

AIR YORKSHIRE



VOLUME 13 No 2

(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1987

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:- Roy Lyman, 19 Highwood Grove, Moortown, Leeds LS17 6EP Tel. 680994
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing 14.30 hrs.

MARCH 1st : Brian Rapier - Air Historian, author of "White Rose Base" and the latest in the Ian Allan series "Halifax at War".
APRIL 5th : Annual Recognition Competition for the Yorkshire Post Trophy.
MAY 3rd : Steve Rigg - Airlines of the Eighties.
JUNE 7th : A.G.M. - film and bookstall.
(JUNE 14th : Church Fenton, SSAFA Air Display).
JULY 5th : Malcolm MacLean - Manchester Airport slides.
AUGUST 2nd : Mike Willingale - with videos and slides (Details to follow).

EDITORIAL

Thanks must go to Chris Harper and Roger Fozzard for formulating and presenting last month's meeting, the hard work put into it was apparent, and thankfully we have the second part of the programme to come in the future.

Don't forget to come to the April meeting, the Annual Recognition Competition sounds a bit formidable, but I can assure you, the majority of members manage a particularly low score (yours truly included), and I can recommend it as one of the most enjoyable meetings of the year.

Once again we have a "slimline bulletin", only one member has answered my request for interesting anecdotes of their spotting trips (thanks David), surely somebody has been somewhere and seen something that is of interest to our membership. Don't be shy, don't be embarrassed, I will edit it and even print 'Anon' at the bottom, if you wish.

CREDITS

T.W. Sykes
D. Walker

D. Elam
W.K. Jordan.

S.W. Rigg

A. Lee

A. Heeley

LEEDS/BRADFORD MOVEMENTS - JANUARY 1987

1	G-BJCV Boeing 737	0717	G-BMAW Friendship	1927
	G-BJCV Boeing 737 n/s	2312 0829(2)		
2	G-BMZY King Air 200	0947 1726	G-BPLC King Air 200 n/s	1229
	G-BMYS Cessna 172	1237 1353	G-STAT Cessna 206 n/s	1300 0834(3)
	G-IFTD Cessna 404 n/s	1313 1804(6)	G-BJXJ Boeing 737	1341 1448
	G-BIZZ Citation n/s	1652 1452(3)	<u>EC-DYZ Boeing 737</u>	1732 1838
	G-BKHE Boeing 737	1827 2014	G-BAZH Boeing 737 n/s	2157 0810(3)
3	G-TEES Cessna 152	1039 1139	G-BHAY Arrow	1131 1526
	G-BJYD Cessna 152	1328 1415	G-WEND Arrow	1346 1541
	G-BAMM Cherokee	1442 1546	G-BAZH Boeing 737 n/s	2123 0906(4)
4	G-BIZZ Citation	1113 1254	G-BJCU Boeing 737	1333 1507
	G-BJCU Boeing 737 n/s	2059 0805(5)		
5	G-POON Twin Squirrel	1129 1151	G-AZEG Cherokee	1410 1746
	G-BHLC King Air 200	1500 1547	G-BJCU Boeing 737 n/s	2048 0831(6)
6	G-NUIG King Air	0857 1054	G-BEUX Cessna 172	1000 1519
	G-CHDI Cessna 414A	1042 1346	G-CALL Aztec	1120 1539
	G-AWAI Baron	1215 1321	G-JAJV Partenavia P.68C	1428 1627
	G-NUIG King Air	1509 1620	G-JLCO Twin Squirrel n/s	2022 0846(7)
	G-BGNW Boeing 737 n/s	2112 0958(7)		
7	G-BLDE Boeing 737	1001 1035	G-OLLY Chieftain	1007 1519
	G-TEES Cessna 152	1045 1124	G-BLDE Boeing 737	1541 1628
	G-IBCA King Air 200 n/s	1643 1816(8)	G-BHYP Cessna 172	1708 1757
	G-MARR Cessna 421C	1737	G-BFYE Robin HR.100	1743 1840
	G-BGNW Boeing 737 n/s	2111 0725(8)		
8	G-BBYS Cessna 182	0939 1105	<u>F-GEBH Cheyenne</u>	0954 1053
	G-BMEY Saratoga	1108 1447	G-TEES Cessna 152	1145 1236
	G-BGNW Boeing 737	1402 1513	G-RUIA Cessna 172	1445 1539
	G-BGNW Boeing 737 n/s	2113 1004(9)	<u>OD-AGO Boeing 707(DIV)</u> n/s	2151 0932(18)
9	G-FISH Cessna 310	1153 1704	<u>F-GEBH Cheyenne</u>	1234 1317
	G-BKHF Boeing 737	1821 2020	G-BGNW Boeing 737 n/s	2145 0832(10)
10	G-BGNW Boeing 737 n/s	2138 0837(11)		
11	G-BPCH King Air 300	1000 1723	G-BGYJ Boeing 737	1402 1506
	G-INMO Navajo n/s	1838 1733(12)	G-BGYJ Boeing 737 n/s	2102 0903(12)
12	<u>PH-JDV Cheyenne III</u>	0900 1547	<u>D-IAEC Citation</u>	1426 1923
	<u>N263C Gulfstream III</u>	1727 1747	G-NEWR Chieftain n/s	1836 1317(15)
	G-BIZZ Citation n/s	1906 0735(19)		
13	G-BFVP Aztec	1344 1436	G-BHMY F-27 (DIV)	1547 1720
	G-BCDN F-27 (DIV) n/s	1949 ? (14)	G-AVMO BAC 1-11 (DIV) n/s	2157 1721(14)
14	G-UBHL King Air 200	0817 1451	G-BLLC King Air 200	1110 1513
	XR507 Wessex	1527 1535	<u>N263C Gulfstream III</u>	1643 1704
15	G-BWMP Commander 695A	0959 1526	G-BBNT Chieftain	1903 1957
16	G-AZRR Cessna 310	1036 1112	G-BKHE Boeing 737	1957 2117
	G-BMMZ Boeing 737 n/s	2138 0804(17)		
17	G-MARR Cessna 421C	1407 1426	G-BMAI DC-9	1732 1752
	<u>N9719N Partenavia P68TC</u>	1830 1232(21)	G-LEAR Learjet 35	2031 2103
	G-BMMZ Boeing 737 n/s	2136 0810(18)		
18	G-BGYL Boeing 737	1333 1504	G-BGYL Boeing 737 n/s	2050 0804(19)
19	G-NEWR Chieftain	0822 0909	G-BGYL Boeing 737	2042 2121
	G-NEWR Chieftain n/s	2117 1459(20)		
20	G-BPCH King Air 300	1014 1213	G-BIZZ Citation n/s	1411 1205(21)

LEEDS/BRADFORD MOVEMENTS (Contd.)

21	G-STAN F-27 (DIV)	0802 0817	G-BCDO F-27 (DIV)	0830 1005
	G-HIGS Cessna 404 (DIV)	0959 0841(22)	G-BGYL Boeing 737	1010 1059
	G-TAPE Aztec	1203 1653	G-BHMY F-27 (DIV)	1936 2003
	G-BIZZ Citation n/s	2041 0956(22)	G-BGYL Boeing 737 n/s	2046 0720(22)
22	G-NEWB Chieftain	0829 1356	G-TAPE Aztec	1028 1526
	G-BGYL Boeing 737	1353 1541	G-BMAC DC-9	1524 1559
	G-BIZZ Citation	1604 1629	G-BHNI Cessna 404 n/s	1713 1322(24)
	G-BLOE Chieftain	1732 1746	G-VRES K.A.200 (DIV) n/s	1808 0714(23)
	G-BMAC DC-9	1811 1859	G-HOPP SF.340 (DIV)	1821 2133
	G-LEGS SD.3-60 (DIV)	1845 1945	G-AWVZ BAC 1-11 (DIV) n/s	1849 1013(23)
	G-FTAX C.421C (DIV) n/s	1918 0842(23)	<u>EI-ASA B.737 (DIV)</u>	1923 2311
	G-WACK SD.3-60 (DIV)	1926 2209	G-JGCL C.414A (DIV) n/s	1932 1111(23)
	G-OSEA BN-2 (DIV) n/s	1936 1034(23)	<u>EI-BEK SD.3-60 (DIV)</u>	1940 2320
	G-AVMZ BAC 1-11 (DIV)	1944 2128	G-ROLF PA-32R (DIV)	1948 2035
	G-BBMF BAC 1-11 (DIV) n/s	1952 1120(23)	<u>D-IKCC King Air (DIV)</u>	1952 2143
	G-AVMY BAC 1-11 (DIV) n/s	2013 1230(23)	G-AVGP BAC 1-11 (DIV) n/s	2019 1009(23)
	G-BGJM B.737 (DIV) n/s	2033 0942(23)	G-AVMX BAC 1-11 (DIV) n/s	2043 ?
	G-WLAD BAC 1-11 (DIV) n/s	2058 0811(23)	<u>EI-BEL SD.3-60 (DIV)</u>	2112 2148
	G-BKMX SD.3-60 (DIV)	2117 2151	G-AXOX BAC 1-11 (DIV) n/s	2122 1057(23)
	G-BMLC SD.3-60 (DIV)	2132 2233	G-CITY PA-31 (DIV)	2137 2258
	G-BGYL Boeing 737 n/s	2140 0835(23)	G-BMAE F-27 (DIV) n/s	? 0744(23)
	G-BCWA BAC 1-11 (DIV) n/s	2159 1133(23)	G-LEGS SD.3-60 (DIV) n/s	2206 0706(23)
	G-BNAT King Air (DIV)	2215 2314	G-RMSS SD.3-60 (DIV)	2222 2317
	G-BGKF BAC 1-11 (DIV) n/s	2227 1104(23)	G-BLKB B.737 (DIV) n/s	2235 1110(23)
23	G-BWMP Commander 695A	0747 0819	G-WACK SD.3-60 (DIV)	0814 1113
	G-BMAR SD.3-60 (DIV)	0846 1115	G-BEEO SD.3-30 (DIV)	0858 0924
	<u>EI-BEK SD.3-60 (DIV)</u>	0905 0935	G-BMAC DC-9	1024 1226
	G-DAFS Cessna 404 n/s	1330 1301(25)	G-BMNW Chieftain	1545 1717
	G-BWMP Commander 695A	1744 1755	G-BJCU Boeing 737	1914 2023
	G-BGYL Boeing 737 n/s	2031 0800(24)		
24	G-BKSO Cessna 421C n/s	1003	G-YIII Cessna 150	1428 1513
	G-BHCP Cessna 152	1503 1553	<u>HB-GHO King Air</u>	1657
	G-BGYL Boeing 737 n/s	2131 0811(25)		
25	G-AVRN Boeing 737	1338 1510	G-NHRH Cherokee n/s	1401 1256(31)
	G-ATKU Cessna 172 n/s	1651 1246(28)	G-BIZZ Citation n/s	1741 0800(26)
	G-BMAB DC-9 n/s	2101 1849(27)	G-AVRN Boeing 737 n/s	2202 0755(26)
26	G-BWMP Commander 695A	0930 1533	G-MARR Cessna 421C n/s	1246 1725(28)
	G-BIZZ Citation n/s	1724 1051(27)	G-BLOE Chieftain	1826 2145
	G-AVRN Boeing 737	2032 2105		
27	G-BAVZ Aztec	0914 1008	G-BCWM Jetranger	1149 1237
	G-ONOR Cessna 425	1215 1511	G-TEES Cessna 152 n/s	1541 1557(28)
	G-BCXB Rallye	1542 1621	G-BRYL Agusta A.109 n/s	1649 ?
	G-BMAA DC-9 n/s	2058 ?	G-YIII Cessna 150 n/s	2128 0828(28)
28	G-BJCU Boeing 737	0931 1022	G-SHIV Cougar	1116 1539
	G-AZLH Cessna 150	1230 1402	G-BCXB Rallye	1447 1557
	G-EDUM Cessna 150 n/s	1547 0925(29)	G-BAVZ Aztec	1821 1838
	G-BJCU Boeing 737 n/s	2123 0729(29)		
29	G-FISH Cessna 310	0735 0826	<u>OY-BTR King Air 200</u>	0737 0914
	G-BGJG B.737 (DIV)	0908 1023	G-AVMN BAC 1-11 (DIV)	0934 1937
	G-BBCC Aztec	1013 1500	G-AZLH Cessna 150	1124 1409
	G-BGJG B.737 (DIV)	1233 1418	<u>4X-ATS B.707 (DIV)</u>	1252 1608
	G-BMNW Chieftain n/s	1350 1329(30)	G-BJCU Boeing 737	1352 1517
	<u>EC-EAK B.737 (DIV)</u>	1411 1657	G-BGNS Cessna 172 n/s	1419
	G-AWXV Cessna 172	1543 1706	G-FISH Cessna 310	1558 1637

LEEDS/BRADFORD (Contd.)

29	G-SCHH B.Ae.146 (DIV)	1702 1809	G-EMAB DC-9	1815 1856
	G-BJCU Boeing 737 n/s	2132 0840(30)	G-BGJG B.737 (DIV) n/s	2158 0921(30)
30	G-BGJJ B.737 (DIV)	0800 1129	G-SCHH B.Ae.146 (DIV)	1012 1101
	G-BMPA Gulf 1 (DIV)	1114 1337	F-BTCR Baron	1202 1834
	G-ATPK BAC 1-11 (DIV)	1425 1450	OY-BTR King Air 200	1618 1708
	G-BGJJ B.737 (DIV)	1634 1825	G-BMPA Gulf 1 (DIV)	1647 1902
	EC-DYZ Boeing 737	1704 1809	G-SCHH B.Ae.146 (DIV)	1706 1831
	G-BJXJ Boeing 737	1739 1917	G-BKHE Boeing 737	1820 2025
	G-BJCU Boeing 737 n/s	2036 0815(31)	G-BMAC DC-9 n/s	2109
31	G-BBKV Cessna 150	1031 1111	LZ-BTP Tu-154 (DIV)	1117 1358
	G-BHYP Cessna 172	1454 1544	G-BGJJ B.737 (DIV)	1531 1659
	G-DODS Malibu n/s	1654	G-BGYG Warrior n/s	2050
	G-BADR B.737 (DIV)n/s	2153	G-BJCU Boeing 737 n/s	2215

OVERSHOOTS:- 5th.XX492/FYT84; 6th.XS729/FYN47; 7th.XW433/CFJ39 J.Provost, XX498/FYT91; 8th.XS735/FYN49, XX500/FYT10; 15th.ZE395/RR730 B.Ae.125; 19th.XS713/FYNO6; 26th.XZ335/AA469 Gazelle; 27th.G-AVXI HS.748, XZ345/AA404 Gazelle; 28th.XS733/FYNO5; 29th.XW791/RR730 HS.125, XZ344/AA469 Gazelle.

FROM & TO:- 8th.F-GEBH F Lille T Chateauroux (and return on 9th); 12th.PH-JDV F Rotterdam T Liverpool, D-IAEC F Ringway T Hamburg, N263C F Luton T Inverness; 14th. N263C F Heathrow T Stavanger; 17th.N9719N F Cannes n/s T Prestwick, G-LEAR F Malaga T Ringway; 22nd.D-IKCC F/T Cologne; 29th.OY-BTR F/T Sonderburg (also on 30th); 30th.F-BTCR F/T Lille.

LEEDS/BRADFORD MOVEMENTS REVIEW - JANUARY 1987

Foreign visitors this month are the second best start we have ever had to a year, nineteen different ones from eleven countries. Star of the month is probably the TMA Boeing 707 OD-AGO which had diverted to Amsterdam but was requested by its company to press on to Leeds. It arrived on the 8th as 'TL-141' and finally departed to Amsterdam on the 18th as 'TL-173'. Cheyenne F-GEBH visited on the 8th and 9th. A slightly bigger Cheyenne was the PA-42 PH-JDV on the 12th which was joined by Cessna 501 D-IAEC, callsign 'EC-046', and Gulfstream III N263C. Brand new on the 17th was the Partenavia P68TC N9719N which was on delivery to the 'States flown by Mira Slovak the US dealer. It is said to be the first of 15 for the FBI and it has c/n 375-45TC, it departed for Prestwick on the 21st. The 22nd was notable for the amount of diverted aircraft littering the airfield, although the only foreigners were three Aer Lingus and the Beech C90 D-IKCC. The end of the month found the firemen on strike at Manchester International but once again we were short of foreigners. The 29th saw EI AI re-routing the Ringway flight through LBA, this turned out to be the Boeing 707 4X-ATS using callsign 'EI AI 311-312Q', it was joined by the Air Europa Boeing 737-300 EC-EAK which called 'Air Europa 162C-163' and Beech 200 OY-BTR. On the 30th the Danish Beech 200 visited again and the French Baron F-BTCR was also in. Rounding off the month in style was the Balkan Tu154 LZ-BTP callsign 'Balkan 909-910' making its first visit on the 31st. Other first visits were the Britannia Boeing 737 G-BMMZ on the 16th and SAAB SF340 G-HOPP on the diverted 'Manx 588-589Q' flight on the 22nd. The PA-46 Malibu G-DODS on the 31st was a brand new aircraft which was delivered to Caernarvon the following day. It is ex N9100N and carries one of the new style Piper c/n's 4608010 (there is no hyphen in the c/n). The only military aircraft this month was Wessex XR507 'Rescue 129' on the 14th. The new King Air G-BPLC finally arrived for BASS on the 2nd and their old machine, G-BIEZ, moved into the back of the YLA hangar. On the 9th G-BIEZ was painted out and the registration HB-GHO replaced it, however this was covered over by a piece of paper carrying G-BIEZ for a test flight on the 23rd before it departed to Geneva as HB-GHO on the 24th. The Cessna 421C G-MARR left Northair on the 7th on delivery to a Mr Marr at Humberside. Norcross have been advertising their Cessna 425 G-ONOR for sale in 'Flight' and it has been with Northair since December, it departed to Bembridge on the 23rd so may have a new owner.

LEEDS/BRADFORD AIRLINE NEWS - JANUARY 1987

INBOUND DIVERSIONS

08	TL141	AMS	LHR	OD-AGO	B707	AMS	TL173/18
12	UK201	EDI	HUY	G-BLML	FK27	NWI	UK201Q
21	UK202	NWI	HUY	G-STAN	FK27	EDI	UK202Q
21	UK201	EDI	HUY	G-BCDO	FK27	ABZ	UK-DO
21	UK209	EDI	HUY	G-BHMY	FK27	NWI	UK209Q
22	JE588	LHR	LPL	G-HOPP	SF34	LHR	JE589Q
22	JE327	IOM	MAN	G-LEGS	SH36	IOM	JE-GS
22	LC567P	LGW	MAN	G-AWWZ	BA11	EDI	LC561/23
22	EI214	DUB	MAN	EI-ASA	B737	DUB	EI777Q
22	JE509	IOM	LPL	G-WACK	SH36	IOM	JE510Q
22	SEE856	BHX	MAN	G-OSEA	BN2	MAN	SEE856/23
22	EI328	DUB	EMA	EI-BEK	SH36	DUB	EI329Q
22	BA-MZ	LHR	MAN	G-AVMZ	BA11	LHR	BA-MZ
22	BA5699	ABZ	MAN	G-BBMF	BA11	ABZ	BA5690/23
22	BA953	DUS	MAN	G-AVMY	BA11	MAN	BA-MY/23
22	BA5647	GLA	MAN	G-AVGP	BA11	GLA	BA5642/23
22	KT41M	MLA	MAN	G-BGJM	B737	MAN	KT41W/23
22	BA921	BRU	MAN	G-AVMX	BA11	CPH	BA994/23
22	BD248	GLA	EMA	G-WLAD	BA11	EMA	BD-AD/23
22	EI198Q	DUB	LPL	EI-BEL	SH36	DUB	EI199Q
22	LC574Q	GLA	MAN	G-BKMX	SH36	GLA	LC574P
22	BA-OK	BFS	MAN	G-AXOX	BA11	BFS	BA5492/23
22	LC568	EDI	MAN	G-BMLC	SH36	EDI	LC567Q
22	BD276	BFS	EMA	G-BMAE	FK27	EMA	BD-AE/23
22	DA1211	AGP	MAN	G-BCWA	BA11	SZG	DA1338/23
22	JE915	IOM	MAN	G-LEGS	SH36	IOM	JE918Q/23
22	LC596	BFS	MAN	G-RMSS	SH36	BFS	LC596P
22	BA931	AMS	MAN	G-BGKF	BA11	DUB	BA844/23
22	KG2540F	LGW	MAN	G-BLKB	B737	AGA	KG931/23
23	JE321	IOM	MAN	G-WACK	SH36	IOM	JE322Q
23	LC560	EDI	MAN	G-BMAR	SH36	BHD	LC255Q
23	JY116	IOM	LPL	G-BEEO	SH33	IOM	JY101Q
23	EI192	DUB	LPL	EI-BEK	SH36	DUB	EI193Q
29	BA-JG	MAN	MAN	G-BGJG	B737	GLA	BA5642Q
29	BA901	CDG	MAN	G-AVMN	BA11	CDG	BA906Q
29	BA912Q	GLA	MAN	G-BGJG	B737	MLA	KT40MQ
29	LY311	AMS	MAN	4X-ATS	B707	AMS	LY312Q
29	DQ162C	ACE	MAN	EC-EAK	B737	ACE	DQ163
29	DA843Q	NCL	MAN	G-SCHH	BA46	AMS	DA814Q
29	KT41MQ	MLA	MAN	G-BGJG	B737	SZG	KT1354Q/30
30	KT098P	LGW	MAN	G-BGJJ	B737	SZG	KT354Q
30	DA813Q	AMS	MAN	G-SCHH	BA46	NCL	DA842Q
30	BA5691P	ABZ	MAN	G-BMPA	G159	ABZ	BA5694Q
30	DA156	LHR	MAN	G-ATPK	BA11	INV	DA156
30	KT355Q	SZG	MAN	G-BGJJ	B737	SZG	KT356
30	BA5695Q	ABZ	MAN	G-BMPA	G159	ABZ	BA5698Q
30	DA843Q	NCL	MAN	G-SCHH	BA46	AMS	DA814Q
31	LZ909	PDV	MAN	LZ-BTP	Tu54	PDV	LZ910
31	KT49M	GVA	MAN	G-BGJJ	B737	PMI	KT80M
31	BY997B	LGW	MAN	G-BADR	B737	AGP	BY116A/01

This is the best ever month on record which included many interesting movements. The reason for the vast majority was fog, but those from the 29th onwards were due to the Manchester Airport firemen being on strike.

Trans Mediterranean Airways Boeing 707 OD-AGO was a very rare visitor to the North and diverted in as this was the nearest airport to Heathrow that could guarantee the immediate unloading of the cargo of perishable fruit destined for Covent Garden.

L/B AIRLINE NEWS (Contd.)

The flight was originally from Larnaca but the Captain called in at Amsterdam to contact the company for further instructions!

First visit of type was Manx Saab 340 G-HOPP, and other first visitors were South East Air Islander G-OSEA, British Airtours Boeing 737 G-BGJM, Loganair Shorts 360 G-BMLC, EI Al Boeing 707 4X-ATS, Air Europa Boeing 737-300 EC-EAK (first visit of airline), Peregrine Gulfstream 1 G-BMPA, and Balkan Tupolev 154 LZ-BTP.

One-Eleven G-AXOX had British Airways titles on Air UK colours, and Shorts 360 G-BMAR had Loganair titles on Manx colours.

AGE = Arrecife, AGA = Agadir, MLA = Malta, PDV = Plowdiv, SZG = Salzburg.

REGULAR FLIGHTS

EX712	PMI	02/EC-DYZ	30/EC-DYZ			
BY066A	PMI	04/G-BJCU	11/G-BGYJ	18/G-BGYL	25/G-AVRN	
BY085A	ALC	01/DivEMA	08/G-BGNW	15/DivEMA	22/G-BGYL	29/G-BJCU
BY090A	ALC	06/G-BJCU				
BY144A	AGP	04/G-BAZH	11/G-BGNW	18/G-BMMZ	25/G-BGYL	
BY145A	PMI	05/G-BJCU	12/G-BGYJ	19/G-BGYL	26/G-AVRN	
BY159A	ALC	03/G-BAZH	10/G-BGNW	17/G-BMMZ	24/G-BGYL	31/G-BJCU
BY178A	TFS	07/G-BGNW	14/DivEMA	21/G-BGYL	28/G-BJCU	
BY187A	PMI	02/G-BJCV	09/G-BGNW	16/DivEMA	23/G-BGYL	30/G-BJCU
BY208A	AGP	01/G-BJCV	08/G-BGNW	15/DivEMA	22/G-BGYL	29/G-BJCU
BY338A	TFS	02/G-BKHE	09/G-BKHF	16/G-BKHE	23/G-BJCU	30/G-BKHE
DA1226	PMI	07/G-BLDE				
DA1227	NCL	07/G-BLDE				
DA3166	AGP	02/G-BJXJ	30/G-BJXJ			

Britannia Boeing 737 G-BMMZ was a first visitor on the 17th.

OTHER FLIGHTS

British Airways One-Eleven G-AVMO was transporting the airline's 'roadshow for privatisation' team as BA9232C on the 13th Newcastle-n/s-Heathrow. The only other visitor was HS748 G-AVXI carrying out a flight check on the 27th f/t Stansted.

GENERAL

Friendship G-BNAW positioned to East Midlands on the 01st after its Christmas and New Year residency. On the 17th DC-9 G-BMAI called in as BD060/060Q Heathrow-Edinburgh in lieu of a sick Viscount. The Airways International One-Eleven G-WLAD finished its time at the Leeds base on the 22nd when it made its final trip as BD415 to be replaced by DC-9 G-BMAC on BD416. The One-Eleven is to be based at East Midlands and didn't keep away for long as it diverted in later that same day (see 'Inbound Diversions').

Brown Air have suspended their Oslo and Frankfurt routes due to poor loads. They will concentrate on domestic services and have applied to the C.A.A. for LBA to Gatwick, Cardiff, Southampton, and Jersey. The Gulfstream has gone to Fields at East Midlands for one month for the installation of extra seats. On its return, the aircraft will operate the Glasgow route with the Shorts 330 being returned to Jersey European.

Air UK have been awarded the Guernsey licence and will operate once a day on Wednesday, Saturday and Sunday for the Summer period, with Friendships.

B.A. Concorde 22-May-87

Arr. 1040 from Newcastle BA9053C

Dep. 1210 to (North Sea Supersonic Trip) BA9054C

Arr. 1335 from (North Sea Supersonic Trip) BA9054C

Dep. 1510 to Heathrow BA9055C.

LOCAL MOVEMENTS - JANUARY 1987

1st	G-BKUM Ecureuil	Harrogate	F/T Guisborough;
2nd	G-HSDW Jetranger	Shipley Area	F/T Rossendale (Photo Survey)
3rd	G-BHMI Cessna 172	Crosland Moor	F/T Woodvale
5th	G-POON T.Squirrel	Leeds City Centre	LBA-Battersea
8th	G-BKIR Jodel D117	Bagby	F/T Crosland Moor
10th	RKFO9 Puma	Catterick	To Cranwell
15th	G-BAML Jetranger	Whinmoor	
24th	G-BKOV Jodel DR.220	Bagby	F/T Oxenhope
25th	G-BKUM Ecureuil	Harrogate	Harlow Hill(W.of Newcastle to Guisborough).
	G-ARLW Cessna 172	Bagby	To Barton
28th	G-BBAZ Hiller	Huddersfield	To Pool-in-Wharfedale
31st	G-BHDB Maule	Sherburn	From Crosland Moor
	G-BBPY Cherokee	Brighton	From Crosland Moor
	G-AVKG Cessna 172	Brighton	From Blackpool

TEESSIDE MOVEMENTS - JANUARY 1987

2	N75RP Gulfstream 3	G-BFRL Cessna 152	
3	G-NHRH Cherokee	G-PORK AA-5B	
5	G-BLKY Baron	G-AZHL Navajo	G-BHYW Jetranger
6	79-225 A-10 (USAF)	81-956 A-10 (USAF)	G-OOAG King Air
	G-BHJZ Bandeirante	G-BTWW Jetranger	
7	G-MALN Islander	G-TYGA AA-5B	G-BFGG Cessna 150
8	F-BIHJ Comanche	G-BKUM Ecureuil	G-BLRT SD.3-60
10	ZA939 Puma	G-BBKA Cessna 150	
12	F-BVJK Aztec	G-JETB Citation	G-BKUX King Air
13	40467 G-23 Sherpa (USAF)	G-TRAF Dauphin	G-CALL Aztec
14	G-BMWD DC-9 (BMA)	G-BHMW F-27 (DIV)	G-BCDN F-27 (DIV)
15	G-PLMA T.Squirrel	G-BDVS F-27 (DIV)	G-BCDN F-27 (DIV)
16	G-MALN Islander	G-BIYO Navajo	G-BCNT P.68B
18	G-RALE Gazelle	G-TVSA Commander 690B	
19	G-MALI Islander	G-BTWW Jetranger	
21	G-BSAN Gulfstream 3	G-GWEA Navajo	G-BUDG C.421C(DIV)
	G-AVRN B.737 (DIV)	G-WLAD BAC 1-11 (DIV)	G-BAKL F-27 (DIV)
	G-NEWR PA-31 (DIV)	G-BHMZ F-27 (DIV)	G-AXYD BAC 1-11(DIV)
25	G-BCXB Rallye	G-AZNI SA.315 Lama	
27	ZE701 B.Ae.146	F-BVJK Aztec	G-TWIN Seminole
28	F-BVJK Aztec	G-BLKY Baron	
29	G-OBHX Cessna 172	G-AZNI SA.315 Lama	G-AZRG Aztec
30	G-SEBI Ecureuil	EL-BAS Cessna 172	G-BEYK Herald
31	G-ASCZ Emeraude	G-AXSD Pup	G-PORK AA-5B

2nd.N75RP F Luton T Le Bourget; 8th.F-BIHJ F Le Touquet T Calais; 12th.F-BVJK F/T Calais (and 27th & 28th).

On the 6th, 81-956 was diverted in due to a bird strike, leaving on the 15th. 79-225 left on the 7th. Pilot of 81-956 was Lt.Lewis Jordan, the same surname as our correspondent in Teesside. (It's a small world!).

AIRWAYS - JANUARY 1987

1st	VR-BJD G.2B	390	OTR	0935	56/10	
	N703TT L1011	330	POL	1305	58/10	
2nd	HB-IEU F50	350	POL	0915	MAR	To EDN
	N780RH Jetstar	310	POL	1050	MAR	To EDN
	N75RP G3	180	POL	1545	TD	
3rd	N101SK CL600	370	POL	1155	STZ	To KEF
	C6-BER F50	390	POL	1330	MAR	

AIRWAYS (Contd.)

4th	HB-VBM F.20	410	DCS	1630	MID	
7th	N727LA B727	350	OTR	1104	WAL	
	F-BTYV LJ24	390	POL	1730	GOW	
8th	I-CUVI Be200	des	OTR	1639	BTN	To MAN
	N703TT L1011	330	ROB	1900	56/10	
9th	N46DA C550	330	DCS	1830	BTN	To Stansted
11th	G-GPGD GL-601	290	POL	1141	HON	ex.NEW
13th	I-CUVI Be200	-	OTR	1711	BTN	To MAN
14th	N263C G3	370	OTR	1715	DAN	
16th	D-ADUC DC8	-	OTR	1845	BTN	To MAN
18th	F-GJHK F.10	390	ROB	1205	59/10	To KEF
	G-GPGD GL-601	390	ROB	1445	56/10	
19th	G-GRSR G.441	280	POL	1820	MAR	To EDN
22nd	N973 LJ25	410	POL	1715	60/10	To REK
23rd	SCX01 B727	350	POL	1820	MAR	To KEF (SCX=Sun Country)
24th	PH-HEE C.550	370	DCS	1050	BTN	To GAT
25th	N802CC G.1	250	OTR	1640	GX	(Birmingham Executive)
	OY-BEK Be90	230	BTN	1644	OTR	
27th	OO-IBI C500	330	OTR	1730	DOG	
	G-FMYB F.50	330	DCS	1815	BTN	To Luton
30th	N774GF 125	350	POL	1214	58/10	

Little to note this month. The Lauda Air flights have continued on Sunday, Boeing 737s into Dublin LD61/62 and Belfast LD63/64. TriStar 703TT belongs to Tower Air. Interflug flight number have changed and the 900 series numbers are now 7710/7720/7730/7740 - all to and from Havana.

More flight numbers to change - still from Germany but this time the West. Luft-hansa are to change many of their flight numbers from March 29th again to four numerals. Manchester service change to LH1666/7 - a.m.service and LH1662/3 - p.m. service.

An Impromptu Trip To The Middle East

During the first week of October 1986, at 2 hours notice, I flew from the LBA en route to Jeddah in Saudia Arabia.

The landing LHR was several minutes early due to a lull in the late afternoon arrivals. With no checked baggage, and onward flight ticket either, as yet, a trip by bus across to the new Terminal 4 allowed a quick tour of the airside of the airport before going down the tunnel. The new terminal is very spacious, and after a short walk around, back to the transfer bus to Terminal 3 and a view from the car-park.

From this roof-top vantage point, most of the parked aircraft around the terminal can be seen, but due to the falling light and the need to collect my ticket from the Thomas Cook representative near the Saudia check-in desk, my stay was shorter than usual.

Since my first visit to the Middle East in 1968 there had been a dramatic drop in the number of passengers, whilst at the same time larger aircraft have been introduced. These two factors have given the bonus to the longer haul overnight passenger, plenty of room to stretch out and sleep.

Having flown more hours in TriStars of B.A. Saudia and Gulf Air than I care to remember, the booked aircraft for our flight to Riyadh a B.747, allowed the 44 souls on board to have a personal service equal to travelling in the first class section, the economy section having 33 passengers only. After dinner had been served and the empty trays cleared away, the movie was easy to forget and sleep came quickly.

The flight to Riyadh takes 6½ hours and it arrived at 04.20am to a hot, dry morning temp of 27 degrees C, and the new King Kalid airport, a marvel of stressed concrete, glass, flowers and waterfalls, very impressive.

Trip To The Middle East (Contd.)

After immigration formalities had been completed, next came a complete baggage search, then only 5 minutes walk down the corridor to the Domestic Terminal and a 2½ hour wait for the connecting flight to Jeddah.

Dawn arrives quite suddenly, and I was able to see some of the aircraft at the terminals. Obvious interest in aircraft is not to be recommended, so discreet jottings were called for, until a stretched upperdeck B.747 blocked my view of the runway. Due to my now tired state, I was not able to enjoy the chaos preceding take-off and it seemed only an irritation, not the usual 'comic' interlude of lost passengers and wrong seating arrangements! The flight takes 1½ hours and due to the early hour from 28,000 feet the Desert Kingdom spread beneath us through the haze.

The long Northward approach to the King Abdul Aziz airport crosses the Eastern edge of the City of Jeddah and after a perfect touchdown the long journey from London was ended.

Jeddah airport is dominated by the magnificent complex of the Hadj Terminal, situated to the North of the two main terminals. Its size can only be fully acknowledged when passing by car from the "other airlines" terminal.

Our B.747 parked among the always busy Saudia flight lines;- B.747SP/B.747/Tri-Star/Airbuses parked in a long line facing the stationary B.737s. Ready to take the economy class passengers to the Southern - Saudia Terminal, were two air conditioned lifting lounges each able to carry approx. 150 people. First class passengers are taken in smaller buses in order to reach the terminal first and hopefully collect their baggage before the crowd arrives.

Ten days later, and several internal flights later, I followed the route back to LBA via Frankfurt/Amsterdam LHR/Teesside.

A Traveller.
(D.Walker).

RIYADH - 8/10/86:- HZ-AIE/AIJ/AIR B.747s, HZ-AHO/AHR TriStars, HZ-AGB/AGR B.737s.

JEDDAH - 8/10/86:- HZ-AIB/AIF/AIJ/AIL/AIM B.747s, HZ-AJA/AJD/AJF A.300s, HZ-AGI/AGO B.737s.

JEDDAH - 11/10/86:- TU-TAS A,300 (Air Afrique), D-ADUI DC-8 (German Cargo).

FRANKFURT - 18/10/86:- B-2446 (C.A.A.C.), PK-GSB (Garuda), 9V-SKA (Singapore), VR-HIJ (Cathay Pacific), ZS-SAH (S.A.A.), AP-BAT (P.I.A.), HZ-AIL (Saudia) and D-ABYK/M/T/X/Y, D-ABZC/D all B.747s; F-CBYM (Air France) and D-ABFF/R/S/U/W/Y, D-ABHE/L/R/S all B.737s; 4W-ACH (Yemen), N4378 (?) and D-ABKG/H/I/Q/S/WI all B.727s; N138AA (American) and D-ADAO/BO/CO/JO/MO/PO/SO all DC-10s; N801PA/803PA/804PA/806PA and D-AICA/D/C/H/R/S all A.310s; D-AIBB A.300; C-FTNJ (Air Canada), N752DA/753DA (Delta) TriStars; OH-LMN (Finnair), OE-LDT/W (Austrian), HB-INO (Swissair) DC-9s. D-AHSA HS.748, D-CART Learjet 35, HB-AHF SF-340, PT-SIH (DLT), G-BKAK King Air, CCCP 86066 IL-86, CCCP 86526 IL-62.

AMSTERDAM-18/10/86:- TR-LVK DC-8 (Air Gabon), PK-GSE B.747 (Garuda), N1837U DC-10 (CP Air), TG-ALA B.727 (Aerolinas Guatemala), I-DAWI DC-9 (Alitalia), CCCP 85564 Tu-154 (Aeroflot).

OUT & ABOUT

AMSTERDAM - 4/12/86:- PK-GSC (Garuda), 4X-AXZ (El Al), C-FCRE (Air Canada), N1295E (KLM) B.747s; D-ABKA (Lufthansa) B.727s; PH-TVH (Transavia), PH-BDB (KLM) B.737s; 4X-ATD (El Al) B.707; OH-LMO (Finnair) DC-9; F-GBEC (Air France) A.300; G-BJRU BAC 1-11 (B.Cal.); G-DASI SD.3-60.

Note - all El Al aircraft were without titles or flag.

OUT & ABOUT (Contd.)

FRANKFURT - 4/12/86:- N817FT (Flying Tigers), N726PA/770PA (Pan Am), HS-TGB (Thai), D-ABYJ/T/O/W/X, D-ABZA/C/D B.747s; D-ABKG/S/T and D-ABNI (Condor) B.727s; N3016Z (Zambia), D-ADBO/CO/MO DC-10s; YU-ANN (JAT), D-ABHE/I/U B.737s; D-AHLZ (Hapag Lloyd), D-AIBA/B/C/D/F A.300s; N803PA (Pan Am), D-AICB/K/P A.310s; SU-DAA B.707 (Zakani); EC-BYF (Iberia), LN-RLH (SAS) DC-9s; SP-LHF Tu-134 (LOT).

SANAA (Yemen A.R.) - 16/12/86:- 4W-ACF (Yemen) B.727.

LARNACA - 16/12/86:- HA-LCS Tu-154 (Malev).

AMSTERDAM - 16/12/86:- PH-BUA/I (KLM) B.747s; SU-DAB (Zakani) B.707; G-GCPE (CP Air), PH-DTB (KLM) DC-10s; PH-AGE/H/I (KLM) A.310s; G-SCHH B.Ae.146 (Dan Air)- when the front door opened, escape 'chute deployed at the same time!

SQUIRES GATE - 31/12/86:- G-BGNV Cougar, G-ASNK Cessna 205, G-ASXR Cessna 210, G-AVZV/AYRG Cessna 172s, G-AZFR Cessna 401B, G-ARJS Apache, G-BASL Cherokee, G-BGNM Dauphin, G-BEEO SD.3-30 (JE211, BPL-IOM).

HEATHROW - 1/1/87:- V8-RBC B.757ER (Royal Brunei) on delivery, OD-AGD B.707(TMA), EP-IAL B.747SP (Iran Air), 5Y-BEL A.310 (Kenya), F-GEMF A.310 (Air France), HZ-AIE/G B.747s (Saudia), HZ-AHP TriStar (Saudia), F-GDUZ F-28 (Air France), N806PA A.310 and N380PA B.737 (Pan Am), N4734/4745 B.727s, OO-LFY Learjet 35, VR-BJT Gulfstream 3, CCCP 86710 IL-62 (Aeroflot), JA8154 B.747-300 (JAL), TC-JCU A.310 (THY).

LUTON - 1/1/87:- N101SK HS.125, G-DIDI/BMUP PA-31s.

ADVERTS.

"Channel Islands Aviation News" enters its 20th year of reporting all the happenings on the C.I. Aviation Scene. Overflights and Movements of the islands of Guernsey, Jersey and Alderney are backed up with regular reports from Heathrow, Southampton, Shoreham, Luton, Shannon as well as other airfields on a less frequent basis. Other articles, trip reports etc. are also covered as space and contributions permit.

All in all 20+ pages of duplicated A4 newsletter each month for only £4-25 P.A. (Posted UK/Jersey.)

For a sample copy send 25p to:-

Dave Bougourd, C'an Pastilla, 5 Rue Du Douit, Marais Lane, Vale, Guernsey, C.I.

Advert: Cheshire Aviation Society.

Did you know that for as little as £7 per year, you can receive each month the most comprehensive log of visitors to Manchester Airport in the U.K. (we have 100 per cent coverage of visitors!); keep abreast of changes at the U.K.'s fastest expanding International Airport, as well as aviation in general; receive monthly logs of other Northern airports plus much more?

Interested? Send 50p for a sample magazine to Nigel Jones (Dept.E), 20 Burnside Road, Gatley, Cheadle, Cheshire SK8 4NA.

Forthcoming Events

The 16th Guernsey Aero Club International Air Rally will be held during the weekend of Friday 2nd October 1987, and Saturday 3rd October 1987.