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DECEMBER 1978

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FORTHCOMING MEETINGS

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

JANUARY 7th : Quiz.
FEBRUARY 4th: Heli Leeds.
MARCH 4th : Chris Harper and slides from his U.S. visit.
APRIL 1st : Peter Shackleton and airliner slides.

Committee meeting to be held at 14.15 hrs on January 7th.

EDITORIAL

Once again the monthly plea for more information, if the weather keeps you from getting "out and about", and the winter evenings make you bored, that's the time to settle down and drop me a line. Lack of information and an attempt to post the magazine before the New Year unfortunately causes this issue to be rather smaller than of late, although all sections are expected to be back to normal for January,

How much do you really know about aviation? Come along to the next meeting at the Aero Club, and have a go at the Quiz, it's a very informal affair and even if you don't win you are sure to enjoy yourself.

Congratulations to Alan Hairsine who won both sections of the recent Photographic Competition against some quality opposition, thanks to all the members who participated.

In closing, the committee would like to send belated good wishes for Christmas, and a prosperous New Year to yourselves and Air Yorkshire.

MEMBERSHIP 1979

Please send your membership form and subscription for 1979 to John Hunt at the above address as soon as possible, it is in your own interests to maintain the continuity of the magazine. Don't forget the extra enrolment form sent to each of you, there must be many more aviation enthusiasts in Yorkshire who are not yet members of Air Yorkshire, so please make every effort to enrol at least one extra member each. If you need more membership forms, I'm sure John will be pleased to oblige.

1979 is the year the new committee want to make the most successful in Air Yorkshire's history, but we need the help of all members in increasing the membership, so please give your support in every way possible.

LEEDS/BRADFORD MOVEMENTS - November 1978

1st	G-BELI Commander 500S G-BENM Navajo 325C 18000 U-21A n/s	G-BCKO Aztec G-BFND Jetranger 2 G-BAMJ Cessna 182P	G-BHMJ Aztec G-BFTM Cherokee Archer II XX500 Jetstream T1 (c/s 'T-7C)
2nd	G-BCSV Cessna 421B G-BCXF HS.125 600B G-ARAN Super Cub N51BJ Cheyenne G-BFTV Cherokee 180C	G-BENM Navajo 325C G-BEZO Cessna F172M G-AWPV Cessna F172 G-BFTW Cherokee Archer II	G-BFAR Citation n/s G-AVVJ Commodore n/s G-ASXV Queen Air G-BFJS Cessna 340A
3rd	G-BEVL Cessna 421C G-BCRP Aztec G-BCWW Jetstream 200 G-BAMI B55 Baron	G-DAWN Cessna 210 n/s G-ASLE Twin Comanche G-AVUS Cherokee 140 EI-BEB Rockwell 112A	G-BCHK Cessna F172 PH-MOL Fellowship G-AXRT Cessna FA.150K XX497 Jetstream T1(c/s T-76)
4th	G-BCWW Jetstream 200 G-HUFF Cessna 182 G-BCIK AA-5 Traveler (ILS)	G-BAXV Cessna F150L G-ATZL Jodel DR250 G-BEKH Jetranger 2	G-BEYX Navajo P n/s G-AXRT Cessna FA.150K
5th	G-BENM Navajo 325C G-BFEB Jodel D150 n/s	G-POLO Navajo 350 G-AZZV Cessna F172L	G-BAMM Cherokee 235 G-AWAP Alouette
6th	G-BFDM Navajo 350 G-AXYA Navajo 300T PH-BAA Navajo 350	G-BART HS.125-600B G-AYNB Navajo 300T	G-AXTG Cherokee 140B PH-MOL Fellowship
7th	G-BBTW Navajo P G-BEOJ Navajo 350 G-DBCA Jetranger 2 G-AZYU Aztec PH-GPL Navajo n/s G-AVNL Aztec	G-BAWO Cessna 340 G-BCIK AA5 Traveler G-OBGA Cessna 421C G-AZNY Aztec D-IHSE Seneca 200 n/s	G-BCBK Cessna 421B G-PLAN Cessna F150L n/s G-BENM Navajo 325C N51BJ Cheyenne OY-BTC Cherokee Arrow n/s
8th	G-BEVK Navajo 350 G-BATC Bolkow 105D G-BDWK B58 Baron G-BFFY Cessna F150M n/s G-ASFB Musketeer N63819 Aztec	G-BEHW Cessna F150M n/s G-BBBI AA5 Traveler G-BEVL Cessna 421C G-BEKO Cessna F182Q n/s G-AYLN AA1 Yankee G-AWPU Cessna F.172H	G-BEKH Jetranger 2 n/s G-BBED Aztec G-GGAE HS125-3B/RA n/s G-AWEG Cessna 172G n/s G-AVMO BAC 1-11 510ED G-AZNY Aztec
9th	G-BEXY Cherokee 140 G-BBJF Baron 58 G-BEFU Aztec G-BFHK Cessna F177RG G-TIME Aerostar 601P n/s G-ARUM DH Dove 8 G-AWEG Cessna 172G G-BEVL Cessna 421C	G-BUSH Cherokee 140F G-BEPZ Aztec G-BADI Aztec G-BJLS Cessna 340A G-AWER Aztec G-ATFY Cessna F172G G-AVGI Cherokee 140	G-BAOZ Cessna 414 G-BDWN Alouette G-BEBE AA5A Cheetah G-BEKH Jetranger 2 G-AXRT Cessna FA150K G-AVUS Cherokee 140 HB-LDV Cessna 421
10th	G-BBGF Cessna 340 n/s G-BEVK Navajo 350 G-AZWW Aztec	G-BFTT Cessna 421C G-GGAE HS.125-3B/RA G-AZUY Cessna E310L	G-BEKH Jetranger 2 n/s G-AWOJ Cessna F172H G-AVIN BAC 1-11 510ED
11th	G-BEIM Navajo 325C G-BCHK Cessna F172H G-BEMB Cessna F172M n/s G-BBNI Aztec	G-BBLJ Cessna 402B G-BFIN Navajo 350 EI-BDG Robin HR100 G-BECH Boeing 737 (c/s 'BY704A' Diversion)	G-BEFT King Air 200 n/s G-BFPC AA5B Tiger G-BCIJ AA-5 Traveler
13th	G-BEVK Navajo 350 n/s G-ZAAR Cessna 414 N51BJ Cheyenne XX495 Jetstream T1 (c/s 'FXZ73')	G-BETT Seneca 200 G-ATPR Aztec XX497 Jetstream T1 (c/s 'FXZ70')	G-BBJF Baron 58 G-AYHA AA1 Yankee
14th	G-ECCE Aztec G-TONY Beech 60 Duke n/s	G-BCBK Cessna 421B N51BJ Cheyenne	G-BBNG Jetranger 2 n/s

LEEDS/BRADFORD MOVEMENTS (cont'd)

15th	G-BAOZ Cessna 414 G-BBST Aztec G-BEVL Cessna 421C	G-BEMJ Aztec n/s G-BELW Cessna 421C	G-BCIL AA1B Trainer G-ASMY Apache 160H
16th	G-POLO Navajo 350 G-SIGN Twin Comanche n/s G-AVYT Cherokee Arrow N51BJ Cheyenne G-AYTR Emeraude XV 733 Wessex (c/s 'Unicorn/K66') n/s	G-BDWN Alouette G-AYZT Navajo 300 G-AZFZ Cessna 414 N3876C Cessna 421C G-BCIL AA-1B Trainer n/s	G-BFND Jetranger 2 n/s G-AVUH Cessna F150H G-AYVM Navajo 300 G-AAXG BN-2A Islander G-BEVL Cessna 421C
17th	G-BCRP Aztec G-BEUT P68B Victor G-BAOZ Cessna 414 n/s N51BJ Cheyenne G-AWMU Cessna F.172H	G-GIRL Cessna 421C n/s G-IWPL Cessna F172 n/s G-BMIM Navajo 350 G-BDWN Alouette G-BFEA King Air 200	G-BGBG Cherokee 181 n/s G-BCLJ AA5 Traveler G-BPLH Seneca 200T G-BAGW Cessna F.150J
18th	G-BFLO Cessna F172M	G-BEYX Navajo P	
19th	G-BAJN AA5 Traveler G-AXRT Cessna FA150K	G-BCHK Cessna F172H G-ASLE Twin Comanche	G-BEYX Navajo P F-BVEZ King Air C.90
20th	G-BKTI King Air 200 G-BAIL Cessna FR172J G-AYFT Twin Comanche G-AZUN Cessna F172L n/s PH-GPL Navajo 310C n/s N11824 Cessna 150L G-BAVJ Navajo 350	G-BOAT Cessna 310R G-BEVK Navajo 350 G-AXNS Pup 2 G-AWUA Cessna P206D LN-NPL Navajo n/s G-ASWW Twin Comanche	G-BEVL Navajo 310 G-BFVS AA5B Tiger G-ASNU HS.125-1 G-AWLP Mooney M.20F N962L Cessna F150L G-AVXI HS748 (ILS checks)
21st	G-BAVJ Navajo 350 G-ATTM Jodel DR250 G-BCEK Cessna 421B G-ASLE Twin Comanche	G-BEVL Navajo 310 G-AZEF Jodel D120 G-BEVA Navajo 325C EI-BDN Aztec	G-AYZC Aztec PH-TSM Navajo G-BFTZ Cessna FR172XP XX499 Jetstream T1(c/s T-81
22nd	G-BBCC Aztec G-WIZZ Jetranger 2 G-BENM Navajo 325C G-ASXV Queen Air	G-BEUX Cessna F172M G-BRHD Aztec n/s G-BFTZ Cessna FR172XP G-BBXW Cherokee Warrior 151	G-POLO Navajo 350 G-BBYM Jetstream 200 n/s G-ATZO Beagle 206
23rd	G-BAVJ Navajo 350 G-ARUM DH Dove 8 n/s XS791 Andover	G-BBCN Robin HR100 G-AZTK Cessna F172F n/s F-BTDA Jet Commander	G-AXBY Cessna 401A G-ASSB Twin Comanche
24th	G-BCPF Aztec G-BEDD Navajo 350	G-AXRT Cessna FA150K G-BBSD Baron 58	G-AZTB Monsun 150FF XX495 Jetstream T1(c/s T-78
25th	G-JEAN Citation G-ARAN Super Cub n/s G-AZZV Cessna F172L	G-BCHK Cessna F172H D-IMMI Cessna 421B G-BAMM Cherokee 235	G-BAEX Cessna F172M I-FJLC Cessna T310 n/s G-BFOD Cessna F182Q n/s
26th	G-BASL Cherokee 140F G-ATJG Cherokee 140 G-BBXH Cessna FR172F	G-BEVK Navajo 350 n/s G-ASHX Cherokee 180B	G-AVKG Cessna F172H G-AVUS Cherokee 140
27th	G-BALN Cessna T310Q G-BAVJ Navajo 350 G-AXYA Navajo 300 G-ASRH Twin Comanche n/s	G-HLUB King Air 200 G-BEOS Jetranger 2 G-BNPD Aztec G-AZTB Monsun 150FF	G-BAUW Aztec G-BBCN Robin HR100 G-BCKO Aztec G-AZWB Cherokee 140D n/s
28th	G-BAVJ Navajo 350 G-BEBE AA5A Cheetah G-BCKO Aztec G-BFWN BAC 1-11 537 G-BIEW Cessna F172N n/r	G-BEVK Navajo 350 G-BFAR Citation n/s G-WIZZ Jetranger 2 G-BCUZ King Air 200 G-AZFR Cessna 401B	G-BCIL AA1B Trainer G-BOST Aztec G-EBJF Baron 58 G-KING Cessna F172 n/r G-AVUS Cherokee 140

LEEDS/BRADFORD MOVEMENTS (cont'd)

29th	G-COLT Aerostar 601P	G-BFLH Seneca 200T	G-GGAE HS125-3B/RA
	G-BAVJ Navajo 350	G-BDWK B58 Baron	G-BEMJ Aztec
	G-BGAF Cessna FA152 n/r	G-ATID Cessna 337	G-BCBI Cessna 402B
	G-BEVK Navajo 350		
30th	G-PRIX Chancellor	G-BEYM Jetstream 200	G-BEZI Navajo 310 n/s
	G-THAM Cessna F182	G-AZKT Cessna F177RG	G-ARBE DH Dove 8 n/s
	N121WT Falcon 20F	G-YORK Cessna F172 n/s	

PLEASE NOTE: - RAF Jetstreams mentioned above are ILS traffic only and not visitors.

Starting off the month we had the US military U-21 18000 c/n LM-1 making its second visit to the airport. Fellowship PH-MOL of Air Anglia diverted in on the 4th and 6th due to adverse weather elsewhere. Seneca D-IHSE visited for the first time on the 7th and night stopped. Also night stopping on the 7th were the Cherokee Arrow OY-BTC and the more common Navajo PH-GPL. Aztec N63819 on the 8th is a new aircraft being used by Intra/Aviation Beauport of Jersey (although it is not a newly-built aircraft, having the c/n 27-7754140). Cessna 421C N3876C on the 16th is another oldish aircraft with c/n 0128. The Navajo LM-NFL on the 20th carries a new registration but the quoted c/n (31-293) makes it an old aircraft ex SE-FFE. Visiting on the same day were Cessna F150 N962L and Cessna 150L N11824, both are operated by the USAF Lakenheath Flying Club and the latter is new with them being delivered there on 4/9/78 and being c/n 75652. Cessna 421B D-ITMI on the 25th arrived for a demonstration of the German Citation D-ICCA which has been in use with Northair. Doing a night stop on the 25th was Cessna T310Q I-FJLC c/n 0424 which brought in a party on a shooting trip. Final foreigner of the month was the Falcon N121WT on the 30th. Deliveries to Citation F/S during the month were G-HUFF on the 4th which booked in as a Cessna F172 (but which was identified as a 182), G-IWPL a Cessna F172 on the 17th (reported for Ian Wallis Publicity Ltd), G-THAM a Cessna F182 ex PH-AXE (and therefore c/n 0089) and Cessna F172 G-YORK (for the Sherburn Aero Club) both on the 30th. New with Northair are G-KING and G-BIBW both Cessna F172's which arrived on the 28th, G-BGAF Cessna FA152 which arrived on the 29th and G-KATH a Cessna P210 which arrived on 1/12. The registration G-KING is in fact an incorrect one that the CAA issued to Northair in error, so it will become something else in due course. Other Cessnas which set off with these from Reims were F152's G-BGAB, G-BGAD and F172 G-BGAG. These three night stopped at EMA on the 28th and moved on to Doncaster for temporary storage on the 29th. Due for delivery from the States soon is Cessna T182RG G-OTRG. Jodel G-BFEB arrived from Sherburn on the 5th for radio fitting at Northair. Duke G-TONY also went to Northair when it arrived on the 14th as did Twin Comanche G-SIGN on the 16th, Cessna 421C G-GIRL on the 17th, Cessna 414 G-BAOZ on the 17th and Cessna FR172 G-BAIL on the 20th. Brand new Cherokee 181 G-BGBG arrived at YLA for radio fitting on the 17th for Truman Aviation. It has the c/n 28-181-7990012 and is ex N39730. The BA London flight has had BAC 1-11's on it three times this month; on the 8th it was G-AVMO on the 10th it was G-AVEN and on the 28th it was the recently registered G-BFWN, which is leased from Cyprus Airways and is ex 5R-DAJ. The new Britannia Airways 737 G-BFVA made it's first visit to LBA on 1/12.

SUTTON BANK: Visiting here on the 27/11 was Baron G-BFEZ which went on to Hawarden. Rallye G-AVVJ went to LBA for maintenance by YLA on the 2nd with Super Cub G-ARAN acting as crew ferry. On the 25th it returned and the Super Cub then went into YLA for maintenance.

BROUGH MOVEMENTS - November 1978

1st	G-AZWW Aztec also 8,10,20,22nd.	G-BEPC Navajo also 8,10,15,17,28,29,30th
	G-BAMI B55 Baron n/s also 14,23,24,27 n/s,29 n/s.	
	G-BAVY Aztec n/s also 2,6,7 n/s,9,17,21st.	G-HLUB King Air 200.
2nd	G-AVNL Aztec	G-BATN Aztec
	G-BAOZ Cessna 414 also 8,9 n/s.	G-BERA Aztec.
4th	G-BBEW Aztec also 6,7,16,29th.	

BROUGH MOVEMENTS - November 1978 (cont'd)

5th	G-DBBD Aztec n/s also 8th.	
6th	G-ATPR Aztec	G-BBEJ Navajo 350 also 7,9th.
7th	G-BBMJ Aztec	
8th	G-AVKZ Aztec	G-EOST Aztec also 9,13 n/s,14,23,28,30th
9th	G-AXKD Aztec also 16th.	G-BFAI Rockwell 114.
13th	G-AVTE Jetranger.	G-AZNY Aztec n/s also 14,19,27th.
14th	PH-PCB Cherokee Arrow n/s, 1st visit.	
16th	G-AZKT Cessna F.177RG, 1st visit.	G-BFDN Navajo 350 also 23rd.
17th	G-OLLY Navajo 350.	XS770 Basset CC1.
18th	G-BEPR Navajo 350.	
20th	G-BBSL Aztec.	G-BRHD Aztec.
	G-BEAL Navajo 310.	G-BBJF Baron.
	KG496 Devon C1.	
21st	G-BDCK AA-5 Traveler.	
23rd	G-BCKO Aztec.	
24th	G-BAPW E90 King Air.	G-BESD Baron also 27,29 n/s.
28th	G-BSTN Navajo 350.	
29th	G-AREA Dove 8.	G-BSVP Aztec.
30th	G-AZER Cessna 401B.	

Armstrong's Citation 11 is now due mid-December, and will be G-BJHH, c/n 0039.

OUT & ABOUT

The inclement weather appears to have kept our members "in" this month, but fortunately one ventured to Heathrow on 9th December spotting the following:-

D-ABNH B.727-230 (Lufthansa), EI-ASB B.737-248 (Aer Lingus), F-BLCA B.707-328B (Air France), HA-LCH Tu 154B (Malev), HZ-AHF L.1011-193B Tristar (Saudia), LX-LGH B.737-2C9 (Luxair), N.742PA, N749PA, B.747-121A (Pan American), OD-AFO B.720-023B (MEA), OO-SDB B.737-229 (Sabena), PH-DNI DC-9-32 (KLM), PP-VLU B.707-323C (Varig-Gargo), J2-ACA B.707-351C (Bangladesh Biman), SX-DBP B.707-351 (Olympic), TC-JBJ B.727-2F2 (THY), VH-EEG B.747-238B (Qantas), VT-EEN/EDU B.747-237B (Air India), YK-AHA B.747SP-94 (Syrian Arab), ZK-NZM DC10-30 (Air New Zealand), 5Y-BEJ B.707-351B (Kenya Airways), 9J-AEB B.707-351C (Zambia Airways), 86971 VC137E (USAF), N111AK B.727-2L4.

MILITARY SECTION

Comprises of additions and correction to the October report.

LINTON-ON-OUSE

No. 1 FTS - Jet Provost T.5A XW295/67 (Noted 4/9/78).
No. 642 GS - Venture T.2 XZ550 (Noted 4/9/78).

VAILEY

Gnat T.1 XP532/32 (Noted September '78).
Hawk T.1 XX231 (Del'd 1/9). XX234 (Del'd 22/9).

BINBROOK - 5SQN

Lightning F.6 XR723/A Replaced XR753 During August.
F.3 XP751/S Replaced XP753 During September.
F.3 XR749/Q Rejoined squadron from storage during September.

HUCKNALL

It is reported that the Belfast going to Cosford Museum is XR371, not XR369 as stated in the October report.

SILVER JUBILEE OF THE DART TURBOPROP

It is remarkable that since 1953 the Dart turboprop has accumulated over 84 million flying hours and production by Rolls-Royce has exceeded 6,500 examples of the engine.

Preliminary work commenced with the designs of the Clyde and Trent turboprops at Barnoldswick, with a small team under the leadership of Dr. S.G. Hooker and Mr. A. Lombard.

In late 1943 the Clyde engine was conceived, consisting of an axial LP compressor and centrifugal HP compressor, the propeller being driven by the LP turbine through a reduction gear. The Clyde was Rolls-Royce's first two-shaft turbine engine, and was initially rated at 3020 bhp plus 1225lb thrust.

The Trent was schemed soon afterwards, and was basically a Derwent 11 modified by reducing the impeller diameter and adding a reduction gear and propeller shaft forward of the compressor, the propeller being driven at one-eighth engine speed. The engine first flew in Meteor 1 EE227 on 20th September 1945, producing 750 bhp plus 1300lb thrust.

Rolls-Royce commenced design of the first turboprop for civil use after the Clyde engine had been tested for 3300 hours and many months of flight testing the Trent-Meteor. Testing of the first engine began in the summer of 1946, and to this end Lancaster III NG965 was delivered to Hucknall flight test establishment for modification to accommodate Dart No.5 in the nose. The aircraft first flew in this configuration on 10th October 1947, and during the trials two 100 gallon water tanks were installed in the rear fuselage for water droplet artificial icing trials. Several Dart engines were accommodated by the Lancaster during many hours of valuable flights before the aircraft was finally destroyed in a forced landing at Holinwell Golf Course, Mansfield, on 22nd January 1954.

British European Airways had two problems, after adopting the Dart for use in its Viscounts. Firstly, the Dart was the first gas turbine in airline use, and, secondly, the engine had no previous military service which usually provides a firm basis for the introduction of new powerplants. The engine had only been flown in the Lancaster NG965 and Vickers had conducted an independent evaluation in Wellington LN715.

BEA decided to use three aircraft to establish an understanding of the operational aspects of the engine, using a Viscount 630, a modified Dakota and a series 700 Viscount.

Viscount 630 G-AHRE was loaned to BEA by Vickers, and made airline history by flying the world's first turboprop service on 29th July 1950. During a four week period the aircraft flew 138 flying hours and defects were confined to minor adjustments.

Further operating experience was gained when BEA converted two of its Dakotas to be powered by RDa3 Darts. The first machine was delivered from Hucknall in June 1951 and trials conducted to Brussels, Paris, Rome and other European cities. Two major developments were undertaken during these trials; the introduction of the engine and airscrew de-icing system and the water/methanol injection system. The Dart-Dakota trials extended the engine overhaul life from 250 to 400 hours.

The third type used by BEA was Viscount 700 G-AMAV which was used for route proving, and Viscount 701 G-AMNY flew the first scheduled service on 18th April 1953 from London to Nicosia, stopping at Rome and Athens. Twenty five years later British Airways still has eighteen Viscount 800's in service.

The initial success of the Viscount caused other manufacturers to look at the Dart for their products, and the other major success for the engine was its selection to power the HS748. Since the decision to build the 748, taken by Hawker Siddeley in January 1958, at least 334 have been ordered, of which 129 are in airline service.

Current production of the engine continues, more than 6600 having been delivered, and Rolls-Royce expect this to continue at least into the mid-1980's. The civil and military versions of the HS748 and the Fokker-VFW F27 Friendship are currently the two production aircraft still requiring the engine, and it is interesting to note that the Dart was also under study by British Rail to power the Advanced Passenger Train but was decided against - but had it been otherwise, what new horizons for the Silver Jubilee Dart?.

AIRLINES REVIEW

Firstly an amendment to last month's review which stated that the Commonwealth Shipping Group controlled 85% of Air Anglia, this should have read 58%. Apologies!.

AIR EUROPE

Further details of this operator show that their aircraft due for delivery in March, May and June 1979, will be Boeing 737-253's with c/n's 21774-76.

DAN-AIR

It is reported that an order has been placed for two new Boeing 727-200's, but the order has not been confirmed by Boeing due to possible problems in obtaining a British C of A. A Bristol/Cardiff-Guernsey service will be operating from 1st April 1979.

Viscount 838 G-BCZR which was previously operated by B.M.A. and stored at E.M.A. with Fields, will go to Bristol where it will be based for the next two years.

Viscount 708 G-ARIR would appear to have returned to Alidair, whilst Viscount 724 G-BDRC still remains in service in full Dan-Air colours.

AIR ANGLIA

It is expected that F-27 Friendships will be used on the proposed Edinburgh-Newcastle-Brussels service from 1st April 1979, always supposing a C.A.A licence is forthcoming. A problem will possibly occur in acquiring this licence, as British Airways plan to introduce their Edinburgh-Brussels service also on 1st April operating 1-11 aircraft.

The Executive Division, who operate aircraft on behalf of various companies, have recently taken over Navajo Chieftain G-POLO operated for Rowntree-Mackintosh, which could be a replacement for Aztec G-BEGV, even though it has only been in use for twelve months. Reckitt and Colman's new King Air C90 G-RCCL will replace Navajo G-BECP, and King Air B90 G-BGNU of Norwich Union has already replaced Navajo G-BEML, making interesting additions to the Executive Divisions fleet.

BRITISH CALEDONIAN

At the end of October BCAL leased Boeing 747-148 G-BDPZ from Aer Lingus (ex EI-ASJ), following the cessation of its lease to British Airways.

BRITISH ISLAND AIRWAYS

The first jet equipment for B.I.A. has recently been acquired as BAC 1-11/409 G-AXBE, which has been stored at E.M.A. since last being used by Gulf Air as A40-EB.

SKYWAYS CARGO AIRLINE

Skyways are acquiring four ex Wien Air Alaska FH227's, c/n's 536, 539, 542 and 558 registered N7815M, N7817M, N7819M and N7820M respectively. All the aircraft are designated FH227L/QC's.

TRANSMERIDIAN AIR CARGO

TAC have acquired Belfast C1's as follows:-

G-BEPE (c/n SH 1816) ex XR362 and G-ASKE d/d Stansted 1/9/78.
G-BEPS (c/n SH 1822) ex XR 368 d/d Stansted 31/8/78.

It is anticipated that they will be used in support of the recent BAC 1-11 contract agreement on the Hurn-Romania route.

PELICAN AIR TRANSPORT

Have now acquired a second B.707-321C (c/n 19271) ex N449PA, and joins G-BPAT (c/n19367) ex N457PA, both ex Pan American. The new Boeing is G-BEVN.

TRADEWINDS AIRWAYS

Have disposed of N5772T B.707-331C (c/n 19213), which is now OD-AGT of TMA, and have acquired C-WIND B.707-323C (c/n 18689) ex N7555A of American Airlines.

EASTERN AIRWAYS

Further to the details given in the October issue, we give an up to date listing of the fleet, the company being a wholly owned subsidiary of Lease Air.

G-AMPO Douglas DC-3 (33186/16438)	ex LN-RTO/KN566/44-76854.
G-APRA Douglas DC-3 (15290/26735)	ex XE280/KK151/43-49474.
G-AZNY Aztec 250E (27-4668)	ex N14058.
G-BALN Cessna T310Q (0684)	ex N7980Q.
G-BAOO Cessna 421B (0415)	ex N41046.
G-BBBD Aztec 250E (27-7305107)	ex N40292.
G-BBEJ Navajo Chieftain 350 (31-7305038)	ex N74905.
G-BBEW Aztec 250E (27-7305075)	ex N40262.
G-BBEY Aztec 250E (27-7305160)	ex N40396.
G-BBSU Cessna 421B (0605)	ex N1509G.
G-SHIP Aztec 250F (27-7654015)	ex N62490.

Part of the fleet until recently sold was Aztec G-BAVY.

HORIZON MIDLANDS LTD

This U.K. based tour operator has announced that it is to take delivery of three Boeing 737-200's in the spring of 1980 for operation on its inclusive tour flights to European holiday destinations. The aircraft will be operated by Horizon's newly formed charter airline, as yet unnamed. Has anyone any more information?.

BRITISH AIRWAYS

B.A have announced that it is to buy three new BAC 1-11 500's to add to its existing fleet. They will be delivered at the end of 1979 on routes relinquished by BMA, when it was agreed that BMA should cease operations at Birmingham and BA would do likewise at Liverpool. The deal is thought to be worth about £16 million and includes the cost of hush-kits.

It is thought that another order imminent from BA is for a further nine Boeing 737's for its British Airtours charter subsidiary to replace the current Boeing 707's.

GOSSIP CORNER!!!

Rumour has it that a new destination on the LBA departure board for next year will be Los Angeles! This is to be a joint flight between Dan-Air and World Airways (?) via Gatwick. Other rumours suggest route swaps between Aer Lingus and BA.

Glen Stewart of Citation Flying Services has a Cessna 207 ready to collect from Teuge, for the Army Parachute Club. Our correspondent Terry Sykes was asked to suggest a suitable registration, and came up with G-PARA, so guess who will be watching the new registration lists over the next few months?

Trident TV are still using the Cheyenne N51BJ but it is noticed that CME are offering a 1977 model for sale in 'Flight'. Possibly their new Cheyenne is not far away? The Turbo 182RG G-OTRG mentioned this month is to be delivered from the States by the Northair singles sales manager Alistair Williams, or so he tells us, also ready for collection is a new Cessna 421C.

Credits this month go to:-

T. Sykes	I. Carling
D. Elam	Air North
J. Hunt	Air Britain
M. Collins	British Aviation Review
C. Holliday	Flight International