

VOLUME 8 No. 12

(FOR PRIVATE CIRCULATION ONLY)

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

FORTHCOMING MEETINGS

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

- JANUARY 2nd : The Annual Quiz has been postponed until February. The meeting will now show a selection of members slides on a theme of Airlines and Airliners. Remove the cobwebs from those slide boxes, you must all have some interesting pictures based on this theme. All will be welcome.
- FEBRUARY 6th : Annual Quiz - to be compiled and presented by Chris Harper.
- MARCH 6th : Films - yet to be selected, plus a chance to see some of the Photo Competition entries, using projector and epidiascope (for the prints, of course!)
- APRIL 3rd : Exchange & Mart - a chance to buy and sell those slides, prints, books, magazines or anything else to do with aviation.

EDITORIAL

Once again, Chris Warn came up trumps at the meeting in December, a fascinating selection of slides with a repartee to match. For those who missed it, Chris has promised to put on another show later in the year on a different theme (Oshkosh, maybe?).

Entries for the Annual Photo Competition are to be handed in (at the latest) February 6th meeting, or to any committee member in the meantime. Two categories - prints or slides - 5 entries in each category, and remember the photo's must have been taken in 1982. Results of the Competition will be given at the March meeting. Finally, a Happy New Year to you all and a bigger and better Air Yorkshire for 1983.

CREDITS

T.W. Sykes
C. Harper
Air Britain

D. Elam
R. Fozzard
Flight

S. Rigg
L. Coldbeck
Airstrip

C.R. Warn
L.A.S
Winged World

LEEDS/BRADFORD MOVEMENTS - November 1982

1 G-BGVW AA-5A	1111 1306	OY-BLG Learjet 35	1242 1754
2 D-IATH Cessna 414	0919 1040	22944 C.12A	0955 1103
G-BTHL Chieftain	0959 1552	G-AVUV Cessna 310	1046 1658
G-BJYD Cessna 152	1146 1219	G-BFNC Ecureuil	1303 1329
G-BFVG Archer	1402 1557	OY-PGI Seneca	1948 2103
3 G-BBIJ Cessna 421B	1048		
4 G-CSNA Cessna 421C n/s	1345 ?	G-BGNU King Air n/s	1449 1558(5)
5 No movements			
6 G-BREF Cessna 421C	1041 1528	G-BJET Cessna 425	1328 1413
G-BECH Boeing 737	1340 1450	G-BAVG King Air n/s	1535 0745(7)
G-BJCT Boeing 737	1553 1659	G-BECG Boeing 737	1704 1806
7 G-SMJJ Cessna 414A	1004 1129	G-AZFI Arrow n/s	1111 1311(24)
G-BAVG King Air n/s	1113 1432(9)	G-SFHR Aztec	1521 1557
G-BBLP Aztec	1551 1710	G-PRLS Cessna 441 n/s	1645 1654(17)
8 G-DMAN HS.125	1103 1121	N2743N Cessna 414	1158 1729
G-BABW King Air	1458 1537	G-BBDU Navajo	1609 1629
G-AWVW Aztec n/s	1800 1715(9)	SE-IBO Cessna 340 n/s	2024 1613(9)
9 G-AOHV Viscount n/s	0648 1546(10)	G-BKDD Jetranger n/s	1119 ?
G-BJAG Archer	1122 1448	G-JOAN AA-5B	1334 ?
F-BRNL Learjet 24 n/s	1521 1653(10)	G-ATLT Cessna 205	1630 1614
G-BCKM Citation n/s	1824 0920(11)	G-BBDU Navajo	? ?
10 G-RCCL King Air	0843 0857	G-JGCL Cessna 414A	0928 0941
G-UESS Citation	1005 1246	G-BFNC Ecureuil	1031 1122
G-BEYV Cessna 210	1223 1659	G-AYEI Navajo	1556 1635
D-IEFL Cessna 404 n/s	1705 1405(11)	G-BGNU King Air	1710 1719
G-JGCL Cessna 414A	1717 1733	F-BLTZ Comanche n/s	2055 1152(15)
11 G-AVKZ Aztec	0655 0728	G-CALL Aztec	0849 1725
G-BKIE SD.3-30	1030 1051	G-CSNA Cessna 421C	1037 1541
G-BAZH Boeing 737	1503 1623	G-BKIE SE.d-30	1618 1718
G-BCKM Citation	1734 1743	F-BVPG Corvette n/s	1848 1952(12)
12 D-CCCA Learjet 35	0824 1831	G-BFNC Ecureuil	1035 1120
G-BIZZ Citation	1037 1427	OY-BGK Chieftain	1057 1944
G-AWDI Aztec	1218 1445	G-BXYZ Commander 690C	1353 1510
G-AOHV Viscount	1420 1502	G-BOSL Boeing 737	1508 1612
G-BFVA Boeing 737	1523 1627	G-OAKS Cessna 421C	1558 1610
G-BGRJ Cessna 310	1621 1708	G-POWL Cessna 182 N/T	1720
G-BAND Seneca	1711 1802	PH-TVD Boeing 737	1855 2006
13 G-BHNU Cessna 172	1030 1353	G-BBYE Super Cub	1149 1223
G-BBBI AA-5	1324 1403	G-BHKV AA-5A	1328 1412
G-BFVB Boeing 737	1338 1450	G-VWSE Cessna 404 n/s	1417
G-BOSL Boeing 737	1540 1659	G-AVKZ Aztec	1623 1650
G-BECH Boeing 737	1644 1759	G-OAKS Cessna 421C	1813 1827
14 D-ITWT Commander 690B n/s	1910 1659(15)		
15 G-BCKO Aztec	0913 1523	G-BFNC Ecureuil	0939 0955
G-OLLY Chieftain n/s	0940 1730(16)	G-AZWB Cherokee	1010 1435
G-PTER King Air	1018 1547	OY-BJZ Seneca n/s	1351 1557(16)
G-AZZV Cessna 172	1516 1548	G-ROUS Seneca n/s	1518 1125(17)
G-BFVA Boeing 737	1545 1655	G-FCHJ Cessna 340	1748
G-BIZZ Citation n/s	1812 0748(16)	D-ITWT Commander 690B n/s	1837 1550(16)
16 G-NORC Cessna 425	1004 1530	G-BIIT Warrior	1050 1447
G-BBNK Aztec	1110 1507	G-BFTR Long Ranger	1315 1502
G-BBPP Cherokee	1320 1408	G-BANK Seneca n/s	1547 1609(22)

LEEDS/BRADFORD MOVEMENTS (Contd.)

16 G-BIED King Air F90 n/s	1619 0736(17)	M5131T Cessna 182 n/s	1740 1538(18)
SE-GRZ Lance n/s	2000 1358(19)		
17 G-BCKM Citation	0859 0911	G-HELY Agusta A109A	0932 0950
G-SILV Cessna 340	0943 1047	G-BJAG Archer	0958 1140
G-JGCL Cessna 414A	1054 1105	G-BBZJ Seneca	1051 1454
G-BAHW Cessna 310	1116	G-MCAH Twin Squirrel	1318 1412
D-ILEA Navajo n/s	1347 0725(18)	G-AVCA Comanche	1409 1558
G-BCKM Citation	1651 1703	G-BIED King Air F90	1707 1722
F-BRAS Navajo n/s	1814 1720(18)	G-SILV Cessna 340	1820 1831
18 G-AVKZ Aztec	0701 0739	G-BIED King Air F90	1119 1129
N2708D Cessna 335	1419 1628	G-JGCL Cessna 414A	1421 1433
OY-ASL Bandeirante	1707 1733	G-BIZZ Citation	1914 2006
19 G-BHIR Arrow	0845 0905	G-BHLO Cessna 441	0911 1600
G-BCKO Aztec	0952 1632	G-OLLY Chieftain	1009 1452
G-BIIV Archer	1214 1247	G-BGNW Boeing 737	1438 1555
G-BJCV Boeing 737	1524 1622	G-BAVG King Air n/s	1605
G-BHIR Arrow	1658 1808	G-OMAH Agusta A.109A	1726 1748
PH-TVD Boeing 737	1905 2008		
20 G-OBCA Cessna 421C	0941 1025	G-MACH SIAI SF.260	1138 1251
EI-BLW Aztec	1233 1348	G-BEVA Boeing 737	1310 1451
G-JORR Ecureuil	1438 1519	N4383R Cessna 172 n/s	1503 1443(21)
G-BGNW Boeing 737	1535 1700	G-BECH Boeing 737	1657 1810
G-OBCA Cessna 421C	1838 1900	G-AVKZ Aztec	1953 2011
EI-BDP Cessna 182 n/s	1326 1221(21)	G-BDWY Cherokee	1339 1428
21 G-JORR Ecureuil	1015 1038	G-BGXJ Partenavia P.68B	1211 1237
XV138 Scout	1326 1349		
22 EI-BLI King Air	0846 1044	G-BBPX Seneca n/s	1200 1111(27)
G-BBPP Archer n/s	1454	G-BIVY Cessna 172 n/s	1839 1204(25)
23 G-BBOR Jetranger	0809 0832	G-JORR Ecureuil	? 0850
G-BEIV Cessna 210 n/s	0856 1513(24)	G-AXDL T.Comanche	1001 1128
G-SATO Aztec n/s	1008	N40GS Citation	1010 1589
G-BJAG Archer	1032 1113	G-BBHD Enstrom F.28A n/s	1118 1135(24)
G-BHOV Partenavia P.68C	1155 1216	G-AXDL T.Comanche	1201 1333
G-BFNC Ecureuil	1206 1232	G-BBOR Jetranger n/s	1332 0811(24)
G-BIVY Cessna 172 n/s	1338 1122(24)	G-AXDL T.Comanche	1404 1706
G-BGXJ Partenavia P.68B	1604 1628	G-SILV Cessna 340 n/s	? 1302(24)
24 G-BIUI Cessna 152	0802 1236	G-BKIP King Air	0826 0833
EI-BGP Cessna 414A	0905 1721	G-BHFY Baron	0902 0913
G-GLOS Jetstream	0950 1616	G-MEDI King Air	1002 1347
G-JORR Ecureuil	1003 1024	G-BCPP Aztec	1008 1406
G-BFGH Cessna 337	1013 1118	G-BFNC Ecureuil	1047 1117
G-AZHL Navajo	1116 1605	G-AZLY Cessna 150	1143 1225
G-BDWB Rallye	1145 1218	G-BJYD Cessna 152	1204 1317
G-BAMM Cherokee	1514 1539	G-BIVY Cessna 172 n/s	1535 1150(26)
G-BCRP Aztec n/s	1536 1049(25)	G-BKIP King Air	1700 1718
25 G-BCKM Citation	0756 0853	G-BHIV Ecureuil	0952 1043
G-OLLY Chieftain	1000 1708	G-BHZL AA-5A	1016 1431
G-BIZZ Citation	1229 1413	G-BHOV Partenavia P.68C	1310 1415
G-BAZH Boeing 737	1526 1636	G-BIZZ Citation	1716 1812
G-SMJJ Cessna 414A n/s	1740 1129(26)	G-UBHL King Air 200	1829 1902
26 G-BIZX King Air 200	0827 1720	G-YULL Cherokee	0931 1546
G-UBHL King Air 200	0954 1004	G-BIZZ Citation	0958 1528
G-AVXI HS.748	1106 1315	G-BBJY Cessna 172	1105 1138
G-JETB Citation	1244 1557	G-AXCP BAC 1-11(DIV)	1251 1540
PH-MAO DC-9	1510 1717	G-BGNW Boeing 737	1514 1611

LEEDS/BRADFORD MOVEMENTS (Contd.)

26 XS789 Andover	1519 1700	G-BCKM Citation	1713 1741
G-BIVY Cessna 172 n/s	1751	G-BIZZ Citation n/s	1826 0920(27)
PH-TVD Boeing 737	1839 2011	G-ARRW HS.748(DIV) n/s	1944 ?
27 EI-BJL Citation	1006 1413	G-BHKV AA.5A	1258 1353
G-ARFL Cessna 175	1325 1547	G-BGYK Boeing 737	1346 1455
G-BJCT Boeing 737	1453 1559		
28 G-BIFU AA-5B	1018 1054	G-BHKV AA-5A	1359 1443
G-OLEN Cessna 425 n/s	1425 1402(29)	G-OTOW Cessna 175 n/s	1554 0832(30)
29 G-AYSG Cessna 172	1132 1721	XS789 Andover	1606 2148
G-BHYT Bandeirante n/s	2126 0726(30)		
30 G-BHFT Citation	0935 1639	G-BABW King Air	0949 0955
G-BKIE SD.3-30	1016 1041	G-BAHZ Arrow	1057 1649
G-PRMS Cessna 441 n/s	1106	G-BAZA HS.125	1603 1614
G-CITY Chieftain	1748 1813	G-SMJJ Cessna 414A	? ?
G-BBYK Aztec	? ?		

LEEDS/BRADFORD REVIEW - November

The month started in style with Learjet 35 OY-BLG making its first visit on the 1st, it has c/n 22. On the 2nd Cessna 414 D-LATH was joined by Seneca OY-BCI. Chancellor N2743N on the 8th is a new one with c/n 0811 and night stopping the same day was Cessna 340A SE-IBO. Learjet 24B F-ERNL is a common visitor and it night stopped on the 9th. Another first visit was the German Titan D-IEFL c/n 0092 on the 10th which also night stopped, the French Comanche F-BLTZ on the 10th was impounded for a few days. Night stopping on the 11th was Corvette F-BVFC c/n 25. Air Malta did their first IT out of LBA on the 12th (after diverting the previous week) with Boeing 737 PH-TVD, also visiting were Learjet 35A D-CCCA c/n 160 and Navajo OY-BGK. Rockwell 690 D-IIBT night stopped on the 14th as did Seneca OY-BJZ on the 15th and Lance SE-GRZ and Cessna R182RG N5131T c/n 01821 on the 16th. The foreign contingent on the 17th was two Navajos D-ILEA and F-BRAS. Cessna 335 N2708D visited Northair on the 18th and the UK based Bandeirante OY-ASL made another appearance. Aztec EI-BLW on the 20th was joined by another Irishman in the shape of Cessna 182P EI-BDP and Cessna 172M N4383R c/n 63133. King Air C90 EI-ELI on the 22nd had c/n LJ-985 and Cessna 550 N40GS on the 23rd had c/n 261. Yet another Irishman was Chancellor EI-BGP on the 24th. Taking out a 35ft section of prop-shaft for a ship on the 26th was Martinair DC9 PH-MAO and ending the month was Citation II EI-BJL ex G-BJHH on the 27th. Military visitors were US Army G-12 22944 on the 2nd, Army Scout XV138 on the 21st and Andover XS789 on the 26th and 29th. Genairs Short 3-30 G-BKIE was noted in full ECAL colours on the 11th. Cessna 182 G-POWL arrived at Northair on the 12th and is still present, but it is thought not to belong to them. AS350B G-JORR was around for about five days from the 20th. Cessna 172N G-BIVY arrived on the 22nd and is a temporary resident operating from the old apron. Northairs Cessna 182 G-DODD was delivered to Caernarvon on the 26th, on the same day BAC 1-11 G-AXCP diverted in from Tees-side on the BMA Heathrow schedule. More diversions on the 30th, G-BABW from Gamston, G-BAUR and G-BFZL from EMA. Cessna 337 G-BJIY became resident on 29/10 and replaced G-LUCK which is believed to have gone to Brighton.

Callsign tie-ups:- 2nd. 22944/Lord 41B-C; 8th. G-DMAN/McLine 185 A-B, G-BEDU/Thurston 1112, *F-BRNL/Euroair 8421 n/s 8431; 11th. G-CALL/ALK 222; 12th. OY-BGK/Nukair 251-252, G-ANDI/Air Foyle 306-307, G-AOHV/VF5574/5; 15th. G-PTER/Colt 02; 18th. OY-ASL/Centreline 731; 19th. G-BHLO/McLine 320, 20th. G-JORR/Colt 05 (and on subsequent visits); 21st. XV138/Army 395; 23rd. G-AXDL/Neatax 701-702; 26th. G-BIZX/Bagle 103-104, G-AXCP/Midland 334, PH-MAO/Martinair 6717-8, XS789/Kitty 1, G-ARRW/Dan Air G6MB; 29th. XS789/Kitty 4; 30th. G-CITY/ALK 111-112, G-BAUR/Midland 276(DIV). * 9th. G-AOHV/VF5574, G-BEDU/Thurston 1112.

ILS Overshoots:- 1st. XX496/FYT95, XS727/FYN55 Dominie; 2nd. XW790/RR747 HS.125, XX494/FYT94; 3rd. XX494/FYT12; 4th. XX493/FYT96, XX498/FYT11, XX492/FYT92; 8th. XS731/FYN08 Dominie; 9th. XW326/CFJ34 J. Provost; 10th. XX495/FYT96; 11th. XS709/FYN99*Dominie's; 12th. XV219/RR788 Hercules; 15th. XX498/FYT90, ?/LOY22 J. Provost; 16th. XX498/FYT90, XX496/FYT88; 17th. XX482/FYT88, XX498/FYT87, XX495/FYT94; 22nd. XV193/LAX19 Hercules, XX500/FYT10; 24th. XX497/FYT94; 25th. XV223/LAX19 Hercules; 26th. XX493/FYT88; 29th. XX500/FYT500; 30th. XX497/FYT11, XX491/FYT10, *XS710/FYN09.

From & To:- 1st. OY-BLG F/T Karup; 2nd. D-IATF F Stadtlohn T FFA, 22944 I Zweibruch T Coleman, OY-BGI F Esbjerg T Copenhagen; 8th. N273N F/T Brussels, SP-IBO F/T Arlanda n/s; 9th. F-BRNL F Le Bourget T Paris; 10th. D-IBFL F/T Cologne n/s, F-BLTZ (Captain arrested by security); 11th. F-BVPG F Bristol n/s T Glasgow; 12th. D-CCCA F/T Paderborn; 14th. D-EDWT F Ringway n/s T Norwich; 15th. OY-EJZ F/T Tirstrup n/s; 17th. D-ILEM F Hamburg n/s T Nurnberg, F-BRAS F/T Toussus n/s; 23rd. N40GS F/T Stansted.

Helicopter Activity:- 1st. G-WILL/Wakefield Post House (14.30); 2nd. G-LEFC Woodhead Tunnel Area (10.40), G-WILL/Wakefield Post House (14.55); 6th. G-WARM/Rothwell (09.55); 11th. G-BKFB/Brighouse (12.40)/Knaresborough (13.30); 17th. G-HELY/Idle (08.50)/Sheffield (09.15), G-MCAH/Site 10m. NE of York (14.45), G-HELY/Doncaster (15.10); 19th. G-JORR/York Race Course (14.45); 22nd. G-AVTE/York (16.15); 29th. G-LEFB/Batley (10.45).

OVERFLIGHTS 131.05MHz

The title explains the subject this column will cover. There is now the facility available to the group to operate a flyover tie-up service. This information is available to us by courtesy of 'Air Scotland' who have access to flight plans filed through Oceanic Control at Prestwick. The information is therefore guaranteed accurate. Also available will be an I.T. tie-up service for all the holiday flights operated by non U.K. based airlines passing along our airways. If you listen to airways and see aircraft which you want to identify then this is what you do:-

- 1) Wait till the end of the month.
- 2) List all flights wanted in alphabetic and numeric order on a day by day basis leaving room for a reply.
- 3) Send to: E. Rigg, 35 Bromley Mount, Wakefield, WF15 5LB.
- 4) Enclose a stamped addressed envelope - or no reply.

The replies should be coming back to you within four - five weeks. You can include eastbound as well as westbound, but do not assume for example that PA120 E/B will be PA121 W/B etc. etc., as many operators change aircraft for return flights. I will try and sort them for you. Try and use airline codes where possible:- AA - American; AC Air Canada. Military flights are usually not available.

Flyover news

Scheduled:- American now operating ex New Zealand DC10's on LGW route. Air New Zealand (TF) 747 flights LGW - LAX on Thursdays and Sundays. Air France operating yet another U.S. registered 747F - N4544F.

Unscheduled:- Biz-jets seen in the last month include N100CC 1-11; N777SW, N890A, N2601 G3's; N442A G2; HBVDX, N96DM Learjet's. Heard but not seen, along Blue 1 was D-CARA crossing OTR at FL450 (pew) and requesting and receiving, climb to FL470!

MILITARY NEWS

BINEROOK:- on 12 - 13th October the based Lightnings were involved in exercises, assisted by Phantoms from 23 and 56 Sqn. Aircraft were drawn from 11 Sqn. : XS929/BC, XR769/BD, XS923/BE, XS927/BH, XS903, XP706/EM, XP701/BN, XP694/80, XS458/BT; 5 Sqn. : XS899/L, XS921/AB, XS919/AD, XR754/LE, XR758/AF, XR753/LG, XR759/AH, XS895/AK, ZP751/AQ, XR713/AR, XR716/AS, XS419, XR756/F and XR773; Lightning Train-

MILITARY NEWS (Contd.)

ing Flight: XR720/DA, XP749/DB, XP753/DC, XP741/DD, XS416/DU, XS420/DV, XV328/DY, XS452/DZ. Intruders attacking on 12th October included Buccaneer S.2B XW540, 237 OCU, with two others, Canberra T.17s, WF890/EJ and WF916/EL, 360 Sqn., Phantom F.G.1, XV581/E 43 Sqn., Phantom FGR2 XV425/D, and XV500/S, from 23 Sqn., and from 56 Sqn., Phantom FGR2s XV478/Q and XV482/Q. Attackers on 13th October included FGR2s XV406/A, XV425/D and XV408/N from 23 Sqn., Hunter FGA.9 XF416/Z, 1 TWU, an unidentified Nimrod, three Jaguars, 56 Sqn. Phantom FGR2s XV478/Q, XT908/Y, XV399/L and XV404/B, Canberra T.17 WF890/EJ 360 Sqn., and three F.111Es from 20TFW at Upper Heyford. On 30th September the Lightning Training Flight departed for the Armament Practice Camp at R.A.F. Valley, taking F.3s XR720/DA and XP753/DC, F6 XS923/DF, T5s XS416/DU, XS420/DV, XV328/DY and XS452/DZ. On 21st September F-5Es of the 527 TFFAS arrived from Alconbury including 01543/43, 01549/49 and 01569/69, departing on 24th September. Changes in the Lightning allocations include: F.6 XS929 ex stores to 11 Sqn. as BC replacing XS903, F6 XR753 ex stores to 5 Sqn. as AG replacing XR724; T.5 XS419, ex L.T.F., on loan to 5 Sqn. until 26th October; F3 XR751 ex L.T.F. returned from St. Athan in the grey scheme; F3 XP706 has become BM with 11 Sqn. replacing XP707; F6 XR757/BE has become the first grey 11 Sqn. aircraft in full markings; T.5 XS458 to 11 Sqn. coded BT. On 27th October in connection with Exercise Priory 82-2, Luftwaffe F.104Gs were in evidence including 20+01, 21+78 and 24+95 of JaboG 31 together with Alpha Jets 41+28, 41+52, 41+58 and 41+63, and Harrier GR3s XZ965/AM, XV779/AP and XZ970/AR, 3 Sqn. The airfield was attacked by Luftwaffe RF.4Es 31+10, 35+74, 35+79 and one other possibly 35+08, two A.10s, one of which later landed after developing a technical fault, RF-4Cs 80553 and 80563, 10 TRW and F.104G, D-8268, Royal Neth. A.F.

CONINGSBY:- also in connection with Priory 82-2 F.104s of the R. Danish A.F. operated from here including R-340, R-812 and R-704 on 25th October. On 27th October Luftwaffe F.4Fs were again in evidence including 37+33, 37+57, 38+37 and 38+73 together with Hunters from IT.W.U., XF418/16, XJ687/58, XF519/E, XG291/Y, XE597/F and XG154/54. Lightnings operated from here on 27th October XP741/DD, XP749/DB, XP753/DC, XS921/AB, XS452/DZ, XR751/DA, XP694/BO, XP707/BM, XR754/AE, XR720/BN, XP479 and XR763. Phantom FGR.2s present on 25th October were XT902, XT905, XT892, XT897, XV421, XV426, XV470, XV484 and XV486.

LAKENHEATH:- on 25th October F.104Gs, of the R. Neth A.F. were: D-8318 and D-8268.

WADDINGTON:- on 27th October F.16As of the R. Belgian A.F. were operating from here including FA-01, FA-19, FA-23 and FA-44, together with F.104Gs FX-02, FX-31 and FX-47, and Mirage 5BAs, BA-02, BA-10, BA-13, BA-15, BA-22 and BA-62. In support was H.S.748, CS-01.

FAR EAST VISIT, Part 3. HONG KONG & INDONESIA

Kai Tak airport at Hong Kong is one of those airfields that any air enthusiast dreams of visiting. Its spectacular approach through the flats of Kowloon and its varied assortment of visiting aircraft make it a very dramatic place. There are several elements to the airport; the terminal buildings with some fingers, but which at busy times is supplemented by a bus service across the apron; the HAECO maintenance hangars; the Cathay Pacific maintenance area; the cargo area; the area usually reserved for visiting military aircraft; the Royal Hong Kong Auxilliary Air Force hangar and a detached area used by RAF and British Army helicopters. On the south side of the runway is the Hong Kong Aero Club and the Far East Flying and Technical school. I arrived at Kai Tak on a wet and stormy evening on Pan Am PA001 on 17th August, and departed on 20th August for Djakarta in Garuda FK-GIF. In between I was able to make several visits 'to see what was in'.

The Terminal is served by a very wide range of airliners and naturally the most interesting ones for me were the shorter range services to South East Asia.

FAR EAST VISIT (Contd.)

Of interest were:-

CAAC Trident B-288, 261, 284, 246, 286, 254 B.707 B-2412
China (Taiwan) B.707 B-1828, 1824 B.747 B1860, 1864 A300 B-190 7475P N4508H
Alitalia B.747 I-DEMF
Philippines DC-10 PH-DTI A-300 RP-C3003
CP Air B.747 C-FCRA
Air France B.747 N1305E
Lufthansa DC-40 D-ADHO
Swissair DC-10 HB-IHG, IHO
Thai A.300 HS-TGK, TGP, TGN, TGH, TGW
KLM B.747 PH-BUH, BUN
Japan DC-8 JA8034, 8042, 8046, 0847; 747 JA8155
Singapore DC-10 9V-SDB, SDD
Malaysia DC-10 9M-MAS, MAV
Japan Asia DC-8 JA8038
Korea A.300 HL7220, 7238

The HAECO hangars were servicing Royal Brunei 737 VR-UED, Air Nuigini 707 P2-ANA, Global 707 N15713 and Tristar A40-TX. During my stay I saw 19 of the 20 strong fleet of Cathay Pacific. The missing one was 707 VR-HGQ.

There is a lot of activity at the cargo terminal, and several 747F's were in evidence including LX-BGV, N806FT, N812FT, N629US, JA8123, 8144 and of course VR-HVY. On the military side there seemed to be a new P-3C Orion in each day, and I logged BU 153432, 159887 and 153453.

The local air arm is housed in a very modern hangar which is best seen across the runway on the pier of the Kowloon City Ferry. On a sunny day the whole fleet tends to be put out in the open. These are Dauphins HKG-1,2 and 3; Cessna 404 HKG4; Bulldogs HKG5 and 6 and Islander HKG-7. British military helicopters were to be seen around, but often their drab camouflage precluded firm identification. Scouts and a Wessex with "D-Day Stripes" (XT678) coded H were airborne inspecting junks around the harbours. These helicopters are based at Sek Kong airfield.

The Flying Club has the following aircraft tied down in a fenced compound; Cessna 152 VR-HHN, HHP; Cessna 172RC VR-HRG 182P VR-HHF; Cessna 340 VR-HHA; Pup VR-HGT, Beech 23 VR-HIX, HHR and dismantled Fuji 200 VR-HGS. Next door is a Technical School with the non-airworthy airframes of a Chipmunk (VR-HFQ), Bell 47, Beech Musketeer and Cherokee.

Buzzing around the airfield and the colony with great panache was FAA Sabreliner N87 doing radar calibration work.

Without doubt Kai Tak is a truly fascinating airport to watch.

INDONESIA is a surprisingly important country. It has the 5th largest population in the world (after China, India, USA, USSR) and has over 1,700 islands that span a distance greater than that from London to Moscow. It is thus not so surprising that its national airline, Garuda, is now the largest airline south of the equator, with a new widebody fleet consisting of 6 x 747, 6 x DC-10 and 6 x A300 (plus 3 more on order. It is also the proud owner of 27 x DC-9 and 36 x F.28. Garuda was to be my transport from Hong Kong to Jakarta and Bali, and back to Amsterdam.

My first encounter was with DC-10 PK-GIF at Hong Kong on 20th August. The 4½ hour flight to Jakarta was quite smooth, the timekeeping good and cabin service very generous, but oh how cramped it was. True cattle truck stuff that even beat Dan Air. To eat a meal one had to bend the elbows into unexplored postures. The flight landed at Halim International Airport just after dusk. This airport handled all the widebody flights of Garuda, plus military flights by C.130's. On final

FAR EAST REPORT (Contd.)

approach we passed over a parade ground with a P-51 floodlit and mounted on a plinth. Almost the entire DC10 and 747 fleet were here, plus DC10 JA8539 and HB-IHD, A300 9V-STC and 747 VII-EBD.

The 1½ hour flight along the length of Java to Denpasar on Bali was made in 747 PK-GSE, brand new from Everett. This was one sector of a chain of hops from Europe to Australia.

They say that Bali is a dream island. With coral reefs, palm tree shores, tropical sun, brilliant green rice terraces and some dramatic volcanic cones it isn't bad. The airport is about as busy as LBA, though some of the planes are much larger. After exploring some aspects of paradise I visited the airport on the 21st and 24th August. One had to be patient to see new aircraft, but with time a considerable variety of types could be seen, even though in penny numbers. Still they were all PK's. For the record I logged:- DC-10 PK-GIA, GIC, GIE, GIF. B.747 PK-GSD, GSE, GSF. DC-9-32 PK-GVQ, GNV, GNW. F-28-1000 PK-GVD, GVU, GVV. F-28-3000 PK-GFQ, GFT. A-300 PK-GAA, GAC, GAG. DHC-6 PK-NUA, UD, UI, UK, UO, UT, UU, UW. F-27 PK-GHG, GPK. DC-3 PK-ZDG (derelict). HS748 PK-MHR. Beech 36 PK-MBO. PA-32 PK-OMA. PA-34 PK-ORR, SBA. B.737 AI-7301 (Air Force 01).

From the hotel I was woken up each morning by an F27 just after seven just as I usually am; but this time it was owned by Merpati.

The return flight to Amsterdam turned into a marathon slog, thanks to bad time-keeping. By being 2½ hours late at Denpasar I missed the chance to see Halim international in the light. In the gloom I saw once again most of the DC10 and 747's plus two A300s, and two CASA 212's.

There was more delay as freight was loaded into the 747 (PK-GSD) in a very leisurely way. The first leg was a 4 hour flight to Colombo (Sri Lanka). We arrived at about 0100 local time, and the only aircraft out of bed were Air Lanka's sole 737 4R-ALD (leased from Royal Brunei, who registered it VR-UEB) and a vintage HS748 CR-831 (formerly 4R-ACR, C-GCZY, CP-MAL and G-ATEJ).

After 4 more hours aloft we arrived at Abu Dhabi. Another flashy mosque-like airport with rotten toilets. We passed other hulls imbibing the cheap fuel in the dark, including 727 YK-LGA, 707 S2-ACK, IL-62 CCCP 86463, DC-10 HL-7339, 747 9V-SQN and VR-HVY and a 707 that I'm almost sure was from Hang Khong Viet Nam. On taxiing out we passed the entire fleet of DHC6 and DHC7 aircraft of Emirates Air Service.

Soon after departure the sun arose and we could track our route over Bahrain, Dahrain, Kuwait, Syria, Cyprus, Turkey and all the way up the Danube into West Germany. Frankfurt yielded L1011 D-AERT, HS-748 D-AFSH, F-27 D-POBY, Falcon 20 D-COTT, Alisarda DC-9 HB-IKC, Citation HB-VDC and Pan Am 737s N380PA and 381PA (presumably ex Air Florida).

Amsterdam's highlight for me was a plane that you all seem to have seen except me, Biffo G-BISU. Supporting cast included Caravelle F-BUZO, F-28 PH-CHN, Citation G-BJIL, 727 YI-LCK, DC-10 C-GCPD, Lear OY-BLG, Challenger N600CS, and Citation OO-SEL.

Garuda (the mythical bird) had landed us in the cart by arriving 4 hours late, and so missing our BA connection to Heathrow. With an Apex ticket this sort of thing is nasty, but after a lot of pressure we found standby seats on a later flight. So G-AWZB proudly brought us back to the green fields of England.

Chris Warn

AIRLINE REVIEW

AIR ECOSSE are to apply for a licence to operate Prestwick - Manchester/Newcastle, on condition that they are given a subsidy!

AIR ENGLAND a new airline based at Manchester, who intend to apply for the former BA routes from Manchester to Geneva/Zurich and Birmingham to Copenhagen.

AIR EUROPE have applied for a scheduled licence to operate the former BA routes from London Gatwick to Alicante, Faro and Palma.

AIR UK are to appeal against the CAA's decision to revoke their LGW - Guernsey licence which has been awarded to Guernsey Airlines. They are to apply for Heathrow - Inverness when BA withdraw next April. Started a new service from Southend to Amsterdam, Mon - Fri, using Bandeirante, from Nov. 1st.

AIR MANCHESTER have registered BAC One Eleven G-BMAN (131) ex G-AVOF. Are they still operating???

BRITANNIA have applied for a scheduled licence to operate the former BA routes from London Gatwick to Alicante, Faro and Palma. They have also applied to operate the same 3 routes from Glasgow and Manchester.

BRITISH MIDLAND are interested in the BA route Heathrow - Inverness from next April. F27, PH-KPH has been re-registered G-BMAE. B707 freighter G-BMAZ is on a 3 month lease to Tradewinds and will then go for conversion to 211 seat configuration for I.T. work from next April.

B. CAL are considering applying for a licence to operate the former BA Gatwick - New Orleans route. They are also planning to sell B707 G-BDEA, also see GENAIR.

BRYMON further to last months report re operations from London Dockyard STOL port. Airports to be served are:- Jersey, Guernsey, Manchester, Brussels, Amsterdam, Frankfurt, Rotterdam and Paris Orly. It is anticipated that 6 DHC7's would be required. They have applied for a licence to operate Exeter - Channel Islands, specifying DHC6, DHC7 and SD360 aircraft.

DAN AIR Further news of the plans for the utilisation of the BA 146's that are on order. One is to be based at Gatwick to operate to Berne, Toulouse and Dublin with charters when possible. The other aircraft to be based at Newcastle to operate to Gatwick, Bergen and Stavanger. At weekends it will operate charters from Tees-side and the Sunday evening LBA - Jersey flight. A Mon, Wed, Friday service from Bristol to Glasgow via Cardiff commenced November 1st northbound in the morning, southbound in the evening. Centreline Bandeirante (Dan Air c/s) is used on the service. They have also applied to operate from Gatwick to Inverness. Also, it is reported that they are to phase out Turbo props from scheduled operations by the end of 1983!

GB Airways This is the 4th airline to apply for a Heathrow - Inverness licence, specifying Viscount and BAC One Eleven aircraft on an unrestricted frequency.

GENAIR-EASTERN have signed an agreement with B.CAL; operating feeder services to Gatwick. B.Cal. are to handle and market the services and connections to their European and Worldwide routes. The flights from Liverpool, LBA, Tees-side, Humber-side and Norwich will operate with joint BA/EN flight numbers. Short 330 G-IKIE has been painted in B.CAL. c/s with Genair/B.Cal. Commuter titles. The rest of the fleet will be repainted in the same colour scheme. Since the merger of the airlines Humber-side Airport has received a significant increase in the number of flights. There are now 3 flights to LHR, 2 to LGW, 2 to GLA (via TEES) all Mon - Friday, reduced frequency at weekends. All flights are operated by SD330 aircraft. In addition a Mon, Wed, Friday flight to Glasgow (via NCL) is operated by Bandeirante.

JANUS AIRWAYS have acquired Herald G-ATIG ex Brymon for their IT flights from Lydd to Ostend, Calais and Beauvais and intend to purchase another Herald next year.

LOGANAIR have applied for a Londonderry - Isle of Man - Blackpool licence for operation from 1st April to 31st October 1983.

MANX The second F27 has been registered G-IOMA (10106) ex D-BOBY. The following

AIRLINE REVIEW (Contd.)

MANX routes are operated:- IOM - LHR twice daily with Visc; IOM - MAN twice daily with F27; IOM - LPL twice daily with Bandeirante and once daily with F27; IOM - BFS twice daily with Bandeirante; IOM - GLA twice daily with Bandeirante; IOM - Dublin daily ex Sat with Bandeirante; IOM - BLK daily with Bandeirante; LFE - BFS twice daily with F27. From these schedules it appears that they have 2 Bandy's on lease. The flight prefix used is JE.

ORION The new B737 will be registered G-BKHO (22979).

WELSH AIRWAYS have applied for a licence to operate scheduled flights between Gatwick and Haverfordwest. Initially a weekly service would be operated working up to a daily service.

LBA Summer '83 IT's

From a perusal of next years holiday brochures the following IT flights are expected to operate from LBA next summer.

BRITANNIA Palma - Mon, Tue, Sat; Ibiza - Fri; Gerona - Tue, Sat; Alicante - Thu, Sun; Lisbon - Mon fortnightly; Venice - Mon, Fri '3 weekly'; Naples - Mon; all for Thomson Holidays. Jersey - Sun, for Wallace Arnold and OSL. Fula - Sat for Yugotours.

AIR EUROPE Palma - Wed, Sun for Intersun. Palma - Sun for Club 18-30 (could be same flight).

MONARCH Palma - Sat; Gerona - Fri; both fortnightly for Cosmos and Suntime.

AIR MALTA Luqa - Mon fortnightly for Thomson Holidays.

In addition, Solar Holidays, Heaps are offering holidays to Jersey using Dan Air flights. Modernline are offering charter flights to Jersey on Saturday using BAF Viscounts, I think.

TRIPS

FRIDAY MARCH 11th 1982

Visit to Manchester A.T.C. sub-centre at 19.30 hours. 12 only - over 16 yrs. Travelling by cars - will arrange lifts as needed. Book early - No charge.

1 83 Booking Conditions

1. All bookings must be confirmed in writing with £1 deposit (or full payment) and enclosing SAE. Telephone reservations acceptable before the above confirmation.
2. Full payment 4 weeks before event.
3. Deposit not refundable without valid reason for cancellation.
4. Non-members (day membership 50p) if space available.

POSSIBLES for 1983

1. Luton and RAF Museum Hendon
2. Stansted and Southend
3. PFA Rally - (Cranfield?)
4. Flight show (if on)
5. Midlands tour BIA/Coventry/ Birmingham/Halfpenny Green.