

VOLUME 9 No. 2

(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1983

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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:- 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.

MARCH 6th : Film Show - "The Crowded Sky", "ATC and the Private Pilot", "Radar for the ATC" - plus a chance to see the slides and prints entered for the Photo Competition.

APRIL 3rd : No meeting (Easter)

APRIL 10th : Exchange & Mart - a chance to buy and sell those slides, prints, books, magazines or any other aviation paraphernalia that you have lying about.

EDITORIAL

Many thanks to Chris Harper for again compiling a first class quiz for February's meeting. As usual, it showed one or two of us exactly what we don't know about aviation, but full marks to Chris Warn, the eventual winner of the Contest.

To enthusiastically promote the society in as many ways as possible, a full time P.R.O. is required. Steve Rigg has enough to do organising the trips, and the committee is requesting any member interested, or with P.R.O. experience, to contact a committee member so that we can mutually "get cracking".

Dates for the diary:-

P.F.A. M.W. Strut Fly-In, Barton - Sunday 17th April.

Biggin Hill Air Fair - May 21st/22nd.

S.S.A.F.A. Church Fenton - Sunday June 12th.

P.F.A. Rally, Cranfield - 1/3rd July.

International Air Tatoo, Greenham Common - July 23rd/24th - Theme "Star 83" (Strike, Attack and Reconnaissance) plus 25th Anniversary Phantom Meet.

CREDITS

T.W. Sykes

D. Elam

R. Fozzard

A. Birch

B. Jurevicius

J. Lloyd-Martin

I.D. Gordon

LEEDS/BRADFORD MOVEMENTS - JANUARY 1983

1 G-BECC Boeing 737	1326 1449	G-BRIT Cessna 421C	1358 1509
G-OSLA Boeing 737	1436 1559	G-BFYD Lance n/s	1557 1323(3)
G-BAZH Boeing 737	1757 1839		
2 G-BHVI Cessna 152	1129 1209	G-SHJJ Cessna 414A	1251 1343
G-AZLY Cessna 150	1359 1423	G-NALA Archer	1459 1527
3 G-CTLE Bandeirante	1015 1048	G-NALA Archer	1511 1544
G-BFVA Boeing 737	1513 1610	G-ASRH T.Comanche n/s	1546
G-CTLE Bandeirante	1742 1806		
4 G-DODD Cessna 182 n/s	1326 1409(13)	G-BGTV Boeing 737	1501 1600
5 G-BIZZ Citation	0732 0805	G-BICF Cougar	0905 0935
G-BFJW Jetranger	1233 ?	G-BKCL T.Comanche	1507 1559
G-BKIP King Air	1710 1810	G-BIZZ Citation	1728 1815
6 G-BAHW Cessna 310	1242	G-BFVB Boeing 737	1525 1628
7 T-TLAK Archer	0708 0754	OY-CBF Chieftain	1021 1848
G-BGYK Boeing 737	1417 1521	G-BMSF Tomahawk	1425 1514
G-TLAK Archer n/s	2142 1429(8)		
8 G-BDWY Cherokee	1008 1044	G-BJYD Cessna 152	1158 1204
G-OTOW Cessna 175 n/s	1340 1626(19)	G-BECH Boeing 737	1349 1938
G-BRIT Cessna 421C	1354 1425	G-BAZH Boeing 737	1751 1833
9 G-BAVF Baron	1424 1500		
10 G-BAZA HS.125	0759 0809	G-BEDU Navajo	0845 1813
G-BJZK Cessna 303	1529		
11 G-JRMM Commander 690B	0801 0817	G-LSMI Cessna 152	0846 1506
G-BCBK Cessna 421B	0946 1509	G-BIMR Mooney M.20F	1031 1728
G-BHOV Partenavia P.68C n/s	1357 1252(12)	G-BGTY Boeing 737	1458 1603
G-BHVI Boeing 737	1507 1626	G-JRMM Commander 690B	1712 1743
12 G-BKIP King Air	0840 0845	G-BHFY Baron	0858 0909
G-BCKM Citation	0901 0913	G-AZEA Cessna 182	0929 1319
G-AZTE Cessna 172	0952 1427	60166 C-12A	1109 1650
G-SILV Cessna 340	1204 1322	G-BHOV Partenavia P.68C n/s	1406 1041(13)
G-OADE Cessna 177 n/s	1448 1551(20)	G-GILP Cessna 402C n/s	1504 2000(13)
G-OAKS Cessna 421C n/s	1509 2018(13)	G-BIZZ Citation n/s	1726 0839(13)
G-BCKM Citation	1823 1835	G-BCID Seneca n/s	1850 1358(13)
13 G-BIPF King Air 200	0943 1616	G-BFVP Aztec	1036 2017
G-AVPE Rallye n/s	1146 1558(22)	G-BFLI Arrow	1241 1254
G-BHKV AA-5A	1433 1512	G-DODD Cessna 182 n/s	1424 1543(19)
G-SILV Cessna 340	1524 1603	G-BFVB Boeing 737	1529 1629
G-BANK Seneca	1734 1824	G-BIZZ Citation	1807 1840
14 G-BAZA HS.125	1041 1049	G-BEOE Cessna 150	1124 1226
G-BJCU Boeing 737	1601 1717		
15 G-BECH Boeing 737	1323 1450	G-BDOM Trislander	1758 1841
G-BAZG Boeing 737	1915 1956		
16 G-BCKM Citation	1547 1608	G-BCKM Citation	2030 2045
17 G-BEDU Navajo	0850 1811	G-BCCO Cougar	1059 1603
18 G-BIZZ Citation	0832 0853	G-BHKS King Air	1015 1401
G-OBGA Cessna 421C	1116 1755	G-BHCC Cessna 172 n/s	1202 1030(19)
G-JGCL Cessna 414A	1324 1340	G-BGTY Boeing 737	1425 1548
G-BEDU Navajo	1526 1814	G-BCUZ King Air 200	1614 1627
19 G-EBBT Aztec	0851 1529	G-BFJW Jetranger	1121 1256
G-ASWL Cherokee	1131 1257	G-BCAB Cessna 152	1134 1226
G-IALP Cessna 210	1207 1542	G-BDSL Cessna 150	1234 1314

LEEDS/BRADFORD MOVEMENTS (Contd.)

19 G-BDWY Cherokee	1249 1344	G-JGCL Cessna 414A	1355 1411
G-BAMM Cherokee	1419 1601	N5372C Cessna 414A	1434
G-BEGV Aztec	1440 1529	G-BISB Cessna 152 n/s	1451 1309(21)
G-AZXC Cessna 150	1510 1519	G-BBEY Aztec	1513 1537
G-BHXY Baron	1527 1722	G-BCUZ King Air 200	1729 1736
20 G-BCUZ King Air 200	0853 1719	G-SILV Cessna 340	0932 1040
G-BHOV Partenavia P.68C	0946 0956	G-OLLY Chieftain	1108 1559
G-BGJU King Air n/s	1109	G-BHNU Cessna 172	1129 1233
G-BIPA AA-5B	1135 1450	G-TVKE Cessna 310	1139 1303
G-BGJW Cougar	1208 1413	G-BHRA Rockwell 114	1344 1543
G-BAZH Boeing 737	1521 1628	G-AXER T.Comanche n/s	1743 0839(21)
D-IMWT Commander 690.B n/s	1754 1606(21)	XX508 HS.125	1812 1855
G-GILL Cessna 402C	1818 1828		
21 G-BGTG Aztec	0913 1129	G-OMHC Arrow	0956 1507
G-ROUS Seneca	1017 1144	G-BGBF Cessna 152	1233 1308
G-BFLI Arrow	1241 1511	G-BHOV Partenavia P.68C	1322 1332
G-AZBK Aztec	1338 1420	G-BFIU Cessna 172 n/s	1403
G-BIFU AA-5B	1408 1442	XX508 HS.125	1447 1652
G-BHWE Boeing 737	1614 1719	G-SILV Cessna 340	1921 1944
22 G-BDNY AA-1B	1238 1258	G-BECH Boeing 737	1326 1451
G-BEOE Cessna 150	1508 1559	G-BGNW Boeing 737	1720 1826
23 No Movements			
24 G-BAZA HS.125	0757 0807	G-BBPX Seneca n/s	1215 1025(29)
G-AVKG Cessna 172	1221 1315	G-BIZZ Citation	1245 1549
G-VWSE Cessna 404 n/s	1742 1020(27)		
25 G-SFHR Aztec	0453 0532	G-BFRS Cessna 172	1037 1446
EI-BLI King Air	1254 1535	G-OTOW Cessna 175 n/s	1449
G-OADE Cessna 177	1502 1605	G-OADE Cessna 177	1622 1648
G-BBCW Aztec	1734 1749	G-AZHL Navajo	? ?
26 EI-BJY King Air 200	0906 1015	G-BHTR Jetranger	0909 1100
G-BISB Cessna 152	1011 1112	G-BFLI Arrow	1059 1151
G-BDWY Cherokee	1128 1212	G-WYLP Cessna 150	1457 1526
G-BMTT Cherokee	1516 1609	G-BFBD Partenavia P.68B	1538 1739
27 G-AZHL Navajo	1018 1656	G-OLHN Cessna 425 N/T	1052
G-SFJJ Cessna 414A	1059 1507	G-AYND Cessna 310	1131 1338
G-BHMF Boeing 737	1511 1632	G-VWSE Cessna 404 n/s	1756
28 G-BCKM Citation n/s	1322	G-NAIR Cessna 421B n/s	1609
G-FTTA Chieftain	1710 1830		
29 G-POWL Cessna 182 N/T	1101	G-AWUY Cessna 172	1129 1206
G-BECH Boeing 737	1325 1453		
30 G-BHOV Partenavia P.68C	1150	G-AZEA Cessna 182	1306 1432
31 22950 C-12A	0851 1602	G-BAZA HS.125	0856 0904

The foreigners are easy to deal with this month - all four of them. Doing one of the regular Muk-Air flights on the 7th was Navajo OY-CLF. Night stopping on the 20th was Rockwell 690 D-IMWT and rounding off the month a brace of Irish King Airs, C90 EI-BLI on the 25th and 200 EI-BJY on the 26th. On the military side there were two US C-12's, 60166 on the 12th and 22950 on the 31st. Also noted was the RAF HS.125 XX508 transporting Mrs. Thatcher in on the 20th and out on the 21st. Among the UK registrations Bandit G-CTLN was doing Dan-Air flights on the 3rd, Aztec G-SFHR came in at 0400 hrs. on the 25th on a kidney flight and Cessna 421B G-NAIR arrived at YLA for maintenance on the 28th. 1537SC which has been in Northair for some time departed on the 19th.

LEEDS/BRADFORD MOVEMENTS AND REVIEW - January (Contd.)

That disastrously small review leaves us plenty of space to attempt to list the current residents. The Aero Club used Cessna 150's G-ASW, G-BBJX, G-BELT, Cessna F152 G-BEFC, Cessna FA152 G-BFGL, Cessna 172 G-ATLM, the Cherokee tribe is quite large with G-AVSE, G-AVWT, G-AYYN, G-BGPJ, G-CHIP, G-BAWX, and big brother G-BEHH. Two Cessna 182's are G-AXZU and G-BHIC. Jodel D.9 G-BAZM flies infrequently whilst Pup G-BDCO of Dr. Maxwell flies quite often. Other infrequent flyers are Tiger G-BFTF, Slingsby T67 G-BJXA and Rockwell 114 G-JURG. The twins consist of Cessna 340's G-BEGF and G-BISJ, Duchess G-BGRG, P-68's G-JCTI and G-NEWU, Cessna 337 G-BJIY and really big metal Beech 200 G-OGDN. Still here but reported for sale are Islander G-AWNT and Aztec G-BBOK. Tobago G-BGXD is now resident and all these reside in the YLA hangar. Over at Northair there is the Cessna 150 G-ATEG, Cessna 421B G-BCSV, Cessna 421C G-EAGL, Cessna 404 Titan's G-BHMH and G-WTVB. Cessna 421C G-BHLM, Conquest G-HSON, Corsair G-BJYC, Cessna 182 G-BKKO and Cessna 206 G-BKKJ. These last three will all probably disappear as sold very soon. Living out rough on the old apron are Cessna 414A G-MLCS and Cessna 172 G-BIVY. Problems in the YLA hangar are G-ATMY Cessna 150, Tobago G-AILK, Cessna 172 G-BJVH and the Jet Ranger G-FLCH none of which appear to be around at the moment. Northair have a number of aircraft based away at Gamston which end up here at some time in their career, these include at present Cessna 414A G-BJBI, Cessna 340A G-BKAN, Ag Waggon G-BKKA/E/C, Cessna 182's G-BKKN/P, N9530H, N6243N, N6245N.

Callsign tie-ups:- 1st. G-BRIT/Express 029; 7th. OY-CBF/Tuk Air 452-3; 8th. G-BRIT/Express 036; 10th. G-BEDU/Thurston 123; 12th. 60166/SPAR 89A-B; 17th. G-BEDU/Thurston 143; 18th. G-BEDU/Thurston 144, G-BHKS/Thurston 142; 19th. G-BBST/Thurston 153, G-BBEY/AVT219; 20th. XX508/Ascot 1677; 21st. G-AZBK/AVT021, XX508/Ascot 1678; 25th. G-AZHL/Thurston 162; 27th. G-AZHL/Thurston 151; 28th. G-NAIR/EN701; 31st. 22950/Duke 25A.

Overshoots:- 5th. XS726/FYN09; 6th. XS724/FYN04 Dominie's; 11th. XX498/FYT90; 12th. XS731/FYN05; 13th. XS714/FYN48 Dominie's, XX493/FYT90; 17th. XW326/CFJ62, XW372/CFJ48 J. Provost's; 18th. XX492/FYT10; 20th. XX494/FYT03; 21st. XX499/FYT12; 25th. XS733/FYN05 Dominie; 26th. XX494/FYT03; 28th. XW326/CFJ34 J. Provost, XX494/LIX28.

From & To:- 12th. 60166/F/T Mildenhall; 20th. D-IMWT/F Ringway n/s T Birmingham; 31st. 22950/F Mildenhall T Munich.

Helicopter Activity:- 5th. G-BBHD/Sherburn (12.30); 8th. G-TOYS/Harrogate (11.30); 11th. G-BHIV/Catterick (15.00); 17th. G-HELY/Sheffield (09.35); 21st. G-BBFE/Wakefield (16.05); 24th. G-BKDA/Whinmoor (13.45).

LOCAL AIRLINE REVIEW

AIR UK are to introduce an extra Leeds/Bradford - Dublin flight on Wednesday to Saturday during August to cater for extra demand. The summer 1983 programme of scheduled flights is otherwise very similar to this winter's.

BRITANNIA AIRWAYS operated the following Boeing 737s through Leeds/Bradford during January.

G-BAZG BY110/15th
G-BAZH BY110/01st, BY110/08th, BY083/20th.
G-BECG BY145/01st
G-BECH BY145/08th, BY145/15th, BY145/22nd, BY145/29th.
G-BFVA BY024/03rd
G-BFVB BY083/06th
G-BGNW BY110/22nd
G-BGYK BY022/07th
G-BHWE BY022/21st
G-BHWF BY083/27th
G-BJCU BY022/14th
G-OSLA BY146/01st

LOCAL AIRLINE REVIEW (Contd.)

BRITISH AIR FERRIES are to operate a summer series of inclusive tour flights into Leeds/Bradford from Jersey on Saturdays. The flights will operate from May 7th until October 29th; arriving at 15.45 and departing at 16.30 with Viscount aircraft.

BRITISH MIDLAND AIRWAYS have ordered a Shorts 360 aircraft for delivery in April and will be used on the East Midlands - London Heathrow route. Negotiations are under way to operate London Heathrow - Belfast Harbour with Douglas DC-9s. The following Viscounts were used on the Leeds/Bradford - London Heathrow route in January.

G-AYOX BD420/29th - BD420/31st
G-AZNB BD411/01st - BD417/01st
G-BLFF BD420/15th - BD417/29th
G-BMAT BD420/01st - BD417/15th

DAN-AIR used Bandeirante OY-LSL on January 4th through Leeds/Bradford due to low passenger loads on DA061 and DA064. Flights DA416 and DA417 on Sundays in the summer due to be operated by the BAe146 will initially be operated by BAC One-Elevens until mid June. This is due to modifications being carried out by British Aerospace before the second BAe146 is delivered to the airline.

GENAIR are to operate two new services from Leeds/Bradford this summer from May 14th to August 27th with Shorts 330s. Liverpool - Leeds/Bradford - Newquay will operate once on Saturdays and Leeds/Bradford - TeesSide - Isle of Man will operate on Mondays, Wednesdays, Fridays and Saturdays.

British Caledonian at Gatwick have been busy repainting the Shorts 330s into the BOAC Commuter scheme, the details are as follows.

G-EASI	Out of the Hanger 17th Jan.	First flight EN132/17th LGW-LBA-LPL.
G-BKDO	Into the hanger 17th Jan. Out of the hanger 24th Jan.	First flight EN135/24th LGW-HUY-MME.
G-NICE	Into the hanger 24th Jan. Out of the hanger 1st Feb.	First flight EN132/01st LGW-LBA-LPL.

G-OCAS Into the hanger 1st Feb.

The following Shorts 330s were operated through Leeds/Bradford during January. The code 'MME' indicates the Tees-Side based aircraft (EN154 EN131 EN134 EN136 EN137) and the code 'LPL' indicates the Liverpool based aircraft (EN132).

G-BKDO (LPL) 03rd-07th, (LPL) 10th-14th, (MME) 25th-27th.
G-BKIE (MME) 08th-21st.
G-EASI (LPL) 17th-21st, (LPL) 24th-28th, (MME) 29th-31st.
G-NICE (MME) 03rd-07th, (MME) 22nd-23rd, (MME) 24th/EN134.
G-OCAS (MME) 24th/EN154/EN131, (MME) 28th/EN154/EN131, (LPL) 31st.

LOGANAIR have sold their Trislander G-EDOM to a customer in North America. The aircraft called at Leeds/Bradford for fuel on January 15th whilst en route from Peterborough (Gibson) to Glasgow on delivery.

ORION AIRWAYS have cancelled the rest of the Cosmos winter series to Tenerife due to low booked loads. The only aircraft operated through Leeds/Bradford were on the dates shown below in January.

G-BGTV KG1514/KG1503/04th.
G-BGTY KG1513F/KG1513/11th, KG1514/KG1513/18th.
G-BHVI KG1514/KG609F/11th.

BALKAN are interested in commencing flights to Varna via Birmingham using Tu134 or Tu154 aircraft on a weekly basis, the handling agents being British Midland. Further details are awaited with bated breath.

TEESSIDE MOVEMENTS - November 1982

3 G-BCDO F-27(DIV)	G-BCDN F-27(DIV)	G-STAN F-27(DIV)
G-OCAS SD.3-30(DIV)	G-AYOX Viscount(DIV)	G-BCSV C.421B(DIV)
N299W Falcon 50	OY-BBP Aztec	
4 G-BAUJ Aztec	G-BALM C.340	G-BEYY Navajo
G-AZME Navajo	G-BHMX F-27(DIV)	G-BDVT F-27(DIV)
G-BCDO F-27(DIV)	G-BCDN F-27(DIV)	HB-LMT Cheyenne
9 G-UBHL K.A.200	G-BBIC C.310	G-EFAR Citation
10 G-LBON Chieftain	G-JDST Chieftain	G-BGOY Chieftain
13 N4383R C.172	G-BEOE C.150	G-AZCU Pup
16 D-CARD Learjet 35		
21 D-CBUR Falcon 10	F-BOXV Falcon 20	G-BKFP Bell 214
23 F-BOXV Falcon 20	G-JORR Ecureuil	G-AVXI HS.748
24 PH-SLG K.A.200	G-BFGO Fuji	G-OCAL P.68B
25 G-IKIS C.210	G-EGWN Tomahawk	G-BJYB C.441
28 G-TOGA Baratoga	G-SPOT P.68 Observer	G-HCGS Bandeirante
30 G-BLW King Air	G-ARJV Apache	G-NORC C.425

December 1982

1 G-FOUR HS.125	G-BFVZ K.A.200	G-BGEM P.68B
3 G-SHAN T.Comanche	G-BEEJ Aztec	G-BHYT Bandeirante
G-BDVT F-27(DIV)	G-BHMZ F-27(DIV)	G-ARRW HS.748(DIV)
5 PH-SBK K.A.200	G-BARJ Bell 212	
7 G-BLW P.68C	G-LHIR Arrow	G-BSFL Aztec
9 G-NAIR C.421B	G-ERGV Chieftain	G-BREW Chieftain
D-IBVO K.A.200	N4099Y ?	N700XL Cheyenne
11 PH-ECO Chieftain	G-BOAF Concorde	G-AZOE Airtourer
G-BAYY C.310	G-BAIS C.177	G-BKFB Ecureuil
13 G-FBDC C.340	G-AVPI C.172	G-BFDA Chieftain
14 LN-POC C.210	G-BHIV Ecureuil	G-OFAR C.402C
15 G-ANNA Queen Air	G-ASLE T.Comanche	G-BAXL HS.125
G-EGWE S.61N	G-BHFD T.Otter	
17 G-ANIV BAC1-11(DIV)	G-BIVV AA-5A	G-RLAY Bandeirante
18 OY-AZN Navajo	G-BAKJ T.Comanche	G-BKJF Rallye
20 G-JTIE C.421C	G-BARJ Bell 212	G-RVIP Bandeirante
22 G-ATHE S-61N	G-BDHB Navajo	G-BHNA Bandeirante
24 PH-JGA Navajo	G-JTCA Aztec	
27 G-BHOG S-61N	G-BEHL S-61N	G-BDYZ Bo.105D

Nov. 4th. HB-LMT F Frankfurt T Lugano; 13th. N4383R F Rotterdam T Usworth; 16th. D-CARD F Rotterdam T Dusseldorf; 21st. F-BOXV F Le Bourget T Heathrow, D-CBUR F/T Oedheim; 23rd. F-BOXV F Zurich T Le Bourget; 24th. PH-SLG F/T Eindhoven.

Ded. 9th. N4099Y F Kassel, N700XL F Frankfurt n/s T Luxembourg; 11th. PH-ECO F/T Amsterdam; 14th. LN-POC F/T Thisted (Denmark); 18th. OY-AZN F Stavanger T Ringway.

Quiz Winners (see Editorial) Full results were as follows:-

1st with a total of 68 points - Chris Warn partnered by C. Taylor
 2nd with 53 points - A. Rawnsley and A. Barker
 3rd with 52 points - A. Keighley and E. Harford.

SHERBURN MOVEMENTS - January 1983

2nd. G-BGLH F N'thorpe T Grindale; 5th. G-BEHD T Squires Gate; 8th. G-AOIY F/T Walton Wood, G-AZID F Brighton T Brough, G-BEYB F/T Brighton; 13th. G-AVSZ F/T Bagby; 16th. G-EGVS F/T Tollerton, G-BGLH F N'thorpe T Grindale, G-AWUG F Brighton T Gamston; 19th. G-EGBP F N'thorpe T Tollerton; 21st. G-BGHA F/T Barton n/s; 22nd. G-ATBU F/T Hucknall, G-ASWL F/T Dalton, G-BKDY F/T Wickenby; 25th. G-BAJY F/T Sturgate n/s; 26th. G-AOIY F Squires Gate.

Elvington - 7th. G-BAVG F/T Tatenhill

Linton-on-Ouse - 18th. G-BIED F/T Denham.

OUT & ABOUT

Since Ian Gordon's last report from Chile, he's been travelling round rather a lot, ending with four trips from Mexico to Houston, Texas and back. On one of the trips Ian flew down to New Orleans for the day - here is the story:-

HOUSTON HOPLY - 26.11.82

Arriving early to catch the early morning Southwest B.737 to New Orleans I decided to have some breakfast. The cost of the flight was \$90 return which drops to \$60 at weekends. No problems about booking, the schedule was run like a bus service right down to the small 'bus-like' tickets issued from a 'pay as you enter' type machine. Due to the holiday of Thanksgiving, the first flight wasn't until 0835 so I had time to make a few loggings:-

N7382F B.737(FRONTIER); N111FE B.727(FEDERAL EXPRESS); N79845 C-130(S.A.T.); N922L DC-9(OZARK); N920RW/N8912E/N9346/N770NC/N942N all DC-9's(REPUBLIC); N205W/N245W/N505W/N515W/N645W B.737s(SOUTHWEST). Biz-jets included:- XL-SAI HS.125; XB-CXO Jetstar; N96RS Learjet; on to New Orleans on N635W departing 5 mins. behind the timetable time.

NEW ORLEANS - 26.11.82

Fifty minutes later we arrived at a rather quiet airport. Not very busy by U.S. standards, nothing really happened until 1100 when there was a mad hour before quietening down until 1430 then another mad hour.

The terminal is quite large with a viewing facility on the central pier which was heavily padlocked! However there were plenty of other areas to view the incoming aircraft. Very few light aircraft movements and the airlines being dominated by: Delta, Eastern, Pan Am, Republic and Southwest with solitary visits by: Piedmont, TWA, Continental, US Air, Ozark, American and Texas Int'l.

This date saw:- N786N B.737(PIEDMONT); N474US B.727(N.ORIENT); N992Z DC-9(OZARK); N64320 B.727(TWA); TG-AYA B.727(AVIATECA); HR-SHE B.727(SAHSA); N982VJ/1979VJ DC-9's(US AIR); plus Delta, Eastern, Pan Am, Continental, Republic, NIH Gulf 2; N35N Learjet; N360CH Sabre 60; N57DA Bandeirante(DOLPHIN); N691RA/N695RA/N697RA/N698RA Bandeirantes(ROYALE) and back to Houston on N525W.

Later in December, I learnt that I was to make it home:

HOUSTON INTERCONTINENTAL 21.12.82

XA-AMF/XL-DEL/XL-SOI DC-9's(AERO MEXICO); N910UP B.727(UNITED PARCELS); N939MA SD.330(AMERO); N82RA T.Otter(RIO); N743TV B.747(TRANSAMERICAN); N857N B.727(PIEDMONT) and home on G-BEBL DC-10(B.CAL).

RINGWAY - 18/12/82 - LN-FOH Electra (Fred Olsen), OO-SDK (Sabena), PH-TVC (Transavia), D-ABGE (Lufthansa) all B.737's, OH-LYI DC-9 (Finnair), 111 C-130 (R.Saudi V.I.P.), 130325 C-130 (R. Canadian AF), N26498 Citation.

MALAGA - 18/12/82 - HZ-AFL Gulfstream 3, HZ-HM1 B.747SP, HZ-HM3 B.707, HZ-DC2 Falcon 20F.

MALAGA - 23/12/82 - HZ-AGO B.737 (Saudi Arabian), OO-SDO B.737 (Sabena), OY-SAU B.727 (Sterling), VR-DGW B.727, D-ABKK B.727 (Condor), PH-MBY DC-9-82 (Martinair), OY-APY/APZ B.720's (Conair), HZ-KM4 B.720, HZ-MAA BAC 1-11, HZ-AFM/HZ-NR2 Gulfstream 3's, N111H/G-BERI Rockwell 114's.

OUT & ABOUT (Contd.)

MALAGA - 1/1/83 - D-ALLC DC-9 (Aero Lloyd), VR-BGT Gulfstream 2, N100CC BAC 1-11, G-BFAR Citation, I-BUTY PA-31.

THRUXTON - 22/12/82 - N5595T DC-3, G-AMXT (ex XJ347) Sea Devon, G-BCYY/BEJN/BEKC/BHED/CECF/LIFT/SOLY Bell 47's, G-BIJC Jetranger, G-ASXF/AVJN Brantly's, G-PAIU Hiller.

HEATHROW - 1/1/83 - SU-BCF A.300 (Egyptair), EI-BED B.747 (Aer Lingus on Air Jamaica flight), VR-CBG B.727, VR-CEL Falcon 50.

HEATHROW - 25/1/83 - EC-DLE A.300 (Iberia), CN-RMI B.737 (R.A. Maroc), N57202 B.747 SP (TWA), D-ALFI B.727 (Lufthansa) all silver fuselage, 4X-ABO B.737 (EL AL) on delivery, HZ-ABI BAC 1-11, PH-HET Citation, F-GDCN Learjet 35, D-BBWK/HB-IEV/VR-CEL Falcon 50's, HZ-KA1 B.720, I-LIAD Learjet 35, N3010Q Merlin IVc.

AIRLINE REVIEW

AIR COMUTER The Coventry-Paris service suffered a blow in December when Genair terminated the lease of Bandeirante G-RVIP because they are selling the aircraft along with G-BUAY. Since then they have used their own Titan G-VWGB, which has now been re-registered G-FJKI. Steps are being taken to replace the Bandeirante and a Jetstream 31 was demonstrated to them 1/12.

AIR ECOSSE have applied for a Birmingham - Edinburgh licence. They intend to start operating a Dundee - Carlisle - Heathrow service in April, using their newly delivered SD360. A licence has been awarded and a once daily service will be operated.

AIR KILROE have applied for a licence to operate Manchester and Birmingham to Shannon and Cork.

BIRMINGHAM EXECUTIVE AVIATION A new airline set up by an ex Inter City employee and have applied to operate Birmingham to Milan, Zurich and Copenhagen in competition with Air England.

BRITISH AIR FERRIES are to combine their I.T. and scheduled service operations along with their tour operator subsidiaries into one company to be known as BAF Airtours. This new company will have the use of seven Viscounts and will be put on the market for sale and the profits put back into the remaining parts of the BAF group.

BRITISH AIRTOURS have discontinued operations on the Gatwick - Newark (New York) route from Jan. 8th as this route will be operated by Air Florida from April.

BRITISH AIRWAYS are to resume services to Montego Bay, Jamaica. Commencing May 7th a weekly 747 service will be operated direct from Heathrow. Shuttle operations under consideration are Paris, late '83; Brussels, mid '84 and also to Amsterdam and Dublin. They have suspended operations on the Mexico City route due to the uncertainty about the Mexican economy. The number of Concorde flights to New York and Washington is to be reduced from 17 to 14 per week. The first Boeing 757 arrived 3rd Feb. and operated proving flights to Edinburgh on 6th Feb. and Glasgow 8th Feb.

BRITISH ATLANTIC AIRWAYS are planning a super luxury Gatwick to New York service, with 2 to 4 return journeys per week, if its CAA hearing is successful. It plans to offer only 220 seats per wide body aircraft and morning departures from New York. The fare of \$599 will be \$40 less than the average Business Fare.

BRITISH CALLEDONIAN from April the Gatwick - Atlanta service will be operated daily. They are planning to buy 20/30 tonnes of space on one of Cargolux's twice weekly Houston - Luxembourg Boeing 747 freighter services. The agreement would involve routing the aircraft via Prestwick, but this has drawn objections from Flying Tigers, Northwest Orient, Transamerica, American Airlines and Tradewinds.

AIRLINE REVIEW (Contd.)

BRITISH ISLAND AIRWAYS have signed an agreement with Air Florida to operate Gatwick to Amsterdam and Brussels as an extension of the Miami - Gatwick service.

BRITISH MIDLAND AIRWAYS added a seventh daily flight on the Heathrow - Glasgow service, northbound at 07.25 and southbound 19.15. Friendship N10365 has been withdrawn from use at EMA. An application for a licence to operate Heathrow - Sydenham (Belfast) has been filed, using DC9 aircraft.

DAN AIR SERVICES have been granted permission to operate Heathrow - Inverness when BA pull out in April. The aircraft will be based at Inverness and fly twice daily Monday to Friday service. It is also a possibility that they will provide a service to Gatwick via Aberdeen, during the peak summer months. Not to be beaten by Air Europe and Britannia, Dan Air have applied for a scheduled licence to operate Gatwick and Manchester to Alicante, Palma and Faro. High load factors are being achieved on the Bristol/Cardiff to Glasgow Bandeirante service and are now considering a Monday - Friday service with the possibility of introducing HS.748 aircraft. A EAC One Eleven 400 has been sold to Westinghouse of USA for use as a flight system test aircraft.

EXPRESS AIR FREIGHT have been renamed CHANNEL EXPRESS(AIRFREIGHT) LTD.

INTER CITY AIRLINES have suspended their EMA - Edinburgh service but continue with East Midlands to Aberdeen and Brussels. The Brussels flights are operated by Executive Express using Titan's, whilst the Aberdeen service is operated by Viscounts.

JERSEY EUROPEAN AIRWAYS are to purchase a SD330 to replace its Bandeirante. Twin Otter VP-FEC has returned to the British Antarctic Survey whilst ex Brymon machine G-BGMC was leased from Spacegrand.

MELBURN AIR of Carshalton, Surrey have requested a licence to operate Cardiff to Chester with PA-30 aircraft (hardly an airline, but you never know).

MIDLANDS of Little Harlow, Bucks. await a CAA decision on a Cranfield Heathrow licence application using SD330s (comment as above).

MONARCH Boeing 720 G-AZTE was taken into the hangar for dismantling whilst G-AZNX and G-AZKM have been employed on ad hoc charters for MAOF and El Al.

WELSH AIRWAYS have received permission to operate Gatwick - Haverfordwest via Swansea and are to obtain a PA-31 to operate the route.

AIRWAYS

What a month! The days were short, but so clear that hardly a day was lost to the keen watcher and the cold, misty weather has its advantages too. These conditions cause the VHF radio waves to stay close to the ground somehow, instead of following line of sight from the transmitter and heading out into deep space. On many days, but especially Sunday 23rd, London airways ground transmissions were clearly heard - even after the mists had cleared. On that particular day, even in the lowest parts of Wakefield, I was receiving ground controller voices on 131.05, 133.7, 134.25 even 119.4 - none of which are normally heard by day, and 128.05, 126.65 and 124.2 were as clear as day.

Sightings have contained some real gems with some others missed.

4.1	N300P	Gulf 3	POL 1709	- DCS
	N111MF	B707(JW)	POL	DCS
	SE-DDC	DC8(AHISTA)	POL 1737	DCS
	F-GDCN	Learjet	POL 1745	MID
6.1	TEI	B747	POL 1525	DCS
	N16BK	Gulf 2	POL 1742	DCS
15.1	SV020	B747SP	DCS	- HON
19.1	Tibbet 33	LAe146	Crossing/Following airways 14.30 - 16.00 before routing into LPL	
22.1	SR2844	DC9-81(SR)	POL 1211	- DCS for GOW

AIRWAYS (Contd.)

22.1	IE912	IL-62	OTR	1213	-	WAL
	CV772	B747F(Cargolux)	POL	1820	-	DCS for PWK
23.1	KC-PET	Gulf 2 TT	OTR	11.34	-	WAL
	TEI	B747	POL	1531	-	DCS
25.1	N919C	Gulf 2	POL	1614		DCS
	VR-BJD	Gulf 2	WAL	2215		OTR for AMS
27/28	N131WT	Falcon 50	routing CDG - GOW many times			
28.1	G-CCAL	125(ex G-DEBI)	DCS	1644		HON
	9Q-CGQ	?	POL	1714	-	TAL
	AZ914	B747F(I-DEFR)	POL	1933	-	DCS
29.1	AL51	DC10	POL	11.28		TAL
	KU101	B747	POL	1659		DCS
31.1	C-FNOR	Gulf 2	OTR	1645		WAL for DUB

Airliners

When the QF service starts into Manchester in April it will arrive from, and depart to Amsterdam (0945-1900) and should be easily visible as it passes along Blue 1 - if you don't live north of Leeds that is.

TWA are using B747SP on their TW761 service which passes up Amber 1 nearly every day between 12 and 1 p.m.

Civil operators crossing over Yorkshire on regular service or charter flights - (do you know all the codes - have I missed any out?)

B.747:- CP, WD, AC, PA, TW, FT, MW, TV, BA, AF, KL, LH, SK, AZ, SN, RJ, KU, AI, JL, PK, SR, LY, OR, SV, VC, TE.

DC10:- BA, LH, SN, SK, KL, CP, QH, WD, PA, AZ, JU, PK, DF, AY, KE, AA, WO, SR, CL, MI

L1011:- AC, PA, BA, LT, TW, DL

IL-62:- IE, BU, CU, RO, OK, LO

B.707:- JW, WB, RO, GX, JU, TL, PK

DC8:- JN, CL, TV, FT, JL

If you have seen any flyovers and you would like to identify them then here is what to do:-

- 1) Wait till the end of the month.
- 2) Write them down in day and alphabetical order.
- 3) Send to: S. Rigg, 35 Bromley Mount, Wakefield WF1 5LB.
- 4) Enclose a stamped addressed envelope.

We are very grateful to 'Air Scotland' for their co-operation in supplying us with information.

"HUMBERSIDE AIR REVIEW is the monthly journal of the Humberside Aviation Society and continues to provide an accurate and detailed review of the local aviation scene together with up to the minute military reports from home and abroad and a comprehensive civil section giving detailed monthly UK Register updates, a Biz-Jet and airliner review, regular UK airfield resident news and frequent foreign reports.

During the last year the circulation of HAR increased by 50% which proves its popularity. With a 1983 subscription rate of only £5.00 (£6.50 overseas) this represents good value for money. Subscriptions (payable to HAS) should be sent to The Treasurer, HAS, 58 Laughton Road, Beverley, N.Humberside HU17 9JR (or write to the same address with a large SAE for a free sample magazine)"

"Channel Islands Aviation News" is the journal of the Guernsey Society of Aviation Enthusiasts and is commencing its 16th year of publication. Monthly issues contain movements for Guernsey, Jersey, Alderney, Heathrow, Southampton, Luton, C.I. Overflights, and other articles of general interest over 20(approx) pages of duplicated A4. Send 30p for a sample issue or £4.00 for a years subscription to:- Dave Bougourd, Can Pastilla, 5 Rue du Douit, Marais Lane, Vale, Guernsey, C.I.

HOLIDAY 1982 - A trip round some Southern Airfields. Sept. 4th - 17th

A motorised caravan seemed to be the ideal vehicle to transport my long-suffering wife and dog "Chips" on a holiday to the south, visiting the odd airfield, interspersed with trips to the seaside!

Having duly hired the monster (relative to a car), it was pointed "downhill" and off we went. By the time we reached East Midlands I'd just about mastered the art of driving it, but the effort expounded in so doing required us to call at the airport for a cup of tea. The only aircraft of note were the Viscount 802 G-AOHT painted up for Polar Airways of Teesside and leased from B...F., plus a smart looking Partenavia P.68 OY-BJH.

Travelling further south with the intention of getting off the M1 (I hate motorways!) the van was pointed in the general direction of Duxford (I hadn't told my wife, but there was an Air Display there the next day).

Having found with difficulty, both Little Staughton and Great Eversden, both of which were locked up and unapproachable, we stopped for the night - I was determined to do better next day.

A disturbing revelation next morning, we saw an advert for the Duxford Show - "No dogs allowed". This wasn't my idea of a perfect holiday, everything seemed to be going wrong - it was even thick of fog. Perhaps a quick trip to Bourn to allow the fog to clear, then we'll try Duxford.

The hospitality at Bourn was generous, as usual, permission was granted to look round anything and everything. Notable were Sea Prince WP321 (G-BRFC) and Provost XF877 (G-AWVF), plus G-BADZ Pitts, G-AGTT J/1 Autocrat, G-BBND Chipmunk, G-BETD Robin, G-BCUE Cub, G-OTUX Arrow, G-ARVU/ARVV Cherokee's, G-ATJR Aztec, G-BAER/BEKU/BBXB/BEKN/BEIE C.150's, G-BIZF C.172 and recently restored Pa-32 G-BAXJ.

Although Management Aviation's helicopter base was only at the other side of the airfield, a trip down the main Cambridge road is required to get there, and considering it was a Sunday morning I wasn't very optimistic. However, a member of the management just happened to be visiting and I was allowed inside their new repair shop and hangar. SA.365C G-BGNM had just been painted bright red and was the only complete helicopter in the hangar. In various states of repair were G-AZTI Bo.105D, G-BBEA UH-12E and the very bent boom of another Hiller G-AVKX. Two more Hiller's outside were rigged for crop spraying - G-BBAZ and BEDK.

Now was the time to try Duxford, and it was decided that my wife had to keep "Chips" out of sight until we got into the airfield (no mean task, as Chips is a fully grown Labrador). It worked, the sun came out and all was well with the world!

Where does one start at Duxford, I think I will list only those aircraft that were new to me or of especial interest. N500LN Howard 500, G-JETT T.33(ex G-OAHE), G-GOZA DC-3, F-IS (G-BIRW) M.S.505, N18V Beech UC-43, FX291 (G-BGOV) Harvard, G-BJGW Broussard, U-110 (G-PTWO) Pilatus P2, G-AENP Afghan Hawker Hind, G-BILA Dalotel Viking, K2567 (G-MOTH) Tiger Moth, G-BIXL Mustang, G-BKGL (ex CF-QPD) and G-BKGM (ex CF-SUQ) Beechcraft 3TM's. Amongst the visitors were G-AOTI Heron, G-BHDT Tobago, G-ATSY Super Baladon, G-ATKX/GOSS Jodel's, G-BALF/TUKE Robin's etc.

One of the heaviest downpours for many a day finished events for most people, rushing back to their cars, soaked to the skin, what could you do but go home!

Having not had enough, we set off and found Audley End, but the gate was locked - so just down the road to Stansted. A most frustrating airport, some exotic aircraft movements here, but not on the days I go.

Was this to be the exception, the DC-8 N786FT of Flying Tigers was there with its badly bent tailfin after the overshoot of Intercontinental's RP-C830 the previous evening. Then another DC-8 N791FT landed, this to transfer the cargo etc from the damaged aircraft. This was followed by Maersk's Boeing 737 OY-APP and finally Citation SE-DET.

Various parts of the airfield held N883PA B.707 of Pan Am, 9G-ACY B.707 supposedly for one of the Ghana airlines, HZ-AMK BAC 1-11 didn't seem as if it had moved

recently, Laker's three Airbus's G-BIHA/B/C remained unsold, and Cessna 401 G-ROAR passed overhead.

It was time to find somewhere to stay, so in the midst of a thunderstorm we departed, finally coming to rest for the night at Colchester.

Next morning was still dull, and we moved further south to Southend, no less. Always something interesting here, even though the visit was only brief. From the car park was to be seen Enstrom's G-HOVE and SE-HLB, Lance OH-PAT, Robin OY-POD, G-ATPN/ATUD/BBIL/BHGY/THSL PA-28's, G-ATLN/BGLO/BIGJ/BKCE C.172's, D-ECSK/G-ATMN C.150's, G-BAFI C.177, G-BBDA AA-5, G-FOUR HS.125, G-MAXI Seneca, G-BKBG Bandeirante, G-BEYE Herald.

Time to journey under the Thames to sunny Kent, only it wasn't sunny and our trip to Headcorn was through some beautiful scenery but we couldn't see because of the mist and rain. The reception at Headcorn (or Lashenden, same place) was not particularly encouraging and I was not allowed too near the aircraft or in the hangars. So from a distance were seen the inevitable Robins G-BGRH/BHGR/BHJU/HANS, Tampico G-BLMB, Lake Buccaneer G-BWKS, P.68 Observer G-SPOT, Islander G-AXUB, Pawnee G-BBHH, G-AXRL/FIZZ PA.28's, G-AVES PA.32, G-ATWJ/BCUK C.172's, G-AMPJ/BAEU C.150's, G-BETT Seneca. Lying to one side in what is supposed to be Lashenden Air Museum was KN380 Whirlwind HAS7, WZ589 Vampire T11, 63938 F-100, and a French Mirage of some description numbered 84.

A decision was made to move Westwards in the hope of finding some better weather, and accidentally arrive in the proximity of some more airfields. (Anyway, if we had gone East we'd have fallen into the sea). Finding a suitable camping site was not too difficult, and would you believe, it was only eight miles south of Gatwick. Not wishing to be too selfish I said we would leave Gatwick for the next day, and travel south to Brighton for the evening. Who can go to Brighton without a quick peep at Shoreham? Dusk was falling as we arrived on the road at the side of the airfield, so it was just a matter of seeing what you could amongst the aircraft parked there. Spooner Aviation's Enstroms were in evidence - G-BASE/BGMX/BHAX/BHMF/BHVS and a recent Yeadon resident G-BEEL. Also noted in the approaching darkness were Prospector G-APWZ, Harvard FT229 (G-AZKI), Airedale G-ARNP, Pup G-AXJN, Rallyes G-BBEM/KHRE, G-BGXC Tobago, G-ASXS Jodel, G-ATLW/BDZW/BFDG PA-28's, G-BIEG PA-32, G-AVVL/BBNJ/BGHI/BHLV/BHPY/BHSZ/HOSE C.150/152's, G-AVCD/AVHH/AVUZ/BCCD/BFOW/BGNS C.172's, G-BGAP C.182, G-FBDC C.340, G-BGSG Seminole, G-AZWH/BBBJ Aztec's, G-AZXH Seneca, G-AWKX Queen Air, G-AWJW/ROOT Jetranger's. A long day and just to finish it off, we found a pub that sold Webster's beer, it tasted like nectar compared with the flat brown liquid that purports to be beer, and is usually administered to the locals in this area. And the prices - Phew! (To our southern members, I'm only kidding!)

The next day, the 7th Sept. dawned misty, but after some brief shopping at Tesco in Crawley (there's no Morrison's down there), the sun came out and Gatwick beckoned. Attempting to get near the private aircraft park required some trips on service roads, past the Control Tower and into some places we shouldn't have been! However, it produced Sabre 40 I-RELT, Gulfstream 3 N62GG, Citation's D-IGME/D-IMLN, Commander OO-ROB, Cheyenne P-GLLD, Chieftain PH-ITC and Nord 260A F-BKRH. Other items of interest (to me anyway) were B.747's PK-GSD(Garuda), VR-HLB(Cathay), N744PR (Philippine), N9670(American); B.707's VP-WKV(Air Zimbabwe), A6-HRM; DC-8's N8969U/N8974U(Arrow Air), N8766(Capitol), SE-DBI(Arista); most unexpected of all was T-33 G-TJET being tested in front of the Br. Caledonian hangars.

Just up the road was Redhill, and having been round the Tiger Club hangar there about five years previously, it was definitely worth another visit. How things change, it was like Fort Knox, so after a period of musing as to how to get in, it was decided to move on to Biggin Hill, at least there is a viewing area there. (To be Continued.....)

Trevor Kinghorn

CHESHIRE AVIATION SOCIETY New Publication of their popular booklet "Across the Atlantic". A guide to transatlantic flyovers with timetable. Due 18th April, only 60p incl. P&P. From:- C.A.S. Sales, 44 Stanwell Road, Swinton, Manchester M27 1TD.