

AIR YORKSHIRE



VOLUME 10 No.8

(FOR PRIVATE CIRCULATION ONLY)

AUGUST 1984

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

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

TRIPS ORGANISER:- Stephen Rigg, 35 Bromley Mount, Sandal, Wakefield, Tel. 375000

TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX

MILITARY SECTION SUB-EDITORS:-

N. Micklethwaite, 15 Leslie Avenue, Yeadon, Leeds LS19 7XH Tel. Rawdon 507604

J. Clough, 29 Moorside Gardens, Eccleshill, Bradford BD2 3RE Tel. Bfd. 639497

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.

SEPTEMBER 2nd. : Annual Quiz - a different layout this year, with lots of easy questions and a few tougher ones - to sort the men out from the boys. If (like me) you can't answer the questions, it doesn't stop you coming along to see the slides - see you there!

OCTOBER 7th. : Ian Mac Farlane will show a selection of slides from his vast collection, taken in the sixties and early seventies. An event not to be missed.

NOVEMBER 11th. : AGM - plus films (details later) - an extra plus will be an Aer Lingus B.747 - no expense spared!

EDITORIAL

Apologies are due for the last meeting, the Microlight flyers couldn't make it, but we were treated to an almost impromptu slide show by Steve Rigg, covering aircraft snapped on organised Air Yorkshire trips over the last few years - and very interesting, too - thank you, Steve.

Please note that the AGM in November takes place on the 11th, not the 4th (as it normally would) - it is thought that the competition of three Jumbo visits on that day, and the accompanying crowds of people, traffic etc, etc, will be too much even for our energetic little society.

And the good news is - we have a member very interested in taking over the vacant Secretary's position. And the news that John Hunt, our faithful Treasurer/Registrar, is moving back down South soon, caused further depression in the camp. However, new member Bob Acheson has professed his interest in continuing where John leaves off - so the crises are over - and Air Yorkshire is sustained once more.

CREDITS

T.W.Sykes	D.Elam	R.Fozzard	S.W.Rigg	K.Glasby	C.F.Brown
I.D.Gordon	C.Harper	R.Ward	R.Walker	A.Heeley.	

LEEDS/BRADFORD MOVEMENTS - JULY 1984

1	G-AYWG Aztec n/s	1107 1839(2)	G-BKHE Boeing 737	1227 1829
	G-BHWE Boeing 737	1407 1503	G-BHBZ Partenavia P68B	1422 1605
	G-OAKL King Air 200	1450 1545	G-BAZG Boeing 737	1453 1559
	G-BFGF Cessna 177	1503 2036	G-AZFI Arrow	1511 1545
	G-BGVZ Archer	1518	N260LB Bonanza n/s	1612 1229(6)
2	G-BIED King Air	0813 1651	G-AZXH Seneca	0909 1731
	G-BFAN HS.125	0935 0952	G-OJCB Jetranger	0945 0958
	G-BIEZ King Air	0945 1029	G-DODD Cessna 172	1004 1052
	G-BBOR Jetranger	1007 1026	G-SAAM Cessna 182	1122 1435
	G-BAZG Boeing 737	1328 1456	G-BJET Cessna 425	1345 1720
	G-BKAP Boeing 737	1349 1616	EI-BEM Short 3-60	1624 1643
	G-BJMR Cessna 310 n/s	1627 1137(29)	G-BBOR Jetranger	1632 1703
	G-BFAN HS.125	1638 1654	G-BLDE Boeing 737	1706 1837
3	G-RUSH Cessna 404	0659 0749	G-JGCL Cessna 414A	0758 0810
	G-BCKM Citation	0824 0914	G-TAPE Aztec	0900 1724
	G-BHLK Cougar	0909 1855	G-OSPL Cessna 210 n/s	0920 1458(4)
	XX508 HS.125	0933 1458	G-OHTL Sikorsky S-76	0937 1044
	G-BJYD Cessna 152	1202 1238	G-BJYN Tomahawk	1230 1539
	G-OFHS Hughes 500	1242 1401	G-AVVV Cherokee	1530 1955
	G-BCKM Citation	1638 1655	G-BKSR Citation n/s	1701 1737(4)
	G-BIEZ King Air	1709 1718	G-BIEZ King Air n/s	1907 0940(4)
4	G-OIAS Chieftain	0904 0920	G-BOBI Cessna 152	1019 1054
	G-AVXX Cessna 172	1021 1303	G-BHFH Seneca	1144 1650
	G-BEJE HS.748(Training)	1215 1318	G-AXUA Pup	1343 1659
	G-BECH Boeing 737	1340 1503	F-RAGL Transall	1508 1508
	G-BHCP Cessna 152	1527 1619	G-LUCY T.Comanche	1600 1647
	G-RUSH Cessna 404	1729 1851		
5	G-HWAY Arrow	0854 1725	F-GCLD King Air	0930 1702
	F-GBRD King Air	0936 1657	G-BBNV Fuji FA.200	1003 1035
	G-AZKG Cessna 172	1146 1737	G-ASLE T.Comanche	1206 1821
	G-TAPE Aztec	1331 1758	G-BAZG Boeing 737	1343 1450
	G-BDAP Tailwind	1354 1550	G-BIWP Mooney M.20J	1441 1846
	G-BGOM Navajo	1743 1750	G-AWLP Mooney M.20F	1825 1917
6	G-BMTC Twin Squirrel	0922 0942	G-GAYL Learjet 35	0923 1544
	N9240Y Mojave	0947 1147	G-TYRE Cessna 172	1025 1700
	G-BATV Cherokee	1103 1141	G-BHGO Cherokee Six	1112 1133
	G-BECH Boeing 737	1248 1413	G-BFZH Arrow	1407 1512
	G-NOEI Ecureuil	1453 1526	G-AZLY Cessna 150	1455 1554
	F-BRNO King Air	1557 1727	G-AVG V Cessna 150	1604 1633
	G-BGOM Navajo	1622 1642	G-BLFJ Friendship	2021 2039
	G-BLCL Cessna 441	? ?		
7	G-BHRB Cessna 152	1051 1158	N4088H Mooney M.20K	1128 1514
	G-BKMS Boeing 737	1226 1324	G-BECH Boeing 737	1228 1445
	G-OMJH Hughes 500	1240 1318	G-BHED Cessna 152	1312 1351
	EI-BEM Short 3-60	1318 1416	D-EEPY Cessna 182	1332 1532
	G-BLDE Boeing 737	1400 1551	G-BXYZ Commander 690C	1854 2145
	G-AOHM Viscount	1907 1937		
8	G-BKHT B.Ae.146	0948 1032	G-ARVU Cherokee	1041 1227
	G-AVSI Cherokee	1109 1230	G-BKHF Boeing 737	1218 1333
	G-BHZG Monnet Sonerai	1241 1345	G-BGYL Boeing 737	1410 1508
	G-BGYK Boeing 737	1505 1609	G-BCGJ Cherokee	1513 1906
	G-CHIP Archer	1657 1744		
9	G-BHTR Jetranger	0910 1001	G-ONOR Cessna 425 n/s	0949 0935(13)
	N9888H Cessna 182 n/s	1003 1530(11)	G-AZOM Bo.105D	1046 1106

LEEDS/BRADFORD MOVEMENTS (Contd.)

9	VH-FFA Cessna 310 n/s	1217 0655(10)	G-BIEZ King Air n/s	1318
	G-PGYK Boeing 737	1333 1456	G-BHVG Boeing 737	1505 1611
	G-LEON Chieftain	1542 2051	G-BIOW Slingsby T.67A	2042 2115
10	G-OEMA Cessna 404	0815 0851	G-BMTC Twin Squirrel	0902 1346
	G-INMO Navajo	0909 0920	G-BJBI Cessna 414A	1205 1613
	G-BERL AA-5B	1315 1418	G-YIII Cessna 150	1419 1533
	G-BGYL Boeing 737	1504 1627	G-BGXC Tobago n/s	1644 1029(12)
	G-BIUI Cessna 152	1652 1724	G-INMO Navajo	1700 1726
	238 HS.125	1858 1921		
11	N5275T Cessna 182	0857 1734	G-CORR Twin Squirrel	0939 1036
	G-BGFD Cherokee Six	1126	G-BEBE AA-5A	1316 1359
	G-BHWF Boeing 737	1329 1511	XW789 HS.125	1401 1454
	G-BFVA Boeing 737	1404 1500	G-DFIN Dauphin	1540 1559
	G-BJYB Cessna 441 n/s	1639 0905(12)	G-OEMA Cessna 404	1722 2016
	G-BHYU King Air 200	1816 1845	238 HS.125	1842 1944
	G-BCBI Cessna 402B	1910 1927	G-AZZV Cessna 172	1957 2040
12	G-AZRV Arrow	0807 1947	G-BJBI Cessna 414A	0810 0953
	79 Xingu	0813 1529	G-BEZR Cherokee Six	0901 1303
	G-DINA AA-5B	1118 1444	G-TDAA Cessna 206	1132 1621
	EI-BEM Short 3-60	1326 1415	G-BJCN Cessna 337	1327 1600
	G-MARG Chieftain	1334 1720	G-BGYK Boeing 737	1344 1459
	G-BGOM Navajo n/s	? 1201(13)	G-BGND Cessna 172	? ?
	G-BOBI Cessna 152	? ?	G-BHRO Rockwell 112A	? ?
13	N60626 Cessna 150	0836 1120	F-GBLU King Air	0905 1644
	PH-BOS Warrior n/s	1027 1104(14)	G-TDAA Cessna 206	1038 1521
	G-BAVL Aztec	1142 1555	F-GAMP Cheyenne n/s	1307 1115(15)
	G-BAZG Boeing 737	1251 1406	EI-BEM Short 3-60	1320 1410
	G-BGFD Cherokee Six	1518 1723	G-BALM Cessna 340	1945
14	G-TDAA Cessna 206 n/s	1040 0752(15)	G-IBLL Commander 690D	1051 1729
	G-BHVG Boeing 737	1232 1327	G-BAZG Boeing 737	1239 1449
	EI-BEM Short 3-60	1325 1414	G-BDZX Warrior	1329 1728
	G-BLDE Boeing 737	1418 1517	G-BFDN Chieftain n/s	1617 ?
	G-YTWO Cessna 172	1919 2019	G-AOYO Viscount	2011 2042
15	G-SAHI Trago Mills SAH-1	0953 ?	G-BKMN B.Ae.146	1026 1109
	G-BKHE Boeing 737	1243 1333	G-BAZI Boeing 737	1352 1504
	G-JTCA Aztec	1434 1455	G-BECH Boeing 737	1459 1614
	G-BIYX Cherokee	1606 1734	HB-VFB Learjet 35	1700 1829
16	ZD621 HS.125	0951 1351	G-MAGY Ecureuil	1029 1248
	G-BJXA Slingsby T.67A	1050 1412	G-BFAI Rockwell 114 n/s	1115 ?
	G-JGCL Cessna 414A	1131 1423	G-BHKY Cessna 310	1116 1245
	G-BALM Cessna 340 n/s	1138 ?	G-JLCO Twin Squirrel	1142 1246
	G-BEXW Archer	1207 1658	G-AZFT Arrow n/s	1235 1555(28)
	G-FISH Cessna 310 n/s	1253 0819(20)	G-BECH Boeing 737	1337 1449
	G-JLCO Twin Squirrel n/s	1421 1254(17)	G-BHVG Boeing 737	1434 1611
	G-BKNH Boeing 737	1645 1834		
17	G-CEGA Seneca	0646 0719	F-GAMP Cheyenne	0944 1327
	G-BLFV Cessna 182	1300 1613	G-OFHS Hughes 500	1302 1428
	EI-BEM Short 3-60	1319 1414	G-BFGH Cessna 337	1336 1441
	G-BKKP Cessna 182	1338 1610	G-TBIO Tobago	1644 1949
	G-BHUL King Air	1939 2040		
18	N9240Y Mojave	0849 0913	OO-PWW Cessna 182	0909 1539
	G-BHFY Baron	0918 1140	HZ-KA4 Boeing 720	1229 1732
	G-BIXU AA-5B	1301 2010	G-BFVA Boeing 737	1343 1507

LEEDS/BRADFORD MOVEMENTS (Contd.)

18	G-BAMX Cessna 182	1348 1430	N9240Y PA-31	1350 1415
	G-JDEE Trinidad	1451 1504	G-AZXC Cessna 337	1707 ?
	N5372C Cessna 414A n/s	1807 1104(26)	G-SIGN T.Comanche	1826 1852
	G-ERRY AA-5B n/s	1910 0928(19)	G-BFDA Chieftain n/s	1933 1531(20)
19	G-WTVB Cessna 404	0812 0834	G-BGMD Twin Otter	0829 0907
	G-BKIP King Air	0959 1530	G-BMTC Twin Squirrel	1000 1243
	XS789 Andover	1152 1207	G-BGNW Boeing 737	1328 1457
	G-SEEK Cessna 210	1644 1656	G-EGEE Cessna 310	1707 1727
	G-PTER King Air	1741 1752	G-PTER King Air	1916 1927
	G-BGMD Twin Otter	1925 1945	OY-DDH T.Comanche	2004 2217
	G-AOYR Viscount n/s	2038 0840(20)	G-WTVB Cessna 404	2113 2124
	G-BHKY Cessna 310	? ?		
20	G-BMAP Friendship	0757 0846	G-BCKM Citation	0807 0843
	G-BGNU King Air	0813 0824	G-HUGH Lance	1011 1636
	G-BADR Boeing 737	1240 1407	G-BCPF Aztec	1340 1422
	XS793 Andover	1351 1553	G-JONS Chieftain	1517 1806
	G-BKFY King Air	1525 1548	G-AZFX Cessna 414	1530 1637
	N4088H Mooney M.20K n/s	1543 1110(21)	G-BEFH Nord 3202B	1650 1802
	EC-DUB Boeing 737	1738 1844	G-BCKM Citation	1858 1907
	G-BDLR AA-5A n/s	1906 1724(21)	G-BMAP Friendship	2057 2132
	G-AOYR Viscount n/s	? 1218(21)		
21	G-BKVH Cessna 404	0736 0806	G-WTVB Cessna 404	0809 0830
	G-BGEO Chieftain	0819 0836	G-PATT Cessna 404	0828 0840
	G-BKAP Boeing 737	1216 1320	G-HYDE Jetranger	1255 1328
	G-BADR Boeing 737	1317 1429	G-BGZK Bell 47	1502 1532
	G-BLDE Boeing 737	1509 1639	G-AVOF BAC 1-11	1721 1751
	G-AOHM Viscount	1910 1954	G-PATT Cessna 404	1926 1953
	G-BKME Boeing 737	1921 2019	G-WTVB Cessna 404	2050 2057
	G-BKVH Cessna 404	2106 2122	G-SCHH B.Ae.146	? ?
22	G-WTVB Cessna 404	0739 0755	G-AZOG Arrow	0910 1449
	G-BKHT B.Ae.146	0955 1039	G-BGYJ Boeing 737	1224 1327
	G-BHIR Arrow	1330 1741	G-BFHT Cessna 172 n/s	1339
	G-BHAF Tomahawk	1347 1453	ET-BEH Short 3-30	1405 1437
	G-BGYK Boeing 737	1448 1613	G-BKOA Rallye	1703 1745
	G-BLLY (ex.N8752K)C.340	local	G-DMCS Cherokee	2136 2145
	G-WTVB Cessna 404	2157 2205		
23	G-BGNU King Air	0914 0927	G-JRMM Commander 690B	0929 1538
	G-OWJM Jetranger n/s	1100 1031(25)	G-AREO Super Cub	1110 1501
	G-NIAL Ecureuil	1127 1147	G-BGYK Boeing 737	1335 1457
	G-BJBJ Boeing 737	1346 1615	G-BIUI Cessna 152	1358 1428
	G-BGNU King Air	1603 1619	G-BGBK Tomahawk	1626 1703
	G-BJXA Slingsby T.67A	1630 1754	G-AXXH (ST-AIY)Islander	1658
	G-BHVB Warrior	1700 1738		
24	G-BCKM Citation	0820 0859	G-BJBI Cessna 414A n/s	1035 0953(25)
	G-BJZM Slingsby T.67A	1147 1219	G-BALM Cessna 340 n/s	1116
	G-RUIA Cessna 172 n/s	1334 1201(25)	ET-BEM Short 3-60	1413 1443
	G-BAZH Boeing 737	1516 1626	31-12 DC-9	1600 2154
	G-BBBI AA-5	1654 1738	G-EDDY Arrow	1740 1747
	G-HWBK Agusta A.109	1744 1944	G-BCKM Citation	1815 1845
25	G-BIEZ King Air	0900 0935	G-OSPL Cessna 210	0919 1609
	G-BBNO Aztec	1009 1323	G-BCRP Aztec	1034 1454
	OY-BSL Beech 95	1155 1426	G-BAHJ Comanche n/s	1240 1859(26)
	I-TALL Baron	1342 1501	G-BGNW Boeing 737	1351 1504
	G-BJYD Cessna 152	1447 1535	G-SILV Cessna 340	1528 1602

LEEDS/BRADFORD MOVEMENTS (Contd.)

25	G-YTWO Cessna 172 n/s	1705 1211(26)	G-BIEZ King Air n/s	1820 0855(26)
	G-BIUN Cessna 152	1937 2034		
26	G-IBLL Commander 690	0901 1727	G-SIGN T.Comanche	1014 1106
	G-SILV Cessna 340	1045 1123	G-BLLY Cessna 340	1212
	G-BGYK Boeing 737	1343 1457	G-BCSL Chipmunk	1350 1744
	G-EMMA Cessna 182	1838 1920		
27	G-FISH Cessna 310	0811 0909	G-AWEX Cherokee	1242 1544
	G-BECH Boeing 737	1245 1411	G-AYBK Cherokee	1247 1744
	G-FISH Cessna 310	1405 1447	G-BGFD Cherokee Six n/s	1404 1148(28)
	G-BSHL HS.125	1445 1503	EL-BEM Short 3-60	1609 1640
	EC-DUB Boeing 737	1734 1841	G-BIEZ King Air	1852 1900
28	G-BBNI Seneca	1025 1849	PH-SAV Chieftain	1116 1325
	G-BKMS Boeing 737	1223 1317	G-BECH Boeing 737	1233 1442
	G-BLDE Boeing 737	1424 1529	G-BBYS Cessna 182	1445 1535
	D-EEPY Cessna 182	1511 1647	G-APIM Viscount	1742 1815
	G-AZFI Arrow n/s	1850 1133(29)		
29	G-BKHT B.Ae.146	0950 1051	G-BJCU Boeing 737	1251 1339
	G-BAZG Boeing 737	1336 1505	G-BGYK Boeing 737	1430 1558
	PH-SAV Chieftain	1514 1911	G-BGBK Tomahawk	1517 1545
	G-BDRB AA-5B n/s	1819	G-AZFI Arrow n/s	1852
	D-EEPM Arrow n/s	2108 1408(30)		
30	G-AYND Cessna 310	0943 0950	N4937M Sikorsky S-76	1132 1157
	G-MSDS Cessna 404	1210 1229	G-AYND Cessna 310	1313 1318
	G-BGYK Boeing 737	1328 1445	G-ATSZ T.Comanche	1345 1554
	G-BHIZ Navajo	1401 1836	G-BKAP Boeing 737	1502 1552
	G-PAGE Cessna 150	1539 1619	G-STAT Cessna 206	? 1737
	N4937M Sikorsky S-76	1807 1840	G-BLDE Boeing 737	2105 2155
31	G-OFHS Hughes 500	1247 1401	G-BFZH Arrow n/s	1447
	G-BAZG Boeing 737	1523 1627	ST-AIY Islander	Air Test
	G-BJZM Slingsby T.67A	? ?		

LEEDS/BRADFORD MOVEMENTS REVIEW JULY 1984

Some real goodies this month, both Civil and Military. Night-stopping on the 1st was the Beech C.33 which visited last month also. Two French King Airs on the 5th were F-GBRD and F-GCLD, the first an E90 and the second a C90. They were followed by King Air B90 F-BRNO on the 6th. Also visiting on the 6th was N9240Y which is one of the new Piper PA-31P Mojaves with c/n 31P-8414041. It is owned by Furigas BV and is based in Rotterdam to where it was delivered on 6/5. Another European based US Registration is Mooney M20K N4088H which visited on the 7th. This is owned by H.K.S. Sportflieger of Linz in Austria and it has c/n 25-0465. Also noted on the 7th was Cessna F182RG D-EEPY. Night-stopping on the 9th were the regular Cessna 182 N9888H and last month's star visitor Cessna 310R VH-FFA calling at Northair again. A different Cessna on the 11th was the TR182RG N5275T c/n 01847. On the 13th King Air F-GBLU and Cheyenne F-GAMP were joined by Cherokee 151 PH-BOS and Cessna 150J N60626, the latter is c/n 70458 and is an ex-USAF Aero Club machine. Learjet 35 HB-VFB was on a Medevac flight when it visited on the 15th. Mojave N9240Y was back on the 18th with Cessna 414A N5372C and Cessna 182P OO-PWW and the star of the month(?) Boeing 720 HZ-KA4 which brought in the Sheikh's wife for medical treatment. OY-DDH on the 19th is a very early model Twin Comanche. Back on the 20th was Mooney N4088H and making its first visit was the Spantax Boeing 737 EC-DUB. Two Barons on the 25th were the Beech 95 OY-BSL and the Beech 58P I-TALL. Returning on the 28th was Cessna F182RG D-EEPY followed on the 29th by Cherokee Arrow D-EEPM. Crew training on the 28th and 29th was the Schreiner Navajo PH-SAV in a very un-inspiring all white colour scheme. Rounding off the month among the Foreign Civil was Sikorsky S76 N4937M, this was recently returned to Sikorsky from Brunei

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

where it had been operating as VR-MHB. Although it is four years old, c/n 760032, it is in such good condition that it is now the company demonstrator and it arrived at Liverpool docks on 23/7 for European demo's. The Military visitors were an astonishing variety this month. Representing the RAF were HS.125s XX508 on the 3rd, XW789 on the 11th and ZD621 on the 16th, Andovers XS789 on the 19th and XS793 on the 20th. The Irish Air Corps used HS125 238 on the 10th and 11th. The French A/F supplied Transall F-RAGL doing a touch & go on the 4th, the French Navy were crew training with XINGU No79 on the 12th and the star must be the Italian A/F DC9 MM62012 on a medical flight on the 24th. Among the British Regs. were G-GAYL on the 6th which is now with the AA. Short 360 G-BKZR has been resident since it was impounded on the 13th following the collapse of Genair. UK's G-BLFJ visited for the first time on the 6th and Dan-Airs 737 G-BKNH was in for the first time on the 16th. British Midland used G-BMAP on the 20th and Dan-Air are now operating B.Ae.146 G-SCHH ex.ZD695 which was first noted on the 21st. Northairs Conquest G-BLCZ moved to Gamston on the 3rd and Islander G-AXXH returned from Little Staughton re-sprayed and painted as ST-AIY on the 23rd. Cessna 340 G-BALM was put back together and airtested on the 13th, leaving for the Isle Of Man the same day. It returned for checks on the 24th but was damaged when the starboard u/c collapsed on landing and it is now back in Northair. P68 G-NEWU has been sold and was delivered to a Mr Adler at Jersey via Bournemouth on the 2nd. Having been replaced in the Yorkshire Aero Club's Fleet by G-BBCF, the Cessna 150 G-ASMW went to Humberside on lease on the 11th. Cessna 340 N8752K was rolled out of YLA repainted as G-BLLY on the 20th. Doing a low pass down runway 15 on the 10th was W.German AF.Do.28 59+24 callsign "Mission 4839".

Callsign tie-ups:- 1st. G-OAKL/Kilroe 01; 3rd. G-BKSR/McLine 096-096A, XX508/Ascot 1517; 4th. F-RAGL/FM2719; 6th. G-BLFJ/UK217Q, G-BLCL/McLine 038-039; 11th. G-BJYB/McLine 286, XW789/Ascot 1530; 12th. G-MARG/Cabair 12B, No.79/FA-015; 15th. HB-VFB/FR204-5; 16th. G-BHKY/Airwork 81; 17th. G-CEGA/Cega 453A-B, G-BHUL/Cega 456A-B; 19th. G-WTVB/Casair 095-096, G-BHKY/Airwork 75, G-PTER/Colt 02, G-BGMD/Spacegrand 1129-30-31-23, XS789/Kitty 1; 20th. G-JONS/Top-flite 643-4, XS793/Kitty 1; 21st. G-PATT/KS097, G-WTVB/KS 250; 22nd. G-WTVB/KS 252; 24th. MM62012/I-2012; 25th. G-BCRP/LEC 1; 27th. G-BSHL/McLine 382C-D.

Overshoots:- 4th. XX499/FYT99(17.20); 11th. XX496/FYT ?; 12th. XX498/FYT99 (14.50); 20th. XS726/FYN06 Dominie, XX496/FYT99; 25th. XW788/RR7604(16.45) HS.125; 26th. XX495/FYT94; 31st. XS711/FYN50(14.20) Dominie.

From & To:- 1st. N260LB F Dundee n/s T EMA; 5th. F-GCLD/F-GBRD F/T Le Bourget; 6th. F-BRNO F Chalons T Lyon; 7th. N4088H F/T Linz; D-EOPY F/T Hannover; 9th. N9888H F Brussels n/s T Booker, VH-FFA F Perth n/s T Hyeres; 10th. 238 F Cork T Dublin; 11th. 238 F Dublin T Cork; 12th. 79 F/T Le Bourget; 13th. N60626 F Luton T Netherthorpe, F-GBLU F/T Dijon, PH-BOS F/T Rotterdam n/s, F-GAMP F Le Bourget n/s T Edinburgh; 15th. HB-VFB F Malaga T Zurich; 17th. F-GAMP F Edinburgh T Le Bourget; 18th. N9240Y F/T Coventry, OO-PWW F/T Brussels, HZ-KA4 F/T Le Bourget, N9240Y F/T Coventry; 19th. OY-DDH F/T Aalborg, 19th. & 20th. XS789/XS793 transported Duchess of Kent; 20th. N4088H F Calais n/s T Wels; 24th. 31-12 F/T Birmingham; 25th. OY-BSL F Roskilde T Shannon, I-TALL F Milan T Stornoway; 28th. PH-SAV F/T Maastricht, D-EOPY F Southend T Sandown; 29th. PH-SAV F/T Maastricht, D-EEPM F Emden n/s T Inverness; 30th. N4937M F YTV, Leeds T Norwich.

Helicopter Activity:- 1st. G-IDWR/York (21.10); 2nd. G-TKHM (10.25)/G-BBOR (10.35)/Garforth Mercury Motel, G-JHVB (11.30)/G-BIZE (11.40)/Ripley Castle, G-CJCE/Huddersfield (16.15); 3rd. G-OHTL/Crosland Moor (09.20); 6th. G-BMTC/York Race Course (10.00), G-NOEI/Normanton(12.10); 7th. G-CMJH/ Meadow Road Leeds (16.35 and 20.20) Collingham (19.40); 9th. G-AZOM/York Area (11.15);

Helicopter Activity (Contd.)

11th. G-DFIN/Garforth Mercury Motel (18.55); 16th. G-MAGY/Crosland Moor (10.15)
G-JLCO/Bolton Abbey (13.05); 19th. G-BMTC/Bradford (09.50 and 12.55); 21st.
G-BGZK/Otley (15.40); 23rd. G-NIAL/York (12.00); 24th. G-HWBK/Roundhay, Leeds
(17.20 and 19.55); 29th. G-BBLC/York (12.50); 30th. N4937M/YTV (Kirkstall Rd.
Leeds) (12.05 and 17.50).

LEEDS/BRADFORD AIRLINE NEWS - JULY 1984

Air UK sent Friendship 100 G-BFLJ (ex G-SPUD G-OMAN) on its first visit (with that registration) on the 06th. The aircraft routed Edinburgh to Stansted as UK217 bringing stranded passengers from the UK203 service which had broken down in Edinburgh.

BRITANNIA AIRWAYS used the following aircraft during the month:-

G-BADR 120/20th.160/21st.
G-BAZG 164/01st.109/02nd.133/05th.120/13th.160/14th.269/29th.208/31st.
G-BAZH 208/24th.
G-BAZI 269/15th.208/17th.
G-BECH 052/04th.120/05th.160/07th.164/15th.109/16th.120/27th.160/28th.
G-BFVA 195/11th.052/18th.
G-BGNW 133/19th.052/25th.
G-BGYJ 454/22nd.
G-BGYK 164/08th.109/09th.133/12th.164/22nd.109/23rd.133/26th.164/29th.109/30th.
G-BGYL 208/03rd.269/08th.208/10th.269/22nd.
G-BHWE 269/01st.
G-BHWF 052/11th.
G-BJCU 454/29th.
G-BKHE 454/01st.454/15th.184/21st.
G-BKHF 454/08th.

BRITISH AIR FERRIES used Viscount G-AOYR to transport a party to the British Open golf match at St Andrews. The aircraft positioned in from Aberdeen on the 19th and after night stopping was to and from Leuchars as VF2524/VF2525. Another night stop was made at Leeds/Bradford before departing empty to Guernsey.

Aircraft used on the Jersey Travel series were:-

G-AOHM 07th.21st.
G-AOYO 14th.
G-APIM 28th.(First Visit).

BRITISH MIDLAND AIRWAYS used Friendship G-BMAP to operate a charter for the British Open golf match at St Andrews. The aircraft positioned in from East Midlands on the 20th to operate BD8701 to Dundee and returned later in the day as BD8702 to position empty to Birmingham.

The following Viscounts operated the Heathrow route:-

G-BAPF 01st.417/01st. 420/08th-411/21st.
G-BFZL 411/08th-417/08th.
G-BMAT 420/01st-416/07th. 412/21st-31st.

DAN-AIR produced a different Boeing 737 on the 16th in the form of G-BKNH to operate the Intasun Palma flight but all the others in the month were operated by the usual G-BLDE. The Sunday morning BAE146 Jersey flights were operated by G-BKMN on the 15th and G-BKHT on all the other dates. On the 21st the 'new' BAE146 G-SSCH operated Newcastle - Leeds/Bradford - Jersey due to an overbooking, BAC One-Eleven G-AVOF operated the reverse routing.

GENAIR operated Shorts 360 G-BKKT from the 01st to EN131/10th on the Tees-Side to Gatwick route. G-BKZR took over to operate from EN134/10th to EN134/13th when the aircraft was impounded at Leeds/Bradford and remained on Stand One until the end of the month.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

METROPOLITAN again used Shorts 330 G-BGNA throughout the month.

ORION AIRWAYS used the following Boeing 737s:-

G-BHVG 09th, 14th, 16th.

G-BJBJ 23rd.

G-BKAP 02nd, 21st, 30th.

G-BKMS 07th, 28th.

SPACEGRAND used Twin Otter G-BGMD on the 19th to operate a charter to the British Open golf match at St Andrews. Flight SGL1129 positioned in from Blackpool and carried on as SGL1130 to Leuchars. The aircraft returned later in the day as SGL1131 before positioning to Blackpool as SGL1123.

SPANTAX commenced services to Malaga on the 20th with Boeing 737 EC-DUB which also operated the 27th service. These two flights made technical landings outbound at Nantes for fuel but from the start of August this will be changed to a fuel stop at Birmingham.

Others of note were two airliners with one adapted for executive use and the other for military transportation. Boeing 720B NZ-KA4 of Sheikh Kamal Adham brought one person on the 18th for a private visit to Leeds and was from and to Paris, Le Bourget. Douglas DC-9-32 MM62012 of the Italian Air Force's Stormo 31 on the 24th was operating a mercy flight and brought a party of surgeons from Birmingham to remove a human kidney at a hospital in Leeds. The aircraft returned later that night to Rome with the kidney and operated via Birmingham to drop the team of surgeons off.

BAGBY MOVEMENTS

Beagle Pup Fly-In - 21/22nd July:- present were G-AVZP/AWYO/AXCX/AXDU/AXJO/AXPD/BASD. One of the pilots flew Concorde's for British Airways, another flew BAC 1-11s for British Island.

Other aircraft at Bagby during the weekend (including residents) were:- G-BDAP/BDJC Tailwinds, G-BGXA/BKPI Cubs, G-BHUO/BIAO/RASC VP-2s, G-AWCD/BFGK/BJOT Jodels, G-AVSA PA-28, G-ATBP RF-3, G-AVGW C.150.

Aircraft at Burton Constable Hall on Saturday 21st July were:- G-ASBS Emeraude, G-AVZP/AWYO/AXUA Pups, G-AWCD Jodel, G-BGXA Cub, G-AXRT C.150 (Tailwheel conversion)

Helicopters used by Thirsk Aero Services at Felixkirk are Hughes G-BAKG/BATT/BKJR. 24th. G-ASMW Cessna 150, 26th. G-SUPA PA.18, 28th. G-BEVA Rallye 150, G-BFXR Jodel D.112, G-AZHC Jodel D.112, 29th. G-ASHA Cessna C.172, G-ASBS C.P. 301A Emeraude, 1st. G-AZIZ Cessna 150, 4th. G-AVVJ Rallye, 5th. G-BEVA Rallye, 9th. G-ARAN PA.13, 10th. G-BBKL Emeraude, 11th. G-AVYT PA.28R Cherokee, G-BGGJ PA.28 Cherokee, G-ATBP RF3, G-RASC VP.2, G-AXXC Emeraude, 12th. G-BJZM Slingsby T67A, G-AYKK Jodel D.117, G-RASC VP.2.

GRINDALE MOVEMENTS - JUNE 1984.

2nd. G-JOAN AA-5 F/T Netherthorpe, G-RUIA C.172 F/T Humberside, G-CHIP PA-28 F Sandtoft T Sherburn; 4th. XX533 Bulldog F/T Topcliffe; 9th. G-AGXN Auster J/1N F Cranwell T Skegness; 10th. '512' (?) SF-25B F Marham T Dundee, G-BDRB AA-5B F LBA T Humberside, G-BGBK PA-38 F/T Sandtoft, G-BILZ Taylor JT-1 F Fenland T Crosland Moor; 11th. G-BFKN Aztec F Birmingham T LBA; 13th. G-AYBK PA-28 F/T Teesside; 14th. G-AXRT C.150 F/T Sproatley, G-YORK C.172 F/T Sherburn, G-AWAC Horizon F EMA T Teesside; 15th. G-BAGB SF.260 F/T EMA; 16th. G-BDGN AA-5B F/T Doncaster; 17th. G-BCUJ C.150 F Skegness T Humberside, G-AXCX Pup F Bagby T Crosland Moor, G-BBYH C.182 F/T Croft (Lincs.), G-BFLO C.172 F/T Sherburn; 19th. G-BBNJ C.150 F/T Sherburn; 21st. G-BIZG C.152 F Humberside T Netherthorpe; 23rd. G-AYGC C.150 F/T Barton; 24th. G-AYFX AA-1 F/T Sherburn, G-BAKY T.61c Falke F/T Saltby, G-ATKU C.172 F/T Doncaster, G-BEXT C.172 F Burton Constable T N'thorpe D-EENY C.172 F Duxford T Teesside; 26th. G-BISB C.152 F/T N'thorpe; 28th. G-AZJN Robin DR.300 F Monewden T Fife; 29th. G-AVUH C.150 F Skegness T Teesside.

GRINDALE MOVEMENTS (Contd.)

JULY 1984

1st. G-BBYH C.182 F/T Croft, G-ARMR C.172 F/T Doncaster; 3rd. G-AZJN Robin DR. 300 F Fife T Monewden; 4th. G-BDGN AA-5B F/T Doncaster, G-BIZG C.152 F Crosland Moor T N'thorpe; 6th. G-BHCB AA-5A F/T Doncaster, G-BEHH PA-32R F/T LBA, G-BAAW Jodel D.119 F/T Leuchars n/s, G-BETL Pawnee F Boston; 7th. G-BFLO F/T Sherburn, G-BDGN AA-5B F/T Doncaster; 11th. XV624 Wasp F Binbrook T Leeming; 13th. G-BCUJ C.150 F Skegness T Humberside, G-BHNA C.152 F/T Doncaster, G-AVUH C.150 F Kings-Lynn T Teesside, G-YTWO C.172 F/T Sherburn, G-BATV PA-28 F Sherburn T Full-Sutton; 14th. G-BEDU Sperling F/T Doncaster; 15th. G-BDOG Bulldog F/T N'thorpe, G-JAKE Chipmunk F/T N'thorpe; 16th. G-BAMU Robin DR.400 F Hungerford T Humberside, G-AXNS Pup F/T N'thorpe; 17th. G-AVG V C.150 F/T Thirsk; 18th. G-BGBK PA-38 F/T Sandtoft, G-AWUG C.150 F/T Brighton, G-TUKE Robin DR.400 F Head-corn T Newcastle; 21st. G-BCVW Horizon F/T Topcliffe; 22nd. G-ATZZ/AZID C.150s F/T Humberside, G-BFXW AA-5B F LBA T Newcastle, G-BDOG Bulldog F/T N'thorpe, G-FLIP C.152/G-AYKL C.150/G-JAKE Chipmunk/G-AZHC Jodel D.112 all F N'thorpe T Burton Constable; 23rd. G-BAOS C.172 F Staverton T Panshanger, G-AVBZ C.172 F/T Crosland Moor, G-ASBS Emeraude F Bagby T Burton Constable; 24th. G-BAGN C.177 F/T Halfpenny Green; 25th. G-BBBC C.150 F/T Sandtoft, G-BGRO C.172 F/T Humberside; 29th. G-AVWR PA-28 F N'thorpe T Glenrothes, G-BFFE C.152 F/T Doncaster, G-BDOG Bulldog F/T N'thorpe; 31st. G-BAEP C.150 F/T Tollerton, G-BIUM C.152 F Fourdam T N'thorpe, G-AZID C.150 F/T Humberside, G-BCUJ C.150 F Skegness T Humberside.

LOCAL NEWS.

Seen crop-spraying near York on 16/7/84 was Soloy/Bell 47G G-BEHN. During week 23rd-27th July, B.707 TF-VLJ was based at Teesside operating two return trips per day to Rotterdam. This was due to the effects of the Dock Strike. Flight Nos used were IS 124/5 and IS 126/7, dep. Teesside 09.00 return 13.00 and dep.15.00, return 19.00 hrs. Main cargo on Weds. the 25th. was Rothmans cigarettes.

TEESSIDE MOVEMENTS - JULY 1984.

2 EC-CGO DC-9(Aviaco)	G-BECO Bonanza	G-BAHN Baron
G-ARYH Tri-Pacer	G-BAIN Cessna 150	G-BHNE Boeing 737
3 G-OFBC King Air	G-BJVZ S-76A	G-BDRD Cessna 150
4 G-BJWO Islander	G-LUCY T.Comanche	G-FISH Cessna 310
5 EC-BIQ DC-9(Aviaco)	G-BMTC T.Squirrel	G-BIED King Air
6 EC-DTR B.737(Spantax)	EC-DUB B.737(Spantax)	G-AIJT Auster
PM631 Spitfire	G-BJVZ S-76A	G-BANS Seneca
8 YU-AME Tu-134(Aviogenex)	G-BICF Cougar	G-BKCW Jodel D.120A
G-ATNI Cessna 150	G-AOYP Viscount	
9 G-BJML Cessna 120	G-GASE Hughes 369	G-JTCA Aztec
11 I-CHOC Falcon 10	PH-HEF Citation	G-DFIN Dauphin
G-BHKY Cessna 310	G-BBSV Cessna 421B	G-BHXY Baron
G-BEEG Islander		
12 G-RMAE Navajo	G-MAYO Warrior	G-OEMA Cessna 404
G-APES Vanguard		
13 EC-BZP Coronado(Spantax)	EC-DUB B.737(Spantax)	EI-BMD CL-44
N39C3N Agusta A.109	G-BFWE Aztec	G-BREW Chieftain
G-BKUM Ecureuil	G-BJVZ S-76A	G-BFGX Cessna 150

TEESSIDE MOVEMENTS (Contd.)

14 G-SCHH B.Ae.146	G-BAWK Cherokee	G-BHNV Bell 47
G-BEVA Rallye	G-BAZS Cessna 150	
15 G-MXIV Spitfire	G-SCHH B.Ae.146	EI-BND CL-44
G-AOYP Viscount	G-BHNI Cessna 404	G-FISH Cessna 310
16 EC-CGP DC-9(Aviaco)	G-BAZI Boeing 737	G-ARDZ Jodel D.140A
G-BIDP Archer	G-BCKU Cessna 150	G-BDAU Cessna 150
G-BELA Cessna 150	G-AYKL Cessna 150	G-BFOH Bell 47
17 D-IBPL King Air	OY-POW Arrow	EI-BEO Cessna 310
EI-BND CL-44	G-APEP Vanguard	G-AVXI HS.748
G-BCPA Cessna 182	G-APES Vanguard	G-BCRN Cessna 150
18 G-KWIK P.68B	G-BJBP King Air	G-APES Vanguard
19 D-EFZB Warrior	N917J Jetstar	N707ZS B.707(JetCargo)
N1MF Cessna 421B	G-BKEP Cessna 172	G-BEDU Navajo
20 EC-DTR B.737(Spantax)	EC-DUB B.737(Spantax)	G-AYBK Cherokee
G-JONS Chieftain	G-BJVZ S-76A	G-TOPF HS.125
22 TF-VLJ B.707(Eagle)	YU-ANE Tu-134(Aviogenex)	G-BLLY Cessna 340
G-BFJR Cessna 337	G-AXAX Aztec	G-BFEC Aztec
G-HPVC P.68	G-BDRI Seneca	G-EMXI Islander
G-AWBC Arrow	G-AOYP Viscount	G-CHIP Archer
23 TF-VLJ B.707(Eagle)	EC-CGQ DC-9(Aviaco)	G-BLFI Archer
G-BBTJ Aztec	G-BCDY Cessna 150	G-BCRN Cessna 150
G-BCKU Cessna 150	G-BFGG Cessna 150	G-AZJZ Aztec
G-AZRH Cherokee	G-BIBG S-76A	G-BREW Chieftain
24 PH-HET Citation	G-BBKK Seneca	G-BAIN Cessna 150

11th. I-CHOC F Frankfurt T Valcava, PH-HET F Stornoway T Rotterdam; 13th. N3983N F/T Seaham; 15th. EI-BND F Stansted n/s T Rotterdam; 17th. D-IBPL F Valcava n/s T Frankfurt, OY-POW F/T Esbjerg, EI-BEO F/T Dublin; 19th. D-EFZB F Nordhorn T Norwich, N917J F/T LeBourget, N707ZS F Luton n/s T Rotterdam, N1MF F Cranfield T S.Marston; 22nd. TF-VLJ F Luton; 24th. PH-HET F Stornoway T Rotterdam.

OUT & ABOUT.

Humberside - 17/7/84 - D-CABD Metro III(DLT), G-KATE/BKGD WG.30s(B.A.), G-GENE Citation, G-MAFF Islander, G-BIRN SD.3-30(Air UK), and impounded Genair aircraft G-BKKT/EASI/BKDO/BHYT/RVIP.

Heathrow - 21/7/84 - S2-ACO DC10 (Biman), PH-DTC DC-10(KLM), PH-AGC A.310(KLM), PH-KFL F-27 (NLM), LN-FOI Electra (Fred Olsen), DDR-STM IL-18 (Interflug), OK-ZBC IL-62 (CSA), YR-ABC B.707 (Tarom), YV-136C DC-10 (Viasa), 5N-ANO B.707 (Nigeria), N916R DC-8 (Icelandair), HB-IPC/D A.310s (Swissair).

EMA - 28/7/84 - EC-CCF DC-8 (Spantax), EC-BIP DC-9 (Aviaco), EC-DDU B.727 (Iberia), G-BEOZ Argosy (Elan), I-ZERD Herald "Columbia" (Fields Hangar).

Coventry - 28/7/84 - 5N-AVV HS.125, G-LIDD Dove, G-GAYL Learjet (AA), G-VAJK HS.748 (Venture Airways).

Luton - 29/7/84 - HZ-NB2 BAC 1-11, 5N-AWD/5N-AYK/N4759D/G-BFAN HS.125s, N55NC/N5541L Jetstars, N50PG Falcon 50, 4X-BMA B.720 (MAOF), EC-BZP Coronado (Spantax), G-ANAF DC-3.

Stansted - 29/7/84 - 5N-AVR/S/Y DC-8s (Intercontinental), N29954 DC-8 (Rich Int.), OY-SBK DC-8 (Sterling), M121AE CL.44, N457PG/9Q-CLY B.707s, LN-SUT B.737 (Braathens), HZ-MF1 Challenger, G-ZIPS Learjet.

OUT & ABOUT (Contd.)

Ringway - 30/7/84 - OY-APS B.737 (Maersk), OO-TEL B.737 (TEA), 5N-ARQ B.707 (CAS Air Cargo), 5B-DAQ A.310 (Cyprus), CS-TBS B.727 (Portugal), SE-DBR DC-9 (SAS), YU-ANC DC-9 (Inex Adria), HB-ITH Falcon 50.

Heathrow - 1/8/84 - How long is it since you spent a full day at Heathrow? Just for a change, here is a list of the heavy metal seen on the 1st August. A6-BAK/UAE B.707s; A6-SXJ B.727; A6-AAA B.737; A7-AAA B.707; C-FTNK/GAGF/G Tristars; C-GAGB B.747 (Air Canada); CCCP 86493 IL-62 (Aeroflot); CS-TBS B.727 (Air Portugal); CS-TEL B.737 (Air Portugal); D-AIBC A.300, D-AICA A.310, D-ABGI/ABKA/B/Q B.727s, D-ABFE/ABGE/ABHK/N/W B.737s (Lufthansa); EC-DLE/F A.300s, EC-CAI/CBC/CFG B.727s, EC-BPH/BQU/BYF/K DC-9s (Iberia); ET-AIF B.767 (Ethiopian); F-BVGO A.300, F-GCDE B.727, F-GBYC/F B.737s, F-BUTI F-28 (Air France); F-GBBT F-28 (TAT); HB-IPA/D A.310s, HB-IFV/ISM/INM DC-9s (Swissair); HZ-AHC Tristar, F-GPAP B.747F, TF-FLC DC-8 (Saudia); I-BUSC/G A.300s, I-DIRP B.727, I-DAWD/E DC-9s (Alitalia); JA8131 B.747 (JAL); LN-RLD/P/S DC-9s (SAS); LX-LGH/I B.737s (Luxair); N816FT B.747 (Flying Tigers); N655/656/735/739/741/747/750/755PA B.747s, N64/68AF, N385PA B.737s (Pan Am), N31029/31013 Tristars, N17126/93106/93109/93115/93119 B.747s (TWA); OD-AFD B.707 (MEA); OD-AGD B.707 (TMA); OE-LDK/O/P DC-9s (Austrian); OH-LMP DC-9 (Finnair); OO-SDA/B/C/L B.737 (Sabena); OO-WAY Beech99 (Publi-Air); OY-KGB DC-9 (SAS); PH-AGA/B/D/F A.310, PH-DNR DC-9 (KLM), PH-CHN F-28 (NLM); PP-VMQ DC-10 (Varig); SE-DAN/R DC-9s (SAS); SP-LEC IL-62 (LOT); SU-BCB A.300 (Egyptair); SX-BEC/F A.300s, SX-DBD B.707 (Olympic); S2-ACQ DC-10 (Bangladesh); TC-JCE B.727 (THY); VH-EBS B.747 (Qantas); VT-EBN/O/EGC B.747s (Air India); YR-TPC Tu-154 (Tarom); YU-AMG B.727 (JAT); ZS-SAT B.747-300 (South African); 4X-AXF/G/H B.747s (ELAL); 5A-DIH B.727 (Libyan Arab); 5B-DAR A.310 (Cyprus); 5Y-BBI B.707 (Kenya); 9G-ANA DC-10 (Ghana); 9K-AHB A.310, 9K-ADA B.747 (Kuwait); M18KD B.747-300 (Singapore); N92TA/N92TB Tristars (Gulf Air); A40-AB VC-10; N906DC DC-9 (Alitalia); HB-VGZ Learjet 55; HZ-KA3 Falcon 20; JY-HZH Falcon 50.

Ringway - 27/7/84 - G-CXRA B.747 (Wardair), VH-EBG B.747 (Qantas), TS-IOP B.737 (Tunis Air), YU-AMG B.727 (JAT), YU-ANE Tu-134 (Aviogenex), G-BSDI, Tobago, G-EDHE Comanche, G-BSHL HS.125, G-BKHI Jetstream 31.

AIRLINE REVIEW

Air Atlantique have set up a new company called "Atlantic Air Transport" which operates the Bristol Freighter G-BISU (13218) and also two Dakotas have had the titles applied.

Air Ecosse have applied for a licence to operate Aberdeen - Copenhagen from 1st September 1984. The application for Heathrow - Aberdeen has been turned down by the CAA.

Air Europe have been given approval to operate schedule services from Gatwick to Palma, with three flights per week from November 1984 and five flights per week from April 1985. The licence to operate Manchester - Gibraltar has been approved and services due to commence April 1985.

Air UK have applied to operate to Copenhagen from Stansted, Edinburgh, Aberdeen and Newcastle.

Atlantic Express plan to operate Belfast - New York charter services with a feeder from Prestwick and Manchester from April 1985.

Britannia Airways have been approved to operate a scheduled licence from Manchester to Palma three times a week from November 1984. The airline have confirmed an order for a fourth Boeing 767 for delivery in March 1986 when two of the older Boeing 737s are likely to be sold.

British Airways are to recommence operations from Manchester to New York from 1st May 1985 using Tristars. A service from Gatwick to Faro will be operated twice weekly from November 1984. Three Tristar 1s are to be transferred to Airtours. The latest CAA report on the plans for air services by the UK

AIRLINE REVIEW (Contd.)

airlines calls for BCAL to gain licences from BA to Saudi Arabia to Zimbabwe. BA would also not be allowed to operate services from UK provincial airports, except shuttle flights. The other UK independent airlines are fighting for these services and proposals are as follows:- Manchester services to Air UK; Island & Highland services to Manx and Loganair; Birmingham services to BMA, who are also interested in operating to Scandinavia, Italy, Switzerland and Austria from Heathrow.

British Caledonian are to commence a daily Gatwick-New York service using DC10 from 1st May 1985. A service from Gatwick to Milan is due to commence April 1985. The airline are to withdraw from the Glasgow/Newcastle to Amsterdam route from October 1984. (See Dan Air).

British Midland are reported to have had their share of the London-Scotland market reduced from 33% to 25%. They are still carrying the same number of passengers but the overall number of passengers has increased and nearly all of them are flying British Airways.

Connectair are operating a twice daily (Mon-Fri) service from Gatwick to Antwerp for British Caledonian. The Bandeirante operating the service is painted in BCAL Commuter scheme.

Dan Air Services The B.Ae.146 G-SCHH (1005) is still in the RAF colour scheme with Dan Air Titles and is based at Newcastle. The schedule of operation is as follows:- Mon to Fri-Newcastle/Teesside-Amsterdam-Bristol/Cardiff in the morning, a return Cardiff/Bristol-Guernsey flight in the afternoon, then returning Cardiff/Bristol-Amsterdam-Teesside/Newcastle in the evening. On a weekend it flies from Newcastle to Jersey and then operates to/from the Channel Island returning back to Newcastle. It is on a three months lease from July 16th to try and generate more traffic on these routes which were previously operated by HS748. If successful the aircraft will be retained. The airline have also introduced a service from Teesside to Belfast (was operated by Genair) on August 6th. There is an early morning departure and late evening return (allowing day return passengers) and it is operated via Newcastle. A Boeing 737-300 is to be leased for the summer 1985 season for IT flights.

Eastern Provincial is the name of a new airline proposed by Brian Huxford (once the Managing Director of Eastern Airways and Genair) to operate services from Humberside to Heathrow and Glasgow, and from Norwich to Heathrow and Teesside using two Short 330s leased from Shorts.

Euroflite have applied for licences to operate from Luton to Amsterdam, Paris and Rotterdam. They are also awaiting verdicts on their application for Bristol/Cardiff to Amsterdam, Paris and Rotterdam plus East Midlands-Amsterdam.

Guernsey were refused a licence to operate Jersey-Aberdeen/Edinburgh and have appealed against the decision. They have also applied to operate Guernsey-Aberdeen/Edinburgh.

Isles of Scilly Skybus is a new company who have applied to operate schedule services between Lands End and St Mary's. British Airways Helicopters have objected, questioning the need for a second carrier on the route.

Jersey European have applied for licences to operate from Cardiff/Bristol/Bournemouth to Paris, starting October 1984. The airline took over the Cardiff/Bristol-Gatwick route from Genair (before receivership) and use Twin Otter G-OJEA (699) in BCAL Commuter colour scheme.

Virgin Atlantic the Gatwick-Maastricht extension to the New York service is due to commence 1st September 1984. They have also applied to operate Stansted/Prestwick/Manchester-Maastricht presumably to link with the proposed New York flights from those airports planned for summer 1985. Other plans are for charter services from Gatwick to Barbados and Bermuda (11/84) and Gatwick to Toronto and Perth (12/85).

TO EAST GERMANY AND (Hopefully) BACK.

Friday the 25th May and time to board the Alpha Mike tours coach for a trip that was to prove fairly exhausting but very worthwhile and enjoyable.

A blast down the motorways, a few drinks on the ferry and here we are at 0900 at Rotterdam Airport. The only airliner on the apron was PH-CHD F28 of NLM. Elsewhere on the field were a total of 63 aircraft including DHC6 PH-DDC/SAY; DHC2 PH-VTH; Alouettes 5N-ALD, PH-SSG and Hughes PH-WPL. Americans present were Cel150 N3279G, Mooney N4995V and Piper Twins N22387 and N9240Y. Airline movements here are not too regular especially it seems on a Saturday as the next airline arrival appeared to be in the afternoon.

Back on the coach and a call at Schipol (heavy metal list should be in Out & About section). A trip to the club hangar produced several interesting aircraft including HB-LDB Ce320, M1002W PA-31, PH-IIB Harvard, PH-NLZ Metro (in an excellent colour scheme) and police runabouts PH-RPR/U Bo.105s and PH-RPD/E Ce337s. On the Helicopter apron were PH-NZG S-61, PH-NZN S-76 and a welcome sight in the shape of Dakota PH-DDA in its Hewlett Packard scheme; and very nice it is too.

On to Lelystad where there is always something unusual to be found on every visit, among the 49 aircraft present on the field were Jungmann N131EB, Super Cub N83GR, Mooney N8382E, Chipmunk G-BBMO, Harvard PH-KLU, Tiger Moth N82AM and a Tiger Moth wearing dual registrations of N168G and VH-AFN. Crop sprayers present were Pawnee PH-TOR and Thrush Commander N9486Q, there are normally several Thrush aircraft here but the rest must have been away on jobs. Lelystad is also the home of the banner towers which are a feature of the skies over Amsterdam.

A call at Groningen produced most of the training fleet based there plus Cel182 OY-RYC Hansa PH-HFC, DHC6 PH-SSE and several other light aircraft.

We made a call at Ganderkersee on the way to the Hotel but being early evening by this time the hangars were locked up for the night and consequently only nine aircraft were logged including Jungmann D-BNNW and Ecureuil D-HAFT.

Sunday morning found us making a call at Bremen where the training Bonanzas of Lufthansa are based as well as several business and training twins. Among the 54 on the field were Beech 200's D-IBAH/ILDB, Dukes D-ICKY/ILCY, Enstrom D-HMMF, PA28 HB-PEC, Gulf3 HB-ITM and Jetranger HB-XLR.

So onto the Hannover Air Show, I, for obvious reasons of space cannot go into full detail on either show items or visiting aircraft (Trevor wont let me take up all the mag.) but a few of the visiting exhibits were Falcon F-GDSA, Mystere F-WPUV, A310 F-WZEN (Nigerian), HS125 G-BKUW, Hughes G-BNBH, Islander G-OPBN, Robin G-ZIPT, Canard HB3004 SF.260C I-ALPB/C/D/F, Siai 206 I-APAA/B/C, Ce650 N715BC, Aerostar N9831Y. I thought that in the flying display the best performance was given by three Dornier 228's D-IAWI/IBLM/IDMC which were all wheeling around the sky at the same time.

Military participation included Tornados 98+04/43+51/ZA466 Harriers XZ135/ZA176 and Jaguars XX818/955/959 XZ369/370/371. At 1400 when we had just finished looking at the show the Heavens opened and it was into the pavilions for the remainder of the afternoon; it was then on the motorways again heading for East Berlin.

Customs at the border were surprisingly easy (30 minutes) and we arrived at the Palast Hotel in East Berlin at about 11pm.

Monday dawned bright and clear with a full day at Schonefeld in prospect (the full list for the day is in Out & About). The first sight of the airport as you come up the approach road is a sight which will be remembered for a long time. The impact of all the Interflug tails around the apron. The 'gems' of the day, of course, were the military aircraft and the Russian An-2. The Air Force aircraft were ferrying workers to a pipeline contract; the Tu134 going to Minsk and the An-26's to a smaller airport nearer the contract. Incidentally No.371 was in a camouflage scheme whilst the other three An-26's were in an all grey scheme. The An-2 was in Aeroflot colours. Its nice for a change to go to a fairly busy airport for the day and only log three Boeings.

TO EAST GERMANY (Contd.)

It was with regret that we left the airport when the time came to make our way to the hotel in Leipzig.

The Tuesday found us heading down the Autobahn back into West Germany (again no hassle at the customs) and we arrived at Frankfurt Airport in the late afternoon. We spent a couple of hours on the terrace before going to the hotel and again spent a couple of fairly wet hours here on Wednesday morning. The heavy metal for the Wednesday morning is to be found in Out & About but the military aircraft on that list include two that were there on the evening but had gone by the morning. These were the C5A and one of the Starlifters, all the others were there on both occasions.

Heavy metal there on the evening of Tuesday included B.747's C-FFUN (Wardair), D-ABYM/Q/X/Y (Lufthansa), HK2980X (Avianca), LV-OPA (Aerolineas), N744PA (PanAm), N808FT (Flying Tiger) and PK-GSC (Garuda); SE-210 D-ABAK (Aero-Lloyd); Tristar D-AERL (LTU); DC-10 YV-136C (Viasa); DC-8 N908CL (Capitol). Smaller aircraft included Commander 690 F-BXAS; King Air G-BIEZ; Beech 100 N331GB; Ce.401 N37908; Ce.402 SE-GEH; Navajo N464EW and Ce.421 N7245G.

Frankfurt airport can be highly recommended as the viewing terrace covers most of the roof of the terminal and you can overlook most of the aprons. But to get the planes on the military park you either need clear air or a very good 'pole'. Wednesday morning found us in the pouring rain at Egalsbach airfield near Frankfurt. This is a very large airfield, 203 aircraft being logged on the visit. The problem was that a good proportion of the aircraft are parked out in lines on the grass and when the rain is falling heavily you can imagine the state of the grass and water. We got very wet but it was worth it, running from one Cessna to another along the lines of aircraft (High wing aircraft do have their uses in the rain). In among the German lights the following were noted - Ce.150 N6224R/62766/94726, Ce.172 N13243, PA28 N1667H, PA34 N41494, Mooney N4733H, AA5 N3786Z, RF5 N555VM, Bellanca N44313 and MS.317 F-BGIL. A further drive took us to Bonn (Hangelar) another large airfield where among the lakes left by the mornings rain we logged 135 aircraft including Robin F-BUQF, KF 10 F-WGDA, Siai 260 LX-FZB and Mooney N976US. There were several helicopters on the field including UH-1 D-HAQY (WGAF) on the military apron with Puma D-HAXO. On the civil side were Alouette D-HARE (police), Bo.105 D-HGSE/D (Govt.), Bell 47 D-HIFF/HOGG, Bo.105 D-HEMS and Hughes D-HESY.

Another short drive brought us to Koln/Bonn airport where parked on the grass we found four Hungarian aircraft which had been forced down by the bad weather whilst on their way to the aerobatic championships; they were Zlin 50L HA-SIA/B/C with support aircraft Ce.337 HA-FAA. Other aircraft of note included Citations D-IANE/IATC/IMTM EI-BJN, BAC111 G-BEJM, HS125 G-BKAJ, Bonanza F-GCCT, Comm.690 OO-MRT, DC-9-82 YU-ANB (Inex), Tu134 SP-LHA (LOT) and DC-8-52 T-15-1 (Spanish A.F.).

Thursday morning is it? somebody enquired as we made our way from the hotel up to Dusseldorf Airport. Not too many aircraft to be found at Dusseldorf, there were 65 logged on the field, but several of interest including B.747 C-GAGE (Air Canada), Tristar D-AERN (LTU), B.707 D-ABUM (Lufthansa), B.727 D-ABPI (Condor), Herald G-BAVX (BAF), B.737 SX-BCC (Olympic), F-27 D-BAKA/I (DLT) PH-KFK (NLM), Metro D-IBCF (WDL) OO-JPK (EAT). Among the smaller aircraft were Learjet D-CHEF, Mystere D-CALL, HS125 D-CJET, PA24 F-BIHJ, King Air G-KFIT, Bonanza N206WJ and PA 27 OY-BPD. Just as we were coming to the end of the ramp tour Tu154 LZ-BTG (Balkan) and YR-TPK (Tarom) arrived in fairly quick succession. Also at Dusseldorf is a museum compound for some of the national collection. At present the compound contains F84F No.5, Connie D-ADAM, Viking D-BABY, Comet G-BDIW (Dan-Air), Dragon D-IGUN, Pembroke G-AOJG, F86 JA102 and Dakota N8041B, the compound is well worth a look if you are in the area; you can even look inside the Comet. Onwards again to Essen where the 97 aircraft on the field could produce only one long distance visitor in the shape of PA28 G-AVLA. This airfield is mainly used by small singles as there were only eight twins present. In one of the hangars, in a corner is the gondola from defunct airship D-LEMO.

TO EAST GERMANY (Contd.)

Also around on the field are gondolas and bags from two other airships, D-LDFM/LDFO. In fact one of the bags was laid out in the airship hangar surrounded by gas bottles and looked due to be inflated.

Back on the coach and on to Dortmund which is a very modern small airport. A great deal of money has been spent on this airport in recent times as it has a new terminal, all new aprons, and new well planned hangers. Some regional services operate from here as evidenced by Metro D-IHCW in one of the hangers. There were 83 aircraft present and hanger space available for many more. The only foreigner on the field was AA5 N5473L. Two helicopters present were Gazelle D-HMTD (Police) and BO.105 D-HNWB. Something that we nearly missed behind a tarpaulin screen in a corner of a hanger, was a real Me.109 under-going restoration, it was coded 12+.

Onwards yet again brought us to Munchengladbach, an airfield not to be missed as we logged 170 aircraft on the field. But it is a field which is quite long and involves a little walking. On display on the field are Javelin XH768 and Pembroke 5408/5415. Among the resident twins were Ce.310 D-IANA/IBMJ/IDKL and Ce.337 D-IHAW. 'Foreigners' present were PA31 G-BHIZ, Debonair N3751B, PA34 N8231H and Ce.172 OO-SIW. Hiding its light away in a corner of a hanger was found Klemm G-AAHW looking in quite good condition for its age. The only helicopter present was Hughes D-HDWM.

After a final night in a hotel with much flowing of brew and little sleep it was a call at Antwerp Airport before heading for the ferry home.

The only airliner present was OO-DTC an FH227 of Delta. Among the residents were the following US registered planes, some of which are in fact resident; Beech 23 N1986W, PA28 N4531J and Ce.172's N4392L/N9836C. On the far side of the airfield work on the all fibreglass 'Orion' to be OO-IOM is proceeding quite well and it is beginning to look like quite a nice aircraft.

All in all an excellent trip with many new aircraft seen and just a little beer here and there.

German airports can be recommended for casual spotting as all from Bremen to Frankfurt seem to have excellent viewing facilities in the form of roof terraces. At Frankfurt however, you also get aircraft on the viewing terraces in the form of aircraft from the national collection; for example a Dakota greets you as you step out onto the terraces and there are quite a lot of historic aircraft scattered about the terraces. If you get a chance to go to Schonefeld in East Berlin, don't hesitate, the facilities are excellent with a good view of the aprons, ideal for photography.

Frank Brown.

AIRWAYS

London Airways have certainly been ringing the changes on frequencies used over the last few weeks. If you lost contact on 131.05 you should have found that 128.05 is in use, but not before 129.1, 132.7 and a new frequency of 134.425 had been used. This is the first time that I have noted the use of a fortieth of a megahertz on airways, although it is quite common on company frequencies.

128.05 does have one advantage in that the ground controller can be picked up if you have either a good set or a good location. Currently 128.05 is in use for all aircraft flying North or South on the POL-DCS route or DCS-BTN-HON and also for aircraft as they cross OTR to route to WAL or POL-IOM-BEL. Once past the North/South airways traffic, aircraft on UBI or UR4 change to 129.1.

BIZ-JETS noted in July included :-

1st.	N50BF	F50	FL390	WAL	1634	DUB
	N45SJ	WW1124	FL410	BEL	1718	WAL HON
	I-ASAZ	C500	FL390	POL	to	NEW
2nd.	M104AR	G2	FL310	POL	1950	TAL
4th.	M100A	G3	FL350	POL	1235	TAL for EDN
	M1PG	G3	FL250	POL	1512	MARGO

AIRWAYS (Contd.)

5th.	N700SV	125	FL310	POL	0935	DCS
6th.	C-GBEY	CL600	FL370	DCS	2221	BTN for LHR
7th.	N155JC	Lear	FL390	POL	0821	TAL 57/10
8th.	HZ-NB2	HI	FL280	OTR	1142	POL for BPL
	C-GBEY	CL600	FL310	POL	1343	TAL
13th.	HB-IMX	G3	FL410	POL	1911	DCS for EDN
15th.	HB-VFB	Lear35	FL390	descent	1700	for LBA
19th.	N917J	Jetstar	FL370	POL	1857	HON
21st.	N727DG	B727	FL310	no route	1242	
24th.	PH-ILR	F50	FL390	OTR	0831	WAL for DUB
28th.	HB-IMX	G3	FL390	POL	1116	TAL for EDN
29th.	C-GTCB	G2	FL390	POL	1138	60/10
	C-FMYB	F50	FL410	WAL	2212	DAV for LTN
30th.	N90AE	F50	FL410	OTR	1910	

AIRLINERS

6th.	BB386	DC9	FL350	POL	1220	TAL for GOW
	BB682	DC10	FL330	POL	1402	TAL
	HV552	B737	-	WAL	1615	OTR
7th.	HF885	B727	FL310	OTR	0850	WAL for SNN
	HA912	DC8	FL370	WAL	OTR	1212 for AMS
8th.	LZ927	IL18	FL240	OTR	1033	POL for BEL
	CU9043	IL62	FL350	OTR	1505	WAL
	VA8410	B747	FL350	OTR	1532	55/10
10th.	IF2679	?	FL390	WAL	OTR	0756
11th.	VL505	B737	FL350	POL	1909	MARGO for PWK
13th.	CU2472	IL62	FL3700	WAL	1855	OTR
16th.	SU339B	IL62	FL350	OTR	2102	WAL for SNN
18th.	IK85	B707	FL350	POL	1948	MARGO for PWK
19th.	Jetcargo 108	B707(TF-VLJ)	FL220	POL	2034	for TD
20th.	EX737	B737(EG-DUB)	Descend	LEA	1721	(1st service)
21st.	N605AW	BAe146	FL260	POL	1233	DCS Delivery?
23rd.	HE740	B737	FL330	DCS	2130	LAM
	MJ035	A310?	FL310	OTR	2200	BEL
24th.	TV480	B747(N480GX)	FL310	OTR	1711	POL
	MO419	B707	FL330	OTR	2008	BLU
25th.	SU334	IL86		OTR	2000	DANDI
28th.	FW761	B707	FL350	POL	2244	TAL
29th.	UA5531	B747	FL350	OTR	DUB	
31st.	Boeing703PC	B707(N703PC)	FL350	OTR	WAL	1215
	CU479	IL62	FL350	OTR	1651	WAL

Some very interesting airline movements noted in July. The Icelandic 707 on the 19th spent a week or more flying cargoes from Teesside to Amsterdam. Maersk fly some BY flights from MCR at weekend and the aircraft positions home on a Monday evening, using differing flight numbers. The IL86 on the 25th was my first sighting of this aircraft on the SU333/334 service although it has since become less rare. MO= Misr Air of Egypt and will be a freighter, but its a new airline, FW = Pointair, but MJ035 is definitely a puzzler. The TV flight on 24th is worth seeing as the aircraft is in Egyptair colours following its lease from GATX.

Thanks to David Elam and Air Scotland for providing tie-ups for those who want them. Send lists to me.