

AIR YORKSHIRE



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CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley.
PRO/TRIPS ORGANISER:- Position to be filled.
TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds.
SECRETARY:- Roger Fozzard, 12 Hill Top News, Knottingley, W. Yorks.

FORTHCOMING MEETINGS

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

- OCT 7th : A talk by Mr L Snell about his experiences flying Tiger Moths and Vampire.
- NOV 4th : Annual General Meeting, followed by a selection of members slides. Bring your most recent and favourite slides to show the members.

EDITORIAL

The Annual General Meeting will be upon us soon, and nominations for the committee are to be handed to, or posted, to Roger Fozzard as soon as possible.
 Positions open are:- Secretary, Chairman, Editor, Treasurer/Registrar, Trips Organiser.

This year we're asking members to bring their favourite slides along, and there will be a show after the AGM so that we can enthuse our fellow members' efforts!

After publishing our Military Editor's address last month, he has moved (slightly) to Goodricke College, University of York, York. Due to increased studies, it is unlikely that David can continue to be Military Editor next year, and anybody interested in the position for 1980 should contact the Editor.

PHOTOGRAPHIC COMPETITION

A section for colour prints has been included this time, and together with slides, of course, entries can be sent to Roger Fozzard, or handed to him at either the October or November meeting. Ideally, keep your slides or prints until the AGM, let's have a look at them, and then hand them to Roger for the competition.

All entries are to be in by the end of November, and only photo's taken in the last twelve months, please.

Prizes will be given for both slides and prints, both in two sections, aircraft on the ground and airborne. So, come on, you keen photographers, the more the merrier.

Congratulations to Terry Sykes once again, the winner of the Recognition Competition.

LEEDS/BRADFORD MOVEMENTS - August 1979

Landing and take-off times are in BST.

1	G-AZDH Navajo	0750	0802	G-BBRO HS 125	0800	0834
	G-BFDN Navajo	0831	0904	G-BFGH Cessna 337 n/s	0848	1017 (2nd)
	G-BEYX Navajo		0849	G-BDWK Baron	0909	1735
	XW229 Puma	1224	1302	G-AWJZ Cessna 150	1431	1518
	G-BGWI Archer	1438	1750	G-BBUJ Cessna 421B	1455	1815
	G-BFLO Cessna 172	1516	1613	LN-NAW Lance		1656
	G-BBCC Aztec		1710	G-AZMY Siai SF.260	1717	1743
	G-AZDH Navajo	1903	1909	G-FMFC Bandeirante	2056	2221
2	G-BCSV Cessna 421B	0828	0838	G-JEAN Citation	0919	1723
	G-AWBB Arrow	0933	1608	G-COLT Aerostar	1029	1443
	G-BBHD Enstrom F.28A	1053	1135	G-BFMH Cessna 177	1119	1227
	G-BBEJ Navajo	1124	1232	G-BJMR Cessna 310	1316	1406
	G-BBHD Enstrom F.28A	1438	1501	G-BGNU King Air	1503	1513
	G-POLO Navajo	1721	1744	G-BFND Jetranger	1722	1755
	G-BBRO HS 125	1728	1819	G-LOOK Cessna 172 n/s	1756	1304 (3rd)
	G-BBDU Navajo	1817	1841	G-BCSV Cessna 421B	1846	1851
	G-BFND Jetranger	1851	1852	G-BBCC Aztec n/s	2057	1545 (16th)
	G-BGHL Cougar	2058	2106	G-FMFC Bandeirante	2102	2222
3	G-BBMJ Aztec	0839	0924	G-AYHW Cessna 337	1035	1728
	G-COLT Aerostar	1121		G-BFLH Seneca	1042	1252
	G-BBDU Navajo	1554	1610	G-AVYS Arrow	1704	1723
	G-BFFZ Cessna 172 n/s	1840	1016 (5th)	G-BEMA Cessna 310 n/s	1850	1210 (4th)
	G-BBMJ Aztec	1930	1948	G-BGHL Cougar	2002	2020
	G-FMFC Bandeirante	2107	2223			
4	G-JEAN Citation	1055	1101	G-BFEB Jodel D.150	1144	1305
	G-BENM Navajo	1313	1409	G-BAHS Arrow	1320	1430
	G-BBSA AA-5	1325	1405	G-BFOD Cessna 182	1458	1552
	G-NORX Cessna 421C n/s	1627	0732 (6th)	G-BCHK Cessna 172	1638	1723
	G-AYRT Cessna 172	1655	1757	G-ASLE T. Comanche	1957	2034
	G-BCHK Cessna 172 n/s	2029	0944 (5th)			
5	G-BAGW Cessna 150	0800	0951	G-BFLO Cessna 172	0847	0946
	G-YTWO Cessna 172	0850	1002	G-BAUI Aztec	1103	1807
	G-ATM Jodel DR.250	1130	1211	G-AYRT Cessna 172	1153	1326
	G-BFUB Lance	1315	1400	G-AZLL Cessna 150	1342	1420
	G-ARTH Super Cruiser	1541	1620	G-LONG LongRanger	1603	1649
	G-BFFZ Cessna 172 n/s	1723	1002 (6th)	G-BCHK Cessna 172 n/s	1957	1227 (6th)
6	PH-GPL Navajo	0852	1717	G-JEAN Citation	0926	0932
	G-BAVG King Air	0934	0940	G-BOAT Cessna 310 n/s	1021	1122 (10th)
	G-BGVA Cessna 414A	1100	1643	EL-BGL Commander 690B	1103	1226
	G-BGTT Cessna 310	1255	1336	G-LONG LongRanger	1336	1631
	G-CPTS Jetranger n/s	1350	1906 (7th)	G-BAVG King Air	1601	1613
	G-BGVA Cessna 414A	1648	1701	G-AYIB Cessna 182 n/s	1742	1416 (7th)
	G-JEAN Citation	1835	1841	G-BFFZ Cessna 172 n/s	1858	1015 (7th)
	G-BBNG Jetranger	1916	1935	G-AZAV Cessna 337		1931
	G-CELT Bandeirante	2052	2218	G-BBPZ Aztec		
7	G-BEVL Cessna 421C	0824	0901	G-BCUF Cessna 172	0920	1042
	D-INCC Citation	0923	1651	G-OBCA Cessna 421C	0943	1420
	G-BBHD Enstrom F.28A	1010	1046	G-AYAD T. Comanche	1126	1149
	G-BGFT Seneca	1114	1128	G-BBHD Enstrom F.28A	1438	1531
	G-BBRJ Aztec	1443	1526	G-BRIT Cessna 421C	1448	1559
	EL-BGL Commander 690B	1535	1914	D-ENVR Jodel DR.250 n/s	1759	1109 (8th)
	G-AYAD T. Comanche	1854	1919	G-ASLE T. Comanche	1957	
	G-BAVL Aztec	2018		G-BFZK Bandeirante	2101	2217
	G-BFND Jetranger					
8	G-BKTI King Air 200	0651	0731	PH-BAA Navajo	0757	0828
	G-HLUB King Air 200	0858	1642	G-JEAN Citation	0910	0917

LEEDS/BRADFORD MOVEMENTS (cont'd)

(b' mo) STRENGTH MOVEMENTS (cont'd)

8	G-BBOB	Cessna 421B	0954	1633	G-BDWK	Baron	1014	1749
	G-BBHD	Enstrom F.28A	1024	1054	OO-GMA	Seneca	1136	1232
	G-BEJV	Seneca	1123	1134	G-BGPJ	Archer N/R	1147	
	D-EDMI	Cessna 210	1309	1914	G-AWLP	Mooney M.20F	1314	1555
	G-CPTS	Jetranger	1331	1417	G-BBJV	Cessna 177	1341	1802
	G-BFEN	Arrow	1352	1442	G-BBHD	Enstrom F.28A	1440	1502
	PH-BAA	Navajo	1449	1531	G-BELW	Cessna 421C	1512	1718
	PH-SRG	Robin DR400	1535	1709	G-BKTI	King Air 200	1636	1705
	G-BAKF	Jetranger	1637	1706	G-AWJZ	Cessna 150	1658	1730
	G-CPTS	Jetranger	1849	1911	G-NIUS	Cessna 172		1957
	G-CELT	Bandeirante	2102	2223				
9	G-BBEJ	Navajo	0818	0920	G-AVYS	Arrow	1115	1139
	G-BATA	HS 125	1150	1509	G-KENT	Cessna 414A	1232	1707
	G-UBKP	Baron	1342	1436	G-BFGE	Cessna 172	1421	1718
	G-BBHD	Enstrom F.28A	1546	1630	G-ATCI	Airtourer	1635	1740
	G-POLO	Navajo	1815	1827	G-BBEJ	Navajo	1927	1938
	G-CELT	Bandeirante	2137	2215				
10	G-JEAN	Citation	0840	0845	G-AXFE	King Air	0910	0919
	G-ATYW	Beagle 206	0928	1544	G-BFJS	Cessna 340	0941	1100
	G-BESP	Islander		1206	G-AYFT	T. Comanche	1211	1226
	G-BBHD	Enstrom F.28A	1233	1303	D-ECLE	Debonair	1237	1417
	G-ATCI	Airtourer	1332	1513	G-BFTR	LongRanger	1337	1500
	G-BFJS	Cessna 340	1342		G-BEVL	Cessna 421C	1454	1516
	G-BBHD	Enstrom F.28A	1603	1630	G-AXFE	King Air	1604	1638
	G-JEAN	Citation	1758	1907	G-AZUG	AA-5 n/s	1840	1109 (11th)
	G-AYFT	T. Comanche	1857	1913	G-CELT	Bandeirante	2141	2227
11	G-AWUH	Cessna 150	1147	1247	G-BCIA	AA-1B	1152	1223
	G-SHAW	T. Comanche		1224	G-ATVS	Cherokee	1506	1848
	G-BBDC	Cherokee	1643	1749	G-AVBZ	Cessna 172	1751	1835
	G-AZUG	AA-5 n/s	1929	1117 (12)				
12	G-BTWA	Jetranger	0906		G-BDNW	AA-1B	1034	1134
	G-BEMA	Cessna 310	1057	1218	G-AZUG	AA-5 n/s	1455	0950 (15th)
	G-BDOU	Cessna 150	1155	1249	G-ATHX	Jodel DR100A	1617	1907
	G-AZLY	Cessna 150	1805	1850	G-BCEP	AA-5	1806	1849
	G-BBPZ	Aztec	1816	1835				
13	G-JEAN	Citation	0940	0945	G-AZYM	Cessna 310	1052	1233
	G-AYHW	Cessna 337	1111	1238	G-BFRC	AA-5A	1229	1337
	G-BFTT	Cessna 421C	1241	1623	G-AVEH	Siai S.205	1315	1508
	G-AVIG	Jetranger	1420	1836	G-BCTK	Cessna 172 n/s	1454	1253 (15th)
	G-CPTS	Jetranger	1533	1604	G-AVNK	Aztec	1550	1717
	G-BFND	Jetranger	1612	1701	G-JEAN	Citation	1633	1828
	G-BCHK	Cessna 172 n/s	1649	0928 (15)	G-BEYY	Navajo	1709	1720
	G-BFRC	AA-5A	1714	1847	G-BAPG	Viscount	1943	2037
	G-BCAY	Commander 685 ns	2032	0744 (14)				
14	G-BFFI	Navajo	0801	0901	G-BEVL	Cessna 421C	0920	1000
	G-JEAN	Citation	0927	0933	G-OAKS	Cessna 421C	1030	1423
	G-AVIG	Jetranger	1056	1156	G-BRIT	Cessna 421C	1436	1512
	G-BFFI	Navajo	1658	1718	G-BCAY	Commander 685	1810	1849
	G-FMFC	Bandeirante	2115	2235				
15	G-AZDH	Navajo	0742	0804	OO-LFA	Learjet	0754	0958
	G-BBDU	Navajo	0849	0856	G-BCSV	Cessna 421B n/s	0939	1101 (17th)
	G-BFND	Jetranger	1018	1052	G-BEKH	Jetranger	1050	1323
	G-BEZO	Cessna 172	1143	1251	G-AWUL	Cessna 150	1525	1603
	G-BFFE	Cessna 152	1554	1622	G-BBDU	Navajo	1627	1705
	G-AZDH	Navajo	1825	1834	G-BCNK	Bandeirante	2013	2226

LEEDS/BRADFORD MOVEMENTS (cont'd)

(5/1/80) STAFFORDS (cont'd)

16	G-BEKO Cessna 182	1029	1121	G-HFVP Aztec	1114	1130
	G-BBTS Bonanza	1118	1541	G-AWMU Cessna 172		1122
	G-AWBA Arrow	1428	1844	G-BAJN AA-5	1510	1553
	G-BETD Robin HR200	1513	1552	G-BENM Aztec	1628	1749
	G-BEVL Cessna 421C	1857	1917	G-BGNK Bandeirante	2008	2226
17	G-UBKP Baron	0938	0951	F-BUUF Aztec n/s	0944	1424 (18th)
	G-BAVG King Air	0949	0955	G-BEBJ Aztec	1016	1644
	G-CRDA Cessna 421C	1040	1629	G-BFLH Seneca	1120	1216
	G-BFND Jetranger	1321	1447	G-CHOP Bell 47G	1349	1654
	G-AZHL Navajo	1416	1533	G-UBKP Baron	1534	1545
	G-BFDN Navajo	1539	1559	G-AVYS Arrow	1643	1701
	G-BAVG King Air	1741	2014	G-BOST Aztec	2137	
	G-BGNK Bandeirante	2200	2226	G-BFFE Cessna 152		
18	F-BXSX Navajo	1050	1704	G-BBCC Aztec n/s	1138	1206 (25th)
	G-BRGV Navajo	1325	1409	G-BGLH Cessna 152	1639	1714
	G-ATTM Jodel DR250	1726	1816	EL-BDG Robin HR100 n/s	1915	1653 (20th)
19	G-BGPU Cherokee	1112	1206	G-BBDT Cessna 150	1138	1215
	G-JANE Cessna 340	1232		G-AWER Aztec	1239	1325
	G-BDFL Arrow	1247	1359	G-BFUO Aztec	1255	1909
	G-BCIM AA-1B	1409	1419	G-BBDC Cherokee	1432	1509
	G-BCIL AA-1B	1436	1514	G-AWJZ Cessna 150	1533	1613
	G-ATKU Cessna 172	1552	1655	G-YTWO Cessna 172	1553	1700
	G-BAHS Arrow	1741	1823	G-OJMA Cessna 421B n/s	2220	1302 (20th)
20	G-BEVL Cessna 421C	0805	0856	G-KENT Cessna 414A	0920	1727
	G-AVYS Arrow	1036	1113	G-AWED Navajo	1050	1834
	G-FSPL Lance n/s	1109	1753 (21st)	G-BAGE Cessna 210 n/s	1304	1230 (23rd)
	G-AWWS Skyvan	1357	1438	G-AWUA Cessna 206	1450	1806
	G-BFRL Cessna 152	1508	1552	G-MOBL Bandeirante	2048	2232
21	G-AZYM Cessna 310 n/s	0958	1636 (30th)	G-AYHW Cessna 337 N/R	1041	
	G-BEGV Aztec	1048	1119	N60OSR Citation	1058	1826
	G-BGAB Cessna 152	1114	1204	G-BFGA Rallye n/s	1125	1547 (25th)
	G-AZUG AA-5 n/s	1206	1525 (22nd)	G-BBKJ Cessna 337	1211	1822
	XT621 Scout	1251	1254	G-AYTW Jetranger	1308	1339
	F-BTDA Jet Commander	1321	1644	G-BGYF Jetranger	1422	1651
	G-BRIT Cessna 421C	1446	1514	G-BAMF Bolkow Bo.105	1553	1730
	G-AWWS Skyvan	1625	1706	G-BEGV Aztec	1651	1721
	G-BBDC Cherokee	1658	1810	G-BBOM Aztec	1815	1834
	G-AYPC Queen Air	1837	1842	G-MOBL Bandeirante	1954	2218
22	G-BCAY Commander 685	0859	1714	G-BDWK Baron	0903	0927
	G-AZLY Cessna 150	1227	1309	G-BBOR Jetranger	1240	1309
	G-BBCA Jetranger	1241	1309	18013 Beech U-21 n/s	1352	0934 (24th)
	G-AWWS Skyvan	1506	1545	G-BGLH Cessna 152	1509	1543
	G-BFLZ Baron	1537	2002	N60OSR Citation	1646	1747
	G-AYVW Diplomat	1653	2009	G-AXJJ Pup	1653	
	G-MOBL Bandeirante	1936	2238	G-EFPT HS 125 n/s	2130	0802 (23rd)
23	G-BFEC Aztec	0744	1933	G-CRDA Cessna 421C	0838	1205
	G-AVVS Hughes 269	0906	0947	F-BTOP Duke	0934	1042
	G-BCSZ Arrow	0952	1841	G-BCEP AA-5	1008	1245
	XX507 HS 125	1146	1159	G-AWMU Cessna 172	1149	1339
	G-BFMH Cessna 177	1204	1814	G-BFVX King Air	1243	1813
	G-AVWN Arrow n/s	1317	1140 (24th)	G-BERB Rallye	1319	1554
	F-BSRL Learjet	1412	1856	G-ATYW Beagle 206 n/s	1431	1434 (24th)
	G-AZHL Navajo	1635	1707	G-VRES King Air 200	1703	1842
	G-BAVG King Air	1712	1717	G-MIRB Navajo	1731	1808
	G-AZDH Navajo	1840	1854	G-EFPT HS 125 n/s	1852	0757 (24th)

LEEDS/BRADFORD MOVEMENTS (cont'd)

23	G-ATTH Jodel DR250	1911	1944	G-CHEW Bandeirante	1925	2218
	G-BEYV Cessna 210		1959			
24	G-BAVG King Air	0837	0842	G-AWWS Skyvan	0847	0922
	XS 794 Andover	1038	1053	G-EGRC Duchess N/R	1044	
	G-JANS Cessna 172	1309	1744	G-AWEG Cessna 172	1343	1424
	G-AWWS Skyvan	1403	1508	G-JEAN Citation	1449	1624
	G-AYHW Jetranger n/s	1714	1221 (25th)	G-BEMJ Aztec n/s	1802	0700 (25th)
	G-BAJR Cherokee	1808	1916	G-AZUG AA-5 n/s	1913	1002 (25th)
	G-MOHL Bandeirante	1929	2226	G-BHME BAC 1-11	2145	2209
25	G-BEVL Cessna 421C	0929	0946	G-BBPJ Cessna 172	1056	1211
	G-BAGE Cessna 210	1107	1158	G-AYUB Jodel DR253B	1109	1245
	G-CPTS Jetranger	1157	1237	G-EGWS Enstrom F280C	1220	1523
	G-BHRJ Aztec	1224	1253	G-AYHW Jetranger	1423	1512
	G-CPTS Jetranger	1448	1523	G-EGLH Cessna 152	1607	1644
	G-AYIO Cherokee	1621	1709	G-AZLD Cessna 150	1655	1819
	G-OJMA Cessna 421B	1723	1823	G-AZUG AA-5 n/s	2020	1338 (26th)
	G-BEMJ Aztec n/s	2156	0733 (29th)			
26	G-EGOL Arrow	1209	1754	G-BDNW AA-1B	1240	1337
	G-BEYX Navajo	1335	1629	G-BCRR AA-5B	1531	1649
	XX163 Hawk n/s	1656	1021 (28th)	XX164 Hawk n/s	1656	1021 (28th)
	G-AZUG AA-5 n/s	1709	1923 (27th)	G-BAGE Cessna 210	1735	1850
	G-EGLH Cessna 152	1736	1806	G-BEHW Cessna 150 n/s	1803	
27	G-BEFD Robin HR200	1020	1119	G-BCYR Cessna 172	1114	1710
	G-BCKO Aztec	1115	1201	G-AZJN Robin DR300	1314	1434
	G-AZGF Pup	1359	1531	G-BDSL Cessna 150	1523	1558
	G-AVWD Cherokee	1537	1633	G-AYIB Cessna 182	1538	1554
	G-LONG LongRanger	1616	1718	G-ATZL Jodel DR250	1710	1752
	XV184 Hercules n/s	1708	1041 (28th)	G-BFJR Cessna 337 n/s	1734	
	G-AZUG AA-5 n/s	2012	1045 (28th)	G-BCKO Aztec n/s	2021	1906 (28th)
	OY-ARP Citation n/s	2107	1945 (28th)			
28	G-BAVJ Navajo	0825	0906	G-JEAN Citation	0912	0920
	G-CRDA Cessna 421C	0931	1740	G-OFRL Cessna 414A	0937	1710
	G-EGVT Cessna 182	1233	1408	G-AWDI Aztec	1311	1442
	G-BDNY AA-1B	1410	1449	G-AVIR Cessna 172	1406	1539
	G-BRIT Cessna 421C	1437	1509	G-EGAB Cessna 152	1511	1609
	G-AVUT Cherokee	1640	1729	G-JEAN Citation	1717	1829
	XV271 Beaver n/s	1742	1627 (29th)	G-BTWA Jetranger	1743	1808
	JY-AFD Learjet n/s	1837	1359 (29th)	G-AZOD Aztec	1855	1918
	G-FMFC Bandeirante	2154	2223			
29	G-DJBI Citation 2	0741	0809	G-EGBH Aztec	0928	1408
	G-CRDA Cessna 421C	1011	1848	G-RKSF Pitts S-2A	1034	1238
	G-AVIC Jetranger	1052	1531	G-OBCA Cessna 421C n/s	1131	
	G-BEKH Jetranger	1151	1325	G-AVYP Cherokee	1150	1753
	G-BBDT Cessna 150	1206	1245	G-BFND Jetranger	1340	1558
	G-ARDE Dove 6	1432	1520	G-EGSD Pitts S-2A	1512	1651
	G-EGNN AA-5A	1511	1652	G-AWNU Cessna 172	1531	1619
	G-DJBI Citation 2	1607	1631	G-BEMJ Aztec n/s	1727	0747 (30th)
	G-SIGN T. Comanche		1656	G-AWNU Cessna 172	1813	1849
	G-SUPA Super Cub	1844		G-BFND Jetranger n/s	1854	0822 (30th)
	G-BCKO Aztec n/s	1901	0808 (30th)	G-DMAN HS 125	2028	2201
	G-YTWO Cessna 172	2030	2109	G-MOHL Bandeirante	2102	2218
30	G-BBDU Navajo	0837	0936	G-AXFE King Air	0908	0917
	D-IBBB Merlin IILB	0926	1646	G-CRDA Cessna 421C n/s	0952	1433 (31st)
	G-JEAN Citation	1005	1837	G-HFLJ Navajo	1039	1102
	G-BBEY Aztec	1131	1604	G-BBDC Cherokee	1222	1713

LEEDS/BRADFORD MOVEMENTS (cont'd)

30	G-CENT	Cessna 210	1247	1353	G-OJCB	Jetranger	1254	1348
	G-BAUW	Aztec	1353	1510	G-ARDE	Dove 6 n/s	1413	1341 (31st)
	G-ATTM	Jodel DR250	1507	1601	G-AYFT	T. Comanche	1519	1710
	G-BFMH	Cessna 177	1539	1610	G-AXFE	King Air	1617	1631
	G-BEVL	Cessna 421C	1654	1706	G-BFND	Jetranger	1840	1855
	G-MOBL	Bandeirante	2107	2218	G-SUPA	Super Cub		
31	G-GGAE	HS 125	0758	0822	22262	Beech U-25	0825	1020
	G-BAVG	King Air	0945	0950	G-BCJS	Aztec	1005	1053
	G-BEKH	Jetranger	1007	1100	G-BNPD	Aztec	1129	1424
	G-ARJS	Apache	1352	1438	G-LEON	Navajo	1401	1441
	G-AYKU	Aztec N/R	1513		G-ATOS	Cherokee	1514	1718
	G-BBDU	Navajo	1608	1638	G-BCJS	Aztec	1619	1705
	G-BEKH	Jetranger	1642	1809	XS792	Andover	1647	1654
	G-BGKP	Bolkow Bo. 105	1710	1845	G-GILL	Cessna 402C		1723
	G-NORX	Cessna 421C	1735	1808	G-JEAN	Citation	1822	1827
	G-BBWJ	Aztec n/s	1852		G-BNPD	Aztec	1915	2015
	G-GGAE	HS 125	1920	1933				

Foreign interest this month was mainly towards the end of the period, Citation OY-ARP on the 27th has had an interesting life, it is c/n 500-040 and was originally N540CC before going to Japan as JA8422 then back to the States as N714US and to Germany as D-IKAN finally arriving in Denmark in 12/77. On the other hand the Arab Wings Learjet 35A JY-AFD which visited on the 28th was delivered new to them in July 1976 with c/n 35A-071. Merlin IIIB D-IBBB on the 30th has c/n T293 and was delivered to Bat-Air at Cologne on the 6th of January this year ex N5469M. Duke F-BTOP on the 23rd belongs to the Aeroporte de Paris. Among the UK visitors was a new Bandeirante on the mail run, G-MOBL made its first visit on the 20th and is c/n 211 ex PT-GMD. Also new were the two Pitts S-2A's on the 29th, G-RKSF (Rothmans King Size Filter) is c/n 2192 ex N947 and G-BGSD is c/n 2195 ex N31458 and both are owned by Anvil Aviation at Tees-side for use by the Rothmans Aerobatic Team. On the 31st Bolkow 105 G-BGKP of Bristows was doing crew training and it is thought to be ex D-HDGC but no c/n can be found as yet. Two unusual 125's were G-EFPT of Save Energy Services Ltd which night stopped on both the 22nd and 23rd, and the MacAlpine G-DMAN which did a hospital flight from Yugoslavia on the 29th. Skyvan G-AWWS was used for the transportation of horses for the York races during the week commencing the 20th, with the Jet Commander making its annual appearance for the same event on the 21st. The Bank Holiday display at Roundhay Park brought a few military visitors in the shape of Hawks XX163 and XX164 (callsigns NYJ44 and NYJ32 respectively), which night stopped on the 26th and 27th, plus Hercules XV184 (Ascot 5080) which also stayed the night on the 27th. Vampire XH304 (Vintage 1) did an overshoot from the display on the 27th. With Northair G-CSNA C421C was delivered to Brough on the 3rd, G-CRDA C421C was delivered to Cowick Hall on the 10th and G-GILL C402C went to Newcastle on the 31st. Cessna 337 G-AYHW and Cessna 310 G-AZYM arrived on the 21st, G-AZYM in part exchange for something unknown and G-AYHW as trade in against G-AZYM which departed on the 30th. Aztec G-BBCC departed on the 25th but Aztec G-AYKU arrived on the 31st in exchange for G-GILL. Future arrivals will be G-WING a Cessna 404 for Executive Wings, G-EAGL a Cessna 421C and two Cessna 310's. It is reported that the Cessna Conquest for BCA will not be taken up and the registration G-TBCA will go onto the Chancellor G-KENT instead. Finally new with private owners are Cherokee Archer G-BGPJ which arrived for a Mr Archer on the 8th, and the Duchess G-BGRG which arrived on the 24th and replaces Twin Comanche G-ATFK which left the same day. Also due this month is Rockwell 114GT G-JURG.

Callsign tie-ups :- 1st. XW229/FSL95; 2nd. G-BBDU/Thurston 807, G-BERO/Moline 510B, 3rd. G-BBDU/Thurston 808; 13th. G-BAPG/DAN389, G-AVNK/Foyle 906; 15th. G-BBDU/Thurston 829; 17th. G-AZHL/Thurston 843; 21st. XT621/Army 447; 23rd. G-BFVX/Vernair 100, XX507/Ascot 1406; 24th. XS794/Ascot 1409; 28th. G-AWDI/Foyle 906, XV271/Army 363; 29th. G-DMAN/Moline 772B; 30th. G-BBDU/Thurston 818,

LEEDS/BRADFORD MOVEMENTS (cont'd)

Overshoots :- 1st. XX494/7, G-AWJZ; 7th. XX494/6, XS730/EZT56; 8th. XS732/EZT65, G-BEJV; 9th. XS735/EZT06; 19th. G-BCIM, G-BPKK; 21st. XX495, G-BAMF; 22nd. G-BBDT; 24th. XX492; 28th. XX492/8; 29th. XX496, G-BPRL; On the 29th Canberra XH165 did three orbits of the field.

TEESSIDE MOVEMENTS - August 1979

First an amendment to last month's bulletin - On the 22nd N222BX was the new Bell 222 demonstrator, c/n 47004, on a trip from Kidlington, where it is based whilst in this country.

1 G-UEKP Baron	N51BJ Cheyenne	G-RKSF Pitts
2 G-BHRA Rockwell 114A G-ANUO Heron	SE-GVX Archer G-AZSZ Aztec	G-BTHL Navajo G-AYCG Stampe
3 G-BFAY Hughes 369	EC-CGO DC-9-32	G-BGIM Ecureuil
4 G-BDIG Cessna 182	F-GAJE Cessna 177	G-BAHS Arrow
5 G-AVLE Cherokee EC-CGS DC-9-32	G-BCII Citation G-BAFN Bell 212	G-BAWK Cherokee G-BFUB Lance
6 G-BBNO Aztec	G-BFOH Bell 47	G-APVW Bonanza
7 G-MOHL Bandeirante	G-BGTH Aztec	G-JANE Cessna 340
8 D-IMEI Duke G-BGNK Bandeirante	G-ANUO Heron G-AZYA Horizon	G-AZHH Cavalier G-BAXP Aztec
9 G-BCCL HS 125	G-AVJJ Twin Comanche	G-BAKJ Twin Comanche
10 HB-LKD Ma.2	G-BAIB Enstrom	
11 Air Display - movements in August bulletin.		
12 G-NEWS Jetranger EC-CGN DC-9-32	G-AYZE Twin Comanche	G-AZRR Cessna 310
13 F-BSEU Falcon 20E	PH-MAR DC-9-33RC	G-BFOH Bell 47
14 D-ENVR Jodel DR250	G-ASNA Aztec	G-BDCK AA-5
15 D-ECVB Cessna 172 G-AXPU HS 125	G-AXDU Pup F-GAJE Cessna 177	G-BFPA Super Falke G-BGVT Cessna 182
16 G-BBLP Aztec	LN-SAE King Air	EC-CGR DC-9-32
18 G-BAZS Cessna 150	G-BAXP Aztec	G-BDCK AA-5
19 EC-CGO DC-9-32	HB-VBK Learjet 35A	G-AWJZ Cessna 150
20 G-JOHN Arrow	G-BDFE Herald	G-BDYL Sundowner
21 G-BGAF Cessna 152	G-ANUO Heron	G-AZHH Cavalier
22 HB-VDH Learjet 24	G-BBEM Jetranger	G-ATCI Airtourer
23 G-BBEJ Navajo HB-VEZ Falcon 20D	G-BAMU Robin DR400 PH-TVD Boeing 737	G-OBKA Cessna 421C G-LEON Navajo
24 G-BECJ Partenavia P.68B G-BCJI Navajo	EC-CTR DC-9-34CF G-BGOY Navajo	G-AZYF Cherokee G-BFPA Super Falke
27 N74RV Gulfstream 2 G-ATOS Cherokee	HB-IEN Canadair CL-44 G-BETD Robin HR200	G-AZJN Robin DR300 G-BXBX Navajo
28 G-ATFF Aztec G-AVUH Cessna 150	G-AYPV Cherokee G-ARDE Dove 6	G-BDIL Bell 212 G-PLAY Robin R2100

TEESSIDE MOVEMENTS (cont'd)

29	G-DRE Navajo	G-BCTF Warrior	G-BBIF Aztec
	G-AXXG Islander	G-PCXF HS.125	G-BXDX Navajo
30	G-ICAG Duchess	G-AXKD Aztec	G-A UC Heron
31	D-IFID King Air 200	EC-CGO LC-9-32	G-FCJI Navajo
	G-AZCF Sikorsky S.61N	G-BSTM Navajo	G-AZZV Cessna 172

Movements of foreign aircraft:- 1st. N51EJ Heavesden to Stansted, 2nd. SE-CVX Wickenby to Edinburgh, 10th. HB-LKD Dublin to Innsbruck, 13th. F-TSBU Cenoa to Bordeaux, 14th. D-ENVR Glasgow to Calais, 17th. LN-SAE F/T Stavanger, 19th. HL-VEK Le Bourget to Milan, 22nd. HB-VDH Zurich to Le Bourget, 23rd. HL-VEZ Munich to Brussels, 27th. N74RV Aberdeen to Gander, HB-IEN Stansted to Sharjah, 31st. D-LFID Siergerland to Marl.

BROUGH MOVEMENTS - August 1979

1	G-BANI Baron also 2,13,15,20,21,23.	G-RCCL King Air also 2,3,8,22,23.
	G-COLT Aerostar.	
2	XAB80 Devon C.1.	VP971 Devon C.1.
3	G-CSMA Cessna 421C now resident for Armstrongs.	
	G-LDXT Aztec.	G-DFTL Cheetah.
4	G-BBBD Baron also 6,7,8,9,10,15,17,23,29,31.	G-ODDT Cessna 421C also 20,21,22.
6	G-UEKF Baron.	
7	PH-VLS Cessna 172.	
8	G-AXKD Aztec.	G-ATJ Cherokee.
	G-BXNL Cougar.	G-BEEO Navajo.
9	G-OLLY Navajo.	
10	G-BCKO Aztec.	G-CIDA Cessna 421C also 17,23,24.
13	G-EDWK Baron.	
16	G-MCNT Partenavia P.68P.	
17	G-LEEM Aztec.	
20	G-EBSL Aztec.	
21	G-ISEL Cessna 404.	
22	G-JHEL Aztec.	G-INDT Cessna 402.
		G-ARMA Dove 8.
23	G-LDCA Cessna 177.	
24	G-AZAY Aztec.	G-EC A Navajo.
25	G-LEEM Lance.	
28	G-ATIA Comanche.	G-AYYK Rallye.
29	G-AVTE Jetlander.	G-AYEI Navajo.
	G-BSTM Navajo.	MS770 Basset.
30	G-ARW Dove 8.	
31	G-AZYU Aztec.	G-DCJS Aztec.

A little out of place, here are the foreign aircraft movements into and out of LBA this last month:- LN-RAN to Billund, 6th. PH-GFL Amsterdam to Blackbushe, 7th. D-INCC F/T Dusseldorf, D-ENVR Halfpenny Green to Inverness, 8th. OO-CLA Carlisle to Korkrijk, D-EM I F/T Lunster, PH-BAL Walney Island to Rotterdam, PH-SRG Rotterdam to Islay, 10th. D-MOLL F/T Norderney, 15th. OO-LFA F/T Brussels, 17th. F-BUUP Auxerre n/s Shoreham, 18th. F-DNSX Dinard to Elmdon, 21st. N600SR Finningley to Dundee, F-MTDA F/T Beauville, 22nd. 18013 F/T Ramstein, N600SR Dundee to Luton, 23rd. F-BTOP Orly to Wick, F-BEHL Beauville to Cambridge, 27th. OY-ARP Cork to

Goteburg on the 28th, 28th. JY-AFD F/T Kirkira (Greece) Hospital flight, 30th.
D-IBBB F/T Stuttgart.

OUT & ABOUT

This month we have sightings from Roundhay Park to Sydney, who says our members don't get "out and about"?

ROUNDHAY PARK, LEEDS GALA - 27/8/79 - XX824 Jaguar (Static), AP910 Spitfire (Spitfire 91), XH304 Vampire (Vintage 1), ML793 Shackleton (EM.66), XV184 Hercules (Ascot 5080), XX164 Hawk, Red Arrows, G-AVTE JetRanger (pleasure flights).

FRANKFURT - 30/7/79:- Apart from the usual array of Lufthansa aircraft, other types were D-BOOM Fairchild F.27 (Holstenflug), D-GHLD Short SD.330 (DLT), D-COMO Learjet, EC-DIG DC-10-30CF (Spantax), HA-LEF Tu-134 (Falev), HZ-NB2 KAL 1-11, LX-IGD Fokker F.27 (Luxair), N105WA DC-10-30, N805WA, N806WA DC-8-63's (World Airways), N912CL DC-8-61 (Capitol), N28724 B.707-331B (TWA), OK-HFL Tu.134A (OK), PP-VLL B.707-324C, PP-VLD DC-10-30 (Varig), TC-JAY DC-10-10 (THY), 5Y-EAS DC-8-53 (African Safari), 7T-VED B737-206C (Air Algerie), 10880 C-9.

SALZBURG - 23/8/79:- OE-LDG DC-9-32 (Austrian), HB-ISK DC-9-51 (Swissair), OY-SAE Caravelle (Sterling), OH-GLP Learjet, OE-DIG Sundowner, OH-DYO Turbo Viking, OH-CCO Cessna 19A, OE-EXO Augusta-Bell 204B, D-GHAK Learjet, D-IMVE Commander 690A, F-GAPY Learjet, N16073 JetRanger.

SCHIPOL - 23/8/79:- Once again the more common European scheduled aircraft have been left out. EC-GZE Tu134 (Interflug), EC-GZE DC-8-61 (Spantax), F-TI VFW 614 (Air Alsace), JY-AFA B.747-2D3B (Alia), OO-DTC/DLH B.227E (Delta), PH-SAD F.27 (ML), VT-WFO B.747-237B (Air India), YV-135C/138C DC-10-30 (Viasa), 9V-SIB B.747-212B (SIA), LI-BEP Twin Otter (Midroe's), PH-NZE S-58DT, PH-NAI S-61N (KLM Helikopters), PH-OTE PC-6 Porter, PH-DST Seminole, I-OPEL Citation, SE-GRX King Air, OO-LFF Cessna 421B, G-DJBI Citation 2, G-LGBO Cessna 172, PH-AST Navajo, J-214 F-16 RAAF.

RINGWAY - 25/8/79:- G-FORD B.747-217B (CP Air), G-BEZZ B.707-351B (Caribbean), LZ-NTE Tu-154A (Balkan), YU-AMW/AMW/ Tu-134A (Aviogenex), G-GBSC King Air.

BARTON - 27/8/79:- G-EGJ Minicab, G-BABE Taylor Titch, G-AYSK Luton Minor, G-AYTV Crosby BA-45, G-AZOE SV-4C, G-ATHE Nord 1101 Noraepha, G-ASWB Airedale, G-APUY Turbulent, G-AMW/ARYH PA.22, G-AMRY/AVSA Cherokee, G-AOI Jodel D9, G-BEZZ Jodel D.112, G-AMWI/AMFN Jodel D117, G-JDMX Jodel D.120A, G-AYEH Jodel DR.1050, G-AXSV Jodel DR.340, F-LHG Jodel D.112, G-EGSL Chipmunk, G-ASHU Terrier, G-AVEH Siai S.205, G-WFRL Cessna 152, G-ARLW/LBJY Cessna 172, G-AVCV Cessna 182, G-ATPE/AMPU/AXVC/AXAE/LOWE Cessna 150, 914 Provost.

CROSLAND MOOR - 27/8/79:- G-BEZX Jodel D.120A, G-AMEN Jodel DR.1050, G-AVYL Cherokee, G-AVBZ Cessna 172.

TURNHOUSE - 7/8/79:- 58+12 Do.28D, ITB62, WAAF.

16/8/79:- XZ244 Lynx HAS.2. 702sqd RN, YR-TPC Tu-154B (Tarom), EC-CGR/CTU DC-9 (Aviaco), F-GAJC Navajo, G-DCNA SB3-30 (Loganair).

25/8/79:- N11JN Falcon 10 (Jack Nicklaus).

26/8/79:- YR-TPC Tu-154B (Tarom), HA-LGR Tu-154B (Falev), A6-HGF B.707 (Kuwait Air Wing), OO-MED F.27 (Delta).

5/9/79:- B72/13", G-47, Swedish AF, 9H-AAL B.720 (Air Malta), G-ECBE B.720 (Monarch).

7/9/79:- N340PA B.727 (Pan Am), EC-CGF DC-9 (Aviaco).

8/9/79:- XV212/214/307 Hercules C.I., LTM, RAAF.

9/9/79:- XV183 Hercules C.I., N881PA B.707 (Pan Am), OO-ERK Aztec.

SYDNEY - 30/8/79:- JA8538 DC-10-40 (JAL), 9M-MAT DC-10-30 (Malaysian), D-ALYK B.747-230B (Lufthansa), N659PA B.747-121 (Pan Am), ZK-NZM DC-10-30 (Air New Zealand), N1-C840 DC-8-51 (PAL), VR-HAG B.747-200 (Cathay), V1-CAT F.27 (C.S.I.R.C.), VH-EMJ/K/N/S F.27's (East-West), VH-HY Twin Otter (Aeropelican), VH-ERT Nomad (Clubair), VH-FWH Queen Air (Asling), plus a large compliment of Ansett and T.A.A. aircraft.

OUT & ABOUT (cont'd)

SINGAPORE - 30/8/79:- B-1860 B.747-132 (China Airlines), YR-ABC B.707-3K1C (Tarom), HS-TGN A.300.14 (Thai) N54639 DC-10-30 (UTA), 9M-BEH B737-2H6 (Malaysian), PK-GTD DC-10-30, PK-GMP/W DC-9-32 (Garuda), plus the usual SIA aircraft.

BANGKOK - 30/8/79:- PH-BUI B.747-206L (KLM), VT-DSI B.707-337E (Air India), HB-IGH DC-10-30 (Swissair), I-DYMO DC-10-30 (Alitalia), OO-SLE DC-10-30 (Sabena), 9K-ACX B.707-311C (Kuwait), 9V-SAA/C B.727-212 (S.I.A.), N862G Gulfstream 2, plus the inevitable local aircraft, this time Thai Int and Thai Airways.

DELHI - 31/8/79:- CCCP 86491 Il-62 (Aeroflot), G-AMG B.747-136 (BA), 9M-ALD B.727-100 (Royal Nepal Airlines), VT-EAL/J/ECP/S/EPF B.737's, VT-EDVA A.300B2, VT-DAD F.27, VT-DEW HS.748 all Indian Airlines.

FRANKFURT - 31/8/79:- F-BIRD/F Caravelle's (Air France), N7095 B.707-327C (TWA), N427PA/N434PA B.707-231B's (Pan Am), I-TIGE B.707-9-14 (Itavia), CN-CCH B.727-2B6 (RAM), D-GMMI Learjet (Aero-Dienst), D-ALFA PAC1-11, D-AMAX A.300B4 (Bavaria/Germanair), D-ABU/R B.727-30, D-ABUJ B.707-330B (Condor), D-ABUA B.707-330C (German Cargo), D-AHNO B.727-29 (Hapag-Lloyd).

HEATHROW - 1/9/79:- OH-KDM DC-8-51 (Ker-Air), CCCP 86457 Il-62 (Aeroflot), OK-GEH Il-62 (CSA), YR-IRA Il-62 (Tarom), HZ-KAM B.720-047B, N731T B.720-027, N7201U B.720-022, A6-BAK HS.125/600L, G-BAZA HS.125/403H, G-EDJE HS.125/600B, N900CC HS.125/700A, N6JW Gulfstream 2, N10XY Gulfstream 2, F-BONV Falcon 20C, HZ-HE4 Falcon 20B, D-GBVM Sabre 75A, D-IANV Citation, HZ-ATA BK01-11/401, 86970 VC137L USAF.

RAF FINNINGLEY - 8/9/79:- Static - RT660 TF-104C, R345 F-104G - both Royal Danish AF, FT375 Harvard, 70370 F-111E, N8338 F-104G - Royal Netherlands AF, ST572 Vulcan B2, N3695 (G-AJAV) Auster 4, XH669 Victor K.2, K3770 Basset, 75-0402 A-7D Corsair, XZ595 Sea King HAR.3, X8506 Wessex HC.5, F.631 Spitfire FR.19, R724 Lightning F.6, XV168 Tucaneer S.2L, XH184 Hawk T.1, X8738 Dominic T.1, XH619 Bulldog T.1, XH496 Sea King Jetstream T.1, XH306 Jet Provost T.5B, 77275 A-10A, XH324/287/291 Jet Provost T.5B ("Instant Picture" aircraft), 14641 OV-10A, XE608 Gunter F.6, XZ113 Jaguar GR.1, XH665 Canberra B.2, XV756 Harrier GR3, XH638 Chipmunk T.10, XV486 Phantom FGR.2, XH534 Devon G.1, XV203 Hercules C.1 (Red Arrows support), G-AJH Cherokee.

Display - XV195 Hercules C.1 (Falcons), XV101 VC-10, XH655 Sea Fury T.20, G-AHBJ Blackburn B.2, G-DCSA Chipmunk towing Blanik glider, XV488 Phantom FGR.2, XH766 Jaguar GR.1, G-BOCH Pitts, XZ933 Gazelle HT.2, XH304 Jet Provost T.5B, XV197 Hercules C.1 (Tactical Disp), ST-35, ST-07 Biai 260 (Swallows), reserve aircraft ST-11, XH960 Shackleton HAR.2, XV243 Nimrod FR.1, G-RIDE Akro, XP749 Lightning F.3, XZ599 Sea King HAR.3, XH223 Hawk T.1, G-OCDE Stampe, XV748 Harrier GR3, G-BEET Boeing B-17C, XH321 Vulcan B.2, XH304 Vampire T.11, WF791 Meteor T.7, XJ729 Whirlwind HAR.10, G-AKIB Gemini 1A, G-AYAK Yak C-11, D-8331 A-104G Royal Netherlands AF, G-BCLA Cameron N-56, G-BEER Thunder AX-7-77A, XH817 Canberra FR.7 (Photo runs), PA474 Lancaster, P7350 Spitfire IIA, PZ865 Hurricane IIC, G-AMG Ford 1002 Pingouin, plus the Red Arrows.

AIRLINES REVIEW

AIR ANGLIA: following the cessation of Air Wales' services and the acquisition of the company name, Anglia are planning to operate a twice daily Cardiff-Birmingham-Humberside service using Bandeirantes, and a daily Cardiff-Bristol-Brussels service using F-27's. Additionally, permission has been refused to operate a Stansted-Paris service.

AIR EUROPE: expect to make their first move to a provincial airport this winter beginning with 15 flights weekly from Manchester. The anticipated delivery next spring of two more B.737's will bring the fleet to seven, while high-capacity airliners are being considered for long haul I.T. routes.

AIR ECOSSE: following the withdrawal of the British Airways Aberdeen-Wick-Shetland service, Air Ecosse are to takeover with C.A.A. approval. Three flights a day will be operated with Bandeirantes between Aberdeen and Wick, and one extended to the Shetlands.

AIRLINES REVIEW (cont'd)

BRITISH AIRWAYS: have told their staff and union representatives that a member of internal routes are "chronically unprofitable", and a decision on the routes to be axed will be made next month. Included in the list of routes which are losing money are those from LBA to Heathrow, Dublin, Belfast, Jersey & Guernsey. If these closures are ratified it will mean closure of the BA station at LBA, the staff employed will be offered alternative work within the airline. The cutting of all 26 routes mentioned by BA, will allow them to sell 15 out of the 20 Viscounts currently operating. Replacing the Viscounts with new types would apparently cost £75 millions and they consider that the money could be used better elsewhere. To date there has been no firm approaches by the UK independants, but there is no doubt an interest being shown by BAA and BIA.

It is anticipated that British Airways London-Paris service will become a Tristar-only route. Trident 3's will be replaced as the build-up of the Tristar 500 fleet releases Tristar 1's for this use. A further order for 18 B.757's is awaiting Government approval to supplement the original 19 ordered.

BRITISH CALIFORNIA: has announced that it will not now acquire or operate Concorde on supersonic services to Atlanta, Houston and Lagos. It is believed that the main reason is a 34% increase in fuel costs since the Concorde study was first started. The company have said that the decision was "a great disappointment". However, applications have been made to introduce low-fare services from Gatwick to Frankfurt, Musselsdorf, Hamburg, Hanover, Cologne/ Bonn, Stuttgart, Vienna, Copenhagen, Helsinki, Marseilles, Athens, Milan, Rome, Turin, Oslo, Lisbon, Madrid, Barcelona, Zurich and Geneva, and additional one-eleven 500's may be ordered. An application has also been made to serve Hong Kong via Dharan, Dubai, Bahrain and Kuwait, a move seen as linking its westbound Gatwick services with the oil centres.

BRITISH CARGO AIRLINES: has been formed following the takeover of Cunard-owned Transmeridian Air Cargo by I.A.S. Cargo Airlines. This is the first time that a British all-cargo carrier has been formed sufficient to match the competition from U.S and European cargo airlines. The chairman and managing director is Alan Stocks, the man who in 1956 formed I.A.S. as an aviation consultancy service before moving into air cargo operations in 1972 with Britannias. B.C.A. will operate a fleet of two Boeing 707's and six DC-8's based at Gatwick, six CL-44's and one CL-44-0 and three Belfasts at Stansted in the Heavylift Division.

BRITISH ISLAND AIRWAYS: have ordered two Bandeirantes to fly the BIA/Air West Exeter services. Permission is being sought to fly from Gatwick to Milan, Turin, Geneva, Basle, and Hamburg, Genoa from Southampton. The C.A.A. has not allowed an application to operate Stansted-Paris. A fourth 1-11 is to be acquired for I.T. work.

BRITISH ISLAND AIRWAYS: has applied to have the Bandeirante added to its licences to operate from Liverpool to Glasgow, Isle of Man, East Midlands, Belfast, and Dublin. The aircraft is also to be used on the currently dormant B.I.A.-Edinburgh and Aberdeen route. Since the route swap with British Airways last November traffic has doubled on the Heathrow-Liverpool service, and trebled on Liverpool-Belfast. Application has been made to operate a "shuttle" between Heathrow and Belfast in competition with B.A.

LOGANAIR: became the first British airline to inaugurate services using the Short SD3-30 on July 7 with the "Translink" feeder service four times daily between Prestwick and Edinburgh, and one service to Aberdeen and Inverness. A daily Prestwick-Belfast sector is also flown. The airline replaces British Airlines and provides Scottish passengers with an alternative to Manchester and Heathrow for connections with trans-Atlantic flights.

ORION AIRWAYS: is the name of the new airline to be operated by Horizon Midlands. The company hope to operate from East Midlands beginning next April with B.737's. Crew training is expected to start at Seattle later this year, while the first aircraft is due in February, with the second in March and a third in April. Two more are on order for delivery in 1980, with options on two more for 1981. - and a second Air France Concorde is due to operate into East Midlands from Paris on September 30 following the successful Liverpool flight on 26 August, when F-100 took a party of enthusiasts

MILITARY NEWS

BINBROOK: On August 4th there was a Lightning flypast to commemorate the original P.1A's maiden flight. For the occasion the following Lightnings were painted up:-

XR761 - 74 sqd marks

XR763 - 56 sqd marks

XR769 - 19 sqd marks

XB899 - 92 sqd marks

FINNINGLEY: Noted on 23/7/79 in the SAM Engineering Wing hangar was Sycamore XR.14 XJ380 restored in SAM colours, as well as Wessex XT604 and XR588 with Whirlwinds XJ729, XP404 and XP350.

THE LIGHTNING

Twenty years ago on the 29th October 1959 the first production Lightning F.1 X1134 took to the air. This was the culmination of over 10 years of work on this unique design.

In 1946 English Electric's W.E.W. Petter made the first sketches and was awarded a study contract by the Ministry of Supply in 1947. Study Contract ER103 was completed in late 1948 and three prototypes to specification P23/49 were ordered. Shorts of Belfast built the SE.5 for use in Lightning development. The first aircraft was designated P.1, serial W6760 and first flew from Boscombe Down on 4th August 1954. As a result of trials with the P.1's, three P.1B were ordered. These were fully armed and to full fighter specification. In November 1956 fifty production aircraft were ordered by the RAF and in 1958 the Chief of Air Staff named the new aircraft the Lightning.

The first F.1's entered service with 74 sqd in med-1960. The F.1 had a basic armament of two Aden cannons, and two heat-seeking Firestreak missiles as well as provision for an under fuselage weapons pack. The two Avon powerplants and unique wing configuration gave excellent speed, climb and handling performance but sadly the aircraft lacked in endurance and poor-weather capability. To combat the former a flight refuelling probe was fitted to all aircraft from X1169 on - these being designated F.1A's.

The next Lightning mark was the F.2 which first flew on 11/9/61. This had improved instrumentation and a fully variable reheat system and 19 sqd received the first aircraft. The F.3 was a marked improvement as it had new 13,500lb thrust Avon 300's (16,000lb on reheat) and Red Top missile capability. A larger fin was also fitted to balance the greater power. First aircraft in squadron service replaced 74 sqd's F.1's in 1964.

The "ultimate" Lightning was the F.6 and included a new cambered wing, an area-ruled ventral tank of increased capacity, overwing stores, hard points and an arrester hook. Many F.3's were fitted with the new wing and arrester hook and the German based F.2's became F.2A's when wing, hook and the larger fuel tank were fitted. The first F.6 went to 5 sqd in late 1965. Training variants of the Lightning were also produced. The first T.4 X1628 flew on 6/5/59 and the T.5 appeared three years later.

A few Lightnings were exported to Saudia Arabia and Kuwait - basically F.6 and T.5 types designated F.53 and T.55.

Today only 5 sqd and 11 sqd operate the Lightning F.3 and F.6 at Binbrook, but have about 70 aircraft to choose from most of these being held in store at the base. Recently the "Daily Telegraph" reported that 45 sqd would reform here on the Lightning as a stop-gap measure before the Tornado F.2 enters service. The only other Lightning unit in existence is the Lightning Training Flight, also at Binbrook which provides new pilots with Lightning experience.

With nearly 20 years of service behind it the Lightning seems set for another 5 years before finally disappearing from Britains skies.

MILITARY NEWS (cont'd)

(cont'd) MILITARY NEWS

Lightning Units

- 5 sqd Became op. with F.6/T.5 Nov/Dec 1965. Now op. at Binbrook.
- 11 sqd " " " " April 1967.
- 19 sqd " " " F.2 Dec 1962/Leconfield. Disbanded 1/1/77 Gutersloh.
- 23 sqd " " " F.3 Aug 1964/Leuchers. 1st F.6 1ay 1967.

Last Lightning XS938 delivered to 23 sqd 28/8/67. Disbanded 10/75.

- 29 sqd Became op. with F.3/T.5 May 1967 at Wattisham. Disbanded 1974.
- 56 sqd " " " F.1 Dec 1960 at Wattisham. " 30/6/76.
- 74 sqd " " " F.1 June 1960 at Coltishall. " Tengah 25/8/71.
- 92 sqd " " " F.2 April 1963 at Leconfield. " 1977 Gutersloh.
- 111 sqd " " " F.1A Spring 1961. " late 1974.

Training units included 226 ocu, the LTF and all the Lightning bases Target Facilities Flights, which provided flying "targets" of F.1 type aircraft from the late '60's to early '70's.

LIGHTNING

- WG760 P.1A Displayed at RAF Henlow c/n 95001.
- 763 P.1A " " " " c/n 95003.
- WG765 P.1A Test airframe, serial never carried c/n 95002.
- XA847 P.1B to P.1F. RAF Hendon luseum.
- XA853 P.1B Fuselage burnt Boscombe Down. Nose to Farnborough.
- XA856 P.1B Scrapped at Star Works, Biggleswade 12/68.
- XG307 F.1 Derelict at Bedford 7/71 - presumed scrapped.
- XG308 F.1 Burnt on Bedford dump 1976.
- XG309 F.1 Scrapped by R.J. Coley mid '68.
- XG310 F.1 to F.3 prototype. Scrapped by Taylor's, W.Bromwich late '60's.
- XG311 F.1 w/o R. Ribble 31/7/63.
- XG312 F.1 At Foulness from 24/7/68 to at least 2/73. Scrapped.
- XG343 F.1 To RSAF Technical T.S. at Dhahran. Scrapped '72.
- XG325 F.1 At Foulness 7/8/68 to 9/74. Nose to Southend luseum.
- XG326 F.1 At Foulness 20/9/68 to 9/74. Scrapped.
- XG327 F.1 At Lanston Fire School.
- XG328 F.1 At Foulness 14/8/68 to at least 9/74. Scrapped.
- XG329 F.1 At Cranwell Engineering Flt 7/77. Wings to Abingdon '78.
- XG330 F.1 Burnt and to Chorley scrapyard 1970.
- XG331 F.1 Nose was Systems demonstrator with Dowty 7/77.
- 332 F.1 w/o Hatfield 13/9/62.
- XG333 F.1 Scrapped by H.H.Bushella yard 11/70.
- XG334 F.1 w/o off Wells-next-the-Sea 5/3/60.
- XG335 F.1 w/o Woodborough 11/1/65.
- XG336 F.1 Burnt/scrapped Halton dump by 1977.
- XG337 F.1 At Cosford Aerospace luseum.
- XL628 T.4 p/type
- XL629 T.4 p/type, at Boscombe Down as gate guard.
- XM134 F.1 w/o Happisburgh 2/9/63.
- XM135 F.1 At IWA, Duxford.
- XM136 F.1 w/o nr. Coltishall 13/9/67. Dumped Bicester.
- XM137 F.1 To Siddal yard 12/74. Scrapped.
- XM138 F.1 w/o Coltishall 16/12/60. Scrapped.
- XM139 F.1 At Wattisham as decoy a/c.
- XM140 F.1 To Taylor's yard 12/66. Scrapped.
- XM141 F.1 " " " " " " " " " " " "
- XM142 F.1 w/o off Cromer 26/4/63.
- XM143 F.1 To Taylor's yard 12/66. Scrapped.
- XM144 F.1 At Leuchers as gate guard. 74 sqd "J" colours.
- XM145 F.1 To Siddal yard 12/74. Scrapped.
- XM146 F.1 To Taylor's yard 12/66. Scrapped.

MILITARY NEWS (cont'd)

(cont'd)

XM147	F.1	At Wattisham as decoy a/c.	
XM163	F.1	To Siddal yard 12/74. Scrapped.	
XM164	F.1	To " " " " " " " " " " " "	
XM165	F.1	To Taylor's yard 12/66. Scrapped.	
XM166	F.1	To Taylor's yard 12/66. Scrapped.	
XM167	F.1	" " " " " " " " " " " "	
XM168		not completed - parts used for static tests.	
XM169	F.1A	At Leuchers as decoy a/c.	
XM170	F.1A	Expired on Swinderby dump by early '77.	
XM171	F.1A	To Siddal yard 12/74. Scrapped.	
XM172	F.1A	At Coltishall as gate guard.	
XM173	F.1A	At Bentley Priory as gate guard.	
XM174	F.1A	w/o nr Leuchers 29/11/68.	
XM175	F.1A	To Warton 4/73. Scrapped.	
XM176	F.1A	To Siddal yard 7/74. Scrapped.	
XM177	F.1A	" " " " " " " " " " " "	
XM178	F.1A	At Leuchers as decoy a/c.	
XM179	F.1A	w/o Great Bricett 6/6/63.	
XM180	F.1A	Believed scrapped at Gutersloh 1977.	
XM181	F.1A	At Binbrook as decoy a/c.	
XM182	F.1A	Believed scrapped at Gutersloh 1977.	
XM183	F.1A	At Binbrook as decoy a/c.	
XM184	F.1A	Expired on Coltishall dump mid '70's.	
XM185	F.1A	w/o Lavenham 28/6/61.	
XM186	F.1A	w/o littering 18/7/63.	
XM187	F.1A	To Coningsby fire dump 2/79.	
XM188	F.1A	w/o Coltishall 21/6/68. Dumped and burnt.	
XM189	F.1A	Believed scrapped at Gutersloh 1977.	
XM190	F.1A	w/o off Cromer 15/3/66.	
XM191	F.1A	" Wattisham 9/6/64. Nose with RAF Exhibition Flt.	
XM182	F.1A	At Wattisham as gate guard.	
XM213	F.1A	w/o Goltishall 6/5/66.	
XM214	F.1A	Believed scrapped at Gutersloh.	
XM215	F.1A	Scrapped at Gutersloh 11/77.	
XM216	F.1A	" " " " " " " " " " " "	

The last flight of the Embraer Bandeirantes from LBA on the postal service took place on September 21st, the aircraft being G-10BL.

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