

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.

- NOVEMBER 3rd. : Annual Quiz - compiled and presented by Steve Rigg and Dave Senior.
- 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

Thanks to Allen Rowley for the reminiscences of his experiences as an aviation correspondent, ably supported by a fine selection of slides. Apologies to the members who had to stand, we will be looking to acquire more seating if these crowds continue.

The trip to Manchester Air Traffic Control on 11th October was once again a resounding success; this venue is proving so popular that it has got to be a "regular" for the future.

Future movements unfortunately include the RAF Tristar from Dusseldorf to Hannover on 2nd November (the day before our meeting!) However, on Tuesday 12th November, flight No. KD6055/1605 is a B.I.A. 1-11-500 from Nuremburg to Gatwick, ETA 1610/ETD 1655.

CREDITS

T.W. Sykes	D. Elam	C. Harper	R. Fozzard	K. Glasby	W.K. Jordan
S.W. Rigg	P. Gibson	S. Jones	Airstrip	Air International.	

Leeds/Bradford Movements - September 1985

1	<u>OY-SUN Cessna 402C</u>		1058	G-ATPJ BAC 1-11	1023	1118
	<u>SE-GOK Cessna 337</u>		1136	G-AOYP Viscount	1235	1314
	<u>G-BKHF Boeing 737</u>		1305 1432	<u>PH-KID Navajo</u>		1402
	<u>G-BAJN AA-5</u>		1400 1547	<u>G-BJYL BAC 1-11</u>	1439	1615
	<u>G-DAFS Cessna 404</u>	n/s	1544 1316(7)	<u>YU-AGJ Boeing 707</u>	1601	1716
	<u>G-AXNA Boeing 737</u>		1612 1712	<u>G-AZKR Comanche</u>	1627	1742
	<u>D-EFLD Archer</u>	n/s	1705 1610(3)	<u>G-AOYG Viscount</u>	1838	1912
	<u>G-BGYK Boeing 737</u>		2001 2033	<u>G-STAT Cessna 206</u>	n/s	2003 1247(7)
2	<u>G-BIED King Air</u>		0812 1533	<u>G-BIYO Navajo</u>	0909	0927
	<u>G-BIZZ Citation</u>	n/s	0941 0748(3)	<u>G-AVUD T.Comanche</u>	1208	1523
	<u>G-BBAE Tristar</u>		1357 1610	<u>G-BBPX Seneca</u>	n/s	1439 1407(6)
	<u>F-GEBH Cheyenne</u>		1509 1600	<u>G-AWWX BAC 1-11</u>	1529	1658
	<u>G-BJET Cessna 425</u>		1619 1654	<u>G-SFHR Aztec</u>	1624	1700
	<u>HB-VFW Challenger</u>	n/s	1859 1257(3)	<u>G-BKWA Cessna 404</u>	1925	2019
	<u>YU-AJJ DC-9</u>		1937 2039	<u>G-BKHO Boeing 737</u>	1947	2047
3	<u>F-GEBH Cheyenne</u>		0712 0732	<u>OO-RWG Cessna 401B</u>	0831	1815
	<u>OO-RPW Seneca</u>	n/s	0843 1732(5)	<u>PH-KID Navajo</u>	0857	1802
	<u>PH-JBW Trinidad</u>		0930 1524	<u>OY-GAZ Cessna 404</u>	n/s	1005 1541(6)
	<u>G-YULL Cherokee</u>		1027 1608	<u>F-GDPV Navajo</u>	1055	1646
	<u>OY-RYT Cessna 421B</u>	n/s	1111 1405(5)	<u>OY-BYP Navajo</u>	n/s	1155 1723(5)
	<u>G-BIZZ Citation</u>	n/s	1249 1246(4)	<u>G-BEKA BAC 1-11</u>	1510	1607
	<u>G-BJLO Navajo</u>	n/s	1647 1126(4)	<u>G-BJET Cessna 425</u>	1733	1911
	<u>G-JLGO Twin Squirrel</u>		1759 1838			
4	<u>G-BJBP King Air 200</u>		0812 0838	<u>OO-RWG Cessna 401B</u>	0815	0839
	<u>G-BDYF Cessna 421C</u>		0819 1416	<u>OO-VLH Navajo</u>	0822	1819
	<u>OO-JET T.Comanche</u>		0847 1748	<u>OO-LFL Cessna 441</u>	0848	1902
	<u>G-BLRT Short SD.3-60</u>		0915 0927	<u>G-SALV King Air</u>	0939	1018
	<u>OO-MRF Aerostar</u>	n/s	0953 ?	<u>G-BIIT Warrior</u>	n/s	1037 0936(5)
	<u>G-BIBC Cessna 310</u>		1136 1731	<u>OO-RWG Cessna 401B</u>	1215	1904
	<u>G-BHCP Cessna 152</u>		1237 1327	<u>G-OAUS Sikorsky S-76A</u>	1321	1439
	<u>G-GFLY Cessna 150</u>	n/s	1418			
5	<u>G-AOYO Viscount</u>		0740 0821	<u>OO-RWG Cessna 401B</u>	0835	0922
	<u>G-OAKL King Air 200</u>		0844 0917	<u>PH-MTB Navajo</u>	0902	1801
	<u>G-IBLL Commander 690D</u>		0919 1651	<u>G-POLO Chieftain</u>	1010	1119
	<u>G-SALV King Air</u>		1015 1040	<u>G-NEWR Chieftain</u>	1019	1116
	<u>G-OAKS Cessna 421C</u>		1059 1420	<u>G-ARID Cessna 172</u>	1230	1402
	<u>OO-RWG Cessna 401B</u>		1312 1847	<u>G-EJCB Agusta A.109A</u>	n/s	1512 0910(6)
	<u>G-AZTS Cessna 172</u>		1542 1614	<u>OO-VLH Navajo</u>	1703	1805
	<u>G-AOYO Viscount</u>		1932 2001	<u>G-BKVZ Boeing 767</u>	2140	2235
	<u>G-BFVA Boeing 737</u>		2145 2305			
6	<u>F-GEBH Cheyenne</u>		0822 0907	<u>EI-BHL King Air</u>	0958	1314
	<u>G-CPTS Jetranger</u>		1010 1041	<u>G-BIZZ Citation</u>	1029	1613
	<u>G-BHRM Cessna 152</u>		1045	<u>G-BJVV Aiglon</u>	1047	1507
	<u>G-BECH Boeing 737</u>		1306 1452	<u>G-SMJJ Cessna 414A</u>	1405	1504
	<u>G-BGDR Boeing 737</u>		1415 1555	<u>G-BHIN Cessna 152</u>	1422	1520
	<u>G-BADR Boeing 737</u>		1428 1539	<u>G-BCXR BAC 1-11</u>	1444	1616
	<u>G-EJCB Agusta A.109A</u>		1500 1530	<u>G-BHCP Cessna 152</u>	1547	1632
	<u>G-BALM Cessna 340</u>		1630	<u>G-BIUI Cessna 152</u>	1648	1734
	<u>G-BFGH Cessna 337</u>		1657	<u>G-FAST Cessna 337</u>	1705	1720(7)
	<u>G-CEGB Twin Squirrel</u>		1724 1749	<u>G-AWLP Mooney M.20F</u>	1737	1809
	<u>G-POLO Chieftain</u>		2043 2115	<u>G-NEWR Chieftain</u>	2041	2107

Leeds/Bradford Movements (Contd.)

7	G-OAKL King Air 200	1128	1309	G-BKUN Cessna 404	n/s	1251	1559(9)	
	N260LB Bonanza	n/s	1339	1547(11)	G-RMSS Short SD.3-60	1451	1521	
	G-BFLH Anson	n/s	1500	1633(9)	G-SCHH B.Ae.146	1506	1556	
	G-SFHR Aztec		1713	1855	G-AOYO Viscount	1748	1833	
	G-WELL King Air 200		1759	2014	G-STAT Cessna 206	n/s	1804	1416(8)
	LZ-BTL Tu-154		1823	1920	<u>EC-DTR Boeing 737</u>		1859	2002
	G-BBEM Jetranger		1901	2141				
8	G-ATPL BAC 1-11		1022	1124	G-AOYL Viscount		1300	1337
	G-BKHF Boeing 737		1312	1431	G-AWLL Jetranger		1446	1513
	G-BJYL BAC 1-11		1454	1600	G-BADP Boeing 737		1605	1704
	YU-AGI Boeing 707		1621	1739	D-EFWG Cessna 182	n/s	1627	1212(11)
	G-STAT Cessna 206	n/s	1725	0837(14)	G-APEY Viscount		1837	1917
	G-BAZG Boeing 737		2007	2043	G-BEYL Cherokee	n/s	2128	1152(13)
9	F-BXOL King Air 200	n/s	0811	1930(10)	F-GBRD King Air		0826	1845
	F-BVRS King Air		0952	1740	G-ONOR Cessna 425		1013	1046
	D-INJA Navajo	n/s	1316	0944(10)	G-AWKO HS.125		1441	1503
	G-BBAJ Tristar		1448	1635	G-BJYM BAC 1-11		1517	1654
	F-BOEZ Aztec	n/s	1557	0912(10)	G-FJKI Cessna 404		1640	1656
	G-ONOR Cessna 425		1732	1758	YU-AHO DC-9		1911	2204
10	F-GERS King Air 200		0801	1927	F-BPIZ Baron		0903	1739
	G-POST Bandeirante		0932	0951	G-AXDL T.Comanche		0942	1637
	G-EGEE Cessna 310		0958	1430	G-POST Bandeirante		1109	1130
	G-BOBI Cessna 152		1126	1635	G-BQXF HS.125		1128	1616
	ZD621 HS.125		1244	1656	G-BDAE BAC 1-11		1437	1623
	G-POST Bandeirante		1447	1603	G-BRWN Gulfstream 1	n/s	1452	0845(18)
	G-AWCD Jodel DR.253		1551	1630	G-WYMP Cessna 150		1652	1752
	G-POST Bandeirante		1653	1722				
11	G-NIKY Chieftain		0848	1753	G-BLKY Baron		0855	1643
	G-BGZP Twin Otter		1026	1736	G-AXAX Aztec		1047	1844
	G-OBSV Observer			1146	G-LONG LongRanger		1222	1336
	F-GDHK Gulfstream III		1315	1601	G-BHRM Cessna 152	n/s	1747	1132(13)
	G-BGHP Duchess		1847	1925	G-BSDL Tobago	n/s	1852	1621(15)
12	G-BKIP King Air		0853	1153	G-HIGS Cessna 404		0947	1018
	G-BGKV Arrow		1046	1147	G-BHAY Arrow		1106	1450
	G-PTWB Cessna 303	n/s	1122	1510(27)	G-BKFW Boeing 767		1341	1500
	G-BMDC Cherokee Six		1432	1809	G-BJCV Boeing 737		1528	1655
	G-BKHF Boeing 737		1657	1830	G-GASB Hughes 500		1721	1751
	G-CORR Twin Squirrel		1742	1805	N260LB Bonanza	n/s	1745	1531(17)
13	G-GASB Hughes 500		1037	1136	G-ZERO AA-5B		1041	1526
	G-BFIG Cessna 172		1112	1228	G-AWLP Mooney M.20F		1148	1330
	G-BECG Boeing 737		1328	1446	G-BDNU Cessna 172		1331	1452
	G-AZKR Comanche		1336	1528	G-BFZH Arrow		1351	1639
	G-BGDR Boeing 737		1414	1630	G-BBIL Cherokee		1430	1629
	G-BGYL Boeing 737		1426	1528	G-BCWA BAC 1-11		1516	1633
	G-BJET Cessna 425		1534	1809	G-ASMW Cessna 150			1546
	G-BJCY Slingsby T.67A		1600	1654	G-BHCP Cessna 152		1648	1728
	G-BHRM Cessna 152	n/s	1650	?	XV724 Wessex		2027	2105
14	G-AYCM Jetranger		0931	1047	N917J Jetstar		1029	1621
	G-BGYL Boeing 737		1304	1601	G-TPPH Jetranger		1335	1400
	G-OHTL Sikorsky S-76A		1344	1410	G-OAUS Sikorsky S-76A		1417	1511

Leeds/Bradford Movements (Contd.)

14	G-BLTE Cessna 182	1437 1533	40083 C-21A	1457 1544
	G-SCHH B.Ae.146	1503 1553	G-AYCM Jetranger	1607 1631
	EC-DUB Boeing 737	1723 1838	G-APUZ Comanche	1749 1911
	G-AOHH Viscount	1811 1856		
15	G-BLTE Cessna 182	1015 1049	G-ATPL BAC 1-11	1026 1121
	G-AOYL Viscount	1238 1324	G-BKHF Boeing 737	1314 1533
	G-AYEF Cherokee	1316 1403	G-ATRU Cherokee	1444 1555
	G-AXYD BAC 1-11	1522 1644	G-BHWF Boeing 737	1559 1705
	G-BAJN AA-5	1632 1728	YU-AGJ Boeing 707	1652 1806
	G-AZZV Cessna 172	1709 1803	G-BSDL Tobago n/s	1752
	XV195 Hercules n/s	1825 1612(16)	G-BNAA Viscount	1859 1948
	G-STAT Cessna 206 n/s	2021 1421(20)	G-BFVA Boeing 737	2040 2134
	G-BHNI Cessna 404	2125 2130		
16	G-BAIM Cessna 340 n/s	0907 1625(27)	OY-SUZ Cessna 303	0910 1525
	G-BCPO Partenavia P.68B	1003 2113	G-FISH Cessna 310 n/s	1006 0905(24)
	G-AYZE T.Comanche	1243 1548	40083 C-21A	1248 1350
	G-BBAE Tristar	1353 1557	G-JLGO Twin Squirrel	1439 1758
	G-AXYD BAC 1-11	1506 1627	G-BJBI Cessna 414A	1635 1714
	G-BKWA Cessna 404	1930 2021	G-BGTY Boeing 737	? ?
	YU-AHL DC-9	1942 2056		
17	G-AZMK Aztec	0959 1409	G-BLFV Cessna 182	1025 1651
	G-BIWP Mooney M.20J	1238 1756	G-BCWA BAC 1-11	1419 1607
	G-AZVV Cherokee	1544 1647	G-BJYD Cessna 152	1615 1650
	G-FNDL Cessna 303	1916		
18	G-BGNU King Air	0850 0900	HB-VHA Citation	0855 0935
	G-YABU Commander 695A	1009 1819	G-BGNU King Air	1751 1802
19	G-JETE Citation	0923 1145	OY-DRH Riley 65/C.310	1142 1642
	G-AZZV Cessna 172	1223 1250	G-AZLY Cessna 150	1327 1351
	HB-VHA Citation	1425 1455	G-BLKW Boeing 767	1531 1711
	G-BDSL Cessna 150	1540 1618	G-BEYV Cessna 210 n/s	1621 1045(20)
	G-BAZH Boeing 737	1928 2026		
20	G-ONOR Cessna 425	0750 1304	G-AXAX Aztec	1101 1547
	G-AZLY Cessna 150	1208 1238	G-BJYD Cessna 152	1209 1245
	G-BAZG Boeing 737	1326 1439	G-MOVE Aerostar	1339 1532
	G-BGDP Boeing 737	1414 1604	G-BEYV Cessna 210	1417 1444
	G-BFVA Boeing 737	1454 1608	G-BHIN Cessna 152	1500 1549
	G-CEGB Twin Squirrel	1617 1640	G-AWLP Mooney M.20F	1647 1753
	G-BCXR BAC 1-11	1726 1829	G-OSCC Cherokee Six	1751 1837
	G-BHRM Cessna 152 n/s	1821 1324(23)	G-BBPX Seneca n/s	1823 1031(23)
	G-BEYV Cessna 210 n/s	1827		
21	G-OCAP Jetranger	1506 1541	G-SCHH B.Ae.146	1518 1616
	PH-CBU Lance n/s	1530 1223(22)	EC-DUB Boeing 737	1725 1900
	G-ELNB Viscount	1755 1842	G-BHLP Cessna 441	1822 1855
	LZ-BTS Tu-154	1827 1941		
22	G-ATPL BAC 1-11	1018 1126	G-VAUN Cessna 340	1204 1510
	G-APEY Viscount	1258 1338	G-BRIT Cessna 421C	1324 1341
	G-BGYK Boeing 737	? ?	D-IFVH Navajo	1424 1544
	OO-CJA Bonanza n/s	1529 1144(24)	YU-AGJ Boeing 707	1602 1715
	G-BADP Boeing 737	1618 1708	G-BBBC Cessna 150	1641 1707
	G-BKHT B.Ae.146	1723 1751	D-EEERB Archer n/s	1850 0953(25)
	G-BGNW Boeing 737	1959 2047	G-CSZB Viscount	2037 2120

Leeds/Bradford Movements (Contd.)

23	G-JRMM Commander 690B	0917 0937	G-SATO Aztec	1017 1039
	G-BHRC Warrior	1118 1451	G-BRJS B.Ae.146	1253 1328
	XV270 Beaver	1311 1355	G-BBAJ Tristar	1337 1600
	G-PJYM BAC 1-11	1450 1615	G-JRMM Commander 690B	1532 1549
	G-BJET Cessna 425	1548 2052	G-BEZV Cessna 172	1554 1723
	G-BRJS B.Ae.146	1626 1701	G-ASRH T.Comanche	1722 1902
	<u>YU-AJH DC-9</u>	1943 2056		
24	G-BDZU Cessna 421C	0735 0757	G-BGEM Partenavia P.68B	0915 1529
	G-BJRZ Partenavia P.68C	0946 1040	G-BFST Partenavia P.68B	0956 1659
	G-GEHP Aiglou	0958 1147	G-AVKI HS.748	1018 1739
	G-BLIS Slingsby T.67B	1140 1257	<u>SE-GDI Chieftain</u> n/s	1355 1112(27)
	G-ASRH T.Comanche n/s	1422 1909(25)	G-BJMV BAC 1-11	1545 1655
	XV270 Beaver	1705 1800	G-WTVB Cessna 404	1735 1748
	G-BDZU Cessna 421C	1741 1803	G-BIZZ Citation n/s	1749 0715(25)
	G-FISH Cessna 310 n/s	1835 1524(25)	G-KWIK Partenavia P.68B	1839 1855
25	G-BEKW Archer	1011 1104	<u>OO-DPE Friendship</u>	1014 1807
	G-EJCB Agusta A.109A	1454 1701	G-GASB Hughes 500	1529 1544
	G-BEKW Archer	1554 1654	G-BIRS Cessna 182	1558 1723
	G-FJKI Cessna 404	1613 1622	G-BJRZ Partenavia P.68C	1839 1946
	G-BIZZ Citation n/s	1850 1137(26)	G-FISH Cessna 310	1926 1938
	G-LEON Chieftain	2006 2022		
26	G-BHJY Bandeirante	0905 0922	G-BLEV Twin Squirrel	0914 1032
	G-LEON Chieftain	0931 1030	G-AVKI HS.748	1022 1607
	G-TBIO Tobago	1034 1244	G-AXAX Aztec	1119 1601
	G-BOBI Cessna 152	1150 1657	G-BHTV Cessna 310	1239 1312
	G-BHRB Cessna 152	1333 1549	G-BLKV Boeing 767	1341 1453
	G-BFVA Boeing 737	1523 1654	G-BFGH Cessna 337 n/s	1527 1125(27)
	G-BJCV Boeing 737	1704 1830	G-BRIT Cessna 421C	1732 1811
	G-ONOR Cessna 425 n/s	1853 1101(30)	G-SATO Aztec n/s	1930 2042(27)
	G-AXFE King Air n/s	2103 1226(27)		
27	G-BBAI Tristar	0822	<u>PH-JDV Cheyenne III</u>	0842 1647
	<u>OY-SUN Cessna 402C</u>	0850 1440	G-BGVA Cessna 414A	1134 1645
	G-BFVA Boeing 737	1332 1447	G-BDYF Cessna 421C n/s	1343
	G-BGJG Boeing 737	1404 1554	G-BEGG Boeing 737	1415 1536
	XV218 Hercules n/s	1502 0942(28)	XV304 Hercules n/s	1549 0856(28)
	G-BREW Chieftain	1555 1650	G-BCWA BAC 1-11	1627 1734
28	G-BIZZ Citation	1006 1055	G-BEGG Boeing 737	1235 1611
	G-SALA Cherokee Six n/s	1330 1636(29)	G-LYNN Lance	1621 1701
	G-SCHH B.Ae.146	1647 1750	G-CSZB Viscount	1857 1937
29	G-ATPL BAC 1-11	1030 1126	ZA710 Chinook	1139 1332
	G-BJRZ Partenavia P.68C	1209 1314	G-BADP Boeing 737	1308 1427
	G-APIM Viscount	1355 1438	G-BFGH Cessna 337 n/s	1358
	G-NEWR Chieftain	1512 1604	G-BGGB Citabria	1519 1706
	G-BJYL BAC 1-11	1538 1633	G-BGNW Boeing 737	1601 1703
	<u>YU-AGJ Boeing 707</u>	1714 1818	G-AVRM Boeing 737	2003 2042
	G-AOYN Viscount	2249 2326	G-NEWR Chieftain n/s	2305 1047(30)
30	G-BIZZ Citation	0708 0744	<u>G-GRDP Westwind</u>	0837 0939
	G-BFVP Aztec	1022 1140	G-BCWB Cessna 182	1028 1134
	G-BDSL Cessna 150	1514 1613	G-OZOI Cessna 182	1539 1632
	G-BBAI Tristar	1736 1943	G-BEKA BAC 1-11	1831 1951
	G-BGTY Boeing 737	1844 2028	G-BKWA Cessna 404	1923 1954

Leeds/Bradford Movements (Contd.)

Overshoots :- 2nd XX529/LOT79 Bulldog, XX482/FYT92, XX482/FYT82; 3rd XX499/FYT84, XX497/FYT80; 4th XX497/FYT99; 9th G-BOBI; 13th XS731/FYN04 Dominie; 16th XX498/FYT12, XS713/FYN56 Dominie; 19th XX494/FYT87; 20th XX482/FYT87; 26th XX496/FYT80.

From & To:- 1st SE-GOK T Malmo, PH-KID T Amsterdam, D-EFLD F Skegness n/s T Dublin; 2nd F-GEBH F Bourges T Lille, HB-VFW F Luton n/s T Innsbruck; 3rd F-GEBH F/T Lille, OO-RWG F/T Kortrijk, OO-RPW F Kortrijk n/s T Wevelgem, PH-KID F/T Rotterdam, PH-JBW F/T Hilversum, OY-GAZ and OY-RYT F/T Billund n/s, OY-BYP F/T Tirstrup n/s, F-GDFU F/T Toussus; 4th OO-RWG/OO-VLH/OO-JEI/OO-MRF all F/T Kortrijk, OO-LFL F/T Brussels; 5th OO-RWG/OO-VLH F/T Kortrijk, and later OO-RWG F Kortrijk T Wevelgem; 6th EI-BHL F/T Blackbushe, F-GEBH F Toussus T Bourges; 7th N260LB F Guernsey n/s T Cambridge; 8th D-EFWG F/T Beauvais n/s; 9th F-BXOL/F-GBRD/F-BVRS all F/T Le Bourget, D-INJA F Ringway n/s T Donaueschingen, F-BOEZ F/T Tours n/s; 10th F-GERS F/T Le Bourget, F-BPIZ F Granville T Dundee; 11th F-GDHK F/T Olbia; 14th N917J F/T Le Bourget, 40083 F Melsbroak T Echterdingen; 16th OY-SUZ F/T Skive, 40083 F Northolt T Naples; 18th HB-VHA F Frankfurt T Hannover; 19th OY-DRH F Esbjerg T Roskilde, HB-VHA F/T Hannover; 21st PH-CBU F Hilversum n/s T Ostend; 22nd D-IFVH F Mengen T Edinburgh, OO-CJA F/T Kortrijk n/s, D-EERB F Ostend n/s T Cologne; 24th SE-GDI F Esbjerg n/s T Malmo; 27th OY-SUN F/T Skive; 30th G-GRDP F/T Lille.

Leeds/Bradford Airline News - September 1985

Inbound Diversions

29 EK LBA FLT HUY G-AOYN VCS OST VF7880Q
30 UK201 EDI HUY G-BDVS FK27 NWI UK201Q

The British Air Ferries aircraft operated an inclusive tour flight to Ostend from Leeds/Bradford due to the night closure at Humberside, and the Friendship on the 30th was due to fog.

Regular Flights

BK744	AGP	07/EC-DTR	14/EC-DUB	21/EC-DUB	28/Divert		
BY074A	PMI	05/G-BKVZ	12/G-BKPW	19/G-BLKW	26/G-BLKV		
BY096A	IBZ	06/G-BADR	13/G-BGYL	20/G-BFVA	27/G-BECC		
BY097A	REU	14/G-BGYL	28/G-BECC				
BY119A	ALC	01/G-BKHF	08/G-BKHF	15/G-BKHF	22/G-BGYK	29/G-BADP	
BY166A	GRO	06/G-BECH	13/G-BECC	20/G-BAZG	27/G-BFVA		
BY207A	ALC	05/G-BFVA	12/G-BJCV	19/G-BAZH	26/G-BFVA		
BY210A	PMI	01/G-AXNA	08/G-BADP	15/G-BHWF	22/G-BADP	29/G-BGNW	
BY210BF	NCL	01/G-BGYK	08/G-BAZG	15/G-BFVA	22/G-BGNW	29/G-AVRM	
BY263A	CFU	12/G-BKHF	26/G-BJCV				
DA421	JER	01/G-ARMW	07/G-ARMW	08/G-ARMW	14/G-ARMW	15/G-ARMW	21/G-ARMW
		22/G-ARMW	28/G-ARMW	29/G-ARMW			
DA423	JER	01/G-ATPJ	08/G-ATPL	15/G-ATPL	22/G-ATPL	29/G-ATPL	
DA425	JER	01/G-ARMW	08/G-ARMW	15/G-ARMW			
DA431	JER	01/G-BJYL	07/G-SCHH	08/G-BJYL	14/G-SCHH	15/G-AXYD	21/G-SCHH
		22/G-BKHF	28/G-SCHH	29/G-BJYL			
DA433	JER	07/G-ARMW	14/G-ARMW				
DA441	GCI	01/G-BFLL	07/G-BIUV	08/G-BIUV	14/G-AZSU	15/G-AZSU	21/G-AZSU
		22/Cancel	28/G-AZSU	29/G-AZSU			
DA4042	AGP	06/G-BCXR	13/G-BCWA	20/G-BCXR	27/G-BCWA		
DA4044	ALC	03/G-BEKA	10/G-BDAE	17/G-BCWA	24/G-BJMV		
DA4326	VCE	02/G-AWWX	09/G-BJYM	16/G-AXYD	23/G-BJYM	30/G-BEKA	

Leeds/Bradford Airline News (Contd.)

Regular Flights

JE842	IOM	07/G-RMSS				
JR2107	LJU	02/YU-AJJ	09/YU-AHO	16/YU-AHL	23/YU-AJH	30/Divert
JR2759	PUY	01/YU-AGJ	08/YU-AGI	15/YU-AGJ	22/YU-AGJ	29/YU-AGJ
KG149	CFU	02/G-BKHO	16/G-BGTY	30/G-BGTY		
KT100	FMI	02/G-BBAE	09/G-BBAJ	16/G-BBAE	23/G-BBAJ	30/G-BBAI
KT102	FMI	06/G-BGDR	13/G-BGDR	20/G-BGDP	27/G-BGJG	
LZ930	VAR	07/LZ-BTL	21/LZ-BTS			
VF7522	JER	01/G-AOYP	08/G-AOYL	15/G-AOYL	22/G-APEY	29/G-APIM
VF7744	JER	07/G-AOYO	14/G-AOYM	21/G-BLNB	28/G-CSZB	
VF7756	JER	01/G-AOYG	08/G-APEY	15/G-BNAA	22/G-CSZB	

First visitors were Boeing 737 G-BGDR on the 06th, DC-9 YU-AHO on the 09th, and Tupolev 154 LZ-BTS on the 21st. Diversions on the 28th and 30th were both to Manchester, and due to the aircraft running so late that they couldn't operate in and out before 2330 which is the maximum permitted extension time.

Other Flights

British Air Ferries operated a split load passenger charter to Antwerp on the 05th with Viscount G-AOYO VF8296P/8296 East Midlands - Gatwick and VF8297/8297P Gatwick - East Midlands. Twin Otter G-BGZP was still in basic Spacegrand colours with Hubbard-air fuselage titles and tail motif when it appeared on the 11th HBD146A Bembridge - Manchester. The annual charter bringing visitors to a local factory was supported by Fairchild FH227B OO-DPE of Delta Air Transport on the 25th DE795/796 F/T Amsterdam.

General

Brown Air took delivery of their long awaited Gulfstream 1 G-BRWN (c/n 177) on the 10th when it was ferried from the States via Goose Bay and Keflavik as BZ05. The aircraft made an undignified landing on Runway 28 when it burst both port main wheel tyres finally coming to a halt at the Runway 32 intersection which effectively closed the airport for over an hour. On the 18th the re-tired aircraft was ferried to East Midlands as BZ05 where Fields will carry out British type certification. The four month repair of TriStar G-BBAI finally came to an end when the aircraft departed to Gatwick on the 27th as KT9989P having done almost daily engine runs since the 17th. Variations to the normal Air Ecosse Shorts 330s were provided by Shorts 360 G-BLRT on the 04th morning, Bandeirante G-POST on the 10th, and Euroair Bandeirante G-BHJY on the 26th morning. Air UK had first visits of Shorts 360s on training details leading up to the introduction of schedules using these aircraft from Leeds/Bradford. G-BLZT on the 04th operated UK017/828 Norwich - Amsterdam due to a sick Friendship. G-BLPY appeared on the 10th as UK016 training, and G-BLPV on the 26th was training from Norwich UK016 before being pressed into scheduled service UK587/588 t/f Belfast again due to a sick Friendship. The same reason allowed Dan-Air HS748 G-BEKE on the 20th to operate a sub-charter UK582Q/DA6939P Belfast - Gatwick, and on the 30th Shorts 360 G-BLTO operated UK642P/215Q Southend - Stansted taking passengers who had been delayed by fog at Stansted.

LBA MOVEMENTS REVIEW - SEPTEMBER

Three local international shows boosted the foreign visitors considerably this month. Starting with the Harrogate Carpet Fair we had Cherokee 181 D-EFLD on the 1st. Cheyenne F-GEBH visited on the 2nd and on the same day Challenger HB-VFW was on a med-evac flight using callsign FR304. Cheyenne F-GEBH was back on the 3rd along with Navajo F-GDFU, TB-20 PH-JBW and Cessna 401B OO-RWG plus no less than five night-stoppers... Seneca OO-RPW, Cessna 421B OY-RYT, Navajo OY-BYP, Cessna 404 OY-GAZ and Navajo PH-KID.

LBA MOVEMENTS REVIEW (Contd.)

Seneca OO-RWG returned on the 4th and n/s along with Aerostar OO-MRF and others noted were Navajo OO-VLH, Cessna 441 OO-LFL and the inappropriately registered Twin Comanche OO-JET. Navajo OO-VLH returned on the 6th and was joined by another of the type PH-NPB. Night stopping on the 7th was Beech C33 N260LB which is based in Spain and was visiting Northair for checks. A Pharmaceutical conference in Leeds brought in the next load of visitors. First to arrive was Cessna 182N D-EFWG which n/s on the 8th. On the 9th Navajo D-INJA and Aztec F-BOEZ were outnumbered by King Airs, F-BVRS and F-GBRD B90's and F-BXOL a 200. Two more French visitors arrived on the 10th, another Beech 200 F-GERS and Baron F-BPIZ. The Aga Khan visited for racing at Doncaster in G-III F-GDHK on the 11th and Jetstar N917J on the 14th. Cessna T303 OY-SUZ visited on the 16th and Citation HB-VHA on the 18th and 19th. An old friend turned up on the 19th in the shape of Riley 65 OY-DRH, this used to be resident at the LBA as G-ASSZ with Williams Air Charter. A fashion show in Harrogate rounded off the month for us with PA32RT PH-CBU n/s on the 21st; Navajo D-IFVH, Beech A36 OO-CJA and Cherokee D-BERB on the 22nd; and Navajo SE-GDI on the 23rd. Delta's FH227B OO-DTE used callsign DE795-6 on the 25th. Cessna 402C OY-SUN was joined by Cheyenne PH-JDV on the 27th and Westwind G-GRDP of McCain Foods ended the month for foreigners on the 30th. It's also been a good month for our military readers, starting with Gazelle XZ330 on the 1st. HS 125 ZD621 transported Mrs Thatcher southbound on the 10th as ASCOT 1618. The Americans supplied C21A 40083 on the 14th as CLUE 51C-D and again on the 16th. RAF Hercules XV195 n/s on the 17th and used callsign ASCOT 4872. The Army were not left out and Beaver XV270 was ARMY 349 on the 23rd and ARMY 339 on the 24th. The RAF sent Hercules XV218/ASCOT 4697 and XV304/ASCOT 6510 on the 27th and after a n/s they took out the local TA to Gibraltar for two weeks. Wessex XV724 was SWD22 on the 13th and finally Chinook ZA710-EY appeared out of the murk on the 29th using callsign XUB69. On the UK scene Northairs P68 Observer G-OBSV went to Cranfield on the 11th and has not returned. The Wag Aero Guby G-BLDD made its first flight on the 30th and was undamaged when it had to put down in a field near Huby, it returned by road the following day.

LBA RESIDENT AIRCRAFT - OCTOBER 1985

YLA Hangar

G-ATLM Cessna F172G
G-AVSE Piper PA-28-180C
G-AVWT Piper PA-28R-180
G-AWAJ Beech 95D55 Baron
G-AXZU Cessna 182N
G-BAWX Piper PA-28-180-)
G-BAZM Jodel D.11
G-BEGF Cessna 340
G-BBJX Cessna F150L
G-BDCO Beagle 121 Pup
G-BEHH Piper PA-32
G-BELT Cessna F150
G-BERI Rockwell 114
G-BFFC Cessna F152
G-BFGL Cessna FA152
G-BFTF Grumman AA5B Tiger
G-BFXW Grumman AA5B Tiger
G-BHIC Cessna F182Q
G-BIEZ Beech F90
G-BISJ Cessna 340A
G-BKXG Cessna 303
G-JURG Rockwell 114A
G-OGDN Beech 200
G-VJCT Partenavia P68

LBA RESIDENT AIRCRAFT (Contd.)

G-ACGT Avro Avian (for rebuild)
G-ATND Cessna F150F (for rebuild)
G-AWES Cessna 150G (for rebuild)
G-BFIY Cessna F150M (for rebuild)
G-OJVH Cessna F150H (for rebuild)

Northair hangar

G-BDRB Grumman AA5B Tiger
G-BGZK Westland Bell 47G-3B1
G-BLCZ Cessna 441
G-BLGM Cessna 425
G-EAGL Cessna 421C
G-EVNS Cessna 441
G-GAME Cessna T303
G-INDC Cessna T303
G-MOXY Cessna 441
G-MLCS Cessna 414A
G-AXZJ Cessna F172 (for rebuild)
G-BGIY Cessna F172N (for rebuild)
G-BAWO Cessna 340 (for rebuild)

Others

G-BRWN Grumman G159 Gulfstream 1

LOCAL MOVEMENTS - SEPTEMBER

3	G-PLAS Cougar	Crosland Moor	F/T Elstree
	G-JLCO Ecureuil	Systeme	LBA to Sherburn
4	G-TOGA Saratoga	Rufforth	From Oxford
	G-VRES K.A.200	Rufforth	F/T I.O.M.
	G-OAUS S76A	York Racecourse	From LBA
	G-BFLO Cessna 172	Crosland Moor	Sherburn To Edinburgh
	G-JLCO Ecureuil	Blubberhouses	Pontefract To Otley
6	G-AZXD Cessna 172	Sutton Bank	F/T Blackpool
	G-BKIR Jodel D117	Burton Constable	F/T Crosland Moor
11	G-PLAS Cougar	Crosland Moor	F/T Elstree
	G-LONG LongRanger	Doncaster	To LBA
	G-BKIR Jodel D117	Sherburn	F/T Crosland Moor
12	G-GASB Hughes 500	Acaster Malbis	From LBA
14	G-AYQM Jetranger	Harrogate	F/T LBA
	G-TPPH Jetranger	Doncaster Racecourse	
	G-OHTL S76A	Doncaster Racecourse	
	G-OAUS S76A	Doncaster Racecourse	
20	G-BJCY T67A	Crosland Moor	F/T Sherburn
	G-IDWR Hughes 369	York	From Huddersfield
21	G-CEGB Ecureuil	Bardsey	F/T Long Marston (Powerline Survey)
	G-OCAP Jetranger	Richmond	LBA To Heathrow
22	G-ATXO Sipa 903	Crosland Moor	F/T Sherburn
	G-BFMS Rallye	Crosland Moor	From Sherburn
29	Bristow 70A S-76A	Headingley Cricket Ground	Newcastle To Sheffield
30	G-BIXI Cessna 172RG	Rufforth	

Grindale Movements - September 1985

1 G-AYKT Jodel D.117 F/T Sherburn,G-BBXT C.172 F/T N'thorpe; 4th G-BEHN Bell47 F/T Scarborough,G-TFUN Taifun F/T Booker n/s,G-AZTS C.172 F/T Humberside; 6th G-AXRT C.150 F/T Sproatley; 7th G-BFHR Jodel DR.220 F/T Fenland,G-ATCE C.206 F Langar T EMA; 13th G-BHIN C.152 F/T Doncaster; 20th XX700 Bulldog F Scampton T Topcliffe; 22nd G-BEBE AA-5A F Doncaster T Humberside,G-AORW Chipmunk F N'thorpe T Sherburn,G-BIPU AA-5B F/T N'thorpe,G-ATKU C.172 F Sherburn T Doncaster,G-YORK C.172 F/T Sherburn; 26th G-AYEF PA-28 F/T Sandtoft; 27th G-BOBI C.152 F/T Humberside,G-MALA PA-28 F/T Thorne (private); 28th G-BAGB SF260 F/T EMA,G-AZZW RF-5 F Biggin Hill T Humberside; 29th G-AZID C.150 F/T Brough.

Seen at Bagby on 20th August were:-

G-AVZP/AXUA Pup's,G-BBBW Fred,G-BDHJ Pazmany PL.1,G-BDJC Tailwind,G-APUE Meta Sokol,G-APOD Topsy Belfair,G-ATCJ Luton Minor,G-NNAC Super Cub,G-BHUO/BIAO VP.2's, G-ATRK/AVGV C.150s,and various assorted Jodels G-AVGZ/AWCD/AYDZ/BDWX/BJOT/BKAO.

Teesside Movements - September 1985

1 G-BFVI HS.125	G-NEWS Jetranger	G-ASWB Airedale
2 D-EBVI Cessna 172	G-BAKT Jetranger	G-CEGA Seneca
3 F-GDCS K.A.200	G-SALV King Air	
4 PH-MBX Citation G-FTAX Cessna 421C	F-GDCS K.A.200 G-SONA Tobago	G-FOOD K.A.200
5 VP-FAZ Twin Otter G-BGEM P.68B	D-KGFY Grob G.109 G-BREW Chieftain	G-BGMD Twin Otter
6 EC-DUB B.737 (Spantax) G-BAIW Cessna 172	G-BRJS B.Ae.146 G-BLFW AA-5	G-BLZT SD.3-60 G-PENN AA-5B
7 YU-AHY Tu-134 (Aviogenex)	EC-BYH DC-9 (Aviaco)	G-EGEE Cessna 310
8 OO-TEK B.737 (T.E.A.)	XW216 Puma	G-STAT Cessna 206
9 G-BEEO SD.3-30	XW214 Puma	G-BBHB Navajo
10 XZ319 Gazelle G-OCAP Jetranger	G-NODE AA-5B G-AYCM Jetranger	G-POST Bandeirante G-BAKT Jetranger
11 LN-TEA Cheyenne XX296 Hawk G-WOLF Cherokee G-BEVG Seneca	SE-IEY Convair 580 ZD621 HS.125 G-OFRH Cessna 421C G-BGOX Chieftain	OY-BRI Archer n/s G-DCCG HS.125 G-POST Bandeirante G-BLVG Bandeirante
12 OY-ATP Chieftain	G-ANUO Heron	G-POLO Chieftain
13 EC-DTR B.737 (Spantax) G-FFLY T.67M	G-JTIE Cessna 421C G-BFKN Aztec	G-TYME Commander 690B G-BKTJ Cessna 404
14 YU-AJV Tu-134 (Aviogenex)	EC-BIP DC-9 (Aviaco)	G-OJCB Jetranger
16 D-ABFL B.737 (Lufthansa)	G-BIMM F-27	G-BHNI Cessna 404
17 F-BVPZ Caravelle	G-BAGO Cessna 421B	G-BLLC K.A.200
18 G-WLAD BAC 1-11	G-TSAM HS.125	
19 F-BKPY King Air G-WWHL K.A.200	SE-EWO Baron G-FTAX Cessna 421C	G-FIZZ Warrior G-BIIT Warrior

Teesside Movements (Contd.)

20 EC-DXL B.737 G-SFHR Aztec	G-TEES Cessna 152 G-JONS Chieftain	G-AZJB Seneca G-BKTF Cessna 404
21 F-GBGD Learjet 36	YU-AHY Tu-134 (Aviogenex)	EC-CGN DC-9 (Aviaco)
22 D-ECFN Cessna 177	G-BAZG Robin DR,400	G-ANUO Heron
23 G-BLKE B.737-300	G-BLPY SD.3-60	G-BHYW Jetranger
24 ZA772 Gazelle G-BEJT Aztec	G-HIGS Cessna 404 G-BLFW AA-5	G-BJXX Aztec G-BAWB Aztec
25 G-FIZZ Warrior	G-AZDE Arrow	G-BFSR Cessna 150
27 N1110S Hughes 500	EC-BXK B.737	G-BLKB B.737-300
28 EC-BIQ DC-9 (Aviaco) G-BBXR Chieftain	XS793 Andover G-BKVT Aztec	G-TRAF Dauphin G-BEJT Aztec
29 ZD275 Lynx	G-SELL Robin	G-ANUO Heron

2nd D-EBVI T Southend; 3rd F-GDCS F Gatwick T Le Bourget, and on 4th F/T Le Bourget; 5th VP-FAZ (British Antarctic Survey) F/T Cambridge, D-KGFY F/T Biggin Hill n/s; 11th LN-TEA F/T Bergen, SE-IEY (Scanbee) F/T Stavanger; 12th OY-ATP F/T Odense; 16th D-ABFL F/T Frankfurt; 17th F-BVPZ (Corse Air) F Orly T Birmingham; 19th F-BXPY F/T Birmingham, SE-EWO F Linkoping T Malmo; 21st F-GBGD F/T Le Bourget; 22nd D-ECFN F Southend T Newcastle.

Following A/G operated Teesside-Heathrow service for BMA:-HB-IFZ DC-9 (Balair) 1st to 6th; OO-TEK B.737 (T.E.A.) 8th to 14th; G-BJBT 737 (Orion) 17th; G-WLAD 1-11 (Cymru) 18th; G-BGTY/BLKE 23rd, G-BKHO 737 (Orion) 24th; G-BECG 737 (Britannia) 26th; G-BLKB 737 (Orion) 27th.

Out & About

Luton 23/9/85

HZ-KA2 HS 125, VR-BHN/VR-CBQ/N228G Boeing 727s, N301EC Gulf. 2, N720G Gulf 3.

Elstree 23/9/85

N62738 PA-23, D-ICAV Beech 60, EI-BIL Beech 35, G-VIST PA-30, G-SING Beech 60.

Heathrow 23/9/85

G-FNOR/N308A/N910S/A6-MHZ/A40-HA Gulf 2's, A6-CKZ/A6-HEH/HZ-RC3/N99GR/N747G/N800J/N910A/3D-AAC Gulf 3's, EI-BRG/HZ-KA5/HZ-SJP HS-125's, HB-VGZ Lear 55, D-CCAA Lear 35, F-GDLR Falcon 10, F-GKAL/HB-VBS Falcon 20's, F-BUQP SN601, EP-ICC, EP-NHV BO 747s Iran-Air Cargo.

Gatwick 23/9/85

N732Q Boeing 707 Skystar International.

Biggin Hill 24/9/85

5N-AOX SD.330 (Okada Air), 4X-CAW PA-34, HB-VFV Lear 35, I-SASA PA-31T, OO-JPY SA226 (E.A.T.) OO-FTG C.150, N39RG Lake, N8005X PA-32, G-IGAR PA-31.

Teheran (Iran) - 19/9/85

An anonymous correspondent has passed us two sightings from this strange Out & About venue, which may cause a few eyebrows to be raised:-
TF-AEC B.707 (Air Arctic) and 9Q-CTD Trident 3 (Unmarked).

Airlines Review October 1985

Air Bridge Carriers :- The airline has been granted E.M.A.-Paris (LBG) and E.M.A.-Brussels.

Air Ecosse :- has withdrawn its applications for Aberdeen to Billund/Gothenburg/Kristiansand/Stockholm and Manchester to Gothenburg/Basle. Prior to the takeover by Euroair, a Shorts 330 was being used on the Dundee-Carlisle-Heathrow service.

Air Europe :- The airline will commence its scheduled service between Gatwick and Gibraltar on 1st November. This will be the airline's second scheduled route, following inauguration of the service between Gatwick and Palma. Flights will be operated by a 130-seat Boeing 737 aircraft on Mondays and Fridays during the Winter period. Air Europe also holds a licence to operate scheduled services between Manchester and Gibraltar and expects to introduce this route in 1986, together with an increased frequency between Gatwick and Gibraltar. British Airways and G B Airways currently serve Gibraltar from Heathrow. The application for a Gatwick-Barcelona schedule was successful but not that for Gatwick-Almeria/Madrid and Malaga. An order for four Boeing 737-300 aircraft has been announced for delivery between January and March 1987, but an option to cancel two is held. Boeing 737-253's G-BMEC and G-BMSM did not go to America West as was originally reported. All the Boeing 737 aircraft currently in use were affected by the recent CAA engine check instruction, following the Manchester accident.

Air UK :- has obtained CAA assurances that British Airways will not be able to serve Stansted on any of its existing European licences, and has also won its application for a Stansted-Frankfurt licence. From April 1986 the Guernsey-Jersey-Paris (CDG) schedule will be served daily using a Shorts 360 and the Guernsey-Stansted schedule will be upgraded from a Shorts 360 to an F-27 on weekdays, also from April 1986.

Airways International Gymru :- has announced its intention to apply for scheduled licences from Cardiff to Paris (CDG) and Brussels. A fleet of either three Boeing 737s and two One Elevens, or two Boeing 737s and three One Elevens is planned for 1986.

British Airways :- The airline withdrew 22 Pratt and Whitney JT8D turbofans for replacement of the combustion chambers in the wake of the Manchester accident, and subsequent CAA urgent directive. Some European schedules were disrupted as a result well into September, and several Heathrow-Newcastle services were operated by Concorde aircraft. All Boeing 747s were inspected for signs of rear pressure bulkhead fatigue following the J.A.L. 747 disaster, but no weaknesses were found. The airline then also announced that it was sealing two of the ten emergency exits in its Boeing 747 fleet, while at the same time Thai International stated that it was increasing theirs from eight to ten. The much publicised service from Manchester to Hong Kong starts on 9th November, arriving at Manchester on Mondays and Thursdays at 08.40 and departing on Tuesdays and Saturdays at 10.30. Commencing on 1st December services to Calcutta will be dropped so as to improve frequencies to other Indian cities within the 14 flights per week allowance. Beginning in March 1986 the routes to Paris (CDG) and Amsterdam will join the other intercontinental services transferring to Terminal 4. An additional Tokyo frequency begins on 29th October operated by Boeing 747 Combi, with a second Combi due for lease from M.E.A. in December when its current lease to Egyptair expires. A further application for the licence from Manchester to Malaga is planned despite losing its appeal against the award of the route to Britannia. Air Europe has dropped its application. Cunard are planning to operate Concorde charters from Leeds-Bradford, Edinburgh, Liverpool and Glasgow in 1986, in addition to the Autumn charters this year from Manchester, Birmingham and Bristol.

Airlines Review (Contd.)

The licence applications for Manchester - Athens and Birmingham - Malaga were successful, but Gatwick - Palma was refused. Three additional Boeing 757 aircraft have been ordered for delivery in March 1986 to provide a fleet total of 23, all with Rolls Royce RB.211-535C engines. Also starting in March 1986 the airline is to modify the Rolls-Royce RB.211-524C2 engines in 12 of its Boeing 747-236s to the latest 524D4 upgrade standard. A 6 per cent reduction in fuel consumption will be achieved, with a potential saving of some £650,000 per aircraft. Rolls-Royce will produce conversion kits under a contract valued at about £100m.

British Air Ferries:- has sold two Viscount 800 aircraft to Lineas Aereas Canarias for £3m, but has purchased the four aircraft previously operated by Euroair bringing its fleet total to 17. The airline claims that for the expenditure of some £30,000 per aircraft, their service life could be extended into the next century. Further presentations have been made to the airline of both the B.Ae.146 and ATP but no orders have been announced. New licence applications have been made for Guernsey/Jersey - Geneva/Zurich.

British Caledonian Airways:- A further DC-10 Series 30 is expected by November and a third Boeing 747 is planned for April 1986. The airline is withdrawing from its maintenance complex at Glasgow airport and B.M.A. are to take over the facility, from November. The airline has requested traffic rights to Libreville - Lusaka on its Gatwick - Gabon/Zaire schedules.

British Midland Airways:- In addition to its Heathrow-Strasbourg/Rotterdam route licence application, the airline has also requested Heathrow - Amsterdam, but has not specified frequencies, from April 1986. A Manchester - Munich schedule is due to start on 15th December using DC-9 aircraft, weekly on Sundays, arriving at 13.25 and departing at 14.25.

Britannia Airways:- 13 Boeing 737 aircraft were affected by the recent CAA engine check directive. The airlines route licence applications were successful for Manchester to Faro, Las Palmas and Tenerife, but were unsuccessful for Gatwick to Bologna, Malaga, Naples and Palma.

Brown Air Services:- has applied for Leeds/Bradford to the London/Stolport and for Teesside-Øslo.

Brymon, Jersey European/Spacegrand and Loganair:- all carried out checks on their Twin Otter fleets in August after wing faults had been reported by some Canadian and Scandinavian operators, but no problems were found. Brymon is reported to be looking for a second hand Dash 7 for delivery in March 1986, while during the Winter period, the Birmingham-Gatwick schedule may revert back to being flown by a Twin Otter as loads have been poor.

Dan Air:- Only one of the airlines Boeing 737 fleet was affected by the recent CAA engine check directive. Commencing on 18th December is the airlines Gatwick-Innsbruck schedule, three times per week initially, increasing to five per week later. The flights will be operated by an 88-seat B.Ae.146 Series 100, of which Dan Air now has four in service. The route application for Gatwick-Lisbon has been rejected by the C.A.A., but Manchester-Oporto/Lisbon has now been requested.

Euroair:- Although the airline has dropped its route application for Aberdeen/Manchester - Rotterdam, it is asking the CAA to revoke the Air UK Aberdeen - Bergen licence.

London European Airways:- has reconfigured its Viscount 806 G-LOND to 25 plus 45 and a Shorts 330 has been leased to operate the former Euroflite Luton-Brussels schedule, in preference to a Jetstream 31.

Airlines Review (Contd.)

Metropolitan Airlines:- At least one Shorts 330 was repossessed by the manufacturer following the airlines demise on 31st August. All of its International route applications had been previously dropped. The routes linking Birmingham, Bournemouth and Newcastle have yet to be taken up by another operator. The cessation caused problems for Manx Airlines on 31st August as they were using a Metro Shorts 330 on the Birmingham - Isle of Man service, when the aircraft was impounded at Ronaldsway. As a result B.M.A.F-27 G-EMAW was used to ferry the stranded passengers back to Birmingham.

Orion Airways:- All the airlines Boeing 737 fleet were affected by the CAA engine check directive. As a result some sub-chartering was necessary and included T.E.A. Boeing 707-328B, OO-TYC on the Tenerife-Luton flight on 29th August. To cover for other flights some re-routing of the Boeing 737-300 fleet was undertaken. Recent route awards include Gatwick-Almeria, Manchester-Alicante and Birmingham/E.M.A.-Palma and EMA-Malaga. The applications for licences between Gatwick and Alicante, Las Palmas, Malaga, Palma and Tenerife were not successful.

Skyguard:- The Company's second Herald G-AVFN, arrived at Birmingham from Norwich on 7th August and is operated in a basic Air UK livery without the tail emblem. It remained at Birmingham for most of August but was expected to return to Norwich for repainting and to have the floor strengthened, sometime in September. Although the route application for Birmingham-Nuremburg was successful, no starting date has yet been announced, but it must be imminent now that the second Herald has arrived. A bigger aircraft appears to be needed on the Birmingham-Dublin parcels service as Kondair Titan G-RUSH operated extra services between 19th and 22nd August.

Tradewinds Airways:- has started a weekly Gatwick-Muscat cargo service, on Wednesdays, using Boeing 707-321C/323C aircraft.

LEEDS/BRADFORD AIRPORT - WINTER TIMETABLE - NOVEMBER 1985 TO MARCH 1986

<u>DAYS</u>	<u>STA</u>	<u>STD</u>	<u>FROM / TO</u>	<u>FLT No</u>	<u>TYPE</u>	<u>REMARKS</u>
MoTuWeThFrSa..	..	0700	Humberside & Amsterdam	UK824	FK27	
MoTuWeThFr....	..	0700	Belfast (International)	UK581	SH36	
MoTuWeThFr....	..	0700	Frankfurt	BZ03	C441	
.....Su	..	0700	Malaga	BY144A	B737	
.....SaSu	..	0715	London(Heathrow)	BD421	VC8	
MoTuWeThFr....	..	0730	London(Heathrow)	BD411	DC9	
.....Fr....	..	0740	Palma	BY202A	B737	
.....Sa..	..	0740	Alicante	BY159A	B737	
MoTuWeThFr....	0750	..	London(Stansted)	UK214	FK27	
MoTuWeThFr....	..	0800	Edinburgh	UK214	FK27	
.....FrSa..	0810	0800	Belfast(International)	UK583	SH36	
MoTuWeThFr....	0810	..	Edinburgh	UK791	FK27	
MoTuWeThFr....	..	0820	Paris(Ch.de Gaulle)	UK791	FK27	
MoTuWeThFr....	0920	..	London (Gatwick)	SM730	SH33	
Mo.....	..	0925	Palma	BY018A	B737	
MoTuWeThFr....	..	0930	Tees-Side	SM730	SH33	
.....Th.....	..	0940	Malaga	BY208A	B737	
MoTuWeThFr....	0945	..	London (Heathrow)	BD412	DC9	
MoTuWeThFr....	0950	..	Belfast (International)	UK582	SH36	
.....SaSu	1000	..	London (Heathrow)	BD422	VC8	
MoTuWeThFr....	..	1015	London (Heathrow)	BD413	DC9	
..Tu.....	..	1015	Tenerife	BY033A	B737	

LEEDS/BRADFORD AIRPORT - WINTER TIMETABLE (Contd.)

DAYS	SERA	STD	FROM & TO	FLT No	TYPE	REM.
MoTuWeThFr....	..	1020	Belfast (International)	UK589	SH36	
MoTuWeThFr....	1025	..	Edinburgh	UK660	FK27	
.....SaSu	..	1035	London (Heathrow)	BD423	VC8	
MoTuWeThFr....	..	1045	Newcastle & Copenhagen	UK660	FK27	
.....Sa..	1050	..	Belfast (International)	UK584	SH36	
MoTuWeThFrSa..	1105	..	Amsterdam & Humberside	UK825	FK27	
MoTuWeThFr....	1105	..	Tees-Side	SM731	SH33	
MoTuWeThFr....	..	1115	London (Gatwick)	SM731	SH33	
MoTuWeThFr....	1200	..	Frankfurt	BZ04	C441	
.....Sa..	1210	..	Alicante	BY166B	B737	To 30 Nov
MoTuWeThFr....	1230	..	London (Heathrow)	BD414	DC9	
MoTuWeThFr....	..	1235	Humberside & Amsterdam	UK826	FK27	
MoTuWeThFrSaSu	1335	..	Dublin	EI334	SH36	
MoTuWeThFr....	1415	..	Belfast (International)	UK590	SH36	
.....Fr....	1415	..	Malaga	KT145	B737	
MoTuWeThFrSaSu	..	1415	Dublin	EI335	SH36	
.....Sa..	1420	..	Alicante	BY166B	B737	Fr 08 Feb
.....Sa..	1425	..	Palma	DA3093	BA11	To 30 Nov
MoTuWeThFr....	..	1450	Belfast (International)	UK585	SH36	
.....Sa..	..	1500	Alicante	BY166A	B737	(To 30 Nov
..Tu.....	1510	..	Alicante	BY040B	B737	Fr 08 Feb ?
MoTuWeThFr....	..	1510	Oslo	BZ01	C441	
.....Fr....	..	1520	Malaga	KT144	B737	
..Tu.....	1530	..	Monastir	BY054B	B737	Fr 18 Feb
.....Sa..	..	1540	Palma	DA3092	BA11	To 30 Nov
MoTuWeThFr....	1545	..	London (Gatwick)	SM732	SH33	
MoTuWeThFr....	..	1555	Tees-Side	SM732	SH33	
MoTuWeThFr....	..	1555	London (Heathrow)	BD417	DC9	
..Tu.....	..	1610	Alicante	BY040A	B737	
.....Th.....	1630	..	Malaga	BY208B	B737	
..Tu.....	..	1630	Monastir	BY054A	B737	Fr 18 Feb
.....SaSu	1645	..	London (Heathrow)	BD426	VC8	
MoTuWeThFr....	1650	..	Amsterdam & Humberside	UK827	FK27	
MoTuWeThFr..Su	..	1715	Humberside & Amsterdam	UK828	FK27	
.....Su	..	1715	London (Heathrow)	BD427	VC8	
MoTuWeThFr....	1720	..	Tees-Side	SM733	SH33	
MoTuWeThFr....	..	1730	London (Gatwick)	SM733	SH33	
MoTuWeThFr....	1745	..	Copenhagen & Newcastle	UK661	FK27	
MoTuWeThFr....	1750	..	Belfast (International)	UK586	SH36	
MoTuWeThFr....	1810	..	London (Heathrow)	BD418	DC9	
MoTuWeThFr....	..	1810	Edinburgh	UK661	FK27	
MoTuWeThFr..Su	..	1815	Belfast (International)	UK587	SH36	
MoTuWeThFr....	..	1845	London (Heathrow)	BD419	DC9	
.....Su	1900	..	Norwich	UK218	FK27	
.....Su	..	1910	Edinburgh & Aberdeen	UK218	FK27	
..Tu.....	2010	..	Tenerife	BY033B	B737	
MoTuWeThFr....	2020	..	Oslo	BZ02	C441	
.....Fr....	2020	..	Palma	BY202B	B737	
MoTuWeThFr....	2025	..	Edinburgh	UK217	FK27	
MoTuWeThFr....	2025	..	Paris (Ch,de Gaulle)	UK794	FK27	
MoTuWeThFr....	..	2035	London (Stansted)	UK217	FK27	
MoTuWeThFr....	..	2035	Edinburgh	UK794	FK27	
.....Sa..	2045	..	Alicante	BY159B	B737	
Mo.....	2050	..	Palma	BY018B	B737	
.....Su	2100	..	Malaga	BY144B	B737	
MoTuWeTh....Su	2105	..	London (Heathrow)	BD420	DC9	
MoTuWeThFr..Su	2105	..	Belfast (International)	UK588	SH36	
MoTuWeThFr..Su	2120	..	Amsterdam & Humberside	UK829	FK27	
.....Fr....	2120	..	London (Heathrow)	BD420	VC8	

FLYOVERS - AUGUST 1985

2	A6-HHZ	G2	390	POL	1715	STR
	N457JA	LJ24	390	POL	1845	TAL to ADN
3	N7000C	G3	390	POL	1025	60/10
	N888MC	G3	390	POL	1035	60/10
4	N77FK	LJ55	410	POL	1015	MAR
5	PH-AHB	B727	290	OTR	2000	DOG - AMS *
6	OY-APM	HS125	370	OTR	1905	DANDI
	N457JA	LJ24	370	DCS	1935	BTN
	N85AW	C550	410	BTN	2130	HON to LTN
7	N219FE	B727	310	POL	2015	TAL
8	HZ-WBT	Jetstar	350	POL	1930	60/10
9	N186DS	G-	410	DCS	1328	BTN to LBG
10	N106BV	B707	350	OTR	1755	POL
11	N48DA	C500	410	BTN	1400	HON
	EL-OSZ	Se210	260	POL	2020	TAL to EDN
	N400CC	*G2	370	BTN	2240	DAV
13	N8733	B707	350	POL	1925	57/10
14	N900MD	LJ36	370	BTN	1855	HON
17	D-CARP	LJ55	390	OTR	0950	DUB
	N9663	B747	310	OTR	1119	POL c/s OV663
18	N90MD	G2	230	BTN	1235	WCO
	N303	?	350	POL	2055	57/10 *
20	N550RS	C550 ?	390	POL	1715	60/10
	5W703	B707	350	POL	1745	57/10 *
	N77CP	F50	390	OTR	1925	WAL to SNN
21	A6-SMR	B747SP	290	POL	1600	SHAP to PWK
	F-GDHK	G3	290	BTN	1725	WCO
22	N780T	B747	350	OTR	1645	POL c/s TV780
	N90MD	G2	390	POL	1805	TAL
24	N107EK	1-11	test flying exMCR		1330 - 1500	
25	N895SY	B707	390	OTR	1208	DUB
26	D-CACP	LJ55	390	POL	1901	60/10
27	N472OT	C550	390	POL	1845	DCS
28	HB-VDX	F10	370	BTN	1810	MID

Notes 1. PH-AHB MCR to AMS had been used on BY flights.

2. N303 - A mystery. David Elam has this listed as a Stinson Reliant - so something must have changed.

3. 5W703 - 5W is the callsign of Worldwide Airlines who operate N8733 (see 13th) and several other ex.TWA B707s.

Number/Letter callsigns are rare but not unknown, Air National used to operate B747 LX-SAL - now with TWA using callsigns 6A or ANE.

More on three letter callsigns another time but they are to replace the two letter designator codes from November 1st 1987.

Thanks to Dave Elam and Air Scotland, Correspondence to Stephen Rigg - Wakefield 375000.