

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1986

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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.

- MARCH 2nd : Chris Warn will be giving us his usual enthralling talk on his latest 'globe trotings' supported by slides entitled 'Alaska to Peru'.
- APRIL 6th : A presentation by Martin Powell on the "U.S. Department of Defence Designation Systems", or, "An excuse for showing a lot of slides of U.S. Military Aircraft".
- MAY 4th : Annual Recognition Competition.
- JUNE 1st : AGM, supported by a B.Ae. film.
- JUNE 8th : Church Fenton.

TRIPS 1986

Rules for all Trips - to apply to all Members.

Verbal or telephone reservations will hold for 5 days, confirmation of reservations in writing must be received within 5 days with a minimum deposit of £2. Balance of the cost is due "at least 2 weeks" prior to the trip.

Refunds are at the discretion of the Committee only.

Please make cheques payable to John Lloyd - Martin (not Air Yorkshire), and include 'phone number where possible.

Tidy dress and good behavior is expected.

Details of the first two trips follow the Airlines Review.

CREDITS

T. W. Sykes
N. Watson
Airstrip

D. Elam
W. K. Jordan

R. Fozzard
C. Harper

S. W. Rigg
M. T. Powell

I. D. Gordon
Air International

LEEDS/BRADFORD MOVEMENTS - JANUARY 1986

1	G-BMAE F-27		1040	G-BGYK Boeing 737	n/s	1321 0951(2)
	G-BMAE F-27		1259 1545	G-BMAU F-27		1853 1923
2	G-BGYK Boeing 737	n/s	1650 0748(3)	G-BLRK Cheyenne III	n/s	1658 1451(3)
	G-BAWN T. Comanche		1707 1859			
3	G-JIMS Cessna 340		1102 1341	G-BRJP Boeing 737		1422 1532
	G-BGTG Aztec		1431 1526	<u>PH-MBX Citation</u>	n/s	1615 1121(5)
	G-BGYK Boeing 737	n/s	2003 0752(4)			
4	G-BKUN Cessna 404	n/s	1112 1451(7)	G-BHIN Cessna 152		1138 1156
	G-ONOR Cessna 425		1221			
5	G-BHIN Cessna 152		1211 1247	G-ARVV Cherokee		1236 1359
	G-BEFC AA-5B	n/s	1251 1443(10)	G-LEON Chieftain		1319 1345
	G-BCTF Warrior		1434 1536	G-BAJY Robin DR.400		1435 1537
	G-BCPN AA-5	n/s	1449 1351(7)	G-BGYL Boeing 737	n/s	2238 1052(6)
6	G-BLRG Slingsby T.67B		1102 1242	G-ASMW Cessna 150	n/s	1103
	G-BCRR AA-5B		1343 1508	G-BJCU Boeing 737	n/s	2056 1026(7)
7	G-BFVA Boeing 737		1508 1616	G-BIZZ Citation	n/s	1652 0737(8)
	G-FISH Cessna 310	n/s	1734 0809(8)	G-BJCU Boeing 737	n/s	2109 1705(8)
8	G-BGNU King Air		0919 1502	G-POLO Chieftain		1220 1353
	G-HUMP Baron	n/s	1250 1230(13)	G-BHTT Citation		1549 1712
	40161 C-12F	n/s	1616 1539(9)	G-BJCU Boeing 737		1803 1852
	G-BIZZ Citation		1830 1927	G-FISH Cessna 310		1838 1917
	G-BJCU Boeing 737	n/s	1959 1010(9)	G-BBHB Navajo	n/s	2044 0217(9)
9	G-BJCU Boeing 737	n/s	1657 0746(10)			
10	G-GASC Hughes 500		1044 1114	G-BRJP Boeing 737		1408 1533
	G-AVRN Boeing 737	n/s	2149 0747(11)			
11	G-BGYL Boeing 737	n/s	2032 0715(12)			
12	G-BKHE Boeing 737	n/s	2148 0932(13)			
13	G-JTIE Cessna 421C		0708 0742	G-BHNI Cessna 404		0857 1132
	G-JFMM Commander 690B		0940 1543	G-BGNU King Air		1017 1454
	G-GAMA Baron		1050 1446	G-BJBI Cessna 414A		1052 1153
	G-JTIE Cessna 421C		1429 1441	G-BCUZ King Air 200		1610 1659
	<u>OY-AUT Navajo</u>	n/s	1949 1428(14)	G-BGYK Boeing 737	n/s	2038 1015(14)
14	<u>D-GDEC Seneca</u>		1030 1802	G-BGNU King Air		1033 1604
	G-BADP Boeing 737		1518 1625	G-OAKS Cessna 421C	n/s	1537 1949(15)
	G-BGYK Boeing 737	n/s	2143 0947(16)			
15	G-BFVP Aztec		0900 0919	G-BLKY Baron		0909 1645
	G-BJBI Cessna 414A		1009 1016	G-ONOR Cessna 425		1019 1519
	G-HCHU Cessna 206		1228 1326	G-AYUL Aztec		1247 1640
	<u>PH-SMS Seneca</u>		1442 1542	G-BLRG Slingsby T.67B		1450 1544
	G-BGPU Cherokee		1523 1603	G-BCUZ King Air 200		1813 1908
	G-BFVP Aztec		1817 1900			
16	G-BLVH Boeing 757		0744 1038	G-BGOP Falcon 20F		0901 1042
	G-RMAE Navajo		0910 1722	G-AYUL Aztec		1121 1455
	G-BGFT Seneca		1246 1412	<u>N206WJ Bonanza</u>	n/s	1353 0752(17)
	G-BGYK Boeing 737	n/s	1641 0748(17)			
17	<u>OY-SUN Cessna 402C</u>		0849 1604	G-LITE Rockwell 112		1225 1428
	G-BRJP Boeing 737		1421 1533	G-BGYK Boeing 737	n/s	2052 0753(18)
18	G-KFIT King Air		0841 1133	G-ATKU Cessna 172		1508 1546
	G-BHWF Boeing 737	n/s	2056 0715(19)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

19	G-RANY Cessna 421C	1430 1712	D-IBAH King Air 200	n/s	1557 1755(20)
	G-TSAM HS.125 n/s	1622 1346(20)	G-BHWF Boeing 737	n/s	2125 0926(20)
20	G-BDYF Cessna 421C	0919 1942	G-BBPX Seneca	n/s	1117 1049(23)
	G-GWHH Twin Squirrel	1433 1455	G-BAZG Boeing 737	n/s	2033 1021(21)
21	G-POLO Chieftain	0927 1023	G-AZUY Cessna 310		1016 1032
	G-FISH Cessna 310	1211 1406	G-AVRO Boeing 737		1458 1615
	G-BEYV Cessna 210 n/s	1540	G-BAGO Cessna 421B		1542 1646
	G-CEGB Twin Squirrel	1607 1625	G-BIZZ Citation n/s		1650 0855(22)
	G-POLO Chieftain	1709 1729	G-AZUY Cessna 310		1710 1720
	G-BAZG Boeing 737 n/s	2151 0942(23)			
22	G-BGJB Seminole	0920 0929	G-INMO Navajo		1017 1618
	G-BBEW Aztec	1027 1102	G-BGJB Seminole		1726 1749
	G-BBEW Aztec n/s	1732 1405(23)	G-FISH Cessna 310 n/s		1929
23	G-PLAS Cougar	0810 1252	G-OSAL Cessna 421C		0954 1127
	G-OLLY Chieftain	1002 1454	G-IBCA King Air 200		1118 1616
	G-AZRR Cessna 310	1154 1231	G-OSAL Cessna 421C		1538 1904
	<u>N5875C Cessna 421C</u> n/s	1550	G-FSDA Jetranger		1615 1646
	G-BAZG Boeing 737 n/s	1639 0745(24)	G-BIZZ Citation		1740 1824
24	G-JLCO Twin Squirrel	0941 1210	G-FSDA Jetranger		1054 1148
	ZA775 Gazelle	1142 1226	G-BEYM Cessna 182 n/s		1321
	G-ATIA Comanche	1354 1455	G-BRJP Boeing 737		1429 1542
	G-BKUN Cessna 404	1544 1745	G-BAZG Boeing 737 n/s		2039 0747(25)
25	G-AVCV Cessna 182	1053	G-EMAK Arrow		1148 1253
	G-NODE AA-5B n/s	1152 1451(27)	<u>TF-ERR Commander 690A</u>		1212 1320
	G-BHAF Tomahawk	1234 1307	G-BBBC Cessna 150		1424 1534
	G-BHWF Boeing 737 n/s	2029 0715(26)			
26	G-BANE Cessna 150	1224 1315	G-AWAZ Arrow		1412 1543
	G-AZTS Cessna 172	1619 1707	G-JETC Citation		1645 2036
	G-BIZZ Citation n/s	1738 0809(27)	G-BGCM AA-5A		1755 1820
	G-BGYL Boeing 737 n/s	2047 0932(27)			
27	G-BRAL Gulfstream 1	0949 1733	G-BLST Cessna 421C		0950 1554
	G-EJCB Agusta A.109A	1441 1535	G-CEGB Twin Squirrel		1527 1604
	G-BLLC King Air 200	1528 2053	G-BIZZ Citation n/s		1754 1002(28)
	G-BKHF Boeing 737 n/s	2035 1020(28)			
28	G-FOOD King Air 200	0846 1107	<u>PH-IPH Cessna 421C</u>		1010 1142
	G-BJBI Cessna 414A n/s	1113 0956(30)	G-FWRP Cessna 421C n/s		1119
	G-CEGB Twin Squirrel	1242 1327	G-OJVH Cessna 150		1315
	<u>LN-HPG Dornier Do.228</u>	1327 1855	G-BFVA Boeing 737		1509 1606
	G-LYNN Lance	1517 1534	G-BAVZ Aztec		1732 1757
	G-BKHF Boeing 737 n/s	2039 0945(30)			
29	No Movements				
30	<u>SE-ILL Navajo</u>	1319 1730	G-BBNT Chieftain		1348 1459
	G-BKHF Boeing 737 n/s	1626 0747(31)	G-BMKO Archer n/s		1839
31	G-BPCH King Air 300	0919 1720	G-OSAL Cessna 421C		0950 1525
	G-FAST Cessna 337 n/s	1410	G-BBNT Chieftain		1634 1731
	G-BKHF Boeing 737 n/s	2015	<u>LN-NPB Boeing 737</u>		2220 2253

Overshoots:- 2nd.XX494/FYT88; 3rd.XW366/LON50 J.Provost; 15th.XX494/FYT87; 16th.XW788/PR732 HS.125,XX492/FYT10; 23rd.XX498/FYT94; 24th.XX491/FYT92; 27th.XS735/FYN05 Dominie; 28th.XS711/FYN? Dominie; 29th.XX495/FYT80, XX500/FYT94; 30th.XX491/FYT11; 31st.XX491/FYT85, XX495/FYT?.

LEEDS/BRADFORD MOVEMENTS (Contd.)

From & To:- 3rd, PH-MBX F/T Amsterdam n/s; 8th, 40161 F Mildenhall n/s T Leuchars; 13th, OY-AUT F/T Billund n/s; 14th, D-GDEC F/T Munster; 15th, PH-SMS F Kidlington T Groningen; 16th, N206WJ F Belfast Harbour n/s T Altenheim; 17th, OY-SUN F/T Skive; 19th, D-IBAH F Cologne n/s T Luton; 23rd, N5875C F Fair Oaks; 25th, TF-ERR F/T Leavesden; 28th, PH-IPH F Amsterdam T Newcastle; 30th, SE-ILL F Humberside T Aalborg; G-BMKO DIV en route Reykjavik to Bournemouth.

LBA MOVEMENTS REVIEW - JANUARY 1986

A very good start to the year on the foreign visitors side. First off, we had Citation II PH-MBX on the 3rd and night-stopping until the 5th. Then after a short gap we had Seneca D-GDEC on the 14th. Another Seneca was PH-SMS which visited on the 15th and 16th. Also noted on the 16th was the Beech A36TC N206WJ night-stopping with Northair for checks. Cessna 402C OY-SUN visited on the 17th and Beech 200 D-IBAH on the 19th. Cessna 421C N5875C c/n 0883 arrived on the 23rd and moved into YLA's hangar, it was checked out by them to see if it was suitable for a local prospective owner. It turned out that it was not, so we should expect to see something else arriving soon. Rockwell 690A TF-ERR on the 25th has been based in the UK for some time now on survey work. Cessna 421C PH-IPH on the 28th is a fairly new registration and so far I have not found a c/n for it, it was joined by the Dornier 228 LN-HPG which was a first visit of type. Navajo SE-ILL was in on the 30th and ending the month was Boeing 737 LN-MPB of Busy Bee which was 'Busy Bee 6551' on the 31st. Military visits were restricted to the US military Beech C12F 40161, callsign 'SPAR93', on the 8th and the army Gazelle ZA775, callsign 'ARMY397', on the 24th. The UK registrations did not provide much of interest except for Cherokee 181 G-BMKO on the 30th which was c/n 28-7890483 and ex N31880. It was on delivery to Hurn and night-stopped until the 4th of Feb. Also new was the Beech 300 G-BPCH on the 31st. At YLA the Cessna 152 G-OJVH was airtested on the 24th and departed South some days later, Cessna 182 G-AXZU has also been airtested after rebuild. Noted in Northair on the 25th was the dismantled Hawk XP N750FX which must have arrived by road some time during the week. It has the c/n 3071 and appears to have landed heavily on the nosewheel. The remains of Cessna 340 G-BAWO were loaded on a trailer outside Northair on the 25th and are believed to have departed on the 27th - to where?

LEEDS/BRADFORD AIRLINE NEWS - JANUARY 1986

INBOUND DIVERSIONS

14	UK210	NWI	HUY	G-STAN	FK27	EDI	UK210Q
14	UK209	EDI	HUY	G-BDVS	FK27	NWI	UK209Q

All the above were due to strong cross-winds.

REGULAR FLIGHTS

BY018A	PMI	06/G-BGYL	13/G-BKHE	20/G-BHWF	27/G-BGYL	
BY033A	TFS	07/G-BJCU	14/G-BGYK	21/G-BAZG	28/G-BKHF	
BY040A	ALC	07/G-BFVA	14/DIVERT	21/G-AVRO	28/G-BFVA	
BY144A	AGP	05/DIVERT	12/G-BGYL	19/G-BHWF	26/G-BHWF	
BY159A	ALC	04/G-BGYK	11/G-AVRN	18/G-BGYK	25/G-BAZG	
BY202A	PMI	03/G-BGYK	10/G-BJCU	17/G-BGYK	24/G-BAZG	31/G-BKHF
BY208A	AGP	02/G-BGYK	09/G-BJCU	16/G-BGYK	23/G-BAZG	30/G-BKHF
KT144	AGP	03/G-BRJP	10/G-BRJP	17/G-BRJP	24/G-BRJP	31/DIVERT

OTHER FLIGHTS

Air Europe continued their Boeing 757 training with G-BLVH AEO1T on the 16th F/T Manchester, but planned visits by G-BPGW on the 02nd and 30th were thwarted by fog and low cloud when the aircraft diverted to Newcastle and Cardiff respectively.

LEEDS/BRADFORD AIRLINE NEWS - (Contd.)

The end of the month produced two interesting visitors from Norway. On the 28th Norving positioned their Dornier 228 LN-HFG to collect some passengers Liverpool-Cambridge, and on the 30th Busy Bee Boeing 737 LN-NPB brought in the Swedish Radio Symphonic Orchestra BS6551/8551 Stockholm - Gothenburg. Both aircraft were first time visitors and the former a first visit of type.

GENERAL

British Midland concluded their Friendship New Year flights on the 01st with G-BMAE BD423/424/425 and G-BMAU BD418/BD-AU Heathrow - East Midlands. Halleys Comet spotting trips were made by Britannia Airways with G-BGYK on the 01st BY977A BY935A and G-BJCU on the 08th BY938A BY939A. One-Eleven G-WLAD positioned in on the 01st from Cardiff CYMO53P for the British Midland Heathrow flights but returned to Cardiff on the 10th CYMO54P for eventual hush kit fitting by Dan-Air Engineering at Lasham. To cover the gap, G-YMRU arrived from Cardiff as CYMO53P on the 12th. Viscount G-AZNA operated the weekend services on the 18th 19th and 25th 26th in the new company colours, but owing to technical problems on the 26th DC-9 G-BMAH operated BD332P/423 Teesside - Heathrow and BD426/BD-AH Heathrow - Teesside. The hush kitted G-WLAD positioned in from Lasham CYMO53P on the 26th and G-YMRU was collected for silencing to Lasham as CYMO54P. Shorts 360 EI-BEM operated its last service through Leeds/Bradford on the 31st as EI334/335 due to crash landing in a field near East Midlands the same night while operating service EI328 Dublin - East Midlands.

FUTURE FLIGHTS

The JAT/Air Yugoslavia mentioned last month will be Boeing 727s. Orion will not be operating any flights this Summer as Horizon are buying seats on Intasun flights. Thomson Holidays will only be using Aviaco twice a week; a DC-9 on a Thursday 1055/1140 A01032/1033 and an Airbus A300 of Iberia on a Sunday 1545/1645 A01018/1019. Dave Simpson Travel of Bradford will be using an Aviaco DC-9 on a Saturday 1630/1730 while Travelscene will be chartering Euroair HS748s on Mondays and Fridays in April and May for Dutch Bulbfield flights 1615/1645.

Brown Air have been awarded the Leeds/Bradford - Glasgow licence and aircraft type should be a Shorts 330 leased from Fairflight; times and starting date have yet to be announced. The Cessna 441 continues to operate the Frankfurt and Oslo services via Humberside as the Gulfstream 1 keeps accumulating delays at East Midlands with its British type certification. Air UK will be disposing of its based Shorts 360 for the Summer programme. Two Friendships will be based with one operating Belfast flights and the other departing to Paris via Stansted in the morning getting back at night. The Amsterdam route will be operated in the day by a Humberside based Friendship with a One-Eleven operating Glasgow - Amsterdam in the morning 0745/0755 UK542 and reverse in the evening 1905/1915 UK545.

LOCAL MOVEMENTS - JANUARY 1986

1 G-BKIR Jodel D.117	Netherthorpe	F/T Crosland Moor
5 G-EMAK Arrow	Humberside	F EMA
G-JONS Chieftain	Teesside	F Norwich
G-BFDN Chieftain	Teesside	F Norwich
9 G-BLUO Dauphin	Humberside	F Easington
10 G-TRAF Dauphin	Sheffield	T Teesside
14 VR-BJI Jetstar	Finningley	0930-1030
15 G-BJKA Dauphin	Humberside	F Gamston
16 G-BLUO Dauphin	Humberside	F Easington
17 G-ARHN PA-22	Teesside	F Doncaster

LOCAL MOVEMENTS (Contd.)

20 G-GWHH Twin Squirrel G-EAGL Cessna 421C	Crigglestone Humberside	Luton to Normanton F Luton T LBA
21 G-CEGB Twin Squirrel	Long Marston	F LBA
23 G-FSDA Jetranger	Acaster Malbis	F LBA
24 G-BLEZ Dauphin	Humberside	F Strubby
25 G-AYGC Cessna 150	Sandtoft	F/T Barton
26 G-BCVX Jodel DR.1050 G-AVBZ Cessna 172 G-GWIL Ecureuil G-AYGA Jodel D.117 G-BKKO Cessna 182	Netherthorpe Sherburn Harrogate Oxenhope Crosland Moor	F/T Oxenhope F/T Crosland Moor F/T Norwich F Crosland Moor Blackpool T Sherburn
27 G-BZAC S-76A G-CEGB Twin Ecureuil G-EJCB A.109A	Humberside Long Marston Ripon	F Rough Field T LBA Site in Staffordshire To LBA
30 G-ONTA Hughes 369	Thorpe Nr Wakefield	T Darlington

SHERBURN RESIDENTS as at January 1986

Club owned:- G-BAZS/BBKA/BBNJ/BFLN/YIII Cessna 150s, G-YORK/YTWO Cessna 172s, G-BJCY T.67A.

Privately owned:- G-BJMR Cessna 310, G-BFJK/BGTG Aztecs, G-BFGH Cessna 337, G-AIBY Auster J/1, T7909 (G-ANON) Tiger Moth, F943 (G-BIHF) SE-5A Replica, G-TAFF Jungmann, G-ATXO SIPA 903, G-ICER Minicab, G-BAZC Robin DR.400, G-BSDL Tobago, G-BJIG T.67A, G-BAJN/OBMW AA-5s, G-BGPH AA-5B, G-AXXW/AYKT Jodel D.117s, G-AYRS Jodel D.120A, G-AYFP Jodel D.140, G-BFEB Jodel D.150, G-BBDT Cessna 150, G-BFLO Cessna 172, G-BKKO/OZOI Cessna 182s, G-ASHX/EAMI/BATV Cherokees, G-AZFT Arrow, G-CHIP Archer.

TEESSIDE MOVEMENTS - DECEMBER 1985

1 HB-LLO Cheyenne II	D-IBVO K.A.200	D-ILNY K.A.200
2 D-COMM K.A.200	G-BLTH Cessna 404	G-BAKT Jetranger
3 G-4 F-27 (Netherlands AF) G-ANUO Heron	G-BLOE Chieftain G-OMET King Air	G-DORE P.68C G-OMAV T.Squirrel
5 CS-01 HS.748 (Belgian AF)	XW236 Puma	F-GBRD King Air
6 00376 G.135 (USAF)	XS793 Andover	G-GAEL HS.125
7 F-GBRD King Air	G-PORK AA-5B	
9 F-GDCS K.A.200	G-BISU Freighter	G-BSFL Aztec
10 G-EMBE Malibu	G-WLAD BAC 1-11 (DIV)	G-BCDN F-27 (DIV)
11 PH-HET Citation	D-EECL Cessna 210	
12 G-BLDH BAC 1-11	G-OGET T.Comanche	G-OCAP Jetranger
14 G-BLUX T.67C	G-BHAW Cessna 172	
15 F-GERS K.A.200	G-WWHL K.A.200	G-HOVA Enstrom
16 OY-TON Navajo	XR810 VC-10	G-BHYW Jetranger
17 XV103 VC-10	XV108 VC-10	G-ANUO Heron

TEESSIDE MOVEMENTS (Contd.)

18 XR810 VC-10 G-AWXO HS.125 G-TRAF Dauphin
22 G-BBCN Robin DR.100 G-BHZE Archer G-BFLO Cessna 172
26 G-BDYD Rockwell 114 G-LATC Bandeirante

1st.HB-ILLO F/T Le Bourget,D-IBVO T Dusseldorf,D-ILNY T Le Bourget;2nd.D-COMM F Brussels T Munich;5th.F-GBRD F/T Le Bourget;7th.F-GBRD F Frejus T Le Bourget;11th. PH-HET F Stornoway T Southend,D-EECL F LBA T Hannover;15th.F-GERS F Le Bourget T Deauville;16th.OY-TON F/T Kristiansand.

TEESSIDE MOVEMENTS - JANUARY 1986

2 G-BFEC Aztec G-BCDA B.727 G-BAEF B.727
4 EC-DKK B.737(Spantax) G-ATPK BAC 1-11 G-AZSZ Aztec
5 PH-CHF F-28 G-BLLU Cessna 421C
6 XR808 VC-10 G-GASC Hughes 500 G-BHYW Jetranger
8 HB-VFB Learjet 35 G-WLAD BAC 1-11 (DIV)
10 XV182 Hercules D-IBVO K.A.200 G-GENE Citation
G-SCHH B.Ae.146 (DIV) G-TRAF Dauphin G-BFKJ Navajo
12 G-PUMG Super Puma
14 F-BVJK Aztec G-BADK Islander G-BTHL Chieftain
15 G-MRFB HS.125 G-EMBE Malibu
16 XR808 VC-10 G-BTHL Chieftain
18 G-BIBA Tampico G-OBMS Cessna 172
20 LN-AXA K.A.200 G-SALV King Air
21 D-COMM K.A.200 G-TISH Navajo G-BJFL S-76A
G-BJGH T.67A G-GASC Hughes 500 G-BUDG Cessna 421C
28 PH-HET Citation G-GENE Citation G-BLRK Cheyenne III
G-BIFZ P.60C G-WOSP Jetranger
29 OY-BHM Cessna 441 G-BLTO SD.3-60 (DIV) G-BLML F-27 (DIV)
30 G-ONTA Hughes 500 G-CEGB T.Squirrel G-COMM Aztec

5th.PH-CHF F Amsterdam T Rotterdam;8th.HB-VFB F Dubrovnik T Zurich;10th.D-IBVO FStrasbourg n/s T Oedheim;14th.F-BVJK F Calais T Sumburgh;20th.LN-AXA F/T Oslo; 21st.D-COMM F Birmingham n/s.

N.U.A.S.moved in from Leeming on 13/12/85 with Chipmunks WK517 and WZ878,plus 4x Bulldogs on 19/12/85,regs.unknown as yet.

OUT & ABOUT

Luton:- 16/12/85 - N664P Gulf 3,N700PM Gulf 2TT,N155C Learjet 35,VR-BHN B.727, HZ-WBT Jetstar,G-PAAL CL-601,D-ILEA Navajo,G-FEPP B.737 (Eastern Provincial), G-BLDH BAC 1-11,G-BHLF/DJMJ HS.125s,G-EMEF King Air,G-BGZP T.Otter,G-BLRK Cheyenne III,G-XMAF Gulf 3.

Luton - 22/12/85 - M1039 Gulf 2,VR-BEG B.737,9H-ABB B.737 (Air Malta),N457JA Learjet 24,4W-ACM HS.125,G-RAFF Learjet 35,EI-BNN Skyvan,XV107 VC-10,PH-AHB B.727(Air Holland).

AIRLINES REVIEW - February 1986

AIR ATLANTIQUE : as reported last month the airline has moved into Coventry, the first aircraft to arrive being Dakota 4 G-AMSV on 24 December, from Jersey. On 30 December, Dakota 6 G-AMRA arrived from Stansted, followed the day after by sistership G-AMPY and Bristol Freighter G-BISU. These flights were used to bring in office equipment, personnel and spares. Of the other Dakota's in the fleet, G-APML is currently stored engineless at Stansted, but is expected to be made airworthy and flown to Coventry by the end of January, while the aircraft used for survey work, Dakota 4 G-AMGA, is parked at Exeter, but is also expected at Coventry before the Summer for a check. It is also likely that the light aircraft operated by the airline will also be based at Coventry, namely Cessna 310's G-BBEX/BGTT/BHTV, Navajo's AYPZ and BFOM, and Golden Eagle BREF. Soon after arriving G-AMSV began a major check, while G-AMRA will continue in use as a freighter. It is reported that G-AMPY is to be painted in the livery of Northwest Orient to celebrate the 50th Anniversary of that airline introducing the type into service. The Freighter is currently the only aircraft carrying "Atlantic Air Transport" titles, as these are soon to be discontinued.

AIR LUTON : the company ceased trading on 10 January, one of their Dakota's being impounded at Luton for non-payment of landing fees. There is a possibility that Fairorks-based Topflite Aviation may take-over their operation.

AIR UK : the airline has been awarded the route licence for Southampton - Norwich/Stansted.

BRITISH AIRWAYS : the airline is currently experiencing a capacity shortfall on its long-haul Far East and Australia routes. The problem is likely to be aggravated further by the recent announcement by Boeing that further fatigue examination of Boeing 747's is needed, following the discovery of new airframe cracks in some older aircraft. The agreement with Birmingham Executive Airways, whereby the latter operated two weekday Cork services, and one Glasgow/Edinburgh service from Birmingham, has been discontinued. A short-term agreement concluded with Fairflight provided for a Short 3-30 to be used from 1 January until new schedules come into effect on 13 January. The Cork service was originally to continue using the Short 3-30, but this was deemed to be unsuitable, so from 20 January until 28 February the service is postponed. No equipment plans have been announced if the service is expected to resume in March. For the Glasgow service a 748 will be used extending the Northbound Southampton schedule to Glasgow via Birmingham and Manchester, returning direct from Glasgow to Birmingham. The schedules between Belfast, Amsterdam and Birmingham have been retimed to make a One-Eleven available for the Edinburgh/Aberdeen. The route licence Manchester to Cork has been approved, while a Manchester - Islamabad service is expected to be approved with a possible start date in June. An application has also been made for Manchester - Malaga. British Airtours are now operating 18 routes from Gatwick on behalf of BA, new routes for 1986 including a twice-weekly service to Casablanca and Tangier, and four per week to Larnaca. A Boeing 747 is expected to be leased by Airtours from BA for the Summer season to operate flights from Gatwick and Manchester. The 1986 series of Concorde/Cunard charters is expected to include three from Manchester, two from Birmingham, and one from Liverpool. Concordes operating life could be extended by a factor of 2, or fly at twice their present frequency, as a result of tests undertaken by the R.A.E. at Farnborough, where a test rig had simulated 34,000 Atlantic crossings. At the current rate of utilisation about 250 crossings per year are made. An interesting footnote to last month's report concerning the final Trident 3B operations, is that on 31 December two Trident 3B's, G-AWZO and G-AWZU were allowed to make a simultaneous parallel approach to Heathrows Runway 28L and 28R, on their respective last services, touchdowns being recorded as within one second of each other. Recent Boeing 757 deliveries include G-BIKT (23398) and G-BIKU (23399) which arrived on 1 and 7 November respectively. With the Helicopter division, S-61N G-BCEA was badly damaged at Sumburgh on 23 November when it hit a hangar while taxiing.

AIRLINES REVIEW (Contd)

BRITISH AIR FERRIES : the airline has requested the addition of Carlisle to its Channel Island licences for 1986 as well as daily frequencies for Stansted/Southampton - Guernsey/Jersey. A Saturday service linking Zurich with Jersey and Guernsey may start from May using Viscounts. Current Viscount status (mid-December) is as follows:-

G-AOHH Series 802 (162): wfu at Southend for Winter only.
G-AOHT Series 802 (168): stored at Southend.
G-AOYG Series 806 (256): leased to Guernsey Airlines in full livery.
G-AOYL Series 806 (261): based at Aberdeen.
G-AOYN Series 806 (263): based at Southend, formerly leased to Virgin Atlantic, its place being taken by G-AOYP.
G-AOYP Series 806 (265): leased to Virgin Atlantic in their livery W/F 15/12/85.
G-AOYR Series 806 (266): leased to BCAL in their livery and based at Gatwick to operate the Gatwick - Rotterdam services.
G-APEY Series 806 (382): based at EMA following its lease to Manx Airlines.
G-APIM Series 806 (412): based at Southend.
G-BLNB Series 802 (170): currently undergoing major check at Southend.
G-BLOA Series 806 (259): wfu at Southend for Winter, without titles.
G-BNAA Series 806 (311): based at Southend and retaining its Euroair livery.
G-CSZB Series 804 (248): returned to Southend from Aberdeen on 16 December; its place may be taken by G-AOYR.
G-AVJB Series 815 (375): believed stored at Southend, may be returned to service.
G-BBDK Series 808C(291): believed stored at Southend.

BRITISH CALEDONIAN AIRWAYS : the airline is continuing its dispute over the Tokyo/Seoul applications, and it has asked the C.A.A. to restrict British Airways Tokyo flights and to revoke BA's unused Seoul licence. BA continues to object to BCAL's proposal to start operating to Tokyo this year, with a frequency of three flights per week, two of which will continue on to Seoul. Later plans call for services to Osaka beginning in 1990. From 1 April additional services to Hong Kong on Mondays, Wednesdays and Saturdays will be operated by Boeing 747's.

BIRMINGHAM EXECUTIVE AIRWAYS : the Saab SF-340A G-BSFT was officially returned to the manufacturer on 13 December and the contract was terminated. It will now be used for training duties at Linköping. On 19 December Saab's Falcon 10 SE-DEK visited Birmingham to complete the formalities and collect unwanted spares. As a result sub-charters in December were still numerous. In use between 1 and 5 December was Peregrine Jetstream 31 G-BKKY, followed by Short 3-30 G-BKSU of Fairflight from 6 December until 13th, its place being taken by G-BKKY again until 20 December, when Short 3-30 G-BJLK arrived from Gatwick. This aircraft operated the services on 21st and 22nd before departing to Biggin Hill. G-BKKY operated for another day on 23rd, followed on 24 December by Short 3-30 G-BKDO which operated the Glasgow service Southbound only and the Cork services. After Christmas sistership G-BJLK positioned again from Gatwick on 27 December and stayed until 31 December, on which date the agreement with BA was terminated. Few details are available concerning the identity of the Gulfstream 1's, but the first example may be the former I.T.T. aircraft N720G (143). Although the Gulfstream 1 appears to be enjoying a new lease of life, when compared to the current generation of commuter airliners, such as the Brasilia, Dash 8 and ATR 42, it has a higher structure weight, excessive fuel consumption and relatively inefficient engines. Of the new routes, it is expected that the Amsterdam, Dusseldorf, Frankfurt and Stuttgart services will begin in April, but Swedish Government approval for the Stockholm service has yet to be given. The Zurich service will be increased to twice daily and a separate midday service will operate to Geneva. The planned programme will need five aircraft, the Copenhagen and Milan services being the most likely to utilise the Gulf 1's.

BRITISH MIDLAND AIRWAYS : a licence has been granted for the route Heathrow - Amsterdam with services beginning in April. Applications are still pending for the route Heathrow - Hanover/Berlin. Possibly as a consequence of this,

AIRLINES REVIEW (contd)

unconfirmed reports suggest that BMA are negotiating with TOA Domestic Airlines for the purchase of a used MD-81 and that the lease of the One-Eleven from Airways Cymru may be extended through the Summer. Plans for the Summer include the use of DC-9 aircraft on almost all the Jersey flights, with Belfast and Glasgow being added to the network serving Guernsey.

BRITANNIA AIRWAYS : the airline is to lease an American-registered Boeing 747 during the Summer to cover flights operated for Thomson Holidays from Gatwick and Manchester. The source of the aircraft is currently the subject of much speculation, but Northwest Orient appears to be the favourite. Possibly up to three additional Boeing 737's may also be required and may include Air Mali's aircraft, TZ-ADL. The new scheduled services to Tenerife from Manchester and Gatwick have not yet begun as Spanish Government approval has still to be obtained.

BRYMON AIRWAYS : following the acquisition of a 14% stake in the airline by British Airways, for £1.4m, and the remaining 86% being bought by Brymon's management, it has been announced that a 'significant' expansion will take place. This is likely to centre on operation from the proposed London Dockland Stolport and from Birmingham, over the next eighteen months.

CROWN AIR ECOSSE : this is the new name for the airline formed by the take-over of Air Ecosse by Crown International Airways, a subsidiary of Cayman Island based Air Group International, from Fairflight. Equipped with three Short 3-30 aircraft, the airline will continue operating the routes, Gatwick-LBA/Teesside, Aberdeen-Dundee-Manchester, Aberdeen-Wick, Belfast-Glasgow-Aberdeen, and Aberdeen-Edinburgh-EMA. An application for the route Gatwick-Dusseldorf has been made and there are plans for services to Frankfurt, Hamburg and Nice, also from Gatwick, beginning in late Spring. Other applications in hand include Dundee-Newcastle-Heathrow, and Aberdeen-Teesside; an earlier Manchester-Cork request was refused by the C.A.A. The airline's operating base is likely to remain at Aberdeen.

DAN AIR : two Boeing 727-200's may be leased during the Summer from People Express owing to the release of older Boeing 727 aircraft. Additionally, two B.Ae.146-200's are due for delivery in April and May respectively. The Bristol-Dublin service will restart in April on weekends only, but the Bristol-Cork service has been abandoned indefinitely. The three remaining B.Ae.146-100 aircraft are currently based at Gatwick, Newcastle and Teesside, the fourth aircraft G-BRIS having been returned to B.Ae. on 15 November. The Teesside based aircraft now operates Teesside-Newcastle-Amsterdam-Newcastle-Teesside on weekdays, but Teesside-Amsterdam only at weekends. Following on from last months report, Boeing 727-46 G-BAFZ (18877) has been sold to the Aeron Corp. for lease to Avianca, but is expected to return in May and stay until November. Delivered from Lasham on 19 November, Boeing 727-217 G-BKAG (21055), has also been leased to Sun Country Airlines. The B.Ae.748 G-BEKD (1544) formerly only leased to Air Condal as EC-DFP, has now been sold outright, and has been joined by sistership G-ARRW (1549).

JERSEY EUROPEAN AIRWAYS:- The Birmingham - Belfast Harbour services were due to start on 3rd February following problems getting the Bandeirantes into service. Schedules are twice daily each weekday, JY 401/2, 0905/0925 and JY 403/4 1820/1840, with JY 405/6, 1120/1140 on Saturdays, and JY 407/8, 1650/1710 on Sundays. New applications include Exeter - Southampton and Jersey - Bournemouth, while services from Shoreham are to be discontinued as the runway there is too short for Bandeirante operations. The applications for Exeter - Blackpool/I.O.M. were successful.

MONARCH AIRLINES:- Three Boeing 737-300 aircraft are to be leased from Guinness Peat Aviation for delivery in March and April, for a period of five years. The 1986 fleet will consist of four Boeing 757s, four Boeing 737-200s, and three Boeing 737-300s, but at the end of 1986, one or two of the Boeing 737-200s may be released for sale.

AIRLINE REVIEW (Contd.)

TRADEWINDS:- A wholly owned subsidiary of Lonhro, this all-cargo airline ceased trading on 3rd January and is offering its two Boeing 707s for sale; a third 707 was leased. The company said that it had been influenced by over-capacity in the U.K. cargo charter market, fierce competition from recently founded airlines in the Third World, and the need to modify its 707s or to purchase new aircraft in order to meet the new noise regulations now effective in the U.K. Fellow Lonhro company Trans Arabian are already operating the Khartoum service, but has the advantage of using Sudan-registered DC-8s rather than U.K.-registered aircraft. During the final days of operation, Boeing 707-323C, G-EAIL (18690) flew its last service from Lagos to Gatwick, via Las Palmas, on 31st December prior to positioning to Lasham on 6th January. On 31st December Boeing 707-323C, G-BFEO (18691) arrived at Gatwick from Lagos via Las Palmas having operated a cargo charter on behalf of Gas Air. It also positioned to Lasham on 3rd January. The third aircraft, Boeing 707-321C, G-TRAD (18717) leased from Greyhound Finance, was to have operated a Gatwick-Chicago charter on 14th December. However, it had to abort its take-off run due to engine trouble, the same thing happening again on 15th. Following repairs to the defective engine by Aer Lingus the aircraft also ferried to Lasham on 10th January. Prior to the cessation of trading a fourth aircraft, Boeing 707-321C G-BFZF (18718) was being prepared for lease from Greyhound Finance, at Lasham, and was to have been re-registered G-GNGH when ready.

TRIPS

1. Sunday - 20th April 1986

Duxford Museum - including the newly - opened "Superhangar" and workshop visits. Travel details yet to be finalised, but depart Leeds area at approx. 0830 hrs, collections at other places on the day will be dependant on time available. Cost approx. £6 + entrance fee.

Members wishing to reserve places on this trip must contact John Lloyd-Martin as soon as possible.

2. Friday - 16th May 1986

C.A.A. Fire School at Teesside Airport.

To depart LBA approx. 0815 hrs, to be at Teesside by 10.00 hrs for organised trip, lunch available at £1-70, if required.

Cost approx. £6, please contact John Lloyd-Martin to reserve your place.

"Your attention Please. The Guernsey Society of Aviation Enthusiasts are pleased to announce the arrival of year 19 of their journal 'Channel Islands Aviation News'.

As well as detailed C.I. movements, news and overflights Southampton & Shoreham movements are also covered in detail with Heathrow highlights.

Our roving reporter sends reports from various Middle East points and Canada, and other aviation articles are also published as space and time allow.

Cost is only £4-25 pa for 20+pages of duplicated A4.

For sample send 25p to - Dave Bougourd, C'an Pastilla, 5 Rue du Douit, Marais Lane, Vale, Guernsey CI."

UNITED STATES DEPARTMENT OF DEFENSE AIRCRAFT DESIGNATION SYSTEM Martin Powell

Since 1919 the United States Armed Forces have operated various designation systems for their aircraft, engines, weaponry and electronic systems with the individual designation indicating the role, manufacturer and variant. In 1962 when Robert Macnamara was Secretary of State for Defence service commonality was the order of the day an integrated system was introduced; and in this article we will summarise the system in use since that time and list the aircraft designations used to date.

The new system is basically the Air Force system introduced in 1948 with additional designations to cover Navy roles such as Antisubmarine and Patrol not accommodated by the Air Force system. The U.S. Army operated a separate system from 1956 to 1962 which along with the totally different system used by the Navy and Marine Corps was superseded by the new one in 1962. Current Air Force aircraft retained their designation and Navy and Army machines received new ones although as far as possible the new designation was similar to the old one e.g. the F8U-1P became the RF-8A. The basic designation consists of a basic mission and type symbol and a design number e.g. F-4 = Fighter design number 4.

Basic Mission and Type symbols are:-

A Attack	B Bomber	C Cargo/Transport	E Special Electronics
F Fighter	H Helicopter	K Tanker	M Missile
O Observation	P Patrol	R/S Reconnaissance/Strike	
S Antisubmarine	T Trainer	U Utility	V VTOL and STOL
X Research	Z Airship (Obsolete)		

The designations H, V, and Z are always prefixed with a single basic or modified mission symbol. The symbol K has not been used in isolation and R/S only once as a continuation of the 'B' series (see later).

Prefixing the basic Mission and Type symbol there may be a Modified Mission Symbol e.g. RF-4 = a Reconnaissance version of the fourth fighter design.

Modified Mission Symbols are:-

A Attack	C Cargo/Transport	D Drone Director	E Special Electronics
H Search & Rescue	K Tanker	L Cold Weather	M Missile Carrier
Q Drone	R Reconnaissance	S Antisubmarine	T Trainer
U Utility	V Staff Transport	W Weather	

A further prefix that may be used is a status prefix symbol where the aircraft is involved in experimental or test work e.g. NKC-135 = 135th design cargo aircraft with tanker capability assigned for permanent special tests.

Status Prefix Symbols are:-

G Permanently grounded	J Special Test, temporary	N Special Test, permanent
P Piloted (Drone)	X Experimental	Y Prototype
Z Planning		

After the design number comes the series symbol which is assigned to each series change of a specific design; A is the first series, B is the second and so on but omitting the letters I and O, e.g. F-4E = 5th series of the fourth fighter design.

The next item in the designation is the block number indicating the production block number. The first block is 01, the second is 05, the third 10, continuing in multiples of five with intermediate numbers reserved for field modifications, e.g. F-104A-25 = 6th block of F-104A. Unfortunately the various manufacturers do not always obey the rules, the F-4 Phantom II blocks for example start at 1 and run consecutively to 69 with no gaps.

The final part of the designation is the manufacturers code, e.g. -MC = McDonnell. This concludes the designation of the aircraft and this can be found on the data panel on the aircraft together with the full serial. A full blooded example is 63-7760 GRF-4C-19-MC, a McDonnell built Reconnaissance Fighter of the fourth design, third series and nineteenth production block, permanently grounded.

Manufactures codes include:-

AD Aero Commander	AE Aeronca	BH Beechcraft
BF Bell Helicopters	BC Bell Aersystems	BN Boeing, Renton
BO Boeing, Seattle	BV Boeing (Vertol)	BW Boeing, Wichita
CE Cessna	CF General Dynamics	CO General Dynamics, San Diego
CV Chance Vought	Fort Worth	DH de Havilland, Canada
DM Doman	DL DouglasLong Beach	DO Douglas, Santa Monica
FA Fairchild	GO Goodyear	GT Grand Central
GR Grumman	GY Gyrodene	HE Helio
HI Hiller	HP Handley-Page	HS Hawker-Siddeley
HU Hughes	KA Kaman	LM Lockheed, Marietta
LO Lockheed, Burbank	MA Martin, Baltimore	MD Martin, Denver
MF Martin, Orlando	MC McDonnell	ND Noorduyn
NA North American,	NH North American,	NI North American, Downey
Inglewood	Columbus	NO Northrop
PA Piper	PI Piasecki	RE Republic
RY Ryan	SW Schweizer	SI Sikorsky
TA Taylorcraft		

We list below the basic types used since the inception of the system in 1962 but we will restrict the list to the basic mission and type symbol and design number unless there are noteworthy changes in the designation. When the system was introduced new series of design numbers were started incorporating the Naval Aircraft and new designs but the helicopters and trainers did not like having low numbers and reverted to the earlier series.

There are several examples of misnumbering, often to accommodate manufacturers, e.g. KC-10, to confuse, e.g. U-2, or just errors, e.g. AV-8 & SR-71, but we will deal with these as they arise - one final point, the Department of Defense is superstitious and now avoids design number thirteen.

UNITED STATES DEPARTMENT OF DEFENSE AIRCRAFT DESIGNATION SYSTEM - ALLOCATIONS

A-1	Douglas Skyraider	ex AD (abbreviated A1D)
A-2	North American Savage	ex AJ-1
A-3	Douglas Skywarrior	ex A3D
A-4	Douglas Skyhawk	ex A4D
A-5	North American Vigilante	ex A3J
A-6	Grumman Intruder	ex A2F
EA-6B	Grumman Prowler	
A-7	L-T-V Corsair II	
AV-8	BAe/McDonnell Douglas Harrier	correct designation is A-8
A-9	Northrop AX aircraft	unsuccessful contender with A-10
A-10	Fairchild Thunderbolt II	
A-26	Douglas Invader	B-26K used in Viet-Nam redesignated as U.S. Congress prohibited use of bombers in early part of war
A-37	Cessna Dragonfly	Attack version of T-37--also known as AT-37
B-25	North American Mitchell	
B-26	Douglas Invader	was A-26 prior to 1947, B-26 used by Martin Marauder prior to that date
B-29	Boeing Superfortress	
B-45	North American Tornado	
B-47	Boeing Stratojet	
B-50	Boeing Superfortress	
B-52	Boeing Stratofortress	
B-57	Martin Canberra	
B-58	General Dynamics (Convair) Hustler	
B-66	Douglas Destroyer	NB-66D to X-21A
B-70	North American Valkyrie	

ALLOCATIONS (Contd.)

B-71	Lockheed 'Black Bird' redesignated RS-71 but President Johnson announced it as the SR-71 and the President is always right!	
B-1	Rockwell strategic bomber	
C-45	Beechcraft Expeditor (Model 18)	Navy aircraft ex SNB
C-46	Curtiss Commando	
C-47	Douglas Skytrain (DC-3)	Navy Aircraft ex R4D
C-54	Douglas Skymaster (DC-4)	Navy Aircraft ex R5D
C-97	Boeing Stratofreighter	KC-97 Tanker version
C-117D	Douglas 'Super DC-3'	ex Navy R4D-8
C-118	Douglas Liftmaster (DC-6A)	Navy aircraft ex R6D
C-119	Fairchild Flying Boxcar	AC-119G 'Shadow'gunship conversion AC-119K 'Stinger'gunship conversion
C-121A	Lockheed Constellation (L-749)	also VC-121B
C-121C	Lockheed Super Constellation (L-1049)	Navy R7V to C-121G/J Navy WV-2 to EC-121K/L/M Navy WV-3 to WC-121N
C-123	Fairchild Provider	
C-124	Douglas Globemaster II	
C-130	Lockheed Hercules	Navy GV-1U to C-130F, GV-1 to KC-130F
C-131A	Convair Samaritan (Cv-240)	
C-131B	Convair Samaritan (hybrid 240/340)	
YC-131C	Convair 340 with Allison YT56 engines	
C-131D	Convair 340	Navy R4Y-1 to C-131F (some modified to 440 std)
C-131E	Convair 440	Navy R4Y-2 to C-131G (ex Air Force C-131E) conversions from C-131A, D & E
C-131H	Convair 580	
C-133	Douglas Cargomaster	
KC-135	Boeing Stratotanker (model 717)	} Some 40 different designations used
C-135	Boeing Stratolifter (model 717)	
RC-135	Boeing Stratotanker (model 739)	
VC-137	Boeing 707-VC-137A is 707-153, converted to VC-137B; VC-137C is 707-353B;	
C-140	Lockheed Jetstar	
C-141	Lockheed Starlifter	
XC-142	L-T-V VTOL research transport	
C-1	Grumman Trader	ex Navy TF-1
C-2	Grumman Greyhound	
VC-3	Martin 404	ex RM-1
C-4	Grumman Academe (Gulfstream 1)	
C-5	Lockheed Galaxy	
VC-6	Beechcraft King Air 90 (one only)	
C-7	DHC.4 Caribou	ex AC-1 and CV-2
C-8	DHC.5 Buffalo	ex AC-2 and CV-7
C-9	McDonnell Douglas Nightingale (DC-9)	Navy C-9B is Skytrain II
C-10	Handley-Page Jetstream	cancelled following liquidation of manufacturer
KC-10	McDonnell Douglas Extender (DC-10)	
VC-11	Grumman Gulfstream 2 (one only)	USCG
C-12	Beechcraft Super King Air 200	Huron in US Army service
YC-14	Boeing AMST	} programme cancelled
YC-15	McDonnell Douglas AMST	
C-16	nothing known	
C-17	McDonnell Douglas CX transport	
C-18	Boeing 707	second-hand aircraft for USAF Systems Division for New York ANG - cancelled
C-19	Boeing 747	
C-20	Grumman Gulfstream 3	
C-21	Learjet 35	
C-22	Boeing 727	second-hand aircraft for USAF AFSC/ASD

ALLOCATIONS (Contd)

C-23A	Shorts Sherpa	USAFE
UC-23B	Shorts 330	second-hand aircraft for US Army
UC-27	Fokker F-27 Friendship	one second-hand aircraft for US Navy
		NATC two new aircraft purchased for
		US Army's 'Golden Knights' parachute
		team in 1985
UC-880	Convair 880	one second-hand aircraft for US Navy
		NATC- used as tanker in F-18
E-1	Grumman Tracer	development programme
E-2	Grumman Hawkeye	ex Navy WF
E-3	Boeing Sentry (model 707-E3A)	ex Navy W2F
E-4	Boeing 747-E4	development aircraft ex EC-137D
YE-5	Windecker Eagle	Airborne Command Post
E-6	Boeing 'Tacamo' (model 707 development with CFM - 56 engines)	research aircraft
F-80	Lockheed Shooting Star	for US Navy
F-84G	Republic Thunderjet	
F-84F	Republic Thunderstreak	
RF-84F	Republic Thunderflash	
F-86	North American Sabre	
F-89	Northrop Scorpion	
F-100	North American Super Sabre	F-100B to YF-107A-cancelled 1957
F-101	McDonnell Voodoo	
F-102	Convair Delta Dagger	
F-104	Lockheed Starfighter	
F-105	Republic Thunderchief	
F-106	Convair Delta Dart	
F-110	McDonnell Phantom II (Air Force)	re-designated F-4
F-111	General Dynamics TFX	Strategic bomber version FB-111A-
		irregular designation
EF-111A	General Dynamics Raven	conversions of F-111A by Grumman
F-1	North American Fury	ex Navy FJ-3 & 4
F-2	McDonnell Banshee	ex Navy F2H
F-3	McDonnell Demon	ex Navy F3H
F-4	McDonnell Phantom II	
F-5	Northrop Freedom Fighter/Tiger	
F-5E	Northrop Tiger II	
F-5G	Northrop Tigershark	re-designated F-20A
F-6	Douglas Skyray	ex Navy F4D
YF-7	Convair Sea Dart	ex Navy YF-2Y
F-8	Chance Vought Crusader	ex Navy F8U
DF-9E	Grumman Panther	ex Navy F9F-5
F-9E	Grumman Cougar	ex Navy F9F-6
F-10	Douglas Skynight	ex Navy F3D
F-11	Grumman Tiger	ex Navy F11F
F-12	Lockheed A.12	
F-14	Grumman Tomcat	
F-15	McDonnell Douglas Eagle	
F-16	General Dynamics Fighting Falcon	
YF-17	Northrop Cobra	
F-18	McDonnell Douglas Hornet	also F/A -18
F-19	Lockheed 'Stealth' Fighter ??????	
F-20	Northrop Tigershark	ex F-5G
F-21	IAI Kfir	
H-13	Bell 47 Sioux (Army)	Navy aircraft ex HTL & HUL
H-19	Sikorsky S-55 Chickasaw (Army)	Navy aircraft ex HRS & HO4S
H-21	Piasecki (Vertol) Workhorse (Air Force) or Shawnee (Army)	
H-23	Hiller Raven	Navy aircraft ex HTE
H-25	Piasecki (Vertol) Retriever	Navy aircraft ex HUP

ALLOCATIONS (Contd)

XH-33	Bell Model 200 Convertiplane	re-designated XV-3
H-34	Sikorsky S-58 Choctaw (Army)	Navy aircraft ex HUS Seahorse (USMC) ex HSS-1 Seabat (USH)
H-37	Sikorsky S-56 Mojave (Army)	
H-41	Cessna Seneca	
H-43	Kaman Huskie	Navy aircraft ex HOK, HTK, HUK
H-46	Vertol (Boeing) Sea Knight	ex HRB
H-47	Vertol (Boeing) Chinook	
H-50	Gyrodyne DASH (drone)	
XH-51	Lockheed Aerogyro	
H-52	Sikorsky S-62 Seaguard (USCG)	
H-53	Sikorsky S-65 Sea Stallion (USN & USMC)	Air Force aircraft known unofficially as 'Super Jolly'
H-53E	Sikorsky S-65 'Super Stallion' (three engines)	
H-54	Sikorsky S-64 Tarhe	
H-55	Hughes 269 Osage	
H-56	Lockheed Cheyenne	
H-57	Bell 206A Sea Ranger (USN)	
H-58	Bell 206A Kiowa (Army)	
H-59	Sikorsky S-69	
H-60	Sikorsky S-70 Blackhawk (Army) & Seahawk (USN)	
H-61	Boeing-Vertol UTTAS & LAMPS contender (won by H-60)	
H-62	Boeing-Vertol 301	cancelled 1974 - may be reinstated
H-63	Bell 409 - AAM contender lost to H-64	
H-64	Hughes Apache	
H-65	Aerospatiale Dolphin (Dauphin 2)	
UH-1	Bell 204 Iroquois (Army)	UH-1A, B, C, M (Army), UH-1F (Air Force) UH-1E (USMC), HH-1L, TH-1L (USN) also UH-1H also AH-1Q, AH-1R & AH-1S also AH-1T
UH-1D	Bell 205 Iroquois (Army)	
AH-1G	Bell 209 Huey Cobra (Army)	
AH-1J	Bell 209 Sea Cobra (USMC)	
UH-1N	Bell 212 'Twin Huey'	
H-2	Kaman Seasprite	ex Navy HU2K
H-3A	Sikorsky S-61 Sea King (Navy)	ex Navy HSS-2, also D, G, & H CH-3B, C, E, (Air Force) HH-3E (Air Force - 'Jolly Green Giant') HH-3F Pelican (USCG)
H-4	Bell 206 - LOH contender - later developed as Bell 206A Jet Ranger	
H-5	Fairchild Hiller FH, 1100 - LOH contender	
H-6	Hughes 369H Cayuse - successful LOH contender	
O-1	Cessna Bird Dog	ex L-19, OE
O-2	Cessna 337 Super Skymaster	
YO-3	Lockheed Q-Star	development of QT2 (Quiet Thrust two seater)
P-1	Not used	
P-2	Lockheed Neptune	ex Navy P2V
P-3	Lockheed Orion	ex Navy P3V
P-4	Convair Privateer	ex Navy P4Y
P-5	Martin Marlin	ex Navy P5M
S-1	Not used	
S-2	Grumman Tracker	ex Navy S2F
S-3	Lockheed Viking	
T-1	Lockheed Seastar	ex Navy T2V
T-2	North American Buckeye	ex Navy T2J
T-28	North American Trojan	
T-29	Convair Flying Classroom (Cv-240)	
T-33	Lockheed Shooting Star / 'T-Bird'	Navy aircraft ex TV-2
T-34	Beech Mentor	
T-34C	Beech Turbo-Mentor	
T-37	Cessna Tweety Bird	YAT-37D to YA-37A

ALLOCATIONS (Contd.)

T-38	Northrop Talon	
T-39	North American Sabreliner	
T-41	Cessna Mescalero (172)	
T-42	Beechcraft Cochise (Baron)	
T-43	Boeing 737	
T-44	Beechcraft King Air B90	
T-45	BAe Hawk	
T-46	Fairchild FGT	
T-47	Cessna Citation 552	
U-1	DHC.3 Otter	Navy aircraft ex UC
U-2	Lockheed	
U-2R	Lockheed	Larger version of earlier U-2-25(?) built new production aircraft with updated systems known as TR-1(Tactical Reconnaissance 1)-the prototype is the ER-2(Earth Resources 2) for NASA
U-3	Cessna Blue Canoe (310)	ex L-27
U-4A	Aero Commander 560 (Air Force)	ex L-26B
U-4B	Aero Commander 680 (Air Force)	ex L-26C
U-5	Helio Twin Courier	evaluation only-later aircraft reportedly used by CIA/Air America in S.E.Asia
U-6	DHC.2 Beaver	ex L-20
U-7	Piper Super Cub	ex L-21
U-8	Beech Seminole (Twin Bonanza)	ex L-23
U-8F	Beech Seminole (Queen Air 65)	ex L-23F
U-9	Aero Commander (Army)	YU-9A Model 520; U-9B 560A; U-9C & D 680; ex L-2
U-10	Helio Super Courier	ex L-28
U-11	Piper Aztec	ex Navy UO
U-12	to U-15 Not used	
U-16	Grumman Albatross	ex Air Force SA-16, Navy UF
U-17	Cessna 185	U-17C is Cessna 180
U-18	Ryan Navion	ex L-17
U-19	Stinson Sentinel	ex L-5
U-20	Cessna 195	ex LC-126
U-21	Beech Ute (King Air 65-A90)	hybrid Queenair/King Air (unpressurised)
U-21F	Beech Ute (King Air A100)	
RU-21J	Beech Ute(Super King Air A200)	Battlefield surveillance version
QU-22	Beech Bonanza 36	Surveillance drone
U-23	Fairchild Peacemaker (Heli-Porter)	
U-24	Helio Stallion	
U-25	Daussault Guardian (Falcon 20G)	
OV-1	Grumman Mohawk	ex AO-1
CV-2	DHC.4 Caribou	ex AC-1, to C-7
XV-3	Bell 200	ex XH-33
XV-4	Lockheed Hummingbird	ex VZ-10
XV-5	Ryan Vertifan	ex VZ-11
XV-6	Hawker-Siddeley Kestrel	ex VZ-12
CV-7	DHC.5 Buffalo	ex AC-2, to C-8
XV-8	Ryan Fleep	
XV-9	Hughes 305	
OV-10	North American Bronco	
XV-11	Parsons Marvel (Boundary layer control development Machine)	
OV-12	Fairchild - Hiller Heli-Porter (Cancelled - see U-23)	
XFV-12	Rockwell - Advanced-technology prototype V/STOL fighter	
V-14	Nothing Known	
XV-15	Bell 301	

ALLOCATIONS (Contd)

V-16	& V-17	Nothing known	
UV-18		DHC.6 Twin Otter	
V-19		Nothing known	
UV-20		Pilatus Turbo-Porter	
X-7		Lockheed (High altitude unmanned ramjet test bed)	
X-13		Ryan Verijet	
X-15		North American (Hypersonic high altitude research aircraft)	
X-19		Curtiss-Wright 200	
X-20		Boeing DynaSoar	
X-21		Northrop (conversion of WB-66D)	
X-22		Bell D2127	
X-23		Martin SV.5D	
X-24		Martin SV.5P	
X-25		Bensen B.8M	
X-26		Schweizer/Lockheed (modified SGS.2-32 sailplane)	
X-27		Lockheed Jancer (cancelled)	
X-28		Pereira Osprey	
X-29		Grumman FSW	
EZ-1		Goodyear Reliance	ex Navy ZPG
SZ-1		Goodyear Seafarer	ex Navy ZPG

Two primary sources used in the preparation of this article and recommended for further study are:-

United States Department of Defence Designation System' by Peter Berry and Donald S.Smith (Air Britain) 1st edition 1963, 2nd edition 1966 (out of print).

'U.S. Military Aircraft Designations and Serials since 1909' by John M.Andrade (Midland Counties Publications) published 1979.

Further references are 'United States Military Aircraft since 1909' and 'United States Naval Aircraft since 1911' both by Gordon Swanborough and Peter M.Bowers and published by Putnam; two works by the Merseyside Aviation Society, 'United States Air Force Serials' and 'United States Navy Serials'; and from Midland Counties Publications 'United States Military Aviation; The Air Force' by Robert J.Archer

Magazines referred to include Aviation News, Flight International, Air-Britain News, and British Aviation Review (British Aviation Research Group).

The writer would be pleased to hear from anyone who can fill in any of the gaps in the listings or who wishes to argue.

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Blackburn
February 1986

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