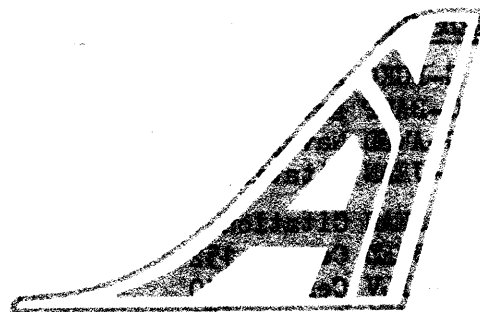


AIR YORKSHIRE



VOLUME 7 No.5

(FOR PRIVATE CIRCULATION ONLY)

MAY 1981

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Scotland Lane, Horsforth, Leeds 18.

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:- 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.

JUNE 14th : See you at Church Fenton SSAFA Display.

JULY 5th : Members Slides.

AUGUST 2nd : Flying - details below.

SEPTEMBER 6th : Recognition Contest.

EDITORIAL

The flying at Yeadon Aero Club on Sunday August 2nd will commence at 14.00 hrs. The aircraft has been booked and the cost per head will be a maximum of £7.50. The duration of each flight will be approximately 20 mins., including taxying. To book a seat/or seats, please send full payment now, with SAE to Hon. Treasurer, John Hunt, 13 Silverdale Grange, Guiseley, Leeds. Further details, and final confirmation of cost will be advised in due course. Members bookings will take priority, bookings from non-members will be on a first-come first-served basis thereafter.

TRIPS

Sun. 5th July : P.F.A. Rally - Leicester - £6.50.
Dep. LBA 08.00 hrs. - Return around 18.00 hrs. - fully booked.

Sat. 8th August : R.A.F. Museum Cosford - £6.75.
R.A.F. & B.A. Collections - over 50 exhibits, also calling at Baginton or Elmdon and EMA.
Dep. LBA 07.30 hrs. - few seats remaining.

Sat. 5th Sept. : "Flight" Show - Cranfield - fully booked.

All cheques/P.O.'s to "Air Yorkshire" one month before departure. Steve Rigg, address above - Wakefield 75000.

CREDITS

T. Sykes
R. Fozzard
K. Glasby

D. Elam
K. Jordan
H. Yates

C. Harper
D.L. Hall
Airline World

P. Mitchell
J.D. Hunt
Airstrip

LEEDS/BRADFORD MOVEMENTS - April 1981

1 G-BCKO Aztec	0750	G-SHOK Cessna 421C n/s	0923
G-BAKP Aztec	0928	G-OBKA Cessna 421C	1048 1654
G-AWED Navajo	1104 4612	G-BCKO Aztec n/s	1817 1600(8)
G-JEAN Citation	1907 1912		
2 G-JEAN Citation	0946 1339	G-BAVZ Aztec	1025 1645
G-BHED Cessna 152	1041 1124	G-BHEC Cessna 152	1226
G-SILV Cessna 340	1258 1653	G-BFRC AA-5A	1345 1459
G-OTRG Cessna 182	1402	G-BBRO HS.125	1521 1677
G-JEAN Citation	1705 1715		
3 G-CSNA Cessna 421C	1359 1541	G-CBBI HS.125 n/s	1538 1129(4)
G-AVBZ Cessna 172 n/s	1630 1227(5)	G-BEVL Cessna 421C	1904 1930
G-PRES Cessna 441	1907	G-BJMR Cessna 310 n/s	1920 1147(5)
4 G-BJET Cessna 425 n/s	0810 2020(8)	G-BHIV Ecureuil	1156 1539
G-BOBI Cessna 152	1325 1413	G-BBCF Cessna 150	1533 1547
G-AVPK Rallye	1616 1731		
5 G-BENM Navajo	1359 1448	G-HOOK Hughes 369	1325 1514
G-BEBE AA-5A	1507 1603	G-BMIC Commander 690B	1520 1726
G-ASWL Cessna 172 n/s	1748	G-LUCK Cessna 150 n/s	1828 1420(6)
G-BMIC Commander 690B n/s	1955 0733(6)		
6 G-JEAN Citation	0945 1022	D-IMWT Commander 690B	0949 1040
G-AUTO Cessna 441 n/s	1007 1732(9)	G-BATE Aztec	1044 1535
G-CSEM Cessna 150	1222 1706	G-BDKH Emeraude	1237 1525
D-IMWT Commander 690B	1532 1553	G-HFCT Cessna 152 n/s	1615 1136(10)
G-FLIP Cessna 152 n/s	1622	G-LUCK Cessna 150 n/s	1729 1159(18)
XS790 Andover CC.2	1840 2213	G-AYFP Jodel D.140 n/s	1845 1514(12)
7 F-GAMP Cheyenne	0829 1724	F-BRNS Navajo	0851 1732
G-BFNC Ecureuil	1107 1441	G-JOHN Arrow	1228 1628
G-HYDE Jetranger	1449 1534	G-ATMW Cherokee	1502 1547
G-JEAN Citation	1557 1604	G-ATTM Jodel DR.250 n/s	1725 1840(8)
8 PH-ECO Navajo	0857 1724	G-BHFI Baron	0901 1540
G-BEXX Chieftain	0928 1602	G-JEAN Citation	0930 1741
G-BBPX Seneca n/s	1146 1036(12)	G-AVVI T. Comanche	1316 1755
D-GADO Travel Air	1333 1803	G-AWLL Jetranger	1437 1511
HB-VFO Learjet 35 n/s	1647 1840(9)	F-BRNV Aztec n/s	1801 1124(9)
G-BCKO Aztec n/s	1826 0849(11)		
9 G-BBMJ Aztec	0806 0825	G-BMIC Commander 690B	0907 1330
PH-RPE Cessna 337 n/s	1057 1306(10)	130310 C-130E	1122 1135
N6768V Cessna 404 n/s	1255 1244(10)	G-BOBI Cessna 152	1527 1606
F-BRNV Aztec	1713 1813	G-AZDH Navajo	1749 1819
G-BMIC Commander 690B n/s	2037 1038(10)		
10 G-EAGL Cessna 421C	0843 1149	G-BGTG Aztec	0926 1238
PH-CAM Cheyenne	0928 1620	G-BEVL Cessna 421C	1000 1319
G-OLLY Chieftain	1006 1432	G-JEAN Citation	1011 1844
OO-LPK Cessna 340 n/s	1137	G-HFCT Cessna 152 n/s	1252 1125(15)
OY-BTZ Chieftain n/s	1326 0939(11)	G-AXKD Aztec n/s	1533 1156(11)
11 G-BJET Cessna 425 n/s	1306 1915(14)	G-BGZX Cherokee Six	1446 1547
G-OMET King Air	1713 1745	G-BGLD Duchess	1803 1819
12 G-SMJJ Cessna 404	1020 1247	G-TEAM Cessna 414A n/s	1110
G-BMCL Citation	1202 1235	G-ATTY Cherokee Six n/s	1354 2143(13)
G-BCPZ Commander 500S	1404 1443	G-PATT Cessna 404	1433
G-BEVL Cessna 421C n/s	1919 0712(13)		
13 G-AYLJ Navajo	0705 0738	G-BFTT Cessna 421C	0925 0958
G-BCUZ King Air 200	1031 1043	G-BHVB Warrior	1124 1141
G-BHTT Citation	1318 1800	D-IHVB Commander 690A n/s	1413 0946(14)

LEEDS/BRADFORD MOVEMENTS (Contd.)

13	G-ATOI Cherokee	1540 1653	F-BTCM Aztec	1610 1748
	G-AXRT Cessna 150	1645 1732	G-BCBK Cessna 421B n/s	1857 1817(14)
	G-AVPR Rallye	1933 2052		
14	G-JEAN Citation	0855 0904	PH-DLA Cessna 172	0945 1404
	G-NORX Cessna 421C n/s	1010 1942(28)	G-BHVB Warrior	1037 1127
	G-JGCL Cessna 414A	1059 1115	G-BFRC AA-5A	1233 1425
	G-BFIU Cessna 172	1313 1338	G-BAVG King Air	1451 1503
	G-JEAN Citation	1615 1621	D-IHVB Commander 690A	1636 1708
	G-AYPW Jetranger n/s	1724 1036(15)	G-AYLJ Navajo	1736 1758
15	G-AZHA Aztec	0926 1452	G-EBXX Chieftain	0933 1559
	G-AZOT Seneca	0939 1844	G-JEAN Citation	0944 1711
	G-DCKK Cessna 172	0957 1128	G-BDEC Rockwell 112A n/s	1146 1051(17)
	G-BAMW Cessna 172	1315 1446	F-BTCM Aztec	1502 1656
	G-ATXO S.I.P.A. 903	1510 1700	G-BCBP Cessna 152	1647 1814
	D-IHVB Commander 690A n/s	1713 1602(16)	G-BAGX Cherokee	1813 1835
	G-BDEJ Rockwell 112 n/s	1830 1207(17)		
16	G-AYSG Cessna 172	0916 1631	G-AYVM Navajo	1105 1139
	G-OBGA Cessna 421C	1108 1114	G-BEVL Cessna 421C	1204 1401
	G-BFMH Cessna 177	1202 1726	G-HYDE Jetranger	1303 1357
	OO-NIK Cessna 172	1328 1533	G-OBGA Cessna 421C	1519 1649
	G-BMCL Citation	1523 1604	G-AWCD Jodel DR.253	1625 1729
	G-BFXE Warrior	1644 1832	G-AYLY Aztec	1658 1727
	G-BHEC Cessna 152	1710 1808		
17	G-BBBK Cherokee	0956 1006	G-BGYF Jetranger	1010 1249
	G-WJMN Rockwell 114 n/s	1301 1356(19)	G-BACD Cessna 150	1317 1405
	G-BGYF Jetranger	1350 1419	D-EMCW Arrow	1402 1520
	G-BGPK AA-5B	1719 1829	G-BGLI Cessna 152	1736 1800
18	G-AYSY Cessna 177	0914 1553	G-BGYV Bandeirante	0952 1022
	G-BDSL Cessna 150	1105 1138	G-AYFP Jodel D.140	1202 1251
	G-BGPU Cherokee	1206 1247	G-CPTS Jetranger	1233 1321
	G-BFTE Cessna 152	1454 1544	G-LONG Long Ranger	1532 1619
	G-BDXW Arrow	1612 1744	G-BGLI Cessna 152	1659 1745
	G-AXJJ Pup	1835 1905		
19	G-BJMR Cessna 310	1050 1209	G-ATMW Cherokee	1158 1534
	G-YKIV Cessna 150	1226 1312	G-LUCK Cessna 150 n/s	1815 1527(21)
	G-BBOR Jetranger	1847 1901		
20	OO-ROB Commander 690B	1319 1358	G-AYFP Jodel D.140	1615 1640
	G-BCPN AA-5	1731 1829	G-AXOZ Pup	1839 1908
21	G-BJMR Cessna 310	1337 1422	G-AXJJ Pup	1524 1559
	OO-RIG AA-5	1526 1731	G-BRIT Cessna 421C	1618 1636
	HB-SFA Jodel D.140	1632 1819	G-BDEJ Rockwell 112 n/s	1726 1539(27)
	G-AYMK Cherokee	1818 1921	G-BFIN AA-5A	1851 1901
22	G-JEAN Citation	0918 0924	G-BBYM Jetstream	0958 1710
	G-OMHC Arrow	1007 1429	G-BHVU Cessna 414A	1010 1256
	G-BIDE Cessna 172	1109 1130	G-BFGH Cessna 337	1414 1452
	G-BEEK Enstrom F.280C n/s	1832 1510(23)	G-BEVL Cessna 421C n/s	1919 0718(23)
23	G-ATXD T. Comanche	0920 1545	G-BHNZ AA-5B	1037 1256
	G-BOBI Cessna 152	1059 1156	G-AZLY Cessna 150	1110 1220
	G-BBLJ Cessna 402B	1129 1247	G-BGON Cougar	1138 1629
	G-BJET Cessna 425 n/s	1523 0753(27)	G-PRES Cessna 441	1757 1821
24	No Movements			
25	No Movements			
26	G-BESN Aztec	0947 1754	LN-BWN Convair 580	1040 1153
	OY-BBP Aztec	1116 1321	G-BSVP Aztec	1126 1825
	G-BMIC Commander 690B n/s	2041 0732(27)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

27	G-AZME Navajo	0815 0844	PH-GPL Navajo	0928 1257
	G-JGCL Cessna 414A	1113 1128	G-LONG Long Ranger	1216 1336
	CS-01 HS.748/2A	1314 1423	G-SMJJ Cessna 404	1317 1524
	G-BGPU Cherokee	1449 1534	G-BBMJ Aztec n/s	1610 1001(28)
	G-ASRH T. Comanche n/s	1641	G-OAMH Agusta A.109A	1900 2003
	G-BMIC Commander 690B	1930 2014	G-AVFU Cherokee Six n/s	1942 1255(29)
28	G-BFVZ King Air 200	0812 0828	G-AYWF Aztec	0857 1814
	G-JGCL Cessna 414A	0932 1433	D-ELSY Cessna 210	1135 1515
	G-BBPX Seneca n/s	1220	G-BCRF Aztec n/s	1234 1248(22)
	G-AYPF Cessna 177	1518 1550	G-BFNC Ecureuil n/s	1632 0947(25)
	G-BBMJ Aztec n/s	1732 0800(29)	G-BHSM Jetranger n/s	1804 1346(26)
29	G-BCKO Aztec	0721 0754	F-GCFG Cheyenne	0812 1806
	G-BHFY Baron	0920 0937	G-JEAN Citation	0938 0944
	G-BHLN Cessna 441	0934 1415	G-BANK Seneca	1056 1630
	G-BFNC Ecureuil	1316 1402	CS-01 HS.748/2A	1504 1603
	G-BHEC Cessna 152	1605 1703	G-BEEK Enstrom F.280C n/s	1647 1616(30)
	G-BBMJ Aztec n/s	1701 1821(30)		
30	G-BECJ Partenavia P.68B	1009 1151	G-ROWL AA-5B	1236 1735
	G-EGGX Jetranger	1450 1545	LN-AED Seneca n/s	1506
	G-BBLJ Cessna 402B	1523 1721	G-JEAN Citation	1609 1902
	G-BCKO Aztec n/s	1726	G-ATJR Aztec	1823 1903

LEEDS/BRADFORD SCHEDULED MOVEMENTS - April 1981

1	BDVS	0722	BAZH	0726 0827	BCDO	0732
	BFZL	0735	AYYG	0737	BLGW	0823 0841
	STAN	0844 0903	BDVS	0953 1032	BFZL	1001 1045
	AYYG	1007 1022	BCDO	1043 0729(2)	BFZL	1316 1522
	BDVS	1652 1821	AYYG	1734 1757	BFZL	1743 1830
	BDVT	1755 1812	BAZH	1811 1904	BAKL	1828 1850
	BLGW	1903 1919	AYYG	2008 0736(2)	BDVS	2036 0720(2)
	AZNA	2101 0734(2)	BDVT	2120 2134		
2	BLGW	0827 0840	BHMX	0841 0901	AYYG	0955 1015
	AZNA	1008 1044	BCDO	1039 1118	BDVS	1129 1158
	AZNA	1315 1522	BAZG	1602 1655	BCDO	1647 1815
	BDVS	1710 1800	AZNA	1744 1825	AYYG	1747 1807
	BAKL	1827 1848	BLGW	1859 1920	AYYG	2008 0728(3)
	BCDO	2043 0920(3)	BDVS	2102 0725(3)	BAPF	2106 0734(3)
3	BLGW	0811 0836	STAN	0833 0852	AYYG	0959 1017
	BAPF	1006 1046	BDVS	1043 1119	BCDO	1143 1212
	BAPF	1343 1524	BOSL	1449 1552	BDVS	1657 1811
	BCDO	1716 1750	AYYG	1744 1802	BAPF	1805 1832
	BAKL	1830 1849	BLGW	1902 1922	AYYG	2007 0813(4)
	BDVS	2039 0722(4)	AZNA	2107 0726(4)	BCDO	2111 0911(4)
4	BAKL	0838 1058	AZNA	1010 1039	BDVS	1044 1751
	BGNW	1411 1524	BOSL	1537 1637	AZNA	1646 1718
	BAKL	2013 1015(5)	AYYG	2025 0736(6)	AZNA	2059 0735(5)
	BDVS	2104 0824(5)				
5	AZNA	0950 1042	BDVS	1136 1746	AZNA	1642 1717
	STAN	1827 1850	BAKL	2016 1031(6)	AZLP	2054 0746(6)
	BDVS	2058 0730(6)				
6	BCDO	0843 0858	BDVT	0845 0903	AYYG	0959 1018
	AZLP	1024 1049	BDVS	1038 1231	BAZI	1441 1543
	AZLP	1302 1517	BAKL	1654 1023(7)	BDVS	1715 1748
	AYYG	1740 1754	AZLP	1743 1824	STAN	1827 1850
	BCDO	1852 1913	AYYG	2009 0734(7)	AZLP	2051 0731(7)
	BDVS	2054 0724(7)				

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

7	BCDO	0814 0834	BLGW	0931 0942	AYYG	0957 1016
	AZLP	1010 1041	BDVS	1037 1113	AZLP	1257 1518
	BOSL	1608 1731	BAKL	1648 1016(8)	AYYG	1730 1748
	BCDO	1739 1809	AZLP	1747 1825	BDVS	1853 1919
	BAUR	1856 1915	AYYG	2001 0732(8)	AZLP	2050 0728(8)
	BCDO	2115 0726(8)				
8	BDVS	0826 0841	BAUR	0845 0906	AZLP	0956 1033
	AYYG	1001 1021	BCDO	1041 1118	AZLP	1258 1514
	BAKL	1652 0718(9)	BCDO	1715 1747	AYYG	1736 1804
	AZLP	1745 1830	BGYL	1753 1904	BHMX	1829 1855
	BDVS	1851 1909	BDDH	1931 1951	AYYG	2010 0729(9)
	AZLP	2049 0733(9)	BCDO	2107 0726(9)		
9	BDVS	0813 0840	BLGW	0837 0900	BAKL	0938 1129
	AZLP	0954 1040	AYYG	0956 1016	BCDO	1044 1117
	AZLP	1305 1514	BOSL	1529 1632	BAKL	1706 1817
	BCDO	1728 1759	AYYG	1737 1801	AZLP	1753 1831
	BHMX	1844 1903	BAUR	1858 1918	AYYG	2010 0733(10)
	BAKL	2033 0827(10)	AZLP	2052 0731(10)	BCDO	2102 0727(10)
10	BHMZ	0820 0845	AZLP	0954 1042	AYYG	1004 1022
	BCDO	1040 1116	BAKL	1044 1236	BDVS	1046 1102
	AZLP	1316 1523	BGYJ	1506 1558	BFVA	1652 1811
	BCDO	1721 1755	AZLP	1750 1826	AYYG	1758 1815
	BAKL	1808 1844	BHMX	1837 1900	AYYG	2031 0804(11)
	AZLP	2105 0734(11)	BCDO	2109 0730(11)	BAKL	2113 0949(11)
11	BHMX	0923 1057	BCDO	1109 1753	AZLP	1255 1325
	BECH	1405 1536	BGYJ	1506 1654	AZLP	1918 1944
	AYYG	2004 0732(13)	BHMX	2011 1023(12)	BCDO	2100 0830(12)
	AZLP	2151 0731(12)				
12	AZLP	0950 1114	BCDO	1133 1752	AZLP	1639 1720
	BAKL	1824 1853	BHMX	2011 0729(13)	AZLP	2059 0735(13)
	BHMZ	2104 0719(13)				
13	BLGW	0808 0844	BAKL	0838 0901	BHMZ	0941 1015
	AZLP	1010 1041	BHMX	1047 1120	ARMW	1212 1231
	AZLP	1308 1518	BHWF	1506 1608	BHMZ	1652 1814
	BHMX	1727 1757	ARMW	1734 1754	AZLP	1744 1837
	STAN	1821 1848	BLGW	1859 1914	ARMW	2008 0731(14)
	BHMZ	2033 0719(14)	AZLP	2058 0734(14)	BHMX	2101 0728(14)
14	BAUR	0802 0828	STAN	0850 0906	BHMZ	0935 1017
	ARMW	1001 1022	AZLP	1004 1041	BHMX	1114 1153
	AZLP	1304 1516	BAZG	1606 1738	BAZI	1625 1742
	BHMZ	1701 1823	BHMX	1714 1749	ARMW	1741 1756
	AZLP	1746 1829	BDVT	1826 1851	BAUR	1858 1916
	ARMW	2018 2056	BHMZ	2050 0720(15)	AZLP	2101 0727(15)
	BLGW	2104 0729(15)				
15	BAUR	0806 0832	ATMJ	0836 0859	BAKL	0852 0911
	AZLP	0952 1039	BHMZ	1000 1031	BLGW	1037 1113
	ATMJ	1109 1123	AZLP	1306 1521	BHMZ	1659 1816
	BLGW	1725 1750	AZLP	1741 1833	ATMJ	1811 1829
	BDVT	1825 1852	BAUR	1853 1916	BHMZ	2041 0740(16)
	ATMJ	2050 0732(16)	AZLP	2059 0729(16)	BLGW	2102 0857(16)
16	BAUR	0831 0847	STAN	0840 0902	AZLP	0958 1033
	ATMJ	1001 1016	BHMZ	1046 1120	BLGW	1107 1140
	AZLP	1307 1519	BADP	1457 1538	BLGW	1702 1813
	BHMZ	1720 1752	ATMJ	1746 1807	AZLP	1749 1828
	BDVT	1826 1854	BAUR	1857 1920	ATMJ	2023 1227(18)
	BLGW	2036 0728(17)	AZLP	2053 0725(17)	BHMZ	2102 0733(17)

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

17	STAN	0812	0833	BDVT	0849	0908	BLGW	0949	1020
	AZLP	0954	1035	BDVS	1141	1212	BOSL	1511	1600
	BLGW	1648	1814	BDVS	1715	1752	AZLP	1751	1825
	BAKL	1820	1835	STAN	1851	1909	BLGW	2047	1017(18)
	BCDO	2058	0726(18)	BFZL	2103	0728(18)			
18	BCDO	1034	1742	BFZL	1056	1117	BFVA	1419	1529
	BOSL	1520	1636	BFZL	1644	0727(19)	ATMJ	2013	1229(19)
	BLGW	2019	1019(19)	BCDO	2055	0822(19)			
19	BFZL	0955	1036	BCDO	1135	1747	BFZL	1654	0726(20)
	ATMJ	2011	1801(20)	BLGW	2015	0719(20)	BDVS	2114	0729(20)
20	STAN	0808	0835	BAKL	0832	0851	BLGW	0937	1015
	BFZL	0954	1031	BDVS	1032	1114	BHWF	1513	1616
	BLGW	1655	1814	BDVS	1726	1751	BFZL	1744	0729(21)
	BAUR	1823	1847	STAN	1856	1918	BLGW	2033	0718(21)
	BDVS	2058	0737(21)						
21	ATMJ	0726	0740	BAUR	0844	0906	BCDO	0858	0915
	BLGW	0936	1016	BFZL	0959	1039	ATMJ	1003	1018
	BDVS	1048	1122	BFZL	1313	1521	BAZI	1431	1736
	BLGW	1650	1813	BDVS	1713	1750	ATMJ	1734	1753
	BFZL	1749	1827	BHMZ	1826	1847	BCDO	1859	1928
	BEOG	1923	2010	ATMJ	2004	0735(22)	BLGW	2013	0720(22)
	BFZL	2054	0732(22)	BDVS	2119	0727(22)			
22	BCDO	0810	0834	BHMZ	0847	0901	BLGW	0940	1027
	ATMJ	0954	1013	BFZL	1002	1041	BDVS	1046	1117
	BFZL	1310	1518	BLGW	1658	1808	BDVS	1719	1750
	ATMJ	1739	1800	BFZL	1746	1826	STAN	1832	1852
	BCDO	1901	1922	ATMJ	2010	0729(23)	BLGW	2032	0805(23)
	BFZL	2054	0733(23)	BDVS	2117	0807(23)			
23	BHMZ	0816	0840	BAKL	0842	0901	ATMJ	9051	1011
	BFZL	1007	1040	BLGW	1014	1050	BDVS	1108	1140
	BFZL	1337	1521	BEOG	1519	1640	BLGW	1653	1809
	BDVS	1729	1758	ATMJ	1735	1755	BFZL	1748	1829
	STAN	1830	1856	BHMZ	1853	1913	ATMJ	2008	1626(25)
	BLGW	2038	0846(24)	BDVS	2103	0923(24)	BFZL	2105	0850(24)
25	BFZL	1647	1730	BCDO	1802	1824	BHMX	1805	0829(26)
	BLGW	2026	1023(26)	ATMJ	2102	0812(26)	BFZL	2106	0735(26)
	BCDO	2130	2216						
26	BFZL	1008	1048	BHMX	1138	1808	ATMI	1144	1247
	BFZL	1647	1733	BAKL	1829	1859	BLGW	2024	1611(27)
	AZNC	2108	0801(27)	BHMX	2111	0740(27)			
27	STAN	0838	0905	AZNC	1042	1117	BHMX	1049	1137
	STAN	1122	1201	AZNC	1340	1520	BOSL	1553	1644
	STAN	1701	1823	ATMJ	1703	1758	BHMX	1715	1752
	AZNC	1750	1829	BHMZ	1830	1852	BAKL	1902	1920
	ATMJ	2006	1011(28)	STAN	2052	0736(28)	BHMX	2101	0728(28)
	AZNC	2103	0733(28)						
28	BDVT	0809	0901	BAKL	0818	0838	STAN	0950	1026
	AZNC	1014	1047	BHMX	1045	1211	AZNC	1312	1521
	BFVA	1541	1728	BAZG	1634	1744	STAN	1658	1817
	BHMX	1736	1805	ATMJ	1742	1808	AZNC	1751	1830
	BHMZ	1850	1906	BAUR	1902	1921	ATMJ	2020	0729(29)
	STAN	2041	0732(29)	BHMX	2110	1026(29)	AZNC	2211	0737(29)
29	BHMZ	0820	0845	SPUD	0843	0900	ATMJ	1000	1022
	AZNC	1002	1040	STAN	1050	1153	AZNC	1323	1516
	BHMX	1652	1820	STAN	1729	1804	AZNC	1757	1830

LEEDS/BRADFORD SCHEDULED MOVEMENTS (Contd.)

29	ATMJ	1801 1817	BAUR	1841 1906	BHMZ	1921 1937
	ATMJ	2033 0730(30)	BHMX	2046 0719(30)	AZNC	2057 0738(30)
	STAN	2113 0733(30)				
30	BHMZ	0816 0838	BAUR	0834 0858	BHMX	0935 1025
	ATMJ	0955 1014	AZNC	1012 1042	STAN	1057 1121
	AZNC	1324 1519	BGYL	1509 1603	BHMX	1653 1819
	STAN	1709 1755	ATMJ	1749 1803	AZNC	1800 1833
	BAKL	1832 1850	BDVT	1922 1936	ATMJ	2013
	BHMX	2046	STAN	2111	AZNC	2117

Quite a lot of foreign visitors to report this month. Starting with the German Rockwell 690 D-IMWT on the 6th, this was followed by a French duo on the 7th in the shapes of Navajo F-BRNS c/n 31-663 and Cheyenne F-GAMP c/n 31T-7720029. The 8th found us with no less than four different countries represented, Travel-air D-GADO c/n TD-300, Aztec F-BRNV c/n 27-4526 n/s, Navajo PH-ECO c/n 31-8052174 and Learjet 35 HB-VFO c/n 35-184 n/s. Another Cheyenne on the 10th was PH-CAM c/n 31T-7920059 and it was joined by the Navajo OY-BTZ. Night stopping on the 9th was the brand new Titan N6768V of Cessna Brussels and night stopping on the 13th was Rockwell 690 D-IHVB. PH-DLA on the 14th was a Cessna FR172 Rocket whilst OO-NIK on the 16th was a less powerful Cessna F172 Skyhawk (using a registration previously carried by a Topsy Nipper). Arrow D-EMCW on the 17th had c/n 28RT-7931285 and yet another Rockwell 690 on the 20th was OO-ROB c/n 11409. Jodel D140 HB-SFA on the 21st has been before but AA5B OO-RTG on the same day has not. Norfly commenced their charters on the 26th with a surprise when the Convair 580 turned out to be LN-BWN reported to have been in service only about a week. Cessna T210 D-ELSY on the 28th did not reveal a c/n to us but the Brittair Cheyenne F-GCFG on the 29th proved to be c/n 31T-7920091. Seneca LN-AED on the 30th night stopped and had c/n 34-7250224. Military traffic has been sparse but good this month, Hercules 130310 of the Canadian Armed Forces appeared out of nowhere on the 9th using callsign 'Canadian Military 6429' and stayed only about a quarter of an hour without even stopping engines. Andover CS-01 of the Belgian A/F used callsign 'BAF 41' on the 27th and Merlin CF-01 was 'BAF 51' on the 29th. Sole RAF representative was the Andover XS790 'Kitty 1' on the 6th with the Duke & Duchess of Kent on board. On the civil side Cessna 414A G-SMJJ on the 12th had c/n 0425 and replaces G-BENM with Gullair. Cessna 340 III OO-LFK arrived on the 10th and went onto the main apron for customs, then the registration was peeled off revealing G-BISJ underneath and the aircraft taxied round to the south side. It is a new resident and replaces G-BAXH with Fisher Karpark, c/n is 0497. At Northair the STOL Cessna 421C G-BHKJ returned from Oxford on the 2nd and on the 16th it was rolled out in an all white colour scheme with large black UN lettering on either side of the fuselage and tail. It was air-tested and then departed to supplement (or replace?) G-BCSV in Pakistan. FA152 G-FLIP and F152 G-HFCT arrived on the 6th from Le Touquet and G-HFCT was collected by F172 G-DCKK and taken to Ipswich on delivery on the 15th. Cessna 337 G-NOVA went back to storage at Doncaster on the 10th and Conquest G-BHLN was delivered to MacAlpines at Luton on the 22nd. Cessna 421C G-NORX arrived on the 14th for Northair, it is to be replaced by a new Cessna 425 Corsair registered G-NORC. Cessna 414A G-TEAM arrived on the 12th and it is for Team Lotus to replace G-PRIX which they are to sell themselves. The new deal between Northair and MacAlpine Aviation to set up a maintenance base for Cessna turbo props at Luton means that most of the deliveries clear inbound through there now. Systime are due to take delivery of Jet Ranger G-OWJM soon and this will be based at the home of Systimes boss. It is also rumoured that YTV are looking at helicopters again now that they will no longer be part of Trident TV, Citation G-JEAN is to be sold by Trident.

NETHERTHORPE

It is reported that both hangars collapsed during the blizzard of April 24/25th resulting in a number of aircraft being badly damaged. Traveler G-BCEO was said to be a write off. Cessna F152 G-BISB is a new aircraft with the Sheffield Aero Club, it visited LBA on 1/5.

Callsign tie-ups :- 2nd. G-BAVZ/Air London 202, G-BBRO/McLine 335 B/C; 3rd. G-CBBI/McLine 357; 6th. G-BATE/Treehaven 771, XS790/Kitty One; 18th. G-BGYV/UK8100; 21st. G-BRIT/Express 387; 26th. G-BBSN/JG1078, LN-BWN/WN206; 28th. G-AYWF/Peregrine 544, G-BFVZ/Peregrine 849.

ILS Overshoots :- 1st. XX308/DW157 Hawk, XX496/T205, XX494/T212; 2nd. XS738/FUQ92 Dominie; 3rd. XX494/FUQ95, XS712/FUQ04 Dominie; 6th. XX497/FUQ97, XX492/FUQ95; 7th. XW353/JBF61 and XW353/LBW35 Jet Provost; 8th. XW415/JBF69 Jet Provost, XX499; 9th. XV186/Ascot 790 Hercules, XX482/FUQ207; 11th. G-BDEJ; 14th. XW405/F48 Jet Provost; 15th. XW353/JQL65, XW428/KOP16 Jet Provosts; 16th. XS731/FRV57 Dominie, XX492/FRV207; 23rd. XX497/FRV97; 28th. XS731/ADWO4 Dominie.

From & To :- 6th. D-IMWT F Frankfurt T Newcastle and in the opposite direction later; 7th. F-GAMP and F-BRNS both F/T Lille; 8th. PH-ECO F/T Rotterdam, D-GADO F/T Saarbrücken, HB-VFO F Rotterdam N/S T Stansted, F-BRNV F Ringway N/S T Dundee; 9th. PH-RPE F/T Amsterdam N/S, F-BRNV F Dundee T Toussus Le Noble; 130310 F Finningley T Leuchars, N6768V F/T Cranfield N/S; 10th. PH-CAM F/T Rotterdam, OO-LFK F Brussels OY-BTZ F/T Billund N/S; 13th. D-IHVB F Munster N/S T Eglinton, F-BTCM F Cardiff T Chateauroux; 14th. PH-DLA F/T Weert, D-IHVB F Londonderry T Rotterdam; 15th. F-BTCM F/T Chateauroux, D-IHVB F Rotterdam N/S T Paderborn; 16th. OO-NIK F Ostend T Acaster Malbis; 17th. D-EMCW F Biggin Hill T Edinburgh; 20th. OO-ROB F/T Antwerp; 21st. OO-RTG F Perth T Kortrijk, HB-SFA F Stapleford T Ringway; 26th. OY-BBP F Ringway T Herning; 27th. PH-CPL F/T Amsterdam, CS-01 F Lyneham T Melsbrock; 28th. D-ILSY F/T Lydd; 29th. F-GCFG F/T Le Havre, CF-01 F Melsbrock T Northolt; 30th. LN-AED F Humberside.

Helicopter Activity :- 2nd. G-ICRU Huddersfield; 4th. G-BHIV Burnley; 6th. G-BBFE Sheffield area; 7th. G-HYDE Saddleworth; 8th. G-AWLL Wakefield; 9th. G-BBIW Keighley; 10th. G-OIML Whinmoor; 13th. G-UPVC Skipton; 16th. G-HYDE Wetherby; 17th. G-BGYF Holbeck, G-HYDE Drighlington, G-BBIW Rothwell; 19th. G-BBOR Rishworth (Nr. Ripponden); 27th. G-OAMH Parkway Hotel, G-LONG Huddersfield; 29th. G-BFNC Keighley; 30th. G-BGGX Huddersfield. On pipeline patrol were :- G-BFNC, G-AYMW and G-BHSM.

On 8th May, Hiller G-AVKX was operating from Low Mill Lane YEB Depot at Keighley from 10.00 to 12.00 hrs.

Jetranger G-CPTS is based at Carleton, Nr. Skipton.

Sherburn Movements - April 1981

2nd. G-BFGL F/T LBA, G-BGLI/H F/T Doncaster, G-AXJJ F/T Crosland Moor; 4th. G-BHCX F/T Barton, G-BCUJ F/T Sproakley; 5th. G-BEUX F/T Barton, G-AWUH/BHCE/BGLI F/T Doncaster, G-BGAB F/T Humberside, G-HULL F/T Bridlington; 7th. G-BGLI/H F/T Doncaster; 8th. G-BHCB/GRAY F/T Doncaster; 9th. G-BHCE/GRAY F/T Doncaster; 10th. G-BGAB/BGAD F/T Humberside; 12th. G-AVPK F Doncaster T Usworth, G-BDCO F/T LBA, G-BERW F Little Snoring T Felthorpe, G-ARRR F/T Wombledon; 13th. G-AZID F/T Bridlington N/S, G-AVZV F/T Paull; 14th. G-ECCO/AWLA F/T Doncaster, G-BGMJ F/T Bedale; 16th. G-ECCO/BFXW F/T Doncaster, G-BBJX/BELT F/T LBA, D-EHPS T Newcastle, G-AZID F/T Bridlington; 17th. G-BCPN F Melbourne T West Heslerton, G-BILP F Elstree T Thirsk, G-BGGA F/T Barton, G-PRAG/AYVT F/T Netherthorpe, G-AVG V F Bridlington T Netherthorpe, G-BAZS F Netherthorpe T Nottingham; 18th. G-ATEG F/T LBA, G-LFCA/AYUC F Sturgate T Nottingham, G-ECCO F/T Doncaster, G-ATFD F EMA T Humberside, G-AVG V F Netherthorpe T Bridlington, G-BIPV F Southampton; 19th. G-BGJA F/T Barton; 20th. G-AWLA F/T Doncaster, G-BCPN F Bridlington T LBA; 21st. G-BGLI F/T Doncaster, G-BAJB F Humberside T Doncaster; 22nd. G-ECCO/BHCB F/T Doncaster; 23rd. G-BGLH/BHEC/BFXW F/T Doncaster, G-BFKK F/T Booker, G-BAVS F/T Brough, G-BFGL F/T LBA; 28th. G-BFGH F SquiresGate T Winfield; 29th. G-BAVS F/T Brighton, G-BFGH F Perth T SquiresGate.

Now to catch up on "goings on" at Bagby Thirsk :-

Movements - March 8th. G-ATBP RF-3; 15th. G-AXJJ Pup, G-AXHG Rallye, G-RASC VP2; 20th. G-ATEG C.150; 22nd. G-AXJJ Pup, G-ATBP RF-3; 29th. G-RASC VP2, G-ATTM/BHEG Jodel's. April 5th. G-BFPA Falke, G-ATBP RF3, G-AXHG Rallye, G-AXXC Emeraude, G-BAUZ Nord; 8th. G-BFHL C.150; 9th. G-AVUS Cherokee, G-AXHG Rallye; 12th. G-BFPA Falke; 17th. G-AVVJ Rallye; 18th. G-ATBP RF3, G-AXHG Rallye, G-AXJJ Pup; 20th. G-ARXY/AXHS Rallye's.

Visitors to Fly-in at Bagby on 2nd May, some of which stayed overnight due to bad weather.

G-ARLG Auster, G-ATFW Luton Minor, G-APNT Currie Wot, G-BBBW Fred Srs 2, G-BDAD/BEVS Taylor Monoplane, G-BAUZ Nord, G-AXXC/BHEK Emeraude's, G-AZHH Cavalier, G-ATBP RF-3, G-AVZP Pup, G-AXHG Rallye, G-BFPK Musketeer, G-AVUS/BBEC/BDWY Cherokee's., G-AWCD CEA DR.253, G-ARDZ/ASJZ/AVPM/AVLY/AVVM/ANFW/AZHC/BARF/BGTX/BHEG Jodel's.

May 3rd. G-BGJ Minicab.

Residents at Bagby are now G-BDWX Jodel D.120A, G-BDAP/BDJC Tailwind's, G-AVZP Pup.

OUT & ABOUT

RINGWAY :- 15/4/81 :- CF-CPO DC-8 (CP Air), SE-DBN/DDT DC-9's (SAS), PH-TVR B737 (Transavia lease to Britannia A/W for summer months), G-BGJI/L B.737's (Br. Airtours)

C.DONINGTON :- 22/4/81 :- OY-ASY Bandeirante (Alkair), OY-PRH Rockwell 112, OY-AYV Mooney, 5N-AMK HS .125 (ex G-ASSM), 4X-AXD Viscount, 9Q-COA Argosy, N448M B.707 (all white, with "British Midland Cargo" titles), G-AVJB Viscount in JEA colours. In BMA hangar was G-AFLD B.707 with British Midland titles and red tail, G-BMAT Viscount (ex LBA by road?), G-BITV SD330 (Inter City Airlines), delivered on Good Friday for crew training. An informed source said this aircraft can break even with only eight paying passengers! Why then are the airlines not queueing up for it? G-BJCB/TJCB HS.125's, G-OJCB Jetranger, G-HLUB King Air 200, G-BBUJ Cessna 421B, G-SATO Aztec, G-NELL Rockwell 112, G-WAGY Cessna 172.

WICKENBY :- 23/4/81 :- G-BFJO/BHHY/TCAT Agcat's, G-AXED/BFPR/BGPP Pawnee's, G-ALBJ Auster 5, G-BILI Cub, G-BIPN Fournier RF-3, G-AWEM Fournier RF-4D, G-BGBT/BGXJ Partenavia P.68B's, G-ARJU/ATOA Apache's, G-BCKO Aztec, G-AZCK Pup, G-AVYL Cherokee, G-BGUB Cherokee Six, G-PDCM Cessna 177, G-BCOL/BING Cessna 172's, G-BHWA/BHWB Cessna 152's, G-BAIK/BBKE/BFLN Cessna 150's.

WYBERTON (Boston) :- 23/4/81 :- G-ATYA/AVDZ/BETL/BETM/BSFZ Pawnee's, G-BFTN Agcat, G-ADKK Hornet Moth, G-AHAL/AHSS Auster J/1N's, G-BHIK Adam RA.14 Loisirs, G-BEDD Jodel D.117A, G-ASRP Jodel DR.1050, G-BGRI Jodel DR.1051, G-BFFD Cessna 152, G-BCUF Cessna 172, G-CRAN Aiglon (slightly bent fuselage), G-BDEM Caudron C.270 Luciole (on rebuild), and the wings of Pawnee G-AYGP which was written off 6/7/77.

FENLAND (Holbeach St. John) :- 23/4/81 :- G-BBEA Luton Minor, G-ARHU Tri-Pacer, G-BFHR CEA DR.220, G-BHXS Jodel D.120, G-AVTV/AWXY/SAMS Rallye's, G-ARDE/ASEO Comanche's, G-AWFC/BGKV Arrow's, G-ATMM/BBXB Cessna 150's and an unrecognisable portion of the fuselage of F-BNXZ.

LITTLE SNORING (Fakenham) :- 24/4/81 :- G-ASAV Rallye, and rudderless Pawnee G-AWDL.

SHIPDHAM :- 24/4/81 :- PH-PSW Cub, G-BFDM Jodel D.120, G-ARTB Mooney, G-ANDE/ASPV Tiger Moth's, G-ASVG Emeraude, G-BAUC/BEKT/BEXK Pawnee's, G-AWDP Cherokee, G-BIIV Archer, G-ASNO Baron, G-AYAF/BAKJ Twin Comanche's, the recognisable fuselages of Indian Tiger Moth's VT-CZV/DOU/DOY/DPA/DPE, the other four being in varying stages of rebuild. Outside the hangar were the remains of Cessna Agwagon G-AXFF on a trailer, definitely the worse for wear. It overturned whilst taking off from a field near Pinchbeck, Lincs. on the 1st April this year. Previously it had overturned whilst landing in a field near Honingham, Norfolk on 8th March 1979 - something tells me it should stick to runways! * also DOZ.

Over SKIPTON :- 3/4/81 :- G-LENS Thunder Balloon (Nikon).

HEATHROW :- 17/4/81 :- ET-AFA B.720 (Ethiopian A/L), 5B-DAO B.707 (Cyprus A/W), S2-ACA B.707 (Bangladesh Binair), PP-VMS DC-10 (Varig), SP-LAE IL-62 (LOT), HZ-RH1/HZ-AMB BAC1-11's, G-ORMC King Air 200, G-GBSC King Air, G-HADI Gulfstream 2, 22550 C-12A.

BOOKER :- 18/4/81 :- MH434 Spitfire (G-ASJV), AR213 Spitfire (G-AIST), N5430 Sopwith Triplane Replica (G-BHEW), F8010 SE5A Replica (G-BDWJ), 7A+WN MS.500 (G-AZMH), (G-AWBU) MS. Type N Replica, PG651 (G-AYUX) Tiger Moth, F-BCTE/G-AWXZ/AZGE/BRMC/OODE Stampe's, Z7258 Rapide (G-AHGD), G-AKIF Rapide, G-AVEE/EI-ARG MS.230, G-RKSF/SOLO/WREN/ROLL Pitts', G-BBII Fiat G.46, G-BAFM Harvard, G-AXOL Currie Wot, G-AXIH Jungmeister, G-BECX Jungmann, G-BIIZ Great Lakes, G-ACTF Comper Swift, G-BECZ/SLEA Cap 10's, G-AVYK Auster 5, G-AWME/BFFP Super Cub's, G-MACH SF.260, G-ASBH Airedale, G-STIO Diplome, G-BCPU/BDBL Chipmunk's, G-BEBG Ogar, G-BCFV Safir, G-BCKT/BEYP Fuji's, G-ROBN Robin R.1180, G-GEEP Aiglon, G-AZTA Monsun, G-BAPY Robin HR.100, G-BEPY R.112B, G-AYYL Falke, G-BAPA RF-5B, G-AXCY/BIOU Jodel D.117's, G-BAPX Robin DR.400, G-BIAC Rallye, G-AZSX Pup, G-TIME Aerostar, G-ATWG T. Comanche, G-BFHO/BHIZ

OUT & ABOUT (Contd.)

BOOKER Navajo's, G-BLSL C.310, G-AYKU/BCBG/FOTO Aztec's, G-ATUB/ATUD/AVOZ/AZWD/AZWE Cherokee's, G-BAWA/BGOL/HIFI Arrow's, G-BGOG/BHIL Warrior's, G-BHWZ/ILLY Archer's, G-AWCJ/BAED/BDOD/BDOW/BEXS/PLAN C.150's, G-ARMO C.172.

BLACKBUSHE :- 20/4/81 :- N2652Z Citation, N54607 C-47, T2B-275/G-BFHE(T2B-273) CASA C.352L, N47DE P47 Thunderbolt, FT323 Harvard (G-AZSC), V9281 Lysander (G-BCWL), N51 82 Sopwith Pup (G-APUP), G-AMVP Topsy Junior, G-AWFP Condor, G-BHJS P.68B, G-SONA Tobago (ex G-BIBI), G-BGSF Pitts, G-BHYW Jetranger, G-BGPH AA-5B, G-BDMD/JONS Chieftains, G-BFOM Navajo, G-AZBK Aztec, G-AXNX C.182, G-BDCE/BHUJ/BHVR C.172's, G-BHUI/BHVM/BHVN C.152's.

WHITE WALTHAM :- 18/4/81 :- WD413 Anson (G-BFIR), XF877 Provost (G-AWYF), G-AROE Aero 145, G-ALWC Dakota, G-AZNK/DANN Stampe's, G-ANFW Tiger Moth, G-AWKD Vagabond, G-BIAP Clipper, G-ARNG/ARNL Colt's, G-AORR/APPA/BBSE Chipmunk's, G-BUCK Jungmann, G-SPIN Pitts, G-AWHX Beta B.2, G-ATEX Airtourer, G-AMZU Airlet, G-AXOH Rallye, G-BHCO Tobago, G-ATJN/AXSM/BAEE/BAKR Jodel's, G-ATJL Comanche, G-AVSI/AXMP/AXIO/BEYO Cherokee's, G-AVYS/AYRI/BCSZ/BFDG Arrow's, G-APUB/ACWV Travel Air's, G-BBXE Aztec, G-AZFS/AZOH Queen Air's.

AIRLINES REVIEW - May 1981

AIR UK launched a new range of commuter services under the title of 'Air UK Commuter Services', effective from 29th March, using Bandeirantes. The new network will include Southend to Dusseldorf and Ostend, Southampton to Paris-Orly and Amsterdam, Jersey to Paris-Orly, Exeter to Paris and Gatwick and Gatwick to Rotterdam. Bandeirantes were introduced on some of these routes during last winter, but the new network has increased frequencies to offer passengers a wider choice of flights. The Bandeirantes are flown as single-pilot aircraft, but with a pilot assistant occupying the right-hand seat who also acts as cabin attendant. Friendships have been introduced on services from Blackpool but the airline is not to contest the application by Blackpool-based Space Grand Aviation to takeover the Blackpool to Dublin and Belfast routes suspended last year by Air UK.

BRITISH AIR FERRIES are believed to be interested in operating up to 10 BAC146's on their leasing contracts. Four additional British Airways Viscounts have been bought bringing the fleet up to 10, while the original six were delivered from Cardiff to Southend as follows : G-AOHL on 6th February, for spares use and training cabin staff; G-AOHH on 23rd February on lease to Air Algerie; G-AOHV on 16th January in service in Libya; G-AOYN on 16th February; G-APEX on 27th March; G-APEY on 3rd April; G-AOYJ on 14th April and G-AOYP on 13th April. Heralds on lease to Air Algerie are G-ASVO, G-BAVX and G-BDFE, while G-APWA, G-BDZV, G-BEYE, G-BEYF and G-BEYJ are in service in Libya and G-BEBB is with Nile Valley Aviation.

BRITANNIA AIRWAYS has increased its order for Boeing 767's to five, three previously being options only, and deliveries will begin in 1984. Three additional Boeing 737's have been ordered for 1982 delivery while three more options are held for 1983 delivery. Boeing 737-204C, G-AXNB returned to Luton in March following the completion of its lease to Pelican Air Cargo, for conversion back to passenger configuration.

BRITISH CALLEDONIAN AIRWAYS were successful in their application for the Gatwick to Frankfurt route vacated by British Airways, but were refused permission to operate Gatwick to Zurich and Dusseldorf.

BRITISH MIDLAND AIRWAYS An application has been made to operate up to six daily DC-9 services from Heathrow to Edinburgh and Glasgow starting in October. Two further DC-9's may be acquired if the proposal is accepted. Two Heathrow - Birmingham services are to be extended to East Midlands, giving two E.M.A. - Heathrow daily return services. Boeing 707-321C, N448N has been leased to Air Rwanda, while spares obtained from withdrawn Viscounts G-AZNC and G-BAPD have been used to restore G-AZLT to service, as G-BMAT. The company are reported to have acquired DC-10 Series 30, YA-LAS (47888) ex Ariana for lease to DETA, and have possibly exchanged the Boeing 707-338Cs G-BFLD/E as part of the transaction. The ex J.E.A. Viscount G-AVJB stored at E.M.A. may be leased for the summer season. The joint BMA-KLM freight service between E.M.A. and Amsterdam ended on 31st March due to decreasing loads, the last flight being operated by Air UK F.27 G-BLGW.

AIRLINES REVIEW (Contd.)

DAN AIR inaugurated its Gatwick - Cork service on 13th April using a One-Eleven which carried 59 passengers. If approval is obtained from the CAA services to Dublin from Gatwick and Edinburgh are planned starting in 1982. Earlier in April services began between Amsterdam and West Berlin, twice daily. The airline has appealed against the CAA decision awarding Laker Airways the Gatwick - Zurich licence. Similarly an application for the Gatwick - Dusseldorf route was also rejected. In mid-April Boeing 727-193, G-BEGZ (19620) was sold to the Occidental Petroleum Corporation and Boeing 727-155C (19619), G-BIUR, ex YA-PAW of Ariana, has been leased for six months as a replacement aircraft. A one-Eleven 515FB, G-AZPZ (229) has been acquired from Hapag-Lloyd and is ex D-AMAM.

EASTERN AIRWAYS following a major overhaul at Humberside, Dakota G-AMPO (33186) remade history when on 27th April it inaugurated the first scheduled Dakota service to operate regularly into Heathrow for several years by flying from Humberside via Norwich. It is believed that this is the only scheduled service using Dakotas in western Europe. First flown in 1944 G-AMPO has previously served with Starways and British Eagle before being acquired by Eastern in 1979. Seating capacity has been reduced to a maximum of 28 giving a VIP-type seat pitch. In the longer term Short 330s may be used with the Dakota being retained for back-up and as a route prover for any new services. On 30th March services began between Birmingham and Norwich using flight numbers EN 007/8/9/10, EN having replaced CE as the flight prefix, while a new callsign, 'Easternair' is used. On 1st March the Manchester - Dublin mail flights were taken over from Clyden Airways when the latter ceased operations.

LAKER AIRWAYS have been awarded the Gatwick - Zurich route effective from April 1982 but their application for Gatwick to Dusseldorf and Frankfurt was rejected. Boeing 707-351Bs G-BFBS and G-BFBZ continue in long term storage at Manchester, while the DC-10 Series 30 leased to LAN Chile for three months was G-BGXI. The company have applied to operate Airbus aircraft from Manchester to Dublin.

SCIMITAR AIRLINES has obtained sufficient finance from an undisclosed source to buy itself out of receivership. Currently operating two Boeing 707-312Cs, G-BFZF and G-BGIS, the receiver appointed by the company managed to find enough work for both aircraft with Nigeria Airways, Pelican Air Cargo and Alia-Royal Jordanian Airlines. Although four cargo airlines have either ceased operations or reduced their services in the last year or so, Scimitar have applied to the CAA for an air service licence, to resume all-cargo services.

BRITISH AIRWAYS Sadly the last Super VC10 has been retired from service. On 29th March the last scheduled service was flown, and was followed the day after by a farewell trip for enthusiasts in G-ASGL. The VC10 was developed to meet a BOAC requirement during the period 1956/58 following cancellation of the Vickers 1000 and VC7. By January 1958 an order worth £68m. was confirmed for 35 Standard VC10s, and the design had been developed to give transatlantic capability as well as the specified "hot and high" performance necessary for the routes to Africa and the Middle and Far East. At the time of its inception the VC10 was the first airliner to have four rear mounted turbojet engines, this configuration offering low cabin noise levels, which made the aircraft very popular with passengers and crews alike, and allowed a 'clean' wing which could be designed for maximum lift. Using new production techniques and extremely expensive machine tools, over half the aircrafts structure was machined from solid metal alloy, instead of the more normal method of using rivetted, welded or bonded joints to form the structure. All the structure was 'Alochrome' treated with the result that 17 years and 60,000 flight hours later, most VC10s are substantially corrosion-free. By 1961, the contract had been altered to include only 12 Standard aircraft, and 30 Super VC10s incorporating a fuselage stretch of 13 feet, fin fuel tank and more powerful Conway MK.550 turbofans, and with seating increased from 150 to 174. Effectively, the Super VC10 traded airfield performance for payload to enable it to compete on the same routes as the emerging Boeing 707 and DC-8. The prototype G-ARTA made its maiden flight on 29th June 1962, but was found to have a serious drag problem that would require several modifications to be made to restore performance as specified. Now speed handling trials were undertaken, while work proceeded on the modification during 1963 - 64, after the crash of the prototype One-Eleven in October 1963 had cast doubts on the T-tailed configuration. After all the

AIRLINES REVIEW (Contd.)

modifications had been installed and tested, the type was granted an unrestricted C of A on 23rd April 1964, and ix days later, G-ARVA left Heathrow for Lagos on its first revenue earning flight for BOAC. The first Super VC10, G-ASGA, flew on 7th May 1964 and following flight testing, entered service on 1st April 1965 flying from Heathrow to New York. Meanwhile, just as the Standard VC10 was entering service, BOAC management indicated its desire to reduce, or even cancel completely, the Super VC10 contract and order further Boeing 707s instead. Following the inevitable outcry from the industry, a negotiated settlement was reached whereby 17 Super VC10s would be acquired, three completed as Type 1106s for the RAF, and the remaining 10 cancelled. The design team had gone to great lengths to obtain structural integrity, ease of maintenance and excellent handling characteristics. In service with BOAC/BA VC10s have flown a total of 1,137,000 hours, completed 250,000 landings and carried an estimated 13 million passengers - without a single fatality. However, with only 54 aircraft completed the programme was not a commercial success. The aircraft suffered from a relatively high empty weight as a result of the extra strengthening of the rear fuselage needed to support the engine loads, and excessive external engine noise. Moreover, the seven-year gestation period of the fully modified design had allowed the American airliners to overtake it, and they in their Pratt and Whitney JT3D - powered versions, offered significantly better specific fuel consumption than the Conway. Nevertheless, one fundamental reason more than any other which condemned the project at an early stage, was BOAC's equivocal attitude towards its new airliner and the constant changes and reductions in contracts; the fact that the aircraft was designed to their specification seems to have been overlooked. Attempts to sell the remaining B.A. aircraft have been unsuccessful and all 14 have been bought by the RAF, together with 23 spare engines, and a simulator. They will be used to provide spares to support the current and planned VC10 fleet, but unconfirmed reports indicate that at least five may be converted to K. MK.3 tankers. Two VC10s have been preserved - at Duxford, Super VC10 G-ASGC can be seen, while at Cosford, Standard VC10 G-ARVM is displayed. With over 1200 707s and DC-8s sold worldwide, the VC10 story might have been so different.

TEESSIDE MOVEMENTS - April 1981

2	G-BGNN	Dauphin	G-BAZH	Boeing 737	
3	G-WRAY	Lance	G-WSSL	Chieftain	G-BFDN Chieftain
4	LN-SUE	F.27	PH-CHD	F.28	G-BHSW HS.125
	G-BFBU	Partenavia P.68B	G-JGCL	Cessna 414A	
5	G-BDRC	Viscount	G-BHWA	Cessna 152	
6	G-BFVW	Dauphin	G-BHST	Hughes 369D	G-DUVL Cessna 172
	G-DAKS	Jetranger			
7	OO-JPK	Metro 2	G-BNOC	Bandeirante	G-BGOY Chieftain
8	G-BMAL	Sikorsky S.76A	G-BFFJ	Sikorsky S.61N	G-BCLC Sikorsky S.61N
9	SE-IIB	King Air	LN-PAO	King Air	
10	G-OIML	Jetranger	G-HELY	Agusta A.109A	G-WREN Pitts
11	PH-CHD	F.28	G-BIBE	Bandeirante	
12	HB-XLZ	Ecureuil	G-LEAR	Learjet	
13	G-CNSI	KingAir 200	G-BCKU	Cessna 150	G-BFGG Cessna 150
	G-RAMS	Saratoga	G-BCRN	Cessna 150	G-AXUF Cessna 150
14	HB-XLZ	Ecureuil			
17	G-BSMC	Saratoga	G-BARJ	Bell 212	
18	PH-CHF	F.28	G-BBOE	Robin HR.200	
21	OO-JPK	Metro 2	G-BFVW	Dauphin	G-BAKF Jetranger
22	G-RIGS	Aerostar	G-LEON	Chieftain	G-UBKP Baron

TEESSIDE MOVEMENTS (Contd.)

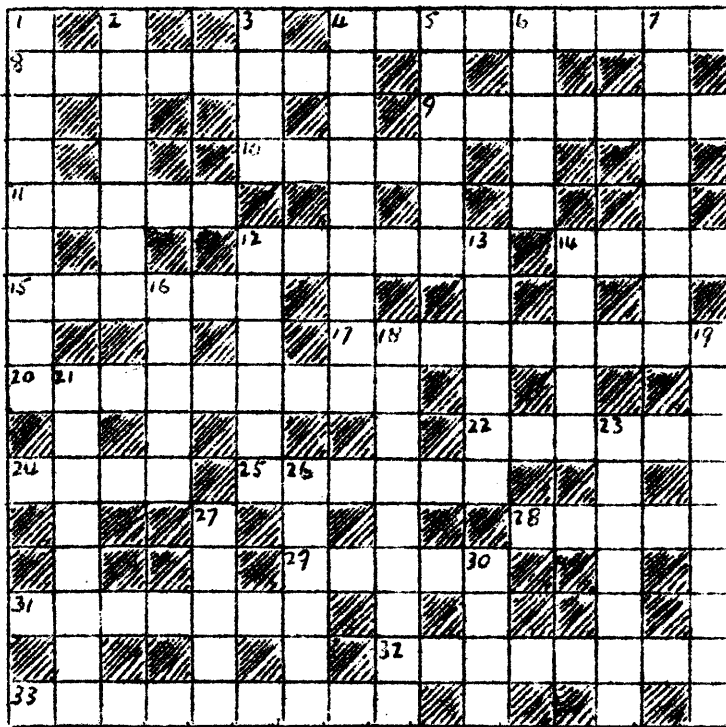
24 LN-PAA Navajo	G-AYLJ Navajo(DIV)	G-AXCP BAC1-11(DIV)
G-AVFI Trident(DIV)	G-BCDO F.27(DIV)	G-BAUR F.27(DIV)
G-BHMX F.27(DIV)	G-BHMZ F.27(DIV)	
25 PH-CHD F.28 and 26th		
27 LN-PAH Cessna 404	G-OHTL Sikorsky S.76	
28 OO-JPI Metro 2	VR-BTT DA.50	G-BFZE Ecureuil
G-BHKK Sikorsky S.76		

OO-JPK on 7th & 21st and OO-JPI on 28th were F/T Amsterdam; 4th. LN-SUE F/T Stavanger, PH-CHD F/T Rotterdam; 9th. SE-IIB F/T Angelholm, LN-PAO F Kristiansand T Gatwick; 24th. LN-PAA F/T Oslo; 27th. LN-PAH F Brussels T Dyce; 28th. VR-BTT F/T Heathrow.

Biggin Hill Air Fair - 16/5/81

A report, hot off the press, of one of our London members' sightings at Biggin Hill. N6340T (463221) P.51 Mustang, N6972V Mooney, N77GR Bonanza, N71AF RC.690, N9012N C.A.S.A.352, N15P Robinson R.21, F-BBEG Nord 1203 Norecrim, F-BPSR/BTIE Rallye's, F-BIZZ Jodel D.140, F-GBFP C.172, D-EGBO Jodel DR.1051, D-ENQI C.170A, D-EDNC Wassmer WA.51, D-EMFG Do.27B, D-BOOD C.172, D-KDCF SF-25c Falke, D-IATR C.310, D-ILPI Baron, HB-LES Seneca, HB-CCY C.182, HB-CFE C.172, HB-LKS P.68B, SE-GPT Arrow, OO-RTN Kochina, OO-DMF C.172, OO-TAO Rallye, PH-LAC/MIR C.172's, PH-MTA Mooney, PH-WEL PA-28RT, PH-SRU PA-28, PH-MBS Sundowner, EI-AVB Aeronca Champion. XW864/54, XW891/49, XX391/56, XX432/45, XW907/40 Gazelle's, XZ392/S, XZ390/Q Jaguar's, XX248, XX283 Hawks, XW435/4 Jet Provost, ZA935/CT Puma, XH304 Vampire & WF971 Meteor (Vintage Pair), XX162 Hawk Replica, XX718 Jaguar Replica, XL839/CU Whirlwind HAR9, XZ175 Lynx, XW613 Scout, XX349 Gazelle, 71-22277 Chinook, VM971 Cadet TX3 + Red Arrows. G-TEAC(NC280)/AZJD Harvard's, G-HUNT Hunter, G-FIRE Spitfire, G-AZMH(7A-WN) MS.500, G-SHOW MS.733 Alcyon, G-AWVF(XF877)Provost, G-ANXR(RM221)/AOGE Proctor's, G-AOKL Prentice, G-AYAK Yak C-11, G-AKVZ Messenger, G-AKHP Gemini, G-AEEG M.3A Falcon, G-ADNE Hornet Moth, G-ABYA DH.60G Moth, G-ABNT C.A.C.1 Coupe, G-ATJW Noralpha, G-BAAY Vtma II, G-ARFV Nipper, G-AIDL Rapide, G-AXDZ/BDTW/BEUN Cassutt Racer's, G-AWHX Rollason Beta B.2, G-ARUL/BAER Cosmic Wind's, G-AWEEF Stampe, G-BDGK Beech D.17S, G-BCUM Stinson HW.75, G-BGGC Bellanca Citabria, G-PCUB Piper L-21B, G-EBUU L4B Cub, G-BCOM/BETU J-3C-65 Cub's, G-LION PA-18 S.Cub, G-AYPP/BIID PA-19 S.Cub's, G-APYI/ARDP Tri-Pacer's, G-AGVN/AHCK/AIZZ/AJAE/ALFA/AMZI Auster's, G-ASAK Terrier 2, G-APPM/BCYE Chipmunk's, G-AYFF Condor, G-AVNY/AWEK/AWGN RF-4D, G-AYME RF-5, G-BBLH Piper O-59A Grasshopper, G-BBOH/BOOK/ROLL/SOLO/WREN Pitts', G-BLHN/BAZC/TFJZ/BFBE/BFMT Robin's, G-ATIM/AVGZ/AYGD Jodel's, G-GCKI/GTPL Mooney's, G-AYPE/AZDD Monsun's, G-BBZO Fuji, G-BCJF Beagle B.206, G-BHXI Islander, G-AWVK Jetstream, G-ARIW Emeraude, G-ASJU RC.520, G-BDAL RC.500S, G-BAHO Sundowner, G-AWTV Musketeer, G-ASOH/LECD/BRAD Baron's, G-ASDA/ASRX/BSSL Queen Air's, G-ORMC King Air 200, G-IIGH AA-5, G-BGSL/BHSF/BHTZ/BHWR/BIEU AA-5A's, G-BHNZ/DHWJ AA-5B's, G-BGHL/BHBC Cougar's, G-CELT/HGGS/OAIR Bandeirante's, G-AWKO/AXEV/AXPD/AXPN/AXSD Pup's, G-ATWZ/BBAK/BHGC/BDWA/BDWH/DEEA/DERA/BERB/DGKB/BGKD/BGZO/BIND Rallye's, G-BHDE/BHER/BIAM/DAND/EDEN/TINA Tobago's, G-BHOZ/BIAB/BIBA Tampico's, G-ASKT/ATAS/ATJD/ATJG/AVWE/AVWJ/AWBG/WSM/AYRM/AZVZ/BABG/BBBN/BBIX/BEAC/BGVU/WOLF Cherokee's, G-AVWO/AWBC/AZFM/AZNL/BAJT/BBIA/BGVN/BHNS/MAST Arrow's, G-BCRL/BHOR Warrior's, G-BHNO Archer, G-AVFU Cherokee Six, G-BIEG Saratoga, G-ARBO/AZWY Comanche's, G-KING/OATS Tomahawk's, G-APZE/ARED/ARJV/A SMO/ATJP/ATMU/MOLY Apache's, G-AREE/ARYF/AXAX/BALU/BATE/BAWB/BBBJ/BBSL/BCEX/BDAX/BGWV/FADS Aztec's, G-ASMA/AVUD/AVUM/AXMY/AYSB/BFLW Twin Comanche's, G-BBMK/IMBENavajo's, G-BGOX/BREW/BRGV Chieftain's, G-BABK/BDEF/BFKY/BOSS Seneca's, G-BGSG/BHRP Seminole's, G-SILK Aerostar, G-BHBH/BMCL Citation's, G-AWMS HS.125, G-ZEAL Learjet, G-NDNI Firecracker, G-EGLE Christen Eagle II, G-BALB Air & Space 18A, G-AWJW Jetranger, G-UPVC Agusta A.109A, G-BAWI Enstrom F.28A, G-BDIB/PALS E.280C Shark, G-ATYM/AVTH/AWCO/AWTJ/AWUJ/AXRU/AZJX/BAIO/BAVC/BAYP/BBJW/BDSC/BDTX/BEIG/BFOG C.150's, G-BEKE/BGAD/BIJV/BIJW/BIJX/BILK/BILS/BTAL C.152's, G-AWGD/AWUY/AWUZ/BAOB/BCRB/BCUK/BCVI/BDNU/BFJV/BGBR/BHIH/BIIB/BURD/JFWI/ROOK C.172's, G-AZVP/BAJA/BAJE/BBJV C.177's, G-NJAG C.207, G-MAXY/MIST C.210's, G-ATLD/BBXL/BCDI/BIFA C.310's, G-BBVE/MAGS C.340's, G-BAES/BEEL C.337's, G-BZFL/CAFE C.401's, G-BHWX C.404, G-BTDK/SHOE C.421's, G-BHNR/CCAR Cameron H.A.F.B.'s, G-BITI Scruggs H.A.F.B. G-BHLJ Saffery-Rigg H.A.F.B., G-BIBX Windtracker H.A.F.B. G-BISA Hase III Model Balloon.

CROSSWORD No.3



Clues - Across

4. Manufacturer of YH-30 and former US Airline.
8. ATC Callsign for BMA VC-7 on crew flight (C/N 346)
9. Most US Airlines are based here.
10. Resident.
11. Interceptors with IDF/AF.
12. Half fare passenger ticket.
14. Builds Lakes primary competitor.
15. Fruity L'Armee de L'air base.
17. It is now spoken that this airfield was visited by a C-5A, Concorde & a DC-10.
20. North London airfield.
22. French equivalent of Lyneham, with DC-8's & Noratlases.
24. Manufacturer of the biggest range of Biz Jets.
25. Where is Bellenikon.
28. Doesn't power aircraft, but might be on the galley.
29. French Broussard replacement.
31. Argentinian F.M.A. IA.50.
32. Airline who sold G-BGLC to Dan Air.
33. Formed in 1936, originally Aerlinte Eireann.

Clues - Down

1. Home of Westair.
2. Deregulation took place here.
3. Manufacturer of J-35 and Sk-37.
4. Air France fly to this French Connection.
5. Russian Starlifter.
6. A machine gun on an island?
7. The fastest airliner up to 1969.
12. Manufacturer of H-41A Seneca and O-2A.
13. They fly Bulldogs and Caravelles in their Air Force.
14. Makes a wing more efficient.
16. Not ever.
18. Dalcross is here.
19. One of the few European countries without a coastline, minus a zero.
21. French homebuilt, though some were built by Scintex.
23. The year pen airfield near Paris.
26. An aircraft is nearly involved with the Inland Revenue whilst moving on the ground.
27. Cockroach corner is here.
30. 2 Down's Air Force.

AMENDMENT

Movement at LBA on 29th 1504 to 1603, should read CF-01 Merlin.

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