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AIR YORKSHIRE

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GRAND RAFFLE Tickets can still be obtained at 5p each from the Hon. Treasurer at the Air Yorkshire meetings. First prize is a six volume set in mint condition of the History of World War 2 (worth about £20), and the second prize is four BARG monographs on the Beverley, TSR 2, Meteor TT20, and Javelin 7,8,&9. The draw will take place at the April meeting.

MEETINGS The next gathering occurs at the Yorkshire Aeroplane Club at The Leeds/Bradford Airport on March 2nd at 1500 hours (courtesy of the club directors), and will feature Charles Shea-Simonds talking on the Dragon Rapide with an emphasis on it's parachute service, and Steve Langfield giving an illustrated talk on the development of the British fighter in World War I. All members are invited.

FANCY DRESS BALL The first Air Yorkshire social event of the year is organised jointly with the Leeds Bradford Free Fall Club and will take place in the Yorkshire Aeroplane Club on the evening of March 15th. All members are invited to come along appearing in 'silly' outfits. Prizes will be awarded in a raffle to take place on the night.

COACH TRIPS The first Air Yorkshire outing of the year takes place on Saturday April 26th to London (Heathrow) Airport and the RAF Museum at Hendon. Cost is £2.25 for members, and £2.60 for non-members. Please use the attached form for bookings.

AV ADS

LAAS INTERNATIONAL - Why not join LAAS International? Europe's largest aviation enthusiast society. Our 32 page monthly journal covers such varied topics as world airline news, international register review, industrial news to name just a few. If you become a member, you can save money on our many publications as well as joining our excursions abroad. Send £1.50 or for further details: LAAS Int, 10 Devon Road, Luton, Beds.

NEXT PRESS DATE FOR AIR YORKSHIRE IS MARCH 7

G-ASHJ was the last Rapide to be placed on the British register when she was purchased in 1964 with Rothmans help for use in Germany at the Rhine Army Parachute Centre at Bad Lippspringe. She was banded at Detmold with the Army Air Corps and flew back there after each day's jumping. Occasionally the more experienced jumpers went with her - she simply climbed overhead Detmold and out everyone went, picking their own DZs where they could find them. Peter Sherman recalls one particular evening. "We'd had a rather cocky Canadian officer jumping with us all day, and asked if he could come along for the evening jump-in to Detmold. We climbed over Detmold after having taken off from Bad Lippspringe. 'Where's the DZ?' he said. 'The croquet lawn in front of the officer's mess', said Mick Turner pointing it out. 'Cut!'. And away we went, all hapily going for our own selected peices of open ground. The gullible Canadian officer, however, worked like a thing possessed to hit the croquet lawn. He only just missed, and went clean through the (Closed) French windows into the Ante Room! Soon afterwards the authorities put a stop to it all - very sad!". 'Rhinogold', or 'Ringo' as she was more usually called, finally ended her days at Lippspringe when exposed to the elements caused a deterioration that was too expensive to rectify.

The other Army Rapide is G-AIDL (one time mount of Fox's glacier mints). One hilarous incident with DL concerned Robert Acreman. The load were sitting patiently in the aircraft waiting for jumpmaster Robert. Next minute he's by the door struggling to get a bicycle on board - he had been secretly planning to ride it off the wing and see how long he could remain with it in free-fall. Unfortunately the tears of mirth from the onlookers attracted the pilot's attention who forbade the attempt! DL is still at Netheravon, although currently up for sale.

G-AKNN, 'the Brown Bomber', was first used for parachuting when owned by Bill Tomkins. Barry Tempest was a regular pilot of NN between 66-67, flying her for parachuting at Poddington, and for a variety of roles at Barnstomer air displays. In 1967 she was bought by Bernie Green for use by the British Sky Diving Centre at Thruxton. The following year she went to Dunkeswell, being used for jumping both there and at Compton Abbas until she went for a CofA at Castle Donnington in late 1969. This was going to prove too expensive, so she was broken for spares.

G-AHAG was a late comer to the role of parachuting when she was purchased by Monty de Cartier for use at Compton Abbas. She was in use at Halfpenny Green on July 15th 1972 when she was being used in a big star RW attempt from 10,000ft in formation with the Thurston Aviation Islander. At exit time the Rapide slipped under the Islander. Mike Taylor, having exited the Islander, hit the fuselage rear of HG and broke his femur. Mike Bolton crashes through her roof, smashed both his wrists, and remained in AG until she had landed safely. A unique incident which again showed the ruggedness of the aircraft. AG then went to Lympe for use with Alex Black's club, and is now being rebuilt in a garage in Blandford, Dorset, using many spares provided by the breaking of NN.

G-AHJA was first used for parachuting when operated by Charles Boddington and Barry Tempest in the mid sixties. Later she was based at Castle Donnington with Trent Valley Aviation. The plane was written off when a commercial pilot on a check ride tipped her on her nose after a poor landing during which he braked too coarsly - he failed to check! She was sold to the RAFSPA for spares for SH.

Another Trent Valley Aviation Rapide was G-AKRS which was subsequently based at Shipdam. When John Meacock started the Peterborough Parachute Centre, the plane was a frequent visitor to Shipdam, where once again she rests after shortage of funds prevents her from being made airworthy again in the Arrow Air Services banger.

G-AJGS was used after the war by Allied Airways in Scotland. From 1950 to 1966 she remained in store at Aberdeen, but was discovered by Booker Rapide enthusiasts, having had only 47 hours flying since new. She was re-assembled by Doug Bianchi, and was operated by Aerial Enterprises principally for parachute displays from 1968 to 1970. One such display was in Northern Ireland at an Army School at Enniskellen. "Bill Downes was flying and we put into Newtownards to refuel. GS was probably overladen; apart from the team we also had the DZ party plus all our overnight bags. We then flew to St Angelo, a small disused airfield which was also the show site. Bill made an approach, but the runway was too short. "She's too heavy - I don't reckon I can get her in with this load." "No problem Bill, give us one run at 3,000'". Thus we lightened the load,

and Bill landed GS safely!" In 1970 GS was bought by an American, Fred Luddington, and Bill Downes flew her on an epic flight to Florida via Glasgow, Iceland, Greenland, Goose Bay, and the eastern US. This magnificent flight was reported soon after in 'Flight International'. Two more parachuting Rapides are now preserved in museums. G-AIAX spent 1960-67 in Scotland, owned and operated by a dour Scot by the name of Keith Tulloch. The plane was often used by the Scottish Parachute Club, and was a regular attendee at the Scottish championships. In 1966 she made her film debut when she went to Spain and was used for parachute sequences in one of Raquel Welch's early pictures 'Fathom'. She is now at Biggleswade as part of the Durney Aeronautical Collection. G-AIUL had her initiation to parachute dropping whilst in the service of John Collins at Thruxton, and was normally used between 1964-67 for ferrying flowers from the Channel Islands. "John was the pilot on a memorable flight when we were doing some work for a film company. The weather was no good for jumping, with an 8/8 cloud cover at about 1,200 feet. After consultation with Boscombe Down, we learnt that the tops were about 2,500 feet with blue sky on top. At the film company's request, we took off to climb into the bright sunlight, and shoot some footage of the two of us moving around inside the aircraft and climbing out onto the wing with our rigs on. After the usual messing about by the film crew which went on for about an hour, Boscombe advised us to let down as the weather was deteriorating. During the descent we lost contact with Boscombe radar and it was obvious that John didn't know where we were after emerging from the cloud at 300 feet. With everyone in the back offering unwanted advice, it was one of the film crew who, correctly, recognised Guildford Cathedral! Having followed the railway line down past Basingstoke and Andover, we finally landed in a torrential downpour at Thruxton with both tanks reading empty. The bar ran out of brandy!" UL then had three years with Aerial Enterprises, and in 1970 she went to Southend where she now resides in the aircraft museum.

In 1971 Viv Bellamy, who has had a long association with Rapides, purchased G-AIYR from Hunting Surveys. YR is based at Lands End - St. Just where she is used principally for pleasure flying. She has, however, recently been used at St. Just for sport parachuting, and it may be in the future that she'll provide civilians with their last opportunity to jump from a Rapide.

Every good story has an element of mystery and in this case it's provided by G-AHJS - an obscure photograph shows her being used for jumping, but it seems to be an isolated occasion. Her last registered owners were the Three Counties Aero Club at Blackbushe, but her ultimate fate is unknown.

Apart from the twenty odd Rapides recorded here, a number were also used for parachuting in France. They have certainly been operated at Chalons, Bergerac, Lille, and Biscarosse, although they were normally, but incorrectly, called Dragons. F-BHCD is such an example, used at Chalons. It would be impossible to try and calculate the number of hours that Rapides have flown for parachuting, or the number of descents made from them. Everyone has their own very personal memories of the aeroplane, whether be jumper or pilot, and no doubt this article will bring to mind a host of different incidents. My flying experience in the Rapide is a meagre twenty hours, but all of it utterly memorable. She is such a forgiving aeroplane, which for me is just as well! The flap limiting speed always provides amusement, 78 knots, try lowering them at 79 - it's a physical impossibility.

The following legend about the Rapides seems particularly in character. The story goes that when the prototype was built, a fitter was bolting the triplex windscreens to the tubular cockpit frame. Having used a fair quantity of steel BA nuts and bolts, he found at the end he was one short. The stores had run out of steel BA nuts and bolts, so one brass set was fitted instead. The draughtsmen then descended on the aeroplane to finish off the production drawings - result, every Rapide has one brass BA nut and bolt on the windscreen!

I hope that this article will explain to those unfamiliar with the Rapide, why such nostalgia is worth recording. It is but a small tribute to an aeroplane that has provided a great deal of enjoyment to a great many pilots and parachutists alike. The Rapide has provoked an affection not often associated with jump ships. The memories are a sufficient salute.

AROUND THE AIRLINES

Air Analia Aztec 250D G-AYSF has recently been sprayed in the company's yellow/Black/white colour scheme. A new schedule currently being planned is Humberside/Kirmington to London using Aztecs initially.

British Airways - Northeast will provide capacity on their scheduled service to Amsterdam from Leeds/Bradford this spring for Dutch bulbfield visitors with Wallace Arnold. No charter services to Rotterdam appear to be operating this year.

British Island Airways suffered a probable loss to their Herald fleet on the evening of December 24th last year when G-BBXJ crash landed at Jersey, causing considerable damage to the fuselage and starboard wing. There were no serious injuries to the 53 persons on board. This summer's schedule to the Isle of Man from Leeds/Bradford will only operate on Fridays, Saturdays, and Sundays with an arrival time of 1200 and a departure of 1225.

British Midland Airways will not increase their frequency of service this summer from Tees-Side to London Heathrow as was originally planned, but will continue to operate four weekday and two weekend flights each way. The Tees-Side - Isle of Man route has been handed over to Dan-Air (q.v.) as a result of "greater co-operation and rationalisation" between the two airlines. According to a leading aviation journal, the airline is looking at 100 seat aircraft for its scheduled services, with the likely candidates being second-hand One-Eleven 500s or 737-200s. A move of this nature appears very strange as three One-Eleven 500s that BMA bought new have recently been part exchanged for Heralds.

Dan-Air has asked the Civil Aviation Authority for permission to operate the route Leeds/Bradford or Tees-Side to Bergen, Kristiansand S., or Oslo. The licence, if approved, would be effective from April 1st for a ten year period at an operating frequency of no more than 14 weekly in any one direction. Another licence application was made to the CAA to vary the Carlisle - Isle of Man licence to include Tees-Side - Isle of Man. Operation is planned from May 17th to September 28th on Saturdays (arrive Tees-Side 1500, depart 1520), and Sundays (arrive Tees-Side 1135, depart 1155). The airline is to take four of the ex Court Line One-Eleven 500s on long lease from the British Aircraft Corporation to be delivered this month and next. Intended mainly to replace some of the older Comet 4s, one or two of the company's One-Eleven 400s may be released for the scheduled service network.

Humber Airways ceased operations on Monday 6th January after a directive from their parent company Ellerman Wilson shipping lines. Reasons for this move are blamed on the unsettled economic climate coupled with ever increasing operating costs, particularly fuel. The first Dakota was to have been delivered to Humberside/Kirmington on Thursday January 9th, according to an airport spokesman.

L.O.T. Polish are to operate a programme of inclusive tour flights to Poland from Tees-Side this summer using 105 seater Ilyushin IL-18 aircraft. The flights will operate weekly on Fridays between July 11th and September 12th.

Severn Airways are to take delivery of two Dove 5 aircraft from Fairflight, the first of which should have been delivered as this edition closes for press. Initial aircraft utilisation will be around 2500 hrs a year. Services to Leeds/Bradford from Bristol will begin in mid-March (no firm date has yet been fixed) on a twice daily Monday to Friday frequency. Arrival times at Leeds/Bradford will be 0915 and 1835, with the departures at 0925 and 1845.

AV AD One Summer at Speke - book bargain describing the first steps in the attempted preservation of V.701 Viscount G-ALWP. Now reduced to 30p (incl p.p.) to clear by April 5th, and is available from Skycol Publications, 5 Congrea Road, High Wycombe, Bucks, HP13 6DY.

ON THE LIGHTER SIDE

An interim report on the air crash at Horsforth on December 6th 1974 of Navajo Chieftan G-BBJG (AY/Dec74/4) has been published by the accident investigation branch of the CAA. The aircraft followed "an apparently random and wandering course" before it crashed six minutes after the take off time of 1715. The wreckage is now being examined in detail at Farnborough "in an effort to establish whether the aircraft had a pre-crash defect that might have caused the accident." At the same time pathologists are examining the possibility of the pilot, Peter Pitt, having suffered an incapacitation during the flight. The latter point may have influenced the decision made recently by McAlpine Aviation that in future all flights operated by the company will consist of both a pilot and co-pilot.

Newly resident at Haxey is Cessna 182 G-ASUL which joins Bonanza G-ASJL.

Auster Alpha G-AIJI was blown over by the wind at Humberside/Kirmington on January 12th, and when upturned it is reported that the concrete blocks tied to the wings had smashed through them making the plane a write off. Cessna 200K G-AYCL of Modern Tube Developments has moved it's base up the road from RAF Hemswell to Humberside.

A pilot from Chapel Haddlesey near Selby, and a gas board employee from Rotherham were killed when a Hughes 269 belonging to Point to Point Helicopters crashed into a field near Blyth on January 15th.

Cameron O-65 (Hot-Air) Free Balloon G-BCTB has been registered to a Mr.G.W.Reader at Selby. The bag has the c/n 139.

Newly resident at East Heslerton near Malton is AA5 Traveler G-BCIK which is operated from Moor Farm by W.Nutt & Son Ltd.

Jodel D.117A G-AZII was noted taking off from a field between Fountains Abbey and Bishop Thornton. The plane is currently registered to J.S. Braysbaw and the probable base is given incorrectly as Leeds/Bradford. Perhaps it is based at Markington which is in the area of the reported sighting?

Horizon G-ATDG returned to Crosland Moor on November 3rd after a CofA renewal at Leeds/Bradford.

Aircraft noted at Doncaster on January 15th were as follows. On the apron were Cherokee G-BCLL, AA1 G-BBUH, AA5 G-BBLS, and C150 G-ASYL. In Flight-Line's hanger were AA5s G-BCEO G-BCIJ G-BCPL G-DCPM (latter two fuselage only), C150 G-BBCI, C336 G-ASLL (engine still stripped), Jodel G-AYFP, and C182 EI-ATF (engine stripped). In Eastern Aviation's hanger were Mooneys G-ASUB G-ARWY, C172s G-AVUX G-ATKU (latter fuselage only), Gemini G-AKEK, Cherokees G-AVWR G-ASBJ, Emeraude G-ASBS, AAls G-BCLX G-BCLW, Jodels G-AWIG G-AXLS, Terrier G-ASYN, Alpha G-AHIP, C150 G-ASMW, VP-1 G-AYXW, and Shield Xyla G-AWPN. Despite other reports of it being at Handforth, the Gemini G-AKEK is still here (wings only).

The new AA5B Tiger G-BCRR of Flight-Line was due in the first week of February. Changes regarding ownership at this South Yorkshire airfield are Cessna 150E G-ASYL now belonging to M.J.H.Collett, and AA5 Traveler G-BCEO now belonging to W.J.Scott and Sons Ltd t/a Peter Scott Aviation. Movements during January at Doncaster were G-BAEY C172 f Croxby t Leeds/Bradford 8th, G-BBED Cher Arr f/t Coventry 13th, G-AROC C172 f/t Leeds/Bradford 20th, and G-AXFA Aztec t Tees-Side 23rd.

PRESERVATION NOTES

The Addyman Standard Training Glider being restored by Yeadon Aeroplanes (a group affiliated to Air Yorkshire) is progressing steadily. So far the fuselage aft of the cockpit is structurally complete and the tailplane is ready for covering. The standard of workmanship by the original builder was poor to say the least. Restoration has involved a complete rebuild; as all the glue has rotted completely it has been necessary to strip down all component parts and re-glue the joints. Much of the wood is also rotted, especially the plywood stiffeners, and these have had to be replaced with new wood. The glider had been stored badly for a great number of years and the exposed timber needed a good rubbing down and a few coats of varnish. It is hoped to have the machine complete by summer when it will be returned to it's owners, Aeroplane Collections.

MILITARY MATTERSFinnioleley

The only Versity P1s now remaining in RAF service are with the 6MPs here. The Versity P1s with the 5MPs at Oakington have now been retired mostly to the 5MU at Kemble. Visitors in January were Hercules C1s 'Ascot 770' 24th, and 'Ascot 781' t Lyneham 29th; and a type unknown 'Evergreen 52' 9th.

Holme on Spalding Moor

Visiting on January 8th was Versity P1 'Harp 03' f/t Belfast.

Leconfield

Lightning F1 XM137 was towed over to the scrap dump on November 4th 1974, having being resident since early 1971. Lightning T4 XM997 was towed out and parked by the Meteor on November 22nd last year.

Leeming

Further deliveries of Bulldog P1s since our last report (AY/75/5) have been XX657 (c/n 315) and XX658 (c/n 316) on December 16th, XX659 (c/n 317) XX660 (c/n 318) and XX661 (c/n 319) on December 18th, and XX662 (c/n 320) XX663 (c/n 321) XX 664 (c/n 322) and XX665 (c/n 323) on January 13th.

Movements here during January were VC.10 'Ascot 2731' t Brize Norton 2nd; and U.S.A.F. T29s f Prestwick t Upper Heyford, 'Form 86' 9th, and 'Form 83' 16th.

Linton-on-Ouse

visitors last month were Dominie 'Ascot 1563' t Northolt 16th, Devon 'NMX10' f/t Valley 21st, and Bulldog 'KGG06' f Leeming 24th.

Topcliffe

received Bulldogs 'BUF80' 29th, and 'BUF70' 'BUF 74' 30th f Leeming during January.

NOVELTY P1S SECTIONLeeds/BradfordJanuary

(1)	G-AXUA Pup	G-BAVJ Navajo	G-AWAP Alouette	G-EBGE Aztec
	G-AVYL Cherokee	G-EBIS AA5	G-AYPV Cherokee	(16)
	G-AVGB Cherokee	G-EBDR Navajo	G-ATSM C 337	G-AWUA C 206
	G-AWLP Mooney	G-BCII AA5	G-BAYU C 310	G-AXER Navajo
	G-AWCY Cher Six	(8)	G-BCIK AA5	G-AZFC Cherokee
(2)	G-ATRG C 172	G-AYDT Cherokee	D-GEMF Seneca	G-AORJ Chipmunk
	G-AZNY Aztec	G-ATPU C 337	(12)	G-AVWR Cher Arr
	G-BAVJ Navajo	G-ASFL Cherokee	D-GEMF Seneca	G-AZUG AA5
	G-EBXJ C 172	G-BAFI C 421	M1630U C 207	G-AZVZ AA5
	XN507 Dominie	G-BAFC Robin	(13)	G-BAYP C 150
(4)	G-AZVJ Seneca	G-BAVU C 310	G-AZXR C 340	G-BAOP C 150
	G-AVAS C 172	G-BAFY C 172	G-AZAV C 337	G-BCDI C 310
	(5)	G-AZNY Aztec	G-AZRU JetRanger	G-BCHK C 172
	G-ASIV Cherokee	G-ABZD Pup	G-ARUH Dove	G-BCJK Cherokee
	G-ASIE Twin Com	G-ARSW Colt	G-ARAN Super Cub	St-GBT Navajo
	G-AZNY Aztec	G-BBPV Navajo	G-AVDT Cherokee	(17)
	G-BARI Sundowner	G-BAVJ Navajo	G-ABRA Aztec	G-AVVC Aztec
	G-BAYU C 310	G-EBXJ C 172	G-BBRZ Cherokee	G-AWAG Byron
(6)	G-ASUT C 182	XN507 Dominie	G-BBDU Navajo	G-ASTB Aztec
	G-ASJL Bonanza	(4)	G-BBIS AA5	G-AVNB Navajo
	G-BBZH Cher Arr	G-AZVJ Seneca	LN-SUA Boeing 737	G-AVAD Twin Com
	(7)	G-AWOT C 150	(14)	G-BAVJ Navajo
	G-AZBD Twin Com	G-BAVX C 150	G-AYTB C 172	G-BARD C 337
	G-AVGT B 206	G-BBSM Cher Six	G-AZRU JetRanger	G-BBYJ Navajo
	G-AVAU Twin Com	G-BAVJ Navajo	G-AYKL C 150	G-BBCI C 150
	G-BAHI Baron	G-BBPV Navajo	G-AZRR C 310	G-BCHK C 172
		G-BAHT C 150	G-AYAD Twin Com	G-BCIL AA5
		D-INEL Baron	G-BAUV C 172	(18)
		(10)	G-BAVJ Navajo	G-AZZV C 172
		G-AWGW C 172	G-BCEK C 421	G-AVGB Cherokee
		G-AZFR C 401	G-BCIW AA5	G-ASJL Bonanza
		G-ASJL Bonanza	PH-VIR C 421	G-AXEM Cherokee
		G-ARLW C 172	(15)	G-AVVI Cherokee
		G-BBBI JetRanger	G-ASXV Queen Air	G-BAYU C 310
		(11)	G-AVUN Twin Com	G-BBDF Cher Arr
		G-AZBI Jodel	G-AXPU HS 125	
		G-AZIZ Rallye	G-AYAD Twin Com	

/cont.

(19)	(23)	G-AOPW Carvair	G-BBPZ Aztec
G-AYBK Jodel	G-AWUY C 172	(26)	G-BCBO AA5
G-AZZB JetRanger	G-AYBO Aztec	G-AVWT Cher Arr	(30)
G-BAIL C 172	G-BAVY Aztec	G-ATBS Cher Six	G-AXIV Aztec
G-BAXT Cher Arr	G-BABU C 150	G-ARCM C 172	G-AOTI Heron
G-BBOR JetRanger	G-BAVJ Navajo	G-BAKH Robin	G-AZCZ Pup
G-BBSO Aztec	G-BBRA Aztec	G-BBTG C 172	G-AVUN Twin Com
G-BBGU IIS 125	G-BCON C 310	(27)	G-AYWZ Twin Com
(20)	XT545 Sioux	G-AYAD Twin Com	G-AYBO Aztec
G-AWVS C 337	XT554 Sioux	G-ATDG Horizon	G-AXXG Islander
G-ATSL C 337	XW905 Gazelle	G-AYSF Aztec	G-BAVJ Navajo
G-BAOZ C 414	XX372 Gazelle	G-BAVJ Navajo	G-BCJR Aztec
G-BBIA Navajo	(24)	G-BCIX AAL	G-BCIX AAL
G-BBSU C 421	G-ASON Twin Com	(28)	G-BCOL C 172
G-BCIO Twin Com	G-AWOL JetRanger	G-AXIV Aztec	OO-LFD C 421
XX378 Gazelle	G-ATKE C 150	G-BAVJ Navajo	XT172 Sioux
(21)	G-AWUL C 150	G-BBCC Aztec	XT810 Sioux
G-ATFB Twin Com	G-AYBO Aztec	G-BBMJ Aztec	(31)
G-AZUG AA5	G-ASLV Cherokee	XV126 Scout	G-AWWU C 172
G-AYLW King Air	G-BAMI Baron	(29)	G-AYTP Aztec
G-ATAI Dove	G-BALY C 172	G-AZTB Monsun	G-AYXY Twin Com
G-AYSB Twin Com	G-BCIM AAL	G-ATAI Dove	G-BAVJ Navajo
G-BAVJ Navajo	G-BCLW AAL	G-AVWI Cherokee	G-BAOO C 421
G-BAOP C 150	G-BCBU Pawnee	G-ARLG Auster D4	G-BBST Aztec
G-BBSF C 310	G-BCPK C 172	G-AYNM TravelAir	G-BBCI C 150
G-BBDO Aztec	PH-LPG Seneca	G-BAVJ Navajo	G-BCBK C 421
(22)	(25)	G-BBGE Aztec	XW7?? Domine
G-AWAZ Cher Arr	G-AYBO Aztec	G-BBXL Aztec	
G-BBLS AA5	G-AXJY C 206	G-BBER Navajo	
G-BBUH AAL	G-BAUC Aztec	G-BBGO Robin	

This month's new resident is the Cessna 310-II G-BCON which arrived from the States on the 23rd. Biggie of the month was Carvair G-AOPW which positioned in from Southend and was used to transport oil rig parts to Aberdeen on the 25th. First foreigner of the year was Baron D-IMEL, c/n TE-855, from Ringway to Osnabruck on the 9th. Seneca D-GMWF was f Bremen t Brough on the 11th and vice versa on the 12th. Cessna's demonstrator 207 N1630U was f Liverpool on the 12th n/s t Cranfield. The Braathens Boeing 737-205C LN-SUA on the 13th was f Oslo t Evenes using the c/s 'BULO04'. On the 14th the Vitair Cessna 421 PH-VIR was f/t Rotterdam and has the c/n 0506. Navajo SE-GMT of Malmros AB was f Gatwick t Ronneby on the 16th. Seneca PH-LPG of Lendi den Hartog BV was f Hilversum t Norwich on the 24th, and final foreigner of the month was Abelag's Cessna 421 on the 30th OO-LFD f/t Brussels. Grumman American products still abound with numerous visits of Travelers and Trainers from the agency at Doncaster. Plenty of crew training this month starting with the BIA Herald G-APWF on the 4th, sister ship G-APWG was also logged on the 19th. Other aircraft using the ILS were Vanguard G-APEI (6th), Twin Comanches G-AYWZ (30th) and G-AZBD (7th), and AA5 Traveler G-BCCJ (19th). Novelty was provided by the RAF with Bulldog XX521 'PJY32' doing a radar approach and overshoot on the 16th. The Army supplied our first military Gazelles this month, brand new XX378 (AA449) was f/t Hetheravon on the 20th, XX372 (AA450) c/n WA260 and XW905 (AA452) c/n WA228 both night-stopped in the Notbeast banger on the 23rd. Keeping the Gazelles company on the 23rd was Sioux XT545 (AA390) whilst XT554 (AA440) did not n/s. Two further Siouxs were XT172 and XT810 using a common callsign AA407 f Fittingley t Newcastle on the 30th. Lone Scout was XV126 (AA401) on the 28th. Other military serial/callsign tie-ups this month are XX507/Ascot 1546 (3rd), and unknown Domine Ascot 1632 on the 31st. Northair's SIAI 205 G-AYXS arrived back from Leavesden on the 15th in a new colour scheme, and not to be outdone, the Survey Flight's Islander G-AWNT arrived back from Bembridge in a new colour scheme (plus an extra camera hole underneath) on the 17th. For the near future Northair are preparing to receive Cessna 421B G-BCSV c/n 0875 and Cessna FR172 G-BCTK c/n 0546, meanwhile the three remaining Bassetts are still outside unmarked. Now a list of the current Leeds/Bradford residents.....

G-ACGT Avro Avian	G-ASHX Cherokee	G-ATIM C 172	G-AWBK C 421
G-APZR C 150	G-ASMV Emeraude	G-ATIK C 150	G-AWNT Islander
G-ARLT C 172	G-ASOF B 206	G-ATYW B 206	G-AVRO B 206
G-AROC C 175	G-ASYP C 150	G-AVLP Aztec	G-AWVC Pup
G-ASEO Comanche	G-ATHV C 150	G-AVSE Cherokee	G-AXCW Pup

G-AXER Twin Com G-AZJZ Aztec G-BBKG C 172 G-BCED C 421
 G-AAZL B 206 G-AZTC Monsoon G-BBKH C 172 G-BCJA Basset
 G-AYND C 310 G-BAIV Robin G-BBKI C 172 G-BCJC Basset
 G-AYOU C 401 G-BASS C 421 G-BBRK C 310 G-BCJD Basset
 G-AYXS SIAI 205 G-BAWK Cherokee G-BBOK Aztec G-BCON C 310
 G-AYYN Cherokee G-BAZM Jodel G-BBTV JetRanger
 Plus two Viscounts of BA - Northeast, and one HS 748 of Dan-Air.

Just registered to Northair are the following:- G-BCUF Cessna F172M (c/n 1279), G-BCUG Cessna F150M (c/n 1178), and G-BCUY Cessna F1A150M (c/n 0269).

Tees-Side

January

(1)	OO-TNT Seneca	G-AYLG HS 125	G-AWGX C 172
G-AZSZ Aztec	SE-GHY MU-2	G-BBSC Sierra	G-AVET Baron
G-AVBZ C 172	(10)	G-ANXB Heron	(27)
G-AZDB Pup	G-AVSO Aztec	G-BAJU Aztec	G-AYEP HS 125
(2)	G-AZYR C 340	G-AZBY Wessex 60	G-AZID C 150
OY-APM HS 125	G-AZVM JetRanger	G-AXTA Cherokee	G-BBBM JetRanger
(3)	G-AYKY Cherokee	G-ATCI Airtourer	G-BCEV Enst F28
G-AOBN Dakota	G-AYKW Cherokee	G-AXTJ Cherokee	G-AXXO JetRanger
G-AZRR C 310	G-AOBN Dakota	(17)	G-AVYD Trident
G-AXDL Twin Com	G-AYEP HS 125	G-AYLG HS 125	G-BCDO Friendship
G-BAGO C 421	G-BCDF S-58ET	G-AGJV Dakota	G-ATPJ BAC 1-11
(4)	(13)	G-AYEK Jodel	G-ASJI BAC 1-11
G-BCLW AAL	G-AYLG HS 125	G-BAJU Aztec	(29)
(6)	G-AYOF Bell 47G	(19)	G-AWVS C 337
G-AYLG HS 125	G-BBMK Navajo	G-BAXU C 172	G-ATED Hiller
G-AVAI HS 125	G-ATID C 337	G-AZBA C 182	G-AZDK Baron
G-ANXB Heron	G-AXZL B 206	G-AZZB JetRanger	G-BACN C 150
G-BBSM Cher Six	G-BCLA S-61N	G-BCRW S-58ET	G-ATHV C 150
N76LD MU-2	G-BCOT Enst F28	(20)	G-BAHT C 172
(7)	G-ANXB Heron	G-AVSO Aztec	G-AXTJ Cherokee
G-ANUO Heron	G-AWED Navajo	G-ANXB Heron	G-AYMZ Cherokee
G-ATED Hiller	G-BARR HS 125	G-BBGS S-61N	G-BANW Emerald
G-BCLI AA5	(14)	G-AVPS Twin Com	G-AVWI Cherokee
G-AYLG HS 125	G-AZYR C 340	G-AYLG HS 125	G-AZRU JetRanger
G-ANET C 172	G-BAOO C 421	(21)	G-AYLG HS 125
G-ATHV C 150	G-AVSO Aztec	G-AWED Navajo	G-BAOZ C 414
G-ANKJ Bonanza	G-AXPU HS 125	G-ANUO Heron	(30)
G-AZYR C 340	G-AYLG HS 125	G-BBZP Navajo	G-ANUO Heron
G-AWNU Islander	G-AXJV Cherokee	G-AYKV Cherokee	G-BAFN Bell 212
(8)	(15)	(22)	G-BCPG Cher Arr
G-ATCI Airtourer	G-BCOT Enst F28	G-AXXG Islander	G-BCHJ C 172
G-ANWX Auster J/5	G-AZDK Baron	G-AZDK Baron	(31)
G-AXXG Islander	G-AXXG Islander	G-AZID C 150	G-AVMZ HS 125
G-AYLG HS 125	G-BBCU Aztec	(23)	G-BARW C 402
OO-JMV C 172	G-AZBY Wessex 60	G-AKFA Aztec	G-AVET Baron
(9)	G-AVAI HS 125	G-BBSL Aztec	G-ANNO Heron
G-ANUO Heron	G-AYWD C 182	G-AYLG HS 125	G-ANXB Heron
G-ASSP Twin Com	G-AVXL HS 125	(24)	G-AYBE JetRanger
G-BAFN Bell 212	(16)	G-ANNO Heron	G-BACN C 150
G-BAHT C 172	G-BCHK C 172	G-AXFH Heron	

New with the Tees-Side flying club is Cessna F172 G-BCHK which replaces the late G-ATVV. HS 125 OY-APM is the personal mount of A.P.Moller who is the boss of Maersk-Air, and was f/t Copenhagen on the 2nd. Two Mu-2s this month were N76LD of Oceanic Contractors f Brussels on the 6th, and SE-GHY reportedly of Fjord Fly f Aberdeen t Stavanger on the 9th. Seneca OO-TNT on the 9th was operated by Travair f/t Antwerp. Amongst the large number of aircraft crew training this month were TriStars G-BBAE (10th), G-BBAF (4,5,11,22,23,31), G-BDAG (31st), Vanguard G-APEI (4th-11th), Viscount G-AOYL (19,26), BAC 1-11s G-AVMR (3,4), G-AVMZ (26,27,29,31), and G-ATPJ (27th).

Brough

January

3 G-BAMI Baron also 9,10,17,18,27: G-BBAZ Hiller, also 7
 6 G-AWVS C 337 also 8,9n/s,13,14n/s,15n/s,16,22,31n/s:
 G-BCOT Enst F28 n/s, also 13,20: G-BAML JetRanger n/s:

7 G-BBIT Hugh 269	
8 G-BBSL Aztec	also 9,13n/s,14,17,22: G-ASFL Cherokee: G-ARIW Dove:
9 G-BBIF Aztec	first visit: G-AVFU Cher Six:
10 G-AZNY Aztec	also 11,16,23,28,29: G-BAOC C 421, also 13:
11 D-GHWF Seneca	n/s: G-AYDG Minerva:
13 G-AVWF Cherokee	
14 G-AXIV Aztec	
17 G-ASMG Dove	also 20,21: G-BBFZ Cher Arr: G-AVNI Twin Com:
21 G-AZWW Aztec	also 22:
22 G-BAOZ C 414	also 23,24,29,31n/s:
23 G-AREA Dove	also 28: G-BBIM C 310:
24 G-BBGE Aztec	also 25: G-ATCE C 206: G-ATWN Aero Com:
25 G-BATX Aztec	also 28: G-AZZV C 172:
26 G-BAUI Aztec	first visit:
28 G-AREF Aztec	G-BBERJ Aztec: G-BCEV Inst F28:
29 G-AYCL C 210	G-BBUH AAL:
30 G-BAGO C 421	first visit:
31 G-BBOM Aztec	

Humber Airway's Islander G-AXRN made it's last visit under their ownership on the 10th.

Grindale

December

8 G-BBCC Aztec	f Doncaster: G-AZOA Monnun:
9 G-BASC Bell 47	f Bourne:
14 G-ARRE Jodel	G-ASUB Mooney: G-AXZT Jodel: G-AVGV C 150:
15 G-AWUY C 172	
24 G-AZCZ Pup	f East Midlands:
30 G-APZR C 150	G-BAYP C 150:

January

1 G-BAGW C 150	
4 G-ASMW C 150	G-AXHV Jodel, f Hucknall:
5 G-AZZV C 172	
11 G-BCPK C 172	f Skegness:
16 G-BCLJ AA5	f Sherburn:
19 G-ASFL Cherokee	also 20: G-ATEZ Cherokee:
20 G-AXLS Jodel	G-AVPF Twin Com: G-ATXO Sipa 903:
G-AYXS SIAI 205	f Sherburn t Leeds/Bradford: G-AYGD Jodel, f Marton:
29 G-BCEE AA5	

Sherburn

January

4 G-BAXT Cher Arr	f/t Crosland Moor, also 18:
7 G-AXMM JetRanger	f/t Whinmoor:
10 G-AWVC Pup	f/t Leeds/Bradford, also 17,18:
G-AVFW Twin Com	f/t Ronaldsway:
11 G-BCIK AA5	f Leeds/Bradford t East Heslerton:
12 G-BAWX Cherokee	f/t Leeds/Bradford, also 16:
14 G-AYIB C 172	f Leeds/Bradford:
16 G-BAUV C 172	f Leeds/Bradford t Hull/Paull:
24 G-AKDU Pup	f/t Hewarden:
26 G-AYXS SIAI 205	f Leeds/Bradford t Grindale:
28 G-BBKH C 172	f/t Leeds/Bradford:
29 G-BCEO AA5	f Leeds/Bradford
30 G-BCLX AA1	f Doncaster t Leeds/Bradford:

Other Airfields

January

7 G-AYEK Jodel	POCKLINGTON: t Tholthorpe
G-AYBO Aztec	ELVINGTON: also 5,14,17,22:
10 G-AWBK C 421	ACASTER HALLS: f Leeds/Bradford t Leavesden
G-BBDH C 172	CROSLAND MOOR: f/t Leicester East
16 G-BAOP C 150	HULL/PAULL: f Humber side t Leeds/Bradford, also 23:
21 G-BBXE Aztec	LECONFIELD: f Barrow Walney Island
24 G-BAMV Robin	EAST HESLERTON: f/t Leeds/Bradford
G-AYND C 310	FINNINGLEY: f Leeds/Bradford t/f Glasgow t Leeds/Bfd
29 G-BBFZ Cher Arr	TOPCLIFFE: f/t Coventry
30 G-AVUN Twin Com	CHURCH FENTON: f Lyneham t Leeds/Bradford

Helicopter Activity

January

Jet Ranger: G-AWOL Easingwold 24.
 G-AZRU Huddersfield 13,14. Kirkstall 14.
 G-BBOR Kirkstall t Battersea 20.
 G-BBTV Thirsk/Masbam 3. Hull 7,13. Bridlington 7. Sheffield
 29. Wensleydale 8. Scarborough 14. Tees-Side 30.
 G-BCBE Morley t Darlington 29.
 Hughes: G-AVVS Whinmoor - Otley - Ilkley - Whinmoor 10.
 Alouette: G-AWPF South Leeds, electric line patrol 24.
 Sioux: XT172/XT810 'Armyair 407' Finningley t Leeds/Bradford 30.

Leeds/Bradford - 10 years ago

January 1965

2 G-ASWO Cessna 210D Centurion.
 18 N3448S Cessna 182H f Blackpool t Cranfield
 19 51116 VC-47 U.S.A.F. f/t Northolt
 D-ILDA Queen Air 80
 21 SE-ECE Apache 235, f Copenhagen

NEW RADIO FREQUENCIES

Manchester Control	126.65	All aircraft outbound from Leeds to Amber 1. Amber 1 from POL to 24 miles north, and Blue 1 from MBK to 24 miles east below FL.100
Manchester Director	121.35	Aircraft to Ringway on hand-over from 126.65
London F.I.R.	134.70	Uncontrolled airspace north of Blue 1
	124.60	Uncontrolled airspace south of Blue 1
London Airways	120.80	Southbound aircraft south of POL below FL.110
	127.45	Amber 1 from HON to DCS up to FL.240 except aircraft under Manchester Control. Blue 1 from MBK to DOG up to FL.240.
	132.70	Upper Amber 1 and Upper Amber 2 from DTY to DCS, and Upper Red 4 from OTR to ION.
	134.25	Upper Blue 1 from Bluebell to OTR, and Upper Blue 13 from DOG to NEW.
	134.75	Amber 1 south of POL for southbound aircraft from FL.110 to FL.240.
London Control	131.05	Radar coverage for aircraft leaving the POL for Newcastle, Tees-Side etc, and for non-airways traffic north of Blue 1. Sometimes used by aircraft on Upper Blue 13.

FLYOVERS

January

3 F-BSQN Falcon 10	POL 1256 31000'	t Reykjavik
D-CJET HS 125	OTR 1804 37000'	f Manchester
4 N94K JetStar	BRO 1030 33000'	eastbound
8 F-BXSL	POL 1007 19000'	southbound, delivery.
00-JMV Cessna 421	DOG 1937 17000'	joining airways here t Brussels
9 D-ILFY Baron	POL 0945 5000'	t Manchester
10 F-BJUP Commander 580	POL 1552 11000'	southbound
SE-EOK Twin Comanche	OTR 1738 11000'	eastbound
12 D-ABUK Boeing 707	FLA 1607 35000'	Lufthansa t Las Vegas Int.
14 52687 Douglas C-118	POL 1131 11000'	USN. Keflavik t Mildenhall
15 OY-DTW Cessna 340	OTR 1024 14000'	westbound
N10LB Gulfstream 2	POL 1110 25000'	"Grumman 10LB", southbound
16 24130 Boeing VC-135	POL 1556 35000'	"SAN 24130", t Andrews AFB.
17 DCN9566 Hansa Jet ??	POL 1445 24000'	f Warton t Köln (OTR.1456)
18 N4907C Douglas DC-8-63	BRO 2233 31000'	Capitol, westbound
21 D-IKPFJ Citation	POL 0825 8000'	t Warton
F-BLLR Marquis	POL 1055 11000'	southbound
22 F-BTDL Caravelle	POL 2009 33000'	Burelair, t Paris Le Bourget
N580RA Gulfstream 2	POL 2011 23000'	f Edinburgh t Luton
23 D-INKA Lear Jet	BTN 1137 12000'	t Warton
24 N33054 Cherokee	OTR 0937 9000'	f Liverpool t Sweden on delivery
26 F-BPPA Super Guppy	OTR 1607 17000'	f Manchester t Bremen
28 CF-EPI Herald	POL 0954 9000'	Eastern Provincial, t Southend
D-IBYM Cessna 320E	OTR 1256 12000'	t Manchester
29 70170 Galaxy	FLA 1328 31000'	MAC, t Dover AFB
31 F-BSUR Lear Jet	POL 1625 41000'	southbound