

AIR YORKSHIRE



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FEBRUARY 1985

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.

- MARCH 3rd : Films from the McDonnell Douglas Corpn. - a selection of five films, including such subjects as the DC-10, the AV-8B, the DC-9 Super 80 and the Extender. Not to be missed - see you at the meeting!
- APRIL 7th : A top quality slide show entitled "The Post War RAF", presented by our experts Chris Harper & Dave Senior.
- MAY 12th : Extra-Ordinary Annual General Meeting - plus a video film from Fields Aviation.

EDITORIAL

Our Annual Recognition Contest was extremely well attended last month, it was won by Chris Harper with 125 points out of a possible 180, closely followed by Neil Micklethwaite with 123 points - with the rest of us trailing on behind! Many thanks to Steve Rigg and Dave Senior for compiling an absorbing contest. Please note that the May meeting will be held on the 12th of the month, not the 5th (the first Sunday) as is our normal practice.

CREDITS

T.W. Sykes
T. Smith
R. Fozzard
I.D. Gordon

D. Elam
C. Harper
K. Jordan
J.R. Clough

S.W. Rigg
R. Ward
S. Jones
Airstrip

N. Micklethwaite
N.W. Hartley
J. Lloyd-Martin

LEEDS/BRADFORD MOVEMENTS - JANUARY 1985

1	<u>EI-BPD Short 3-60</u>	1334 1423	G-BECH Boeing 737	1528 1639
2	G-AWRL Cessna 172	1127 1327	G-BHCP Cessna 152	1217 1319
	G-BIRS Cessna 182	1308 1531	<u>EI-BPD Short 3-60</u>	1339 1431
	G-HSON Cessna 441	1523		
3	G-BGOY Chieftain	0848 0912	G-BAOB Cessna 172	1228 1743
	G-YORK Cessna 172	1257 1335	G-BAZI Boeing 737	1530 1634
	G-OABG Hughes 500	1533 1544		
4	G-STAT Cessna 206	0910 1539	G-OSCC Cherokee Six	1038 1155
	G-OABG Hughes 500	1053 1216	G-BFNC Ecureuil	1054 1212
	G-OAKL King Air 200	1251 1307	G-BGYK Boeing 737	1414 1516
	G-ASRH T.Comanche n/s	1453 1941(17)		
5	G-BGYL Boeing 737	1533 1644		
6	G-BBPX Seneca	1112	G-BGTG Aztec	1344 1428
	G-BIWS Cessna 182	1507 1542	G-BFVA Boeing 737	1621 1729
	G-GAMA Baron n/s	1627 ?		
7	G-BJCR Partenavia P.68C	1136 1853	G-TRAF Dauphin	1136 1600
	G-BGNU King Air	1202 1325	G-BHAF Tomahawk	1251 1341
	G-BGTW Boeing 737	1448 1553	G-BFVB Boeing 737	1538 1633
	<u>N5372C Cessna 414A</u>	1558	G-TRAF Dauphin	1631 1730
	G-BKWX Cessna 421C n/s	1657 0855(10)	G-BLTD Short 3-30	1756 1820
	G-BLTD Short 3-30 n/s	2050 0741(8)		
8	G-BLTD Short 3-30	1016 1041	G-BJBI Cessna 414A	1021 1216
	G-TRAF Dauphin	1040 1545	G-BEYV Cessna 210 n/s	1325 1532(9)
	G-ONOR Cessna 425	1358	G-BFNC Ecureuil	1406 1450
	G-BECCG Boeing 737	1522 1638	<u>OO-TWR Cessna 182 n/t</u>	1559
	G-BLTD Short 3-30	1801 1818	G-BLTD Short 3-30 n/s	2046 0721(9)
9	G-METO Short 3-30 (DIV)	0913 1143	G-BGNA Short 3-30 (DIV)	0919 1131
	G-RMAE Navajo n/s	0945 1850(10)	G-BLTD Short 3-30	0948 1014
	G-BMAW F-27 (DIV)	1046 1311	G-BLGB Short 3-60 (DIV)	1105 1259
	G-BLTD Short 3-30	1801 1823	G-BLTD Short 3-30 n/s	2051 0716(10)
10	G-BLTD Short 3-30	0945 1009	<u>HB-GGM Baron n/s</u>	1336 1305(11)
	G-BFNC Ecureuil	1343 1402	G-BBDK Viscount	1457 1602
	G-BADR Boeing 737	1510 1636	G-BLTD Short 3-30	1702 1812
	G-BLTD Short 3-30 n/s	2037 0713(11)		
11	G-BGEM Partenavia P.68B	0801 0927	G-BLTD Short 3-30	0943 1002
	G-BJBI Cessna 414A	1009 1018	G-BGEM Partenavia P.68B	1127 1251
	G-BBBC Cessna 150	1225 1257	G-YTWO Cessna 172	1233 1313
	G-BGBK Tomahawk	1259 1326	G-BGYK Boeing 737	1353 1514
	G-BDOY Hughes 500	1708 1804	G-BLTD Short 3-30	1745 1807
	G-BBDK Viscount	1943 ?	G-BLTD Short 3-30 n/s	2036 1236(14)
12	G-BFIG Cessna 172	1109 1150	G-BBCN Robin HR100 n/s	1156 1420(26)
	G-BGSV Cessna 172	1214 1254	G-ASWB Airedale n/s	1350
	G-BOBI Cessna 152	1417 1524	G-AZLY Cessna 150	1504
	G-CPTS Jetranger	1528 1550	G-BJCV Boeing 737	1545 1643
13	G-AYZE T.Comanche	1411 1432		
14	G-BECH Boeing 737	1513 1608	G-BJZK Cessna 303	1516 1638
	G-BIZZ Citation	1550 1635	G-METO Short 3-30	1849 1903
15	G-BMAH DC-9	1122 1155	G-AYZE T.Comanche	1151 1231
	G-METO Short 3-30	1225 1245	<u>N6EM T.Comanche n/s</u>	1241 1015(23)
	G-BMAH DC-9	1336 1520	G-BCUZ King Air 200	1509 1527
	G-AVRO Boeing 737	1524 1730	G-METO Short 3-30	1804 1820
	G-NEWB Chieftain	1830	G-METO Short 3-30 n/s	2059 0718(16)

LEEDS/BRADFORD MOVEMENTS (Contd.)

16 G-AUTO Cessna 441	0933 1418	G-MEPC Short 3-30	1011 1030
G-BEMA Cessna 310	1424 1538	G-AUTO Cessna 441	1933 1944
G-BIZZ Citation n/s	2031 0835(18)	G-BLFD Short 3-30 n/s	2205 0707(17)
17 G-BLTD Short 3-30	1005 1020	G-BAHN Baron	1039 1232
G-OABG Hughes 500	1350 1440	G-BADR Boeing 737	1524 1641
G-BLTD Short 3-30	1812 1837	G-BLFD Short 3-30 n/s	2107 0802(18)
18 G-BLTD Short 3-30	1035 1137	G-OABG Hughes 500	1052 1202
G-BBOB Cessna 421B	1131 1711	G-BGOE Duchess n/s	1318 1047(22)
G-BHWE Boeing 737	1414 1516	G-BLTD Short 3-30	1738 1813
G-BLTD Short 3-30 n/s	2037 0734(21)		
19 G-BGBK Tomahawk	1121 1214	G-STAT Cessna 206	1144 1242
G-STAT Cessna 206 n/s	1412 1220(26)	G-BAZG Boeing 737	1522 1639
20 G-BIZZ Citation n/s	1253 1506(21)	G-AVPS T. Comanche	1553 1614
G-BGNW Boeing 737	1605 1728		
21 No Movements.			
22 G-BBNT Chieftain	0729 0745	G-BIYO Navajo	0732 0748
G-BJLO Navajo	1027 1656	G-BBNT Chieftain	1032 1117
G-BIYO Navajo	1038 1102	G-BEYY Navajo	1123 1704
<u>SE-DEN</u> Corvette	1527 1756	G-BICF Cougar n/s	1844 1037(23)
23 G-BLKY Baron	0911 1630	G-BHAF Tomahawk	1109 1151
G-YTWO Cessna 172	1112 1217	G-JGCL Cessna 414A	1126 1150
G-BGBK Tomahawk	1214 1254	G-SEBK Cessna 210 n/s	1706 0905(24)
G-BALH Robin DR.400	2016 2105		
24 G-IBLL Commander 690D	0847 1634	G-BGNU King Air	0925 0933
G-WIZZ Jetranger	1045 ?	G-JLCO Twin Squirrel n/s	1450 0808(25)
25 G-BEJD HS.748	1007 1608	G-BHJY Bandeirante	1029 1552
G-BKSU Short 3-30	1201 1224	G-AXLN BAC 1-11	1244 1825
G-BAZI Boeing 737	1333 1459	G-BKSU Short 3-30	1445 1503
G-AVPM Herald	1554 1814		
26 G-BKUN Cessna 404 n/s	1055 1928(29)	G-MEBC Cessna 310	1350 1507
G-MICK Cessna 172	1424 1513	G-BJGV Boeing 737	1518 1626
27 G-BHNI Cessna 404	1422 1505		
28 G-BJYB Cessna 441	0841 1151	G-JRMM Commander 690B	0925 1538
G-BMAI DC-9	1015 1050	G-BAZH Boeing 737	1509 1604
<u>N131WT</u> Falcon 50 n/s	1812 1021(29)		
29 G-BEYV Cessna 210 n/s	0834 0743(30)	G-SEBK Cessna 210 n/s	1121 0726(31)
<u>EI-BPD</u> Short 3-60	1329 1421	G-AVRO Boeing 737	1530 1632
G-BBKX Chieftain n/s	1707 1054(30)		
30 G-FISH Cessna 310	0929 1638	G-OAKS Cessna 421C n/s	1012 1811(31)
G-BCUZ King Air 200	1020 1556	<u>N83FJ</u> Falcon 50 n/s	1223 1406(31)
<u>N131WT</u> Falcon 50	1357 1430	G-BFNC Ecureuil	1420 1459
G-BHNI Cessna 404	1714 1736		
31 <u>EI-BIN</u> Cessna 152	0958 1304	G-BHAY Arrow	1100 1639
G-BEMA Cessna 310	1158 1441	G-OABG Hughes 500	1406 1509
G-BADP Boeing 737	1630 1729	<u>HB-VEH</u> Learjet 35	2332

LEEDS/BRADFORD MOVEMENTS REVIEW - JANUARY

Not much of a start to the year, foreigners were very thin on the ground. Cessna F182Q OO-TWR arrived at Northair on the 8th, it has c/n 0080 and will become British in due course. Night-stopping on the 10th was Beech 58P HB-GGM. One of the stars of the month was PA-39 N6EN which arrived on the 15th. This was actually painted as N-6EN having had a minimal repaint from its previous identity 5N-AEN. It is a Stol-

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

modified version and had been at Antwerp since 6/6/84, the owners are the Board for Christian Reform World Mission and it was on its way to Grand Rapids, Michigan. C/n is 39-141 and it left for Prestwick on the 23rd. Corvette SE-DEN on the 22nd first of all diverted into Ringway before coming here in the afternoon. Falcon 50 N131WT of IBM n/s on the 28th then visited again on the 30th when by chance Falcon 50 N83FJ was also visiting. Winding up the month on the 31st was Cessna 152 EI-BIN, and Learjet HB-VEM doing a medical flight from Agadir n/s to Zurich. Metropolitans new Short 3-30 G-BLTD arrived on the 7th, and on the 9th their other two 330s both diverted in and we had all three on the ground together. King Air G-BIEZ is officially resident since 1/1. Northair's G-DODD was delivered out to Teesside on the 18th. Cherokee Lance G-BEHH has been replaced by Cessna 206 G-STAT and this is believed to have taken up residence on the 19th. Audi's Cessna 340 G-BLLY has been sold to Air Bristol and departed on the 31st, rumour has it that it will be replaced by a Cessna 421C. Recently registered to Northair was Cessna T303 G-PTWB c/n 0306.

Callsign tie-ups: 3rd. G-BGOY/IFT 013; 4th. G-OAKL/Kilroe 06; 6th. G-GAMA/Gama 712 n/s 111; 7th. G-BJGR/Aero Charter 901; 9th. G-METO/Metro 051-051Q, G-BGNA/Metro 050-050Q, G-BMAW/Loganair 562-573Q, G-BLGB/Loganair 254-255Q; 10th. G-BBDK/VF8092; 11th. G-BBDK/VF8095; 22nd. G-BBMT/Neatax 601-2-3-Metro 061, G-BIYO/Neatax 701-2-3-4, G-BEYY/Tellair 06A-01A, SE-DEN/Baltic 009; 25th. G-BEJD/Dan Air 6063, G-BHJY/Euroair 603, G-BKSU/UK 212-215, G-AXLN/Britisland 3864, G-AVEN/UK 071; 28th. G-BJYB/McLine 569A-B; 31st. HB-VEM/FR 104-n/s-RAGAR.

Overshoots:- 2nd. XX482/FYT 03; 3rd. XX500/FYT 87; 7th. XX309/SAH 29 Hawk; 8th. G-AVXJ (CAA HS.748); 11th. XW372/CFX 35 J. Provost; 15th. XW326/CFT 82 and XW372/CFX 32 J. Provosts; 18th. XW372/CFX 32 J. Provost; 22nd. XX491/FYT 88, XX482/FYT 82, XX499/FYT 87, XX482/FYT 84; 23rd. XX497/FYT 88, ZD621/Ascot 730 HS.125, XX482/FYT 87; 24th. XX499/FYT 96; 25th. XX482/FYT 10, XX497/FYT 12, XX495/FYT 89, XX482/FYT 94; 29th. XZ299/AA 407 Gazelle.

From & to:- 7th. N5372C T Leavesden; 8th. OO-TWR F Edinburgh; 10th. HB-GGM F/T Zurich n/s; 15th. N6EM F Antwerp n/s T Prestwick; 22nd. SE-DEN F Ringway T Malmo; 28th. N131WT F Brussels n/s T Montpellier; 30th. N83FJ F Le Bourget n/s T Luton, N131WT F Montpellier T Heathrow; 31st. EI-BIN F/T Dublin, HB-VEM F Ghardaia (Ambulance Flight).

LEEDS/BRADFORD AIRLINE NEWS - JANUARY

INBOUND DIVERSIONS

09 JAN.	RD051	NCL	MAN	G-METO	SH33	CWL	RD051Q
"	RD050	CWL	MAN	G-BGNA	SK33	NCL	RD050Q
"	LC562	EDI	MAN	G-BMAW	FK27	GLA	LC573Q
"	LC254	BHD	MAN	G-BLGB	SH36	BHD	LC255Q

A new format this month which includes (left to right) date, inbound flight number, from, original destination, registration, type, to, and outbound flight number. Times can be obtained from the movements section. The British Midland Friendship was operating the Loganair schedule due to G-IOMA being on maintenance whilst Shorts 360 G-BLGB was a first visit.

CHARTER FLIGHTS (REGULAR)

BY040/ALC G-BECH/01 G-BECC/08 G-AVRO/15 Divert/22 G-AVRO/29
BY056/AGP G-BAZI/03 G-BADR/10 G-BADR/17 Divert/24 G-BADP/31
BY081/AGP G-BFVA/06 Divert/13 G-BGNW/20 Divert/27
BY082/PMI G-BFVB/07 G-BECH/14 Divert/21 G-BAZH/28
BY107/PMI G-BGYK/04 G-BGYJ/11 G-BHWE/18 G-BAZI/25
BY181/ALC G-BGYL/05 G-BJCV/12 G-BAZG/19 G-BJCV/26
KG143/ALC G-BCTW/07 Non-Op/14 Non-Op/21 Non-Op/28

CHARTER FLIGHTS (OTHERS)

British Air ferries used their Viscount Freightmaster G-BBDK to operate VF8092P/VF8092 on the 10th Southend-Bergen and VF8095/8095P on the 11th/12th Bergen - Southend carrying 2 tons worth of oil rig parts which were going from and to overhaul in the Kirklees area. The Ford Motor Company chose the Harrogate Conference Centre to show off their 1985 car range to dealers from various areas of the country, with the following aircraft being used on the 25th. Dan-Air operated HS748 G-BEJD from/to Belfast DA6063/6064, Euroair put in an appearance with Bandeirante G-BHJY from/to Aberdeen EZ603/604, and British Island Airways stole the day with One-Eleven 500 G-AXLN from/to Edinburgh KD3863/3864.

CHARTER FLIGHTS (FUTURE)

Kar-Air will be using Finnair DC-9s in March with five flights, all from and to Helsinki. 04 Mar KR3385/3386 1050/1130, 06 Mar KR3387/3388 1020/1120, 08 Mar KR3389/3390 1035/1120, 11 Mar KR3391/3392 1020/1105, and 13 Mar KR3393/3394 1020/1105. The first flight will be operated by a DC-9-51 and the last four by DC-9-41. Sorry about the RAF VC-10 mentioned last month - it was cancelled at the last minute, but the Interflug IL-18 did come two days later!

GENERAL

Paying their first visits to the airport were Boeing 737 G-AVRL on the 15th and Shorts 330 G-BLTD (ex G-NICE) of Metropolitan on the 07th. British Midland used DC-9s G-BMAH on the 15th BD412/413/414/415 and G-BMAI on the 28th BD412/413 in lieu of the Viscount; the London route goes all DC-9 from 01st April. Herald G-AVPN of Air UK appeared on the 25th to replace G-APWJ which had operated the Belfast route from the start of the month.

OUT & ABOUT

Sandtoft - 11/12/84 G-ARCI C.310, G-ARMJ C.185, G-AYAV/AYEF/MALA PA-28s, G-BGBK/WHAF PA-38s, G-BGUB PA-32, G-AWRL C.172, G-AWAW/BBBC C.150s, G-AXXW Jodel D.117, plus one unidentified, dismantled C.152.

Kirmington - 11/12/84 G-DJHH/GENE Citations, G-UBHL K.A.200, G-WICK P.68B, G-BHNI/FJKI/WTVB C.404s, G-BFFJ S-61N, G-BBCA Jetranger.

Wickenby - 11/12/84 Millers Hangar - G-AXED/BDSR (frame)/BFRX/BGFN/BGPP/BLDG Pawnees, G-BELJ/BFJO/BFJP (frame)/BHNY/BIVO/DCAT/TCAT Agcats, G-ARUY Auster J/IN, G-MCAR PA-32, Aero Club & others - G-AIGM Auster J/IN, G-ALBJ Auster 5, G-ARLK PA-24, G-AWEM RF-4, G-AWVC/AZCK Pups, G-BAIK C.150, G-BHWA/B C.152s, G-BCOL/BGSV C.172s, G-BDCM C.177, G-BBCN Robin, G-BDYF C.421C.

Sturgate - 11/12/84 G-EMJR (ex G-NOVA) C.337, G-BKFX Jodel D.120A, G-JTCA Aztec, G-JTIE C.421C, G-BHSB/BILU C.172s, G-AYUC/BCUJ C.150s.

Ringway - 29/12/84 N120KF B.747-300 (Singapore), G-AWNB/D/E B.747s (British A/W), VH-EBP B.747 (Qantas), G-BEBL DC-10 (BCAL), G-APEK/S Merchantmen (ABC), F-BOJD B.727 (Air France), OO-SDP B.737 (Sabena), PH-DNI DC-9 (KLM), HB-ISU DC-9 (Swissair).

Doncaster - 1/1/85 G-AHBL Hornet Moth, G-AJIU/AKPI (NJ703) Austers, G-ARHN PA-22, G-ASUB Mooney, G-ATJV PA-32, G-ARMR/ATKU/GRAY C.172s, G-AWST Condor, G-AYZK Jodel DR.1050, G-AZOA MBB.209, G-BCDK P.68B, G-BDGN AA-5B, G-BDNW AA-1B, G-BHCP/BHIN C.152, G-STAT C.206.

Heathrow - 19/2/85 N717A/N1454H Gulf 3s, HB-IEY/N30PR/N145ST/N759A Gulf 2s, HZ-RBH Sabre, N600MK Challenger, HZ-MAJ BAC 1-11, D-CJET/G-BFSP HS.125s, F-GDLU/OY-BDS/PH-ILF Falcon 20s.

GRINDALE MOVEMENTS - DECEMBER 1984

6th.G-YTWO C.172 F/T Sherburn,G-BCUJ C.150 F/T Humberside,G-BEBE AA-5A F/T
Doncaster;8th.G-BBJZ C.172 F/T Humberside;9th.G-BATV PA-28 and G-BOBI C.152
F/T Sherburn,G-AXNS Pup F/T Coal Aston,G-MALA PA-28 F/T Sandtoft,G-BEBE AA-5A
F/T Doncaster;23rd.G-BEXT C.172 F/T Netherthorpe;26th.G-GRAY C.172 F/T Doncaster,
G-BFLO C.172 F/T Sherburn;28th.G-BFHR Robin DR.220 F/T Fenland;31st.G-ATUF C.150
F/T Langar,G-AZZV C.172 F/T Teesside,G-BCVX Jodel DR.1050 F/T Oxenhope.

GRINDALE MOVEMENTS - JANUARY 1985

7th.G-BGHJ C.172 F/T Conington;10th.G-YORK C.172 F Sherburn T Humberside;
12th.G-BEXT C.172 F/T Netherthorpe,G-ARMR C.172 and G-BDGN AA-5B F/T Doncaster;
26th.G-LUCK C.150 F/T Brough.

TEESSIDE MOVEMENTS - DECEMBER 1984

2 D-ILNY K.A.200	D-IBVO K.A.200	G-BAFD Bo.105
3 G-BHYU K.A.200	G-BHLO Cessna 441	G-LEON Chieftain
4 G-BBCW Aztec	G-BDVT F-27 (DIV)	
5 G-BISZ S-76A	G-BHJI Mooney M.20	G-BIYO Navajo
6 D-IDAR Aztec	G-LYNN Lance	G-BKUM Ecureuil
7 N700AC HS.125	G-ANUO Heron	G-SVHA P.68B
8 G-BIFZ P.68C	G-GAME Cessna 303	G-FISH Cessna 310
9 OO-LFJ Cessna 441	G-BJVZ S-76A	G-BIDK Super Cub
G-BJFL S-76A	G-BIVU AA-5A	G-AWRL Cessna 172
10 G-TRAF Dauphin	G-OHTL S-76A	G-BHYW Jetranger
11 I-CHOC Falcon 10	PH-DNC DC-9	G-BJGX S-76A
12 N457JA Learjet 24	G-BLFJ F-27 (DIV)	G-BHMY F-27 (DIV)
G-MOXY Cessna 441 (DIV)	G-EMAT Viscount (DIV)	G-BGNA SD.3-30 (DIV)
13 OY-AUS Navajo	G-BREW Chieftain	G-AYMO Aztec
XX507 HS.125	G-BFWG Rockwell 112	G-BHMZ F-27 (DIV)
14 PH-ILB Baron	G-BHYU K.A.200	G-BAKL F-27 (DIV)
15 PH-DNC DC-9	PH-SKC Cessna 172	PH-SKE Cessna 172
16 G-BKUM Ecureuil	G-BKNH B.737 (DIV)	G-MOXY Cessna 441 (DIV)
17 XS790 Andover	G-BJFL S-76A	G-JRMM Commander 690B
G-BBSV Cessna 421B	G-BHYW Jetranger	G-AZNA Viscount (DIV)
19 G-DFIN Dauphin	G-BKWS Bandeirante	G-BJGX S-76A
21 G-BAZC Robin DR.400	G-BISZ S-76A	G-BDYD Rockwell114
G-GASB Hughes 500	G-BAVE King Air	
24 G-BIIT Warrior	G-BHNV Bell 47	G-BBLP Aztec

2nd.D-ILNY F/T Le Bourget,D-IBVO T Oedheim;6th.D-IDAR F/T Hannover;7th.N700AC
F/T Luton;9th.OO-LFJ F/T Brussels;11th.I-CHOC F Milan T Frankfurt,PH-DNC oper-
ating BMA Heathrow service (also 15th.);12th.N457JA F Stansted T Aberdeen;13th.
OY-AUS F/T Esbjerg;14th.PH-ILB F Luton T Hurn;15th.PH-SKC/E F Sherburn T Glen-
rothes.

TEESSIDE MOVEMENTS - JANUARY 1985

1 G-BJFL S-76A	G-BHYW Jetranger	
3 G-BBHL S-61N	G-BFNC Ecureuil	
4 G-CJCB LongRanger	G-SILV Cessna 340	
9 G-BJVZ S-76A	G-BLKY Baron	G-FOOD K.A.200
10 G-BKUM Ecureuil	G-BBCM Aztec	G-BAWK Cherokee
12 G-OMED AA-5B	G-BHIZ Navajo	G-BHYU K.A.200
15 G-BBEW Aztec	G-BBCW Aztec	
16 F-GDAL Cheyenne	XR807 VC-10	XV188 Hercules
EI-BEK SD.3-60 (DIV)	G-AUTO Cessna 441	G-AZNA Viscount (DIV)
18 I-DECI Citation	G-NHRH Cherokee	
21 G-STAN F-27 (DIV)	G-BHMZ F-27 (DIV)	G-APWJ Herald (DIV)
EI-BEM SD.3-60 (DIV)	G-AZNA Viscount (DIV)	

TEESSIDE MOVEMENTS (Contd.)

23 G-BKTZ T.67M	G-BKFN Jetstream 31	G-BGCC Navajo
24 G-BDVS F-27 (DIV)	G-STAN F-27 (DIV)	G-BHMZ F-27 (DIV)
G-BCDO F-27 (DIV)	G-BIEZ King Air	
25 G-TRAF Dauphin	G-BHNV Bell 47	
27 G-BCXR BAC 1-11(DIV)	G-STAN F-27 (DIV)	G-AZNA Viscount (DIV)

16th.F-GDAL F Ringway T Stansted;18th.I-DECI F Valcava T Cardiff.

LOCAL MOVEMENTS - JANUARY 1985

2	G-BBNZ Cessna F.172M	Pocklington	From Bourn
	G-ARHN Tri-Pacer	Sandtoft	From Doncaster
	G-YORK Cessna F172M	Pocklington	F/T Sherburn
3	N3983N Agusta A.109	Workshop	To Liverpool
	G-BFNC Squirrel	Long Marston	To Teesside(Powerline Insp.)
	G-OABG Hughes 369C	Acaster Malbis	To Humberside(Pipeline Insp.)
4	G-BADT Cessna 402	Humberside	To Warton
5	G-AXGZ Condor	Netherthorpe	From Sturgate
	G-BBVJ Sierra	Sandtoft	F/T Netherthorpe
7	G-BJCR P.68C Victor	Doncaster	"Aero Charter 901" To Leeds
	G-TRAF Dauphin	Doncaster	F/T Leeds(Also 8/1)
8	G-BEIZ Citation II	Linton-on-Ouse	To Leavesden
	G-BGCO Seminole	Brough	F/T Warton
10	G-BJKA Dauphin	Gamston	To Easington
	G-HULL Cessna F.150M	Sandtoft	From Grindale
	G-WYMP Cessna F.150M	Netherthorpe	From Grindale To Sherburn
	G-AWKU Cessna F.150L	Sherburn	From Humberside
	G-AZKS AA.1B Trainer	Sherburn	From Blackpool
11	G-BCUW Cessna F.177AG	Doncaster	F/T Ipswich
	G-ECGC Cessna F.172N	Gamston	F/T Leicester
	G-BJNG Slingsby T.67B	Sherburn	F/T Barton
	G-BDOY Hughes 500	Bridlington	From Leeds
12	G-BFIG Cessna FR.172XP	Sherburn	From Leeds To Blackpool
	G-BAZC Robin DR.400	Huddersfield	From Sherburn To N'thorpe
	G-LUCK Cessna F.150M	Sandtoft	From Brough
17	G-BJKA Dauphin	Gamston	From Humberside To Strubby
	G-BKUM Twin Squirrel	Kieghley	From Middlesbrough To Bedale
	G-BPLE Navajo	Brough	From Fair Oaks
18	G-BHXI Islander	Church Fenton	"Euroair 169"
21	G-BIEZ King Air F.90	Elvington	From Leeds To Hatfield
	G-BPLE Navajo	Brough	To Warton
	G-NNAC Super Cub	Pontefract	From Bagby
	G-BGND Cessna F.172M	Netherthorpe	From Stansted
	G-BBUY Jetranger	Stocksbridge	Pipeline Patrol To Rawcliffen/s
22	G-SMRI Bell 47G (Soly)	Selby	To Banbury
	G-GWHH Twin Squirrel	Sheffield	From Edinburgh To Winchester
	G-BHZK AA.5B Tiger	Sherburn	From Elstree
23	G-BEBE AA.5B Tiger	Finningley	F/T Doncaster
	G-BLFV Cessna 182P	Sandtoft	From Boker
28	G-BHCT Aztec	Finningley	From Manchester
	G-BFNC Squirrel	Long Marston	From Coventry To Keadby
29	G-BUDG Cessna 421C	Gamston(Res)	From Little Staughton
	G-PLUM LongRanger	Harrogate	"Plum1" Resident for P/Line Insp.
30	G-BAMF Bolkow 105	Gamston	From Strubby
	G-ARYS Cessna 172C	Rufforth	From Coventry
	"ARMY 377" LYNX	York	From Hawarden To Colchester
	G-YTWO Cessna F.172M	Sandtoft	From Sherburn To Wickenby
	G-OABG Hughes 369E	Acaster Malbis	Pipeline Patrol (n/s)
31	G-BCUW Cessna F.177RG	Doncaster	From Humberside
	G-OMHC Cherokee Arrow	Huddersfield	From Redhill

AIRLINES REVIEW

AIR ATLANTIQUE have been using Nomad N5579M between Luton and Rotterdam/Brussels on their DG860/1 freight service.

AIR BRIDGE CARRIERS Merchantman 953C G-APEK (714) suffered slight damage at Liverpool on 22nd November last, after being struck by a towing unit.

AIR ECOSSE began night freight flights for BCAL between Gatwick and Paris (CDG) on 6th October. However, it has closed its Glasgow and Dublin offices and, following a period of operation by Jetstream 31s of Peregrine, has ceased its Glasgow-Aberdeen schedule. An application has been made to serve Hamburg from Glasgow/Manchester/Gatwick from April 1985. Bandeirante G-DATA was registered N110PJ following its sale to American Central in November 1984, but the aircraft was still in service up to 22nd December.

AIR EUROPE have applied for Manchester-Malaga but have withdrawn their application for Gatwick-Faro/Valencia. It may dispose of a Boeing 757 when its third one arrives in March. At the cessation of their six months lease to British Airtours in April, the three aircraft, G-BMHG, G-BMSM and G-DDDV together with two others will be sold to Guinness Peat Aviation, although one, at least, will be leased back for the Summer period.

AIRWAYS INTERNATIONAL CYMRU Two Boeing 737s are expected to be leased from Guinness Peat Aviation this year to join the existing fleet of two One Elevens, one of which is to be based at Manchester for Summer IT flights.

AIR UK are leasing F-28-1000, PH-MOL (11003) from Fokkers for use on the Glasgow-Newcastle-Amsterdam service. It will be retained pending delivery of two used F-28-4000s in February and March respectively. A licence to operate between Southampton and Brussels has been granted. Herald 209 G-BAZJ (183) was delivered to Guernsey on 1st November for use by the fire service. It replaces Anson C.19 TX192, which has been donated to Ailes Anciennes in France. Air UKs second and third Short 3-60s will be registered G-BLPV and G-BLPY.

BRITISH AIRWAYS The new livery and interior refurbishing are being undertaken by Haeco at Kai Tak, Hong Kong. The first two B.Ae.748s G-HDBA/B (1798/9) were delivered in December resplendent in the new colours, while Boeing 747-236B G-BDXL has been transferred back from Airtours for the Winter period at least. Up to nine Trident 3Bs will be retained for the 1985 season, but unconfirmed reports indicate that Air China, formerly C.A.A.C., already a Trident operator, may acquire up to 12 for spares. Of the two purchased by Air Charter Services, Zaire, G-AWZC (2304) was delivered via Ostend on 21st November as 9Q-CTM. Boeing 737-2K2C, G-BKBT (ex PH-TVD 20943) and Series - 2K2 G-BLEA (ex PH-TVP 21397) have been transferred back from Airtours for the Winter season. Deliveries of new 737-236s from Boeing include G-BKYG (23165) on 6th December and G-BKYH (23166) on 13th December. As part of a Boeing - sponsored scheme 737-236 G-BGYA is flying with a metallic upper experimental finish. On 11th December Boeing 747-236B, G-BDXC (21240) was damaged while landing at Nairobi. Two recent rather unusual Concorde charters included a trip over the Grand Canyon from Miami, and a flight from Heathrow to Boeing Field via New York (Kennedy) with 200 cases of Beaujolais Nouveau for a US restaurant chain.

BRITISH AIR FERRIES have applied for licences to operate from Coventry to Basle, Beauvais, Lille, and Ostend, and have been granted Southend to Beauvais and Lille. Herald 401 G-BEYJ (182) was delivered to Aerovias of Guatemala as TG-ALE on 8th December, while Herald 214 G-BEBB (186) has been purchased by Channel Express. Viscount 806s G-AOYN (263) and G-AOYP (265) and Series 802 G-AOHM (162) have been withdrawn from use over the Winter period.

BRITISH EMERALD AIRWAYS now proposes a starting date of 4th April for its Belfast-New York and Toronto services, using a leased DC-10 Series 40. Services may also be originated from Manchester, Prestwick and Gatwick to New York and Toronto.

BRITISH MIDLAND AIRWAYS As already widely reported, the airline has confirmed its intention to operate DC-9 Series 14/15 aircraft on the LBA-Heathrow route from 1st April. The new service will reduce the flying time by 15 minutes to 50 minutes and will operate as four return services per day, with a reduced frequency at

AIRLINE REVIEW (Contd.)

weekends, retaining Viscounts. In 1984, 114,000 passengers used the service, a 5% increase over 1983, and EMA anticipates a flight growth rate with the introduction of the DC9. Not so good news concerning their Birmingham - Heathrow schedule is that the BAA are threatening its viability by the introduction of 'penal' landing charges at Heathrow for commuter type movements, the route utilises Shorts 3-60s. Unconfirmed reports suggest EMA may be considering using the Boeing 767 on the proposed Glasgow-New York route, following the types acceptance on twin-engine over-water routes. This would, apparently, be cheaper than employing DC-10s. KLM DC-9 Series 15, PH-DNC was leased for a short period and diverted into EMA on 14th December while enroute from Heathrow to LBA as BD 414. Of the Boeing 707 fleet, G-BFLD and G-BMAZ left EMA for storage in Seville on 3rd November, but G-BFLE is believed to have remained behind at EMA and may have operated the Glasgow/Edinburgh to Heathrow services over the New Year period.

BIRMINGHAM EXECUTIVE AIRWAYS Delivery of the Saab-Fairchild 340 may be delayed until 4th February, but its arrival will mean some timetable alterations will be necessary. A second daily, (except weekends) Milan service will depart Birmingham at 06.45 returning at 13.15, VB 702/3, the aircraft then operating the afternoon Copenhagen service, VB 800/1. This should then enable the evening Geneva/Zurich service VB 602/3, to start at last. From 21st November Contactair Jetstream 31 D-CONE was chartered to cover, for a short period, fleet maintenance.

BRITANNIA AIRWAYS have lost their appeal to operate Gatwick-Palma alongside Air Europe. The airline is owed £1.8m following the collapse of Budget Holidays. Boeing 737-204 G-BJCU has been leased to Spantax until 30th April as EC-DVE.

BRYMON AIRWAYS have announced proposals to operate Birmingham-Gatwick and Birmingham-Hamburg using Dash 8 equipment, effective from 1st April if successful. Initially, a Dash 7, released from oil-related support work at Aberdeen, would be used.

DAN AIR now has one B.Ae.748 and one B.Ae.146 based at Cardiff. A weekly Gatwick-Lourdes licence has been applied for to be effective from 6th April. A Dan Air 146 has now completed six months airline service using lightweight carbon fibre brakes, similar to those used on Concorde, and these have proved both reliable and efficient.

ELAN INTERNATIONAL A subsidiary of the DHL organisation and operating under the name of Elan Air, is expected to start an EMA-Cologne freight service from March and is also planning a service to Frankfurt from EMA. The Company's third aircraft, Argosy 101 G-APRL was expected to join the existing fleet of Argosy 101 G-BEOZ and Herald 401 G-BEYF early in January. Air Bridge will continue to operate the aircraft on Elan's nightly services linking European distribution centres in the UK, Ireland Belgium and Holland.

EUROAIR have applied for the route Gatwick-Deauville.

HEAVYLIFT CARGO AIRLINES Belfast G-HLFT is being prepared for service from March, while sistership G-BEPE is parked at Southend for spares.

HIGHLAND EXPRESS have been refused permission to operate from Prestwick to New York and Toronto. Apparently, the CAA will not accept the fact that the financial backers are prepared to put up the money only if the licences are granted. The CAA want the backers to put up the money, then they would be prepared to grant the licences

JANUS AIRWAYS Viscount 724 G-BDRG (52) still resides at Exeter, and is probably destined for the fire dump, while Viscount 708 G-ARGR (14) and G-ARIR (36) have been sold to MMM Aero Services of Zaire. It is anticipated the airline will have an all Herald fleet and further aircraft will be acquired soon to supplement G-ATIG(177)

JERSEY EUROPEAN AIRWAYS Despite objections from Aurigny, application has been made for a licence to operate Alderney-Shoreham, but due to poor trade they have suspended the Southend - Paris (CDG) service.

AIRLINE REVIEW (Contd.)

LONDON EUROPEAN AIRWAYS The Luton based airline has recently made a public shares issue to raise finance for the purchase of its first aircraft, Viscount 806 G-AOYL (257) due for delivery from BAF in January. It has taken options on two additional Viscounts. The service linking Luton and Amsterdam is due to start on 28th February, and an application has also been made for Luton-Frankfurt.

LOGANAIR have improved their Glasgow-Inverness-Tiree-Barra service; Inverness is now served three times daily and the others have separate Twin Otter services each Monday and Friday, being combined on the other four days. The Inverness-Edinburgh schedule's operated for Loganair by Peregrine using a Titan. Bandeirante 110PI, G-BHHA and G-BIBE have been sold to Provincetown-Boston Airlines and were delivered on 5th October and 9th November respectively. However, P.B.A. were grounded by the FAA for the second time within a month following the crash of a Bandeirante on 6th December, so their future looks uncertain.

MANX AIRLINES will begin a weekend LBA-Isle-of Man service from May and a Blackpool-Dublin service during the Summer on Fridays, Saturdays and Sundays, both using either Short 3-60 or Viscount 800 equipment as traffic demands. The airline is currently operating a Manchester-Leuchars newspaper flight, six nights per week using a Twin Otter.

METROPOLITAN AIRWAYS have applied to operate all the Dan Air Link City services in their own right and have also applied for Manchester-Oslo, Stockholm and Hamburg. The airline was due to dispose of its last Twin Otter in January, and has now acquired ex. Genair Short 3-30 G-NICE which has been registered as G-BLTD.

ORION have applied for seat-only licences for its Luton and Gatwick services, but objections from other airlines are almost certain to be received. As a result of the disposal of its leased aircraft, a Christmas capacity shortfall was experienced and led to the use of British Airways Trident 3Bs. On 22nd December G-AWZM was used to fly Manchester-Munich return as KG2217/8, and on the same day G-AWZO positioned to Gatwick to operate KG2531/2 to and from Venice. In November twelve flights operated between EMA and, mostly, Southampton ferrying police officers in connection with the miners strike.

SCOTTISH EXECUTIVE AIRWAYS have been granted the licence to operate Edinburgh-Frankfurt/Brussels and Copenhagen, but have lost the Edinburgh-Paris (CDG) to Air UK who have been operating the route since January 1984. However, the CAA have stipulated that Edinburgh-Copenhagen must be started or the airline will lose the route to Air UK. Applications have now been made for Edinburgh-Milan, Geneva and Zurich, and Glasgow-Edinburgh. The airline has on order the Saab-Fairchild 340.

SPACEGRAND have applied for the licences to operate Gatwick-Isle of Man, and Bristol-Cardiff-Isle of Man, and have begun services between Belfast Harbour and Teesside using Twin Otters.

SKYGUARD The subsidiary of Securicor, have withdrawn their application for Birmingham and Stansted to Frankfurt and Munich, and Brussels to Frankfurt and Munich in December. A new application has been made for Birmingham to Nurnberg and Stuttgart. The Birmingham-Dublin parcels service continues to utilise Donnington: Aviations Titan, G-FJKI, although Navajo G-LIDE and Titans G-MSDS and G-BKTJ have also been used.

VIRGIN ATLANTIC Although still using a B.I.A. One Eleven 400 on its Gatwick-Maastricht feeder service, reports indicate that traffic trade are poor. Additionally, Highland Express have objected to the feeder service run by Virgin as it wants its own Prestwick-Maastricht licence, effective from June 1985. Virgin are believed to be considering starting services in 1985 between Cardiff and Newark, New York.

Just to get you in the mood for the 1985 "season", there follows details of Ian Gordon's trip round the South East last year.

A Bank Holiday Trip Around The South East.

Friday evening 25th May. After days of "intense" planning, we were off... 4 aircraft enthusiasts heavily laden in a Ford Escort with a boot like "Doctor Who's" Tardis. The evening trip south was a positional one, putting us in pole position for an early start at the "Hall".

Having arrived at Mildenhall on a dark and damp night our usual camping site (a field) had been ploughed up! Ah well, lads... looks like the car will have to do. Where we eventually bedded down was in fact closer to Lakenheath so, upon daybreak on Saturday 26th a visit was in order, and what a day to pick; present, in anticipation of President Reagans visit, were - 70-1630 CH-53C 601 TCW with 3 others, 159360/5 VH-3D with 2 others.

So on to Mildenhall - N783FT DC-8 (Flying Tigers) 20190 KC-10A; 60167 C-141B 437MAW; 63623, 71468, 72603, and 80052 KC-135A's AFRES (yellow) plus the usual KC135's and C-130's.

Next stop was Cambridge which turned out to be a very brief visit - present being N3847Z, N4246M and N4247M C-130's outside Marshalls.

Expert navigation took us straight to Bourn where in the Management Aviation hangar were - G-ATED and G-BEDK Hiller UH-12E's with G-BDYZ Bo105D. Around the other side of the field were 24 various light aircraft which included MC280 Harvard; XF877(G-AWVF) Provost; 329601(G-AXHR) Cub; WP321/750CU(G-BRFC) Sea Prince G-AGIT Autocrat.

Next stop was even further into the countryside, a private farm strip at Little Gransden. However upon asking the farmer if it was possible to look around, he refused. The reason... well after a visit by some Manchester spotters they duly printed a resident list against the specific wishes of the farmer.

Ah well, we must press on, this time heading for Stansted but first a look at B-52D 60689 at Duxford. A few minutes later provided some interesting aircraft at Stansted; present being - I-ELEF PA-31B; N98WS B.707; N907GL DC-8 (Capitol); EI-BND CL-44 (Heavylift); G-BISU Bristol freighter (Instone); LZ-BTD Tu154B (Balkan); OO-TYC B707 (Air Guinee); G-JMSO Diamond and hangared G-BKMD/E/F Skyvans. Just a short drive away but a first visit for the author, took us to Andrews Field.

Present in the car park was 319/8-ND Mystere IVA, other "Rebel Air Museum" pieces were: BAPC-115 Pou-du-Ciel and T43-4361 PT-26 Cornell. Nothing unusual amongst the other 28 aircraft present except for G-ADXS Pou-du-Ciel in pieces in the hangar.

After, what I must admit was expert navigation, we appeared out of the country lanes right at Stapleford where a "fly-in" was being held. Out of the 62 aircraft logged (including hangared aircraft) nothing spectacular was present. However, the colour scheme on G-OBAC Ecureuil was well worth a photo. Out-of-sequence visitors included G-WERY/TBIO/IOSI/JDEE/OPEL/JONE/CHIK.

Having checked visas and passports were in order we pressed on to the Dartford Tunnel hoping to be let through "South-of-the-Thames"! We were in luck. However, some dubious navigation looking for Biggin Hill in fact turned out very profitable. Quite by accident in a field in Chelsfield was a sorry looking XM665 Whirlwind!

Upon our arrival at Biggin Hill the usual problem of where to "Biggin" was very much evident. Amongst the 100-plus residents, interesting aircraft were - OY-BNB C-152; N2FU Learjet; D-IBFH C.414; N1061T Mooney; G-BKWS EMB110; G-BIRN SD330; G-EZEE/EMMY Vari Ezes N77J C.421; XJ763(G-BKHA) Whirlwind; G-OMGL Citation. Signs that times are changing here came when we asked at each hangar if it was possible to look round. A definite "No" - apparently the security situation is about to be stepped up with only the car-park near the Flying Club (on the left as you go in) being left for viewing! Spitfire LA226 is now on the gate with the other machine SI674 at RAF Biggin Hill.

The rain was quite heavy now so off we set for Rochester where, with prior written permission to have a look round, we anticipated a further increase to the log. However, due to the weather being so 'grotty' everyone had packed up and gone home. Quick rethink brought plan 'B' into operation - let's head for Manston while it is still light. Present here on the civilian side brought: 3C-ABA (ex CP-9 Belgian A.F.) Packet G-SIXA DC-6B and G-ANGF Britannia in open

A Bank Holiday Trip (Contd.)

storage; G-APEY Viscount (BAF) resplendent in their new scheme; G-BGAB/BHFC/BTAL/BAPJ/BFTX/EKRB assorted Cessna singles; G-AXPD, AXSC Pups; G-AYTD Aztec; G-BROM ICA-28; G-AXIW Falke. Around at the RAF's fire training camp were:- XL386, XM657 Vulcans; XH590, XH616 Victors; WL741 Shackleton; XG327/8188M Lightning; XP394/C, XK968/E Whirlwind; XF519 Hunter; XN602 Provost; XN855 Argosy plus a few burnt wrecks of Devons. Next to the Spitfire Memorial Hall were WE168 Canberra and XH764 Javelin, whilst inside the Hall was TB752 Spitfire. Elsewhere on the field was XT680 Wessex on 22Sqn 'E' flight.

By now the light was fading fast so onto Whitstable where our good beer guide talked us into pitching our tents for the night. Having sampled the local real ale and pub grub the rain was unnoticeable as we turned in for the night.

Unfortunately, the rain was still falling on the morning of Sunday 27th. It was a damp 'team' that turned up at Rochester again that morning. However, our spirits were lifted when we saw that the hangar door was open and we were allowed to look round. Inside were: G-BEUP/BALI/BBDP/BGWC/BHAJ/BAJZ Robins; G-EXIT Rallye; G-AVXW & ATUG Condors; G-ECMA PA-31; G-BADJ Aztec; G-ASCJ Comanche; G-ANFG(DE363) T.Moth; G-AMTA Aiglet Trainer; G-ATYM C150; G-ASPI C172, just around the corner outside the hangar we found WK914 painted as WF714 Meteor with FU-6 F84F Belgian A.F. With another 10 logged outside we set off for Headcorn. The journey south brightened up and we think we saw the sun for 5 seconds before it disappeared again and a light drizzle set in.

At this small airfield 34 were added to the log, present with the "Lashenden Air Warfare Museum" were: XN380/67 Whirlwind; WZ589/19 Vampire; 84/8-NF Mystere IVA; 63938 F100F. Amongst the residents were- G-BWKS/PARK Lake Buccaneers (which suited the weather fine!) G-BEKS Pawnee; G-SPOF P68B.

Our next stop was anticipated to provide a further substantial increase to the log - especially as we had written permission to have a look round the hangars. By the time we arrived at Shoreham the weather had eased only slightly but we were soon cheered by the sight of HB-LHS PA-31T and OY-CAI Tobago. Interesting machines noted amongst the 90 plus logged were G-ALNA, AOIS, AOZH Tiger Moths; G-ASFD Morava; XJ348/G-NAVY Devon; G-ABUU Swift; G-AVDF Pup which was engine and wingless; G-AGLK Auster; Helicopters noted were: M110S H500; G-BKTK, G-GASA H.369's; G-BHTF/BHAX/TOYS/BACH/BDAW/BBPO/BGMX/BKTG Enstroms; just as we were leaving G-BGMC T.Otter of J.E.A. arrived.

Next stop was to be Goodwood, however whilst hurtling along the A27 near Tangmere we saw signposts to the "Military Aviation Museum"- a brief visit produced Hunter E-412 in an overall light grey scheme. And so onto Goodwood where, again, with written permission we were able to look round the hangars. Incredibly 46 aircraft were logged, they included: G-AKJU Alpha; G-ARAZ T.Moth; G-ASHS Stampe; G-AIYS and G-APKH immaculate Leopard Moths, G-BDAM/FE992 Harvard plus the usual hoardes of Cessnas and Pipers.

By now the afternoon was passing by rapidly so we decided to head for Gatwick, where with a little luck something of interest would be present, having missed the early morning rush. Well, we weren't too disappointed with: N58GG Citation; ZK-NZY B.747; N917JW DC-10 (Arrow); EC-DUB B.737 (Spantax); G-AYWB BAC 1-11 (B.I.A.); G-GPAB B.737 (Orion) in Monarch colours.

In anticipation of camping at Laleham, near Staines, a brief visit to Heathrow was in order. Present being - HB-IAA DC-9; HB-IEU Mystere 50; N308A Gulf 2; 9K-AHC A310; F-GECK F-28; CN-RML B.737; TG-JBS B.707; ZD949 L-1011.

We pitched the tents rapidly, taking advantage of the lull in the rain, even the following morning - Monday 28th - was kind to us. However, by the time we were on the road to Fairoaks the drizzle had begun falling again. A very profitable visit indeed with some interesting aircraft present: N3126W Skyvan; N3126X C.401; N834BN Islander; VP-FAZ T.Otter; G-AOTI Heron.

A trip back to Heathrow to spend a few hours waiting for the TAP L-1011 at 12.45. Not a very busy day at all, with lengthy gaps between arriving aircraft, however we logged:- N871E Gulf 2; OY-APM HS.125; F-BTVV Learjet; 23128 G-12; JA8543 DC-10 and CS-TEB L-1011, amongst the usual airliners.

A Bank Holiday Trip (Contd.)

Next a visit to RAF Uxbridge in order to see RW382 Spitfire on the gate, was closely followed by a look at Northolt where absolutely nothing was out. Ah well, on to Denham to see if anything there could cheer us up; noted amongst the 50 aircraft were:- N1447Q C.150; D-EBEN Cub; E-15/G-BIYU Fokker Instructor; G-AEEG Falcon; G-AOSZ and G-BCYL Chipmunks.

Further along the road to Leavesden where nothing of mention was to be seen. Our next visit was to be a first for all four of us and a pleasant way of spending 75p to get in. Salisbury Hall had quite a few visiting people taking advantage of the Bank Holiday, so logged in between the crowds were:- D-IFSB Dove G-ARYC HS.125; XJ565/E Javelin; XD452/66 Vampire; A1325 RAF Be2e; W4050 Mosquito TA122 Mosquito; TA634 Mosquito (under restoration); J-1008 Vampire; WZ476 Vampire; WP790/T Chipmunk; XG730/A Sea Venom; WX853 Venom; G-ABIM Cierva; G-ADOT Hornet Moth; G-ANRX/N6550 Tiger Moth; and the forward fuselage of G-AVFH Trident 2.

Back on the road towards Luton we reminded ourselves of a rumour we'd picked up at Heathrow, namely, an Australian Learjet! Well, the star of the weekend was indeed VH-TNN Learjet, worth a photograph although the light was fading fast. Also present being:- HZ-NB2 1-11; N102HS Gulf 2; N2601 Gulf 3; EI-BJS AA-5B; G-BKPW B.767; G-NUIT B.99; G-31-634 Jetstream in primer in the McAlpine hangar; G-APML DC-3.

Further up the motorway to Cranfield where some aviation show had been running over the weekend. By the time we arrived everyone had almost disappeared so a rapid look around produced G-AMSV DC-3; NIMF C.421; G-OFHS H.369E; hangared were:- 5N-AOG HS125; G-APRU Paris; G-BFEI Bell 47G; G-BEWY Jet Ranger.

Almost home now, just a brief visit to E.M.A. which was very quiet with the only aircraft worthy of a mention was G-BKUY Jetstream in Euroflite's smart colour scheme.

Having driven almost 1,000 miles, visited 24 airfields, and, added enough aircraft to keep the "logging up" a busy task well into the summer, we arrived home safely.

Ian Gordon.

AIRBAND RECEIVERS

The range of receivers built by Swinburnes is quite well known and well advertised. Norman Hartley uses one of the DR600 - Top of the Range - models and makes the following comments,-

The set is fully portable, with its inbuilt NI-CAD batteries. The set has six channels, five pre-set and one which can be tuned to the required frequency. Crystals cost about £1-00 part exchange, or £3-00 for new ones. Crystals are easy to fit, taking about three minutes. Any channel can be locked in or locked out. The radio comes complete with charger at a total cost of £189. It has an inbuilt telescopic aerial, and a socket for an external aerial. I bought the set in June 1982 (2½yrs) and the only problem I have had is the charger going u/s. When the radio is fully charged it will run for approx. 8 hours before recharge. To fully charge takes 10-14 hours. My radio has pre-set channels at 2,123.75 3,119.4 4,124.2 5,131.05 6,128.05. Reception is excellent at home, or on the airfield. My home is about 11 miles S.W. of LBA, and I have no problem hearing ground transmissions on 123.75 or 121.05 also Manchester on 124.2 125.10 126.65 and London on 128.05.

If you have any queries about this receiver or any other -(or you can contribute to this section) - please contact me and I will try to put you in touch with someone who has one and can help you.

Flyover Tie-up Service available to members - please send your requests to me:- S.Rigg, 35 Bromley Mount, Wakefield WF1 5LB.

AIRWAYS

G-LOUD was to be seen most days in January crossing overhead at FL.0.

Looking into 1985 some new services will appear and some new aircraft types:-

TWA Boeing 767 on two services from April 28th. TW 745 Frankfurt - St Louis - daily and TW 819 Paris - St Louis -daily. Air Canada will be operating Boeing 767 to London via Prestwick - I believe. New operation Nationair will have charter flights from Canada to Manchester among other destinations using DC8. EIAI Boeing 767's will perhaps be seen on some Atlantic flight but will also be seen in Manchester on Monday and Thursdays on a service from Tel Aviv via Brussels - (shame - they wont come along Blue 1).

Staying with Manchester, they are getting several new service - LH076/7 Munich flight in a morning Mon - Saturday B737; KLM A310 on the Friday afternoon KL155/6; weekly Aeroflot Tu154; and a change of day and route in the Qantas service to Wed/Sun as QF005/6 via Frankfurt instead of Amsterdam. Federal Express are starting a Brussels base with daily flights to US, using B727 or DC10.

Post script to last month - my ears did not deceive me, V2-IGQ does exist and was a B.Ae 748 on delivery from Woodford to LIAT of Antigua.

TRIPS! TRIPS! TRIPS!

Thursday 28th March '85 - British Aerospace at Brough.
To Depart LBA 5.15pm. - Now Full.

Friday 12th April '85 - Minibus Trip. RAF Museum Restoration & Storage at RAF Cardington, Bedfordshire, and Airship Industries Ltd - with hopefully one or two airships in residence. If time permits - other venues en route. Depart LBA at approx. 08.15 hrs. Maximum cost will not exceed £7.00 (with full bus). Book now!

Conditions to apply to ALL future visits:-

Verbal or telephone reservations will hold for five days. Bookings must then be confirmed in writing with minimum £2 deposit. Balance of payment at least two weeks before trip date. Refunds at discretion of Committee only.

Members are expected to dress and act in a manner which cannot discredit the name of Air Yorkshire. Please include a 'phone number if at all possible.

John Lloyd-Martin.

ADVERT

"CHANNEL ISLANDS AVIATION NEWS" heads off into its 18th successive year of reporting the facts on the Channel Islands aviation scene. Detailed movements of Guernsey, Jersey and Alderney are complemented with an Overflights section, regular reports from Heathrow, Southampton and other UK fields with C.I. connections. This with articles and other varied reports is contained in an average 20-26 pages of A4 duplicated newsheet for only £4.00pa (UK).

For sample copy send 30p to:- Dave Bougourd, C'an Pastilla, 5 Rue due Douit, Marais Lane, Vale, Guernsey, C.I. (If sending UK stamps - loose only please).

Military Section

Alconbury: As reported last month 4 RF-5e's of the RSAF were delv'd through the U.K. but through here but Prestwick. Serials were 40194 (black), 40197, 40198 & 40202 (camo). on the 13.1

Binbrook: Lightning F3 XR749 has been coded /DC LTF replacing XP753 while XR751 has been recoded /DB of LTF ex /AQ 5Sqn.

Church Fenton: Jet Provost T5A XW327/134 is a new arrival ex /62 1FTS while XN508/98 has been recoded from 106 to replace the ill fated XN473.

Linton:

Jet Provost T3A XM424 has been coded /30 (notd 30.1) while other changes include XM466/31 ex 105/7FTS (30.1), XN472/32 ex 34/7 FTS (19.1), XM478/33 ex 104/7 FTS and XM357/45 ex Shawbury Store (19.2) All have been resident since late November, dates when first reported to us.

Scampton:

XW315/63 Jet Provost T5A has been recoded /50

Manchester:

Saudi Hercules seen recently have been 1606 on the 29.1 and 1614 on 25.2

Waddington:

Involved in Mallet Blow on 28.1 were 79-0021/CR, 79-0023/CR, 81-0047/CR all F15C's 32 TFS and F15D 79-0004/CR 32TFS. The Danish contingent consisted of A-35XD's A-002, A-004, A-006, A-011 of Esk-725; S-35XD's AR-111, AR-117, AR-119 and AR-120 Esk-729. F-16A's E-177, E-188, E-194, E-202, E-597, E-600 and E-603 of Esk-727 and Esk-730. Support was provided by C130H B-680. No other report received, did nobody else go? !!!!

Filton:

Listed below are the F111E & F's which have been through Filton on overhaul with BAe. We also list those which are presentl: there and those which are due through in 1985.

Those completed with mods late 1984:

67-0020/UH, 68-0017/UH (10.10 dept), 68-0023/UH (29.11), 68-0025/UH (2.1.85), 68-0027/UH, 68-0028/UH (20.11), 68-0029/UH, 71-0886/LN, 71-0889/LN (-), 74-0182/LN, 74-0184/LN (5.12), 74-0085/LN (26.11)

Aircraft still present undergoing mods:

67-0121/UH (6.12 arr.), 67-0123/UH (28.11), 68-0026/UH (22.1.85), 68-0030/UH (15.10), 68-0037/UH (9.1.85), 68-0049/UH (14.11), 71-0891/LN (19.11), 72-1442/LN (4.12), 72-1444/LN (9.1.85), 72-1446/LN (25.1.85)

Those to be modified during 1985:

F111F's:

70-2362, 70-2363, 70-2368, 70-2374, 71-0894, 72-1450, 72-1451, 72-1452, 72-1445, 72-1448, 72-1449, 73-0707, 73-0708 and 73-0711 all 48TFW/LN

F111E's

68-0041, 68-0046, 68-0052, 68-0061, 68-0064, 68-0065 and 68-0071 all 20TFW

Royal Navy Sea Harrier FRS.1's are to be updated to FRS2's from late 1980's. The programme includes updating the radar system to look down/shoot down capability.

Royal Air Force Buccaneer S2's are also to be updated. New facilities to include TV guided and BAe Sea Eagle anti ship missile's and a new inertial navigation system.

The two ex Pan Am Tristars for the RAF N508PA (ZE704) and N509PA (ZE705) have been at Cambridge since the end of last year. The cost was around £23 million each, more than double the cost of the BA aircraft at £10 million each, which also included spares.

Westland Helicopters have received an order worth £30 million for nine Sea King HC4's for the Royal Navy. Delivery will be 1986/87.

Flight Refuelling Ltd. have received the first batch of ex Federal Express Falcon 20's to be operated on behalf of FRADU (Fleet Requirements and Aircraft Direction Unit). The aircraft replace Canberra's for target towing and other duties and are operated from Yeovilton on the US register.

Brasil are to purchase 15 Aerospatiale AS.332M Super Puma's at a cost of 92 million US Dollars. Major competitor for the deal were Sikorsky with the UH-60 Black Hawk's.

The 48TFW at Lakenheath will replace its F111F's with F15E Strike Eagles at the end of this year. This will mean the 48TFW will receive some of the first F15E's of the production line.

Airship Industries have teamed up with Westinghouse makers of the radar in AWACS to put forward proposals for the U.S. Navy requirement for a Battle Surveillance Airship System. Major competitor is Goodyear manufacturer of the "blimp" airship.

The Swiss Air Force have been evaluating the British Aerospace Hawk for their requirement for a new trainer/ground attack aircraft. They are undecided on a pure trainer or an aircraft with ground attack capabilities. Competitors are Breguet-Dornier Alpha Jet (UGH!), CASA 101 (UUUGH!!), and Aermacchi MB339(UGH!) against the BAe Hawk. Should the RAF not order the PC-9 from Pilatus this will most definitely jeopardise (try spelling it after a few pints!) a possible deal.

Fairchild have rolled out the first T46A trainer aircraft. The aircraft is to replace Cessna T-37 in the USAF primary training role. Delivery is to start in 1986.

Last years plea for display reports appeared to fall on DEAF ears as we received very few reports. If you visit any shows this summer please send any details of sightings so we can provide a more interesting and informative section. Next month we hope to provide an accurate museum report for the Musee de L'Air, Le Bourget. Would anybody with recent lists please forward them to us.