

AIR YORKSHIRE



VOLUME 7 No.11

(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1981

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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 9DN.

FORTHCOMING MEETINGS

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

DECEMBER 6th : Members Slides

JANUARY 3rd : Annual Quiz - compiled by Chris Harper. Come along and test your knowledge.

EDITORIAL

A well attended A.G.M. was held on November 1st, and to cut a long story short, the full committee we have had for 1981 was re-elected for 1982 unopposed. So apart from the committee members mentioned at the beginning of the bulletin, we once again have Colin Pontefract and Jim Ward to help us.

We have had a successful year - the trips (organised by Steve Rigg) and the Church Fenton stand both produced small profits, and together with an increase in membership, has meant that subscriptions have not had to be increased.

It was agreed by the committee and members present that the complete scheduled movements at the LBA are not required, but all IT charter aircraft and new registrations in the scheduled aircraft field will be designated in the normal movements section.

Military Editor, Paul Mitchell is unable to continue in this position, and we would like to thank him for all his contributions in the past. As mentioned before, this is an area we are not too strong in, and a new Editor for this section is required. Any military enthusiast who is willing to take on the job, please contact me as soon as you like. We are primarily wishing to produce information about local RAF airfields and aircraft movements, so it is not too difficult a job for anyone interested.

Thanks for your support, see you next month.

Credits

T.W. Sykes
M.I. Rayner
S. Rigg

D. Elam
K. Jordan
LAAS

I.D. Morton
R. Fozzard
Airstrip

C. Harper
P. Mitchell
D. Kamiya
(Bac Warton)

LEEDS/BRADFORD MOVEMENTS - October 1981

1 G-JEAN Citation	0722	G-PRES Cessna 441 n/s	0823 ?
G-BNPD Aztec	0844	D-IDLW Cessna 441 n/s	1002 1549(2)
G-JEAN Citation	1021 1447	G-JSGM Cessna 210	1026 1401
G-CPTS Jetranger	1113 ?	G-AVAU T.Comanche	1239 1655
G-HELY Agusta A.109A	1448 1739	G-AZZK Cessna 414	1645 2059
G-JEAN Citation	1729 1915	G-BNPD Aztec n/s	1946 ?
G-BABW King Air n/s	2145 1446(2)		
2 HB-LMP Cessna 441	0825 1204	G-BJET Cessna 425	0910 1515
G-BCEK Cessna 421B	0924 1711	G-BFVA B.737	1353 1457
G-BHWE B.737	1443 1547	G-RACE Aerostar	1532 1551
LN-BWG Convair 580	1540 1619	LN-FOC Cessna 210	1638
G-APWA Herald	1802 1918	G-BFFM Cessna 421C n/s	2026 1059(7)
3 G-BIZE Cessna 172	0909	G-BECO Bonanza n/s	1220
G-BBEV Cessna 340 n/s	1342 1843(27)	G-BGXA Cub	1350 1448
G-BOBI Cessna 152	1412 1450	G-BECA Rallye	1428 1635
G-OSLA B.737	1530 1626	G-ATRR Cherokee	1549 1728
G-BHDZ Cessna 172 n/s	1614		
4 G-ROWL AA-5B	0839 0906	G-BGYK B.737	0929 1030
G-DDDV B.737	1321 1435	G-AXOZ Pup	1421 1525
G-SILV Cessna 340	1524 1619	G-RACE Aerostar	1546 1557
G-BAJN AA-5	1630 1719		
5 G-BAVG King Air	0815 0831	F-GAMP Cheyenne	1001 1426
G-JGCL Cessna 414A	1026 1043	G-BJOY HS.125	1047 1559
G-SILV Cessna 340	1201 1344	G-BNPD Aztec n/s	1242
G-BHOR B.737	1304 1415	G-BAVG King Air	1805 1814
G-BEKO Cessna 182	1911 1947	G-LATC Bandeirante	2121 2151
6 N5341Y Cessna 210	1306 1541	G-BAJR Cherokee n/s	1457 0910(7)
G-JEAN Citation	1525 1531		
7 G-BFVA B.737	0901 1032	G-BASE Jetranger	1013 1547
G-BHGA Navajo	1047 1753	C-FFNM Gulfstream 2 n/s	1052 1043(8)
G-AVHZ T.Comanche	1232 1302	G-JEAN Citation	1249 1812
G-BJFH B.737	1301 1425	F-GAMP Cheyenne	1424 1453
G-AVHZ T.Comanche	1705 1735	G-BFVA B.737	1858 2000
G-BGOP Falcon 20F	1932 2029		
8 G-BCKM Citation	0812 0850		
9 G-JGCL Cessna 414A	0853 0906	G-HALP Tobago	1043 1836
D-ILEA Navajo n/s	1234 0918(11)	G-BFVB B.737	1343 1450
G-TEAM Cessna 414A	1357	G-AOHV Viscount	1412 1446
LN-BWN Convair 580	1431 1514	G-JGCL Cessna 414A	1649 1705
G-BEVL Cessna 421C	1654 1723	G-BGYJ B.737	1708 1817
G-JEAN Citation	1755 1841		
10 G-BFVA B.737	0851 1023	LN-BWN Convair 580	1336 1506
G-BBCT Chieftain	1510 1558	G-BAZG B.737	1600 1648
G-FROG Hughes 369	1627		
11 G-BFVA B.737	0955 1042	G-ATHW Mooney M.20E	1404 1525
G-BJFH B.737	1441 1531	G-OHTL Sikorsky S-76	1520 1548
G-BHLP Cessna 441 N/T	1555		
12 G-EAFA AA-5	0930 1733	G-JGCL Cessna 414A	0933 0946
G-BCKO Aztec	0958 1009	G-BHIV Ecureuil	1242 1431
G-BMEC B.737	1311 1430	G-AXHG Rallye	1457 1549
G-WOLF Cherokee	1517 1620	G-ASVO Herald	1515 1605
G-BHUL King Air	1732 1839	G-BCKO Aztec n/s	1802 1148(15)
G-ECCL HS.125	1813 1908		
13 G-BAVF Baron	0940 0956	G-AWLP Mooney M.20F	1037 1122

LEEDS/BRADFORD MOVEMENTS (Contd.)

13	G-BFRA Rockwell 114	1044 1738	G-BHKX Duchess	1219 1313
	G-BAZG B.737	1405 1448	G-BAVF Baron	1439 1447
	G-BFRP Cessna 150	1451 1524	G-SALL Cessna 150	1551 1648
	G-VMDE Cessna 210	2047 2127		
14	G-KFIT King Air	0838 0854	G-OAKS Cessna 421C	0852 0908
	G-AVKZ Aztec	0855 0911	G-BAVF Baron	0903 1005
	G-BFVA B.737	0918 1032	G-AZRU Jetranger	1024 1112
	G-BHED Cessna 152	1108 1146	G-JANE Cessna 340	1153 1440
	G-AXVC Cessna 150	1318 1523	G-BDNY AA-1B	1540 1625
	G-BHST Hughes 369	1614 1630	G-AVKZ Aztec	1659 1717
	G-BGCC Navajo	1709 1725	G-BAJN AA-5 n/s	1712 1453(15)
	G-HELY Agusta A.109A n/s	1730 0848(15)	G-BFVA B.737	1805 2013
	G-MARG Chieftain	1807 1829	G-WITT Navajo	1802
	G-BBCW Aztec	2008 2024		
15	G-BGCC Navajo	0959 1022	G-AUTO Cessna 441	0958 1621
	G-BCBW Cessna 182	1020 1150	G-AZFR Cessna 401B	1144 1324
	G-BHEC Cessna 152	1146 1218	G-JEAN Citation	1403 1434
	G-RBEE Cessna 421C n/s	1407 0838(16)	G-MALK Cessna 172	1444 1526
	G-WITT Navajo n/s	1448	G-BHEC Cessna 152	1615 1645
	G-OJOE Partenavia P.68B n/s	1658	G-BGLI Cessna 152	1710 1747
	G-JTCA Aztec	1731 1757	G-BCKO Aztec n/s	2102
16	G-BEVL Cessna 421C	1035 1108	G-BFPC AA-5B	1044 1649
	G-BAHN Baron	1206 1345	G-BEVL Cessna 421C	1215 1248
	G-AVCW T.Comanche	1240 1327	G-BEOG B.737	1337 1451
	LN-BWG Convair 580	1413 1502	G-BGNW B.737	1452 1548
	G-LUCK Cessna 150	1455 1554	G-RBEE Cessna 421C n/s	1547 0843(19)
	G-BDYC AA-1B	1641 1717	G-AWUA Cessna 206	1654
	G-OAKS Cessna 421C	1720 1816	G-HELY Agusta A.109A n/s	1803 0914(17)
	G-JEAN Citation	1808 1814		
17	G-BFVA B.737	0839 1026	G-BFRR Cessna 150	1042 1355
	N301EC Gulfstream 2	1404 1549	G-HELY Agusta A.109A	1442 ?
	G-BAZI B.737	1542 1641	G-BEBE AA-5A	1603 1650
	G-AWRK Cessna 150 n/s	1857 1946(19)		
18	G-BFVA B.737	0935 1030	G-AZZV Cessna 172	1208 1311
	G-AWLE Cessna 172	1214 1306	G-DDDV B.737	1338 1440
	G-BHNY Cessna 425	1347 1505	G-BGLH Cessna 152	1526 1605
19	G-BHYU King Air 200	0931 1250	G-BMSM B.737	1311 1412
	G-BHIV Ecureuil	1412 1515	G-RBEE Cessna 421C n/s	1528 0906(20)
	G-BBPX Seneca n/s	1606 1340(23)	G-AXMY T.Comanche n/s	1041 1353(20)
20	I-FLYA Citation	0946 1410	XZ346 Gazelle	1120 1210
	G-BHWE B.737	1423 1543	G-OFAR Cessna 402C	1734 1740
	SE-GRZ Lance n/s	1822 1434(22)		
21	G-BCBK Cessna 421B	0822 1810	G-BHFY Baron	0904 0916
	G-OFAR Cessna 402C	0911 0918	G-BGYJ B.737	1032 2012
	G-BMSM B.737	1324 1425	G-JGCL Cessna 414A	1401 1416
	G-RBEE Cessna 421C	1459 1546	G-OFAR Cessna 402C	1617 1624
	G-RBEE Cessna 421C n/s	1927 1029(23)		
22	G-VAUN Cessna 340	1018 1556	G-BIWP Mooney M.20J	1120 1521
	G-AUTO Cessna 441 n/s	1127 0938(23)	G-BAAT Cessna 182	1154 1834
	G-BEOZ Argosy	1304 1359	D-IASK Navajo	1355 1500
	G-BHDR Cessna 152	1424 1539	G-BCUZ King Air 200	1439 1453
23	G-BCBK Cessna 421B	0919 1715	G-BFDN Chieftain	0945 1213
	G-BJET Cessna 425 n/s	1027 1619(24)	OY-BGK Chieftain	1048 1816
	G-BING Cessna 172	1106 1151	G-RBEE Cessna 421C n/s	1224 0844(26)
	G-BGAB Cessna 152	1314 1403	G-BECH B.737	1329 1435

LEEDS/BRADFORD MOVEMENTS (Contd.)

23 G-AZAV Cessna 337	1543 1618	G-BHKS King Air	1609 1640
OO-LPH Cessna 421C	1617 1636	G-AWLP Mooney M.20F	1656 1730
G-BOSL B.737	1719 1919	G-DJHH Citation n/s	1943 1145(24)
24 G-BGYJ B.737	0841 1009	G-AYMX Jetranger	1120 1209
F-BTDA Jet Commander	1157 1600	D-IASK Navajo	1228 1539
G-PENN AA-5B	1309 1400	G-BFVA B.737	1456 1551
G-AYMX Jetranger	1546 1550		
<u>GMP in operation</u>			
25 G-BGYJ B.737	0913 1018	G-AXXR Baron	1034 1132
G-DDDV B.737	1311 1403	G-SMJJ Cessna 414A	1335 1437
26 G-OFAR Cessna 402C	0752 0800	CF-DTN Beech 18	1055 1250
G-WILL Jetranger	1058 1455	G-BBTG Cessna 172	1058 1510
G-BMSH B.737	1449 1544	G-PRES Cessna 441	1632 1751
27 F-BTOP Duke	0945 1052	G-AVKN Cessna 401	1048 1212
G-PRES Cessna 441	1145 1448	N301EC Gulfstream 2	1230 1646
G-BASH Seneca n/s	1323 1245(28)	G-BHOV Partenavia P.68C n/s	1325 1241(28)
N13773 Aztec	1444 1545	G-BFGW Cessna 150	1650 1658
G-RBBE Cessna 421C n/s	1719	G-BJBI Cessna 414A N/T	1757
28 G-BCRP Aztec	0845 0926	G-BGNW B.737	0859 1037
G-AZRU Jetranger	1014 1340	22261 C.12	1318 1352
G-BGNW B.737	1816 2030		
29 D-IDLW Cessna 441	0837 1310	G-BAVG King Air	0918 0928
G-AZDE Arrow	0855 1602	PH-GPL Navajo	0924 1809
G-BDYC AA-1B	1016 1232	G-BFYE Robin HR.100	1228
G-BGAB Cessna 152	1525 1600	G-BAVG King Air	1709 1737
G-AZME Navajo	1835 1933		
30 N121AM Falcon 20E	0832 1721	G-FCAS Aztec	1008 1523
G-ATTF Aztec	1005 1603	G-BBBZ Enstrom F.28A	1022 1048
G-BIOW Slingsby T.67A	1031 1318	N961L Cessna 150	1300 1412
G-BFVB B.737	1351 1451	G-BADR B.737	1455 1552
31 G-GRAY Cessna 172		G-BAHZ Arrow	
G-ECCO Cougar		G-BBPP Archer	
G-OGOJ AA-5A		I-DKET Falcon 20C	
G-BGAB Cessna 152		G-SMJJ Cessna 414A	
G-BBRO HS.125			

No times available.

The quantity has declined somewhat but the quality is still there, to start the month we had two Conquests. On the 1st D-IDLW had c/n 170 and this has visited before. On the 2nd HB-LMP was a newer machine with c/n 203 but this was on its way to the States. It was being delivered to Pennant Aviation of Tulsa Oklahoma by OFAG when it went u/s and diverted in for Northair to look at it. Cheyenne F-GAMP on the 5th is an old friend now but Cessna T210N N5341Y on the 6th is not so familiar and it has c/n 64174. Gulf two C-PFNM visited once again on the 7th and night stopping on the 9th was Navajo D-ILEA c/n 31-7812117. Another G-2 was N301EC which visited on the 17th and 27th in connection with some property the parent company has bought in Bradford. Another first visit was the Citation I-FLYA on the 20th but more common were the two PA-31's D-IASK on the 22nd and OY-BGK on the 23rd. Racing at Doncaster brought in the Jet Commander F-BTDA on the 24th. Unusual visitor on the 26th was the Beech 18 C-FBTN of Capitol Surveys, on the 27th Beech Duke F-BTOP was joined by the 1973 Aztec N13773 of Biltair. Final visitor of the month was a first visit by the Falcon 20 I-DKET. Cessna 421C G-BFFM on the 2nd arrived for work by Northair and left on the 7th on delivery to E. Walker and Ass. of San Simon, Georgia. A number of new registrations noted this month are not new aircraft, G-BJOY HS.125 on the 5th is ex G-BBEP; Tobago G-HALP on the 9th is ex G-BITD; Beech F90 G-KFIT on the 14th is ex G-BHUL and Aztec G-JTCA on the 15th is ex G-BBCU.

New with Northair were Conquest G-BHLP on the 11th and Chancellor G-BJBI on the 27th, Corsair G-BHNY arrived on the 18th but left the same day for Luton. Cessna 340 G-BBVE arrived for the tail mod on the 3rd. In the other hangar Partenavia Victor G-OJOE arrived for Jack Tordoff on the 15th and this is to become G-JCTI. Charringtons Cessna 421 G-EASS is no longer resident, it left on the 16th.

Callsign tie-ups :- 2nd. LN-BWG/WN205-206; 5th. G-LATC/Euroair 685; 10th. LN-BWN/WN205-206, G-BECT/ Continental 266-267; 12th. G-ASVO/VF5197A-5192A, G-BCCL/McLine 500B-C, G-BHUL/Express 285; 20th. XZ346/Army 353; 22nd. G-BEOZ/Air Bridge 448; 23rd. G-BFDN/Eastair 5102; 28th. 22261/Army 22261B-C.

ILS Overshoots :- 1st. XV183 Hercules; 8th. XX497/T211; 12th. XX493/DQM207, XX491/DQM201, XS731/DQM93 Dominie; 13th. XW352/A05 Jet Provost; 14th. XX517/DLM57 Bulldog, XZ352/KHL40 Jet Provost; 15th. XX482/T207, XX491/T207, XX497/T208; 16th. XX499/T201; 19th. XX499/T207, XX499/T203; 20th. XX500/T211, XS737/T91 Dominie, XX494/T209, XX499/T204; 21st. XX496/JOR208, XX499/JOR202, XX498/JOR211; 22nd. XS731/JOR36 Dominie, XX498/JOR204, XX500/JOR211; 23rd. XS732/JOR55 Dominie, XW415/JOR23 Jet Provost; 26th. XX495/T97, XV138/Doughnut Sierra One - Scout, XX491/NVG95, XX494/T205; 27th. XX498/NVG202; 28th. XS711/NVG92 Dominie; 29th. XX500/T207; 30th. XW288/AHC18 Jet Provost.

From & to :- 1st. D-IDLW F/T Cologne n/s; 2nd. HB-LMP F Glasgow T Reykjavik, LN-FOC T Skien/Geiteryggen; 5th. F-GAMP F/T Beauvais; 6th. N5341Y F/T Brussels; 7th. C-FTNM F Dusseldorf n/s T Stockholm (Arlanda), F-GAMP F Le Bourget T Lille; 9th. D-ILEA F Dusseldorf n/s T Stra bing; 17th. N301EC F Liverpool T Luton; 20th. I-FLYA F/T Turin, SE-GRZ F Aalborg n/s T Jonkoping; 22nd. D-IASK F Zweibrucken T Paris; 23rd. OY-BCK F/T Odense, OO-LFH F/T Brussels; 24th. F-BTDA F/T Le Bourget, D-IASK F Stuttgart T Pirmasens; 26th. CF-DIN F Prestwick T Bordeaux; 27th. F-BTOP F Orly to Wick, N301EC F Liverpool T Stansted, N13773 F/T Antwerp; 28th. 22261 F Northolt T Hanau; 29th. D-IDLW F Cologne T EMA, PH-GPL F/T Amsterdam; 30th. N121AM F/T Amsterdam, N961L F Lakenheath T Cranfield.

Helicopter Activity :- 10th. G-OWJM/Selby Fork Hotel; 11th. G-OHTL/Huddersfield; 12th. G-BHIV/Halifax; 15th. G-BHSG/Brighouse; 18th. G-HEAT/Leeming, G-OWJM/Mirfield; 19th. G-EHIV/Garforth (Mercury Motel); 22nd. G-BHSG/Brighouse; 23rd. G-BBFB/Catterick, G-BHSG/Pannal; 24th. G-AYMX/Doncaster; 26th. G-AYCM/Ingleborough, G-HELY/Harrogate; 27th. G-OJCB/Ossett; 28th. G-EGGY/Morley; 29th. G-BBBZ/Weeton; 31st. G-AYMX/Woodhouse Moor.

Sherburn Movements - October 1981

2nd. G-AVZV F/T Brough; 4th. G-ATRK F/T Bourn; 10th. G-LUCK F/T Humberside, G-AWUH F/T Doncaster; 11th. G-AYWD F Elvington n/s T Topcliffe on 14th; 13th. G-AWUH F/T Doncaster, G-WOLF F/T Humberside; 14th. G-ATBP F Crosland Moor T Dishforth; 16th. G-BFSR F/T N'thorpe; 17th. G-AGYD F/T Church Fenton, G-BAZM F/T LBA, G-BFXM F/T Doncaster; 18th. G-ASYL F/T Grindale, G-BCPN F/T Melbourne, G-AZLY F/T Teesside, G-LFCA F Sturgate T Skegness, G-BFSR F N'thorpe T Tollerton, G-AZCK F/T Wickenby, G-BCTA F/T Sproatley, G-BEZR F/T Humberside; 20th. G-BHED F/T Doncaster, G-LUCK F Humberside T Brough; 21st. G-AXUA/G-BAEU F/T Felixkirk, G-BING F/T Humberside; 23rd. G-BFFC F/T LBA; 24th. G-AXNS F/T N'thorpe; 26th. G-GRAY F/T Doncaster; 27th. G-AWUH F Usworth T Acaster Malbis, G-BBEC F/T Gamston; 28th. G-BFFE F/T Brighton.

It has been specially requested that anyone visiting Sherburn for a look round should ask permission first.

Teesside Movements - September 1981

1 HB-ICN Caravelle (C.T.A.)	G-ANUO Heron	G-CELT Bandeirante
2 LN-NPI F.27	G-AZLV Cessna 172	G-BDZD Cessna 172
3 G-BHTP Cheyenne	G-BFTX Cessna 172	G-AVDX HS.125
4 EC-CQM DC-8(Aviaco)	G-BIED King Air	C-BBNH Seneca
5 PH-CHB F.28	G-BGPH AA-5B	G-AXCP DAC 1-11

Teesside Movements (Contd.)

6	9H-AAN G-BIVU	B.720(Air Malta) AA-5A	G-LACT D-EKPB	Bandeirante Mooney	F-BVVI AA-5
7	G-FERY	Citation 2	G-IGCS	Bandeirante	G-BHSM Jetranger
8	TZ-ADS G-BSVT	Caravelle(C.T.A.) Bandeirante	G-KRIS G-BIXU	Maule AA-5B	G-BIBE Bandeirante G-ANUO Heron
9	G-HUSH	Hughes 269	G-BFRE	Cessna 152	G-BDPH Cessna 172
10	OO-JPK	Metro	G-CNSI	King Air 200	G-BBKJ Cessna 337
11	EC-ASN	DC-8(Aviaco)	G-BFLI	Arrow	G-ASTD Aztec
12	G-BEMD G-BOBI	Baron Cessna 152	G-BIFY G-BOGJ	Cessna 150 Cherokee	G-BFVO Partenavia P.68B G-AXCP BAC 1-11
13	9H-AAK G-BIBW	B.720(Air Malta) Cessna 172	PH-CHB G-BIVU	F.28 AA-5A	G-HGGS Bandeirante
14	G-MDRB	Chieftain	G-AYMK	Cherokee	G-BFFE Cessna 152
15	SE-IIB	King Air	G-ATVW	Condor	G-BSVT Bandeirante
16	G-AZBK	Aztec	G-AWEG	Cessna 172	G-ARPR Trident
17	F-GEDN	Ecureuil	G-EDWL	Pawnee	G-AVUS Cherokee
18	EC-ASN G-EHOB	DC-8(Aviaco) Cessna 404	G-AZYI G-BFXW	Cessna 310 AA-5E	G-BAZA HS.125 G-OFAR Cessna 402C
19	G-AZLZ	Cessna 150	G-BFWB	Warrior	G-AXCK BAC 1-11
21	F-BJLH	DA.10	G-ROLL	Pitts S-2A	G-BHUS King Air
22	F-BVJJ	Seneca	G-FMFC	Bandeirante	G-BIBE Bandeirante
23	G-BFFM	Cessna 421C	G-VWGB	Cessna 404	G-BGYT Bandeirante
24	OO-FLE G-HWBK	Seneca Agusta A.109A	G-FOUR G-BREW	HS.125 Chieftain	G-FISH Cessna 310 G-BBIF Aztec
25	EC-CQM G-OSLA	DC-8(Aviaco) B.737	G-BGOP G-BECG	Falcon 20F B.737	G-BGOX Chieftain G-BAZG B.737
26	PH-CHF	F.28	G-JETA	Citation 2	G-AZZK Cessna 414
27	9H-AAO	B.720(Air Malta)	G-LATC	Bandeirante	
29	LX-ETA G-ARDE	Cessna 421C Dove 6	G-JETA G-BBNO	Citation 2 Aztec	G-CHEV Bandeirante G-BLST Cessna 421C
30	G-SATO G-BIEZ G-AVRM	Aztec King Air B.737	G-BHCB G-BSFL G-BGYJ	AA-5A Aztec B.737	G-BGOY Chieftain G-BREW Chieftain G-BOSL B.737

1st. HB-ICN F Newcastle T Zurich; 2nd. LN-NPI F Stavanger T Newcastle; 8th. TZ-ADS F/T Zurich; 15th. SE-IIB F/T Angelholm; 21st. F-BJLH F/T Le Bourget; 29th. LX-ETA F/T Luxembourg.

Teesside Movements - October 1981

1	G-JETC G-LATC	Citation 2 Bandeirante	G-MECO G-EGOY	King Air 200 Chieftain	G-BPAR Chieftain G-COAL Jetranger
2	EC-ENZ	DC-8(Aviaco)	G-BRGV	Chieftain	G-AXBY Cessna 401A
4	PH-TVC G-BOGJ	B.737(Air Malta) Cherokee	G-HGGS G-AYPV	Bandeirante Cherokee	G-BGIZ Cessna 152
5	PH-TVS G-BAED	B.737(Britannia) Aztec	G-CTLN G-NEWS	Bandeirante Jetranger	G-BFBJ Seneca G-BHSM Jetranger
6	G-BARJ	Bell 212	G-BGOY	Chieftain	G-ATIG Herald

Teesside Movements (Contd.)

7	G-BBVB	Sikorsky S.61N	G-BRIT	Cessna 421C	G-AXNB	B.737
8	G-HHOI	HS.125	G-BGTG	Aztec		
9	EC-ASN	DC-8(Aviaco)	F-BVJJ	Seneca	G-GOSH	Cessna 404
10	PH-CHD	F-28	PH-SAD	F-27	G-SATO	Aztec
	G-MECO	King Air 200	G-BBFB	Jetranger		
12	G-BJAK	Mooney M.20C	G-HGGS	Bandeirante	G-LFOH	Bell 47G
13	PH-TVS	B.737(Britannia)	G-BIAW	Sikorsky S-76	G-BBVB	Sikorsky S-61N
	G-SPEY	Jetranger	G-ARIN	Comanche	G-BLST	Cessna 421C
14	PH-TVS	B.737(Britannia)	G-ATAI	Dove 8	G-BAHN	Baron
	G-BEGG	Cessna 150	G-BESV	Cessna 421B		
15	G-BEWR	AA-5A	G-MSDS	Cessna 404	G-BHFX	Baron
16	EC-CQM	DC-8(Aviaco)	G-BFUS	Cessna 404	G-BAUM	Jetranger
	G-AVLY	Jodel D.120A	G-AXUF	Cessna 150	G-BARJ	Bell 212
17	PH-CHD	F-28	PH-KFG	F-27	G-BIFZ	Partenavia P.68C
	G-BJGX	Sikorsky S-76	G-BGIY	Cessna 172	G-ATON	Cherokee
18	G-BHYT	Bandeirante	G-BEOE	Cessna 150	G-BGCM	AA-5A
19	G-IIIA	Merlin 3	G-BGPC	Twin Otter	G-BENC	Cessna 402B
	G-BHIV	Ecureuil	G-BGRE	King Air 200	G-AZRU	Jetranger
20	SE-IGS	King Air	G-ANUO	Heron	G-BGOY	Chieftain
21	G-BECW	Aztec	G-BEUX	Cessna 172	G-BBJZ	Cessna 172
	G-NEWS	Jetranger	G-BHFX	Baron	G-BBVB	Sikorsky S.61N
22	LN-SAN	Chieftain	G-VWGB	Cessna 404	G-DOGS	Cessna 182
	G-BRDC	Viscount	G-AVUH	Cessna 150		
23	EC-CQM	DC-8(Aviaco)	G-BIED	King Air	G-BHST	Hughes 369
	G-BEFL	Jetranger	G-BGOX	Chieftain	G-BAMM	Cherokee
24	PH-CHD	F-28	PH-SAD	F-27	G-UESS	Citation
26	G-BZAC	Sikorsky S-76	G-CTLN	Bandeirante	G-BBVB	Sikorsky S.61N
27	G-BAZA	HS.125	G-UBHL	King Air 200	G-OJCB	Jetranger
28	I-DECI	Citation	N84MD	King Air 200	G-BDIL	Bell 212
	G-BLAE	Tampico	G-BATT	Hughes 269		
29	LN-VIP	Citation	G-BEOE	Cessna 150		
30	G-BHZN	AA-5B	G-BAWK	Cherokee	G-BATT	Hughes 269
31	PH-CHD	F-28	PH-SAD	F-27		

9th. F-BVJJ F Toussus T Calais; 20th. SE-IGS F/T Angelholm; 22nd. LN-SAN F/T Stavanger; 28th. N84MD F Calais T Luton, I-DECI F/T Milan; 29th. LN-VIP F/T Oslo.

Additions to last month's Finningley report

Static XH166 Canberra PR.9, G-SOLO Pitts S-2S, G-ZLIN Z.526 Trener Master, G-BIPO CARP C.20.

Visitors on the far right of the field: XV187 Hercules C.1, K-4030 NF-5B(R.Neth.AF), VP965 Devon C.2, G-BCWW Jetstream, G-BJRW Cessna 206.

Near the Kings Cup aircraft: XS727 Dominie T.1, XX495 Jetstream T.1.

Dump XN819 Argosy C.1.

Hangars XS738 Dominie T.1, XX262 Plastic Hawk T.1, XX824 Plastic Jaguar GR.1, XN962 Buccaneer S.1 nose 8183M, XM191? Lightning F.1 nose 7854M/8590M?

OUT & ABOUT

Compton Abbas - 5/10/81 :- G-BBOA/CLUX Cessna 172's, G-AXIG Bulldog, G-AXOR/BDEB/BCIE/BHNO Cherokee's, G-BABE/BACN/BBKF/BMTB/BDEX/BDEW Cessna 150's, G-BCCY/ECAS/FUEL Robin's, G-HOPE Bonanza, G-BBNK Aztec, G-ARHN Tri-Pacer, T7404(G-ANMV), N6985 (G-AHFN) Tiger Moth's, 413-048 Cub (?).

Hurn - 8/10/81 :- G-OPRL Cessna 414A, G-ATDS/BEZE/EFRK Herald's (Express Air Service G-BHJP/BIFZ Partenavia P.68's, G-BCEN/BESW Islander's (Alderney A/S).

Eastleigh - 9/10/81 :- G-OROY Partenavia P.68, G-BIAB Tampico, G-BGOY Chieftain, G-AXWP Islander, G-AVEN Herald.

Seething - 13/10/81 :- G-ANJA/DE623 (G-ANFI) Tiger Moth's, G-AKDN Chipmunk, G-FISH Cessna 310, G-BFEL Cessna 150.

Cambridge - 14/10/81 :- HZ-AFL Gulfstream 3 (Saudia), G-BFZC Sikorsky S.61N, G-EFYU Belfast, LV186 Hercules.

MILITARY OUT & ABOUT

Leeming - 26/10/81 :- XX292 Hawk T.1(touch & go), B-27 Jaguar(in primer), XH133 Canberra PR.9(low pass).

Binbrook - 27/10/81 :- Belgian AF aircraft visible were BA18, BA21, BA30, BD07 Mirage's; CS01 HS.748; FA20, FA28 F.16A's; FX02, FX82, FX90 Starfighter's and 68-0020, 68-0074 F-111E's of U.S.A.F.

Coningsby - 27/10/81 :- Part of Priory Attack Force - J224, J234 F.16A's (R.Neth.AF) BA01 Mirage (R.Belgian AF), XW764/AC Harrier GR.3. Also visible were 68-0072 F.111E (U.S.A.F.), WL747/WL756/WL790/WR963 Shackleton AEW2's, XL616 Hunter T.7, XX229/258/280/289/318 Hawk T.1's, XX899/A Buccaneer S.2B.

Samlesbury - 29/10/81 :- WF890 Canberra T.17(in primer), G-AZHJ Twin Pioneer (low passes).

Warton - 29/10/81 :- XL621 Hunter T.7, ZA559 Tornado GR.1 (in primer), G-AREA Dove 8 G-BFAN HS.125, D-COSA Hansa HFB320.

Church Fenton - 30/10/81 :- Quite a selection! XZ451/710VL Sea Harrier FRS.1 (landed), XV302 Hercules C.1(touch & go). Low passes and semi-displays were given by XX112/EA, XX730/EC, XZ396/EM, XX144/EP, XZ367/H Jaguar CR.1's, *XT894/D Phantom FGR.1's; XW473/L Phantom FGR.2; WH774 Canberra PR.7; XL164 Victor K.2, XV105 VC.10 XP702/Bo(F.3), ZS906/EC (F.6) Lightning's. Unidentified - 1 x Phantom (U.S.A.F.), 2 x A.10A's, 2 x Lightning's, 1 x Jaguar, 4 x Buccaneer's. *XT891/Z.

Mildenhall - 13/10/81 :- 80099, 80062, 14845, 10282, 91464, 80117, 80054, 37993, 80087, 00320, 38019, 00316, 37988, 10306 KC-135's, 21298, 37871, 37899, 37860, 40539, 01275, 37776, 01272, 37847, C-130's, 00462 C-5A Galaxy, N804WA DC-8(World).

Honington - 13/10/81 :- ZA545, ZA549, ZA541, ZA554 Tornado's, XV352 (208 Sqn), XT284 (237 OCU), XW987 (West Wreagh) Buccaneer's, XF967, WV372 Hunter's, XZ694 Bulldog (5MU).

Flixton Museum 13/10/81 :- 42196 F-100 Super Sabre, P9390 Spitfire 1 Replica, WF643 Meteor F.8, VL349 (G-AWSA) Anson, 79/8-NB Mystere IV, 54433/WD T-33, WV605 Provost T.1, XK624 Vampire T.11, XR485 Whirlwind HAR10, XJ482 (A2598) Sea Vixen FAW1, 146288 T-28C.

Coltishall - 14/10/81 :- XX112/EA, XZ396/EM, XX743/EC, XX739/EE, XZ399/EN, XX730/EC, XX726/EB, XX110/EP 6 Sqn.; XZ116/D, XZ117/E, XZ357/K, XZ365/J, XZ115/C, XZ114/B 41 Sqn.; XZ400/GP, XX727/GJ, XX722/GF, XX741/GN, XX721/GE, XX119/GC 54 Sqn.; XX833/C2 20 Sqn.; XZ367/25, XX838/X 226 OCU All Jaguar's. 68-072/UF F-111E, XL591 Hunter T.7, WF531 Devon C.2.

Marham - 14/10/81 :- XL392 Vulcan B.2, XL511 Victor K2, WH957/V, WH964/W, WH972/X Canberra E15's 100 Sqn. 50075 B-52D.

Mildenhall - 14/10/81 :- (in addition to above) - 22549 C-12A, 38016, 00333 KC-135's, 40537, 37890 C-130's, 40623, 60145, 60152, 60179 C-141 Starlifter's, 17964 SR-71A.

Wyton - 14/10/81 :- WF519, WF538 Canberra PR.7's, 13 Sqn.

Warton - 17/10/81 :- A trip round the production line produced - ZA319/323/354/555/558/559/560/1/2/3/4/585/6/7/8/9/590/1/2/3/4/5/6/7/8/9/600/1/2/3/4/5/7/8/9/10/11.

Tornado's. XX765 (Fly by wire) Jaguar and several Indian AF Jaguars. XP693, XP703 Lightning's, XL621 Hunter T7, G-BCWH Sprite, G-BACA BAC Petrel, G-PGYR HS.125, G-BADT Cessna 402B.

Cranwell - 27/10/81 :- XW355/20, XW299/40, XW333/36, XW438/2, XJ375/10, XW289/31, XW369/9, XW357/5, XW336/6, XW373/11, XW361/21, XW290/41, XW354/7, XW310/37, XW323/44,

Cranwell. (Contd.) XW305/42, XW412/15, XW317/25, XW322/43 Jet Provost T.5A's of RAFC.
Cranwell - 28/10/81 :- following day in addition to above - XW358/18, XW321/29, XW364/35, XW406/23, XW313/30, XW367/XW334/XW408/XW410/XW325 Jet Provost T.5A's.
Scampton - 28/10/81:- XL425, XL426, XL391, XL359, XH558, XL317, XL446, XJ823, XJ783, XT595 Vulcan's.

FRICORY EXERCISE

Binbrook - 27/10/81 :- BA13, BD07, BA21, BA01, BA56, BA30/C, BA18 Mirage 5's; FA35, FA34, FA28, FA20 F-16A's; FX90, FX02, FC01, FX82 F-104's; CS-01 HS.748 all FA Belge. XP750/AQ, XR716/AS, XS928/AJ, XS895/AL, XP706/AR, XS919/AD, XR773/AH 5 Sqn. XR753/BA, XR727/BG 11 Sqn. XW328/DY LTF all Lightning's.

Waddington - 27/10/81 :- XM607, XM612, XL444, XM657, XL427, XM656, X 572, XL361, XM611, XM597, XL647 all Vulcan's. G-BIEW Cessna 206.

Coningsby - 27/10/81 :- WL780, WL747, WL756, WR963 Shackleton's; 68-072/UH F-111; XX899 Buccanecr 32B 15 Sqn.; XX229, XX280, XX258, XA288, XX318 Hawk's; XW461/H, XT898/T, XW424/I, XW491/F, XW433/X, XW473/L, XW421/B 29 Sqn. and XT902/I, XW398/H, XT893/E, XW492/J, XT894/P, XT900/O, XW396/N, XT906/S, 228 OCU all Phantom's. Plus attack made by the following WE113/H, WK164/T, WJ678/K, Canberra's 100 Sqn. also 5 RAFG Harrier's, 2 waves of 4 French Jaguar's and the above Belgians from Binbrook.

Coningsby - 28/10/81 :- A-002, A-011, A-020, A-008 Draken's R. Danish A.F.; XW488/R Phantom 228 OCU, plus attacks by 3 x 17 Sqn. Jaguar's including XX768/BA and XZ373/BG and 2 waves of 4 French Jaguar's including two coded 'II-EN' and 'II-EL'.

Waddington - 28/10/81 :- 35+80, 35+13, 35+09, 35+08 RF-4E Phantoms Luftwaffe. XX494/B Jetstream.

Binbrook - 28/10/81 :- BA51 Mirage 5, CH-03 Hercules FA-31 F-16A F.A.Belge.

XS935/AB, XS901/-, XR764/DB, XS929/BF, XS897/-, XR753/BA, XR773/AH, XP750/AQ, XP701/BN, XP706/AR, XR754/AE, XS417/ET, XR760/-, XS927/- Lightning's; plus attacks by 5 RAFG Harrier's and 4 50TFW F-4E's.

Sealand(Chester) BAR report the following gliders present here during August.

WB943, WB946, WB959, WB992, WB993, XN156 and XN157, all Sedburgh TX.1's of 631G.S.

Catterick New with the Fire School is Shackleton AEW.2 WL745. This is presumably the aircraft first noted here 28/7.

AIRLINES REVIEW

AIR ECOSSE are believed to have ordered five Short 330's in anticipation of obtaining the Scottish routes likely to be vacated by British Airways. The first aircraft is expected before the end of the year with the others following in 1982. A second-hand Beech King Air 200 has been purchased through Eagle Aircraft Services to support the company's scheduled and charter flights in the U.K. and Europe, on which are used a Bandeirante, Learjet and Twin Otter.

AIR EUROPE have returned Boeing 737-2T4 N54AT to Air Florida, on or about 23rd Oct. Next year two further Boeing 737's are likely to be leased from Air Florida, while this winter G-BISM and G-BJFH are to go to Air Florida.

ANGLO SCOTTISH AIR PARCELS is a newly formed airline specialising in the handling and carriage of small parcels. With its head office in Southampton, the company was formed to take advantage of the recent changes in legislation which have reduced the monopoly of the Post Office. Operations began on 20th September, using Navajo Chieftain G-BGOX and G-BGOY acquired from Air Ecosse, linking Southampton, Leavesden, Manchester, Coventry, Newcastle, Teesside, Norwich, Glasgow and Aberdeen. Each Navajo Chieftain can carry up to 1760 lb. of parcels and each airport will be visited twice daily for deliveries and collections.

AIR UK have leased an F-27 to Nile Delta Air Services for a one year period with an option to extend. On 2nd November services from Stansted to Amsterdam were due to start, twice daily each weekday and daily at weekends. Services are also planned to link Stansted with Paris and Brussels.

BRISTOL HELICOPTERS - following the grounding of its Wessex 60 fleet on 17th August after the crash of G-ASWI, it now appears unlikely that the Wessex will be re-introduced into commercial service. Replacements are being sought and at least eight Bell 212's are to be ordered. The Bell 212 which ditched on 13th August was G-BIJF (31163). Recent purchases include S.76A's G-BJFL (0056) ex N106BH and G-BJGX (0026) ex N103BH and Bell 212s G-BJGU (31170) ex 9V-BMG and G-BJGV (31171) ex 9V-BH.H.

AIRLINES REVIEW (Contd.)

BRITANNIA AIRWAYS next three Boeing 737-204s due for delivery in April and May 1982 will be G-BJCT, G-BJCU and G-BJCV(22638-40). The airline is one of the sponsors of the Transglobe Expedition and is providing some of the crews for Twin Otter G-BDHC which visited Luton on 30/31 August and 1st September.

BRITISH AIR FERRIES are believed to have bought ex J.E.A. Viscount 815 G-AVJB(375) as the aircraft was flown to Southend from East Midlands on 30th September using a B.A.F. call-sign. Additionally, next year the company may also use other longer range Viscounts such as G-BAPE(341) and G-BAPG(344). Unconfirmed reports state that the entire C.A.A.C. fleet of Viscounts may have been purchased from China for operation in Indonesia. Current Viscount leases include G-AOHV to Oasis Oil; G-AOYI to Esso; G-APEY to Occidental; G-AOHT to Skybus(New Zealand); G-AOYJ, 'YP and YS to Air Algeria.

BRITISH AIRWAYS Major reductions in the route network and fleet are to be made following the losses in the financial year to 31st March 1981 : routes are to be abandoned from Heathrow, Manchester, Birmingham, Prestwick, Glasgow and Gatwick; sixteen aircraft are to be sold or leased including all the cargo aircraft. Trade-winds or Cathay Pacific may acquire Boeing 747-236F G-KILO, while talks have been held with International Air Leases of Miami concerning the redeployment of three Boeing 707s. In total, five Boeing 707s, one Boeing 747 freighter, two Boeing 747-236Bs (not yet delivered), seven Trident 2s and a Tristar 500 are to be sold or leased; three Boeing 737s and two Tristar 200s will be leased from Airtours who will receive two Tristar 1s in exchange. Trident 1Cs G-ARPH(2108) and G-ARPW(2123) will be returned to service as they are more fuel-efficient than Trident 2s which will be retired early to save both fuel and maintenance costs. The C.A.A. at Teesside have bought Trident 1Cs G-ARPD(2104) and G-ARPR(2119) for fire training. Up to eleven Scottish routes may be abandoned if they cannot be operated profitably, including routes into Benbecula, Shetland, Stornoway and Orkney. If the routes are vacated operators such as Air Ecosse are almost certain to acquire some or all. If the routes go seven Viscounts and two 748s will be offered for sale or lease. The Gatwick - Dusseldorf service will be retained but it has lost its licence in respect of the routes from Gatwick to Frankfurt and Zurich. For future re-equipment the 150 seat Boeing 737-300 may be ordered to fill the capacity gap between the 100 seat Boeing 737-236 and the 180 seat Boeing 757, as this would be very compatible with the current and proposed fleet; the first Boeing 757 due in January 1983 will be number nine off the line.

BRITISH CALEDONIAN AIRWAYS Pacific Express are to lease seven One Eleven 201s for use on its proposed low cost Los Angeles - San Francisco service starting in December or January. As a result G-ASJC(007) has been re-registered N101EX and G-ASTJ(085) has become N107EX. Four aircraft are due to be delivered in November, one in December and the remainder next Spring. One Eleven 515FB G-AZPZ(229) will be acquired from Dan Air next year together with two One Eleven 528FLs D-ALFA(234) and D-ANUE(238) from Hapag Lloyd. Additional One Eleven 500s may be bought from Cayman Airways and Austral. Boeing 707-338C G-BDSJ(19630) has been sold to Uganda Airlines as 5K-UBC and was delivered from Gatwick on 5th October. The Canadian Armed Forces have been quoted as a possible buyer of either Boeing 707-365C, G-ATZC(19416) or Boeing 707-338C G-BDLM(19629), both of which are up for disposal. On November 18th a weekly service to Douala, Cameroun using Boeing 707s was due to start as an intermediate stop on the service from Gatwick to Lusaka. Traffic rights have been awarded on the Gatwick - Frankfurt route instead of British Airways effective from 1st April 1982. From 25th October frequency of flights on the Hong Kong - Gatwick service has been increased to five per week, while an application has been made to operate Gatwick - Geneva. The proposed fleet for 1982 consists of seven or eight DC-10s, three Boeing 707s, thirteen One Elevens and a Boeing 747 for operation on the Lagos route if Nigerian approval is forthcoming; the aircraft may be acquired from British Airways. In the longer term consideration is being given to the use of either the Boeing 737-300, Airbus 320 or MD80-100 on the short-haul services.

BRITISH MIDLAND AIRWAYS On 29th October F.27-200 PH-KFH(10256) was delivered to E.M.A. for repainting prior to entering service and Fokker F.27-200, F-BVTA(10227) has been registered G-BMAS. Unconfirmed reports indicate that three additional

AIRLINES REVIEW (Contd.)

BRITISH MIDLAND AIRWAYS F.27s may be acquired from Air UK with the first one now at Norwich undergoing repainting. The aircraft may be for use during the winter period when loads do not warrant use of Viscounts. Crew training on F27s has already begun in Amsterdam. F.27s appear in the winter timetable as follows: EMA to Dublin, Belfast and Jersey/Guernsey; Belfast to Paris; Liverpool to the Isle of Man and Heathrow; Birmingham to Guernsey and Jersey, London to the Isle of Man (Sundays) and Guernsey to Southend (Sundays). Short 330 G-BJFK(SH.3077) has been acquired and is currently operating the new direct E.M.A. - Heathrow service the aircraft being in a full B.M.A. livery. The new service is flown three times each weekday with two services at weekends. The service was inaugurated on 28th September using Inter City 330 G-BITV. The new parcels service, flown jointly with Pandair, is called 'Aerolink' and was begun on 15th September using Viscount G-AYOX, although when loads have been small Genair Bandeirante G-BGCS, Navajo G-BHIZ and Air Commuter Titan G-WCEB have been used. Genair Bandeirantes have also been used on the Liverpool - Heathrow service. Two DC-9s may be stored during the winter period. A J.E.A. Bandeirante is being used this winter on the Jersey - Southend and Guernsey - Southend services. An application has been made again for a Birmingham - Brussels licence effective from April 1982, now that B.A. are to abandon the route. Dispositions of the Boeing 707 fleet include: Boeing 707-321C TF-VLL ex N448H, returned from its sub-lease to Libyan Arab on 21st September. Boeing 707-338C, G-BFLE on lease to Somali Airlines but this was expected to end in mid-October. Boeing 707-338C G-BFLD continues on ad hoc charter work. It operated a service from Newcastle to Palma on 30th August for Britannia, and again for Britannia on 4th September from Luton to Wildenrath, on 6th September from Newcastle to Naples, on 12th September Manchester to Palma and back to Newcastle on 13th for another flight to Naples. On 16th September it flew to Toronto via the Azores for an unknown operator before returning to East Midlands on 17th. A short lease to Zambia Airways was then imminent.

DAN AIR have obtained a contract to maintain Hapag Lloyd Airbuses at Lasham. Traffic rights have been obtained on the Gatwick - Dublin route. One Eleven 531PS G-BJMV (244) has been bought from IACSA, formerly TI-LRJ, and was due to arrive on 18th November. IACSA will lease Boeing 727-212 G-BHVT(21349) from 17th November. On 2nd October Boeing 727-095 G-BFGN(19251) was due to leave Gatwick for Long Beach, California for conversion by Air Research to executive configuration prior to resale. Earlier this year Air Research acquired Boeing 727-193 G-BEGZ(19620) for a similar reconfiguration before disposal. A large freight door, 108" wide and 65" high is to be fitted to the B.Ae 748-266 G-BIUV(1701) enabling it to carry bulky cargo; other 748s may be similarly converted if demand warrants this. Recent disposals of the Comet fleet include Comet 4C G-BDIT(6467) to Doug Arnold on 8th June; Comet 4C G-BDIU(6468) was sold to British Aerospace at Bitteswell on 9th July, and Comet 4C G-BDIX(6471) was airtested on 28th September at Lasham and was flown to East Fortune for preservation on 30th September. This leaves Comet 4C G-BDIV(6469) for preservation at Lasham.

GENAIR have applied for a Liverpool - Newquay licence.

HEAVYLIFT CARGO AIRLINES have recently leased a Hercules from Air Botswana who in turn have it on lease from Safair Freighters. Belfast freighter G-BEPS visited East Midlands on 14th September to collect a cargo of RB-211 engines for delivery to BWIA International at Port of Spain, Trinidad. Also in September Belfast G-BFYU entered service.

INTER CITY AIRLINES have been successful in their application for an East Midlands - Brussels licence. The inaugural service was due to start on 2nd November using either a Short 330 or a Viscount. An application has also been made for a Birmingham - Brussels licence. On 4th September Loganair Twin Otter G-BIEM was chartered to operate Q1506 from Aberdeen to East Midlands, the aircraft returning to Aberdeen the following day.

JERSEY EUROPEAN AIRWAYS have applied for a Stansted - Dusseldorf licence effective from 1st April 1982. On 5th September Twin Otter 300 VP-PAW(546) was returned following lease, but Twin Otter 300 VP-PAQ(347) currently on lease may be purchased.

AIRLINES REVIEW (Contd.)

LAKE AIRWAYS planned fleet for 1982 includes six Airbuses for European charter flights, while two or possibly four One Elevens may be retained for scheduled services. The airline has received approval from the C.A.A. to operate the former British Airways route from Gatwick to Zurich effective from 1st April 1982 and may also bid for the B.A. route from Prestwick to New York and Toronto. A licence has been obtained for operations between Gatwick and Berlin.

MONARCH AIRLINES are selling Boeing 720-023s G-BCBA and G-BCBB to a newly formed Israeli charter company called Maef Airlines with delivery due in November. Technical support will also be provided by Monarch. The proposed fleet for the 1982 season includes five Boeing 737s. On the engineering side Maersk Air Boeing 720-051B arrived at Luton on 20th September for overhaul and repainting in Conair livery, while on 21st September One Eleven 401AK HZ-MAA arrived, followed by Cyprus Airways Boeing 707-123B 5B-DAP, which diverted in on the same day with engine trouble while en route Larnaca to Birmingham.

PELICAN AIR TRANSPORT have sold Boeing 707-321C G-BEVN(19271) to International Air Leases, the aircraft positioning to Gatwick from Lasham on 11th September, before flying on to Miami on 12th September.

REDCOAT CARGO AIRLINES have sold Britannia 253Fs G-BHAU(13449) and G-BEMZ(13457) to Dantata of Nigeria but they will continue to be operated for them by Redcoat under a management contract. The aircraft will be used mainly on cattle flights between Forli, Italy and Kano, Nigeria. Scimitar Boeing 707-321Cs G-BGIS and G-BFZF continue to be chartered for use on the Nigerian flights.

ADVERT

The CHESHIRE AVIATION SOCIETY has recently published a booklet entitled "ACROSS THE ATLANTIC". This publication is intended as a guide for the flyover enthusiast to scheduled trans-Atlantic and trans-Polar airline operations. Its contents include:-

- * An hour by hour schedule of all westbound trans-Atlantic and trans-Polar airline flights.
- * Details of the aircraft types operating flights and flight number.
- * The dates and days of operation.
- * The approximate time you could expect to see any particular flight.
- * The publication is further broken down into an airline by airline feature section for easy cross reference.

"Across The Atlantic" is a unique and invaluable publication for the flyover enthusiast. Priced at only 35 pence plus 15p to cover post and packing! Order your copy today direct from :- The Cheshire Aviation Society, 16 Oxford Drive, Woodley, Stockport, Cheshire.

NOTE

Correction - LBA visitors summary reference to Beech 18 C-FBTN should read CF-DTN.

MEMBERSHIP RENEWALS

Subscriptions are now requested for 1982 and a renewal form is enclosed with this Magazine.

It is of immense help to the Registrar and in the interests of the Group, if subscriptions are promptly renewed and you are requested to do so before the end of December.

Our membership is still rather low to ensure a healthy and stable future for the Group, so every member can help by enrolling a friend or any other person they know who is an aviation enthusiast and would be interested in becoming a member of Air Yorkshire.

Further application forms are available from the Hon. Registrar John Hunt or the Editor, Trevor Kinghorn.

In case the December Issue does not reach you before Christmas, the Committee take this opportunity to send Seasonal Greetings to all Members and their Families.