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EDITORIAL

After the flu epidemic which affected magazine production last month, the normal twelve pages are being offered for this month. The old overflights section has been replaced by what we hope is a more readable "Overhead" section, and this issue also sees the start of the "Out and About" section. The credits at the end of every section tell their own story in that many more people are sending in information for inclusion in the magazine. If you are not a regular information sender, why not start now? All information is gratefully received, however small or large the contribution may be. Contributions for the May issue should be sent to the editor to arrive not later than 4 May to ensure that the magazine is in the subscriber's home on about the 17th. Some information for this issue arrived a little late and will be included in next month's magazine.

Meetings:-

The April meeting was well attended by over 50 people coming to see Peter Shackleton's magnificent slide show on airliners. The next gathering is on 2 May at the Yorkshire Aero Club at 1500 hours (courtesy of the Directors) and will feature the annual recognition contest. The other meetings for the year are unchanged from the list in the January magazine issue.

Coach Trips:-

The first trip to London (Heathrow) Airport on 24 April is nearly booked up so if you intend to go and have not sent your deposit, do so quickly to avoid disappointment. A form for the Biggin Hill Air Fair trip via Gatwick in May accompanies this magazine. Again we anticipate a great demand for the coach, so book without haste!

Air Trip:-

The Paris Air Show charter from Leeds/Bradford on 28 May 1977 will be operated by a turboprop aircraft, but the airline has not been completely finalised. An application form has been included with the magazine. The flying time over to France is estimated to be about 1 3/4 hours depending on the upper winds and air traffic control.

Airport Timetables:-

Comprehensive schedules for all the airports in our magazine area will shortly be published by Air Yorkshire and will be available free to members at the meetings.



# AIRLINE NEWS

Aer Lingus Irish operated through Leeds/Bradford during March with the following aircraft on the Dublin service.....

BAC One-Eleven 208AL EI-ANF 7, 28.  
EI-ANF 2, 11, 16, 18, 23.  
EI-ANH 4.

Air Anglia have purchased two Friendship 200 aircraft from Bangladesh Biman (see AY/76/26). The first aircraft S2-ABK arrived at Norwich on 23 March and departed to Ypenburg for maintenance and respraying at the Fokker facility three days later. It is due to enter service with a British registration on 29 April and has the constructors number 10232. The second aircraft S2-ABL which arrived on 5 April will be similarly treated to 'BK and has the constructors number 10233.

Herald 206 G-BCWE has been leased from British Air Ferries to operate the Leeds/Bradford to Amsterdam services and arrived on 28 March. It is painted in standard British Air Ferries colour scheme with no Air Anglia titles next to the door, and is due to return to Southend on 24 April.

The leasing deal with British Midland Airways over the Herald 214s finished on 31 March with G-ATIG operating the last service on flight AQ600 through Leeds/Bradford.

The following aircraft operated through Leeds/Bradford during March.....

Friendship 200	G-BAKL	1, 2, 4, 5, 8 - 11, 15 - 19, 22 - 26, 29, 30.
	G-BAUR	2 - 16, 18, 19, 21, 23 - 27, 30, 31.
	G-BCDN	2 - 5, 9, 10, 12, 15 - 19, 22, 24 - 26.
	G-BCDO	1, 2, 5 - 12, 15 - 18, 20 - 31.
	G-BDDH	1 - 4, 8 - 15, 18, 19, 29, 31.
Herald 214	G-ATIG	29 - 31 (on lease from British Midland Airways).
Herald 206	G-BCWE	28 - 31 (on lease from British Air Ferries).
Navajo	G-BBDU	8.
	G-BDMD	9.
Aztec 250	G-AYBO	8.

Britannia Airways are to be the first operator to use jet aircraft from Leeds/Bradford on inclusive tour charter operations. Services will commence on 1 November this year on behalf of Thompson Holidays using the two advanced Boeing 737-204s G-BADP and G-BADR. Full passenger loads of 130 will be able to be carried non-stop to the Spanish airports of Palma and Alicante on an initial four times a week operation. If these flights are a success as anticipated by market research, additional flights will be operated for the 1977 summer season.

The timetable for the winter 1976/7 is as follows.

Operates	Mon	Tue	Fri	Sat	Operates	Mon	Tue	Fri	Sat
Leeds/Bradford dep	1530	1530	1530	1530	Alicante dep	--	1145	--	1145
Palma arr	1805	--	1805	--	Palma dep	1155	--	1155	--
Alicante arr	--	1815	--	1815	Leeds/Bradford arr	1430	1430	1430	1430

The aircraft will operate on a "W" leg from Manchester, with crews being changed at Leeds/Bradford by taxi across the Pennines.

British Airways have nearly completed the task of reducing Viscount 802 G-AOHH to spares in the hanger at Leeds/Bradford. Very little is left of the interior and all the windows have been removed. It is not yet clear whether the body shell will be placed on the fire dump or sold for scrap. Another Viscount 802, G-AOHK arrived from Birmingham on 1 April for scrapping at Leeds/Bradford and will be stored on the old apron until 'HH is removed from the hanger. Another Viscount 802 to be recently disposed of was G-AOHJ to Newcastle on 6 April.

A fleet figure of 20 Viscounts has been suggested for British Airways this summer, and for the 1977 summer only 10 Viscounts! This has renewed rumours that BAC One-Eleven 400s will be used on some of the routes out of Leeds/Bradford in the very near future. Two Viscount 814s, G-BAPE and G-BAPG have been leased from British Midland Airways by the Overseas Division to operate the Scottish transatlantic feeder services, and were positioned up to Prestwick on 31 March from East Midlands. These have replaced the two Viscount 701s G-AMOG and G-AMON which were retired to Cardiff on the same day for scrapping.

The new Regional Division came into being on 1 April taking in Northeast, Cambrian,



Scottish, and Channel divisions and has resulted in many ex British European Airways Viscount 802s appearing on the Leeds/Bradford routes. Details of these will appear in the "Airline News" section commencing next month. A new radio callsign "Albion" is used for all Regional Division flights.

British Midland Airways have leased two Viscount 814s G-BAPE and G-BAPG to British Airways Overseas Division to be based at Prestwick for Scottish internal services.

The Herald 214 fleet is now back to normal with the return of G-ASVO and G-ATIG from the Air Anglia leases to join G-BAVX. 'IG suffered a major bird strike at Edinburgh on 31 March and will be out of service for a short while for body repairs.

The "jet saga" continues with reports that some BAC One-Eleven 200s are to be acquired from British Caledonian Airways. We shall see!

Dan-Air Services have acquired a sixth BAC One-Eleven 500. The aircraft G-AXYD is currently at Lasham and is a model 509EW, the second purchased from British Caledonian Airways.

The following aircraft operated through Leeds/Bradford during March.....

HS.748 Srs.1	G-ARAY	1 - 5, 8 - 12.
	G-ARMX	30, 31.
HS.748 Srs.2	G-ATMI	15 - 26, 28 - 31.

C: its

Colin Addison, Steve Casey, Bob Cornes, Roger Fozzard, Gary Lewis, Peter May, Ian Sim, Trevor Smith, and Nick Watson.

## MILITARY

Catterick was visited on 25 March by an Andover using the callsign "Ascot 1000".

Finningley played host to Queen's Flight Andover CC.2 XS793 when it flew in on 5 March. On the 18th, Hercules C.1 "Ascot 779" was from and to Lyneham on a training flight.

Garforth, Barnbow Ordnance Factory was the venue for a pair of Whirlwinds XJ763 and XJ407 on 29 March using the callsigns "Ascot 1756" and "Ascot 1757" respectively. After going to Leeds/Bradford for a night-stop, they returned and then went onwards to Birtley and Newcastle.

Leconfield was visited by Pembroke C.1 "Ascot 870" on 3 March and left for Hawarden, returning the following day.

Leeming played host to quite a number of aircraft in March. First of the month was a Devon using the callsign "Ascot 907". Two days later on the 3rd saw the arrival of an unidentified flight "Bravo Red Formation". On the 5th, another Devon staged through using the callsign "Ascot 908" and departed to Northolt. The same day a Sioux AH.1 dropped in en-route Netheravon. On the 28th, Wessex "Navair 417" visited for a refuelling stop. Belgian Air Force visitors arrived on the 29th from Brussels, including C-130H Hercules CH-04 CH-06 CH-08 CH-09 bringing in troops for exercises on the Otterburn training area. CH-04 and CH-06 were again noted on the 30th together with Douglas C-118 KY-1 coded OT-CDA using the callsign "Belgian Air Force 61". Further to last month's report, the gate guard Javelin FAW.4 XA634/L came from 71MU at Colerne early in 1974. The aircraft is painted as L of 2280CU in the shadow squadron markings of 137 Squadron. During the service heyday of the Javelin in the late 'fifties, Leeming housed the aircraft of 2280CU.

A number of sightings of B-52s have been reported along the NATO, low-level training corridor en route Marham, where they are temporarily based whilst taking part in the annual RAF bombing competition. On the morning of 5 March, four B-52s were seen



overflying the Knaresborough area, whilst over Harrogate several were noted on the 10th, 11th, and 15th. Serials of the four B-52s are.....  
 76505 - 2nd Bombardment Wing, Barksdale Air Force Base, Louisiana.  
 80181 - 92nd Bombardment Wing, Fairchild Air Force Base, Washington.  
 80207 - 97th Bombardment Wing, Blytheville Air Force Base, Arkansas.  
 92589 - 320th Bombardment Wing, Mather Air Force Base, California.  
 .....and two of these were noted over Knottingley at 1345 and 1404 on 10 March and again on the 11th.

#### Credits

Colin Addison, Chris Harper, Mark Pearson, Trevor Smith, and Dave Walker.

## LIGHT AVIATION

A new hanger is presently been constructed at Netherthorpe to hold eight aircraft. Newly resident here is AA-5B Tiger G-BDRB, and a Seneca 200 currently at Blackbushe is expected soon.

Northair at Leeds/Bradford has had plenty of activity in March. Newly registered is a Cessna 180J G-BDSI, c/n 180-52637. The Cessna FRA150M Aerobat G-BDOU was airtested on the 31st, whilst G-BDNR has been used as a 'hack' throughout the month. Cessna 310R G-BCON was demonstrated to the 600 Group on the 11th carrying out a demonstration sortie to Deventer in Holland. Arriving by road on the 10th was Cessna FA150K GAXRT from Sibson for repair after its landing accident there. Another accident, but this time on home ground, was Beagle 206 G-ATYW which suffered nose wheel collapse on landing at Leeds on the evening of the 9th. The aircraft only suffered slight damage and is once again in the air. Aircraft in for maintenance have included Rialto Aviation Navajo P G-BBRL which arrived from Leavesden on the 20th, and was airtested on the 31st. Others included a couple of Irish machines, EI-AWL a Cherokee Arrow making its first visit to Leeds, and the now regular Cessna 182G EI-ATF.

A new resident at Haworth is Jodel D120 Paris-Nice G-AZEF owned by Mr. Cawkwell of Bingley. It arrived at Leeds/Bradford on 6 March from Perth, and departed to its base two days later. A new resident at Brough is Aero Commander 500S G-BBLI owned by Armstrongs.

New resident at Sherburn is Auster G-AKWS, whilst another possible new resident is Bolkow Bo208 Junior G-ATRI which was noted hangered on 28 March. Replacing Cessna F172H G-AVUX at Doncaster is Cessna 337C G-AWKE which was checked at Northair prior to delivery.

B.K.S. Survey Flights have purchased a Navajo for use as a survey mount and is being fitted out in the south of England. The aircraft will go straight to Nigeria on a contract before visiting its base at Leeds/Bradford for the first time.

A new helicopter resident in our area is Hughes 269 G-AZXI owned by Marine Garage Ltd of Sowerby Bridge. Piper Comanche G-ARLK previously reported in this column is based at Tees-Side.

Wessex 60 G-ATSC of Bristow Helicopters ditched in the sea 65 miles off Spurn Head on 8 March whilst inbound to Paull. The helicopter was carrying crewmen and contractors from the British Petroleum platform WA and there were no fatalities. The wreckage was towed back to Hull arriving a few days later and is a write-off.

Auster J/1 Autocrat G-AJRB has replaced the wrecked Terrier G-ASYN at Doncaster, and also newly resident is Emerald G-AYTR. AA-5B Tiger G-BDRB was airtested in March before moving to its new base at Netherthorpe, and AA-5 Traveler G-BBSA visited for checks. Current news suggests that Flight-Line are to move to Humberside and concentrate the assembly of American Aviation products there, whilst the other light aircraft will move to Netherthorpe. This will enable Doncaster Corporation to reclaim the airfield.

#### Credits

Colin Addison, Ian Carling, Steve Langfield, Trevor Smith, and Nick Watson.



MOVEMENT ROUND-UPDalton

26/3 G-BBMJ Aztec 250E Northern Pig Developments, f Paull t Leeds/Bradford.

Doncaster

4/3 G-BAJN AA-5 Traveler f Leeds/Bradford t Sherburn.  
 10/3 G-AZZV Cessna F172L Lease-Air, t Humberside.  
 12/3 G-AWNT BN-2A Islander B.K.S. Air Surveys Ltd., t Leeds/Bradford.  
 22/3 G-AYXS Siai S.205 Northair, f/t Leeds/Bradford.  
 24/3 G-ATLV Jodel D120 t Panshanger. G-BCLJ AA-5 Traveler, Carbonol.  
 25/3 G-BDNR Cessna FRA150M f Leeds/Bradford t Sherburn.  
 29/3 G-BCIK AA-5 Traveler W.Nutt, f/t Malton. G-BAXN Seneca 200, f Leeds t Swansea.

Elvington

4/3 G-AYBO Aztec 250D Rowntree-Mackintosh, also 8/3 18/3 22/3 30/3.  
 29/3 G-BASS Cessna 421B Bass-Charrington, f Birmingham.

Finningley

16 G-BCUZ King Air 200 United Biscuits Ltd.

Fylingdales

29/3 G-AWUA Cessna 206 G.B.Grant, f Louth.

Grindale

1/3 G-ARWY Mooney M.20A f Leeds/Bradford.  
 26/3 G-AZVV Cherokee 180 f Belfast t Isle of Man.  
 27/3 G-BCDY Cessna FRA150L f Blackpool.

Holme-on-Spalding Moor

19/3 G-ARBE Dove 8 f Coventry.

Huddersfield - Crosland Moor

8/3 G-ATHJ Aztec 250C f Leicester.  
 20/3 G-BCEO AA-5 Traveler f Doncaster.

H - Paull

8/3 G-BBTV Jet Ranger Trident Television, f/t Kirkstall.  
 26/3 G-BBMJ Aztec 250E f Dublin via Leeds/Bradford.

Humberside

28/2 G-BBGS Sikorski S.61N Bristow Helicopters Ltd., f Aberdeen.  
 2/3 G-BCUZ King Air 200 United Biscuits Ltd.  
 5/3 G-BBRD Aztec 250E Omega Consultants, f Guernsey t Driffield.  
 6/3 G-BAMV Robin DR400 Yorkshire Aeroplane Club, f/t Leeds/Bradford.  
 7/3 G-BBGE Aztec 250D Casair, f Tees-Side.  
 8/3 G-AZWW Aztec 250E Christian Salvesson Ltd.  
 10/3 PH-BOI Seneca 200T Booiij B.V., f Leeds/Bradford. G-BCUZ King Air 200.  
 D-IANE C.500 Citation Rendsburger/Holstenflug, n/s. G-BCEO AA-5 Traveler.  
 11/3 G-BBOK Aztec 250E Clyde Forster Ltd., f/t Leeds/Bradford.  
 G-BAJN AA-5 Traveler Red Lion Flying Group, f Paull.  
 19/3 G-BASS Cessna 421B Bass-Charrington Ltd., f Leeds/Bradford.  
 29/3 G-BBTG Cessna F172M Light Planes (Lancashire) Ltd., f Barton.  
 G-ATPU Cessna 337A Casair, t Rotterdam.

Leconfield

4/3 G-BBOM Aztec 250E Bristol Air Taxis, f Leeds/Bradford.



11/3	G-BBEY	Aztec 250E	Donnington Aviation, f East Midlands, also 12/3.
18/3	G-AXDC	Aztec 250D	Air Anglia, f/t Norwich.
23/3	G-AYLG	HS.125-400B	British Steel Corporation, t Birmingham, also 24/3.
31/3	G-EBZI	Navajo 310	Reckitt & Colman, t Norwich.

Leeds/Bradford

1/3	G-BART	HS.125-600B	Green Shield Co.Ltd., f Manchester t Bilbao.
	G-APYW	Tri-Pacer	J.Pett, f Boston. G-BBJF Baron, Allied Breweries.
	G-AXSP	Twin Comanche	Intra Airways, f Jersey t East Midlands.
	G-AZSM	Cherokee Arrow	Spline Gauges, f/t Coventry. G-BAJX Aztec 250E, Lease-Air.
	G-ARWY	Mooney M.20A	Rotherham Flying Group, f Doncaster t Grindale.
	G-BAUF	Hughes 269B	Point-to-Point Helicopters, f/t Sherburn. G-BBXH Ce FR172J.
2/3	I-MORA	Sabre 40A	Soc.Morando, c/n 282-117, f Turin t Grenoble.
	XX378	Gazelle AH.1	A.A.C. 2 Flight, c/s "AA 447", f Warcop t Blackdown.
	G-BAMS	Robin DR400	Bostock Aviation, f/t Biggin Hill. G-BAVJ Navajo 350.
	G-BAJB	Cessna F177RG	Bank Farm Ltd., f/t March. G-BCJK Cherokee 180, n/s.
	G-BCUL	Rallye 100S	R.Webster, f Liverpool for maintenance, n/s to 28/3.
	G-AYEW	Jodel DR1051	f Liverpool t Penrhos, crew ferry for 'UL.
	G-BCSV	Cessna 421B	Palmer Aircraft Ltd., f Elstree t Leavesden, n/s.
	G-ASSA	Twin Comanche	f/t Birmingham. G-ASON Twin Comanche, f/t Biggin Hill.
	G-BBGB	Aztec 250E	New Equipment Limited, f Tees-Side t East Midlands.
	G-BART	HS.125-600B	f Bilbao t Heathrow. G-AWLP Mooney M.20F, Slater.
	G-ASWL	Cessna FR172F	C.Wilson. G-AVYL Cherokee 180. G-AVGI Cherokee 140.
	G-AZLY	Cessna F150K	Cleveland Flying School, f Tees-Side t Sunderland.
3/3	D-ECOW	Cessna F177RG	Holgar Diederichs, c/n 0028, f Nordhorn t Brough.
	G-BDFK	Cessna 414	Brush Electrics, f/t East Midlands.
	G-AXYA	Navajo 300	C.S.E., f South Marston t Newcastle. G-AVRX Aztec 250C.
	G-ASRH	Twin Comanche	Bigland Holdings, f Gatwick t Biggin Hill.
	G-AZZK	Cessna 414	Dexham International Ltd., f/t Blackbushe n/s.
	G-BCJK	Cherokee 18 0	Warwick Engineering Investments, f Glasgow n/s.
	G-AYWK	Cherokee Six	f/t Crosland Moor. G-BBUH AA-1B Trainer, f/t Doncaster.
4/3	D-ECOW	Cessna F177RG	f Brough t Nordhorn. G-BAVJ Navajo 350, Vickers.
	XS789	Andover CC.2	Queen's Flight R.A.F., c/s "Kitty 2", f Benson t Farham.
	G-BJCB	HS.125-600B	J.C.Bamford Excavators, f East Midlands t Dublin.
	G-BCAY	Commander 685	Anglian Double Glazing Ltd., f/t Norwich.
	G-AXPU	HS.125-3B/RA	McAlpine Aviation, f Beziars t Edinburgh. G-AWLP Mooney.
	G-AXMS	Twin Comanche	Contrapol, f/t Goodwood. G-AXDC Aztec 250E, Air Anglia.
	G-BBOM	Aztec 250E	Bristol Air Taxis, f Manchester t Leconfield.
	G-BBEY	Aztec 250E	f/t Leicester. G-ASRH Twin Comanche, Bigland.
	G-AXPB	Pup 100	D.Smith, f/t Sherburn.
5/3	XT621	Scout AH.1	A.A.C. 664 Sqn, c/s "AA 386", f East Midlands t Topcliffe.
	G-AXTO	Comanche 260	Micro Metals Ltd., f Oxford. G-BAVJ Navajo 350.
	G-ASNC	Beagle Husky	Airviews Ltd., f/t Manchester. G-AZSM Cherokee Arrow.
	G-BDNR	Cessna FRA150M	Nortahir, f Southend on delivery with G-BDOU Cessna FRA150M.
	G-AYVC	Aztec 250E	McAlpine Aviation, f/t Ipswich. G-AZZV Cessna F172L.
	G-AZFR	Cessna 401B	f Liverpool t Blackpool. G-BAJN AA-5 Traveler.
	G-BBJF	B.58 Baron	Allied Breweries Ltd., f Manchester t Tatenhill.
6/3	G-AZTD	Cherokee Six	J.H.Beckers & Partners, f Shannon t Humberside.
	G-AXNX	Cessna 182N	Dan-Air Engineering Ltd., f/t Lasham.
	G-ASIU	Queen Air 80	Flyers Ltd., f/t Manchester. G-AZLY Cessna F150K.
	G-BJCB	HS.125-600B	f Paris Le Bourget t East Midlands. G-AZEF Jodel D120.
	G-BACF	Cessna F337F	Wilson Salt, f/t Newtownards. G-AXDL Twin Comanche.
7/3	G-AZZP	Cessna F172L	Learmouth Aviation, f Humberside t Sherburn n/s.
	G-AVWY	Fournier RF4D	T.G.Hoult, f/t Ockton. G-AXTO Comanche, Micro Metals.
	G-AZFP	Cessna 414	C.H.Taylor, f Birmingham t Heathrow. G-BAJN AA-5 Traveler.
8/3	OY-BLG	Lear Jet 35	Grundfos, c/n 35-022, f/t Karup. G-AYBO Aztec 250D.
	XR632	Scout AH.1	A.A.C., c/s "AA 314", f/t Topcliffe. G-AWLP Mooney M.20F.
	G-BBGH	AA-5 Traveler	Aberdeen Aero Club, f Aberdeen t Edinburgh.
	G-AVAF	Twin Comanche	Lenair Ltd., f/t Blackbushe. G-BCTK Cessna FR172J.
	G-ATMJ	HS.748-2	Civil Aviation Authority, f Liverpool t Stansted.
	G-BAED	Aztec 250D	Edinburgh Flying Services, f/t Edinburgh. G-AWTJ Ce F150J.
	G-BBDU	Navajo 310	Erie Electronics. G-BAVJ Navajo 350.
9/3	PH-NAZ	Seneca 200	Business Air Services, c/n 34-7350318, f/t Rotterdam.



	OY-BLG	Lear Jet 35	Grundfos, f Karup t Gatwick. G-AVXI HS.748-2, C.A.A.
	G-ASKM	Queen Air 80	All Seasons Aviation, f Coventry t Prestwick.
	G-BDMD	Navajo 350	Air Anglia, first visit, f Amsterdam t Norwich.
	G-AXTU	HS.125	f/t Newcastle. G-ATUD Cherokee 140. G-AYLO AA-1 Yankee.
10/3	PH-BOI	Seneca 200T	Booij B.V., c/n 34-7570147, f Rotterdam t Humberside.
	OO-LFG	Cessna 421B	Abelag, c/n 421B-0593, f/t Brussels n/s.
	G-BDLS	AA-1B Trainer	Flight-Line, f/t Doncaster. G-BAVJ Navajo 350, Vickers.
	G-BDEF	Seneca 200T	Barratt Homes, f Leavesden t Newcastle. G-ASFW Cessna 150D.
	G-AZFR	Cessna 401B	Johnson Group Cleaners, f/t Birmingham.
11/3	XS791	Andover CC.2	R.A.F., c/s "RR 1675", f Wildenrath t Northolt.
	XX370	Gazelle AH.1	A.A.C., c/s "AA 447", f Perth t Warminster.
	G-BDRB	AA-5B Tiger	Flight-Line, f/t Doncaster. G-BAVJ Navajo 350, Vickers.
	G-BCBK	Cessna 421B	600 Group, f/t Northolt. G-AZNY Aztec 250E, Lease Air.
	G-BAVW	Aztec 250E	Edinburgh Flying Services, f/t Edinburgh.
	G-AZXG	Aztec 250D	Bulmers Cider Ltd., f Shobden t Strasbourg n/s.
	G-AVLV	Aztec 250C	Cabair, f/t Cranfield. G-AYGO Cessna FR172G, Airviews.
	G-BAUO	Aztec 250C	Edinburgh Flying Services, f Edinburgh t Dublin.
	G-AYRY	HS.125-1B	f/t Luton. G-AXDL Twin Comanche. G-BAUF Hughes 269.
12/3	G-OLLY	Navajo 350	(!) Robertsons Foods Ltd., f Manchester t Gatwick.
	EI-ATF	Cessna 182G	Anthony Leonard, f Dublin n/s t Manchester.
	G-AVKZ	Aztec 250C	f Manchester t Heathrow. G-AVRX Aztec. G-AZNY Aztec 250E.
13/3	N206GB	Beagle 206-2	Garrison, f Birmingham t Manchester. G-AVLV Aztec 250C.
14/3	G-BAXR	B.55 Baron	Palacelli Aviation Ltd., f Birmingham n/s t Jersey.
	G-AVRX	Aztec 250C	Central Air Services, f/t Birmingham.
15/3	G-BBRD	Aztec 250E	Omega Consultants Ltd., f Driffield t Bergen.
	G-BAVJ	Navajo 350	f South Marston n/s t Leavesden. G-BAUF Hughes 269B.
16/3	G-BCBK	Cessna 421B	f Stansted t Heathrow. G-ARYF Aztec, Tyne-Tess Airways.
	G-AWED	Navajo 300	Cabair, f Elstree t Newcastle.
17/3	G-BABX	King Air 100	Alfred McAlpine, f/t Bristol. G-AWLP Mooney M.20F, n/s.
18/3	F-BVIT	Cessna F337G	Strasbourg Aviation, c/n F337-0066, f/t Strasbourg.
	F-BLLP	Marquis 60A	Turbomeca, c/n 10, f/t Gloucester/Cheltenham.
	F-BXLD	Navajo 350	Air Enterprise, c/n 31-7552086, f Luton t East Midlands.
	F-BRGR	Cessna 421B	Soc.Regourd, c/n 421B-0055, f Luton t East Midlands.
	XP820	Beaver AL.1	A.A.C. 6 Flt, c/s "AA 346", f Newcastle t Belfast.
	G-BACF	Cessna F337F	f/t Newtownards. G-AZVJ Seneca 200, f Newcastle t Cardiff.
	G-AWEX	Cherokee 140	S.M.A.Aviation, f/t Coventry. G-BAVJ Navajo 350.
	G-AZMW	Twin Comanche	P.A.Masters, f East Midlands. G-ASWL Cessna F172F.
	G-AWUF	HS.125-1B	f Heathrow t Blackbushe. G-AYWK Cherokee Six 300.
19/3	F-BXLZ	Seneca 200	Soc.Sogef, c/n 34-7450216, f Swansea t Reims.
	PH-LPG	Seneca 200	Landi den Hartog B.V., c/n 34-7450055, f Dublin t Amsterdam.
	G-BCZL	Bell 47G	B.E.A.S., f Ilkley t Ormskirk. G-BCTK Cessna FR172J.
	G-BEDC	Cherokee 140	f/t Manchester. G-ARYK Cessna 172C, f/t Newcastle.
	G-BBSA	AA-5 Traveler	Flight-Line, f Doncaster t Sherburn. G-BAUF Cessna F150L.
20/3	XX508	HS.125-CC.2	R.A.F. 32 Sqn, c/s "RR 1734", f Belfast t Northolt.
	XT205	Sioux AH.1	A.A.C., c/s "AA 451" with XT237 and XT843.
	G-BBRL	Navajo P	Rialto Aviation, f Leavesden for maintenance, n/s.
	G-AVTI	Twin Comanche	Ambrian Aviation, f/t Leavesden, crew ferry for 'RL.
	G-AXAX	Aztec 250D	Alexandra Aviation, f/t Liverpool. G-ATDG Horizon.
	G-AZHK	Robin HR.100	F.J.Faulkner, f/t Newtownards n/s. G-AXPB Pup 100.
	G-ATSM	Cessna 337A	Saldenhurst Ltd., f/t Elstree n/s. G-AVZT Navajo 300.
21/3	OY-BIG	Cessna 421B	Business Jet Flight Centre, f Billund t Manchester.
22/3	G-BBIM	Cessna 310Q	Smith Aviation, f Newcastle t Manchester. G-AZFR Ce 401B.
	G-ATZJ	Aztec 250C	Murray Bros Ltd., f/t Manchester. G-AXRL Cherokee 160.
	G-BBTL	Aztec 250C	operating for C.A.A., annual inspection of A.T.C.
	G-BCUF	Cessna F172M	G.Kirke, f/t Croxby n/s. G-BAJN AA-5 Traveler.
23/3	G-BDGY	Cherokee 140	Woolbridge, f Gloucester/Cheltenham t Manchester.
	G-AXPU	HS.125-3B/RA	f Luton t Frankfurt. G-BAJX Aztec 250E. G-AZNY Aztec 250E.
	G-AZFZ	Cessna 414	f/t Birmingham. G-ATXG Aztec, f Yeovil n/s t Leavesden.
	G-ARLK	Comanche 250	f Aberdeen t Tees-Side. G-AYBO Aztec 250D.
	G-AZXI	Hughes 269	Marine Garage Ltd., f Halifax t Whinmoor, Saw Wood House.
	G-AZMK	Aztec 250E	Airde Ltd., f Manchester t Newtownards.
24/3	G-BBRO	HS.125-600B	f Luton t Hanover. G-BAVJ Navaj 350. G-BCJK Cherokee.
	G-ASDO	B.55 Baron	f/t Booker. G-ASKM Queen Air, f Bournemouth n/s t Coventry.
	G-BBOB	Cessna 421B	Myson Group, f/t Southend. G-AZOA Bo209 Monsun.
	G-BBVR	Navajo 350	c/s "Thurston 346", f Stapleford t St.Mawgan Newquay.



	G-AXMR	Navajo 300	f/t Shoreham n/s.	G-AYEM	Aztec 250D, f Dundee.
	G-BCEO	AA-5 Traveler	f/t Doncaster.	G-BAYP	Cessna 150L, V.D.F. Overshoot.
25/3	F-BXLZ	Seneca 200	Soc.Sogef, f Toussus-le-Noble n/s t Gatwick.		
	G-AOZN	Heron 1B	c/s "Fairflight 825", f Gatwick t Glasgow.		
	G-AJGT	Dove 7XC	c/s "Fairflight 802", f/t Biggin Hill (Mossair aircraft).		
	G-BBBX	Cessna 310L	f Oxford t Coventry.	G-AXFE	King Air 90, G.K.N.
	G-AWKE	Cessna 337C	f Elstree for maintenance.	G-ATTM	Jodel DR250.
	G-AYNR	HS.125-400B	f/t Heathrow.	G-AVKZ	Aztec 250C, f Pretsiwck t Luton.
	G-ARUO	Comanche 250	f/t Elstree.	G-BCJK	Cherokee 180, t Leicester.
	G-BBNR	Cessna 340	J.Lipton Ltd., f Liverpool t Elstree.	G-ATSB	Twin Comanche.
26/3	LN-AEI	Aztec 250C	Gofjeld Fly A/S, c/n 27-3390, f Kristiansand t Glasgow.		
	EI-ATF	Cessna 182G	f/t Dublin n/s.	G-AOZN	Heron 1B, c/s "Fairflight 825".
	G-BCDY	Cessna FRA150L	f/t Blackpool.	G-BDEF	Seneca 200T, f/t Newcastle.
	G-AXXG	BN-2A Islander	f Birmingham t Oxford.	G-BBCU	Aztec 250, f/t Sturgate.
	G-AWWL	HS.125-3B	f Luton t Oslo.	G-AYSG	Cessna F172K, f/t Coventry.
	G-AXDU	Pup	Deltair, f Valley t Liverpool.	G-BBUH	AA-1B Trainer.
	G-BBMJ	Aztec 250E	f Dalton t Dublin.	G-AWED	Navajo 300, f Warten t Northolt.
	G-AVKN	Cessna 401A	f/t Tollerton.	G-BBRA	Aztec 250E, f/t Gloucester/Cheltenham.
	G-ATCY	Aztec 250C	f Halfpenny Green n/s.	G-BAVJ	Navajo 350, Vickers.
	G-AZFZ	Cessna 414	f Birmingham t Aberdeen.	G-AVBZ	Cessna F172H.
27/3	N206GB	Beagle 206-2	Garrison, f Stornoway n/s to 30/3 t Prestwick.		
	XX508	HS.125-CC.2	R.A.F. 32 Sqn., c/s "RR 1755", f Belfast t Northolt.		
	G-AVCB	Jodel DR1051	Hawkins, f Benson t Sywell.	G-AYAD	Twin Comanche, n/s.
28/3	G-BCWE	Herald 206	British Air Ferries, f Norwich for Air Anglia lease.		
	G-BCWB	Cessna 182P	H.Dobson, f Guernsey t Northair for maintenance.		
29/3	OO-JPR	Cherokee 151	European Air Transport, c/n 28-7415538, f Brussels t Brough.		
	XJ763	Whirlwind	R.A.F. 32 Sqn, with XJ407, f/t Garforth n/s.		
	G-BBNS	Cessna 310Q	Birchwood Boats Ltd., f Manchester.	G-AYIO	Cherokee 140.
	G-BAHG	Comanche 260	f/t Tollerton.	G-BAVJ	Navajo 350.
	G-BAXN	Seneca 200	B.J.C.Air Charter, f Swansea t Doncaster.	G-BBGE	Aztec 250D.
	G-AZKZ	Cessna F172L	Guernsey Aero Club, f/t East Midlands, n/s to 31/3.		
	G-BBJD	Cessna 172M	Cheshair, f/t Liverpool.	G-BAUF	Hughes 269B.
30/3	N1245G	Cessna 414 II	Cessna Corporation, f Brussels t Edinburgh.		
	EI-AWW	Cessna 414	T.Farrington, f/t Dublin.	G-BBJF	E.58 Baron.
	XR632	Scout AH.1	A.A.C. 666 Sqn., f Gloucester/Cheltenham t Morpeth.		
	G-AZRT	Cessna 182P	Anglian Double Glazing Ltd., f Norwich t Manchester.		
	G-AOGO	Heron 2	E.S.Robinson, f/t Filton.	G-ATPU	Cessna 337A, t Nantes.
	G-APXJ	Comanche 250	f Isle of Man t Birmingham.	G-ATCY	Aztec 250, f/t Sturgate.
	G-BBDC	Cherokee 140	f Blackpool t Manchester.	G-BBDU	Navajo 310, t Exeter.
31/3	EI-AWL	Cherokee Arrow	Marsh Nurseries Ltd., f/t Dublin.	G-ATOM	Cherokee 140.
	G-ASFG	Aztec 250B	Air Conditioning, f/t Biggin Hill.	G-ASDO	B.55 Baron.
	G-AVUZ	Cherokee Six	Willow Vale Electronics, f Manchester t Sherburn.		
	G-BBDU	Navajo 310	f/t Stansted n/s.	G-BBGB	Aztec 250E, t Leavesden.
	G-AYZN	Aztec 250D	Central Air Services Ltd., f/t Birmingham n/s.		

Leeming

10/3	G-BDIN	Bulldog	f Prestwick.
19/3	G-BAMS	Robin DR400	t Biggin Hill.
26/3	G-AOGO	Heron 2	E.S.Robinson Ltd., f/t Filton. G-ECKN Chipmunk, t Bicester.

Linton-on-Ouse

2/3	G-BBTV	Jet Ranger	Trident Television, t Kirkstall.
10/3	G-AYBO	Aztec 250D	Rowntree-Mackintosh, f Glasgow.
12/3	G-AXDL	Twin Comanche	Northern Executive Aviation, c/s "NV402", t Manchester.

Malton, Wilkinson's Farm

24/3	G-BDNR	Cessna FRA150M	Northair Aviation, f/t Leeds/Bradford.
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Sherburn

1/3	G-AZXC	Cessna F150L	f Netherthorpe, n/s to 7/3.
3/3	G-AZHF	Cessna F150L	f Coventry.
4/3	G-BDLR	AA-5B Tiger	t Doncaster. G-BBUH AA-1B Trainer, f Doncaster.
	G-ASYP	Cessna 150E	f/t Leeds/Bradford



5/3	G-BBUH	AA-1B Trainer	f Doncaster.
6/3	G-AVUG	Cessna F150H	f/t Doncaster. G-BCIM AA-1B Trainer, f Doncaster.
	G-AYXS	Siai S.205	f/t Leeds/Bradford. G-AROC Cessna 175B.
	G-AVUJ	Falco F.8L	t Crosland Moor. G-AZDE Pup 100, f Crosland Moor.
7/3	G-BDLO	AA-5A Cheetah	f/t Doncaster. G-BCIM AA-1B Trainer.
	G-AVVV	Ckerokee 180C	f Blackpool. G-ASFL Cherokee 180, f Sproatley.
	G-AWTJ	Cessna F150J	f/t Netherthorpe. G-AZZP Cessna F172L.
10/3	G-BACN	Cessna FRA150L	t Sutton Bank. G-AZXC Cessna F150L. G-BCEO AA-5 Traveler.
19/3	G-BBSA	AA-5 Traveler	f Leeds/Bradford t Doncaster. G-AZXC Cessna F150L.
20/3	G-BBSF	Cessna 310Q	f Crosland Moor.
22/3	G-BCUF	Cessna F172M	f Croxby t Leeds/Bradford.
23/3	G-BAOZ	Cessna 414	Croda International, f Liverpool.
25/3	G-BDNR	Cessna F150M	f Doncaster t Leeds/Bradford.
26/3	G-ATHV	Cessna 150F	f/t Leeds/Bradford.
27/3	G-BARS	Chipmunk	f/t Hawarden.
28/3	G-AWKE	Cessna 337C	f Leeds/Bradford t Doncaster.
30/3	G-ARMP	Cessna 172B	f/t Liverpool.
31/3	G-BBUH	AA-1B Trainer	f Doncaster. G-BDLO AA-5A Cheetah. G-BDLS AA-1B Trainer.
	G-AVUZ	Cherokee Six	f Leeds/Bradford. G-BDOU Cessna FRA150M, f/t Leeds/Bfd.

Sutton Bank

10/3	G-BACN	Cessna FRA150L	f Sherburn.
13	G-ARUV	Emeraude	f Woodvale.
24/3	G-BBKE	Cessna F150M	t Wickenby.

Tees-Side

23/2	G-BCKM	C-500 Citation	I.D.S.Fanjets Ltd. G-BAYU Cessna 310Q, A-One Transport.
	G-AYLG	HS.125-400B	British Steel. G-AVDX HS.125-3B, C.A.A.
	G-BAMS	Robin DR400	Bostock Aviation. G-BCOT Enstrom F.28A.
	G-BBSU	Cessna 421B	Air Pegasus. G-AVML One-Eleven 510, crew training.
	G-APYC	Comet 4B	Dan-Air, crew training with G-APZM Comet 4B.
25/2	G-BCII	C-500 Citation	I.D.S.Fanjets Ltd. G-BBXX Navajo 350, Rolls-Royce.
	G-AZDK	B.55 Baron	Kebell Ltd. G-BABW King Air 90, Bridonair.
	G-EDAS	One-Eleven 518	Dan-Air. G-BAFZ Boeing 727-146. G-AZUG AA-5 Traveler.
26/2	G-BBKN	King Air 90	St.Marys Plant Hire. G-BAMS Robin DR400.
	G-BBSM	Cherokee Six	All Seasons Aviation. G-BDKW Commander 112A.
	G-AVXL	HS.125-3B	McAlpine Aviation. G-ANFW DH.82A Tiger Moth.
1/3	G-AYWV	Twin Comanche	C.S.E. G-BBAZ Hiller UH-12E. G-BBHE Enstrom F.28A.
	G-AYXA	Twin Comanche	C.S.E. G-AZVN Jet Ranger. G-AXXC Emeraude.
	G-BBSM	Cherokee Six	All Seasons Aviation.
3	G-ATTM	Jodel DR250	D.Smith. G-AYRY HS.125-1B, McAlpine Aviation.
	G-AXTJ	Cherokee 140	C.S.E. G-ASPI Cessna F172E. G-AXTG Cherokee 140.
	G-BBKN	King Air 90	St.Marys Plant Hire. G-ANUO Heron.
3/3	G-BAUF	Hughes 269	Point-to-Point Helicopters. G-ANUO Heron.
	G-AXFE	King Air 90	G.K.N.Group Services. G-BCII C-500 Citation, I.D.S.Fanjets.
	G-ASNC	Beagle Husky	Airviews Ltd. G-ARJK Comet 4B, Dan-Air.
	G-AVXK	HS.125-3B/RA	Shell Aircraft Ltd.
4/3	G-BCWM	Jet Ranger	Alan Mann Helicopters. G-AYRY HS.125-1B. G-AVRG HS.125.
	G-ASUR	Dornier Do28	Cambro Construction. G-BDKI Sikorski S-61N.
	G-BBRO	HS.125-600B	McAlpine Aviation, n/s. G-AZVN Jet Ranger.
	G-AVNI	Twin Comanche	Edinburgh Flying Services. G-AYKY Cherokee 140, C.S.E.
	G-AYKX	Cherokee 140	C.S.E. G-AXTJ Cherokee 140, C.S.E.
5/3	G-BCWN	Jet Ranger	Alan Mann Helicopters. G-BBKN King Air 90.
	G-BATX	Aztec 250E	Shetland Line Ltd. G-ARVM VC-10, British Airways.
	G-AVNI	Twin Comanche	Edinburgh Flying Services. G-ANUO Heron, f Leicester.
8/3	G-AVXI	HS.748-2	C.A.A., f Stansted. G-ATYW Beagle 206, Northair.
	G-ASKM	Queen Air 80	G-AZGG King Air, Plessey. G-AWWK King Air 90, Winster Ltd.
9/3	G-AZHN	Argosy 100	Air Bridge Carriers. G-BBYE Cessna 195, Wilrom Products.
	G-AZEA	Cessna 182N	Forth Flying Group. G-BCCE Aztec. G-AYWF Aztec.
	G-AXAW	Cessna 421A	British Steel. G-AWWK King Air. G-ANUO Heron.
	G-BBIF	Aztec 250E	N.E.A. G-AVXX Cessna FR172E. G-AVDX HS.125.
	G-AXFE	King Air 90	G.K.N.Group Services Ltd.
11/3	G-AZHN	Argosy 100	G-ASKN Queen Air. G-BANW Emeraude. G-AXAW Cessna 421A.
	G-BCUZ	King Air 200	United Biscuits. G-AZZK Cessna 414. G-BCVZ Jet Ranger.



12/3	LN-OQY	Bell 212	Helicopter Services. G-BBXL Cessna 310Q.
	G-BDJE	HS.125-600B	Hawker Siddeley Aviation. G-APRN Argosy 100, A.B.C.
13/3	G-ATEW	Twin Comanche	Cromwell Ltd. G-BCII C-500 Citation, I.D.S. Fanjets Ltd.
	G-BDAS	One-Eleven 518	Dan-Air, crew training. G-BBXL Cessna 310Q.
15/3	G-ASKM	Queen Air	G-BCOT Enstrom F.28A.
16/3	LN-OQY	Bell 212	G-BDIF Comet 4B, Dan-Air, first visit, crew training.
	G-BACI	HS.125-40: B	McAlpine Aviation. G-ANUO Heron.
17/3	D-ICKA	Cessna 411	f/t Dortmund, first visit. G-AXXG BN-2A Islander, G.K.N.
	F-BSTR	Falcon 20	Europe Falcon Service, f Brussels n/s. G-AVJJ Twin Comanche.
	G-BBEW	Aztec 250E	Armstrong Aviation, Brough WX diversion. G-BDIF Comet 4B.

Topcliffe

2/3 G-EDIE Commaneer 112 f/t Cardiff.

Helicopter Activity

Bell 47G	G-BCZL	Ilkley 18/3, n/s f Berwick-on-Tweed.
Enstrom F.28A	G-BCFP	Skipton 11/3, 23/3.
Hughes 269	G-AZXI	Whinmoor 23/3, Halifax 23/3.
	G-BAUE	Mexborough 4/3. Rotherham 4/3.
Jet Ranger	G-BBTV	York 1/3. Gainsborough 1/3. Scarborough 1/3, 10/3, 11/3.
		Hull 8/3, 9/3, 10/3. Grimsby 12/3, 20/3. Hawes 18/3. Menston 31/3.
		Ribblesdale 25/3.
	G-BBWM	Darlington 4/3, f East Midlands.
	G-BCVZ	Tees-Side area 11/3, f Burton-on-Trent.

Credits

Colin Addison, Ian Carling, Roger Fozzard, Keith Jordan, Trevor Smith, and Terry Sykes.

# OVERHEAD

It was the military which provided possibly the most interest during the month. The French Navy have once again been active training crews on their new Falcon 10s and noted were F-YETC (16/3 POL0906-NEW) inbound to Newcastle for I.L.S. training, and F-YETG (19/3 POL0918-NEW) for the same. Only other French Navy activity came from Atlantic F-XCXH (19/3 DCS-WAL1609-GLO) on one of its regular trips from Scotland to France. Certainly the rarest aircraft noted was Venezaulan Air Force C-130 5320 routing from Salmesbury (15/3 WAL1237-direct FIR) on its way home. The U.S. Army are currently replacing some of their earlier European based 'hacks' and going back to the States were Beech U-21s 18016 (3/3 POL1002-DCS) and 15891 (15/3 POL0915-DCS) possibly destined for Davis-Monthan. The Netherlands Air Force provided Fokker F-27M G-4 (8/3 FLA1320-DOG) using the callsign 'PE-CAD'. As usual German offerings were of little interest being Boeing 707s 10+01 (10/3 POL0959-IOM) and 10+04 (1/3 OTR0939-MBK) both bound for Dulles. In contrast to the more modern types, the U.S. Navy used their Keflavik based VC-118B 152687 on a number of occasions including a southbound trip from its base (4/3 POL0917), and the Royal Navy had Herons XR441 (10/3 POL1551-DCS) and XR443 (12/3 POL1042-DCS) both from 781 Squadron.

Unusually the commercial field has had one or two good movements, not least being the Perpati Twin Otter PK-NUO (12/3 DCS-POL1545), and Argosy N1430Z (1/3 POL1122-DCS) on its way to become a water bomber in the States after many years in RAF colours as XP447 with 70 Squadron. Dutch airline N.L.M. provided Friendship PH-KFE (26/3 POL1012-DCS) for Edinburgh, whilst veteran Dakota F-BCYX plodded up Amber One (2/3 POL1650-DCS) returning the next day. The Bergen Air Transport DC-4 LN-MOB was once again active this time inbound to Manchester (26/3 OTR1754-BTN). Heavier and faster Douglas types included J.A.L. DC-8 JAB016 (2/3 POL1002) northbound, and a K.L.M. DC-9 PH-DNY going into Manchester (24/3 OTR1329-BTN) using its registration as the callsign. Dan-Air were very active on crew training details, and those heard included Comets G-BDIF (23/3 POL1055-WAL) G-BDIV (23/3 POL1120-HON) for Lasham, One-Eleven 500 G-BCWA (24/3 POL1717-Stainmoor), and Boeing 727 G-BAJW (26/3 POL0843-DCS) for Glasgow. Finally Saturn provided three Hercules aircraft with N11ST (5/3 POL1429-OTR), N12ST (21/3 POL1641-DCS) originally bound for



for Keflavik but turned around for some reason and went to Cambridge, and N17ST en route Goose Bay (10/3 POL-DCS2056) from Cambridge.

Perhaps less busy of late were the executive jets. The most popular was the Falcon 20 which included F-BOXV (15/3 POL1245-HON) for Heathrow calling "Euralair XV", F-BSTR from Manchester (8/3 OTR1559-South Fisher), LN-FOE of Fred Olsen (22/3 POL2010-TLA), PH-ILF (11/3 OTR1650) to Manchester, and a pair of Americans N12WF (13/3 POL1041-TLA) for Keflavik and N111AM (10/3 POL0959-DCS). The Lear family was represented by VR-BFV (27/3 POL0953-TLA), HE-VCW (16/3 OLD-OTR1322) from Manchester to Dusseldorf, and regulars D-CDHS (1/3 WAL0946-OTR) from Dublin and D-ICHS (25/3 POL1647) outbound Warton. Less frequent than normal were the Gulfstreams with a pair of anonymous machines calling "Mining 4" and "Mining 7" at (28/3 WAL1814) and (28/3 WAL1817) respectively routing south. These were backed up by N119K (14/3 POL1212) to Frobisher, N227G (2/3 POL1617-DCS) to Keflavik, and N677S (18/3 POL1029) also to Keflavik. The Hansa Jet was represented by the Theriot Tug aircraft N890HJ currently based at Norwich (16/3 OTR1713-NEW). Citations included Lego OY-DVL (1/3 OTR-OLD0830), and D-IANE (11/3 OTR1545-DCG) from Humberside. Executive traffic was limited to mass produced types and included King Air F-BXSL (24/3 POL1531-DCS), F-BXAP of the same type (5/3 POL1208-DCS), Baron F-BNOJ (5/3 POL1123-Stainmoor) for Newcastle, and finally Cessna 421B OY-BFA (17/3 LBA0858-POL0905-BTN) diverting from Leeds/Bradford to Manchester.

#### Credits

Colin Addison, and Trevor Smith.

## OUT AND ABOUT

Aviation in Amsterdam, 19 February 1976

Colin Addison

Having taken the opportunity to fly by Leeds/Bradford's most go ahead airline Air Anglia to Amsterdam, I think readers may find it interesting to know what they are likely to see at this truly international airport.

Arriving at Amsterdam at 0945 hours local time, I proceeded up the 'avio-bridge' toward satellite 'A', leaving behind me on the apron Air Anglia's F-27 G-BCDO. Arriving at the top and entering the pier I was greeted by a representative of K.L.M. public relations, to whom I had written prior to my visit to seek permission to look around their premises. This very smart gentleman spoke perfect English and I was soon given a very wide knowledge of the airport and its history. Walking up and down through the piers, I managed to see amongst the blue and white tails of K.L.M. aircraft Affretair's Douglas DC-8 Freighter TR-LVK, which was parked on the opposite side of the 'A' satellite to which I had arrived. Others of note parked nearby included Martinair's newly delivered Fellowship PH-MOL, and no fewer than three Delta Air Transport Convair 440s, OO-VGJ 'P' and 'U', all operating on the commuter service to Antwerp in Belgium. Having looked around the 'duty free' shopping area, we proceeded to satellite 'D' which was the area designated for the 'wide body' aircraft, and those there included C.P.Air 'Jumbo' C-FCRE and smaller aircraft of the company fleet C-FCPQ, a DC-8-63. Both the K.L.M. Boeing 747 'Combi' aircraft were also there, PH-BUH and 'I', and differ from their earlier delivery by way of a large cargo door on the forward port fuselage.

After two hours of almost continual walking up and down the terminal, we retired to my guides office, where after light refreshments I was handed over to the Fire Department whom I had also written to asking if I may look round their complex, to compare it with my own working conditions at Yeoman.

Having left the terminal I was driven past the airport museum which boasts the ex Dutch Royal Flight aircraft PH-PBA, a DC-3, as its centre point to the Fire section which had to be seen to be believed. I was told 142 men were employed on this section and I could see the reason why. Equipment included four dry-powder units, six or seven major foam-tenders, and numerous other vehicles including two 'Snow-Cat' vehicles which are used for pulling 80 tons of foam-carpet laying equipment!

My main point of visiting Schipol was to visit the premises of Fokker-V.F.W. whom had arranged a tour for me starting at 1430. The journey from the fire section was made by the longest possible route in order for me to see some of the aircraft parked on the



eastern aprons. Centre of attraction were two Martinair DC-10s PH-MBG and PH-MBN which stood on either side of a newly delivered Boeing 707 of Transavia. Also on this part of the complex were Sikorski S-58s PH-POC operated by Placid Oil, and PH-NZE of K.L.M. whilst Sikorski S-61Ns PH-NZA 'F' and 'G' stood nearby. The graveyard for the Transavia Caravelle fleet is also here and identified were PH-TRR and 'O' both lying on their bellies with wings and cockpits torn away. Newer machines parked alongside included Cessna F177RG PH-AUK, Cessna F150Ms PH-HVP PH-GAC, and Twin Comanche PH-GAD. Travelling alongside the airfield perimeter I noted a few more Dutch light aircraft including PH-MIE 'MIO' 'MIP' 'ADF' 'VDW' 'RPA' 'LIU' all Cessna 172s, Cherokees PH-VCT 'SDW', Twin Comanche PH-ATV and ageing Cessna 150 PH-NAC.

Arriving at the gates of the Fokker factory I said farewell to the officer from the Fire Department, and entered the reception area to await my guide. Not more than a couple of minutes later, Mr. Schwing the Fokker public relations officer greeted me and we proceeded to the F-27 production line which at the time had eight aircraft in various stages of completion. Two of these were for the Algerian Government, and although these were both fully painted only one wore its registration 7T-WAN. Alongside these two was a Friendship 500RF for Aramco registered N737A, the 'RF' signifying 'rough-field' for use off dirt strips in oil producing countries. Still in bare metal finish were two machines for East-West Airlines of Australia, one for the Ghan Air Force, and the other two were as yet unsold. From here we moved to the flight shed where the ultimate in V.I.P. transports was parked. It was an F-28 for the President of Gabon, finished in a totally novel yellow green and blue colour scheme, and bearing a huge coat of arms on the forward fuselage. Alongside this stunning machine was another aircraft for the Algerian Government, this time an F-27K Troopship in Dutch markings PH-EXR for flight tests. Through a small door into a second part of this complex was Gabon Airway's F-28 PH-EXZ and demonstrators PH-JHG and PH-ZBL, the latter F-28 painted in a very boring grey primer. The highlight of this hanger was the new 'maritime' Friendship PH-FCX named 'De Hoop 2'. This aircraft is an old T.H.Y. machine and has been completely rebuilt with Dart 600 engines, and wears a very smart red blue and white colour scheme which made its under-belly radar bulge almost unnoticeable. Outside on the hard standing was Algerian F-27 7T-WAI, an old machine which was visiting to collect spares for the new aircraft due for delivery. Alongside was Aramco's first 500RF N736A wearing test markings PH-EXF, having just made its first flight. All that was now left to see was the Fellowship line which was well worth the wait. Here in all their splendour were three fully painted aircraft for Garuda Indonesian Airlines where only one had a registration painted on which was PK-GVW and the name 'Bongka'. A total of eight other airframes were seen, possibly the most interesting been c/n 11110, the first series 4000 aircraft for LIN the Swedish carrier. This new 4000 has a new wing section and three feet extensions to the wing. Also available shortly will be a series 3000 which is basically a 4000 but with a shorter fuselage similar to the 1000.

I finally arrived back at the terminal area, which I had left a few hours earlier, to put my feet up after much foot-slogging to wait for my return flight to Leeds/Bradford. Notables during my couple of hours stay were AA-5 Traveler D-ELRW, Navajo LN-PAA, Aero Commander OO-SID, and Turbo Commander N57091. Heavier types included Flying Tiger Line DC-8 N793FT, N.L.M. Friendships PH-KFD 'KFE' 'KFG' 'KPH' 'SAD', Singapore Airlines Boeing 747 9V-SQD, and Prince Bernhard's F-28 PH-PBX. The return journey to Yeadon was once again on board 'Delta Oscar', and my thanks to Air Anglia for a really enjoyable day out.

#### LATE NEWS

The Yorkshire Preservation Society has obtained Auster AOP.9 XP247 and is being restored for ground display.

The Addyman Standard Training Glider which Yeadon Aeroplanes were restoring in a workshop in Yeadon has now gone to its owners at Manchester, Aeroplane Workshops Ltd. The fuselage had been completed as far as possible but delays had been caused with the wings which were being rebuilt by another group.