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VOLUME 8 No.7

(FOR PRIVATE CIRCULATION ONLY)

JULY 1982

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SECRETARY:- Ian D. Morton, '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.

AUGUST 1st : Summer Quiz - Steve Rigg is providing some interesting questions with the aid of a fine selection of slides.

SEPTEMBER 5th : Annual Recognition Contest.

OCTOBER 3rd : To be arranged.

NOVEMBER 7th : A.G.M.

EDITORIAL

British Midland don't have a lot of luck, they leased a Boeing 737 from Britannia to operate the Heathrow flights from LBA for the duration of the train strike - then the strike was called off! Still, it proves just how quickly a 737 can get up from the runway without a full load of passengers and fuel.

Genair are leasing a SD.3-30 from Loganair from Monday 26th July for the LBA - Gatwick run, and have on order a Short SD.3-60.

And now the bad news, latest rumour has it that YTV will not be bringing G-COMI (ex N7777G) to LBA (or anywhere else for that matter), finance being the problem.

Watch this space for more rumours - it's exciting, isn't it?

TRIPS

SATURDAY 11th SEPTEMBER Farnborough/Heathrow

LBA 06.00, Horsforth Roundabout 06.05, Tingley 06.25, M1 J40 06.35 :

£7.00 now due please to confirm bookings.

CREDITS

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LEEDS/BRADFORD MOVEMENTS - June 1982

1	G-BCLI AA-5	0724 0847	G-DJBE Citation	0924 1016
	G-BGR0 Cessna 172	1104 1302	G-PARA Cessna 207	1116 2027
	G-BCLI Cessna 310	1122 1728	G-BAZI Boeing 737	1436 1541
	G-BCLI AA-5	1505 1707	G-BCVY Seneca n/s	1523
	G-ATW Cherokee	1644 1735	G-EDDB Cherokee n/s	1643 1556(4)
2	F-GANP Cheyenne	1031 1150	G-BJLO Navajo	1113 1235
	G-TDAA Cessna 206	1144 1622	G-BJET Cessna 425	1154 1221
	G-SMJJ Cessna 414A	1206 1541	G-BMSH Boeing 737	1255 1346
	G-DDDV Boeing 737	1312 1435	N6101Y Cessna 210 n/s	1323 1102(3)
	G-BWTR Jetranger	1357 1544	G-BBBI AA-5	1420 1655
	G-BGYM Boeing 737	1447 1539	G-BIZZ Citation n/s	1922 0733(3)
	G-BJET Cessna 425	2112 2155		
3	G-BFZO AA-5A	1016 1526	G-BIZZ Citation	1052 1324
	G-AZEK Aztec	1451 1820	G-BJCV Boeing 737	1512 1657
	G-BFLK AA-5A	1640 1717	G-BIZZ Citation n/s	1812 0829(4)
	G-HARV Aztec	1838 1853	G-RACE Aerostar	2001 2008
4	G-BGYJ Boeing 737	0811 0944	G-IAHS Commander 690B	0840 1142
	G-HARV Aztec	0907 1429	LN-PAA Chieftain	0924 1605
	G-BADE Aztec	1012 1231	G-FISH Cessna 310 n/s	1017 2019(7)
	G-SMJJ Cessna 414A	1219 1251	G-BAZI Boeing 737	1420 1531
	G-AVGI Cherokee	1529 1602	G-BJLO Navajo	1637 1703
	G-BGYJ Boeing 737	1740 2128		
5	G-AWCD Jodel ER.253	1240 1304	G-OSLA Boeing 737	1417 1520
	G-JLBI Long Ranger	1423 1803	G-BGTJ Cherokee n/s	1648 1107(6)
6	G-BIZZ Citation	0748 0829	LX-YES Cessna 210 n/s	1117 1018(7)
	G-BAZI Boeing 737	1256 1625	G-EDEV Boeing 737	1432 1607
	G-BIZZ Citation n/s	1637 0656(7)	G-DJBE Citation	1903 1935
7	G-BAZG Boeing 737	0750 0901	G-AWCD Jodel ER.253	1511 1551
	N33773 Arrow n/s	1615 1709(8)	G-BIZZ Citation	1636 1752
	G-BGOX Chieftain	1737 1816	G-AVKG Cessna 172	1758 1907
	G-BHOV Partenavia P.680 n/s	1836 1352(8)	G-BAZG Boeing 737	1832 1924
	G-BJSC Boeing 737	2104 2200	G-BIZZ Citation n/s	2139 1050(8)
8	G-AZVV Cherokee	0848 1028	G-JGCL Cessna 414A	1023 1040
	G-BMSF Tomahawk	1056 1502	G-BASE Jetranger	1117 1418
	G-CLUX Cessna 172	1157 1334	G-BHIV Ecureuil	1229 1448
	G-BEGM Duchess	1231 1419	G-BJCT Boeing 737	1434 1603
	G-BGTT Cessna 310	1516 1558	G-JGCL Cessna 414A	1630 1640
	G-AYUF Navajo	1706 1835	G-BIZZ Citation n/s	1837 0751(9)
	G-EBLY Agusta A.109A n/s	2224 0836(9)		
9	G-BAZG Boeing 737	0823 0930	G-BAMM Cherokee n/s	0835 1608(10)
	G-BHFY Baron	0906 1746	G-EGEM Partenavia P.68B	0954 1449
	G-UBHL King Air 200	1022 1422	G-BCRP Aztec	1048 1542
	G-BIZZ Citation	1132 1223	G-BMSH Boeing 737	1318 1428
	G-BEEL Navajo n/s	1601 1347(10)	G-GILL Cessna 402C n/s	1607 2002(10)
	G-BIZZ Citation	1642 1729	G-BHTK Twin Otter	2031 2048
	G-AVBZ Cessna 172 n/s	1918 1045(10)	G-BIZZ Citation n/s	2056 0816(10)
10	G-BEGS Chieftain	0915 0939	G-BCUZ King Air 200	0933 1528
	G-NORC Cessna 425	0951 1450	G-BFCW Cessna 172	1000 1419
	G-BFNC Ecureuil	1023 1112	D-ECGN Cessna 150 n/s	1345 1405(11)
	EI-BLI King Air	1350 1701	G-SMJJ Cessna 414A	1445 1630
	G-BEEL Navajo	1530 1957	F-GCJN Cessna 425 n/s	1604 1641(11)
	G-BHRA Rockwell 114A	1632 1702	G-AXDL T. Comanche	1646 1730
	G-BIZZ Citation n/s	1738 0718(11)	G-JMT Tobago n/s	1857 1444(11)
11	G-BAZG Boeing 737	0815 0935	G-CBCA Cessna 421C	0905 0930
	OY-BIS Mitsubishi MU-2	0912 1834	G-HARV Aztec	0957 1551

LEEDS/BRADFORD MOVEMENTS (Contd.)

11	G-BEEL Navajo	1109 1115	G-JGCL Cessna 414A	1121 1134
	G-BIZZ Citation	1146 1325	G-BFVA Boeing 737	1410 1605
	G-BBPX Seneca n/s	1540	G-OBGA Cessna 421C	1627 1636
	G-KAJR Archer	1628 1722	G-BIUI Cessna 152 N/T	1636
	AYSD T. Comanche n/s	1640 1111(13)	G-BIZZ Citation	1902 1936
	G-YTWO Cessna 172	1947 2017	G-BAZG Boeing 737	2013 2132
12	G-YULL Cherokee	1046 1353	N5531N Cessna 182	1048 1406
	G-FCBP Boeing 737	1349 1433	G-CHTL Sikorsky S-76	1353 1617
	G-BFTL Long Ranger	1442 1617	G-BLEJ Rockwell 112	1503 1556
	G-AWBV Cessna 182 n/s	1512 1656(13)		
13	G-SLAW T. Comanche n/s	0753 1350(19)	G-JMTT Tobago	1051 1108
	G-BELY Agusta A.109A	1051 1108	G-BAFI Cessna 177	1054
	G-BFWE Boeing 737	1129 1302	G-BJFH Boeing 737	1342 1431
	G-BBTL Aztec	1413 1443	G-BFWE Boeing 737	1415 1542
14	G-BJCU Boeing 737	0802 0931	N121AM Falcon 20E	0824 0844
	G-JANE Cessna 340 n/s	1115	G-BEUX Cessna 172	1036 1141
	G-BGEO Chieftain	1131 1140	G-AZLY Cessna 150	1155 1230
	G-AZOE Airtourer	1202 1413	G-BIZZ Citation	1259 1442
	G-AYZY T. Comanche	1306 1930	G-ACAA Tiger Moth	1405 1718
15	G-ROCL King Air	0909 0918	G-YORK Cessna 172	1058 1432
	G-BIGB Bell 212	1124 1238	G-BESL Cessna 150	1139 1140
	G-AZLY Cessna 150	1147 1232	G-AZZV Cessna 172	1153 1242
	OE-GLF Falcon 20E	1201 1805	N121AM Falcon 20E	1307 1335
	G-BAZI Boeing 737	1313 1413	G-BJGV Cessna 172	1325 1530
	G-BIZZ Citation n/s	2101 0731	G-BOAT Cessna 310	2117 2136
16	G-BJCU Boeing 737	0839 0933	G-BOEM Citation	0848 0912
	G-BHFX Baron	0857 0906	G-BHTR Jetranger	0903 1121
	G-OPAR Cessna 402C	1054 1107	G-BFLX AA-5A	1105 1253
	G-BDLT Rockwell 112A	1100 1716	G-BIZZ Citation	1117 1546
	G-BEUO Cessna 150	1232 1809	N6305X Cessna 340	1234 1405
	G-JGCL Cessna 414A	1346 1401	G-AYFA Sierra	1406 1645
	G-BBYS Cessna 182	1410 1800	G-BMNG Boeing 737	1428 2153
	G-BAZI Boeing 737	1435 1551	G-WTVB Cessna 404	1742 2135
	G-BOEM Citation	1802 1820	G-BJBT Tampico n/s	1649 1656(20)
	G-BDDV Boeing 737	1818 1912	G-SONG King Air 200 n/s	1931 1731(17)
	G-BFVB Boeing 737	1940 2125	G-BIZZ Citation	2037 2128
	G-AUTC Cessna 441	2039 2057	G-NEMR Chieftain	2149 2159
17	G-BGXX Cessna 310	0910 1437	G-BIZZ Citation	1311 1546
	SE-FYP Seneca	1408 1738	G-BGXX Boeing 737	1511 1702
	G-BIZZ Citation	1933 1954		
18	G-BJCU Boeing 737	0833 0947	G-BBEB Navajo	0850 1648
	G-NORC Cessna 425	1300 1757	G-BJCV Boeing 737	1419 1544
	G-AYML Cherokee	1423 1447	G-BRIT Cessna 421C	1442 1733
	G-BJZX Cessna 303	1523	G-BJCU Boeing 737	1652 2143
19	G-BHOV Partenavia P.680	1630 1643	G-WJMN Rockwell 114 n/s	1746 1220(20)
20	G-SIGN T. Comanche	1254 1424	N5372C Cessna 414 n/s	1255
	G-BMEG Boeing 737	1347 1450	G-LATC Bandeirante	1731 1752
	G-BIZZ Citation	1853 1926		
21	G-BECG Boeing 737	0805 0857	G-BGEO Chieftain	0841 0913
	G-BIZZ Citation	1023 1449	G-JGCL Cessna 414A	1303 1317
	G-JONS Chieftain	1329 1613	G-AWZW Aztec	1440 1616
	G-BGEO Chieftain	1741 1815		
22	G-BCNP Aztec	0846 0936	LN-LFB Cessna 425 n/s	1047 1924(23)
	G-BHTV Cessna 310	1327 1400	G-BECH Boeing 737	1444 1600
	G-BCNP Aztec	1727 1803	G-FISH Cessna 310 n/s	1936 0711(23)

LEEDS/BRADFORD MOVEMENTS (Contd.)

23	G-OMET King Air	0804 0924	G-BECG Boeing 737	0820 0919
	G-BSEL Tobago	1136 1733	G-BMIG Boeing 737	1318 1420
	G-OMET King Air	1718 1736	G-BJLC Navajo n/s	1938 1512(24)
	G-FISE Cessna 310	1955 2019		
24	G-RCCL King Air	0846 0925	G-NORC Cessna 425 n/s	1026
	G-BAKF Jetranger	1047 1438	G-BGAK Cessna 182	1142 1241
	D-IGFY Cessna 414A n/s	1226 1357(25)	D-IMWT Commander 690B n/s	1807 1530(25)
	G-FERB Chieftain	2013 2112		
25	BI-BGP Cessna 414A	1243 1329	G-BEWT Boeing 737	1418 1543
	G-AZZK Cessna 414	1632 1707	G-BGJU King Air	1733 1759
	G-BHAR Chieftain	1954 2140		
26	G-BDWY Cherokee	1215 1333	G-BAHW Cessna 310	1223 ?
	G-DJSC Boeing 737	1404 1520	G-BJCT Boeing 737	1411 1526
	G-ANBV Cessna 182 n/s	1426		
27	G-BYRE Mooney M.20K	1230 1315	ED-GFE Baron n/s	1301 1334(28)
	G-BJFE Boeing 737	1325 1440	G-BGXM Boeing 737	1344 1507
	G-CLAN Chieftain	1501 1600	G-BOEP AA-5	1721 1759
28	G-POLO Chieftain	0746 0815	G-BAZI Boeing 737	0836 0942
	G-OLEN Cessna 425 n/s	0937	G-YOMI Cessna 172	1017 1047
	G-AYBY T. Comanche	1224 1934	G-ASOC T. Comanche	1400 1440
	G-BHCE Cessna 172	1452 1601	G-PRBS Cessna 441	1447
	G-BGJU King Air	1510 1701	G-TOLO Chieftain	1524 1607
	G-BAZI Boeing 737	1646 1913	G-BHOV Partenavia P.68C n/s	1742 1002(30)
	G-RUSH Cessna 404	1816 1843	G-ATEU T. Comanche n/s	1952 1650(29)
	G-BAYS Jetranger	2011 2014	G-YOMI Cessna 172	2105 2110
	XS790 Andover	? ?		
29	G-TPTE Jetranger	0744 0758	G-SILV Cessna 340	0809 0906
	G-BLED King Air F90	0834 1350	G-JGCL Cessna 414A	1023 1045
	G-AVVV Cherokee	1030 1707	G-BDWY Cherokee	1146 1234
	G-BWTV Cessna 310	1232 1326	G-BFVA Boeing 737	1458 1607
	G-BFAM Navajo	1537 1707	G-SILV Cessna 340	1750 1817
	G-BIZZ Citation n/s	1828 0730(30)	G-BEBC Aztec n/s	1856 1646(30)
30	G-BAZI Boeing 737	0824 0923	G-BEEL Navajo	0914 0924
	G-BFMS AA-5B	0908 1618	F-BKPP Aztec n/s	0956
	G-BEET Aztec	0937 1534	G-PJMI AA-5A	1027 1605
	G-BHCE ES.125	1117 1600	G-OMET King Air	1211 1244
	G-JGCL Cessna 414A	1520 1536	G-SAUJ Aztec	1750 1855
	G-BJLC Navajo n/s	1909	G-BEEL Navajo	2102 2116

LEEDS/BRADFORD MOVEMENTS REVIEW - June

This months foreign visitors brought the total for the half year to 99, we are going to need a really good summer to reach last years record. Old faithful Cheyenne F-GMP was joined on the 2nd by the Cessna T210N N6101Y c/n 64251. Navajo LN-PAA on the 4th was making its first appearance on the hair transplant run which it will now do on the first Friday of each month, with Muk-air doing one trip mid month. Night stopping on the 6th was Cessna 210 LX-YES, whilst night stopping on the 7th was Cherokee Arrow N33773. Three more foreigners on the 10th were Corsair F-GCQN c/n 0036, King Air 90 BI-BLI and Aerobat D-ECGN. Muk-air's flight on the 11th was done by MU2 OY-BIS and on the following day Cessna 182R N5531N was a visitor. Falcon 20 N121AM visited on both the 14th and 15th, also in on the 15th was Falcon 20 OE-GLF. Cessna 340A N6305X on the 16th was on delivery from Reykjavik to Innsbruck for Dipl Ing Ander Lan Ch Air GmbH & Co KG (so I was told). Seneca SE-FPY on the 17th had c/n 34-7250093. The UK based Cessna 414 N53720 arrived on the 20th and n/s to the end of the month with Northair on maintenance. Yet another foreign Corsair was LN-AFB c/n 0059 on the 22nd. Rockwell 690 D-IMWT on

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

the 24th was joined by Chancellor D-IGEY c/n 0480 and a slightly older Chancellor was EI-BGP c/n 0016 on the 25th. The third Swiss visitor of the year was the Beech 55 HB-GFE c/n TC-1495 on the 27th and to end the month we had the ex Vietnamese Aztec F-BMFF on the 30th. Visiting by road on the 4th was Varieze G-IVAN for work by YLA. Operating the UK217 flight on the 9th was Loganairs Twin Otter G-BEIK. Dan-Air 748 G-BEJE did a charter in on the 11th and n/s till the 13th. Not much to report from Northair this month, Cessna 340 G-JANE arrived on the 14th and is still here. It may have been taken in part exchange for the Crusader G-BJZK which was delivered to Standard Aviation at Tees-side on the 18th. In the other hangar Cessna 310 G-BAXH is for sale, it had been away on lease at Southampton but returned last month due to not being used much. For the future the Cessna F177TG G-AZEN which is currently on rebuild at Sherburn has been re-registered G-CADE and on completion it will take up residence at LBA. Overflying the field on the 13th were two German Air Force UK-12's 71+40 and 71+52 using callsign 'Flip 010'. On the ILS on the 17th was Bulldog XX616 'WVY 08' from Woodvale reflecting the new RAF policy with call-signs. The first two letters apparently signify the base of the aircraft, i.e. WV equals Woodvale and FY is Finningley, CF is Church Fenton, LI is Linton. Anybody know any more?

Callsign tie-ups:- 3rd. G-BGTT/DG941-2; 4th. G-BADE/Thurston 626, LN-FAA/PD-1; 5th. G-JLBI/Alton 01; 10th. G-AXDL/Neatax 902-3; 11th. CY-BIS/Muk Air 113; 18th. G-BRIT/Express 559; 20th. G-IATC/BZ267; 22nd. G-BHTV/DG942; 24th. G-MERB/EN5602; 28th. G-RUSH/Express 570, G-DALS/Milree 04, XS790/Kitty 2; 29th. G-BHTV/DG941; 30th. G-BFCD/McLine 741A-B, G-OMET/CD295.

ILS Overshoots (unfortunately no times are available):- 1st. XS714/FYN05 Dominie; 3rd. XS739/FYN05 Dominie; 7th. XS735/FYN08 Dominie; 8th. XX492/FYT06, XX491/FYT92; 10th. XX492/FYT88; 11th. XS712/FYN09 Dominie; 14th. XX418/LIX35 Jet Provost; 17th. XS738/FYN12 Dominie; 18th. XS727/FYN05 Dominie; 21st. XX326/CFJ12 Jet Provost, XX500/FYT11; 23rd. XX492/FYT?; 24th. XX482/FYT81, XX496/FYT99; 25th. XX499/FYT84; 28th. XX492/FYT?, XS738/FYN12 Dominie; 29th. XX496/FYT87, XX496/FYT95; 30th. XS737/FYN09, XS738/FYN? Dominie's.

From & To:- 2nd. F-GAMP F Beauvais T Gatwick, N6101Y F Dublin n/s T Gamston; 4th. LN-FAA F/T Oslo; 6th. LX-YES F/T Luxembourg n/s; 7th. N33773 F Rotterdam T?; 10th. D-BOGN F Cambridge n/s T Newcastle, EI-BLI F Dublin T Heathrow, F-GCQN F/T Le Bourget n/s; 12th. N5531N/ F/T Brussels; 14th. N121AM F Le Bourget T Stuttgart; 15th. OE-GLF F Vienna T Heathrow, N121AM F Stuttgart T Heathrow; 16th. N6305X F Reykjavik T Innsbruck; 17th. SE-FYP F Esbjerg (Denmark) T Leavesden; 20th. N5372C F Leavesden; 22nd. LN-AFB F Oslo n/s T Fornebu; 24th. D-IGEY F EMA n/s T Stadtholm, D-IMWT F/T Frankfurt n/s; 25th. EI-BGP F Dublin T Finningley; 27th. HB-GFE F? n/s T Lugano; 30th. F-BXRP F Eu Mers.

Helicopter Activity:- 1st. G-BBFE/Sheffield (09.10); 2nd. G-BHTA/Doncaster (16.00); 7th. G-AVTE/Rawcliffe (09.05), G-BBFE/Elvington (11.05); 8th. G-ATED/Ferrybridge (12.35), Silsden (12.55), G-BHIV/Garforth (15.05); 9th. G-BELY/Church Fenton (08.50); 12th. G-BFTR/York (14.25), G-CHPL/York (16.30); 14th. G-AVTE/Sheffield (09.05), G-BHIV/Skipton (14.05); 15th. G-COAL/Harrogate (12.20); 17th. G-BBFE/Scunthorpe (11.30), Morley (13.30), Normanton (13.40); 20th. G-BBFE/Sheffield (14.10); 21st. G-BBFE/Elvington (11.20); 24th. G-CJHI/Harrogate (19.45); 28th. G-BBFE/Blackpool (08.55).

Sherburn Movements - May 1982

1st. G-BEIK F/T Full Sutton; 2nd. G-AWUH F/T Doncaster; 5th. G-GFLY F/T Humberside; 7th. G-BBFE/BHED F/T Doncaster; 8th. G-LFCA F/T Sturgate, G-BBFE F/T Squires Gate, G-BEHT F Brighton T Teesside, G-BGPS F Humberside T LBA, G-BAZM F/T LBA, G-AWUH/BOER F/T Doncaster; 9th. G-AYPJ F EMA T N'thorpe, G-LFCA F Sturgate T Tollerton, G-BCVJ/DGBY F/T Ringway, G-ASWP F Barton T Crosland Moor, G-ATDO F/T Barton, G-AVSE F/T LBA, G-AVGW/ASOI F/T Grindale; 11th. G-BING F/T Humberside, G-BAEU F Campton Abbas, G-GEAR F Staverton T Compton Abbas; 12th. G-BDAJ F/T Brighton, G-BANX F/T

Sherburn Movements (Contd.)

LBA; 13th. G-AWUG F/T Brighton; 14th. G-BGGB F Gregory Farm, Mirfield; 15th. G-AXJJ F/T Crosland Moor, G-NEWU F/T LBA; 16th. G-CGOJ F Biggin Hill T LBA, G-HULL F/T Grindale, G-AZUZ F/T N'thorpe, G-BEEM (Nord 3202) F/T Brighton, G-BBJX F/T LBA, G-AMBV F Elvington T Ringway; 18th. G-BFGL F/T LBA; 19th. G-BBYH F/T Crosland Moor; 20th. G-BILS F/T N'thorpe; 22nd. G-AWUH F/T Doncaster, G-AMCY F Grindale T Crosland Moor; 23rd. G-AWUE F/T Doncaster; 25th. G-AYUM F Doncaster, G-BGAK F/T Fairwood Common n/s; 29th. G-BILS F/T N'thorpe, G-CAJB F Aberdeen T Sproatley, G-BGLH F/T Grindale, G-LFCA F Sturgate T Tollerton, G-AMWM F/T Markington; 30th. G-DUVL F/T Denham, G-BLYP F/T Squires Gate, G-BGBP F/T N'thorpe; 31st. G-BFFE F Doncaster.

Sherburn Movements - June 1982

4th. G-BCYH (DAN Privateer Mk.2 Motor Glider - a converted Slingsby T-31) definitely a visitor, but its home is unknown; 5th. G-BHFC F/T Doncaster; 6th. G-BHJB F/T Booker, G-AZEH F Sibson T Thorpe Audlin, G-AVGZ F/T Doncaster, G-OMAY F Usworth T Redhill; 8th. G-PARA F/T Grindale, G-BHIK F Sibsy T Carlisle, G-AZVI F/T Devizes n/s to 10th, G-BFGL F/T LBA; 10th. G-BHIB F/T Doncaster; 13th. G-BBOH/ROLL/WREN F/T Church Fenton; 14th. G-BENO F Shipham n/s T EMA on 20th; 16th. G-AIXD F Sywell T Usworth; 19th. G-BHLZ F Usworth T Middle Wallop; 21st. G-RIDE/N1344 (Ryan PT-22) F Newcastle; 27th. G-AVRY F/T Barton; 30th. G-AZID F/T Brough, G-BING F Humberstone T Wickenby.

Sunderland Air Display (Usworth) - 29/6/82

Flying Display:- G-AIXD Tiger Moth, G-BAAK C.207 (Para. drop), G-BCIT CIT/Al, G-BECZ Cap 10B, G-BBOH/LOOK/WREN Pitts (Marlborough), G-BBOY Pitts (Dunlop - Brian Lecomber), G-BEKS/BECM Pitts (Vixen Two), G-BEDF B.17G (Sally B), G-OCDO Akro, G-ZSOL Zlin Z.50L, Vintage Pair, FM631 Spitfire, XM575 Vulcan, XX752 Jaguar and a Hawk from RAF Brawdy (why do they go so fast?)

Static:- WA577 Bristol Sycamore 3.

Visitors and residents:- G-AZMN/AZOE Airtourer's, G-BEBO Currie Wot, T7281/G-ARTL Tiger Moth, G-SCZ/BEML Emeraude's, G-AVNZ RF-4, G-AKUL Pup, G-BORN AA-5, G-ARXY/AVPM/AXEG/AZES/AYXK Rallye's, G-AYNM/ECGJ Cherokee's, G-BFLE Arrow, G-AVVM/AVLY/AMFE/BACJ/BEMX/BJOT Jodel's, G-BEMD Baron, G-BFME C.177, G-AWLE/AZEV C.172's, G-AWCL C.150.

Pleasure flights:- G-AMPO DC-3 and the star of the display must have been G-ANAF of Air Atlantique, which dropped the female parachutists (from above cloud) miles away from the airfield, they were last seen as minute dots, disappearing over the city of Sunderland's houses and factories. It was learnt later that one even landed on the beach - fortunately the tide was out!

CUT & ABOUT

Heathrow - 2/5/82:- PH-TVP B.737 (Air Malta), PH-BFM EC-8 (Surinam A/W), LN-AEC B.747 (Nigeria A/W), AAC-AB VC-10, HL-MOI BAC 1-11, D-CBAG Falcon 10, D-CCDB/HE-F13 Falcon 20's.

Heathrow - 5/5/82:- 16+C2 and 16+C5 (Luftwaffe) Hansa jets, N110KS Challenger, F-100X Gulfstream 2, KB-VGU Learjet, N191C Falcon 20.

Ringway - 12/6/82:- YU-ANC DC-9-80 (Inex-Adria - on lease from Republic ex N308EC), G-BJZE DC-10 (B.Cal), G-BYAX BAC 1-11 (B.Cal), G-JJSG Learjet.

Ringway - 20/6/82:- G-BJZV/W B.737's (Britannia ex Quebecair), HB-PGE Cherokee, N15AM/G-JESS Citations, G-LSKH Mosquito, Vintage Pair - overshoot from Woodford Air Display, 1611 C-130 (R.Saudi A.F.).

Ringway - 25/6/82:- G-FELS Twin Otter (Metropolitan), G-BFZE/BNOC Bandeirante's, EC-CZE DC-8 (Spantax).

Ringway - 11/7/82:- CCCP-85139 Tu-154 (Aeroflot), G-BHXG Twin Otter (Loganair), G-AOHT/AGYP Viscounts (EAF), EC-BQS DC-8 (Aviaco), HB-VGS/N26498 Citations, G-FIVE ES.125, 325 C-130 (R. Canadian A.F.), 469 C-130 (R. Saudi A.F.), and last, but not least, G-BCAF Concordel

What do you do with all those numbers anyway?

A question asked by my wife from time to time that goes to the very heart of the question "Why do I enjoy watching aircraft?" Most people like to keep a record of what they have seen. As time goes by, as the number of sightings builds up, and as one's memory fades, so some kind of efficient recording system is needed. Then one can sit down and browse through articles, reports and registers and cross check other peoples observations and data with one's own.

Everybody tends to evolve their own system of logging registrations and serials. As with many other instances in life, a choice has to be made between simplicity and accuracy. If one is to be strictly accurate and record each aircraft in exact detail, then a great deal of time and energy will need to be spent when one goes to a major gathering of aircraft, such as the EFA rally. In extreme cases like Oshkosh (9000 aircraft) or Davis Monthan AFB (6000 aircraft), almost any system is tested to its limits. So in my case some measure of compromise was required, and the system that I have developed is as follows:

1. Record sightings as seen 'in the field' in a pocket sized hard covered notebook. In cases of wet weather or when very rapid notemaking is needed I use a rough book and then transfer the notes into the field book as soon as practicable. Recently I have taken to using a small pocket tape recorder to dictate observations at busy airfields and airshows as it means that one can move around much more quickly and record more information in a given time. You can even have sound effects too.

2. Later these observations are confirmed by checking against published registers. I am an Air Britain member and I like their series of registers very much. In addition I have a 1979 US Civil register (the size of three very big telephone directories), a Canadian civil register, the BARG RAF serial publication, Midland Counties overseas Military lists and so on. Make no mistake the acquisition of a comprehensive and current register library is not cheap, though I won't admit to my wife, or even myself, how much it actually costs. At this stage I note the c/n, previous identities and whether I have seen the plane before, and mark the sighting in the register.

3. As published registers are always to some extent out of date, and as there are some areas of the world that are not covered anyway, some central record of aircraft seen is needed. To allow for expansion and change a loose leaf book was selected for this task. I standardised on Twinlock 3C files with a minimum of one sheet per country. Of course some countries take many sheets - the USA in excess of 200. For each country I list the civil and military aircraft separately. The format adopted can be judged from these extracts from the civil aircraft of Paraguay and the military aircraft of Japan.

Paraguay:	Beech	55 Baron	ZP-	PNQ
	Boeing	707-321B	ZP-	CCG
	Cessna	182	ZP-	PFD, PPE
	Cessna	210	ZP-	PPT
	Douglas	C-54B	ZP-	CBP

Japan:	Beech	T-34 Mentor	52-	7576
			55-	203
	Curtiss	C-46 Commando	51-	1101, 1111, 1114, 1116, 1122, 1124

More complex registers naturally require more advanced treatment. Canada has been separated into CF, C-F, C-G, RCAF and CAF listings. France has been covered with F-A, F-AZ, F-B/G, F-C, F-O, F-P and F-W divisions, plus the military section. Britain has been covered by G-, Microlights, 'Toy' balloons, BGA, Class B, BAPC, Military serials, Maintenance airframes etc. Where known sequences exist, as for RAF/RN/RAF serials, then I have adopted a format as follows:

de Havilland	DH115 Sea Vampire T22	XA	100-131	109, 127, 129
		XA	152-172	155, 157
		XG	742-749	743, 747
		XG	766-777	768

The final column, in all the above cases, is of course the recorded personal sightings.

After several visits to the USA my recording system for N numbers needed revision. After some thought I adopted the computer key of aircraft types published by the FAA in their registers. This seems to have proved to be very satisfactory, except that for very common types such as Cessna singles it is not always worth the time to confirm the exact model, so I enter some as "Cessna 172 unspecified" etc.

US military serials are covered in the same general manner as the RAF entry. Here is a sample:

Yaman H43B	60-	251-292	263, 289
	59-	1540-1593	1583
	62-	4509-4563	4535, 541, 544, 547, 558

I cannot claim that my system is the best, or indeed is even good, but I can claim that it works for me and can handle large numbers of entries efficiently. I look forward to the day when I can put it all onto a home computer and check my sightings off against computer registers. In the meantime I will sign off and gloat over my Costa Rica page!

Chris Warn

AIRLINE REVIEW

Air Atlantique are operating the ex-Eastern Dakota's in basic Eastern colours with Air Atlantique titles and the 'E' deleted from the tail. The ex-Skyways Cargo Dakota is also operated in the previous owner's colours, but with Air Atlantique titles.

Air Manchester is the name of the airline run by Sureway Holidays and operates EAC 1-11 G-SURE ex G-AVOE.

British Airways To correct last month's report, BA have retired all Boeing 707 services not 737. Has been split into 3 divisions with effect from May 1st. The new divisions are:- Intercontinental, responsible for all long haul flights using Concorde, Boeing 747 and L.1011; European, operating Continental and domestic flights using L.1011; HS121, Boeing 737, EAC 1-11 and HS.748; Gatwick services including all charter services and scheduled services from Gatwick. Have put up for sale the West London Air Terminal and subsidiary International Air Radio who operate ATC requirements at some airports in the UK and abroad.

British Air Ferries have applied for a scheduled service licence from Port Stanley to Punta Arenas in Chile! This is a serious request, but depends upon government guarantees on fulfilling seat quotas. They would base 2 Viscounts at Port Stanley and would operate a twice daily service. Are using Viscounts and Heralds in various colour schemes on their charter flights to the C.I.'s this summer.

British Caledonian have been awarded a full licence to operate LGW - Los Angeles. Scheduled service licences have been granted for the following LGW - Frankfurt 1/9/82; LGW - Cologne, Hannover, Hamburg and Stuttgart from 1/4/83.

British Midland are operating F-27 N1036S as and when required in quick change cargo/passenger configuration. It is used on the nightly EMA - Maastricht cargo service and on C.I. services at weekends. Boeing 707 N448M has been re-registered G-BMAZ and painted in full BMA colour scheme with BMA cargo titles.

Casair The SD330 operates the Tees-side - LGW morning and evening, Mon - Fri with a return service to Belfast in between. On Sat and Sun it operates a morning return service to IOM and an afternoon return service to Guernsey.

Dan Air has finally been granted permission from the Irish authorities to operate LGW - EUB and will take over the BA and Aer Lingus schedules. Has sold Boeing 727 G-BFGN as N29895, it will become VR-BH0.

Eastern Airways have begun a Norwich - LGW daily service.

Redcoat Air Cargo have gone into voluntary liquidation. Apparently they have only 3 Tyne engines for the CL44 and Rolls-Royce will not release an engine they have overhauled for Redcoat until previous debts are paid, therefore the plane can't fly.

TRIP REPORT - P.F.A. Rally + Luton + E.M.A. - 3/7/82

What can be said about this event? Whether you consider the small planes to be toys or not it can never be anything less than exciting to stand amongst them all and watch the arrivals taxi off the runway to the parking areas at thirty second intervals. The excitement of peering into the approach of usually a dozen aircraft wondering what will be next! It has become the event of many people's aviation year. From nearly five-hundred how do you pick a few highlights?

Was it GY-PAK KZII or HB-EFF Fairchild 24R, OO-BTZ Varga 2150A - a rare sight, three of the prime foreign visitors in my view out of nearly fifty - many of which seem to be becoming annual visitors. Full marks to our chairman for noting that Cub 454537 (in USAF markings) bore the minute registration HB-OIF. The British aircraft were well represented, of course, many rare birds from isolated places coming out for a summer airing. Many 'new' aircraft bearing 'old' registrations showing themselves G-ALTO + G-AIRO Cessna 140's, G-AFEL Monocoupe, G-AFZN Luscombe 3A and G-AIEM PA17. Splendid to see Dragonfly G-AEDU and Mew Gull G-AEXF - what a sound the engine makes - and G-ACTF the Comper Swift. It seems rude to miss so many out but it has to be! So what about Cranfield as a new venue for the event? Well there is more room certainly - it gives the organiser room to formulate five separate 'paddocks', all neatly signposted. 'Veteran and Classic', 'Homebuilt', 'Visitors', 'Jodel family', 'Campers and overnight visitors'. It meant a lot of walking. Against it is perhaps the wider area, at Leicester the enormous parking area in one place gave more of a feeling of a Rally. But Cranfield for its space is a winner - now the event can grow again by next year. How long before Cranfield is not large enough?

Luton was great; log extracts:- N909CH BAC 1-11; N719A G-3; N102ML G-2; N366F Falcon 50; N800CS, N3BN Sabre's; A40-SR De200 (Oman Police); 5X-DAN Bell 47 Uganda Police (ex G-BJAM) OO-RAP Aerostar 601 (not OO-RAP) EI-BGO/G-BRED CL-144's; G-BEUB Britannia; G-BJCU/G-BGDP B.737's; G-RUSH C.404; G-CHEV EMB.110 (last two in Post Office colours); G-BMGV PA31 Chieftain (Full Dan-Air colours with 'Air Commuter' titles).

At East Midlands we were surprised to see Brymon Herald G-ATIG. Also noted D-IBAA C.425; D-GEHE P.68; N1036S F.27; G-TTVA C.404 (Executive Express in full ORION colours).

Church Fenton - 13/6/82:- fortunately one of our members as "A1" eyesight and has been able to fill in a couple of the gaps in our recent Air Display report. The F-111F was 74-0180 of 48 TFW, and the Phantom is thought to be 74-0650 of 86 TFW, confirmation would be appreciated.

Military Out & About

Or should we say "Over the fence sightings", as this is all that is possible except for a visit to an Open Day.

Church Fenton - 17/6/82:- XM376/97, XM495/102, XM372/121, XM407/122, XM359/128, XM475/96 Jet Provosts.

Leeming - 27/6/82:- 63-434/63-620/64-661/64-666/64-704/64-747/64-749/64-789/64-838/64-905/64-910/64-928 all RF-4C Phantom's of Missouri A.N.G; 50247 C-141B Starlifter (to Finningley) and ZV197 C-130 Hercules.

Not so much an Out & About, as a catalogue of visitors to Heathrow - mainly Biz-Jets.

20/5/82:- N113AK Learjet 25, N121AM/F-GDMD Falcon 20, HZ-MAA BAC 1-11.

25/5/82:- N390F Gulf 2, GY-APM ES.125, HZ-RH1 BAC 1-11, G-ZEAL Learjet 35.

28/5/82:- N118B Jetstar 6, OO-VPQ Falcon 20, SE-BEM Learjet 35, HZ-NB2 BAC 1-11.

1/6/82:- HE-NFM/F-BRUY Gulf 2's, N31DM Falcon 50, I-GIAZ Falcon 20, N600CS B.707-312B.

4/6/82:- N708A/17-1114/HE-EM3 B.707's, HE-NR1 Sabre 75, HE-NR2 Gulf 3, N200A Gulf 2, N101PG Learjet 35, F-BCXV Falcon 20.

5/6/82:- N9664 B.747 (American), N606US/N610US B.747's (Northwest Orient), F-GCLO FH-227(TAT), N58GG Citation, F-BTAA Jet Commander, HE-MAM BAC 1-11, N68KA K.A.200.

6/6/82:-HE-MA1 B.720, N637ML Challenger, N862G Gulf 3, F-BRUY Gulf 2, M462C12 EC-9-32 (Italian A.F.).

7/6/82:-N11AL/N399CB Gulf 2, N505T B.727, SE-BDF Falcon 10, D-CCDB/I-REAL Falcon 20, 62-6000/72-7000 B.707-353B (U.S. Presidential aircraft).

15/6/82:- VR-BTT Falcon 50, OE-GLF Falcon 20, A40-AA/N7602/N277T Gulf 2's, I-ARIB/G-BCKM Citation's, N444SA B.727, HE-AME BAC 1-11.

22/6/82:- N717A Gulf 3, HE-MSD Gulf 2, PH-HET/HE-VGR Citation's, N121EU Falcon 20, G-FOUR HS.125.

23/6/82:- N790FA B.707, HE-MA3/00-VPQ Falcon 20, N30RP Gulf 3, HE-IEY/HB-ITR Gulf 2's, OE-GLB Learjet 24, JY-AFE/HE-VFZ Learjet 35's.

28/6/82:- N1812C Challenger, N777SW/HE-IMX Gulf 3's, VR-BJE Gulf 2, VR-BFX Learjet 35, GY-BDS/HE-A01/N121EU Falcon 20's.

11/7/82:- F-BTSD Concorde (Air France), N310EL BAC 1-11, JY-MAH Falcon 50, F-BTCY/HE-VES Falcon 20's, N348SJ Westwind, HE-VFM/HB-VFZ Learjet 35's, A6-EER B.727.

The Slingsby T67

Now that sailplane production has ended at Kirkbymoorside efforts are being concentrated on the T.67. This is a two seat trainer, tourer and aerobatic sporting aircraft based on the Fournier RF6B. There were some 44 RF6B's with a 100hp engine built in France and about 20 of an improved RF6C with a 130hp engine and called the RS180 Sportsman built by Sportavia in Germany. The T67A is Slingsby's improved version of the RF6B using a more powerful Lycoming O-235-D2A engine of 118hp, a larger rudder and a more comprehensive set of instrumentation. It is of an advanced wood and composite structure with a 30 year service life and is skinned with long life polyester fibre giving no corrosion problems. Designed to be aerobatic it is stressed to plus 6G and minus 3G and is thus very rugged and highly suitable for initial training. Specifications include a span of 10.6m, a length of 7.0m, an empty weight of 518kg, a max speed of 209km/hr and a range of 633km. Ten Slingsby T67A's have been built as detailed below and these are to be followed by the T67B which will be of entirely composite construction and have a 24 gal. fuel tank instead of the current 17.6 gal. tank in the T.67A.

The prototype T.67B is listed below and a further development is the T.67M with a 160hp engine, constant speed propeller and an inverted fuel system making the aircraft fully aerobatic at all up weight.

Thanks are extended to Mr. W.D. Morgan of Slingsby Engineering Ltd., for the information in this article.

T.67 production at Kirkbymoorside.

c/n		c/n	
1988 T67A	G-BICW	1994 T67A	G-BJXA
1989 T67A	G-BIZH	1995 T67A	G-BJXB
1990 T67A	G-BJCY	1996 T67A	G-BJXM
1991 T67A	G-BJGH	1997 T67A	G-BJZN
1992 T67A	G-BJIG	1998 T67B	G-BIUZ
1993 T67A	G-BJNG	1999 T67M	under construction