

VOLUME 8 No.5

(FOR PRIVATE CIRCULATION ONLY)

MAY 1982

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

SECRETARY:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 9DN.

FORTHCOMING MEETINGS

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

JUNE 6th : No meeting.

JUNE 13th : S.S.A.F.A. Air Display, Church Fenton. See you there!

JULY 4th : Members Slides - and slide auction. I'm sure you've all got some slides we have'nt seen before- please bring them along.

AUG 1st : No meeting.

AUG 8th : A member of 22Sqn (Search & Rescue), Finningley, will be bringing films and giving a talk about the activities of the squadron.

TRIPS

Sat. 12th June

B.Ae. Chester Open Day, also Liverpool, Ringway and Barton. Dep. LBA 08.00. Fully booked. Cost £4, now due.

Sat. 3rd July

P.F.A. Rally, Cranfield, also Luton and EML. Dep. LBA 07.30/Horsforth roundabout 07.40/Tingley 07.55/M1-J40 08.05. Cost £5, now due.

Sat. 14th August

Heathrow plus Luton, only 12 places left (on a 15 seater)! Book now or it will be cancelled. Cost £6.50. Dep. LBA 07.00 (pick-ups as above less 30 mins).

Sat. 11th Sept

Farnborough plus Heathrow, space available. Cost £7. Dep. LBA 06.00.

CREDITS

T.W.Sykes	D.Elam	R.Fozzard	H.M.Bell	J&D Bryan
J.Stanfield	I.S.Hall	S.W.Rigg	K.Jordan	J.McCreary
N.Poole	C.R.Warn	C.Harper	S.Jones	J.Hunt
K.Glasby	C.Hunter	B.A.R.	H.A.R.	

LEEDS/BRADFORD MOVEMENTS - April 1982

1	OO-DBH Cessna 310 n/s	0855 1639(2)	G-SONG King Air 200	1014 1910
	G-BAVG King Air	0930	G-BAAT Cessna 182	1159 1836
	G-BJDO AA-5A	1330 1402	N734KP Cessna 210	1411 1717
	SE-GDI Chieftain	1455	G-AYFP Jodel D.140	1647 1708
2	G-BEVL Navajo	0847 0858	G-OAKS Cessna 421C	0902 1541
	OY-BIS Mitsubishi MU-2	0930 1907	XV271 Beaver	? (1)0951
	G-RIST Cessna 310	1003 1136	G-BHNU Cessna 172	1202 1326
	OY-RYT Cessna 421B	1313	G-BCVY Seneca n/s	1404 1412(4)
	G-FCAS Aztec	1547 1609	G-FISH Cessna 310	1612
	G-UBHL King Air 200	1700 1749	G-BECH Boeing 737	1600 1651
	G-BEVL Navajo	1839 1851		
3	G-BCKM Citation	0831 0935	G-CPTS Jetranger	1134 1202
	OY-DRH Riley 65	1213 1337	G-BFIU Cessna 172	1224 1304
	G-BGYK Boeing 737	1439 1537	G-BGRO Cessna 172	1451 1613
	G-AWUL Cessna 150	1519 1622	G-UESS Citation	1540 1825
	G-BGLH Cessna 152	1557 1638	G-BGYJ Boeing 737	1602 1715
	G-AZLY Cessna 150	1614 1656	G-BING Cessna 172	1619
	G-BEYP Fuji FA.200 n/s	1720 1433(4)		
4	G-SILV Cessna 340	0837 0905	G-BHOV Partenavia P.68C	1008 1513
	G-AZSG Cherokee	1141 1241	G-HYDE Jetranger	1447 1525
	G-YORK Cessna 172	1656 1747	G-FCAS Aztec	1631 1710
5	G-RCCL King Air	0920 0935	D-IMWT Commander 690B n/s	0955 1506(7)
	G-OFAR Cessna 402C	1014 1725	G-GILL Cessna 402C n/s	1056 0912(8)
	G-BJCY Slingsby T.67A n/s	1059 1631(7)	G-BDMB Robin HR.100	1300 1424
	OO-RVT Partenavia P.68	1400 1817	G-SMJJ Cessna 414A	1416 1527
	G-AWUG Cessna 150	1422 1520	G-BFVA Boeing 737	1639 1728
	G-BHLM Cessna 421C n/s	1837 0936(6)		
6	G-BHFY Baron	0855 0921	G-BCBK Cessna 421B	0924 1705
	G-OBKA Cessna 421C	1057 1654	G-BHLP Cessna 441	1246 1607
	G-BAMY Arrow	1300 1725	G-BHOV Partenavia P.68C	1420 1556
	G-BAZG Boeing 737	1504 1552	G-MADI Cessna 310 n/s	1718 ?
	G-BIYM Saratoga	1742 1754	G-DJTS Archer	? 1902
7	G-BARR HS.125	0810 0819	G-BCKM Citation	0821 0841
	D-IBAH King Air 200	0936 1329	G-BHLM Cessna 421C	1056 1133
	G-AZRG Aztec	1352 1410	G-BIOW Slingsby T.67A n/s	1537 1138(21)
	G-BARR HS.125	1702 1712	G-BCKM Citation	1715 1730
8	G-KFIT King Air F90	0930 0936	G-CELT Bandeirante	1035 1657
	G-BGNU King Air	1042 1351	G-BANX Cessna 172	1107 1827
	G-BHLM Cessna 421C	1120	G-BEBE AA-5A	1124 1206
	D-CONU Falcon 20F	1140 1558	G-CALL Aztec	1301 1633
	G-BLST Cessna 421C	1547 1638	G-BIFE Cessna 185	1716
	G-BAVG King Air n/s	1825 0846(13)	G-SALA Cherokee Six	1902 1934
	G-HELY Agusta A.109A	1931 1947		
9	OY-BTZ Chieftain	0941 1831	G-AZAV Cessna 337	1019
	G-SILV Cessna 340	1214 1259	G-AZFI Arrow	1216 1333
	G-BHWE Boeing 737	1507 1605	G-HULL Cessna 150	1537 1620
	G-AWUG Cessna 150	1624 1631	G-WIZZ Jetranger	1635 1704
	G-BJET Cessna 425	1830 1853		
10	G-AXKD Aztec	1018 1042	G-BDSL Cessna 150	1301 1349
	G-AZRV Arrow n/s	1359 1821(11)	G-HULL Cessna 150	1534 1623
	G-BGYJ Boeing 737	1555 1652	G-RUIA Cessna 172 n/s	1602 0954(12)
	G-BFVA Boeing 737	1608 1705	G-YTWO Cessna 172	1659 1734
	G-BHKV AA-5A	1735 1817	G-BGJA Cessna 152	2019 2133
	G-BHNU Cessna 172	2117 2131		
11	G-AXOZ Pup	1136 1208	G-BGLI Cessna 152	1146 1235
	G-BJMR Cessna 310	1152 1214	G-BGAB Cessna 152	1507 1557

LEEDS/BRADFORD MOVEMENTS (Contd.)

11 G-AXKD Aztec	1643 1725	G-BJMR Cessna 310	1829 1844
G-YTWO Cessna 172 n/s	1836 1052(12)		
12 G-CPTS Jetranger	1024 1057	G-BHYS Archer	1337 1540
G-BGYJ Boeing 737	1449 1552	G-BAXY Cessna 172	1603 1704
XV271 Beaver	1615 1719	G-PTER King Air n/s	1739 0735(13)
G-YTWO Cessna 172 n/s	1926 1310(13)		
13 G-BFZH Arrow n/s	1104 1856(27)	G-BEKO Cessna 182	1113 1227
G-BAVG King Air	1117 1142	G-CPTS Jetranger	1200 1311
G-SAVE Chieftain	1314 1801	G-BAZG Boeing 737	1506 1549
G-AZAV Cessna 337 n/s	1626 1628(25)	PH-ARB Tobago n/s	1658 1612(14)
G-AXOZ Pup	1713 1746	G-JENN AA-5B	1758 1855
G-BFRB Cessna 152 n/s	1851 1804(18)	G-PTER King Air n/s	1905 0656(14)
14 HB-VEA Learjet 35A	1042 1118	G-AYMW Jetranger	1044 1130
G-ARDE Dove 6	1138 1307	G-BISB Cessna 152	1212 1212
G-BGOG Warrior	1233 1410	G-PTER King Air n/s	1244 0731(15)
G-BEGV Aztec	1301 1528	G-AYMW Jetranger	1312 1431
G-YKIV Cessna 150	1346 1431	18027 U-21A	1337 1420
G-BIIV Archer	1428 1535	G-BAVG King Air	1447 1507
G-AZLY Cessna 150	1429 1532	G-BAIS Cessna 177	1622 1710
G-BHXU Jetranger	1754 1813	G-BIZZ Citation n/s	2052 0810(15)
15 G-BCUZ King Air 200	0912 1616	G-AZNY Aztec	1035 1624
G-OBCA Cessna 421C	1039 1745	G-BAAT Cessna 182	1209 1753
G-PTER King Air	1246 1258	G-GILL Cessna 402C n/s	1751 0740(16)
G-BIZZ Citation	1908 1940		
16 OY-BIS Mitsubishi MU-2	0905 1642	G-BFPC AA-5B	0939 1128
G-BAVG King Air	0954 1018	G-BIFS King Air	0958 1518
G-AYZY T.Comanche	1036 1644	G-MOVE Aerostar	1224 1526
G-BFPC AA-5B	1255 1457	G-MCEO King Air 200	1254 1340
G-BFST Partenavia P.68B	1448 1537	G-BGOX Chieftain n/s	1735 1903(17)
G-BDMD Chieftain n/s	1736 1905(17)	G-SMJJ Cessna 414A n/s	1832 1023(17)
G-CALL Aztec	1846 1915	G-GILL Cessna 402C	1833 1848
17 G-BFPC AA-5B	0955 1045	G-BGTK Cessna 182	1208 1327
G-BGZX Cherokee Six n/s	1223 1823(19)	G-ATMI HS.748	1237
G-ATTY Cherokee Six n/s	1353 2141(19)	G-BHXY Baron	1355 1815
G-BRIT Cessna 421C	1444 1643	G-BGYK Boeing 737	1515 1618
G-BCKM Citation	1635 1705	G-AXLS Jodel DR.105A	1700 1752
G-GFLY Cessna 150	1719 1753		
18 G-BBBI AA-5	1101 1149	G-BDWY Cherokee	1140 1226
G-BAWK Cherokee	1334 1440	G-AXOZ Pup	1425 1521
G-AVGB Cherokee	1513 1628	G-AREB Cessna 175	1630 1708
G-CALL Aztec	1826 1859		
19 G-ATAI Dove 8	0936 1039	G-WJMN Rockwell 114	1037 1618
G-PENN AA-5B	1054 1144	G-BHKV AA-5A	1342 1603
G-EASI Short SD3-30	1534 1649	G-BHWE Boeing 737	1501 1601
G-BDSL Cessna 150	1508 1543	G-WYMP Cessna 150 n/s	1628 1823(22)
G-BHKV AA-5A n/s	1635 1250(21)		
20 G-BCKM Citation	0830 0927	G-BFRA Rockwell 114	0947 1609
G-AYRO Cessna 150	1004 1341	G-OBMW AA-5	1024 1225
G-BHVU Cessna 414A	1047 1529	G-BHIC Warrior	1112 1337
G-BDSL Cessna 150	1132 1222	G-BDEJ Rockwell 112	1215 1301
G-BHXY Baron	1257 1725	G-BHIV Ecureuil	1434 1546
G-BAZH Boeing 737	1443 1551	G-OHTL Sikorsky S-76	1558 1635
G-HYDE Jetranger	1610 1639	G-JGCL Cessna 414A	1617 1635
G-BJET Cessna 425	1627 1707	G-BGAB Cessna 152	1742 1829
G-BCKM Citation	1810 1835	G-AZVY Cessna 310	2004 2014

LEEDS/BRADFORD MOVEMENTS (Contd.)

21 G-BHOV Partenavia P.68C	1019	G-MCEO King Air 200	1034 1059
G-BOBI Cessna 152	1153 1212	G-HYDE Jetranger	1232 1331
G-BGOY Chieftain	1256 1857	G-BIED King Air F90	1259 1309
G-AXOZ Pup	1410 1451	G-BOBI Cessna 152	1513 1546
G-BDEJ Rockwell 112 n/s	1717 1127(22)	G-BJAG Archer	1733 1832
G-MCEO King Air 200	1814 1836		
22 G-BGNU King Air	0855 1108	G-OFAR Cessna 402C	0953 1630
G-BGYP Cougar	0955 1534	G-BEHW Cessna 150 n/s	1124
G-LSMI Cessna 152	1137 1519	G-AXOZ Pup	1307 1350
G-JGCL Cessna 414A	1334 1345	G-BBST Aztec n/s	1347 ?
G-OBMW AA-5	1432 1551		
23 G-OMLT King Air	0857 0916	G-SALA Cherokee Six	1004 1913
G-BHHI Cessna 152	1045 1129	G-BEKO Cessna 182	1416 1827
G-OSLA Boeing 737	1437 1537	G-BHHI Cessna 152	1531 1602
G-DBBI HS.125	1600 1623	D-ILEA Navajo n/s	1629 1625(24)
G-BALC Jetranger	1738 1754	G-OMLT King Air	1855 1903
G-BRHD Aztec n/s	2044 0948(24)		
24 G-NOEL Jetranger	0925 0949	G-AYFP Jodel D.140	1013 1105
G-BHED Cessna 152	1153 1222	G-BHJO Warrior	1233 1348
G-BIUW Warrior	1246 1331	G-ASOI Terrier n/s	1419 1826(25)
G-AZFI Arrow	1512 1601	G-OHTL Sikorsky S-76	1514 1550
G-BGNW Boeing 737	1520 1608	G-BGYJ Boeing 737	1539 1649
25 G-BIED King Air F90	0942 0956	G-BHWZ Archer	1022 1803
G-BHOC Rockwell 112A	1358 1829	G-AVVC Cessna 172	1458 1548
G-OHTL Sikorsky S-76	1520 1602	G-RAMS Saratoga	1546 1639
G-BDWY Cherokee	1603 1706	G-ATMY Cessna 150	1717
G-AYFP Jodel D.140	1733 1805	G-BHED Cessna 152	1739 1809
26 G-CSNA Cessna 421C	0851 1431	G-BGTJ Cherokee	1035 1719
G-JGCL Cessna 414A	1202 1214	G-AVAU T.Comanche	1255 1754
G-BGYJ Boeing 737	1447 1552	G-BCBK Cessna 421B n/s	1712 1413(27)
G-BBST Aztec	1855 1907		
27 G-OLEN Cessna 425 n/s	0950	G-BBAX Robin DR.400	1032 1538
G-BING Cessna 172	1104 1243	G-JGCL Cessna 414A	1428 1458
G-BFVB Boeing 737	1442 1548	G-BEYV Cessna 210 n/s	1456 1130(28)
G-ASNW Cessna 172	1541 1757	G-BEKO Cessna 182	1804 1850
G-BJAG Archer	1917 2004		
28 G-FCAS Aztec	0853 0934	G-BHSM Jetranger	0911 0942
G-BABW King Air	1036 1052	G-BDZW Cherokee	1138 1759
G-GRAY Cessna 172	1149 1232	G-BHSM Jetranger	1203 1311
G-BHSM Jetranger	1602 1635	G-RLAY Bandeirante n/s	1634 1844(29)
G-BABW King Air	1801 1809	G-BHIV Ecureuil n/s	1812 0816(29)
G-FCAS Aztec	1914 2015		
29 G-BHIV Ecureuil	0857 1552	G-MCEO King Air 200	0902 0945
G-BCRP Aztec	0943 1410	G-BHRA Rockwell 114	1007 1454
G-BICF Cougar	1055 1252	G-BJMN King Air	1130 1328
G-BERA Aztec	1336 2115	G-NOEL Jetranger	1350 1412
G-VMDE Cessna 210	1350 1553	G-BAFI Cessna 177	1652 1751
G-ASRH T.Comanche n/s	1734	G-BHKI Cessna 402C	1911 1936
G-MCEO King Air 200	1944 2010		
30 G-MCAH Twin Squirrel	0912 0959	OY-CBF Navajo	1010 1709
G-BBFV Cherokee Six	1023 1456	G-BFLN Cessna 150	1221 1310
G-BFKN Aztec	1243 1309	G-BHWF Boeing 737	1429 1534
G-RLAY Bandeirante	1505 1601	G-WIZZ Jetranger	1721 1751
G-HELLY Agusta A.109A	1819 1855		

LEEDS/BRADFORD REVIEW - April

A very poor month all round, foreign visitors were particularly uninspiring. On the 1st Cessna 310R OO-DBH made a return visit and night stopped, also present was the Cessna Brussels runabout N734KP which is a 210 c/n 0606. Doing the regular Friday run for Muk Air on the 2nd was Mu2 OY-BIS. More interesting was the Riley 65 OY-DRH on the 3rd. Two old friends visited on the 5th, Rockwell 690 D-IMWT and P-68 OO-RVT c/n 156. D-IBAH on the 7th was a Beech 200 and D-CONU on the 8th was a Falcon 20. The Muk Air run on the 9th was done by Navajo OY-BTZ c/n 31-7752031. First visit on the 13th was by TB-10 PH-ARB c/n 55. The only Swiss visitor of the month was Learjet HB-VEM on the 14th, and two Navajo's to end the month were D-ILEA c/n 31-7812117 n/s on the 23rd and OY-CBF for Muk Air on the 30th. On the military side the Army Beaver XV271 visited on the 1st, 5th and 12th, and the US Army U-21 18027 visited on the 14th. HS.748 G-ATMI arrived from Reykjavik on the 17th in the colours of Air BVI after lease in the British Virgin Islands, it was repainted in Dan-Air colours overnight and was back in service with them on the 18th. Cessna 150 G-WYMP arrived for checks at YLA on the 19th, this is operated by the West Yorks Metropolitan Police F/C and is ex G-BAGW, it is based at Sherburn. Genair's Bandeirante G-RLAY night stopped on the 28th before doing a proving flight to Gatwick on the 29th prior to starting services on May 3rd. One new resident this month Conquest G-HSON arrived for Hanson Transport on the 14th and has c/n 0294. It is reported that Aces High, who have purchased Constellation N7777G, have applied for the marks G-CONI but will use period markings during the filming.

Callsign tie-ups:- 1st. XV271/Army 370/351; 5th. XV271/Army 338; 8th. G-CELT/WG110, G-CALL/Air Links 222Q/223; 12th. XV271/Army 338, G-PTER/Colt 02; 13th. G-SAVE/Air London 513; 14th. HB-VEM/FR113-114, 18027/MITE 38C-D; 15th. G-AZNY/Eastern 357, G-PTER/Colt 02; 16th. G-CALL/Air Links 221-222, G-MCEO/Colt 01; 17th. G-BRIT/Express 464; 18th. G-CALL/Air Links 223-224; 19th. G-EASI/Eastern 5445; 20th. G-AZVY/Centreline 610; 21st. G-MCEO/Colt 01; 22nd. G-BBST/Thurston 472; 23rd. G-DBBI/McLine 273B-C; 26th. G-BBST/Thurston 473; 29th. G-MCEO/Colt 01, G-BJMN/Continental 029, G-RLAY/Genair 789.

ILS Overshoots:- 1st. XS732/FYN45 (10.15) Dominie; 5th. XS731/FYN99 (16.55) Dominie; 6th. XX498/FYT86, XS737/FYN05 Dominie; 8th. XX494/FYT95 (11.05); 13th. XX494/FYT06 (14.20); 14th. G-BFSR (19.50); 15th. XX497/FYT87 (10.10), XX482/FYT97 (11.40), XX492/FYT92 (14.50), XX497/FYT95 (15.20); 16th. XS711/FYN12 (09.50) Dominie, XX499/FYT97, XX494/FYT82 (10.10), XX494/FYT11 (12.55), XX497/FYT10 (12.59), XX499/FYT97 (15.20), XS726/FYN12 (15.25) Dominie; 17th. G-BBSB (11.50); 19th. G-BFSR (16.00); 22nd. XS728/FYN05 (10.25) Dominie, XS732/FYN50 (14.20) Dominie, XX494/FYT95 (16.20), XX495/FYT10 (16.40); 23rd. G-BBCW (11.10), XS710/FYN05 (15.50) Dominie; 26th. XX496/FYT97 (16.15); 27th. XX496/FYT82 (11.45), XX497/FYT92 (12.25), XX482/?, XX496/FYT80 (13.45), XX482/FYT84 (14.15); 28th. XX496/FYT90 (16.00), XX499/FYT84; 29th. XX492/FYT81, XW326/GFJ26 Jet Provost.

From & To:- 1st. OO-DBH F/T Brussels n/s, N734KP F Hurn T Brussels, SE-GDI T Goteborg; 2nd. OY-BIS F/T Billund, OY-RYT T Billund; 3rd. OY-DRH F Billund T Odense; 5th. D-IMWT F/T Frankfurt n/s, OO-RVT F Biggin Hill T Antwerp; 7th. D-IBAH F Birmingham T Cologne; 8th. D-CONU F/T Milan (Ambulance flight); 9th. OY-BTZ F/T Billund; 13th. PH-ARB F/T Hilversum n/s; 14th. HB-VEM F Zurich T Genoa; 16th. OY-BIS F/T Billund; 23rd. D-ILEA F/T Amsterdam n/s; 30th. OY-CBF F/T Billund.

Helicopter Activity:- 7th. G-AVTE/Mercury Motel, Garforth (08.50); 8th. G-AVTE/Morley (10.55), Ossett (11.05); 12th. G-BHSG/Parnall (18.35); 13th. G-BBFE/Rawcliffe, nr. Goole (08.45); 14th. G-WELD/Selby (18.55); 15th. G-WELD/Castelford (17.10); 19th. G-BBFE/Blackmoor, nr. Sheffield (11.00); 20th. G-BHIV/Halifax (14.25), Bradford (15.50), G-HYDE/Crosland Moor (16.00), G-OHTL/Harrogate (16.40); 21st. G-BFNC/Harrogate (10.25), G-HYDE/Crosland Moor (12.25); 23rd. G-TKHM/Beverley (18.25); 24th. G-WARM/Leeming (15.15), G-OHTL/Huddersfield (16.00); 25th. G-OHTL/Huddersfield (15.10); 26th. G-WARM/Whinmoor (14.00); 28th. G-BHSM/Grafton nr. Boroughbridge (08.55); 29th. G-BHIV/Ferrybridge (08.25), Brighouse (08.45); 30th. G-MCAH/Beeston (09.00), G-WIZZ/Normanton (12.30), Baildon (12.50).

Sherburn Movements - April 1982

2nd. G-BDOG F/T N'thorpe; 3rd. G-BAZM F/T LBA, G-BAEX F/T Melbourne, G-AXJJ F/T Crosland Moor, G-AWUH F/T Doncaster n/s, G-BGMJ F/T Bedale, G-BGAB F/T Humberside; 4th. G-BJXA F/T LBA; 7th. G-AWUG F/T Gamston; 8th. G-WASP F/T Sedgfield; 9th. G-HULL F LBA T Grindale, G-AVZP F/T Bagby; 10th. G-AXXC F Cowton T Bagby, G-HULL F LBA T Grindale; 11th. G-BEZI F/T Usworth n/s, G-BHIB F Gamston T Sproatley, G-AVRY F Usworth T Barton; 12th. G-AVBZ F Tollerton T Crosland Moor, G-BGGA/AWEP F/T Barton, G-BDOG F/T N'thorpe, G-BFFC F/T LBA; 13th. G-BECA F/T Ringway, G-BIPU F/T N'thorpe; 14th. G-BCHX F N'thorpe T Humberside, G-BGBP/BDOG F/T N'thorpe; 16th. G-BGAB/GFLY F/T Humberside; 17th. G-BCIJ F/T Sproatley; 18th. G-AWRK F/T Fenland, G-BLIG F/T Humberside G-AXNS F/T N'thorpe, G-ASWL F/T Dalton; 20th. XZ336 Gazelle F/T Topcliffe, G-BFXW F Doncaster T Brighton; 21st. G-BIPL F/T Denham, G-BHKX F/T Full Sutton, G-AWCD F Coventry T Boonhill; 22nd. G-BEBE F Doncaster T Brighton, G-BFFC F/T LBA; 23rd. G-BIBT F/T Frensham; 24th. G-BAKM F/T Gamston, G-BAZM/BAWX F/T LBA, G-ARLW F/T Barton, G-NEWU F LBA T Humberside; 25th. G-BEBE/BCER F/T Doncaster, G-ASCZ F Fer T Usworth, G-AVG V F N'thorpe T Grindale, G-AWUG F/T Brighton; 27th. G-BEFH Nord 3202 F/T Brighton; 28th. G-BFFC F/T LBA, G-BHIB F Doncaster T Gamston; 30th. G-AVTE F/T Leeds Heliport.

Teesside Movements - March 1982

1 D-IAAC Cessna 441	G-BCCL HS.125	G-BH FY Baron
4 G-BFHJ Cessna 150	G-BFGG Cessna 150	
5 G-BIVU AA-5A	G-BERL AA-5B	G-BCRN Cessna 150
G-BBTK Cessna 150	G-BOGJ Cherokee	G-AVEC Cessna 172
7 G-BBOE Cessna 150	G-AVGA Comanche	G-BJVZ Sikorsky S-76
9 F-BSEA Bonanza	G-ZONE Learjet	G-BHXI Islander
10 G-FISH Cessna 310	G-LEON Chieftain	G-BHSM Jetranger
11 LN-MOL Baron	G-BHOW Baron	G-VWGB Cessna 404
12 G-BITX SD.3-30	G-OJCB Jetranger	G-HIELY Agusta A.109A
14 PH-CHB F-28	G-ATFK T.Comanche	
16 G-ANUO Heron	G-BBML Navajo	G-IPRA King Air 200
17 OO-TRM Seneca	G-UESS Citation	G-BPBN Islander
18 G-BEVL Cessna 421C	G-AVUS Cherokee	G-AXUF Cessna 150
19 G-BIED King Air F90	G-BCKU Cessna 150	G-BHHA Bandeirante
20 G-BERG Puma	G-BCLC Sikorsky S-61N	
22 G-BIFE Partenavia P.68C	G-BJAK Mooney	G-MDRB Chieftain
G-AZOS Cessna 150	G-BFZH Arrow	G-WSSC Chieftain
23 G-BHOW Baron	G-BIZF Cessna 172	G-BHIV Ecureuil
24 F-BVJK Aztec	G-LATC Bandeirante	G-BHSM Jetranger
27 G-BIVZ Turbulent	G-UESS Citation	G-BAZS Cessna 150
31 G-BJXJ Boeing 737	G-BIED King Air F90	G-ARPW Trident

9th. F-BSEA F/T Calais; 11th. LN-MOL F/T Stavanger; 17th. OO-TRM F/T Antwerp; 24th. F-BVJK F/T Calais; 31st. G-ARPW Trident from Heathrow for Fire School; G-BJXJ B.737 Dan-Air first visit from Gatwick.

Out & About

Ringway - 3/4/82:- DDR-STEL1-18 (Interflug), CS-TBA B.707 and CS-TBO B.727 (Air Portugal), C-GXRA B.747 (Wardair), G-BJRU BAC1-11 (B.Cal), G-BITX SD.3.30 (Guernsey).

Out & About (Contd.)

Newcastle - 10/4/82:- G-DWHH B.737 (Monarch), G-ARMW/BIUV HS.748's (Dan Air), G-AWYU BAC 1-11 (B.Cal).

Gatwick - 26/4/82:- A selection of Br. Caledonian, which we don't see much of up north - G-AVMX/AWYT/AWYU/AWYV/AXJM/AYOP/AZMF/BJRT/BJRU BAC 1-11's, and G-BEEL/BGAT/BHBH/BHBI DC-10's. Plus C-GCPG DC-10 (CP Air), C-GXRC DC-10 (Wardair), DDR-SCV Tu-134 (Interflug), EC-CTR, DC-9 (Aviaco), HB-ICO Caravelle (CTA), LN-RLI DC-9 (SAS), N102TV DC-10 (Air Florida), N112WA DC-10 (World A/W), N602BN B.747 (Braniff), PK-GSB B.747 (Garuda), 5B-DAK B.707 (Cyprus A/W).

A flight from Sherburn to Le Touquet via Lydd by our member I.S. Hall in Robin Aiglon G-BJVV on 24/25th April showed the following:- Lydd 24/4/82 - G-AYPF C.177, G-AZHB Robin HR.100, G-BGRH/BHJU Robin DR.400, G-BGBO C.172, G-BGNZ C.150, G-OBAT C.152, G-AXAX/BIUU Aztec's, G-BCID Seneca, G-BJOF P.68B, G-BOLT Rockwell 114, G-JONS Chieftain. Le Touquet 24/4/82 - G-ARGY Tri-Pacer, G-AVZN/AXEW Pup's, G-BAZC/BFJZ Robin DR.400's, G-BCJH Mooney, G-BBUE AA-5, G-BHKV AA-5A, G-AVVV/BAFU/BBEC/BCJL/BEEU/TEFC Cherokee's, G-AZFI/BHEV Arrow's, G-FIZZ Warrior, G-WRAY Lance, G-GRIF Rockwell 112TCA, G-BIAB/BIXB Tampico's, G-WYMP C.150, G-AWUY/BAVB/BGLO/BIVY C.172's, G-VWSE C.404, N28968 Citation, OO-JPW Arrow, F-BSGF Dornier Do.27A, F-BMSB C.182, F-BTAT Bonanza, F-BMZK CEA DR.250. Lydd 25/4/82 - G-TOUR Robin R.2112, G-AZYM C.310, G-AZVJ Seneca, G-BGOF C.152.

Heathrow - 24/4/82:- N804FT B.747F (Flying Tigers), PH-BUG B.747(KLM), PH-DTA DC-10 (Ghana A/W Stickers), YI-AGF B.707F (Arab Air Cargo), TF-FLE DC-8F (Saudia), SU-AVZ B.707 (Egyptair) involved in bomb scare and parked surrounded by police, fire, ambulances, Army etc. most of the afternoon, N92TB Tristar (Gulf Air), PP-VLM B.707F (Varig), JY-AGC Tristar (Alia) new colours, YV-134C DC-10 (Viasa), CS-TBJ B.707F (TAP Cargo), YK-AHB B.747SP (Syrianair), ZS-SPD B.747SP (S. African A/W), A6-UAE B.707, N111EK B.727 HZ-NB2 BAC 1-11, N720G Gulfstream 1, HZ-AFK Gulfstream 2, HZ-AFL Gulfstream 3, G-LEAR Learjet, HB-VGV Learjet 55 Longhorn, A40-GA, PH-ILX Falcon 20's, XV108 VC-10, EI-BGL Commander 690.

Heathrow - 30/4/82:- G-NMAN Navajo, G-CNSI King Air 200, G-BGOP/F-BSBU/D-CCDB/HZ-A01 Falcon 20's, F-BSRL/F-BUUV Learjet's, HB-VGV Learjet 55, G-AVVB/BFSO/BHSU/BHSV/OJOY/DMAN/TACE/BKAJ (ex G-AYNR) HS.125's, ET-AAH B.720 (Ethiopian), HZ-AII B.747 (Saudia).

Speke - 5/5/82:- N112AK DC-9, G-BGCS (Genair), G-BHJZ (J.E.A.), G-HGGS (Euroair) all Bandeirante's, G-OMET/BFVZ/BFVY King Air's, G-AWWS Skyvan, G-BEIZ Citation, G-SONG King Air 200, C-BIZJ/K/L/M Nord 3202's, G-BALK Stampe, G-BHTH A6 Texan, G-KEEN Starduster, G-BJLH Super Cub, G-BHUW Stearman.

Bagby Fly-in - 2/5/82

Weather conditions (windy) caused visitors to be restricted to:- G-AHSP J/1 Autocrat, G-ATXO SIPA.903, G-ATDO Bolkow Junior, G-ATBP RF-3, G-AWCJ/AYKL C.150's, G-AVPK/BDWB Rallye's, G-AXJJ/AXOZ Pup's, G-AXXC Emeraude, G-AYBP Jodel D.112, G-BAUZ Nord NC.854, G-BCSA/JAK/ Chipmunk's, G-BFPK Musketeer, G-PRAG Colibri.

Residents are:- C-APNT Currie Wot (in hangar), G-AVZP Pup, G-BDJC Tailwind, G-BDWX Jodel D.120A, G-BGXA Cub.

Addition to Out & About

Dundee - 6/4/82:- OE-DLR Cessna, G-BATX Aztec 250E, AYUY Cessna FA.150L Aerobat, BEVA Rallye 150ST, BHDM Cessna F.152, BHDS Cessna F.152, BIAB Tampico, B11T Warrior II, BTFC Cessna F.152, TFCI Cessna FA.152.

Military Notes

Dishforth:- Reported with No. 4 MGSP in February were Cadet TX.3's, WT908, WT915 and XE795; Grasshipper TX.1's WZ778, WZ781, WZ784, WZ817 and WZ819; Sedburgh TX.1's WB939 and WB975.

Linton-on-Ouse:- Noted with 1FTS in January was Jet Provost T.5A XW432/76 and a further addition is XW366/75.

Holme-on-Spalding Moor:- Hunter F.51 E-427 G-9-447 is reported to have moved to here from Brough on 15/12, for instructional use.

Hull Docks:- Visiting on 3/2 - 10/2 was HMS Battleaxe, which had on board Lynx HAS.2 XZ728/BX-403 which departed on 8/2.

Leeming:- Meteor NF.11 WD790 apparently arrived here from RAE Bedford at the end of last year and is now reported to be on the dump.

Lindholme:- Present with 643GS in mid-February were Cadet TX.3's WT899, XL290 and XN241; Sedburgh TX.1's WB939, WB974.

Valley:- Noted on 15/4 were XX166/167/179/180/223/225/232/249/291/294/297 Hawk's, on show were XE874 Vampire T.11 and XR534 Gnat T.1, on the fire dump was WL754 Shackleton AEW 2.

Abingdon:- Noted on 16/4 Spitfire F22 PK624 (main gate), XVI's TB382 & TE311, Canberra B2 WH869, PR7's WH794 & WJ825, TT18 WH856; Hunter (nose only) XE670; Gnat XP541; Sea Vixen XJ607; Whirlwind HAR9 XL898, HAR10's XP352 & XP359; Hawk XX298; Chipmunk's WK586/589, WP914, WZ847/877 of 6AEF.

For the Military enthusiasts here are some events for the next two months:-

June 5: Bentwaters (USAF), Prestwick- HMS Gannet Air Day; 12th: RAF Brize Norton, RAF Halton; 13th: Duxford 82 Air Display, RAF Church Fenton; 19th: RAF Honington, RAF Swanton Morley; 20th: RAF Swinderby; 26th: RAF Locking, Woodford; 26-27th: Hendon, RAF Museum Pageant. July 3rd: Chicksands (USAF); 4th: Lakenheath (USAF); 10th: Exeter, RAFA South West Air Display; 11th: RAF Cranwell; 17th: Lee-on-Solent, HMS Daedalus Air Day; 17-18th: Portland Open Days; 22nd: RAF Brawdy; 23-25th: Middle Wallop, Army Air 82; 24th: RAF Wethersfield(USAF); Llangennech, RN Open Day; 25th: Shuttleworth Military Air Pageant at Old Warden; RAF Fairford(USAF); 27th: RAF Odiham (Families Day); 28th: RNAS Culdrose; 31st: RNAS Yeovilton.

The retirement of the Vulcan

It is now common knowledge to the layman, let alone the dedicated enthusiast, that the retirement of what is probably the most well known aircraft in RAF service is now well underway. Throughout its 26 years service only recently has the Vulcan had to drop bombs in anger, recent developments have put paid to this happy record.

In August 1956 230 OCU received its first aircraft XA897. Twenty five years later a 230 OCU aircraft started the retirement programme when XH554 was delivered to the Fire School at Catterick on 9th June 1981.

Happily several aircraft will be preserved for display. On the 8th Sept. 1981, XM605 of 44Sqn was delivered to its new home at Castle AFB, California. XL318, which flew 617Sqn's last sortie on 11th December, will be preserved in the new Bomber Command Museum at Hendon. XM603 of 44Sqn arrived at Woodford on the 12th March 1982 where it will remain as a monument to the Vulcan's built here. It is believed that another will replace XA900 at Cosford, while XJ824 will go to Duxford, and XL317 to Akrotiri.

So far 230 OCU, 617, 35 and 27 Sqn's have been disbanded, but 9 (which was due to be disbanded on the 29th April), 44, 50 and 101 Sqn's are likely to continue in operation at least until the Falklands issue has been resolved. Aircraft are being scrapped at St. Athan, so a visit to their Airshow on 18th September may be a good opportunity to log any unseen aircraft.

The following aircraft have been scrapped :- XH559, XL387, XL425, XL443, XM570, XM599, XM602, XM608, XM611, XM646, XM650.

BARTON PFA FLY-IN - 25/4/82.

The list includes residents and visitors :- G-AYSK Luton Minor, BHRM Stinson 108, ATTH Nord Noralpha, BCGH Nord NC854, AYTJ Jurca Tempete, ASMT Linnet, BCHX Sperling, APBO D53 Turbo, AVJH Condor, APVV Mooney, BEVS/BEYW/BFDZ Taylor JT-1's, BABE Titch, APUY Turbulent, BCWH Sprite, ANCS Tiger Moth, BCGA Citabria, ATXO SIPA 903, ATWP Aircoupe, PRAG Colibri, BBGL/BGEI Baby Great Lakes', AZIB Diplomate, AYFV BA-4B, AWEF/BGGB Minicab's, AIRC/454537 Auster's, AGVV/ATZM/BEJU/BIXY assorted Cub's, AXXC/BHEK Emeraude's, BIAP PA-16 Clipper, ARBP/AWJE Nipper's, APUR/AREV Tri-Pacer's, AWEW/AXCX/AXJJ/AXNS Pup's, ATDO Bolkow Junior, AYIL Falke, ATBP/BIPN RF-3's, BFPK Musketeer, AOSY/BARS/BCSL Chipmunk's, BCUL/BIK Rallye's, BFXA AA-5B, BALH/BAUD Robin's, ARRE/ATFD/AWFW/AXFN/AXNJ/AYEH/AYEJ/AYEK/BAUH/BDDF/BOWX/BEZZ/BGTJ/BHEG/BHVF/BIDG/BIFV/BITO/BJOT/EPAM/F-BIJU various Jodel's, ARLE Comanche, AVSA/BBEC/BGPU/BHFK PA-28's, MOLY Apache, ATXD T.Comanche, ATMB/AYGC C.150's, BHAB/BHCX/BHHI/BHRB/BHUP/BLAC C.152's, APSZ/ARLW/ASSS/BBJY/BCZM/BEUX/BFTX/BHNU/MALK C.172's, AVCV C.182.

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BARTON AIR SHOW - 16/5/82.

Flying Displays - G-ARID C.172(Free Fall Parachutists), G-BGGA Citabria and Pilatus B-4 Glider, PFA Flypast - G-BBGL/BGEI Baby Great Lakes, G-AYFV BA-4, G-APUY Turbulent, G-ARBP Nipper, G-BABE Titch, G-BEVS Taylor JT-1, G-AEWP Spartan Arrow, G-AYSK Luton Minor, G-BIXY Cub, these were followed by a Jaguar that made one very fast flypast and then went u/s (the reg. was never seen, as was hardly the Jaguar!), Pitts G-BBOH/ROLL/WREN (Marlboro' team), G-AWPH Provost T.1, G-BFAN HS.125/600F, G-AKKB Gemini, F-111 (USAF) (no reg. seen, just UH on the fin, all his flypasts were done showing the underside of the aircraft, what chance have you got!), XT680 Wessex HC2, G-AMPY Dakota (Air Atlantique), C-141A Starlifter 40623 on its way from Mildenhall to the States, A-10A Thunderbolt 790131 (I think!), F-4D Phantom 67566 (all the way from Germany), G-AYWT Stampe, G-ARZB Wallis WA.116 (flown by Mr.Wallis). THE STAR OF THE SHOW - an immaculate Grumman Bearcat (not even programmed) in mid-blue with the large number 100 on the fuselage and an "S" on the fin, both in white. A very small number under the tailplane I suspect was the true registration, but this could not be read, suffice it to say, it emanated from Switzerland, came up from Biggin Hill and won a number of prizes at Oshkosh last year - any clues? XM569 Vulcan B2, RR299 (G-ASKH) Mosquito, G-THEA Stearman E.75, G-BOOK Pitts (Dunlop), G-ABTC Comper Swift, XV181 Hercules (Falcons), The Red Arrows, and the show was finished by Hurricane LF363.

Flight Line - G-ANCS Tiger Moth, G-BGGB Citabria, G-ATWP Aircoupe, G-AXLS Jodel DR.105A, G-BIDG Jodel D.150A, G-BICP CEA DR.360, G-BCSL Chipmunk, G-ASWP Musketeer, G-BECA/BCUL/BIK Rallye's, G-AZIB Diplomate, G-AIRC J/1 Autocrat, G-AVSA/AZFC PA-28's, G-BHWY Arrow, G-BAHX C.182, G-APSZ/ARLW/BCEC/BCZM/BHNU/BHUG/MALK C.172's, G-BHYC Cutlass, G-BGIZ/BGJA/BHCX/BHUP/BHRE/BLAC C.152's, G-ATMB/AWPU/AYGC C.150's, G-BISC Robinson R.22, XP359 Whirlwind HAR.10, and Microlights G-MBLD Flexiform Striker, G-MBLX Euro-Wing Goldwing Canard and one unrecognisable!

Pleasure Flights - G-AXXH Islander, G-BEUX/BFTX C.172's.

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AIRLINES REVIEW

AIR ECOSSE have applied to add Liverpool to their Dundee and/or Manchester and/or Exeter licence from 16th May 1982. The application for a Glasgow-Dublin licence was granted by the CAA, effective 10th February 1982. Have started a Liverpool-Blackpool-Barrow-Carlisle-Glasgow-Aberdeen service from 1st April. It operates northbound late morning and southbound late afternoon.

AIR COMMUTOR have been granted a Coventry-Paris CD6 licence and hope to start services 3rd May using a Bandeirante leased from Genair. This is expected to be G-BGCS.

BRITANNIA The new 737's G-BJCT (c/n22638) arrived on 7/4 (seen on Air Yorkshire trip), BJCU (c/n22639) expected 14/4 and BJCV (c/n22640) expected 1/5. Leases for the Summer :- 2 from Quebecair, 2 from Transavia including PH-TVD and operated in Air Djibouti colours with Britannia tail and titles and will be based at Glasgow along with Air Florida's N37AF leased through Transavia. The only other one (5 in total) is to be TF-VLM leased ex. Eagleair/Guinness Peat ex. EI-BFC, and this is to

AIRLINES REVIEW (contd)

be based between Manchester and Gatwick.

BRITISH AIRTOURS are to commence their LGW-Newark service on 2/6 using B.707 G-AVPB, twice weekly. The plan is to operate 3 services per week in 1983 and a transfer to Tristar operation in 1984. Have applied for IT licence from LGW-Mombassa.

BRITISH AIRWAYS has re-introduced services to Poland following the re-opening of Polish airspace. The service is to be operated by Trident's. The last Viscount flights were as follows :- Glasgow-Kirkwall on 26/3, APIM-BA9347C; AOYL-BA9340C; AOYM-BA9338C; AOYO-BA9339C; these all returned to Glasgow on 27/3. AOYR was out of service at Glasgow and AOYG remained at Glasgow to operate GLA-ABZ and return, GLA-BEB and return on 26/3 and GLA-LFS and return on 27/3. But this was not the end as AOYL/M were still in service on 31/3, and it is expected that one will remain at Glasgow until the fourth 748 is delivered from BAe in early May. Have introduced a twice weekly Aberdeen-Manchester-Paris service on Mon. & Fri.

BRITISH AIR FERRIES - to correct last month's report, the licence to Jersey is from Humberside but there is doubt about it being approved as it has been announced that Eastern Airways have been granted a licence to operate Humberside-Jersey twice weekly from May-September.

BRITISH CALEDONIAN have leased B.747 N611DN from Braniff to operate the Nigerian service, it is to be registered G-LJXN. Have taken over the LGW-Barbados service on behalf of Caribbean Airways, in which Laker held 49% and was operated by Laker aircraft. Have received permission to operate LGW-Frankfurt from Oct '82, LGW-Hannover, Cologne, Stuttgart from April 1983. They have purchased the Laker engineering facilities at LGW and leased half of it to Dan Air. The two ex.Laker DC-10's G-GFAL and G-GSKY have been registered G-LJZD/E respectively.

B.I.A. are to operate the 4 ex Air UK 1-11's in 89 seat configuration and after fulfilling this year's commitments of Air UK are to aim for new business from non-aligned tour operators, i.e. Operators who do not own an airline or have one in the same group as with Thomson-Britannia, Cosmos-Monarch, Horizon-Orion etc. One-Eleven G-CLIA arrived at Luton on 16/3 for a re-paint in the old BIA scheme and departed back to Gatwick, minus titles, on 25/3.

B.M.A. - It's all change again on the F27 front, it has been decided that the requirement is for 5 for Summer and it is expected that N1036S will be returned to the leaser. Both B.707's G-BFLD/E are in standard blue EMA colour scheme and in 211 seat configuration to operate this Summer's IT flights for Carousel Holidays. One will be based at Birmingham with the other at EMA. The following Viscounts were w.f.u. at EMA on 7/4 - AZNA, AZLS minus engines and AZLP.

LYMON AIRWAYS have started using the Dash 7 on their services to the Channel Islands as well as Newquay-Heathrow, Plymouth-Heathrow and also possibly, this Summer, Plymouth-Cork. Are interested in operating services from the West Country to Dublin and Belfast, and Santander (Spain).

CASAIR have been awarded licences to operate Teesside to Gatwick, Guernsey and Isle of Man. Service to Gatwick is to start on 31/5, twice daily, using a Bandeirante although SD.330 equipment has been quoted in one report.

DAN AIR HS 748 G-BIUV was fitted with a large cargo door at Manchester and air tested on 7/3. The latest 1-11's from LACSA are G-LJYL ex. TI-LRK and G-LJYM ex. TI-LRI. Have started using a new callsign system on their scheduled services similar to British Airways shuttle services eg. D4GM - Bravo Four Golf Mike.

GENAIR The latest Bandeirante G-IVIP was delivered Oxford-Liverpool on 24/3 and this aircraft arrived at LBA on 2/5 in preparation for LBA-LGW service on 3/5. The following Liverpool services will operate from 1/4, Amsterdam twice daily (new service), Gatwick 4 times daily (was 3) and Newquay twice weekly.

INTER CITY AIRLINES have increased frequency of EMA-Brussels to Mon-Fri from 1/3 and offered day return facilities for Edinburgh-Brussels to increase load factors. The aircraft stops over in Edinburgh and operates EDI-EMA-BRU in the morning and BRU-EMA-EDI in the evening. The EMA-ABZ service is now operated by Viscounts Mon-Fri, northbound-morning, southbound-evening.

INSTONE AIRLINES are to receive their second B.170 in early June and are considering some passenger operations! They are also considering a move to Lydd now that this airfield is to re-open.

AIRLINES REVIEW (contd)

JERSEY-EUROPEAN have applied to operate Stansted-Dusseldorf and Southend-Dusseldorf and, if approved, will commence operations this Summer. Have also applied to operate Swansea-Dublin and Swansea-Cork.

LOGANAIR have sold DHC 6 310 G-BEJP to Schreiner Airways. Also see below.

METROPOLITAN AIRWAYS The two Twin Otters are from Loganair, G-BHFD in full Dan Air colours and Metro titles and G-BIEM on lease from Loganair until G-BELS arrives after spraying from Luton. They have taken over the services of Alderney Air Ferries and apart from the link-city services are to operate the following services from Alderney :- Bournemouth, twice daily; Cherbourg, Mon-Sat and Exeter, thrice weekly.

SCIMITAR AIRLINES Finally, on a sad note, we have to report that they have gone into liquidation after many months of financial difficulties.

CHRIS WARN'S - THOMSON CITY HOLIDAY No K3597

After a hard winter at the chalkface it was time for an Easter holiday in Cairo. Obviously one goes to Egypt primarily to see the world famous archaeological sites and the River Nile. At present the country is under tight military control, and the holiday was scheduled for only one week. So the chances of seeing much in the aviation line was not all that promising. This is what happened.

The outward flight was Egyptair MS778 from Heathrow on 7/4/82. Whilst waiting for this flight I logged Learjet 24 HB-VCI, DC-8 JA8056, PH-DEG/H, Falcon 20 F-BUYE, L1011 N92TB, 9Y-TGN, Gulfstream 2 VR-BJD, HZ-PET, 1-41 YR-BCQ, HZ-NIR, IL-62M CCCP 86509 and DC-9-81 HB-INP, plus routine airliners etc.

The aircraft provided for MS778 was B.707-366C SU-AVY, and like all of Egyptair's fleet it was clean and well flown. The flight left at 1515 and arrived at Cairo at 2100. It was clear on arrival that the airport was heavily guarded as the plane became surrounded by armed troops. Guns were on display everywhere within the terminal also. On disembarkation I noted A300 SU-BCA, B.707's SU-BAO/AXJ/AVX, B.737 SU-AYI, DC-8 HB-IDF and a bare metal B.707 N18712. Also obvious in the apron floodlights was the familiar shape of G-SPUD in AA colours and the less well known shape of the Dornier Do.228 demonstrator LN-HRG.

We had booked for the Luxor day trip which, for £50, gave two 410 mile flights and an escorted tour to the Valley of the Kings and the temples of Thebes.

Unfortunately the pressure of demand on seats on the Misrair internal flights (operated by Egyptair aircraft) meant that this day trip had to be on the next day, April 8th. We arrived at the hotel at 2345 and had to leave again for the airport at 0300. The aircraft rostered for flight MU321 was Airbus A300B4 SU-BCE (my first flight in the type). As we trundled over the tarmac I further observed Lauda Air F.27 OE-HLA (on hire to Egyptair), L1011 G-BFCB and Bristow Islander VR-BEI plus some more Egyptair machines.

The flight lasted one hour and it was dawn by the time we landed at Luxor. This desert airfield was littered with scattered underground hardened shelters for military aircraft, but no aircraft were out of their bunkers and above ground. On the ramp were PA32RT D-ELAL and B.737 SU-BBW. During the day the only military activity that I saw was a Gazelle and two C-130H's. The return flight was MU328 departing at 2120. B.737 SU-AYL was provided. An amusing embarkation took place, for the small terminal building had no space for passengers once they had been frisked. So we sat on a wall beside the ramp, guarded by troops. On some mysterious word of command the passengers surged across the ramp to the steps, only to be told that we could not embark for 15 minutes, so 130 people sat on the tarmac around the plane in the dark under the muzzles of guns. At 2200 I had my third visit to Cairo International, once again in the dark. Noted this time were A300 SU-BCC, B.737 SU-AYO and ST-AFL, and Tu154B CCCP 85375.

Our hotel was on an island in the middle of the Nile. On the Sunday, when looking out of the window I saw some gliders landing about 2 miles away. The airfield turned out to be Embaba. I was advised that all airfields would be out of bounds, but nevertheless I considered it worth trying to get closer to watch the flying. On Monday 11th I set out and, with the help of an English speaking passenger, caught

CHRIS WARN'S HOLIDAY (contd)

an overcrowded minibus that took me to the airport. It was situated amongst a shanty town and only the tips of some Cessna fins poking above a concrete wall told me that I had arrived. There was a hole in the fence with a path going through it. I followed this path, and found somebody who directed me to the Suprintendants office. After some discussion it was agreed that I could visit the flying school under escort. The escort proved to be most welcoming, and after a cup of tea I was shown some of the Cessna F172N's, Baron's and locally built Gomhouria 2 trainers (a development of the Bucker 181). I was allowed to sit in the cockpit of one of each of these types, and it was agreed that I could take some photos of the guide and his friends posed by these planes. For the record I logged Gomhouria's SU-ARH/I/V, AVK/M/N, AWE/L/M/N/R/S, AYV/W/Y/Z, BDB/C/D, C.172's SU-AZR to V, BBBtoE, BDA, Baron's SU-AYR/S and AZG, plus an unmarked RF-4 in military markings.

Looking beyond the Control Tower I could see many Cessna 188 crop sprayers, plus some other light aircraft. I asked for permission to visit these, was at first politely refused, and then escorted with uncertainty towards them. I noted Agusta Bell 206B D-HCAC, C.182 HZ-FAK, C.172 N737EL, Hughes 369HS C-GXDD, C.188 G-BHTD, PA-31 SU-BBW and many C.188's in the sequences SU-BBF/R and BCD/Z. I took one or two shots and was in the process of logging some registrations when the Superintendent stormed onto the ramp, demanded that I opened my camera and surrender my film, and go to his office. I explained to him that I had followed the instructions of my guides and had only taken shots of civil planes, mostly with people posed beside them. After a violent row in Egyptian lasting over 15 minutes I was allowed to keep my film but was hustled out of the aerodrome. I apologised to the Super. for any misunderstanding and vanished. Noted on the airfield were an all silver DC-3 and a bare metal Chipmunk, two huge Mil Mi6 "Hook" helicopters of the EAF, and the remains of one or more L200A Morava twins on the fire dump (presumably SU-AMX/Z). At least two of the many C.188's were US registered, and there were many C.188 hulks with no markings at all.

On the Tuesday I went to Cairo International by public transport (12 miles for 3 pence equivalent). The bus went past Heliopolis Air Base, where I noted one C-123 (USAF?), 3 DHC-5D Buffalo's (newly delivered), 8 or more Mil Mi-8, about 6 Westland Commando's, at least 4 Gazelle's, one Antonov An-2, many Wilga's, and 12 Ilyushin Il-14 Crates. Half the Crates were camouflaged, the rest had a silver/white scheme. Those parked near the road were serialled 1111, 1024 and 1118. Also there were Government Falcons SU-AXN/AZJ, Beech 200 SU-AYD and Islander SU-AYB.

To my surprise there was a viewing terrace at the International Airport, and even more to my surprise the soldiers let me use my camera and telescope (provided I photographed them also and allowed them free use of the telescope). On the civil apron I recorded F.27 SU-AZZ, PK-MFH (on hire from Merpati) and N927; YS-11A N159P/187P/924; B.747 HZ-AIA, 9K-ADD, N93108; B.707 HZ-ACH, AP-AWU, 60-SBN; 1-11 HZ-NB2; DC-10 YV-135C (KLM); B.727 ET-AHK, TS-JHU; A300 I-BUSG, D-AIBD; B.720 OD-AGG, 9H-AAO plus most of the rest of the Egyptair fleet.

On the military side were sixteen C-130H and twelve An12 transports (many of these identified), Iraqi Il-76 YI-AIL; CT-39A 61-0654 (Ramstein); UC-12A 73-1213; and the hulks of Comet 4C SU-ALL, Convair 240 SU-AZW, DC-3's SU-AZM/N/P, and Dove SU-AZQ. A DC-6B was in a compound for Egyptair cabin training by the main car park.

My final visit to Cairo International was to get the return flight MS777, departing 0830. I logged A300B SX-BEE, HS 125 HZ-DA2 and Aero Commander N9143N on the ramp, before boarding SU-AYV, the 707 that brought us out. Five hours later we were parked next to HZ-AHL at Heathrow after a lovely flight over the Pyramids, Crete, Vesuvius, Alps, Lake Geneva, Le Touquet and Biggin Hill.

Considering my reservations at the start of the tour, and the majority of time spent sightseeing, the aeronautical spin-off was superb.

Just to cap things, I paid an afternoon visit to Lasham (near my parent's home) and saw B.707 J6-SLF (St. Lucia) and 1-11 HZ-MOI.

AMENDMENTS & ADDITIONS TO LBA SUMMER SCHEDULES 1982

<u>ETA.</u>	<u>ETD.</u>	<u>TO/FROM</u>	<u>FLT.</u>	<u>A/C</u>	<u>OPERATION</u>
	0740	Gatwick	ZA301	E110	MTWTF
	0840	Gatwick	ZA301	E110	SS
1050		Gatwick	ZA302	E110	MTWTF
	1115	Gatwick	ZA303	E110	MTWTF
1150		Gatwick	ZA302	E110	SS
	1215	Gatwick	ZA303	E110	SS
1425		Gatwick	ZA304	E110	MTWTF
1525		Gatwick	ZA304	E110	SS
	1715	Gatwick	ZA305	E110	MTWTFSS
1835		Gatwick	ZA306	E110	MTWTFSS
		ZA - Genair			

DAN AIR Flight No. additions :-

D. 0730 Jersey DA421 SS until 17/10; D. 0800 Guernsey DA441 SS until 5/9
A. 1130 Jersey DA422 Sa.25/8 Su.10/10; D. 1200 Jersey DA423 SS until 10/10
A. 1510 Guernsey DA446 SS until 5/9; D. 1600 Jersey DA425 Sa4/9 Su10/10
A. 2000 Jersey DA426 SS until 17/10; A. 2100 Jersey DA428 SS until 10/10

DA061 to Cardiff now departs at 1015; DA064 to Glasgow now departs at 1800.

ETD - 1215 Dublin- Flight UK735 - F27 - Sunday.

All OM Monarch flights now appear to have been re-timed 1 hour earlier throughout.

THE ROYAL AIR FORCE MUSEUM, HENDON, LONDON, NW9 5LL

The Royal Air Force Museum, in association with Transvideo Productions Ltd., an independant television production company, has decided to produce a series of 60 minute television programmes based on the history of military aviation. The Museum archive already holds a unique collection of film which will be utilised along with footage from other usual agencies. However, in order to ensure that the best possible product is produced, we are seeking any further footage that may be available but hitherto unseen. World War Two material is particularly, but not solely, sought. Aircraft of all nations are of interest.

Any documentary series needs an immense amount of research and planning; at this stage we know that an historically accurate and visually appealing series of programmes is possible but we do not want to miss any avenue that may be open to us. If you have any aviation footage covering the period 1914 to 1950, of whatever type, we would very much like to view it for possible inclusion in what we hope will be a definitive and important military documentary history.

Any information to the undersigned will be gratefully acknowledged.

DR JOHN TANNER CBE
Director

ADVERT

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SLINGSBY ENGINEERING LTD

It is some considerable time since we had any accurate information about the products of this North Yorkshire based company and its current status. This list takes us back to 1979 and covers the T59, T61 and T65 production. Also included are two special jobs which were undertaken by Slingsby's, the capsule which Julian Knot used on his Cameron A-375 balloon G-BIDT in his attempt on the world altitude record and the Airship Industries Skyship 500 Airship G-BIHN currently doing trials at Cardington. The T61F Ventures for the RAF are of course in the ZA... block of serials but does any reader know how they tie up? One other problem is c/n 1895 - does anyone know what register E-1833-1 belongs on?

<u>c/n</u>	<u>type</u>	<u>reg/serial</u>	<u>c/n</u>	<u>type</u>	<u>reg/serial</u>
1894	T65A	N9023F	1928	T65D	BGA2613
1895	T65A	E-1833-1	1929	T65D	BGA2614
1896	T59	BGA2448	1930	T65D	BGA2715
1897	T65A	N9023H	1931	T65C	BGA2615
1898	T59	BGA2445	1932	T65C	BGA2616
1899	T65A	N9023N	1933	T65D	BGA2681
1900	T59	BGA2454	1934	T65D	BGA2774
1901	T59	BGA2455	1935	T65D	BGA2796
1902	T59	BGA2456	1936	T65C	BGA2669
1903	T59	BGA2457	1937	T65C	BGA2685
1904	T65A	G-BGSP w/o 9/8/79	1938	T65C	BGA2660
1905	T59	BGA2467	1939	T65C	BGA2670
1906	T59	BGA2458	1940	T65C	BGA2694
1907	T59	BGA2496	1941	T65D	BGA2710
1908	T59	BGA2497	1942	T65C	BGA2700; G-BILH
1909	T59	BGA2507	1943	T65C	BGA2671
1910	T59	BGA2508	1944	T65C	BGA2672
1911	T59	BGA2509	1945	T65C	BGA2713
1912	T59	BGA2523	1946	T65C	BGA2714
1913	T59	BGA2526	1947	T65C	BGA2716
1914	T65A	BGA2544	1948	T65C	BGA2728
1915	T65A	G-BHDC; ZS- ?	1949	T65C	BGA2758
1916	T65A	BGA2576	1950	T65C	BGA2763
1917	T65A	BGA2577	1951	T65C	BGA2792
1918	T65A	BGA2578	1952	T65C	BGA2797
1919	T65A	BGA2579	1953	T65C	BGA2798
1920	T65A	BGA2580	1954	T65C	BGA2799
1921	T65A	BGA2682	1955	--	G-BIHN Skyship 500
1922	T65C	BGA2622	1956 to 1960	not allocated	
1923	T65D	N8477H	1961	T61F	ZA...
1924	T65D	N...	to	"	to
1925	T65D	N8477N	1985	T61F	ZA...
1926	T65D	N...	1986	T61G	G-BSEL
1927	T65D	N3751Q	1987	--	G-BIDT balloon capsule

Production of sailplanes has now ceased at Kirkbymoorside although the repair facility will remain in operation there. Production is now centred on the T67 aerobatic two seat powered aircraft and an article of this type will follow next month. My thanks to Mr. W.D.Morgan at Slingsby Engineering Ltd for the production information.

Hot-Air Balloons seen recently :- 10/5/82 at 1945 (Skipton) G-BJZA with the words " H.Leverton & Co. Caterpillars ". 16/5/82 at 1905 (Skipton) G-SKIP "Skipton Building Society". 17/5/82 at 1925 (Skipton) G-SNOW "Burnley Building Society". 29/5/82 at 1900 (A19 between Thirsk and Easingwold) G-BH00.