

VOLUME 5 No. 4

(FOR PRIVATE CIRCULATION ONLY)

APRIL 1979

EDITOR:- Trevor Kinghorn, 16 Stirling Cres, Scotland Lane, Horsforth, Leeds LS18 5SJ.  
CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley, W.Yorks.  
PRO/TRIPS ORGANISER:- Position to be filled.  
TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.  
SECRETARY:- Roger Fozzard, 12 Hill Top Mews, Knottingley, W. Yorks WF11 8PL.

#### FORTHCOMING MEETINGS

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

MAY 6th : A talk presented by Squadron Leader Tony Smart of the Multi-Engine Training School (NETS), RAF Leeming, with slides.

JUNE 3rd : No meeting. SSAFA display Church Fenton.

N.B. Next committee meeting will be held on Sunday May 6th after the meeting.

#### EDITORIAL

This month we have managed to include even more information regarding the movements at LBA, namely the take off and landing times of visiting aircraft. Within the next few months it is also hoped to present the registration of the regular scheduled airliner flights at LBA. The inclusion of these extra details obviously requires an adjustment of space within the bulletin but it is hoped the increased information will make the magazine even more interesting.

#### INTERNATIONAL AIR TATTOO 79 - Greenham Common - 23/24 June 1979

An event no enthusiast should miss. This year's speciality is the Lockheed Hercules from many world Air Forces, plus many other participants, to make this the best display in Europe.

Daily admission charges - Adult £3.00  
Children (8-16 yrs) £1.00

Advanced booking - Adult £2.50  
Children (8-16 yrs) 75p

Membership application forms for the "Friends of Int. Air Tattoo 79" are enclosed. Advanced booking forms for the Tattoo, additional membership forms, and details of offsite camp site can be obtained from John Hunt, (Please send SAE).

Credits:-	T. Sykes	I.D. Gordon	R.G. Hudson	Flight Int.	D. Elam
	K. Gordon	I. Carling	D. Collier	C. Harper	N. Collins
	R. Fozzard	I.S. Hall	J. Hunt		

# LEADS/BRADFORD MOVEMENTS - March 1979

1	G-ECKO	Aztec	0733	0750	G-AWAS	HS.125	0749	0827
	G-AWED	Navajo	0903	1019	G-OBCA	Cessna 421C	0958	1007
	G-BELW	Cessna 421C	1133	1313	G-BAEX	Cessna 172	1204	1534
	G-STAR	Aerostar N/R	1232	-	G-ATPR	Aztec N/R	1237	-
	G-AWDI	Aztec	1323	1446	G-ELSL	Cessna 310 N/R	1333	-
	G-AYDG	Rallye	1439	-	G-BCLL	Cherokee	1608	1639
	G-OBCA	Cessna 421C	1647	1654	G-ASXV	Queen Air	1707	1715
	G-AWAS	HS.125 n/s	1742	1410 (2nd)	G-BBJF	Baron	1826	1835
	G-ECKO	Aztec n/s	1949	-	G-AYVM	Navajo	2036	2043
	G-BEVK	Navajo	2047	2100				
2	G-ECKO	Aztec	0724	1649	G-ASXV	Queen Air	0841	0857
	G-EBCC	Aztec	0854	0911	G-BABW	King Air	0954	1553
	G-BAHW	Cessna 310	0957	1101	G-EURO	Cessna 310	1002	1638
	G-BESP	Islander	1036	1149	G-BEME	Aztec	1051	1401
	G-NASH	AA-5A	1043	1251	G-ATZP	Beagle 206	1110	1126
	G-AZYU	Aztec	1310	1707	G-BBIF	Aztec	1322	1359
	G-BOST	Aztec n/s	1436	-	G-BFUN	H.269	1453	1541
	G-AZFR	Cessna 401B	1530	1541	G-JEAN	Citation	1637	1644
	G-EBCC	Aztec	1736	1742	G-ATZO	Beagle 206	1758	1810
	EL-BER	Islander n/s	2030	0811 (3rd)				
3	G-AXOZ	Pup n/s	1157	1326 (10th)	G-BOLT	Rock 114	1251	1732
	G-BFGH	Cessna 337	1420	1745	G-BFTF	AA-5B	1459	1720
	G-AYRC	Cessna 150	1509	1545	G-BFUN	H.269	1552	1618
	G-BLUJ	Cessna 421B	1558	1631	G-YORK	Cessna 172	1611	1632
	G-BBIF	Aztec	1616	1717	G-FOXY	Cessna 172 n/s	1752	-
	G-AVTH	BAC 1-11 n/s			G-BFFZ	Cessna 172 n/s		
4	G-ASOF	Beagle 206	0858	1142	G-BFTR	Longranger	1034	1115
	G-ASLE	T. Comanche	-	1315	G-BFTF	AA-5B	-	1335
	G-WBV	Cessna 182	1354	1503	G-AWIK	Musketeer	1411	1616
	G-AVCY	T. Comanche	1417	1455	G-BDCO	Pup	1428	1614
	G-BETD	Robin	-	1520	G-AYRT	Cessna 172	1734	1813
	G-BAZS	Cessna 150	2014	2040				
5	G-AYKA	Baron	0843	1202	G-JEAN	Citation	0921	0929
	G-BAIS	Cessna 177	1038	1055	G-ELAS	Cessna 310	1122	1528
	G-BFND	JetRanger n/s	1203	1456	G-BDWN	Alouette	1216	1347
	G-BCDI	Cessna 310	1218	1550	G-AZZL	Aztec	1332	1622
	G-AYKA	Baron	1553	1738	G-BELW	Cessna 421C	1600	1722
	G-BEVK	Navajo n/s	1843	1108 (6th)				
6	G-JEAN	Citation	0910	1006	G-BAEP	Cessna 150	1040	
	G-ATPR	Aztec n/s	1121		G-BDWN	Alouette	1136	1157
	G-EURO	Cessna 310	1217	1844	G-KWIK	P.68B Victor	1552	1647
	G-BLUJ	Cessna 421B	1522	1559	G-BFND	JetRanger n/s	1728	0823 (7th)
	G-GGAE	HS.125 n/s	1730	0820 (7th)	G-BAEY	Cessna 172 n/s	1749	1422 (8th)
	G-FOXY	Cessna 172 n/s	1754	-				
7	G-BBJF	Baron	0851	0936	G-BKTI	King Air 200	0951	1538
	G-AXRT	Cessna 150	1039	1148	G-AWJE	Cessna 150	1109	1149
	G-NESS	Rock 685	1124	1618	G-BFNC	Ecureil	1224	1424
	G-BCFG	Cher. Arrow	1223	1714	G-ATPR	Aztec	1345	1732
	G-REBE	Cessna 421C	1431	1849	N90114	Cessna 182 n/s	1630	1201 (8th)
	G-BOST	Aztec	-	1707	G-KWIK	P.68B Victor	1907	1943
	G-BFFI	Navajo	1909	1951	G-GGAE	HS.125	2054	2113
8	G-AZGE	Aztec	0845	1047	G-AZFR	Cessna 401B	0851	0916
	G-BEGE	Aztec	0908	0917	G-BDWN	Alouette	0931	1543
	G-DEUX	Cessna 172	1021	1103	G-BEKH	JetRanger	1026	1425
	G-BFND	JetRanger	1055	1401	G-BFTE	Cessna 152	1104	1128
	G-BAVY	Aztec	1121	1219	G-BAHW	Cessna 310	1137	1241
	HD-LFP	Cessna 310 n/s	1145	1004 (9th)	G-AXHC	Rallye	1145	1551
	G-BJHR	Citation 2	1554	1646	G-AZER	Cessna 401B	1613	1626

# LEEDS/BRADFORD MOVEMENTS (cont'd) 1

8	G-POLO Navajo	1648	1724	G-JEAN Citation	1700	1718
	G-ETUP Cessna 150 n/s	1725	-			
9	G-BDWN Alouette	0812	0842	G-BABW King Air	0901	
	G-BJHH Citation 2	0912	0930	G-BEUB Cessna 421B	1120	1132
	G-BALN Cessna 310	1258	1526	G-JEAN Citation	1645	1652
	G-BEYX Navajo n/s	1822	1113 (10th)	G-RCCL King Air	1932	1944
10	F-BXAY Cessna 340	0859	1542	G-ATTH Jodel 250	1012	1045
	PH-KPC Friendship	1023	1915	G-BAZS Cessna 150	1213	1236
	G-ATEW T. Comanche	1221	1301	G-CPTS JetRanger	1233	1304
	G-AVXX Cessna 172	-	1300	G-BFFE Cessna 152	1322	1354
	G-BCFE AA-5	1405	1551	G-BCUF Cessna 172	-	1439
	G-NJAG Cessna 207 n/s	1747	1603 (11th)			
11	G-OTRG Cessna 182 N/R	1036	-	G-DFJR Cessna 337	1304	
	G-ASLE T. Comanche	1420	1527			
12	XS 794 Andover	0951	1104	G-JEAN Citation	0955	1004
	G-BBNO Aztec	1037	1639	G-AZER Cessna 401B	1143	1156
	G-BEVL Cessna 421C n/s	1258	0801 (13th)	G-BENF Navajo	1336	1525
	G-BBOS JetRanger n/s	1454	1323 (13th)	G-BESP Islander	1620	1113 (23rd)
3	G-AXJJ Pup	1013	1559	G-BBOS JetRanger	0918	1208
	G-JEAN Citation	1230	1610	G-BGAB Cessna 152	1458	1527
	G-AWAS HS.125	1533	1620	G-BAZS Cessna 150	1549	1624
	G-AVZT Navajo	1655	1716	N8661K Cessna 340 n/s	1911	1224 (14th)
	G-JEAN Citation	1922	1928			
14	G-BCKO Aztec	-	0854	G-BBKJ Cessna 337	0914	1233
	G-BPHK Cessna 177	1007	1310	G-AXHG Rallye	1103	1645 (23rd)
	G-POLO Navajo	1155	1209	G-BELS AA-5	1145	1319
	G-BETD Robin	1356	1617	G-AVUS Cherokee	1410	1431
	G-WIZ JetRanger	1451	1632	G-BEUX Cessna 172	1508	1540
	G-BAVJ Navajo n/s	1628	1027 (15th)	G-ASLE T. Comanche	1635	1707
	G-ASXV Queen Air	1649	1656	PH-BBV Fellowship	1706	1731
	G-BAAJ Aztec n/s	2115	0926 (15th)			
15	D-IEWU Navajo	0751	1610	G-CITY Navajo	0802	1110
	G-BFTT Cessna 421C	0936	1714	G-BHJ Aztec	1005	1921
	G-AZGG King Air	1019	1024	G-JEAN Citation	1021	1211
	G-BLDA AA-5	1259	1310 (22nd)	OY-ECJ Cessna 421B	1322	1806
	G-JEAN Citation	1623	1639	G-BDWG Islander n/s	2037	1421 (17th)
18	G-DGCV Ecureil	0808	0837			
19	G-BCUZ King Air 200	1109	1124	N121AM Falcon 20	1113	1152
	G-BFND JetRanger	1124	1249	G-BEKH JetRanger	1151	1154
	G-BEVL Cessna 421C	1326	1413	G-BBOS JetRanger	1420	1434
	G-BDOJ Aztec	1503	1710			
20	G-BOST Aztec	0746	0825	G-BASU Navajo	0754	0917
	G-JEAN Citation	0847	1807	G-AYED Comanche	1048	0800 (21st)
	G-DCBK Cessna 421B	1053	1455	G-AZNY Aztec	1253	0821 (21st)
	G-AXER Navajo	1312	1850	G-OSSH Cessna 421C n/s	1440	-
	G-WTVB Cessna 404 N/R	1448	-	G-BCUZ King Air 200	1550	1559
	N121AM Falcon 20	1700	1722	G-ELVR Navajo	1735	1741
	N88611 Cessna 421C n/s	1847	1433 (21st)	G-BHJ Aztec n/s	-	1301 (23rd)
21	G-BCUZ King Air 200	0751	1424	G-BCKO Aztec	0754	0806
	G-DEZU Navajo	0818	1342	G-BDWK Baron	0813	0906
	G-ZAAR Cessna 414	0843	0901	G-BEXR Navajo	0846	1407
	D-IEWT Rock. 690B n/s	0856	1657 (22nd)	G-AVVJ Rallye N/R	0902	1334 (28th)
	N88611 Cessna 421C	0911	1208	G-JEAN Citation	0946	1009
	G-ARAN Super Cub	-	0951	PH-TSM Navajo	1023	1539
	G-AVMK Aztec	1147	1325	G-AZTK Cessna 172 n/s	1206	1240 (22nd)
	G-POLO Navajo	1414	1602	G-ZAAR Cessna 414	1545	1615

# LEEDS/BRADFORD MOVEMENTS (cont'd) 2

21	SE-GDA Navajo n/s	1517	1603	(24th)	G-AZNY Aztec	1723	1736
	G-POLO Navajo	1807	1827				
22	G-BCKO Aztec	0706	0748		G-SHAW T. Comanche n/s	0822	-
	G-ATYW Beagle 206 n/s	0904	1621	(23rd)	G-BCSM Bellanca 8GCEC	1024	1136
	G-ATTH Jodel DR250	1027	1312		G-JEAN Citation	1054	1516
	G-BADW King Air n/s	1247	0713	(23rd)	G-AVNM Aztec	1333	1500
	G-POLO Navajo	1510	1600		G-BCKO Aztec	1759	1823
	G-DOST Aztec n/s	1750	-		G-DLGE Aztec	1933	1942
23	SE-GIN Navajo	0737	0847		G-BFWK Warrior	0853	1527
	G-ARUO Comanche	0943	1520		XS791 Andover (D.of Kt)	1008	1350
	PH-BLV Fellowship	1029	1037		G-AXYA Navajo	1049	1441
	G-AXRT Cessna 150	1054	1225		G-DGAD Cessna 152	1217	1418
	G-AZLY Cessna 150	1252	1306		G-BEVL Cessna 421C	1300	1306
	G-AYRT Cessna 172	1413	1612		G-AMJU Cessna 172	1552	1637
	G-YORK Cessna 172	1649	1723		G-AVMT BAC 1-11		
	G-BBTW Navajo	1746	1756		G-JANE Cessna 340 N/R	1851	-
24	G-BFDE Navajo	0734	0821		G-AZKA Rallye	0845	0931
	G-AWPK Cher. Arrow	0905	1216		N1824 Cessna 150 n/s	0940	1834 (30th)
	G-AVKZ Aztec	1004	1600		G-BPKB Cessna 172	1026	1139
	G-ATTH Jodel DR.250	1040	1118		G-DGAD Cessna 152	1045	1124
	G-YORK Cessna 172	1056	1134		G-AZYM Cessna 310 n/s	1130	1150 (25th)
	XW615 Scout	1439	1513				
25	G-BEHE AA-5A	1157	1233		G-FOXY Cessna 172	1212	1722
	G-AVYL Cherokee	1418	1535		G-OSSH Cessna 421C	1534	
	G-AYRT Cessna 172	1618	1714		G-BCVZ JetRanger n/s		
26	G-AMYJ Dakota	0600	2147		G-OSSH Cessna 421C	0602	0952
	G-JEAN Citation	0816	0824		G-OSSH Cessna 421C	-	1119
	G-BEVL Cessna 421C n/s	1137	0810	(27th)	G-ASLE T. Comanche n/s	1313	1456 (28th)
	G-BCVZ JetRanger	1347	1500		G-BCSV Cessna 421B N/R	1512	-
	G-BBNG JetRanger	1603	1701		PH-TSL Navajo	1839	2056
27	G-BBMJ Aztec	0622	0647		G-BCKO Aztec	0703	0717
	G-AYVC Aztec	0844	1535		G-OBKA Cessna 421C	0901	1448
	G-UBKP Baron	0945	1009		G-BBNG JetRanger	0945	1040
	G-AVJB Viscount	1002	1550		G-AZFR Cessna 401E	1006	1019
	G-CPTS JetRanger	1254	1524	(30th)	G-AMPO Dakota	1305	2139
	G-AXYA Navajo	1316	1437		G-UBKP Baron	1416	1449
	G-BCKO Aztec	1543	1603		G-BBMJ Aztec n/s	1740	0731 (31st)
	G-BSTM Navajo n/s	1748	-		G-POLO Navajo	1813	1831
	G-BCFP Enstrom	1812	1824				
28	G-AVNM Aztec	0815	1222		G-BDWK Baron	0817	0834
	G-BBTW Navajo	0821	0846		N-BSRP King Air	0907	1708
	G-BFJS Cessna 340	0942	1711		G-JEAN Citation	1001	1009
	G-YORK Cessna 172	1028	1118		G-BFCH Cessna 337	1030	1151
	G-JEAN Citation	1429	1508		G-BCKO Aztec	1541	1550
	G-AMPO Dakota	1827	2143		G-BCKO Aztec n/s	1841	0545 (29th)
29	G-BBCU Aztec	0655	0759		G-AWMS HS.125	0703	0746
	G-BBMJ Aztec	0802	2050		I-COKE Citation	0806	0929
	G-BAVG King Air	1419	1430		G-BAVJ Navajo	1512	1525
	G-ASLE T. Comanche n/s	1606	-		G-AWMS HS.125	1804	1822
	G-AMPO Dakota	1814	2135		G-NORX Cessna 421C	1854	1942
30	G-NORX Cessna 421C N/R	0719	-		G-AZTD Cher. Six	0815	0848
	G-BMFD Aztec	0817			G-BOST Aztec	-	0831
	G-BEVL Navajo	0912	0919		PH-GPL Navajo	0927	1027
	G-BCVZ JetRanger	0945	1018		G-BEVL Cessna 421C	1021	1135
	G-BBTW Navajo	1114	1203		N88611 Cessna 421C	1148	1259
	G-BCKO Aztec	1151	1215		G-BBMJ Aztec	1158	1734
	G-BEYV Cessna 210	1217	1518		G-AZUG AA-5	1240	1259

# LEEDS/BRADFORD MOVEMENTS (cont'd) 3

30 G-AZTD Cher. Six	1251	1314	G-BCVZ JetRanger	1243	1301
G-BOAT Cessna 310 n/s	1305	-	G-AWAU Cessna 172	1352	1446
G-JEAN Citation	1413	1419	N88611 Cessna 421C	1503	1627
PH-GPL Navajo	1545	1636	G-JEAN Citation	1610	1624
XW790 Dominie	1618	1628	N962L Cessna 150	1806	1833
G-AYEI Navajo	1827	1839	G-AMFO Dakota	1837	2134
G-OAKS Cessna 421C N/R	2056	-			
31 G-EGNU King Air	0831	0845	G-AVUD T. Comanche	0927	1212
G-BATH Cherokee	1044	1206	G-AYIO Cherokee	1307	1350
G-AYRO Cessna 150	1542	1612	G-DAJN AA-5 n/s	1706	-

Overshoots for the month were mainly by Jetstream T.1's from Leeming, and were as follows:-

6th: XX491/8/500, 7th: XX491, 8th: XX491, 9th: XX491, 10th: G-BATH, 14th: XX491, 15th: XX499, 20th: XX494, 21st: XX494/6, 22nd: XX491, 23rd: XX494/6/9, 26th: XX494/7, 28th: XX491/2/8/9, 29th: XX492/6/9, 30th: XX492.

A better month for both quantity and quality. Aer Arrans Islander visited on the 2nd and night stopped. Cessna Brussels made a number of visits to Northair during the month, Cessna F182 N90114 (c/n 0095) on the 7th n/s, Cessna 340A N8661K (c/n 0607) the 13th n/s, Cessna 421C N88611 (c/n 0608) on the 20th n/s also on the 21st and the 30th. Other US registrations have been Falcon 20 N121AM on the 19th and 20th and the unfortunate Cessna 150L N11824 of the Lakenheath A/C. This latter visited on the 24th and requested fuel, during the refueling some metal foil found its way into the engine so it was left for repairs and collected on the 30th by Cessna F150 N962L. HB-LFP, the Cessna T310P that arrived on the 8th, has a c/n of 0207, and departed for Zurich on 9th. NLM's Friendship PH-KFC did a charter in on the 10th and spent most of the day on the apron. On the same day Cessna 340 F-BXAY also visited. Air Anglia did a couple of proving flights with the Fellowship 4000 PH-BLV on the 14th and the 23rd in anticipation of the delivery of their own two. The 21st was a good day with the already mentioned US 421C being joined by Navajo P SE-GBA (c/n 31P7400183) which n/s to the 24th Navajo PH-TSM (c/n 317852616), and the Commander 690B D-EWT (c/n 11488) which n/s. Among the UK visitors were quite a few using callsigns rather than regs. Apart from those noted in the movements above we had G-BEZX coming in as "Shetland 562" on the 21st to n/s, G-AVNX using "Air Foyle 905" in and "906" out also on the 21st, and the same on the 22nd. The BA 1-11 G-AVMH on the 3rd came in as 5414 and after n/s went out as 5403. Due to the rail tunnel collapse in Scotland the mail has been taking much longer to get through and so from the 26th Eastern Air have been doing a daily flight to Edinburgh with mail. The flight operates at 2230 each weekday night with a Dakota, first flight being with G-AMYJ and all the rest so far with G-AMFO. Northair have once again been busy, Cessna T310R G-BLSL arrived on the 1st, it is c/n 1345 and ex N3947A which has been at Brussels since 9/6/78. It left on delivery to its new owner on the 22nd. Conquest G-AUTO arrived back from Little Staughton after repainting on the 3rd and was delivered to the AA at Coventry on the 7th. Also on the 7th Cessna 414A G-OTPL left on delivery to Flight Refueling Ltd and Aztec G-ATPR came in part exchange. Cessna T182RG G-OTRG c/n 0766 arrived from the States on the 11th. On the 29th Cessna 421C G-NORX c/n 0647 arrived from the States and it is to replace G-BELW with a firm called Norcross. On the 30th at 2055 local time Cessna 421C G-OAKS came from Brussels via Southend and this is for Barrett Developments. Air Westward have been taken over and their Titans are now redundant, they have all been bought by Northair and G-WTVF arrived on the 20th, one has already been sold and will go direct but the remaining two should arrive at any time. Next to arrive for Northair is claimed to be the Brussels hack N88611 which has been in a couple of times this month and which they are said to have now purchased. Due in May is Conquest G-CCCL for Colt Cars and also on order is Conquest G-TECA to replace G-ODCA. Aerostar G-STAR was delivered to Preston Candover on the 23rd and Cessna 340 G-JANE came back on the same day in part exchange. Cessna F182 G-EGAK was air-tested on the 22nd and has been sold to Four T Engineering Ltd of Llanell in Wales, no delivery date is yet to hand. Cessna F172 G-FOXY of Citation F/S spends most of its time in the YLA hangar and would appear to be resident. JetRanger G-BCVZ night stopped whilst operating for Radio One. It carried out live broadcasts on 26th from Leeds/Sheffield area having had broadcasting equipment the previous evening.

# TEES-SIDE MOVEMENTS - March 1979

1st	G-BGIN Navajo 350 SP-LSG IL 18E G-BEON Sikorsky S.61N	G-CHEV Bandeirante G-BELW Cessna 421C G-BOCL HS.125/600B	G-BERG Puma G-AXYC Navajo G-FMFC Bandeirante
2nd	G-ANUO Heron 2D	G-JLAN HS.125/600B	G-AXKD Aztec L
5th	G-EFOH Bell 47G G-BFZK Bandeirante	G-DARX JetRanger	SP-LSF IL.18E
6th	G-AZFE Aztec E	G-BKJW Aztec E	G-AYUL Aztec E
7th	G-AXXG Islander G-BAXD Trislander	G-ATCI Airtourer G-BFYZ Viscount	G-BFVZ King Air 200 G-LEON Navajo 350
8th	SP-LSF IL.18E G-AWIK Musketeer	F-BVJJ Seneca 200 OY-BTF Cherokee	G-BFBH Navajo LN-PAF Navajo
9th	G-CHEV Bandeirante	G-BAOO Cessna 421B	G-BARJ Bell 212
12th	G-BAZI Boeing 737	G-BEMX Cessna 404	SP-LSG IL.18E
14th	G-BDOS JetRanger G-BAXD Trislander	G-BBFD Cherokee Arrow G-PEPD Navajo 350	G-BFPD AA-5A G-AXFE King Air B90
15th	G-BSTN Navajo 350 G-BCII Citation	G-AWWL HS.125/3B G-BLUX JetRanger n/s	G-ASRE Aztec C G-AYWF Aztec C
16th	G-BBEJ Navajo 350	G-BEXU Navajo 350	
19th	G-BEYD Herald 401 G-BBML Trislander	G-BAKS JetRanger PH-BAG Mystere 20C	PH-MOL Fellowship(Div.) G-AVKX Hiller UH-12E
20th	G-BBZI Navajo 310 G-PCIU Beagle D.206	G-ANUO Heron 2D G-UBKP Daron	G-WSSL Navajo 350 G-HLUD King Air 200
21st	G-UBKP Beech Baron G-ASJG BAC 1-11	G-BGAD Cessna 152 G-BCGU Jetstream	G-BBEG Islander
22nd	G-BBAZ Hiller UH-12E G-AYNR HS.125/400B	G-BECW Aztec E G-BFLA Navajo 350	G-BEJP Twin Otter
23rd	G-UBKP Daron	G-BBZB Navajo 350	
24th	G-BEFE Herald 206 n/s G-BERF Fuji FA.200	G-AXTJ Cherokee 140B G-AWEG Cessna 172G n/s	G-ASUD Mooney M.20E G-BTWW JetRanger
25th	G-POLO Navajo	G-BATV Cherokee 180	G-CHEV Bandeirante
26th	G-EDAF Tailwind G-BEPU Navajo 350	G-BEFE Herald 206 G-BSTN Navajo 350	G-BNPD Aztec E G-BBZP Navajo 350
27th	G-ATPR Aztec C	G-ANUO Heron 2D	G-BEPR Trislander
28th	HB-INT DC-9-34		
29th	G-AWEL Navajo G-JEAN Citation	G-BEPU Navajo 350 G-ARBY Viscount 708	G-BLMD Navajo 350 G-BAVW Aztec E
30th	SE-FOR King Air G-AVKX Hiller UH-12E	G-ASUR Dornier DO.28A G-CHEV Bandeirante	G-AYJU Cessna TP.206A G-BBJD Avro 748
31st	G-BEYE Herald 401 G-AYGA Jodel D.117	G-ASCZ Emeraude G-AVKX Hiller UH-12E	G-BRIT Cessna 421C G-AWEG Cessna 172G
8th	F-BVJJ F/T Calais LN-PAF Oslo (Fornebu) to Oslo (Gardermoen).	OY-BTF Biggin Hill 10/3/79 to Groningen.	
19th	PH-BAG Rotterdam - Crosby - Rotterdam.		
28th	HB-INT DC-9 Bal-Air F/T Zurich.		
30th	SE-FOR F/T Stavanger.		
12th	G-BKJW After take off returned due to problems, ending up slightly bent. Wing and u/c.		

# FOREIGN VISITORS TO THE L.D.A 1978 (Part Two)

## HOLLAND

PH-GPL	PA-31 Navajo 310	c/n 7712089	Den Hartog B.V
PH-EAA	PA-31 Navajo Chieftain	c/n 7652162	Business Air Services
PH-STR	Cessna 310Q	c/n 0605	Ster-Disposables
PH-BAG	Falcon 20C	C/n 126	Business Air Services
PH-VON	Rockwell Commander 114	c/n 14195	Gelderse Luchvaartmij
PH-JSC	Corvette	c/n 35	Jetstar Holland, Amsterdam
PH-WCU	PA-28R Turbo Arrow 201T	c/n 7703094	Brainware, Amsterdam
PH-TGW	Cessna F.172M	c/n 1294	Loers
PH-RPD	Cessna FA.337C	c/n 0058	Rijkspolitie (Dutch Police)
PH-ASU	PA-31 Navajo 350	c/n 7752058	Fast-Eelde EV.
PH-MOL	F.28 Fellowship 1003	c/n 11003	Fokker/Air Anglia
PH-CAT	Cessna 182P	c/n 0040	J. Visser, Teuge
PH-PLV	Cessna 414A Chancellor	c/n 0017	1st foreign Chancellor to visit
PH-JFG	Cessna 310Q	c/n 0687	Atho BV. Rotterdam.
PH-GRT	Cessna F.172M	c/n 1589	Van Putters Broederij
PH-MAZ	Cessna 402B	c/n 0219	Martinair Holland N.V.
PH-DAB	PA-31 Navajo 350	c/n 7552084	Business Air Services
PH-LHA	PA-34 Seneca		
PH-SIX	F.28 Fellowship series 6088	c/n 11092	Fokker-Leased to NLM
PH-TSL	PA-31 Navajo		TSL(Holland) BV
PH-LPG	PA-34 Seneca 200	c/n 7450055	Den Hartog BV
PH-MAT	Fellowship 1007	c/n 11008	Martinair (Air Anglia)
PH-KFC	F.27 Friendship 200	c/n 10200	NLM (Air Anglia)
PH-BAJ	PA-18 Super Cub 150	c/n 5512	Yorks Gliding, Sutton Bank

## WEST GERMANY

B-IJOS	Cessna 310R	c/n 0580	Hanns-Loersch
D-IMPX	Cessna T310R	c/n 0830	Liskont U. Kredit AG
L-IDAS	Cessna 421B	c/n 0536	Hohenloher Flugdienst
D-IKOS	Cessna 414	c/n 0420	Dortmund Aero Club
D-ILHM	Lear Jet 24B	c/n 239	Private Jet Charter
D-IOTF	Swearingen Merlin 3	c/n 226T-230	Hohenloher Flugdienst
D-IATH	Cessna 414	c/n 0914	Thies KG
D-IHFD	PA-31 Navajo 300	c/n 651	Dortmund Aero Club
D-IDMD	Lear Jet 24B	c/n 201	Herbert Dahn
L-ECVM	Cessna 182P	c/n 61631	Kamp Lintfort
D-IHWV	Cessna 421B	c/n 0131	W.D.L Essen
L-ILPI	B.55 Baron	c/n TC-834	Dortmund Aero Club
D-ICCI	Cessna F.337F	c/n 0055	Fassbender, Dusseldorf
D-ITMI	Cessna 421B	c/n 0915	City-Flug
D-GATE	F.68B Victor	c/n 62	Marl Flying School
L-EFST	Cessna F.177RG	c/n 0115	Eberward Stock
D-ELON	Cessna F.172M	c/n 1062	LSV Flensburg
D-EKAP	PA-28 Cherokee Arrow 200	c/n 7435178	Westflug KG Aachen
D-IFIB	King Air 200T	c/n BB-167	F.W. Denzel
D-IDBA	PA-31 Navajo 350	c/n 7552020	Binder Aviatik
D-EFTN	PA-28 Cherokee 180G	c/n 7205309	Verein Motorflug
D-IFWL	PA-34 Seneca 200T	c/n 7570307	P. Stache, Bonn
D-ICCA	Citation	c/n 0317	Leased to Northair
D-IHMT	PA-31P Navajo 425	c/n 7400200	Heidemann & Wehrmann
D-IHSE	PA-34 Seneca 200T	c/n 7870193	Siemens Export, Hamburg
D-CHIR	Lear Jet 35A	c/n 119	Flew in Kevin Keegan

## FRANCE

F-DTTL	Corvette	c/n 28	Uni-Air, Toulouse
F-BYAO	F.27 Friendship 100	c/n 10127	Uni-Air, Orly Diversion
F-BRQJ	PA-31 Navajo	c/n 678	Air Shipping, Le Havre
F-BYCC	Falcon 10	c/n 76	Europe Falcon Service, Paris
F-DOHS	PA-23 Aztec 250C	c/n 3409	Medi-Metal
F-DSUX	Lear Jet 23	c/n 0454	General Aviation, Nantes

# FOREIGN VISITORS TO THE L.B.A (cont'd)

F-BTDA	Jet Commander	c/n 145	Societe Jetstream, Paris
F-BUYE	Cessna 421	c/n 0097	Boucher, Epinal
F-BXAZ	PA-23 Aztec 250E	c/n 7405437	Ex-Air, Le Bourget
F-BRCV	Robin DR253B	c/n 141	Aer. Du S.G.A.C. St. Cyr
F-BLLU	Sferma 60A Marquis	c/n 15	Line S.A.
F-GDEH	Cessna F 182RG	c/n 0001	Cessna Corporation Demonstration
F-LVRC	PA-28R Cher. Arrow 200	c/n 7435174	Tudair
F-GEIL	Cessna 182N	c/n 60391	Leadair Jet Service
F-LV00	PA-34 Seneca 200	c/n 7450160	Slibail, Toussus
F-GASR	Cessna FR.172J	c/n 0590	Air Mediterranee
F-DNPR	PA-23 Aztec 250C	c/n 3297	Ste. Ouest Aero, Toussus
F-BSRP	King Air D.90	c/n LJ-493	G. Roquette, Lille.
F-BNRY	PA-28 Cherokee 235	c/n 10648	A. Delorme, Toussus.
F-EPJF	B.55 Baron	c/n TC-1143	Air Hainault
F-LYAP	F.27 Friendship 102	c/n 10113	Uni-Air
F-EXPO	Cessna 340A	c/n 0053	Fenwick Avn. Toussus
F-BYAL	Lear Jet 25C	c/n 084	Euralair International
F-LVRA	Beech 99	c/n U-94	Air Anjou Transport
F-GBAN	Robin 1180 Aiglon		Demonstrator
F-BRNO	D.90 King Air	c/n LJ-482	Ateliers Roannais
F-LXSN	E.90 King Air	c/n LW-175	Neu-Extair
F-GATR	C.90 King Air	c/n LJ-735	Transair, Le Bourget
F-GAIP	PA-31T Cheyenne	c/n 7720029	
F-BVEZ	C.90 King Air	c/n LJ-628	Cofranteg, Toulouse
F-GIMS	Mystere 20F	c/n 175	Europe Falcon Service

## U.S.A

N827GA	Gulfstream 2	c/n 80	PPG Industries Inc.
N6678C	Cessna 421C	c/n 0437	Cessna Corporation
N4641G	Cessna 414	c/n 0909	Now G-ZAAR
66-18027	Beech BU-21A		U.S. Army, Ramstein
N6577C	Cessna 414 Chancellor	c/n 0019	K.C.Aviation; now G-KCAV
N6574C	Cessna 414A	c/n 0016	Cessna Corporation, Brussels
N3749C	Cessna 310R	c/n 1236	Birchwood Boat Int.-now G-BO
N1815V	Cessna F.172M	c/n 63760	E.R.Grooters
N962L	Cessna F.150L	c/n 1119	U.S.A.F. AC, Lakenheath.
N830G	Gulfstream 2	c/n 44	Continental Oil, New York
N605W	H.S.125/3A-PA	c/n NA701	Blue-Air; Copenhagen
N63728	PA-31 Navajo 350	c/n 7752047	Now G-BEFL
N6812C	Cessna 421C	c/n 0471	Now G-ODCA, Br. Car Auctions
N88674	Cessna 404 Titan	c/n 0214	Now G-LANT, Northair
N63962	PA-23 Turbo Aztec 250F	c/n 7854086	C.S.E., Oxford
N14CP	C.90 King Air	c/n LJ-585	Scholl (UK) Ltd
18000	Beech U-21A	c/n LM-I	U.S Army
N14496	Cessna F.172M		U.S.A.F. AC., Lakenheath
N8JT	Pitts SI-C	c/n JM-1	I.D. Paddon
N2274B	Citation	c/n 0295	Lisle A.C. (Ex EP-KIA)
N756KM	Cessna TU206G	c/n 04152	Cessna Corporation
N50AS	Jetstar 731	c/n 4/5058	American Standard Inc.
N756JM	Cessna U.206G	c/n 04128	Cessna Corporation
N552CC	Citation 2	c/n 0002	Cessna Corporation
N54UH	Cessna 421C	c/n 0317	
N70786	Cessna F.172	c/n 1642	Cessna Corporations, Brussels
N9175G	Cessna 441 Conquest	c/n 0002	Cessna Corporation
N51BJ	PA-31T Cheyenne	c/n 7720011	C.S.E./Trident T.V.
N3080	Jetstar 6	c/n 5094	World Carpet Corp.
N8803T	Cessna 182C	c/n 52703	Lauchenbruch
N64959	Cessna 152	c/n 81500	
N63819	PA-23 Aztec	c/n 7754140	Intra/Aviation Beauport
N3876C	Cessna 421C	c/n 0128	
N11824	Cessna 150L	c/n 75652	U.S.A.F. AC., Lakenheath
N121WT	Falcon 20F	c/n 274	I.B.M. World Trade
N445CC	Cessna Citation	c/n 0381	Cessna Corporation
N7XB	Piper PA-31 Navajo 300	c/n 583	Ex. G-AXXB/N6645L



## OUT & ABOUT

HEATHROW - 24/2/79: CCCP 85113 TU.154A (Aeroflot), C-FTJS DC-8-54F (Air Canada), HA-LCF TU.154B (Malev), HZ-AHE L.1011-193B (Sandia), JA8106 B.747-246B (JAL), LZ-BTC TU.154 (Balkan), N748WA B.747-273C (Seaboard World), OL-AFX B.707-327C (Leased to Zaire Freight Service), OK-AFA TU.134A (CSA), S2-ACA B.707-351C (Bangladesh Biman), VH-EEN/P B.747-238L (Qantas), VT-ERO B.747-237B (Air India), YL-TPH TU.154B (Tarom), ZS-SFL B.747SP-44 (South African), 5A-DID B.727-2L5 (Libyan Arab), 9K-AMB B.747-269B (Kuwait), F-BUYE Mystere 20E.

GATWICK - 10/3/79: CCCP 85086/85218 TU.154 (Aeroflot), N601BN B.747-127 (Braniff), N81028 L.1011-193B (Leased to Delta), N17ST L.100-30, N4868T DC-8-63CF (TIA), N805WA DC-8-63CF (World), OH-LFY DC-8-62CF (leased to IAS), N492PA B.707-321B (Pan Am), OO-SBN B.737-229 (Sabena), SP-LSB IL-18V (LOT), G-AFMD DH.106 Comet 4B (Pan-Air - minus wingtips), G-BEHA DC-8-54F (IAS), G-AWGS CL-44-D4 (Tradewinds), G-BFVI HS125-700B.

Most of the regular domestic and European movements have been omitted from the above sightings to save space.

SQUIRES GATE - 23/3/79: G-ARLR A.61 Terrier, G-ATRY A.2 Aircoupe, G-BMTV Mooney M.20F, G-ATXA PA-22 Tri-Pacer, G-ARJS PA-23 Apache, G-BTL/TAXI PA-23 Aztec, G-AXG PA-24 Comanche, G-ATMW/AVGI/AVRP/AVWG/AXAB/AYJP/AZEG/BAGX/BBEF/BEXY PA-28 Cherokee 140, G-AVRY PA-28 Cherokee 180, G-AYYN PA-28R Cherokee Arrow, G-AVVI PA-30 Twin Comanche, G-BGBF PA-38 Tomahawk, G-ATRN/LXPF Cessna 150, G-AWAV/BEPT/BEHR/BFTX Cessna 172, AYOU Cessna 401B.

SPEKE - 23/3/79: G-ARLP A.61 Terrier, G-AWVY RF-4D, G-ASTU/AVNG Queen Air, G-BAVE King Air, G-AWVY/BEH Islander, G-AXAX/BAWV/ELFU/LOIG PA-23 Aztec, G-AVFX/AVWF/AVTM PA-28 Cherokee 140, G-AVGK PA-28 Cherokee 180, G-BKVV PA-28R Cherokee Arrow, G-BEGG AA-5 Traveler, G-AWMT/BAYO Cessna 150, G-BEFC Cessna 152, G-ARLP/AVGR/AMIL Cessna 172, G-AYSX Cessna F.177RG, G-BEGX Cessna 182P, G-AZRR Cessna 310, G-BENE Cessna 402B, G-BEYT Cessna 414, G-APRL AW.650 Argosy, G-AWMS Skyvan, G-AZLT Viscount (HMA), OH-LYB DC-9-14 (Leased to EMA).

SHELDON - 25/3/79: G-AVUG/BAGW/AYP/BET/ETUP/HULL Cessna 150, G-BFLO/YORK Cessna 172, G-ATKO SIPA 903, G-BFEB Jodel B.150, G-AYRS/BEF Jodel B.120, G-AVLS/SHX/BATV/CLL PA-28 Cherokee, G-AHHH H/I Autocrat, G-AZUG AA-5, G-ACMA DH.85 Leopard Moth, G-BALP Twin Comanche (with propellers - see last month's Out & About).

R. NGWAY - 28/3/79: OY-KGB DC-9-41 (SAS), SE-BEN DC-9-33RC (SAS), HB-LFK DC-9-32 (Swissair), PH-FNH/T DC-9-32 (KLM), F-BHRU Caravelle (Air France), G-BEYF Herald 401 (BIA), G-ASGH/I/L Super VC10 (Br. Airways), EC-CGN DC-9-32 (Aviaco), D-INCH Aztec, D-IGLE Rockwell 690B, OY-BRL Cessna 421C, G-AZKT Cessna F.177RG, G-BATN Aztec, G-BRSV Cessna 421B, 1605 Hercules (R. Saudi A.F.).

South side - EI-BEM Aztec, G-FTTA Navajo, G-CEBI Aztec, G-EGNY Tomahawk, G-AYWB Cessna 182, G-AYWG Aztec,

Kilroe hangar - G-DCGN Cherokee Arrow, G-BATH Cessna 337, G-LFON Navajo, G-BFRP Cessna 150.

Our roving correspondent has arrived home, but not before giving some more movements as seen on his trip:

HONG KONG - 20/3/79: PK-GIB DC-10-30 (Garuda), HL7218 A.300B4 (Korean), B-1820 B.727-109, B-1826 B.707-309C, B1864 B.747-209Lm V-1874 B.737-281 (China Airlines), 9V-SIB/SQF B.747-212B (SIA), 9M-MCQ/R B.707-338C (MAS), HS-TCH/K/L/A.300B4 (Thai Int.), JA8114 B.747-246B, JA8530 DC-10-40 (JAL), JA8038 DC-8-61 (leased to Japan Asia), PH-BBN DC-10-30CF (Leased to SIA), B.264 Trident 2E (CALC), VR-HHG/V L.1011-193A, VR-HGQ/U-HHE B.707-351C (Cathay Pacific).

HONG KONG - 21/3/79: JA8346 B.727-281 (All Nippon), RP-C801 DC-8-53 (PAL), N102TV DC-10-30CF (TIA), G-ALAO DC-10-30 (Lufthansa), N805FT B.747-132F (Flying Tigers), N4864T DC-8-63CF (TIA Cargo), I-BYNI DC-10-30 (Alitalia).

HONG KONG - 24/3/79: N610US B.747-151 (Northwest Orient), G-FBDE DC-8-54F (IAS with Azvargo titles), HS-TG0? A.300B4 (Thai Int.), 9V-BFW B.707-338C (SIA Cargo), HKG-2 Alouette and HKG-7 Islander (Hong Kong Coast Guard).

## OUT & ABOUT (cont'd)

HONG KONG - 25/3/79: ZK-NZM DC-10-30 (Air N.Z) ZS-SPB B.747SP-44 (SAA), P2-AMH B.707-338C (Air Miggins).

CALCUTTA - 25/3/79: VT-LAJ B.737-2A8 (Indian A/L), VT-ATZ/CTR/MTQ DC-3 (Jamair).

BAHRAIN - 26/3/79: VH-EEM B.747-238D (Qantas), N903PA B.747-123 (Pan Am), 9V-SIB B.747-212B (SIA), JY-AFA B.747-203B (Alia), F-BTMD DC-10-30 (UTA).

ROME (FIUPICINO) - 26/3/79: 9Q-CLG DC-8-63CF (Air Zaire), N8731 B.707-331B (TWA), N7465B DC-9-33CF (Leased to Itavia), I-BIRU/I/U B.727-243, I-MIBO, MIKS/Z DC-9-32, I-LYIB/C/U DC-10-30, I-DELE/U B.747-243B (Alitalia), I-ATIH/J/K/O/Q/U/W/JA/C DC-9-32 (ATI), I-SARJ/V DC-9-14 (Alisarda), I-JAKI Yak-40 (Avio Ligure), also seven DC-8's of Alitalia in open storage (Any reg's - please!)

GATWICK - 24/3/79: N934F DC-9-33CF (Itavia), N31029 Tristar (Delta), N105WA DC-10-30 (World), OO-SJJ B.707-329C (Sabena), SP-LHA TU-134A (LOT), YU-AJP DC-9-32RC (Inex-Adria), G-APBC Dakota (Skyways), G-APFD B.707-436 (Air Mauritius), G-AS C Carvair (BAF), G-BEON S-61N (B.A. Helicopters), G-BFGP Twin Otter (Brymon), G-BFZF B.707-321C (Scimitar), 109157 CC-109 (Canadian AF), D-GAFY Cessna 337A, F-BLLU Marquis, N711AF Learjet 35, OE-FOF Cheyenne.

HEATHROW - 25/3/79: PH-CHD F.28-4000 (KLM), SX-BEC A300-B4 Airbus (Olympic), YV-135C DC-10-30 (Viasa), 4X-JYK (118) B.707 (Israeli A.F), G-CHER Learjet 35A, F-BFJD Mystere 20C, HZ-AMH B.C.1-11, HZ-KA4 B.720-047B, I-AIFA Learjet 36A, N390F Gulfstream 2, N2297B Learjet 35.

HEA - 27/3/79: EC-ERX Caravelle (Trans Europa), I-ALEC DC-8-54F (Aeral), HB-VEH Citation, N1615V Cessna 172, OO-LFH Cessna 421B, OY-AJV Citation.

LUTON - 30/3/79: A40-EG B.737-2P6 (Britannia), EI-BCI Britannia 253 (Aer Turas), OY-STI Caravelle (Sterling), YR-DMH IL-18V (Taron), 9G-ACJ B.707-139B (Transasian), G-ATWV Dakota (Skyways), G-AOVS Britannia 312F (Redcoat), G-AMG DAC1-11, G-AZFP/KM/EX, ECBA B.720 (Monarch), G-BFLZ Britannia 253F (Air Faisal??), A6-HHM B.707-3L6C, I-IBAH King Air 200, D-IHAC Cessna 414, D-IHVS Navajo 350, F-BFJD Mystere 20C, N14CP King Air, N15SC Learjet 35A, N2601 Gulfstream 2, N7201U B.720-022, OE-ESK Navajo 425, OE-GAP Mystere 20E, OY-ARW Citation.

Once again the regular movements at the above four airfields have been omitted to save space.

## AIRLINES REVIEW

AIR ANGLIA: The C.A.A. have granted the airline a licence to operate a new twice daily service from Humberside to Birmingham. The first flight is scheduled for April and will use Navajo Chieftains. Also due to start in April is a Humberside-London service using Friendships.

BRITANNIA AIRWAYS: Gulf-Air Boeing 737-2P6, c/n 21359, which has been dry-leased for twelve months, operated its first service on 11th January as 'DY906' from Luton to Busseldorf. The aircraft was to have been re-registered as G-DGFS but is now to retain its Omari markings, although it has a full Britannia livery.

BRITISH AIRWAYS: The airline has leased British Caledonian 1-11, Series 530 FX, G-AZMF. The aircraft is in B. Caledonian colours but with B. Airways titles applied. First flown in March 1972, it is c/n 240 and has also been leased to Trans Brasil as PP-TYY and to Austrian Airlines, with whom it retained its British registration. Nine additional Boeing 737's have been ordered for service with British Airtours and are to be delivered during 1980-81. Fitted out with 130 seats for I.T. flights they will have the same operational equipment and avionics as the 19 Advanced 737's ordered in 1978.

Over the next five years 14 more RB.211-powered 747's are expected to be ordered to supplement the present fleet of 24. The two additional Tristar-200's reported last month will be used initially on the Gulf routes where their higher operating weights combined with the greater output of their RB.211-524B engines will be best utilised.

## AIRLINES REVIEW (cont'd)

With effect from 1 January 1979 British Airways Helicopters have taken over the search and rescue mission at Sumburgh in the Shetlands, from the voluntary service provided by B.A.H. at Sumburgh and the R.A.F. at Lossiemouth. A Sikorsky S-61N will be permanently based there. In seven years service at Aberdeen, S-61N's rescued 190 people and flew 105 missions.

The proposed move to Gatwick of all scheduled services between Heathrow and the Iberian Peninsula, set for April 1, has been postponed. Fresh negotiations are being held following strong objections from T.A.P. and Iberia; but the move would also have included B.A. services. During the summer season B.A. will operate services from Gatwick to Faro, Palma, Gibraltar, Alicante and Malaga using Boeing 737's.

MAN AIR: As previously reported Viscount 838, G-BCZR, c/n 446, of Field Aircraft Services is to be wet-leased for a 2-year period, and will be based at Bristol to operate all Bristol/Cardiff services. One of the last Viscounts built, it first flew in November 1961 and was delivered to Ghana Airways as GG-AAU. It was seen on 25 February outside Fields' hangar at E.M.A. in full Man-Air livery. The airline is to take over the Intra Channel Islands services from Staverton starting on April 8, and expect to build up to 11 flights per week during the summer. All services will be flown using 748's including a new twice-weekly Isle of Man service.

GUERNSEY AIRLINES: have begun passenger charters to the Channel Islands in association with Alidair and initially will use Alidair's fleet of Viscounts. However, Viscount 735, G-BFYZ, c/n 69, formerly YI-ACR of Iraqi Airways, has been resprayed in a striking two-tone green colour scheme with Guernsey titles, and carries the name 'Sarnia' on the lower nose. It hopes to become self-sufficient within two years and may then initiate its own services from Guernsey.

INTRA AIRWAYS: Following financial problems the airline has been acquired by the Hunting Group who also own Express Air Freight and Air Bridge Carriers. The future of Intra's scheduled services remains in doubt as the Birmingham-Lyon service has been cancelled. Intra and Express may well merge and operate a common fleet of Viscounts and Heralds under the Intra name, while A.B.C. is at present to stay independent. Two additional Merchantmen are expected to be acquired by A.B.C. from British Airways Cargo, the first being due in April. Two of Intra's Viscounts are undergoing maintenance at Southampton with Southern International, namely G-BAPE and G-BAPG with a third at Stansted, while the Dakotas are stored at Exeter.

AIR EUROPE: It is expected that a Boeing 737 of this airline will be operating into LEA between April 19th and 30th on crew training duties.

AIR WESTWARD: The Exeter-based regional airline has been bought by the British and Commonwealth Shipping group, which also owns BIA and Air Anglia. The purchase involves on the routes served by Air Westward, namely from Exeter to Brussels, Amsterdam, Paris and Glasgow, the company's three Titans are not in the deal. It is hoped that all current destinations can be served by BIA's and Air Anglia's network.

LOGANAIR: The sale of two Short 330's to Loganair was concluded on March 23rd, and the aircraft are due for delivery in July 1979 and January 1980. This is the first sale of the Short 330 in the U.K and brings the total on order with Shorts to 38, Loganair being the eleventh airline to put the type in service.

## MILITARY NEWS

CATTERICK: The position here at the end of February was as follows:-

On hill Meteor T.7 WN310.

In woods Canberra B(1)8 WT362 - with nose but without tail (contrary to Wrecks & Relics 6)

Parking Areas	Argosy E.1 XP448,	Buccaneer S.1 XN925,
	Canberra B(1)8 XH228,	Devon C.2 VP974 fuselage,
	Gannet T.5 XG889 (arrived 8/11/78),	Hastings C.1 TG536,
	Lightning T.4 XN997(moved from hill),	Vampire T.11 XE851,
	Varsity T.1's WJ896/D and WL629/K,	Victor XA939,(with Vulcan nose and XH647.

Also the very burnt remains of a Shackleton presumably WL755.

## MILITARY NEWS (cont'd)

Sycamore HR.14 XJ380 is reported to have gone to Finningley on 26/1/79 for parade ground display.

LEEMING: On 25/3/79 the dump appeared only to contain Victor K.1A XH615. Also Chipmunk T.10s WK517/84 and WZ879/85 of 11AEF.

FULFORD BARRACKS, YORK: 27/2/79 Scout AH.1 XR603 visited about 1240.  
23/3/79 Scout AH.1 XV130 visited about 1140.

WOOLVALE: Omitted from last month's report was Grasshopper TX.1 AA229 which resides in the hangar here in a rather battered state.

WOOLFORD: At the end of February the following Nimrods were present:-  
XV237, XV239, XV245, XV254, XV255, XV256, XZ283.  
Also AEW.3s DB.1 XZ286, DB.2 XZ287 and DB.3 XZ281 with AEW Comet XW626 and fuselage of XP915.  
Also present for refurbishing were at least 9 Canberra tail sections including WE113, WH664, and WJ607. Vampire XE998 remains in use outside with the apprentices.

BINBROOK: Lightning F.3 XF761 and two T.5 decoys have reputedly been removed but may still be around.

Changes:- XR718 to "B"/LTF replacing XF750.  
XS458 to "T"/5sqd replacing XS419.  
XR751 to LTF  
XS895 & XS936 to 5 sqd.

FINNINGLEY: The final RAF Sea King HAR.3 XZ599 was delivered here on 2/2/79 from Yeovil.

## ADDITIONS/CORRECTIONS

2 TWU - BURG report that XK138 is coded "S" and XJ683 is coded "X" filling in the gaps last issue. They also report a Hunter on the dump at Brize Norton "arrived from Newton about 2 years ago, so could be WN901" - this is unconfirmed and may be ex-TWU Hunter XJ695 (w/o here 16/11/78).

## FLIGHTS FROM NORTHERN AIRPORTS DURING 1979 (Note that information is subject to change)

### AMENDMENTS TO MARCH 1979 EDITION

East Midland: Air Malta 1025 - 1125 service - Mondays is fortnightly.

### ADDITIONS - Manchester

		<u>Arr</u>	<u>Dep</u>	<u>Date</u>		
MON:	TAE Caravelle	0705	0805	7/5	to	29/10
	Aviaco DC9	1010	1050	9/4		22/10
	TAE Caravelle	1455	1555	7/5		29/10
WED:	Spantax DC8	0955	1100	2/5		31/10
	Transeuropa Caravelle	1600	1700	9/5		24/10
	Spantax DC8	1710	1815	2/5		31/10
	Aviaco DC9	2130	2215	2/5		10/10
THURS:	TAP 707	1135	1235	12/4		25/10
FRI:	Aviaco DC9	1010	1050	13/4		26/10
	Inex-Adria DC9	1640	1730	4/5		26/10
SAT:	Tarom IL.62	0930	1020	12/5		15/9 (F)
	Spantax 990	1530	1630	5/5		31/11
	Tarom 707	2000	2110	12/5		29/9 (extra flt)
	Air Malta 707	2230	2330	7/4		3/11
	Spantax 990	2200	2300	5/5		31/11
	TAE Caravelle	2230	2315	5/5		27/10
	Aviaco DC9	2300	2355	5/5		31/11
	Lot Tu 134			14/7		18/8
SUN:	TAE Caravelle	0535	0635	6/5		28/10
	TAE Caravelle	0635	0720	6/5		28/10
	TAE Caravelle	1350	1435	6/5		28/10
	TAE Caravelle	2045	2130	6/5		28/10
	Lot Tu 134			1/7		26/8

## FLIGHTS FROM NORTHERN AIRPORTS DURING 1979 (cont'd)

### NEWCASTLE

		<u>Arr</u>	<u>Dep</u>	<u>Date</u>		
MON:	Air Malta 720	2230	2330	7/5	to	29/10
TUES:	Aviaco DC9	1430	1515	3/4		24/4
WED:	Transeuropa Caravelle	2255	2345	9/5		24/10
THURS:	Transeuropa Caravelle	0100	0150	10/5		25/10 (F)
	Transeuropa Caravelle	0950	1040	3/5		18/10
FRI:	Transeuropa Caravelle	2335	2359	4/5		19/10
SUN:	Transeuropa Caravelle	2300	2359	6/5		21/10

### EAST MIDLANDS

MON:	Air Malta 720	0950	1050	9/4		29/10
TUES:	Transeuropa Caravelle	1645	1735	1/5		30/10
WED:	Transeuropa Caravelle	1130	1220	2/5		31/10
FRI:	Transeuropa Caravelle	2300	2359	4/5		2/11
SAT:	Aviaco DC9	0215	0310	5/5		27/10
	Transeuropa Caravelle	0220	0310	21/4		27/10
	Aviogenex Tu 134	1905	1945	12/5		27/10
SUN:	TIA DC8			22/7		5/5
				16/9		30/9 only

### LIVERPOOL

TUES:	Transeuropa Caravelle	0040	0130	8/5		23/10
SUN:	Tarom Tu 154	1955	2045	27/5		16/9 (F)

(F) Fortnightly

### BATTLE OF BRITAIN FLIGHT

Spitfire Mk Vb, AD 910 was built in 1941 at Castle Bromwich. During the War, it flew on Nos. 222 (Natal), 130 (Punjab), 133 (Eagle), 242 (Canadian), 416 (Canadian), 402 (Canadian) and 527 Squadrons.

On the 4th April 1945, while at No.53 O.T.U. Hibaldstow, an Aircraftwoman was holding the tailplane down for an engine run when the pilot, thinking she had got off - took off and flew a circuit around the airfield, wondering why the tail was reluctant to lift! He then landed and the girl alighted - unhurt!

In 1947, the aircraft was sold and flown as a privately registered aircraft in a number of air races. In 1951, it was acquired by Messrs. Vickers Armstrong, where it was refurbished in military livery and flew in numerous displays. It was presented to the P by DAC in September 1965.

QJ-J is the wartime marking of No.92 Squadron, which had the highest number of "kills" of German aircraft in the Battle of Britain.

This mark of Spitfire was fitted with a Merlin M55 engine and a three-bladed propellor, but since there are no available replacements it has been fitted with a four-bladed propellor.

Spitfire MkIIa, P 7350, was built at Castle Bromwich in January 1940 and was delivered to No.266 (Rhodesia) Squadron on 9 September at Hornchurch, where it remained during the height of the Battle of Britain. Between the end of 1940 and August 1941, it served on Nos. 603 (City of Edinburgh), 616 (County of South Yorkshire) and 64 Squadrons. From then until the end of the War, it flew at various training units, including the Central Gunnery School at Sutton Bridge and various Operational Training Units.

In 1947, it was sold as scrap, but was in such good condition that it was presented to RAF Colerne, where it was used as a static exhibition item for 20 years. In 1967, it was renovated for use in the film, "Battle of Britain", and then joined the Battle of Britain Flight.

P 7350 is now wearing the markings of No. 266 Squadron, as research has shown these were its markings during the Battle of Britain. It carries the code letters 'QV-B'.

Spitfire FR Mk XIX, HM 631, was built in January 1945 and delivered to Benson. The aircraft served on various reconnaissance flights before being modified to a Meteo-

## BATTLE OF BRITAIN FLIGHT (cont'd)

logical Observation standard and flew from Hooton Park and Woodvale. It joined the Battle of Britain Flight in June 1957.

Marked CA-5, the aircraft is currently coded in No. 11 Squadron letters.

In 1969, this aircraft took part in the flypast over the Normandy beaches on the 25th Anniversary of D-Day (6th June).

Spitfire PR Mk XIX, PS 853, has recently been repainted in authentic photographic reconnaissance blue markings.

Built in January 1945, this aircraft was delivered to the Central Photographic Reconnaissance Unit at Benson. Later that year, it joined No. 16 Squadron, where it remained until 1950. It was then converted to a Meteorological Observation aircraft and served at Hooton Park and later Woodvale.

In June 1957, it was flown to Biggin Hill by Group Captain Johnny Johnson to join the Battle of Britain Flight.

In 1960, the aircraft was grounded and was used on static display at RAF West Raynham main gate. It was, however, kept in flying condition and, in May 1964, rejoined the Flight.

Hurricane IIc, LF 363, was built at Langley, Bucks, in January 1944 and saw service in Nos. 63, 309 (Polish) and 26 Squadrons. At the end of the War, the aircraft saw service with numerous Station Flights and then joined No. 41 Squadron at Biggin Hill in August 1951. It then joined the Battle of Britain Flight.

This aircraft featured in the films "Angels One Five", "Reach for the Sky" and "The One That Got Away".

It is currently wearing the markings of No. 242 Squadron, which, during the Battle of Britain, was based at RAF Coltishall, under the command of Douglas Bader. 'IB' was the Squadron marking and Bader's own aircraft wore the letter 'B'.

Hurricane IIc PA 865. The last of some 14,000 Hurricanes to be built, PZ865 was constructed at Langley in July 1944. Allotted to Hawker Aircraft it was retained at Langley and purchased by the Company in 1945. In 1950, it featured in the film "Angels One Five" and was converted to civil requirements and markings. Registered G-ABAU it appeared at air displays throughout the country.

Restored to its original war-time camouflage and markings in 1960 PA 865 was displayed at the Hawker Museum for several years. After extensive reconditioning it was presented by the Company to the Battle of Britain Memorial Flight in March 1972 and now carries the markings JU-0 representing an aircraft of No 111 Squadron, the first squadron to receive the Hurricane. Until 1976 it was marked as BT-A.

Lancaster PA 474 was built by Vickers Armstrong at Chester as a basic B1 Reconnaissance/Bomber modified to Far East standards for use with 'Tiger Force' during Japanese hostilities in 1945. Due to the sudden ending of the war in Asia the aircraft was re-modified for use on photo reconnaissance work. The mid-upper gun turret was removed and PA 474 was then engaged for six years on a photographic survey of Africa. In August 1952 PA 474 was loaned to Messrs Flight Refuelling for trials. From there the aircraft moved to Cranfield in March 1954 where it was employed as a flying test bed for equipment used in Laminar Flow Swept Wing Flight Trials. In October 1963 the aircraft was adopted by the Ministry of Defence Air Historical Branch. PA 474 was flown over from Henlow to Waddington in August 1965. At Waddington the aircraft was restored and repainted in the standard war-time Bomber Command camouflage and given the code letters KM-D to represent the aircraft flown from Waddington by Squadron Leader J. D. Nettleton VC of No. 44 Squadron, the first squadron to receive the Lancaster.

PA 474 joined the Battle of Britain Memorial Flight at Coltishall in 1973 and returning to Lincolnshire on the Flight's move to Coningsby in March 1976, further restoration was made by the installation of its mid-upper turret and functioning bomb doors.

PA 474 adopted by the city in 1975 is permitted to bear the Coat of Arms and title of 'City of Lincoln' in recognition of the long and deep association of the Lancaster and Royal Air Force Bomber Command with the city and its surrounding countryside.

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