

AIR YORKSHIRE



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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 14.30 hrs.

APRIL 5th : Annual Recognition Competition for the Yorkshire Post Trophy.
MAY 3rd : Steve Rigg presenting a programme of slides, entitled -
British Airlines of the Eighties, including forgotten airlines,
hybrid schemes and titles, in fact a veritable pot-pourri of
airliners in a myriad of assorted colours and designs.
JUNE 7th : A.G.M. - film and bookstall.
(JUNE 14th : Church Fenton, SSAFA Air Display).
JULY 5th : Malcolm MacLean - Manchester Airport Slides.
AUGUST 2nd : Mike Willingale - with videos and slides (Details to follow).

EDITORIAL

The anecdotes proffered at the last meeting by Brian Rapier, were certainly of great interest to those "older" members amongst us, and brought back memories of real flying, before the computer-operated monsters of today. I suppose the requirements of modern flight demands these sleek lumps of characterless metal to go faster and further and higher than their predecessors - but to me (and I'm sure a lot of you) the sound of a Merlin engine, the sight of the graceful Spitfire sets the pulses pounding. Even the DH.84 that visited LBA the other day is what it's really all about.
Anyway, that's my opinion - there's no harm in living in the past.

CREDITS

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LEEDS/BRADFORD MOVEMENTS - FEBRUARY 1987

1	G-AVRN Boeing 737 (DIV)	0813 1038	G-BJCU Boeing 737	0826
	G-DODS Malibu	1018	G-BADR Boeing 737	1231
	G-BGYG Warrior	1246	G-BGWN Archer	1302 1339
	G-BKHF Boeing 737	1329 1457	G-AVRN Boeing 737 (DIV)	1519 1722
	G-ATPK BAC 1-11 (DIV)	1735 1607	G-BADR Boeing 737 (DIV)	1857 1951
	G-BKHF Boeing 737 n/s	2038 0812(3)	G-BGJJ Boeing 737 (DIV)n/s	2058 1400(2)
2	No Movements			
3	G-UBSH King Air 300 n/s	0919 1217(4)	G-BDAP Tailwind	1408 1430
	G-MOND Boeing 757(DIV)n/s	1956 1315(4)	G-BKHF Boeing 737 n/s	2102 0957(4)
4	G-BWMP Commander 695A	0814 0826	G-BLKY Baron	0931 1714
	G-BEYK Herald (DIV)	0955 1122	G-ARID Cessna 172	1057 1614
	G-BWMP Commander 695A	1928 2004	G-BKHF Boeing 737 n/s	2006 0725(5)
5	XW209 Puma	1009 1504	G-ATKU Cessna 172	1116 1222
	G-AZUY Cessna 310 n/s	1153 1110(13)	G-PENN AA-5B	1204 1543
	G-BDYF Cessna 421C	1239 1600	<u>4X-ATD Boeing 707</u>	1311 1414
	G-BKHF Boeing 737	1406 1511	G-BKHF Boeing 737 n/s	2058 0842(6)
6	G-POLO Chieftain	0905 0946	G-NEWR Chieftain	0947 1042
	G-AYEF Cherokee	1133 1514	G-TRAF Dauphin	1156 1534
	G-AWWZ BAC 1-11 (DIV)	1203 1453	G-BDUJ Navajo	1244 1324
	G-POON Twin Squirrel	1259 1500	G-BUMP Archer	1732 1850
	G-BJCV Boeing 737	1829 2018	G-BKHF Boeing 737 n/s	2035 0808(7)
7	G-BBCW Aztec	0844 0918	G-YTWO Cessna 172	1039 1141
	G-BJYD Cessna 152	1057 1143	G-BMGF Cessna 310	1148 1542
	G-TEDS Tobago	1348 1446	<u>LZ-BTE Tu-154 (DIV)</u>	1620 1737
	G-OJIM Arrow	1634 1716	G-BKHF Boeing 737 n/s	2120 0815(8)
8	G-NEWR Chieftain	1208 1228	G-BGTG Aztec	1227 1336
	G-BBCW Aztec	1254 1320	G-BJCT Boeing 737	1315 1509
	G-AZLY Cessna 150	1511 1604	G-RUIA Cessna 172 n/s	1614 1449(9)
	G-POLO Chieftain	1625 1706	G-BJCT Boeing 737 n/s	? 0806(9)
9	22564 G-12 n/s	1347 0858(10)	<u>4X-EAD Boeing 767</u>	1400 1558
	XN470 Jet Provost	1520 1528	G-BJCT Boeing 737 n/s	2021 0826(10)
10	G-RANY Cessna 421C	1038 1456	<u>EI-AYK Cessna 172</u> n/s	1203 1019(11)
	G-ARJV Apache	1207 1647	G-BCWM Jetranger	1215 1327
	G-HBCA Agusta A.109A	1221 1303	<u>N3DZ Learjet 24</u>	1504 1950
	G-FFLT HS.125	1650 1722	G-BDYF Cessna 421C n/s	1656 0717(11)
	<u>LN-AAD Citation</u>	1815 1841	G-GAMA Baron n/s	1903 0758(11)
	G-MOND Boeing 757(DIV)n/s	1922 1300(11)	<u>F-GEBH Cheyenne</u>	1927 2020
	G-BJCT Boeing 737 n/s	2058 1002(11)		
11	G-BLLS Slingsby T.67B	0921 1148	G-BDYF Cessna 421C	0956 1123
	G-BIZZ Citation	1008 1656	G-BHRB Cessna 152	1012 1147
	G-BLFV Cessna 182	1030 1516	XV137 Scout	1216 1300
	G-OOAG King Air	1410 1856	G-BCUZ King Air 200	1526 1625
	G-MANN Gazelle n/s	1726 0830(12)	G-GAMA Baron n/s	1733 0805(12)
	G-BJCT Boeing 737 n/s	2223 0722(12)		
12	G-BBCW Aztec	0855 0922	G-RMAE Navajo	0914 1807
	<u>F-GEFT Navajo</u>	1007 1444	G-RUIA Cessna 172	1045 1446
	ZD949 TriStar	1144 1454	G-BHJU Robin DR.400	1148 1347
	G-BGTS Cherokee	1202 1501	G-BGNS Cessna 172	1459
	G-BJCT Boeing 737	1418 1522	G-ANXV Cessna 172	1537 1741
	<u>LN-AAD Citation</u>	1543 1608	G-BCUZ King Air 200	1630 1654
	G-BBCW Aztec	1737 1804	G-BDYF Cessna 421C	1841 1915
	G-BJCT Boeing 737 n/s	2133 0836(13)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

13	G-OBED Seneca	0949 1042	G-ATKU Cessna 172	1036 1107
	XV733 Wessex	1246 1400	YR-BCR BAC 1-11	1315 1407
	G-GAMA Baron	1819 1841	G-BKHE Boeing 737	1831 2026
	G-BJCT Boeing 737 n/s	2035 0811(14)		
14	G-SULL Saratoga	0946 1016	XV730 Wessex	1604 1637
	YR-BCR BAC 1-11	1808 1850	G-SULL Saratoga	1835 1852
	G-BJCT Boeing 737 n/s	2125 0811(15)		
15	G-BJYD Cessna 152	1146 1225	G-BHCP Cessna 152	1211 1231
	G-BGYK Boeing 737	1359 1508	G-AWGN Fournier RF-4 n/s	1602 1130(18)
	G-MANN Gazelle n/s	1728 0945(16)	G-BGYK Boeing 737 n/s	2102 0754(16)
16	G-OSDI Baron	1106 1602	G-ARMB Chipmunk	1134 1533
	G-RANY Cessna 421C	1402 1710	G-ONOR Cessna 425 n/s	1723
	G-BGYK Boeing 737 n/s	2054 0816(17)		
17	G-OOAG King Air	1002 1615	G-NUIG King Air	1017 1030
	G-BIBW Cessna 172	1046 1204	G-CEGB Twin Squirrel	1048 1313
	G-AVMD Cessna 150 n/s	1757 1418(18)	G-BGYK Boeing 737 n/s	2106 1025(18)
18	G-BLKY Baron	0951 1555	G-BASL Cherokee n/s	1113
	G-BIZF Cessna 172	1404 1518	G-AVRY Cherokee	1516 1616
	G-KAFC Cessna 152	1553 1643	G-NUIG King Air	1604 1618
	G-AVMD Cessna 150 n/s	1628 1437(19)	G-BBPX Seneca n/s	1821
	G-BHLC King Air 200 n/s	1830 1809(19)	G-BIBT AA-5B	1937 2029
	G-BGYK Boeing 737 n/s	2025 0720(19)		
19	G-BGZW Tomahawk	1152 1604	G-PENN AA-5B	1314 1634
	G-BHYR Cessna 172	1354 1452	G-BGYK Boeing 737	1400 1513
	G-AVMD Cessna 150 n/s	1538 1517(20)	G-CEGB Twin Squirrel	1624 1638
	G-BGYK Boeing 737 n/s	2118 0836(20)		
20	G-UBSH King Air 300	0939 1027	XR806 VC-10	0955 1140
	EC-DYZ Boeing 737	1019 1115	G-BCPK Cessna 172	1058 1215
	G-COWI Cessna 414 n/s	1146 1723(23)	XV107 VC-10	1254 1441
	G-BJXJ Boeing 737	1329 1453	G-BMIV Arrow	1419 1512
	G-UBSH King Air 300	1457 1509	G-AXDM HS.125	1538 1555
	EC-DYZ Boeing 737	1719 1812	G-ASWL Cessna 172	1902 1921
	XV107 VC-10	1923 2034	G-BFVA Boeing 737 n/s	2041 0811(21)
	G-BKHF Boeing 737	2113 2210	ZE396 B.Ae.125	? ?
21	XR807 VC-10	1209 1324	ZA772 Gazelle	1251 1322
	XV103 VC-10	1341 1459	XP771 Beaver n/s	1426 1129(22)
	G-YIII Cessna 150	1553 1640	ZA772 Gazelle n/s	1618 0906(22)
	G-BAIW Cessna 172	1701 1759	G-BFVA Boeing 737 n/s	2128 0819(22)
22	G-BGWN Tomahawk	1150 1223	G-ATGP Jodel DR.1050	1300 1420
	G-TIMK Archer	1303 1315	G-BHWF Boeing 737	1345 1504
	G-BJYD Cessna 152	1437 1459	G-OJIM Arrow	1502 1609
	G-BHWF Boeing 737 n/s	2055 0800(23)		
23	G-BWMP Commander 695A	0927 1537	G-TGER AA-5B n/s	1030 0903(24)
	G-ATKU Cessna 172	1445 1632	G-BJYD Cessna 152	1509 1539
	G-TEES Cessna 152 n/s	1521 1638(27)	G-OBMW AA-5	1523 1612
	G-BJCU Boeing 737 n/s	2047 0810(24)		
24	G-BIFZ Partenavia P.68C	0852 0953	G-BFOM Navajo	0922 1803
	D-GOAT Seneca	0928 1655	G-BIZZ Citation	0944 1550
	G-NUIG King Air	1009 1722	G-BGZW Tomahawk	1137 1515
	G-BAKS Jetranger	1149 1258	G-AWAI Baron	1205 1522
	G-YIII Cessna 150	1528 1621	G-BIFZ Partenavia P.68C	1606 1615
	G-BCUJ Cessna 150	1619 1642	G-BJCU Boeing 737 n/s	2053 0955(25)

LEEDS/BRADFORD MOVEMENTS (Contd.)

25	F- <u>GEBH</u> Cheyenne	0745 0801	G- <u>BCMD</u> Twin Otter	0855 1657
	G- <u>AVFP</u> Cherokee	0937 1357	<u>EI-BRG</u> HS.125	1005 1316
	G- <u>COWI</u> Cessna 414 n/s	1031 0811(27)	G- <u>AYYU</u> Sundowner	1107 1527
	G- <u>OABI</u> Cessna 421C	1134 1359	G- <u>STAT</u> Cessna 206 n/s	1150 1044(28)
	G- <u>BBKU</u> Cessna 150	1155 1539	F- <u>GEBH</u> Cheyenne	1333 1416
	G- <u>IOOO</u> Commander 695A	1716 1746	G- <u>BJCU</u> Boeing 737 n/s	1944 0724(26)
26	G- <u>MARR</u> Cessna 421C	1227 1502	G- <u>BJCU</u> Boeing 737	1359 1502
	G- <u>BJCU</u> Boeing 737 n/s	2136 0825(27)		
27	G- <u>BJXJ</u> Boeing 737	1329 1446	G- <u>BKHE</u> Boeing 737	1824 2028
	G- <u>ENCE</u> P'avia P68B n/s	1945	G- <u>BJCU</u> Boeing 737 n/s	2105 0809(28)
28	G- <u>AXSD</u> Pup	1736 1805	G- <u>BDYD</u> Rockwell 114	1859 2143
	G- <u>BIBB</u> Mooney M20C	1919 2138	G- <u>BDOE</u> Cessna 172	1925 2145
	G- <u>BBDC</u> Cherokee	1933 2146	G- <u>BJCU</u> Boeing 737 n/s	2140

OVERSHOOTS:- 4th.XS711/FYNO5; 5th.XX498/FYT87, XX491/FYT90; 6th.ZD620/RR731 B.Ae. 125, XW404/LON26 J.Provost; 9th.XX493/FYT87; 11th.XW301/LOY09, XW404/LON63 J. Provosts; 12th.XX311/VYT69 Hawk; 14th.G-BAMM PA-28; 16th.XV295/RR767 Hercules, XW409/CFT90; 18th.XN470/CFX81 J.Provosts, XV293/RR767 Hercules; 19th.XW422/CFT65 J.Provost, XS738/FYNO5; 26th.XW791/RR732 HS.125; 27th.XX497/FYT81.

FROM & TO:- 9th.22564 F Northolt n/s T Liverpool; 10th.EI-AYK F Dublin n/s T Peterborough, N3DZ F Stansted T Rondi de Legionari, G-FFLT F Malaga (Ambulance flight), LN-AAD F Stavanger T Newcastle, F-GEBH F Birmingham T Lille; 12th.F-GEFT F/T Lille, ZD949 F Brize Norton T Gutersloh; 13th.YR-BCR F Manston T Dublin (& return on 14th); 24th.D-GOAT F Hamburg T Newcastle; 25th.F-GEBH F Lille T Dundee (& return later), EI-BRG F/T Dublin.

LEEDS/BRADFORD MOVEMENTS REVIEW - FEBRUARY 1987

With Manchester airport virtually closed by a strike of the fire crews at the start of the month we looked forward to a lot of re-routed flights using the LBA. As it turned out we were not to be that lucky. EI Al used the LBA as did Balkan but it was Liverpool and Birmingham who got most of the traffic. EI Al sent in the Boeing 707 4X-ATD on the 5th and Boeing 767 4X-EAD on the 9th. Tu154 LZ-BTE of Balkan visited on the 7th. The 10th was busy with foreigners but none were spectacular, an Irish Cessna F172 EI-AYK, a French Cheyenne F-GEBH and an American Lear Jet N3DZ c/n 24D-279 were all joined by the Norwegian Citation LN-AAD using his usual callsign 'Scanvic 04'. The Citation was back on the 12th and the same day the French Navajo F-GEFT made its first visit having been registered on Boxing Day last year. Aer Turas were freighting a horse to Ireland in the BAC 1-11 YR-BCR on the 13th using callsign 'MLO56' and they returned on the following day as 'MLO57' departing to Stansted as 'MLO57E' (E for empty ??). The Spantax on the 20th was Boeing 737 EG-DYZ. Brand new on the 24th was Seneca D-GOAT carrying the new style c/n 3433021. The military have been out in force this month. On the 5th 'QMD26' was Puma XW209/CF. On the 9th US Army C-12 22564 was 'LORD43B' n/s 'LORD 43A' and Jet Provost XN470/84 'CFT67' did a touch and go. On the 11th Scout XV 137/W used callsign 'Army337'. Heavy metal on the 12th in the shape of Tri-star ZD949 which was 'ASCOT3859'. On the 13th the Royal Flight Wessex XV733 visited and used callsign 'KITTY6'. On the 14th it was another Wessex, this time XV730 'Rescue128'. On the 20th we had the RAF transporting troops to Belfast in VC-10 XR806 'ASCOT2249A' and VC-10 XV107 'ASCOT2270' and 'ASCOT2253', plus HS125 ZE396 'ASCOT1643' taking out the PM. Two more VC-10s on the 21st were XR807 'ASCOT2251' and XV103 'ASCOT2871', Beaver X?771 came in as 'Army349' and night-stopped whilst Gazelle ZA772 'Army390' was beaten by the weather (twice) and decided to night-stop also. Nothing much else of note this month except for the Cessna 414 G-COWI of Cowie Ltd which arrived at Northair on the 20th and turned out to be the old Mountleigh aircraft G-MLCS which is now Newcastle based. On the 4th Browns Shorts 330 G-BJFK was replaced by the one in their colours G-BEEO. Due at Northair as I write this is a new Cessna 425 for Norcross, G-NORS c/n 0224 ex N1226S.

LEEDS/BRADFORD AIRLINE NEWS - FEBRUARY 1987

INBOUND DIVERSIONS

01	BY311BQ	ALC	MAN	G-AVRN	B737	SZG	BY232A
01	BY232BQ	SZG	MAN	G-AVRN	B737	TRN	BY225A
01	DA157	INV	MAN	G-ATPK	BA11	LHR	DA157
01	BY116BQ	AGP	MAN	G-BADR	B737	MIR	BY458A
01	BA881	ATH	MAN	G-BGJJ	B737	GVA	KT50M/02
03	UK201	EDI	HUY	G-BLGW	FK27	NWI	UK201
03	OM773	TFS	MAN	G-MOND	B757	VDA	OM780/04
04	EZ138	LHR	HUY	G-BEYK	HP7	HUY	EZ138Q
05	LY311	AMS	MAN	4X-ATD	B707	AMS	LY312
06	KD3416	MPX	MAN	G-AWZ	BA11	MPX	KD3415Q
07	LZ909	PDV	MAN	LZ-BTE	Tu54	PDV	LZ910
09	LY311	BRU	MAN	4X-EAD	B767	BRU	LY312
10	OM773	TFS	MAN	G-MOND	B757	VDA	OM780/11

All the Manchester diversions were due to the continuation of the firemen being on strike with the Humberside diversions due to fog. First visitors were El Al Boeing 707 4X-ATD and Boeing 767 4X-EAD, and Balkan Tupolev 154 LZ-BTE.

MPX = Milan-Malpensa, TRN = Turin, VDA = Ovda (Israel).

REGULAR FLIGHTS

EK712	PMI	20/EC-DYZ			
EK714	ALC	20/EC-DYZ			
BY066A	PMI	01/G-BKHF	08/G-BJCT	15/G-BGYK	22/G-BHWF
BY085A	ALC	05/G-BKHF	12/G-BJCT	19/G-BGYK	26/G-BJCU
BY090A	ALC	03/G-BKHF	10/G-BJCT	17/G-BGYK	24/G-BJCU
BY144A	AGP	01/G-BJCU	08/G-BKHF	15/G-BJCT	22/G-BFVA
BY145A	PMI	02/DivEMA	09/G-BJCT	16/G-BGYK	23/G-BHWF
BY159A	ALC	07/G-BKHF	14/G-BJCT	21/G-BFVA	28/G-BJCU
BY178A	TFS	04/G-BKHF	11/G-BJCT	18/G-BGYK	25/G-BJCU
BY187A	PMI	06/G-BKHF	13/G-BJCT	20/G-BGYK	27/G-BJCU
BY208A	AGP	05/G-BKHF	12/G-BJCT	19/G-BGYK	26/G-BJCU
BY338A	TFS	06/G-BJCV	13/G-BKHE	20/G-BKHF	27/G-BKHE
DA3166	AGP	20/G-BJXJ	27/G-BJXJ		

OTHER FLIGHTS

The Royal Air Force provided the majority of the happenings with numerous troop- ing flights on aircraft all paying their first visits. Tri-Star K.1 ZD949 on the 12th was Brize Norton-Gutersloh RR3859, and the following VC-10s all operated Brize Norton-Belfast; XR806 RR2249/2249A and XV107 (twice) RR2270/2270A RR2253/ 2253A on the 20th, with XR807 RR2251/2251A and XV103 RR2871/2871A on the 21st. One-Eleven YR-BCR of Anglo Cargo was horse-freighting on the 13th MLO56 Manston- Dublin and 14th MLO57/057F Dublin-Manston, and Hubbardair Twin Otter G-BGMD oper- ated a passenger charter f/t Stansted on the 25th.

GENERAL

Brown Air received their original Shorts 330 G-BEEO on the 04th JY031 from Black- pool in exchange for G-BJFK which departed as JY032 back to Blackpool. Now that DC-9s are the norm for the Heathrow route it was nice to see One-Eleven G-WIAD operating ED001R/417 on the 03rd East Midlands-Heathrow and BD414/415 on the 09th.

 NLM will operate two Amsterdam returns on weekdays with FK27s from May. Air UK will drop down to two trips a day and all flights will route non-stop.

B.A. Concorde Flights To LBA

All times given are local and estimated.

Saturday-25th April F/T Heathrow	Friday-22nd May
ETA 1340 BA9025C	ETA 1140 F Newcastle BA9053C
ETD 1510 BA9026C	ETD 1310 North Sea Trip BA9054C
	ETA 1435 North Sea Trip BA9054C
	ETD 1610 T Heathrow BA9055C

This amends the timings reported last month.

LOCAL MOVEMENTS - FEBRUARY 1987

4th	G-BKAE Jodel D120 G-BCHK Cessna 172	Wombledon Felixkirk	From Grosland Moor F/T Grindale
6th	LYNTON08 Ecureuil	Halifax	Battersea - LBA
7th	G-IDWR Hughes 369 G-AVRU Cherokee	Wetherby Teesside	Ripponden-Sherburn F Biggin Hill
8th	G-CLUX Cessna 172 G-BDNW AA-1 G-BHDB Maule G-ARRE Jodel DR1050	Netherthorpe Grosland Moor Bagby Bagby	F/T Barton From Doncaster F/T Oxenhope F/T Oxenhope
12th	G-MANN Gazelle G-AZMN Airtourer	Halifax Sherburn	LBA - Fair Oaks F/T Glasgow
14th	SWD128 Wessex G-BHDB Maule G-BCHK Cessna 172	Whernside Sherburn Sherburn	Leconfield - LBA F/T Oxenhope F/T Grindale
15th	G-BGGA Citabria G-BLTM Robin HR200 G-SEBI Ecureuil G-BKUM Ecureuil G-BMPC PA-28 G-MANN Gazelle	Oxenhope Bagby York Wath(Nr Pateley B'ge) Sherburn Halifax	Bagby-Barton F/T Barton F/T Ringway F/T Guisborough F/T EMA
18th	G-AVRY PA-28	Netherthorpe	Crosland Moor-LBA
19th	G-CEGB Ecureuil	Ferrybridge	To LBA
22nd	G-BHDB Maule G-BKIF RF6 G-AYGC Cessna 150 G-IDWR Hughes 369	Sherburn Crosland Moor Sherburn Wetherby	To Oxenhope F/T Barton F/T Ripponden
24th	G-BJWW Cessna 172	Grindale	F/T Blackpool
25th	G-BBKA Cessna 150	Crosland Moor	From Sherburn
28th	G-ARTH Super Cruiser G-BCVX Jodel DR1050 G-BGVU Cherokee G-AXSD Pup G-BLUX T.67M	Crosland Moor Bagby Crosland Moor Crosland Moor Teesside	From Sherburn F/T Oxenhope From Skogness Teesside-LBA F Kirkbymoorside

GRINDALE MOVEMENTS - JANUARY and FEBRUARY 1987

3/1.G-AVYL PA-28 F Sherburn T Strubby; 22/1.G-BJCY T.67A F/T Kirkbymoorside; 25/1.G-BIBT AA-5B F Newcastle T Humberside, G-BGTG Aztec F/T Sherburn; 31/1.G-AVGE C.172 F/T EMA; 1/2.G-AYAU F/T Gamston, G-AYYX Rallye F/T Bagby; 7/2.G-BFXW AA-5B F/T LBA, G-AYEF PA-28 F/T Sandtoft, G-BFLO C.172 F/T Sherburn, G-AVBZ C.172 F/T Crosland Moor; 8/2.G-ASWL C.172 F Dalton T Sherburn, G-BEXT C.172 F/T N'thorpe, G-BAZC Robin DR.400 F/T Sherburn; 15/2.G-BING C.172 F/T Humberside, G-BIAH Jodel D.112 F Sherburn T Newcastle; 18/2.G-ARHU PA-22 F/T Doncaster; 19/2.G-BIFZ P68C F Newcastle T Henstridge; 20/2.G-YTWO C.172 F/T Sherburn; 21/2.T7281 (G-ARTL) Tiger Moth F Whitby T Barton, G-BIUM C.152 F/T N'thorpe, G-AVKG C.172 F Brighton T Sherburn; 22/2.G-BFEB Jodel D.150 F/T Sherburn, G-ARTH PA-12 F Wombledon T Sherburn, G-BAPR/G-BKAE/G-BKIR all Jodels F Wombledon T Crosland Moor; 24/2.G-BJWW C.172 F/T Blackpool; 27/2.G-AVGZ Jodel DR.1050 F Bagby T Sutton Bank.

British Parachute Championship in June/July (exact dates to follow).

TEESSIDE MOVEMENTS - FEBRUARY 1987

2. ZE395 B.Ae.125	G-MOXY Cessna 441 (DIV)	G-BMAB DC-9 (DIV)
3. F-BVJK Aztec	G-CFIN Do.228	G-BTWW Jetranger
4. N71CS K.A.200	G-AZTF Cessna 177	G-BHYW Jetranger
5. G-BGVL Tomahawk	G-BGWN Tomahawk	G-BCBW Cessna 182
G-CHDI Cessna 414	G-BBNT Chieftain	G-BBTL Aztec
6. D-AMUR B.757 (ITS)	G-BBIC Cessna 310	
7. G-AVRU Cherokee	G-AYYX Rallye	G-BFLN Cessna 150
9. G-BMPA Gulfstream 1	G-STAN F-27 (DIV)	G-AWSY Boeing 737
10. PH-CTC Citation	G-TRAF Dauphin	G-BHYW Jetranger
11. G-BCKV Cessna 150	G-BFGZ Cessna 150	G-BDRD Cessna 150
G-BCRN Cessna 150	G-BFAD Warrior	G-AVXX Cessna 172
12. G-BEKR Chieftain	G-BACN Cessna 150	G-AZLL Cessna 150
13. G-BBAE Tristar	G-BGYT Bandeirante	G-AYUL Aztec
15. XR806 VC-10	G-BJNN Tomahawk	G-BIAH Jodel D.112
G-BFXX AA-5B	G-BAIS Cessna 177	G-BAZS Cessna 150
16. G-ARMB Chipmunk	G-AXNA Boeing 737	G-BHYW Jetranger
17. F-BVJK Aztec	G-JAKY Navajo	G-BTWW Jetranger
18. F-BVJK Aztec	XW210 Puma	G-BSHL HS.125
G-CRIL Rockwell 112	G-BOIS Navajo	G-HIRE Cougar
20. G-BCXB Rallye	G-ASWL Cessna 172	
23. G-CFIN Do.228	G-AVRN Boeing 737	G-ISLE SD.3-60
G-BCKU Cessna 150	G-BAII Cessna 150	G-AZLL Cessna 150
24. ZE701 B.Ae.146	G-OBLK SD.3-60	G-AVKZ Aztec
25. G-IPRA K.A.200	G-BHFL Cherokee	G-BAML Jetranger

3rd.F-BVJK F Newcastle n/s T Calais; 4th.N71CS F Reykjavik T Southend; 6th.D-AMUR F/T Munich; 10th.PH-CTC F Groningen T Ostend; 17th & 18th. F-BVJK F/T Calais.

MALINAIR - New service started on 23rd February - Glasgow/Teesside/Gatwick & return, using Do.228 G-CFIN.

ETA Teesside 0800 - ETD 0815, return ETA Teesside 1230 - ETD 1315, Monday to Friday.

OUT & ABOUT

Humberside Airport - Open Day - 22/2/87

G-BLUX T.67M (Aerobatic Display), G-ASVN Cessna 206 (Free Fall by Malibu Display Team), G-BLPY SD.3-60, G-WTVB Cessna 404, G-BAML Jetranger (Pleasure Flights).
Residents:- G-ATNI/BFGW/BFZU/BOBI C.150/152s, G-BING/RUIA C.172s, G-AVLS PA-28, G-AWBT PA-30, G-BLEZ/BLUN Dauphins (Bond H/Cs).

VISITORS:- G-BATV/BBEV PA-28s, G-BFLO/YTWO C.172s.

Our esteemed member Roger Fozzard won the Radio Humberside Quiz on the 20th Feb. (Good on you, Roger), the prize being a free flight for two in a Short SD.3-60.

Accompanied by his son Adam, they had a 17 minute flight over the Humber Bridge, Hull, Immingham & Grimsby, not bad for free!

Quote, "quite a lot of room in the 3-60, but a 'little' noisy".

Also on 22nd February were four Hot Air Balloons overflying Skipton, unfortunately only one identified, it was G-BLOJ Thunder AX7-77, named "Aquafresh". On the same day, in a field alongside the A59 Harrogate-Skipton road near the Killinghall turn-off was Micro-light G-MNVC.

Ringway - 14/2/87:- N796FT DC-8 (Emery), N324AA/N325AA B.767s (American), D-AMUR B.757 (ITS), D-ABFB/ABGE B.737s (Lufthansa), OO-SDJ B.737 (Sabena), A6-RKT BAC 1-11, CS-TBU B.707 (TAP), VH-EBK B.747 (Qantas), 9V-SKM B.747 (Singapore), 5B-DAS A.310 (Cyprus), LZ-BTO Tu154 (Balkan), F-BOJE B.727 (Air France), EC-BYL DC-9 (Iberia), HB-INN DC-9 (Swissair), G-BLDX Islander, G-IFTA Chieftain.

OUT & ABOUT (Contd.)

Heathrow - 20-21/2/87:- 5N-AUF A310 (Nigeria), ET-AIF B767ER (Ethiopian), PP-VLI B.707 (Varig), ST-AIX B.707 (Sudan scheme, blacked-out titles), JY-AGD Tristar (Alia - new scheme), CN-RMP B.727 (RAM), YV-136C DC-10 (Viasa), N4730/2/3 B.727s (Pan Am), OK-BYB Tu-154 (Czech.Govt.on CSA flight), KAF 320 DC-9 (Kuwait A.F.), G-HOPP SF340 (Manx), YU-AIC An-12 (Yugoslav Govt.), LX-MAM BAC 1-11 (ex. HZ-MAM), F-BINR/N90005 (ex.9K-AEF) Falcon 50s, I-CMUT Falcon 20, HZ-MSD Gulf 2, N14LT Gulf 2TT, F711SB Gulf 3, N30GL Learjet 35, G-GPGD Challenger, F-GLJA Citation, 86970 VC137 (USAF), ZE704 Tristar, ZD620 B.Ae.125.

Luton - 2/3/87:- VR-BHN B.727-30, VR-CBQ B.727-212, VR-BJG Gulfstream 2, N40CH/G-XMAF Gulfstream 3s, G-AVVB/BHLF HS.125s, EI-BSS BAC 1-11 (Ryanair) (ex.YR-BRB), EI-BSE HS.748 (Ryanair).

And now you Airliner experts, perhaps you could help one of our members to identify some aircraft seen early in his spotting career:-

D-AITA A.300 ? Las Palmas Oct.1984.

TC-BCR B.727 ? Heathrow May 1985.

I-DIAP ? Venice 1983.

I-DIRU ? Venice 1983.

PH-AHB B.727 (this was Air Holland, but is it now?).

Please reply to Mr L. Woad, 14, Kirkdale Drive, Leeds LS12 6AW or to the Editor.

 Don't know how this was misplaced, but better late than never,(Sorry Steve).

Airways. November 1986

1	N46DA	G550	390	POL	0950	MARGO
	N908EF	F50	260	ROB	1515	NEW
	N457H	G3	330	DCS	1910	BTN
2	C-FBEL	CL601	370	DCS	2025	BTN To LTN
5	N80AT	G3	410	DCS	1800	BTN To LHR
6	N822CA	G2	410	DCS	1705	BTN To LTN
7	N80L	G3	390	POL	1925	MARGO To Bangor
8	N702ML	?	350	POL	0756	TIA
	VR-BJE	G3	410	BEL	0906	OTR To AMS
9	SU1333	IL76	280	OTR	0930	WAL To SNN
	N306M	LJ35		OTR	1258	BTN To MAN
11	HZ-WBT	Jetstar	290	DCS	2105	BTN
13	N80AT	G3	310	POL	1820	NEW
14	N601CL	CL601	390	POL	1645	MARGO
15	N29S	G3	390	DCS	0850	BTN To LTN
	N77FK	LJ55	280	POL	1040	DCS To PWK
	N16NK	G2	410	DCS	1857	BHD
16	C-GSBR	G3	390	POL	1150	MARGO
	G-XMAF	G3	410	DCS	1636	BTN To LHR
	N2FU	LJ35		ROB	1840	OLD To LBA
21	N400GN	F20		DCS	1945	HON
	N4300L	LJ25	410	DCS	2035	BTN
22	N90TC	Jetstar	330	POL	1105	MARGO
	N404XV	B.Ae.146	260	POL	1150	TIA
	N7239T	?		DCS	1202	BTN
	C-FROC	G2	390	ROB	1445	59/10
	N222PA	Be200	270	DCS	1450	BTN To Southend
	I-ERDN	F50	310	POL	1840	MARGO To EDN
23	N429SA	G3	390	POL	0929	DCS
	N75GC	G2	430	HON	0914	WAL
	HB-VIB	LJ55	410	POL	1158	MARGO To KEF
	N1982G	G3	390	POL	1235	MARGO
	N777SW	G3	390	ROB	1620	57/10 Cambridge - White Plains

AIRWAYS - NOV. 1986 (Contd.)

25	N1871R	F50	390	OTR	1825	WAL	To SNN
26	C6-BET	125	230	BTN	2145	WESCO	To LTN
29	N518BA	?	390	POL	1005	MARGO	

Sightings during the month of interest have included newly delivered 737-300 aircraft on some evening services in Manchester - LH074 and on the Wednesday and Friday morning KL153 service - these include (first sighting dates):-
D-ABXC 6th; PH-BDA 12th; PH-BDB 26th.

And now we're back up to date. -

AIRWAYS - FEBRUARY 1987

Firstly - correcting last months error... Tristar N703TT belongs to Total Air, not Tower Air, whose other ship, N702TT, was to be seen crossing Pole Hill yesterday (March 4th) just behind a KC10 routing out of Mildenhall.

Airline News:-

American B767 noted up to N327AA

TWA B767 noted up to N610TW

Lufthansa B747 noted up to D-ABZH and B737-300 in service to D-ABXL

Continental using new DC-10s N390EA and G-BFGI (ex.BR) - G-BGAT to follow in May. CO also now operating ex.People Express service from LGW with PE B747 in CO livery but old registrations - using callsign G024/25.

Interstate (Radio callsign Interflight) operating DC-8-62 into Mildenhall on MAC charters. Flights in January all operated by N729PL reported as both c/n 45921 and 46015 ex.SE-DBG and N8766 respectively - also reported owning N728PL ex.F-BOLF.

Pan Am A310 used on PA54/5 into LHR are virtually always N805/806/807PA.

Lauda Air Up to the end of January only OE-ILE ex.Orion/Transavia had been used on the LW61-64 flights to/from Dublin and Belfast.

World Often heard using callsign suffixed with letter M - W0112M. Thinking about this it has been suggested that the aircraft is on a MAC charter - routings would support this and their regular appearances into Mildenhall.

Overflights - February 1987

1	IF9124	IL-62	310	OTR	1025	WAL	DDR-SEN
	SU1339	IL-76		OTR	earlyAM	WAL	C/P 76473
3	N600CL	CL600	390	POL	1720	MARGO	To KEF
	N375PK	F20	370	DCS	1900	BTN	To LHR
4	PH-ILF	F20	330	OTR	1715	DOG	To RTM
5	D-CHIC	LJ25	410	OTR	1545	DOG	
6	HB-IAM	F50	410	DCS	1710	BTN	
7	N5LC	1-11	350	POL	0902	60/10	
	PH-CTE	C500	290	OTR	1535	EELDE	
8	N911WT	F20		POL	1000	MARGO	
	N4UP	G3	410	OTR	1955	SPY	To AMS
10	D-CLOU		330	OTR	1646	DOG	
13	CP9207	B737	350	POL	0820	MARGO	
	N6LL	LJ25	410	POL	1945	FWK	
14	N43DD	?	390	POL	0920	59/10	
15	N850CC	?	390	POL	1110	DCS	
	N800AB	CL600	370	DCS	2045	BTN	To LTN
19	HB-VGF	B.Ae.125	370	DCS	1710	BTN	To Chester
	VR-BJD	G2B	390	OTR	1835	WAL	To Philadelphia
21	F-BTTL	SN601	310	ROB	2000	NEW	
24	OE-GKN	LJ55	410	DCS	1700	HON	
	N7SP	CL600	350	POL	1840	MARGO	

OVERFLIGHTS 1987 (Contd.)

25	--561	DC8	330	POL	1402	MLD	Interflight/Interstate
	N490CC	C551	330	DCS	1715	BTN	
27	IF9118	IL-18	240	OTR	1329	BTN	To MAN DDR-STN

Airways - Changes

Effective 12/3/1987

- 1 Barton VOR -BTN - is withdrawn.
- 2 Manchester VOR -MCT - is operational.

This VOR is on the southside at Manchester Airport - close to the radar - and is positioned on Amber One/Upper Amber One Southbound as a point between Dean Cross and Honiley. It is not for navigation on Blue One.

- 3 Two new reporting points become operational.

BARTN - at the position of the former VOR - on the intersection of Amber One and Blue One.

CROFT at a position where a direct track route from Pole Hill to Wallasey crosses Amber One.

- 4 Three reporting points are withdrawn RIBBEL, PENKETH and PARKA.

Effective 25/10/1987

Several airways in our area are renamed/renumbered:-

Amber One East/Upper Amber One East A1E/UA1E become A47/UA47.

Red Three - Belfast to Wallasey R3/UR3 become B3/UB3.

(Thus B3/UB3 route is extended to Belfast)

White twenty three W23 (POL-STF) becomes W923

Delta White Two DW2 becomes W2D

White Two Delta - (a big change)

DW11 (NEW - DCS) becomes W911D

No changes to Amber Two/Blue Four, the main northbound routes, or to Blue One and Red Four the main East/West routes converging at Ottringham. By the time this is read we will already be hearing the new MCT in use southbound on Amber One.

SelCal

All radio users will be aware of the limitations of VHF transmissions as distance increases two hundred miles being about the limit for reliable communication to an airliner in flight. For this reason aircraft flying long overwater sectors or over large land masses use short wave (SW) or high frequency (HF) radio which gives tremendous range. The majority of frequencies which would be interesting to follow are in the 5MHz and 8MHz bands. The transmissions are also made in Single Side Band (SSB) mode which renders them incoherent to anybody not using a SSB equipped radio - it sounds like Donald Duck talk - but much worse. The other main drawback to HF for the aircrew is that by virtue of being on long sectors at cruising altitude there is usually little communication between them and the ground station and keeping a listening radio watch is a chore - especially as there is no 'squellch' on HF - in fact there is a great deal of hiss and crackle on the best sets. To avoid having to monitor the radio continuously the system of Selective Calling is used. Each aircraft has its own code - as distinctive as its registration - its SelCal code.

Each SelCal code is made up of four letters from A to M (not I). Of the four letters none can be used twice in the individual code and they can be considered as two groups of two. The letters of each group must also be in sequence, hence the following are correct AD-CK or FG-JM whereas DA-CK or FG-FM would not be.

The letters A to M correspond to audio frequencies in the region of 300 Hz for A to 1000 Hz for M. The code is then made by adding the corresponding alphabetical frequencies together to get two audio tones - one for each pair of letters.

SelCal (Contd.)

When the ground controller wishes to speak to an aircraft which is not keeping a listening watch he sends out a two tone signal from his coder unit which can be heard as two separate pulses of around 0.25 sec each - not unlike the famous 'Avon Calling' door chime although obviously the notes are different all the time. In the aircraft the decoder which is set for those tones will also chime and alert the pilot to put on his headset to receive the message. Aircraft on the sector having other codes will not hear the gong as their decoders will ignore the frequencies generated.

In order that the ground controller is able to call an aircraft if he wishes to, the pilot will normally on first calling up on a frequency give to the ground station his SelCal code and ask for a SelCal check. A typical flight - say American 55 from Manchester to Chicago would climb up off Manchester and having obtained his Atlantic Clearance from Shanwick from 58N 10W route to that point as directed by London Airways and Scottish Airways on VHF. Approaching 58N 10W the Scottish Airways VHF controller would pass him over to Oceanic Control on HF. About an hour has passed since departure from Manchester and his full conversation may be like this -

"Shanwick Oceanic American 55 is with you at 350. Estimating 58 North 10 West at 1308, 58 North 20 West at 1354, 59 North 30 West next!"

Shanwick would then read back his estimates (all ground transmissions on HF are as clear as aircraft).

"Shanwick, American 55 can we have a SelCal check on EG-DJ please".

Then follows a Bing Bong sound "Thank you Shanwick SelCal received OK".

From this it would be possible to deduce that N322AA was operating that flight.

It is true that the same SelCal code is used more than once but the codes allocated to aircraft are arranged in such a way that geographically the aircraft are unlikely to be operating on the same frequency at any one time..

A comprehensive list of SelCal codes which is right up to date has just been produced by Stansted Aviation Society. Codes can change but this is irregular within the lifetime of an aircraft with one operator, If the aircraft changes hands the SelCal code may go with it or the vendor airline may reassign that code to a new aircraft in their fleet.

Steve Rigg.

A Day Trip to Manchester on 9th March 1987

Your worthy Treasurer & his wife, together with Air Yorkshire members Mr & Mrs Alston, decided to make a day out, instead of an evening trip to Manchester Control Tower. We left home about 10.30am and called at Barton Airfield, where we asked permission and were invited into the Club House. We purchased an excellent meal, then proceeded to the Control Tower where reception is situated, and were asked to sign the visitors book. This gave us the freedom of the hangars (four of them), and suffice it to say, there were some very interesting aircraft to be seen especially in the hangar nearest to the Control Tower. Worth a mention is the 4/5t scale Hawker Fury replica, Stampe, Auster, Citabria etc. We saw 67 aircraft in total, but there were more in the large hangar, which was unfortunately locked, but when anyone is working inside it is open to inspect. We were told that if you make yourselves known, any members of our club are welcome to use the restaurant (10.00am to 9.30pm) and, after asking permission at the Tower, will be welcome to look round hangars.

I must stress, please ask permission.

Onward to Ringway where there was a solitary "Big Top", of Qantas, as for the rest of the aircraft, DC-9s and BAC 1-11s mostly, with a couple of 3-60s, a Twin Otter of Loganair, plus two B767s of British Airways, one on the London Shuttle. The Tower trip proved very successful, as always, 150 feet up, and what a view, luckily several planes landed while we were up there.

Our thanks to the Control Staff at Manchester International, and to Roy Lyman for organizing the visit.

Jim Thompson.

The ARV SUPER 2 (PRODUCTION)

c/n	reg	registered
001	G-OARV	(18/06/84)
002	G-STWO	(24/04/85)
003	G-DEXP	(24/04/85)
004		(KIT)
005	G-	(KIT)
006	G-	(KIT)
007	ZK-	(KIT)
008	G-	(KIT)
009	G-	(KIT)
010	G-BMSJ	(08/05/86) ntu.
	G-OPIG	(31/10/86)
011	G-BMOK	(14/04/86)
012	G-BMWE	(01/07/86)
013	G-BMWF	(01/07/86)
014	G-BMWG	(13/08/86)
015	G-BMWH	(13/08/86)
016	G-BMWI	(13/08/86)
017	G-BMWJ	(01/12/86)
018	G-BMWK	(01/12/86) ntu, G-ERMO (07/01/87)
019		
020		
021		
022		
023		
024		
025		
026		
027		
028		
029		
030		
031		
??	PH-ARV	(07/02/86)reservation
??	PH-BRV	(07/02/86)reservation
??	PH-CRV	(07/02/86)reservation
081	PH-ATL	(21/07/86)reservation

Recently, minor problems with the Hewland engine fitted to the ARV Super 2 has caused the manufacturer at Sandown, Isle of Wight, to ask it's customers to refrain from flying their aircraft.

Until the problem is rectified there has been a temporary lay-off of half of ARV's staff, and the two complete aircraft delivered have had to be returned to Sandown for modifications to the radiator to improve engine cooling.

It is hoped that this 'hiccup' can be corrected quickly, as the British production of light aircraft is not currently showing a great deal of expansion, with possibly only Slingsby having any success, Trago Mills and Nash are not proceeding too quickly, and the picture is still unclear at Old Sarum where Optica had that disastrous fire.

A bit of luck, and more finance, is all that is needed to promote these aircraft and literally get them off the ground successfully, for the designs are basically excellent.