

AIR YORKSHIRE



VOLUME 7 No.9

(FOR PRIVATE CIRCULATION ONLY)

SEPTEMBER 1981

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

PRO/TRIPS ORGANISER:- Stephen Rigg, 35, Bromley Mount, Sandal, Wakefield.

TREASURER/REGISTRAR:- John Hunt, 13, Silverdale Grange, Guiseley, Leeds.

SECRETARY:- Ian D. Morton, 'Homecroft', Parsons Road, Bradford BD9 4DN.

FORTHCOMING MEETINGS

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

OCTOBER 4th : Films have been booked - "The Crowded Sky", "Fit to Fly", by the CAM, "Radar for ATC", and "Nothing on the Clock" - approx. 1½ hours entertainment.

NOVEMBER 1st : A.G.M. and slide auction.

DECEMBER 6th : Members slides.

EDITORIAL

A more complete bulletin this month, things are getting back to normal. The LPA Scheduled Movements are still missing, and it would be a good idea to have comments from the members at the forthcoming AGM, to see if these are still a requirement for future bulletins.

We are still particularly weak in the Military News section, with very little news coming through. Is anybody willing to get involved each month and make this a viable part of our bulletin, otherwise it should be dropped in my opinion.

Entries for the Photographic Competition are required at the latest by the December meeting -

- Sections are
1. Slides - B/W or colour
 2. Prints - B/W or colour

Maximum of 5 photo's as entries for either section. Entries to be handed in at meetings or sent to any committee member.

Results of the Recognition Contest held on 6th September -

- 1st Chris Warn with an excellent score of 74 points from a possible 86.
- 2nd Paul Mitchell with 59 points .
- 3rd Steve Rigg.

CREDITS

T.W. Sykes
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LEEDS/BRADFORD MOVEMENTS - August 1981

1 G-BBHD Enstrom F-28A	1221 1255	G-BBEF Cherokee	1309 1351
D-EAPL WA.54 Atlantic	1459	G-BAFM Cherokee	1529 1619
G-BHDR Cessna 152	1607 1646	G-BBFB Jetranger	1725 1739
2 G-VIKE Viking	1040 1413	G-SMJJ Cessna 404	1350 1438
I-ALAK Baron	1417 1526	G-BBCW Aztec	1701
D-EAPL WA.54 Atlantic n/s	1932 1427(3)		
3 G-BSDL Tobago	0828 0859	G-OWJM Jetranger	1014 1034
G-JEAN Citation	1029 1035	G-LONG Long Ranger	1126 1305
PH-GPL Navajo	1355 1821	G-JEAN Citation	1641 1646
G-BSDL Tobago	1926 1954		
4 G-BABW King Air	0814 0910	G-BCUZ King Air 200	0817 1014
G-JEAN Citation	0926 0932	G-BAKF Jetranger	0931 1724
G-AWWU Cessna 172	1155 1500	G-BEVL Cessna 421C	1453 1556
G-BCUZ King Air 200	2018 2028		
5 G-BIED King Air F90	0717 0809	G-BHFF Baron	0855 1337
G-BHOV Partenavia P.68C n/s	1217 ?	G-TEAM Cessna 414 n/s	1421
G-FISH Cessna 310	1459 1543	G-BIED King Air F90	1734 1741
G-OAKS Cessna 421C	1751 1805	G-AZZV Cessna 172 n/s	1839 1324(9)
G-BHDR Cessna 152	1907 2007	G-BRIT Cessna 421C	1926 1943
6 G-AZFR Cessna 401B	1125 1138	G-BEVL Cessna 421C	1641 1704
G-JEAN Citation	1816 1908	G-IPRA King Air 200	2235 0010
7 N501HP Citation	0911 0933	G-BGNU King Air	1104 1134
G-BRYC DHC.7	1137 1142	G-WRAY Lance	1534 1739
N501HP Citation	1608 1638	G-OWJM Jetranger	1725 1758
8 NONE			
9 HB-IEZ Gulfstream 2	0931 1824	G-YORK Cessna 172	1232 1315
G-BDEJ Rockwell 112	1244	SE-IGY Cessna 210	1513 1625
G-BGWA Cougar	1648 1725	G-AYWD Cessna 182	1826 1852
G-BFXA AA-5B n/s	2121 0754(10)		
10 G-WRAY Lance	0905 0952	G-BHGA Navajo	0935 1218
G-OMHC Arrow	0946 1453	G-BEBE AA-5A	1047 1311
G-AVKG Cessna 172	1053 1648	G-BHIV Ecureuil	1139 1230
G-BFRP Cessna 150	1400 1439	LX-YES Cessna 210 n/s	1459 1648(11)
G-BEXY Cruiser	1715 1823	G-AZAB T.Comanche	1814
G-BEEL Enstrom Shark n/s	1816 1007(11)	G-ASCZ Emeraude n/s	1952 0725(11)
11 G-BWTT Cessna 421C	0800 0813	G-BDAI Cessna 150	1040 1633
G-AVPS T.Comanche	1048 1629	G-BEED Baron	1102 1441
G-BAPL Aztec	1121 1215	G-AVKG Cessna 172 n/s	1132 1547(26)
G-ARND Colt	1134 1314	SE-IBO Cessna 340 n/s	1153 1024(12)
G-BBPX Seneca n/s	1157 1009(15)	G-BEEL Enstrom Shark n/s	1816 1110(12)
G-JEAN Citation	1850 1856	D-IFES King Air 200 n/s	? 1027(12)
12 G-OHTL Sikorsky S-76	1105 1335	G-AYMK Cherokee	1133 1637
G-BPAM Jodel D.150A	1158 1614	G-BEEL Enstrom Shark	1304 1441
G-HULL Cessna 150	1342 1425	G-BLST Cessna 421C	1435 1524(13)
G-ASRH T.Comanche n/s	1657 1007(14)	G-EBOM Aztec n/s	1753 1244(13)
G-BEEL Enstrom Shark n/s	1800 1036(13)	G-BBPZ Aztec	2015 2029
G-NEWU Partenavia P.68 n/s	2026	SE-IBO Cessna 340 n/s	1636 1623(13)
13 G-BBCW Aztec	0859 0911	G-BAAT Cessna 182	1128 1858
G-BAPL Aztec	1219 1431	G-AWTX Cessna 150	1403 1442
G-BGLH Cessna 152	1633 1657	G-BAJN AA-5	1841 1913
G-JEAN Citation	1850 1903	G-BLST Cessna 421C n/s	1900 0834(14)
14 G-BABW King Air	0817 0839	G-BHKS King Air	0852 0906
G-BBCW Aztec	1018 1027	G-BCBK Cessna 421B	1116 1505
G-TAXY Navajo	1406 1833	G-ATFD Jodel DR.1050	1405 1506

LEEDS/BRADFORD MOVEMENTS (Contd.)

14 G-BIUN Cessna 152	1421 1510	D-EMRZ Robin DR.400 n/s	1426 1157(16)
G-AYMK Cherokee	1509 1603	G-BGLI Cessna 152	1551 1618
G-BKJW Aztec	1631 1741	G-AXRT Cessna 150	1737 1904
G-BLST Cessna 421C n/s	1845	G-AUTO Cessna 441	2000
15 G-BABW King Air	0914 0941	G-BCJR Aztec n/s	1110 2025(21)
G-BCIF Cruiser	1718 1810		
16 G-BADE Seneca	1155 1343	G-BCLW AA-1B	1322 1456
G-AWGD Jodel DR.253 n/s	1605 1942(20)	G-FROG Hughes 500 n/s	1609
G-BHDR Cessna 150	1715 1803	G-BEVL Cessna 421C n/s	1821 ?
17 G-SILV Cessna 340	0653 0850	G-WRAY Lance	0857 0926
G-BEDC Cherokee	0917 1147	G-BBYM Jetstream	1146 1211
G-AVVI T.Comanche n/s	1306 1320(18)	G-BISU Freighter	1547 1648
G-PACE Aiglon n/s	1612 1835(18)	D-EIRL Cessna 172 n/s	1642 1105(20)
G-SILV Cessna 340	2125 2134		
18 EI-EJY King Air 200	1223 1247	EI-BIP King Air 200	1228 1251
G-BGIF Ecureuil	1238 1254	G-VRES King Air 200	1211 1257
G-BISU Freighter n/s	1127 1049(19)	F-BTEL Citation II	1244 1312
EI-BJY King Air 200	1340 1507	G-BCTF Warrior	1346 1745
G-AWWS Skyvan	1359 1439	N6382V Cessna 172 n/s	1452 1159(19)
G-BAZS Cessna 150	1504 1540	G-BHIR Arrow	1502
G-OAKS Cessna 421C	1620 1630	F-BTEL Citation II	1635 1703
EI-BIP King Air 200	1705 1728		
19 G-BHFF Baron	0904 1534	OO-RTI Cougar	0937 1654
G-BJLS Cessna 340	1105 1443	G-BHEC Cessna 152	1119 1210
G-AZRU Jetranger	1127 1630	G-AWWS Skyvan	1233 1351
G-BHTR Jetranger	1240 1608	F-BYAL Learjet 25C	1310 1826
G-VRES King Air 200	1441 1627	G-AVTE Jetranger	1611 1639
G-BABW King Air	1634 1733	G-BBSB Sundowner	1636 1739
LN-KCR King Air n/s	1730 0800(21)	G-BBCW Aztec n/s	1827 0829(20)
G-AWWS Skyvan n/s	1849 0955(20)	G-BRIT Cessna 421C	1932 2004
G-AUTO Cessna 441 n/s	1843 1052(20)	LN-BGC Navajo n/s	1953 1530(20))
D-EFSR Cessna 210 n/s	1955 1327(20)	G-BBUJ Cessna 421B	2226 2238
20 G-BBEJ Chieftain	0738 0827	G-EBUJ Cessna 421B	1025 1609
G-VRES King Air 200	1131 1818	G-BRHD Aztec	1133 1654
G-AZOG Arrow	1214 1753	G-BAZS Cessna 150	1233 1326
G-AVLS Cherokee	1301 1355	G-BHDR Cessna 152	1307 1356
G-AVKZ Aztec	1619 1938	G-AVEL T.Comanche n/s	1746 0939(21)
G-BATM Cherokee	1749 1911		
21 G-AWWS Skyvan	0757 0920	OY-BTZ Chieftain	0930 1834
G-OAKS Cessna 421C	1654 1705	G-HULL Cessna 150	1905 1938
22 G-BABW King Air	1014 1102	G-HULL Cessna 150	1232 1306
G-BBPX Seneca n/s	1536 1308(27)	G-AWBV Cessna 182 n/s	2024 1231(23)
23 G-BHOV Partenavia P.68C	0954 1032	G-BHDR Cessna 152	1103 1152
G-BBBX Cessna 310	1243 1600	G-BATM Cherokee	1827 1906
24 G-JEAN Citation	0854 0958	G-AXKD Aztec	1030 1132
G-AXOZ Pup	1556 1640	G-JEAN Citation	1854 1859
25 G-JEAN Citation	0923 0930	G-AWUY Cessna 172	1011 1147
G-BGRB AA-5B	1224 1742	G-BHSM Jetranger	1231 1252
23128 C-12C n/s	1523 0858(26)	G-IANS Commander 690B	1754 1843
G-VAUN Cessna 340 N/T	1815		
26 F-GDAL Cheyenne	0833 1002	G-BHFF Baron	0908 0941
G-BATM Cherokee	1010 1202	N5372C Cessna 414	1109 1813
G-BGLH Cessna 152	1258 1333	G-AWUL Cessna 150	1349 1423
G-BFSR Cessna 150	1410 1434	G-FIZZ Warrior	1412 1449

LEEDS/BRADFORD MOVEMENTS (Contd.)

26 G-AVIR Cessna 172 n/s	1433	G-BDOY Hughes 369HS	1439 1531
G-AVPH Cessna 150	1548	G-BGIZ Cessna 152	1645 1727
G-BAMM Cherokee	1656 1841	N71AF Commander 680W	1728 1849
G-BNPD Aztec	1732 1924		
27 G-BNOC Bandeirante	0905 1125	G-BFTT Cessna 421C	0919 1914
G-BERC Fuji FA.200	0949 1728	G-GALE Seneca	1013 1214
G-CITY Chieftain	1003 1146	G-BAMZ Seneca	1107 1218
G-CSNA Cessna 421C	1140	F-GDAL Cheyenne	1155 1229
G-ASRI Aztec	1200 1245	G-BHDR Cessna 152	1219 1257
G-BHED Cessna 152	1302 1334	G-AZVV Cherokee	1507 1716
G-JEAN Citation	1730 1833	G-BNPD Aztec n/s	1948 1307(30)
G-BRIT Cessna 421C	1949 2021		
28 OY-BTZ Chieftain	0949 1625	N734KP Cessna 210	1050 1431
G-AVAU T.Comanche	1337 1720	G-LONG Long Ranger	1424 1441
G-AYLJ Navajo	1446 1520	G-BAVG King Air	1516 1523
G-OJVH Cessna 150	1702 1734		
29 G-BJMR Cessna 310	1409 1441	G-BCRF Aztec n/s	1703 1317(30)
30 N71AF Commander 680W	1000 1104	G-BFIF Cessna 172	1714 1809
31 G-BFIU Cessna 172	1246 1338	G-BCAY Commander 685	1328 1355
G-BNPD Aztec n/s	1326	XH304 Vampire	1423 1700
WF791 Meteor	1423 1700	G-YKIV Cessna 150	1511 1517
G-OJVH Cessna 150	1524 1645	G-BFIU Cessna 172	1717 1749

A nice start to the month with the Italian Baron I-ALAK on the 2nd. Cessna 501 Citation N501HP on the 7th was operated by Falmer Jeans. Gulfstream II HB-IEZ on the 9th belongs to Private Jet Services and Cessna 210L SE-IGY on the same day had c/n 59663. Night stopping on the 11th were Cessna 340A SE-IBO and King Air 200 D-IFES c/n BB-827. On the 14th D-EMRZ was a DR400/180 and it n/s to the 17th. Arriving on the 17th for a n/s was Cessna F172P D-EIRL c/n 2075. York races helped to swell the visitors on the 18th with King Air 200's EI-BIP c/n BB-687 and EI-BJY c/n BB-800 being joined by Citation II F-BTEL c/n 190, on the same day Cessna 172RG N6382V c/n 0645 was night stopping. It was also busy on the 19th with King Air C90 LN-KCR c/n LJ-793(n/s), Navajo LN-BGC c/n 31-7912017(n/s), Cessna T210N D-EFSF c/n 63022(n/s), Learjet 25C F-BYAL c/n 084 and GA7 Cougar OO-RTI. Piper Cheyenne F-GDAL on the 26th had c/n 31T-7620057 which makes it ex SE-GNB and the last of the 1976 Cheyennes. Also on the 26th was the Rockwell 680W N71AF c/n 1814-31. Last foreigner of note was the Cessna P210N N734KP on the 28th with c/n 0606. Military contributions this month were the US C-12C 78-23128 c/n EC-64 on the 25th calling itself 'DUKE 35' and the vintage pair XH304 and WF791 on the 31st. Notable among the UK registrations were the BHC7 G-BRYC of Brymon doing a quick visit on the 7th and Bristol Freighter G-BISU of Instone doing horse charters on the 17th and 18th. Also on the horse run was the Skyvan G-AWWS on the 18th, 19th and 21st. A number of movements in the YLA hangar have been noted, Cessna F150 G-BEHW arrived on the 2nd and may be resident, Enstrom Shark G-BEEL arrived on the 11th to be resident but spent the rest of the month operating out of Bramhope (two miles north of LBA), P68C G-NEWU arrived for John Terry on the 12th and proved to be c/n 219 ex G-BHJX, it replaces Rockwell 112 G-BFAI which has departed. Hughes G-FROG arrived for C of A on the 16th and is still present, also arriving for work at YLA was the Turbo Arrow G-OTUX on the 27th. G-BASS is still on C of A and G-RBBE continued to be used as a replacement until the 12th when it was changed for G-ELST. At Northair Cessna T182RG G-BJDI arrived on the 13th, this is c/n 0046 and ex N8062H, it left on the 28th to A.J.Aviation at Gamston. Cessna 421C G-BHJH returned from storage at Gamston on the 18th for C of A and left on the 27th on which day Cessna 404 G-BHNH came from Gamston for C of A. Possibly these have been made ready for the Show at Cranfield. Cessna 340's are in need of a mod which requires the replacement of the horizontal tail surfaces, Northair are busy doing this mod and aircraft so far done are G-BJLS, G-BEGF, G-AZRE, G-JANE and it is thought G-BFJS. G-VAUN arrived for mods on the 25th.

Callsign tie-ups :- 5th. G-BRIT/Express 208; 6th. G-IPRA/Thurston 817; 11th. D-IFES/NS814; 14th. G-TAXY/Continental 935/936; 27th. G-CITY/ALK111-112, G-BRIT/Express 215.

ILS Overshoots :- 3rd. XX495; 4th. XX500; 5th. XV296 Hercules; 6th. XX496, XX492; 7th. XV211 Hercules, XX500; 10th. XX496, XX491; 11th. XW415/J.Provost, XX500, XS714 Dominie, XX500; 12th. XX495, XS730 Dominie; 13th. XX493; 14th. XS791/Ascot 751 Andover; 17th. XX492; 18th. XX492; 19th. XS726 Dominie, XX493, XX496, XX491; 20th. XX497, XX494, XX496, XX498; 21st. XX493; 23rd. G-BAJB; 24th. XX497, XX492, XX494, XX491; 25th. XX491, XX493, XX492; 26th. XX500, XX498, XW370 J.Provost; 28th. XW415 H.Provost, XX492.

From & To :- 1st & 2nd. D-EAPL F/T Edinburgh; 2nd. I-ALAK F Lyon T Sunburgh; 3rd. PH-GPL F/T Amsterdam, D-EAPL T Calais, div. Lydd; 7th. N501HP F Leavesden T Prestwick & back again; 9th. HB-IEZ F Heathrow T Geneva, SE-IGY F Doncaster T Groningen; 10th. LX-YES F/T Luxembourg n/s; 11th. SE-LEO F Gothenburg n/s T Ringway, D-IFES T Brussels n/s; 13th. F Ringway T Gothenburg; 14th. D-EMRZ F Cambridge n/s T Le Touquet; 17th. D-EIRL F/T Biggin Hill n/s; 18th. F-BTEL F Le Bourget T Elvington, N6382V F Humberside n/s T Blackpool, F-BTEL F Elvington T Deauville; 19th. OO-RTI F/T Kortrijk, F-BYAL F/T Deauville, LN-KCR F Fornebu n/s T Carlisle, LN-BGC F/T Fornebu n/s, D-EFSF F Gatwick n/s T Domme; 21st. OY-BTZ F/T Billund; 25th. 23128 F Hanau n/s T Northolt; 26th. F-GDAL F Lille T Chateauroux, N5372C F/T Leavesden, N71AF F IOM T Biggin Hill; 27th. F-GDAL F Chateauroux T Luton; 28th. OY-BTZ F/T Billund, N734KP F Gamston T Brussels; 30th. N71AF F Biggin Hill T IOM.

Helicopter Activity :- 1st. G-LBHD/Huddersfield, G-OWJA/Wakefield; 2nd. G-AYCM/Drax Power Station; 3rd. G-LONG/Huddersfield; 4th. G-AVTE/Sheffield; 8th. G-ATED/S.Milford; 10th. G-AYMX/Sheffield, G-BEEL/Meadow Rd. area Leeds, G-BHSG/Pannal; 11th. G-BEEL/Huddersfield, G-HYDE/Headingley; 12th. G-OHTL/Huddersfield; 19th. G-AVTE/York; 21st. G-BHSG/Pannal; 24th. G-AYMX/Sheffield; 26th. G-LDOY/Harrogate; 30th. G-BBITW/S.Kirby; 31st. G-BEEL/Collingham. Helicopters on pipeline patrol during the month have been G-BAKF and G-AZRU.

Roundhay Park Gala - Leeds - August 31st

G-AYWT Stampe, G-BOOK Pitts, G-BEHN Lance(Para drop), Vintage Pair, B of B Flight, Gazelle from RAF Shawbury.

Sherburn Movements - August 1981

1st. G-AZSG F N'thorpe T Skegness, G-AYUC F Sturgate T Tollerton, G-BEGL F/T LBA, G-BGXA F/T Bagby, G-AYWD F/T Elvington, G-ASWL F/T Dalton, G-BGAB F Skegness T Humberside; 2nd. G-ATEG/BBJX F/T LBA, G-ASOI/AWWM F/T Markington, G-BAKM F/T N'thorpe, G-AVRY F/T Barton, G-AWUH F Rufforth T Donc., G-ATDO F Malton T Sproatley; 5th. G-BEWP F Aberporth n/s T Dyce; 9th. G-ATEG F/T LBA, G-RMKN F Sturgate T Humberside; 11th. G-BIUM F/T N'thorpe, G-BGNN F/T Exeter, G-BGAB F/T Humberside; 12th. G-HULL F/T Grindale, G-BAEX F/T Melbourne, G-ATPT F/T Redhill, G-BGLG F/T Exeter; 14th. G-WOLF T Humberside; 15th. G-BAZM F/T LBA, G-BCTF F/T EMA, G-LUCK F/T Humberside; 16th. G-AYWD F/T Elvington, G-BEEM F/T Humberside, G-OVER F/T Blackpool, G-ASOI F/T Grindale, G-BEGL F/T LBA; 17th. G-HULL F/T Grindale; 18th. G-GRAY F Brighton T Donc., G-BEKA F Elmdon T Newcastle n/s; 20th. G-SHAW F/T Wombledon; 21st. G-HULL F/T Grindale, G-BING F/T Humberside; 22nd. G-HULL F/T Grindale, G-BAZM F/T LBA, G-AZSG F Brunton T N'thorpe; 23rd. G-BAZM/BELT F/T LBA, G-BAUV F Grindale T Felixkirk; 24th. G-BEKA F Donc., T Carlisle; 26th. G-AWBT F Full Sutton, G-LGBP F Tollerton T N'thorpe; 29th. G-AWJO F/T Melbourne.

THESSIDE MOVEMENTS - July 1981

1	G-BIJF	Bell 212	G-AZHA	Aztec	G-EDCS	Cessna 421B
3	EC-CQM	DC-8	G-LATC	Bandeirante	G-NEWS	Jetranger
4	OY-POU	PA-28	G-ROLL	Pitts	G-OLCA	Cessna 421C
6	G-BHYD	Sikorsky S-76A	G-BGEG	Archer	G-COAL	Jetranger
7	D-IAMA	Aztec	G-LRON	King Air	G-ASUR	Dornier Do.28A
	G-BFYC	Lance	G-LGNK	Bandeirante	G-ANUO	Heron

TEESSIDE MOVEMENTS (Contd.)

8 OY-SLT Corvette	LN-PAO King Air	G-BIED King Air
10 EC-ASN DC-8	G-DIVU AA-5	G-BHST Hughes 500
G-DATE Aztec	G-IGNM Dauphin	
11 PH-CHD F-28	G-AXCK BAC1-11	
12 9H-AAN B.720	PH-CHI F-28	D-IBMK Cessna 310
13 G-AIWA Proctor	G-PFOH Bell 47G	G-AZXD Cessna 172
14 G-SAAS Thrush Comm.	G-OAIR Bandeirante	G-ATLR Cessna 172
G-BBLP Aztec	G-BIJF Bell 212	G-AVTE Jetranger
15 G-BIEO Jodel D.112	G-BHGA Navajo	G-SATO Aztec
17 G-JTCA Aztec	G-LATC Bandeirante	G-BEST Aztec
18 PH-CHD F-28	G-EMKM Jodel D.120A	G-FIZZ Warrior
20 G-BHSU HS.125	G-ATOA Apache	G-BAVL Aztec
21 G-BHZL AA-5B	G-CHEV Bandeirante	G-ATON Cherokee
22 G-BHBC Cougar	G-BHXY Baron	
23 G-BIEE King Air	G-SAAS Thrush Comm.	G-BBNO Aztec
24 EC-CQM DC-8	G-SOLO Pitts	G-GOSH Cessna 404
25 PH-CHI F-28	G-REEK AA-5A	G-BEZI AA-5
26 9H-AAN B.720	G-ATCE Cessna 206	
27 G-AIWA Proctor	G-EMCA King Air 200	G-IGVL Tomahawk
28 G-DGHO Bell 47G	G-AFLW Miles Monarch	
29 G-DGOP Falcon 20F	G-WREN Pitts	G-DEVO P.68E
31 EC-CQM DC-8	G-BFZH Arrow	G-BBCW Aztec

4th. OY-POU F Elmdon T Edinburgh; 7th. D-IAMA F/T Schwenningen; 8th. OY-SBT F Flesland T Tirstrup; 12th. D-IBMK F/T Mannheim.

TEESSIDE MOVEMENTS - August 1981

1 PH-CHD F-28	G-BSIX Cessna 401	G-BILT Cessna 172
2 9H-AAK B.720	G-PARI Cutlass	G-ATJU Cessna 150
3 OE-FME Baron	G-DFOH Bell 47G	
4 G-EMFC Bandeirante	G-BFFI Chieftain	G-BCRR AA-5B
5 G-DEOE Cessna 150	G-AWBT T.Comanche	G-ARUM Dove 8
7 EC-BSE DC-8	G-AZGB Aztec	G-IANT Cessna 404
9 9H-AAN B.720	PH-CHD F-28	
10 G-NOEL Jetranger	G-BHSM Jetranger	G-BHOW Baron
12 G-CNSI King Air 200	G-OOOE Stampe	G-BILT Cessna 172
G-DKJW Aztec	G-ATJU Cessna 150	
13 G-BCYE Falcon 20	G-ELST Cessna 421C	G-ATTF Cherokee
14 EC-CQM DC-8	G-SMJJ Cessna 414	G-YORK Cessna 172
15 PH-CHD F-28	G-LIFT Cessna 150	G-WOLF Cruiser
G-ASVN Cessna 206	G-LFWD Warrior	
16 HL-VGR Citation	G-LEAR Learjet	G-TAXI Aztec
17 G-BIAD Tampico	G-LATC Bandeirante	G-BAUV Cessna 150
19 HL-VGR Citation	G-WSSC Chieftain	G-AVAO T.Comanche
G-BHAY Arrow	G-BXKD Aztec	G-ANUO Heron

TEESSIDE MOVEMENTS (Contd.)

20	N5531N Cessna 182	G-JRCT Citation	G-BELP Warrior
	G-BDIJ Sikorsky S-61N	G-AVKZ Aztec	
23	9H-AAL B.720	G-HGGS Bandeirante	G-EHST Hughes 369
24	G-OAMH Agusta A.109A	G-IGKJ Bo.105	G-AYSL T.Comanche
25	SE-GMG Cessna 402	HE-VFD Learjet	G-LIOW Slingsby T.67A
26	G-BHKX Duchess	G-AWSL Cherokee	G-DBJZ Cessna 172
	G-CNSI King Air 200	G-BFGG Cessna 150	G-HGGS Bandeirante
27	G-BERG Puma	G-ARPD Trident	G-LFXS Rockwell 114

3rd. OE-FME F Exeter T Ostend; 16th. HL-VGR F/T Geneva n/s; 25th. SE-GMG F Angelholm T Glasgow, HE-VFD T EMA.

G-ARPD is for the C.A.A. Fire School that is moving from Stansted.

Teesside Air Display - 22/8/81

Flying: G-EGLE Christen Eagle, G-AYWT Stampe, N9238 (G-ANEL) Tiger Moth, G-WULF FW.190, G-BOOK Pitts, G-AMPH Provost, G-LIOW Slingsby T.67A, G-ECIT Cranfield A1, G-PRES Cessna 441, G-BHLK Cougar, G-AXOZ Pup, G-AZZV Cessna 172, G-BHDR Cessna 152, AF/77-0265 A-10, XV748 Harrier, XX171 Hawk, XV201 Hercules (Falcons), Red Arrows, XV199 Hercules (Red Arrows Support), Battle of Britain Flight, PA474 Lancaster, P7350 Spitfire, LF368 Hurricane, Vintage Pair, XH304 Vampire, WF791 Meteor.

Static: XV760 Harrier, XX299 Hawk, WR/77-0141 A-10, TB382 Spitfire (RAF Exhibition Flight).

Pleasure flights: G-AYVM/AZDH/BASU/PATT of Casair.

OUT & ABOUT

Culdrose Air Day - 22/7/81 Flying: XZ597 Sea King, ZA676 Chinook, XX481 Jetstream, XZ458/459/460/492 Sea Harriers, XP741 Lightning, XV663 Sea King, + Red Arrows.

Static: XE339 Sea Hawk, XS695 Kestrel FGA1, XP158 Wessex, XF382 Hunter, XX173 Hawk, XN692 Sea Vixen, WV903 Sea Hawk, XR993 Gnat, XL500 Gannet, XX484 Jetstream, LS326 Swordfish, WB271 Firefly, XV222 Hercules, G-THEA Stearman, G-BTSC Evans VP-2.

Pleasure flights: G-BHXU Jetranger, G-LRII Long Ranger.

St. Just - 24/7/81: G-SUZY/BEHA Taylor JT.1 Monoplane, G-DAME Volmer Sportsman, G-BEAB Jodel DR.1051, G-AYET Rallye, G-PAOU A1-5, G-AHAP Auster, G-AEVL Rapide awaiting restoration, G-AXXH Islander, G-AMWV Comanche, G-ATOL Cherokee, G-AXFG C.337, G-ARAU/AWEO C.150's, G-PAAL C.172, G-LEZM C.182, G-ARZD C.172 fuselage only.

Penzance Heliport - 24/7/81: G-ASNL/DCED S-61N.

Paris (Orly) 21/8/81: F-BTTA/C/E/H/I Mercure's, F-DUAE/I/K A-300's, F-EPNA/L/H F-27's, F-FNKC Caravelle - (all Air Inter); F-BYCE/FM/GEMK Caravelle's (EAS); F-IRGU Caravelle (Minerva); D-AIEB A-300 (Lufthansa, leased to Air Algerie); JY-AFQ B.707 (Alia); 4X-AXC B.747 (EL AL); SX-BEG A-300 (Olympic); N4866T DC-8 (Transamerica); HL-VFA HS.125; plus loads of Air France aircraft.

Paris (Charles de Gaulle) - 21/8/81: N803FT B.747 (Flying Tigers); TF-VLE DC.8 (Icelandair - leased to Saudia); JA8113 B.747 (Japan A/L); F-GCJL/LL/SL B.737's (Euralair); PK-GSE B.747 (Garuda); TU-TAO A-300 (Air Afrique); F-BTDH B.747, (U.T.A.); N18711 B.707 (TWA), plus the usual Air France!

Heathrow - 25/8/81: D-AEUA B.707 (German Cargo), TF-FLE DC-8 (Saudia Cargo), PH-DTL DC-10 (Ghana A/W), TC-JAU DC-10 (T.H.Y.), MS019 Hercules (R. Saudi A.F.), SE-DEL/I-CHIC Falcon 10's, D-COTT/I-SNAG/N121EU Falcon 20's, D-BDWK/HE-IEV/9K-AEF Falcon 50's, G-HADI/N34RP/N829GA Gulfstream 2's, G-BJOY/TACE HS.125's, G-ZEAL/HZ-ARM/N113AK/N37TA Learjet's, A6-HRM B.707.

Luton - 26/8/81: N98MD/N101AW/N5UD/HZ-THZ Jetstars, PH-CTF/SE/DDN Citations, HE-VFO/VFV Learjets, PH-SRV Cherokee.

Luton - 28/8/81: HZ-MAA BAC1-11, D-GAKK Seneca, N535SM Commander, YU-AHN DC-9 (JAT), G-LISE R.22.

Hurn - 2/9/81: F-GLOX C.172, HL-VEM Learjet, G-JETA Citation, G-BXYZ Commander.

Compton Abbas - 3/9/81: G-LCXJ (413048) Auster, T7404/G-AMWV and N6985/G-AHVN Tiger Moth's, G-LION S.Cub, G-EGGS Regent, G-CLUX C.172, G-FUEL Robin, G-DINA Cheetah.

A TRIP AROUND THE AMERICAS by Ian Gordon

After leaving Europe my ship sailed down to South America, Venezuela to be precise.

We docked first at LA GUAYRA which turned out to be only 2 miles from CARACAS INTERNATIONAL airport. My sightings stem from being able to see what I could from the ship when the aircraft were on climb out or finals. I did visit the airport once but kept a very low profile from the domestic terminal.

CARACAS 29.6.81: N28366, EL-DLC B.747s; PH-DTL DC-10; N504PA, N509PA L-1011s; HI-312 B.727 (DOMINICANA); PJ-SNB DC-9 (A.L.M.); N1280E B.727 (LASCA); YV-34C T.Otter YV-161CP N.200.

CARACAS 1.7.81: 0001 B.737, 0003 DC-9 both of Venezuelan Govt.; GN-7842 Jet Ranger (NAVY); PJ-SNB DC-9 (A.L.M.); N1279E B.727 (LASCA); YV-290C, YV-293C DC-6F's (AERO D); YV-55CP Citation; YV-27C, YV-28C T.Otters, YV-21C, YV-23C, YV-24C, YV-25C, YV-32C, YV-33C all DC-9's of AEROPOSTAL; YV-61C CV-580; YV-66C, YV-67C, YV-68C and YV-72C all DC-9s, YV-74C, YV-75C and YV-77C B.727s all of AVENSA; YV-374C SD-330 (AERONAVES); YV-140C, YV-142C and YV-143 C-46s of LATINCARGA; YV-32CP DC-3; YV-28CP Gulf 1; YV-467CP B.90; YV-361CP B.80.

CARACAS 9.7.81: A visit by USCG 'STEADFAST' had on deck 1395 S-61N; N749WA B.747 (VIASA) this aircraft was crew training all day in full Viasa colours. TI-LRK BAC1-11 (LASCA); HC-LFC B.707 (ECUATORIANA); HP-661 B.727 (AIR PANAMA) G-BEEM DC-10 (L.CAL); F-BPVS B.747 (AIR FRANCE).

From Venezuela we sailed up to HOUSTON to commence a new charter which was to take in 9 US ports. So, being one not to miss a chance of a few hours off I spent a few hours at:

HOUSTON HOBBY 5.8.81: A very busy airport indeed, airline activity is limited to a few airlines that specialise in low cost, no frills travel i.e. SOUTHWEST. Probably 300 or so light aircraft on the field but because it was extremely hot I retired to the air-conditioned terminal! Not before I visited the biz-jet area. Noted were a grand total of 50 biz-jets and that wasn't all of them.

XC-LEN Citation; XL-ALO Falcon 20; XB-PUE 125; C-GVCA, C-GVCE Learjets C-GDXT B.200. VR-CAE, N20HF, N72A and N925A Gulf 1s; Third level airlines were represented by N225CH, N303CH PA-31s of HAMMONDS; N59CA B.99 CHAPARRAL; and a newcomer N374NE FH-227 EMERALD, N29AA B.90 (ALPHA).

SOUTHWEST was present with a total of 16 B.737s, N7352L B.737 (FRONTIER); N922L DC-9 (OZARK); N7984S C.130 (SOUTHERN A.T.); N916RW, N924RW, N8905E and N983NC DC-9s (REPUBLIC); and a brand new airline that had begun operations only two weeks earlier N10028, N10029 DC-9-80s of (MUSE AIR).

BALTIMORE/WASHINGTON INTERNATIONAL 16.8.81: Another busy airport, however with 3 runways in use at once it becomes hectic to remember what's what.

N125AV, N268AV Metros of (AIR VIRGINIA); N696HA, N996AA SD-330's, N901HA, N902HA DHC-7's, N496HA, N596HA B.99's all of (HENSON); N37570 DC-6; N1481C CV-440, N47099 CV-440, N139FE B.727 (FEDERAL EXPRESS); N416EX B.727 (EMERY); N781N B.737 (PIEDMONT) N67AF B.737 (AIR FLORIDA); N716RC B.727 (REPUBLIC); and usual United, Eastern and Delta, with a fair spattering of US Air. Homeward bound on N112WA DC-10 (WORLD) to Gatwick.

Military News

Topcliffe: 3 Flt. A.A.C. were reported earlier this year to be operating Gazelle A.H.2's XW843, XZ335, XZ336, XZ344, XZ345 and XZ347.

Catterick: Recently seen with 645GS were Cadet TX.3's, WT868, WT905 and WT918. Vulcan L.2 XH554 arrived on 9th June from Scampton for use by the Fire Fighting School.

Finningley: Bulldog T.1's XX559/01, XX560/02, XX702/03 and XX611/04 of Glasgow UAS were resident for Summer Camp between 8th June and 3rd July.

Leeming: CFS are reported to have received Jet Provost T.3A XM387/I. This replaces XN552 which went to 7FTS Church Fenton earlier this year.

Kirkbymoorside: Present in May were Venture T.2's XZ553/Q, XZ555/A; Venture T.3 ZA664 and Cadet TX.3's WT868 and WT870.

Military News (Contd.)

Alconbury: Noted on 26/8 were F.15's 80550, 90008, 90041/2/3/4/5/6/7/8, 90050, 90055, of 36th TFW, all temporarily resident due to runway maintenance at their Bitbury Base.

Coningsby: Visitors on 26/8 were the following F-104S of the Italian Air Force, coded 53-10, 53-12, 53-13 and 53-20. Can anyone provide serial tie-ups?

Around the U.S.A. in 80 (flying) hours. July - August 1981 by Chris Warn

Surely one of the best ways to visit some of the top aviation sites in the USA is to fly into them. True, but how could one afford to do such a thing on an average income? Thank heavens the US internal airlines have come up with an answer - the 31 day unlimited mileage "anywhere" ticket. Of all the ones on the market I selected the "VUSA" ticket of Continental Airlines. For \$329 I could have unfettered travel, with full booking facilities and meals, for a month, on their mainland network. So I could fly over 2000 miles each day if I wanted to for a cost of only \$11 (say £6) per day.

That settled, the next question was how to get across the 'pond'. The easiest way is to go to the East Coast - say Boston or New York but the nicest - and would you believe it the cheapest - way is to go to Anchorage, Alaska. Western Airlines will fly you there and back from Gatwick in a DC-10 with free champagne and smoked salmon for £225. That only left the problem of getting between Anchorage and the nearest Continental Airlines destination, Seattle. Lack of prior knowledge of the local Alaskan deals denied my wife and I the chance to purchase a Wien Airlines run-about ticket or an Alaskan Airlines 7-days-in-advance bargain fare. Still the slow plane to Juneau and Seattle proved to be great fun and still economical by European standards.

Probably only in Anchorage can one see airworthy examples of such transports as the C-46, C-47, C-54, C-82, C-97, C-117, C-118, C-119 and the C-133, together with DC-7s, Electras, YS-11's, Carvairs and Convair 880s going about their daily tasks of moving supplies and fish. And if that is not enough you can watch the international transits (such as Japanese and Korean DC-10s, Taiwan 747s etc.), see the remains of an L1649 Starliner in TWA colours or wander around the shores of Lake Hood where over 700 floatplanes are based, some of which are distinctly rare machines.

Within the city is a very large General aviation airfield called Merrill Field with many interesting and rare types. British enthusiasts would probably be attracted to the white, windowless Skyvans of Grifford Aviation, but in odd corners are such treasures as a Vertol H-21, an Artic Tern, a SCAN 30/1 and a Convair L-13. It doesn't take long before one becomes aware of the vast number of ancient fabric high wing taildraggers that exist up here. Some look old and fatigued, but many have been substantially modified with flaps, wing endplates or winglets, powerful engines, balloon tyres and new fins to cope with the exacting conditions of bush flying. It is said that one family in 17 has an aircraft in Anchorage, and it is quite a spectacle to go to Campbell Lake in the southern suburbs and see estates of detached houses each with a Floatplane at the bottom of the garden. Another fascinating airfield in Anchorage is the "Skyharbor" strip which is set literally amongst suburban houses and gardens. Many planes are kept in the owners' back yards and are taxied along the roads to the gravel strip. Even in a little site like this there are twice as many residents on the field as at Leeds-Bradford, not counting those in private gardens.

Fairbanks is much the same; there are four very large airfields (in terms of numbers of planes) to serve a city of 34,000 people (about the size of Bingley). Of the many extraordinary machines to be seen here were the C46 and Catalina fuel carriers of Luddy Wood and the Nenana Fuel Co.

On my journey by Alaskan Airlines 737 and 727 'bus-stop' service to Seattle, I had the very good fortune to be given a free flight over the local icecaps in an AA-5 Traveler by a local businessman. It only goes to show what an EAA badge will do!

After all that the next task was to plan an effective holiday using the Continental Airlines 'VUSA' ticket to achieve a fair mix of sightseeing and spotting. If asked, most 'total aviation persons' would include Oshkosh, Abbotsford, Vancouver, Seattle, Los Angeles, Tucson, Harlingen and Miami on their lists. I certainly did. Unfortunately both time and the Air Traffic Controllers dispute prevented me from adding Wichita, San Francisco, Houston and Portland to my itinerary.

Oshkosh defies a simple description. What can one say when confronted with more aircraft on the ground than registered in the UK, more unusual shapes than one can recognise, and such a rich concentration of warbirds, antiques and homebuilts. Even the 150 rows of "transients" have many surprises if you have enough energy left to hoof up and down the lines. Leicester has 400, Oshkosh has 7,000. To make any impression on the task of photographing and recording the cream of this 7000 it is essential to get out of the tent at sun-up(dawn) and keep going without admitting any tiredness until sundown is complete. And as if that were not enough I had been in Tucson two days earlier peering through the fence into the 5,500 odd military aircraft in store or being dismantled.

The Mexican border cities of Brownsville, Harlingen, McAllen, Tucson and El Paso all provided significant numbers of XA,XI and XC aircraft. McAllen was an especially fascinating airfield because it also had a large stock of active and semi-retired propliners. Harlingen is predictably good - but there is an equally impressive gathering of statically displayed warbirds at the Lackland AFB in San Antonio.

South Florida provided its expected array of unusual latin American registered aircraft and suspicious looking old airliners. Miami International remains a unique place to see both of these elements really well. A glance at one page of my logbook reveals CC-CJN, 6Y-JJQ, HK-2587X, PJ-SNC, HZ-AZP, HP661, FAG926, YN-LSQ, HR-TNL and so on. Opa Locka held another 55 South American registered planes, Fort Lauderdale Executive 35, Fort Lauderdale International 15 and Taimiami 15. The Seaplane base at Miami harbour was active as usual with red, blue and yellow coloured Mallards/Turbo Mallards of Chalk's Airline splashing in and out amongst the cruise liners and sightseeing helicopters.

My visit to the Abbotsford display (near Vancouver, British Columbia), came at the end of a six day side trip starting in Seattle (where unbelievably I rolled up to Everett to discover that the 767 was being rolled out at that moment) and going via the superb Delta Air Park to the prolific surprises of Vancouver International, and then on through the mountains to include many well-stocked airfields at places like Prince George and Kamloops. The speciality of this region is of course the red and white DC-6, A26 and CS-2F water bombers of Conair.

Abbotsford is the premier air display of Canada. It is a bit of Greenham Common, a bit of Farnborough, a bit of Cranfield and a bit of Leicester. The prime objective is to provide the maximum level of discomfort to the myriads of chickens in their batteries adjoining the aerodrome. The number of complaints from chicken farmers is an index of how good the display is. The combined effects of a Vulcan, a E-17, 16 Harvards, 8 T-38's of the Thunderbirds, 12 Tutors of the Snowbirds, 5 Freedom Fighters, 4 Voodoos, an F-104 and a CF-100 gave the chickens something to ruffle their feathers about. What would have happened if the C-5, C-141, two A-37E's, the KC-135, E-2C, two TA4Fs, the F-111, the A-7E, the F-105, the two F-14A's and the F-15A and TF-18A had also flown is anybody's guess. On the quieter side were the antiques which included four Tiger Moths, a Leopard Moth (C-FZJP) a Hornet Moth (N360H) and a WACO INA; some excellent aerobatic aircraft (such as Art Scholl's 285hp clipped wing Chipmunk) some superb warbirds (including two P51's of the Bolivian Air Force and a Sea Fury) and some unexpected commercial display aircraft like landeirante PT-SLW and Turbo Porter HL-FHK. An unscheduled event was the crash of Stearman N331AS as the pilot lost balance when the wingwalker rose from the front cockpit to do his thing.

After all this, plus about 38,000 miles of air travel on 39 flights totalling 80 hours in 25 different aircraft for around £550, my desk in Keighley will never feel the same again.