

ALL

YORKSHIRE AEROPLANE CLUB



VOLUME 8 No.8

(FOR PRIVATE CIRCULATION ONLY)

AUGUST 1982

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:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford ED9 9DN.

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 5th : Annual Recognition Contest.

OCTOBER 3rd : Mr. E.J.S. Anderson, Assistant Director of Leeds/Bradford Airport, has given his time to come and talk to our members about airport development at LPA, ably supported by films. Come along and get your questions ready.

NOVEMBER 7th : A.G.M. and Members slides.

EDITORIAL

Roger Fozzard was talking to an "Aces High" pilot, who had just ferried Boeing 247 N18E from the States (bit of one upmanship there!) recently. He said that they were working on G-CONI, but it would most likely be next year before it flies, but it will fly!

SUMMER FUN QUIZ - 1st August

Although purely for entertainment only, with no prizes being awarded, this event proved a real brain teaser and was excellently presented by our own Steve Rigg, ably assisted in its preparation by Chris Harper.

The "Winner", mainly due to his recall of the dim distant past and a good general knowledge of Aviation matters, was none other than a visitor by the name of Doug Rough, who happened to be on holiday and was dragged along by John Hunt. Doug's score was a fine 50 out of a possible 70 points - well done! Thanks also go to all the other participants who surely had a really enjoyable and interesting afternoon!

CREDITS

T.W. Sykes
C. Hunter
A. Birch

D. Elam
W.K. Jordan
M.J. Rutter

R. Fozzard
J. McCreery
J.D. Hunt

C.R. Warn
J. Clough
B.A.R.

LEEDS/BRADFORD MOVEMENTS - July 1982

1	G-BJLO Navajo		0820	G-OLLY Chieftain	0914	0937
	G-BFLX AA-5A	0940	1540	G-BAUA Aztec	0955	1616
	G-BAHN Baron	1005	1618	G-LBUJ Cessna 421B	1024	1810
	G-BAHX Cessna 182	1251	1451	G-BHKV AA-5A	1309	1419
	G-BKCC Archer	1342	1426	G-HOOK 369D	1438	1727
	G-DWMI Long Ranger n/s	1442	1004(2)	G-BJCV Boeing 737	1502	1652
	G-AZZV Cessna 172 n/s	1515	1246(2)	G-BJLO Navajo	1521	1551
	G-AXRT Cessna 150	1537	1744	G-BEEG Islander	1557	1618
	G-AYGZ Baron	1653	1707	G-BIZZ Citation	1710	1832
	G-OLLY Chieftain	1720	1738	G-BIUI Cessna 152		1713
	G-BJYD Cessna 152		1735	G-LHFC Cessna 152	1756	1850
	F-BXPP Aztec		1817	G-JGCL Cessna 414A	1955	2004
2	G-BAZI Boeing 737	0816	0934	G-EHCT Aztec	0923	1603
	LN-PAC Navajo	0936	1545	G-BHED Cessna 152	1122	1222
	G-IANS Commander 690B	1138	1321	G-BJAG Archer	1211	1319
	G-EGYL Boeing 737	1428	1554	G-AYGZ Baron	1440	1535
	G-BBPX Seneca		1522	G-BAZI Boeing 737	1727	2140
	G-AZUY Cessna 310 n/s	1903	1838(4)	G-BRIT Cessna 421C	1929	1946
	G-BBLJ Cessna 402B	1950	2006			
3	G-IANS Commander 690B	0955	1636	G-YTWO Cessna 172	1011	1201
	F-GAMP Cheyenne	1106	1334	G-ARCT Super Cub	1128	1218
	G-SIGN T. Comanche	1131	1320	G-AVVG Cherokee	1140	1213
	G-HELY Agusta A.109A	1152	1249	G-BHKV AA-5A	1230	1312
	G-EGXD Tobago	1424	1501	HB-DGE Mooney M.20 n/s	1529	1203(4)
	G-HELY Agusta A.109A n/s	1721	1348(4)	G-PARK Buccaneer n/s	1751	1057(4)
	G-NHVH Lunar Rocket n/s	1804	1820(4)			
4	G-BBBI AA-5	1151	1249	G-BIXA Tampico	1216	1453
	G-BHXP Tobago	1257	1452	G-LFZD Cessna 182	1258	1518
	G-BBLJ Cessna 402B	1330	1356	G-BJFH Boeing 737	1350	1449
	G-AVLS Cherokee	1430	1555	G-OEMW AA-5	1513	1558
	G-MDRP Chieftain	1615	1726	OY-ASL Bandeirante	1619	1802
	G-AZMA Jodel D.140B	1627	1804	G-ARCT Super Cub	1628	1802
	G-LUCK Cessna 150 n/s	1659		G-BCVY Seneca		1728
	G-AZFI Arrow n/s	1745	0718(5)	G-BBLJ Cessna 402B	1805	1828
	G-BOBI Cessna 152 n/s	1842	1410(5)	G-AWUG Cessna 150 n/s	2143	1123(5)
5	G-BECH Boeing 737	0753	0854	G-BHGS Chieftain	0938	1456
	G-ATTV Cherokee	1138	1709	G-NORC Cessna 425		1302
	G-JIMY Cherokee	1309	1707	G-BDAL Commander 500S	1352	1418
	G-CPTS Jetranger	1403	1535	G-BGPH AA-5B	1516	1908
	G-BECH Boeing 737	1805	1902	G-BAZN Jetranger	1852	1923
	G-POLO Chieftain	1949	2014	G-BJSO Boeing 737	2126	2218
6	G-SOMC King Air 200	0832	0936	G-AYMW Jetranger	1104	1200
	G-BIYM Saratoga	1127	1642	G-BJMR Cessna 310 n/s	1159	1023(24)
	G-HOOK Hughes 369D	1221	1329	G-BGLI Cessna 152	1229	1307
	G-BOSL Boeing 737	1319	1415	G-AYTW Jetranger	1346	1500
	F-GCOI Tobago	1339	1729	G-HOOK Hughes 369D	1402	1455
	G-EGYL Boeing 737	1438	1551	G-AZRH Cherokee	1531	1646
	G-DEBE AA-5A	1605	1717	G-BKBH HS.125 n/s	1632	1715(7)
	G-NORC Cessna 425 n/s	1642	0738(8)	G-JONS Chieftain n/s	1644	1214(7)
	G-BHLN Cessna 441 n/s	1648	1721(7)	G-BBDU Navajo	1747	1806
7	G-BECH Boeing 737	0830	0937	G-JGCL Cessna 414A	0834	0846
	G-BHFY Baron	0856	0956	G-BGON Cougar	1024	1527
	G-BHEG Lance	1100	1706	G-OBCA Cessna 421C	1113	1627
	F-BPFS Cessna 337	1117	1526	G-YORK Cessna 172	1127	1820
	G-AYPA Sierra	1134	1350	G-MARK Cessna 337	1300	1647
	G-BMHG Boeing 737	1303	1417	G-BOSL Boeing 737	1433	1538
	G-BHLF HS.125 n/s	1731	1041(8)	G-BBDU Navajo	1802	1813
	N191C Falcon 20	1827	1852	G-BAZI Boeing 737	2012	2120

LEEDS/BRADFORD MOVEMENTS (Contd.)

8	G-CRIL Rockwell 112B	0859	1637	G-OLLY Chieftain	1007	1607
	G-MADI Cessna 310 n/s	1017	1555(13)	G-BIDU Navajo	1030	1058
	G-BHDG Lance	1046	1644	G-BDWY Cherokee	1056	1256
	G-BAHW Cessna 310		1418	G-BIUM Cessna 152	1446	1535
	G-EBHD Enstrom F-28A	1525	1548	G-AZZV Cessna 172	1538	1608
	G-OLEN Cessna 425		1612	G-BIUM Cessna 152	1636	1701
	G-EDAL Commander 500S	1642	1912			
9	G-EGNW Boeing 737	0819	0935	OY-BGK Chieftain	0941	1706
	G-AZYU Aztec	1048	1215	G-BFTR Long Ranger	1100	1145
	G-DWMI Long Ranger	1147	1332	G-AZYK Cessna 172	1225	1722
	G-STIO Diplomat	1320	1423	G-HYDE Jetranger	1604	1637
	G-BHXU Jetranger	1611	1645	G-SIGN T. Comanche n/s	1701	1323(11)
	N5372C Cessna 414		1731	SE-IDO Cessna 340 n/s	1816	1225(11)
	G-BJCT Boeing 737	1822	1945	OY-ASL Bandeirante	1902	1934
	G-CALL Aztec	1923	1957	G-JGCL Cessna 414A	1942	1952
	G-EGNW Boeing 737	2030	2130			
10	G-BAEW King Air	0739	0806	G-AZZB Jetranger	1025	1046
	G-BHED Cessna 152	1145	1227	G-VRES King Air 200	1150	1718
	G-CALL Aztec	1207	1309	LN-NPI F-27	1311	1345
	G-DGDP Boeing 737	1319	1503	G-BEEE AA-5A	1338	1433
	G-EGLI Cessna 152	1400	1514	F-GBPB King Air	1422	1621
	G-EHKV AA-5A	1524	1635	G-YIII Cessna 150	1530	1610
	G-AZFI Arrow	1531	1631	G-AYIO Cherokee	1640	1738
	G-OBMW AA-5	1725	1819	G-BDSL Cessna 150	1759	1834
11	G-OAHH Agusta A.109A	1119	1402	G-DWMI Long Ranger	1200	1450
	N5372C Cessna 414 n/s	1221	1742(24)	G-JMWT Tobago	1241	1308
	G-BFTR Long Ranger	1512	1550	G-BCIJ AA-5	1545	1633
	G-IGXD Tobago n/s	1559	1426(25)	G-GRIF Rockwell 112TC	1725	2023
	G-BMSH Boeing 737	1846	1947	G-AZFI Arrow	1849	1928
12	G-BFVB Boeing 737	0737	0914	G-BCKM Citation	0911	0952
	G-JGCL Cessna 414A	1141	1150	G-JONS Chieftain	1203	1649
	G-BFVB Boeing 737	1531	1906	G-BKLG Bandeirante	1700	1732
	G-JRMM Commander 690B n/s	1748	0932(13)	G-ERIT Cessna 421C	1807	1831
13	G-UBHL King Air 200	0859	0913	G-BADI Aztec	0941	1525
	G-BCEK Cessna 421B	1028	1752	G-IGXK Cessna 310	1037	1751
	LN-NPM F-27	1227	1326	G-BHLX AA-5B	1244	1914
	G-BIWP Mooney M.20	1256	1822	XS790 Andover	1323	1823
	G-OTUX Arrow	1341	1802	G-BJCU Boeing 737	1437	1554
	G-NAIR Cessna 421B	1503	1620	G-BHFI Cessna 152	1530	1616
	G-BCKM Citation	1614	1651	EI-IGP Cessna 414A n/s	1723	1744(14)
	G-JRMM Commander 690B	1744	1855	G-HELY Agusta A.109A	1849	1911
14	G-BFVB Boeing 737	0821	0929	G-BHFI Baron	0856	0949
	G-RCGL King Air	0937	1343	G-EHOV Partenavia P.68C	1119	1153
	G-BGHK Cessna 152	1120	1434	G-BJVV Aiglou	1142	1324
	G-YKIV Cessna 150	1153	1309	G-CALL Aztec	1213	1239
	G-BAZS Cessna 150	1253	1354	G-BMSM Boeing 737	1331	1427
	G-BGYK Boeing 737	1438	1559	G-BAJB Cessna 177	1957	2059
	G-BAJB Cessna 177	2149	(QRF)			
15	G-CTLN Bandeirante	0908	0939	G-AWUW Cessna 172	0917	1502
	G-BIZZ Citation	0950	1703	G-BEJD HS.748	1113	1204
	G-BHZK AA-5B	1127	1249	G-BADR Boeing 737	1507	1657
	N9698Y Cessna 210 n/s	1540	1304(16)	G-BDFE Herald n/s	1803	0908(16)
	G-BBCW Aztec	1817	1843	G-CTLN Bandeirante	1929	2005
16	G-BSEFL Aztec	0818	0913	G-BFDN Chieftain	0824	0841
	G-OAKS Cessna 421C	0831	0847	G-BFVB Boeing 737	0831	0944

LEEDS/BRADFORD MOVEMENTS (Contd.)

16	G-TEAM Cessna 414A	0832	1647	G-ARYK Cessna 172	0848	1644
	G-BCKM Citation	0851	0902	G-BHCT Aztec	0921	0934
	G-CALL Aztec	1139	1610	G-BHIV Ecureuil	1205	1349
	G-BCIJ AA-5	1345	1425	G-BAJB Cessna 177		1323
	G-BHWP Boeing 737	1428	1540	G-BFKP Partenavia P.68B	1438	1745
	N14496 Cessna 172	1436	1637	G-BHOV Partenavia P.68C	1517	1525
	G-BHCT Aztec	1736	1749	G-BCKM Citation	1738	1800
	G-BFVB Boeing 737	1757	2130	G-BFDN Chieftain	1828	1848
	G-OAKS Cessna 421C	1836	1845	G-BDFE Herald	1941	1959
	G-JGCL Cessna 414A	1944	1953	G-IAIN Cessna 210 n/s	2016	1843(18)
17	G-FTTA Chieftain	0813	0846	G-PATT Cessna 404	0842	0909
	G-AZWE Cherokee	0914	1054	G-BTHL Chieftain	1036	1916
	G-BIUV HS.748	1058	1149	G-IVAN Varieze	1106	1802
	G-OHTC Sikorsky S-76A	1258	1618	G-BOSL Boeing 737	1344	1505
	G-GRAY Cessna 172	1646	1736	G-FTTA Chieftain	1842	1857
	G-PATT Cessna 404	1948	1957			
18	G-OCAS SD.3-30	0801	0836	G-FTTA Chieftain	0758	0838
	G-OAKS Cessna 421C	0833	0848	G-CELT Bandeirante	1031	2032
	G-AXLS Jodel DR.105A	1152	1347	G-BEDC Cherokee	1226	1313
	G-BJCU Boeing 737	1315	1504	G-BJFH Boeing 737	1356	1459
	G-BHCB AA-5A	1409	1527	D-EBLS Cessna 172 n/s	1545	1520(30)
	N2899P Cessna 441 n/s	1547	1125(19)	G-ASWL Cessna 172 n/s	1552	1547(29)
	G-BJCT Boeing 737 n/s	1633	0740(19)	G-JGCL Cessna 414A	1636	1651
	G-BJYD Cessna 152	1700	1739	G-BIZZ Citation n/s	1738	0714(19)
	G-YORK Cessna 172	1739	1839	G-OAKS Cessna 421C	1928	1946
	G-FTTA Chieftain	2007	2027	G-OCAS SD.3-30	2130	2142
19	G-BJCV Boeing 737	0748	0855	G-BAAZ Arrow n/s	1100	1044(21)
	G-CALL Aztec	1208	1826	G-BAHS Arrow	1241	1610
	G-AYZY T. Comanche	1242	1919	G-BKEM HS.125	1521	1617
	G-BBPX Seneca n/s	1606	1300(22)	G-SATO Aztec n/s	1637	
	G-AZZV Cessna 172	1644	1733	G-BJCV Boeing 737	1748	1856
	G-BIZZ Citation	1944	2004	G-DGDP Boeing 737	2137	2231
20	G-BJZK Cessna 303	0806	1147	G-BGSO Navajo	0904	1311
	G-BBXX Chieftain	0906	0912	G-BFRA Rockwell 114	0908	1530
	G-AYMW Jetranger	0924	1653	G-BFTG AA-5B	1023	1112
	F-GAMP Cheyenne	1032	1117	N2899P Cessna 441 n/s	1035	1222(22)
	G-SILV Cessna 340	1037	1602	G-JANE Cessna 340	1354	1757
	G-BHWE Boeing 737	1514	1639	G-BEDC Cherokee	1522	1605
	G-EGOP Falcon 20F	1600	1646	G-BJYD Cessna 152	1631	1741
	G-BHOV Partenavia P.68C n/s	1646	0903(21)	G-BBXX Chieftain	1729	1738
	G-AWWU Cessna 172 n/s	1803	0934(21)	XR445 Sea Heron n/s	1814	1446(21)
21	G-BJCV Boeing 737	0858	1100	G-BHFX Baron	0905	1308
	G-BHTR Jetranger	0939	1230	G-AZRG Aztec	1025	1624
	G-BBTG Cessna 172	1054	1539	G-BMHG Boeing 737	1335	1437
	G-AXLS Jodel DR.105A	1516	1602	G-BFVA Boeing 737	1551	1704
	G-BJGY Cessna 172	1612	1743	G-ECKT Citation	1830	1842
22	G-CTLN Bandeirante	0647	0713	G-AZHL Navajo	0731	1410
	G-BCBK Cessna 421B	0919	1715	G-PAIR Tobago	1115	1616
	G-BBTH Cessna 172	1144	1732	XS789 Andover n/s	1157	1417(23)
	G-BFVY King Air	1201	1303	G-EGOP Falcon 20F	1352	1534
	G-CTLN Bandeirante	2117	2140			
23	G-MDRB Chieftain	0810	0820	G-BGNW Boeing 737	0835	0941
	G-BECO Bonanza	0905	1224	G-BFZV Arrow	0945	1432
	G-SHAW T. Comanche n/s	1002		LN-SUL F-27	1222	1304
	G-BJCV Boeing 737	1419	1552	G-MDRB Chieftain	1629	1644

LEEDS/BRADFORD MOVEMENTS (Contd.)

23	N5531N Cessna 182 n/s	1927	1132(24)	G-AVPT Super Cub	2010	0805(24)
	G-BGNW Boeing 737	2014	2142	G-KAIR Archer n/s	2030	1811(24)
24	G-BCGJ Cherokee	0813	0859	G-BJYD Cessna 152 n/s	1016	1947(30)
	G-BIUI Cessna 152	1016	1109	G-DJSO Boeing 737	1336	1551
	OY-BEW Cessna 414	1348	1536	N5531N Cessna 182 n/s	1411	1631(28)
	G-BDSL Cessna 150	1520	1608	G-AWEZ Arrow n/s	1545	1447(26)
	G-IKIS Cessna 210	1719	1817	G-BCGJ Cherokee	1909	1937
	G-VMDE Cessna 210	1941	2003			
25	G-BAED Aztec	1135	1509	G-ZONE Learjet 35A	1217	1321
	G-AXCL Rallye n/s	1211	0712(26)	G-BFDN Chieftain	1303	1329
	G-BJFH Boeing 737	1345	1441	G-ATLT Cessna 206	1416	1640
	G-BAJN AA-5	1522	1557	G-BIRO Cessna 172 n/s	1536	0742(26)
	G-BFUO Aztec	1602	2005	G-BGNA SD.3-30 n/s	1926	
26	G-BFVY King Air	0652	1201	G-BAZI Boeing 737	0755	0927
	G-BCEK Cessna 421B	0855	1611	SE-11B King Air	1016	1533
	G-BHVR Cessna 152	1139	1226	G-ARYR Cherokee	1155	1315
	G-BEUW AA-5A	1234	1330	G-AZZV Cessna 172	1420	1458
	G-BHWD Hughes 369D	1556	1636	G-BAZI Boeing 737	1619	1855
	G-BEHW Cessna 150 n/s	1651	1501(27)	G-BIUI Cessna 152	1714	1742
	G-KFIT King Air F.90	2049	2102			
27	G-BALU Aztec	0936	1527	G-BERA Aztec	0945	1810
	G-OLLY Chieftain	0947	1751	G-HWBK Agusta A.109A	1037	1145
	G-BJCT Boeing 737	1258	1402	G-AXOZ Pup	1301	1334
	G-BHOR Warrior	1335	1517	G-DIZF Cessna 172	1413	1526
	G-BDEJ Rockwell 112	1420	1541	G-BHWE Boeing 737	1459	1556
	G-NHRH Cherokee n/s	1521	1643(30)	G-BIUI Cessna 152	1639	1722
28	G-CTLN Bandeirante	0825	0843	G-BAZI Boeing 737	0828	0935
	G-BCKM Citation	0839	0856	G-BBSD Baron	0932	1006
	G-OMHC Arrow	0944	1613	G-AYZC Aztec	0958	1136
	G-DMHG Boeing 737	1320	1431	G-BJCT Boeing 737	1441	1546
	G-ASRR Cessna 182	1509	1605	G-ASRI Aztec n/s	1608	1152(30)
	G-BBSD Baron	1737	1800	G-BCKM Citation	1826	1837
	G-AXAV T. Comanche n/s	1906		G-BIZZ Citation n/s	2124	0804(29)
	G-BGYJ Boeing 737	2127	2216			
29	G-IANS Commander 690B	0831	1418	G-BJET Cessna 425	0900	1747
	G-BFUO Aztec	0929	1817	G-BGNU King Air	0931	1658
	D-EJDS Arrow n/s	0953	1204(30)	G-BCRP Aztec	1011	1424
	G-LONG Long Ranger	1040	1109	G-ARMR Cessna 172	1119	1318
	G-NJAG Cessna 207	1227	1421	G-AYZC Aztec	1239	1325
	G-BBEF Cherokee	1251	1344	G-BFVB Boeing 737	1453	1656
	G-CTLN Bandeirante n/s	2114	0841(30)			
30	G-UBHL King Air 200	0836	0847	G-BCKM Citation	0855	0907
	G-BATE Aztec	1026	1746	G-BFVA Boeing 737	1111	1207
	G-UBHL King Air 200	1132	1144	G-AYSX Cessna 177	1251	1720
	G-BJCV Boeing 737	1418	1540	G-BBSV Cessna 421B	1434	2006
	G-JGCL Cessna 414A	1511	1525	G-BDSL Cessna 150	1537	1623
	G-BDAP Tailwind	1559	1631	G-BIZZ Citation	1636	1705
	G-BIUI Cessna 152 n/s	1833		G-BCKM Citation	1836	1846
	G-BFVA Boeing 737	1942	2129	G-BIPU AA-5B n/s	2012	
	G-ATNY Cessna 150 n/s	2032				
31	G-BEENY Cougar	1356	1519	G-BALH Robin DR.400	1641	1800

LEEDS/BRADFORD REVIEW - July

Starting this months foreigners was the Navajo LN-PAC doing the hair transplant run on the 2nd. Mooney 120K HB-DGE on the 3rd had c/n 25-0389 and night stopped. The Alkair/Dan-Air/Centreline Bandit OY-ASL visited on the 4th and the 9th using Centreline callsigns. C/N of the Socata TB-10 Tobago F-GCOI on the 6th was 154. Visiting on the 7th was Falcon 20 N191C of the Ingram Corp, this has c/n 195 and it is ex N186S, joining it was the Cessna 337C F-BPFS. On the 9th Cessna 340A SE-IBO night stopped whilst Navajo OY-PGK did not. Busy Bee did three charters this month, LN-NPI on the 10th, LN-NPM on the 13th and LN-SUL on the 23rd - all F-27's. Also noted on the 10th was King Air 90 F-GBPB. Luton based Cessna 414A N5372C arrived on the 11th and stayed with Northair until the 24th. The lone Irish representative this month was Chancellor EI-BGP of Iona on the 13th. Cessna 210N N9698Y on the 15th is a new Cessna Brussels machine which was visiting Northair, whilst Cessna F172M N14496 on the 16th is a USAF Aero Club aircraft. Conquest N2899P on the 18th belongs to the Icelandic airline Eagle Air and it was on its way from Luxembourg to Iceland with a few days stop at Northair in between. It is claimed to be c/n 003 which would make it ex C-CRYC. Another n/s on the 16th was Cessna F172G D-EBLS c/n 0207. Cessna 182R N5531N c/n 67773 arrived on the 23rd and parked outside Northair until the 28th when it departed to Gamston, it is not known if this indicates ownership by Northair. Cessna 414 OY-BEW on the 24th has c/n 0934. Rounding off the month were King Air 90 SE-IIE on the 26th and Cherokee D-EJDS night stopping on the 29th. There were one or two interesting items among the UK registered specimens this month, on the 3rd Lake Buccaneer G-PARK night stopped and is ex G-BEGK. Genairs 'new' Cessna 421 G-NAIR visited on the 13th and turned out to be ex G-KACT. On the 17th Rutan Varieze G-IVAN arrived by road and after being put together departed for a trip to France. Boeing 737 G-LJCT was not a replacement for P-68 G-JCTI when it arrived on the 18th, it was for BMA to use on the Heathrow schedule until the 21st. Needing more capacity on the Gatwick run Genair invested in bigger hardware, they have leased a Short 330 from Loganair. G-BGNA arrived on the 25th and replaced the Bandit from the 26th. Cherokee G-NHRH was registered to Northumbria Horse Riding Holidays on May 19th and is to be based at Newcastle. It has been converted from OY-BIC at Felixkirk and it arrived from there on the 27th for work with Northair before returning there on the following day. Cessna F152's G-BIUI and G-BJYD have been sold to the Cleveland Flying School and departed to Teesside on the 1st July. Cessna 310 G-BAXH has also been sold and departed on the 7th. On the 12th Air UK Bandit G-EKBG made its first visit, as did Casair's new SD.3-30 G-OCAS on the 18th (ex G-BJUK). Andover XS789 brought the Duchess of Kent on the 22nd and left with her on the 23rd. As it was beginning to get dark on the 23rd, Boeing 737 G-BGNW was on final approach, when Super Cub G-AVPT appeared on the runway, hence a quick overshoot by the jet was required. G-AVPT is a non-radio Cub and was en route Redhill to Sutton Bank, however it was unable to find it and running short of fuel, dropped in on the first runway it saw - namely LDA's Runway 33. Having no radio and with no flight plan filed, the controller's did well to see the aircraft and instigate the overshoot - or else it would have been one squashed Cub!

Callsign tie-ups:- 1st. G-AYGZ/HZ721; 2nd. G-BRIT/Express 600, G-AYGZ/HZ722, LN-PAC/PD-3; 4th. G-MDRB/Eastair 451, OY-ASL/Centreline 911; 6th. G-BKDH/McLine 616, G-BHLN/McLine 609, G-BBDU/Thurston 735; 7th. G-BBDU/Thurston 736; 8th. G-BBDU/Thurston 737; 9th. G-CALL/ALK222-226, OY-ASL/Centreline 911, OY-PGK/Mukair 292; 10th. G-CALL/ALK222-223, LN-NPI/Busy Bee 305-306; 13th. XS790 Kitty 4; 14th. G-CALL/ALK221; 15th. G-CTLN/Centreline 373-904; 16th. G-BFDN/Eastair 479, G-BSFL/Kilroe 02, G-CALL/ALK222; 17th. G-BIUV/Dan 06SZ-6744; 18th. G-CELT/WG123, N2899P/VL607; 19th. G-BKEM/McLine 808E-C, G-CALL/ALK123; 20th. N2899P/VL608, XR445/Na vy 719; 22nd. G-AZHL/Thurston 7126, XS789/Kitty 4; 23rd. G-MDRB/Eastair 495, LN-SUL/Busy Bee 306; 25th. G-BFDN/Eastair 497, G-ZONE/ITM512; 26th. G-ICEK/McLine 843A-B; 28th. G-CTLN/Centreline 965.

ILS Overshoots:- 1st. G-BGDP, G-SHIP; 2nd. XX499/FYT11; 3rd. G-BJKA; 5th. XX496/FYT81; 8th. G-ATPE; 15th. XS738/FY?, XS733/FY? Dominies, XW428/LI? Jet Provost; 16th. XW428/LOU11 Jet Provost; 19th. G-ARKJ; 20th. G-AVXI, XS738/FYN50 Dominie; 21st. XW428/LON64 Jet Provost, XX492/FYT87, XW428/LOU18 Jet Provost; 22nd. XS714/FYNO5 Dominie; 23rd. XW428/LON64 Jet Provost, XX500/FYT90, XW428/LOP54 Jet Provost, XS731/FYNO5 Dominie, XX492/FYN10; 24th. G-ARVW, G-AVPS; 26th. XX310/VYT33 Hawk from Valley, G-PATT, G-BBTL, XW428/LON71 Jet Provost; 27th. XW372/CFT60, XW326/CFT60, XW326/CFT82, XW372/CFT60 Jet Provost's from Church Fenton; 28th. XW326/CFT74, XW326/CFT78, XW372/76 Jet Provost's from Church Fenton; 29th. XW326/CFT72; 30th. XW326/CFT82, XW372/CFT76, G-RUIA, XX499/FYT90, XW419/CFT78 Jet Provost, XX482/FYT88, XW336/CFT76, XW372/CFT74, G-AZFO.

From & To:- 1st. G-BEEG/Loganair Ambulance Flight, F-BXPP T Eu Mars; 2nd. LN-PAC F/T Fornebu; 3rd. F-GAMP F/T Lille, HB-DGE F Glenrothes n/s T Kidlington; 4th. OY-ASL F/T Aberdeen; 6th. F-GCOI F St. Jacques T Rennes; 7th. F-BPFS F Le Touquet T Reims, N191C F Heathrow T Genoa; 9th. OY-EGK F/T Billund, N5372C T Newcastle, SE-IEO F Groningen n/s T Dublin, OY-ASL F Aberdeen T Luton; 10th. LN-NPI F/T Bergen, F-BGPE F/T Le Bourget; 11th. N5372C F Leavesden n/s T Elstree; 13th. LN-NPM F/T Haugesund; 15th. N9698Y F Blackpool n/s T Shoreham; 16th. N14496 F Lakenheath T IOM; 18th. D-EELS F Leicester n/s T Biggin Hill, N2899P F/T Luxembourg n/s; 20th. N2899P F Ringway n/s T Reykjavik, F-GAMP F/T Beauvais; 23rd. LN-SUL F Haugesund T Newcastle; 24th. OY-BEW F/T Billund; 26th. SE-IEE F Teesside T Goteberg; 29th. D-EJDS F Cottesmore n/s T Ringway.

Helicopter Activity:- 1st. G-DWMI/Otley (14.30); 2nd. G-DWMI/Dewsbury (10.20); 4th. G-BBIW/Beverley (12.00), G-HELY/Knaresborough (14.40); 5th. G-BEFE/Rawcliffe (09.05), G-BIFE/Elvington (11.45), G-BFFN/Whinmoor (17.10); 6th. G-BESS/York (17.10); 11th. G-OAMH/Huddersfield (11.10), G-DWMI/Huddersfield (11.50); 14th. G-BECA/Sheffield (10.15); 16th. G-BHIV/Bradford (14.00); 19th. G-AVTE/Rawcliffe (08.55), G-AYMX/Rawcliffe (09.45), G-AYMX/Elvington (12.10); 20th. G-AYMW/York (09.15); 21st. G-BHTR/Doncaster (12.45); 24th. G-WAFM/Barnsley (17.15); 26th. G-BEFE/Barnsley (08.30); 30th. G-AVTE/Photo's overhead airport (14.20).

Sherburn Movements - July 1982

1st. G-LSNI F Doncaster T Gamston; 2nd. G-BBJX F/T LBA; 3rd. G-AVGZ F Bagby T Clottall Common, G-ARCT F LBA T Driffield, G-AVBZ F Crosland Moor T Gamston; 4th. G-BDID F Husbands Bosworth T Walney Island, G-AVGZ F Clottall Common, G-BBJX F/T LBA, G-AMBV F/T Elvington, G-BHRH F/T Rufforth; 6th. G-ASMW F/T LBA; 7th. G-AZNC F/T N'thorpe, G-BIUM F Grindale T N'thorpe; 8th. G-ARWM F/T Thrupton, G-BILS N'thorpe, G-BIUM F LBA T N'thorpe, G-BFGL F/T LBA; 9th. G-AYII F/T Abingdon; 10th. G-BDED F Leeming n/s T Exeter, G-AWEN F/T Crosland Moor, G-BCER F/T Doncaster; 11th. G-LFCA F Sturgate T Tollerton, G-AWBV F Plumpton T Ringway; 13th. G-EGGB F Gregory Farm T Mirfield; 17th. G-BECA F Ringway T Squires Gate, G-AYMT F/T Hucknall, G-BHDR F/T Humberside, G-LFCA F Tollerton T Sturgate, G-AREV F/T Barton; 18th. G-BILS F/T N'thorpe, G-LFCA F/T Sturgate, G-AWWM F/T Watergate, G-AXZT F Watergate T Linton, G-AYZK F/T Doncaster; 21st. G-LCHK F/T Grindale; 23rd. G-BAEX F/T Brighton; 24th. G-BDID F Walney Island T Husbands Bosworth, G-BACN F Tollerton T EMA, G-AXCY F Alwick T N'thorpe, G-AXXW F/T Netherfield, G-BDLS F/T Andrewsfield, G-ARMR/AWVG F/T Humberside, G-BKDY F/T Wickenby, G-AKHW F Dennington, G-BBKX F Chessington T Dennington, G-BEYP F Booker T Bennington; 25th. G-BFHX F Humberside T Crosland Moor, G-BEFC F/T LBA; 27th. G-BILS F/T N'thorpe; 28th. G-BFJO F/T Walton Wood, G-BEGL F/T LBA; 29th. G-BCPN F Brighton T Full Sutton, G-FAOV F Grindale, G-BBJX/LEFC F/T LBA; 31st. G-AVSE F Biggin Hill.

Teesside Movements - June 1982

1 OY-ASL Bandeirante	G-BIHH S-61N	G-BHJY Bandeirante
G-BCBZ C-337	G-BFZH Arrow	
2 SE-BEK Citation	G-WOLF Cherokee	

Teesside Movements - June 1982

4 XS793 Andover	G-ANUO Heron	G-BEMD Baron
5 PH-KFD F.27	EC-CQS DC-9	G-DGTK C.182
8 PH-HET Citation	G-TIGE Super Puma	G-BIHH S-61N
9 N2605Y PA-31	F-EVJK Aztec	OY-ASL Bandeirante
10 N84MD King Air 200	G-BAFZ B.727	
12 PH-SAD F.27	EC-DGE DC-9	G-GAIL Citation II
15 G-BJVK Grob G-109	G-BEID S-61N	G-BIED King Air F90
16 OY-CAG P.68B	G-BEGS S-61N	G-IAKT Jetranger
20 EC-CGR DC-9	G-BEID S-61N	G-PAJW B.727
22 F-BIHJ Comanche	HB-VEM Learjet 35	G-BIHH S-61N
23 PH-HET Citation	G-AZHA Aztec	
24 G-AVFJ Trident 2E for CAA Fire School, ex Heathrow.		
25 XS789 Andover G-AZNY Aztec	G-DGYS Bandeirante G-BAHW C.310	G-DHJY Bandeirante
26 OO-DEC Arrow	G-BJVZ S-76A	G-BIXA Tampico
28 G-BHLO C.441 G-BHOI Bell 47	G-BHGT King Air G-DATE Aztec	G-DCKJ Aztec
29 G-BJMN King Air	G-BIHH S-61N	G-GAIL Citation II
30 OY-ASL Bandeirante G-BIGE Bell 212	G-NAIR C.421P G-ATAI Dove 8	G-BIBE Bandeirante G-IHSM Jetranger

1st. OY-ASL F Edinburgh n/s T Amsterdam; 5th. PH-KFD F/T Rotterdam; 8th. PH-HET F Rotterdam T Aberdeen; 9th. F-EVJK F/T Calais, N2605Y F Kirmington T Newcastle; 10th. N84MD F Dalcross T Norwich; 12th. PH-SAD F/T Rotterdam; 16th. OY-CAG Nordon Pollution Patrol, F Aberdeen T Eastleigh; 22nd. F-BIHJ F/T Le Touquet, HB-VEM F Ibiza T Dalcross; 26th. OO-DEC F Edinburgh T Wevelgem.

OUT & ABOUT

Halfpenny Green - 19/6/82:- G-ANKK (T5854) Tiger Moth, G-BDHJ Pazmany PL-1, G-BIGI Mooney M.20J, G-AYJB Stampe, G-BDPD Minicab, G-AIJR Auster J/4, G-APAF Auster 5, G-BIPS Rallye, G-BDPS Fuji FA200, G-DGXT Tobago, G-AYEW Jodel DR.1051, G-DHIT Tampico, G-AWEL RF-4, G-ATOS/ATOT/ATTF/AVRP/AXCA/BATW/BAHF/CJBC/REIS PA-28's, G-ICWU Islander, G-LLJM Baron, G-IMCA K.A.200, G-BANS Seneca, G-ATNX C.150, G-AYUV/IGIY/BJXZ C.172's, G-BAGN C.177, G-AYIB C.182, G-AWVS C.337, G-EDCS C.421B, G-BIBJ Enstrom 280, G-MLEB/MBIP/MEIR Hummingbird's, G-MIRV Goldwing.

Sleap - 20/6/82:- G-ARKN PA-22 Colt, G-ADKC Hornet Moth, G-ECHL (WP788) Chipmunk, G-EDLO AA-5A, OY-ELU/C-ATUL/AVLR PA-28's, G-AVIT/AXSG/AYOV/AZJY/CSFC C.150's, G-AWDR/AZUM C.172's, G-ARDN Apache, G-ASKM Queen Air, G-MDCR Mirage.

Turnhouse - 29/6/82:- G-EGWN/EGVL Tomahawk's, G-ATNK/AXUF/BFGX C.150's, G-ARYR/DHIR PA-28's, G-BANX/DAXP Aztec's, G-EBHB Navajo, G-REBU/RFVO Partenavia P.68's, G-BHXG Twin Otter, KX521/525/537/538/664 Bulldog's, RW393/7293M Spitfire.

Portmoak - 29/6/82:- G-BDDI Super Cub, G-AYZW T.61A Falke.

Glenrothes - 29/6/82:- G-AVPU PA-18, G-EGAX PA-28, G-BFIN AA-5, G-BIXA Tampico, G-AWES/MPER C.150's, G-EGAE/EGOC C.152's, G-LYCT C.172, G-AYTJ C.207, G-AXKD/AZZA/AZZL/BAUO Aztec's.

Dundee - 29/6/82:- G-AYUY C.150, G-NTFC C.152, G-BIIT/KAIR PA-28's, G-DATX Aztec, G-BBDU PA-31.

OUT & ABOUT (Contd.)

Aberdeen (Dyce) - 29/30/6/82:- G-TIGB/C/E/F Super Puma's, G-BJWS Puma, G-BHLE/BHGK/BING/BIBH/BIBJ/BITR/BJFL/BJGX/BJNK/BJVX/ENAL/LNSH/DOND/EZAC S-76's, G-BAKA/BAKB/EBGS/BBUD/BLVA/BLDA/BDMS/BDII/BDIJ/BBHM/BEDI/BEBO/BEWM/BEFK/BEPF/LEZC/DHPU/BIBH/BIMU S-61N's, G-BCMC Bell 212, G-AVUM Hughes 269, G-BISN/O/P/BJAC/EWFC Chinook's, G-BHHA/PHJY/BIBE/BNOC/CELT/PMFC/HGGS/LATC/MOBL/OAIR/POST/OY-ASL/OY-ASY Bandeirante's, G-BDRC Viscount, G-BIEM/MAIL Twin Otter's, G-AZSU/BCDZ/BEJE/BFLI HS.748's, LN-SAP Metro, G-BRYE/C Dash 7's, G-BITX SD.3-30, G-EFNV Islander, N830G Gulfstream 2, F-GASL/G-BKBM HS.125's, PH-HET Citation, G-PGDS/U B.737's, LN-RLU DC-9, LN-NAF/LN-PAC/SE-GIS/G-AZDH/EGOX PA-31's, G-BHTP Cheyenne, LN-MOR Conquest, LN-PAG/G-BJJV/CNSI K.A.200's, LN-KCG/LN-PAJ King Air's, G-JRMM Commander 690B, G-EHRP Seminole, G-ASTD/AYWF/AZOD/ECCE/BCKJ Aztec's, G-AVEU Baladou, G-BBOE Robin HR.200, G-TYGA AA-5, G-AIJT Auster J/4, N150JC Ponanza, G-AZSE PA-28, G-ASNP Mooney, G-AXVC/BEWP C.150's, G-BFJM C.152, G-AVEC/BEZV C.172's, VP952/WP530 Devon's.

Scone (Perth) - 1/7/82:- G-AHKY Miles M.18, G-AOFJ Auster 5, G-SIME Auster J/1, G-BDDG Jodel D.112, G-BEVA Rallye, C-AZAW Horizon, G-BFJAAA-5B, G-ARRP/AVLA PA-28's, G-AZRK RF-5, G-ARTW/ARTY/ATOF/ATOG/ATNJ/ARTX/AVVE/AYBW/BMTK/BCKV/BCRN/BDAU/BDRD/BFFY/BFGG/BFGC/BFGX/BFGZ/BFHI C.150's, G-PFFW C.152, G-BBNZ/BFGE/ROOK C.172's, G-ASXZ/AZEA/BHEI C.182's, G-ARPC/ARCH/AVDB/BEHG/BAIM/PCTJ/BHXY/BIBC C.310's, VS356 (G-AOLU) Prentice, WW453 Provost, VZ728 Desford, WV794/WV797 Sea Hawk's.

Crosby (Carlisle) - 1/7/82:- FG617 (G-AVYV) Tiger Moth, G-ARYZ Airedale, G-FARM Rallye, SE-IFC Cutlass, G-GMSI Tampico, G-DAVR/BERL AA-5B's, G-AVYM/AXPA PA-28's, G-BGLA/PGVL Tomahawk's, XL812 (G-SARO) Skeeter, G-AVYV C.150, G-BKAV C.152, G-BGHL Cougar, G-BFLJ Seneca, G-BCFM Aztec, G-BETV HS.125, WS832 Metero 14.

RAF Woodvale - 4/7/82:- G-ARGO/ARND Colt's, G-ATZM Cub, G-BFDZ Taylor JT.1, G-AYIL Falke, G-AVFP/DELA PA-28's, G-BFYC/OJCW PA-32RT's, G-LAXU/PCVH C.150's, G-AVIR/AVKG C.172's, G-BARG C.310, G-ATID C.337, WK639(10)/WB654(14) Chipmunk's, XX561(A)/XX663(D)/XX667(D)/XX665(E) Bulldog's - visiting Aberdeen UAS, XX706(01)/XX701(02)/XX708(03)/XX703(05) Bulldog's - visiting Southampton UAS.

Squires Gate - 18/7/82:- G-AMCA/AMRA/AMPO/AFML Dakota's, OO-MRE Corvette, OO-VPQ Falcon 20, G-WSSC Chieftain.

Ronaldsway - 18/7/82:- EI-BMK C.310, G-TIMK Super Puma, G-ARMW HS.748.

Heathrow - 27/7/82:- JY-HNH B.727, N600JJ B.707, HZ-KA1 B.720, HZ-KA3/N191C Falcon 20's, N37951 Learjet 55, HZ-SIP HS.125, YV-126C DC-8, YV-138C DC-10 (Viasa), VR-CBG B.727.

Kirmington - 8/7/82:- G-EASY/NICE SD.3-30's, G-AZVS HS.125, G-AZAB/5000 T. Comanche's, G-WITT Navajo, G-EEGW/SHIP Aztec's, G-WOLF PA-28, G-KATH C.210, G-OAST C.182, G-BFPM/ARRR/RUIA C.172's, G-GFLY/SALL C.150's.

North Denes - 20/7/82:- G-BAFN/BJJO/P/R Bell 212's, G-BIAW S-76, G-FGNM Dauphin, G-AVII Jetranger, G-AVIE/BEKB/BGLV C.172's. And on 26/7/82 - G-DAME/BCXO Bo.105's, G-BJLP Bell 212, G-BFVW Dauphin.

Yorkshire Show, Harrogate - 14/7/82:- H.A. Balloons G-SKIP (Skipton B.S.), G-BJXD (Smirnoff) both flew. Others packed up were Colt Cars (CCAR?), Bandag Tyres (BHXT or DICK?), Perrier (PERR?), "BP" and "Sugar Feet".

AIRLINE REVIEW

Air Ecosse have been granted the following licences:- Glasgow to Dublin; Aberdeen and/or Prestwick to Belfast. Are operating an additional Dundee to Manchester service in mid afternoon on Mon - Fri.

Air Manchester are operating ECAL 1-11, G-EKAU in full colour scheme at Gatwick on 26/6. It was seen at Gatwick on 3/8 in Air Manchester colour scheme, but minus titles. Are to operate IT's from Birmingham this winter.

Air Malta - a brief mention as there is a rumour that they are to operate into LBA from November on IT's, but the tour company is not known.

Airline Review (Contd.)

Britannia - The Boeing 767 demonstrator made a brief visit to Luton on July 7th. The aircraft was due for a longer stay on July 19th. They have signed a 3 year contract with Pilgrimair and Vacanze SLR Italy's biggest tour operator to fly Italian tourists to the UK. At present the flights operate to Luton, Gatwick and Manchester but future plans are to include Glasgow, Newcastle and LBA. Have been given permission by the CAA to allow seat only passengers up to 15% of capacity of IT charter flights. There are restrictions on the flights offered, being none from Heathrow, Gatwick, Luton or Stansted or any regional airport where there is a scheduled flight. Boeing 737 PH-TVD arrived Luton 9/6 and was rolled out the following day as G-EKET.

British Air Ferries have planned a programme of BAe 146 proving flights from September using G-OBDF ex G-SCHH. It will operate on normal routes to UK points. Herald G-PCWE is reported to be in full Trans Azur Aviation colours.

British Airways are planning to sell 2 Boeing 757 to Air Europe, in Spring '83 and '84 respectively. They may buy one back during winter 86/87 and will also lease 737 and 757 capacity in winter '83/84 from AE, if required. Air Europe will also lease a Boeing 757 during 1983 until the second is delivered in 1984. Are considering a possible LHR - Lagos Concorde service with Nigeria Airways, as expected B.CAL are to object.

British Airtours have received the following aircraft from BA:- Tristar G-BEAF/BEAM, Boeing 707 G-AXXY and Boeing 737 G-EGDP/R.

Brymon Airways are proposing DHC7 services to "near Europe cities" from a site in derelict dockland in London. The idea is to cut down the time from city centre to city centre.

Casair have re-registered the SD.3-30 G-PJUK as G-OCAS.

Dan Air - summer leases are as follows:- B.727 G-BIUR ex Ariana, G-BKCG ex SAN, G-BHVT ex LACSA and G-BKAG ex CP AIR. B737 G-EKAP ex Maersk and DAC 1-11 G-BJYL/M ex LACSA. HS748 G-ATMI has returned from lease to Air BVI.

Eastern Airways have been granted licence for Humberside - Esbjerg from 13/4. The Norwich - LGW service is operated by Navajo's.

Instone Air Line have moved from Stansted to Lydd although G-BISU was parked up at Stansted on 4/8. They are supposed to be operating ex Brymon Herald G-ATIG for Hards Travel, who own Lydd, and plan to operate IT's to Beauvais and Le Touquet. Query! G- ATIG has been seen quite frequently at EMA recently - just sitting on the apron.

Jersey European have leased EMB110 G-EHJY to Euroair. Operate Jersey - Swansea on Sat. until 25/9.

Loganair have been awarded a licence to operate Belfast - Shannon. As mentioned last month SD.3-30 G-EGNA operated LBA-LGW for Genair, it is to alternate each week with G-BIRN until Genair receive their SD.3-60.

Manx Airlines - The Viscount is to be G-AZNA which is currently on overhaul at EMA, stripped to bare metal. The exact colour scheme is not known yet, neither is the identity of the 3 F.27's.

Orion have ordered 5 Boeing 737-300's for delivery in 1985/6. When the aircraft are delivered, the 200 series fleet will reduce to 8.

Spacegrand have leased the ex Brymon Twin Otter G-EGMC, through JEA, for use on their services from Blackpool.

A Day Trip to Birmingham in G-ATIM

Earlier this year a friend of mine, namely Mr. Stephen Waite, kindly offered to take two friends and I on a pleasure flight, a destination of East Midlands and Birmingham was chosen.

Tuesday 13th July arrived. However, the weather at 0700 local was given as 4 octas at 400 ft. and 7 octas at 1,000 ft. To fly VFR in this is not only illegal, but suicidal. The flight we decided had to be called off.

Fortunately, all was not lost because the weather had improved sufficiently by 0830 to prompt another weather check, This time all was well. At 0930 'Lima Mike' was airborne from runway 15. To expedite the arrival of another aircraft we were instructed to make a left turn out before setting course for East Midlands, climbing to 2,000 ft. on the QNH 1012. At this altitude the cloud base was lower than anticipated and we had considerable difficulty locating Emley Moor Mast and other landmarks. It was in our best interests that we remained to the east of the M1, i.e. keeping it on our right, to avoid a collision with the mast.

At times the cloud base necessitated a descent to 1,500 ft. to remain VFR. Further south however, the cloud had cleared leaving bright hazy sunshine. Although we had compensated for cross-winds, we strayed off our intended course marginally. A request for a QDM and brief handover to East Midlands radar corrected this, and we were cleared to join left base for runway 09, the final approach taking us overhead Donington Park.

We made a right turn across the apron to park at the western end alongside Cessna 310 G-BOAT and Learjet 24 D-ICAP. Also on the apron were Cessna 404's OY-BNZ and G-WTVA in full Orion scheme, probably used for crew ferrying. Viscounts G-ARCR/AOYJ/EMAT, DC9 EMAB and Friendships N1036S/BAUR/IMAS were also present, along with Cheyenne F-GDAL, C310 EI-BKI and Frymon Twin Otter G-BWRB.

After paying an extortionate landing fee, we followed G-FAUR flt. No. ED202 to the holding point of '09'. We took off at 1137 with a right turn out on to a heading of 226, climbing to 2,000 ft. VFR on track Birmingham. The weather by this time was glorious and the 20 minute 'hop' was over far too soon. With the wind at 080° 10kts. we made a smooth approach and landing on runway 06. Touchdown was at 1200. After enquiring the length of our stay, Birmingham tower instructed us to self park at the Warwickshire Aero Club. Six hours later and with 'mild' sunburn we departed, but not before noting many aircraft both visiting and resident.

Grass Area:- C150's - G-AVIE/OLEE/OWAC/OWAK, C172's G-BDPH (an exile from Northair) and BJGO, with RC.114 BFXS.

Hangar No.1:- C152's - ELDH/BILV, C150 BCRT, C182's AYIB/ILLI, C414 BTFH, Apache ARBN Cherokee AVWV, Aztec BBHF, Seneca DADL, Seminole BHM, Horizon ATGY, Jodel DR1050 ATAG, AA-5A BFIJ and Fuji 200 BIRE.

British Airways 1-11 G-BIME was undergoing an engine change in their hangar.

Hangar No.2:- C150 BBKA, C152 CPGC, C182 BBYs, C172's EGNR/BHAW, Cherokee BAMY, Aztec BFKN, RC.112 BDFW and King Air 200 GKNE.

Outside the hangers were G-BFLD B707, Citation BHTT Duchess EGHP and King Air B90 AXFE.

Movements for the day were:- VT-DVA B707 Air India, DC9's EC-DGB/DQT, the latter was in basic Finnair colours with Aviaco titles, B737's AXNB/BGTW/BGTW/DFUE/EI-ASF and BIHO Twin Otter.

Other Movements:- King Air 200 D-IBAH, C421 BEET and Baron AYPD.

A marvellous bonus for the day came when one of British Midlands engineers invited us to have a look around the 707. He gave us a very interesting talk and a guided tour which included a visit to the cockpit.

Amongst other information that we gained from him was that in these times of recession B.M.A. are having difficulty in filling all the 211 seats. The aircraft has only been reasonably filled on just a couple of occasions. Throughout our 6 hour stay the aircraft did not move nor did it look like moving when we left. As if this wasn't enough G-BFLE was under maintenance and overhaul at East Midlands on our return. We may soon be seeing the departure of these aircraft to residency on foreign shores.

We were allowed to remain on the apron to photograph the Air India 707 which arrives on Tuesdays and Sundays only at 1755. At 1815, the four of us departed Birmingham, our first visit being quite eventful. Initially we were to climb to 3,000 ft. VFR but other traffic prevented this, and so we maintained 2,000 ft. yet again. By this time the conditions for flying were perfect - clear blue sky, light breeze and good visibility. We did not 'waver by a quaver' from our track of 050°.

Returning to East Midlands, a pre-arranged visit to the hangar area produced nothing special, but for the record, the following were present:-

Outside:- Vanguards APEJ/APET, Viscount BFMW, Herald BFRJ, Aztec's AVVI/AZMK/AZSZ/BBWM/BEKB, Baron BAHN, Twin Comanche's ATWA/AXAV, Navajo BGCC, Robin AZKN, Cherokee's AYPJ/CJAN/OODY and C150's BACN/BFSL/DGGO.

Hangars:- GIGI Rallye, Cherokee BAPW, Baron AZDK, Aztec AYTP, Aiglet Trainer AMRF and SF.260 DAGB.

Taxiing around to the main apron, we held briefly to allow Euroair Bandit HGGS to depart. This aircraft was operating flight QT537 to Edinburgh.

The tower kindly let us park on the main aircraft stands nearest the duty office and toilets! After paying the expensive landing fee (not surprising EMI can be a backwater at these rates), we departed for Leeds from Runway 09. Overhead Sheffield at 2,000 ft. the visibility was tremendous. We intercepted the M1 and Emley Moor Mast very easily before sighting the airfield well to the south.

Leeds instructed that we join downwind right hand for runway 10. As we turned onto finals, we were told to reduce to minimum approach speed to allow an Air UK Bandeirante to cross the runway ahead. It crossed rather unhurriedly to say the least and it was possible we may have had to overshoot. In the event this was not necessary, but at 80 kts. m.a.s. the engine was idling, hardly it seemed, capable of keeping us up.

After late landing clearance we touched down at 2010, exactly 50 minutes after leaving East Midlands. Taxiing via the southern we closed down on the YLA apron where we started some 11 hours earlier.

A very enthralling, enjoyable and interesting day was had by all.

Many thanks to Steve Waite for taking the time and trouble to fly us, and also to Yorkshire Flying Services, British Midland Airways and Erum. Airport Police.

By A. Birch

Additional Material P. & D. Mitchell

Slingsby Engineering Ltd - Kirbymoorside

Reference our recent production articles, the T.65A c/n 1895 is a Vega which was exported to the USA. 'E-1833-1' is likely to be an export number and not any form of identification that was applied to the actual airframe.

The Venture T.2's (T.61E) and XZ550 to XZ564 are all being converted to 'F' standard, i.e. hand start to electric start, plus other minor modifications. These aircraft have c/n's 1870 to 1884 inc. The prototype Venture T.1 was in fact a T.61A Falke c/n 1735 registered G-AYUP and which first flew 19/3/71. It almost immediately transferred to military marks for evaluation purposes as XW983.

The Military News for this month comprises of a visit to Lossiemouth 30/6/82

WL738(gate), 756/7/90, WR960/3/7 Shackleton MR2's, XX114(02)/748(20)/750(22)/752(06)/754(23)/763(24)/764(13)/766(14) Jaguar GR1's, XX140(D)/143(E)/832(S)/834(U)/840(T)/841(K)/846(A) Jaguar T.2's, XV165/332/353/XW530/XX894/898/XZ431 Buccaneer S2's, XL568/606 Hunter T.7's, WJ678/WP515 Canberra B.2's, XZ585/598 Sea King's, 77-0192/80-0206 A-10's, 70-2363/72-1446/74-0188 F-111F's, XP439/8558M Argosy (derelict), XG882 Gannet (gate), N14496 C.172.