using Leeds/Bradford has increased by 23% for the first five months of the year. 1,559 aircraft of light and executive class used the airport from January to May. Despite adverse weather in May the airport showed a slight increase in passenger traffic with 26,834 people using the airport compared with 26,522 for the same period last year. This brings the total for the first five months of the year to 98,461, a 14% improvement over the figure of 84,990 for the first five months of last year. Freight carried also shows an increase with 412 tons carried this year so far against 377 last year.

NEXT PRESS DATE IS --- SAT. 4th AUGUST



The Defence Lands Committee in a recently issued report of its proposals regarding the release of land presently held by the Ministry of Defence has made a number of decisions affecting RAF bases in Yorkshire:

Dishforth: 22 acres of surplus land should be released.

Driffield: Now a disused RAF airfield covering 802 acres, the Committee proposes that it should be released.

Finningley: No change, but attempts should be made to restrict the airfield to less noisy aircraft of the Vulcan and Phantom which sometimes visit the airfield and cause disturbance.

Leconfield: 306 acres of surplus land should be released. High performance aircraft of the Lightning type should not be allowed to use the airfield if an alternative airfield becomes available due to the disturbance caused to Beverley residents.

Rufforth: Up to 8 acres should be released to the public.

Topcliffe: Next year the airfield will be turned over to the Army Department and will be used by No 24 Portable Air Brigade, and will be maintained as an airfield.

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HURN TO YEADON IN ALPHA YANKEE

Andrew Barker.

On May 25th I checked my baggage in at Bournemouth airport for a flight DA131 to Leeds/Bradford. Just before half past three the Dan-Air Skyways hostess led the way for the 15 passengers to board the HS 748 aircraft.

After the two Rolls Royce Dart engines had started, G-ARAY taxied to the holding point for runway 26 to wait for a light aircraft to land. Alpha Yankee was airborne at 1541 local time and turning to starboard over Poole harbour to head towards the Compton beacon along advisory route DB32.

When I finished my coffee I joined Captain Keegan in the cockpit just before Compton, the plane travelling at 200 knots and flight level 80. The flight plan for the aircraft was DB32 - G1 - A1, but the pilot said he would prefer to avoid flying through the London TMA because we were 11 minutes behind schedule.

On crossing airway Green One the radio frequency was changed from London Airways to that of the military Cotswold Radar for a direct track to Honiley at flight level 90. Along this route Captain Keegan pointed out Brize Norton to port, and Abingdon and Upper Heyford to starboard. The military air traffic controller advised of parachuting at Western on the Green but only red smoke was visible when we passed overhead.

Just before reaching Honiley on Amber One, we were put back under the control of London Airways who cleared us direct to Oldham at flight level 80. We crossed overhead Birmingham airport at 16.23. When we were told to contact Preston Airways on 125.9, the co-pilot turned into Preston Volmet on the other radio box to get the Leeds weather, the wind being 200° at 5 knots. Captain Keegan told me that he would prefer to use runway 33 at Leeds even though this would mean a 5 knot tail wind because of the quicker turnround time that could be achieved for the onward flight to Glasgow.

At 16.39 we contacted Preston Airways on 127.45 and were immediately cleared down to flight level 50. At Oldham we turned for the LBA beacon at 16.43 and passed abeam the Emily Moor television mast at 16.46. Alpha Yankee flew over the M.62 motorway and Morley Low Station at 16.49, the plane locking onto the ILS over Kirkstall for a landing at 16.53.

The journey was completed in 8 minutes less than the scheduled time; the fare of £9 single I consider to be good value as the London service is the same price.

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AIRFIELD REVIEW AND MOVEMENTS

HALIFAX Based somewhere in Halifax is Hughes 269A G-BAXE ( c/n 0313 ), it is owned by Ryburn Polythene Limited.

DONCASTER An RAF recruiting display was held in Waterdale Shopping Centre from 3rd - 12th May with Gnat F.1 XK740 and Jet Provost T.4 XP677.

OLD POOL BANK Mr. Atkinson has now sold his Bensen B8 to Mr. Rosser in Sunderland, he has now bought a hangar at Tholthorpe where he intends to base an aircraft in the near future.

SUTTON BANK Seen here on 28th June was G-AYDG, M.S. 894A Rallye Minerva.

