

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1979

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CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley.
PRO/TRIPS ORGANISER:- Stephen Rigg, 35, Bromley Mt, Sandal, Wakefield.
TREASURER/REGISTRAR:- John Hunt, 13, Silverdale Grange, Gaiseley, Leeds.
SECRETARY:- Roger Pazzard, 12, Hill Top Mews, Knottingley, W.Yorks.

FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by courtesy of the Directors, commencing at 15.00 hrs. There will be a Committee Meeting at 14.15 hrs.

- DEC 2nd** : John Davis will be presenting a talk, together with slides, about his visit to the Oshkosh Rally in the USA this year.
- JAN 6th** : The New Year Quiz, expertly compiled and presented by Chris Harper. Come and test your knowledge, all are welcome.
- FEB 3rd** : Mr. Cox of Britannia Airways with an interesting talk about the operations of this successful airline.

EDITORIAL

There was a good turnout for the AGM, helping towards a stimulating meeting which augers well for 1980, to which all the committee members are looking forward to optimistically. For those who were unable to attend, the 1979 committee was returned unanimously, and additionally we now have the services of Stephen Rigg as PRO/TRIPS Organiser, and the added help and experience of Alan Hairsine, who has also joined the committee.

Don't forget to renew your membership with John Hunt if you have't already done so, and there are plenty of Application Forms for your friends if you need them.

A Merry Christmas and Happy New Year to all our members, from all the committee.

Credits this month go to :-

T.Sykes	D.Elam	I.Carling	K.Jordan
C.Harper	D.J.Collier	J.Stansfield	C.R.Hunter
M.Collins	C.Turner	BARG	SEAR
Airstrip	Flight Int.		

LEEDS/BRADFORD MOVEMENTS - October 1979

1	G-OAST Cessna 182	0856		XS794 Andover	1000 1015
	G-BEMA Cessna 310	1017		G-BFTT Cessna 421C	1049 1106
	G-AZLD Cessna 150 n/s	1228 1453	(4th)	G-BNPD Aztec	1501
	G-BFTT Cessna 421C n/s	1625 1505	(2nd)	G-RACE Aerostar	1634 1650
	18027 Beech U-21	1717 1746		G-BBMJ Aztec	1807
	G-BEKH Jetranger n/s	1902 0954	(2nd)		
2	G-BBKJ Cessna 337	0805 1140		G-BFFZ Cessna 172	0907
	G-BAVJ Chieftain	0930 1424		G-AZXC Aztec	0944 1047
	G-CSNA Cessna 421C	1007 1324		XS789 Andover	1134 1916
	G-ATYW Beagle B206 n/s	1202 0924	(5th)	G-AYKU Aztec	1208 1533
	G-BFDR Duke n/s	1345 1658	(3rd)	G-ARDV Tri-Pacer	1413 1444
	G-BAHW Cessna 310	1534		G-BBVR Chieftain	1606 1657
	F-BPCD Aztec n/s	1645 1433	(3rd)	G-AZXC Aztec n/s	1717 1111 (3rd)
	G-BRIT Cessna 421C	1719 1744		G-BAVJ Chieftain	1755 1815
	G-BRIT Cessna 421C n/s	1801 1808	(3rd)	G-BEVL Cessna 421C n/s	1819 1306 (3rd)
	G-AZDH Navajo n/s	1828 1031	(3rd)	G-BEEA Rallye n/s	1831 1656 (5th)
	G-BFDN Chieftain n/s	1855 0952	(3rd)	G-FJGC Chieftain n/s	2017 0934 (3rd)
3	G-AVNL Aztec	1329 1554		G-BAES Cessna 337	1413 1624
	G-AZBD T.Comanche	1502 1540		G-BFTT Cessna 421C	1529 1750
	G-BFDN Chieftain	1613 1638		G-AZTY Siai SF.260	1649 1844
4	G-BMIC Commander 690B	1104 1627		G-IANT Cessna 404	1239
	G-JEAN Citation	1340 1724		N2049E Baron	1402 1603
	XS794 Andover	1534 1541		G-PRIX Cessna 414A n/s	1551 1451 (8th)
	G-AXJJ Pup n/s	1555 1208	(20th)	G-BEPR Chieftain	1701 1714
	G-BBMJ Aztec n/s	1719 0736	(9th)	G-BFFI Chieftain	1849 1916
5	G-AWED Navajo	1000 1621		XR603 Scout	1014 1048
	G-ARIV Cessna 172	1040 1107		G-AXIE Pup	1038 1109
	G-CLIF Baron	1131 1236		G-BBHI Cessna 177	1144 1225
	G-ARIV Cessna 172	1727 1735		G-AZFC Cherokee	1451 1538
	G-BGLE Xingu	1612 1639			
6	G-CLIF Baron	1032 1046		G-AZRC Cessna 340 n/s	1103 1445 (8th)
	G-BAYU Cessna 310	1133 1220		G-BDEF Seneca	1229 1422
	G-BAYU Cessna 310	1544 1758		G-SHAW T.Comanche	1731 1800
7	G-BGOX Chieftain	0918 1718		G-BBDC Cherokee	1119 1229
	G-AVKG Cessna 172	1153 1251		G-OAST Cessna 182	1205 1602
	G-AVLE Cherokee	1223 1326		G-BCTA Warrior	1453 1607
	G-BCEP AA-5 n/s	1605 1544	(18th)	G-BAVL Aztec n/s	1735 1524 (8th)
	G-BASL Cherokee n/s	1846 1526	(8th)		
8	G-BFND Jetranger	1007 1146		G-OAKS Cessna 421C	1013 1802
	G-ARIV Cessna 172	1039 1108		N5296C Cessna 310 n/s	1149 1648 (9th)
	G-LONG LongRanger	1138 1307		G-BGRD King Air 200	1220 1755
	PH-AIC Cessna 310	1222 2141		G-CPTS Jetranger	1254 1315
	XW912 Gazelle	1255 1350		G-EAGL Cessna 421C N/R	1331
	G-AYBO Aztec	1343 1412		G-BFON Navajo	1528 1615
	G-BGXN Tomahawk	1546 1649		G-BAVJ Chieftain	1612 1622
	G-AVIG Jetranger	1612 1702		G-CPTS Jetranger	1649 1714
	G-BGKP Bolkow Bo.105	1943 2038			
9	G-AWBL BAC 1-11	1019 1057		G-AVIG Jetranger	1034 1236
	F-BRPK Falcon 20C	1037 1818		G-CRDA Cessna 421C	1053 1207
	D-CONU Falcon 20F	1101 1821		G-BNAV Ecureuil	1110 1142
	G-YULL Cherokee	1237 1749		G-AYBO Aztec n/s	1306 1120 (11th)
	G-BGZW Tomahawk	1334 1629		G-AYFT T.Comanche	1415 1707
	G-BDZU Cessna 421C	1444 1502		G-YTWO Cessna 172	1514 1559
	G-AWDI Aztec	1518 1600		G-BEWR Cessna 172	1635 1711

LEEDS/BRADFORD MOVEMENTS (cont'd)

9	G-RHHT Lance	1739	1457(10th)	F-GAMA Learjet 23	1758	1846
	G-BFFI Chieftain	1801	1823	G-BFON Navajo	1848	1942
	G-BNPD Aztec n/s	1858	1257(10th)	G-ARMP Cessna 172	1945	2028
10	G-CSNA Cessna 421C n/s	0904	1551(16th)	G-BBDU Navajo	0922	1002
	OY-ARP Citation	0941	1025	G-BGTK Cessna 182	1013	1325
	PH-GPL Navajo	1356	1525	G-JOHN Arrow	1403	1851
	G-JEAN Citation	1551	1850	G-BNPD Aztec n/s	1600	0704(11th)
	G-BEUZ King Air 200	1618	1633	G-BBIJ Cessna 421B	1629	1801
	G-BBDU Navajo	1646	1721	G-CRDA Cessna 421C n/s	1709	1721(14th)
	G-ASLE T.Comanche	1713	1744	G-BEMJ Aztec n/s	2030	0713(11th)
11	G-BNEA Islander	0832	0901	G-AZDH Navajo	0833	0907
	G-UBKP Baron	0918	0929	EI-BGP Cessna 414A	0928	1644
	G-BALF Robin DR.400	0932	1632	G-BFRS Cessna 172	1112	1428
	G-AXDL T.Comanche	1132	1444	F-GBLG King Air 200	1230	1700
	G-OABI Cessna 421C	1509	1558	G-HULL Cessna 150	1542	1630
	G-BAGW Cessna 150	1634	1711	G-HLUB King Air 200 n/s	1650	1121(12th)
	G-ASLE T.Comanche	1703	1717	G-BCSV Cessna 421B		1704
	G-BKJW Aztec n/s	2005	1654(12th)	G-HULL Cessna 150	2018	2105
2	XS794 Andover	0917	0933	G-BABW King Air	0924	1007
	OO-LFB Cessna 402B	1135	1403	G-BBEI Navajo	1410	1533
	G-OABI Cessna 421C	1614	1639	G-BNEA Islander	1704	1725
	G-AVET Baron	1712	1739			
13	G-AWJZ Cessna 150	1340	1417			
14	G-JURG Rockwell 114 N/R1008			G-JEAN Citation	1040	1058
	G-SHAW T.Comanche n/s	1207	1710(19th)	G-BBEI Navajo n/s	1450	1305(17th)
	G-OAST Cessna 182 n/s	1454	0957(16th)	G-BCRR AA-5B n/s	1644	1627(27th)
15	G-BDWK Baron	1053	1428	G-JEAN Citation	1101	1254
	18000 Beech U-21 n/s	1224	1041(16th)	G-BBCU Aztec	1425	1448
	G-AYFT T.Comanche	1449	1755	G-BFLY Citation II		1546
	G-BGEM Partenavia n/s	1642	1459(16th)	G-CRDA Cessna 421C n/s	1721	1741(21st)
	G-BFND Jetranger n/s	1711	0918(16th)	G-CPTS Jetranger n/s	1658	1657(17th)
16	G-BALN Cessna 310	0756	0820	G-BBKJ Cessna 337	0909	1506
	G-BFUO Aztec	0930	1239	G-ZAAR Cessna 414	1004	1556
	G-BEXU Chieftain	1237	1302	G-BCRP Aztec	1357	1423
	G-AZBD T.Comanche	1333	1505	G-BBDC Cherokee	1414	1620
	G-SHOK Cessna 421C	1450	1500	G-AZWB Cherokee	1502	1617
	G-BASI Cherokee	1529	1606	G-BBDT Cessna 150	1603	1640
	G-BATV Cherokee	1642	1712	G-BALN Cessna 310	1756	1814
	G-BMLM Baron n/s	1949	1146(17th)	G-HULL Cessna 150	2000	2035
17	F-GBLA Learjet 24B	0812	1252	G-BEMJ Aztec	0857	0950
	G-BELW Cessna 421C n/s	0901	2041(18th)	G-JEAN Citation	1011	1018
	G-BENN Navajo	1057	1213	G-AZVW Bell 47	1119	1225
	G-BEJN Commander 690B	1216	1809	G-BCSV Cessna 421B n/s	1221	0742(26th)
	G-BMAV Ecureuil	1259	1318	G-AWJZ Cessna 150	1442	1541
	G-AYFD Condor	1454	1547	G-BBDU Navajo	1811	1835
18	G-BAJX Aztec		0824	G-BEXR Chieftain	0921	1547
	XS597 Andover	1004	1448	G-BBDT Cessna 150	1056	1147
	G-YTWO Cessna 172	1119	1209	G-BEFD Robin HR.200	1145	1245
	G-BFTR LongRanger	1222	1438	G-BFKT Cessna 172	1236	1357
	G-BFGW Cessna 150	1336	1408	G-HULL Cessna 150	1354	1507
	G-BEMJ Aztec	1403	1518	G-BBDC Cherokee	1503	1658
	G-JEAN Citation	1607	1654	G-BBDU Navajo	1613	1638
	G-AYYX Rallye	1611	1726	G-BAMU Robin DR.400	1620	1836
	G-BCBK Cessna 421B n/s	1623	1054(19th)	G-BAJX Aztec	1800	1851

LEEDS/BRADFORD MOVEMENTS (cont'd)

18	G-BJHH Citation II n/s	2004	0944(19th)	G-BBEW Aztec n/s	2036	0838(19th)
	G-JCWW Fellowship	2129	2147			
19	G-BGOY Chieftain	0937	1710	G-BFTT Cessna 421C	0942	1614
	G-ATOS Cherokee	1111	1327	G-BNPD Aztec	1155	1221
	G-AYFT T.Comanche	1212	1259	G-BFND Jetranger	1224	1501
	G-BNPD Aztec n/s	1322	1423(22nd)	G-BGSE Pitts S-2A n/s	1324	1226(22nd)
	G-BGSD Pitts S-2A	1324	1400	G-GGAE HS.125	1431	1750
	G-BEYX Navajo	1508	1622	G-AYRT Cessna 172	1547	1748
	G-BBEW Aztec	1919	1930			
20	G-BENI Navajo	1152	1352	G-ASRI Aztec n/s	1154	0900(21st)
	G-BGHL Cougar	1359	1540	G-YULL Cherokee	1428	1618
	G-BFIU Cessna 172		1415	G-BMSF Tomahawk	1629	1717
	G-ATFM Jodel DR.250	1704	1757	G-AXJX Cherokee	1812	1839
	G-AZGI Rallye	1938	2011	G-AZFE Aztec	1944	2001
	G-OAST Cessna 182 n/s	1935	0935(21st)			
21	G-BJNR Cessna 310	1038	1124	G-BDNW AA-1B	1043	1121
	G-BCLJ AA-5	1127	1220	G-AWJZ Cessna 150	1224	1243
	G-ATYW Beagle B.206	1320		G-OAST Cessna 182 n/s	1324	0958(22nd)
	G-BGEG Archer	1332	1736	G-CALL Aztec	1349	1759
	G-ARVW Cherokee	1404	1514	G-AVIR Cessna 172	1436	1446
	G-AWUL Cessna 150	1513	1554	G-AXRT Cessna 150	1548	1625
	G-BBEF Cherokee	1637	1713	G-BJNR Cessna 310	1625	1702
	G-BEYX Navajo	1938	2026			
22	G-BFPO Rockwell 112B	1100	1512	G-BFTM Cessna 421C	1116	1640
	G-RKSF Pitts S-2A	1149	1226	G-AVIG Jetranger	1528	1646
	G-BFGE Cessna 172	1602	1744	G-BGXN Tomahawk	1610	1657
	G-BERJ Aztec	1703	1724	G-AYYX Rallye n/s	1751	0830(23rd)
	G-BNPD Aztec n/s	1753	0808(25th)	G-WING Cessna 404 N/R	2130	
23	G-AZFR Cessna 401B	0951	1003	G-AVIG Jetranger	0952	1049
	G-JEAN Citation	1047	1114	G-CRDA Cessna 421C	1050	1605
	EL-BDG Robin DR.400	1111	1407	OO-RAP Aerostar	1229	1427
	G-BRIT Cessna 421C	1438	1504	G-AMPO Dakota	1500	1654
	G-BAVM Chieftain n/s	1631	1657(24th)			
24	G-BGNU King Air	0855	0902	G-JEAN Citation	0907	0949
	G-STAR Aerostar	0927	0938	G-BDWK Baron	1005	1045
	G-STAR Aerostar	1022	1316	G-AYNY Bell 47	1058	1145
	G-AYFT T.Comanche	1120	1555	G-BCBK Cessna 421B	1232	1621
	G-AZFR Cessna 401B	1429	1439	G-ASRH T.Comanche n/s	1631	1556(25th)
	G-BGNU King Air	1651	1704	G-AVBZ Cessna 172 n/s	1728	1539(25th)
	G-BDWK Baron	1822	1830			
25	G-BCVZ Jetranger	0951	1055	G-WSSL Chieftain	1048	1625
	G-BENI Navajo	1253	1445	G-BDWG Islander	1414	1527
	G-JEAN Citation	1524	1537	G-BCVZ Jetranger n/s	1545	1359(26th)
	G-BNPD Aztec n/s	1753	1545(29th)	G-OAST Cessna 182 n/s	1758	1122(28th)
	G-AYRT Cessna 172	1809	1855	G-BEVL Cessna 421C	1957	2028
	G-BESD Baron	2020	2057			
26	G-RACE Aerostar	0935	0952	G-CLEF Baron	1002	1108
	G-CITY Chieftain	1107	1218	G-SHAW T.Comanche n/s	1344	
	G-ECMA Navajo	1534	1542	G-SATC Cessna 150 n/s	1839	1309(27th)
	G-RACE Aerostar	1842	1858	G-BBMJ Aztec n/s	1845	
27	G-AXOZ Pup	0946	1031	G-APIK Auster J/1N n/s	0947	
	G-AZVF Rallye	1020	1155	F-BRGF Learjet 24D	1217	1654
	G-AYMX Jetranger	1242	1250	G-BEAG Seneca n/s	1246	0741(28th)
	G-AYMX Jetranger	1329	1332	G-ASPI Cessna 172 n/s	1405	1447(28th)

LEEDS/BRADFORD MOVEMENTS (cont'd)

27	G-CPTS Jetranger	1504	1533	G-ARDE Dove 6	1512	1601
	G-CALL Aztec	1538	1615	G-BDTP Mooney M.20F	1605	1645
	G-AYTX Jetranger	1632	1636	G-ATTH Jodel DR.250	1635	1716
28	G-BEMA Cessna 310	0928	0957	N5372C Cessna 414A n/s	1343	
	G-SIGN T.Comanche	1353	1414	G-LOOK Cessna 172	1540	1609
	G-AVBZ Cessna 172	1544	1608	G-OAST Cessna 182 n/s	1650	0909(29th)
29	G-MDRB Chieftain	0933	1204	G-BEVL Cessna 421C	0959	1705
	G-NORX Cessna 421C	0958	1421	OO-OPB Cessna 310	1014	1710
	G-SABA Arrow	1244	1315	G-BFND Jetranger	1456	1518
	G-AWLE Cessna 172	1530	1600	G-LOOK Cessna 172 n/s	1744	1009(31st)
30	G-BOST Aztec		0848	G-JEAN Citation	0925	1008
	G-ASNU HS.125	0943	1312	G-CSNA Cessna 421C	1042	1407
	G-BEVL Cessna 421C	1057	1126	EI-BGL Commander 690B	1234	1634
	G-BENM Navajo n/s	1401	1003(31st)	G-BRIT Cessna 421C	1443	1525
	G-JEAN Citation	1509	1517	G-GILL Cessna 402C	1622	
31	G-COTE King Air	0819	0843	G-CRDA Cessna 421C	1005	1215
	G-BBUX Jetranger	1042	1420	G-BBRJ Aztec	1059	1310
	G-BDWK Baron	1105	1645	G-AWDI Aztec	1259	1402
	G-BEFD Robin HR.200	1414	1509	G-AWDR Cessna 172	1555	1610
	G-BCVY Seneca	1829	1924	G-BNPD Aztec n/s	1907	
	G-COTE King Air	1930	1948	G-BGTE Rockwell 114A	2025	2117

Quantity and quality have dropped off this month after we were spoiled in September. But, perhaps ominously, all the visitors on the 26th (except ever-present Aztec BBWJ) had out-of-sequence registrations - where will it end? The French Aztec F-BPCD on the 2nd is an old specimen from 1971 with c/n 4655, whilst the Baron N2049E which called on the 4th has obviously still not joined the UK register. Cessna 310R N5296C is a new aircraft with c/n 1537, it night-stopped on the 8th, and on the same day Cessna 340A PH-AIC visited, an older machine with c/n 0094. Three biz-jets called from Le Bourget on the 9th, Falcon F-BRPK is eleven years old in contrast to D-CONU which is only a year old, the Learjet F-GAMA calling later in the day. Two US Army U-21's this month, 18027 on the 1st and 18000 night-stopping on the 15th. With Northair Cessna 421C G-EAGL arrived on the 8th with c/n 0713 and Cessna 404 G-WING c/n 0442 arrived on the 22nd, the latter being destined for Executive Wings. Cessna 414A N5372C c/n 0110 has been bought by the owners of Twin Comanche G-SIGN and they left it with Northair on the 28th for UK registration. The long awaited Rockwell 114GT G-JURG arrived on the 14th with c/n 14516. First Xingu to visit was G-BGIE on the 5th, and the newest Pitts S-2A's for Rothmans at Teesside called on the 19th, coming from Conington, where they refuelled on the trip from Little Staughton. They were G-BGSD and G-BGSE, the latter stayed with YLA until the 22nd when it was escorted to Teesside by G-RKSF. On delivery to Citation F/S was the Cessna F150 G-SATC which night-stopped on the 26th, whilst the Brough based Cessna 421C G-QARI made its first visit on the 11th. On air test from Sherburn during the month was Cessna F172 G-RULA which was delivered to Citation F/S recently. Callsign tie-ups :- 1st. XS794/Ascot 1535, 2nd. G-BBVR/Thurston 117, G-BRIT/Express 791, XS789/Kitty 4, 5th. XR603/Army 404, 8th. XW912/Army 434, G-BFON/Kilroe 203, 9th. G-BDZU/Express 904, G-AWDI/Foyle 906, G-BFON/Kilroe 203, G-AWEL/BA 5404, 10th. G-BBIJ/Express 960, G-BBDU/Thurston 126, 11th. G-BNEA/Neatax 701-2, G-AXDL/Neatax 301-2, 12th. G-BNEA/Neatax 701-2, 17th. G-BBDU/Thurston 134, 18th. G-BBDU/Thurston 135, 19th. G-BGOY/Ecosse 522-3, G-BBEW/CE2593, G-BGSD/E/Rothmans Blue Formation, 23rd. G-AMPO/CE2629, G-BRIT/Express 933, G-BAVM/CD1677, 25th. G-BDWG/EZ901. ILS Overshoots :- 1st. Heron XR445/Navair 825, 9th. XX500, 11th. XX492/5/500, 12th. XX497, 16th. XX496, 17th. G-BAMF, 20th. G-ARVT, 22nd. G-AMPO, 23rd. XX491, 30th. G-ASMG. All RAF aircraft are Jetstreams.

LEEDS/BRADFORD MOVEMENTS (cont'd)

Arrivals and departures :- 1st. 18027 F Brussels T Liverpool, 2nd. XS789 was a diversion with the Duke of Gloucester aboard, F-BTCD F/T Annemasse (which was in fact diverted to Geneva), 4th. N2049E F Newcastle T Birmingham, 8th. N5296C F/T Brussels n/s, PH-AIG F Manchester T Rotterdam, G-EAGL F Reykjavik, 9th. F-BRPF F/T Le Bourget, D-CONU F/T Le Bourget, F-GAMA F/T Le Bourget, 10th. OY-ARP F Copenhagen T Stromstad, PH-GPL F Amsterdam T Gatwick, 11th F-GBLG F Le Bourget T Northolt, 12th. OO-LFB F/T Brussels, 17th. F-GBLA F Tarbes T Le Bourget, 23rd. OO-RAP F Ostend T Teesside, 27th. F-BRCF F/T Le Bourget, 29th. OO-OPB F/T Brussels.

TEESSIDE MOVEMENTS - October 1979

G-BCJI Chieftain	G-BFJX Puma	G-AWWL HS.125
2 G-BAFN Bell 212	G-BFOH Bell 47	G-BXBX Chieftain
3 G-BFQM Navajo	G-A SJE BAC 1-11	G-AYAD T.Comanche
G-BSTN Chieftain	G-BGWJ Sikorsky S-61N	G-CHEV Bandeirante
4 G-ATTP BAC 1-11	EC-DCN Caravelle	G-AVYC Trident
G-BFED Chieftain	G-AVFM Trident	G-BDSB Archer
5 G-ANUO Heron	EC-CGO DC-9-32	N1364J Commander
D-ECOW Cessna 177	G-ARDZ Jodel D.140A	G-ATON Cherokee
G-AYKV Cherokee	G-BGIE Kingu	G-BCJI Chieftain
6 G-BHTL Aztec	G-BGSD Pitts S-2A	G-AYYX Rallye
G-BEJN Commander 690A	G-BASN Sundowner	G-BAKF Jetranger
7 EC-CGR DC-9-32	G-MDRB Chieftain	G-CSZA Viscount
8 F-BVPS Corvette	G-ROUS Seneca	G-AYNR HS.125
G-BFMH Cessna 177	PH-BAB Chieftain	G-BFUO Aztec
G-BFOH Bell 47	G-AYNG Cherokee	G-ATCI Airtourer
9 G-ANUO Heron	G-BRON King Air 200	G-BBNM Aztec
10 G-BBXE Aztec	G-BGTH Aztec	G-BFDA Chieftain
G-AXXG Islander	G-AZNY Aztec	G-BFLM Baron
11 SP-LSF II-18E	N-1364J Commander	G-PEPD Chieftain
F-GBTH Cessna 421C	G-BCPF Aztec	G-ATFD Jodel DR.1050
12 EC-CGO DC-9-32	G-AVYE Trident	G-BFTC Arrow
G-BAWV Aztec	G-AOYS Viscount	G-BLWV F.27
14 EC-CGO DC-9-32	G-BCRF Aztec	G-BAWV Aztec
OH-LYB DC-9-14	G-AYNF Cherokee	G-BFYZ Viscount
15 SP-LSF II-18E	G-B DDH Friendship	G-BEYE Herald
16 G-AXDL T.Comanche	G-BAXP Aztec	G-AZZM Trislander
17 G-AZJZ Aztec	G-ATFV Bell 47	G-BAXP Aztec
N2049E Baron	G-BBNL Trislander	G-BBYM Jetstream
18 G-AXFE King Air	G-BBIM Jetranger	G-BBNO Aztec
G-BEWR Cessna 172	G-BXBX Chieftain	G-MDRB Chieftain
19 EC-CGO DC-9-32	G-ATOS Cherokee	G-AVID Cessna 182
20 G-BEKH Jetranger	G-AYIO Cherokee	G-BAXP Aztec
21 EC-CGP DC-9-32	G-PEPD Chieftain	G-AVIR Cessna 172
22 G-BFOH Bell 47	SP-LSE II-18V	G-BAVG King Air
23 G-AYYX Rallye	G-BMEL Aztec	OO-RAP Aerostar
G-SPUD Friendship	G-ATCI Airtourer	G-BAWK Cherokee

TEESSIDE MOVEMENTS (cont'd)

24 G-BGVV AA-5A	G-BBHM Jetranger	N2049E Baron
G-BFVE Bell 212	G-JANE Cessna 340A	G-BDCS Cessna 421B
G-AVIG Jetranger	G-SABA Arrow	G-BCVZ Jetranger
25 G-STAR Aerostar	G-ANUO Heron	G-BXBX Chieftain
26 G-BAUO Aztec	G-AVZT Navajo	EC-CTR DC-9-34CF
G-AZOD Aztec	EC-CTS DC-9-34CF	G-PEPD Chieftain
27 G-BEBA HS.748	G-BBHE Enstrom	G-AWLE Cessna 172
29 G-BCHK Cessna 172	G-BAWK Cherokee	G-BASX Seneca
G-AWWL HS.125	OH-LYB DC-9-14	G-BCDY Cessna 150
30 G-ANUO Heron	G-AYNR HS.125	G-BADE Aztec
G-BBEJ Chieftain	G-BDYF Cessna 421C	EC-OGO DC-9-32
31 G-HLUB King Air 200	G-AXXG Islander	G-BFGE Cessna 172
G-ENOC Bandeirante	G-AXSP T.Comanche	G-AYNR HS.125

5th. N1364J F/T Rhoose, D-ECOW F/T Calais, 8th. F-BVPS F Le Bourget T Troyes,
 PH-BAB F/T Rotterdam n/s, 15th. SP-LSF F/T Warsaw, 17th. N2049E F/T Elmdon,
 nd. SP-LSE F/T Warsaw, 23rd. OO-RAP F LBA T Blackpool.

BROUGH MOVEMENTS - October 1979

1 G-BATH Arrow also 8,15.	G-BBSD Baron also 3,9,11,12,23,24,26,29,30,31.	
G-OABI Cessna 421C also 2,3,5,7,12,15,17,18,19,22,24,30.	G-BMLM Baron	
G-CRDA Cessna 421C also 9,10,14,21,22,23.	G-BEMJ Aztec also 2,4,15,24.	
4 G-BBTL Aztec	G-BKJW Aztec also 9,31.	G-BEWA Cessna 310
G-BGCO Seminole	G-BNPD Aztec also 9,11,14,19.	G-TAXI Aztec
5 G-BAMI Baron also 8,9,11,12,14,19,22,30,31.	G-BFZR AA-5B	
8 G-BAVY Aztec also 9.	G-AZFR Cessna 401B	G-BFTM Cessna 421C
10 G-AYEI Navajo also 24.	XV126 Scout (AA447)	
11 ? Scout (AA446)		
12 G-BALN Cessna 310	G-RCCL King Air also 17,18,19,22,24,31.	
G-BGSY Cougar - returned - resident.	G-BHBC Cougar - left - was temp. resident.	
G-BDMD Chieftain also 17.	G-FJGC Chieftain	G-BSTN Chieftain also 29,30.
17 G-ARUM Dove	G-AZNY Aztec	OY-RPV Cessna 340
19 G-AZVY Cessna 310		
21 BGBG Archer		
22 G-BGEO Chieftain	G-FOYL Aztec	
23 G-AXDL T.Comanche		
24 G-EDWK Baron also 25		
25 G-ARHW Dove		
26 PH-IET Seminole		
29 G-BGIU Cessna 172	G-BMFD Aztec	G-ZOOM Learjet 35A also 30
30 G-ASMG Dove	G-ASSP T.Comanche	G-HLUB King Air 200
G-SHIP Aztec also 31		
31 G-AREA Dove		

LEEDS/BRADFORD AIRPORT

(cont'd) WINTER SCHEDULE 1979 - 1980

WINTER SCHEDULE 1979 - 1980

ARR	DEP	TO - FROM	A/C	FLIGHT	FREQUENCY	OPERATION
	0720	Amsterdam	F27	AQ820	M T W T F S	
	0720	Heathrow	VIS	BA5403	M T W T F S S	
	0730	Glasgow	748	DA060	M T W T F	
	0750	Gatwick	EMB	AQ066	M T W T F	
	0815	Orly	F28	AQ432	M T W T F S	
	0830	Cairo	(IT) 737	BY287A	W	6 & 13 FEB 1980
	0830	Athens	(IT) 737	BY211A	W	6 & 13 FEB 1980
0840		Stansted/Norwich	F27	AQ202	M T W T F	
	0850	Edin/Aberdeen	F27	AQ202	M T W T F	
0910		Aberdeen/Edin	F27	AQ201	M T W T F S	
	0915	Tel Aviv	(IT) 737	BY171A	W	2 & 9 APRIL 1980
	0920	Norwich	F27	AQ201	M T W T F S	
0930		Heathrow	VIS	BA5402	M T W T F S S	
0950		Glasgow	748	DA061	M T W T F	
	1000	Cardiff/Bristol	748	DA061	M T W T F	
	1000	Heathrow	VIS	BA5405	M T W T F	
	1040	Amsterdam	F27	AQ 822	M T W T F S	
1040		Amsterdam	F27	AQ 821	M T W T F S	
	1125	Orly	F28	AQ433	S	
	1125	Gatwick	EMB	AQ067	M T W T F	
	1145	Heathrow	VIS	BA5404	S S	
	1210	Heathrow	VIS	BA5406	M T W T F	
	1230	Dublin	VIS	BA873	M T W T F	
	1230	Amsterdam	F27	AQ824	M T W T F	
	1240	Heathrow	VIS	BA5407	S S	
	1310	Heathrow	VIS	BA5409	M T W T F	
1055		Belfast	VIS	BA5503	M T W T F	
	1125	Belfast	VIS	BA5504	M T W T F	
	1355	Dublin	VIS	BA874	M T W T F	
1400		Amsterdam	F27	AQ823	S	
1515		Palma	(IT) 737	BY024B	M	Until 28 April 1980
1515		Alicante	(IT) 737	BY063B	W	Until 30 April 1980
1515		Palma	(IT) 737	BY023B	F	Until 25 April 1980
1515		Alicante	(IT) 737	BY062B	S	Until 30 April 1980
1530		Rome	(IT) 737	BY231B	W	19 Mar - 2 Apr 1980
1545		Malaga	(IT) 737	BY088B	S	Until 17 Feb 1980
1545		Luqa	(IT) 737	BY111B	S	Until 2 Feb 1980
1545		Heathrow	VIS	BA5408	M T W T F S S	
	1615	Heathrow	VIS	BA5413	M T W T F S S	
	1615	Palma	(IT) 737	BY024A	M	Until 21 April 1980
	1615	Alicante	(IT) 737	BY063A	W	Until 16 April 1980
1615		Monastir	(IT) 737	BY138B	T	7 Feb - 3 Mar 1980
	1615	Palma	(IT) 737	BY023A	F	Until 18 April 1980
	1615	Alicante	(IT) 737	BY062A	S	Until 19 April 1980
	1630	Venice	(IT) 737	BY231A	W	19 - 26 Mar 1980
	1635	Orly	F28	AQ434	S	
	1645	Malaga	(IT) 737	BY088A	S	Until 10 Feb 1980
	1645	Luqa	(IT) 737	BY111A	S	Until 2 Feb 1980
1650		Amsterdam	F27	AQ825	M T W T F	
	1715	Gatwick	EMB	AQ068	M T W T F	
	1715	Monastir	(IT) 737	BY138A	T	Until 29/11 & 7/2-27/3
	1720	Amsterdam	F27	AQ826	M T W T F S S	
1730		Athens	(IT) 737	BY211B	W	6 - 20 Feb 1980
1730		Cairo	(IT) 737	BY287B	W	6 - 20 Feb 1980
1800		Bristol/Cardiff	748	DA064	M T W T F	
	1810	Glasgow	748	DA064	M T W T F	

ARR	DEP	TO - FROM	A/C	FLIGHT	FREQUENCY	OPERATION
1835		Aberdeen/Edin	F27	AQ204	M T W T F	
1845		Norwich/Stansted	F27	AQ209	M T W T F	
1855		Heathrow	VIS	BA5412	M T W T F	S
1855		Norwich	F27	AQ210	M T W T F	S
1905		Edin/Aberdeen	F27	AQ210	M T W T F	S
1925		Heathrow	VIS	BA5415	M T W T F	
1945		Orly	F28	AQ435	M T W T F	S
2015		Gatwick	EMB	AQ069	M T W T F	
2030		Glasgow	748	DA065	M T W T F	
2050		Orly	F28	AQ437	M T W T F	
2055		Amsterdam	F27	AQ827	M T W T F S S	
2110		Heathrow	VIS	BA5414	M T W T F S S	
2330		Tel Aviv	(IT) 737	BY171B	W	9 & 16 April 1980

Note that the Cairo and Athens flights may use the same aircraft.

A/C. F28 Fellowship; F27 Friendship; EMB Bandeirante; 737 Boeing 737; 748 HS.748; VIS Viscount.

Flight No's. AQ Air UK (Air Anglia); BA British Airways; BY Britannia Airways; DA Dan Air.

subject to Alteration.

(The Belfast flights are out of order - sorry !)

OUT & ABOUT

Unless anymore news is received before publication date, this section is going to be rather short this month :-

Heathrow 27/10/79 ; N404PA Boeing 707 (Aeroamerica), SU-AXJ Boeing 707(Egyptian Government), VR-CAO Boeing 707 , HZ-KA4 Boeing 720, N111EK Boeing 727, 86972 VC137B, G-BGOP/HZ-HE4/I-FKET/XB-AQU Falcon's, D-CJET/OY-APM/G-AYLG HS.125's, G-BFVZ King Air 200, PH-AIC Cessna 340A.

MILITARY NEWS

CHURCH FENTON :- 7FTS is now believed to be up to its planned strength of about 30 aircraft. Recently the Jet Provost T.5's here have been recoded, probably so as to avoid confusion with Linton-on-Cuse's aircraft. Below is a list of 7FTS Jet Provosts with new code where known.

T.3	XN500/80 (ex RAFC/63)	to XN586/91
	XN374/83 (ex RAFC/56)	to XN352/92
	XN472/84 (ex RAFC/47)	to XN370/93
	XN465/85 (ex RAFC/53)	to XN634/94
	XN590/86	to XN582/95
	XN366/87	to XN475/96
	XN425/88	to XN376/97
	XN350/89	to XN473/98
	XN383/90	to XN640/99
T.5	XW434/57 (ex 3FTS/49)	to "126"
	XW407/58	to "122"
	XW371/59	to " ? "
	XW409/60	to " ? "
	XW372/63	still carrying old code
	XW417/64	to "124"
	XW419/65	to "125"
	XW326/67	to "120"

MILITARY NEWS (cont'd)

SYERSTON :- At the beginning of September the CGS and 644GS had the following

Venture T.1/T.2	XW983, XZ551, XZ553, XZ555
Cadet TX.3	WT900, XA287, XA293, XE798, XE799, XN253
Sedbergh TX.1	WB922, WB932, XN148
Prefect TX.1	WE982
Swallow	XS859

TERN HILL :- 632GS now operate here with ex CGS Venture T.2's XZ552 and XZ556.

FINNINGLEY :- On the dump in September were Argosy C.1 XN819 and the front fuselage of Jet Provost T.4 XP560.

HONINGTON :- At least four ex 4FMS Hunters have joined 237 OCU. Apparently this is because Buccaneer pilots require training on the Hunter after the Hawk - ?

LECONFIELD :- "B" Flight, 202 Sqd is now "D" Flight, 22 Sqd, and had Whirlwind HAR.10's XP361, XP352 and XP344 in August.

Military Out and About.

CATTERICK 25/9/79 :- XT669 Wessex HC.2 "A7" 72 Sqd.

LEEMLING 25/9/79 :- XT759 Wessex 529/CU Royal Navy
VP968 Devon

Jet Provost's	XN547/48	XN358/J
	XN372/55	XN419/N
	XW431/59	XN584/R
	XW330/65	XN508/U

Bulldog's	XX527/9	XX629/V
	XX529/11	XX637/Z
	XX531/14	
	XX699/30	

The conclusion to the Lightning story begins with a few additions to previous lists

XM966	w/o Irish Sea 22/7/65
XM971	w/o Coltishall
XM974	w/o Off Cromer
XM990	w/o Plumstead
XP698	w/o Off Norfolk, in collision with XP747
XP699	w/o Finchingfield, 3/3/67 not 3/3/69.

The continuation of the Lightning list :-

XP700	F.3	w/o ?	7/8/72
XP701	F.3	Binbrook store	
XP702	F.3	5 Sqd "P"	7/79
XP703	F.3	Tested to destruction at Warton	10/75
XP704	F.3	w/o Leuchars	28/8/64
XP705	F.3	w/o ?	8/7/71
XP706	F.3	Binbrook store	
XP707	F.3	Binbrook store	
XP708	F.3	To Foulness	1977
XP735	F.3	Scrapped at Siddal's Yard	in mid 1970
XP736	F.3	w/o ?	22/9/71
XP737	F.3	11 Sqd "N"	7/79 - w/o Valley 17/8/79
XP738	F.3	To Foulness	10/76
XP739	F.3	w/o ?	29/9/65
XP740	F.3	To Foulness	10/75
XP741	F.3	Binbrook store	
XP742	F.3	w/o ?	7/5/70

LIGHTNING (cont'd)

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XR764 F.6 w/o Cyprus 30/9/71
 XR765 F.6 Binbrook store
 XR766 F.6 w/o Off Montrose 8/9/67
 XR767 F.6 w/o Far East 26/5/70
 XR768 F.6 w/o Off Mablethorpe 29/10/74
 XR769 F.6 11 Sqd "B" 6/79
 XR770 F.6 Binbrook store
 XR771 F.6 5 Sqd "C" 6/79
 XR772 F.6 11 Sqd "C" 6/79
 XR773 F.6 Binbrook store
 XS416 T.5 LTF "V" 7/79
 XS417 T.5 LTF "W" 8/79
 XS418 T.5 At Binbrook as decoy a/c
 XS419 T.5 Binbrook store
 XS420 T.5 LTF "Y" 4/79
 XS421 T.5 To Boscombe Down 9/76 for FOD work
 XS422 T.5
 XS423 T.5 At Binbrook as decoy a/c
 XS449 T.5 At Binbrook as decoy a/c
 XS450 T.5 At Binbrook as decoy a/c
 XS451 T.5 With CCAS at St. Athan
 XS452 T.5 11 Sqd "T" 6/79
 XS453 T.5 w/o Off Happisburgh 1/7/66
 XS454 T.5 At Binbrook as decoy a/c
 XS455 T.5 w/o ? 6/9/72
 XS456 T.5 Binbrook store
 XS457 T.5 LTF "Y" 7/79
 XS458 T.5 5 Sqd "T" 6/79
 XS459 T.5 LTF "X" 4/79
 XS460 T.55 To RSAF
 XS893 F.6 w/o Far East 12/8/70
 XS894 F.6 w/o Off Flamborough Head 8/9/70
 XS895 F.6 5 Sqd "B" 3/79
 XS896 F.6 w/o Singapore 12/9/68
 XS897 F.6 Binbrook store
 XS898 F.6 5 Sqd "J" 6/79
 XS899 F.6 11 Sqd "C" 6/79, to 92 Sqd marks 7/79
 XS900 F.6 w/o Nr. Milltown 24/1/68
 XS901 F.6 Binbrook store
 XS902 F.6 w/o Off Spurn Head 26/5/71
 XS903 F.6 Binbrook store
 XS904 F.6 Binbrook store
 XS918 F.6 w/o Firth of Forth 5/3/70
 XS919 F.6 Binbrook store
 XS920 F.6 Binbrook store
 XS921 F.6 11 Sqd "F" 6/79, now in store
 XS922 F.6 11 Sqd "L" 6/79
 XS923 F.6 11 Sqd "J" 12/78
 XS924 F.6 w/o Nr. Binbrook 29/4/68
 XS925 F.6 5 Sqd "D" 7/79
 XS926 F.6 w/o North Sea 22/9/69
 XS927 F.6 11 Sqd "H" 4/79
 XS928 F.6 5 Sqd "L" 4/79
 XS929 F.6 11 Sqd "E" 4/79
 XS930 F.6 w/o Tengah 27/7/70
 XS931 F.6 w/o Off Hornsea 25/5/79
 XS932 F.6 5 Sqd "F" 6/79
 XS933 F.6 Believed at Warton, ex 5 Sqd "G"
 XS934 F.6 w/o Off Cyprus 3/4/73

XR764 F.6
 XR765 F.6
 XR766 F.6
 XR767 F.6
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 XR934 F.6

LIGHTNING (cont'd)

XS935	F.6	Binbrook store
XS936	F.6	11 Sqd "G" 7/79
XS937	F.6	w/o North Sea 30/7/76
XS938	F.6	w/o R.Tay 28/4/71
XV328	T.5	Binbrook store
XV329	T.5	Scrapped at Siddal Yard 1977

AIRLINES REVIEW

AIR ANGLIA (AIR UK) :- Began a twice daily Leeds/Bradford - Gatwick service on 1st November together with an increased frequency of service to Amsterdam with three daily departures at 07.20, 12.30 and 17.20. Last year a record 27,000 passengers were carried on the Amsterdam service. The new F.28's are to be used on the LBA/Amsterdam and Edinburgh-LBA-Paris services, and a new service will be inaugurated from LBA to Brussels in April 1980, but plans may be affected by the birth of Air UK. The new airline will be Britain's third largest operator with 42 aircraft and an annual passenger capacity of 1.4 million.

Peter Villa, the Managing Director of Air UK, has attacked the current apparent desire to commit financial suicide by other airlines, at the "low-fare" hearings currently being held in front of the CAA. He says that the energy crisis is more serious than generally realised, and with air-transport demand increasing by 15-20 per cent annually, the oil companies are worried about supplies. It is thought that although fares on prime European routes are too high, a happy medium exists which will allow cheaper travel without bankrupting airlines.

AIR TRANSCONTINENTAL :- is the first UK customer for the DC-9 Super 80, and has ordered two aircraft for delivery early 1982, with options on two more for 1983 delivery. The firm orders specify the P&W JT8D-219's as power plants, giving 20,000lb thrust, and the options may be converted to the higher powered Super 83 if this becomes a firm programme.

BRITISH AIRWAYS :- began its long awaited Manchester-Heathrow shuttle on the 28th October using Tridents and 1-11 Series 500's every two hours. The flights are supplemented by an hourly early morning Southbound service with a similar Northbound evening flight. On 27th October Dragon Rapide G-AKOE in full BA livery flew into Manchester from Fairoaks on a promotional flight, and on the 22nd Oct. VC-10 G-ARVM arrived at Cosford for the museum. The flight had been expected since July but was delayed until a strong easterly wind prevailed to assist in landing on Cosford's short (3700ft) runway. New routes are proposed for next Spring, including Gatwick to Stockholm and Bologna, Birmingham - Zurich, Heathrow - Peking, Manila, Seoul and Seattle. All the remaining Merchantmen are expected to be withdrawn by the end of the year, of which G-APEJ, EK (for spares), and ET are believed to have been acquired by Air Bridge Carriers. The four Trident 1E's and all but four Super VC-10's are also to be retired by next Spring.

BRITISH CALEDONIAN :- made a net profit of more than £5 million in its last financial year. This was achieved despite "the temporary grounding of DC-10's, an increase of 100 per cent in fuel costs, disruption of operations caused by severe weather and industrial problems last winter, etc. etc." Not bad, eh! Incidentally, B.Cal is suing the US FAA over the directive which grounded the DC-10's for 37 days in June and July, and although the estimated loss is £2½ million profit, the compensation claimed is for less. B.Cal has placed firm orders for three Airbus A310's for delivery in 1984, and options on three more for delivery the following year. The decision to become the first UK A310 operator was taken despite close competition from the Boeing 767, the deciding factors were the fractionally lower costs of the A310 over the European sector, and the freight-commonality with the DC-10's already operated by B.Cal and other interlining partners.

BRITISH MIDLAND :- have named the routes they want to take over from BA, - Heathrow-LBA, Heathrow-Guernsey, Heathrow-Isle of Man, Manchester-Isle of Man and Jersey-Glasgow. The applications have been contested by Air UK and Jersey European Airways. The application for Birmingham-Gatwick has been rejected by

AIRLINES REVIEW (cont'd)

the CAA in favour of BCAL-Brymon.

Current dispositions of the 707 fleet are as follows :-

G-AYVG Boeing 707-321, c/n 17598 ex N720PA - remains with Pakistan International.

G-AYXR Boeing 707-321F, c/n 17608 ex N730PA - also with PIA.

G-AZJM Boeing 707-324C, c/n 18886 ex N17323 - still with Air Algerie in an all-passenger configuration.

G-BFLD Boeing 707-338C, c/n 19625 ex VH-EAE - continues with DETA but visited EMA on the 29th September to have the pallet system re-installed, this having been replaced by a Presidential suite for use on the Non-Aligned Nations Summit in Havana.

G-BFLE Boeing 707-338C c/n 19293 ex VH-EBT - ended its lease with PIA and went to Air Algerie in an all pallet freighted configuration. It arrived back at EMA on the 5th October from Algiers and was stripped of paint. It was then ferried to Lasham on the 22nd October following a period of crew training for spraying in Gulfair colours for a 12 month lease worth £2½ million. It was due for delivery as a "Falcon Freighter" on the 31st October.

N448M Boeing 707-321C c/n 19270 - did not take up its allotted British registration G-BGIR. This aircraft replaced the Guinness Peat 707-348C, EI-AMW and went to PIA as an all pallet freighter in April. It was ferried to EMA following an engine failure at Schipol on the 24th May for an engine change. This contract ended in July and by 27th July Zaire Aero Services titles had been applied, the aircraft departing at the end of July for a 6 month lease. It arrived back at EMA on the 3rd October, the ZAS titles were taped over, and apart from a period of crew training on the 19th and 22nd October, is still awaiting another contract.

DAN-AIR :- in its proposal to pick up routes relinquished by BA the airline has applied for Newcastle-Belfast, Dublin and Jersey; Cardiff/Bristol-Belfast, Dublin, Jersey and Guernsey; and LBA-Jersey. About £15 million is to be spent on two additional Boeing 727's, a 1-11 and an HS.748, while some or all of the existing 1-11's are to be fitted with hush-kits. New routes from Gatwick to Aberdeen and Toulouse will begin during the winter.

JERSEY EUROPEAN AIRWAYS :- is a new operator formed from a merger between Intra and Express Air Services. Applications have been made for the BA routes from Heathrow to Guernsey and LBA, together with an Aberdeen-Bournemouth-Cherbourg service.

BRITISH ISLAND/AIR WEST :- have taken delivery of their first two Bandeirantes G-OBIA and G-OAIR, after a flight from Sao Jose dos Campos. These will be used on routes from Exeter to Glasgow, Gatwick, Paris and Brussels via Southampton.

Orders for eleven more HS.125's during the past few weeks have brought the total of the business jets sold to 459. Of the recent sales ten are for customers in North America and Mexico and one has been ordered by the African Government. This brings the total sold of the Series 700 to 100.

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