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(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1982

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

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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.

NOVEMBER 7th : A.G.M. and Members Slides.  
Come along and get involved in the voting for the 1983 Committee - and bring along your slides for the other members to see.

DECEMBER 5th : Our Christmas extravaganza - Chris Warn will be showing and telling us about his trip to the Far East - this is not to be missed.

#### EDITORIAL

Back to normal this month, the usual features plus the LBA Winter Schedules kindly assembled by Colin Hunter, and the first of the reports by Chris Warn on his trip to the Far East. I was going to do a brief resume of my journey down south, but it fades into insignificance beside Chris' exotic travels abroad. Perhaps I'll do it in the winter and make everybody jealous.

#### ADVERT

'U.K. AIRPORT SCHEDULES - Winter 82/83. A timetable for 26 major UK airports of scheduled passenger and cargo flights plus IT charter flights by foreign airlines only, plus fleet lists of resident commercial operators; VHF freq.; runway details .....30pp 14, £1.70 inc. p+p. Also available - ti metables for ANY airport in the world.'

Details : R.C. Towers, Santapod, Portinfer Road, Vale, Guernsey, C.I.

#### CREDITS

T.W. Sykes  
D. Winn  
H.M. Bell  
M.J. Rutter

D. Elam  
J. Clough  
S. Rigg

R. Fozzard  
R.J. Ashton  
C. Harper

A. Keighley  
M. Rayner  
Air North

# LEEDS/BRADFORD MOVEMENTS - September 1982

1 G-BIZZ Citation	0735 0822	G-BAZH Boeing 737	0855 0953
G-BHFX Baron	0950 1444	G-BFNC Ecureuil	1041 1442
G-ASTD Aztec	1214 1253	G-BJFH Boeing 737	1314 1418
G-OHTL Sikorsky S-76A	1419 1626	G-BJCU Boeing 737	1430 1556
G-BHOV Partenavia P.68C n/s	1433 1148(2)	G-ASTD Aztec	1746 1839
G-LATC Bandeirante	1956 2035		
2 G-LATC Bandeirante	0723 0734	G-MARG Chieftain	1043 1102
G-BJXW Arrow	1050 1800	G-BDHL Aztec	1151 1449
G-BGEM Partenavia P.68B	1158 1607	G-BEDO Aztec	1321
G-BIWP Mooney M.20J n/s	1410 1716(6)	G-MARG Chieftain	1558 1706
EI-BHC Cessna 177	1651	G-PLFV Cessna 340 n/s	1714 1729(8)
G-BCBK Cessna 421B n/s	1748 1608(3)	G-JANE Cessna 340	1805
G-BIZZ Citation	1824 1902	G-LATC Bandeirante	1836 1844
HB-GHC King Air n/s	2015 1518(3)		
3 G-BAZH Boeing 737	0857 0956	G-SFHR Aztec	1140 1212
G-AVVG Cherokee	1210 1446	G-SMJJ Cessna 414A	1259 1617
EI-BCL Cessna 182	1356 1541	G-BHWE Boeing 737	1415 1529
G-BGTJ Archer	1546	I-FLYC Learjet 35A	1638 1724
G-SFHR Aztec	1714 1732	G-ROUS Seneca n/s	1826 1707(16)
G-AZZV Cessna 172	1842 1911	G-BAZH Boeing 737	2018 2118
4 G-ORMC King Air 200	0945 1052	G-BAMM Cherokee	1233 1319
G-BGNN AA-5A	1321 1429	G-DGDP Boeing 737	1520 1647
5 OY-ARV Mitsubishi Mu-2	1846 1927		
6 G-ASRH T.Comanche	0716 1840	G-BAZI Boeing 737	0816 0925
G-BIZZ Citation	1044 1106	G-BDEJ Rockwell 112	1405
G-BCCX Chipmunk	1414 1642	G-BCSA Chipmunk	1414 1642
G-BJYD Cessna 152 n/s	1415 1613(8)	G-AZZV Cessna 172	1427 1522
G-BIZZ Citation	1425 1729	G-BEBJ Aztec	1439 1455
G-BAZI Boeing 737	1619 1901	G-NORC Cessna 425	1626 1720
G-BIET King Air F90	1748 1805	OY-RYT Cessna 421B n/s	1816 1656(9)
OY-ARJ Cessna 414 n/s	1839 ?	G-ASRH T.Comanche n/s	2039 1901(10)
7 OO-JPJ Seneca	0830 1831	D-GDEC Seneca	0850 1436
PH-SYC Seneca	0900 1801	G-BBVE Cessna 340 n/s	0957 1618(10)
G-BHCT Aztec	1024 1602	G-AMTE HS.125	1125 1703
G-BGVA Cessna 414A	1136 1156	SE-GPY Seneca n/s	1354 1240(9)
G-BJCT Boeing 737	1435 1538	G-BJWV Sikorsky S-76A	1551 1703
PH-SYA Lance n/s	1706 1242(8)	NIMF Riley 421B	1924 1945
8 OO-JPJ Seneca	0822 1903	G-BAZI boeing 737	0824 0926
PH-TSM Chieftain	0856 1813	G-HOSK Saratoga	0906 1119
OO-MRF Aerostar n/s	0908 1412(9)	PH-ECO Chieftain	0923 1924
G-LONG Long Ranger	0956 1545	G-RHHT Lance n/s	0959 1335(9)
G-BHIR Arrow	1041 1137	G-BCZF Archer n/s	1112 1409(10)
G-JULI Arrow	1158 1514	G-BGYG Warrior	1229 1420
G-BGPU Cherokee	1347 1454	G-BEEF Cherokee	1354 1456
G-BGYG Warrior	1425 1429	G-BJCU Boeing 737	1434 1553
G-BTHS Aztec	1449 1647	G-BJAG Archer	1515 1636
G-JALB Cessna 340	1522 1634	G-BHCT Aztec n/s	1754 0901(9)
G-BGVA Cessna 414A n/s	1805 0844(9)	NIMF Riley 421B	1833 1852
G-BAZH Boeing 737	1955 2136		
9 G-BFVX King Air	0806 0857	F-CAMP Cheyenne	0808 1800
OO-JPJ Seneca	0816 1845	G-BGTT Cessna 310	0906 1728
G-BHOV Partenavia P.68C	0919 0949	G-OMHC Arrow	0924 1546
OO-RIA Cessna 207	1046 1836	G-BHZN AA-5B	1057 1406
G-PENN AA-5B	1111 1413	G-AXDC Aztec n/s	1145 1522(10)

# LEEDS/BRADFORD MOVEMENTS (Contd.)

9	G-PENN AA-5B	1111	1413	G-AXDC Aztec n/s	1145	1522(10)
	G-EMMA Cessna 182	1242	1549	G-IAHS Commander 690B	1315	1533
	F-GDAL Cheyenne	1411	1953	G-BJZW Boeing 737	1508	1700
	G-BHCT Aztec	1724	1738	G-BBLJ Cessna 402B	1735	1743
	G-BFYD Lance	1748	1855	G-BCKM Citation n/s	1923	0916(10)
	G-BABW King Air	1928	1938	G-BFVX King Air	1933	1950
10	OO-JPJ Seneca	0809	1406	G-BECH Boeing 737	0813	0946
	OY-ARV Mitsubishi Mu-2	1124	1257	G-CSBM Cessna 150	1223	1621
	G-ARMR Cessna 172	1247	1515	G-BGVA Cessna 414A	1249	1514
	G-BCKM Citation	1309	1327	G-BHFC Cessna 152	1318	1351
	G-BAZH Boeing 737	1419	1540	G-SHAW T.Comanche n/s	1422	1552(11)
	G-KFIT King Air	1433	1444	G-AZME Navajo	1437	1510
	D-IIUK Baron	1518	1648	G-BECH Boeing 737	1711	2132
	G-PRES Cessna 441		1819	EI-BEO Cessna 310	2044	2147
11	G-LONG Long Ranger	1004	1027	F-GDHK Gulfstream 3	1012	1608
	G-AYCM Jetranger	1105	1234	F-BVRD King Air 200	1216	1642
	G-OHTL Sikorsky S-76A	1313	1402	G-AYCM Jetranger	1315	1327
	G-DWHL Long Ranger	1322	1346	G-BGLI Cessna 152	1353	1426
	G-BGXD Tobago	1512	1619	G-BIUI Cessna 152	1550	1624
	G-AYCM Jetranger	1553	1557	G-LONG Long Ranger	1555	1643
	G-BGVZ Archer	1629	1723	G-AYCM Jetranger	1634	1656
	G-BMCA King Air 200	1722	1859			
12	G-BMSN Boeing 737	1313	1425	G-KFIT King Air	1404	1418
	G-GRAY Cessna 172	1413	1501	G-BBJZ Cessna 172	1415	1538
	G-BHYU King Air 200	1426	1920	G-HYDE Jetranger	1446	1506
	D-IIUK Baron	1459	1613	G-OBHW AA-5	1537	1647
	G-BBPX Seneca n/s	1636		G-ASRH T.Comanche	1704	1801
	G-AZME Navajo	1925	2009			
13	G-BFVB Boeing 737	0801	0910	G-CSNA Cessna 421C n/s	0826	1404(14)
	G-BJLO Navajo	0907	0958	G-BGTJ Archer	0940	1640
	D-INJA Navajo n/s	1013	0907(14)	G-BIUI Cessna 152	1041	1124
	G-BRIX Saratoga	1053	1508	G-BIVJ Cessna 152 N/ T	1305	
	G-BGHA Cessna 152	1338	1818	G-AZLY Cessna 150	1357	1441
	G-BIUI Cessna 152	1400	1447	D-IANA Cessna 310	1445	1646
	G-JCCL Cessna 414A	1606	1621	G-NORC Cessna 425 n/s	1909	1752(15)
	G-BJYD Cessna 152	1911	1930	G-BCVY Seneca	1934	1942
	G-BFVB Boeing 737	1859	1954	JY-APE Learjet 35 n/s	2116	1339(14)
14	G-BEYV Cessna 210		0653	G-BGJJ Boeing 737(DIV)	0706	0842
	G-BHVU Cessna 414A	0746	0909	G-BCKM Citation	0802	0905
	G-AZHL Navajo	0929	1605	G-BKDD Jetranger	1026	1458
	G-BCBK Cessna 421B	1042	1802	G-CALL Aztec	1053	1314
	G-BCUZ King Air 200	1137	1145	G-FOTO Aztec	1208	1820
	G-BFMU AA-5A	1415	1713	G-BECH Boeing 737	1441	1600
	G-OJVH Cessna 150	1538	1628	G-OCAL Partenavia F.68B	2114	2127
15	G-BHFY Baron	0848	1214	G-BHWE Boeing 737	0914	1013
	G-BAMM Cherokee	0955	1249	G-MLCS Cessna 414A N/T	1105	
	G-DDDV Boeing 737	1308	1422	G-BCCX Chipmunk	1536	1711
	G-BECG Boeing 737	1636	1737	G-BCKM Citation	1717	1756
	G-BIZZ Citation n/s	1731	0702(16)	OY-AZN Navajo n/s	1747	0645(17)
	G-BJLO Navajo n/s	1842				
16	G-CSNA Cessna 421C	0842	1619	G-BATX Aztec n/s	0853	0914(17)
	G-BGNU King Air	0933	1318	G-BGEL Tomahawk	1352	1441
	G-BJAG Archer	1605	1701	G-ATXA Tri-Pacer	1617	1705
	G-BAHW Cessna 310		1707	G-AZAV Cessna 337 n/s	1751	1041(25)
	G-CTLN Bandeirante	2125	2143			
17	G-BCKM Citation	?	0847	G-AYVJ Aztec	0843	0909
	G-UBHL King Air 200	0940	0952	G-CALL Aztec	1245	1322

# LEEDS/BRADFORD MOVEMENTS (Contd.)

17	G-BJCU Boeing 737	1416 1540	G-BBXR Chieftain	1601 1619
	G-AYVJ Aztec	1719 1724	G-BAVG King Air n/s	1802 0941(20)
	G-BCKM Citation	1810 1821	G-VANG Jetranger	1839 2109
	G-ZEAL Learjet 35	1918 2129		
18	G-EIZZ Citation	1011 1610	G-VANG Jetranger	1021 1048
	OY-AZN Navajo n/s	1153 1245(19)	G-EGYJ Boeing 737	1406 1511
	G-BGYF Cougar	1503 1530	G-BJSO Boeing 737	1542 1648
	G-CEGA Seneca	1614 1717		
19	G-BJCT Boeing 737	1313 1457	G-DDDV Boeing 737	1342 1451
20	G-BECG Boeing 737	0808 0927	G-AXER T.Comanche	1202 1752
	G-ASRH T.Comanche n/s	1632 1830(25)	SE-GDI Chieftain n/s	1729 1505(23)
	G-ONHC Arrow n/s	2022	G-AOYS Viscount	? ?
21	G-BBCW Aztec	0739 0822	G-BCRP Aztec	0949 1557
	G-BBFU Aztec	1012 1820	G-JGCL Cessna 414A	1036 1320
	G-BRIT Cessna 421C	1157 1208	G-BGTT Cessna 310	1203 1238
	G-HGGS Bandeirante	1206 1247	G-AWWW Cessna 401	1218 1231
	EI-BIS Aiglun n/s	1251 1501(23)	G-KFIT King Air	1339 1346
	G-BFEC Aztec	1415 1711	G-ARXG Comanche	1419
	G-BJCT Boeing 737	1442 1553	G-BASE Jetranger	1701 1731
	G-BBCW Aztec	1743 1749		
22	G-BECG Boeing 737	0809 0955	G-BHXY Baron	0906 1603
	G-FOUR HS.125	0915 1650	G-BMAV Ecureuil	0930 1019
	G-AZOL Seneca n/s	0934 1310(23)	G-BGPG AA-5B	0957 1428
	G-BFGH Cessna 337	1016 1618	G-RUSS Cessna 172	1025 1706
	G-FAIR Tobago	1026 1545	N5647S Haule M5	1100 1525
	G-AVGA Comanche	1115 1727	G-BBTL Aztec	1156 1844
	G-BGSL AA-5A	1149 1335	G-AYTP Jodel D.140 n/s	1153 1051(25)
	G-BBEV Cherokee	1207 1743	G-BMSM Boeing 737	1316 1421
	G-BJCU Boeing 737	1427 1541	G-IMBE Navajo n/s	1610 1108(23)
	G-KFIT King Air	1657 1702	G-BMAV Ecureuil	1718 1752
	G-BJTR Cessna 310 n/s	1801 0825(23)		
23	G-BBCW Aztec	0830 0918	G-BENY Cougar	0914 1814
	G-BCUZ King Air 200	0916 1534	G-BMCA King Air 200	0937 1639
	OO-DIL Cessna 210	1035 1614	G-YULL Cherokee	1136 1518
	G-SILV Cessna 340	1203 1811	G-IIIA Merlin	1337 1532
	G-JGCL Cessna 414A	1422 1435	G-OBCA Cessna 421C	1457 1708
	G-BJTR Cessna 310 n/s	1526	G-OANH Agusta A.109A	1559 1745
	G-BGIM Ecureuil	1624 1645	G-BBCW Aztec	1807 1830
	G-TIME Aerostar	1813 1822	G-IMBE Navajo n/s	1819 1016(24)
24	G-BGNN AA-5A n/s	0952 0849(25)	G-BUSA T.Squirrel	1103 1134
	G-AVVG Cherokee	1117 1549	G-BAVG King Air	1349 1547
	G-ATRA DC-3	1403 1423	G-BAZI Boeing 737	1415 1526
	G-AVUD T.Comanche	1508 1555	G-CALL Aztec	1556 1620
	G-BEPI HS.125	1640 1650	G-BGYK Boeing 737	1653 2134
	G-IMBE Navajo n/s	1710 ?	G-AWJW Jetranger n/s	1711 1836(25)
	G-IPHA King Air 200	1714 1755	G-BFAR Citation	1828 1859
	G-JULI Arrow n/s	1845 1023(25)	G-BKEV Cessna 172	2011 2140
	G-BBFU Aztec	2026 2036		
25	G-BADI Aztec	1156 1237	G-BAMM Cherokee	1223 1326
	G-BDKV Arrow	1310 1721	G-BDPH Cessna 172	1357 1509
	G-BIUI Cessna 152	1938 2006		
26	G-GILL Cessna 402C	1132 1148	G-PARA Cessna 207 n/s	1315
	G-BJFH Boeing 737	1352 1506	G-NOEL Jetranger	1445 1500
	G-CITY Chieftain	1539 1657	G-GILL Cessna 402C	1804 1813
27	G-BHWF Boeing 737	0743 0846	G-BHGS Chieftain	0919 0937
	G-BCUZ King Air 200	0942 1526	N4209K Citation	1634 1839

### LEEDS/BRADFORD MOVEMENTS (Contd.)

28	G-BEDU Navajo	0838 0850	G-NORC Cessna 425	0858 1649
	G-BFJO Agcat n/s	0901 1259(29)	G-OLEN Cessna 425 n/s	0925 1202(30)
	G-BFFR Chieftain	0926 0932	G-ATTF Aztec	0930 1556
	G-BKDD Jetranger	1026 1055	G-BKAN Cessna 340	1057
	G-BGTT Cessna 310	1223 1254	G-BGYJ Boeing 737	1306 1412
	G-BJBI Cessna 414A N/T	1331	G-BKDD Jetranger	1404 1512
	G-BBDU Navajo	1351 1415	G-AWXW Aztec	1402 1606
	G-BOSL Boeing 737	1442 1602	G-BFFR Chieftain	1631 1643
	G-BAVG King Air n/s	1809 1727(29)		
29	D-IACH Cessna 421C	0812 1456	G-BHWF Boeing 737	0821 0929
	G-BHFY Baron	0858 0912	G-BBUY Jetranger	1017 1100
	G-BHTR Jetranger	1117 1315	G-JOAN AA-5B	1138 1255
	G-BMHG Boeing 737	1308 1428	G-BDWY Cherokee	1351 1419
	G-BGYJ Boeing 737	1503 1557	G-BHOV Partenavia P.68C	1552 1616
	G-BHKV AA-5A	1631 1710	G-BHVM Cessna 152	1655 1737
	G-BMFD Aztec n/s	1746 0804(30)	G-AOYH Viscount n/s	1747
	SE-DDE Citation	1845 1912	G-BJCT Boeing 737	1959 2116
	G-AZRH Cherokee n/s	2031 1936(30)		
30	G-SILV Cessna 340	0939 1030	G-BHLM Cessna 441	1017 1403
	G-AYSB T.Comanche	1122 1443	G-BHNV Cessna 404	1207 1323
	G-BEBJ Aztec	1232 1435	G-ARJV Apache	1236 1846
	G-BMFD Aztec	1306 1400	G-CRAY Cessna 172	1309 1522
	G-BIWP Mooney M.20J	1354 1938	G-AZAV Cessna 337	1408 1545
	G-BGNU King Air	1521 1529	G-BAVG King Air	1602 1639
	SE-GNI Chieftain	1600 1653	G-BIUI Cessna 152	1700 1741
	G-BHNV Cessna 404 n/s	1827	G-MSDS Cessna 404	1901 1941
	SE-DDE Citation n/s	2121		

### LEEDS/BRADFORD MOVEMENTS REVIEW - September

An excellent month for foreign visitors, night stopping on the 2nd was King Air C90 HB-GHC c/n LJ969. Cessna 182P EI-BCL was joined on the 3rd by Learjet 35A I-FLYC, a more familiar visitor on the 5th was the MU2 OY-ARV. The week commencing the 6th was the annual Carpet Fair held in Harrogate, this always brings in a number of foreign visitors and this year was no exception. Night stopping on the 6th were Cessna 414 OY-ARJ c/n 614 and OY-RYT Cessna 421B. No less than four Senecas on the 7th, OO-JPJ, D-GDEC, PH-SYC and SE-GPY(n/s) plus PA32RT PH-SYA(n/s) and the Riley Cessna 421B NMF c/n 0872. On the 8th two Navajos PH-TSM and PH-ECO and Aerostar OO-MRF kept company with OO-JPJ and NMF again. On the 9th it was two French Cheyennes F-GAMP and F-GDAL plus Cessna 207A OO-RIA joining OO-JPJ, and on the 10th Cessna 310Q EI-BEO and Beech 95B55 Baron D-IIUK were joined by OO-JPJ and OY-ARV again. To finish off the week in style it was the St. Leger for horse racing fans at Doncaster on the 11th for which the Aga Khan usually brings in his G-II. This year he caught us out and arrived in his new G-III F-GDHK which was delivered to him in July. Joining him was Baron Rothschild in less expensive Beech 200 F-BVRD. The 13th saw one of the star visitors of the year, the Arab Wings Learjet 35 JY-AFE, also visiting were Cessna 312 D-IANA and Navajo D-INJA. Over the next week the only foreigner was Navajo OY-AZN which was in on the 15th and 18th. Night stopping on the 20th was Navajo SE-GDI and n/s on the following day was the Robin 1180TD Aiglon EI-BIS. Another unusual visitor was Maule M5 N5647S c/n A7345C on the 22nd. Cessna 210 OO-DIL on the 23rd had c/n 60712 and the European based Cessna 500 N4209K on the 27th had c/n 0164. Another Cessna 500 was SE-DDE on the 29th which was slightly older with c/n 0063 and it was joined by Cessna 421C D-IACH c/n 672. Finishing the month was Navajo SE-GNI on the 30th. Among the UK visitors were two Chipmunks G-BCSA and G-BCCX from RAF Dishforth on the 6th for checks at YLA. Helicopters ferrying punters to Doncaster from F-GDHK/F-BVRD on the 11th were G-AYCM/G-OHTL/G-LONG. First diversion of the season was Boeing 737 G-BGJJ of British Air-tours which could not get into Ringway on the 14th. Also on the 14th was a Jet Ranger G-BKDD which caused puzzled looks from some spotters since G-BKDD was allocated to a Bell 47G on 20/7/82. The remains of Jet Ranger G-WIZZ were removed by

## LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

road on the 2nd for reported rebuild. Chancellor G-BGVA arrived for use with Mountleigh Charter Svs on the 7th whilst their own Chancellor G-MHGI was away on checks. G-MHGI returned on the 15th bearing the new registration G-MLCS. The Cessna 175BX G-AROC which has been in the back of YLA's hangar for some months has been stripped down and completely rebuilt, on the 14th it was re-registered G-OTOW and this had been painted on by the 16th. First flight as such was made on the 30th and it is to be used for banner towing now that it is once again legal. AgCat G-BFJO arrived non-radio on the 28th and night stopped before leaving with radio the following day. Northair's Cessna 182RG G-BJZO has been sold and it departed on the 8th. Cessna 414A G-BJBI arrived back from storage at Gamston on the 28th for sale and Cessna 340A G-BKAN was moved off to Gamston to make room for it.

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Callsign tie-ups:- 1st. G-LATC/Euroair 686; 2nd. G-BCBK/McLine 994, G-LATC/Euroair 686-901-902; 9th. G-BGTT/DG892; 14th. G-AZHL/Thurston 947, G-BGJJ/Airtours 97W, G-CALL/ALK221/222; 15th. G-BHYT/Genair 900; 16th. G-CTLN/HG512; 17th. G-ZEAL/ITM540, G-CALL/ALK221/222; 20th. G-AOYS/VF5892; 21st. G-BRIT/Express 983, G-HGGS/Euroair 683; 24th. G-BFAR/Fairflight 273, G-IPRA/Thurston 993, G-AVUD/Treehaven 060, G-CALL/ALK221/222, G-BFPI/McLine 066A-B; 26th. G-CITY/ALK111; 28th. G-BBDU/Thurston 9100, G-BFFR/Vickers 04-02, G-BGTT/DG941-942; 29th. G-AOYH/VF5397 n/s VF9016; 30th. G-BHLN/McLine 108A-B, G-BMFD/CD354.

ILS Overshoots:- 1st. XX482/FYT92, XW326/CFR06 J. Provost; 2nd. XS727/FYN08 Dominic, G-BJAM; 6th. XW362/CFT82 J. Provost; 7th. XS727/FYN08, XS731/FYN05 Dominies; 8th. XW372/C72, XW419/CFJ40 J. Provosts; 9th. XS727/FYN08 Dominic, XX497/FYT12, XS730/FYN04 Dominic; 10th. XX497/?, XS739/FYN50 Dominic; 13th. G-BIUM, XX497/FYT96, XS791/RR751 Andover; 16th. XX492/FYT84, XX494/FYT96, XX494/FYT88, XW788/RR747 HS.125, XW326/CFJ22 J. Provost; 17th. XX499/FYT86; 20th. XW419/CFR05 J. Provost; 21st. XS732/FYN99 Dominic, XX500/FYT84, XW326/CFR05 J. Provost, XS731/FYN51, XS714/FYN50 Dominic; 22nd. XX493/FYT80, XW419/CFR05 J. Provost, XX500/FYT80; 23rd. XW326/CFR06, G-WITT; 28th. XS733/FYN08 Dominic; 29th. XS736/FYN45 Dominic; 30th. XX497/F96, G-ASMG.

From & To:- 2nd. HB-GHC F/T Geneva n/s; 3rd. I-FLYC F/T Turin; 5th. OY-ARV F Birmingham T Tirstrup; 6th. OY-RYT F/T Billund n/s, OY-ARJ F Norwich n/s T ?; 7th. OO-JPJ F/T Kortrijk, D-GDEC F Osnabruck, PH-SYC F/T Amsterdam, SE-GPY F Goteborg n/s T Oslo, PH-SYA F Ringway n/s T Drachten, NIMF F Valley T Prestwick; 8th. OO-JPJ F/T Kortrijk, PH-TSM F/T Rotterdam, OO-MRF F/T Kortrijk n/s, PH-ECO F/T Rotterdam; 9th. F-GAMP F/T Lille, OO-JPJ F/T Kortrijk, OO-RIA F/T Ostend, F-GDAL F/T Lille; 10th. OO-JPJ F/T Kortrijk, OY-ARV F Billund T Roskilde, D-IIUK F Aachen T Shannon; 11th. F-CDHK F Olbia T Le Bourget, F-BVRD F/T Amsterdam; 12th. D-IIUK F Shannon T Aachen; 13th. D-INJA F/T Donaueschingen n/s, D-IANA F Coventry T Monchengladbach, JY-AFE F Gatwick n/s T Le Bourget; 15th. OY-AZN F Stavanger n/s T Teesside; 18th. OY-AZN F Teesside n/s T Stavanger; 20th. SE-GDI F Esbjerg n/s T Malmo; 22nd. N5647S F/T Southampton; 23rd. OO-DIL F Biggin Hill T Kortrijk; 27th. N4209K F Liverpool T Biggin Hill; 29th. D-IACH F Dortmund T Bremen, SE-DDE F Bromma T Goteborg; 30th. SE-GNI F/T Goteborg, SE-DDE F Prestwick.

Helicopter Activity:- 2nd. G-HYDE/Wetherby (16.30); 3rd. G-BHSG/Pannal (12.30), G-WILL/Wakefield Post House (13.50); 6th. G-AVTE/Harrogate (17.40); 7th. G-AYCM/Harrogate (10.40), G-BHIV/Harrogate (11.40), G-AYCM/Ilkley (12.15), G-BJWV/Site nr. Leeming (17.30), G-BHIV/Ilkley (18.35); 8th. G-LONG/Huddersfield (09.45); 12th. G-HYDE/Settle (14.30); 16th. G-HYDE/Wetherby (17.30); 17th. G-AYAX/Skipton (14.05), G-VANG/Hotel Majestic, Harrogate (18.05); 20th. G-BBFE/Sheffield (10.05), G-WARM/Malton (16.45); 21st. G-WARM/Rochdale (14.20); 23rd. G-BBFE/G-AVTE/Sheffield (10.00); 26th. G-AYCM/Selby (12.20).

## Sherburn Movements - September 1982

1st. G-BCHK F/T Grindale; 2nd. G-BBYH F/T Croft, G-BHTA F/T Rufforth; 3rd. G-AWBV F/T Ringway; 4th. G-BEDU F Doncaster T Rufforth, G-BILF F/T N'thorpe, G-ASTJ F Chattaris T Grindale, G-BAEX F/T Melbourne, G-ASOI F Thorpe Audlin; 7th. G-BFGL F/T LBA; 8th. G-AMPU F/T Barton; 9th. G-AYRO/BEDU F/T Doncaster; 10th. G-AWUG F/T Humberside; 11th. G-AMBV F/T Elvington, G-BFMH F Usworth T N'thorpe; 12th. G-ASYL F/T Grindale, G-AXNS F/T N'thorpe, G-BBJZ F LBA T Grindale; 14th. G-BBJX F/T LBA, G-ATEW F/T Newcastle; 15th. G-BKDD F Grafton T EMA, G-AZVI F/T Thruxton; 18th. G-BFFE F/T Doncaster; 22nd. G-BGRO F/T Humberside; 23rd. G-ARRE F/T Crossland Moor; 24th. G-BGPN F Wickenby T Squires Gate; 25th. G-AVGZ F/T Bagby; 26th. G-BFGL F/T LBA, G-BCPN F/T Full Sutton; 29th. G-AYFX F/T Stapleford, G-BHEC F/T N'thorpe; 30th. G-BAMV/ATEG F/T LBA, G-BISB F/T N'thorpe, G-BFFC F LBA T Humberside, G-AZPA F/T Balgath??

## AIRLINE REVIEW

AIR MANCHESTER After a short life, (set up in April) this airline has ceased operations. It was impounded at Manchester for non payment of fees and is now believed to be operated by BAF.

AIR EUROPE The agreement to purchase two of British Airway's B757 are for c/n 22176 delivered April 83 and c/n 22187 to be delivered April 84. The agreement also includes the exchange of B737 and B757 aircraft as demand dictates. AE have also applied for a scheduled licence to Gibraltar from Gatwick (3 weekly) and Manchester (1 weekly).

AIR MALTA are definitely operating into LBA this winter. The first service is on November 5th and is to operate for 6 weeks. They will commence again in May 83 on a Monday (fortnightly) until October. This will be the first foreign airline to operate regular IT flights from LBA, let's hope more follow.

AIR UK will be resuming Exeter - Guernsey services from November 1st. They have two Heralds stored at Jersey, one in the original Air UK scheme with all blue tail and one in BIA colour scheme with Air UK titles.

AURIGNY are attempting to get the CAA to revoke Air UK's Manchester - Jersey licence so that they can operate on the route themselves. This would seem doubtful as Air UK operate Herald (50 seats) whereas the largest Aurigny aircraft is a Twin Otter (18 seats).

BRITANNIA have applied to the CAA for IT licence to serve Jersey from Glasgow, Edinburgh, Manchester, Newcastle, Leeds/Bradford and Birmingham. A licence to operate IT flights to Nicosia from Glasgow, Edinburgh, Cardiff and Bristol has been granted. All the summer leased aircraft will return by the end of October. In addition, they are hoping to lease out another 4 aircraft.

BRITISH AIRWAYS In another pruning exercise, BA are to stop operating on the following routes. Heathrow to Edmonton/Calgary/Damascus/Inverness; Gatwick to New Orleans, Dusseldorf/Alicante/Faro and Palma; Manchester to Toronto, Edinburgh, Zurich, Geneva, Malta and Cyprus; Birmingham to Copenhagen; Edinburgh to Aberdeen. Most services are covered by other airlines and it can be expected that smaller airlines will apply for those that aren't.

BRITISH AIRTOURS have taken over from Britannia in operating UK - Gibraltar services for GB Airways from November 1st. They have applied to operate from Manchester, commencing April 83.

BRITISH AIR PERLIES Herald aircraft on lease are as follows:- G-BEYF to Libyan Arab; G-ASVO to AGIP Libya; G-BEBB to AGOCO Libya. The lease of G-BCWE to Trans Azur Aviation did not go through. Are to operate Viscounts instead of Heralds from Coventry to Jersey for Gala Holidays next summer.

BRITISH CALLEDONIAN commenced operations to Frankfurt from Gatwick on September 26th, the service is twice daily. Gatwick - Geneva is to be started from November 1st. Because of the conflict in the South Atlantic are to reduce services to South America

## AIRLINE REVIEW (Contd.)

BRITISH CALEDONIAN from November 1st. Services to Argentina, Chile, Peru and Ecuador are to cease, services to Brazil, Columbia and Venezuela will continue. Also, services to Morocco and Algeria in North Africa and Dakar in West Africa are to be discontinued. It is reported that due to the loss of revenue from South Atlantic services, B.Cal. will not return to profitability this financial year.

BMA have been given the go ahead to operate Heathrow - Glasgow/Edinburgh in competition with BA. Services to Glasgow are to commence November 1st, Edinburgh April 83 by DC9 aircraft. G-BMAC is expected back off lease to Best Airlines (USA) in October.

CITY AIR LINKS have applied to operate IOM - Birmingham using Aztec and Navajo. It is for Mon - Fri operation as Dan Air operate on weekends.

DAN AIR The first scheduled service by BAe 146 is rumoured to be LBA - Jersey next April. It has also been reported that it will operate Gatwick - Newcastle and Berne.

EASTERN are to increase services to Edinburgh from Humberside, to twice daily Mon - Fri. The Humberside - Glasgow service is to be operated Mon - Fri.

MANX Following on from last months report, one F27 is to come from BMA. Are to operate Dublin - LBA from November 1st, replacing Air UK.

METROPOLITAN have applied for a IT licence from Bournemouth to Dinard.

MONARCH are retiring their B720's at the end of October. G-AZFB is going to Boeing, G-AZKM to MAOF and G-AZNX to Conair.

POLAR A new airline set up at Teesside with Viscount G-AOHT. It has been operating BMA's EMA - Maastricht freight service during August.

SPACEGRAND now operate Blackpool - IOM 4 times daily Mon - Fri plus an extra service on Sat.

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## Finningley - Additions to last month's B of B Display report 4/9/82

Static - AE-413 UH-1H Iroquois (Argentine Army), XW296/298/307 Jet Provost's.

Flight Line - AB910/XT-M Spitfire, XV293/298 Hercules, XV572/581 Phantoms, XW200 Puma, XX179/180 Hawk's, XX620 Bulldog, XZ995/XV804 Harriers, ZA672 Chinook, K-3019 F-5, 133722 (NX1337a) F-4U Corsair, 'G-AHGY' (G-DAKS) DC-3 XX493/4/6/7/8/9/500 Jetstream's, XW291/3/302/4/6/9 Jet Provost's.

Flying - XL512 Victor, XV255 Nimrod, XZ721/724/727/400 Jaguar's, XH304 Vampire, WF791 Meteor, TF956 Sea Fury, XZ932 Gazelle, XW332/408 Jet Provost's, XJ782 Vulcan arrived to become gate guardian. Plus seven Lynx of "Silver Eagle" display team.

Elsewhere on the field - VP958/WB534 Devon's, XW789 HS.125, XN819 Argosy, XS712/732/727/739/737/710/714/735/738 Dominie's.

Various Hangars - XP353 Whirlwind, XS713/728/736 Dominies, XW352/324/311 J. Provosts, XX495 Jetstream, XX619/690 Bulldogs.

Civilian A/c - G-ARZB Wallis WA-116, G-EPAZ Pazmany PL-2, G-BBEY Aztec, G-ATEG Nord 1002 (Messerschmitt).

King's Cup - G-AWEEF Stampe, G-JOSI Emeraude, G-BAMJ C.182, G-AZOB Monsun, G-BDEN SF.260, G-BBLJ C.402B, WD331 Chipmunk, XX543 Bulldog, XP820 Beaver, FT391 (G-AZBN) Harvard, G-BJCW PA-32R, G-FLYI Seneca, G-AOGE Proctor, G-IAIN C.210, G-EGLE Eagle 2, G-BAVL Aztec, G-BIAM Tobago.

ZA322 is the Tornado replica (BAPC 155) controlled by the RAF Exhibition Flight at Abingdon.

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LEADS/BRADFORD WINTER SCHEDULE 1982/1983

<u>ETA.</u>	<u>ETD.</u>	<u>FROM/TO</u>	<u>FLT.NO.</u>	<u>A/C.</u>	<u>FREQUENCY</u>	<u>REMARKS</u>
	0715	Belfast	UK581	F27	MTWTF	
	0725	Amsterdam	UK824	F27	MTWTFSS *	
	0725	Heathrow	BD411	VIS	MTWTFSS *	
	0730	Glasgow	DA060	748	MTWTF	
	0740	Gatwick	ZA301	330	MTWTF	
0750		Norwich	UK202	F27	MTWTF	
	0800	Edinburgh/Aberdeen	UK202	F27	MTWTF	
	0840	Gatwick	ZA301	330	SS *	
0845		Aberdeen/Edinburgh	UK201	F27	MTWTF	
	0855	Norwich	UK201	F27	MTWTF	
0945		Belfast	UK582	F27	MTWTF	
1000		Glasgow	DA061	748	MTWTF	
1005		Heathrow	BD412	VIS	MTWTF	
	1010	Edinburgh/Aberdeen	UK208	F27	MTWTF	
	1015	Cardiff/Bristol	DA061	748	MTWTF	
	1035	Heathrow	BD413	VIS	MTWTFSS *	
1045		Amsterdam	UK825	F27	MTWTFSS *	
1050		Gatwick	ZA302	330	MTWTF	
	1115	Dublin	UK733	F27	MTWTF	
	1115	Belfast	UK583	F27	S *	
	1115	Gatwick	ZA303	330	MTWTF	
1150		Gatwick	ZA302	330	SS *	
	1215	Gatwick	ZA303	330	SS *	
1315		Heathrow	BD414	VIS	MTWTF	
1345		Belfast	UK584	F27	S *	
1345		Alicante	IT BY145B	737	S *	6/11 to 26/3
1406		Dublin	UK734	F27	MTWTF	
1415		Palma	IT BY022B	737	F	5/11 to 25/3
1425		Gatwick	ZA304	330	MTWTF	
1430		Libson	IT BY0960	737	W	2/2 to 30/3
	1445	Alicante	IT BY154A	737	S *	6/11 to 26/3
1455		Teneriffe	IT KG1514	737	T	4/1 to 8/2 & 22/3 to 26/4
1510		Palma	IT BY024B	737	M	1/11 to 28/3
	1515	Heathrow	BD415	VIS	MTWTF	
1515		Palma	IT BY023E	737	F	5/11 to 3/12 & 4/3 to 25/3
	1515	Palma	IT BY022A	737	F	5/11 to 25/3
1525		Malaga	IT BY083E	737	T	4/11 to 31/3
1525		Gatwick	ZA304	330	SS *	
	1555	(Santiago)Teneriffe	IT BG1513	737	T	4/1 to 8/2 & 22/3 to 26/4
	1550	Lisbon	IT BY096A	737	W	2/2 to 30/3
1600		Alicante	IT BY146B	737	S *	6/11 to 26/3
	1610	Palma	IT BY024A	737	M	1/11 to 28/3
	1615	Palma	IT BY023A	737	F	5/11 to 3/12 & 4/3 to 25/3
	1625	Malaga	IT BY083A	737	T	4/11 to 31/3
1645		Heathrow	BD416	VIS		
1655		Monastir/Luton	BY110B	737	S *	6/11 to 29/1 A
	1700	Amsterdam	UK828	F27	MTWTF S	
	1705	Alicante	IT BY146A	737	S *	6/11 to 26/3
	1715	Heathrow	BD414	VIS	SS *	
	1715	Gatwick	ZA305	330	MTWTFSS *	
1745		Cardiff/Bristol	DA064	748	MTWTF	
1745		Aberdeen/Edinburgh	UK203	F27	MTWTF	
	1755	Luton/Monastir	BY110A	737	S *	6/11 to 29/1 A
1755		London	BD418	VIS	MTWTF	
	1800	Glasgow	DA064	748	MTWTF	
	1815	Belfast	UK587	F27	MTWTF	
	1825	Heathrow	BD419	VIS	MTWTF	
1835		Norwich	UK210	F27	MTWTF S	

# LEEDS/BRADFORD WINTER SCHEDULE (Contd.)

<u>ETA.</u>	<u>ETD.</u>	<u>FROM/TO</u>	<u>FLT.NO.</u>	<u>A/C.</u>	<u>FREQUENCY</u>	<u>REMARKS</u>
	1845	Edinburgh/Aberdeen	UK210	F27	MTWTF S	
1915		Malta	IT KMC806	737	F	5/11 to 10/12
	1945	(Luton) Athens	IT BY198A	737	T	29/3 only
	2005	(Stansted) Malta	KMC807	737	F	5/11 to 10/12
2010		Aberdeen/Edinburgh	UK209	F27	MTWTF	
	2020	Norwich	UK209	F27	MTWTF	
2020		Amsterdam	UK829	F27	MTWTF S	
2030		Glasgow	DA065	748	MTWTF	
2035		Catwick	ZA306	330	MTWTFSS *	
2040		Belfast	UK888	F27	MTWTF	
2105		Heathrow	BD420	VIS	MTWTFSS *	

All times local, subject to alteration and for guidance only.

BY = Britannia KG = Orion KM = Air Malta DA = Dan Air BD = B.M.A. UK = Air UK  
ZA = Genair

\* Not Saturday 25th December (airport closed)

A = Split loads, Leeds, Luton/Monastir - no Leeds/Luton, Luton/Leeds service.

Thanks due to Service Air, Dan Air & B.M.A. for their help.

## KIRBYMOORSIDE

Slingsby Engineering's latest product, the T.67M Firefly was displayed at Farnborough International '82. Registered G-BKAM (c/n 1999), it was only a static exhibit due to finishing touches, e.g. Instrumentation, still being required and this explains why the cockpit canopy was painted over. First flight is expected at the end of October. Although a Military contender, the first order to be announced is from Specialist Flying Training at Hamble for ten aircraft.

Some further information has come to light on the RAF Ventures which we hope will settle a long outstanding query, but suspect may create further confusion!

According to the manufacturer, there is no such thing as a Venture T.Mk.3. Both batches XZ550 - 564 and ZA625 - 666 are stated as being T.Mk.2's, with the refinement of electric starting being incorporated in the second batch and the earlier aircraft then being modified to the same standard (see report in August magazine). Your comments are invited! It is still not known if orders for further Ventures are likely to materialize, but the possibility still exists.

We intend to organise a visit to Kirbymoorside in the not too distant future. Watch your magazine for details.

## OUT & ABOUT

Jersey - 15/8/82:- PH-CHF F-28(NLM), G-BFGP Twin Otter, G-EBYO Tirslander (Aurigny), F-BLJO/FMXJ Jodel's, F-GABQ Robin, F-BODE Rallye, G-AWLY C.150, G-BHAI C.152, D-EEGP/N9059H C.182's, G-ARCI C.310, G-AXAU T.Comanche, G-BHBZ P.68, G-ASDO Baron, G-LIDE Chieftain.

Jersey - 17/8/82:- F-BRZE CEA360, G-BGON Cougar, G-BANS Seneca, G-BEHU Gazelle, VP-FEC Twin Otter (JEA).

Jersey - 18/8/82:- F-GERM EMB-110 (Brit Air), EI-BLI King Air, G-DINA/F-3WVI AA-5's, F-GBCP Rallye.

Palma - 21/8/82:- EC-AUM/BQS/CDC, OH-LFZ DC-8's; EC-BIK/BIN/BIQ/CGO/N/S/R/Y/Z, HB-ISR/R DC-9's; D-ADQO DC-10; F-BLCD/BLLE/G-BFLD B.707's, D-ABFI/ABPI/AHLR, EC-CBE, OY-SAU B.727's; F-GCSL/LN-NPB/LX-LGI P.737's; N354AS B.747; D-AERM/U Tristar's; EC-CHJ/CPI/CYI/DCN, OY-STF Caravelle's, EC-BJC/BJD/BQQ/BTE/BXI/CNG CV990's; I-EDIM Falcon 20; N40GS/N313BT/G-BJIR Citation's, I-ARBO Commander; EC-BSR Aztec; G-SMJJ C414; F-GCDV PA-31, OO-MRD Aerostar, EC-CKL Islander, 80102 Aviocar; 22120 Orion; D-EGFI/ENAF Arrow's; D-EHTE Cherokee, F-GBQI/GCSC C.172's; HB-XKM Agusta A.109.

## FAR EAST VISIT, Part 1. PEOPLE'S REPUBLIC OF CHINA

Finally it was the 1st August. This really was the day when my wife and I were going to fly to Peking (or Beijing as it is now called). We arrived at Gatwick in good time and naturally watched what was in from the roof. Of especial note was Arrow Air 707 N707SH in basic Singapore livery; American Airlines 747 N9674; Wardair DC-10 C-GPHX (formerly 9V-5DA); Metro OO-JPI; Beech 58 F-GDJY and Tristar 4R-ALH. Finally at 11.50 Boeing 747 SP B-2442 landed. A rush of people surged to the rails and shouted "here comes the China SP". As cameras clicked it seemed hard to believe that this aircraft would become my home for about 18 hours.

The first leg of flight CA938 was to Frankfurt. It was a pleasant  $1\frac{3}{4}$  hour flight in the mid afternoon. The service and decor of the SP was very American in style, giving a most hospitable atmosphere. At Frankfurt, much to my delight, we parked next to Ariana's only DC-10 YA-LAS. Also in evidence were three DLT Short 330's (D-CDLB/C/D), HB 748 (D-AHSB), several West German light aircraft and helicopters, Garuda 747 PK-GSE, Varig DC-10 PP-VMY, DHC-7 (OE-HLS), plus examples of US C-130's, C-141 and C5A transports etc.

The second leg was to Sharjah in the United Arab Emirates. The flight took 6 hours and was mostly in the dark. The route was via Yugoslavia, Bulgaria, Turkey, Cyprus, Jordan, Syria and Saudi Arabia. Sharjah airport is a small one with only about 10 flights per day. It is designed rather like a huge white mosque and is most impressive. We parked next to 747SP YK-AHE (en route to Delhi) and 737-2P6 A40-BK. In the darkness I could see at least five 707's of TMA (who are now refugees from Beirut here), one government 707 and one BAF Herald.

The third and final phase of the flight involved some fantastic views of the Karakoram Range (part of the Himalayas in Kashmir and Tibet) including the peak K2. After  $7\frac{1}{2}$  hours we arrived over Capital Airport Beijing and did a military style circuit before landing. Out of the window on the ground could be seen 5 Boeing 707, 3 IL-62, 2 Tridents, 1 IL-14, 1 IL-18, 1 747SP and one An2P of CAAC. Once in the terminal I noted 707s AP-AXG and ET-ACQ, DC-10 JA8547, An24 B-480, Trident B-296, IL-14 no 616, and 747SP B-2444.

Everything down to the last ice cream was efficiently arranged for us during our stay in the Chinese capital. We visited all the famous sites including the mausoleum of Chairman Mao and the famous pandas in the zoo. I never saw a plane flying over Beijing, but on a visit to the Evergreen Peoples' Commune in the north west of the city we passed close to Hsi-Chiao airfield where distant views of at least 8 Tridents could be seen. It would appear that these were used for government service and troop transportation. Several were in CAAC livery, but some may well have been in Air Force ownership.

We were due to take the 18.10 flight from Beijing to Xian on the 6th August. We duly arrived at the airport, checked in and were given boarding cards. The flights of CAAC are always denoted by the aircraft number rather than the flight number. Our boarding cards carried the number 240 which meant that we were flying in Trident B-240. Just as we were about to board we were told that the flight was cancelled due to a heavy storm in Xian. We would have to come back tomorrow. This meant that the China International Travel Service had to find us hotel accommodation for another night. All the hotels were said to be full. During the 2 hour wait for action I noted the plane numbers of all the incoming and outgoing flights from the ops-board. This made spotting very easy indeed. Noted were Tridents B-240, 242, 282, 296; Viscount B-408; An24 B-434, 707-3J6 B-2406, 2408, 2412, 2402, 2416; IL-62 B-2028 and 747 F-BPVX. The airport is very modern indeed, but there are only about 6 or 7 movements an hour. Eventually CITS solved our accommodation problems by putting the party (18 in all) in the State Guest House where visiting VIP's stay. It was quite an experience in itself.

On 7th August a second attempt to reach Xian was made. There was a tremendous muddle and our flight went out without us despite two desperate women pleading to be let on at the plane-side. It looked like another night in Beijing; but somehow another plane appeared and we went in that at 19.30. Strangely it should have been B-282 but was in fact B-240 after all. Also noted were IL-62 B2022 and

### FAR EAST VISIT (Contd.)

2026; IL-14 606, 707-3J6 B-2414 and 2416; 747SP N1304E of CAAC (called "1304" on the departure board), An24 B-476 and Tridents B 262, 280 and 282.

The flight to Xian in B-240 was smooth and efficient and I felt proud of my native Hertfordshire. We arrived in the dark at Xian and disembarked down steps onto a remote part of the ramp. Between us and the terminal were the two Tridents B-262 and 280 that had left Beijing ahead of us. As we approached 280 it started up and sprayed us with hot kerosene air. We waited for it to go and then approached 262 which did just the same thing. It took 10 minutes to reach the terminal. Men on bikes were all over the ramp, often pedalling to and from their plots of land beside the runway and taxiways. The lights of the two Tridents illuminated IL-18's B-202, 208 and 212, IL-14 614 and An24's B-420 and B-444.

Xian has been newly opened up to foreigners thanks to the discovery of a vast army of Terracotta warriors as part of an Emperor's tomb. We saw this sight, plus many other items of great interest in just a day. On the 9th August we arrived at the good old time of 05.45 for the 06.30 flight to Shanghai. A glimpse at the boarding card indeed confirmed that it would be one of the three IL-18's seen previously, namely B-212. CAAC aircraft are administered on a "brigade" basis and are strictly allocated to airfields and crews. So they do not inter-work with other rosters and remain on the ground for long periods during the day.

On the way out to B-212 I noted An24 B-468, 482; four An2 biplanes (one was 8304) two IL-14s 666 and 614; and best of all two Li-2 (DC-3 copies) nos. 304 and 318. The airfield had a few military machines including IL-14 no. 3216, (plus one more), a mil-4 helicopter and two Shenyang FT-5 trainers ( Mig 17UT built in China) with covers over them.

The interior of the IL-18 was something out of the 1950's, but it was quiet and smooth and had big round windows. We flew over three military airfields and the civil airfield of Nanking. It was on an identical flight to this in an IL-18 from Xian to Shanghai that the Chinese Hi-Jack took place on July 25th. As I write this note I read that the hi-jackers have been executed. I suspect that the aircraft involved may have been B-220 which was under repair at Shanghai when we arrived after our 2½ hour flight. Also here were IL-14's 610, 612 and 662, Tridents B-254, 286 and 290 and two unidentified An-24s. The aircraft that were confined to internal services like the IL-14s and Li-2s had no B- prefixes to their numbers. Parked by the terminal was an An-2 no. 8071.

We were due to depart from Shanghai for Osaka (Japan) on a JAL DC-8 on August 12th, but Tornado Cecil put paid to that as Shanghai airport was closed for the day. Friday 13th is not a good date, but we did get up and away in a JAL DC-10 (JA 8547) that was put on to take the combined loads for two days. So the first part of our Far East journey came to an end. However it was not the last to be seen of CAAC aircraft, for their Tridents were in evidence in Osaka (B-260) and Hong Kong (B-261, 246, 286, 288).

Quite a number of my sightings were 'new' to the published registers, and it was a nice thing to see unrecorded airliners. Perhaps I was the first western spotter to record B-476, 304, 8071, 8304? Not even the Tridents were all predictable; for B-261 should have been re-registered B-256 according to my books. Photography at airports could be done from the terminals with discretion; so I hope my slides come out. If they do, and if you ask me nicely, I'll show them to you!

Chris Warn