

VOLUME 9 No. 4

(FOR PRIVATE CIRCULATION ONLY)

APRIL 1983

EDITOR:- Trevor Kinghorn, 16, Stirling Crescent, Scotland Lane, Horsforth, Leeds 18.

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:- Chris Wain, 1, Springfield Court, Keighley, BD20 6JP.

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 1st : "Cowboys & Indians" - Chris Wain will be describing his recent trip to India and Nepal with the aid of slides taken on the visit, plus a selection of his most recent Oshkosh slides.

JUNE 5th : "Search & Rescue" - a representative of 202 Sqn. from RAF Finningley will be showing a film "Rescue 90" and explaining the Squadrons duties and role in the operation of their Sea King helicopters.

SSAFA Air Display - RAF Church Fenton June 12th 1983

Air Yorkshire are again participating in the Ground Display, with New and Second-hand Books/Magazines for sale. Any member wishing to donate anything to the Group to be sold at this event, should contact a committee member as soon as possible. If you are attending the Display, please visit our stand. You may even be tempted to buy!!

The Display Organisers have provided the following provisional list of participants:-

F.16 Royal Danish Air Force, 3 x F.5 and C.130 Royal Jordanian Air Force and unspecified aircraft from U.S.A.F. Also the Red Arrows, Vintage Pair, B of B Memorial Flight, Tornado, Buccaneer, SAR Sea King ?, Sea Fury (R.N. Historical Flight), Gazelle A.A.C., Marlboro' Pitt's, Fairchild Forwarder, Dunlop Pitt's, Provost T.1, New Gull, Agusta A.109 and Slingsby Firefly 160.

TRIPS

Thurs. 5th May - Luton (apron & hangars)/RAF Museum, Hendon : £5.50
Sun. 3rd July - P.F.A. Rally Cranfield/Luton : £5.50
Sat. 3rd Sept. - Flight Show, Cranfield/Luton : £5.50
Fri. 14th Oct. - Manchester A.T.C. visit - repeat booking, by popular demand
(Over 16s only)

First 3 trips depart LBA - 07.45.

Booking (A) in writing with £1 deposit (B) full amount four weeks before departure.

Phone Steve Rigg at Wakefield 375000 to enquire about space, but condition (A) still applies.

CREDITS

T.W. Sykes	E. Elam	C.R. Wain	H. Fozzard	M.G. Harford
C. Harner	S.W. Rigg	J.D. Hunt	W.E. Jordan	J. Lloyd-Martin
I.D. Gordon	Winged Words Air Strip			

LEEDS/BRADFORD MOVEMENTS -March 1983

1	G-JULY AA-5A	0715 0809	G-BOYM Citation	0839 0920
	G-BELS T.Otter (LIV)	0934 1018	G-BHNU Cessna 172	1015 1419
	G-AOYI Auster J/5G	1042 1120	G-OCAS SD.3-30 (LIV)	1054 1122
	G-BDWY Cherokee	1101 1136	G-BHTR Jetranger	1157 1533
	N9698Y Cessna 210 n/s	1207 1201(2)	G-AYW Jetranger	1220 1331
	G-BDSL Cessna 150	1232 1437	G-BGWC Robin DR.400	1309 1532
	G-OADE Cessna 177	1314 1327	G-BOYM Citation	1325 1417
	G-BJYD Cessna 152	1329 1423	G-BHNV AA-5A	1436
	G-BEYD Rockwell 114 n/s	1520 1509(19)	G-BSCW Aztec	1801 1817
2	G-BHFY Baron	0908 0930	G-OBCA Cessna 421C	0912 0923
	G-BJBI Cessna 414A	1003	G-BFTT Cessna 421C	1034 1055
	G-B.BV King Air	1337 1549	G-LADE Cherokee Six	1355 1518
3	G-OLLY Chieftain	0920 0933	G-BFYA Bolkow Bo.105L	0937 1036
	G-OTCV Cessna 175 n/s	1115 0855(4)	G-BHIZ Navajo	1230 1606
	G-BEHV Cessna 150	1234	G-BFVA Boeing 737	1543 1640
	G-CLLY Chieftain	1647 1656	G-BBPJ Cessna 172 n/s	1718 1442(6)
4	E-ILVC Baron	0900 0936	G-BFYV Cessna 210 n/s	0912 1519(25)
	F-GANU Cessna 402B	1020 1845	OY-BGM Chieftain	1040 1755
	G-BLWY Cherokee	1148 1222	E-ILVO Baron	1256 1403
	G-BCSL Boeing 737	1429 1528	G-AYPB Musketeer	1448 1514
	G-BHTR Cessna 152	1511 1541	G-2GYL Boeing 737	1520 1613
	G-OSAM HS.125	1601 1837	G-BHVB Warrior	1902 1925
5	N5372C Cessna 414A	1043 1252	G-BBTL Aztec	1059 1122
	G-WEND Arrow	1124 1203	00-BIL Cessna 210	1334 1511
	G-BGNV Boeing 737	1419 1524	G-BCSL Boeing 727	1550 1706
6	G-AVLC Bolkow Bo.208C n/s	1747 1412(11)		
7	G-UBHL King Air 200	0823 0832	G-OWJM Jetranger	0943 1011
	G-UBHL King Air 200	1115 1636	G-BIAM Tobago	1122 1547
	G-BEEN Tobago	1122 1547	G-BFNC Ecureuil	1137 1208
	G-ARJU Apache	1317 1614	G-BFVB Boeing 737	1451 1606
8	G-AVPS T.Comanche	0807 1614	F-GDAL Cheyenne	0859 0953
	G-BGNU King Air	0909 0916	N6772B Cessna 425	1246 1728
	G-BHLP Cessna 441 n/s	1502 1129(9)		
9	G-BBXR Chieftain	0952 1636	G-BFNC Ecureuil	1022 1100
	G-BHTR Jetranger	1214 1354	G-BBZV Arrow	1248 1606
	PH-SEA Arrow	1300 1534	G-BHED Cessna 152	1305 1336
	G-BCSL Boeing 737	1430 1555	G-BHED Cessna 152	1436 1525
	G-BMFB Ecureuil	1513 1553	G-BHNU Cessna 172	1528 1632
	G-BHNV AA-5A	1530 1646	G-YORK Cessna 172	1531 1551
	G-BGMJ Cessna 172 n/s	1613 1613(10)	G-LAMA Cherokee	1616 1717
	OY-BSH Duke n/s	1644 1715(10)	G-JULI Commander 690B	1753 1802
	G-BICF Cougar	2024 2028		
10	G-BEFZ HS.125	1100 1323	G-BCUZ King Air 200	1200 1216
	G-ARUM Cessna 175 n/s	1448 1455(12)	N9401T Cessna 303	1518 1723
	G-BFVB Boeing 737	1521 1630		
11	G-TEAM Cessna 414A	0557 0805	G-OJVH Cessna 150	1011 1041
	G-BCSL Boeing 737	1428 1525	G-BFVB Boeing 737	1514 1611
12	EI-BIP King Air 200	1259 1345	G-BFVA Boeing 737	1342 1452
	G-BCSL Boeing 737	1537 1710	G-GAME Cessna 303 n/s	1637 1428(15)
13	No movements			
14	G-BDFN Chieftain	1010 1701	G-ASRH T.Comanche	1124
	G-BIP King Air	1256 1304	G-BFVB Boeing 737	1506 1617
	G-BJYD Cessna 152	1509 1537	G-BAVL Aztec	1516 1751
	OY-BDV Cessna 414 n/s	1929 1824(16)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

15	G-BEYV Cessna 310	0931 1604	G-NMAM Navajo	0936 1412
	G-BCRR AA-5B	1006 1632	G-EXIT Rallye	1037 1342
	G-3DSL Cessna 150	1206 1312	G-BYDE Jetranger	1222 1315
	G-BEYV Cherokee	1232 1317	G-AYPB Musketeer	1436 1523
	G-GAME Cessna 303	1534 1800	G-JGCL Cessna 414A	1628 1659
	G-GAME Cessna 303 n/s	1841 1104(17)	G-JATK AA-5B n/s	1847 0938(16)
	G-UESS Citation	2033 2103		
16	G-BEEN Chieftain	0816 0901	G-BHLF HS.125	0925 1600
	G-BCFM Citation n/s	1740 0710(17)	G-SILV Cessna 340	1814 1834
	G-BGYL Boeing 737	? ?		
17	G-BHKJ Cessna 421C n/s	1046	G-LJBE Citation	1128 1236
	G-BYCC Cherokee	1141 1501	G-GAME Cessna 303	1206 1433
	G-JGCL Cessna 414A	1456 1509	G-BFVB Boeing 737	1512 1627
	G-GAME Cessna 303 n/s	1552 1018(18)	G-BEEN Chieftain	1638 1714
	F-WZLB Super Puma	1730 1807	G-SILV Cessna 340	1908 1933
	G-OTO Cessna 175 n/s	1943 1257(19)	G-UBHL King Air 200 n/s	2057 0950(18)
18	G-GAME Cessna 303	1117 1351	G-DEVA Aztec	1300 1456
	G-BENI Cessna 404	1319 1412	G-BBCW Aztec	1328 1404
	G-GRIF Rockwell 112TC	1357 1737	G-BGYL Boeing 737	1419 1523
	G-BFVB Boeing 737	1530 1622	G-GAME Cessna 303 n/s	1542 1542(19)
	G-UBHL King Air 200	1545 1553	G-BCFM Citation	1824 1847
19	G-ANBT T.Comanche	1224 1350	G-BECG Boeing 737	1337 1450
	G-BJAG Archer	1505 1611	G-ROUS Seneca n/s	1540 1039(24)
	G-BGYL Boeing 737	1604 1710	SE-LEM Cessna 425 n/s	1632 0919(20)
	G-GAME Cessna 303 n/s	1644 1345(24)	G-BBCW Aztec	1920 1940
20	G-BHBZ Partenavia P.68B	1118 1147	G-MTX Aztec	1127 1751
	G-BENI Cessna 404	1304 1313	G-XSDF Hughes 369D	1440 1457
	G-BBPX Seneca n/s	1554	G-AZLY Cessna 150	1611 1653
	HB-LMO Cessna 310 n/t	1831		
21	G-JTCA Aztec	0706 0738	G-SILV Cessna 340	0754 0909
	G-UBHL King Air 200	0842 0849	G-BIZZ Citation	1135 1547
	G-UBHL King Air 200	1453 1728	G-CSLA Boeing 737	1513 1617
	G-SILV Cessna 340	1816 1901	G-BIZZ Citation	1935 2021
22	G-UBHL King Air 200	0940 1029	G-NCRC Cessna 425	1010 1543
	G-WNG Islander	1215 1619	G-UBHL King Air 200	1349 1405
	N6504W Cessna 210 n/s	1640 1241(23)	G-BIZZ Citation	1944 2022
23	G-UBHL King Air 200	0901 0907	G-BHXY Baron	0912 0927
	G-BBCM Aztec	0949 1046	G-BGYL Boeing 737	1420 1546
	G-HALP Tobago	1534 1806	G-BBCM Aztec	2014 2043
24	G-BJAG Archer	0922 0931	G-DJBE Citation	1037 1439
	G-HARG Chieftain	1041 1700	G-BJW Arrow	1106 1737
	N58279 Cessna 340	1203 1641	G-PTER King Air n/s	1304 1258(25)
	G-AVXI HS.748	1448 1534	G-CSLA Boeing 737	1520 1634
	G-DJBE Citation	1532 1552	G-BHRC Warrior	1603 1710
	G-GAME Cessna 303 n/s	1556 0832(25)	G-DJBE Citation n/s	1837 0709(25)
25	G-OBCA Cessna 421C	0936 0943	BI-BLI King Air	0938 1040
	G-JRM Commander 690B	1030 1610	G-GAMB King Air 200	1208 1514
	G-BOSL Boeing 737	1452 1552	OY-BBP Aztec n/s	1522 1405(26)
	G-CSLA Boeing 737	1549 1700	G-OBCA Cessna 421C	1728 1735
26	G-BGR0 Cessna 172	1112 1225	G-BCLV AA-1B	1134 1235
	G-BLEJ Rockwell 112 n/s	1247	G-BGZW Tomahawk	1322 1429
	G-BGNV Boeing 737	1353 1457	G-APXR Tri-Pacer	1412 1445
	G-MALA Archer	1437 1527	G-BOSL Boeing 737	1557 1701
	G-AYPB Musketeer	1616 1706	G-LVLS Cherokee n/s	2040

LEEDS/BADFORD MOVEMENTS (Contd.)

B.S.T. comes into operation.

27	G-BIUI Cessna 152	1628 1730	G-BJYD Cessna 152	1736 1805
	N26498 Citation n/s	1813 0715(28)	G-DJBE Citation n/s	1934 1314(29)
28	G-CSNA Cessna 421C	0918 1129	G-BEAF Tomahawk	1300 1342
	G-BBDC Cherokee	1432 1612	G-BEOK Boeing 737	1515 1620
	G-JRMT Commander 690B n/s	1655 0903(29)	G-HYDE Jetranger	1715 1735
	G-OTCW Cessna 175 n/s	1859 1743(31)	G-GAME Cessna 303 n/s	1917 0951(31)
29	G-BBDU Navajo	0843 0914	F-GEAL Cheyenne	0843 0911
	G-TAXI Aztec	1144 1548	G-BEYY Navajo	1241 1624
	G-BESM Jetranger	1243 1406	G-BAJB Cessna 177	1309 1713
	G-JTCA Aztec	1602 1617	G-BECC Boeing 737	1648 1953
	F-GEAL Cheyenne	1843 1941		
30	G-BCLL Cherokee	0810 1144	G-BBDU Navajo	0842 0900
	G-CJHI Jetranger	1000 1209	G-BEYY Baron	0957 1649
	G-BJYB Cessna 441 n/s	1056 1011(31)	G-PATT Cessna 404	1422 1556
	G-BEYY Cherokee	1429 1500	G-BOSL Boeing 737	1440 1552
	G-AMUG Cessna 150	1521 1600	G-TEAM Cessna 414A n/s	1739 1639(31)
	G-SBJJ Cessna 414A	1830 1901	G-MAGO Cessna 421B	1959 2122
31	G-ATAI Dove 8	0922 1649	G-BLLT Rockwell 112A	1029 1121
	G-BJYN Arrow	1046 1758	G-VIKI Cessna 402B	1107 1830
	G-BEYY Cherokee	1238 1315	G-BECC Boeing 737	1518 1630
	G-BOOT Enstrom F-280 n/s	1710	G-BEEN Tobago	1748 1807

LEEDS/BADFORD MOVEMENTS REVIEW - March

Things are beginning to look a bit better as the year goes on, no less than seven American registered aircraft this month among the foreigners. All of these were Cessna's most of them company demonstrators, starting on the 1st with 210N N9698Y which has visited a number of times before. Chancellor N53720 on the 5th is privately owned and UK based and is also a regular as is the Cessna 425 N6772B on the 8th. Crusader N9401T on the 10th visited last month also. Cessna P210N N6504W night stopped on the 22nd and had c/n 0700 and Cessna 340A N68279 on the 24th had c/n 1223. Citation N26498 on the 27th is operated by Mascioni Spa and replaces I-MABU, it has c/n 0398. The remainder of the foreigners were a mixed bunch, on the 4th Baron D-ILVO kept company with Navajo CY-BGM of Muk-Air and Cessna 402B F-GAMU. The ancient Cessna 210 09-DIL on the 5th also visited last month but was incorrectly called 'G-0 IL' in the movements.

On the 8th F-GEAL was our fairly regular Cheyenne. Night stopping on the 9th was Duke CY-BSH c/n P-187 recently registered ex CE-FFZ and also visiting was Cherokee Arrow FH-SDA c/n 26R-8018101. Irish King Air EI-BIP was noted on the 12th and night stopping on the 14th was Cessna 414 CY-BEY. Last months star visitor Super Puma F-WZLB was here again on the 17th and on the 25th King Air C90 EI-BLI was joined by Aztec CY-BEP which night stopped. Northair delivered the Cessna P210N G-OSPL to St Piran Ltd., on the 11th and the following day Cessna T303 G-GAME arrived. This is to be resident at LBA and replaces Cherokee G-CHIP which departed to Sherburn on the 15th. Cessna 421C G-BBJJ which is on lease to the UN in Pakistan returned on the 17th for its CofA check and departed again on the 25th. On the 19th Cessna 425 SE-110M arrived at Northair and the following day it departed to Zurich where it had been sold, on the 20th HB-LMO arrived from Zurich in part exchange and is now resident, this is a Cessna T310Q c/n 0914. Islander G-ANT left YLA on the 1st but Aztec G-BEOK remains awaiting a buyer. Jack Tordoff took delivery of P68 G-CJGT on the 23rd, this is ex G-BEUV. His old P68 G-JCTH was demonstrated to somebody at Huddersfield on the 27th and it departed on the 28th. Tobago G-BLLI has departed to Huddersfield but Cessna F152 G-BJVS is confirmed as a resident now. Slingsby T67 G-BJXA is away on lease, believed at Portsmouth.

Callsign tie-ups:- 1st. G-BELS/Metropolitan 052-0521, G-OCAS/EN113-113A; 4th. OY-BGK/Muk Air 652-653; 10th. G-BEPE/McLine 662B-C; G-BEYY/Airwork 73; 15th. G-BEAF/McLine 668B; 24th. G-PTEE/Colt 02; 29th. G-TAXI/Neatax 901-2, G-BBDU/Thurston 3101; 30th. G-BJYB/McLine 757, G-BBDU/Thurston 3102-303.

Overshoots:- 2nd. XS714/FYN06; 4th. XS734/FYN06 Dominic's; 7th. XW419/CFR05 J. Provost; 8th. XS739/FYN06 Dominic, XX499/F94; 9th. XX498/FYT88, XX494/FYT80; 10th. XX494/FYT94, XX496/FYT81, XX494/FYT87, XX498/FYT90; 11th. XW419/C07 J. Provost, XX499/FYT81, XX494/FYT84; 14th. XX494/FYT87, XW419/CFR05 J. Provost; 15th. XX494/FYT04. XX482/FYT87; 17th. XX498/FYT03, XX492/FYT84, XW419/CFR05 J. Provost; 18th. XS733/FYT49 Dominic; 25th. XW215/R760 Hercules; 29th. XW326/CFT76 J. Provost, XX499/FYT87; 30th. XX494/FYT80.

From & To:- 4th. D-ILVC F Nordham T Harrow (and back again), F-GAMU F/T Morlaix, OY-BGE F/T Billund; 9th. OY-BSH F Luton; 10th. N9401T F Gamston T Brussels; 12th. EI-BIP F/T Dublin; 24th. N68279 F/T Brussels; 25th. EI-BLI F Stuttgart T Dublin, OY-BBP F/T Esbjerg n/s; 27th. N26498 F Gatwick n/s T Milan; 29th. F-GDAL F Chateauroux T Le Havre

Helicopter Activity:- 5th. G-BWMI/Whinmoor (11.00); 7th. G-BFNC/York (12.20); 14th. G-AYCN/Hull area (17.30); 18th. G-ICBU/Leeming (14.00); 20th. G-MSBF/Melbourne, NR. Market Weighton (15.15); 25th. G-OJCE/Ossett (09.30), Selby (09.55), Morley (16.20); 28th. G-HYDE/Wetherby (13.00); 30th. G-CJHI/York (09.45).

Noted on pipeline patrol were G-BESM and G-BFNC.

The Ecureuil which crashed into the Humber of 14th March was G-MAHO/Colt 06.

LOCAL AIRLINE REVIEW

AER LINGUS ILSM operated a charter into Leeds/Bradford on April 1st with BAC One-Eleven 208AL EI-LNF. Flight EI4336 arrived from Dublin at 06.46 with a 52 strong ships crew for the 'St. George' which is operating the Hull-Rotterdam route for North Sea Ferries. After a slight technical delay, the aircraft returned empty to Dublin at 08.05 as EI433.

BRITANNIA AIRWAYS operated the following Boeing 737s through Leeds/Bradford during March.

G-BECG BY145/19th. BY198/29th.
G-BECH BY024/28th. BY083/31st.
G-BFVA BY083/03rd. BY145/12th.
G-BFVB BY024/07th. BY083/10th. BY023/11th. BY024/14th. BY083/17th. BY023/18th.
G-BGYL BY023/04th. BY096/16th. BY022/18th. BY146/19th. BY096/23rd.
G-BGNW BY145/05th. BY145/26th.
G-BOSL BY022/04th. BY146/05th. BY096/09th. BY022/11th. BY146/12th. BY022/25th.
BY146/26th. BY096/30th.
G-OSLA BY024/21st. BY083/24th. BY023/25th.

BRITISH AIR FERRIES operated two flights through Leeds/Bradford with Viscount 806 G-ACYI on behalf of the National Union of Teachers. Flight VF6187 arrived on April 1st empty from Jersey at 09.56 and departed with 75 people for the annual conference at 10.42 as VF6188. Flight VF6204 brought the teachers back from Jersey at 15.26 on April 7th and returned there empty as VF6205 at 15.45.

BRITISH MIDLAND AIRWAYS used the following Viscounts through Leeds/Bradford during March.

G-AYOX BD413/21st - BD415/21st. BD411/24th - BD420/31st.
G-BAPF BD420/12th - BD411/21st. BD418/21st - BD420/23rd.
G-BFZL BD411/01st - BD417/12th.

DAN-AIR used HS.748 G-ARMY at Leeds/Bradford through out March.

N.L.M. There will be a charter on behalf of NLM on Friday 29th April. Flight number is EN4387, the aircraft will be a Delta FH.227, arrival and departure times are approximately 10.00 to 18.30 local, to and from Amsterdam.

LEEDS/BRADFORD AIRPORT - AIRLINE DIVERSIONS IN - MARCH 1983

REG	AIRCRAFT	FLT.No.	FROM	(TIME)	FLT.No.	TO	(TIME)	DIVERTED FROM
<u>Tuesday 01st March</u>								
G-BELS	Twin Otter	BERD52	Bournemouth & Birmingham	(0938)	BERD52	Newcastle	(1016)	Manchester
G-OCAS	Shorts 330	EN113	Gatwick	(1057)	EN113P	Embside	(1122)	Liverpool

SHERBURN MOVEMENTS - March 1983

1st. G-AYER F Doncaster T N'thorpe, G-LFCA F/T Humberside, G-AZUZ F/T N'thorpe; 4th. G-AXHS F/T Teesside; 5th. G-ANCS F/T Barton; 6th. G-HULL F N'thorpe T Grindale, G-LCTF F/T Sturgate, G-BHEF F/T Lambley; 8th. G-WUG F/T Brighton, G-BGEM F Cranwell T Goodwood; 9th. G-WUG F Brighton T Gamston, G-BCUJ/LFCA F/T Humberside; 12th. G-NWU F/T LBA; 13th. G-CHIP F/T LBA; 14th. G-BMKO F/T Wellesbourne Mountford n/s; 15th. G-CHIP F LBA now resident, G-BFDO F/T Elstree, G-BBBC F/T Gamston, G-BGME F/T Humberside; 16th. G-ACIY F Teesside T Walton Wood; 19th. G-AMCD F/T Bagby. G-MELA F Rufforth; 20th. G-BBYB F/T Brighton, G-BING F/T Humberside, G-DECA F Ringway T Squires Gate; 26th. G-AXLS F/T Bagby, G-SALL F Humberside T N'thorpe, G-AYUC F Sturgate T Tollerton, G-AMC F EMA T Humberside, G-AYKL F N'thorpe T Brighton, G-BGFE F/T Tollerton, G-ACIY F Brighton T Walton Wood; 29th. G-VRV F Humberside T Barton; 30th G-WUG F Brighton T LBA; 31st. G-BHEX F/T Full Sutton.

LOCAL AIRFIELD MOVEMENTS - March 1983

Acaster Malbis:- 28th. G-EENY Cougar.

Brighton:- 1st. G-BBJZ C.172 T. Humberside.

Brough:- 1st. G-JESS Citation F Newcastle, G-BRLV C.172 F/T Barton, G-LFCA C.152 F. Humberside, also 4, 5, 6 & 31; 4th. ? Devon "RR7535"; 28th. G-IVPE HS.125, G-AREA Dove F Warton.

Grindale:- 1st. G-BGFJ C.172; 7th. G-BGBP C.152 F/T N'thorpe.

Linton-on-Ouse:- 8th. G-BIED King Air F/T Humberside.

Netherthorpe:- 6th. G-HULL C.150 F Grindale T Sherburn; 27th. G-TEXO SIPA 903 F/T Sherburn.

Sandtoft:- 16th. G-BHEV AA-5A F/T Sherburn; 19th. G-CHIP PA.28 F/T Sherburn.

TEESSIDE MOVEMENTS - February 1983

1 G-BKFN Bell 214	G-JESS Citation	G-BCRP Aztec
3 G-BHET Short SD.3-60	G-CTLN Bandeirante	G-BGOX Chieftain
4 G-HGGS Bandeirante	G-BIZZ Citation	G-BFDA Chieftain
5 G-BYAM Slingsby T.76	G-BCVJ Cessna 172	
8 B-CEPL Learjet 25	G-BJZS Bell 212	G-BHEM King Air
G-BCLC S-61N	G-OFAR Cessna 402C	G-BBCW Aztec
10 G-BGES B.737 (DIV)	G-AMZN Trident (DIV)	G-BEKC HS.748 (DIV)
G-BEHA HS.748 (DIV)	G-ATPL BAC1-11 (DIV)	G-BVYV Aztec (DIV)
G-LATC Bandeirante	G-BHEJ Chieftain	G-BJLO Navajo
11 G-BCAT Cessna 310	G-BARC Viscount	
14 G-BHFD T.Otter (DIV)	G-BGET B.737 (DIV)	G-AMVT BAC1-11 (DIV)
G-BJRT BAC1-11 (DIV)	G-ATPL BAC1-11 (DIV)	G-BIZZ Citation (DIV)
G-BCHC Bell 212	G-BBIC Cessna 310	G-BHEI Jetstream 31
15 G-BHET Short SD.3-60	G-BGRG Duchess	G-HGGS Bandeirante
16 B-IMWT Commander 690B	G-LONG Long Ranger	G-BHEI Jetstream 31
17 G-BIGB Bell 212.	G-EENY Cougar	G-BHLN Cessna 441
19 EC-CTU DC-9	G-BIFE Cessna 185	G-BAIS Cessna 177
22 N5574 Learjet 55	G-BHIR Arrow	G-BAIN Cessna 150
23 BI-BHC Cessna 177	G-BMAV Ecureuil	G-BHEZ Cessna 172
24 I-CIGB Citation	N4383R Cessna 172	G-BHMD Baron
26 EC-CGR DC-9	G-NJCE Short SD.3-30 (DIV)	G-EPZL Viscount (DIV)
G-ATTP BAC1-11 (DIV)	G-BMFL F-27 (DIV)	F-GCR Cheyenne II
27 G-JTIE Cessna 421C	G-BITX Short SD.3-30	G-BJZS Bell 212

TEESSIDE MOVEMENTS (Contd.)

8th. D-CDPD F Dusseldorf T Heathrow; 22nd. N5574 F Cardiff T Luton; 24th. I-CIGD F Lugano T Frankfurt.

CUT & ABOUT

Luton - 13/3/83:- G-ALM LHC-7 (Emirates Air Service), N24666 B.707 N299W Falcon 50, N1039 Gulf 2, N59RG Comanche.

Luton - 14/3/83:- LX-LVA Falcon 50, N111AC Gulf 2.

Mona (Anglesey) - 26/3/83:- G-AMJV Cherokee, G-BIAA Tampico, G-BHYU Jodel D.120, G-MONA Rallye, G-BFLV Colibri, G-VJH Condor, G-EUFF C.182, G-SNIP C.172, G-AXNK/BCTU C.150's.

Caernarfon - 26/3/83:- G-BCGH Nord 854, G-ACZ Stampe, G-BLCK AA-5, G-BHXX Jodel D.117, G-BODD C.172, G-BFZS C.152, G-BGXP Bell 47.

Ringway - 1/4/83:- VH-EEN B.747 (Qantas), 9H-AAL B.720 (Air Malta); F-GCDH B.727 (Air France), G-BHL/BIKC B.757's (British A/W), G-BGCS/BIBE/ATA Bandeirantes, G-MORR Ecureuil.

Stansted - 30/3/83:- N433P/N883P/N884P/N886P/HZ-LAT/SU-LAB/9Q-CLY/G-APFG Boeing 707's, J2-LAL/TZ-ADR/HZ-LAZ/YU-ALD/YU-AKH Boeing 727's, HZ-DAI Gulf 3, G-BRAL Gulf 2, EI-DND Skywaster (Heavylift colours), G-CCAA HS.125, N50CA Falcon 20 (possibly a write-off after over-running into a salty lake somewhere in the States and having lots of corrosion), MD-BFL Mooney, CO-MTN/G-VEGL Falco F.8L.

East Midlands - 6/4/83:- Fields: HZ-ABI BAC1-11, G-ATPE HS.125, G-31-608/G-31-611/G-31-50/G-OBBA Jetstream 31's (the latter painted up for "Birmingham Executive".) Rolls Royce: G-BKJZ Gulf 1, G-BARR HS.125, also hangered was G-TTFH Citation. Vulcan XZ575 was parked alongside the BMA hangar.

Cambridge - 2/4/83:- G-BFCF Tristar (the first for tanker conversion).

Luton - 2/4/83:- N180RN B.737, HZ-ANK BAC1-11, N59RG Comanche, G-JASP Aztec, G-BFHO/SCOT PA-31's.

Dunstable - 2/4/83:- G-AV00/DEUA Super Cub's, G-AOTR/BCZH Chipmunk's, plus unidentified military glider ED658.

Near Oxford - 2/4/83:- noted spraying was Bell 47, G-SMRI (ex G-BEHV).

West Oxfordshire Polytechnic - 2/4/83:- X 590/V Vampire T.11.

Baginton - 2/4/83:- N88YA Lakota, XL360 Vulcan.

AIRLINE REVIEW

AIR ECOSSE have withdrawn the service Liverpool - Blackpool - Barrow - Carlisle - Glasgow - Aberdeen. The new Dundee - Heathrow service is to be operated twice daily Monday - Friday, one flight routing via Carlisle. They are also to operate from Dundee/Carlisle to the Isle of Man on a Saturday 28/5 to 24/9 using the SD.360.

AIR UK are to operate on two new routes this summer:- Southampton - Paris twice daily Monday - Friday and Stansted - Paris twice daily Monday - Friday with an additional weekend flight from June 1st.

BRITISH AIRWAYS have started transferring Tristar 500's to the R.A.F. G-BFCF was delivered to Marshall's at Cambridge on 16/2. G-BFCE is the second aircraft to be transferred and this will be painted in R.A.F. colour scheme before being delivered to Marshall's. Service to the Seychelles and Panama have been withdrawn. Trident 1C, G-ARPP was delivered to Glasgow Airport Fire Service on 23.2.83.

BRITISH AIRWAYS HELICOPTERS have renewed their interest in operating a Heathrow - Milton Keynes link following a decision by the local authorities to offer a new site on the eastern side of the city. They are also being connected with a new Heliport at Catcliffe, Sheffield with regards to flying a link between there and Manchester to connect with BA's services.

AIRLINE REVIEW (Contd.)

BRITISH MIDLAND The fleet changes recently have been: Douglas DC9 14 OH-LYC/D leased from Finnair. Friendship G-BMAS returned to Danish Aero Lease on 1/4, the ex Tanzanian aircraft, first reported last year, are due to arrive 1st April and are 5H-MRM and 5H-MRO. Boeing 707 G-BMAZ to Tel Aviv 20.2 for conversion to 211 seat by IAI. As yet the SD.360 has not entered service although the SD.330 now operates 5 times daily to Heathrow. Charter flights to Vancouver and Toronto are to be operated from Belfast, Manchester and Prestwick from the beginning of May.

DAYTON AIRWAYS With the introduction of the summer timetable the number of flights between LHR and Newquay/Plymouth has been increased to 3 flights per weekday. Flights between Exeter and the Isles of Scilly have been increased.

DAN AIR There are several conflicting reports regarding the delivery of the B746's. It is now believed that both aircraft will be delivered in May although it has been reported that one of them will be delayed until June. The IOM - FMA service will not be operated this summer. Leased aircraft for the summer include: Boeing 737 G-ENR ex 4X-BAA; Boeing 727 G-DRNG ex C-GCPB.

GENAIR have applied to the CAA for a licence to operate Coventry to Gatwick, as a stop on its Liverpool - Gatwick service. They have also applied to operate Blackpool - Gatwick.

LOGANAIR have started using Belfast (Sydenham) Airport on their services to Glasgow and Blackpool. A Short SD.360 has been ordered and another on option if they can sell a SD.330.

MONARCH have sold their Boeing 720's to Miami operator Jet 24 for delivery in April. One aircraft is to be in passenger configuration, one with an executive interior and the other will be converted as a freighter. An aircraft registered N24666 in Jet 24 colour was seen at Luton 14/3.

ORION The leased Boeing 737, G-BMS ex OO-LWN will be painted with Orion's tail colours and titles but will retain the rest of its Air Belgium scheme.

MILITARY NEWS

WADSWORTH:- Visiting on 12.1.83 in connection with Exercise 'Mallet Blow' were Jaguar GR.1s XZ732/GL and XX721/GE of 54 Sqn., XX836/EZ, XX821/BF, XZ381/BL, XZ393/BJ and XX824/BH of 17 Sqn., XX150/AZ (T.2) and another code 'AG' of 14 Sqn., and XX975/LJ, XX977/DL, XZ391/DF of 31 Sqn. Based F.15C's from 32 TFS, Soesterberg included 79-0021, 79-0028, 79-0015, 70-0020, and 79-0030, together with R. Neth. A.F. F-104G Starfighters B8061 and B8266 with F.27M Troopship, C-10 from 344 Sqn. in support, F-16As J214 ELU/233 and J269 ELU/TCA, F-16Es J649 and 650 of ELU/311. On 13.1.83 additional participants included Vulcan B.2 XM594, 44 Sqn. and Jaguars XZ392/AE, 31 Sqn., and XZ376/DE, XZ388/BK and XX836/EZ of 17 Sqn.

COLTISALL:- Jaguars seen here on 12.1.83 also in connection with 'Mallett Blow' were XX121/GB, XX731/GK and XZ395/GN of 54 Sqn., XL730/EC, XZ368/EL and XZ396/EM of 6 Sqn., and with 41 Sqn., XZ113/A, XZ117/E, XZ365/J, XZ358/L and XZ363/Z. On S.A.R. duty with 22 Sqn. were Wessex H.A.L.2s, XL518 and XV720.

FINNINGLEY:- Noted on 7.1.83 were Chipmunk T.10s of the 9AEE: WG407, WV590 and WP964; Leminie T.1s of 6FTS: XS712/L, XS731/J, XS737/K, XS734/N and XS735/R; Jet Provost T.5s: XW293/Z, XW302/T, XW311/W and XW352/R, Jetstream T.1s XX492/A, XX494/B, XX495/C, XX499, XX500/H and XX482/J; Bulldogs noted with the Yorks. U.A.S. included XX520/C and XL624/L. Also present were Vulcan SR.2 LJ782, Sea King H.A.L. 3 XZ599, 202 Sqn. and Hercules XV20.

KEBLE:- Following the RAFs departure from this airfield is expected now to be used by units of the U.S.A.F., probably as a maintenance base, although for what types is not known. Aircraft in store with 5 M.U. are expected to move to 27 M.U. at Shawbury, while gate guard Meteor WH364 is to be to RAF Portreath. The fire dump residents VC-10 G-AXLA (R.B.211 Test Bed, ex XR809) and Comet 4B G-APYC have been broken up.

ALCCNBURY:- A number of Beilavik - based F-4E Phantoms were deployed here in January from the 57 F.I.S. including 66-0336 and 66-0346 on 15th and 66-0300, 66-0328 and 66-0382 on 28th.

MILITARY NEWS (Contd.)

MILDENHALL:- The TDY Hercules C-130E unit changed to the 314th TAW between 5 - 13th December 1982; aircraft noted include 61-2369, 63-7767, 63-7786, 63-7790, 63-7796, 63-7806, 63-7850, 63-7888, 63-7894, 63-7898, 63-9811, 64-0538, 64-0549, 64-0557, 64-0569, and 64-17680. Two SR-71As are now operating from here with the 9 SRW, the second aircraft 17972 joining 17971 on 18th December.

CATTERICK:- An update on the Fire School inhabitants appears long overdue, the last report of any significance in our journal being in the February 1982 issue. The only airframes visible from the A1 on 22/3/83 were Vulcan B.2's XH554 (ex230 OCU), XH562 (ex 101 Sqn. - arrived 19/8/82) and XL321 (ex 505 Sqn. - also arrived 19/8/82); TG536 Hastings C.12, XJ724? Whirlwind HLR.10 (ex 202 Sqn.), XH647? Victor K.1A (almost completely burnt), XH228/B Canberra B (I).8 and XN925 Buccaneer S.1. The Canberra had been removed from the Nuclear Weapons Training Compound by 14/12/82, its place being taken by the Buccaneer. (The changeover may have occurred after 22/11/82 as it was not noticed during a drive-by on that date.)

MILITARY OUT & ABOUT

RAF LEEMING - 11/3/83:- WK517/84, WZ879/85, WZ878/86 Chipmunks 11AEF; XX629/V, XX631/XX633/X, XX636/Y and XX637/Z Bulldogs of Northumbrian UAS. No change to 3 FTS JP's; however one change noted with the RNEFTS Bulldogs i.e. XX695/10 (does this replace XX51 Visitors were: XV182 C-130 (LTW); ZA329/B-52 Tornado (TTTE) c/s; XS728/E Dominic (6 FTS); ZA673/FG Chinook (240 OCU); XW210/CG and XW235/CP Pumas (33 Sqn.); XH819/CE Jaguar (20 Sqn.) and XF994/874/VL Hunter R.Navy (FLDU). This a/c was observed: *EMRG* Feb. Page 56 expected '874 to be XL586 ex St. Athan which replaces VT702 which was W/O 16.12.82. LAAS state on page M12 of March edition that '874 is XL565!!

RAF CULSWELL - 29/3/83:- Visitors in an open hangar: WK640/C; WD390/E both Chipmunks of F.S.S. Regulars with RAFC: XW437/1, XW438/2, XW428/3, XW357/5, XW354/7, XW369/9, XW375/10, XW373/11, XW318/12, XW411/16, XW416/19, XW355/20, XW361/21, XW328/22, XW406/2, XW408/24, XW317/25, XW335/27, XW429/28, XW313/30, XW292/32, XW332/34, XW364/35, XW333/3, XW310/37, XW374/38, XW290/41, XW305/42, XW322/43, XW323/44, XW294/45.

CONINGSBY - 29/3/83:- Visitors included: VF962 Leven (207 Sqn.), XS732/B Dominic (6 FTS); XG152/20, XG254/57 Hunters (1 TAW); Outside of B. of B. Hangar were WP855 Chipmunk, AB910 Spitfire. Around the airfield as decoys and such like: WJ815 Canberra; XM987 Lightning; XV774/F and XN728/V Lightnings. 29 Sqn:- XV500/B (Camo); XV487/C (Grey); XV420/I (Grey); XV473/L (Grey, with code on nosewheel-door only); XT909/M (Grey); XT914/N (Grey); XW408/P (Grey); XT893/Q (Grey); XV432/T (Grey); XV407/X (Grey); XT896/Y (Grey). 228 OCU:- XW393/A (Camo); XV401/B (Grey); XV394/C (Camo); XV396/D (Grey); XT902/I (Grey); XT905/L (Grey); XT897/M (Grey); XT900/O (Grey); XV421/Q (Grey); XT907/T (Grey); XV442/U (Grey); XV485/N (Grey) - all Phantoms.

LIMBROCK - 29/3/83:- Bashing the circuit: WK638/83 Chipmunk 9 AEF; WK517/84 Chipmunk 11 AEF. 5 Sqn:- XR761/LC; XS925/AD; XW763/AE; XR724/AG; XS895/AM; XR759/AF; XW713/AR; XR718/AS. 11 Sqn:- XS458/BT. LTF:- XP741/LD; XS416/DU; XS417/DZ; Plus decoys: XS518, XS423, XS449, XS450, XS454 + 2 others, all Lightnings.

A Brief Encounter with VT.

I have to admit to being surprised that it was possible to fly from Heathrow to Delhi in a fully loaded 747 in 8½ hours. Even more surprising was the fact that we departed north eastwards over Denham, Elstree and Stansted. Then the captain of VT-BEU announced that flight 11110 would fly via Amsterdam, Larnburg, Riga, Moscow, Samarkand and then across Afghanistan and Pakistan airspace before landing at Palam International Airport, New Delhi. Subsequent reference to a globe confirmed that this was the direct great circle route. We arrived at about 2300 local time on 26th March and parked next to an Iranian Air Force C-130 (5-8537). Although dark, two Indian Airlines A300 (VT-EDY and BEC) three 737 (VT-FCS, BEG and EGG), 747 HS-TGC, DC-10 YL-LAS and 727 9N-LDD could be read off.

A Brief Encounter with VT. (Contd.)

The Indians are paranoid about aircraft photography and go in a frenzy whenever a camera is pointed towards anything with wings. Thus I often had to forego the chance of taking good photos when visiting Indian airfields, which could only be done after a long period of protocol, flattery and form filling. All kinds of permits were required before one could see an Indian aircraft close to. This I discovered very quickly when I swanned up to New Delhi's second airfield called Safdarjung in a three wheel scooter taxi. It was clear that the airfield was full of treasures, but that entry would be quite a barrier. I began with a security soldier with an antique rifle, and worked my way up to the senior air traffic control officer in the tower. Here I was able to chat away whilst admiring all the fittings that were built by Imperial Airways in 1935, and which were still in use.. It seemed that a glider had been lost, but with the aid of my telescope it was discovered soaring in thermals above the city. After this a visit to the hangars was arranged, but strictly without a camera. Before long it was decided that the logging of registrations was also taboo, but by dint of a visit to the toilet in the middle of the tour, my memory held out. The most unusual types from my point of view were the Indian built Pushpak (like an Aerona chief) and Basant (a poor copy of a Pawnee) and a homebuilt taildragger called a Revathi. Altogether I noted the following: Aero 237 Cielak (1), Agusta Bell 206A (1), Auster 5 (1), Beech A35, all dating from 1949 (3), Beech 200 (1), LC-3 (1), Bell 47 (9), Beaver (5), Alouette (1), Pushpak (12), Basant (14), Pawnee (5), Revathi (1), Navion (1), Rallye (1) UTVA-65 Privrednik (3). Indian gliders are registered in the VT-GAL sequence and it appears that this register is a bit of a mystery. The gliding club had nine gliders including two Indian built T-21E Sedberghs called Rohini RH-1s and three Indian built Grunau Baby's called IT-G3s. The Indian Air Force also has a cadet section and one of its IT-G3 gliders G-672 was being winch launched from the grass beside the runway.

Of course the main reason for coming to India was to see something of the country, and my wife and I travelled as part of a group by coach to Agra (where the Taj Mahal is) and then to Jaipur, before returning to Delhi. Each leg of the "golden triangle" is about 250 km. There was an airfield at Agra, but only one 737 flight used it morning and evening each way from Delhi. However when leaving Agra for Jaipur we passed an Army camp where a MIL-4 (Z610) and three C-47 Fuselages were being used for parachute training.

At Jaipur I managed a visit to the airfield, which was on red alert as a HAL748 of the Security Forces (VT-BHL) was waiting to collect a VIP. I did however manage to reach the office of the Chief Sahib who was an Air Force officer who was seconded to pilot the Beech 58 Baron VT-BFL of the State of Rajasthan. Sadly it was at Bombay with a crack in a cylinder block, he was trying to contact Beech in Wichita who were on holiday because it was Good Friday and the senior politicians were on his back demanding the use of their plane once again. Despite this he ordered a mug of hot sweet tea for me, discussed the state of the world and his career as a C-47 captain, and then took me to the hangar. As we went around everybody stood to attention, and at the hangar a Dad's Army type with his gun opened the door for us to enter. Inside was the top secret, highly guarded aircraft that I had come all this way to see, a 1948 Cessna 140 VT-CSX. Around it were two unserviceable Pushpaks and three gliders that had not flown since the winchman left six months ago. They were coated in dust and cobwebs. Once the airfield had two Zlin aerobatic aircraft, but now the Flying School had to make do on strictly non-aerobatic antique machines.

New Delhi does have an Air Force Museum, but it is located well outside the city and is only viewable to the general public via prior appointment. It is said to contain a Auster 5, F-24, Ouragan, Vampire NF10, Gnat, Tiger Moth, Hurricane, Tempest, F-86, Harvard, Prentice, S-55, Sukhoi Su-7, Spitfire VIII, Spitfire XV111, Lysander, Westland Lysander and an Chka II. Sounds pretty good, if only time had permitted. However as a small compromise Gnat 1E 1061 was on display outside the Western Air Command Headquarters near Palam airport.

Chris Warr

To be continued next month