

AIR YORKSHIRE



VOLUME 10 No 10

(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1984

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Scotland Lane, Horsforth, Leeds 18

CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley

TRIPS ORGANISER:- Stephen Rigg, 35 Bromley Mount, Sandal, Wakefield, Tel. 375000

TREASURER/REGISTRAR:- Bob Acheson, 68 Huddersfield Road, Brighouse, HD6 3RD

MILITARY SECTION SUB-EDITORS:-

N. Micklethwaite, 15 Leslie Avenue, Yeadon, Leeds LS19 7XH Tel. Rawdon 507604

J. Clough, 29 Moorside Gardens, Eccleshill, Bradford BD2 3RE Tel. Bfd. 639497

FORTHCOMING MEETINGS

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

NOVEMBER 11th. : AGM - plus films

DECEMBER 2nd. : Chris Warn is presenting a fitting Christmas slide show, in his inimitable manner. It includes details of his recent S.E. Asia trip, plus a section on Wrecks and Relics.

EDITORIAL

An unfortunate decision by the authorities at the Airport has denied us access to the current log being used in the Tower, as has been the case in the past few years. We can still inspect the discontinued log, but what it means, in effect, is that the movements presented in our bulletin will not appear in actual calendar month order. Timed movements will be printed in the bulletin each month, but the dates will be dependant on the availability of the discontinued log.

The slide show presented by Ian Mac Farlane at the last meeting was of its usual excellent quality, and the number of members that attended (standing room only) were proof of the popularity of Ian's superlative slide shows.

Our Secretary-Elect, Brian Best has had to decline accepting this position at the moment, due to pressure of work during these unsettled times. This leaves the position of Secretary to be filled, and the AGM is the ideal time for one of you energetic young men to come forward and get involved in the running of Air Yorkshire.

CREDITS

T.W. Sykes
P. Mitchell

D. Elam
J. Clough

R. Fozzard
N. Micklethwaite

S.W. Rigg
Yorkshire Post Newspapers.

T. Smith

LEEDS/BRADFORD MOVEMENTS - SEPTEMBER 1984

1	G-AWAJ Baron n/s	1034 1016(19)	G-FAYE Cessna 150	1118 1156
	G-BBXX Seneca	1140 1641	G-BGEV Tomahawk	1142 1627
	G-BECC Boeing 737	1225 1440	LN-NPI Friendship	1236 1322
	G-BJBJ Boeing 737	1257 1411	G-BFGH Cessna 337	1403
	G-BLDE Boeing 737	1406 1540	D-KARA Grob G.109 n/s	1617 1339(2)
	G-BBIF Aztec	1702 1746	G-AOYM Viscount	1745 1832
	G-BKHF Boeing 737	1840 1957		
2	G-BKMN B.Ae.146	1006 1050	G-BJMR Cessna 310	1057
	G-AZFR Cessna 401B	1155 1221	G-APUR Tri-Pacer	1201 1709
	G-BJCU Boeing 737	1305 1348	G-BECH Boeing 737	1337 1511
	G-BGYL Boeing 737	1519 1611	G-BDRB AA-5B	1450 1910
	PH-ADW Cessna 172	1645 1756	G-CHIP Archer	1657 1729
	G-BJET Cessna 425	1741 1820	G-BHED Cessna 152	1818 1846
	G-BGOP Falcon 20F	2038 2059		
3	G-BIED King Air	0810 1117	G-BJXX Aztec	1002 1032
	G-OSPL Cessna 210	1010 1702	G-TYGA AA-5B	1155 1904
	G-BGK Tomahawk	1207 1300	G-IMLH Jetranger	1211 1230
	G-BLHP AA-5B	1321 1450	G-BGYL Boeing 737	1326 1502
	G-BKHO Boeing 737	1342 1611	OY-AZN Navajo n/s	1428 1537(6)
	G-BIED King Air	1509 1527	G-BIUI Cessna 152	1629 1707
	G-AWMK Jetranger	1633 1712	G-BGVX Cessna 210	1808 1849
4	F-GDAL Cheyenne	0736 0913	OO-VLH Navajo	0846 1903
	OO-RWG Cessna 401	0853 1057	OO-MRF Aerostar n/s	0933 1752(5)
	OY-RYT Cessna 421B n/s	1007 1715(6)	G-BLFJ Friendship	1011 1145
	OY-ATA King Air n/s	1015 1738(6)	G-GRAY Cessna 172	1019 1155
	F-GDAL Cheyenne n/s	1100 1832(6)	G-BHRC Warrior	1110 1333
	PH-MEX Citation	1115 1153	G-AWAI Baron	1247 1446
	G-BIUI Cessna 152	1412 1440	G-BECH Boeing 737	1508 1653
	G-AZLY Cessna 150	1618 1649	G-BGVX Cessna 210	1721 1736
	G-BMTC Twin Squirrel	1812 1833	G-FISH Cessna 310 n/s	1825 0758(5)
5	OO-VLH Navajo	0818 1820	OO-RWG Cessna 401	0824 1841
	D-ICCC Citation	0903 1727	G-BIZZ Citation	0908 1212
	G-KWIK Partenavia P.68B	0917 0952	PH-ECO Chieftain	1003 1815
	G-BKHO Cessna 182	1014 1537	G-BMTC Twin Squirrel	1029 1234
	OY-BEJ Commander n/s	1040 1626(6)	G-OTVS Islander	1102 1616
	G-PGRO Cessna 172	1150 1306	G-BGBY Tomahawk	1228 1427
	EI-BDR Cherokee	1231 1706	G-BITX Short 3-30	1244 1259
	EI-BEM Short 3-60	1323 1414	G-PGNW Boeing 737	1405 1520
	G-BMTC Twin Squirrel	1454 1526	G-BIUI Cessna 152	1558 1629
	G-BCNT Partenavia P.68B	1559 1703	G-KWIK Partenavia P.68B	1645 1701
6	G-FISH Cessna 310	0823 1749	PH-MTB Navajo	0848 1839
	OO-RWG Cessna 401	0849 1849	OO-LFJ Cessna 441	0929 1759
	G-BKFY King Air	0944 1352	G-BIZZ Citation	1007 1118
	G-BEYY Navajo	1011 1046	G-ONOR Cessna 425	1025 1610
	G-ASRH T.Comanche	1030 1802	G-BGYL Boeing 737	1338 1504
	G-BIZZ Citation	1514 1612	G-BIZG Cessna 152	1540 1613
	G-MKAY Cessna 172	1658 1747	OO-VLH Navajo	1729 1841
	G-BEYY Navajo	1736 1818	G-OAKL King Air 200	2225 2259
7	G-AXDL T.Comanche	0755 0857	G-IBLL Commander 690D	0858 1816
	PH-JEW Trinidad	0908 1510	G-BHCB AA-5A	0931 1815
	G-BIZZ Citation	1008 1308	G-BAXY Cessna 172	1028 1259
	G-PGXX Cessna 310	1035 1543	G-BECC Boeing 737	1239 1415
	G-BIZZ Citation	1422 1711	EC-DUB Boeing 737	1738 1850
	G-BIZZ Citation	1830 1856	G-BKWX Cessna 421C n/t	1838
	G-AXDL T.Comanche	1917 1933	G-JLCO Twin Squirrel n/s	2106 1200(8)

LEEDS/BRADFORD MOVEMENTS - (Contd.)

8	G-ARRE Jodel DR.1050	1013 1054	G-BKMS Boeing 737	1231 1532
	G-BECG Boeing 737	1249 1445	G-BLDE Boeing 737	1359 1600
	G-BIZZ Citation	1422 1700	G-AOYM Viscount	1737 1810
	G-BHCB AA-5A n/s	2038 1853(11)		
9	G-BIZZ Citation	0919 1208	G-BKMN B.Ae.146	0952 1039
	G-BKMF Boeing 737	1222 1332	G-BECH Boeing 737	1409 1823
	G-BIZZ Citation	1431 1645	G-BJCV Boeing 737	1442 1551
	G-OGUJ AA-5A n/s	1545 1658(10)		
10	G-BIZZ Citation	0941 0949	D-IFVH Navajo n/s	1038 0908(11)
	G-BIZZ Citation	1107 1214	G-BIUI Cessna 152	1257 1351
	G-EGTY Boeing 737	1341 1628	G-BECH Boeing 737	1347 1505
	G-BIZZ Citation	1553 1718	LX-FZB Siai SF.260 n/s	1559 1844(14)
	G-BLDE Boeing 737	1647 1830	G-BKKA Cessna 188 n/t	1715 1042(19)
11	G-BIZZ Citation	0936 1304	G-ASZJ Skyvan	1015 1137
	F-GALF T.Comanche n/s	1135 1539(14)	G-BKZR Short 3-60	1206
	G-OFHS Hughes	1211 1339	XP820 Beaver	1247 1435
	G-BBKK Seneca	1353 1441	G-JETD Citation	1421 1759
	G-BIZZ Citation	1425 1658	G-BJCV Boeing 737	1512 1625
	234 King Air 200	1831 1849		
12	G-KWIK Partenavia P.68B	0935 1632	G-AYIG Cherokee	1024 1345
	EG-DOH Citation n/s	1053 1554(14)	G-VRES King Air 200 n/s	1214 1217(14)
	G-BECG Boeing 737	1355 1500	F-GDHK Gulfstream 3	1429 1705
	G-BEEM Jetranger n/s	1444 1308(13)	G-BIZZ Citation	1538 1555
	N5335U Cessna 210 n/s	1722 1213(14)	G-AXZD Cherokee n/s	1740 0954(13)
	G-ORWC King Air 200	1814 1825	G-AWLP Mooney M.20 n/s	1944 1857(13)
13	G-BGNU King Air	0906 1816	G-BEYV Cessna 210	0916 1749
	G-BJET Cessna 425	0936 1720	G-BIZG Cessna 152	1118 1429
	G-BJCV Boeing 737	1325 1502	G-AZHJ Twin Pioneer n/s	1456 1030(18)
	G-AZMA Jodel D.140	1603 1630	G-GRAY Cessna 172	1707 1758
14	G-AZFI Arrow n/s	1123 1634(15)	G-AWAI Baron	1242 1549
	G-BAZG Boeing 737	1253 1447	G-BKIP King Air	1353 1457
	G-BGRO Cessna 172	1547 1653	40081 G-21A	1645 1743
	EG-DUB Boeing 737	1805 1858		
15	G-BIED King Air	0823 1324	G-BJXA Slingsby T.67A	1200 1300
	G-BHVI Boeing 737	1213 1309	G-BAZG Boeing 737	1226 1440
	F-GBRD King Air	1229 1729	G-DWMI LongRanger	1252 1320
	F-GDMK Gulfstream 3	1307 1619	G-BLDE Boeing 737	1408 1554
	G-NICK Cessna 172	1534 1632	G-DWMI LongRanger	1610 1620
	G-AOYL Viscount	1817 1854	G-BHPY Cessna 152 n/s	1852 1341(16)
16	G-BJBI Cessna 414A	0859 1013	G-BKMN B.Ae.146	1202 1241
	G-BKMF Boeing 737	1228 1324	G-BGYJ Boeing 737	1403 1504
	G-BJNR Cessna 310 n/s	1422	G-BJCU Boeing 737	1456 1601
	G-BBRX Siai SF.205	1525	G-YTWO Cessna 172	1550 1644
	G-BLER Slingsby T.67M n/s	1610 1347(18)	G-BAXY Cessna 172 n/s	1615 1503(20)
	G-BKTK Hughes 500	1721 1802		
17	G-BIYO Navajo	0758 0834	G-ASRH T.Comanche	0804 1823
	D-IATH Cessna 414	0848 1021	PH-JBW Trinidad	0923 1601
	G-BBCW Aztec	1108 1236	G-BJCU Boeing 737	1331 1500
	G-BHVI Boeing 737	1352 1620	G-BIED King Air	1641 1651
	G-BIYO Navajo	1653 1715	G-BBCW Aztec	1926 1936
	PH-AIC Cessna 340 n/s	1957 1747(18)		
18	G-BAOS Cessna 172	0958 1538	G-BEHW Cessna 150	1137 1208
	G-BBPX Seneca n/s	1139	G-BBDO Aztec n/s	1506

LEEDS/BRADFORD MOVEMENTS - (Contd.)

18	G-BHFK Warrior	1526 1555	G-SILV Cessna 340	1527 1635
	G-BGNW Boeing 737	1534 1633	G-BGIM Ecureuil	1717 1810
	G-BLER Slingsby T.67M n/s	1846		
19	G-BIZZ Citation	0758 0848	YU-BIA Citation n/s	0946 0823(20)
	G-BAZG Boeing 737	1350 1515	G-BASM Seneca n/s	1618 0731(20)
	G-BALM Cessna 340	1636	G-BIZZ Citation	1655 1714
	G-BKSZ Cessna 210 n/s	1709 1412(20)	G-BGRO Cessna 172	1723 1941
20	G-BCUZ King Air 200	0926 1753	G-BKRT Seneca	1043 1528
	G-BJYD Cessna 152	1308 1347	G-ROLF Saratoga	1323 1417
	G-BJCU Boeing 737	1347 1458	G-RMAE Navajo	1355 1515
	G-JLCO Twin Squirrel	1448 1529	G-NHRH Cherokee	1521 1601
	G-BAZB HS.125	1630 1653	G-BJYD Cessna 152	1723 1800

The movements for the rest of the month have no landing or take-off times, this will be rectified next month.

21	G-BIUI Cessna 152	G-SATO Aztec
	G-BEHG Jetranger	G-FOOD King Air 200
	G-BAZB HS.125	G-IPRA King Air 200
	G-BHAW Cessna 172	G-BBLP Aztec
	G-YIII Cessna 150	G-ROLF Saratoga
	G-BHCB AA-5A	G-BLER Slingsby T.67M
	G-BFJK Aztec	G-BKTK Hughes 500
	G-JVMR Partenavia P.68B	D-GDEC Seneca n/s
	EC-DTR Boeing 737	N940SR King Air
	XS793 Andover	
22	G-WTVB Cessna 404	G-BHKS King Air
	G-BHCB AA-5A	G-SILV Cessna 340
	G-AZHF Cessna 150	D-EHSD Cessna 210 n/s
	XS793 Andover	
23	G-JANE Cessna 340	G-BAGN Cessna 172
	G-BEML Pawnee	G-NODE AA-5B
	G-BHKS King Air	F-GDHR Learjet 55
24	G-BJAG Archer	G-FISH Cessna 310
	G-JRMM Commander 690B	G-BFZH Arrow
	G-BCUJ Cessna 150	XZ336 Gazelle
	D-GDEC Seneca	
25	G-BAGR Robin DR.400	G-BHCP Cessna 152
	G-BIUI Cessna 152	G-JAJV Partenavia P.68B
	G-BDYF Cessna 421C	G-BGBK Tomahawk
	G-OFHS Hughes 500	G-BMTC Twin Squirrel
	G-BIEZ King Air	22564 C-12
	SE-GDI Chieftain	BI-BOD Cessna 210
	OY-BGP Arrow	
26	G-BMAF Tomahawk	G-BHKS King Air
	G-FUKI Cessna 404	G-MILK Tobago
	G-NHRH Cherokee	G-FLCH Jetranger
	G-NODE AA-5B	G-BIYX Cherokee
	G-AYRS Jodel D.120A	G-FAST Cessna 337
	N4677U Cessna 210	205/63-WR Noratlas (ILS)
27	G-BMIZ Navajo	G-AUTO Cessna 441
	G-BIWP Mooney M.20	G-FAST Cessna 337
	G-SCOT Chieftain	G-AYMX Jetranger
28	G-BUSA Twin Squirrel	G-BBUY Jetranger
	G-BFYA Bo.105D	G-BDOY Hughes 500

LEEDS/BRADFORD MOVEMENTS (Contd.)

28	G-BEDO Aztec	G-KFIT King Air
	G-MILB Cessna 340	G-JETC Citation
	G-FJKI Cessna 404	G-NEWB Chieftain
	G-AWPI Cessna 150	G-AZTS Cessna 172
	D-CDEC Seneca n/s	D-IHOP Commander 695A
	EC-DTR Boeing 737	161322 C-12
29	G-BNGO Cherokee Six	G-BHIZ Navajo
	G-BEOE Cessna 150	G-BIEZ King Air
	G-ASRH T. Comanche	
30	G-BIUI Cessna 152	G-BFYA Bo.105D
	G-OBW AA-5	G-BJMR Cessna 310 n/s
	G-OMTL Sikorsky S-76A	G-BCHP Emeraude n/s
	G-AVLP Aztec	

LEEDS/BRADFORD MOVEMENTS REVIEW - SEPTEMBER

Another good month for foreigners with the Harrogate Carpet Fair being well attended. Starting the month on the 1st was Busy Bee with F-27 LN-NPI and n/s the same day was Grob G-109 D-KARA. On the 2nd there was only Cessna F172 PH-ADW whilst night-stopping on the 3rd was Navajo OY-AZN. Visiting on the 4th/5th and 6th were Navajo OO-VLK and Cessna 401B OO-RWG. Other visitors on the 4th were Aerostar OO-MRF, Martinairs Citation II PH-MEX, Cheyenne F-GDAL n/s; Beech A100 OY-ATA n/s; Cessna 421B OY-RYT n/s. On the 5th there were Citation D-ICCC, Navajo PH-ECO, Cherokee EI-BDR, and Rockwell 690B OY-BEJ n/s. The 6th saw Navajo PH-MTB keeping company with Conquest OO-LPJ. The Socata TB-20 PH-JBW visited on the 7th and the 17th. A couple of night stops on the 10th were Navajo D-LFVH and Siai Marchetti SF260 LX-FZE, the second 'Luxemburger' of the year. Night-stopping on the 11th was Twin Comanche F-GALF which was at one time G-AVJT. Visiting Northair on the 12th was Cessna 210 N5335U and on the same day the Aga Khans G-III F-GDHK eclipsed the night-stopping Citation II EC-DOH, King Air E90 F-GBRD on the 15th was joined by F-GDHK again. On the 17th two Cessna types were 414 D-IATH and 340 PH-AIC n/s. The 19th brought our first Jugoslavian Registration since 1970 in the shape of Citation YU-BIA c/n 0031 which n/s. Seneca D-GDEC visited on the 21st, 24th and 28th, and Sperry Rands King Air E90 N940SR c/n LW-158 n/s from the 21st to the 24th. Another n/s was Cessna T210N D-EHSD on the 22nd. Lear 55 F-GDHR on the 23rd has c/n 070. Three foreigners were noted on the 25th, Cherokee Arrow OY-BGP, Navajo SE-GDI and Cessna 210F EI-BOD. On the 26th N4677U is a Cessna T210N c/n 64803 and ending the month was Gulfstream 695A D-IHOP on the 28th. Military visitors have been plentiful. On the 11th Irish A/C Beech 200 234 and Army Beaver XP820 were noted. Brand new on the 14th was USAF C-21A 84-0081 which is a Learjet with c/n 527. Andover XS793 visited on the 21st and n/s on the 22nd. Army Gazelle XZ336 called in for fuel on the 24th. US Army C-12 22564 diverted in on the 25th, and USN C-12 161322 came in on purpose on the 28th. Shorts sent the Skyvan G-ASZJ on the 11th to take away the impounded Genair 360 G-BKZR. Cessna F150 G-AVIB has been on a Photo Survey contract but it left on the 21st and Cessna F150 G-AZHF arrived on the 22nd to continue the work. Aerobat G-BECF made a forced landing North of the airfield on the 8th and has retired hurt into the back of YLA's hangar. Pawnee G-BENL has been acquired by the Yorkshire Gliding Club at Sutton Bank and it arrived at YLA for work on the 23rd. Cessna 150 G-ASMW returned from Humberside on the 29th. At Northair Cessna 421C G-BKWX returned from Gamston on the 7th, was air tested on the 21st and appears to be resident. Agtruck G-BKKA came from Gamston on the 10th and left on delivery to Holland on the 19th, on the same day the fully repaired Cessna 340 G-BALM also departed. Arriving on the 28th was Cessna 340 G-MILB believed to be a second hand aircraft bought by Milberry to replace the ill-fated G-MLBY.

Callsign tie-ups:- 1st.LN-NPI/Busy Bee 303-304P,G-BBIF/Neatax 401-2;4th.PH-MBX/Martinair 4247-8;5th.G-BITX/Guernsey 703Q;7th.G-AXDL/Neatax 403-4;11th.G-ASZJ/Short 6,G-BKZR/Short 3,XP820/Army 112;14th.84-0081/Clue 62A-B;17th.G-BIYO/Neatax 401-2-3-4;21st.G-SATO/Casair 382-3,G-BAZB/Short 5,G-IPRA/Thurston 990,XS793/Kitty 1;22nd.XS793/Kitty 8,G-WTVB/Casair 384-365,G-BHKS/Thurston 997;24th.XZ336/Army 414;25th.22564/Lord 38B-C;26th.G-BHKS/Thurston 928;27th.G-SCOT/JF219.

Overshoots:- 3rd.XS713/FYN 05 (14.20)Dominie,XX492/FYT 12 (14.40);4th,XX498/FYT 12 (11.40),XX499/FYT 11 (15.45),XX497/FYT 95(16.05),G-BAMM (16.40);5th.XX498/FYT 03 (14.45);7th.G-YIII;14th.XX497/FYT 12;18th.XX498/FYT 99,XX491/FYT 85 (16.20);20th.XW434/CFT 76 (12.00) J.Provost,XV186/RR771 (12.55) Hercules;26th.XS734/FYN 54 (15.35).

From & to:- 1st.LN-NPI F Bergen T Edinburgh,D-KARA F Southend n/s T Belfast;2nd.PH-ADW F Amsterdam T Dublin;3rd.OY-AZN F Alsborg n/s T Lindtorp;4th.F-GDAL F Le Havre T Ringway,OO-VLH F/T Kortrijk,OO-RWG F Kortrijk T Ringway,OO-MRF F/T Kortrijk n/s,OY-RYT F/T Billund n/s,OY-ATA F/T Tirstrup n/s,F-GDAL F Ringway n/s T Le Havre,PH-MBX F/T Luton;5th.OO-VLH/OO-RWG F/T Kortrijk,D-ICCC F/T Amsterdam,OY-BEJ F/T Karup n/s,EI-BDR F Dublin T Birmingham;6th.PH-MTB F/T Rotterdam,OO-RWG F Ostend T Kortrijk,OO-LFJ F/T Brussels,OO-VLH F/T Kortrijk,G-OAKL F Gerona (Ambulance Flight);7th.PH-JBW F/T Hilversum;10th.D-IFVH F Donaueschingen n/s T Villigen,LX-FZB F Southend n/s T Le Touquet;11th.F-GALF F Le Bourget n/s T Antwerp,234 F Beauvais T Mhiceasmuinn?;12th.EC-DOH F/T Vitoria n/s,F-GDHK F Dublin T Olbia,N5335U F Luton n/s T Southend;14th.40081 F/T Echterdingen;15th.F-GBRD/F-GDHK F/T Le Bourget;17th.D-IATH F Stadtlohn T Ringway,PH-JBW F/T Hilversum,PH-AIC F/T Rotterdam n/s;19th.YU-BIA F Paris n/s T Luxembourg.

Helicopter Activity:- 5th.G-BMTC/Pannal (12.40 and 15.40);6th.G-JLCO/Scarborough (11.30);15th.G-DWMI/Doncaster (13.35);20th.G-JLCO/Wakefield (15.40);25th.G-BMTC/Bradford (15.55);30th.G-IDWR/Site 10 miles S of York (16.05).

Movements in the Area During September

1. G-BKIR Jodel D117	Netherthorpe	From Huddersfield
G-BASJ Cherokee	Acaster Malbis	From 'Strip in Shropshire'
G-MEBC Cessna 310I	Gamston	From Elstree
G-BAAK Cessna 207	Topcliffe	Para-drops (Also 8/9)
G-BHDR Cessna F152	Sherburn	From Humberside
G-BCBI Cessna 402B	Gamston	F/T EIA (Circuits)
G-BBOH Pitts S-1D	Netherthorpe	'Marlboro Red Formation'
G-ROLL Pitts S-1D	Netherthorpe	From Finningley
G-WREN Pitts S-1D	Netherthorpe	For Refuel
G-AXPD Beagle Pup	Riccall (Nr York)	
3 G-BIEZ King Air	Elvington	From Leeds to Hatfield
G-BFJN Bell 47G	Rossington	Crop-spraying
4 CH-04 Hercules	Finningley	'Belgian A/F 04'
G-BHWW Cessna U206G	Acaster Malbis	
G-BAMF Bo.105	Gamston	From Strubby
G-BBCA Jetranger	Rawcliffe Bridge	After Pipeline Patrol
G-BFGW Cessna F150H	Sandtoft	F/T Humberside
G-BBSA AA 5	Sandtoft	F/T Newcastle
5 G-BIED King Air F.90	Linton-on-Ouse	To Fairoaks
G-JLCO Twin Squirrel	Wakefield	From Northampton
G-BMTR Jetranger	Scunthorpe	From Nottingham To Evesham
G-RUIA Cessna F172M	Doncaster	From Humberside and Return
G-EBNO Aztec	Acaster Malbis	From Newmarket
G-TAPE Aztec	Acaster Malbis	

Movements in the Area During September (Contd.)

5	G-AVLY Jodel D120A G-AWMK Jetranger	Brough Site Nr Leeming	To Fenland F/T EMA
6	G-BFJK Aztec G-JLCO Twin Squirrel G-AYAV Cherokee G-TAPE Aztec N1110S Hughes 500	Sandtoft Scarborough Netherthorpe Acaster Malbis York Race Course	From Fair Oaks From Manchester From Sandtoft From Newbury
7	G-BHRB Cessna F152 G-BHHJ Cessna F152	Doncaster Netherthorpe	F/T Barton From Leicester
8	G-BGOG Cherokee G-ARRE Jodel DR.1050 N3983W Agusta A.109 G-AYCM Jetranger	Doncaster Huddersfield Worksop Driffield	From Strip Nr Cambridge From Leeds To Southend From Heathrow To Netherthorpe From Whinmoor
9	G-BEGE Aztec	Leeming	
10	G-BDAP Tailwind G-ARRE Jodel DR.1050	Sherburn Haworth	From Southend From Southend
11	PH-WCU Arrow G-BGTJ Cherokee G-OLLY Navajo G-BCPK Cessna F172M	Brough Bagby Brough Doncaster	From Shoreham & Return F/T Staverton To Cardiff F/T Skegness
12	G-BUZZ Jetranger G-CSFC Cessna 150L G-OAUS S.76 Spirit G-ORAY Cessna F182Q	Doncaster Gamston Doncaster Sherburn	Local Flying on Air Test To Blackpool
13	G-MAGI Squirrel G-BHKO Bell 47G G-ATEG Cessna 150E G-AXNS Pup G-GBCA Agusta A.109 G-AZMA Jodel D.140 G-JVMR P.66B Victor G-BMCA King Air 200	Sheffield 4 Mls S. of Linton Sandtoft Sandtoft Brighouse Rufforth Sandtoft Leeming	(1035) Crop-spraying From Humberside To Carlisle From Preston To Fair Oaks From Ronaldsway Via Leeds F/T Fair Oaks From Manchester
14	G-OABG Hughes 500E G-BKIT TB9 Tampico G-BBCA Jetranger G-OHTL S.76 G-AZZK Cessna 414 G-AVUS Cherokee G-OJCB Jetranger G-ARVU Cherokee G-LEON Navajo G-BKUM Squirrel	Emley(Nr H/field) Doncaster Doncaster Doncaster Doncaster Doncaster Doncaster Sandtoft Scunthorpe	From Derby To Netherthorpe From Basildon To Tollerton From Weybridge F/T Stansted From Nottingham From Nottingham From Sandtoft To Hurn To Heathrow To Middlesbrough
15	G-BHSE Commander 114 G-JLBI Long Ranger G-AIDL Dragon Rapide G-TAPE Aztec G-BLLH Robin DR.220 G-BDPA Cherokee G-BBUY Jetranger	Doncaster Doncaster Sherburn Doncaster Netherthorpe Doncaster Doncaster	From Alton Towers Teesside Diversion From Newbury Race Course To Old Warden To Humberside
16	G-OHTL S.76 Spirit G-BCVW Horizon	Sheffield Leeming	To White City From Truro
17	Wessex	Finningley	'Kitty 6' From Gainsborough

Movements in the Area During September (Contd.)

18	G-OCAP Jetranger	Teesside	To Battersea
	G-BBXT Cessna F172M	Burton Constable	From Netherthorpe
	G-JUDY AA 5A Cheetah	Doncaster	
19	G-BHGK S.76 Spirit	Gamston	To North Denes
	G-BHKG Bell 47G	Hatfield(D/caster)	Crop-spraying
	G-MAIS Mooney 231	Doncaster	From Biggin Hill
	G-BDHW Pazmany PL.2	Newby Wiske	To Sherburn
	" " "	Wombledon	F/T Sherburn
	G-BKXO Long-Eze	Church Fenton	Local Flying
	G-BKCE Cessna F.172P	Kirkbymoorside	F/T Norwich
	G-BDMY Cherokee	Felixkirk	From Teesside
20	G-FDCM Duke	Gamston	From Perth
	G-JLCO Squirrel	Wakefield	To Carlisle
	G-ROLF PA32R Lance	Coal Aston	To Leeds/Bradford
	G-BEHN Bell 47G	Cawood	Crop-spraying
	G-BFFE Cessna F.152	Netherthorpe	F/T Doncaster
	G-BHIN Cessna F.152	Netherthorpe	F/T Doncaster
21	G-OIFR Cessna 172RG	Brough	To Southend
	G-AZLD Cessna FA.150L	Sandtoft	From Brough
	G-BEHG Jetranger	Ramskill	From Leeds/Bradford
	G-FOOD King Air 200	Brough	From Leeds/Bradford
	G-BMCA King Air 200	Rufforth	From Wrexham
	G-LKOW King Air 200	Leeming	
22	G-BKIR Jodel D.117	Walton Wood	To Brieghton
	G-WAGY Cessna F172	Netherthorpe	From EMA
	G-ASWL Cessna 172	Sherburn	F/T Dalton
25	G-BIZG Cessna F152	Sandtoft	From Netherthorpe
	G-EMTC Twin Squirrel	Bradford	From Burnley To Rugby
	G-BFTR LongRanger	Whinmoor	From Corby,Refuel To Peterlee
	G-NALA Cherokee	Grindale	From Sandtoft
	G-DGVU Cherokee	Sherburn	From Manchester
	G-BAEP Cessna FA150L	Strip 5m W.PoleHill	From Bourn
26	G-GBSL Duchess	Coal Aston	To Edinburgh
	G-BKIP King Air	Finningley	From Norwich To EMA
	G-OCAP Jetranger	Doncaster	From Newmarket
	G-BKIR Jodel D.117	Felixkirk	F/T Huddersfield
27	G-BDPA Cherokee	Brough	From Gamston
	G-OMMC Arrow	Huddersfield	To Redhill
	G-BLFF Cessna F.172M	Huddersfield	From EMA For Banner Towing
28	G-BEUY Jetranger	Huddersfield	To Leeds
	G-EMAV Squirrel	Doncaster	From Reading
	Sea King	Finningley	'Navy Ve'Arbroath-Yeovilton
29	G-BBXT Cessna F.172M	Burton Constable	From Netherthorpe
	G-BHAF Tomahawk	Sherburn	F/T Sandtoft
	G-AXGZ Condor	Netherthorpe	To Sturgate
	G-BKAO Jodel D.112	Sherburn	
	G-AZSG Arrow	Burton Constable	F/T Netherthorpe
30	G-BEUX Cessna F.172N	Bagby	From Barton
	G-IDWR Hughes 500	York	From Halifax
	G-ONTL S.76	8m West Leeming	From Newbury

Cessna 182R G-BJZO New Resident at Sherburn.

Beagle A.O.P.11 G-ASCC at Brieghton on rebuild (Air Tested 4/10).

LEEDS/BRADFORD AIRPORT AIRLINE NEWS - SEPTEMBER 1984

Air UK have obtained G-DAST, a Shorts 360, on lease from Air Ecosse to operate the Heathrow and Esbjerg services from Humberside. The aircraft is painted in full Air UK livery.

Britannia Airways used the following aircraft in the month:-

G-BAZG 120/04th. 160/15th. 052/19th. 1203/21st. 1603/22nd.
G-BAZI 269/23rd. 208/25th.
G-BECC 160/01st. 120/07th. 160/08th. 052B/195A/12th.
G-BECH 269/02nd. 208/04th. 269B/164A/09th. 109/10th.
G-BFVA 269/30th.
G-BFVB 164/30th.
G-BGNW 052/05th. 208/18th. 052/26th. 120/28th. 160/29th.
G-BGYJ 269/16th.
G-BGYL 164/02nd. 109/03rd. 133/06th.
G-BHWF 164/23rd. 109/24th. 133/27th.
G-BJCU 454/02nd. 164/16th. 109/17th. 133/20th.
G-BJCV 164B/269A/09th. 208/11th. 133/13th.
G-BKHE 454/23rd.
G-BKHF 184/01st. 454/09th. 454/16th. 184/22nd.

British Air Ferries used Viscount G-AOYL on the 15th and 29th and G-AOYM on all the other Saturdays for the Jersey charters for Travtel.

British Airways have confirmed their programme for the 04th November using a Boeing 747 on the Yorkshire Post 'Jolly' flights.

BA9076P STA0950 from London (Heathrow) Empty

BA9077C STD1100 STA1200 Pleasure Flight

BA9078C STD1400 STA1500 Pleasure Flight

BA9079P STD1600 to London (Heathrow) Empty

The aircraft may position in on the Saturday afternoon (03rd) if the weather on the 04th is forecast to be a problem.

British Midland used the following Viscounts on the Heathrow route:-

G-BAPF 420/06th-419/20th. G-BMAT 411/01st-419/06th. 420/20th-420/30th.

Brown Air have not commenced their Oslo service yet due to a hold-up with the Norwegian authorities.

Busy Bee used Friendship LN-NPI on the 01st as BS303 from Bergen and BS304P to Edinburgh on behalf of TTS Tours.

Dan-Air operated Boeing 737 G-BLDE on all the Intasun Palma flights, and BAe 146 G-BKMN on all the Sunday morning Jersey flights with the exception of G-BKHF on the 30th.

Orion used the following Boeing 737s during the month:-

G-BGTY 10th. G-BUJB 01st. G-BKMS 08th. 22nd. 29th. G-BHVI 15th. 17th. 24th.
G-BKHO 03rd.

Spantax used Boeing 737 EC-DTR on the 21st and 28th and EC-DUB on the 07th and 14th.

Wardair have confirmed their times for the Boeing 747 on the 04th November. Flight WD879 will arrive from London (Gatwick) at 10.15 and depart for Toronto at 11.05. The aircraft will have a load of Canada-bound passengers from the South of England with the rest of the seats being taken by passengers from Leeds/Bradford.

LEEDS/BRADFORD AIRPORT - WINTER TIMETABLE - NOV 84 to MAR 85

DAYS	STA	STD	FROM / TO	FLT NO	TYPE	REMARKS
MTWTF..	..	0700	BELFAST (ALDERGROVE)	UK581	HP7	
MTWTF..	..	0705	HUMBERSIDE+AMSTERDAM	UK824	FK27	
MTWTF..	..	0715	PARIS(CHARLES DE GAULLE)	UK703	FK27	
MTWTF..	..	0715	GLASGOW	RD060	SH33	
MTWTFSS	..	0725	LONDON (HEATHROW)	BD411	VC8	
MTWTF..	0745	..	LONDON (STANSTED)	UK214	FK27	
MTWTF..	..	0755	EDINBURGH	UK214	FK27	
MTWTF..	..	0800	OSLO	BZ01	C441	
MTWTF..	0835	..	ABERDEEN + EDINBURGH	UK215	FK27	
MTWTF..	..	0845	LONDON (STANSTED)	UK215	FK27	
MTWTF..	0940	..	BELFAST (ALDERGROVE)	UK582	HP7	
MTWTF..	0955	..	GLASGOW	RD061	SH33	
MTWTFSS	1000	..	LONDON (HEATHROW)	BD412	VC8	
MTWTF..	..	1005	ABERDEEN	UK206	HP7	
MTWTF..	..	1005	CARDIFF + BRISTOL	RD061	SH33	
MTWTFSS	..	1035	LONDON (HEATHROW)	BD413	VC8	
MTWTF..	1105	..	AMSTERDAM + HUMBERSIDE	UK825	FK27	
.....S.	..	1130	BELFAST (ALDERGROVE)	UK583	FK27	
.....S.	1225	..	ALICANTE	BY166B	B737	to 17NOV+Fm 01FEB
MTWTF..	..	1235	HUMBERSIDE + AMSTERDAM	UK826	FK27	
MTWTF..	1315	..	LONDON (HEATHROW)	BD414	VC8	
MTWTFSS	1335	..	DUBLIN	EI334	SH36	
.....S.	..	1335	ALICANTE	BY166A	B737	to 17NOV+Fm 01FEB
.....F..	1400	..	PALMA	BY107B	B737	
.....S.	1400	..	BELFAST (ALDERGROVE)	UK584	FK27	
MTWTFSS	..	1415	DUBLIN	EI335	SH36	
M.....	1450	..	ALICANTE	KG144	B737	
M.....	1500	..	PALMA	BY082B	B737	
.....F..	..	1510	PALMA	BY107A	B737	
M.....	1515	..	PALMA	OM865	B737	to 07 JAN
.....F..	1515	..	PALMA	BY223B	B737	from 01 FEB
MTWTF..	..	1515	LONDON (HEATHROW)	BD415	VC8	
...T...	1520	..	MALAGA	BY056B	B737	
.T.....	1525	..	ALICANTE	BY040B	E737	
.....S.	1530	..	MALAGA	OM861	E737	from 09 FEB
.....S.	1535	..	ALICANTE	BY181B	B737	
M.....	..	1550	ALICANTE	KG143	B737	
M.....	..	1600	PALMA	BY082A	B737	
.....S	1610	..	MALAGA	BY081B	B737	
.....F..	..	1615	PALMA	BY223A	B737	from 01 FEB
.T.....	..	1625	ALICANTE	BY040A	E737	
MTWTF..	1630	..	AMSTERDAM + HUMBERSIDE	UK827	FK27	
...T...	..	1630	MALAGA	BY056A	B737	
.....S.	..	1630	ALICANTE	BY181A	B737	
MTWTF..	1635	..	OSLO	BZ02	C441	
.....SS	1645	..	LONDON (HEATHROW)	BD416	VC8	
M.....	..	1645	PALMA	OM864	B737	to 07 JAN
MTWTF..S	..	1700	HUMBERSIDE + AMSTERDAM	UK828	FK27	
.....S.	..	1700	MALAGA	OM860	B737	from 09 FEB
.....S	..	1715	LONDON (HEATHROW)	BD417	VC8	
.....S	..	1720	MALAGA	BY081A	B737	
MTWTF..	1735	..	ABERDEEN	UK207	HP7	
MTWTF..	1755	..	LONDON (HEATHROW)	BD418	VC8	
MTWTF..	1755	..	BRISTOL + CARDIFF	RD064	SH33	
MTWTF..	..	1800	BELFAST (ALDERGROVE)	UK587	HP7	
MTWTF..	..	1805	GLASGOW	RD064	SH33	
.....S	..	1805	BELFAST (ALDERGROVE)	UK587	FK27	

WINTER TIMETABLE (Contd.)

DAYS	STA	STD	FROM / TO	FLT NO	TYPE	REMARKS
.....S	1825	..	NORWICH	UK208	FK27	
MTWTF..	.. 1825		LONDON (HEATHROW)	BD419	VC8	
.....S	.. 1835		EDINBURGH + ABERDEEN	UK208	FK27	
MTWTF..	1845 ..		LONDON (STANSTED)	UK216	FK27	
MTWTF..	.. 1855		EDINBURGH + ABERDEEN	UK216	FK27	
MTWTF..	1935 ..		EDINBURGH	UK217	FK27	
MTWTF..	.. 1945		LONDON (STANSTED)	UK217	FK27	
.....S	2030	..	BELFAST (ALDERGROVE)	UK588	FK27	
MTWTF..	2035 ..		BELFAST (ALDERGROVE)	UK588	HP7	
MTWTF..	2045 ..		GLASGOW	RD065	SH33	
MTWTF..S	2055 ..		AMSTERDAM + HUMBERSIDE	UK829	FK27	
MTWTF..	2100 ..		PARIS (CHARLES DE GAULLE)	UK704	FK27	
MTWTF..S	2105 ..		LONDON (HEATHROW)	BD420	VC8	

DECODE

ED - BRITISH MIDLAND	B737 - BOEING 737
BY - BRITANNIA	C441 - CESSNA 441
BZ - BROWN AIR	FK27 - FOKKER FRIENDSHIP
ET - AER LINGUS	HP7 - HANDLEY PAGE HERALD
KG - ORION	SH33 - SHORT'S 330
OM - MONARCH	SH36 - SHORT'S 360
RD - METROPOLITAN	VC8 - VICKERS VISCOUNT
UK - AIR UK	

Grindale Movements - September 1984

1st. G-YORK C.172 F/T Sherburn, G-EKBE AA-5A F/T Brough, G-TYGA AA-5B F/T Biggin-Hill; 2nd. G-BOBI C.152 F/T Sherburn, G-AYAV PA-28 F/T Sandtoft, G-ATKU C.172 F/T Doncaster, G-AXRT C.150 F/T Sproatley; 8th. G-BING C.172 F/T Limber?; 9th. G-AZLZ C.150 F/T Acaster Malbis; 14th. G-BAAW Jodel D.119 F/T Leuchars; 17th. G-AZWF Jodel DR.1050 F Edinburngh T Cambridge; 20th. G-AYKT Jodel D.117 F/T Sherburn; 21st. G-AVXT PA-28 F Humberside T Teesside; 22nd. G-AXRT C.150 F/T Sproatley; 23rd. G-AXLS Jodel DR.105A F/T Sherburn; 25th. G-MALA PA-28 F Sandtoft; 27th. G-AZWF Jodel DR.1050 F Rochester T Edinburngh; 29th. G-ARMR C.172 F/T Doncaster; 30th. G-BAGX PA-28 F/T Wombledon, G-AWUJ C.150 F/T Doncaster.

Teesside Movements - August 1984

1 G-AOIY Auster	G-BDRH S-61N	G-BEND Baron
2 EC-CLE DC-9 (Aviaco)	G-BJVZ S-76A	G-AVGA Comanche
3 EC-DTR B.737 (Spantax)	EC-DUB B.737 (Spantax)	G-BGEM P.68B
5 G-JANS Cessna 172	G-BFLN Cessna 150	
6 G-FOOD K.A.200	G-BJJO Bell 212	G-BJVZ S-76A
7 PH-MET Citation	G-IPRA K.A.200	G-BAKS Jetranger
8 LN-PAB K.A.200	G-GASB Hughes 500	G-KWIK P.68B
10 EC-BZO CV-990 (Spantax)	EC-DUB B.737 (Spantax)	YU-ANE Tu-134 (Aviogenex)
G-BJVZ S-76A	G-BKJW Aztec	G-BBNO Aztec
12 G-TLOL Cessna 421C	G-LYNN Lance	G-BDOI Hiller UH-12
13 G-RBLA T.Otter	G-BBIC Cessna 310	G-BBIF Aztec
14 G-HHOI HS.125	G-AYWB BAC 1-11 (BIA)	
15 LN-PAJ King Air	G-INMO Navajo	G-BJVZ S-76A
16 G-HHOI HS.125	G-BKFN Bell 214	G-BCYP Jetranger
G-BBUY Jetranger	G-BBGI Fuji FA.200	G-EDUY Robin DR.400
17 G-EKZH Super Puma	G-ORMC K.A.200	G-INDC Cessna 303
18 D-EGKT Cessna 172	G-OCAP Jetranger	G-BHBF S-76A
19 YU-AJV Tu.134 (Aviogenex)	F-GDCS K.A.200	G-EJJP Bell 212
G-BDOI Hiller UH-12	G-BJIU Bell 212	G-NEWS Jetranger

Teesside Movements - (Contd.)

20 PH-KID Chieftain	EC-BIP DC-9 (Aviaco)	G-BAWK Cherokee
21 OY-CBP K.A.200	OY-AZN Navajo	G-SFHR Aztec
22 PH-SBW Warrior	LN-PAG K.A.200	F-GDCS K.A.200
23 LN-KLK CV-440 (Nor-fly)	N8104G Cessna 210	G-ATAF Cessna 172
24 YU-AHX Tu-134(Aviogenex)	EC-BZO CV-990 (Spantax)	EC-DTR B737(Spantax)
N84MD K.A.200	G-MLCS Cessna 414A	
25 G-AOIY Auster	G-SORR Ecureuil	G-BOOK Pitts
27 TF-VLJ B.707 (Eagle)	EC-CLD DC-9 (Aviaco)	G-TEFH Citation
29 G-CUKL K.A.200	G-ASND Aztec	G-AVPS T.Comanche
31 D-EITI Arrow	OO-FLH Arrow	G-AVPJ T.Moth

7th. PH-HET F Rotterdam T Stornoway; 8th. LN-PAB F/T Oslo; 18th. D-EGKT F Dalcross T Bonn; 19th. F-GDCS F Le Bourget T Gatwick & return on 22nd; N84MD F Brussels T Dalcross; 31st. OO-FLH F/T Ghent.

Teesside Movements - September 1984

2 D-EITI Arrow	F-GDAV Learjet	G-OAUS S-76A
4 G-GASB Hughes 500	G-SCOT Chieftain	G-AVMA Horizon
5 G-KWIK P.68B	G-AXDL T.Comanche	
6 OY-AUH Navajo	PH-HET Citation	G-AZNO Cessna 182
7 N84MD K.A.200	G-BJJP Bell 212	G-BKVH Cessna 404
8 F-GDAE Learjet	G-BFLN Cessna 150	G-YIII Cessna 150
9 XV292 Hercules	G-BLOA Viscount (BAF)	
11 G-BFOH Bell 47	G-BDBJ Cessna 182	G-AYHY RF-4D
12 SE-DDW Diamond	XW789 HS.125	XX629 Bulldog
13 G-BSHL HS.125	G-EGOY Chieftain	G-TYRE Cessna 172
14 XV105 VC10	G-FOOD K.A.200	G-BKTN Jetstream 3102
15 G-ROLL Pitts	G-WREN Pitts	G-ONOR Cessna 425
17 G-AXWH Islander	G-AVLW RF-4D	G-AVNZ RF-4D
18 N9012P Casa 352L	N14496 Cessna 172	LN-PAH Cessna 404
G-HIRE Cougar	G-AZZW RF-5	G-GASB Hughes 500
G-DNUM Ecureuil	G-BHVV Bell 47	G-OCAP Jetranger
19 G-KWIK P.68B	G-AYEI Navajo	
21 G-APET Merchantman	G-FOOD K.A.200	G-AYCH Jetranger
22 G-BIBG S-76A	G-EJJR Bell 212	G-NEWS Jetranger
24 F-BVJK Aztec	G-WOLL Agcat	G-BHYB S-76A
26 TF-VLJ B.707 (Eagle)	D-EHCN Cessna 210	G-MAFF Islander
G-JAKY Navajo	G-BDZU Cessna 421C	G-BJVZ S-76A
27 OY-AUH Navajo	G-RUSH Cessna 404	G-EGOY Chieftain
28 G-BHLF HS.125	G-LUCY T.Comanche	G-FOOD K.A.200
29 G-MOVE Aerostar	G-BHYU K.A.200	G-BKTZ T.67M
30 G-AVIG Jetranger	G-BBEW Aztec	

2nd. D-EITI F Southend T Munster, F-GDAV F Le Bourget T Gatwick; 6th. OY-AUH F Esbjerg T Glasgow (and 27th), PH-HET F Stornoway T Rotterdam; 7th. N84MD F Gatwick T Inverness; 8th. F-GDAE F/T Le Bourget; 18th. N14496 F/T Clacton; 24th. F-BVJK F/T Calais; 26th. D-EHCN F Munchen T Staverton.
N9012P was en route Dyce to Rochester when it diverted in with an oil leak. After repairs it took off & then returned with a hole in a piston - it is still at Teesside at the time of writing.

Airline Review

Air Ecosse Short 360 G-DASI was leased to Air Business on 12th August but has since returned and leased to Air UK to operate its recently received Humberside-Norwich-Heathrow service. The Airline are reputed as having been awarded the LBA-Gatwick licence.

Air UK The Humberside-Aberdeen service is now operated twice daily (Mon-Fri) with a morning and evening return flight.

Avon Air Service A new Airline that has been awarded licences to operate Bristol - Alderney, Bristol-Bournemouth and Alderney-Exeter routes. Services were due to

Airline Review (Contd.)

begin mid-September using Islander, Trislander, Aztec and Cessna aircraft.

Birmingham Executive have ordered a Saab SF-340 for delivery in February 1985, and will be used in service to Copenhagen and Milan. The first Gulfstream 1 is due on 14th October and Birmingham-Stuttgart service should commence in November.

Britannia Airways the next two Boeing 767s will be registered G-BLKV (23072) and G-BLKW (23250). The airline is awaiting the outcome of its application to operate to Mombasa (Kenya). The B.767s will operate out of Birmingham and Glasgow for the first time this winter.

British Airways have come out well in an agreement with the Government regarding the future of the British Airline Industry. Despite the CAA report they have only lost services to Jeddah and Dharan to B.CAL but have gained B.CAL's South American services and unused licences to Denver and Tampa. The other British Independent Airlines aren't very happy about the outcome. The Airline are also reported to be considering an order for the B.Ae.146 to replace some of its BAC 1-11s.

British Midland are to acquire two Friendships and further DC-9s to replace their own and Manx Airlines Viscounts. The Boeing 707s are reported to be 'laid up' after the season due to lack of work.

Brown Air Services have now applied for licences to operate LBA-Frankfurt following the success of its LBA-Oslo application.

Dan Air are to lease Boeing 727 G-BAEF (18879) to Royal Nepal Airlines from 12th October. It is reported that they have lost the contract to fly for Intasun from LBA to British Airtours, who are to operate two Tristar and two 737 flights next Summer.

Euro Air has expanded its leasing arrangements and won two major contracts. One is for a Viscount to be leased to Tunisavia to operate Tunis-Malta and the other is the lease of a Bandeirante to a Nigerian carrier to operate from Lagos.

Highland Express is the name of a new Airline set up by Mr Randolph Fields, an American lawyer who set up Virgin Atlantic, with the backing of Richard Branson, to operate cheap Transatlantic flights from Prestwick to New York and Toronto. Feeder services are to be provided from Birmingham, Stansted and Maastricht and also a licence to operate a Stansted - Maastricht service. If allowed the services would start in June '85, but aircraft details have not been released.

Janus Airways are planning to extend their services from Lydd to include Jersey. If approved they would operate 4 flights per week during next Summer.

Loganair have recently been using Air Orkney Islander G-BES0 (2004), but should be replaced by their own new Islander G-BJOP by now. Bandeirante G-BHHA (244) and G-BIBE (288) are to be sold to Provincetown-Boston Airlines during October.

Monarch the fourth Boeing 757 is to be registered G-MONE (23293). The Boeing 737 fleet could be reduced to one this Winter as G-DGDP (22767) and G-DWHH (22761) will be leased to Canada again and G-DFUB (22415) is to be leased to Wien Air Alaska. G-GPAA (22071) will return to Guinness Peat and will not operate for Monarch again as it is apparently unpopular with the crews.

'ATTENTION ALL "DOT" SPOTTERS!

The all new Winter '84/5 edition of the unique CAS publication "ACROSS THE ATLANTIC" is now available. The new seventh edition has all the features of previous editions, but has been completely revised and brought right up to date. ACROSS THE ATLANTIC is the only "timetable" of scheduled trans-Atlantic and trans-Polar flights designed specifically for use by the aviation enthusiast. A sister publication "AIRCRAFT RADIOS AND AIRWAYS", a "handbook" for the flyover enthusiast is also still available with a new edition due out soon. The price for each book is still only 70p + 20p for post/packing. As a special offer, order both books for £1.15 + 30p p & p. Cheques, etc. payable to Cheshire Aviation Society. All orders to:- Phil Kinder, CAS Publications, 10 Park Avenue, Romiley, Stockport, Cheshire, SK6 4PF.

FLORIDA FESTIVAL * (1st - 16th JULY 1984)

The title of this article is taken from the name of a huge marquee in Orlando, Florida. It contains a variety of shops and stalls which sell many exotic goods of North and South America. I have likened this to the many exotic aircraft we were going to see in the following two weeks, but our travels were to begin back at a well known place in England, namely Gatwick Airport.

Having arrived safely at Gatwick we proceeded to the British Caledonian Charter checking in desk for Flight BR5737 to Orlando, via Bangor, Maine. Once we had checked in, and obtained our window seats, we had an hour or so to kill, so we took the opportunity to go up to the spectators terrace where we logged the following:- G-VIRG/ZK-NZX/4R-ULF B747s. I-FLYC Learjet 35 A6-HHM B727

Plus G-BJZE DC10 which was to take us 4,000 miles Westward in the next 10 hours to the United States. It was now time to clear Customs and board the aircraft. At 3.40pm local time, we took off Runway 26 and our route took us over the River Severn, Southern Wales, and Cork in Eire before we made our crossing of the Atlantic. Cruising at 37,000ft at Mach 0.82 (550 mph) the flight to Bangor was to take 7 hrs, during which a meal was served and numerous complimentary drinks.

Captain Page then lit up the seat belt sign and we started our descent into Bangor. The descent taking us over Newfoundland and New Brunswick before we landed, where the temp. was 84C. Bangor is a large airport, but with not many movements, similar to Stansted in the UK, I suppose. Bangor is used by B.Cal. as a stop to clear Customs and get the aircraft cleaned out and re-fuelled. Our stay at Bangor lasted 1½ hours which gave time to log the following:-

63606/63640/63622/71443/71491/71505 all KC135 tankers Maine ANG. N6829J/N304BH Beech 1900s N204TC Beech 99 (Bar Harbor Airlines).

Having reboarded the aircraft we took off heading South down the Eastern Seaboard, the flight taking us over Boston, New York, Norfolk, Virginia, Charleston, North Carolina and finally to our destination of Orlando, Florida.

The flight lasted 3 hours during which we were given more of those complimentary drinks, my head was starting to spin by this time.

The descent into Orlando was quite an experience as there were thunderstorms in the area. As it was dark, the sky was lit up below us with fork and sheet lightning. Having made several turns to avoid 'build up' G-BJZE duly landed at Orlando Int. Airport. We were soon whisked away to our hotel and were ready for a good nights sleep.

Our holiday was a two centre holiday, with the first week being spent in Orlando and the second week in Lauderdale, some 200 miles to the South, only 25 miles from Miami. Here are some of the interesting aircraft seen at Orlando International Airport:- D-AIAD A.300 (North Eastern) ex. Lufthansa. M1929 B.727 (Flying Tigers). N925UP B.727 (United Parcel Service). N727PL B.727 (Interstate). TF-GCV DC8-63F (Evergreen). N4339D CV880 (Rainbow Air). N51CC/N83TF Citation, N660W Jet Commander, N55SX/YV147CP Citation 550s, N148PE Jetstar, N933OB Citation 650, N43620 Piper Malibu.

ORLANDO EXECUTIVE AIRPORT

N32W Citation, N4583A Catalina, M10WL Merlin, N3118M B.Ae.125, N6118A K.A.200.

As Orlando is centrally placed, geographically speaking, it provided an ideal base to visit both the Atlantic & Gulf coasts. On the Gulf coast there is Tampa and St. Petersburg-Clearwater. Tampa provided the following:-

N422EX B.727 (Emery Worldwide), M130FE B.727 (Federal Express), N160PB/65PB/88PB/67PB C.402s (P.B.A.) M199PB Bandeirante (P.B.A.) N30KA Convair 580 (Tiger Air) M136NA Jetstar, M1WC Westwind, M16MK Gulfstream II, N53FB Citation, M137TA Learjet 35, N9032H/N48HH Merlins, N702SA Rockwell Fuji 700.

Just across Tampa Bay, by means of the Campbell Causeway, is St. Petersburg-Clearwater Int. Airport. It is about as busy as L.B.A. though some of the aircraft are larger. Here are some of the more interesting ones:-

N8969U DC8 (Arrow Air), 1704 C.130 (US Coast Guard), N415PE B.737 (People Express), N73168 CV580 (Atlantic Gulf), N910RG CV580, N889P/600RC DC 3.

St.Petersburg-Clearwater Int.Airport (Contd.)

M140RC Learjet 24, N341FW/25AM Learjet 25, N20RG B.Ae.125, N617CC/503GP Citation, N3848V Beech F-90, C-FMSM C.310.

Across on the Atlantic Coast was a small airfield known as Ti-Co and we visited there on the way to the Kennedy Space Centre at Cape Canaveral.

K683/K685 Dakotas ex.R.Danish Air Force, N5907 Catalina, N6578D Liberator.

Midway between Tampa and Orlando is Lakeland. This is a typically American town and at it's local airfield Piper build a variety of aircraft but mainly Navajos. Lakeland Municipal Airport produced:-

N145S/N144S/N259S Martin 404s (Air Florida Commuter) (Stored). N64CF Learjet 35. M10122 B.Ae.125. N25W/N2FX K.A.200. N373DM Panther Navajo (Standard Navajo with improved engines and winglets). N4263F A.109. NL20JS Mustang. N3931R Harvard. D-IGAR Navajo. TJ-AFP Lance.

Photographs at these airports are no problem, although at Orlando Int Airport, there were no spectator terraces as such in the terminal building. It is necessary especially at the larger airfields, to develop the art of "Chain Link" photography, though this is nothing new to us. Anyway the best places for photographs are at the end of the runways, Miami & Ft. Lauderdale being especially good for this. Our time in Orlando was coming to an end & it was time to transfer down, by car, to Fort Lauderdale. The road we took was the Florida Turnpike, the M1 of Florida, but it is not nearly as busy. We didn't even encounter any roadworks which made a nice change. En route we called in at West Palm Beach Int. Airport. A very pleasant airport with, as you would expect, lots of Palm Trees.

M112DL B.767 (Delta) N515EA B.757 (Eastern) N64319 B.727 (T.W.A.) N451AM Casa 212 (Gull Air) 161628 FH227 (USAF) M123MJ T.33. M168LG/200MF/300MF DC 3s C6-BEF HS.748 (Bahamasair). N25FS Learjet 35, N500JR Gulf 2, N62K/96BB Jetstars, N88BF Sabre 60, N2TW/N700ER/N96TC Citations, N1012T Merlin, YV2264P C.402, D-IHKH C421B.

Having had yet another Big Mac & Coke it was time to move on to Fort Lauderdale and hopefully onto more exotically registered aircraft and we were not to be disappointed. Fort Lauderdale Int. Airport. These are the highlights of 3 or so visits to the field:- M116FE/M1208/N2669/M117FE/N5974 Gulf 3s (Challos International), N1545 BAC 1-11 (Florida Express), M107DA B.767 (Delta), N212FE/N203FE B.727 (Federal Express), C-GHDS B.737 (Nordair), N909TW MD80 (T.W.A.) 1201 B.707 (Columbian A.F.), N707HD B.707, C6-BEQ/C6-BEX B.737 (Bahamasair), M159P YS.11 (P.B.A.) (ex.Piedmont), P2-PNG/N5SJ Gulf 2, N407PC/N4LH Falcon 20s, C6-BPC/N77VK/4997E HS.125, N727US Sabre 75, N71DL/N888DL/N7ES/N777FV Hansa Jets, M158DP Jetstar, N24KCF/N802W Learjet 24s, N44NJ/N66NJ/N77NJ/N660A/M123CG/552TA/M185BA/5N-AOC Learjet 25s, N87DE/N602NC/N30W/N62PF/YN-BVO/YV01CP/YV432CP/YV434CP/YV65CP all Learjets 35s, N41GS Sabre 40, YV589CP Corvette, N504C Gulfstream 1, M19544 DC4, HI-272 Soneca, C-GBGL/M15JP Beagle 206, N481A Nord 262 (Pompano Air).

Also seen at Ft. Lauderdale were aircraft of North Eastern, An expanding airline in Florida, with the majority of its aircraft being leased from other airlines & even Aircraft Manufacturers. For example:- D-AIAE/D A.300 ex.Lufthansa, F-ODRD A.300 ex. Airbus Industries, OY-KTE DC8 ex.S.A.S. N2808W 727 ex.Western, PP-SNE/F 727 ex.VASP.

The other major airfield is Fort Lauderdale Executive which had its fair share of interesting aircraft:- N601AE IAI Arava, N3XW DC3, N673R Dove, N8LG Electra, M165ST Gulf 3, N43FE/N44FE/N42HM/N52AJ all Learjets 25s, M128DM/N68WM/N99DM all Learjets 24s, N32HM/M135ST Learjet 35s, N589CC Citation, N350E/N4260K Sabre 75s, YV500CP Merlin, YV45CP Rockwell 980, YV944P C.421C, YV2135P C.404, YV83CP R.690B, YV1171P C.340, YV936P Duke, YV1280P Bonanza, TI-AOR Baron, ZP-TRH C.210, PT-JXW C.210, I-FAIR Siai 260T.P.

The next few days were spent soaking up the Florida sunshine on the beach at Fort Lauderdale. With the warm sea making a change from freezing your toes paddling in the North Sea at Brid. Having recharged our batteries, it was time to get off to Miami Int. Airport & Opa Locka of course. Our first stop was Opa Locka, and I am sorry to say I think we hit it on a bad day. The aircraft we saw included- YV-531CP Queenair, YV-129C/131C DC8s (Viasa) (Stored), CF-CPI DC8 (C.P.Air) (Stored), YS-154P Aztec, HR-ADC C.210.

FLORIDA FESTIVAL (Contd.)

After that disappointment it was off to Miami to brighten our spirits up. A visit to this airport is an experience in itself. Having heard so much about it, the reality was just how I imagined it. Of course, South American aircraft are prominent here with many airlines seen that I never knew existed. Airlines such as APA International, Aeromar, Interamerica Cargo, Florida West, AECA and so on. Quite a number of aircraft here were either stored or for maintenance, with many missing bits of wings, engines or tail units. Below I have listed a cross-section of the aircraft that were seen on two visits.

HI-413 DC8F (Aeromar), EC-BMV DC8F (APA International) (ex. Iberia), No. 371 DC8 (Peru Air Force), HC-BKN DC8F (AECA Cargo), OY-SBL DC8 (Sterling), YV-128C DC8 (Viasa Cargo), HK-1C55X DC8, CP1365 B.707, HI-372 B.707 (Aeromar), N700FW B.707F (Florida West), HK2600X B.707 (Tampa Columbia) (ex. B. Cal.), HK1718X B.707 (Avianca), 8P-CAD B.707 (Caribbean Air Cargo), HC-BGP B.720 (Equatoriana), N8805E CV990, N144US DC10 (Jet 24), N1003L DC10 (Mexicana), 6Y-JMC B.727 (Air Jamaica), HP-661 B.727 (Air Panama), TI-LRQ B.727 (Lacsa), XA-DUI B.727 (Mexicana), YS-ALA B.727 (Aviateca Guatemala), C-GAAX B.727 (Air Canada), C-GAUN B.767 (Air Canada), 6Y-JMK A.300 (Air Jamaica), F-ODRD A.300 (North Eastern), PJ-SEF MD.80 (A.L.M.), N1003X MD.80 (Aeromexico), 9Y-TFH DC9 (BWIA), HC-BHZ CL.44, J6-SLO CL30 (Air St. Lucia), N779TA DC6 (Trans Air Link), BIZJETS:- N10TX F.10, N3831C/N15TS Sabres, N631CG/N1307G Citation 3s, HI-420 Citation, N118R/HP-1A F-20s, VC93-2120 B.Ae.125 (Brazil A.F.), General Aviation:- XA-MIT Pa.31, YS-225P Pa.23, HP-960 King Air 200, HK2478 R.980, YV458P/D-IFLM C.421s, YV415CP DC3, HI-308 Aerostar. Commutors:- N967M/N474DM Martin 404 (Marco A/W), N2708B F.27 (Air Cortez),

At the time of our visit to Florida, Air Florida went bankrupt and most of the fleet of B.737s & DC9s were seen at Miami, including leased 737 EI-BDY. As usual the holiday was over far too quickly and it was time to return to Orlando, where we were returning to England, with the help of British Airtours B.747 G-BDXL. We arrived at Manchester 15 mins. ahead of schedule, feeling decidedly jet lagged, but with the memories of not only a wonderful holiday but a wonderful experience.

Paul Mitchell.

ONE OF WORLD'S BIGGEST AIRCRAFT TO MAKE HISTORIC FLIGHT FROM LEEDS-BRADFORD AIRPORT

The biggest civil aviation event in Yorkshire for years will see one of the world's biggest commercial aircraft make historic flights from the newly-extended main runway at Leeds-Bradford Airport on Sunday, November 4. The runway is designed to allow much improved air services to more distant destinations particularly for the population of West and North Yorkshire.

Specially-chartered by Yorkshire Post Newspapers Limited to make the first flight from the new long runway, a British Airways Boeing 747 Jumbo, named "Spirit of Yorkshire", will carry civic heads, members of the Airport Joint Committee, other VIPs and 350 fare-paying passengers on the first flight which will take the aircraft over England, Wales, Ireland and Scotland; followed by moderately low passes over the cities of Leeds and Bradford.

"Jumbo One", as the first flight has been designated, takes off at 11.00am. A second flight, "Jumbo Two", will take off at 2.00pm with another 407 passengers and will cover the same route.

Seats for both aircraft were sold out within 48 hours when they were first advertised just under a year ago. There are pensioners, ex-RAF types, school parties, works outings, people celebrating birthdays, aircraft enthusiasts, plus a lot of people who just want to be associated with this big day for Yorkshire, among the passengers.

Many people are making the trip "because this is the only chance we'll ever have of flying in a Jumbo for fifty pounds", as one of them put it. Every passenger will get a commemorative certificate and other souvenir items.

HISTORIC FLIGHT (Contd.)

The "Spirit of Yorkshire" can in no way be better illustrated than in the enthusiasm of the aircraft's crew of 16. For every single one has volunteered to take part in this unique British Airways operation and all but one are from Yorkshire!

Captain of the giant jet will be Keith Michael Webster, 51, one of the most experienced Jumbo pilots in the world. He is Senior Training Captain of British Airways B747 Flight, whose responsibilities include instructional work on simulators and aircraft with pilots converting to the 747; also for check flights for existing 747 pilots. Also involved in his job is the airworthiness test-flying of the Jumbo fleet.

A former R.A.F. pilot who once flew Meteor jets with No.264 Squadron, then based at Linton-on-Ouse near York, he flew Stratocruisers, Britannias and Boeing 707s with the then B.O.A.C., before converting to British Airways Jumbos.

Car parking is being made available on various sites around the airport but parking will be barred by the Police on the main Bradford-Harrogate Road; on Scotland Lane, Horsforth; on Otley Old Road, on Bayton Lane between Yeadon and Horsforth; on Cemetery Road, Yeadon, near the airport, and on part of Yorkgate, near The Royalty Inn.

Good viewing points will be: Plane Tree Hill, off Bayton Lane; around Yeadon Tarn; Cemetery Road, Yeadon; and around The Royalty Inn, near the top of Otley Chevin. Spectators who park away from the airfield and walk there can, of course, get good close-ups from areas outside the airport near the new runway extension.

The man whose idea it was to run the "Spirit of Yorkshire" flights on Sunday hopes to achieve a personal ambition of many years by being the first passenger to step on to the Leeds and Bradford apron from a Boeing 747 Jumbo jet.

Formerly an aviation correspondent, who has done much to support aviation development in the North, Allen Rowley is Promotions & Publicity Manager of Yorkshire Post Newspapers Limited, and it was he who put forward the plan to British Airways and the Joint Airport Committee to operate the first Jumbo from the newly - extended runway.

He sees the new developments as the spur to the provision of "a fair number" of new jobs: not only at the airport but also with local firms and businesses associated with the airport.

Yorkshire Post Newspapers Publicity.

Airways - September

Frequencies used by London in our upper airspace seem to have settled down again:- Amber 1, Amber 2, Blue 4 etc... (those Northbound to DCS and TAL) use 131.05 along with aircraft travelling Westbound who come onto this frequency at OTR. Northbound aircraft first call up on 131.05 about ten or eleven minutes before POL. Aircraft travelling South to Barton and Honiley also use 131.05... except at peak times of day (basically around breakfast - and perhaps teatime) when 134.425 is used.

The area to the West of BTN is all controlled on 128.05 during daytime hours. Aircraft travelling East along Blue 1 and Red 4 usually do not call on 131.05 but are transferred direct to 134.25 when roughly overhead Upton. In very slack traffic times (say 9pm to 6am) 128.05 shuts down and 131.05 handles all traffic. The shuttle flights operated by BA seem to be a little confusing, I gather from a conversation I had recently the numbers are as follows:-

2 and 3 LHR/MCR
4 and 5 LHR/BEL
6 and 7 LHR/GOW
8 and 9 LHR/EDN

The alphabetical suffix is another matter!! Odd numbers route into LHR, even numbers route out. (Midland use the same odd/even system, too).

Can anyone give a decode of the Dan Air flight codes to flight numbers?

AIRWAYS - (Contd.)

Some September Sightings:-

BIZ-JETS

2	HB-VGT	LJ35	370	LIF	1130	WAL	
	N102HS	G2	390	POL	1159	TAL	
	F-GDAV	LJ23	330	BTN	1535	MID	LGW
	N767RV	B727	330	POL	1555	TAL	ADN
3	A6-HEM	F20	330	POL	1430	GOW	
	N179AR	G2	330	POL	1435	57/10	
	A6-HHM	B727		POL	1525	TAL	
5	N131WT	F20		OTR	1906	BTN	MCR
6	N742K	Sabre	410	DCS	1739	BTN	
	N4759D	125	350	POL	1904	TAL	(ex.GBAZA)
7	N21AM	G2	370	BTN	1107	HON	
	N39W	G2	330	DCS	1605	BTN	LBG
	N490CC	C550	350	POL	1623	TAL	
	N490CC	C550	330	DCS	1935	BTN	STN
	N8000	CL600	330	BTN	1948	WESCO	LHR
9	I-FLYC		430	POL	1029	DCS	
13	F-GASL	HS125		DCS	2040	HON	
14	D-CARO	LJ35	390	OTR	1957	WAL	
15	F-BUQP	SN601	260	POL	1223	DCS	
	A6-HRR	B727	290	TMT	1519	POL	INV
	A6-HHM	B727	330	PCS	2202	BTN	LHR
16	N711SW	DC9	330	POL	1440	TAL	
20	N75G	F50	330	DCS	1652	HON	LGW
	N817M	F50		POL	1835	TAL	
21	N35Q	L Jet	390	POL	1958	GOW	
22	HB-VGV	LJ55	390	POL	1426	TAL	
	N711SW	DC9	330	POL	1605	TAL	
23	N75G	F50	370	POL	1101	TAL	
	F60DJ		280	POL	1219	DCS	
26	N77SW	G3	350	POL	1921	ADN	
29	N238R	LJ55		POL	1215	TAL	EDN
	N300BK	G3	330	POL	1531	TAL	
30	N880F	F50	280	POL	1554	TAL	

Interesting Military movements during September were two USAF C130 flights routing along UR4 on September 9th MAC70474 POL 1026 OTR and MAC 70482 fifteen minutes behind.

On the airliner front the I.T.flights begin to fade in September although some sightings of interest are still very possible. Virgin Atlantic 747 is becoming common along UAI around 1700 calling Virgin One.

1st	HI234	Se210	350	POL	0853	TAL	GOW
3	IF1197		Climb(exMCR)	CTR	1506	DANDI	
9	IM011E	B737		Climb MCR	CTR	1945	(By Lease)
10	GU1479	IL62	350	OTR	1938	WAL	
13	SU248	IL62	330	WAL	1202	CTR	
19	F1902	DC8	350	DCS	1914	EHD	
20	VL525	B737	310	POL	2012	DCS	
23	SU6640	Tu154	370	WAL	1210	OTR	ex SNN
	IQ8544	DC9	350	POL	DCS	ADN	
25	FQ851	DC8	350	POL	1908	57/10	
27	SU248	IL62	370	WAL	1157	OTR	