

THE YORKSHIRE



VOLUME 7 No.8

(FOR PRIVATE CIRCULATION ONLY)

AUGUST 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.

SEPTEMBER 6th : Recognition Contest - come along and test your wits, its great fun!

OCTOBER 4th : Films have been booked and we have at last acquired "The Crowded Sky", plus "Fit to Fly" by the CAA, "Radar for ATC", and "Nothing on the Clock", - Approximately 1 1/2 hours of enjoyment.

EDITORIAL

A slightly reduced bulletin this month, but holidays have intervened, and certain items are missing. This is only for one month, so don't worry. LBA Scheduled Movements have had to be left out, as have Teesside Movements. Most of the omissions will appear next month, so hold on till then.

TRIPS - (Phone Steve Rigg - Wakefield 75000 for more details)

Cranfield - Sat. 5th Sept:- Depart LEA 0730, Tingley R/About 0745, M1 Junct 40 0800.

Woodford - Sat. 3rd Oct:- Fully booked. No charge, travelling by car. Would people able to give lifts contact Steve Rigg and those needing lifts do likewise. Arrive at Woodford approx. 10.00hrs.

CREDITS

T.Sykes
C.Harper

D.Elam
Airstrip

S.Rigg
A.Barker

R.Fozzard
LAMS

LEEDS/BRADFORD MOVEMENTS - July 1981

| | | | | |
|----|-----------------------------|---------------|-------------------------|---------------|
| 1 | G-BBCW Aztec | 0651 | G-CSNA Cessna 421C n/s | 0908 1054(6) |
| | G-BGKU King Air | 0910 1649 | G-BHZL AA-5B | 0952 1608 |
| | G-JEAN Citation | 0934 0939 | OE-FSP Cessna 337 | 1041 1315 |
| | G-KBPI Warrior | 1100 1637 | G-BFAR Citation | 1124 1133 |
| | G-ATFL Cessna 172 | 1126 1545 | G-BFTR LongRanger | 1150 1246 |
| | G-BHFX Baron | 1234 1724 | G-BCVH Cessna 150 | 1251 1623 |
| | G-BDSB Archer | 1257 1440 | G-IKIS Cessna 210 | 1720 1748 |
| | N6775L Cessna 425 | 1753 | G-BIGJ Cessna 172 | 1812 |
| | F-BSTM Aero Commander n/s | 1827 1518(2) | G-CTLN Bandeirante | 1849 1923 |
| 2 | G-NORC Cessna 425 | 1013 1255 | G-KBPI Warrior | 1048 1726 |
| | G-BAXU Cessna 150 | 1057 1606 | G-BANU Robin DR.400 | 1347 1627 |
| | G-HFCT Cessna 152 | 1323 | G-BBDU Navajo | 1458 1526 |
| | G-BATN Aztec | 1517 1801 | F-BOBK Baladou n/s | 1624 1119(4) |
| | G-BEHW Cessna 150 n/s | 1647 1711(6) | G-BCDI Cessna 310 n/s | 1741 1448(3) |
| | G-BDAL Commander 500S | 1800 1911 | G-OMET King Air n/s | 2140 0737(3) |
| 3 | G-AZSG Cherokee | 1058 1147 | F-BXPP Aztec | 1141 1331 |
| | G-BBPX Seneca | 1505 | G-ETUP Cessna 150 N/T | 1845 |
| | G-IDWR Hughes 369HS | 1953 2110 | | |
| 4 | G-OWJM Jetranger | 1204 1554 | G-HELY Agusta A.109A | 1207 1319 |
| | G-BHED Cessna 152 | 1451 1542 | XT764 Wessex | 1512 1543 |
| | G-ASLE T.Comanche n/s | 1424 1713(21) | G-AZLY Cessna 150 | 1829 1910 |
| | G-AWUL Cessna 150 | 1832 1911 | G-OMET King Air | 1908 1928 |
| | XV214 Hercules n/s | 1946 1833(5) | G-AYSG Cessna 172 n/s | 1957 0728(6) |
| 5 | G-BFST Partenavia P.68B n/s | 1131 0731(6) | G-BGYG Warrior | 1135 1258 |
| | G-BHWI AA-5B | 1321 1941 | G-BEEN Cessna 177 | 1358 1450 |
| | F-BSRL Learjet 24B n/s | 1844 1627(6) | | |
| 6 | G-BABW King Air | 0807 0831 | G-HHOI HS.125 | 0848 1009 |
| | G-SHOK Cessna 421C n/s | 1014 1614(14) | N5372C Cessna 414 | 1024 1727 |
| | G-JRMM Commander 690B | 1200 1602 | G-BDEJ Rockwell 112 n/s | 1248 1816(10) |
| | OY-BTL Archer n/s | 1331 1903(7) | G-OWJM Jetranger | 1555 1608 |
| 7 | G-BANE Cessna 150 n/s | 0935 1449(10) | G-BHNT Cessna 172 | 1047 1615 |
| | G-AZRU Jetranger | 1056 1440 | SE-GVZ Navajo | 1151 1309 |
| | G-AZRU Jetranger | 1125 1335 | G-BHEG Jodel D.150 | 1533 1624 |
| | G-NORC Cessna 425 n/s | 1706 1241(8) | G-AYIO Cherokee | 1928 2015 |
| | G-JEAN Citation | 1933 1940 | | |
| 8 | G-AVLS Cherokee | 0709 | G-WTVE Cessna 404 | 0842 1631 |
| | G-BHFX Baron | 0854 1249 | D-INCC Citation | 0933 1638 |
| | G-BGPU Cherokee | 0953 1656 | G-BCJM Cherokee | 0958 1039 |
| | G-BBSV Cessna 421B | 1002 1051 | G-BHFI Cessna 152 | 1049 1136 |
| | G-AVKG Cessna 172 n/s | 1144 1730(16) | G-AWUL Cessna 150 | 1209 1249 |
| | G-BLST Cessna 421C | 1502 1527 | G-AUTO Cessna 441 | 1739 1822 |
| | G-JEAN Citation | 1809 1924 | G-BRIT Cessna 421C | 1922 1952 |
| 9 | A40-AA Gulfstream 2 | 0836 0911 | G-YULL Cherokee | 1054 1741 |
| | N7245G Cessna 421C | 1238 1656 | PH-TSM Chieftain | 1600 2125 |
| | N899TB King Air 200 | 1617 1721 | G-JGCL Cessna 414 | 1640 1651 |
| | G-OWJM Jetranger | 1955 2016 | | |
| 10 | G-TEAM Cessna 414 n/s | 0915 | OY-BTZ Chieftain | 0946 1834 |
| | G-HWBK Agusta A.109A | 1016 1451 | G-AZRB Cessna 340 n/s | 1100 1527(20) |
| | G-BRIT Cessna 421C | 1602 1625 | G-BCJM Cherokee | 1605 1639 |
| | G-AWUL Cessna 150 | 1732 1802 | G-BCRF Aztec n/s | 1734 1727(12) |
| | G-SILV Cessna 340 | 1742 1946 | | |

LEEDS/BRADFORD MOVEMENTS (contd)

| | | | | |
|----|-------------------------|---------------|-------------------------|---------------|
| 11 | G-BBYM Jetstream | 1224 1251 | G-BAXH Cessna 310 n/s | 1355 1400(12) |
| | G-BBYM Jetstream | 1445 1518 | | |
| 12 | G-BIUI Cessna 152 | 1211 1303 | G-AORW Chipmunk | 1215 1259 |
| | G-BGLI Cessna 152 | 1302 1330 | G-BBJZ Cessna 172 | 1559 1654 |
| | A40-AA Gulfstream 2 | 1631 1705 | G-HOOK Hughes 369D | 1636 1717 |
| | G-BDEJ Rockwell 112 n/s | 1723 1418(27) | G-OMET King Air | 1737 1805 |
| | G-AVPK Rallye | 1748 1836 | G-OWJM Jetranger | 1920 1938 |
| 13 | PH-GPL Navajo | 0838 1535 | G-AWUL Cessna 150 | 1239 1310 |
| | G-AZZV Cessna 172 | 1244 1625 | G-BANS Seneca | 1315 1637 |
| 14 | G-CDBI Aztec | 0746 0810 | G-HBUS LongRanger | 0957 1245 |
| | G-SHAW T.Comanche n/s | 1342 1828(17) | G-TKHM Jetranger | 1542 1822 |
| | G-CDBI Aztec | 1640 1659 | G-HBUS LongRanger | 1727 1813 |
| 15 | G-BFLW T.Comanche | 1016 1733 | G-OWJM Jetranger | 1110 1127 |
| | G-BBRO HS.125 | 1115 1548 | G-BGNR Cessna 172 | 1204 1756 |
| | G-BGLH Cessna 152 | 1219 1314 | G-AVXX Cessna 172 n/s | 1308 1318(19) |
| | G-SABA Arrow | 1311 1410 | G-BEZH AA-5 | 1401 1427 |
| | G-AUTO Cessna 441 | 1508 2008 | G-BFJW Jetranger | 1450 1542 |
| | G-ARDE Dove 6 | 1505 1617 | G-BEVL Cessna 421C | 1626 1715 |
| 16 | G-TDAA Cessna 206 n/s | 0923 1955(18) | G-BFLW T.Comanche | 0926 1752 |
| | G-WTVC Cessna 404 | 0930 0951 | G-BAVZ Aztec | 0941 1505 |
| | G-MOBL Bandeirante | 0947 1026 | G-BAZN Jetranger | 1002 1517 |
| | G-BHLO Cessna 441 N/T | 1143 1030(17) | G-ATOJ Cherokee | 1152 1913 |
| | G-OCPC Cessna 152 | 1219 1449 | G-BLJM Baron | 1406 1850 |
| | G-AZRG Aztec | 1437 1500 | G-AZZV Cessna 172 | 1503 1550 |
| | G-BBTS Bonanza | 1532 1932 | G-BBUJ Cessna 421B | 1538 1606 |
| | G-AVPH Cessna 150 n/s | 1614 | D-EJDS Arrow n/s | 1700 1219(17) |
| | G-MOBL Bandeirante | 1900 1925 | G-BJET Cessna 425 n/s | 1902 1703(25) |
| | G-WTVC Cessna 404 | 1930 1954 | PH-DAK PA-28 Dakota n/s | 2033 1547(19) |
| 17 | G-AZDH Navajo | 0805 0829 | G-AVAU T.Comanche | 0921 1600 |
| | G-MOBL Bandeirante | 0947 1004 | G-BABW King Air | 1006 1508 |
| | G-BBTH Cessna 172 | 1313 1633 | N254CC Citation 550 | 1549 1600 |
| | G-BABW King Air | 1859 1957 | G-AZDH Navajo | 1923 1938 |
| | G-MOBL Bandeirante | 1933 2010 | G-ASOI Terrier n/s | 2159 0937(18) |
| 18 | G-FTTA Chieftain | 0857 0914 | G-BBTS Bonanza | 1113 1847 |
| | G-SMJJ Cessna 404 | 1143 1238 | G-BFIU Cessna 172 | 1225 1307 |
| | G-ASKM Queen Air | 1313 1517 | G-ATHJ Aztec n/s | 1318 |
| | G-BBCF Cessna 150 | 1403 1757 | G-AWUL Cessna 150 | 1412 1500 |
| | G-BHEC Cessna 152 | 1441 1521 | EI-BGH Cessna 172 | 1449 1620 |
| | G-AVVL Cessna 150 | 1744 1826 | G-HULL Cessna 150 | 1913 1953 |
| | G-FTTA Chieftain | 2021 2040 | | |
| 19 | G-AXMA Comanche | 1240 1303 | G-BAVF Baron | 1312 1532 |
| | G-BFIF Cessna 172 | 1325 1423 | G-BHBG Lance n/s | 1331 1046(20) |
| 20 | G-BAEW King Air | 0809 0842 | G-PRES Cessna 441 | 0912 0930 |
| | G-TDAA Cessna 206 n/s | 0946 1605(21) | G-JEAN Citation | 0959 1037 |
| | G-TCAT Agcat n/s | 1013 1538(22) | G-BAAZ Arrow n/s | 1048 1041(22) |
| | G-BMIC Commander 690B | 1057 1210 | G-OHTL Sikorsky S-76 | 1058 1145 |
| | G-AVYL Cherokee | 1159 1310 | G-AVZS Cessna 310 | 1219 1555 |
| | G-ASRH T.Comanche | 1450 1538 | G-BFHL Cessna 150 | 2042 2105 |
| | G-PRES Cessna 441 n/s | 2103 1228(31) | | |
| 21 | G-OBEY Aztec | 1044 1648 | XS793 Andover | 1107 1534 |
| | G-ARDE Dove 6 | 1246 1407 | G-CALL Aztec | 1403 1434 |
| | G-BMIC Commander 690B | 1652 1721 | G-BNPD Aztec n/s | 2031 0855(22) |

LEEDS/BRADFORD MOVEMENTS (contd)

| | | | |
|-------------------------|---------------|---------------------------|---------------|
| 22 G-UBHL King Air 200 | 0733 0746 | G-BHBH Citation | 0815 0830 |
| G-UBHL King Air 200 | 0843 0941 | G-BHFX Baron | 0901 1333 |
| G-BCBK Cessna 421B | 0919 1749 | G-BAKF Jetranger | 1026 1533 |
| G-YKIV Cessna 150 | 1035 1115 | G-DCAT Agcat n/s | 1443 1215(24) |
| G-BAVS AA-5 | 1704 1730 | G-BHIZ Navajo n/s | 1800 0734(23) |
| F-GCLD King Air | 1908 1957 | G-BRIT Cessna 421C | 1911 1958 |
| XS793 Andover | ? ? | | |
| 23 G-SHOK Cessna 421C | 0818 1238 | G-CSNA Cessna 421C n/s | 0836 |
| G-GOSH Cessna 404 | 0906 0937 | G-CALL Aztec | 1247 1319 |
| G-BKJW Aztec | 1814 2323 | XS793 Andover | 2025 2228 |
| 24 G-NORC Cessna 425 | 0932 1845 | PH-SRP Warrior n/s | 1032 0904(25) |
| G-AWTM Cherokee | 1139 1257 | G-OWJM Jetranger n/s | 1217 1018(25) |
| G-BEVL Cessna 421C | 1314 1409 | G-BHIV Ecureuil | 1328 1425 |
| G-BHIZ Navajo | 1759 1842 | G-JEAN Citation | 1832 1840 |
| G-BNPD Aztec n/s | 1855 1054(30) | OY-BED Duchess n/s | 2255 1330(25) |
| 25 G-GRAY Cessna 172 | 1032 1126 | G-HULL Cessna 150 | 1231 1303 |
| G-BAMM Cherokee | 1253 1326 | G-AXRT Cessna 150 | 1315 1402 |
| OE-FPF Cessna 310 n/s | 1451 1219(26) | G-AZZV Cessna 172 | 1355 1437 |
| G-BLST Cessna 421C | 1414 1516 | G-AVBZ Cessna 172 | 1548 1625 |
| G-HYDE Jetranger | 1633 1709 | G-BHED Cessna 152 | 1613 1653 |
| G-BIYA Short SD.3-30 | 1728 1756 | | |
| 26 G-BHCB AA-5A | 1131 1203 | A40-AA Gulfstream 2 n/s | 1411 1032(27) |
| G-ASRH T.Comanche | 1632 1718 | | |
| 27 G-JDST Chieftain | 0829 0910 | G-BCUZ King Air 200 | 0830 0838 |
| G-BEVL Cessna 421C | 0832 0845 | G-BIED King Air F90 | 0927 1621 |
| G-OWJM Jetranger | 0924 0942 | G-AZAB T.Comanche n/s | 0939 |
| G-AZZV Cessna 172 | 1111 1151 | G-BHDR Cessna 152 | 1246 1326 |
| G-BMEL Aztec | 1432 1817 | G-AWUL Cessna 150 | 1522 1602 |
| G-BCUZ King Air 200 | 1727 1734 | | |
| 28 G-WJMN Rockwell 114 | 1110 1746 | N6569X Cessna 206 n/s | 1506 1401(29) |
| G-BREW Chieftain | 1549 1603 | G-NORC Cessna 425 | 1555 1640 |
| G-BFGH Cessna 337 | 1748 2152 | D-EAPL WA.54 Atlantic N/S | 1941 |
| 29 G-AXXR Baron | 1030 1213 | G-ATBV Aztec | 1137 1615 |
| G-BGLI Cessna 152 | 1309 1348 | G-HULL Cessna 150 | 1313 1402 |
| G-FIZZ Warrior | 1503 1554 | G-BBMJ Aztec n/s | 1509 0840(30) |
| G-BGPU Cherokee | 1512 1625 | G-BBCW Aztec n/s | 1723 0912(30) |
| G-AZWB Cherokee | 1758 1905 | G-BGVZ Archer n/s | 1851 1002(30) |
| F-GCMS Learjet 35 | 1856 2318 | | |
| 30 G-ASRI Aztec | 0946 1349 | G-OWJM Jetranger | 1016 1042 |
| G-BGXN Tomahawk | 1035 1127 | OO-BRK Aztec | 1045 1553 |
| G-BAAT Cessna 182 | 1125 1847 | G-OWJM Jetranger | 1256 1300 |
| G-OWJM Jetranger | 1316 1351 | G-BBSB Sundowner | 1443 1539 |
| G-BASL Cherokee | 1634 1719 | G-BBMJ Aztec n/s | 1925 1203(31) |
| G-BBDC Cherokee | 2008 2048 | G-FIZZ Warrior | 2055 2112 |
| 31 G-OMET King Air | 0740 0811 | G-GKNB King Air 200 | 0903 1139 |
| G-AZFZ Cessna 414 | 0938 1540 | G-FISH Cessna 310 | 1143 1207 |
| G-BGPU Cherokee | 1159 1811 | G-JEAN Citation | 1219 1710 |
| G-BDEJ Rockwell 112 n/s | 1222 | G-AUTO Cessna 441 n/s | 1334 |
| G-BAZS Cessna 150 | 1357 1442 | G-HELY Agusta A.109A | 1511 1727 |
| G-BEVL Cessna 421C | 1725 1757 | G-BBCW Aztec n/s | 1734 |
| G-OMET King Air | 1851 1925 | | |

Starting the month in good style was the rare Turbomeca Aero Commander F-BSTM. This is designated as a 680VTU and has c/n 1540-6. Also on the 1st was the Austrian FT337GP OE-FSP c/n 0022. Visiting on the 2nd was Wassmer Wa 41 F-BOBK followed on the 3rd by another Frenchman, Aztec F-BXPP. Night-stopping on the 6th was Cherokee OY-BTL which had c/n 28-181-7790591. Citation D-INCC on the 8th was using the callsign 'EC825'. Gulfstream II A40-AA is operated by the Omani Royal Flight and visited three times during the month, on the 9th, 12th and 26th. Cessna 421C N7245G on the 9th belongs to the Wahl Corp and has c/n 0286. Cherokee D-EJDS on the 16th was joined by Cherokee Dakota PH-DAK which night-stopped. Citation II N254CC on the 17th had c/n 0227 and was one of the Paris Show aircraft. Two newish Beech aircraft were the French King Air 90 F-GCLD on the 22nd and the Danish Duchess OY-BED, c/n ME-352, which n/s on the 24th. Also night-stopping on the 24th was Cherokee PH-SRP. Our third Austrian of the year was Cessna 310 OE-FPF which n/s on the 25th. Yet another night stop was the Wassmer WA54 D-EAPL on the 28th which stayed through the end of the month. Learjet 35A F-GCMS on the 29th was on a mercy flight, and we had Aztec OO-BRK on the 30th. A number of interesting UK registered aircraft have been in this month, Hughes G-IDWR on the 3rd is the more familiar G-AXEJ re-registered. Aztec G-ATHJ arrived on the 18th and it has been bought for somebody who is to base it in Dubai. On the 20th the Turbo Ag-Cat G-TCAT arrived for radio work at YLA and on the 22nd it was changed for G-DCAT which had similar work done before departing on the 24th. United Biscuits new King Air G-UBHL visited for the first time on the 22nd and Short 330 G-BIYA which visited on the 25th is due to become N330AE with Atlanta Express eventually. Cessna 421C G-RBBE arrived on the 24th and has been in use with Bass Charrington ever since, presumably G-BASS is away on CofA. Conquest G-BHLO arrived at Northair on the 16th and was delivered to MacAlpines at Luton the following day. Ogdens King Air G-BFOL has been sold in the States, on the 7th it flew down to Leavesden and on the 9th it passed through as N899TE on delivery. Military Visitors were XT764/NAVY RN on the 4th, Hercules XV214/ASCOT 5726 also on the 4th and XS793/KITTY 2 on the 21st, 22nd and 23rd. CAA aircraft checking the airport aids were G-AVDX on the 20th and G-AVXI on the 21st.

Other airfields :- Crosland Moor - 4th. G-AVZP Pup; 8th. EI-BLA Aztec; Brough - 6th. G-BLCE Cessna 402, G-ASMG Dove 8; 20th. G-ARBE Dove 8; Linton-on-Ouse - 10th. G-BGVX Cessna 210; Leeming - 10th. G-BHIZ Navajo, G-ASMG Dove 8; Elvington - 10th. G-BHID Tobago; Church Fenton - 16th. G-APTP Tri-Pacer; Private strip nr. Harrogate - 19th. G-AXLS Jodel DR.105; Carnaby - 27th. G-BMCA King Air 200; Grindale - 30th. G-BGOH Cessna 182; Pawnee G-BDWL was heard crop spraying 2 miles north of Eccup on 2/7.

Callsign tie-ups :- 1st. G-CTLN/Centreline 812; 2nd. G-BBDU/Thurston 708; 8th. G-WTVE/Express 165, G-BRIT/Express 118, G-BBSV/Express 181; 10th. G-AZRB/OC111; 11th. G-BAXH/Atlantique 941/942; 14th. G-TKHM/Kilroe 04; 15th. G-BFLW/Treehaven 832, G-BBRO/McLine 056; 16th. G-BFLW/Treehaven 832, G-WTVC/Peregrine 646, G-BAVZ/Air London 216, G-MOBL/Air Ecosse 130-131; 21st. G-CALL/Air Links 221-222; 22nd. G-BRIT/Express 118; 23rd. G-GOSH/Euroair 517, G-CALL/Air Links 223; 25th. G-BIYA/Short 1.

ILS Overshoots :- 1st. XW418/EAJ41 J.P., XW353/KJV02 J.P., XS727/JQH92 HS.125, XW418/KJV40 J.P.; 2nd. XX500/DNY211, XX491/DNY203; 3rd. XX495/DNY203, XW353/KJV61 J.P., XX493/DNY211; 6th. XS711/AEV91 HS.125, XX491/AEV201, XS710/AEV53 HS.125; 7th. XW353/KUQ25 J.P., XX497/AEV208, XX499/AEV207, XX497/AEV201; 8th. XX495/AEV208, XX492/AEV203, XX498/AEV04; 9th. XX496/AEV94, XS738/AEV92 HS.125, XX497/AEV95, XX495/AEV203; 13th. XS735/GOG36 HS.125; 14th. XS727/JZNO4 HS.125; 15th. XS730/JZNO7 HS.125; XX493/AZI203; 20th. G-AVDX, XS709/AZI92 HS.125; 21st. G-AVXI, G-BBDG; 23rd. XV211 Hercules; 24th. G-ASMG; 28th. XX491/CPH209.

From & To :- 1st. OE-FSP F Cardiff T Amsterdam, F-BSTM F Birmingham T Beauvais, N6775L T Leavesden; 2nd. F-BOBK F Le Havre T Le Touquet; 3rd. F-BXPP F/T Eu-Mers; 5th. F-BSRL F Nantes T Le Bourget; 6th. N5372C F/T Leavesden, OY-BTL F/T Biggin Hill; 7th. SE-GVZ F Esbjerg T Ringway; 8th. D-INCC F Dusseldorf T Swansea; 9th. A40-AA F Benson T Munich, N7245G F/T Calais, PH-TSM F/T Rotterdam, N899TB F Leavesden T Prestwick; 10th. OY-BTZ F/T Billund; 12th. A40-AA F Munich T Benson; 13th. PH-GPL F/T Amsterdam; 16th. D-EJDS F Ringway T Koblenz, PH-DAK F Maastricht n/s T Rotterdam; 17th. N254CC F S.Marston T Newcastle; 22nd. F-GCLD F/T Le Bourget; 23rd. PH-SRP F Luton n/s T Southend; 24th. OY-BED F/T Esbjerg n/s; 25th. OE-FPF F Dusseldorf n/s T Edinburgh; 26th. A40-AA F/T Larnaca n/s; 28th. N6569X F Humberside n/s T Dundee, D-EAPL F Calais; 29th. F-GCMS F Le Bourget T Caen; OO-BRK F/T Brussels.

Helicopter Activity :- 3rd. G-FROG/ Private site near M606/ Huddersfield; 4th. G-HELY/ Bradford, XT764/ Barnsley; 8th. G-OAMH/ Ilkley; 9th. G-HYDE/ Wetherby; 10th. G-AYMX/ York; 13th. G-WARM/ Leeming, G-AYMW/ Wetherby; G-IDWR/ Catterick Garrison; 16th. G-BAZN/ Harrogate, G-HYDE/ Wetherby; 20th. G-OHTL/ Huddersfield; 25th. G-BBIW/ Morley area; 27th. G-AVTE/ Sheffield.

Sherburn Movements - July 1981

1st. G-HULL F/T Grindale, G-BAVS F/T Brough; 2nd. G-HULL F/T Grindale, G-BAMV F/T LBA; G-BEBE F/T Doncaster; 3rd. G-TYRE F/T Staverton, G-ATHR F Dundee T Luton; 4th. G-AXJJ F/T Crosland Moor, G-BGAB F/T Humberside; 5th. G-ATEG F/T LBA, G-BIOW F/T Kirbymoorside, G-ATBP F Dishforth T Camphill, G-AYUC F Sturgate T Tollerton; 7th. G-BFXW F Doncaster T Humberside, G-BHED/BGLI F/T Doncaster; 8th. G-BHEC F/T Doncaster, G-BGAB F/T Humberside; 9th. G-BHED F/T Doncaster; 10th. G-BDCO F/T LBA, G-BHED F/T Doncaster; 11th. G-WREN F/T Booker n/s, G-BCUF F Roxby; 12th. G-LFCA/AYUC F Sturgate T Tollerton, G-BIUI F LBA T Gamston, G-GRAY/BHED F/T Doncaster, G-BFGL F/T LBA, G-ARNY F Biggin Hill T Dalcross n/s, G-BCPN/ F Grindale; 14th. G-BILS F N'thorpe T Thirsk; 17th. G-BHEC/BEBE F/T Doncaster, G-AVTO F/T Swanton Morley, G-ASOI T/F LBA; 18th. G-LFCA F Sturgate T Tollerton, G-AWEN F/T Crosland Moor, G-ARLW F Skegness T Barton, G-BGAB/LUCK F/T Humberside, G-AZHC F Doncaster; 19th. G-GRAY/BHCB F/T Doncaster, G-ATEG F/T LBA, G-AYUC F/T Sturgate; 21st. G-BFXW F/T Doncaster, G-OFLY F/T Crosland Moor, G-BBJX F/T LBA; 22nd. G-ATEG/BBJX F/T LBA; 24th. G-BGLH F Doncaster T EMA; 25th. G-BING F Humberside T Wickenby, G-LFCA F Sturgate T Tollerton, G-HULL F LBA T Grindale, G-BAEX F/T Melbourne, G-ATKU F Doncaster T Humberside; 26th. G-ATLM/BELT/BBJX/BFGL F/T LBA, G-AXXC/BAUZ F/T Cowton, G-AJAM/AYUC F/T Sturgate, G-AWUH/BHED/BGLH F/T Doncaster, G-AWEN/AXJJ F/T Crosland Moor, G-OVER F/T Blackpool, N6569X F/T Barton, G-ATDO F/T Marton, G-BAUV F/T Felixkirk, G-LUCK F/T Humberside, G-SALL F Humberside T Brough, G-BEUX F/T Tollerton, G-BAHR F Tollerton T Coal Aston; 27th. G-BILS F/T N'thorpe, 674 ASW 18 Glider F/T Sutton Bank; 28th. G-FADS F Biggin Hill T Gamston, G-HULL F/T Grindale, G-AYKL F/T N'thorpe, G-BHEC F/T Doncaster; 29th. G-BFOJ F/T Hurn n/s; 30th. G-BADY F/T Gamston, G-BFGL/ATHJ F/T LBA, G-BIUN F/T N'thorpe, G-ASOI F/T Markington, G-LUCK F/T Humberside; 31st. G-AWPU F/T Barton, G-SALL F/T Humberside.

The influx of visitors on the 26th was for the Open Day held by the Aero Club.

SCAMPTON (Vulcan Silver Jubilee) - 25/7/81

G-DGGS/AWYE HS.125's, XX845 Jaguar, XH560/537/563, XJ782/824, XL445/427/426/446/443/317, XM648/652 all Vulcans, plus unidentified Pembroke.

WADDINGTON - 25/7/81

XH562, XL444/361/388, XM573/651/656/594/612/646/611/650/569/655/603/607 all Vulcans.

AIRLINES REVIEW

AIR ATLANTIQUE have bought Dakota 6, G-APML from Martin-Baker (Engineering) Ltd. The aircraft was delivered to Coventry from Chalgrove on 3 July, and entered service on 6 July flying Coventry-Le Bourget-Rabat.

AIR UK: a new service linking Newcastle with Belfast is being proposed, via LBA, following the award of traffic rights between the LBA and Newcastle. The service is expected to operate Monday to Friday using UK207 to the LBA from Newcastle to connect with UK587 to Belfast, and in the opposite direction using UK582. The two F-28 Mk.400's leased to Air Alsace have been re-registered: G-WWJC has become F-GDFC, whilst G-JCWW is now F-GDFD.

BRITISH AIR FERRIES have become the first British airline to order the B.Ae 146 by announcing their intention to buy "at least 10". Paid options have been taken to preserve production line positions while negotiations are completed. Of the ten, six are likely to be Series 100's for use on their overseas leasing contracts, the aircraft being well suited to the rough, unprepared, hot and high airfields encountered, often without ground support. A new subsidiary, BAF Airtours will be formed in 1982 and this will absorb up to four Series 200's to replace the ex. BA Viscounts currently in use. The last four Viscounts acquired from British Airways are G-AOYJ, delivered on 14 April, G-AOYI delivered in early June, G-AOYP delivered on 13 April, and G-AOYS delivered on 22 May, all from Cardiff to Southend. Unconfirmed reports suggest that BAF have bought Southern International together with its Viscount fleet currently stored at Stansted. Starting on 16 April 1982, a series of I.T. charters are to be flown from Bristol to Rotterdam carrying visitors to the Dutch bulb fields.

BRITISH AIRWAYS have concluded a £25M deal with Jetsave and Air Canada for flights to Canada in 1982/83. This means that passengers will share the services of British Airways and Air Canada, in preference to independent charter carriers, such as CP Air, previously used. The agreement follows a similar deal between B.A. and Jetsave for the 1981/82 season. About 100,000 passengers are expected to use the departures from Heathrow, Gatwick, Manchester, Prestwick, Cardiff, Belfast, Newcastle and Birmingham to Toronto, Vancouver, Montreal, Winnipeg, Edmonton and Calgary, mainly using Boeing 747's and Tristars. Some provincial departures will use Airtours aircraft. To catch up on fleet news: on 28 March 25 years of Viscount services to Jersey ended when G-APEY operated the last flight from Heathrow, before going to B.A.F. The route is now flown using 1-11's and B.737's. At Cardiff, Viscount G-AOYO is being overhauled for possible re-use by B.A., while G-AOHT and G-AOJF still await disposal. Cardiff Airport Fire Service have acquired G-AOJE which is now without fin, wings and engines. Trident 1C G-ARPR (2119) was withdrawn from use on 31 March at Heathrow, followed by G-ARPD (2104) and G-ARPH (2108) on 30 April, and G-ARPW (2123) on 30 May. Trident 1E's, G-ASWU (2114), G-AVYB (2136) and G-AVYC (2137) have been broken up, while on 24 April G-AVYE (2139) was delivered to Wroughton airfield for preservation by the Science Museum. Third Chinook BV234, G-BISN (MJ005) was delivered in June together with S-76 G-BIAW. Tristar 200, G-BHBN (1204) was delivered to Heathrow on 2 April, while Boeing 707-336C, G-AVPB (19843) has been transferred to Airtours. Boeing 707-436 G-APFG (17708) has been sold to Aviation Traders Engineering at Stansted as a maintenance trainer, and was noted outside their hangar at Stansted on 23 June. Similarly, G-APFO (17716) has been sold to Boeing at Kingman, Arizona. Recent deliveries to Airtours include Boeing 737-236's G-BGJL (22033) and G-BGJM (22034) in early April. Boeing 707-336C G-AXGX (20375) is currently flying in the livery of the State of Qatar.

BRITISH CALEDONIAN are believed to be interested in the purchase of up to six B.Ae 146's to replace the 1-11-200 fleet. It is possible that a deal may be made to dispose of the 1-11's to Pacific Express pending the delivery of the latter's own 146's, B.Ae accepting the 1-11's as a trade-in. Boeing 707-338C, G-BDEA (19296) is presently adorned with "CARGO" titles. An agreement, effective from 1 Sept 1981, has been concluded with Eastern Airlines covering commercial, operational and marketing cooperation. This will mean that Eastern will takeover

AIRLINES REVIEW (contd)

the passenger and ground handling of B.Cal's six weekly flights from Gatwick by DC-10-30's to Atlanta, Georgia. Additionally, B.Cal will promote and sell Eastern's US domestic services in the UK, while Eastern will market the B.Cal Atlanta-Gatwick services throughout its USA network.

BRITISH MIDLAND are seeking CAA approval for shuttle-type services from Heathrow to Edinburgh and Glasgow using DC-9's with up to six weekday return services, with reduced frequencies at weekends. The proposed fare is £20 less than B.A.'s £88 current standard return shuttle fare. Profits of £2M per year are forecast by BMA if the proposal is accepted. This would be the first time, apart from briefly in the 1960's, that B.A. have faced direct competition on the routes, and naturally they have voiced strong objections, including not accepting BMA's assertion that the proposal is within its financial resources. Additionally, B.A. claim that the loss of traffic would force up fares and later deny them the opportunity to offer reduced fares when more fuel-efficient Boeing 757's are introduced from 1983 onwards. The start of the charter to New York from Birmingham via Belfast has been deferred until 1983, and the CAA has invited other carriers to start the services in 1982. Consideration is believed to have been given to converting two of their 707's into 211 seat high density configuration, for use on I.T. flights from EMA and Birmingham starting in 1982. Moving on to fleet news - on 15 June, Dash 7, 132002, of the Canadian Armed Forces was demonstrated to BMA, followed by F-27, PH-FTZ on 17 June. The latter type is widely tipped as the Viscount replacement. Acquisition of the B.Ae 146 now seems unlikely, particularly as the manufacturer has now found a British launch airline in B.A.F. Disposition of the 707 fleet include:

Boeing 707-321C, N448M in use with Pelican, 25-27 April; to Royal Air Maroc from 26 May; on check at Lasham until 30 May; to West African Air Cargo from 2-11 June; re-registered TF-VLL and leased to Eagle Air.

Boeing 707-338C, G-BFLD operated for Britannia from Gatwick on 25 April; flew to Palma from EMA on 12 June on a charter as BD9001; flew for Aer Lingus between 12-15 June; may have operated for Olympic Airways until returning to Aer Lingus on 19 June; on 20 and 27 June operated with Monarch before going to Britannia on 29 June.

Boeing 707-338C, G-BFLE operated for Britannia on 31 May positioning to Glasgow prior to a service to Tangier.

CASAIR have applied for five new routes from Teesside, effective from 1 April 1982. The new services include Teesside to Gatwick (via LBA), Belfast, Copenhagen, Isle of Man and Guernsey. The services are expected to be all the year round, with the exception of the latter two which will be seasonal. In connection with the application the airline was negotiating to acquire F-27 G-SPUD from Air UK, but it is now likely that two Heralds will be bought.

DAN AIR : recent tragic news was the loss of B.Ae 748-208, G-ASPL (1560) on 26 June near Nailstone village in Leicestershire, killing the crew of three. The aircraft was inbound to EMA from Gatwick on the mail flight. First indications are that the crash was caused by a door becoming detached in flight and causing structural damage to the tailplane, resulting in a loss of control. The aircraft dived into the ground so fast that the wings were overstressed and broke away before impact. Later the same day, G-ATMI positioned in to collect the load from the ill-fated flight for onward passage to Liverpool. To move on to happier news, an application has been made to operate between Gatwick and Berlin, using 1-11's, while at weekends the airline is to takeover Air UK's traffic rights between Newcastle and Aberdeen, using Air UK's licence. At present Air UK operate the route on weekdays only. Eastern Provincial leased B.Ae 748, G-AXVG between 15 June and 14 July.

EASTERN AIRWAYS acquired their first Short 3-30, G-EASI (SH.3070), ex G-BITW on 30 June. Following a period of crew training the aircraft was due to enter service on the Humberside-Norwich-Heathrow route on 27 July. The registration G-EASI was first issued to The Instone Air Line in April 1920 and was carried

AIRLINES REVIEW (contd)

by a Vickers Vimy Commercial. New route applications include Humberside or Norwich to Liverpool, or Blackpool, Dublin or Cork, and overseas to Billund or Esbjerg in Denmark. The airline was using leased Air Leicester Bandeirante OY-ASY on the Heathrow service in June, but when the aircraft arrived at Humberside on 30 June it was impounded and flown back to Copenhagen on 1 July by owners Alkair; because of creditors the days of Air Leicester appear very numbered. Eastern operated its last service on the Birmingham-Norwich route on 12 May using Chieftain G-BFDN.

EUROAIR are to operate a Cardiff-Chester(Hawarden) service from 2 June using a Cessna 404 Titan. Flying time will be 45 minutes and the service is supported by Clwyd County Council. Departures from Cardiff are at 0755 and 1600 and from Chester at 0900 and 1705.

GENAIR - the Liverpool based operator has been awarded a twice-daily Liverpool-Gatwick service, effective from 3 August, using Bandeirante G-BHYT, an ex.CSE demonstrator. The service is in conjunction with British Caledonian. Departures from Liverpool are 0715 and 1620 returning at 1020 and 1925.

HEAVYLIFT CARGO AIRLINES : from 1982 the company are considering scheduled operations between Stansted and Frankfurt, Amsterdam and Rotterdam. A third Belfast freighter, G-BFYU (1821) may be prepared for service from October-November 1981.

LAKER AIRWAYS have sold One Eleven 301AG, G-ATPK (034) to Hughes International. An application has been made to operate Gatwick-Berlin services in competition with British Airways and Pan American, using One Elevens initially and Airbus if traffic develops. The airlines' third A300B4-203 G-BIMC (144) has entered service and is named "Intercity Express".

LOGANAIR are now operating Short 3-30's G-BGNA and G-BIRN on the Blackpool-Belfast service. The airline has been awarded the routes Glasgow to Inverness and Belfast alongside British Airways.

MONARCH AIRLINES : leased Maersk Boeing 720-051B, G-BHGE (18421) operated its last Monarch service on 7 June from Malaga to Luton. It was rolled out in Conair colours on 30 June and on 2 July returned to Copenhagen as OY-APY. On 20 June BMA Boeing 707-338C, G-BFLD was leased to cover 737 maintenance at Tegel, returning to BMA via Luton on 21 June. A few days later on 26 June at Ibiza, Boeing 720-023B, G-BCBA suffered an engine failure. Heavylift Belfast G-BEPS was chartered to fly out a spare engine. Again due to unservicability, Laker DC-10, G-AZZC was sub-chartered on 29 June, routing Gatwick-Luton-Barcelona.

Trip to Aerospace Museum - Cosford - 8/8/81

50 exhibits here included the newly arrived B.707 G-APFJ in British Aerotours colours. Also new are two ex. Rothmans Aerobatic team aircraft G-BADW Pitts and G-AWIW Stampe. N1344 Ryan PT22 was in one of the hangars.

BA Collection :- G-APFJ B.707, G-ARVM VC10, G-AMOG V701 in original BEA colours, G-AGRU Viking, 'G-AJOV' Westland Dragonfly, G-APAS Comet 1 in BOAC colours. (A Trident is expected shortly).

RAF aircraft :- MW100 York is actually TS798/G-AGNV, the MW100 serial is from the RAF VIP flight. XR371 Belfast, TG511 Hastings, VF408 Varsity, XR220 BAC TSR2, XF926 Bristol 188, WZ736/744 Avro 707's, WG777 Fairey Delta FD2, XL993 Twin Pioneer (looked immaculate).

WW2 aircraft :- (not a complete list) - RF398 Lincoln, KN751 Liberator, TA639 Mosquito, KG374 C47, 272 Ju52, MT847 Spitfire FR14, plus an Me163, Me262 and Me410.

A contemporary description of the A.V.Roe & Co. Ltd. Factory at Yeadon during the Second World War period. (contd).

Construction

A 30 foot built-up causeway with a tar macadem surface was built from the factory, so that completed aircraft could be towed straight to the airfield. Thus many of the factory's products were flown by ATA pilots direct to RAF stations or to Maintenance Units, for dispersal. As the factory's output grew, extra hangars were added on the airfield, and the runways had to be extended, at the expense of six nearby houses and several holes of a local golf course.

Installations

The factory as a whole was completed in February 1941, but in February 1940 the northern end was roofed and a "bulkhead" of corrugated sheet made a dummy wall, so that work could commence in the machine shop before the rest of the building was completed.

Yeadon is the largest Avro factory, the others in the group being at Manchester. With the erection of the first portion and whilst light and power installations were still being fitted, four or five men came over from Manchester and started the processing of the "Albermarle" which was to be the first production job.

At the same time, local labour began to be drawn into the factory, at first a mere trickle and then in a rapidly growing stream. In the summer of 1940 new machine tools began to arrive from the Machine Tool Pool (fore-runner of Lease Lend) and millwrights began to instal these in what became the Tool Room. Gradually the Machine Shop took shape, whilst simultaneously the electrical supply was led to the machines and labour was being trained on them.

With the completion of the rest of the structure in 1941, work proceeded on installations in the Assembly Bay.

Production

The first production job was to be the "Albermarle" a Reconnaissance Bomber designed by the Armstrong Whitworth Company early in the war, for production by firms without previous experience of aircraft engineering. The work of processing this was begun in 1940, but before production had started at Yeadon, the work was withdrawn when a major modification was introduced on the wing.

In October of 1940 work was started on the Hawker Tornado, a single-seater fighter, and up to the Autumn of 1941 the factory produced 100 sets of details and 5 aircraft in various stages of assembly, one of which was actually flown, after being handed over to the experimental staff at Manchester. Some of the completed wings and components from Yeadon went to the Typhoon, Hawker's successor to the Tornado.

The Anson. The first Avro Anson to be produced at Yeadon was completed and left the factory during the week ended 21st June, 1941. During the first year the records show an almost meteoric rise. At the end of the fourth month 29 aircraft had been turned out, and then - as workers surmounted the initial hurdles - the total grew to 414 by the end of April 1942, an increase of 140% in 6 months. The following month's production exceeded the 100, and from then onwards, through two years of concentrated effort the monthly total never fell below this figure. July 1943 was the month when the peak production figure was attained. A total of 130 machines were completed in that month, and for eight more months this total was maintained. Thereafter, according to policy dictated by the MAP, production declined steadily.

It is perhaps worthy of note that in the early days of production the number of machines produced for shipment abroad was more than twice as many as the total for home use, but by the end of 1942 the position had almost reversed. In January 1943 the first machines were fitted with Bristol power-operated gun turrets, and from this month until December 1943, 887 machines (3/5ths of the year's production) were so fitted.

To be continued

Credit : Flt.Lt. G.R. Sunderland, RAF (Retd)