

# AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

DECEMBER 1981

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## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 15.00 hrs.

JANUARY 3rd : Annual Quiz - compiled by Chris Harper - Come along and test your knowledge.

FEBRUARY 7th : A fabulous slide show by Chris Warn, of aircraft photographed in foreign parts - this is not the usual British stuff!

## EDITORIAL

The combination of Christmas and the current diabolical weather conditions has caused the bulletin to be reduced in size this month. This is only temporary and we will be back to normal for January edition. We still need a Military editor, and I am sure there are plenty of experts in this field within our membership. Please contact me if you are willing to take on the job.

Roger Fozzard announced the results of the Photographic Competition at the December meeting, as follows:-

### Slides

- 1st - N. Micklethwaite
- 2nd - S. Hird
- 3rd - R. Fozzard

### Prints

- 1st - M. Law
- 2nd - J. Clough
- 3rd - D. Elam

Well done the winners - and those that did not take a prize perhaps you will be more successful in 1982!

## Credits

T.W. Sykes  
R.J. Kirby

D. Elam  
J. Hunt

S.W. Rigg

M. Collins

LEEDS/BRADFORD MOVEMENTS - November 1981.

1	I-FKET Falcon 20E	0916 1011	G-BERO HS.125	1121 1141
	G-AVCW T.Comanche	1356 2014	G-BBPP Archer	1446
	G-BGYJ B.737	1729 1822		
2	G-BCEO A-5	0928 1217	G-BBEY Aztec	0936 1531
	G-OMHC Arrow	1003 1508	HB-LMF Cessna 414A	1058 1609
	G-BDLJ Rockwell 112	1511 1551		
3	G-BCBK Cessna 421B	0828 0842	G-BFTR Long Ranger	0942 1500
	G-BBIF Aztec	0952 1615	G-RAIN Maule Rocket	1006 1105
	G-OJOY HS.125	1244 1744	G-BHIA Cessna 152	1304 1407
	G-BHKS King Air	1401 1431	G-BECH B.737	1425 1545
	G-BCBK Cessna 421B	1720 1731	G-JTCA Aztec	1738 1755
4	G-OMET King Air	0820 0915	G-BEGV Aztec	1018 1544
	G-BEFT Cherokee	1158 1410	G-AZYM Cessna 310	1446 1518
	G-LUCK Cessna 150	1448 1530	D-ILFY Baron	1938 2045
	G-BESE Sundowner	2127 2155		
5	G-LYUF Navajo	0810 0850	G-AMKZ Cessna 172	0927 1615
	G-AZTB Cessna 172	0939 1223	G-BFTT Cessna 421C	1017 1728
	G-BHWV Cessna 310	1316 1417	G-BGRC Cessna 172	1357 1620
	G-OMET King Air	1526 1613		
6	OY-CBF Navajo	0932 1923	G-BJIU Bell 212	1108 1158
	G-DOVE Cessna 182 n/s	1207 1210(7)	G-AZTB Jetranger	1301 1327
	G-BFTR Long Ranger	1301 1311	G-BANU T.Comanche	1400 1445
	G-CITY Chieftain	1450 1527	G-EGNS Cessna 172	1626 1655
7	G-CTLN Bandeirante n/s	1029 0746(8)	G-HELY Agusta A.109A	1249 1341
	G-OSLA B.737	1449 1552	G-BGYL B.737	1546 1655
8	G-SALA Cherokee Six	1033 1443	G-CITY Chieftain	1237 1325
	G-BGYL B.737	1600 1703		
9	G-BCBK Cessna 421B	0856 1137	G-BAVG King Air	0917 1534
	F-BVOX Partenavia P.68B	1104 1621	G-BEXY Cruiser	1108 1216
	G-BGYH Warrior	1121 1211	G-FIZZ Warrior	1216 1223
	G-BEXY Cruiser n/s	1223 1214(12)	G-BGYL B.737	1440 1550
	G-BCGJ Cruiser	1617 1916		
10	G-BBDU Navajo	0840 0901	G-AZDE Arrow	0858 1537
	G-ECRE King Air 200	0952 1440	G-JGCL Cessna 414A	1220 1235
	G-BFNC Ecureuil	1322 1350	G-BPHL Cessna 150	1353 1659
	G-EGNW B.737	1425 1536	G-BBDU Navajo	1459 1518
	OY-ARR Aerostar n/s	1516 1702(11)		
11	G-BHFY Baron	0905 1458	G-AZRU Jetranger	1052 1157
	G-AZRU Jetranger	1329 1444	G-BAMN Cherokee	1440 1614
12	G-BCKM Citation	0807 0846	EI-ASF B.737	0927 1003
	G-BBUJ Cessna 421B	1020 1455	G-BIWP Mooney M.20J	1026 1726
	G-BHYU King Air 200	1029 1035	G-BFTH Cessna 177	1045 1637
	G-BAGX Cherokee	1047 1126	G-LRVW Cherokee n/s	1049 1428(17)
	G-BCBW Tomahawk	1058 1146	G-BDAP Tailwind	1059 1201
	G-OHTL Sikorsky S-76	1110 1151	G-AZVY Cessna 310	1111 1150
	G-WIZZ Jetranger	1114 1343	G-BBBI A-5	1138 1558
	G-EGTT Cessna 310	1236 1301	G-BIOW Slingsby T.67A	1333 1549
	G-BEEJ Chieftain	1445 1528	G-LVPK Rallye n/s	1517 1130(25)
	G-BHYU King Air 200	1630 1635		
13	F-GAMP Cheyenne	0948 1659	G-BHIV Ecureuil	1106 1425
	G-JGCL Cessna 414A	1112 1124	G-BJET Cessna 425 n/s	1113 1714(18)
	G-AMCD Jodel DR.253	1147 1219	G-GEMF Aiglon n/s	1252 1111(14)
	G-BAZI B.737	1422 1535	G-BEVL Cessna 421C	1833 1910
	G-BCKM Citation	1901 1919		

NEEDS/BRUNFORD MODEL LOGS (Contd.)

14	G-WLZZ Jetranger	1116 1153	G-WLZZ Jetranger	1220 1343
	G-AMUL Cessna 150	1305 1347	G-BECC B.737	1417 1545
	G-AXCG Pup	1516 1602		
15	G-JRUL Aztec	0852 0926	G-EGCG AL-5A	1045 1538
	G-BLFW Cherokee	1327 1450	C-GRAY Cessna 172	1353 1438
	N8495B Cessna 172 n/s	1503 1425(17)	G-BEWE B.737	1726 1818
	EI-LBA B.737	1803 1911		
16	G-BEWE B.737	1436 1551	G-FDYV Cherokee	1440 1532
	G-CALL Aztec	1451 1527	G-EGYK B.737	1624 1744
	G-DDDV B.737	1629 1931	N5341Y Cessna 210 n/s	1657 1557(17)
	G-BLBS Friendship n/s	1848 0658(17)	G-BEGR Cessna 337 n/s	1855 1802(17)
	G-BEWE Chieftain n/s	1859 0654(17)	G-BLAW Friendship	1933 2052
17	G-AZXD Cessna 172	0956 1330	G-BEEN Cherokee	1035 1128
	G-BHOW Baron	1126 1301	G-EGWV B.737	1438 1546
	G-BLFB King Air F90	1535 1544	G-FLYB Cessna 150	1608 1645
	G-BDWF Rockwell 112 n/s	1725 1402(19)	G-KFIT King Air	1859 1915
	SE-FRU Cessna 402B n/s	1817 1559(19)		
18	G-LVAV T.Casanche	0949 1323	G-BEYV Baron	1101 1509
	G-PARI Cutlass n/s	1306 1517(21)	G-MITT Navajo n/s	2100 1741(26)
	G-KFIT King Air	2121 2129		
19	G-CEBA Cessna 421C n/s	0847	F-GCQL Cessna 414A	0933 1035
	G-BDWF Tailwind	1053 1135	G-OLLE Aztec	1125 1222
	G-BFMC Aztec	1128 2006	G-BJAF AL-5B	1220 1428
	G-TECL Long Ranger	1224 1242	G-BFNC Ecureuil	1302 1335
	G-AZEA Aztec	1354 1556	FM-MI Seneca n/s	1645 0756(21)
	G-OLLE Cessna 152	1823 1934	F-GCQL Cessna 414A	1840 1857
20	G-AYW Navajo	0748 0816	G-AMBL Arrow	0858 1012
	OY-BTZ Chieftain	1121 1904	D-BEYV Baron	1316 2048
	G-BRIT Cessna 421C	1549 1630	G-SHOK Cessna 421C	1552
	G-UBAL King Air 200	1615 1623		
21	G-BLZG B.737	1426 1531	G-BECC B.737	1545 1657
22	G-BDWF AR-1B	0835 0924	G-AZFI Arrow	1219 1314
	G-EGGY Jetranger n/s	1705 1028(23)		
23	G-BFVP Aztec	0848 1129	G-BEON Navajo	0918 1301
	G-BECC Aztec	1015 1540	G-CEGC King Air	1129 1258
	G-BECC B.737	1435 1600	G-EGYK B.737	1630 1731
	G-EGGY Jetranger n/s	1642 1302(24)	EI-BHD Rallye n/s	1803 0837(24)
24	G-KFIT King Air	0858 0911	F-GBYV Seneca	0948 1621
	G-BBRA Rockwell 114	0952 1601	G-BLAW Tampico n/s	1212 ?
	G-BBPX Seneca n/s	1256 1055(28)		
25	G-CALL Aztec	0850 0903	G-BFNC Ecureuil	0955 1046
	OO-BBY Aztec	1016 1618	G-LYFW Jetranger	1016 1334
	G-ASUZ Emerald	1020 1130	G-SILV Cessna 340	1038 1528
	G-ESDL Tobago	1156 1428	G-JGCL Cessna 414A	1445 1459
	G-BLFW Cherokee	1507 1556	G-EGBS Aztec	1845 1906
26	OY-BEY Aztec	0720 0809	G-BCTF Warrior	0804 1845
	G-AVRG HS.125	0904 0947	G-BFNC Ecureuil	0946 1029
	G-GCAT Cherokee	1039 1241	G-OLLE Cessna 425 n/s	1141 1113(20)
	G-BDCH Hiller UH-120	1432 1505	G-LVLS Cherokee	1500 1550
	I-FKMF Falcon 20R	1513 1617		
27	G-BEDU Navajo	0823 1535	G-BCII Citation	1011 1149
	G-EGYK Cessna 182	1031 1454	G-BFNC Ecureuil	1139 1153
	I-SLPR Falcon 50	1156 1328	G-BECC B.737	1435 1539
	G-BRIT Cessna 421C	1413 1457	G-BCII Citation	1528 1613
	G-AZPR Cessna 401B	1551 1607		

FIELDS/BRADFORD PROVINCIALS (Contd.)

28 G-TEGA Long Ranger	1008 1042	G-BEVL Cessna 421C	1109 1128
G-BFTX Cessna 172	1139 1438	G-BHRC Warrior	1236 1317
G-BOSL B.737	1430 1546	G-BAZI B.737	1544 1606
29 G-EGAE Cessna 152	1118 1204	G-AXRE Cessna 150	1217 1253
G-HYDE Jetran or	1406 1424	G-OSLA B.737	1536 1651
30 G-BBDF Cherokee	1033 1643	G-OSLA B.737	1458 1603
OY-LRV Mitsubishi AU-2 n/s	1623	G-IGNW B.737	1653 1756
G-BBWF Cessna 421C n/s	2012		

Despite the onset of winter there are still a lot of good foreign visitors about. AE Turbine Components have sold their HS.125 G-CGAE and the flights it used to do from the LBA are being done by Italian registered aircraft. Falcon 20 I-FKMF was operated on the 1st and the 25th but on the 27th it was replaced by the Falcon 50 I-SAFR c/n 29 which is to be the regular aircraft now. We seem to have noted quite a few c/n's this month, Cessna 414A HE-LMF on the 2nd was c/n 0296 and P-68 F-EVOX on the 9th was c/n 20. Night stopping on the 10th was Aerostar OY-LRN with c/n 61P-0654-7963303. An Aer Lingus charter brought in Boeing 737's EI-ASF on the 12th and EI-AMA on the 15th. Another visitor on the 15th was Cessna FR172 N8495E c/n 6006 which n/s. Cessna T210F N5341Y c/n 64174 of Cessna Brussels night stopped on the 16th but it was tragically destroyed when it crashed on approach to Brussels on the 17th. Making a first visit on the 17th was Swedish Cessna 402E SE-FNU with c/n 0303. On the 19th the French Chancellor F-COQL had c/n 0470 and the Seneca PH-PMT had c/n 34-7570249. Third Irish visitor of the month was the Rallye 1600T EI-LFD on the 23rd and yet another Frenchman was Seneca F-GBFY c/n 34-7970284 on the 24th. Running up to the end of the month we had two Aztecs, OO-BDY on the 25th and OY-BWF c/n 27-7654185 on the 26th. The last foreigner this month turned out to be Mitsubishi AU2 OY-LRV c/n 635 on the 30th. A couple of interesting UK registrations were the HS.125-700 G-CJOY on the 3rd which is believed ex British and Bell 212 G-BJIB which was on delivery to Scotland on the 6th. Surprise of the month was on the 16th when we were actually taking diversions! Cessna 337 G-BFGB and Navajo G-BBMT of Spacegrand and F-27 G-BHBM of Air UK all diverted from Blackpool. Midlands F-27 G-BHMS and Viscount G-ALLS both diverted from Liverpool and Boeing 737 G-DDDV diverted from Ringway. Noted on the 26th was Cessna 425 G-OLEE which was delivered direct to Len Shaw in Jersey early in October without going through Northair here at LBA. P-68 G-OJOE has become G-JCTI but has not yet flown as such. Acrobat G-BFCL is being repaired, meanwhile the club has borrowed G-BSTM from YLA. Cessna 172 G-AROC is for sale and the Clubs other 172 G-ATLH has had a C of A renewal and is to go away for respray and re-upholstering.

Callsign tie-ups :- 1st. G-BBRO/McLine 591; 3rd. G-BBWF/Netax 701-703; 6th. G-CITY/ALK 111; 7th. G-CTLN/Centreline 704; 8th. G-CITY/ALK112-113; 10th. G-BEDU/Thurston 1110; 12th. EI-ASF/Aer Lingus 4982-3, G-BGTT/DC941, G-AZVY/Centreline 707; 15th. EI-ASA/Aer Lingus 4982-3; 16th. G-CALL/ALK221-2, G-BBMT/Spacegrand 106, G-DDDV/Air Europe 421-570Q, G-BHMS/Midland 588, G-AZLS/Midland 504Q-505Q, G-BHFW/UK564; 19th. G-CLL/ALK221-222; 20th. G-BRIT/Express 320; 23rd. G-GBSC/Genair 500; 25th. G-CLL/ALK222; 27th. G-BRIT/Express 324, G-BBDU/Thurston 152.

ILS Overshoots :- 2nd. XX492/T87; 3rd. XX499/G85; 4th. XX493/NVG85, XX482/T82; 5th. XX288/AHC26 J. Provost, XX492/T93, XX494/T81, XX495/NVG83, XX491/NVG82, XS714/NVG99 Dominic, XX499/NVG81; 6th. XX491/T83; 9th. XX494/NVG89, XS714/NVG51 Dominic; 10th. XX496/NVG89, XS714/NVG50 Dominic; 11th. XX500/NVG06; 12th. XX495/T82, XX494/T93, XX491/T83, XS727/AKT08 Dominic, XX491/T91, XX492/T88; 13th. XX491/AKT11, XX498/AKT93, XS732/AKT47 Dominic, XV177/ERT96 Hercules, XX498/AKT96; 16th. XS729/AKT09 Dominic; 17th. XS730/AKT12 Dominic, XX496/T81; 18th. XS732/AKT12 Dominic, XX491/T87, XX492/T97; 19th. XX500/AKT87; 24th. XS733/EZT12 Dominic; 25th. XX491/EZT11, XX496/EZT88, XX500/EZT85; 26th. XX500/T87, XX492/EZT82, XX496/EZT83, XX499/EZT84.

From & to :- 1st. I-FRMT F/T Turin; 2nd. HE-LMF F/T Zurich; 4th. D-ILPY F Exeter T Hanover; 6th. OY-CEW F/T Billund; 9th. F-EVOX F/T Rouen; 10th. OY-LRN F/T

From & to (Contd.) :- Aalborg n/s; 12th. EI-LSP F Cork T Dublin; 13th. N-112 F/T Amiens; 15th. N0495R F Southend n/s T Blackpool; 16th. F5541Y F Siegerland n/s T Brussels, SE-FBU F/T Stockholm/Bromma n/s; 19th. F-CCQL E/T Le Havre - both times, PH-PEN F/T Rotterdam n/s; 20th. D-ILTY F Manchester T Hanover, OY-DGZ F/T Billund; 24th. F-CBFF F/T Toussus-le-Noble; 25th. OO-BBY F/T Brussels; 26th. OY-BEF F Copenhagen T Shannon, I-UKET F Rome T Turin; 27th. I-SAPR E/T Turin; 30th. OY-ARV F Copenhagen.

Helicopter Activity :- 3rd. G-BATT/Bradhope; 4th. G-HEEY Thorpe Willoughby; 5th. G-BHSG/Brighouse; 6th. G-BPTR/York, G-AZZE/Wakefield; 7th. G-HELY/Sheffield; 9th. G-ATEP/Silsden; 13th. G-BHIV/Garforth, G-BHSG/Pannal; 14th. G-WIZZ/Baildon; 15th. G-AYCM/Wakefield area; 19th. G-TECA/Brighouse, G-BFNC/Skelton Crange Power Station; 21st. G-OWJM/Halifax; 23rd. G-BGGY/Site near Pickering; 28th. G-TECA/Brighouse; 29th. G-BEEL/Collingham, G-HEAT/Leeming.

#### OUT ABOUT

Not many this month, but there are some from Portugal - who says our members don't get about!

Aerodrome de Tires - 11/11/81 :- a remote little airfield about 2 hours walk from Estoril (Portugal) - that really is carrying enthusiasm too far!

CS-ADI/ADZ/AQV/AQZ/ABC Cessna 150's, CS-AHC/ANP Cessna 172's, CS-AJJ Cessna 182, CS-ALP Colt, CS-ALK/ARE Super Cubs, CS-DGF Auster 5, CS-APT/ARL Cherokee's, CS-AIT Rallye, CS-APM Cessna 310, CS-ALL Apache, CS-ARJ Cessna 401, CS-HAS/HAT Bell OH-13H, Lisbon - 14/11/81 :- PP-VLP B.707 and PP-VTW DC-10(Varig), I-DIRU B.727(Alitalia), D2-TOM B.707 (TALG - Angola Airlines), YR-TPK Tupolov Tu-154B-2 (Tarom), F-GMED F-28 (Air France?), D-CMET Falcon 20E, CS-TL/B B.747's and CS-TFD Twin Otter (Air Portugal).

NB. Flight EY-167A (Leeds - Lisbon) on the 7/11/81 did not make a technical landing at Luton.

Heathrow - 5/12/81 :- 238 BS.125 (Irish Air Corps), N200a Gulfstream 2, N111EK B.727, HZ-KAA E.720, TF-VLJ B.707 (Libyan Arab A/L), G-BHGA Navajo.

#### TRIPS ..... TRIPS ..... TRIPS ..... TRIPS .....

Just to whet your appetite - possible trips for 1982 are :-

1. Luton and Stansted - full day.
2. B.Ac Chester Open Day.
3. B.Ac Warton - Jaguar/Tornado production lines.
4. Farnborough.
5. Heathrow.
6. Old Warden/Duxford.
7. P.F.A. Rally.

More details in due course from Steve Rigg - watch this space!

At one of our meetings early in 1982 it is hoped to present a slide show of "Leeds, Bradford Airport in the Past". In order to do this Steve Rigg would like to hear from any member with slides taken at L.B.A. more than eight years ago. If you have any slides of this era, please bring them along to a meeting, (or lend them, if you cannot come) so that we can make this a successful and interesting project. Perhaps there is even somebody who is willing to take charge of the editing and screening.

Please contact Steve Rigg - Phone Wakefield 375000.

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A contemporary description of the A.V. Roe & Co. Ltd. Factory at Yeading during the Second World War period. (Contd.)

### The Lancaster

The Avro Lancaster, 4-engined heavy bomber, may confidently be claimed to have played a decisive part in winning the war. Its achievements need not be specified, except to say that many of the Pathfinder type were built at Yeading, equipped for the installation of Radar. Work on the Lancaster at Yeading was started in January 1942, and from then until the end of the war 688 complete Lancasters were made.

The monthly totals of completed aircraft only hint at the amount of work that was put into them, but from the first completed aircraft in April, 1942, the monthly total slowly grew to 7 in the same period in 1942, 12 in October, 20 in January 1944, 32 in March of that year, and then between 30 and 40 a month until the end of the European war. The production figures may be summarised as follows:

	<u>Completed Lancasters</u>
1942	24
1943	103
1944	354
1945 (to July)	<u>207</u>
	<u>688</u>

### Lancaster Spares

As with the Anson, spares were produced in addition to completed aircraft, the most notable instance being in the production of bomb doors, the factory turning out an average of 160 bomb doors every month, throughout 1943 and 1944.

"Universal" bomb carriers, of Avro design, were produced in huge quantities at Yeading to be used on many types of aircraft, and as they could be (and often were) jettisoned, and were frequently damaged by "Flak", many replacements were needed. Of the two types produced at Yeading, 150 to 200 a week were made of the 2000 lb "heavies" and from 500 to 600 of the light 500 lb type. From April 1941, to the end of the war, the total figures were:- Heavy type - 7331, Light type - 30,895.

### Lincoln and York

With the cessation of hostilities in Europe, production schedules had to be drastically altered to meet the demands of the war with Japan. The Lincoln was an adaptation of the Lancaster for service in this theatre of war, having a bigger wing span, greater fuel capacity, and incorporation special equipment.

The Avro York, a four-engined, heavy transport plane, also built with this service in view was doing invaluable work with the armies of occupation, in RAF Transport Command, and in similar work. The York was an essential part of the vital supply lines in South East Asia, and with its long flying range and large freight capacity was making a major contribution to solving the problem of long distance, speedy transport.

### SUMMARY OF AIRCRAFT PRODUCTION JUNE 1941 to V-J DAY 1945

<u>YEAR</u>	<u>TORNA DO</u>	<u>ANSON</u>	<u>LANCASTER</u>	<u>LINCOLN</u>	<u>TOTAL</u>
1941	5*	96			101
1942		1217	24		1241
1943		1459	103		1562
1944		917	354		1271
1945		192	207	2	401
<u>Total</u>	<u>5</u>	<u>3881</u>	<u>688</u>	<u>2</u>	<u>4576</u>

\*Including 4 completed but not flown.

### AIRCRAFT COMPLETED V-J DAY 1945 TO DECEMBER 1945

Anson	76
Lancaster	12
Lincoln	2
York	<u>27</u>
<u>Total</u>	<u>117</u>

Credit: Plt. Lt. G.R. Sunderland, RAF (Retd.)