

AIR YORKSHIRE



VOLUME 7 No.10

(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1981

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Scotland Lane, Horsforth, Leeds 18.

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.

NOVEMBER 1st : A.G.M. and slide auction. Bring along any slides you have no use for and let other members take advantage of your hospitality.

DECEMBER 6th : Members Slides.

JANUARY 3rd : Annual Quiz - once again admirably compiled by Chris Harper.

EDITORIAL

Slight mistake last month, the entries for the Photographic Competition are required for the November meeting, not December, as stated in last month's Editorial. Also omitted was the fact that all photo's entered had to be taken during 1981.

Once again the sections are:

1. Slides - B/W and colour
2. Prints - B/W and colour.

Maximum of 5 photos as entries for either section.

A compromise this month, giving movements of I.T. charters in the normal movements section, until a firm decision is made over the Scheduled movements requirement. Thanks to the members who have contacted me already, their comments will be taken into account.

Don't forget to come along to the A.G.M., it's your chance to get involved in the formation of the committee.

CREDITS

T.W. Sykes
J. Hunt

D. Elam
S.W. Rigg

C. Harper
C. Hunter

R. Pazzard
Airline News

LEEDS/BRADFORD MOVEMENTS - September 1981

1 G-JEAN Citation	0751 0757	PH-GPL Navajo	0826 1248
G-BHGA Navajo	0858 1717	G-DLXR Chieftain	1127 1623
G-BHDR Cessna 152	1321 1418	G-LFVA L.737	1324 1431
G-BBEJ Chieftain	1328 1339	G-OJVH Cessna 150	1401 1446
G-JEAN Citation	1453 1500	G-AWUL Cessna 150	1611 1647
G-BAKS Jetranger	1630 1700	G-BEEL Enstrom Shark n/s	1706 1031(2)
G-BHOV Partenavia P.68C n/s	1727 1012(2)		
2 G-LECH L.737	0902 1027	G-BBKJ Cessna 337	1016 1441
G-BEEL Enstrom Shark	1236 1514	G-DEYV Cessna 210	1239 1858
G-AXVC Cessna 150	1252 1439	G-BJDI Cessna 182	1257 1319
G-EGRF Baron	1351 1726	G-EOBI Cessna 152	1541 1633
G-BHOV Partenavia P.68C n/s	1559 ?	G-BJLS Cessna 340 n/s	1656 1502(4)
G-LFTT Cessna 421C	1702 1731	G-BECH L.737	1811 2024
G-BEEL Enstrom Shark n/s	1844 1410(3)	G-BJDI Cessna 182	1939 1944
3 G-BNPD Aztec	1108	G-BCKO Aztec	1126 1205
G-BALT Cessna 182	1151 1749	G-LFVY King Air	1226 1308
G-BASU Chieftain	1229 1642	G-BFYB Robin HR.100	1233 1820
G-ECWB Cessna 182 n/s	1324 1342(6)	G-BAZN Jetranger	1356 1516
G-JAMI Long Ranger	1428 1511	G-BATA HS.125	1435 1611
G-BCJR Aztec n/s	1514 1613(22)	PH-PEN Seneca	1546 1644
G-BEEL Enstrom Shark n/s	1651 1043(4)	G-VRES King Air 200	1657 1839
G-JEAN Citation	1812 1902	G-BCKO Aztec n/s	1832 ?
G-VAUN Cessna 340	1841	G-LNPD Aztec n/s	2137 1118(4)
4 G-BJET Cessna 425	0907 0919	G-AXVC Cessna 150	0932 1037
G-DEVL Cessna 421C	1002	LN-MAP Convair 440	1120 1202
G-BEEL Enstrom Shark n/s	1122 ?	G-LFMH Cessna 177	1251 1816
G-LOSL L.737	1332 1448	G-BEHU Seneca n/s	1421
G-OSLA L.737	1425 1547	G-FROG Hughes 369	1519
G-DEVL Cessna 421C	1619 1633	G-BALW King Air	1824 1900
G-DEVL Cessna 421C	1829 1854	G-TEAM Cessna 414	1926
G-AWUT Cessna 150 n/s	2015 0820(5)		
5 G-BECH L.737	0844 1014	G-BJET Cessna 425 n/s	1021 1805(8)
G-BASL Cherokee	1333 1436	G-BFPU Cherokee	1405 1459
G-LFVA L.737	1536 1632	G-BHYP Cessna 172	1534 1637
G-DIXU AA-5B	1608 1732	G-FLIP Cessna 152 n/s	1652 0736(6)
G-CITY Chieftain	1653 1740	G-BEKO Cessna 182	1722 1847
G-AVKZ Aztec	1735 1825	G-OTUX Arrow	1804
G-BHIE Cessna 182 n/s	1823	G-AZEG Cherokee n/s	1929 1856(6)
G-OFLY Cessna 210	2019 2025	G-AZZA Aztec	2137 2156
6 G-BECH L.737	0944 1035	G-WIZZ Jetranger	1149 1731
G-AVLE Cherokee	1305 1357	G-BJFH L.737	1315 1419
G-AXJJ Pup	1513 1603	G-LFDE Chieftain n/s	1730 1010(8)
G-DEVL Cessna 421C n/s	2123 0852(7)		
7 G-SHAW T.Comanche n/s	0649 1334(10)	G-PRES Cessna 441	0801 0821
G-ERFG Cessna 340 n/s	0900 1718(30)	D-INJA Navajo n/s	0948 0923(8)
N3080 Jetstar n/s	1050 1354(10)	G-NORC Cessna 425 n/s	1103 1015(9)
G-AXJY Cessna 206 n/s	1143 1259(18)	G-AZAL T.Comanche	1300 1802
OY-RYT Cessna 421C n/s	1309 1808(10)	G-IMEC L.737	1319 1422
G-BAZH L.737	1324 1429	G-APEX Viscount	? ?
8 F-GDAL Cheyenne	0745 1645	OO-ATO Queen Air	0913 1847
PH-WON Seneca	0918 1853	PH-TSM Navajo	0920 0957
G-OLCA Cessna 421C	1105 1448	G-AZFZ Cessna 414	1120 1855
G-BFTT Cessna 421C	1132 1141	G-LFVA L.737	1324 1424
G-LBUY Jetranger	1336 1433	G-BHWF L.737	1431 1543
PH-TSM Navajo	1550 1755	N6772E Cessna 425 n/s	1558 1522(9)
G-BFTT Cessna 421C	1628 1729	G-DHNV Jetranger n/s	1715 0948(9)
G-BHIV Ecureuil n/s	1935 0835(9)		

LEEDS/TRADFORD MOVEMENTS (Contd.)

9	D-GDEC Seneca	0848 1701	00-LFL Cessna 441	0858 1747
	G-OSLA B.737	0907 1001	G-LHFY Baron	0916 1642
	G-DCRF Aztec n/s	1038 1021(10)	G-DHFZ Partenavia P.68B	1118 1855
	G-IFWE Aztec	1155 1233	G-LJFH B.737	1253 1402
	G-ATLN Cessna 172	1431 1837	G-LAWG Arrow	1439 1600
	G-AUTO Cessna 441	1509 1637	G-JEAN Citation	1710 1715
	G-IFWE Aztec	1850 1903	G-OSLA B.737	1945 2035
	00-PAQ Archer n/s	2002 1726(10)	G-NORC Cessna 425 n/s	2019 1221(10)
10	G-ASEJ Donanza	0907 1010	00-ATO Queen Air	0910 1846
	G-IRIF Cessna 421C	0918 1824(14)	G-BASE Jetranger	1006 1434
	*G-SILV Cessna 340	1126 1430	G-AYCM Jetranger	1130 1311
	G-ASEJ Donanza	1132 1422	G-RHHT Lance	1205 1838
	00-RVT Partenavia P.68B	1217 1823	G-ASWW T.Comanche	1232 1418
	G-IFAR Citation	1240 1606	F-LRNL Learjet 24E	1246 1722
	G-AYCM Jetranger	1353 1406	G-SMJJ Cessna 414A	1331 1550
	G-AYCM Jetranger	1657 1659	G-DARX Jetranger	1657 1659
	G-BWKS Buccaneer	1715 1824	G-SILV Cessna 340	1802 1811
	G-DAVG King Air	1806 1813	N3080 Jetstar n/s	1844 1024(11)
11	00-SML Citation n/s	0744 1228(12)	OY-CBF Navajo	0933 1030
	OY-IGK Navajo	0936 1858	OY-PRY Partenavia P.68B	1011 1649
	G-IFNC Ecureuil	1101 1501	G-ATFD Miller UH-12E	1254 1315
	G-BLGG B.737	1318 1451	LN-JWN Convair 580	1323 1411
	G-BIHK Rallye	1352 1636	G-AZVV Cherokee	1535 1653
	G-LOCKO Aztec n/s	1543 ?	G-LAVG King Air	1548 1602
	F-GDAL Cheyenne	1514 1640	G-JEAN Citation	1706 1712
	G-IGYL B.737	1727 1830	G-JDST Chieftain	1807 1815
	F-IRUY Gulfstream II	1850 1915	G-CPTS Jetranger	1846 1911
	EI-LIP King Air 200	2028 2148	G-AWWS Skyvan	2007 2137
12	G-BECH B.737	0858 1025	G-IFEM Cessna 421C	1054 1130
	G-BASL Cherokee	1212 1302	G-OHTL Sikorsky S-76	1224 1353
	G-BLEI AA-5	1227 1342	F-IRUY Gulfstream II	1344 1405
	G-BAZG B.737	1544 1625	G-OHTL Sikorsky S-76	1605 1634
	F-IRUY Gulfstream II	1615 1637	G-AXOZ Pup	1642 1735
	G-CPTS Jetranger	1754 1813	G-PORR Ecureuil	1857 1914
13	N9238R Jetstar	1000 1228	G-BFIU Cessna 172	1126 1214
	G-BANW Cessna 172 n/s	1241	G-AXOZ Pup	1310 1359
	G-DJFH B.737	1332 1427	G-ECJM Cherokee	1756 1837
14	G-ATIA Comanche	1024 1520	G-OMW AA-5	1100 1154
	G-AZZV Cessna 172	1105 1546	G-AWUA Cessna 206 n/s	1206
	G-EMHG B.737	1326 1432	G-BAZI B.737	1347 1428
	D-IFES King Air	1357 1500	G-AXNS Pup	1419 1518
	G-LEEL Enstrom Shark n/s	1458 1046(16)	G-AVIR Cessna 172	1520
	G-SE-GDI Navajo n/s	1540 1526(17)	G-AOHN Viscount	1630 1728
	G-RCCL King Air n/s	1643 1831(15)	G-ORMC King Air 200 n/s	2204 0813(15)
15	D-IFES King Air	0823 0941	G-DAVG King Air	0927 0934
	G-AZRU Jetranger	0941 1408	G-LGTG Aztec	0944 1314
	G-JOHN Arrow	1016 1641	G-WITT Navajo	1107 1254
	G-PENN AA-5 n/s	1231	G-JEAN Citation	1543 1549
	G-AZRU Jetranger	1603 1652	G-DAVG King Air	1646 1654
16	G-SILV Cessna 340	0719 0917	G-BCTF Warrior	0905 1837
	G-BAZG B.737	0910 1006	G-ORMC King Air 200	1031 1707
	G-IGPU Cherokee	1213 1317	G-BASG AA-5	1219 1520
	G-NORC Cessna 425	1220 1606	G-BIZF Cessna 172 n/s	1230
	G-LGVH Duchess	1237 1620	G-IFWE Warrior	1626 1728
	N5531H Cessna 182 n/s	1632 1126(17)	G-YTWO Cessna 172	1712 1742
	G-LGOS Bandeirante	1737 1843	G-BAZG B.737	1847 2000
	G-LCCL HS.125	2003 2023		

* addition

10 00-IRF Aerostar n/s 1028 1243(11) G-BDWL Pawnee 1108 1135

LEEDS/LRADFORD MOVEMENTS (Contd.)

17 G-LIED King Air F90	0851 0905	G-MDRI Chieftain	0957 1139
G-OLCA Cessna 421C	1009 1803	G-TTCA Long Ranger	1121 1718
G-WHIT Bell 49G n/s	1239 1615(22)	G-JEAN Citation	1256 1417
G-LNEC Cessna 152	1259 1334	G-RMKM Rockwell 112 n/s	1302 1634(25)
G-AVKG Cessna 172	1406 1528	G-BEEL Enstrom Shark n/s	1423 1458(19)
G-AUTO Cessna 441 n/s	1502 1841(18)	G-LEWR Cessna 172	1505 1622
G-BIED King Air F90	1529 1550	G-LDNY AA-1B	1604 1640
G-TLCA Long Ranger	1750 1753	G-EGCS Landeirante	1853 1949
N1978E Learjet 35 n/s	1827 1404(18)	G-CNSI King Air 200	2242 2303
18 N71AF Commander 680W	0716 1909	G-PRES Cessna 441	0723 0752
G-DAVS AA-5	1047 1113	LN-LWG Convair 580	1323 1400
PH-KFE Friendship n/s	1401 1640(20)	G-EGYK D.737	1418 1538
G-LNPD Aztec	1525 1637	G-LBYW Cherokee	1641 1819
G-BFAN HS.125	1652 1710	G-DAVS AA-5	1704 1737
G-WICK Partenavia P.68B	1725 1807	G-AZDX Cherokee	1834 1900
G-PRES Cessna 441	1917 1930		
19 G-BECC D.737	0848 1031	OO-WAY Beech 99 n/s	0922 1528(20)
G-FLIX Cessna 310	1039 1435	G-LEAR Learjet 35R	1414 1534
G-OSLA D.737	1438 1559	G-LAZG D.737	1549 1647
XS793 Andover	? ?	G-ICTF Warrior	1628 1742
G-BEEL Enstrom Shark n/s	1704 1519(23)		
20 G-BECC L.737	0917 1022	G-PIED Aztec	1030 1101
G-ATHR Cherokee	1147 1757	C-DDDV D.737	1335 1437
G-ASRH T.Comanche n/s	1649 0822(21)		
21 G-BCRP Aztec	0855 1141	G-PADW King Air	1006 1012
G-LONG Long Ranger	1116 1317	G-BEFC AA-5B	1131 1207
G-LBOG D.737	1328 1438	G-DMHG D.737	1340 1452
G-IDEJ Rockwell 112 n/s	1451 1201(22)	G-BLPX Seneca n/s	1552 1123(25)
G-TEER Cessna 414 n/s	1656	G-ASRH T.Comanche n/s	1724 1221(22)
G-PAZA HS.125	1809 1821	G-NORC Cessna 425 n/s	1855 1735(23)
G-PRES Cessna 441	2026 2045	G-IHOV Partenavia P.68C n/s	2035 1354(22)
G-DMCL Citation II n/s	2052 0742(22)		
22 G-BJET Cessna 425 n/s	0816 1835(24)	EL-IGP Cessna 414A	0818 0848
G-OMET King Air	0855 0935	G-ANLA Dakota	0957 1246
G-EGNW D.737	1334 1436	G-ASRH T.Comanche	1614 1635
G-EDWY Cherokee	1618 1646	G-OMET King Air	1720 1737
G-LCLW AA-1B	1828 2009		
23 G-EGYJ D.737	0904 1005	G-AZDH Navajo	0935 1004
G-OMHC Arrow	0957 1544	G-BHCT Aztec	1028 1520
G-BEFC AA-5B	1126 1207	G-IGTT Cessna 310 n/s	1130 1743(24)
G-SMJJ Cessna 414A	1223 1327	G-OIML Jetranger	1255 1318
G-BMSA D.737	1338 1429	G-YTWO Cessna 172	1603 1827
G-BEEL Enstrom Shark n/s	1643 1441(25)	G-DMCL Citation II	1708 1747
G-EGYJ D.737	1854 1954		
24 D-IASK Navajo	0924 1558	G-AXER T.Comanche	0934 1304
G-BEEL Agusta A.109A	1154 1249	G-IWPL Cessna 172	1316 1603
G-EGWA Archer	1320 1840	G-SMJJ Cessna 414A	1525 1654
G-IDEJ Rockwell 112 n/s	1531 1432(30)	G-JANE Cessna 340	1600
G-LLST Cessna 421C	2101 2119		
25 G-AZHL Navajo	0824 1625	G-BCPN AA-5	0902 1746
G-WTVC Cessna 404	0923 1352	OY-EGK Navajo	1002 1747
G-BAFA AA-5	1121 1205	LN-LWG Convair 580	1312 1351
G-EGNW D.737	1333 1452	G-LNPD Aztec n/s	1345 1319(26)
G-BEEL Cherokee	1526 1620	G-BEEL Enstrom Shark n/s	1527 1132(27)
G-BEEL Cherokee	1609 1633	G-LHWF D.737	1739 1842
G-BJET Cessna 425	1832 1844		

LEEDS/BRADFORD MOVEMENTS (Contd.)

26 G-BGYJ B.737	0927 1044	F-BTMK Beech 99 n/s	0946 1756(27)
G-BTLE Chieftain	1120 1729	N71AF Commander 680W	1738 1828
G-BNPD Aztec n/s	2113		
27 XW791 HS.125	0912 1037	G-BGYJ B.737	0936 1032
G-CJDH Pitts	1140 1324	G-AZYR Cessna 340	1338 1836
G-CJDH Pitts	1347 1443	G-BJFH B.737	1352 1502
G-AZAV Cessna 337	1505 1720	G-BHEC Cessna 152	1523 1617
G-BEEL Enstrom Shark n/s	1542 1259(29)	G-WITT Navajo n/s	1844
28 G-BHOV Partenavia P.68C	0826 0837	G-AVRN B.737	1307 1419
G-BMOR B.737	1318 1424	G-JEAN Citation	1321 1403
G-AZYK Cessna 310	1411 1621	G-BATM Aztec	1453 1517
* G-FROG Hughes 369 n/s	1617	G-BGCC Navajo	1714 1922
29 G-BLST Cessna 421C	0903 0914	G-OJVH Cessna 150	1127 1154
G-ARVW Cherokee	1133 1558	G-BGK Tomahawk	1144 1254
G-BEEL Enstrom Shark	1315 1530	G-BAZI B.737	1318 1442
G-BRIT Cessna 421C	1350 1408	G-BHOV Partenavia P.68C	1410 1426
G-BHWE B.737	1424 1532	G-JEAN Citation	1724 1734
G-BBCW Aztec n/s	1726	G-BBFU Aztec	1800 1831
G-ORMC King Air 200	1904 1945	LN-FOC Cessna 210 n/s	2134
30 G-BCIF Warrior	0856 1519	G-BEPT Cessna 421C	0909 1731
G-BGYK B.737	0918 1013	G-JEAN Citation	0936 0959
G-BBLJ Cessna 402E	0948 1412	G-OHTL Sikorsky S-76	0953 1344
G-BAKF Jetranger	1008 1530	G-RMKT Rockwell 112	1123 1642
G-BASG AA-5	1222 1333	G-SALA Cherokee Six	1233 1243
G-BDWH Cherokee	1305 1345	G-LONG Long Ranger	1312 1326
G-BFIV Cessna 177	1339 1755	G-SALA Cherokee Six	1827 1837
G-BGYK B.737	1852 2029	G-JEAN Citation n/s	1951

addition*

28 D-ILVO Baron n/s	1722 1528(29)	G-BBCW Aztec n/s	1854 0815(29)
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Norfly are back with us this month, starting on the 4th with CV440 LN-MAP and followed by CV580 LN-BWN on the 11th and LN-BWG on the 18th and 25th. The Carpet Show in Harrogate also brought in its usual list of visitors, night stopping on the 7th were Navajo D-INJA, Cessna 421B OY-RYT and the World Carpets Jetstar N3080. Arriving on the 8th were Queen Air OO-ATO, Seneca PH-WON, Navajo PH-TSM and Cheyenne F-GDAL. Also on the 8th was the Brussels demonstrator Cessna 425 N6772B c/n 0020 which n/s with Northair. The 9th saw the arrival of Seneca D-GDEC, Cessna Conquest OO-LFL c/n 184 and Cherokee 181 OO-PAQ which n/s. Night stopping on the 10th was the Aerostar OO-MRF, Learjet F-BRNL did not n/s and P-68 OO-RVT turned out to be the more familiar PH-RVT re-registered. Another P-68 was OY-PRY on the 11th which was joined by Navajo's OY-BGK and OY-CBF, Beech 200 EI-BIP, Gulf II F-BRUY and Citation OO-SEL n/s. The months second Jetstar visited on the 13th in the shape of N9238R. After that it slowed down a little! Navajo SE-GDI on the 14th n/s and King Air D-IFES visited on the 14th and 15th. Night stopping on the 16th was Cessna 182R N5531N c/n 67773. Learjet 35A N1978L was a night stopper on the 17th as was NLM F-27 PH-KFE on the 18th, Rockwell 690 N71AF visited on the 18th and the 26th. Yet another n/s was the Beech 99 OO-WAY on the 19th. One week later on the 26th we had another Beech 99 this time F-BTMK. Rounding off the month was Cessna 210 LN-FOC on the 29th.

Among the UK visitors G-BCJR which n/s on the 3rd is a replacement for PA-30 G-ASLE. Navajo P G-WITT on the 15th belongs to Mr. Whitaker of the helicopter G-WHIT. P-68 G-WICK on the 18th was on demo to Jack Tordoff but was not bought. G-BFAN on the 18th was a fan-jet 125 and G-BAZA on the 21st has been similarly modified. Learjet G-LEAR on the 19th was on an ambulance flight bringing home Eddie Waring. Nothing new with Northair this month of note. Cessna 340 G-BRFG arrived for the tail mod on the 7th. In the other hangar Rockwell G-BERI has changed hands but remains resident. The clubs Aerobat G-BFGL suffered considerable damage on the 25th when it over-ran runway 19 when landing and went down a steep banking to end up inverted on the Horsforth Golf Course. It remained there over the weekend and was removed to the YLA hangar on the 28th.

Callsign tie-ups:- 3rd. G-BFVY/Vernair 321 (inbound), G-VRES Vernair 321 (outbound), G-JAMI/Plum 3; 6th. G-EFDB/Fairflight 201; 7th. G-APEX/Air Ferry 1748/9; 12th. G-PORR/Colt 02/03; 14th. D-IFES/NS311; 15th. D-IFES/NS311; 16th. G-BGCS/Genair 301/302; 17th. G-MDRB/Eastair 4988, G-BGCS/Genair 301/302; 18th. PH-KFE/City 4087; 20th. G-PIED/air London 420; 22nd. G-AMRA/EN3008; 23rd. G-BGTT/Atlantique 941; 25th. G-AZHL/Thurston 976, G-WTVC/Peregrine 733; 26th. F-BTMK/IO914; 27th. XW791/Ascot 1653; 29th. G-BRIT/Express 258.

ILS Overshoots:- 1st. XX495; 2nd. XX497/T208; 3rd. XX498/JOR205; 7th. XX494/KGU 203; 8th. XW353/JLG58 J. Provost; 11th. XW353 J. Provost, XX500; 15th. XX495, XX482; 16th. XX493, XX497, XX482, XV211 Hercules, XW415 J. Provost; 17th. XS789 Andover; 18th. XS793 Andover; 19th. XS793 Andover; 22nd. XS737 Dominie; 23rd. XS734/FLB47 Dominie, XW353/JHB59 J. Provost; 24th. XX500/FLB207, XX495/T203, XX482/T200, XX494/T208; 25th. XX497/T208, XX500/T95; 28th. XX500; 29th. XS738 Dominie.

From & To:- 1st. PH-GPL F/T Amsterdam; 3rd. PH-PEM F Ringway T Amsterdam; 7th. D-INJA F/T Donaueschingen n/s, N3080 F Olbia n/s T Bristol, OY-RYT F/T Billund n/s; 8th. F-CDAL F/T Lille, OO-ATO F/T Kortrijk, PH-WON F/T Amsterdam, PH-TSM F/T Rotterdam, PH-TSM F Swansea T Rotterdam, N6772B F Gamston n/s T Brussels; 9th. D-GDEC F/T Munster, OO-LFL F/T Brussels, OO-PAQ F/T Ostend n/s; 10th. OO-ATO F/T Kortrijk, OO-MRF F/T Kortrijk n/s, OO-RVT F/T Antwerp, F-BRNL F/T Le Bourget, N3080 F Bristol n/s T Oslo; 11th. OO-SEL F/T Antwerp n/s, OY-CBF F Copenhagen T Humberside, OY-BGK F Aalborg T Billund, OY-PRY F/T Copenhagen, F-GDAL F Le Bourget T Chateauroux, F-ERUY F/T Olbia; 12th. F-BRUY F Olbia T Heathrow, F-LRUY F Heathrow T Le Bourget; 13th. N9238R F Luton T Edinburgh; 14th. D-IFES F Altenrhein T Luxembourg, SE-GDI F Esbjerg n/s T Malmo; 15th. D-IFES F Luxembourg T Biggin Hill; 17th. N1978L F Frankfurt n/s T Keflavik; 18th. N71AF F/T I.O.M., PH-KFE F/T Rotterdam n/s; 19th. OO-WAY F/T Brussels n/s; 22nd. EI-BGP F Dublin T Swansea; 24th. D-IASK F/T Pirmasens; 25th. OY-BGK F/T Billund; 26th. F-BTMK F/T Reims n/s, N71AF F I.O.M. T Jersey; 28th. D-ILVO F/T Munster n/s.

Helicopter Activity:- 3rd. G-BAZN/York; 7th. G-ATED/Morley/Rothwell area; 8th. G-BBUY/Doncaster; 10th. G-AYCM/BARX/Doncaster; 11th. G-ATED/Scarcroft, G-BHSG/Pa nnal; 12th. G-OHTL/Doncaster, G-PORR/Garforth (MercuryMotel); 13th. G-AZRU/Middleton; 14th. G-AYMX/Sheffield; 17th. G-TBCA/Brighouse; 21st. G-LONG/Huddersfield; 22nd. G-BARX/Pickering; 24th. G-HELY/Idle; 30th. G-LONG/Gildersome, G-OHTL/Huddersfield.

JUNE 1963

1st. G-APUC DC3, G-AMSU DC3, G-ANCI DH 114 Heron 1B, G-APWF Herald, G-APWG Herald, LN-LME Nord 260; 2nd. G-AOFT Auster J/5P, G-ARXX Rallye, G-APWE Herald; 3rd. G-APWI Herald, XP807 Beaver, G-ASAJ Terrie 2, G-ARJD Colt, G-ARAZ Tiger Moth, G-ANMZ Tiger Moth, G-ARXT Jodel DR1050, G-ARDZ Jodel D.140A, G-ARRZ Turbulent, G-ARNZ Turbulent, G-AROS Stampe SV4; 4th. G-APCZ Dove 6, G-ARBR Aztec, G-APZD Apache, G-ASFF Apache 235, G-ARAI Tri-pacer, G-ARJZ Turbulent, G-ARYI Cessna 172C; 5th. G-APCZ Dove 6, G-APMV Heron 2E, G-AMPO DC3, G-AMWV DC3, PH-LIP Friendship; 6th. G-ARDE Dove 6, G-ARCT Super Cub, G-ARDB Comanche n/s; 7th. G-ARMT Dove 6, G-APYP Piaggio P.166, G-ARYF Aztec; 8th. G-AROU Queen Air 65, G-ARRX Auster 6A, G-APCX Auster J/5R, G-AHCK Alpha, G-ARAZ Tiger Moth; 9th. G-ALAW Messenger 4A, G-AHGX Avro 19-2; 10th. G-APCZ Dove 6, G-ANVC Dove 1B, G-ARJB Dove 8, G-ASEI Brantly B2, G-ARHS Tri-pacer, 58-3088 Seminole; 11th. G-ARJB Dove 8 n/s, G-APCZ Dove 6, G-ARMT Dove 6, G-ARRZ Turbulent, G-ARHS Tri-pacer, G-ARXT Jodel DR1050, G-APUZ Comanche; 12th. G-APTP Tri-pacer, G-ARNC Colt, G-ARBR Aztec, G-ARMO Cessna 172B, G-ARMT Dove 6, G-ARDH Dove 8; 13th. G-ARGW Aero Commander 500B, G-ARBR Aztec; 14th. G-AKEZ Messenger 2A, G-ARVR Cherokee 160, G-ARMI Apache; 15th. G-APZD Apache, G-AEVZ Swallow, G-APWJ Herald; 16th. G-ARWL Cessna 182E, G-AJAS Alpha; 18th. G-ANZY Dove 8XC, G-ARFL Cessna 175B, G-AHCZ DC3, G-ARMX Avro 748; 19th. G-ARDE Dove 6, G-ARYF Aztec, G-ARIEJ Travel air, G-APMP Hiller UH-12E; 20th. G-APCZ Dove 6, G-ARTI Heron 2D, G-APZD Apache; 21st. G-ASEI Brantly B.2, G-AODK Bell 47G, G-ARYH Caribbean, G-APRA Tiger Moth, G-AGXN Alpha, G-ARMN Cessna 175B, G-ARXT Jodel DR1050, G-APLZ Turbulent, G-AROS Stampe sv4; 22nd. G-ARJH Colt, G-ARFK Cessna 172B; 24th. G-ARTI Heron 2D, G-ASFF Apache 235, G-ASAJ Terrier 2; 25th. G-APZD Apache; 26th. G-ARDE Dove 6, G-ARYF Aztec, G-ARFF Queen Air 65, G-ARFL Cessna 175B, G-ARST Colt, PH-MAA DC3; 27th. G-ARMT Dove 6, G-APCZ Dove 6, G-ARHX Dove 8, G-AMWF Cessna 310G, G-ARWP

JUNE 1963 (Contd.)

Cessna 172C, G-APZD Apache, G-AGTC Proctor; 28th. G-ARDH Dove 8, G-ARDL Comanche, G-APZD Apache, G-ARBC Cessna 310D; 30th. G-APZD Apache.

Starting the month in style was the brand new Nord 260 LN-LME of Wideroe's going from Stavanger to Ringway. Friendship PH-LIP on the 5th was one of the Philips fleet of executive transports. Cessna 172 VP-YUG left over from last month finally departed on the 8th. Martins Air Charter visited on the 26th with their DC3 PH-MAA. US Army Seminole 58-3088 made one of its regular visits on the 10th. United Breweries used P.166 G-APYP from the 7th whilst their own, G-ARUJ, had an engine change.

Sherburn Movements - September 1981

1st. G-AYWW F/T Leicester; 3rd. G-SALL F/T Humberside; G-BDOG F/T N'thorpe n/s, 5th. G-LECA F Sturgate T Tollerton, G-BAZM F/T LBA, G-BDRB/JUDY F/T N'thorpe; 6th. G-AVRY F/T Barton, G-ASYL F Grindale T N'thorpe; 7th. G-AMBT T Full Sutton; 9th. G-COCO F Ipswich T Glenrothes, G-AMBT F Full Sutton T Biggin Hill, G-LUCK F/T Humberside, G-BGMJ F/T Bedale; 10th. G-BCPK F/T Skegness; 12th. G-HULL F/T Grindale; 13th. G-BAUV F/T Felixkirk, G-OVFR F/T Blackpool; 14th. G-AZLY/AMUL F/T Teesside, G-HULL F Grindale n/s T Brighton; 15th. G-BILS F/T N'thorpe, G-MERI F Shoreham T Tollerton, G-BFFC F/T LBA; 17th. G-BFFE F Brighton T Aberporth, G-ATTE F/T Halpenny Green; 18th. G-BDNW F Humberside T Doncaster; 22nd. G-BFGL F/T LBA, G-BDOG F N'thorpe; 23rd. G-LUCK F/T Humberside; 24th. G-BFFE F Aberporth Brighton; 25th. G-ASCZ F/T Usworth, G-SALL/BING F/T Humberside; 27th. G-BBXH F Bagby T Oxenhope, G-LUCK F/T Humberside; 29th. G-BEWN F/T Langham, G-BGAB F/T Humberside.

Hornet Aviation have moved to Netherthorpe. Cessna 177 G-AZKH is parked up at the back of the main hangar minus engine and one of the rear passenger windows.

AIRLINES REVIEW - October 1981

AIR CONTINENTAL are seeking approval to add the King Air to their Luton - Geneva freight licence and to add Zurich as an optional destination.

AIR ECOSSE have applied for route licences from Aberdeen and Liverpool to Paris (CDG). Routes between Liverpool and Glasgow, and traffic rights between Glasgow and Belfast have been obtained. The airline is believed to be considering purchasing the Saab-Fairchild 340 instead of the Embraer Brasilia as the former may be available for service several months ahead of the Brasilia. Bandeirante G-OAIR (110-222) has been leased from Air UK.

BRITISH AIRWAYS recently announced a pre-tax loss of £141M in its financial year ended 31st March 1981, compared with a pre-tax profit of £20M last year. As a result several European and long-haul services are to be withdrawn and others reduced. However, proposals to extend Concorde services from Washington to Miami and from London to Lagos are being considered. Additionally, discussions with Federal Express have been held with a view to using Concorde between New York and Prestwick for an express parcels service, with the possibility of Federal Express Falcons being used on a European network. Similar discussions have been held with Air France for Concorde operations between the Far East and the U.S.A. Construction of a fifth terminal at Heathrow has been proposed by B.A. as an alternative to the B.A.A. plan to move services to Gatwick and a developed Stansted. Moving on to Fleet news: two Boeing 747-236s have been sold to Malaysian Airlines System for use on their European services; the aircraft concerned are not known. Chinook 234LR, G-BWFE flew the first service using the type on 1st July by carrying 44 passengers from Aberdeen to the Brent Oil Field. Later the same day Chinook G-BISN entered service on a similar route as part of the £9M contract concluded with B.P. directly linking Aberdeen with the Magnus Oil Field. This has eliminated the need for fixed wing transport to and from Sumburgh. Trident 3B, G-ANZH(2309) re-entered service in August following its engine fire at Luqa, Malta on 17th February. Viscount 806 G-AOYI (257) was delivered from Cardiff to B.A.F. at Southend on 2nd July and was followed by G-AOHT (168) on 17th July, the latter a Series 302 being B.A.F.'s eleventh Viscount. Only G-AOJF (155) remains at Cardiff behind the B.A. hangar, less engines and outer wings, while G-AOJE (154) has gone to the

AIRLINES REVIEW (Contd.)

fire dump. This leaves Viscount 806's, G-AOYG, 'YH, 'YL, 'YO and 'PIM in service; maintenance work on Gibair Viscount 807 G-BBVH (281) is also undertaken at Cardiff. BRISTOW HELICOPTERS suffered two accidents in mid-August; on 13th a Bell 212 ditched into the North Sea off the Shetlands, while on 14th Wessex 60 G-ASWI (WA 199) crashed into the sea off Norfolk with the loss of all on board. On 12th March S.76A G-BGXY crashed at Peterhead near the St. Fergus Oil Terminal.

BRYMON AIRWAYS first Dash 7 G-BRYC (54) ex C-GFCO was delivered to Roborough on 6th August and was due to begin services from Aberdeen on 1st September. Herald G-ATIG has been offered for sale. Twin Otters are to be based at E.M.A. and Birmingham this winter to operate the Gatwick services.

BRITANNIA AIRWAYS have been leasing two extra aircraft each weekend to operate from Newcastle and Manchester; Boeing 737's are obtained from Transavia, Maersk or T.L.A., Boeing 737's or 720 from Air Malta, Boeing 727's from Hapag Lloyd or a Boeing 707 from British Midland, depending on availability and cost. Four Boeing 737's may be leased out during the quieter winter period to keep its own fleet employed.

BRITISH MIDLAND AIRWAYS unconfirmed reports indicate that Fokker F.27's are to be acquired; on 1st October F.27 F-BVTA (10227) was expected at E.M.A. on lease from T.A.T., to be followed on 15th October by PH-KPH (10256) leased from NLM. In early December two additional F.27's are being purchased from Air Tanzania, 5H-MRH (10212) and 5H-MRO (10241). Confirmation of this, or additional information would be welcome. Other reports indicated that the B.Ae. 748 was preferred and indeed, a demonstration by 748 G-BGJV was made to B.M.A. on 7th July at E.M.A. If the F.27's are obtained they are likely to be employed on the E.M.A. - Belfast and Glasgow services, Liverpool - London and on some weekend Birmingham - London and Jersey flights, this winter. Inter City Short 330's are expected to be used in the winter programme with direct flights from E.M.A. to Heathrow, three times a day. A small packages daily service in association with Pandair was due to start in October between E.M.A. and Maastricht using a Viscount, possibly G-AYOX. If this is successful and loads are sufficient an A.B.C. Argosy or even a Merchantman may be chartered. Recent dispositions of the 707 fleet include : Boeing 707-321C N448M is being dry leased to Eagle Air for six months at TF-VLL and is sub-leased to Libyan Arab. Boeing 707-338C G-BFLD operated with Bangladesh Biman from 4th July until about 29th July when it returned to E.M.A. from Heathrow. It then positioned to Newcastle on 2nd August to operate a Britannia flight to Naples. From 4th August it operated in lieu of a Montana aircraft on Hadj charters between Jeddah and Kano Montana having ceased operations. On 16th August it flew another Britannia I.T. service from Newcastle to Naples before positioning to Teesside on 21st August to operate an Aviace service to and from Palma. The aircraft arrived back at E.M.A. on 24th August from Heathrow. Boeing 707-338C G-BFLE on 30th June 'LE left E.M.A. for Newburgh, New York State on a short freight charter to fly fresh salmon from British Columbia, Canada before returning on 16th July. Following an air test on 24th July 'LE left E.M.A. carrying Somali Airlines titles for lease until the end of September. Both 'LD and 'LE are due to be converted to 211-seat I.T. configuration with the long-haul galley units being replaced by 737-type units. One will be based at E.M.A. and the other at Birmingham next summer to operate for B.M.A. Travel and Cosmos, following the success of this years DC-9 I.T. services. Also in use with B.M.A. are Beech 58 Baron G-BAHN and SF.260 G-BAGB.

Ex BRITISH CARGO AIRLINES Canadair CL-4404 G-AXUL(24) has been sold to Bluebell Aviation (Wrangler Sportswear) as N104BB, and was delivered from Lasham and Stansted on 9th July.

INSTONE AIRLINE Bristol 170 Mk.31 G-BISU(13218) ex ZK-MPH was acquired from Air Lual Freighter, a subsidiary company of Dwen Automotive which purchased the eight surviving airworthy Bristol 170s from the Royal New Zealand Air Force, together with spares. Instone has options on two more from the original eight.

JERSEY EUROPEAN AIRWAYS are intending to expand their inter-city network and have applied for route licences from Shoreham to Belfast, Birmingham, Liverpool and Swansea, and from Stansted to Belfast, Birmingham, Liverpool, Swansea, Amsterdam, Brussels and Paris.

LAKER AIRWAYS according to industry sources three Airbuses are being offered for sale, one already having failed to attract a leasing contract. Other measures

LEEDS/BRADFORD WINTER SCHEDULES 1981/82

<u>ETA</u>	<u>ETD</u>	<u>TO/FROM</u>	<u>FLT.</u>	<u>A/C</u>	<u>OPERATION</u>	<u>NOTES</u>
1045		London	BD422	VIS	SS	
1050		Amsterdam	UK825	F27	MTWTF	
1050		Jersey	IT VF191	VIS	M F	M to 30/11 F to 4/12
	1115	London	BD423	VIS	SS	
	1135	Jersey	IT VF192	VIS	M F	M to 30/11 F to 4/12
1315		London	BD414	VIS	MTWTF	
1325		Rotterdam	IT VF	VIS	M F	M to 26/4 F 30/4 only
1400		Amsterdam	UK827	F27	S	
	1410	Rotterdam	IT VF	VIS	M F	M 26/4 F 30/4 only
1410		Alicante	IT BY049B	737	S	
1430		Palma	IT BY020B	737	F	Not 25/12
1445		London	BD424	VIS	SS	
1450		Alicante	IT BY050B	737	T	To 8/12 & From 9/3
1455		Palma	IT BY021B	737	M	
1455		Teneriffe	IT KG1580	737	T	19/1 to 16/3
	1515	London	BD415	VIS	MTWTF	
1515		Dublin	UK734	F27	MTWTF	
	1530	Palma	IT BY020A	737	F	Not 25/12
1530		Malaga	IT BY091B	737	S	8/11 to 7/2
	1540	Alicante	IT BY050A	737	T	To 8/12 From 9/3
	1540	Aberdeen	Pos KG1561F	737	T	16/3 only
	1540	Alicante	IT BY049A	737	S	
1555		Monastir	IT BY229B	737	M	To 1/2
	1555	Palma	IT BY021A	737	M	
	1555	(EM) Teneriffe	IT KG1579	737	T	19/1 To 9/3
1555		Tangier	IT BY225B	737	F	12/2 to 26/3
1555		Lisbon	IT BY167B	737	S	To 5/12 & From 6/3
	1615	East Midlands	Pos BY088AF	737	S	7/2 only
	1615	London	BD417	VIS	SS	
1625		Edinburgh	Pos KG1579F	737	T	12/1 only
	1640	Edinburgh	Pos BY230AF	737	M	1"2 only
	1640	Glasgow	Pos BY256AF	737	F	26/3 only
	1640	(Luton) Malaga	IT BY091A	737	S	8/11 To 31/1
1650		Athens	IT BY177B	737	W	17/3 to 7/4
	1650	(Luton) Lisbon	BY167A	737	S	To 5/12 & From 6/3
1655		Bristol	Pos BY091AF	737	S	1/11 only
	1655	(Luton) Tangier	IT BY255A	737	F	12/3 To 19/3
	1655	(Luton) Monastir	IT BY229A	737	M	To 25/1
	1710	(East Midlands)				
		Teneriffe	IT KG1579	737	T	12/1 only
1720		East Midlands	Pos BY225AF	737	F	3/5 only
	1735	Bristol	Pos BY173AF	737	W	7/4 only
	1740	(Luton) Malaga	IT BY091AF	737	S	1/11 only
	1745	Amsterdam	UK828	F27	MTWTF	S
1745		Cardiff/Bristol	DA064	748	MTWTF	
	1750	(Luton) Athens	IT BY177A	737	W	17/3 To 31/3
1750		Glasgow	Pos BY177AF	737	W	10/3 only
1755		London	BD418	VIS	MTWTF	
	1755	Glasgow	DA064	748	MTWTF	
	1805	(Luton) Tangier	IT BY225A	737	F	5/3 only
	1810	Belfast	UK587	F27	MTWTF	
	1825	London	BD419	VIS	MTWTF	
	1835	(Luton) Athens	IT BY177A	737	W	10/3 only
1850		Norwich	UK210	F27	MTWTF	S
	1900	Edin/Aberdeen	UK210	F27	MTWTF	S
2015		Glasgow	DA065	748	MTWTF	
2030		Aberdeen/Edin	UK209	F27	MTWTF	
	2040	Norwich	UK204	F27	MTWTF	

LEEDS/BRADFORD WINTER SCHEDULES 1981/82

<u>ETA</u>	<u>ETD</u>	<u>TO/FROM</u>	<u>FLT.</u>	<u>A/C</u>	<u>OPERATION</u>	<u>NOTES</u>
2040		Belfast	UK588	F27	MTWTF	
2105		London	BD420	VIS	MTWTFSS	
2110		Amsterdam	UK829	F27	MTWTF S	

All time are local subject to alteration.

() indicates technical landing only.

BY - Britannia Airways BD - B.M.A. DA - Dan Air KG - Orion UK - Air UK

VF - British Air Ferries EM - East Midlands and Edin - Edinburgh.

A contemporary description of the A.V. Roe & Co. Ltd. Factory at Yeadon during the Second World War period. (Contd..)

The Anson

In March 1944, an order for an ambulance type of aircraft necessitated the conversion of the standard Mk.1 fuselage to fill this requirement. This was successfully achieved and the new version, nominated the Mk.X. Series 2, with Cheetah XIX engines and incorporating hydraulically operated undercarriage and flaps was evolved. The fact that during the first month, 21 aircraft of the ambulance type were produced and delivered out of a total of 91 "flyers" is a tribute to the versatility and resourcefulness of all concerned.

Meanwhile the Design Office had been busy on plans for a permanent version of the Communications/Ambulance and within a matter of weeks the Anson Mk.XI with a deepened fuselage made its bow. Further modifications involving the fitting of variable pitch propellers and the Cheetah XV engine required another change of title and the Mk.XI was superseded by the Mk.XII the final Communication/Ambulance version embodying a reinforced wing. Through the succeeding months to July, 1944 a total of 85 aircraft of the ambulance type was delivered in addition to the Standard Mk.I with or without the Bristol Turret, production of which had never been allowed to flag. Below is a summary of total production figures for the Anson :

1941	96
1942	1217
1943	1459
1944	917
1945 (to July)	192
Grand total	<u>3881</u>

Of the above total 2368 were flown away and 1513 were despatched, packed for shipment overseas.

One of the vital links between production and Services is the Repair Service run by the firm. Any aircraft which crashed is inspected and when possible is repaired by the firm on the Service station, a squad of skilled men being rushed to the job in order to get the machine flying again in the shortest possible time. The Anson Repairs Service, operated by Yeadon, handled a total of 663 damaged aircraft from 1941 to the end of the war, and of these, 626 were repaired on the site.

Anson Spares

In addition to the foregoing impressive production totals, a prodigious number of spares was also produced in the factory.

During the period February 1943, to the end of July 1945, an approximate total of 36,000 items, representing $6\frac{1}{2}$ million pieces and a value of over £4 $\frac{1}{2}$ million were produced and despatched.

When it is considered that these numbers represent, in detail, approximately a further 900 complete machines the record of producing in 50 months an approximate grand total of 4,300 Anson (equivalent to an average of 96 a month) is an achievement of which every individual concerned may be justifiably proud.

To be continued

Credit : Flt.Lt. G.R. Sunderland, RAF (Retd)

AIRLINES REVIEW (Contd.)

being taken by the airline to offset financial problems are the possible introduction of a higher fare luxury class Skytrain service this autumn, the conversion to I.T. charter configuration of the three Airbuses due for delivery in 1982 owing to the failure to obtain scheduled route licences, and the sale of the remaining One-Elevens and Boeing 707's; the two stored 707's, G-BFBS and 'EZ, left Manchester in late September for Gatwick initially for resale in Canada to Worldways Airways, the company which acquired the bankrupt Ontario Worldair. Authority to operate between Hong Kong, Los Angeles and San Francisco has been obtained from the government of Hong Kong, but has still to be approved by the Japanese and U.S. government.

MONARCH AIRLINES starting next May I.T. services will be operated from the L.B.A. to Palma, Gerona and Alicante on behalf of Cosmos, using Boeing 737's. Similar services will also be flown from Glasgow, Birmingham, Southend and Bristol, together with increased services from Edinburgh. The airline has exercised one of its two options on the Boeing 757, so increasing its firm order to three for delivery in March, April and May 1983. On 15th August One Eleven G-BCXR suffered an engine fault at Naples and Scimitar 707-321C, G-BGIS, was chartered from Gatwick to ferry out a spare engine. The stranded passengers were brought home to Luton in British Airways Trident 2E G-AVFF which positioned to and from Heathrow.

ORION AIRWAYS have been chartering Dan Air Boeing 727's to operate KG2000/2001 from E.M.A. to Palma on Sundays since mid-June. In use have been G-BAEF, G-BAFZ and G-BIUR. The full Orion winter schedules from the LBA will be published in the magazine as will all the winter schedules.

LICAN AIR TRANSPORT suspended operations with their own aircraft on 21st July, but are leasing British Airways Boeing 707's to fulfil their existing contracts. The company are seeking an existing airline with a need for a 707 freighter to keep operations going.

REDCOAT CARGO AIRLINES Britannia 253F G-BHAU (13449) has been sold to a private owner but will continue to be operated by Redcoat. Following a C of A renewal check on 12th July onwards it re-entered service on 20th July by flying to Algeria from Luton. It is expected to be used on freight flights to Forli in Italy. On 17th July Scimitar 707-321C G-BFZF was chartered to operate a freight service to Kano, Nigeria. The airline acquired the former Gaylon Air Cargo Britannia 253 G-BEMZ (13457) ex A6-HMS on 24th August when it arrived at Luton from a period of storage at Manston.

OUT & ABOUT

Luton - 3/9/81 :- HZ-MAA BAC1-11, G-ZEAL Learjet, HZ-MMM/YU-BME/G-ATPD/G-GGAE HS.125's, HZ-RBH Sabre 75A, N23M/G-CXMF Gulfstream II's, D-IOTF Merlin, OY-BES Baron, F-GBQX Cessna 172, EI-BDO Cessna 152.

Heathrow - 22/9/81 :- PH-DTC (Ghana Airways), RPC2003 (Nigeria Airways) DC-10's, W-TAI B.727, HZ-AMH/HZ-NB2 BAC1-11's, A40-HM DC-8, G-BHSV/G-BHSW/G-TACE/G-BIRU/G-YYZ/D-CJET/N900CC HS.125's, D-COGA/HB-VGC/N113AK/SE-DEA Learjet's, F-BSBU/G-BGOP/HB-VBS/PH-ILK/SE-DEL Falcon 20's, VR-BTT Falcon 50, F-BRUY/HB-IEY/N21AM Gulfstream II's, G-BCII/G-JETA/HB-VGS Citation's.

MILITARY NEWS

Coningsby:- Reference last months report, the It.A.F. F-104S's were on an exchange visit (25/8 to 3/9) and serial/code tie-ups are reported to be as follows:- '53-10'/M6850, '53-12'/M6717, '53-15'/M6935, '53-20'/M6825.

Burtonwood:- Movements here are rarely noted, but reported recently was UH-IH 68-16124 of the 56th Aviation Company, which departed 21/6, having been resident for a week previous. A return visit was made on 19/7.

A CH-47C 74-22291 of the 295th Aviation Company arrived 31/7, departing the following day.

Finningley Air Display - September 1981

Static:- XV242 Nimrod MR.1, XT680 Wessex HAR2, XZ589 Sea King HAR3, XJ729 Whirlwind HAR10, 10879 C-9A, WB534 Devon C2, TT375 Harvard IIB, G-AWPH Provost, T7909(G-ANON) Tiger Moth, G-THMA Boeing E75 Stearman, WZ507(G-VTII) Vampire T11, XZ355 Jaguar GR.1, XS921 Lightning F6, XS729 Dominie T.1, XN306 Jet Provost T5, XX622 Bulldog T.1,

Finningley Air Display (Contd.)

XX491 Jetstream T.1, WG407 Chipmunk T.10, G-BDOG Bulldog 200, WA662 Meteor T.7, ZA254 Tornado F.2, XX885 Buccaneer S2B, XX291 Hawk T.1, 53 Nord 262, 68-072 F-111E, 03816 OV-10, 80-008/80-013 F.15C's, 77-274 A-10A, RT-684 Starfighter, J-260 F-16, XG155 Hunter FGA9, VZ467 Meteor F8, XT896 Phantom FGR2, WJ897 (G-BDFT) Varsity T.1, WK164 Canberra B.2, WH953 Canberra B.6, WJ633 Canberra T.17, XS610 Andover B.3, XW296/309/311 Jet Provost T.5's, 80098 KC-135, XH675 Victor K2, XZ939 Gazelle HT3, ZA680 Chinook HC.1, XV218 Hercules C.1, G-BHCB AA-5A, G-BHED Cessna 152, G-BGYP Cougar.

Flightline/Flying:- XX234/XX314 Hawk T.1's, J-244/J-246 F.16's, 77-269 A-10A, K-3033 NF-5, XW606/XG160 Hunter F.6A's, XX754 Jaguar GR.1, XV748/XZ967 Harrier GR.3's, WL756 Shackleton AEW2, G-AEJB Blackburn B.2, G-BCIT CIT/A1, G-ODDI Pitts S-1D, XL359/XL444/XM575/XM648 Vulcan B.2's, XZ585 Sea King HAR3, XZ 940 Gazelle HT3, XV186 Hercules C.1, G-ARZB Wallis WA-116, G-BOAC Concorde, XX619/XX620/XX621/XX690 Bulldog T.1's, XX493/XX496/XX498/XX500 Jetstream T.1's, XS711/XS730/XS733/XS736 Dominie T.1's, XW287/XW293/XW302/XW307 Jet Provost T.5's, XV204 Hercules C.1, XF753 Lightning F.3, ZA541 Tornado GR.1, XZ286 Nimrod AEW3, K-3024 NF-5, PA474 Lancaster, PZ865 Hurricane, P7350 Spitfire, NR299 (G-ASKH) Mosquito T.3, A-350/A.351/A-398/A-499 and A-406(Spare) Alouette III's, XV184 Hercules C.1, XM370 Jet Provost T.3A, WF791 Meteor T.7, B-45 Bo.105. Arriving before display:- XS792/XS793 Andover CC2's. Arriving after display:- G-NOEL Jetranger.

Kings Cup:- G-NICK Super Cub, G-AJEH J/IN Alpha, G-AXNM Pup, G-AXDA Pup, G-JOSI Emerald, G-RAFC Robin R.2112, WK643 Chipmunk T.10, G-AYPE Monsun, G-AZOB Monsun, G-AKHP Gemini, XX690 Bulldog T.1, G-VITE Robin, R.1180, G-EGLE Christen Eagle, G-WULF FW.190, G-AWVS Cessna 337, G-BGTF Seminole, N289WW Twin Comanche, G-BDRI Seneca, G-BDEN SLAI SF.260, G-BFEE Baron, G-BHVU Cessna 414A (went U/S did not take part).

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	0715	Belfast	UK581	F27	MTWTF	
	0725	Amsterdam	UK824	F27	MTWTFs	
	0725	London	BD411	VIS	MTWTF	
	0730	Glasgow	DA060	748	MTWTF	
	0745	London	BD421	VIS	SS	
0825		Norwich	UK202	F27	MTWTF	
	0835	Edin/Aberdeen	UK202	F27	MTWTF	
0855		Aberdeen /Edin	UK201	F27	MTWTFs	
	0905	Norwich	UK201	F27	MTWTFs	
0930		Palma	IT BY067B	737	S	1 Nov only
0945		Belfast	UK582	F27	MTWTF	
	0955	Amsterdam	UK826	F27	S	
1000		Glasgow	DA061	748	MTWTF	
1000		London	BD412	VIS	MTWTF	
	1010	Cardiff/Bristol	DA061	748	MTWTF	
	1015	Dublin	UK733	F27	MTWTF	
	1015	Luton	Pos BY067BF	737	S	1 Nov only
	1035	London	BD413	VIS	MTWTF	