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# YORKSHIRE AIR NEWS

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## DATES TO REMEMBER

20th Oct - Mr Burton from Slingsby Sailplanes will be giving us  
a talk.

3rd Nov - Annual General Meeting

17th Nov - Brian Golding, the author of "Lancaster at War" will be  
talking to us about how to write books on the Lancaster.

Please note that all the above meetings commence at 1500 hours  
in the Yorkshire Aeroplane Club (courtesy of the directors) at the  
Leeds/Bradford Airport. The meetings are free - all we ask for is  
your support. Everyone is welcome, whether you are an Air Britain  
member, a Yorkshire Air News reader, or just an aviation enthusiast.

The Dragon Rapide trips at the beginning of September proved  
a great success, and everyone agreed that the modest charge of £2.50  
was a ride in a part of aviation history. The parachute club at the  
airport hope to charter the plane again this year, so it is possible  
more trips for readers could take place. Watch this space for details!

The last meeting on September 22nd was a member's slide show.  
Views of this year's Farnborough Air Show were shown along with many  
other excellent slides which included some Air Analia DC-3's! Many  
thanks to those who took the trouble to bring along their favourite  
slides.

As you will see from "Dates to Remember", the Annual General  
Meeting commences at 1500 hours on November 3rd at the Yorkshire  
Aeroplane Club. **THIS MEETING IS EXTREMELY IMPORTANT.** Every reader of  
YAN and every member of the West Riding Branch of Air Britain is  
requested to attend

It is nice to see plenty of material coming in for the magazine  
from all parts of Yorkshire. This makes the editor's job a much simpler  
one and also ensures an improved edition for the readers. Anyone who  
lives near or visits small airstrips who can report movements from  
them would be doing the readership a favour, and don't forget you will  
get a mention on this front page! Thankyou in advance.

NEXT PRESS DATE IS.....MON 4TH NOVEMBER



## AROUND THE AIRLINES

### Air Anglia

The airline has applied to the Civil Aviation Authority for licences to operate the following routes from April 1st, 1975 using F-27 Friendships. Tees-Side to Glasgow, Tees-Side to Belfast, and Tees-Side to Dublin.

During the coming winter season, the airline is to introduce Newcastle as a stopping point between Tees-Side and Aberdeen. A southbound morning and a northbound evening service are to commence through Leeds/Bradford on weekdays on the Norwich to Aberdeen run. Connections are available to Stavanger and Amsterdam.

Air Anglia are currently studying the purchase of jet equipment, but a company spokesman indicated this would not be until the F-27 Friendship fleet reaches a strength of seven or eight.

### Den-Air

An operations base has been established at Leeds/Bradford during the early part of this month to develop the airline's services from Yorkshire. Flight crews and an HS.748 (currently G-ARAY) have been moved from Luton. A correction to last month's YAN is that a service to Norway via Newcastle will not be operated, but a Bournemouth service operates on Monday, Wednesday, and Friday with connections to Jersey and Guernsey.

The HS.748 aircraft based at Tees-Side throughout the summer has been withdrawn but services remain as before. The Link City route is catered for by the Newcastle based aircraft calling in on Tuesday and Thursday on it's way to Manchester, Cardiff, and Bournemouth. The Amsterdam route is also catered for by the Newcastle based aircraft. This winter only five of the available six HS.748 aircraft will be used at any one time on scheduled services. Bases are at Leeds/Bradford, Newcastle, Bournemouth, Ashford, and Ostend.

Next month comprehensive airline timetables for Leeds/Bradford and Tees-Side will be published in YAN.

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### ON THE LIGHTER SIDE

Croda, who operate from Cowick Hall, now use Cessna 414 G-BAOZ and was first noted at Brough on September 10th. Cessna 337 G-AMVS was last noted leaving Brough on September 13th, so there may have been a swap made. The Cessna 414 was originally cancelled as sold in the United States, so it must have been restored very recently.

On September 1st, a hot air balloon was noted flying over Knaresborough, but so far we have not had a report of what it was, or where it was going.

A glider being aero-towed at Sutton Bank on September 26th crashed to the airfield below. No cause or further details have yet been received.

The proposed move of the Sheffield Aero Club from Netherthorpe to Todwick has not advanced yet due to planning details. The latter airfield is currently the home of the Rotherham Gliding Club.

Yorkshire Aeroplanes of Yeadon have commenced a new project in conjunction with Aeroplane Collections Ltd, formerly Northern Aircraft Preservation Society. They are rebuilding the fuselage of an Addyman Ultra Light Glider, BAPC 16, from two fuselage remains. The glider was built at Harrogate and flown by the Harrogate Gliding Club. Pete Barber has joined the group which now has a strength of three.

Helio 395 Super Courier G-ARLD caused some confusion when it visited Yorkshire recently. On September 28th it was noted in a field next to the Army Apprentices' College in Penny Pot Lane, Harrogate and local residents said the pilot had vanished without trace. Light fell on the situation two days later when it was

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