

AIR YORKSHIRE



VOLUME 12 No 1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 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.

FEBRUARY 2nd : Members slides/slide auction.
MARCH 2nd : Chris Warn will be giving us his usual enthralling talk on his latest 'globe trottings' supported by slides entitled 'Alaska to Peru'.
APRIL 6th : A presentation by Martin Powell on the "U.S. Department of Defence Designation Systems", supported by slides. (Not to be missed, the answers to many intriguing questions.)
MAY 4th : Annual Recognition Competition.
JUNE 1st : AGM, supported by a B.Ae. film.
JUNE 8th : Church Fenton.

EDITORIAL

The Photographic Competition was well supported again, the winners of the slide section were 1st - P. Harcourt, while R. Fozzard came 2nd & 3rd, and the print section was almost a walkover for D. Yeadon who came 1st & 2nd, with D. Hampshaw making 3rd place. Thanks to everybody that took part & to Colin Addison for the judging. Thanks to Chris Harper & Dave Senior for the conclusion of their RAF presentation at last month's meeting, very professionally done. Improvements have been planned for future meetings in the space & seating category, hopefully they will rectify some of the problems caused by the great influx of members to our meetings recently.

Credits

T.W. Sykes
S.W. Rigg

D. Elam
W.K. Jordan

R. Fozzard
Airstrip

C. Harper
Air International

LEEDS/BRADFORD MOVEMENTS - DECEMBER 1985

1	G-STAT Cessna 206 18014 U-21 n/s	0845 1646 0932(3)	G-ORAY Cessna 182 G-BGYK Boeing 737 n/s	1342 2232 0935(2)
2	OY-ARJ Cessna 414 n/s G-BBCW Aztec	1122 1908(4) 2009 2056	G-BBCW Aztec G-BECG Boeing 737 n/s	1542 1631 2027 1030(3)
3	G-PATT Cessna 404 G-BMAM DC-9 G-BHYS Archer G-TSAM HS.125 n/s	0732 0812 1004 1039 1623 1922 1827 1610(4)	G-BGEM Partenavia P.68B G-BAZH Boeing 737 G-BGNU King Air G-BAZG Boeing 737 n/s	0826 0840 1457 1610 1801 1819 2055 0947(5)
4	G-BLKY Baron G-BCGJ Cherokee n/s G-ASWX Cherokee G-ASRH T.Comanche <u>PH-MBX Citation</u>	0853 1600 0906 1403(12) 1132 1218 1831 2049 2144	G-FISH Cessna 310 G-BJBI Cessna 414A G-FISH Cessna 310 G-PATT Cessna 404	0904 1004 1001 1118 1812 1822 2016 2032
5	G-BFKJ Navajo G-CSNA Cessna 421C G-FOOD King Air 200	1110 1438 1450 1539 1826 1841	G-BBCW Aztec G-BAZG Boeing 737 n/s G-PLAS Cougar	1331 1411 1636 0749(6) 1937 2031
6	G-FISH Cessna 310 n/s G-GASC Hughes 500 G-BBEW Aztec G-BICV Apache XV271 Beaver n/s G-DAFS Cessna 404 n/s	0855 1613(7) 1013 1111 1203 1222 1340 1455 1428 1138(7) 1820 1053(13)	G-ONOR Cessna 425 G-BHAF Tomahawk G-BBCW Aztec G-BRJP Boeing 737 G-AXHA Cessna 337	1002 1344 1129 1155 1251 1323 1404 1530 1515
7	G-BAZG Boeing 737 G-AZLY Cessna 150	? ? 1440 1511	<u>PH-MBX Citation</u> G-BGYK Boeing 737 n/s	1012 1124 2030 0711(8)
8	G-BMAA DC-9 (DIV) G-BGPU Cherokee <u>OO-LFL Cessna 441 n/s</u> G-AVMN BAC 1-11 (DIV) n/s G-BJUK Sh.SD.3-30(DIV)n/s	0942 2124 1248 1359 1705 1927(10) 2025 1204(9) 2043 1206(10)	XS790 Andover (DIV) G-HAMA King Air 200 n/s G-ISLE Short SD.3-60 n/s G-BEMF BAC 1-11 (DIV) n/s G-MDAS Navajo n/s	1119 1304 1655 1021(9) 2004 0758(9) 2030 1239(9) 2056 1131(9)
9	G-FISH Cessna 310 G-BLGW F-27 (DIV) G-XTWO Kingu G-BJBP King Air 200 (DIV) G-IOMA F-27 (DIV) G-AXOX BAC 1-11 <u>I-COTO Learjet 25</u> G-BITX Short SD3-30(DIV) G-TAPE Aztec G-BKKY Jetstream 31 (DIV) <u>HI-BPD Short SD3-60 (DIV)</u> G-AXCP BAC 1-11 (DIV) <u>4X-ATR Boeing 707 (DIV)</u> G-BKIH Twin Squirrel G-XTWO Kingu G-BMAJ Short SD.3-60 (DIV) G-BKHF Boeing 737 n/s	0704 0727 0841 0906 0903 0916 0930 1521 1046 1423 1053 1112 1113 1320 1142 1458 1218 1638 1311 1540 1344 1525 1401 1634 1413 1625 1450 1530 1657 1752 1758 1832 2033 1140(10)	G-BCDO F-27 (DIV) G-BGYK Boeing 737 <u>NI25G HS.125 (DIV)</u> G-BKWB Bandeirante (DIV) G-LEGS Short SD3-60 (DIV) G-BLGB Short SD3-60 (DIV) G-JRMM Commander 690B G-AZPZ BAC 1-11 (DIV) G-BREW Chieftain n/s G-ISLE Short SD3-60 (DIV) G-AWYU BAC 1-11 (DIV) G-AXYA Navajo <u>HI-ASG Boeing 737 (DIV)</u> G-JRMM Commander 690B G-FISH Cessna 310 <u>SE-DEL Falcon 10 n/s</u> G-BLZI Short SD.3-60 (DIV)	0752 0808 0848 0943 0921 1043 0958 1257 1052 1334 1057 1408 1118 1145 1151 1509 1228 1040(10) 1336 1546 1354 1555 1409 1810 1441 1659 1627 1640 1708 1731 1808 1144(10) 2102 ?

10 Departures as shown above.

LEEDS/BRADFORD MOVEMENTS (contd)

11	G-BAKL F-27 (DIV)	0835 0856	HB-VHA Citation	1027 1135
	D-EECL Cessna 210	1103 1647	G-BLZT Short SD.3-60 (DIV)	1204 1613
	G-YTWO Cessna 172	1209 1310	HB-VBS Falcon 20	1242 1500
	G-BLTH Cessna 404 (DIV)	1249 1325	G-BKHF Boeing 737 n/s	1321 0949(12)
	G-OZOI Cessna 182	1333 1457	G-MALI Islander (DIV)n/s	1712 1032(12)
	G-BLTH Cessna 404 (DIV)	1816 1843	G-BCDO F-27 (DIV)	1927 1948
12	G-BLVH Boeing 757	0833 1050	G-AXSD Pup	1005 1539
	XV271 Beaver	1107 1224	G-AVYT Arrow	1120 1217
	G-ATSM Cessna 337	1122 1621	G-AYYW Islander	1126 1232
	G-BEMD Baron	1426 1452	G-BMEI Partenavia P.68Cn/s	1511 0740(13)
	HB-VHA Citation	1632 1705	G-AVPS T.Comanche	1721 1831
	G-BKHF Boeing 737 n/s	1801 0746(13)		
13	G-BEMD Baron	0903 0920	XS792 Andover	1310 1657
	G-BRJP Boeing 737	1404 1531	G-DBAL HS.125	1419 1552
	G-DAFS Cessna 404	1445 1601	G-BDYF Cessna 421C	1706
	G-BKHF Boeing 737 n/s	2307 0749(14)		
14	G-BGYK Boeing 737 n/s	2044 0710(15)		
15	G-BHCP Cessna 152	1046 1125	G-COMM Aztec	1420 1540
	G-BAEP Cessna 150	1430 1509	G-BKHE Boeing 737 n/s	2042 0931(16)
16	G-ONOR Cessna 425	0952 1155	G-BJBI Cessna 414A	1023 1116
	G-DJMJ HS.125	1130 1201	G-AZRD Cessna 401B	1210 1309
	G-BSDL Tobago	1513	G-LOVX Cessna 441 n/s	1650 1640(22)
	G-ATJL Comanche	1743 1823	G-BGYL Boeing 737 n/s	2032 0945(19)
17	G-BJLO Navajo n/s	1658 1602(18)	N300DK Gulfstream 2	? ?
18	G-BLTH Cessna 404	0847 1412	D-IBAH King Air 200	0904 1257
	G-BLKY Baron	0910 1636	F-BVRS King Air	0914 1600
	G-ATJL Comanche	0920 1123	G-BHNM Seminole	0936 1557
	G-BJBI Cessna 414A	1128 1220	G-SKIM Ecureuil	1128 1326
	G-BJYD Cessna 152	1212 1307	G-GASB Hughes 500	1510 1530
	G-FISH Cessna 310	1526 1606	XW351 Jet Provost	1533 1534
19	G-RMAE Navajo	0918 1000	G-BEMD Baron	0925 0939
	G-BATH Cessna 337	0930 1604	G-BLTH Cessna 404	0957 1555
	G-BHIN Cessna 152	1022 1044	G-AWAI Baron	1218 1349
	G-RMAE Navajo	1337 1852	G-PLAS Cougar	1542 1740
	G-BEMD Baron	1553 1619	G-BGYL Boeing 737 n/s	1612 0749(20)
	G-BJXO Cessna 441	1751 1823	G-FISH Cessna 310	1805 1844
20	G-BAXT Arrow	0739 1055	G-POLO Chieftain	0836 0915
	G-IBCA King Air 200	0946 1726	G-BGIY Cessna 172	1124
	G-AWEX Cherokee	1130 1225	G-BKIP King Air	1146 1210
	G-BFGW Cessna 150	1157 1213	G-BRJP Boeing 737	1441 1557
	G-BKIP King Air	1611 1628	G-OMAV Twin Squirrel	1744 2002
	G-BGYL Boeing 737 n/s	2014 0755(21)		
21	G-BKHE Boeing 737 n/s	2039 0712(22)		
22	G-AYAA Cherokee	1502 1533	G-BGYJ Boeing 737 n/s	2213 0937(23)
23	G-ONOR Cessna 425 n/s	0914	G-JRMM Commander 690B	0925 1621
	G-BAKS Jetranger	1303 1326	G-BAZG Boeing 737 n/s	2036 1034(24)
24	No Movements			
25	No Movements			

LEEDS/BRADFORD MOVEMENTS (contd)

26	G-BKHE Boeing 737	0820 0951	G-BFBD Partenavia P.68B	1054 1604
	G-BKHE Boeing 737 n/s	1621 0748(27)		
27	G-HSON Cessna 441 n/s	0859	G-BFGH Cessna 337	1108 1206
	G-BHIN Cessna 152	1120 1144	G-AWBN T. Comanche	1126 1357
	G-BHCP Cessna 152	1200 1234	G-AYDX Terrier	1202 1258
	G-AZRR Cessna 310	1204 1311	G-ALFM Devon	1351
	G-BRJP Boeing 737	1400 1524	G-BJIG Slingsby T.67A n/s	1832 0955(28)
	G-BKHE Boeing 737 n/s	1955 0751(28)		
28	G-BLTO Short SD.3-60 (DIV)	1052 ?	G-AZRR Cessna 310	1240 1319
	G-BAZC Robin DR.400	1444 1537	G-BGYL Boeing 737 n/s	2026 1022(29)
29	G-ASWL Cessna 172	0926 1003	G-AZFI Arrow	1205 1249
	G-BFGH Cessna 337	1354 1413	G-ASWL Cessna 172	1419 1444
	G-AZRR Cessna 310	1652 1709	G-BECH Boeing 737 n/s	2038 0930(30)
30	G-DASI Short SD.3-60	1443 1542	G-BGYK Boeing 737 n/s	2033 1026(31)
31	G-IBCA King Air 200	0918 1636	G-BFEC Aztec	1006 1625
	G-AVRO Boeing 737	1515 1615	G-BMAW F-27	2018 2041

Overshoots:- 3rd. XS726/FYNO8 Dominie, XZ348/AA426 Gazelle, PE-CAD F-27 (R.N.A.F.); 4th. XS726/FYN99 Dominie, XX500/FYT86, XX497/Radar Calibration; 6th. XX491/FYT11, XX497/FYT12; 11th. XS729/FYNO7 Dominie, XX494/FYT82; 13th. XS731/FYNO7 Dominie, XX497/FYT92, XX500/FYT94, XS738/FYNO6 Dominie; 18th. G-BMCW SD.3-30, XS731/FYNO4 Dominie, XX338/VYT38 Hawk; 31st. XS726/FYNO6 Dominie, XX494/FYT83.

From & to:- 1st. 18014 F Northolt n/s T Alconbury; 2nd. OY-ARJ F/T Stauning n/s; 4th. PH-MBX F/T Amsterdam; 7th. PH-MBX F Gatwick T Amsterdam; 8th. OO-LFL F/T Brussels n/s; 9th. N125G F Epinal T Frankfurt, I-COTO F Prestwick T Milan, SE-DEL F Hatfield n/s T Warton; 11th. HB-VHA F/T Frankfurt, D-EECL F Porta, Westphalia T Teesside, HB-VBS F Ringway T Villafranca; 12th. HB-VHA F/T Frankfurt; 18th. D-IBAH F Cologne T Birmingham, F-BVRS F/T Reims.

LBA Movements Review - December 1985

The final tally of foreign registrations at the LBA this year seems to be 226, although with all the airliners logged it should have been well above that. We seem to have lost a lot of the small foreigners this year. Starting off the month was Cessna 414 OY-ARJ which n/s on the 2nd, then we had Martinair's Citation II PH-MBX on the 4th and 7th. Night stopping on the 8th was Conquest OO-LFL which was a Teesside diversion. The 9th found the airport filled with diversions which will be recorded in full elsewhere, but foreigners of note were the HS.125 N125G, Learjet 25 I-COTO on delivery to Milan, Falcon 10 SE-DEL and the EL Al Boeing 707 4X-ATR. On the 11th two Swiss visitors were Falcon 20 HB-VBS (callsign FP410) and Citation HB-VHA plus the Cessna T210L D-EECL. HB-VHA returned on the 12th whilst on the 17th we had the newly registered Gulfstream II N300DK which replaces Learjet 36 with the same registration. Noted on the 18th were Beech 200 D-IBAH and Beech E90 F-BVRS. On the military side Beech U-21 18014 visited on the 1st as Lord 53B and n/s. Beaver XV271 was ARMY 370 on the 5th and ARMY 364 on the 12th. Andover XS790 diverted in from Church Fenton on the 8th as KITTY 3 and departed as RAINBOW. Andover XS792 was ASCOT 1631 on the 13th. On the ILS on the 3rd was Netherlands A/F F-27 G-4 callsign PE-CAD.

LBA Movements Review (contd)

Not much else of interest to report for the month, Northair's new P.68 G-BMEI arrived on the 12th but departed almost immediately and is now believed stored at Gamston. The Devon G-ALFM which arrived last month finally departed on the 27th.

LEEDS/BRADFORD AIRLINE NEWS - December 1985

INBOUND DIVERSIONS

08	BD332	LHR	MME	G-BMAA	DC9	LHR	BD339Q
08	Kitty 3	BEX	Chf	XS790	HS74	LIS	Rainbow
08	JE327	IOM	MAN	G-ISLE	SH36	IOM	JE328Q/09
08	Comet 1	MAN	MAN	G-AVMN	BA11	FRA	BA962Q/09
08	BA921	BRU	MAN	G-BBMF	BA11	DUB	BA844Q/09
08	JY124	IOM	BLK	G-BJUK	SH33	BLK	JY101P/10
09	UK202	NWI	HUY	G-BCDO	FK27	EDI	UK202Q
09	UK201	EDI	HUY	G-BLGW	FK27	NWI	UK201Q
09	EZ300	DND	MAN	G-BKWB	EI10	DND	EZ301Q
09	LC562	EDI	MAN	G-IOMA	FK27	EDI	LC563Q
09	JE501Q	IOM	LPL	G-LEGS	SH36	IOM	JE502Q
09	LC254	BHD	MAN	G-BLGB	SH36	BHD	LC255Q
09	GE720	JER	MAN	G-BITX	SH33	JER	GE721Q
09	BR983Q	LGW	MAN	G-AZPZ	BA11	LGW	BR986Q
09	BA5691Q	EDI	MAN	G-BKKY	BA31	ABZ	BA5694Q
09	JE-LE	IOM	LPL	G-ISLE	SH36	IOM	JE561Q
09	EI192	DUB	LPL	EI-BPD	SH36	ORK	EI193Q
09	BR985Q	LGW	MAN	G-AWYU	BA11	LGW	BR988Q
09	DA875	ZRH	MAN	G-AXCP	BA11	ZRH	DA876Q
09	LY311	BRU	MAN	4X-ATR	B707	BRU	LY312
09	EI774	DUB	MAN	EI-ASG	B737	ORK	EI205Q
09	BD228	LHR	EMA	G-EMAJ	SH36	LHR	BD229Q
09	UK057	NWI	HUY	G-BLZT	SH36	HUY	UK-ZT/10
11	UK202	NWI	HUY	G-BAKL	FK27	EDI	UK202Q
11	UK053	NWI	HUY	G-BLZT	SH36	HUY	UK056Q
11	UK620P	NWI	HUY	G-BLTH	C404	EBJ	UK620P
11	MAK-LI	GLA	HUY	G-MALI	BN2	HUY	MAK-LI/12
11	UK621P	EBJ	HUY	G-BLTH	C404	NWI	UK621P
11	UK210	NWI	HUY	G-BCDO	FK27	EDI	UK210Q
28	UK053	NWI	HUY	G-BLTO	SH36	HUY	UK021/29

All the above were due to fog, except the last which was snow. On the 09th, British Caledonian made their first ever visits to the airport with the two One-Elevens and EI A1 sent in their first Boeing 707. Unusual callsigns on the 08th were Rainbow which was the Duke of Edinburgh and Comet 1 which was a Halleys Comet spotting trip. Sub-charters were provided by Peregrine on the 09th BA5691Q and Donnington on the 11th UK620P/621P.
 BEX = Benson, Chf = Church Fenton, LIS = Lisbon, ORK = Cork, and one charter operator new on the scene is MAK = Malinair.

REGULAR FLIGHTS

BY018A	PMI	02/G-BGYK	09/G-BGYK	16/G-BKHE	23/G-BGYJ	30/G-BECH
BY033A	TFS	03/G-BECCG	10/G-BKHF	17/G-BGYL	24/G-BAZG	31/G-BGYK
BY040A	ALC	03/G-BAZH	10/Divert	17/G-BFVA	24/Divert	31/G-AVRO
BY144A	AGP	01/Divert	08/G-BGYK	15/G-BGYK	22/G-BKHE	29/G-BGYL
BY159A	ALC	07/G-BAZG	14/G-BKHF	21/G-BGYL	28/G-BKHE	
BY202A	PMI	06/G-BAZG	13/G-BKHF	20/G-BGYL	27/G-BKHE	
BY208A	AGP	05/G-BAZG	12/G-BKHF	19/G-BGYL	26/G-BKHE	
KT144	AGP	06/G-BRJP	13/G-BRJP	20/G-BRJP	27/G-BRJP	

LEEDS/BRADFORD AIRLINE NEWS (Contd)

OTHER FLIGHTS

Royal Netherlands Air Force Troopship G-4 PE-CAD made an IIS overshoot on the 03rd Teesside - Northolt. Air Europe have arranged eight training sessions for their Boeing 757's this Winter and the first was on the 12th when G-BLVH AEOIT f/t Manchester made numerous landings.

GENERAL

Air UK produced One-Eleven G-AXOX on the 09th UK543Q Amsterdam - Newcastle due to Friendship problems. British Midland used DC-9-32 G-BMAM on the 03rd BD412/3/4/Training/415 in lieu of the One-Eleven, and Friendship G-EMAE operated all flights from the 26th for the Christmas and New Year period.

A Shorts 360 of Air UK suffered a lightning strike on the 31st and British Midland Friendship G-BMAW was called in for a sub-charter BD-AW/UK687Q East Midlands - Belfast.

EARLY AIRLINE NEWS FOR THIS COMING SUMMER

Wardair	B747	Mondays	BHX/YYZ		
Dan Air	BA11	Wed X 2,	Mon X 1	Intasun	
Spantax	B737	Wed X 1,	Fri X 2,	Sat X 1	Intasun
Hispania	B737	Sat X 2	Intasun		
JAT	B727	Mon X 1,	Sun X 1	Yugotours	
Balkan	Tu154	Sat X 1	(Fortnightly)	Balkan Holidays	
Aviaco	DC9	Thu X 1,	Sun X 2	Thomson	

Local Movements - December 1985

4th	OIJ64	Chinook	Leeming	
9th	G-ONTA	Hughes 369	Hull	from Barrow
12th	G-BIZN	T.67	Finningley	to Barton
20th	Lynton 06	Ecureuil	Roundhay Park	Cambridge - LBA
26th	G-HHOI	HS.125	Leeming	
27th	G-BDWX	Jodel D.120	Crosland Moor	F/T Bagby
	G-BCVX	Jodel DR.1050	Sherburn	F/T Crosland Moor
	G-AXJJ	Pup	Sherburn	F/T Crosland Moor
29th	G-BCVX	Jodel DR.1050	Netherthorpe	F/T Crosland Moor
	G-AVBZ	Cessna 172	Sherburn	F/T Crosland Moor
	G-BAJN	AA-5	Crosland Moor	F/T Sherburn
	G-BGGB	Citabria	Sherburn	F Crosland Moor

Hot-Air Balloon 'Brass Monkey' Meet - Harrogate

Whilst listening to my new R-532 Scanner (a Christmas present from my wife!), on the 27th December, I noticed the Controller telling aircraft to beware the Hot-Air Balloons at Harrogate. A quick trip towards Harrogate visually told me that I had missed the take-off, and only by taring about the countryside were the registrations of the five balloons visible. They were :- G-BLAH/BLCC/LING/ONZO/STAG. Determined to see the early-afternoon inflation and launch on the 28th December, we arrived on the Stray in good time. It was a beautiful day, with a blue sky, light wind but freezing cold! Eleven balloons in total made a colourful picture and all in turn floated away, closely followed by various vans and trailers intent upon following them to the ends of the Earth to bring them back to do it all over again. Balloons seen on the 28th were :- G-BHYO/BLAH/BLJH/BLZB/BLZS/BMGD/BMJN/LING/NWPR/STAG and D-JUTTA.

FOREIGN VISITORS TO LBA - 1985

x3D-ART	Falcon 10	61	EI-BPD	Short 3-60	SH-3656
x4X-ABO	Boeing 737-258	22857	xEI-BRG	HS.125	25281
x4X-ATR	Boeing 707-358B	19004	xEI-BRM	Cessna 172Q	76147
x4X-EAA	Boeing 767	22972	xF-BOEZ	Piper PA-23	27-3027
x4X-EAB	Boeing 767	22973	xF-BOXR	Cessna T210G	0248
x40-AB	Vickers VC-10	820	xF-BPIZ	Beech 95D55	TE-556
x A6-SMR	Boeing 747SP-31	21961	xF-BTML	Falcon 20	67/414
x C-GRDP	Westwind	188	xF-BTTL	SN601 Corvette	28
x D-CACP	Learjet 55	55-086	xF-BUQP	SN601 Corvette	4
x D-CARP	Learjet 55	55-050	x F-BVPZ	SE210 Caravelle	218
x D-CDRE	Mu-300 Diamond	A.053SA	x F-BVRS	Beech E90	LW-116
x D-CFCF	HS.125-403B	25248	x F-BVSF	SE210 Caravelle	241
x D-ECIJ	Cessna F172H	0708	x F-BVUV	Cessna 310Q	1095
x D-EECL	Cessna T210L	60660	x F-BXOL	Beech 200	BB-87
x D-EERB	Piper PA-28-181	28-8090336	x F-BXSN	Beech E90	LW-175
D-EFLD	Piper PA-28-181	28-7990106	x F-BBGD	Learjet 35	35-016
x D-EFWG	Cessna 182N	60799	F-GBMB	Learjet 35C	35C-018
x D-EJDS	Piper PA-28R	28R-7737071	x F-GBPZ	Beech C90	LJ-860
x D-ELEC	Piper PA-22	22-6321	x F-GBRD	Beech E90	LW-91
-ENLA	Cessna F150K	0575	x F-GBFL	Cessna 550	0073
x D-GEMC	Partenavia P.68	200	x F-GCMS	Learjet 35A	35A-257
x D-GEMI	Partenavia P.68	247/TC-09	x F-GCSG	Cessna T210N	63870
x D-IATA	Beech E90	LW-224	x F-GCTR	Beech F90	LA-115
x D-IBAH	Beech 200	BB-334	x F-GDAL	Piper PA-31T	31T-7620057
x D-IBAI	Rockwell 695	95072	x F-GDHL	Gulfstream III	340
x D-ICIT	SA226AT	AT-036	x F-GDLU	Falcon 20	314
x D-IDIT	Beech 95B55	TC-1665	x F-GDMC	Cessna P210N	0673
x D-IDJE	Piper PA-27	27-7654078	x F-GDPU	Piper PA-31	31-367
x D-IEEA	Piper PA-31T	31T-7620041	x F-GERH	Piper PA-31T	31T-7720043
x D-IFVG	Learjet 24B	24B-223	x F-GERS	Beech 200	BB-753
x D-IFVH	Piper PA-31	31-689	x HB-GEV	Beech A90	LJ-215
x D-IHCW	SA226TC	TC-350	x HB-GGM	Beech 58P	TJ-103
x D-INJA	Piper PA-31	31-7512008	x HB-LMI	Cessna 421B	838
x DDR-STE	Ilyushin Il-18	5101	x HB-VBS	Falcon 20	55/410
x DDR-STN	Ilyushin Il-18	10903	x HB-VDX	Falcon 10	56/412
x DDR-STO	Ilyushin Il-18	01904	x HB-VEM	Learjet 35A	35A-068
x EC-DGE	Douglas DC9-34	48106	x HB-VFS	Learjet 36	36-042
x EC-DOH	Cessna 551SP	0039	x HB-VFW	Canadair CL600	1049
EC-DTR	Boeing 737	22597	x HB-VGM	Learjet 35A	35A-288
x EC-DUB	Boeing 737-2K5	22598	x HB-VHA	Cessna 500	0142
x EI-ANF	BAC 1-11-208AL	050	x HZ-MAL	Gulfstream III	379
x EI-ASG	Boeing 737	20222	x I-COTO	Learjet 25	
x EI-ATC	Cessna 310G	0050	x I-EDIF	Falcon 20	300/508
x EI-AYK	Cessna F172M	1092	x I-FLYA	Cessna 501	0099
x EI-BCL	Cessna 182P	64300	x LN-KCR	Beech C90	LJ-793
x EI-BCR	Boeing 737-281	20276	x LN-VIU	Beech 200	BB-216
x EI-BDP	Cessna 182P	60867	x LX-AIX	Cessna F182Q	0102
EI-BEK	Short 3-60	SH-3635	x LX-YES	Cessna T210L	60012
EI-BEL	Short 3-60	SH-3636	x LZ-BTA	Tupolev Tu154	026
EI-BEM	Short 3-60	SH-3642	x LZ-BTC	Tupolev Tu154	036
x EI-BGO	Canadair CL44J	09	x LZ-BTD	Tupolev Tu154	067
x EI-BHL	Beech E90	LW-321	x LZ-BTF	Tupolev Tu154A	077
x EI-BIN	Cessna F152	1843	x LZ-BTG	Tupolev Tu154A	091
x EI-BJS	AA-5B Tiger	0979	x LZ-BTK	Tupolev Tu154B	144
x EI-BLJ	Cessna T210	0337	x LZ-BTL	Tupolev Tu154B	208
x EI-BNC	Cessna F152	1894	x LZ-BTS	Tupolev Tu154B2	422
x EI-BNY	SN601 Corvette	11	x LZ-BTT	Tupolev Tu154B2	483

PH-KFG
 OY-OT
 PH-DBZ
 PH-DBZ 217

FOREIGN VISITORS TO LBA - 1985

* N10117	SA-226TC	TC-386	* OY-BVP	Cessna 337D	1070
λ N125G	HS.125-731	25250	× OY-BYP	Piper PA-31	31-7652017
× N130K	Falcon 50	70	× OY-BYU	Beech 99	U57
× N131WT	Falcon 50	28	× OY-CFD	Cessna 414	0493
× N1982C	Gulfstream III	384	× OY-CMT	Rutan Longez	8102/160
× N200SF	Gulfstream III	390	× OY-DRH	Riley 65	35407
× N206WJ	Beech A36TC	EA-206	× OY-GAZ	Cessna 404	0216
× N260LB	Beech C33	GD-617	× OY-RYT	Cessna 421B	0248
* N300DK	Gulfstream II	57	× OY-SUM	Cessna 402C	0505
× N37984	Learjet 35A	35A-384	× OY-SUN	Cessna 402C	0461
× N3983N	Agusta 109	7201	* OY-SUZ	Cessna T303	0268
× N40AS	BAC 1-11	17-061	× PH-ADG	Cessna T303	0298
× N4372N	Cessna 195A	7034	× PH-BOS	Piper PA-28-181	28-7615375
× N441AG	Cessna 441	0327	× PH-CBU	Piper PA-32RT	32R-7985102
× N4683Y	Piper PA-31	31-678	× PH-DDH	Piper PA-31P	31P-10
× N4719K	Cessna 182P	63718	× PH-DNN	Douglas DC-9-33	47192
× N5288U	Cessna T210M	64857	× PH-DNV	Douglas DC9-32	47170
× N5335U	Cessna 210	64870	× PH-DOC	Cessna T210M	61910
× N53670	Cessna 337G	01769	* PH-HLA	Beech C24R	MC-941
× N6EN	Piper PA-39	39-141	× PH-ILB	Beech 95A55	TC-501
× N77LL	Piper PA-27	27-290	× PH-JBB	Cessna F172M	0971
× N8154Q	Cessna 414	0054	× PH-JBW	TB-20 Trinidad	389
× N8300E	Jetstar 731	5115	PH-JDV	Piper PA-42	42-8001055
× N83FJ	Falcon 50	74	× PH-KID	Piper PA-31	31-7305038
× N85A	Falcon 50	92	× PH-KJE	Cessna T210N	0016/63022
× N9127M	Cessna 210M	62063	* PH-MBX	Cessna 550	0166
× N917J	Jetstar	5082	* PH-MOL	Fokker F-28	11003
× N9418R	Cessna U206	06858	× PH-MTB	Piper PA-31	31-7752062
× N9810E	Cessna 182R	68449	× PH-RPI	Cessna 182R	67809
× OH-CHX	Cessna 402C	0048	× PH-RVS	Partenavia P68	098
× OH-LNB	Douglas DC9	47604	× PH-SUN	Piper PA-34	34-7670095
× OH-LNC	Douglas DC9	47606	× PH-VCM	Cessna 421C	1212
* OH-LNF	Douglas DC9	47614	× PH-VSR	Cessna F172P	2041
* OH-LYX	Douglas DC9	48134	* SE-DEG	Cessna 500	0276
* OO-BVT	Grumman AA5A	0719	× SE-DEL	Falcon 10	14/403
* OO-CJA	Beech A36	E-926	* SE-DEN	Corvette	15
* OO-DTE	Fairchild FH227	534	× SE-GDI	Piper PA-31	31-7405156
× OO-GAZ	Grumman AA5B	0971	× SE-GOK	Cessna F337F	0030
× OO-JET	Piper PA-30	30-1603	× SE-IDU	Piper PA-31	31-8152036
× OO-LFH	Cessna 421C	0064	× SE-IFR	Cessna FR182RG	0047
× OO-LFJ	Cessna 441	0021	× SE-ILL	Piper PA-31	31-7305117
× OO-LFL	Cessna 441	0184	× ST-AJP	Cessna T210N	0016/63022
× OO-MRF	Aerostar	61P-0554-238	× VR-BHX	Falcon 50	140
× OO-NAN	Cessna 441	0182	× YU-AGI	Boeing 707-351	C19210
× OO-RPW	Piper PA-34	34-7450116	× YU-AGJ	Boeing 707-351	C19411
× OO-RWG	Cessna 401B	0204	× YU-AHL	Douglas DC9-32	47425
× OO-TEK	Boeing 737-2H4	21719	× YU-AHM	Douglas DC9-32	47469
× OO-TWR	Cessna F182Q	0080	× YU-AHN	Douglas DC9-32	47470
× OO-VLH	Piper PA-31	31-7812073	× YU-AHO	Douglas DC9-32	47472
× OY-AEV	Cessna 172C	49207	× YU-AHP	Douglas DC9-32	47473
× OY-AFV	Cessna 172C	49168	× YU-AHV	Douglas DC9-32	47460
× OY-ARJ	Cessna 414	0614	× YU-AJH	Douglas DC9-32	47562
× OY-ATP	Piper PA-31	31-7852082	× YU-AJJ	Douglas DC9-32	47567
× OY-BSH	Beech A60 Duke	P-187	× YU-AJK	Douglas DC9-32	47568
× OY-BTK	Piper PA-28R	28R-7803065	× YU-AJL	Douglas DC9-32	47571
× OY-BTR	Beech 200	BB-211	× YU-AJM	Douglas DC9-32	47582

MILITARY VISITORS TO LBA - 1985

XK884	Hunting Pembroke	66/082	XX372	Gazelle	1240
XP778	DHC Beaver	1449	XX444	Gazelle	1248
XP820	DHC Beaver	1483	XZ330	Gazelle	1661
XP825	DHC Beaver	1491	XZ334	Gazelle	1673
XR445	DH Sea Heron	14092	XZ336	Gazelle	1676
XS770	Beagle Bassett	B-014	XZ645	Westland Lynx	WA180
XS790	HS Andover	1562	ZA681	Boeing Chinook	MA012
XS792	HS Andover	1564	ZA710	Boeing Chinook	MA022
XS793	HS Andover	1565	ZA776	Gazelle	1818
XV191	Lockheed Hercules	4211	ZA947	Douglas DC3	10200
XV195	Lockheed Hercules	4216	ZD621	HS 125	257190
XV214	Lockheed Hercules	4241	ZE705	Lockheed Tristar	1188
XV218	Lockheed Hercules	4245	18000	Beech U-21	IM-1
XV268	DHC Beaver	1620	18014	Beech U-21	IM-15
XV270	DHC Beaver	1624	22944	Beech C-12	BC-55
XV271	DHC Beaver	1648	40081	Gates C-21A	35A-527
XV293	Lockheed Hercules	4258	40083	Gates C-21A	35A-529
XV297	Lockheed Hercules	4263	40164	Beech C-12F	BL-94
XV298	Lockheed Hercules	4264	CF-01	Swearingen MerlinT-259	
XV304	Lockheed Hercules	4272	CF-02	Swearingen MerlinT-260	
XV724	Westland Wessex	WA619	N090	Embraer Xingu	90
XV733	Westland Wessex	WA628	N0113	Nord Noratlas	113
XW283	Westland Scout	F9738	N0157	Nord Noratlas	157
XW788	HS 125	25255	50+64	Transall	D,101
XW799	Westland Scout	F9762			

Grindale Movements - November 1985

1 G-BFPA Falke F/T Sutton Bank; 2 G-BISB C.152 F/T N' thorp, G-AZTS C.172 F/T Humberside; 3 G-BAJN AA-5 F/T Sherburn, G-AXRT C.150 F/T Sproatley, G-AYEF PA-28 F/T Sandtoft, G-MKAY C.172 F/T Doncaster; 6 G-BHJS P.68B F/T EMA; 9 G-BJCY T.67A F/T Sherburn; 14 G-BFGW C.150 F/T Humberside; 17 T7909 (G-ANON) T. Moth/G-ATXO Sipa 903/G-BAZC Robin all F/T Sherburn, G-BDWB Rallye F Kirkbymoorside T Fadmoor, G-AZZV C.172 F/T Teesside, G-BFPA Falke F/T Sutton Bank, G-BKTPZ T.67M F/T Kirkbymoorside; 24 G-BIVB Jodel D.112 F/T Sherburn, G-BDNW AA-1B F Kirkbymoorside T Doncaster, G-BDWB Rallye F Kirkbymoorside T Fadmoor.

December 1985

6 G-BLRM Glaser-Dirks DG.400 F/T Rufforth, G-ATKU C.172 F/T Doncaster; 8 G-AZTS C.172 F/T Humberside; 15 G-BBXT C.172 F/T N' thorp, G-BEBE AA-5A F/T Doncaster; 23 G-BLRM DG.400 F/T Rufforth; 27 G-OZOI C.182 F Doncaster T Sherburn, G-ORAY C.182 F/T Doncaster.
 New resident with British Skysports at Grindale is Cessna F.150J G-AWSD.

Teesside Movements - November 1985

2	ZE411	Agusta A.109A	G-AVZP Pup	G-YORK Cessna 172
3	F-GDLE	K.A.200	G-BDAE BAC 1-11	G-BAZS Cessna 150
6	N759A	Gulfstream 2	F-BVJK Aztec	G-MAFF Islander
	G-MCAH	T.Squirrel	G-BGZP T.Otter	G-BDZU Cessna 421C
7	N2998	Gulfstream 2TT	G-DJMJ HS.125	G-CINE LongRanger
8	G-ANUO	Heron	G-BJAJ AA-5B	G-OSCC Cherokee Six
10	D-CBUR	Falcon 10	G-BHFL Cherokee	G-PORK AA-5B

Teesside Movements (Contd.)

11 G-ANUO Heron G-CEGB T.Squirrel	G-FTAX Cessna 421C G-BHYW Jetranger	G-BDOE Cessna 172
13 G-AMVD Auster 5 G-BFGX Cessna 150	G-BEIA Cessna 150 G-BCKV Cessna 150	G-BDAU Cessna 150 G-BKUY Jetstream 31
14 G-MRFB HS.125	G-BFKJ Navajo	G-BFVP Aztec
15 XR525 Wessex	G-GAMA Baron	G-BKMN B.Ae.146
16 D-GBUR Falcon 10		
19 PH-DDH Navajo G-JONS Chieftain	F-BVJK Aztec G-FTAX Cessna 421C	G-SVHA P.68B
20 SE-GXV Merlin 3	G-BFKJ Navajo	
21 F-GEDB Falcon 10	G-BEZJ Bo.105D	G-KWIK P.68B
22 G-TOMI HS.125 G-AVXJ HS.748	G-FKI Cessna 404 G-AVPS T.Comanche	G-GASB Hughes 500 G-BLRG T.67N(To Be Based)
25 G-LITE Rockwell 112	G-AZFZ Cessna 414	G-PAKT Jetranger
27 132001 Dash 7(R.Canadian A.F.)		
28 D-ILNY K.A.200	D-IBVO K.A.200	G-BLTH Cessna 404

3.F-GDLE F/T Le Bourget;6.F-BVJK F Frankfurt n/s T Calais;7.N2998 F/T Gander;
10.D-GBUR F Oedheim T Baden-Baden;16.D-GBUR F/T Oedheim;19.PH-DDH F/T Amsterdam,
F-BVJK F/T Calais;20.SE-GXV F/T Angelholm;21.F-GEDB F/T Le Bourget;27.132001 F
Lahr T Heathrow;28.D-ILNY F Le Bourget,D-IBVO F Gatwick.

Airlines Review - January 1986

Ace Aviation:- The CAA has allocated licences to seven independent airlines including Ace Aviation for a number of regional routes, under the terms of the 1984 White Paper on Airline Competition Policy. This provided for British Airways to contribute up to £450,000 each, for a total of 15 routes, spread over three years, to help such smaller airlines to establish services on routes that B.A. wished to relinquish. The services require U.K. and foreign government approval under the various bi-lateral agreements and the companies have to demonstrate their suitability to receive the B.A. grants. Ace have been awarded Glasgow to Brussels, Gothenburg and Hamburg, and have specified Beech Super King Air aircraft.

Acrotime:- also under the above terms and conditions the company has been awarded Edinburgh to Brussels, Copenhagen, Frankfurt and Milan.

Air Atlantique:- are believed to be moving their maintenance base from Stansted to Coventry along with their Bristol Freighter G-BISU and the Dakota fleet. Dakota G-AMSV is currently resplendent in a 50th Anniversary commemorative livery.

Air Ecosse:- The airline has been awarded the licences for the routes Aberdeen-Dublin, Glasgow - Dublin and Aberdeen - Vagar (Faroe), and has also applied for the route Manchester to Southampton. The applications are unconnected with the B.A. route subsidy awards.

British Airways:- An application has been made for Heathrow - Grenada, specifying a Boeing 747 starting in November, and operating via Barbados, while the weekly Tri-star service to Male in the Seychelles, is due to restart in April. In association with Goodward Travel, nearly 50 Concorde special flights are being marketed, ranging from local Champagne Flights from Heathrow at £325 per passenger to probably the ultimate flight, a Concorde World Air Cruise, due to take place between 7th and 24th March 1987. This luxury flight, at only £14,995 per passenger, will include stopovers at Moscow, Cairo, New Delhi, Beijing, Guam, Honolulu, Mexico City and Barbados.

Airlines Review (Contd.)

Concorde entered service with British Airways 10 years ago this month, January, and seven aircraft are now in service with B.A., and seven with Air France. On 31st December last, Trident 3B operations drew to a close. On the 5th, G-AWZS (2319) flew its last service from Glasgow to Heathrow for storage, followed on the 8th by G-AWZJ (2311), Zurich to Heathrow, also for storage. Following its final service, Edinburgh-Heathrow, on 27th September, G-AWZR (2318) is also stored at Heathrow. G-AWZK (2312) is in use as a ground trainer at Heathrow, and G-AWZP/R may be sold to Air Charter Services of Zaire. Over at Airtours, Boeing 737 aircraft in use over the Winter period include G-DDDV and G-BRJP from Air Europe, G-BHWE from Britannia, G-BGDP/R and G-BGJE/I/J/K, one aircraft being based at Manchester, with the remainder at Gatwick.

British Midland Airways:— The airline has confirmed its decision to order five ATP aircraft, including two for Manx Airlines and one for Loganair. The first flight of the ATP is scheduled for 6th August next with certification due for completion by 30th July 1987, followed by the first airline delivery to BMA, in September 1987. Refurbishment of the DC-9 fleet continues and work has also begun on the Viscount fleet. On 5th January, G-AZNA was noted outside the B.M.A. facility at E.M.A. resplendent in the new livery to be joined shortly by G-FMAT. It is expected that the Viscounts, G-AZNA, G-BAPF and G-FMAT will remain in service for the immediate future at least, as suitable second-hand DC-9 aircraft are proving difficult to obtain. The remaining Viscount G-BFZL joined the Manx fleet on 16th November last, in their livery. Following on from last month's report, Boeing 707-321C G-BMAZ (19270) has been registered N863BX prior to joining Burlington Northern, and is currently in Tel Aviv with I.A.I. for conversion to freighter configuration.

Birmingham Executive Airways:— Unfortunately problems continue to abound with the SF-340 G-BSFT. During last November sub-charters on no less than 21 days were necessary to cover for problems with the rudder. On 4th November Thurston King Air 200 G-IPRA was used on the Copenhagen service, followed on 5th November by Vernair King Air 200 G-VRES, which operated the B.A. Cork service. For the 6th and 8th McAlpine Jetstream 31 G-BLDO was used to operate the B.A. Cork service returning to Luton on the 8th. Also on the 8th the Copenhagen-Birmingham service was flown by Metro Airlines Metro II OY-BZW. Peregrine Jetstream 31 G-BKHI was used on the 11th, 12th, and 13th, and King Air 200 G-IPRA on the 14th and 15th. Between 16th and 18th Alkair F-27 OY-APE was sub-chartered for the Copenhagen service, and the B.A. Glasgow service on 18th. Meanwhile, on the 18th, G-BSFI was flown to Linköping for repairs and its place was taken by Metro Airlines Metro III OY-BPH on 17th and 18th. On 20th OY-BPH operated again on the B.A. Glasgow flight before returning to Copenhagen as VB800, the return flight being operated by Alkair F-27 OY-CCK. This aircraft night-stopped and operated the Glasgow and Copenhagen services on 21st and 22nd November except VB801 which was cancelled. From 24th until 26th November Air U.K. F-27 G-BLGW was used prior to the SF-340 returning to service on 26th. While operating the Copenhagen service on 27th November, the SF-340 went unserviceable again, and as at the end of November, it remained 'stored' at Copenhagen. Alkair F-27 OY-CCK was used on 28th November, but this then suffered engine problems on 29th, eventually departing on 30th as VB800, VB801 being cancelled. In the meantime on 28th November Thurston Bandeirante G-MOBL positioned from Stansted to operate the Cork and Glasgow services before returning to Stansted on 29th. By April it is envisaged that five aircraft will be operated, but only two of them will be Jetstreams, so replacement equipment will have to be acquired, particularly if some of the new routes are introduced in April.

Britannia Airways:— Winter disposals include Boeing 737 G-BJCV on lease to CP Air. The aircraft was air tested at Luton on 2nd November as G-GXCP and departed to Keflavik the following day as 'CP 9200' in basic Britannia livery with CP Air titles grid insignia. In late November G-AVRM was delivered to Presidential Airways in their full livery as N312KV, although the British registration remained taped on for the flight. This may be the first of three aircraft sold to Presidential as G-AVRL and G-AVRO are expected to go in April and May.

Airlines Review (contd)

Dan Air:- Recent fleet movements include the lease of Boeing 727-46 G-BAFZ (18877) to Avianca as HK-3201X, retaining its Dan Air livery but with Avianca titles. It was delivered from Gatwick on 3rd December. Also delivered from Gatwick on lease to Sun Country Airlines was Boeing 727-212 (21349) G-BHVT on 1st December. On 28th October B.Ae.748 G-ARMW departed Manchester as VP-LVO on lease to Air BVI, while Boeing 737-2T4 G-BJXL (22054) was delivered on lease to Nordair, from Gatwick on 15th October, with whom it will remain until 30th April.

Euroair:- On 9th November B.Ae.748 G-VAJK (1557) returned from its lease to Tunisavia and is now used on the Dundee-Carlisle-Heathrow schedule, its place with Tunisavia having been taken by G-BMFT from 21st November. This aircraft is in an all white scheme with Tunisavia titles. Two more 748 aircraft are now expected in March and April from Quebecair.

London European Airways:- Short 3-30 aircraft are now wet leased from Fairflight to operate the Luton-Brussels schedules, replacing the McAlpine Jetstream 31 aircraft formerly used. From 28th October until 2nd November G-BKDN was in use, followed by G-BITW from 3rd November until the 18th, with G-BKSU replacing BITW until the end of the month. Netherlines, the Rotterdam based Jetstream 31 operator, has joined L.E.A. on the Amsterdam route and the two airlines are co-operating. First Netherlines aircraft to appear on the route was PH-KJD, which arrives in the evening as WU327 and departs next morning as WU322. The L.E.A. Viscount G-LOWD now night-stops in Amsterdam and then routes Amsterdam-Luton-Amsterdam. The expected second L.E.A. Viscount has now been postponed following the arrangement concluded with Netherlines.

London Express Airways:- The new Stansted based airline has announced that it will start operation of a twice-weekly IT service to Singapore, and a once-weekly service to Hong Kong, on the 24th March. The airline, recently licensed by the CAA, will use a Boeing 747-100 with 440 seats.

Loganair:- The former Air Business Short 3-60 OY-MMC, now registered G-SALU, may be brought into service as a replacement for F-27 G-IOMA, which is believed to be up for sale. The Short 3-60 is currently stored outside the B.M.A. facility at E.M.A., and on 5th January G-IOMA was noted inside the B.M.A. hangar being prepared for overhaul.

Manx Airlines:- The 'new' Manx Viscount 836 G-BFZL (435) was airtested from E.M.A. on the 8th November and operated the B.M.A.'s E.M.A.-Glasgow schedule on the 11th November, before departing to Ronaldsway in full Manx livery on the 16th November. The aircraft has been extensively refurbished inside, including the installation of overhead baggage bins, probably the first Viscount to be so equipped.

Monarch Airlines:- On 20th October One Eleven 509EW G-AWWZ (186) operated its last flight for Monarch, and was delivered to Stansted for British Island Airways the following day. Three Boeing 737 aircraft have been leased for the Winter period to Pacific Western. On the 24th October G-DGDP departed Luton for Keflavik as G-FPWE, due to be followed by G-DWHH, which was prepared at E.M.A. as G-DFWD, and G-DFUB.

Orion Airways:- are also leasing aircraft out over the Winter months, including Boeing 737-2T5 G-BHVM, which has been leased to America. West in full livery, departing from Luton on the 8th October for Keflavik, followed on the 11th October by sub-leased Boeing 737-2Q8 G-BGTY, also in full livery. Next to go was Boeing 737-2T5 G-BKHO which left E.M.A. for Keflavik on the 6th November, also in full livery. All three aircraft are expected to remain with America West until April.

AIRWAYS - December 1985

2	D-COMM SAM86970	Be300 VC137	330 270	POL 1735 WAL 1935	BPK HON
5	N121AM	F20	310	POL 1815	TAL
7	EI-BJP	B737	350	OTR 1403	WAL
8	F-GESL C-FEPP N551DP	125 B737 LJ25	390 330 280	POL 1131 DCS 1935 POL 2005	TAL BTM to LTN DCS to PWK
9	N458JA	LJ25	390	POL 1905	TAL to EDN
12	N517BA N122WF	C501 CL600	280 350	POL 0958 OTR 2035	DCS WAL to SNN
14	N60AC C-FEPP C-FAAL	G3 B737 CL601	390 350 350	POL 0909 POL 1435 TNT 1750	DCS 60/10 BEL
15	N77SW HZ-MFI	G3 CL600	330 370	WAL 1059 BEL 2215	DAV to CAM DAV to LHR
16	I-ASAZ N10XY	C550 B727	280 310	POL 1745 TNT 2030	TAL to EDN 58/10
18	N331DM	Mu300	370	DCS 2235	DAV
19	PH-HET N471SP	C550 CL600	330 350	OTR 1720 POL 1820	DOG 60/10
21	N12CZ N5519V VR-CBU	1-11 ? ?	350 350 410	POL 1229 POL 0940 DCS 1650	TAL 60/10 BEL BTM
22	IF37310 4X-CJS G6-BER	Tu134 WV1124 F50	240 390 390	OTR 1040 POL 1435 POL 1530	BTM - MCR - DDR-SDC DCS to PWK 60/10
23	TF-SYN	F27	180	ROB 2035	DCS
25	4X-CUJ	WV1124	390	POL 1505	DCS to PWK
26	D-BDWO	F50	370	OTR 1945	DAN
30	N280BC N728A N728Q	F50 DC8 B707Q	410 350 390	OTR 1945 TNT 2115 WAL 2215	WAL 56/10 BEL (hush kit)

New aircraft to be seen :-

Eastern	DC-10	N392EA	in service 8/11
Lufthansa	B747F	D-ABZB	in service 10/11
Nationair	DC-8	C-GMXY	in service 11/11
Inex Adria	DC-9	YU-AHP	
Worldways	L1011	C-GIFE	both this and C-GIES spent time at Cambridge in December for interior refit.

.. Flying Tigers B747F EI-BPH

LATE NEWS:- From 10th February until the end of the Winter schedule - Mon to Sat inclusive Air UK will be operating a BAG 1-11 on the Amsterdam schedule - Arr 0745 Dep 0755. Also on Sat Glasgow schedule Arr 1035 Dep 1045, and Sunday Amsterdam schedule Arr 1610 Dep 1620. The Mon to Fri and Sunday Amsterdam to Glasgow flight will also be by 1-11, Arr 1905 Dep 1915.

Where is our hobby taking us - and itself?

Two areas of thought about what could start to happen to change this pastime of ours:-

Security:- Perhaps it started to happen many years ago when the one metre wide 'bandage' appeared around the perimeter fence at Heathrow, then slowly at so many airfields around the country, the spectator areas have moved further away or been closed altogether. For example, the piers at Manchester, and the closure of first one area at EMA and then the second, until spectators are a mile away from the terminal.

Well, who can blame the administrators, considering the security/terrorism angle - the movement of a crowd of 'watchers and wavers' around an airport is certainly not the best thing to control on a busy weekend. The facilities are for the passengers, who are probably ratepayers supporting the airport, and the watchers and wavers are in their way as well. But - the watchers and wavers may be tomorrows passengers, they will give income to the shops and cafes, the car parks and bars at the airport. However, any passenger or prospective passenger can only be pleased by airport security!

So those of us who want to watch are going to find ourselves moving to more and more distant vantage points - the prospect for photographers looks bleak. Military airfields will surely become more secure and better screened - even the training and non-operational bases. Maybe more interest will develop in private aviation - even Microlights!

The possible bonus could be in more and larger Airshows, but when you have seen a couple the others are not all that different.

I tend to feel that we are living on borrowed time and the next few years will see us squeezed out of airfields altogether - I hope I am wrong! The news of armed police being deployed at London and Manchester does little to give me any hope.

Micro-Electronics:- The microchip has given us digital synthesised radio, but will it soon give us more? How long before Civil Aircraft Marking, Biz-Jet, Military Aircraft Markings etc, are bought on a floppy disc and used at home on a VDU display through the domestic computer? Will we get our own requested information from Databases over the telephone line and pay with telecash? How long before 'Air Yorkshire' comes down our domestic printers on our domestic computer consoles?

Brian Gates, of Biz-Jet fame, advertises that data is stored by him on computer disc on Biz-Jet, Turboprop and Commuter aircraft and is available in printout form in a variety of formats - the micro-revolution will come to us one day. Will we be able to dial a Database and request a printout of Avro Anson production or the current months new UK registrations?

The micro-computer/printer/telephone link provides the ultimate in data filing systems and information sorting, and that is what so many enthusiasts will surely require from them - is paper on the way out - will portable Databases be next? Haven't I seen some wristwatch terminals advertised....?

Stephen Rigg

ANY MEMBERS WISHING TO PUT FORWARD THEIR VIEWS ON AVIATION TOPICS, PLEASE DROP ME A LINE OR WRITE A SMALL ARTICLE FOR PUBLICATION. YOUR VIEWS ARE IMPORTANT - LETS HAVE SOME HEALTHY REPARTEE AMONGST THE MEMBERS.

MORE LATE NEWS:- Sterling Caravelles will be doing similar flights to last years Finnair DC-9's. On Feb.24th Arr 1610 Dep 1700, 26th Arr 1355 Dep 1455, and on 27th Arr 1630 to night stop and Dep 1455 on 28th. On Monday and Friday of each week between 11th April and 23rd May, a Euroair 748 will be operating, Arr 1615 Dep 1645.