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VOLUME 5 No. 1 (FOR PRIVATE CIRCULATION ONLY) JANUARY 1979  
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EDITOR:- Trevor Kinghorn, 16 Stirling Cres, Scotland Lane, Horsforth, Leeds LS18 5SJ.  
CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley, W.Yorks.  
PRO/TRIPS ORGANISER:- Position to be filled.  
TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.  
SECRETARY:- Roger Fozzard, 12 Hill Top Mews, Knottingley, W.Yorks WF11 8FD.  
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#### FORTHCOMING MEETINGS

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

- FEBRUARY 4th : A talk on the activities and operation of Heli-Leeds, presented by Captain Holmes.
- 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.

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

Due to illness, Trevor has not been able to edit this issue and its content has been somewhat hurriedly 'put together' by yours truly, JDH. I am sure you will all join me in wishing Trevor a speedy recovery.

Once again we have no full Military Section or Preservation Notes. If there are any members (or even non-members) who are willing to compile these sections on a regular monthly basis, will they please write to the Editor as soon as possible.  
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#### ANNUAL QUIZ - RESULTS

Thanks go to Chris Harper for organising a most demanding and successful quiz last month. The winners by a handsome margin were Terry Sykes and Chris Holliday with the grand total of 91 points. Some way behind in second place with 55 points were Roger Fozzard and Ian Horner.  
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#### MEMBERSHIP

Although many members have renewed their membership, there are a substantial number that have still to do so. If you have not yet sent your 1979 subscription please do so as soon as possible - another renewal form is enclosed. Only a handful of new members have been recruited so far and we again appeal for your help in boosting membership. The future of Air Yorkshire is in your hands!!

LEEDS/BRADFORD MOVEMENTS - December 1978

1st	G-BAJX Aztec G-BNPD Aztec G-BEVK Navajo 350	G-BEYM Jetstream 200 G-WSSL Navajo 350 n/s G-LFVA Boeing 737 f/v	G-KATH Cessna P210 N/R G-BAVJ Navajo 350 N121WT Mystere 20F
4th	G-AXJX Cherokee 140B n/s G-BFGH Cessna F337G G-POLO Navajo 350 G-BAOZ Cessna 414 n/s G-AYDG Rallye Minerva n/s	G-BCSV Cessna 421B G-BEVK Navajo 350 G-BFAR Citation n/s G-BBDU Navajo 310 n/s	G-BBJF Baron G-BFTT Cessna 421C G-BEOJ Navajo 350 D-IMMI Cessna 421B
6th	G-JEAN Citation n/s	G-BBJF Baron	G-HLUB King Air 200
7th	G-POLO Navajo 350 G-BEZL Navajo 310 OY-DLM Mitsubishi MU2B	G-BEYY Turbo Navajo 310 G-BFND JetRanger 2 n/s F-GAMP Cheyenne	G-BBGE Aztec D G-JEAN Citation HB-VFB Lear Jet 35A n/s
8th	G-BAVJ Navajo 350 PH-MOL F28-1000	G-JEAN Citation PH-MAT F28-1000	G-BEYX Navajo P n/s G-BBGE Aztec D
9th	G-AVZV Cessna F172H G-ASPI Cessna F172E n/s G-BBDC Cherokee 140F G-BFGA Rallye 150 ST n/s G-BIRJ Aztec E	G-AYRO Cessna FA150L G-ATES Cherokee Six n/s G-POLO Navajo 350 G-BCIJ AA5 Traveler G-BFOD Cessna F182Q	G-ATZO Beagle 206 G-BCZF Cessna T210L G-BDPH Cessna F172M n/s G-BFMB Cessna F172M
11th	G-AZFR Cessna 401E G-BAVJ Navajo 350 n/s G-BBOS JetRanger 2 n/s	G-ATZO Beagle 206 G-JEAN Citation N445CC Citation n/s	G-AXXG BN2A Islander G-EMKN Aztec F
12th	G-APIM Jodel DR250 G-BENI Navajo 325C n/s G-BCIL AA1B Trainer N445CC Citation	G-ASLE Twin Comanche G-JEAN Citation G-BASU Navajo 350	G-HUFF Cessna 182P G-BEKH JetRanger 2 G-BFTT Cessna 421C
13th	G-AZFR Cessna 401E G-AWJZ Cessna F150H G-BDOA HS125-600B G-EDYF Cessna 421C G-BFND JetRanger 2	G-ASRH Twin Comanche G-JEAN Citation G-BIMJ Aztec E G-BBOM Aztec E G-CBIL Cessna 182K	G-AZOA MBB Monsoon 150FF G-EURO Cessna 310R G-EDWK Baron B58 G-BEKH JetRanger 2
14th	G-AVKJ HS748-2A G-JEAN Citation G-BBGE Aztec D G-BFJK Aztec E G-BFLH Seneca 200T G-BGAB Cessna F152 G-EBKJ Cessna FT337G	G-AVKG Cessna F172H G-BBCU Aztec E G-BEMX P68B Victor n/s G-BFPI HS125-700B n/s G-BCYF Mystere 20 G-BGAD Cessna F152	G-AZTB MBB Monsoon 150FF G-BCSV Cessna 421B G-POLO Navajo 350 G-BAVJ Navajo 350 G-BRHD Aztec F n/s G-BGAE Cessna F152
15th	G-BEEG BN2A Islander G-BACF Cessna F337F G-JEAN Citation n/s	G-BEVL Cessna 421C G-POLO Navajo 350 PH-KFC Friendship 200	G-BFJS Cessna 340A G-BTHS Aztec F G-DKJW Aztec
16th	G-BFTR LongRanger G-BEGH AA5 Traveler G-CPTS JetRanger 2	G-BEZL Navajo 310C G-BEKH JetRanger 2 G-AZZV Cessna F 172L c/t	G-BFTT Cessna 421C G-BGBN Tomahawk
17th	G-AWAP Alouette G-BAXV Cessna F150L G-AXRT Cessna FA150K	G-ATNB Cherokee 180C G-BCHK Cessna F172K n/s G-CITY Navajo 350	G-HUFF Cessna 182P G-BFTT Cessna 421C
18th	G-AXVG HS748-2A (Div) G-ATLN Cessna F172G n/s G-POLO Navajo 350 G-BAOZ Cessna 414 G-BFND JetRanger 2	G-ATMJ HS748-2A (Div) G-AWUL Cessna F150H G-BCAY Commander 685 G-EDSL Cessna F150M G-JEAN Citation	G-ANSZ DH 114 Heron 1B G-BCXS Commander 690A(Div) G-BEUT P68B Victor F-GFHS Mystere 20 (Div)
19th	PH-MOL F28-1000	G-BFAR Citation	

LEEDS/BRADFORD MOVEMENTS (cont'd)

20th	G-AZNE Navajo 300 G-BDAL Commander 500 G-BEMM Navajo 325C G-BEVK Navajo 350	G-ASFB Musketeer G-BFTT Cessna 421C G-BEUT P68B Victor	G-BFFI Navajo 350 G-JEAN Citation PH-GPL Navajo 310C
21st	G-BEMA Cessna 310R N7XB Navajo 300 G-ERHD Aztec F	G-BCZP Cessna T210L G-BAKJ Twin Comanche	G-BSTN Navajo 350 G-BCHK Cessna F172H
26th	G-AVVJ Commodore 180	G-BBLU Seneca 200-2	PH-BAJ Super Cub 150
27th	G-BFDA Navajo 350	G-JEAN Citation	
28th	G-ATJZ Aztec C	D-CHEER Lear Jet 35A (c/s 'HD5652')	

NOTE: Correction to November movements - 7/11 OY-BTC is a Cherokee Lance c/n 77-80153, not an Arrow as stated.

First foreigner of the month was Mystere N121WT on the 1st, which had been the last foreigner of last month. Lear 35A HB-VFE was on an air ambulance trip on the 7th and used callsign FR111 inbound. On the 8th bad weather resulted in the Fellowship PH-MOL visiting on diversion and Fellowship PH-MAT of Martinair being chartered by Air Anglia for the evening Amsterdam flight, landing about 23.25 and leaving at 23.55. Citation N445CC c/n 500-0381 ex N3104M positioned in on the 11th and night stopped in order to transport some Northair personnel to Germany and back on the 12th. Friendship PH-KFC on the 15th was another Air Anglia charter on the evening Amsterdam run. Mystere F-GEMS on the 18th was a Ringway diversion and is a new registration, the quoted c/n is 175 which means it started life as N4373F and then progressed through N866MM/F-BUFG/D-COFG/F-ODHA to the present registration. Super Cub PH-BAJ on the 26th came in company with Commodore G-AVVJ which it is to replace at Sutton Bank. Lear 35A D-CHEER brought in "Footballer of the Year" Kevin Keegan on the 28th. Cessna P210N G-KATH arrived for Northair on the 1st and it is c/n 0130. Last month's report of two 152's and a 172, G-BGAB, G-BGA D and G-BGAG, being delivered to Doncaster was only two thirds correct. The F172 G-BGAG was the one delivered to LBA with the incorrect registration G-KING and the third one delivered to Doncaster was in fact F152 G-BGAE. The 152's arrived at LBA on the 14th, G-BGAE was speedily prepared and did a C of A air test on the 20th before being delivered to Dundee on the 21st. The other two are destined for the Humberside Aero Club, Cessna F182RG G-GEAR has been noted booking in lately so it may have been sold or it may be out on lease. Citation G-JEAN is now owned by Trident Television which explains the large number of visits it now makes. Cessna 210 G-ONLY returned from storage at Doncaster on the 1st. Cessna 402 G-BCBI which Northair had leased out some time ago returned to LBA on 29/11 and is now based here with Systime and operates out of the Northair hangar. Viscount G-AOYI was badly damaged in a heavy landing on the inbound London flight on the evening of the 28th, reports say it is to have four new engines and a new spar fitted. MU-2B-20 OY-DIM on the 7th has c/n 187 ex N109LA. Cessna 182P G-HUFF was on delivery 17th, it was ex PH-CAS c/n 64076 and had originally allocated the marks N6059F which were not taken up. On 21st N7XB Navajo was ex G-AXXD/N6645L and is fitted with four bladed propellers plus uprated engines.

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LEEDS-SIDE MOVEMENTS - October 1978 (better late than never!! - with luck we shall endeavour to bring up to date during the next two months, providing reports are received).

2nd	G-BELW Cessna 421C	LN-PAE Cheyenne	
3rd	G-ANUO Heron 2D G-BFLC Cessna 210L G-BFCI Bell 47G-3B	G-AYGY King Air 100 G-BBEW Aztec E	G-BTTT Cessna 421C G-BEJS Sikorsky S58ET
4th	G-BDJF Baron G-AXXG BR-2A Islander G-BFGH Cessna F337G	G-BDWK Baron G-BBTV JetRanger 2 G-BFVI HS125-700B	G-BEHW Cessna F150M N49MZ Merlin

TEES-SIDE MOVEMENTS - (cont'd)

5th	G-BBEW Aztec E G-AYOJ HS125-400B	G-BFKJ Navajo 310	G-BNPD Aztec E
6th	G-AWWW Cessna FR172F EC-CQH DC-8-54F	G-BBXE Aztec D G-BFDB Navajo Chieftain	G-BEHG JetRanger 2
7th	G-AVYT Cherokee Arrow G-BCZG Herald 202	G-BFKR Comanche 250 YU-AHY TU-134A	G-BANX Cessna F172M
10th	G-EAVL Aztec E G-BDDH F-27-200 (Div) G-BACI HS125-400B	G-ANUO Heron 2D LN-AEL Cessna 404	PH-HES Citation 2 G-BAUA Aztec D
11th	G-BDWK Baron G-AYLG HS125-400B G-BFSU P68B Victor	G-AXXG BN-2A Islander G-BBJF Baron G-BACI HS125-400B	F-BRSP Aztec D G-AXPU HS125-3B/RA G-ATJR Aztec C
12th	G-BBNO Aztec E G-BFDN Navajo Chieftain	G-BEYE Herald 401	G-BFVI HS125-700B
13th	G-ANUO Heron 2D G-BEBA HS748-2 (Div) G-ATTP BAC 1-11-207AJ (Div) G-AXVG HS748-2A (Div)	G-BAUR F-27-200 (Div) G-EAVL Aztec E G-AVRM B737-204 (Div)	G-BCDO F-27-200 (Div) G-BCDN F-27-200 (Div) G-ATMI HS748-2A (Div) EC-ARC DC-8-52
17th	G-BEEV Cherokee 140E G-BCRM Citation G-ANSZ Heron 1B	G-AYML Cherokee 140C LN-VIN Cessna 404	F-GENH Falcon 10 G-AYAE Bell 47G-4A
19th	OY-CBP Beech F-BNMC King Air A90	G-BASS Cessna 421B	G-BBJF Baron
23rd	F-BXLD Navajo Chieftain OY-STG Caravelle 10B	G-EAVL Aztec E G-BTWW JetRanger 111	G-BFTV Cherokee 180C
24th	G-BBYT Cessna 414 G-BTWT Twin Otter	G-ANUO Heron 2D	G-OJBI Citation
25th	OY-STG Caravelle 10B		
27th	G-BECP Navajo 310 G-APKU Heron 1B G-AHAY J/I Autocrat	G-AXPU HS125-3B/RA G-ANUO Heron 2D	G-BDOM Trislander G-BRIT Cessna 421C
31st	G-BBEJ Navajo Chieftain G-BEES Cessna FR172N LN-PAE Cheyenne	G-BBOK Aztec E G-BAPE Viscount 814	N663P Gulfstream 11 G-BFGE Cessna F172N

BROUGH MOVEMENTS - December 1978

1st	G-BAMI Baron also 6n/s, 11, 12n/s, 14n/s, and 15th. G-BBSD Baron also 4, 7, 12n/s, 14 and 18th n/s.	G-BEMJ Aztec. G-BBYK Aztec.
4th	G-AXKD Aztec. G-AZNY Aztec also 8th.	G-BPND Aztec also 28th.
6th	G-BADT Cessna 402B. G-BOST Aztec also 7, 4, 15, and 28th. G-MDRB Navajo Chieftain also 11, 12, 13, and 15th.	G-BBJF Baron.
7th	G-ATFF Aztec. G-AVTE JetRanger. G-HLUB King Air 200.	G-AYHW Cessna 337.
8th	G-BAOZ Cessna 414 also 11th.	G-BEEL Navajo Chieftain n/.
9th	G-BBRJ Aztec n/s also 12th.	
11th	G-AWWW Cessna 401. G-BBEJ Navajo Chieftain also 18th. G-BBEW Aztec n/s. G-BSTN Navajo Chieftain also 12th.	
12th	G-BEKJ Cessna FT337G.	

## BROUGH MOVEMENTS (cont'd)

15th G-BCXP Aztec 1st visit. WF131 Sea Prince 'CU/571'.  
16th G-BETH Cessna F172M 1st visit.  
18th G-AVVJ Rallye Commodore. G-BAVY Aztec also 20n/s, 21, 22nd.  
G-DUVL Cessna F172N 1st visit.  
21st G-BBBD Aztec.

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## LOCAL NEWS

Tees-side: Cherokee Six G-ATJV has been recently restored to the British register and is now based here. Owner is D.Leonard and the aircraft is ex TF-GOS, a Leeds visitor last year.

Sherburn-in-Elmet: It has been reported that Cherokee Arrow G-AVYT was recently involved in a landing accident here. No further details are known at present.

Vickers-Slingsby: A scrutiny of recent civil register allocations reveals the following list of T65A Vega's with registration date and owner;-

'n	Reg	Date	
1885	G-DEJJ	03.12.76	Vickers Ltd.
1886	G-BFIO	15.12.77	Vickers Ltd.
1887	G-BFWJ	27.06.78	Vickers Ltd.
1888	G-BFYW	01.09.78	D.J.Freeman.
1889	G-VEGA	20.10.78	Vickers-Slingsby Ltd.
1890	G-BGBV	25.10.78	R.Richards.
1891	G-BCCA	03.11.78	D.J.Dawson.
1892	G-BGCB	20.11.78	E.C.Neighbour.
1893	G-BGCU	28.11.78	D.Tucker.

Two ICA-Brasov IS.28M.2's are also on the register as follows;

04	G-BROM	05.12.77	British Aircraft Corp.
05	G-BFKI	23.01.78	Vickers Ltd.
07	G-BICA		Vickers Ltd. Not yet officially regd. Suffered u/c collapse at Kirkbymoorside(?) recently.

## HOMEBUILTS

The same scrutiny of the civil register quoted above also produced this list of aircraft currently under construction by amateurs in our area.

G-BFID Taylor JT.2 Titch III	PFA 60-10311	W.F.Adams, Redcar.
G-BFOU Taylor JT.1 Monoplane	PFA 55-10333	I.N.M.Cameron, Tees-side.
G-BFPJ Proctor Petrel	PFA 30-10178	S.G.Craggs, Bedale.
G-BFXF Anneasson BA4.B	AAB.001	A.Brown, Sherburn.
G-BFXO Taylor JT.1 Monoplane	PFA 55-10363	A.S.Nixon, Middlesborough.
G-BGBF Druine D31A Turbulent	1658	L.Davies, Illingworth (Halifax).
G-BGLK Monnet Sonerai II	PFA 15-10304	G.L.Kemp/J.Deck, Thirsk.
G-CDBL Clutton FRED II	123	D.B.Limbert, Bradford.
G-EZOS Rutan Varieze	PFA 74-10221	O.Smith, Tees-side (also c/n 002)
G-FRED Clutton Tabenor FRED II	PFA 29-10339	R.Cox, Leeds.
G-JMFW Taylor JT.1 Monoplane	001	G.J.M.F.Wonder, Haxby.
G-LASH Monnet Sonerai I	PFA 15-10424	A.Lawson, Thirsk.
G-MOZY DH98 Mosquito replica	AE. 1	J.Beck/G.L.Kemp, Thirsk.
G-BEUS Brugger Colibri MB2	PFA 43-10392	G.E.Smeaton, Rotherham.
G-YPSY Andreasson BA4.B	PFA 32-10352	J.Thomas, Darlington.

G-BFXF should have another c/n beginning PFA 32-, G-CDBL should have another c/n beginning PFA 29- and G-JMFW should have another c/n beginning PFA 55-. The most interesting of that lot seems to be the Mosquito replica with the appropriate reg G-MOZY being built at Thirsk. Any further information on any of the above (or others not yet registered) would be welcome.

## LOCAL NEWS (cont'd)

### BALLOONS

New balloons recently registered in the area are;  
G-HOST Cameron N-77 c/n 437 of S.L.G.Williams/A.J.Clarke/J.M.Hallam, Doncaster.  
G-BGUY Cameron V-56 c/n 441 of G.V.Beckwith, Ripon.

### CITATION FLYING SERVICES

Further imports for this company expected to be delivered through LBA are;  
Cessna 207 G-PAHA, Cessna 182 G-FOXY and Cessna 150's G-SALL and G-HULL.  
The last mentioned is of course for the Hull Aero Club.

---- and not so close to home ----

One of the Varsities formerly operated by 6FTS at Finningley, has reportedly reappeared in Canada, destined for the Confederate Air Force, where it is awaiting an entry permit to the USA. The aircraft is N65538 ex WJ948, and was at Mt. Hope Airport, Hamilton, Ontario.

### OUT & ABOUT

COSFORD - RAF Cosford was visited on 30 December 1978 and although the museum is closed until April 1979, the following aircraft were parked outside:- Cornet 1XB (c/n 06022) XM823/G-APAS, painted in B.O.A.C colours, although it never flew with them. One of the oldest surviving Cornets, it first flew on 16 March 1953 and was ordered by Air France as F-BGNZ. It made its last flight on 8 April 1968 to RAF Shawbury from where it was delivered by lorry to Cosford on 17 September 1978; Belfast C.I.XR371, which was flown in from Hucknall on 5 October 1978. It is rumoured that the Tyne engines will eventually be removed and replaced by worn units when available; Vulcan B1, XA900/7896M; Victor B1, XA923/7850M; Varsity T1, WF408; Viscount 701, G-AMOG; Hastings T5, TG511 (ex 230 O.C.U.); Pembroke C1, WV726 (on the fire dump), while Vampire T11, XD613/M is displayed on a stand near the parade ground.

----and now for something completely different ---- from our Roving Reporter -

NAGOYA (Japan) 21/11/78 - JA9126 Bell 212.

ACAPULCO 31/12/78 - 1155 Bell 212 (Fuerza Aerea Mexicana), XA-CUN & XA-TAC B727-264/JATO's (Mexicana), XA-HOH B727-264 (Mexicana), XA-SIA & XA-DOD DC-8-51's (AeroMexico), XA-GOJ & XA-SOI DC-9-15's (AeroMexico), XA-DEK DC-9-32 (AeroMexico), XC-FOM Aztec, G-GQBH B707-123B (Quebecair), G-GNDE DC-8-51 (Nordair), C-GCPB B727-217 (CP Air), C-FCPJ DC-8-43 (CP Air), N416BN & N436BN B727-227's (Eraniff), N319EA Tristar (Eastern), N6814 B727-223 (American A/L).

2/1/79 - XA-TAB & XA-DUJ B727-264/JATO's (Mexicana), XA-DEI DC-9-32 (AeroMexico), XA-DAK Learjet, XA-SEN Citation, XB-RIO Duke, N905CL DC-8-33 (Capitol), N6816 B727-223 (American), N7518A B707-123B (American), N114AA DC-10-10 (American), N463BN B727-227 (Braniff), N308EA Tristar (Eastern), N284JJ Falcon 20, N550P? Learjet (or N5501P?). Also XA-GOJ, SOI and DOD as 31/12.

### MILITARY NEWS

#### CHURCH FENTON

Reports suggest that our local RAF Airfield may soon be active again. Apparently an FTS is to be formed and equipped with Jet Provosts. Full details will be published when known.

#### VALLEY

Hawk T.1 XX235 was added to the strength of 4FTS during Oct/Nov 1978. Can anyone provide an actual date?

## MILITARY NEWS (cont'd)

### BROUGH

BAR report that the first Sea Harrier to be assembled here was XZ445, which is in fact the ninth production aircraft. Final touches are put to the aircraft at Kingston before proceeding to Dunsfold for flight test prior to delivery.

### CRANWELL

Humberside Air Review states that 21 Jet Provost T.5A's will be issued to the RAFC from Kemble to meet an urgent need for more training aircraft. It is not at present known when this will take effect.

### Civilian Sioux

Recent allocations have been D-HAFH ex XT542, D-HHRK ex XT245, D-HAFC ex XT212, D-HMHF ex XT207, D-HGGG ex XT205, D-HEEE ex XT202, D-HOWD ex XT188, D-HAFJ ex XT181, D-HFFF ex XT155, G-BGAI ex XT508 & G-BGAI ex XT160.....  
..... and CHIPMUNK T.10 G-ROYS ex WP905/7436M.

### WARTON

The final pre-production Tornado (P.15 XZ631) made its first flight from here on 24.11.78. The first production aircraft for the RAF (BT.1) is almost complete, while the fuselages of BS.1, BS.2, BT.2, BT.3, BT.4, GT.1, GT.2, GT.3, and GT.4 are taking shape on the line. Nine of the ten Strikemasters being built for stock are set No's 367 to 375, and BAe apparently have several customers interested in the aircraft. Jaguar GR.1 XX765 has been taken from store at Abingdon and flown here, where it will be fitted with a new carbon-fibre wing. After structural tests, it should make its first flight in 1981. Further to the Indian Jaguar deal mentioned last month, it is understood that the six aircraft retained at Warton from the final RAF order will shortly be delivered to the Indians, and that six replacement aircraft will be built for the RAF. Furthermore, the RAF are to loan a number of two-seaters to the Indian AF prior to delivery of their own trainers.

### FLIGHT REFUELLING

At the SBAC Show, it was announced that production of Sea Vixen D.3's would come to fruition with a first flight early in 1979. The production run is expected to be for 24 aircraft spread over a number of years, and should be drawn from the following aircraft at:

Tarrant Rushton: XM657 (TR-1), XP924 (TR-2), XS577 (TR-3) and XS587.

Farnborough: XJ494, XJ560, XJ572, XJ579, XJ580, XJ608, XN649, XN653, XN658, XN688, XN696, XN700, XN706, XN707, XP920, XP925, XP956, XS580.

Hurn: Two Sea Vixen FAW.2's (XJ602/A2622, XN697/A2623) are expected to be delivered here for storage from SAH Culdrose during 12.78.

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## AIRLINES REVIEW

### AIR ANGLIA

It is confirmed that British & Commonwealth Shipping Group, the current owners of British Island Airways, has obtained an 85 per cent stake in Air Anglia, but the two airlines will be separately operated. In the longer term some integration of the two fleets may occur. Air Anglia have had an application approved to increase its Birmingham-Swansea-Newquay service to twice daily and this service is to be extended to include Humberside. They were competing against Air Wales where application was turned down.

Air Anglia are reportedly leasing an F.27 to NLM this winter. The aircraft is G-BEFS (c/n 10270), which has reverted to PH-ARO for the lease. This aircraft is Air Anglia's only F27-400. It was delivered to Amsterdam on 30/11 and was in service with NLM by 2/12. The aircraft's history is one of many leases:- it was tested as PH-FGM, and then delivered to Condor as D-BARO, in April 1965. After 3 years it was returned to Fokkers as PH-ARO, and then used on a series of leases to Air Congo and ATI in 1969, Lina Congo in '70 and then to Linair until '76, retaining the identity PH-ARO for this period. The aircraft then passed to Air Anglia for a years lease,

## AIRLINES REVIEW (cont'd)

at the end of which they purchased it and in October '77 it became G-BFDS.

Air Anglia's two F.28-4000's, which are on order, are c/n's 11133 & 11135, which have been registered PH-EXC & PH-EXR respectively.

## BRITANNIA AIRWAYS

Britannia Airways have taken delivery of their two new Boeing 737-204 ADV's G-BFVA (which first visited the LBA on 1/12) and G-BFVB, c/n's 21693/4. Both aircraft were delivered from Seattle to Luton via Goose Bay in November 1978. It was announced during the handing over ceremony at Seattle that the airline is to order three additional 737's for delivery in March/April 1980, and has taken options on seven more for 1981 delivery. Britannia will also acquire a second-hand 737 by April 1979. If traffic growth permits, widebody types may be ordered and versions of the Airbus and Boeing 767 are under consideration. Britannia intend to operate from 22 UK airports in 1979 and expects to carry 3 million passengers. To supplement their present fleet, 737's of Transavia have been used together with a Boeing 720 N736T, of Aero America, Pan American 727's N356PA and N329PA, and a Laker 707-351C, G-BFBS.

## AIR EUROPE:-

Expects to inaugurate services on 4 May 1979 with a flight from Gatwick to Palma. The chairman of Intersun is Mr. Harry Goodman, who owns 80 per cent of Air Europe, while the chief executive is Mr. Martin O'Regan and the commercial director is Mr. Errol Cossey, the latter two formerly Dan-Air executives. On 29 December 1978, Mr. O'Regan said that the airline estimates carrying 250,000 passengers on 2,100 round-trips flights to 29 different destinations in eight countries in 1979. Three 737's are on order for delivery in March, May and June 1979, options are held on two more 737's for 1980 delivery, and up to 10 are expected to be in service by 1984; flights from the LBA are a strong possibility once the fleet is built up. The three 737-2S3's have now been registered as G-BBEC (c/n 21776), G-BBHG (c/n 21774) and G-BBOR (c/n 21775).

## BRITISH AIRWAYS HELICOPTERS

British Airways helicopters have launched the commercial version of the Boeing Chinook by ordering three for delivery in 1980/81, and have taken options on three more.

## INVICTA INTERNATIONAL

Invicta International have acquired four additional all-cargo Britannia 312's from IAS Cargo Airlines to supplement its current fleet of G-ANCF and G-AOVF, which are -308F and -312F respectively.

## I.A.S. CARGO AIRLINES

I.A.S Cargo Airlines are to acquire one DC-8 Series 53 from Australian Aircraft Sales and are to wet lease a Series 62 CF from Finnair.

## BRYMON

This Plymouth-based operator has ordered a DHC-7 (Dash Seven). This is the first order for the type from a British airline, and was prompted by the type's ability to operate from Plymouth's main runway. The aircraft will be delivered later this year, together with another Twin Otter.

## CLYDEN AIRWAYS

This Irish company was recently set-up to operate Dublin-Manchester mail flights originally negotiated by Kerry Airways, using two DC-3's:

EI-BDT c/n 32872 ex G-AMPZ/TF-AIV  
EI-BDU c/n 9043 ex G-AKNB/XY-ACN

## HORIZON MIDLANDS LTD

It has been reported that one of Horizon Midland's Boeing 737-200's is to be supplied via "Interlease", an American finance/aircraft broker.



## AIRBUS

Construction of the first A300B, a B1 variant, was begun in September 1969 by Aero-spatiale at Toulouse, and the prototype was rolled out on 1 August 1972. Taxying trials at speeds up to 100 knots began three days later and the first flight was made 33 days ahead of schedule on 28 October 1972. The prototype was followed by a second B1 which flew for the first time on 5 February 1973, displaying Air France markings on one side of the fuselage and Iberia markings on the other. Both these development aircraft were powered by two 49,000 lb st CF6-50A engines and had maximum seating for 302 passengers.

Altogether six airframes were involved in the certification programme, including one static test specimen and various separate components used for fatigue testing. The first B2 variant to fly on 28 June 1973 was the third complete airframe. This was the basic production version with 51,000 lb st CF6-50C engines assembled under licence by SNECMA and MTU with McDonnell-Douglas nacelles. The second B2 made its maiden flight on 20th November 1973. This and the preceding three aircraft flew over 1,580 hours before 15 March 1974 when French and West German certification was granted for operation with up to 345 passengers in a high-density layout or approximately 250 in normal mixed-class configuration.

Exactly one month later, the fifth A300 and the first to full production standards was flown. This aircraft was delivered to Air France on 11 May 1974, and entered service on the London-Paris route on 23 May operating at 142 tonnes take-off weight with seating for 26 first-class and 225 economy-class passengers. FAA certification was gained on 30 May including automatic approach and landing in Category 2 weather conditions. Category 3a certification was achieved on 30 September 1974.

Meanwhile, Airbus Industrie had projected several variations on the A300 theme, the most successful of which was the B4 medium-range development. This was externally similar to the B2, taking off at 157.5 tonnes with a range of 2,700 nm with full passenger payload and airline reserves. The extra range capability arose from an additional fuel tank in the wing centre section, and the admirable short-field performance of the B2 was maintained by the addition of small Kruger flaps, filling the gap between slat and body-side at the wing-fuselage junction. The B4 made its first flight on 26 December 1974 and was certificated on 26 March 1975.

With the option of B2 or B4 to choose from, the order book in mid-1974 stood at Air France (six B2), Air Siam (two B4), Iberia (four B4), Lufthansa (three B2), SATA (one B4), Sterling (three B4), Transbrasil (two B2) and TEA (one B2 on a lease from Airbus Industrie). In addition, options were held by Air France (ten B2), Air Siam (one B2), Iberia (eight B4), Lufthansa (four B2) and Transbrasil (two B2), Air Charter International had begun negotiations to take an A300 option with a projected requirement for seven aircraft by 1980, and Air Inter had reached an agreement with Air France for a joint A300B2 operation on the Paris-Nice route starting in June, Korean Airlines had indicated an intention to order six B4s in 1975.

However, projected increases in air traffic growth failed to materialise and original orders from Iberia, SATA, Sterling and Transbrasil were lost, and apart from orders from Germanair (two B4), Air Inter (three B2), Indian Airlines (three B2) and Transavia (one B4) little headway was made. Eight aircraft had been scheduled for delivery in 1974, but only six were in service by March 1975, four with Air France and one each with Air Siam and TEA.

By fitting Kruger flaps to the B2 airframe and leaving out the additional fuel capacity of the B4, Airbus Industrie produced a hot-and-high variant, the B2K, with the ability to lift 7 tonnes more than the B2. This development resulted in an order for four aircraft from South African Airways, so that by 1 May 1976, there were either firm orders or options held for 57 aircraft, of which nineteen had been delivered.

1977 was destined to be a possible breakthrough year for the A300 and commitments were reported for no fewer than 38 aircraft in the first six months. Egyptair commenced operations with leased aircraft and SAS signed a letter of intent for up to twelve B4s. AeroCondor Colombia, Iran Air (six B2K plus three on option), PIA and Thai Airways International joined the most important customer, Eastern Airlines, who had

## AIRBUS (cont'd)

leased four aircraft by the year-end, with the intention of proving the A300 in service before purchasing outright. The hand-over, on 30 August, of the initial A300 to Eastern was the first delivery of a European airliner to a major US carrier for over ten years. Eastern used the A300s in their 229-seat layout on the peak winter schedules between New York and Florida and the Caribbean, achieving utilisations of up to ten hours a day of revenue flying, more than any other operator up to that time. These trials showed the A300 to be 29% more fuel-efficient than the 727-200 on a seat-mile basis and 10% more fuel-efficient than the larger Tristars. Considered on a different basis, the A300s yielded 6% more revenue passenger-miles per gallon of fuel than the Tristars and 19% more than the 727s. To round off a successful year, SAS ordered two B2s on 30 December.

The early months of 1978 indicated a further increase in A300 interest a round the world, with Allegheny and PSA, Iberia and Alitalia all reported as serious contenders for future purchase. EL Al ordered two A300s for May 1979 delivery and Thai Airways International converted two options into firm orders, to bring their fleet to six by March 1979. Olympic Airways signed a letter of intent for two aircraft with an option for three more.

Almost exactly four years after the A300 first entered airline service, these orders were eclipsed by the Eastern Airlines' announcement of the purchase of nineteen aircraft for delivery between late 1978 and 1982, the four aircraft presently operated to be retained on long-term lease in addition to those ordered. Options were also taken on nine more B4s and 25 of the planned B10 version. Eastern were quick to point out the balance of payments advantage to the US accruing from the A300 purchase, maintaining that if A300s had been operated in 1977 in place of 727s, they would have used 34.6% less fuel. Since half of this would have been imported, some 20 million dollars would have been saved.

The A300C4 freighter-convertible version flew in 1978 and considerable discussion has centred around the projected B10 version, a 210-seat short fuselage variant, requiring a new wing. Throughout 1978 the order book continued to be filled, and it is anticipated that the potential offered by the number of variants available will keep the Airbus in the forefront of aviation until at least the end of the century.

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## COACH TRIPS/VISITS

As soon as Membership attains a suitable level, the Committee will proceed to organise some trips to airfields etc. providing there is sufficient demand.

Any member who paid a deposit for cancelled trips in 1978 and who has not yet received a refund, should return their official receipt to the Treasurer by the end of February if they wish to claim.

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## ADVERT : THUNDERBIRD AVIATION PHOTOGRAPHS & TOURS

This company has written offering tours this year to Ramstein Air Show, Egelsbach and the Brussels Aviation Museum for a four day period in late July/August, the cost being approximately £50.

There is also a trip to US West Coast for three weeks in late September/October, with full itinerary. The cost, including flight to San Fransisco, plus visits to various bases in a camper, is £550 excluding expenses.

Please write to the editor for further details.

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Credits this month go to:-

C. Holliday	I. Gordon	Air International
C. Harper	K. Jordan	Flight International
D. Elam	J. Hunt	Air Britain Digest
I. Carling	British Aviation Review	
T. Sykes	Airstrip	

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