

AIR YORKSHIRE



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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 5th : The completion of the comprehensive coverage of the RAF on slides, by Chris Harper and Dave Senior, started earlier in 1985.
- FEBRUARY 2nd : Members slides/slide auction.
- MARCH 2nd : Chris Warn will be giving us his usual enthralling talk on his latest 'globe trottings' supported by slides - entitled 'Alaska to Peru'.

EDITORIAL

A Happy New Year To ALL Our Members.

After the ever increasing number of members attending the meetings in 1985, it could now become a priority for the Committee to look at increasing the space and improving the facilities for our forthcoming meetings - all avenues will be investigated.

Iain MacFarlane's visit was no exception, and we apologise to those of us that had to stand in the oppressive heat for the whole of the show.

Subscriptions are due now for those members who joined for six months in June 1985.

CREDITS

T.W. Sykes
C. Harper

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Airstrip

R. Fozzard
Air International.

S.W. Rigg

A. Lee

I.D. Gordon

LEEDS/BRADFORD MOVEMENTS - November 1985

1	G-BHWF Boeing 737	0702 0751	G-ASPI Cessna 172	1017
	G-CBGB Twin Squirrel	1120 1157	G-ROUP Cessna 172	1126 1429
	PH-DNN DC-9	1147 1326	G-BBBC Cessna 150	1240 1334
	SE-DDG Citation	1314	G-BDAP Tailwind	1335 1430
	G-TEES Cessna 152	1422 1515	G-BJYD Cessna 152	1433 1525
	G-BGJE Boeing 737	1436 1548	G-FISH Cessna 310	1929 1957
	G-BHWF Boeing 737 n/s	2004 0756(2)	OH-CHK Cessna 402G n/s	2044 1159(3)
2	G-GASA Hughes 500	0737 0850	ZE705 Tristar	0753 0925
	G-STAT Cessna 206	0838	G-BDSL Cessna 150	0902
	G-BGIY Cessna 172	0936	G-AYGC Cessna 150	1027 1131
	G-BGPK AA-5B	1048 1538	G-AVRN Boeing 737	1209 1505
	G-BJYD Cessna 152	1305 1406	G-OBSV Observer N/T	1331
	G-BPAD Warrior	1339 1511	G-AXJJ Pup	1346
	G-AWAZ Arrow	1413 1550	G-PAWL Cherokee	1436 1532
	G-BBEV Cherokee	1440 1558	G-TPPH Jetranger	1449 1506
	G-BCXR BAC 1-11	1515 1622	G-TEES Cessna 152	1519 1557
	G-BHIN Cessna 152	1528 1552	G-AOYL Viscount	1649 1728
	G-BGYJ Boeing 737 n/s	2029 0716(3)		
3	G-TEES Cessna 152	1018 1057	G-AWRL Cessna 172	1122 1155
	G-TEES Cessna 152	1302 1335	G-AWCD Jodel DR.253	1314 1357
	G-AZKW Cessna 172	1328 1443	G-BDSL Cessna 150	1332 1402
	G-BJYD Cessna 152	1336 1405	SE-IFR Cessna 182 n/s	1716 1634(6)
4	G-UBHL King Air 200	0803 0824	G-BKHF Boeing 737	0834 0930
	G-BUDG Cessna 421	0842 1629	G-BLWV Cessna 152	0954 1018
	G-UBHL King Air 200	1034 1351	D-IATA King Air	1249 1843
	G-MCAH Twin Squirrel	1412 1456	G-BAZH Boeing 737 n/s	2034 1031(5)
5	G-ASRH Twin Comanche n/s	0911	G-MCAH Twin Squirrel	1034 1125
	G-LYNN Lance	1158 1245	ET-ANF BAC 1-11	1334 1435
	F-GCSG Cessna 210	1346 1715	G-AZLY Cessna 150	1437 1520
	G-BECC Boeing 737	1620 1744	G-BEZX Chieftain	1703 1801
	G-BAZH Boeing 737 n/s	2117 0951(7)		
6	G-BHJY Bandeirante	0910 0930	G-ASMW Cessna 150	1003 1608
	G-BHJY Bandeirante	1102 1121	G-HUBB Partenavia P.68B	1107 1457
	G-BJBI Cessna 414A	1139 1226	G-BLWV Cessna 152	1309 1340
	G-NHRH Cherokee n/s	1351 1706(17)	G-OSDI Baron	1647 1818
	F-GTIL Citation n/s	1737 1804(8)	VR-BHX Falcon 50	1752 1831
	G-AYEF Cherokee	1754 1849		
7	G-GASB Hughes 500	0938 1314	G-ALFM Dove 8 N/T	1001
	G-ROBN Aiglon	1047 1433	G-AWAI Baron	1218 1407
	G-BFRC AA-5A	1254 1608	G-MCAH Twin Squirrel	1520 1541
	G-BAZH Boeing 737 n/s	1617 0748(8)	G-DFIN Dauphin	2220 2236
8	G-BHJY Bandeirante	1149 1209	G-FOOD King Air 200	1359 1701
	G-BRJP Boeing 737	1406 1536	G-BNPD Aztec	1555 1851
	VR-BHX Falcon 50	1612 1804	G-BHJY Bandeirante	1706 1732
	ZA681 Chinook	1822 1925	G-BAZH Boeing 737 n/s	2016 0752(9)
9	G-CTRK Jetstream	0924 1738	G-BECC Boeing 737	1204 1505
	G-FLCH Jetranger	1254 1357	G-BCXR BAC 1-11	1409 1543
	G-AZAV Cessna 337	1415	G-BECC Boeing 737 n/s	2103 0734(10)
10	G-BHIR Arrow	0942 1010	G-YIII Cessna 150	1043 1143
	G-EJCB Agusta A.109A	1110 1149	G-BHVP Cessna 182	1254 1543
	G-AZAV Cessna 337 n/s	1401 1317(24)	G-BJYD Cessna 152	1420 1525
	G-JMWT Tobago	1428 1536	G-YIII Cessna 150	1449 1545
	G-BHIR Arrow n/s	1835 0842(11)	G-BGYJ Boeing 737 n/s	2041 0944(11)

LEEDS/BRADFORD MOVEMENTS (Contd)

11	G-BGPU Cherokee	0923 1247	G-BGEV Tomahawk	1110 1226
	G-BJWW Cessna 172	1154 1454	G-CEGB Twin Squirrel n/s	1521 0855(12)
	G-BADP Boeing 737 n/s	2127 1037(12)		
12	G-BGNU King Air	0945 0955	G-BKSZ Cessna 210	1020 1524
	G-CTRX Jetstream	1025 1538	G-BAJO AA-5	1111 1408
	G-BFVX King Air	1115 1513	G-VICK Navajo	1455 1752
	G-AVRN Boeing 737	1510 1619	G-AXLN BAC 1-11	2111 2147
	G-BADP Boeing 737 n/s	2143 0949(14)		
13	F-GDAL Cheyenne	0927 1009	G-BJXX Aztec	0946 1017
	G-BCMT Partenavia P.68n/s	0948 1649(14)	G-BLKP Jetstream 31	1035 1119
	G-BFFE Cessna 152	1120 1139	G-BJYD Cessna 152	1128 1213
	G-BHIN Cessna 152	1309 1355	G-BKUN Cessna 404 n/s	1443 0940(26)
	G-BLEZ Dauphin	1504 1513	G-BJXX Aztec	1634 1653
	G-BFRC AA-5A	1651 1723		
14	G-BKTN Jetstream 31	0816 0927	G-BIZZ Citation n/s	0903 0855(15)
	EI-BRM Cessna 172 n/s	1049 2021(15)	F-GDAL Cheyenne	1249 1349
	G-AXHA Cessna 337 n/s	1351	G-EJCB Agusta A.109A	1508 1615
	G-BJCY Slingsby T.67A	1514 1537	G-BDIE Rockwell 112A	1517 1623
	G-NIKY Chieftain n/s	1603 1338(15)	G-JAKY Navajo n/s	1606 1344(15)
	G-BADP Boeing 737 n/s	1614 0746(15)	G-BFVP Aztec	1619 1634
	G-ASWX Cherokee	1700 1827	G-BLTH Cessna 404	1756 1814
15	G-BDYF Cessna 421C n/s	0924	G-DDDV Boeing 737	1417 1534
	G-FAST Cessna 337 n/s	1617 0943(22)	XV298 Hercules n/s	1709 0820(16)
	XP825 Beaver n/s	1800 1021(17)	G-BADP Boeing 737 n/s	2006 0759(16)
16	G-BGYL Boeing 737	1210 1507	G-BCWA BAC 1-11	1414 1546
	G-BGYL Boeing 737 n/s	2032 0718(17)		
17	G-BLEV Twin Squirrel	0906 0934	G-BSDL Tobago	1208 1257
	G-BBEC Cherokee	1318 1428	SE-ILL Navajo n/s	1456 1302(20)
	G-BSDL Tobago n/s	1629	G-BKWB Bandeirante	1725 2025
	G-AWER Aztec	1745 1812	G-RMSS Short SD.3-60	1856 2126
	G-BBHB Navajo	2042 2050	G-BGYK Boeing 737 n/s	2132 0936(18)
18	G-BGOP Falcon 20F	0933 1218	G-BIZZ Citation	1012 1044
	G-BLTH Cessna 404	1101 1122	G-BBEM Jetranger	1120 1143
	G-BKIP King Air	1129 1158	G-BBPX Seneca n/s	1232 1147(22)
	F-GMB Learjet 35	1237 1407	G-BFAN HS.125	1614 1742
	G-BGNU King Air n/s	1636 0931(19)	G-BIZZ Citation n/s	1804 1027(19)
	G-BHTT Citation	1929 1946	G-BECH Boeing 737	2115 2247
	G-BHWF Boeing 737 n/s	2208 1102(19)		
19	G-FISH Cessna 310	0703 0759	G-BGEM Partenavia P.68B	0757 1158
	N5288U Cessna 210	0928 0951	XS790 Andover	1042 1628
	G-ONOR Cessna 425	1054 1500	G-HSON Cessna 441	1205 1544
	G-AWAI Baron	1226 1458	G-BHYE Seneca	1230 1420
	G-BAZG Boeing 737	1521 1621	N5288U Cessna 210 n/s	1752 0749(20)
	G-FISH Cessna 310	1948 2017	G-BHWF Boeing 737 n/s	2238 0946(21)
20	G-BHNY Cessna 425	0740 0807	G-OSDI Baron	0911 1247
	G-BLTH Cessna 404	0933 0952	G-FISH Cessna 310	1048 1106
	G-BBHB Navajo	1116 1424	G-FISH Cessna 310	1411 1441
	G-GASB Hughes 500	1519 1543	G-FISH Cessna 310	1549 1612
21	G-IBLL Commander 690D	0847 1350	G-FISH Cessna 310	0950 1007
	G-KWIK Partenavia P.68B	1235 1436	G-BHWF Boeing 737 n/s	1634 0745(22)
	G-BHNY Cessna 425	1717 1749		

LEEDS/BRADFORD MOVEMENTS -(Contd)

22	G-BBEW Aztec	0708 0725	EI-BJS AA-5B	1041 1643
	XP820 Beaver	1133 1257	G-BDYZ Bo.105D	1242 1312
	G-BRJP Boeing 737	1419 1532	G-BBEW Aztec	1431 1458
	G-FISH Cessna 310	1730 1756	G-BHWF Boeing 737 n/s	2020 0747(23)
23	G-AVRO Boeing 737	1219 1508	G-BEKA BAC 1-11	1421 1545
	G-BGYK Boeing 737 n/s	2039 0706(24)		
24	G-BCCK AA-5	1054 1304	G-BGIY Cessna 172 n/s	1506
	G-STAT Cessna 206 n/s	1601	G-BAZH Boeing 737 n/s	2048 0931(25)
25	G-OAKS Cessna 421C	0853 1828	G-TEES Cessna 152	1337 1416
	G-AZLY Cessna 150	1432 1516	G-BGYL Boeing 737 n/s	2033 1022(26)
26	G-BHCT Aztec	0935 0949	G-BLFV Cessna 182	1140 1523
	G-AZLY Cessna 150	1202 1306	EI-AYK Cessna 172 n/s	1214 1342(27)
	G-BAZG Boeing 737	1512 1615	G-BBCW Aztec	1549 1636
	G-BHCT Aztec	1635 1641	G-BGYL Boeing 737 n/s	2034 1012(28)
	G-BICF Cougar	2110 2128		
27	G-ATJL Comanche	0903 0930	G-GKNE King Air 200	0907 1629
	G-TPPH Jetranger	1355 1411		
28	G-OFRH Cessna 421C	0856 1557	G-BMHI Cessna 152 n/s	1157 1014(29)
	EI-BNC Cessna 152 n/s	1158 1014(29)	G-BHAF Tomahawk	1309 1342
	G-BGXJ Partenavia P.68B	1359 1625	XZ645 Lynx	1449 1535
	G-BGYL Boeing 737 n/s	1647 0811(29)	G-HSON Cessna 441 n/s	1653 1143(30)
29	OY-ATP Chieftain	1020 1851	G-BKUM Ecureuil	1143 1222
	G-BIWP Mooney M.20J	1147 1305	G-BRJP Boeing 737	1454 1607
	G-UBHL King Air 200	1541 1550	G-ORAY Cessna 182 n/s	1555
	G-UBHL King Air 200 n/s	1812 0924(30)		
30	No Movements.			

Overshoots :- 1st. XX500/FYT84, XS738/FYN08 Dominie, XX499/FYT80, XS726/FYN49 Dominie, XX494/FYT86, XX491/FYT83; 2nd. G-BFVW; 4th. XX496/FYT88; 5th. XW366/LOY58 J.Provost; 6th. XX492/FYT80, XX500/FYT87, XX497/FYT90, XV295/RR925 Hercules; 7th. XW326/GFR08 J.Provost; 11th. XS738/FYN53 Dominie, XX493/FYT87; 12th. XS739/FYN08; 14th. XS738/FYN05 Dominie's; 18th. XX500/FYT88, XX491/FYT90, ZD620/RR732Q HS.125; 20th. XS710/FYN05; 21st. XS711/FYN05 Dominie's, XX497/FYT90, XX237/SAH06 Hawk (F/T Scampton), XS732/FYN99 Dominie; 25th. XX499/FYT84, XS726/FYN09 Dominie; 26th. XX499/FYT92, XX496/FYT10; 27th. XX491/FYT83, G-AVLS; 28th. XX491/FYT86, XS727/FYN08, XS726/FYN41 Dominie's.

From & To :- 1st. SE-DEG T Trollhattan, OH-CHX F Billund n/s T Biggin Hill; 3rd. SE-IFR F Liege n/s T Charleroi; 4th. D-IATA F/T Mannheim; 5th. F-GCSG F Glasgow T Nantes; 6th. F-GBTL F/T Le Bourget n/s, VR-BHX F/T Le Bourget; 8th. VR-BHX F/T Le Bourget; 13th. F-GDAL F Lille T Chateauroux; 14th. EI-BRM F/T Dublin n/s, F-GDAL F/T Lille; 15th. XV298 F St. Mawgan n/s T Hannover; 17th. SE-ILL F/T Gothenburg n/s; 18th. F-GBMB F Lisbon T Toulouse; 19th. N5288U F Blackpool T Cranfield, XS790 F/T Northolt, N5288U F/T Cranfield n/s; 22nd. EI-BJS F/T Dublin, XP820 F Middle Wallop T Hurn; 26th. EI-AYK F/T Dublin; 28th. XZ645 F Blackpool T Oakington; 29th. OY-ATP F Aarhus T Tirstrup.

LEEDS/BRADFORD MOVEMENTS REVIEW - November

The foreigners continue to mount up slowly and by the end of the month they had reached 215. Starting off the month we had KLM DC-9 PH-DNN and Cessna 402C OH-CHX on the 1st. Night-stopping on the 3rd was Cessna FR182RG SE-IFR c/n 0047 and on the 4th Beech E90 D-IATA was noted. Aer Lingus used BAC 1-11 EI-ANF on the 5th and Cessna T210N F-GCSG also visited. On the 6th the Niarcos Falcon 50 VR-BHX was joined by the Citation II F-GBTL which used callsign EK731 inbound and EK751 outbound on the 8th. Cheyenne F-GDAL visited on the 13th and again on the 14th when Cessna 172Q EI-BRM was also in. Navajo SE-ILL visited on the 17th and Lear 35C F-GBMB was on a medical flight on the 18th. The first Cessna Brussels aircraft to visit Northair for some time was Cessna 210 N5288U which n/s on the 19th. Grumman Tiger EI-BJS on the 22nd was followed on the 26th by Cessna F172M EI-AYK which n/s. On the 28th Cessna 152 EI-BNC was inbound to Ringway with Cessna 152 G-BMHI c/n 1607 ex. EI-BGI but diverted to LBA due to weather. Final foreigner was Navajo OY-ATP which diverted in from Humberside on the 29th. On the military side the month started well with the new Tri-star ZE705 on a trooping flight F Dusseldorf T Hannover on the 2nd using callsign ASCOT3776-7. Yet another Chinook visited us on the 8th, ZA681 was callsign XNN69. On the 15th Hercules XV293 came in as ASCOT4406 and after a n/s went out as ASCOT4472A, and Beaver XP825 came in as ARMY370 and stayed until the 17th. Royalty arrived on the 19th in Andover XS790 which was KITTIHAWK 1 inbound and UNICORN outbound. Another Beaver was XP820 on the 22nd as ARMY112 and to finish off there was Lynx X7645 on the 28th as ARMY335. Two on the ILS were HS125 ZD620/ASCOT732Q on the 18th and Hercules XV189/ASCOT766 on the 22nd. Air Cymru's BAC 1-11 G-WLAD arrived on lease to BMA on the 7th to do the LBA/LHR flights during the week for the Winter. It is in the new BMA colour scheme and was replaced by G-YMRU from the 25th to the 27th. At Northair the Observer G-OBSV returned on the 2nd and is still present. Bell 47G G-BGZK has completed C of A renewal, made various air tests throughout the month, making Leathley on the 17th but is now back in the hangar. Star item for me however was the Devon G-ALFM which arrived practically non-radio on the 7th and remains in Northair for work of some kind. Over at YLA the Cessna 182 G-AXZU has been rebuilt and was outside on the 25th along with the Cessna F150 G-OJVH which has also been rebuilt, both should fly again soon. One that wont fly again soon is the Baron G-AWAJ which sustained considerable damage in a wheels up landing on the 23rd and now awaits the judgement of the Insurers. Cessna 340 G-BBGF has been sold and departed some time ago, Silver Cross now have a share in the other 340 G-BISJ.

LEEDS/BRADFORD AIRLINE NEWS - NOVEMBER 1985

INBOUND DIVERSIONS

17	EZ304	DND	MAN	G-BKWB	EL10	ABZ	EZ305Q
17	JE327	IOM	MAN	G-RMSS	SH36	IOM	JE328Q
17	UK057	NWI	HUY	G-BLZT	SH36	HUY	UK052Q/18
28	UK621	EBJ	HUY	G-BLZT	SH36	NWI	UK056Q
28	WG708	EDI	EMA	G-BKDO	SH33	LGW	FC733/29
28	UK210	NWI	HUY	G-BAKL	FK27	EDI	UK210Q
29	UK201	EDI	HUY	G-BAKL	FK27	NWI	UK201Q
29	UK053	NWI	HUY	G-BLZT	SH36	BLL	UK023
29	UK621Q	BLL	HUY	G-BLZT	SH36	HUY	UK-ZT/30
29	UK210	NWI	HUY	G-BHMX	FK27	EDI	UK210Q
29	UK209	EDI	HUY	G-BDDH	FK27	NWI	UK209Q
30	BD202	AMS	EMA	G-BMAW	FK27	LPL	BD-AW/01

All the above were due to fog except the Air Ecosse Shorts 330 on the 28th which had to make a priority landing due to having one engine shut down.
BLL = Billund, DND = Dundee, and EBJ = Esbjerg.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

REGULAR FLIGHTS

BY018A	PMI	04/G-BKHF	11/G-BGYJ	18/G-BGYK	25/G-BAZH	
BY033A	TFS	05/G-BAZH	12/G-BADP	19/G-BHWF	26/G-BGYL	
BY040A	ALC	05/G-BECG	12/G-AVRN	19/G-BAZG	26/G-BAZG	
BY144A	AGP	03/G-BGYJ	10/G-BECG	17/G-BGYL	24/G-BGYK	
BY159A	ALC	02/G-BHWF	09/G-BAZH	16/G-BADP	23/G-BHWF	30/Divert
BY166A	ALC	02/G-AVRN	09/G-BECG	16/G-BGYL	23/G-AVRO	30/Divert
BY202A	PMI	01/G-BHWF	08/G-BAZH	15/G-BADP	22/G-BHWF	29/G-BGYL
BY208A	AGP	07/G-BAZH	14/G-BADP	21/G-BHWF	28/G-BGYL	
DA3092	PMI	02/G-BCXR	09/G-BCXR	16/G-BCWA	23/G-BEKA	30/Divert
KT144	AGP	01/G-BGJE	08/G-BRJP	15/G-DDDV	22/G-BRJP	29/G-BRJP
VF7744	JER	02/G-AOYL				

OTHER FLIGHTS

The party of Dutch businessmen brought in last month returned home in KLM DC-9 PH-DNN on the 01st KL1897 F/T Amsterdam. British Island Airways used their One-Eleven G-AXLN on the 12th to bring a German orchestra in as KD6055/1605Q Nuremberg - Gatwick. TriStar 500 ZE705 of the Royal Air Force was used to bring in troops on the 02nd as RR3776/3777 Dusseldorf - Hannover, but this same aircraft had to divert to Manchester on the 30th due to fog when operating another troop-ing flight RR3797A F Hannover.

GENERAL

Aer Lingus substituted One-Eleven EI-ANF for the usual Shorts 360 on the 05th EI334/335, and Fairflight operated a passenger charter with Shorts 330 G-BKDO on the 08th FC299 F/T Biggin Hill. British Midland are suffering a jet capacity shortage for the Winter while their DC-9s are either on maintenance or being re-painted. To overcome this problem the Airways International Cymru One-Eleven G-WLAD has been leased for six months in full (new) British Midland colours to operate all weekday flights from Leeds/Bradford; the Viscounts still operating the weekend flights. On the 07th G-WLAD arrived as CYMO53P F East Midlands and positioned out for maintenance on the 22nd T Cardiff as CYMO54P. To cover the gap, Airways International Cymru One-Eleven G-YMRU arrived on the 25th as CYMO53P F Cardiff and operated back T Cardiff on the 27th as CYMO54P after the ferry crew brought G-WLAD back as CYMO53P.

Local Movements - November

2	G-BHFI Cessna F152	Sherburn	F/T Blackpool
	G-BAZC Robin DR400	Crosland Moor	F/T Sherburn
	G-AVBZ Cessna 172	Sherburn	F/T Crosland Mr.
	G-TPPH Jetranger	Harrogate	Bath - LBA
3	G-BKOV Jodel DR220	Bagby	Crosland Mr.- Oxenhope
5	G-BFMS Rallye	Sherburn	To Ringway
10	G-EJCB A.109	Site W of Scarboro'	Uttoxeter - LBA
	G-AZFI PA-28R	Crosland Moor	F/T Sherburn
	G-BATV PA-28	Crosland Moor	F/T Sherburn
	G-BFLO Cessna 172	Crosland Moor	F/T Sherburn
11	G-CEGB Ecureuil	Long Marston	To LBA
12	G-BIYX PA-28	Sherburn	F/T Barton
14	G-EJCB A.109	Riccall	To LBA
16	G-BIIV PA-28	Sherburn	From Hardwick

Local Movements (Contd.)

17 G-BCVX Jodel DR1050	Sherburn	From Oxenhope
G-ARRE Jodel DR1050	Sherburn	From Oxenhope
G-BKOV Jodel DR220	Sherburn	From Oxenhope
G-BHZE PA-28	Crosland Moor	To Teesside
G-BHVR Cessna 172	Crosland Moor	F/T Blackbushe
G-HHOI HS125	Leeming	
18 G-BGOP Falcon 20	Leeming	LBA - Northolt
G-BBBM Jetranger	Harrogate	LBA - Liverpool
22 G-BRYL A.109	Roundhay Park	
23 G-CEGB Ecureuil	Harrogate	Newcastle-Long Marston
24 G-AYCM Jetranger	W.Tanfield(Nr.Ripon)	Whinmoor-Masham
27 G-TPPH Jetranger	Halifax	London - LBA
28 G-OMHC PA-28R	Crosland Moor	F/T Redhill

Airlines Review - December 1985

Air Bridge Carriers:- have applied for cargo licences for the routes E.M.A.- Bergamo and Bergamo - Cologne. Unconfirmed reports suggest that a new Swedish operator, Falcon Cargo, is to acquire two Merchantman aircraft from A.B.C.; possibly to inaugurate a Jonkoping - E.M.A. cargo service from February 1986.

Air Ecosse:- The airline has sold Shorts 3-30 G-BKSV (SH.3096) to Suburban Airlines of Reading, Pennsylvania, as N332SB, while from September 1985, sistership G-BIOF (SH.3064) has been leased to Okada Air/Niger Express as 5N-ADX.

Air Luton:- Dakota G-AMHJ is currently operating in a metallic scheme with blue Air Luton titles and badge.

Air Europe:- The fleet for the Winter is one Boeing 737, to be based at Gatwick for scheduled services, one Boeing 757 based at Manchester, together with one other Boeing 757. Recent licence applications were for Gatwick-Valencia and Manchester-Malaga. Fleet movements include the lease of Boeing 737-233's G-DDDV (22633) and G-BRJP (22660) to British Airtours until April 1986, while Boeing 757-236 G-BKRM (22176) will remain with British Airways, also until April 1986, prior to returning to Air Europe for the Summer 1986 only.

Airways (International) Cymru:- The airline has applied for the route licences Bristol/Cardiff - LBA/Glasgow, Manchester - Newcastle, and Glasgow - LBA, formerly operated by Metropolitan Airlines. A One-Eleven 304, G-WLAD (112) has been leased over the Winter period to British Midland, while its sole Boeing 737-204 G-BAZI (20808) departed Cardiff on 31st October for lease to Air New Zealand until April 1986.

Air UK:- From April 1986 F-27's will be used exclusively on the Stansted - Paris (CDG) services, while the Shorts 3-60 operated Stansted-Dusseldorf service has been discontinued over the Winter period. From 28th October the LBA-Newcastle-Copenhagen service was due to start followed in January 1986 by the start of a Stansted - Amsterdam schedule, both being operated by F-27. The CAA have approved the application for a licence for the Stansted-Frankfurt route, but the Glasgow-Frankfurt request was refused, while the application for Edinburgh-Newcastle-Copenhagen has been withdrawn.

British Airways:- The airline is increasing its Australia service to 10 weekly from 1st December, with a fourth Perth service, while the Manchester-Hong Kong schedule, begun on 9th November, is flown by a Tristar 200. Applications have been successful for routes from Manchester to Athens and Madrid, and Birmingham-Malaga, while a decision has yet to be announced on the application for London-Madras.

Airlines Review (Contd.)

On 18th November, a Birmingham-Southampton service was due to start as an extension of the Aberdeen-Birmingham 748 schedule, weekdays only. From 1986 through to 1987, 10 Tristar aircraft will be reconfigured to make more cargo space available by transferring the galleys upstairs. The go-ahead for the proposed LBA Cunard/QE2 Concorde charter appears to rest on the result of the Tristar enquiry.

British Air Ferries:- The daily services run jointly with Guernsey Airlines from Gatwick, Manchester and Southend are to continue over the Winter period, while a decision is awaited on the application for the Aberdeen-Rotterdam route. BAF has taken over the Euroair Gatwick-Maastricht service operated on behalf of Virgin Atlantic. Fleet movements include the delivery of Viscount 806 G-AOYO (264) to Lineas Aereas Canarias in their livery, on 24th September, from 1st November Viscount 806 G-AOYR (266) was due to go to London European Airways, and Viscount 802 G-BLNB (170) is to be leased to Nigerian operator Barma International. In December, Herald G-BAVX (194) was due to return from Janus until March 1986, while Viscount 815 G-AVJB (375), also acquired from Euroair in August, is to be refurbished and returned to service by May 1986.

British Caledonian Airways:- Over 2000 objections to the proposed Heathrow-Gatwick Air Link have been lodged before the hearing due to start on 26th November. A Gatwick-Brazzaville schedule has been applied for, while a weekly Gatwick-Riyadh was begun on 10th August, served by a DC-10, increasing to twice weekly from October. From April 1986 a three times weekly non-stop service to Tokyo is planned, with two of the services extending to Seoul, and one to Osaka. British Airways are objecting to the planned expansion. In October, the Charter company was renamed CAL Air International and both DC-10 aircraft should appear shortly in a new livery, with a third aircraft joining the fleet in 1986. Types currently under review for future use include the Boeing 737-300 and the MD-82 Series.

British Midland Airways:- On 15th October DC-9 Series 15 G-BMAA was rolled out at E.M.A. in the company's new, distinct livery, consisting of a blue fuselage top, light grey underside, and a thin white cheat line. There is also a new 'B.M.' logo in red, with thin blue 'speed stripes' and a white diamond over the 'M'. 'British Midland' titling on the fuselage is in white and replaces the initials B.M.A. previously used. A One-Eleven 304, G-WLAD (112) has been leased from Airways (International) Cymru, over the Winter period, to cover for DC-9 repainting and refurbishment. Applications have been made for the routes Heathrow-Strasbourg and Rotterdam. The Boeing 707 fleet has been sold to Burlington Northern for use as freighters, with G-BFLD and G-BFLE becoming N862BX and N861EX respectively. The new registration for G-BMAZ has yet to be disclosed.

Birmingham Executive Airways:- The airline has had its application for the routes from Birmingham to Amsterdam/Paris/Dusseldorf/Frankfurt/Stockholm/Oslo and Gothenburg approved, but a start date will be dependent on the route subsidies being received. Problems are continuing to be experienced by SF-340 G-BSFL. From 1st to 29th September Air UK F-27 G-BHMZ was wet leased to cover for an unplanned absence. While the aircraft was away in Sweden it received new engines, propellers, and pressurisation and de-icing systems. However, the improvement was short-lived as on 13th October the aircraft went unserviceable again. This resulted in the substitution of Jetstream 31 G-WMCC on the Copenhagen and Milan services, and the cancelling of the Cork service on 14th October. After three days back in service more problems arose, and BAF Herald G-BCWE had to be used on 18th October, followed by Air UK F-27 G-BDDH on 21-23 October. The latter aircraft positioned from Norwich on 20th October, operated the Sunday service, the Glasgow service and the evening Copenhagen service on 21st and 22nd, and the evening Glasgow service on 23rd, before positioning back to Norwich. As a result of the disruptions to the airlines' schedules that the SF-340 has caused, unconfirmed reports suggest that three secondhand Gulfstream I aircraft are to be acquired, the SF-340 being returned to the manufacturer.

Airlines Review (Contd.)

Brown Air Services:- From 2nd January the Oslo and Frankfurt routes are to operate via Humberside in both directions, while the company has also applied to operate the LBA-Glasgow route, formerly flown by Metropolitan, and has also applied for a Leeds/Bradford - Brussels licence.

Brymon Airways:- From 4th November the Birmingham-Gatwick service reverted back to a Twin Otter schedule from a Shorts 3-30, poor passenger loads being the cited reason, although bad timings and the unreliability of the Short 3-30 aircraft used must have been factors worth consideration. On 3rd October G-BJLK had to return to Birmingham with engine trouble and retired for repairs to be made. As a result of the downgrading of the Gatwick service to a Twin Otter, the application for Birmingham - Hamburg has been withdrawn. The Plymouth - Heathrow service is to be increased to six daily from April 1986, while if all the Stolport routes are granted up to six more Dash 7 aircraft would be required.

Connectair:- has been awarded the routes Birmingham-Rotterdam and Manchester-Brussels/Rotterdam, but it has withdrawn its Manchester/Birmingham-Cologne application. The Birmingham-Rotterdam service is expected to begin in April 1986 using a Shorts 3-30.

Dan Air:- Applications made for the routes Manchester-Dublin/Stockholm and Oslo were successful, and its application for Gatwick-Santiago/Seville were also approved for a May 1986 start. The Gatwick-Lisbon/Alicante and Madrid licences are also due to start in May 1986. The results of the applications for Aberdeen-Newcastle, Manchester-Lisbon/Oporto and Manchester/Newcastle-Gothenburg are still awaited. Boeing 727-46 G-BAJW (18878) has been leased to Royal Nepal for 18 months from October.

Euroair:- The airline withdrew its Aberdeen-Bergen/Gothenburg/Kristiansand application, but then re-applied for Aberdeen-Bergen and Stavanger, and was awarded Aberdeen-Esbjerg. A B.Ae 748 5W-FAO (1714) was purchased from Polynesian Airlines in November as G-BMFT, and the Dundee-Carlisle-Heathrow service was due to be flown by a 748, also from November and two additional aircraft were expected in December. Bandeirante N110PJ (G-DATA) (110201) has been acquired from Fairflight, possibly for use by subsidiary BAC leasing.

Jersey European Airways:- The "Spacegrand" name has been dropped from the airlines operating title now that the two networks have been integrated and centred around Exeter. A new service linking Blackpool and Teesside was begun on 27th October, flown by a Shorts 3-30, due to be followed shortly after by the start of a Belfast-Birmingham schedule, using a Bandeirante. Applications have also been made for the routes Exeter-Blackpool/I.O.M./Paris (CDG) and Southampton-Belfast/Dublin and Paris (CDG). The Cardiff-Bristol-Gatwick service, operated by a Twin Otter, has been suspended, while the mail flights contract serving Guernsey has been revoked as the Twin Otter used was too small. A Shorts 3-30 has been made available for leasing over the Winter period, while two Bandeirante aircraft, G-BGYT (110234) and G-BGYV (110249), formerly N104VA and N105VA respectively, have been purchased from Valdez Airlines of Alaska. Twin Otter 300, G-BGMC (617) has been sold to Loganair in exchange for Bandeirante G-BIBE (110288).

London European Airways:- Viscount 806, G-AOYR (266) has been acquired from B.A.F. to improve its Luton-Amsterdam services, with one aircraft likely to be based at Amsterdam, from November.

Loganair:- The airline has applied to the CAA to have the Air UK Manchester - Rotterdam licence revoked, while a third return Manchester-Edinburgh frequency has been added to the schedules. It is believed that F-27-100 G-IOMA (10106) is up for sale, and Twin Otters G-BHTK (708) and G-BHXG (694) have been sold to Schreiner Airways for lease to Petroleum Air Services of Cairo, an existing Twin Otter operator.

Airlines Review (Contd.)

Manx Airlines: It has been unofficially reported that the airline is to takeover the British Midland Liverpool-Heathrow F-27 services, and the Summer-only Liverpool-Jersey services, which if true, will result in the acquisition of a second Viscount. The Manx Air-Train scheme enables Belfast/I.O.M. passengers for London routing via Liverpool, to expedite their journeys by booking through tickets with Manx/British Rail.

Virgin Atlantic Airways:- has been licenced by the CAA to operate a non-stop service between Gatwick and Miami - a route that is already flown by British Airways and Pan American (from Heathrow) and Eastern (from Gatwick). Subject to formal approval by the U.S. Government, the service will be inaugurated on 19th April 1986, at a frequency of two flights per week, and at a promotional one-way fare of \$99, or £499 in the Upper Class, inclusive of door to door limousine service at each end, and a free economy class ticket, as already offered on its Gatwick-Newark service. A second Boeing 747-200 is to be acquired from Boeing, and is believed to be an ex. Alitalia aircraft, N358AS (19732), currently on lease to Air China. This aircraft will be in identical configuration to the current 747, with 14 seats and a lounge on the upper deck, and 465 seats on the main deck. Delivery of this aircraft will enable the Miami service to be increased to four times a week in June, and the Newark service will then be increased to 10 times a week for the Summer peak. Virgin is also launching its own holiday package company, Virgin Holidays, to market I.T. holidays through New York and Miami.

Flyovers - November

2	M170VE	LJ55	390	POL	0947	57/10	
	HZ-NR3	G3	410	BEL	1237	WAL	To LHR
	D-CARL	LJ35	390	OTR	1834	WAL	To DUB
	MA7342	Tu134	330	DCS	1540	BTN	*Notes
	N214GP	G2	370	WAL	2014	OTR	
5	IAC238	125	350	OTR	1900	WAL	
	SAM24130	VC135	330	WAL	21.10	OTR	
6	VR-BHX	F50	260	TNT -	POL -	LBA	
	SE-DEL	F10	390	OTR	1725	POL	To BPL
7	I-CMUT	F20	350	POL	1648	TAL	
	OY-GKL	C650	GLIMB	OTR	1740	DANDI	ex.MGR
	N1107Z	CL601	350	WAL	2050	55/10	
8	D-ICTA	C551	370	POL	0834	BPK	
	PH-CTE	C500	390	OTR	0905	DUB	
	N82RP	125	350	POL	0944	MARGO	
	A6-ESH	B737	330	POL	1150	MAC	
	D-CNCL	C550		OTR	1705	BTN	To MGR
9	N60AL	WW1124	350	POL	1120	60/10	
	N600TE	CL600	390	POL	1125	60/10	
	N11AK	LJ35	410	DCS	1640	MID	
10	N769BE	?		OTR	0856	DUB	
	VR-BJE	G3	410	OTR	1406	DUB	
	N56L	G3	450	DCS	1901	HON	
11	HB-IEP	F50	410	OTR	1209	POL	
	N90LC	G3	390	OTR	1715	IOM	
	OE-GNL	LJ36	390	POL	1915	60/10	
	N458JA	LJ25	370	DCS	1917	BTN	
	N457JA	LJ24	370	DCS	1945	BTN	

13 * Denmark v Ireland World Cup Match In Dublin *

Flyovers (Contd.)

13	G-GKCC	125	350	POL	1614	59/10
14	N457JA	LJ24	370	BTN	0900	WESCO
16	N223GC	G501	270	BTN	2240	BOV
17	F-GEFB	G550	350	POL	0859	TAL
	VR-BJE	G3	390	OTR	1547	56/10
20	N3600X	F50	310	POL	1655	TAL
23	N88LD	F10	370	BTN	1055	HON
24	G-GMPP	RC840		DCS	1510	BTN
25	N458JA	LJ25	370	BTN	1905	HON
30	N60TG	Sabre 60	350	POL	1020	57/10

Most striking movement in a good month for biz-jets and airliners was the Malev flight on the second. This aircraft, HA-LBP, had been in LHR a few days earlier and was going homeward after coming off the ocean. It was most extraordinarily noteworthy because the pilot asked ATC to take down a telegram from his diplomatic passengers which he wished to have sent to the Queen. This he then proceeded to do in very expressive broken English!

The World Cup qualifying match in Dublin brought lots of supporters across in much of the Scandinavian charter fleet. I managed to see during the day 4 Sterling, 3 Conair and 1 Busy-Bee - also heard and not seen was another Sterling and a Maersk. ---And after all that they lost! Missing from the list was Falcon 20 OY-BDS also along Blue 1 but only as far as Manchester on that same day. Aeroflot now use IL86 86074 and 86075 on SU333.

Out & About

Barton - 13/11/85 G-ARIV/CLUX/ATBK/BBJY/BEUX/BHNU/BAXY C.172s, G-AYWD C.182, G-AWPU/ATMB C.150s, G-AVGI/AXJX/BIYX PA-28s, G-AYPB Beech C.23, G-BJNZ PA-23, G-BCCK AA-5, G-BFMS MS.893E, G-BCNZ Fuji FA200, G-AZGF B.121 Pup, G-BHCX/BLAC/BHRB/BHUP C.152s, G-BJZN T.67A.

Hangar No.1 G-AVRY/AVSA PA-28s, G-BITM/ARLW/BCEC/BFIG C.172s, G-BCSL/AOSY Chipmunks, N6466 (G-ANKZ) Tiger Moth, Hangar No.2 G-BITO/ATIN/AYEH/ASJZ/BEZZ/BIFV various Jodels, G-BHEK/BKNZ Emeraudes, G-BKER SE.5A, G-BLTM Robin, G-APUY Turbulent, G-BBGL Baby Great Lakes, G-AYSK Luton LA.4A, G-AXWE C.150, G-AREV PA-22, Hangar No.3 G-BLMU Isaacs Fury, G-BIDG/AWWO Jodels, G-BGEH Monnet, G-AWOA MS.880B, G-BLER T.67M, G-AIRC Autocrat, G-BGLF Evans VP1, G-AWJE Nipper, G-AWEP JB.01 Minicab, G-AYGC C.150, G-APVV Mooney M20A, G-BGGA Bellanca, G-BXNW SNCAN SV.4C, 44-79609 (G-BHXY) J-3C Cub, G-BLRL Emeraude, G-ABWP Spartan Arrow, G-BLKL Turbulent.

Ringway - 13/11/85 SE-DAS DC.9-41, VH-EBP B.747-238B, PH-DNL DC.9-32, F-GAEL Super Guppy, G-BKVN PA-23, G-NIKY PA-31.

Crosland Moor - 17/11/85 G-AXJJ B.121 Pup, G-AVBZ C.172, G-AZEF Jodel, Hangar G-BILZ Taylor JT1, G-BCYH Privateer, G-ASHT Turbulent, G-ARYH PA-22, G-BBPY PA-28, G-BEHW C.150, G-AYKK Jodel, G-ATXJ Bo.208C, G-MBOI Ultralight.

Ringway - 19/11/85 G-BITX SD.3-30 (GE725), EC-BQZ DC.9-32 (IB648), LN-RLO DC.9-21 (SK541), PH-DNR DC.9-33RC (KL155), 463 G-130H R.Saudi A.F., G-JIMS C.340, G-CEGB AS.355F, G-AZXH PA-34.

Luton - 30/11/85 Through the fog: N1039 Gulf2, VR-BHN/CBQ B.727s, OY-APW B.720 (Conair). By evening time most of the flights were being diverted to LGW.

Out & About (Contd.)

Heathrow - 30/11/85 The 'rumours' board in 'C5' bookshop on the North perimeter proved, on this occasion, to be correct! i.e. starting on this date, a Yugoslav AN-12 arrives at 0700 to collect freight, departing at 1300.

This date saw YU-AID/73312 AN-12 - actually departed at 1600. Also in evidence were -9K-AEF/HB-IEV Falcon 50s, N37TA Learjet 35, A6-HRM B.707, N46793 B.727, N711MT Gulf 2B, N800AR Gulf 3, F-GDLU/00-DOK Falcon 20s, G-BGTU BAC 1-11, HZ-115 VC-130H (R. Saudi A.F.), CCCP 86517 (Aeroflot)/SP-LBA (LOT)/OK-FBF (CSA) IL-62s, YR-TPG (TAROM)/HA-LCM (MALEV) Tu-154s, N747WR B.747F (Flying Tigers), N9670 B.747-123 (Pan Am), OY-KGT DC-9-81 (SAS).

Ringway - 01/12/85 EG-BPH DC.9-32 (IB345), OY-KGA DC.9-41 (SK541), G-LATC EMB - 110 (EZ569Q), G-BLST C.421, VH-EBO B.747-238B, EI-BND Conroy CL-44-0 (Heavy Lift Cargo), G-WLAD BAC 1-11 (British Midland), 468 G-130H (RSAF 922), G-BCUZ Beech A200, G-BBAI L.1011 (New Livery), EI-BRC PA-31, Santa Claus Special flights: -G-AVMH BAC 1-11, G-AWZJ Trident.

09.12.85 Manchester Air & Space Museum

XL703 Pioneer, 100549 Focke-Achgelis, WR960 Shackleton, G-APUD Bensen B7, WZ736 Avro 707A, WB440 Fairey Firefly, J1172 Vampire, XG454 Belvedere, XL824 Sycamore, T9707 Magister, WT619 Hunter, G-EBZM Avro Avian, BL614 Spitfire, WG763 Lightning, WP270 Eon Eton TX1, BAPC89 Cayley Glider, BAPC6 Roe Triplane, BAPC175 Volmer VJ-23.

22.12.85 Ringway - EG-BQV DC-9, DDR-SDC Tu134 (Interflug), OY-KGG DC-9, 5B-DAL B707, VH-EBN B.747, CCCP85402 Tu154, YU-AKF B.727.

Message from the Secretary.

Already, many meetings have been organised for next year, some definite, some to be confirmed. The Committee hope that what has been arranged will suit all tastes and interests over the year.

Excellent attendances at this year's meetings hopefully indicate that the programme has been interesting. Just one plea. It is exactly a year since I became Secretary, and during that time I have not received a single suggestion or indication from the membership as to what you, the members, would like to see, hear do, talk about at the monthly meetings.

Eventually (in the not too distant future) my own ideas, and people to approach will run out.

Please, if you know anyone who can be approached to show slides, give a talk, etc. let me know.

It's your society - please help to run it.

A. Heeley, Secretary.

Coming in 1986!

USAF aircraft designations
Allen Rowley, to finish his 1985 talk
Third Level Airlines
Films from Boeing and B.Ae.
Plus the Annual:-
Recognition Contest
Quiz
Photographic Competition
Members meetings with your own slides etc.