

# AIR YORKSHIRE



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MAY 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 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.

JUNE 2nd. : : Films from British Aerospace.

JULY 7th. : : Films & videos from Westland.

AUGUST 4th. : : Members slides/prints.

SEPTEMBER : : G. Dennison - LBA Airport Director.

OCTOBER 6th. : : Allen Rowley, of Yorkshire Post Newspapers, will be telling us of his experiences as an Aviation Correspondent over the years, supported by a selection of his many interesting relevant slides.

## EDITORIAL

A shortage of time, namely three weeks, since the last meeting has caused some of the usual sections to be out of order, or missing all together! This will be rectified next month, and details of the Extra Ordinary AGM will also appear in the June Bulletin.

See you at Church Fenton, don't forget to bring along anything we can sell on behalf of Air Yorkshire, it all helps.

## CREDITS

T.W. Sykes

D. Elam

C. Harper

R. Fozzard

S.W. Rigg

K. Jordan

T. Smith

A. Heeley

P. Harcourt

R. & D. Walker

A. Bowden

R. Ward

K. Glasby

Airstrip

Air International

Leeds/Bradford Movements-April 1985

1	G-UBHL King Air 200	0804 0825	G-BGNU King Air	0851 0858
	G-JRMM Commander 690B n/s	1107 0844(2)	G-FISH Cessna 310	1149 1521
	G-SEEK Cessna 210	1242 1351	G-BAZH Boeing 737	1505 1606
	G-UBHL King Air 200	1524 1534	G-NEWR Chieftain	1600
	G-BGNU King Air	1630 1640		
2	G-NEWR Chieftain	0727 0830	G-BDYF Cessna 421C	0901 1759
	G-SILV Cessna 340	1032 1711	G-HUBB Partenavia P.68B	1049 1624
	G-FOOD King Air 200	1155 1707	G-BIFZ Partenavia P68Ch/s	1312 0814(3)
	G-BHLO Cessna 441	1415 1651	G-BADP Boeing 737	1544 1656
	G-TOPF HS.125 n/s	1556 0958(3)	G-GRDP Westwind	1603 1717
	G-BGPG AA-5B	1636 1720	G-BHLP Cessna 441	1734 2030
	G-NEWR Chieftain	1848 1923	G-WSSC Chieftain n/s	2109 0936(3)
3	G-ASVO Herald	0754 0821	G-OSCG Cherokee Six n/s	0804 1151(4)
	G-BEYV Cessna 210	0839 1501	G-BJBI Cessna 414A	1004
	G-ONOR Cessna 425	1155 1205	G-WSSC Chieftain	1723 1751
	G-BBCW Aztec	1728 1743	G-EMTC Twin Squirrel	1735 1815
	SE-IDU Chieftain	1823 1941		
4	G-BIZZ Citation	0908 1254	G-BDWX Jodel D.120A	0934 0952
	G-BCVX Jodel DR.1050	1024	G-BERE AA-5A	1122 1147
	G-WTVB Cessna 404	1130 1146	G-BIMD Robinson R-22	1156 1225
	G-CPTS Jetranger	1206 1247	G-BIED King Air	1322 1427
	G-BAVF Baron	1338 1558	G-BGSO Navajo	1438 1745
	G-BADR Boeing 737	1523 1637		
5	G-BGTG Aztec	0939 1023	G-BFGH Cessna 337	1125 1345
	G-BHIN Cessna 152	1217 1313	G-BJCV Boeing 737	1342 1510
	G-MICK Cessna 172	1407 1457	D-GEMC Partenavia P68Bn/s	1418 1416(6)
	G-BADP Boeing 737	1510 1625	G-BXYZ Commander 690C	2118 2221
6	G-BFVA Boeing 737	1336 1445	PH-RVS Partenavia P68Bn/s	1415 1335(10)
	G-BJMV BAC 1-11	1456 1553	G-BAZH Boeing 737	1537 1736
	G-BUDG Cessna 421C n/s	1614 1743(15)	HB-VFS Learjet 36	1858 1930
7	G-BJMV BAC 1-11	1435 1541	G-BFVA Boeing 737	1818 1921
8	G-AVMP BAC 1-11	1036 1741	G-BJCT Boeing 737	? ?
	ET-BCL Cessna 182	1557 1628	G-BKSO Cessna 421C	1623 1738
	G-BGTG Aztec	1632 1734	G-BIUUV HS.748	1855 1923
9	G-BLEV Twin Squirrel	1030 1131	G-BJMR Cessna 310 n/s	1453 1117(19)
	G-AZFR Cessna 401B	1457 1617	G-BADP Boeing 737	1609 1653
	G-AZFI Arrow	1617 1645		
10	No Movements			
11	PH-JBW Trinidad	0921 1528	G-BAZH Boeing 737	1534 1756
12	G-NEWR Chieftain n/s	0933 1730(16)	G-BCRP Aztec	0959 1019
	G-AUTO Cessna 441 n/s	1029 2001(24)	G-GWIL Ecureuil	1113 1158
	G-AZVV Cherokee n/s	1243 1333(14)	G-BECH Boeing 737	1420 1525
	G-BADP Boeing 737	1507 1630	G-WTVC Cessna 404	1856 1947
	G-BIUUV HS.748	1956 2035		
13	G-BCZF Cherokee	1134 1758	G-BHWF Boeing 737	1329 1450
	G-ATPL BAC 1-11	1455 1557	G-BJCT Boeing 737	1530 1735
	G-SFHR Aztec	1832 1843		

Leeds/Bradford Movements (Contd.)

14	G-BHIR Arrow	1203 1309	G-ATPL BAC 1-11	1440 1556
	PH-RVS Partenavia P.68B	1536 1702	G-BHWF Boeing 737	1834 1933
15	G-BGEV Tomahawk	0803 0834	G-BGEK Tomahawk n/s	0804 1349(19)
	G-SEEK Cessna 210	0845 0852	G-BECO Bonanza	1028 1220
	G-BBNJ Cessna 150 n/s	1110 1630(19)	G-SAAM Cessna 182	1130 1725
	G-ASRH T.Comanche	1416	G-BGYK Boeing 737	1451 1601
	G-FISH Cessna 310 n/s	1608 0806(16)	G-BIUV HS.748	1942 2014
16	G-BLHV Cessna 182	1014 1548	G-BJIG Slingsby T.67A	1112 1209
	G-HSON Cessna 441 n/s	1218 1131(22)	SE-GDI Chieftain n/s	1504 1038(19)
	G-GRIF Rockwell 112	1528 1650	G-BGNW Boeing 737	1538 1651
	G-JETC Citation	1601 1921	G-BHCP Cessna 152	1619 1706
	G-CLUX Cessna 172	1737 1824	G-AYWD Cessna 182 n/s	1738 1851(19)
	G-FISH Cessna 310	1812 1826	G-PTWB Cessna 303	1827 2100
	G-LONG LongRanger n/s	2026 1001(17)	G-BJDE Cessna 172	2042 2137
17	HB-VGM Learjet 35	0858 1430	N130K Falcon 50	0915 1758
	G-ONOR Cessna 425 n/s	0925 1542(26)	E1-BDP Cessna 182	0933 1719
	D-IDJE Aztec	0945 1525	G-MNAC Super Cub	1122 1907
	G-BGVH Duchess	1152 1339	G-CYII HS.125	1300 1329
	G-APZS Cessna 175	1307 1643	G-AVSC Cherokee	1326 1453
	G-LONG LongRanger	1458 1640	G-BBEF Cherokee	1640 1730
	G-BASL Cherokee	1640 1730	G-BICY Apache	1652 1747
18	G-BGNU King Air	0745 0751	G-BMTC Twin Squirrel	1027 1045
	G-AVCV Cessna 182	1031 1242	G-YULL Cherokee	1225 1648
	G-BHWF Boeing 737	1506 1622	G-OAKL King Air 200	1635 1658
	G-BGNU King Air	1701 1716	G-RUSH Cessna 404	1729 1741
	G-IPRA King Air 200	1834 1924	G-BJIR Citation n/s	1921 1624(19)
19	G-JLCO Twin Squirrel	0942 1009	G-FISH Cessna 310	1133 1143
	G-LONG LongRanger	1138 1311	G-BFTR LongRanger	1141 1311
	G-BASE Jetranger	1156 1309	G-BIRS Cessna 182	1227 1425
	G-BAZG Boeing 737	1343 1515	G-BADP Boeing 737	1453 1628
	G-BGVH Duchess	1620 1829	G-CLUX Cessna 172	1759 1853
	G-BIUV HS.748	2023 2104	G-BFLL HS.748 n/s	2031 0839(20)
20	G-JLCO Twin Squirrel	? 0740	G-KAFC Cessna 152	1256 1708
	G-BFVA Boeing 737	1351 1457	G-BGBY Tomahawk	1509 1535
	G-BGYK Boeing 737	1533 1710	G-SCHH B.Ae.146	1637 1726
	G-AOYP Viscount	1843 1915	G-BFLL HS.748	2003 2028
21	G-ATPJ BAC 1-11	1011 1117	G-ATPL BAC 1-11	1424 1544
	G-BFVA Boeing 737	1739 1839		
22	G-BLST Cessna 421C	0939 1510	G-BFRS Cessna 172	1014 1341
	G-BJBI Cessna 414A	1119 1209	G-BIRS Cessna 182	1356 1759
	G-GBCA Agusta A.109	1433 1527	G-BKHE Boeing 737	1443 1600
	CF-01 Merlin	1504 1612	G-BJYD Cessna 152	1816 1911
	G-BIUV HS.748	1925 1951		
23	G-POST Bandeirante	0826 0908	PH-BOS Warrior n/s	1056 1649(24)
	N5335U Cessna 210	1154 1711	G-BADP Boeing 737	1542 1655
	G-POST Bandeirante	1744 1811	ZA776 Gazelle	1911 2103
24	G-GKNB King Air 200	0907 1646	G-BKAA HS.125	1103 1712
	G-BHAY Arrow	1124 1631	CF-02 Merlin	1229 1414

Leeds/Bradford Movements (Contd.)

24 G-IBLL Commander 690D	1235 1529	G-BGRO Cessna 172	1310 1506
G-BHIN Cessna 152	1330 1423	G-BHCP Cessna 152	1446 1539
G-BRAL Gulfstream 1	1525 1555	G-ASWW T.Comanche	1552 1649
G-MILB Cessna 340	1548 1800	G-BBSB Sundowner n/s	1846
25 G-IBLL Commander 690D	0844 1526	G-BLKY Baron	0904 1710
G-BJBI Cessna 414A	0906 1002	G-AUTO Cessna 441	0914 1248
G-JLCO Twin Squirrel	0926 1102	G-BLEV Twin Squirrel	1011 1526
G-BFFE Cessna 152	1229 1317	G-BGOM Navajo	1314 1806
G-SUTT Hughes 369	1551 1724	G-BECH Boeing 737	1608 1657
G-AUTO Cessna 441 n/s	1820 1307(26)		
26 G-TBIO Tobago	0727 1021	G-BGHL Cougar	0849 1402
G-BIWL Saratoga	0912 0933	G-BGNU King Air	0939 1036
G-BFRS Cessna 172	0958 1158	G-BAOS Cessna 172	1033 1739
G-GASB Hughes 369	1050 1150	G-BJBP King Air 200	1100 1603
G-BKSV Short SD.3-30	1304 1323	G-BAZH Boeing 737	1349 1517
G-GWIL Ecureuil	1451 1506	G-BGYK Boeing 737	1500 1621
G-BGNU King Air	1607 1617	G-BLWV Cessna 152 n/s	1743
G-AZSU HS.748	1928 2002	G-BFLL HS.748 n/s	2027 0833(27)
PH-KFG F-27	2130 2203		
27 G-ATTY Cherokee Six n/s	1122 2125(29)	G-BKUM Ecureuil	1141 1215
G-BKUN Cessna 404 n/s	1200	OO-GAZ AA-5B n/s	1347 1026(28)
G-BHWF Boeing 737	1344 1532	G-BLWV Cessna 182	1355 1733
G-ATGO Cessna 172	1402 1811	G-BHKV AA-5A	1435 1828
G-SCHH B.Ae.146	1454 1549	G-BKHE Boeing 737	1540 1720
G-JMVB Jetranger	1615 1639	G-APIM Viscount	1723 1801
G-BFLL HS.748	2025 2054		
28 G-ATPL BAC 1-11	1023 1121	G-BILU Cessna 172 n/s	1241
G-BAEX Cessna 172	1249 1353	G-BIBB Mooney M.20C	1315 1540
G-AZED BAC 1-11	1435 1543	YU-AGJ Boeing 707	1826 1933
G-BGYK Boeing 737	1845 1937	G-TYGA AA-5B n/s	1855
29 G-JETA Citation	0842 1724	G-BFVA Boeing 737	1456 1606
G-BEJM BAC 1-11	1507 1531	G-LYNN Lance	1807 1849
G-AZSU HS.748	1952 2027		
30 G-IBLL Commander 690D	0902 1216	G-BHCT Aztec	1003 1547
OO-LFH Cessna 421C	1110 1542	G-BHNY Cessna 425	1401 1419
G-AXNA Boeing 737	1539 1642	G-BHNY Cessna 425	1955 2004

Ambulance Flights were:- 5th.G-BXYZ; 6th.HB-VFS; 16th.G-JETC; 18th.G-IPRA.

Leeds/Bradford Movements Review - April

Not one of the best months we have had, in fact not very good at all. Starting the foreigners this month was the Westwind G-GRDP on the second, followed by the Navajo SE-IDU on the 3rd. Two night-stopping P-68s were D-GEMC on the 5th and PH-RVS on the 6th, also noted on the 6th was Learjet HB-VFS. EI-BCL on the 8th was one of two Irish Cessna 182s in this month's list, the other was EI-BDP on the 17th. Only one foreigner was noted on the 11th, TB-20 PH-JBW. P-68 PH-RVS returned on the 14th and Navajo SE-GDI night-stopped on the 16th. The 17th was quite busy with two Biz-jets, Lear 35A HB-VGM and Falcon 50 N130K, Aztec D-IDJE and the above noted Irish Cessna 182. Cessna Brussels visited on the 23rd with the very familiar 210 N5335U and on the same day Cherokee PH-BOS night-stopped.



Leeds/Bradford Movements Review (Contd.)

Gulfstream AA5 OO-GAZ was yet another night-stopper, this time on the 27th. Star of the month, however, is Boeing 707 YU-AGJ of JAT which became the first of it's type to use the airport when it started holiday flights to Pula on the 28th. Ending the month was Cessna 421C OO-LFH on the 30th. On the military side we had Belgian A/F Merlin CF-01 on the 22nd, followed by CF-02 on the 24th. Sole UK military was Gazelle ZA776 coded 13D of the Royal Marines on the 23rd. At Northair Cessna 425 G-ONOR arrived back on the 17th and is believed to be resident again, with a new aircraft being made ready for Norcross (G-BLCZ?). Cessna 152 G-BLWV arrived back at YLA after respray by HPB Aviation at Leavesden on the 26th and has since departed to Doncaster. The Cherokee G-AVSE has been sold to a local Pilot by YLA and remains resident. Jack Tordoff is to replace P-68 G-OJCT with a brand new P-68 registered G-VJCT (V as in VICTOR get it?). For the future we have an EL AL Boeing 767 on June 4th and 13th, and one of the Skyship SKS airships on June 10th.

Sign Tie-ups:- 2nd.G-BHLO/McLine 920,G-WSSC/Kilroe 02,3rd.G-WSSC/Kilroe 02, 4th.G-WTVE/Casair 674P-061.12th.G-BCRP/LEC 1,18th.G-IPRA/HZ442,22ndCF-01/BAF51B; 23rd.G-POST/Euroair 283-283P,ZA776/Marine 487;24th.G-IBLL/Cocktail 731,G-BRAL/Fordair 881-882,CF-02/BAF52A-B;25th.G-IBLL/Cocktail 742-3;26th.G-BJBP/BLA22, G-BKSV/Ecosse 021-703Q;29th.G-BEJM/Fordair 411-412;30th.G-IBLL/Cocktail 721-922.

Overshoots:- 2nd,XX498/FYT86,XX494/FYT76;3rd,XX495/FYT85,XX494/FYT10;4th,XX495/FYT99;9th,XX495/SAT28;10th,XX498/FYT99,XS734/FYN06 Dominie;12th,ZD621/RR730 HS.125, XS732/FYN05 Dominie,XX496/FYT59;17th,XW326/CFJ? J.Provost,XX491/FYT98,G-HIRE (CAA Inspection);18th,XX493/FYT83,XX482/FYT93;22nd,XW366/LOY46 J.Provost,XS713/FYN08 Dominie,XW419/? J.Provost;23rd,XW434/CFX31 J.Provost;25th,XW359/CFT54,XW326/CFT66 J.Provosts,XX500/FYT93;29th,XX482/FYT96,XX499/FYT85,XX498/FYT89,XX482/FYT90;30th, XX498/FYT86,XW419/CFT54 J.Provost.

From & To:- 2nd.C-GRDP F/T Amsterdam;5th,D-GEMC F/T Stuttgart n/s;6th.PH-RVS F Luton n/s T Jersey,HB-VFS F Paphos T Heathrow;8th.EI-BCL F Blackpool T Dublin; 11th.PH-JBW F/T Hilversum;14th.PH-RVS F Jersey T Amsterdam;16th.SE-GDI F/T Esbjerg n/s;17th,HB-VGM F Geneva T Gatwick,N130K F/T Luton,EI-BDP F/T Dublin, D-IDJE F/T Flensburg;22nd,CF-01 F Koksijde T Melsbroek;23rd.PH-BOS F/T Rotterdam n/s,N5335U F Gamston T Brussels;24th,CF-02 F Melsbroek T Koksijde;27th.OO-G F Biggin Hill n/s T Edinburgh;28th,YU-AGJ F Zagreb T Pula;30th.OO-LFH F/T Brussels.

Local Movements - April

2	G-BLIM Aztec	Huddersfield	To East Midlands
	G-OSDI Baron	Linton-on-Ouse	"Airswift 809",From Northolt
	N3983N Agusta A.109	Sheffield	To Penrith (& Return)
	G-BFTE AA-5B Tiger	Brough	From Southampton
	G-OMAV Twin Squirrel	York	To Hull,Then Lincoln
	G-BGMP Cessna F.172N	Sandtoft	From Wickenby
	G-BKFY King Air C,90	Brough	From Staverton
3	G-BJKA Dauphin	Gamston	To Strubby
	G-BIFZ P.68C Victor	Doncaster	From Teesside To Birmingham
	G-BDBJ Cessna 182P	Doncaster	To Great Ashfield,Suffolk
4	G-BLDP T.67M Firefly	Kirkbymoorside	From Netherthorpe
	G-BJNG T.67M Firefly	Kirkbymoorside	From Blackpool
	G-BIMD Robinson R.22	Whinmoor	To Leeds/Bradford
	G-BLEV Twin Squirrel	Gainsborough	

Local Movements (Contd.)

4	G-BFLX AA-5A Cheetah G-BBUY Jetranger G-GASA Hughes 500	Sandtoft Doncaster York	F/T Barton  From Ripley
5	G-BGVU Cherokee	Grindale	F/T Manchester
6	G-EMMA Cessna F.182Q G-JOHN Arrow G-BIZG Cessna F.152 G-EZOS Vari-Eze G-ASMJ Cessna 172E	Doncaster Rufforth Sherburn Dishforth Wombledon	From Edinburgh F/T Fair Oaks From Netherthorpe To Tollerton From Fenland
7	G-AVOD Husky	Netherthorpe	From Cuxwold
9	G-BLEV Twin Squirrel G-JTIE Cessna 421C G-ASMJ Cessna F.172E	York Gamston Sherburn	From London/City Heliport From Gatwick To Cambridge
11	G-ONOR Cessna 425 G-GBSL Duchess G-BJKA Dauphin G-OABG Hughes 500	Brough Doncaster Gamston Acaster Malbis	From Fair Oaks To Leavesden From Easington To Strubby N/s Pipeline Patrol
12	G-BFKT Cessna F.172M	Doncaster	From Booker (Also 13/4)
13	D-EEDL Cessna FR.172J D-EEEC TB.10 Tobago D-EEHG Piaggio FWP.149D D-EMTK Cherokee 6 G-TRAF Dauphin	Sturgate Sturgate Sturgate Sturgate Teesside	To Norwich To Norwich To Norwich To Norwich To Hayes
15	G-BJAG Cherokee G-TRAF Dauphin G-MACK Cherokee Arrow G-AYGM Jetranger	Brighton Doncaster Wombledon Coal Aston	From Humberside From Luton Stay until 19/4 F/T Whinmoor
16	G-BKCL Twin Comanche	Huddersfield	To Booker
17	OY-RPD Cherokee Arrow G-DUVL Cessna F.172N G-BHZE Cherokee	Doncaster Gamston Sandtoft	To Newcastle From Nottingham
18	G-BMTC Twin Squirrel G-OMHC PA.28RT Arrow G-AVYM Cherokee G-BGGB Citabria G-BGWP Bolkow 105	Systime/S.Leeds Huddersfield Huddersfield Huddersfield Gamston	From Hayes To Bridlington F/T Redhill From Carlisle From Gamston From Humberside To Strubby
19	G-JLCO Twin Squirrel G-BFTR LongRanger G-LONG LongRanger	Huddersfield Halifax Halifax	To Leeds/Bradford To Leeds/Bradford To Leeds/Bradford
20	G-JLCO Twin Squirrel	Harrogate	From Leeds/Bradford
21	G-BKUM Twin Squirrel	Boroughbridge	To Guisborough
22	G-BEPP Jetranger G-BILZ Taylor JT-1 G-GBCA Agusta A.109	Whinmoor Doncaster Elland	From Rochdale To Liverpool From Huddersfield To Battersea
23	N3983N Agusta A.109 G-JLCO Twin Squirrel G-IDWR Hughes 500	Whinmoor Doncaster Brighouse	From Worksop To Edinburgh To Manchester/Old Trafford From Halifax

Local Movements (Contd.)

23	G-AVNR Cherokee	Netherthorpe	To Biggin Hill
	G-BALH Robin DR.400	Huddersfield	To Fenland
	G-ECGC Cessna F172N	Netherthorpe	From Leicester
24	G-BGWP Bolkow	Gamston	From Humberside To Strubby
	G-BILU Cessna FR172RG	Melbourne	To Coventry
	G-AWBT Twin Comanche	Gamston	From Full Sutton
	G-MICK Cessna F.172N	Brough	F/T Blackpool
25	G-BKUM Squirrel	Dewsbury	After Local Flying
	G-JLCO Twin Squirrel	Wakefield	From Leeds To Manchester
	G-MARC Squirrel	Whinmoor	F/T Bangor
	G-SUTT Hughes 500	Whinmoor	From Pontefract Race Course
	G-BJKA Dauphin	Gamston	From Strubby To Humberside
	G-GWIL Squirrel	Settle	From Norwich
26	G-OMAV Twin Squirrel	Keighley	From Corby To South Leeds
	G-GASB Hughes 500	Wakefield	From Acaster, Pipeline Patrol
	G-BBDE Cherokee Arrow	Brough	To Hatfield, After n/s
	G-AHSP J/1 Autocrat	Netherthorpe	From Scampton
	G-BGIU Cessna F.172H	Brough	From Panshanger
	G-EMTC Twin Squirrel	Systime/Leeds	To Sevenoaks
27	G-BKUM Twin Squirrel	Normanton	From Teesside To Selby
	G-JMVB Jetranger	Sherburn	Put Down Due Bad Weather, To Ripon
	G-BFEX Pawnee	S. of Hull	Landed in Field, Due Snow Wickenby
	G-BAZS Cessna F150L	Gamston	Land Due Weather, From Sherburn
	G-BGTG Aztec	Gamston	From Sherburn, For 'BAZS
30	F-BKLC Cheyenne	Humberside	
	G-AYMX Jetranger	Bradford	From Whinmoor To Scarborough'
	G-BKUM Squirrel	Hull	To Pontefract
	G-BEHK Bell 47G	Brough	From Penrith

25/4/85 Farmers Fly-In? Scampton

J/1 Autocrat	G-AHSP	Cessna 172B	G-AROA	Cessna 175C	G-ARUZ
Lukow Junior	G-ATDO	Cherokee	G-AVZR	Cessna F172H	G-AYUV
Jodel DR200	G-AYDZ	Jodel D.150	G-AZBI	Rallye Club	G-AZEE
Beagle Pup	G-AZFA	Sundowner	G-BASN	Robin DR.400	G-BAPX
Robin DR.400	G-BEMD	Jodel DR.250	G-BOGG	AA-5 Traveller	G-BGIC
Robin DR.400	G-BDMD	Commander 112	G-BEBU	AA-5B Tiger	G-BFJA
Cessna FR172G	G-BFSS	Skybolt	G-BGHT	Cougar	G-BGVH
Cherokee	G-BHFK	Tobago	G-BHID	Cherokee	G-BKCC
Cessna F172P	G-BING	Maule Rocket	G-BIES	Cessna F172N	G-ECGC
Cessna FR172XP	G-FANL	PA-28 Dakota	G-LEAM	Cherokee	G-MALA
AA-5 Traveller	G-PORK				

Grindale Movements - April 1985

23 G-AYEF PA-28 F/T Sandtoft; 24 G-BBVJ Sierra F/T N'thorpe, G-MKAY C.172 F/T Doncaster, G-BOBI C.152 F/T Sherburn; 25 G-BGRO C.172 F/T Humberside, G-YORK C.172 F/T Sherburn; 27 G-AWPJ C.150 F/T Humberside; 28 G-BGEF Jodel D.112 F/T Skegness.

New Resident - G-BJCE Cessna 172.

Teesside Movements - April 1985

1 SE-EXW Baron	G-AVXJ HS.748	G-BHJO Warrior
2 F-GCTP K.A.200	G-VSEL K.A.200	G-BHYW Jetranger
3 G-BIFZ P.68C	G-BAWM Chieftain	G-BLKY Baron
4 F-GCTP K.A.200	G-BKNH B.737	G-BAJR Cherokee
5 G-GASA Hughes 500	G-AYBK Cherokee	
9 XV219 Hercules	G-BHYU K.A.200	G-BHYW Jetranger
10 G-BJFL S-76A	G-BJGH T.67A	G-GASA Hughes 500
11 G-BJXJ B.737	G-BJCR P.68C	G-BGOY Chieftain
12 I-OTEL Citation	G-BHNN Saratoga	G-AXAX Aztec
13 G-TRAF Dauphin	G-LADE Cherokee Six	G-BAWK Cherokee
14 PH-CHN F-28		
15 G-BFAN HS.125	G-OSDI Baron	G-BILR C.152
16 G-BEENY Cougar	G-BEWR C.172	G-BAFD Bo.105
17 G-VSEL K.A.200	G-MAFF Islander	G-HIRE Cougar
G-BJGT Mooney M.20	G-DUVL C.172	G-BAZF AA-5
18 XM296 Heron	G-ASWB Airedale	G-BKNH B.737
20 G-LATC Bandeirante	G-FFLY T.67M	G-BKWH C.172
G-AXTJ Cherokee	G-BHIN C.152	G-BFTR LongRanger
22 F-GEBH Cheyenne	G-OPRH C.421C	G-BBZI Navajo
G-BAFD Bo.105	G-BCDA B.727(C/training)	
24 G-CUKL K.A.200	G-JANS C.172	G-BBBN Cherokee
G-GASB Hughes 500	G-BHLP C.441	G-BGRO C.172
25 G-TOPF HS.125	G-BXPU HS.125	G-BKIH T.Squirrel
G-KWIK P.68B	G-MOBL Bandeirante	G-HIRE Cougar
26 G-BGOX Chieftain	G-BFAD Warrior	G-JLCO T.Squirrel
27 G-MERI Archer	G-CSZB Viscount	G-BHYU K.A.200
28 G-BRJS B.Ae.146	G-BRIX Saratoga	G-BDAT BAC 1-11

1st. SE-EXW F Thisted T Birmingham; 2nd. F-GCTP F Laon/Chambry T Le Bourget; 4th. F-GCTP F/T Le Bourget; 12th. I-OTEL F/T Valcava; 14th. PH-CHN F Amsterdam T Rotterdam; 22nd. F-GEBH F Ringway T Chateauroux.

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SSAFA Air Display - Church Fenton

Aircraft promised for the Yorkshire Evening Post - sponsored SSAFA Air Display at RAF Church Fenton on June 9th include:-

Flying: The Red Arrows, Battle of Britain Memorial Flight, The Vintage Pair, Buccaneer, Harrier, Tornado, Sea Harrier, Sea Hawk, Sea Fury, Sea King, Royal Navy Lynx, Rolls-Royce Spitfire, Ryan P.T.22, Pacespirit, Toyota Pitts, Catalina PBY-5A, Slingsby Firefly, Belgian Air Force F-16, Blackburn B2, Army Air Corps' Lynx, Gazelle & Scout, Hawk, RAF Gazelle, Jet-Provost (Wright Jubilee Trophy Winner), British Airways' Super- One Eleven.

Possibles: Britannia Airways' 737; British Airways' 747; USAF aircraft as yet unknown.

Static: Royal Danish Air Force F-35 Draken; Canadian Armed Forces Dash-7, CP-140 Aurora, T-33; Italian Air Force Atlantique; Meteorological Research W.MK.2 Hercules; Dominie, Jetstream, plus assorted private aircraft.

Yorkshire Post Newspapers.



LEEDS/BRADFORD AIRLINE NEWS - APRIL 1985

REGULAR FLIGHTS

BY040A/ALC	02/G-BADP	09/G-BADP	16/G-BGNW	23/G-BADP	30/G-AXNA
BY056A/AGP	04/G-BADR	11/G-BAZH	18/G-BHWF	25/G-BECH	
BY081A/AGP	07/G-BFVA	14/G-BHWF	21/G-BFVA	28/G-BGYK	
BY082A/PMI	01/G-BAZH	08/G-BJCT	15/G-BGYK	22/G-BKHE	29/G-BFVA
BY107A/PMI	05/G-BJCV	12/G-BECH	19/G-BAZG	26/G-BAZH	
BY166A/ALC	06/G-BFVA	13/G-BHWF	20/G-BFVA	27/G-BHWF	
BY181A/ALC	06/G-BAZH	13/G-BJCT	20/G-BGYK	27/G-BKHE	
BY223A/PMI	05/G-BADP	12/G-BADP	19/G-BADP	26/G-BGYK	
DA423 /JER	21/G-ATPJ	28/G-ATPL			
DA431 /JER	06/G-BJMV	07/G-BJMV	28/G-ATPL	14/G-ATPL	20/G-SCHH
	21/G-ATPL	27/G-SCHH	28/G-AZED		
DA441 /GCI	20/G-BFLL	27/G-BFLL			
D 112/RTM	08/G-BIUV	12/G-BIUV	15/G-BIUV	19/G-BIUV	22/G-BIUV
	26/G-AZSU	29/G-AZSU			
JR2759/PUY	28/YU-AGJ				
VF7744/JER	20/G-AOYP	27/G-APIM			

As the Summer season gradually begins to wind up, the first ever Boeing 707 to visit the airport arrived on the 29th with Jugoslovenski Aerotransport's YU-AGJ.

OTHER FLIGHTS

British Airways One-Eleven G-AVMP carried out numerous joy rides on the 08th for readers of the 'Telegraph & Argus' newspaper, Manchester-Local Flights-Manchester BA-MP. Euroair's Bandeirante G-POST on the 23rd operated EZ283P/283 Gatwick-Lydd and EZ283/283P Lydd-Gatwick; the aircraft still wearing the Datapost colours. The Ford Motor Company brought a party of Germans over on the 24th in Gulfstream 1 G-BRAL Cologne-Stansted FD881/882 and returned them on the 29th in One-Eleven G-BEJM Stansted-Cologne FD411/412. Air Ecosse cancelled their East Midlands to Edinburgh & Aberdeen flight on the 26th due to technical problems and some passengers were sent by taxi to Leeds/Bradford to catch an Air UK flight to Scotland. The passengers arrived late and missed the flight so Air Ecosse positioned in Shorts 330 G-BKSV to rescue them WGO21/703Q Biggin Hill-Aberdeen.

GENERAL

Air UK's Friendships were not as serviceable as the airline would have liked resulting in a few sub-charters. British Midland's Viscount G-AZNA on the 02nd operated UK217 Edinburgh-Stansted whilst on the 3rd British Air Ferries Herald G-ASVO operated UK214 Stansted-Edinburgh. Air UK's G-BHMZ suffered from flap problems on the 26th when NIM CityHopper sent Friendship PH-KFG UK829/828 Humberside-Amsterdam.

FUTURE FLIGHTS

Air Ecosse are to start operating the Gatwick route from 20th May with Shorts 330 G-BKDO in BCAL Commuter colours.

Mo	SM728	0855/0905	Gatwick/Teesside
Tu-Fr	SM730	0920/0930	Gatwick/Teesside
Mo-Fr	SM731	1105/1115	Teesside/Gatwick
Mo-Fr	SM732	1450/1500	Gatwick/Teesside
Mo-Fr	SM733	1650/1700	Teesside/Gatwick

Air Traffic Control transmissions will use the Fairflight prefix, not Air Ecosse.

## Airlines Review - May 1985

Air Luton:- on 12th March, former Air Atlantique Dakota G-ANAF arrived at Luton from Southend carrying Air Luton titles. It was believed that the three aircraft involved in the deal were actually G-AMPO, G-AMPY, and G-AMHJ.

Air Europe:- is to re-apply for the route Gatwick - Gibraltar to operate alongside its Manchester - Gibraltar schedule, initially twice weekly from 1st November. The airline was due to launch its new scheduled services to Majorca on 2nd May, four times weekly between Gatwick and Palma, using Boeing 737s.

Air UK:- is to lease two One Elevens from B.I.A. for a three year period, beginning in April. The aircraft will be delivered in full Air UK livery and the first one is likely to be used on the Aberdeen-Edinburgh-Amsterdam route. The second aircraft will replace the leased F-28 on the Glasgow-Newcastle-Amsterdam schedule. The Stansted-Dusseldorf schedule was due to start on 1st April, four times per week using a Short 330, while Stansted-Guernsey will be operated by a Short 360. A One Eleven is expected to supplement the F-27 on the Stansted-Amsterdam route, with a Short 360 operating the Stansted-Brussels/Paris (C.D.G.) routes. The airline became the first regular commercial operator of the Rolls Royce Dart 551/2 engine on 11th March when an F-27 went into revenue service powered by these engines. The company has been engaged in the flight test programme, with Rolls Royce, of this engine, which offers a 10 per cent reduced fuel burn, increased dry take-off power and less noise. The other F-27s in the fleet will be similarly converted.

British Airways:- a much publicised two-day charter to Moscow was operated by Concorde on 12th April. Most of the Boeing 747-136 fleet are to be given names, whilst the One Eleven fleet is to be refurbished, involving the fitting of new interiors and galleys, hush-kits and CAPTII-capable avionics. The new service from Birmingham to Cork will use a B.Ae.748, with a One Eleven operating a third Amsterdam service, routing Belfast-Birmingham-Amsterdam return. A One Eleven is also to be used on the Edinburgh-Birmingham-Dusseldorf-Hannover return service, and a Birmingham-based One Eleven will operate the Glasgow-Birmingham-Frankfurt return schedule. The refurbishment of the One Eleven fleet and their greater route allocation appears to have ruled out an early order for the B.Ae.146. From April 1st two non-stop flights per week will operate from Heathrow to Johannesburg. Using a Boeing 747 the flight will take less than 12 hours, cutting 90 minutes off the previous best flying time. The new South American services, which started on 2nd April consist of twice-weekly non-stop flights using a leased Air Lanka Tristar 500 to Rio de Janeiro and then on to Sao Paulo, with a weekly flight to Caracas and Bogota via Port of Spain. From 1st May the Caracas service will be increased to twice weekly. The only current BCAL point to which BA does not operate is San Juan, Puerto Rico because it is not allowed to serve this destination on a non-stop basis from Heathrow, although it could from Gatwick. Two BAF Viscounts are to be leased from May onwards for use on the Jersey flights, while the MEA Boeing 747 Combi is now to be leased for a two year period. The two Air Lanka Tristars were delivered following modification and repainting by HEACO in Hong Kong. Three further Boeing 757 options have been converted into firm orders for delivery in November - December making a fleet total of 21. From 31st March the Gatwick - Faro Boeing 737 service will be increased to four flights each week.

British Air Ferries:- introduced its first scheduled international service on 2nd April on the Gatwick - Rotterdam route. A 76 seat Viscount 806 is used to operate three round trips a day (two at weekends) with fares as low as £55 return. BAF now has a fleet of 14 Viscounts, of which Series 806, G-AOYR, is wet-leased to BCAL in their livery, for use on the Gatwick-Jersey and Brussels routes, and two others are leased to Lineas Aereas Canarias for their Las Palmas-Tenerife route.

### Airlines Review (Contd.)

The airline has applied for the route Gatwick-Charleroi/Eindhoven from May 1985. As the Aberdeen-Edinburgh service for Shell has been renewed for a further three years, more Scottish routes may be applied for. Currently Viscount 806s G-AOYO and G-APIM are based at Aberdeen. On 15th February Herald G-ASVO collided on the ground at Dusseldorf with ITU Tristar D-AERM, but was able to return to Southend on 22nd February. Other new services this year include (with Guernsey Airlines), Carlisle-Jersey, Southend and Newcastle to Jersey and Guernsey, the ex. Genair route Teesside-Jersey, and Manchester-Jersey in competition with BA. BAF may consider going 'public' during 1986.

Britannia Airways:- also launched its new scheduled services (with Air Europe) to Majorca on 5th May, operating three times each week from Manchester to Palma. Britannia has also recently been awarded a second scheduled route licence, to serve Malaga from Manchester. Boeing 737 G-BFVB was due to go on lease for 12 months from 1st May to Nordair of Canada. It was rolled out in their livery at Luton on 13th March and has been used on Britannia services until its departure. Boeing 767 G-BLKV arrived at Luton from Everett on 12th February as "BY767", was airtested the same day and entered service Luton-Lyon-Luton. On 26th March sistership G-BLKW arrived from Everett, was airtested the same day, photographed alongside Duxford - based Rapide G-AGTM and began services on 29th March, Luton-Tenerife-South-Luton.

British Caledonian Airways:- plans have been announced to launch the first non-stop service to Japan via Russia next Spring, beating Japan Airlines who are also hoping to start a similar service in July 1986. The airline has applied to fly a minimum of three services a week between Gatwick and Tokyo from 1st April 1986 using Boeing 747s for the 11 hour journey, with onward services to Osaka and Seoul, South Korea. It wants to restrict the number of BA flights to Japan to five per week and also have BA's licence to serve Korea revoked as BA has held the licence since 1980 but has never started services. British Airways has, of course, objected and says it plans to start services soon. Permission from the Russian authorities for non-stop flights across Siberia has yet to be obtained by either airline. The Gatwick-Jeddah and Dhahran services were due to start on 31st March, six times a week to each destination. From 6th July the Jeddah service will increase to daily while all the services will be by DC-10 Series 30. The airline is also seeking onward rights to Sana', the capital of Yemen, as an extension of the Jeddah service. Plans to serve Riyadh, Saudi Arabia are still under discussion. The new services are expected to add £18m to BCALs annual profits. An application has been made to have the 13 per cent capacity restriction lifted on flights between Gatwick and Paris as a proportion of the total capacity out of London. The airline believes that this limit, imposed as a result of the Anglo-French bilateral air service agreement, has held down the number of passengers travelling from Gatwick. If the application is successful A.310s will replace One Eleven on the route. The Charter Division is planning a series of Gatwick - Tampa flights from 17th May, weekly until October, using a DC-10. It is primarily aimed at attracting Florida - originating travellers wishing to visit the UK. BA has objected to Charter plans to operate 22 return flights between Gatwick and Bangkok from October. BCAL Helicopters assumed control of the Heathrow-Gatwick Air Link from 25th February.

Birmingham Executive Airways:- The Saab-Fairchild 340 G-BSFI has been suffering problems since its delivery in January. It flew from Birmingham to Linköping on 1st February for attention to the pressurisation system, returning on 5th February. Following more crew training it entered service on the Birmingham-Copenhagen route on 14th February. As a result of the problems encountered, IDS Citation 2 G-JETC was chartered between 3rd and 6th of February, operating to Milan, and Geneva/Zurich.



## Airline Review (Contd.)

On 7th-8th February BA One Eleven G-BEMF was used to operate the Milan service, and, taking advantage of the International Spring Fair and also offsetting the cost, one flight carried 43 passengers. Further delays arising from the modifications insisted upon by the CAA led to McAlpine Jetstream 31 G-BKTN being sub-chartered between 11th-13th February. However, over the weekend of 9th-10th February the aircraft was snow-bound at Eindhoven, went unserviceable on its return to Luton, finally positioning to Birmingham on 12th February. This resulted in Citation 2 G-JETC being used again on the 11th, while G-BKTN operated the services on 13th, returning to Luton the next day. On 12th March Falcon 20 OO-DOK was chartered from Brussels to operate the Copenhagen service, and IDS Citation G-JETD positioned from Hurn to operate the Milan schedule on 13th March. Following its arrival at Copenhagen on 14th March, the SF-340 experienced problems with the reverse pitch setting on the propellers, and was then grounded. On the following day the aircraft was again positioned to Linköping for modification, and correction of the fault. To cover for its period of departure, Citation 2 G-JETC again positioned from Hurn to operate the Geneva/Zurich services on 15th March. The return flight from Copenhagen on the 15th was operated by Scanbee Convair 580 SE-IEY, the aircraft stopping over until 19th March to operate the Copenhagen services. Next replacement was McAlpine Jetstream 31 G-BKUY, which operated the BA service to Glasgow and the BEA Copenhagen services on 19th March, again on 20th and 21st, before returning to Luton on 21st. On 20th March back-up to the Jetstream on VB801A from Copenhagen was Mu-2B OY-ARV which positioned back to Copenhagen on 21st March as VB802. The SF-340 returned to Birmingham on 21st March and re-entered service on 22nd. In the meantime, and unconnected with the above problems, Dash 8 demonstrator C-GGPJ, was inspected and flown in by BEA officials on 6th March; in view of the problems with the SF-340, the company must have been tempted to place an order!

Brymon Airways:- are using Short 330 G-BITV on the Gatwick-Birmingham services, although the frequency has been reduced to three a day. It was due to be replaced by G-BIRN in full BCAL Commuter colours.

Dan Air:- started its new services to Heathrow and Inverness from Manchester on 1st April using a One Eleven, and has also been awarded Manchester-Amsterdam. Plans have been announced for a possible service linking Gatwick and Innsbruck from 1986.

Euroair:- Two Viscount 800's are based at Gatwick and one at Teesside. The latter aircraft is used on the Edinburgh/Teesside - Munster/Dusseldorf flights carrying service families. North Cariboo Viscount G-GWPY was undergoing maintenance at Exeter in March and arrived at Gatwick on 24th March as G-BNAA.

Euroflite:- The Luton based subsidiary of McAlpine Air Services has been purchased by London European Airways. It has postponed the start of its services between Cardiff/Bristol and Paris (CDG) scheduled for 1st April. The high landing fees - £500 for a Jetstream movement - has made the service uneconomical. Consideration has been given to leasing a larger aircraft, but the company is also trying to persuade the Paris authorities to reduce the fees which it feels are totally disproportionate to the size of the aircraft involved.

London European Airways:- began its Luton-Amsterdam schedule on 25th February, Viscount 806 G-LOND having been delivered from Southend on 17th February. However, on 21st and 22nd March Viscount G-BLOA was used when their own aircraft went unserviceable. An application has been made for Luton-Paris (CDG or Orly) twice daily using its option on a second ex. BAF Viscount.

Monarch Airlines:- The fleet for the Summer is likely to consist of four Boeing 737s, four Boeing 757s and a single One Eleven. Boeing 737 G-DFUB returned from its Winter lease to Midway Express on 22nd March via Goose Bay to Luton. It was repainted prior to entering service on 30th March, Luton-Munich return.



## Airline Review (Contd.)

On 14th March the first Boeing 757 with the uprated RB211 engines, G-MONE, was delivered to Luton from Seattle as "OM 004". It was airtested on 15th-16th March and positioned on 16th to Gatwick for its first revenue-earning service. This then allowed G-MONE to be withdrawn from service so that it too could be retro-fitted with the more powerful and fuel-efficient RB211-524D4 engines. It is expected that One Eleven G-AWWZ is to go to BIA during May with sistership G-AXMG following in October.

Orion Airways:- The airlines fourth Boeing 737-300 arrived at EMA on 26th March, the same day that the first Boeing 737-300 official inaugural flight departed EMA for Salzburg, Austria. This date also marked the fifth anniversary of Orion. The first service operated by the Series 300 was actually on 25th February when G-BLKB positioned from EMA to Manchester to fly to and from Alicante. The airline now has four Series 300s in service, G-BLKB/E, with a fifth due next year, and two more on option. Orion are aiming to achieve an annual utilisation of 3500 flying hours for each Series 300. By mid-April 18 Orion crews were scheduled to be 300 Series qualified, and by the end of the Summer it is expected that all Captains and First Officers will have completed their simulator training, thus being able to fly either 200 or 300 Series aircraft. Airlines who have contracted, through Boeing, to use the new simulator at EMA include Pakistan International, Continental Airlines, JAT, and CAAC, while Dan Air and Maersk have made arrangements for their own flight crews to train. Demand for training has been such that the simulator is now booked up to the end of 1986.

Peregrine Air Services:- has applied to fly scheduled services between Edinburgh and Inverness.

Skyguard:- From 1st April the Stansted stop on the Birmingham-Brussels service has been dropped. Although the company were successful in their application for licences from Birmingham to Paris (Le Bourget) and Nuremburg, the anticipated second Herald has yet to materialise. Bannline Titan G-BLTH arrived from EMA to operate the Dublin service between 25th and 29th March.

Virgin Atlantic:- has applied for approval to offer through fares to six US destinations in conjunction with New York Air and is discussing co-operation with a number of other American airlines. Viscount 802 G-AOHT (168) is being used in full livery, and operates a daily service, initially until the end of October.

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## Out & About:-

Roundhay Park, Leeds:- G-SOFA Cameron N-65 Balloon (Northern Upholstery), XW906/J Gazelle (Red Arrows Commentator), 9x Hawks (Red Arrows) and 2x Microlights which were not recorded!

Central London - 5/5/85:- Overflight by Skyship 500 G-BIHN with "Swan Lager" titles.

Heathrow - 6/5/85:- 5B-DAS A.310 (Cyprus), PH-AGA A.310 (KIM), 9K-AHB A.310 (Kuwait), F-BMKS Caravelle (Air Charter), TS-JHQ B.727 (Tunis Air), N92TA Tristar (Gulf), G-FTIK DC-8 (Air Canada), A9C-BA/HZ-AMH/VR-CBE B.727s, F-GEMB Learjet 35.

North Denes - 7/5/85:- G-BCLC/BHOH S-61N, G-BJIO/U Bell 212 (Bristow), G-BZAC S-76A, G-AYOM S-61N (B.A.), G-BHGK S-76A (P. and).

North Denes, near Great Yarmouth, is at present being upgraded, concrete stands, two grass runways, 36 and 10. The grass is used for helicopter landings etc, depending on the wind direction. The Air/Ground Radio provided full cover for movements out to most of the nearby rigs. Frequency is 120.45, also used is 123.45 for rigs and 125.9 Coltishall Matz. Since Bond acquired the field they have built a hangar for their own use.

Out & About (Contd.)

Helicopters using North Denes at present are:- Bristows (based)G-BJIO/U/BJJO/P Bell 212s,G-BCLC/BHOH S-61N;Bond (based)G-BHGK/BIEH S-76A,G-BGKM/BJKB/BKKE SA.365C; British Airways (Beccles based)G-AYOM/BEFJ S-61N,G-BIWY WG.30,G-BHYB/BZAC S-76A - G-AYOM is still in basic BCAL colour scheme without any titles.

Ringway - 8/5/85 - OO-DTC F-27 (Delta),SE-DBU DC-9(SAS),YU-AKH B.727 (Aviogenex), D-ABFM B.737 (Lufthansa),G-BKWB Bandeirante (Euroair),G-BKHI Jetstream 31,G-BJXO Cessna 441,G-BLFC Optica.

Gamston - 11/5/85 - G-BKKB Cessna 188,G-BUDG Cessna 421C,G-AVUS Cherokee.

Boston (Wyberton)-11/5/85- G-ACUS Leopard Moth,G-ADKK/AHEM Hornet Moth,G-AOGI/BHUM Tiger Moth,G-AHSO Auster,G-AVYL/BCCF PA-28s,G-BGFH C.182,G-ASLK/BETL/BETM PA-25s.

Wickenby - 11/5/85 - G-BELJ/BHHY/BIVO Agcats,G-BFNB/BDSR/BGPP PA-25s,G-BAFS Cub, G-AIGM/ALBJ Austers,G-AZCK Pup,G-AWEM RF-4D,G-ARLK PA-24,G-MCAR PA-32,G-BAIK/BBKE C.150s,G-BHWA/B C.152s,G-BGSV/BCOL C.172s.

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Airways - April 1985

1	N301MC	Sabre	350	POL	848	57/10	
	N71DM	Lear	370	POL	849	DCS	
	SF722	Se 210	310	POL	927	DCS	
	SF723	Se210	330	DCS	1905	BHD	(returning)
2	F-GESL	HS.125	410	POL	1850	GOW	
	24126	VCI35	350	OTR	2024	POL	
	N165ST	G3	390	OTR	2026	POL	
	N707ZS	B707	410	BEL	2110	OTR	
6	N550CE	C550	390	POL	1150	60/10	
9	SU4104	IL62	350	OTR	1000	WAL	CCCP86535
	N333GA	G3	410	HTN		WCO	
11	VR-BJD	G2B	390	OTR	1550	WAL	
12	SU4104	IL62	370	OTR	0718	DANDI	(returning)
13	G-BKYO	B737	330	DCS	832	BTN	(delivery)
	86970	EC137	370	PCL	1440	TAL	
	F-GEFB	C550	330	HTN	1445	WCO	
17	PH-HET	C550	350	POL	1200	TAL	
	N964CL	Lear 35	350	POL	1721	TAL	
21	N964CL	Lear 35	350	POL	1315	61/10	(busy fellow)
	VR-BHY	F20	410	DCS	1330	BTN	
24	PH-ILR	F50	350	OTR	1551	WAL	
	N304FE	DC10	310	OTR	1651	WAL	
25	N131WT	F50	430	POL	2000	60/10	
28	N700DK	F10	390	POL	1026	57/10	

New in our skies over the past few weeks have been several new aircraft with existing operators: PA with more and more new 747's,as far as N721PA;new B747's with TWA;LH using B747F aircraft from UTA;Cargolux B747F operated B1980 of China Airlines and TU-TAP of Air Afrique;Delta with a variety of new L1011 up to N756DL;American DC10 up to N143AA;JAT operating TU-TAL in full JAT colours,American Trans Air L1011 N187AT;Nationair DC8-61s C-GMXB and CGMXQ;Air Canada B767 on AC861 service LHR-PWK-GANDER-HALIFAX (some days are L1011).Iberia B747 still regular to GOW A01796/1797 on Tuesday around 1600 and 1800. New services into Manchester are looking likely for Singapore Airlines - 3 times weekly from May '86;American with a Manchester to Chicago DC10 (B767 also mentioned)service perhaps daily;EL AL looking to link Tel Aviv-Manchester-New York also from Spring 1986.

A current dispute by Controllers at the Amsterdam Control Centre are causing restricted overflights on Red 4 and Blue 1 and throughout the Amsterdam Control Zone.Whilst this dispute continues there will be a reduction in,and some very funny(peculiar) overflights!

Bagby Fly-In - May 18/19th 1985

Aircraft present were Royal Navy Lynx XZ695, flown by the nephew of Mr Lassey, the airfield owner. It departed to Topcliffe on the Monday and then onto Portland. Also G-ATCJ Luton Minor, G-ARTL (T7281) Tiger Moth, G-APUE Meta Sokol, G-BDAP/BDJC Tailwinds, G-BHUO/BIAO/RASC Evans VP-2s, G-NNAC Super Cub, G-ATXO SIPA 903, G-AXYY Airbuggy, G-AGYD/AJAE J/1N Apha's, G-ASWB Airedale, G-BBBW Fred's 2 G-AXUA/AZGF Pups, G-BFFA Falke, G-ATBP RF-3, G-AVLY/AXXW/AYDZ/BDWX/BIWN/BJOT/EKAO asstd. Jodels, G-BFXW AA-5B, G-ARUR/BCGJ/CHLP/FBWH PA-28s, G-AVGV/AVUH/AYKL C.150s, G-DODD/OMAC/OVFR C.172s.

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Flight BY901A Luton - Luton (Or so they said).

The morning of Sunday 19th May was fairly dismal as we left Peterborough on the drive down the A1 to Luton. The further South we went the more dismal the weather. Not a promising start for a flight which was to be the first one for a ten year old and the first for 13 years for me. Checking in at Britannias desk at Luton at 19.45 we boarded Boeing 767 G-BKVZ, ready for a scheduled take-off at 10.30. The flight plan provided showed two alternatives - 'red' route SE to Dover, across the Channel, a sharp left turn over Bruges and back to Luton; 'black' route over Oxford, S. to Southampton, along the coast to Torbay, N to Cardiff and then routing back E along what looked suspiciously like the Concorde approach path into Heathrow. Both routes approx. 425 miles in the allotted 60 mins or so flight. Before take-off, Cpt N.H. Pennington announced the 'Black Route' on the assumption that there would be less cloud cover below. Push-back dead on 10.30 and a trundle down the taxi way to Runway 08 past a very empty Mc Alpines. Take-off very smooth and exceptionally quiet, though we were well forward. Out of the cloud at app. 5000 ft. into blue sky and sunshine. Inside the B.767 there is constant visual data on height and ground speed. Not much to see down below except the top of Cumulo nimbus. By the time we were over Torbay the altitude was 41,000 ft. at about 520 ground speed. After a complimentary 'Bucks Flizz' and a beefburger (a strange combination) we managed a visit to the flight deck. Nothing to really get excited about - a big computer really. If we had have had the opportunity to stay longer no doubt all the technicalities would have been explained, but time was short as the crew were having a mild 'panic'. Luton had become fog-bound with visibility down to 150 yds! Over Cardiff it was announced flight BY901A would be landing at Birmingham International! At 11.35, using automatic pilot, we landed at B.I.A. - ah well, a good opportunity to have a look at the new terminal. Conditions at Luton being no better, coaches were hurriedly organised to transport one B.767-full down the M6 and M1 to Luton. All-in-all, an eventful flight - not bad for £25 adult and £15 child including the bus ride!

A. Heeley

Sibson - 18/5/85 - G-AWNT/BDWG Islanders, G-AVDZ/EDCT Pawnees, G-BEFH Nord 3202, G-AXUJ J/1 Autocrat, G-ARRS Emeraude, G-AYFJ Rallye, G-BKGC Maule, G-AZCP Pup, G-BLWH Fournior RF-6B (ex. F-GADF), G-APBD Apache (fuselage only), G-BIZP Pilatus PC-6, (wing only - rest of A/G scrapped), G-HIVE C.150 (ex. G-BCXT) G-ARAU/ATUF/BEOE/HUNY C.150s, G-ARIT/ARYI/BJDE C.172s, G-BFWF C.421B, N611CE (ex. 00-SED), N620GS (ex. 00-SEF), N626GS (ex. 00-SEG), all Cessna 310Bs ex. Sabena. XJ726/XL840 Whirlwinds, WF372 Varsity and '30' Vampire (no other identity.)

Luton - 19/5/85 - G-AYLG (ex. 3D-AVL) HS.125, N434AN (ex. HZ-THZ) Jetstar, N700PD HS.125, I-GISE Caravelle.

Birmingham - 19/5/85 - YU-AJI DC-9 and YU-AKB B.727 (JAT), CS-TEO B.737 (Air Atlantis) new TAP charter, G-BITW Short 3-30 (Bryman) ex. G-EASI, G-HDBB HS.748 (Br. A/W), EI-ANH BAC 1-11 (Aer Lingus), G-BEDH Rockwell 114, D-IBAH King Air 200.



## BARTON/MANCHESTER AIR SHOW 19/5/85

Four and a half hours of nearly non-stop flying display is very good entertainment. Barton was troubled by bad weather but at least it was dry and the sun broke through for a short while mid-afternoon before the cloud base dropped again, to 2500 feet. The Display started with two Microlights and ended with the Red Arrows - how about that for opposite ends of the flying spectrum? Between these two were the following:- (not in order)

Citabria towing a glider. Para-scending display. Aerobatic Fournier. 2 Slingsby T37s in formation. 4 Harvards giving a mock airfield attack. Stampe superbly displayed by Brian Lecomber. USAF RF4C coded AR(Alconbury). USAF F16 coded TJ(Torrejon). RAF Vintage Pair-later overflow Manchester and then landed there. Spitfire XIV G-FIRE. Wasp from HMS Aurora. BAe Hawk 4FTS Valley. Boeing A75 in Luftwaffe marking - Curious. 2xPitts - Marlboro. Zlin Z50L. BAe.125 G-AVAI. Catalina - looking extremely smart - welcome home! RAF Falcons + Cl30P - which finished off its display with a very low flypast over the crowd.

The Catalina was making its first public display appearance - this aircraft was once seen before by a group from Air Yorkshire on a visit to Liverpool in June 1980, when it was based there for a couple of weeks during survey work in its former guise - as CF-MIR.

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### The one that got away

Whit Monday was a funny day - it started out as a beautiful Spring morning, the traffic built up as hundreds of cars headed for the coast. But by midday the clouds had gathered, and soon the rains came. Heavy, thundery rain turned most people's day out into a washout.

Holiday makers were due back from Palma at 13.50 on British Airtours Tristar G-BBAI into typical English weather. The normal preparations were made at Leeds/Bradford Airport to accept the large, wide-bodied jet. Friends and relations were waiting in the Airport lounge, the marshaller was ready to guide the big jet into its position on the new apron, and it was brought through the cloud into visual contact by the Controller. Then it all went wrong. Completely overshooting the new runway extension, it didn't touch down until it reached the intersection, opposite the Tower, and the nosewheel didn't ground until level with the radar scanner.

Now, as most aviation experts know, this is not the ideal place to deposit a Tristar on a very wet runway with a full load of passengers. And so, amidst a great amount of spray and reverse thrust, it disappeared over the end of the runway, and lay stranded like a beached whale with its tail up in the air, in an almost indecent posture.

A golfer on the 14th green at the local Golf Club missed a twelve inch putt, and accused his opponent most forcibly of gamesmanship when the Tristar appeared, then had to repair to the Club House for a change of trousers.

Two fishermen at the small, half-empty reservoir located just at the end of 14 runway, were convinced they had at last caught the "big one", but one of them had to be restrained from throwing it back because it didn't wriggle. It is difficult to guess at the thoughts of the horses in the adjacent field, but the intrusion caused them to gallop round "their" field incessantly, until they gradually collapsed with exhaustion. Luckily, we are able to look upon the incident with a certain amount of levity in retrospect. Let us be thankful that it turned out to be an unfortunate accident, and not a catastrophe, which it could so easily have been!



MILITARY SECTION

GLASGOW: Noted on 5.5 were J-1614 DH.112 Venom (Ex Swiss AF new res), XX559, XX560 and XX702 Bulldog T1's Glasgow & Strathclyde UAS

KINLOSS: Resident Nimrod MR2's noted on 8.5 were XV228/28, XV232/32, XV236/36, XV239/39, XV243/43, XV244/44 and XV248/48. Visitors were 100Sqn Canberra T118's WK118/CQ and WH718/CW

LOSSIEMOUTH: 12Sqn Buccaneer S2B's noted on 8.5 were XV161/AF, XV333/DF, XV867/EF, XV861/FF, XV864/KF, XV868/LF and XV869/MF while 2370CU were using Buccaneer S2B's XX895/BC, XX893/DC, XX892/FC, XT283/GC and XX899/JC. 2260CU were operating Jaguar GR1's ?/07, XX751/10, ?/11, ?/17 and XX754/23 along with T2's XX846/A, XX140/D, ?/F, ?/G, XX832/S, XX839/Y and XX837/Z Visitor's on this date included French Air Force Jaguar's E36/7-PL EC.2/7, E37/7'-PQ EC.1/7 both Jaguar E's and A127/11-RM EC.3/11, A131/11-EE EC.1/11 both Jaguar A's. XW790 HSL25 CC2 32Sqn, WJ874/853 Canberra T4 and XF994/VL-874 Hunter T8C both FRADU. Guarding the gate are XK532/LM-632 Buccaneer S\*, XG882/LM-771 Gannet T5 and WL738 Shackleton MR.2

MANCHESTER: 6.5 saw French AF C160 Transall F93/64-ZK and Saudi AF C130H 466

MILDENHALL: 25/26.5 saw Mildenhall's annual Air Fete and the following were noted:- Static

WB627/n	Chipmunk T10	5AEF	67-17501	UH-1 Iroquois
			68-15036	AH-1 Huey Cobra
WV701	Pembroke C1	60 Sqn	69-16978	OH-58 Kiowa
XL573/WC	Hunter T7	2370CU	69-17114	CH-47C Chinook
XM461/11	Jet Provost T3A	1FTS	69-5785	HH-53C 68ARRS
XR521/WD	Wessex HC2	2FTS	70-1629	HH-53C 601TCW
XS738/U	Dominie T1	6FTS	00020/BT	F15C blue 36TFW
XV229/29	Nimrod MR2	42Sqn	80379/RS	F4E - 86TFW
XW336/6	Jet Provost T5A	RAF C	80077/UH	F111E red 20TFW
XW532/RS	Buccaneer S2B	208Sqn	70052/UH	EF111A 41ECS
XX179/179	Hawk T1	4FTS	60220	HC130H 68ARRS
XX480/CU-565	Jetstream T2	750Sqn	20190	KC13A
XX499/G	Jetstream T1	6FTS	80225	C5A 436MAW
XX634/C	Bulldog T1	Camb. UAS	71506	KC135A
XX728/EH	Jaguar GR1	6Sqn	60613	C141B lizard c/s 437MAW
XZ931/R	Gazelle HT2	2FTS	17979	SR71A 9SRW
ZA591/F	Tornado GR1	9Sqn	40462	C23A 10MAS
ZD903/AB	Tornado F2	2290CU	41677	C130H 463TAW
			10285	EC135H 10ACCS
133393	T33A	Canadian AF	25897	OV-1B
			23375	C12
43+69	Tornado WGN	MFG-1	161503/8G	UC12B NAF Mildenhall
61+16	Atlantic WGN	MFG-3		

BR19	Mirage 5BR	Belgian AF
MT-26	Fouga CM170	Magister Belg. AF
J-212	F16B	Dutch AF
AT-155	Sk35XD Draken	Danish AF
ET-614	F16B	"
R-345	F104G	"
RT-657	TF104G	"

HANGER DISPLAY

02390	F111F	multi	48TFW
20650	A10A	Purple	81TFW
90380	RF4C		10TRW
Esk725	74-01051/51	F5E	527AS
Esk723	191457	PA-38	LN Flying Club
Esk726			
Esk726			

FLIGHTLINE

90062/BT F15C blue 36TFW  
 90058/BT F15C blue 36TFW  
 20176/SD A7D red S.Dakota ANG

FA34 F16A Belgian AF  
 FA47 F16A "

J-215 F16A Dutch AF  
 J-253 F16A Dutch AF  
 A-350 Alouette III 'Grasshoppers'  
 A-351 Alouette III "  
 A-398 Alouette III "  
 A-499 Alouette III "  
 A-390 Alouette III "

26+66 F104G WGN MFG-2  
 26+72 F104G WGN MFG-2

JV928/G-BLSC PBY-5A Catalina  
 N5430 Sopwith Triplane (Rep)  
 K1786 Hawker Tomtit (ground looped  
 on Sunday)

K5414 Hawker Hart  
 N5180 Sopwith Pup

XX299/299 Hawk T1 4FTS  
 xx178/178 Hawk T1 4FTS  
 ZA195/710 Sea Harrier FRS1 899Sqn  
 XV758/J Harrier GR3 2330CU  
 WT744/VL-868 Hunter GALL FRADU  
 ZD932/AM Tornado F2 2290CU  
 XV706/597 Sea King HAS2A 706Sqn  
 ZD253/PO-304 Lynx HAS3 815Sqn  
 XV632/610 Wasp HAS1 829Sqn  
 XS515/N Wessex HU5 845Sqn  
 XW907/40 Gazelle HT2 705Sqn 'Sharks'  
 XW863/42 Gazelle HT2 705Sqn "  
 XW860/44 Gazelle HT2 705Sqn "  
 XW886/48 Gazelle HT2 705Sqn "  
 XW895/51 Gazelle HT2 705Sqn "  
 XZ648/D Lynx AH1 AAC  
 XZ649/E Lynx AH1 AAC  
 XZ680/F Lynx AH1 AAC  
 10 x Hawk T1's - Red Arrows  
 XV222 Hercules C2

463221 P51D Mustang  
 485784 B17G

FAR SIDE OF AIRFIELD

80563/AR RF4C 10TRW  
 80413/RS F4E 86TFW  
 00577/HR F16A Multi 50TFW  
 10738/HR F16A blue 50TFW  
 10980/WR A10A purple 81TFW  
 ...../WR A10A " 81TFW  
 01079 TRIA 17RW  
 17962 SR71A 9SRW (SAT Only)  
 80065 (380BW), 80062, 80054, 80074, 80129,  
 80077 (all 9SRW) and 00345 (unit not  
 noted) All KC135Q's  
 C130H's of the 463TAW were 41662, 42065,  
 41663, 41680, 41675, 41667 & 41666  
 161322/8D UC12B NAF Mildenhall.

W/908 Sea Hawk FGA6 RN Historic Flt  
 XH304 Vampire T11 Vintage Pair  
 ..... Meteor Vintage Pair  
 G-HUNT Hunter T7  
 G-00DI Pitts S1D  
 G-RIDE Stephens Akro A  
 XV218 Hercules C1P  
 60196 C141B lizard c/s (Sun)  
 80097( 7BW), 80034, 80067 and 80033 (units  
 not noted) all KC135A's  
 24132 RC135W 55SRW,  
 10282, 10291 EC135H's 10ACCS

ANY ADDITIONS AMMENDMENTS TO THIS REPORT WOULD BE GRATEFULLY RECEIVED.

WADDINGTON: As expected 36 A7's arrived here on 11.5. They were drawn from 3 units  
 12 from each unit. 124TFS Iowa ANG (IA), 174TFS Iowa ANG (HA) & 175TFS South  
 Dakota ANG (SD). They arrived in six waves of six aircraft. In order of landing-  
 1st Wave: 10077(HOP11), 20213(HOP12 or 14), 20253(HOP12 or 14), 10309(HOP13),  
 10318(HOP15), 50397(HOP16). all /IA A7D's expt 10077 an A7K  
 2nd Wave: 50401(HOP22), 50403(HOP23), 50402(HOP24), 20203(HOP25), 10295(HOP26),  
 50399(HOP21) all /IA A7D's  
 3rd Wave: 20128(HOP31), 20190(HOP32), 20215(HOP33), 20230(HOP34), 10237(HOP35),  
 10358(HOP36) all /HA A7D's  
 4th Wave: 20193(HOP44), 10073(HOP43), 50405(HOP42), 41750(HOP41), 00932(HOP46),  
 50407(HOP45) all /HA A7D's expt 10073 an A7K  
 5th Wave: 20176(HOP53), 00964(HOP54), 00292(HOP51), 01030(HOP52), 10338(HOP56),  
 00960(HOP55) all /SD A7D's expt 00292 an A7K  
 6th Wave: 10349(HOP61), 50388(HOP62), 20195(HOP63), 50389(HOP64), 00962(HOP65),  
 00996(HOP66) all /SD A7D's  
 Brackets hold individual call signs - HOP as in jump on one leg