

AIR YORKSHIRE



VOLUME 8 No.3

(FOR PRIVATE CIRCULATION ONLY)

MARCH 1982

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TREASURER/REGISTRAR:- John Hunt, 13, Silverdale Grange, Guiseley, Leeds.

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.

APRIL 4th : Peter Hague will be showing his slides taken at the 1981 Paris Air Show, and of his visit to Dallas, Texas later last year.

MAY : See Editorial

EDITORIAL

The May meeting has not yet been finalised, but it will be a slide show by one of our members, more details next month.

The S.S.A.F.A. Air Display at Church Fenton will be on June 13th this year, and our Air Yorkshire stand will be in attendance as usual. Any members with "no longer needed" magazines, books or any other aviation trivia, who are willing to pass them to an Air Yorkshire committee member, for re-sale on our stand, are invited to do so. All contributions will be most welcome.

Forthcoming Trips

Friday 16th April LUTON & STANSTED

Dep. LBA 07.30 Horsforth R'bout 07.40 Tingley R'bout 07.55 M1 J41 08.05
Approx. cost £5.50 - 1 place available.

Thursday 3rd June Bae. WARTON, BLACKPOOL, MANCHESTER

2 hour afternoon tour of Warton. Visit to Squires Gate in morning.
Return via Manchester. Dep. LBA 08.00
Approx. cost £4.00 - places available.

Saturday 3rd July P.F.A. RALLY - CRANFIELD (calling EMA)

Depart LBA 07.30 Horsforth 07.40 Tingley 07.55 M1 J41 08.05
Approx. cost £5.00 - open for booking.

Saturday 12th June CHESTER (Bae) OPEN DAY, LIVERPOOL, MANCHESTER & BARTON

Depart LBA 08.00
Approx. cost £4.00

Book in writing, or phone Wakefield 375000

LEEDS/BRADFORD MOVEMENTS - February 1982

1	G-BABW	King Air	0924	0958	G-BDFC	Rockwell 112A	1110	1358
	G-BFNC	Ecureuil	1128	1300	G-JGCL	Cessna 414A	1143	1158
	G-AZYR	Cessna 340	1223	1755	CH-12	Hercules	1311	1400
	G-BABW	King Air	1325	1625	G-AZHL	Navajo	1328	1934
	G-AVAU	T.Comanche n/s	1349	0851(2)	G-BHWF	Boeing 737	1431	1606
	G-BEPC	AA-5B n/s	1446	1051(2)	G-BOSL	Boeing 737	1644	1714
2	F-GCFI	Cheyenne	0935	1635	G-BGEM	Partenavia P.68B	0936	1527
	G-BAFA	AA-5 n/s	1056		EI-BDP	Cessna 182 n/s	1149	1435(4)
	G-ZLRC	AA-5B	1215	1320	G-AZRU	Jetranger	1220	1321
	G-BFNC	Ecureuil	1435	1513	G-OAKS	Cessna 421C	1521	1532
	N1036S	F-27 n/s	2102	0820(3)	G-BGPC	Twin Otter	2152	2215
3	G-BHXY	Baron	0859	0943	G-BFTT	Cessna 421C	0915	1835
	G-MLRG	Chieftain	0950	1544	PH-JFG	Cessna 310	1022	1718
	N1036S	F-27	1110	1629	CF-02	Merlin	1123	1230
	G-AZRU	Jetranger	1123	1230	XP778	Beaver	1140	1251
	G-OCAL	Partenavia P.68B	1450	1503	G-BJMR	Cessna 310 n/s	1541	1150(7)
	G-RHHT	Lance	1550	1612	G-BHWW	Cessna 206 n/s	1609	1112(17)
	G-BCUZ	King Air 200	1901	1907	N1036S	F-27 n/s	1942	0823(4)
	G-BGPC	Twin Otter	2216	2255				
4	G-BCKM	Citation	1155	1206	G-SHOK	Cessna 421C n/s	1307	
	G-BCKM	Citation	1653	1709	G-BFTT	Cessna 421C	1745	1839
5	G-BCBK	Cessna 421B	0929	1731	G-FADS	Aztec	1000	1403
	G-BHGS	Chieftain	1025	1520	OY-CBF	Navajo	1042	1928
	G-BFNC	Ecureuil	1056	1336	G-OJVH	Cessna 150	1153	1239
	G-BECH	Boeing 737	1413	1533	G-OAKS	Cessna 421C	1646	1656
	G-BJET	Cessna 425	1637	1910				
6	G-BJGO	Cessna 172	0723	0925	G-AZAV	Cessna 337		0903
	G-BAVZ	Aztec	1108	1634	G-BEIP	Archer	1124	1714
	G-TDAA	Cessna 206	1238	1527	G-BAZH	Boeing 737	1427	1540
	G-AZAV	Cessna 337 n/s	1534	1503(14)				
7	G-BFZH	Arrow	1144	1222	G-BFMH	Cessna 177	1156	1259
	G-BDSL	Cessna 150	1253	1332	G-ASOI	Terrier 2	1350	1634
	G-BAJN	AA-5	1452	1538	G-OVER	Cessna 172	1458	1632
	G-WITT	Navajo N/T	1526		G-PENN	AA-5B	1529	1604
	G-BGYJ	Boeing 737	1534	1626	G-BCTF	Warrior	1640	1746
8	G-ARVW	Cherokee	0908	1036	G-BGXB	Tomahawk	1130	1248
	G-BGYJ	Boeing 737	1425	1554	G-BEHU	Seneca		1527
	G-OMHC	Arrow	1805	?	G-BGPC	Twin Otter	2215	2257
9	G-AUTO	Cessna 441	1001	1024	G-AZOM	Seneca	1047	1407
	G-MLRG	Chieftain n/s	1110	1506(10)	G-POLO	Chieftain n/s	1114	1503(10)
	G-AUTO	Cessna 441	1325	1525	G-RCCL	King Air	1652	1701
	G-COM	Aztec	1914	1959	G-BGPC	Twin Otter	2216	2247
10	G-RCCL	King Air	0823	0857	G-ROLF	Saratoga	0948	1058
	G-YULL	Cherokee	1039	1330	G-BBNO	Aztec	1119	1609
	G-BFNC	Ecureuil	1134	1259	G-BHNU	Cessna 172	1246	1448
	G-BJMR	Cessna 310 n/s	1511	1050(13)	G-OJVH	Cessna 150	1537	1620
	G-ROLF	Saratoga	1844	1911	G-PRES	Cessna 441	2007	2014
	G-BGPC	Twin Otter	2214	2242				
11	G-BFNC	Ecureuil	1008	1023	G-BHOV	Partenavia P.68C n/s	1041	1007(12)
	G-AZZV	Cessna 172	1128	1657	G-BCUZ	King Air 200	1233	1720
	G-BFXZ	Archer	1421	1513	G-BAZS	Cessna 150	1509	1614
	G-BBHD	Emstrom F-28A	1538	1628	G-CPTS	Jetranger	1658	1717
	G-JTCA	Aztec	1842	1851	G-BGPC	Twin Otter	2200	2241
12	G-LONG	Long Ranger	1009	1519	G-AYNR	HS.125	1012	1454

LEEDS/BRADFORD MOVEMENTS (Contd.)

12	G-JANE	Cessna 340	1024	1353	G-AVJB	Viscount	1358	1501
	G-BECH	Boeing 737	1420	1532	N33773	Arrow	1451	2119
	G-PRES	Cessna 441 N/T	1555					
13	G-BDAL	Commander 500S n/s	1150	1724(14)	G-BEBI	AA-5	1218	1334
	G-BAZH	Boeing 737	1355	1538				
14	G-BERM	AA-5A	1052	1559	G-BCLW	AA-1B	1102	1156
	G-BEXY	Cherokee	1206	1258	G-AXRT	Cessna 150	1322	1352
	G-BCOL	Cessna 172	1405	1500	G-CNSI	King Air 200	1437	1543
	G-BFTE	Cessna 152	1518	1550	G-AVJB	Viscount	1642	1717
15	LN-VIH	Cessna 421C n/s	0927	1732(16)	G-RCCL	King Air	0945	1223
	G-BJCY	Slingsby T.67A	1011	1226	G-OFAR	Cessna 402C	1050	1546
	G-BHHI	Cessna 152	1224	1311	G-BERO	HS.125	1318	1357
	G-AVKZ	Aztec	1746	1807	G-RBBE	Cessna 421C n/s	1757	
	G-OCAL	Partenavia P.68B n/s	1911	0813(16)				
16	G-NORC	Cessna 425 n/s	0930	1333(22)	G-BFBU	Partenavia P.68B	0935	1107
	G-ARIE	Comanche	1033	1632	G-AWCD	Jodel DR.253	1140	1234
	G-HELY	Agusta A.109A	1640	1653	G-BGTV	Boeing 737	1707	1751
	G-BBCW	Aztec	1924	1949	G-OCAL	Partenavia P.68B	2016	2047
17	G-BHFY	Baron	0857	1502	G-AZRU	Jetranger	1010	1100
	G-CSNA	Cessna 421C		1249	G-BEVL	Cessna 421C	1459	1848
	N6569X	Cessna 206 n/s	1642	1450(18)	G-BERO	HS.125	1844	1901
18	LN-SAP	Petroliner n/s	1655	1500(19)	G-BGTT	Cessna 310	1746	1921
19	G-BCUZ	King Air 200	1036	1524	G-ASRH	T.Comanche	1138	1604
	G-BHKS	King Air	1313	1446	G-BHLO	Cessna 441	1417	1803
	G-BOSL	Boeing 737	1425	1531	G-CSNA	Cessna 421C n/s	1435	
	OY-BIS	Mitsubishi MU-2B	1548	2010	G-ASRH	T.Comanche n/s	1831	
	G-BJET	Cessna 425 n/s	1940	1400(23)				
20	G-BAZH	Boeing 737	1508	1557				
21	G-SMJJ	Cessna 414A n/s	1601	1252(24)				
22	G-OSLA	Boeing 737	1430	1540	G-BGTG	Aztec	1513	1640
	G-DGXD	Tobago		1506				
23	G-BFLL	HS.748(DIV)	0826	1105	G-PATT	Cessna 404 n/s	0837	
	G-BBLP	Aztec	0930	0945	G-SILV	Cessna 340	0939	1019
	G-AXVG	HS.748(DIV)	0945	1004	G-VAUN	Cessna 340	0947	1632
	G-WSSL	Chieftain(DIV)	1049	1100	G-AVMU	BAC1-11(DIV)	1057	1221
	G-BCBK	Cessna 421B	1233	1745	G-BGTG	Aztec	1351	1419
	G-BHVG	Boeing 737	1440	1553	G-BIOA	Hughes 369D	1503	1510
	G-AVKZ	Aztec	1531	1849	G-JGCL	Cessna 414A	1606	1617
	F-BRNL	Learjet 24B n/s	1805	1605(24)	G-SILV	Cessna 340	2113	2130
24	OY-SMR	Corvette	0820	1756	18013	U-21n/s	0930	0906(25)
	G-WJMN	Rockwell 114	1016	1631	G-BCEE	AA-5	1024	1820
	G-AYYX	Rallye	1119	1429	G-BLLI	AA-5	1146	1257
	G-LSMI	Cessna 152	1500	1607	G-AXJJ	Pup	1516	1553
	G-BEYV	Cessna 210 n/s	1539					
25	G-UBHL	King Air 200	1042	1526	G-BABW	King Air n/s	1955	1823(26)
26	G-AXJJ	Pup	1431	1508	G-BECH	Boeing 737	1510	1613
	G-AXAX	Aztec	1638	1706	G-HELY	Agusta A.109A n/s	1707	1226(27)
27	G-BEET	Cessna 421C	0916	1003	G-BOBI	Cessna 152	1239	1403
	G-OHTL	Sikorsky S-76	1447	1536	G-HELY	Agusta A.109A	1525	1553
	G-KFIT	King Air	1719	1726	G-BOSL	Boeing 737	1757	1848
	G-BGIZ	Cessna 152 n/s	1914	1314(28)				
28	G-BTLE	Tobago	1156	1525	G-BHOV	Partenavia P.68C	1425	
	G-CNSI	King Air 200	1452	1606				

LEADS/BRADFORD REVIEW - February

A short and not very inspiring month. Good foreigners were very thin on the ground, F-GCFI on the 2nd was a Cheyenne and PH-JPG on the 3rd was a Cessna 310Q. On alternate Fridays a firm called Nuk Air has been doing good business flying in patients for hair transplants from Scandinavia. On the 5th it was Navajo OY-CBF but on the 19th it was done by the MU-2B-35 OY-BIS c/n 630 which they bought on the 1/2/82 from Nassau Flying Div. Cherokee Arrow N33773 on the 12th has c/n 28R-7535192 and is said to be resident somewhere in Europe. Night stopping on the 15th was newly registered Cessna 421C LN-VIH c/n 0045. The 17th found two more night stoppers with us, Cessna 206 N6569X and Metroliner LN-SAP. An old friend on the 23rd was the Lear Jet F-BRNL and finishing off the month was Sterlings Corvette OY-SBR on the 24th. The military were in evidence this month with Belgian A/F Hercules CH-12 on the 1st, BAF Berlin CF-02 on the 3rd, Army Beaver XP778 on the 3rd also and US Army U-21 18013 on the 24th. Aerobat G-BFGL is not yet back in service with the Aero Club and they continue to use Cessna 150 G-ASMW on loan from YLA. The Club's Cessna 172 G-ATLM has been away for re-upholstery and respray and it returned on the 2nd in a smart scheme of white with two tone green trim and the reg now painted on the tail. Cessna F150 G-LUCK is now resident (since 20/1) and lives on stand one awaiting a spot in the hangar. Seneca G-BEHU which has been in YLA for maintenance for some time now finally departed on the 8th. Over in Northair the fuselage of Cessna F172 G-AVDC, which has laid at the side of the hangar for a few years now, has been moved into the work area and may be under rebuild at last. Hansons Cessna 421C G-BHLM which lives with Northair has been offered for sale and they are to replace it with a turbo-prop. Two Conquests are currently due for delivery to Northair G-BJGJ c/n 0251 and G-BJYB c/n 0279 it may be one of these or it may be a Corsair. Rumours abound that Systime are to move into the Jet category but no firm news is available. Genair are to start operations on the Leeds - Gatwick run on the 3rd May, three times a day and seven days a week. Finally following the success of the first series of 'Airline' the airport has been informed that from August to October this year Yorkshire TV would like to film flying sequences for the second series here using one DC3 and one -
CONSTELLATION!!!

Callsign tie-ups :- 1st. CH-12/Belgian Air Force 12, G-AZHL/Thurston 202; 2nd. G-BGFC/Loganair 801/802 (also 3,8,9,10,11); 3rd. CF-02/Belgian Air Force 52, XP778/Army 122; 6th. G-BAVZ/Air London 206; 12th. G-AYNR/McLine 075A/B, G-AVJB/Air Ferries 5430; 14th. G-CNSI/Express 728, G-AVJB/Air Ferries 5431; 15th. G-BBRO/McLine 917A/B; 16th. G-BFBU/Express 201; 17th. G-BBRO/McLine 917B/C; 19th. G-BHLO/McLine 119; 23rd. G-AVMU/Speedbird 941, G-AXVG/B6EF, G-BFLL/B6EEQ; 24th. OY-SBR/Sterling 4915/4916, 18013/Army 18013/18013A; 28th. G-CNSI/Express 738.

ILS Overshoots :- (times are approximate) 2nd. XS737/FYNO4 Dominie, XX495/T93, XX495/T92(14-30), XX499/T06(15-25); 3rd. G-OJVH(15-05); 4th. XX497/T06(11-25), XX493/T87(11-30), XX495/T82(12-15), XX492/T85(14-25); 8th. XS714/FTNO4(10-30) Dominie, XX492/T92(14-10); 9th. XX498/FYT82; 10th. XX493/FYT10; 11th. XX493/T04(11-25), XS713/FYNO5(14-00) Dominie; 15th. XS727/FYNO5(10-30) Dominie; 16th. XW326/T66 Jet Provost, XS738/FYNO4(14-50) Dominie; 22nd. G-BCRR(14-35); 23rd. XX492/T85(12-55), XX491/FYT86(15-30); 24th. XX491/FYT82(12-45), XS714/FYN43(17-05) Dominie; 25th. XX497/FYT10(10-10), XX491/FYT82(14-40); 26th. XX496/FYT85(12-35), XX498/FYT92(14-55), XX493/FYT95(15-50)

From & To :- 1st. CH-12 F Lyneham T Northolt; 2nd. F-GCFI F/T Amiens, EI-BDP F/T Dublin n/s; 3rd. PH-JPG F/T Maastricht, CF-02 F/T Melsbrock; 5th. OY-CBF F/T Billund; 12th. N33773 F/T Rotterdam; 15th. LN-VIH F/T Stavanger n/s; 17th. N6569X F Denham n/s T Cranfield; 18th. LN-SAP F Rotterdam T Stavanger; 19th. OY-BIS F Ringway T Billund; 23rd. F-BRNL F/T Le Bourget n/s; 24th. OY-SBR F/T Odense, 18013 F ? n/s T Filton.

Helicopter Activity :- (times are approximate) 1st. G-BHSM/Wetherby(10-40); 12th. G-BBPM/Whinmoor (12-55); 15th. G-AYCM/Sheffield area (09-30); 16th. G-HELY/York (08-40); 17th. G-AZRU/Grafton nr. Boroughbridge(10-05); 22nd. G-AVTE/Harrogate (16-45); 23rd. G-BHST/Mercury Motel, Huddersfield(08-50); G-BFNC/York(16-30); 27th. G-HELY/Site 10m. N of Doncaster(12-25); G-OHTL/Huddersfield(14-40); G-OWJM/Pocklington(15-00); 28th. G-BEEL/Boroughbridge(11-10), G-AWAP/Wakefield(14-10). On pipeline/powerline patrol during the month have been G-AZRU and G-BFNC.

Sherburn Movements - February 1982

2nd. N303CC (T.303) F Perth T Gamston; 6th. G-AWUH F/T Doncaster, G-WOLF F/T Kirmington; 7th. G-AWUH/BCER F/T Doncaster, G-BIOM F/T N'thorpe, G-ASVN F/T Elvington, G-AZMV F/T Rufforth, G-ATEG F/T LBA; 13th. C-PRAG/AYTV F/T N'thorpe, G-HULL/AXRT F/T Grindale, G-WOLF F Doncaster T Kirmington, G-AXZU F/T LBA; 14th. G-BHEG F/T Barton, G-AYGC F Barton T Ringway, G-BHKV F/T Blackpool, G-AZOA/AWUH F/T Doncaster, G-ATEG F LBA T Kirmington; 16th. G-BAOV F/T Brighton, G-WOLF F/T Kirmington; 20th. G-HULL F/T Grindale; 21st. G-BEDU/ F/T Doncaster, G-OVER F/T Blackpool, G-WOLF F/T Kirmington; 24th. G-BDAP F/T Felixkirk; 26th. G-AXJJ F Crosland Moor T LBA; 27th. G-BHRH F N'thorpe T Usworth, G-AGYD F/T Dishforth; 28th. G-EDJC F/T Bagby, G-AOVW F/T Cranwell, G-AWUH F/T Doncaster. N303C is a new Cessna model that was demonstrated to the Aero Club on 2nd.

esside Movements - February 1982

1 G-AZKM B.720(Monarch)	G-BIIT Warrior	G-BIWY
4 G-AZKM B.720(Monarch)	G-ANUO Heron	G-BAUR F-27(DIV)
G-BHMX F-27(DIV)	G-BHAW F-27(DIV)	G-ARAY HS.748(DIV)
5 00-MRE Corvette	G-FOIL Navajo	G-BANS Seneca
G-BERH Puma	G-APEJ Merchantman	
6 PH-CHF F-28	G-ASNP Mooney	G-BIPU
G-BFKZ Puma		
7 G-BIFZ Partenavia P.68C	G-BEIP Archer	
8 G-APES Merchantman	G-WSSL Chieftain	G-BIWY
9 G-BIEZ King Air	F-BVJJ Seneca	G-BHLM Cessna 421C
10 G-BIBE Bandeirante	G-AZGB Aztec	G-BHSM Jetranger
11 N14CP King Air		
12 N3456W King Air 200	G-BGBS Aztec	G-APEJ Merchantman
15 G-BIFZ Partenavia P.68C	G-GILL Cessna 402C	G-BEED Baron
16 G-BLPT	G-AZGB Aztec	G-BFOH Bell 47
17 OY-ASL Bandeirante	N84MD King Air 200	G-LEON Chieftain
G-CITY Chieftain	G-APES Merchantman	
18 LN-VIP Citation	G-BBCW Aztec	G-ARAY HS.748(DIV)
G-BMAT Visc.(DIV)	G-BHMW F-27(DIV)	
19 G-BGRF Baron	G-BBNO Aztec	G-HGGS Bandeirante
G-BCDN F-27(DIV)	G-BHMX F-27(DIV)	G-BHMZ F-27(DIV)
22 G-BECM Pitts S-2A	G-BHWE Boeing 737	G-OSHH Cessna 404
24 EI-BFT King Air 200	G-BHFF Baron	G-BHSM Jetranger
26 G-DMAN HS.125	G-LATC Bandeirante	G-ANUO Heron
27 PH-VHB F-28	F-BVJJ Seneca	G-BJWS Puma
G-BAWK Cherokee	G-BFZH Arrow	G-BGIZ Cessna 152

5th. 00-MRE F/T Rotterdam; 9th. F-BVJJ F Kirmington T Calais; 11th. N14CP F Glasgow T Leavesden; 12th. N3456W F Cambridge T Le Bourget; 17th. N84MD F Inverness T Glasgow, OY-ASL F/T Stavanger n/s; 27th. F-BVJJ F/T Le Touquet n/s. G-AZKM/APEJ/APES were all newspaper flights.

Airlines Review

AIR ECOSSE seem to be applying for licences left, right and centre. Here goes - Liverpool has been added to the application for Aberdeen and/or Carlisle and/or Isle of Man and/or Blackpool and/or Barrow-in-Furness and/or Bristol and/or Cardiff. Liverpool has been deleted from Liverpool and/or Belfast - Dublin licence. Brussels has been deleted from Aberdeen and/or Liverpool - Hamburg and/or Rotterdam and/or Brussels and/or Paris.

AIR TJURS (WALES) are reportedly a new company and have applied for an I.T. licence with Trident 2E aircraft!

ALDERNEY AIR FERRIES have been granted a Gatwick - Cherbourg licence from 20/1/82 with JERSEY EUROPEAN AIRWAYS licence revoked.

AIR UK are to base a Bandeirante at LBA from 29/3 to operate a return morning and evening Edinburgh flight and a mid-day return flight to Amsterdam. F.27's, G-BAUR, G-BOOH and G-BLGW are to be leased to BMA from the beginning of April. G-BLGW was reported to have been at LBA on 7/3 painted in EMS colour scheme. IT flights are to be operated with F27 aircraft from LBS to Norway and Luxembourg this summer, details should be in LBA summer timetable in next month's mag. The charter division of Air UK is reportedly being sold off with Mr. P. Villa in charge. They are to operate under the name of BIA and to take over Air UK charter contracts.

BRITISH AIRWAYS Details on the four HS.748's to be leased for Scottish services are as follows: Dan Air's G-ATMJ from 26/2, G-AZSU from 13/3 and G-BFLL from 8/4 all for one year and the other is to be B.Ae's G-BCDZ for one year from March '82.

BRITISH CALLEDONIAN are to lease 2 Laker DC.10's G-CFAL and G-GSKY and have received permission to operate LGW - Los Angeles as a temporary measure until the licence application is heard by the CAA.

BRAYMON AIRWAYS have applied for Plymouth - Heathrow from 20/2/82

BMA have been granted a licence to operate Birmingham - Brussels from 1/4/82.

Are to have a total of 9 Friendships for the summer season. G-BMAS, PH-KFH, N1036S; G-BAUR, G-BOOH and G-BLGW from Air UK and have recently registered G-BMAP ex Langladesh Birman and G-BMAU, G-BMAW ex Air Tanzania. One of these F-27's is to be based at LBA to operate 3 return flights each week day to Heathrow which will be on top of the 4 Viscount flights. Apparently, when they ran flights during the rail strike it was quite successful and feel there is a permanent demand.

CASAIR have amended a previous licence application and are now seeking Tees-side - Gatwick and/or Guernsey and/or Isle of Man and Tees-side - Belfast from 1/4/82.

EUROFLITE have been granted a Luton - Brussels licence from 17/12/81.

GENAIR have been awarded LBA - Gatwick and are to commence operations on May 3rd with 3 return flights per day. Liverpool - Newquay and/or Exeter licence from 1/4/82. GUERNSEY AIRLINES are taking over the licence from Air UK for Aberdeen and Edinburgh to Jersey.

JERSEY EUROPEAN AIRWAYS have been granted Liverpool - Stansted licence from 25/11/81 although first service was operated on 14/12/81 with Bandeirante G-BHJY. Have been granted Stansted - Brussels from 7/1/82.

ADVERT

"South East Air Review is shaping up bigger and better than ever with many recent improvements in appearance, production and schedule. A5 sized, professionally typed and printed, and with 4 or 8 photo pages an issue it must now be reckoned as a leading military aviation journal. Foreign air arm coverage is second to none. British and American aviation reviews cover base movements, squadron complements, show reports and much more besides. All this plus feature articles, industrial news, forthcoming events, a retail book service and regular meetings are available to members of the West London Aviation Group. Missing out? 1982 subscriptions rates are £8.25 U.K. and £9.50 Overseas.

For further details, or to apply for membership, write to WLAG, 18 Green Lawns, Ruislip, Middlesex HA4 9SP.

A nice, simple, relaxing hobby?

Well at least aero spotting is a straightforward, relaxing hobby. All you have to do is to record the registrations/serials of the aircraft that you see. Trouble is that one can't always be sure what an aircraft is nowadays. What about powered hang gliders, microlights, hot air balloons, gliders with BGA numbers, "bin bags" and the like? How much of an aeroplane need you see anyhow? Must it be the whole thing or will part of it do? Would you count just the fuselage, or just a wing or something even smaller? What about bits of wreckage of World War II planes that are often displayed at exhibitions? What, for example, of the propellor of the Saro Cutty Sark G-ABEC on display at Ronaldsway terminal lounge, or the many pieces of canvas with RFC serials on cut from the planes of the victims of the Red Baron and displayed in the Von Richthofen museum in Germany?

If you visit an aircraft production line and note the constructors numbers of the machines being assembled, how far back along that line would you consider having "seen" a machine? Up to the mating of the wings, or perhaps back to small parts of the fuselage? Would you then record the markings that the aircraft (still in green primer) would wear once painted? Perhaps those marks may be only for testing and ferrying. Would you then count the permanent markings that the aircraft would finally adopt?

If you see an aircraft carrying dual identities, would you count both? (e.g. G-HAWK /ZA101). If the plane carried one registration, but was still in the colours of the previous owner, would you count having seen the aircraft bearing those previous markings? Often if you look closely you can trace the old registration by raised bumps in the paintwork. Do you count these? Lets take a case of a plane where the previous identities are known but not visible on the airframe. G-AMWW is a Dakota 4, c/n 16262/33010. Originally it was G47 no. 44-76678. It then became RAF KN492. Whilst on the British Civil register it spent some time in Ireland as EI-ARP. If you see G-AMWW do you 'count' seeing KN492, EI-ARP and 44-76678 also? After all you have seen the plane that carried those marks. Some aircraft may be stripped down and rebuilt using components of one or more other machines. For example Stinson HW75 G-BCUM was rebuilt using some parts of F-BGQP. Now this machine is itself being rebuilt, to appear as G-AFY0 (2nd allocation of these marks). Do you record test registrations (e.g. HS.125 G-5-11, which has been used many times). Do you record military call signs (e.g. C-119 OT-CBD of Belgium). Do you record ground instructional serials of military aircraft (e.g. 8414M). Do you record BAPC serials? What do you record when you see "Vera Lynn" G-AGHY. It is really G-DAKS (but it does not say so on it). Spurious marks do create a problem; RFC serial F8010 is carried on a recently built SE5a replica with the allocated marking G-BDWJ. So you see sometimes you don't record what it says on the plane; other times you record what it did say, other times what in the future it will say. Every respray is a challenge to a purist reggie spotter.

The question also arises when you see a high flying plane and somebody tells you its identity from a radio. Do you count it? You see a plane landing at an airfield and later learn of its identity. You squint through a hole in a hangar door and see a wing tip, which somebody else tells you is G-ZIPP. Do you 'count' these? You see a boom of Hiller UH-12E G-ATED, with the registration on it. Now G-ATED is flying with a new boom. What do you do?

So you see, you have to keep making decisions and value judgements. Nothing in life is quite as straightforward as it seems. As well as a secretary I now need a legal adviser.

Chris Warn

Out & About

A trip to Lancashire on 24th February by J.M. Morton revealed:-

Samlesbury:- All Canberra's - T.4's WE188/WH846/WH850/, WT483/WT488; P.R.7's WH796/WH798/WT537; T.T.18's WJ574/WJ639/WJ717/WJ721/WK122.

Warton:- XL621 Hunter T.7, XW353/51 Jet Provost, ZA593/597/598/599 Tornado GR1's, G-AZHJ Twin Pioneer.

Squires Gate:- XZ325 Gazelle AH.1, G-APML Dakota 6, G-BFVW SA.365C Dauphin.

Wigan:- XE998/36 Vampire T.11 723 Squadron A.T.C.

And more local news:-

RAF Leeming:- The RAF don't do things by halves here, there are not only a couple of gate guardians, but a few other aircraft dotted around the airfield.

Meteor NF.(T)14 WS788(7967M) and Javelin F.A.W.4 XA634(7641M) watch the main gate, whilst nearby there is Spitfire LF.16 TE356(6709M/7001M) and Gnat T1 XM698(8090M/8497M) flying on poles. Vampire T.11 XD622(8160M) guards the fire station.

Watch for these dates:-

6th June - Sherburn Brunch Patrol
Aircraft arrival 10.15 - 11.15 - contests commencing 11.45 -
Flour bombing, Spot landing, Navigational Competition, Search
& Rescue.

13th June - S.S.A.F.A. Air Display - Church Fenton.

MILITARY NEWS

Honington Tornadoes

The Tornado Weapons Conversion Unit was officially opened on 8th January 1982, five months after the delivery of its first aircraft. The unit will continue the initial training given by the TTTE at Cottesmore, but specialising in British methods. When fully equipped the unit will have 22 aircraft. The aircraft have the last three numbers in yellow on the fin together with a unit emblem.

New Codes

Canberras of 100 Sqdn. have recently changed to a two-letter code which consists of a white letter 'C' followed by the individual aircraft letter after the roundel. Four of the new coded A/c are: WK162/CA; WT567/CC; WK116/CE and WH983/CP.

Wyton will be the base of nos. 39, 100, 360 Sqdns. and 230 OCU. Canberras of 7 Sqdn. (TF18s) will be absorbed into 100 Sqdn. 13 Sqdn. (PR7's) and 39 Sqdn. (PR9's) will be disbanded by June.

VC-10 Tankers

Conversion of VC-10s to K2/K3 standard is now well underway at BAe Filton with the first aircraft due to be tested soon. The following is a list of the RAF's new tankers.

VC-10 K2:

ZA140 (G-ARVL); ZA141 (G-ARVG); ZA142 (G-ARVI); ZA143 (G-ARVK); ZA144 (G-ARVC)
All ex British Airways VC10s.

VC-10 K3:

ZA147 (5H-MMT); ZA148 (5Y-ADA); ZA149 (5X-UVJ); ZA150 (5H-MOG) All ex East African Airways Super VC-10s.

ZD230 (G-ASGA); ZD231 (G-ASGB); ZD235 (G-ASGC); ZD236 (G-ASGH); ZD237 (G-ASGI);
ZD238 (G-ASGJ); ZD239 (G-ASGK); ZD240 (G-ASGL); ZD241 (G-ASGM); ZD242 (G-ASGP);
ZD243 (G-ASGR) All ex BA Super VC-10s held in open storage at Abingdon. ZD232
(G-ASGD; ZD233 (G-ASGE); ZD234 (G-ASGF) are at Brize Norton for spares and training.

Military News (Contd.)

Navy News

The first batch of twenty-three Sea Harriers (XZ438 - 40, 450 - 53, 455 - 500) have now been delivered to the Navy. A further order for ten was started with the delivery of ZA174 to 801 Sqn. coded '002/N'. Hunter T.8M XL580 has been delivered to 899 Sqn. coded '717/VL', to be used for Sea Harrier training. Hunter T.8Ms XL602 & 603 will be joining it in the near future.

Exercises

Exercise 'Flintlock' will see much activity at Sculthorpe around 5th April, mainly in the form of USAF transports and US Army choppers.

B.52s will be deployed to Marham between 22nd April and 4th May.

Out & About

A visit to Leuchars on 18th March saw the following Phantoms :

43 Sqn:- XV571/A; XV585/P; XV579/R; XV575/S and also 'C'; 'G'; 'I'; 'K'; 'M';
'N'; 'X'.

111 Sqn:- XV583/D; XT857/C; XV570/N; XV569/Q; XT870/S and also 'L'; 'P'; 'Q'.

Also on the field were:

Whirlwind HAR2	XT604	}	Rescue Pad
Whirlwind HC2	XV729 (part camo)		
Lightning F1A	XM144 (8417M)	-	Gate
Lightning F1A	XM169 (8422M)	}	Near Rescue Pad
Lightning F1A	XM178 (8418M)		
Sea Prince	WP320	}	Gate
Spitfire XVIe	TB252		

Visitors:

F-16A - 281 & 290 331 Sqn. R.Norw.A.F.

F-111E - UH/80006

Canberra TT18 - WJ717 FRADU

Canberra T17 - WF890/EJ 360 Sqn.

Jet Provost T3A - XM350/89; XM352/92 & '68' 7FTS

Bulldog - XX561/Q Queen's UAS

Can anyone provide serials for the unidentified Phantoms?

Burton Wood

Sedbergh TX.1's WB981, XN185 and Cadet TX.3's WT911, XA282, XE791, were noted with 635 G.S. during December.

Leeming

Jet Provost T.3A XM453/G is apparently a recent addition to the CFS/RFS.

Linton-on-Ouse

Jet Provost T.5A XW320/71 is an addition to the list of 1F.T.S. aircraft published in the January issue.

Woodford

Reported to have arrived here from Kemble is Andover C.1 XS647. This was apparently exchanged for the fuselage of G-ARRV which went to Benson.

Credits

T.W. Sykes
K. Jordan
C.R. Warn

D. Elam
S. Rigg
J. Morton

R. Fozzard
C. Harper
B.A.R.

N. Poole
P. Mitchell