

# AIR YORKSHIRE



VOLUME 11 No 3

(FOR PRIVATE CIRCULATION ONLY)

MARCH 1985

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200  
CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley  
SECRETARY:- A. Heeley, 74 Banksfield Crescent, Yeadon, Leeds LS19 7JY, Guiseley 75745  
TREASURER/REGISTRAR:- H. J. Thompson, 1 Breary Rise, Bramhope, Leeds LS16 9AL, 843189  
TRIPS ORGANISER:- J. Lloyd-Martin, 17 Overhall Road, Mirfield, Dewsbury 499866  
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947  
MILITARY SECTION SUB-EDITORS:-  
N. Micklethwaite, 15 Leslie Avenue, Yeadon, Leeds LS19 7XH Tel. Rawdon 507604  
J. Clough, 29 Moorside Gardens, Eccleshill, Bradford BD2 3RE Tel. Bfd. 639497

## FORTHCOMING MEETINGS

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

APRIL 7th : A top quality slide show entitled "The Post War RAF", presented by our experts Chris Harper & Dave Senior.  
MAY 12th : Extra-Ordinary Annual General Meeting - plus a video film of either "LBA on 4th November '84, The Red Arrows or Fields Aviation - plenty of alternatives - depending on the time left after the AGM.  
JUNE 2nd : Films from British Aerospace.  
JULY 7th : Films & videos from Westland.  
AUGUST 4th : Members slides/prints.  
SEPTEMBER 1st : G. Dennison - LBA Airport Director.

## EDITORIAL

A "Bumper Edition" this month, with 18 pages and a map! Keep the information coming, particularly small articles that will be of interest to our members. The meetings seem to be getting busier each month, the membership has increased over last year, and in general the feeling in Air Yorkshire is more buoyant than it has been for a number of years - 1985 has started well, long may it continue!

CREDITS

T.W. Sykes	D. Elam	R. Fozzard	C. Harper	S.W. Rigg
K. Jordan	A. Lee	A. Heeley	T. Smith	M. Butler
I.D. Gordon	J. Lloyd-Martin	N. Schofield	P. Mitchell	J.R. Clough
Airstrip	Winged Words	N. Micklethwaite		

LEEDS/BRADFORD MOVEMENTS - FEBRUARY 1985

1	G-KFIT King Air	0803 0838	G-OAKS Cessna 421C	0936 0944
	G-AXAW Cessna 421A	1012 1514	G-HPVC Partenavia P.68	1120 1736
	G-MCAH Twin Squirrel	1123 1332	HB-VEM Learjet 35	1301
	G-BGYK Boeing 737	1347 1512	G-IPRA King Air 200	1429 1448
	G-OAKS Cessna 421C	1600 1607		
2	22944 C-12	1017 1208	G-BGNW Boeing 737	1508 1618
3	<u>EI-BPD Short SD.3-60</u>	1404 1442	G-BAZG Boeing 737	1556 1728
4	G-BIED King Air	0818 1515	G-BUDG Cessna 421C	0901 1248
	G-MILB Cessna 340 n/s	0935 1227(6)	<u>N1982C Gulfstream 3</u>	1145 1509
	G-BFNC Ecureuil	1147 1307	G-BJCV Boeing 737	1446 1550
	G-GLOS Jetstream	1531 1601		
5	40164 C-12F	1015 1450	G-BGHT Partenavia P.68B	1150 1612
	<u>EI-BPD Short SD.3-60</u>	1333 1420	G-AZNZ Boeing 737	1518 1630
6	G-BCUZ King Air 200	0827 0837	G-BBCW Aztec	0835 0926
	G-SILV Cessna 340	1110 1123	G-BAUJ Aztec	1158 1401
	<u>N533JU Cessna 210</u>	1406 1523	G-BFNC Ecureuil	1433 1518
	G-BFJK Aztec n/s	1536 1106(12)	G-BBCW Aztec	1606 1631
	G-AXKD Aztec	1636 1720	G-SILV Cessna 340 n/s	1849 1038(7)
	<u>EC-DOH Citation n/s</u>	1922 1715(10)		
7	G-BMTC Twin Squirrel	0833 1041	G-BHWW Cessna 206	1047 1146
	G-BJHB Mooney M.20J n/s	1059 0944(8)	G-BJYD Cessna 152	1144 1214
	G-BHWE Boeing 737	1510 1651		
8	G-HSON Cessna 441	0900 1407	G-BFNC Ecureuil	1124 1207
	G-MILB Cessna 340	1206 1550	G-AVRL Boeing 737(DIV)	1344 1816
	G-BAZG Boeing 737	1431 1530	G-BJCV Boeing 737	1538 1946
	G-FISH Cessna 310	2006 2029	G-PTWB Cessna 303 n/t	2130
9	<u>EI-BPD Short SD.3-60</u>	1337 1420	G-BJCV Boeing 737	2259 2330
10	G-AZAV Cessna 337 n/s	1553 1538(24)	G-BFVB Boeing 737	1941 2106
11	18000 U-21	1246 1705	G-BHWF Boeing 737	1510 1609
	G-AXSW Cessna 150 n/s	1519 1634(15)	G-RNCO Commander 690C	1520 1546
	G-GWHH Twin Squirrel	1540 1622	G-BJAK Mooney M.20C n/s	1555 1115(14)
12	G-BCXH Cherokee	0952 1309	G-RNCO Commander 690C	1419 1443
	G-WEBB Aztec	1430 1546	G-BDPV Boeing 747	1719 1719
	G-BCUZ King Air 200	1755 1802	G-BHIN Cessna 152	1854 1948
	G-AVRO Boeing 737	1859 2002		
13	<u>F-GDAL Cheyenne</u>	0735 0755	G-BKUN Cessna 404	1534 1725
	G-JLCO Twin Squirrel	1719 1737	<u>F-GEBH Cheyenne</u>	2002 2022
14	G-HOPE Bonanza	? 1019	G-BEMD Baron	1042 1054
	<u>EI-BIN Cessna 152</u>	1209	<u>EI-BPD Short SD.3-60</u>	1340 1422
	G-AWAZ Arrow	1418 1534	G-GASB Hughes 369	1516 1603
	G-BECG Boeing 737	1531 1636	G-BEMD Baron	1649 1654
	G-BLTD Short SD.3-30	1756 1814	G-BLTD Short SD.3-30 n/s	2049 0723(15)
15	G-OAKL King Air 200	0729 0809	G-BHFH Seneca	0950 1232
	G-OFBL King Air	1018 1438	<u>N3983N Agusta A.109</u>	1025 1327
	G-GASB Hughes 369	1049 1143	G-BGBK Tomahawk	1145 1246
	G-GBCA Agusta A.109	1210 1243	<u>EI-BPD Short SD.3-60</u>	1336 1421
	G-AWSY Boeing 737	1357 1512	G-AYAW Cherokee	1435 1656
	G-ASWB Airedale	1525	G-OAKL King Air 200	1629 1658
16	G-BGTG Aztec	1107 1212	G-BLHJ Cessna 172	1208 1357

LEEDS/BRADFORD MOVEMENTS (Contd.)

16	G-BAZH Boeing 737	1223 1339	G-BLTH Cessna 182	1234
	G-PDHJ Cessna 182	1303	G-BBHD Enstrom F-28A	1442 1522
	<u>N9418R Cessna 206 n/s</u>	1514 1247(22)	G-MALA Archer	1524 1610
	G-BGNW Boeing 737	1545 1645	G-JMWT Tobago	1557 1701
	G-BGTV Boeing 737	1859 1947		
17	G-BJRZ Partenavia P.68C	1157 1300	G-YIII Cessna 150	1516 1605
	G-DAFS Cessna 404 n/s	1542 1440(20)	G-BAZH Boeing 737	1935 2040
18	G-ATRU Cherokee	1210 1442	<u>DDR-STE II-18</u>	1305 1358
	<u>EI-BPD Short SD.3-60</u>	1326 1419	<u>N9410E Cessna 182 n/s</u>	1342 1448(19)
	G-BHWF Boeing 737	1441 1553	G-BBLP Aztec	1628 1647
19	G-BJBI Cessna 414A n/s	0957 0942(20)	G-BHGY Arrow	1107 1348
	G-FCHJ Cessna 340	1245 2039	G-CPTS Jetranger	1411 1529
	G-BKHF Boeing 737	1518 1630	G-BADE Aztec n/s	2304 0102(20)
20	G-FERY Citation	0829 0921	G-BLKY Baron	0905 1627
	G-BFLN Cessna 150 n/s	1200 1600(22)	G-AWKU Cessna 150	1259 1639
	G-COMM Aztec	1302 1428	<u>EI-BPD Short SD.3-60</u>	1330 1419
	G-CPTS Jetranger	1434 ?	G-BGIG Aztec	1605 1656
21	G-BHWE Boeing 737	1514 1640	G-CUKL K.A.200 (DIV)n/s	1540 1447(22)
	G-FISH Cessna 310 (DIV)n/s	1823 1200(22)	G-NEWR Chieftain(DIV)n/s	1838 0857(22)
	G-BHMZ F-27 (DIV)	1923 1939		
22	G-BAZI Boeing 737	1405 1518	G-YIII Cessna 150 n/s	1529
	G-NEWR Chieftain	1610 1621	G-VRES King Air 200	1711 1728
	G-BKBA HS.125	? ?		
23	G-BHWW Cessna 206	1002 1023	G-BJCV Boeing 737	1206 1336
	<u>EI-BPD Short SD.3-60</u>	1329 1420	G-ASRH T.Comanche	1342 1509
	G-BHWF Boeing 737	1519 1636		
24	G-BMAA DC-9	0944 1014	G-BEFF Cherokee	1146 1233
	<u>EI-BPD Short SD.3-60</u>	1335 1425	G-BJCV Boeing 737	1830 1935
25	G-BIZZ Citation	0821 1652	G-GKNB King Air 200	0911 1703
	G-MILB Cessna 340	0920 1435	G-JRMM Commander 690B	0930 1533
	<u>F-BTML Falcon 20C</u>	1111 1408	G-BANE Cessna 150	1113 1534
	G-BKFY King Air	1311 1455	G-OJCW Lance	1350 1543
	G-BGYK Boeing 737	1441 1604	G-GASA Hughes 369 n/s	1716 0952(26)
26	G-BGNU King Air	0748 0754	<u>F-GEBH Cheyenne</u>	0835 0856
	G-BKCL T.Comanche	0901 0933	G-BUZZ Jetranger	1107 1459
	XS790 Andover	1202 1621	G-BFJK Aztec n/s	1206
	G-BHVB Warrior	1442 1754	G-AVRL Boeing 737	1507 1616
	<u>F-BTML Falcon 20C n/s</u>	1555 1002(27)	G-BKCL T.Comanche	1724 1738
	<u>F-GEBH Cheyenne</u>	1818 1839	G-NEWR Chieftain n/s	2027 0819(27)
27	G-BGOP Falcon 20F	0846 1739	G-BFIT Cessna 421C	0921 1220
	G-BJBI Cessna 414A n/s	1023	G-HSON Cessna 441 n/s	1253
	<u>EI-BPD Short SD.3-60</u>	1332 1420	G-NEWR Chieftain	1403 1501
	G-AUTO Cessna 441	1426 1807	G-BKTJ Cessna 404	1920 1928
	G-BMAJ Short SD.3-60 n/s	2108 1249(28)	G-BMAP F-27 (DIV) n/s	2130 1051(28)
28	No Movements			

LEEDS/BRADFORD MOVEMENTS REVIEW - FEBRUARY.

Quite a disastrous month for visitors with the only highlight being the Inter-flug II-18 DDR-STE on the 18th. The rest are pretty mundane in comparison.

LEEDS/BRADFORD MOVEMENTS REVIEW Contd.

On the 4th, the G-III N1982C was c/n 384 and is operated by Citiflight Inc. First Spanish visitor of the year was Cessna 550SP EC-DOH on the 6th. Three Cessna runabouts were noted during the month, G.210 N5335U on the 6th, CU206 N9418R c/n 06858 n/s on the 16th and G.182R N9810E n/s on the 18th. Another American was Agusta 109 N3983N on the 15th. France supplied two Cheyennes on the 13th F-GDAL in the morning and the newer F-GEBH on the evening flight. The latter returned on the 26th. Falcon 20 F-BTML visited on the 25th & 26th. Arriving at YLA on the 14th was G.152 EI-BIN, this is due to become British and be based at Doncaster. Three US military aircraft noted were G-12 22944 on the 2nd, new G-12F 40164 c/n BL-94 on the 5th and U-21 18000 on the 11th. The only British presence was Andover XS790 on the 26th. Cessna 421C G-BUDG on the 4th is ex.G-BKWX and is a new Gamston resident. Doing a touch and go on the 12th was Boeing 747 G-BDPV en route from Prestwick to Heathrow. The contract for the Gas Pipeline Patrol has changed hands and two new helicopters to the area were Hughes 369s G-GASA on the 23rd and G-GASB on the 15th. At Northair Cessna 303 G-PTWB c/n 0306 arrived on the 8th via Prestwick and was air tested on the 22nd. Cessna 182 G-PDHJ was air tested on the 11th and Cessna 182 00-TWR was air tested on the 12th. On the 15th 00-TWR was repainted as G-BLTE and the following day it left for Edinburgh in company with G-PDHJ.

-----  
Callsign tie-ups:- 1st.G-AXAW/Thurston 217, G-IPRA/Thurston 168; 2nd.22944/Lord 38B-C; 5th.40164/Spar 91A; 11th.18000/Nite 38A-B; 18th.DDR-STE/IF 1130-1; 21st.G-CUKL/Peregrine 725; 22nd.G-BKBA/McLine 649B-C 26th.XS790/Kitty 1.

Overshoots:- 1st.XX498/FYT94; 6th.XX495/FYT82, XX498/FYT96; 7th.XX495/FYT04, XS713/FYN06 and XS?/FYN99 Dominie's; 12th.XX496/FYT86, XS732/FYN08 Dominie; 13th.XX496/FYT82, XW791/RR730 HS.125, XX495/FYT94, XX492/FYT82; 14th.XS710/FYN06 Dominie, XX482/FYT83, XX495/FYT86, XX482/FYT90; 15th.XX496/FYT93; 18th.XX495/FYT93; 19th.XX482/FYT?, XV178/RR751 Hercules; 20th.XS729/FYN05 Dominie; 22nd.XX498/FYT94; 26th.XW419/GFJ34 J.Provost, XX500/FYT10, XX496/FYT12; 27th.ZD704/RR730 HS.125.

From & to:- 1st.HB-VEM T Zurich; 2nd.22944 F Rheinmain T Coleman; 4th.N1982C F Ringway T Cambridge; 5th.40164 F/T Mildenhall; 6th. N5335U F Barton T Gamston, EC-DOH F Madrid n/s T Vitoria; 13th. F-GDAL F Lille T Birmingham, F-GEBH F Birmingham T Lille; 18th.DDR-STE F/T Berlin (Schonefeld), N9810E F Gamston n/s T Booker; 19th.G-BADE Ambulance Flight; 25th.F-BTML F Le Bourget T Cognac; 26th.F-GEBH F Lille T Kortrijk, F-BTML F Cognac n/s T Rome, F-GEBH F Kortrijk T Lille.

-----  
LEEDS/BRADFORD AIRLINE NEWS - FEBRUARY

INBOUND DIVERSIONS

08 BY036B	PMI	EMA	G-AVRL	B737	PMI	BY036AQ
08 BY209BF	FAO	EMA	G-BJCT	B737	TFS	BY180AQ
20 UK209	EDI	HUY	G-BCDN	FK27	NWI	UK209Q
21 UK209	EDI	HUY	G-BHMZ	FK27	NWI	UK209Q
27 BD248	GLA	EMA	G-BAPF	VC8	LHR	BD415Q/28
27 BD230	LHR	EMA	G-BMAJ	SH36	LHR	BD413Q/28
27 BD276	BFS	EMA	G-BMAP	FK27	AMS	BD201Q/28

First time visitors were Britannia's 737 G-AVRL and Shorts 360 G-BMAJ of British Midland. Boeing 737 G-BJCT took an airborne time of 5 hours 3 minutes to reach Tenerife! FAO = Faro.

LEEDS/BRADFORD AIRLINE NEWS - (Contd.)

CHARTER FLIGHTS (REGULAR)

BY040/ALC	05/G-AZNZ	12/G-AVRO	19/G-BKHF	26/G-AVRL
BY056/AGP	07/G-BHWE	14/G-BECC	21/G-BHWE	28/Divert
BY081/AGP	03/G-BAZG	10/G-BFVB	17/G-BAZH	24/G-BJCV
BY082/FMI	04/G-BJCV	11/G-BHWF	18/G-BHWF	25/G-BGYK
BY107/FMI	01/G-BGYK	08/G-BAZG	15/G-AWSY	22/G-BAZI
BY166/ALC	02/Non-Op	09/Non-Op	16/G-BAZH	23/G-BJCV
BY181/ALC	02/G-BGNW	09/G-BJCV	16/G-BGNW	23/G-BHWF
KG145/AGP	02/Non-Op	09/Non-Op	16/G-BGTV	23/Non-Op

First time visitors were G-AZNZ on the 05th and G-AWSY on the 15th.

CHARTER FLIGHTS (OTHERS)

In a rflug used their Ilyushin IL-18D DDR-STE to operate IF1120/1121 from/to East Berlin on the 18th to take out 73 members of 'Opera North' who were performing several concerts in East Germany. One that didn't make it due to fog on the 28th was Corse Air Caravelle F-BVSF CS1040 from Toulouse which diverted to Manchester with the French Rugby League team on board.

CHARTER FLIGHTS (FUTURE)

British Airways will be using a One-Eleven to operate local flights for the 'Telegraph and Argus' on 08th of April (Easter Mon.) at the following times; BA9740P/9205C 1015/1100, BA9205C/9206C 1200/1315, BA9206C/9207C 1415/1445, BA9207C/9208C 1545/1630, BA9208C/9741P 1730/1800. The flight numbers BA9740P/BA9741P are from/to Manchester.

GENERAL

British Airways Boeing 747 G-BDPV carried out a 'touch and go' on Runway 14 on the 12th whilst on a training detail Prestwick-Heathrow with Leeds own Captain Webster in charge. British Midland DC-9 G-BMAA operated BD331Q on the 24th Teesside to Heathrow picking up passengers who were delayed due to a fogbound Heathrow. Piper Aztec G-BBLP of Banline Aviation operated UK213 on the 18th to Stansted due to a friendship plagued by technical problems.

Trips! Trips! Trips!

Friday 12th April 1985 - Minibus Trip. RAF Museum Restoration & Storage at RAF Cardington, Bedfordshire, and Airship Industries LTD. - If time permits, other venues en route. Depart LBA at approx. 08.15. Maximum cost will not exceed £7.00 (with full bus)

Tuesday 28th May 1985 -

Battle of Britain Memorial flight at RAF Coningsby. Leave LBA at 10.00 to "take in" a couple of stops en route before 14.30 start at Coningsby. Cost will not exceed £5.00 (with full bus). Book now!

Conditions to apply to ALL visits:-

Verbal or telephone reservations will hold for five days. Bookings must then be confirmed in writing with minimum £2 deposit. Balance of payment at least two weeks before trip date. Refunds at discretion of Committee only. Members are expected to dress and act in a manner which cannot discredit the name of Air Yorkshire. Please include a 'phone number if at all possible.

John Lloyd-Martin.

LOCAL MOVEMENTS - FEBRUARY 1985

1	G-MCAH Twin Squirrel G-BHTR Jet Ranger	Ossett Scarborough	From LBA T Thruyton To Loughboro'
2	G-AVBZ Cessna F.172H G-WOTG Turbo Islander	Doncaster Leeming	From Huddersfield To Sherburn
4	G-BDCT Pawnee	Sandtoft	To Boston, After Spraying
5	G-BIEZ King Air F.90 G-BFVS AA.5B Tiger G-ROLF Saratoga G-BBUY Jetranger G-AVBZ Cessna F.172H	Church Fenton Acaster Malbis Netherthorpe Rawcliffe Brighton	From Tatenhill From Denham To Teesside After Pipeline Patrol F/T Huddersfield
6	G-BGLI Cessna 152 N5335U Cessna 210N G-BJKA Dauphin	Sandtoft Gamston Gamston	From Humberside From LBA n/s To Edinburgh From Strubby To Humberside
7	G-BMTC Twin Squirrel G-BJGH Slingsby T.67B G-BKIR Jodel DR.1050 G-BLEZ Dauphin	Huddersfield Kirbymoorside Rufforth Gamston	To LBA Then Keighley From Blackpool From Huddersfield From Humberside To Strubby
10	G-IDWR Hughes 369HS	Brighouse	From Ripponden
11	G-GWHH Twin Squirrel G-BLOE Navajo	Stourton/Leeds Brough	From Wakefield To Keighley To Hatfield
12	G-BCRP Aztec G-BFXW AA.5B Tiger G-IDWR Hughes 369HS	Brough Rufforth York Race Course	"LEC 1" From Bognor Regis F/T LBA From Halifax
13	G-BIED King Air F.90 G-JLCO Twin Squirrel G-BCPN AA.5 Traveller G-BHKX Be.76 Duchess G-BAKF Jetranger G-BATC Bolkow 105	Linton-on-Ouse Sheffield Full Sutton Full Sutton Whinmoor Gamston	From Waddington To Scarborough To Cranfield To Cranfield Refuel, After Photography From Strubby To Humberside
14	G-LITE Commander 112A G-BCDH Bolkow 105	Elvington Gamston	From Strubby To Humberside
15	G-GBCA Agusta A.109 G-BKIR Jodel D.117	Brighouse Kirbymoorside	From Preston To Leeds From Huddersfield
16	G-AVFS Cherokee 6 G-JAKE Chipmunk G-ASMJ Cessna 172E G-BCVX Jodel DR.1050	Doncaster Grindale Netherthorpe Haworth	Para-Dropping From Netherthorpe From Fenland From Brighton
17	G-IDWR Hughes 369 G-BALH Robin DR.400 G-AVUS Cherokee	Knaresborough Netherthorpe Gamston	From Ripponden From Fenland To Eastow(Nr.Wellingborough)
19	G-BKUM Squirrel G-GRAY Cessna F.172N G-BBUY Jetranger G-PLUM LongRanger G-BKTZ Slingsby T.67B	York Finningley Rawcliffe Poppleton Topcliffe	From Guisborough To Castleford ILS+Overshoot, To Doncaster After Pipeline Patrol "Plum 1", To Malton From Kirbymoorside
20	G-BAMF Bolkow 105 G-BCUL Rallye Club G-DCKK Cessna F.172N G-BIZG Cessna F.152 G-BBBM Jetranger	Gamston Brighton Sherburn Brough Easingwold	From Strubby To Humberside From Goodwood From Earls Colne(Leeds DIV) From Netherthorpe From Whinmoor

LOCAL MOVEMENTS Contd.

23 G-BJOV Cessna 150	Gamston	F/T Sibson
24 G-AZXC Cessna F.150L	Grindale	To Netherthorpe
G-BHNU Cessna F.172N	Sherburn	F/T Barton
G-BHCX Cessna F.152	Sherburn	F/T Barton
G-AOIV J/SG Autocar	Brighton	From Walton Wood
25 G-BGWM Cherokee	Netherthorpe	From Booker
G-OHTL S.76 Spirit	Scarborough	From Battersea To Cambridge
G-EXEC Seneca	Finningley	From Liverpool(n/s)
26 G-BKCL Twin Comanche	Sandtoft	From Leeds/Bradford
G-BBDE Cherokee Arrow	Sandtoft	From Scampton
G-BHIN Cessna F.152	Netherthorpe	F/T Doncaster
G-BCVX Jodel DR.1050	Huddersfield	From Felixkirk
27 G-BCIA Cherokee	Rufforth	
G-BIED King Air F.90	Linton-on Ouse	To Glasgow

TEESSIDE MOVEMENTS - FEBRUARY 1985

1 G-TRAF Dauphin	G-BDZU Cessna 421C	G-AVKZ Aztec
3 G-LYNN Lance	G-BJYB Cessna 441	G-BBKI Cessna 172
4 G-BTFH Cessna 414A	G-BHYW Jetranger	
6 OY-BSH Duke	F-BVJK Aztec	G-BLKY Baron
G-ROLF Saratoga	G-OFRH Cessna 421C	
7 G-AZVS HS.125	G-BBLP Aztec	G-OCAL P.68B
G-BAFZ B.727(c/training)	G-BJXJ B.737	G-BADR B.737
8 G-BAFZ B.727(c/training)	G-AZGB Aztec	G-IBLL Commander 690D
10 OO-DTC FH.227		
11 G-BKCL T.Comanche	G-BDBR Jetranger	G-BHYW Jetranger
13 G-BGOM Navajo	G-GASB Hughes 369	G-BLKY Baron
† G-BHWE B.737	G-BFVB B.737	
15 G-ASWB Airedale	G-BCDY Cessna 150	G-BFGZ Cessna 150
G-BAIN Cessna 150	G-BCKV Cessna 150	G-GASB Hughes 369
16 G-BOBI Cessna 152	G-AVCM Comanche	
18 G-GAYL Learjet 35	G-BETV HS.125	G-BDAT BAC 1-11(c/training)
20 LN-HPF Metro III	G-JONS Chieftain	G-BLTD SD.3-30 (DIV)
G-DASI SD.3-60 (DIV)	G-BAPF Viscount (DIV)	G-BLKB B.737(c/training)
23 G-BHIN Cessna 152	G-BHYU K.A.200	G-BAZF AA-5
26 G-PUMH S.Puma	G-ARMW HS.748 (DIV)	
27 G-BETV HS.125	G-BDYZ Bo.105	G-GASA Hughes 369
G-GASB Hughes 369	G-BLTD SD.3-30	G-BGJJ B.737 (DIV)
28 G-MOXY Cessna 441 (DIV)	G-BGJJ B.737 (DIV)	EI-BEM SD.3-60 (DIV)

6th.OY-BSH F/T Roskilde, F-BVJK F/T Calais; 10th.OO-DTC F/T Brussels;  
20th.LN-HPF F/T Stavanger.

## OUT & ABOUT

Speke - 19/2/85 - G-BKBN Tobago, G-AWTM/BGTS PA -28s, G-BKHZ C.172, G-AZRD C.401, G-JGCL C.414, G-EMAU F-27, G-CBIA BAC 1-11, G-ISLE SD.3-60.

Doncaster - 20/2/85 - G-ARMR/ATKU/DCKK/GRAY/MKAY C.172s, G-BHCP/BHIN/DFTS C.152s, G-AJIU/AKPI (NJ703)Austers, G-ARVU PA-28, G-AVFS/OSCC PA-32s, G-BEBE AA-5A, G-ARHN PA-22, G-ASUB Mooney, G-AWST Condor, G-AYXW Evans VP-1, G-AZOA Monsun, G-AYZK Jodel DR.1050, G-BDNW AA-1.

Fenland - 5/3/85 - G-BKNI Horizon, G-BBEA Luton Minor, G-ATBW Nipper, G-BALH Robin DR.400, G-BJOE Jodel D.120, G-ARHU PA-22, G-BGKV PA-28R, G-AVTV/BAOT Rallyes, G-BEZH AA-5, G-ATMM/BGBI C.150s, G-ARWH/BKBI C.172s, G-AVGY C.182.

Boston - 5/3/85 - G-ACUS Leopard Moth, G-ADKK/AHBL/AHEM Hornet Moths, G-BHUM Tiger Moth, G-AXIS Jodel DR.105, G-ATYA/BETL/BETM Pawnees.

Ingoldmells - 6/3/85 - G-AHAL/AHSO/AJEI Austers, G-BIYY/BJAY/BJWX Cubs, G-BGEF Jodel D.112, G-BFDF Rallye, G-ATYN/AZLH C.150s, G-BGPK/BIDM C.172s.

Wickenby - 6/3/85 - G-BAFS Cub, G-BDZF/BFJO/BIVO/TCAT Agcats, G-BFNB/BGPP/BLDG Pawnees, G-ALBJ Auster, G-AVUS/AVYL PA-28s, G-MCAR PA-32.

Heathrow - 9/3/85 - M108BN B.707 (T.A.G.International), N3016Z DC-10 (Zambia), G-GAGB B.747, and G-GAGG Tristar (Air Canada) with "Singapore 85" titles, N747BJ B.747 (ex.N724PA), HZ-AFM/N2600 Gulf 3s, HZ-KAI B.720, HZ-AMH B.727, HZ-AKI Falcon 50, HZ-SJP (G-BLUW)/G-BAZB/N900BL HS.125s, G-JEFE Citation, OY-BEB King Air, PH-AGH C.310, G-BIMU S-61N (on Gatwick link).

Luton - 9/3/85 - G-GEPM B.737 (Eastern Provincial) (anyone with the previous identity?), N33TP Falcon 20C, PH-HAG GAF Nomad (HAL), G-LOND Viscount (London European), M1447Q C.150.

Hurn - 22/2/85 - Dornier Do-28 Skyservant 59+23 (W.G.A.F.), US Army Chinook '831' (One of three which had brought Plessey generators from Mannheim to Christchurch), the only record I have is of H-47 Chinook, Fiscal Year 1968, No.15831 of 159th Aviation Battalion at Furth, W.Germany - but it has supposedly been written off - anybody any ideas?

Hurn - 23/2/85 - 66-18013 U-21 (US Army, G-ATBZ (G-17-4)/G-AVNE (G-17-3/G-AWOX (G-17-2)/G-AZBY (G-17-5)/G-AZBZ (G-17-7) Bristow Wessex's, all in class B markings. With Flight Refuelling were F-100 Super Sabres N414FS/N415FS/N418FS, WH734 Canberra TT2, XD599 Vampire T11, XN652 and XS587 Sea Vixens. In the Glos-Air hangar were D-EEMT Robin, 9Q-CFW HS.125, G-JDHI Enstrom. Other aircraft seen G-AJEE Auster J/1, G-BHJI Mooney, G-RATE/RJMI AA-5As, G-NODE/OMED/RUBB AA-5Bs, G-LOVO C.414, G-HUFF C.182, G-MAXY C.210, G-JETA Citation.

Portland - 22/2/85 - XZ232(647), XZ237(302), XZ692(643), XZ696(642), XZ699(300), XZ732(641) Lynx HAS 2's; ZD254 (632) Lynx HAS 3.

## Airband Receivers : Realistic PR030. £229

This is a hand held portable receiver with a great deal in its favour - apart from the price, although it is possible to obtain a good discount if you can find a Tandy dealer who is willing!

Specification: Direct entry from calculator keyboard of any airband channel - plus many other VHF/UHF ranges. LED frequency display panel, 16 memories available, scan any number, of frequencies, scan up or down, priority channel to allow override if a preferred channel is transmitting, scan delay (variable) to allow time to wait for a reply. The set has a 'rubber duck' type short antenna which is unpluggable so that a different connection can be made - I use a roof mounted aerial in the car when travelling.



### Airband Receivers (Contd.)

The receiver is very good - there is minimal distortion, no breakthrough from frequencies immediately next door. At LBA you can listen to aircraft passing Dogger talking to Amsterdam on 123.7 without ever picking up anything on 123.75, even from a C.152 taxiing directly in front. The size of the set 7x3x1 inches, with a belt clip, means it is easy to hold or slip in a pocket or clip on somewhere. Spot on, easy 'tuning' is worth its weight in gold when you are moving up and down the frequencies. Disadvantages are few, - battery consumption is quite high but with 6 rechargeable batteries and a built in charger it will charge up overnight from mains or car lighter socket. For a portable set which is used outdoors quite a lot of output volume is low (200mw)-if it was higher I suppose battery consumption would be even worse. Use of headphones is therefore a good idea, but this brings on the last point, that the socket for a headphone/earphone is 3/32 in size rather than the more standard 1/8in. A super set for use in cars or wandering about, very pleasing to have and use.

### AIRWAYS

#### January

10th	3X-GAZ	B707	260	OTR	1945	WAL	
12th	Boeing 602	B747	350	POL	1453	57/10	(N602FF)
14th	N35CK	LJ35	410	OTR	1850	TWN	
15th	N3797C	LJ55	390	POL	1820	57/10	
20th	N141GS	G2	390	POL	1050	TAL	
	N767RV	B727	330	BTN	1058	WCO	
	N303FE	DC10	310	POL	1605	55/10	
24th	F-BXOL	Be200	230	BTN	1730	HON	
26th	N929R	DC8	270	POL	1310	Mildenhall	
28th	N131WT	F50	310	ROBIN	1800	POL-LBA	
31st	N83FJ	F50	310	ROBIN	1149	POL-LBA	
	F-BITL	SN601	330	DCS	1845	BTN	
	N500CS	1-11	350		2150	57/10	

#### February

1st	F-GESL	125-800	410	DCS	1900	MID	
2nd	D-CMVW	125	330	MCR	1115	OTR	
	5N-ABK	B707	330	WAL	1142	OTR	
6th	N29S	G3	390	POL	1100	GOW	
7th	D-IGMB	C501	330	OTR	0915	POL Warton	
12th	N900M	Mu2	240	POL	1945	Stornoway	
16th	IA1004	B707	330	IOM	0714	POL(4YB-CAC)	
17th	JW904	DC10	310	OTR	1348	DUB(N904WA)	
19th	SAM86972	EC137	330	WAL	2150	Dover	
20th	VR-BJD	G2B	430	POL	1805	TAL	
21st	N90MD	G2	330	BTN	1835	HON	
24th	N51DB	LJ25	410	DCS	1633	BTN	

Various flights noted of 5N-AVK and other WT aircraft into Dublin. The Guinea registered B707 on Jan. 10th was diverting there from being en-route Berlin with a pane of the windscreen damaged. Feb. 16th was a clear day which started with the early call of 'Iraqi one zero zero four'. A close look as it trailed passed showed a 707 with white fuselage and red tail, suggesting Arab Air Cargo. This has since shown to be the strangely registered 4YB-CAC ex JY-CAC and YI-AGF. Others worthy of note this month have been CI011-the China Airlines B747, a clear sighting along UR4 on 15th Feb.-running close to HIFT 18, a KC10.

A full tie up service is available courtesy of 'Air Scotland' for all Atlantic overflights and many I.T. flights of non-U.K. airlines. Ring Wakefield 375000 for details of how to use the service.

## AIRLINE REVIEW

AIR ECOSSE:- Shorts SD.3-60 G-BLFT was delivered on 15th January, while the expected sale of Bandeirantes G-DATA and G-MOBL (110201/211) did not proceed; the latter aircraft has been leased to Air UK. The Shorts SD.3-60 has been leased from Fairflight for use on the Aberdeen - Edinburgh - East Midlands route. The airline has been refused an appeal against the CAA decision to reject its application for services between Aberdeen and Heathrow. Peregrine has purchased its Aberdeen facilities. From 1st April the Dundee/Carlisle to Heathrow service will be split to operate Dundee to Heathrow and Carlisle to Heathrow, with Short SD.3-30. The two other 3-30s will be based at Aberdeen and East Midlands.

AIR EUROPE:- Boeing 757-236 G-BKRM (22176) is being used by British Airways on the Heathrow - Manchester Shuttle. It departs Manchester at 07.20, returns at 10.20, departs one hour later, returning at 14.20, departing 16.20 returning at 20.20 to night stop. The aircraft is in a 209-seat configuration, instead of the usual B.A.189 seats. It retains its Air Europe livery, but carries B.A. titles. The airline has leased Boeing 737-253 G-BMOR(21775) to Air Gal through Guinness Peat Aviation from April. The next Boeing 757 will be G-BNHG(23227). When it arrives it will join G-BPGW for the 1985 Summer season. The three Boeing 737s currently leased to Airtours are expected to return in April, five others being sold to G.P.A., one being leased back for the Summer. Scheduled services Gatwick to Palma commence in May, with flights on Mon, Tue, Thur, & Sat.

AIR LUTON:- was formed to take over Air Atlantique's Luton operations with Dakotas G-AMHJ(13468), G-AMPO(33185), G-AMPY(26569).

AIRWAYS INTERNATIONAL-CYMRU:- have leased ex Britannia B737 G-BAZI(20808) from GPA for operation from April to October.

BRITANNIA AIRWAYS:- The airlines third Boeing 767 G-BLKV was due for delivery to Luton on 12th February, with the fourth and last one being scheduled to arrive on 28th March. From 1st April Boeing 737s G-AZNZ and G-BAZI are to be sold to G.P.A. for onward lease to Quebecair and Airways International Cymru respectively. As a result, both aircraft have been operating in a temporary all-white livery. Additionally, Boeing 737 G-BJCU will continue on lease to Spantax as EC-DVE until 1988, and may be joined by G-BJCT from 1st May for two years. From 1st April G-BHWE is to depart for a one year lease to Airtours, but will continue to be maintained at Luton. As it is already in the "new" Britannia livery, it will operate for Airtours in a modified scheme only.

BRITISH AIRWAYS:- The two Air Lanka Tristar 500's leased for use on the former British Caledonian South American routes will be 4R-ULA/B(1235/6) as G-BLUS/T. Concorde G-BOAE (012) set a new, and much publicised, world record when it flew from Heathrow to Sydney, via Bahrain, Colombo and Perth, on 13th February, as "BA 9060/1C". Concorde charter contracts already held for 1985 number 185, with up to 250 confidently expected. Boeing 757-236s returned to Boeing for Phase 3 modifications included G-BIKG(22181) on 6th January, G-BIKK(22182) on 15th January, and G-BIKH(22179) on 2nd February. Delivery of new Boeing 737-236s include G-BKYI(23167) on 8th January, G-BKYJ(23168) on 25th January and G-BKYK(23169) on 2nd Feb, while 757 G-BIKN(22186) arrived on 24th January. Dan Air 748 G-AZSU(1612) was returned to them on 13th February routing from Glasgow to Manchester, while G-BFLL(1658) was returned to Lasham via Manchester on 8th February. This leaves G-ATMJ(1593) and B.Ae. demonstrator G-BGJV serving alongside the B.A. aircraft. Further changes to the Trident fleet are:- Series 2E: G-AVFF(2145) and G-AVFA(2153) delivered to Southend on 10th January for storage, followed by G-AVFO(2156) on 13th February; G-AVFZ(2144) was flown to Belfast on 13th February for use by the Airport Fire Service. Series 3B: G-AWZD(2305) was withdrawn from use at Heathrow following its final service from Aberdeen to Heathrow on 3rd February. The aircraft is now stored at Heathrow awaiting a buyer. The airline is to lease a Boeing 747 Combi from Middle East Airlines beginning in April, for a period of 12 months.

## AIRLINE REVIEW Contd.

The newly approved Tampa and Orlando services are due to start in April and will route initially via Miami, and then after six weeks, via Philadelphia. Orlando will operate twice weekly with Tampa four times each week. From Heathrow, Madrid will be served twice daily, with six daily flights from Gatwick. While the Lisbon route is to be returned to Heathrow, plans are to transfer the Malta and Venice services to Gatwick, and retain the Gibraltar and certain Italian and Scandinavian services at Gatwick. B.A. have received a licence to operate from Birmingham to Hannover, Larnaca and Munich. With the withdrawal from service of some of the Tridents, Boeing 737s and BAC 1-11s, have been used on the shuttle back-up flights.

BRITISH AIR FERRIES:- The application to operate services from Coventry to Basle, Beauvais, Lille and Ostend was successful. The airline applied for these routes on the basis that it is easier to sell blocks of seats on 'scheduled' services rather than try to arrange charters. They have been awarded a two year contract, with an option on a third year to continue to provide daily Viscount services between Aberdeen and Sumburgh on behalf of Shell UK exploration. Following on from this the airline plan to apply for domestic routes out of Aberdeen.

BRITISH EMERALD AIRWAYS:- The Belfast based operator and holder of an Air Operator's Certificate since 1983, and route-licences for Gatwick, Belfast and Prestwick to New York, has announced plans to start services in May. An ex-Northwest Orient DC-10 Series 40 is to be used, and an option is held on a second. Up to six low fare flights per week are planned, with peak return fares of less than £300 being offered.

BIRMINGHAM EXECUTIVE AIRWAYS:- The airline took delivery of its Saab-Fairchild 340, G-BSFI on 31st January, the aircraft being delivered via Southend and Norwich. However, its entry into service may have been delayed because of the CAA insisting on further modification. It is expected to be used on the Milan and Copenhagen service, and on the midday British Airways-Glasgow service. The starting dates for the Birmingham to Stuttgart and Stockholm services have been put back pending the distribution of the Governments £450,000 regional air routes subsidy.

BRITISH CALEDONIAN AIRWAYS:- The airline has been told by the CAA to resolve its differences with Connectair over their joint and separate route applications. The current Gatwick-Dusseldorf service is operated three times each day, while application has been made for weekly DC-10 Series 30 charters from Gatwick to Bangkok on behalf of Jetsave from October 1985 to June 1986. A contract has been won to retrofit non-U.S.A. Boeing 707 aircraft with hushkits.

BRYMON AIRWAYS:- Increased its passenger total for Jan-Dec 1984 to 142,781 compared to 134,039 in 1983. The load factor on the routes from Newquay/Plymouth to London was improved from 62% to 71%. A licence to operate from Birmingham to Hamburg has been applied for and if successful a DHC Dash 8 would be purchased to operate the service.

CROWN INTERNATIONAL AIRWAYS:- have applied to the CAA to operate unspecified international routes out of Gatwick using SAAB SF340 aircraft.

DAN AIR:- has applied for Gatwick to Lisbon, Madrid, Alicante, and Berlin from 1st November, while its Saturday only One Eleven service from Gatwick to Lourdes is due to start on 6th April. To correct last months report, there is no B.Ae. 146 based at Cardiff. Dan Air have received approval to operate Manchester - Amsterdam in competition to British Airways, KLM and Qantas.

EEC AIRWAYS:- A new airline that has applied to operate from Stansted. Services would be three times daily to Rotterdam and Cologne, twice daily to Hannover and Luxembourg using Metro or Jetstream aircraft. It is planned that operations would start on 1st June and will operate alongside Air UK, not in competition with.

## AIRLINE REVIEW Contd.

EUROAIR:- having received its fourth Viscount 800, G-CSZB(248) from B.A.F., two are to be used on I.T. work, one for Ad.hoc charters, and one as a 36-seat V.I.P. aircraft.

EUROFLITE:- Current Jetstream 31 fleet consists of G-BLDO, G-BLHC and G-BLMH, with McAlpine aircraft G-BKTN, and G-BKUY as reserves. Bandeirante G-BKWB(110199) has been sold to Fairflight.

HEAVYLIFT CARGO AIRLINES:- has ordered a SA365 Dauphin for crew operations, to be maintained on behalf of the Trafalgar House Group by McAlpine. Cessna 421A G-AXAW also carries the company's full livery and is used as a "hack" aircraft.

HIGHLAND EXPRESS:- The CAA has rejected its application for a licence to operate low-fare services from Prestwick to New York and Toronto, plus links to Birmingham, Stansted and Maastricht. The CAA was not satisfied that the company had adequate financial backing, but indicated that if it could be satisfied on this point, and if the Tristars it planned to use were brought on to the UK civil aircraft register, the application would be granted.

JERSEY EUROPEAN AIRWAYS/SPACEGRAND:- The latter company has ordered two used Shorts SD.3-30s from the manufacturer, while the airlines have applied for the former Air UK route between Belfast and Exeter. The application for the route licence between Alderney and Shoreham was successful, despite objections from Aurigny.

LOGANAIR:- is planning to evaluate the Dornier 228, Dash 8, Saab Fairchild 340 and ATR-42 for inclusion in its fleet update from 1986/87 onwards.

MANX AIRLINES:- will increase its Isle of Man - Liverpool services to six/seven each day at weekends from 1st April, using a Shorts SD.3-30 leased from the manufacturer, replacing the Twin Otter G-BEJP, leased from Loganair. Although their application for the route licence Birmingham - Isle of Man was successful, no starting date has yet been announced. The airline are also to take over the ex. Dan Air route from IoM to Newcastle.

METROPOLITAN:- It has been reported that a fourth Short SD.3-30 G-BJLK(SH3078) has been leased from Short Brothers to operate the LBA-Gatwick service.

MONARCH:- The 3x Boeing 737 G-DFUB(22415), G-DGDP(22762) and G-DWHH(22761) are to be returned to the airline for use from May following their Winter leases.

ORION:- The airline became the first non-US airline to take delivery of a Boeing 737-300, G-BLKB, the first of four on order, on 1st February. The company are promoting the airliner as the Boeing 737SQ (for Super Quiet). During January, Orion also put into operation a Rediffusion flight simulator that can be converted in less than four hours between Series 300 and Series 200 configuration. Although primarily for use in training Orion's own crews, the simulator will be available, under contract, to other 737-300 operators. Boeing 737 G-BGTW(22023) is to be sold to Transavia from March.

SKYGUARD:- The Birmingham based Securicor subsidiary are hoping to expand their services to include German destinations from April. If successful, a second Herald will be acquired, the company having already advertised in "Flight International" for crews. Current fleet consists of Herald 213 G-AYMG and Navajo Chieftain G-SAVE, although B.A.F. Herald G-ASVO and Viscount G-APEY have also been used to cover for maintenance.

VIRGIN ATLANTIC:- As a result of falling loads its application for licences between Gatwick and Port of Spain, Bermuda, Perth, Toronto and Barbados and Stansted, Belfast, Prestwick to Maastricht, and Belfast to Newark, have been withdrawn. It has reduced its Gatwick - Newark service to twice weekly at least until 31st March.

## Heathrow Hints

Well, Spring has sprung and it is that time of year when the extraordinary aircraft spotter creature comes out of hibernation seeking to inhabit the farthest corners of the British Isles in his quest for rare species of bird - the Aeronautical variety. Abiding in Hounslow, I am luckier than most in living adjacent to the busiest airport in the Country. However, much to my dismay, I do not have the time to visit the shrine every day nor is it possible to listen out and keep track of things for 24 hours a day.

However, it may be that someone who has not yet ventured South this year but is planning to do so, may be interested in a few little snippets of information, - from the horses mouth, so to speak.

Firstly, there appears to be very little to look forward to on the new airline scene. The outlook for the Summer seems only to consist of traditional airlines with new aircraft and liveries. Classed under this topic we could include Air Mauritius with their Boeing 747SP flight on Sundays (3B-NAF). The appearance of Egypt Air Boeing 767's SU-GAH/I/J over the Winter for a period was quite refreshing, but alas, they have disappeared for the time being - perhaps they will make a return this Spring/Summer. For those who have a couple of days to spare in midweek, I suggest you get your skates on. The Boeing 737's of Olympic Airways are regular visitors each Wednesday lunchtime, however with increasing demand as we approach the Summer, these may shortly be substituted for A300's. In addition, Wednesday evening also sees the arrival of a Syrian Airways Boeing 727 in place of the 747SP. This night stops and departs Thursday morning at around 10.30 - the same time as Concorde. On Fridays KUI202/3 arrives at around 10.30, departing 14.15. So far, this has proved consistently to be 9K-AHG - an A300 Series 600, which seems to be all cargo due to the fact that it is destined for the South side. Remaining on that side, Boeing 747F 4X-AXF maintains a basic EL Al livery but has the title C.A.L. in small black letters on the fuselage.

Meanwhile, on the Jumbo front, JAL B747-300's are regular visitors now on Fridays - which incidentally sees the arrival of the JAL DC-10 flight (normally JA8345), while on Saturdays, B747-300's seen so far have been restricted to JA8163, N212JL, N213JL.

Pan-Am are in the process of choosing a new colour scheme for their aircraft. There are a couple of varieties which both feature Pan-Am written in large letters, but most impressive perhaps, is the huge 'Megaletter' scheme. With Pan-Am literally covering the whole of the forward fuselage - not one to be missed. One airline which has made it's decision is Qantas and their new scheme is now appearing on Boeing 747-200's. I am told that the stretched 300's have popped in once or twice but it seems likely that we can expect to see them this Summer.

Air Canada have started a new service via London to Singapore and as a result now have 'Singapore 85' emblazoned across the tail fin on all their Tristar and Jumbo fleet, one of which C-GAGA, has returned to it's original colour scheme (red tail, white maple leaf) after it's lease last year.

Closer to home now, and the repainting of the British Airways fleet is well under way. At present it is only exhibited on Boeing 747/757/737's & B.Ae 748's, but no doubt within the next few weeks the new livery will be applied to other aircraft in the fleet.

The following aircraft are now resplendent in the new colours - correct as of March 8th.

B747 All G-AWN - sequence with exception of G-AWN G/J/M, G-BDXB/G new livery, G-BBPU new livery

B.757 G-BIKA/D/M/O

B.737 G-BGDA/B/C/D, G-BKFY/G/H/I/J/K/L

I ought to mention that there has been an attempt to repaint a Concorde with - wait for it - a red line instead of blue - Wow!!

## Heathrow Hints (Contd.)

Many interesting aircraft visit Heathrow, and comprehensive lists of these appear continually in other Aviation Magazines. This article is now aimed primarily at the uninitiated and casual visitor to Heathrow, to assist in finding the best locations for seeing & photographing the vast array of aircraft continually passing through this airport (apart from staying on "Queens Building" all day, that is!)

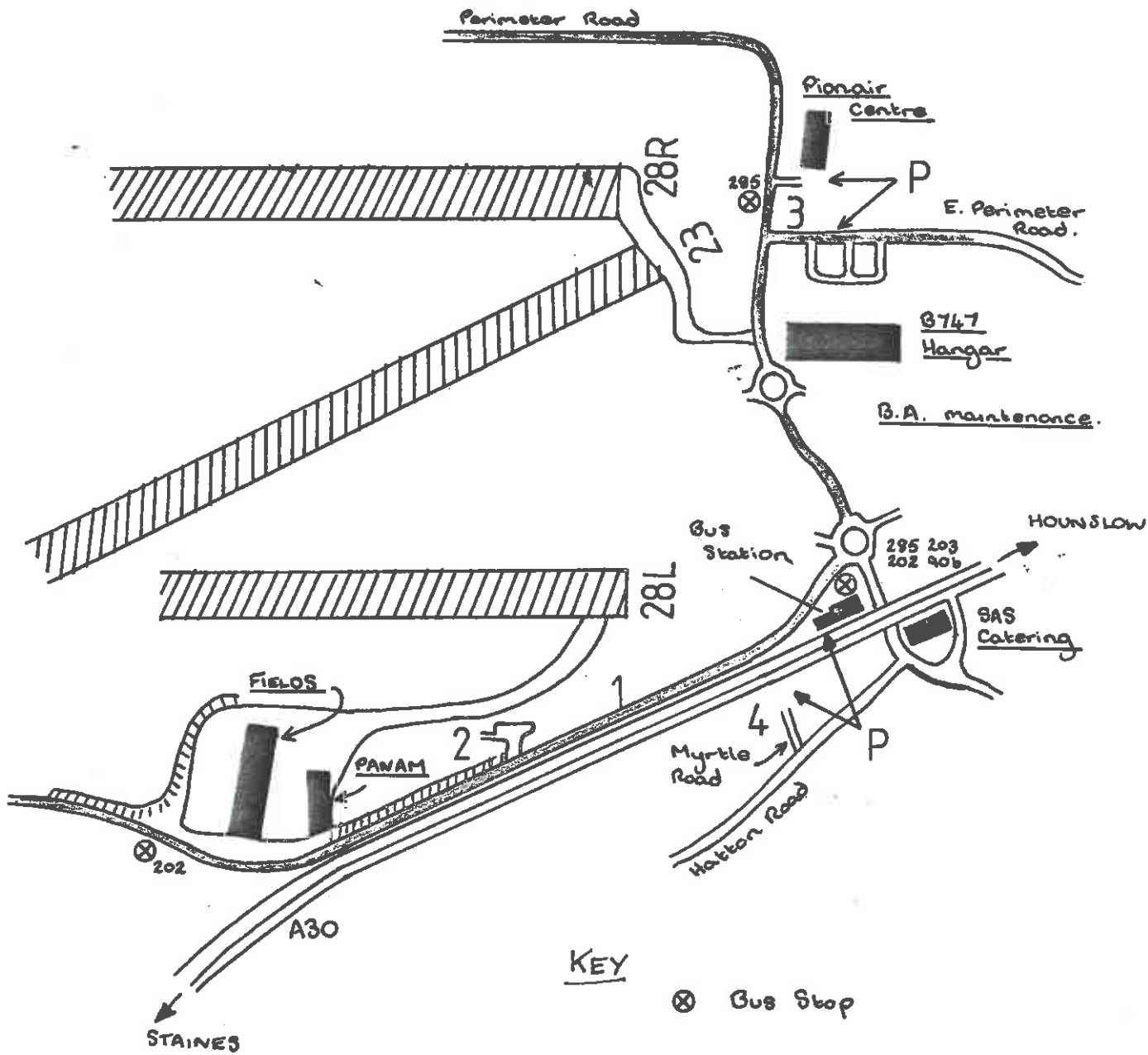
By far and away the best location for spotting is along the perimeter road, especially if good photographs of departing aircraft are required.

For 28L departures, the best view is obtained from over the rather low chain link fence near Hatton Cross - (location 1 on the map). The fence is lower at this point, around 5ft. high, however a telephoto lens is required. A little further to the West - towards terminal 4, along the perimeter road one comes to the entry point at R.V.P. S.E. (rendezvous point South East, location 2), and this is my favourite vantage point for departing aircraft. Unfortunately, for those people with cars, although there is room to park, it is strictly a no waiting area and you will inevitably be asked to move on if found parked here, as it is a main emergency access gate. The advantage is that this location is parallel to the threshold of the runway and many aircraft lining up are easily photographed. The Sun is also behind you, and arrivals to 28R may easily be viewed with Binoculars. In addition, any movements to and from Fields Executive Aircraft pass immediately in front.

For short duration visits of around 5 minutes - i.e. to 'Pole' off some aircraft at the Terminal, this area is adequate - although I do not condone such parking! Otherwise, catch a London Transport 'bus route 202 from the Terminal (08&38 mins. past the hour) to Fields and walk the short distance or, alternatively, continue to Hatton Cross and walk back. It costs only 30p single at any time, and the advantage of travelling by 'bus instead of the Tube, which is possible, is that the route takes you under the cargo tunnel to the South side where often executive jets may be parked. Alternatively 'bus route 285 (30p again) will take you via the North side of the airport where you should alight at Hatton Cross or at the end of 28R. Photographs of departing aircraft on 28R are restricted by ILS equipment, the direction of the sun, high fencing etc. But for landing this vantage point - location 3 gives unrivalled opportunity for good photographs with only a standard 50mm lens. Adequate photographs of aircraft of all sizes may be taken from the wide grass verges or along the Eastern perimeter road. If you are travelling by car, you can chance it by parking on one of the adjoining 'Streets' as many people do, or in the nearby disused Pionair centre. It is simply a 50-50 chance as to whether you will be moved along by the Security Police, - you takes your chance - as the saying goes. As for 28L again, the perimeter road offers good opportunities for photographs of landing aircraft, but lamp-posts are a problem and with that in mind, I would advise you that you stand in an area of common ground next to the A30 (Location 4). Access for cars is by way of Hatton Road and thence Myrtle Avenue, but parking is limited as it is residential and owners cars take up most of the space. Alternatively, on Saturdays and Sundays, it would be wise to park in the car-park of Hatton Cross underground and bus station. Many people visit by train direct from the North, and then by Tube to Heathrow. If you come into this category, then surely the best way to get around is to buy a one-day off peak travelcard for £2. This allows unlimited travel anywhere on 'buses and tubes for the day on Saturdays, Sundays & Bank Holidays and after 10am Monday to Friday. This does not include the the special Airbus services. It is well worth the extra few pence as you can use it as many times as you like on that day. If one wanted, you could travel backwards and forwards on a 202 bus all day!

A word of warning. New visitors & those who haven't been down for some time, will be shocked to find the Southern perimeter road altered and the erection of giant concrete slabs along practically the whole length of the perimeter road whose sole intention seems to be to frustrate the aircraft spotter! I hope the above information will prove useful in at least some quarters.

Andrew Birch.



KEY

- ⊗ Bus Stop
- P Parking
- 2 Location
- ||||| Concrete Screens

SKETCH MAP OF  
EASTERN END OF HEATHROW  
AIRPORT

*A. Bird*





Amendments to the Rules and Constitution of 'Air Yorkshire' to be presented to the membership at a Special Annual General Meeting on Sunday, May 12th, 1985.

Section 5 SUBSCRIPTION

(b) to read....' Subscriptions shall run from July 1st. to June 30th. of the preceding year. A member joining at any time during the year shall pay the full subscriptions and shall receive all journals issued during the year, subject to availability. A refund shall be made in lieu of journals for months which are out of print. Any member who has not renewed his subscription by the end of July shall be deemed to have lapsed membership until the subscription is paid.

Section 6 ANNUAL GENERAL MEETING

(b) to read....' The AGM shall be held on the first Sunday in June and the Committee's reports and Group's accounts shall be presented thereat!

Section 7 THE COMMITTEE

( ) to read....' The Committee shall comprise of the following members to be elected at the AGM: - Chairman, Registrar/Treasurer, Editor, Secretary, Visits Organiser, P.R.O., plus additional officers.

(f) second sentence to read..' If he is not present then a nominated Committee member shall chair the meeting. '

Section 9 FINANCE

(a) to read..' The financial period shall end on 31st. May '.

Section 13 APPLICABILITY OF RULES

(b) second sentence to read..' A notice to this effect shall be printed in the Group's journal in July each year '.

If these amendments are ratified by the membership on 12.5.85. the amended Constitution will be effective from that date.

Any amendment a member wishes to submit to the above amendments, must be handed to the Chairman before the commencement of the meeting.

Adrian G. Heeley  
Secretary.

ADVERT.

For sale:- Signal R528 Radio Airband Receiver (hand model)- 6 crystals. Those already installed are 131.05, 124.20, 123.75, 118.85, 120.30, 119.80, but these can be changed as required. The radio is only 12 months old and in good condition. Price £65. Please contact D.N. Smith on 0423-867917, evenings after 6pm.

ADVERT

UK and EIRE AIRPORT SCHEDULES - Summer '85. The most comprehensive schedules ever produced for 45 airports includes all scheduled passenger and freight flights plus many charter and mail flights, £2-75. EUROPEAN AIRPORT SCHEDULES - Summer '85 is a unique booklet listing all scheduled passengers and freight flights in chronological order for six major airports; AMS, BRU, CDG, FRA, ORY, ZRH, £2-25. Both available now from : R. Towers, Cheznous, Rue Rocheuse, St. Peters, Guernsey, G.I.

## Military Section

Alconbury: Visiting on 26.3 were 80-0012/BT yellow F15A of the 36TFW, 80-0610/HR and 80-0620/HR F16A's 50TFW. Based F5E's noted were (74-) 01563, 01560, 01542, 01543, and 01456. Overheard at Heathrow was a rumour that 6 more Malaysian AF A4 Skyhawks were over on the 16.3

Bristol Filton: Visitors since the beginning of the year have included:-

26.1 68-0026/UH and 68-0027/UH F111E's 20TFW. 30.1 XV184 Hercules (o/s) 66-18000 EU-21A U.S. Army. 31.1 ZD476 Sea King HC.4 (o/f) 5.2 72-1450/LN F111F 48TFW (arrived). 6.2 XV186 Hercules (o/s) 8.2 XZ298 and XZ314 Gazelle AH1's (n/s) 11.2 XV222 Hercules (o/s) 12.2 XZ699/300 Lynx HAS 2 815 Sqn, 66-18000 EU21A and 66-18014 U-21A also of note was F-BUON SN601 Aerospatiale. 14.2 XS507/RN Wessex HU5 RNPT (707 Sqn) temp resident. 78-23126 Cl2C U.S. Army. 18.2 XV208 Hercules W2 (o/s) 19.2 70-2362/LN blue F111F 48TFW (arrived) 20.2 72-1451/LN multi F111F (arrived) F111 crew ferry's were PA-38's N91437 and N91457 22.2 73-0707/LN red F111F 48TFW (arrived) 26.2 Of interest F-BUON SN601 27.2 F-BVPG SN601 and XV187 Hercules (o/s) 28.2 XX292 Hawk T1 4FTS and an unidentified Cl41 airlifting F111 engines.

Due to arrive on the 4.3 was MB.339 I-MABX for flight trials of R-R Viper 680 engine. Due on the 21.3 were 2 Harrier's for a courtesy visit.

Cambridge: Spanish Air Force Cl30H T.10-9/311-06 of Esq.311 was present on 26.3 (arrived mid morning) as were XV215 (carrying large "mercy flight" titles) and XV190 Hercules.

Carlise: Preserved on the airfield are XJ823 Vulcan B2A ex 50 Sqn and WS832 meteor NF14 both noted 27.3

Coningsby: 20.3 saw XW271 Harrier T4, XV398 and XV437 Phantom FGR2's ZD901/AA and ZD903/AB Tornado F2's 229OCU. WK518 DHCl BoBMF

Cottesmore: Noted on 26.3 was Cl60D Transall 50+93 LTG-62 (?). The TTTE Tornado's are now split into four squadrons each displaying its badge on the tail, A, B, C and Standards Sqn's.

Cranwell: Among the resident Jet Provosts remain WJ637 Canberra B2 painted as WH669 and Vampire T11 XD542 painted as XD429

Fairford: Picked up from the rumours office is that an F106 is due for the IAT and then preserved somewhere within the U.K.

Finningley: Arriving from Mildenhall sometime on the 26.3 were T43's 72-0288 and 73-1154 of the Colorado ANG. They were not to be seen that evening and were due back to the States on the 29.3

Lakenheath: An F105 has arrived here for BDRF duties (?) and is at the moment residing on the visitors pan round the back in several cocooned pieces. F111F's of the 48TFW noted on the 26.3 were 73-0713. green, 70-2391, 70-2365, 70-2385, 70-2373 all blue and 70-2376 yellow. (Gone have the days of logging 30 or more in one visit !!!)

Linton on Ouse: Nice visitor on the 6.3 was 71+18 UH-1 of HTG-64 also on the same day Harrier GR3 XV760/C of 4Sqn landed and night stopped with technical difficulties as did XN500 Jet Provost T3A which went u/s. Present between 6.3 and 7.3 were Sea Harrier FRS.1's ZA191/123, ZA175/124, and ZA190/126 800 sqn (reported as 103,104 and 106 as these do not exist we presume the above)

Mildenhall: Noted on 26.3 were the two T43's which were at Finningley (They departed here at approx 08.30am)

KC135A's: 71492 2BW, 23515 410BW, 38874, 63652, 38034, 37985, 71470, 38014  
(units not noted)

KC135Q's: 80074, 80089, 80088, 80054, 80112, 91460, 80086 all 9SRW

EC135H : 10285 10ACCS

C5A's : 80214 (436MAW), 90006 (lizard), 70170 (lizard)

Cl41B's: 50259 (lizard), 60158 (62 MAW), 40626 (lizard)

T39 : 24453 (lizard) AFFC Rhein Main

Cl30E's : 39810, 01275, 40517, 40537, 37871, 40531

SR71A : 17962

Mystere IV A'No 10' has arrived to join the T33A 16769

London Heathrow: Noted on 16.3 were 1291/SU-BEX Cl30 Egyptian AF and also IAC 238 HSL25-700 Irish Air Corps as was XX507 HSL25 32 Sqn.

Manchester: Saudi AF Hercules noted recently have been 1614 25.2 and 1619 on the 17.3

Mediterranean Sea: Noted off the coast of Sardinia off the "MV Yorkshire" Supertanker was SH-2F Seasprite 150173/NV-138 of HSL-32 (The tail code for HSL-32 should be HV-)

Prestwick: Noted on the production line mingled in with Jetsreams were 702 and 708 Bulldogs of the Kenyan AF and RAF T1's XX717 and XX616 Present as HMS Gannet were XV674, XV710, XV707, XV664, XV705 Sea King HAS.2A's and ZD634 Sea King HAS.5. Gannet AEW3 XL496 guards the gate. All were noted on the 27.3

Scampton: Noted on 26.3 were 3 Hunters, XF515/C Hunter F6A and two unidentified models coded Y and Z

Sunderland Air Museum: A visit on 27.3 provided VX577 Valetta C2, WA577 Sycamore 3, WG724 Dragonfly HR5, XL319 Vulcan B2, XP627 Jet Provost T4, 146 Mystere IV, E-419 Hunter F51, 42147 F100D, 54439 T33A, XD622 Vampire T11

Tinwald: Noted on 27.3 at the Dumfries and Galloway Aviation Museum were WJ903 Varsity T1, WL375 Meteor T7, XD425 Vampire T11, 42163 F100D, FT-36 T33A, 318 Mystere IV

Topcliffe: Seen on 27.3 was XX516/C Bulldog T1 1 FTS

Waddington: LX-N90446 E3A of NATO/NEWF was here on 26.3 as was Nimrod AEW3 XZ285.

Wittering: 1 Sqn Harrier GR3's noted on 26.3 were XV804/07, XV768/08, (XZ132)/09, XZ133/10, XW270/12 and XZ129/06. 1 Sqn aircraft now carry their codes in yellow rather than red - much better to read off. 233 OCU aircraft noted were (XZ964)/P, (xw271)/R, (XW925)/V and (XZ147)/Z

Wyton: A 208Sqn Buccaneer S2B was here on 26.3 coded /PS. The tie up for this code was XZ431 although somebody told us that this was XX900

-----  
Deployments/Exchanges.....

Waddington: 36 Iowa ANG A7's to deploy here on 11th May

Wattisham : Italian AF 36 Stormo Tornado's due to exchange on 9th April

Wittering : 12 Oklahoma ANG A7's to deploy here on 13th April

.....and "rumours" with unknown dates

Coltishall : To receive Belgian AF Mirage V's and Spanish AF Mirage III's

Coningsby : To receive Italian AF 3 Stormo F104's

Honnington: TWCU to exchange with Danish F16's

: 9 Sqn to exchange with Italian AF 6 Stormo Tornado's

Lakenheath: 48TFW to exchange with Belgian AF 10th Wing F16's

Marham : 27 Sqn to exchange with Norwegian F16's from Bodo

: 617 Sqn to exchange with Portuguese AF A7's ( 2 A7's on pre-exchange 25.3)

Wattisham : to receive Italian AF 53 Stormo F104's

The RAF - well Mr Heseltine and friends have now decided that the new trainer is to be the Embraer - sorry Shorts Tucano and an order for 130+ 15 options has been placed with deliveries to start in late '86 early '87. The aircraft is to be powered by the Garrett TPE331-12 engine which at the time of ordering had not flown in the Tucano and therefore makes all the flight testing of the Pratt and Whitney powered aircraft and other contenders a waste of time. It is reported in the press that it is no secret that the RAF wanted the PC-9 and the contract is a political move to repay Brasil for the favours encountered during the Falklands war. With Shorts getting this contract it would seem possible that Westland will get AST.404 (the Puma replacement) and BAe the go ahead for a new front line fighter as the European Fighter Aircraft programme seems to be in turmoil.

The first of 62 Harrier GR5's for the RAF has been delivered to Dunsfold for final assembly. The first flight is expected towards the end of April.

-----  
Mildenhall - Late News: A NASA ER-2 (TR-1) 01063 is present at the moment and is expected to remain for a few weeks.

-----  
Advert: Radios for sale:- R537 - 2 crystals + tunable monitor £51.00, R528 - 6 crystal scanner £92.00, R532 - 100 Channel scanner no crystals required £170.00, AR2001 25-500Mhz scanner N.C.R. £355.00. Further details etc from J.Clough address on front.