

AIR YORKSHIRE

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MAGAZINE

Editor

Andy Barker
5 Browberrie Cres
Horsforth
Leeds
LS18 5PT

Movements

Terry Sykes
219 Queensway
Yeadon
Leeds
LS19 7PA

Distributor

Len Spice
8 Cono Avenue
Girlington
Bradford
BD8 9PZ

OFFICIALS

Chairman

Dave Senior
23 Queens Drive
Carlton
Wakefield
WF3 3RQ

Treasurer

Steve Langfield
67 Orchard Grove
Idle
Bradford
BD10 9BT

Secretary

John Allen
149 Adel Lane
Adel
Leeds
LS16 8BW

Social Secretary

Ian Barber
79 Markham Avenue
Rawdon
Leeds
LS19 6NE

Public Relations

Gary Lewis
2 Greenbills
Rawdon
Leeds
LS19 6NP

APOLOGY

Due to circumstances beyond the editor's control, the magazine has been published later than usual. Any inconvenience that has been caused by this is regretted. The June issue will be published at the normal time.

DIARY

- An up-to-date list of events up to, and including September is published below.
- Sun 1st June - Recognition Contest for members. Yorkshire Aeroplane Club 1500 hours. First prize is a free gliding trip on June 17th with the second prize being £1.00.
- Tue 17th June - Gliding at Rufforth (please note the new date). Meet at 1900 hours. The cost of £2.20 includes an aerotow to 1100 feet. A few places are still available - names to the Hon Treasurer please.
- Sun 22nd June - SSAFA Air Display at Church Fenton. Come along to the Air Yorkshire stand (near the static aircraft park) where a large range of plastic kits and books etc will be on sale.
- Sun 29th June - Trip to Old Warden to see the Shuttleworth Trust's display on the theme of pre-war civil flying. Members £2.25. Non-members £2.60.
- Sun 6th July - no meeting this month due to a clash with the display at Sywell.
- Sat 26th July - Trip to Mildenhall to view the USAF operations there and then on to Duxford to see the aircraft collection of the EAAS/IWM.
- Sun 3rd August - Pleasure flying from Yeadon in a Cessna 172 during the afternoon.
- Sun 7th September - A representative of No.6(F) Squadron will talk to us about the F4 Phantom. Yorkshire Aeroplane Club 1500 hours.
- Sun 28th September - Trip to Gatwick and Heathrow airports.

GENERAL

The Extraordinary General Meeting was held on April 20th. Among the items discussed was the Air Yorkshire constitution which has now been produced and can be viewed at the meetings. Gary Lewis has been elected to the committee in place of Dave Allan who resigned - we thank Dave for the good work he has done for the group. The committee now - Len Spice, John Allen, Ian Barber, Andy Barker, Steve Langfield, Gary Lewis, and Dave Senior. Mr Chris Harper and Mr E Horner have been elected to audit the Air Yorkshire accounts prior to the Annual General Meetings.

FILMS

Agfa CT18.135-36 films are available to members at only £2.10 each and can be obtained at the meetings, group trips, or the Church Fenton Air Display.

CIVIL AIRCRAFT MARKINGS

is now available for 60p at the meetings, or for 70p p&p included from the Treasurer.

NEXT PRESS DATE IS FRIDAY 6TH JUNE

AIR ANGLIA IN YORKSHIRE

Although the company has its base at Norwich, Air Anglia is the only airline to operate from all the four Yorkshire airfields. It is a new member of the tough commercial aviation business, but its roots are long, having been formed from the amalgamation of three companies. These were Anglian Air Charter, Rig-Air, and Norfolk Airways, with the present joint managing directors Mr L G (Wilbur) Wright and Mr James Crampton owning the former and latter companies respectively. Rig-Air was formed and operated jointly by the other two companies principally for oil work.

On the airline's formation, a "mixed bag" of aircraft was inherited from the constituent airlines including the ex Rig-Air Dakota G-AMPZ and Islander G-AXVP plus a variety of light aircraft. By 1972 the fleet had expanded by another three Dakotas, G-AGJV 'NTD' and 'ODN', to cater for the ever increasing amount of charter work. More modern equipment was sought after, with the ideal Dakota replacement being a twin turboprop. In May 1972 Fokkers demonstrated a Friendship 600QC PH-FPR to Air Anglia which was used on proving flights. These proved so successful that a series 200 aircraft PH-FIL was leased from the manufacturers and was subsequently purchased at the end of the year as G-BAKL, with a second aircraft coming shortly afterwards in G-BAUR. The competition faced by Fokkers was from the HS.748 and the Herald, but the decision fell in their favour due to the Friendship's good second-hand market then (although not now), and the fact that it was faster than the HS.748, although both had about the same number of seats. Also only about 50 Herald's were built which in time would have created a spares problem, but Friendship spares could be obtained from Schipol in a very short time using the airline's scheduled service. At the end of 1972 the Dakota 'MPZ' was sold to Intra Airways, with the Islander 'XVP' going to Air Quest as F-BUID the following year. The Dakota fleet was reduced to two when 'NTD' was partly cannibalised and it now lies on the northern side of Norwich airport in a sorry state. Due to Air Anglia's continued expansion in 1974, two more Friendships were acquired from Limburg Airlines of Holland and became G-BCDN and 'DO'. A Herald was leased in March of this year from British Midland as a short term measure to await a fifth Friendship which will shortly be joining the fleet.

The first of the airline's scheduled services to come to Yorkshire arrived in the spring of 1972 when Tees-Side was used as an intermediate point on the Dakota run between Norwich and Aberdeen. Equipment changed the following November when the leased Friendship took over from the Dakotas which enabled through connections to Amsterdam being made available via Norwich. Hull-Leconfield was the next Yorkshire airport to be served by Air Anglia, this time with a service to Jersey which had last been operated by Heralds of Autair International in 1969. Friendships were used on this weekend route in the summer of 1973, taking a customs stop at East Midlands. The year 1974 witnessed a third Yorkshire airport being brought onto the company's network in Leeds/Bradford. One return Friendship flight was operated through here between Norwich, Edinburgh, and Aberdeen, plus a 'down' Saturday and an 'up' Sunday service with the ever faithful Dakota. Passenger loads were higher than originally anticipated and a need was felt for extra capacity, resulting in an extra weekday flight being introduced in each direction the following November. A new airport on the bank of the Humber was opened officially at Kirmington in 1974 on the site of a WW2 airfield and named Humberside. Air Anglia applied to the Civil Aviation Authority for various route licences from this point, but in fact the only route in '74 operated from this area was the summer Leconfield to Jersey service with a customs stop at Norwich. This year has seen the start of a weekday Humberside to Amsterdam, and a weekend Leconfield-Humberside-Jersey service using Friendships.

A large majority of the Air Anglia passengers travelling from and to Yorkshire are businessmen. Most destinations offer day return facilities which therefore enables the time away on business trips to be kept to a minimum. The writer recently travelled to Norwich from Leeds/Bradford and the journey was completed in only 40 minutes as opposed to the five hours needed between the two points by road or rail. The airline has its head office and operations base at Norwich, with all engineering on the fleet being done there. Work for other operators such as flying

