

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

MARCH 1981

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SECRETARY:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 4DN.

FORTHCOMING MEETINGS

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

APRIL 5th : Selection of films from British Aerospace.

MAY 3rd : A marvellous selection of films from Boeing and McDonnell Douglas.

JUNE 14th : Church Fenton - SSAFA Display.

EDITORIAL

Apologies for the absence of the "Crowded Sky" film at last month's meeting, fortunately it didn't detract from the enjoyment of the proceedings.

Shea Simmonds is unable to be with us in May, but we have managed to acquire some magnificent films direct from Boeing and McDonnell Douglas which should be of great interest.

The SSAFA Display at Church Fenton has been confirmed for June 14th and will be in place of the usual June meeting. We will, of course, have our usual stand at the display, and although it is early, any offers of help would be gratefully appreciated.

TRIPS

Several have now been arranged - for full details see back page. Book Now!!

PARIS AIR SHOW 10th - 14th JUNE 1981

1981 will be the fifth year that T.A.S. (The Aviation Society) has organised coach tours to Europe. This year we will be visiting the Paris Air Show. Departing from Manchester, with pick-ups in Stockport, Birmingham & London, plus others en route by arrangements. Airfields to be visited will include - Charles De Gaulle, Paris Le Bourget, Orly, Toussus, Guyancourt, St. Cyr, Villacoublay plus others. COST which includes all coach transport, ferries, bed & breakfast, insurance and hotel charges is ONLY £65. For further details contact The Aviation Society (FTA/SR), c/o Pete Hampson. 44, Baslow Drive, Heald Green, Stockport, SK8 3HP (061-499-1828) enclosing an S.A.E.

CREDITS

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LAAS

Airline World

LEEDS/BRADFORD MOVEMENTS - February 1981

1 F-GCFE Metroliner	0940	F-GBMF Bandeirante	0942
G-BFKA Cessna 172	1315 1408	G-ATMY Cessna 150	1429
2 G-AWUF HS.125	0817 0939	G-BFTT Cessna 421C	1239 1340
G-AZOG Arrow	1319 1512	G-BART HS.125 n/s	1458 1443(3)
G-BHST Hughes 369D	1511 1528	D-IMWT Commander 690B	1736 1803
G-HELY Agusta A.109A	1740 1743		
3 00-VIP Cherokee Six	1027 1407	G-BAMU Robin DR.400	1112 1427
G-PRIX Cessna 414A n/s	1323 1508(6)	G-AWUF HS.125	1418 1502
G-EFTT Cessna 421C	1440 1506	G-FCAS Aztec	1453 1626
G-BBMJ Aztec	1619	G-BBDU Navajo	1813 1832
G-BEZZ Navajo	1846 1855		
4 EI-BIP King Air 200	0826 1830	G-OMET King Air	0834 0851
G-BHXY Baron	0913 1543	G-JEAN Citation	0918 0928
G-BFTT Cessna 421C	0925 0933	G-BBXR Chieftain	0938 1551
G-GALE Seneca	1016 1843	G-SHAW T. Comanche	1029
G-BBSB Sundowner	1132 1221	G-BHBH Citation 550 n/s	1220 0902(5)
G-CPTS Jetranger	1355 1436	D-IMWT Commander 690B	1452 1516
G-BBDU Navajo	1548 1604	G-BFTT Cessna 421C	1554 1630
G-BBPZ Aztec	1644 1707	OY-ATA King Air n/s	1728 1651(5)
G-OMET King Air	1741 1758		
5 G-BCLJ AA-5	0823 0849	G-BCBK Cessna 421B	1216 1540
N6569X Cessna 206 n/s	1436 0947(7)	G-BCUZ King Air 200	1645 1659
G-BNPD Aztec n/s	1705 0811(10)	G-BBYM Jetstream n/s	1708 1505(6)
G-JEAN Citation	1908 1929		
6 OY-AUV King Air	0947 2108	G-BGBS Aztec	1004 1921
G-SILV Cessna 340	1109 1655	G-JEAN Citation	1412 1418
G-BEVL Cessna 421C	1609 1630		
7 G-BHKS King Air	0958 1423		
8 G-BGPU Cherokee	1217 1309	G-AWUL Cessna 150	1347 1431
G-YKIV Cessna 150	1402 1444	G-BEVL Cessna 421C n/s	1853 0805(9)
9 G-EFTT Cessna 421C	0912 0954	D-ILVO Baron n/s	0921 1545(10)
G-BEVL Cessna 421C	0944 1355	G-BENM Navajo	1120 1157
C-GVJT Cessna 441 n/s	1212 1631(10)	G-JEAN Citation	1308 1501
D-IMAA King Air n/s	1332 0915(10)	G-BCPK Cessna 421B	1750 1855
G-BEVL Cessna 421C	1834 1902		
10 F-GCLE Learjet 35A	0746 0815	F-GCLE Learjet 35A	0911 1721
G-JEAN Citation	0937 0944	G-BFNC Ecureuil	1003 1024
G-BHMV Jetranger	1010 1451	G-BASM Seneca	1113 1351
G-BGTT Cessna 310	1115 1740	XS 789 Andover	1156 2231
G-BHSB Cessna 172	1202 1532	G-BHJE Baron	1309 1534
G-ASLE T. Comanche n/s	1341 0907(13)	G-BHKS King Air	1429 1506
G-BFBE Robin HR.200	1607 1733	G-AZNY Aztec	1624 1652
G-BNPD Aztec n/s	1848 0737(11)		
11 G-OFAR Cessna 402C	0833 0843	G-BHXY Baron	0900 0913
G-KENT Cessna 414A	0912 0927	G-BDCS Cessna 421B	0919 0928
G-BCBK Cessna 421B	0922 0941	G-BFEE Baron	1039 1330
G-BHEC Cessna 152	1041 1649	G-DGLH Cessna 152	1041 1111
G-ARDE Dove 6	1120 1233	G-BGHL Cougar	1514 1631
G-EMIC Commander 690B	1548 1651	G-BFTT Cessna 421C	1557 1654
G-BGLI Cessna 152	1616 1651	G-FFEN Cessna 150 n/s	1627 1200(12)
G-OFAR Cessna 402C	1704 1711	G-BDCS Cessna 421B	1744 1757
G-AWUX Cessna 172	1816 1828	G-JEAN Citation	1934 1939
12 G-BBDS Navajo	0924 1535	G-RBBE Cessna 421C	0951 1525
G-BNPD Aztec n/s	1012 1109(17)	XT 420 Wasp	1116 1459
G-CSNA Cessna 421C	1349	G-BFUS Cessna 404 n/s	1430 1722(16)
G-BENM Navajo	1601 1641	G-BAJN AA-5 n/s	1609

LEEDS/BRADFORD MOVEMENTS (Contd.)

12 G-BAVG King Air	1658 1713	G-BBYM Jetstream n/s	1724 1536(13)
G-GGAE HS.125	2017 2035		
13 G-BCTF Warrior	0911 1804	G-BIOE Cessna 172 n/t	0917 1454(25)
G-ATTH Jodel DR.250	1442 1540	G-BEVL Cessna 421C	1443 1512
G-OHTL Sikorsky S.76	1507 1538	G-BMIC Commander 690E	1529 1552
G-ARVW Cherokee	1558 1632	G-JEAN Citation	1801 1813
G-BABW King Air	1841 1914		
14 G-OBGA Cessna 421C	1019 1033	G-BHCE AA-5A	1201 1339
G-BBZV Arrow	1308 1541	G-AWEN Jodel DR.1050	1423 1532
15 G-BENM Navajo	1459 1608	G-BCIJ AA-5	1503 1604
G-BFGA Rallye	1601		
16 G-BABW King Air	0753 0830	G-ATNV Comanche	1659 1706
G-BFZK Bandeirante	1827 1900	G-AVPK Rallye	1844 1953
D-IASK Navajo n/s	1920 1635(17)		
17 G-KATH Cessna 210 n/s	1059	XW789 HS.125	1107 1219
N2539S Cessna 182	1115 1455	G-BCSZ Arrow n/s	1307 1200(19)
18 G-BABW King Air	0820 1748	G-AWWL HS.125 n/s	0851 0852(19)
G-JEAN Citation	0906 0930	G-AYNR HS.125	0941 1409
G-BEKO Cessna 182	1233 1450	G-BFRC AA-5A	1248 1406
N2690L Cessna 414 n/s	1313 1245(19)	G-ATTH Jodel DR250	1404 1438
G-YKIV Cessna 150	1441 1528		
19 G-JEAN Citation	0937 1255	G-HELY Agusta A.109A	0957 1007
G-BFUS Cessna 404 n/s	1111 1651(20)	G-BHED Cessna 152	1155 1234
G-BHEC Cessna 152 n/s	1157 1518(20)	G-BHKX Duchess	1334 1737
G-AVIR Cessna 172 n/s	1339 1543(25)	G-HELY Agusta A.109A	1415 1418
G-PRES Cessna 441	1624	OY-ATA King Air n/s	1715 1700(20)
20 G-BAFA AA-5	1023 1421	G-YIII Cessna 150	1058 1133
F-BIUK Friendship n/s	1434 0851(22)	G-BHED Cessna 152	1448 1517
G-BEVL Cessna 421C	1647 1717	I-FLYB Citation n/s	1655 1045(21)
21 G-BGPU Cherokee	1009 1422	G-BMIC Commander 690B	1013 1320
F-BXSK Cheyenne n/s	1140 0916(22)	G-BENM Navajo	1434 1521
22 G-BAUJ Aztec	0919 1757	G-BMIC Commander 690B n/s	1444 1706(23)
G-BETV HS.125	2021 2035		
23 G-AUTO Cessna 441 n/s	1331 1650(26)		
24 G-BFBH Navajo	0926 1754	G-BHNV Jetranger	1039 1552
G-BDAP Tailwind	1049 1201	G-AVXI HS.748	1331 1346
G-WHIT Bell 47G	1504	OY-ATA King Air n/s	1704 1644(25)
25 G-JEAN Citation	0839 0905	G-BHXY Baron	0856 1310
G-ROWL AA-5B	1106 1522	G-JGCL Cessna 414A	1114 1124
G-AVKG Cessna 172 n/s	1455 1620(27)	G-JEAN Citation	1808 1817
26 G-WTVB Cessna 404	0910 1954	G-JEAN Citation	0917 1508
F-BVJJ Seneca	0931 1545	G-OMHC Arrow	1011 1313
G-JGCL Cessna 414A	1210 1223	G-WOOD Baron n/s	1234 0949(27)
G-BHEO Cessna 182	1241 1607	N2690L Cessna 414	1355 1715
G-OAKS Cessna 421C	1420 1439	G-BBOB Cessna 421B	1451 1908
G-PATT Cessna 404 n/s	2044		
27 OY-BTZ Chieftain	0904 1901	G-AZWW Aztec	0955 1524
LN-HOP Cessna 206	0959 1136	G-LGFG AA-5B	1007 1254
G-BGLD Duchess	1027 1317	G-BHUB Dakota n/s	1048
G-BHKZ Cessna 172	1131 1618	G-BEVL Cessna 421C	1415 1446
G-BAXU Cessna 150 n/s	1526	G-BEMD Baron	1719 1726
G-BFUS Cessna 404 n/s	1731	G-JEAN Citation	1740 1823
G-BABW King Air	1859 1910		
28 EI-BHO Sikorsky S-61N n/s	1043		

LEEDS/BRADFORD SCHEDULED MOVEMENTS - February 1981

1	BFZL	0748	BHMX	1008	BFZL	1044 1120
	BHMX	1400 1743	BECH	1406 1452	BFZL	1437 1520
	BCDN	1828 1850	BFZL	2105 0735(2)	BHMX	2243 0732(2)
2	STAN	0725	ATMJ	0738	BLGW	0823 0841
	BAUR	0858 0917	STAN	0940 1014	ATMJ	0954 1007
	BFZL	1025 1051	BHMX	1055 1203	BFZL	1325 1521
	BDVT	1416 1502	BAZG	1453 1553	BDVT	1740 1808
	STAN	1747 1826	BFZL	1753 1829	ATMJ	1801 1821
	BAUR	1835 1856	STAN	2059 0733(3)	BFZL	2121 0738(3)
	BDVT	2127 0719(3)				
3	ATMJ	0657 0735	BLGW	0817 0837	BCDN	0842 0858
	BDVT	0930 1019	ATMJ	0948 1008	BFZL	1000 1033
	STAN	1059 1133	BFZL	1301 1519	STAN	1409 1804
	BADR	1624 1754	BDVT	1725 1819	ATMJ	1753 1816
	BFZL	1759 1835	BHMX	1841 1900	BLGW	1925 1944
	BDVT	2029 0728(4)	ATMJ	2030 0735(4)	BFZL	2051 0731(4)
	STAN	2113 0725(4)				
4	BHMX	0844 0903	BCDO	0858 0921	STAN	0936 1014
	ATMJ	0947 1007	BFZL	0955 1036	BDVT	1039 1117
	BFZL	1302 1519	BDVT	1337 1747	STAN	1723 1816
	BFZL	1752 1835	ATMJ	1754 1917	BCDN	1833 1853
	LHCJ	1836 2018	BCDO	1920 1941	AXVG	1949 2008
	STAN	2033 0719(5)	BFZL	2048 0735(5)	BDVT	2105 0733
	ATMJ	2118 0737(5)				
5	BOSL	0744 0844	BCDO	0819 0848	AXVG	0827 1038
	BDDH	0839 0905	BHCJ	0909 1035	STAN	0940 1014
	BFZL	1001 1032	ATMJ	1005 1021	BDVT	1048 1128
	BFZL	1315 1521	BDVT	1353 1749	BOSL	1714 1805
	STAN	1732 1813	BFZL	1752 1828	ATMJ	1753 1816
	BDDH	1844 1900	BCDO	1944 2000	ATMJ	2033 0735(6)
	STAN	2036 0721(6)	BFZL	2102 0731(6)	BDVT	2108 0728(6)
6	BCDO	0834 0854	BDDH	0842 0900	STAN	0945 1020
	ATMJ	0957 1013	BFZL	1006 1036	BDVT	1050 1501
	BFZL	1325 1521	BDVS	1347 1415	BHWE	1513 1605
	BDVS	1647 1745	BFZL	1752 1830	ATMJ	1814 1839
	STAN	1833 1906	BDDH	1835 1902	BCDO	1958 2012
	BFZL	2056 0755(7)	ATMJ	2059 0741(9)	BDVS	2115 0729(7)
	STAN	2125 1006(8)				
7	BDDH	0840 0853	BDVS	1047 0718(9)	BFZL	1050 1124
	BFZL	1442 1519	BFZL	2052 0750(8)		
8	BFZL	1039 1120	STAN	1417 1750	BFZL	1436 1523
	BDDH	1829 1852	AZNB	2058 0738(9)	STAN	2117 0730(9)
9	BDVT	0815 0836	BLGW	0846 0907	BDVS	0942 1019
	ATMJ	0959 1014	AZNB	1020 1050	STAN	1042 1124
	AZNB	1341 1523	STAN	1345 1747	IGYL	1443 1542
	BDVS	1736 1813	AZNB	1754 1832	ATMJ	1810 1824
	BCDO	1827 1849	BDVT	1948 2005	ATMJ	2026 0734(10)
	BDVS	2029 0718(10)	BAFF	2058 0731(10)	STAN	2105 0727(10)
10	BCDO	0833 0857	BHMZ	0843 0900	BDVS	0941 1018
	ATMJ	0949 1010	BAFF	0959 1041	STAN	1046 1118
	BAFF	1318 1524	STAN	1336 1752	BDVS	1723 1814
	ATMJ	1743 1809	BAFF	1749 1844	BCDO	1826 1850
	BHMZ	1936 1948	ATMJ	2023 0739(11)	BDVS	2040 0729(11)
	BAFF	2052 0731(11)	BDVT	2106 0735(11)		
11	BCDO	0845 0903	BDDH	0902 0924	BDVS	0944 1019
	BAFF	0958 1037	ATMJ	1001 1014	BDVT	1038 1118

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

11	BAPF	1259	1520	BDVT	1335	1748	BAPF	1742	1827
	BDVS	1746	1822	ATMJ	1809	1825	BCDO	1820	1845
	BDDH	1936	1953	BDVS	2042	0723(12)	ATMJ	2044	0731(12)
	BAPF	2056	0733(12)	BDVT	2102	0726(12)			
12	BGYK	0744	0835	BCDN	0812	0837	BCDO	0849	0905
	BDVS	0941	1020	ATMJ	0955	1013	BAPF	1006	1038
	BDVT	1040	1109	BAPF	1314	1522	BDVT	1332	1756
	BGYK	1709	1741	BAPF	1745	1830	BDVS	1753	1823
	ATMJ	1759	1814	BCDO	1831	1847	BCDN	1933	1950
	ATMJ	2023	0734(13)	BAPF	2042	0729(13)	BDVS	2049	0712(13)
	BDVT	2106	0725(13)						
13	BAUR	0809	0830	BLGW	0842	0903	BDVS	0936	1006
	ATMJ	0955	1013	BAPF	0959	1035	BDVT	1030	1116
	BAPF	1313	1516	BDVT	1342	1744	BGYL	1456	1601
	BDVS	1740	1824	BAPF	1754	1829	ATMJ	1802	1820
	BLGW	1822	1852	ATMJ	2022	0738(16)	BHMZ	2042	2105
	BDVS	2045	0732(16)	BAPF	2056	0750(14)	BDVT	2108	0732(14)
14	BAKL	0831	0849	BAPF	1038	1115	BDVT	1046	1002(15)
	BGYL	1351	1539	BAPF	1440	1516	BAPF	2048	0747(15)
15	BAPF	1033	1113	BDVT	1354	1747	BAPF	1441	1515
	BLGW	1834	1856	BAPF	2047	0735(16)	BDVT	2130	0727(16)
16	BAUR	0810	0834	BLGW	0845	0900	BDVT	0945	1024
	ATMJ	0954	1011	BAPF	0958	1039	BDVS	1041	1117
	BAPF	1259	1515	BDVS	1332	1744	BEOG	1513	1608
	BDVT	1735	1813	BAPF	1753	1827	ATMJ	1758	1818
	BLGW	1839	1903	BAUR	1928	1949	BDVT	2037	0729(17)
	ATMJ	2042	0733(17)	BAPF	2048	1045(17)	BDVS	2053	0719(17)
17	BDVT	1055	1125	BDVS	1102	1141	BAPF	1322	1520
	BDVT	1347	1747	BFVA	1522	1726	BDVS	1729	1809
	BAPF	1755	1831	BAKL	1829	1847	ATMJ	1838	1852
	BCDO	1929	1942	BDVS	2035	0725(18)	BDVT	2056	0717(18)
	BAPF	2059	0736(18)	ATMJ	2103	0734(18)			
18	BAKL	0835	0855	BLGW	0921	0939	BDVT	0945	1026
	ATMJ	0957	1011	BAPF	1009	1041	BDVS	1038	1114
	BAPF	1320	1521	BDVS	1341	1741	BDVT	1739	1812
	BAPF	1754	1830	ATMJ	1757	1815	BAKL	1932	1956
	BLGW	1950	2007	ATMJ	2025	0733(19)	LDVT	2043	0729(19)
	STAN	2057	0722(19)	BAPF	2101	0737(19)			
19	BCDO	0811	0837	BAKL	0842	0857	STAN	0942	1014
	ATMJ	1005	1021	BAPF	1023	1046	BDVT	1040	1114
	BAPF	1316	1524	BDVT	1343	1749	BAZH	1621	1828
	STAN	1735	1825	BAPF	1755	1836	ATMJ	1804	1821
	BLGW	1830	1853	BCDO	1932	1948	BGYK	2004	2042
	ATMJ	2031	0733(20)	STAN	2036	0737(20)	BAPF	2056	0731(20)
	BDVT	2101	0722(20)						
20	BCDO	0818	0837	BHMZ	0830	0854	ATMJ	0951	1010
	BDVT	0954	1020	BAPF	0958	1039	STAN	1044	1113
	BAPF	1317	1521	STAN	1333	1807	BGYL	1528	1614
	BDVT	1731	1819	BAPF	1748	1831	ATMJ	1755	1815
	BHMZ	1835	1858	BDVS	1904	2037	BCDO	1937	1953
	ATMJ	2021	0849(23)	BDVT	2047	0729(21)	BAPF	2056	0748(21)
	STAN	2112	1754(22)						
21	BHMZ	0836	0855	BAPF	1032	1114	BDVT	1035	1009(22)
	BGYL	1427	1539	BAPF	1441	1519	BAPF	2100	0749(22)
22	BAPF	1052	1119	BDVT	1349	1240(23)	BAPF	1437	1516
	BCDO	1849	1908	AZNB	2057	1531(23)	EDDH	2114	1312(23)

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

23	BDVT	1459 1751	BGYJ	1513 1614	BDDH	1529 1816
	BLVS	1650 1853	AZNB	1747 1826	BHMW	1839 1858
	ATMJ	1904 1923	STAN	1931 1953	BDLH	2042 0746(24)
	AZNB	2101 0742(24)	BLVT	2104 0735(24)	ATMJ	2126 0738(24)
24	BHMZ	0815 0840	BCDO	0836 0855	BDDH	0953 1026
	ATMJ	1000 1020	AZNB	1016 1044	BDVT	1036 1120
	AZNB	1302 1520	BDVT	1336 1745	BHWE	1514 1632
	BCDO	1728 1807	AZNB	1746 1832	ATMJ	1802 1818
	BAKL	1828 1850	BHMZ	1928 1947	ATMJ	2029 0736(25)
	BCDO	2038 0723(25)	AZNB	2056 0729(25)	BDVT	2105 0733(25)
25	BHMZ	0805 0832	BAKL	0834 0855	AZNB	0859 1038
	BCDO	0940 1014	ATMJ	0952 1008	BDVT	1032 1118
	AZNB	1259 1522	BDVT	1338 1751	BLVS	1529 2038
	BCDO	1737 1900	AZNB	1745 1831	ATMJ	1756 1814
	BAKL	1832 1854	BHMZ	1932 1950	ATMJ	2029 0734(26)
	AZLP	2055 0731(26)	BDDH	2058 0722(26)	BCDO	2119 0729(26)
26	BHMZ	0810 0836	BHMW	0901 0919	BDDH	0952 1019
	ATMJ	1002 1014	AZLP	1016 1043	BCDO	1041 1116
	AZLP	1310 1516	BCDO	1346 1748	BFVB	1604 1708
	AZLP	1752 1828	ATMJ	1759 1814	BHMW	1835 1852
	BAKL	1855 1926	BHMZ	1940 1955	ATMJ	2035 0731(27)
	AZLP	2052 0728(27)	BCDO	2103 0726(27)	BAKL	2201 0714(27)
27	BHMZ	0843 0858	BHMW	0852 0909	BAKL	0946 1022
	ATMJ	1013 1029	AZLP	1018 1041	BCDO	1038 1116
	AZLP	1320 1515	BCDO	1344 1745	BGYK	1457 1805
	AZLP	1802 1831	BAKL	1812 1847	ATMJ	1837 1853
	BHMW	1843 1859	AZLP	2100	ATMJ	2106
	BCDO	2112 0848(28)	BAKL	2120		

Plenty of interesting visitors this month, on the 3rd OO-VIP was a Lance with c/n 32RT-7985006 whilst on the following day EI-BIP was a fairly new King Air 200. Night stopping on the 5th was the Cessna Brussels runabout TU206G N6569X c/n 05951. King Air C90 OY-AUV on the 6th had c/n LJ898. On the 9th we had a trio of night stoppers, Baron D-ILVO and King Air E90 D-IMAA were the least interesting of the three. The interesting one was the Canadian Conquest C-GVJT c/n 0090 which diverted in for Northair to work on hydraulic snags and is a photographic survey aircraft. French Lear Jet 35A F-GCLE on the 10th was c/n 108 and ex D-COCO. Another German was the Navajo D-IASK on the 16th with c/n 31-7812069 which n/s. More Brussels Cessna's were the TRI182RG N2539S c/n 01348 on the 17th and the Chancellor N2690L c/n 0406 which night stopped on the 18th. Night stopping on the 19th was the King Air 100 OY-ATA. International Rugby brought in the newly registered Friendship F-BIUK of Uni-Air on the 20th and it stayed until the 22nd, it was joined on the 21st by Cheyenne F-BXSK. The Friendship is c/n 10247 and ex F-OGIM. Also night stopping on the 20th was the Citation I-FLYD c/n 392 (unit 489) registered to LOCAFIT. A couple of Pipers were next on the list in the shapes of Seneca F-BVJJ on the 26th and Navajo OY-BTZ on the 27th. Star visitor on the 27th was the Cessna TU206G LN-HOP with c/n 06058 which called in for fuel en route from Gander to Oslo on delivery. Final foreigner of the month was another star, the Irish S61N EI-BHO fought its way through the blizzard on the 28th for a night stop on its way back to Cork from Scandinavia. Diverting in with engine trouble on the 10th was Baron G-BHJE and King Air G-BHKS came to take out the passengers. Very new on the 26th was the Arrow G-OMHC with c/n 28RT-7918105. New resident with YLA on the 1st was the Cessna 150 G-ATMY of S.E. Fellows. Cessna F172P G-BIOB c/n 2042 arrived for Northair on the 13th and was delivered out to a new owner at Huddersfield on the 25th. The bent EMA Viscount G-AZLT finally left by road for EMA on the 13th reportedly to be combined with another one in similar condition to create one good one. Bell 47 G-WHIT which has been in Northair for a couple of months for radio and avionics fitting departed to its Doncaster(?) base on the 24th and was seen in

Whitakers Car Showroom at Doncaster the day after. The two Dakota's being used for filming by YTV were due to arrive here on the 26th for two weeks, in the event G-BHUB arrived on the 27th and G-DAKS sneaked in during the Air Yorkshire meeting on the 1st March. They are both in camouflage and RAF markings and each carries a different serial on each side. Royalty visited on the 10th when Andover XS789 brought the Duchess of Kent.

Registered to Northair on 27/1 was Cessna F152 G-HFCT c/n 1681. Still to arrive is Cessna 414A G-TELM c/n 0525 ex G-BHJT(nty). This will presumably be for Team Lotus who currently have Cessna 414A G-PRIX. No sign yet of any of the new Corsairs being registered.

Callsign tie-ups :- 3rd. G-BBDU/Thurston 210; 4th. G-BBDU/Thurston 204; 5th. G-AXVG/Danair 053, G-BHCJ/Danair 052; 9th. G-AZNY/CE4121; 10th. G-BGTT/Atlantique 941/2, G-AZNY/CE4121, XS789/Kitty One; 12th. XT420/Navy 422; 16th. G-BFZK/WG123; 18th. G-LWWL/McLine 082/082A, G-AYNR/McLine 083A/083B; 26th. G-WTVB/EZ444.

ILS Overshoots :- 2nd. XS735/DTQ91 Dominie, XW418/CDM152 Jet Provost, XW353/LRV56 Jet Provost; 3rd. XX500, XS732/DTQ45 Dominie, XW415/CDM51 Jet Provost, XW353/JAL65 Jet Provost, XX498/T205; 4th. XW418/KMZ23 Jet Provost, XS714/JMB42 Dominie, XX494; 5th. XX497/T214, XW415/J59, XW415/J69 Jet Provosts, XX491/T204; 9th. XX497/T205, XX499/JMB96, XX493/T205, XX494/T212; 10th. G-ASMG, XX498/JMB207, XX497/JMB201; 11th. XW353/KMZ65 Jet Provost, XX494/JMB204; 12th. XT420/Navy 422 Wasp(landed); 13th. XS737/JMB90 Dominie; 17th. XX492/JMB212; 18th. XW418/KMZ65 Jet Provost; 19th. XX494/AQD211, XX496/AQD212, XX491/AQD97; 20th. XX499/AQD214, XX498/AQD208, XS735/AQD90 Dominie, XX494/AQD206; 21st. G-LFCA; 23rd. XX499/AQD204; 24th. XX491/AQD209, XX494/AQD204, XX499/AQD214, XW418/KJT61 Jet Provost, XS733/AQD90 Dominie, XX500/T201; 25th. XX499/AQD203.

From & To :- 1st. F-GCFE/F-GBMF T Toulouse; 2nd. D-DMWT F Frankfurt T Teeside; 3rd. OO-VIP F Biggin Hill T Newcastle; 4th. D-DMWT F Teeside T Frankfurt, OY-ATA F Carlisle T Billund n/s; 5th. N6569X F/T Brussels n/s; 6th. OY-AUV F/T Tirstrup; 9th. D-ILVO F/T Munster n/s, C-GVJT F Prestwick T Nice n/s, D-IMAA F Norwich T Halfpenny Green n/s; 10th. F-GCLE F Le Bourget T Finningley, F-GCLE F Finningley T Quimper; 16th. D-IASK F Ringway T Saarbrücken n/s; 17th. N2539S F Brussels T Perth; 18th. N2690L F Brussels T Humberside n/s; 19th. OY-ATA F Carlisle T Billund n/s; 20th. F-BIUK F/T Dinard n/s, I-FLYB F/T Genoa n/s; 21st. F-BXSK F Albi T Avignon n/s; 24th. OY-ATA F Carlisle T Billund n/s; 26th. N2690L F Gamston T Brussels; 27th. OY-BTZ F/T Copenhagen, LN-HOP F Gander T Fornebu; 28th. EI-BHO F Danfelt.

Helicopter Activity :- 10th. G-FERG York; 13th. G-HYDE Wetherby, G-WARM Leeming; 20th. G-TKHM Dalton Nr. Thirsk, G-WARM Leeming, G-BBTW Halifax; 24th. G-WARM Meltham Nr. Huddersfield.

Leeds/Bradford Movements - February 1963

5th. G-ARYF PA-23 Aztec; 6th. PH-MAA DC-3; 10th. 58-3088 Beech Seminole n/s; 12th. G-ARTI DH 114 Heron 2D, G-ARYG PA-23 Aztec; 13th. G-ARYG PA-23 Aztec, G-ARDL PA-24 Comanche, G-AJHY DC-3, G-ALYF DC-3; 16th. G-APXN PA-23 Aztec, G-APBC DC-3; 17th. G-AEVZ BA Swallow 2; 18th. G-ARMT DH 104 Dove 6, G-APBC DC-3, G-AKJH DC-3; 19th. G-ARDE DH 104 Dove 6, 58-3088 Beech Seminole; 20th. G-ARYF PA-23 Aztec, G-ARBV PA-22 Tri-pacer, G-A OUF DH 104 Dove 6, G-APTY Beech G35 Bonanza; 21st. G-ARTI DH 114 Heron 2D, G-ARMO Cessna 172B; 22nd. G-APTY Beech G35 Bonanza; 25th. G-LNPV DH 114 Heron 2D, G-A MLJ Bristol 170 Mk31; 26th. G-AJLV DH 104 Dove 6; 27th. G-ARFF Queen Air 65; 28th. G-ARDL PA-24 Comanche;

Another quiet month but the first Foreign civil visitor of the year was logged when Dakota PH-MAA of Martins Air Charter came from and to Le Bourget, on the 6th. The US Army sent in the Beech Seminole (Twin Bonanza) 58-3088 on the 10th and it n/s until the 13th then visited again on the 19th. On the 13th we had two British West-point Dakota's G-AJHY and G-ALYF on charter flights and on the 25th the BKS Bristol Freighter G-AMLJ was on a horse charter. Ernie Crabtree's Mew Gull G-AEXF departed to Elstree for a radio fitting on the 19th.

SHERBURN MOVEMENTS - February 1981

1st. G-AXJJ F/T Crosland Moor; G-OFLY F/T Crosland Moor; G-BAOU F Paull; 2nd. G-BGHL F Paull T Doncaster; 4th. G-OFLY F Crosland Moor T Bourn, G-AZID F Paull T Skegness, G-ASSX F Felixkirk T Grindale, G-BEDU F/T Doncaster; 5th. G-BGLH/ EGLI F/T Doncaster, G-BFSR F/T Netherthorpe; 6th. G-BHEC F/T Doncaster; 7th. G-OFLY F Leicester T Crosland Moor, G-BFXN F Doncaster T Coal Aston; 8th. G-AZID F Paull T Skegness, G-AVRY F/T Barton, G-BGHL F/T Humberside; 10th. G-HULL F/T Paull; 11th. G-BHEC F Doncaster T LBA, G-AZID F/T Paull; 12th. G-BGLH F/T Doncaster; 13th. G-HULL F/T Paull, G-BAEX F/T Melbourne; 14th. G-AYRO F/T Ronaldsway, G-LFPM F/T Humberside, G-BFXW F/T Doncaster, G-BCPN F/T Grindale, G-ATTM F/T Tholthorpe; 15th. G-BIDG F/T Crosland Moor; 18th. G-BGKR F Doncaster T Oxford, G-BGLH F/T Doncaster, G-ATTM F Pocklington T Tholthorpe; 19th. G-HULL F Paull T Brough, G-AZID F/T Paull, G-BEHW F/T Crosland Moor; 20th. G-HULL F/T Paull; 21st. G-BDYC/ BHED F/T Doncaster; 26th. G-BAOV F/T Brough; 27th. G-BAOV F/T Paull.

TEESIDE MOVEMENTS - January 1981

3	G-BEUW	AA-5A	G-HGGS	Bandeirante	G-GBSC	King Air
4	G-LATC	Bandeirante	G-AVZP	Pup	G-AXAX	Aztec
	G-BDWX	Jodel D.120A	G-BAJW	B.727		
5	G-FERY	Citation	G-WASP	Brantly B.2	EI-ASA	B.737
7	G-BASU	Chieftain	HZ-AMH	BAC1-11	G-ANUO	Heron
8	G-LBRX	Siai S.205	G-SVHA	Partenavia P.68B	G-NORX	Cessna 421C
11	G-ATJU	Cessna 150	G-BFZL	Viscount	G-AZLR	Viscount
	G-BAOV	AA-5	G-SVHA	Partenavia P.68B		
12	G-ATFV	Bell 47J	G-BFOH	Bell 47G	G-BCIJ	AA-5
13	G-UBKP	Baron	G-BHMV	Jetranger	G-HELY	Agusta A.109A
	G-BCBK	Cessna 421D	G-ANUO	Heron		
14	G-BGRE	King Air 200	G-LFUS	Cessna 404		
15	G-BACC	Cessna 150	G-BFDB	Chieftain	G-BFHL	Cessna 150
20	OE-FHG	King Air	G-BDRD	Cessna 150	G-ESVT	Bandeirante
	G-IGSZ	Cougar	G-AXUF	Cessna 150	G-ARIR	Viscount
21	G-BEGU	HS.125	G-BFUS	Cessna 404	G-BBSN	Aztec
	G-AYMK	Cherokee	G-WSSL	Chieftain	G-BHFX	Baron
	G-BAJW	B.727	G-BEGZ	B.727	G-BCZR	Viscount
24	OE-FHG	King Air	G-IFLI	Arrow		
25	F-GCTB	King Air	F-BRSM	Cessna 402D	G-AWWL	HS.125
	G-IGVT	Cessna 182	G-JANE	Cessna 340	G-ATMI	HS.748
26	F-GALL	Baron	G-AWWL	HS.125	G-BEOM	Aztec
27	G-BEJV	Seneca	G-BHMV	Jetranger	G-IGNK	Bandeirante
28	OO-RVT	Partenavia P.68B	G-BHFX	Baron		
29	F-BVJJ	Seneca	G-AXKD	Aztec	G-AZRD	Cessna 401B
	C-GOLH	Sikorsky S.61N	G-AVZP	Pup	G-GBSC	King Air

7th. HZ-AMH Ringway to Heathrow, crew training; 20th. OE-FHG Dusseldorf to Wien/Schwechat and return on the 24th; 25th. F-GCTB Perth to Le Bourget; 26th. F-GALL F/T LBA, 28th. OO-RVT F/T Antwerp; 29th. C-GOLH (Okanagan) Aberdeen to Cambridge.

NOTE:- With reference to Steve Rigg's 'Airways' article, members are reminded that, although many radios now have facilities for receiving Airband VHF transmissions, you may technically be contravening the Wireless Telegraphy Act 1949, by listening to Airport and Airways communications. A fuller explanation is contained in the Schedule printed on the reverse of your Television licence.

TEESSIDE MOVEMENTS - February 1981

2 D-IMWT Commander 690B	G-BCMC Bell 212	G-LFOH Bell 47G
3 D-IFIE King Air 200	G-BSVT Bandeirante	G-WSSC Chieftain
G-BFTG AA-5B	G-ANUO Heron	G-AXKD Aztec
4 OY-MBA King Air	G-LFUS Cessna 404	G-IANT Cessna 404
6 D-IKOC Commander 690B	G-AZRD Cessna 401B	G-UBKP Baron
10 F-LVJJ Seneca	G-BAWK Cherokee	G-BCKV Cessna 150
G-AXUF Cessna 150	G-BFGG Cessna 150	G-BHNV Jetranger
11 LN-PAD King Air 200	F-BVJJ Seneca	G-ATKX Jodel D.140
G-BHDC Cougar	G-BHPY Baron	G-LEON Chieftain
12 VR-BFI Islander	G-BHJE Baron	G-BAPW Arrow
G-BHUS King Air 200	G-SALA Arrow	G-BEZZ Navajo
13 G-POST Bandeirante	G-AWLE Cessna 172	G-ATJU Cessna 150
15 G-BFMH Cessna 177	G-AVZP Pup	G-EAOV AA-5
16 G-BEJZ Aerostar	G-PEMX Cessna 404	G-BBTK Cessna 150
G-BDRD Cessna 150	G-BEGG Cessna 150	G-IFUS Cessna 404
17 LN-SAE King Air	G-OSKY Cessna 172	G-EGNK Bandeirante
G-ANUO Heron	G-LLGW F-27 (DIV)	G-BCBO F-27 (DIV)
18 G-BHSU HS.125	G-SVHA Partenavia P68B	G-JEAN Citation
19 LN-HOT Citation	SE-LDE Citation	G-BCCL HS.125
20 G-BCMC Bell 212	G-AVPK Rallye	G-BCCL HS.125
23 G-BCAY Commander 685	G-ATMI HS.748	G-BHMX F-27 (DIV)
24 G-BGNK Bandeirante	G-BAPW Arrow	G-EFOH Bell 47G
25 G-BBYM Jetstream	G-BHPY Baron	G-ASPL HS.748
27 G-GKNE King Air 200	BI-BGP Cessna 414A	G-JTCA Aztec

2nd. D-IMWT F LEA n/s; 3rd. D-IFIE F/T Marl; 4th. OY-MBA F/T Odense; 6th. D-IKOC F/T Dusseldorf; 11th. F-BVJJ F Calais T Newcastle; 12th. VR-BFI Bristow, F Aberdeen T Redhill; 18th. LN-SAE F/T Stavanger n/s; 19th. LN-HOT F/T Stavanger.

Casair have been granted a licence to operate the Teesside - Glasgow services from 1/3/81. There are three flights per day using Titan G-PATT.

OUT & ABOUT

KIRMINGTON :- 22/2/81 :- G-AZVS HS.125, OY-CPH Cessna 337, G-LION Cub, G-BCLI AA-5, G-ESTN Chieftain, G-AZAP Twin Comanche, G-PAVY/BHLP/BCKO Aztec's, G-AZDX/BCJM Cherokee's, G-LGHL/DHLK Cougar's, G-AZYK/BALN Cessna 310's, G-BAJB/Cessna 177, G-APSZ/BEZR/BFPM Cessna 172's, G-BFGW/LUCK/SALL Cessna 150's.

STURGATE :- 22/2/81 :- G-AVOH/AXGZ Condor's, G-ATFW Luton Minor, G-AEGH Chilton DW.1, G-APTR/AJAM/AJAS Auster's, G-BHSE Cessna 172.

LONCASTER :- 22/2/81 :- PH-EHE AA-1A (Fuselage), G-BCIM/BDNW/BDNY/BDYC AA-1B's, G-ECLJ AA-5, G-BEHE/BHCB AA-5A's, G-LFXW AA-5E, G-ASUE Mooney, G-AYTR Emeraude, G-AJRE Auster J/1, G-BCER Minicab, G-AZOA Monsun, G-ECCO Cougar, G-AXLS Jodel DR.105A, G-AYZK Jodel DR.1050, G-BAFS Cub, G-AXNS Pup, G-SALA Cherokee Six, G-BHAY Arrow, G-ATOM Cherokee, G-WTVF Cessna 402L, G-NOVA Cessna 337, G-BHIC Cessna 182, G-ATKU/GRAY Cessna 172's, G-BFFE/BGLH/BGLI/BHEC/LHED Cessna 152's, G-AWLA/AZLL Cessna 150's.

DENHAM :- 9/2/81 :- G-BIAC Tobago, G-TDAA Cessna 206, G-BILT Cessna 172, G-BILK/BIMT Cessna 152's.

HEATHROW :- 13/2/81 :- PH-DTD DC-10 (Ghana Airways), N800FT B.747 (Flying Tigers), CCCP 86497 IL-62 (Aeroflot), YU-AKJ B.727 (J.A.T.), HB-INE DC-9-81 (Swissair), PP-VMV DC-10 (Varig), 7T-VEU B.727 (Air Algerie), OO-LAW Metroliner, HZ-AFJ/N829GA/N34RP Gulfstream 2's, D-LANE Citation, HB-VFB/N113AK Learjet's, I-LIAC Falcon 20, D-IKAT Cessna 401B, PH-ILG King Air 200.

OUT & ABOUT (Contd.)

LUTON :- 15/2/81 :- EI-DDH Britannia (Aer Turas), G-DFUB B.737 (Monarch), A40-CF B.727, N187G Jet Commander, HZ-KA5 HS.125, N2601 Gulfstream 2, SE-GEH Cessna 404.
LUTON :- 17/2/81 :- 9G-ACE Britannia (Geminair), SP-LSI IL-18 (LOT), N111G Jetstar, N819GA/N1625 Gulfstream 2's, HZ-MAA BAC1-11, HZ-PET Gulfstream 2, EC-DEE Learjet, F-BUUF Aztec, N2896B Turbo Lance, G-BIOK/TIOM Cessna 152's.
CASTLE DONINGTON :- 17/2/81 :- I-EDIF Falcon 20, EI-BEO Cessna 310, G-BWRD Twin Otter (Drymon), G-LFZE Ecureuil.
CASTLE DONINGTON :- 9/3/81 :- OY-ASY Dandairante, G-BHVH B.737 (Orion), G-DHGA Navajo, G-BFRJ Herald (Express Air Freight).

AIRWAYS - Part Three

An explanation first of squawks following a request by a reader. Most aircraft are now equipped with a transponder which is used to send a four digit code (0000 to 7777) back to the radar controller. This is all very clever and involves a very accurate form of radar, secondary surveillance radar (SSR). Given the order to squawk 4321 a pilot sets his transponder to this code and the blip on the radar screen then has the squawk code displayed beside along with the aircraft's flight level - very clever. Regularly heard is the instruction, 'Squawk Ident', which instructs the pilot to press the Ident button causing the dot on the controller's screen to become three times as bright for a short period to help with identification. 'Mode Charlie' is the setting on the transponder when the high readout will be as an actual airways flight level corrected to airways pressure of 1013.2 millibars.

Oceanic clearance

Shanwick (a cross between Shannon and Prestwick) give clearances on two frequencies, 123.95 and 127.65. The simple rule which ought to operate, but not always does, is that aircraft registered W of 30°W use 123.95 and those from E of 30°W use 127.65. This basically means 123.95 will be used by U.S. and Canadian operators, with European and Eastern airlines using 127.65. It seems to be about 80% that way as a rule. Clearances on these frequencies should be obtained before crossing 2°W, hence many call up in this area. The ocean boundary starts at 10°W above 55°N and 15°W from 54°N going south. These entry points mark the end of VHF cover and HF (or Short Wave) takes over. While most of the Oceanic business is centred at Prestwick, in Atlantic House, it is at Shannon that the Short Wave transmitting stations are to be found. Again different frequencies are used to separate aircraft to cause less cramming of the airwaves.

5638, 8854, 13328 Aircraft registered E of 30°W

5673, 8889, 13288 Aircraft registered W of 30°W

A full list of HF frequencies used on the North Atlantic would be long winded and if anybody wants I will supply. 5638 means 5638kHz or 5.638MHz and obviously a radio with the capacity for very fine tuning is required. A communications receiver is necessary to receive clearly, to have a R.F. gain to bring in weak signals but most of all to have the Single Side Band (SSB) which brings the gobbledy-gook, Donald Duck type voices, into clear English (or Irish perhaps it should be). Armed with a radio such as this it is possible to listen much beyond the North Atlantic. The world is literally your oyster and clear transmission from both aircraft and ground stations are clearly heard, especially during the late night and early morning hours. The use of two frequencies say 5638 and 8854 is because the range of transmissions in certain conditions will vary.

Sel-Cal

An aircraft first calls up on HF when he will give his position and estimate for the next one, his flight level and ask for a Sel-Cal check. This system enables the pilot to remove his headset on the long legs of ocean flying and not have to listen to HF mush in his ears as there is no squelch on HF. Every aircraft has a different sel-cal code, of four letters between A and M in two groups of two. For example AB-CD or KM-CH. The same letter cannot occur twice and the first letter of each pair will be before the other in the alphabet. Having given his position the pilot will then keep a sel-cal watch. If the controller wishes to speak to him he dials the sel-cal and on the radio a two-tone gong is heard. This coded radio signal will trigger the receiver with the same code and the pilot will know he is being called when the gongs go in his cockpit. It sounds very unclear to me but it works.

AIRWAYS (Contd.)

The code CH-DK is assigned, as many are, to two aircraft SX-OAD and N703PA. This would cause no problem as the two aircraft will never use the same frequency because their countries of origin are on opposite sides of 30°W.

A conversation would go like this:-

Braniff 601 is by 59°N 10°W at 1427 flight level 350, 61°N 20°W at 1514, 63°N 30°W next. SelCal check on EK-AH please.

Having heard this a quick check will show that EK-AH is N606BN one of the two B747SP's, operating the flight out of Gatwick. To get from Gatwick to 59°N 10°W it is obviously necessary to fly along Amber 1 as this flight did on January 3rd passing POL at 13.32 with a long trail in good view. Being a U.S. registered aircraft the frequency used was 5673 Change to 8889 would probably have occurred after the 20°W report.

Also using HF are the companies themselves who call up their aircraft to get times of arrival, fuel details, mechanical states etc.

Steve Rigg

AIRLINES REVIEW - March 1981

AIR ECOSSE have signed a letter of intent for the purchase of two Jetstream 31's. Routes have been awarded between Edinburgh - Liverpool, Aberdeen - Liverpool, Aberdeen - Belfast (limited to five flights per week in one direction), Aberdeen - Glasgow and Aberdeen - Dublin, the latter effective from 30th March.

ALIDAIR as reported last month, are to change their name to Inter City Airlines from 1st March in preparation for the new services from EMA to Edinburgh and Aberdeen due to start on 1st April, at 0700. Aircraft used will be a Short 330, flying five days per week, but via Edinburgh on Tuesdays and Thursdays only. A second 330 is expected to enter service in April or May. Two Short 360, 36 seat, airliners have been ordered with options on two more, making Alidair the first UK customer for the type. This is in line with the company's plans to concentrate more on commuter operations, with the remaining Viscounts being transferred to Guernsey Airlines. Additional routes applied for include EMA - Heathrow, EMA - Brussels and Staverton - Jersey/Guernsey.

AIR KENT are proposing to acquire three Convair 600's (Convair 240D's re-engined with Dart 542 turboprops) for use on newly applied for routes from Beauvais, Antwerp and Rotterdam, to Jersey/Guernsey. The company also proposes to use Lydd and Manston, and the first Convair could be delivered in April.

AIR UK have the following Herald's stored at Norwich: G-APWE, G-APWH, G-ASIG and G-AVEZ, but the lease of B.A.F. Herald's G-BCWE and G-BCZG continues.

BRITISH AIRWAYS are expected to deliver this month the two Boeing 747-136's bought by T.W.A., G-AWNI and G-AWNL to become respectively N125TW and N126TW. Trident IE-140, G-AVYB (2136) was withdrawn from use at Heathrow in November 1980, while Trident 1C's, G-A RPR/W/X(2119/23/24) are due to be retired on 31st March 1981. Super VC-10 G-ASGG was delivered to Prestwick for storage on 29th December 1980 leaving G-ASGA and 'GF' in service until 31st March 1981. Boeing 747-148, G-BEPZ (19745) is likely to return to Aer Lingus in March. The disposition of the Viscount fleet is : G-AOHL, Series 802(161); delivered from storage at Cardiff to Southend for British Air Ferries, on 6th February.

G-AOHT, Series 802(168), stored at Cardiff.

G-AOHV, Series 802(170), delivered from storage at Cardiff to Southend for B.A.F. on 16th January; now on lease to Oasis Oil Company.

G-AOJE, Series 802(154); stored at Cardiff;

G-AOJF, Series 802(155); stored at Cardiff;

G-AOYG, Series 806(256); expected to remain in service until 1985;

G-AOYI, Series 806(257); stored at Cardiff;

G-AOYJ/L/M, and G-APEY, Series 806's; expected to be retired on 31st March 1981.

G-AOYN, Series 806(263); sold to B.A.F.

G-AOYP/R, Series 806(265/6); due to remain in service until 1985;

G-AOYS, Series 806(268); stored at Cardiff;

G-APEX, Series 806(381); stored at Cardiff, but believed to have been sold to B.A.F.

G-APIM, Series 806(412); due to remain in service until 1985.

An application has been made to start services between Heathrow and Durban South Africa, via Salisbury, Zimbabwe, using Boeing 707's. This will be a joint service

AIRLINES REVIEW (Contd.)

with South African Airways who will use Boeing 747SP's. Consideration is also being given to extending Concorde services from Washington to Miami from June 1981. The frequencies offered on Shuttle flights are to be reduced because of a fall in passenger loads.

BRITISH MIDLAND AIRWAYS Unconfirmed reports indicate that the airline may operate the British Aerospace 146. B.Ae. are looking for a British airline to operate 146's and at least one may be 'leased' to B.M.A. on a similar basis to that which Eastern Airlines used the Airbus. One of the ideal routes in the B.M.A. domestic network for 146 operation would be LBA - Heathrow. On 30th March 1981 the airline is to inaugurate a new twice-daily feeder service between EMA and Heathrow, designed to give passengers improved access to international flights. From 1st March the airline raised the fares on its other services by a average of 13% due to increased airport and fuel charges, but is also offering new lower standby fares on some routes. Current dispositions of the 707 fleet are: G-LFLD/E, Boeing 707-338C remain with DETA, but the contract is expected to terminate in March 1981. N448M, Boeing 707-321C the Gulf Air contract ended in December, the aircraft being replaced by a Flying Tiger DC-8. The aircraft positioned to Lasham on 31st December for a tail spar modification, but is now stored at EMA in an all-white scheme and carries 'British Midland Cargo' titles. It is hoped that some ad hoc charter work will be found to retain trained 707 crews until the start of the transatlantic charters next year.

PLYMOUTH AIRWAYS have been successful in their application to operate a year round service between Plymouth and the Scilly Isles, this formerly being only a summer service. Newly acquired Twin Otter, G-BIHO(738) entered service in February.

BRITANNIA AIRWAYS carried 3.6 million passengers in 1980, mainly on I.T. flights, from 22 U.K. airports to 65 holiday destinations. This represents a 37.5% share of the U.K. I.T. charter market compared with 35.6% in 1979. Boeing 737 utilisation is the highest of any 737 operator in the world at a daily rate of 11 hours. Following the operation of an experimental Luton - Glasgow schedule this winter, plans are now in hand to extend this to a regular three times weekly service next winter. Starting in November 1981 the airline is intending to start a weekly scheduled service between Glasgow and Larnaca via Milan on behalf of Cyprus Airways. This will be the first time that a scheduled airline has contracted a charter carrier to operate services on its behalf. The 1981 fleet will consist of 26 Boeing 737's while two additional 737's will be leased from Eagle Air and Transavia for the summer peak. The airline is fitting its fleet with Lear Ziegler performance data computers to improve fuel economy and performance, becoming the first airline to do so. Options have been placed on three additional Boeing 767's for delivery in 1985 and 1986.

CASAIR has been awarded its first U.K. scheduled service linking Teesside with Glasgow Monday to Friday, using an 11 seater Cessna Titan. A restricted service only has been flown since last November when the route was vacated by Air UK. Humberside was dropped from the schedule because it was found to be unprofitable. The company believes that the routes potential could be 13,000 passengers per year, about twice the load carried by Air UK. A controlling interest in Casair Aviation Services was bought by the William Press engineering group in April 1980.

EXPRESS AIR SERVICES/JERSEY EUROPEAN AIRWAYS Viscount 815 G-AVJB(375) is now stored at EMA still wearing the airlines livery but without titles, having arrived from Exeter on 17th December. Two Heralds, including G-ATDS, are to be sold, while Viscount 814's, G-DAPE and PG have been sold initially to Southern International who are to dispose of them to Royal American Airways.

MONARCH AIRLINES are to buy two Boeing 757's and two more Boeing 737's in a £45m. deal with Boeing. The Boeing 737's are expected in time for the 1982 season, while the 757's will be delivered in 1983. Options are held on two additional 757's for 1984 delivery. The airline is the first to specify the new quieter Rolls-Royce RB211-535E engines with which it is claimed will give a 40% saving of fuel per passenger compared with current medium sized airliners. In 1985 the engines will be modified to 535E4 standard which is expected to give a further saving of 8 - 10%. Fuel economy was given by Monarch as the main reason for specifying the British engine. In service the 757's will be in a 288-seat configuration. Their latest Boeing 737-2K9 G-JMON(22416) was due to arrive on 4th February while the ex British Caledonian Boeing 707-355C, G-AYEX(19417) was expected to arrive on 15th March. This latter aircraft is for use on the recently applied for Advance Booking Charters

AIRLINES REVIEW (Contd.)

to New York between 1st May 1981 and 30th April 1982. When this enters service Boeing 720-023B, G-BCBE, is to be withdrawn from use. Monarch have now sold the four Boeing 707-123's which had been stored at Luton:-

G-BHOX(17640), ex Air Transcontinental, sold to Tiger Air as N62TA; departed Luton on 7th December for storage at Marana, Arizona; G-BHOY(17651), ex Air Transcontinental, sold to Tiger Air as N61TA; delivered to Marana for storage from Luton on 18th December; N752A(17648), ex Aero America, sold to Tiger Air and left Luton for Marana on 26th November; N751A(17649), ex N752A, Aero America, sold to Tiger Air, was prepared during February for ferrying from Luton to Marana for storage. SOUTHERN INTERNATIONAL have sold Viscount 804(248) G-CSZB and Viscount 807(282) G-CSZA to Royal American Airways as N141 RA and N140 RA respectively. They are also believed to be reselling Viscount 814's G-BAPE and 'PG to Royal American. The aircraft are currently stored at Stansted together with Viscount 808C, G-BEDK. SKYWAYS AIR CARGO The two Fairchild FH-227's have been sold to T.A.E.A., the Brazilian third-level carrier. G-SKYA(536) has become PT-LBF and G-SKYB(539) PT-LBG.

AIR NORTH's monthly magazine "Newcastle Movements" gives full details of movements through Newcastle and Sunderland airports as well as regular reports from correspondents at Teesside, Aberdeen, Inverness and Gatwick. Other features include a comprehensive Flyovers Section, International Airfield Guide and Airline News. On the military side there are reports from British and American bases in the UK and Europe. For a sample copy send 25p or for a 12 issue subscription send £3.50 (cheque/P.O. made payable to AIR NORTH) to : The Registrar, Air North, 23 Chadderton Drive, Chapel House Estate, Newcastle upon Tyne, NE5 1EL.

CHANNEL ISLANDS AVIATION NEWS is the only journal to give a comprehensive coverage of the Channel Islands Aviation Scene. Monthly sections give GUERNSEY, JERSEY & ALDERNEY movements and news, OVERFLIGHTS of the area, and also highlights from Heathrow and Southampton as main C.I. gateways. Other articles are included of general interest.

Cost is £3.50 p.a. for 12 monthly copies of 16/22 pages of A4 duplicated sheets, and a sample is available by sending 25p to :- Dave Bougourd, Editor C.I.A.N.S., C'an Pastilla, 5 Rue du Douit, Marais Lane, Vale, Guernsey, C.I.

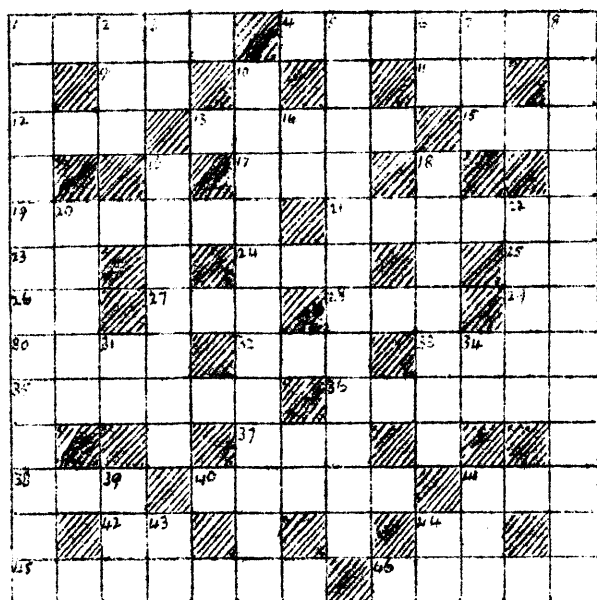
WORLD AIRLINE FLEETS 1981

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CROSSWORD No.2

Clues - ACROSS



Clues - DOWN

1. Both Lingus and British Airways pulled out of this airport.
2. Australian airline.
3. Belgian national prefix.
5. Airport very close to the M.1
6. Greek national prefix.
7. Helicopter Airline used to operate out of La Guardia, Idelwild & Newark (Initials).
8. The Japanese call it "E-San".
10. French Aerospace Company.
14. Air Liberia Flight Code.
16. All jet aircraft on the ground need one.
18. Grand Touring Rallye?
20. Pakistani DC-10 Reg.
22. Irish Cessna F172N Reg.
31. Morane Saulnier.
34. Initials on the fuselage of this charter company's 737's.
39. The "air" in Lingus is spelt this way.
41. Operational role of the Bronco.
43. Moroccan national prefix.
44. JAT's Flight Code.
1. Biz jets often call in this N. London airport.
4. 150,335,500. What are they?
9. Aviaco Flight Code.
11. Burma national prefix.
12. An airborne sentry.
13. Pilots must have this common quality.
15. Former 23 TFW aircraft for Portugal.
17. Norwegian DC-9-41 Reg.
19. They shot Mr. Powers down with one.
21. Zlin's Trener is one.
23. Boulton & Paul.
24. Swedish Bulldog can do this.
25. Interflug Flight Code.
26. Royal Nepal Airlines Flight Code.
27. Belgian Aerostar Reg.
28. Some of these will be re-engined with CFM56's.
29. Bolkow's helicopter prefix.
30. Display Jungmeister Reg.
32. Lingus 737 Reg.
33. British EML-110 Reg.
35. Type of camouflage on Saudi Hercules.
36. French colour of T-33's.
37. Swiss DC-9-32 Reg.
38. Military Super Skymaster.
40. Concorde Reg., now at Duxford.
41. 57FIS and 52TFW operate this type.
42. Spain's national prefix.
44. Japan's national prefix.
45. Wartime manufacturer at Farnborough 80.
46. Builds various parts for Concorde, Tornado and Harpoon.

CROSSWORD NO.1 ANSWERS

- ACROSS** 1. AIRCAPE; 5. HAWKEYE; 9. EGYPT; 10. TELL; 11. FREE; 12. SUMATRA; 15. ONES; 18. PERIL; 20. BEAR; 22. VE; 23. JA; 24. NEWCASTLE; 25. AV; 26. EA; 28. LAWS; 30. SPAIN; 31. HOTS; 35. ECUADOR; 38. EATS; 39. YA10; 40. BURSA; 43. SENEGAL; 44. HOLLAND.
- DOWN** 1. ANTONOV; 2. RALLYE; 3. PERU; 4. EG; 5. HP; 6. ATAR; 7. EUROPE; 8. ELECTRA; 12. SV; 13. AIR CANADA; 14. AV; 16. NIEVA; 17. SANDS; 18. POWYS; 19. LUTON; 20. BEECH; 21. AJEET; 25. ALGIERS; 27. ASHFORD; 29. WARTON; 32. OTTAWA; 33. DE; 34. GR; 36. CUBA; 37. ORAO; 41. UL; 42. SH.

CHARTER & INCLUSIVE TOUR FLIGHTS - LBA - MAY TO OCTOBER 1981 (excluding Orion)

<u>ETA</u>	<u>ETD</u>	<u>FROM / TO</u>	<u>FLT No</u>	<u>TYPE</u>	<u>PERIOD OF OPERATION</u>
<u>Monday</u>					
1315		Palma	AE703	B737	Weekly 04May - 26Oct
1320		Venice	BY269B	B737	Weekly 04May - 28Sep
	1415	Palma	AE702	B737	Weekly 04May - 26Oct
	1420	Venice	BY269A	B737	Weekly 04May - 28Sep
<u>Tuesday</u>					
1335		Gerona	BY094B	B737	Weekly 05May - 13Oct
	1435	Gerona	BY094A	B737	Weekly 05May - 13Oct
1435		Alicante	BY122B	B737	05May 26May 16Jun 07Jul 28Jul 18Aug 08Sep 29Sep 20Oct
	1535	Alicante	BY122A	B737	05May 26May 16Jun 07Jul 28Jul 18Aug 08Sep 29Sep 20Oct
<u>Wednesday</u>					
0910		Palma	BY068B	B737	Weekly 06May - 28Oct
	1010	Luton & Naples	BY258A	B737	Fortnightly 06May - 21Oct
	1010	Luton & Monastir	BY215A	B737	Fortnightly 13May - 28Oct
1315		Palma	AE747	B737	Fortnightly 06May - 21Oct
	1415	Palma	AE746	B737	Fortnightly 06May - 21Oct
1800		Naples	BY258B	B737	Fortnightly 06May - 21Oct
1840		Monastir	BY215B	B737	Fortnightly 13May - 28Oct
	1940	Palma	BY068A	B737	Weekly 06May - 28Oct
<u>Friday</u>					
1345		Alicante	BY120B	B737	Weekly 01May - 30Oct
1440		Lisbon	BY151B	B737	Fortnightly 01May - 30Oct
	1445	Alicante	BY120A	B737	Weekly 01May - 30Oct
	1540	Cardiff & Lisbon	BY151A	B737	Fortnightly 01May - 30Oct
1720		Malta	BY036B	B737	Fortnightly 08May - 23Oct
	1820	Luton & Malta	BY036A	B737	Fortnightly 08May - 23Oct
<u>Saturday</u>					
0855		Palma	BY066B	B737	Weekly 02May - 31Oct
	1020	Palma	BY066A	B737	Weekly 02May - 31Oct
1400		Ibiza	BY023B	B737	Weekly 02May - 31Oct
1450		Alicante	BY121B	B737	16May 06Jun 27Jun 18Jul 08Aug 29Aug 19Sep 10Oct 31Oct
	1510	Ibiza	BY023A	B737	Weekly 02May - 31Oct
	1555	Alicante	BY121A	B737	16May 06Jun 27Jun 18Jul 08Aug 29Aug 19Sep 10Oct 31Oct
<u>Sunday</u>					
0930		Palma	BY067B	B737	Weekly 03May - 25Oct
	1025	Palma	BY067B	B737	Weekly 03May - 25Oct
1035		Bergen	WN205	CV58	26Apr & 04 Sep only
	1120	Bergen	WN206	CV580	26Apr & 04 Sep only
1135		Bergen	WN205	CV580	Weekly 03May - 17May
	1220	Bergen	WN206	CV580	Weekly 03May - 17May
1235		Bergen	WN205	CV580	Weekly 11Sep - 16Oct
	1320	Bergen	WN206	CV580	Weekly 11Sep - 16Oct
1325		Gerona	AE725	B737	Weekly 03May - 25Oct
	1425	Gerona	AE724	B737	Weekly 03May - 25Oct

Key : AE = Air Europe
 BY = Britannia Airways
 WN = Nor-Fly

AIR U.K. SCHEDULED FLIGHTS - LBA - APRIL - OCTOBER 1981 (All F-27 aircraft)

<u>ETA</u>	<u>ETD</u>	<u>FROM / TO</u>	<u>FLT No</u>	<u>ETA</u>	<u>ETD</u>	<u>FROM / TO</u>	<u>FLT No</u>
<u>Monday to Friday</u>				<u>Saturday</u>			
	0715	Belfast	UK581		0725	Amsterdam	UK824
	0725	Amsterdam	UK824	0855		Aberdeen & Edinburgh	UK201
0825		Norwich	UK202		0905	Norwich	UK201
	0835	Edinburgh & Aberdeen	UK202		1015	Dublin	UK733
0855		Aberdeen & Edinburgh	UK201	1045		Amsterdam	UK825
	0905	Norwich	UK201		1215	Isle of Man	UK371*
0945		Belfast	UK582	1655		Isle of Man	UK372*
	1015	Dublin	UK733		1745	Amsterdam	UK828
1045		Amsterdam	UK825	2020		Dublin	UK736
	1115	Newcastle & Aberdeen	UK206	2110		Amsterdam	UK829
1655		Dublin	UK734	<u>Sunday</u>			
1715		Aberdeen & Newcastle	UK207				
	1745	Amsterdam	UK828		0820	Amsterdam	UK826
	1810	Belfast	UK587		1015	Dublin	UK733
1840		Norwich	UK210	1145		Amsterdam	UK827
	1850	Edinburgh & Aberdeen	UK210		1215	Isle of Man	UK371+
1910		Aberdeen & Edinburgh	UK209	1655		Isle of Man	UK372+
	1920	Norwich	UK209		1745	Amsterdam	UK828
2040		Belfast	UK588	1840		Norwich	UK210
2110		Amsterdam	UK829		1850	Edinburgh & Aberdeen	UK210
				2020		Dublin	UK736
				2110		Amsterdam	UK829

* 30May - 12Sep

+ 31May - 13Sep

<u>TRIPS</u>	<u>TRIPS</u>	<u>TRIPS</u>	<u>TRIPS</u>	<u>TRIPS</u>
Sun. 10th May	:	Visit to Nostell Aviation Museum, Nostell Priory 3p.m. No charge - donations to Museum will be welcome however. Travelling by cars, or make your own way. If you can give a lift or want one please tell me. If you are interested please ring as I would like to give them an idea of numbers.		
Fri. 29th May	:	Luton - including Britannia and McAlpine to date. All seats booked and waiting list. Price : £7.50. Depart LBA at 07.15 hrs.		
Sun. 5th July	:	P.F.A. Rally Leicester (including E.M.A.) Price : £6.50.		
Sat. 8th Aug.	:	R.A.F. Aerospace Museum, Cosford (poss. including Birmingham) Price : £6.75.		
Sat. 5th Sept.	:	'Flight' show, Cranfield. Price : £7.00.		
Sat. 3rd October 10.00 hrs.	:	Visit to B.Ae. Woodford to see HS.748 and Nimrod production lines. 12 adults (over 18) only. Book early. No bus, travel by car, I will arrange this.		

NOTE

Full payment for trips should be received one month before the actual dates.
Cheques or postal orders, no cash, payable to 'Air Yorkshire'.

Contact - Steve Rigg on Wakefield 75000