

AIR YORKSHIRE



VOLUME 9 No. 10

(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1983

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:- 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 14.30 hrs.

NOVEMBER 6th : A.G.M. followed closely by a slide show and commentary by Chris Warn of his recent visit to Brazil.

DECEMBER 4th : Uncle Christopher's Bumper Never to be Forgotten Christmas Quiz.

EDITORIAL

At last months meeting Ian MacFarlane showed us just some of his many slides, taking us to Davis Monthan and Oshkosh in the States, then giving a fine selection of slides of now defunct British Airlines and their aircraft.

Chris Warn is following that at the November meeting, with the slides he took on his trip to Brazil, details of which are included in this bulletin. As usual, Chris' commentary will be as good as his slides, so come along and learn something about aviation in South America.

The Annual General Meeting takes up the first part of the meeting, this is where you have chance to really be involved in the running of Air Yorkshire, to vote for members of the committee or even stand for a position on the committee. Any ideas or constructive criticism of any facet of Air Yorkshire can be put forward to the newly elected committee, anything that can help to improve the presentation of Air Yorkshire and ultimately to produce an even better society for our members.

CREDITS

T.W. Sykes
A. Keighley
C. Harper

D. Elam
J. Stanfield
S.W. Rigg

R. Fozzard
I.D. Gordon
Air Strip

R. Lloyd-Martin
B.H. Best
Stansted A/N

LEEDS/BRADFORD MOVEMENTS - September 1983

1	G-BJBI Cessna 414A n/s	1121 1030(2)	G-BHYT Bandeirante	1230 1247
	G-OADE Cessna 177 n/s	1246 0949(6)	G-BAXN Seneca	1248 1840
	G-EGXK Cessna 310	1345 1632	G-BBPX Seneca	1404
	G-BJCV Boeing 737	1421 1519	G-OTOW Cessna 175	1619 1636
	G-BBCA Jetranger	1651 1742	G-TEAM Cessna 414A	1859
2	G-BHVB Warrior	0911 1705	G-OHTL Sikorsky S-76	1256 1425
	G-EGYK Boeing 737	1354 1505	G-BCJL Cherokee n/s	1623 0710(4)
	G-AYOM Jetranger	1649 1651	G-AYOM Jetranger	1959 2000
	G-OTVS Islander	2022 2108		
3	G-BHIN Cessna 441 N/T	1109	G-PKAN Cessna 340	1348 1407
	G-BTHE Boeing 737	1422 1523	D-FICNO Cessna 210	1432 1655
	PH-TVP Boeing 737	1516 2057	G-AOYI Viscount	1611 1701
	G-EGNW Boeing 737	1813 2009	PH-TVE Boeing 737	1911 1957
4	G-OBGA Jetranger	1153 1223	G-OSLA Boeing 737	1223 1320
	G-DDDV Boeing 737	1342 1447	G-BKHE Boeing 737	1350 1515
	G-AVOE BAC 1-11	1853 1948		
5	G-UBHL King Air 200	0812 0820	G-BJCU Boeing 737	0823 0930
	G-LSHL HS.125	0958 1457	G-BJIR Citation	1120 1149
	G-TANK Seneca n/s	1140 1059(12)	G-PAXM Sierra	1225
	G-UBHL King Air 200	1502 1626	G-BJET Cessna 425 n/s	1516 2009(6)
	G-TRJV Cessna 172	1613 2054	G-BJCU Boeing 737	1714 1817
	G-CDAL Cheyenne n/s	1731 2014(8)	G-AZAV Cessna 337	1918
	G-PJKI Cessna 404	1923 2011	G-BCPA Alouette	1959 2009
6	OO-JPJ Seneca	0846 1029	OO-ING Cessna 401	0848 1906
	G-BGVL Cessna 182	0921 1606	G-PCWL Cessna 182	0959
	G-AXSW Cessna 150	1035 1529	OY-RYT Cessna 421B n/s	1037 1509(8)
	OY-LTH Cessna 421B n/s	1055 1530(8)	G-OBGA Cessna 421C	1104 1655
	G-PATT Cessna 404	1106 1125	G-ORMC King Air 200 n/s	1109 0658(7)
	G-AYII Arrow	1122 1706	G-BHIV Ecureuil	1132 1437
	G-AERI Cherokee	1140 1720	G-BCPA Alouette	1214 1230
	G-BHVB Boeing 737	1315 1417	G-PHJY Bandeirante	1356 2137
	G-BJCU Boeing 737	1528 1623	G-PHIV Ecureuil	1646 1659
	G-COPY AA-5A n/s	1904 1652(7)		
7	OO-ING Cessna 401	0823 1855	OO-VLH Navajo	0826 1853
	OO-MRF Aerostar	0837 1830	G-BHIV HS.125	0852 1357
	G-RHHT Lance n/s	0855 1755(8)	G-BHIV Paron	0900 0926
	G-BJIL Citation	0922 1003	OO-EOD Bonanza	0937 1706
	G-LONG Long Ranger	0953 1620	G-BCPA Alouette	1014 1042
	G-BKSO Cessna 421C N/T	1112 1852(9)	G-OBGA Cessna 421C	1126 1719
	G-EGXK Cessna 310	1127 1623	G-JANE Cessna 340 n/s	1157 1621(17)
	G-ATNB Cherokee	1232 1632	G-REIS Arrow	1243 1318
	G-BHRA Rockwell 114	1245 1344	G-DDDV Boeing 737	1306 1428
	G-EGJD Seminole n/s	1314 1230(8)	G-BJIL Citation	1433 1445
	G-AVVB HS.125	1523 1540	G-BDYD Rockwell 114 n/s	1602 0842(9)
	G-TOFF Twin Squirrel	1650 1721	LN-LMR Arrow n/s	2003 1135(9)
	G-BIZZ Citation n/s	2052 0801(8)		
8	OO-VLH Navajo	0759 1847	OO-RVG Cessna 401	0806 1858
	OO-MRF Aerostar	0833 1805	G-BCKM Citation	0847 0915
	OO-LFJ Cessna 441	0857 1816	G-TOFF Twin Squirrel	1055 1123
	G-BAXN Seneca	1138 1907	PH-BDV Cheyenne 3	1228 1330
	G-BHWE Boeing 737	1354 1520	G-BCKM Citation	1726 1736
9	G-BJYB Cessna 441	1147 1437	G-UBHL King Air 200	1225 1613
	G-BHWE Boeing 737	1334 1431	G-BEGH Boeing 737	1338 1507

EEDS/BRADFORD MOVEMENTS (Contd.)

9	F-GDHK Gulfstream 3	1351 1606	G-BAVL Aztec	1426 1728
	G-OBMW AA-5	1438 1524	XX499 Jetstream	1503
	G-BHED Cessna 152	1449 1522	G-LONG Long Ranger n/s	1552 1254(10)
	G-FLCH Jetranger	1744 1813	G-BHRA Rockwell 114 n/s	1828 0918(12)
	G-BFJV Cessna 172	1944 2104		
10	F-GDAE Learjet 24	1142 1812	F-BTTL Corvette	1213 1741
	LN-SUF Friendship	1317 1410	F-GDHK Gulfstream 3	1345 1558
	G-MOVE Aerostar	1418 1832	G-BOSL Boeing 737	1433 1525
	PH-TVP Boeing 737	1515 1637	G-LONG Long Ranger	1548 1625
	G-APEY Viscount	1600 1643	G-AYCM Jetranger	1744 1746
	G-BAZI Boeing 737	1807 2012		
11	G-BJCV Boeing 737	1224 1315	G-BOSL Boeing 737	1418 1523
	G-BFYA Bolkow Bo.105	1514 1552	G-BKRO Boeing 737	1617 1722
	G-BKHT B.A3. 145	1918 2015		
12	G-POLO Chieftain	0650 0736	G-BAZI Boeing 737	0845 0928
	G-CSNA Cessna 421C n/s	0914 1509(13)	G-BWAL Chieftain	0930 0948
	G-ASRH T.Comanche n/s	0936 1048(16)	G-AZMV Condor n/s	0954 1238(13)
	G-OSPL Cessna 210 n/s	1005 1248(19)	G-BAJO AA-5 n/s	1030 1408(19)
	D-INJA Navajo n/s	1029 0844(13)	G-BEZX Chieftain	1048 1611
	G-BIZZ Citation	1114 1256	G-ROOK Cessna 172	1227 1448
	G-BJIY Cessna 337	1239 1634	G-REAT Cougar	1309 1710
	G-OWJM Jetranger	1342 1357	G-RMAE Navajo	1408 1732
	G-BJCT Boeing 737	1433 1531	G-FISH Cessna 310	1538 1607
	G-BFZO AA-5A	1555 1648	G-BIZZ Citation	1728 1755
	G-BECH Boeing 737	1752 1832	G-BWAL Chieftain	1907 1930
13	G-DORE Partenavia P.68C	0738 1248	G-OAKS Cessna 421C	0854 0906
	G-BHUE Jodel DR.1050	0911 1514	G-BALM Cessna 340 n/s	0915 1838(14)
	G-DINA AA-5B	1007 1345	G-WICK Partenavia P.68B n/s	1012 1901(15)
	G-JGCL Cessna 414A	1034 1046	G-DODD Cessna 172 n/s	1044 1052(15)
	G-BATW Cherokee n/s	1142 1243(22)	G-BHDR Cessna 152	1241 1317
	G-BFJV Jetranger	1244 1626	G-BECG Boeing 737	1251 1400
	G-BBKE Cessna 150	1307 1726	G-BASE Jetranger	1327 1357
	G-FISH Cessna 310 n/s	1344 1847(15)	G-BAJN AA-5	1524 1601
	G-BECH Boeing 737	1531 1633	G-BJMR Cessna 310 n/s	1615 1050(14)
	G-OAKS Cessna 421C	1753 1802	G-CJCB Long Ranger n/s	1804 0839(14)
	G-POLO Chieftain	1847 1920		
14	N303CC Cessna 303	0902 1204	G-JGCL Cessna 414A	0951 1004
	G-BCRP Aztec	1059 1502	G-BCJM Cherokee	1130 1656
	G-BIZZ Citation	1151 1455	G-LONG Long Ranger	1237 1356
	G-BKRO Boeing 737	1312 1420	G-BGXD Tobago	1412 1539
	G-OWJM Jetranger	1530 1550	G-BKHT Seneca	1706 1732
	G-BKIP King Air	1745 1751		
15	G-BCUZ King Air 200	0922 0929	G-BBPY Cherokee	1050 1124
	G-BIZZ Citation	1103 1127	G-OWJM Jetranger	1114 1153
	G-JONS Chieftain	1139 1158	G-BKBN Tobago	1144 1637
	G-BECG Boeing 737	1342 1515	G-AVXX Cessna 172	1433 1724
	G-BEHW Cessna 150 n/s	1437 1154(19)	G-BKIP King Air	1542 1634
	G-NORC Cessna 425 n/s	1800 1814(19)	G-BBPY Cherokee	1832 1855
16	G-AZMV Condor n/s	0758	G-BCKM Citation	0835 0909
	G-AXDM HS.125	0841 0856	G-BJET Cessna 425	0852 1846
	G-MARG Chieftain	1004 1752	G-BHKV AA-5A	1202 1250
	G-FISH Cessna 310 n/s	1147 0917(17)	G-AYFZ Navajo	1327 1403
	G-BAZI Boeing 737	1410 1459	D-EIPF Cessna 177	1519 1638

LEEDS/BRADFORD MOVEMENTS (Contd.)

16 D-EQQP Cessna 182	1538 1638	G-AYJA Jodel DR.1050	1544 1649
G-BCKM Citation	1546 1601	G-BATN Aztec	1607 1647
G-BBNT Chieftain	1724 1822	G-ASRH T.Comanche	1745 1804
D-EORE Cessna 177	1831 1908		
17 G-BMCL Citation	1051 1405	G-ARZP Airedale	1056 1208
G-BCRP Aztec	1241 1344	LN-NPC Friendship	1252 1345
G-AZAV Cessna 337 n/s	1401 1823(22)	G-BECH Boeing 737	1444 1549
PH-TVP Boeing 737	1458 1616	G-REIS Arrow	1511 1557
G-CSNA Cessna 421C	1536 1642	G-AOHM Viscount	1610 1652
G-AXJJ Pup	1736 1804	G-BAZH Boeing 737	1824 2033
G-FISH Cessna 310 n/s	1919 1045(19)		
18 G-BHWE Boeing 737	1222 1318	G-OSLA Boeing 737	1348 1523
G-BMHG Boeing 737	1358 1458	D-EIPF Cessna 177	1416 1506
G-BHSE Rockwell 114	1417 1841	D-EQQP Cessna 182	1418 1516
D-EORE Cessna 177	1430 1540	G-RUIA Cessna 172	1639 1729
G-CITY Chieftain	1655 1728	G-EKHT B.Ae.146	1757 1837
19 G-BECG Boeing 737	0806 0931	G-BIZZ Citation	0956 1018
G-AXIE Pup	1029 1750	G-BCOT Enstrom F-28C n/s	1107 1537(23)
G-CALL Aztec	1113 1733	G-EBPY Cherokee n/s	1250 1138(30)
G-BIRO Cessna 172	1406 1706	G-EKKJ Cessna 206 n/s	1437 1726(23)
EI-BNM Short SD.3-30	1540 2143	G-BIZZ Citation	1639 1656
G-BEUG Boeing 737	1701 1800	G-BEVA Boeing 737	1946 2105
G-BRIT Cessna 421C	2017 2032	G-BEYV Cessna 210 n/s	2119 1726(20)
20 G-BGPQ AA-5B	1057 1310	G-BEPX Seneca n/s	1130 1123(24)
G-AVPK Rallye n/s	1158 1551(26)	G-PRES Cessna 441 n/s	1204
G-BERI Rockwell 114 n/s	1246 1324(21)	G-BAZH Boeing 737	1302 1405
G-BECG Boeing 737	1528 1631		
21 G-BIZZ Citation	0846 1716	F-GOLD King Air	1216 1425
G-BKRO Boeing 737	1312 1422	G-BAZB HS.125	1712 1730
N3951H Aztec n/s	1728 1419(22)	G-NORG Cessna 425 n/s	1752 1606(22)
G-TEAM Cessna 414A n/s	2046 1811(22)	G-EGCS Bandeirante	2050 2103
22 G-AYFZ Navajo n/s	1034 1430(23)	G-JFM Commander 690B	1057 1207
G-BIUI Cessna 152	1102 1132	G-YORK Cessna 172	1338 1452
G-BFVA Boeing 737	1342 1511	G-BDSL Cessna 150	1345 1456
G-REAT Cougar	1458 1603	G-AWLP Mooney M.20	1550 1713
G-BBLP Aztec	1645 1719	PH-TVH Boeing 737	1643 1712
G-BIZZ Citation n/s	1709 1518(23)	G-BCZN Cessna 172	1845 1913
G-ATTY Cherokee Six n/s	1929 0917(23)	G-EGCS Bandeirante	2042 2101
23 G-BGCS Bandeirante	0751 0829	G-BEOM Aztec	0817 0914
G-CSNA Cessna 421C n/s	0912 1714(27)	G-EHFF Baron n/s	0945 1815(24)
G-BHED Cessna 152	1131 1221	G-BHKV AA-5A	1223 1308
G-BFVB Boeing 737	1332 1447	G-PTAR Jodel D.112	1350 1434
G-IKIS Cessna 210	1553 1602	G-EHCX Cessna 152	1432 1514
G-BBCW Aztec	1617 1634	G-BHED Cessna 152	1746 1817
G-BGCS Bandeirante	1945 2018		
24 F-GCVR Twin Otter n/s	0938 1705(25)	G-EKHF Boeing 737	1400 1607
PH-TVP Boeing 737	1515 1613	G-AOHM Viscount	1549 1636
G-BJCU Boeing 737	1813 2011	G-BRIT Cessna 421C	1911 1921
25 G-PATT Cessna 404	0827 0914	G-BECH Boeing 737	1253 1337
G-SFTZ Firefly	1301 1656	G-BDSL Cessna 150	1302 1349
G-RUIA Cessna 172	1322 1418	G-BJXL Boeing 737	1352 1456
G-BKHF Boeing 737	1516 1640	G-EGVY Seneca	1700 1728
G-BKHT B.Ae.146	1755 1845	G-PATT Cessna 404	1956 2009

LEEDS/BRADFORD MOVEMENTS (Contd.)

26 D-IMWT Commander 690B n/s	1057 1804(27)	PH-CBU Lance	1130 1658
G-FISH Cessna 310 n/s	1140 1049(27)	EI-BLI King Air	1224 1905
G-TUKE Robin DR.400	1233 1417	G-BILU Cessna 172	1317 1743
G-RVIP Bandeirante	1325 1337	G-BJCU Boeing 737	1435 1538
G-LUCY T.Comanche	1504 1651	G-BJCR Partenavia P.68C	1510 1609
G-OTOW Cessna 175 n/s	1640 1345(27)	G-BAZG Boeing 737	1723 1815
G-RVIP Bandeirante	1848 1903	G-ATTY Cherokee Six n/s	2019 0924(27)
27 G-BFRA Rockwell 114	1108 1547	G-BJYA Cessna 425	1147 1346
OY-ARA Corvette	1154 1239	N9698Y Cessna 210	1201 1327
G-BCUJ Cessna 150	1236 1548	G-BGYJ Boeing 737	1247 1406
G-AYKA Baron	1329 1400	G-OADE Cessna 177	1425 1501
G-BJCT Boeing 737	1530 1638	SE-GDI Chieftain n/s	1646 1256(30)
G-BATW Cherokee n/s	1820	G-ROOK Cessna 172 N/T	1930
28 G-OMHC Arrow	0946 1543	D-ICCC Citation	1015 1339
N9698Y Cessna 210	1022 1235	G-ECCO Cougar	1154 1804
G-BJBI Cessna 414A n/s	1319 1055(30)	G-BJMR Cessna 310 n/s	1448
G-JLCO Twin Squirrel	1529 1557	G-BFDN Chieftain	1537 1624
G-BHFY Baron	1606 1717	G-BALM Cessna 340 n/s	1813 1756(30)
G-BKXI Cessna 303 N/T	1845		
29 G-TEAM Cessna 414A	0829 1811	OY-ARA Corvette	1245 1425
G-BAZG Boeing 737	1354 1515	EI-BDP Cessna 182 n/s	1402
G-JTCA Aztec	1612 1633	G-BFJW Jetranger	1648 1703
G-MOXY Cessna 441	1706	G-BCKM Citation	1859 1920
30 G-BCUZ King Air 200	0851 0905	G-AVGA Comanche n/s	0940
G-AVWG Cherokee	1101 1159	EI-BNV Aztec n/s	1217
G-DORE Partenavia P.68C	1314 1432	G-FISH Cessna 310	1333 1349
G-BHWF Boeing 737	1347 1430	G-BBRJ Aztec n/s	1403
G-OSLA Boeing 737	1417 1511	EI-BHC Cessna 177	1423 1554
G-NORC Cessna 425 n/s	1524	G-OTOW Cessna 175 n/s	1537

LEEDS/BRADFORD MOVEMENTS REVIEW - September

On the 3rd the leased Transavia Boeing 737 PH-TVP was discovered to have a hole in the wing on arrival and it was taken out of service. PH-TVE arrived to operate the flight in its place. A much smaller visitor on the same day was Cessna P210N D-EKW0. The 5th saw the start of the annual Carpet Show in Harrogate and the foreign visitors for the next few days increased. Cessna 401 OO-RWG visited on the 6th, 7th and 8th; Navajo OO-VLH visited on the 7th and 8th as did Aerostar OO-MRF. On the 6th there was also Seneca OO-JPJ and two night stopping Cessna 421's OY-BIM and OY-RYT. On the 7th Bonanza OO-EOD visited and Cherokee Arrow LN-LMR night stopped. On the 8th two Turboprops were Conquest OO-LFJ and Cheyenne III PH-BDV. To finish off the week we had horse racing at Doncaster and the Aga Khan's G-III F-GDHK visited on the 9th and was joined on the 10th by Corvette F-BITL and Lear 24A F-GDAE. Not connected with either event was Busy Bee's F-27 LN-SUF on the 10th. The following few days brought only Navajo D-INJA on the 12th and Cessna 303 N303CC on the 14th. Three Germans cleared customs inbound to Rufforth for a medical conference on the 16th, they were Cessna 182 D-EOQP and Cardinals D-EORE and D-EIPF. They all cleared customs outbound on the 18th. Busy Bee continue to send in different F-27's, with their latest one LN-NPC c/n 10258 visiting on the 17th. Sneaking in unexpectedly on the 19th was Avairs Short 330 EI-BNM. French King Air F-GCLD on the 21st was joined by the night stopping Aztec N395IH ex G-BBBJ which was on delivery to the USA. This month's third Transavia Boeing 737 was PH-TVH which did a charter on the 22nd. Night stopper on the 24th was the new French Twin Otter F-GCVR. Old friend D-IMWT the Rockwell 690 was joined on the 26th by PA-32 PH-CBU and Beech C90 EI-BLI. Cessna 210 N9698Y visited on the 27th and 28th. Corvette OY-ARA visited on the 27th and 29th and Navajo SE-GDI n/s on the 27th. Citation D-ICCC made a welcome visit

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

on the 28th and a trio of Irishmen finished off the month, C182P EI-BDP on the 29th and Aztec EI-BNV and Cardinal EI-BHC both on the 30th. Firefly G-SFTZ was in on demonstration to a potential customer on the 25th. At Northair Conquest G-BHLN of Brown's became G-MOXY on the 27th. Conquest G-PRES arrived on the 20th and by the end of the month it was wearing the registration N455SC and being prepared for delivery to the USA. Cessna 425 G-BJYC arrived back on the 30th painted up in Hansons colours and wearing their titles. Cessna T303 G-BKXI arrived on the 28th via Gamston. Last months casualty, Jetstream XX499, had a new engine fitted but it was again damaged during tests on the 5th and finally departed on the 9th as FYT84.

Callsign tie-ups:- 3rd. PH-TVE/Transavia 9991/BY431A; 5th. G-BSHL/McLine 264A-B, G-FJKI/Air Commuter 610; 6th. G-PATT/Casair 400, G-BHJY/Euroair 148-9; 7th. G-BEWW/McLine 412; 9th. G-BJYB/McLine 412B-C; 10th. F-BTTL/UFO5 BL-06, LN-SUF/Busy Bee 302; 11th. G-BHNH/KS700; 12th. G-POLO/KS702, G-BEZX/AVT212; 13th. G-POLO/KS703; 14th. G-BCRP/LEC1; 15th. G-JOMS/Topflight 502-3; 16th. G-BBMT/Neatax 803-4; 17th. LN-NPC/Busy Bee 301; 18th. G-CITY/ALK311-2; 19th. G-CALL/ALK221-2, G-BRIT/McLine 345B-C; 21st. G-BAZB/Short 2, G-BKIE/EN6705P-A-B-P; 22nd. PH-TVH/Transavia 5081-2; 24th. G-BRIT/McLine 382-3; 25th. G-PATT/KS710; 28th. G-BKIE/EN6705P-A-B-P, G-BFDN/Topflight 402.

Overshoots:- 1st. XX491/FYT85(?), XX498/FYT87(16.15); 5th. XW372/CFR06(12.35) J. Provost; 6th. XS730/FYN06(15.10) Dominie; 7th. XX498/FYT10(15.05); 9th. XS709/FYN49(12.10) Dominie, XX493/FYT85(16.45); 12th. XW372/CFT72(10.10) J. Provost; 13th. XX492/FYT90(?), XX497/FYT04(11.55); XX497/FYT93(?); 19th. XX497/FYT96(13.20), XX497/FYT89(17.05), 20th. XS737/FYN48(?) Dominie, XX493/FYT82(13.55), XS732/FYN52(15.05) Dominie, XX497/FYT94(14.55); 27th. XV178/RR771 Hercules; 28th. XS736/FYN04 Dominie; 30th. XS731/FYN48 Dominie.

From & To:- 3rd. D-EKWO F Wick T Dusseldorf; 5th. F-GDAL F Chateauroux n/s T Lille; 6th. OO-JPJ/00-RWG F/T Kortrijk, OY-RYT F/T Billund n/s, OY-BIM F/T Tirstrup n/s; 7th. OO-RWG/00-VLH/00-MRF/00-EOD F/T Kortrijk, LN-LMR F/T Esbjerg n/s; 8th. OO-VLH/00-RWG/00-MRF F/T Kortrijk, OO-LFJ F/T Brussels, PH-BDV F/T Amsterdam; 9th. F-GDHK F/T Olbia; 10th. F-GDAE F Le Bourget T Luton, F-BTTL F/T Le Bourget, LN-SUF F Newcastle T Bergen, F-GDHK F/T Olbia; 12th. D-INJA F/T Donaueschingen/Villingen n/s; 14th. N303CC F Ringway T Lydd; 16th. D-EIPF/D-EOQP F Monchengladbach T Rufforth, D-EORE F Celle T Rufforth; 17th. LN-NPC F/T Bergen; 18th. D-EIPF/D-EOQP/D-EORE F Rufforth T Monchengladbach; 19th. EI-BNM F Staverton T Dublin; 21st. F-GCLD F Toussus le Noble T Gatwick, N3951H F Oxford (DIV) n/s T Stornoway; 24th. F-GCVR F/T Vannes n/s; 26th. D-IMWT F/T Frankfurt n/s, PH-CBU F/T Hilversum, EI-BLI F Le Bourget T Dublin; 27th. OY-ARA F Stanning T Billund, N9698Y F Brussels T Gamston, SE-GDI F/T Esbjerg n/s; 28th. D-ICCC F Dusseldorf T Heathrow, N9698Y F Gamston T Brussels; 29th. OY-ARA F Billund T Stanning; 30th. EI-BNV F Cardiff, EI-BHC F Hurn T Dublin.

Helicopter Activity:- 2nd. G-BEDK/Keighley(08.55), G-OHTL/Leeds City Centre(14.40), G-AYCM/Horsforth(19.50); 4th. G-WARM/Worksop(11.45); 5th. G-BCPA/Settle(20.20); 6th. G-BHIV/Harrogate(14.45); 7th. G-BHIV/Pannal(12.10), G-LONG/Huddersfield(16.35), G-TOFF/Kildwick(17.35); 8th. G-BHIV/Pannal(09.10); 9th. G-LONG/Doncaster(14.20), G-AYMX/Barwick-in-Elmet(14.20)/Rothwell(14.35)/Rotherham(15.10), G-BHSG/Pannal(16.55); 10th. G-AYCM/York(10.20), G-LONG/Doncaster(14.05); 12th. G-COAL/Netherthorpe(17.20); 14th. G-LONG/York(14.10); 16th. G-TOYS/South Leeds site(19.20); 18th. G-AYMX/Nostell Priory(17.05); 25th. G-AYMX/Hebden Bridge(13.05).

----- LOCAL AIRLINE NEWS - August

Aer Lingus operated their Shorts 330 EI-BEH on all services through Leeds/Bradford during August except on two days when the 'box' was grounded for technical reasons.

LOCAL AIRLINE NEWS - August (Contd.)

Aer Lingus BAC One-Eleven EI-ANF operated on the 2nd and sister ship EI-ANE operated on the 9th; both aircraft routing Dublin - Liverpool - Leeds/Bradford - Dublin.

Air Europe operated the following Boeing 737 aircraft through Leeds/Bradford during August.

G-BKRO 28th.31st.
G-BMHG 21st.
G-BMSM 03rd.07th.10th.
G-DDDV 14th.17th.24th.

Britannia Airways are to dispose of Boeing 737 G-OSLA and possibly G-BOSL which are currently operated by the airline but owned by OSL. OSL has been sold to another company which doesn't want the aircraft so G-OSLA (at least) has been bought by a leasing company which will lease the aircraft to Dan-Air. The following Boeing 737 aircraft were operated through Leeds/Bradford in August.

G-BAZG BY021/09th.BY161/16th.BY202/19th.BY056/25th.
G-BAZH BY158AF/158A/01st.BY161/02nd.BY020/13th.BY158B/BF/15th.
G-BECG BY454/28th.
G-BECH BY056/18th.BY021/23rd.
G-BFVA BY021/30th.
G-BFVB BY292/29th.
G-BGNW BY021/02nd.BY292/08th.BY291/19th.
G-BGYJ BY086/01st.BY158AF/158A/15th.
G-BGYK BY158B/BF/29th.
G-BGYL BY158B/158BF/01st.BY202/05th.BY056/11th.BY454/14th.
G-BHWE BY021/16th.BY454/21st.BY158AF/158A/29th.BY161/30th.
G-BHWF BY020/20th.
G-BJCU BY020/06th.BY202/12th.BY086/14th.BY202/26th.
G-BJCV BY454/07th.BY158/22nd.BY275/22nd.BY161/23rd.BY020/27th.BY086/29th.
G-BKHE BY160/13th.BY055/14th.BY160/27th.BY055/28th.
G-BKHF BY160/06th.BY055/07th.BY055/21st.
G-BOSL BY056/04th.
G-OSLA BY158/08th.BY275/08th.BY161/09th.BY160/20th.
PH-TVP BY431/06th.BY431/13th.BY431/20th.BY431/27th.

British Air Ferries operated a charter to Lourdes from Leeds/Bradford on August 05th with Viscount G-AOYN. This aircraft positioned in from East Midlands where it had been operating the nightly Maastricht freight run and carried 'Aerolink' titles on the port side of the nose. Viscount G-APEY carries 'Overland Sky' titles on the port side of the nose. The following aircraft operated the Travtel Jersey flights in August.

G-AOHM 27th.
G-APEX 13th.20th.
G-APEY 06th.

British Midland Airways operated the following Viscount aircraft through Leeds/Bradford during August.

G-AYOX BD417/28th-BD420/31st.
G-BFZL BD411/01st-BD417/13th.BD412/21st-BD417/27th.
G-EMAT BD420/13th-BD411/21st.BD420/27th-BD413/28th.

Busy Bee operated two charters on behalf of TTS Tours through Leeds/Bradford in August with Friendships. On the 2nd, LN-SUE arrived from Bergen at 13.51 and departed at 14.38 back to Bergen. On the 12th, LN-SUL arrived from Bergen at 15.48 and departed empty for Liverpool at 16.25.

LOCAL AIRLINE NEWS (Contd.)

Dan-Air operated their BAe.146 G-BKHT on all Sunday evening Jersey flights from Leeds/Bradford during August except for technical difficulties which existed on the 21st when BAC One-Eleven G-AVOE had to stand in. BAC One-Elevens will operate all Jersey flights next Summer with HS.748s operating only the Guernsey part of the Channel Islands schedules.

Genair operated their Bandeirante G-RVIP on the evening EM132 schedules through Leeds/Bradford on the 05th, 24th and 25th August due to unserviceabilities with the Shorts 330s. Sister ship G-BHYT put in an appearance on the 31st when operating flight EM196 routing Tees-Side - Leeds/Bradford - Isle of Man.

Monarch Airlines operated their last flight through Leeds/Bradford this year with Boeing 737 G-DGDP on the 13th for Cosmos Holidays. The last flight should have been on the 27th, but G-DFUB made one approach down the ILS and diverted to Manchester due to low cloud.

Orion Airways will be operating more regularly from Leeds/Bradford next summer, with a total of three flights. Destinations are Mahon on Mondays, Corfu on Fridays and Palma on Saturdays with flights operating for Horizon Holidays.

Peregrine Air Services carried out a mercy flight for relatives of men injured on a North Sea oil rig at the beginning of August with their Jetstream 31 G-BKHI. Flight PJ999P arrived from Aberdeen at 2338 on the 01st and departed to Aberdeen via Glasgow as PJ999 at 0020 on the 02nd.

Shannon Executive Aviation used their newly acquired Shorts Skyvan EI-BNN to transport two race horses for the big race meetings at York during August. On the 16th, the aircraft arrived from Dublin at 1315 to clear customs at Leeds/Bradford before departing for Rufforth at 1432; then returned empty at 1519 before proceeding to Shannon at 1651. On the 18th, the aircraft arrived at Leeds/Bradford at 1002 empty from Shannon and proceeded to Rufforth at 1018, and then returned with the two horses at 1143 before going onwards to Ballydoyle at 1248. Just a note for the sporting fans - one of the horses on board was 'Caerleon' which won the Benson & Hedges Gold Cup!

SNIPPETS

At the Leeds Bus Fayre, Middleton on 25/9/83 at 14.30 hrs. was a flypast by G-BAJN/OEMW AA-5's, G-BBDT C.150, G-AZFI PA-28 and T7909/G-ANON Tiger Moth.

The Bluebell Hotel at Kettlewell and Theakston's Brewery are mutually using Hot-Air Balloon G-BOOZ for advertising. (This is mistakenly shown in the registers as an Enstrom F-28!)

Thirsk Aero Services are using three Hughes helicopters for spraying G-BJKR/BAKG and one other.

BRIDLINGTON AIRFIELD (GRINDALE)

Residents:- Cessna 150 G-ASYL/G-AVGV; Cessna 206 G-ASVN owned by British Skyports; Cessna 150 G-HULL/G-AZID owned by Hull Aero Club; Cessna 150 G-AWUG/G-AWXU Cessna 172 G-BCHK; G-SIME Auster J/IN Alpha all privately owned.

Visitors for September:- 2nd. G-LUCK C.150 F/T Brighton; 4th. G-APAF Auster 5 F Leicester; 7th. G-BGJB PA-44 F ? to LBA; G-BFLN C.150 F/T Sherburn; 13th. G-BFPA SF25B Super Falke F Doncaster T Sutton Bank also 14th; 14th. G-BHOR C.152 F Doncaster T Netherthorpe; 16th. G-BING C.172 F/T Humberside; 18th. G-AZXC C.150 F/T Netherthorpe; G-BBSA AA-5 F/T Netherthorpe; G-AXRT C.150 F/T Sproatley; 22nd. G-PCUB PA-18 Super Cub F Thruxton T Farley Farm; 23rd. G-BFXR Jodel D.112 F Netherthorpe to LBA; G-BHZE PA-28 F Liverpool; 24th. G-SALL C.150 F Humberside T Skegness; G-ATXO Sipu 903 F Sherburn T Netherthorpe; 25th. G-AWCD Jodel DR253 F/T Bagby; G-AXRT C.150 F/T Sproatley; 26th. G-SALL C.150 F/T Humberside; 27th. G-SIME Auster J/IN F Brighton new resident.

RAF Finningley Open Day/Air Show - 17/9/83

Military A/C:- 80081(58-0081) KC-135A, 60167 C-141 437MAW(USAF), 80276/80281 A-10's, 81712(81-0712)/81731(81-0731) F-16A's, 68071 F-111E(USAF), BD14 Mirage 5 (Belgian AF), J242/J252 F-16A's, C-7 F-27 Troopship (Netherlands AF), 345 T-33A ?, KF183 Harvard, PA474 Lancaster, RR299(G-ASKH) Mosquito, VP965 Devon, WA662 Meteor T7, WB531/533 Devon's, WG407/WP809 Chipmunk's, WJ897(G-BDFT) Varsity, WD955/XH568 Canberra's, XF382 Hunter F6, XJ380 Sycamore HR14, XJ729/XP404 Whirlwind HAR10's, XR518/XV730 Wessex's, XZ721 Lynx HAS2, XW200 Puma HC1, XZ344/ZA802 Gazelle's, XZ591 Sea King HAR3, XJ782 Vulcan B2, XH669 Vitter K2, XV234 Nimrod MR2, XX919 BAC1-11, XS793/794 Andover CC2's, XV182/208 Hercules, XR761 Lightning F6, XT876/901/XV489/584 Phantom's, XT283/XV163 Buccaneer's, XX752/764 Jaguar GR1's, ZA547/591 Tornado GR1's, XP547/XR658/XW291/304/352 Jet Provost's, XX163/167/172/185/262/352 Hawk's, XS711/712/726/728/729/731/735/738 Dominie's, XX491/492/493/494/406/499 Jetstream's, XX621 Bulldog Xs235 Comet 4C.

Civil A/C:- including Kings Cup - PH-HAM Seneca, G-AJUI J/I Autocrat, G-AORW Chipmunk, G-ARZB Wallis WA.116, G-AWPH Provost, T5493 (G-ANEF)/T5854 (G-ANKK) Tiger Moth's, G-AZKO C.337, G-AYPE Monsun, G-AWST Condor, G-BDEN STAI SF.260, G-BFGO Fuji, G-BFJO Agcat, G-EGLE Christen Eagle, G-FALC Falco, G-IVAN Varieze, G-CLEM Bo.208, G-00D0 Stephens Akro, G-VITE Robin 1180, G-BGBZ R114, G-ATLW/AYYN/BGKR/CGHM/CHIP/BK Z PA.28's, G-BGBK Tomahawk, G-BHCB/BHZZ AA-5A's, G-BIPU AA-5B, G-BMAF C.180, G-BDBJ C.182, G-BFFE/BHED/BHIA/BIUM/BIUN C.152's, G-BADU Aztec, G-BKRT Seneca, G-BAUE C.310, G-BFEE Baron, G-MNML Microlight.

OUT & ABOUT

Luton - 17/8/83:- N130A Gulf 3, 5N-AML Gulf 2, HZ-MMM HS.125, OE-GAG Falcon 10, HB-VFV Learjet 36, HZ-THZ & FNA Jetstar's, OO-SXC Xingu.

Luton - 3/9/83:- N2615/5N-AML Gulf 2's, N51DB/N237R Learjet's, HZ-AMK BAC 1-11, HZ-THZ Jetstar, 4W-ACM/G-AVOI/BFPI/BSHL/BEWW/ONPN HS.125's, G-GAYL Learjet, N63908 King Air, HB-GEH R.690, PH-FKT F-27.

Guernsey - 19/8/83:- D-IABV Cessna 310, F-GDCS K.A.200, N611DB Learjet 24, F-GCEP Tobago, G-BAXD Trislander (Aurigny) still in Loganair's colours.

Guernsey - 20/8/83:- a trip round the airfield with D. Bougord, the Channel Islands Aviation Society Editor as guide. F-GCJJ Seneca under repair in Guernsey Engineering's hanger, G-BCYC Trislander in bits under tarpaulin, destined for Aurigny still in Loganair's colours, G-BEVT Trislander in white scheme, being worked on for Aurigny, G-JEFF Tomahawk in pieces after accident, G-BDRC Viscount W.F.U. at end of runway 27, WJ350 Sea Prince derelict at the end of the apron. Visitors elsewhere were F-GBUI DR.400 Knight, F-GBHR Tobago, F-GDHT PA-28, EI-BFM Rallye, HB-DVN Mooney, OO-PEF AA-5B.

Jersey - 27/8/83:- OO-DTE FH.227 (Delta), F-BEIG DC-3 (Normandie A/S), F-GBRM Bandeirante (Brit. Air), EI-BNM SD.3-30 (Avair), SE-DGP F-28 (Linjeflyg), PH-HHE C.172, D-EETF C.177, HB-DFS Mooney, N9059H C.172, F-GDCV Tobago, F-GCEQ Tampico, F-BMYM WA.41 Baladon, EI-BGF PA.28. From one end of the country to the other ...

Breakish - Isle of Skye - 5/8/83:- G-BGWT Wessex, G-BJIU Bell 212, G-AYOM S-61N.

Dalcross-Inverness - 7/8/83:- OO-LIZ AA-5, G-AHEM Hornet Moth, G-ANLS Tiger Moth, G-ARNY/EMKM Jodel's, G-AWDD Nipper, G-BEIK/N50J Bonanza's, G-AWSS Condor, G-ASMF Travel Air, G-BKML C.120, G-AYRF/AYRP C.150's, G-BFLU/BIHE C.152's, G-PARI C.172, G-ASXR C.210, G-BHJO Warrior, G-ASTD/AYWF/AZOD/BAXP Aztec's, G-SARO Saro Skeeter, G-AVIG/BDBR/BKDD Jetranger's.

Aboyne - 8/8/83:- G-ARGV Super Cub, G-AZYD Rallye, G-CCOZ Monnet Senerai, G-TYGA AA-5B, G-AWLE C.172.

Aberdeen, Dyce - 10/8/83:- OY-ASL/G-BNOC/CELT/FMFC/HGGS/MOBL/POST Bandeirante's,

Aberdeen, Dyce 10/8/83:- (Contd.) N4411 Gulf 2, N910A Gulf 3, LN-SAX Beech 99, LN-HPF Metro, LN-PAB/PAF/G-BJJV K.A.200's, D-IABC/G-BFAR Citation's, F-BTTL/BVPS Corvette's, LN-RLU DC-9 (SAS), G-RMSS SD.3-60, G-BRYB/C Dash 7's, G-BKKY Jetstream 3102, G-BBEJ/BGOY/BRGV/BTHL PA-31's, G-BHRP Seminole, G-ARMW/ATMJ/AZSU/BCOF/BEJE HS.748's, G-AVEN/ATNK/BEWP/BFRR C.150's - and then there were the helicopters! G-BISN/O/P/R/BJAC/BWFC Chinook's, G-TIGB/C/E/F/H/I/J/K/L/N/O/P/R/S/T/PUMA/B PPuma's, G-BKFN/P/BKJD Bell 214's, G-AWFX/AYOY/BEGS/BBHL/BAKA/BBUD/BBVA/BCLA/BDES/BDII/BEID/BEJL/BEWL/BFPF/BGWJ/BHOF/BHOG/BIMU S-61's, G-BHLY/BIBC/BIEJ/BITR/BJFL/BJNK/BMAL/BZAC S-76's, XV121 Scout.

Perth, Scone - 11/8/83:- F-BGMR Viscount, G-BHGP Tobago, G-AHKY Miles M.18, G-AYKT/AYLL/BDDG Jodel's, G-BFJA AA-5B, G-AZRK RF-5, G-AOFJ Auster 5, G-BKRN Beech 18, G-BJCW Saratoga, VS356 (G-AOLU) Prentice, VZ728 (G-AGOS) Desford, PH-GAI Cub, G-BFGE C.172, G-ARTY C.175, G-ASXZ C.182, G-ATNJ/ATOG/AZLL/BAIN/BCKU/BCKV/BCRN/BCVG/BDRD/BEIA/BFGG/BFGX/BFGZ C.150's, G-ARBC/AVDB/BAIM/BBHG/BCTJ/BIBC C.310's, G-BREW PA-31, G-BFVM Bell 47, G-ARPX Trident.?

Science Museum Open Day - Wroughton - 11/9/83:- N18E Boeing 247D, N7777G (G-CONI) Constellation, N5171N (G-LIOA) Electra, EI-AYO DC-3A, G-AEHM Pou-Du-Ciel, G-ACIT DH.84 Dragon, G-AACN HP.39 'Gugune', G-ALXT DH.89A Rapide, G-APWY Piaggio P.166, G-APYD Comet 4B, G-AVYE Trident, BAPC 174 Bensen, WD413 (G-BFIR) Anson, XD163 Whirlwind HAR 10, Pleasure flights G-BAWI Enstrom, Gate Guardian WJ676 Canberra.

Luton - 23/9/83:- VR-BHN B.727, 5N-ARE Falcon 50, HZ-AMK BAC 1-11, HZ-WBT/N55NC Jetstar's, 5N-AYK/9Q-CFW HS.125's, N720X Gulf 1, N3973N S-76, HB-OKL PA-28, F-GDJU (Europe A/S)/I-GISE (Altair) Caravelle's, YU-AJJ DC-9 (JAT).

MILITARY OUT & ABOUT

Cottesmore - 23/9/83:- B-01/ZA320, B-02/ZA324, B-03/ZA325, B-06/ZA358, B-09/ZA362, B-11/ZA319, B-50/ZA322, B-51/ZA327, B-52/ZA329, B-53/ZA353, B-57/ZA361, B-58/ZA321, G-21/43+02, G-27/43+08, G-28/43+09, G-30/43+11, G-33/43+17, G-34/43+23, G-36/43+31, G-70/43+12, G-72/43+14, G-73/43+20, I-42/MM55000, I-43/MM55003, I-90/MM7004, all Tornado's of TTTE, visiting was 58+15 Do.28D, JbG31.

Wittering - 23/9/83:- XV744/D, XW922/K, XZ964/P, XZ445/Q, XW271/R, XW266/S, XW268/U all Harrier's of 233 OCU. Visiting was XS596 Andover of 115 Sqn.

Alconbury Air Show - 24/9/83:- Static:- 68-0072/UH F-111E 20TFW, 64-0561 MC-130E 7SOS, 74-1630/SP F-4E 152 TFW, 74-1646 and 74-1649/SJ F-4E's 4TFW, 81-0699/HR F-16A 496 TFS, 71-1403 T.43 323TFW, 73-1216 C-12A 58MAS, 01069 TR-1, 79-0050/BT F-15C 525 TFS, 68-10930 CH-53C 601TCW, 65-0259 C-141B, 74-01544 and 74-01547 F-5E's 572 TFTAS, 68-0567/AR RF-4C 1TRS, XV412/H F-4GR2 29 Sqn, XG228/56 Hunter FGA9 1TWU, XX659/S Bulldog T1 Cambridge UAS, WK162/CA Canberra B2 100 Sqn, XR726/DF Lightning F6 LTF, XS928/BJ Lightning F6 11 Sqn, XS726/T Dominie 6FTS, XW335/27 J. Provost T5 RAFC, XX217/217 Hawk T1 1TWU, XX349/349 Hawk T1 4FTS, XV341/D Buccaneer S2A 15 Sqn, ZA544/B Tornado GR1 617 Sqn, XM597 Vulcan B2 50 Sqn?, XL188 Victor K2 55 Sqn, XS794 Andover CC2 32Sqn, XV234 Nimrod MR2 Kinloss Wing, WB534/DB Devon 207 Sqn, XV295 Hercules LFW, XX495/C Jetstream T1 6FTS, XV722/H Wessex HC2 2FTS, XZ299 Gazelle AH1 AAC, XZ934/U Gazelle HT2 CFSH, 26+56 F-104G, 61+20 Atlantic (Luftwaffe), G-AOGE Proctor, G-AFLW Miles M.17 Monarch.

Flight line:- 79-0062 and 80-0018/BT F-15C's, 81-0732/HR F-16A, 80-0276 A-10A, XX331/E and XX337/K Hawk T1's 2TWU, XW407/122 and XW419/125 J.Provost T.5's. 7FTS, XS101 (G-GNAT) Gnat T1, 26+65 F1-4G (Luftwaffe), G-HUNT Hunter, G-TJET T-33A.

Elsewhere on the field:- 74-1621/SJ and 74-1047/SJ F-4E's, 68-0553/AR and 68-0555/AR and 68-0557/AR RF-4C's flying display, 74-01564 and 74-01568 F-5E's new aircraft to Alconbury and arrived previous day, XX634/C Bulldog T1 Cambridge UAS arrived with Red Arrows commentator, 68-0068/UH F-111E did a flypast, WD413 (G-BFIR) Anson, J-108 (G-BJAX) Pilatus P-2, G-FIRE Spifire XIVE, G-EGLE Christen

Alconbury Air Show (Contd.)

Eagle, G-THEA Stearman /E75, G-BKPT/192 Broussard, G-ASNW C.172, G-ASZV Nipper, G-AXLS/BDEI/IOSI various Jodel's, G-BJVS Emeraude, G-BHMO PA-20 Pacer, G-FLYI Seneca, G-AXDH Islander, G-YORK C.172.

Unfortunately this is not a complete list, perhaps some more of our members went to the Show and can complete the list.

RAF Cosford Aerospace Museum - 5/10/83:- 191614 Me.163B Komet, 420430 Me.410A-1/U2, 112372 Me.262A-1, T2B-272 Casa C.352L (Spain), J-1704 Venom FB4 (Switzerland), L866 Catalina (Denmark), 17473 T-33A, A-528 Pucara, SP2H-204 Neptune, Kawasaki Type 5 (BAPC83), Yokosuka Suicide Plane (BAPC99), K7271 Hawker Fury replica (BAPC 148), DG202 Meteor F.9/40 (5758M), HE807 (KN751) Liberator V1, MT847 Spitfire XIV (6960M), MW100 York C1 (G-AGNV/TS798), RF398 Lincoln B.2 (8376M) TA639 Mosquito TT.35 (7806M), TG511 Hastings T.5 (8554M), TX214 Anson C.19 (7817M), VV106 Supermarine S.510 (7175M), VX272 Hawker P.1052 (7174M), WF408 Varsity T.1 (8395M), WG768 Short SB.5 (8005M), WG777 Fairey FD.2 (7986M), WK935 Meteor Prone Pilot (7869M), WL732 Sea Balliol T.21, WP912 Chipmunk T.10 (8467M), WT346 Canberra B.8 (8197M), WT555 Hunter F.1 (7499M), WV562 Provost T.1 (7607M), WZ744 Avro 707C (7932M), XA564 Javelin FAW1 (7464M), XD145 Saro SR.53, XF926 Bristol 188 (8368M), XJ389 (G-AJJP) Fairey Jet Gyrodyne, XJ918 Bristol Sycamore HR14 (8190M), XK740 Gnat F.1 (8396M), XL993 Twin Pioneer CC1 (8388M), XM555 Sara Skeeter AOP12 (8027M), XM598 Vulcan B.2, XN714 Hunting H.126, XP299 Whirlwind HAR10, XR220 TSR2 (7933M), XR371 Belfast C1, XR571 (8493M) and XR977 (8640M) Gnat's, G-AGRU Viking, G-AJOV Dragonfly, G-ALZE Britten-Norman BN-1F, G-AMOG Viscount 701, G-APAS Comet 1A, G-APFJ Boeing 707-436, G-ARPH Trident 1, G-ARVM VC-10, G-ATIR/G-AWIW Stampe's, G-BADW Pitts S-2A - N1344 Ryan PT22, being privately owned, has at present left the museum and gone to Coventry. Local Residents are XP533 (8632M) and XS105 (8625M) Gnat's, XX670 Bulldog, with visitor XW211 Puma HC1.

LOCAL AIRLINE NEWS - September 1983

Air Europe used the following Boeing 737s through Leeds/Bradford during September.

G-BJXL 25th.
G-BKRO 11th, 14th, 21st, 28th.
G-BMHG 18th.
G-DDDV 04th, 07th.

Air UK are to sell off their Bandeirante fleet due to increased losses. Two aircraft will be leased from Fairflight to be based at Exeter and Stansted and Bandeirante bases will be closed at Southend and Humberside. The latter base's Amsterdam flights will be operated by the Leeds/Bradford based Friendship fleet operating Leeds/Bradford - Humberside - Amsterdam from November. Other changes to the winter schedules affecting our area are the dropping of the Leeds/Bradford - Dublin route due to competition from Aer Lingus and the introduction (from January) of a Leeds/Bradford to Paris Charles de Gaulle flight every weekday. A forces families charter will operate every Saturday morning Leeds/Bradford - RAF Gutersloh starting December 03rd throughout the winter. The airline is about to enter the jet age once again by obtaining one Fellowship 4000 (with two on option) to commence operations in January on routes from Aberdeen. The aircraft were operated by Altair in the U.S.A.

Avair operated a surprise charter into Leeds/Bradford on September 19th with Shorts 330 EI-BNM. The aircraft was carrying passengers and arrived from Staverton at 1540 and departed to Dublin at 2143 using the aircraft registration as the callsign.

LOCAL AIRLINE NEWS (Contd.)

Britannia Airways operated the following aircraft into Leeds/Bradford during September.

G-BAZG BY020/10th. BY158AF/158A/26th. BY056/29th.
G-BAZH BY020/17th. BY021/20th.
G-BAZI BY158B/158BF/12th. BY202/16th.
G-BEOG BY021/13th. BY056/15th. BY158/19th. BY275/19th. BY161/20th.
G-BECH BY202/09th. BY158AF/158A/12th. BY161/13th. BY160/24th. BY454/25th.
G-BFVA BY292/19th. BY056/22nd.
G-BFVB BY021/06th. BY202/23rd.
G-BGNW BY020/03rd.
G-BGYJ BY021/27th.
G-BGYK BY202/02nd.
G-BHWE BY056/08th. BY291/09th. BY454/18th.
G-BHWF BY291/30th.
G-BJCT BY086/12th. BY161/27th.
G-BJCU BT158/05th. BY275/05th. BY161/06th. BY020/24th. BY086/26th.
G-BJCV BY056/01st. BY454/11th.
G-BKHE BY160/03rd. BY055/04th.
G-BKHF BY160/24th. BY055/25th.
G-BOSL BY160/10th. BY055/11th.
G-OSLA BY454/04th. BY055/18th. BY202/30th.
PH-TVE HV9991 (AMS-LBA)/BY431A/03rd.
PH-TVP BY431B/HV9991 (LBA-LTN)/03rd. BY431/10th. BY431/17th. BY431/24th.

British Air Ferries used the following Viscounts through Leeds/Bradford during September.

G-AOHH 17th. 24th.
G-AOYI 03rd.
G-APEY 10th.

Guernsey Airlines titles are now carried on G-AOYI and Jersey Air Ferries titles on G-AOYP.

Busy Bee operated the last of the TTS charters into Leeds/Bradford during September. Friendship LN-SUF visited on the 10th and LN-NPC called in on the 17th.

Dan-Air are to operate at least two Boeing 737 flights a week into Leeds/Bradford next summer on Mondays and Saturdays from/to Palma. BAe.146 G-BKHT operated all Sunday evening Jersey flights in September except on the 04th when BAC One-Eleven G-AVOE made a substitution.

Euroair operated a passenger charter into Leeds/Bradford on September 06th with Bandeirante G-BHJY. Flight EZ148 arrived from Amsterdam at 1356 and returned there at 2134 as EZ149.

Genair are to dispose of Shorts 330-100 G-BKIE to a company in Australia.

NLM City Hopper are to bring the Residente Orchestre of The Hague into Leeds/Bradford on November 05th at the start of their UK tour. Flight HN4647 is due to arrive from Rotterdam at 1230.

Transavia Holland operated a passenger charter into Leeds/Bradford from Maastricht on September 22nd using Boeing 737 PH-TVH. Flight HV5081 arrived at 1647 and departed empty to Amsterdam at 1710.

Sherburn Movements - September 1983

Very few movements at all for the first two weeks of the month. 13th. G-WARM F Leeming T Oldham; 13th & 14th. G-ASWL F/T Dalton; 15th. G-ATBP F Dishforth T Finningley, G-MKAY F/T Langham; 16th. G-BGRO F/T Humberside; 17th. D-EHKB F/T Rufforth, G-SALL F/T Humberside; 18th. G-BKRT F Finningley T Sandtoft; 20th. G-BFGW F/T Humberside; 22nd. G-BAOV F/T Humberside; 23rd. G-AZDA F/T Doncaster; 24th. G-AVZP F Tollerton T Bagby; 25th. G-AXGZ F/T Sturgate, G-BGGB F/T Gregory Farm.

TEESSIDE MOVEMENTS - September 1983

1	G-BTHL Chieftain	G-BFDA Chieftain	G-BARJ Bell 212
	G-BJBJ Boeing 737	G-AVOE BAC 1-11	
2	PH-HET Citation	G-OMET King Air	G-BFVI HS.125
	G-BZAC S.76A	G-WTVB Cessna 404	
3	G-BKWA Cessna 404	G-BGTW Boeing 737	
4	SE-DEE Corvette	G-BGMH Bell 212	G-ATPL BAC 1-11
	G-BKHT B.Ae.146	G-OHFL S.76	
6	PH-HET Citation	G-BKGD Westland WD.30	G-LATC Bandeirante
	G-BBCW Aztec	G-AZWB Cherokee	G-AWWX BAC 1-11
7	SE-DEN Corvette	G-BFER Bell 212	G-BGVW AA-5A
	G-AZGB Aztec	G-BBXX Chieftain	G-BGGY Jetranger
8	F-GCTP King Air 200	G-ZONE Learjet 35A	G-LUCY T.Comanche
	G-BHYU King Air 200	G-BIED King Air	G-BHOW Baron
	G-OCAL P.68B	G-BREW Chieftain	G-BJOA Archer
	G-BFYA Bo.105D	G-ARLX Jodel D.140	G-NORC Cessna 425
9	OY-BSD Cessna 414	G-DINA AA-5B	G-BIXV Bell 212
	G-BHHA Bandeirante	G-AXAX Aztec	
13	N959SC Learjet	OY-BRK Navajo	G-DMAN HS.125
	G-BBCW Aztec	G-BIED King Air	G-BEBE AA-5A
14	G-BRIX Saratoga	G-BFZH Arrow	G-BHJF Tobago
	G-AZXC Cessna 150	G-OFAR Cessna 402C	G-RVIP Bandeirante
15	N600JW Challenger	N4383R Cessna 172	XX207 Hercules
17	G-JAKE Chipmunk	G-BGHL Cougar	G-BKHT B.Ae.146
18	G-BEIK Bonanza	G-BHRM Cessna 152	G-RVIP Bandeirante
20	PH-HET Citation	G-BIBE Bandeirante	G-BADI Aztec
21	G-LITE Rockwell 112	G-BIGB Bell 212	G-UBHL King Air 200
22	G-BTIE Tobago	G-AWXU Cessna 150	G-RLAY Bandeirante
23	N38D Learjet	G-BKKY Jetstream 3102	G-OJCW Lance
	G-IPRA King Air 200	G-AVKZ Aztec	G-ASMY Apache
	G-BTHL Chieftain	G-RLAY Bandeirante	G-BHIV Ecureuil
24	G-BKWA Cessna 404	G-BHUL King Air	G-BEMA Cessna 310
25	EC-CLD DC-9	G-ASRH T.Comanche	G-BMAI DC-9
	G-AYFP Jodel D.140	G-YIII Cessna 150	G-FLCH Jetranger

2nd & 20th. PH-HET F/T Rotterdam; 4th. SE-DEE F Feringe T Goteborg/Landvetter; 6th. PH-HET F Rotterdam T Stornoway; 7th. SE-DEN F/T Malmo/Sturup; 8th. F-GCTP F/T Le Bourget; 9th. OY-BSD F Glasgow T Esbjerg; 13th. N959SC F Luton T Glasgow n/s; OY-BRK F Esbjerg T Glasgow; 15th. N600JW F/T Heathrow n/s, N4383R F Stavanger T Southend.

AIRLINE REVIEW

AIR ECOSSE have reduced the frequency of the Dundee - Manchester service due to a fall in traffic and the Liverpool - Aberdeen is now entirely Bandeirante operated. A Short 360 has been leased to Manx Airlines for use on the Liverpool - IOM and Belfast - IOM services and returned to Air Ecosse for nighttime mail services.

AIR UK have been using Bandeirante OY-ASL in part Dan-Air c/s with Air UK titles.

AIR UK (Contd.) Approval has been given for a Stansted - Edinburgh - Aberdeen service. Heralds G-APWF/G are stored engineless at Jersey; G-ASKK and G-APWE have been transferred to Air UK (Jersey).

BIRMINGHAM EXECUTIVE AIRWAYS have now a third Jetstream G-WMCC ex G-TALL. The registration stands for West Midlands County Council, as it appears that they have invested money in BEA.

BRITANNIA are to recommence operating the Gatwick - Gibraltar service for GB Airways from 23/10. The first Boeing 767 (cn 22981) is to be registered G-BKVZ.

BAF Viscount G-AOYH has now been sold to North Caribou of Canada and has been re-registered C-GWPY, G-AOHU has been leased to Euroair.

BAF Air Tours have applied to the CAA to operate services between Heathrow and Jersey, Manchester and from Gatwick to Belfast, Aberdeen, Edinburgh to Jersey, Jersey to Dusseldorf, Frankfurt. Viscount G-AOYI has been repainted with Guernsey Airlines titles.

BRITISH are considering operating Concorde services to Miami as an extension to their Washington service and also applying to operate to Nigeria. The objection to BMA's approval on the Heathrow - Belfast route has been turned down in the High Court and are now facing competition from Dan Air who wish to operate Heathrow - Manchester, Heathrow - Aberdeen and Aberdeen - Manchester. Trident 3 G-AWZE is to be used at Heathrow for ground training.

DAN AIR have leased HS748 to Air Condal as EC-DTP. The BAe.146 operation Data for the first 3 months operation show that the Gatwick based aircraft has operated an average of 8 hr 40 mins and the Newcastle based aircraft has an average of 8 hrs per day. A Boeing 737 is to be returned to Maersk at the end of October and they are to receive either G-BOSL or G-OSLA which at present are being operated by Britannia for Rank Leisure. A licence to operate Heathrow/Gatwick to Prestwick has been applied for.

GENAIR have withdrawn their services from Coventry due to a lack of sufficient demand although they haven't ruled out a return if things improve in the future. Services from Blackpool to Heathrow & Gatwick, Humberside are due to commence end of October. The airline are also reported to be starting Cardiff/Bristol - Gatwick from 24.10 and have applied to operate Blackpool - Barrow - Aberdeen.

JANUS AIRWAYS have leased BAF Heralds G-BDFE and G-BEBB in BAF colours and Janus titles.

JERSEY EUROPEAN are to receive two F27's one in October and the other in January 1984. They have leased the British Airways hangar and want to start Jersey - Europe IT's from next summer.

TELAIR have extended their Liverpool - Chester - Cardiff service to include Swansea.

A BIT OF PT DOES YOU GOOD

Brazil is the fourth largest country in the world, and by far the largest country of South America. Although very much a Third World State, it has many modern developments. It is surprisingly air-minded, with a large civil register and its own aerospace industry (Embraer) which does, of course, produce the familiar "Bandeirante" (the name given to the early pioneers who moved inland from Sao Paulo).

I was fortunate to have a three week holiday in Brazil based on the VARIG airpass. That enabled me to visit fifteen different cities, fly on 26 internal flights, see 32 airfields and log over 1,250 Brazilian registered aircraft. My initial worries of a security ridden right-wing police state were soon dashed when I found that all Civil airfields had extensive, free viewing areas. In the bookshops it was possible to buy a huge variety of aviation magazines. In the Civil

Aviation Authority building in Rio one can buy a Civil register. There are several very good aviation museums. With permission, airfield visits could be easily arranged and on several occasions aircraft were taken out of hangars just for my camera's sake.

So, what sort of things could be seen? Well here's a summary. I hope to be able to show you more after the AGM on Sunday 6th November.

Rio de Janeiro This is probably the Brazilian city that we think of first, but it is no longer the capital, the largest city or the centre of commerce. It has two main civil airfields at Galeao and Santos Dumont. Galeao handles both international and internal jet services together with communications flights of the Forca Aerea Brasileira (or FAB). From the generous viewing terrace in this very modern airport you can see many of the jets of the "big four" airlines of Brazil (Trans Brasil, VASP, VARIG and Cruzeiro - now a part of VARIG but still flying in separate colours). Examples of other interesting aircraft logged here were Venezuelan Air Force Gulfstream 2 0004, 707 CC-CEA, CEK, ZP-CCF, YI-AGG, 727 CC-AGD, DC-8 OB-R-1210, IL-62 SP-LBC, LBE, L1011 CS-TEA, TEC and Electra ZP-CBX.

Try to imagine a large airport right in the heart of Leeds, some five minutes walking time from the Headrow and you have the picture of the siting of Santos Dumont Airport in Rio. It is on the waterfront right bang in the Sugar Loaf mountain. A half hourly scheduled "Air Bridge" shuttle service between here and Sao Paulo is operated by VARIG using a fleet of twelve Lockheed 188 Electras. Over a hundred aircraft are based here including many biz jets, DC-3s, turboprop twins and helicopters. The FAB has a base here, and apart from their more normal offerings of Bandeirantes, HS125's and Senecas you can see quite a few exotic visitors such as Xavantes and Neiva Universals.

Most people have heard of the famous Copacabana Beach. Surprisingly staying in a hotel here can yield unusual aeronautical sightings. One morning the one and only aircraft carrier, the "Minas Gerais" sailed close to the shore and launched its six Grumman Trackers and a complement of Helibras HB350 Squirrels. During a hot afternoon a Microlite skimmed the waves and a balloon ascended. Near Copacabana is a heliport. Sadly, whilst walking along to see this I was attacked by a group of youths who snatched my camera from me. Fortunately this was near the end of my holiday and I do have quite a few slides taken before this event. Rio is a violent city.

Just to the west of Rio is a splendid airfield called Jacarepagua. Here is the operational base of one of the regional carriers called VOTEC. Apart from turbo prop airliners, they had many helicopters including S58, S76 and Hughes 369 types. I was made very welcome indeed and given a free hand to wander all over the ramp with my camera on a lovely sunny afternoon. Nearby was a new town with a giant hypermarket complex ideal for amusing Mrs.

To the North of Rio lies Afonsos, the place where Brazilian military aviation first began. Here is the National Aircraft Museum. Not easy to find. Eventually I picked up a sign hanging from a post, and followed it to a gatehouse of a very active military base. I mouthed the words "Museo Aeroespacial" to the sentry and he waved me in. I followed a long road with gleaming white kerbstones until I reached some hangars. Rounding the corner I encountered a large parade ground full of squadies. Nothing for it but to tip-toe past them, and eventually into the safety of a large hangar with just a few inches of door open. Inside was Aladdin's Cave, Catalina, Widgeon, Neptune, Invader, Mitchell, Thunderbolt, Havoc, Meteor, Shooting Star, Flying Fortress, Staggerwing, Stearman, Stinson ... and many more including a Tiger Moth. Eventually I got to the far end where I found the real entrance. Here I was introduced to the museum researcher, an American, who showed me around the stored aircraft and also into parts of the rest of the air base. Quite a morning.

Sao Paulo This is the largest city and the commercial heart of Brazil. A true concrete jungle, but with a lot of charm and dynamism even so. The main airport is called Congouhas and is a tarmac aircraft carrier 6 miles from the centre surrounded by high density urban developments. My first landing was at night, and I remember reading the time and temperature from a bank building that was higher than we were on final approach. More hairy than Hong Kong and no margin for error. How the local residents can live so close to big jets amazes me. Congouhas is very busy indeed with a huge variety of airliners, biz jets, commuters, twins and even some spamcans. Boeing 767's and A300's are the largest types to use this field. International flights go from an airfield a mere 100 miles away.

An atlas map showed another field called Aeroporto de Marte. This could be reached by the shiny new metro plus a ten minute walk through dubious suburbs. On arrival I thought I had wasted my time coming, for apart from a few interesting military aircraft (Albatross and Caribou) parked in the distance there was nothing to see. There was a guardhouse and a lot of heavy wire. I showed a picture of a Piper plane and smiled, and much to my surprise was ushered inside to meet the Colonel of the base. He spoke good English and welcomed me warmly. I told him of my crazy, unrequited passion for seeing planes and he found me an escort. He would take me round. So off we went around the corner "How many planes are based here?" I asked. "About 280" came the reply. There, around the corner, was a line of 13 large hangars. He helped me log all 280 plus take quite a few super photos. Truly I had stumbled across the equivalent of Toussus-le-Noble or Biggin Hill. Of the many surprises there, I might mention Beagle 206 PT-DYW(ex LV-PLF), Pups PT-JZT and JZY; and Hansa Jet PT-IDW. Perhaps I should mention at this point that private aircraft are all registered in the PT-series. As a result of 30 years of spotting outside Brazil I logged 88 PP- and 34PT- registered planes. After 3 weeks inside Brazil these figures had changed to 246(PP-) and 806(PT-).

Brasilia This is the capital city set well inland from Rio and Sao Paulo amongst Savanna scrubland. It is laid out in the shape of an aircraft. The Fuselage is the government and shopping area; the wings are the housing sectors; and the tailplane the place for industrial and military premises. The airport has a really good balcony from which long rows of general aviation can be seen. Also visible is the special flight of FAB which includes on its roll a beautifully polished Viscount. This is one of the centres of a big organisation called UDER Air Taxi, which not only has a large fleet of Lears, Aero Commanders, Jet Rangers etcl but also services the Government aircraft. Many light aircraft are built under licence by EMBRAER. These are Piper types such as the Navajo (EMB820), Seneca (EMB810), Cherokee (EMB710), Arrow (EMB711) and Saratoga (EMB721).

Manaos Situated over 1000 miles up the Amazon River in thick Equatorial rain forest, this city mushroomed to a short lived prosperity around 1900 with the boom of rubber exporting until eclipsed by Malaya. It has two airfields. The civil one is called Eduardo Gomes and is the home of a ramshackle collection of Daks owned by a funny sort of jungle airline called RICO. Also here was a derelict C-82A packet, some Beech 18's, a Beaver and a Lockheed Aermacchi AL60.

The other airfield was a military base near to the town centre that used to be the main base for the "Amazon Cats", the Catalinas that helped open up the wilderness areas around Manaos. One of these is preserved inside the base, and could be spotted from the 707 that took me from Manaos to Brasilia.

Fos do Iguacu Anybody in Brazil with dollars can exchange them on the black market at twice the official exchange rate. That makes everything very cheap, including a helicopter flight over the Iguacu Falls. This was done in an antique piston Ranger (Bell 47J) registered PT-HAI. Having overflowed a corner of Argentina, Paraguay welcomed us and a customs man agreed to stamp our passports for a back-hander of about 40p each. Paraguay is a somewhat underdeveloped country and a visit to Puerto Presidente Stroessner confirmed this. The airfield was a grass strip beside the racetrack and boasted Cessna 188 ZP-PTS, Cessna 210's ZP-TOY and TJG, and Cessna 206's ZP-TYZ, TKH and TKX.

Chris Warn