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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

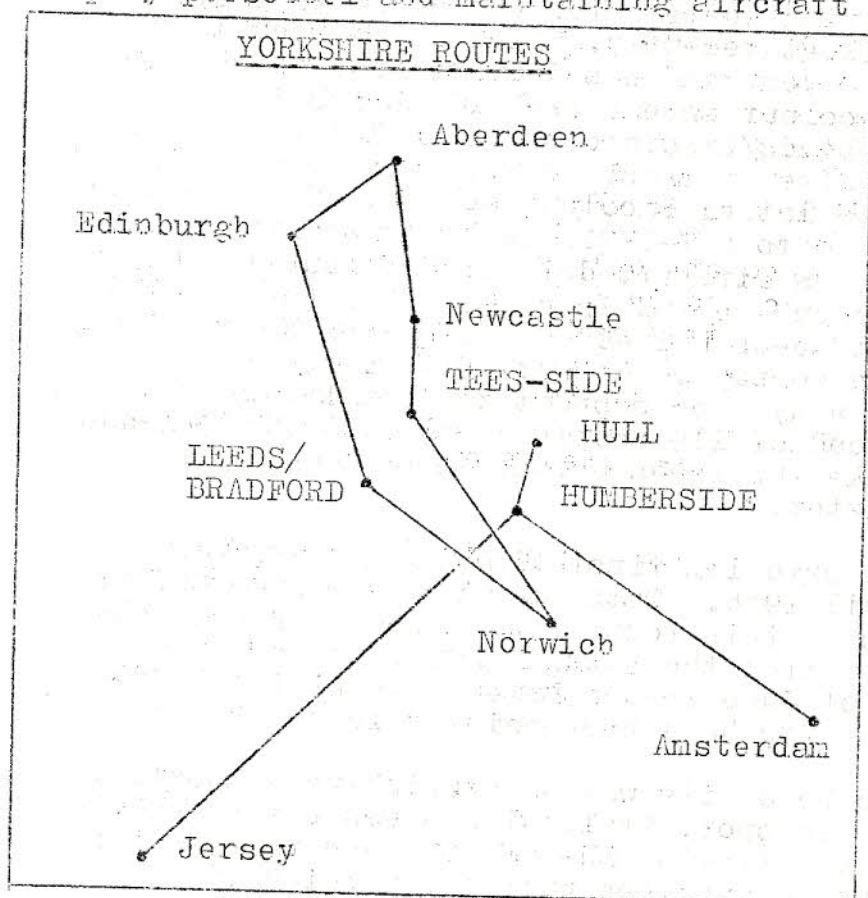
Although the company has its base at Norwich, Air Anglia is the only airline to operate from all the four Yorkshire airfields. It is a new member of the tough commercial aviation business, but its roots are long, having been formed from the amalgamation of three companies. These were Anglian Air Charter, 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

company personnel and maintaining aircraft is also undertaken.



At the present, no additional air services are being undertaken by the company from Yorkshire airports. A foothold has been gained at Humberside which will undoubtedly be expanded into domestic services at a later date, probably after the Humber Bridge is completed in 1977 when a larger catchment area is created. Dakota charters are now regularly appearing at Tees-Side in oil support work in addition to the usual scheduled service. Future plans in fleet equipment are not yet decided, but route studies have been made by Fokker-VFW and Boeing in support of their Fellowship and 737-200 respectively. Certainly Fokker-VFW would like this opportunity to have their F-28 Fellowship UK certified.

Air Anglia Fleet List

<u>Reg</u>	<u>Type</u>	<u>C/n</u>	<u>Prev Reg</u>	<u>Remarks</u>
G-AGJV	Douglas Dakota 4	12195	FZ 638	
G-AOBN	Douglas Dakota 4	11711	42-92399 F-OAIF SE-BAU 42-68784	
G-ASVO	HPR-7 Herald 214	185	PP-SDG	ltd fr British Midland
G-ATLT	Cessna U206A	U206.0523	N4823F	
G-AVIE	Cessna F172H	0326	N17014	
G-AVVZ	Cessna F172H	0475	-	
G-AWOU	Cessna 170B	25829	VQ-ZJA ZS-CKY CR-ADU N3185A	
G-AXDC	PA-23 Aztec 250D	27-4169	N6829Y	
G-AYBO*	PA-23 Aztec 250D	27-4510	N13874	Rowntree Mackintosh
G-AYSF	PA-23 Aztec 250D	27-3996	N6677Y	
G-AYTP	PA-23 Aztec 250E	27-4858	N13970	
G-BAKL	F-27 Friendship 200	10293	9N-AOJ PH-FIL	
G-BAUR	F-27 Friendship 200	10225	PH-FEP 9N-AMI 9V-BAP	
G-BBDU*	PA-31 Turbo Navajo	31-537	N6796L	Erie Electronics
G-BBML*	PA-31 Turbo Navajo	31-7401210	-	Norwich Union Ins.
G-BBZI*	PA-31-350 Navajo	31-7401211	N7590L	Reckitt & Colman
G-BCDN	F-27 Friendship 200	10201	PH-OGA JA8615	
G-BCDO	F-27 Friendship 200	10234	PH-OGB JA8621	

Aircraft indicated * are owned by the companies named, but are operated by Air Anglia.

The writer would like to
thank Air Anglia for
their help in compiling
this article

AROUND THE AIRLINES

Aer Lingus Irish have been having quite a few changes with their Boeing 737 fleet recently. EI-ASA has been leased to Zambia Airways as 9J-ADZ for a year and was delivered on March 30th. Two further aircraft in the new colour scheme are EI-ASD and 'SE, the latter being first displayed at Leeds/Bradford on March 18th. EI-ASH returned to Dublin on April 1st after a lease to Transair of Canada, and was soon back in service with the latter's colour scheme. The re-issue of the registration EI-ASK will go to a 737-222 to be leased from United Airlines this summer. Finally a new aircraft delivered to Dublin on May 3rd was EI-ASL in the new colour scheme and is a 737-248QC (c/n 21011). The only charters for the recent Leeds/Bradford United and Barcelona European Cup semi finals were provided by the company. On April 9th EI-ASG paid a visit to Leeds/Bradford with a party of supporters from Dublin and departed at 2321 hours with a load of 119 people. On April 22nd EI-ASB positioned in from Dublin to take the Leeds United team non-stop to Barcelona, returning two days later.

Air Analia Herald 214 G-SVO paid its first visit to Humberside and Leconfield on April 19th. This aircraft provides better performance over the Friendship on this route from Jersey. The Herald is reported to be finishing operating the AQ200/AQ205 flights through Leeds/Bradford from the middle of June when a Friendship will take over. The company Aztecs G-AXDC and G-AYTP have been painted in the black/yellow/white colour scheme. The fifth Friendship appears to be on its way to Norwich very shortly. It has been obtained from Aero Transport Italiani and was being readied at their base at Naples. The registration LN-DAF has been reported as an intermediate registration due to dealings with a Norwegian finance company.

British Airways The two One-Eleven 500s for the Northeast division (AY/75/29) are now believed to be arriving at the end of the year.

British Island Airways received their leased Herald 214 G-ATIG on March 6th (AY/75/29).

British Midland Airways Aircraft recently leased have been Boeing 707 G-AYVG to Zambia Airways on March 20th after returning from its lease to Bangladesh Binan on March 10th (AY/75/29). Viscount G-AZLS is the third aircraft to go to Cyprus Airways and was delivered on April 2nd. A correction to the Herald 214 situation is that G-DAVX has not gone to British Air Ferries and was still present at East Midlands in full BMA colour scheme on May 17th.

Dan-Air have applied to the Civil Aviation Authority for a route licence Leeds/Bradford to Isle of Man to commence on January 1st 1976. The airline already operates on this route on Sunday evenings for a local travel company.

Severn Airways A new aircraft for the company is Aztec G-BBFU which has visited Leeds/Bradford quite frequently. The Severn colour scheme has not yet been applied to this aircraft. Dove G-APZU crashed at Swansea on May 12th after a runway overshoot but the condition of the aircraft is unknown.

CADET CORPS AIRFRAMES A profile from the MCAS gives details of over 250 instructional airframes used by the ATC from 1938 to present day. 12 pages including photos, 15p plus 5p p&p. From:- MCAS Sales Dept., 37 Briar Head, Oadby, Leicester.

AVIATION IRELAND is the only magazine which can keep you up to date with the Irish aviation scene. Contains Dublin, Cork, Shannon, and Belfast movements along with the latest additions and alterations to the Irish register. Yearly subscription (12 magazines) £1.75 for Great Britain and Ireland, and £2.00 for Europe. Further details and sample copy are available from:- Hon Treasurer, 'Roskilde', Carysfort Avenue, Blackrock, Co. Dublin, Ire.

ON THE LIGHTER SIDE

A Huddersfield businessman has been refused planning permission for a helicopter pad in his back garden at Shelley due to possible interference with the nearby TV mast at Emley Moor.

At Sberburn, Cessna 172 G-BAEX has been to Eastern Aviation during April for a CofA renewal. Rallye Club G-ASAU has left here for a new base on the other side of the Pennines at Barton and was delivered on April 21st.

Nipper G-ARBG is being built by Mr B O Smith at Scarborough, whilst a Tourbillon (PFA No 10105) is being built at Besseker near Doncaster by a Mr P Gladstone.

Bensen B8M G-BCWI has been registered to W H Beevers at Pocklington.

Cherokee 140 G-BAGX now appears to be resident at Crosland Moor, and Comanche G-AXTO may be resident at Wobbleton.

Jet Ranger G-AVTE appears to be resident at Whinmoor as it was airtested there before going to Northair for a radio check. The Trident Television Jet Ranger G-AWRI is presently at Brooklands awaiting disposal.

Newly resident at Netherthorpe is the Rallye G-ATYZ, whilst Chipmunk WP800 (c/n Cl/0692) has been registered to P G D Bell as G-BCXN with a probable base given as Netherthorpe.

No reports from Kirbymoorside have been received lately, but a list of BGA allocations reveals the following.

BGA1940	T59D Kestrel	c/n 1840	BGA1943	T59D Kestrel	c/n 1848
BGA1941	T59D Kestrel	c/n 1842	BGA1944	T59D Kestrel	c/n 1849
BGA1942	T59D Kestrel	c/n 1844	BGA1945	T59D Kestrel	c/n 1850
BGA1946	T59D Kestrel	c/n 1846	BGA1947	T59D Kestrel	c/n 1853

The British Balloon & Airship Club is to hold a British Team Selection Meet at Castle Howard between May 24th and June 1st.

The owner of the Tees-Side Flying Club, Mr Charles Cunliffe, was killed when the Monson G-AZOC which he was flying crashed on a hillside near Kilhope Law, five miles from Allenheads on April 14th.

The monthly review at Doncaster on April 15th found the following. On the apron was Cessna 150 G-BBCI. In Flight-Line's hanger were AAls G-AYLN G-AZKS G-BBUH, AA5s G-BAOU G-BCLJ N6155A (latter to be G-BCPN), Cessna 150 G-AWTK, Cessna 336 G-ASLL, Cherokee G-BCLL, and Chipmunk G-AMUC. In Eastern Aviation's hanger were Terrier G-ASYN, Cherokees G-ASEJ G-AVWR, AA5 G-BCPL, Gemini G-AKEK, Cessna 150 G-ASMW, Mooneys G-ASUB G-ARWY, Jodels G-AXLS G-AWIG, Volksplane G-AYXW, Alpha G-AHHP, Emeraude G-ASBS, and Shield Xyla G-AWPN.

The once Leeds/Bradford resident, McAlpine Aviation's Navajo Chieftan G-BBVR has been put up for sale at £89,000.00.

AVIATION ARCHAEOLOGISTS ASSOCIATION covers fully the wreck research and recovery scene in Britain via its bi-monthly journal. Regional news reports, wreck lists, 'site reports', airfield and aircraft histories are all included. Digs and sorties to wrecks are organised by the Association representatives in many parts of the country. Membership for 1975 costs just £1.25 (overseas rates on request) or send an SAE for full details to:- A.A.A., 154 Hardhorn Road, Poulton-le-Fylde, Blackpool, Lancashire, FY6 8ES.

THANKS to Geoff Abbott, Colin Addison, Ian Barber, Pete Barber, Ian Carling, Roger Fozzard, Ian Harrison, Mick Ives, Keith Jordan, Steve Langfield, Gary Lewis, Trevor Smith, Len Spice, S Potter, Nick Watson, Aviation Ireland, Humberside Air Review, and Flypast for contributing to this magazine issue.

MILITARY MATTERS

Finningley was visited on April 14th by Hercules "Ascot 447" being from and to Lyneham.

Halifax/Siddal A visit to the John Shackleton & Son scrap yard revealed that the owner put in the following tenders on April 12th. Phantom XV493 from Watton (crashed), Varsity WL666, Shackleton XF701, and Meteor XF816, the latter three from Manston. A recent arrival on May 3rd at the yard was Whirlwind XG597 ex Leconfield which was complete.

Harrogate was visited on April 18th by "Armyair 771" at the Great Yorkshire Show Ground, and then proceeded to Leeds/Bradford for a refuel.

Holme-on-Spalding Moor was visited by Varsity "Harp 3" on April 8th from and to Aldergrove.

Auster AOP.9 XP247 now lies at the Beechwood Filling Station near here on the Market Weighton road. The aircraft is in a poor condition and lacks wings.

Leconfield Recent arrivals with the 60MU have been Lightning F6 XR770/L of 23Sqn on March 4th, Shackleton AEW2s WR963 and WL790 on March 10th and 19th respectively, Jaguar GR1s XX115/03 and XX116/04 on March 19th and 26th respectively, and Canberra B2 WH670 on March 25th.

Leeming Further deliveries of Bulldog T1s since the last report (AY/75/31) have been XX685 (c/n 331) and XX687 (c/n 333) on March 18th. The first flight dates of these aircraft were March 3rd and 6th respectively.

2FTS have disposed of the following Bulldogs recently; XX521/3 to /01 East Lowlands UAS, XX526/8 to /6 Oxford UAS, XX528/10 to /D Oxford UAS, and XX534/17 to /04 East Lowlands UAS. And the following Chipmunks; WD292/1 to G-BCRX, WP839/2 to 8AEF, and WK507/36 to Birmingham UAS. 3FTS have disposed of the following Jet Provosts; XW318/34 to /93 RAFC, XW327/42 to /92 RAFC, XW328/41 to /80 RAFC, and XW410/51 to /90 RAFC. Visiting during April were "Old 581C" and "Old 582" Hercules of the USAF on the 9th and 16th respectively which appear to have taken over from the T29s on the mail run between Prestwick and Upper Heyford, "Ascot 6551" Britannia 7th to Laarbruck, "Armyair 635" Beaver 9th from Aldergrove, and "CVR 93" Puma from Abingdon 22nd to Odiham 24th.

Linton-on-Ouse 1FTS have disposed of the following Jet Provost 5s; XW296/57 to /64 RAFC, XW302/61 to /65 RAFC, XW307/66 to /60 RAFC. And some JP3s; XM473/19 to 5MU with XN553/34. Visiting during April were "Twin Pistons" "AFO 15" 14th, "AFO 10" and "AFO 09" 24th all to Valley, whilst "AFO 20" was to Little Rissington 29th.

Topcliffe was visited by "Armyair 635" before routing to Leeds/Bradford.

MOVEMENTS SECTION

Leeds/Bradford

April

(1)	(2)	G-BCEO AA5	(5)
G-ATMB C 150	G-ARYF Aztec	(4)	G-AVGB Cherokee
G-AWGX C 172	G-AWUL C 150	G-AZUZ C 150	G-AZVS HS 125
G-AVWR Cher Arr	G-AZHL Navajo	G-AWUL C 150	G-AWUL C 150
G-AXMP Cherokee	G-AYEP HS 125	G-AZLY C 150	G-ATUL Cherokee
G-AVUI C 150	G-AZRU JetRanger	G-AZUG AA5	G-AYMX JetRanger
G-AWEN Jodel	G-BCCJ AA5	G-AZLH C 150	G-AWLP Mooney
G-BAXV C 150	(3)	G-ATFK Twin Com	G-AZNY Aztec
G-BAIS C 177	G-AYCL C 210	G-AYPV Cherokee	G-BBFB JetRanger
D-IDHC Twin Otter	G-AWGA Airedale	G-AXVG HS 748	(6)
OY-BDL Nord 262	G-AYVC Aztec	G-BBXE Aztec	G-ATOO Cherokee
N14CP King Air	G-BAEX C 172	G-BCEO AA5	G-ARAY HS 748
	G-BBUH AAL	XX508 Dominie	G-AYCL C 210

G-AZMK Aztec	(13)	G-BBEY Aztec	G-BBYH C 182
G-AXMA Comanche	G-AZZV C 172	G-BCCJ AA5	G-BBRD Aztec
G-AYAE Bell 47	G-AVYL Cherokee	OE-CUP Pup	G-BBMJ Aztec
G-ASFL Cherokee	G-AZLY C 150	D-CONA Lear Jet	G-BCIP Twin Com
G-BAWB Aztec	G-AZOC Monsum	(19)	G-BBUH AAL
G-BBDO Aztec	G-AWUL C 150	G-AYSB Twin Com	G-BCRR AA5B Tiger
G-BCJL Cherokee	G-BAXV C 150	G-AVUJ Falco	XS597 Andover
N94724 Cessna 172	(14)	I-ALAK Baron	(26)
(7)	G-ATHJ Aztec	XX507 Dominic	G-ASYB Aztec
G-AVXL HS 125	G-AWTX C 150	(20)	G-BARW C 402
G-AVKZ Aztec	G-AXFE King Air	G-AWUL C 150	G-BAJA C 177
G-AZFR C 401	G-AXZU C 182	G-ASYM Falco	G-BASL Cherokee
G-AZRG Aztec	G-AXPU HS 125	G-BCLL Cherokee	G-BBFZ Cher Arr
G-BAVJ Navajo	G-BBDT C 150	(21)	XV182 Hercules
G-BABW King Air	G-BBIS Hughes 269	G-ARYK C 172	XV213 Hercules
G-BBGB Aztec	G-BCJK Cherokee	G-ATCE C 206	(27)
(8)	(15)	G-AYPV Cherokee	G-AYVB C 172
G-ATJR Aztec	G-AWWL HS 125	G-AYWD C 182	G-ASWO C 210
G-AWWL HS 125	G-AXKD Aztec	G-BBYM Jetstream	G-AWBB Cher Arr
G-AZRG Aztec	G-BAVJ Navajo	G-BBPZ Aztec	G-AVRP Cherokee
G-BASM Seneca	G-BAXN Seneca	G-BCLL Cherokee	G-AZMK Aztec
G-BBYH C 182	G-BAMM Cherokee	G-BCOL C 172	G-AZUG AA5
G-BBJF Baron	G-BBJF Baron	D-EJXF C 172	G-AZCK Pup
G-BCSV C 421	G-BBUH AAL	(22)	G-BBLA Cherokee
OY-BDL Nord 262	G-BBXE Aztec	G-AYKL C 150	G-BCTK C 172
XX508 Dominic	G-BCRR AA5B Tiger	G-ARAJ Tri-Pacer	(28)
(9)	(16)	G-AXZU C 182	G-AXDL Twin Com
G-AZID C 150	G-AYAE Bell 47	G-BAIS C 177	G-AYBO Aztec
G-ARYR Cherokee	G-AZZV C 172	G-BAIL C 172	G-AZFR C 401
G-AZZG C 188	G-ARSP Meta-Sokol	G-BCDI C 310	G-BBSL Aztec
G-BAVJ Navajo	G-AXTO Comanche	PH-NAZ Seneca	G-BAKM Robin
G-BBMJ Aztec	G-AYAD Twin Com	(23)	G-BAVJ
G-BACI HS 125	G-BBGE Aztec	G-AVWR Cher Arr	OO-LFA Lear Jet
G-BCTK C 172	G-BBRD Aztec	G-AXTN Cherokee	N14CP King Air
EI-ASG B 737	G-BBUH AAL	G-AYWZ Twin Com	(29)
OY-DRH Riley Rocket	G-BBVR Navajo	G-AYRY HS 125	G-ATAI Dove
(10)	G-BBTJ Aztec	G-AWUL C 150	G-AXMA Comanche
G-AVGV C 150	G-BCEO AA5	G-ASRI Aztec	G-ARJU Apache
G-AYPV Cherokee	(17)	G-AVLV Aztec	G-ASUH C 172
G-AVZT Navajo	G-AXMR Navajo	G-AYAD Twin Com	G-BAIL C 172
G-AVWI Cherokee	G-AYLN AAL	G-BCWW Jetstream	G-BAVJ Navajo
G-AWUA C 206	G-AZFR C 401	G-BCRR AA5B Tiger	G-BBEF Cherokee
G-BAXN Seneca	G-AWUF HS 125	OY-DRH Riley Rock	-BBSL Aztec
G-BAOP C 150	G-BAVJ Navajo	(24)	G-BBTG C 172
G-BBGH AA5	G-BBNR C 340	G-AZOG Cher Arr	G-BCIR Cherokee
G-BCIJ AA5	G-BBEE Lear Jet	G-AXVG HS 748	G-BCTK C 172
G-BCLL Cherokee	G-BCBG Aztec	G-AZBG Navajo	PH-VSJ C 172
G-BCLX AAL	OO-LFF C 421	G-ARRW HS 748	(30)
(11)	D-IKEF C 402	G-AWEZ Cher Arr	G-AVTE JetRanger
G-AWVV C 172	(18)	G-AXMP Cherokee	G-ASUL C 182
G-AYSG C 172	G-ATON Cherokee	G-BAVJ Navajo	G-ATKE C 150
G-AVXL HS 125	G-AXRL Cherokee	G-BAGW C 150	G-ATAI Dove
G-ARBT Tri-Pacer	G-AZZK C 414	G-BBUF AA5	G-AWDR C 172
G-AWEM Fournier	G-AZBD Twin Com	G-BBIS Hughes 269	G-AWWL HS 125
G-AYCL C 210	G-ATYN C 150	G-BCKO Aztec	G-AVIC C 172
G-AVXJ HS 748	G-AWUL C 150	G-BCIO Twin Com	G-AZNY Aztec
G-ASSA Twin Com	G-AZUG AA5	G-BCPL AA5	G-BAXN Seneca
G-AZFR C 401	G-AZKS AAL	OO-DMN C 337	G-BAOU AA5
G-BAVJ Navajo	G-AYTA Rallye Club	(25)	G-BAVJ Navajo
G-BBMJ Aztec	G-AZGG King Air	G-AZGG King Air	G-BBDO Aztec
G-BCIP Twin Com	G-AYCL C 210	G-AVSQ Aztec	G-BCLL Cherokee
OE-CUP Pup	G-ASSA Twin Com	G-AVIX C 337	G-BCPK C 172
(12)	G-BAWR Robin	G-AZYU Aztec	G-BCPL AA5
G-AYGD Jodel	G-BBJF Baron	G-AYDG Rallye Club	N14CP King Air
G-DANA Jodel	G-BBTG C 172	G-BBAV Aztec	D-CCWK Lear Jet
	G-BBSN Aztec	G-BAIL C 172	G-AVSP Cherokee

One new resident this month, Golden Eagle G-BCSV c/n 0875, which arrived for Northair on the 8th. The Cimber Air Nord 262 visited twice during the month and on the first occasion, the 1st, it was from Munchengladbach to Schipol. Also on the 1st was the General Air Twin Otter D-IDHC from

Dusseldorf to Hamburg, and the UK based King Air N14CP. Cessna Brussels supplied the F172 N94724 on the 6th and it was from Newtownards to Cranfield. A surprise on the 9th was the Riley 65 Rocket OY-DRH of F-Air from Heathrow to Billund, this was none other than our old resident G-ASSZ in a new coat of paint! 'Ghostly' visitor on the 11th (and 18th) was Beagle Pup OE-CUP of Low Austrian Para Club going from Cranfield to SAL at Prestwick. According to the HCAS monograph this was written off after a collision with a Yugoslav fighter in July 1973. Cessna 402 D-IKEP of Holstenflug was f/t Kiel on the 17th, and on the same day Abelags Cessna 421B OO-LFF was f/t Brussels. The following day saw Lear Jet 24B D-CONA of Contractair making two visits, from Köln/Bonn to Leening and from Leening to Le Bourget. This turns out to be c/n 24189 ex D-IKAF. Beech 95 B55 Baron I-ALAK came from Cannes on the 19th and after a n/s it returned there, the owner was given as Aero Centre Torino. Cessna F172 D-EJXF on the 21st came from Fimbley and had a n/s with YLA. The Business A/S Seneca PH-NAZ was f/t Rotterdam on the 22nd, whilst the Rentavia Cessna 337 OO-DMN was f/t Brussels on the 24th. On the 29th Cessna F172 PH-VSJ of Ste.Vlignmaterieel Hoven was from Biggin to Calais. The final foreigner of the month was Lear Jet 25B D-CCWK of Civil Air Charter being f/t Dusseldorf on the 30th. The new Grumman American Tiger G-BCRK made a first visit on the 15th when it visited Northair f/t Doncaster. Fournier G-AWEM had a slight accident while landing on the 11th inbound from Wickenby and it is still present in the YLA hanger with a shattered prop. The usual aircraft (G-ARLT) was not available for parachuting on the 26th so Cessna FRA150 G-BCUY was used for a 'mini-lift'. On the 27th Cessna 210 G-ASWO was borrowed from Wickenby by the paras. Cessna F172 G-AWWV came to Northair on the 11th for slight modifications, the owner operates it out of a grass field near Woodall Spa and the field is a bit wet at the moment. To compensate for this Northair removed the mainwheels and fitted a pair of Agwagon wheels which are larger, then one of the old mainwheels was fitted onto a heavy duty nosewheel leg. Currently undergoing surgery of various forms with YLA are Rallye G-AYTA which arrived from Skegness on the 18th, Cessna F172 G-BCPK also from Skegness which arrived on the 30th, and Cessna 206 G-BAMN from Grindale. A Cessna 150 is also being built from spares, reg unknown.

TEES-SIDE

March

(27)	G-ANUO Heron	G-BBDO Aztec	G-AYLY Aztec	G-ANUO Heron
G-AVRM B 737	G-ATLM C 172	G-ATLM C 172	G-BCEV Enst F28	G-BCEV Enst F28
G-AWLE C 172	G-ATMK C 150	G-ATMK C 150	G-AZDK Baron	G-AYMW JetRanger
G-AXYD BAC 1-11	G-BCEV Enst F28	G-BCEV Enst F28	G-BBTG C 172	G-AYLG HS 125
G-ASJC BAC 1-11	G-AXTJ Cherokee	G-AXTJ Cherokee	G-AVKX Hiller UH12G	G-BASS C 421
G-ATCE Airtourer	G-BBSD Baron	G-BBSD Baron	G-BCXR BAC 1-11	(9)
G-AYEP HS 125	(2)	G-BBIS Hughes 269	G-AVUD Twin Com	G-AVAL HS 125
G-AXTO Conanche	G-ATAI Dove	G-ATAI Dove	G-AVRL B 737	G-AZDK Baron
G-BAWR Robin	G-AXFE King Air	G-AXFE King Air	G-ATMK C 150	G-AZRR C 310
(28)	G-BCEV Enst F28	G-BCEV Enst F28	G-BBMK Navajo	G-ATJR Aztec
G-AZBC Twin Com	G-AZDK Baron	G-AZDK Baron	G-BAOP C 150	G-BCXR BAC 1-11
G-AZBD Twin Com	G-BBTG C 172	G-BBTG C 172	F-BUFI King Air	G-AYWY Aztec
G-AYXY Twin Com	G-BCXR BAC 1-11	G-BCXR BAC 1-11	OY-APM HS 125	G-AZNC B 737
G-AZBF Twin Com	G-BAHT C 172	G-BAHT C 172	(4)	(10)
(29)	G-AVUD Twin Com	G-AVUD Twin Com	G-BBRA Aztec	G-ANUO Heron
G-AZHA Aztec	G-AVRL B 737	G-AVRL B 737	G-BBKN King Air	G-BAPN Bell 212
G-AZBC Twin Com	G-ATMK C 150	G-ATMK C 150	G-BBSU C 421	G-BBNR C 340
G-AZBD Twin Com	G-AYEP HS 125	G-AYEP HS 125	G-AZOD Baron	G-AVXL HS 125
G-ATHJ Aztec	G-BBMK Navajo	G-BBMK Navajo	G-ATMK C 150	PH-BAS Navajo
G-AXCK BAC 1-11	G-BAOP C 150	G-BAOP C 150	G-BBLK LA-4 200	(11)
G-BASX Seneca	G-BCLW AA5	G-BCLW AA5	G-ARYK C 172	G-AYEP HS 125
(30)	G-AWWL HS 125	G-AWWL HS 125	G-BBIS Hughes 269	G-ATAI Dove
G-AZTC Monsun	OO-LFC C 421	OO-LFC C 421	G-AYEP HS 125	G-ATHV C 150
G-BBZF Cherokee	OY-APM HS 125	OY-APM HS 125	(5)	G-BBXH C 172
G-ATHV C 150	(3)	G-AWWL HS 125	G-ATTY Cherokee	G-AWFX S.61N
G-ATMK C 150	G-ANUO Heron	G-ANUO Heron	G-ATCI Airtourer	(12)
G-ATUL Cherokee	G-BBSU C 421	G-BBSU C 421	G-AZED BAC 1-11	G-AVPS Twin Com
<u>April</u>	G-BCLN S-58	G-BCLN S-58	(6)	G-BAGX Cherokee
(1)	G-AYEP HS 125	G-AYEP HS 125	G-AVUS Cherokee	G-AZED BAC 1-11
G-ARYK C 172	G-BBIS Hughes 269	G-BBIS Hughes 269	N663P Gulf 2	G-AZTW C 177
G-AYEP HS 125			(8)	(14)
			G-AVPS Twin Com	G-AYLG HS 125

G-ATHJ Aztec	G-AWNT Islander	(24)	G-AZHA Aztec
G-BCEV Enst F28	G-ASYB Aztec	G-ANUO Heron	G-ATAK Falco
(15)	G-BBKI C 172	G-BBKN King Air	(28)
G-ANUO Heron	G-BBEP HS 125	G-AZDK Baron	G-AXAW C 421
G-AYID Baron	(20)	G-BBMK Navajo	G-BBKN King Air
G-ARCZ Turbulent	G-BBVF Twin Pin	G-AXFA Navajo	G-BCXF HS 125
G-AWUF HS 125	G-ATHV C 150	G-AXFH Heron	G-BAXN Seneca
G-AVJJ Twin Com	G-ATUL Cherokee	G-ASTD Aztec	G-BCEC C 172
G-AVKZ Aztec	(21)	G-AZHA Aztec	(29)
G-ASTD Aztec	G-AYLG HS 125	(25)	G-BCEX Aztec
OO-LFC C 340	G-BCEV Enst F28	G-BAXP Aztec	G-AVIX C 337
N663P Gulf 2	G-AWBC Cher Arr	G-AXFE King Air	G-ANUO Heron
(16)	G-ASVO Herald	G-AXHV Jodel	G-ATAI Dove
G-AZDK Baron	(22)	G-AXFA Navajo	G-BBMK Navajo
G-AXXG Islander	G-AVTJ Cher Six	G-ASNI Emeraude	G-BPTV JetRanger
G-ATCI Airtourer	G-ANUO Heron	G-AYJP Cherokee	G-AZBG Navajo
G-AZXC C 150	G-AYWY Aztec	G-BCPG Cher Arr	G-BCEV Enst F28
G-BAHT C 150	G-BBOR JetRanger	G-BAGO C 421	G-BACI HS 125
G-ASAI Airedale	G-AVXX C 172	G-AWLF C 172	G-BASC Bell 47
G-BAPV Robin	G-ASDO Baron	G-AVNL Twin Com	G-BDAU C 150
G-BAUI Aztec	G-AZKN Robin	(26)	(30)
OY-APM HS 125	G-AVAI HS 125	G-BAMV Robin	G-IVSO Aztec
OO-LFA Lear Jet	PH-VIR C 421	G-AZED BAC 1-11	G-AZDK Baron
(17)	D-IDDD Lear Jet	G-BCGN Cherokee	G-BAHT C 150
G-BBMK Navajo	(23)	G-BAXV C 172	G-ATZU Twin Com
G-BAXP Aztec	G-AXTO Comanche	(27)	G-ATAI Dove
G-BACI HS 125	G-ATCL Airtourer	G-AXAV Twin Com	G-AYEK Jodel
G-ASVO Herald	G-ASAI Airedale	G-ATHV C 150	G-BBGU HS 125
(18)	G-BBXP Seneca	G-AVYE Trident	G-AZUN C 172
G-AYLG HS 125	G-AYEK Jodel	G-BCIO Twin Com	G-ARXG Comanche
G-BCDF S-58	G-AVTJ Cher Six	G-ATMK C 150	
G-BBKN King Air		G-BBLA Cherokee	

New resident is Robin G-BAWR which arrived from Sywell on March 27th, The Maersk Air HS 125 OY-APM has been in a number of times, each time f/t Kastrup. The Phillips Gulfstream 2 N663P was from Groningen to Luton on the 6th, and the Navajo PH-BAS of Business Air Services was from Rotterdam to Groningen on the 10th. Cessna 421 PH-VIR was f/t Rotterdam on the 22nd, and on the same day Lear Jet 24 D-IDDD of Drei Doppel Flugdienst came from Bremen for a n/s. First visit of type was Twin Pioneer G-BBVF on the 20th and other star visitors included Lake LA-4 G-BBGK on the 4th, HS 125-600 G-BCXF on the 28th, and the brand new Cessna F150 G-BDAU on the 29th. Crew training this month were BAC 1-11 G-AXCP on the 23rd and Viscount G-AOYR on the 27th. Finally last month's residents list should have read G-AZTB MBB Monsun not Sirocco.

Sherburn

April

1	G-BBCW Aztec	f/t Glasgow
	G-AVUI C 150	f Netherthorpe t Leeds/Bradford
2	G-BAIS C 177	f Donvaster t Leeds/Bradford
3	G-ATHV C 150	f/t Leeds/Bradford: G-ATLM C 172 on 11th:
4	G-AZDB Pup	f/t Crosland Moor, also 18th.
5	G-AROC C 172	f/t Leeds/Bradford: G-BAIS C 177:
8	G-AZEG Cherokee	f/t Blackpool
10	G-BCLX AAL	f Leeds/Bradford t Doncaster
11	G-ARET Tri-Pacer	f/t Crosland Moor: G-ARLW C 172 f/t Barton:
12	G-BCUY C 150	f/t Leeds/Bradford: G-BAWX Cherokee:
15	G-AXMA Comanche	f/t Leeds/Bradford: G-AYYN Cher Arr:
17	G-BEKI C 172	f/t Leeds/Bradford:
18	G-BCUY C 150	f/t Leeds/Bradford, also 16th 23rd, 24th 25th 26th.
20	G-ATAG Jodel	f/t Blackpool
23	G-BCRR AA5B Tiger	f Leeds/Bradford t Doncaster
25	G-ARGL Tri-Pacer	f/t Barton: G-ARET f/t Crosland Moor:
28	G-BCVG C 150	f/t Barton: G-AXVC f/t Barton on 30th:

Brough

March

1	G-BAMI Baron	also 9 11 12 15 18 20 24n/s 25 26 27 7/4
3	G-BCEV Enst F28	sloq 24 1/4 7 14n/s 21
4	G-AXVA C 401	G-BAOZ C 414 also 5 12 24 25 7/4 8 10 16 22 30

5 G-AAWS C 337 also 11 17 19n/s 24 17/4 22n/s 24
 G-BAOO C 421 also 27 1/4: G-BATX Aztec: G-BBIM C 310: G-BCLJ
 6 G-EBSL Aztec also 19 27 2/4 3 10 16 //AA5 1st visit
 G-BCOF Enst F28 n/s
 10 G-AVNL Aztec
 11 G-BBYB Super Cub
 12 G-DASS C 421
 13 G-BBIS Hughes 269
 14 G-AZNB Nevejo
 15 G-AVLO AAL first visit
 17 G-BDGB Aztec
 18 G-AXOV Beron
 19 G-AZAJ Cher Arr
 20 G-AZNY Aztec
 24 G-DAV C 150
 25 G-BBCZ AA5
 26 G-AYDG Rallye
 27 G-AZWW Aztec
 G-BAKU Robin (used while G-BAUD away on C of A)
 also 21/4 30
 first visit
 G-AVTN C 150 first visit: G-AWUN C 172: G-BAYK 340.
 n/s
 n/s also 25 7/4 22n/s 23 25 27 30
 first visit
 G-BBXA Beron first visit
 G-AVHM C 150 G-BCVJ C 172 all first visit
 G-BAUW Aztec: G-ARYU C 320: XK885 Pembroke:
 G-AXDC Aztec G-ASRL Aztec G-ARBA Dove
 G-BBHG C 310: G-BBNI Seneca all first visit
 G-AYIP Twin Com both first visits
 G-BAII C 172 first visit
 G-BBDO Aztec

Grindale

March
 2 G-AVPP Twin Com also 16 26: G-ATEZ Cherokee:
 8 G-ARIG Avster D4
 9 G-AWPN Xyla G-AXOI Jodel: G-AXWE C 150: G-AXUY Jodel: G-AYGC
 13 G-AXNS Pup also 6/4 F-BIIM Jodel DR 1051: // C 150
 18 G-BAGW C 150 F-ATFB Jodel: G-AWIG Jodel: G-AREP Tri-Pacer:
 23 G-ATFD Jodel G-DBKI C 172 // G-BAYU C 310:
 24 G-AVYM Cherokee
 April
 9 G-BBEF Cherokee
 11 G-BCBE AA5

Other Airfields

April
 2 G-BAIS C 177 DONCASTER: f Leeds/Bradford t Sherburn
 4 G-AZIH C 150 NETHERTHORPE: f Tollerton t Leeds/Bradford
 8 G-BASS C 421 EIVINGTON: t Leeds/Bradford, also 9.
 9 G-AVND C 310 FINNINGLEY: f/t Leeds/Bradford.
 G-BBEF Cherokee GRINDALE: f/t Blackpool
 G-AZTW C 177 GROSLEND MOOR: f Leicester
 G-ARYF Aztec DONCASTER: f/t Leeds/Bradford
 G-BDDR Navejo LECONFIELD: f Humberide t Liverpool
 G-EBSF C 310 CROBLAND MOOR:
 G-AWDK C 421 ACASTER MALBIS: f/t Leeds/Bradford
 14 G-ATHJ Aztec GROSLEND MOOR: f Leeds/Bradford t Tees-Side
 G-AWIX C 150 DONCASTER: C of A renewal with Eastern Aviation
 G-ABUH AAL NETHERTHORPE: f Leeds/Bradford t Doncaster
 G-AWKF Twin Com GROSLEND MOOR: f/t Newcastle
 16 G-BBRD Aztec DRIFIELD: t Leeds/Bradford, also 25.
 D-CONA Lear Jet LEMING: f/t Leeds/Bradford
 18 G-DCUY C 150 GRINDALE: f Sherburn t Leeds/Bradford
 G-BBKI C 172 GROSLEND MOOR: f/t Leeds/Bradford
 19 G-AZIM Nevejo EIVINGTON: f Leevenden
 21 G-BAMV Robin GRINDALE: f/t Leeds/Bradford
 23 G-AVIX C 337 DONCASTER: f/t Leeds/Bradford
 25 G-BBSF C 310 GROSLEND MOOR: f Roneldsway

29 G-BCIR Cherokee TOPCLIFFE: f/t Leeds/Bradford
 G-BAVJ Navajo ELVINGTON: f South Marston
 G-BABX King Air CROSLAND MOOR: f Humber side t Glasgow
 G-BAGX Cherokee CROSLAND MOOR:
 30 G-AYOU C 401 ELVINGTON: f Leeds/Bradford

Helicopter Activity

April

Jet Ranger: G-AXMM Sheffield 23 (to Newcastle)
 G-AYMX Sheffield 5 6: Barnoldswick 18:
 G-AZRU Kirkstall 3 (to Brooklands)
 G-BBFB Harrogate 5: Sheffield 5:
 G-BBTV Sheffield 7: Pickering 9: Hull 10 28: Scarborough 11:
 Whitby 15: Wensleydale 29:
 G-BCBE Morley 2 (from Birmingham)

FLYOVERS

April

1	60175 Starlifter	FLA 1303	35000'	Rhein-Main - McGuire
	70027 Starlifter	OTR 1829	35000'	westbound
2	N121EU Falcon 20	DOG 0847	33000'	eastbound
	N4907C Douglas DC-8	OTR 1027	35000'	Capitol, t McGuire
	CCCP65961 Tu-134	POL 0947	24000'	Heathrow - Prestwick A. Shelepin
	10+01 Boeing 707	FLA 1158	31000'	WGAF, t St Louis
	ZK-NZP Douglas DC-10	POL 1706	31000'	Heathrow - Shannon via Oceanic
	PH-MAZ Cessna 402	OTR 1709	9000'	"Martinair 455", t Amsterdam
3	D-COSA Hansa Jet	POL 0907	16000'	Hamburg - Warton
	F-BUFI King Air	POL 1023	14000'	Le Bouget - Tees-Side
	N8955U Douglas DC-8	POL 1059	33000'	Seaboard, t New York JFK
	DM- Ilyushin IL62	OTR 1104	35000'	"IF900", Berlin - Santa Maria
	PA-AKU Neptune	POL 1551	9000'	Dutch Navy, (OTR 1613)
	F-BRGP Lear Jet	POL 1656	39000'	Euralair, northbound
4	G-ASUR Dornier Do28	LBA 0842	4500'	Chesterfield - Edinburgh
	OT-ZAA Pembroke	POL 0922	8000'	RM-1, t Newcastle
	D-IKAB Lear Jet	POL 1219	39000'	"IKAB", northbound
	PH-LLF Falcon 20	OTR 1614	29000'	Phillips, eastbound
5	N28727 Boeing 707	OTR 1113	31000'	Frankfurt - McGuire
7	F-BTMR Seneca	POL 1159	10000'	northbound
	G-AVBW BAC 1-11	OTR 0800	24000'	Berlin - Manchester
	40639 Starlifter	MBK 1430	29000'	MAC, t McGuire
	N406PA Boeing 707	MBK 1533	35000'	"Clipper 1406", westbound
	70006 Starlifter	MBK 1606	35000'	MAC, t McGuire
9	G-APRM Argosy	OTR 1353	15000'	ABC, f Manchester
	FM 406 Noratlas	POL 1523	7000'	southbound
	OH-FFA Falcon 20	OTR 1830	30000'	(Sth Fisher 1903 37000')
	G-BCWW Jetstream	POL 1840	17000'	Edinburgh - Heathrow
10	G-BCKO Aztec	POL 1023	8000'	f East Midlands
	70165 Galaxy	POL 1457	33000'	MAC, t Dover AFB
	G-ATPE HS 125	POL 1822	23000'	Sheal, t Stansted
11	G-BEYS C 182	abmLBA 1142	4000'	Leicester - Aberdeen
	36753 Trader	POL 1500	8000'	US Navy, northbound
	67950 Starlifter	MBK 1538	35000'	MAC, westbound
	G-BORM Citation	POL 1830	24000'	Marshalls, northbound
12	70004 Starlifter	MBK 1118	32000'	Mildenhall - McGuire
13	D-ABUG Boeing 707	OTR 1147	35000'	Condor, t New York JFK
14	G-AWCH Cessna 172	LBA 0936	4500'	Watisham - Carlisle
	C-8 F-27M	DOG 1212	18500'	"PE-CAH", routing NEW-TLA
	C-10 F-27M	DOG 1228	18500'	"PE-CAJ", routing NEW-TLA
	G-APME Comet	POL 1355	39000'	"Dan-Air 99ME", southbound
15	N663P Gulfstream 2	OTR 0915	23000'	Tees-Side - Groningen
	G-AWNO Boeing 747	POL 1617	31000'	northbound
	G-AVPE HS 125	POL 1943	13000'	t Warton
16	G-BARR HS 125	POL 0900	22000'	East Midlands - Glasgow
	KEC 03 Hastings	POL 0926	8000'	Scampton - Macrihanish
	67947 Starlifter	POL 1136	33000'	f Mildenhall
	9Q-CFW HS 125	POL 1154	11000'	t Liverpool for ILS training
	N890HJ Hansa Jet	POL 1737	33000'	t Norwich
	LN-MOJ Douglas DC-4	OTR 1842	7000'	n/eastbound (Scottish FIR 1916)
	N12ST Hercules	DOG 1923	22000'	n/westbound

17	41009	Convair C-131	POL 0845	10000'	Mildenhall - Prestwick
	FAP 396	C-130H	POL 1121	20000'	Peruvian Air Force, t Glasgow
	60207	Starlifter	POL 1325	17000'	Prestwick - Mildenhall
	G-ATWH	HS 125	CRB 1612	24000'	Stockholm - Birmingham
	N805WA	Douglas DC-8	POL 1630	35000'	World, t Los Angeles
	AWY 34	Argosy	POL 1651	35000'	t Cottesmore
	52687	Douglas C-118	POL 1657	14000'	US Navy, Mildenhall - Keflavik
	OO-SJE	Boeing 707	POL 1719	31000'	Brussels - Montreal
18	OY-BDO	Navajo P.	MBK 0946	21000'	t Stauning (OTR 1006)
	86972	Boeing VC-137	POL 1225	31000'	SAM, northbound
	F-BTDY	Cessna 421	POL 1548	11000'	t East Midlands
	D-ABYH	Boeing 747	POL 1300	33000'	"Condor 3310", t New York JFK
	N8955U	Douglas DC-8	FLA 1822	31000'	"Seaboard 955", t New York JFK
19	N8642	Douglas DC-8	FLA 1537	33000'	Seaboard, t Goose Bay
	60126	Starlifter	FLA 1561	35000'	MAC, t Charleston AFB
20	38076	Starlifter	POL 0949	31000'	Mildenhall - McGuire
	N4864T	Douglas DC-8	POL 2002	33000'	TIA
21	41009	Convair C-131	POL 0857	10000'	US Navy, northbound
	YR-ABA	Boeing 707	OTR 0955	31000'	Taron, Amsterdam - Boston
	10+03	Boeing 707	POL 1255	31000'	WGAF, westbound
	N28727	Boeing 707	OTR 1327	33000'	Frankfurt - McGuire
22	G-BAFZ	Boeing 727	POL 1355	13000'	Manchester - Newcastle
	DCN9525	Hansa Jet	POL 1629	23000'	f Warton
	PH-PLZ	Seneca	OTR 1946	8000'	Aviobscrap, t Manchester
	N80LWA	Douglas DC-8	POL 2037	14000'	World, Manchester - Boston
23	90005	Galaxy	FLA 0244	10000'	Ranstein - Goose Bay
	N63580		MBK 0920	9000'	t Kassel on delivery (OTR 0945)
	31591	Douglas C-118	POL 1525	9000'	"Navy 31591", t Mildenhall
24	G-ARVM	VC-10	POL 1013	24000'	Heathrow - Prestwick
	DCN8567	Transall	OTR 1240	24000'	t Manchester
	52687	Douglas C-118	POL 1720	14000'	USN, northbound
25	N890PA	Boeing 707	POL 1103	35000'	t New York JFK
	70010	Starlifter	OTR 1226	35000'	MAC, t McGuire
	C-9	F-27M	DOG 1333	19500'	"PE-CAI", eastbound
	N806CC	Gulfstream 2	POL 1950	37000'	t Goose Bay
26	G-BBNS	Cessna 310	POL 1103	8000'	East Midlands - Glasgow
27	SE-DAL	Douglas DC-9	OTR 1738	27000'	"SK 538", Manchester - Copenhagen
	D-ABEY	Boeing 737	OTR 1849	29000'	"LH 077", Manchester - Frankfurt
28	VH-CFO	Mu-2 ??	POL 1523	19000'	t Heathrow
	70019	Starlifter	OTR 1650	33000'	MAC, t McGuire
29	D-IGSO	Lear Jet	POL 0841	9000'	t Warton
	G-BAOZ	Cessna 414	abmLBA 1049	4000'	Cowick Hall - Barrow
	N805WA	Douglas DC-8	OTR 1233	31000'	World, t Dover AFB
	N777SW	Gulfstream 2	POL 1650	21000'	"Grumman 777SW", southbound
	F-BSSL	HS 125	POL 2207	37000'	dct track to Midhurst (2237)
30	N214GP	Gulfstream 2	POL 1043	37000'	Gillette
	F-BSUR	Lear Jet	POL 1730	41000'	t Le Bourget
	OY-RYT	Cessna 421	POL 1850	16000'	northbound
	F-BRNR	Queen Air	POL 1945	10000'	northbound

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British Airways It is strongly rumoured that a large quantity of One-Eleven 500s of the European division will be transferred from Manchester to Leeds/Bradford for a few months in the coming winter. This will be necessary to undertake major runway workings at Ringway.