

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 at 14.30 hrs.

- DECEMBER 1st : Iain MacFarlane with more quality slides from his vast selection.
- JANUARY 5th : The completion of the comprehensive coverage of the RAF on slides, by Chris Harper and Dave Senior, started earlier this year.

EDITORIAL

Many thanks to Steve Rigg & Dave Senior for presenting our Annual Quiz, I thought I overheard Dave saying it was easy! However, it was no problem to the winners, headed by Jonathan Clough, second was Neil Micklethwaite & third Paul Harcourt, the rest of us struggled (as usual).

Subscriptions are due on 31st December 1985 for those members who joined for six months in June 1985. Application forms are enclosed with the bulletin for these members, the subscriptions are for 6 months only, remaining at £3.50 and 50p per person for Family Members. Anybody wishing to join for a 12 month period will be accepted in June 1986, when the full year commences.

CREDITS

T.W. Sykes
W.K. Jordan

D. Elam
A. Heeley

R. Fozzard
T. Heeley

S.W. Rigg
B.H. Best.

J.A. Aubrey

LEEDS/BRADFORD MOVEMENTS - OCTOBER 1985

1	<u>HB-VHA Citation</u>	1005 1052	G-BLVS Cessna 150	1014 1524
	G-AYEF Cherokee	1142 1444	G-BFGH Cessna 337	11 58
	G-GFLY Cessna 150	1237 1329	G-BDAS BAC 1-11	1432 1602
	<u>HB-VHA Citation</u>	1739 1813	G-DWMI LongRanger n/s	1846 1744(2)
	<u>XS793 Andover</u>	1857 2130	G-BIZZ Citation	1859 1935
	XZ330 Gazelle n/s	1947 0741(2)	G-BTIE Tobago	2010 2106
	G-BIRO Cessna 172 n/s	2015 1249(5)	G-BKXK Dauphin	2052 0158(2)
2	G-BLRK Cheyenne III	0932 0954	G-JAJV Partenavia P.68C	1025 1351
	G-TEES Cessna 152	1352 1446	G-AXRO T.Comanche	1357 1915
	G-DWMI LongRanger	1703 1749	G-BLRK Cheyenne III	1748 1807
	G-BFKH Cessna 152 n/s	1801 1615(16)	G-HWBK Agusta A.109A n/s	1823 1649(3)
3	G-BHJY Bandeirante	1103 1117	G-BKVZ Boeing 767	1329 1512
	G-BADR Boeing 737	1520 1655	G-BBDU Navajo	1629
4	G-DATA Bandeirante	0908 0928	G-BLFV Cessna 182	0936 1648
	G-BEXG Seneca	1100 1419	G-DATA Bandeirante	1103 1116
	G-BADP Boeing 737	1313 1438	G-AZGB Aztec	1316 1804
	G-BGJH Boeing 737	1409 1610	G-DATA Bandeirante	1448 1502
	G-BGNW Boeing 737	1508 1620	G-POST Bandeirante	1707 1721
	G-BDAT BAC 1-11	1824 2012	G-BBNT Chieftain	1825 1837
	<u>F-BVPZ Caravelle</u> n/s	2020 0822(5)		
5	G-JTIE Cessna 421C	0823 0936	G-NEWR Chieftain	0857 1013
	G-BJET Cessna 425	0908 0922	G-BFFE Cessna 152	0951 1016
	G-BJYD Cessna 152	1040 1126	G-AWFB Arrow n/s	1051 1220(7)
	G-JTCA Aztec	1106 1119	G-BDYF Cessna 421C	1247
	G-SCHH B.Ae.146	1456 1550	G-AWBV Cessna 182	1558 1649
	G-GASB Hughes 500	1727 1742	G-AOHM Viscount	1834 1915
	G-BJET Cessna 425 n/s	1836 0919(6)	<u>EC-DTR Boeing 737</u>	1844 1952
	<u>IZ-BTG Tu-154</u>	1849 1949	<u>F-BVPZ Caravelle</u> n/s	2014 0816(6)
6	G-ATPL BAC 1-11	1016 1122	G-BAZH Boeing 737	1328 1440
	G-AXYD BAC 1-11	1442 1554	<u>YU-AGI Boeing 707</u>	1603 1715
	G-AXNA Boeing 737	1615 1720	G-JTIE Cessna 421C	1854 1918
	G-NEWR Chieftain	1856 1931	G-APEY Viscount	? ?
	G-BKHE Boeing 737	1951 2054	<u>F-BVPZ Caravelle</u>	2026 2200
7	G-BHJY Bandeirante	0846 0900	G-BHJY Bandeirante	1056 1109
	G-ATRR Cherokee	1326 1606	G-BBAJ Tristar	1344 1611
	G-BHJY Bandeirante	1428 1456	G-LOVX Cessna 441 n/s	1559 1138(15)
	G-BHJY Bandeirante	1640 1702	G-POLO Chieftain	1656 1851
	G-BBPX Seneca n/s	1707 1407(11)	<u>PH-ILB Baron</u>	1844 2011
	<u>YU-AHO DC-9</u>	1911 1954		
8	G-FISH Cessna 310	0704 0730	<u>N125G HS.125</u>	0924 1643
	G-NEWR Chieftain	1005 1058	<u>OO-TEK Boeing 737</u>	1253 1330
	G-BCXR BAC 1-11	1443 1614	G-BBBC Cessna 150	1447 1542
	G-BFVP Aztec	1523 1912	G-FISH Cessna 310	1910 1939
	G-ARYV Comanche n/s	1951 1240(9)		
9	G-BHJY Bandeirante	0919 0934	G-BIFZ Partenavia P.68C	0931 1018
	G-BGNU King Air	0938 1005	G-NGBI AA-5	0944 1031
	G-BDXW Arrow	1011 1725	G-BLKY Baron	1023 1743
	<u>PH-HLA Sierra</u>	1106 1745	G-BJLO Navajo n/s	1414 1622(10)
	<u>F-BTTL Corvette</u>	1438 1518	G-DASI Bandeirante	1503 1537
	G-BJYD Cessna 152	1623 1710	G-BGNU King Air	1644 1708
	G-NGBI AA-5	1719 1735	G-BIZZ Citation n/s	1917 0722(10)
10	G-BEFT Cessna 421C	0709 0734	G-KIDS Seneca	0743 0838
	G-BKIP King Air	0916 0923	G-BKDO Shorts SD.3-30	0919 0929
	G-FJKI Cessna 404	0943 1135	G-GASB Hughes 500	1022 1723
	G-BHRM Cessna 152 n/s	1237 1446(11)	G-BKPW Boeing 767	1337 1456

LEEDS/BRADFORD MOVEMENTS (Contd.)

10	G-BJCE Cessna 172	1359 1701	G-BECCG Boeing 737	1521 1648
	G-BGNU King Air	1545 1642	G-BKHF Boeing 737	1707 1833
	G-BRIT Cessna 421C	1727 1801	G-BIZZ Citation n/s	2019 1033(11)
11	LX-AIX Cessna 182	1157 1822	G-BAZG Boeing 737	1259 1442
	G-SOLD Robinson R-22	1318 1702	G-BGJG Boeing 737	1410 1555
	G-BKHF Boeing 737	1415 1538	G-BBXL Cessna 310	1441 1610
	G-BEFT Cessna 421C	1521 1558	G-BCKR BAC 1-11	1744 1902
	G-BEYV Cessna 210	1738		
12	G-BKUN Cessna 404 n/s	1132 1538(14)	G-BKIS Tobago	1209 1515
	G-AWSY Boeing 737	1302 1600	G-BHCP Cessna 152	1314 1352
	G-BKJS Jodel D.120A	1415 1536	G-BHIN Cessna 152	1444 1520
	G-SCHH B.Ae.146	1458 1553	G-OSCC Cherokee Six	1554 1642
	G-BFGW Cessna 150	1612 1645	G-WYMP Cessna 150	1639 1720
	G-BNAA Viscount	1656 1740	EC-DTR Boeing 737	1831 1942
	XV191 Hercules	1852 1930	XV293 Hercules	1952 2030
13	EC-DGE DC-9	0932 1029	G-ATPL BAC 1-11	1012 1119
	G-BEBE AA-5A	1211 1309	G-AOYL Viscount	1258 1344
	G-BAZH Boeing 737	1313 1419	G-BILZ Taylor JT.1	1348 1446
	G-AYGA Jodel D.117	1350 1448	G-BDAT BAC 1-11	1442 1547
	G-BGNW Boeing 737	1611 1707	G-BSDL Tobago	1631
	YU-AGJ Boeing 707	1639 1739	G-BJXX Aztec n/s	1835 0815(14)
	G-BECCG Boeing 737	2106 2141		
14	G-BJLO Navajo	0850 0920	G-AZRH Cherokee	1222 1417
	G-BBAJ Tristar	1348 1551	G-BBLP Aztec	1519 1707
	G-BJLO Navajo	1815 1838	PH-SUN Seneca	1819 2200
	G-BJBJ Boeing 737	1820 2009	G-BKWA Cessna 404	1918 1943
	YU-AJL DC-9	2240 2306		
15	G-BGNU King Air	0951 1002	G-BBLP Aztec n/s	0959 0816(16)
	G-BATH Cessna 337	1010 1445	G-AXYA Navajo	1131 1808
	G-BIUY Archer	1215 1528	G-BEKA BAC 1-11	1437 1556
	3D-ART Falcon 10 n/s	1439 1504(16)	G-LOVK Cessna 441	1457 1601
	G-BKXX Dauphin	1511 1551	D-IFVG Learjet 24B	1539 2102
	G-BGNU King Air	1549 1604	G-HIGS Cessna 404	1711 1941
	D-CARP Learjet 55	1714 1736	G-EJCB Agusta A.109A n/s	1732 1058(16)
	G-BKXX Dauphin	2050 2108	G-BJXX Aztec n/s	2100 1559(16)
16	G-RORO Cessna 337	0904 1009	G-OLLY Chieftain	1005 1541
	G-BKUN Cessna 404	1017 2148	G-BGEM Partenavia P.68B	1333 1754
	G-JANE Cessna 340 n/s	1419 1350(24)	G-TSAM HS.125	1423 1500
	G-SMJJ Cessna 414A	1427 1507	G-BSDL Tobago n/s	1501 1022(17)
	G-EJCB Agusta A.109A	1608 1612	G-RORO Cessna 337	1752 1809
17	XR445 Sea Heron	1131 1204	G-BBZI Navajo	1327 1636
	G-BLKW Boeing 767	1339 1452	G-OHTL Sikorsky S-76A	1343 1407
	G-BHTV Cessna 310	1507 1546	G-BFVA Boeing 737	1533 1652
	G-BBCW Aztec	1850 2034		
18	G-BECCG Boeing 737	1233 1436	G-TAPE Aztec	1310 1354
	G-AWSY Boeing 737	1414 1541	G-BGJH Boeing 737	1419 1555
	G-BCWA BAC 1-11	1501 1616	G-AVKZ Aztec	1725 2137
	G-BSDL Tobago n/s	2022 1149(26)		
19	G-IBLL Commander 690D	1059 1601	G-SCHH B.Ae.146	1615 1705
	XK884 Pembroke n/s	1649 0944(20)	G-AOYN Viscount	1728 1805
	EC-DUB Boeing 737	1832 1946		

LEEDS/BRADFORD MOVEMENTS (Contd.)

20	G-GTPL Mooney M.20K	0946 1057	G-BKHE Boeing 737	1319 1428
	G-AXYD BAC 1-11	1422 1517	G-BGYL Boeing 737	1609 1704
	G-SEBI Twin Squirrel	1458 1714	XV724 Wessex	1705 2009
	G-GTPL Mooney M.20K	1825 1908	<u>YU-AGJ Boeing 707</u>	1958 2124
	G-BAZG Boeing 737	2006 2038		
21	G-BITV Shorts SD.3-30	0915 0926	G-AYBK Cherokee	0912 1435
	G-JRMM Commander 690B	0950 1004	G-JRMM Commander 690B	1242 1527
	G-AVUG Cessna 150	1320 1355	G-JONS Chieftain n/s	1323 0725(22)
	G-BBAJ Tristar	1340 1550	G-NNAC Super Cub	1433 1528
	G-AWKX Queen Air n/s	1741 1534(22)	G-BBIC Cessna 310	1825 1847
22	<u>OO-GJA Bonanza</u>	0918 1637	G-BIFZ Partenavia P.68C	0933 1637
	G-GWHH Twin Squirrel	0935 1530	<u>OO-NAN Cessna 441</u>	0948 1735
	<u>OY-RYT Cessna 421B</u>	0951 1119	G-BGWM Archer	1002 1545
	G-BGOH Cessna 182	1049 1126	G-IBLL Commander 690D	1122 1206
	G-BIRS Cessna 182	1219 1556	G-RANY Cessna 421C	1229 1916
	G-BEKA BAC 1-11	1441 1554	G-BAJR Cherokee	1521 1612
	<u>SE-ILL Navajo n/s</u>	1555 0844(25)	G-FISH Cessna 310	1650 1753
23	G-FISH Cessna 310	0833 0904	G-BLKY Baron	0847 1623
	G-MDAS Navajo	1010 1502	G-AWJF Nipper n/s	1206 1304(24)
	G-GASB Hughes 500	1536 1607	G-FISH Cessna 310	1549 1631
	G-OBCA Cessna 421C n/s	1604 1238(24)	<u>OO-GJA Bonanza</u>	1619 1646
	<u>N206WJ Bonanza n/s</u>	1644 1453(24)	<u>OY-RYT Cessna 421B</u>	1654 1800
	G-BHRM Cessna 152 n/s	1744		
24	<u>PH-KID Navajo</u>	1008 1645	G-BFEE Baron	1045 1855
	G-IBLL Commander 690D	1125 1559	<u>EI-BCR Boeing 737</u>	1315 1426
	G-BLKV Boeing 767	1345 1450	G-AWSY Boeing 737	1528 1658
	G-BISU Freighter	1543 1648	G-GASB Hughes 500	1619 1654
	G-BKHF Boeing 737	1654 1832	G-NNAC Super Cub	1705 1744
	G-BRIT Cessna 421C	1731 1804		
25	G-DINA AA-5B	1044 1448	G-JLCO Twin Squirrel	1108 1415
	G-AXNA Boeing 737	1402 1554	G-BAZG Boeing 737	1422 1516
	G-BDAT BAC 1-11	1446 1612	G-BFFE Cessna 152	1453 1544
	G-BDSL Cessna 150	1458 1552	G-BFNC Ecureuil	1713 1733
26	G-ILFC Boeing 737 (DIV)	0738 1628	G-BEAM Tristar (DIV)	0815 1233
	G-LEGS SD.3-60 (DIV)	0943 1216	G-ISLE SD.3-60 (DIV)	0953 1204
	<u>F-GCMS Learjet 35A</u>	1129 1739	G-BKHF Boeing 737	1252 1600
	G-SCHH B.Ae.146	1459 1603	G-BIDF Cessna 172	1516 1722
	G-APIM Viscount	1647 1729	G-BSDL Tobago n/s	1752 1502(27)
	<u>EC-DUB Boeing 737</u>	2008 2110		
27	GMT in operation.			
	<u>N85A Falcon 50 n/s</u>	0712 1702(28)	G-AZAV Cessna 337 n/s	1003
	G-Y111 Cessna 150	1042 1135	G-AZLY Cessna 150	1044 1127
	G-BJYM BAC 1-11	1259 1333	G-BJCV Boeing 737	1305 1424
	G-WELL King Air	1553 1639	G-AVRO Boeing 737	1611 1709
	G-STAT Cessna 206 n/s	1654	<u>YU-AGJ Boeing 707</u>	1843 1943
	G-BGVA Cessna 414A n/s	1902 0734(28)	G-BGNW Boeing 737	1924 2016
28	G-BKAA HS.125	0850 0920	G-AZRV Arrow	1057 1451
	G-AVKN Cessna 401	1247 1459	G-BBAE Tristar	1331 1537
	G-EJCB Agusta A.109A n/s	1356 0930(29)	G-FISH Cessna 310 n/s	1728 1343(31)
29	G-BIED King Air	0842 0850	G-BHIB Cessna 182	0932 1048
	G-CEGB Twin Squirrel	1029 1114	XV733 Wessex	1153 1658
	<u>PH-DNV DC-9</u>	1419 1501	G-BEKA BAC 1-11	1426 1556
	G-AWCD Jodel DR.253	1503 1543	G-RUSH Cessna 404	1639 2049
	G-BJET Cessna 425	1744 1806		

LEEDS/BRADFORD MOVEMENTS (Contd.)

30	G-BDYF Cessna 421C	0945 1607	G-CEGB Twin Squirrel	1008 1102
	G-TEES Cessna 152	1109 1202	G-BDSL Cessna 150 n/s	1115
	G-BBBC Cessna 150	1133 1431	G-ASPI Cessna 172 n/s	1255
	G-BHTR Jetranger	1358 1422	G-BJYD Cessna 152	1438 1528
	G-BHDT Tobago	1654 1743	G-BBEW Aztec n/s	2005 0709(31)
31	G-JETE Citation	0941 1353	G-SMJJ Cessna 414A	1107 1221
	G-BKVZ Boeing 767	1349 1500	G-BAGB Seneca	1451 1530
	G-AXNB Boeing 737	1536 1653	G-BGPF Aztec	1555 1604
	G-BKVT Aztec	1819 2049	<u>SE-DEG Citation</u> n/s	1830
	G-BBEW Aztec	2037 2105		

LEEDS/BRADFORD MOVEMENTS

Overshoots:- 1st. XS727/FYN05 Dominie, XX498/FYT82; 2nd. XS731/FYN52; 4th. XS729/FYN06 Dominies; 7th. XX495/FYT04; 8th. XS735/FYN08 Dominie, XV293/RR753 Hercules; 14th. XX496/FYT81, XX493/FYT88; 15th. XX494/FYT90, XW419/CFT76 J.Provost; 16th. XX497/FYT82; 17th. XW366/LOY34 J.Provost, XS739/FYN09 Dominie; 18th. XX482/FYT81; 21st. XW419/CFT76 J.Provost; 22nd. G-BGEV, XS709/FYN08; 23rd. XS739/FYN99 Dominies, G-BAMM, ZD621/RR730 B.Ae.125; 25th. XV222/RR764 Hercules; 28th. XS709/FYN06 Dominie, XW295/LOY46 J.Provost; 30th. XX500/FYT86, XX493/?; 31st. XS714/FYN09 Dominie, XW366/LOY56, XW351/LOY58 J.Provosts, XX491/? , XW351/LOY58 J.Provost.

From & to:- 1st. HB-VHA F Luton T Shannon and later F Shannon T Frankfurt; 7th. PH-ILB F Belfast T Rotterdam; 8th. N125G F Frankfurt T Le Bourget; 9th. PH-HLA F/T Amsterdam, F-BTTL F Biarritz T Le Bourget; 11th. LX-AIX F/T Luxembourg; 12th. XV191/XV293 F Lyneham T Gibraltar; 14th. PH-SUN F Ringway T Rotterdam; 15th. 3D-ART F Frankfurt n/s T Luton, D-IFVG F/T Hannover, D-CARP F Dusseldorf T Munster; 19th. XK884 F Wildenrath n/s T Gatwick; 22nd. OO-CJA F Ostend T Wevelgem, OO-NAN F/T Antwerp, OY-RYT F/T Billund, SE-ILL F Aalborg n/s T Stockholm; 23rd. OO-CJA F/T Ostend, N206WJ F Edinburgh n/s T Birmingham, OY-RYT F Billund T Paris; 24th. PH-KID F/T Rotterdam; 26th. F-GCMS F/T Le Bourget; 27th. N85A F Bangor, USA n/s T Frankfurt; 31st. SE-DEG F Toussus le Noble.

LBA MOVEMENTS REVIEW

The foreign visitors are slowly getting nearer to last years total, at the end of the month we had reached 201. Swiss Citation HB-VHA was visiting once again on the 1st whilst Caravelle F-BVPZ was doing charters for three days on the 4th, 5th and 6th. On the 7th PH-ILB was a Beech 95A55 Baron. New on the 8th was the HS125-731 N125G c/n 25250 which was displayed at the Paris Air Show earlier this year. On the same day Midland used the Boeing 737 OO-TEK on the lunchtime Heathrow/LBA flight. Beech C24R PH-HLA on the 9th was joined by Corvette F-BTTL. On the 11th was Cessna F182 LX-AIX, only the second Luxembourg registration this year. Aviaco visited for a charter on the 13th with DC-9 EC-DGE and Seneca PH-SUN was noted on the 14th. A first visit of country on the 15th was the Swaziland registered Falcon 10 3D-ART and on the same day the two Learjets D-IFVG and D-CARP were involved in a transplant medevac. On the 22nd Cessna 421B OY-RYT, Cessna 441 OO-NAN and Beech C33 OO-CJA visited and Navajo SE-ILL night-stopped. OY-RYT and OO-CJA were back again on the 23rd but were overshadowed by the Beech A36TC N206WJ c/n EA-206 which night-stopped. Aer Lingus slipped in Boeing 737 EI-BCR on the 24th on the scheduled flight and Navajo PH-KID also visited. Learjet 35A F-GCMS used callsign EK261 on the 26th and Falcon 50 N85A night-stopped on the 27th. KLM were welcome visitors on the 29th with the chartered DC-9 PH-DNV and ending the month was Citation SE-DEG c/n 0276 of Volvo on the 31st. Plenty of military once again, starting on the 1st with Andover XS793/KITTY 4, and Gazelle XZ330/ARMY 496. Two Hercules visitors on the 12th were XV191 and XV293 which were ASCOT 4932 and 4933 respectively.

LBA MOVEMENTS REVIEW (Contd)

Two old birds were Sea Heron XR445 which was NAVY 737 on the 17th and Pembroke XK884 which was ASCOT 8052 when it night-stopped on the 19th. Finally two Wessexes were XV724 as SWD22 on the 20th and XV733/KITTY 5 on the 29th. Three new UK regs of note were G-TEES ex G-BIUI a Cessna 152 on the 2nd, AS355 G-SEBI so far unidentified on the 20th and Cessna 421C G-RANY ex G-BHLA on the 22nd. B-Tours Tristar G-BEAM became the first wide-bodied aircraft to divert in when it arrived as B-Tours 77V on diversion from MCR on the 26th, it departed as B-Tours 277Q. Recently registered to Northair was the Partenavia P68C G-BMEI c/n 0308. Finally Volksplane G-BEFV has moved back into its garage in the centre of Yeadon for Winter storage.

LEEDS/BRADFORD AIRLINE NEWS - OCTOBER 1985

INBOUND DIVERSIONS

14	UK057	NWI	HUY	G-BLZT	SH36	BFS	UK581/15
15	UK210	NWI	HUY	G-BCDN	FK27	EDI	UK210Q
24	UK057	NWI	HUY	G-DASI	SH36	HUY	UK021/25
26	DA2135	DJE	MAN	G-ILFC	B737	PMI	DA2140Q
26	KT77V	PMI	MAN	G-BEAM	L101	MAN	KT77P
26	JE321	IOM	MAN	G-LEGS	SH36	IOM	JE322Q
26	JE771Q	IOM	BLK	G-ISLE	SH36	IOM	JE714Q

All the diversions were due to fog and one code not seen before is DJE for Djerba in Tunisia.

REGULAR FLIGHTS

BX744	AGP	05/EC-DTR	12/EC-DTR	19/EC-DUB	26/EC-DUB	
BY074A	PMI	03/G-BKVZ	10/G-BKPW	17/G-BLKW	24/G-BLKV	31/G-BKVZ
BY096A	IBZ	04/G-BGNW	11/G-BKHF	18/G-AWSY	25/G-BAZG	
BY097A	REU	12/G-AWSY	26/G-BKHF			
BY119A	ALC	06/G-BAZH	13/G-BAZH	20/G-BKHE	27/G-BJCV	
BY166A	GRO	04/G-BADP	11/G-BAZG	18/G-BECG		
BY207A	ALC	03/G-BADR	10/G-BECG	17/G-BFVA	24/G-AWSY	31/G-AXNB
BY210A	PMI	06/G-AXNA	13/G-BGNW	20/G-BGYL	27/G-AVRO	
BY210BF	NCL	06/G-BKHE	13/G-BECG	20/G-BAZG		
BY238A	TFS	27/G-BGNW				
BY263A	CFU	10/G-BKHF	24/G-BKHF			
DA423	JER	06/G-ATPL	13/G-ATPL			
DA431	JER	05/G-SCHH	06/G-AXYD	12/G-SCHH	13/G-BDAT	19/G-SCHH
		26/G-SCHH				
DA431	GWL	20/G-AXYD				
DA438	NCL	27/G-BJYM				
DA4042	AGP	04/G-BDAT	11/G-BCXR	18/G-BCWA	25/G-BDAT	
DA4044	ALC	01/G-BDAS	08/G-BCXR	15/G-BEKA	22/G-BEKA	29/G-BEKA
JR2107	LJU	07/YU-AHO				
JR2107	BEG	14/YU-AJL				
JR2758	EMA	20/YU-AGJ				
JR2759	PUY	06/YU-AGI	13/YU-AGJ			
JR2759	RJK	27/YU-AGJ				
KG149F	CFU	14/G-BJBJ				
KT100	PMI	07/G-BBAJ	14/G-BBAJ	21/G-BBAJ	28/G-BBAE	
KT102	PMI	04/G-BGJH	11/G-BGJG	18/G-BGJH	25/G-AXNA	
LZ931	VAR	05/LZ-BTG				
VF7522	JER	06/G-APEY	13/G-AOYL			
VF7744	JER	05/G-AOHM	12/G-BNAA	19/G-AOYN	26/G-APIM	

Making a first visit was DC-9 YU-AJL on the 14th whilst Britannia's Boeing 737 G-AXNA was on a sub-charter to British Airtours on the 25th.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

OTHER FLIGHTS

Corse Air Caravelle VI-N F-BVPZ was used by the Ford Motor Company to take recent buyers of their cars to view the manufacturing process in Germany. On the 04th the aircraft positioned F Orly CS888 to operate CS1334/1335 on the 05th T/F Cologne/Bonn, and on the 06th operated CS2234/2235 T/F Cologne/Bonn before positioning T Orly CS888. Aviaco DC-9 EC-DGE arrived on the 13th A08012/8013 F/T Madrid to collect the 'Orchestre Nationale de France' who had finished their UK tour in Leeds. Bringing a horse in on the 24th was Bristol Freighter G-BISU of Atlantic Air Transport DG927/928 Beauvais - Stansted. A party of Dutch businessmen were brought in by KLM DC-9 PH-DNV on the 29th F/T Amsterdam KL1897

GENERAL

A rare sub-charter by British Midland allowed Trans European Boeing 737 OO-TEK to operate on the 08th BD414/998Q Heathrow - Manchester. Due to high booked loads on the 24th, Boeing 737 EI-BCR substituted for the usual Shorts 360 on EI334/335.

LOCAL MOVEMENTS - October.

2	G-DWMI	LongRanger	Cleckheaton	
3	G-HWBK	Agusta A.109A	Garforth	LBA-Winchester
9	G-BBZI	Navajo	Elvington	
11	G-BILZ	Taylor M'plane	Sherburn	F/T Crosland Moor
12	G-AWCD	Jodel DR.253	Coal Aston	F/T Bagby
	G-IDWR	Hughes 369	York	To Ripponden
13	G-MICK	Cessna 172	Crosland Moor	To Sherburn
	G-BJWW	Cessna 172	Crosland Moor	To Sherburn
	G-BJIG	T.67A	Crosland Moor	To Sherburn
15	G-BKXK	Dauphin	Sheffield	F/T LBA
20	G-BJCE	Cessna 172	Crosland Moor	
	G-SEBI	Twin Squirrel	Scarborough	LBA to Manchester
22	G-GWHH	Twin Squirrel	Stourton	Hayes to LBA
24	G-GASB	Hughes 500	Acaster Malbis	To LBA
25	G-BFNC	Ecureuil	Ripon	To LBA
26	G-BTWW	Jetranger	Bedale	F/T Stamford
27	G-BHIN	Cessna 152	Crosland Moor	To Doncaster
29	G-BFMS	Rallye	Rufforth	F/T Barton
30	G-BHTR	Jetranger	Elland Road	LBA to Nottingham

GRINDALE MOVEMENTS - October.

2nd. G-BHCP C.152 F/T Doncaster, G-BGLI C.152 F/T Humberside, G-AXRT C.150 F/T Sproatley; 5th. G-BLMY Grob G.109B F Syerston T Scarborough, D-KNEB Grob G.109B F Syerston n/s; 6th. G-AZKW C.172 F/T Hinton-in-the-Hedges, G-BLYZ Optica F/T Old Sarum, G-BEBU RC.112A F/T Hurn; 8th. G-BLMG Grob G.109B F/T Rush Green, G-BJGY C.172 F/T Stoke Ferry (Norfolk), G-BAWG Arrow F Goodwood T Brough, G-AVYT Arrow F/T Teesside; 9th. G-YORK C.172 F/T Sherburn, G-AZTS C.172 F/T Humberside, G-BIGK Taylorcraft BC-12D F/T Brighton, G-AVG V C.150 F/T Bagby, G-AXRT C.150 F/T Sproatley; 10th. G-BFMH C.177 F Newcastle; 11th. XX551 Bulldog F/T Topcliffe, G-MKAY C.172 F/T Doncaster, T5854 (G-ANKK)

GRINDALE MOVEMENTS (Contd)

T.Moth F/T Halfpenny Green n/s; 12th. G-BJWT Tailwind F Hucknall, G-BIVB Jodel D.112 F Doncaster T Sherburn, G-BLYZ Optica F/T Old Sarum, G-AYKT Jodel D.117 F/T Sherburn, G-AVGV C.150 F/T Bagby, G-BEBU RC.112A F/T Hurn, G-AXEO Falke F Carlton Moor G.C.; 13th. G-BCHP Emeraude and G-AZBI Jodel D.150 F/T Sproatley, G-BFLN C.150 and G-YORK C.172 F/T Sherburn, G-BFGW C.150 F/T Humberside, G-BIGK Taylorcraft BC-12D F/T Brighton, G-BFHR Jodel DR.220 F Burton Constable T Fenland; 14th. G-AWRL C.172 F/T Sandtoft; 19th. G-AVCE C.172 F/T EMA, G-BCIJ AA-5 F/T Sproatley; 21st. G-AVUG C.150 F/T N'thorpe, G-BFAD Archer F/T Newcastle; 23rd. G-AYGK Islander F/T Langar n/s; 25th. G-MALA Archer F/T Thorne (Private), G-AWSD C.150 F/T N'thorpe; 26th. G-BIBT AA-5B F/T Newcastle; 30th. G-AVLS PA-28 F Skegness T Humberside, G-BBKA C.150 F/T Sherburn; 31st. G-ATUB PA-28 F/T Strubby n/s.

TEESSIDE MOVEMENTS - October 1985

1	F-BVJK Aztec G-ANUO Heron	G-JONS Chieftain G-ONOR Cessna 425	G-BBXX Chieftain
2	G-BSHL HS.125	G-BAVM Chieftain	G-BLKY Baron
3	D-IBOW K.A.200	N38D Learjet 55	G-BNAB Cougar
4	EC-DUB (Spantax) B.737 G-AZOT Seneca	G-FTAX Cessna 421G G-DATA Bandeirante	G-BKTJ Cessna 404 G-POST Bandeirante
5	YU-AHY Tu-134 (A'genex) G-BIBG S-76A	EC-CTR DC-9 (Aviaco) G-BEZZP Cherokee Six	G-AVYK Terrier G-BFKJ Navajo
6	G-BHYW Jetranger	G-ANUO Heron	G-BFDN Chieftain
8	F-GBRA Bonanza	G-BGBI Cessna 150	G-BFKJ Navajo
9	G-GASB Hughes 500	G-BFIN AA-5A	G-BHJY Ban deirante
10	G-BLOE Chieftain	G-PLAS Cougar	G-BHDT Tobago
11	OO-TEK B.737	G-ANUO Heron	G-BHNI Cessna 404
12	YU-AHY Tu-134 (A'genex) XV210 Hercules	EC-DXK B.737 (Spantax) G-BKTZ T.67M	EC-GLD DC-9 (Aviaco) G-BING Cessna 172
14	G-OAUS S-76A	G-BLTH Cessna 404	G-BFON Navajo
16	XV297 Hercules	G-BMCG Grob G.109	G-BLKY Baron
17	G-BLDE B.737	G-BFGP Twin Otter	G-FIZZ Warrior
18	EC-DVE B.737 (Spantax)		
19	EC-BYH DC-9 (Aviaco)		
20	G-AXMN Auster J/5B	G-BJIU Bell 212	G-BKTN Jetstream 31
21	G-AVYK Terrier	G-BHYW Jetranger	G-BITV SD.3-30
23	XZ221 Lynx G-PLAS Cougar	ZD275 Lynx G-BCWM Jetranger	G-BMBH T.67M G-BIED King Air
24	F-GDAL Cheyenne	G-BITV SD.3-30 (DIV)	G-BHMY F-27 (DIV)
25	F-GEBH Cheyenne G-BMBK T.67M G-ARBV Tri-Pacer	EC-DVE B.737 (Spantax) G-BHTP Cheyenne G-AVFU Cherokee Six	G-BMBE Malibu G-BEEO SD.3-30 G-GWHH Twin Squirrel
26	EC-CGP DC-9 (Aviaco)	G-FLCH Jetranger	G-BFFE Cessna 152
28	G-BHJY Bandeirante	G-BGSO Navajo	G-BBTK Cessna 150
29	ZD261 Lynx	G-TRAF Dauphin	G-BCRP Aztec

TEESSIDE MOVEMENTS (Contd)

1st. F-BVJK F Calais n/s T Gatwick; 3rd. N38D F Lyon T Reykjavik; 8th. F-GBRA F Toussus n/s T Waddington; 24th. F-GDAL F Chateauroux T Manchester.
Aircraft operated on BMA Teesside-Heathrow service during the month were OO-TEK B.737 (TEA) on 6th to 8th & on 11th; G-BGNW B.737 (Britannia) on 9th & 10th; G-WLAD BAC 1-11 on 14th.
Jersey European started a Blackpool-Teesside-Blackpool service on 28th using SD.3-30 G-BEEO.

OUT & ABOUT

Jersey- 6 to 13/10/85: Residents noted - G-BAXD/BBYO/BDWV/BEVT/JOEY Trislanders, G-AXWR Islander, G-ASDO Baron, G-ASYJ Travel Air, G-BREF/OABI Cessna 421C's, G-BGTF Seminole, G-BLYZ/PLUS Seneca's, G-SITU Partenavia P.68C, G-BHJZ Bandeirante, G-FBDC Cessna 340, G-BHTV Cessna 310, G-BHGS Chieftain, G-SOFY Malibu, G-BJIR Citation, G-GBAO Robin R.1180, G-CUBJ/JCUB Super Cub's, G-AVUZ Cherokee Six, G-BCIE/BEYL/BGXS/BJOA/REXS PA-28's, G-AYGN Cessna 210, G-BHRN Cessna 152, G-BCPE/BDDBU Cessna 150's, G-BCEF/BGVY/BHLX AA-5's, G-BMAV Ecureuil, on maintenance were G-ASUR Do.28, N104VA/N105VA Bandeirante's.

Visitors :- 7/10/85- PH-SUN Seneca, G-CCAA HS.125, EI-BHP Rallye.

9/10/85- 929/F-YDAK PA-31, F-GBFF C.172, F-BVIR C.177, F-BSJF Robin DR.300, F-GBHK Tobago, EI-BPA Aztec, WL679 Varsity.

12/10/85- F-BSMP Diplome, LX-EUR Tobago, F-GBRL Bonanza, EI-BLL C.172, F-BXRL Robin HR.100, F-GCQJ PA-28, F-BPIZ Baron, G-POST Bandeirante, G-WMCC Jetstream 31, EI-ANG/G-YMRU BAC 1-11's, G-BRYA Dash 7.

Squires Gate - 20/10/85 - G-AWWW/AZFR Cessna 401's, G-BENE Cessna 402B, G-BKNA Cessna 421, G-RORO Cessna 337, G-AYZC/BBTL/BCBM/SFHR Aztec's, G-AZFO T.Comanche, G-AXUX Travel Air, G-BFBD Partenavia P.68B, G-BCOO/BDIC Chipmunk's, G-BFBE Robin HR.200, G-ARVW/ATNW/AVSH/AVUT/AVWG/AXAB/AYIO/BASI/BASL/BBEF/BBLA/BGPU/BHIR/MERI PA-28's, G-BKGN Cessna 206, G-BAHX Cessna 182, G-AYGX/AYRG/BCVJ/BGHJ/BHYC/BHYP/BJWW/MICK Cessna 172's, G-ATRN/BANE/BHFI Cessna 150/152's, G-BFVV/BFVW/BGNM/BJKA Dauphin's, G-BJUK SD.3-30.

Stansted - 26/10/85 - F-BSGT B.707 (Point Air), N954R DC-8 (Eagle Air), ST-AJR DC-8 (T.A.A.T.), ET-AIV B.707 (Ethiopian A/L).

EMA - 31/10/85 - G-FHHH Catalina (Avalon Aviation) based Oslo, G-SALU SD.3-60 all white livery, no titles.

Heathrow - 1/11/85 - N747WR B.747 (Flying Tigers), N124KK B.747-300 (Singapore), EI-BGO G1-44 (Aer Turas), PP-VMX DC-10 (Varig), HZ-HM3 B.707, A7-AAB B.727, N46793 B.727, HB-IER Falcon 50, VR-BHY Falcon 20, HB-VFZ/SE-DEM Learjet 35's, N145ST/N748MN Gulf 2's, G-REXP Queen Air (ex G-AYPC).

Denham - 1/11/85 - G-FOTO Aztec, G-BHRP Seminole, G-RICK Baron, G-UBHL K.A.200, G-BDFC/BLTK RC.112, G-BHDE Tobago, G-BIAB Tampico, G-AZRA Monsun, G-BLVU Pitts S.2A, G-AVRS Horizon, G-BECD/BFGA Rallye's, G-BGGL/BHWR/BIEV/BLPL/FANG/FOUX/HASL/ODSF AA-5A's, G-ZERO AA-5B, G-AVRT/AVWU/N2929W PA-28's, G-BGXN Tomahawk, G-BGTK Cessna 182, G-BHDZ/GRAY/LANE Cessna 172's, N447Q Cessna 152, G-ARZX/AWEO Cessna 150's, G-BLIT T.67B, G-AYIA Hughes 369.

WANTED

Slide, to buy or borrow for copying, of the B747 G-BDXL in British Airtours colours as used by them in 1984.

Contact Stephen Rigg Wakefield 375000 -interested in any of the unusual B747 aircraft, colour schemes and operators not often seen in UK.

Is Anything Worn Under The Kilt (Not If It's Maintained At Aberdeen)

During the first week of October (under cover of our 'it's our anniversary let's spoil ourselves' holiday) I managed to drag my wife Judy around the airfields of North East Scotland. We visit this area frequently but on this occasion I had contacted British Airways Helicopters and been granted a visit to the Aberdeen Base. As usual we routed via sister in laws in Edinburgh, who having been resident several years knows all the best watering holes, very useful this weekend (28/9th Sept) as Turnhouse was fog bound!

The route North passes the airport so on Mon. 30th in clear visibility we called in. The letters SU on the departure screens sent me 'rotating' to the viewing deck, Tu 154 CCCP85398 was present along with Atlantis 707 CS-TBA, BA747 AWNJ, and on the GA side; unmarked DC3 AMHJ, Citation HB-VGP and a couple more locals (see list). Edinburgh is usually quieter than this, as most IT flights use Glasgow, Heathrow shuttles provide the bulk of movements. The GA apron is viewed from the embankment at the side of the car park but it is difficult to read off the club aircraft parked over by the old terminal area, to reach this, head into the City and turn left at the 2nd roundabout, the distance is about 4 miles.

The rest of Monday was spent enjoying the glorious weather and scenery en route to our hotel in Glenlivet (where have I heard that name before)?

Tuesday 1st Oct. was the Aberdeen visit, an early start allowed 30 mins. spotting prior to the tour. There are no facilities at ABN but the grass banking at the side of the car park gives a clear view of Bristow's entire base (they always leave the hangar doors open) - see the list! From here you can also see the runway but for aircraft on the Bond and B. Cal Helicopters aprons you need to take the main road to Dyce town; there are no parking restrictions here and this is the locals favourite place. At 10.30 hrs Judy and I introduced ourselves to the security man in the BAH Terminal. My invitation was from Hayden Barrett, Station Head, his name meant I could abandon my car on yellow lines and the staff called me Sir! We were met by Mr Barrett, a charming, enthusiastic and helpful man. He took us through departure controls to the 'secure' waiting area, where the oil company's servicing agents dress their passengers in immersion suits for their journey to the rigs over the World's most unpredictable sea. The passengers are then shown videos of escape and emergency drills prior to boarding their helicopter. A recent survey taken just after this process revealed that 47% of the passengers were afraid of flying (as against 21% of airliner passengers) no wonder the roustabouts in the waiting room looked pensive. A brief introduction to the BAH operation then followed referring to a large wall map with the rigs and operating sectors marked out. New fields are being explored as far North as 60 degrees (latitude of Bergen & Leningrad) but even this area can be reached non-stop by Puma and Chinook from Aberdeen.

Mr Barrett then escorted us onto the apron where Sikorsky 61 BEWL was receiving routine maintenance prior to its midday departure. We were shown around the aircraft and onto the flight deck where the vast array of Navigation aids were explained. As well as the usual VOR/DMEs a Decca Satellite location aid is now standard. In the passenger compartment the seat position can be quickly varied for mixed passenger/cargo tasks and this means the S61 is still firm favourite with the oilmen and rig crews, though as we progressed into the maintenance hangars and saw Puma BKZK it was made clear that this new type was the favourite of the pilots and engineers. The unhinged access panels showed all the engine parts immediately to hand. Inside the Puma the size difference, especially in the passenger area, was obvious. Particularly noticeable was the headroom, and we were told that this slightly claustrophobic atmosphere has caused some concern to passengers. Despite its long range and fuel efficiency the Puma is not as versatile as the S61, mainly due to this lack of convertible space.

The next hangar is the new major maintenance facility, a large airy building where work goes on 24 hrs a day, which contained Chinook BWFC undergoing a major overhaul. The interior of these large helicopters is reminiscent of a short haul airliner, seating 2x2 wide with overhead lockers and plenty of headroom. Mr Barrett explained that the Chinook was both efficient and very versatile but had suffered from a 'bad press' over its reliability and safety. Their own loss of BISO had damaged the aircraft's reputation, which was only just now recovering.

Is Anything Worn Under The Kilt (Contd.)

Sitting next to BWFC was a Sikorsky 61 resplendent in the brand new BAH livery, so far unseen by public eyes. Judy and I were asked not to reveal details of this as it is not due for release yet, I am therefore saying no more (apart from the fact that it looked very smart).

In an older, adjacent hangar S61 AYOY was being renovated after its return from B. Cal. it is still in their livery and looking a bit tatty. Whilst we were on the apron here S61 AYOM arrived and discharged its load of bright orange clones, who filed into the arrivals hall to disrobe and pass through customs (North sea rigs are 'foreign lands'). The busy periods for all the helicopter companies are at three distinct times; 06.30 hrs, Midday and 1700 hrs. Midday being the busiest as aircraft are both arriving and departing. The average travelling time to the rigs is $2\frac{1}{2}$ hrs, which, with turnround, causes the three rushes.

BAH operate only the aforementioned aircraft from Dyce, the Westland 30 and Sikorsky 76s are used only on the gas fields off England, based at Humberside and Beccles. The BAH HQ is now at Aberdeen so they no longer have any connection with Gatwick.

The ramp tour over we were then shown the large training area which apart from the classrooms houses the Rediffusion simulators for the Chinook and S61. Watching the speed with which the hydraulic rams lifted the cockpits through 10ft I could imagine the party of visiting ETPS students emerging green faced begging for their Jaguar and Lightning. The chief buyer of training at BAH is the RAF, with the other air arms and operators all queueing up to use this top class facility. Mr Barrett believes that at least two possibly fatal accidents were avoided by BAH pilots recognising dangerous situations in the very early stages, allowing safe recovery, purely as a result of comprehensive simulator training. This then concluded a most interesting visit. I recovered my car from the yellow lines and returned to the main car park to see the midday rush. This is also the busy time for fixed wing aircraft arriving to meet up with their rotary shuttles (though I doubt if the wealthy ladies on Gulfstream 2 N5755F were intending drilling for oil). Some of the parked aircraft can be seen from the terminal but the view is obstructed by walkways so a drive to the East side (Dyce town) sorted out the evasive regs. We then left Aberdeen and headed North (via some castles and gardens for Judy) to Lossiemouth. Spotting here is possible from the road between the airfield and the sea where the elevated dunes give clear but distant views of the runways and flight lines. There were plenty of Buccaneers but the Jaguars were all hidden away. The gates were manned by troops in full NBC protective gear and there was much taxiing but no flying.

The following day was spent visiting tourist spots and enjoying the scenery in the longest dry spell since 1984, I did however manage to route via Kinloss and Inverness. The road along the side of the base at Kinloss (leading to Findhorn) gives clear views of the flight lines and parking areas. As well as the numerous Nimrods there were the Harvest Air contingent, for oil pollution control, and 5 visiting Lockheed Orions. These were at Kinloss for the Findcastle Trophy exercises, two Orions; A9-756 and NZ4203 were identified by codes so really need confirming. It really is worth waiting here a few minutes for an aircraft landing from the Firth. Nimrods cross the dunes and road at zero feet, (show your friends you've got bottle by standing on the dunes and reading the tyre sizes as they pass by your knees!)

From Kinloss we made our way a few miles down the road to Inverness, a very quiet airport (a bit like Teesside on a Winter Sunday). The two Germans were a nice surprise, PLUM is of course resident with PLM helicopters. On this Wednesday there was no scheduled movement between 0900 and 1600.

On Thursday 3rd Oct. we set off for home and on the way South called at Auchterarder, the Strathallan Collection. It is 6 years since I last visited the Museum and several items were new to me, including the Rolls Royce Thrust Measuring Rig (Flying Bedstead) which is about as much an aircraft as a flymo. Bolingbroke 10201 has arrived from Canada, the Anson, Swordfish R3950 and Battle W5856 are now on display but all these are undergoing major rebuilds and are semi-dismantled.

Is Anything Worn Under The Kilt (Contd.)

The available light (it was sunny) in this hangar is good enough for Photos using ASA400 film and there are some very good subjects as the spacing of exhibits is good. Outside the 'radar' Comet is open for boarding, this and Shackleton guard the picnic area which has magnificent views of the mountains.

Once again on the way South we called in at Edinburgh, Jetstar N110AN was parked in the GA apron but that was about all (unless you need any BA Tridents or 757s). A couple of hours later we were back in England, the journey from Glenlivet to Garforth in one day is a bit arduous so I didn't attempt Newcastle or any other airfields on the way home, which brings me to my concluding remarks.

North East Scotland is well worth a visit, in one day at Aberdeen you can clean up most of the UKs large helicopters. The snag is the distance and it is best fitted in to some sort of short holiday, there are plenty of attractions for families in the area and the weather on the East coast is usually fair-to-good, especially in Summer. I imagine most would call at Glasgow which has some very interesting Eastern Bloc visitors. The views at GLA are not good but if you keep walking along the concourse and periodically outside the terminal you shouldn't miss much. Unless you need to travel via Ayrshire I would give Prestwick a miss. The sad fact is, unless you are very lucky, or are prepared to spend several hours a day for weeks at a time (as I did in my teens when Globemasters and KC97s shared the tarmac with KLM, Pan Am and Air Canada DC8s) you are unlikely to see many aircraft. It is a tragedy to see such a magnificent airport so under used.

I have visited most of the Scottish airfields on a regular basis over the years so if any member wants advice or info don't hesitate to give me a pull at one of the meetings.

EDINBURGH - 30/9/85

CCCP85398 Tu154 A, Flot/CS-TBA B707 Atlantis/AWNJ B747 BA/AMHJ DC3/HB-VGP Citation/BJBP King Air 200/BSHL HS125/SALV King Air 90/BAFD Bo105.

Aberdeen - 1/10/85

TIGB/TIGC/TIGE/H/J/L/M/O/P/R/S/U/V/W/BLXS S.Pumas Bristow
BHLY/BIEJ Sikorsky 76 Bristow
BGWJ/BCLA/BHOF/BAKA/BHOG/BGWK/BAKC Sikorsky 61s Bristow
PUMA/PUMB/E/G/H S.Puma. BOND H/C
BOND Sikorsky 76 Bond H/C
BFFK/BEWL/AYOY/AYOM Sikorsky 61 British Airways H/C
BWFC/BISR Chinook BAH
BKZG/BKZH S.Puma BAH
BMDU/BKFN Bell 214ST, BIBG Sikorsky 76, BFPF Sikorsky 61 all B. Cal H/C
BCOE/HDBB B.Ae.748 British AW/AXMU BAC 1-11 UK/CSZB Visc BAF/BDVS F27 UK/AVGP
BAC 1-11 British/BKKY Jetstream/BKWB Bandit/BKUN Cess 414/ARWR C172/BFJM C152/
BBOE Robin 200/N5755F Gulfstream 2/OY-BPH Metroliner Metro A/W/LN-MAM Cess 441/
LN-PAO King Air 100/LN-PAJ King Air 100/C-FCAQ BN2 magnetic surveyor

RAF LOSSIEMOUTH 1/10/85

Buccaneers, XV161/AF, XV168/CF, XV867/EF, XV361/FF, XW527/GF, XW540/JF, XV355/AG, XX895/BC, XX892/FC, XT283/GC, XW533/HC, XX899/JC, XN981/FS, XX894/HS, XW547/JS, XZ431/PS, XV359/VS.

Hunters, XL573/WC, XL591/VC, XL614/YC

Jaguars, XX969/01, XZ377/02

Shackleton, WR963

Navajo, BBKR (Securicor)

RAF KINLOSS 2/10/85

Nimrods, XV227/228/231/238/240/246/247/248/249/252/254/255/258

P3C Orion, A9-760, A9-756 Australia, 140111, 140117 CAF

P3B Orion NZ4203 New Zealand

BN2, BJWO Harvest Air

DC3, AMPZ Harvest Air

INVERNESS 2/10/85 - PLUM Bell 206, D-ELMW Cess 210/D-IMMS Cess 340

EDINBURGH 3/10/85 - N110AN Jetstar/BLML F27 UK/HDBB B.Ae.748 British AW.

Brian Best.

FLYOVERS - September 1985

1	N365DJ	HS.125	290	BTN	1150	HON
2	PH-ILF	Falcon 20	310	OTR	1740	BTN to MCR
3	N235AV	?	280	POL	2025	TAL
4	IAC238	HS.125	330	WAL	1415	OTR
	N365DJ	HS.125	280	POL	1515	TAL going home
	N3600X	Falcon 10	290	BTN	1630	WCO
	A6-HEH	Gulf 3	250	POL	2210	BOV
5	SE-DDG	Lear 35	410	DCS	1815	POL
6	N2PK	Gulf 2	390	POL	1715	MAR
	I-KIWI	C.550	350	POL	1745	NEW
8	F-GESL	HS.125	390	POL	1425	ADN
	N6666R	Lear 55	410	DCS	1630	BTN to LBG
10	N105BV	B.707	350	POL	1750	MAR
11	N96CE	Falcon 50	280	POL	1645	TAL to EDN
	HB-VGA	CL.600	390	POL	1825	60/10
	I-FLYC	Lear 35	390	POL	1950	ADN
13	F-GDHK	Gulf 3	330	BTN	1725	HON
	F-BVPS	SN.601	330	BTN	1740	HON
14	N917J	Jetstar	280	ROB	1010	POL LBG to LBA
15	N3HB	Lear 55	up and down all day - at least 3 times			
	N457JA	Lear 24	370	BTN	1430	HON
	I-SNAG	Falcon 20	370	DCS	1440	MID
	C-GMPP	?	240	POL	1555	TAL
16	I-ARIB	C.550	310	POL	1710	MAR
17	F-GDAV	Lear 23	410	DCS	1912	BTN
18	N144AD	Falcon 50	390	OTR	1505	POL
	OY-BLG	Lear 35	290	BTN	1730	WCO
	OO-IBI	C.500	330	POL	1910	OTR
22	N7000C	Gulf 3	430	POL	1005	BEN
24	HB-IAE	Falcon 50	430	POL	1850	GOW
26	OH-KNE	Mu.300		POL	1850	OTR
	C-FSCL	Falcon 50	290	BTN	1950	WCO
27	N745E	Lear 35		POL	1625	MAR
28	N711TU	Falcon 50	410	OTR	1005	BEL
	N741E	Lear 35	330	BTN	1020	WCO
	N910S	Gulf 2	290	BTN	1120	HON
	N35GG	Lear 35	430	POL	1250	MAR
29	N741E	Lear 35	330	DCS	1520	HON
	N746E	Lear 35	410	POL	1610	MAR to PWK
	N745E	Lear 35	350	POL	1720	DCS to PWK

all busyng about for several days

Some high-flyers noted at 410 and 430 during the month but they do not win the prize. High-flyer prize of the month goes to the Air France Concorde out of Finningley on Sept.7th. Heard on 120.35 and then to Border on 134.85 cleared initially to FL310 as AF4571 the aircraft (F-BTSD) was then cleared to FL540, quite normal for Concorde and regularly heard over the Bristol Channel as the BA aircraft head up into the blue - but not often over Yorkshire!

Worth looking for is the Aviaco B747 on a Tuesday late afternoon. A01712 up to GOW around 1600 and back two hours or so later as A01713. The aircraft to be used

FLYOVERS (Contd.)

over the Winter period will be one of the normal Iberia aircraft with first class and economy seating and not the all economy EC-BRQ which has been usual, or the leased Air Canada machine EC-DXE - now returned anyway.

FLYOVERS - OCTOBER 1985

1	HB-VHA	C501	280	ROB	0940	POL	To LBA
	N2610	G2	350	POL	1611	TAL	
2	N727TS	F10	370	BTN	1940	WCO	
	PH-FSY	F27	160	POL	1950	DCS	
4	N490CC	C551	410	DCS	1925	POL	To STN
	VR-BJH	Jetstar	370	BTN	1940	WCO	
10	NC31	L1011	310	POL	1740	TAL	* NC=Tower Air
12	N77SW	G3	450	DCS	2044	Direct	Cambridge
13	C-FEPR	3737	310	POL	1124	TAL	Ex LTN
14	SAM30501	G20	430	POL	1950	60/10	
15	N900MD	LJ36	390	POL	2010	59/10	
16	SAM24127	VCI35	310	OTR	2200	WAL	
17	SE-DEY	C500	390	OTR	1700	LIF	To SNN
19	HZ-AMN	Sabre	390	POL	1125	TAL	
	IF7314	134	310	OTR	1315	WAL	To DUB
	N695CC	C501	410	BTN	1455	MID	
20	N522SB	G3	410	BTN	2120	BOV	
25	CI012	B747SP	410	POL	1110	OTR	(Return CI011 at 1630)
	N930GL	LJ35	310	POL	1228	TAL	
	N457JA	L324	390	POL	1900	TAL	
	N131WT	F50	390	POL	1920	GOW	
	OY-GKC	C650		OTR	2015	BTN	To MCR
27	N237R	LJ55	390	POL	1040	57/10	
28	KL153	A310		OTR	0700	BTN	MCR - A310 now on Mon. AM FTS
29	N60AL	WW1124	410	BTN	2025	WCO	
31	N88AE	G3	280	POL	1920	GOW	

CI 012/011 uses callsign 'Dynasty' and goes AMS - JFK - Anchorage - Taipei, Chiang Kai Shek (International)!

The Canadian B737 of Eastern Provincial had been at Luton for overhaul and is not a lease aircraft. With the end of October and the close of the busy I.T. season and darker nights chances for listening and looking become less although strobes and navigation lights are visible at about 60 miles on a clear night and many new aircraft are certainly equipped with a large quantity of those. Eastern European countries do not appear to go for such bright illumination but all Tupolev and Ilyushin aircraft do have a large red strobe below the aircraft which makes them easily visible.

New aircraft about include - LH B747 D-ABZA; Worldways with 2 Tristars (C-GIES is one); Northwest N635US B747; People Express B747 N608PE; Aeroflot IL62 86536, IL86 86075; KLM have now converted lots of B747-200 to -300 - can the difference be seen at thirty thousand feet?; CP Air still using 2 ex. United DC10 - N1834U and N1836U. If you would like to tie-up registration to any overflights seen then this can be with the help given to us by Air Scotland. Ring me - Wakefield 375000 - for details.
Stephen Rigg.

As this is the last bulletin you will receive before Christmas - the Committee wishes all our members a Merry Christmas and a Happy New Year.