

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1980

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

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

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

SECRETARY:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 4DN

FORTHCOMING MEETINGS

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

DECEMBER 7th : Members Slides.

JANUARY 4th : Annual Quiz.

There will be a Committee meeting at 14.30 on December 7th.

EDITORIAL

A successful Annual General Meeting was held last month, supported well by the members, which can only auger well for the future. The addition of three new enthusiastic members on to the Committee, added to the existing re-elected members means a bright future for Air Yorkshire.

Our many thanks to Roger Fozzard, who stood down from the Secretary's position, after a number of years faithful service, due to business commitments and the distance he has had to travel. Even so, I am sure we shall see Roger on a regular basis at the meetings. Welcome to Ian Morton, who has accepted the position of Secretary, and to whom we all wish the best of luck.

The two other members to join the Committee are Colin Pontefract, 2, Merton Avenue, Farsley, Leeds LS28 5DX, Tel. Pudsey 573261 and Jim Ward, 20, Temple Rhydding Drive, Baildon, Shipley, Tel. Bradford 585699, both of whom we are pleased to receive into the 'inner sanctum', bringing the Committee up to full establishment, and giving an optimistic look to 1981.

As this will be the last bulletin before the festive season, a Merry Christmas and Happy New Year to all members.

CREDITS

T. Sykes

K. Jordan

I.D. Gordon

D. Elam

J. Hunt

S.D. Summerfield

P. Mitchell

R. Fozzard

C. & H. Pontefract

C. Harper

P. Dyson

LEEDS/BRADFORD MOVEMENTS - October 1980

1	G-BAVG King Air	0825	0830	G-BCRF Aztec	0827
	G-BHFX Baron	0926	0943	G-BBRA Aztec	0934 1622
	G-BEWY Jetranger		0952	G-BEGV Aztec	0948 1718
	G-BADJ Aztec	1006	1624	C-FFNM Gulfstream II n/s	1322 0946(2)
	G-BAVG King Air	1551	1601	PH-RVU Partenavia P.68B n/s	1617 1148(2)
2	G-BBMJ Aztec		0757	G-BCTF Warrior	0845 1839
	G-JEAN Citation	0932	1814	G-EGPU Cherokee	1011 1507
	G-BHEC Cessna 152	1014	1136	G-BDUK Commander 685	1029
	G-BBCF Cessna 150 n/s	1040	1719(10)	G-BHTE Aztec	1104 1517
	G-AXOZ Pup	1232	1327	G-BACD Cessna 150	1238
	G-BDOI Hiller UH-12E	1337	1430	G-BRHD Aztec n/s	1537 1655(3)
	G-AZLY Cessna 150	1542	1625	G-ATIM Jodel DR.250	1558 1640
	G-BDSL Cessna 150	1706	1748	G-BEWY Jetranger n/s	1744 1055(3)
	G-BDCS Cessna 421B	1744	1858	G-BBMJ Aztec n/s	1955 1002(3)
	G-BSTN Chieftain n/s	2137	1008(3)		
3	G-AVKZ Aztec	0839	0902	G-PENN AA-5B	1000 1711
	G-BCIM AA-1B	1030	1103	G-AWLA Cessna 150	1043 1111
	G-AZFI Arrow		1129	G-YULL Cherokee	1055 1620
	G-AUTO Cessna 441		1200	G-LONG Long Ranger	1139 1346
	G-BOBI Cessna 152	1226	1300	G-BHED Cessna 152	1329 1411
	G-ASRI Aztec	1331	1417	G-AXJJ Pup	1405 1605
	G-AZFI Arrow n/s	1433	1025(5)	G-BAOV AA-5	1443 1548
	G-RULA Cessna 172	1500	1558	G-AVKZ Aztec	1743 1749
	G-BCEO AA-5	1831	1855		
4	G-BAWV Aztec	0936	1030	G-BBCM Aztec	0940 1034
	G-ASFJ Bonanza	1050	1141	G-KATH Cessna 210	1134
	G-BAUN Jetranger	1202	1235	G-BDSL Cessna 150	1415 1454
	G-BBEF Cherokee	1703	2053	G-AWUL Cessna 150	1706 1739
	G-BHEC Cessna 152	1714	1754		
5	G-BBNT Chieftain	0722	0819	G-AVBZ Cessna 172	1040 1129
	G-BRIT Cessna 421C	1317	1346	G-BFST Partenavia P.68B	1440 1556
	G-BCUJ King Air 200 n/s	1915	1448(6)	G-BAWV Aztec	2057 2140
	G-BBCM Aztec	2116	2147		
6	G-DOAT Cessna 310	0832	1159	PH-GPL Navajo	1022 1901
	G-JGCL Cessna 414	1039	1057	D-IMWT Commander 690B n/s	1055 0807(7)
	G-BBNT Chieftain	1530	1543	G-EAGL Cessna 421C	2108 2143
7	G-HUGH Lance	0926	1034	OY-PRY Partenavia P.68B n/s	1255 1716(9)
	G-JRMM Commander 690B	1644	1657	LN-NPH Friendship	1738 1952
	G-HUGH Lance n/s	1815	0904(8)	D-IHUG Islander n/s	2018 1729(8)
8	G-BHFX Baron	0927	1005	G-JEAN Citation	0939 0945
	G-BALC Jetranger	1010	1131	G-JRMM Commander 690B	1119 1150
	N8062H Cessna 182 n/s	1149	1256(9)	G-AYVC Aztec	1158 1639
	G-JEAN Citation	1240	1653	G-BENM Navajo	1327 1545
	N2745D Cessna 340	1353	1736	G-GAYE Cessna 421C	1707
9	G-AUTO Cessna 441	0913	1713	G-JEAN Citation	0953 1003
	G-AZZV Cessna 172	1040	1131	G-ASFJ Bonanza	1058 1616
	G-BHED Cessna 152	1112	1155	OO-LFA Learjet 24	1241 1929
	G-BRIT Cessna 421C	1344	1403	G-JANE Cessna 340	1422 1715
	G-BMCA King Air 200	1621	1719	G-JEAN Citation	1635 1644
10	G-DGDS Aztec	0946	1631	G-BCBK Cessna 421E	0948 1617
	G-BDSL Cessna 150	1028	1058	G-TBCA Long Ranger	1252 1314
	G-BGEM Partenavia P.68B	1307	1558	G-BCIM AA-1B	1312 1353
	G-PRIX Cessna 414A		1322	G-AWEN Jodel DR.1050 n/s	1439 1741(11)
	G-AWUL Cessna 150	1441	1524	G-AZLY Cessna 150	1454 1533
	G-BDWX Jodel D.120A	1500	1540	G-BGLI Cessna 152	1526 1611
	G-FAYE Cessna 150	1605	1659	G-BEVL Cessna 421C	1622 1648
	G-JEAN Citation	1632	1722	G-BEVL Cessna 421C	1622 1648

LEEDS/BRADFORD MOVEMENTS (contd.)

11	G-AYSP T. Comanche	1218 1704	G-BAZS Cessna 150	1428 1509
	G-HYDE Jetranger	1431 1508	G-AXJJ Pup	1718 1740
12	G-ARAN Super Cub n/s	1112 1356(19)	G-AWBV Cessna 182	1527 1642
	G-AZNI Lama	1611 1649	G-BAUV Cessna 150	1831
	G-BHMV Jetranger n/s	1920 1302(13)		
13	G-BADW King Air	0730 0829	D-IDLW Cessna 441	0939 1600
	G-BFUS Cessna 404	0957 1445	G-PEVL Cessna 421C	1020 1104
	D-IMAA King Air n/s	1043 1147(15)	D-IHSP Cessna 310 n/s	1229 1126(15)
	G-BDYF Cessna 421C	1248 1316	G-ECCO Cougar	1338 1812
	G-ATIM Jodel DR.250 n/s	1510 1749(19)	G-EGRE King Air 200	1637 1657
	G-MSDS Cessna 404	1714	G-BHMV Jetranger n/s	1811 1158(14)
14	G-JEAN Citation	0919 0925	G-PIED Aztec	1002 1613
	G-JGCL Cessna 414	1028 1043	F-PGOA Riley Dove 6E	1037 1800
	G-LHED Cessna 152	1302 1341	G-BHIV Ecureuil	1502 1541
	G-HOOK Hughes 500	1525 1622	G-JEAN Citation	1610 2303
15	G-BHFY Laron	0909 0922	G-JEAN Citation	0943 1014
	OO-FKT Partenavia P.68E	1007 1806	G-JGCL Cessna 414	1001 1018
	G-AUTO Cessna 441	1039 1705	SE-DEL Falcon 10	1054 1551
	G-JEAN Citation	1104 1726	OO-DIL Cessna 210	1134 1658
	G-LUCK Cessna 150	1252 1334	G-BDYF Cessna 421C	1308 1335
	G-YORK Cessna 172	1321 1347	G-DCKO Aztec n/s	1341 1638(20)
	G-BCXD Rallye	1328 1546	G-ECCO Cougar	1430 1437
	G-AYVC Aztec	1703 1715	D-IASK Navajo n/s	1706 1458(16)
	G-DELW Cessna 421C n/s	1745 1610(18)	PH-IET Seminole	1929 2052
16	G-JEAN Citation	0919 0926	G-ECCO Cougar	0942 1033
	G-BRIT Cessna 421C	1357 1424	G-BHMV Jetranger n/s	1500 0946(17)
	G-BIGU HS.125	1511 1535	F-BSEA Bonanza n/s	1754 1531(17)
17	G-KATH Cessna 210	1010 1606	G-ORAV Cessna 337	1056 1535
	G-OSSH Cessna 421C	1242 1415	G-JEAN Citation	1530 1538
	D-GAHD T. Comanche	1536 1633	G-OMET King Air	1711 1722
	G-BADW King Air	1932 2000		
18	G-AXOZ Pup	1254 1339	G-GIRL Cessna 421C	1503 1849
	G-BDEJ Rockwell 112 n/s	1505	G-DAMM Cherokee	1523 1637
	G-BASL Cherokee	1550 1642	G-RUIA Cessna 172	1556 1658
	G-BHRC Warrior	1557 1624	G-AYIO Cherokee	1607 1729
	G-BHLDH Citation 550	1846 1856		
19	D-GAHD T. Comanche	1111 1155	G-AZLY Cessna 150	1245 1323
	C-GRDP Westwind 1124 n/s	1256 1521(22)	G-AZZV Cessna 172	1314 1401
	G-AVVJ Rallye n/s	1330	G-AZZV Cessna 172	1547 1630
	G-PATT Cessna 404 n/s	1839 1326(27)	G-BETV HS.125 n/s	2030 1609(20)
20	G-BEVL Cessna 421C	0914 1017	D-IMOF Seneca	1532 1719
	G-BRON King Air 200 n/s	1723 0818(21)		
21	G-PIED Aztec	0915 1603	OO-LFZ Learjet 25	0923 1658
	G-JEAN Citation	0931 0937	G-LGTT Cessna 310	1128 1015(22)
	G-IAIN Cessna 210	1138 1459	G-DGKJ Bolkow Do. 105C	1257 1531
	G-BEXY Cruiser	1258 1538	G-KACT Cessna 421E n/s	1336
	G-LDNY AA-1B	1337 1413	G-LHED Cessna 152 n/s	1338
	G-YIII Cessna 150	1643 1716	G-ATMY Cessna 150 n/s	1805 1213(24)
	G-JEAN Citation	1823 1849		
22	G-BDUN Seneca n/s	1113 1530(23)	G-FOYL Aztec n/s	1427 1148(25)
	G-BRON King Air 200 n/s	2125 1026(23)		
23	G-CTLN Bandeirante	0752 0920	G-AZZA Aztec	0822 0916
	G-IGEO Chieftain	0826 0830	G-JEAN Citation	0914 1905
	G-LCUJ Cessna 150	0945 1650	G-BEEL Navajo	0950 1002
	OO-JPJ Seneca	1131 1858	G-BRIT Cessna 421C	1413 1435
	G-ATNY Comanche	1540 1600		

LEEDS/BRADFORD MOVEMENTS (contd.)

24	G-CSNA Cessna 421C n/s	0901	G-OAKS Cessna 421C	0904 1113
	G-LFUS Cessna 404 n/s	0915 1810(27)	G-ULKP Baron	0934 1448
	G-AVIT Cherokee n/s	1005 1208(25)	G-TDAA Cessna 206	1121 1550
	G-BGYG Warrior	1147 1404	G-BDJE HS.125	1210 1330
	G-ECCO Cougar	1236 1319	G-AYLY Aztec	1400 1558
	G-BEVL Cessna 421C	1640 1705	XS791 Andover	1646 1654
	G-EMCA King Air 200	1843 1905	G-AZYM Cessna 310	1857 2053
	G-AYRT Cessna 172 n/s	1915 1746(26)		
25	G-DENM Navajo	1031 1226	G-ATIM Jodel DR.250	1110 1144
	G-BESS Hughes 369D	1146 1227	G-HOOK Hughes 500	1146 1227
	G-AXEJ Hughes 369HS	1202 1227	G-AZLY Cessna 150	1229 1302
	G-AVIG Cessna 172	1314 1411	G-YORK Cessna 172	1340 1435
	G-BBSV Cessna 421B	1350 1526	G-AYNJ Cherokee	1429 1656
	G-GRAY Cessna 172	1437 1531	G-AXEJ Hughes 369HS	1459 1511
	G-BESS Hughes 369D	1459 1538	G-HOOK Hughes 500	1459 1538
	G-BJMR Cessna 310 n/s	1525	G-BDWY Cherokee	1535 1616
	LST ceases, GMT comes into operation			
26	G-ERIT Cessna 421C	1323 1610		
27	XX507 HS.125	0907 0925	G-OAKS Cessna 421C n/s	0950 1759(31)
	G-BEYL Navajo	1008 1051	G-GILL Cessna 402C n/s	1043
	G-DENM Navajo n/s	1205 1705(30)	G-LDOJ Aztec	1215 1241
	G-BIMJ Aztec n/s	1615 0946(28)	G-JEAN Citation	1641 2202
	G-DHMV Jetranger n/s	1651 1107(28)	G-CJHH Citation 550 n/s	1842 1014(28)
	F-IGOA Riley Dove 6B n/s	1904 1823(29)	G-GRDP Westwind 1124 n/s	2004 0751(28)
28	G-AXDU Pup	0922 1000	G-LILW Cessna 172 n/s	0930
	G-DBYM Jetstream	0938 1608	PH-RVS Partenavia P.68B	0949 1819
	G-LDAL Commander 500S	1026 1632	G-JEAN Citation	1044 1702
	G-ATNV Comanche	1141 1213	G-AYRO Cessna 150	1409 1540
	G-BHMV Jetranger n/s	1634 1150(29)	G-DEMJ Aztec n/s	1707 0746(29)
	G-ERIT Cessna 421C	1715 1740	G-JEAN Citation n/s	2033 0834(29)
29	G-DCTF Warrior	0927 2037	G-IGOX Chieftain	0929 0942
	G-LFTT Cessna 421C	0946 1353	G-AYRT Cessna 172	1119 1219
	G-BHEC Cessna 152	1130 1215	G-BHFY Baron	1145 1538
	G-BAWA Arrow	1335 1455	F-BHLJ Comanche n/s	1554 1413(30)
	G-FOYL Aztec n/s	1609 1127(30)	G-OAST Cessna 182 n/s	1802 1100(30)
	G-DBYM Jetstream	1812 1826	G-IGOX Chieftain	1834 1850
30	G-JEAN Citation	0915 1909	PH-GPL Navajo	0943 1823
	G-AYPH Cessna 177	0951 1424	G-DCBK Cessna 421E	0957 1702
	G-BADI Aztec	0959 1421	G-AYPF Cessna 177	1108 1629
	D-IDAR Aztec	1118 1536	G-BDWY Cherokee	1150 1228
	G-AXUA Pup	1206	G-DAMY Arrow	1230 1540
	G-AZZV Cessna 172	1404 1455	G-ERIT Cessna 421C	1410 1428
	G-AZTS Cessna 172	1420 1547	G-BHEC Cessna 152	1424 1459
	G-CPTS Jetranger	1510 1555	G-ATIM Jodel DR.250	1512 1541
	G-BHLH Citation 550 n/s	1912 0810(31)	G-FRES Cessna 441 n/s	2053
31	OY-CIF Navajo	0915 1039	OO-LFF Cessna 421E	1037 1519
	G-BIFE Cessna 185 n/t	1135	G-BHMV Jetranger	1140 1405
	G-BFSV Warrior	1208 1309	G-ASMJ Cessna 172	1355 1440
	G-AVZP Pup	1442 1518	G-PAVJ Chieftain	1514 1523
	G-DATA HS.125 n/s	1603	OY-CIF Navajo	1635 1805
	G-BCEO AA-5 n/s	1717	G-ISTN Chieftain n/s	1736
	G-BHLH Citation 550	1803 1818		

LEEDS/BRADFORD SCHEDULED MOVEMENTS - October 1980

1	BLGW	0719	BAUR	0722	BHCJ	0728
	AZLR	0735	IGYV	0755	DDVT	0848 0913
	EDVS	0855 0917	ILGW	0939 1014	BHCJ	0950 1547
	AZLR	1011 1043	LAUR	1044 1113	IGYV	1124 1234
	AZLR	1334 1515	LAUR	1339 1813	ILGW	1701 1727
	IGYV	1715 1736	AZLR	1752 1818	BHCJ	1832 1845
	EDVS	1857 1921	DDVT	1859 1923	LAUR	2035 0721(2)
	AZLR	2038 0732(2)	LHCJ	2052 0728(2)	BAKL	2109 0713(2)
	OAIR	2113 0745(2)				
2	EDVS	0849 0917	ILGW	0855 0913	BAKL	0939 1017
	BHCJ	0948 1007	AZLR	0958 1035	BAUR	1036 1106
	OAIR	1125 1229	AZLR	1302 1521	BAZI	1320 1439
	BAUR	1325 1811	DECG	1432 1539	OAIR	1630 1703
	BAKL	1653 1719	BHCJ	1757 1812	AZLR	1805 1832
	ILGW	1856 1929	EDVS	1859 0717(3)	LAUR	2026 2050
	LHCJ	2037 0731(3)	OAIR	2039 0817(3)	BAKL	2048 0728(3)
	AZLR	2053 0739(3)				
3	BAUR	0838 0909	ILGW	0841 0907	EDVS	0937 1019
	AZLR	0948 1027	BHCJ	0952 1012	DECG	1017 1116
	BAKL	1035 1107	OAIR	1131 1228	AZLR	1254 1519
	BAKL	1344 1719	OAIR	1626 1707	EDVS	1645 1820
	AZLR	1748 1815	BHCJ	1750 1810	LAUR	1847 1934
	ILGW	1908 1936	BHCJ	2040 0802(4)	AZLT	2047 0729(4)
	BAKL	2051 0716(4)	EDVS	2115 0720(4)	OAIR	2123 2145
4	STAN	0838 0901	EDVS	0942 1117	AZLT	0955 1028
	BAKL	1032 1108	BAKL	1326 1722(5)	DDH	1337 1752
	EOSL	1444 1551	AZLT	1629 1655	DECG	1648 1731
	AZLT	2043 0725(5)	DDH	2055 0935(5)	BHCJ	2153 0807(5)
5	AZLT	1001 1034	BCZR	1234 1315	IGYL	1307 1416
	DDH	1402 1509	AZLT	1700 1725	DDH	1801 1828
	PHWE	1832 1922	BHMZ	1851 1910	OAIR	2035 0802(6)
	DDH	2042 0722(6)	AZLT	2051 0734(6)	BAKL	2105 0727(6)
	LHCJ	2144 0730(6)				
6	STAN	0844 0918	ILGW	0850 0914	DDH	0948 1020
	BHCJ	0955 1009	AZLT	1030 1059	BAKL	1048 1113
	OAIR	1137 1236	LMHG	1317 1411	AZLT	1330 1518
	BAKL	1334 1720	OAIR	1740 1820	DDH	1748 2027
	AZLT	1755 off runway	DDVT	1902 1932	ILGW	1906 1943
	BAKL	2104 0728(7)	OAIR	2130 0754(7)	BHCJ	2203 0744(7)
	DDH	2248 0736(7)				
7	ILGW	0844 0917	BHMZ	0848 1948	DDH	0947 1032
	LHCJ	1009 1026	BAKL	1038 1109	IGYV	1136 1231
	BAKL	1327 1552	IMEC	1340 1446	DFZL	1401 1522
	IGYV	1623 1711	DDH	1658 1730	BHCJ	1753 1817
	DFZL	1801 1838	BAKL	1852 1927	LHMW	1856 1934
	BHCJ	2037 0737(8)	IGYV	2047 0745(9)	DDH	2054 0722(8)
	AZNL	2113 0734(8)	BHMZ	2210 0726(8)		
8	BAKL	0845 0913	LHMW	0847 0914	DDH	0935 1015
	LHCJ	1000 1020	AZNL	1003 1028	BHMZ	1030 1101
	AZNL	1259 1516	BHMZ	1318 1813	DDH	1647 1719
	AZNL	1749 1829	LHCJ	1750 1819	ILGW	1843 1920
	BAKL	1853 1915	BHMZ	2031 0723(9)	BHCJ	2034 0733(9)
	BAUR	2048 0717(9)	AZNL	2051 0731(9)		
9	ILGW	0843 0909	EDVS	0845 0914	LAUR	0934 1015
	BHCJ	0940 1006	AZNL	1000 1031	BHMZ	1028 1109
	IGYV	1132 1226	AZNL	1310 1518	BAZI	1333 1448
	BHMZ	1336 1722	BAZH	1507 1602	IGYV	1614 1703

LEEDS/BRADFORD SCHEDULED MOVEMENTS (contd.)

9	BAKL	1843	1921	EDVS	1854	1917	DHCJ	2028	0729(10)
	DAUR	2032	0720(10)	AZNE	2039	0732(10)	IGYV	2044	0746(10)
	LHMZ	2048	0718(10)						
10	EDVS	0843	0908	DHMZ	0927	1019	BHCJ	0944	1001
	AZNE	0959	1030	DAUR	1016	1110	DAZH	1032	1128
	EDVS	1059	1126	IGYV	1124	1221	AZNE	1309	1515
	DAUR	1331	1809	IGYV	1609	1705	DHMZ	1648	1723
	AZNE	1816	1837	LHCJ	1827	1846	LLGW	1844	1915
	BAKL	1848	1920	DAUR	2034	0720(11)	DHMZ	2038	0722(11)
	AZNE	2056	0726(11)	BHCJ	2059	0800(11)	OAIR	2125	1108(11)
11	BAKL	0837	0855	LHMZ	0932	1719(12)	AZNE	0957	1030
	DAUR	1022	1101	DAUR	1330	1716	AZNE	1624	1649
	DAZH	1708	1756	DAUR	2038	0936(12)	AZNE	2049	0727(12)
	LHCJ	2157	0759(12)						
12	OAIR	0917	1006(13)	AZNE	0944	1031	LCZR	1058	1135
	LECH	1303	1415	DAUR	1355	1516	AZNE	1616	1653
	DAUR	1736	1809	LECG	1740	1850	DAKL	1846	1916
	DAUR	2036	0720(13)	AZNE	2044	1032(13)	DHMZ	2047	0722(13)
	LHCJ	2141	0733(13)						
13	DHMW	0838	0949	LHMY	0840	0920	DHMZ	0936	1027
	BHCJ	0958	1013	DAUR	1024	1059	OAIR	1302	1329
	AZNE	1311	1515	DAUR	1324	1814	EMEC	1351	1442
	OAIR	1639	1709	DHMZ	1648	1722	AZNE	1733	1808
	BHCJ	1756	1817	BAKL	1849	1929	LHMW	1852	1924
	LHCJ	2026	0728(14)	AZNE	2045	0731(14)	LCDN	2050	0721(14)
	OAIR	2052	0743(14)	DAUR	2054	0724(14)			
14	DHMW	0842	0954	DHMY	0928	0946	FAZG	0939	1034
	LCDN	0951	1023	LHCJ	1010	1039	AZNE	1017	1049
	DAUR	1047	1117	OAIR	1205	1240	BOSL	1252	1405
	EMOR	1315	1416	AZNE	1319	1518	DAUR	1334	1814
	OAIR	1604	1703	LCDN	1628	1728	AZNE	1742	1816
	BHCJ	1751	1820	DHMY	1850	1929	DHMW	1854	1921
	OAIR	2035	0742(15)	LHCJ	2044	0725(15)	DAUR	2046	0718(15)
	BAKL	2050	0715(15)	AZNE	2051	0730(15)			
15	DHMY	0839	0911	DHMW	0847	0914	DAKL	0935	1012
	LHCJ	0941	1003	AZNE	0959	1028	DAUR	1033	1105
	OAIR	1120	1236	AZNE	1302	1520	DAUR	1320	1720
	OAIR	1635	1708	DAKL	1637	1815	AZNE	1743	1820
	LHCJ	1755	1812	ECDO	1909	1941	DHMW	1901	1937
	BHCJ	2022	0733(16)	DAKL	2032	0718(16)	AZNE	2042	0729(16)
	DAUR	2045	0743(16)	IGYS	2049	0819(16)			
16	DHMW	0845	0921	ICDH	0847	1013	BHCJ	0952	1011
	DAUR	0959	1028	AZNE	1004	1037	DAKL	1024	1104
	IGYS	1124	1251	AZNE	1311	1523	DAKL	1338	1723
	FAZG	1341	1455	LFVA	1441	1548	IGYS	1626	1708
	DAUR	1645	1813	AZNE	1747	1819	LHCJ	1808	1924
	ICDH	1858	1928	DHMW	1903	1941	DAUR	2046	0720(17)
	IGYS	2052	0746(17)	BAKL	2055	0919(17)	AZNE	2059	0732(17)
	BHCJ	2200	0727(17)						
17	DHMZ	0846	0922	LLGW	0849	0915	BHCJ	0944	1008
	AZNE	0953	1028	LFVA	1020	1119	DAUR	1025	1112
	BAKL	1136	1205	IGYS	1144	1234	AZNE	1311	1521
	DAKL	1434	1814	IGYU	1621	1719	DAUR	1643	1727
	AZNE	1757	1823	BHCJ	1800	1818	DHMZ	1923	1949
	STAN	1927	1959	LHCJ	2029	0754(19)	DAKL	2039	0716(18)
	AZNE	2045	0729(18)	IGYU	2049	2113	LCDO	2108	0722(18)

LEEDS/TRADFOLD SCHEDULED MOVEMENTS (contd.)

18	DCDO	1037	1716	PAKL	1324	0942(19)	IGYJ	1601	1801
	AZNB	1612	1646	BAZH	1656	1858	BFVA	1902	1955
	AZNB	2041	0729(19)	BCDO	2051	1720(19)			
19	AZNB	0949	1028	BFVB	1306	1415	BAKL	1358	1513
	BGYU	1505	0753(20)	AZNB	1606	1647	BGYK	1709	1755
	BAKL	1729	1811	BHMZ	1849	1921	AZNB	2032	0740(20)
	BCDO	2048	0742(20)	BAKL	2057	0726(20)	BHCJ	2147	0736(20)
20	BLGW	0840	0917	BDDH	0857	0920	BAKL	0944	1012
	BHCJ	0950	1009	AZNB	1015	1053	BDVS	1124	1151
	BGYU	1135	1231	BMEC	1314	1401	AZLS	1317	1515
	BDVS	1411	1812	BGYU	1634	1716	BAKL	1710	1744
	AZLS	1730	1815	BDVS	2221	0722(21)	BHCJ	2237	0726(21)
21	AZLS	0754	0815	BAKL	0840	0920	BHMY	0855	0917
	BGNW	0953	1049	BHCJ	0958	1015	BDVS	1033	1058
	AZLS	1044	1111	BCDO	1144	1216	BGYU	1148	1229
	AZLS	1309	1521	BDVS	1318	1718	BMEC	1326	1423
	BGYU	1614	1748	BCDO	1632	1853	AZLS	1743	1814
	BHCJ	1807	1825	BHMY	1848	1924	BAKL	1851	1922
	ARMX	2005	2024	AZLS	2037	0735(22)	BGYU	2039	0814(22)
	BDVS	2046	0725(22)	BHCJ	2049	0728(22)	BCDO	2117	0722(22)
22	BDVS	1049	1124	BCDO	1121	1208	BGYU	1135	1224
	AZLS	1308	1517	BDVS	1403	1720	BGYU	1623	1706
	BCDO	1650	1816	BGYU	2041	0754(23)	BDVT	2054	0718(23)
	BCDO	2104	0723(23)	BHCJ	2158	0727(23)	AZLS	2216	0736(23)
23	BHMZ	0846	0927	BDVT	0935	1010	BHCJ	0956	1013
	AZLS	1006	1036	BCDO	1031	1109	BGYU	1135	1224
	BDDH	1155	1214	AZLS	1313	1523	BADR	1322	1447
	BCDO	1345	1722	BGYU	1651	1720	BDVT	1701	1816
	AZLS	1755	1824	BHCJ	1800	1826	BDDH	1953	2012
	BDVT	2033	0724(24)	BHCJ	2045	0727(24)	AZLS	2053	0735(24)
	BGYU	2056	0743(24)	BCDO	2100	0721(24)	BDDH	2207	2217
24	BDDH	0837	0906	BHMY	0839	0919	BCDO	0937	1013
	BHCJ	0943	1009	AZLS	0958	1032	BAZH	1017	1116
	BDVT	1028	1108	OBIA	1106	1223	BGYU	1142	1227
	ASPL	1258	1334	AZLS	1305	1518	BDVT	1325	1723
	OBIA	1621	1709	BCDO	1651	1827	AZLS	1749	1820
	BHCJ	1756	1823	STAN	1848	1930	BCDN	1900	1924
	BHCJ	2040	0801(26)	BGYU	2042	0741(27)	BDVT	2045	0732(25)
	BCDO	2048	0726(25)	AZLS	2050	0729(25)			
25	BAUR	0840	0858	BCDO	0938	0939(26)	AZLS	1000	1035
	BDVT	1026	1125	BDVT	1337	1720	AZLS	1639	1700
	BAZH	1821	1900	AZLS	2040	0727(26)	BDVT	2051	1725(26)
	EST ceases, GMT comes into operation.								
26	BAZI	1253	1415	BCDO	1356	1521	BOSL	1540	1654
	AZLS	1621	1649	BCDO	1750	1822	BHCJ	2041	0729(27)
	AZLS	2048	0731(27)	BCDO	2055	0724(27)	BDVT	2102	0720(27)
27	BAKL	0848	0930	BDDH	0859	0927	BCDO	0944	1046
	BHCJ	0958	1019	AZLS	1016	1049	BDVT	1040	1111
	BGYU	1129	1231	BMHG	1258	1345	AZLS	1312	1521
	BDVT	1339	1722	BGYU	1639	1710	BCDO	1700	1821
	AZLS	1758	1828	BHCJ	1824	1846	SPUD	1905	1947
	BDDH	1910	1936	BGYU	2033	0741(28)	AZLS	2044	0731(28)
	BCDO	2046	0718(28)	BDVT	2049	0720(28)	BHCJ	2054	0726(28)
28	BCDN	0847	0927	BHMZ	0907	0934	BCDO	0932	1031
	BECG	0944	1036	BHCJ	0954	1008	AZLS	0958	1024
	BDVT	1034	1110	BGYU	1133	1323	BMHG	1242	1359

LEEDS/BRADFORD SCHEDULED MOVEMENTS (contd.)

28	EGYV	1640 1709	ECDO	1646 2109	AZLS	1746 1814
	BHCJ	1803 1821	BAKL	1919 1942	BHMY	2003 2039
	EGYV	2042 0749(29)	BHCJ	2049 0726(29)	AZLS	2057 0730(29)
	BHMX	2103 0723(29)	BAKL	2159 0722(29)		
29	STAN	0836 0919	ECDO	0848 0922	BHMX	0932 1017
	BHCJ	0956 1014	AZLS	1001 1035	BAKL	1030 1210
	EGYV	1132 1232	AZLS	1301 1518	DAKL	1426 1729
	BHMX	1719 1814	AZLS	1740 1820	BHCJ	1751 1816
	EGYV	1805 1835	STAN	1847 2000	EDDH	1937 2006
	BHCJ	2034 0729(30)	BHMX	2040 0717(30)	AZLS	2052 0732(30)
	BAKL	2054 0725(30)	EGYV	2112 0745(30)		
30	BHMZ	0902 0954	BHMX	0928 1017	EDVS	0932 1027
	BHCJ	0948 1004	AZLS	1008 1040	BAKL	1033 1111
	EGYV	1128 1241	BECG	1330 1449	BAKL	1338 1812
	AZLS	1341 1517	BADR	1417 1530	EGYV	1620 1708
	BHMX	1653 1723	AZLS	1741 1816	BHCJ	1749 1809
	BHMZ	1852 1916	BHCJ	2015 0730(31)	BAKL	2036 0732(31)
	EGYV	2039 0744(31)	BHMX	2049 0724(31)	AZLS	2051 0728(31)
	BHMZ	2056 2113				
31	BHMZ	0943 1011	BHMX	0945 1014	ECDO	0949 1007
	AZLS	1001 1031	BHCJ	1003 1019	EDVS	1026 1104
	BFVE	1129 1213	EGYV	1140 1231	AZLS	1336 1522
	EDVS	1341 1719	EGYV	1620 1711	AZLS	1743 1814
	BHCJ	1813 1829	ELGW	1905 1929	BHMZ	1909 1951
	BHCJ	2034	EDVS	2041 2109	EGYV	2050 2125
	AZLS	2055	BHMZ	2215		

Two Canadian visitors this month, G-II C-FFNM n/s on the 1st and Westwind C-GRDP of McCain Foods n/s from the 19th to the 22nd and then again on the 27th. Among the other foreigners were Partenavia Victor OY-PRY on the 7th and BN2 D-IHUG c/n 788 n/s the same day. Two American visitors on the 8th were Cessna 340A N2745D c/n 0948 and Cessna F182RG N8062H c/n 0046, the latter night-stopping. Belgian firm Abelag used to be regular LBA visitors some years ago but then they became very rare, however this month they were back in force with Lear Jets OO-LFA on the 9th and OO-LFZ on the 21st plus Cessna 421B OO-LFF on the 31st. The 13th was German day with King Air 90 D-IMAA and Cessna T310Q D-IHSP both n/s until the 15th and brand new Cessna Conquest D-IDIW visiting. Further Germans were Navajo D-IASK on the 15th, Twin Comanche D-GAHB c/n 30-1750 on the 17th & 19th, Seneca D-IMOF c/n 34-7870301 on the 20th and Aztec D-IDAR c/n 27-7854061 on the 30th. Night stopping on the 16th was Beech 33 F-BSEA c/n CE-249 and another Frenchman was the Comanche F-BIHJ c/n 24-4455 on the 29th. My star of the month was also French, Riley Dove F-BGOA made two visits first on the 14th and then n/s on the 27th. This aircraft has carried the same registration for 28½ years now having had its French CdeN issued on 17/5/52 and being converted to a Riley version about half way through its life. Things have been pretty stagnant at Northair with the only arrival being Cessna 185 G-BIFE which came from Rheims on the 31st.

Two members of the Yorks. Aero Club have recently travelled by road to Eire to bring back a Piper J-3C-65 Cub for restoration. Its current registration is F-BIGN, although originally it was a L-4A with the French Military as 42-15248. It is now in one of the members' garage, and it was hoped to have it registered in this country as G-ROPE - but this seems unlikely!!

Also in this area, a policeman in York is restoring a PA-49 Super Cub, to be registered appropriately G-FUZZ. This is also ex. French Military, and bullet holes have been found already whilst in restoration.

Callsign tie-ups :- 5th. G-BRIT/Express 115; 6th. G-BBNT/Neatex 401; 7th. LN-NPH/Busy Bee 4121/2; 9th. G-BRIT/Express 128; 10th. G-BFIC/MoLine 409B/C; 14th. G-PIED/Air London 412; 16th. G-BBGU/McLine 254A/B; 20th. G-BRON/Express 194; 21st. G-BRIT/Air London 412; 22nd. G-BRIT/Express 115; 23rd. G-BRIT/Express 115; 24th. G-BRIT/Express 115; 25th. G-BRIT/Express 115; 26th. G-BRIT/Express 115; 27th. G-BRIT/Express 115; 28th. G-BRIT/Express 115; 29th. G-BRIT/Express 115; 30th. G-BRIT/Express 115; 31st. G-BRIT/Express 115.

Callsign tie-ups (contd.) :- 25th. G-BBSV/Express 198, G-FOYL/Air Foyle 600; 26th. G-BRIT/Express 155; 27th. XX507/Ascot 1404; 28th. G-BRIT/Express 157; 29th. G-FOYL/Air Foyle 600; 30th. G-BRIT/Express 169.

ILS Overshoots :- 9th. XX492/ESV201, XX482/ESV207; 10th. XX492; 14th. XZ345/Army 353 XW843/Army 356 - Gazelle's; 15th. XS735/JTK 55 Dominie; 22nd. XX497/JTK 206; 24th. G-ASPL/Dan Air 44T; 30th. XX492/FXZ203, XX495/FXZ212.

From & To :- 1st. C-FFNM F Luton T Dusseldorf n/s, PH-RVU F/T Amsterdam n/s; 6th. PH- GPL F Amsterdam T Dublin, D-IMWT F Frankfurt T Antwerp n/s; 7th. OY-PRY F Humberside T Billund n/s, LN-NPH F/T Stavanger, D-IHUG F Groningen T Bremen n/s; 8th. N8062H F Humberside T Perth n/s, N2745D F Perth T Brussels; 9th. OO-LFA F/T Brussels; 13th. D-IDLW F/T Antwerp, D-IMAA F Baden-Baden T Halfpenny Green n/s, D-IHSP F/T Paderborn n/s; 14th. F-BGOA F Vannes T Lulsgate; 15th. OO-FKT F/T Kortrijk, SE-DEL F Stockholm/Bromma T Stavanger, OO-DIL F Humberside T Antwerp, D-IASK F/T Pirmasens-Zweibrucken n/s, PH-IET F/T Groningen; 16th. F-BSEA F/T Calais n/s; 17th. D-GAHE F Usworth T Dublin; 19th. D-GAHE F Dublin T Boston, C-GRDP F Reykjavik T Luton n/s; 20th. D-IMOF F Lydd T Cranfield; 21st. OO-LFZ F/T Brussels; 23rd. OO-JPJ F/T Brussels; 27th. F-BGOA F/T Nantes, C-GRDP F/T Frankfurt n/s; 28th. PH-RVS F/T Rotterdam; 29th. F-BIHJ F/T Calais; 30th. PH-GPL F/T Amsterdam, D-IDAR F Porta- Westfalia T Hanover; 31st. OY-CBF F Copenhagen T Ringway, OO-LFF F/T Liege, OY-CBF F Ringway T Copenhagen.

Helicopter Activity :- 4th. G-AVKK Skipton/Seacroft; 6th. G-BBFE Sheffield; 10th. G-TBCA Brighouse; 12th. G-BBIW Drighlington, G-AXEJ Knaresborough, G-HYDE Huddersfield/Drighlington; 13th. G-HYDE Wetherby; 14th. G-BHIV Bradford, G-HOOK Huddersfield; 21st. G-BBFE York; 21st. G-HELY Huddersfield, G-AXEJ Shipley; 23rd. XT764 Wessex, Apperley Bridge; 24th. G-WARM Leeming, XT764 Wessex, Leeds Grammar School; 25th. G-BESS/HOOK Batley, G-AXEJ Huddersfield; 27th. XT764 Wessex, Huddersfield; 29th. G-AVVS Burley-in-Wharfedale; 30th. G-BBFE Wakefield; 31st. G-HYDE Wetherby. Jetranger G-BHMV of Bristow Helicopters has been operating on pipeline patrol during the month, throughout the region.

On the 25th the Hughes helicopters G-BESS/HOOK/AXEJ operated into and out of the LBA using callsign "Hughes formation" twice.

Leeds/Bradford Movements - October 1962

1st. G-ARDE Dove 6, G-AMDD Dove 6, G-AROK Cessna 310F, G-APZE Apache n/s; 2nd. G-APYX Aztec, G-AROK Cessna 310F, OO-SEF Cessna 310B; 3rd. G-APZE Apache, G-ARHE Aircoupe, G-ARUM Dove 8, G-APCZ Dove 6; 4th. G-ARYF Aztec, G-ARYG Aztec; 5th. G-AROK Cessna 310F, G-AGTF Proctor 5; 6th. G-AEVZ BA. Swallow; 7th. G-AKYS Dove 2B; 11th. G-AROS Heron 2; 12th. EI-AFC DC-3D; 13th. G-APXN Aztec; 15th. G-AOZN Heron 1B, G-ARDE Dove 6, G-ANVC Dove 1B; 16th. G-ARBN Apache, G-APVS Cessna 170B; 17th. G-ARYG Aztec, WK553 Chipmunk; 19th. G-ARGW Commander 500B; 20th. G-APIZ Turbulent, G-ARMT Dove 6, G-ARYH PA-22; 21st. G-AEVZ BA Swallow; 24th. G-APSK Dove 5, G-ARMT Dove 6, G-AMDD Dove 6, G-AOUP Dove 6, G-ARWL Cessna 182E; 25th. G-AMGE Proctor 3; 27th. VT-DOS Cessna 320 n/s; 29th. G-AEXF Mew Gull; 30th. G-APYX Aztec; 31st. G-ARYF Aztec.

Star item of this month may be the Indian Aerosurveys Cessna 320 VT-DOS which n/s from 27th to 29th on its delivery flight to India. Then again you may prefer the Mew Gull G-AEXF which had been bought by Ernie Crabtree and arrived from Barton on the 29th to be resident. Another new resident was the Cessna 170B G-APVS which arrived on 16th for Whiteley(Rishworth) Ltd. Swallow G-AEVZ on the 6th and 21st belonged to D. Pullan and was based at Sherburn. The local Aeronca 100 G-AEVS was sold and departed to Newcastle on the 18th. EKS started turbo prop schedules on the 1st with the leased Avro 748 G-ATMW. Finally Cessna 310B OO-SEF on the 2nd was part of the Sabena Training Fleet.

TEESIDE MOVEMENTS - October 1980

1	LN-SAR Navajo N121AM Falcon 20E	LN-MAR Cessna 404 G-BGFI AA-5A	G-BHAA Cessna 152 G-BBHL Sikorsky S-61N
2	G-BFGG Cessna 150	G-BEXW Archer	G-AXUF Cessna 150
3	G-BHDH Citation II	DC-CUT DC-9	G-AYOH Ballou

TEESIDE MOVEMENTS (Contd.)

4	G-MDRB Chieftain	G-BBLP Aztec	G-DEBI Cessna 172
	G-EBEJ Chieftain	G-BFRC AA-5A	G-ASBS Emeraude
5	EC-CLE DC-9	G-BGBK Tomahawk	G-BDCK AA-5
6	G-ARUM Dove 8	G-AZVX Bell 47G	G-NEWS Jetranger
7	G-BOND Spirit	G-FMFC Bandeirante	G-EEFE Jetranger
8	LN-PAJ King Air	G-AWCN Cessna 172	G-IANT Cessna 404
9	G-BGYP Cougar	G-AVKN Cessna 401	G-LFGG Cessna 150
10	G-BGOY Chieftain	G-BBCA Jetranger	G-ATON Cherokee
	EC-CLD DC-9	G-AZME Navajo	G-FMFC Bandeirante
12	EC-CGN DC-9	G-ARXY Rallye	G-AYMK Cherokee
	G-BHGA Navajo	G-BADO Cherokee Six	G-BGBP Cessna 152
13	G-ASNU HS.125	G-ENSI Bonanza	G-BLEP Bell 212
14	G-WSSL Chieftain	G-GBSC King Air	G-LSVT Bandeirante
15	G-WSSC Chieftain	G-GKNE King Air 200	G-EWBJ Rallye
	G-BCRR AA-5B	G-AVWD Cherokee	G-AVPK Rallye
16	OO-MRD TS.60	G-BFIC HS.125	G-AXFE King Air
17	EC-CTT DC-9	D-GAHE T.Comanche	G-EBCC Aztec
	G-DGNG Bell 212	G-BFGP Twin Otter	G-BSVT Bandeirante
19	EC-CGN DC-9	EI-EEO Cessna 310	G-DGHL Cougar
20	G-AZVX Bell 47G	G-BEMC Cessna 172	G-BERJ Aztec
	G-BHCJ HS.748 DIV.	G-EDDH F.27 DIV.	G-BLGW F.27 DIV.
	G-AZLS Viscount DIV.	G-OBIA Bandeirante DIV.	
21	G-ANUO Heron	G-BHRC Warrior	G-BGYP Cougar
	G-BBNH Seneca	G-SWAN Commander 690B	G-BHMZ F.27 DIV.
22	OO-FLS Cherokee	G-JDST Chieftain	G-BFUS Cessna 404 DIV.
	G-BHFY Baron DIV.	G-AZTS Cessna 172	G-EMCA King Air 200
	G-BHMY F.27 DIV.	G-BHMX F.27 DIV.	G-BHCJ HS.748 DIV.
23	G-DETV HS.125	G-DGTG Aztec	G-AXCP BAC 1-11
24	I-CHOC Falcon 10	G-EDJE HS.125	G-BNPD Aztec
	G-WSSL Chieftain	G-DGWC Robin DR.400	G-LFVM Bell 47G
29	G-DHVB Warrior	G-BHYT Bandeirante	G-NORX Cessna 421C
	G-DFIC HS.125	G-DHNV Jetranger	G-DGEO Cessna 172
30	G-BBKJ Cessna 337	G-BDAU Cessna 150	G-ATCI Airtourer
	G-WTVB Cessna 404	G-DDRD Cessna 150	G-AYMZ Cherokee
31	EC-CLE DC-9	G-BIGU HS.125	G-ESVT Bandeirante

OUT & ABOUT

SHERBURN - 12/6/80 :- A visit here on October 12th proved interesting. In the maintenance hangar was Jodel D92 G-BDNT minus engine and Cessna FA150 G-BDOW in a dismantled state after a crash somewhere in Lincolnshire. Standing at the pumps was the Cessna FA150 G-AXRT in its new taildragger disguise whilst in the club hangar were Cessna's G-BBDT, G-YIII, G-BAGW and G-BHRH along with Super Cruiser G-ARTH, Jodel G-BFEB and Cherokee G-AVLS. Outside the club hangar were Cessna's G-BOBI and G-BAZS keeping company with Cherokee G-BATV and Chipmunk G-AORW. In the private hangar by the runway were Gemini G-AKHW, Slingsby Motor Glider G-AYAN, Auster G-AIBY, Cherokee G-ASHX and Auster NJ703 all liberally covered in dust and looking decidedly grounded. Not quite as badly off were Luton Minor G-ATCJ and the newly built Fred 2 G-BBBW in the same hangar along with the Jodel G-AYFP, Cessna G-BFKA, Cherokee G-BAMM Jodel G-AVPM and Rockwell G-BDEJ. Whilst outside was Cessna F152 G-BHSA. Also noted

OUT & ABOUT (Contd.)

SHERBURN - 19/10/80 :- In addition to those aircraft seen on the 12th were -
G-YKIV C.150; G-BFLO/YORK/YTWO C.172's; G-ORAY C.182; G-BJMR C.310; G-BCLL PA-28;
G-ATXF Horizon; G-AYRS/AZEF/ARRE/AXLS Jodel's; G-BGVV AA-5A; G-BAUZ NC.854S;
G-BETD Robin HR200; G-AYFD Condor. Visitor from Sturgate was G-LFCA C.152.

RINGWAY - 13/10/80 :- G-GRYO B.707 (Ontario Worldair); G-AXRS B.707 (BCAL); N741PA
B.747 (Pan American); N4866T DC-8 (Transamerica/Air Afrique); 9H-AAK B.720 (Air
Malta); N82NA DC-10 (National).

BLACKBUSHE - 27/10/80 :- G-BBCJ/BDZC C.150's; G-BHUI/BHVM/BHVN C.152's; G-BDCE/
BDZD/BHUJ C.172's; G-AYJU C.206; G-BGRB AA-5B; G-AXEM Pup; G-HUSH Hughes 269C;
G-BHYW Jetranger; G-BESX Islander; G-BHGY Arrow; G-AZBK/AZGB Aztec's; G-BBXG
Seneca; G-AXDD Navajo; G-BDMD/JONS/NITE Chieftain's; G-BFHE C.A.S.A. C.352L;
N54607 C.47; G-NORX C.421C.

HEATHROW - 29/10/80 :- YV-133C DC-10 (Viasa); VR-CAO B.707 (Cayman Airways); PH-
DOB DC-9-32 (KLM); HB-INC DC-9-81 (Swissair); 9V-SQL B.747 (Singapore A/L); VT-EGC
B.747 (Air India); G-STUD Twin Otter (Air Ecosse); G-BHBL Tristar (British Airways);
N790FA B.707 (LOWA Ltd. Washington DC.); N765A Gulfstream II, HZ-AMH BAC 1-11;
F-GAPC Falcon 20C.

Ian Gordon has been on his travels again, and although this is definitely not local news, it must be interesting to all aviation enthusiasts. These are some excerpts from Ian's letter.

SAVANNAH, GEORGIA, U.S.A. - 19/10/80 - Not a particularly busy airfield with only National/Pan Am, Delta and Eastern serving seven times a day. A third level operator Air Marian (or Marian Air Services) is based here with its DC-3's and Beech 18's. However, Grumman Gulfstream are based here, along with the Georgia Air National Guard. Grumman were all over the place - by the hangars I counted twelve Gulfstream II's, only two of which could be read off through the heat haze! Tigers and Cheetahs littered the field, including a batch for Cabair, Elstree.

One chap let me walk around the aircraft park. Before starting to log them, he gave me the keys for one of the Tigers. So there was I, sat in a Tiger in Savannah, and just to prove it, I asked him to take a picture. This same chap asked me if I wanted a job as a ferry pilot, as he was taking twelve Tigers to Australia in two weeks time. The salary - a staggering \$500 a day, plus expenses! The crunch came when I told him that I didn't have my PPL.

Well, after that quite incredible meeting I got on with the task of logging the aircraft.

SAVANNAH - 19/10/80 - N1303L DC-8-61, N487DA B.727-232 (Delta), N31MS DC-3, N38MS Beech D18S (Marian Air Services), N37FE Falcon 20DC (Federal Express), N678EM Falcon 20, N9023W Jet Commander, N78MN Learjet 35, N49UC Jetstar, N212K Gulfstream II, TJ-AAK Gulfstream II, 0496 C-130 (USAF-MAC), C-GUZV Tiger, ZP-PPX Commander 700 (best of the day, Paraguayan, impounded by Customs because it landed full of drugs), N7400 Beech 18 - immaculate all-silver finish, N6607K AgCat, N930E Tailwind, N921RM Mu-2, N21EJ Stolp Starduster, N215P Pitts - plus loads of others making up 142 cops - and that included 40 Tigers, 18 Cheetahs, 21 C.172's and 15 PA-28's.

On the 25th I spent a few hours at New Orleans Lakefront Airport. This is the field for all the private aviation in the city, the International Airport was a little too far away for the few hours that I had free.

Had no problems in looking around the hangars although a great many aircraft were parked on the field itself and therefore were difficult to read off as aircraft were moving all over the place. Still, in 2 hours I logged 194 and still had about 100 to go before I had to leave.

The air port is a base for an Army National Guard helicopter support squadron, and present were numerous UH-1H's and OH-58A Kiowa's (the army version of the Jetranger).

NEW ORLEANS LAKEFRONT - 25/10/80 - N96CF CV-440 Combs Freightair, N19HH, N72HA HS.125-600B's, N334LP Jet Commander, N70MD Falcon 20D, N82MD/N83MD Falcon 10's, N90MD Gulfstream II, all of R. McDermott & Co. Inc., NX108V Me-108 (one of only 6 in the States, so the owner informed me), N12253 T.34 Mentor, N683LS DC-3 Louisiana State University, N666A DC-3 Mosquito Control, N4847M/24580 Army O-1 Bird Dog, N66607 Stearman, N70AL/N300S/N2990 Goose's, N163V Lake Experimental, N777CB Lake

NEW ORLEANS LAKEFRONT (Contd.) - (another immaculate silver specimen), 13637 U-8 U.S. Army, 34967 T.33 (gate guardian), 15164/15294/15340/15347/15401/15404/15409/15576/16185/20431/20539/21865 all 12 are OH-58A Kiowa's, 15282/21745/22421/0-16066/0-16067/0-15773/0-16456/0-16601/0-16656/0-16821/0-17091/0-17297/0-18131/0-38847/0-59779/0-59911/0-61052/0-61068 all 18 being UH-1H's Iroquois' of the U.S. Army. I enquired about a pleasure flight around the city. It was \$50 for an hour for two, which with the current exchange rate is quite cheap - may try one time if I ever come back here!

EAST MIDLANDS - 18/10/80 :- N3791G B.707, N448M B.707, G-GCKI Mooney, G-CJAN Archer, G-ODY Cherokee, G-GFLY C.150, G-BTFH Cessna 414A.

LUTON - 18/10/80 :- VR-BEG B.737, G-DFUB B.737 (Monarch), N800LS Falcon, N187G Jet Commander, N301EC Gulfstream II, G-BHLP/ONPN HS.125's, G-FOIL Navajo, OY-DZZ Aztec, G-TAMI C.421B, PH-VWM C.310, G-DUVL C.172, OY-FRT Aerostar.

ELSTREE - 18/10/80 :- Noted among the 136 aircraft on the field were 4X-CEQ C.172, 4X-AEC Cherokee, N26836 AA-5B, N60JE King Air, N10240 Twin Comanche,

LEAVESDEN - 18/10/80 :- G-ROWL AA-5, G-BUMP Archer, G-SPTS King Air, G-ARDE Dove 6.

HEATHROW - 18/10/80 :- N11AL/N829GA/N77SW/HB-ITR Gulfstream II's, N111EK B.727, HZ-KA3/G-EGOP Falcon's, N807FT B.747 (Flying Tigers), HB-INC DC-9-81 (Swissair), CCCP 85367 Tu154 (Aeroflot), HZ-AHM Tristar (Saudia), LX-LGI B.737 (Luxair).

MILITARY NEWS

This takes the form of a trip round various airfields on the 16th October, and three days later, to the USS Iwo Jima at Liverpool.

After receiving a tip off that the Priory 2 exercise was to take place during Wed. - Thursday 15th/16th October, it was decided to cover the Lincolnshire bases on the Thursday. Priory 2 exercise, like Priory 1, is a defence exercise to test the defensive tactics of the RAF.

Arriving at Binbrook just before 10.00, we should have been in time to see two waves of French A.F. Jaguars attack, but due to atrocious weather conditions it was called off, and we had to make do with the eight Dutch F.5A Freedom Fighter's and one or two Lightning's as follows:

XM181/XM183/XS418/XS423/XS449/XS450/XS454 Lightning's - all decoys.

XP751/S, XS922/C, XS932/F, XR765/J, XS935/AB, XP750/AQ Lightning's - 5 Sqn.

XP702/N, XR727/-, XS899/C, XP707/BM, XS927/H, XP751/S, XS920/B Lightning's - 11 Sqn.

K3070, K3023, K3027, K3061 Northrop NF-5A's 314 Sqn. R.Neth. A.F.

K3016, K3021, K3073, K3046 Northrop NF-5A's 316 Sqn. R.Neth. A.F.

plus XM969 Lightning T.4 on the dump.

From there we went down to Coningsby, but again missing most of the interesting visitors. We found out that earlier there had been three Soesterburg F-15's of the USAF, three Danish Super Sabres and that a French A.F. Mirage IV had overshot. But we did alright!

XN728/V, XN774/F Lightning F2A's in 92 Sqn. markings and XM987/987 Lightning T4 on the dump; XV438/Y, XT894/B, XT902/F, XT905/-, XT899/-, XT895/D, XT910/I, XT897/C, XV470/W, XV486/X, XT896/H, XV488/R Phantom FGR2's of 228 OCU; XV461/H, XV419/G, XV484/C, XT898/T, XV473/L Phantom FGR2's of 29 Sqn; 37+97, 37+57, 38+61, 38+13 F-4F Phantom's of JbG-36 Luftwaffe; 35+76 RF-4E Phantom of AKG-52 Luftwaffe.

Then on to nearby Tattershall Museum, where looking over the fence were XD447 Vampire T.11, G-AHRI Dove, WH991 Dragonfly HR3 and WW421/7638M Provost T.1.

Our next stop was Waddington, which certainly provided the rarest aircraft we saw that day, as well as many Vulcan's.

XH539 Vulcan was on the dump, XV328/7 Lightning of LTF was visiting; XM651, XM606, XM648 Vulcan's 9 Sqn; XM594, XM599, XM657 Vulcan's 44 Sqn; XM611 Vulcan 101 Sqn; XM654, XL387 Vulcan's 50 Sqn; PA474 Lancaster; 35+77 RF-4E Phantom of AKG-52 Luftwaffe; 724 C-130B Hercules of 121 Sqn Singapore A.F. based at Changi.

The last stop of the day was at Scampton where we saw - XH500 Vulcan on the dump; XM572, XL444, XL319, XL361, XM570, XH538 Vulcan's 35 Sqn; XL321, XJ782, XH537, XJ780, XH558 Vulcan's 27 Sqn; XL446, XJ783, XL392, XL426 Vulcan's 617 Sqn; plus gate guardian NX611/G-ASXX Lancaster.

Later we were to discover that French Mirage IV's were attacking Binbrook every 20 minutes at one point, but two Lancaster's in one day can't be bad.

MILITARY NEWS (Contd.)

As reported at the October meeting, USS Iwo Jima docked at Brocklebank Dock, Liverpool, although not without some difficulties. It was scheduled to dock at 16.30 on Thursday 16th October, but due to very bad weather, it couldn't get in until Saturday. On board were a couple of surprises though, so for those that went on Sunday it was worth it.

USS IWO JIMA - LIVERPOOL - 19/10/80 :- 159238/GC-01, 158969/GC-04, 159248/GC-05, 159240/GC-10, 159238/GC-17, 159232/GC-23 all AV-8A Harriers of VMA231 U.S. Marine Corp. 155438/ER-02, 155440/ER-03, 155443/ER-04, 155464/ER-05 all OV-10A Bronco's VMO-1 USMC.

159196/YS-32, 159683/YS-33 both UH-1M Iroquois' HMH-162 USMC. 152553/BF411, 151914/BF417 both HH-46A Sea Knight's HC-16 US Navy. 160829/00 UH-1N Iroquois HC-16 US Navy. 156968/CJ-2, 15176/CJ-6, 157731/CJ-13, 157168/CJ-15, 156955/CJ-16, 157175/CJ-20, 157748/CJ-21, 157931/CJ-22, 157733/CJ-23, 157173/CJ-24 all CH-53D Sea Stallion's HMH-461 USMC.

RAF Finningley Open Day - 20/9/80 :- A few amendments and additions to last months list.

First mistake was Vulcan XM652, this was the static display aircraft and did not fly. The "Vintage Pair" WF791/XH304 Meteor/Vampire were noted, as was Nimrod, XV24B Vulcan XL389. Lambert & Butler Balloons (Thunder A X6's) G-BGVP and G-IGVR were there, and the red and green was N2174H (not 21744 - the Canada Dry variety!) Kings Cup aircraft not mentioned were G-DOGS Cessna 182 and G-BGTF Cessna 310 which took off before the "display" started.

Airlines Review - November 1980

AIR ECOSSE have ordered 5 Embraer EMB-120 Brasilia's as part of a new expansion programme. Route applications have been made to the CAA to operate between Aberdeen - Belfast and Dundee - Gatwick. Services would initially use Bandeirantes with the Brasilias being introduced from mid 1983 onwards. The company may also acquire second-hand One-Elevens for use on night mail flights. Bandeirantes appear in the Winter schedules from E.M.A. on a Southend - Jersey - Guernsey service, three times a week.

AIR UK : The company are to suspend services on 12 routes while frequency is to be reduced on 5 others. The winter fleet will comprise 14 Friendships, 8 Heralds, 3 Bandeirantes and 4 One-Elevens for I.T. work. A Bandeirante is to be leased to Bristows and two others are also available for lease. Of the remaining Heralds, G-APWH has been broken-up at Norwich, while G-APWG, 'BAZZ, 'ASKK and 'APWE are stored at Norwich. Friendship G-BHMW is currently being used as a freighter on the Stansted - E.M.A. - Amsterdam newspaper and freight services. The Norwich - Birmingham route is to be suspended and the service is likely to be taken over by Eastern Airways, effective from 3rd November using Navajo Chieftains, although the application also specified Aztecs and Dakotas. A licence has been won, effective from 1st April 1981, to operate services between Stansted and Paris but no starting date has been given.

AIR EUROPE : The airlines latest Boeing 737-200's, G-EMMP c/n 22633 and G-BMSP, c/n 22660 are expected to arrive next Spring. Next Summer services from the L.B.A. will include a Sunday departure to Gerona and a Monday departure to Palma.

BRITISH AIRWAYS are also reducing services. About 50 routes are to be cut representing 8% of total winter capacity. From 1st November the Concorde service to Bahrain and Singapore will cease, while a Boeing 747-136 may be sold and only two VC-10's will remain, until next Spring. It is reported that LANSA of Honduras have tendered a £4.2m. bid for all 14 Super VC-10's for use on Miami to the Caribbean and South America charter flights. Super VC-10's G-ASGK, 'GL and 'GM were withdrawn from storage at Prestwick between 25th and 28th August for use on trooping flights in support of Operation Crusader. In keeping with the airlines intention to name the 10 RB-211-powered Boeing 747-236B's after British cities, G-BDXJ positioned from Heathrow to Birmingham on 10th October to be christened 'City of Birmingham' by the Lord Mayor of that city.

BRITANNIA AIRWAYS has won a two year extension of its contract with Gibraltar Airways to operate from Gatwick to Gibraltar. This is Britannia's only scheduled service, and 3 flights per week are flown. A profit, after tax, of £3m. for 1979

Airlines Review (Contd.)

BRITANNIA AIRWAYS Export-Import Bank has made available to Britannia a private loan guarantee of £93m. to enable them to buy up to 5 Boeing 767's, although so far only 2 have been ordered for delivery in Spring 1984. During September it was also announced that an £11.7m. order for 14 General Electric CF6-80A engines had been placed to power the B.767's. Services next year from the L.B.A. will include departures to Ibiza, Palma, Alicante, Gerona, Lisbon, Malta, Monastir, Venice, Naples with up to 10 flights per week envisaged. Boeing 737-204C G-AXNB was due to be rolled out at Luton on 3rd November with 'Cargo' titles applied for a six-month contract with Pelican/I.A.S. Animal Air Services for livestock charters. The second Boeing 737-204 for O.S.L. will be G-OSLA and is expected to arrive in May 1981.

DAN AIR has bought a Boeing 737-249, G-DICV, c/n 21528 ex OY-API from Maersk Air. A second aircraft is expected. The lease of the Mount Cook H.S.748-2A, G-AYYG c/n 1697, has been extended at least until the end of 1980, while Viscount 839 G-IGLC is to go to Air Zimbabwe. On 1st September H.S.748 G-ASPL made an emergency landing at Birmingham due to an engine failure, while en route from Newcastle to Gatwick.

EASTERN AIRWAYS were expected to begin services on 3rd November from Humberside to Norwich and Glasgow using lease Air Navajo Chieftains, Monday - Friday.

LYMOW AIRWAYS is expected to order two additional Dash 7's for use on oil-related flights as part of a 3-year contract with Chevron-U.K.

EXECUTIVE WINGS ceased operations on 21st August. Cessna 404 G-IANT has been in use recently with Euroair, while G-MSDS has gone to Executive Express at Luton.

LAKER AIRWAYS are to operate up to 12 flights per week from Manchester in 1981 using A.300's on behalf of Arrowsmith Holidays. The airline was unsuccessful in its recent application to operate their proposed non-stop service between London and Hong Kong; the rumoured lease of a Braniff Boeing 747SP is now unlikely to proceed.

MONARCH AIRLINES first Boeing 737-2K9, G-DFUL c/n 22415 arrived at Luton from Goose Bay on 1st October as 'OM562', and was originally an aircraft intended for Bavarian. It emerged from the Monarch hangar on 14th October and departed to Seville for crew training on 20th October. Long-range tanks are scheduled to be fitted in time for the start of the Berlin flights next April, while the second aircraft G-BMON, c/n 22416 is expected to have these fitted prior to delivery. Unconfirmed reports indicate that two Boeing 757's may be ordered.

SKYWAYS CARGO AIRLINE appointed a Receiver on 16th October following the cessation of services on 15th October. The Gatwick night mail flights have been taken over by Dan Air using H.S.748's, while Air UK Friendships have been used on the British Midland E.M.A. to Amsterdam service.

Credits

C. Harper	R. Fozzard	S. Rigg	A. Larker
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