VOLUME 4 No. 11 (FOR PRIVATE CIRCULATION ONLY) NOVEMBER 1978

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CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley, W.Yorks.
PRO/TRIPS ORGANISER:- Position to be filled.
TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.
SECRETARY:- Roger Fozzard, 12 Hill Top Mews, Knottingley, W.Yorks WF11 8FD.

FORTHCOMING MEETINGS

To be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, courtesy of the Directors, commencing at 15.00 hrs:-

DECEMBER 3rd: Members Slides.
JANUARY 7th : Quiz or Heli Leeds (to be confirmed).
FEBRUARY 4th: Quiz or Heli Leeds (to be confirmed).
MARCH 4th : Chris Harper and slides from his U.S. visit.
APRIL 1st : Peter Shackleton and airliner slides.

EDITORIAL

A report from as far afield as Hong Kong, and a squadron history, are two of the differing subjects this month. Unfortunately, the normal Military Section report and the Teesside Movements have not yet arrived, and will be brought up to date in the next Magazine.

A new section called "Airlines Reviews" is now being regularly produced, and any reports in this area should be sent to the compiler - Chris Harper, 19 Poplar Crescent, Tingley, Wakefield.

Please keep the reports coming in, items which do not seem of great importance to you, will possibly be of interest to other members, so let's spread the information around by way of Air Yorkshire Magazine. Don't forget to send reports to the address above (new Editor!) or the section compilers.

REPORT ON ANNUAL GENERAL MEETING - HELD NOVEMBER 5th 1978

Colin Hunter and Roger Fozzard were re-elected to the positions of Chairman and Secretary respectively. Edward Horner stood down as Treasurer/Registrar, the post has now been taken by John Hunt, our past Editor. The new Editor is Trevor Kinghorn, (to whom reports previously sent to John, should now be addressed), but unfortunately Ian Horner has had to stand down from the position of Pro/Trips Organiser, and no new nomination was received. Any member wishing to be nominated for this post should contact any committee member, who will be pleased to specify the duties of Pro/Trips Organiser, which, incidentally, are not very time consuming.

MEMBERSHIP 1979

Enclosed with this magazine is the membership form for 1979, plus an extra copy which it is hoped members will use to enrol a friend or associate. The membership fee has not been increased for 1979, and just one extra enrolment from each member will help greatly in maintaining and improving the production of the Magazine.

LEEDS/BRADFORD MOVEMENTS October 1978

1st	G-BEMB Cessna F.172M	G-BDSL Cessna F.150M	G-BEEE AA5A Cheetah
	G-BFKA Cessna F.172N	G-BECP Navajo 310	N1815V Cessna 172 n/s
	XZ336 Gazelle AH.1 (AA 393)		
2nd	G-AYZC Aztec	G-MDRB Navajo 350	G-BBIF Aztec
	G-SHAW Twin Comanche	PH-GPL Navajo 310C	N51BJ Cheyenne
	G-BAVY Aztec	XX497 Jetstream T1 (AFA 76)	XX496 Jetstream T1 (AFA 81)
3rd	G-AWLP Mooney M20F	G-AYEK Jodel DR1050 n/s	G-AZLY Cessna F.150L
	G-ATFD Jodel DR1050	G-AYZC Aztec	G-AZTB Monsun 150FF
	G-AZFO Twin Comanche	G-BDSL Cessna F.150M	G-BFMV Cherokee 180C
	G-BFTT Cessna 421C	G-BEYX Navajo P	G-BDWN Alouette II
	G-BFBJ Seneca 200T	G-BEVL Cessna 421C	G-CBIL Cessna 182
	G-BERG Puma	G-BAJX Aztec	G-BELV Cessna 404 Titan
	G-BFDN Navajo 350	G-BBNG Jetranger 2	G-BEHW Cessna F.150M
	G-BETD Robin HR200/100	G-BECP Navajo 310	G-BEZL Navajo 310
	G-BADI Aztec	N51BJ Cheyenne	XX498 Jetstream T1
4th	G-AZLL Cessna FRA150L	G-AVKN Cessna 401	G-AYKU Aztec
	G-AWMU Cessna F.172H	G-ATOM Cherokee 140	G-AZZV Cessna F.172L
	G-OBCA Cessna 421C	G-BEVL Cessna 421C	G-BFIV Cessna F.177RG
	G-BJLS Cessna 340R	G-BDWK B58 Baron	G-BFMV Cherokee 180C
	G-BFLH Seneca 200T	G-CFLY Cessna 172F n/s	XX379 Gazelle (AA 374)
	G-AWBV Cessna 182L	G-AZSZ Aztec	XX497 Jetstream T1 (AFA 80)
5th	G-AZFR Cessna 401B	G-AZZL Aztec	G-BCSV Cessna 421B
	G-BAOZ Cessna 414	G-BEVL Cessna 421C	G-BCIM AA-1B Trainer
	G-BACI HS125/403B n/s	G-BCWN Jetranger 2	G-BNPD Aztec
	N51BJ Cheyenne	XX500 Jetstream T1 (AFA 03)	
6th	G-ATTM Jodel DR250	G-AWUL Cessna F.150H	G-MDRB Navajo 350
	G-FFEN Cessna F.150M	G-CITY Navajo 350	G-BBYM Jetstream
	G-BKTI Beech 200	G-HLUB Beech 200	G-BDSL Cessna F.150M
	G-BENM Navajo 325C	OE-GAU Cessna 550 n/s	XT642 Scout AH1 (AA404)
	G-AZTB Monsun 150FF		
7th	G-AYUL Aztec	G-AZWW Aztec	G-ATOY Comanche 260B
	G-ARYK Cessna 172C	G-BEMB Cessna F.172M	G-BFFE Cessna F.152
	G-BCIM AA1B Trainer	G-DUKE Beech Duke n/s	G-BBSD Beech Baron
	XW791 HS125 (Ascot 1624)		
8th	G-AXEJ Hughes 500	G-ASRH Twin Comanche	G-ASWB Beagle Airedale
	G-AZUG AA5 Traveler	G-BFMH Cessna 177B	G-BEHH Cherokee Lance
	G-BDWN Alouette n/s	G-BEWR Cessna F.172M	G-BENM Navajo 325C
	G-MIN Navajo 350	G-BSTN Navajo 350 n/s	G-BEYX Navajo P
	XW789 HS125 (Ascot 1622)		
9th	G-AZFR Cessna 401B	G-AYSG Cessna F.172 K	G-AZSG Cherokee 180G
	G-BBWM Aztec	G-BBEF Che ro ee 140F	G-PRIX Cessna Chancellor
	G-BAVG King Air E90	G-BFEA King Air 200	G-BKTI King Air 200
	G-BMIN Navajo 350	G-BJDH Aztec	G-BENK Cessna F.172M n/s
	G-BEMD B55 Baron	G-BFJS Cessna 340A n/s	N14496 Cessna F.172M
	XV732 Wessex (KD 6)	XV270 Beaver (AA367)	XX496 Jetstream T1 (AFA 78)
10th	G-BCJR Aztec	G-BAUW Aztec	G-BEMJ Aztec
	F-BXSN King Air E90	XS792 Andover	XX494 Jetstream T1 (AFA 76)
11th	G-AVYS Cherokee Arrow	G-AZRC Cessna 34U	G-AYVM Navajo 300
	G-AZFR Cessna 401B	G-ASWW Twin Comanche	G-AVXX Cessna FR172E
	G-AYPV Cherokee 140	G-AWTX Cessna F.150J	G-BBEJ Navajo 350
	G-BAKS Jetranger 2 n/s	G-BECA Jetranger 2	G-BFRL Cessna F.152

LEEDS/BRADFORD MOVEMENTS (cont'd)

11th	G-BEWM Aztec	G-BFOL King Air 200 N/R	G-BBLJ Cessna 402B n/s
	G-GGAE HS125 3B/RA	G-BEHG Jetranger 2	G-BBIF Aztec
	G-BCSV Cessna 421B	XX494 Jetstream T1 (AFA 75)	G-BCWM Jetranger 2
12th	G-AWAP Cessna F.172H	G-AZVV Cherokee 180G	G-ASNU HS125 SRS.1
	G-AYMO Aztec	G-BEVL Cessna 421C n/s	G-BMCA King Air A200
	G-BENK Cessna F.172M	G-GGAE HS125 3B/RA	G-BCIO Twin Comanche C/R
	G-BBGE Aztec	G-CBBI HS125/700B	G-BAKS Jetranger 2
	G-BFFE Cessna F.152	D-IFWL Seneca	G-BBUJ Cessna 421B
	G-ATCY Aztec	G-ARMP Cessna 172B	G-AXRT Cessna FA150K
	G-BACI HS125/403B	G-BDWN Alouette II	
13th	G-BEGV Aztec	G-BENK Cessna F.172M	G-BFIZ Cessna FT337GP
14th	D-ICCA Cessna 500 Citation N/R		
15th	G-BCJR Aztec	G-BDWN Alouette II	G-BBDC Cherokee 140F
	HZ-FMA HS125/1B n/s		
16th	G-AYPV Cherokee 140D	G-AZOG Cherokee Arrow	G-ARJS Apache 160H
	G-AWXW Aztec (HZ 0181)	G-BOAT Cessna 310R	G-BFJS Cessna 340A
	G-BEZS Cessna FR172J	G-CPFC Cessna F.152 n/s	OO-VLH Navajo 310CR
	F-GAMP Cheyenne	N64959 Cessna 152 n/s	G-BACI HS125/403B
	G-BAXG HS125/1B	XX495 Jetstream T1 (KTK77)	
17th	G-ASFF Apache 235	G-AYUB CEA DR253B	G-BEWY Jetranger 2 n/S
	G-BDGK Staggerwing n/s	F-GAMP Cheyenne	
18th	G-AVID Cessna 182K	G-AORW Chipmunk 22A	G-ARUM DH 104 Dove 8 n/s
	G-AZFE Aztec	G-ATTM Jodel DR250	G-BAZS Cessna F.150L
	G-BAJE Cessna 177	G-BCSV Cessna 421B	G-GGAE HS125/3B/RA
	G-AZFR Cessna 401B	G-OJCB Jetranger 2	G-BBMJ Aztec
	G-BBIJ Cessna 421B n/s		
19th	G-AZFR Cessna 401B	G-AWJZ Cessna F.150H	G-BBIJ Cessna 421B
	G-BBPZ Aztec	G-BEZS Cessna FR172J	G-BAVJ Navajo 350
	G-BACI HS125/403B	G-BFND Jetranger 2 n/s	G-BEVL Cessna 421C
	G-BFIG Cessna FR172XP	N51BJ Cheyenne	D-IHWT Navajo P
	XX497 Jetstream T1 (KTK 78)		
20th	G-AVCY Twin Comanche	G-AWBB Cherokee Arrow	G-AZTB Monsun 150FF
	G-ATOY Comanche 260B	G-BEYK Herald	G-BFPE Cherokee 140C n/s
	G-BEYX Navajo P n/s	G-BBEF Cherokee 140F	G-POLO Navajo
	G-BBNH Seneca n/s	G-BEYS Cherokee Archer	G-BFND Jetranger 2
	G-BBYM Jetstream	G-BAGO Cessna 421B	EI-ATC Cessna 310G n/s
	EI-AVC Cessna F.337F n/s	G-BJLS Cessna 340A n/s	
21st	G-AXRT Cessna FA150K	G-AVKS Aztec	G-AYKA B55A Baron
	G-BAWK Cherokee 140F	G-BFLO Cessna F.172M	G-BEYK Herald
	G-AXER Twin Comanche	G-BCHK Cessna F.172H	
22nd	G-AZTB Monsun 150FF	G-AVLA Cherokee 140	G-ATTM Jodel DR250
	G-AXEJ Hughes 500	G-BFFE Cessna F152	G-BCHK Cessna F172H
	G-BEBE AA5A Cheetah	G-BBVF Twin Pioneer n/s	G-BEYX Navajo P n/s
	PH-SIX F-28 Fellowship	XX507 HS125 (Ascot 1710)	
23rd	G-ASXV Queen Air A80	G-AZTB Monsun 150FF	G-POLO Navajo
	G-OBCA Cessna 421C	G-BBCZ AA5 Traveler	G-BRWS Navajo 350
	G-BAVJ Navajo 350	G-BCBW Cessna 182P	G-FFEN Cessna F150M
	OO-VLH Navajo 310CR	G-AWTM Cherokee 140B	XX497 Jetstream T1 (KTK 46)
24th	G-AXRT Cessna FA150K	G-BENM Navajo 325C	G-BBYK Aztec
	G-BBUJ Cessna 421B	OO-RAP Aerostar	SE-GVP Cherokee Arrow n/s

LEEDS/BRADFORD MOVEMENTS (cont'd)

25th	G-AVUD Twin Comanche	G-AZGG King Air C90	G-BCSM Bellanca 8GCBC
	G-BABW King Air E90	G-BFTT Cessna 421C	G-BCBK Cessna 421B
	G-BDWK B58 Baron	G-BFKA Cessna F.172N	F-BXSN King Air E90
	XS790 Andover (Rainbow/Kitty 3)		G-BCHK Cessna F172H
	G-BAMM Cherokee 235	G-AWUT Cessna F.150J n/s	G-OBCA Cessna 421C
	XX500 Jetstream T1 (KTK 78)		
26th	G-AWUT Cessna F.150J n/s	G-AWMU Cessna F.172H	G-BART HS125/600B
	G-BFHK Cessna F177RG	G-BCBK Cessna 421B	G-PRIX Chancellor
	PH-GPL Navajo	OO-LAS Aerostar	N51BJ Cheyenne
	G-AYVV Diplomate	G-BBLI Rockwell 500S	G-AYVM Navajo T
	G-BFTT Cessna 421C	G-BABW King Air E90	
27th	G-BBLS AA5 Traveler	G-BBXG Seneca	G-ATPR Aztec
	N51BJ Cheyenne	G-BFFE Cessna F.152	G-BEBE AA5A Cheetah
	G-ATZP Beagle 206	G-AWMS HS125/3B	G-AVUS Cherokee 140
	G-ATTM Jodel DR250	G-BAPR Jodel D.11	G-BEHW Cessna F.150M
	G-BFBD P68B Victor	G-BAWK Cherokee F N/R	G-BFLO Cessna F.172M
	G-BBKJ Cessna FT337G	G-BEVK Navajo 350	G-BDFL Cherokee Arrow
	XS790 Andover (Rainbow)	XS792 Andover (Ascot 1735)	G-AWMS HS125/3B
	XX499 Jetstream T1 (KTK 76)	XS738 Dominie T1 (K 59)	
28th	G-ATFY Cessna F172G	G-AVUS Cherokee 140	G-ATTM Jodel DR250
	G-AYRO Cessna FA150L	G-AZMN Glos-airtourer	G-BFPC AA5B Tiger
	G-OBCA Cessna 421C	G-BCLJ AA5 Traveler	G-BAMM Cherokee 235
	G-BFMG Cherokee Warrior	G-BCIM AA1B Trainer	G-BEYV Cessna T210L
	XX390 Gazelle AA470		
29th	G-AXJX Cherokee 140B	G-ASMF Travel Air	G-AYRT Cessna F172K
	G-BAKF Jetranger 2	G-BAMM Cherokee 235	G-BATV Cherokee 180D n/s
	G-BFEU Puma	XW790 HS125 (Ascot 1736)	
30th	G-ASXV Queen Air A80	G-ATMK Cessna F150F	G-AWRL Cessna F172H
	G-BEZL Navajo 310	G-BFOD Cessna F182Q	G-KACT Cessna 421B n/s
	G-BDCM Cessna F177RG	G-BFEU Puma	G-BCBK Cessna 421B n/s
	N51BJ Cheyenne	G-BBMK Navajo T	G-BEWY Jetranger 2
	XX497 Jetstream T1 (T-03)		
31st	G-ASXV Queen Air A80	G-BCBK Cessna 421B	G-BFJS Cessna 340A
	N51BJ Cheyenne	G-BEVL Cessna 421C	G-BENM Navajo 325C
	XX500 Jetstream T1 (T-80)		

Cessna 172 N1815V arrived for one of its extended visits on the 1st and left on the 7th for its base in Norway. When HZ-FMA visited on 28/7/77 it was a Cessna 421C but when it arrived on the 15th of this month it had become an HS125, it is in fact ex G-AYRY. Navajo OO-VLH on the 16th was one of the new contra-rotating props versions and carried c/n 31CR-7812073, it was ex N27636. Cessna 152 N64959 also on the 16th had c/n 81500 and was unusual in that it was an American built one on delivery to Paris. Fellowship PH-SIX is operated by NLM and was taking out passengers who had been overbooked on the ferry from Hull, when it went to Rotterdam on the 22nd. Cessna 172F G-CFLY arrived on delivery to Citation Flying Services on the 4th and is c/n 52635, it was previously PH-SNO and N8731U. Navajo G-BSTN arrived on the 8th and could now be regarded as a resident, NPD aviation have opened an office in the terminal building and their aircraft operate from the old apron. A definite resident is the King Air 200 G-BFOL which arrived for Ogdens of Otley on the 11th and is now based in the YLA hangar. Beech Staggerwing G-BDGK arrived for Cof A and winter storage with YLA on the 17th. New with City Air Links is the Navajo Chieftain G-CITY which visited on the 6th, and new with Rowntree Mackintosh is the Navajo G-POLO which first visited on the 20th. Twin Pioneer G-BBVF was busy doing infra-red photography on the night of the 22nd. With Northair the Hawk XP G-BFFZ went to Doncaster for respray on the 11th, returned on the 19th and departed to Liverpool on the 27th. In exchange Cherokee G-BAEK arrived on the 27th. The long awaited Citation II arrived as OE-GAU

LEEDS/BRADFORD MOVEMENTS (cont'd)

(c/n 0028) on the 6th and departed to Austria the following day. Mr Crabtree decided that he liked being a jet jockey so he has hired the Citation D-ICCA and this has been a resident since the 14th. Cessna 210 G-DAWN has been sold and departed on the 17th. Cessna F152 G-CPFC of the Cinque Ports Flying Club arrived in a damaged (but airworthy) condition on the 16th and after repairs it left on the 27th. Canberra XH171 was noted doing an overshoot on the 23rd. Whirlwind XL839 was travelling along Scott Hall Road on a trailer on September 22nd and still on the trailer in the Huddersfield Fire Station on the 24th of September. Noted in the Garden of Rest in Leeds on September 12th was Spitfire TB382.

NETHERTHORPE

In September the Sheffield Aero Club was host to visitors from two foreign Aero Clubs. On the 16th members of the Aero Club Darmstadt arrived in DR400 D-EDHN, DR340 D-ECTN, DR253B's D-EJBD and D-EBAE and Fuji 200 D-EAMF. They stayed overnight, all cleared inbound via Lydd and departed to EMA. On the 23rd the Aero Club de L'Aube from Troyes arrived in Cherokee F-BMLE, and MS893E's F-GAYB, F-GAYC and F-GBCF via Southend, they all left on the 24th to EMA

HELICOPTER ACTIVITY

The following were noted during October:-
G-AXEJ Hughes 500 Selby Fork Motel, 8th and 22nd
XV732 Wessex Bradford and Harewood, 9th
G-BCWM Jetranger Sherburn, 11th
G-BEHG Jetranger Doncaster, 11th, Thruscross Reservoir, 18th
G-BBTV Jetranger Harrogate, 12th
G-BEWY Jetranger South Milford, 17th, Ferrybridge, 31st
G-OJCB Jetranger Huddersfield, 18th
G-BFMD Jetranger Goole, 19th, Morley, 19th, 20th
G-BBIU Hughes 269C Blackmoor (Nr. Sheffield), 23rd
G-BAKF Jetranger York, 30th.

Noted on pipeline patrol during the month were Jetrangers G-BAKS 11th and 12th, G-BEWY 18th, 30th, 31st.

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BROUGH MOVEMENTS - October 1978

1st	G-AZNY Aztec also 3,4,10,24th.	
2nd	G-HLUB King Air 200.	G-BEOH PA-28R Turbo Arrow.
	G-BECP Navajo 310T also 18,19,23,24,25,26,31st.	
	G-BBSD Baron also 3,5,9n/s,11,25,26,27,28,30n/s,31st.	
3rd	G-AZVY Cessna E.310Q also 4th.	G-BBEJ Navajo 350.
	G-BFDN Navajo 350 also 4,18,19th.	G-BFAI Rockwell 114 also 4th.
	G-BBEW Aztec also 6,9,17,23,24,30th.	
4th	G-AZWW Aztec also 6th.	G-BAVY Aztec also 10,12,23,26th.
	G-BSTN Navajo 350 also 5th.	G-BAMI Baron also 10,16,20,23,24,26,27th.
5th	G-BAVZ Aztec 1st visit.	G-BBMJ Aztec also 6,19th.
	G-BRHD Turbo Aztec n/s, also 11 n/s, 17 n/s, 20,22,26th n/s.	
6th	G-BAOZ Cessna 414 also 10 n/s, 11,15 n/s, 27,31st n/s.	
	G-BAXP Aztec	XS770 Basset.
11th	G-AZLM Cessna F.172L 1st visit.	G-BAKM Robin DR400/140.
	G-BOST Aztec also 24,25,26,30th.	N29699 AA-7 Cougar 1st visit of type.
12th	G-BABW King Air E90.	G-BDCM Cessna F.177RG.
15th	G-BFRE AA-5B Tiger New resident.	
16th	G-AVML Aztec.	G-AZFM Cherokee Arrow 1st visit.
	G-BAVW Aztec.	G-BBSL Aztec also 24,30th.
18th	G-BCRR AA-5B Tiger.	
19th	G-ASMG Dove 8.	
20th	VP975 Devon also 27th.	
22nd	G-AVLE Cherokee 140.	
24th	G-BEZL Navajo 310	G-BFKY Seneca
26th	G-AXIO Cherokee 140B.	G-BBDH Cessna F.172M.

BROUGH MOVEMENTS - (cont'd)

27th G-BBOK Aztec. XM223 Devon.
G-BBGH AA-5 Traveler 1st visit.
30th G-BFJK Aztec 1st visit.

On 15th October, G-BCRR was sold and replaced by G-BFRE, whilst Armstrongs new Citation 2 is due mid-November 1978.

LEEDS/BRADFORD RESIDENT AIRCRAFT

G-APZR Cessna 150	A.E.Clegg & Ptns.
G-AROC Cessna 175EX	Yorkshire Flying Svs.
G-ASNW Cessna 150	Yorkshire Light Aircraft.
G-ATCE Cessna 206	S.N.K. Engineers.
G-ATEG Cessna 150	150 Group.
G-ATFK Piper PA-30 Twin Comanche	I. Hall.
G-ATLM Cessna F172	Yorkshire Flying Svs.
G-ATYW Beagle B206	Northair.
G-AVLP Piper PA-23 Aztec	Survey Flights Ltd.
G-AVSE Piper PA-28 Cherokee	SE Aviation Ltd.
G-AVWT Piper PA-28 Cherokee Arrow	D.A.Heap/G.W.Barker/D.Peck.
G-AWNT BN2 Islander	Survey Flights Ltd.
G-AXPB Beagle 121 Pup	D.Smith.
G-AXZU Cessna 182	L.H. & J.C.Riddell.
G-AYND Cessna 310	Morgan Bentley & Ptnrs.
G-AYYN Piper PA-28 Cherokee Arrow	Fisher-Karpark Ltd.
G-BAMV Robin DR400/160	Craven Aviation.
G-BASS Cessna 421B Golden Eagle	Bass Charrington Ltd.
G-BAWK Cherokee	Northair (arr. 27/10)
G-BAWX Piper PA-28 Cherokee	Bawxair Ltd.
G-BAXH Cessna 310	J.G. Allison (Farms) Ltd.
G-BAYU Cessna 310	A-One Transport (Leeds) Ltd.
G-BAZM Jodel D.11	Bingley Flying Group.
G-BBEI Piper PA-31 Navajo	Survey Flights Ltd.
G-BBJX Cessna F150	Yorkshire Flying Services.
G-BBKI Cessna F172	G. Crawford.
G-BBOK Piper PA-23 Aztec	Clyde Foster Ltd.
G-BBPX Piper PA-34 Seneca	L. Hinchcliffe & E. Appleyard Ltd.
G-BBTV Bell 206B Jetranger	Trident Management.
G-BCEE Grumman AA5 Traveler	J. Terry.
G-BCFP Enstrom F-28	Northfield Carpets Ltd.
G-BDCO Beagle 121 Pup	Dr. R.D.H. Maxwell.
G-BDPH Cessna F172	Phillips Plasterers Leeds Ltd.
G-BELT Cessna F150	Yorkshire Light Aircraft.
G-BERI Rockwell Commander 114	Jack Tordoff.
G-BFFC Cessna F152	Yorkshire Flying Services.
G-BFGD Cessna F172	Northair (Stored at Doncaster).
G-BFGL Cessna FRA152	Yorkshire Flying Services.
G-BFOL King Air 200	Ogdens of Otley (arr. 11/10).
G-CPTS Bell 206 Jetranger	Northfield Carpets Ltd.
G-FAST Cessna F337	Citation Flying Services.
G-GEAR Cessna F182RG	Northair.
G-IANT Cessna 404 Titan	Northair.
G-OFLY Cessna 210	Northair.
D-ICCA Cessna 500 Citation	Northair.

Notes

G-AYEK has been sold and has moved to Sherburn; G-AZJZ has been sold and moved to Coventry on 17/8; G-DAWN has been sold and departed 17/10; G-OFLY is stored at Doncaster for Northair; G-BCFP and G-CPTS hold landing cards but are flown from a private helipad at Skipton; G-ATYW and G-BDPH are both believed sold and departed.

LEEDS/BRADFORD AIRPORT WINTER 1978/79 - SCHEDULED FLIGHTS

Arr	Dep	From/To	A/c	Flt No.	Operation
	07.20	London	Visc	8A5403	S.M.T.W.T.F.S
	07.20	Amsterdam	F-27	AQ820	M.T.W.T.F.S
	07.30	Glasgow	HS748	DA060	M.T.W.T.F.
08.40		Stansted Norwich	F-27	AQ202	M.T.W.T.F
	08.50	Edinburgh Aberdeen	F-27	AQ202	M.T.W.T.F
09.15		Edinburgh Aberdeen	F-27	AQ201	M.T.W.T.F.S
	09.25	Norwich	F-27	AQ201	M.T.W.T.F.S
09.30		London	Visc	BA5404	S.M.T.W.T.F.S
	09.35	Amsterdam	F-27	AQ822	S
09.50		Glasgow	HS748	DA061	M.T.W.T.F
	10.00	London	Visc	BA5045	S.M.T,W.T.F.S
	10.oo	BristolCardiff	HS748	DA061	M.T.W.T.F
10.35		Amsterdam	F-27	AQ821	M.T.W.T.F.S
	11.10	Paris	F-27	AQ866	M.T.W.T.F
11.50		London	Visc	BA5406	M.T.W.T.F
	12.20	Belfast	Visc	BA	M.T.W.T.F
12.50		Dublin	Visc	BA873	T. T. S.
13.30		Amsterdam	F-27	AQ823	S.
13.45		London	Visc	BA5406	S. S.
	14.10	Dublin	Visc	BA874	T. T. S.
14.15		Palma	I.T B737	BY055B	T.
14.45		Alicante	I.T B737	BY019B	F.
14.45		Belfast	Visc	BA	M.T.W.T.F
14.45		Palma	I.T B737	BY054B	S.
14.50		Dublin	737/1-11	EI336	S.M. W.
15.00		Alicante	I.T B737	BY020B	S.
	15.15	Palma	I.T B737	BY055A	T.
	15.25	Dublin	737/1-11	EI337	S.M. W.
15.30		Malaga	I.T B737	BY085B	THURS From 22/2
	15.45	Palma	I.T B737	BY054A	S.
	15.45	Alicante	I.T B737	BY019A	F.
	16.00	Alicante	I.T B737	BY020A	S.
	16.05	London	Visc	BA5413	S.M.T.W.T.F.S.
	16.30	Malaga	I.T B737	BY085A	THURS From 22/2
16.50		Paris	F-27	AQ867	M.T.W.T.F.
	17.20	Amsterdam	F-27	AQ824	S.M.T.W.T.F.S.
18.00		Bristol Cardiff	HS748	DA064	M.T.W.T.F.
	18.19	Glasgow	HS748	DA064	M.T.W.T.F.
18.40		London	Visc	BA5412	M.T. W.T.F.
	19.10	London	Visc	BA5415	M.T.W.T.F.
19.15		Norwich	F-27	AQ212	S.M.T.W.T.F.
	19.25	Edinburgh Aberdeen	F-27	AQ212	S.M.T.W.T.F.
20.10		Edinburgh Aberdeen	F-27	AQ211	M.T.W.T.F.
	20.20	Norwich Stansted	F-27	AQ211	M.T. W.T.F.
20.30		Glasgow	HS748	DA065	M.T.W.T.F.
20.50		Amsterdam	F-27	AQ825	S.M.T.W.T.F.S.
21.10		London	Visc	BA5414	S.M.T.W.T.F.S.

Britannia Airways also operate a flight from/to Monastin (Tunisia) on Thursday 29th March, in at 15.45, out at 16.45 hrs.

BA British Airways
EI Aer Lingus
AQ Air Anglia
DA Dan Air Services
BY Britannia Airways

OUT & ABOUT

Let it not be said that Air Yorkshire's correspondents are not truly "Out & About". This month a report from member Ian Gordon on his recent trip to Hong Kong, by way of LHR, Frankfurt, Bahrain and Bangkok.

LHR - 7/11/78

C-GNDA DC-8-61CF (Nordair), F-BYCP B.707-321C (Air France), PH-TVH B.737-222 (British Airways).

FRANKFURT - 7/11/78

D-ABYJ/K B.747-230B/SL, D-ADDO DC-10-30 (Lufthansa), D-ABUJ B.707-330C (Condor), D-AHLL B.727-81 (Hapag-Lloyd), D-ANUE BAC 1-11-528FL (Bavaria Germanair), LX-LGA F.27-100 (Luxair), I-DIKL DC-9-32 (Alitalia), OK-HFM TU-134A (CSA), SX-CBE B.727-284 (Olympic), OE-LDO DC-9-51 (Austrian), D-AFSG HS.748 SRS.2, D-IMPK Cessna T310R, D-IDJE Aztec, D-GENI Partenavia P.68B, D-CCAT/CITA, OO-LFA, SE-DEA Learjets, D-CHIC Sabre 75A, D-CFCF HS.125/400B, D-CITY Falcon 20D, N307MA and N99KC MU-2's.

BAHRAIN - 7/11/78

A40-BC/BE/BH B.737-2P6, A40-FA F.27-500 (Gulf Air), VH-EBL/M B.747-238B (Quantas).

BANGKOK - 8/11/78

CCCP 11127 AN-12 (Aeroflot), D-ADDO DC-10-30 (All the way from Frankfurt!), VR-HGP B.707-351C, VR-HHL Tristar (Cathay Pacific), B-1828 B.707-351B (China Airlines), N40116 B.747-128 (Air France), N806WA DC-8-63CF (World Airways), OY-KDA DC-10-30 (SAS), 9V-SGB B.727-212 (Singapore), (complete with "California here we come" titles, in anticipation of traffic rights to the U.S. West Coast next year), 9M-MBE B.737-2H6 (Malaysian), HS-TDA DC-3, HS-THE HS.748-243 (Thai Airways), HS-YEB Navajo, HS-CHG Apache, HS-CHH Beech 18, HS-VFA Cherokee, N1806P Gulfstream 2, N78MD Falcon 10. THAI AIR FORCE aircraft present were 1123/27/31/34/36, 10125 and 10141 thought to be Aermacchi's, 76638 and 516 C-47's, 1411 Queenair, 700, 40563, 40574 possibly CASA 212's - (confirmation anybody?).

HONG KONG - 8/11/78

9M-MCS B.707-338C (Malaysian), N102TV DC-10-30CF (Trans International), JA8534 DC-10-40 (JAL), PH-MBN DC-10-30CF (Martinair on lease to Singapore), PH-BUH B.747-206B/SCD (KLM), PK-GEA DC-8-55 (Garuda), B-1826 B.707-309C (China Airlines), HS-TGK and TGM A300B4 Airbus (Thai Int.), HB-IHA DC-10-30 (Swissair), VR-HGO/U, HHB/D, B.707/351, and VR-HHK/V Tristars (Cathay Pacific), VR-HHA Cessna 340, VR-HHP Cessna 152, VR-HGS Fuji.

And in complete contrast:-

BICKMARSH - 22/10/78

G-BEOD Cessna 180, G-BHNX Jodel D.117, G-AVTH Jodel DR.1051, G-ASNC D.5/180 Husky, G-ARLZ D31A Turbulent.

NYMPSFIELD - 22/10/78

G-BCFO Piper L-21B Super Cub, G-AXJR SF.25B Falke, G-ASKJ, ASZE Beagle A.61 Terrier's, G-BCAZ PA-12 Super Cruiser.

STAVERTON - 22/10/78

G-BFXE, SEJW Warrior's, G-BASJ, BCPV Cherokee's, G-AWBB, FBWH Cherokee Arrow's, G-BADO Cherokee Six, G-BCPI Super Cub, G-ARCF Tri-Pacer, G-BBYK Aztec, G-AXAN Tiger Moth, G-BFOF C.152, G-ATIE, ADSJ, AYYF C.150's, G-AXVB C.172, G-AZZW RF-5, G-AZZF Rallye, G-BCCK AA-5, G-AWGA Airedale, G-AVHL Jodel DR.105A, G-ATSX, ATUI Bolkow Junior's, G-AZCI C.320A, G-ERIC Rockwell 112TC, G-ATBI, AWTR Musketeer's, G-BEHR A.200 King Air, G-BFIS GY-301 Supercab, G-ASFX D.31 Turbulent, G-AYFA, BBVF, BCWF Twin Pioneer's, G-AVPX JT.1 Monoplane (without wings), SE-FHM Navajo, ST-ADJ Islander, plus Hastings TG528, less wings and engines, presumably partially on its way to Duxford.

OUT & ABOUT (cont'd)

EASTBACH FARM - 22/10/78

G-APIE Tipsy Belfair, G-AISA Tipsy B SRS.1, G-BDHK (329417 - U.S. markings) J-3C-65 Cub, tail assembly of G-AIEK (RG 333) M.38 Messenger, and a POU-DU-CIEL belonging to a Mr. Hadley of Cheltenham!

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MILITARY SECTION

As a complete variation from the normal format, this month offers a "potted history" of 158 Squadron during World War 2, which was based primarily in Yorkshire for its whole life.

During the grim months of early 1942, when Germany's fortunes in war were in the ascendance, 158 Squadron came into being on February 14th as part of 4 Group at Driffield, equipped with Wellingtons. The new bomber squadron was under the command of W/Cdr. P.Stevens, and on the very evening of its formation, seven Wellingtons took off from nearby Pocklington to participate in a raid on Mannheim as part of a 98 aircraft attack. Thick cloud eliminated any hope of accurate bombing, although four crews claimed to have found and attacked the target, two aircraft turned back with technical problems and the seventh crew bombed Flushing airfield as an alternative target; not a very auspicious start to the squadron's operations.

On the 24th the squadron sent six aircraft to bomb the German warship GNEISENAU, being repaired in Kiel naval base. Although the attack was successful, it was marred by a fatal crash on the outskirts of Yapham village, near Pocklington, in which the whole crew perished. The first aircraft to be lost due to enemy action was on April 9th when a 158 Squadron Wellington came down on Luneburg Heath, near Oldendorf, whilst returning from a raid on Hamburg. The costliest attack came on the night of May 8/9th when four aircraft were lost on the raid on the Heinkel Works at Warnemunde, and F/Lt Ennis and his rear gunner P/o Hanson both won the DFC, the first medals to be won by the squadron.

By early June a Halifax Conversion Flight had been established at Linton-on-Ouse, and the squadron moved to East Moor on June 6th. Eleven Halifax-trained crews were sent to bomb Bremen on June 25th and on the return trip P/o Bradbury's Halifax was forced to ditch off Scarborough after running out of petrol. Losses in the second half of 1942 were particularly heavy, and during August it was only possible to put up 20 sorties. However, squadron strength gradually increased and by Oct/Nov detachments were available for use by Coastal Command to assist in cover for the North African landings.

The squadron moved to Rufforth, near York, in early November, where the winter was spent mainly in attacking Italian targets, and, early in 1943, the Lorient submarine pens. During this period the first minelaying or "Gardening" sorties were flown; an example being that of January 9th, when nine crews were detailed to lay mines off the eastern coast of Denmark. Five aircraft successfully fulfilled their sorties, two were unable to pinpoint the minelaying area and returned to base, one landed within five minutes of take-off on the York-Tadcaster road, north of Copmanthorpe, the result of the inadvertant lowering of the bomb-bay doors. The ninth crew failed to return, their aircraft being brought down by flak, crashing into a spruce plantation near Tarp in Denmark.

The last day of February 1943 saw 158 Squadron move from Rufforth to Lisset, an airfield situated near the coast between Bridlington and Skipsea. Whilst operating from Lisset, the squadron participated to the full in the "Battle of the Ruhr", during which 437 sorties were despatched, from which 389 crews reported successful attacks, eighteen crews failing to return during this period. An unfortunate accident occurred when a Halifax crashed into the courtyard of Millindale House Farm, near Driffield, on July 25/26th on return from a raid on Essen. It is thought that the selection of an empty fuel tank caused the tragedy, as all four engines cut shortly before the crash.

Following the Ruhr attacks, a number of raids were made on Hamburg and Peenemunde

MILITARY SECTION (cont'd)

before being involved in the "Battle of Berlin" later in the year coincidental with a change to the Halifax B.111. Some very heavy losses were incurred by the squadron during the autumn of 1943, and trips to Berlin before Christmas were restricted to one in November, but in January 1944 operations were resumed and five visits were made before the "Battle" ended in March. As 1944 progressed, with the allied domination of the skies over Europe, the squadron often took part in daylight raids, mainly on Ruhr targets, although the concentrated flak barrages put up by the German defences still inflicted losses on the squadron.

Gradually the Ruhr towns were destroyed and the final operation came on April 26th 1945, when 27 crews raided German gun positions on the island of Wangerooge. Unlike the first operation against Mannheim three years previously, this raid was most successful. Flying with the squadron and making its 128th operational sortie was the famous Halifax "Friday the 13th", which joined 158 Squadron in March 1944, and passed through the hands of many crews, being engaged by enemy fighters on at least two occasions.

The end of the war in Europe saw 158 Squadron become a Stirling equipped transport squadron, and trooping flights to the Middle East were made from Stradishall during the summer of 1945. On January 1st 1946 the squadron was disbanded, the crews and aircraft being taken over by 51 Squadron, since then 158 Squadron has been at rest.

This narrative is obviously representative of other 4 Group squadrons, but is especially interesting as being the history of a basically Yorkshire-based squadron.

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AIRLINES REVIEW

AIR ANGLIA

It is reported that an 85% share of Air Anglia has been bought by British and Commonwealth Shipping Group for £2·75M. This group already own British Island Airways, who have recently taken over British Air Ferries, which in simple language means they control all three airlines. Some crumb of comfort, perhaps, is that Jim Crompton and Wilbur Wright, the original founders of Air Anglia, will continue in control of the everyday running of the airline.

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AVIATION MAGAZINES!!!

At the next meeting on December 3rd, a quantity of old aviation magazines will be on sale at bargain prices:- Flight, Air International, Air Pictorial etc...

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