

AIR YORKSHIRE



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JANUARY 1981

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CHAINMAN:- 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 4DN.

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.

- FEBRUARY 1st : Andy Barker will be showing his slides taken in Miami, U.S.A., and talking about the Air Anglia/Air U.K. scene.
- MARCH 1st : Films - "The Crowded Sky", ATC development in the U.K., plus two more films on a similar theme.
- APRIL 5th : Peter Shackleton has regrettably sold his collection of slides and will not now be coming. Details of the meeting to follow.
- MAY 3rd : Shea Simmonds.

EDITORIAL

A very successful Quiz at the meeting in January, where we all (nearly all) confirmed our lack of knowledge on the aviation scene, and a very well done to the winners John Allen and Steve Rigg, 2nd. Paul Mitchell and Colin Pontefract, 3rd. Neil Micklethwaite and Paul Mitchell.

Many thanks, once again, to Chris Harper for compiling the quiz, it must be harder thinking up the questions than answering them. And hard luck to Roger Fozzard, who tried very hard, but was sat on the wrong table.

This bulletin is the last to be sent to all 1980 members, so be sure and renew your membership right away, or contact with Air Yorkshire will cease. If you have lost your application form, just contact John Hunt at Guiseley 76984, who will be pleased to look after you. Welcome to our new members for 1981, who, I am sure, will enjoy Air Yorkshire.

CREDITS

T. Sykes
S. Rigg
LAAS

D. Elam
R. Fozzard

C. Harper
S.M.B. Maufe

P. Mitchell
A. Barker

LEEDS/BRADFORD MOVEMENTS - Nov. 30th and December 1980

30	G-AYRT Cessna 172	1106 1711	G-AVYT Arrow	1317 1420
	G-HYDE Jetranger	1304 1436	G-ARLK Comanche	1421
	G-BFXW AA-5B	1436 1448	G-BFXW AA-5B	1520 1547
	G-BHWP AA-5B	1548	G-AWED Navajo	1649 1744
1	G-TBCA Long Ranger	1205 1226	G-SEJW Warrior	1252 1404
	G-PATF Cessna 404 n/s	1349 1721(3)	G-BESO Cherokee	1359
	G-JEAN Citation	1606 1611		
2	G-GGAE HS.125 n/s	0907 1357(3)	G-PRES Cessna 441 n/s	1004 0949(10)
	G-BEBK Cherokee	1210 1329	G-AIMW Cherokee	1315 1348
	G-AYMK Cherokee	1749 1905	G-BDYC AA-1B	1925 2001
3	G-BBMJ Aztec	0816	G-BCCE Aztec	0925 1510
	G-BCBK Cessna 421B	0942 1509	G-JANE Cessna 340	1049
	G-AZTS Cessna 172	1140 1236	G-BHED Cessna 152 n/s	1211 1231(6)
	G-BHEC Cessna 152 n/s	1211 1110(22)	G-GRAY Cessna 172	1212 1258
	G-BBES Cessna 182	1249 1350	D-CMAX Falcon 20C n/s	1413 0801(4)
	G-NOEL Jetranger	1505 1529	G-BBEW Aztec	1900 1946
	G-BHMV Jetranger	1940 1959	G-BBMJ Aztec n/s	1937 1510(5)
4	G-JGCL Cessna 414A	0901 0918	G-JEAN Citation	1018 1209
	G-AYSB T.Comanche	1028 1335	OY-BTZ Chieftain	1031 1827
	G-ARVW Cherokee	1117 1613	G-BBEF Cherokee	1201 1258
	G-AZZV Cessna 172	1208 1259	G-BFUG Cessna 404 n/s	1216 1324(23)
	G-AWDI Aztec	1509 1629	G-BALH Robin DR.400	1528 1623
	G-BABW King Air	2014 2025		
5	G-BMFD Aztec	0951 1725	G-BKTI King Air 200	1000 1534
	G-NORX Cessna 421C	1007 1559	G-VWSE Cessna 404 n/s	1251 1042(6)
	G-BDEJ Rockwell 112 n/s	1503 1224(6)	D-CMAX Falcon 20C	1508 1612
	G-BAEX Cessna 172	1546	G-BBMJ Aztec n/s	1726 1022(10)
	G-BEVL Cessna 421C	2029 2041		
6	G-BABW King Air	0858 0935	G-BGLH Cessna 152	1144 1151
	EI-BGP Cessna 414A	1240 1815	G-JSGM Cessna 210 n/s	1528 1144(8)
	G-BBEF Cherokee	1536 1603	G-JGCL Cessna 414A	1713 1728
	G-CETA Cessna 310 n/s	1950 1837(7)	G-AXRT Cessna 150 n/s	2114 1354(7)
7	G-BDEJ Rockwell 112 n/s	1436 0957(9)	G-BOST Aztec	1606 1618
8	G-JEAN Citation	0957 1109	G-BHMV Jetranger	1001 1037
	G-SHOK Cessna 421C	1017 1234	G-BFKN Aztec	1107 1324
	G-LONG Long Ranger	1124 1315	G-BHMV Jetranger n/s	1556 1116(9)
	G-AVPK Rallye	1757 1929		
9	G-JEAN Citation	0853 0935	G-BAPL Aztec	1019 1713
	G-BDGK Beech D.17S n/s	1051	F-BIHJ Comanche n/s	1155 1148(10)
	N45EP Citation 550 n/s	1653 1025(10)		
10	G-PGRE King Air 200	0905 0923	G-BHFY Baron	0906 1421
	D-ILFG Navajo	0916 1732	G-ECMA Navajo	0925 1511
	G-OTRG Cessna 182 n/s	1007	G-BHFJ Arrow	1018 1127
	G-BHKV AA-5A	1029 1104	G-BBST Aztec	1040 1444
	G-BIHE Cessna 152 n/r	1326 1255(17)		
11	G-BKTI King Air 200	0927 1609	G-ASRH T.Comanche	1145 1212
	G-SILV Cessna 340	1358 1503	G-ATAI Dove 8	1404 1437
	G-SHAW T.Comanche	1501	G-BRID Aztec	1804 1815
12	G-SHOK Cessna 421C	0855 1031	G-BHMV Jetranger	1045 1056
	G-ATAI Dove 8	1253 1630	G-BEVL Cessna 421C	1729 1756
	G-SILV Cessna 340	1955 2014		
13	G-AYSB T.Comanche	1121 1625	G-BANS Seneca	1322 1458
	G-BFZK Bandeirante n/s	1523 1345(14)	G-CHEV Bandeirante n/s	1556 1337(14)
	G-AYSG Cessna 172	1909 1958		

LEEDS/BRADFORD MOVEMENTS (contd.)

14	N2707T Cessna 335 n/s	0910 1642(18)	G-ASLE T.Comanche	1347 1442
	D-IEPL King Air n/s	1944 1518(15)		
15	G-BEVL Cessna 421C	0919 1042	G-BBSV Cessna 421B	0921 1044
	D-IMWT Commander 690B n/s	1111 1739(16)	G-ECCO Cougar	1211 1419
	F-GAPY Learjet 23	1339 2135	G-BCUZ King Air 200	1405 1416
	G-AZGG King Air	1448 1457	G-BFVO Partenavia P.68B	1450 1623
	G-WHIP Bell 47G n/r	1524		
16	G-BCUZ King Air 200	0854 0907	G-BHRA	1006 1248
	G-ATM Jodel DR.250	1030 1106	G-BAUW Aztec	1034 1553
	G-AXOZ Pup	1043 1139	G-AWLA Cessna 150	1115 1208
	G-ASLE T.Comanche n/s	1116	G-AOTI Heron	1132 1755
	G-BEVL Navajo n/s	1159 1243(18)	G-AZKG Cessna 172	1202 1649
	G-BCRF Aztec n/s	1206 1201(17)	G-CPTS Jetranger	1346 1526
	G-ECCO Cougar	1411 1504	G-AZGG King Air	1556 1624
	G-BREG Cessna 340 n/s	1729 1452(17)	G-BFGC Fuji FA.200	1809 1847
17	G-BHFF Baron	0907 1419	G-JEAN Citation	1014 1020
	G-RBBE Cessna 421C	1045 1058	N234AM King Air 200	1358 1905
	G-RBBE Cessna 421C	1441 1514	G-AZRG Aztec n/s	1801 1536(18)
3	G-BSVP Aztec	1011 1412	G-BEBZ Warrior	1404 1442
	G-BGAD Cessna 152	1435 1454	G-JEAN Citation	1803 1906
19	G-BAMN Cessna 206	0938 1009	OY-BTZ Chieftain	0943 1818
	F-GAVU Robin DR.400 n/s	0957 0816(20)	G-BCSM Bellanca Scout n/s	1053 1429(20)
	G-OMET King Air	1340 1421	G-OMET King Air	2035 2054
20	G-BGTT Cessna 310	1200 1311	G-BDWX Jodel D.120A	1409 1428
21	G-LONG Long Ranger	1046 1118	G-AYFP Jodel D.140	1316
	G-BHWP AA-5B n/s	1322		
22	G-OBLY Aztec	0901 1401	G-BEBE AA-5A	1016 1101
	G-BHMV Jetranger	1034 1121	G-BCUZ King Air 200	1036 1625
	G-AZVV Cherokee	1247 1430	G-BDFC Rockwell 112A	1330 1514
	G-BHMH Cessna 404 n/r	1447	G-BHMV Jetranger n/s	1604 1037(29)
	G-AVUD T.Comanche n/s	1829 1110(23)		
23	G-BBMJ Aztec	0852 1000	G-JEAN Citation	0947 1923
	G-AWLP Alouette SA.318B	1140 1222	G-AVZV Cessna 172	1539 1605
	G-BABW King Air	1858 1934		
4	G-BBMJ Aztec n/s	1821 1052(26)		
26	G-BAHZ Arrow	0947 1543	G-BAOV AA-5	1121 1207
	G-BBMJ Aztec n/s	1328	G-BBSV Cessna 421B	1508 1520
27	G-ARMP Cessna 172	1017 1115	G-BDNW AA-1B	1046 1157
	G-ATNV Comanche	1051 1233	G-AZLY Cessna 150	1236 1318
	G-AZID Cessna 150	1523 1558	G-BAOV AA-5 n/s	1811
28	G-BDFC Rockwell 112A n/s	1427 1627(29)	G-JEAN Citation	1718 1723
29	G-BABW King Air	0754 0838	G-SILV Cessna 340	1013 1743
	G-BEYV Cessna 210	- 0925		
30	G-SATO Aztec	0927 1453	G-AWLA Cessna 150	1001 1043
	G-JEAN Citation	1003 1008	G-OAKS Cessna 421C	1429 1536
	G-BHED Cessna 152	1605 1614	G-AUTO Cessna 441 n/s	1659
	N84757 Cessna 310 n/s	1804 1323(31)		
31	G-JEAN Citation	1447 1453	G-BABW King Air	1756 1832

LEEDS/BRADFORD SCHEDULED MOVEMENTS Nov. 30th and December 1980

30	BAPF	0817	0901	STAN		1011	BAPF	1113	1144	
	STAN	1345	1750	BECH		1404	1510	BAPF	1434	1524
	BAUR	1848	1906	BAPF		2058	0741(1)	STAN	2101	0738(1)
1	BDDH		0731	BHCJ		0734	BAKL	0814	0842	
	BHMX	0840	0858	BHCJ	0956	1014	BAPF	1000	1035	
	STAN	1007	2049	BDDH	1040	1118	BAZJ	1209	1240	
	BAPF	1327	1519	BDDH	1344	1750	BGYJ	1538	1636	
	BAPF	1753	1837	BHCJ	1813	1829	BHMX	1839	1859	
	BAKL	1940	1957	BHCJ	2048	0735(2)	BAPF	2102	0739(2)	
	BDDH	2106	0725(2)	STAN	2307	0719(2)				
2	BAKL	0818	0836	BHMX	0833	0848	STAN	0934	1819	
	BHCJ	0955	1007	BAPF	1010	1043	BDDH	1045	1111	
	AVEZ	1219	1525	BAPF	1311	1523	BDDH	1342	1750	
	BAPF	1753	1832	BHCJ	1757	1814	BDVT	1944	1959	
	BAKL	2014	2032	BHCJ	2029	0735(3)	STAN	2036	0720(3)	
	BAPF	2103	0732(3)	BDDH	2107	0730(3)				
3	BHMX	0823	0838	BDVT	0830	0850	STAN	0938	1814	
	BHCJ	0954	1013	BAPF	1011	1041	BDDH	1047	1119	
	BEYK	1209	1241	BAPF	1315	1520	BDDH	1336	1742	
	BAPF	1800	1831	BHCJ	1802	1821	BDVT	1841	1859	
	BHCJ	2023	0737(4)	STAN	2039	0717(4)	BAPF	2059	0734(4)	
	BDDH	2113	0728(4)							
4	BHMX	0821	0843	BDVT	0839	0900	STAN	0937	1813	
	BHCJ	1003	1022	BAPF	1011	1043	BDDH	1052	1749	
	BAPF	1317	1520	BAPF	1758	1833	BHCJ	1807	1824	
	BCDN	1835	1857	BHMX	1829	1943	BHCJ	2041	0737(5)	
	STAN	2047	0727(5)	AZLP	2108	0733(5)	BDDH	2112	0720(5)	
5	BHWE	0814	0912	BHMX	0826	0846	BCDN	0839	0858	
	BDDH	0946	1815	BHCJ	1003	1016	AZLP	1011	1044	
	STAN	1100	1134	BEYK	1225	1257	AZLP	1322	1522	
	STAN	1355	1751	BGYL	1449	1518	BHCJ	1802	1821	
	AZLP	1807	1837	BCDN	1831	1846	BHMX	2007	2023	
	BHCJ	2034	0733(8)	BDDH	2049	0804(6)	ELGW	2113	0721(8)	
	AZLP	2121	0815(6)							
6	BCDN	0829	0853	AZLP	1039	1141	BDDH	1107	1001(7)	
	AZLP	1441	1527	BGYL	1448	1540	AZLP	2059	0751(7)	
7	AZLP	1037	1121	BDDH	1359	0742(8)	BGNW	1404	1507	
	AZLP	1435	1517	BDVT	1832	1853	AZLP	2107	0738(8)	
8	BDVT	0831	0850	ELGW	0928	1811	STAN	0951	1018	
	BHCJ	0953	1009	AZLP	1013	1043	BDDH	1040	1112	
	BEYK	1202	1232	AZLP	1303	1523	BDDH	1335	1747	
	BGYK	1434	1540	AZLP	1743	1833	ATMJ	1738	1816	
	BHMX	1830	1851	BCDN	2002	2018	ATMJ	2030	0734(9)	
	BLGW	2035	0718(9)	AZLP	2057	0731(9)	BDDH	2109	0726(9)	
9	BAKL	0814	0833	BHMZ	0842	0859	ELGW	0927	1818	
	ATMJ	0950	1004	AZLP	1002	1037	BDDH	1049	1120	
	AZLP	1310	1522	BDDH	1336	1749	BEYK	1348	1421	
	AZLP	1745	1829	BHCJ	1803	1824	BCDO	1835	1853	
	BAKL	1935	1954	BLGW	2036	0719(10)	AZLP	2053	0733(10)	
	BHCJ	2059	0736(10)	BCDN	2125	0728(10)				
10	BDDH	0824	0841	BCDO	0836	0848	ELGW	0938	1819	
	BHCJ	1003	1019	AZLP	1010	1041	BCDN	1051	1118	
	BEYK	1214	1252	AZLP	1316	1521	BCDN	1357	1531	
	BHMZ	1743	1815	AZLP	1746	1828	BHCJ	1750	1811	
	BCDO	1838	1854	BDDH	2019	2032	BHCJ	2029	0736(11)	
	BLGW	2047	0717(11)	BHMZ	2127	0739(11)	AZLS	2128	0733(11)	

LEEDS/BRADFORD SCHEDULED MOVEMENTS (contd.)

11	BDDH	0820 0838	BCDO	0847 0902	BLGW	0931 1812
	AZLS	1000 1038	BHCJ	1004 1019	BHMZ	1050 1118
	BEYK	1205 1234	AZLS	1310 1520	BHMZ	1332 1754
	AZLS	1748 1830	ATMJ	1824 1842	BCDO	1841 1857
	BDDH	1935 1952	BLGW	2035 0719(12)	AZLS	2048 0734(12)
	ATMJ	2055 0728(12)	BHMZ	2118 0731(12)		
12	BCDN	0812 0832	BGYL	0819 0914	BDVT	0902 0924
	BLGW	0932 1751	AZLS	0957 1037	ATMJ	1004 1020
	BHMZ	1051 1122	BEYK	1127 1245	AZLS	1310 1518
	BHMZ	1402 1823	BOSL	1444 1523	AZLS	1745 1829
	ATMJ	1835 1855	BAKL	1838 1853	BCDN	1959 2013
	BHMZ	2051 0904(13)	AZLS	2055 0749(13)	BLGW	2113 0724(13)
	ATMJ	2120 0731(15)				
13	BAKL	0837 1004(14)	AZLS	1036 1118	BLGW	1055 0728(15)
	BOSL	1359 1536	AZLS	1445 1519	AZLS	2049 0749(14)
14	AZLS	1047 1117	BAKL	1406 1745	AZLS	1602 1633
	BCDN	1832 1851	AZLS	2045 0744(15)	BAKL	2116 0715(15)
15	ATMJ	0737 1117	BHMZ	0815 0846	BCDN	0834 0857
	BAKL	0936 1816	AZLS	1008 1040	BLGW	1036 1114
	BEYK	1157 1232	AZLS	1308 1516	BLGW	1334 1748
	BFVB	1526 1625	AZLS	1746 1823	BHCJ	1810 1828
	BCDN	1839 1855	BHMZ	1935 1953	BHCJ	2032 0739(16)
	BAKL	2035 0729(16)	AZLS	2038 0736(16)	BLGW	2102 1814(16)
16	AVPN	0651 0724	BHMX	0833 0857	BAUR	0904 0918
	BHCJ	0953 1008	AZLS	1009 1042	BAKL	1036 1112
	BAZJ	1210 1234	AZLS	1305 1521	BAKL	1332 1747
	AZLS	1751 1832	BHCJ	1752 1817	BHMZ	1828 1845
	BAUR	2009 2028	BHCJ	2036 0736(17)	BLGW	2040 0730(17)
	AZLS	2056 0733(17)	BAKL	2104 0716(17)		
17	BAUR	0833 0847	STAN	0859 0915	BAKL	0945 1817
	BHCJ	1005 1023	AZLS	1008 1036	BLGW	1050 1128
	BEYK	1253 1321	AZLS	1307 1524	BLGW	1355 1746
	AZLS	1753 1834	BHCJ	1813 1831	BHMZ	1852 1911
	BEKG	2007 2032	BAUR	2028 2043	BAKL	2037 0717(18)
	BHCJ	2052 0734(18)	AZLS	2055 0731(18)	BLGW	2108 0735(18)
18	BAUR	0843 0859	STAN	0903 0928	BAKL	0930 1819
	AZLS	1003 1045	BHCJ	1005 1023	BLGW	1040 1127
	BAZJ	1208 1238	AZLS	1327 1523	BLGW	1405 1749
	AZLS	1752 1828	BHCJ	1755 1814	BDVS	1835 1859
	BAUR	1948 2003	BHCJ	2020 0735(19)	BAKL	2046 0725(19)
	BLGW	2107 0728(19)	BFZL	2132 0738(19)		
19	BGYJ	0810 0907	BAUR	0819 0842	BDVS	0839 0903
	BAKL	0947 2049	BFZL	1015 1056	BLGW	1044 1118
	BAUR	2042 2102	BFZL	2234 0750(20)	BHCJ	2239 1053(20)
	BAKL	2318 1006(21)	BLGW	0023 0735(20)		
20	BDVS	0844 0858	BFZL	1103 1136	BLGW	1108 1744(21)
	BOSL	1431 1536	BFZL	1502 1539	BFZL	2108 0750(21)
21	BFLL	0701 0730(22)	BFZL	1043 1118	BCDN	1411 0725(22)
	BAZH	1414 1534	BFZL	1445 1518	BDVT	1823 1845
	BFZL	2058 0733(22)	BDVS	2106 0735(22)		
22	BAUR	0821 0837	BDVT	0833 0854	BCDN	0953 1818
	BFLL	0954 1021	BFZL	1010 1042	BDVS	1057 1128
	APWF	1243 1318	BFZL	1316 1523	BDVS	1346 1745
	EGNW	1433 1540	BFZL	1754 1827	BDVT	1838 1903
	BFLL	1849 1907	BAUR	1934 1950	BCDN	2046 0730(23)
	BFLL	2112 0727(23)	BDVS	2115 0839(23)	BFZL	2211 0737(23)

LEEDS/BRADFORD SCHEDULED MOVEMENTS (contd.)

23 STAN	0816 0837	BDVT	0848 0904	BCDN	0952 1819
BFL	0957 1015	BFZL	1009 1037	BDVS	1103 1143
BAZJ	1255 1356	BFZL	1320 1519	BDVS	1403 1745
BFZL	1806 1836	BDVT	1839 1855	ATMJ	1915 1931
STAN	1945 2001	BCDN	2037 0719(24)	BDVS	2115 0739(24)
ATMJ	2145 0735(24)	BFZL	2158 0733(24)		
24 BHMZ	0819 0839	BHMZ	0836 0848	BCDN	0930 1817
ATMJ	0954 1013	BFZL	0956 1039	BDVS	1049 1121
BAZJ	1220 1255	BHCJ	1225 0905(27)	BFZL	1311 1516
BDVS	1352 1751	EFL	1748 1805	BFZL	1745 1831
BHMZ	1829 1848	BHMZ	1932 1949	BFL	2022 0829(29)
BCDN	2032 1821(26)	BDVS	2117 1118(26)	BFZL	2120 1147(26)
26 BDVS	1330 1745	BHWE	1447 1600	BFZL	1748 1122(27)
BHMZ	1837 1855	BHMZ	1910 1938	BCDN	2031 1004(28)
BDVS	2102 0731(27)				
27 BCD	0843 0857	BDVS	1031 0714(29)	BFZL	1432 1520
EGYJ	1454 1556	BFZL	2048 0746(28)		
28 BFZL	1035 1121	BCDN	1402 1748	BGNW	1430 1533
BFZL	1446 1521	BAUR	1905 1920	BFZL	2053 0733(29)
BLGW	2103 0730(29)				
29 BCDN	0817 0839	BAUR	0833 0850	BDVS	0939 1121
BFZL	1002 1040	BLGW	1045 1747	BAZJ	1230 1313
BDVS	1344 1826	BFZL	1749 1823	STAN	1851 1905
BCDN	1933 1952	BDVS	2051 0714(30)	BLGW	2112 0733(30)
BFZL	2211 0727(30)				
30 BAUR	0821 0839	STAN	0847 0904	BDVS	0943 1809
BFZL	0955 1036	BLGW	1052 1125	BAZJ	1315 1347
BLGW	1350 1747	BFZL	1750 1835	STAN	1840 1854
BAUR	1937 1958	BDVS	2047 0718(31)	BFZL	2058 0727(31)
BLGW	2113 0729(31)				
31 BHMZ	0817 0832	STAN	0837 0849	BDVS	0944 1810
BFZL	1004 1037	BLGW	1044 1116	BAZJ	1226 1259
BLGW	1335 1754	BFL	1704	BFZL	1751
STAN	1837 1852	BDVS	2028	BHMZ	2043 2057
BLGW	2121				

A few interesting foreigners to see the year out, starting with the Falcon 20 D-CMAX c/n 158 on the 3rd and the 5th. Night stopping on the 9th was the Comanche F-BIHJ whilst on the same day the Cessna 550 Citation II N45EP of Sun Valley Leasing had the c/n 0199. Navajo D-ILFG on the 10th had the c/n 31-817 and two night stoppers on the 14th were Cessna 335 N2707T and King Air C90 D-IBPL c/n LJ-775. Learjet 23 F-GAFY on the 15th was c/n 27 and its compatriot Robin DR400 F-GAVU on the 19th was c/n 1229. King Air N234AM on the 17th is so far unidentified as is the last foreigner of the year Cessna 310 N84758 which diverted in en route Luton/Prestwick on the 30th and n/s. New UK registrations seen this month were Cessna 210N G-JSGM c/n 0408 ex N7549K which n/s on the 6th, Cessna 310Q G-CETA c/n 0917 ex G-BBIM on the 6th also and W/Bell 47G-3B1 G-WHIT c/n WA571 ex XV317 of C.G. Whittaker Ltd. which came from Doncaster on the 15th. New with Northair were Cessna F152 G-BIHE which arrived on the 10th and Cessna 404 G-BHNI c/n 0672 which arrived on the 22nd. One which won't be delivered is the Cessna 404 G-BHNI which was registered with c/n 0644 on 21/7 and cancelled as sold in the USA on 15/9. Cessna T210 G-BEYV which had been in Northair for checks for some time flew off south on the morning of the 29th, on its return flight it made a forced landing near Skelton Grange Power Station and was returned by road to Northair. Also in the wars was the Aero Club Cessna 150 G-BBJX which was severely damaged by a car on or about the 16th and retired to YLA for a new back end. Also in YLA the Cessna 150 G-ASMW has been on protracted rebuild and is now almost ready for its first flight.

Northair's Cessna 414A G-BHJT has been repainted as G-TEAM. Piper Aztec G-AZZL, which overran the runway at Grindale on 2/4/80, has been cancelled from the register. The wreck has arrived at Yorkshire Light.

L.B.A. residents 1.1.81

YLA Hangar

G-AROC Cessna 175	G-BAWX Cherokee	G-BERI Rockwell 114
G-ASMW Cessna 150	G-BAXH Cessna 310	G-BFAI Rockwell 114
G-ATLM Cessna F172	G-BAZM Jodel D.11	G-BFFC Cessna F152
G-AVSE Cherokee	G-BBGF Cessna 340	G-BFGL Cessna FA152
G-AVWT Cherokee Arrow	G-BBJX Cessna F150	G-BFTF AA5B Tiger
G-AWNT BN2A Islander	G-BBOK Aztec	G-BCPJ Cherokee
G-AXZU Cessna 182	G-BCLK Commander 500S	G-BCRG Duchess
G-AYYN Cherokee Arrow	G-BDCO Beagle Pup	G-JURG Rockwell 114GT
G-BAMV Robin DR400	G-BEHH Cherokee Lance	G-MILK TB-10 Tobago
G-BASS Cessna 421B	G-BELT Cessna F150	G-OGDN King Air 200
		G-OVER Cessna F172

Northair Hangar

G-ATEG Cessna 150	G-BHLM Cessna 421C	G-OSHH Cessna 404
G-BCBI Cessna 402B	G-BHLN Cessna 441	G-WTVB Cessna 404
G-BFJS Cessna 340	G-MHGI Cessna 414A	

Northair also have various aircraft dispersed at Gamston and Doncaster which are seen at LBA quite often. They also handle many aircraft sold through their agency but returning for maintenance.

allsign tie-ups :- 3rd. G-BCCE/Air London 303, G-BBEW/CE392; 10th. G-BBST/Thurston 210; 13th. G-BFZK/Ecosse 102/103, G-CHEV/Ecosse 100/101; 15th. G-BBSV/Express 268; 17th. G-BEKG/Danair 6561/2; 20th. G-BGTT/Atlantique 941/2.

ILS Overshoots :- 1st. XX491/ECT213; 2nd. XX493/496, XW288/COU34 Jet Provost, XW405/NIM 18 Jet Provost; 3rd. XX499/ECT211, XW405 Jet Provost; 4th. XX499/ECT 200, XX494/ECT208, XS738/ECT55 Dominie; 5th. XW405 Jet Provost; 8th. XX491/ECT207; 9th. G-BDRE 10th. XV176/Ascot 786 Hercules; 11th. N8062H Cessna 182; 12th. XV183/Ascot 788, XX491/AMC04; 13th. G-AVPN/UK023; 15th. XW428/FRO48 Jet Provost; 16th. XW428 Jet Provost; 17th. XS737 Dominie, XW428 Jet Provost, XX496/AMC204; 18th. XS713 Dominie, XW353 Jet Provost, XX499/AMC204; 22nd. XX500/KSE204, XX498/KSE205.

From & To :- 3rd. D-CMAX F/T Nuremburg n/s; 4th. OY-BTZ F/T Aalborg; 5th. D-CMAX F Nuremburg T Hamburg; 9th. F-BIHJ F/T Calais n/s, N45EP F Liverpool T Donaueschingen n/s; 10th. D-ILFG F/T Marl; 14th. N2707T F/T Brussels n/s, D-IBPL F/T Dusseldorf; 15th. D-IMWT F Southend T Frankfurt n/s, F-GAPY F/T Le Bourget; 17th. N234AM F/T Milan; 18th. OY-BTZ F/T Copenhagen, F-GAVU F/T Cherbourg n/s; 30th. N84757 F Luton T Gamston.

Helicopter Activity :- 1st. G-TBCA Brighouse; 3rd. G-NOEL Garforth, G-AZXI Acaster Malbis; 15th. G-WARM Leeming; 21st. G-LONG Huddersfield; 24th. G-BARX Whinmoor; 26th. G-WARM Leeming; 29th. G-AYCM Barnsley, G-BAKF Sheffield; G-BEIW Morley. Jetranger G-BHMV operated pipeline patrol from 8/12 onwards. New with Heli-Leeds at Whinmoor is Jetranger G-AYCM.

Leeds/Bradford Movements - December 1962

1st. G-APJE Prentice; 6th. G-ANUT DH 104 Dove 6; 7th. G-ARBC Cessna 310D; 13th. G-ARTI DH 114 Heron 2D, G-AHKX Avro 19; 14th. G-AHKX Avro 19; 17th. G-AHHP Auster J/1N Alpha, G-ARWF Cessna 310G, EI-AML DH89A Rapide, F-BIAS Aero Commander 680 n/s; 19th. G-APMV DH 114 Heron 2E; 21st. G-APXN PA-23 Aztec, G-ARYF PA-23 Aztec, G-AROK Cessna 310F, PH-MAB Douglas DC3, TX171 Avro Anson; 22nd. G-ARYH PA-22 Caribbean, G-ARFZ DH 104 Dove 8, EI-ACD/EI-ACE/EI-AFA DC-3's, EI-AKE F-27, G-AMJU/G-AKNB/G-ANAE DC-3's; 23rd. G-ARND PA-22 Tri-pacer; 24th. G-AKWR P34A Proctor 3 n/s; 27th. G-AKET DH 104 Dove 1B n/s; 31st. G-APCZ Dove 6; Night stopping on the 17th was the Aero Commander F-BIAS of du Avronne and on the same day the Aer Turas Rapide EI-AML visited Avro 19 G-AHKX of Meridian Airmaps stayed from the 14th to the 16th and on the 21st we had a visit from a genuine RAF Anson when TX171 was logged. The large influx of visitors on the 22nd was due to aircraft being diverted in from Ringway, Liverpool and Blackpool, also on the 22nd the resident Mew Gull G-AEXF flew for the first time with its new engine taken from Proctor G-ALFX. Last visitor of the year was the Ind Coope Dove G-APCZ on the 31st.

Foreign Visitors to Leeds/Bradford Airport 1980

C-FFNM	Gulfstream II	52	F-BOBQ	WA-41	140
C-CRDP	IAI Westwind	188	F-BPFN	baron	TC-1025
C-GTYW	Cessna 402TS	0085	F-BPEP	baron	TC-1108
D-CCAP	Learjet 35A	144	F-BRNL	Learjet 24B	214
D-CMAX	Falcon 20C	158	F-BRNS	PA-31	31-663
D-COTT	Falcon 20E	314	F-BRPQ	Cessna T337	0995
D-EAHP	PA-28-181	8090277	F-ESEA	Beech 33	CE-249
D-ECJC	Cessna F172H	0734	F-BSIM	HS125-3B	25130
D-EGAD	Fuji FA-200	121	F-BTCK	PA-31	31-742
D-EHST	Cessna 210L	61066	F-BTCM	PA-23	27-4692
D-EFGP	Cessna F182RG	0025	F-BTDA	Jet Commander 1121B	145
D-EFME	PA-28R	28R-30184	F-BUYE	Falcon 20	288
D-EIXH	Rockwell 114B	14257	F-BVPN	Falcon 20	311
D-EJHR	PA-28-181	28-7890500	F-BXAP	King Air	LJ-522
D-EKOR	PA-28R-201T	28R-7703054	F-BXLD	PA-31	31-7552086
D-ELML	C.U206	F.0016	F-BXSA	PA-31T	31T-7620008
D-GAHE	PA-30	1750	F-BYAL	Learjet 25C	084
D-GEVI	Cessna 337	1058	F-BYAO	F-27	10127
D-IAAI	Cessna 441	0043	F-GAPY	Learjet 23	027
D-IAHE	Cessna 500	0121	F-GASL	HS125-700B	257022
D-IANO	Cessna 501	0121	F-GATR	King Air C90	LJ-735
D-IASK	PA-31	31-7812069	F-GAVU	Robin DR400/160	1229
D-IBPL	King Air C90	LJ-775	F-GBAY	Robin DR400	1316
D-IBSD	PA-23	27-7754027	F-GBGD	Learjet 36	0016
D-ICFG	Cessna 340A	0537	F-GBLE	FMB-110	110-213
D-IDAR	PA-23	27-7854061	F-GBTO	SA226TC	TC-264
D-IDLW	Cessna 441		F-GCJS	MU2B	40-0406
D-IDMU	Mitsubishi MU2P	392SA	F-GCSG	Cessna T210N	63870
D-IGCK	Cessna 501	0143	HB-GGX	King Air F90	LA-15
D-IHDS	Cessna T310R	0658	HB-LHP	Cessna 421B	0246
D-IHEF	Cessna 414	0456	HB-SFA	Jodel D140E	187
D-IHKR	King Air 90	LJ-584	HB-VED	Falcon 20	162
D-IHLK	Cessna 421B	451	HB-VEZ	Falcon 20	228
D-IHSP	Cessna T310Q	542	HB-VGH	Learjet 35A	206
D-IHSV	Cessna 500	0164	I-BOGI	HS125-3B	25138
D-IHUG	BN2A	788	I-OLSR	Partenavia P68	236-OL-1
D-ILFG	PA-31	31-817	JY-DCA	BN2A	861
D-ILFY	Baron	TC-499	JY-RJG	Pitts	
D-ILVO	Baron	TG-21	JY-RJH	Pitts	
D-IMAA	King Air	LW-235	JY-RJJ	Pitts	2173
D-IMOF	PA34	34-7870301	LN-AEI	PA-23	27-3390
D-IMWT	Rockwell 690B	11488	LN-KCI	King Air 200	LE-192
D-INJA	PA-31-325	31-3512008	LN-NPH	F-23	10186
D-IOKY	PA-31T	31T-7820085	LN-PAH	Cessna 404	0101
D-KBAT	SP25B	5123	LN-PAO	Beech 100	B-55
EI-AUV	PA-23	27-2554	LN-SUD	Boeing 737	20711
EI-AWW	Cessna 414	163	LX-YES	Cessna T210L	60012
EI-BCL	Cessna 182P	64300	N41RC	PA-31T	7720036
EI-BDP	Cessna 182P	60867	N45EP	Cessna 550	0199
EI-BEO	Cessna 310Q	0233	N45LC	Cessna 500	0326
EI-BET	Cessna F337	0084	N71AF	Rockwell 680W	1814-31
EI-BGP	Cessna 414A	0016	N121WT	Falcon 20	274
EI-BIH	Socata TB-10	109	N234AM	Beech 200	
EI-BIP	King Air 200	BE-687	N413GH	HS125-1A	25030
EI-BIV	Bellanca 8KCAR	464-79	N830G	Gulfstream II	44
F-BDHC	PA-32-260	32-11	N903G	Gulfstream II	172
F-IGOA	R.400 Dove	04344	N961L	Cessna F150	1109
F-BIHJ	PA-24	24-4455			
F-BNEM	Cessna 320D	0094			

Foreign Visitors (contd.)

N1786E	Cessna 310R	1575	OY-LTZ	PA-31-350	31-7752031
N2539S	Cessna TR182RG	01348	OY-CIF	PA-31-350	31-7405442
N2681R	Cessna 404	0454	OY-CLR	Cessna F182Q	0112
N2683F	Cessna 404	0604	OY-DRU	Beech 95A	TD-680
N2684S	Cessna 404	0612	OY-PRW	P-68B	79
N2701D	Cessna 340A	0905	OY-PRT	P-68B	102
N2707T	Cessna 335	0027	OY-RPV	Cessna 340	0114
N2708B	Cessna 335	0029	OY-RYT	Cessna 421E	0248
N2715S	Cessna 402C	0213	PH-AST	PA-31	31-350
N2745D	Cessna 340A	0948	PH-BAA	PA-31-350	31-7652162
N3753V	Metroliner	AT-029	PH-BAB	PA-31-350	31-7552084
N4250C	Cessna T310R	1381	PH-BAS	PA-31-350	31-7305043
N4918C	Cessna T210N	63672	PH-CAM	PA-31T	31T-7920059
N5372C	Cessna 414A	0110	PH-CAT	Cessna 182P	0040/64129
N5552U	Cessna U206G	5318	PH-CKO	PA-28-161	28-7916341
N5634C	Cessna 414A	0206	PH-EPO	PA-28-181	28-7990557
N7549K	Cessna P210N	0408	PH-GPL	PA-31-325	31-7712089
N8062H	Cessna F182RG	0046	PH-IET	PA-44	44-7995098
N8484Y	PA-30	30-1647	PH-KFH	F-27	10256
N8805K	Cessna 340A	0987	PH-PRM	PA-44	44-7995279
N26451	Cessna T310R	1818	PH-RPE	Cessna 337	0070
I29233	Cessna T210L	59837	PH-RPG	Cessna FR172	0644
N3080	Jetstar 6	5094	PH-RVS	P-68B	98
N73194	Cessna 207A	0569	PH-RVU	P-68B	187
N84757	Cessna 310		PH-SRP	PA-28-151	28-7715209
OE-FLI	Cessna 421C	0805	PH-SYA	PA-32T	32RT-7885212
OE-HLS	DHC.7	22	PH-TSN	PA-31	31-7852161
OO-APK	Jodel D150A	24	PH-VWM	Cessna 310R	1250
OO-ATO	Queen Air A80	LD-205	PH-WEL	PA-28RT	28R-7918098
OO-DBH	Cessna T310R	0118	PH-WON	PA-34-200T	34-7670342
OO-DIL	Cessna 210L	60712	SE-DEL	Falcon 10	14
OO-FKT	P.68B	26	SE-GEO	Beech 99	U-14
OO-FLE	PA-34-200T	34-7770135	SE-GRZ	PA-32R-300	32R-7680231
OO-GRK	Baron	TC-677	SE-GVZ	PA-31	31-7812079
OO-JON	Duke	P.482	SE-IAC	PA-31	31-7812095
OO-JPJ	PA-34	34-7350335	SE-ILC	Cessna 340A	0613
OO-JPK	Matro II	TC-247	5Y-SBW	PA-32R-301T	32R-8029082
OO-LDH	PA-28R-200	28R-7235308			
OO-LFA	Learjet 24D	248			
OO-LFB	Cessna 402E	0041			
OO-LFF	Cessna 421E	380			
OO-LFZ	Learjet 25E	118			
OO-LVS	Mooney M20J	24-0739			
OO-MRF	Aerostar	61P-0554-238			
OO-MRU	Rockwell 690B	11374			
OO-RAP	Aerostar	61A-0273-105			
OO-REV	PA-23	27-7554022			
OO-RTE	GA-7 Cougar	0103			
OO-TCA	Rockwell 690A	11208			
OO-TTC	Rockwell 114TC	14229			
OY-AJH	P-68E	113			
OY-AJV	Cessna 500	0279			
OY-ARP	Cessna 500	0040			
OY-ATA	Kind Air A100	E.122			
OY-AUT	PA-31P	31P-7400183			
OY-BBL	PA-23	27-3215			
OY-EDO	PA-31P	31P-27			
OY-BKS	PA-28-140	28-25680			
OY-BTR	King Air 200	EB-211			

A grand total of 212 different registrations from 17 countries.

OUT & ABOUT

RINGWAY - 15/12/80 :- 1615 C130(R. Saudi AF), 130327 C130 (R. Canadian AF), 64/EV N110 Noratlas (French AF).

RINGWAY - 19/12/80 :- OH-KDA DC-6 (Kar-Air), SP-LHG Tu134 (LOT), G-GFAL DC-10 (Laker), DC-OGN DC-9 (Aviaco), HB-IFS/PH-DNH/SE-DEN/PH-DNL/SE-DET DC-9's, OY-ARZ Baron, F-CAMP Navajo, N37681, G-LFEZ B.707's stored.

C.DONINGTON - 29/12/80 :- G-BGTY B.737 (Orion), G-ATPE HS.125, G-CJAN Archer, G-ACEJ Fox Koth, G-BAKM Robin DR.400, G-BAGB SIAI SF.260, G-EOGC Cessna 172, G-AZNL Arrow, G-AZIA T.Comanche, G-BFBB Aztec, OY-BDJ/OY-BGE Cherokee's.

Airline Review

AIR EUROPE: Boeing 737-2S3, G-BMSM has been leased to Air Florida and carries Air Florida titles.

AIR UK: The L.B.A. - Gatwick service was terminated on 31st October, Bandeirante G-BGYV operating the last flight. Bandeirantes have replaced Heralds on the Rotterdam - Gatwick service, starting with G-OAIR, on 3rd November while the last service between Norwich and Birmingham was operated on 31st October using Bandeirante G-BGYS.

BRITISH AIRWAYS are negotiating the sale of two ten-year old Boeing 747-136's to Trans World Airlines.

BRITISH AIRTOURS: Three Boeing 707-436's including G-APFG c/n 17708 and G-ARRA c/n 18411, have been ferried to Stansted for storage, 'RA arriving on 5th November.

BRITISH MIDLAND AIRWAYS may be disposing of three Viscounts through Southern International for resale in Zimbabwe. Unconfirmed reports suggest that three Friendships are to be acquired, two from Icelandair and one from Air UK. Viscount G-AZLT has been withdrawn from use following its landing accident on 8th October at the L.B.A., while G-AZNC may also have been withdrawn as it is due for a major check. DC-9 G-BMAB has been named "ULSTER" for use on the Gatwick - Belfast service. Starting in the Spring of 1982 B.M.A. will become the fourth British airline to fly scheduled services to North America. Approval has been granted for a Birmingham - Belfast - New York service using Boeing 707-320C's, although rumours continue about the purchase of DC-10's. Of the '707 fleet, N448M, B.707-321C continues with Gulf Air, G-BFLE B.707-338C remains with DETA as does B.707-338C, G-BFLD; G-AZJM, B.707-324C was flown to Lasham in May for storage; N3791G, ex G-AYVG has been bought by Jet Power America and departed E.M.A. on 29th October.

BRYMON AIRWAYS are to operate a three-times daily service E.M.A. - Gatwick and a daily E.M.A. - Plymouth service.

CASAIR have taken over the Teeside - Glasgow service formerly flown by Air UK and began on 1st November using Cessna 404 G-WTVB and Navajo 350's. The service is three times daily, Monday - Friday.

DAN-AIR: Boeing 737-2L9, G-BCIV has been leased from Guinness Peat Aviation, but it is ex-Maersk Air, OY-API. It was delivered to Gatwick on 22nd October from Copenhagen, departed to Lasham later that day for respraying in Dan Air livery. Currently away on a short-term lease to Nigeria Airways it is due back in January to begin services from Gatwick. The Comet fleet has now been retired. Comet 4C G-BDIX flew its last commercial service from Gatwick to Hamburg return on 17th October, while Comet 4C G-BDIW flew its last commercial service on 31st October, Gatwick - Frankfurt return, but also operated an enthusiasts special for the Viscount Preservation Trust on 9th November. These are now stored at Lasham. Viscount 836, ex G-BGLC left Manchester on 2nd November on delivery to Air Zimbabwe as VP-WGB.

ALIDAIR/GUERNSEY AIRLINES are to sell Viscounts G-ARGR and G-ARIR. For replacement a Short SD3-30 is to be leased from Short beginning in January 1981 with a second aircraft later. In the longer term purchase of the newly-launched 36-seat SD3-60 is a possibility. Emphasis will be placed on scheduled operations with Guernsey Airlines and applications have recently been made for E.M.A. - Aberdeen and Staverton - Jersey/Guernsey.

LAKE AIRWAYS: The airlines first A.300, G-BIMA, will be delivered from Toulouse on 6th January 1981 and will operate promotional flights from Berlin the following day for Laker Air Travel. The first revenue-earning flight will be from Gatwick to Palma, on 10th January, while services between Manchester and Palma are expected to start in mid-January. Registrations G-BIMA to G-BIMJ have been reserved for Laker A.300's. Recently awarded routes include Manchester - New York (both direct and via Prestwick) and London - Tampa(Florida), while DC-10 Series 30, G-BGXI is

Airlines Review (contd.)

expected to go to LAN CHILE for a 13 week lease from mid-December, to operate services to the USA and Europe.

JERSEY EUROPEAN AIRWAYS/EXPRESS AIR SERVICES have decided to split, with JEA concentrating on operating Twin Otter-types while EAS will fly the Viscounts and Heralds. On 10th November JEA applied for a licence to operate a reservation-walk-on service between Guernsey - Jersey and Southampton using Twin Otter and Bandeirantes. The only domestic winter schedule still operating is the Shoreham - Guernsey - Jersey service, in association with Haywards Aviation, using Twin Otters. The winter international flights are flown only by Twin Otters, Bandeirantes or Islanders, no Viscounts appearing in the schedules.

ORION: The first new Boeing 737-2T5, G-BHVG, c/n 22395 is due in January 1981, the remaining two, G-BHVH/I, c/n's 22396/7 arriving in March and April. This will release G-BHCL which will return to T.E.A.

AIRWAYS (or Dot Spotting) - Part One

More than thirty major international carriers overfly this part of the country on their scheduled services from the U.S.A. and Canada to Northern and Eastern Europe. Aircraft include B.707, B.747, DC8, DC10, L1011, IL62 and all can be correctly identified and claimed with only a small amount of airways knowledge. 95% of aircraft operate with a flight number, but this is no problem as these are easily transformed into registrations through me or by joining 'Air Scotland', a worthwhile magazine anyway.

To listen to upper airways (above FL140) it is necessary to use five basic frequencies one being for this area and the other four for the areas to the north, south, east and west of us. I am really only considering here Ocean bound aircraft which will normally operate above FL310 (31,000 ft.). Morning listening up to around 10a.m. will often see the Eastbound aircraft heading into Europe and then from 11a.m. until 4p.m. great numbers go Westbound on the other leg of the flight. These are peak times, but not the only, or even the best, as it is often the unscheduled flights and biz-jets which are most interesting.

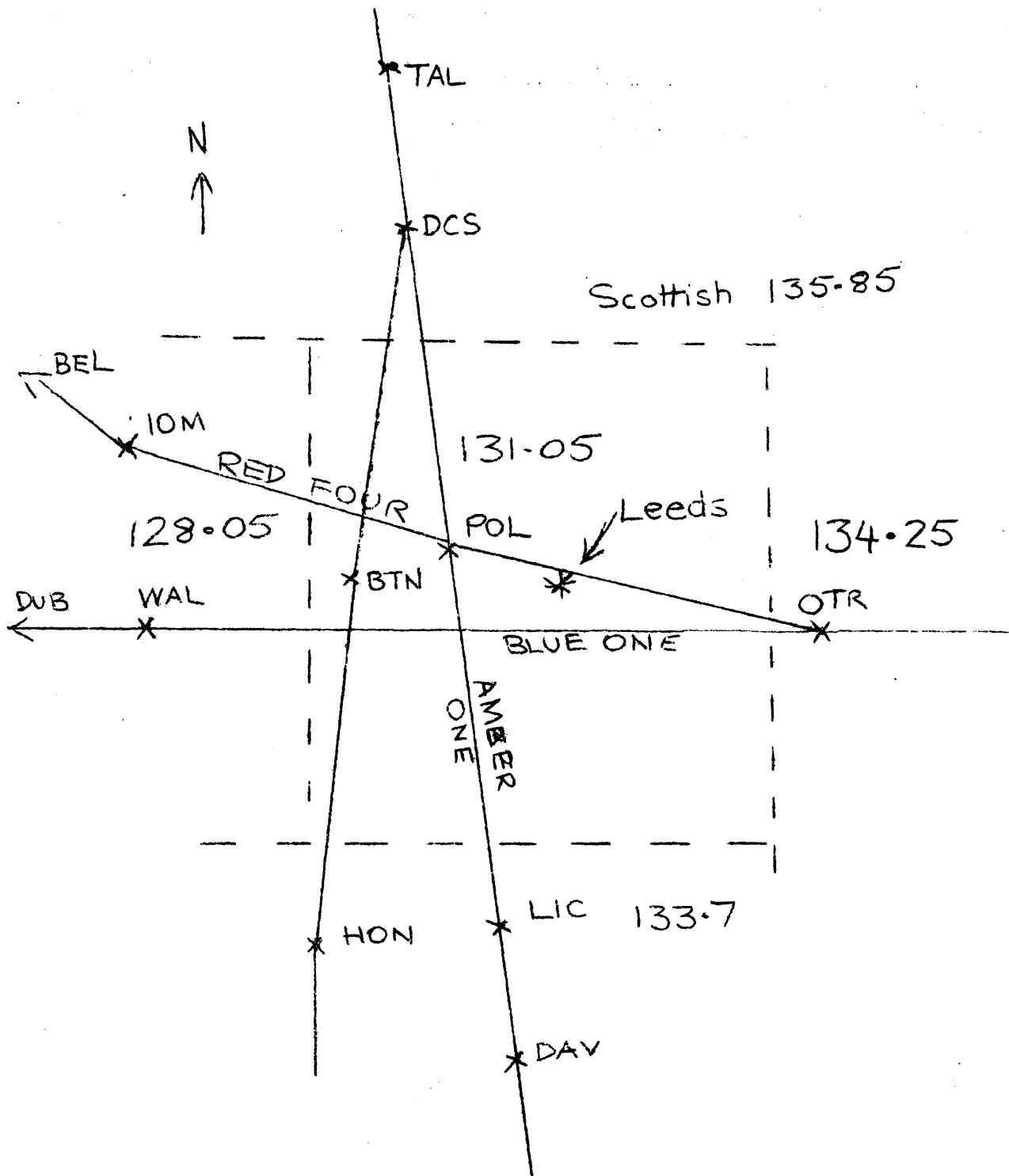
For our area 131.05 MHz. is the key frequency, then 135.85 the north, 133.7 to the south, 128.05 to the west and 134.25 to the south. Once aircraft transfer to our frequency they take roughly ten or twelve minutes to arrive at Pole Hill (near Todmorden) from N, S, or E. The exception is Blue 1 which passes south of POL of course, though the timing is the same to the abeam position (Millbrook MBK).

The route D.V, LIC, POL, T.M is usually northbound and the more or less parallel route DCS, BTN, HON for south travelling aircraft.

By finding 131.05 on the radio and listening much will soon become apparent, record what you hear and it can be identified. Much of this is over simplified, so next month more detail about squawks, what you will see, ocean routings, sel-calls etc. In the meantime happy listening - give me a ring if you want to know more or just for any clarification - I love to talk about aeroplanes.

Stephen Rigg
Wakefield 75000

A simplified map of upper airways



Codes:-

BEL Belfast
 DUB Dublin
 TAL Talla
 DCS Deans Cross
 POL Pole Hill
 BTN Barton

HON Honiley
 LIC Lichfield
 DAV Daventry
 OTR Ottringham

Military News

Another new year starting, it is therefore a good time for a review of the military scene in Yorkshire.

CHURCH FENTON - 7FTS

XN500/80, XN506/81, XN595/82, XM374/83, XN472/84, XM465/85, XN590/86, XM366/87, XM425/88, XM350/89, XM383/90, XN586/91, XM352/92, XM370/93, XM634/94, XN582/95, XM475/96, XM376/97, XN473/98, XN640/99, XN551/100, XM414/101, XM495/102

Jet Provost T3A.

XW326/120, XW372/121, XW407/122, XW409/123, XW417/124, XW419/125, XW434/126, XW303/127, XW359/128, XW360/129 Jet Provost T5A.

CATTERICK - 645GS

WB979, WE985 Sedburgh's; WT905, WT918, XE808 Cadet's.

FINNINGLEY - 6FTS

XX492/A, XX494/B, XX495/C, XX496/D, XX497/E, XX498/F, XX499/G, XX500/H, XX482/J, XX491/K, XX493/L Jetstream T.1.

XW291/N, XW298/O, XW287/P, XW296/Q, XW352/R, XW307/S, XW302/T, XW324/U, XW309/V, XX311/W, XW304/X, XW306/Y, XW293/Z Jet Provost T.5A

XS712/A, XS732/B, XS713/C, XS727/D, XS728/E, XS739/F, XS729/G, XS730/H, XS731/J, XS737/K, XS711/L, XS709/M, XS734/N, XS710/O, XS714/P, XS733/Q, XS735/R, XS736/S, XS726/T, XS738/U. HS Dominie T1.

FINNINGLEY - 9AEE

WG407/81, WK590/82 Chipmunk T.10

LECONFIELD - "D" FLIGHT 22 Sqn.

XP299, XJ729, XP403, XP344 Whirlwind HAR 10.

LEEMING - 3FTS

XW329/48, XW294/49, XW320/50, XW353/51, XW366/52, XW415/53, XW418/54, XW423/55, XW427/56, XW429/57, XW430/58, XW431/59, XW432/60, XW433/61, XW636/62, XW315/63, XW316/64, XW330/65, XW368/66, XW319/67, XW421/68, XW425/69 Jet Provost T5A

XM349/H, XN552/I, XM358/J, XM371/K, XM499/L, XM403/M, XM419/N, XM455/O, XM458/P, XN581/Q, XN584/R, XN501/S, XN605/T, XN508/U Jet Provost T3A.

LEEMING - RNEFTS/CFS

XX519/1, XX520/2, XX689/3, XX522/4, XX523/5, XX712/6, XX515/7, XX550/8, XX527/9, XX556/10, XX529/11, XX539/12, XX531/13, ?/14, XX532/15, XX533/16, XX535/18, XX536/19, XX555/20, XX638/21, XX713/22, XX517/23, XX518/24, XX514/25, XX668/26, XX700/27, XX540/28, XX541/29, XX699/30, XX551/32, XX709/33, XX710/34 Bulldog T1.

LEEMING - YORKSHIRE UAS

XX690/A, XX619/B, XX620/C, XX621/D, XX622/E, XX543/F, XX624/G Bulldog T1.

LEEMING - 11AEE

WK517/84, WZ878/87 Chipmunk T10.

LINTON-ON-OUSE - 1FTS

XM471/10, XM461/11, XN585/12, XN579/14, XN636/15, XN498/16, XM401/17, XN577/18, XM473/19, XN459/20, XN574/21, XM472/22, XM464/23, XN471/24, XN505/25, XN643/26, XN593/27, XM466/29, XN553/34, XN606/36, XM365/37, XM463/38, XN629/39, XN510/40, XM412/41, XM405/42, XN494/43, XN589/46, XN641/47, XN547/48, XN509/50, XN497/52, XM479/54, XM372/55 Jet Provost T3A.

XW626/60, XW405/61, XW327/62, XW301/63, XW312/64, XW308/65, XW288/66, XW295/67, XW363/68, XW413/69, XW428/70, XW370/72, XW365/73, XW351/74, XW404/77 Jet Provost T5A.

LINTON-ON-OUSE - 642GS

XZ550, XZ563, ZA630 Venture TX1.

TOPCLIFFE - 3 FLIGHT AAC

XW843, XZ336, XZ344, XZ345, XZ346, XZ347, XZ348 Gazelle AH1.

(This situation is after the recent change from 655 Sqn., who moved to Ireland leaving this aircraft).

Military News (contd.)

If anyone needs any serials tieing up with Squadrons or has a code/squadron/type that needs a tie-up with a serial, please contact Paul Mitchell, 13 Highfield Road, Idle, Bradford BD10 8QZ.

More Airlines Review

AURIGNY AIR SERVICES the Alderney, Channel Islands based airline operated a charter into the L.B.A. on 9th January using DHC-6 Twin Otter 300, G-BFGP. The aircraft positioned in from Southampton at 18.08 hrs. and night-stopped until Saturday evening. The aircraft is c/n 571 and was originally delivered to Brymon Airways in February 1978 before going to Aurigny in May 1980. This is the airlines only Twin Otter and is used mainly on the Alderney - Southampton service for which its 19 seats have proved to be excellent.

BRITISH MIDLAND AIRWAYS Viscount G-AZLT has been withdrawn following its landing accident at the L.B.A. on 6th October and is currently being reduced for spares in the hangar, while at East Midlands, G-AZNC may also have been withdrawn as it is due for a major check.

AIR UK Friendship 200 G-BHMY skidded off the runway at East Midlands on 19th December while operating the freight service from Amsterdam. The runway was closed to permit recovery work to be undertaken and the aircraft was positioned 'wheels down' to Norwich the following day.

HEAVY LIFT AIR CARGO jointly owned by the Trafalgar House Group and Eurolatin Aviation now has two Belfast freighters in regular use, G-BEPE and G-BEPS, with one based at Stansted and the other in Singapore. Operations have been better than anticipated and a third aircraft may now be converted for deployment to North and South America. This is expected to be G-BFYU, formerly XR367, while two other aircraft, XR363 and XR365 are kept in reserve. However, in the longer term, the company is looking at both the Hercules and the Guppy to extend its capabilities.

BRITISH AIRWAYS: The Super VC-10 fleet continues to diminish, G-ASGP was positioned to Prestwick for storage on 2nd October following its last service between Heathrow and Cairo on 29th September. It was joined by G-ASGB on 3rd October following its last service between Heathrow and Beirut on 2nd October.

TRIPS - 1981

This is just to "whet your appetite" - Steve Rigg is hoping to arrange at least four trips this year - envisaged are:-

1. RAF Museum, Cosford to include visits to Halfpenny Green and Baginton (Coventry).
2. Luton - to visit Britannia Airways and others.
3. PFA Rally - early July at Leicester.
4. Flight Rally at Cranfield - 5th September.

More details to follow.

Other dates for your diary:-

May 3rd - PFA Fly-in at Barton.

June 5 - 7th - Gamston Air Fair - organised by Northair.

June 27 - 28th - Air Tattoo - Greenham Common.

"Ruskin Air Services"

This is the name of the airline being used by Yorkshire Television in a series about the Berlin Air Lift. Dakota G-DAKS/TS423 has been repainted as 'G-AGHY' and similarly G-BHUB as 'G-AGIV', whilst two others G-BHUC and G-BHUD are to be destroyed during the filming. 'G-AGHY' left Duxford for Rufforth on 4th September followed by G-BHUD at the end of the month.

Things become a little hazy after this - Aztec G-BBAV (the filming aircraft) skirted the northern edge of the LBA zone on route from Rufforth to Blackpool, accompanied by a Dakota using callsign 'Yorkshire One', presumably G-DAKS. Although it was thought that Rufforth closed at the end of December, the above aircraft were heard traversing back from Blackpool to Rufforth on 9th January ?. Any more information would be appreciated.