

AIR YORKSHIRE



VOLUME 8 No.1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1982

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

FORTHCOMING MEETINGS

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

FEBRUARY 7th : A Slide Show by Chris Wain - This should be one of the highlights of the year - aircraft photographed in all parts of the world.

MARCH 7th : More films from Harry Holmes - hopeful subjects will be the Bac. 748, Twin Otter and Buffalo to name but a few!

EDITORIAL

What a funny (peculiar) month was January. Loads of snow and frost, freezing temperatures which gave us days with hardly any movements at all, and then when fog closed other, supposedly more important airfields, we were the recipient of a host of diversions, often causing double parking on the normally quiet LBA apron. It definitely stimulated interest among the local aviation enthusiasts, during a notoriously poor month.

Roger Poyzard has now taken over the editorship of the "Airlines Review" section from Chris Harper, who we thank most sincerely for his excellent contribution that has made this section so successful. Roger can be contacted at 12, Hill Top Mews, Knottingley, W. Yorks. WF11 8JD. Tel. Knottingley 86637., and he will be pleased to receive any information members have to offer.

We still need a Military editor, come on you military buffs - don't be shy at coming forward!

The Annual Quiz held in December was as interesting as ever, with quite a few members surprising themselves with their knowledge, but the result was never in doubt when Paul Mitchell and John Allen were paired together, and they won the First Prize with a magnificent 80 pts. A well done 60 pts. gave Chris Wain and Mr. B. Keighley the Second Prize - the prizes being awarded in the form of Gift Vouchers. Once again, many thanks to Chris Harper for compiling the quiz and making sure it was as good humoured and successful as ever.

CREDITS

T.W. Sykes
S.W. Rigg
Yorks. Post

D. Elam
LAAS
Daily Telegraph

C. Harper
Air Strip
BARG

R. Poyzard
Air Britain

LEEDS/BRADFORD MOVEMENTS - December 1981

1	G-BEEL Navajo	0829 0920	G-OFRL Cessna 414A	0957 1004
	G-BAHZ Arrow	1035 1625	G-JGCL Cessna 414A	1112 1135
	G-AXNS Pup	1156 1245	G-OFRL Cessna 414A	1250 1508
	G-BDWY Cherokee	1246 1338	G-ECTF Warrior	1418 2145
	G-BGNW B.737	1453 1549	G-MCEO King Air 200	1456 1518
	OY-ARV Mitsubishi MU-2	1701	G-BEBE AA-5A	1936 2017
2	G-BBCW Aztec	0807 0844	G-BHFY Baron	0911 1455
	G-OAKS Cessna 421C	0916 0926	G-BGEM Partenavia P.68B	0947 1358
	G-BDYF Cessna 421C	1001 1459	G-BEEL Navajo	1104 1141
	G-JGCL Cessna 414A	1134 1201	G-BHOV Partenavia P.68C n/s	1153 1001(3)
	PH-POS Cherokee	1229 1541	G-BERM AA-5A	1337 1410
	G-SHOK Cessna 421C n/s	1338	G-CSNA Cessna 421C	1510
	G-BECP Aztec	1729 1752	G-OAKS Cessna 421C	1805 1814
	D-IESG Duke n/s	1812 1458(3)	G-BREF Cessna 421C	2002
3	G-BAVG King Air	0904 1535	G-OMET King Air	0954 1009
	G-BAAT Cessna 182	1144 1710	G-UESS Citation	1241 1335
	G-AUTO Cessna 441	1547 1656	G-BDEJ Rockwell 112 n/s	1718 1214(4)
	G-OMET King Air	1721 1847		
4	G-ARYK Cessna 172	0913 1813	C-BABW King Air	0942 1621
	OY-PGK Chieftain	1010 1629	G-EAVY Aztec	1028 1523
	G-CHTL Sikorsky S-76	1211 1351	G-EGYK B.737	1420 1535
	G-BDWY Cherokee n/s	1522 1519(5)	D-IASK Navajo n/s	1633 0909(5)
	G-BEVL Cessna 421C	1800 1817	G-ATON Cherokee	2019 2116
5	G-BHED Cessna 152	1025 1052	G-AWUL Cessna 150	1145 1220
	G-HULL Cessna 150	1217 1259	G-AXOZ Pup	1410 1508
	G-BOBL B.737	1403 1530	G-GIRL Cessna 421C	1502 1710
	G-ASYV Cessna 310	1505 1553	G-BFRL Cessna 152	1507 1602
	G-BHWE B.737	1545 1732	G-BFSO HS.125	1631 1647
	G-BFSP HS.125	1633 1643	G-JGCL Cessna 414A	2019 2038
6	G-BHKV AA-5A	1205 1457	G-BHET Tobago	1258 1438
	G-FCAS Aztec	1359 1424	G-SHAW T.Comanche n/s	1529 1305(12)
	G-BDEJ Rockwell 112 n/s	1408	G-BHWE B.737	1537 1647
7	G-BABW King Air	0752 0832	G-OBCA Cessna 421C	0919 1146
	G-BFFR Chieftain	0937 0945	G-JGCL Cessna 414A	1136 1247
	G-AXTA Cherokee	1158 1404	I-TELM Commander 690B	1205 1847
	G-BDUJ Navajo	1633 1656	G-OSLA B.737	1653 1750
8	G-KEYS Aztec	1006 1623	G-KFIT King Air	1358 1407
	G-BAZG B.737	1437 1534	G-GIRL Cessna 421C n/s	1540 1032(17)
	G-BDOA HS.125 n/s	1636 1505(9)	G-KFIT King Air	1939 1947
9	N6772B Cessna 425	0910 1628	G-CSNA Cessna 421C	0917 1200
	G-BFTT Cessna 421C n/s	0955 1232(10)	G-AZZV Cessna 172	1104 1321
	G-AZKZ Cessna 172	1108 1541	D-IASK Navajo	1202 1553
	G-BHST Hughes 369D	1640 1700	C-GVJT Cessna 441 n/s	1953 1236(11)
10	D-IGIB Citation	1016 1124	G-BAKF Jetranger	1030 1407
	G-BAWK Cherokee	1431 1521	G-DMAN HS.125(DIV) n/s	1513 1111(12)
	N98HD Jetstar(DIV)	1537 1646	G-BHNY C.425(DIV) n/s	1544 1001(12)
	G-BFTT C.421C(DIV)	1558 1637	G-AYFZ Navajo	1605
	G-BHLN C.441(DIV) n/s	1622 1012(12)	G-BGDN B.737(DIV) n/s	1630 1824(11)
	G-BGJJ B.737(DIV) n/s	1755 1842(11)	G-BGDO B.737(DIV) n/s	1749 1517(11)
11	G-BAZI B.737	1455 1549	G-OLLY Chieftain n/s	1503 0924(12)
	G-FISH Cessna 310	1557 1601	G-FISH Cessna 310 n/s	1708 1554(16)
	D-INWT Commander 690B n/s	1817 1200(13)		
12	G-CPTC Jetranger	1123 1145	G-BHED Cessna 152	1143 1214
	G-BHKI Cessna 402C	1407	G-BAZH B.737	1444 1535
	SE-IBO Cessna 340 n/s	1823 1220(13)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

13 G-BABW King Air	1320 1514	G-SELS F-27(DIV) n/s	1432 1228(15)
G-AZLP Viscount(DIV) n/s	1449 1124(15)	G-BHYT Bandeirante(DIV) n/s	1459 1212(11)
G-EGYJ B.737	1508 1647	G-BJFN B.330(DIV) n/s	1545 1147(15)
G-AVIB DHC1-11(DIV) n/s	1723 1345(15)		
14 Only movement was G-BHYT (above).			
15 OY-ARV Mitsubishi MU-2	0847 1023	G-KEIT King Air	1012 1141
G-CALL Aztec	1205 1828	G-AUTO Cessna 441 n/s	1145
G-OMHC Arrow n/s	1642 1457(16)		
16 G-BHFY Baron	0909 1447	G-EBGL Aztec	0949 1529
G-OPAR Cessna 402C	1010 1252	G-BJOA Archer	1036 1507
G-PDES Cessna 441	1504 1545	G-BAJX Aztec n/s	2128 1259(17)
17 D-IASK Navajo	0940 1542	N5372C Cessna 414A n/s	0951 0908(31)
G-BHIV Ecureuil	1310 1419	G-CALL Aztec	1354 1429
OY-ARV Mitsubishi MU-2	1426 1507	G-UESS Citation	1551 1937
18 OY-LTZ Chieftain	0937 1929	G-LAMA AA-5	1102 1259
G-JGCL Cessna 414A	1249 1457	G-BCPZ Commander 500S	1409 1621
G-BAZI B.737	1634 1730		
19 G-IKIS Cessna 210	1304 1414	G-BAZC B.737	1429 1547
20 G-BHOV Partenavia P.68C n/s	1714 1339(22)		
21 No movements.			
22 N41RC Cheyenne	0948 1508	G-BHST Hughes 369D	1020 1037
G-BHBZ Partenavia P.68B	1313 1914		
23 G-AZRU Jetranger	1011 1310	D-ILAN Commander 690C	1014 1904
G-BEEI Navajo n/s	1542 0958(24)		
24 G-BHST Hughes 369D	1017 1041	G-BEYV Cessna 210	1147 1539
G-BABW King Air	1533 1545		
25 No movements.			
26 No movements.			
27 G-EGYJ B.737	1542 1705		
28 No movements.			
29 No movements.			
30 No movements.			
31 G-RHHT Lance	1220 1317	G-OHPL Sikorsky S-76	1337 1425
G-BABW King Air	1716 1727		

The comment "No movements" excludes scheduled or local flying.

As there were so many diversions into LBA on 1st January 1982, we are giving these movements now (so you don't have to wait another month!) They will appear again in the next bulletin.

1st January 1982

F-GDAV Learjet 23(DIV)	1039 1409	G-BHWE B.737(DIV.BIRM.)	1358 1544
G-BMAT Visc.(DIV.BIRM.)	1523 1602	G-BOSL B.737 n/s	1529 1557(2)
G-BLGV F-27(DIV.B'POOL)	1533 1744	G-EGYJ B.737(DIV.EMA) n/s	1537 0902(2)
G-WIVA Cessna 404	1551 1910	G-AVMZ 1-11(DIV.BIRM.) n/s	1555 1341(2)
PH-KPH F-27(DIV.EMA) n/s	1559 0838(2)	G-WSSC PA-31(DIV.B'POOL)	1631 1839
G-AVMS 1-11(DIV.BAN.) n/s	1619 1410(2)	G-AZNC Visc.(DIV.EMA) n/s	1632 1405(2)
G-OAHH Agusta A.109A	1646 1657	G-BHWF B.737(DIV.BIRM.) n/s	1704 0733(2)
G-AZLS Visc.(DIV.LIV.)	1814 2126	G-AVMX 1-11(DIV.BAN.) n/s	1823 1400(2)
G-OAHH Agusta A.109A	1852 1905	G-RTGW F-27(DIV.BAN.)	1917 1943
G-BMAT Visc.(DIV.EMA) n/s	1928 1023(2)		

A fairly quiet month to finish off the year. Our two PH-800 on the end had c/n 2-7615375 and night-stopping on the same day was Beach Duke D-IESC with c/n P.541. Two regular visitors were the Navajo's G-IGK and D-LSK on the 4th. The eighth Italian registration of the year appeared on the 7th in the shape of Rockwell 690F I-PELM which had c/n 11506. The Canadian registered photographic Cessna Conquest G-GVJT visited once again on the 9th along with the equally familiar Cessna Bauswein owned Corsair N67721. Diverting from Luton on the 10th was Jetstar G-M98ND c/n 5048 and the same day found Cessna 501 D-IGFB diverting from Warton. Mitsubishi MU-2 OY-ARV visited twice on the 15th and 17th. Final foreigner of the year was the Rockwell 690C (also known as the Rockwell 840) D-ILAN c/n 11609. Among the UK registrations this month we have Cessna 500 G-UNSS which is reported to be with Trident TV now. Bad weather over the south of England on the 10th found us taking diversions from of all places Luton and Gatwick. Three MacAlpine aircraft from Luton were Corsair G-BHNY, Conquest G-BHLN and HS.125-600 G-DMAN, and from Gatwick we had BA Boeing 737's G-EGDN, G-EGDO and G-EGJJ. All these night stopped and were joined on the 11th by Midland Viscount G-AZLR. More diversions arrived on the 13th, Friendship G-BIAS, Viscount G-AZLP and Bandeirante G-BHYT all from Liverpool. Short SD330 G-BJFK from East Midlands and BA 1-11 500 G-AVMN from Ringway. All these did a night stop. This seems to indicate that we are at last being thought about as a diversionary alternative (in fact on 1/1/82 we have just had no less than fifteen diverted in). Not much to report on the resident scene, Jack Tordoff's P-68 G-JCTI has still not flown since it arrived in October but it is due to, as soon as weather permits. Aerobat G-BFGL is awaiting parts to complete its rebuild and G-ASMW continues in use with the club.

Callsign tie-ups :- 4th. G-DAVY/Westair 189; 7th. G-BFFR/Vickers O1, G-BDUJ/Vickers O2; 8th. G-BDOA/McLine 952B; 10th. G-BHLN/McLine 625B n/s 625A, G-EGDN/Speedbird 455 n/s 455P, G-EGDO/Speedbird 439Q, G-EGJJ/Bee Tours 773 n/s 773P; 11th. G-AZLP/Mid.289; 13th. G-AZLP/Mid 586, G-BIAS Mid 582, G-BHYT Genair 404 n/s 403P, G-BJFK/Mid 224, G-AVMN/Speedbird 953; 15th. G-CALL/ALK 223; 17th. G-CALL/ALK223.

ILS Overshoots :- 1st. XX500/T06, XX497/T88; 3rd. XW789/RR748 HS.125; 8th. XX493/AM 92, XX495/NTC87, XX492/NTC88; 9th. XX493/T81; 10th. XX493/T87; 11th. XX498/NTC06, XX482/NTC81, XX491/NTC87; 16th. XX500/T81, XX495/T87; 17th. XX482/NTC81; 18th. XW326/NWQ07 Jet Provost; 22nd. XS735/NTR09 Dominie.

From & To :- 1st. OY-ARV T Tirstrup; 2nd. PH-BOS F/T Rotterdam, D-IESC F Le Bourge n/s T Stuttgart; 4th. OY-BGK F/T Billund, D-IASK F Brussels n/s T Pirmasens; 7th. I-PELM F/T Venice; 10th. D-IGFB F Munich T Warton; 11th. D-INWT F/T Frankfurt n/s; 12th. SE-IEO F Stansted n/s T Goteborg; 17th. D-IASK F Saarbrucken T Brussels, N5372C F/T Leavesden, OY-ARV T Billund T Birmingham; 18th. OY-BTZ F/T Billund; 22nd. N41RC F/T Plymouth; 23rd. D-ILAN F/T Munster.

Leeds/Bradford Residents 1.1.82

G-IROC Cessna 175	G-BEHH PA-32 Lance
G-ASMW Cessna 150	G-BELT Cessna F150
G-ATLM Cessna F172	G-BERI Rockwell 114
G-ATMY Cessna F150 Arr. 1/2	G-BFFC Cessna F152
G-AVSE Cherokee	G-BFGL Cessna FRA152
G-AVWT Cherokee Arrow	G-BFTF AA5B Tiger
G-AXZU Cessna 182	G-BGPJ Cherokee
G-AYYN Cherokee Arrow	G-BGRG Duchess
G-BAMV Robin DR400	G-BHIC Cessna F182 Arr. 12/3
G-BAWX Cherokee	G-BISJ Cessna 340 Arr. 10/4 as OO-LFK
G-BAZM Jodel D.11	G-JCTI P.68B Arr. 15/10 as G-OJOE
G-BBGF Cessna 340	G-JURG Rockwell 114GT
G-BBJX Cessna F150	G-MILK SOCAT TB-10
G-BBOK Aztec	G-NEUW P.68C Arr. 12/8
G-BDCO Beagle Pup	G-CGDN Beech 200
G-BEEL Enstrom F-28 Arr. 11/8	

The above are resident in the YIA hangar, departures from here during the year have

Leeds/Bradford Residents (Contd.)

been: G-BASS on 16/10, G-BLKH to Air Atlantique at Southampton on 5/6, G-BCLK sold in USA about August, G-BFAI sometime in August, G-BFOL on 7/7 to N899TB. Things in the Northair hangar are a bit less orderly, however the following are believed to be resident.

G-ATEG Cessna 150	G-BAGL Cessna 421C Arr. 14/5
G-BCSV Cessna 421B Arr. 4/5	G-ETUP Cessna F150 Arr. 3/7
G-BHIB Cessna F182 Arr. 25/3	G-MHCI Cessna 414A
G-BHLM Cessna 421C	G-OSHH Cessna 404
G-BHLP Cessna 441 Arr. 11/10	G-WTVB Cessna 404
G-BJBI Cessna 414A Arr. 27/10	G-BHDZ Cessna F172

Foreign Visitors to LBA 1981

A40-AA Gulfstream II	183	EI-BJY Beech 200	EB-800
CF-DTN Beech D-18S	CA-75	EI-BKI Navajo 350	31-7405148
C-FFNM Gulfstream II	52	F-BFOD Cessna 310R	0129
C-GVJT Cessna 441	090	F-BIUK Fokker F-27	10247
D-EAPL Wassmer Wa54	110	F-BOBK Wassmer Wa41	700
D-ECNW Arrow	28RT-7931285	F-BRNL Lear Jet 24B	211
D-EFSF Cessna T210N	63022	F-BRNO Beech 90	LJ-482
D-EIRL Cessna F172P	2075	F-BRNS Navajo	31-667
D-EIRP Cessna T182RG	1072	F-BRNV Aztec	27-4526
D-EJDS Arrow	28R-7737071	F-BRUY Gulfstream II	43
D-ELMK Beech A36	E-1544	F-BSRL Lear Jet 24B	210
D-ELSY Cessna T210	61063	F-BSTH Commander TC680VTU	1540-6
D-EMRZ Robin DR400/180	718	F-BTCA Aztec	27-4692
D-GADO Beech 95-55	TD-300	F-BTDA Jet Commander	145
D-GDEC Seneca	?	F-BTEL Cessna 550	190
D-IADH Rockwell 690B	11439	F-BTMK Beech 99	U-130
D-IASK Navajo	31-7812069	F-BTOP Beech Duke	P-193
D-IDLW Cessna 441	170	F-BTYV Lear Jet 24B	206
D-IESG Beech Duke	P.341	F-BVEC Lear Jet 24D	271
D-IFBB Beech E55B	TE-978	F-BVOX Partenavia P68B	20
D-IFES Beech 200	BB-827	F-LVPA SN601 Corvette	5
D-IGMB Cessna 501	067	F-BXPP Aztec	27-7654053
D-IHEF Cessna 414	0456	F-BXSK Cheyenne	31T-7620020
D-IHSP Cessna T310Q	542	F-BYAL Lear Jet 25C	084
D-IHVB Rockwell 690A	11328	F-GAAN Cessna FT337GP	0016
D-ILAN Rockwell 690C	11605	F-GALL Beech 58P	TJ-83
D-ILEA Navajo	31-7812117	F-GAMP Cheyenne	31T-7720029
D-ILFY Beech 95A55	TC-499	F-GBIU Beech C90	LJ-822
D-ILVO Beech 56TC	TG-21	F-GBMF Bandeirante	110196
D-IMAA Beech E90	LW-235	F-GBPYP Seneca	34-7970284
D-IMEI Beech Duke	P.145	F-GBRF Falcon 10	30
D-IMWT Rockwell 690B	11488	F-GCFE Swearingen Metro	TC-301
D-INCC Cessna 500	128	F-GCFG Cheyenne	31T-7920091
D-INJA Navajo 325	31-7512008	F-GCLD Beech C90	LJ-637
EI-ASA Boeing 737	19424	F-GCLE Lear Jet 35A	108
EI-ASD Boeing 737	20219	F-GCMS Lear Jet 35A	257
EI-ASF Boeing 737	20221	F-GCQL Cessna 414A	0470
EI-BEE Boeing 737	20413	F-GCYB Cessna F182RG	0056
EI-BEO Cessna 310Q	0233	F-GDAL Cheyenne	31T-7620057
EI-BFT Beech 200	BB-438	HB-IEZ Gulfstream II	246
EI-BGF Arrow	28R-8030121	HB-LMF Cessna 414A	0296
EI-BGH Cessna F172N	1789	HB-LMP Cessna 441	0203
EI-BGP Cessna 414A	0016	HB-SFA Jodel D140	187
EI-BHA Beech 200	BB-626	HB-VFO Lear Jet 35	184
EI-BHD M3893E	13086	I-ALAK Beech 95 B55	TC-1218
EI-BHO Sikorsky S61N	61822	I-DKET Falcon 20	160
EI-BIP Beech 200	RR-687	I-FKET Falcon 20	279

Foreign Visitors to LEA 1981

I-FLYA Cessna 500	099	00-BBY Aztec	27-7305049
I-FLYE Cessna 500	392	00-BRK Aztec	27-7754147
I-MABU Lear Jet 24D	287	00-LFA Lear Jet 24D	248
I-SAFR Falcon 50	29	00-LFH Cessna 421C	0064
I-TELM Rockwell 690L	11506	00-LFK Cessna 340	0497
LN-AED Seneca	34-7250224	00-LFL Cessna 441	181
LN-BGC Navajo	31-7912017	00-MRF Aerostar	61P-0554-236
LN-BWG Convair 580	42	00-NIK Cessna F172M	1018
LN-BWN Convair 580	114	00-PAQ PA-28-181	28-8090098
LN-FOC Cessna 210H	59007	00-ROB Rockwell 690B	11409
LN-HOP Cessna TU206G	06058	00-RTG AA5B Tiger	1029
LN-KCR Beech C90	LJ-793	00-RTI GA7 Cougar	100
LN-MAP Convair 440	331	00-RVT Partenavia P68B	156
LN-PAO Beech 100	B-55	00-RWG Cessna 401	204
LX-ETA Cessna 421C	0464	00-SLEL Cessna 500	133
LX-YES Cessna 210	60012	00-TNT Seneca	34-7350334
N14CP Beech C90	LJ-585	00-VIP PA-32RT	32RT-7985C06
N41RC Cheyenne	31T-7720036	00-WAY Beech 99	U-21
N71AF Rockwell 680V	1814-31	OY-ARN Aerostar	61P-0654-7963303
N98MD Jetstar 6	5048	OY-ARV Mitsubishi MU-2	635
N101LG Lear Jet 35A	0106	OY-ASB Beech 95 55	TC-2011
N121LM Falcon 20	310	OY-ATA Beech A100	B-122
N150JC Beech A35	D.2084	OY-AMV Beech C90	LJ-898
N254CC Cessna 550	0227	OY-BBP Aztec	27-3030
N301EC Gulfstream II	258	OY-BED Beech 76	ME-352
N501HP Cessna 501	170	OY-BEF Aztec	27-7654185
N600CL Canadair CL600	1005	OY-BGK Navajo	31-7305019
N734KP Cessna P210N	0606	OY-BRW Cherokee	28-7911212
N830G Gulfstream II	44	OY-BTL PA-28-181	28-7790591
N899TB Beech 200	EB-387	OY-BTZ Navajo 350	31-7752031
N961L Cessna F150L	1109	OY-BUZ Cessna 404	0079
N1978L Lear Jet 35A	162	OY-CLF Navajo 350	31-7405442
N2539S Cessna T182K	01348	OY-PRY Partenavia P68B	100
N2690L Cessna 414A	0406	OY-RYT Cessna 421B	0248
N2707T Cessna 335	0027	PH-BOS PA-28-151	28-7615375
N3080 Jetstar 6	5094	PH-CAM Cheyenne	31T-7920059
N3876C Cessna 421C	0128	PH-DAK PA-28-236	28-8011110
N4261A Navajo	31-7852128	PH-DLA Cessna FR172K	0608
N4264Y Cessna 500	0290	PH-ECO Navajo	31-8052174
N5341Y Cessna P210N	64174	PH-GPL Navajo 325	31-7712089
N5372C Cessna 414A	0110	PH-KFE Fokker F27	10351
N5531N Cessna 182R	67773	PH-PEM Seneca	34-7570249
N6382V Cessna 172K	0645	PH-RPE Cessna 337	0070
N6569X Cessna TU206G	05951	PH-SRP PA-28-151	28-7715209
N6768V Cessna 404	0823	PH-TSM Navajo	31-7852161
N6772B Cessna 425	0020	PH-VDC Cessna T210M	62368
N6775L Cessna 425	0018	PH-VWM Cessna 310R	1250
N7245G Cessna 421C	0286	PH-WON Seneca 200T	34-7670342
N8062H Cessna F182K	0046	SE-EES Beech D95A	TD-539
N8484Y Twin Comanche	30-1647	SE-FNY Beech Duke	P-10
N8495B Cessna FR172	0666	SE-FRB Cessna 310Q	1212
N8531C Cessna 401A	0029	SE-FRU Cessna 402B	0303
N9238R Jetstar	5079	SE-GDI Navajo 350	31-7405156
N13773 Aztec	27-4424	SE-GRZ Saratoga	32R-7680231
N37609 Beagle 206	B.019	SE-GVZ Navajo	31-7812079
N39605 Seneca	34-7870397	SE-IBO Cessna 340A	0613
OE-FCD Cessna T310R	1375	SE-IGY Cessna 210L	59663
OE-FPF Cessna T310R	1319	TF-VLK Boeing 737	22453
OE-FSP Cessna FT337GF	0022		
OH-PNL Navajo	31-253		
OO-ATO Beech 65 A80	LD-205		

A record total of 213 different foreign registrations beating last years total by just one. The Americans came out in first place followed by the French and the Germans.

LBA December 1983

1st. G-APCB Auster J/5Q Alpine; 2nd. G-ARGI Auster 6A, G-AJOF Dove 1, G-ARMT Dove 8;
3rd. G-ARLN Cessna 175A, G-ANPH Westland S.55; 4th. G-ARYF Aztec, G-ASHH Aztec,
G-ASHO Cessna 182F; 5th. G-ARHU Tri-pacer, G-AROI Dove 5, G-ARMT Dove 6, G-APZS
Cessna 175A, G-ARMT Airedale, G-AREB Dove 8, XP900 Westland Scout; 6th. G-AGYK
Auster J/1, G-ARMT Airedale, G-ASHW Dove 8, G-ARMT Dove 6, G-ASEG Aztec, G-ARMS
Cessna 175C, G-APCB Auster J/5Q Alpine, XP900 Westland Scout; 7th. G-AGYK Auster
J/1, G-ASLZ Mooney M20C; 8th. G-ASEI Brantly B2, G-ANPH S.55; 9th. G-ARUM Dove 8;
10th. G-ARMT Dove 6, G-ARTI Heron 2D; 11th. G-ASHO Cessna 182F n/s, G-ASDO Baron
n/s, HB-LCE Cessna 320 n/s; 12th. G-ASHO Cessna 182F, G-ARMT Dove 6, G-ARTI Heron
2D; 13th. G-ARYF Aztec, G-ARYG Aztec, G-ARTI Heron 2D, G-ARTK Riley 65; 15th.
G-AHHT Auster J/1N; 16th. EI-AHG DC-3; 17th. G-ARDE Dove 6, G-AMKY Percival Prince
18th. EI-AGE DC-3; 19th. G-ARYF Aztec, G-AOUF Dove 6, G-ARMT Dove 6; 20th. G-ARDE
Dove 6, G-ASHO Cessna 182F, G-ARIA Bell 47G, EI-AHG DC-3; 21st. G-ARID Tri-pacer,
G-ARNJ Colt, G-APCU Tiger Moth; 22nd. -; 23rd. G-ARMT Dove 6, EI-AGE DC-3; 24th.
G-ARSY Cherokee n/s to 28th. 25th. -; 26th. -; 27th. G-ABCB Airedale n/s; 28th.
G-AKEZ Messenger; 29th. G-ARYH Caribbean; 30th. G-AMKY Prince, G-ARXR Forney F14
Aircoupe, G-ARDF Aztec, G-ARDE Dove 6, G-APCZ Dove 6; 31st. G-APCZ Dove 6, G-ASEP
Apache 235, EI-AGE DC-3;

A rare visitor was the LBA Whirlwind G-ANPH on the 3rd and the 8th, other helicopters
noted were Brantly B2 G-ASEI on the 8th, Bell 47G G-ARIA on the 20th and the Army
Scout XP900 on the 5th and 6th. Airedale G-ARMT became resident on the 6th when
it was delivered to Mr. Westle. The new Mooney M20C G-ASLZ of International A/C Ltd
was from Woodford to Biggin on the 7th and was still wearing registration N6892U
despite calling G-ASLZ on the radio. Cessna 320A HB-LCE was on demonstration on
the 11th and was ex N3004R, it n/s to the 13th. Also on demo was the Riley 65
G-ARTK of Keegan Aviation on the 13th. Tiger Moth G-APCU arrived from Sutton Bank
on the 21st for G of A by YLM. Gemini G-KER left on delivery to J.C. Allison at
Pocklington on the 28th.

Helicopter Activity:- 4th. G-OHTL/Huddersfield; 5th. G-HEAT/Leeming; 9th. G-ATED
/Pool Bank/Doncaster; 16th. G-BLFE/Sheffield, G-HEAT/Leeming, G-BBTW/Thirsk area;
17th. G-BHIV/Wetherby; 18th. G-OHTL/Huddersfield; 22nd. G-HYDE/Wetherby; 31st.
G-HEAT/Keighley, G-OHTL/Huddersfield.

Passenger traffic at LBA during 1981 was 378,307 a fall of just under 14,000 on the
previous year.

Traffic at Humber side has nearly doubled since the Humber Bridge opened in July.
22,814 passengers used the airport in the July - October period, compared with
13,022 over the same months in 1980.

AIRWAYS

About twelve months ago I wrote a couple of items about airways spotting and as a
follow up I thought I would list some overflights seen during 1981 crossing on
the airways in this area using Red 4, Blue 1 and Amber 1 (including Amber 1 East,
Amber 2, Blue 4 etc...)

Some of the foreign executive jets:-

FALCON 10 C6-BEN, HZ-AO2, N30TH.

FALCON 20 I-EDIF, I-FKET, N121WT, N121EU, OO-VPQ.

FALCON 50 PH-ILR, N151WT.

LEARJETS 5B-AOC, F-GPCP, F-BKFB, D-CAVI, OO-LFA, G-GVVB, N113AK, N101EG, N36CW,
N35RT, N431L.

CITATIONS D-CNCP, D-ICCC, I-FLYA, N25ACC, N172CB.

WESTWIND N404CB.

JETSTAR N499AS, N101AW, N118B, N9238R.

GULFSTREAM 2 HZ-FSD, HB-TTR, HB-TEX, N400J, N830G, N555CS, N6SS, N327K, N1625,
CF-ROC.

AIRWAYS (Contd.)

GULFSTREAM 3 N8883W, N100P.

CORVETTE F-BVPA.

B707 A6-HRR, HZ-HR2, N707ME.

B727 N10XY, N4445A

DC9 N521TX (delivery)

F28 TU-VAL (Ivory Coast A.F.)

Airlines provide the majority of 'heavy' movements:-

BOEING 747's of 25 different operators - can you guess them?

DC10's of 20 different operators.

BOEING 707 including: Montana, Global, TMA, Canadian Military, German Air Force, J.A.T., P.I.A.

IL62's of : Aeroflot, LOT, CSA, Cubana, Interflug.

DC8's of : Flying Tigers, Airlift, Evergreen, Capitol, Trans America, CP Air and others.

C141's and C-5's by the score.

And you never know who will come next!

Steve Rigg

Booking Conditions - 'AIR YORKSHIRE' Outings

1. Provisional booking by telephone is acceptable. Confirmation in writing is required - please include your membership number.
2. No deposit is necessary unless specifically requested, but payment in full is required four weeks before departure date.
3. Cancellation after full payment only qualifies for a refund if a valid reason is produced, or at the discretion of the committee.
4. If space is available non-members may accompany Members. Day Membership being available at a small extra charge.
5. On organised factory visits and tours of operators bases, respectable dress and good behaviour are expected. The committee reserves the right of suspension and expulsion of the offending Member from the Group.

Airlines Review - January 1982

AIR ATLANTIQUE have obtained the contract to fly newspapers between Blackpool and I.O.M.; have bought 3 Daks from Eastern A/W for this. Are considering opening an engineering base at Blackpool using the old B.I.A. offices; to employ 20 people; may operate other cargo services from Blackpool. Dakota G-AMYJ operated the B.I.A. freight service from B.I.A. to Laastrecht in November.

AIR BRIDGE CARRIERS: Following a renewal of contract with Austrian Airlines are to continue the Heathrow - Vienna Merchantman cargo service until 31st March 1982.

AIR COMPUTER: Coventry based company are considering the formation of a new company called Coventry Airport Ltd., to takeover the management of the airport, as Coventry City Council are again considering closing the airport as an economy measure. Are considering the operation of a Coventry - Paris scheduled service following the granting of a licence by the C.A.A. Equipment to be used will be either the Short 330 or Bandeirante with services beginning next Spring if French approval is obtained.

AIR ECOSSIE have applied for the following routes : Liverpool - Belfast; Aberdeen/Liverpool - Hamburg/Rotterdam/Brussels/Paris from 29th March 1982. Aberdeen/Dundee - Sunderland/I.O.M.; Aberdeen - Carlisle/I.O.M./Barrow/Belfast/Cardiff; Carlisle - I.O.M.; Barrow - I.O.M. Glasgow - Belfast; Edinburgh - Aberdeen. Bandeirante G-POST is to be repainted in the same overall livery as G-DATA. The Beech Super King Air acquired through Eagle Aircraft Services was G-BJBP(BE240) ex G-HLUL. Glasgow - Liverpool and Belfast services have started.

AIR EUROPE: In 1982 flights will be operated to 36 foreign destinations for 40 tour operators, expected passenger figures being 1.2 million. An agreement has been signed with Air Florida for two boeing 737's to be leased between April and

Airlines Review (Contd.)

AIR EUROPE October 1982, with nine aircraft in operation from Gatwick, Manchester and Cardiff (each to have aircraft based) and from Leeds-Bradford, Birmingham, Bristol, Luton and Newcastle. Boeing 737-2S3, G-BFJH (22218) and G-BMSM (22279) have been leased to A.F. from 1st November 1981 until 30th April 1982. Are to operate LBA - Palma on Sun. and Wed; LBA - Gerona on Wed. in Summer 1982 IT Season.

AIR UK: The F.27 leased to Nile Delta Air Services is G-SPUD (10120) and was delivered from Norwich on 20th August. Intend to double number of Humberside - Amsterdam flights from April 82.

BRITISH AIRTOURS have applied for a Gatwick - Newark licence effective for 10 years from 1st April 1982 using Tristars or Boeing 707's. Flight on behalf of Jetsave may be operated from Edinburgh - Belfast to Toronto.

BRITISH AIRWAYS: Eleven Scottish services are to be retained: Glasgow to Benbecula, Inverness, Aberdeen, Stornoway and Belfast; Aberdeen to Shetland, Orkney and Inverness; Inverness to Orkney; Orkney to Shetland; will abandon the Aberdeen - Edinburgh route; the last service from Manchester to New York via Prestwick was flown on 19th October. The Heathrow - Salonika, Gatwick - Valencia, Frankfurt and Copenhagen service has also been suspended. A decision on the future of Concorde services has been postponed until the end of 1982. Three B.Ae. 748's are to be leased from Dan Air together with one from British Aerospace. They will be used on routes currently flown by Viscounts which will be phased out. The 748's have all been taken on one-year leases with options on three month extensions. The last Boeing 747 freighter service across the Atlantic was flown on 25th October. Boeing 707-336C, G-ATWV (19498) has been withdrawn from use at Heathrow; the aircraft has been on wet lease to Pelican. Boeing 707-336C, G-ARGX was sold to the State of Qatar in June 1981, while Boeing 707-336C G-AYLT (20517) has been acquired by GKN for an overseas contract, and will be based at Stansted.

BRITISH CALLEDONIAN began serving Douala in November as a weekly stop on its Lusaka B707 service; began serving San Juan on 24/10 as a stop on the Caracas DC10 service, also serving Hong Kong five times weekly.

BRITISH MIDDLAND were refused Heathrow - Glasgow/Edinburgh; have applied for Birmingham - Brussels from April 82 when BA are to withdraw. F-27 PH-KFH entered service on 2/11 in basic NLM scheme with LMA titles; G-BMAS entered service on 8/11 in full EMA colour scheme. The F-27's fly EMA - Belfast/Dublin, Liverpool - Heathrow, Birmingham - Heathrow weekends and the EMA and Birmingham - Jersey service at weekends. The SD3-30 is leased from Shorts and flown by Inter-City crews in BMA colours EMA - Heathrow and also Liverpool - I.O.M. - Belfast on a weekend. They are to sell Viscounts G-AYOX and G-DAPP to British Air Ferries. The Boeing 707's G-BFWE/D are to be converted to 211 seat configuration for 1982 IT flights.

BRITANNIA AIRWAYS are operating G-AXNB as a freighter. The summer lease of a Transavia 737 and Bagle Air 737 have finished. We can assume they will charter more aircraft this summer as they have sold capacity for 32 aircraft whereas they only have 29. They have ordered 2 more B.737's for delivery in 1983 making the fleet total 31.

BRITISH AIR FERRIES have leased Herald G-BEYG to Aerosuere Columbia, and are to operate flights to Jersey for GALA HOLIDAYS from EMA, Birmingham, Liverpool, Coventry, Southend and Stansted.

BRYMON AIRWAYS have received their second Dash 7 G-BRYA(62) and intend to use the Dash 7 on Newquay - Heathrow route from Jan 82.

DAN AIR have shelved plans to operate Aberdeen - Sumburgh/Kirkwall.

EASTERN AIRWAYS have introduced an extra midday Humberside - Heathrow service on Tues. and Thurs.

GENAIR have applied for a Leeds/Bradford - Gatwick licence from 9.1.82 and to revoke Air UK's unused licence.

HEAVYLIFT: Belfast G-BFYU (SH1821) due into service 11/81. G-HLFT (SH1819) is ex XR365. G-OHCA (SH1817) is ex XR363.

MONARCH are to operate LBA - Palma on Sat. and LBA - Gerona Mon. from May 82. Both flights are fortnightly and for Cosmos. Have sold B720's G-BCBA/B to Israel Airline MAGP. Have leased B737 G-BJSO ex SU-BCJ for Guinness Peat Aviation for 5 years. Monarch's 'own' orders for B.737 are to be delivered 9/3 and 1/4.

Airlines Review (Contd.)

INTER-CITY AIRLINES commenced EMA - Brussels service on 4/11 using SD3.30 (see also British Midland).

ORION commenced Blackpool - Tenerife on 5/11 using G-BGTY. The flight operates via EMA because of runway restrictions at Blackpool.

ADVERT

Published by the Guernsey Society of Aviation Enthusiasts, "CHANNEL ISLANDS AVIATION NEWS" is the newsletter that carries the happenings and news concerning the Channel Islands. Regular sections in the 20 page A4 duplicated newsletter include GUERNSEY, JERSEY/ALDERNLY/HEATHROW/GATWICK/SOUTHAMPTON movements, C.I. OVERFLIGHTS and other articles of interest as space and availability allows. Cost is only £3.50 for 12 monthly issues and a sample is available by sending a P.O. for 25p to:- Dave Bougourd, C'an Pastilla, 5 Rue Du Douit, Vale, GUERNSEY, C.I.

Military News

Once again there have been no contributions from members for this section so the following snippets of 'local' news have been extracted from BAR, for which due credit is given.

Hull Docks:- When the Humber Bridge was opened on 17th July 1981, the following R.N. Ships were present H.M.S. Aurora, H.M.S. Ajax and H.M.S. Norfolk. Aurora and Ajax had on board their Wasp H.A.S.1's XT443 'AU/422' and XT791 '-/421' respectively.

Boulmer:- Gate Guardian with Border Radar is Lightning F.3 XP745(8453M).

Church Fenton:- Unless there have been any recent changes, the following Jet Provosts should be on strength with 7F.T.S.

T.3A	XN500/80	XN506/81	XN595/82	XN374/83	XN472/84	XN465/85	XN552/86
	XN366/87	XN425/88	XN350/89	XN383/90	XN586/91	XN352/92	XN370/93
	XN634/94	XN582/95	XN475/96	XN376/97	XN473/98	XN640/99	XN551/100
	XN414/101	XN414/101	XN495/102	XN548/103	XN478/104	XN466/105	
T.5A	XW326/120	XW372/121	XW407/122	XW409/123	XW417/124	XW419/125	XW434/126
	XW303/127	XW359/128	XW360/129				

Gate Guardian is EM597/'PR-0'(5713M) a Spitfire Vb.

Linton-on-Ouse:- Again subject to any recent change, the Jet Provosts with 1 FTS should be -

T.3A	XN471/10	XN461/11	XN579/14	XN636/15	XN498/16	XN401/17	XN577/18
	XN473/19	XN459/20	XN574/21	XN472/22	XN464/23	XN471/24	XN505/25
	XN593/27	XN461/28	XN466/29	XN553/34	XN606/36	XN365/37	XN463/38
	XN629/39	XN510/40	XN412/41	XN405/42	XN494/43	XN589/46	XN641/47
	XN547/48	XN509/50	XN497/52	XN479/54	XN372/55		
T.5A	XW405/61	XW327/62	XW301/63	XW312/64	XW288/66	XW295/67	XW363/68
	XN413/69	XN428/70	XW370/72	XW365/73	XW351/74	XN404/77	XN423/78

Venture T.2's with 642G.S. are XZ550, XZ563 and ZA630. Gate Guardian is Provost T.1 XF545(7957M) which has been under restoration since 1979.

If any of our military minded members would like to subscribe to "British Aviation Review" and/or "Roundel", both published by the British Aviation Research Group, application forms may be obtained from J. Hunt (Hon. Registrar - address on front of magazine).