

# AIR YORKSHIRE



VOLUME 11 No 1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1985

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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.

FEBRUARY 3rd. : Annual Recognition Contest - being organised by Steve Rigg (Civil) and Dave Senior (Military) - the questions are not too hard, so come along and test your knowledge.

MARCH 3rd. : Films from the McDonnell Douglas Corp'n. - 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!

## EDITORIAL

Standing room only at the meeting again last month, we will definitely have to get a bigger venue. The combination of members slides, a slide auction and seeing the results of the Photographic Competition certainly seems the right formula. Winners of the Photographic Competition were for the Prints, 1st. Adrian Heeley, 2nd. Colin Pontefract, 3rd. Paul Harcourt, and for the Slides, 1st. Neil Micklethwaite, 2nd. Roger Fozzard and 3rd. Steve Rigg - thanks to everyone that participated and better luck next time to the non-winners. This is the last opportunity to renew your membership (if you haven't already done so), please contact Jim Thompson as soon as possible so you can be included in our mailing list for 1985.

## CREDITS

T.W. Sykes  
R. Ward  
Airstrip

D. Elam  
S.W. Rigg  
N. Micklethwaite.

C. Harper  
J.R. Clough

R. Fozzard  
N.W. Hartley

D. Todd  
J. Lloyd-Martin

LEEDS/BRADFORD MOVEMENTS - NOVEMBER 1984

18	G-BHWE Boeing 737	1645 1745		
19	G-EMON Boeing 737	0906 0959	G-JRMM Commander 690B	0923 1543
	G-FISH Cessna 310 n/s	1024 1348(3)	G-FOOD King Air 200	1118 1250
	G-BHVI Boeing 737	1434 1551	G-BHWF Boeing 737	1506 1607
	G-EMON Boeing 737	1547 1616	G-BDYF Cessna 421C n/s	1716 1620(28)
20	G-UBHL King Air 200	1038 1047	G-BCUW Cessna 177	1049 1315
	G-BDSL Cessna 150	1124 1150	EI-BPD Short 3-60	1332 1417
	G-OMAV Twin Squirrel n/s	1412 ?	G-BFLN Cessna 150 n/s	1421 1446(30)
	G-BGNW Boeing 737	1515 1628	G-UBHL King Air 200	1535 1648
	XS793 Andover	1800 1815		
21	OY-BDS Falcon 20C	0836 1902	G-BLKY Baron	0920 1622
	G-BBNJ Cessna 150	1044 1116	<u>N9959C Cessna 303</u>	1040 1430
	G-WTVB Cessna 404	1104 1609	G-OFHS Hughes 500	1152 1300
	G-BIZZ Citation n/s	1150 1509(22)	G-BCBI Cessna 402B	1432 1512
	G-BMTC Twin Squirrel	1435 1453	G-JLCO Twin Squirrel	1443 1533
	<u>N9959C Cessna 303 n/s</u>	1738 1350(22)	G-EMAB DC-9	1837 1906
22	G-OFBL King Air	0808 0825	G-IPRA King Air 200	0812 0843
	G-BLLR Slingsby T.67B	1043 1403	G-JTIE Cessna 421C	1145 1328
	G-BEYV Cessna 210	1413	G-BAZG Boeing 737	1530 1637
23	G-NOEI Ecureuil	0751 0815	G-DBAL HS.125	0828 1454
	G-ONOR Cessna 425	0930 1413	G-BIED King Air	1223 1230
	G-BHWF Boeing 737	1355 1510	G-BBFU Aztec n/s	1525 1113(24)
	G-OFBL King Air	1813 1824		
24	G-BGTG Aztec	0941 1020	G-BGTK Cessna 182	1228 1414
	G-THSL Arrow	1317 1554	G-BBHF Aztec	1420 1506
	G-BGYL Boeing 737	1533 1635	G-BEWR Cessna 172 n/s	1630 1642(20)
	G-BGTG Aztec n/s	2053 1155(25)		
25	G-NNAC Super Cub	1014 1230	G-BFKJ Navajo	1029 1256
	G-AZAV Cessna 337	1252 1531	G-BFEE Baron	1521 1536
	G-BAZI Boeing 737	1559 1729		
26	G-EMON Boeing 737	0911 0957	G-JRMM Commander 690B	1000 1015
	G-BIWS Cessna 182	1234 1605	G-BKKO Cessna 182 n/s	1308 1043(30)
	G-BDRB AA-5B	1325 1645	G-BJYD Cessna 152	1331 1401
	EI-BPD Short 3-60	1333 1422	G-BBVJ Sierra n/s	1336 1107(29)
	<u>G-SEEK Cessna 210</u>	1452	G-BGTY Boeing 737	1458 1544
	G-AVSB Cherokee	1507 1710	G-BAZG Boeing 737	1518 1608
	G-BHAF Tomahawk	1532 1556	G-EMON Boeing 737	1613 1634
	G-NEWR Chieftain n/s	1752 1939(9)	G-JRMM Commander 690B	1618 1635
27	G-OSDI Baron	0851 1601	G-JGCL Cessna 414A	0858 0915
	G-BIZZ Citation n/s	1118 1525(28)	G-BFKJ Navajo	1438 1620
	<u>D-IHWA Baron n/s</u>	1532 0826(28)		
28	<u>SE-IRB Cessna 404</u>	0802 1247	G-AZTD Cherokee Six	1010 1413
	G-BJBI Cessna 414A n/s	1007 1007(29)	G-BHLO Cessna 441	1020 1244
	<u>N4677U Cessna 210</u>	1042 1453	G-SILV Cessna 340	1138 1410
	<u>EI-BPD Short 3-60</u>	1336 1428		
29	G-RNCO Commander 690C	0905 0935	G-BMTC Twin Squirrel	1010 1058
	<u>D-ILIG Cheyenne</u>	1035 1518	G-BJCV Boeing 737	1502 1624
	G-AZGB Aztec n/s	1631 0821(30)		
30	G-GKNB King Air 200 n/s	1203 0826(1)	G-BGYL Boeing 737	1337 1518
	G-BDAS BAC 1-11	1415 1458	G-RNCO Commander 690C	1452 1536

LEEDS/BRADFORD MOVEMENTS - DECEMBER 1984

1	G-CALL Aztec	0928 1855	G-BEJM BAC 1-11	0947 1011
	G-BHZL AA-5A	1123 1238		

LEEDS/BRADFORD MOVEMENTS - DECEMBER 1984 (Contd.)

2 No Movements

3	G-BIED King Air	0812 1215	G-BSHL HS.125	0942 1412
	G-ASMG Dove 8	1035 1528	<u>D-ILRA Chevenne</u>	1356 1803
	G-BIED King Air	1544 1625		
4	G-BJLO Navajo n/s	1100 1108(5)	G-BKSZ Cessna 210 n/s	1408 1254(6)
	G-BCUZ King Air 200	1413 1424	G-BEGH Boeing 737	1515 1620
	G-BKIH Twin Squirrel	1603 1630		
5	G-MILB Cessna 340 n/s	0841 1456(10)	G-BMTC Twin Squirrel	0857 1209
	G-BLKY Baron	0906 1507	G-BFTN Aztec	0937 1001
	G-ASRH T. Comanche	1016 1607	<u>F-CDLE King Air 200 n/s</u>	1047 1105(6)
	G-BKWX Cessna 421C n/s	1202 0747(10)	G-OFHS Hughes 500	1208 1321
	<u>D-CJET HS.125 n/s</u>	1833 1959(6)		
6	<u>F-BTFL Corvette</u>	0720 0802	G-BJYD Cessna 152	1051 1123
	G-BMTC Twin Squirrel	1120 1210	G-BGND Cessna 172	1121 1657
	G-BKIKO Cessna 182	1141 1533	<u>N9888H Cessna 182</u>	1249 1402
	G-BFZH Arrow	1321 1519	G-AZOH Queen Air n/s	1319 1146(18)
	G-BIUI Cessna 152	1329 1404	G-BHAF Tomahawk	1443 1520
	<u>N9888H Cessna 182</u>	1451 1536	<u>OO-BMT Cessna 172 n/s</u>	1616 0807(7)
	G-BIZZ Citation n/s	1641 1401(8)	G-BHGT Aztec n/s	1833
	<u>F-BVPG Corvette n/s</u>	1930 0728(7)		
7	<u>D-IHEB King Air 200</u>	0920 1631	G-FERY Citation	1013 1407
	<u>N9888H Cessna 182</u>	1052 1745	G-BHWE Boeing 737	1343 1516
	G-BFLN Cessna 150	1438 1520	G-AZVV Cherokee n/s	1614 1142(9)
8	G-BJYD Cessna 152	1057 1143	G-BKBA HS.125	1113 1543
	G-SFTD Gazelle	1128 1346	G-BAJA Cessna 177	1221 1748
	G-AWNO Boeing 747	1240 1804	<u>N964CL Learjet 35A</u>	1242 1403
	G-BJCV Boeing 737	1511 1629	G-BKBN Tobago n/s	1522 1143(9)
	G-KFIT King Air n/s	1620 1207(9)	G-SEBK Cessna 210 n/s	1701 0752(20)
9	G-MNAC Super Cub	0920 1530	G-SFTD Gazelle	? 1024
	G-FLCH Jetranger	1039 1701	G-BHAF Tomahawk	1154 1236
	<u>ET-BPD Short 3-60</u>	1330 1420	G-BJAG Archer	1342 1435
	G-AVLE Cherokee n/s	1403	G-AXSG Cherokee	1407 1454
	G-ARMR Cessna 172	1444 1527	G-BAZI Boeing 737	1552 1716
0	G-BJLO Navajo	1035 1137	G-BKSZ Cessna 210	1113 1250
	<u>PH-SKC Cessna 172</u>	1148 1246	<u>PH-SKE Cessna 172</u>	1148 1246
	G-APIM Viscount	1328 1401	G-BJGT Boeing 737	1453 1556
	G-BKWS Bandeirante	1632 1719	G-BHNI Cessna 404	1747 1812
11	G-BLFW Cessna 182	0940 1613	G-MENR Chieftain	1119 1432
	G-BCCK AA-5	1323 1510	G-GFLY Cessna 150 n/s	1454 1426(22)
	G-BGNW Boeing 737	1511 1623	G-BJLO Navajo	1605 1626
	G-FOOD King Air 200 n/s	1628 1103(12)	G-BHEX F-27 (DIV)	1704 2030
	XS730 Dominie (DIV) n/s	1735 1223(13)	XS726 Dominie (DIV) n/s	1740 1211(13)
	G-BMAT Viscount (DIV) n/s	2011	G-CUKL K.A.200 (DIV) n/s	2015 1058(12)
	G-BDDH F-27 (DIV) n/s	2103	G-BHMY F-27 (DIV) n/s	2113
	G-BMAE F-27 (DIV) n/s	2031 1315(12)		

12 No Movements

13	G-BGNW Boeing 737	1034 1516		
14	G-BAZG Boeing 737	1403 1500	G-BFVX King Air	1448 1625
	<u>PH-DNG DC-9</u>	1505 1543	G-BBKJ Cessna 337	1758 1902
	<u>PH-TVR Boeing 737</u>	2217 2241		

15 No Movements

LEEDS/BRADFORD MOVEMENTS - DECEMBER 1984 (Contd.)

16	<u>EI-BPD Short 3-60</u> G-BBKJ Cessna 337	1340 1423 1656 1720	G-BECH Boeing 737	1612 1729
17	G-JRMM Commander 690B G-ONOR Cessna 425 n/s G-BGTY Boeing 737 G-BJOP Islander	0922 0934 1142 0913(18) 1431 1553 1612 1731	G-BMON Boeing 737 G-BRHF Cessna 421C n/s G-JRMM Commander 690B PH-CHB F-28	0927 1010 1152 1625(18) 1439 1532 1943 2025
18	G-BGNU King Air G-AVXX Cessna 172 G-BADR Boeing 737	0812 0846 1250 1359 1531 1637	G-BLLS Slingsby T.67 G-BKKO Cessna 182 G-AVVI T. Comanche	1046 1217 1432 1514 1655 1750
19	<u>OY-BEJ Commander 690B</u> G-BLKY Baron <u>N4627H Cessna 210 n/s</u> G-OFHS Hughes 500 G-ONOR Cessna 425 n/s	0858 1720 0959 1536 1156 1249(20) 1212 1334 1313	G-AVGA Comanche I-ASAZ Citation G-NOEI Ecureuil G-BHCP Cessna 152 <u>EI-BPD Short 3-60</u>	0947 1144 1110 1531 1206 1322 1311 1352 1329 1420
20	G-BJBI Cessna 414A G-BAHX Cessna 182 G-IBLL Commander 690D	0910 1338 1403 1657 1738	G-IBLL Commander 690D G-BADP Boeing 737	0926 1015 1538 1639
21	G-BJZK Cessna 303 G-HSON Cessna 441 n/s G-BAKF Jetranger G-BGNW Boeing 737 G-PUMA Super Puma	0943 1215 <del>1126</del> 1313 1340 1355 1518 1620 1629	G-BMTC Twin Squirrel G-BIUI Cessna 152 G-PDHJ Cessna 182 n/t G-BBEM Jetranger	1053 1245 1148 1225 1338 1450 1519
22	<u>EI-BGP Cessna 414</u> G-PUMA Super Puma	1134 1237 1534 1541	G-BGYK Boeing 737 G-BGTG Aztec n/s	1523 1640 1818 1230(23)
23	G-BIUI Cessna 152 G-BMAA DC-9	1201 1243 1636 1722	<u>EI-BPD Short 3-60</u> G-BECC Boeing 737	1328 1427 1641 1729
24	G-BMON Boeing 737 <u>EI-BPD Short 3-60</u> G-BHVH Boeing 737	0912 1006 1328 1421 1432 1537	G-BKKY Jetstream 31 G-BGYL Boeing 737 G-BKKY Jetstream 31	0920 0943 1430 1607 1716 1729
25	No Movements			
26	No Movements			
27	G-BJZK Cessna 303 n/s G-BHCX Cessna 152 G-BFVB Boeing 737 G-DASI Short 3-60(DIV)	0936 1308 1425 1525 1638 <del>1631 1731</del>	G-NEWR Chieftain n/s G-OHTL Sikorsky S-76 G-FLCH Jetranger G-HHOI HS.125	1153 1308 1339 1529 1607 1701 1728
28	G-BKTJ Cessna 404 G-BJCV Boeing 737 G-BKHI Jetstream 31	0752 0824 1500 1556 1727 1749	G-BGEM Partenavia P68B G-BGOE Duchess G-NAMA King Air 200n/s	0759 0822 1709 1730 1848 1514(29)
29	No Movements			
30	No Movements			
31	G-BIPN Fournier RF-3 G-AZRH Cherokee G-OMAV Twin Squirrel	1326 1435 1429 1524 1449 1519	G-BGTV Boeing 737 G-BJCV Boeing 737 G-BMON Boeing 737	1348 1445 1447 1557 1501 1531

LEEDS/BRADFORD MOVEMENTS REVIEW - DECEMBER 1984

Foreign visitors of all sizes to end the year, and we ended with a record total of 219 for the year. Starting the month on the third was Cheyenne D-ILRA c/n 31T-8020009. Two night-stoppers on the 5th proved interesting, Beech 200 F-GDLE was once G-BEHR and HS.125 D-CJET was fresh out of the BAe workshops where it had been upgraded from a 600 to a 700. On the 6th we had two Corvettes, the



LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

morning flight was done by F-BTTL and the return flight in the afternoon by F-BVPG which n/s. Also on the 6th was Cessna 172M 00-BMT (n/s) and Cessna T182R N9888H. Returning on the 7th was N9888H and a brand new German Beech 200 D-IHEB (possibly ex. N4209L). Two Cessna's on the 10th were PH-SKC an F172 and PH-SKE a 172P which are based at Huddersfield (?) for banner towing temporarily. Heavy metal on the 14th was Boeing 737 PH-TVVR operating for Air UK and DC9 PH-DNC operating for BMA, followed on the 17th by F-28 PH-CHB operating for UK again. Visiting on the 19th were Rockwell 690 OY-BEJ and Citation II I-ASAZ plus the night-stopping Cessna 210 N4677U. Finishing the month was Cessna 414A EI-BGP. British Airways arrived on the 8th to do Publicity Films with Boeing 747 G-AWNO, 125 G-BKBA, Gazelle G-SFTD and Lear 35A N964CL. The 747 flew 10 circuits whilst being filmed from the Gazelle, and a film crew zooming around the field in a Land-Rover. Queen Air G-AZOH arrived on the 6th for local survey work but spent a lot of time in the hangar with a duff engine. The 11th found us taking diversions from Humberside (G-CUKL; G-BDDH), East Midlands (G-BMAT; G-BMAE), Teesside (G-BHMY) and Fittingley (XS726; XS730). Noted on the 18th was Slingsby T.67 G-BLLS which visited YLA for CofA work. Arriving at Northair on the 21st was Cessna 182 G-PDHJ which may be ex. N9888H and is believed to be going to Scotland. For the future Northair have just registered Cessna 441 G-BLIR c/n 0337 ex. N1210V and Brown Airs Gulfstream I is said to be N12GP, c/n 177 ex. OY-BEG.

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Callsign tie-ups:- 1st. G-BEJM/Fordair 491; 3rd. G-BSHL/McLine 133A; 10th. G-BHNI/UK207A; 11th. G-CUKL/Peregrine 714, G-BMAE/Mid. 206-243Q, G-BMAT/Mid. 248, G-BDDH/UK 209, G-BHMY/UK 217, XS730/FYN 50 n/s FYN 48, XS726/FYN 52 n/s FYN 49; 14th. PH-TVVR/UK829-828Q, PH-DNC/Mid 414-5; 17th. PH-CHB/UK827-8, G-BJOP/Loganair Ambulance 715; 18th. G-AVVI/Route Air 082; 21st. G-PUMA/Bond 99V; 22nd. G-PUMA/Bond 99X, G-BMAH/Mid 416-7; 24th. G-BKKY/Peregrine 383-382A, G-DASI/UK621-028; 28th. G-BKHL/UK207Q, G-HAMA/Gama 523 n/s 621.

Overshoots:- Nov. 19th. XS727/FYN99; 21st. XS711/FYN 06 Dominies; 22nd. XX493/FYT96; 29th. G-HIRE; Dec. 1st. G-BAMM; 6th. G-AWNO; 8th. G-BAMM; 10th. XX491/FYT87, G-BGRO; 11th. XX494/FYT86, XS709/FYN06 Dominie, XX498/FYT93; 12th. XV186/RR751 Hercules; 13th. XX499/?; XX500/?; 14th. XX500/FYT96; 17th. XX493/FYT93; 20th. XX498/FYT92, XX493/FYT85; 21st. XX493/FYT89, XS727/FYN06 Dominie, XX482/FYT83.

From & To:- Nov. 21st. OY-BDS F/T Sondersborg, N9959C F Gamston T Fair Oaks, N9959C F Fair Oaks n/s T Brussels; 27th. D-IHWA F Bristol n/s T Luton; 28th. SE-IRB F Ringway T Angelholm, N4677U F/T Brussels; 29th. D-ILIG F Siegerland T Stuttgart; Dec. 3rd. D-IIRA F Luton T Munster; 5th. F-GDLE F Toussus Le Noble n/s T Gatwick, D-CJET F/T Dusseldorf n/s; 6th. F-BTTL F/T Le Bourget, 00-BMT F Kortrijk n/s T Newcastle, F-BVPG F Le Bourget n/s T Edinburgh; 8th. N964CL F/T Prestwick; 10th. PH-SKC/E F Huddersfield T Sherburn; 19th. OY-BEJ F/T Billund, I-ASAZ F Venice T Milan, N4677U F Sherburn n/s T Hurn; 22nd. EI-BGP F Dublin T Liverpool.

Inbound Diversions

A/C REG	A/C TYPE	TIME	INBOUND	FLIT NO	TIME	OUTBOUND	FLIT NO	DIV FRM
TUESDAY 11th DECEMBER 1984								
G-AZNA	VC8	2005	LBA	BD419	(LBA FLT)			LHR
G-BMAT	VC8	2010	GLA	BD248	(LBA FLT)			EMA
G-BDDH	FK27	2012	ABZ/EDI	UK209	2040	NWI	UK209Q	HUY
G-CUKL	BE20	2014	ABZ	PJ714	12/1100	LHR	PJ714	LTN
G-BMAE	FK27	2031	AMS	BD206	12/1314	GLA	BD243Q	EMA
G-BDDH	FK27	2103	LBA	UK209Q	(LBA FLT)			NWI
G-BHMY	FK27	2113	LBA	UK217	(LBA FLT)			STN
THURSDAY 27th DECEMBER 1984								
G-DASI	SH36	1633	EBJ	UK621	1710	NWI	UK056Q	HUY
G-BCDN	FK27	1926	ABZ/EDI	UK209	(LBA FLT)			HUY

Most of the codes are in last months section with the addition of:-  
 AIRPORTS - EBJ ESBJERG LTN LUTON STN STANSTED.

LOCAL AIRLINE NEWS - DECEMBER

AIR UK had to sub-charter quite a few aircraft during the month due to technical problems and weather.

G-APIM VC8	British Air Ferries	10th	UK581/582
G-BHNI C404	Donington Aviation	10th	UK207
PH-TVR B737	Transavia Holland	14th	UK829/828
PH-CMB FK28	NLM Cityhopper	17th	UK827/828
G-AZNA VC8	British Midland	27th	UK581/582/587/588
G-BKTJ C404	Donington Aviation	28th	UK202A
G-BGEM PN68	Hubbardair	28th	UK202B
G-BKHI SC4	Peregrine	28th	UK207

Two new Shorts 360 aircraft have been delivered from the Manufacturer and are registered G-BLPV and G-BLPY.

BRITISH MIDLAND used the following Viscounts and DC-9s during the month.

G-AZNA BD412/02-BD413/12.BD420/16-BD413/23.BD420/23-BD420/31.

G-BAPF BD411/01-BD411/02.

G-EMAH BD416/417/23.

G-EMAT BD415/12-BD411/15.

PH-DNC BD414/415/14. (In KLM Colours and Titles)

BOND HELICOPTERS used PUMA G-PUMA on the 21st from Aberdeen to Strubby as 'BOND 99V' and on the 22nd from Strubby to Aberdeen as 'BOND 99X'.

BROWN AIR commenced their Oslo service at the beginning of December and are due to start a Frankfurt service in May. The Company and a Specialist from DAN-AIR Engineering have been to view Gulfstream 1 N12GP which is hangered at Chicago. If all goes to plan the aircraft will be ferried to DAN-AIR Engineering at Manchester where British type certification will take place. The 24 seat aircraft has c/n 177 and was at one time OY-BEG of Cimber Air.

FORD MOTOR COMPANY used their BAC one-eleven G-BEJM on the 01st to collect some VIP'S for a weekend at Gleneagles. The aircraft arrived from Stansted as FD419 and departed to Edinburgh as FD420.

GENAIR still have some of their old aircraft flying in the ex-airlines colours. Part of the fleet disposal is listed below (any additions most welcome).

Shorts 360 G-BKKT to N368MQ. G-BKZR to OY-MMC of Air Business (Maersk)

Shorts 330 G-BKLE to G-METO of Metropolitan. G-EASI to G-BITW of Short Brothers. G-NICE to G-BLTD of Metropolitan.

LOGANAIR used Islander G-BJOP on the 17th for an Ambulance Flight which routed Edinburgh to Glasgow.

MONARCH have had their Saturday Malaga charter series cancelled by Horizon Holidays due to poor bookings.

OLSENCREST used Bandeirante G-BKWS on the 10th on a sub-charter for Euroair as EZ135 from Gatwick to Newcastle.

PEREGRINE used Jetstream G-BKKY on the 24th as PJ382 from Heathrow to Glasgow and later in the day as PJ382A from Glasgow to Heathrow. (See also Inbound Diversions)

ROYAL AIR FORCE are to use a VC-10 on Saturday 16th February for a charter from Gutersloh. The aircraft is due to arrive at 1400 and depart at 1530 to Brize Norton.

CHARTER FLIGHTS

BY040/ALC G-BECH/04th G-BGNW/11th G-BADR/18th No FLT/25th  
BY056/AGP G-BJCT/06th G-BGNW/13th G-BADP/20th G-BFVB/27th  
BY081/AGP G-BGNW/02nd G-BAZI/09th G-BECH/16th G-BECG/23rd Divert/30th  
BY082/PMI Divert/03rd G-BJCT/10th G-BGNW/17th G-BGYL/24th G-BJCV/31st  
BY107/PMI G-BHWE/07th G-BAZG/14th G-BGNW/21st G-BJCV/28th  
BY181/ALC Divert/01st G-BJCV/08th Divert/15th G-BGYK/22nd Divert/29th  
KG143/ALC No FLT/03rd No FLT/10th G-BGTY/17th G-BHVH/24th G-BGFV/31st  
OM863/PMI Divert/03rd No FLT/10th G-BMON/17th G-BMON/24th G-BMON/31st

ADVERT

UNITED KINGDOM and EIRE AIRPORT SCHEDULES - Summer 1985.

Comprehensive schedules for 43 airports - includes all scheduled passengers and cargo flights plus charters by foreign airlines. Available early April: £2-75 per copy.

EUROPEAN AIRPORT SCHEDULES - Summer 1985. A unique publication containing schedules for 6 major European airports - AMS, BRU, FRA, CDG, ORY, ZRH. Available late April, £2-25 per copy. Further details or orders to: Chez Nous, Rue Rocheuse, St. Peters, Guernsey, G.I.

Foreign Visitors To LBA, 1984

\*C-GRDP Westwind 188  
 \*C-GXRA Boeing 747 21516  
 \*D-CABA Metro 227AC 481  
 \*D-CCAY Lear 35A 112  
 \*D-CJEF HS125-700 256027  
 \*D-EAAX Cessna 210M 62649  
 \*D-ECJB Cessna F172P 2087  
 \*D-EEEFM PA-28R 7435283  
 \*D-EEFY Cessna T182RG 01431  
 \*D-EFMT Beech 36TC EA-317  
 \*D-EFRG Cessna 172RG 0554  
 \*D-EGYM Cessna F172M 1344  
 \*D-EHSD Cessna T210M 64184  
 \*D-EHSS Cessna T210M 64392  
 \*D-ELAL PA32RT 7885128  
 \*D-ELBU PA46 8408041  
 \*D-GAHB PA-30 1750  
 \*D-GDEC PA-34 7870272  
 \*D-GEHI P68TC 247  
 \*D-IACH Cessna 421C 0672  
 \*D-IADH Rockwell 690B 11439  
 \*D-IATH Cessna 414 0914  
 \*D-ICCC Cessna 500 0269  
 \*D-IDLV Cessna 441 170  
 \*D-IFVH PA-31 689  
 \*D-IHEB Beech F90 ?  
 \*D-IHLK Cessna 421B 0451  
 \*D-IHOP Rockwell 100096005  
 \*D-IHWA Beech 95E55 TE-925  
 \*D-ILIG PA-31T 8120068  
 \*D-ILKA Beech B90 LJ-452  
 \*D-ILRA PA31T 8020009  
 \*D-IMEL Beech 95ESS TE-855  
 \*D-KARA GROB G109 6026  
 \*EC-DOH Cessna 551SP 0039  
 \*EC-DTR Boeing 737 22597  
 \*EC-DUB Boeing 737 22598  
 \*EI-ANE BAC1-11 49  
 \*EI-ANF BAC 1-11 50  
 \*EI-ANG BAC 1-11 51  
 \*EI-ANH BAC 1-11 52  
 \*EI-BBI Rallye 2663  
 \*EI-BDR PA-28 3980  
 \*EI-BEE Boeing 737 20413  
 \*EI-BEH Short 330 SH-3092  
 \*EI-BEK Short 360 SH-3635  
 \*EI-BEL Short 360 SH-3636  
 \*EI-BEM Short 360 SH-3642  
 \*EI-BEO Cessna 310Q 0233  
 \*EI-BGL Rockwell 1690B 11507  
 \*EI-BGP Cessna 414A 0016  
 \*EI-BGS Rallye 12675  
 \*EI-BLK PA28-181 7790542  
 \*EI-BLW PA-27 3173  
 \*EI-BMI TB-9 203  
 \*EI-BMK Cessna 310Q 0919  
 \*EI-BMT AA5B 1182  
 \*EI-BNN Short SC7 SH-1854  
 \*EI-BNV PA-27 7305200  
 \*EI-BNY Corvette 11  
 \*EI-BOD Cessna 210F 58735  
 \*EI-BPD Short 360 SH3656  
 \*F-BGZL PA-24 4888  
 \*F-BRNL Lear 24B 183  
 \*F-BRNO Beech B90 LJ482  
 \*F-BTMT PA-27 7305057  
 \*F-BTOK Beech B90 LJ-32  
 \*F-BTTL Corvette 28  
 \*F-BUYR Beech 58 TH-421  
 \*F-BVPG Corvette 25  
 \*F-BVRS Beech B90 LW-116  
 \*F-BVUV Cessna 310Q 1095  
 \*F-BXAP Beech C90 LJ-522  
 \*F-BXOL Beech 200 BB-87  
 \*F-BXOR Beech 95 TH-679  
 \*F-BKPY Beech C90 LJ-684  
 \*F-CALF PA30 1415  
 \*F-GAMP PA31T 7720029  
 \*F-GAOT F-27 10121  
 \*F-GBLU Beech C90 LJ-822  
 \*F-GBPZ Beech C90 LJ-860  
 \*F-GBRD Beech B90 LW-91  
 \*F-GOLD Beech C90 LJ-537  
 \*F-GDAL PA31T 7620057  
 \*F-GDAV Lear23 017  
 \*F-GDCV TB-10 0204  
 \*F-GDHK G-III 340  
 \*F-GDHR Lear55 070  
 \*F-GDLE Beech 200 BB-230  
 \*F-GDPA Cessna 172RG 1091  
 \*F-GDPJ PA31T 7620006  
 \*F-WXFJ SA365N 6091  
 \*HB-DWK MooneyM20J 240137  
 \*HB-LEH Cessna 340 0075  
 \*HB-LFU Cessna 401B 0048  
 \*HB-LGL P68 05  
 \*HB-LIF Cessna 421C 0169  
 \*HB-LKN Cessna 421C 0461  
 \*HB-LMF Cessna 414A 0296  
 \*HB-VFB Lear 35A 145  
 \*HB-VHA Cessna 501SP 142  
 \*HZ-KA4 Boeing 720 18453  
 \*I-ASAZ Cessna 550 0432  
 \*I-AUNY Cessna 501SP 0213  
 \*I-LIAD Lear35 111  
 \*I-TALL Beech 58P TJ-93  
 \*LN-AFC Cessna 501 0262  
 \*LN-BMS Twin Otter 536  
 \*LN-NPC F-27 10258  
 \*LN-NPD F-27 10319  
 \*LN-NPI F-27 10266  
 \*LN-PAF Beech 200 BB-490  
 \*LN-SUB Boeing 737 21765  
 \*LN-SUP Boeing 737 19409  
 \*LX-AIX Cessna F182Q 0102  
 \*LX-FZB Siai SF260 2-34  
 \*N12CZ BAC 1-11 056  
 \*N15SC Lear 35A 139  
 \*N45Y G-II 69  
 \*N74RP G-IIB 199  
 \*N90MD G-II 241  
 \*N110AN Jetstar 509Z  
 \*N200SF G-III 390  
 \*N260LB Beech C33 CD617  
 \*N263C G-III 341  
 \*N300KA King Air 300 FA-2  
 \*N441AG Cessna 441 0327  
 \*N464CK PA-34 8133145  
 \*N880F Falcon 50 3  
 \*N917J Jetstar 5082  
 \*N940SR Beech B90 LW-158  
 \*N964CL Lear35A 152  
 \*N1110S Hughes 500 110871D  
 \*N1210B Cessna 441 0330  
 \*N2586E Sabreliner 465-21  
 \*N2650Y Cessna 501 0670  
 \*N2743N Cessna 414A 0811  
 \*N4088H MooneyM20K 25-0465  
 \*N4209K Cessna 500 164  
 \*N4677U Cessna 210 64803  
 \*N4937M S-76 760032  
 \*N4995V MooneyM20 519  
 \*N5245T Cessna T182RG 1841  
 \*N5275T Cessna T182RG 1847  
 \*N5335U Cessna 210 64870  
 \*N5372C Cessna 414A 0110  
 \*N8363G Cessna 421C 0308  
 \*N8752K Cessna 340A 0639  
 \*N9240Y PA-31P 8414041  
 \*N9698Y Cessna 210N 64576  
 \*N9888H Cessna T182R 68092  
 \*N9959C Cessna 303 0244  
 \*N37962 Lear35 446  
 \*N60626 Cessna 150 70458  
 \*N68696 Cessna 340A 1503  
 \*OE-DRP Robin DR400 1391  
 \*OE-FIT Rockwell 1690C 11672  
 \*OO-BMT Cessna 172M 62309  
 \*OO-DFA FH227B 551  
 \*OO-DTE FH227B 534  
 \*OO-GSM Cessna F182RG 0013  
 \*OO-JPM Mooney 201 24-1116  
 \*OO-LFJ Cessna 441 0021  
 \*OO-MRF Aerostar 61P 0554-238  
 \*OO-PEN Cessna 303 00014  
 \*OO-PWV Cessna 182P 61095  
 \*OO-ROB Rockwell 1690B 11409  
 \*OO-RWG Cessna 401B 0204  
 \*OO-VLH PA-31 7812073  
 \*OY-ATA Beech A100 B-122  
 \*OY-AZN PA-31 491  
 \*OY-BDF PA-28-140B 26074  
 \*OY-BDP PA-27 4527  
 \*OY-BDS Falcon 20 180  
 \*OY-BEJ Rockwell 1690B 11367  
 \*OY-BEW Cessna 414 0934  
 \*OY-BGI PA-34 7250260  
 \*OY-BGP PA-28R 7335170  
 \*OY-BSL Beech 95 TD-715  
 \*OY-CBP Beech 200 BB-235



Foreign Visitors To LBA (Contd.)

*OY-DDH PA30 113	*PH-ILH Beech200 BB-737	*PH-SKE Cessna172P 74730
*OY-DZG PA27 7305217	*PH-JBW TB20 389	*PH-TVR Boeing737 22025
*OY-GAZ Cessna404 0216	*PH-KFE F-27 10351	*SE-GAA PA-31 594
*OY-RYT Cessna421B 0248	*PH-KID PA-31 7305038	*SE-GDI PA-31 7405156
*PH-ADW CessnaF172L 0841	*PH-MBX Cessna550 0166	*SE-ICV PA28-181 7990482
*PH-AIC Cessna340A 0094	*PH-NTB PA-31 7752062	*SE-IKM BeechE90 LW-283
*PH-AST PA-31 7752046	*PH-PRM PA-44 7995279	*SE-IRB Cessna404 0809
*PH-ASU PA-31 7752058	*PH-RCF CessnaF172N 2034	*ST-AIY BN2 144
*PH-BOS PA28-151 7615375	*PH-RVS P68B 98	*VH-FFA Cessna310R 1212
*PH-CHB F-28 11138	*PH-SAD F-27 10272	*VR-BJD G-IIB 219
*PH-DMJ Beech90 LJ-848	*PH-SAV PA-31 7652056	*YU-BIA Cessna500 0031
*PH-DNC DC9 45720	*PH-SBK Beech200 BB-180	*9H-ABB Boeing737 23039
*PH-ECO PA31 8052174	*PH-SKC CessnaF172N 1673	*9H-ABC Boeing737 23040

Previous Years Total

1966 - 63, 1967 - 62, 1968 - 55, 1969 - 69, 1970 - 123, 1971 - 129, 1972 - 159,  
1973 - 162, 1974 - 180, 1975 - 172, 1976 - 164, 1977 - 186, 1978 - 191, 1979 - 199,  
1980 - 212, 1981 - 213, 1982 - 193, 1983 - 194, 1984 - 219.

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LBA RESIDENTS 1-1-85.

YLA G-ASMW Cessna150; G-ATLM Cessna F172G; G-AVSE PA-28-180C; G-AVWT PA28R-180;  
G-AWAJ Baron (arrived 23/6); G-AXZU Cessna 182N; G-BAWX PA-28-180; G-BAZM Jodel D.11;  
G-BBCF Cessna FRA150L; G-BBGF Cessna 340; G-BBJX Cessna F150L; G-BDCO Beagle 121 Pup;  
G-BELT Cessna F150; G-BERI Rockwell 114; G-EFFC Cessna F152; G-EFGL Cessna FA152;  
G-BFTF AA5B; G-BFXW AA5B; G-BHIC Cessna F182Q; G-BIEZ Beech F90; G-BISJ Cessna 340A;  
G-BKXG Cessna 303 (arrived 16/2); G-BLLY Cessna 340 (arrived 16/2 as N8752K);  
G-JURG Rockwell 114A; G-OGDN Beech 200; G-OJCT P.68C.

NORTHAIR G-AXZJ Cessna F172 (still on rebuild); G-BDRB AA5B (arrived 19/3); G-BGZK  
Bell 47G (arrived 21/7); G-BJYC Cessna 425; G-BLCZ Cessna 441 (arrived 5/5); G-EAGL  
Cessna 421C; G-EVNS Cessna 441; G-GAME Cessna T303; G-INDC Cessna T303; G-MOXY Cessna  
441; G-MLCS Cessna 414A; G-ROBK Cessna 182RG.

YLA also have the wrecks of Cessna 150s G-ATND/G-AWES/G-OJVH (all arrived by road  
9/2) and G-BFIY (arrived by road 8/3). Cessna 182N G-AXZU listed above is also a  
wreck after a heavy landing at Blackpool, it arrived back by road on 29/11.

Departures during the year have been Islander G-AWNT (31/1) which is now para-  
chuting at Sibson. Duchess G-BGRG to Cranfield 15/2 replaced by G-BKXG. Partenavia  
G-NEWU to Jersey 2/7 replaced by G-INDC. Cessna 150 G-ATEG to Humberside 17/4. PA32  
G-BEHH spends nearly all its time at Topcliffe now with the Parachute Club. PA-28R  
G-AYYN crashed during an Air Race at Rochester on 19/8. Cessna 404 G-BHMH became  
G-DAFS and departed on 6/3.

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SLINGSBY T67 PRODUCTION

c/n 1999	G-BKAM	Regd. 26.04.82	Slingsby Aircraft Ltd.
2000	G-SFTZ	07.02.83	Specialist Flight Training
2001	G-SFTY	07.02.83	S.F.T. crashed Torquan, Scotland 30.01.84
2002	G-SFTX	07.02.83	S.F.T.
2003	G-SFTW	14.03.83	S.F.T. to HB-
2004	G-SFTV	14.03.83	S.F.T. not taken up. Re-Regd.-
	G-BKTFZ	26.08.83	Slingsby Aircraft Ltd.
2005	G-FFLY	28.06.83	Slingsby Aircraft Ltd not taken up. Re-Regd-
	G-BIUZ	31.10.83	Slingsby Aircraft Ltd
2006	?		
2007	G-FFLY	26.10.83	Slingsby Aircraft Ltd
2008	G-BLLP	19.07.84	Slingsby Aircraft Ltd



SLINGSBY T6? PRODUCTION (Contd.)

c/n 2009 G-BLDP	Regd. 12.01.84	Cavendish Aviation
2010 G-BLER	15.02.84	I.C.Fallows
2011 G-BLLR	19.07.84	Slingsby Aircraft Ltd:Trent Avtn.
2012 G-BLRE		Slingsby Aircraft Ltd
2013 G-BLLS	19.07.84	Slingsby Aircraft Ltd
2014 G-BLRF		Slingsby Aircraft Ltd
2015 G-BLLV	03.09.84	Fleet Delta Ltd
2016 G-BLPI	24.09.84	Slingsby Aircraft Ltd
2017 -2019 ?		
2020 G-BLRG		Slingsby Aircraft Ltd

AIRWAYS

With the end of 1984 it is interesting to look back and see what aircraft of special note have passed our way in the year. Hot favourite has to be the Aeroflot IL-18 on August 23rd. We could wait a long time for another of those. Several new airlines have appeared:- Virgin, United, Hawaiian, China, Quebecair, and several new types of aircraft IL-86 on regular SU flights, B747-300 with SR. New also to our skies have been regular Iberia B747s on Aviaco flights, and Korean using the B747 instead of DC-10 on KE902 Paris-Seoul, Aeroflot also provided several IL-76 flights and a new Thursday service to Shannon by Tu154. Domestic services saw many BA B757 and the BD DC9-30 regularly passing up and down in competition LHR-GOW. A very good flight on December 17th may have been V2-LCQ-an Antiguan registration-the first I've ever heard-or then again it could be a strange military callsign. Best delivery flight of 1984 could be an A300 to Capital on lease from Hapag-Lloyd or one of several BAe146 flights delivering to Air Pac or Air Wisconsin. Mystery delivery on June 12th was seen in the early hours. A formation flight of ST-ORK with B-RIGG and T-RIGG routing POL-Manygates Maternity Hospital. This "bumper delivery" completes the equipment of this operator's fleet.

December Sightings

1	N82RP BAe 125	350	POL 1925	Stornoway
2	F330 G3	390	OTR 1820	WAL - Danish A.F.
	UT1413 B747F	310	POL 1850	61/04
3	D-IGGK/EC320 G501	370	OTR 1930	DOG ex.MCR
4	F-GEFB C550	310	POL 1852	TAL
	PH-PEX F28	290	POL 2006	TAL - a goody
5	N9300 G2	350	POL 1619	DCS for GOW
	D-GCPD LJ35	410	WALc 1620	OTR
7	F-BVPG SN601	290	DCS 2018	BTN
9	F-GASL HS125	390	POL 1216	MARGO
	N179T G2	310	POL 1710	DCS
10	N77SW G3	450	WAL 2020	HON
13	N767RV B727	370	BTN 2140	WESCO
16	4X-CUK WW1124	390	POL 1545	DCS
	N767RV B727	350	POL 1640	DCS
18	N777US F50	370	BTN 1938	WESCO
20	N522SB G3	350	POL 2040	DCS
22	PH-HET C550	350	POL 1215	TAL
	N275E LJ24	410	DCS 1936	DAV
25	SANTA 01 SLAY+4	LowLevel Direct		90N
	SPL054 B727?	330	11.19	60/10 Special Air
				Transport c/s used also
	4X-CUB WW1124	410	POL 1350	DCS

Movements in the Area During December

4	G-BEFY Hiller UH-12 G-GBCA Agusta A.109 G-BAEP Cessna FRA.150M	Lindholme Brighouse Strip Nr Pole Hill	Crop-Spraying F/T Denham From Bourn
5	G-BMTC Twin Squirrel G-BLEZ Dauphin	Huddersfield - Ladbroke/Mercury To Hyde Gamston	From Humberside
6	N9888H Cessna T.182R G-VICK Navajo G-BGNM Dauphin	Sherburn Finningley Gamston	From Leeds From Strubby To Humberside
7	G-BDAJ Commander 112	Huddersfield	From Leicester
9	G-BKIR Jodel D.117 G-AWAW Cessna F.150F	Brighton Sherburn	To Haworth To Sandtoft
10	G-BKWX Cessna 421C PH-SKC Cessna F.172N PH-SKE Cessna 172P Agusta A.109 G-BGEO Navajo G-OHTL Sikorsky S.76A	Gamston Sherburn Sherburn Topcliffe Brough Stanhope(N. Yorks)	From Birmingham Local Banner-Towing To Little Staughton "Army 300" To Linton-on-Ouse To Kidlington To Battersea
11	G-UBHL King Air 200 G-OMHC Arrow G-HUBB P.68B Victor G-BBCA Jetranger G-AZKS AA-1B	Brough Huddersfield Doncaster Rawcliffe Sherburn	From Edinburgh From Redhill To Gatwick To Luton Pipeline Inspection From Blackpool
13	G-GBCA Agusta A.109 Sea Heron	Finningley Finningley	From Fair Oaks "Navy 735" From Lee-on Solent
18	G-EVNS Cessna 441 G-BGLI Cessna 152 G-BBJZ Cessna F.172M G-BKKO Cessna 182R	Gamston Netherthorpe Sandtoft Sherburn	From Leeds To Exeter From Humberside F/T Humberside From Edinburgh To Leeds
19	G-CJCB LongRanger G-BBBC Cessna F.150L G-AZID Cessna FA150L G-BJKA Dauphin G-BFHT Cessna F.152	Scunthorpe Brough Sandtoft Gamston Brough	To Site in Staffordshire F/T Sandtoft From Brough From Strubby From Luton
20	OT-ACQ Alouette G-BKWX Cessna 421C	Finningley Gamston	Belgian Air Force, For Refuel From Newcastle
21	G-EMTC Twin Squirrel G-BAZC Robin DR.400	Huddersfield Sherburn	From Sevenoaks To Teesside
23	G-BLFF Cessna F.172N  G-BGOE Duchess G-AZFI Arrow G-AYMX Jetranger	Sherburn Sherburn Netherthorpe Garforth	Banner-Towing over Leeds & Harrogate with PH-SKC, PH-SKE, & PH-AMB From Manchester To Sherburn F/T Whinmoor
27	G-BAKJ Twin Comanche	Carnaby	
28	G-BEZN Fuji FA.200 G-BFHR Jodel DR.220	Huddersfield Grindale	From Cambridge From Fenland
31	G-ARMR Cessna 172 G-ASWP Musketeer G-AYUC Cessna F.150L G-SEJW Cherokee G-OMAV Twin Squirrel G-BCVX Jodel D.1050	Sandtoft Pocklington Netherthorpe Gamston Leeds City Grindale	From Doncaster From Woodford From Sturgate F/T Tollerton From Hull To Haworth

## AIRLINES REVIEW JANUARY 1985

AIR BRIDGE CARRIERS may acquire a further Argosy, possibly XN817 which currently serves at the A. & A. E. E. Boscombe Down. Argosy 101, G-APRL (6652) is now operating with Elan. Some of the Merchantman fleet are now carrying former B. E. A. Vanguard names: G-APBK has been named "Dreadnought", G-APES "Swiftsure" and G-APET "Temeraire".

AIR WIGHT from 1st October 1984 Islander G-AXXJ (150) has been operating services between Bournemouth and Bembridge.

BRITISH AIRWAYS is unlikely to order Boeing 747 - 300's but may wait for an advanced version making extensive use of new lithium-aluminium alloys, expected to be available from 1988. Following the CAA Review some routes are to be exchanged with British Caledonian. From 31st March, it will lose to BCAL routes to Jeddah and Dharan, but will gain BCAL'S South American schedules. If capacity necessitates, two Pan American Tristar 500's may be leased for the Summer, while from 28th March extra capacity to Jamaica is being offered, with route sharing with Air Jamaica following in May. The unused BCAL licences to Denver and to Morocco will also be transferred from 31st March. The airline will continue scheduled services from Gatwick but services to Madrid, Barcelona and Lisbon will be transferred back to Heathrow; some routes will also have to transfer from Heathrow to Gatwick to maintain the balance of operations from the two London airports. The Heathrow-elfast service has been reduced to two flights per day from 3rd December 1984 due to over capacity since the start of BMA services. Flights to East European destinations are to be increased from April 1985. Budapest will be served four times per week, non-stop, and Prague three times per week. Extra flights to Moscow and Warsaw will be added. Departures to Luxembourg are to be reintroduced at six times per week. Midday Heathrow services to Newcastle-Aberdeen have been split into separate schedules. Manchester now has two additional Heathrow departures from 3rd December 1984. A series of Concorde charters to Cape Town is expected to begin in March, for QZ2 passengers.

British Airways Helicopters The Chinook simulator is to be transferred either to RAE Bedford or to RAF Odiham. Chinook G-BJAC (MJ 001) was sold to Columbia Helicopters in September 1984 and also in September, sistership G-BISO (MJ 002) was finally written off following its ditching in the North Sea on 2nd May. On 25th October 1984 Chinook G-BWFC (MJ 004) experienced rotor drive failure at Aberdeen resulting in some fuselage damage.

Britannia Airways have sold Boeing 737-222 G-AZMZ (19074) and Boeing 737-204 G-BAZI (20808) to Guinness Peat for delivery in March.

British Air Ferries are to operate charters between Carlisle and Jersey with effect from May 1985, while the Gatwick - Rotterdam service is due to start on 1st March, initially three times per day. A new contract with Shell will mean basing two Viscounts at Aberdeen to support North Sea oil operations, initially until January 1987.

British Caledonian Airways has increased its Connectair Gatwick - Antwerp service to three times daily, except on Sundays when only one flight operates, from 11th of November. A second 747 is expected to be acquired from mid 1985 to support the Hong Kong services. From 1st May 1985 departures to New York (Kennedy) will start from Gatwick. Applications for Kuala Lumpur and Singapore have been withdrawn. A new contract has been agreed with Air Malawi for the provision by BCAL of consultancy services to aid future development. Work has begun on refurbishing and hushkitting the remaining BCAL One Elevens.

British Midland Airways have lost their appeal with the CAA over the decision to give the Southend-Jersey/Guernsey services to B.A.F. The latter airline are prepared to offer an all-year round service, while B.M.A. were only offering services for seven months.

Brymon Airways have increased their Plymouth-Heathrow service to four daily returns. If two Dash 8's are ordered one will be based at Plymouth and the other at Birmingham. A Twin Otter will then be sold. The airline terminated its E.M.A.-Gatwick service at the end of October, Twin Otter G-BIHO operating the last flight, BC 203/4.



## AIRLINES REVIEW JANUARY 1985 (Contd.)

The service has suffered as a result of the lack of passenger appeal of the Twin Otter. The airport authority at E.M.A. are hoping to attract a new operator with Shorts 3-30 or similar equipment, although as yet, no operator has filed for the route with the C.A.A.

Dan Air Boeing 737-2T4 G-BJXL (22054) has been leased to Nordair, Quebec until April 1986, while Boeing 727-46 G-BAEF (18879) has been leased to Royal Nepal as 9N-ABV from October 1984. Boeing 737-3Q8 G-SCUH (23254) will be leased from I.L.F.C. and is due to be delivered in April. The airline has given up its Isle of Man services and these have been applied for by Spacegrand and Manx. Spacegrand have also applied for Isle of Man-Cardiff-Bristol and Isle of Man-Gatwick.

Genair The final route re-allocation by the CAA was:-

- 1 Air UK -Esbjerg - Humberside - Heathrow.
- 2 Euroflite - Luton - Cardiff/Bristol and Luton - E.M.A.
- 3 Guernsey - Guernsey-Humberside, Guernsey-Teesside and Humberside-Jersey.
- 4 Air Ecosse - Glasgow-Humberside, Norwich, Stansted, Teesside; Gatwick-Norwich, Teesside, and Humberside-Teesside.
- 5 Dan Air/Spacegrand - Belfast-Teesside.
- 6 Metropolitan - Gatwick-LBA.
- 7 Manx-Isle of Man, LBA-Teesside.

Highland Express have hearings for their route applications with the C.A.A. from 8-11th January 1985. Initial equipment is likely to be three Tristar 500's in 1985, followed by three Tristar 100's in 1986. Objections have predictably been lodged by B.A., B.M.A., Birmingham Executive and Air Ecosse. Newark and Toronto are planned to be served daily from Prestwick with feeders operating from Aberdeen, Birmingham, Stansted, and Maastricht. Services are planned to start from 1st June if the application is successful with a reduced Winter frequency to both destinations.

Hubbardair The Norwich based operator has acquired Twin Otter G-BGZP from Spacegrand/J.E.A. It was delivered from Jersey on 4th November and entered service the same day as "HBD 070", Luton-Leuchars, carrying newspapers.

Orion The lease of Air Belguim Boeing 737-2Q8 G-BKMS (22453) was terminated at the end of October and has been released to America West as N143AW. It was at Luton undergoing repainting in their full livery by Britannia in November and was expected to depart early in December.

Air Ecosse have been granted the following licences: Glasgow to Manchester/Birmingham (competition for BA); Glasgow to Teesside/Humberside Norwich/Stansted, Gatwick to Norwich/Humberside/Teesside. The only route that they have started services on is the Glasgow to Teesside/Humberside which is operated by Casair using a Cessna 404 Titan.

Air Europe are reportedly selling off or leasing out some of their fleet of B737/B757 aircraft. A B757 is to be leased to British Airways for the Summer (whether the lease of G-BKRM (22176) will continue, it isn't known) plus the lease of 2xB737 to British Airtours.

Air UK are to operate a fleet of 4 Short 3-60 aircraft. Two aircraft are to be obtained direct from Shorts plus the two Air Ecosse aircraft G-DASI (SH3606) and G-RMSS (SH3604). It is thought that the three Short 330s will be returned G-BKDN (SH3090), G-BKSU (SH3095), G-BJFK (SH3077).

British Air Ferries have been granted a licence to operate Southend to Beauvais/Lille. A licence to operate Humberside to Jersey/Guernsey in conjunction with Guernsey Airlines.

British Airways The first aircraft in the new colour scheme are B737 G-BKYF (23164) and B747 G-AWNO (20810). Services from Manchester to Madrid, Lisbon, Oporto and Athens from April 1986.

Monarch Boeing 757 G-MONE (23293) is due to be delivered March 1985.

Orion Boeing 737 G-BGTY (21960) is to be sold to Transavia in March.

## Military Section

This months listing comprises of the active aircraft current with Squadrons at Binbrook and Coningsby. They are as upto date as possible but it is most probable that some changes will have taken place so any recent sightings will be most welcome.

### BINBROOK

#### 5 Squadron

Lightning F3's:- XP701/AN, XP764/AP, XP751/AQ, XP764/AR, XR718/AS  
Lightning F6's:- XR770/AA, XR727/AB, XS932/AC, XR772/AD, XR754/AE,  
XS920/AF, XS922/AG, XR758/AH, XS899/AJ, XS898/AK,  
XR757/AL, XS903/AM  
Lightning T5 :- XS416/AT

#### 11 Squadron

Lightning F3's:- XP749/BK, XP694/BC  
Lightning F6's:- XR771/BA, XR756/BB, XR724/BC, XR773/BD, XS933/BE,  
XR755/BF, XR769/BG, XS901/BH, XS928/BJ, XR752/BL,  
XS904/BM, XS919/BN  
Lightning T5 :- XS458/BT

### LTF

Lightning F3's:- XR720/DA, XP753/DC, XP706/DD, XP750/DE  
Lightning F6 :- XS895/DF  
Lightning T5's:- XS456/DT, XV328/DU, XS519/DV, XS459/DW, XS417/DZ

### CONINGSBY

#### 29 Squadron

Phantom FGR2's:- XV409/A, XV500/B, XV404/E, XV420/I, XV434/J, XV401/L  
XT902/M, XT909/N, XV408/P, XV487/Q, XV442/R, XV412/S,  
XV432/T, XV485/W, XV407/X, XV438/Y

#### 228 OCU

Phantom FGR2's:- XV396/A, XV421/B, XV394/C, XT898/E, XV499/F, XV424/G  
XT895/H, XV398/I, XT910/J, XV406/K, XV473/L, XT897/M,  
XT914/N, XT900/O, XT893/Q, XT903/R, XT907/T, XT905/U,  
XV486/X, XT896/Y, XT891/Z

#### 229 OCU

Deliveries of the Tornado F2 commenced in early November.

Tornado F2's:- ZD901/AA, ZD903/AB, ZD902/AC, ZD904/AD

One or two airshow dates which may be of some use:- 11-12 May Biggin Hill  
19 May Barton Air Show, 25-26 May Mildenhall, 22 June Halton, 5-7 July  
PFA Rally Cranfield, 14 July Cranwell Open Day

Recent deliveries through the U.K. have included 4 Saudi F5's which were due through Alconbury on 12.1 but due to weather were delayed. Another batch are due shortly. Upper Heyford has been the staging post for Malaysian A4 Skyhawks, one lot was delivered just before Christmas while 4 more were due on 16.1 but again due to bad weather, this time in the U.K. they went through the following weekend.

AST.412 (Air Staff Target) the Jet Provost replacement requirement seems to be in a little bit of confusion at the moment. The final fight was recently reduced to two, the BAe/Pilatus PC-9 and Shorts Tucano with the Hunting Firecracker and Westland/Australian A.20 being dropped. The decision to drop the latter caused outrage in Parliament and the Defence Minister has asked them to re-submit their tenders and clarify certain points.

The delay into service of the Nimrod AEW3 is making The RAF consider refurbishing its ageing fleet of Shackleton AEW2. The aircraft with vintage 1940's radar could remain in service for another five years. The estimated cost of the AEW programme has risen from just a few £100 million in 1976 to over £1,000 million at the moment.

South Africa who until recently also operated the Shackleton is having problems finding a modern replacement for its 1950's aircraft because of embargoes etc so is using Dakota's to offer limited radar capabilities. It is perhaps worth noting that if the RAF does refurbish its fleet then South Africa could provide as a useful source for spares - but we can't get to them.

General Dynamics are to develop a reconnaissance variant of the F16 based on the two seat model. The USAF is looking into such a variant as a replacement for its RF-4's. West Germany could also be interested in the project as it is looking for an RF-4 replacement for early 1990 service.

Austria who are looking for a new fighter keep putting their final decision date back. It was originally in September last year but now stands at the end of May. The competition is between secondhand refurbished Lightnings, Drakens, Mirage III's and new Northrop F5's.

Northrop are continuing with their F-20 Tigershark programme and are building a fourth aircraft although they have still no orders on the books. Saudi Arabia has shown interest in the aircraft but says it will not buy until the U.S. has the aircraft in their inventory and Northrop buy some of Saudi's F-5's back.

The USAF have purchased the three Gulfstream III aircraft which have been on lease from the manufacturer. They are to purchase a further 8 at a cost of 176 million Dollars. The gulf III's are known as C-20A's.

The Luftwaffe has ordered 7 Canadair CL.601 Challengers for VIP use to replace Jetstars and Hansa Jets. Deliveries will commence in 1985/86 and the aircraft will be fitted out by Dornier at Oberpfaffenhofen near Munich.

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STOP PRESS

Due on 18th February with ETA of 10.50 and ETD 12.00, is an Interflug IL-18 from and to East Berlin, transporting Opera North to do a concert, and return to Ringway the following day. Flight number is IF1120/1121.