

VOLUME 8 No. 11

(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1982

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

#### FORTHCOMING MEETINGS

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

DECEMBER 5th : You must not miss Chris Warn's description of his experiences earlier this year.

JANUARY 2nd : Annual Quiz  
There will be a committee meeting at 14.00 hrs.

#### EDITORIAL

The November meeting produced a very successful and stimulating A.G.M., with the members present giving a lot of constructive comments.

The resignation of Ian Morton as Secretary, due to the increased pressure of business commitments, was regretfully accepted, and we wish to offer our sincere thanks to him for his efforts in the past. Chris Warn was elected as Secretary unopposed, and his experience and enthusiasm is warmly welcomed. The rest of the committee was returned unopposed, together with committee members Colin Pontefract and Jack Ward. To strengthen the society even more, Ian Morton has been elected as a committee member, as has Andrew Birch whom we welcome sincerely - some young blood will do us good!

Requests for new sections in the bulletin were debated, and it was decided that articles on Local Airfields, Fly Overs, Gliders, News on the Runway Extension would be added. Chris Harper has kindly offered to pull together news of northern Military airfields and their aircraft, and serious attempts are being made to produce a log of scheduled aircraft movements at LBA, but this may take a couple of months.

Well, that is a general resume of proceedings at the A.G.M., the committee was extremely pleased at the interest shown by members, and it can only auger well for 1983.

The committee wish you all a Very Merry Christmas (and if the next bulletin doesn't get to you in time) a Happy New Year.

#### Credits

T.W. Sykes  
A. Keighley  
S. Jones  
Flight Int.

D. Elam  
J. Clough  
J.D. Hunt  
LAAS

R. Fozzard  
I.D. Gordon  
S. Rigg  
Air Britain

J. Stanfield  
M. Poole  
C. Harper  
Air Strip

# LEEDS/BRADFORD MOVEMENTS - October 1982

1	G-BIZZ Citation	0738 0758	SE-DDE Citation	0752
	G-BHOV Partenavia P.68C	0757 0953	I-FKET Falcon 20E	0804 0831
	G-BHWF Boeing 737	0836 0939	SE-IIU King Air n/s	1224 1224(3)
	N4209K Citation	1231 1533	G-BHWE Boeing 737	1420 1527
	G-BRIT Cessna 421C	1430 1449	G-PARA Cessna 207	1510
	G-BIZZ Citation	1659 1734	G-BGNU King Air	1716 1742
	G-SATO Aztec n/s	1810 1635(5)	G-AZZV Cessna 172	1814 1856
	G-BAVG King Air n/s	1818 1512(2)	G-JGCL Cessna 414A	1841 1851
	G-SILV Cessna 340	1909 1947	G-AOYH Viscount	1955 2057
	G-BHWF Boeing 737	2012 2125		
2	G-OBGA Cessna 421C n/s	1022 1026(3)	G-DGDP Boeing 737	1317 1502
3	G-ASRH T.Comanche n/s	0835 1316(9)	G-BDWY Cherokee	1204 1248
	G-OTOW Cessna 175	1256 1346	G-BMHG Boeing 737	1343 1452
	G-BIUI Cessna 152	1514 1555	G-BCIJ AA-5	1529 1605
	G-BGXD Tobago n/s	1531	G-BHCB AA-5A	1547 1626
	G-SHAW T.Comanche n/s	1559 1153(13)	G-BIZZ Citation n/s	1654 0712(4)
	G-BAVG King Air n/s	1803 0844(4)		
4	G-BJCU Boeing 737	0822 0929	G-JGCL Cessna 414A	0834 0845
	G-BCRR AA-5B	0850 0937	G-BGEO Chieftain	0954 1712
	G-AYOU Cessna 401B	1025 1624	G-JGCL Cessna 414A	1206 1218
	G-BJCU Boeing 737	1540 1854	G-BCRR AA-5B	1630 1654
	I-KISS Learjet 25B n/s	1708 1915(5)	G-BIZZ Citation	2133 2147
5	G-BTHL Chieftain	0923 1651	G-BJAG Archer	1459 1606
	G-BFVA Boeing 737	1448 1546		
6	G-BJCU Boeing 737	0852 0955	G-MDAS Navajo	0901 0915
	G-BHFY Baron	0907 0941	G-BSSL Queen Air	1002 1206
	N400J Gulfstream 2	1006 1451	G-BAOB Cessna 172	1145 1509
	G-BHOV Partenavia P.68C n/s	1307 1025(7)	G-DDDV Boeing 737	1328 1430
	G-BHTR Jetranger	1340 1447	G-BFXD Warrior	1339 1454
	G-BOSL Boeing 737	1437 1540	I-LLL King Air 200 n/s	1734 1757(7)
7	G-BHXX Aztec	0955 1310	G-BIWP Mooney M.20J	1128 1648
	G-JJSG Learjet 35A	1206 1933	N9698Y Cessna 210	1408 1631
	G-BAMJ Cessna 182 n/s	1413 1300(8)	G-LATC Bandeirante	1624 1711
8	G-BFVB Boeing 737	0839 0948	G-HARV Aztec	1029 1120
	G-BFXD Warrior	1241 1338	G-FISH Cessna 310 n/s	1242 1509(12)
	F-GDAL Cheyenne	1327 1710	G-BJET Boeing 737	1410 1550
	G-BHVB Warrior	1418 1814	G-BCAT Navajo	1444 1500
	G-BAVG King Air n/s	1548 ?	G-BFVB Boeing 737	1659 2125
	G-BIKU AA-5B	1802 1841		
9	G-BGYK Boeing 737	1341 1458	G-BGPK AA-5B n/s	1917 1654(10)
	G-NODE AA-5B n/s	1923 1652(10)		
10	G-BMHG Boeing 737	1428 1523	G-BHYS Archer	1534 1641
	G-AVLS Cherokee	1539 1626	G-BGOY Chieftain	1731 1840
11	G-MCEO King Air 200	1148 1539	OY-BRK Navajo	1202 1318
	G-BDTV Mooney M.20F	1336 1412	G-BANK Seneca n/s	1332 1737(14)
	G-OTOW Cessna 175 n/s	1444 1116(19)	G-PATT Cessna 404	1448 1527
	G-DGDP Boeing 737	1633 1724	G-BGRO Cessna 172	1644 1757
	G-BFVA Boeing 737	1953 2050		
12	G-BJCT Boeing 737	1415 1559	XX508 HS.125	1437 2204
13	G-BFVA Boeing 737	0831 ?	G-BFAR Citation	0853 1503
	G-BHFY Baron	0857 0927	G-BJET Cessna 425	1033 1609
	G-BKDD Jetranger	1228 1317	G-BMHG Boeing 737	1310 1420
	G-BHOV Partenavia P.68C	1322 1351	G-WSSL Chieftain n/s	1513 0942(14)
	G-BHFY Baron	1639 1649		

# LEEDS/BRADFORD MOVEMENTS (Contd.)

14 G-BJYB Cessna 441	0913 1654	G-BGOM Navajo	0933 1622
G-OMHC Arrow	0949 1318	D-1KAP Navajo	1310 1427
G-JGCL Cessna 414A	1544 1603	G-BAXL HS.125	1627 1827
G-BBFP Archer n/s	1630 1335(21)	G-BAHW Cessna 310 n/s	1637
G-BDWY Cherokee	1643 1750	N2708D Cessna 335 n/s	1734 1301(15)
XW791 HS.125	? ?		
15 G-BFVA Boeing 737	0853 0954	G-BFEC Aztec	1014 1428
G-BDEJ Rockwell 112	1030 1348	G-PATT Cessna 404	1041 1134
G-BAES Cessna 337	1114 1638	G-BGPU Cherokee	1136 1249
G-BKCC Archer	1331 1540	G-BFIL AA-5A	1332 2009
G-BFZH Arrow	1410 1636	G-BDWY Cherokee	1512 1552
G-BAVG King Air n/s	1608 1019(18)	G-DODD Cessna 172 N/T	1743
G-BFVA Boeing 737	2003 2124		
16 G-NORC Cessna 425	0908 1118	G-SILV Cessna 340	1220 1245
17 G-BJFH Boeing 737	1342 1449	G-BFTT Cessna 421C n/s	1835 1643(18)
G-PATT Cessna 404 n/s	1838	XW216 Puma	? ?
18 G-BAZH Boeing 737	0804 0913	G-JGCL Cessna 414A	0857 0917
OO-BOD Bonanza	0911 1341	G-LIDE Chieftain	0932 1113
G-BAZH Boeing 737	1532 1851	G-BFPM Cessna 172 n/s	1759 0916(19)
G-BIZZ Citation n/s	1957 0704(19)		
19 G-BFVB Boeing 737	1306 1410	G-OSLA Boeing 737	1434 1552
G-BAZA HS.125	1508 1520	G-FISH Cessna 310	1607 1615
SE-ILZ Seneca n/s	1626 1625(21)	G-BIZZ Citation	1926 1948
20 G-BHWE Boeing 737	0838 0940	G-BHJP Partenavia P.68C	0929 0953
G-BFBD Partenavia P.68B	0935 1030	G-BIZZ Citation	0945 1520
G-BHXY Baron	1010 1634	G-BRHG Boeing 737	1255 1434
G-BFVB Boeing 737	1442 1548	G-TLOL Cessna 421C	1453 1740
21 G-BHTV Cessna 310	1057 1129	G-OAMH Agusta A.109A n/s	1138 1341(22)
G-BFVG Archer n/s	1312 1631(27)	G-BDWY Cherokee	1336 1419
G-BHJP Partenavia P.68C	1748 1800		
22 G-BECC Boeing 737	0819 0943	G-AYPC Queen Air	0840 0906
G-RIST Cessna 310	1104 1556	G-OLEN Cessna 425 n/s	1139
G-BGTT Cessna 310	1242 1312	G-BDLT Rockwell 112A	1317 1703
G-SILV Cessna 340	1524 1923	G-AYPC Queen Air	1620 1635
G-BECC Boeing 737	1656 2122	G-RCCL King Air	1731 1803
23 G-GRDP Westwind 1124 n/s	1114 1812(24)	G-BASI SD.3-30(DIV)	1219 1257
G-FCHJ Cessna 340 N/T	1316	G-BAHX Cessna 182	1354 1453
G-BCKT Citation	1359 1504	G-BHKV AA-5A	1419 1532
G-AZMA Jodel D.140	1518 1556	G-BEBE AA-5A	1539 1623
G-BAHX Cessna 182 n/s	1843 1102(24)		
<u>GMT comes back into operation.</u>			
24 G-BFAR Citation	1012 1136	G-AZZV Cessna 172	1236 1337
G-BJFH Boeing 737	1334 1429	G-JETC Citation 2	1612 1712
G-BBPK Seneca n/s	1633 1418(29)	G-BGHK Cessna 152 n/s	1653 1104(25)
25 G-BAZH Boeing 737	0809 1958	G-OTOW Cessna 175 n/s	0844 1641(26)
G-OLLY Chieftain	1055 1553	G-ATLT Cessna 206 n/s	1058
G-BAES Cessna 337	1126 1451	G-POLO Chieftain	1131 1151
G-BGXS PA-28 Dakota n/s	1600 1624(26)	G-POLO Chieftain	1640 1700
N201AT Mooney L.20J n/s	1844 1431(26)	G-BJSO Boeing 737	2121 2159
26 G-OCAL Partenavia P.68B	0837 0905	G-BAUJ Aztec	0903 0929
G-MCEO King Air 200	0925 0959	G-BFAI Rockwell 114	1005 1542
G-BIED King Air F90	1113 1126	G-BKDD Jetranger	1133 1208
G-BIED King Air F90	1214 1651	G-BHOV Partenavia P.68C n/s	1243 1019(28)
G-BKDD Jetranger	1359 1436	G-BOSL Boeing 737	1447 1555

LEEDS/BRADFORD MOVEMENTS (Contd.)

26 G-OCAL Partenavia P.68B	1752 1818	G-BRON King Air 200	1815 1846
G-MCEO King Air 200	1928 1951		
27 G-BAZH Boeing 737	0808 0921	G-BHFF Baron	1023 1513
G-BEHW Cessna 150	1029 1106	G-AXJJ Pup	1209 1311
C-GRDP Westwind 1124	1219 1835	G-BMHG Boeing 737	1244 1357
G-BGYL Boeing 737	1418 1510	G-ARJS Apache	1550 1604
G-DAUJ Aztec	1853 1912	G-JGCL Cessna 414A	1855 1904
C-GRDP Westwind 1124 n/s	2040 1414(28)		
28 G-BHJU Robin Dr.400	0857 1319	G-NORC Cessna 425	1012 1309
G-BEBE AA-5A	1519 1601	G-BCNT Partenavia P.68B n/s	1659 1329(29)
G-BAVG King Air n/s	1737 0934(29)		
29 G-BMCA King Air 200	1134 1424	G-BJIY Cessna 337 n/s	1415
18000 U-21A	1419 1507	G-BAVG King Air	1740 1749
G-BHWF Boeing 737	2123 2213	G-AZOD Aztec n/s	2146 1418(31)
30 G-AZGB Aztec	1226 1531	G-BFAR Citation	1235 1350
G-BGYJ Boeing 737	1426 1528	G-SMJJ Cessna 414A n/s	2014 1115(31)
31 LN-AFC Citation	0954 1101		1319 1422
G-PLBV Cessna 340	1524 1607	G-JANE Cessna 340 n/s	1545

LEEDS/BRADFORD MOVEMENTS REVIEW - October

Foreign visitors are down on this time last year but this month had a few interesting ones. Starting off the month on the 1st was the Citation 1 N4209K joined by Falcon 20 I-FKET and the night-stopping Beech C90 SE-IIU. Another Italian was Learjet 25B I-KISS c/n 0193 on the 4th and the third one was Beech 200 I-LLLL c/n BE-643 which kept company with the Johnson & Johnson Gulfstream II N400J on the 6th. Cessna 210N N9698Y on the 7th is an old friend as is Cheyenne F-GDAL on the 8th. OY-BRK on the 11th was a Pressurised Navajo with c/n 31P-29. Night-stopping on the 14th was Cessna 335 N2708D c/n 30 and also visiting was Navajo D-IKAP. On the 18th OO-EOD was a Beech F33A version of the Bonanza and on the 19th SE-ILZ was a recently registered Seneca c/n 34-7970113. The McCain Foods Westwind C-GRDP arrived for its annual visit on the 23rd and night-stopped for a couple of days. It returned on the 27th en route back to Canada. The Mooney M20J N201AM on the 25th has c/n 24-0387 and it was from and to Essen where it is kept by its owner Joachim Schmidt. Finishing off the month was Citation LN-AFC which visited on the 31st and is a 501 S/P version with c/n 0262. The military have been in evidence this month with Princess Margaret departing in Dominie XX508 on the 12th and Dominie XW791 returned some equipment borrowed from ACS when it visited on the 14th. Puma XW216/CL visited on the 17th and 18th whilst engaged in some kind of construction work at Hebden Bridge. Finally our American friends sent in U-21 18000 of the 7th Signals Brigade US Army on the 29th. Genair have used a variety of Short 330's during the month, G-BKDO came in on the 15th and stayed until replaced by G-EASI on the 21st, this was in turn replaced by G-OCAS on the 23rd and G-EASI returned on the 29th. In between times Chieftain G-POLO was used on the 25th. Cessna 175EX G-OTOM departed to new owner Heli-Films Aviation at Crosland Moor on the 1st and Robin G-BAMV departed to points south on the 25th. Moving the other way was Cessna F172 G-DODD which arrived at Northair on the 15th, presumably for a Mr. Dodd! ILS traffic has included Bell 214 G-BKFN callsign 'Caledonian 100T' on the 21st, Jetstream ZA110 callsign 'Navy 573' from Finningley to Culdrose on the 26th and Hercules XV182 'Ascot 784' on the 29th. Doing two overshoots on runway 15 on the 24th was Bulldog XX685/L from Woodvale callsign 'WVK 07'.

Callsign tie-ups:- 1st. G-BRIT/Express 956; 7th. G-LATC/Euroair 2001-388; 8th. G-BCAT/Continental 166-167; 10th. G-BCOY/Interflight 2825; 11th. G-MCEO/Colt 01; 12th. XX508/Ascot 1470; 13th. G-BFAR/Fairflight 291; 14th. G-EJYB/Line 166A-B, XW791/Ascot 747; 17th. XW216/JHS07; 18th. XW216/DSE07; 20th. G-BHJP/Express Air 234; 21st. G-BHJP/Express Air 235, G-BHTV/DC892-893; 23rd. G-EASI/Eastair 014A,

### Callsign tie-ups (Contd.)

23rd. G-LOKH/Air Commuter 374; 24th. G-BFAR/Fairflight 296; 26th. G-NCEO/Colt 01, G-BRON/Peregrine 801; 29th. 18000/NITE36A, G-AZOD/Peregrine ? n/s -391; 30th. G-BFAR/Fairflight 296, G-AZGB/AVT330.

ILS Overshoots:- 1st. XX495/FYT10 Jetstream; 5th. XX500/FYT92 Jetstream, XW419/CFJ36 Jet Provost; 7th. XS726/FYN48, XS713/FYN54 Dominie's; 8th. XX493/FYT92 Jetstream; 11th. XS709/FYN47, XS709/FYN51 Dominie's, XX493/FYT10 Jetstream; 13th. XW330/LIR37, XW326/CFJ26, XW419/CFR06 Jet Provost's; 14th. XW326/C34, XW320/C51, XW419/? Jet Provost's; 15th. XS710/FYNO4 Dominie; 17th. XW216/JHS07 Puma; 18th. XW216/DSB07 Puma, XW419/C36 Jet Provost; 19th. XW419/CFJ12, XW419/CFJ34 Jet Provost's; 20th. XW419/CFJ12, XS709/? Dominie; 21st. XX496/FYT11 Jetstream, XS643/703 Andover, XX498/FYT10 Jetstream; 27th. XW428/LOU11 Jet Provost, XS733/FYN55 Dominie; 28th. XW418/LIX39 Jet Provost, XS709/FYNO5 Dominie, XW428/LOF54 Jet Provost.

From & To:- 1st. SE-DDE T Stockholm, I-FKET F Turin T Rome, N4209K F/T Biggin Hill, SE-IIU F/T Norrkoping n/s; 4th. I-KISS F Milan n/s T Heathrow; 6th. N400J F Edinburgh T Stockholm, I-LLLL F/T Milan n/s; 7th. N9698Y F Gamston T Denham; 8th. F-GDAL F Lille T Dundee; 11th. OY-BRK F Odense T EMA(DIV); 14th. D-IKAP F Birmingham T Friedrichshafen, N2708D F Blackpool n/s T Elstree; 18th. OO-EOD F/T Biggin Hill; 19th. SE-ILZ F Aalborg n/s T Leavesden; 23rd. C-GRDP F/T Amsterdam n/s; 25th. N201LM F/T Essen n/s; 27th. C-GRDP F Hamburg T Amsterdam, C-GRDP F Amsterdam n/s T Reykjavik; 29th. 18000 F/T Coleman; 31st. LN-AFC F Fornebu T Biggin Hill.

Helicopter Activity:- 15th. G-HYDE/Wetherby (12.55); 17th. XW216/Hebden Bridge - Todmorden area (15.00); 25th. G-BBHM/Bradford (12.45), G-BBIW/Netherthorpe (13.30); 30th. G-BMFE/Woodhouse Moor, Leeds (10.00 dropping Santa!).

### Sherburn Movements - October 1982

3rd. G-ARRE/AZLF F Oxenhope, G-EHSB F/T Sturgate, G-OVER F Squires Gate; 6th. G-BFJO F/T Walton Wood, G-AWUG F/T Brighton; 9th. G-BIUN F/T N'thorpe, G-BCZF F/T Booker, G-AWBV F/T Elvington; 10th. G-AMCP F/T Barton, G-NEWU F/T LBA, G-AYFG F Pocklington, G-ARRE/AZLF F Crosland Moor T Oxenhope, G-BISB F Netherthorpe T Tellerton, G-AWBV F/T Elvington; 13th. G-HULL F/T Grindale, G-BEFC F/T LBA; 14th. G-BBJX F/T LBA; 15th. G-BING/BGAB F/T Humberside, G-BFGL F/T LBA, G-AWBV F Ringway; 16th. G-BCLL F Thirsk; 17th. G-BDFZ F Exeter; 20th. G-BILP F Rhoose T Thirsk; 21st. G-ASWL F Dalton, G-OADE F/T Netherthorpe n/s. The remainder of October movements will appear next month.

### Teesside Movements - September 1982

2	G-NCEO	K.A.200	G-BHOV	P.68C	
3	OY-AZN	Navajo	LN-KLK	CV-440	G-AOYS Viscount
4	G-BIPP	K.A.200	G-BGGY	Jetranger	G-AOYI Viscount
5	YU-MNC	DC-9-82	EC-CLE	DC-9	G-VIKE Viking
	G-TILE	Aerostar	G-BFZH	Arrow	G-AOYN Viscount
7	EI-AUV	Aztec	G-FBDC	Cessna 340	G-DWMI Long Ranger
9	G-SILV	Cessna 340	G-BREW	Chieftain	
10	OY-AZN	Navajo			
11	PH-CHF	F-28	LN-BWN	CV-580	EC-CLE DC-9
12	SE-IHM	Cessna 425	G-BGEL	Tomahawk	G-BHJY Bandeirante
15	F-BIHJ	Comanche	SE-DES	Citation	
17	OY-AZN	Navajo	G-DCOL	T.Comanche	G-BHJY Bandeirante
20	G-BCKE	Citation	G-ASRH	T.Comanche	

# Teesside Movements - September 1982 (Contd.)

22	EI-BLW	Aztec	G-ANUO	Heron	G-BHSM	Jetranger
23	TF-VLM	B.737(Britannia)	10954	C.130 (R.Norwegian A.F.)		
24	D-ILKA	King Air	G-BFKN	Aztec	G-BBEW	Aztec
25	OO-DTE	FH-227B(Delta)	EC-CGO	DC-9		
26	HZ-THZ	Jetstar				
27	G-RIST	Cessna 310	G-AWED	Navajo	G-NORC	Cessna 425
28	OH-LYD	DC-9	G-NHRH		G-MLCS	Cessna 414A

3rd. OY-AZN F Billund T Stavanger, LN-KLK F/T Stavanger; 5th. YU-ANC F Pula T Newcastle(DIV); 11th. LN-DWN F/T Stavanger; 12th. SE-IHM F/T Malmo/Sturup; 15th. F-BIHJ F/T Le Bourget, SE-DES F Sweden? T. Kastrup; 17th. OY-AZN F LBA T Stavanger; 24th. D-ILKA F/T Rosenberg; 26th. HZ-THZ F/T Luton and 30th; 28th. OH-LYD F/T Helsinki.

# Teesside Movements - October 1982

1	G-BIAV	Bell 212	G-BHIV	Ecureuil	G-AZFQ	T.Comanche
2	OO-DTE	FH-227B(Delta)	EC-CTT	DC-9	OY-AZN	Navajo
4	G-KRIS	Maule	G-BJZS	Bell 212		
5	D-ILAY	Cessna 414	D-EPZB	Warrior	OO-LVS	Mooney
6	G-BKFN	Bell 214	G-BETT	Seneca		
8	OY-DZS	Cessna 402B	G-CELT	Bandeirante		
11	G-BKCD	HS.125	G-BFOH	Bell 47		
13	G-MAFF	Islander	G-BIZX	K.A.200	G-NICE	SE.3-30
14	G-BRAL	Gulfstream	G-ARBE	Dove 8	G-LONG	Long Ranger
	G-EBDC	Cessna 340	G-BRON	K.A.200		
15	F-BPFZ	Aztec	G-BKFP	Bell 214	G-BGOY	Chieftain
16	PH-SAD	F-27	EC-CGQ	DC-9	G-BIXV	Bell 212
18	G-UBHL	K.A.200	G-CTLN	Bandeirante	G-BRON	K.A.200
19	OY-AUL	King Air	G-OAUS	S-76A	G-BIFZ	P.68C
21	HE-VHI	Citation	G-BIED	King Air F.90	G-OSHH	Cessna 404
22	G-BKFB	Ecureuil	G-BHHA	Bandeirante		
23	PH-SAD	F-27	EC-CGO	DC-9	G-FLCH	Jetranger
25	G-MEDI	King Air	G-BHHL	S-61N	G-BFER	Bell 212
27	G-BRUX	Seminole	G-OAKS	Cessna 421C	G-BEZL	Navajo
28	G-BHRH	Cessna 150	G-NICE	SD.3-30		
30	EC-CGP	DC-9	G-BKFB	Ecureuil	G-BHNV	Bell 47

2nd. OO-DTE F/T Rotterdam, OY-AZN F/T Stavanger; 5th. D-ILAY F Dusseldorf T Rhoose, D-EPZB F Birmingham T Nordhorn, OO-LVS F Genk T Maastricht; 8th. OY-DZS F Stavanger T Birmingham; 16th (&23rd) PH-SAD F/T Rotterdam; 19th. OY-AUL F/T Angelholm; 21st. HE-VHI F/T Gatwick.

Dan Air's BAC 1-11 G-AXCP has been operating Teesside - Heathrow services for BMA from 25/10/82. It is understood that BMA's DC-9's are operating Heathrow - Glasgow services.

Genair have taken over Casair schedule services, aircraft used are SD.3-30's G-EASI/WICE/BKDO.

B. Caledonian Bell 214ST G-BKFN has been crew training at Teesside from 6/10/82 until the end of the month. G-BKFP on 15th was T/F Kidlington.

## OUT & ABOUT

AVIGNON - 26/8/82 - HB-PEZ PA-28 Dakota, HZ-ZMS C.421C, N9455Z B-25, XT-ABM C.172 (anybody offer a G/N from an Upper Valta register?).

LYON - BRON - 27/8/82 - CN-CDF K.A.200, D-EHSP Rallye, F-BUFI/BVEZ King Air's, F-GCLJ Duchess, F-ENOM Debonair, F-BTMT Aztec, F-BXLI P.68, F-GBRE Jetranger, F-GBRC Alouette.

AUXERRE - 27/8/82 - F-CAMP Cheyenne, F-BRIL Mooney, F-BPFN Baron, F-BOVK/BPHG/BUNK/BVAR Rallye's, F-BXTM Navajo, F-ENCP Baladon, F-BTFU/BVSV/BXQH C.150's, F-BXQS C.172, F-BPRG Robin, F-GCFO Lama.

SQUIRES GATE - 29/8/82 - G-BFAA Horizon, G-APTP/APWR/ATXA Tri-Pacer's, G-BALH/BFBE Robin's, G-AIBW Auster, G-BDTV Mooney, G-ARJJ Apache, G-BDMW/BFNG Jodel's, G-ANWB/BCOO/BDIC Chipmunk's, G-BAUJ/BRTL/BFWE/KEYS/SFHR(ex BHSO) Aztec's, G-ARCA/AMPO/AMPY/ANAF DC-3's, G-ARBO/ARXG Comanche's, G-BGMC T.Otter (Spaceguard), G-BILN SD.3-30 G-BDFN Chieftain, G-AYKL/CFLY C.150's, G-BHFI/BHHI/BHVM C.152's, G-BCVJ/BEUX/AVZV/ARIV/BEUR/BFIG/OVER C.172's, G-BGOH/00-ELM C.182's, G-AYNN/BKPC C.185's, G-BFCM/SKYM C.337's, G-ARVJ/ANGI/AVSH/AVUT/AVWG/AYIO/AXAB/BAGX/BASI/BBBK/BBPP/BBPY/BBEF/BCPU PA-28's, G-AWLL/ANOL/BBCA Jetranger, G-DMCH UH-12, G-BAXS Bell 47, G-HELY A.109A.

CONINGTON(Peterborough) - 11/9/82 - G-AWTV Musketeer, G-BFTG AA-5, G-BFKF C.152, G-BHEP/WPUT C.172's, G-BERW Rockwell 114, G-SILV C.340, G-ATSZ T.Comanche, G-BHMS Seneca.

LUTON - 11/9/82 - OD-AGB B.720, N75RP Gulf 3, G-CXNF Gulf 2, HZ-THZ Jetstar, N800CS Sabre 40, G-EKEU HS.125, SE-FMZ C.182, OY-ECL PA-28, N2896B Lance, PH-GEO C.172, G-TANY C.421B, G-EJIN King Air, G-BISF/EJBR/EJBS Robinson R-22.

BLACKBUSHE - 11/9/82 - N54607 DC-3, E-271 Hunter T.53, G-BCWL Lysander, G-PSID Spitfire, G-BDIT Comet, G-AWFP Turbulent, G-SOMA Tobago, G-BAPX Robin, G-NOMC C.425, G-AZBK/AZGE/BDEY Aztec's, G-SCOT Chieftain, 00-HFA C.152, 00-JMD/G-RLEK AA-5's, HB-LPG Seneca, G-EGH P.68, G-ATTV/00-JPR PA-28's, G-GOMM/OJCW Lance's, G-BECL/EFHD CASA 352's.

BOOKER - 11/9/82 - G-ALIW/ANFM/AYUX Tiger Moth's, G-AYGE/BHYI Stampe's, G-AKIF Rapide, G-BHEW Sopwith Triplane Replica, G-BIYN/RKSF Pitts', G-AIJM/AIPR Auster's, XR240 (G-BDFH) ACP.9, G-ACTF Comper Swift, G-AKVF Chrislea Super Ace, G-BHPT/CUEB Cub's, G-AIST/BJJV Spitfire's, G-BAFM Harvard, G-BEXR/BIPO CAP10's, G-BJAU Wilga 35, G-BJAT Pilatus P-2, 7A+WN(G-AZAH) MS.500, G-BJCL MS.230, G-MACH SF.260, G-ASBH Airedale, G-BDEL Chipmunk, G-BIAC Rallye, G-BIOU Jodel D.117, G-BAMN/BAPY/MPWI Robin's, G-GEPP/ROBE/VITE Aiglons, G-AXNM Pup, G-BDKW R112, G-DCAN/DELY/DTOG/DYOU Tomahawk's, G-ATUB/AVOZ/AVVG/AZWD/BCSZ/BCZF/HIFI/ILLY PA.28's, G-AWCJ/ANUS/BARD/BDOD/PLAN C.150's, G-BFFD/BFRN/BHJA/BHJB/BIOK C.152's, G-ARNO/AZKG/BFRT C.172's, G-BAPA RF-5, G-BCEG Aztec, G-ATWG T.Comanche, N8134A Seneca, G-TIME Aerostar, G-BLSL C.310, G-AWAI Baron, G-BECJ P.68.

RINGWAY - 17/9/82 - RP-C830 DC-8 (Intercontinental), N740PA B.747 (Pan Am)DIV, C-GRYN B.707 (Worldways), G-BELS Twin Otter, G-BTDK C.421B, G-PAGE Aiglons, G-AXDM HS.125.

RINGWAY - 25/9/82 - 1604 Hercules (R.SaudiAF), G-SURE BAC1-11 (British Air Ferries titles).

RINGWAY - 3/10/82 - CCCP 65851 Tu.134A(Aeroflot), F-BTGV Guppy, EC-BSD DC-8(Aviaco), 130326 Hercules (R.Canadian AF), G-OKKL K.A.200, G-WTVA C.404, G-BJVP Citation, G-BJEX Bolkow Junior, G-BJXW Arrow.

Our seafaring member Ian Gordon is away on his travels again, and sends this report fromQUINTERO, Chile (Where?).

A small Naval Air Base with one concrete runway. Not too much activity on any one day, but each day brings something new. The Air Force have been doing dummy final approaches in their Airage's otherwise it's all Naval traffic.

Based here are Beech 99's, of which any 3 stay overnight and rotate during the day. There being no hangars as such, just one large ramp. The B.99's seem to be training

## OUT & ABOUT (Contd.)

similar to the RAF Jetstreams at the LBA Beacon. Other activity includes 2 seater PC-7's, which spend about 30 minutes doing circuits and bumps.

Aircraft seen to date are: all 'Naval' marked with anchors!

215, 216, 217 PC-7's

64 Alouette III

498 King Air

CC-PKT Seneca

262, 263, 265 FMB111A's

301/Light grey; 303/Dark grey; 304/Dark grey; 305/White; 308/Brown; 309/White;

310/White all Beech 99A's.

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## AIRLINE REVIEW

AIR ECOSSE are operating a Monday to Friday mail flight to Liverpool from the Isle of Man for the IOM Post Office Authority. On 23rd September they announced an order for one SD360 with options for two others. It is anticipated that it will be used on services from Manchester in early 1983.

AIR EUROPE The second Boeing 757 is to be c/n 22185 not 22187 as noted in last months report. This is to be registered G-BNEP, c/n 22176 is to be registered G-BKRM.

AIR MANCHESTER apparently are still operating but in name only. BAC One Eleven G-SURE has been painted up in BAF colour scheme to fall in line with the Spanish Authorities. A.M. were operating on BAF's licence and Spain have insisted that if the aircraft is operating for BAF's it should be in their colour scheme. We await further developments.

BRITANNIA The Eagle Air B737 TF-VLM has been painted in full Eagle Air colour scheme but it is to continue on lease through the winter. The two new B737's are to be registered G-BKHE c/n 22966 and G-BKHF, c/n 22967.

BRITISH AIRWAYS The first Boeing 757 services are expected to commence on 9th February on London - Belfast. They will then be introduced on London - Glasgow from 11th February, London - Manchester from 3rd March and London - Edinburgh from 20th March. During the summer they will also operate from London to Rome, Milan, Paris and Copenhagen. Services from Heathrow to Calgary and Edmonton, Gatwick to New Orleans, Manchester to Edinburgh were withdrawn in October. They have re-introduced B707 services from Gatwick to Faro/Malaga.

BRITISH MIDLAND have shown interest in the stretched version of the Bae 748 recently announced at Farnborough. This is a 64 seat version of the 748 using Pratt & Whitney PW100/9 engines and LMA anticipate a demand for up to 12 aircraft to replace their Viscounts and Friendships. The Heathrow - Glasgow service was started on October 25th with 6 return flights Mon - Friday and 4 return flights on Sat, Sunday. The flights are operated by DC-9 aircraft and because the leased DC-9 to Best Airlines has not returned, they are leasing a Dan Air BAC One Eleven to operate Teesside - Heathrow.

BRYMON AIRWAYS plan to seek licences to operate from the proposed London Dockyard STOL Port to Manchester, Liverpool and Birmingham, twice daily with DHC7 Dash 7's.

DAN AIR are to base a B737 at Manchester this winter for IT flights. They have applied for a charter licence from Teesside to Jersey using Bae 146 from May '83. It is now thought that the LBA - Jersey, Bae 146 flight could be a charter flight.

GENAIR-EASTERN It is reported that Genair have taken over Eastern Airways and Casair and will now trade as Genair-Eastern, based at Humberside. All existing routes are to be retained plus a Humberside - Esbjerg and Liverpool - Birmingham - Norwich service. Genair announced an order for a SD.360 during Farnborough week. It is rumoured that they are to operate LBA - IOM from next summer.

GUERNSEY AIRLINES have been granted a licence to operate the Guernsey - Gatwick route in place of Air UK from April 1983. They will operate the service using SD.330 aircraft.



## AIRLINE REVIEW (Contd.)

HEAVYLIFT have bought CL44 "Skymaster" N447T ex British Cargo Airlines. It will be operated on general cargo flights, particularly on the longer routes where its range/payload is better than the Belfast.

LOGANAIR have taken over British Airways Manchester - Edinburgh route, using SD.330 aircraft 3 times a day Monday - Friday.

MANX To correct last month's report, Manx aren't operating LBA - Dublin as Air UK are still operating this service. They started services on October 25th with Viscount G-AZNA, F27 G-OLAN (ex G-SPUD) and a leased Bandeirante from Genair. When the second F27 is delivered, the Bandeirante will be returned to Genair. As noted under Genair, it's not known whether they will operate IOM - LBA next summer.

MONARCH The latest plans show that one B.720 aircraft will be operated and the other two will be flown to Norwich for storage. It is believed that the B757's will be based at Gatwick and Manchester next summer.

POLAR have a second Viscount on lease from BAF, in a plain blue and white scheme with Polar titles, G-ACYI seen at Teesside 17/10.

SPACEGRAND have received a second Twin Otter, G-BGMC, from Brymon Airways.

TELAIR of Manchester have applied for Liverpool/Chester to Cardiff/Swansea using Beech and Islander aircraft. This must be the 4th or 5th company to try and make a success of this route.

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## LOCAL AIRFIELDS AND STRIPS

A suggestion for a new section investigating those small airfields and strips in our local area was put forward at our recent A.C.M.

Investigation is the operative word, a lot of aircraft are supposedly domiciled at these airfields but are never apparent when you make a visit, there again, in many cases a visit is the problem. Where are these fields and strips quoted by the various registers as "probable base?" Here is a chance for members to really get involved in the bulletin, your knowledge of the local airfields and strips in your area can be passed on to our members in this section.

Terry Sykes has put together a list of locations in this area that are noted as "probable bases" for numerous aircraft, and for your guidance here it is:-

BRIGHTON, BROUGH, LEEFING, LEEFING STRIP (NEWBY WISKE?), CATTERICK, KIRKBY-COORSIDE, HAXEY, BAGBY, FELIXKIRK, CORPSLANDING DRIFFIELD, GRINDALE, SUTTON BANK, THURSK, RIPON, RAISGILL, DALTON, DISFORTH, MARKINGTON, THOLTHORPE, POCKLINGTON, MELBOURNE, RUFFORTH, WOBLATON, REDHOUSE FARM (IRIDGE NEWICK, RIPON), SPROATLEY, MOORFARM (EAST HERLINGTON, DALTON), HILL FARM (MARTON, HULL), MELTON LODGE (HIGH MELTON, DONCASTER), OXENHOPE, CROSSAND FLOOR, YEABY (REDCAR), WHINMOOR - to name but a few! And then there are those that appear in brackets in the registers (probably the home of the owner) - SKIPTON, HARROGATE, YORK, PLAMBOROUGH, RIPON, HALIFAX, HUDDERSFIELD, MIRFIELD, SHEFFIELD - Where are these?

Not forgetting the balloons (Hot Air and Toy) and the Microlights, Gyrocopters etc. What about the larger airfields - Doncaster, Sherburn, Netherthorpe and even Kirmington?

The permutations are endless, can I ask members to pass on to me any information they have or can acquire regarding the aforementioned? It is up to you to make this section successful, and by so doing increase the information available to the rest of our members.

Just for starters here is a little information about Breighton airfield.

The airfield is located south of the A163 road from Selby to Market Weighton. In the village of Bubwith turn south onto the Breighton/Wressle road; after approximately 2 miles, passing through Gunby, the ex R.A.F. airfield will be seen on the left. The entrance is at the Z bend just before the village of Breighton.

## LOCAL AIRFIELDS AND STRIPS (Contd.)

Work was started on the airfield in 1941, it had three paved runways and was unusual in so far as they had a common intersection. The airfield opened in January 1942 as a satellite for Holme-on-Spalding Moor and was part of No. 1 Group, Bomber Command. The RAF finally abandoned the airfield in 1946, and many of the buildings and the Control Tower have been demolished. One or two of the hangars still remain and are used for storage, an industrial site now occupies the original technical area.

The south west corner of the airfield now houses Hornet Aviation (which moved from Sherburn), where in their hangar is to be noted the rebuilt Nord 3202B c/n 80 G-BEFH (ex N2255N), and on my last visit in May 1982, was up for sale. Another Nord N2254X languishes in a "lean-to" garage, but appears to have been used for spares and is unlikely to be rebuilt. Also on view in May was the tailwheel conversion Cessna 150 G-AXRT, Rockwell 112A G-BDAJ, AA-5 G-BAOV was being repaired (after a landing accident), and parked at the end of the runway was AA-5B G-BIPU. The runway is a straight section of the southern peritrack, which seems adequate for the light aircraft using the airfield.

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## FAR EAST VISIT, Part 2. JAPAN

Japan is a relatively air minded country, and it has about 100 million camera-mad citizens. So photography at civil airfields was certainly no problem. My stay in Japan was limited to five rather rainy days, but during that time I visited four significant airfields. The first was Osaka, where we arrived on DC-10 JA8547 on the afternoon of August 13th. We parked in the International Section alongside two Korean A-300s (HL 7219, 7223), a Lufthansa 747 (D-ABYK) and an N.W. Orient 747 (N606US). Visible in a fenced-off area was Squirrel JA9580. We were taken quickly through the immigration formalities and off to an excellent hotel in Kyoto 20 miles away. Next day I shocked the rest of the party by refusing to visit the shrines and temples and taking the Airport Shuttle instead. It was well worth it, for the airport roof gardens at Osaka gave splendid views of all of the 29 bays. It soon became clear that All Nippon Airways was providing about 45% of the flights, TDA about 25%, JAL about 20% and internationals the remaining 10%. There were no General Aviation movements at all, as these were centred at Yao some 20 miles away. 5 hours spotting produced a grand total of 7 x 727, 1 x 737, 12 x 747, 10 x Tristar, 4 x DC-9, 8 x DC-10 and 30 x YS-11 with Japanese registrations. Also noted were A-300 HS-TGM, HL7218, HL7220, HL7224, HL7238; 747 N656FA, 9V-SQR, N611US; Tristar VH-EHW and HHY and Trident B-260. Most of the Japanese 747's were of the SR variety. These are 550 seat commuter planes.

On the 15th August we transferred to Tokyo via the world renowned "bullet train". It was pleasant, but very little better than the Inter-City 125. En route we saw a PA-18 towing a glider near the lower slopes of Mt. Fuji.

Tokyo has two airports, Haneda (about 8 miles south of the city centre on coastal marshlands) and Narita (about 40 miles out to the East). It also has a general aviation centre at Chofu and a heliport in marshland north of the city centre. Haneda was the first to be visited. It could be reached without problems via a monorail. The only foreign airliners here are owned by Taiwan; they have been laughing all the way to the bank because they could not be allowed to share the same (distant) airport as CAAC. Spotting at Haneda was much like that at Osaka, but with about 25% more movements per hour. It was a little more busy than Gatwick, but after a while spotting became a little repetitive. I had to keep reminding myself that All Nippon Airways YS-11's really were 'rare' for me and that within a couple of days I would see them no more. Noted were 22 more All Nippon aircraft, 7 more JAL aircraft, 19 more TDA aircraft and a solitary Nikon YS-11 (JA8727) from Sapporo on Hokkaido. Of especial interest were five Government YS-11 and one Government MU-2B, and the Skyvan, Beech 200 and 2 Bell 212 helicopters of the Maritime Safety Agency.

On the 16th August in the afternoon I managed to use a system of commuter trains to reach Chofu. Here were over 100 light aircraft and a few Queen Airls of the Japanese Navy. Most of the planes were Pipers, Cessnas and Beeches of course, with

## FAR EAST VISIT (Contd.)

the old Mooney and a few Fuji 200s. Of particular interest was a Turbo-porter (JA8221), two Aerospatiale helicopters, a Hiller UH-12 and a solitary BN-2A (JA5270). There was a significant amount of military flying in the area, with Neptunes, Orions, Phantoms, Galaxies and UH-1s all in evidence. Tokyo also boasts a small transport museum. On the top floor is a Kawasaki Bell 47D (JA7008) and a Henri Farman biplane, said to be the first aircraft in Japan.

According to Air Britain, over 50 helicopters are based at Tokyo heliport, but nobody knew of its whereabouts. Indeed most authorities denied that it existed. Yet helicopters were in evidence darting around the city, and they were not based at Chofu or Haneda. The riddle was solved when we left Tokyo on the airport coach for Narita, for sited away from the motorway amongst some desolate marshland was a helipad and several large hangars.

Narita is guarded like a nuclear bomber base, thanks to the continuous and violent protests about its siting that culminated in demonstrators smashing the control tower equipment in 1979. Once inside the compound, the airport facilities were very comfortable and efficient, with ample viewing places. There are two terminals (North & South) each with two satellites. There is also a large air-cargo section, with such things as 707s PP-VLI and OD-AGZ and 747F JA8123 parked there. In the distance could be seen the engineering base for the JAL international fleet. Much to my surprise JAL actually own two 727s and these were both present. North West Orient has no less than 7 x 747s in, and Pan Am had their own satellite with some 747SP's flying direct to San Francisco. My flight was Pan Am PA001 to Hong Kong. This continued via Bangkok and Bahrain to London and New York. Pan Am's slogan is "you can't beat the experience" and this was reinforced by a battered 747 (N740PA) and a cabin crew aged over 50. In just under 4 hours later we were making a rough approach in bad weather to one of the world's most interesting airports - Kai Tak.

Chris Warn

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## OUT & ABOUT (Contd.)

Amsterdam - 1/11/82:- HL7452 B.747 Korean Air Cargo, S2-ACE B.707-351C Bangladesh Biman, N150BG Falcon 50, 9V-SQS B.747-212B Singapore A/L, DLR-SCU TU-134A Interflug, D-IHAK Cessna 414?, D-EDWP Beech Bonanza, PH-? DC-8-63 Surinam Airways.

4/11/82:- TF-VLM B.737 Eagle Air, F-GCDA B.727-228 Air France, HB-INA DC-9-81 Swissair, PH-MOL F-28 Air France.

Frankfurt - 4/11/82:- CN-RMK B.737 R.A.M., OK-CPH TU-134A C.S.A., N68AF B.737 PAA "Clipper Zehlendorf", N380PA B.737 PAA, C-GAGG Tri-Star 500 Air Canada, 9V-SQH B.747-212L Singapore A/L, PK-GSF B.747 Garuda. In the Gallery Exhibition above the Lufthansa Terminal entrance hall were D-ETEI Buckler 131 Jungmeister, D-ELLY Klemm KL-35, a Tiger Moth marked no. 732 and a SV-4 marked 5-78. The roof garden "museum" contained a JU52-3A, DO-27, ME-108 Taifun, HE-111, "5" ME-262, T6 + KL JU-87 Stuka, 65371/(LN-KLV) DC-3 and 51-1733 (DJ-134) F-84F. Any additional information on these aircraft, e.i. full identities, c/n's etc., will be welcomed.

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## THE ROYAL CANADIAN AIR FORCE at LINTON-ON-OUSE 1942 - 1945

### THE LANCASTER OPERATIONS, JUL 43-APR 44

The first Canadians to be stationed at Linton during the Second World War formed No 6 Group (RCAF) Headquarters. They arrived on 25 Oct 42 but only stayed until 1 Dec 42.

Linton was then selected to house No 6 Group (RCAF) in Jul 43 and was designated base No 62.

The first No 6 Group Squadron, No 426 Thunderbird Squadron, arrived mid Jul 43 equipped with Lancaster Mk IIs. Additional personnel were posted in to bring the squadron, previously at Dishforth undergoing training, up to operational strength. The squadron consisted of 660 men (205 aircrew and 455 groundcrew) however only

## THE ROYAL CANADIAN AIR FORCE (Contd.)

70% of these were Canadians, the remainder being RAF or USAAF. No 426 Squadron, the first RCAF Squadron with radial engine Lancasters, was ready for operational service on 11 Aug 43, just under one month after their arrival at Linton.

The Squadron's first operation from Linton was on 17 Aug 43 against Peenemunde, the German rocket and jet experimental station situated on the Baltic coast. Nine aircraft were sent from 426 Squadron, one returning early due to damage. As a result of the raid the Nazi V1 campaign suffered a serious setback.

On 22 Aug 43, No 426 Squadron took part in a raid against Leverkusen where, for the first time, they used 8,000 lb bombs. Bad weather hindered the raid but the bombs proved successful. The next night 426 Squadron made the first of its many raids on Berlin. All 8 available aircraft were launched but only 7 returned.

Sep 43 was a relatively quiet month for 426 Squadron with only one raid being carried out on 22 Sep when they raided Hanover for the first time. Six aircraft were despatched, one having to abort the mission after engine failure. The remaining 5 completed the mission successfully with all returning safely to base.

In Sep 43 No 408 Squadron arrived to boost the unit strength, it was also equipped with Lancaster Mk IIs using radial engines. It quickly settled down at Linton and was ready for its first operational mission on 7 Oct 43. During Oct 43 the total strength of the 2 squadrons was boosted to 14 aircraft but, despite this, only 15 sorties were flown during the following 3 months due to continuous fog and rain.

426 Squadron attacked a new target, Leipzig, on 20 Oct 43. Extensive enemy fighter activity hindered this raid with one aircraft, flown by FS F.J. Stuart, being attacked 3 times by an ME 109. The ME 109 was finally shot down and F.S. Stuart was awarded the Conspicuous Gallantry Medal (CGM) for returning the crippled aircraft safely to Linton.

Bad weather, especially rain, ice and fog, hampered operations during Nov 43, but despite this some very important missions were completed, notably those against Dusseldorf and Berlin. On 26 Nov 43, 450 aircraft were launched against Berlin in a massive effort by Bomber Command; 426 Squadron provided 11 of the total. Nos 426 Squadron and 408 Squadron returned to Berlin on 16th and 20th Dec 43 but although the missions were a success it was at the cost of 2 aircraft from 426 Squad.

An unexpected Christmas present was given to the members of 426 and 408 Squadrons when the Christmas Day raid was cancelled. But this was to be a lull before the storm: when good weather arrived early in the new year, the squadrons responded by making 3 raids in 5 nights. However, bad weather soon followed and, eventually only 9 missions were completed during Jan 44. 426 and 408 Squadrons returned once again to Berlin on 15 and 16 Feb 44 and, later that month, Frankfurt and Stuttgart were added to the lengthening target lists.

Until the 26th, Mar 44 had been a very successful month for No 426 Squadron with an almost 100% success rate for their missions. Unfortunately on that date they attacked Essen, North Germany, and lost one of their most respected and experienced crews, led by Plt Off A.L. Olsson. During the early part of Apr 44 the aerial preparations for the invasion of Normandy were intensified and 426 Squadron turned their attention to France. Three main targets were attacked, Villeneuve-St-Georges outside Paris, the Laon railway yards and the yards at Noisy-le-Sec. Later in Apr, the squadrons returned once more to Germany attacking Cologne on the 20th and Dusseldorf on the 22nd. The Dusseldorf attack was memorable as one of the aircraft flown by FS R.P. Sellen was damaged by falling incendiaries from another Lancaster. They caused an engine fire and burnt some small holes through the wings. Sgt D.T. Mitchell, the bomb aimer, received the Distinguished Flying Medal for his directions to FS Sellen whilst the aircraft was being attacked by a Junkers JU88. Good weather over the target helped to make the raid very successful with reports of concentrated fires as a result of accurate bombing. During the latter part of the month 50% of 426 Squadron, and all of 408 Squadron, had to be withdrawn from operational duties to begin their conversion course to the Halifax bomber. Thunderbird Squadron's last Lancaster operation was against freight yards at St. Ghislain, just west of Mons in Belgium, where seventy 1,000 lb bombs were despatched. In 9½ months 426 Squadron had made 605 sorties on 68 operations.