

AIR YORKSHIRE GROUP - MEMBERSHIP APPLICATION FORM

I hereby apply for membership to the Air Yorkshire Group which will be
valid until 31st December 1975

Full name and address:-
(BLOCK CAPITALS)
.....
.....Post Code.....

Class of membership:- Subscription enclosed:- £.....
(Payment by Cheque/PO/IMO please,
For office use only crossed and made payable to the
Number ../..... Air Yorkshire Group)

Date:- Signature:-

Please post this form with the correct remittance to:- Hon. Treasurer,
Air Yorkshire Group, 67 Orchard Grove, Idle, Bradford, BD10 9DT.

----- Detach here -----
1975 Subscription Rates

| | |
|---|-------|
| Class A - Air Yorkshire magazine and membership | £2.00 |
| Class B - Air Yorkshire magazine and membership for persons aged 18 and under on January 1st, 1975. Proof of age is required (e.g. letter from parents) | £1.50 |
| Class C - Air Yorkshire magazine only | £1.30 |

Membership cards will be sent with January's magazine for Class A and
Class B members. All subscriptions must be received by 31st December
1974, so why wait and perhaps forget! Please complete your form NOW
and return to me immediately with the appropriate fee.

Your co-operation will be very much appreciated. Thankyou!

S A LANGFIELD



YORKSHIRE AIR NEWS

(until December)

(from January)

AIR YORKSHIRE

VOLUME 10

NUMBER 11

NOVEMBER 1974

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SOCIAL SECRETARY: D Allan, 16 Hawthorne Avenue, Yeadon, Leeds LS19 7UJ.

I am indebted to the following who have provided information:- Geoff Abbott, Ian Barber, Peter Barber, Ian Carling, Mike Everton, Roger Fozzard, Mike Gaunt, Ken Glasby, Keith Jordan, Steve Langfield, Gary Lewis, Martin Powell, Trevor Smith, Jim Stanfield, Anglia Aeronews, BARG, and Popular Flying.

Keep up the good work contributors! I'm sorry the magazine is a little cramped this month, but this is due to economy - all the news that has been received is inside these pages. I hope in the new year the news will keep coming in for the new magazine.....More below.

Report from the Treasurer Those of you who were unable to attend the branch AGM on November 3 will probably not be aware of the sweeping changes that have taken place. For many considerations, particularly from the financial point of view, a motion to sever all connections with Air Britain was carried by a large majority. The new body will be known as 'AIR YORKSHIRE GROUP' and the magazine 'AIR YORKSHIRE'. The group will carry on almost exactly as before, only the financial aspect will have changed to any great degree. The main aim of the group will be as before - to promote an interest in aviation, particularly through it's journal it will promote interest in Yorkshire aviation. Meetings will now be held on the first Sunday of the month. Sadly due to rising costs the magazine will have to increase in price - up to £1.30 which will enable it just to break even. This compares well with other similar magazines who have also put up their prices. Now we are a separate entity we will be able to finance our own affairs a little better. Previously our only source of income has been from stands at Church Fenton, and members received such benefits as flying, subsidised coach trips, prizes at no cost to themselves. We will now levy a membership fee which I am sure nobody will argue with when our activities are looked at - many people do not realise that it costs us about £3 in expenses to have a guest speaker at our meetings. Membership cannot be obtained separately from the magazine - a motion carried almost unanimously at the AGM - classes of membership are as follows.

- A) Air Yorkshire, magazine and membership £2.00
- B) Air Yorkshire, magazine and membership for persons 18 & under £1.50
- C) Air Yorkshire, magazine only. for 12 issues £1.30

Full membership, i.e. Class A and B will enable members to receive full benefits from the group as well as a membership card - they will be able to attend meetings free, subsidised activities such as flying and coach trips. Over the year a member taking **even** only a small part in the group's activities will soon recover the cost of his membership. Non-members will still be welcome to attend meetings, but to help in the cost of putting them on they will be required to pay a nominal sum of 10p.

All the facilities formerly enjoyed by the West Riding Branch of Air Britain will be similarly enjoyed by members of Air Yorkshire. Full members of Air Yorkshire will be able to join the Yorkshire Aeroplane Club for the nominal fee of £2.20 which compares very//cont. Page 8

NEXT PRESS DATE IS

DECEMBER 7TH

LEEDS/BRADFORD AIRPORT - WINTER 1974-75 TIMETABLE

Departures

| | | | | | | | | | |
|------|-----------------------|------------|-------|----|----|----|----|----|-------|
| 0725 | Belfast | Viscount | NS601 | Mo | We | Fr | | | |
| 0730 | Glasgow | HS.748 | DA030 | Mo | Tu | We | Th | Fr | |
| 0755 | London - Heathrow | Viscount | NS403 | Mo | Tu | We | Th | Fr | Sa Su |
| 0850 | Edinburgh & Aberdeen | F-27 | AQ200 | Mo | Tu | We | Th | Fr | |
| 0900 | Gloucester/Cheltenham | Navajo | RM531 | Mo | Tu | We | Th | Fr | Sa |
| 0950 | Norwich | F-27 | AQ201 | Mo | Tu | We | Th | Fr | |
| 1000 | London - Heathrow | Viscount | NS405 | Mo | Tu | We | Th | Fr | |
| 1010 | Bournemouth | HS.748 | DA040 | Mo | Tu | We | Th | Fr | |
| 1100 | Dublin | Boeing 737 | EI333 | | Tu | | Th | | Su |
| 1100 | Dublin | BAC 1-11 | EI333 | | | | | | |
| 1130 | Amsterdam | Viscount | NS501 | Mo | We | | | Fr | Sa |
| 1135 | Belfast | Viscount | NS603 | | | | | | |
| 1215 | Dublin | Viscount | NS341 | Mo | We | | | Fr | |
| 1630 | London - Heathrow | Viscount | NS413 | Mo | Tu | We | Th | Fr | |
| 1700 | Gloucester/Cheltenham | Navajo | RM537 | Mo | Tu | We | Th | Fr | |
| 1735 | Belfast | Viscount | NS605 | | | | | | |
| 1735 | Liverpool & Belfast | Viscount | NS655 | Mo | We | | | | |
| 1800 | Glasgow | HS.748 | DA032 | Mo | Tu | We | Th | Fr | |
| 1830 | London - Heathrow | Viscount | NS415 | Mo | Tu | We | Th | Fr | Su |
| 1855 | Edinburgh & Aberdeen | F-27 | AQ204 | Mo | Tu | We | Th | Fr | |
| 1920 | Norwich | F-27 | AQ205 | Mo | Tu | We | Th | Fr | |

Arrivals

| | | | | | | | | | |
|------|-----------------------|------------|-------|----|----|----|----|----|-------|
| 0840 | Norwich | F-27 | AQ200 | Mo | Tu | We | Th | Fr | |
| 0925 | London - Heathrow | Viscount | NS404 | Mo | Tu | We | Th | Fr | |
| 0940 | Aberdeen & Edinburgh | F-27 | AQ201 | Mo | Tu | We | Th | Fr | Sa |
| 1000 | Glasgow | HS.748 | DA031 | Mo | Tu | We | Th | Fr | |
| 1025 | Dublin | Boeing 737 | EI332 | | Tu | | Th | | Su |
| 1025 | Dublin | BAC 1-11 | EI332 | | | | | | |
| 1045 | London - Heathrow | Viscount | NS406 | Mo | Tu | We | Th | Fr | Sa Su |
| 1050 | Belfast & Liverpool | Viscount | NS652 | Mo | | We | | Fr | |
| 1100 | Gloucester/Cheltenham | Navajo | RM532 | Mo | Tu | We | Th | Fr | Sa |
| 1505 | Belfast | Viscount | NS604 | | | | | | |
| 1535 | Dublin | Viscount | NS342 | Mo | We | | | Fr | |
| 1555 | Amsterdam | Viscount | NS502 | Mo | We | | | Fr | |
| 1750 | London - Heathrow | Viscount | NS412 | Mo | Tu | We | Th | Fr | |
| 1750 | Bournemouth | HS.748 | DA041 | Mo | Tu | We | Th | Fr | Su |
| 1845 | Norwich | F-27 | AQ204 | Mo | Tu | We | Th | Fr | |
| 1900 | Gloucester/Cheltenham | Navajo | RM538 | Mo | Tu | We | Th | Fr | |
| 1910 | Aberdeen & Edinburgh | F-27 | AQ205 | Mo | Tu | We | Th | Fr | |
| 2000 | London - Heathrow | Viscount | NS414 | Mo | Tu | We | Th | Fr | |
| 2020 | Belfast | Viscount | NS606 | | | | | | |
| 2030 | Glasgow | HS.748 | DA033 | Mo | Tu | We | Th | Fr | |
| 2140 | Belfast & Liverpool | Viscount | NS658 | Mo | We | | | | |

AROUND THE AIRLINES

Air Analia Dakota 4 G-AOBM struck a ground power unit at Norwich on October 3rd causing slight damage to one of the aircraft's propellers.

Now that the airline's winter schedule is under way from Leeds/Bradford, the Friendships have taken over all services from the Dakotas at weekends. All F-27's are used fully on weekdays, so when one is operationally withdrawn the Dakotas are brought in to do their routings. This has already occurred at the LBA as this issue goes to press.

Dan-Air have increased the frequency of their Leeds/Bradford to Bournemouth to include Tuesdays and Thursdays. This has been partly brought about by the suspension of the route Glasgow - Southampton by British Caledonian. Further improvements of the company's scheduled service network is the moving of Ashford operations to Lydd, but it is not clear if the HS.748 overhaul facility has been moved to Lasham or Lydd. It is rumoured that the company is to purchase the seven BAC One-Eleven 500's that BCAL has recently put up for sale. The scheduled side of the airline made a loss of £130,000 in the first half of this year which was an improvement of 13%

