

AIR YORKSHIRE



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EDITORIAL

This is at last the combined Oct, Nov, December edition much later than I had hoped this is due to the fact that I have been off work ill and have not felt like doing any work at all.

First a report on the A.G.M. the new committee was elected as appears on page 93, the post of Assistant Secretary has not been filled and the committee have decided that this post would not be filled this year as Andy Barker has agreed to be come the trips organizer for this year. As stated in the news letter the subscriptions will be increased by 25p for the year. The winners of the Air Yorkshire Photo. Comp. for 1976 are, A/C in the air G. Harper First to Fourth, A/C on the ground 1st. G. Harper, 2nd. R. Pazzard, 3rd. C. Hunter, 4th. R. Pazzard.

I wish to thank all members who have contributed in 1976, and ask them and anyone else to send us articles movements ect. so we can make a success in 1977.

MEETINGS for 1977

JANUARY: Annual Quize.

APRIL: Recognition contest.

JULY: Slids Auction.

OCTOBER: D. Senior

FEBUARY: J. Allan part 2.

MAY: P. Shackleton.

AUGUST: Flying.

NOVEMBER: A.G.M..

MARCH: R.A.F. Transport

JUNE: M. Gaunt Learning to fly

SEPTEMBER: U.S. Army Air Cps.

DECEMBER: Members Slides.

TRIPSPARIS AIR SHOW. 1977

IF any member is intrested in going on this trip on June 4/5 please contact Andy Barker.

The next meeting of Air Yorkshire will take place on Febuary 6th. at 1300hrs. at the Yorkshire Aeroplane Club at Leeds/Bradford Airport (by courtesy of the directors) and the subject is the second part of John Allen's talk on American air museums.

TEES-SIDE AIRPORT WINTER TIMETABLE 76/77

<u>Departures</u>		<u>Arrivals</u>	
0730 London	BDO71 DC-9 Dly ex Su.	0810 Newcastle	DA050 748 M,W,F.
0730 London	BDO71 Visc. Sun.	0950 London	BDO72 DC-9 M-F.
0820 Man, Car, Bourn	DA050 748 M,W,F.	1105 Norwich	AQ202 F.27 Dly.
0845 Amsterdam	DA380 Visc. M-Th.	1215 London	BDO62 Visc Sa, Su,
0930 Stavanger	DA894 Visc. F.	1215 Amsterdam	DA381 Visc M.
1020 London	BDO73 DC-9 M-F.	1240 London	BDO74 DC-9 M-F
1115 New, Aberdeen	AQ202 F.27 Dly	1440 New, Stavanger	DA895 Visc F
1245 London	BDO69 Visc Sa, Su	1535 London	BDO64 Visc Sa, Su
1300 New, Stavanger	DA898 Visc M	1610 New, Aberdeen	AQ203 F.27 Dly
1525 Amsterdam	DA384 Visc F	1800 Stavanger	DA899 Visc M
1530 London	BDO75 DC-9 M-F	1800 London	BDO76 DC-9 M-F
1605 London	BDO65 Visc Sa, Su	1820 Isle of Man	DA287 Visc 6/2;6/3
1620 Norwich	AQ203 F.27 Dly	1855 Amsterdam	DA385 Visc Tu-F
1830 London	BDO77 DC-9 M-F	2050 London	BDO78 DC-9 Dly ex Sa
1930 Isle of Man	DA286 Visc 4/2;4/3	2055 Man, Car, Bourn	DA057 748 M,W,F
2105 Newcastle	DA057 748 M,W,F	2105 London	BDO78 Visc Sa

For the technically minded;-

Leeds/Bradford Airport has ordered a Type CE-254 VHF direction-finding system from MEL Equipment to replace an existing Ecko Avionics installation. This is the 50th. order for Type CE-254 which has been widely exported to Africa, the Middle East, and Southern and Central America.

Meny thanks to R. Pazzard for the above infermation.

AIRLINE NEWS - DECEMBER 1976

Aer Lingus Irish have returned the leased Boeing 737-222 EI-ASK to United Airlines. It departed Dublin on October 1 for San Francisco via Keflavik. The usual winter lease of EI-ASH to Transair Canada has not materialised this year, and the aircraft still appears at Leeds/Bradford wearing its drab brown and yellow livery.

Air Anglia have leased F-27 Friendship 400 PH-ARO from the Belgian company BIAS for four months while their own aircraft G-BDDH is undergoing a major overhaul at the Norwich engineering base. The leased aircraft will retain its Dutch identity and the blue and white colour scheme, but has additional Air Anglia titles on the side. PH-ARO made its first flight into Leeds/Bradford on the AQ200 service on November 16 from Norwich to Edinburgh. The series 400 Friendship differs from the series 200 in having a strengthened freight floor and a large forward freight door. A licence application has been made by Air Anglia for a Humberside to London Heathrow or Gatwick schedule to be operated by Piper Navajo aircraft. Also presently on application is the Leeds/Bradford to Amsterdam licence to be made permanent; presently it is being operated on a temporary licence.

British Midland Airways are reported to be disposing of Viscount 810s G-AVJB and G-RCZR to Intra Airways of Jersey in the near future to replace their leased Viscount 700 G-BDRC from Alidair. The leased Douglas DC-9-15 N65358 currently operated on the Tees-Side to London Heathrow service is still under a United States Certificate of Airworthiness, and is unlikely to appear on the British register due to its return to the USA early next year. By that time McDonnell Douglas should have completed the necessities for a British C of A when the first of three DC-9s are due to appear for BMA. KLM are helping with crew training and programming details.

Dan-Air Services have based their Viscount 708 G-ARIR at Tees-Side this winter to operate the Amsterdam service and a twice weekly Stavanger service via Newcastle. The Viscount is leased from Alidair and used to be based at Lydd to operate the cross channel "coach-air" services from London to Paris. Domestic services from Leeds/Bradford using the HS748 are now operated Monday to Friday inclusive on the Bristol, Cardiff, and Glasgow routes.

Britannia Airways commenced operations into Leeds/Bradford on November 1 with Boeing 737-204 (-15adv) G-BAZH from and to Palma. The flights for Thomson Holidays are operated on Mondays and Fridays to Palma, and Tuesdays and Saturdays to Alicante. Boeing 737s of the "dash 15" advanced variety only will be used on the services, the three aircraft being G-BAZG G-BAZH G-BAZI. One of these aircraft is based at Manchester for a week at a time and operates on a "W" leg principle, for example Manchester-Palma-Leeds/Bradford-Palma-Manchester, and is exchanged at Luton on Saturday evenings for the next week's aircraft. It is possible to operate the standard Boeing 737s and the "dash 9" advanced models (G-BADP G-BADR) into Leeds/Bradford, but these operations would more than likely necessitate a technical landing en-route for extra fuel. Two more "dash 15" aircraft will be delivered in the new year and will be G-BECC (21335) and G-BECH (21336).

The following aircraft operated out of Leeds/Bradford during November.....

Boeing 737-204	G-BAZG	14th, 15th, 17th, 19th, 20th, 26th.
	G-BAZH	1st, 2nd, 5th, 6th.
	G-BAZI	8th, 9th, 12th, 13th, 22nd, 23rd.

Also of note was a Manchester diversion into Leeds/Bradford due to Ringway being fog-bound. The aircraft was G-BAZI operating the Palma - Manchester BY331G service on 13 November. Presently the diversion airfield for Britannia's Newcastle operations is East Midlands but is likely to be reviewed, so Leeds/Bradford could be in for a good many diversions this winter.

LIGHT AVIATION

Seen at SUTTON BANK on 29th August was G-BDGX, a Motor-Falke, owned by the BGA, it remained there for a few days. Cherokee Arrow G-BEFD was seen here on 31st August.

Jodel Ambassadeur G-AYEK of Farm Supplies is up for sale and they are advertising for a Cessna 180.

Farm Supplies Agwagon G-AZZG was spraying round BAGBY on 29th August.

Yeadon Aeroplanes Evans VP-2 has been registered as G-BEFV. So far the two bulkheads and cockpit floor have been built, delays are being caused by ordering wood for the longerons.

Doncaster Sailplanes Ltd have moved from their previous premises near Doncaster Power Station to Doncaster Airfield. Seen there on a visit on 12th October was Scheibe G-BCHX and G-BEDU which is being completed in the same colours as 'HX, Piel Emeraude G-ASBS was in evidence outside their premises. Inside several gliders were being repaired.

Flying Flea G-AFFI of Yeadon Aeroplanes was taken by van to the new NOSTELL AVIATION MUSEUM on 30th August where it will remain on permanent loan. Also there is Flying Flea G-AEKR from Finningley, a Sycamore and an SE5A 'replica' plus a Skeeter. The Sycamore is in airworthy condition and it is hoped to restore the Skeeter to a similar condition later. The museum possesses various engines and other pieces of historical interest including machine guns and the only rear gunners suit in existence. Plans exist to build a hangar on the estate to house what will be a growing collection. The museum has over 20 aircraft promised to it but lacks suitable housing for them. Promised are 3 Shackletons, Canberra, Javelin and other RAF types plus a Spitfire and possible Stampe SV4 so the future looks very bright. The museum is normally open to the public on Saturdays and Sundays.

HOMEBUILT NEWS. PFA 1513/G-AYMR, Lederlin 380L Ladybug, being built by Jim Bradshaw is progressing well. Front and rear wings are complete less fabric as well as rudder flaps and several metal fittings. The 90 hp engine is ready to be installed in the fuselage, construction of which is commencing.

PFA 21-10035 Penny Triplane replica is also showing good progress. Wings and the fuselage are nearly complete. Penny will call it the 'Penny Black' and it will be a side by side 2 - seater.

New projects include PFA 55-10189, Taylor Monoplane being built by Keith Wigglesworth at Huddersfield. PFA 60-10191, is a Taylor Tich being built at Doncaster by R.S. Travis. PFA 69-10192 is a Pazmany PL2 being built by PH Chamberlain at Rotherham and finally 72-10197 is an EAA Aero Sport under way in Leeds by G. McKee.

Several accidents have occurred in the area recently. Firstly on the 25th October a Tri-Pacer ran out of fuel on its way to Crosland Moor and made a forced landing in a cornfield at Calder Farm, Mirfield. The pilot was uninjured and the aircraft was undamaged. A second accident occurred when a Cherokee Archer crashed at Yeadon in fog after a flight from Birmingham. The aircraft was diverting back to Birmingham when the accident occurred. The aircraft caught fire but the pilot managed to escape serious injury.

It is the goal of many pilots to compete in the 'Angers Rally'.

On 5th and 6th June 1976 this rally was held at the city of Angers by the Aero Club de L'Ouest de France. It was the culmination of many painstaking weeks of planning and organisation. The Yorkshire Aeroplane Club has been represented many times at the rally.

Earlier in the year, during February, myself, John Savage, Chris Townend and Colin Bently decided to have a concerted effort and enter the rally. Chief Flying Instructor Alec Webster and Assistant CFI John Fenton were very helpful in making suggestions about the event, but until entry forms and fuller details became available, not much work could be done.

In mid-April, full details arrived at the Aero Club and hard work commenced. Basically the rules were:

- 1) Maximum of 7 hours flying, time of arrival at Angers would be notified later. This arrival would be timed to the minut by overflying a marker at the side of the runway. There would be penalties for late or early arrival.
- 2) 1 point for every kilometer flown; landings to be a minimum of 100 km apart, except for the last leg. Bonus of 100 points for every landing en route.
- 3) Bonus of 100 points for each frontier crossing.
- 4) During the last leg into Angers, the entrant would have to locate 3 specific Chateaux and discover the markers in their grounds (these would be changed at regular intervals) 50 points for each correct detail.
- 5) As handicap a multiplication of $\frac{\text{All up weight (kg)}}{10 \times \text{hp}}$
- 6) A wine tasting on arrival - possible score of 100 points.
- 7) A penalty of 70 points for every empty seat.

Forward planning had already given us the necessary French Aeronautical maps and so we were able to start planning the route. We agreed that it was essential to obtain the bonus points for a frontier crossing, but could not afford to waste too much time on Customs Clearance, this meant that the outbound clearance must be done in our own time before the rally and eventually we decided that Southend would be our most suitable starting point and clear customs into Le Touquet. Our route would then be St. Valery, Caen, Laval, Cholet, Le Mans, Loudon and then into Angers. This was a route of 875 kilometers with 7 bonus landings.

At last we could send in the entry. Whilst waiting for the route card and rally number much work was still to be done on planning. We were going to take a Cessna 172, G-ATLE and agreed that an average ground speed of 90 knts would be reasonable. Using this speed to calculate our flying times, detailed flight logs were prepared for each leg of the rally. Each log had the following details:

- From:- , To :-
- Magnetic Hdg
- Est Flying Time
- Distance in nm and km
- ETD; ETA with ATD and ATA to be completed later
- Plan of destination airfield
- Any other relevant details

As all four of us were pilots, each would pilot one leg in turn, while one navigated, one acted as runner on arrival, the fourth rested. Details of positions of the aircraft were also on the flight log. To assist in map handling, each leg of the route was cut out of the main map and fixed onto a stiff backing with glue; a michelin road map was used to locate the Chateaux and Angers airfield!

The route card and final details arrived by post on Friday June 4th, the day before the rally - the day we were to fly to Southend. That morning was spent cleaning and loading the aircraft while I finalised the flight logs. We had to arrive at Angers at 15.42 French local time, this meant that we had a take off time of 7.42 BST from Southend. After a final check we left Leeds at 14.00 BST and arrived at Southend just under 2 hours later. The lads in flight planning could not have been more helpful in checking the flight plan and arranging route forecasts for the cross channel flight

next day. We checked with Customs and Immigration that we could be cleared as soon as possible after 07.00 on Saturday. Finally we went and booked in at the airport Hotel for the night, and enjoyed well needed refreshments! Early calls at 05.30 were not really welcome but our enthusiasm was great until we saw the fog. "It'll clear soon", we kept saying, but really doubting it. Black coffee and biscuits however seemed to help the dismay. At 06.30 the taxi arrived, packed lunches were collected (at £2 a head) and off we drove to the airport. Flight planning were ready for us with all route details - coastal fog on the South Coast, but Le Touquet and the rest of France - "CAV OK". Customs and Immigration were very helpful and both wished us good luck. We eventually found IM in the fog and carefully checked everything. The engine was running at 7.25 and the tower informed us that the fog was now only 100 ft thick. I was piloting the first leg with Chris navigating, and this would be their first actual IMC take off. We were lined up on runway 24 by 07.40 and exactly at 07.42 we rolled. What a beautiful sight it was when we lifted out of the fog and climbed to 2000 ft - we were on our way.

Kent radar controlled us until mid-Channel and then Le Touquet approach took over. Land was sighted at estimated time and we touched down at Le Touquet 1 minute ahead of schedule. Speed of turn round was now essential, 20 minutes had been allocated, but every minute saved was precious. We ran to pay landing fees, through customs and then Immigration - we must be mad but Chris lifted us off the runway 15 minutes later. Precious time was being saved. The coastal route to St. Valery is beautiful, a pity we could not dally, however, full speed and the airfield appeared 40 minutes later and down we went. Even as the aircraft was slowing down on the runway John was ready to dash to the club house and obtain the required signatures and rubber stamp on the route card. Panic! No one in the club house, but a friendly gardener signed the card and 5 minutes later we were airborne once more.

Colin flew down to Caen - what a sight was Le Havre from 2000 ft. Caen was to be our refuelling stop - oh! those slow refuellers, we lost all the time so far gained. Eventually after much cursing from us all, John headed due south towards Laval. This part of France is very flat and all small towns appear to be built on crossroads and have a river and railway near them; very confusing. However, careful navigation from the front as well as by the passengers steered us into Laval - only a housewife here to sign the card. Now off further south to Cholet - beware the thermals on the approach, I had to force the aircraft down - the willing restaurant waiter signed the card Chris managed to carry out the take off in the opposite direction to the landing, again saving time as we were now to fly north east to Le Mans (we had previously checked that there was no motor racing! Five minutes ahead of estimated time and we landed, taxied to the tower to pay fees and obtain the necessary signatures. Time was wasted on take off however, due to glider traffic. Meanwhile I had decided to abandon landing at Loudon due to the heat and nil wind conditions and we replanned for Ancenis. This route took us very close to Angers and so enabled us to size up the situation there. Very soon a small tarmac strip in a field appeared under the nose. Surely this was not correct, but no other field could be seen. Colin took us down to about 200 ft to view the situation, before we went in. It was very short and the cross wind didn't help. Here we had our biggest problem, no one to sign the card - even the farmer in the fields refused. Full details of the hangar etc were substituted for the signature and then John lifted us off the runway to go Chateaux hunting.

The Michelin road map was invaluable and we soon found Brissac and Serrant, but we were now 10 minutes behind schedule and only 10 minutes to arrival. Every minute late was minus 20 points - we had to abandon the last Chateaux. Angers was approached at 2000 ft and our watches checked with the tower, 15.37 and we were overhead the field. John flew a short circuit and according to our watches flew over the timing line 5 seconds early. However, we were 1 minute early according to the line judges, and so we lost 10 points. On landing we were met by our French hostess who directed us to the parking area and then arranged for refuelling. As soon as this was completed we were driven to the Club Hangar to complete the final part of the rally - the wine tasting. The team had decided that I would carry out this feat, so putting on a brave face I attempted to sort out the 3 wines offered. Brief descriptions of the wines were supplied and the taster had to say which, and so determine the best wine, with reasons. Imagine our surprise when the judge suddenly said 'Monsieur, you are the best' and gave us full marks - 100 points. We then went to the rally judges and completed our entry cards. On checking our distances on their map, we found we had completed 865 km, only 10 short of our estimate.

Well, this was the end of the flying part, now we were to be wined and dined for 24 hours. Afternoon tea of fresh strawberries, cherries, ham rolls and champagne was taken while waiting for the rest of the competition. Afterwards we went by coach to the hotels for a quick change of clothing before being taken to the main evening ceremony. A colourful procession and presentation ceremony in the wine vaults proceeded the leisurely six course dinner during which wine and champagne flowed freely. No sooner was the 3 hour feast completed then the printed rally results were available - where were we - at last we found we were 14th. We had hoped to be in the first 15 and this we managed. However under my name there were the words:

'Coupe de la Federation Viticole de l'Anjou au Meilleur Degustateur'

What this meant we did not know, but we soon found out when I was called out for the cup for the best wine taster of the rally. (I've beaten the French at their own game). Only a few minutes later and I was out to collect the cup for the best represented Aero Club - the Yorkshire Aeroplane Club. The evening was finalised by lots more champagne and dancing, until we went back to the hotels at 2 in the morning.

About 09.30 on the Sunday we were again collected by coach for a tour of the vineyards and chateaux, before having a further feast of French cuisine and wine. We were very careful not to drink as we had to fly home that evening. Not long after 16.00 we said farewell to our hosts, who presented each crew with a case of 3 bottles of wine.

We are now preparing for next year, and hope that we have learned from this years mistakes. Our intention is definitely to be higher up the winners list and retain the Wine Tasting trophy.

GENERAL AND LATE NEWS

Magazine

As you have all seen the magazine has been getting latter and latter each month.

This has been a cause of much concern to the committee, and they have now had several offers of help in producing the magazine. This magazine is likely to be produced by a parttime secretary who has a duplicator, at a cost of about five pounds. The committee are currently discussing whether to use this method, or whether to take up the offer of a usage of a duplicator which we have had. If we have enough members there is even the prospect of commercial production at a cost of about £2 per side + £6 per thousand sheets. So the future for the magazine is very much brighter than it was last year.

Membership Rates

There has been some confusion about the new rates, which are-

- A Adult membership.....£2.25
- B Junior Membership.....£1.75
- C Magazine only.....£1.55

LATE NEWS

The January meeting was held in the Aero Club on the 9th of January and was the annual quiz. The results where as follows-

1. S.Butterworth/C.Holliday 83 marks