

# AIR YORKSHIRE

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## MAGAZINE

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## DIARY

This list, as always, is subject to change and replaces any previous list.

- Sunday 24th August - Trip to Old Warden for the Shuttleworth Trust's display with the Barnstormers.
- Sunday 7th September - A Royal Air Force spokesman from Conningsby will be giving a talk about the F4 Phantom in service. This meeting promises to be interesting and will be at the Yorkshire Aeroplane Club at 1500 hours.
- Saturday 28th September - Trip to London Heathrow Airport for a very interesting day out. Send a deposit as soon as possible if you intend to go as this trip will fill up very quickly.
- Sunday 5th October - Dave Senior will be giving an illustrated talk on British airlines. Yorkshire Aeroplane Club 1500 hours.
- Sunday 2nd November - The Air Yorkshire Annual General Meeting where members can 'air' their views. Yorkshire Aeroplane Club 1500 hours.
- Sunday 7th December - The ever popular and one of the best attended meetings of the year - the members slide show. Bring along your favourite shots of aircraft and show them to an audience. Yorkshire Aeroplane Club 1500 hours.

## GENERAL

With reference to the September magazine issue, will all correspondents please note the early press date. For this issue all material should be sent to the editorial address only. The early date should ensure that the magazine is brought out before half of the committee go on their holidays. An increasing number of people are sending in their sightings around Yorkshire with many new names appearing in the credits - keep it up! The trip to Mildenhall and Duxford on July 26th went off very smoothly and it appears everyone had a good time. The pleasure flying on August 3rd proved very popular with Mike 'Biggles' Gaunt at the Cessna 172's controls.

## MEMBERSHIP & RULES

Copies of the Rules of Air Yorkshire can be inspected at the meetings or on the coach trips - ask the Treasurer. Membership now stands at 157 (three up on last month) and new members are always welcome - do you know someone who would like to join? In correspondence to the group please quote your membership number, and if a reply is required please enclose a stamped addressed envelope.

## FILMS

Agfa CT18 36 exp films are available from the Treasurer at Air Yorkshire meetings and on the coach trips. It is regretted that the price is now £2.30 due to an increase in the wholesale prices, but it's considerably cheaper than shop prices!

## WHO'S NOTICED?

Yes Air Yorkshire have at last obtained a brand new typewriter for the magazine. No longer will you read phrases such as ...."aircraft noted in the banger today".... The only fault with this typewriter is that it tends to do a few spelling mistakes. Doesn't every typewriter though?



TO BRISTOL AND BACK WITH SEVERN AIRWAYS - Edward Johnson

When I heard that I had to attend a meeting in Bristol I knew, even before the threatened rail strike, how I was going to travel - by air. The introduction of the Bristol to Leeds/Bradford service by Severn Airways made this possible and I was looking forward to my trip as it would be a new experience to fly in a Dove for a change. The novelty of the flight to Bristol, however, was nothing compared to the return journey.

The flight to Bristol was uneventful and a little disappointing due to the ground haze which made good photography impossible. This was a pity as the Dove would be ideal for photography with its large windows, and I wanted a shot of the Severn Bridge.

After welcoming us aboard with the usual formalities, the Captain withdrew behind his cabin door and we were left to our own devices. We would be flying at 8000' and were to expect a smooth flight.

I occupied myself by trying to work out the track by trying to identify one of the towns or reservoirs over which we passed. As we had used Runway 28 for take-off, I estimated we were making for Pole Hill and wondered if we would continue across to Rexham and go down Amber 25. Being used to a Runway 33 take-off I was misled by the smaller turn after take-off because I suddenly spotted to starboard and slightly lower a British Airways One-Eleven descending into Manchester in a heading which would only have been 240°. I was able to follow the progress of the One-Eleven which only disappeared as I picked out the long length of Runway 24 at Ringway. This would mean we were probably heading for Lichfield and was later confirmed as I began to see the vast built-up area of the Midlands.

The next thing I was able to identify was the Severn River meandering its way through the countryside and then I spotted Gloucester with its Cathedral. Keeping my eye on the river I was just able to discern the Severn Bridge through the now thickening ground haze. Maybe I would get better conditions on the return journey.

My return to Leeds/Bradford was to be by flight SX791 departing at 0800 hours, and upon checking-in I was delighted to learn that the Aztec would be operating this flight. The ground hostess escorted me out to G-BBFU informing me that I was the only passenger that morning. She introduced me to Captain Hathi whom I recognised as the pilot of the Dove on my flight to Bristol, and was shown to my seat. Imagine my delight when Captain Hathi turned to me and said, "You can sit in the front next to me if you prefer." I did not need to think twice about an invitation like that! And so commenced one of the most memorable flights since I was taken up some years ago in a Chipmunk.

By the time I had settled down, strapped myself in, and started to 'take in' the instrument panel, Captain Hathi had already gone through the cockpit checks and started the engines, calling the tower on 127.75 for take-off clearance. As the wind was nearly calm we went straight out onto Runway 27. Climbing through 1000' we started a right turn to pick up the 045° radial to the Honiley VOR and were passed on to Filton Radar on 130.85. We were requested to 'squawk' 4444 and were given permission to climb to our 'quadrantal' height of 5000'.

After Captain Hathi levelled off and switched in the auto-pilot, I was able to ask him a few questions about the flight. Because of my interest, Captain Hathi switched on the cabin loudspeaker and I was able to listen in to all the airways 'chat', beacon identifications, and our radar pick-up for the ILS approach to Leeds.

Filton Radar was doing a roaring trade - but no Concordes. Captain Hathi pointed out Staverton Airport just from starboard, and soon after we passed over Pershore military airfield. About this time we were asked to call Birmingham Zone for a clearance to join Amber 1 at Honiley. Calling on 120.5 we told them we were 21 miles DME from Honiley VOR and requested a direct track from Honiley to Leeds at FL 60. The controller said he would call us back on that. We were in luck this morning and got our direct track to the Lima Bravo Alpha at FL 60 to maintain.

As the last mile clicked off the DME, the needle began to swing and we were over Honiley. We informed Birmingham and Captain Hathi brought the Aztec round to 010° on the direction indicator tuning in the Leeds NDB on 402 kc/s (we didn't need the 0.5) to check our heading. I could identify the dit-dah-dit-dit, dah-dit-dit-dit, dit-dah in morse of the letters LBA. Captain Hathi said we didn't really need the NDB as Foxtrot Uniform was fitted with an area navigation system allowing him to use any VOR near our track. This transposed the position of the VOR to appear to be over the destination. Pole Hill would do very nicely and all we had to do was keep to the approximate apparent radial from Leeds.

The Birmingham controller was now calling and asked us to change our 'squawk' to 4440 and contact Manchester Control on 126.65. After giving them our ETA for Leeds as one-zero (ten past nine), Captain Hathi tuned into London Volmet (North) on 126.6

