

# AIR YORKSHIRE



VOLUME 15 No 1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1989

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## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing 14.30hrs.

FEB. 5th : The Aviation Video Show - an assortment of videos to suit all tastes.

MARCH 5th : Tony Cole, an avid Hot Air Balloonist, will be talking about his sport, supported with slides, and his connection with Cameron Balloons of Bristol.

APRIL 2nd : Recognition Contest with one word answers, and a target of everybody getting a score over 80 - Yes, it's designed to be easy, come along and try your luck.

## EDITORIAL

The Red Arrows visit was a winner, as the majority of you will know. Well over 100 members turned up to listen to and learn the "tricks of the trade" from these intrepid pilots of the world's leading aerobatic team.

I'm sure that the next time we see their display, we will have that superior feeling of knowing how and why they are doing those particular gyrations, and have the greatest pleasure in telling our immediate neighbours "that we know No 2 and 4 in the Diamond 9 formation, personally!"

One apology we owe you, unfortunately they were unable to fly in with the Hawk, as anticipated. This was due to the extra security required by the RAF, following the disasters at Ramstein and Lockerbie, and can be well understood.

## CREDITS

T.W. Sykes  
R. Fozzard

D. Elam  
D. Yeadon.

S.W. Rigg

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LEEDS/BRADFORD MOVEMENTS - DECEMBER 1988

1.	G-BGYJ Boeing 737		0724	G-FFOR Cessna 310		1115	1329
	G-BGYJ Boeing 737		1406 1515	G-AWTA Cessna 310	n/s	1847	1114(2)
	G-BGYJ Boeing 737	n/s	2135 0836(2)				
2.	G-BJLK Short SD.3-30		0849 0923	D-IBPN Baron		0946	1648
	G-BREW Chieftain		1216 1523	EC-EHJ Boeing 737-300		1255	1407
	G-BJCV Boeing 737		1320 1438	G-BGYJ Boeing 737	n/s	2059	0811(3)
3.	G-STAT Cessna 206		0953	G-OBLK Short SD.3-60		1228	1324
	XV306 Hercules		1311 1420	XV206 Hercules		1509	1614
	XV195 Hercules		1527 1612	G-ORCE Citation	n/s	1648	1057(4)
	G-BGYJ Boeing 737	n/s	2155 0730(4)				
4.	G-BGYK Boeing 737	n/s	1337 0841(5)	G-FFOR Cessna 310		1726	1753
5.	G-SANB King Air		0933 1229	G-OZOI Cessna 182		0952	1519
	N4323C Cessna 340		1030 1401	G-OBMA Boeing 737-300		1034	1119
	G-BFJK Aztec	n/s	1059 1101(20)	G-COWE King Air		1139	1525
	G-BJLK Short SD.3-30		1231 1332	G-BFYC Lance		1302	1611
	G-BGYK Boeing 737		1441 1542	ET-ANE BAC 1-11		2108	2140
	G-BGYK Boeing 737	n/s	2144 0927(6)				
6.	G-SANB King Air		1110 1120	G-BONO Cessna 172		1208	1259
	G-BOBN Cessna 310	n/s	1243 1619(7)	G-OSEB Bell 222		1249	1312
	G-BFGH Cessna 337		1303 1349	EC-EIA Boeing 737-300		1328	1545
	G-BFVA Boeing 737		1548 1700	G-BECCG Boeing 737		1615	1727
	G-SANB King Air		1923 1931	G-BGYK Boeing 737	n/s	1930	0958(7)
7.	G-UBSH King Air 300		0902 0912	G-WEBB Aztec		0940	0947
	ZD621 B.Ae.125		1005 1030	N3036A Seneca	n/s	1201	1316(9)
	G-AWAI Baron		1215 1424	G-TEES Cessna 152		1239	1303
	N1550Y Beechjet		1455 1846	G-UBSH King Air 300		1523	1532
	G-BOXY PA-28		1549 1623	G-WEBB Aztec		1759	1805
	G-OKSP Citation	n/s	1927 0830(8)	G-BGYK Boeing 737	n/s	2004	0729(8)
8.	G-BLLT AA-5B	n/s	0758 1222(9)	G-BPEK Cessna 152		0919	1301
	G-BODY Cessna 310		0923 1539	G-BASM Seneca		0942	1447
	G-EMVY King Air 200		1236 1305	G-BNMM Jetranger		1238	1335
	G-BGYK Boeing 737		1405 1516	G-BOBN Cessna 310	n/s	1630	1235(10)
	G-LIGG Cessna 182	n/s	1843 1332(9)	G-SANB King Air		1859	1926
	G-ORCE Citation	n/s	1949 1000(9)	G-BGYK Boeing 737	n/s	2126	0832(9)
9.	G-BHIT Citation		0843 0946	G-BLFV Cessna 182		1046	1723
	ZE700 B.Ae.146		1141 1629	G-MOAT King Air 200		1153	1416
	EC-EHZ Boeing 737-300		1310 1412	G-LEIS LongRanger		1414	1456
	G-OPEE Cessna 421C	n/s	1454 1225(11)	G-BGYK Boeing 737	n/s	2047	0810(10)
10.	G-BOJM Archer		0919	G-BOTV Lance		1143	
	G-BJAJ AA-5B		1215 1320	G-BOWO Cessna 182	n/s	1311	1011(20)
	G-BJYD Cessna 152		1511 1537	PH-GYN Chieftain		1708	1732
	G-BAPL Aztec		2039 2103	G-BGYK Boeing 737	n/s	2138	0734(11)
11.	G-ORCE Citation		0900 1249	G-BGYL Boeing 737	n/s	1307	0834(12)
12.	G-FISH Cessna 310	n/s	0940 1405(14)	G-BFSY Archer		1016	1310
	G-SLOT Cessna 340		1023 1229	G-BDSL Cessna 150		1151	1229
	G-NODE AA-5B		1213 1420	G-BKKO Cessna 182		1253	1540
	G-BAKF Jetranger		1255 1349	G-LOVX Cessna 441	n/s	1303	1609(13)
	G-BGYL Boeing 737	n/s	1437 0912(13)	G-OAFB King Air 200		1554	1609
	OO-CVL Mitsubishi Mu-2B		2004 2026				
13.	G-OAFB King Air 200		0714 0741	G-FDGM Duke		0845	1340
	N78AB Citation		0957 1229	G-BALM Cessna 340	n/s	1249	1636(14)

## LEEDS/BRADFORD MOVEMENTS (Contd.)

13.	EC-EHZ Boeing 737-300	1306 1550	G-BJXZ Cessna 172	1422 1520
	OO-CVL Mitsubishi Mu-2B	1445 1618	G-BCPF Aztec	1519
	G-BADR Boeing 737	1546 1705	G-BECG Boeing 737	1548 1728
	G-OAFB King Air 200	1812 1837	N27340 Cessna 414	1818 1834
	G-BGYL Boeing 737	n/s 1941 0714(15)	G-NEXT Twin Squirrel	n/s 2110 0746(14)
14.	G-BHMY F.27 (DIV)	0931 1057	G-BNCE Gulf 1 (DIV)	0938 1014
	G-HIHI Saratoga	1134 1233	N3036A Seneca	n/s 1209 0939(16)
	G-ORCE Citation	1249 1657	G-BATV Cherokee	1305 1352
	G-LEIS LongRanger	1347 1417	G-BOBN Cessna 310	1519 1652
	G-BGOM Navajo	n/s 1918 0811(15)		
15.	G-GAYL Learjet 35	0900 0916	G-HIHI Saratoga	1031 1628
	G-PAPA Twin Squirrel	1618 1642	G-BGYL Boeing 737	1733 1839
	G-BGOM Navajo	1802 1820	G-BADR Boeing 737	n/s 1950 0832(16)
16.	OO-VTA Seneca	1014 1557	G-JLRW Duchess	1044 1331
	G-BDAP Tailwind	1109 1139	EC-EHJ Boeing 737-300	1312 1421
	G-NEXT Twin Squirrel	2109 2137	G-BADR Boeing 737	n/s 2154 0811(17)
17.	G-BJYD Cessna 152	1207 1237	HB-VFZ Learjet 35	n/s 1436 1302(18)
	G-BMJM Warrior	1517 1543	XW799 Scout	n/s 1752 1226(18)
	G-BADR Boeing 737	n/s 2146 0745(18)		
18.	G-BFGH Cessna 337	n/s 1230 1138(19)	G-CDOS Baron	11329 1316
	G-BAZH Boeing 737	1426 1541	G-BAZH Boeing 737	n/s 2032 1101(19)
19.	G-NEXT Twin Squirrel	0743 0757	G-BGEM Partenavia P.68B	0905 1405
	G-BMWB Cessna 421C	0929 0946	G-EWMP Commander 695A	0938 1614
	G-TXD Twin Comanche	1000 1529	G-WWWW Twin Squirrel	1235 1558
	G-OCFS Aztec	1404 1518	G-BAZH Boeing 737	n/s 1659 0924(20)
	XW799 Scout	n/s 1754 1517(21)	G-BMWB Cessna 421C	1848 1903
	G-NEXT Twin Squirrel	n/s 1941 0720(20)		
20.	G-LEON Chieftain	1033 1111	EC-EHZ Boeing 737-300	1439 1613
	G-BFVA Boeing 737	1559 1706	G-BAZG Boeing 737	1608 1726
	G-BLYD Trinidad	1620 1845	G-NEXT Twin Squirrel	n/s 1959 1106(21)
	G-BAZH Boeing 737	n/s 2004 0955(21)		
21.	G-NUIG King Air	0849 1333	SE-DEY Citation	1034 1916
	G-JLRW Duchess	1330 1354	XX375 Gazelle	1409 1453
	XX370 Gazelle	1440 1521	G-WICK Partenavia P.68B	n/s 1731 1103(22)
	G-BAZH Boeing 737	n/s 1920 0728(22)	G-NEXT Twin Squirrel	2025 2045
22.	N1550Y Beechjet	0810 0920	G-MAMA Citation	0841 0917
	G-OSEB Bell 222	1054 1123	G-HIHI Saratoga	1100 1759
	G-BAZH Boeing 737	1410 1519	G-WICK Partenavia P.68B	n/s 1516 1848(30)
	N1550Y Beechjet	1522 1551	G-BAZH Boeing 737	n/s 2113 0838(23)
	EI-ANF BAG 1-11	2124 2202		
23.	G-BLYB King Air 200	0907 0923	G-BLYB King Air 200	1211 1251
	G-EGEE Cessna 310	1324 1621	G-BJMR Cessna 310	n/s 1327
	EC-EHZ Boeing 737-300	1333 1434	G-ATJL Comanche	1353 1442
	G-BLEV Twin Squirrel	1438 1500	G-IFTD Cessna 404	n/s 1514
	G-NEXT Twin Squirrel	1717 1721	G-BMKE Arrow	n/s 1817 0719(24)
	G-BAZH Boeing 737	n/s 2048 0818(24)		
24.	G-TEES Cessna 152	1124 1213	G-BPAD Seneca	n/s 1255 1123(29)
	G-BAZH Boeing 737	n/s 2121 0840(26)		
25.	No Movements.			
26.	G-BAZH Boeing 737	n/s 1418 0918(27)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

27. G-AYYX Rallye	1142 1456	G-BJYD Cessna 152	1225 1249
G-BMVB Cessna 152	1240 1304	G-BJXJ Boeing 737	1309 1523
G-BNJH Cessna 152	1332 1412	G-BOWO Cessna 182	1344 1519
EC-EIA Boeing 737-300	1414 1647	G-BJYD Cessna 152	1513 1541
G-BADR Boeing 737	1525 1704	G-BGNW Boeing 737	1532 1733
G-BAZH Boeing 737	n/s 2051 0957(28)		
28. G-CJHI Jetranger	0933 0956	G-LITE Rockwell 112	1014 1141
G-BFYC Lance	1210 1314	G-LITE Rockwell 112	1642 1659
G-AWTA Cessna 310	1646 1708	G-BFYC Lance	n/s 1656 1307(29)
G-BOBN Cessna 310	n/s 1700 1755(30)	G-BAZH Boeing 737	n/s 2107 0725(29)
29. G-BOYL Cessna 152	1054 1134	G-BFLV Cessna 172	1117 1416
G-BPIE Tobago	1127 1204	G-BNIR Jetranger	1205 1334
G-BAZH Boeing 737	1353 1506	G-BNRG Warrior	n/s 1405 1316(30)
G-BWNB Seneca	n/s 1410 1405(31)	G-EAGL Cessna 421C (DIV)	1503 1611
G-BHDT Tobago (DIV)	n/s 1617 1014(30)	SE-DEY Citation	n/s 1643 0920(30)
G-BFYC Lance	n/s 1653 1249(31)	F-GPFM Mooney M.20	1708 1846
G-BAZH Boeing 737	n/s 2110 0837(30)		
30. G-BOWD Cessna 337	n/s 1113	EC-EHZ Boeing 737-300	1254 1405
G-BGXD Tobago	n/s 1453	G-BAZH Boeing 737	n/s 2051 0809(31)
31. G-BATV Cherokee	1038 1112	G-BOZZ AA-5B	1127 1259
G-BWAY Bonanza	1234 1350	G-BIYX Cherokee	1450 1551
G-ATMW Cherokee	1453 1522	G-BOLW Cessna 152	n/s 1546
G-BMUZ Warrior	1724 1802	G-BAZH Boeing 737	n/s 2115

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 Overshoots:- 1. XX495/FYY80; 2. XV292/RRR754 Hercules; 5. XW360/CFJ21, XW434/LON92, XW404/LON91; 6. XN595/CFR11, XX491/FYY76; 7. XX?/FYY84, XS728/FYY36, XX495/FYY84; 9. XX494/FYY78; 12. XW360/CFX81, XW358/CFX82; 13. XW413/LOY11, G-PLAS Cougar; 14. XX494/FYY73; 15. XX491/FYY60; 16. XX498/FYY67, XS731/FYY50; 17. G-BMPA Gulf 1.

From & To:- 5. N4323C F/T Elstree; 7. N3036A F/T Dublin n/s; N1550Y F Gamston T Norwich; 10. PH-GYN F/T Rotterdam; 12. OO-CVL F/T Kortrijk (also on 13th); 13. N27340 F Conington T Prestwick; 14. N3036A F/T Dublin n/s; 16. OO-VTA F/T Kortrijk; 17. HB-VFZ F/T Geneva n/s; 21. SE-DEY F Gilze-Rijen T Malmo; 22. N1550Y F Norwich T Geneva, & later F/T Blackbushe; 29. SE-DEY F/T Malmo n/s, F-GPFM F/T Le Bourget.

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LBA Movements Review - December 1988

A very quiet month to end the year. On the 2nd Baron D-IBPN visited and on the 5th the Cessna 340A N4323C had c/n 0533. A new type on the 7th was the Beech 400 Beechjet N1550Y c/n RJ-50. This had been operating out of Gamston on local demonstration flights all day. Navajo PH-GYN was a visitor on the 10th. The MU2B OO-CVL visited on the 12th and 13th and used the callsign 'Service-air 503'. It was joined on the 13th by Cessna 501 N78AB and Cessna 414A N27340 c/n 0462. New to the Belgian register was the Seneca OO-VTA on the 16th, this carried the c/n 34-8133049 and still showed signs of its previous US registration N8357Z. Night stopping on the 17th was the Lear 35A HB-VFZ using callsign 'EJE641'. Another aircraft using a callsign was the Cessna 500 SE-DEY which was 'Interair 202' on the 21st and the 29th. Beech 400 N1550Y was back on the 22nd as 'Hanson 09' and to end the month we had another Porsche Mooney, F-GPFM c/n 26-0019 on the 29th. Military activity included three Hercules on the 3rd, XV306 'Ascot4496', XV206 'Ascot4498' and XV195 'Ascot4497'. On the 7th the HS 125 ZD621 was 'Ascot1668' and on the 9th BAe 146 ZE700 was 'Kitty3'. Scout XW799/Z was 'Army347' on the 17th and again on the 19th when it night stopped. Two Gazelles on the 21st were XX370 'Army358' and XX375 'Army478'.

LBA MOVEMENTS REVIEW (Contd.)

Mooney G-RAAD remains in the back of the YLA hangar and has yet to start certification flying. At Northair the rebuilt Cessna 310 G-BJMR returned on the 23rd in a new paint scheme but has not yet gone back to A-one Transport at Sherburn. It is reported that Browns took over Northair from January 1st, they are to acquire two Beech 200's and promote the air charter side of the business. Browns other property Capital Airlines is to take two more Short 360's bringing their fleet up to seven, they are also reported to be getting two Bae 146's from Air Wisconsin.

LBA RESIDENT AIRCRAFT 31/12/88

G-ATLM Cessna F172C	0252	G-BNDM Short 360	+	SH.3716
G-AVET Beech 95C55A	TE -362	G-BOMM Beech 200	*	BB-1089
G-AVSE PA-28 180C	28-4196	G-BOYG Cessna 421C	*	0146
G-AVWT PA-28R 180	28R-30362	G-BPLC Beech 200		BB-1215
G-AWAJ Beech 95D55	TD- 536	G-CPTL Short 360	+	SH.3739
G-AWLP Mooney M20F	680200	G-CSNA Cessna 421C	*	0677
G-BAWX PA-28 180	28-7305248	G-GAME Cessna T303	*	0098
G-BAZM Jodel D.11	PFA915/PAL1416	G-INDC Cessna T303	*	0122
G-BBJX Cessna F150L	1017	G-JACT Partenavia P68C		0366
G-BCBK Cessna 421B	0565	G-JURG Rockwell 114A		14516
G-BDCO Beagle 121 Pup	171	G-LAMB Beech C90		LJ-887
G-BFFC Cessna F152	1451	G-LICK Cessna 172N		70631
G-BFGL Cessna FA152	0339	G-LYNN PA-32RT Lance		32R-7985070
G-BFIY Cessna F150M	1381	G-MAGS Cessna 340A		0905
G-BFTF AA5B Tiger	0879	G-MLEE Cessna 650	+	0151
G-BFXW AA5B Tiger	0940	G-OGDN Beech 200		BB-669
G-BHIC Cessna F182Q	0135	G-OLBA Short 360	+	SH.3737
G-BISJ Cessna 340A	* 0497	G-OLGW Short 360	+	SH.3741
G-BLCZ Cessna 441	* 0332	G-OLTN Short 360	+	SH.3738
G-BLGM Cessna 425	* 0199	G-WALK Cessna F182Q		0028
G-BMSU Cessna 152	* 79421			

Aircraft marked \* live in Northairs hangar, aircraft marked + live on the North side in the open and the rest live in YLA's hangar. New since the last survey (with arrival dates in brackets) are; -

G-BCBK(22/01); G-LICK(09/07); G-MLEE(14/03); G-BOYG(29/06 as N45857); G-BMSU (31/07); G-BOMM(13/06); G-OLBA(21/03); G-OLGW(31/10); G-OLTN(22/04); G-CPTL (30/06);

The Cessna 401 G-OADS is currently in YLA recovering from its not too clever landing on 13/05 and Cessna 310 G-BJMR is in Northair having flown again on 25/11 after a years rebuild. Mooney M20L G-RAAD is in YLA for UK certification of the type. These last three are not residents.

LEEDS/BRADFORD AIRLINE NEWS - DECEMBER 1988

INBOUND DIVERSIONS

04 UKA213	EDI	HUY	G-BDVS FK27	NWI	UKA213
14 UKA201	EDI	HUY	G-BHMY FK27	MME	UKA801P
14 PSS339Q	ABZ	HUY	G-BNCE G159	ABZ	PSS338Q

REGULAR FLIGHTS

BALO11A	PMI	05/G-BGYK			
BALO19A	TFS	06/G-BGYK	13/G-BGYL	20/G-BAZH	27/G-BAZH
BALO36A	PMI	02/G-BJCV			
BALO40A	AGP	06/G-BFVA	13/G-BADR	20/G-BFVA	27/G-BADR

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

BAL085A	ALC	01/G-BGYJ	08/G-BGYK	15/G-BGYL	22/G-BAZH	29/G-BAZH
BAL089A	PMI	05/G-BGYK	12/G-BGYL	19/G-BAZH	26/G-BAZH	
BAL125A	ALC	06/G-BECG	13/G-BECG	20/G-BAZG	27/G-BGNW	
BAL144A	AGP	04/G-BGYJ	11/G-BGYK	18/G-BADR		
BAL159A	ALC	03/G-BGYJ	10/G-BGYK	17/G-BADR	24/G-BAZH	31/G-BAZH
BAL178A	TFS	07/G-BGYK	15/G-BGYL	21/G-BAZH	28/G-BAZH	
BAL187A	PMI	02/G-BGYJ	09/G-BGYK	16/G-BADR	23/G-BAZH	30/G-BAZH
BAL208A	AGP	01/G-BGYJ	08/G-BGYK	15/DivMAN	22/G-BAZH	29/G-BAZH
BAL283A	SZG	18/G-BAZH				
BAL399A	SZG	27/G-BJKJ				
HSL2327	TFS	06/EC-EIA	13/EC-EHZ	20/EC-EHJ	27/EC-EIA	
HSL2355	TFS	02/EC-EHJ	09/EC-EHZ	16/EC-EHJ	23/EC-EHZ	30/EC-EHZ

OTHER FLIGHTS

02	G-BJLK	SH33	EIM362/363	f/t Dublin	Lieu SH36
03	XV306	C130	RRR4496	Hannover-Lyneham	Trooping
03	XV195	C130	RRR4497	Hannover-Lyneham	Trooping
03	XV206	C130	RRR4498	Hannover-Lyneham	Trooping
05	G-OBMA	B73S	EMA412/413	f/t Heathrow	Lieu DC9
05	G-BJLK	SH33	EIM366/367	f/t Dublin	Lieu SH36
05	EI-ANE	BA11	EIM198/199	Liverpool-Dublin	Lieu SH36
08	G-BNDM	SH36	UKA232/233	t/f Edinburgh	Lieu FK27
22	EI-ANF	BA11	EIM368/369	f/t Dublin	Lieu SH36

TEESSIDE MOVEMENTS - DECEMBER 1988

2. N272JS Gulf 3	G-ORCE Citation	
4. OE-GPD Citation	F-GFJL Citation	G-AXNS Pup
8. OY-BHY Mu-2B	D-BFFB Falcon 50	ZE413 A.109A
11. F-GERS K.A.200	N167A Gulf 2B	G-OLAF King Air
12. OY-AUS Navajo	N9599F Hughes 500	G-PUMH Super Puma
13. N16NK Gulf 2B	G-PLAS Cougar	
14. F-GERS K.A.200	N167A Gulf 2B	G-FRAX Cessna 441
16. G-BPFC Mooney M.20	G-ODAM AA-5	G-TRAF Dauphin
20. G-BLLU Cessna 421G	G-DOFY Jetranger	G-OKAT Ecureuil
22. LN-AKB F-27	G-BONI Jetranger	G-BCWM Jetranger

2. N272JS F Nice T Ringway; 4. OE-GPD F/T Salzburg n/s; 8. OY-BHY F/T Billund, D-BFFB F/T Baden-Baden; 11. F-GERS F Deauville T Edinburgh, N167A F Teterborough T Liverpool; 13. N16NK F Le Bourget n/s T Luton.

GRINDALE MOVEMENTS - Nov. & Dec. 1988

2/11. G-BOGO C.152 F/T Netherthorpe; 6/11. G-ATFR PA-25 F/T Hutton Cranswick; 11/11. G-ASCZ Emeraude F/T Newcastle; 14/11. WZ876 (G-BBWN) Chipmunk F/T Netherthorpe; 19/11. G-YORK C.172 F/T Sherburn; 4/12. G-BLZZ CAP.21 F/T Sherburn; 5/12. G-BBDH C.172 F/T Biggin Hill; 11/12. G-BAGB SF.206 F/T EMA; 12/12. G-BECO Bonanza F/T Conington; 14/12. G-AZSG PA-28 F/T Netherthorpe; 18/12. G-ATKU C.172 F/T Doncaster; 20/12. G-BFPH C.172 F/T Sturgate; 27/12. G-PARI C.172 F/T Burnaston; 29/12. G-BISB C.152 F/T Netherthorpe; 30/12. G-BFBA Jodel F Sherburn T Crosland Moor.

## THE YORKSHIRE AEROPLANE CLUB (Continued from previous issue.)

by T.W.Sykes.

In November 1949 the Yorkshire Aeroplane Club was approached by the Royal Aero Club with a view to staging two high speed air races the following year. It had been noted that Sherburn had a lengthy runway, plenty of space on the airfield and was surrounded by a large flat area of countryside which made it ideal for such an event. At a meeting on December 4th it was agreed to accept the invitation and to lay on a full air display in support. Organising the race and display became the task of Ron Braime and he was surprised at the amount of work it entailed. For instance for the expected 40,000 people they were obliged to provide 36 toilets, and for the arrival of the Lord Mayor of Leeds by Sycamore helicopter from Hyde Park they needed insurance cover of £34,000. In order that the two events did not clash the 1950 International Club Rally was held slightly earlier than usual on May 21st, this left a short breathing space before the High Speed Air Races and Air Display were held on July 22nd. The main event of the day was the Society of British Aircraft Constructors Challenge Cup Race for jet aircraft run over two laps of a 100km course. The course ran around York using the airfields at Burn, Brighton, Full Sutton, East Moor and Marston Moor as turning points. There were four entrants, a Gloster Meteor T7, a Hawker Sea Hawk, a Vickers Supermarine Attacker and a de Havilland Venom. These were flown by the test pilots Jan Zurakowski, T.S.Wade, Mike Lithgow and John Derry respectively. In order to warm up the crowd for this event there were two other races, the first being the Yorkshire Aeroplane Club Trophy Race over three laps of a 17.5 miles course for small piston engined aircraft. The second was for larger and faster piston engined aircraft around the same course as the jets, this attracted such types as the Blackburn Firebrand, Hawker Sea Fury, Supermarine Seagull, Fiat G46 and the famous Miles Sparrowhawk. Other items in the display included parachute drops by the 12th battalion (Yorks) TA, aerobatics by Spitfires of 609 squadron, aerobatics by 257 squadron Meteors and more aerobatics by 3 French Air Force Stampses. Pleasure flying was provided before and after the Show by aircraft of the Club.

By this time the Club fleet had risen to nine aircraft, at the larger end of the scale the Percival QC had been supplemented by a de Havilland Rapide, G-AIGB, acquired in October 1949. In the touring range were two Proctors, a mark 5 G-AHWS and a mark 1 G-AIEX. For training there were three Auster J/1 Autocrats G-AGTR, G-AGVG and G-AJUD plus Auster J4 G-AIJL and Tiger Moth G-AIEL. These were maintained by the Chief Engineer Mr Shaw, the CFI was Mr Allan Woodhouse and he was assisted by Miss Suzanne Chapman who was fully qualified to operate all the charter flights. The Club was kept running smoothly by the resident Secretary Miss Margaret Swift. Members continued to travel to various displays and rally's both at home and abroad and the annual events at Sherburn were still attracting visitors from all over the continent. In 1951 the Club was selected to host the Association of British Aero Club's At Home, this event was held on August 11th and it was attended by 30 visitors in some 14 aircraft. Shortly after this the Club's Tiger Moth was destroyed in an accident at Sherburn on September 15th.

The 1952 International Club Rally was held on the weekend of June 7th and attracted 11 Danish entrants, 7 French, 3 Dutch, 2 Belgian and one each from Switzerland and Luxemburg plus 5 from the UK. Despite this success 1952 marked the start of the decline in the Yorkshire Aeroplane Club at Sherburn. There was a general falling off in Club activities and a drop in the number of new flying members recruited. Ron Braime attributed this to a new Air Navigation act which called for a minimum of 30 hours flying time before a passenger carrying licence could be obtained. The 1953 International Club Rally was run as the Coronation Rally on the weekend of June 3rd and once again the list of entrants was very impressive. Countries represented were Spain, France, Switzerland, Luxemburg, Finland, Denmark and Holland. One of the French entries was a Nord 1203 F-BFJS which was operated by the Aero Club D'Oran in Algeria, its route to the Rally was painted on the side of the aircraft and read - Oran, Tangier, Seville, Salamanque, Bilbao, Bordeaux, Poitiers, Toussus, Ghent, Ypenburg, Southend, Cambridge, Rearsby, Leicester, Sherburn!

## THE YORKSHIRE AEROPLANE CLUB (Contd.)

This was to be the last of the great International Club Rally's held by the Club. Over the years these had been run at a cost of about £1000 per year and the money had been raised by members through various functions and by some generous donations. The next few years saw the continuation of the general decline in Club activities along with the falling off of membership on the flying side. Despite this the annual At Home's were held in July 1954, June 1955 and July 1956. In November of 1956 the Yorkshire Gliding Club began operations from Sherburn on a trial basis and the members were incorporated into the Yorkshire Aeroplane Club. Some earlier difficulties with siting of the launch winch were soon overcome by the CFI but it is thought that the arrangement only lasted until about March 1957. The final At Home was held on July 14th 1957 and on November 1st the last of the Annual Club Ball's took place. It was decided that the Club would close down from March 31st 1958 due to the lack of new flying members, two other factors were that it was difficult to recruit qualified and efficient staff to work at the remote Sherburn airfield plus the Club had consistently lost money over the previous twelve years. A final formal dinner dance was held at the Club House on February 22nd 1958 before the Club was closed down.

Over at Yeadon the Yeadon Aero Club had been formed in 1953 after the Ministry of Civil Aviation finally withdrew from the airfield. For a number of years this Club flourished alongside Yeadon Aviation Ltd which operated to the Isle of Man with Rapides G-AHKT and G-AIYE. The airfield was de-requisitioned by the Ministry on January 1st 1959 and at the same time the Yeadon Aero Club and Yeadon Aviation Ltd were both disbanded. The Yorkshire Aeroplane Club Ltd was now re-formed at Yeadon by Bert Barker and Frank Leach, with both Ron Braime and Arnold G. Wilson once again involved. To operate the flying side of the Club a new company called Yorkshire Flying Services Ltd was formed by Sam Whiteley and Arthur Carvell. Arthur had been CFI with Yeadon Aero Club and Chief Pilot with Yeadon Aviation Ltd, he continued as CFI with the newly formed Club. On April 1st 1959 an inaugural meeting was held and a committee was formed. The Club was to prosper at Yeadon with students learning to fly on the Austers and Tiger Moth taken over from the Yeadon Club. The Tiger was soon lost in an accident when it landed in a reservoir, which was located just over the southern boundary of the airfield, on July 7th 1959. A small At Home was held on June 19th 1960 at which Vigors Aviation, the Kidlington based Piper dealer, brought in five of their stock of current Piper aircraft for everyone to enthuse over. These were Apache G-APMY Tri-pacer G-APXR, Aztec G-APYX, Comanche G-APZC and Super Cub G-ARAN. This was to be the last such event held at Yeadon by the Club as the scheduled aircraft were starting to take precedence, for the same reason the annual Whit Monday Air Show was moved to Church Fenton after the one on June 11th 1962. In November 1963 the Club was taken over by Norman Reddihough and by this time the Club's fleet had been changed to three Chipmunks for training and a Cessna 172 and a Cessna 175 for touring. The Chipmunks were painted silver with black trim and since they all looked the same they had different coloured tips to the fins for easier identification. G-AORF was red, G-AOSK was blue and G-AOSU was yellow. The 172 was G-ARLT and the 175 was G-AROC with privately owned 172's G-ARCM and G-ARLT also being used along with Cessna 170B G-APVS. G-AROC was eventually converted to Cessna 172 standard after an accident and it served the Club for twenty years before being sold to Yorkshire Light Aircraft and converted for banner towing as G-ATOW. With the Chipmunks getting long in the tooth re-equipment was on the cards again. On February 23rd 1965 the first Cessna 150, G-ASYP, was delivered to the Club from Westair at Blackpool. The new runway 33/15 was finished in 1965 and this had required the demolishing of the Club's premises on the north side of the airfield. A brand new building had been constructed on the south side and this was formally opened on the weekend on November 27-28th with a dance on the Saturday evening and a film show provided by Air-Britain on the Sunday afternoon with the film 'Hell's Angels'. Over the next six months two more Cessna 150's arrived and the Chipmunks were phased out.



## THE YORKSHIRE AEROPLANE CLUB (Contd.)

However the more adventurous pilots needed an aircraft for aerobatics so another Chipmunk was bought and G-APPA was delivered on December 13th 1966. Many Club pilots were actively using their new licences to visit other Clubs and to enter Rally's all over the Continent, the Jersey Rally being very popular. In July 1970 the Club once again changed hands and became the property of John Fenton and Alex Webster, Alex had been CFI since 1968 when he had taken over from an ailing Arthur Carvell. Arthur continued as a director of Yorkshire Flying Services until a stroke finally left him unable to speak in 1972, he had been a most popular CFI and was always ready to talk tales of flying with anyone - even the 'spotters'. His son Dudley had learned to fly with the Club and became an instructor before going into the RAF where he flew Phantoms before going on to do a tour with the Red Arrows and then instructing on Harriers. On leaving the RAF he gained a post flying with Cathay Pacific, one of many Yorkshire Aeroplane Club students who have gone on to fly for airlines or private companies. During the 1970's and 80's Air-Britain (and later Air Yorkshire) continued to be associated with the Club and other groups also used the Club's facilities. These included the Leeds and Bradford Parachute Club, the Ilkley and District Motor Club, Northern-Aeroplane Workshops, the Royal Observer Corps and the British Isles Aviation Society, The Club ran occasional classes on radio licences and other aviation subjects in the ballroom and many dances and disco's were also held on the social side. The Cessna 150's were replaced in 1976 and 1977 by newer models, one of which was G-BFGL an Aerobat which took over from the Chipmunk G-APPA which had been sold in 1973. Today the Club is thriving with a fleet of Cessna 152's and a Cessna 172 being flown regularly by a large number of eager students taught by proficient instructors with Alex Webster still the CFI. Now in its 80th year the Club has had a varied and interesting history, let's hope it is still around to celebrate its 100th anniversary.

## AIRCRAFT OF THE YORKSHIRE AEROPLANE CLUB

Listing the complete fleet of the Yorkshire Aeroplane Club is a practically impossible task, however the aircraft below are known to have been operated by the Club at various times over the years. The aircraft of the Club have been registered to the YAC or to its owners. These include R.H.Braime, A.G.Wilson, Whiteley (Rishworth) Ltd, L.S.Dawson, A.Barker, and N.Reddihough. Others listed have been loaned by their owners who were members of the Club or leased from Yorkshire Light Aircraft Ltd. There will of course be some omissions from the list, any confirmed additions will be gratefully received and published at a later date.

<u>REG</u>	<u>TYPE</u>	<u>C/N</u>	<u>FROM</u>	<u>TO</u>	<u>OWNER &amp; DISPOSAL</u>
G-EBLS	dh 60 Cirrus Moth	185	18.08.25	08.02.28	YAC; crashed at Sherburn
G-EBNN	dh 60 Cirrus Moth	260	22.07.26	.09.28	YAC; to Cinque Ports F/G
G-EBRF	Bluebird II	9803/3	02.09.27	.09.28	YAC; to L.J.C.Mitchell
G-EBRG	Bluebird II	9803/4	16.09.27	05.02.28	YAC; crashed at Sherburn
G-EBSV	Bluebird II	9803/5	24.09.27	.12.30	YAC; to F.R.G.Spikens
G-EBTA	Bluebird II	9803/10	.03.28	.04.28	loan from Blackburns
G-EBTB	Bluebird II	9803/11	27.03.28	.03.29	YAC; crashed at Sherburn
G-AAAA	dh 60G Gipsy Moth	805	09.12.38	.09.39	YAC; impressed as X5038
G-AAAD	Bluebird III	1450/3	02.04.29	.09.30	YAC; to T.Martin
G-AAIA	dh 60G Gipsy Moth	1090	10.01.39	.09.39	YAC; impressed as X5037
G-AAJW	dh 60G Gipsy Moth	1135	04.05.36	.09.39	YAC; impressed as X5040
G-AALN	dh 60G Gipsy Moth	1047	17.12.37	.09.39	YAC; impressed as X5041
G-AAMR	dh 60X Moth	1280	18.11.30	25.08.38	YAC; to Romford F/G
G-AAMU	dh 60X Moth	1826	06.01.31	18.02.38	YAC; to Bedford School of Flying
G-AAPC	dh 60X Moth	1166	08.10.34	22.02.36	YAC; crashed at Yeadon
G-AAXT	dh 80A Puss Moth	2013	.33	29.08.35	YAC; to Hon.B.E.Lewis
G-ABAL	dh 60G Gipsy Moth	1264	13.02.39	.09.39	YAC; impressed as X5118

AIRCRAFT OF THE YORKSHIRE AEROPLANE CLUB (Contd.)

<u>REG</u>	<u>TYPE</u>	<u>C/N</u>	<u>FROM</u>	<u>TO</u>	<u>OWNER &amp; DISPOSAL</u>
G-ABCS	dh 60G Gipsy Moth	1282	09.08.38	.09.39	YAC; impressed as X5039
G-ABHM	dh 60G Gipsy Moth	1830	. .31	. .32	YAC; to J.R.Micklethwaite
G-ABJJ	dh 60G Gipsy Moth	1840	01.10.38	21.08.39	YAC; to Ganton F/C
G-ABJN	dh 60G Gipsy Moth	1851	08.10.34	.09.39	YAC; impressed as AW19
G-ABKG	dh 80A Puss Moth	2157	. .33	19.08.38	YAC; to North of Ireland A/C
G-ABXY	dh 80A Puss Moth	2241	. .33	02.01.34	YAC; to H.L.Brooks
G-ACJI	Short Scion	S766	02.03.35	.09.39	YAC; (Yorkshire Airways Ltd.); impressed as X9375
G-ACKS	dh 85 Leopard Moth	7033	17.12.37	.09.39	YAC; impressed as AW120
G-ACSJ	dh Leopard Moth 85	7070	14.06.38	.09.39	YAC; impressed as AW117
G-ADIS	dh 87B Hornet Moth	4897	31.07.39	.09.39	YAC; impressed as W9391
G-ADNE	dh 87B Hornet Moth	8089	10.03.36	.09.39	YAC; impressed as X9325
G-ADWL	dh 82A Tiger Moth	3452	29.12.45	.07.51	Arnold G.Wilson; to M.Dumont
G-AEZI	dh 85A Leopard Moth	7113	26.06.37	.09.39	YAC; impressed as AW122
G-AFDV	dh 85A Leopard Moth	7120	24.07.39	.09.39	YAC; impressed as W5783
G-AFFD	Percival P16A Q6	Q-21	.03.47	.04.52	YAC/R.H.Braime & Ptnrs (03/50) to Walter Instruments Ltd.
G-AFJR	Tipsy B	2	06.10.38	29.10.40	YAC/A.G.Wilson (11.09.40); to J.H.Tattershall
G-AFJS	Tipsy B	3	22.10.38	04.01.41	YAC/A.G.Wilson (11.09.40); to A.Mann
G-AGTR	Auster J/1 Autocrat	1824	.06.47	.03.58	R.H.Braime & Ptnrs; to Mehrwald and Co.Ltd.
G-AGVG	Auster J/1 Autocrat	1958	.06.47	.03.57	YAC/R.H.Braime & Ptnrs (04.49); to J.W.Steele
G-AHCG	Taylorcraft Plus D	206	.02.47	. .55	G.H.Wiles (YAC); to W.L.B.Jordan
G-AHHT	Auster J/1N Alpha	2022	. .59	.05.63	Whiteley (Rishworth) Ltd. (ex Yeadon A/C); to A.J.L.Hugg
G-AHWD	Taylorcraft Plus D	230	18.02.49	.12.49	R.H.Braime & Ptnrs; to Newcastle Aero Club
G-AHWS	Percival Proctor 5 Ae	74	.06.47	.06.55	YAC; to J.M.Dimpoglou as F-OATM
G-AIEL	dh 82A Tiger Moth	3957	02.08.47	15.09.51	YAC; crashed at Sherburn
G-AIEK	Percival Proctor 1	K233	22.01.48	.07.56	YAC; to Germany as D-EFAG
G-AIJJ	Auster J4	2068	.02.47	.05.51	Arnold G.Wilson/YAC(06.47)/ R.H.Braime & Ptnrs(07.49); to Australia as VH-AAG
G-AIJS	Auster J4	2074	. .59	.06.62	Kagan Textiles; to Mel-Air
G-AIPR	Auster J4	2084	.02.63	.08.64	Yorkshire Light Aircraft/YAC to R.W.& M.A.Mills
G-AITD	dh 82A Tiger Moth	85617	. .59	07.07.59	Whiteley (Rishworth) Ltd.; (ex Yeadon A/C) crashed at Yeadon
G-AJAS	Auster J/1N Alpha	2319	. .59	.03.62	Whiteley (Rishworth) Ltd. (ex Yeadon A/C); to R.C.McNeil & P.Dodsworth
G-AJDY	Auster J/1 Autocrat	2322	.04.47	.07.58	G.H.Wiles/R.H.Braime & Arnold G.Wilson(06.54) to J.Heywood Ltd.
G-AJIM	Auster J/1 Autocrat	2332	.08.47	.09.47	YAC; to the Hull A/C
G-AJOE	Miles Messenger 2A	6367	.03.57	.10.58	R.H.Braime & Arnold G.Wilson; to J.L.Shaw
G-AJUD	Auster J/1 Autocrat	2614	. .51	.06.59	YAC; to D.S.Ascott & A.Cooper
G-AKHK	Miles 65 Gemini 1A	6514	. .59	30.08.59	Whiteley (Rishworth) Ltd (ex Yeadon A/C); crashed Montpelier
G-AKXD	dh 82A Tiger Moth	84136	.09.50	.05.58	R.H.Braime & Ptnrs; to Crop Culture (Aerial) Ltd.
G-ALGB	dh 89A Rapide	6706	.05.11.49	.06.54	YAC; to R.A.Peacock (Aviation)
G-ALGE	dh 89A Rapide	6907	.07.56	. .59	L.S.Dawson

AIRCRAFT OF THE YORKSHIRE AEROPLANE CLUB (Contd.)

<u>REG</u>	<u>TYPE</u>	<u>C/N</u>	<u>FROM</u>	<u>TO</u>	<u>OWNER &amp; DISPOSAL</u>
G-ALUG	Miles 65 Gemini 1A	6320	13.07.49	.08.59	YAC/Arnold G.Wilson Ltd(03.59); to F.Leach
G-AMDE	Miles 65 Gemini 3A	WAL/1002	.05.59	.08.61	Arnold G.Wilson Ltd;to Hadrian Flying Group
G-AMME	Miles 65 Gemini 3A	WAL/1006	. . .59	.02.61	Whiteley (Rishworth)Ltd; to R.Sandever
G-AMMZ	Auster J5B Autocar	2948	.04.59	28.10.60	A.Barker;crashed Westmoreland
G-AMXI	Auster J8L	3151	.02.55	.08.62	YAC;to K.Lang & Ptnrs
G-ANVJ	Auster J8F	3152			YAC;regd 23.11.54,not completed
G-AORF	DHC1 Chipmunk 22	C1/0089	. . .60	25.09.63	Whiteley (Rishworth)Ltd;to Alares Developments
G-AOSK	DHC1 Chipmunk 22	C1/0178	17.09.61	03.03.66	Whiteley (Rishworth)Ltd;to the London School of Flying
G-AOSU	DHC1 Chipmunk 22	C1/0217	.08.59	14.05.66	Whiteley (Rishworth)Ltd;to Glosair
G-APCU	dh 82A Tiger Moth	82535	.04.59	.07.60	YAC;to J.C.Riddell
G-APPA	DHC1 Chipmunk 22	C1/0792	13.12.66	26.01.73	to D.H.Parkhouse
G-APVK	PA-23 Apache	23-1719	.02.68	25.11.73	Clyde Forster Ltd;to Sherburn
G-APVS	Cessna 170B	26156	.05.61	07.03.67	Whiteley (Rishworth)Ltd/Norman Reddihough(10.62)to D.Scholes
G-ARCM	Cessna 172B	47852	.08.61	.12.63	the Swain Group;to J.D.Robertshaw
G-ARIT	Temco Twin Navion	NAV4 1832	. . .60	.02.62	Whiteley (Rishworth)Ltd;moved to Crosland Moor
G-ARLT	Cessna 172B	48505	26.05.63	. . .76	D.H.Whiteley;to A.R.Germain
G-AROC	Cessna 175EX	56997	17.08.62	. . .82	YAC;to YLA as G-OTOW
G-ASMW	Cessna 150D	60247	25.04.78	.07.84	YLA;to Humberside
G-ASTU	Aero 145	20-12	01.08.64	16.08.71	Norman Reddihough;crashed at Sherburn and burnt out
G-ASYP	Cessna 150E	60794	23.02.65	21.06.76	YAC;to T.S.Quirk
G-ATHV	Cessna 150F	62019	18.12.65	09.05.78	YAC;to A.L.Parry
G-ATJV	Piper PA-32	32-103	21.02.68	.03.74	Seaglider Ltd;sold as TF-GOS
G-ATLM	Cessna F172G	0252	26.06.72	CURRENT	YAC;
G-ATMK	Cessna F150F	0013	20.04.66	20.01.78	YAC;to Cinque Ports Flying Club
G-ATNC	Cessna F150F	0055	28.06.66	26.05.67	A.Barker; sold
G-AVHH	Cessna F172H	0337	23.03.67	03.04.69	A.Barker;to R.T.Pritchard
G-AVUH	Cessna F150H	0244	17.11.67	18.04.69	A.Barker;to Fly Hire Ltd
G-AWUR	Cessna F150J	0390	10.04.71	. . .71	R.J.Brown;to K.A.Learmonth
G-AZTC	Bolkow 209	172	30.06.73	.01.77	Inbeing Ltd; sold
G-BAMV	Robin DR400/180	777	01.05.73	25.10.82	Craven Aviation Ltd; to W. Gooding
G-BBCF	Cessna FRA150L	0209	.05.84	08.09.84	YLA;crashed north of LBA
G-BBJX	Cessna F150L	1017	22.06.76	CURRENT	YAC;
G-BELT	Cessna F150J	0409	18.02.77	.07.87	YLA;to Humberside
G-BFFC	Cessna F152	1451	10.12.77	CURRENT	YAC;
G-BFGL	Cessna FA152	0339	10.12.77	CURRENT	YAC;
G-BFIY	Cessna F150M	1381	.06.87	CURRENT	YAC;

One of our members has already been very impressed by Terry's article in the December bulletin and I think his comments should be printed verbatim to show the spirit of aviation and it's enthusiasts, particularly with reference to Yeadon and it's history. Thanks, Denis.

I enjoyed reading T.W.Sykes' history of the Yorkshire Aeroplane Club in the Air Yorkshire December '88 Newsletter very much indeed. It provided context for photographs taken in my early spotting days, in particular a picture of the Short Scion G-ACJI (which was the prototype) taken at Yeadon in August 1936, and also of the foreign aircraft visiting the Club's first International Rally at Sherburn taken on 12th June 1949.

Whilst delving into these early records I came across the Programme for the first air display which I can remember attending. This was the Empire Air Day held at Yeadon on 20th May 1939, and realising that it is the 50th Anniversary of this event coming up, I enclose a photocopy. This programme was stapled inside the 'RAF Empire Air Day Official Programme' - a kind of lightweight predecessor of the more recent RAF Year Books. It indicates that displays were being held simultaneously at no fewer than 78 airfields in Great Britain, including 63 R.A.F.Stations! The events were all part of a massive recruitment drive in those months just prior to World War II.

The appearance of the 'modern' monoplanes at the Yeadon display on that Saturday afternoon - Whitley, Battle, Lysander and especially Spitfire - made a great contrast with the 609 Sqn.Hinds, which put up a varied display nevertheless. That display whetted my appetite, and I spent many an afternoon at Yeadon during the war years. Often there were no movements at all, the only satisfaction being tantalising glimpses of the miscellaneous light aircraft kept in hangars (now long gone) which abutted the Harrogate Road, through grimy windows. But there was variety - first, Whitleys dispersed all round the airfield early in the war, then dozens of Tiger Moths of No20 EFTS circuiting and bumping. The Avro factory then got into its stride, with enormous numbers of Ansons and Lancasters in evidence and a variety of impressed civil types bringing in the ferry pilots of A.T.A. I went for my first flight from Yeadon in Auster V G-AJLE of the Lancashire Aircraft Corporation in August 1948 (ten shillings!), and in 1955 finished the last few months of my National Service at R.A.F.Yeadon, whose wooden huts were where the loop of the main runway has been constructed.

Thus, the discovery of Air Yorkshire a few years ago and the wealth of information in the Newsletter have been a real joy!

With best wishes for 1989

Yours Sincerely,  
Denis Yeadon.

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AIRWAYS - DECEMBER 1988

1. G-BNNK	B737	DCS	1850	370	HON	del to DAN at LGW
2. PH-WMS	F20	OTR	1845	330	AMS	
3. N40CH	G3	TNT	1410	390	DUB	
	N551DP	LJ25	POL	2105	410	MAR
4. N970H	?	TNT	0837	410	POL	
	N635AV	G2	TNT	1010	390	WAL
	N400GA	G2	TNT	1030	450	DUB Airstest F/T Luton
10. I-MEPE	Be200	ROB	1725	280	TAL	To EDN
11. HAF752	G130	POL	1230	260	60/10	
	N16NK	G2B	DCS	2130	330	MID
15. F-GGMM	F20	DCS	1900	290	HON	
	F-GEFB	C550	POL	2030	330	HON
	N90WT	Be90	POL	2105	210	BPK
17. N8100E	F900	POL	1455	390	58/10	
	N5SJ	G2	BEL	1845	410	HON To STN
	F-BYFB	HS125	MCT	1950	330	HON (not heard for a long time)

AIRWAYS (Contd.)

18.N299W F50	WAL 1505	350	DUB
N333AH G1	POL 2135	180	GOW
22.N26LB F900	POL 1605	350	57/10
23.N429GA G4	POL 0930	430	60/10
N731H HS125	DCS 1045	370	MCT
N282MA ?	POL 1525	180	DCS To PWK
27.N524SJ B707	OTR 1140	310	DUB
28.VKG751 DC8	OTR 1140	310	WAL Scanair
KAL908 B747	TMT 1226	310	POL HL7470
I-TALG C550	DCS 1725	370	MID Northbound earlier in the day

This is the first Christmas Day for a few years when an Israeli registered Westwind or Astra has not been noted on a delivery flight across the Atlantic! A look back at 1988 to see what airlines and aircraft have been seen - not "heard" but eyeballed - passing over this area on North Atlantic routings.....

1. IL86 - Aeroflot
2. IL76 - Aeroflot, Cubana
6. IL62 - Aeroflot, Tarom, Cubana, LOT, CSA, Interflug
3. A310 - PanAm, Wardair, THY
- 10.L1011 - Royal Jordanian, Air Canada, Worldways, British Airways, Delta, Hawaiian, LTU, TWA, American TransAir, Air Transat
- 19.DC10 - SAS, KLM, JAT, UTA, World, Martinair, Federal Express, Finnair, Balair, Swissair, Sabena, Northwest, CalAir, British Airways, Condor, Continental, Canadian, Lufthansa.
- 15.DC8 - Scanair, Rich, Air Canada, Worldways, Nationair, Minerve, LOT, Flying Tigers, Emery, Trans International, Connie Kalitta, Evergreen, UPS, Soundair, Pointair.
2. B707 - PIA, Southern Air Transport
2. B757 - Monarch, Air Europe
5. B767 - Air Canada, ELAL, American, Piedmont, TWA,
- 35.B747 - Virgin, British Airways, British Airtours, Air Canada, Air France, Air India, Alitalia, Air New Zealand, Continental, Dominicana, Cargolux, PIA, TWA, JAL, Korean Air, Martinair, Corse Air, Saudia, Kuwait, Flying Tigers, Iberia, Lufthansa, ELAL, Egypt Air, Tower Air, Olympic, PanAm, Royal Jordanian, Sabena, Swissair, TAG, Wardair, Northwest, Evergreen, UPS.

What will be new this year??

Thanks as ever to David Elam. S.Rigg.

Some extracts from the Leeds/Bradford Airport Annual Report for 1987/88, by kind permission of Mr Gordon Dennison, Airport Director.

1987/88 proved to be yet another record year for Leeds Bradford Airport, continuing the momentum for growth generated by the runway extension and associated development of terminal facilities. Passenger figures for the year totalled 673,036, an impressive increase of 19% over the previous year.

Schedule service routes, vital to the business community, continue to contribute a larger proportion of passenger throughput than at many airports and passengers on schedule services totalled 378,000, a healthy increase of 20% over the previous year. British Midland contributed a valuable stimulus to schedule traffic by introducing their prestigious and extremely popular Diamond Service on the Leeds Bradford/London Heathrow route. The other long established Leeds Bradford Airport schedule companies, Air UK and Aer Lingus both achieved significant growth whilst the vigorous new local operator, Capital Airlines carried progressively increasing numbers of passengers on its LBA routes and has ambitious plans for extensive further development in the near future.

LEEDS/BRADFORD REPORT (Contd.)

Despite the serious disadvantage of restricted hours of operation, charter passenger numbers showed an increase of 29% over the previous year.

The increase in turnover for the Airport Company resulting from the additional business activities will provide the financial justification for extensive further development of facilities for passengers, airlines, tenants, concessionaires, freight operators, etc. Strategic planning of this development is already well advanced with schemes currently under consideration to; (a) double the area of Freight Transit facilities; (b) substantially extend the aircraft parking apron; (c) construct a valetting unit for rental cars; (d) upgrade air traffic control radar equipment; (e) develop the airport fire station; (f) construct aircraft hangar accommodation; (g) re develop the terminal public bar area; (h) construct a new in-flight catering commissary; (j) extend the passenger terminal restaurant; (k) build new office accommodation; (l) construct new domestic passenger arrival/ departure facilities; (m) increase the number of passenger check-in desks; (n) construct a new 130 bedroom hotel; etc. The capital cost of developments currently under consideration exceeds £16 million which, under the constraints of the Airports Act 1986, can only be financed from operating profit or Government approved borrowing.

The successful resolution of the restricted hours of operation problem is therefore fundamental to the future success of Leeds Bradford Airport Limited. This airport is favoured with enormous potential for development and given extended hours of operation, could continue to grow and provide a valuable resource for the region.

The first year of operation of Leeds Bradford Airport as a limited company has produced very encouraging results which stand comparison with those produced by any similar airport and which are well in excess of predicted performance.

Some statistics from the Report to substantiate the comments made by Mr Dennison:

	1982/3	1983/4	1984/5	1986/7	1987/8	
Terminal Passenger Movements	380,095	392,901	402,605	474,570	533,018	648,310
Aircraft Movements						
Air Transport	14,120	14,457	13,697	16,988	16,787	17,230
Others	25,283	24,523	25,781	23,685	25,997	25,782
Total	39,403	38,980	39,478	40,673	42,784	43,012
Cargo (Tonnes)						
Air Cargo by Air	369	341	297	349	387	364
Air Cargo by Road	1787	2743	2894	3778	4168	4304
	2156	3084	3191	4127	4555	4668
Traffic						
Terminal Passengers:						
Schedule Domestic	308,649					
Schedule International	68,922					
Charter	262,678					
Others	8,061					
Transit Passengers	24,726					
Total Passengers	673,036					
Air Transport Movements	17,230					
Total Aircraft Movements	43,012					
Total Freight (Tonnes)	4,668					