

# AIR YORKSHIRE

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Editor

Andrew Barker  
5 Brownberrie Crescent  
Horsforth  
Leeds  
LS18 5PT

Distributor

Len Spice  
8 Como Avenue  
Bradford  
West Yorkshire  
BD8 9PZ

Chairman

David Senior  
23 Queens Drive  
Carlton  
Wakefield  
West Yorkshire  
WF3 3RQ

Treasurer

Steven Langfield  
67 Orchard Grove  
Bradford  
West Yorkshire  
BD10 9BT

Secretary

John Allen  
14 Meadow Park Crescent  
Pudsey  
West Yorkshire  
LS28 7TL

Assistant Secretary

Chris Harper  
19 Poplar Crescent  
Tingley  
Wakefield  
West Yorkshire  
WF3 1RX

Social Secretary

Dave Allan  
16 Hawthorne Avenue  
Yeadon  
Leeds  
LS19 7UH

A MESSAGE FROM THE COMMITTEE

The Committee would like to wish all Air Yorkshire members a very merry Christmas and a happy New Year. We hope that you will continue to support the group as well as you have already done.

DIARY

The last meeting of the year was the member's slide show and a £1 prize was awarded to the best commentary made. This was won by Ian Jagger who gave an illustrated talk on his air journeys around the Scottish highlands and islands - well done!  
Sunday 4th January - The Air Yorkshire Quiz again which is based on the successful formula of last year. Prizes will be awarded, so why not come along to the Yorkshire Aeroplane Club at the Leeds/Bradford Airport to participate! This meeting, like all the rest, will commence at 1500 hours.

MEMBERSHIP

Members are reminded that this is the last magazine they will receive unless they have subscribed for 1976.

AIR YORKSHIRE QUESTIONNAIRE

This will be posted out with the January magazine as it could not be compiled in time for this issue.

AIR TRIP

The first ever air trip from Air Yorkshire will take place on 31 January 1976. It will be by a Fokker F-27 Friendship 200 aircraft of Air Anglia, and will be a 1 hour flight from Leeds/Bradford in the early afternoon. The cost per seat has now been fixed at £6.95. Persons wishing to reserve a seat on this flight are requested to do so as possible due to the strictly limited number of seats. An application form accompanies this magazine issue.

EDITORIAL

I would like to take this opportunity to thank all the regular, and not so regular, contributors who have enabled this magazine to be put together over the past year.  
Andy Barker



Public Relations

Gary Lewis  
2 Greenhills  
Rawdon  
Leeds  
LS19 6NP

Junior Committee Member

Chris Taylor  
15 Victoria Close  
Yeadon  
Leeds  
LS19 7AU

NEXT PRESS DATE IS .....

TUESDAY 6TH JANUARY



AROUND THE AIRLINES

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

BAC One-Eleven 208AL	EI-ANE	30th.
	EI-ANF	2nd, 9th, 27th.
	EI-ANH	13th, 16th.
Boeing 737-248	EI-ASC	25th.
	EI-ASD	18th.
	EI-ASE	16th.
	EI-ASF	13th.
	EI-ASL	4th.

All the above operated from and to Dublin with the exceptions of EI-ASF "EI7962" on the 13th which was a charter from Cork positioning empty to Dublin as "EI7337", and the return flight to Cork on the 16th using EI-ASE as "EI7963".

Current rumours circulating are that Aer Lingus will be operating twice daily from Leeds/Bradford next year as they are being forced out of Manchester by British Airways.

Air Anglia have recently been experiencing equipment changes to their fleet. With the departure of the two Dakota 4s (refer AX/75/103), an Argosy 100 has been leased from Air Bridge Carriers and is probably G-APRL. This aircraft was noted at East Midlands on 24 November in a grey and white colourscheme with no other notable markings. A Navajo Chieftan, G-BDMD, obtained from the U.S.A. will be placed into service on the Norwich to Birmingham route; the current equipment used are Aztecs. Due to the second-hand Friendship 200 market being relatively thin, Air Anglia have been looking at the Fairchild Hiller FH-227 of which several are spare in the U.S.A.

The following aircraft operated through Leeds/Bradford during November.

Friendship 200	G-BAKL	3rd, 5th, 10th - 12th, 19th - 21st, 24th - 28th.
	G-BAUR	3rd - 4th, 6th - 9th, 12th - 14th, 16th, 18th - 21st, 23rd - 26th.
	G-BCDN	5th - 7th, 10th, 11th, 13th, 14th, 19th, 21st, 24th, 26th, 27th.
	G-BCDO	2nd - 6th, 28th.
	G-BDDH	4th, 7th, 12th - 14th, 17th - 19th, 22nd, 23rd, 25th - 29th.

...also helping out was Aztec 250D G-BAUI f/t Aberdeen 30th as "AQ204".  
Diverting in (yes in!) to Leeds/Bradford were Friendship 200s G-BAUR on the 14th due to fog at Humberside (AQ800/1) and G-BAKL on the 30th due to fog at Norwich (AQ107), both aircraft were from Amsterdam. Also on the 14th Aztec 250E G-AYTP brought the passengers in from Humberside for the former, and returned to Humberside with freight.

Air Anglia have taken over the Leeds/Bradford to Amsterdam route from British Airways using a temporary licence obtained from the Civil Aviation Authority until a carrier is appointed from the hearing which took place in London on 9th December. The first operation occurred on 19th November using Friendship 200 G-BCDN with the days of operation being Mondays Wednesdays and Fridays - flight numbers AQ501 and AQ502.

Aviogenex are to operate inclusive tour flights from Tees-Side to Pula during 1976 using Tupolev TU-134 aircraft. The flights will operate on Saturdays between 1st May and 2nd October.

Bavaria Fluggesellschaft sent their BAC One-Eleven 413 D-ALLI from Munich to Tees-Side on 26th October. The aircraft was noted on 8th November among scaffolding having a respray to Gulf Air colours and it left on the 12th for Gatwick for a reportedly short term lease.

British Airways Viscount 802 G-AOHH arrived at Leeds/Bradford from Birmingham on 20th November for scrapping. It was immediately taken into the British Airways hanger and two days later had had the engines removed.

British Island Airways have just announced their 1976 programme from Leeds/Bradford and will be an increase on 1975. One flight will be operated on Wednesdays Fridays Saturdays and Sundays with an extra flight on Sundays, between May and September.



Avices have taken delivery of Viscount 708 G-ARIR which is being leased from Alidair until 31 October 1976 and replaces the Viscount 808 G-BBDK from Air Bridge Carriers being used on the Lydd to Beauvais route. The former aircraft was noted at East Midlands on 24 November being sprayed in full Dan-Air colours and by 5 December was parked outside the Alidair hanger. 'IR has undergone a Check 4 and is fitted with 65 seats to be flown by Alidair flight deck crew but with Dan-Air cabin staff. Alidair have been made joint operators of the channel route for the term of the lease. Viscount 708 G-ARBY was used initially on the route with Dan-Air stickers prior to G-ARIR entering service.

The following aircraft operated through Leeds/Bradford during November.

HS.748                    G-ARAY    3rd - 7th, 10th - 14th, 17th - 21st, 27th, 28th.  
                           G-ATMI    24th - 27th.

G-ASEL on flight DA025 diverted in from Manchester due to fog on the 14th and was to Cardiff from Newcastle.

Dan-Air will operate inclusive tours from Tees-Side next summer using Comet 4 of BAC One-Eleven aircraft on Saturdays and Sundays.

Inex Adria will operate inclusive tour flights from Tees-Side to Dubrovnik next year using Douglas DC-9 aircraft. The flights will operate on Saturdays from 1 May to 23 October.

#### ON THE LIGHTER SIDE

Auster J/1N has been bought by Nigel Ponsford at Kirkby Overblow. The aircraft is at Halfpenny Green in a dismantled state and will undergo a rebuild back to flying condition.

Chipmunks operated from Dishforth on glider towing duties are G-BCCX G-BAVH and G-BCSA, the latter of which has recently been on overhaul. Civilian gliders noted on 12 October were T.8 Tutor BGAB36 being rebuilt and Skylark 3F BGA1013 as well as a Swiss registered Pilatus B4 HB-1102 in one of the hangers wearing the competition number 678.

A visit to Oxenhope on 22 October found Cessna F172F G-BBXH, Minicab G-BCER, and Jodel D.117 G-AYKK.

Recently allocated to A. Whiting at Thirsk is Tailwind W8 G-BDJC, c/n 387AW.

The Pontefract Aviation Society Emerald (PFA 711) has been sold incomplete to G. Bentley and was moved from Sherburn earlier this year to Manchester Ringway for storage in the British Airways One-Eleven Division hanger.

Bell 47Gs G-BZK and G-EDEE both were operating from Sherburn during November on pipeline inspection duties.

Aircraft noted on 23 November included Condors G-AVZE G-AYFD G-AWEI G-AVCZ, Bell 47G G-BDEE, Cessna F172M G-BAEX, AA-5 Travelers G-BAVS G-AZUG G-BAJN, Pawnee G-AZIE, Chipmunk G-AORW G-AOSO, Pup G-AXPB G-BDCO, Cessna 150E G-ASYL, Druine 120 Paris-Nice G-AYRS, Rallye Club G-ASAU, Jodel D117 G-AVPM, Jodel DR1050 G-AWEN, Rallye Commodore G-AZSL, Auster D4 G-ARLG, Ccmanche G-ARBO, Sperling G-ECHX, Sipa 903 G-ATXO, and Airedale G-AWGA.

Aircraft in for checks at Flight-Line at Doncaster during November were AA-1B Trainer G-BCIM, AA-5 Travelers G-BAFA G-BBDL G-BBBE G-BCEO, and AA-5B Tiger G-BCRR. During a visit here on 21 October, Cessna 310Q G-BAXH and AA-1B Trainer G-BCIM were noted on the apron. In Flight-Line's hanger were Cessna F172G G-ATKU with its engine stripped, Cessna 150D G-ASMW, AA-5 Travelers G-BCPN G-BBBE (the latter with its engine stripped), AA-5 B Tiger G-BCRR, Cessna 150H G-BECI, Mooney M20E G-ASUB, Chipmunk G-AMUG, and AA-1B Trainer G-BBUH with no engine or wings. In Eastern Aviation's hanger were AA-5 Travelers G-BCEO G-BCCJ G-BCIK G-BBDL, Cherokee 180 G-BCLL, Cherokee Arrow G-AVWR, A.61 Terrier G-ASYN, Evans VP-1 G-AYKW, Jodel D112 G-AWIG, Jodel DR105A G-AXLS, Auster J/1N G-AHHP, Cessna F172H G-AVUX, Shield Xyla G-AWPN, and Cessna 336 G-ASLL with its engine stripped.

Aircraft currently based at the private airfield at Gamston are King Air F90 G-BABW and Aztec 250E G-BCEE. Both aircraft are owned by British Ropes of Doncaster.

