

# AIR YORKSHIRE

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## MAGAZINE

### Editor

Andy Barker  
5 Brownberrie Crescent  
Horsforth  
Leeds  
LS18 5PT

### Distributor

Len Spice  
8 Como Avenue  
Bradford  
West Yorkshire  
BD8 9PZ

## OFFICIALS

### Chairman

Dave Senior  
23 Queens Drive  
Carlton  
Wakefield  
West Yorkshire  
WF3 3RQ

### Treasurer

Steve Langfield  
67 Orchard Grove  
Bradford  
West Yorkshire  
BD10 9BT

### Secretary

John Allen  
149 Adel Lane  
Leeds  
LS16 8BW

### Social Secretary

Ian Barber  
79 Markham Avenue  
Rawdon  
Leeds  
LS19 6NE

### Public Relations

Gary Lewis  
2 Greenhills  
Rawdon  
Leeds  
LS19 6NP

## DIARY

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

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

## GENERAL

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

## MEMBERSHIP & RULES

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

## FILMS

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

## WHO'S NOTICED?

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

TO BRISTOL AND BACK WITH SEVERN AIRWAYS - Edward Johnson

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

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

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

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

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

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

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

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

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

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

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

to check the weather at Leeds/Bradford. They were giving 2500m in smoke-haze, the same as on the flight plan which I had sneaked a look at as we were climbing out of Bristol.

Thirteen miles south of Leeds we were released by Manchester to call Leeds on 123.75. Given the weather and altimeter settings, we were immediately passed over to radar on 121.05 and after an 'ident' turn onto 060° were cleared down to FL 35. The throttles came back and the nose dipped towards the cloud, lying like grey cotton wool across our path. I caught a glimpse of Stourton Power Station off to the right and then back we went into cloud. The needles of the ILS indicator came together indicating we were 'established'. We reported this fact to the tower and were cleared to land. Three green lights came on as the gear locked down and with the cloud clearing I could make out the concrete stretch of Runway 33. I grabbed my camera, quickly checking the light and snapped a couple of opportunity shots which isn't easy when one is strapped in.

In no time at all we were over the threshold, making a perfect touchdown. Landing time one-zero, just ten minutes ahead of schedule as forecast by Captain Hathi. As we taxied in to stand 5 I thanked him for such a memorable flight. Captain Hathi said he hoped I would be using the service again. I hope so too!

### AROUND THE AIRLINES

Air Anglia have entered their newest Friendship 200 G-BDDH into service and first landed in the area at Tees-Side on July 28th, but to date hasn't appeared at Leeds/Bradford - correction. It's just appeared on August 10th on AQ204 at 1857. It is reported that British Midland Airways offered their three Heralds to Air Anglia for the same price as one Friendship, but this was turned down on the operating costs of the British built aircraft. Herald 214 G-ASVO has had its lease extended until April 1976 to help cope with a new service operated direct between Norwich and Aberdeen as AQ200A and AQ205A, and a new Aberdeen to Bergen service.

British Airways - Regional is the name of the division to be incorporated from Channel, Cambrian, Northeast, and Scottish on April 1st 1976 and will have its headquarters at Birmingham/Elmdon. The fleet will comprise of Trident 1Es (4) G-AVYB G-AVYC G-AVYD G-AVYE, One-Eleven 400s (7) G-AVGP G-AVOE G-AVOF G-AWEL G-BBME G-BBMF G-BBMG, Viscount 800s (19) G-AOYG G-AOYH G-AOYI G-AOYJ G-AOYL G-AOYM G-AOYN G-AOYO G-AOYP G-AOYR G-AOYS G-APEY G-APEX G-APIM (all 806s) plus five 802s, and HS.748s (2) G-BCOE G-BCOF.

Due to a shortage of Northeast division aircraft at Leeds/Bradford during July, Cambrian division Viscounts G-AOYP (to Dublin 14th) and G-AOYS (26th and 27th) were being used.

British Island Airways have suffered yet another Herald mishap. G-APWF was taking off from Gatwick bound for Guernsey on July 21st and after being airbourne for a few seconds settled back on the runway. The state of the aircraft is presently unknown but the airport's single runway was blocked for some time, and there were no serious injuries to the 49 people on board.

Dan-Air Services have had their HS.748 G-ASPL named "City of Berne" and is used mainly on the Gatwick to Berne service. In March 1976, HS.748 G-AZSU will reappear in Dan-Air cloulers on lease - presently the aircraft is leased to Air Botswana as A2-ABB. The Sudan Airways Comet 4C ST-AAW currently in open storage at Tees-Side has been purchased by Dan-Air. It is reported that the aircraft is in a good condition (despite its looks!) and is soon to be flown down to Lasham where it will be prepared by Dan-Air Engineering to enter service. The Royal Air Force Comet 4Cs currently for sale and in open storage at Leconfield are too costly for the airline to consider buying them, but if the price comes down then a move might be made to get the aircraft to Lasham.

Severn Airways due to a lack of capital have had to cease operations, and it is reported that only a substantial cash injection will get the third-level airline going again. The last flight into Leeds/Bradford from Bristol was operated by the Aztec G-BBFU on July 7th on SX791.

Transportes Aereos Portugueses are to commence inclusive tour services from Tees-Side for six weekly flights commencing on September 27th. Boeing 727s are the aircraft that will be used, and more flights next year are to be expected.

ON THE LIGHTER SIDE

Visiting Tholthorpe during June and July have been Cessna 188 G-AZZG of Farm Supplies and Pawnee 150 G-APVY of ADS (Aerial), with Agtruck G-BBFT of Mindacre working for Boots Farm Supplies and Thrush Commander G-BCKC of ADS Aerial working for West Cumberland Farmers on July 19th. Based here are Jodel DR.1050 Ambassadeur G-AYEK and Jodel DR.250 G-ATTM. The runway at this former WW2 RCAF Base is 06/24, some 700 metres long, and is half the width of the original runway. It has good approaches with the added attraction of a 24 hour radar service from Linton-on-Ouse some four miles to the south. Tholthorpe gets a regular return of former Canadian war time aircrew who make the airfield a highspot of their holiday to England.

Cessna 188 G-AZZG was crop spraying at Bilton between Harrogate and Wetherby on 27th June.

Noted at Hull/Paull on July 6th were Cessna 150s G-BAYP G-BAUV G-BAOP, Aztecs G-BAJX G-AZNY, Auster G-AOHZ, AA5 Traveler G-BAJO. In the Bristows hanger was Wessex 60 G-ATSC, whilst on the "fire dump" was the fuselage of Cessna 150 Aerobat G-AZXF which crashed recently into the River Humber. The Beverley C1 XB259 shows no signs of being converted into a club house yet and is presently open to the public for viewing at 10p a time!

Latest news from the Slingsby T59D Kestrel line at Kirkbymoorside is c/n 1851 BGA1984, 1853 BGA1947 ntu sold as LV-DIN, 1854 BGA1981, 1856 BGA1982, 1857 BGA1986, 1859 BGA1947 (2nd time), 1861 BGA1983, 1862 BGA1985 (all are Kestrel 19s). C/n 1860 is a Kestrel 4 and took part in the National Championships at Husbands Bosworth in the last week of May sporting no registration.

Noted at Doncaster on July 8th in Flight-Line's hanger were Cessna 150 G-EBCI, Cessna 172 G-AYRI, Cessna 177 G-AVTS, Cessna 336 G-ASLL, Cherokee G-BAMM, Chipmunk G-AMUC, AA5 Travelers G-BAVS G-BDCK, with Cessna 150 G-AYEC already stripped and to be used for spares. The wings of D.140 Mousquetaire G-ATP were also noted in this hanger. In Eastern Aviation's hanger were Cessna 150 G-ASW, Cessna 172 G-AVUX, Cherokees G-AVWR G-BCLL, AA5 Travelers G-BCNP G-BELS G-BMCL G-BCPN, AA1B Tiger AA5B G-BCRR, Emeraude G-ASES, Jodels G-AXBS G-AWIG, VP-1 Volksplane G-AYXW, Alpha G-AHHP, Mooneys G-ARW G-ASUB, Ferrier G-ASYN, and Shield Xya G-AWPN. On the apron were Seneca G-BAXN and AN1 Trainer G-BNUL.

The helicopter site at Whimoor was located on July 28th and revealed Jet Rangers G-AVUE G-AYMX G-AXMM G-BBFB and Hughes G-BBIT G-BBIU G-BBIV G-BBIW G-ASED G-AVVS. Another Jet Ranger was being worked on in the hanger but was devoid of markings.

On July 8th the ESSL Balloon G-AZSP was operating in the Leeds area. Cameron O.77 G-BDCU c/n 426 has been registered to D.L.Bowers and partners of Selby and was noted on July 26th sailing over Thirsk - it was thought to have taken off from Wath and landed at Kilburn.

MILITARY MATTERS

Church Fenton has had the gate guard Spitfire VB BM597 removed and it has been transferred to Linton-on-Ouse. The Meteor NF14 WS739 was still present by the guardroom on July 20th.

Ex 2FTS Chipmunks noted at Kemble recently in storage are WD310/8 WG478/20 WG480/33 WK639/15 WK643/39 WP871/12, and also present were WK550/G ex YUAS and WG321/2 ex 9AEF. A further 9AEF Chipmunk, WK590/X, is now operating with 633GS at Cosford coded 782.

Drax Power Station An RAF Puma was lifting silencers into place here on July 28th.

Fimbleley Varsity T1 WJ920/R (ex 5FTS) is now on the fire dump. The airfield was visited on July 25th by a Hercules C1 "Ascot 790" for crew training before routing to Lynham.

Harrogate had chopper "Armyair 520" operating from the Gt Yorkshire Show Ground on July 5th.

Holme-on-Spalding Moor had an unidentified visitor "Evergreen 38" on July 28th from Boscombe Down.

Leconfield was visited by a Royal Belgian Air Force trio on July 1st with C-118 KY-2/OT-CDB and C-130H Hercules' CH-05 and CH-08 which were presumably returning troops and equipment back home after the moor manoeuvres nearby. On July 10th, Prince Phillip was present in a "Kitty" Andover CC2.

Leeming Further deliveries of Bulldog T1s since the last report (AY/75/42) have been XX692 (c/n 341), XX693 (c/n 342), XX694 (c/n 343), XX695 (c/n 344),

XX696 (c/n 345), and XX697 (c/n 346). The first flight dates were April 15th, 23rd, 24th, 30th, May 5th, and 6th respectively. The first two aircraft were delivered on May 13th, and the latter four on May 20th.

Linton-on-Ouse Serial tie-ups for the USAF C-130Es on the mail run are now available for June and are 37822 "Old 580" 4th, 37883 "Old 581" 11th, 37769 "Old 582" 18th, and 37852 "Old 583" 25th. Star visitors during July were West German Air Force Transalls 5044 and 50474 on the 14th, and MAC C-130Es on the mail run from Prestwick to Upper Heyford have been "Old 580" 2nd, "Old 581" 9th, "Old 582" 16th, "Old 583" 23rd, and "Old 584" 30th. On July 27th Gnat XS102, Chipmunk XWK639, Bulldogs XX529 XX532, and Hunters XG264/T, XF416/U, XE631/W, and XG167/Q were noted on the airfield.

Spitfire VB BM597 has now been positioned on the gate here having been transferred from Church Fenton.

Skipton Army Scout AH1 XT621 was operating in the area for most of the day on July 5th using the callsign "Armyair 415".

Advert For Sale.....Complete set of the History of Aviation which was issued in weekly parts in 1970. The three volumes are in mint condition and can be yours for only £10. Apply to the Treasurer.

### MOVEMENTS SECTION - JULY

#### Leeds/Bradford

(1)	G-ASIJ Cherokee	G-AZLY Cessna 150	G-BBEB Cherokee Arr
G-AZNY Aztec	G-AWEI Condor	G-ATNV Comanche	PH-NAZ Seneca
G-AZDB Pup	G-BBPV Navajo	G-AWBJ RF.4	(10)
G-BBHX Commodore	G-BBEF Cherokee	G-BAXU Cessna 150	G-ASYA AC.560F
G-BBGG AA5	G-BBLS AA5	F-BLLP Marquis	G-AVNI Twin Comanche
G-BCVZ Jet Ranger	G-BCCJ AA5	(7)	G-AWUA Cessna 206
G-ATAI Dove	G-AYMN Cherokee	G-ATHG Cessna 150	G-BAXV Cessna 150
G-ASJE Bonanza	G-AYFT Twin Comanche	G-ARDE Dove	G-BBLS AA5
G-BBNS Cessna 310	G-BCRR AA5B Tiger	G-AZEG Cherokee	G-BBPZ Aztec
G-BAVJ Navajo	G-BASL Cherokee	G-AWOL Jet Ranger	G-AXJY Cessna 206
G-BCLL Cherokee	G-BCBK Cessna 421	G-AYLW King Air	G-AZVE AA5
G-AZGG King Air	OO-NYL Cherokee 180D	G-BAVJ Navajo	G-AYIU Cessna 182
G-ASXV Queen Air	XX508 Dominie	G-BCGE Aztec	G-BCJK Cherokee
G-BAVY Aztec	(4)	G-BCTK Cessna 172	G-BAVY Aztec
G-BCCZ Jet Ranger	G-AYLW King Air	G-BCNY Fuji FA.200	G-BCLL Cherokee
(2)	G-APXJ Comanche	G-BCUF Cessna 172	G-AVFW Twin Comanche
G-ATFK Twin Comanche	G-BBCA Jet Ranger	OY-AKW Cessna 414	G-AWSM Cherokee
G-AZUM Cessna 172	G-BBCS Robin	(8)	G-AZZV Cessna 172
G-AZLY Cessna 150	G-BCEC Cessna 172	G-AWPJ Cessna 150	G-BAVJ Navajo
G-BBTJ Aztec	G-AZZG Cessna 188	G-AYRT Cessna 172	G-BAFA AA5
G-BCJK Cherokee	G-AVUD Twin Comanche	G-AWKF Twin Comanche	PH-NAS Navajo P.
G-BCJR Aztec	G-BBTL Aztec	G-AYCM Jet Ranger	(11)
G-BBLS AA5	G-EBGE Aztec	G-ATUL Cherokee	G-AZMK Aztec
G-AVAS Cessna 172	G-AZRU Jet Ranger	G-AWLP Mooney	G-AZFR Cessna 401
G-AVXX Cessna 172	G-BBUH AA1B	G-AZFM Cherokee Arr	G-AWDZ Pup
G-AYRI Cherokee Ar	G-BBPV Navajo	G-AZVG Jet Ranger	G-AWKW Comanche
G-BAYP Cessna 150	G-BBST Aztec	G-BCRG MBB 105	G-ASXV Queen Air
G-BCKJ Aztec	OO-PLC SIAI S.208	G-BABW King Air	G-AZGG King Air
G-BBKE Cessna 150	XV732 Wessex	G-BBLS AA5	G-ASYV Cessna 310
G-AXWF Cessna 172	XX508 Dominie	OY-AKA Cessna 402	G-BBBN Cherokee
G-AVCY Twin Comanche	(5)	D-ECNP Cessna T210K	G-BBLS AA5
G-AXDC Aztec	G-AXWF Cessna 172	N1671U Cessna 207	G-BCCL HS.125
G-BASE Jet Ranger	G-AVGI Cherokee	(9)	(12)
G-BBIF Aztec	G-AXUE Jodel	G-AWCN Cessna 172	G-AWBC Cherokee Arr
G-BBHX Comodore	G-AYEK Jodel	G-AYVC Aztec	G-AZZV Cessna 172
PH-BZL Cessna 310	G-AZBC Twin Comanche	G-AYTG Cessna 177	G-AZLY Cessna 150
PH-NAS Navajo	G-AWCY Cherokee Six	G-AVPI Cessna 172	G-AYIO Cherokee
(3)	G-AZYZ Wassmer WA.61	G-AYCM Jet Ranger	G-ALFA Auster
G-ATMI HS.748	G-AWPN Xyla	G-AWKF Twin Comanche	G-AZDX Cherokee
G-AVWD Cherokee	G-BAGW Cessna 150	G-BAVY Aztec	G-BAGW Cessna 150
G-BAKU Jet Ranger	G-BBHF Aztec	G-BCRR AA5B Tiger	G-BCWB Cessna 182
G-BBDT Cessna 150	XT621 Scout	G-BBLS AA5	G-BBER Bell 47
G-BBTJ Aztec	(6)	G-BAVJ Navajo	G-BCII Citation
G-BBJF Baron	G-AZOL Seneca	G-BCTK Cessna 172	

(13)	G-BBYH Cessna 182	G-AWUY Cessna 172	EI-ATC Cessna 310
G-ARBO Comanche	G-BBFB Jet Ranger	G-AWNI Islander	EI-BAE Navajo
G-AYSB Twin Comanche	G-BBFS AA5	G-AWUF HS.125	F-BVPT Cherokee Arr
G-AZID Cessna 150	PH-WOU Cessna 414	G-AZDB Pup	XT843 Sioux
G-AZLY Cessna 150	(18)	G-BCFP AA5	(29)
G-AYBE Jet Ranger	G-AVVT Aztec	G-BAVJ Navajo	G-AZFZ Cessna 414
G-BAVJ Navajo	G-AWUF HS.125	G-BCOP Cherokee Arr	G-ARYR Cherokee
G-BCJK Cherokee	G-BBFB Jet Ranger	G-BCIL AA1	G-AYCL Cessna 210
(14)	G-BBRD Aztec	XN584/52 Jet Provost3	G-AZNY Aztec
G-AZLO Cessna 337	G-BAMI Baron	(24)	G-AWKF Twin Comanche
G-ASMW Cessna 150	G-BAVJ Navajo	G-AXXG Islander	G-ASSA Twin Comanche
G-AXGO Jet Ranger	G-BBPV Navajo	G-AVAU Twin Comanche	G-AZZG Cessna 188
G-ASYL Cessna 150	XS793 Andover	G-AVWF Cherokee Arr	G-BCBC Cessna 172
G-AOYP Viscount	(19)	G-AWMU Cessna 172	G-BDAL Shrike Comm
G-AVKZ Aztec	G-AZLL Cessna 150	G-AZWE Cherokee	G-BAJX Aztec
G-ASKS Cessna 336	G-AZLY Cessna 150	G-BBPV Navajo	G-BCTK Cessna 172
G-BCWP Cessna 182	G-AWUL Cessna 150	G-BAHW Cessna 310	G-BBLS AA5
G-BAVJ Navajo	G-AYEK Jodel	G-BAWG Cherokee	XX372 Gazelle
G-BBSM Cherokee	G-AVVI Twin Comanche	G-BBJF Baron	(30)
(15)	G-BBLS AA5	G-BCKD Cherokee Arr	G-AZVJ Seneca
G-AXMP Cherokee	G-BAFL Cessna 172	G-BDCK AA5	G-ATHJ Aztec
G-AVXL HS.125	G-BCBZ Cessna 337	(25)	G-AORW Chipmunk
G-AZFR Cessna 401	G-BBTG Cessna 172	G-AZRU Jet Ranger	G-ATXG Aztec
G-ASSA Twin Comanche	(20)	G-AXTE Cherokee	G-AXOW Aztec
G-AVFW Twin Comanche	G-AYVM Navajo	G-AVWF Cherokee Arr	G-APDL Cessna 310
G-BAVJ Navajo	G-AZUG AA5	G-AZLY Cessna 150	G-APES Cherokee Six
G-BAVS AA5	G-AZBW Twin Comanche	G-AZFR Cessna 401	G-ASJY Horizon
G-BCUF Cessna 172	(21)	G-AXXG Islander	G-BCZF Cherokee
G-BCKJ Aztec	G-AVLV Aztec	G-PAIS Cessna 172	G-BCDI Cessna 310
G-BBYH Cessna 182	G-ASNH Aztec	G-BCFP Twin Comanche	G-BUPZ Cherokee Arr
EI-AOD Cessna 182	G-AXXG Islander	G-DEUR AA5	G-BAUV Cessna 150
EI-AYG Twin Comanche	G-APES Cherokee Six	G-BAVJ Navajo	60928 Iroquois UH-1
PH-WOU Cessna 414	G-BCBK Cessna 421	G-BBJF Baron	(31)
(16)	G-BBMR Bell 47	(26)	G-AYKU Aztec
G-ARAN Super Cub	G-BBUY Jet Ranger	G-ATOO Cherokee	G-AXKD Aztec
G-ARYK Cessna 172	G-BDCK AA5	G-AZFP Cessna 414	G-AZSN Cherokee Arr
G-ARVS Cherokee	F-BUKZ Wassamer WA.54	G-ACYS Viscount	G-AXJX Cherokee
G-AXMP Cherokee	XV130 Scout	(27)	G-AXOW Aztec
G-AZUG AA5	(22)	G-ACYS Viscount	G-AZFR Cessna 401
G-AOYJ Viscount	G-AZZV Cessna 172	G-AWUF Cessna 172	G-BBJF Baron
G-AZFR Cessna 401	G-ASXV Queen Air	G-ACVO Cessna 210	G-BARY Jet Ranger
G-BBER Bell 47	G-ATBV Aztec	G-AVWF Cherokee Arr	G-BCFP AA5
G-BBJF Baron	G-BAVJ Navajo	G-AXWF Cessna 172	G-BAES Cessna 337
G-BBRA Aztec	G-BCFP AA5	G-ASAJ Terrier	G-BAFL Cessna 172
G-BCRR AA5B Tiger	G-BBGE Aztec	(28)	G-BCTK Cessna 172
PH-NAZ Seneca	G-BCCE Aztec	G-AZTE Monsun	G-BAVJ Navajo
(17)	(23)	G-ASRIS Aztec	G-BCUZ King Air 200
G-AZFC Twin Comanche	G-AZFP Cessna 414	G-AWLY Cessna 150	G-BCHK Cessna 172
G-APVK Apache	G-AZZV Cessna 172	G-AZIB Diplomate	G-BCCJ AA5
G-AZRU Jet Ranger	G-AXJX Cherokee	G-AZLY Cessna 150	G-BCEO AA5
G-AZZG Cessna 188	G-AVGI Cherokee	G-BBYM Jetstream	PH-LPG Seneca
G-AYWD Cessna 182	G-ATID Cessna 337	G-BBDH Cessna 172	
G-AXWF Cessna 172	G-AZLY Cessna 150	G-BAVJ Navajo	
G-AZSN Cherokee Arr	G-AWUL Cessna 150	G-BAJX Aztec	

The foreigners are not a very uninspiring bunch this month. Cessna 310G PH-BZL of Air Service Holland was f/t Rotterdam on the 2nd. Navajo P. PH-NAS of Business Air Services was from Rotterdam to Gatwick on the 2nd and f/t Rotterdam on the 10th. Cherokee 180D OO-NYL of the Ghent Aviation Club came from its base on the 3rd and returned there the following day. Airlink's new SIAI S.208 OO-PLC was f/t Leavesden on the 4th and two days later the Marquis F-BLLP of Turbomeca came from Birmingham n/s to Dinard. Cessna 414 OY-AKW of B.J.F.C. was from Billund to Brough on the 7th, whilst on the 8th Cessna 402B OY-AKA of the same company came from Newcastle n/s to Billund. Also on the 8th Cessna T210K D-ECNP of Guido KG was from Luton to K8ln/Bonn, and the Brussels demonstrator Cessna 207 N1671U came from Belfast n/s to Cranfield. Another Business Air Services visitor was Seneca 200 PH-NAZ which was f/t Rotterdam on the 9th. On the 15th Cessna 182 EI-AOD arrived at Northair from Dublin for servicing, and Twin Comanche EI-AYG of Aardvark Ltd was from Gatwick to Liverpool. PH-WOU, the Cessna 414 of Grondmet arrived for a short stay on the 15th from Cranfield. A rare type on the 21st was Wassmer WA.54 Atlantic F-BUKZ c/n 125 of the Plessis Aero Club being f/t Le Touquet. Another Frenchman was the Cherokee Arrow 200 F-BVPT on the 28th coming from Luton and leaving for Poitouise but ended up diverting into Toussus due to bad weather. Cessna 310G EI-ATC of Iona National

Airways was f/t Dublin on the 28th and on the same day Navajo EI-BAE of E.A.S. visited. The final foreigner of the month was Seneca PH-LPG of Landi den Hartog on the 31st. On the UK side, the newest Traveler to be erected by flight line, G-BDCK, visited Northair on the 21st f/t Doncaster. The Shrike Commander G-BDAL now belongs to Ferranti Ltd. and on the 29th was to Edinburgh. Yet another replacement is the Beech King Air Super 200 G-BCUZ being the new 'T' tailed version taking over from G-BABW with United Biscuits, and first visited on the 31st from Denham to Humberside. Oldie of the month was the Auster 5 G-ALFA f/t Leicester East on the 12th, and weirdie of the month must have been the Shield Xyla G-AWPN f/t Doncaster non-radio on the 5th. Among the military this month were Dominie XX508 as "Ascot 1581" 3rd and "Ascot 1584" 4th f/t Northolt both times. Queen's Flight Wessex XV732 "Kitty 7" on the 4th was from Benson n/s to Brec on with Harold Wilson on board. Scout XT621 was in a number of times on the 5th using "Armyair 416". "Kitty 4" was the Queen's Flight Andover XS793 on the 18th. Scout XV130 "Armyair 405" on the 21st was from Otterburn to Colchester. Sioux XT843 was "Armyair 422" on the 26th, and Gazelle XX372 on the 29th was "Armyair 449". The United States Army Iroquois 60928 on the 30th was f/t Menwith Hill. Unusual on the 23rd was the non-radio Jet Provost T3 XN584/52 bringing in an airman who's wife was ill in a Bradford hospital. It is an ex Cranwell machine now operating from Brawdy, and was from Brawdy to Linton-on-Ouse. Departing this month was Pup G-AXCW on the 7th which has been sold in Sweden. The Northair Beagle 206s (not the Bassetts) are reported as sold to Ryburn Air. The remains of Pup G-AXHK which have lain in the YLA hanger for some years were loaded onto a trailer and left for Sherburn on the 12th. Finally a new resident is Cessna 310 G-BAXH.

Tees-Side

(1)	G-ATLM Cessna 172	G-ARUM Dove	(22)
G-ANUO Heron	G-ATMI HS.748	G-BBWF Cherokee	G-AXAW Cessna 421
G-APWJ Cessna 172	G-BALN Cessna 310	(16)	G-BBHG Cessna 310
G-BASL Cherokee	G-BBOK Aztec	G-AZDK Baron	G-ANUW Dove
G-AXXG Islander	N8782R DC-3F Srs.54	G-AZNY Aztec	(23)
G-AXTA Cherokee	(9)	G-BBOR Jet Ranger	G-BBFR Bell 47
G-ATCE Cessna 206	G-BBMK Navajo	G-AYMZ Jetrokee	G-BACI HS.125
G-AZPC Mopsun	G-AYRY HS.125	G-BAIG Seneca	G-AZBC Twin Comanche
G-AVKR Bo.208 Junior	G-AWJF HS.125	G-AYWZ Twin Comanche	G-AXTO Comanche
(2)	G-AYMW Jet Ranger	G-ATTG Cherokee	G-ARWH Cessna 172
G-AZLK Baron	G-BBMR Cessna 340	G-AYCM Jet Ranger	(24)
G-AYJE Cherokee	G-AYNG HS.125	G-BBSU Cessna 421	G-AYLG HS.125
G-BBSM Cherokee Six	G-ASWP Musketeer	G-ATCE Cessna 206	G-AYPE Cherokee
G-BBRX SIAI S.205	(10)	G-AZED Twin Comanche	G-ASPE Aztec
G-AYMW Jet Ranger	G-AXFE King Air	G-BOCL HS.125	G-AVUS Cherokee
OO-LFA Lear Jet	G-AZDK Baron	G-BAWJ Cessna 150	(25)
(3)	G-BBPC Navajo	G-AWSJ Bell 47	G-BBJF Baron
G-AWFB Twin Comanche	G-AZVZ Cherokee	(17)	G-AXOW Aztec
G-PCLO S.58	G-BARW King Air	G-AYLG HS.125	G-ASNE Mooney
G-ANUO Heron	(11)	G-AVSA Cherokee	G-BCUJ King Air 200
G-AZRU Jet Ranger	G-AZFI Bo.105	G-AZKH Seneca	G-AYVO Aztec
(4)	G-AYWE Cherokee	G-AWVW Cessna 172	G-AYTA Rallye
G-AXMR Navajo	G-AWVE Cessna 337	G-AYSE Aztec	G-FPDX DC-8 Srs.61
G-BAVY Aztec	G-BBEM Cherokee Six	G-AYCM Jet Ranger	SP-LSH Ilyushin IL18
G-AOGO Heron	G-AYVJ Aztec	G-ATLM Cessna 172	(26)
G-BCTK Cessna 172	G-ASTD Aztec	G-AYWJ Twin Comanche	G-BAFC Bo.105
G-BBSM Cherokee Six	G-BASC Bell 47	G-BBRX SIAI S.205	G-ATPJ BAC One-Eleven
G-AXAW Cessna 421	G-BBVP Bell 47	G-AYRY HS.125	G-AVYE Trident
(6)	G-ASOV Pawnee	G-ATEV Jodel D.120	G-ACLL Leopard Moth
G-BAPV Robin	SP-LSF Ilyushin IL18	(18)	(27)
G-ATHV Cessna 150	(13)	G-ASKW Queen Air	G-BBLA Cherokee
G-AZVE AA5	G-AXNS Pup	G-AWED Navajo	G-AYFV Cherokee
G-BDCL AA5	G-ATPK Twin Comanche	G-ATLD Cessna 337	G-AXTA Cherokee
(7)	G-BCPC Navajo	G-BBDM AA5	G-BBKX Cherokee
G-BBSM Cherokee Six	(14)	SP-LSI Ilyushin IL18	(28)
G-BARW Cessna 402	G-AYLG HS.125	(19)	G-AYOW Cessna 182
G-AVAX Cessna 172	G-AWQJ Cessna 172	G-BBAY Robin	G-AYRY HS.125
G-AXAW Cessna 421	G-BASM Seneca	G-APOT Airtourer	G-AYKV Cherokee
G-BAHU Enstrom F.28	G-AYTP Aztec	G-AYMZ Cherokee	G-AXTJ Cherokee
G-BCCZ Jet Ranger	G-AWAZ Cherokee Arr	G-AXTA Cherokee	G-AZED Twin Comanche
G-ASTD Aztec	G-ASNK Cessna 205	G-APCE Cessna 206	G-BBST Aztec
(8)	G-BBMK Navajo	G-AROC Cessna 175	G-BBER Bell 47
G-AWPJ Cessna 150	G-BAOZ Cessna 414	(21)	G-AYEK Jodel
G-BBXL Cessna 310	(15)	G-BCOT Enstrom F.28	
G-BBIS Hughes 269	G-AZKN Robin	G-AVXI HS.748	
G-BBKN King Air	G-BCOT Enstrom F.28	G-AZMK Aztec	

For the airline enthusiasts it was a good month. The LOT IL-18s first - SP-LSF was edd from Warswa to Krakow on the 11th, and SP-LSI 18th and SP-LSH 25th were both f/t Krakow. The Air Canada DC-8 C-FTJX was operating a charter on the 25th f/t Toronto via Prestwick, whilst the other DC-8 N8782R of IAS was f/t Gatwick crew training on the 8th. The Worcester Valve Company MU-2 N77TM was from Newcastle to Gatwick on the 11th and the new Beech King Air 200 G-BCUZ of United Buscuits arrived on the 25th for its first visit. Star of the month must be the Leopard Moth G-ACLL on the 26th.

Brough

- |                     |                     |                     |                       |
|---------------------|---------------------|---------------------|-----------------------|
| (1)                 | (5)                 | G-BDCS Cessna 421   | (18)                  |
| G-ASMG Dove         | G-BAAS Cessna 172   | G-BCRR AA5B Tiger   | G-BCKO Aztec          |
| G-AVLV Aztec        | (6)                 | (12)                | G-AZNY Aztec          |
| G-BAMV Robin        | N14496 Cessna 172   | G-BAAS Cessna 172   | G-BAOZ Cessna 414     |
| (2)                 | (7)                 | G-BCEP AA5          | (19)                  |
| G-AWVS Cessna 337   | G-AWVS Cessna 337   | (14)                | G-BBLS AA5            |
| G-ASVE Queen Air    | G-AZWW Aztec        | G-BAOZ Cessna 414   | (21)                  |
| G-AYOU Cessna 401   | G-AYTP Aztec        | G-BAWN Twin Comm    | G-BCOT Enstrom F.28   |
| G-AZWW Aztec        | G-BAHU Enstrom F.28 | G-ASYB Aztec        | G-BBXE Aztec          |
| (3)                 | OY-AKW Cessna 414   | (15)                | (22)                  |
| G-AYTP Aztec        | (8)                 | G-AWVS Cessna 337   | G-AZNY Aztec          |
| G-AZYE Rallye       | G-AREA Dove         | G-BCOT Enstrom F.28 | G-BBXE Aztec          |
| G-BAAZ Cherokee Arr | (10)                | G-ARUM Dove         | G-BBFU Aztec          |
| G-BAMI Baron        | G-BAOZ Cessna 414   | G-BBOK Aztec        | G-BBER Bell 47        |
| G-BCKO Aztec        | G-AXOV Baron        | G-BBIS Hughes 269   | (23)                  |
| (4)                 | G-AYVC Baron        | (16)                | G-AZNY Aztec          |
| G-AZWW Aztec        | HB-EPQ P.64B Oscar  | G-AWVS Cessna 337   | G-BBFU Aztec          |
| G-AZNY Aztec        | XS765 Bassett       | G-BAOZ Cessna 414   | G-AWBN Twin Comanche  |
| G-BAOP Cessna 150   | (11)                | G-AYNB Navajo       | (24)                  |
| G-BANS Seneca       | G-AXFA Aztec        | (17)                | G-AREA Dove           |
| G-BBLS AA5          | G-ATWN Aero Commdr  | G-ASZJ Skyvan       | G-BCKD Cherokee Arrow |
| G-BBNI Seneca       | G-AYCL Cessna 210   | G-BASS Cessna 421   |                       |

Cessna 172 G-BAAS was engaged in para-dropping exercises at Melton when it visited on the 5th and the 12th. Reims Cessna 172 N14496 was f/t Lakenheath on the 6th and is owned by the USAF Flying Club there. Partenavia P.64B Oscar HB-EPQ was a first visit of the type on the 10th and it night stopped until the 14th. Also visiting for the first time was Cessna 414 OY-AKW of the Business Jet Flight Centre on the 7th being from Billund via Leeds/Bradford.

Sherburn

- |                   |                   |                   |                   |
|-------------------|-------------------|-------------------|-------------------|
| (2)               | (11)              | (17)              | (26)              |
| G-ASHX Cherokee   | G-AYXS Siai S.205 | G-AVWD Cherokee   | ET-AOD Cessna 182 |
| (3)               | G-BCJK Cherokee   | (19)              | (27)              |
| G-ATLM Cessna 172 | (12)              | G-ARET Tri-Pacer  | G-BCUY Cessna 150 |
| G-BCUY Cessna 150 | G-AVUU Cherokee   | G-BCUY Cessna 150 | G-AYKT Jodel      |
| G-BCCJ AA5        | G-ATHV Cessna 150 | (20)              | G-ARET Tri-Pacer  |
| (4)               | G-BAXV Cessna 150 | G-BCUY Cessna 150 | G-BAWX Cherokee   |
| G-BBUH AA1        | (13)              | (21)              | G-BBCI Cessna 150 |
| (5)               | G-BAGX Cherokee   | G-BBOJ Aztec      | (28)              |
| G-BCUY Cessna 150 | G-ATMK Cessna 150 | G-BCEP AA5        | G-BAWX Cherokee   |
| G-BAXU Cessna 150 | (15)              | (23)              | G-AVSE Cherokee   |
| (7)               | G-BBYH Cessna 182 | G-ARLB Comanche   | (29)              |
| G-BCUY Cessna 150 | (16)              | (25)              | G-BAWX Cherokee   |
| (8)               | G-BBLS AA5        | G-BAFA AA5        | G-BBCI Cessna 150 |
| G-BCUY Cessna 150 | G-BCLW AA1        |                   |                   |

Other Airfields

- |                |    |                      |   |
|----------------|----|----------------------|---|
| Acaster Malbis | 4  | G-AWBK Cessna 421    | f Leeds/Bradford t Shoreham               |
|                | 12 | G-BCSV Cessna 421    | t Le Mans via Leeds/Bradford and Paris LB |
| Church Fenton  | 14 | G-ASNK Cessna 205    | f Blackpool (Leeds/Bradford diversion)    |
|                | 28 | G-BBYM Jetstream     | t Leavesden (also 29th t Liverpool)       |
| Doncaster      | 1  | G-BAWN Twin Comanche | f Perth (also 28th)                       |
|                | 8  | G-AROC Cessna 172    | f Leeds/Bradford                          |
|                | 17 | G-AZDB Pup           | f/t Huddersfield                          |
|                | 18 | G-BCUY Cessna 150    | f/t Leeds/Bradford                        |
|                | 21 | G-BAJO AA5           | f Brough                                  |
|                | 28 | G-AWBK Cessna 421    | f/t Leeds/Bradford                        |
|                |    | G-BBLS AA5           | f Dumfries                                |
|                | 29 | G-AYFD Condor        | f/t Sherburn                              |
| Elvington      | 21 | G-AYLJ Navajo        | t Walney Island (c/s "Vickers 01")        |
|                |    | G-AYBO Aztec         | f/t Norwich                               |



Elvington (cont)	25	G-BAFA AA5	f Ronaldsway t Sherburn
Finningley	3	G-AXPU HS.125	f Carlisle t Luton
	4	G-ARUM Dove	t Newcastle
Grindale	12	G-AZDX Cherokee	t Leeds/Bradford
	17	G-AROC Cessna 172	f/t Leeds/Bradford
	20	G-AZUG AA5	f Leeds/Bradford t Sherburn
	23	G-AVRP Cherokee	f/t Blackpool
Huddersfield	1	G-BBDH Cessna 172	f/t Leicester
		G-AWXV Cessna 172	f/t Blackpool
	3	G-BAEX Cessna 172	f Pocklington
	6	G-BBXH Cessna 172	f/t Oxenhope
	7	G-ATHJ Aztec	f Leicester (also 23rd 28th)
	17	G-BBKI Cessna 172	f/t Leeds/Bradford
	23	G-AWNU Islander	f Leeds/Bradford
Linton-on-Ouse	1	G-BCKJ Aztec	n/s t Guernsey via Leeds/Bradford (also 3)
Netherthorpe	1	G-BCBW Cessna 182	t/f Glasgow
	2	G-BBHX Rallye	f/t Leeds/Bradford
	28	G-BBPY Cherokee	f Newtownards
	29	G-BAAS Cessna 172	f/t Grindale
Paull	5	G-BAXW Cessna 150	f/t Leeds/Bradford with Cessna 150 G-BCUY
	10	G-AZVE AA5	f Tollerton t Leeds/Bradford
	12	G-BAXV Cessna 150	f Leeds/Bradford t Humberside
Topcliffe	7	G-AZOG Cherokee Arr	f Fair Oaks

Helicopter Activity

Bell 47	G-BBER	Pudsey Show 12 (Suspending Escapologist!!)
Hughes 269	G-BBIT	Arthington 19. Castley 20. Wharfe Valley 20.
	G-BBIV	Hull 4. Masham 19 20.
Jet Ranger	G-AVTE	Sheffield 2. Melbourne 5.
	G-AVZG	Harrogate Gt Yorkshire Show 8 9 10.
	G-AYBE	Nostell Prory 13.
	G-AYCM	Harrogate 9. Bishop Burton 9.
	G-AYMW	Harrogate Gt Yorkshire Show 8 9 10.
	G-AXGO	Apperley Bridge, Bradford 14.
	G-AZRU	Morley 4. Ilkley 17. Huddersfield 25.
	G-BARX	Ripon 3. Halifax 31.
	G-BBFB	Wetherby 17.
	G-BBTV	Doncaster 1. Scarborough 1 2 7 8 15. Pickering 2. Hull 6. Sheffield 4 23 24. Harrogate 6. Bridlington 10. Goole 21.

Overflights

1	D-ABYF	Boeing 747	MBK 1129	31000'	Condor, westbound
	SX-DBE	Boeing 707	POL 1208	35000'	"Olympic 421", Athens - Montreal
	N227G	Gulfstream 2	POL 1544	35000'	PHH Leasing Inc., to Keflavic
	D-ABYH	Boeing 747	DOG 2244	33000'	Condor, via Oceanic
2	G-AOZN	Heron	abmLBA 1612	4000'	Fairflight, Aberdeen - Southampton
	N20JA	Lear Jet 36	OTR 1640	37000'	Deelen (Netherlands) - Gander
3	90015	Galaxy	MBK 1045	26000'	MAC, westbound
	N794FT	DC-8-63	POL 1233	31000'	Flying Tiger, westbound
	I-FASJ	Beech 90	POL 1733	19000'	southbound
	F-BGMI	Viscount 700	POL 2133	10000'	Alidair, to Manchester
4	G-AOYO	Viscount 800	POL 1130	12000'	Northeast, Heathrow - Carlisle!
	N1415X	Cherokee?	POL 1200	13000'	on delivery, eastbound
	N8955U	DC-8-61	POL 1228	28000'	Seaboard World, to Gander
5	F-UCKJ	Boeing C-135	POL 1847	29000'	French Air Force tracking direct to Midhurst
6	N748WA	Boeing 747	POL 1040	37000'	World Airways, to Gatwick
	D-IEGO	Lear Jet 24	POL 1037	43000'	to Aldergrove
	24126	Boeing VC-135	POL 1519	31000'	SAM, to Andrews AFB
7	N111NA	BAC 1-11	POL 1102	28000'	National Aircraft Leasing, to Edinburgh
	D-CAFO	Lear Jet	POL 1109	41000'	on delivery, southbound
	WJ868	Varsity T1	MBK 1553	10000'	"Harp 3", Cummingsby - Aldergrove
	F-BXAP	King Air	POL 1952	15000'	to Birmingham for refueling
	JA8017	DC-8-55	POL 2112	31000'	Japan Air Lines, northbound
8	N103TV	DC-10-30CF	POL 1945	31000'	Trans International, Amsterdam - New York JFK
9	N102TV	DC-10-30CF	MBK 1511	31000'	Trans International, to Bangor/Maine
	33303	Douglas C-118	POL 1624	13000'	USAF, southbound
	F-BIDL	Caravelle	POL 1926	29000'	Euralair, Aberdeen - Paris Le Bourget
	F-BSTR	Falcon 20F	POL 1939	29000'	Europe Falcon Service, southbound
	N57030	Turbo Commdr	POL 1940	27000'	southbound
	OO-LFA	Lear Jet 24	DOG 1944	41000'	Abelag, to Brussels

10	G-BDFK Cessna 414	POL 0857	14000'	to Aberdeen
	N6162A DC-8-63	MBK 1402	31000'	Airlift, to McGuire AFB
	40999 Convair C-131	POL 1604	12000'	"Navy 40999", northbound
	SE-GBG Navajo	CTR 1609	10000'	to Manchester
	D-COTT Falcon 20?	POL 1645	29000'	southbound
11	N77TM MU-2	POL 1728	17000'	Worcester Valve Co., to Gatwick
14	G-ATGK Riley Dove abm	LBA 1022	4000'	Norwich - Barrow Walney Island
	HB-VDG Falcon 20	POL 1227	35000'	Aeroleasing, northbound
	6Y-XD Orion	POL 1255	23000'	"Navy 6Y-XD", southbound
	N5268J Citation	POL 2236	5000'	to Manchester
15	D-INKA Lear Jet	POL 0907	14000'	Rendsburger Fliegerschule, to Blackpool
	N100WK Gulfstream 2	DOG 1156	39000'	Wayfarer Ketch Corp, to Keflavic
	70008 Starlifter	POL 1626	24000'	MAC, northbound
	G-AOFW Carvair	POL 2014	10000'	British Air Ferries, northbound
16	OY-ANN	CTR 1024	10000'	to Manchester
	HB-VBS Falcon 20	POL 1424	35000'	Fred-Air, northbound
	G-BDDH Friendship	CTR 1523	13500'	Air Anglia, Aberdeen - Norwich
	G-APYC Comet 4	POL 1930	27000'	"Dan-Air 99YU", to Gatwick
17	OY-AGA Cessna 402	LBA 1142	4000'	to Blackpool
	N4907C DC-8-63	POL 1347	31000'	Overseas National, to New York JFK
	N80MD Beech 100	LBA 1730	11000'	southbound
18	D-ENHW	POL 1201	9000'	southbound
	JM 162 T-39	POL 1500	23000'	United States Navy, southbound
	PK-NUW Twin Otter	WAL 1514	17000'	Merpati Nusantara, delivery
19	CF-ROX Lear Jet	POL 1047	39000'	Ranger Oil (Canada) Ltd, Gatwick - Keflavic
	N228MF Twin Comanche	POL 1830	15000'	southbound
20	F-BKMC HS.125	POL 1424	31000'	Ste Moet et Chandon, northbound
21	N111AK Boeing 727	POL 1307	37000'	American Capital Aviation, southbound
	N228Z DC-9-15	POL 1452	33000'	American Capital Aviation, to Heathrow
	N320HG Boeing 727	POL 2023	33000'	International Telephone & Telegraph, southbound
22	N1032F DC-10CF-30	DOG 1224	31000'	Overseas National, Amsterdam - Oakland
	F-BVTC PA-31 Cheyane	POL 1634	23000'	southbound
	N121EU Falcon 20	POL 1737	31000'	I.B.M., northbound
	N890HJ Hansa Jet	CTR 1933	23000'	Theriot Marine, to Norwich
23	FMO711 Transall	POL 1029	16000'	French Air Force, to Newcastle
	FMO060 Falcon 20	POL 1510	31000'	French Air Force, northbound (female pilot!)
	F-BTMI Jetstream	POL 1744	19000'	Air Wasteels, to Lille
24	C-10 F-27M	FLA 0917	16500'	Royal Netherlands Air Force "PE-CAJ", northbound
	OY-APM HS.125	OTR 1849	33000'	Maersk, air test from Hawarden
25	EI-AWW Cessna 414	OTR 1701	18000'	T. Farrington, to Dublin
26	YR-BCF BAC 1-11	OTR 1144	29000'	Taron, from Manchester
27	YR-IMI Ilyushin IL-18	OTR 1055		Taron, to Manchester
	YR-IRA Ilyushin IL-62	OTR 1953		Taron, to Manchester
28	N13B Aero. Commdr	LBA 1258	8500'	Luton-Stornoway
	OO-SGA Boeing 747	POL 1313	33000'	Sabena, Brussels - New York JFK
	4X-662 Boeing 707	POL 1327	24000'	Israeli Air Force, Mildenhall - Keflavic
29	I-RORE	POL 1201	11000'	to Blackpool
	60155 Starlifter	POL 1440	26000'	Ramstein - McGuire AFB (eta 2340)
	G-BBZD Islander	POL 1740	8000'	ex Intra Airways aircraft, to Keflavic via PWK
30	C-2 F-27M	MBK 1150	19000'	Royal Netherlands Air Force "PE-CAB" eastbound
	C-5 F-27M	MBK 1152	17000'	Royal Netherlands Air Force "PE-CAE" eastbound
	70019 Starlifter	DOG 1311	28000'	Frankfurt Rhein-Main - Andrews AFB
	DCN905 Transall	POL 1344	24000'	West German Air Force, British pilot!
	C-BCUZ King Air 200	POL 1427	21000'	United Biscuits, to Denham
31	EI-AWY MU-2	POL 1137	20000'	Helicopter Maintenance Ltd, northbound
	52687 Douglas C-118	POL 1138	13000'	United States Navy, southbound
	90026 Galaxy	DOG 1201	26000'	Köln/Bonn - Andrews AFB
	70021 Starlifter	DOG 1942	26000'	MAC, to McGuire AFB
	N803WA DC-8-61	POL 2034	28000'	World Airways, northbound
	HB-VBS Falcon 20	POL 2039	35000'	Fred-Air, southbound

A short space left, so here is a key to the beacon reporting points:- POL Rie Hill, OTR Ottringham, MBK Millbrook, WAL Walasey, DOG Dogger, FLA Flamborough Head, and LBA Leeds/Bradford.

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