

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1983

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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 6th : Annual Quiz - being compiled and presented by Chris Harper. This will be up to its usual high quality, so come along and test your knowledge.

MARCH 6th : A number of films, yet to be finally selected, plus a chance to see the Photo Competition entries.

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

EDITORIAL

One or two new features in the bulletin this month, although some items are a little out of order. All this new information is from members, so keep it coming, it all adds to the interest of the bulletin.

Don't forget your slides and prints for the Competition, they are due in this month, results at the March meeting. Good Luck!

ADVERT

'UK Airport Schedules - Summer 1983. All scheduled passenger and cargo services plus charter flights by foreign carriers shown for any airfield in the UK plus airfield layouts; fleet list of resident commercial a/c etc. e.g. Heathrow £1.10; Manchester 70p.

Details from: R.C. Towers, Santa Pod, Portinfer Road, Vale, Guernsey, C.I.

CREDITS

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LEEDS/BRADFORD MOVEMENTS - December 1982

1 G-POLO Chieftain	0705 0735	G-BHXY Baron	0802 1554
G-AZTS Cessna 172	0937 1134	G-WTVC Cessna 404	1001 1601
G-NODE AA-5B	1106 1505	G-BAGX Cherokee	1114 1500
G-ANJV Apache (DIV)	1136 1621	G-BGCC Navajo (DIV)	1200 1315
G-AZTS Cessna 172	1241 1321	G-POLO Chieftain	1302 1326
G-BFVG Archer	1420 1513	G-AZTS Cessna 172	1454 1644
G-SHJJ Cessna 414A	1510	G-ATLT Cessna 206	1521
G-BBPP Cherokee	1533	G-HARV Aztec n/s	1854 1750(2)
2 G-BCKL Citation	0827 0913	G-AVDX HS.125	0842 1035
G-OMHC Arrow	1018 1434	G-VWSE Cessna 404	1107
G-AZZV Cessna 172 n/s	1116 1332(5)	G-BBEJ Chieftain	1333 1355
G-SATO Aztec	1230	G-SATO Aztec	1407 1612
G-AVDX HS.125	1505 1545	G-BHWE Boeing 737	1511 1631
G-BCKL Citation	1603 1618	G-VWSE Cessna 404 n/s	1623 1059(3)
G-PRSE Cessna 441	1700		
3 G-BHOV Partenavia P.68C n/s	1051 1216(4)		
4 G-BMCL Citation	1243 1539	G-BFVA Boeing 737	1344 1450
G-BFVG Archer n/s	1419 1142(5)	G-BGYL Boeing 737	1433 1559
G-BAZI Boeing 737	1656 1747	G-BLST Cessna 421C	1956 2021
5 G-BGAX Partenavia P.68B	1158 1212	G-OADE Cessna 177 n/s	1513 1520(17)
G-BJMR Cessna 310 n/s	1548 1414(9)	G-SHJJ Cessna 414A	1545 1624
G-BCTF Warrior	1823 1927	G-BHSB Cessna 172	1839 1926
6 G-BMEC Boeing 737 (DIV)	0930 1229	F-GDAL Cheyenne (DIV)	0921 1401
G-BMCL Citation (DIV)	0943 1515	G-BKCD HS.125 (DIV) n/s	0944 1852(7)
G-BHFD T.Otter (DIV)	1004 1045	G-BBXX Chieftain	1016 1543
G-AXDL T.Comanche (DIV)	1121 1136	G-BCGD Arrow n/s	1158 1050(7)
G-AVML BAC1-11 (DIV)	1249 1640	G-ASSE Cessna 182 (DIV) n/s	1330 1202(9)
OO-LAS Aerostar	1350 1519	G-BGMD T.Otter (DIV)	1408 1556
G-BKEL Cessna 206 W/T	1450	G-IONA F-27 (DIV)	1503 1646
G-BJCT Boeing 737	1505 1603	G-AVTK BAC1-11(DIV)	1547 2031
G-BIVY Cessna 172	1214	G-BIVY Cessna 172 n/s	1553 1213(13)
G-BGKE BAC 1-11 (DIV)	1634 2053	G-AVMV BAC 1-11 (DIV)	1645 2130
G-BEML Aztec n/s	1701 0824(7)	F-GAMP Cheyenne	1705 1734
G-BDCS Cessna 421B	1729 2038	G-AXDL T.Comanche n/s	1744 0855(7)
G-BGNA SD.3-30 (DIV) n/s	1747 0727(7)	G-BGZP T.Otter (DIV) n/s	1823 0739(7)
OY-BEM Cessna 414 n/s	2022 1944(8)		
7 N303CC Cessna 303 n/s	1336 1503(8)	G-OAPA Porter n/s	1713 0905(8)
8 G-BCKL Citation	0830 0840	G-BHXY Baron	0822 1546
G-BMTV Cessna 310	0931 1726	G-FISH Cessna 310 n/s	0943 ?
G-NDEB Chieftain n/s	1051 1551(9)	G-AWXX Aztec	1703 2143
G-BCKL Citation	1802 1817	G-BIED King Air F90	1804 1832
G-AVKE Arrow	1854 1945	G-BGRE King Air 200 n/s	1840 0724(9)
G-BADL Aztec	1925 2146		
9 G-JRPM Commander 690B	0901 0943	G-BAZA HS.125	0904 0914
G-KFIT King Air F90	0919 1027	G-OCAL Partenavia P.68B	1118 1139
G-BHFC Cessna 152	1221 1255	G-BKDD Jetranger	1306 1354
G-BOBI Cessna 152	1349 1416	G-BJMR Cessna 310 n/s	1422 1212(11)
G-RUIA Cessna 172	1423 1502	G-BDWY Cherokee	1457 1554
G-BAHN Baron n/s	1501	G-BJCT Boeing 737	1528 1630
G-JOAN AA-5B	1511	G-JRPM Commander 690B	1614 1632
10 G-CSNA Cessna 421C	0828 1554	G-BIZZ Citation	0830 0853
G-AVZV Cessna 172	1214 1436	G-BIZZ Citation	1309 1326
G-BGYL Boeing 737	1407 1520	PH-TVP Boeing 737	1850 1936
11 G-BCJM Cherokee	1058 1246	G-AWCD Jodel DR.253	1106 1142
G-SILV Cessna 340	1118 1205	G-BHKV AA-5A	1328 1412

LEADS/BRADFORD MOVEMENTS (Contd.)

11 G-BHWA Cessna 152	1343 1455	G-BHCN Robin HR.100	1352 1438
G-BFVB Boeing 737	1405 1453	G-BRIT Cessna 421C	1410 1528
G-BFTX Cessna 172	1425 1513	G-BCYL Boeing 737	1503 1600
G-BFTX Cessna 172	1541 1621	G-AZRC Aztec n/s	1613 1729(12)
G-BHMF Boeing 737	1645 1803		
12 G-BDOS Trislander (DIV)	1431 1657	G-BHJY Bandeirante (DIV)	1457 1614
G-OABI Cessna 421C (DIV)n/s	1508 0708(13)	G-WITT Navajo (DIV) n/s	2007 1144(14)
13 G-BFTR Long Ranger	1107 1347	N15SC Learjet 35	1306 1726
G-BHOV Partenavia P.68Cn/s	1320 0944(15)	G-IAIN Cessna 210	1428 1605
G-BHWE Boeing 737	1505 1559	G-BIVY Cessna 172 n/s	1506
G-HGGS Bandeirante (DIV)	2123 2154	G-BIRN SD.3-30 (DIV) n/s	2120 0958(14)
14 G-BBDO Aztec n/s	0853 1258(21)	G-BCPZ Commander 500S	0911 1002
G-SALA Cherokee Six	1057 1630	G-BJLO Navajo n/s	1653 1613(15)
15 G-SILV Cessna 340	1215 1328	G-NAIR Cessna 421B	1332 1501
G-BCPZ Commander 500S n/s	1620 0751(16)		
16 G-MCEO King Air 200	0905 0940	ST-AIT Cessna 404	1003 0851
G-SILV Cessna 340	1145 1213	G-BHAO Duchess n/s	1155
G-BIYO Navajo	1246 1425	G-OSLA Boeing 737	1504 1616
ST-AIT Cessna 404	1533	G-BIED King Air F90	1617 1652
N5372C Cessna 414A N/T	1639 1248(23)	G-IAIN Cessna 210	1654 1745
F-GAMP Cheyenne	1802 1807	G-MCEO King Air 200	1842 1905
17 EI-BGP Cessna 414A	0952 1544	G-LONG Long Ranger	1144 1243
G-CGFC Tomahawk	1217 1318	G-BGYL Boeing 737	1411 1527
18 G-IAIN Cessna 210	1306 1412	G-BECG Boeing 737	1347 1501
G-BKKO Cessna 182 N/T	1407	G-BHKV AA-5A	1416 1540
G-BGYL Boeing 737	1454 1606	G-BAZB Boeing 737	1827 1910
19 No movements			
20 G-OAKS Cessna 421C	0932 0946	G-BFRA Rockwell 114	1138 1319
EI-BLI King Air	1232 1614	G-BFVB Boeing 737	1512 1608
G-HELY Agusta A.109A n/s	1616 0905(21)		
21 G-KFIT King Air F90	1039 1108	G-BKIP King Air	1044 1633
G-BBDS Navajo	1054 1715	G-AYW Jetranger	1154 1241
G-BHFF Baron	1536 1838	G-HELY Agusta A.109A	1552 1649
G-BHOV Partenavia P.68Cn/s	1749 1025(23)		
22 G-CSNA Cessna 421C n/s	0840 1249(23)	G-FISH Cessna 310 n/s	0932 1114(27)
G-BBNE Navajo	1009 1642	G-BFOH Bell 47 (DIV)	1113 1257
G-EGRO Cessna 172	1208 1457	G-BGTY Boeing 737	1301 1306
G-AMFY Dakota	1304 1400	G-BGTY Boeing 737	1358 1451
G-KFIT King Air F90	1446 1451	OY-ASL Bandeirante n/s	1735 1126(23)
G-AVMR BAC 1-11 (DIV)	1759 2049	G-BGKG BAC 1-11 (DIV) n/s	1851 1305(23)
G-AVMT BAC 1-11 (DIV)	1925 2215	G-AVMW BAC 1-11 (DIV)	1938 2302
G-BMHG Boeing 737 (DIV)	2109 2321	G-BEME BAC 1-11 (DIV) n/s	2337 1234(23)
23 G-BSSL Queen Air	1049 1738	N5372C Cessna 414A n/s	1309
G-BAKS Jetranger	1339 1359	G-BFVA Boeing 737	1632 1731
G-AYVJ Aztec	1656 1733		
24 G-BJXX Aztec	1012 1151	G-RUIA Cessna 172	1102 1152
G-OPAT Duchess	1233	G-BJCU Boeing 737	1438 1522
25 No movements			
26 D-GLAN Seneca n/s	1608 1157(27)		
27 G-BFBD Partenavia P.68B	1006 1701	G-ATMF Cessna 210 n/s	1511
G-BFVA Boeing 737	1516 1611	D-GLAN Seneca n/s	1643 1138(28)
28 D-GLAN Seneca	1510 1555		

LEEDS/BRADFORD MOVEMENTS (Contd.)

29 G-SHJJ Cessna 414A	0948 1113	G-NORC Cessna 425 n/s	1130
30 G-HELY Agusta A.109A	1134 1154	G-AWUY Cessna 172	1148 1439
G-LOOK Cessna 172	1231 1411	G-AXSG Cherokee	1238 1341
G-AVLS Cherokee	1437 1504	G-BFVA Boeing 737	1514 1628
G-BHOW Baron n/s	1615 1235(31)	G-SILV Cessna 340	1650 1717
31 G-BFZO AA-5A	0858 1112	G-POWL Cessna 182	1108
G-AWCL Cessna 150	1154 1227	G-AVUG Cessna 150	1328 1403
G-BHCK Cessna 152	1346 1444	G-AXJJ Pup	1404 1502
G-OSLA Boeing 737	1447 1545	G-BJAG Archer	1500 1541
G-SILV Cessna 340	1527 1603		

LEEDS/BRADFORD MOVEMENTS REVIEW - December

A drop in the foreign visitors this month leaves us with a total of only 193 for the year. Two French Cleyennes on the 6th were F-GDAL and F-CAMP and they were joined by Aerostar OO-LAS and OY-BEW. Diverting in on the 7th was Cessna 303 N303CC and on the 10th the Air Malta Boeing 737 was PH-TVP for a change. Making its first visit on the 13th was Learjet 35 N15SC. Cessna 414 N5372C arrived on the 16th and stayed with Northair over Christmas. This months Irish visitors were Cessna 414A EI-BGP on the 17th and Beech C.90 EI-BLI on the 20th. Bandeirante OY-ASL diverted in on the 22nd and n/s and ending the month was Seneca D-GLAN which arrived on the 26th and did a few flights around the country before departing on the 29th. Visiting from Huddersfield on the 5th was Cessna 177 G-OADE once a prospective LBA resident. The Army Parachute Clubs Turbo Porter G-OAPA night stopped on the 7th. Aztec G-AWXW was doing the Genair flight Gatwick on the 8th when it suffered a nosewheel collapse, G-BADE came up with Mr. Thurston himself to look at it and it was flown away to Stansted for repairs. Another Aztec in trouble was G-BBDO which n/s on the 14th and was damaged by the wind on the 15th, it was repaired in YLA and left on the 21st. With Northair Cessna 414A G-BJBI returned to Gamston on the 6th and in its place Cessna U206G G-BKKJ c/n 6043 came back, this was joined on the 18th by Cessna 182 G-BKKO from Gamston. Departing on the 31st was Cessna 182 G-POWL which was delivered to Manston. A little bit more exotic was the Cessna 404 ST-AIT which left Northair on the 16th for Cranfield, this was G-OSHH in a new guise. Another quick paint job was Duchess G-BHAO which arrived on the 16th, went into YLA and departed on delivery to Sherburn as G-OPAT on the 24th. The other big news of the month was limited to diversions -- in not out. Starting on the 6th we had Citation G-BMCL, Twin Otters G-BGMD and G-BGZP and F-27 G-IOMA from Blackpool; BAC 111's G-AVMK-L-V, G-BGKE; B737 G-BREC, Twin Comanche G-AXDL, SD3-30 G-BGNA from Ringway plus various smaller things. On the 12th it was the turn of Humberside to close and we took Trislander G-EDOS, Navajo G-WITT, Cessna 421C G-OABI and Bandit G-BHJY. On the 13th we had SD3-30 G-BIRD from Ringway and Bandit G-HGGS from Humberside. On the 22nd it was once again the turn of Ringway with BAC 111's G-AVNR-T-W, G-BBME. G-BGKC, B.737 G-BMHG joined by Bell 47 G-BFOH which could not make Liverpool.

Rumour has it that there are six Agwaggons currently at Gamston registered to Northair which are to come to LBA for C of A and repainting for delivery to Egypt, since G-BKKJ and G-BKKO arrived at Gamston without us knowing this could be possible.

The enquiries regarding B.747 flights into LBA, reported in the local press, were from Waddair and World Airways.

It is rumoured that, after the runway extension is completed, Aviogenex will take over the flights to Pula.

Callsign tie-ups:- 1st. G-WTVC/Peregrine 530; 6th. G-BKCD/McLine 287; G-BREC/ AE669Q-654Q, G-BHFD/Metropolitan 051, G-AXDL/Neatax 801/3, G-BGNA/Loganair 562Q-563Q, G-BGMD/Spacegrand 222Q/223Q, G-BGZP/Spacegrand 226Q, G-BGKE/Speedbird 5217-920Q, G-AVMK/Speedbird 930Q, G-AVNL/Speedbird 5493-952Q, G-AVMV/Speedbird 952D-5498Q; 8th. G-AWXW/Genair 133; 11th. G-BRIT/Express 022; 12th. G-BHJY/Euroair

Callsign tie-ups:- 1101; 13th. G-BIRN/Loganair 568, G-HCGS/UK575-EZ501; 16th. G-MCEO/Colt 01, G-BIYO/Neatax 702-3; 18th. G-BGTV/Orion 102 (overflight); 22nd. OY-ASL/HG842, G-BGTY/Orion 102 (crew training), G-BMHG/AE664Q, G-AVMR/Speedbird 953-953DQ, G-AVMT/Speedbird 5497-8, G-AVMW/Speedbird 913Q, G-BGKG/Speedbird 5217, G-BBME/Speedbird 921.

Overshoots:- 1st. XX500/F94, XW419/C19 J. Provost; 2nd. XX500/F10, XX500/F92, XX500/FYT92, XX493/FYT94, XS734/FYNO4 Dominie; 3rd. XX498/FYT11; 6th. XX500/FYT11; XX494/FYT92; 7th. XW320/L71 J. Provost; 8th. XX498/FYT88, XX482/FYT86, XX498/FYT88; 9th. XW419/? J. Provost, XX482/FYT92; 10th. XW326/CFR05 J. Provost, XX493/FYT80; 13th. XW326/C86 J. Provost; 14th. XW326/CFT72, XW326/C62 J. Provost's, XS711/FYNO8 Dominie; 16th. XW326/CFT62; 21st. XS731/FYNO9 Dominie.

From & to:- 6th. F-GDAL F Lille T Chateroux, OO-LAS F/T Antwerp; 8th. F-GDAL F Chateroux T Lille, OY-BEW T Billund; 13th. N15SC F Exeter T Luton; 26th. D-GLAN F Gatwick, did flight to Squires Gate on 27th, and Ronaldsway on 28th.

On the 20th Phantom FG.1 XV581/'E'/6YS75 of 42 Sqn. at Leuchars did an overshoot.

<u>Movement Statistics:-</u>	<u>Air Transport</u>	<u>Total Movements</u>	<u>Transits</u>
December 1982	999	2773	273
December 1981	633	2129	220
Jan - Dec 1982	13487	39922	4703
Jan - Dec 1981	11429	42201	4968

27 flights were diverted due to fog or crosswinds, these accumulating on the 3rd/7th/9th/15th December.

December 1982 - Commercial Movements:-

Air Transport Movements	999
Empty Positioning flights	21
Other commercial flights	28
	<u>1048</u>

LEEDS/BRADFORD AIRPORT - AIRLINE DIVERSIONS IN - DECEMBER 1982

<u>REG.</u>	<u>AIRCRAFT</u>	<u>FLT.NO.</u>	<u>FROM</u>	<u>(TIME)</u>	<u>FLT.NO.</u>	<u>TO</u>	<u>(TIME)</u>	<u>DIV.FROM</u>
<u>Tuesday 30th November</u>								
G-BFZL	Viscount	BD248	Glasgow	(2148)	BD271	Belfast	(01/0945)	E.Midlands
G-BAUR	Friendship	BD276	Belfast	(2214)	BD201	Amsterdam	(01/0953)	E.Midlands
<u>Monday 6th December</u>								
G-BNOR	Boeing 737	AE669	Tenerife & Cardiff	(0930)	AE654	Malaga	(1229)	Manchester
G-BHFD	Twin Otter	DARD51	Newcastle	(1004)	DARD51	Cardiff & Bournemouth	(1045)	Manchester
G-AVNL	One-Eleven	BA5493	Belfast	(1249)	BA952	Paris CDG & Dusseldorf	(1640)	Manchester
G-BGNA	Shorts 330	LC562	Edinburgh	(1309)	LC563	Edinburgh	(1350)	Manchester
G-BGMD	Twin Otter	SG222	Isle of Man	(1408)	SG223	Isle of Man	(1556)	Blackpool
G-AVTK	One-Eleven	BA845	Dublin	(1547)	BA930	Amsterdam	(2031)	Manchester
G-IOMA	Friendship	JE321	Isle of Man	(1503)	JE322	Isle of Man	(1646)	Manchester
G-BGKE	One-Eleven	BA5217	Jersey	(1634)	BA920	Brussels	(2053)	Manchester
G-AVMV	One-Eleven	BA952D	Glasgow	(1645)	BA5498	Belfast	(2130)	Manchester
G-BGNA	Shorts 330	LC566	Edinburgh	(1747)	-	Manchester	(07/0725)	Manchester
G-BGZP	Twin Otter	SG226	Isle of Man	(1823)	-	Blackpool	(07/0739)	Blackpool
<u>Sunday 12th December</u>								
G-BHJY	Bandeirante	EZ1101	Aberdeen	(1454)	EZ1102	Tees-side	(1606)	Humberside
G-BDOS	Trislander	*-	Luton	(1331)	*-	Deuville	(1657)	Humberside

AIRLINE DIVERSIONS (Contd.)

Monday 13th December

G-BIRN Shorts 330 IC568 Edinburgh (2120) IC561 Edinburgh (14/0958) Manchester
G-HGGS Bandeirante UK575 Amsterdam (2124) EZ501 Luton (2154) Humberside

Wednesday 22nd December

G-AVMR One-Eleven BA953 Dusseldorf (1759) BA953D Glasgow (2049) Manchester
G-BGKG One-Eleven BA5217 Jersey (1851) BA963 Frankfurt (23/1305) Manchester
G-AVMT One-Eleven BA5497 Belfast (1925) BA5498 Belfast (2215) Manchester
G-AVTW One-Eleven BA913 Milan -
Linate (1938) BA930 Amsterdam (2302) Manchester
G-BMHG Boeing 737 AB673 Las Palmas (2109) AB664 Gatwick & (2321) Manchester
Tenerife
G-BBME One-Eleven BA921 Brussels (2337) - Manchester (23/1234) Manchester

Flight Prefix Codes

AE	- Air Europe	EZ	- Euroair	SG	- Spacegrand
BA	- British Airways	JE	- Manx Airlines	UK	- Air UK
BD	- British Midland	LC	- Loganair	*	- Kondair
DARD	- Dan-Air/Metropolitan				

LOCAL AIRLINE REVIEW

Air Atlantique operated a charter through Leeds/Bradford on 22nd December using their Dakota 4 G-MPY. The aircraft positioned from Exeter in the early afternoon to take car components on behalf of the Ford Motor Company to Maastricht using the flight number DG222.

Air Malta operated their last flight of the Thomson Holidays winter series into Leeds/Bradford with Boeing 737-2K2 PH-TVP on 10th December. This was the only aircraft to appear in the full Air Malta scheme as PH-TVD which appeared in November was painted white overall with small black titles on the port side only. The flight on 3rd December diverted to Manchester due to fog at Leeds/Bradford and was operated by PH-TVC.

Britannia Airways used the following Boeing 737 aircraft through Leeds/Bradford during December. The date of operation follows the flight number.

G-BAZH EY110/18
G-BAZI EY110/04
G-BEOG EY145/18
G-BFVA EY145/04 EY083/23 EY024/27 EY033/30
G-BFVB EY145/11 EY024/20
G-BGYL EY146/04 EY022/10 EY146/11 EY022/17 EY146/18
G-BHWE EY083/02 EY024/13
G-BHWF EY110/11
G-BJCT EY024/06 EY083/09
G-BJCU EY022/24
G-OSLA EY083/16 EY022/31

Centrelines operated a charter into Leeds/Bradford from Aberdeen on 22nd December with the leased Bandeirante OY-ASL using the flight number HG842. The aircraft was returning workers from the North Sea rigs for the holidays and after remaining overnight departed empty to Wick using the flight number HG850P.

Genair Services through Leeds/Bradford have been revised from January which will mean an overall reduction in frequency of a third for weekdays and a half for weekends. There will be no aircraft based, with the flights being operated with either the Tees-side or the Liverpool based Shorts 330. The new timings are as follows:

Non-Fri - BR/EN154 FME-0725LBA0735-LGW - BR/EN131 LGW-1045LBA1055-FME
Sat+Sun - BR/EN136 FME-0825LBA0835-LGW - BR/EN137 LGW-1145LBA1155-FME
Non-Fri - BR/EN134 FME-1710LBA1720-LGW - BR/EN132 LGW-2045LBA2055-LFL

LOCAL AIRLINE REVIEW (Contd.)

Orion Airways decided to perform some crew training at Leeds/Bradford in preparation for the Cosmos series which starts on 4th January. On 18th December Boeing 737-2T5 G-BGTV using the callsign KG102 arrived from East Midlands but only carried out one low overshoot before going straight back to base. On 22nd December Boeing 737-2Q8 G-BGTY using the same callsign of KG102 arrived from Birmingham and carried out various landings and an apron stay before departing for East Midlands.

Accident to Aztec G-AXXJ on 8th December

Upon calling the tower Genair 133 informed them that he was experiencing a 'minor' problem and may have to overshoot from that approach. The tower enquiring the nature of the 'minor' problem was told that only two of the three green lights indicating locked undercarriage were lit.

The bulbs on the instrument panel were not found to be defective therefore the aircraft made an orbit before commencing a low overshoot of runway 28. The fire service were positioned so as to enable them to inspect the nosewheel by use of a spotlight. Meanwhile a telephone call had been made to Eastern operators to try to clarify the problem and to discover what action to take.

A decision was made to attempt the landing as everything seemed to be in order. It was believed that the Aztec may land safely if a gentle touchdown was executed, with gentle lowering of the nosewheel.

The aircraft subsequently touched down mainwheels first on runway 28. Upon ground contact with the nosewheel, the assembly collapsed and the aircraft came to grief sliding to a halt some 20 m. from the intersection with runway 33.

Fortunately there were no injuries to the persons on board.

Sherburn Movements - Oct/Nov 1982

21/10. G-CADE F N'thorpe; 26/10. G-AXJJ F Crosland Moor T LBA; 27/10. G-AMUG F/T Grindale; 31/10. G-AYFE F/T Doncaster; 2/11. G-BDWB F Humberside T Tolsside; 7/11. G-EDD F Barton T Sproatley, G-BEFC F/T LBA; 9/11. G-BHDR F Brough T Humberside; 13/11. G-BMTV F/T Scoresby, G-AYUC F Tollerton T Sturgate, G-BHAC F Leavesden, G-BIUN F/T N'thorpe, G-AZMV F/T Rufforth, G-AZID/HULL F/T Grindale; 16/11. G-IFTR F Norton T LBA, F LBA T Battersea; 20/11. G-BMTV F/T Scoresby, G-BECA F Squires Gate T Ringway, F-BOMB F Squires Gate; 27/11. G-AMCD F/T Bagby, G-BGMJ F Leeming n/s; 30/11. G-IGLH F/T Grindale.

Sherburn Movements - Dec. 1982

5th. G-BEFE F/T Doncaster, G-OVER F Squires Gate; 9th. G-BHRH F Usworth; 10th. G-AXJJ F/T Crosland Moor; 11th. G-AMPJ F/T Humberside, G-BHDR F Brough, G-AOY F/T ?; 14th. G-BCZF F/T Booker; 18th. G-AZID F/T Grindale, G-BING F/T Humberside; 21st. G-BAEX F/T Melbourne; 22nd. G-BGAB F/T Humberside; 23rd. G-AZPA F/T Talgarth; 28th. G-AVRY F/T Barton, G-AZSG F Doncaster T N'thorpe, G-BGMJ F Bagby; 30th. G-BHFI F/T Crosland Moor.

Cessna 177 G-CADE arrived from Netherthorpe on 21/10 and is now resident. Beech Duchess G-BHAC arrived from Leavesden on 13/11 and during the following week did demonstration flights mainly for Ray Holt (Drainage) Ltd. This was purchased by them and re-registered G-OPMT and first flight with these markings was to Kirkbride on 28/12. Cessna 182 G-ORAY is now for sale. Enstrom G-BBHD has been using the field during power line inspection on the following dates 24/11; 8,9,10,16,29,30, 31/12.

Hot-Air Balloons at Harrogate - January 1st/2nd/3rd 1983

The weather spoilt things on the 1st & 3rd, but Sun. 2nd was ideal, this is the list of participants:- Cameron Balloons - G-AZER/BCTN/EDGP/BDSF/BECK/BLND/BENN/BEPO/BGAZ/BHKK/BHBN/BHNC/BIUL/BJZA/BLPF/BKIX/HOST/SNOW/WAAG. Thunder Balloons - G-BEJB/BECC/BCCG/EDGH/BGRS/BHXT/BIZU/BJSW/DICK/DIRT/PBS/THOM/VIVA. Colt Balloons - G-LDYS/TTWO. Western Balloon - G-AZJI. Thundercolt Airship - G-PSPS.

FOREIGN VISITORS TO LBA 1982

A40-AA Gulfstream II	183	F-BVPB Corvette	6
C-GRDP Westwind	188	F-BVFG Corvette	25
C-GVJT Cessna 441	090	F-BVPR Falcon 10	5
D-CCAD Learjet 35A	263	F-BVRD Beech 200	BB-44
D-CCCA Learjet 35A	160	F-BXAZ Aztec	27-7405437
D-CONU Falcon 20	383	F-BXPP Aztec	27-7654053
D-EBLS Cessna FR172G	0207	F-EYCC Falcon 10	76
D-ECGN Cessna PA150	0116	F-GAM Cessna FR172J	575
D-EITY PA-28RT	8031063	F-GAMP PA-31T	7720029
D-EJDS PA-28R	7737071	F-GAPR Cessna 421E	0951
D-GDEC PA-34	7870272	F-GBFB Beech 90	LJ-98
D-GLAN PA-34	7350110	F-GBQU Cessna F172	1905
D-IACH Cessna 421C	0672	F-GCFI PA-31T	7904050
D-ILNA Cessna 310Q	799	F-GCOI TB-10	154
D-LATC Citation	0116	F-GCPV FH-227B	526
D-IATH Cessna 414	0914	F-GCON Cessna 425	0036
D-IBAH Beech 200	BB-334	F-GDAL PA-31T	7620057
D-IBCI Beech 200	BB-932	F-GDAV Learjet 23	017
D-IBFL Cessna 404	0092	F-GDHK Gulfstream III	340
D-ICCC Citation	0269	HB-DGE Mooney 20K	25-0389
D-IFBH Cessna 414	387	HB-GTE Beech 95-55	TC-1495
D-IFMU RU-2P	392SA	HB-CGU Beech E90	LW-315
D-IGFY Cessna 414A	0480	HB-GHC Beech C90	LJ-969
D-IIUK Beech 95-55	TC-1885	HB-VEH Learjet 35A	068
D-IIVB Cessna 421C	0828	I-FKET Falcon 20	279
D-IKAP PA-31	8012078	I-FLYC Learjet 35A	298
D-ILBA PA-31	7812117	I-KISS Learjet 25B	193
D-ILVO Beech 56TC	TG-21	I-LLLL Beech 200	BB-643
D-IMEI Beech Duke	P.145	I-TELM Rockwell 690B	11506
D-IMWT Rockwell 690B	11488	JY-AFE Learjet 35	75
D-INEF Beech 200C	EL-11	LN-AFB Cessna 425	0059
D-INJA PA-31	7512008	LN-LFC Citation	0262
EI-AOB PA-28	20667	LN-EWG Convair 580	042
EI-BCL Cessna 182	64300	LN-EWN Convair 580	114
EI-BDP Cessna 182P	60867	LN-NPI F-27 100	10266
EI-BEC Boeing 737	21715	LN-NPM F-27 100	10287
EI-BEO Cessna 310Q	0233	LN-PAA PA-31	7952113
EI-BFT Beech 200	BB-438	LN-PAC PA-31	7612028
EI-BGP Cessna 414A	0016	LN-SAP Metro II	TC-374
EI-BHC Cessna F177RG	0010	LN-SUL F-27 100	10248
EI-BIP Beech 200	BB-687	LN-VIH Cessna 421C	0045
EI-BIS Robin 1180TD	268	LX-YES Cessna T210L	60012
EI-BJL Citation II	0039	N11F Cessna 421B	0872
EI-BJY Beech 200	BB-800	N15SC Learjet 35	139
EI-BLI Beech C90	LJ-985	N40GS Citation II	261
EI-BLJ Cessna T210E	0337	N68KA Beech 200	BB-793
EI-BLW Aztec	27-3173	N121AM Falcon 20	310
EI-BMK Cessna 310Q	0919	N191C Falcon 20	195
F-BLTZ PA-24	2753	N201AM Mooney 20J	24-0387
F-BLL Apache 235	27-602	N303CC Cessna 303	5
F-BPFS Cessna 337C	0839	N372CC Citation II	372
F-BRAS PA-31	281	N400J Gulfstream II	196
F-BRNL Learjet 24B	183	N734KP Cessna P210N	0606
F-BRUY Gulfstream II	43	N10242 Cessna 210L	59704
F-LSBU Falcon 20	263	N1036S F-27	10134
F-BTDA Jet Commander	145	N14496 Cessna F172M	1042
F-BUTD Cessna 421B	0031	N2708D Cessna 335	0030
F-BUUF Aztec	27-7305209	N2743N Cessna 414A	0811
F-BUUV Learjet 24B	195	N2899P Cessna 441	0003
F-BVEC Learjet 24D	271	N33773 PA-28R	7535192

FOREIGN VISITORS TO LBA (Contd.)

N4209K Citation	0164	OY-BLG Learjet 35	022
N4383R Cessna 172A	63133	OY-ERK PA-31P	29
N5131T Cessna R182RG	1821	OY-ETZ PA-31	7752031
N5372C Cessna 414A	110	OY-CLF PA-31	7405442
N5531N Cessna 182H	67773	OY-DRH Riley 65	35407
N5647S Maule M.5	A7345C	OY-RYT Cessna 421B	0248
N6101Y Cessna T210W	64251	OY-SBR Corvette	23
N6305X Cessna 340A	0476	OY-THR Cessna F172M	0991
N6569X Cessna TU206G	05951	PH-ALA PA-31T	8020083
N6772B Cessna 425	0020	PH-ARB TB-10	55
N68719 Cessna 340A	1528	PH-ECO PA-31	8052174
N9164N Beech 95	TC-574	PH-JFG Cessna 310Q	0687
N9698Y Cessna 210N	64576	PH-KFH F-27	10256
OE-GLF Falcon 20	323	PH-MAO DC-9-33F	47363
OO-DBH Cessna 310R	0118	PH-OTH PA-31	7552075
OO-DIL Cessna 210	60712	PH-PRM PA44	7995279
OO-EOD Beech F33A	CE-291	PH-SYA PA-32RT-300	7885212
OO-FLS PA-32	7940074	PH-SYC PA-34	8070209
OO-JPJ PA-34	7350335	PH-TSM PA-31	7852161
OO-JPW PA-28R	7635397	PH-TVD Boeing 737	20943
OO-LAS Aerostar	61P-0492-201	PH-TVP Boeing 737	21397
OO-MRF Aerostar	61P-05540238	PH-VWM Cessna 310R	1250
OO-RAP Aerostar	61-0273-105	SE-DDE Citation	0063
OO-RIA Cessna 207A	0569	SE-EYE Aztec	27-3677
OO-RVT P-68B Victor	156	SE-FYP PA-34	7250093
OO-SEL Citation	133	SE-GDI PA-31	7405156
OO-VPQ Falcon 20	315	SE-GIT PA-31	7512041
OY-ARJ Cessna 414	0614	SE-GNI PA-31	7652083
OY-ARV Mitsubishi MU2G	35-635	SE-GPY PA-34	7770010
OY-ASL Bandeirante	165	SE-GRZ PA-32RT-300	7680231
OY-AZG Beech 90	LW-297	SE-IAS PA-31	7912028
OY-AZN PA-31	491	SE-ILO Cessna 340A	0613
OY-BEW Cessna 414	0934	SE-IIB Beech C90	LJ-723
OY-BGI PA-34	7250260	SE-IIU Beech /90	LW-106
OY-BGK PA-31	7305019	SE-ILZ PA-34	7970113
OY-BIS Mitsubishi MU2J	35-630	ST-AIT Cessna 4D4	0410
OY-BJZ PA-34			

AIRLINE REVIEW

AIR EUROPE are to operate an IT flight for Solar Holidays from Humberside to Palma from May. The flight will operate on a Mon. arriving Humberside at 14.05 and departing at 15.05 and according to an airport spokesman, it will be able to fly direct with a full load as long as the temperature does not rise above 20°C! It will be interesting to watch it take off as the max. runway length is 5000 ft. B.737's G-BJXL/L, returned to Air Florida at the end of lease on 31/10. The two B.737's going to Air Florida for the winter are believed to be G-BJFH and G-DDDV.

AIR UK The CAA have revoked their LBA - IOM licence at the airlines own request. As yet, it is not known if it will be operated by another airline except for the rumour about Genair mentioned in November's mag. The airline is negotiating with WDL for a joint operation on the Southend - Dusseldorf service. Air UK have disposed of Bandeirante G-BKEG (ex G-OBIA), the aircraft departing from Norwich on 9th December for a customer in North America. As a result of the Bandeirante shortage the company are leasing in equipment to operate the Humberside to Amsterdam route. In December Euroair aircraft were used but Fairflight are due to take over from January. Jetstream 31 and Shorts 330-200 aircraft are being considered by the airline as replacements for the Bandeirante fleet. Friendship G-BAKL was leased to British Midland in November but retained the Air UK scheme and was replaced by G-LHMW from the middle of December.

AIRLINE REVIEW (Contd.)

BRITANNIA The leased B.737's G-BJZV/W were returned to Quebecair on 6/11; G-BKET has been returned to Transavia as PH-TVD on 1/11 and this is now operating for Air Malta.

BRITISH AIRWAYS have arranged to sell 6 Tristar 1's to the RAF as tankers. This is seen as another way for the government to make BA profitable before 'privatisation'. The airline have also re-introduced B707 on the Heathrow - Amman - Dar-es-Salaam - Lilonge route. Are reported to have lost 18% of traffic on the Heathrow - Glasgow shuttle since BNL commenced operating on the route.

BRITISH MIDLAND have been using Air UK F-27 G-BAKL during November and December to supplement their own F-27 fleet. The leased F-27 PH-KFH has been re-registered G-EMAE. Another F.27-200 Friendship has been purchased ex S2-ABF and VT-DUT (Bangladesh Biman) c/n 10302 and is registered G-EMAP, it was delivered ex Nice on 20/11. Returned from Best Airlines is DC-9-15 G-EMAC, seen at EMA on 4/1. Expected is another DC-9-15, ex KLM to be used on the London - Edinburgh route from April.

GENAIR have only bought Casair's licenced services and SD330 G-OCAS the air taxi operations are now operated under 'Pressair'. The dispersal on the SD330 fleet is as follows:- 2 aircraft at Humberside and 1 each at Liverpool, LBA and Tees-side. Had their first Shorts 360 G-BKKT delivered to Humberside on 20th December. The aircraft is painted in the blue and gold BCAL Commuter scheme which also appears on Shorts 330-100 G-BKIE. The 36 seater aircraft will be used on some Humberside - Norwich - Heathrow schedules plus the new three times a week Humberside to Esbjerg service which commences on 17th January. Shorts 330-200s G-EMSI and G-BKDO remain in the Eastern titles and colour scheme with G-OCAS remaining in the Casair colour scheme. Bandeirante G-RLAY is currently on lease to Manx Airlines and retains the old Genair livery with Manx titles applied on the fuselage.

JANUS AIRWAYS commenced services from Lydd on 13/12 to Ostend on 5 days of the week. A second Herald is to be obtained for the summer when further destinations will be added.

QANTAS will be operating into Ringway on a twice a week basis from April.

LEEDS/BRADFORD AIRPORT DEVELOPMENT

Recent adverse weather conditions have caused some difficulties in certain areas of the construction work but excellent progress continues to be apparent.

Road Works

Excavation for the Victoria Avenue Tunnel is now complete. Structural foundations and the centre pier for the tunnel are being constructed. Kerb laying and blacktop have been completed on several stretches of road diversions and considerable lengths of dry stone walling have been built. The general appearance of all the road diversions is pleasing and will undoubtedly be environmentally beneficial to the area when the scheme is completed. The next major event will be a temporary diversion of the A658 in the vicinity of the new roundabout. The diversion will be brought into use later this month, weather permitting.

Airfield Lighting

A new airfield lighting control centre for runway 33 is under construction whilst at the same time cables and foundations for the new 33 approach lights are being installed. It is hoped to have the majority of the new approach lights for runway 33 operational by February. The dramatic improvement in approach lighting will make a significant contribution to regularity of services and will be welcomed by airlines and particularly by their pilots.

Freight Area

Surface work in the freight area is well advanced and all the new buildings except the Freight Agent accommodation have been constructed. Internal fittings and finishes are being applied. Work has commenced on Freight Agent accommodation to provide twelve individual self-contained units, immediately adjacent to the new Freight Transit Shed. The Airport Authority has applied for formal Customs approval of the new Freight Area.

AIRPORT DEVELOPMENT (Contd.)

Miscellaneous

The Fire Station extension is substantially completed together with additional office space and comfort facilities. Work continues on fitting out the electricity sub-station extension.

Terminal

It is hoped to commence terminal construction work towards the end of 1983 but the extension will be built in phases to enable the airport to continue to function during the works, and also because of financial constraints. The first phase should be ready for occupation by the end of 1984 with the second phase available a year later. Subsequent phases will depend on proven necessity.

Helicopter Activity:- 11th. G-BBFE/Huddersfield (10.05); 13th. G-MAGI/Wakefield Post House (10.45); 17th. G-LONG/Huddersfield (15.00); 18th. G-BKFB/Barnsley (09.40); 21st. G-BLLY/Sheffield (09.15).

The latest report on local residents.

Based at Bagby (East Point), Thirsk - G-AVGZ/ANCD/BDWA Jodel's, G-BDJC Tailwind, G-BHUO/BIAO Evans VP-2's, G-AVZP Pup, G-BGXA Cub.

Based at Kirby Wiske (on the A167 Topcliffe to Northallerton road, North of Eusby Stoop) is G-AVLY Jodel D.120A.

Based at Carleton, SW of Skipton is G-CPTS Jetranger.

A microlight (registration unknown) is based at a farm on the main road from Addingham to Skipton.

GLIDERS - CHIPPING, Lancs.

There can be nothing more friendly and exhilarating than to watch graceful and colourful sailplanes being winch-launched from a grassy field beside a backdrop of hills or moors, especially on a sunny summer day. The delightful little gliding field of Chipping, about 10 miles NE of Preston, has all these qualities. No problems of access or photography, no difficulty in getting fine action shots, and no swarms of other enthusiasts. Inevitably one gets quickly involved in discussing the state of the thermals above Bowland Forest, or in assisting the movement of the gliders.

The field is owned, surprisingly, by the Fylde Gliding Club. To reach it from Leeds, travel to Skipton and then on to Clitheroe and Longridge. From here take the B6243 to Hesketh Lane, and then by minor lanes to the airfield. There are two small hangars, but most gliders are kept in trailers. On a visit in May 1982 the following gliders were based there. (note how many are 'vintage' machines).

EGA no.	Competition letters	Competition nos.	Type	Former identities
916	(BET)	600	Slingsby T.43 Skylark 3E	
948	(LGE)	-	Slingsby T.21B	RATGSA 282
1016	(BJX)	-	Slingsby T.43 Skylark 3G	
1050	(BLH)	238	Slingsby T.50 Skylark 4	
1056	(BLP)	-	Olympia 2E	
1105	(ENQ)	-	Slingsby T.50 Skylark 4	
1250	(BUS)	-	Slingsby T.51 Dart 17R	
1302	(BWW)	-	BR.905 Fauvette	G-LPUU, F-CCIE
1303	(BWX)	-	BoN Olympia (built from parts)	
1319	(BXP)	-	Slingsby T.45 Swallow	
1328	(BXY)	-	BoN 460	
1496	(CEZ)	-	Schleicher ka6E	
1753	(CRT)	-	Schleicher ASK-13	
1781	(CSA)	-	Schleicher Rhonlerche	D-6502
1835	(CVF)	-	Schempp Hirth Cirrus VTC	/561
2201	(DLN)	561	BR905s Fauvette	F-CCIR, RATGSA/

GLIDERS (Contd.)

Of these 13 gliders of especial interest is the vintage Rhonlerche BGA1781 and the two Breguet Fauvettes BGA1302 and 2201 with their distinctive butterfly tails. The former of the two flew for many years as G-APUU.

AIRWAYS

Sightings during December were not exceptional with little of note being seen. With the continuing EL AL strikes the LY811/812 and LY851/852 flight through Amsterdam should be of some interest. Both flights in December were operated by L747F - but as both were absolutely overhead it was not possible to see the colours. The American DC10 flight, AA51, is regularly coming up Amber One now and usually passes POL around 11.30. A variety of military transports this month with the less common WGAF 10404 and the French IM8801. There are always U.S. military aircraft using different callsigns:- Patioll, Drake 34 etc., and though often these are C130s (the flight level usually tells) there are regular flights with KC10, E3 and even B1's. Star of the month on 21st along Blue 1 going east in mid-afternoon was Aer Turas (QT) 498, a DC8, and therefore EI-PNA, (ex LX-ACV), which apparently still flies in its LX- markings. Aeroflot flights average two a day through Shannon and are now including IL76 on occasions, (I've yet to see one), using the flight number SUI331. A new version, the IL76TD, with extended range and payload is in service.

Requests for flyover tie-ups of oceanic and non-British I.T. flights should be sent to B. Rigg now for January (and 1982 back dates) in alphabetical and day order, don't forget the s.a.e.

Keep listening on 131.05 MHz. and you'll be amazed at what you see - and maddened at what you miss. Like Arista DC8 SE-DDU, N300P Gulf 3 and F-GDCN Learjet - all within quarter of an hour, followed by N111MF B707 and all flying using the registration for a callsign.

For any HF listeners who do not know, all the frequencies used are to change from 1.2.83. Below are listed the North Atlantic changes - I have others if anybody is interested.

NAT A (Gander, Shanwick, Lisbon, Santa Maria, San Juan, Paramaribo, New York)

2931 becomes 3016

5610 " 5598

8945 " 8825

NAT B (Gander, Shanwick, Iceland, Santa Maria, New York)

2987 becomes 2899

5673 " 5616

8889 " 8864

NAT C (Gander, Shanwick, Iceland, Santa Maria)

5638 becomes 5649

NAT D (Gander, Shanwick, Iceland, Fodo, Cambridge Bay, Churchill, Frobisher Bay, Søndrestrømfjord)

2868 becomes 2971

5624 " 4675

8910 " 8891

11303 " 11279

OUT & ABOUT

MILAGA - 13/8/82 - PH-TVR, TVS B.737's (Transavia); OY-LPR, MEB B.737's (Maersk); LN-SUD B.737 (Iraklithens); N356AS B.747 (Scanair); OY-SAU B.727 (Sterling); OY-SAE Caravelle (Sterling); D-AERP Tristar (LTU); OO-TEF Airbus (TEA); I-NA Sa T. Comanche.

MANCHESTER - 24/10/82 - N652PA, N655PA B.747 (Pan Am); VH-EBH, N805FT B.747 (Quantas, Flying Tigers); N781FT DC8 (Flying Tigers); OO-CNV C.210.

OUT & ABOUT (Contd.)

ELMDON - 24/10/82 - G-ROOT Jetranger; G-JORR Ecureuil; G-BLVP Bell 47; CS-TBH B.707 (TAP); F-GCTT Falcon 10.

COVENTRY - 24/10/82 - N88YA DC-3; N500LN Hughes 500; N1344 Ryan; F-GCTP King Air 200.

MANCHESTER 27/11/82 - ZS-SPE B.747 S.P. (S.A.A.); 9Y-TGN Tristar 500 (B.W.I.A.); VR-HID B.747 (Cathay Pacific); N735PA/741PA B.747's (Pan Am); N53110 B.747 (T.W.A.), VT-EBO B.747 (Air India); G-IGAT, BHDI, DJ DC.10's (B.CAL.); N102TV DC.10 (Air Florida); VP-WKR B.707 (Air Zimbabwe); 9J-AFB B.707 (Zambia A/W); N600JJ B.707; OH-LYI, LYP DC9's (Finnair); D-ABHN, AEFU B.737's (Lufthansa); LN-FOH Electra (Fred Olsen); 1612 C.130 Hercules (Royal Saudi AF); XV103 VC.10.

WARTON - 19/10/82 - D-CITA Learjet 35; D-COSA Hansa Jet.

LANZAROTE 11, 14, 16, 18th /11/82 - EC-BHP, DIJ DC9's (Iberia); D-AHLA Airbus Hapag Lloyd; LN-BUK B.737 (Ereathens); EC-CIC PA31.

BOURNE-MOUTH (Hurn) - 1-2/11/82 - KN697 Sea Vixen; YA-PAW B.727 (Ariana); ZS-RSC Hercules (Safair); EI-BEL Commander; G-BECC/BESW/ECEN Islanders; G-BHFD Twin Otter; G-BEYV Trislander.

HEATHROW - 2/11/82 - HB-VFZ Learjet 35; G-JJSG Learjet 35; N150EG Falcon 50; HB-VIM Falcon 20.

LUTON - 29/10/82 - N902CL DC10; N1624 Gulf 2; G-ONPN HS.125; G-CXMF Gulf 2; G-ARIR Viscount (Inter City).

THE ROYAL CANADIAN AIR FORCE at LINTON-ON-OUSE 1942 - 1945

THE HALIFAX OPERATIONS, APRIL 44 - OCTOBER 45

The role of Linton-on-Ouse changed markedly during May 44 when both squadrons were assigned to close support of the allies in France. On 11th April 44 they began preparing for this new role after re-equipping with Halifax Mk III bombers. The change to Halifax aircraft was not entirely welcome, many "old-timers" preferring to complete their tours on Lancasters. However, on 19th April 44, 426 Squadron's Halifax flew their first operational sorties, carrying out sea searches, and on 7th May 44 the first bombing operations were undertaken.

426 and 408 Squadrons participated in intense air activity over France throughout May 44. The tactics employed gave powerful support to the allies' Tactical Air Forces in order to seal off what was to be the future battle area of Normandy. Rocket sites, which were being prepared at Pas de Calais, were also pounded by both squadrons. This formed part of a mass effort by Bomber Command. On 9 and 10th May 44 railway targets in Belgium were attacked. These attacks were reported as being well coordinated and successful but, unfortunately, 426 Squadron lost 2 aircraft. Linton was honoured when, on 18th May 44, Prime Minister Churchill visited the station. However the activity of the station was not curtailed and on the same day, 426 Squadron launched an operation against the shore defences at Nierville and Franceville.

The next important victory came on 2nd June 44 when No 426 and 408 Squadrons were involved in a concentrated attack against heavy anti-aircraft batteries at Neufchatel South of Boulogne. The aircraft descended to 7200 ft, half their normal operational height, to make the attack in order to obtain better accuracy. As a result one of 426 Squadron's aircraft was hit by flak. On 6th June 44, the evening of D-Day, both squadrons took off on an incredible mission to bomb a bridge, road and rail junction at Coutances. The target was a key point in the German communication system through which reinforcements and supplies would move for the defence of the French coast. The attack was a tremendous success for, in the light of experience gained on 2nd June 44 the bombers were flown at only 1800 ft. to ensure accuracy. FS Selfe was awarded the Distinguished Flying Medal for his courage. Attacks on targets in direct support of the allies continued throughout June and July, the most difficult and well defended target being the V2 launch site at L'Hey attacked by 426 Squadron on 20th June 44.

THE HALIFAX OPERATIONS (Contd.)

In early August 44 the emphasis shifted slightly to attacking primarily V1 related targets. In this month No 426 Squadron conducted 4 daylight raids and both 426 and 408 Squadrons were involved in night raids. Most of these were directed at the enemy's front line south of Caen. On the night of 7th August 44 accurate timing was essential as just 30 minutes separated the air attack from the Canadian Army ground attack. In the latter part of August 44 attacks by Bomber Command were directed on German aerodromes in France, Belgium and the Netherlands. 426 Squadron's targets included Melsbroek near Brussels and naval bases at Kiel in north Germany. No 408 Squadron concentrated on freight yards east of Paris.

During September 44 raids on Le Havre and oil refineries at Castrop Rauxel in the Ruhr were undertaken by both squadrons. However the missions had only a limited success due to efficient defences so by the end of the month the emphasis once again returned to France. October and November 44 were hampered by bad weather. However, 408 Squadron took part in 3 daylight raids involving over 140 aircraft with 426 Squadron participating in 4 such raids, one of which was to Dusseldorf on 2nd November 44. During this mission Plt Off C S V Hamilton's aircraft was hit by flak and his port inner engine was blown from its mountings. The aircraft was crash landed at Melsbroek in Brussels with some injury to the crew, but all survived due to cool thinking and excellent flying.

December 44 brought a heavy schedule of operations to tired crews, but when Osnabruck was attacked by both 426 and 408 Squadrons on 6th December 44 something happened which awakened the interest of all the Station personnel. Heavy cloud had resulted in a rather scattered target attack and FS R Pierson's lone aircraft was attacked by 2 single engined aircraft, one of which was shot down by his crew. Pierson's crew were amazed to see that the enemy had started to use jet propelled fighters. On 10th December 44 the first snow of the winter fell, and, in the latter half of the month, fog caused many raids to be cancelled. Only one successful sortie was completed on 28th December 44 when 426 Squadron bombed Cologne although only 7 aircraft reached the target with the remainder being diverted due to bad weather. The intensity of bombing operations began to reduce in the new year, the squadrons taking part in only about 7 missions each, in January 45.

The weather improved during February 45 and attacks were now directed on the Rhine in an attempt to bring German industry to its knees. By this time the Luftwaffe were almost defeated, but the flak gunners of the German defences remained and Halifaxes from both squadrons were constantly returning damaged. 5th March 45 was a tragic day for both squadrons with many aircraft damaged and their crews injured on the raid to Chemnitz. No 426 Squadron were hit the hardest losing 4 experienced crews. Three aircraft were lost shortly after departure from Linton, one due to severe icing and the other 2 due to a mid-air collision. The last night of operation for 426 and 408 Squadrons came on 13/14th April 45. The target was Kiel and the attack planned as a diversion to draw enemy fighters from major targets at Pilsen and Schwandorf. The routine of bad weather stopping missions was becoming all too familiar with the crews and April 45 saw many cancelled raids. 16th April 45 was, however, one very successful day when the Thenania oil refinery was attacked and completely destroyed.

On 25th April 45 426 and 408 Squadrons took off on what proved to be the final bombing operation of the war. The target was Wangerooge Island east of the Frisian chain. On 1 May 45 426 Squadron left Linton to be replaced by 405 Squadron. 405 Squadron flew Lancaster Mk X aircraft but were only stationed at Linton for about 5 months. In fact all Canadians had left the station by 20th October 45. Linton then came under the command of No 4 Group, Transport Command RAF, housing 1665 Transport Conversion Unit.

TRIPS

FRIDAY MARCH 11th - MANCHESTER AIR TRAFFIC CONTROL. FULL Those people who are on the list please contact me for details of time and place of meeting. If demand is high, another trip can be arranged after September, when traffic drops and visits are again undertaken. Other trip dates next month.

S. Rigg