

# AIR YORKSHIRE



VOLUME 9 No. 5

(FOR PRIVATE CIRCULATION ONLY)

MAY 1983

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

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

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

## FORTHCOMING MEETINGS

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

JUNE 5th : "Search & Rescue" - a representative of 202 Sqn. from R.A.F. Finningley will be showing a film "Rescue 90" and explaining the Squadron's duties and role in the operation of their Sea King helicopters.

JUNE 12th : SSAFA Air Display - Church Fenton.

JULY 3rd : Members Slides - Bring along your recent 1982 and 1983 slides - be it civil, military or whatever!

## EDITORIAL

Thanks to Chris Warn for an interesting visit to India and Nepal and their vast dissimilarity to the aviation scene at Oshkosh.

Our faithful correspondent Roger Fozzard, who records the Sherburn movements (amongst other things), is moving to Bridlington soon and obviously will be unable to continue the task. We would like a volunteer who can call at Sherburn once a month to continue the section, ideally to be introduced by Roger before he leaves the immediate area.

Will any member who can help please contact a committee member so that the necessary arrangements can be made.

Don't forget Church Fenton! Come along to the stand, all will be welcome. If you have any books or magazines etc. to sell on behalf of Air Yorkshire, bring them with you or pass on to a committee member prior to the Display.

## FOR SALE

The Group has two Portable Manual Typewriters for sale, due to the purchase of a new electric model. They are an Olivetti Lettera 32 (Pica type) and an Imperial 230 (Elite type). Both need slight mechanical attention, but otherwise are in good working order. If you or a friend are interested, please contact John Hunt (tel. Guiseley 76984) with an offer or to arrange to view.

## CREDITS

T.W. Sykes

D. Elam

C.R. Warn

S.W. Rigg

M. Bickle

C.F. Brown

A. Birch

R. Fozzard

J. Stanfield

W.K. Jordan

C. Harper

Winged Words

LAAS

LEEDS/BRADFORD MOVEMENTS - APRIL 1983

1	EI-ANF BAC 1-11	0646 0805	G-BDYD Rockwell 114	1017 1535
	G-BCOT Enstrom F-28C	1135	G-TBXX Trinidad	1245 1405
	D-ECWY Bonanza	1409 1525	G-BECH Boeing 737	1505 1622
	G-BJCU Boeing 737	1510 1612	G-BAJN AA-5	1513 1552
	G-AXJJ Pup	1533 1625	G-OTOW Cessna 175	1645 1722
2	F-BTQT Seneca	1037 1709	G-BEXT Cessna 172 N/T	1136
	G-BFVB Boeing 737	1231 1326	G-BJYD Cessna 152	1337 1413
	G-BAHX Cessna 182	1338 1508	G-BJMR Cessna 310	1355 1529
	G-BJCU Boeing 737	1603 1814	G-BAAT Cessna 182	2002 2028
3	G-BEBE AA-5A	1041 1124	G-HELY Agusta A.109A n/s	1807 1422(4)
4	D-ECWY Bonanza n/s	1309 1028(5)	G-OJVH Cessna 150	1326 1453
	G-CPTS Jetranger	1342 1417	G-BFVA Boeing 737	1457 1617
	G-BDEJ Rockwell 112 n/s	1550 1157(14)		
5	G-CSNA Cessna 421C	0912 0955	G-OTOW Cessna 175	1508 1711
	G-AVBZ Cessna 172	1540 1653	G-BJMR Cessna 310 n/s	1606 1215(10)
	G-BAZG Boeing 737	1633 1728	G-KFIT King Air	1803 1812
6	G-ORMC King Air 200	0848 1601	OO-TJG Partenavia P.68C	0948 1842
	G-BFFE Cessna 152	1338 1407	G-BJCU Boeing 737	1430 1558
	G-OAKL King Air 200	1629 1745	G-KFIT King Air	1708 1714
	G-AZHL Navajo	2006 2118		
7	G-CSNA Cessna 421C	0915 1220	OO-FWV Cessna 182	0944 1715
	G-LONG Long Ranger	0951 1615	G-BJXW Arrow	1059 1916
	G-PENN AA-5B	1126 1716	G-ROUS Seneca n/s	1212 1548(21)
	G-BJYD Cessna 152	1217 1331	G-TEAM Cessna 414A	1510 1859
	G-AOYI Viscount	1524 1557	G-BBYB Super Cub	1532 1610
	G-BECH Boeing 737	1529 1642		
8	G-FISH Cessna 310 n/s	1335 0917(9)	G-OSLA Boeing 737	1404 1524
	G-BJCU Boeing 737	1508 1615	G-BCVJ Cessna 172	1939 2020
	G-GAME Cessna 303 n/s	2024 1207(9)		
9	EI-BLJ Cessna 210	1007 1210	G-ROWL AA-5B	1155 1339
	G-BJVJ Cessna 152	1156 1250	G-SMJJ Cessna 414A n/s	1220 1533(10)
	G-HELY Agusta A.109A	1234 1312	G-BECC Boeing 737	1245 1454
	G-OSLA Boeing 737	1542 1751	G-HELY Agusta A.109A	1636 1653
10	G-BJVP Citation	0953 1108		
11	G-UBHL King Air 200	0810 1643	N1207G Cessna 441	1134 1604
	CH10 Hercules	1159 1216	G-BXYZ Commander 690C	1243 1622
	G-BAHZ Arrow	1412 1536	G-BGYK Boeing 737	1503 1620
	G-BHJG Cutlass n/s	1635 1541(12)		
12	G-BGNU King Air	0940 0947	G-BGNU King Air	1309 1658
	G-BKDD Jetranger	1446 1538	G-BIUI Cessna 152	1535 1608
	G-BDLT Rockwell 112A	1610 1659	G-BDLO AA-5A	1627 1649
*	G-BFVA Boeing 737	1630 1715		
13	G-BGTT Cessna 310	0904 1733	G-BCKM Citation	0935 1000
	G-AZWB Cherokee	0945 1100	G-BHPY Baron	0948 1652
	G-BAEU Cessna 150	1048 1125	G-BGON Cougar	1053 1358
	G-AZWB Cherokee	1212 1421	G-OSLA Boeing 737	1425 1550
14	G-BFRS Cessna 172	0802 1019	G-BCJM Cherokee	0857 0923
	G-BIED King Air	0912 0920	G-BIED King Air	0949 1404
	CH02 Hercules	0952 1034	G-JJSG Learjet 35A	1009 1406
	G-AZVV Cherokee	1018 1249	G-OSPL Cessna 210 n/s	1042 0801(21)
	G-JGCL Cessna 414A	1044 1057	G-OJCB Jetranger	1126 1158
	G-BJXW Arrow	1153 1912	G-BGPU Cherokee	1455 1528
*	G-BILR Cessna 152	1229 1326	G-OJVH Cessna 150	1048 1116

LEEDS/BRADFORD MOVEMENTS (Contd.)

14	G-BHDR Cessna 152	1506 1559	G-BAZI Boeing 737	1521 1623
	G-BCKM Citation	1612 1656	SE-IKM King Air n/s	1705 1206(15)
	G-BCJM Cherokee	1833 1935		
15	G-SATO Aztec n/s	0928 0812(25)	G-CPTS Jetranger	1000 1033
	G-EMMA Cessna 182	1031 1343	G-AXYA Navajo	1122 1537
	G-BGON Cougar	1250 1310	G-BJYD Cessna 152	1254 1338
	G-JUDY AA-5A n/s	1307 1429(22)	G-BPAZ Pazmany PL-2	1312 1351
	G-BJCT Boeing 737	1403 1523	G-BAMM Cherokee	1423 1634
	G-BAZI Boeing 737	1503 1619	G-BJAG Archer	1505 1606
	G-BATT Hughes 269C	1549 1556	G-BMCA King Air 200	1558 1742
	G-BKJE Cessna 172	1706 1753	1753	
16	F-BTQT Seneca	0905 1707	G-BJVJ Cessna 152	1013 1151
	G-BBDC Cherokee	1026 1158	G-SPTS King Air	1216 1836
	G-SMJJ Cessna 414A	1238 1413	G-BHFL Cherokee	1311 1439
	G-BAZH Boeing 737	1305 1402	G-BJCT Boeing 737	1543 1734
17	G-BGHK Cessna 152 n/s	1410 1524(30)	G-BHDR Cessna 152	1432 1456
	G-RVIP Bandeirante	1445 1510	G-BJZK Cessna 303 n/s	1543 1623(25)
	G-BLBT AA-5B	1547 1642	G-BHDR Cessna 152	1820 1849
18	G-BGNU King Air	0812 0819	G-BFYE Robin HR.100	0959 1328
	G-BHVM Cessna 152	1128 1150	G-BJYD Cessna 152	1411 1421
	G-BECH Boeing 737	1506 1609	G-BSFL Aztec	1512 1527
	G-AVXI HS.748	1522 1638	G-AVBZ Cessna 172	1532 1711
	G-BSFL Aztec	2044 2055		
19	G-ECCO Cougar	0946 1516	G-JGCL Cessna 414A	1217 1340
	F-GDAL Cheyenne	1316 1746	43BA Paris	1335 1430
	SE-GDI Chieftain n/s	1427 1113(22)	N6333X Cessna 421C N/T	1439 1119(20)
	N9698Y Cessna 210	1522 1625	G-WSSL Chieftain	1747 1843
	SE-DDG Learjet 35A n/s	1759 1342(20)	G-BIZZ Citation n/s	1953 0934(20)
20	G-LEON Chieftain	0845 1323	G-BHFY Baron	0849 0916
	G-BJBI Cessna 414A	0908 0921	G-BFRS Cessna 172	0948 1042
	G-OFRL Cessna 414A	1131 1535	G-BIIT Warrior	1135 1209
	N68279 Cessna 340 N/T	1202 1020(22)	G-JGCL Cessna 414A	1333 1344
	G-BJCT Boeing 737	1418 1555	N6333X Cessna 421C N/T	1439 1346(25)
	G-BAJR Cherokee	1529 1645	G-OCAL Partenavia P.68B	1732 1811
	F-GDAL Cheyenne	1805 1838	G-BARR HS.125 n/s	1855 0845(21)
	G-BIZZ Citation	1904 1954		
21	G-HELY Agusta A.109A	0708 0751	G-TEAM Cessna 414A n/s	0800 0659(22)
	G-INMO Navajo	0835 1644	G-FISH Cessna 310	0849 0908
	G-PIED Aztec	0949 1543	G-BJXW Arrow n/s	1103
	G-YTWO Cessna 172	1119 1153	G-RENO Tobago	1143 1603
	G-AZLY Cessna 150	1159 1230	G-AXNS Pup	1444 1546
	G-BGYL Boeing 737	1514 1630	G-BIAK Tobago n/s	1540 1541(29)
	G-FISH Cessna 310	1633 1835	G-YTWO Cessna 172	1634 1737
	G-BEEA Rallye	1654 1754		
22	G-AVXI HS.748	1245 1337	G-AVXI HS.748	1352 1519
	G-BJCT Boeing 737	1417 1528	G-BECH Boeing 737	1517 1632
	G-SILV Cessna 340 n/s	2004 0742(23)		
23	G-BAZG Boeing 737	1303 1442	G-BDWH Cherokee	1500 1528
	G-BJCT Boeing 737	1543 1750		
24	G-BGTD HS.125	1023 1036	G-AXAV T.Comanche	1055 1200
	G-HYDE Jetranger	1149 1204	G-AZRG Aztec	1205 1219
	G-AZLY Cessna 150	1211 1300	G-BIZZ Citation n/s	1841 0800(25)
25	G-OBCA Cessna 421C	0910 0926	G-OCAL Partenavia P.68B	0957 1026
	N5531N Cessna 182	1105 1313	G-JGCL Cessna 414A	1128 1142

LEEDS/BRADFORD MOVEMENTS (Contd.)

25 G-FBDC Cessna 340 n/s	1241 0841(26)	G-BECH Boeing 737	1505 1605
G-BGZX Cherokee Six	1755	G-OBCA Cessna 421C n/s	1817 0808(26)
G-BIZZ Citation	1800 1834	G-OCAL Partenavia P.68B	1830 1929
26 G-MARK Cessna 337	1147 1243	G-OLEN Cessna 425 n/s	1152 1159(27)
G-BEJT Aztec	1227 1307	G-BKDD Jetranger	1254 1356
G-MARK Cessna 337	1426 1443	G-JGCL Cessna 414A	1532 1543
27 G-INMO Navajo	1240 1655	G-BGNW Boeing 737	1418 1555
N5131T Cessna 182 N/T	1439	G-BHFY Baron	1501 1737
G-BGOM Navajo	1824 1838	G-SHAW T.Comanche n/s	1941 1615(30)
28 G-ORMC King Air 200	0957 1022	G-BIZZ Citation	1003 1141
PH-SAT King Air 200	1045 2028	G-BAJR Cherokee	1120 1211
G-OSPL Cessna 210 n/s	1133	G-BEMD Baron	1214 1350
N6333X Cessna 421C N/T	1228	G-BECH Boeing 737	1519 1631
G-WTVA Cessna 404	1619 1909	G-ORMC King Air 200	1634 1716
G-DJBE Citation n/s	1824 0922(29)		
29 G-BKHI Jetstream 3101	0808 0854	D-IMEI Duke	0849 1431
I-EDIS Falcon 20E	0859 1719	OO-DTD FH-227	0958 1834
G-BIED King Air	1012 1425	G-BHOW Baron	1033 1248
G-BGNW Boeing 737	1409 1514	G-BJCV Boeing 737	1507 1615
G-OEMA Cessna 404	1653 1908		
30 G-FTTA Chieftain	1141 1152	G-JAKY Navajo	1149 2029
G-BECH Boeing 737	1259 1445	G-BGYL Boeing 737	1605 1747
G-BKKT Short 3-60(DIV) n/s	1840		

LEEDS/BRADFORD MOVEMENTS REVIEW - April

Starting the month well was Beech V35 Bonanza D-ECWY on the 1st along with Aer Lingus' BAC 1-11 EI-ANF. Visiting on the 2nd was Seneca F-BTQT followed by two Belgians, P68C Victor OO-TJG on the 6th and Cessna 182 OO-PWW on the 7th. Irish Cessna T210H EI-BLJ on the 9th was eclipsed by the brand new Cessna 441 N1207G c/n 0309 on the 11th the latter being a new Brussels demonstrator. Night stopping on the 14th was King Air E90 SE-IKM c/n LW-283 which is ex N4915M. On the 19th Cheyenne F-GDAL was joined by two night stopping Swedes, Lear 35A SE-DDG and Navajo SE-GDI. Yet another n/s was Cessna 340A N68279 on the 20th. PH-SAT on the 28th was a King Air 200 and finishing the month in style on the 29th were Duke D-IMEI, Falcon 20 I-EDIS and FH-227B OO-DTD. Among the UK registrations was G-BKHI which is the first of the new Jetstreams to visit, and our first Shorts 360 G-BKKT which diverted in on the 30th and night stopped. Military visitors this month were two Belgian A/F Hercules, CH-10 on the 11th and CH-02 on the 14th, and a French A/F Paris No 97 coded 43BA on the 19th. All the other interesting activity has centred around Northair. Cessna 172 G-BBKT arrived on the 2nd and is believed to have been taken in part exchange. Cessna 172 G-BIRO arrived by road on or about the 15th and is still present but dismantled. Citation G-DJBE is now Northair's and has been in and out a number of times. Cessna 210 N9698Y and Cessna 421C N6333X c/n 1006 both arrived on the 19th and the 210 went off to Little Staughton the same day, N6333X is to become G-BKSO. Cessna 182R N5531N arrived on the 25th and went off the same day to Little Staughton. Cessna R182RG N5131T arrived on the 27th and went to Blackpool on May 2nd, this last one may not be Northair's. Cessna T310Q HB-IMO which arrived last month is to become G-BKSB.

Callsign tie-ups:- 6th. G-OAKL/Kilroe 6, G-AZHL/Thurston 433; 7th. G-AOYI VF6204/6205; 10th. G-BJVP/Fairflight 289; 11th. CH-10/BAF 10B-C; 13th. G-BGTT/DG941; 14th. CH-02/BAF 02A-B; 15th. G-ARMX/Dan Air M6ZF-M6ZG, G-AXYA/Foyle 409-410; 17th. G-RVIP/EN600-601; 19th. 43BA(No97)/French Air Force FM.0731; 21st. G-PIED/GG421; 28th. G-WTVA/Express 032; 29th. OO-DTD/City 4387, G-BKHL/Peregrine 951-999; 30th. G-BKKT/EN175.

Overshocts:- 6th. XS732/FYN08; 7th. XS732/FYN05, XS731/FYN41 Dominie's, XW372/CFT62 J. Provost, XX482/FYT97; 8th. XW791/RR730 HS.125, XW419/CFT78 J. Provost, XX497/FYT95; 11th. XW419/CFT76, XS326/CFT66 J. Provost's; 13th. G-RVIP; 19th. XX494/FYT12; 21st. XW207/RR752 Hercules; 27th. XW320/LOY26; 28th. XW316/LOY25 J. Provost's, XS736/FYT05 Dominie, XX497/FYT11.

From & To:- 2nd. F-BTQT F/T Reunes; 5th. D-ECWY T. Lubeck; 11th. N1207G F Antwerp T Luton, CH-10 F Koksijde T Northolt; 14th. CH-02 F Melsbrook T Northolt, SE-IKM F Le Bourget n/s T Trollhatten; 19th. F-GDAL F Birmingham T Lyon, 43BA F Dublin T Cardiff, SE-GDI F/T Esbjerg n/s, SE-DDG F/T Stockholm; 20th. F-GDAL F Lille T Chateauroux; 29th. D-IMEI F Meinerzhagen T Birmingham, I-EDIS F/T Milan, 00-DTD F/T Amsterdam.

Helicopter Activity:- 1st. G-BHSG/Harrogate (14.00); 4th. G-HELY/Selby (14.40); 7th. G-LONG/Huddersfield (09.45); 9th. G-HELY/Sheffield (13.35); 12th. G-WARM/Garforth (13.05); 18th. G-BFYJ/Harrogate (13.55); 29th. G-ATED/Scarcroft (09.20). On 17th April G-BAKG landed at Collingham nr. Wetherby at approx. 19.30 with a technical fault whilst en route to Whinmoor. It continued its flight approx. 1 hour later after repairs.

Noted on powerline inspection during the month was G-BKDD.

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LEEDS/BRADFORD AIRPORT - AIRLINE DIVERSIONS IN - April 1983

<u>REG.</u>	<u>AIRCRAFT</u>	<u>FLT.NO.</u>	<u>FROM</u>	<u>(TIME)</u>	<u>FLT.NO.</u>	<u>TO</u>	<u>(TIME)</u>	<u>DIV.FROM</u>
<u>Saturday 30th April</u>								
G-BKKT	Shorts 360	EN175	Jersey	(1840)	-	Humberside	(01/0744)	Humberside

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LOCAL AIRLINE REVIEW

BRITANNIA AIRWAYS used the following Boeing 737 aircraft through Leeds/Bradford during April.

G-BAZG BY198/05. BY145/23.  
G-BAZH BY145/16.  
G-BAZI BY083/14. BY023/15.  
G-BECG BY145/09.  
G-BECH BY023/01. BY083/07. BY024/18. BY023/22. BY024/25. BY083/28. BY145/30.  
G-BFVA BY024/04. BY198B/199AF/12.  
G-BFVB BY145/02.  
G-BGNW BY096/27. BY022/29.  
G-BGYK BY024/11.  
G-BGYL BY083/21. BY146/30.  
G-BJCT BY022/15. BY146/16. BY096/20. BY022/22. BY146/23.  
G-BJCU BY022/01. BY146/02. BY096/06. BY023/08.  
G-BJCV BY023/29.  
G-OSLA BY022/08. BY146/09. BY036/13.

BRITISH MIDLAND AIRWAYS used the following Viscount aircraft through Leeds/Bradford during April.

G-AYOX BD411/01-BD420/02. BD420/10-BD417/16.  
G-BAPF BD420/16-BD413/17.  
G-BFZL BD420/23-BD411/30.  
G-BMAT BD413/03-BD417/10. BD416/17-BD417/23. BD416/30-BD420/30.

DAN-AIR are to lease their HS.748 G-ARMX to Air Malta from the end of May for a period of 12 months. The aircraft will be used on short range flights such as Malta - Tripoli.

DELTA AIR TRANSPORT operated a charter on behalf of NLM City Hopper into Leeds/Bradford on April 29th. Fairchild FH227B 00-DTD used the callsign HN4387 to arrive at 0958 with 48 passengers and departed back to Amsterdam at 1830 using the same callsign.

GENAIR have adopted a revised BCAL Commuter scheme for their aircraft. A Union Jack flag is displayed on the blue tail and the registration now appears on the

LOCAL AIRLINE REVIEW (Contd.)

GENAIR white upper surface forward of the passenger door. The first Shorts 330 to be painted in the revised scheme was G-BKIE. Bandeirante G-BGCS is being sold to Air Kilroe. Shorts 360 G-BKKT made the first visit of its type to Leeds/Bradford on April 30th (see 'Airline Diversions In').

PEREGRINE made a visit to Leeds/Bradford with their Jetstream 31 G-BKHI on April 29th and was the first visit of type. The aircraft arrived empty as PJ951 from Aberdeen at 0809 and departed with a group of 14 Americans as PJ999 to Bournemouth at 0852.

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SHERBURN MOVEMENTS - April 1983

1st. G-BHAF F/T Humberside, G-ATOK F Scampton T Tollerton, also 4th, G-AHEM F Oxford T Sutton Bank; 2nd. G-BECA F Ringway T Squires Gate, G-ATBP F/T Dishforth; 3rd. G-BFFE F/T Sturgate, G-BKDY F Wickenby T Skegness, G-AYUC F Sturgate T Tollerton, G-AWEP F Melbourne T Barton, G-BEHH/NEWU F/T LBA; 4th. G-ASWL F/T Dalton; 5th. G-BPAZ F/T N'thorpe; 7th. G-BHAF F Tollerton T Humberside, G-OVFR F Leavesden, G-BFFC F/T LBA; 9th. G-AWEN/BILZ/AXJJ/BIHW F/T Crosland Moor, G-CLEMF/T N'thorpe, G-AZID F N'thorpe T Grindale, G-BIDG F Crosland Moor T Barton, G-AWBV F/T Topcliffe, G-BFFE F/T Doncaster; 12th. G-BHUP F/T Barton; 13th. G-BILP F/T Glenrothes, G-AVGZ F Rufforth T Wynthorpe, G-BEZF F/T Booker, G-BFJO F/T Walton Wood; 14th. G-HULL F Grindale T Brighton, G-BFGL F/T LBA; 15th. G-VAGA F Carlisle T Booker, G-BCRK F N'thorpe T Wickenby; 16th. G-BHSB F/T Sturgate, G-NEWU F/T LBA, G-AWPU F/T Barton G-AORW F/T N'thorpe, G-BGMJ F Bedale T Bagby and return, G-BECA F Ringway T Speke, G-AVGZ F Old Warden, G-BFGL F/T LBA; 17th. G-BILS F/T N'thorpe, G-BFFE/BFLX/BDNY F/T Doncaster, G-BCTF F/T Sturgate, G-ASWL F/T Dalton; 23rd. G-BECA F/T Ringway, G-BAEX F/T Melbourne, G-BAJY F/T Sturgate; 24th. G-BGGB F/T Gregory Farm, G-AREV F/T Barton, G-BCIJ F/T Humberside, G-AORW F/T N'thorpe, G-BAJY F/T Sturgate; 28th. G-BFJO F/T Walton Wood; 29th. G-AWUG F/T Brighton; 30th. G-BATT F/T Felixkirk.

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TEESSIDE MOVEMENTS - March 1983

1	LX-YES	Cessna 210	G-MCEO	K.A.200	G-BIVY	Cessna 172
2	G-BIXM	King Air	G-BHJY	Bandeirante		
3	G-BJVP	Citation	G-HKHI	Jetstream 3101	G-BHLN	Cessna 441
4	SE-IDU	Navajo	G-BEYY	Navajo	G-BGRO	Cessna 172
8	G-BIHI	Cessna 172	G-OFAR	Cessna 402C	G-OTUX	Arrow
9	G-BFBD	Partenavia P.68B	G-NAIR	Cessna 421B	G-BHSM	Jetranger
10	G-VWSE	Cessna 404	G-RAMS	Saratoga		
14	N41RC	Cheyenne	PH-RVU	Partenavia P.68B	G-BHSV	HS.125
15	G-WTVC	Cessna 404	G-RUIA	Cessna 172		
16	PH-RVU	Partenavia P.68B	G-COCO	Cessna 172	G-TLOL	Cessna 421C
	G-AOIY	Auster J/5G	G-BHGS	Chieftain	G-BFKN	Aztec
17	XH304	Vampire	G-BGGY	Jetranger	G-OFRL	Cessna 414A
19	EC-CLD	DC-9	F-BVJK	Aztec	G-AZRH	Cherokee
21	G-TIGN	Super Puma	G-BFLE	B.707	G-FBDC	Cessna 340
22	G-JTCA	Aztec	G-HGGS	Bandeirante	G-AYMK	Cherokee
23	G-BGOX	Chieftain	G-BHfy	Baron8	G-BHSM	Jetranger
24	G-BBNT	Chieftain	G-BBSN	Aztec	G-BFKB	Cessna 172
25	G-BHOG	S-61N	G-BFEC	Aztec	G-BFLE	B.707
26	EC-BIK	DC-9	G-GMSI	Tampico	G-AWZN	Trident

TEESSIDE MOVEMENTS - March 1983 (Contd.)

27	G-BFIZ	Cessna 337	G-BFKA	Cessna 172		
29	G-BHEO	Cessna 182	G-BGVA	Cessna 414A	G-BIED	King Air
30	G-ASAU	Rallye	G-BKFB	Ecureuil	G-BFRR	Cessna 150
31	G-BGGY	Jetranger	G-WTVC	Cessna 404		

TEESSIDE MOVEMENTS - April 1983

2	EC-CGN	DC-9	G-BAHO	Sundowner	G-AWZV	Trident
4	G-BHOF	S-61N	G-BHNV	Bell 47	G-WTVB	Cessna 404
6	G-BEOE	Cessna 150	G-BFER	Bell 212	G-BALC	Jetranger
	G-OAKL	K.A.200	G-LATC	Bandeirante		
7	G-BKHI	Jetstream 3101	G-BIIT	Warrior	G-TAXI	Aztec
8	G-BIXM	King Air	G-BKDA	Jetranger	F-FISH	Cessna 310
9	EC-DGB	DC-9	G-BJVP	Citation	G-BIVU	AA-5A
12	G-MDAS	Navajo	G-BGKU	Arrow	G-BDWB	Rallye
	G-NORC	Cessna 425	G-OFAR	Cessna 402C	G-BBCW	Aztec
14	G-BIBE	Bandeirante	G-ATZU	T.Comanche	G-AWCL	Cessna 150
15	N4422P	Aztec	G-SALL	Cessna 150	G-BAWK	Cherokee
16	EC-DGP	DC-9	G-DGDP	B.737	G-BAJB	Cessna 177
17	G-BCRR	AA-5B	G-BGLI	Cessna 152	G-FLCH	Jetranger
18	G-MERI	Archer	G-BFYE	Robin HR.100	G-BBZI	Navajo
19	F-BIHJ	Comanche	G-CCAA	HS.125	G-JTCA	Aztec
20	G-PLEV	Cessna 340	G-SHIP	Aztec	G-BFVG	Archer
	G-BEZV	Cessna 172	G-BIXM	King Air	G-AWPK	Aztec
21	G-BHST	Hughes 369	G-BFXS	Rockwell 114	G-AYCT	Cessna 172
22	G-ESSX	Warrior	G-BGKJ	Bo.105		
23	EC-CTT	DC-9	G-DGDP	B.737	G-BIYO	Navajo
	G-BIDF	Cessna 172	G-BBSA	AA-5	G-RVIP	Bandeirante
24	OY-BUS	Cessna 421B				
26	G-USSS	Citation	G-BHNY	Cessna 425	G-HGGS	Bandeirante
27	G-AVMY	BAC1-11(DIV)	G-BFZL	Viscount (DIV)	G-BHFD	T.Otter(DIV)
	G-BDVT	F-27(DIV)	G-BAKL	F-27(DIV)	G-BHfy	Baron(DIV)
28	G-WEND	Arrow	G-BIBE	Bandeirante	G-AXDL	T.Comanche
30	EC-CGR	DC-9	G-BICV	B.737(DIV)	G-DFUB	B.737

Barton - N.W. Strut Fly In - 17/4/83

Visitors during a period from 12.00 to 15.00 (There may have been others!).  
 G-AIXA Taylorcraft Plus D, G-BARS Chipmunk, G.BCGH Nord 854, G-BEFH Nord 3202,  
 G-ATWP/AVIL Aircoupe's, G-ARIW/ASBS/BCHP (ex G-JOSI)/BDDZ/BKNZ Emeraude's, G-AVJH  
 Condor, G-ATXO SIPA 903, G-ATDO Bolkow 208, G-BKGT Rallye, G-BEVS and newly finished  
 BILZ Taylor JT.1's, G-BLEX Andraesson, G-BGGB Citabria, G-BSIS Pitts, G-BBYB/BKET  
 Super Cub's, G-BCCK AA-5, G-ARBP Nipper, G-APUR Tri-Pacer, G-BBGI Fuji, G-AVZP/AXJJ  
 Pup's, G-AVYM/AWEX/AZFI PA-28's, G-AVOA/AWVZ/AXCG/AWEN/BFEB/BHEZ/BHVF/BKJS/EMID/EMYU/  
 FARR/STEV various Jodel's, G-AVIT/AWXU/AXRT/AXSW C.150's, G-ARMP/ASSS/AVIR/AWMU/SNIP  
 C.172's, G-BJMR C.310, G-BRUX Seminole.

Numerous Micro-lights appeared all over the sky, causing havoc in the circuit, before finally landing. They were G-MBCI/MBLA/MTG/MBVP/MEWP/MJDC/MJIA/MJRG/MJSR.

## Barton - N.W. Strut Fly In (Contd.)

Micro-Bipe G-MBUE came on a trailer and caused much interest, Cessna 172 G-BAKK overflowed, as did Air Europe's new Boeing 757 G-BKRM.

Barton residents were dotted all over, new ones to me were - G-ANCS Tiger Moth, G-BKFR Emeraude, G-BGLF Evans VP-1, G-AXZA Airbuggy, G-BAXY C.172, and in pieces were Cessna 150 G-AXWE and Mooney G-APVV.

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Cessna 172 G-BIRO was seen travelling West on Wellington Street Leeds (on a trailer of course) on 6th April, and it is now in Northair still in pieces at the time of writing.

Cessna 414A G-BJBI recently reported at Gamston with Northair, appears now to be based at Goodwood. It visited Guernsey on 12th March with "Forsters Shopfitters (Southern) Ltd." titles.

## OUT & ABOUT

First is news of N5595T Douglas C-47A (seen at Thruxton during my September trip). It has been recorded by David Elam as c/n 20002 ex 43-15536, N50322, N49V, T.3-27 (Spanish A.F.) (G-BGCG). It was amongst the batch of Spanish A.F. Dakas registered to Fair Oaks Avn. Services in Nov. 1978.

Biggin Hill - 3/4/83:- SE-GNA Chieftain, OE-FVW Cessna 421, N535SM Commander 690B, N77GR Bonanza, G-BLHN Robin HR.100, G-RMAE Chieftain.

Luton - 2/4/83:- I-GISE Caravelle, N180RN B.737, N84MD K.A.200, HZ-AMK BAC1-11.

Elstree - 2/4/83:- G-FIRE Spitfire, G-BKID King Air, G-BKEN Tampico, G-BKOM Cougar, G-ONAB Arrow.

Heathrow - 2/4/83:- A40-HMQ DC-8-73, N720X Gulf 1, HZ-KA3 Falcon 20, HZ-AFI Gulf 2, HL7459 B.747 (Saudia), VR-BGT Gulf 2.

Heathrow - 3/4/83:- N4902W B.737 (Pan Am), 9M-MHI B.747 (Malaysian), N3140D Tri-star (B.W.I.A.), 4X-AXZ B.747 (El Al. Orange/Blue scheme), TS-JHT B.727 (Sudan), TS-IMA A.300B, N4209K Citation, HZ-DAI Gulf 3, PH-BDV Cheyenne 3.

Heathrow - 16/4/83:- A selection of big metal - JA 8131/N93117/N93119/N657PA/9G-ANA/9V-SQR/VH-EBS/VT-EFU/AP-AYW/9K-ADA/4X-AXB/ZS-SAM all Jumbo's, D-AICD A.310 (Lufthansa), HB-VFD Learjet, G-JETA/B/C/D Citations, F-BYCC Falcon 10.

Birmingham - 5/4/83:- G-BFLE/VT/DXT/5B-DAL B.707's; G-BKMS B.737 (Orion/Red colours); EC-DGB DC9, PH-KFL F27, OO-RJE/G-JETA Citations, G-BAWA PA28R, G-BHYE PA34, G-BKIB TB9, G-BJBP Beech 200, F-GBPZ King Air.

Heathrow - 9/4/83:- HL 7451 B.747 (Saudia Flight), SU-BDG A300, LN-FOH Electra, 9G-ANA DC10, PH-DTB DC10 (Kenya Flight), OO-SJM B.707 (Sobelair), HB-IDI DC8-62, A40-HMQ DC8-73, G-BFEA/D-IBOW Beech 200's, G-JONS/G-LEON PA31's, PH-HES/SE-DEV Citations, HB-IMX MU2L, HB-VFD Learjet, N499AS Jetstar.

Other news from the above two visits:- G-BFLE B.707 suffered damage to its nose gear at Birmingham on 5/4/83. It was being towed onto the apron when the tractor stopped but the aircraft didn't. The tow bar bent through more than 90° causing damage to the tow gear on the nose wheel and puncturing a hydraulic line. The aircraft remained blocking the end of the apron for the rest of the day. It was seen taking off at 07.30 on 9/4/83.

Heathrow 9/4/83 - G-ASZG B.707 was in process of being cut up on the ex BEA apron. G-ASZF B.707 was in the ex BOAC holding area with only one engine presumably waiting the same fate as G-ASZG. G-ATZD was also in the holding area looking forlorn but intact. On the ex BEA apron waiting their turn for delivery to Cambridge were L.1011-500's G-BFCA/B/D/E. Concorde BOAG was undergoing complete repaint in the 'BEA' hangar.

## Wickenby Airport, Lincs.

This airfield is pleasantly situated in the Lincolnshire countryside, to the West of the B1202 between Market Rasen and Wragby. If approaching from Market Rasen

## Wickenby Airport (Contd.)

following the Airport signs, a right turn is taken off the B1202, but then a further right turn is needed in the direction of Snelland, which is signed but no mention made of the Airport! As you turn right into the airfield a monument will be seen which was erected in memory of the aircrew of nos 12 and 626 Squadrons, No. 1 Bomber Command, who lost their lives when flying missions from Wickenby during the period 1942 - 45.

Most of the original airfield is now farmland, but sufficient hardstandings and runway still exist for the use of the current occupants who are Miller Aerial Spraying Ltd., Wickenby Aviation Ltd. and Wickenby Flying Club, plus a few private operators.

If you visit, please remember to obtain permission at the Control Tower to look around the hangars and also ask in the hangars if anyone happens to be present.

On 18th May, the following aircraft were to be seen:- G-BHHY/BIVO Ag Cat's, BDWL Pawnee, AVYL/AWBH Cherokee's, ALBJ Auster 5, AZCK Pup, ARLK Comanche, AWEM Fournier RF4D, BWAL Navajo, BCRK Cavalier, BBKE/BAIK Cessna F.150's, BHWA/BHWB Cessna F.152's, BGSV/BLOL Cessna F.172's, BDCM Vessna F.117RG, BGBT/BGXJ P.68B's, BJWX Super Cub, BEYS Archer II (somewhat bent fuselage!) and an unidentified smart Blue and White Auster just completing re-spray. Doing circuits was R.A.F. Chipmunk T.10 WK518.

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## AIRLINE REVIEW

AER LINGUS commenced flights Dublin - LBA on Sunday 1st May using Short SD3.30 EI-BEG. In addition to the above service, it operates Dublin - Liverpool twice daily.

AIR ECOSSE have received a second Short SD.360, G-DASI which represents the first contract signed with the Post Office for Mail flights - D.AS1 (Datapost Air Service 1).

AIR EUROPE commenced Boeing 757 services April 21st from Gatwick to Palma with a load of dignitaries, travel trade and press. Both of the Boeing 757's are to be operated out of Gatwick and the lease of two Boeing 737's from Air Florida has not gone ahead.

BRITISH AIR FERRIES the UK charter have been taken over by a property company, Jadepoint Ltd. The deal involves the following Viscounts:- 'OHM; 'OYI; 'OYP; 'PEX; 'PEY; and Heralds 'SVO; 'AVX. As part of the takeover, they plan to open a base at Jersey Airport which is not surprising with their operation there.

BRITISH MIDLAND have withdrawn Viscount 'ZNB from use and put it up for sale. They have leased ex Finnair DC9's OH-LYC/D and the DC9 fleet now total 9. They have also leased Air UK F27 G-BHMW in full BMA colour scheme. The airline are contemplating the lease of a DC8 Srs. 73 to operate transatlantic services from Manchester and Prestwick.

CENTRELINE AIR SERVICES have gone into liquidation, details of fleet disposals/positions are not known. See also DAN AIR.

DAN AIR SERVICES finance details regarding the two BAe 146's are as follows:- Barclay's Bank have bought the aircraft from BAe who have leased them back to sub lease them to Dan Air with an option to purchase after 2 years. By the time this note is read the BAe 146 should have commenced services out of LBA. They are also considering the re-engining of BAC One Eleven's, with Rolls-Royce Tay's for the series 500 aircraft and the 300, 400 series aircraft may be replaced by BAe 146's if the two now on lease are successful. The Bristol - Cardiff - Glasgow service has been suspended because of the "unavailability of suitable aircraft" now that Centreline have ceased operations. This seems a pity as they were supposedly achieving high load factors, but a jump from a Bandeirante (18 seats) to a HS748 (48 seats) is too big. Comment - Possible another customer for the Short SD330.

## AIRLINE REVIEW (Contd.)

GENAIR have commenced services from Coventry, as a stop on the Liverpool - Gatwick route. A route application has been filed for a Humberside - Norwich - Rotterdam licence.

HEAVYLIFT are considering registering the Belfasts in the States in order to overcome problems with traffic rights.

LOGANAIR have received a Short SD360 G-BKMX which replaces SD330 G-BGNA. It will be used on the Manchester - Edinburgh service.

MANX have increased passenger figures by 21% over the same period of operations last year by BMA and Air UK. They are to operate BMA Short 330 G-BJFK when they receive the Short SD360 later this summer.

POLAR have ceased operations and the Viscount G-AOHT has been impounded at EMA by the creditors. It was noted on 9/5, parked up with the word 'Polar' painted out on the fuselage. The leased Viscount G-AOYI was seen at Teesside on 2/5.

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### A Brief Encounter with VT (Continued from last month)

On 3rd April we visited Palam to fly to Kathmandu in Nepal. Logged were 2 x HAL748, 3 x A300, 5 x 737, plus 2 x IAF748's, one IAF737, 2 x IAF Au12 and C-47B VT-CEA. After leaving Delhi VT-EGJ took us along the valley of the Ganges, but after the requisite flying time of 70 minutes began its descent not to Kathmandu but to Varanasi (ex Benares) because of mist in the Nepalese capital. The only aircraft waiting on the ramp here was Sister 737 VT-EGM, also stranded for the same reason. After an hour on the ground and a lot of arguments the captain elected to go and 50 minutes later we were on finals to the capital city of "the roof of the world". What happened there, aeronautically speaking is the subject of another epistle.

Our return flight from Kathmandu to Delhi was made in 737 VT-EHG, newly off the Seattle production line. We arrived at Palam at 17.50 hours on Friday 8th April after a 1½ hour evening flight across a very hazy landscape. Visible on approach was the Indian Air Force Communications Squadron area with C47, IL-14, HAL748 and ADI-12 types parked in quantity. In the commercial area were Indian Airlines 737's VT-EGI, ECS, EGH and EAK; HAL748 VT-DUO, 727 HZ-GRP DC-10 D-ADGO, A-300 AP-BAY and IL-62 CCCP 86661. We only stayed in Delhi for a few hours, for at 20.30 hours we were back once more to fight the paperwork jungle yet again prior to boarding Air India flight AI108 to Santa Cruz, Bombay. This was operated by vintage 747 VT-EBE, which had arrived more or less on time from London on the great circle route. Bombay has altogether a much better airport than Delhi, both in terms of numbers of planes and also its airport architecture. Such a pity that it had to be viewed in the dark from the restricted area of a transit lounge. However it was possible to see all three ex-Laker ordered A300B-4's (VT-EHN, O and P), all of Air India's 707s, 6 Air India 747's, three Airworks India DC-3s (VT-AUU, CGA, DFM), 737 4R-ALD, 747 9K-ADB, L1011 A40-TT and DC-10 HB-IHD.

Our return flight to Heathrow (AI111) was also made in VT-EBE, with a very welcome stopover in Dubai. Not only were there plenty of nice, juicy planes to see (Victor A6-ALO; Bell 206B A6-ALP, BCG, BCI; MBB Bo.105C A6-ALQ, ALS, ALT; Falcon 20F A6-HEM; 727 A6-HRR, HHM; HZ-TA1; Sabre 75A JY-AFL; L1011 JY-AGD; 737 A40-BG; 747 N4508E (Air France); Nomad HB-LIB; Gulfstream 11 G-HADI; and UAE Air Force C130 (311) MB326 (201, 202, 203, 205, 207), Jet Rangers (221, 222) and Bell 212 (111)...), but in the duty free shop whisky was only £1.40p per bottle.

In order to get through the Heathrow green channel it was essential to consume some of this bargain duty free booty in flight. Thus it proved impossible to provide Air Yorkshire with a Heathrow report for Saturday 9th April.

### Nepal planewatch, April 3rd - 8th 1983

Nepal is a very poor country set in breathtaking Himalayan scenery. 36% of its population lives below the nationally agreed "poverty line" of 2 rupees per day income (just about 10 pence!). It is not surprising therefore that a country with 1 million more people than Australia has only 18 aircraft active on the civil

## Nepal planewatch (Contd.)

register, excluding those used by the Royal Flight. All of these are based at Kathmandu and appear at its only airfield (Tribhuvan) sometime during the day. The biggest problem is photographing them as the hangars are set amongst the military compound and are guarded with the same zeal as the Indians show about such matters. I tried the official approach, and after an hour of questioning about "why did I want to see inside the hangars" to which I had to find some eloquent answers, I was shown around by the operations manager who stood by my side whilst I took some telephoto shots from inside the Royal Nepal Airlines hangar of the aircraft parked on the ramp. After an enjoyable chat over coffee I was given a sheet for April 5th of the flight movements of RNAC. This gives a unique insight into one day in the life of an airline that operates 2 Pilatus Turbo Porters, 8 Twin Otters, 3 HS748s and two Boeing 727s. Many of the services are to remote locations where "wings have preceded wheels". The fares on the internal routes are kept artificially low and are subsidised from profits made from highly priced international services to India, Bangladesh, Thailand, Burma and Hong Kong. New routes to Singapore and Malaysia will necessitate the purchase of a second hand 727 in the near future. The Hong Kong 727 service is operated mostly as a freighter to import electrical goods and cameras. Aviation began in Nepal under the operation of Indian Airlines, RNAC was formed in 1958. In 1955 there were only 5 airstrips, but in 1983 there are 40.

In the near future the airline is considering buying a STOL freighter (perhaps a Skyvan) and is toying with the idea of purchasing a DHC-7. I tried selling them an HS-146 but the operations manager said it would be too costly! Worth a try for the commission though.

Also in the RNAC maintenance area were two blue and white coloured STOL aircraft used by the United Nations. These were DHC-6 9N-ABS and Turbo Porter 9N-AAW. According to my Air Britain Asian register the latter is said to have been written off on 31.3.75; but it has clearly had a resurrection.

The Royal Army of Nepal had an HS748 (RAN20, ex 9N-RAC), 2 Skyvans (RAN14, 19) Puma (RAN18) and some HAL Alouette 111s (RAN21, 17, 16 noted).

The Royal flight had white Puma (9N-RAD) in the army hangar.

International operators coming into Kathmandu are Thai, Indian Airlines, Bangladesh Biman and Union of Burma Airways. Thai use A300's, and I noted HS-TGP on 4th April. Indian Airlines use 737's and those noted during the week were VT-EGJ, EGM, EGG, EAJ and EHG. Bangladesh usually use F.28s to Nepal, and on 3rd April I logged S2-ACJ. I waited for the Wednesday F.28 flight on 6th April but to everybody's surprise 707 S2-ACE came instead. This was the first time Bangladesh had ever sent a 707 to Kathmandu, and was necessitated by an extra load of Rotarians attending a regional conference. UBA send an F28 on Tuesdays and Sundays but I was sadly not around for the Tuesday flight. Whether to wait around to log an XY aircraft or to go up country to the Chinese border was a tough choice for a geographical aeroman.

Despite the poverty, a visit to Nepal is an exciting and thought provoking experience. It was all too soon that we were airborne on IC414 in a hazy evening sky in VT-EHG en route to Delhi to connect with Air India's London flight via Bombay and Dubai. Five days never to be repeated.

Chris Warn

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### Glider Report

Currock Hill, near Stocksfield, Northumberland. Noted on 23rd April 1983.

<u>BGA no.</u>	<u>Racing no.</u>	<u>Type</u>
541	215	EON Olympia
813	511	T43 Skylark 3B
1048	-	T45 Swallow
1349	2	Ka-7

## Glider Report (Contd.)

<u>BGA no.</u>	<u>Racing no.</u>	<u>Type</u>	<u>P.I.</u>
1540	316	P1k-16C Vasama	
1567	5	T45 Swallow	
1663	-	Grunau Baby 111C	
1681	449	T59A Kestrel	
1757	105	T41 Skylark 2B	
1963	-	Pirat	
2207	-	Is28B2	
2477	6	Ka-7	D5775
-	-	Carmam M.200	F-CDKR (still carried)

Chipmunk tug G-BESS; remains of WK549 for spares. A number of unidentified gliders were in trailers, some bearing competition numbers (209, 384, 430 and 637).

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### Barton Air Display - 15/5/83

Another good Air Display at Barton was marred by the tragic crash of the Sturgeonair Mustang G-BEFU early in the programme. Recently refurbished and painted as 463621 of the USAF complete with "invasion" stripes, it did a lively display before its final ill-fated roll.

Spitfire G-FIRE went "technical" at Ringway as did the expected Mosquito. The USAF F-111 came all the way from Spain, did his display at Ringway, finally found Barton but by that time was short of fuel, so left quickly in a southerly direction. The highlight must have been the gentleman who flew a Comper Swift up from Biggin Hill in atrocious weather conditions, dodging the thunder clouds, to do his display at the end of the day when most people had gone home.

Flying Display:- G-ADGP Miles Hawk Speed 6, G-AKKB Gemini, G-AROY Stearman A.75, G-ABTC Comper Swift, G-AMPY Dakota, G-AVMW BAC 1-11, G-AYWT Stampe, G-BBJI Isaacs Spitfire, G-WULF FW.190, G-BCNT Partenavia P.68B, G-BGGA Citabria (Glider tug), G-BBOH/ROLL/WREN/BOOK Pitts', G-EAGL Cessna 421C, G-HUNT Hunter F.51, G-OODO Pace Spirit, TF956 Sea Fury FB11, WD413 (G-BFIR) Anson T.21, XP753 Lightning F3, (in new 3 tone grey), 463221 P.51 Mustang, XT284/H Buccaneer S.2A, XV299 (Falcons), WF791 Meteor and XH304 Vampire (Vintage Pair), XW902/H Gazelle HT3, G-ARBP Nipper, G-AWEP Minicab, G-AYSK Luton Minor, G-BABE Fitch, G-BGLF Evans VP-1, G-BHEK/BCHR/BKNZ Emeraude's, G-BIFV Jodel D.150, plus four Microlights G-MBCI/MBTF/MJDO and another! A beautiful low overflight was done by Monarch's new Boeing 757 G-MONB (full of passengers on their way back to Ringway from sunny Spain).

Joy Rides were handled by Islanders G-AWXH and AXXH, and continually getting in the way were Jetrangers G-BAKS and BCWM doing the same job.

Also causing consternation was the banner towing Rallye G-BKOA, who helped to clog up the circuit.

On the field (visitors & residents):- G-ANCS/BFHH Tiger Moths, G-ASWP Musketeer, G-ATWP Aircoupe, G-BECA Rallye, G-AXIS/BHEZ/BHZM/BIDG Jodel's, G-BAGC/BAIH Robin's, G-BIRA Tampico, G-ASIJ/AVRY/AVSA/BASI/BHWY PA-28's, G-BGFD PA-32, G-ATMB/AWPU/AYGC/BGJA/BHUP/BLAC C.150/2's, G-ARLW/BAXY/BCZM/BEUX/BHNU/BHUG/BIEW/SNIP C.172's, G-AVCV/AYWD/FALL C.182's, G-IDWR Hughes 369, XW870/F Gazelle HT3, XX393 Gazelle AH.1, XX824 Jaguar replica, XR597 Scout AH1.

Hangar 1:- G-AOSY Chipmunk, G-APVV Mooney (bent), G-ATHH Noralpha, G-AWJE Nipper, G-AWVO/AVOA/BEZZ Jodel's, G-BIXY Cub, G-BKOV Robin DR.220A (ex F-BOKV).

Hangar 2:- G-AIRC Auster, G-APUY Turbulent, G-AREV Tri-Pacer, G-AXZA Airbuggy, G-AYEH/BHEG/BITO Jodel's, G-BBGL/BGEI Baby Great Lakes, G-BCSL Chipmunk, G-BKFR Emeraude.

Hangar 3:- G-ABWP Spartan Arrow, G-BBJY C.172, G-BHCK C.152.

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## AIRWAYS

Flyover tie-ups for last month can be identified courtesy of 'Air Scotland'. They should be sent to me now.

Biz-Jets were uncommon this month, only three heard in fact, two clearly visible and the other out of visual range along Red 3.

20.3	CGMCA	Lear 35	A1 North	POL	11.59
26.3	N555CS	Gulf 2	A1 North	POL	11.48

Unseen was SV002 - HZHM2 - B707 Saudi Royal Flight - (Thinks .... will this become HZHM3 if King Khaled carried out his negotiations to own a B747-300 (SUD) which would no doubt relegate the B747SP to HZHM2).

Atlantic flights have been uninspiring when the skies cleared. Several clear sightings of the Air New Zealand - now usually around 17.30, and the American DC10 - usually around 12.00 have been the new aircraft to look for. TWA B747SP's are still on the TW761 Flight (around lunchtime) but this will change in the summer. KLM will be using DC10 aircraft on one flight this summer, the KL671 on Thursday and Sunday.

I.T. flights will become interesting soon after Easter although the end of the Saturday afternoon DC9-81 flight to Glasgow - SR2844/2845) will stop.

The general volume of traffic is now starting to increase and it is most welcome. Not just charter traffic into the UK but also across the Atlantic - noted have been MP DC10, LT L15, GX B707, QH B707/DC10, with a general increase in WD, AC, CP activity.

BA757s are now seen daily on the LHR - GOW route. With 7 BMA DC9 flights as well it would seem that something has got to change or else the population of Glasgow commutes to London to work. I estimate about 1800 seats are offered in each direction every day by these two operators.

SR have now got two B747 - 300 aircraft in service and these have replaced DC10 on the SR128 daily flight as well as appearing on SR110 and SR100.

JL are putting lots of their newer B747s on their flights now as well as replacing DC8F with B747F on the JL624 flight on Sunday. I wonder if the DC10 will ever appear on the polar route?

Seen or heard of note this month:- (APRIL)

6th	PH-ILR	Falcon 50	OTR 17.53	to	DUB
9th	BAF88	B727	POL 13.02	to	DCS
14th	LH1190	Be90	OTR 16.48	to	DUB
15th	MP061	DC10	OTR 19.36	to	58/10
17th	LT900	L15	OTR 9.51	to	POL
	LT1532	L15	OTR 12.19	to	POL
	GX640	B707	DCS 13.38	for	Mildenhall
	LY811	B747F	OTR 14.35	to	POL

Plus 17 SU IL62s during the month, 4 sightings of the TE (Air New Aealand) B747 and 3 of the Qantas into Manchester. Note that some US companies use the registration as a flight number : World 106 is N106WA, Northwest 611 is N611US. These are usually ad hoc charters, often to the USAF.

Non-oceanic flights are increasing too. JJ B727 are appearing regularly into MCR replacing Tu134, and recently I have heard Tunis Air flights to Glasgow, SK and HV flights to DUB, hoards of Aviaco. The Cyprus and El Al flights to Manchester both route in along blue one.

Tie-ups for all these flights are available, thanks to Air Scotland.

Send your requests in alphabetical date order to: S. Rigg, 35 Bromley Mount, Wakefield, WF1 5LB with a stamped addressed envelope. The tie-ups should be back to you 5 - 6 weeks after the end of the month.

## TRIPS

Sunday 3rd July PFA Rally Cranfield, Luton .....£5.50

Saturday 3rd Sept. Flight Show Cranfield, Luton .....£5.50

Both depart LBA, (Aero Club Entrance) at 7.30 prompt.

There is some space on both trips - but not a lot.

£1 deposit.

Friday 14th Oct. Manchester A.T.C.; a second chance for those who missed the opportunity to spend the evening seeing how air traffic is controlled in the Manchester area and at the airport. Includes a visit into the 'goldfish bowl' on top of the tower.

No charge, 12 places only, must be over 16 years. 7.30 p.m. at Manchester. Space available.

For those on the previous trip:- AF727 FBPJP, SRDC9 HBIST, Saudi AF C130 469.

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## ADVERT

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For a sample copy send 30p to: The Registrar, Air North, 23 Chadderton Drive, Newcastle upon Tyne.

- Look out for the "International Airfield Circle" due to be published by Air North at the end of May.

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## MILITARY NEWS

Once again we have no contributions for this section from our own membership, so full credit to British Aviation Review for the following:-

Hull Docks Noted 30/31.1 was Wasp HAS.1 XT432' -/415' of Hydra Flight on board HMS Arethusa and 11.2 saw Lynx HAS.2 XZ693' BM/333' on HMS Birmingham.

Catterick Buccaneer S.2A XT278 (ex St. Athan dump) arrived by road in early March and was noted on the airfield with Sea Vixen FAW.2. XJ526(814SM). Neither could be seen from the A.1 on 10.5, but visitor on that date was Devon VP968.

Holme-on-Spalding Moor Present with the BAe trials fleet late-2.83 were Buccaneer S.2B's XT288, XW529, XV350 and S.2D XK527, Harrier T.4 XW265 and Phantom FGR.2's XT852, XT853, XV429. The fuselage of Buccaneer S.1 XK525 left by road on 16.3, while Hunter F.51 E-427/G-9-447 still languishes here but is expected to return to Brough when Holme eventually closes. Aircraft being worked on by BAe late-2.83 were Phantom FG.1's XV571/A 43 Sqn., XT864/J 111 Sqn. and Phantom FGR.2's XT910/B, XT911/T, XV412/F. XV488/R.

Leeming Bulldog T.1 XX695/10 noted with RNEFTS in middle March had probably replaced XX516 which had previously carried this code number.

Samlesbury Canberra TT.18's WJ639/39, WJ721/21, WK122/22 (all camo, ex-7 Sqn) and T.4's WE188 (camo, ex-231 OCU), WE192 (camo ex-231 OCU), WH846 (s/dglo, ), Q-497 (Indian AF, silver, now re-assembled) were still present in open storage late-2.83. "Flypast" report that PR.7 WT537 (ex-13 Sqn) is stored inside with the two a/c which were originally being refurbished for Argentina, B.62 G-9-373 (WH914) and T.64 G-9-374 (XH583).