

# AIR YORKSHIRE



VOLUME 5 No 12 (FOR PRIVATE CIRCULATION ONLY) DECEMBER 1979

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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:-** Roger Fozzard, 12, Hill Top Mews, Knottingley, W.Yorks.

## FORTHCOMING MEETINGS

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

- JAN 6th** : The New Year Quiz, expertly compiled and presented by Chris Harper. Come and test your knowledge, all are welcome.
- FEB 3rd** : Mr Cox of Britannia Airways with an interesting talk about the operations of this successful airline.

## EDITORIAL

The festive season has limited the bulletin temporarily to six pages this month, but back to normal next year, with the help of Paul Mitchell, who will be acting as Military Editor in 1980. His address is 13, Highfield Avenue, Idle, Bradford, BD10 8QZ, and he will be pleased to receive any military information from members to add to his section. Chris Harper is still continuing manfully with the Airlines Review, but complains quite rightly as to the lack of communication received from members, his address is 19, Poplar Crescent, Tingley, Wakefield. The results of the Photographic Contest were made known at the last meeting, and were as follows:-

Slides on the ground: 1st R.Fozzard, 2nd R.Fozzard, 3rd C.Hunter.

Slides in the air: 1st P.Mitchell, 2nd R.Fozzard, 3rd T.Sykes.

Prints; 1st T.F.Kinghorn, 2nd T.F.Kinghorn, 3rd I.D.Gordon.

Now that Christmas is over and New Year upon us, have you renewed your membership?

Plenty of Subscription Forms are available, communications to John Hunt, please.

Credits this month go to :-

T.Sykes	D.Elam	I.Carling	K.Jordan
C.Harper	D.J.Collier	J.Stanfield	C.R.Hunter
I.D.Gordon	Airstrip	Flight Int.	



LEEDS/BRADFORD MOVEMENTS - November 1979

1	G-WWJC Fellowship	0808	0828	G-OAKS Cessna 421C	0821	0927
	G-BEVL Cessna 421C	0956	1010	G-JEAN Citation	1113	1122
	G-BEVL Cessna 421C	1220	1556	G-WTVA Cessna 404	1238	1607
	G-BGNV Cougar	1249	1408	G-BDNY AA-1B	1438	1509
	G-BDSL Cessna 150	1512	1545	G-SIGN T. Comanche n/s	1515	1733 (13th)
	G-BBDT Cessna 150	1543	1628	N5372C Cessna 414A		1546
	G-BFFE Cessna 152	1601	1629	G-AXRT Cessna 150	1704	2022
	G-JEAN Citation	1743	1753	G-WWJC Fellowship	2052	2111
	G-AWIT Cherokee n/s	2144	1525 (2nd)	G-AXRT Cessna 150 n/s	2152	1043 (3rd)
2	G-WWJC Fellowship	0820	0841	G-BNPD Aztec		0835
	G-BJHH Citation II	0903	0950	G-BELW Cessna 421C	0911	1722
	G-BCBK Cessna 421B	0938	1545	G-SATC Cessna 150	1009	1029
	G-BAOB Cessna 172	1015	1556	G-AWUL Cessna 150	1025	1106
	G-BFND Jetranger	1051	1107	G-BFFE Cessna 152	1148	1235
	G-BDSL Cessna 150	1159	1228	G-YTWO Cessna 172	1204	1239
	XP852 Scout	1212	1312	XT624 Scout	1212	1312
	G-BBWJ Aztec		1348	G-BFIU Cessna 172 n/s	1454	1542 (19th)
	G-ATIM Jodel DR.250	1539	1616	G-SHAW T. Comanche		1624
	G-OAST Cessna 182 n/s	1708	1213 (3rd)	G-JEAN Citation	1759	1805
	G-BNPD Aztec n/s	1808	1828(15th)	G-WWJC Fellowship	2041	2055
3	G-WWJC Fellowship	0834	0854	G-BFND Jetranger	1009	1039
	G-BEXU Chieftain	1038	1049	G-WWJC Fellowship	1147	1204
	G-BFND Jetranger	1241	1346	N45LC Citation	1434	1815
	XP632 Scout	1606	1640	XW280 Scout	1606	1640
	XW613 Scout	1606	1640	G-OAST Cessna 182 n/s	1812	1252 (5th)
4	G-BAVS AA-5	1257	1345	G-BGVV AA-5A	1305	1402
	G-ASLE T. Comanche	1526	1602	G-BHAF Tomhawk n/s	1646	0908 (5th)
	G-WWJC Fellowship	2056	2112			
5	G-BBWJ Aztec	0741	0846	G-WWJC Fellowship	0810	0829
	G-BFTT Cessna 421C	0923	0941	G-BGVA Cessna 414A	0949	1650
	G-BEDU Navajo	0952	1003	G-BEVL Cessna 421C	1000	1035
	G-OAKS Cessna 421C	1025	1235	G-SHOK Cessna 421C n/s	1117	1155 (19th)
	G-BOST Aztec	1226	1310	N3379M Cherokee n/s	1314	1547
	G-SHAW T. Comanche	1350	1445	A40-BG Boeing 737	1424	1516
	G-AVIG Jetranger	1438	1530	G-BAVS AA-5	1529	1555
	G-ASLE T. Comanche	1549	1608	G-BBDU Navajo	1609	1658
	G-OAST Cessna 182 n/s	1612	0817 (6th)	G-JCW Fellowship	2122	2142
6	G-JCW Fellowship	0802	0826	G-AVIG Jetranger	0853	0911
	G-JEAN Citation	0926	0933	G-AZFR Cessna 401B	1045	1058
	G-AXYA Navajo N/R	1056		G-BBZP Chieftain	1335	1406
	G-BFFE Cessna 152	1436	1512	G-NIUS Cessna 172	1450	1737
	G-BGRE King Air 200	1510	1552	G-JCW Fellowship	2058	2112
7	G-JCW Fellowship	0809	0826	G-BBPZ Aztec	0828	0848
	G-BCUZ King Air 200	0954	1452	G-ATFF Aztec	1128	1509
	G-BBPZ Aztec	1944	1954	G-WWJC Fellowship	2143	2204
8	G-CRDA Cessna 421C	0915	1212	G-BGTD HS.125	0941	0958
	G-AYHW Cessna 337		0917	G-BHRA Rockwell 114A	1028	1337
	G-MDRB Chieftain	1031	1315	G-SATC Cessna 150	1041	1047
	OY-BEL Aztec n/s	1023	1330 (9th)	PH-VWM Cessna 310 n/s	1031	1751 (9th)
	G-AYWZ T. Comanche	1113	1511	G-AWAW Cessna 150	1141	1201
	G-BDWK Baron	1314	1418	G-AZZA Aztec	1603	1644
	G-OAST Cessna 182 n/s	1610	0958(10th)	G-BCSV Cessna 421B	1805	1847
	G-WWJC Fellowship	2106	2121			



LEEDS/BRADFORD MOVEMENTS (cont'd)

9	G-AYVM Navaajo	0741	0813	G-WWJC Fellowship	0801	0821
	G-UBKP Baron	0845	0858	G-DAWN Cessna 210	1058	1535
	G-UBKP Baron	1205	1347	G-AZBC T. Comanche	1216	1407
	A40-BG Boeing 737	1357	1533	G-BGSE Pitts S-2A	1421	1545
	G-BGSE Pitts S-2A	1421	1545	G-BGSD Pitts S-2A	1421	1545
	G-RKSF Pitts S-2A	1421	1545	G-AMFY Alouette n/s	1452	1010(10th)
	G-EGTD HS.125	1516	1550	G-AYVM Navaajo	1901	1914
	G-BJMR Cessna 310 n/s	1909	1306(11th)	G-BAVJ Chieftain	2014	2031
	G-JCWW Fellowship	2223	2237			
10	G-AZTB Monsun	0802	0918	G-APIK Auster J/1N		0917
	G-AYYX Rallye	1102	1339	G-YTWO Cessna 172	1215	1239
	G-BFTV Cherokee	1258	1331	G-CFLY Cessna 172 n/s	1309	1141(11th)
	G-BEFD Robin HR200	1336	1418	G-AMFY Alouette n/s	1415	0930(12th)
	G-OAST Cessna 182 n/s	1604	1040(27th)	G-BEKH Jetranger n/s	1634	0959(11th)
11	G-BEKH Jetranger	1026	1051	G-BEKH Jetranger	1145	1555
	G-BCXF HS.125	1440	1747	G-BAYU Cessna 310	1504	1555
	G-JCWW Fellowship	1646	1704	G-BEVL Cessna 421C n/s	1728	0713(12th)
	G-OAWA Cessna 421C n/s	1827	1705(22nd)	G-JCWW Fellowship	2001	2020
12	G-ARND Colt	1028		G-BGVA Cessna 414A	1106	1717
	G-JAKO Cessna 206	1110	1214	G-AXIA Pup	1123	1205
	G-AXRT Cessna 150 n/s	1256	0908(13th)	G-AVKG Cessna 172	1349	1433
	A40-BG Boeing 737	1354	1507	G-BELW Cessna 421C	1417	1553
	G-AZFR Cessna 401B	1554	1605	G-JCWW Fellowship	2138	2159
13	G-JCWW Fellowship	0806	0819	G-BCKO Aztec	0803	0906
	G-JEAN Citation	0813	0824	G-AMYS HS.125	0901	1006
	G-BAKH Robin DR400	0919	1218	G-BFTB Arrow	1033	1505
	G-ASRI Aztec	1108	1153	G-KEVT Cessna 414A	1156	1528
	G-SABA Arrow	1214	1237	G-OBCA Cessna 421C n/s	1321	1331(22nd)
	G-HLUB King Air 200	1354	1650	G-AZTW Cessna 177	1409	1459
	G-FTTA Chieftain	1405	1419	G-BATV Cherokee	1528	1550
	G-BCKO Aztec	1600	1610	N5372C Cessna 414A	1635	1717
	G-OAKS Cessna 421C	1731	1747	G-BFDN Chieftain n/s	1937	0911(14th)
	G-JCWW Fellowship	2051	2107			
14	G-OFRL Cessna 414A n/s	0900	1348(26th)	G-JEAN Citation	0952	1021
	G-BBVM King Air	1054	1515	G-BEIV HS.125	1227	1240
	G-JEAN Citation	1537	1543	G-BFDN Chieftain	1826	1840
	G-OAKS Cessna 421C	1931	1950	G-WWJC Fellowship	2230	2245
15	G-WWJC Fellowship	0820	0837	G-GBSC King Air	0938	0948
	G-OAKS Cessna 421C	0959	1318	G-BELW Cessna 421C	1051	1626
	G-BEKH Jetranger	1457	1514	G-AMYS HS.125	1458	1532
	G-ARBE Dove	1550	1556	G-GBSC King Air	1641	1653
	G-BEFR Chieftain	1718	1738	G-JEAN Citation	1758	1900
	G-ATCY Aztec	2048	2100	G-WWJC Fellowship	2304	2317
16	G-BCOD Chieftain	0849	0914	G-LOOK Cessna 172	1053	1159
	G-BGVX Cessna 210	1241	1407	G-AVXJ HS.748	1257	1414
	G-AYYD Rallye	1353	1422	G-BEYX Navaajo	1412	1436
	A40-BG Boeing 737	1415	1532	G-BCOD Chieftain	1726	1744
	G-BECP Navaajo	1743	2004	G-BEVL Cessna 421C	2011	2036
	G-WWJC Fellowship	2230	2246			
17	G-WWJC Fellowship	0808	0823	G-WWJC Fellowship	1122	1134
	G-BEKH Jetranger	1247	1325	G-BEKH Jetranger n/s	1509	0840(18th)
	G-BRIT Cessna 421C	1524	1558	G-LOOK Cessna 172 n/s	2002	1411(18th)



## LEEDS/BRADFORD MOVEMENTS (cont'd)

18	G-BDGK	Beech D.17S	1210		G-ASRH	T. Comanche	1353	1415
	G-WWJC	Fellowship	1644	1707	G-GGAE	HS.125 n/s	1741	0705(19th)
	G-WWJC	Fellowship	2024	2045				
19	G-BNPD	Aztec	0903	0956	G-OSSH	Cessna 421C	0945	1221
	G-BEVL	Cessna 421C	0946	1601	G-CSNA	Cessna 421C	0949	1157
	G-BGHC	Ecurieul	1018	1030	G-JEAN	Citation	1106	1132
	G-ZAAR	Cessna 414	1135	1558	G-FOYL	Aztec	1210	1619
	G-BEWY	Jetranger n/s	1308	1031(20)	G-AYLJ	Navajo	1419	1504
	G-UKIS	Cessna 210	1429	1604	A40-BG	Boeing 737	1438	1545
	G-GGAE	HS.125	1748	1807	G-BGXS	PA-28 Dakota	1858	1933
	G-ASPL	HS.748 (DIV)	2036	2058	G-BCZG	Herald n/s (DIV)	2038	1135(21st)
	G-BEYK	Herald n/s (DIV)	2049	?	G-CDBI	Aztec n/s (DIV)	2052	1011(21st)
	G-WWJC	Fellowship	2102	2120	G-APWJ	Herald n/s (DIV)	2116	1411(21st)
	G-MDRB	Chieftain n/s(DIV)	2143	1023(20)	G-AVIO	BAC 1-11 n/s(DIV)	2146	1037(20th)
20	G-WWJC	Fellowship	0807	0829	G-BFDA	Chieftain	0920	1557
	EL-ANE	BAC 1-11 (DIV)	1125	1314	G-BGTH	Aztec	1135	1203
	G-BENM	Navajo	1205	1429	G-AVIO	BAC 1-11 (DIV)	1250	1608
	G-BFNF	Puma	1303	1431	G-RCCL	King Air	1402	1804
	G-AWJZ	Cessna 150	1430	1526	G-AVIO	BAC 1-11 n/s(DIV)	1448	1259(21st)
	G-AVMS	BAC 1-11 n/s(DIV)	1506	1057(21)	G-AVOF	BAC 1-11 (DIV)	1656	2028
	G-AVMI	BAC 1-11 (DIV)	1720	1810	G-AVIR	BAC 1-11 n/s(DIV)	1840	1113(21st)
	EL-BEB	Boeing 737 (DIV)	1914	1959	G-AVII	BAC 1-11 n/s(DIV)	2024	1305(21st)
	G-WWJC	Fellowship	2046	2102	G-SPUD	F'ship n/s (DIV)	2249	0946(21st)
21	G-BGRJ	Cessna 310	0757	0856	G-RCCL	King Air	0857	1016
	G-POLO	Chieftain	0916	1021	F-BUYB	Cessna 421B	0935	1424
	G-JEAN	Citation	1005	1145	G-BBW	Navajo	0959	1522
	G-BAZS	Cessna 150	1201	1248	G-AVKZ	Aztec	1235	1256
	G-BBTL	Aztec	1316	1334	G-RCCL	King Air n/s	1557	1405(22nd)
	G-WWJC	Fellowship	2146	2200	G-BEOJ	Chieftain		
22	G-AYVM	Navajo	0807	0927	G-WWJC	Fellowship	0811	0824
	G-JEAN	Citation	0929	1630	G-BFGH	Cessna 337	0952	1046
	EL-BCR	Boeing 737	1110	1151	G-BOST	Aztec	1113	1245
	G-HLUB	King Air 200	1143	1337	G-KENT	Cessna 414A	1209	
	G-BECP	Navajo	1323	1624	G-BBKJ	Cessna 337	1403	1620
	G-AYWG	Aztec	1522	1615	G-BGRJ	Cessna 310	1524	1638
	G-AYVM	Navajo	1535	1544	G-BOST	Aztec n/s	1854	0908(24th)
	G-BFGH	Cessna 337	1904	1929	G-WWJC	Fellowship	2038	2054
23	G-OAKS	Cessna 421C	1113	1401	G-BFGH	Cessna 337	1136	1606
	PH-JAL	Cessna 404	1155	1907	XP395	Whirlwind	1231	1253
	A40-BG	Boeing 737	1400	1531	G-BBKJ	Cessna 337	1420	1757
	G-ASOF	Beagle B.206		1502	G-JEAN	Citation	1707	1715
	G-JCWW	Fellowship	2300	2318				
24	G-JCWW	Fellowship	0816	0833	G-BCKO	Aztec	0837	0903
	G-BBCC	Aztec	1007	1420	G-BAMI	Cherokee	1010	1028
	G-GIRL	Cessna 421C	1059	1433	G-EGRG	Duchess	1415	
	G-BGLI	Cessna 152	1402	1454	G-BGTK	Cessna 182	1509	1545
	G-BEMX	Cessna 404	1525	1553	G-BBSB	Sundowner	1621	1732
25	G-BGTJ	Cherokee	1150	1327	G-AYWG	Aztec	1204	1229
	G-BENM	Navajo	1337	1631	SE-GBA	Navajo n/s	1545	1639(27th)
	G-BOST	Aztec	1633	1713	G-BCKO	Aztec n/s	1638	1142(26th)
26	G-CRDA	Cessna 421C	0733	1737	G-BELW	Cessna 421C	0924	
	G-BAEW	King Air	0930	1109	G-JEAN	Citation	0935	1023
	G-WING	Cessna 404	0954		G-BBRA	Aztec	1022	1454
	N5372C	Cessna 414A	1031	1742	G-BCSV	Cessna 421B	1226	1800



LEEDS/BRADFORD MOVEMENTS (cont'd)

26	G-AWDI Aztec	1318	1402	G-NIUS Cessna 172 n/s	1442	1724(30th)
	N7845S Jetranger	1444	1512	G-BABW King Air	1447	1614
	G-AYHW Cessna 337	1523		G-RUIA Cessna 172	1525	1554
	G-FJGC Chieftain	1643	1658	G-BEXM Partenavia P68B	1741	1826
	G-BAVJ Chieftain n/s	2055	0748(27th)	G-JCWW Fellowship	2112	2131
27	G-JCWW Fellowship	0811	0824	G-BEYV Cessna 210	0922	1524
	G-JEAN Citation	1521	1528	G-JCWW Fellowship	2124	2137
28	G-BGEO Chieftain	0902	0920	G-JEAN Citation	0918	0928
	G-BOAT Cessna 310	0944		G-BATA HS.125	0951	1550
	G-BGZW Tomahawk	0959	1515	G-BGVA Cessna 414A	1003	1459
	G-AVNC Cessna 150	1012	1040	G-BGYS Bandeirante	1107	1518
	N4250C Cessna 310 n/s	1127	1514(29th)	G-BHCX Cessna 152	1134	1255
	G-AVIR Cessna 172	1207	1349	G-BGLG Cessna 152		1212
	G-BBUJ Cessna 421B n/s	1252	1338(30th)	G-BDWK Baron	1343	1753
	G-ARAN Super Cub	1351		G-AVVJ Rallye	1351	1443
	F-BSIM HS.125	1423	1548	G-AVSA Cherokee	1449	1524
	G-CSNA Cessna 421C	1512	1649	G-CRDA Cessna 421C n/s	1633	1449(29th)
	G-OAKS Cessna 421C	1644	1702	G-BCXF HS.125	1722	2121
	G-BGVA Cessna 414A	1755	1838	G-JCWW Fellowship	2149	2206
29	G-JCWW Fellowship	0812	0832	OY-DLM Mu-2	0926	1008
	G-AWMS HS.125	0930	1131	G-BFST Partenavia P68B	1029	1455
	G-ATAI Dove n/s	1100	1618(30th)	PH-TSM Navajo	1201	1449
	G-BFUS Cessna 404 N/R	1354		G-BBTW Navajo	1447	1830
	G-AUTO Cessna 441		1512	G-AWMS HS.125	1629	1712
	G-AXRT Cessna 150	1709	1921	G-ASLE T.Comanche	1806	
	G-BAVJ Chieftain	1910	1917	G-BFGH Cessna 337	1936	2008
	G-WWJC Fellowship	2122	2134	G-AXRT Cessna 150 n/s	2158	1425(30th)
30	PH-GPL Navajo	0927	1040	PH-BAA Chieftain	0933	1740
	EL-AVC Cessna 337	0938	1059	XS568 Wasp	1036	1115
	G-BGYS Bandeirante	1208	1309	G-SALA Cherokee Six	1217	1256
	G-BGVA Cessna 414A	1243		G-BDNY AA-1B	1250	1315
	OY-DLM Mu-2	1324	1415	A40-BG Boeing 737	1411	1509
	PH-GPL Navajo	1707	1809			

Interesting visitors this month included a number of American registered aircraft, Cessna Citation N45LC on the 3rd has c/n 0326 and is ex EP-PAQ, N3379M on the 5th is a Cherokee 181 c/n 28-7890299, Chancellor N5372C on the 13th and 26th has visited before and is a Cessna Brussels hack, Jetranger N7845S on the 26th was a surprise and remains unidentified, whilst Cessna T310R N4250C was another Cessna Brussels machine on the 28th and came to escort the Conquest G-AUTO to Brussels on the 29th for re-certification. C/N for N4250C was 1381. Cessna 310 PH-VMM which night stopped on the 8th had c/n 1250 and on the same day Aztec OY-BBL was 27-3215. Titan PH-JAL on the 23rd had c/n 0218 and the Mu-2 OY-DLM on the 29th and 30th was c/n 187. The months only new resident was Cessna 404 Titan G-BFUS c/n 0455 which arrived on the 29th and is believed to be a replacement for Cessna 421C G-BFTM. Cessna 337 G-AYHW returned from Little Staughton in a nice new red and white colour scheme on the 26th. Conquest G-AUTO was air-tested on the 28th and left for Brussels on the 29th. Air Anglia's new F28 G-WWJC visited for the first time on the 1st, Britannia's Boeing 737 A40-BG also visited for the first time on the 5th. Air UK's first Bandeirante G-BGYS called on the 28th, to be used on the Gatwick service, although the first aircraft to be flown out of LBA will probably be G-BGYT, once again probably on the 17th December. Other first visits were noted on the 19th and 20th when Leeds/Bradford was actually on the receiving end of the diversions for a change!

Callsign tie-ups :- 1st. G-WTVA/Express 1297, 2nd. XP852, XT624/Army 226/7, 3rd. XT632, XW280, XW613/Army 225, 5th. G-BBDU/Thurston 106, 11th. G-BCXF/McLine 339B,



LEEDS/BRADFORD MOVEMENTS (cont'd)

(cont'd) LEEDS/BRADFORD MOVEMENTS

13th/14th. G-BFDN/CE2712, 17th. G-BRIT/Express 996, G-FOYL/Foyle 905/6, G-APWJ/  
 G-BCZG/BEYK, BI1512/BI1855/BI1708, G-ASPL/DA058, G-AVMO/BA4532, 20th. G-AVMO/BA5493  
 G-AVMS/BA845, G-AVMD/BA920, G-AVMI/BA951, G-AVMR/BA947, G-AVOF/BA9624W, G-SPUD/  
 AQ057, EI-ANE/EI204/5, EI-BEB/EI214/5, 24th. EI-BCR/EI7950, G-BEMX/Express 021,  
 26th. G-BDWG/EZ901, G-AWDI/Foyle 909, G-WING/Buroair 901, 28th. G-BCXF/McLine 447B,  
 30th. XS568/Navy 415.  
 ILS Overshoots :- 6th. XX498, 7th. XX500, 8th. Andover XS644(Ascot 864), XX491,  
 9th. XX500, 12th. XX496/8, 13th. XX492/3, G-BBCW, 14th. XX491, 15th. XX500, 16th.  
 XX493, 28th. XX495, 29th. G-AVXJ. All military aircraft are Jetstreams, except the  
 Andover.

Arrivals and departures :- 2nd. XP852, XT624 F Otterburn T EMA, 3rd. N45LC F Belfast  
 T Leavesden, XT632, XW280, XW613 F Teesside T EMA, 5th. N3379M F Brough T Booker n/s,  
 8th. OY-BEL F/T Billund n/s, PH-VWM F/T Rotterdam n/s, 13th. N5372C F/T Leavesden,  
 21st. F-BUYB F Southend T EMA, 23rd. PH-JAL F Gatwick T Amsterdam, XP395 F Valley  
 T Church Fenton DIV, 25th. SE-GBA F/T Stockholm-Bromma n/s, 26th. N7845S F/T  
 Stalybridge, 28th. N4250C F/T Brussels n/s, F-BSIM F/T Le Bourget, 29th. OY-DLM  
 F Billund T Aberdeen, PH-TSM F Dublin T Birmingham, G-HFUS F Reykjavik, 30th.  
 PH-GPL F Amsterdam T Blackbushe, PH-BAA F/T Brussels, XS568 F Newcastle T Waddington,  
 OY-DLM F Aberdeen T Billund, PH-GPL F Blackbushe T Amsterdam.

TEESSIDE MOVEMENTS - November 1979

- |   |   |   |
|---|---|---|
| 1 G-ANUO Heron<br>F-BYAL Learjet              | G-BADR Boeing 737<br>G-BXBX Chieftain   | G-BDNU Cessna 172<br>G-BSTN Chieftain                     |
| 2 G-AZVS HS.125                               | G-ATCI Airtourer                        | G-PEPD Chieftain  |
| 3 G-BCHK Cessna 172                           | G-BEBA HS.748                           | G-BAPE Viscount   |
| 4 G-ATON Cherokee                             | G-BBBA Hiller UH-12E                    | G-AZHB Robin HR.100                                       |
| 5 LN-OSJ Sikorsky S-61N                       | LN-VIN Cessna 404                       | G-AYNR HS.125<br>G-BGMI Bell 212                          |
| 6 SE-GLB Cheyenne n/s<br>G-BDFR Fuji          | G-ANUO Heron<br>G-BDWK Baron            | G-BEPU Chieftain<br>G-BGGS HS.125                         |
| 7 OE-FAU Citation n/s<br>G-ASZZ Cessna 310    | G-AWWL HS.125<br>G-ASNU HS.125          | G-AZRD Cessna 401B<br>G-ATCI Airtourer                    |
| 8 PH-CKO Cherokee 161<br>G-BASE Jetranger     | G-AWDI Aztec<br>G-JEAN Citation         | G-BSTN Chieftain  |
| 9 G-HRUX Seminole                             | G-ANUO Heron                            | G-AWLE Cessna 172   |
| 10 N51867 Comanche<br>G-ATJZ Aztec            | G-AZSU HS.748                           | G-BDWG Islander<br>G-AVUH Cessna 150                      |
| 12 LN-OSJ Sikorsky S-61N<br>G-BGGI Tomahawk   | LN-VIN Cessna 404<br>G-BFOH Bell 47     | G-UBKP Baron<br>G-ATCI Airtourer                          |
| 13 D-IHVB Commander 690A<br>F-BFOD Cessna 310 | G-NORX Cessna 421C<br>G-WTVA Cessna 404 | F-BTDA Jet Commander<br>G-BAUM Jetranger<br>G-BEWW HS.125 |
| 14 G-BFGO Fuji                                | G-AVNL Aztec                            | G-NORX Cessna 421C<br>G-ATCY Aztec                        |
| 15 G-BCUZ King Air 200<br>F-BFOD Cessna 310   | G-BFUO Aztec<br>G-WTVA Cessna 404       | G-BGCF Tomahawk<br>G-BFOH Bell 47                         |
| 16 G-AXPU HS.125<br>G-HFVE Bell 212           | G-BEWW HS.125<br>G-BCJI Chieftain       |   |
| 19 LN-OSJ Sikorsky S-61N<br>G-BALM Cessna 340 | LN-VIN Cessna 404<br>N1364J Commander   |   |



TEESSIDE MOVEMENTS (cont'd)

20 OY-RYS T.Comanche G-AZSG Cherokee G-BAXD Trislander	G-ATTM Jodel DR.250 G-BFGO Fuji	G-AYWF Aztec G-BAJW Boeing 727(DIV)
21 LN-SAE King Air G-SPUD Friendship(DIV)	G-BEMY Jetranger G-BFOH Bell 47	G-FOYL Aztec
22 G-ROUS Seneca	G-BHAF Tomahawk	G-AVRM Boeing 737
23 G-ANUO Heron G-ATWJ HS.748	G-DATS Cessna 310 G-HLUB King Air 200	G-RCCL King Air G-PEPD Chieftain
24 G-BFII Aztec	G-BAHR Cherokee	G-ASPL HS.748
26 LN-OQB Sikorsky S-61N G-APRN Argosy	LN-VIN Cessna 404 G-BFOH Bell 47	OH-LYB DC-9
27 G-AXPU HS.125	G-BHBC Cougar	G-WSSL Chieftain
28 G-BRUX Seminole G-AYNR HS.125	G-BFMH Cessna 177	G-BBER HS.125
29 G-BGAX Cherokee G-PEPD Chieftain	G-AZMZ Boeing 737 G-BPIC HS.125	G-BCCL HS.125 G-AXRT Cessna 150
30 G-MDRB Chieftain	G-BKEX Chieftain	

Arrivals and departures :- 1st. F-BYAL F/T Deauville, 5th. LN-OSJ, LN-VIN F/T Stavanger, 6th. SE-GLB F Birmingham T Angelholm, 7th. OE-FAU F Zurich T Basel/Mulhouse, 8th. PH-CKO F/T Rotterdam, 12th. F-BTDA F Sevilla T Le Bourget, 13th. D-IHVB F Manchester T Germany, F-BFOD F Le Bourget T Gatwick, 14th. F-BTDA F/T Le Bourget, 15th. F-BFOD F/T Le Bourget, 20th. OY-RYS F Billund T Tirstrup, 21st. LN-SAE F/T Stavanger.

Intra's Viscount operated Dan Air's Teesside-Amsterdam services from the 4th to 30th November. OH-LYB operated HMA Teesside-Heathrow services 26th to 28th Nov. Rothman's aerobatic 2nd team are training with Pitts G-EGSD/E/F and G-RKSF.

BROUGH MOVEMENTS - November 1979

1 G-AREA Dove also 7 G-BBSD Baron also 2,5.	G-AZVY Cessna 310 G-BFMM Cessna 421C also 2	G-BGWA Cougar G-BKJW Aztec
2 G-BOST Aztec also 10,11,12,13,15,16,22,26. G-RCCL King Air also 5,7,19,28,30.	G-BBOR Jetranger G-BGIU Cessna 172	
3 G-BSTN Chieftain also 25		
4 G-CRDA Cessna 421C also 5,6,7,8,9,12,28,29,30.		
5 G-BAVY Aztec also 26.	N3379M PA 28-181	
6 G-BABW King Air	G-BCRF Aztec also 8	
7 G-QABI Cessna 421C also 18,21,25,27,29.	G-PIED Aztec	
8 G-AZFR Cessna 401		
9 G-BAMI Baron also 20,21,23,26,28,29.	G-UBKP Baron	
12 G-ARHW Dove also 30.	G-BADT Cessna 402	G-BDWK Baron
13 G-ATZK Cherokee	G-HLUB King Air 200 also 19,20,30.	
14 G-ASMG Dove	G-BEOJ Chieftain	
15 G-BAVM Chieftain		
16 G-EDAV Aztec	G-BCKO Aztec also 23,26.	



BROUGH MOVEMENTS (cont'd)

19 G-BEZZ Navajo G-BCRR AA-5B  
 20 G-AZXC Aztec  
 23 G-BBEW Aztec G-BNPD Aztec  
 26 G-WTVF Cessna 402B  
 28 G-ATEG Cessna 150  
 30 G-BCRP Aztec

Armstrong's are due to take delivery of their second Citation II, March/April 1980.

LEEDS/BRADFORD AIRPORT

IT FLIGHTS - SUMMER 1980

ARR	DEP	TO - FROM	FLIGHT	FREQUENCY	PERIOD	NOTES
0945		Palma	BY194B	Tu	6May-28Oct	
0945		Palma	BY193B	F	2May-31Oct	
	1045	Palma	BY194A	Tu	6May-21Oct	
	1045	Palma	BY193A	F	2May-24Oct	
1250		Barcelona	KS591	M	5May-27Oct	B
1315		Barcelona	BYO47B	Tu	6May-14Oct	
1315		Palma	KS590	Tu	6May-28Oct	B
1315		Venice	BY158B	Tu	20May-23Sept	1
1320		Barcelona	KS666	M	5May-27Oct	A
1330		Venice	BY157B	Sa	10May-13Sept	2
1345		Palma	KS634	Tu	6May-21Oct	A
1345		Alicante	BY106B	S	4May-26Oct	
1345		Ibiza	BY130B	Tu	13May-28Oct	3
1345		Ibiza	BY124B	Sa	3May-18Oct	4
	1350	Barcelona	KS591	M	5May-20Oct	B
1400		Palma	BY194B	Sa	3May-18Oct	
1400		Palma	BY417B	Sa	3May-18Oct	5*
1405		Mahon	BY416B	Th	8May-9Oct	6*
1410		Palma	CS118	Sa	3May-4Oct	5C
1415		Lisbon	BYO15B	Th	31Jul-30Oct	
1415		Alicante	BY107B	Th	1May-30Oct	
	1415	Barcelona	BYO47A	Tu	6May-7Oct	
	1415	Palma	KS590	Tu	6May-21Oct	B
	1415	Venice	BY158A	Tu	20May-2Sept	1
	1420	Barcelona	KS666	M	5May-20Oct	A
1420		Mahon	CS134	Th	8May-9Oct	6C
1430		Malaga	BY143B	Th	1May-31Jul	
	1430	Venice	BY157A	Sa	10May-13Sept	2
	1445	Palma	KS634	Tu	6May-21Oct	A
	1445	Alicante	BY106A	S	4May-19Oct	
	1445	Ibiza	BY130A	Tu	13May-7Oct	3
	1445	Ibiza	BY129A	Sa	3May-18Oct	4
	1500	Palma	BY194A	Sa	3May-18Oct	
	1505	Mahon	BY416A	Th	8May-25Sept	6*
1515		Monastir	BY216B	S	27Jul-26Oct	
	1515	Lisbon	BYO15A	Th	31Jul-23Oct	
	1515	Alicante	BY107A	Th	1May-23Oct	
	1520	Mahon	CS134	Th	8May-25Sept	6C
	1530	Malaga	BY143A	Th	1May-24July	
	1535	Palma	CS118	Sa	3May-4Oct	5C
	1555	Palma	BY417A	Sa	3May-4Oct	5*
	1615	Monastir	BY216A	S	27Jul-19Oct	



- Notes: 1) 20May; 10June; 1,22July; 12Aug; 2Sept.  
 2) 10,31May; 21June; 12July; 2,23Aug; 13Sept.  
 3) 13May; 3,24June; 15July; 5,26Aug; 16Sept; 7Oct.  
 4) 3,24May; 14June; 5,26July; 16Aug; 6,27Sept; 18Oct.  
 5) 3,17,31May; 14,28June; 12,26July; 9,23Aug; 6,20Sept; 4Oct.  
 6) 8,22May; 5,19June; 3,17,31July; 14,28Aug; 11,25Sept.

A) Airways B) Intersun C) Thomas Cook : The rest are Thomson.  
 \* Joint use of aircraft by Airways, OSL and Wings.

BY : Britannia Airways CS : Cook Service KS : Air Europe  
 All aircraft are Boeing 737's.

Subject to alteration in times and to Airports approval.

OUT & ABOUT

Once again Ian Gordon has been on his travels and sends us this report on his sightings at Amsterdam/Schipol on the 16th November 1979.

Light aircraft; D-ICKS Commander 690, D-IMCC Cessna 421B, OY-BRL Cheyenne, PH-BAB Chieftain, N98575 Cessna 340, PH-NZJ Bolkow Bo.105D (KLM Helikopters).  
 biz-jets; HB-VFA HS.125-700, PH-JSB/C/D Corvette's (Jetstar Holland), VR-BJO Gulfstream II, VR-CAO Boeing 707, PH-PBX Fellowship.

Commercial; PH-BUA/D/K/M/O B.747's (KLM), 9V-SQC (Singapore), 4X-AXG (El Al), N749WA (Braniff), JY-AFB (Alia) all B.747's, ZS-SPD (South African) B.747SP, PK-GIB (Garuda), N80NA/N83NA (National), PH-MBG (Martinair), OH-LHA (Finnair) YV-133C/YV-138C - in full KLM colours, all DC-10's.  
 AP-AWZ/AP-AXA (PIA), OD-AFY/AGN/AGP/AGS (TMA) all B.707's.  
 OH-LYP/T (Finnair), OY-KGB, SE-DAP, SE-DDR (SAS), PH-MAR (Martinair), I-DIEM (Alitalia), EC-BIR (Iberia), all DC-9's.  
 OH-LFZ DC-8 (Finnair) on a Kar-Air flight to Edinburgh.

SX-CED (Olympic), CS-TBW (TAP) B.727's.  
 YR-BCK 1-11 (Taron), OO-DTA/C FH.227's (Delta), LX-LGA F.27 (Luxair), PH-KFC/D/E/G/H and SAD F.27's (NLM), plus PH-FTI F.27 with no titles but in an East African type livery, also PH-PBA DC-3 gate guardian to the Museum.  
 British aircraft were G-BCDN/BDVS F.27's, G-JCW F.28 (Air Anglia), G-BAPE Viscount (Intra), G-BGLC Viscount (Dan Air), G-ASEG Herald (BIA).  
 Whilst at Schipol Ian met a businessman who had just flown in on G-BDVS from LBA, and found out that he used to own G-AYYN and G-AYAD at LBA, before moving to Cork, Ireland and now intends to buy a Cessna 337. Small world !

MILITARY NEWS

CHURCH FENTON :- New here is Jet Provost T.3A XN548 "82" (ex RAFC/48).  
 The gate guardian Spitfire VB is EM597/"PR-0" (ex Linton-on-Ouse).  
 The runways here are to be resurfaced, but the station will not close, alternate runways being done.

LINTON-ON-OUSE :- There was a RAFA dinner held here on the 22nd November with guest of honour, the Lady Mayoress of York. The event attracted a 2260CU Jaguar T.2 "V", a B of B Flight Spitfire and was due to have a Tornado over-flying on a test flight from Warton. With the removal of the Spitfire to Church Fenton, Provost T.1 XP545 (ex Swinderby) is being restored for the gate.

CATTERICK :- New here are Sea Prince T.1 WF131 "571" arrived 11th November, and Dove G-AJGT arrived early September.

LEEMING :- Jet Provost T.3A XM366/W (ex RAFC61) is new here with the CFS.

CRANWELL :- The RAFC Engineering Flight received Gnat T.1's XP514/7, XR540/4, XR991/5, and XS101/1 on the 17th September (all ex Red Arrows).



## MILITARY NEWS (cont'd)

**LIGHTNING** :- More details for addition to the Lightning list -

XP739 w/o Battsford Hall  
XP742 w/o off Happisburgh  
XR712 w/o off Newquay  
XS460 for RSAF as 55-710 but w/o Warton 7/3/67.

**TORNADO PLANS** :- The first three Tornado squadrons will form at Honington and Marham, 12sqd and 216sqd Buccaneers will move to Lossiemouth, the other Buccaneer squadrons being disbanded. The Marham Victors will move to Scampton. All the Vulcans will be progressively scrapped from 1981 to 1983.

### A Swift visit to Church Fenton during 1961.

In 1961 60MU was based at RAF Church Fenton. It fell to them to scrap the Swift FR.5's from the 2nd TAF in Germany, thus providing an opportunity to see a "rare bird" before its final demise.

The first pilgrimage to see the Swifts took place on the 24th April 1961. On arrival at the airfield it was possible to see about nine Swift FR.5's lined up on the dispersal. From a distance they looked immaculate.

After formalities at the Guard Room we were ushered into an office where an extremely helpful Pilot Officer explained the workings of the MU. Following this we undertook a guided tour of the hangars and finally a photographic session of the Swifts on the dispersal.

A close inspection of the Swifts revealed that they had had all the useful equipment removed and were being prepared for distribution as fire practice aircraft. They retained their camouflage finish and squadron markings.

The Swifts present on the day were :-

#### 2 Sqd

WK307 "C"  
XD962 "L"  
WK277 "N"  
WK302 "R"  
WK290 "Y"

#### 79 Sqd

WK303 "H"  
WK296 "J"  
WK293 "N"  
WK276 "U"

The above were lined up on the dispersal with WH303 Meteor F.8, Swift XD976 of 79 Sqd was already loaded on a transporter minus its wings, whilst XD921 "G" also of 79 Sqd was being stripped in the hangar.

Also noted in the hangars were the following aircraft being worked on by the MU :-

WH301 Meteor F.8  
XE887 Vampire T.11 "60" RAFC  
TE288 Spitfire 16 ex Rufforth  
WH169 Meteor T.7 RAFC  
WK884 Meteor T.T.8

All the Swifts were camouflaged, the 2 Sqd aircraft had white sloping codes on the fin tip, and 79 Sqd aircraft had yellow upright codes also on the fin tip. Squadron markings were carried on the rear fuselage on either side of the roundel. WK293 and XD976 also bore the markings of 4 Sqd on the nose, whilst XD962 bore the name Sqd Ldr C.C. MacDonald.

A final visit on the 28th May 1961 revealed no new aircraft had arrived and none of the others had departed. Two aircraft previously unidentified on the airfield perimeter were the wrecks of WK305 and WK310 both of 79 Sqd.

## AIRLINES REVIEW

**AIR ANTLANTIQUE** : Undoubtedly the saddest news this month is that the company are to sell both DC-6's due to the escalating price of AVGAS. G-SIXB was due to return to Coventry at the beginning of December prior to the start of a 6 month lease to Air Cargo Swaziland, who have the option to buy. Currently at Manston, G-SIXA may



## AIRLINES REVIEW (cont'd)

leave for the USA in February, but at present is awaiting a new engine from America. These aircraft, when they finally move, will probably be the last on the British register and it appears very unlikely that any others will ever fill the gap; on the 28th December AVGAS prices increased by 27p per gallon. To maintain capacity two additional DC-3's are to be acquired from Skyways. **BRITISH CARGO AIRLINES** : Following the merger of IAS and Transmeridian, British Cargo will move the CL-44 operations to Gatwick. This will cause an estimated 100 lay-offs of its Stansted staff, mostly CL-44 loading teams and some operational personnel. The engineering organisations at Stansted will remain and be the primary engineering base for the operation.

Recently added to the CL-44's currently up for sale is the "Skymonster" CL-44 Guppy N447T, although no buyers have yet been found. The two Belfasts should receive their C of A by the end of February 1980, and are to be operated by British Cargo for Transmeridian Heavylift, still a separate company. **BRITISH MIDLAND** : Finnair DC-9 OH-LYB is to return to Finland early in the new year and is reported as being due to be replaced by DC-9-14 N1057T of TWA, c/n 45738. Following delivery and UK modification it is expected to become G-BGWP, and an option is held on a second machine but this will depend on the outcome of licence applications. The company have applied for a Birmingham-Belfast-New York and Birmingham-Manchester-Prestwick-Los Angeles licence. Services could start in 1980 using Boeing 707's if the application is granted, but the latter route would probably not begin until 1981.

**DAN-AIR** : More news on the airline's development plans. The company expects to operate a three aircraft-type fleet of about 42 aircraft in 1980, comprising 8 Boeing 727-100's (two based in Berlin for Mediterranean IT work), 2 advanced Boeing 727-200's to be acquired from Sterling for delivery next April, 7 119 seat BAC 1-11-500's, 7 79/89 seat BAC 1-11-400's (again two to be based in Berlin), and 18 748's. The company is currently the last major operator of Comets and sadly the type is to be retired by the end of 1980. Dan-Air has handled 49 Comets and has operated a maximum of 18. However, rising fuel prices have rendered the type uneconomical and the last model 4B to be operated was recently flown to Wroughton for exhibition with the Science Museum, while the three remaining 4C's will be disposed of. Inclusive tour flights account for just under 50 per cent of the company's operations and looking ahead, the Boeing 757 appears to be favoured for IT work in preference to either the A.300 or A.310. The airline is also looking at the 170 seat DC-9-80, but the 757 is expected to be less vulnerable to traffic shortfall and has lower seat mile costs. Although 1979 loads have been lower compared with 1978, the 1980 IT fleet is sold out. There are no plans at present to restart ABC charters; at one time the airline had five 707's on transatlantic charters and all-cargo operations, but these did not prove sufficiently profitable. The company, founded in May 1953, remains Britain's oldest established independent airline still operating under its original name.

**GUERNSEY AIRLINES** : The company has "joined" with Aurigny Air Services, the Channel Islands based inter-island and commuter operator, and will operate jointly as Guernsey Airlines. As a result the new concern has a requirement for the British Aerospace 146 commuter airliner, but a definite order depends on the airline being successful in its route applications for Guernsey-Manchester and Guernsey-Heathrow services to be relinquished next April by British Airways. If successful one aircraft will be required with options on two more, but their operation will be on a 50-50 cost-share basis with Alidair, because of the latter's greater experience of airline operations. If the routes are granted flights would begin using two Alidair Viscounts initially in Guernsey colours, until the 146 becomes available in the Autumn of 1982. The company chairman believes that on the above routes the 146 would be more profitable using short runways than its nearest rival the F.28.

**MONARCH AIRLINES** : The founders of the airline, Bill Hodgson and Don Peacock, are retiring, having formed Monarch Airlines in 1967 with two Britannias. They are currently handing over as the airline is carrying just over a million passengers a year, the fleet comprising of six Boeing 720's and three BAC 1-11's.



## The latest on the new Boeings

(b'noo) WILKINSON

### BOEING 757

Initial orders by British Airways for 19, and Eastern for 21 of the new narrow-bodied twinjets has confirmed that Boeing are going ahead to produce the airliner for 1983 delivery, bearing the entire 757 investment itself. This is due to the inability of any company to meet Boeing's cost requirement to develop the wing on a risk-sharing basis.

The original concept of the T-tail and flight deck/nose section that was to match with the 727 has been dropped, in favour of the normal low tailplane (nominated by British Airways), and the tailored flight deck/nose section of the 767. The new flight deck has better vision and more space than that of the 727, and instrumentation has an increased commonality with the 767. The aircraft is being offered initially with 175 seat US layout.

Boeing have already started to place subcontracts, intending to allow 53 per cent of the aircraft to be constructed this way. The RB.211 engine will power the initial aircraft, although the CF6-32 will be available later in 1983, due to the need for separate flight tests.

Further orders are expected within the next few months, particularly from American and Delta, who have been strongly wooed by Boeing latterly, putting the whole concept on a firmer footing.

### BOEING 767

Current orders total 125, with a further 114 on option, covering seven different airlines. The twin-aisle jet is a contender for the 200 seat market, although the wings are nearly 30 per cent bigger than those of the directly comparable A310, allowing for a stretched version with envisaged entry-into-service date of 1985, without much alteration.

Subcontracts have already been let, and CTDC (Civil Transport Development Consortium) have signed on a risk-sharing partnership basis, and are also building numerous sections of the aircraft. The assembly will be carried out by Boeing at a new building at Everett, adjacent to the current 747 line, and they will also build 55 per cent by value of the complete aircraft.

The two engines being offered for the initial production models are either the General Electric CF6-80, or the Pratt & Whitney JT9D-7R4 series, both of which have been ordered by the existing customers.

The basic 767 is the 300,000lb transcontinental aircraft, using engines in the 48,000lb thrust class, while United have ordered a "medium range" model with a 282,000lb take-off weight and a lower fuel capacity. Finally the "increased gross weight" version has been taken by Air Canada, with an increased take-off weight of 310,000lb. It is understood that the stretched version will be almost the equivalent of the A.300, seating around 250 in the US lay-out and weighing up to 360,000lb for take-off. The fuselage would be stretched by about 22ft, equally spread fore and aft of the centre section.

So far, apart from an order for 25 aircraft by All Nippon, the biggest majority of orders are from North American customers, although in due course the aircraft is expected to be distributed worldwide.

### ADVERTISEMENT

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