

VOLUME 7 No. 4

(FOR PRIVATE CIRCULATION ONLY)

APRIL 1981

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CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley.

PRO/TRIPS ORGANISER:- Stephen Rigg, 35, Bromley Mount, Sandal, Wakefield.

TREASURER/REGISTRAR:- John Hunt, 13, Silverdale Grange, Guiseley, Leeds.

SECRETARY:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 4DN.

FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 15.00 hrs.

MAY 3rd : Selection of films direct from Boeing and McDonnell Douglas

JUNE 14th : Church Fenton SSAFA Display

JULY 5th : Members slides

AUGUST 2nd : Flying - details to follow.

EDITORIAL

The quality of films at last month's meeting was not as good as expected, circumstances seem to have been against us once again. We shall continue to endeavour to produce interesting meetings until we have members queueing at the door to get in. Don't forget, there is no meeting in June, see you all at Church Fenton on the 14th (we hope). If you have any aviation literature that you are willing to sell (books, magazines etc.) on the Air Yorkshire stand, any committee member will be pleased to hear from you. If you wish to give them to us to provide funds for the society, better still.

Both our Military Editor and Airline Review Editor are complaining bitterly about the complete lack of information they receive from members. This is a perennial problem, and applies to any news of any description. To assist, once again, the names and addresses of our two editors.

Military - Paul Mitchell, 13, Highfield Avenue, Idle, Bradford BD10 8QZ.

Airlines - Chris Harper, 19 Poplar Crescent, Tingley, Wakefield, WF3 1HZ.

TRIPSTRIPSTRIPS.....TRIPS.....

Sun. 5th July - P.F.A. Rally Leicester - £6.50

Dep. LDA 08.00hrs. Return around 18.00 hrs. Trip fully booked.

Sat. 8th August - RAF Museum Cosford - £6.75

Five seats remain. To include EMA or Birmingham depending on time and route.

Sat. 5th September - 'Flight' Show Cranfield - £7.00

Short stop at EMA. Only one seat left.

Sat. 3rd October - B.Ae. Woodford Tour

Over 18s only. Four places left. This is free but you need transport or I can arrange some lifts to fill up cars.

Remember - money in full 28 days before trip date. Cheques and Postal Orders payable to AIR YORKSHIRE.

Tel. Steve Rigg - Wakefield 75000.

LEEDS/BRADFORD MOVEMENTS - March 1981

1	EI-BHO Sikorsky S-61N	1029	G-DAKS Dakota n/s	1538	1352(24)
	G-AVBZ Cessna 172	1619 1700	G-PATT Cessna 404		1727
	G-BABW King Air	1742 1902			
2	G-BCRP Aztec	1239 1741	G-JEAN Citation	1310	1502
	G-BFUS Cessna 404	1734			
3	G-BEFT Cessna 421C	0936 1759	G-BBXR Chieftain	1224	1628
	G-BDEJ Rockwell 112	1331 1430	G-GIRL Cessna 421C	1528	1753
	G-MARK Cessna 337 n/s	1806 1241(4)	G-JEAN Citation	1855	1911
4	G-JEAN Citation	0941 1326	G-BBHB Navajo	1106	1523
	G-BCVH Cessna 150 n/s	1202 1321(16)	G-AVFU Cherokee Six	1324	1513
	G-BAVG King Air	1322 1330	G-EAJN AA-5		1320
	G-BGPU Cherokee	1421 1801	G-BAXU Cessna 150		1412
	G-BEZH AA-5	1505 1625	G-BFKY Seneca		1514
	G-AZLY Cessna 150	1530 1537	G-BDCS Cessna 421B	1722	1730
5	G-ECMA Navajo	0958 1616	G-BGTF Seminole	1029	1238
	G-JEAN Citation	1812 1909			
6	G-AWEN Jodel DR.1050	0930 1510	OY-BTZ Chieftain	1007	1033
	G-BCKO Aztec	1039 1125	G-ATFY Cessna 172	1447	1718
	OY-BTZ Chieftain	1913 1944			
7	G-ATBV Aztec	1035 1452	G-BLST Cessna 421C	2050	2116
8	G-BCKO Aztec n/s	1203 1740(10)	G-BFLO Cessna 172	1247	1344
	G-BHKG Cessna 172	1349 1805	D-IASK Navajo	1401	1448
	G-BATV Cherokee n/s	1620 1809(22)			
9	G-BHEP Cutlass	1206 1511	G-JEAN Citation	1303	1324
	G-BBMJ Aztec	1344 1726	G-JEAN Citation	1456	1502
10	G-KATH Cessna 210	1142	G-BBOB Cessna 421B	1140	1533
	G-BFKN Aztec	1235 1506	G-BHMV Jetranger n/s	1348	1004(11)
	N734KP Cessna 210 n/s	1645 1253(11)			
11	G-JEAN Citation	0903 0909	G-OBKA Cessna 421C	0954	1516
	G-BEZZ Navajo	1058 1114	G-JGCL Cessna 414A	1252	1432
	G-GVJT Cessna 441 n/s	1246 0900(28)	G-OTRG Cessna 182	1309	1354
	G-BBAV Aztec n/s	1752 0909(17)			
12	G-BAVG King Air	0944 1649	G-AVPS T. Comanche	1206	1646
	G-BHIC Cessna 182 n/t	1226 1455(31)	G-JEAN Citation	1747	1903
13	G-SVHA Partenavia P.68B	1426 1456	G-OTRG Cessna 182 n/s	1553	
	G-ATTH Jodel DR.250	1556 1633	G-BCKO Aztec n/s	1714	1953(25)
	G-BBMJ Aztec n/s	1717 0717(16)	G-SILV Cessna 340	1832	1904
14	G-BMIC Commander 690B	1004 1544	G-LABW King Air	1018	1114
	G-BDEJ Rockwell 112	1433 1508	G-BRIT Cessna 421C	1632	1651
15	G-AWUL Cessna 150	1049 1118	G-AZFI Arrow	1333	1417
	G-BAJN AA-5	1345 1423	G-RANS Saratoga	1526	1656
	G-YIII Cessna 150	1609 1646	G-BAJB Cessna 177	1855	2002
	G-BDEJ Rockwell 112 n/s	1857 1255(17)			
16	G-JGCL Cessna 414A	0955 1011	G-ORMC King Air	1009	1656
	G-BGPU Cherokee	1028 1754	G-AWNG Queen Air	1049	1149
	G-GINA Ecureuil	1102 1124	G-BGRE King Air 200	1108	1625
	G-AVPH Cessna 150 n/s	1140 1145(25)	G-OBMW AA-5	1300	1357
	G-BEVL Cessna 421C	1309 1537	G-AYZO Aztec n/s	1330	0912(17)
	N6775L Cessna 425 n/s	1342 1515(20)	G-AVXI HS.748	1534	1653
	G-BJET Cessna 425 n/t	1721 1846(20)			
17	G-BHCB AA-5A	0911 1016	G-BMIC Commander 690B	0948	1010
	G-BFBD Partenavia P.68B	1108 1656	G-JEAN Citation	1330	1428

LEEDS/BRADFORD MOVEMENTS (contd.)

17 G-BMIC Commander 690B	1359 1434	G-OBFW AA-5	1534 1647
OO-RTI Cougar n/s	1550 1317(18)	G-OJCB Jetranger	1723 1737
18 G-OMET King Air	0832 0909	G-BHFX Baron	0903 1445
G-BETX Cessna 404	1402 1424	G-BCUZ King Air 200	1517 1537
G-BAMM Cherokee	1612 1717	G-BBDU Navajo	1824 1844
19 G-JEAN Citation	0903 0911	G-BCBK Cessna 421B	0932 1610
PH-PLM Seneca	0904 1508	G-JEAN Citation	1240 1248
G-BHIV Ecureuil	1314 1448	G-BRDU Navajo	1434 1455
G-AWLP Mooney M.20F n/s	1623 0906(20)	LN-PAO King Air n/s	1715 1802(21)
G-BEVL Cessna 421C	1917 1944		
20 G-JEAN Citation	0857 0905	G-OMET King Air	0900 0931
G-JEAN Citation	1003 1130	OY-BGK Chieftain	1030 1903
G-ATSZ T. Comanche	1119 1520	G-ATPT Cessna 182	1143 1311
G-ASST Cherokee	1306 1329	G-JEAN Citation	1502 1508
G-WTVC Cessna 404 n/s	1557 1204(21)	G-BAVG King Air	1632 1641
G-OMET King Air	1658 1714	G-HELY Agusta A.109A	1714 1739
G-BAEC Navajo n/s	1751 0956(21)	G-AWLP Mooney M.20F n/s	1759 1309(22)
21 G-PATT Cessna 404 n/s	1203	G-OVFR Cessna 172	1800
22 G-BAEC Navajo	1430 1549	G-ARVM Cherokee	1647 1745
23 OY-ATA King Air n/s	1712 1703(24)	G-KATH Cessna 210 n/s	1740 1652(24)
24 G-JEAN Citation	0918 0922	G-AWER Aztec	0949 1316
G-JGCL Cessna 414A	1003 1020	G-BHUB Dakota	1355
G-BBYM Jetstream n/s	1526 1444(25)	G-BENG Jetranger	1623 1707
G-JEAN Citation	1826 1902		
25 G-BEDU Navajo	0819 1519	G-BHIV Ecureuil	1017 1321
G-BFGR Cessna 337	1019 1603	G-NOVA Cessna 337 n/t	1522
G-JGCL Cessna 414A	1537 1612	G-BHIB Cessna 182 n/t	1626
G-AWLP Mooney M.20F n/s	1632 0957(27)	SE-FTE Cessna 310 n/s	1812 1211(28)
26 G-GILL Cessna 402C	1034 1600	G-BCKO Aztec n/s	1041 1444(29)
OO-MRF Aerostar	1128 1707	G-BHIV Ecureuil	1227 1437
N3876C Cessna 421C	1421 1733	G-BCRG Aztec n/s	1441 0802(27)
G-TACE HS.125	1500 1938	G-AZBK Aztec n/s	1629 1449(27)
G-BGOH Cessna 182	1641 1747	G-AVFX Cherokee n/s	2043 0947(27)
27 G-JEAN Citation	0743 0800	G-BHEC Cessna 152 n/s	1059
G-GRAY Cessna 172	1100 1122	G-UPVC Agusta A.109A	1150 1215
G-BHMN Tobago	1222 1323	G-AVYF Musketeer n/s	1451
G-ASRH T. Comanche	1620 1649	G-JEAN Citation	1634 1639
G-AWLP Mooney M.20F	1716 1801	G-BEVL Cessna 421C	1729 1756
N6382V Cutlass n/s	1734 1205(28)	G-BAEW King Air	2011 2050
28 G-AYNR HS.125	0924 0947	G-BCKO Aztec n/s	1026 1114(30)
G-BIFA Cessna 310	1203 1236	G-AMGU Jetranger	1242 1253
	BST comes into operation		
29 G-AWUL Cessna 150	1106 1140	G-BHCB AA-5A	1201 1252
G-BBEF Cherokee	1227 1331	G-ASRH T. Comanche n/s	1607 1017(30)
G-BEHU Seneca n/s	1835		
30 G-SILV Cessna 340	0656 0907	G-BAEW King Air	0818 0909
G-BEVL Cessna 421C	0942 0954	G-BCKO Aztec n/s	1437
G-BRED Aztec	1810 1821	G-SILV Cessna 340 n/s	1959 1020(31)
31 G-BDLD Chieftain	1441 1844	G-BAKF Aztec n/s	1449
G-BHUL King Air	1503 1915	G-CBBI HS.125	1509 1718
G-UESS Citation	1533 1819	G-IANT Cessna 404	1621 1752

LEEDS/BRADFORD SCHEDULED MOVEMENTS - March 1981

1	AZLP	0748	AZLP	1516 1544	BCDO	1542 1744
	BAUR	1824 1847	AZLP	2052 0733(2)	BCDO	2107 0726(2)
2	BAKL	0723	ATMJ	0747	BCDO	1031 1110
	BAKL	1121 1145	BCDO	1338 1746	AZLP	1445 1518
	BFVA	1454 1533				
3	AZLP	0700 0734	ATMJ	0729 0745	BCDO	0809 0831
	BCDN	0814 0840	BAKL	0820 0940	BHMW	0838 0901
	AZLP	1003 1040	ATMJ	1010 1028	BCDO	1130 1201
	BAKL	1147 1214	AZLP	1323 1518	BCDO	1416 1749
	BAZI	1536 1641	BAKL	1725 1812	AZLP	1747 1826
	ATMJ	1751 1808	BHMX	1851 1908	BCDN	1928 1943
	ATMJ	2011 0731(4)	BAKL	2040 0718(4)	BCDO	2055 0722(4)
	AZLP	2058 0730(4)				
4	BCDN	0807 0835	BHMX	0832 0858	BAKL	0936 1016
	ATMJ	0950 1011	AZLP	1004 1038	BCDO	1039 1117
	AZLP	1317 1517	BCDO	1335 1747	ATMJ	1740 1758
	BAKL	1743 1815	AZLP	1745 1828	BHMX	1824 1848
	BCDN	1922 1944	ATMJ	2001 0734(5)	BAKL	2029 0717(5)
	AZLP	2056 0731(5)	BDVT	2105 0725(5)		
5	BCDN	0813 0836	BHMX	0831 0900	BAKL	0933 1012
	ATMJ	0946 1003	AZLP	1001 1037	BDVT	1039 1114
	AZLP	1311 1518	BDVT	1339 1746	BGYK	1608 1708
	BAKL	1743 1816	ATMJ	1751 1806	AZLP	1758 1823
	BHMX	1833 1852	BCDN	1936 2002	ATMJ	2027 0728(6)
	BAKL	2101 0721(6)	AZLP	2109 0731(6)	BDVT	2124 0714(6)
6	BCDN	0815 0834	BHMX	0835 0852	BDVT	0938 1010
	ATMJ	0953 1014	AZLP	0959 1037	BAKL	1040 1116
	AZLP	1316 1523	BAKL	1345 1751	BOSL	1456 1603
	BDVT	1732 1819	ATMJ	1735 1753	AZLP	1747 1827
	BHMX	1832 1850	BCDN	1939 1956	ATMJ	2007 0735(10)
	BDVT	2040 0732(7)	AZLP	2045 0748(7)	BAKL	2106 1000(8)
7	BHMX	0836 0850	AZLP	1042 1116	BDVT	1105 0725(10)
	BOSL	1432 1557	AZLP	1435 1513	AZLP	2045 0751 (8)
8	AZLP	1038 1115	BAKL	1358 1803	AZLP	1439 1520
	BHMX	1829 1851	AZLP	2055 0732(10)	BDDH	2119 0727(9)
9	BDDH	1047 1751	BFVA	1810 1924	BDDH	2104 0739(10)
10	ATMJ	1042 1107	BDDH	1103 1139	BDDH	1416 1747
	AZLP	1521 1551	BAZH	1527 1640	BDVT	1738 1810
	BHCJ	1804 1824	AZLP	1821 1847	BHMX	1832 1852
	BDVT	2030 0720(11)	BHCJ	2045 0733(11)	AZNA	2110 0730(11)
	BDDH	2117 0728(11)	BAKL	2130 2144		
11	BAKL	0815 0837	BHMX	0846 0902	BDVT	0942 1126
	BHCJ	1002 1028	AZNA	1004 1120	EDDH	1043 1123
	EDDH	1334 1750	AZNB	1406 1520	BHMX	1740 1813
	AZNB	1746 1827	BHCJ	1748 1807	BLGW	1835 1850
	BAKL	1931 1947	BHCJ	2033 0732(12)	BHMX	2037 0716(12)
	AZNB	2056 0729(12)	BDDH	2117 0725(12)		
12	BDVT	0812 0836	BLGW	0840 0855	BHMX	0939 1020
	BHCJ	0959 1017	AZNB	1002 1038	BDDH	1045 1116
	AZNB	1311 1520	BDDH	1342 1749	BFVB	1557 1703
	BHMX	1735 1814	ATMJ	1736 1800	AZNB	1745 1830
	BLGW	1828 1844	BDVT	1929 1946	ATMJ	2015 0729(13)
	BHMX	2041 0720(13)	BFZL	2049 0732(13)	BDDH	2102 0726(13)
13	ASPL	0743 1031	BDVT	0834 0852	BFZL	1350 1518
	BHWF	1454 1604	BDVT	1600 1622	EDDH	1611 1744

LEEDS/BRADEFORD SCHEDULED MOVEMENTS (Contd.)

13	BHMX	1736	1811	BFZL	1747	1824	ATMJ	1827	1841
	BCDN	1846	1902	BDVT	1931	1947	BHMX	2041	0731(14)
	ATMJ	2045	0736(16)	BFZL	2047	0749(14)	BDDH	2056	1004(15)
14	BCDN	0842	0859	BFZL	1034	1119	BDVT	1041	1739(15)
	BECH	1402	1525	BFZL	1429	1508	BHMF	1558	1724
	AYOX	2044	0750(15)						
15	AYOX	1044	1117	BDDH	1352	0727(16)	AYOX	1428	1515
	BAUR	1818	1848	BAFF	2054	0731(16)	BDVT	2056	0721(16)
16	BAUR	0834	0857	BLGW	0840	0900	BDVT	0933	1013
	ATMJ	0951	1004	BAFF	1006	1036	BDDH	1038	1114
	BAFF	1318	1516	BDDH	1344	1749	BGYL	1439	1540
	BDVT	1724	1815	BAFF	1740	1826	ATMJ	1743	1806
	BGTY	1808	1504(18)	STAN	1905	1918	BLGW	1932	1950
	ATMJ	1958	2141	BDVT	2032	0718(17)	BDDH	2103	0726(17)
	BAFF	2109	0731(17)						
17	ATMJ	0647	0753	BLGW	0812	0830	BCDN	0833	0855
	BDVT	0936	1014	BAFF	1005	1042	ATMJ	1007	1020
	BDDH	1039	1113	BAFF	1336	1521	BDDH	1345	1751
	BOSL	1532	1638	BDVT	1727	1814	ATMJ	1731	1800
	BAFF	1753	1829	STAN	1833	1854	BLGW	1930	1948
	ATMJ	2010	0736(18)	BDVT	2026	0727(18)	BAFF	2100	0733(18)
	BDDH	2101	0716(18)						
18	BHMX	0815	0835	STAN	0839	0856	BDDH	0933	1012
	ATMJ	0954	1010	BAFF	1014	1041	BDVT	1043	1117
	BAFF	1320	1519	BDVT	1332	1747	BDDH	1730	1814
	ATMJ	1742	1800	BAFF	1756	1831	STAN	1839	2038
	BHMX	1933	1958	ATMJ	2021	0727(19)	BDDH	2035	0719(19)
	BAFF	2104	0731(19)	BDVT	2122	0724(19)			
19	BADR	0818	0907	BLGW	0820	0837	BHMX	0828	0852
	BDDH	0935	1010	ATMJ	0942	1004	BAFF	1031	1053
	BDVT	1045	1115	BDVT	1335	1747	BAFF	1339	1517
	ATMJ	1729	1755	BADR	1738	1821	BDDH	1741	1817
	BAFF	1748	1828	BHMX	1830	1847	BLGW	1923	1951
	ATMJ	2011	0724(20)	BDDH	2042	0718(20)	BAFF	2057	0732(20)
	BDVT	2110	0728(20)						
20	BCDO	0819	0840	BHMX	0837	0901	BDDH	0930	1013
	ATMJ	0953	1018	BAFF	1005	1039	BDVT	1044	1118
	BAFF	1318	1521	BDVT	1332	1753	BGYL	1514	1626
	BDDH	1725	1813	ATMJ	1746	1804	BAFF	1748	1829
	BHMX	1843	1857	BCDO	1931	1955	BHVG	1937	2018
	ATMJ	2026	0742(23)	BDDH	2032	0723(23)	BAFF	2056	0749(21)
	BDVT	2114	0725(21)						
21	BHMX	0843	0855	BAFF	1040	1121	BDVT	1041	1040(22)
	BECH	1400	1532	BAFF	1437	1517	BGYL	1440	1634
	AZLS	2049	0811(22)						
22	AZLS	1045	1119	BCDO	1400	1743	AZLS	1443	1519
	BHMX	1829	1851	AZLS	2056	0735(23)	BCDO	2106	0737(23)
23	AZLS	1519	1544	BCDO	1609	1744	BDDH	1730	1815
	AZLS	1812	1837	BHMX	1831	1848	ATMJ	1854	1910
	BDDH	2034	0721(24)	BFZL	2106	0739(24)	BDVT	2113	2130
	ATMJ	2134	0735(24)	BLGW	2231	0742(24)			
24	BDVT	0815	0834	BAKL	0904	0919	BDDH	0934	1023
	ATMJ	0951	1015	BFZL	1013	1037	BLGW	1105	1134
	BFZL	1314	1523	BLGW	1353	1736	BADP	1512	1636
	BDDH	1727	1812	ATMJ	1733	1755	BFZL	1743	1828

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

24	EGYJ	1811 0831(25)	BHMX	1842 1904	BDVT	1954 2016
	ATMJ	2009 0728(25)	BDDH	2025 0721(25)	BFZL	2103 0732(25)
	BLGW	2122 0730(25)				
25	BDVT	0827 0855	BHMX	0842 0901	BDDH	0937 1018
	ATMJ	0955 1013	BFZL	1002 1038	BLGW	1057 1120
	BFZL	1316 1526	BLGW	1337 1746	AYYG	1739 1801
	BDDH	1741 1815	BFZL	1745 1829	BHMX	1845 1904
	BDVT	1933 1950	AYYG	2031 0733(26)	BDDH	2044 1115(26)
	BFZL	2101 0750(26)	BLGW	2113 0717(26)		
26	BCDN	0811 0825	BDVT	0814 0835	BHMX	0843 0902
	ELGW	0933 1015	AYYG	1006 1029	BFZL	1044 1108
	BCDN	1136 1153	BFZL	1315 1524	BDDH	1337 1748
	BAZG	1545 1646	AYYG	1729 1752	BFZL	1744 1827
	BLGW	1745 1813	BDVT	1931 1950	AYYG	2006 0735(27)
	EHMW	2027 2046	BLGW	2034 0717(27)	BFZL	2052 0727(27)
	BDDH	2115 0731(27)				
27	BDVT	0807 0832	BAKL	0836 0854	BLGW	0931 1007
	BFZL	1000 1039	AYYG	1003 1022	BDDH	1037 1114
	BFZL	1316 1520	BDDH	1342 1746	BOSL	1515 1616
	BFZL	1742 1822	AYYG	1750 1808	BAKL	1837 1855
	BLGW	1858 1926	AYYG	2016 0738(30)	BDVT	2027 2040
	BFZL	2047 0748(28)	BDDH	2101 0727(28)	BLGW	2156 0915(28)
28	BHMX	0846 1103	BDDH	1031 1023(29)	BFZL	1041 1119
	BDVS	1100 0835(29)	BAZH	1407 1528	BFZL	1422 1517
	BOSL	1428 1635	BFZL	2043 0750(29)		
	BST comes into operation					
29	BFZL	1101 1129	BDVS	1131 1758	BFZL	1444 1516
	BDVT	1825 1853	BDDH	2017 0721(30)	BFZL	2051 0735(30)
	BDVS	2058 0731(30)				
30	BDDH	0946 1027	BDVS	1041 1118	BFZL	1102 1132
	BFZL	1346 1518	EGYL	1446 1543	BCDO	1702 1816
	BDVS	1706 1748	AYYG	1752 1812	BFZL	1757 1826
	BAKL	1835 1851	STAN	1901 1920	AYYG	2024 0810(31)
	BCDO	2032 0723(31)	BFZL	2049 0819(31)	BDVS	2056 0742(31)
31	BFZL	1405 1520	EGYJ	1608 1738	BDVS	1727 1808
	BFZL	1744 1836	AYYG	1749 1811	BAKL	1830 1859
	BHMX	1856 1918	AYYG	2032	BFZL	2113
	BDVS	2117	BCDO	2218		

A brand new type to report this month. Northair received the first Cessna 425 Corsair on the 16th in the shape of G-BJET c/n 0024, it was joined the same day by another specimen, registered N6775L c/n 0019, of Ambrion Avtn. Both stayed until the 20th for CofA checks then N6775L went back to Ambrion and G-BJET was delivered to Gatwick Air Taxi's via Ringway. Foreign visitors have included most of the usuals this month plus a few not so usual. Cessna Conquest C-GVJT made a return visit on the 11th and n/s with Northair for engine repairs. It is owned by North West Survey of Alberta, Canada and was returning from a contract in Saudi Arabia. Cessna P210N N734KP which n/s on the 10th had the c/n 0606, King Air LN-PAO on the 19th was using the callsign PD-15. Night stopping on the 25th was Cessna 310Q SE-FRB which has the c/n 1212. Two nice Americans to finish off the month, Cessna 421C N3876C on the 26th visited YLA and is c/n 0128. It is ex G-FIHL and has reverted to its original US identity for delivery to P. Fraser at Pacific Palisades in the States. Night stopping on the 27th was Cessna 172RG Cutlass N6382V c/n 0645. The expected Orion loeing 737 on the 16th turned out to be G-FGTY callsign Orion 5006 which n/s to the 18th and the flight on the 20th was done by G-BHVG using callsign Orion 1010. HS.125 G-TACE on the 26th was ex G-AYIZ but the Agusta A-109A G-UPVC on the 27th was a new aircraft with c/n 7187. Seneca G-BEHU diverted in with engine trouble on the 29th whilst en route from Winfield to Tollerton and

n/s with YLA. Northair have had an influx of aircraft from their stored stock. Cessna 182's G-BHIE/G-BHIC were both delivered direct to Doncaster (on 11/2/80) and have been stored there ever since, on the 12th G-BHIC finally arrived here and after Cof A issue it was handed over to R. Taylor and A. Parker two of the partners in the G-AXZU group to be based at LEA. G-BHIE and Cessna T337 G-NOVA arrived from storage on the 25th and are still present. Seneca G-BFKY has been sold and G-AVFU came to take it to Biggin Hill on the 4th.

Callsign tie-ups :- 13th. G-ASPL/Danair 075/Danair 99PL; 14th. G-BRIT/ Express 340; 16th. G-BGTY/Orion 340; 18th. G-BEMX/Express 582/3, G-EBDU/Thurston 319; 19th. G-EBDU/Thurston 318, LN-PA0/PD15; 20th. G-WTVC/Peregrine 443, G-ATSZ/EXC 503; 28th. G-AYNR/McLine 171A/B; 31st. G-CEBI/McLine 334A/B, G-IANT/EZ523.

ILS Overshoots :- 3rd. XX491/AWJ214, XX493/AWJ204; 4th. XX499/AWJ201, XX496/AWJ211; 5th. XX495/AWJ97; 6th. XW288/KUZ34 Jet Provost; 9th. XX491/AWJ97, XX491/AWJ209; 10th. XX493/AWJ201; 11th. XX497/AWJ203, XS728/AWJ56 Dominic; 12th. XX496/T211, G-EDRC, XX498/AWJ97, XX499/AWJ201; 13th. XS790/Kitty 2 Andover, XX491/CDT201, XW415/JTK04 and later JTK61 Jet Provost, XX494/CDT95; 15th. G-BFIU; 17th. XX495/CDT203, XX500/CDT210; 19th. G-BSFT, XX482/CDT214, XX494/CDT212; 20th. XX494/CDT214 and later CDT210, XW353/JTK62 Jet Provost; 21st. G-AVDX; 23rd. XX491/T202; 24th. XX496/CDT203; 25th. XS710/CDT90 Dominic; 31st. XS727/FUQ92 Dominic, XX496/FUQ205.

From & To :- 6th. OY-BTZ F Billund T Birmingham and in the reverse direction later in the day; 8th. D-IASK F Zurich T Pirmasens/Zweibrücken; 10th. N734EP F Dublin T Hum n/s; C-GVJT F Nice T Prestwick n/s; 16th. N6775L F Luton T Leavesden n/s; 17th. OO-RTI F Wevelgem T Kortrijk n/s; 19th. PH-PEM F/T Amsterdam, LN-PA0 F Kristiansand T Oslo n/s; 20th. OY-DCX F Billund T Copenhagen; 23rd. OY-ATA F Carlisle T Billund n/s; 24th. G-DAKS/BHUB T Jersey - diverted to Dinard; 25th. SE-FRE F Gothenburg T Stockholm/Bromma n/s; 26th. OO-MRF F Rotterdam T Eindhoven, N3876C F Staverton T Glasgow; 27th. N6302V F Gamston T Barton n/s.

Helicopter Activity :- 4th. G-BEFE Hull area, G-BLIW Halifax area; 5th. G-BBIW Bradford; 6th. G-WARM Leeming; 12th. G-BBIW Bradford; 13th. G-WARM Leeming; 15th. G-HYDE Ilkley, G-BBIW Bradford, G-AXEJ Knaresborough; 16th. G-GINA Harrogate; 17th. G-OJCB Ossett/Wombledon; 19th. G-HELY Bradford, G-BHIV Burnley/Bradford/York Racecourse; 20th. G-WARM Leeming; 25th. G-BHIV Brighouse; 26th. G-WARM Leeming/Darlington, G-DAKS Harrogate, G-BHIV Burnley/York, G-UPVC Harrogate; 27th. G-BBIW Bradford, G-TECA Brighouse; 31st. G-ICRU Garforth, G-WARM Garforth.

Local News :- Latest news of Flying Flea G-AFFI, built by Yeadon Aeroplanes in 1974 has now left Nostell Priory on loan to the Humberside Aircraft Preservation Society. It will eventually go to a new Leisure Centre based at the Zoo at Cleethorpes, the group having use of the old Reptile House! This is a large building, and other planes on show will include a Vampire, Hunter and various other jets. Evans VP-2 G-BEFV is progressing well locally, wings, rudder and stabiliser are complete but require covering, and the fuselage is finished. Power plant will be an A-65 Continental, which came from a Jodel.

Leeds/Bradford Movements - March 1963

1st. G-APYX PA-23 Aztec, G-ARUO PA-24 Comanche n/s, G-ANOK SAME Safir, G-ARCW PA-23 Apache; 3rd. G-ARUM DH 104 Dove 8; 4th. G-ARJR PA-23 Apache; 5th. G-APXN PA-23 Aztec, G-ASAK A.61 Terrier 2, F-BIAS Aero Commander 680; 6th. G-ASEI Brantley B.2, G-ARLL PA-24 Comanche; 7th. G-APXN PA-23 Aztec; 8th. G-ARDE DH 104 Dove 6, G-ARTI DH 114 Heron 2D; 9th. G-APXX Piaggio P.166; 10th. G-ARDE DH 104 Dove 6, 58-3088 Beech Seminole; 11th. G-ARYG PA-23 Aztec n/s; 12th. G-APXN PA-23 Aztec, G-ARIR PA-23 Aztec, G-ARDL PA-24 Comanche, G-ALPN DC-3; 13th. G-ARMT DH 104 Dove 6, G-ARXI PA-24 Comanche, G-AJAS Auster J/1N Alpha; 14th. G-ARMT DH 104 Dove 6, G-ARTI DH 114 Heron 2D, G-ARIR PA-23 Aztec, G-ALYF DC-3; 15th. G-ARYF PA-23 Aztec; 16th. G-AMLJ Bristol 170 Mk31; 13th. G-APCU DH82A Tiger Moth, G-ASCE A.109 Airedale, G-ARCV Cessna 175A; 18th. G-AROU Queen Air 65, EI-ACE DC-3; 19th. G-APXN PA-23 Aztec, G-ARDE Dove 6; 20th. G-APCZ DH 104 Dove 6, G-ARFK Cessna 172B, G-ARMT DH 104 Dove, G-APZG PA-24 Comanche, G-ALPN DC-3; 21st. G-APCZ DH 104 Dove 6, G-ARIR Aztec; 22nd. G-AOFF Auster J/5P Autocar n/s; 23rd. G-ARLT Cessna 172B; G-AEVZ BA Swallow;

24th. G-ARLT Cessna 172B, G-AHKK Avro 19; G-APVK PA-23 Apache n/s; 25th. G-APEC DC3; 26th. G-APCZ DH 104 Dove 6, G-ANGU DH 104 Dove 6, G-ARIT Temco D.16; 27th. G-ARDE DH 104 Dove 6, G-ARYF PA-23 Aztec, G-ASEI Brantly B.2; 28th. G-AMYO Dove 1B, G-APMJ Auster J/1U Workmaster, G-ARDE DH 104 Dove 6, G-ARYF PA-23 Aztec, G-ARDS PA-22 Caribbean, G-AROD Cessna 175B n/s; 30th. G-ARUM DH 104 Dove 8, HE-GA E Beech L50 Twin Bonanza; 31st. G-ARUR PA-28 Cherokee 160, G-ARZC Aermacchi AL60-B-1.

Star of the month was the Twin Bonanza HE-GAE of R. Wirz on the 30th going from Ringway to Gatwick. Another interesting foreigner was the Aero Commander F-BIAS of du Avronne on the 5th. A unique visitor on the 26th was the Twin Navion (Temco D.16) G-ARIT of Sam Whiteley which was f/t Crosland Moor. Also unique was the AL60 Santa Maria G-ARZG of the Air Navigation & Trading Co. on the 31st. Brantly B2 G-ASEI on the 6th was from Oxford to Middleton-St-George and the Meridian Airmaps Avro 19 G-AHKK was f/t Elmdon on the 24th. Returning from Elstree on the 30th was the New Gull G-ALXF complete with new radio and on the 7th the Luton Minor G-ASFR of John Inning arrived by road to be completed at YLA and become resident.

STARRING

As mentioned in AY for January Yorkshire Television are busy filming an epic called 'Airline'. The stars of the series are two Dakota's, G-DAKS and G-BHUL, both of which are owned by Aces High. The story concerns the birth and growth of the fictitious Ruskin Air Services starting in the early post war period. The Dakotas have been painted in various colour schemes and markings since filming started last September. They were initially based at Rufforth along with the fuselage of G-ALYF and camera ship Aztec G-BDAV. Both airworthy Daks have had previously unallocated registrations of the correct period painted on, G-DAKS is G-AGHY and G-BHUL is G-AGIV. They have also been painted in RAF camouflage with a variety of serials (sometimes a different one on each side!) to simulate a larger number of aircraft. Also in use has been the Harvard G-1COV which is said to have been needed for an air-miss sequence. In January the Daks and the Aztec moved to Blackpool but were noted overflying back to Rufforth later for more filming. On February 27th G-BHUL arrived at LBA and on March 1st it was joined by G-DAKS. They took up residence on the old apron where a number of ground sequences were filmed, then on March 11th G-BDAV arrived to do some further aerial shots. Low overshoots were filmed on the 12th March followed by some flying off to the north west. More flying shots to the north west on the 16th were being filmed when G-DAKS developed an oil leak in the port engine and it returned to LBA for a full emergency turn out. Landing was carried out safely but after parking on the old apron there was a fire in the engine. About this time the fuselage of G-ALYF was moved from Rufforth to Nun Monkton near York where it was deposited onto an old farmhouse and blown up to simulate a crash. On March 24th G-DAKS and G-BHUL left LBA heading for Malta by way of Dinard for further filming, they are due to return in the summer. It is reported that when filming is complete G-BHUL is to be used for a wheels up landing if a suitable dis-used airfield can be found. The series should be seen on TV sometime in 1982, we look forward to it.

Sherburn Movements - March 1981

3rd. G-10BP F/T Netherthorpe; 4th. G-BAZM F/T LBA; 7th. G-GRAY F/T Doncaster; 8th. G-AYFG F/T Pocklington, G-BGCI F/T Doncaster; 9th. G-HULL F/T Paull; 15th. G-BHSE/LFCI F/T Sturgate, G-GRAY F Doncaster n/s, G-BELU T Netherthorpe, G-ATDP F/T Dishforth, G-AWAW F/T Nottingham, G-AVSE F/T LBA; 17th. G-DGLI F/T Doncaster; 18th. G-AWIX F/T Netherthorpe, G-AZIE F Lreighton; 20th. G-LAOV F/T Brough, G-LFGR/F BHMN F/T Netherthorpe, G-AWTX/1GBP F Netherthorpe T Nottingham; 23rd. G-BHEC/BHED/BELE F/T Doncaster; 25th. G-BEFE/LHED/GRAY F/T Doncaster; 27th. G-AZID F Bridlington, G-LAOV F Brough; 28th. G-HULL F/T Bridlington; 29th. G-ATDP F/T Dishforth, G-AYEH F Barton T Skegness; 31st. G-DGLI/RHZN F/T Doncaster.

TEESIDE MOVEMENTS - March 1981

2	G-BBYM Jetstream	G-BFUS Cessna	G-BDDH F.27(DIV)
	G-STAN F.27(DIV)	G-BCDN F.27(DIV)	G-ATNJ HS.748(DIV)
3	G-BHST Hughes 369D	G-BGKX Bandeirante	G-BFOH Bell 47
4	G-BDCS Cessna 421B	G-AYWF Aztec	G-BHFX Baron
5	F-BVJJ Seneca	G-BGKR Warrior	G-BFVW Dauphin
6	G-AZTI Bo.105	G-BHHA Bandeirante	G-AWLE Cessna 172
7	PH-CHI F.28	G-BBLJ Cessna 402B	
9	G-OSKY Cessna 172	G-BTFC Cessna 152	G-BHST Hughes 369D
10	OO-JPI Metro	G-BNSH Sikorsky S.76A	G-BGGX Jetranger
	G-CBELT Bandeirante	G-CBBI HS.125	G-BFVZ King Air 200
	G-BAXP Aztec	G-ANUO Heron	G-BEMD Baron
11	G-BOND Sikorsky S-76	G-BIDC Bell 212	G-IANT Cessna 404
	G-CBBI HS.125	G-FMFC Bandeirante	G-BEMX Cessna 404
12	EI-BKI Chieftain	G-BFDB Chieftain	G-BFBH Navajo
	G-BHOE Cessna 404	G-BAFZ B.727	
13	G-SPUD F.27(DIV)	G-ATPL BAC 1-11(DIV)	G-ASJG BAC 1-11(DIV)
	G-AVPH Trident(DIV)	G-AWZV Trident(DIV)	G-BEBA HS.748(DIV)
	G-BGDE B.737(DIV)	G-BGDL B.737(DIV)	G-BHWF B.737
15	G-WOLF Cruiser	G-BBYK Aztec	G-BBTH Cessna 172
17	F-GCLM FH-227B	SE-IEY Convair 580	OO-JPI Metro
	G-BFVW Dauphin	G-BOND Sikorsky S-76	G-BSVT Bandeirante
18	G-BPTR Long Ranger	G-SVHA Partenavia P.68B	G-BGKX Bandeirante
	G-WSSL Chieftain	G-BHJS Partenavia P.68B	G-BGTG Aztec
19	F-GCTP King Air 200	G-EWBJ Tobago	D-BDOA HS.125
	G-BDIL Bell 212	G-BHBF Sikorsky S-76	G-BOND Sikorsky S-76
20	LN-PAD King Air 200	G-BSVT Bandeirante	G-BOSL B.737
21	PH-CHF F.28	G-BEZI AA-5	
22	G-BGOY Chieftain	G-BGNM Dauphin	
23	HB-VGR Citation	LN-VIP Citation	G-RIGS Aerostar
	G-JTCA Aztec	G-BHMX F.27(DIV)	G-BLGW F.27(DIV)
24	OO-JPI Metro	G-ATSZ T. Comanche	G-JDST Chieftain
	G-FMFC Bandeirante	G-BBNG Jetranger	G-BGNN Dauphin
25	EI-BJY King Air 200	G-BATA HS.125	G-BAWB Aztec
26	SE-IEY Convair 580	EI-BKI Chieftain	G-BEHU Seneca
	G-BNSH Sikorsky S-76	G-AZTD Cherokee Six	
27	G-WRAY Lance	G-GOSH Cessna 404	
28	PH-CHI F-28	G-UESS Citation	G-BGNN Dauphin
29	G-LATC Bandeirante	G-ATXO S.I.P.A.903	
30	EI-BKI Chieftain	G-WRAY Lance	G-BEDI Sikorsky S-61N
	G-STAN F-27(DIV)	G-BDVT F.27(DIV)	

5th. F-BVJJ F/T Calais; 7th & 28th. PH-CHI F/T Amsterdam; 10th, 17th & 24th. OO-JPI F/T Amsterdam; 17th. F-GCLM F/Usworth T Le Havre, SE-IEY F/T Borlange; 19th. F-GCTP F/T Le Havre n/s; 20th. LN-PAD F/T Oslo; 21st. PH-CHF F/T Amsterdam n/s; 23rd. HB-VGR F Lugano T Frankfurt, LN-VIP F/T Oslo.

OUT & ABOUT

Our intrepid member Ian Gordon is on his travels again and here are a few movements he saw on his way out to his ship - more to follow!

HEATHROW - 14/3/81 :- EP-FIE Falcon 20E, N301MC Sabre 60.

ROME - 14/3/81 :- YV-134C DC-10(Viasa), HB-IKC DC-9 (Alisarda).

DUBAI - 15/3/81 :- SP-LAC IL-62 (LOT), 5A-DAK B.707 (Libyan Arab), 9V-SQJ/L B.747's (SIA). F-BFVZ B.747F (Air France Cargo).

HONG KONG - 15/3/81 :- VR-HIB/HKG B.747's (Cathay Pacific), 9M-MHB A.300 (Malaysian) D-ADJO DC-10 (Lufthansa).

HEATHROW - 14/3/81 :- HZ-AGP B.737 (Saudia), PP-VLI B.707 (Varig Cargo), PH-DTA DC-10 (KLM on lease to Ghana Air), 9J-AEV B.707 (Zambia), 5N-ANN DC-10 (Nigeria), N773FT DC-8 (No markings, ex Flying Tigers, previously leased to Saudia), N790FA B.707, HZ-NIR BAC 1-11, I-FIMI Learjet, G-BHSV HS.125.

LEAVESDEN - 14/3/81 :- G-ARDI Dove 6, G-ARNJ Colt, G-ARNP Airedale, G-EGOE/VG Duchess', G-BFDI/BUMP Archer's, G-BCIR Warrior, G-EGJB/TWIN Seminole's, G-BHNN Saratoga, G-ROWL AA-5B, G-BGEV/KX/KY Tomahawk's, G-EURO/MADI Cessna 310's.

DENHAM 14/3/81 :- G-APZX Tri-Pacer, G-ARYV Comanche, G-AZCT Pup, G-AZRA Monsun, G-BBVJ Sierra, G-BAOG/BECC Rallye's, G-BCRX Chipmunk, G-BFXV AA-5A, G-BBOR Jetranger. G-BFFG Baron, G-HLUB King Air 200, G-EGON/EGSZ Cougar's, G-BHAY/BHBS Arrow's, G-VITE Aiglon, G-AZKO Cessna 337, G-EGTK Cessna 182, G-BFIV Cessna 177, G-ASOK/AZJV/BCTK/BURD/DUVL/BHNT/BILT/BILU/SNIP Cessna 172's, G-BFYN/BHMG/DFTS Cessna 152's, N41836 Cessna 150.

RINGWAY - 14/4/81 :- G-DDDV B.737 (Air Europe), 5B-DAO B.707 (Cyprus), F-BPPA Guppy, G-IAIN Cessna 210.

BARTON 4/4/81 :- F-EUUR Emeraude, F-BIUO Jodel D.112 (now G-BITO).

SPEKE 4/4/81 :- G-APRN Argosy (ABC), EI-BBH Brittania, EI-BIP King Air 200, EI-BGP Cessna 414, EI-BET Cessna 337, G-CEGA Seneca, G-CETA Cessna 310, G-DJMS Archer.

BEWBRIDGE 6/4/81 :- G-AXSJ Cessna 150, G-AZKC Rallye, G-BAWA Arrow, G-BESG Islander.

EASTLEIGH 7/4/81 :- F-GEPB/F-GCLD King Air's, G-BIDI Arrow, G-AYMW Jetranger, VP955 Devon, G-BIMW Twin Otter (Aurigny).

SHOREHAM 8/4/81 :- G-BALT/BBPO/BHAX/BHTE/BHVS Enstrom's, G-OJEA Twin Otter (Jersey European), G-BFVO/WICK Partenavia P.68B's, G-BLCG Tobago, G-BIAB Tampico, G-AVVU Musketeer, G-BBMZ Chipmunk, G-APWZ Prospector, G-AZDA Pup, G-ATXF Horizon, N51132 Stearman, G-BALN Cessna 310, G-AYPH Cessna 177, G-AVCD/AVHH/AWUZ/LAXY/BFGD/BFOV/BGHJ/BHPZ Cessna 172's, G-BFRB/BFTU/BFXH/BGHI/BGIB/BGSX/BHAV/BHCP/BHDW/BHPY/HOSE Cessna 152's, G-AVGU/AYSZ/BBNJ Cessna 150's, G-BIPJ Pawnee Brave, G-BIEG Saratoga, G-BLXK/CEGA Seneca's, G-AZSN/BCGS/BFTM Arrow's, G-MERI Archer, G-ROWS Warrior, G-ASRI/ATPR/AYLY/AZYU/BBHF Aztec's.

GATWICK 10/4/81 :- N605US B.747 (Northwest Orient), N610BN B.747 (Braniff), 4R-ALA B.707 (Air Lanka), 4W-ACI B.727 (Yemen), G-GXRB DC-10 (Wardair), N101TV DC-10 (Air Florida), EC-DIR DC-9 (Spantax), OE-LDO DC-9 (Austrian), N753DA Tristar (Delta), CCCP 86469 IL-62M (Aeroflot), YU-AJD Tu 134A (Aviogenex), HB-ICN/ICO Caravelle's (CTA), G-BIHO Twin Otter (Brymon), F-GBRM Bandeirante (Brit Air), 130330 Hercules (R.C.A.F.), HZ-MFA BAC 1-11, HB-VGF HS.125, F-EVPT Corvette, PH-ILF Falcon 20, HB-VGU Learjet, F-BXOM/LN-PAO King Air's, D-IAMC Navajo, N441CJ Cessna 441, N458L Cessna 310, and unidentified Biz-Jet I-ARIB. In the British Airways Helicopter hangar G-BEDI Sikorsky S-61N and G-EJAC Chinook.

Crossword No. 2 Answers

ACROSS 1. LUTON; 4. CESSNAS; 9. AO; 11. XY; 12. E3A; 13. SENSE; 15. A7P; 17. RLt; 19. SAMTWO; 21. MASTER; 21. MASTER; 23. LP; 24. SKI; 25. IF; 26. RA; 27. RAP; 28. DC8; 29. BO; 30. ARMY; 32. ASL; 33. OAIR; 35. DESERT; 36. ARGENT; 37. IFN; 38. O2A; 40. GAXDN; 41. F4E; 42. EC; 44. JA; 45. DORNIER; 46. LUCAS.

DOWN 1. LEEDS/BRADFORD; 2. TAA; 3. OO; 5. EAST MIDLANDS; 6. SX; 7. NYA; 8. SUPER FORTRESS; 10. AEROSPATIALE; 14. NL; 16. STARTER; 18. MS880GT; 20. AP-AKE; 22. EI-BIN; 31. MS; 34. AE; 39. AER; 41. FAC; 43. CN; 44. JU.

Crossword No. 3 ? - You'll have to wait until next month!

Military News

Further to the Military News in the February bulletin, other Yorkshire Military residents are :-

Lindholm	-	643GS	-	Cadet TX3	WT908	XA290	XE794
				Sedburgh TX1	WB939	WL974	WB920
Catterick	-	645GS	-	Cadet TX3	WT905	WT918	XE808
				Sedburgh TX1	WB979	WB985	
Dishforth	-	4MGSP (Mobile Glider Servicing Party)					
				Cadet TX3	WT899	XA286	XA292 XE795
				Sedburgh TX1	WB920	WB976	

Vampire WZ557/47 has moved from Acaster Malbis to Chop Gate (Where?). It is on the B1257 road from Helmsley to Stokesley, N. Yorks.

The Yorkshire Post reported recently that a squadron of SR-71A's are to be based at Alconbury. This type should in fact be TR-1's, a new electronic version of the Lockheed U-2R Spyplane, and should be based here probably from 1982. "Flight" has also reported that EF-111A's are to be based at Upper Heyford, also from late next year.

Military Out & About

COTTESMORE 26/3/81 :- 43+01/G20, 43+02/G21, 43+03/G22, 43+04/G23, 43+10/G29, 43+12/G70 Luftwaffe, and ZA322/B50, ZA324/B02, ZA355/B54 RAF, all Tornado's of TTTE.

CAMBRIDGE 26/3/81 :- XX657/A bulldog Cambridge UAS, WL627/N WP976/V Chipmunk's 5 AEF, XV300 Hercules C1, 5U-MEH C-130H (Nigerian AF).

MILDENHALL 26/3/81 :- 62-3547, 63-7984, 58-0071, 56-3631, 62-3498, 57-1478, 60-0324, 58-0088, 58-0099, 61-0343 KC-135's, 69-6582, 74-1659, 74-2068, 74-1669, 68-10947, 64-0523 C-130's, 65-0261, 66-0207, 65-9411 C-141A Starfighters, 71-0882 C-9A (DC-9-33), all USAF. (Addition - 58-0004, 61-0304 KC-135's.)

ALCONBURY 26/3/81 :- 78-075, 79-411 F-16's "HL" 388TFW USAF.

WOODVALE 4/4/81 :- WF896, WK639/10, WP900/13, WK624 Chipmunk's 10 AEF, XX615/2 Bulldog Manchester UAS, XX685/L, XX630/A, XX688/S Bulldog's Liverpool UAS. G-AVIR Cessna 172, G-BFRL Cessna 152, G-BCVH Cessna 150.

AIRLINES REVIEW - APRIL 1981

BRITISH AIR FERRIES unveiled their first Viscount 802 G-AOHV (170) on 6th February, following overhaul and refurbishing by B.A.F. Engineering at Southend. The aircraft has been given a new interior decor and has been resprayed in a scheme utilising the lower fuselage B.A. livery, but with the B.A.F. fuselage stripes over the nose, mid-fuselage and up the tail. The company claims that the 76 - seat Viscount will offer seat mile costs lower than the One-Eleven, Trident or F.28, at current fuel prices, while cruising at 276 kt. By 1982 B.A.F. expects the seat mile costs to be lower than the Boeing 707, 720B and DC-8. Accordingly, the Viscounts are to be offered on B.A.F.'s own I.T. flights from Southend to Ostend, Basle, Rimini, Nice, Corsica, Amsterdam, Barcelona and Perpignon.

BRITISH CALEDONIAN HELICOPTERS company chairman, Adam Thomson, revealed major expansion plans at the inauguration of the airlines new £750,000 operations centre at Aberdeen in March. Firm orders have been placed for four additional S-76 helicopters worth about £4.5M, increasing the fleet to five, while the current S-61 fleet is expected to double in size in the next year or so. Over the next two or three years Puma's may be bought and 44 - seat Chinooks will be operated as soon as an oil contract can be obtained sufficient to justify their use. The new aircraft and many of the existing fleet will be based at the new complex which includes a hangar large enough to take two of the biggest helicopters yet projected, engineering workshops, aircrew briefing rooms and administration facilities. Later developments may include the Shetlands as a second base. Also in March the company won a £1.5M contract from B.P. Petroleum Developments to ferry men and light freight between the Magnus oil field and Aberdeen.

BRITISH CARGO AIRLINES former aircraft belonging to this now defunct carrier continue to be stored at Stansted : CL-44D4's, G-AXAA(18), G-AXUL(24), G-AZIN(19), Conroy CL-44D4, N447T(16), DC-8F-54's, G-JDDI(45684), G-JDHA (45667) and G-BIAS (45816).

AIRLINES REVIEW (Contd.)

DAN AIR with the introduction of the summer timetable the airline will operate reduced 'link city' services, but operations will still extend to over 12,000 flights between 26 airports in the U.K., France, Germany, Holland, Ireland, Norway and Switzerland. Fare increases of between 3% and 14% are being sought on some routes. New routes include Teesside-Dublin, three times a week, Gatwick-Cork from 13th April, three flights per week, and from 1st April a twice daily Amsterdam-Berlin service linked with services from Ireland, Wales, the North East and the West. Newcastle services are now all jet flights, while Aberdeen has 44 flights this summer, double the last years total. The company has 13 aircraft based at Aberdeen for North Sea oil support flights, and there will be four flights each weekday between Gatwick and Aberdeen. New reduced fares are to operate on an increased Channel Islands frequency from Newcastle and Aberdeen to be flown in conjunction with Air UK and British Caledonian on days when Dan Air has no direct flights. Additionally, the company has applied for part-charter facilities to the Channel Islands to enable tour operators to book groups on scheduled services. Throughout the summer season, Belfast will get additional flights from Bristol, Cardiff and Newcastle.

INSTONE AIRLINES is a newly formed British cargo charter carrier and has acquired a Bristol B.170 Freighter Mk.31, ZK-EPH, ex Royal New Zealand Air Force. The aircraft was delivered to Stansted on 12th March prior to the start of contract livestock flights and ad hoc charter operations to Europe.

LAKER AIRWAYS has applied for route licences from Gatwick to Sydney, three times weekly, to Melbourne three times weekly, and to Perth, once a week. Newly awarded 'Skytrain' routes across the Atlantic include New York from Manchester and Prestwick and Tampa, Florida from Gatwick.

MONARCH AIRLINES second Boeing 737-2KQ, G-BMON(22416) arrived at Luton on 15th February from Bangor. Following acceptance checks it was rolled out of their hangar on 25th February for engine running and entered service around 27th February. Both the B.737's are fitted with an additional 'belly' fuel tank of 850 U.S. gallon capacity increasing operational range by 400 nautical miles, to about 2000 nautical miles. At lower load factors a maximum range of 2600 nautical miles is possible. The additional fuel capacity will enable the airline to fly direct services from its Berlin base to, for example Cyprus and the Canary Islands. Currently, Monarch operates 17 routes from Berlin.

ORION AIRWAYS latest Boeing 737-2T5 G-BHVG(22395) arrived at E.M.A. on delivery from Goose Bay on 13th January, and brought with it a Cockpit Procedures Simulator. Following the unloading of the simulator the aircraft was ferried to Luton for fitting out by Britannia, and following acceptance trials, it entered service on 16th January. The leased T.E.A. Boeing 737-2M8, G-DHCL(21955) operated its last Orion service, from Malaga, on 10th January and returned to T.E.A. on 11th January as OO-TEN. The next Boeing 737-2T5 G-BHVI arrived at Luton on 24th February, from St. Johns, Newfoundland. Following acceptance checks it was due to enter service on 6th March, while G-BHVI is now expected to arrive on 31st March. This latter aircraft will be the 737th Boeing 737 to be delivered and appropriately will carry a commemorative plaque.

REDCOAT AIR CARGO the airlines first aircraft, Britannia 312F G-AOVS (13430), withdrawn from use in 1979 has now been acquired by Luton Airport Fire Service for non-destructive rescue training. On 3rd February work began on the removal of the wings and undercarriage, and the fuselage was then taken by lorry to a quarry near long term car park No.8 on 5th February. First flown on 5th September 1958, 'VS' was delivered to B.O.A.C. on 29th October 1958 with whom it served until 1965, before passing to Lloyd International, British Eagle, Invicta International and I.A.S. Cargo Airlines. It was acquired by the newly formed Redcoat Air Cargo in May 1977 as their first aircraft and was named 'Christian'. In 1980 it was painted with 'REDAIR' titles and the registration G-BRAC for use in the filming of the BBC TV series 'Luccaneer'.

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