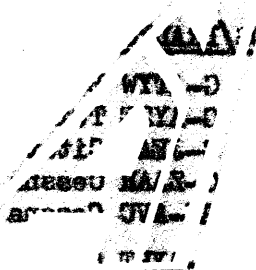


VOLUME 5

NO. 3



VOLUME 5 No. 3 (FOR PRIVATE CIRCULATION ONLY) MARCH 1979

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#### FORTHCOMING MEETINGS

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

- APRIL 1st : Peter Shackleton will be showing some of the recent additions to his collection of Airliner slides.
- MAY 6th : A talk presented by Squadron Leader Tony Smart of the Multi-Engine Training School (METS), RAF Leeming, with slides.
- JUNE 3rd : No meeting. SSAFA display Church Fenton.
- N.B. Next committee meeting will be held on Sunday April 1st after the meeting.

#### EDITORIAL

The newsletter has had to be extended again this month to absorb the increased information coming from the members, the sections are now becoming established, and we can look forward to an even better magazine in future - so keep the information coming!

Any suggestions that can be made by members to improve the magazine are welcome, please write to the editor with your ideas, and we'll see if they can be incorporated.

The meeting at Yorkshire Aeroplane Club earlier this month was excellent and thanks have to be offered to Chris Harper for a very interesting slide show. Those who were not able to attend would be advised to make a special effort on April 1st to see Peter Shackleton's slides, they are highly recommended.

There are two leaflets attached to the bulletin this month, and they are worth reading closely, you're sure to find something of interest. If you write to either company, be sure to tell them the information was supplied by Air Yorkshire.

#### STOP PRESS

Watch out for Merlins of Belgian Air Force on April 2nd and 5th at LBA, they are expected!

# LEADS/BRADFORD MOVEMENTS - February 1979

2nd	G-ATYW Beagle 206 n/s G-AYZE Twin Comanche G-JEAN Citation G-ZAAR Cessna 414 EI-AVC Cessna F337F	G-AZTB Monsun 150FF G-POLO Navajo 350 G-BAWO Cessna 340 n/s G-AUTO Cessna 441 n/s F-GBDY B90 King Air	G-ATOE Cessna F150F n/s G-BFMX Cessna F172N G-BEVL Cessna 421C EI-BET Cessna F337G
3rd	G-AXRT Cessna FA150K G-BEVL Navajo 310T G-TONY B60 Duke n/s	G-AZGH Rallye Club n/s G-BBMJ Aztec E EI-BEO Cessna 310Q	G-AVDU Champoin 7EC n/s G-BFAR Citation XV303 Hercules 'JFM68'
4th	G-BAOP Cessna FRA150L G-BATX Aztec E 'FC702'	G-BCUF Cessna F172M n/s	G-BNPD Aztec E n/s
5th	G-AZLY Cessna F150L G-BEVL Cessna 421C G-OLLY Navajo 350	G-AWER Aztec C G-BEYX Navajo P XX500 Jetstream T1 ("E46")	G-BEEE AA5A Cheetah G-BATI Cheromee 235 (ILS)
6th	G-AZER Cessna 401B	G-BEVL Navajo 310T n/s	OY-BUP Cessna 340A
7th	G-AYLN AA1 Yankee G-JEAN Citation	G-AXRT Cessna FA150K G-BEZH AA5 Traveler	G-BBMJ Aztec E (Div) G-BGFL Navajo 350
8th	G-AXEJ Hughes 500 G-CPTS JetRanger 2 G-BEVL Cessna 421C G-BEUX Cessna F172M	G-AXPU HS125-3B/RA G-BEGE Aztec D G-BCBK Cessna 421B G-PAVL Aztec E	G-KERR Cessna FR172K G-JEAN Citation G-BABW E90 King Air
9th	G-AVYT Cherokee Arrow G-JEAN Citation G-BAVJ Navajo 350 G-BAGO Cessna 421B G-BFGH Cessna F337G	G-AWEG Cessna 172G n/s G-BEVK Navajo 350 G-BHDG Cherokee 181 G-BFFE Cessna F152 G-BCUZ King Air 200	G-AWPK Aztec D G-BAOZ Cessna 414 n/s G-BGEG Cherokee 181 N17342 Cessna F150
10th	G-AZDX Cherokee 180F G-BGAB Cessna F152 n/s G-BCKO Aztec E	G-AXEX Beagle Pup G-BCIN AA1B Trainer G-BAZS Cessna F150L	G-AWJZ Cessna F150H G-BBUJ Cessna 421B G-AWEG Cessna 172G
11th	G-AVUT Cherokee 140	G-BEEE AA5A Cheetah	
12th	G-AWSF Cessna 401		
14th	G-BBOS JetRanger 2		
16th	G-BCKO Aztec E n/s XX491 Jetstream T1 (DTX77)	G-BDWG Islander 'Euroair 901/247' XX492 Jetstream T1 (DTX73)	XX498 Jetstream T1 (DTX80)
17th	G-BFEU SA330J Puma	G-BRIT Cessna 421C	
20th	XX491 Jetstream T1 (DTX70)	XX497 Jetstream T1 (DTX46)	
21st	G-BEMR Rockwell 114		
22nd	G-AZGG C90 King Air G-BEUX Cessna F172M G-BBUJ Cessna 421B G-VRES King Air 200 G-AZCZ Beagle Pup XX496 Jetstream T1 (DTX46)	G-AZYF Cherokee 180D G-BCSV Cessna 421B G-BGAD Cessna F152 G-BCBK Cessna FR172J G-ARBE Dove 8 (ILS) XX498 Jetstream T1 (DTX82)	G-AZYR Cessna 340 G-JEAN Citation G-BABW E90 King Air OY-AJA Aztec XX491 Jetstream T1 (DTX81) XX499 Jetstream T1 (DTX74)
23rd	G-AYET Cessna F172K G-BEKO Cessna F182Q G-BATI Cessna F177RG G-JEAN Citation G-BBMJ Aztec E n/s XV130 Scout AH1 'Army 410'	G-AZSM Cherokee Arrow G-IANT Cessna 404 G-BEYX Navajo P n/s G-BATD Cessna U206F G-BABW King Air E90 G-DBJF Baron 58	G-AVEN SIAI S205 G-BFEU SA330J Puma G-BEVL Cessna 421C G-ORFL Cessna 414A N/R G-BDSL Cessna F150M

# LEEDS/BRADFORD MOVEMENTS - (cont'd)

24th	G-AZLL Cessna FRA150L	G-AZDX Cherokee 180F	G-AVGI Cherokee 140
	G-BFTR LongRanger	G-BFEU SA330J Puma	G-EDWN SA318C Alouette II
	G-PCLO Navajo 350	G-YORK Cessna F172M	G-BFID AA5A Cheetah
	G-PCIK AA5 Traveler	G-BCLJ AA5 Traveler	G-BEYX Navajo P n/s
	G-BGAD Cessna F152	G-BAMM Cherokee 235 (ILS)	
25th	G-AZSN Cherokee Arrow	G-AVGY Cessna 182K	G-AVSC Cherokee 180C
	G-AVYL Cherokee 180D	G-ATFY Cessna F172G	G-ATTN Jodel DR250
	G-AWJZ Cessna F150H n/s	G-ASLE Twin Comanche n/s	G-BFKA Cessna F172N
	G-BFLO Cessna F172M	G-BAUN JetRanger 2 n/s	G-BCIL AA1B Trainer
	G-BBSB Beech C23		
26th	G-AVGK Cherokee 180	G-BBGE Aztec D	G-BELW Cessna 421C
	G-BAOZ Cessna 414	G-BEER Rockwell 114	G-BCDI Cessna T310Q
	G-KCAV Cessna 414A n/s	G-JEAN Citation	G-BFXX AA5B Tiger
	G-BEZL Navajo 310T	G-BEVL Cessna 421C	G-BFPE Cherokee 140C
	G-BFTG AA5B Tiger	PH-GPL Navajo 310C	VP959 Devon C2 'Nugget 14'
	XX492 Jetstream T1 (DTX77)		XX495 Jetstream T1 (DTX72)
27th	G-TPR Aztec C n/s	G-AVVS Hughes 269B	G-BEJF 95-58 Baron
	G-BBPZ Aztec D	G-IANT Cessna 404	G-BAUN Jetranger 2
	G-GGAE HS125 n/s	G-REAT AA7 Cougar	G-BBDU Navajo 'Thurston 249
	XR603 Scout AH1 'Army 405'		G-BCIL AA-1B Trainer
	XS710 Dominie T1 (CAPO3)		
28th	G-ATBV Aztec C	G-AXIC Navajo 300T	G-BDWK B58 Baron
	G-BEWR Cessna F172M	G-BETD Robin HR200 n/s	G-BBSB Beech C23
	G-BEXW Archer II	G-HLUB King Air 200	G-BFTT Cessna 421C n/s
	G-PCLO Navajo 350	G-BBGE Aztec D	G-BEDU Navajo 'Thurston'250
	D-IGLB Commander 690B		

Another month spoiled by the weather. First foreigner this month was the new B90 King Air F-GBDY on the 2nd, this was registered to Transair France in August '78 and was delivered via Reykjavik and Dublin on 3/9/78 with the c/n LJ-795. Also on the 2nd the Irish Cessna F337 EI-BET was returning to Air Service Holland for a few snags to be ironed out. Cessna 340A OY-BUP which n/s on the 6th is c/n 0056. N17342 which visited on the 9th is a French built Cessna F150 with c/n 1045 and it was last recorded with the USAF Bitburg Aero Club. Aztec OY-AJA on the 22nd was crew training all day, it had tried to get in the previous evening but diverted to Ringway. Old faithful PH-GPL visited on the 26th and the final foreigner of the month was the Commander 690B D-IGLB c/n 11456 registered to Fa Disko Leasing in March '78 but delivered via Prestwick to Koln on 13 February '78

Northair have had a busy month, Conquest G-AUTO for the Automobile Association arrived on the 2nd via Coventry. It was air-tested on the 8th for C of A and on the 9th for the CAA type certificate since it is the first on the register. On the 22nd it left to be painted up in the AA's yellow and black colours. Cessna P210 G-KATH returned by road for a rebuild on the 6th after landing short at Sywell. Cessna F150 G-ATOE arrived for checks on the 2nd and is still present, Duke G-TONY came in on the 3rd and departed on the 22nd, Cessna F172 G-ECUF arrived on the 4th and is still present. Cessna 421C G-OSSH was air-tested on the 8th and delivered to Klingair at Stansted on the 26th, Cessna F152 G-BGAB came from Humberside for checks on the 10th and left on the 22nd when it was replaced by G-BGAD from the same club; this left on the 24th. Chancellor G-OFRL, for Flight Refuelling Ltd, arrived on the 23rd and turned out to be c/n 0220, an Aztec is to be taken in part exchange and this, G-ATPR, visited on the 27th. Chancellor G-KCAV arrived for checks on the 26th and is still present, also on the 26th Cessna FRA152 G-BGAF was delivered to Ipswich.

Interesting among the visitors was the Rallye Club G-AZGH on the 3rd. This came in from Ireland and after a security clearance it went to Sproatley to pick up the Champion G-AVDU which has been sold over there. On the return flight they were to obtain their security clearance at Blackpool but in the event they became lost in bad weather and diverted in to LBA and decided to stay overnight before continuing. The

## LEEDS/BRADFORD MOVEMENTS - (cont'd)

HS125 G-AXPU on the 8th was using callsign 'McLine 247B'. Islander G-BDWG on the 16th arrived with the callsign 'Euroair 901' and left as 'Euroair 247'. Puma G-BFEU visited on the 17th and stayed until the 20th. The Britannia Airways Cessna 421C G-BRIT was ferrying a crew on the 17th when it made its first visit to LBA. Cessna U206 G-BAUD came in on demonstration to Steve Swallow of the local parachute club on the 23rd but it proved unsuitable. Also on demo was the Cougar G-REAT making the types debut at LBA on the 27th. ILS traffic this month has included numerous Jetstreams (as usual) but on the 16th XX491 was reportedly being used for the first time. Other ILS items were HS125 XS733 (MTB06) on the 9th, HS125 XS710 on the 27th and Dove 8 G-ARBE on the 22nd. Missing from last month's list of visitors was the Pitts G-BOOK which was in on the 24th. Cessna T210 G-BCZP was not a visitor on 17/1, it was taken in part exchange by Northair on the 5/1 and on the 17th it moved to Doncaster for storage. Titan G-BSDS which was reported as c/n 0269 last month has been officially registered as c/n 0239, this seems to be correct as the Cessna 404 1978 production finished with c/n 0246 and 1979 production commenced at 0401. Another c/n problem is posed by Super Cub PH-BAJ/G-SUPA, the quoted c/n 18-5512 is in fact the fuselage number and the aircraft was rebuilt with new wings, tail surfaces, rudder and u/c!

WATCH OUT FOR:- Northair are reported to have a lot of twins due including Cessna 421C G-NORX, Cessna 404 G-OSHH, Cessna Conquest G-CCCL among others. Tenneco's BAC 1-11 N501T and Gulf II N62CB are due to visit in June on the same day. On Air Anglia scheduled flights now is PH-KFC, Friendship of NLN.

## MORE HOMEBUILTS

Further to the list of homebuilts in the January issue we now have a further batch to look for. They are as follows:-

G-BGFK Evans VP-1	PFA62-10343	D. Beaumont, Bradford.
G-BKDE Kendrick I	1	J. K. Rushton, Bradford.
G-BKDF Kendrick II	2	J. K. Rushton, Bradford.
G-BMAX Clutton FRED 2	PFA29-10322	P. Cawkwell, Bingley.
G-BPAZ Pazmany PL-2	PFA69-10192	T. Davies/P. H. Chamberlain, Doncaster
G-MKLE EAA AeroSport	PFA72-10197	G. McKee, Cherwell, Leeds.
G-OOSE Rutan Varieze	PFA 1536	J. A. Towers, Redcar.
G-PFAU Evans VP-2	PFA63-10440	D. E. Peace, Leeds.
G-PFAZ Evans VP-1	V-2465	B. Kylo, Usworth.
G-PRAG Brugger MB2 Colibri	PFA43-10362	P. Russell, Worksop.

From the first of January the CAA have been charging £100 plus registration fee for out of sequence registrations so this should effectively put a stop to homebuilders using them. Of course the large companies paying thousands of pounds for their new Fipers and Cessnas will not worry about an extra hundred so we have not seen the end of the 'funny' registrations.

## TIRESIDE MOVEMENTS - February 1979

1st	G-CHEV Embraer 110	G-ANUO Heron 2D	LN-VIN Cessna 404
	G-BAIS Cessna 177	PH-MAR DC-9-33RC	PH-MAO DC-9-33RC
	I-HYDR FA-31T Cheyenne	G-ARGR Viscount 708	G-BDRC Viscount 724
2nd	PH-MAR DC-9-33RC	G-AYMK Cherokee 140C	G-AYNJ Cherokee 140C
	G-AYJT Cherokee 140C	G-AYKV Cherokee 140C	G-EBJT Baron 58
	G-BBXH Cessna FR172F	G-BENO Aztec E	G-CHEV Embraer 110
3rd	G-BTWW JetRanger 3	G-AYFA Twin Pioneer n/s	G-AXCG Jodel D117
	G-APWA Herald 100	G-RBLA Twin Otter	
4th	F-ODJI Dauphin	G-ATWR Twin Comanche	G-BDLD Navajo 350
5th	G-BFBH Navajo 325	G-BFOH Bell 47G	G-AYPV Cherokee 140D
	G-WSSL Navajo 350 n/s		

## TEESSIDE MOVEMENTS - (cont'd)

7th G-AXFE King Air B90	G-AZMA Trislander	G-CHEV Embraer 110 n/s
8th G-BBEY Aztec E	G-BEYE Herald 401	G-ATBJ Sikorsky S-61N
11th G-AYPV Cherokee 140D	G-BEYD Herald 401	G-BBXE Aztec D
12th G-BFLJ Navajo 350 Div G-BBZI Navajo 310 F-ODJI Dauphin	G-FJGC Navajo 350 Div G-BBMM Aztec E	G-BFDN Navajo 350 LN-PAE PA-31T
13th G-DBST Aztec D	G-AZOD Aztec D	G-BJGC Navajo 350 Div
14th G-BENE Cessna 402B G-ARIR Viscount 708 Div	G-BBOS JetRanger 2 G-AXNB B737	G-AXXG Islander G-AZMA Trislander
15th G-AXVG 748 Div G-BECH B737 F/V	G-BEZX Navajo 350 F-BSBU Falcon 20E	PH-MOL Fellowship Div G-AXMU BAC1-11
16th LN-SAL Beech 99 G-BBOG B737 F/V	LN-SAB Navajo 350 G-BFJT Bell 47G	G-BRIT Cessna 421C
19th G-BFVZ King Air 200	G-BEOU Navajo 350	G-OBKA Cessna 421C
21st G-BCRP Aztec E G-BRIT Cessna 421C	G-AXXG Islander G-HLUB King Air 200	G-AXMA B737
22nd G-BFOH Bell 47G	G-ATED Hiller UM/12E n/s	SE-FOR Beech 99
23rd G-BCGU HP137 G-ATJU Cessna 150F	G-ARGV PA18 Super Cub G-IANT Cessna 404 F/V	G-ATON Cherokee 140 G-BWFC Cessna F152
25th G-BFFD Cessna F152 F-ODJI Dauphin	G-BAZS Cessna F150L G-BEBA HS743	G-BAUN JetRanger 2
26th G-BFOH Bell 47G	G-BDKV Cherokee Arrow	G-BFZK Embraer 110
1st LN-VIN C404 F/T Stavanger. I-HYDR PA.31 Turin to Lyon.		
4th F-ODJI Dauphin Castle Kennedy to Manchester.		
15th F-BSBU Falcon 20E F/T Le Bourget.		
22nd SE-FOR Beech 99 F/T Stavanger n/s.		
8th G-BEYE Herald operated Air-Anglia Norwich-Teeside-Aberdeen SVS.		
15th G-AXMU BAC1-11 operated B.M.A Tees-side-Heathrow-Tees-side evening flight and on 16/2/79.		

## Crew Training

4th G-AWIK G-ARIR.  
25th G-BFTH BEBA BEBG.  
26th G-DJBI.

## BROUGH MOVEMENTS - February 1979

1st G-AXKD Aztec D also 2 and 5th. G-BAMI B55 Baron also 3,5,6,7,8n/s,9,20,21n/s,22nd. G-BJHH Citation 2 (N/Res).	G-ARMA Dove 8 also 8th. G-BOST Aztec F also 5n/s,7n/s,8n/s, 9,20,21,22,27th.
2nd G-AZNY Aztec E also 3 and 23rd.	G-BBNO Aztec E.
5th G-AVVS Hughes 269B, 1st visit. G-BCKO Aztec E also 10 and 13th.	G-BSTN Navajo 350.
6th G-ATPX Cherokee 180C, 1st visit. G-BBNL Trislander, 1st visit. G-MDRB Navajo 350 also 8, 19th.	G-BAOZ Cessna 414 also 19n/s,26, 28th. G-BBSD Baron also 14n/s, 23, 26th.

### ENOUGH MOVEMENTS - (cont'd)

7th G-ASMG Dove 8 also 19,20,22,26,27th.	G-EBRJ Aztec E also 8,14,19th.
9th G-AYIO Cherokee 140C. G-BFGH Cessna F337G, 1st visit.	G-BEZF Cherokee Six, 1st visit.
13th G-BNPD Aztec E n/s.	
14th G-BAVY Aztec E also 21,22,26th.	
19th G-BGEO Navajo 350, 1st visit.	G-IWFL Cessna F172M, 1st visit.
20th G-BEXU Navajo 350, 1st visit.	G-BGCP GA-7 Cougar, 1st visit.
23rd G-EBJF Baron 58.	
25th G-AVEZ Cessna F172H n/s.	
26th VP959 Devon.	
28th G-BRHD Aztec F n/s. G-FMIN Navajo 350, 1st visit.	G-ARHW Dove 8.

### FOREIGN VISITORS TO THE L.B.A 1978 (Part One)

In 1978 the "star" airliner was undoubtedly Convair 340 SE-GTE of SCANDIE which arrived from Malmo and departed to Edinburgh in February. Other notable charters included the two Braathen's 737's, the first in March from Oslo departing to Stavanger, while the return flight in April was from and to Oslo. In March Uni-Air Friendship F-BYAO diverted in while en route Orly-Inverness. In August Uni-Air Friendships F-BYAO and F-BYAP were chartered by Dan-Air when their 748's went U/S. May saw the visit of a Sterling Caravelle while in October MLN F-28, PH-SIX came in from and returned to Rotterdam on behalf of North Sea Ferries.

Our first Australian visitor arrived in May in the shape of Cessna 210L VH-BEF. One of the most interesting biz-jets was Blue Air's Copenhagen-based HS125, N605W. This was the second HS125 built specifically for the North American market. South African Lear Jet 24, ZS-GLD called at Northair on 4/1 and was later sold in the States, while the only Canadian visitor was the Westwind-1124 of McCain Foods which night stopped on 24/4 before leaving for Cologne on 26/4. Citation EP-KIA visited Northair on 10/6 and passed through again on 3/7 as N2274B on delivery to the States. The Saudi aircraft, HZ-FMA which called on 15/10 was an HS125 but when it visited on 28/7/77 it was a Cessna 421C.

Two of the most interesting "twins" were the Merlin 3, D-ICFF of Hohenloher Flugdienst and Cessna 402, OH-CHR of Helsinki-based Finnwings. Of the light aircraft Austrian Cessna Bird Dog OE-CCG was a rare visitor, as was Luxembourg-based Cessna 210, LX-YES.

#### CANADA

C-GRDP	I.A.I Westwind-1124	c/n 188	McCain Foods, New Brunswick
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#### AUSTRALIA

VH-BEF	Cessna 210L	c/n 61335	J.D. Gates.
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#### IRAN

EP-KIA	Citation	c/n 0295	Provident Growth(now N2274B)
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#### FINLAND

OH-CHR	Cessna 402B	c/n 0580	Finnwings, Helsinki.
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#### ICELAND

TF-GOS	PA-32 Cherokee Six	c/n 103	Now G-ATJV, D. Leonard.
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#### SAUDI ARABIA

HZ-FMA	HS125/1B	c/n 25105	Saudi-Arabian Carpets.
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FOREIGN VISITORS TO THE L.E.A 1978 - (cont'd)1LUXEMBOURG

LX-YES Cessna 210 c/n 60012 Pierre M. Faber.

SOUTH AFRICA

ZS-GLD Lear Jet 24D c/n 291 Lewis Trusts.

AUSTRIA

OE-FAU Citation c/n 0150 A/c Innsbruck Luftfahrt.  
OE-CCG Cessna L-19A c/n 22582 Ex. Austrian Air Force.  
OE-GAU Citation 2 c/n 0028 A/c Innsbruck Luftfahrt.

NORWAY

LN-BWS PA-30 Twin Comanche 160B c/n 221 Micro-Metalsmiths.  
LN-SUP Boeing 737-205 c/n 19409 Braathens - S.A.F.E.  
LN-SUG Boeing 737-205 c/n 21219 Braathens - S.A.F.E.  
LN-NPL PA-31 Navajo c/n 293 Scanex-Air.

ITALY

I-GJBO HS125/400B c/n 25240 Societie Alba, Milan.  
I-COKE Citation c/n 0251 Societie Giovanni, Turin.  
I-GIAZ Mystere 20E c/n 252 Zanussi, Treviso.  
I-FJLC Cessna T310Q c/n 0424 Soc. Fiducaria Toscana, Florence.

SWITZERLAND

HB-LHK Cessna T310R c/n 0237 Kunststofftechnik A.G.  
HB-LDB Cessna 320A c/n 0002 A.G. Fur Stockwerkbau.  
HB-SFA Jodel D140E c/n 187 B. Gautier, La Cote.  
HB-VCI Lear Jet 24D c/n 243 Executive Jet Aviation, Geneva.  
HB-LHG Cessna 421B c/n 0523 S.A.T.A., Geneva.  
HB-LBV Cessna 421 c/n 0188 Air Material A.G., Zurich.  
HB-VFB Lear Jet 35A c/n 145 Swiss Air Ambulance, Zurich.

SWEDEN

SE-GTE Convair 340 c/n 99 Scandinavian Beeline AB.  
SE-GRZ PA-32R Cherokee Lance 300 c/n 7680231 Malmo Aero Club.  
SE-GNH PA-28 Cherokee 181 c/n 7690226 Groningen Aero Club.  
SE-FEB Cessna 337B c/n 0684 Wellwark Productions.  
SE-GLR PA-28 Cherokee Archer II c/n 7690040 Challenge Air.  
SE-FRC Cessna 310Q c/n 0119 C.A. Clase, Gothenburg.  
SE-GVP PA-28R Cherokee Arrow 201T c/n 7803246

IRELAND

EI-BDG Robin HR100/210 c/n 145 Patrick Park.  
EI-AOD Cessna 182J c/n 57249 F.F. Donegan.  
EI-ATF Cessna 182G c/n 55135 A. Leonard.  
EI-BDN PA-23 Aztec 250D c/n 4306 Executive Air Services.  
EI-BET Cessna F 337H c/n 0084 Shaun Meade (Ex. D-IMAI).  
EI-AWN Cessna 414 c/n Farrington, Dublin.  
EI-BEO Cessna 310Q c/n 0233 Iona National Airways.  
EI-AYN BN-2A Islander c/n 704 Aer Arann.  
EI-BCE BN-2A Islander c/n 519 Aer Arann.  
EI-ATC Cessna 310G c/n 0050 Iona National Airways.  
EI-AVC Cessna F337F c/n 0338 Iona National Airways.  
EI-BBB Rockwell 112A c/n 221 N. Hanlon Ltd.

DENMARK

OY-T00 PA-39 Twin Comanche c/n 39-8 Ambriion Aviation (G-SIGN).  
OY-PCG PA-23 Aztec 250C c/n 3273 Genair.  
OY-JTW Cessna 340 c/n 0199 Midt-Fly (Now G-BAWO).  
OY-JLY PA-31 Navajo 300 c/n 229 Aalborg Airtaxi.  
OY-LRH Riley 65 c/n 35407 Prev. G-ASSZ, L.B.A. Resident.

## FOREIGN VISITORS TO THE L.B.A 1978 - (cont'd) 2

OY-BIS	Mitsubishi MU-2B-35	c/n 630	Kali Ltd, Copenhagen.
OY-ATA	King Air 100	c/n B-122	Air Marine.
OY-AJA	PA-23 Aztec 250E	c/n 4715	Midt-Fly.
OY-BLW	PA-34 Seneca 200T	c/n 7670341	North-Flying (Diversions).
OY-BTJ	PA-28 Cherokee 181	c/n 7790371	Svend Andersen.
OY-RYT	Cessna 421B	c/n 0248	Engetaeppe.
OY-ECJ	Cessna 421B	c/n 0508	Midt-Fly.
OY-ARS	Cessna 402B	c/n 0547	Sun-Air, Billund.
OY-ETC	PA-32R Cherokee Lance	c/n 7780153	Danfoss Avn.
OY-DLA	Mitsubishi MU-2B-20	c/n 187	Dansk Styropak.

## BELGIUM

OO-DGP	Piper PA-28R Cherokee T Arrow	c/n 7703135	De Grand Mercure.
CS-02	Ho748 Series 288	c/n 1742	Royal Belgian Air Force.
OO-BIL	Cessna 210L	c/n 60712	Hessenatie.
OO-FLE	PA-34 Seneca 200T	c/n 7770135	Omniflight, Ghent.
OO-RAP	Smith Aerostar 601A	c/n 0273-105	De Grande Pol - Ostend.
OO-LAS	Smith Aerostar 601PE	c/n 0492-20	Eximco, Antwerp.
OO-REV	PA-23 Aztec 250E	c/n 7554022	E.A.T. Grimbergen.
OO-FTC	Cessna F152	c/n 1440	Air Training Centre.
OO-TMT	PA-34 Seneca 200	c/n 7350334	Travair, Brussels.
OO-LFZ	Lear Jet 25B	c/n 118	Abelag, Brussels.
OO-LFA	Lear Jet 24D	c/n 248	Abelag, Brussels.
OO-EDU	Cessna 337G	c/n 01564	Belgian A.S. Brussels.
OO-DUK	Beech 58 Baron	c/n TH-745	A.S.P.E Gossillies.
OO-FLU	PA-28R Cherokee Arrow 201	c/n 7837026	E.A.S. Brussels.
OO-VLH	PA-31 Navajo 310	c/n 7812073	Hallaert, Brussels.

## OUT & ABOUT

Once again, Ian Gordon has been on his travels, and gives some exotic movements for our "Out & About" section.

HONOLULU - 12/2/79 : N73712/3/4/8, 21/2 B.737's (Aloha), N639HA, N649HA, N669HA, N679HADC-9's (Hawaiian), N371HA SD3-330 (Hawaiian), N73717 B.737, is leased to Aloha, but in full Southwest colours, C2-RM4 B.727 (Air Nauru), VH-LTD B.747 (Qantas), JA8112, 8124 B.747's (J.A.L), N68042/3/7/55 DC-10's (Continental), N655PA B.747 (Pan American), N601/6/8 US B.747's (Northwest Orient), N4704/10/14U B.747's and N8076/94/969U DC-8's (United), PH-BTK DC-10 leased from KLM to P.A.L., HL7318 DC-10 and HL7410 B.747 (Korean), C-GKRC DC-10 and C-FFUN B.747 (Wardair), N3165 B.720, N1504W B.707 and N903WA DC-10 (Western), C-FCRE B.747 (CP Air), plus N623H Eustrom F-28.

HONOLULU - 13/2/79 : Military aircraft of note were 60570 and 70526 C-130's, 15460 Orion, and 00047 C-5A all of USAF. In addition was PH-DTB DC-10 (KLM).

HONOLULU - 14/2/79 : More military as follows:- 50234/60 and 40637 C-141's, 10962, 60223, 75027, 80750, 90717/50 all C-130's USAF. 9V-BEW B.707 (Singapore) and numerous aircraft from airlines mentioned above. Light aircraft were N447D C.310, N45880 C.404, N7780 C.421, N34AP/187R Beech 18's, N5029Y PA.23, N3116Y PA.24, N9766U AA-5, N288V B.55, N789RR JetRanger.

HONOLULU - 16/2/79 : RF-C2003 DC-10 (P.A.K), B-1862 B.747SP (China), and N401AD DC-6. Light aircraft were N777AF Beech 18, N12AN PA-31, N40960, 45840, 45930 and 4440K C.404's.

HONOLULU 17/2/79 : N730T B.720 (Aeroamerica), N802FT B.747 (Flying Tigers), N1029L DC-3, N25640 PA-34, 1440 S-61 U.S. Coast Guard.

For each day, Ian has given a long list of airliners seen, but as each airline was mentioned in sightings on the 12th, only the "strangers" have been listed for the following days.

MILAN (Linate) - 2/2/79 : I-LIKB/E/J/M/T DC-9-32 (Alitalia), I-JAKI YAK40 (Avio Ligure), I-ATIN F.27-400 (Navaid flight inspection), EC-CBA/CFA B.727-256 (Iberia)

## OUT & ABOUT (cont'd)

TC-JAK DC-9-32 (T.H.Y), CS-TBQ B.727-172C (T.A.P), YU-AJJ DC-9-32 (J.A.T), D-ABGI B.727-230 (Lufthansa), F-ELCD B.707-328B, F-GBDX Fellowship, F-BOJF B.727-228 (Air France), CCCP-65892 TU-134A (Malev), LZ-TUO TU-134A (Balkan), DM-SCV TU-134A (Interflug), I-VESE Cessna 421B, I-AZIO B90 King Air, HB-GGO A.200 Super King Air.

HEATHROW - 23/2/79 : CCCP-86488 IL-62, CCCP 85223/85274 TU-154B (Aeroflot), C-FTNK Tristar (Air Canada), CN-CCW B.727-2B6 (R.A.Maroc), CS-TBB B.707-382B (T.A.P), D-ABEQ/V/FE B.737, D-AIBB A-300-B4, D-ABKU B.727-230 (Lufthansa), EC-CBH/FC/FI B.727-256, EC-BYL DC-9-32CF (Iberia), EI-ASI B.747-148 (Aer Lingus), F-BVGC A.300B2 (Air France), HA-LCF TU-154B (Malev), HB-15N/P/T DC-9-51 (Swissair), HZ-AHE/I Tristar (Saudia), I-DIRD B.727-243 (Alitalia), JA8034 DC-8-62 (J.A.L), JY-AFB B.747-2D3B (Alia), LN-RLA/B DC-9-41 (S.A.S), LX-LGI B.737-2C9 (Luxair), N80NA DC-10-30 (National), N325PA B.727-21, N735PA/N754PA B.747-121 (Pan Am), N28724 B.707-331B, N93105/93119 B.747-131, N31031/81026 Tristar (T.W.A), N41020 Tristar (Gulf Air), N323EA Tristar (Br. Airways), OD-AED B.707-3B4C (MEA), OE-LDE DC-9-32 (Austrian), OH-LYB DC-9-15 (B.M.A), OH-LYU DC-9-51 (Finnair), PP-VMB DC-10-30 (Varig), SE-DNS DC-9-41 (S.A.S), SX-DED B.707-384C (Olympic), PH-DEA DC-8-63 (K.L.M), TC-JAY DC-10-10 (T.H.Y), VH-EEM B.747-238B (Qantas), VT-DJJ/DNZ B.707-437 (Air India), 4X-AXB/Z B.747 (EEL AL), 5A-DID B.727-2L5 (Libyan), 7T-VEE B.737-2D6C (Air Algerie), 9K-ADA B.747-269B (Kuwait).

DONCASTER - 28/2/79 : G-BDNN/X AA-1B, BCLJ AA-5, BBCI C.150H, BIBW F.172N, OFLY 110M, BEWZ PA-32-300C.  
DONCASTER A.C. HANGAR - BBSA/BBUF/BCIL/M/CLI AA-5, DEBE AA-5A, AYTR CP.301A, AZOA Mons un 150FF, AVUJ F.8L Falco, AWPB Shield Xyla, AYVV ST-10 Diplomat, ASUB Mooney M.20E, AJRB J/I Autocrat, AXLS Jodel DR.105A, AYZK Jodel DR.1050/MI, AYRO FA.150L, BFFE F.152, ATKU F.172G.

DONCASTER - 10/2/79 : In addition to those mentioned above, on the 10th February there were also:- G-BCZP Cessna T.210L, BFXA AA-5B Tiger, ATOM PA-28, AYWW PA-28R.

RINGWAY - 28/2/79 : SE-DET DC-9-41 (SAS), D-ADEQ B.737-130 (Lufthansa), EI-ANG BAC 1-11/209 (Aer Lingus), G-AOYL/APEY Viscount's, G-AVMH/O/U/Z BAC 1-11/510, G-AVOF BAC 1-11/416, G-AZMF BAC 1-11/530 (B.A. on lease from B.Cal. Titles changed and lion on tail painted out). G-ASGG VC10, AZRB Cessna 340, BESE Cessna 310Q, BBFU PA-23, AYYM Bell 47G, AVPS PA-30, BFEM Cessna 421C, AVRO/EFVA B.737 (Britannia), AVBY/YZ BAC 1-11/320 (Laker), ANAF DC-3 (Air Atlantique), F-BNRG MS760 Paris 2, OO-MRF Aerostar 601PE, C-GVYZ DHC-4 Caribou, N1543 BAC 1-11/203, 469 C-130 (Saudi AF). South Side - G-BBSB Beech C.23, BAXM Beech B.24R, BECA Rallye, BEFS Rockwell 112TC, BFML AA-5B, BCVJ F.172M, BFOD F.182Q, BBIF PA-E23, AYLJ/BBNT PA-31's, AXJX/BASI PA-28's, AYFT PA-39, APZL PA-22, BMSF PA-38.

THERTHORPE - 25/2/79 : G-AYUC/AZIL/UZ/BAPI/BFSR Cessna 150's, BFIU Cessna 172, BCBW Cessna 182, AVWR/BAAR PA-28R, AZSG/BTMV PA-28-180, ATOM PA-28-140, BFLX/JUDY AA-5A Cheotah, EURE AA-5B Tiger, ATBU/AYDX A.61 Terrier 2, AGYK J/I Autocrat, AZHU L.A.4a Minor, AXNS B.121 Pup, BFBV Brugger Colibri, BCHX SF.23A Sperling, AXUE Jodel DR.105A.

On the scrap heap were AVUI Cessna 150 minus wings, AWDZ B.121 Pup fuselage only, also BALP PA-30 Twin Comanche minus propellers.

And finally, a few overfly's of Thirsk recently:-

25/2/79 - G-ANAF Dakota was at 3,000 ft en route Coventry-Aberdeen at app. 1023 hrs.

25/2/79 - G-BCMC Bell 212 was at 1,000 ft en route Teesside-Staverton over Topcliffe at app. 1307 hrs.

26/2/79 - G-AYFA Twin Pioneer was at 3,500 ft en route Edinburgh-Jrax Power Station at app. 1115 hrs.

27/2/79 - Firecracker, using C/S E37, was doing aerobatics over Bagby-Sutton Bank, then after three circuits at Topcliffe it went on to Leeming. Possibly being evaluated by the RAF.

## ITEMS OF INTEREST

G-KATH of Northair, Cessna P.210 Centurion suffered damage to propeller, part wing and

## ITEMS OF INTEREST (cont'd)

u/c when it landed on snow-covered ploughed land at Sywell on 30th January 1979 after flight from Blackbushe.

G-AYDU tricycle geared Tailwind was reported in the March Aircraft Illustrated as having been acquired by Mr John Whiting. It was apparently only collected from Lulsgate by this gentleman on behalf of the owner Mr Andrew Perkins after it had been there for a number of months.

## MILITARY NEWS

First a few answers to our queries:-

XN499 Jet Provost went from Linton-on-Ouse to Leeming quite some time ago. Barkston Ash and Swinderby are both believed to be reopening as relief airfields for Cranwell.

XZ564 Venture T2 is now confirmed with 625 GS at South Cerney.

XJ729 is the Whirlwind HAR.10 seen over York on 28/11/78.

LEEMING - FINNINGLEY : The RAF's Multi-Engine Training Squadron (METS) equipped with nine Jetstream T.1's, is to move to Finningley during the second quarter of this year. It is understood that the compliment will be increased to eleven after arrival at Finningley, and that Lindholme will be re-activated as relief landing ground.

At Leeming three extra Jet Provosts will be added to the strength of the C.F.S to cope with the RAF's increased demand for qualified flying instructors.

At Lindholme there is still resident 643 GS with Cadets WT911 and XE974, also Sedbergh's WB996 and WG497.

FINNINGLEY : Noted on 13/3/79:-

Dominic T.1 - 6FTS:- XS732/B, XS728/E, XS739/F, XS729/G, XS730/H, XS737/K, XS711/L, XS734/N, XS710/O, XS735/N.

Jet Provost T.5B - 6FTS:- XW291/N, XW287/P, XW306/Y.

Wessex HC.2 - 22 Sqn:- XR497, XS675.

Hunter T.8 - 237 OCU:- XF967.

HS.125.GCI - 32 Sqn:- XW788.

Jet Provost T.5A of RAFC:- XW328/22, XW358/18, XW367/26.

BINBROCK : Recent changes here are as follows:-

Lightning XR754/A replaced by XR757.

" XS899/C replaced by XR771.

" XR727/F replaced by XS921.

XP697 and XS933/G are reported at Bae Warton.

HONE-ON-SPALLING MOOR : Seen on 28/2/79 was RAE Buccaneer XW986, and Phantom FGR.2 (Probably XV500) in 56 Sqn. colours coded "H" which took off at 1545 hrs.

On 13/3/79 the only sign of life was Jet Provost T.3A XN509/50 of 1 FTS doing "circuit bumps".

VALLEY : Hawks delivered to Valley so far have reached XX250, does anybody know of the movements of Gnats away Valley?

BROUGH : Reported as being present during December 1978 were the first two AV-8A's for Spains second order, namely 161174 and 5. Also on the line were Harrier GR.3's XZ964 to XZ967 and Sea Harrier FRS 1's XZ459, XZ461 to XZ465. Phantom FG.1 XT858 and a primer Buccaneer resided in the fatigue rest hangar.

WOODVALE : On 9/1/79 there resided:-

M/Chester & Salford UAS - Bulldog T.1's:- XX614/1, XX615/2, XX616/3, XX617/4, XX549/5  
Liverpool UAS - Bulldog T.1's:- XX685/L, XX686/U, XX630/A, XX688/S.

10 AEF - Chipmunk T.10:- WK639/10, WP896/11, WK624/12, WF900/13, WB654/14.

Meteor T.7 - WA591/U is to be put on the gate.

## THE TACTICAL WEAPONS UNIT

The TWU was formed at RAF Brawdy, Wales in September 1974 when 229 OCU's Hunters moved onto the base. The unit comprises 3 "shadow" squadrons - namely 63, 79, and 234 sqn. 63 and 234 sqn. operate four month courses comprising low-level tactical flying, air combat and weapons experience. The students arrive from the FTS at Valley and on completion of the TWU course move on to Operational Conversion Units. A short two month "refresher" course is also run by 79 sqn. for pilots returning to front-line duty.

The TWU's basic equipment is the Hunter, though since December 1977, re-equipment with the Hawk has slowly been taking place. 234 sqn. is now fully operational on the type, 63 sqn. will be converted by August '79, and 79 sqn. will remain Hunter equipped for the time being. Another recent change has been the splitting of the TWU into 1 TWU and 2TWU the latter unit forming on Hunters at RAF Lossiemouth in September 1978. This was due to Brawdy suffering from bad weather and training was being affected. 2TWU will move south again in 1980 when RAF Chivenor reopens, and will also re-equip with Hawks. Meanwhile 1 TWU remains at Brawdy.

Planned complement for the Welsh airfield is 46 Hawks, 25 Hunters and a couple of Jet Provosts and Meteors. The reliability of the Hawk and Hunter allows a high aircraft availability, as anyone who has visited Brawdy can testify. All the aircraft are pooled and used by squadrons as required, though many aircraft do in fact carry squadron markings. Intensive flying at the TWU puts a considerable strain on the aircraft and it is planned to exchange Hawks between Brawdy and the less violently manoeuvred examples at Valley. Hopefully this will prevent undue stress on any particular aircraft. Hawk utilisation is also being organised such that aircraft don't come up for major overhaul at the same time.

A list of current aircraft with the TWU are given below:

### 1 TWU, Brawdy

Hawk T.1 : XX186-XX205 coded "101"- "120"  
          XX217-XX222 coded "121"- "126"  
          XX228-XX230 coded "127"- "129"  
          XX246/7     coded "130"&"131"  
          XX253-XX256 coded "132"- "135"

Meteor F.8: VZ467 "01"

Meteor T.7: WA669 "02" (ex vintage pair)

Jet Provost T.4 : XF547 "03"  
                  XP564 "04"  
                  XS177 -

Hunter F.6A :	XE606 "11"	XF516 "19"	XJ634 "29"
	XE608 "12"	XG152 "20"	XJ637 "30"
	XE627 "13"	XG158 "21"	XJ639 "31"
	XE653 "14"	XG160 "22"	XJ676 "32"
	XF382 "15"	XG172 "23"	XK141 "33"
	XF418 "16"	XG196 "25"	XK149 "34"
	XF439 "17"	XG225 "27"	XE656 "35" )
	XF515 "18"	XG226 "28"	XG164 "36" ) F.6

Hunter FGA.9:	XF419 "A"	XG207 "F"
	XF435 "B"	XG228 "G"
	XG154 "C"	XG252 "H"
	XG155 "D"	XJ687 "I"
	XG194 "E"	XJ695 "J"

It is thought that XJ695 was declared a W/O at Brize Norton on 16/11/78 after bird strike.

Hunter T.7 :	XL576 "81"	XL586 "85"	XL617 "89"
	XL577 "82"	XL587 "86"	XL623 "90"
	XL578 "83"	XL592 "87"	XX467 "91"
	XL583 "84"	XL593 "88"	

## THE TACTICAL WEAPONS UNIT (cont'd)

### 2 TWU, Lossiemouth

Hunter FGA.9:	XF511 "A"	XG261 "J"	XE552 "R"
	XJ688 "B"	XG254 "K"	none known "S"
	XE546 "C"	XJ686 "L"	XG264 "T"
	XF376 "D"	XK137 "M"	XF416 "U"
	XF519 "E"	XK140 "N"	XF442 "V"
	XE597 "F"	XF431 "O"	XE582 "W"
	XE624 "G"	XE649 "P"	none known "X"
	XG151 "H"	XF445 "Q"	XG291 "Y"
			XK151 "Z"
Hunter T.7:	XF310 "01"	XL618 "05"	
	XL569 "02"	XL619 "06"	
	XL572 "03"	XX466 "07"	
	XL595 "04"		

## AIRLINES REVIEW

British Island Airways: From April this airline is to operate Isle of Man/Blackpool-Rotterdam, it also seeks permission to link Southampton & Exeter with Frankfurt.

Air Anglia: The expansion of the fleet continues with, in due course, the addition of F.27 VH-CAV (c/n 10131) after its lease to Gulf Air is finished, and F.27 VH-TFM (c/n 10120), both from Australian LCA.

The two F.28's on order from Fokker will be registered G-WWJC (c/n 11133) and G-JCWW (c/n 11135) - guess why?

From April 1st the morning flight from Aberdeen/Edinburgh to Norwich will carry on to Stansted and in the evening there is a connection via Norwich.

Intasun(Air Europe): The registrations of the new Boeing 737's due to Intasun in the near future are as follows:- c/n 21774 G-BMHG, c/n 21775 G-EMOR and c/n 21776 G-BMEC.

British Airways: The order has now been placed for two more Lockheed Tri-Star airlines including spares, and is understood to be the 200 version powered by the Rolls Royce RB211-524B engines, and brings the airline's total of firm and optional Tri-Star orders to 25.

British Airways signed a contract worth £300 millions for a fleet of 19 Boeing 757's on March 2nd. The aircraft, due to enter service from 1983, will have a low tail mounted on the fuselage rather than the T-tail which figured in earlier designs.

An extra flight to Heathrow from LBA will start on April 1st 1979, and operate Mon-Fri leaving at 1255 hrs, arriving back at 1545 hrs.

Britannia Airways: The Boeing 737 on dry lease from Gulf Air is 440-BG (c/n 21359) and the B.737 due in April as an addition to the fleet is thought to be the one currently leased to TEL as OO-TEJ (c/n 21131).

Bahamasair: Four HS.748's have been ordered by this airline, one having already been delivered in January, the second being due in April. Eventually the HS.748's will replace the airline's BH.227's and Twin Otters on the Out Islands service.

## PRESERVATION NEWS

### Lincolnshire Aviation Museum

A further addition to this museum is reported, namely Killick Pan-Powered Helicopter BAFC-18.

### LAP

To meet expansion, and with ever-rising costs, the museum have started a "Friend of the Museum" scheme. This entitles you, for the cost of £1, to visit the collection as often as you like in one season. The stalwarts, who have achieved so much, are existing on gate receipts and donations, and every little helps. Opening times:- Sundays 1400 to 1700hrs, Easter to Sept. Any contributions to 24 Witham Bank West,

## PRESERVATION NEWS (cont'd)

Boston, Lincs. The museum is at Old Station Yard, Tattershall, Lincs (Nr. R.A.F Coningsby).

### Pennine Aviation Museum

Further to last month's report the museum has now acquired a Cusson T.21 UU901.

### Newark Air Museum

Sioux Helicopter XT200 has now joined the collection, as have a Mystere and a T-33 (does anyone know the serials of the last two?).

The Museum has now erected a new display building, but the long term future of the site, and with it the future of the museum seem sadly in doubt.

### Russavia Collection

This is the largest private owner collections based at Duxford. With a few exceptions it is composed mainly of historic gliders, belonging to Mike Russell. There follows a list of aircraft, many of which are on public display:-

G-AEED	BAC Drone c/n 13.
G-ALPM	DH.82A Tiger Moth ex DE419 c/n 85427.
BGA 651	Slingsby Petrel T.13 c/n 361.
BGA 162	Manuel Willow Wren.
WMA 1147	Schleicher Kranich II c/n 821.
WMA 907	Schleicher Kranich II c/n 075.
VN 148	Gruman Baby IIB.
RATGSA 281	Gruman Baby IIB.
BGA 618	E.N Olympia 2 c/n 087.
BGA 493	Hawkrider Lagling c/n 10471.
HD474	Mosley III.
BGA 731 (RA847)	Slingsby Cadet.

### Dan-Air Preservation Group

A report in "Flight" states that this group is surveying AS.57 Ambassador.2 to see if it can be restored and made flyable. Let's hope it can, it was one of the most beautiful post-war airliners.

## HOLIDAY FLIGHTS FROM NORTHERN AIRPORTS DURING 1979 (Note that information is subject to change)

### MANCHESTER

		<u>Arr</u>	<u>Dep</u>	<u>Date</u>	
MON:	Aviogenex TU134	11.10	11.50	7/5	to 22/10
	" "	11.40	12.20	7/5	22/10
	Wardair 747			17/9	15/10
TUES:	Wardair 747	9.05	11.35	8/5	11/9
	Air Malta 720	11.15	12.15	8/5	23/10
WED:	Wardair DC10	9.10	11.35	25/4	19/9
THURS:	Air Malta 720	11.00	12.00	19/4	11/10
	Trans europa Caravelle	20.30	21.20	3/5	25/10
	Air Malta 720	22.30	23.30	5/4	25/10
	Wardair 747	13.35	17.05	3/5	13/9
	C.P. Air DC8	8.50	10.20	24/5	20/9
	Wardair DC10	9.05	11.35	3/5	1/11
FRI:	Wardair DC10	9.05	11.35	11/5	19/10
	Wardair 747			21/9	26/10
	Wardair 747			21/9	12/10
	C. P. Air 747			25/5	8/6
	C. P. Air DC8	10.00	12.00	15/6	21/9
	Aviogenex TU134	20.00	20.40	4/5	19/10
	Trans europa Caravelle	9.00	9.40	18/5	19/10
	Inex-Adria DC9	12.55	13.40	4/5	12/10
	Cyprus 720	14.00	15.10	6/4	26/10
	JAT 727	10.55	11.40		
	JAT 727	18.10	18.55		

# HOLIDAY FLIGHTS FROM NORTHERN AIRPORTS (cont'd)

SAT:	Balkan TU154	10.00	11.00	12/5	to	29/9
(F)	" "	19.20	20.20	19/5		22/9
	Tarom IL62 (or 707)	19.50	21.00	12/5		15/9
	Inex-Adria LC9	16.20	17.05	12/5		6/10
	Aviogenex TU134	18.00	18.40	17/3		27/10
	" "	11.40	12.20	5/5		20/10
	C.P. Air 747	10.00	12.00	5/5		6/10
SUN:	Wardair DC10	7.55	11.05	6/5		30/9
	TIA DC10	9.30	12.00	6/5		7/10
	C.P. Air 747	8.50	10.45	6/5		7/10
	Tarom 707	8.30	9.50	20/5		16/9
	Aviogenex TU134	11.10	11.50	8/4		28/10
	Air Malta 720	22.30	23.30	1/4		28/10
	Balkan TU134	10.05	11.05	27/5		23/9

TIA-DC-8 to San Fransisco on 21/6; 5,12,26/7; 2,16,23/8; 6,13/9.

## TEES-SIDE

FRI:	Aviaco DC9	10.40	17.15	4/5		5/10
SUN:	Aviaco DC9	10.55	11.40	13/5		21/10
	Aviaco DC9	18.10	18.55	13/5		21/10

## LIVERPOOL

FRI:	Aviogenex TU134	17.40	18.20	4/5		19/10
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## EAST MIDLANDS

MON:	Air Malta 720	10.25	11.25	9/4		22/10
THURS:	Aviaco DC9	14.20	15.05	3/5		4/10

(F) = Fortnightly flight.

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For more information send a 7p stamp to:- M.C.A.S. (AY), 113 Ferndown Road, Solihull, West Midlands B91 2AX'.

"The North West Aviation Group are running a trip to the North East Airfields on Saturday April 28th calling at Sherburn-in-Elmet, Church Fenton, Tees-side Airport and Sunderland returning via RAF Leeming and Leeds/Bradford Airport. The cost will be £4.00 (including a 3-month temporary membership of NORWAG).

Anybody wishing to go on this trip please send a minimum NON-RETURNABLE deposit of £1.00 and an s.a.e. with the names and addresses of people going to Mr R. White, The Tours Organiser (NORWAG), 193 Old Chapel Street, Stockport, Cheshire SK3 9LR. (Cheques and Postal Orders should be crossed and made payable to 'NORWAG').

We finish with a couple of cracks!

Heralds have been temporarily grounded by British airlines following the discovery of cracks in fuselage mainframes. The cracking was discovered by BAF, but the CAA has approved a modification kit and after fitting it is hoped that the Heralds will be back in the air in a couple of weeks.

Sikorsky S-61's of Helikopter Services, Norway, have been found to have a problem with cracks in the spindle of the rotor head, in fact, one had three cracks in a head that had flown 1060 hrs! The cure is replacement, let's hope they find the cause.

## Credits

T. Sykes	K. Glasby	R. Fozzard	I. Carling	SCAN	LAAS
B. Elam	I. Horner	I.D. Gordon	Flight Int.	Air North	
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