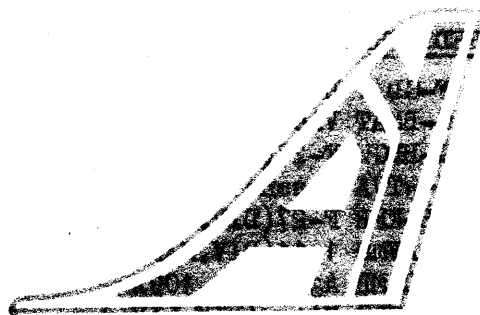


AIR YORKSHIRE



VOLUME 8 No.2

(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1982

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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:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 9DN.

FORTHCOMING MEETINGS

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

MARCH 7th : More films from Harry Holmes - the Bae.748, Twin Otter, Buffalo etc.

APRIL 4th : Peter Hague will be showing us his slides taken at the 1981 Paris Air Show, and of his visit to Dallas, Texas later last year.

Notice of COMMITTEE MEETING at 2.30p.m. on March 7th.

EDITORIAL

FOLLOW THAT! Chris Warn's slides at last month's meeting will take some beating, which together with his highly entertaining commentary, held the viewing members to the very last slide.

Members who had the pleasure of seeing the show will be pleased to know that Chris is returning to tell us more of his travels later in the year.

Neil Poole has offered to become Military Editor, for which we thank him very much. He needs as much information as possible for this section, particularly that appertaining to local RAF airfields. Come on, give him your support, his address is - 34, Chippendale Rise, Bradford BD8 0NB. We wish him every success in making this an interesting and successful section.

LATE NEWS

It is anticipated that a Constellation (and a Dakota), will be stationed at LBA from August onward for filming of the second series of "Airline". It is understood that relationships between the TV people and Squires Gate are a little strained, and the "Connie" could be stationed on the old apron all winter. HERE'S HOPING!

CREDITS

T.W. Sykes
K. Jordan
Air Britain

D. Elam
C. Pontefract
LAAS

R. Fozzard
S. Rigg
British Aviation Review

H. Yates
C. Harper

LEEDS/BRADFORD MOVEMENTS - January 1982

| | | | |
|---|---------------|----------------------------|---------------|
| 1 F-GDAV Learjet 23(DIV) | 1039 1409 | G-BHWE B.737(DIV.BIRM.) | 1358 1544 |
| G-BMAT Visc.(DIV.BIRM.) | 1523 1602 | G-BOSL B.737 n/s | 1529 1557(2) |
| G-BLGW F-27(DIV.B'POOL) | 1533 1744 | G-BGYJ B.737(DIV.EMA) n/s | 1537 0902(2) |
| G-WTVA Cessna 404 | 1551 1910 | G-AVMZ 1-11(DIV.BIRM.) n/s | 1555 1341(2) |
| PH-KFH F-27(DIV.EMA) n/s | 1559 0838(2) | G-WSSC PA-31(DIV.B'POOL) | 1631 1839 |
| G-AVMS 1-11(DIV.MAN.) n/s | 1619 1410(2) | G-AZNC Visc.(DIV.EMA) n/s | 1632 1405(2) |
| G-OAMH Agusta A.109A | 1646 1657 | G-BHWF B.737(DIV.MAN.) n/s | 1704 0733(2) |
| G-AZLS Visc.(DIV.LIV.) | 1814 2126 | G-AVMX 1-11(DIV.MAN.) n/s | 1823 1400(2) |
| G-OAMH Agusta A.109A | 1852 1905 | G-BLGW F-27(DIV.MAN.) | 1917 1943 |
| G-BMAT Visc.(DIV.EMA) n/s | 1928 1023(2) | | |
| 22 The only movements were the exodus of the many diversions above. | | | |
| 3 G-AZAV Cessna 337 n/s | 1519 | G-BAZH Boeing 737 | 1601 1701 |
| 4 G-BABW King Air | 0805 0834 | G-GILL Cessna 402C | 1041 1102 |
| N5531N Cessna 182 n/s | 1258 1041(7) | G-BDEJ Rockwell 112 | 1236 |
| G-BAZH Boeing 737 | 1443 1600 | G-BGNW Boeing 737 | 1652 1740 |
| 5 G-SONG King Air 200 | 1338 1848 | G-UBHL King Air 200 | 1447 1900 |
| 6 G-BHFY Baron | 0923 0950 | F-BUTD Cessna 421B | 1125 1539 |
| F-GAPR Cessna 421B | 1133 1541 | G-BBUJ Cessna 421B | 1159 1549 |
| 7 G-AZRU Jetranger | 1108 1435 | G-AVIB Cessna 150 | 1345 1440 |
| G-SPTS King Air n/s | 1731 1214(8) | | |
| 8 C-GVJT Cessna 441 n/s | 1344 0828(11) | EI-BJY King Air 200 n/s | 1615 1104(9) |
| D-IATC Citation | 1647 1809 | G-BBBD Aztec n/s | 1655 1056(9) |
| G-BECC B.737(DIV) n/s | 2304 1213(9) | | |
| 9 G-BJBI Cessna 414A | 0756 | G-FLIP Cessna 152 n/t | 0920 |
| G-KFIT King Air n/s | 1627 1135(10) | | |
| 10 G-BECH Boeing 737 | 0657 0833 | G-BAZG Boeing 737 | 1607 1708 |
| SE-IBO Cessna 340 n/s | 1806 1345(11) | | |
| 11 G-BDFC Rockwell 112A | 0906 1643 | G-BBCW Aztec | 0914 0932 |
| G-BABW King Air | 0929 0953 | G-HELY Agusta A.109A | 1117 1136 |
| G-BDOY Hughes 369 | 1223 1338 | G-BFTG AA-5B | 1315 1355 |
| G-HYDE Jetranger | 1454 1514 | G-BAZG Boeing 737 | 1518 1606 |
| G-BJET Cessna 425 n/s | 1539 1100(17) | G-BBCW Aztec | 1935 1941 |
| 12 G-OBCA Cessna 421C | 0956 1023 | OY-AZG King Air | 1020 1551 |
| G-AWUL Cessna 150 | 1028 1109 | G-EFAR Citation | 1234 1235 |
| G-BGTY Boeing 737 | 1717 1802 | G-BMAS F-27(DIV.LIV.) n/s | 1851 1239(13) |
| G-BGEO Chieftain | 1928 2005 | G-BHWF B.737(DIV.MAN.) | 1935 2539 |
| G-BAPF Visc.(DIV.EMA) n/s | 1952 1114(13) | G-BMAT Visc.(DIV.EMA) n/s | 2000 0939(13) |
| G-ARMW HS.748(DIV.MAN.) | 2002 2032 | G-BITV S.330(DIV.EMA) n/s | 2009 1047(13) |
| G-AVTH 1-11(DIV.MAN.) n/s | 2027 0944(13) | EI-BEC B.737(DIV.MAN.) | 2029 2303 |
| G-AVMS 1-11(DIV.MAN.) n/s | 2036 0957(13) | G-FCAS Aztec (DIV.) n/s | 2039 1649(15) |
| G-AZNA Visc.(DIV.EMA) n/s | 2128 1215(13) | G-BBST Aztec | 2133 2147 |
| G-BIEM Twin Otter | 2222 2308 | | |
| 13 G-BGEO Chieftain n/s | 0923 0723(14) | F-BVPR Falcon 10 | 0927 1800 |
| G-BHOV Partenavia P.68C | 1036 1116 | G-MARG Chieftain | 1038 1647 |
| G-HHWS Hughes 369 | 1040 1110 | G-BAPL Aztec | 1100 1527 |
| G-OBCA Cessna 421C | 1143 1645 | D-IBCI King Air 200 | 1226 1723 |
| G-GILL Cessna 402C n/s | 1518 1850(14) | G-BADE Aztec | 1512 1750 |
| G-OAKS Cessna 421C n/s | 1557 1849(14) | G-BIEM Twin Otter | 2207 2240 |
| 14 G-OHTL Sikorsky S-76 | 1103 1152 | G-BHFY Baron | 1112 1611 |
| G-MOBL Bandeirante | 1124 1504 | G-BGEO Chieftain | 1613 1825 |
| G-BBRA Aztec n/s | 1621 1544(20) | I-TELM Commander 690B n/s | 1636 1620(15) |
| G-BIEM Twin Otter | 2236 2316 | | |
| 15 G-BCBK Cessna 421B | 1353 | G-BGYL Boeing 737 | 1437 1539 |

LEEDS/BRADFORD MOVEMENTS (Contd.)

16 No movements
17 No movements
18 No movements
19 No movements

| | | | |
|-----------------------------|---------------|--------------------------|---------------|
| 20 G-BJEO Seneca n/s | 0914 1705(21) | G-LUCK Cessna 150 n/s | 1522 1244(23) |
| G-FISH Cessna 310 n/s | 1524 1124(28) | G-POST Bandeirante | 1552 1627 |
| D-IBFH Cessna 414 n/s | 1631 1356(22) | | |
| 21 G-BBST Aztec | 0824 1709 | G-DAVN Chieftain | 0910 0932 |
| G-AYBO Aztec | 1019 1700 | G-OLCA Cessna 421C | 1025 1744 |
| G-AWPS Cherokee | 1038 1404 | G-PRES Cessna 441 | 1047 1631 |
| G-JGCL Cessna 414A | 1156 1206 | G-AZVC Lonsun | 1453 1557 |
| G-VIKK Bellanca Viking | 1516 1614 | | |
| 22 G-BIYC Navajo | 0803 0844 | G-PRES Cessna 441 | 0912 1432 |
| G-AZRU Jetranger | 1034 1130 | G-BING Cessna 172 | 1108 1245 |
| OY-BGK Chieftain | 1149 2005 | G-WILL Jetranger | 1205 1246 |
| G-BECC Boeing 737 | 1417 1530 | G-BECO Bonanza | 1430 |
| G-CSNA Cessna 421C n/s | 1638 1251(23) | G-BMFD Aztec | 1719 1740 |
| G-KFIT King Air n/s | 1806 1009(23) | G-BAVC King Air | 1826 2051 |
| G-BIYO Navajo | 2015 2027 | G-BGPC Twin Otter | 2208 2230 |
| 23 00-SEL Citation | 0859 1543 | G-GIRL Cessna 421C | 1054 1613 |
| G-AZLY Cessna 150 | 1144 1228 | G-AWUL Cessna 150 | 1205 1250 |
| G-BJVH Cessna 182 n/t | 1301 | G-OSLA Boeing 737 | 1426 1540 |
| G-AZLY Cessna 150 | 1434 1518 | G-BGXD Tobago n/s | 1500 |
| G-LUCK Cessna 150 n/s | 1701 | | |
| 24 G-AZFO T.Comanche | 1114 1220 | G-BGYK Boeing 737 | 1601 1700 |
| G-CSNA Cessna 421C n/s | 1818 | G-BHBZ Partenavia P.68B | 1915 |
| 25 G-EFRA Rockwell 114 | 0953 1559 | G-BAVG King Air | 1244 1513 |
| G-BEDU Navajo | 1439 1458 | G-BATA HS.125 n/s | 1446 1713(26) |
| G-BGYK Boeing 737 | 1456 1556 | G-BESR Islander n/s | 1502 0937(26) |
| G-BGYL Boeing 737 | 1619 1728 | HB-GGU King Air n/s | 2014 1355(26) |
| 26 G-OMET King Air | 0904 0932 | D-IKAP Navajo | 1018 1755 |
| G-OAKS Cessna 421C | 1029 1606 | G-NOC Cessna 425 | 1035 1248 |
| G-BAFA AA-5 | 1044 1136 | G-BEDU Navajo | 1050 1155 |
| G-RLAY Bandeirante | 1055 1222 | G-BFKJ Navajo | 1133 1319 |
| G-BFNC Ecureuil | 1216 1254 | G-AZON Seneca | 1240 1443 |
| G-AUTO Cessna 441 | 1352 | G-BGTY Boeing 737 | 1437 1546 |
| G-BHOV Partenavia P.68C n/s | 1439 1440(27) | G-CLEN Cessna 425 n/s | 1513 1818(28) |
| G-BFKJ Navajo | 1536 1603 | N1036S F-27 n/s | 1904 0833(27) |
| G-BHHA Bandeirante | 2058 2238 | | |
| 27 G-BPAR Citation | 0751 1117 | G-BCKM Citation | 0823 0923 |
| G-AWXW Aztec | 0828 1701 | G-BFUS Cessna 404 | 0929 0949 |
| G-PIED Aztec | 1024 1513 | G-AYUP Navajo | 1047 1528 |
| G-BECO Bonanza | 1054 1623 | N1036S F-27 | 1131 1208 |
| G-ASRH T.Comanche | 1137 1158 | G-ORAY Cessna 182 | 1148 1455 |
| G-BJVJ Cessna 152 n/t | 1221 | D-INRF King Air 200C n/s | 1438 1607(28) |
| G-ASRH T.Comanche n/s | 1443 1050(28) | G-OJVH Cessna 150 | 1501 1533 |
| G-BIEBJ Aztec | 1520 1536 | N1036S F-27 | 1526 1635 |
| G-BCUZ King Air 200 | 1622 1627 | N1036S F-27 n/s | 1928 0828(28) |
| G-BGPC Twin Otter | 2208 2239 | | |
| 28 G-BGNU King Air | 0857 0905 | G-BAVC King Air | 0921 0939 |
| G-BHCA Navajo | 1048 1529 | N1036S F-27 | 1130 1632 |
| 22254 C12A | 1202 1503 | G-FLYI Seneca | 1324 1419 |
| G-BGNU King Air | 1505 1536 | G-BAVG King Air | 1809 1837 |
| G-BRUX Seminole | 1902 1928 | N1036S F-27 | 1926 1953 |
| G-BGPC Twin Otter | 2240 2308 | | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | | | |
|--------------------------|---------------|-------------------|-----------|
| 29 G-PATT Cessna 404 n/s | 0813 1150(31) | G-FCAS Aztec | 0920 0941 |
| G-SHOK Cessna 421C | 1006 1230 | G-BFNC Ecureuil | 1249 1311 |
| G-ORAY Cessna 182 | 1340 1430 | G-BECH Boeing 737 | 1428 1536 |
| G-FCAS Aztec | 1443 1514 | G-OMMT King Air | 1549 1615 |
| G-JGCL Cessna 414A | 1955 2009 | | |

| | | | |
|----------------------|-----------|-----------------|-----------|
| 30 G-OSLA Boeing 737 | 1431 1540 | G-BCMC Bell 212 | 1531 1625 |
| G-BCKM Citation | 1743 1804 | | |

31 No movements - except G-PATT above.

A very up and down month to start the year. We were busy taking diversions on the 1st, 8th and 12th but we were closed on the 2nd and the 16th to the 19th. Foreign visitors were however up on last January, two diversions on the 1st were F-27 PH-KFH from EMA and Learjet 23 F-GDAV c/n 017 from Ringway. The Learjet has kept a lot of painters happy as it progressed from N223R to N65BL to N32SD to N30BP to F-GBTA before reaching F-GDAV! Night stopping on the 4th was Cessna 182 N5531N of Cessna Brussels. Two French Cessna 421B's on the 6th were F-BUTD c/n 0031 and the very much newer F-GAPR c/n 0951. More diversions on the 8th were Beech 200 EI-BJY from Dublin and Citation D-IATC (c/n 0116 ex EC-CJH) from Belfast, night stopping on the same day was the Canadian Conquest C-GVJT. The only visitor logged on the 10th was Cessna 340A SE-IBO. On the 12th King Air 90 OY-AZG c/n LW-297 was joined by Boeing 737 EI-BEC which diverted from Ringway. Falcon 10 F-BVPR on the 13th was c/n 5 and the brand new Beech 200 D-IBCI c/n BB-932 was an EMA diversion. Night stopping on the 14th was Rockwell 690B I-TELM. Cessna 414 D-IBFH on the 20th had c/n 387 and was another n/s. Making the first of what will probably be many visits was Navajo OY-BGK on the 22nd. Another familiar aircraft was the Citation OO-SHEL on the 23rd. King Air E90 HB-GGU on the 25th had c/n LW-315. Two visitors on the 26th should become regulars, Navajo D-IKAP c/n 31-8012078 is said to be going to replace D-IASK and F-27 N1036S c/n 10134 ex P2-ANZ is in use with BMA. D-INIEF on the 27th is a new Beech 200C with c/n EL-11 and ending the month was the US Military C-12 22254. Diversions on the 1st were Boeing 737 G-BHWF, Cessnas 404 G-WTVA and BAC1-11's G-AVMS/X/Z from Ringway; F-27 G-BLGW and Navajo G-WSSC from Blackpool; Viscounts G-BMAT, G-AZLS, G-AZNC from Liverpool and Boeing 737's G-BGYJ from EMA and G-PHWE from Birmingham. On the 8th Aztec G-BBED and Viscount G-AZNA both diverted in from EMA. More diversions on the 12th were Viscounts G-BMAT, G-BAPF, G-AZLR and Short 330 G-BITV from EMA; F-27 G-BMAS from Liverpool; 748 C-ARMW Boeing 737 G-BHWF and BAC1-11's G-AVMH/S from Ringway. The rail strikes have brought Loganair out of hiding and they have been doing a late night mail run using Twin Otter G-BIIM (12,13,14) Twin Otter G-BGPC (22,27,28) and Bandeirante G-BHHA (26). The first two flights used registrations as callsigns but from the 14th they used Loganair 801 inbound and 802 outbound. Orion began services on the 12th with Boeing 737 G-BGTY. At Northair the Cessna 414A G-BJBI was flown to Gamston on the 9th and Aerobat G-FLIP came back in exchange. Conquest G-BHLP has gone to the AA and is believed to have left on the 6th, in any event it visited on an AA mercy flight on the 13th. The Cessna 421C G-CBNA of Armstrong Aviation at Brough arrived on the 22nd and is now operated by Northair from LBA. Five aircraft were reported due for delivery to Northair on the 27th, the only one that arrived was Cessna F152 G-BJVJ so perhaps the rest were delivered direct to Gamston? Cessna 337 G-AZAV arrived for CofA on the 3rd and Partenavia G-BHBZ was night stopping with Northair on the 23rd. In the other hangar P-68 G-JCTI (ex G-OJOE) made its first flight in the new marks on the 1st. Cessna F.182Q G-BJVH arrived for Philips Plasterers Ltd. on the 23rd and it is c/n 0106 ex D-EJMO.

Callsign tie-ups:- 1st. G-BHWF/Britannia 012B, G-BMAT/Midland 1501/1513Q, G-PLGW/UK500Q/501Q/564Q/565Q, G-BGYJ/Britannia 015B, G-WTVA/Express 367, G-AVMZ/Speedbird 6913, G-AZNC/Midland 254, G-WSSC/Spaceguard 104/105, G-AVMS/Speedbird 943, PH-KFH/Midland 234Q, G-BHWF/Britannia 199B, G-AZLS/Midland 504Q/505Q, G-AVMX/Speedbird 5497; 12th. G-BFAR/Fairflight 051, G-BMAS/Midland 588, G-BHWF/Britannia 200B/203B, G-BAPF/Midland 206, G-BMAT/Midland 276, G-BITV/Inter City 512, G-ARMW/Dan Air 059,

Callsign tie-ups (Contd.)

G-AVMH/Speedbird 5699, EI-BEC/Aer Lingus 214/215P, G-AVTS/Speedbird 921, G-AZLR/Midland 248, G-BBST/Thurston 134; 13th. G-EADE/Thurston 137; 14th. G-MOBL/WG133, G-BIEM/Loganair 801/802; 20th. G-POST/Fairflight 298; 21st. G-BBST/Thurston 154, G-BAVM/Air Commuter 198; 22nd. G-BBFD/Air Commuter 199, G-BIYO/Neatax 402; 25th. G-BBDU/Thurston 145; 26th. G-BBDU/Thurston 160, G-RLAY/Genair 512, G-BHHA/Loganair 801/802; 27th. G-AWXW/Thurston 163, G-PIED/Air London 427, G-EGPC/Loganair 801/802; 28th. 22254/Duke 12B/C.

ILS Overshoots:- 4th. XS732/KZP08 Dominie; 5th. XX497/T89; 7th. XX144/KUF68 Jaguar, XS726/ADW41 Dominie, XX495/ADW81, XS729/ADW04 Dominie (afternoon); 14th. XS738/ADW08 Dominie, XX498/ADW87 (morning), XX498/ADW86, XS713/ADW53 Dominie, XX493/ADW87, XX498/ADW83 (afternoon); 19th. XX495/ADW92, XX500/NZM11; 21st. XS734/NZM50 Dominie XX497/NZM92; 22nd. XX492/NZM87 (late morning), XX499/T81 (afternoon); 25th. XS712/NZM05 Dominie; 26th. XX492/NZM11; 27th. XS731 Dominie, XX498/NZM06; 28th. XS713/NZM40 Dominie, XV213/Ascot 784 Hercules; 29th. XS725/AQD08 Dominie, XS791/Ascot 751 Andover.

From & To:- 4th. N5531N F Southend n/s T Blackpool; 6th. F-BUTD and F-GAPR F Ringway T Le Havre; 7th. C-GVJT F Munich n/s T Keflavik, EI-BJY F Mariehamn (Finland) T Geneva, D-IATC F Munchengladbach T Belfast; 10th. SE-IBO F Goteborg n/s T Munich; 12th. OY-AZG F/T Copenhagen; 13th. F-BVPR F/T Milan, D-IBCI F EMA T Luxembourg; 14th. I-TELM F/T Brussels n/s; 20th. D-IBFH F/T Nuremburg; 22nd. OY-BGK F/T Billund; 23rd. OO-SIEL F/T Antwerp; 25th. HB-GGU F Gatwick n/s T Humberside; 26th. D-IKAP F/T Saarbrücken; 27th. D-INEF F/T Mannheim n/s; 28th. 22254 F Fairford T Alconbury.

Helicopter Activity:- 6th. G-AYCM/York area; 10th. G-HEAT/Leeming; 11th. G-HYDE/Wetherby; 14th. G-OHTI/Huddersfield; 29th. G-BFNC/Poppleton (nr. York).

Sherburn Movements - December 1981

3rd. G-WOLF PA-28 F Felixkirk T H'side; G-BHSA C.152 F/T N'thorpe; 5th. G-AZHC Jodel D.112 F/T Crosland Moor, G-AWUH C.150 F/T Doncaster, G-HULL C.150 F LBA T Grindale, G-AWCD Jodel DR.253 F/T Bagby; 6th. G-BAEX C.172 F/T Melbourne, G-AYRO C.150 F/T Doncaster, G-ASYL C.150 F/T Grindale; 8th. G-AXJJ Pup F/T Crosland Moor; 12th. G-AXJJ Pup F Crosland Moor T Bagby.

Sherburn Movements - January 1982

6th. G-AVZV C.172 F/T Brough; 7th. G-BJVV R1180T F Headcorn n/s T Teesside, G-BIZI Robin DR400 F/T Headcorn; 8th. G-AWRK C.150 F/T Marham; 10th. G-ATEG C.150 F/T LBA, G-AWUH C.150 F/T Doncaster, G-BIEX Andreasson BA-4B F Dishforth, G-BGNV Cougar F/T Blackpool; 12th. G-OVFR C.172 F. Blackpool T Denholme (Oxenhope?); 14th. G-HULL C.150 F/T Grindale, G-BAVS AA-5 F/T Brough; 21st. G-HULL C.150 F/T Grindale - also 22nd; 22nd. G-AZID C.150 F/T Grindale; 23rd. G-AXRT C.150 F/T Grindale, G-BAWX PA-28 F/T LBA; 24th. G-AWCD Jodel DR253 F/T Bagby; 27th. G-AVRK PA-28 F/T Coventry; 31st. G-ATEG C.150 F LBA T Humberside.

The airfield was closed from the 14th December to 2nd January because of the snow. Cessna F.177RG G-AZKH which has been engineless outside for the last 4 months is now being worked on in the hangar which was used by Hornet Aviation. Also being worked on in this hangar were the Aero Club's Cessna 150 G-YIII, Tobago G-PGTB and a military registered Tiger Moth F943 whose civil identity is not known. A possible new resident is Andreasson BA-4B G-BIEX.

Recent registrations in our area

| | | | |
|--------|---------------------------------------|---------------------|----------------|
| G-BJNG | Slingsby T-67A (1993) | Slingsby Eng. | Kirkbymoorside |
| G-NJMP | Rango NA32 HAFB.(NHP.22) | N.Pousford | Harrogate |
| G-BJPM | Bursell PW.1 HAFB | I. Holdsworth | Beverley |
| G-BJRH | Rango NA36/AX-3 HAFB(NHP.23) | N. Pousford | Harrogate |
| G-BJUB | UK BVS Special 01 HAFB(VS/PW-01) | P. Wild | Beverley |
| G-BJUF | Aerostatics Doggiebag SRS2 HAFB(Boo2) | S. Haldenby | Beverley |
| G-BJUX | Brussels Sprout HAFB(02) | I. Holdsworth | Beverley |
| G-BJVH | Cessna F.182Q (0106) | Phillips Plasterers | Yeadon |

Recent registrations (Contd.)

Plus the following Microlights:-

| | | | |
|--------|----------------------------------|--------------|-------------|
| G-MBAD | Weedhopper(USA) Weedhopper | P. Bailey | Scarborough |
| G-MBAS | Solar Wings Typhoon Tripacer 250 | T. Birkbeck | Ripon |
| G-MBCW | Hiway Demon 175 | C. Foster | Doncaster |
| G-BMCX | Hornet Microlight | L. Houghton | Bradford |
| G-MBDC | Hornet Microlight | R. Wolfenden | Bradford |
| G-MEDN | Hornet Atlas | K. Wilson | Leeds |
| G-MBDW | Tripacer Skytrike A | H. Unsworth | Bradford |

(This landed at LBA on 25/12 whilst airport was closed).

| | | | |
|--------|--------------------------------|-------------|-----------|
| G-MBDZ | Eipper Formance Quicksilver MX | M. Ridsdale | Keighley |
| G-MBEA | Hornet Nimrod | B. Berry | Harrogate |

LBA January 1964

1) G-ARMI Apache, G-APCZ Dove 6; 2) G-APCZ Dove 6, G-ARTI Heron 2D, G-ARWF Cessna 10G, G-ASFF Apache 235, G-ARYF Aztec; 3) EI-ACE DC-3; 4)-; 5) G-AOBN DC-3 n/s, G-ARIJ Tri-pacer; 6) G-APCZ Dove 6, G-ASCB Airedale, G-AODK Bell 47G; 7)-; 8) 51-7899 VT-29E; 9) G-ASHO Cessna 182F; 10) G-APZD Apache; 11)-; 12)-; 13) G-ASHW Dove 8; 14) XP900 Scout n/s; 15) XP903 Scout, G-ASHW Dove 8, G-ASFF Apache 235; 16) G-ABLE Twin Comanche, G-AMDE Gemini, G-ASFA Cessna 172D, XN132 Alouette; 17) G-APZD Apache, G-APXN Aztec; 18)-; 19)-; 20) G-ARFF Queen Air 65, G-ARIA Bell 47G, G-APMP Hiller UH-12C; 21) G-AGYL Auster J/1; G-ARGX Tri-pacer, G-APZD Apache; 22) G-APMP Hiller U-12C; 23) G-ARDE Dove 6, G-ARTI Heron 2D, G-AREC Cessna 310D; 24) G-ASHV Aztec, G-ARNP Airedale, G-ARGI Auster 6A n/s; 25) G-ARGX Tri-pacer; 26)-; 27) G-ARTI Heron 2D, G-ASHO Cessna 182F, G-ARMT Dove 6, G-ARXR Aircoupe n/s, G-ARGX Tri-pacer; XP826 Beaver AL.1 n/s; 28) G-ASFA Cessna 172D, G-ASLC Cessna F172E, G-ARMT Dove 6, 29) G-AIRC Auster J/1 n/s; 30) G-ARUM Dove 8, G-ARDE Dove 6; 31) G-ARUM Dove 8, G-ARGX Tri-pacer, G-ARTB Mooney M20B.

Plenty of military activity to start off the year. Visiting on the 8th was VT-29E 51-7899 of the USAF. The Army Scout XP900 night stopped on the 14th and left with XP903 on the 15th. XN132 on the 16th was the first Alouette for the Army and it was using callsign 'Army Air 466'. The Army Beaver XP826 night stopped on the 27th. Cessna 172D G-ASFA arrived for Alan Rathmell on the 28th. BUA Dakota arrived on the 5th and stayed until the 15th.

Teesside Movements - December 1981

| | | | | | |
|-----------|--------------|--------|-------------|--------|--------------|
| 1 F-GCTB | King Air | G-BEOE | Cessna 150 | G-BFOH | Bell 47 |
| 2 G-CNSI | King Air 200 | G-CTLN | Bandeirante | G-BHSM | Jetranger |
| 5 PH-KFG | F-27 | PH-CHB | F-28 | G-BBBI | AA-5 |
| G-BFSG | HS.125 | G-BFZH | Arrow | G-BFSP | HS.125 |
| 10 D-IFWZ | Merlin | D-CEUR | Falcon 10 | N823C | Cheyenne |
| G-AWNN | B.747(DIV) | G-BCDN | F-27(DIV) | G-BHMZ | F-27(DIV) |
| 11 G-BLXM | King Air | G-AWNE | B.747(DIV) | G-AWNN | B.747(DIV) |
| 16 G-BENO | Aztec | G-GILL | Cessna 402C | G-BHSM | Jetranger |
| 21 G-BBEJ | Chieftain | G-BHMZ | F-28(DIV) | G-BLGW | F-27(DIV) |
| 22 G-BHFD | Twin Otter | G-BGEN | Twin Otter | G-ARGR | Viscount |
| 23 PH-TVR | Boeing 737 | PH-MBY | DC-9-82 | EI-BFT | King Air 200 |
| 28 G-STUD | Twin Otter | G-BFZK | Bandeirante | G-BDDH | F-28(DIV) |
| 29 G-AYJU | Cessna 206 | G-CHEV | Bandeirante | G-CELT | Bandeirante |
| G-BHMX | F-27(DIV) | G-BAKL | F-27(DIV) | G-BHMZ | F-27(DIV) |
| 30 G-OBLY | Aztec | G-POST | Bandeirante | G-BCDO | F-27(DIV) |
| G-BDDH | F-27(DIV) | G-BHMX | F-27(DIV) | G-BAKL | F-27(DIV) |

Teesside Movements (Contd.)

1st. F-GCTB F/T Le Bourget; 10th. D-IFWZ F/T Munich, D-CBUR F Oedheim n/s T Stras-
bourg, N823CM F/T Frankfurt n/s; 23rd. PH-TVR and PH-MBY (Martinair) F/T Amsterdam.

Teesside Movements - January 1982

| | | |
|--------------------------|-----------------------|-----------------------|
| 3 PH-CHF F-28 | PH-DEE DC-8-63 | PH-KFG F-27 |
| EC-BIQ DC-9 | HZ-AMH BAC1-11 | |
| 4 G-BIXV Bell 1212 | G-BIRC Viscount | G-BAVY Aztec |
| 5 G-CECA Seneca | C-BIDF Cessna 172 | G-BBIF Aztec |
| 6 F-BVJJ Seneca | G-BHFY Baron | G-BFOH Bell 47 |
| 7 G-SPES King Air | | |
| 8 G-BFVZ King Air 200 | G-BNOC Bandeirante | G-CTLN Bandeirante |
| 12 G-BCMC Bell 212 | G-BAHN Baron | |
| 13 OH-ALK Commander 690B | G-BRGV Chieftain | G-APEJ Merchantman |
| 16 PH-CHF F-28 | G-AWYT BAC1-11(DIV) | G-BFVO P.68B(IIIV) |
| 17 OY-DZZ Aztec | | |
| 18 F-BVJJ Seneca | G-JDST Chieftain | G-UBHL King Air 200 |
| 19 OY-DEZ Aztec | BI-BGP Cessna 414A | G-BAUR F-27(DIV) |
| G-BHMW F-27(DIV) | G-STAN F-27(DIV) | G-ARAY HS.748(DIV) |
| 20 G-ANUO Heron | G-CTLN Bandeirante | G-BHCJ HS.748(DIV) |
| G-BDDH F-27(DIV) | G-BMAT Viscount(DIV) | G-BAUR F-27(DIV) |
| 22 G-AZFB Boeing 720 | G-ATHA Apache | G-LATC Bandeirante |
| G-BMCA King Air 200 | G-BHIZ Navajo | |
| 23 PH-CHD F-28 | G-BRED Canadair CL-44 | G-BFZH Arrow |
| 25 G-AZFB Boeing 720 | G-BJET Cessna 425 | G-CNSI King Air 200 |
| 26 G-AZFB Boeing 720 | G-ANUO Heron | G-BFOH Bell 47 |
| 27 G-BHFY Baron | G-BHSM Jetranger | G-BRED Canadair CL-44 |
| 28 G-SVHA P.68B | G-ATNV Comanche | G-GILL Cessna 402C |
| 29 D-IBAI Commander 690B | G-BIMW Twin Otter | G-AZFB Boeing 720 |
| 30 LN-SUE F-27 | PH-CHF F-28 | G-BGKU Arrow |

3rd. PH-DEE(KLM) F/T Amsterdam, HZ-AMH F Heathrow T Manchester; 6th. F-BVJJ F/T
Calais; 13th. OH-ALK F Blackpool T Haugesund(Norway); 17th. OY-DZZ F Esbjerg T
Walney Island T Esbjerg on 19th; 18th. F-BVJJ F/T Calais; 29th. D-IBAI F/T
Dusseldorf.

G-APEJ, AZFB, BRED all newspaper flights due to the rail strike.

Out & About

Ringway - 13/2/82 :- Not too much to see, parked were Laker's Airbus G-BIMB,
DC-10 G-BGXF and 1-11 G-AVDW; arrivals were Dan Air's new 1-11 G-BJMV, Wardair's
new DC-10 G-GFHX and Monarch's B.737 G-DFUB.

Wycombe Air Park - 21/2/82 :- Always something of interest to be found lurking
in the Hangars here, and on this occasion these included G-BJAT/'U-104', G-BJAX/
'J-108', G-BONE/'U-142' all Pilatus P-2's; G-BHYI, G-BRMC, G-AYGE, G-AYOG all
SV-4 Stampe's, G-BECK, G-RETA, G-BJAL all Jungmann's, G-BIIZ Great Lakes, C-BIPO
CAP-20LS, G-BEXR CAP-10B, G-BHUN Wilga 35, G-AVYK Auster 5, G-AIPR Auster J/5,
G-FHAS Super Falke, G-ALSH PA-17 Vagabond and G-ALIW Tiger Moth. On the apron
were G-BZZZ Enstrom, G-DOVE Cessna 182Q, G-ANFM Tiger Moth and XR240 (G-LDFH)
Auster AOP9.

AIRLINE NEWS

AIR ATLANTIQUE have acquired the two DC3's formerly operated by Express Air Freight G-AMHJ (13468) and G-AMPY (26569) and now have a total of 8 DC-3's in their fleet.

AIR CONTINENTAL were granted a licence to fly Luton - Zurich from 3rd November 1981 using PA-31 aircraft.

AIR ECOSSE have applied for Teesside - Belfast licence from 1/4/82 and to add Tingwall as an optional stop on their Glasgow and/or Dundee and/or Aberdeen and/or Wick and/or Sumburgh and/or Belfast licence from 1/2/82. Five SD.3.30's are reported to have been ordered.

ALDERNEY AIR FERRIES have been granted a licence to fly Bournemouth - Gatwick from 24/10/81.

BRITANNIA AIRWAYS The three new B.737's G-BJCT/U/V are due for delivery in the first, last week in April and mid May. G-BGYJ has returned from the lease to Royal Brunei Airways on 9/12/81.

BRITISH AIR FERRIES are reported to be taking over the BA maintenance facility at Cardiff. Have been granted a licence to operate Southend - Basle, with an optional stop at Stansted, from 16/10/81.

BRITISH AIRWAYS are hoping to switch Lisbon and Madrid services back to Heathrow. Are to commence services to Adelaide from late 1982. Have had enquiries for B.747 freighter G-KILO, but no firm offers. B.707(?) has gone to Democratic Yemen Airlines as 70-ACO and B.707 G-ATWV is going to West African Cargo.

BRITISH CALLEDONIAN have applied to serve Salisbury and Bulawayo and also want to operate to Nairobi, Bombasa, Dar-es-Salaam, Cairo, Khartoum and South Yemen! Have sold B.707's G-ATZC and G-BDLM to Worldways, Canada for delivery December 1981 and January 1982.

BRITISH LIDLAND AIRWAYS have received F-27 N1036S (10134) from Air Nuigini of Papua New Guinea. However this c/n is given as P2-ANZ in Air Britain Airline Fleets. It was seen on the apron at LBA on 28th January 1982. They are using F-27 to operate 3 extra flights on the days of the British Rail strike.

CASAIR have applied for Teesside and/or Sunderland - Aberdeen and/or Belfast from 1/4/82.

DAN AIR HS748 G-ATMI has gone on a 3 month lease to Air BVI from 11/11/81. BAC1-11 G-AZPZ is to be sold to B.Cal. in March 1982. Although given permission by the CAA to operate Gatwick - Dublin they have been refused permission by the Irish authorities who say that only B.A. can compete with Aer Lingus on routes from UK to Eire.

EASTERN AIRWAYS have applied to add Edinburgh and Newcastle as optional stops on their Humberside and/or Norwich - Glasgow licence from 19/1/82. Applied for licence for a Norwich and/or Humberside and/or IOM and/or Belfast - Dublin from 1/4/82 with SD.3-30 G-NICE.

EUROAIR have applied for Cardiff and/or Swansea and/or Bristol - Gatwick licence using C.404, Bandeirante and Islander aircraft. Are now operating the B.Cal. freight flight LGW-AMS with Bandeirantes.

EUROFLITE have applied for a licence to operate Cardiff - Brussels, Monday to Friday from 1/2/82.

GENAIR have applied for a Liverpool - Amsterdam licence from 1/3/82.

GUERNSEY AIRLINES has applied to operate Guernsey - Gatwick from 1/11/82 at unrestricted frequency and to delete Air UK's right on the route.

INTAVIA A new cargo airline is reported to be acquiring ex British Cargo Airline's DC-8F G-BSKY (45858). At the moment services use BMA and Scimitar B.707's.

INTER CITY AIRLINES withdrawn application Aberdeen - Sumburgh and/or Kirkwall.

AIRLINE NEWS (Contd.)

JERSEY EUROPEAN granted licence to operate Liverpool - Dublin and/or Waterford and/or Cork from 22/10/81. Stansted - Amsterdam licence application has been withdrawn following Air UK starting services Nov 1981.

KLM It has been reported on TV that KLM are to operate Amsterdam - Humberside from 1/4/82. It is thought that it will be NLM F-27, possibly as a stop on the Amsterdam - Belfast service.

MONARCH AIRLINES The latest B.737 G-BJSO entered service 5/12. The lease of B.707 G-AXRS terminated on 24/12/81 and returned to B.Cal. after only 8 months of a 2 year lease; B.720's G-AZFB and G-AZNX were leased to Air France 22/23 Dec. 1981. B.757 allocated registrations G-MONE/C/D.

TRADEWINDS After using BA B.747 G-KILO on London - Lagos route with BA, have applied to modify their licences to include B.747. Have leased BA B.707's G-ASZG and G-ASZF.

WESTWARD AIRWAYS have applied for a Lands End - Scilly Isles licence from 15/1/82 using Islander aircraft.

A copy of the first newsletter of the "Scottish Aircraft Collection Society" has just fallen into my hands.

This Society has acquired four aircraft from Strathallan and they are now situated at Scone, near Perth, all due for restoration. They are:-

Reid and Sigrist Desford G-AGOS

Built in 1943/4 as a twin engined trainer. Used eventually for experiments at Boscombe Down for 'prone pilot flying' experience, subsequently in a civilian role for aerial surveying. Fitted with two Gipsy Major 10 engines, it last flew on 15/16 July 1978 and has 774.15 hours.

Miles M.18 Mk 2 G-AHKY (formerly HM545 and U-0224)

Prototype built in May 1940, first flew 18th May 1940. Joined up on 3rd Feb. 1941 at Boscombe Down, was requisitioned for RAF service on 17th April 1942 at Hullavington, and demobbed on 24th June 1946. Designed to replace the Miles Magister, it was originally fitted with Gipsy Major III but modernised on 16th Sept. 1941 to take the Blackburn Cirrus Major III. Its last flight was to Strathallan on 23rd June 1976.

Percival Prentice G-AOLU (EI-ASP)

Advanced trainer to replace Tiger Moth/Harvard as a stepping stone to the Bolton Paul Balliol. Fitted with the Gipsy Queen 30-2, it was retired from the RAF in May 1956 and last flew on 17th July 1976 with total hours of 2111.

DH.87B Hornet Moth G-ADMT

Built in 1936, it was completely overhauled in Feb. 1979 and now needs re-fabricing.

For those visiting Scotland this year, it is planned to hold an Air Display at Scone on 29th August, and, of course, the Royal Scottish Museum's collection at East Fortune is well worth seeing.

Anyone interested in the "Scottish Aircraft Collection Society" should contact The Rev'd. W.L. Glazebrook, The Rectory, Dollar, Clackmannanshire.

"WINGED WORDS" Journal of The Aviation Society. Offers members detailed coverage of Manchester & Birmingham movements, as well as regular reports on other North West airfields. Other features include, resident reviews for most U.K. civil airfields, military section, airline deliveries, airline news and occasional articles on all aspects of aviation. The Society also offers regular coach excursions within the U.K. (over 50 in 1981), annual visits abroad and twice monthly meetings with guest speakers film/slide shows etc. For a sample copy and further details send 25p to THE REGISTRAR, 64 MANCHESTER ROAD, SWINTON, MANCHESTER M27 1BT.

MILITARY NOTES (with usual full credit to B.A.R.)

FAA MUSEUM

For anyone hoping to visit Yeovilton this summer, the following may whet your appetite!! The aircraft listed were all noted in October last year.

8359 Short Shark 184, L2301 Walrus 1 (ex G-AIZG), N1854 Fairey Fulmar, N2078 Sopwith Pup "Jabberwock", N5903 Sea Gladiator (under restoration), S1287 '5' (G-BEYE) Fairey Flycatcher, (A2001/HS614)/W5984 Swordfish II, AL246 Martlet Mk.1, EX976 Harvard Mk.3, KD431 'E2-M' Corsair IV, KE209 Hellcat Mk.1, LZ551 'P' Sea Vampire F.1, SX137 Seafire F.17, VH127 Firefly TT.4, WM473 Wyvern TF.1 (803 Sqdn c/s), WG774 Linc 221, (WE726)/WJ231 'O/115' Sea Fury FB.11, WN493 Dragonfly HR.5, WT121 'CU/415' Skyraider AEW.1, WV856 '-/163' Sea Hawk FGA.6, WW138 'O/227' Sea Venom ECM.22, XA127 Sea Vampire T.22 (nose only), XA129 Sea Vampire T.22, XA466 'LM/777' Gannet COD.4, XA864 Whirlwind HAR.1, (XA466) 'C/992' Avenger ECM.6B, XB480 '537' Hiller HT.1, XD317 'R/112' Scimitar F.1, XL503 'E/070' Gannet AEW.3, XL717 'LM' Tiger Moth T.2, A2579/XN332 '759' P.531, XN957 'LM/636' Buccaneer S.1, XP841 HP-115, XS574 Shellduck D.1, XS590 'E/131' Sea Vixen FAW.2, (A2675)/XS881 'CU/046' Wessex HAS.1, XW994 Chukar D.1. Outside the main museum gate was NA.39 XK488, while XG883 'BY/773' Gannet T.5, XJ402 '61' Whirlwind HAR.3, XJ481 Sea Vixen FAW.1 and Meteor TT.20 WM292 '841' stood at the back of the museum.

COTTESMORE

The full T.T.T.E. complement of Tornado's appears to be as follows -

| | | |
|------|---------|---|
| RAF | GR.1(T) | ZA320/B-01, ZA324/B-02, ZA325/B-03, ZA352/B-04, ZA357/B-05 |
| | | ZA358/B-06, ZA356/B-07, ZA330/B-08, ZA362/B-09, ZA548/B-10 |
| | GR.1 | ZA322/B-50, ZA327/B-51, ZA329/B-52, ZA353/B-53, ZA355/B-54 |
| | | ZA359/B-55, ZA360/B-56, ZA361/B-57, ZA321/B-58, ZA543/B-59. |
| WGAF | Trainer | 43+01/G-20, 43+02/G-21, 43+03/G-22, 43+04/G-23, 43+05/G-24 |
| | | 43+06/G-25, 43+08/G-27, 43+09/G-28, 43+10/G-29, 43+11/G-30 |
| | | 43+15/G-31, 43+16/G-32, 43+17/G-33, 43+23/G-34 |
| | Strike | 43+12/G-70, 43+13/G-71, 43+14/G-72, 43+20/G-73, 43+24/C-74 |
| | | 43+25/G-75. |

Gate Guardian is Canberra PR.7 WH791 (8187M).

COSFORD

The following technical training airframes were being used by No.2 SoTT here in mid-October 1981, divided between the 4 hangars which the unit occupies:

Hangar:

| | | | |
|-------|----|-------|-------------------|
| WL798 | Z | 8114M | Shackleton MR.2C |
| WL801 | O1 | 8629M | Shackleton MR.2C |
| WR982 | J | 8106M | Shackleton MR.3/3 |
| XH592 | L | 8429M | Victor K.1A |
| | | | (for RAF Museum) |
| XH593 | T | 8428M | Victor K.1A |

Hangar:

| | | | |
|-------|----|-------|-------------------|
| WR971 | Q | 8119M | Shackleton MR.3/3 |
| WR974 | K | 8117M | Shackleton MR.3/3 |
| | | | (for RAF Museum) |
| WR985 | H | 8103M | Shackleton MR.3/3 |
| XG337 | | 8056M | Lightning F.1 |
| XJ571 | 33 | 8140M | Sea Vixen FAW.2 |
| XJ607 | | 8171M | Sea Vixen FAW.2 |
| XN685 | | 8173M | Sea Vixen FAW.2 |
| XN691 | | 8143M | Sea Vixen FAW.2 |
| XS104 | 44 | 8604M | Gnat T.1 |

Hunter F.6A XG225/27 (ex-237 OCU, allocated 8713M) should have arrived here from 5MU.

TRIPS

TRIPS

TRIPS

Friday 16th April - Trip to Luton & Stansted (including several operators bases).
Transport and cost to be arranged.

Thursday 3rd June - L.Ae Warton - afternoon visit. (Over 16's only). Also visiting Blackpool and Manchester. Transport & cost to be arranged.

Steve Rigg