
VOLUME 5 No. 2 (FOR PRIVATE CIRCULATION ONLY) FEBRUARY 1979

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TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.
SECRETARY:- Roger Fozzard, 12 Hill Top Mews, Knottingley, W.Yorks WF11 8FD.

FORTHCOMING MEETINGS

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

MARCH 4th : Chris Harper presents a showing of civil and military aircraft slides taken during his visit to the USA.
APRIL 1st : Peter Shackleton will be showing some of the recent additions to his collection of Airliner slides.
MAY 6th : A talk presented by Squadron Leader Tony Smart of the Multi-Engine Training School (METS), RAF Leeming, with slides.

N.B. Next committee meeting will be held on Sunday 4th March at 14.15 hrs.

EDITORIAL

Thanks to our appeal last month, a member has offered to be the Military Editor, taking over from John Nielson, from whom reports have not been coming recently.

The new Military Editor's name and address is as follows:- Mr David Collier
"A" House,
Eden's Court,
University of York,
York.

Will members please send Military News to this address in future.

The SSAFA display at Church Fenton will be on 3rd June 1979, and the Air Yorkshire sales counters will be in action as usual, with the aim of gaining more sales of the "goodies", but more importantly to increase the membership of Air Yorkshire from all these thousands of people watching. The committee will be wanting as much help as possible, so put this date on one side.

The Camping Fly-In at Bagby (East Point) will be 23rd/24th June 1979, well worth a visit.

5th AUGUST 1979

This is the date set aside with Yorkshire Aeroplane Club for flights for Air Yorkshire members. Will members interested please write to the Secretary, and, relative to response, the aircraft and pilot will be booked. The cost is relative to duration and will be notified later.

LEEDS/BRADFORD MOVEMENTS - January 1979

2nd	G-BBOS JetRanger 2 G-BFTF Grumman AA5B N/R	G-BFJS Cessna 340A	G-BEVL Cessna 421C
3rd	G-ASRE Aztec C G-BFGH Cessna F337 n/s G-BEMA Cessna 310R II	G-BEVL Cessna 421C G-BASL Cherokee 140F n/s G-JEAN Citation	G-POLO Navajo 350 G-BEEM Navajo 325C G-BOST Aztec F n/s
4th	G-POLO Navajo 350 G-BFEC Aztec F	G-JEAN Citation G-BBPZ Aztec D	G-BEVL Cessna 421C PH-MOL Fellowship
5th	G-AYDG Rallye Minerva G-JEAN Citation	G-DAWN Cessna T.210M G-BCZP Cessna T.210L N/R	G-POLO Navajo 350 G-MSDS Cessna 404 N/R
6th	G-AXTO Comanche	G-BFTR LongRanger	
7th	G-BCDS Aztec E	G-BFFZ Cessna FR172XP n/s	
8th	G-AXXG Islander G-BBTW Navajo P G-BFDN Navajo 350 G-BCBK Cessna 421B PH-BAJ Super Cub n/s	G-JEAN Citation G-BBEJ Navajo 350 G-BHJ Aztec E G-BDWX Jodel D.120A	G-BFVP Aztec F G-BBEW Aztec E G-BBRJ Aztec E EI-BDN Aztec n/s
9th	G-ATHJ Aztec C G-AVFP BAC 1-11 (BA-5403) G-BFJK Aztec E G-BAVJ Navajo 350 XZ347 Gazelle (AA435)	G-ATFY Cessna F172G G-AXJK Cherokee 140B G-BEXH Cessna FR172F N/R G-BEMF Navajo 350	G-AZFR Cessna 401B G-BFON Navajo 310 G-BFSP Islander n/s G-KERR Cessna FR172XP n/s
10th	G-BDWK B58 Baron G-POLO Navajo 350 n/s G-BIEL Navajo 310	G-BCKO Aztec E G-JEAN Citation	G-HLUB King Air 200 G-BEDU Navajo T n/s
11th	G-ARMP Cessna 172B G-JEAN Citation G-BCSV Cessna 421B G-BAVJ Navajo 350	G-AYRT Cessna F172K G-BFMD JetRanger 2 G-BDJT Baron 58 G-BJBN Tomahawk	G-AXPU HS125 3B/RA (RM024) G-BEVL Navajo 350 G-POLO Navajo 350
12th	G-AYRT Cessna F172K G-AYDG Rallye Minerva G-JEAN Citation G-HULL Cessna F150 n/s PH-HES Citation 2 G-AYVM Navajo 300	G-AZSE Cherokee Arrow G-BAGO Cessna 421B G-BENR Commander 114 G-BEVL Cessna 421C G-SALL Cessna F150 n/s XX498 Jetstream T.1 (T-75)	G-AXXH Islander G-BFVP Aztec F G-BAVH Navajo 350 G-BFTV Cherokee 180C G-BFUP Cessna F150 n/s
13th	G-AVXX Cessna FR172E G-AVTK Cherokee 6 n/s G-GJRL Cessna 421C G-BJLS Cessna 340A n/s G-BAVY Aztec E G-THAM Cessna F182R	G-ATEW Twin Comanche G-AXPU HS125 3B/RA G-BAXV Cessna F150L G-WIZZ JetRanger 2 G-BBDT Cessna 150H G-BBEF Cherokee 140F	G-AXKD Aztec D G-BEHG JetRanger 2 G-BFKA Cessna F172N G-BFJR Cessna F337 n/s G-BCIJ AA5 Traveler G-AZLL Cessna FRA150L
14th	G-BEVL Navajo 350 G-BFFZ FR172XP n/s	G-BEVL Cessna F172 n/s G-JEAN Citation	G-OJMA Cessna 421B
15th	G-BEVL Cessna 421C	G-BBOS JetRanger 2	
16th	G-BEVL Cessna 421C n/s G-BFTT Cessna 421C G-JEAN Citation G-KATH Cessna P210	G-BREE Lear Jet 25B G-BEUT P68B Victor G-IDRB Navajo 350 G-BBOS JetRanger 2	G-BFMD JetRanger 2 G-POLO Navajo 350 G-BNNH Navajo 350 G-AZWW Aztec E
17th	G-AWMS HS125-3B G-BBOS JetRanger 2 G-BCZP Cessna T.210L	G-ZAAR Cessna 414 G-POLO Navajo 350	G-BEXR Navajo 350 G-PRIX Cessna 414A
18th	G-AYVM Navajo 300 G-BACZ Cessna 414	G-JEAN Citation	G-BEVL Cessna 421C

LEEDS/BRADFORD MOVEMENTS - (cont'd)

19th	G-AXBY Cessna 401A	G-BBTW Navajo P	
22nd	G-BMIJ Aztec E		
23rd	G-BEMM Navajo 325 G-HLUB King Air 200 G- F-27 'Anglia 103' Div.	G-BMIN Navajo 350 G-BPKY Seneca 200	G-BEXU Navajo 350 G-BDVS F-27 'Anglia 683' Div. G-BFYZ Viscount Alidair 831F Div.
24th	G-AZTB Monsun 150FF G-BMBA Islander G-BESP Islander G-BFND JetRanger 2 G-CBIL Cessna 182K XX492 Jetstream T.1 (and73)	G-AXVG HS748 Div. G-BEVK Navajo 350 G-BBEW Aztec E G-BPKN Aztec F XX497 Jetstream T.1 (T-81)	G-BEBA HS748 Div. G-BDWK Baron B58 G-BCKO Aztec E G-BBUY JetRanger 2
25th	G-AXVG HS748 Div. G-OBKA Cessna 421C OO-LFB Cessna 402B	G-BEBA HS748 Div. G-BLPR Navajo 350 XX497 Jetstream T.1 (and82)	G-AYZC Aztec D G-BBJF Baron 58
26th	G-BGAK Cessna F182Q N/R G-CALL Aztec F G-BLVK Navajo 350 G-FOXY Cessna F172 n/s	G-BBJF Baron 58 G-BBMJ Aztec E G-BAKL F-27 Div. PH-JSB Corvette	G-BAKF JetRanger 2 G-BAVL Aztec E G-PARA Cessna 207 n/s
27th	G-BOST Aztec F	G-BFVB Boeing 737 F/V	
29th	G-AXFE King Air B90 G-OFAR Cessna 402C N/R G-BFAR Citation	G-JEAN Citation G-OSSH Cessna 421C N/R	G-BBOS JetRanger 2 PH-GPL Navajo
30th	G-AYUF Navajo T n/s G-KERR Cessna FR172K G-BAUA Aztec D G-BCSV Cessna 421B	G-BEVL Navajo 310 G-YORK Cessna F172M G-BIWL Cessna 421C G-AZSZ Aztec D	G-BBOS JetRanger 2 G-CPTS JetRanger 2 G-JEAN Citation XX492 Jetstream T.1 (T-75)
31st	G-AZFR Cessna 401B G-BFFE Cessna F152 G-BSTN Navajo 350 n/s	G-PRIX Cessna 414 G-BDWK Baron B58 G-BNPD Aztec E n/s	G-BAOZ Cessna 414 G-JEAN Citation

Not the best month ever for Foreigners, the Irish Aztec EI-BDN on the 8th had to night stop with YLA when it went u/s, it left on the 10th. Super Cub PH-BAJ returned on the 8th and went into YLA alongside G-ARAN which has been there for some time. The registration G-SUPA has been allocated to PH-BAJ and it has the c/n 18-150-5512. PH-HBS on the 12th is one of the bigger Citation II's with c/n 550-0023. Corvette PH-JSB was making a first visit on the 26th and in contrast the last foreign registration of the month was PH-GPL which is a very common Navajo at LBA. Main news this month has been deliveries and new residents. Starting off with Tiger G-BFUF which became resident on the 2nd, then on the 5th Titan G-MSDS arrived for Northair. This turned out to be c/n 404-0269 and is to be used on the Marconi Space Development Systems flights previously operated by G-IANT. Also on the 5th P210N G-KATH was delivered to Blackbushe and Cessna 210 G-BCZP arrived in part exchange. On the 9th Cessna FR172 G-BBXH moved in from Oxenhope and on the same day Cessna FR172K G-KERR c/n 0625 ex PH-AXB arrived on delivery to Citation F/S, it n/s and departed on the 13th. On the 12th three Cessna F150's arrived for Citation these being G-HULL, G-SALL and G-ETUP c/n 1106 ex PH-HLG. These last three stayed on the main apron until the 24th when G-ETUP went to Sunderland and the other two went to Sherburn. The Cessna 340A G-BJIS of J.L.Shaw arrived from Jersey on 13th and it is to be resident for around six months. More Cessnas were delivered for Citation on the 26th when Cessna 207 G-PARA c/n 00153 ex D-EIKA and Cessna F172M G-FOXY c/n 0994 ex PH-VDK both arrived and night stopped. Also on the 26th Cessna F182 G-BGAK was delivered to Northair who finished off the month in style with Cessna 402C G-OFAR c/n 0015 and Cessna 421C G-OSSH c/n 0617 both arriving on the 29th. Long standing resident on the old apron was the Aztec G-BAJX which finally departed after being dug out of the snow on the 30th. Boeing 737 G-BFVB was first noted on the

LEEDS/BRADFORD MOVEMENTS (cont'd)

Britannia service on the 27th. Dominic XS726 was on the ILS on the 5th, with XS732 on the 16th. On the 12th the Scout XT630 was noted on radar overshoots.

Note: Leeds/Bradford Movements last month indicated that G-BRHD visited on the 21st December. It actually arrived on the 14th and stayed until after Christmas.

It is reported that the sales ex Citation Flying Services aircraft of late are as follows:-

G-BDPH Cessna F172M Astro Data Ltd, Birmingham.
G-BFGW Cessna F150H Humberside Aero Club, Humberside.
G-BFGY Cessna F182Q N. and M. Smith, Street End Farm.
G-BFKA Cessna F172N C. Blackburn, Sherburn.
G-BFKB Cessna F172N Air Anglia, Norwich.
G-BFMV Cherokee 180C T. Hayselden Ltd, Doncaster.
G-BFPM Cessna F172M N. Hebditch,
G-BGND Cessna F172N N. Duke, Hurn.
G-CSEM Cessna F150M Century Steels Ltd, Huddersfield.
G-IWPL Cessna F172 I. Wallis (Publicity).
G-NHAG Cessna 207 G. H. Nolan Ltd, Biggin Hill.
G-PARA Cessna 207 Army Parachute Club, Western-On-The-Green.
G-THAM Cessna F182 G.T.F. Ltd, Luton.
G-YORK Cessna F172 Sherburn Aero Club, Sherburn.

Cessna F337G G-FAST is now jointly owned by Citation F.S. and the former owners of G-BDPH, Phillips Plasterers.

TEES-SIDE MOVEMENTS - November 1978

1st	N663P Gulfstream 2 SP-LSI IL18D LOT	G-BFGE Cessna F172N G-BFMW Viscount 738	G-ILUB King Air 200
2nd	G-BELW Cessna 421C	N51BJ Cheyenne	G-BBCC Aztec D
3rd	G-BEJZ Aerostar 601PE	G-BEKO Cessna F182Q	
4th	G-BAAT Cessna 182P	N27535 Navajo	G-ATZO Beagle B206 SRS.1
8th	G-ASNU HS125/1 F-BTDA Jet Commander	F-BXLD Navajo F-BRPH Aztec D	F-BSBU Falcon 20E
9th	G-ANPO DC3 G-DJBI Citation	G-BBLI Shrike Commander SP-LSH IL 18V LOT	SP-LSD IL 18V LOT
10th	G-AXFH Heron 1B/C G-BCPO Partenavia P68B	F-GATG VFW-614 F-BRNN Navajo	G-BAPG Viscount 814 F-BM.C King Air A90
15th	G-AXXG Islander	G-LEON Navajo 350	LN-SAL Beech 99
16th	G-ANPO DC3 I-GJBO HS125/400B	G-BFIC HS125/600B F-BTDA Jet Commander	G-JEAN Citation
20th	G-DUKE B.60 Duke	G-AVXI HS748/2A	EC-DEB Learjet 35A
25th	G-ANWX Auster J/5L	F-BVRD King Air 200	F-BTDA Jet Commander
27th	G-AWZG Trident	G-AROI Dove 5	
28th	G-ASNU HS125/1 F-BVJJ Seneca 200	G-AWWV Cessna FR172F G-BECW Aztec E	G-ANUO Heron 2D G-ARIR Viscount 708

TEES-SIDE MOVEMENTS - December 1978

4th	G-DBOW HS125/600B	G-BFIC HS125/600B	G-PLFC Bandeirante
6th	LN-SAL Beech 99 G-BFEA King Air 200	G-AXXG Islander G-BRIT Cessna 421C	G-BFOH Bell 47G G-BBZP Navajo 350

TEES-SIDE MOVEMENTS (cont'd)

7th	LN-PAC Navajo 310	G-ANUO Heron 2D	G-APKW Heron 1B
8th	G-BLGW F27 Div	G-BCDN F27 Div	G-BEKH JetRanger 2
11th	G-JEAN Citation LN-SAB Navajo 350	G-BAWO Cessna 340 G-BAKP Aztec E	LN-MPZ Navajo G-BEDR Trislander
14th	G-AWOJ Cessna F172H LN-KLK Convair CV 440	G-BMIN Navajo 350 LN-MAR Cessna 404	G-BEOU Navajo 350 G-AZIN Canadair CL44
15th	G-BFSO HS125/700B G-BBZI Navajo 310T	G-AZNY Aztec E G-BEPU Navajo 350	G-BFTW Viscount 738
16th	G-AYWG Aztec C G-ASUB Mooney M.20E	G-AWVY Islander G-BEYF Herald 401	G-STAR Aerostar 601P
18th	F-BYCC Falcon 10 LN-OSU Sikorsky S-61N	G-BFOH Bell 47G G-BEPU Navajo 350	OY-PRT Aerostar 601P
19th	G-ANUO Heron 2D	F-BTMA Beech 99 n/s	G-BFAR Citation n/s
20th	G-BAAJ Aztec C G-BDVS F27 Div	G-AYOJ HS125/400B G-BDVT F27 Div	G-AZZM Trislander G-BEDR Trislander
21st	G-AVJJ Twin Comanche G-ECCL HS125/600B G-BEBA HS748 Div	G-BCRW Sikorsky S58T SP-ISC IL 18E LOT G-BEDR Trislander	G-ESTN Navajo 350 SP-LSB IL 18V LOT
22nd	G-BAJU Aztec C G-BEBA HS748 Div G-BAFZ F27 Div G-BLGW F27 Div	G-BDVT F27 Div G-BAKL F27 Div G-BDDH F27 Div G-BEDR Trislander	G-BCGU HP137 Jetstream Div G-BFYZ Viscount 735 Div G-CSZB Viscount 804 Div G-AZZM Trislander
23rd	G-BDVS F27 Div	G-BCDN F27 Div	G-BCZG Herald 202
27th	G-BLGW F27 Div G-BCDN F27 Div G-ARCR Viscount 708	G-BFLL HS748 Div G-AZHA Aztec E G-AMSV DC3	G-BMIN Navajo 350 G-BEOU Navajo 350 G-BTTA Navajo 350

TEES-SIDE MOVEMENTS - January 1972

2nd	G-BEXU Navajo 350	LN-SAL Beech 99	G-BDFE Herald 206
3rd	G-BEVA B737 G-BEBA HL748	LN-VIN Cessna 404 G-BDTP Trislander	G-ARIR Viscount 708
4th	G-AXAX Aztec D G-AYNR HS125/400B	G-BADR B737 G-DAWN Cessna T.210M	G-AVSO Aztec C
6th	G-NASH AA5A	G-BFTW Viscount 738	
7th	G-BBAZ Hiller UH-12E	G-LEON Navajo 350	PH-MAX DC9-32
8th	G-AWWL HS125/3B-RA	G-BAXD Trislander	N4002M B.727-17
9th	G-BEWP Cessna F.150M G-BRIT Cessna 421C	G-AVRM B.737 G-AWGS Canadair CL.44	F-GATG VFW-614
10th	PH-HGS C.550	G-BBJF 58 Barón	
12th	G-ANUO Heron 2D G-BAHG Comanche 260	G-BCGU HP137 Jetstream G-AWGS Canadair CL.44	G-ARIR Viscount 708 PH-MAT F.28-1000
14th	G-APWA Herald 100	G-BCDN F.27 Div	PH-MAR DC9-33RC
15th	G-BAKL F.27 Div	G-BAUR F.27 Div	G-BEOJ Navajo 350
16th	G-BCYC Trislander G-AZNZ B.737 G-BBCW Aztec E	G-BCIJ AA-5 Traveler G-BRIT Cessna 421C G-WIND B.707-323C	G-BEOJ Navajo 350 G-AYWF Aztec C

TEES-SIDE MOVEMENTS - January 1979 (cont'd)

17th	G-ANAF DC.3 G-HLUB King Air 200	G-ANUO Heron 2D G-AWDK Canadair CL.44	G-BFLJ Navajo 350 G-RBLA Twin Otter
18th	G-ANAF DC.3 G-BELW Cessna 421C G-BFVI HS125/700B	G-BBOS JetRanger 2 G-BCWA BAC 1-11 G-BFYZ Viscount 735	G-BDOA HS125/600B G-AZOD Aztec D
19th	G-ANUO Heron 2D	G-BBXE Aztec D	G-BFDN Navajo 350
20th	LN-NPI F.27-300	PH-MOL F.28-1000 C/T	
21st	G-APWA Herald 100	G-BDDH F.27 Div	G-BLGW F.27 Div
23rd	LN-VIC Cessna 402 N121EU Falcon 20E	G-AXKD Aztec D PH-MBG DC10-30CF F/V	G-POLO Navajo 350 G-BAZH B.737
24th	G-ATCL Airtourer 100 G-AXKD Aztec D	G-GBSC King Air B90 G-BFZC Sikorsky S-61N	G-ATJU Cessna 150F
25th	G-BBCW Aztec E G-BCJI Navajo 350	G-BFMW Viscount 738 G-AVDX HS125/3B-RA	G-BEVG Herald 401 G-LEON Navajo 350
26th	G-BBZI Navajo 310T G-POLO Navajo 350	G-JEAN Citation G-EAXP Aztec E	G-BEFI Navajo 350
29th	G-BEZX Navajo 350	G-BFLJ Navajo 350	G-EDVT F27 Div
30th	SE-GIN Navajo	G-DANE Cessna FRA.150L	G-AVRM B.737

Martinair DC9-33RC operated BMA-T/Side-H/row services from 7-1-79 to 13-1-79 as G-BFIH was in for checks. Martinair operated DC9's PH-MAR from 14-1-79 to 29-1-79 and PH-MAO from 17-1-79 to 30-1-79 on freight also DC10 on 23-1-79. F28 PH-MAT operated Dan-Air T/Side-Amsterdam services on 12-1-79. Air Alsace VF 614 on 9-1-79 from Orly to Gatwick. N4002M B727 V.I.P of Flour Corp. n/s to Luton on 8-1-79. Tyne Tees A/W new Navajo G-FTTA arrived on 27-12-78 from Luton to be based at Teesside.

TEESSIDE MOVEMENTS - January 1979

3rd	G-BIMJ Aztec E also 8, 24, 25 n/s. G-BOST Aztec F also 9, 11, 23 n/s, 25, 31st.	G-AZNY Aztec E. G-BNPD Aztec F.
4th	EL-BFT Besch 200 1st visit n/s.	
5th	G-BAMI B55 Baron also 16 n/s, 18th. G-BBEW Aztec E also 13, 22nd G-BRHD Aztec F n/s also 11 n/s, 18 n/s.	G-BAVY Aztec E also 10, 13, 16n/s, 22, 23, and 30th. G-BBSD 58 Baron also 7n/s, 10, 22, 24, 29, and 30th. G-BSTN Navajo 350 also 29th.
6th	G-BBSL Aztec E.	
7th	G-BAOZ Cessna 414 n/s, also 8 n/s, 10, 11 n/s, 12, 17, 18, 26n/s, 30n/s, 31st.	
8th	G-BDWK B58 Baron also 9th.	G-MDRB Navajo 350 also 18, 31st.
9th	G-AXXG Islander. G-BEED B55 Baron.	VP976 Devon C.1.
10th	G-FJGC Navajo 350 1st visit.	PH-HES Citation 11, 1st visit of type.
11th	G-BCEC Cessna F172M.	
15th	G-BBOS JetRanger 2, 1st visit.	
17th	G-AVNL Aztec C also 18.	G-BFLJ Navajo 350.
18th	G-AZWW Aztec E.	
22nd	G-BCKO Aztec E, also 23, 24th.	G-HLUB B200 King Air.
24th	G-BBIT Hughes 269B, 1st visit.	
25th	G-BBEY Aztec E also 27th.	

BROUGH MOVEMENTS (cont'd)

27th G-BBED Aztec E.

30th G-ARHW Dove 8 n/s also 31 n/s.

31st G-AREA Dove 8.

Feb. 1st - G-BJHH Citation 11 arrived for Armstrong at last! Operated 2nd to Cologne and return.

Diary date:- Brough Open Day - 9th June 1979.

OUT & ABOUT

TEESSIDE 5/2/79 - Most of the aircraft mentioned are residents, but even with the bad weather, one of our members got "out & about".

G-ARXY, AXHG MS880B Rallye Club, G-AXCG Jodel D.117, G-AVUS PA.28-140, G-AVVI PA-30, G-AZLY Cessna F.150L, G-AWUL Cessna F.150H, G-BDSL Cessna F.150M, G-AWMU Cessna F.172H, G-APIK J/IN Alpha, G-ANWX J/5L Aiglet TR., G-AVYF Musketeer, G-ARNW HS.748, G-DUKE B.60 Duke, G-BESP Islander, G-BOOK, BDKS, BADW, BADI, BECH Pitts S-2 Specials.

Information regarding G-MOZY is that it will be of two-thirds scale, of all wooden construction and powered by two C90 engines. It will also have a retractable under-
-riage and be in two seater configuration.

MILITARY NEWS

One of our members visited Dishforth on 8/2/79, and between 15.50 and 16.00 hrs the following were present:-

Jet Provost T.5A	XW418 (Coded 54)	3.FTS.
Jet Provost T.5A	XW409 (Coded 78)	1.FTS.
Jetstream T.1	XX496 (Coded 73)	METS.
Dominie T.1	XS728 (Coded E)	6.FTS.

CHURCH FENTON

More details show that the basic FTS to be formed here will start in April 1979, with 8 Jet Provosts from Leeming, gradually building up to 30 aircraft when fully operational. The Relief Landing Ground will be Elvington, Rufforth was contemplated but does not have a suitable runway.

LINTON-ON-OUSE

The sightings at this airfield on 8/2/79, were as follows:-

Jet Provost T.3A :	XW471/10,	XN636/15	XM401/17	XM473/19	XN505/25
	XN593/27	XN553/34	XN510/40	XM405/42	XM383/45
	XN509/50	XN497/52	XM479/54	XM372/55	
Jet Provost T.5A	XW405/61	XW327/62	XW417/64	XW419/65	XW288/66
	XW413/69	XW428/70	XW351/74	XW409/78	

XM473 is new with the unit being ex-Kemble hack aircraft. Where did XN499/19, previously reported in our October issue, go to?

Also noted was Jet Provost T.5A XW369/9 with RAFC band (presumed visiting) and unidentified Jet Provost T.3/4 nose section near Control Tower, the two Ventures of 642GS. in the hangar, and very small black bits of metal on the dump, which was once Varsity WL668.

HOPE-ON-SPALDING MOOR

A little belated, but more details of aircraft mentioned in the October issue at this airfield are as follows:-

Buccaneer S.2B XW988, went back to Farnborough about September. Hunter T.8M XL602, Sea Harrier avionics aircraft, believed to be still there.

BINEROOK

Reported seen here on 5/10/78 were 11 Sqn. Lightning F.3's XP695/M and XR713/O. This contradicts serials given in our October issue, namely XP965 and XR737 respectively. Can anyone confirm which are correct and current?

VALLEY

The Gnat T.1 was retired from Flying Training here at the end of 1978, most of these aircraft will be disposed of to the School of Technical Training at Halton, deliveries being made via Abingdon.

Hawk T.1 XX239 was delivered during October 1978, and Wessex HAR.2 XT602 of Sqn. "C" Flt was replaced by XS675 also during October.

CRANWELL

Adding to last month's report of the increase in the number of Jet Provosts due to start flying training at Cranwell, the satellite airfield is a conflation of two reports, one stating that Barkston Heath is having radar installed and will be the circuit training field, and the other that Swinderby will be the satellite. Can anyone confirm either of these?

HURN

The Sea Vixen FAW.2 XN697 arrived at Hurn for conversion by Flight Refuelling from Culdrose on 18/12/78.

VULCAN'S

101 Sqn. has this year completed 21 years service with the Vulcan, the longest serving unit with the type.

Representative aircraft with the unit at Waddington are B.2s XM605, XM606, XM611, XM612, XM653, XM655, XM656. The other Waddington based units also operating the Vulcan B.2 are (with representative aircraft), 9 Sqn., XH557, XL389, XL391, XL427, XM569, XM602, XM646, XM647, XM649; 44 Sqn., XH562, XJ784, XL386, XL388, XM573, XM594, XM607, XM609, XM652; 50 Sqn., XL387, XM575, XM597, XM598, XM599, XM603, XM608, XM650, XM651, XM654. The other Vulcan airfield is Scampton and representative aircraft of the units at this airfield are, 27 Sqn., XH534, XH558, XH560, XH563, XJ780 (SR.2s), XJ782, XJ823; 35 Sqn., XH538, XH561, XL361, XL443, XL445, XL446, XM570, XM572; 230 OCU, XH554, XH559, XJ824, XL318, XL319, XL359; 617 Sqn., XL317, XL390, XL392, XL425, XL426, XM574, XM595.

Any information on the following seen over York?

17/11/78	Sea King HAR.3 (North),	20/11/78	Beaver AL.1 (South)
28/11/78	Whirlwind HAR.10 (North),	13/12/78	RN Sea Prince (North)
25/01/79	2-KC-135 (North),	30/01/79	Whirlwind HAR10 (South)
31/01/79	Hawk T.1 (S.East),	2/02/79	3-Vulcans in Vic formation (high)

The KC-135's were probably heralding the arrival in this country of the first A-10 squadron - 92 TFS of the 81 TFW. Fourteen "Thunderbolt 2's" in standard grey trim arrived at Bentwaters on this date, three later deploying to Europe on 29/1/79 for "REFORGER 79".

VENTURE T.1/T.2

A brief review of the Venture, built at Kirkbymoorside by Vickers Slingsby. This lists airfields that the aircraft were operating at in 1978 with the RAF.

XW983 The only T.1 spent most of 1978 at Syerstan with CGS. Noted 6/9/78.
XZ550 Boscombe Down A&AEE "A" sqd until c4/78, to Kirkbymoorside for overhaul, thence to 642GS, Linton-on-Ouse.
XZ551/2/3 With CGS Syerstan most of year. Noted 6/9/78.
XZ554 To 633GS Cosford by 6/78.
XZ555/6 Was with CGS Syerstan in 9/78.
XZ557 To 633GS Cosford by 6/78.
XZ558 NO DETAILS KNOWN! (first flight was about 5/78)
XZ559 To 616GS Henlow by 11/78.

MILITARY NEWS (cont'd)

XZ560/1 Noted with CGS Swanton Morley 8/78.
XZ562 To 625GS South Cerney by 9/78.
XZ563 To 642GS Linton-on-Ouse by 11/78.
XZ564 NO DETAILS KNOWN!.

Each GS has two machines. Is it possible that the other machines of 616GS and 625GS are XZ558 and XZ564?

AIRLINES REVIEW

AIR ATLANTIQUE

Air Atlantique have acquired a DC-6B from Greenlandair. The aircraft is OY-DRM c/n 45326 and is due to be delivered in March to Invicta at Manston for modification and overhaul. An option is also held on Greenlandair's other DC-6B, OY-DRG c/n 45329 and if taken up should arrive in May. - One aircraft is likely to be based at Coventry and one will be in an all-passenger configuration.

AIR ANGLIA

Approval to fly services from Liverpool to Aberdeen and Amsterdam has been refused by the C.A.A. Permission to extend an existing licence to cover operations from Aberdeen to Swansea via Blackpool and Liverpool has also been refused. A ruling has yet to be given on the proposed twice daily service between Amsterdam and Berlin. Following the takeover of Air Anglia by the British and Commonwealth Shipping Group, the airline has now acquired Peters Aviation, also Norwich-based.

It is reported that the first Regular Mail Service between Edinburgh-Aberdeen is now operating on the Air Anglia service. This takes all Scottish mail up to 18.00hrs from Leeds and the N.E. Regional G.P.O, from LBA to Scotland. Let's hope it is the forerunner of further improvements in the freight situation at LBA.

AIR FAISAL

The arrest of the major shareholder of the airline on drugs smuggling charges has resulted in the suspension of its operators licences. Two ex RAF Britannia 253F's, G-BDLZ and G-BEMZ are operated on ad-hoc cargo charters between the U.K, Africa, the Middle and Far East.

BRITISH CALEDONIAN

A ban has been imposed by the Spanish authorities on the use of Madrid by DC-10s, on the Gatwick-Buenos Aires service. This is seen as part of a reprisal for the proposed enforced move of Iberia's operations from Heathrow to Gatwick. Although it only affects DC-10s, wide-bodied types are needed on the other sectors of the service precluding the re-introduction of Boeing 707's.

This airline took delivery of its third Douglas DC-10-30 at Yuma, Arizona on 22nd Jan, and it was flown direct from Yuma to Gatwick on the 24th Jan. The registration was G-BFGI, and was the 266th to roll off the McDonnell Douglas production line at Long Beach, California.

ALIDAIR

An order has been placed for a DHC Dash 7 by this carrier, the first U.K. operator to use this aircraft. It will be No.15 and delivered in September 1979, options on a further four aircraft have been taken. The deal is subject to British certification of the Dash 7.

AIR EUROPE

It is reported that this operator is planning to lease a Boeing 747 from British Airways, but the date is not known yet.

BRITISH AIRWAYS

Further to our December news that British Airways have ordered three new BAC1-11 500s for delivery at the end of 1979, they are also trading in two of their series 400's, at the same time.

AIRLINES REVIEW (cont'd)

The possibility of a helicopter link to Guernsey from the U.K. mainland has been advanced by the disclosure by BA that the runway at Guernsey is too short for "meaningful" jet services.

BRITISH AIR FERRIES

The intended purchase by this carrier of three L.188CF Electras seems to have fallen through because of certification problems.

ICENI AVIATION LTD

This is reported as a new charter company to operate from East Midlands using DC-3s. Any details, please?

WARDAIR

In addition to the usual 747 charters between Manchester, Gatwick and Toronto-Vancouver DC-10s are to be used starting on Wednesday 25 April departing Manchester at 11.35am.

SCIMITAR AIRLINES

A second Boeing 707-321C, N794RN, c/n 18718 has been bought from Uganda Airlines. The airlines first cargo contract was with Viking Air Freight in November 1978 and, incidentally, set something of a precedent when it won an exemption from the September 30, 1978 shut-off date for importation of non-noise certificated aircraft into the U.K. Although Scimitar have started as a cargo airline, it aims at becoming an air carrier operating in all areas of air transport (hence the purchase of convertible 320C's) and hopes to move into passenger carrying as soon as it is commercially prudent to introduce wide-body types.

PRESERVATION NEWS

Ian Horner is now once again able to compile this section, and any information regarding news or parts of old aircraft, should be sent to his address at 32 Fagley Drive, Fagley, Bradford BD2 3LE.

LINCOLNSHIRE AVIATION MUSEUM

Further parts of the Argus G-AJOZ have been found, and will be added to the current rusty frame of this aircraft. This was C/N 347, ex FK338, w.f.u 12/63.

Various parts have been acquired from a private collector in Earls Colne, namely the engine bearers and cowlings from Dove G-AHRI, C/N 04008, ex 4X-ARI, w.f.u. 1/71, a complete and a bearer from a D.H. Gypsy Queen, plus bearers and instrument panel from a British Eagle DC-4. Also added was a probe from one of the CAA'S Doves and an Anson rudder bar. Sadly the museum had to turn down a burnt tail of an Anson and the mortal remains of Percival P.66 President G-APMO.

PENNINE AVIATION MUSEUM

It is hoped that this museum will be opened in June 1979 at Moorlands Park, Bacup, Lancs. Vampire T.11 XK627 code 38, is the only complete aircraft so far, although Aeroplane Collection have promised their Anson nose, and several engines will also be displayed.

GENERAL

Yorkshire Aircraft preservation Society have had to decline the offer of a T-33 and an F-100 from RAF Sculthorpe, owing to the lack of a suitable display site.

Preservation is a continuing battle to save the aircraft of today for the people of tomorrow. There are many ways in which you can help, preferably by sending money to, or joining one of the local preservation groups. Details of three big appeals are given below, please contribute, and try to save a little more for the next generation than has been saved for this one.

PRESERVATION NEWS (cont'd)

The Battle of Britain Museum Appeal - Although this museum has opened, a large part of its £3m cost has still to be met. Donations to:- RAFF, Hendon, London NW9 5LL.

Mosquito Aircraft Museum Hangar Appeal - A £50,000 appeal has been launched to put Mosquito Mk35 TA634 under cover. Appeal address is:- Salisbury Hall, London Colney, St. Albans, Herts.

DH Heron 1 G-ALZL - The Heron Prototype Preservation Campaign are hoping to bring this historic aircraft back from Australia for display in the Torbay Aircraft Museum. A purchase cost of £36,000 has been mentioned. Offers of help or contributions to:- G. Cowell, 51 Crossway, Petts Wood, Kent BR5 1PE.

Any member who has aircraft parts in his possession which he may wish to give to a Society or Museum is requested to contact the compiler who will get in touch with the relevant groups.

ITEMS OF INTEREST

Shorts - The Belfast company, are well advanced in negotiations with Piper covering licence production of the two-seat Tomahawk for sale throughout Europe.

They recently took over several large hangars at the RN Air Yard at Sydenham, and it is understood that part of this new accommodation is earmarked for light aircraft production. Incidentally, Piper are building one aircraft every 55 minutes at Lock Haven, and one every 31 minutes at Vero Beach - so watch out Northair!

France - is negotiating the purchase of British Aerospace 748 military transports and Coastguarder maritime patrol aircraft. The requirement is for at least 16 aircraft several batches of 748's and four Coastguarders. All will come from BAC's Manchester production line. This will be the first British type to be supplied to France since the Avro Lancaster entered Aeronavale service in 1952.

EF-111A TACTICAL JAMMING SYSTEM

Designed and built by Grumman around the airframe of the U.S. Air Force F-111 fighter/bomber, two EF-111A prototypes are being flight tested at Grumman's Calverton, New York, facility under contract to the Air Force.

The EF-111A combines the speed and range of its F-111A airframe with the superior electronic warfare capability of the ALQ-99 electronic jamming subsystem.

Three tons of sophisticated electronics equipment, including transmitter, receivers, antennas, computers and display equipment, have been incorporated into the two-place supersonic aircraft. Much of this equipment has been redesigned from the U.S. Navy/Grumman EA-6B electronics countermeasures aircraft. Exterior modifications include a thin, canoe-shaped radome 16-feet long on the underside of the fuselage to house the antennas for high-powered jamming transmitters and a new tail fin, topped with a pod, to enclose receiving antennas and associated equipment.

The EF-111A's tactical jamming functions are managed by an Electronic Warfare Officer who controls both active and passive equipment through the on-board computer. Computer management enables the officer to handle a tactical workload previously requiring several operators. For example, preflight programming of the computer with known radars frees the operator to concentrate on new and more urgent threat radars. Also, the automated ALQ-99E has exceptional versatility and speed for identifying and locating threat radars and assigning jammers to neutralize them over a wide range of frequencies.

The advanced electronic equipment is being demonstrated at the Calverton facility.

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EF-111A TACTICAL JAMMING SYSTEM (cont'd)

all the way to targets deep in enemy territory while providing blanket radar jamming coverage.

MCDONNELL DOUGLAS KC-10A - ADVANCED TANKER/CARGO AIRCRAFT

A modified McDonnell Douglas DC-10 convertible freighter has been selected by the United States Air Force for its Advanced Tanker/Cargo Aircraft missions.

Production engineering, tooling, long-lead procurement and other non-recurring activities for the new craft designated the KC-10A have been initiated at the company facility in Long Beach, California under a \$28 million contract from the Air Force.

Approximately 20 of the KC-10A transports could eventually be ordered, depending upon available funding. Selection of the DC-10, was based on an integrated assessment of its capability, price, life cycle costs and technical features.

Primary mission of the KC-10A will be to increase the mobility of U.S. forces in contingency operations by air-to-air refueling of fighters while simultaneously carrying the fighter squadron's support equipment and support personnel on overseas deployments; refueling strategic airlift transports during overseas deployments and resupply missions; and augmenting cargo-carrying capability on a selected basis.

With its improved aerial refueling and its cargo airlift capability, the KC-10A will permit the movement of U.S. forces without reliance on en route bases and without depleting critical fuel supplies in the theatre of operations.

To adapt the commercial DC-10 to the AFCA mission, McDonnell Douglas will install an aerial refueling boom, a boom operator's station, a hose and drogue, military avionics and body fuel cells located in the lower cargo compartments.

The KC-10A will deliver 200,000 lb (90,719 kg) of fuel to a receiver 2200 st ml (3539.8km) from the home base and return, or it will transport a maximum cargo payload of 170,000 lb (77,112 kg) a distance of 4370 st ml (7031 km).

Gross takeoff weight of the KC-10A will total 590,000 lb (267,622 kg). Its length will be about 182ft (55.4.); wingspan, 165ft 4in (50.42m), and tail height, 58ft 1in (17.7M). Engines will be three General Electric CF6-50C1 high bypass-ratio turbofans, each producing 52,500 lb (233,520 N) of takeoff thrust.

The Air Force also awarded McDonnell Douglas a contract for \$429,425 to plan total logistics support of the KC-10A force which could include spare parts and support equipment, intermediate and depot level maintenance, systems management and technical support. Air Force personnel would accomplish flight line maintenance and maintenance management.

APPEAL

Does anybody own, or know anybody that owns, a 16mm projector that Air Yorkshire can borrow for meetings? We have, at the moment, to lease a projector, and this is rather costly, so anyone who has "access to" one of these items that can be used by Air Yorkshire no more than monthly, is asked to contact the Secretary.

FURTHER APPEAL

By David Collier, who wants to know any locations of ATC/CCF "Grasshopper" primary gliders at schools, scrapyards etc. Any details to David or direct to the Editor.

CREDITS

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