

AIR YORKSHIRE



VOLUME 10 No 12

(FOR PRIVATE CIRCULATION ONLY)

DECEMBER 1984

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200
CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley
SECRETARY:- A. Heeley, 74 Banksfield Crescent, Yeadon, Leeds LS19 7JY, Guiseley 75745
TREASURER/REGISTRAR:- H. J. Thompson, 1 Breary Rise, Bramhope, Leeds LS16 9AL, 843189
TRIPS ORGANISER:- J. Lloyd-Martin, 17 Overhall Road, Mirfield, Dewsbury 499866
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947
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.

JANUARY 6th. : Members Slides & Prints - bring along your 1984 masterpieces - plus a showing of the Photographic Competition Winners - plus a Bumper January Sale including a Slide & Print Auction, Bring along anything pertaining to aviation that you can put into our fantastic New Year Sale.

FEBRUARY 3rd. : Annual Recognition Contest.

Once Upon a Learjet.

The visit of Boeing 747 C-AWNO in the new British Airways livery on 8th December possibly overshadowed it's companion Learjet 35A N964CL, belonging to Clay Lacy of Van Nuys, California.

This well travelled Learjet, in the trim blue and white colour scheme, appeared on TV in "Dynasty" as the Carrington's own jet the same evening. The following Thursday lo and behold, it put in an appearance on "Knight Rider", and this time was ignominiously "blown up".

So try not to fall asleep whilst watching the box, it's surprising what turns up!

CREDITS

T.W. Sykes	D. Elam	R. Fozzard	S.W. Rigg	W.K. Jordan
P. Gibson	S. Jones	D. Rogers	R. Ward	C. Harper
B.H. Best	J. Clough	N. Micklethwaite	Airstrip	J. Lloyd-Martin
BARG	Winged Words.			

LEEDS/BRADFORD MOVEMENTS - NOVEMBER 1984

1	G-BAVL Aztec	0920	HB-LIF Cessna 421C	0950 1545
	G-HSON Cessna 441	1052 1615	G-BDWY Cherokee	1258 1358
	G-KFIT King Air	1423 1717	N5245F Cessna 182	1434
	G-BHWE Boeing 737	1640 1725		
2	PH-JBW Trinidad	0943 1548	G-BHNI Cessna 404	1330 1606
	G-BAZG Boeing 737	1349 1516	EI-BEH Short 3-30	1340 1429
	G-BGTH Aztec	1523 1903	G-BEOG Boeing 737	1729 2000
3	G-BAZH Boeing 737	1204 1346	G-BGTV Boeing 737	1254 1400
	G-SCOT Chieftain n/s	1323 1558(4)		
4	G-AVGW Cessna 150	0832 1344	G-WTVB Cessna 404	0857 0922
	G-AWND Boeing 747	0919 1637	G-GXRA Boeing 747	1021 1132
	G-ANON (T7909)T.Moth	1035 1458	G-AZFI Arrow	1210 1442
	G-BFLO Cessna 172	1213 1443	EI-BPD Short 3-60	1334 1429
	G-EGEE Cessna 310	1406 1524	N5372C Cessna 414 n/s	1432
	G-BJAG Archer	1526 1604	G-BHIR Arrow	1547 1841
	G-BFZH Arrow	1605	G-BHWF Boeing 737	1625 1735
	LN-SUB Boeing 737	1657 1742	G-METO Short 3-30 n/s	2159 0726(5)
5	G-BHNI Cessna 404	0715 0734	G-BIED King Air	0740 0749
	G-DWHH Boeing 737	0903 0954	G-WTVB Cessna 404	0905 0917
	G-BEDO Aztec	0923 1440	G-BGEM Partenavia P68B	0959 1703
	G-METO Short 3-30	1000 1025	G-BHNI Cessna 404	1004 1101
	G-BFNC Ecureuil	1018 1049	G-WELD Hughes 500	1404 1427
	G-BGTW Boeing 737	1423 1546	G-BGYL Boeing 737	1454 1607
	G-BIED King Air	1455 1507	G-BIYO Navajo n/s	1548 0922(6)
	G-GWHH Twin Squirrel n/s	1718 0942(6)	G-METO Short 3-30	1802 1821
	G-DASI Short 3-60	1905 1926	G-METO Short 3-30 n/s	2047 0715(6)
6	G-METO Short 3-30	0951 1008	G-JRMM Commander 690B	1056 1134
	G-OFHS Hughes 500	1200 1305	LN-SUB Boeing 737	1703 1758
	G-BFVB Boeing 737	1713 1817	G-SALV King Air n/s	1736 1129(7)
	G-FJKI Cessna 404	1829 1915	G-WTVB Cessna 404	1843 1925
	G-METO Short 3-30 n/s	2111 0719(7)	G-WTVB Cessna 404	2135 2145
	G-FJKI Cessna 404	2143 2152		
7	SE-IKM King Air n/s	1719 1334(8)	N464CK Seneca n/s	1758 1253(8)
	G-METO Short 3-30	1818 1835	G-DASI Short 3-60 n/s	2041 0850(8)
8	G-BBDU Navajo	1107 1558	LN-SUB Boeing 737	1511 1555
	G-METO Short 3-30	1808 1824	G-METO Short 3-30 n/s	2059 0719(9)
9	EI-BPD Short 3-60	1337 1419	G-BEOH Boeing 737	1353 1512
	G-DAPS Cessna 404 n/s	1501 1534(10)	G-BHLM Cessna 421C	1528 1613
10	G-BIUI Cessna 152	1034 1103	G-BHRA Rockwell 114	1038 1136
	G-BOBI Cessna 152	1227 1314	G-BEOG Boeing 737	1258 1357
	G-BJXA Slingsby T.67A	1336 1443	G-BJMR Cessna 310	1348
	G-BAMM Cherokee	1410 1507	G-BGYL Boeing 737	1608 1659
	G-BEYV Cessna 210 n/s	1639	G-BGTG Aztec n/s	2030 1057(13)
11	No Movements.			
12	G-METO Short 3-30	0718	G-BMON Boeing 737	0913 1002
	G-BMFC Twin Squirrel	0925 1059	G-METO Short 3-30	1007 1040
	G-BBLP Aztec	1154 1509	G-BBPX Seneca n/s	1352
	G-BFVB Boeing 737	1508 1609	G-BMON Boeing 737	1600 1630
	G-CYII HS.125 n/s	1717 0808(14)	G-AZUY Cessna 310 n/s	1958 0749(13)
13	G-BIZZ Citation	1028 1040	G-BGVA Cessna 414A	1114 1608
	G-BHSE Rockwell 114	1116 1642	G-HOSK Saratoga	1243 1707
	G-BIZZ Citation	1321 1509	G-BANE Cessna 150	1329 1522

LEEDS/BRADFORD MOVEMENTS (Contd.)

13 G-BAZI Boeing 737	1514 1630	G-BGRO Cessna 172	1633 1724
G-BIZZ Citation	1809 1823	G-AZUY Cessna 310	1900 1932
14 OY-GAZ Cessna 404 n/s	0858 1636(16)	G-CITY Chieftain	1008 1813
G-WSSC Chieftain	1019 1753	G-BHFW Seneca	1120 1522
EL-BPD Short 3-60	1335 1420	G-BFLW T.Comanche	1508 1555
M15SC Learjet 35A	1618 1837	G-IBLL Commander690Dn/s	1827 1121(15)
15 G-KIDS Seneca	0739 0856	G-GBCA Agusta A109A	1219 1418
OC-PEN Cessna 303	1421 1820	G-BDIE Rockwell 112	1444 1557
EL-BPD Short 3-60	1455 1540	G-BHWF Boeing 737	1516 1639
G-BCUZ King Air 200	1554 1607	G-WTVB Cessna 404	1833 1852
G-AVMS BAC 1-11 (DIV) n/s	2018 1055(16)	G-AVMJ BAC 1-11 (DIV)n/s	2024 1057(16)
G-BMHG Boeing 737 (DIV)n/s	2027 1529(16)	G-BAPF Viscount (DIV)n/s	2030 1034(16)
G-BLDO Jetstream 31 (DIV)n/s	2037 1013(16)	G-AVMT BAC 1-11 (DIV)n/s	2040 1327(16)
G-BMAE F-27 (DIV) n/s	2048 1539(16)	G-BGLD Duchess (DIV)n/s	2101 2050(16)
G-BMAP F-27 (DIV) n/s	2103 0739(16)	G-BHNI Cessna404 (DIV)n/	2106 1049(16)
16 G-IOMA F-27 (DIV)	1249 1402	G-BHNE Boeing 727 (DIV)	1252 1619
G-BIGX Short 3-60 (DIV)	1258 1406	G-KIDS Seneca	1307 1348
EL-BEE Boeing 737 (DIV)	1322 1626	G-AXCP BAC 1-11 (DIV)	1354 1458
G-BGYL Boeing 737	1415 1523	G-LEAR Learjet35A (DIV)	1442 1810
G-BIBZ King Air	1448 1542	G-OAKL King Air 200	1545 1629
FR-ILH King Air 200 (DIV)	1651 1735	G-BWTC Twin Squirreln/s	1815
G-DASI Short 3-60	2132 2143		
17 No Movements			
18 No Movements			
19 G-JRMM Commander 690B		G-FISH Cessna 310 n/s	
G-FOOD King Air 200		G-BDYF Cessna 421C n/s	
G-BHMW F-27 (DIV)		G-BDVT F-27 (DIV)	
20 G-BCUW Cessna 177		G-UBHL King Air 200	
G-BDSL Cessna 150		G-HSON Cessna 441	
G-BFTN Cessna 150 n/s		G-OMAV Twin Squirrel n/s	
XS793 Andover			
21 G-BLKY Baron		G-BBNJ Cessna 150	
G-OFHS Hughes 500		G-WTVB Cessna 404	
G-BIZZ Citation n/s		G-JLCO Twin Squirrel	
G-BCBI Cessna 402B		G-BWTC Twin Squirrel	
G-BMAE DC-9		OY-BDS Falcon 20C	
N9959C Cessna 303			
22 G-BLLR Slingsby T.67B		G-JTIE Cessna 421C	
G-IPRA King Air 200		G-OFBL King Air	
23 G-ONOR Cessna 425		G-HSON Cessna 441	
G-NOEI Ecureuil		G-DBAL HS.125	
G-BIED King Air		G-BBPU Aztec n/s	
G-OFBL King Air		G-SILV Cessna 340	
24 G-BGTK Cessna 182		G-TMSL Arrow	
G-BBHF Aztec		G-BEWR Cessna 172 n/s	
G-BCTG Aztec n/s		G-BEYV Cessna 210	
25 G-AZAV Cessna 337		G-NNAC Super Cub	
G-BFKJ Navajo		G-BFEE Baron	
26 G-AVSB Cherokee		G-BKNO Cessna 182	
G-BHAF Tomahawk		G-JRMM Commander 690B	
G-BIWS Cessna 182		G-BBVJ Sierra	

LEEDS/BRADFORD MOVEMENTS (Contd.)

27 G-BFKJ NavaJo	G-OSDI Baron
G-JGCL Cessna 414A	G-BFZZ Citation n/s
D-IHWA Baron	G-BIEZ King Air
28 G-AZTD Cherokee Six	G-SILV Cessna 340
G-BIEZ King Air	G-BHLO Cessna 441
G-BJBI Cessna 414A	G-BGVA Cessna 414A
N4677U Cessna 210	SE-IRB Cessna 404
29 G-AZGB Aztec	G-RNCO Commander 690C
G-BMTC Twin Squirrel	D-ILIG Cheyenne
30 G-AWAI Baron	G-RNCO Commander 690C
G-BDAS BAC 1-11	G-GKNE King Air 200
G-BIEZ King Air	

LEEDS/BRADFORD MOVEMENTS REVIEW - NOVEMBER

The runway extension was duly commissioned on the 4th and our two stars of the month arrived in the shapes of Boeing 747s G-AWMD of British Airways and G-GKRA of Wardair. Low fly-pasts were the order of the day, and for comparison Tiger Moth T7909 visited and parked on the apron. Foreigners this month were few but interesting. Cessna 421C HB-LIF on the 1st has c/n 0169 and is believed due for UK registration (at Ringway?). On the 2nd TB-20 PH-JBW was noted. Joining the Wardair 747 on the 4th were Boeing 737 LN-SUB of Braathens and Aer Lingus brand new Short 360 EI-BPD, also Cessna 414A N5372C which stayed at Northair for maintenance. Braathens LN-SUB was back again on the 6th. Two night-stoppers on the 7th were Beech B90 SE-IKM and Seneca N464CK c/n 34-8133145. Braathens used a different 737 on the 8th when they sent LN-SUP. On the 14th M15SC was a Lear-jet 35 and Cessna 404 OY-GAZ night-stopped. Cessna 303 OO-PEN on the 15th has c/n 0014 and it is more familiar to us as the ex-demonstrator N9401T. Diverting in on the 16th was Aer Lingus 737 EI-BEE which became the 200th foreigner of the year and it was joined by Beech 200 PH-ILH. Another Cessna 303 was N9959C on the 21st which night-stopped, also on the same day was Falcon 20 OY-BDS. Sole foreigner on the 27th was Baron D-IHWA. On the 28th Cessna's Demonstrator T210N N4677U kept company with Cessna 404 SE-IRB. Ending the month was Cheyenne D-ILIG on the 29th. Two new UK registrations were G-SALV a Beech C90 of Christian Salvesson (ex G-BIXM) on the 6th, and Slingsby T67 G-BLLR on delivery to Trent Aviation on the 22nd. Metropolitans Short 330 G-METO made its first visit on the 4th. The 15th saw the LBA taking diversions galore and there were a few more on the 16th. Dan-Air had the honour of bringing in the first Boeing 727 when G-BHNE arrived on the 16th. Only one Military visitor this month, Andover XS793 on the 20th. Systimes Cessna 421C returned on the 8th in a much less gaudy pale Blue colour scheme. Some time towards the end of the month Cessna 182 G-AXZU arrived by road from Blackpool where it was written off earlier this year.

Callsign tie-ups:- 3rd. G-SCOT/JF208; 4th. G-WTVB/Casair 492; 5th. G-WTVB/Casair 494, G-BIYC/Neatax 803 n/s 801; 6th. G-WTVB/Casair 495 & Metro 065, G-FJKI/Metro 065A; 7th. G-DASI/UK057 n/s 052Q; 8th. G-BBDU/Thurston 1134; 14th. G-BFLW/Route Air 083; G-WSSC/Spacegrand 9917-8; 15th. G-AVMJ/Speedbird n/s 844Q, G-AVMS/Speedbird 921 n/s 5492Q, G-AVMT/Speedbird 5647 n/s 994Q, G-BMHG/Beetours 51M n/s 62M, G-BLDO/Euroflite 004 n/s 001Q, G-BMAP/Midland 706, G-BMAE/Midland 206, G-BAPF/Midland 248, G-WTVB/Casair 533; 16th. G-IOMA/Loganair 562Q-573Q, G-BHIX/Loganair 254Q-255Q, G-AXCP/Dan Air 875-876Q, G-BHNE/Dan Air 89NE-3066, EI-BEE/Aer Lingus 774-205Q; 19th. G-BHWN/UK 201, G-BDVT/UK 202; 20th. XS793/Kitty 3; 21st. G-BMAB/Midland 418-9; 22nd. G-IPRA/Thurston 1183; 28th. G-BHLO/McLine 240B-C; 29th. G-AZGB/AVT 329 n/s 330; 30th. G-BDAS/Dan Air 9010.

Overshoots:- 5th. XS727/FYN 04(11.15)Dominie; 6th. XS736/FYN 05 Dominie, XX497/

Overshoots (Contd.)

FYT87 (14.30), XX482/FYT96 (16.05); 7th. XX499/FYT84, XX496/FYT91; 8th. XX496/FYT87 (11.45), XX492/FYT92 (14.25); 13th. XX499/FYT84, XX493/FYT87.

From & To:- 1st. HB-LIF F/T Ringway, N5245T T Booker; 2nd. PH-JBW F Hilversum T Amsterdam; 4th. N5372C F Leavesden; 7th. SE-IKM F Le Bourget n/s T Santiago, N464CK F Ringway n/s T Munster; 14th. OY-GAZ F/T Esbjerg n/s, N15SC F Dublin T Luton; 15th. OO-PEN F Ringway T Antwerp, G-BLDO (DIV) F/T Brussels; 16th. PH-ILH F Eindhoven T Ringway.

LOCAL AIRLINE NEWS - NOVEMBER

Aer Lingus New Shorts 360 EI-BPD operated the services on the 04th (first visit) 09th, 14th, 15th, 20th, and 26th.

Air UK operated Herald G-BEYK on the 01st but it only managed the first Belfast run before going 'tech' and was replaced by G-APWJ for the rest of the month. Aircraft sub-chartered to operate the UK581/2 on the 05th were Cessna 414 G-MLCS of Mountleigh, Cessna 441 G-MOXY of Browns, and Cessna 404 G-BHVI of Donington. Casair Cessna 404 G-WTVB operated UK207 from Aberdeen on the 15th, while Air UK's Shorts 360 G-DASI operated UK828 on the 05th, and UK829 on the 16th. (See also inbound diversions).

Braathens Safe operated three Boeing 737 charters during the month with LN-SUB on the 04th from Stavanger (BS333) to Oslo (BS8333) and on the 06th from Gardermoen (BS335) to Stavanger (BS334), and with LN-SUP on the 08th from Oslo (BS8336) to Gardermoen (BS336).

Britannia used the following Boeing 737s during the month:-

BY040/ALC G-BFVB/06th G-BAZI/13th G-BGNW/20th Divert/27th
BY056/AGP G-BHWE/01st G-BJCV/08th G-BHWF/15th G-BAZG/22nd G-BJCV/29th
BY081/AGP G-BHWF/04th Divert/11th G-BHWE/18th G-BAZI/25th
BY082/PMI G-BGYL/05th G-BFVB/12th G-BHWF/19th G-BAZG/26th
BY107/PMI G-BAZG/02nd G-BECH/09th G-BGYL/16th G-BHWF/23rd G-BGYL/30th
BY166/ALC G-BAZG/03rd G-BECG/10th G-BKHF/17th
BY181/ALC Divert/03rd G-BGYL/10th G-BFVB/17th G-BGYL/24th
BY936/AGP G-BECH/02nd

British Airways used Boeing 747 G-AWND to operate the first ever Jumbo Jet Flight into the airport on the 04th when it made two pleasure flights for Yorkshire Post Newspapers. (See also inbound diversions).

British Midland used the following aircraft:-

G-BAPF 25th/BD420-30th/BD420
G-BMAB 21st/BD418/419
G-BMAT 01st/BD411-21st/BD415 21st/BD420-25th/BD419
(See also inbound diversions).

Dan-Air used HS748 G-ARMW to operate a charter to/from Amsterdam on the 14th as DA6567/6568. BAC one-eleven 500 G-BDAS operated DA9010 on the 30th from Gatwick to Edinburgh picking up Ford Motor Company employees for a weekend at Glen-eagles.

Metropolitan used the following Shorts 330S during the month:-

G-BGNA 01st/RD060-02nd/RD065 12th/RD064-30th/RD065
G-METO 05th/RD060-12th/RD061

Monarch used the following Boeing 737s during the month:-

OM864/PMI G-DWHH/05th G-BMON/12th G-BMON/19th G-BMON/26th

Orion used the following Boeing 737s during the month:-

KG141/PMI -GEGTV/03rd
KG143/ALC -G-BGTW/05th G-BJBJ/12th G-BHVI/19th G-BCTY/26th

Spacegrand used Navajo G-WSSC on the 14th to operate a charter from and to Belfast as SGL9917/9918

LOCAL AIRLINE NEWS (Contd.)

Wardair operated the first ever transatlantic passenger service from the airport with Boeing 747 G-GXRA on the 04th. Flight WD879 arrived from Gatwick half full and operated non-stop to Toronto with a full load of passengers.

INBOUND DIVERSIONS

A/C REG	A/C TYPE	INBOUND TIME FROM	FLT NO	OUTBOUND TIME TO	FLT NO	DIV FRM
---------	----------	-------------------	--------	------------------	--------	---------

Wednesday 07th November 1984

G-DASI	SH36	2040 LHR/NWI	UK057	08/0842	NWI/LHR	UK052Q	HUY
--------	------	--------------	-------	---------	---------	--------	-----

Thursday 15th November 1984

G-AVMS	BA11	2018 BRU	BA921	16/1055	BFS	BA5492Q	MAN
G-AVMJ	BA11	2024 AMS	BA931	16/1057	DUB	BA844Q	MAN
G-BMHG	B737	2027 MLA	KT51M	16/1529	AGA	KT60MQ	MAN
G-BLDO	SC4	2037 BRU	E0004	16/1013	BRU	E0001Q	EMA
G-BAPF	VC8	2030 GLA	BD248	16/1034	EMA	BD-PF	EMA
G-AVMT	BA11	2040 GLA	BA5647	16/1327	CPH	BA994Q	MAN
G-BHAE	FK27	2048 AMS	BD206	16/1539	EMA	BD-AE	EMA
G-BMAP	FK27	2103 BRU	BD706	16/0739	BHX	BD-AP	BHX

Friday 16th November 1984

G-IOMA	FK27	1249 EDI	LC562Q	1402	GLA	LC573Q	MAN
G-BHNE	B727	1252 NCL	DA89NE	1619	LGW/TFS	DA3066	MAN
G-BKMX	SH36	1258 BHD/IOM	LC254	1406	GLA/BHD	LC255Q	MAN
ET-BEE	B737	1322 DUB	ET774	1626	DUB	ET205Q	MAN
G-AXCP	BA11	1354 ZRH	DA875	1458	ZRH	DA876Q	MAN

Monday 19th November 1984

G-BDVT	FK27	0758 NWI	UK202	0812	EDI/ABZ	UK202Q	HUY
G-BHMW	FK27	0900 ABZ/EDI	UK201	0911	NWI	UK201Q	HUY

AIRPORT CODES

ABZ Aberdeen
AGA Agadir
AMS Amsterdam
BFS Belfast(Aldergrove)
BHD Belfast(Harbour)
BHX Birmingham
BRU Brussels
CPH Copenhagen
DUB Dublin
EDI Edinburgh
EMA East Midlands

GLA Glasgow
HUY Humberside
IOM Isle of Man
LGW London(Gatwick)
LHR London(H/Row)
MAN Manchester
MLA Malta
NCL Newcastle
NWI Norwich
TFS Tenerife
ZRH Zurich

AIRCRAFT CODES

BA11 BAC one-eleven
B727 Boeing 727
B737 Boeing 737
FK27 Friendship
SC4 Jetstream
SH36 Shorts 360
VC8 Viscount

AIRLINE CODES

BA British Airways
BD British Midland
DA Dan-Air
ET Aer Lingus
EO Euroflite
KT British Airtours
LG Loganair
UK Air UK

Grindale Movements - October 1984

1st.G-AZLZ C.150 F/T Acaster Malbis; 2nd.G-BBHX Rallye F Exeter,G-AVGZ Jodel DR 1050 F/T Bagby; 4th.G-BCUJ C.150 F Humberside T Skegness; 6th.G-BBBC C.150 F/T Sandtoft,G-BJAG PA-28 F/T Teesside;G-BEXT C.172 and G-ATFD Jodel DR.1050 F/T Netherthorpe,G-BDHJ Pazmany PL-1 and G-BDWB Rallye F/T Padmoor,G-BFGW C.150 F/T Humberside; 8th.G-BLEW AA-5 F Carnaby; 9th.G-BDWB Rallye F/T Tadmoor; 10th. G-AWAW C.150 F/T Sandtoft,G-BGRC C.172 F/T Humberside; 13th. T5054 (G-ANKK) T.Moth F/T Halfpenny Green,G-LUCK C.150 F Brighton T Brough; 14th.G-BBYH C.182 F/T Croft,G-BHCB AA-5A F/T Doncaster; 21st.G-BBYB PA-18 F Brighton T Bagby, G-AYZK Jodel DR.1050 F/T Doncaster; 23rd.G-BAGB SF.260 F/T EMA,G-AYKT JodelD117 F/T Sherburn;27th.G-BAGB SF.260 F/T EMA;30th.G-BEVA Rallye F Ketton T Burton Constable; 31st.G-BIIT PA-28 F/T Dundee.

Grindale Movements - November 1984

10th.G-ANLS T.Moth F/T Whitby; 20th.G-YTWO C.172 F/T Sherburn; 24th.G-BGGJ PA-38 F/T Sandtoft, G-AZSG PA-28 F/T N'thorpe, G-ARMN PA-22/G-ARMR C.172/G-BDGN AA-5B F/T Doncaster; 25th.G-AYGG Jodel D.120 F/T Sproatley, G-BBVJ Sierra F Skegness T Humberside, G-AYKT Jodel D.117 F/T Sherburn, G-AZIB Diplomate and G-AVUS PA-28 F Wickenby T Tollerton, G-LUCK C.150 F/T Brighton, G-BAEP C.150 F Bourn T Thirsk.

British Skysports (they own Grindale) have two new directors, and re-started parachute training from 1st December. They are using Cessna 180K G-BETG which now carries British Skysports titles.

TEESSIDE MOVEMENTS - November 1984

1 N38D Learjet 55 G-OABI Cessna 421C	G-IPRA K.A.200 G-JLCC Twin Squirrel	G-CAKL K.A.200 G-BFNC Ecureuil
2 PH-KDM Warrior G-DORE P.68C	N38D Learjet 55 G-BSFT Navajo	G-BJVZ S-76A G-BHGS Chieftain
5 SE-FHT Navajo	G-BFGP T.Otter	G-BHYW Jetranger
6 PH-KED Aztec	G-KWIK P.68B	G-BIEH S-76A
7 F-BUQP Corvette G-APWJ Herald (DIV) G-BDVS F-27 (DIV)	G-WSSC Chieftain G-BAKL F-27 (DIV) G-BCPO P.68B (DIV)	G-BAFZ B.727 G-EMAT Viscount (DIV) G-BJYB Cessna 441
8 ZE395 HS.125	G-CYII HS.125	G-BHMZ F-27 (DIV)
9 XZ590 Sea King G-BHGA Navajo	XX499 Jetstream G-BHMX F-27 (DIV)	F-BUQP Corvette G-APWJ Herald (DIV)
10 D-CBUR Falcon 10 G-BHMY F-27 (DIV)	G-LEAN Cessna 182 G-EMAT Viscount (DIV)	G-ARLX Jodel D.140 G-AVZP Pup
12 I-CHIC Falcon 10	PH-HET Citation	
13 G-BLLR T.67B G-EGIJ AA-5	G-GASB Hughes 500 G-BHYW Jetranger	G-AZOD Aztec G-LUCY T.Comanche
14 D-IMCO King Air	G-BCPO P.68B	G-BFTT Cessna 421C
16 D-IBVO K.A.200	G-BGTD HS.125	G-BFTD Baron
19 SE-GYC Cessna 441	G-FOOD K.A.200	G-BJVZ S-76A
20 PH-MBX Citation G-SFTW T.67M	OY-MBV B.737 (Maersk) G-BDMC Bo.105D	N9012P CASA 352L G-BBGH AA-5
21 SU-DAB B.707 (Zarkini)	SE-GUU King Air	G-BLED King Air
22 G-BJIU Bell 212	G-WPUI Cessna 172	G-BFDN Chieftain
25 PH-MBX Citation	G-BKUM Ecureuil	G-AYAV Cherokee
26 G-RALY Robinson R-22	G-BGGO Cessna 152	G-AYBK Cherokee
27 G-BLLY Cessna 340	G-SILV Cessna 340	G-JHVB Jetranger

1st. N38D F Frankfurt T Heathrow; 2nd. N38D F Heathrow T Reykjavik, PH-KDM F/T De Kooy; 5th. SE-FHT F Goteborg/Save T Biggin Hill; 7th. F-BUQP F/T Le Bourget (and 9th); 12th. I-CHIC F/T Valcava; 14th. D-IMCO F Luxembourg T Gatwick; 19th. SE-GYC F Farnborough T West Freugh; 20th. PH-MBX F/T Rotterdam, OY-MBV F Oslo T Kastrup; 21st. SE-GUU F/T Angelholm, SU-DAB F/T Amsterdam - this was a flight to Ethiopia, callsigns were WW720 and WW721. CASA 352L N9012P left for Rochester on the 20th.

AIRLINE REVIEW

Air Ecosse has suspended some "loss-making" routes for an indefinite period and announced up to 5 redundancies. The dropped routes are Glasgow to Dublin and Belfast; Aberdeen to Prestwick, Belfast and Liverpool. The Bandeirante fleet has been sold and one of its SD.3-30's is being moved to cover work for BCAL and GPO night mail flights in the South East. In contrast to the above it is reported that they have applied to operate Birmingham-Edinburgh.

Air Europe have leased Boeing 757 G-BKRM (22176) to British Airways in Air Europe colour scheme and BA titles. Their third Boeing 757 will be registered G-CJIC (23227) and is due for delivery in May 1985.

Air UK Herald G-APWF/G (154/155) were broken up at Jersey during April, G-AVEZ (169) has been donated to the City of Norwich Aviation Museum and G-BAZJ (183) has reportedly joined the Guernsey Airport Fire Service.

Britannia have leased Boeing 737 G-BJCU (22639) to Spantax from 1st November in Britannia colour scheme and Spantax titles.

British Air Ferries have applied to operate Southend-Beauvais and Southend-Lille scheduled services. The airline have been approved to operate Gatwick-Rotterdam services from April 1985. Herald G-BEYJ (182) has been sold to Aerovias in Guatamala as TG-ALE.

British Airtours. Boeing 747 G-BDXL (22305) and Tristar 1 (1146) have been transferred to British Airways.

British Airways unveiled a new image on 4th December which consisted of a new colour scheme for aircraft, vehicles and staff. The aircraft now have a red stripe painted along the blue lower fuselage, the British Airways crest is on the tail and the word "Airways" has once again been added to the title. All aircraft are to be painted in this scheme over the next two years. The airline is to resume services to Luxembourg from April 1985 (last served in '82).

Extra services are also to be operated to Moscow, Budapest and Warsaw, and a few Trident 3's may be retained. On the subject of Trident 3's - G-AWZX (2324) was withdrawn in October and delivered to the BAA Fire Service at Gatwick. G-AWZC/F (2304/7) have been sold to Air Charter Service of Zaire for use as freighters. G-AWZZ (2326) has been withdrawn and delivered to the Fire Service at Birmingham Airport.

Brymon Airways has applied to operate a service between Bristol and the Isles of Scilly next Summer. It is hoped to attract passengers who now have a car journey of some hours through Devon and Cornwall before being able to fly to the Scilly Isles. Journey time should be 75 minutes.

British Caledonian have suspended services between Gatwick and St.Louis due to insufficient demand. They have an agreement with Ozark Airlines to transfer passengers to St.Louis from their Atlanta service.

Channel Express. Herald G-BEBB (186) has been acquired from Janus Airways to replace G-BEKL (184) which was damaged beyond repair after an accident with an airport vehicle at Hurn in June, it was broken up in July.

Dan-Air have leased 3 x HS.748's to Phillipine Airlines, G-AXVG (1589), G-BEBA (1613) and G-BHCJ (1663). The new Boeing 737-300 will be registered G-SCUH (23254). Boeing 707 G-BFBZ (18585) ex Laker has been jointly purchased with Tradewinds presumably for spares. The airline are to operate Manchester - Inverness services from next April along with Manchester-Heathrow.

London European Airways is a new Luton based carrier who intend to operate a service from Luton to Amsterdam from next April using an ex BAF Viscount.

Monarch. Boeing 737 leases G-DWHH/DGDP (22761/2) to Pacific Western and G-DFUB (22415) to an "Alaskan" airline.

Scottish Executive has been approved to operate from Edinburgh to Brussels, Frankfurt and Copenhagen (although Air UK began Edinburgh-Newcastle-Copenhagen on 1st November). They have also applied to operate from Edinburgh to Milan, Geneva and Zurich.

Virgin Atlantic commenced its Maastricht service with a leased BIA BAC 1-11 during November.

AIRLINE REVIEW (more news just arrived)

AIR EUROPE it is now understood that the new Boeing 757 will not be registered G-CJIG as previously stated, but probably G-BNIG.

Airways International Cymru have acquired a second BAC 1-11, to be registered G-WLAD ex. C-FQBC.

British Airways: Boeing 707-336G G-AXGX (20375) was sold to the State of Qatar as A7-AAG in July 1984, while Boeing 707-336B G-AXXY (20456) went to Maof in June. However, in October 1984 Maof ceased operations citing as the reason the Israeli Government's decision to allow El Al and Arkia to offer similar cheap fares. Following the review of regional air services by the CAA, BA have announced proposals for new services from Birmingham; applications have been made to serve Cork, Hanover, Munich and Larnaca. Hanover and Cork are planned to commence next April but Larnaca may not start until 1986. The Cork service will utilise a B.Ae.748, replacing the Jetstream currently used on the Aberdeen service. The aircraft would route Aberdeen-Birmingham-Cork-Birmingham-Aberdeen, considerably boosting oil-related through Aberdeen-Cork traffic.

British Air Ferries: Viscount 806 G-AOYJ (259) was re-registered in August as G-BLOA and has been leased to Manx in their livery from 15th October.

British Midland Airways leased F-27 G-BAUR was returned to Air UK at Norwich on 28th September, its last BMA service being BD206 Amsterdam-EMA on 27th September. Also in September several DC-9's went to Amsterdam for maintenance: G-BMAA from 2-8 Sept, G-BMAK from 10-19 Sept and G-BMAM from 30 Sept to 13 Oct. As a result of this Air Cymru One-Eleven G-YMRU was sub-chartered, positioning from Cardiff to operate EMA-Palma-EMA on 6th Sept, and EMA-Malaga-EMA on 13th Sept. On the maintenance side, GB Airways Viscount 807 G-BBVH (281) arrived at EMA from Gibraltar on 30th September and was still present on 10th November.

Britannia Airways: with the winter now upon us aircraft are departing these shores on lease to other operators. Boeing 737 G-BGYJ was rolled out at Luton on 17th Oct in Britannia colours but with Midway Express titles and tail insignia. It left for Keflavik on 18th Oct as flight ML9200. Spantax are expected to lease G-BJGU and it was due to depart Luton on 1st Nov.

Dan-Air: the airline has announced its intention to operate scheduled services from Manchester to Oslo and Bergen (via Newcastle) and direct to Montpellier, Amsterdam, Dublin, Oslo and Stockholm.

Janus Airways: following the success of their Coventry services last summer, rumours abound as to the equipment that will be used next summer to replace the time-expired Viscount 700's. One report suggests that BAF Viscounts will be leased, another that seven Herolds will be acquired and yet another that Viscounts will be purchased from Air Zimbabwe.

Monarch: again on the subject of winter leases Boeing 737 G-BFUB has now been confirmed as going to Midway Express. As a result of the leases, the only 737 remaining for the winter will be G-BMON, it being based at Glasgow. The fourth Boeing 757 is due for delivery to Luton on 21st March 1985, giving a fleet of two 1-11's, four or five 737's and four 757's for next summer.

Venture Airways: a creditors meeting held on 19th Oct. revealed that the former airline has debts of £2.216m. Over 250 creditors and some 50 or so staff heard that there were few assets. B.Ae.748 G-VAJK arrived at Cambridge on 11th Sept from EMA following a period of storage. On 19th September it was flown to Lasham by a Dan-Air crew to await disposal. At the end of October a demonstration was held for an undisclosed Norwegian operator, and the possible lease to Euroair was discussed, but neither appear to have been successful.

Movements in the Area During November

1	G-BGUB Cherokee Six	Sandtoft	T Earls Colne
	G-BAMF Bolkow Bo.105	Gamston	F' Humberside
	G-JLCO Twin Squirrel	Stockton-on-Tees	
	G-BJMB Mooney M.20J	Doncaster	F Biggin Hill
	G-MALS Mooney M.20J	Doncaster	T Biggin Hill
	G-BREW Navajo	Gamston	F Luton T Newcastle
2	G-BIEZ King Air F90	Elvington	F Tatenhill
	G-AZKS AA-1A	Sherburn	F Wickenby
	OY-CBB Cessna T337D	Humberside	Leeds DIV
3	G-BFRO Cessna F150M	Sherburn	From Goodwood
5	G-WELD Hughes 500	Site at Junction 40 M1	
	G-GWHH Twin Squirrel	Keighley	From Sheffield
6	G-GWHH Twin Squirrel	Castleford	To Teesside
	G-DGLG Cessna 152	Felixkirk	From Barton
	G-BILP Cessna 152	Felixkirk	
8	G-BFSH Sikorsky S76A	Gamston	To Humberside
9	G-ONOR Cessna 425	Linton	From Blackbushe(Leeds DIV)
	HB-DFP Mooney M20J	Humberside	From Groningen (Leeds DIV)To Manchester
10	G-BGGJ Tomahawk	Sandtoft	Local Flying (New Resident)
	G-JAKE Chipmunk	Sherburn	From Netherthorpe
	G-BCVX Jodel DR1050	Huddersfield	From Haworth (Resident)
	G-JMWT TB10 Tobago	Huddersfield	From Liverpool
	G-BKOV Jodel DR220	Huddersfield	From Barton
	G-BKXO Long-Eze	Leeming	From Dishforth
12	G-BMTC Twin Squirrel	Systime, Millshaw, Leeds	
	G-BBUY Jetranger	Doncaster	To Sywell
13	G-AYCM Jetranger	Sheffield	Filming, F/T Whinmoor
	G-BGHJ Cessna F172M	Brough	From Conington
	G-BBYB Super Cub	Kirbymoorside	From Brighton
	G-HWAY Arrow	Rocklinton	F/T Stapleford
	G-BAGX Cherokee	Felixkirk	From Wombledon
	G-BKCE Cessna F172P	Gamston	Local Flying, Air Test
	G-BAIW Cessna F172M	Felixkirk	
14	G-BAMF Bolkow 105	Gamston	From Humberside To Strubby
	G-AZRX Horizon	Doncaster	
	G-MFMF Jetranger	York University	From Kidlington
	G-MLCS Cessna 414A	Finningley	"MTL 219" To Leeds
	G-SMRI Bell 47G	Wetherby	Crop-Spraying, To York
16	G-BREW Navajo	Gamston	From Glasgow
19	G-BEFY Hiller UM12E	Dishforth	Crop-Spraying, From Pontefract
	G-JAKK AA5B Tiger	Finningley	From Waddington
	G-BIEZ King Air F90	Church Fenton	From Tatenhill
	N9959C Cessna T303	Gamston	From Humberside n/s To Cranfield
20	OO-CNV Cessna T210N	Doncaster	From Manchester n/s
	G-HHOI HS125/700	Leeming	From Heathrow
21	G-OMHC Cherokee Arrow	Huddersfield	To Biggin Hill
	G-AYKL Cessna F150L	Doncaster	F/T Netherthorpe
	G-NOEI Squirrel	Harrogate	From Battersea
	G-JLCO Twin Squirrel	Doncaster	From Leeds
	G-BMTC Twin Squirrel	Sheffield	
	G-BLDP T67M Firefly	Netherthorpe	From Kirkbymoorside

Movements in the Area During November (Contd.)

22	G-BNAB	Cougar	Brough	From Elstree
24	G-UBHL	King Air 200	Acaster Malbis	To Oxford
25	G-WYMP	Cessna F150M	Sandtoft	F/T Sherburn
	G-ATKF	Cessna 150F	Sandtoft	To Netherthorpe
	G-AXRT	Cessna FA150K	Sandtoft	To Brough
	G-AXMP	Cherokee	Bagby	To Leicester
	G-BGGJ	Tomahawk	Sherburn	From Sandtoft
27	G-FSDA	Jetranger	Doncaster	Local Flying
	G-OWER	Navajo	Finningley	From Swansea
	G-JMVB	Jetranger	Teesside	To Elstree
	G-KFTT	King Air 90	Gamston	From Humberside
	N465LC	Sabre 65	Humberside	To Shannon
	PH-GEC	Seneca	Humberside	To Newcastle
	OY-BTR	King Air 200	Humberside	To Manchester
28	G-BNSH	Sikorsky S76A	Gamston	F/T Strubby
	G-BBJZ	Cessna F172M	Sandtoft	F/T Humberside
29	G-TLOL	Cessna 421C	Gamston	From Liverpool
	G-BGRH	AA5 Traveller	Netherthorpe	F/T Sherburn
	G-BAEP	Cessna FRA150M	Bagby	To Cambridge
	G-BIED	King Air F90	Finningley	From Denham
	G-BMTC	Twin Squirrel	Novotel, Bradford	From Burnley To Sevenoaks

AIRWAYS - NOVEMBER

1	BU856	B.737	330	POL	1206	SAB (St Abbs)
2	SE-DEE	SN601	330	OTR	1919	DANDI
3	CU477	IL62	310	OTR	1535	WAL
4	DK385Q	DC8	280	OTR	0931	WAL (Scanair)
10	Midway	9220 B.737	Lease ex.BY?		1400	
	N60AL	Westwind	350	POL	1515	60/10
11	N204DD	Falcon50	390	OTR	1018	DUB
13	N18260	Be200	310	DUB	0820	WAL OTR
14	D-IDCO	Do.228	190	HON	1634	GTW
17	N35HP	L.Jet35	390	WAL	1439	57/10 ex.BHX
18	BU818	B.737	310	POL	1244	SAB
	N751	Belfast	230	BTN	1520	HON
20	PW007	B.737	L to Pacific Western(?)			
22	N551DP	L.Jet25	390	POL	2037	DCS
24	N600JJ	B.707	370	DCS	HON	Paris LBG
25	N108BN	B.707	310	POL	1748	57/10
26	N770AC	Gulf2	310	POL	1025	SEC
28	UT3573	(UTA)	310	POL	1849	61/08

The BU B737 flights seem very regular and are to be seen/heard most Thursdays and Sundays. They are routing Norway-Tenerife and tie-ups are impossible. The European IT series being at an end, leases to other areas of the world begin, hence the Midway and Pacific Western flights. Also heard (on the 21st) was KF531 routing along Blue One - this is a mystery flight number to me. Tie-up service available, thanks to Air Scotland and available with a stamped addressed envelope. Send to S. Rigg, 35 Bromley Mount, Wakefield, WF1 5LB.

Over the next few months I will include a series of articles covering various airband radios. These will all be radios using crystals or a synthesiser to give exact tuning. There is a great proliferation of monitors becoming available and it is interesting to know what opinions may be held by people who have bought them. Can anybody write on the following:- Signal R528, R532, R537, Regency Flight Scan - please give me a ring-Wakefield 375000.

SX200N Scanning Monitor Receiver

I have had this set for nearly two years and use it with a ground plane aerial on the chimney. The front panel contains exactly forty buttons, three slider controls and the digital display and once the keyboard is mastered it works fantastically at home from the mains, or in a car with a 12v DC supply. One pad of keys is in a standard calculator layout for direct entry of any frequency from 26MHz to 512MHz with just a few gaps (Broadcast VHF band Military VHF band). Sixteen of your preferred frequencies can be stored in memory channels so that these can then be recalled into use by pressing one button or they can be reset to any desired frequency within a couple of seconds. It is then possible to listen to any one frequency or to some or all of those stored in memory. SCAN A will go through all 16 channels at a speed of your choice and will wait if a transmission is heard for up to eight seconds (selectable delay of 2 or 4 seconds). SCAN B can be programmed to listen to any number of the channels in memory-I mostly scan 131.05 and 128.05. If a transmission is picked up as an aircraft changes to Scottish on 135.85 then a single button brings that frequency into operation and you are tuned spot on ready to receive.

The signal pulling power of the receiver is amazing. I live 19 miles in a straight line from LEA, and quite low down. The ground transmissions are very clear, as are those of Church Fenton, Sherburn, Doncaster and Fimbley Radar all 20-25 miles. Manchester Radar ground on 124.2 and 126.65 come through a bit scratchy but on a good day even Manchester Approach Controllers can be heard too. As far as aircraft are concerned 200 miles for high flying airliners is nothing. It is possible to follow a BA 737 out of Leeds and hear him call France Control after he has passed well South of Berry Head. Also to be heard are Copenhagen (126.05) Amsterdam and Shannon very clearly and flights up to Aberdeen can be heard down to about 8000ft. That, I reckon, is pretty good - for £259 it ought to be. The receiver display includes a useful clock and it is also possible to scan sections of the airband - perhaps 130 to 132MHz to listen for company transmissions.

Drawbacks? Well a few more memory channels could be useful but sixteen is really adequate. It would be nice if the receiver was portable, but, alas that is where another machine is necessary (next month). There is no real complaint at all and there are many other features too - display dimmer, back-up batteries for memories, ear-phone and tape sockets, lots of volume available, never any distortion even if the aircraft transmitting is feet away. All in all, some of the best money I have ever spent.

Trips! Trips! Trips!

The first trip of 1985 has been arranged, and it is a visit to British Aerospace at Brough on Thursday March 28th. This is an evening visit (the only time they can take us), and to be there for 19.00 hrs, it is planned to leave the Yorkshire Aeroplane Club at 17.15 hrs by 15 seater Mini-Bus. The cost is anticipated to be £2.50 per head (to be paid on booking), and members can be collected "en route" between Yeadon and Brough (within reason!).

Please contact John Lloyd-Martin on Dewsbury 499866 as soon as possible with your bookings, any further information can be acquired from John.

Let's make this first trip for 1985 a success - there are more to come.

Military Section

To start the New Year we will list the aircraft currently active with the units at our "local" airfields. Any correspondence relating to corrections, additions etc would be most welcome.

Church Fenton

Further to last months listing delete XN473/98 as this JP pranged on take off from Cranwell on 15-8-84

Cranwell - RAFC

Jet Provost T5A's:-

XW437/1, XW438/2, XW422/3, XW435/4, XW357/5, XW336/6,
XW354/7, XW420/8, XW369/9, XW375/10, XW373/11, XW318/12,
XW423/14, XW412/15, XW362/17, XW353/18, XW416/19, XW355/20,
XW361/21, XW328/22, XW406/23, XW408/24, XW317/25, XW367/26,
XW335/27, XW429/28, XW313/30, XW289/31, XW292/32, XW325/33,
XW332/34, XW364/35, XW333/36, XW310/37, XW374/38, XW290/41,
XW305/42, XW323/44, XW322/43, XW323/44, XW294/45

Finningley - 6FTS

Dominie Tl's:-

XS712/A, XS732/B, XS713/C, XS727/D, XS726/E, XS739/F, XS729/G,
XS730/H, XS731/J, XS737/K, XS711/L, XS709/M, XS734/N, XS710/O,
XS714/P, XS733/Q, XS735/R, XS737/S, XS726/T, XS738/U

Jetstream Tl's:-

XX492/A, XX494/B, XX495/C, XX496/D, XX497/E, XX498/F, XX499/G,
XX500/H, XX482/J, XX491/K, XX493/L

Jet Provost T5's:-

XW291/N, XW298/O, XW287/P, XW296/Q, XW352/R, XW307/S, XW302/T,
XW324/U, XW309/V, XW311/W, XW304/X, XW306/Y, XW293/Z

Yorkshire UAS - Bulldog Tl's:-

XX690/A, XX619/B, XX620/C, XX621/D, XX622/E, XX543/F, XX624/G

9 AEF - Chipmunk T10's

WG407/81, WK590/82, WK638/83

Leeming

The Northumbrian UAS and 11 AEF are still here - I think!

Northumbrian UAS - Bulldog Tl's

XX629/V, XX631/W, XX633/X, XX636/Y, XX637/Z

11 AEF - Chipmunk T10's

WK517/84, WZ879/85, WZ878/86

The CFS/3 FTS have moved from here to Scampton and the RNEFTS have taken their Bulldogs to Topcliffe although the unit comes under the command of 1 FTS at Linton. The base is now being made ready to accept 3 Squadrons of Tornado F2's which will involve the building of hardened shelters and improvement in accommodation etc.

Linton-On-ouse 1 FTS

Jet Provost T3A's:-

XM471/10, XM461/11, XN579/14, XN636/15, XN498/16, XM401/17,
XN577/18, XM473/19, XN459/20, XN574/21, XM472/22, XM464/23,
XN471/24, XN505/25, XN593/27, XN461/28, XN466/29, XN465/30,
XN553/34, XN606/36, XM365/37, XM463/38, XN629/39, XN510/40,
XM412/41, XM405/42, XN494/43, XN589/46, XN547/48, XN509/50,
XN497/52, XM358/53, XM479/54, XM372/55, XM424/? (ex Shawbury Store)

Jet Provost T5A's:-

XW299/60, XW405/61, XW327/62, XW301/63, XW312/64, XW295/67,
XW363/68, XW413/69, XW428/70, XW320/71, XW370/72, XW365/73,
XW351/74, XW366/75, XW432/76, XW404/77, XW410/80

Scampton - CFS/3 FTS

Jet Provost T3A's:-

XM403/A, XM458/B, XN581/C, XN502/D, XN584/E, XM455/F,
XN501/G, XM349/H, XM387/I, XN605/J, XM371/K, XN499/L

Jet Provost T5A's:-

XW353/51, XW316/52, XW415/53, XW418/54, XW368/55, XW427/56,
XW319/57, XW430/58, XW431/59, XW421/60, XW425/61, XW436/62,
XW315/63

Bulldog T1's:-

XX539/1, XX520/2, XX689/3, XX531/4, XX532/5, XX713/6, XX515/7,
XX517/8, XX536/9, XX555/10

Topcliffe - RNEFTS

Bulldog T1's:-

XX513/A, XX514/B, XX516/C, XX712/D, XX522/E, XX528/F, XX527/G,
XX529/H, XX519/I, XX533/J, XX540/K, XX541/L, XX551/M, XX638/N,
XX668/P, XX699/Q, XX700/R

Next month we shall hopefully print the situation at Binbrook & Coningsby.

Manchester:-

HZ-1115, 468 & 1618 C130H's Saudi AF were here 8.12

Waddington:-

Further to last months listing of 29 Sqn Phantom FGR2's noted during
Priory XV421/K should be XV429/K but you should also delete this from
29 Sqn although still in their marks it is a trials aircraft with BAe.

Woodbridge:-

The A-7D's mentioned last month were 96198, 00941, 00969 & 01020
from the 4450 TTG at Nellis AFB

Woodvale:-

Residents noted on 8.12 were WK639/10, WP896/11 & WK624/12 Chipmunk
T10's 10 AEF; XX639/A, XX639/L, XX688/S & XX686/U Bulldog T1's
Liverpool UAS; XX615/2 & XX617/4 Bulldog T1's Manchester UAS

Events:-

Exercise Mallet Blow is due to take place 29.1 to 1.2 and should
involve some foreign participation