

AIR

YORKSHIRE

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AIR
MARCH 1983

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(FOR PRIVATE CIRCULATION ONLY)

MARCH 1983

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CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley.

PRO/TRIPS ORGANISER:- Stephen Rigg, 35, Bromley Mount, Sandal, Wakefield.

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

SECRETARY:- Chris Warn, 1, Springfield Court, Keighley, BD20 6JP.

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 3rd : No meeting (Easter)

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

MAY 1st : "Cowboys & Indians" - Chris Warn is visiting India in early April and will be showing slides taken during his trip, plus his most recent "Oshkosh" slides, hence the title.

JUNE 5th : "Search & Rescue" - a representative of 202 Sq. from RAF Finningley will be showing a film "Rescue 90" and describing the Squadrons Duties and Role in the operation of their Sea King H.A.R.3's.

EDITORIAL

Standing room only! I can't remember a meeting that attracted more members than to our films last month. It took us all our time to stop John Hunt going down the aisle with the ice-creams at the interval.

The Photographic Competition winners were as follows:-

PRINTS:- 1st. M. Harford (Corsair 133722), 2nd. T.F. Kinghorn (A.310 F-WZLJ),
3rd. P. Ditchell (Cessna 421 D-IIIV)

SLIDES:- 1st. S. Rigg (Dauphin G-BJKA), 2nd. A. Birch (Westwind C-GRDP),
3rd. A. Keighley (Dakota G-AMFY).

TRIPS

Thurs. 5th May - Luton a.m./RAF Museum Hendon p.m. £5.50

Sun. 3rd July - P.F.A. Rally Cranfield/Luton £5.50

Sat. 3rd Sept. - Flight Show Cranfield/Luton £5.50

Departure times next month, plus more trips.

Looking (A) in writing with £1 deposit (B) full amount four weeks before departure.

Tel. Wakefield 375000 to enquire about space, but condition (A) above still applies.

CREDITS

T.W. Sykes

D. Elam

C.R. Warn

R. Fozzard

M.L. Harford

I.D. Gordon

W.K. Jordan

C. Harper

S. Rigg

A. Birch

Winged Words

Airstrip

LEEDS/BRADFORD MOVEMENTS - February 1983

1 G-SILV Cessna 340	0741 0851	G-HHOV Partenavia P.68C	1211
G-AWVW Aztec	1407 1446	F-WZLB Super Puma	1547 1627
G-NORC Cessna 425 n/s	1624 1646(2)	D-IOEB Commander 695 n/s	1736 1312(2)
2 G-BHFF Baron	0916 0940	N5372C Cessna 414A	0930 1512
G-UBHL King Air 200	1002 1520	G-AZXA Baron	1034 1430
G-WOLF Cherokee	1041 1219	G-BCJL Cherokee	1109 1318
G-BFNC Ecureuil	1116 1219	G-AVUS Cherokee n/s	1139 1535(8)
G-AZLY Cessna 150	1151 1242	G-AXHG Rallye	1215 1343
G-AZRH Cherokee	1216 1437	G-BALC Jetranger	1230 1328
G-AVXX Cessna 172 N/T	1359 1230(9)	G-BKFI Cessna 185	1358
G-NAIR Cessna 421B	1524	G-OLEN Cessna 425	1814
3 G-VWSE Cessna 404	0726	G-FISH Cessna 310	0722 0816
G-ATED Hiller UH-12E	0746 1150	G-BGEO Chieftain	0857 0915
G-BCKM Citation	0916	G-BGOG Warrior	0952 1337
G-BHOV Partenavia P.68C	1006 1155	G-BASE Jetranger	1014 1400
G-BBDC Cherokee	1033 1442	G-BIPA AA-5B	1035 1511
G-BFNC Ecureuil	1113 1216	G-BFKY Seneca	1322 1721
G-BGYK Boeing 737	1503 1632	G-FISH Cessna 310 n/s	1559 1259(7)
4 G-OBCA Cessna 421C	0944 0956	G-VWSE Cessna 404 n/s	1031
G-BCPF Aztec	1032 1221	G-BFIU Cessna 172	1133
G-BJYD Cessna 152	1142 1533	G-BIUI Cessna 152	1143 1533
G-SMJJ Cessna 414A	1144 1213	G-ETUP Cessna 150 N/T	1150 1547(9)
G-BFNC Ecureuil	1200 1254	XS793 Andover	1333 1732
G-BGYJ Boeing 737	1611 1721	G-OBCA Cessna 421C	1615 1622
G-BCKM Citation	1654 1715		
5 G-BDWY Cherokee	1248 1311	G-BFVB Boeing 737	1349 1452
6 No movements			
7 D-CCAY Learjet 35A	0900 1605	G-BAZH Boeing 737	1506 1617
G-BHYT Bandeirante	2059 2115		
8 G-BGTT Cessna 310	0927 1706	G-BCKM Citation	0939 1018
G-OLEN Cessna 425 n/s	1010 1709(10)	N5131T Cessna 182 n/s	1021 1024(10)
N9401T Cessna 303	1029 1047	G-SATO Aztec	1131 1345
G-BHOV Partenavia P.68C n/s	1256 1256(10)	G-BJBI Cessna 414A N/T	1255
N9401T Cessna 303	1300 1434	G-KATH Cessna 210	1307 1413
G-BCRP Aztec	1347 1639	G-AXHG Rallye	1408 1534
N9401T Cessna 303 N/T	1520 1115(9)	F-BXSI King Air 200 n/s	1930 1607(9)
9 G-BBCW Aztec	0725 0808	VP977 Devon G2	0810 0836
G-ODIL ?	0954 1418	G-JGCL Cessna 414A	1033 1044
G-BHFF Baron	1155 1428	G-BKIP King Air	1405 1415
G-BFNC Ecureuil	1440 1508	G-HYDE Jetranger	1443 1518
G-BEIV HS.125	1515 1817	G-BDSL Cessna 150	1523 1705
10 G-UBHL King Air 200	0843 1504	G-BFVP Aztec	0915 1238
G-SILV Cessna 340	1010 1048	G-BGXX Cessna 310 n/s	1027 0815(11)
G-CTLN Bandeirante	1106 1557	G-JGCL Cessna 414A	1155 1206
N9401T Cessna 303 N/T	1405 1223(11)	G-BBCW Aztec	1551 1607
11 G-BCUZ King Air 200	0935 0942	G-SILV Cessna 340	1213 1236
G-BCKM Citation	1229 1300	G-BIYO Navajo	1453 1555
G-BCUZ King Air 200	1454 1505	G-BGXX Cessna 310	1535 1609
G-NAIR Cessna 421B n/s	1637 1358(13)	G-BHWF Boeing 737	1702 1755
12 G-BFVA Boeing 737	1506 1602	G-BAHX Cessna 182	1511 1635
13 G-NAIR Cessna 421B n/s	1431 0740(14)	G-BBDC Cherokee	1849 1927
14 G-BFNC Ecureuil	0846 0904	G-BHIV Ecureuil	0941 1113
G-EDDY Arrow	1126 1201	G-BBAZ Hiller UH-12E	1153 1601

LEEDS/BRADFORD MOVEMENTS (Contd.)

14	G-CLAN Chieftain	1329 1503	G-ATLT Cessna 206 N/T	1406 1503(18)
	G-BAZI Boeing 737	1505 1625	G-BHNU Cessna 172	1521
	G-BBKI Cessna 172	1534 1645		
15	18013 U21A	1001 1531	G-JANE Cessna 340	1040 1612
	G-BHXX Aztec	1135 1640	G-BHKV AA-5A	1139 1557
	G-AZRU Jetranger	1231 1326	G-ECCO Cougar n/s	1722 1506(16)
	G-BDZU Cessna 421C n/s	1925 1705(16)		
16	G-AVUV Cessna 310	0826 1828	G-OBKA Cessna 421C	0938 0949
	G-BGWM Archer	1043 1510	G-BHOV Partenavia P.68C N/T	1051
	G-BFTR Long Ranger	1152 1340	G-SMJJ Cessna 414A	1900 1927
17	G-AZVE AA-5 n/s	1140 1634(18)	G-BHWE Boeing 737	1517 1621
	D-IMWT Commander 690B	1637 1653	G-OBKA Cessna 421C	1612 1720
18	G-BIWS Cessna 182 n/s	1355 1128(24)	G-EENY Cougar	1358 1510
	G-OSPL Cessna 210 N/T	1405	G-BGYL Boeing 737	1407 1518
	G-BHKV AA-5A	1414 1504	D-IMWT Commander 690B	1447 1719
	G-SFHR Aztec	1500 1528	G-DODD Cessna 182	1538 1803
	G-BASU Chieftain	1640 1729		
19	G-BFVP Aztec	0954 1748	G-BAZA HS.125	1147 1159
	G-BFVA Boeing 737	1341 1448	G-NAIR Cessna 421B n/s	1415 1500(20)
20	G-SFHR Aztec	1032 1108	G-SMJJ Cessna 414A	1222 1334
21	G-BIWL Saratoga	1015 1610	G-BJLO Navajo n/s	1031 1013(22)
	G-BBDO Aztec	1051 1815	G-IONA F-27	1104 1139
	G-BING Cessna 172	1125 1415	G-AZGI Rallye	1214 1302
	G-BHKV AA-5A	1225 1303	G-BEHW Cessna 150	1252
	N474EW Seneca n/s	1321 1730(22)	G-BHKV AA-5A	1327 1457
	G-OTOW Cessna 175	1338	G-BFVA Boeing 737	1511 1606
*	G-BIZZ Citation n/s	1619 0726(22)	D-IMWT Commander 690B	1827 1901
23	G-PRES Cessna 441 n/s	0906	G-BHTR Jetranger	0926 1120
	G-BHFX Baron	0955 1646	G-JRPM Commander 690B	1040 1554
	G-CSNA Cessna 421C	1126	G-LOVC Cessna 414A	1128 1655
	G-BAJB Cessna 177	1143 1643	G-AZJZ Aztec	1200 1734
	G-BHST Hughes 369D	1220 1236	G-OJVH Cessna 150	1307 1344
	G-BJNO AA-5B	1435 1849	G-BIZZ Citation	1945 2012
24	G-JRPM Commander 690B	1046 1252	G-ASRH T.Comanche n/s	1444
	G-BFVA Boeing 737	1526 1632	G-BHNI Cessna 404	2009 2134
25	No movements			
26	G-BOEF Boeing 737	1409 1455		
27	G-BIUI Cessna 152	1025 1112		
28	G-OLLY Chieftain	1021 1414	G-BHKV AA-5A n/s	1028
	G-AZDH Navajo	1101 1217	G-KWIK Partenavia P.68B	1103 1345
	G-MAHO Ecureuil	1250 1335	G-MAHO Ecureuil	1420 1545
	G-BFVA Boeing 737	1517 1615	G-RVIP Bandeirante	2105 2117
*				
22	G-BAJB Cessna 177	1031 1559	G-OJVH Cessna 150	1142 1209
	G-MAXY Cessna 210 n/s	1216 1133(23)	G-AXDM HS.125	1453 1516
	G-BIZZ Citation n/s	1816 0859(23)	PH-VWM Cessna 310 n/s	1854 1725(23)

LEEDS/BRADFORD MOVEMENTS REVIEW - February

February has continued the lack of movements noted in January, although the month started with two goodies. On the 1st F-WZLB was an SA332B Super Puma with the c/n 2005, it was going up to Scotland for cold weather trials. On the same day D-IOEB

LEEDS/BRADFORD REVIEW (Contd.)

was a Rockwell 695 with c/n 95036. Back with us on the 2nd was the UK based Cessna 414A N5372C. On the 7th Learjet 35A D-CCAY had c/n 112 and three night stoppers on the 8th were Cessna R182RG N5131T c/n 1821, Cessna 303 N9401T c/n 0014 and Beech 200 F-BXSI. Old favourite D-IMWT the Rockwell 690 was visiting on the 17th, 18th and 21st. Night stopping on the 21st was the Belgian based Seneca N474EW c/n 34-7350007. Winding up the month was Cessna 310R PH-VWM on the 22nd. Most other activity seems to have been based around Northair. On the 8th Cessna 414A G-BJBI arrived back from storage at Gamston and on the 16th it was handed over to Posters Shopfitters, it departed on the 18th. Coming in part exchange for it was P68 G-BHOV which arrived on the 16th and went off to Gamston on the 27th. Cessna U206 G-ATLT is now Northairs and it arrived from Gamston on the 14th and then left on lease to Sturgate on the 18th. New arrival on the 18th was Cessna P210N G-OSPL c/n 0639 which will go to St. Piran Ltd. Three military aircraft to note this month, Queens Flight was represented by Andover XS793/Kitty 1-2 on the 4th, US Army sent in U-21 18013 on the 15th and my star of the month was the RAF Devon VP977/Ascot 1783 on the 9th. This Devon will have been with the RAF for 34 years on 31st May.

Callsign tie-ups:- 8th. G-BGTT/Atlantique DG941-2; 10th. G-OCAS/EN6192, G-CTLN/Centreline 415; 11th. G-MAIR/EN805, G-BIYO/Neatax 501-2; 19th. G-MAIR/EN601-0; 21st. G-ICMA/Mamx 412A; 23rd. G-AZJZ/Air Commuter 462; 28th. G-MAHO/Colt 06.

Overshoots:- 1st. XS789/Kitty 3 (09.55) Andover, XW436/L55 (13.55) J. Provost; 2nd. XS714/FYN05 Dominic; 3rd. XS732/FYN99 (12.00) Dominic; 7th. XX493/FYT86 (16.00); 8th. XX491/FYT94, XS739/FYN05 Dominic, XX492/FYT87 (15.50), XS733/FYN09 (16.20), XS732/FYN05 (16.30) Dominic's; 11th. XX500/FYT86 (15.20), XX495/FYT94 (15.55); 14th. XX482/FYT10 (13.55), XX493/FYT87 (14.20), XX498/FYT12 (15.55); 15th. XX493/FYT90 (13.50); 16th. XS714/LIX28 (13.45), XS735/FYN05 (14.20) Dominic's, XX499/FYT10 (14.55); 17th. ?/FYT84 (13.40), XX500/FYT81 (15.50); 18th. XX499/FYT97, XX500/FYT84; 21st. XX492/FYN84 (13.40); 22nd. XX493/FYT95 (16.45); 23rd. XX496/FYT86 (12.40); 24th. XX523/LIY71 (11.02) Bulldog, XX491/FYT88 (12.08), XX482/FYT03 (13.40), XX492/FYT84 (14.30), ?/LIX28 (15.10).

Helicopter Activity:- 3rd. G-ATED/Silsden (07.40), G-BASE/Wakefield (14.20); 4th. G-BBAZ/Skipton (12.50); 9th. G-HYDE/Thorp Arch Trading Est. (14.30); 14th. G-BHIV/Garforth (11.25), G-BBAZ/Goole (16.20); 16th. G-BFTR/Huddersfield (13.55); 24th. G-BMAV/Rotherham (13.20), East Leeds (13.55), Harrogate (14.10). On pipeline patrol during the month were G-AZRU, G-BFNC and G-BBAZ.

----- LEEDS/BRADFORD AIRPORT - AIRLINE DIVERSIONS IN - FEBRUARY 1983

<u>REG</u>	<u>AIRCRAFT</u>	<u>FLT.No</u>	<u>FROM</u>	<u>(TIME)</u>	<u>FLT.No</u>	<u>TO</u>	<u>(TIME)</u>	<u>DIV. FROM</u>
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Thursday 10th February

G-CTLN	Bandeirante	HG415	Dublin	(1106)	HG415	Dublin	(1556)	Humberside
G-OCAS	Shorts 330	EN6192	Manchester	(1112)	EN6192	Humberside	(1316)	Humberside

----- LOCAL AIRLINE REVIEW

AIR UK have placed Bandeirante G-OAIR back into service following the recent accident at Aberdeen. Friendship 200 G-BHMW was returned to Norwich on 5th March following its lease to British Midland Airways. A Shorts 330 G-BKDN (c/n SH 3090) is to be leased from Shorts for a period of one year to be based at Stansted. The airline will evaluate the benefits of the larger aircraft on the Amsterdam route before deciding whether to adopt more of the Belfast built aircraft. The new aircraft is painted in full Air UK colours and will take over from the Bandeirante on March 28th. Also from this date, the Shorts 330 will serve Humberside on Mondays to Fridays arriving at 13.55 from Amsterdam as UK573 and departing back to Amsterdam as UK572 at 14.15.

LOCAL AIRLINE REVIEW (Contd.)

BRITANNIA AIRWAYS operated the following Boeing 737s through Leeds/Bradford during February.

G-BAZH BY024/07th.
G-BAZI BY024/14th.
G-BFVA BY145/05th. BY145/12th. BY145/19th. BY024/21st. BY083/24th. BY024/28th.
G-BGYJ BY022/04th.
G-BGYK BY083/03rd.
G-BGYL BY022/18th.
G-BHWE BY083/17th.
G-BHWF BY022/11th.
G-BOSL BY145/26th.

BRITISH AIR FERRIES are to operate two charters during April from Leeds/Bradford using Viscount aircraft. On 1st April, flight VF6187 is expected to arrive from Jersey at 10.00 and depart at 10.45 as VF6188 back to Jersey. On 7th April, flight VF6204 is expected to arrive from Jersey at 14.45 and depart at 15.30 as VF6205 back to Jersey.

BRITISH MIDLAND AIRWAYS operated the following Viscounts through Leeds/Bradford during February.

G-AYOX BD411/01st - BD417/20th.
G-BAPF BD420/20th - BD419/22nd. BD411/23rd - BD414/23rd.
G-BFZL BD420/22nd. BD415/23rd - BD420/28th.

DAN-AIR had HS.748 G-ARAY based at Leeds/Bradford through February.
The Jersey flights will commence on 8th May with a 1-11.

Sherburn Movements - February 1983

2nd. G-AVBZ F/T Crosland Moor, G-BDWE F Doncaster T Boonhill; 3rd. G-BPAZ F/T N'thorpe; 4th. G-BBJX F/T LBA; 13th. G-AVGZ/BDWX F/T Bagby, G-AZHC F/T N'thorpe; 22nd. G-BKMB Mooney M.20A F/T Biggin Hill, G-LFCA F/T Humberside; 23rd. G-BEBE F/T Doncaster, G-AWUG F/T Brighton, G-AVZP F/T Bagby, G-BCZF F/T Booker n/s, G-LFCA F/T Humberside; 27th. G-AZSG F Grindale T N'thorpe.

There is a large notice between the two main hangars saying "No spotters allowed". Members who wish to visit the airfield are recommended to report to the Control Office to try and obtain permission to look around. It has been reported in other enthusiast journals that it costs 50p to look around, but this has not been confirmed.

Other local airfield movements:-

Brough: 1st. G-UESS F/T Teesside; 2nd. G-BJIL F/T Bristol, G-AZOE F/T Usworth, G-JGCL F/T Squires Gate; 3rd. G-LFCA F/T Humberside, also 13/18/22nd; 9th. G-BADT F/T Warton; 18th. G-BIZZ F Newcastle.

Gamston: 2nd. G-BHSB F Sturgate; 18th. G-OPAT F Sherburn; 27th. G-AYEK F Sherburn.

Sandtoft: G-BHMF F Biggin Hill.

Teesside Movements - January 1983

3	G-BHOG S-61N	G-BCJS Aztec
4 G-BBVB S-61N	G-BFZH Arrow	
5 G-MAFF Islander	G-AVIG Jetranger	
6 F-EVJK Aztec		
10 G-BRGV Chieftain	G-BHJY Bandeirante	
11 PJ-JGM Chieftain	G-BHPU S-61N	G-BIXM King Air
G-WSSL Chieftain	G-BFVZ K.A.200	G-BHIV Ecureuil

TEESSIDE MOVEMENTS - January 1983 (Contd.)

13 G-BGOX Chieftain	G-BMAL S-76A	G-BPAR Chieftain
17 F-BVJK Aztec	G-FOYL Aztec	G-WILL Jetranger
18 N38D Learjet 55	G-JAKK AA-5B	G-BIZX K.A.200
19 G-AZFE Aztec	G-BCKJ Aztec	G-BFOH Bell 47
21 G-BBHL S-61N	G-BGKJ Bo.105C	
26 G-BKHI Jetstream	G-BHNV Bell 47	G-COAL Jetranger
28 XS789 Andover	G-BBHL S.61N	G-RIGS Aerostar
G-BEJT Aztec	G-HGGS Bandeirante	G-BFLI Arrow
29 D-IMWT Commander 690B	G-BCMC Bell 212	GG-BAME Aztec

6th. F-BVJK F Calais T Southend; 11th. PH-JGM F Rotterdam T Birmingham; 17th. F-BVJK F/T Calais; 18th. N38D F Gander T Reykjavik; 29th. D-IMWT F Frankfurt T Birmingham.

OUT & ABOUT

Avignon - 26/8/82:- The c/n of Cessna F172N XT-ABM is F1894.

Luton - 16/1/83:- 5N-AML/N400M Gulfstream 2's, N96DM Learjet, N59RG Comanche, N1061T Mooney 231, N84MD/EI-BJY King Air 200.

Heathrow - 16/1/83:- LN-LEO B.747 (Nigerian), N117JJ Gulfstream 2, F-BSBU Falcon 20, VR-CBL Falcon 50, EC-BLF A.300 (Iberia).

Heathrow - 17/1/83:- N1298E B.747 (KLM leased), JA8547 DC-10 (JAL), N381PA B.737 (Pan Am), N2615 Gulfstream 2, N3946A B.727, F-GDLR Falcon 10, OO-VPQ Falcon 20, D-LAEV Citation, SX-BCL B.737 (Olympia).

Fairoaks - 17/1/83:- G40-DK Islander, EI-BHL King Air, G-RIGS Aerostar.

Leavesden - 17/1/83:- N82WC Cheyenne, N667AC Cessna 340, D-EOPT Cessna 172, G-MEDI King Air.

Luton - 17/1/83:- N102HS Gulfstream 2, EC-DOH Citation, F-BXAS Commander 690A.

Luton - 3/2/83:- 4X-LMA B.720 (MAOF), HB-LHP Cessna 421, VR-BEG B.737 VR-BHL Falcon 20

Speke - 13/2/83:- G-IOMA F-27 (Manx), G-BEJP T. Otter (Loganair), G-BEZX AA-5, G-BIPO CAP 20, G-BGHT/BGUA Tomahawk's, G-AWTH/BGTS Cherokee's, G-BBCF FAYE C.150's, G-BEWR/BEZX/HDZ C.172's, G-CBIL/FALL/HUFF C.182's.

East Midlands - 13/2/83:- XM575 Vulcan B.2, G-BHNI Cessna 404 (ex LN-IGM), G-OEMA Cessna 404 (ex PH-LUN), G-BAP F.27, G-BAEZ Cessna 150, G-EGFD PA-32.

Elstree - 13/2/83:- G-ITLI/JAKK AA-5A's, G-LK/MCougat, G-TVKE C.310 (ex G-EURO), G-RILL C.421C (ex G-ICZ), G-BFNE CASA 1.131 (under restoration), G-ONMB PA-28RT (ex G-BHAK), G-GCKI Mooney M.20K, G-FIRE Spitfire.

Heathrow - 15/2/83:- G-BIKE B.757, HB-IEH B.737 (Petrolair Systems).

Hatfield - 16/2/83:- G-BKJV HS.125-700B (ex 4W-ACE), G-SSSH BAe146.

Stansted - 16/2/83:- SE-GEO beech 99, HZ-NAD HS.125, 5X-UCF Hercules (Uganda A/L), N302EH T.Otter.

Duxford - 16/2/83:- XJ824 Vulcan B.2, K683/K684 C-47's, Denmark

Sibson - 16/2/83:- G-BDDT Pawnee, G-BFXN Brave (both crop spraying from airfield), G-ASCC Beagle E.3, G-BJDE C.172, G-BKGC Maule M.6, OO-AOL Apache.

Luton - 3/3/83:- N720X Gulfstream 1, N5574 Learjet, N82WC Cheyenne, OO-RVM B.737 (Air Belgium), G-BDOS Trislander, HZ-AMK BAC1-11.

Denham - 3/3/83:- G-BEWN Tiger Moth, G-AVRS Horizon, G-AZRA Monsun, G-LIMA Rockwell 114, G-BHWR/BIEV/BIEP/FOUX AA-5A's, G-BFVS AA-5B, G-BECO Bonanza, G-AZCT Pup, N1447Q/G-BFYN/BHMF/G/H/LJZU C.152's, G-BILT/U/DUVL/AMWU C.172's, G-BFGF/BFIV/ C.177's, G-TDAA C.206.

Heathrow - 3/3/83:- N803FT/N654PA B.747's (Flying Tigers), CCCP 86510 IL-62M (Aeroflot 9M-MHJ B.747 (Malaysian), N4902W B.737 (Pan Am), F-GHNR F-28 (TAT), G-BIKE B.757, G-BKKT Short 3-60, G-LJVP Citation, N373CM Westwind 2, YV-452CP Falcon 50, F-BYCV Falcon 10, A6-HHZ/N124GP/5A-DDS Gulfstream 2's, N1717A/VR-LJE Gulfstream 3's, HE-LNL PA-31, F-BGPZ King Air, D-ILAR Commander 695.

OUT & ABOUT (Contd.)

Gatwick - 3/3/83:- HZ-AMB BAC 1-11, F-GLMG Bandeirante (Brit Air), F-EVJK Aztec, D-IKAT Cessna 401B.

Gatwick - 4/3/83:- 4R-ULA L.1011 (Air Lanka), 4W-ACG B.727 (Yemen), N3238N Learjet, F-GDLG K.A.200, F-GLRN King Air, F-LRNL Learjet.

Heathrow - 5/3/83:- LN-FOG Electra (F.Olsen), N719A Gulfstream 3, VR-EJD/E Gulfstream 2's, G-BHKY/ILDC/BCTJ Cessna 310's, G-BJ JV K.A.200, G-ROOT Jetranger, D-CJET HS.125, D-CNCP Citation, HZ-NIR BAC 1-11, F-GCMS Learjet, HZ-LSA Gulfstream 2, 5N-AMY HS.125, PH-BUA B.747 (Kenya A/W).

Ringway - 26/2/83:- LN-FOG Electra (F.Olsen), G-AXWH Islander (Telair), G-OMAN F.27 (Manx), HD-LNL Cessna 340.

Speke - 26/2/83:- G-RMSS SD.360, G-LKBC T.Otter, G-LAVO Stearman, G-LHTH Texan.

MILITARY OUT & ABOUT

Odiham - 17/1/83:- XW207/CD, XW208/CE, XW237/CR, ZA937/CV, ZA938/CW and XW225/FE Puma's; ZA705/EU, ZA672/FF, ZA674/FH, ZA676/FJ Rhinook's.

Fairford - 4/3/83:- 10314, 71427, 80005, 80056, 91502 all KC.135's.

Cottesmore - 16/2/83:- ZA320/DOI, ZA325/IO3, ZA352/LO4, ZA548/L10, ZA319/L11, ZA329/E52, ZA353/E53, ZA355/E54, ZA321/B58, 4301/G20, 4302/G21, 4303/G22, 4307/G26, 4310/G29, 4317/G33, MM55001/I40, MM55002/I41, MM55000/I42, MM55003/I43, MM70004/I90, MM7005/I91, MM-----/I92, all Tornado's. Plus 18 others unable to be identified because access roads were blocked by snow drifts. Also XJ582/8139M Sea Vixen, XM656 Vulcan B.2, 58.70 Skyservant.

Loaming - 21/2/83:- Visitors included: XS73/L, XS735/R Dominies of 6 FTS.

XV804/F, XM267/T, XW270/V Harriers of 2330CU. Locals were: XW415/53, XW418/54, XW430/58, XW315/63, XW316/64 all J.P. 1k5A's, XM462/E, XM387/I, XM358/J, XI371/K, XM499/L, XM419/N, XN581/Q, XW584/R, XN501/S, XN508/U all J.P. Mk.3A's all of 3 FTS. XX689/3, XX539/12, XX532/15, XX713/22, XX517/23, XX510/28, XX541/29 Bulldogs of RNEFTS. XX637/Z Bulldog of Northumbrian UAS.

Linton-on-Ouse - 21/2/83:- Locals of 1 FTS: XM471/10, XM461/11, XN579/14, XN636/15, XN498/16, XM401/17, XN577/18, XM473/19, XN574/21, XM464/23, XM471/24, XN505/25, XN593/27, XM461/28, XM466/29, XN553/34, XN606/36, XM365/37, XM463/38, XW629/39, XM412/41, XM494/43, XN589/46, XM461/47, XN509/50, XW497/52, XM479/54 all J.P. Mk 3A's. XW299/60, XW327/62, XW301/63, XW312/64, XW295/67, XW363/68, XW413/69, XW428/70, XW320/71, XW370/72, XW365/73, XW432/76, XW404/77, XW410/80 all J.P. 5A's.

Church Fenton - 22/2/83:- Locals of 7 FTS: XW500/80, XN506/81, XW595/82, XM472/84, XM465/85, XN552/86, XM350/89, XM352/92, XM370/93, XN634/94, XN582/95, XM475/96, XM376/97, XM473/98, XN551/100, XM495/102, XM466/105 all J.P. Mk 3A's. XW372/121, XW407/122, XW419/125, XW434/126, XW303/127, XW359/128, XW360/129 all J.P. Mk 5A's.

Finningley - 22/2/83:- XX492/A, XX495/C, XX496/D, XX499/G, XX500/H, XX493/L all Jetstreams. XW298/O, XW287/P, XW296/Q, XW307/S, XW302/T, XW324/U, XW309/V, XW311/W, XW304/X, XW293/Z, all J.P. Mk 5's. XS712/A, XS727/D, XS728/E, XS729/G, XS730/H, XS731/J, XS709/M, XS794/N, XS710/O, XS733/Q, XS726/T, XS738/U all Dominies. XN574/21 J.P. Mk 3A of 1 FTS. XM406/23 J.P. Mk 5A of RAFC.

AIRLINE REVIEW

AIR ECOSSE have Short SD360 G-RMSS (ex SH3604) in service (seen LPL 26/2) in all red "Datapost" colour scheme. It is titled Royal Mail Special Services with Air Ecosse on the tail.

AIR EUROPE will place its first D.757 in service on 21/4/83. A second will be leased from B.A. this summer and the second new aircraft is due 4/84. The D.757's are to be based at Gatwick with the two D.737's leased from Air Florida, based at Manchester.

BRITISH AIRWAYS are to consider the D.737-300 and DC9-80 as replacement aircraft for the Trident fleet from 1986. The first Trident 3 to be withdrawn from service is G-AWZA and is now being stored. Eighteen BAC One Elevens are to be updated with 'wide body look' interiors and fitted with engine 'hush kits' to ensure service into the 1990's.

AIRLINE REVIEW (Contd.)

BRITISH MIDLAND AIRWAYS were due to commence Heathrow - Edinburgh operations on March 7th using DC9 aircraft. There are 7 weekday return flights and 4 weekend return flights. Scheduled services from Birmingham and Belfast to New York are due to commence in June and they are also showing interest in operating a scheduled service from Manchester to New York. A charter service from Belfast to Toronto is to be operated this summer as Wardair have pulled out.

CONNECTAIR is a new airline planning to operate services from Cranfield to Heathrow using a SD3-30 from April. (Could this be MIDHAVENS - see Feb. mag.)

DAN AIR SERVICES The BAC One Eleven 400 sold to Westinghouse is G-AXCK (c/n 090). The lease of G-AXCP to BMA has been terminated and is now back in service with Dan Air.

EUROLITE plan to increase its Luton - Brussels, Bandeirante service to twice daily in the summer. They are also considering services from Luton to Paris and Amsterdam.

MANX AIRLINES are to increase the summer services from the Isle of Man to Manchester, Liverpool, Belfast and Blackpool. They are also going to operate IOM - Edinburgh and Blackpool - Jersey (old Air UK summer only routes).

METROPOLITAN AIRWAYS have joined British Caledonian Commuter Services with a twice daily service from Bournemouth to Gatwick using an Islander.

MONARCH Delivery of the B.757's are due on 22/3, 29/4 and 18/5. They will be in a revised colour scheme with broader yellow and black cheatlines. The crown is moved to the tail and 'MONARCH' titles applied to the fuselage. The B.737's and BAC One Eleven's will eventually be painted in this scheme. One Eleven G-BCXR has been sold to Dan-Air.

LOCAL AIRLINE REVIEW - ADDITIONS

AER LINGUS are to recommence services from Leeds/Bradford to Dublin from 1st May using Shorts 330-200s of Avair. The flights will operate every day except Saturday with flight EI334 arriving at Leeds/Bradford at 12.30 and departing at 13.00 as EI335.

AIR MALTA will be operating their own Boeing 737-200s into Leeds/Bradford from May. The three aircraft leased from Transavia will have been returned to Amsterdam at the end of March with the replacements (9H-ABA,B,C) entering services from the middle of March.

ORION AIRWAYS will be operating a "comprehensive series" of inclusive tour flights for Horizon holidays from Leeds/Bradford for the winter 1983/4 season. Further details will be given when more news becomes available.

DAN AIR A report that Dan Air's BA3146 would be at LBA on 11th May for a Press preview appears unfounded, but it is scheduled to commence service on the Jersey flights from 15th May.

GLIDERS

With the publication of BGA serials in the 1983 Air Britain UK register for the first time, and the increasing use of three letter competition registrations that makes long-range glider identification much easier, 1983 could well be the "year of the glider". And why not, for gliding sites are such friendly, accessible places located in some of the best scenic areas of the North country; somewhere you can go with the family without hassle.

This month we cover Great Hucklow (or Camphill) in the Peak District of Derbyshire. The field is on a limestone plateau on the Abney road out of Camphill village about 2 miles north of the A623 near Grindlow. It is operated by the Derby & Lancs. Gliding Club. Noted in June 1981 were:-

GLIDERS (Contd.)

EGA no.	Comp. letter	Comp. no.	Type	Previous identities
1125	(BPL)	99	Olympia 2B	G-APXC
1137	(BPY)	100	T.50 Skylark 4	
1221	(BTL)		EON 460	
1249	(BUR)		T.49B Capstan	
1332	(BYC)	60	T.51 Dart 17R	
1480	(CEH)	353	WA22 Super Javelot	
1502	(CFF)	84	K-8B	
1715	(CQD)		K-8B	D-5625
1836	(CVG)		Pilatus PC-11B4	
1871	(CWT)	373	Standard Libelle	
1999	(DCP)		Fauvel AV36CR	F-CBSH
2119	(DHC)	811	SZD-41A Janator	
2145	(DJE)		Ka 6 CR	
2199	(DLL)		Scheibe Spatz	D-4704*
2378	(DTX)	802	It.303 Mosquito B	
2489	(DYR)		Ka-7	D-5220*
2556	(EBN)	37	ASW-20F	
2594	(EDC)		Ka-7	D-8527*
2600	EDJ		H.303 Mosquito	
2679	(EGR)		BR 905.5A Fauvette	F-CCGT
2687	EGZ		ASK-21	
2728			Vega 15m.	
2753			Wassmer WA.30	F-CDL*
?		342	Grob Astir	
?		158	?	
G-EGCA			T.65A Vega	
G-BCTD			Scheibe SF-25B	D-KICB+

Notes: competition letters in brackets were not worn at time of observation.

* These identities were still being worn at time of observation.

+ Destroyed in collision with T-49B, presumably BGA1249, on 26.8.81.

The real rarity is the flying wing glider BGA1999. It is worth the journey just to see this; but the vintage Spatz 2199, the Fauvette 2679 and the WA30 still in French markings are also stars. As this report is now a little stale, you are encouraged to bring us an update

HOLIDAY 1982 (Contd.) A trip round some Southern Airfields. Sept. 4th - 17th

To quote the American phrase, Biggin Hill was something else! I don't think I have seen as many aircraft on an operational airfield (excluding Cranfield and the PFA Rally). I logged 160 aircraft without even going into a hangar, and we were only there a couple of hours - here are some of the more interesting ones - N1168P/N1170N Mooneys, N535SH Commander 690B, N14343 Aztec, N213CC C.210, N444M Widgeon (I never thought I'd see one of those again.), N77GR/00-KRZ Bonanza's, N9012N CASA 352, OE-DRN/00-ELP/OY-BRC PA-28s, SE-GBZ PA-32, SE-EIN T.Comanche, OY-DPV Travel Air, SE-FRD C.414, HB-LIF C.421C, SE-GIC Seneca, new Citation G-OMCL, Harvard 133854 (G-SUES), Proctor G-AOGE and if you're an out-of-sequence fanatic, how about this for a selection - PURR/PAWS/KILT/COPY/JAZZ/SILK/BOSS/GOLF/STUD/FLEA/KING/EORG/OMAV/IMBE/OFAR/EMMS/PCUB/REES/KOOL/MAGS/FLIX/HIRE/FADS/FANG/OGOJ/BURT/ENBJ/ETAL. To digest all this required another visit to the pub that supplied Websters!

Wednesday arrived, the day we planned to make use of our Farnborough Air Show tickets, and apart from the queue to get in and the queue to get out, it was fantastic. This was my first visit to Farnborough and it lived up to all my expectations. No way am I going to give a list of aircraft (this has been done in virtually every aviation magazine), suffice it to say we were probably the only people to smuggle a fully grown Labrador into Farnborough and live to tell the tale!

Gatwick again drew us on Thursday, and it was worth the trip, it's surprising how the selection of aircraft changes day by day. Items of note were Citation N58GG, Falcon 10 F-BXAG, Learjet JY-AFE, Commander 690 F-BXAS, Aztec F-BRPM/G-JASP, Metro OY-BJP, Mooney D-ENN-F, King Air OY-BEK, Bandeirante F-GPRM, DC-3 F-PEIG (Normandie Air Services), Caravelle HB-ICI (CTA), B.747's VR-HIB/VR-HVY (ex G-KILO) (Cathay), ZK-NZV (Air New Zealand), DC-9 I-DIZF (Aermediterranea), B.727 N727UD (?).

Enough is enough, it was time I took my wife for a trip round the local countryside, so we headed away from the bustle of Gatwick Airport and disappeared down the lanes of Sussex, conveniently passing Dunsfold (nothing to be seen) and keeping an eye open for the strips at Slinfold and Cranleigh (must have had the wrong eye open), and lo and behold, we ended up at the pub with Webster's beer!

As you normally do on holiday, I took my wife to the seaside on Friday, and a glorious day was had at Eastbourne and Bexhill - the sun shone all day, and I didn't feel so guilty.

Having spent a full day away from aircraft it was time for a last visit to Gatwick before travelling on, perhaps Saturday would prove even more interesting. The civilian park produced Citation HZ-AAA, Learjet OY-BLG, Hansa Jet D-COSA, Cheyenne HB-LNL, Metro OO-JPK, Cessna 210 OE-DUR, P.68 G-WICK, K.A.200 G-BJEP, Super Puma G-TIGK. The airliners provided TJ-CAA B.707 (Cameroon Airlines), EL-AIZ B.727 (Liberia World A/L), F-GCLP FH.227 (T.A.T.), VT-EFJ B.747 (Air India), N742PR B.747 (Phillipine A/L) and a trio of Aeroflot aircraft (I thought we were being invaded) Tu-154's CCCP 85109/85238 and Tu-134 CCCP 65765. (It still seems to me that numbers painted on the side of aircraft don't give the same satisfaction as a 'true' lettered registration. Perhaps it's something to do with the fact that when I collected train numbers (steam trains, that is), the names of the loco's were far more important than the numbers. What's the psychological answer to that?) The Webster's drew us again that evening, where we made plans for the next day, how to get down into Hampshire, passing as many airfields as possible, and yet not having to traverse the hustle and bustle of Portsmouth and Southampton.

It seemed common sense to call in at Goodwood, always a hospitable airfield, and amidst the early morning roar of racing cars we squeezed our vehicle through the tunnel under the race track as the hanger doors were opened and aircraft were pushed out for the day's flying. After asking the bleary eyed controller, I was allowed to walk round the parked aircraft undisturbed and even managed to get into one of the hangers - the visit produced the following:- G-AIYS Leopard Moth, G-ANHR/ARLG Austers, WZ711 (G-AVHT) AOP.9, FE992 (G-BDAM) Harvard, G-AYZS Condor, G-APTS/EDIM Chipmunk's, G-BAKV Cub, G-ASSE Colt, G-ATLB Jodel, G-BALJ/ECCEP/BFWW Robin's, G-AZOA Monsun, G-BCFF Fuji, G-FAIR/HILT Tobagos, G-BGCM AA-5A, G-BGCH/GRK/L/N Tomahawks, F-GDAT/G-AVGE/AVSF/AZDV/BAWG/EEBZ/THSL PA-28s, G-EHEG Lance, G-PEJZ Aerostar, G-ATMT T.Comanche, G-ASHV/PHCT Aztec's, G-COLD C.337, G-ATNL/ATZZ/ARFO/BHCP C.150/152's, D-EOQP/G-PIPB/EGMP/JONE C.172's, G-EHUL King Air.

Time to move on, and although it wasn't directly on our route, I vaguely remembered that there was a Cub Fly In at Popham - so we headed that way! Never having been to Popham before, map-reading was required, but nobody told us they had built a lot of new roads since the map was printed. Never mind, all my experience came into play, in a situation like this all you have to do is watch for aircraft in the circuit and head that way. All of a sudden the cloud base had come down - there wasn't an aircraft to be seen. Faced with this predicament you have to resort to fundamentals, always turn back, (you have usually gone too far anyway), and everybody search diligently for the wind sock. There it was in the distance, hidden behind some trees, I think the dog saw it first but he had a helluva problem attracting our attention.

The weather really had closed in now, we heard the controller trying to direct one poor soul in a Cub by telling him the local roads to follow - "Follow the Basingstoke road, turn left at the fork, right at grass triangle" - and so on. His engine was heard once or twice, but he finally went home - he saw a bus to Blackbushe and decided to follow it! One courageous gentleman decided to test the water, as it were, and having taken off he immediately disappeared in the murk. He must have been a local

HOLIDAY 1982 (Contd.)

for after ten minutes he appeared at the other end of the field and put it down quickly. Apparently he only intended to do a circuit, but took the wrong turning (all these country roads look the same).

After finding the airfield (which is no more than a long field at the side of the main road), they charged us 50p each to get in to the supposed Fly-In. Anyway, it was all worthwhile, lined up amongst the small selection of aircraft was old friend G-ATHV, last seen hammering round the circuit at LBA. In addition was G-BHXJ Nord 1203 (last seen at the 1980 PFA Rally as F-BEMX), G-AZBE Airtourer, G-BDLY Cavalier, G-ARRU Turbulent, G-BGVV Aeronca Champion, G-BFMR PA-20, G-AYPP/ARCT/BAKV/BPYN/GDAM/POOH Cub's, G-AZVC Monsun, G-AVIO Rallye, G-BGFG AA-5A, G-AZOU/BDIH/BJFM/UIDE Jodel's, G-AWYO/AXDV Pup's, G-ATOP PA-28, G-ATEF/AYCF/BAEV/BFVU C.150's, G-AVUA C.172 plus Microlights G-BHWH/LBJA/BLZ/MBYZ/MJCP.

It seemed obvious that nothing else was going to arrive, so a detour via Thruxton was envisaged, I even convinced my wife it was a short cut to the New Forest, our final destination. This didn't take much finding as it was another motor racing track and well signposted. A visit to the Flying Club was required to get permission to cross the race track and get amongst the aircraft. This was readily given, as long as I stayed away from the Dakota - what Dakota? I didn't know they had one at Thruxton. However, there it was, parked at the far side of the field minus engines - where had it come from? A clandestine flight, perhaps - the mind worked overtime. It was in poor condition, the paintwork left a lot to be desired, and the registration N5595T didn't give any clue.

The rest of the aircraft on view seemed a little mundane after that, however, a couple of home-builts renewed the interest, namely G-BFJJ Evans VP-1 and G-BFWD Currie Wot. The other aircraft on the field were G-AJPZ Auster, G-BDEH Citabria, G-BJWZ/BIZV Cub's, G-AMFZ Musketeer, G-BCNZ Fuji, G-ATWA/BHKT Jodel's, G-BGCL/JULY AA-5A's, G-AVES/AVLC/AVIT PA-28's, G-AVUA/BDGL/BDSP C.206's, G-AXZO C.180, G-ARWH/AVTP C.172's, G-BCDY C.150, G-BFKH C.152, G-LIFT Bell 47.

Time to find a camping site for the night, so leaving the unsolved mystery of the Dakota behind, we headed south into the New Forest. We located a pleasant site about a mile from the sea, and after dining, ventured forth to test the local brew. Perseverance didn't help in this direction, so we had an early night, after all, we had to be up early for our visit to Hurn the next day.

I love looking at maps, and I'd got into the habit of examining the features of the local area on the map before nodding off, (basically it was my devious way of finding the airfields for the following day's trip). On our travels down through the New Forest I'd seen a signpost for Calshot, yes, there it is on the map. Isn't that where they keep that Sunderland - it's worth a try, anyway.

Next morning dawned, and we were on our way early. There wasn't a cloud in the sky, the wind was calm, what a beautiful day for taking photographs. Just imagine the Sunderland sat out there in the bay, the sun shining on it, what more could you ask? On reaching Calshot, there was no immediate sign of the Sunderland, not to worry, it was probably just round the corner. Further searching still didn't reveal the enigmatic beast, so a question asked at the local teashop brought the answer.

"Oh, they towed it over to Lee-on-Solent last year". There was no intention of driving round to Lee-on-Solent (it's a long way), so we put that one down to experience. It was a little annoying to read recently in the aviation press that they've towed it back again!

Still, the weather was continuing to excel itself, so we meandered through the New Forest, missing all the ponies, in the general direction of Hurn Airport. Stopping just short of the airport for lunch at the local inn (hot baked potatoes filled with chicken supreme - I can taste it now!), which just happened to be on the approach to the live runway. C.S.E.'s Seneca G-BHYE was in the circuit, whilst G-HULL, the Cessna 150 from Netherthorpe, landed (he must have been abroad), and finally King Air 200 G-BJBP (ex G-HLUB) came over on finals.

This whetted my appetite, and a quick burst down the road brought us to the Airport. It hasn't altered much, only the small viewing area at the front of the Airport building, so this would suffice for our afternoon sojourn in the sun, watching the world go by. Not too many movements at Hurn, though, just enough to keep you awake. Metropolitan's Twin Otter G-BHFD paid a couple of visits, as did HS.748 G-BEJE of Dan Air, two Express Air Service Heralds G-ATDS and BEZB called in, and the Islander's of Alderney Air Ferries never moved (probably waiting for a new paint job, as they each had different liveries). They were incidentally, G-BCEN/BEOC/BESW. Other items of interest were N28DM Cessna 210, HB-UBY AA-5, G-16-32 BAC 1-11 being air-tested for the now defunct Air Manchester and French A.F. Nord 262 Fregate No. 89. The more regular aircraft observed were G-BPBN Islander, G-JETA Citation, G-AZNO/ BLEW C.182's, G-BIGJ C.180, G-ATFL/BBKG/BBJZ/BITM C.172's, G-BGEA C.150, G-BGLN C.152, G-BKDJ Robin, G-ARVW/ANPS/BHIL PA-28's, G-BCEE AA-5, G-BCRR AA-5B, G-BJNZ Aztec, G-BSFT Navajo, G-MAXI Seneca and the beautiful red Hunter G-HUNT.

There aren't many airfields in that part of the world, (it must be all the trees that does it), so just an odd hour or two at Hurn the next day was not asking too much. The weather wasn't as good as the previous day, so our visit was curtailed by the lack of sun. However, it produced F-BPIJ PA-32, G-BHOZTampico, G-CRIF Rockwell 112, G-IPRA King Air 200, G-BFFR Chieftain, G-BIFZ P.68C, G-BHYF Seneca, G-BFAM Navajo, G-BHCZ Tomahawk, G-ARHT Caribbean, G-AVFY PA-28, G-AWCH C.172 and BAF Herald G-BEYE. Sea King ZA296 overflew, and then it was time to go - or was it! What's that strange sound, it's like a Merlin - can't be. Whilst I was arguing with myself the Battle of Britain Flight sailed down the main runway, the Spitfire and Hurricane peeled off, followed by the Lancaster, and all came in to land and refuel. Somehow this seemed more natural than seeing them at an Air Display, the pilots and crew climbed out, wandered across the apron and into the building next to us. Twenty minutes later they all came out and wandered back again, as if deciding which aircraft to fly next. The nonchalance of these men who had the task of flying these historic aircraft was something which had to be seen to be believed.

At last it was time to turn for home, but at least we had three days to do it in, so why not call at some airfields on the way back up country? The general plan was to visit Compton Abbas, South Marsten, Brize Norton, Kidlington etc., probably stop overnight somewhere around Oxford, and then travel next day to Enstone, Wellesbourne, Baginton etc. etc.

That didn't take into account the diversion at Shaftesbury, the road to Compton Abbas was impassible, and we had to shoot off in a general westerly direction, bringing us nearer to the airfield at Henstridge. Never having been there before it was the ideal opportunity, there was no difficulty finding it and the inhabitants were very hospitable. The weather was very misty and so precluded any flying, but the larger of the two hangars was open offering a typical selection of aircraft to be expected at these small rural airfields. Parked outside was Pawnee G-BEXL, Hughes G-BHST and Enstrom G-BEEK. Inside was more interesting - Aeronca C-3 G-AEFT, DH.60G G-AAWQ, Beagle Husky G-AVSR, Bonanza G-HOPE, Robin G-BHOA, AA-1 G-AYLP, AA-5A G-BEUW, Arrow G-BBEB and Hughes G-BAUK. The smaller hangar was locked, and the usual gymnastics were tried in an effort to see through the cracks in the door those enigmatic aircraft lurking inside. Vague shapes were all I could see, so feeling suitably depressed I trudged back to the van and took solace in a cup of tea.

Wonderful what a cup of tea can do, we were off towards Lulsgate, through Wells, The Mendips, Cheddar and all points westward. The sun came out, the van was running perfectly and all was well with the world. There was no difficulty in finding Lulsgate, it's like one or two other airfields I know, plenty of interesting movements but never when I pay it a visit - similar to Newcastle or Stansted! Only one aircraft called in during the hour we were there - namely Army Beaver XV271, a list of the others seen doesn't make exciting reading. Dove G-ANAP, Aztecs G-ASNH and BERA, Titan G-AIVE, C182 G-BAFL, C.152 G-BITG and Cabair's Cougar G-HIRE. That was enough for the day, time to find somewhere to stay for the night, so we traversed the Severn Bridge and did a tour of Chepstow, finally settling at the side of the

HOLIDAY 1982 (Contd.)

Winning Post on the Racecourse. After some tea we had time for a run up the scenic Wye Valley, through the Forest of Dean and back to Chepstow along the side of the Severn, before turning in for the night.

Up bright and early next morning for a quick run up to Staverton, but how things have changed. You used to be able to wander about the hangars, along the taxiway to where the Twin Pioneers used to be, nip in to the Skyfame Museum to see some 'real' aircraft - visits to Staverton were a genuine experience. But now barriers and fences had been erected, everywhere were notices telling you where you couldn't go, even the old Skyfame hangar was sealed off. One would assume they had had some trouble, possibly with aircraft spotters, and so we all suffer! The only aircraft visible were on the apron in front of the tower, namely D-EAJE/G-IRIS Cessna 210's, G-AWXL/LXNX Cessna 182's, G-BACO Cessna 150, G-BEDL Cessna 337, G-FBWH/AVSD PA-28's, G-RHHT Lance and Colt's Ecureuil G-PORR being operated by the Police.

Still, the sun was shining again, and although we were on our way home, there was time to meander through Ross-on-Wye and up through the Herefordshire countryside towards Shobdon, a nice little airfield that brought back memories of an Muster Rally I had had the pleasure of attending some years previously.

It took quite some time before I was given permission to walk round the aircraft - but don't touch and don't go in the hangar! Oh well, that was better than nothing, the sun was still shining so at least I could take some decent photographs. The star of the afternoon was definitely the Harvard G-VALE parked nicely outside the hangar, closely followed by Pazmany PL-4 G-SEAR. Other aircraft on view were Chipmunk G-AOFE, Turbulent G-IREZ, Tri-Pacer G-IRYH, Super Cub G-BHGC, Rockwell G-ERIC, Rallye G-BAOH, AA-5A's G-BDLO and BIVV, PA-28's G-AVXS/BAJR/ATOR, C.150 G-AZZR, C.152's G-BHLL/B/C, C.206 G-AXJY, PA-30 G-AVHZ and Aztecs G-BAUL/BSVP.

The intention that evening was to stay in the Chester area, not too far from home, as we had to be back at midday the next day. Being selfish to the bitter end, there was that small strip at Chirk somewhere between Shobdon and Chester, and we might as well try and find it. The long haul up the A49, through Shrewsbury, was a little uninteresting, but we finally turned off the main road and disappeared down leafy country lanes in search of the mysterious strip. Surely it was too hilly round here to situate an airfield, but a few questions asked of the locals confirmed that there was a Messerschmitt parked by that broken down hangar on top of the hill. The plot thickened, we were directed up a narrow country lane that was no wider than the van, thank goodness nothing came the other way. This never-ending lane seemed to get narrower, until suddenly a house appeared on one side of the road with the broken down hangar and a weirdly painted aircraft on the other side. Suspicious looks from the inhabitants of the house as I manoeuvred the van off the road and started to inspect the aircraft. It turned out to be a Nord 1203 G-BEDB, painted in the colours of the Croatian Air Force (no disrespect, but I didn't know they had one!) By this time a young man had wandered over from the house to see what was going on, my explanation of being an aviation enthusiast didn't seem to impress him, he was not inclined to open the hangar, so the only thing to do was retrace our steps down the country lane and back to civilisation as we know it.

The night was passed at a pleasant camping site near Chester, allowing us a reasonably short trip home next morning - with, of course, a short visit to Ringway. This didn't produce a great selection of aircraft, but there was Intercontinental's DC-8 RP-C830 which had bent the Flying Tiger's DC-8 that had been seen nearly two weeks previously at Stansted. Pan Am's Boeing 747 N740PA, Worldway's Boeing 707 C-GRYN, HS.125 G-ALDM and Cessna 421B G-BTDK were the only items of any note, and we hadn't time to wait for something more interesting to happen.

We weren't used to all this rushing about, back down the M62, which we seemed to have done hundreds of times, and the shortcut past L.B.A. in case anything was in. There was Learjet G-ZEAL, an ideal end to a perfect holiday - the dictionary quotes ZEAL as meaning enthusiasm, eagerness, a passionate ardour - what more can be said about our hobby as aviation enthusiasts?

Trevor Kinghorn

AIRWAYS

Flyover tie-ups available courtesy of Air Scotland and can include virtually all foreign aircraft overflying this area - even I.T. flights.

1. Wait till the end of a month.
2. Send list in date/alphabetical order.
3. Enclose S.A.E.
4. Send to S. Rigg - address on front.
5. Be prepared to wait 4 - 5 weeks.

February was not as stunning as January although it did see the first B.757 services up to Glasgow. Earlier in the month G-OBAF the BAe 146 - was heard on a couple of days when doing proving flights for B.Ae. Biz jets were scarce only H-BIEX, a Gulf 2, of note, and that was on the first of the month.

MAC chraters to and from Mildenhall often produce interesting aircraft, usually using the registration as a callsign. Over the years the charter operators change. Currently operating regular flights are Arrow Air with B.707 and DC8 and Overseas National. On the 9th N917R - DC8 - was seen routing Mildenhall to Prestwick at lunchtime (POL 1204). On the 22nd JW39 was POL 0853 descending into Mildenhall.

Aeroflot flights have become so common that it is almost possible to put the clock right by them - take note UK airlines - but now Cubana are also becoming much more regular too. Often calling on the registration (CU1225) but usually flight numbers in the 1472 - 1479 region. All these are IL-62 flights and along Blue 1.

Summer schedules should be with us soon and this will see a hopeful increase in both IT flights to Scotland and Ireland and also the transatlantic routes.

New to look for are:

LH B.747 D-ABYY (selcal FLBK) in service 21/1
RJ L15s used occasionally on RJ261 - 265
SU IL62 86530/86531/86532
FT B.747 N654PA/N901PA ex Pan Am of course both in service
QH B.707 N3238N leased from Jet Charter Service.
JJ B.727 YUAKD/YULKH ex Government - a change from Tu134s.

MILITARY NEWS

BINBROOK:- Lightning F.3 XR718 was noted during an air test on 21.12.82 following a period of storage and by 19.1.83 was in operation with the LTF, without a tail code. Lightning F.6 XS897 is flying, unmarked, with 11 Sqn., while on 22.12.82, F.6 XS983/G was on engine test, in the old style 5 Sqn. markings following its return from Warton. On 23.12.82 T.5 XS417, 11 Sqn. was on engine test, whilst on 7.1.83 F.6 XE763/AL, 5 Sqn. had been recoded 'AE', also for 5 Sqn. By 11.1.83 F.6 XR756 ex 5 Sqn. was noted flying with the LTF. The fire dump now contains F.3 XP761/8483M.

COTTESMORE:- Recent visitors include XS770 Bassett CC.1, E.T.P.S., XW280/31, XW328/22, XW361/21, XW362, Jet Provost T.5As from RAFC, XW268/U Harrier T.4, 233 OCU, XV394/C Phantom FGR2, 228 OCU, XX507 H.S.125, CC2, 32 Sqn. on 10.1.83, while on 21.1.83 XX288/288 Hawk T.1, 63 Sqn. 2 TWU, 58+50 Dornier D028 D-2, JBG 31, and 40+73 Alpha Jet JBG49.

WITTERING:- Unusual visitor here on 10.1.83 was C-9A, 10882, 435 TAW.

WADDINGTON:- 44 Sqn. disbanded on 21st December and a number of its Vulcan B.2's have departed for museums - XL319 has gone to the North East Aircraft Museum at Usworth, the aircraft being open to the public on museum open days for the modest charge of 50p; XE575 was delivered to the Loughborough and Leicester Museum on 21.1.83, while XL360 was due to arrive at Coventry on 5th February for the Midland Aircraft Museum. This leaves 50 Sqn. as the only operational Vulcan unit with its K.2 tankers. Vulcan B.2 XM607, 44 Sqn., is believed to have been earmarked for preservation as the Waddington gate guard; this aircraft flew three of the five Vulcan 'Black Buck' missions in the Falklands War, including the first strike on Port Stanley on 30th April/1st May.