

AIR YORKSHIRE



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FORTHCOMING MEETINGS

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

MAY 6th Mr P. Jackson, the Chief Flying Instructor at Sherburn will be talking about the interesting facets of his work, and also his experiences of being a member of the Battle of Britain Flight.

JUNE 3rd :AGM and aviation videos.

JULY 1st :Annual Recognition Contest.

CHURCH FENTON

Church Fenton is on Sunday 10th June this year, and it is not too early to ask you to start sorting out Aviation Mags. and paraphenalia that you can spare for us to sell on the Air Yorkshire stand. Thanks for your help.

A visit to the Church Fenton Air Display is being made by Capital in one of their Short 3-60s, and they are offering seats on this aircraft at £35 return (including admission to C.F.). It will be leaving LBA at approx. 0915 hours and returning from Church Fenton at approx. 1900 hours. Any members interested please contact Mike or Adrian as soon as possible.

A video taken on the Flight Deck of a Capital B.Ae. 46 on a flight from Dublin to Luton will be on sale at the Capital stand at Church Fenton, price as yet unknown.

CREDITS

T.W.Sykes D.Elam T.Smith B.H.Best S.W.Rigg.

LEEDS/BRADFORD MOVEMENTS - MARCH 1990

1.	G-BPLA Boeing 737	0746	G-IFTD Cessna 404	n/s 0957
	XX507 HS.125	1006	<u>N15627 King Air</u>	1118 1258
	G-BMOI Partenavia P68B	n/s1127 1252(2)	G-GRID Twin Squirrel	1244 1359
	G-BPLA Boeing 737	1417 1516	G-SANB King Air	1608 1618
	G-LOUP Partenavia P68B	n/s1758 0854(2)	G-AYPV Cherokee	n/s 1918 0909(2)
	G-BPLA Boeing 737	n/s2127 0931(2)		
2.	G-ARJT Apache	1021 1432	G-BOCW Seneca	1046 1536
	G-MELV Rallye	1139 1311	G-BNNO Warrior	1248
	G-BAZG Boeing 737	1313 1433	<u>EC-EDM Boeing 737-300</u>	1424 1521
	G-BBNR Cessna 340	1616	G-BMMZ Boeing 737	n/s 2237 0810(3)
3.	G-BHKJ Cessna 421C	0755	G-NUIG King Air	n/s 0956 1034(4)
	G-AWYV BAC 1-11	1024 1220	G-FISH Cessna 310	1031 1400
	G-OKYM Cherokee	1100 1127	G-AZZV Cessna 172	1223 1303
	G-BMUZ Warrior	1236 1336	G-BPZX Cessna 152	1321 1411
	G-BGPH AA-5B	1328 1403	G-BHIN Cessna 152	1433 1533
	G-BGVT Cessna 182	n/s 1553 2137(5)	G-BGYL Boeing 737	n/s 2154 0728(4)
4.	G-RUIA Cessna 172	1146 1224	G-BATV Cherokee	1301 1426
	G-BGYL Boeing 737	1357 1516	G-DBII Citation	n/s 1505 0906(5)
	G-BGYL Boeing 737	n/s2019 0843(5)		
5.	G-BMNF King Air 200	0929 0944	G-RILL Cessna 421C	0938 1214
	G-CVAN Caravan	1417 1431	G-BGYL Boeing 737	n/s 1430 1505(6)
	G-BMNF King Air 200	1457 1534		
6.	G-WROX Chieftain	0913 0921	G-FISH Cessna 310	0948 1259
	<u>I-LUBE Falcon 10</u>	1012 1550	<u>9H-ABC Boeing 737</u>	1020 1120
	G-BANK Seneca	1039 1644	G-BRKV Cessna 421C	1057 1451
	G-NEEP Jetranger	1059 1549	G-OLBC Aztec	1133 1541
	<u>EC-EDM Boeing 737-300</u>	1327 1450	G-BGYL Boeing 737	n/s 2103 0959(7)
7.	G-BOVK Warrior	0808 1336	G-WIRE Twin Squirrel	0839 0913
	G-BLKY Baron	0855 1822	G-WOTS Seneca	0917 1445
	G-JLRW Duchess	0924 1408	G-WATS Seneca	0926 1447
	G-BAPM Fuji FA.200	1020 1319	G-BRRW Warrior	1315 1737
	G-VTAX Chieftain	1321 1610	G-BSSS Cessna 421C	n/s 1359 1215(12)
	G-WIRE Twin Squirrel	1403 1459	<u>OY-BIM Cessna 421B</u>	1549 1630
	G-RUIA Cessna 172	1638 1725	G-BGYL Boeing 737	n/s 2022 0729(8)
8.	<u>F-BUUB Chieftain</u>	0830 2056	G-BOYE Cessna 182	0846
	G-CITY Chieftain	0900 1822	G-WATS Seneca	0927 1338
	G-WOTS Seneca	1000 1725	G-BAPL Aztec	1016 1354
	G-BBLA Cherokee	1032 1507	G-OWVA Cherokee	1117 1353
	G-OKYM Cherokee	1123 1213	G-BDHL Aztec	1137 1745
	<u>D-CGFV Diamond</u>	1146 1535	<u>N697MC Citation</u>	1233 1557
	G-BGYL Boeing 737	1439 1530	G-BHIN Cessna 152	1452 1541
	G-RIOO King Air 200	1506 1525	G-STVE Twin Squirrel	1545 1921
	G-BHGM Duchess	1632 1710	G-BGYL Boeing 737	n/s 2140 1007(9)
9.	G-BCPK Cessna 172	0936 1449	G-BPGB Cessna 150	1108 1716
	<u>D-IOSA Cheyenne</u>	1323 1323	<u>D-IOSB Cheyenne</u>	1325 1325
	G-AWSY Boeing 737	1353 1458	<u>EC-EDM Boeing 737-300</u>	1447 1545
	G-BGYL Boeing 737	n/s 1648 0831(10)	G-DBII Citation	1704 1812
	G-BGVT Cessna 182	n/s 1957 1048(12)		
10.	<u>D-IOSA Cheyenne</u>	0958 0958	<u>D-IOSB Cheyenne</u>	0958 0958
	G-AWYR BAC 1-11	1048 1149	G-ORCL Cessna 421C	1219 1242
	G-HCTL Chieftain	n/s 1759 1702(11)	G-BECH Boeing 737	n/s 2155 0727(11)

LEEDS/BRADFORD MOVEMENTS (Contd.)

11.	G-LIDE Chieftain	1054	1752	G-BGTG Aztec	1305	1412
	G-BECH Boeing 737	1348	1518	G-BJYD Cessna 152	1430	1530
	G-ORCL Cessna 421C	1914	1925	G-BECH Boeing 737	n/s	2006 0840(12)
12.	G-BOYE Cessna 182	n/s	0814 1443(14)	G-FAYE Cessna 150	0822	1426
	G-JAJV Partenavia P68C	0909	1915	G-COWS ARV Super 2	0959	1601
	G-BAAZ Arrow	1022	1603	G-BMNF King Air 200	1109	1236
	I-CGTO Cheyenne	1140	1755	G-BOCV Seneca	1217	1413
	G-BFLV Cessna 172	1219	1739	G-OADY Duchess	n/s	1320
	G-BHIN Cessna 152	1334	1438	G-RUIA Cessna 172	1353	1500
	G-OEAC Mooney M.20J	1355	1506	D-IOSE Cheyenne	1356	1356
	D-IOSB Cheyenne	1408	1408	G-BILR Cessna 152	1417	1455
	G-BNMN Arrow	1424	1454	G-BECH Boeing 737	1436	1510
	G-LANE Cessna 172		1501	G-WIZO Seneca	1502	1652
	G-BLAW Archer	1520	1549	G-BLTM Robin HR.200	n/s	1521 1434(14)
	G-BOPG Cessna 182		1528	G-FISH Cessna 310	1548	1627
	G-BAJO AA-5	n/s	1601 1642(16)	G-BPPB Seneca (DIV)	n/s	1839 1224(14)
	G-BHHU Short SD.3-30	1901	1938	G-FISH Cessna 310	2011	2019
13.	D-IOSE Cheyenne	1001	1001	D-IOSB Cheyenne	1016	1016
	9H-ABB Boeing 737	1031	1202	G-OPEE Cessna 421C	1039	1843
	EC-EGQ Boeing 737-300	1313	1458	G-BGVT Cessna 182	n/s	1322 1426(15)
	G-BFVB Boeing 737	1423	1523	G-ZFDB Twin Squirrel	1537	1633
	G-MUFF Twin Squirrel	1537	1632	G-GLOR Cessna 425	n/s	1714 1735(14)
	G-JLRW Duchess	n/s	1912 0852(14)	G-BFVB Boeing 737	n/s	2128 1001(14)
14.	G-WATZ Warrior	0829	1645	G-BCIO Twin Comanche	0852	1703
	F-GCQL Cessna 414A	0900	1650	G-PDES Dauphin	1029	1103
	G-BJMR Cessna 310	n/s	1121 1031(18)	G-OWVA Cherokee	1203	1605
	G-MOAT King Air 200	1313	1504	G-FISH Cessna 310	1315	1953
	G-BRJV Cadet	1356	1515	G-JLRW Duchess	1437	1809
	G-BFRA Rockwell 114	n/s	1438	ZE411 Agusta A.109A	1442	1455
	G-BIBT AA-5B	1500	1538	G-BRJU Warrior	n/s	1511 1515(26)
	PH-ILD Falcon 50	1540	1707	G-BFVB Boeing 737	n/s	1946 0728(15)
15.	G-FISH Cessna 310	0840	1423	G-BNRH Baron	1112	1512
	G-TEES Cessna 152	1133	1212	G-AZSG Cherokee	1227	1328
	PH-TGH Cessna 172	n/s	1248 1148(16)	VR-BLK Commander 690	1359	1735
	G-BFVB Boeing 737	1400	1520	G-OWVA Cherokee	1410	1549
	G-BGVT Cessna 182	n/s	1544 1451(26)	G-BPTE Archer	n/s	1839 1230(16)
	G-NUIG King Air	n/s	1852 0836(16)	G-BFVB Boeing 737	n/s	2127 0846(16)
16.	G-BNRH Baron	0706	0844	N1606X Cessna 210	0904	1256
	G-FISH Cessna 310	1009	2036	G-AVWD Cherokee	n/s	1020
	G-OWVA Cherokee	1130	1708	G-BHIB Cessna 182	1141	1422
	G-STEV Jodel DR.221	1235	1601	G-BGNW Boeing 737	1255	1448
	EC-EGQ Boeing 737-300	1401	1534	G-BNMB Warrior	1409	1509
	G-BMXF Taifun	1414	1609	G-SACV Cadet	1537	1631
	PH-ILD Falcon 50	1619	1755	G-PLUS Seneca	n/s	1722 1543(18)
	G-BHGP Tobago	n/s	1723 1715(18)	HB-VGS Citation	n/s	1827 1601(18)
	G-BHWF Boeing 737	n/s	1841 0805(17)	EI-BHL King Air	1843	1908
	HB-VBM Falcon 20	n/s	2044 1754(17)	OH-LYN DC-9	2154	2232
17.	G-WIRE Twin Squirrel	0857	0941	D-IHEB King Air 200	0922	1402
	G-OAKJ Jetstream 32	0924	0944	G-VRES King Air 200	0930	0950
	G-KYIN Cessna 421C	1009	1031	G-AYOP BAC 1-11	1029	1128
	G-BEOH Arrow	1034	1638	G-BNEH B.Ae.125	1046	1217
	G-ARYF Aztec	n/s	1059 1522(18)	G-RJMS Arrow	n/s	1100 1507(18)
	G-DASH Rockwell 112	n/s	1112 1509(18)	G-BDSN Wassmer WA.52	n/s	1114 1456(18)
	G-OGEM Archer	n/s	1120 1227(18)	G-AVGB Cherokee	n/s	1122 1445(18)

LEEDS/BRADFORD MOVEMENTS (Contd.)

17.	G-BMJG Arrow	n/s	1140	1528(18)	G-BOTM Jetranger	n/s	1154	1452(18)
	G-BAJN AA-5			1313	G-KYIN Cessna 421C		1743	1758
	G-AWGD Cessna 172		1819	1903	G-BBXU Sierra	n/s	1902	0843(18)
	G-LEAR Learjet 35		1916	1925	G-OAKJ Jetstream 32		2039	2055
	G-BGNW Boeing 737	n/s	2150	0742(18)				
18.	G-BJWW Cessna 172		1000	1103	G-GLOW Twin Squirrel		1310	1642
	G-BGNW Boeing 737		1444	1551	G-AYIO Cherokee		1504	1609
	G-ATJV Cherokee Six	n/s	1821	1646(24)	<u>EI-BHL King Air</u>		2002	2019
	G-BGNW Boeing 737	n/s	2047	0847(19)				
19.	G-WIZO Seneca		0825	1124	G-FISH Cessna 310		1110	1557
	G-MHIH B.Ae.125		1149	1441	G-BBXH Cessna 172		1238	1442
	G-BNEH B.Ae.125		1404	1428	G-BGNW Boeing 737		1434	1516
	G-TEES Cessna 152		1612	1655	G-BAJN AA-5	n/s	1731	1726(27)
20.	G-BGZW Tomahawk		0752	0959	<u>9H-ABC Boeing 737</u>		1006	1114
	G-FISH Cessna 310		1033	1257	G-BALC Jetranger		1131	1536
	G-BMXF Taifun		1156	1258	G-BHIN Cessna 152		1248	1327
	<u>EG-EDM Boeing 737-300</u>		1317	1503	G-DASI Short SD.3-60		1325	1437
	G-BRAK Cessna 172		1348	1515	G-POSN B.Ae.125		1357	1512
	G-FISH Cessna 310		1415	1827	G-JLRW Duchess	n/s	1443	1630(21)
	G-BGNW Boeing 737		1511	1600	G-BMTA Cessna 152		1528	1623
	G-BNMB Warrior		1619	1723	G-BGNW Boeing 737	n/s	2153	0956(21)
21.	G-FISH Cessna 310	n/s	0831	1142(23)	G-BLKY Baron		0902	1814
	G-STST Jetranger		0924	1003	G-BHTT Citation		0934	1031
	G-GLOW Twin Squirrel		0938	1434	<u>SE-ILL Chieftain</u>	n/s	1435	1159(23)
	G-BBYP Cherokee	n/s	1625	1415(27)	G-BBEF Cherokee		1637	1732
	G-STST Jetranger		1703	1733	G-BGNW Boeing 737	n/s	2029	0732(22)
22.	G-BFLV Cessna 172		0822	1738	<u>F-BIHY Falcon 20</u>		0905	1704
	G-BORU Arrow		1102	1125	G-WATS Seneca		1138	1446
	G-ANGK Cessna 140			1227	G-BANK Seneca		1317	1759
	G-WACI Duchess		1352	1633	G-OWVA Cherokee		1359	1723
	G-BGNW Boeing 737		1424	1530	G-SMJJ Cessna 414A		1426	1536
	G-BOJM Archer	n/s	1435	1614(23)	G-BRCH Bonanza	n/s	1543	
	G-GDOG Arrow		1625	1700	G-BGCC Cessna 150		1628	1724
	G-BOYL Cessna 152		1708	1818	G-BPBG Cessna 152		1735	1800
	G-BGNW Boeing 737	n/s	2133	0845(23)				
23.	G-APEY Viscount		0736	0826	<u>OE-ILS Falcon 900</u>		0902	1555
	G-BANK Seneca		0907	1657	G-JLRW Duchess		0913	1209
	G-BWMP Commander 695A		0914	1601	G-HAMA King Air 200		1031	1645
	G-BYOL Cessna 340		1050	1216	G-APEY Viscount		1051	1417
	G-BHTT Citation		1056	1135	G-ROWN King Air 200		1134	1547
	G-BRLG Arrow		1219	1742	G-BGYL Boeing 737		1259	1435
	G-BBMB Robin DR.400	n/s	1342	1117(24)	G-SKKA Navajo		1348	1359
	G-BAEZ Cessna 150		1357	1428	<u>EG-EGQ Boeing 737-300</u>		1419	1643
	G-NUIG King Air		1550	1556	G-JLRW Duchess		1626	1647
	G-APEY Viscount		1800	1857	G-BMMZ Boeing 737	n/s	2042	0808(24)
	G-APEY Viscount		2207	2243				
24.	G-BRTA Tomahawk		1250	1352	G-BGYL Boeing 737	n/s	2203	0730(25)
25.	BST Commences.							
25.	G-NNAC Super Cub		1039	1243	G-FISH Cessna 310		1226	2032
	XP883 Scout		1317	1409	XW283 Scout		1317	1409
	G-BGYL Boeing 737		1425	1549	G-BRDO Cessna 177		1544	1638
	G-NUIG King Air		1609	1726	G-BGYL Boeing 737	n/s	2047	0839(26)

LEEDS/BRADFORD MOVEMENTS (Contd.)

26.	G-BWMP Commander 695A	0830 1548	G-WIZO Seneca	0835 1647
	G-WATZ Warrior	0843 1237	G-BMNF King Air 200	0958 1115
	G-PAMI Twin Squirrel	n/s 1101 1504(27)	G-BFMH Cessna 177	1107 1708
	G-JLRW Duchess	1123 1502	G-AZZV Cessna 172	n/s 1127
	G-AOYR Viscount	1214 1309	G-OTSL Agusta A.109A	1226 1615
	G-AZLY Cessna 150	1233 1321	G-FISH Cessna 310	1250 1400
	G-BMHI Cessna 152	n/s 1339 1535(27)	G-WATS Seneca	1349 1546
	G-BMBI Chieftain	1403 1748	G-BIBT AA-5B	1420 1516
	G-BGYL Boeing 737	n/s 1432 1515(27)	G-BEKG HS.748	1743 1828
	<u>OE-FDW Cessna 414A</u>	n/s 1823 1836(27)	G-NIFR Duchess	n/s 2139 1347(30)
	G-BEKG HS.748	n/s 2205 1126(27)		
27.	G-FISH Cessna 310	0819 1039	G-NUIG King Air	0841 1703
	G-LONG LongRanger	0915 0938	G-OMCL Citation	0924 1619
	G-AZLY Cessna 150	0949 1026	G-TEES Cessna 152	n/s 0950 1258(30)
	G-ORCL Cessna 421C	1101 1746	<u>9H-ABE Boeing 737</u>	1112 1220
	G-BAJO AA-5	n/s 1205 1933(31)	G-BBEV Cherokee	1211 1312
	G-AOYR Viscount	1213 1308	G-FISH Cessna 310	1307 1628
	<u>EG-EGQ Boeing 737-300</u>	1332 1503	G-KENN Robinson R-22	1414 1516
	G-OWVA Cherokee	1606 1759	G-BPIT Robinson R-22	n/s 1707 1850(30)
	G-BOPS Twin Squirrel	1758 1815	G-BGYL Boeing 737	n/s 2116 1000(28)
	G-UKID B.Ae.146	2118 2140		
28.	G-BNNO Warrior	0800 1226	G-FAYE Cessna 150	0830 1400
	G-CDOS Baron	0858 1007	G-SHUG Arrow	0917 1725
	107 Nord 262	0920 1049	G-RODD Cessna 310	0934 1324
	G-GAYL Learjet 35	1029 1105	<u>F-GHSK Falcon 100</u>	1057 1621
	G-BBLA Cherokee	1127 1741	G-BAML Jetranger	1158 1201
	G-OWVA Cherokee	1203 1744	G-AOYR Viscount	1207 1313
	G-BPKG Grob G-115	1220 1734	G-BCBW Cessna 182	1319 1436
	G-BJYD Cessna 152	1536 1632	G-FISH Cessna 310	1607 1904
	G-OLCA B.Ae.146	1745 1812	G-UKAC B.Ae.146	1755 1838
	G-BOPS Twin Squirrel	1827 1856	G-BGYL Boeing 737	n/s 1943 0725(29)
	G-BMNF King Air 200	1959 2055	G-EXEL Brasilia	n/s 2159 1523(29)
29.	G-BOVK Warrior	0817 1304	G-FISH Cessna 310	0857 1436
	G-WIZO Seneca	0949 1323	<u>SE-DEG Citation</u>	0953 1639
	G-BBMB Robin DR.400	1051 1625	G-KYIN Cessna 421C	1146 1219
	ZF573 Islander	1150 1244	G-AOYR Viscount	1156 1300
	ZG845 Islander	1256 1351	<u>PH-AHK Boeing 757</u>	1318 1405
	G-BGYL Boeing 737	1359 1513	G-RUIA Cessna 172	1501 1819
	G-GRID Twin Squirrel	n/s 1521 1036(30)	G-FISH Cessna 310	n/s 1753
	G-DOLR Twin Squirrel	1904 1940	G-OLCA B.Ae.146	1924 2226
	G-MOAC Bonanza	n/s 1947 1802(30)	G-KYIN Cessna 421C	2027 2037
	G-BGYL Boeing 737	n/s 2113 0735(30)		
30.	G-BGZW Tomahawk	0912 1348	G-BPFC Mooney M.20C	0935 1552
	G-BGYL Boeing 737	1008 1128	G-BDWY Cherokee	1219 1252
	G-AOYR Viscount	1238 1322	G-BECG Boeing 737	1254 1435
	G-BHIN Cessna 152	1423 1510	<u>EG-EDM Boeing 737-300</u>	1504 1605
	G-BEUR Cessna 172	n/s 1613	G-NIFR Duchess	1730 1836
	G-BGYL Boeing 737	1753 1832	G-EJET Citation	n/s 1921 0750(31)
	G-BGYL Boeing 737	2109 2138	G-NIFR Duchess	n/s 2143
31.	G-BFVB Boeing 737	0704 0815	G-BEHV Cessna 172	0907 1750
	G-BANK Seneca	0957 1335	<u>PH-VDC Cessna 210</u>	1142 1247
	G-BFGH Cessna 337	1205	G-BGOP Falcon 20	1245 1315
	G-CDON Warrior	1259 1350	G-WATZ Warrior	1420 1614
	G-BPZX Cessna 152	1659 1735	G-BIYX Cherokee	1900 1933
	G-BAZG Boeing 737	n/s 2249		

LEEDS/BRADFORD MOVEMENTS (Contd.)

Overshoots:- 1. G-OHOT Viscount; 5. XS727/FYY? ; 6. ZE439/NVY777 Jetstream; 9. XX500/FYY63; 12. XX497/FYY72; 13. XW434/LOP42, G-WIZO Seneca; 15. XX495/FYY83; 16. XS709/FYY49; 18. G-BLVI T.67M; 19. ZF209/CFN63 Tucano; 20. XW312/LOP95; 21. ZF167/CFN61, ZF144/CFN06 Tucano's; 23. ZF208/CFN61 Tucano; 26. ZF538 Lynx, ZF208/CFN06 Tucano; 28. ZG847/AAC112 Islander, XW368/LOP92; 29. XN506/LOP93.

From & To:- 1. XX507 T Northolt, N15627 F Blackbushe T Gamston; 6. I-LUBE F/T Le Bourget; 7. OY-BIM F EMA T Herning; 8. F-BUUB F/T Calais, D-CGFV F Dusseldorf T Shannon, N697MC F Heathrow T Keflavik; 9. D-IOSA F Southend T Edinburgh, D-IOSB F Jersey T Newcastle; 10. D-IOSA/B F Hurn T Newcastle; 12. D-IOSE/B F Newcastle T Hurn; 13. D-IOSE/B F Jersey T Newcastle; 14. F-GCQL F/T Lille, PH-ILD F Eindhoven T Hannover; 15. PH-TGH F Ostend n/s T Deventer, VR-BLK F Shobdon T Cologne; 16. PH-ILD F/T Eindhoven, HB-VGS F Lisbon n/s T Frankfurt, EI-BHL F/T Cardiff, HB-VBM F/T Biarritz n/s; 17. D-IHEB F/T Karlsruhe; 18. EI-BHL F/T Cardiff; 21. SE-ILL F Aalborg n/s T Stockholm; 22. F-BIHY F/T Le Bourget; 23. OE-ILS F Dublin T Le Bourget; 26. OE-FDW F/T Vienna n/s; 28. 107 F Cork T Berlin, F-GHSK F/T Paris CDG, G-EXEL F Montpellier n/s T Copenhagen; 29. SE-DEG F Vaesborg T Trollhattan, PH-AHK F/T Teesside; 31. PH-VDC F/T Hoeven.

LEEDS/BRADFORD MOVEMENTS REVIEW - MARCH 1990

Quite a busy month on the foreign front starting on the 1st with the UK based Beech C90A N15627. On the 6th Falcon 10 I-LUBE used the callsign "EXJ303" and on the 7th OY-BIM was a Cessna 421B. Noted on the 8th was Navajo F-BUUB using the callsign "FRI602" along with newly registered Mitsubishi MU300 D-CGFV c/n A.051 and Citation III N697MC with c/n 0697. Lufthansa have been doing crew training around the UK this month, one of their ports of call was LBA. On the 9th and 10th we had Cheyennes D-IOSA "Lufthansa 9461" and D-IOSB "Lufthansa 9462", then on the 12th and 13th we had D-IOSE and D-IOSB using the same callsigns. Also crew training was the Philips Falcon 50 PH-ILD on the 14th and 16th. The 14th also saw Cessna 414A F-GCQL visiting. Night stopping on the 15th was the Cessna 172P PH-TGH whilst Turbo Commander VR-BLK was making its first visit to LBA. Citation II HB-VGS was callsign "JetAviation301" on the 16th and it night stopped along with Falcon 20C HB-VBM, Beech E90 EI-BHL was also visiting and was back on the 18th. On the 17th there was another Beech 200, D-IHEB and on the 21st the Navajo SE-ILL was night stopping. Two more biz-jets were the Falcon 20C F-BIHY on the 22nd and Falcon 900 OE-ILS on the 23rd. Another Austrian arrived on the 26th in the shape of Cessna 414A OE-FDW and on the 28th F-GHSK was a new Falcon 100 with c/n 218. The 29th saw a visit from Air Hollands Boeing 757 PH-AHK to collect two passengers from the Amsterdam flight and transport them to Teesside where they were crew training, also present was the Citation I SE-DEG. Ending the month on the 31st was Cessna 210 PH-VDC. Among the UK visitors was the new Twin Squirrel G-WIRE on the 7th which turns out to be G-CEGB re-registered. Air UK have been short of aircraft and they used Viscount G-APEY on the 23rd, on the 26th they had the HS748 G-BEKG of the new British Independent Airways and on the 28th and 29th they used Loganair BAe 146 G-OLCA. The 30th saw them using Britannia B.737 G-BGYL. Also short of aircraft were Aer Lingus, their mid-day flight from the 26th to the 29th was done by BAF Viscount G-AOYR. Not much military to report this month, the SAS Agusta 109 ZE411 visited as "2JI51" on the 14th. Two Scouts called in for fuel on the 25th, these were XP883 and XW283 callsign "Army 344 combine". Doing a quick visit on the 28th was French Air Force Nord 262 number 107 coded "AX" with callsign "CTM191". The 29th we had Army BN2T ZF573 as "Vectis 1" and Army BN2T ZG845 as "Army 120". Duchess G-NIFR arrived late on the evening of the 26th and was still present at the end of the month doing crew training, it is not yet known if it is a new resident. Duchess G-OADY is believed to be a new resident and lives outside Northair/Capital's hangar. The Saratoga G-TOGA is a temporary resident whilst the Rallye G-WCEI had moved back to its base at Oxenhope by the end of the month. The Beech F33A G-BRCH arrived on the 22nd and replaces Cherokee G-AVWT which is believed to have left the same day. Cessna 421C N4006G suffered a collapse of the undercarriage on one side whilst taxiing on the main apron on the 27th and retired hurt to the Northair/Capital hangar.

LBA MOVEMENTS REVIEW (Contd.)

Also moving into the hangar on the 28th was the Cessna 414 OY-CGC which is being evaluated for a creditor of the owner who may take it and sell it. Due to arrive round about the 1st of May is a new King Air for Hanson's to replace the Cessna 425 G-BLGM, this will be G-JHSN.

LEEDS/BRADFORD AIRLINE NEWS - MARCH 1990

INBOUND DIVERSIONS

02 UKA217 ABZ HUW G-BHMY FK27 NWI UKA217
31 CPG1871 AGP MAN G-OSUN BA46 PMI CPG1563

REGULAR FLIGHTS

AMC521 MLA 06/9H-ABC 13/9H-ABB 20/9H-ABC 27/9H-ABE
BAL036A PMI 02/G-BAZG 09/G-AWSY 16/G-BGNW 23/G-BGYL 30/G-BECG
BAL054A ALC 06/G-BGYL 13/G-BFVB 20/G-BGNW 27/G-BGYL
BAL085A ALC 01/G-BPLA 08/G-BGYL 15/G-BFVB 22/G-BGNW 29/G-BGYL
BAL089A PMI 05/G-BGYL 12/G-BECH 19/G-BGNW 26/G-BGYL
BAL144A AGP 04/G-BGYL 11/G-BECH 18/G-BGNW 25/G-BGYL
BAL159A ALC 03/G-BIMZ 10/G-BGYL 17/G-BHWF 24/G-BMMZ 31/G-BFVB
BAL178A TFS 07/G-BGYL 14/G-BFVB 21/G-BGNW 28/G-BGYL
BAL208A AGP 01/G-BPLA 08/G-BGYL 15/G-BFVB 22/G-BGNW 29/G-BGYL
BAL239A SZG 04/G-BGYL 11/G-BECH 18/G-BGNW 25/G-BGYL
BAW8628 GVA 03/G-AWYV 10/G-AWYR 17/G-AYOP
CPG1563 PMI 03/G-OSUN 10/G-OSKI 17/G-OSKI 24/G-OSKI 31/G-OSUN
CPG1661 SZG 03/G-OSKI 04/G-OSKI 10/G-OSUN 11/G-OSUN 18/G-OSKI
UNA2752 TFS 06/EC-EDM 13/EC-EGQ 20/EC-EDM 27/EC-EGQ
UNA5754 TFS 02/EC-EDM 09/EC-EDM 16/EC-EGQ 23/EC-EGQ 30/EC-EDM

OTHER FLIGHTS

12 G-BHHU SH33 CIG166/166P Cambridge-Cardiff Passenger charter
16 OH-LYN DC9 KAR3201/3202 f/t Helsinki First visit
20 G-DASI SH36 UKA816 Humberside-Amsterdam Lieu BA46
23 G-APEY VC8 UKA581P/581 Southend-Belfast Lieu UKA FK27
23 G-APEY VC8 UKA582/828 Belfast-Amsterdam Lieu UKA FK27/BA46
23 G-APEY VC8 UKA829/830 f/t Amsterdam Lieu UKA BA46
23 G-APEY VC8 UKA831/831P Amsterdam-Southend Lieu UKA BA46
26 G-AOYR VC8 EIN366/367 f/t Dublin Lieu EIN FK50
26 G-BEKG HS74 UKA830P/830 Lydd-Amsterdam Lieu UKA BA46
26 G-BEKG HS74 UKA831/826 f/t Amsterdam n/s Lieu UKA BA46
27 G-AOYR VC8 EIN366/367 f/t Dublin Lieu EIN FK50
27 G-UKID BA46 UKA831 Amsterdam-Glasgow First visit & of -300 type.
28 G-OLGW SH36 UKA826 t Amsterdam Lieu UKA BA46
28 G-AOYR VC8 EIN366/367 f/t Dublin Lieu EIN FK50
28 G-OLCA BA46 UKA829/829P Amsterdam-Manchester Lieu UKA BA46
28 G-UKAC BA46 UKA025/830 Prestwick-Amsterdam First visit (-300)
28 G-EXEL E120 EXX-EL/3291 Montpellier - n/s -
Copenhagen Passenger charter
29 G-AOYR VC8 EIN366/367 f/t Dublin Lieu EIN FK50
29 PH-AHK B757 AFD-HK f/t Teesside First visit, Trg.
29 G-OLCA BA46 UKA585P/585 Manchester-Belfast Lieu UKA FK27
29 G-OLCA BA46 UKA586/586P Belfast-Manchester Lieu UKA FK27
30 G-BGYL B737 UKA822/823 t/f Amsterdam Lieu UKA BA46
30 G-BGYL B737 UKA826/829 t/f Amsterdam Lieu UKA BA46
30 G-AOYR VC8 EIN366/367 f/t Dublin Lieu EIN FK50
30 G-BGYL B737 UKA830/831 t/f Amsterdam Lieu UKA BA46

LOCAL MOVEMENTS - FEBRUARY 1990

Bagby:- Visitors - 6.G-RJMS Pa.28 f Conington; 9.G-OTAM C.172N f Fenland; 22.G-AVKG F.172M f Brighton.

Binbrook:- An interesting arrival here towards the end of the month was Tiger Moth VH-HPH/ Matilda. The aircraft arrived for the first leg of a journey back to Australia, which commenced on 2/3 with its departure to Lydd. However nearing its destination the propeller fell off resulting in a forced landing and substantial damage being caused to the machine. The pilot was O.K. and vowed to continue his flight once repairs had been made.

Brighton:- Movements - 3.G-BKIR D.117, also 11,17,24; 11.G-BAML Jetranger f/t Walton Wood; 16.G-BANX C.182P f Blackpool.

Carnaby:- A couple of choppers visited here:- Jetranger G-OJCB f Warrington on 16th and on 22nd R.22B G-BNRZ to a site near Louth.

Church Fenton:- Making a couple of visits on 9th was P.68B G-BJRZ f/t Blackpool.

Crosland Moor:- A new British visitor here was Aztec G-MLPF (Ex.G-WEBB) f/t Tatenhill on 19th. Others included - 15.G-P0AV Dauphin f Harrogate t LBA; 16.G-BFVG Pa.28 t Blackpool; 18.G-JURG RC.114 f LBA with AA-5B G-BFXW and Rallye G-WCEI, G-ZERO AA.5B t Denham.

Doncaster:- Movements - 5.G-AWTA E.310N t Coventry; 6.G-BPEG C.152 t Coventry; 13.G-HART C.152 t Coventry; G-SOUL C.310R f Coventry; 18.G-ASFA C.172 f/t Cranfield, G-AVHM F.150G f Leavesden n/s, G-BLWH RF.6B f Staverton; 20.G-BAML Jetranger f Walton Wood, photo sortie; 21.G-BPAC Pa.28 f Andrewsfield; 23.G-BHIR Pa.28R f Manchester;

Gamston:- Interesting visitor here on 15/2 was a Twin Otter of BAC Aviation on a charter f/t Exeter. Unfortunately only the c/s BAC 376 was noted, the aircraft being unidentified. German Pa.44-D-GAAA was noted on 1st f/t Stuttgart and others included - 1.G-BMVB C.152 t Barton, G-JLRW Be.76 t Leavesden; 3.G-SEJW Pa.28 f/t Tollerton; 5.G-BGOL Pa.28 f Southend, G-OVNE C.401A f Norwich; 6.G-HULL F.150M f/t Brough, M109JD A.109 c/s TMC 01, t Turnhouse; 8.G-WILK Be.200 c/s KNT 601 t Northolt; 9.N91342 Pa.38 f Lakenheath, G-BHYP F.172N f H/Green, G-BOPV Pa.34 f Foulmere; 12.G-USSY Pa.28 f/t Thruxton; 13.G-BGAA C.152 f Burnaston; 14.G-OOLE F.172N, G-BHDE TB.10 f Brough, G-BILS C.152, G-BIFD RC.114 t Brough, G-BOTG C.152 f/t EMA, G-RAIM Squirrel t Coventry; 15.G-OCHD Be.300 f/t Teesside, G-SACS Pa.28; 16.G-PDOC Pa.44, G-DJGY F.172N, G-BGGF Pa.38 f/t Tollerton; 17.G-MARR C.421C f Sturgate, G-HPML R.22B refuel t York; G-VIKE Bellenca Viking f L/Staughton; 18.N70290 Pup f/t Lakenheath, G-BPIZ AA.5B f Tollerton t Fadmoor, G-BPTI TB.20 f Shobdon; 21.G-BGSI Pa.38 f/t Manchester, G-DWMI LongRanger refuel t Battersea; 22.N70290 Pup t Lakenheath, G-SACF C.152 f/t Burnaston, G-TELL C.421C t Thurrock; 23.N43069 Pa.28 f Upper Heyford, G-DEAL R.22B; 24.G-AYPV Pa.28 f/t Newcastle.

Humberside:- Two new British imports arrived here with OY-PJB Pa.38 coming from Staverton for U.K. certification work on 1st and Pa.28 N22065 making a short visit from Little Staughton on 16th. Amongst the other visitors, worthy of note were Navion 4 00-NIQ on 22nd and Learjet 35 OE-GAF on 13th. Evens VP.1 G-BIFO paid a visit from its Wellesbourne base on 9th. Others noted were:- 2.G-JDTI C.421C; 3.G-MEBC C.310I training; 5.HB-GHI Be.200 n/s; 8.G-BMNF Be.200 f LBA, G-BKRD C.320E; 10.N20736 C.303 n/s t Liverpool, G-BHGM Be.76 f Tollerton; 12.G-LIDE Pa.31 t Sturgate, G-BFOL Be.200; 13.G-MARR C.421C; 14.G-BPEG C.152 f/t Coventry; 15.D-IMEL Baron, G-BPRN Pa.28 f/t Blackpool, G-BPGU Pa.28 f Tollerton; 19.D-IOSK C.421C training, G-NIKY Pa.31 f Biggin Hill; 20.F-GIFK Be.F90, G-BITR S.76A, G-WOSP/G-BCWM Jetrangers; 21.G-BPIZ AA.5B, G-AXKD Aztec f Norwich t Exeter; 22.G-HOPE Be.F33A f Hurn; 23.G-EGGC F.172N, G-AZFI Pa.28R f Liverpool, G-BMIG C.172N t Sibson; 24.G-BAPY HR.100 t Ipswich, F-GIFK Be.F90.

Melbourne:- A new resident is T.210N G-SEEK.

Netherthorpe:- Visiting on 6th was a Chipmunk from the BoB Memorial Flight at Coningsby using the c/s Chippie 91. Only others noted this time were - 14.G-BFKF C.152 f Conington; 18.G-NNAC Pa.18; 21.G-BEOE FRA.150 also 22nd.

Pocklington:- A visitor here on 14th was F.172L G-AZKZ.

Rufforth:- Just a couple noted:- 1.G-BRIA C.310L f Shobdon; 22.G-AVUT Pa.28 f Blackpool.

LOCAL MOVEMENTS (Contd.)

Sherburn:- New resident here is G.150F G-ATHV returning home to Yorkshire after a number of years absence, when it resided at LBA with the Yorkshire Aero Club since it was new in 196.. A more up to date machine to arrive was new R.22B G-HVRS which was first noted on 16th. Visitors - 1.G-BCUL Rallye; 6.G-MEBC C.310I f Humberside; 9.G-OKYM Pa.28; 10.G-AVSC Pa.28 f White Waltham n/s; 14.G-BHAW F.172N, G-BFGW F.150H; 16.G-AZOE Airtourer f Wold Newton, G-BGVT R.182 f Felixkirk; 17.G-BOZT Pa.28 f Burnaston; 18.G-BRJL Pa.15, G-BPPB Pa.34; 21.G-ATHG C.150F refuel with G-HULL; 22.G-BHUE DR.1050, G-AYRS D.120A, G-BHDE TB.10, G-AREV Pa.222 f/t Barton; 24.G-BMOM IS.28HZA f Doncaster.

Sturgate:- Arriving from Oxford on 8/2 was Pa.31 G-LIDE to join the fleet of Eastern Air Executive. An interesting visitor on 23rd was Pa.20 Super Pacer G-JEST from Staverton.

Waddington:- Some civil activity here this month with - 2.G-BWMP RC.695A, also 15, 22, 27, Learjet 35A G-GAYL Ambulance; 5.G-BHGY Pa.28R ILS f/t Tollerton; 14.G-BLEZ Dauphin ILS f/t Strubby; 16.G-BEFT C.421C ILS f/t Sturgate.

Helicopter Activity

BRIDLINGTON	10/2 G-BRTE Jetranger f Oxenhope t LBA
BRADFORD	5/2 G-NEXT Twin Squirrel t Enderby, Leicester
DONCASTER	10/2 N109JD A.109 f Gamston, c/s Tarmac 01
	22/2 G-BOUY Jetranger f Lichfield
DONCASTER(Bentley House)	21/2 G-THGS Dauphin f Hayes
EGGBOROUGH	7/2 G-KENN R.22B f/t Doncaster
GARFORTH	23/2 G-PLAX Twin Squirrel f Gamston
HARROGATE	15/2 G-POAV Dauphin f Denham t Crosland Moor
HARROGATE(Rudding Park)	15/2 G-BAML Jetranger f Walton Wood
HEMSWELL	13/2 G-BNRZ R.22B, Landed at site 2 miles S.
HUDDERSFIELD	16/2 G-BPTZ R.22B f Durham
	19/2 G-JLCY A.109 t Easington
HULL(Asda)	24/2 G-STVE Twin Squirrel f Wakefield (Asda)
KIRBYMOORSIDE	24/2 G-MFHL R.22B, site in the village, t Doncaster
LEEDS	16/2 G-MHCC Jetranger, site 7 miles S of LEA, t Barton
LINCOLN	20/2 G-BNRZ R.22B, landed at the Racecourse
MALTON	23/2 G-FENI R.22B, f/t Pocklington
MIDDLESBOROUGH	20/2 G-PJCB A.109 f East Midlands
ROTHERHAM	9/2 G-KMAC Jetranger t Ipswich
SELBY	1/2 G-BPYX R.22B, f/t Lincoln
SHEFFIELD	9/2 G-RAHM Squirrel, operating at several local sites
	13/2 G-STAK Jetranger t Cranfield
WEETON	25/2 G-BRTB Jetranger f LBA t Oxenhope
YORK	17/2 G-MFHL R.22B f Gamston

LOCAL MOVEMENTS - MARCH 1990

Acaster Malbis:- After reports that this airfield was to close a couple of visitors were noted this month, Cessna 172N G-BJGO from Wellesbourne on 26th and TB.9 G-BJKF to Leavesden on 27th.

Bagby:- Visitors - 4.G-BAJN AA.5 to Wold Newton, G-BFTC Pa.28R, G-ARHN Tri-Pacer; 11. G-OGJS Rutan Cozy to Carlisle; 17.G-BNME C.152; 26.G-BFBA DR.100A.

Brighton:- Movements - 3.G-BGGB Citabria to Barton; 17.G-BATV Pa.28, G-BIOW T.67B, G-BKIR D.117, G-BCYH Privateer all f Sherburn; 18.G-DAVE D.112 t Kirton-in-Lindsey, G-BDBD Tailwind f Shorburn, G-BNVE Pa.28 f Panshanger.

Burton Constable:- Visiting the Hall strip on 3rd was Pa.28 G-BPHL f Teesside.

Carnaby:- Visiting here on 1st G-OJCB Jetranger f Doncaster; 15.G-BPNM C.340A f Shobdon; 18.G-AZYA Horizon f Sywell.

Coal Aston:- 13.G-BPLX C.172P f/t Cambridge; 23.G-JUDY AA.5A t Biggin Hill.

LOCAL MOVEMENTS (Contd.)

Church Fenton:- Two of the Sherburn Aero Club Pa.28's G-SACT and G-SACU diverted into here on 8th due strong cross-winds at their base. Both stayed overnight. On the 12th D.117 G-BFEEH arrived from Lynham.

Doncaster:- New resident here for the Aero Club is TB.10 G-BNLIJ which was delivered on 6th. Visitors have included - 4.G-BOJF Pa.28, G-BMHS F.172M f Andrewsfield; 5. G-BPAC t Conington; 7.G-SOUL C.310R f Coventry t Inverness; 8.G-BEOE FRA.150L t Sibson; 11.G-MPBL R.22B t Denham, G-BFVU C.150L f/t Sleaf; 14. G-BCRP Aztec 'LEC 1' f Bognor Regis, G-BOGO Pa.32R t EMA; 15.G-BDWG Islander f Manchester; 16.G-BDNU F.172M f Bembridge n/s; 21.G-BNYN C.152 t Redhill; 22.G-AVVV Pa.28, G-EDRY C.303; 23.G-BYBB Pa.32R f Elstree, G-WILL Pa.32R f Calcutt, G-PUSI C.303 t Newmarket; 24. G-BYBB Pa.32R f Stapleford; 26.G-BMSD Pa.28 t Tollerton; 29.G-BFSY Pa.28.

Gamston:- Beech 76 G-GBSL was Air Tested following maintenance on 2/3 before heading home to Wellesbourne. On 9th Cessna T.210L D-BEEDC arrived from Germany to pick up a British pilot before routing on to Tollerton. The pair then returned from Tollerton on board Ce.421G D-IDDD which turns out to be the former Gamston resident G-BUDG. After a short air test 'DD' landed to drop off the ferry pilot before routing out via EMA on delivery to Germany. A couple of other interesting movements on 16th were Stinson Voyager N4084C along with Cessna 170 N4101V. These machines were imported into this country in order to take part in the London-Sydney Air Rally and came here for radio work after rebuild at Woodhall Spa. A new import flew over the GAM (12.36 at 1500') on 6/3 in the form of RC.114 N115CP enroute Aberdeen to Cardiff. Pick of a host of other visitors were:- 1.N15627 Be.C90A f LBA; 2.G-MIST T.210K f Southend, G-BFHP Citabria f Thurrock, G-TELL C.421G f Thurrock n/s; 3. N9168Q Malibu f Hatfield, G-JBET Be.33 t Cumbernauld; 4.G-DEAL R.22B t Waddington; 6.G-WIRE T/Squirrel t Monk Fryston; 7.G-CELL Pa.32 f Stansted, G-VMAX M.20J f/t Booker, G-BPER Pa.38 f/t EMA, G-BHNU F.172N f Leicester; 8.G-RATE AA.5A f/t Blackbushe, G-BIOB F.172P f Leavesden, G-BGAE C.152 f Conington; 9.G-COWE Be.C90A t Newcastle; 10.G-USSY Pa.28 f Thrupton; 11.G-BCDK P.68 f/t Tollerton, G-BCEP AA.5 f Teesside, G-GUYS Pa.34 f/t EMA; 12.G-OTMC Beechjet f EMA, G-COWS ARV2 f Langar, G-OWNER Be.200 f Luton, G-BEED DR.400, G-BHAW F.172N, G-BIYM Pa.32R; 13.G-JIMS C.340A t Shoreham; 14.G-BRFL Pa.38 f Skegness; 16.N43069 Pa.28 f Lakenheath, G-STOX Jetranger f Stapleford t Newcastle, G-OPJC C.152; 17.N70290 Pup f Lakenheath, G-OTMC Beechjet, G-BFDI Pa.28 f Tollerton, N91342 Pa.38 t Lakenheath, G-BEOE FRA.150M f/t Sibson, G-BLDR Dauphin f Leatherhead t Hexham, G-BAWN Pa.30 t Manston; 18.G-BFEX F.172N t Cranfield, N5824H Pa.38; 20.N4101V C.170, G-SEEK T.210N f Melbourne, G-BORO C.152 f/t EMA, G-BGAA F.152 f Burnaston; 22.G-BAEZ FRA.150L f EMA, G-BODZ R.22B fuel; 24.G-BOXK T.67M t White Waltham; 26.G-WPLC Be.200 t Fair Oaks; 27.G-SJW Pa.28 f/t Tollerton; 28.N109JD t Edinburgh, G-BNHK C.152 f Coventry, G-BMHD C.152 f Burnaston, G-KMAC Jetranger f High Melton.

Humberside:The resident C.310R G-BRAH has been re-registered G-TKPZ and is used for training flights alongside G-FISH. Movements - 2.G-BPXA Pa.28 f Stapleford, G-BEXW Pa.28 f Panshanger; 3.G-BODE Pa.28 f Oxford; 4.OO-VLH Pa.31; 5.N1565B Beechjet; 6.OY-BLW Aztec to 'EKVD'; 7.G-BOPV Pa.34 f Foulmere; 8.N192R Falcon 20D (c/n 192), G-BMUI Pa.44 f Staverton, G-BOUI Pa.28 f Stapleford; 9. G-AWET Pa.28 t Shipdham; 10.G-BPLZ Hughes 500 t Wittering, G-BODF Pa.28 t Norwich; 11.G-DYNE C.414A t Tollerton; 13.G-WBPR BAe.125/800; 15.F-GFEA Pa.31T, G-MARS Beechjet, G-PETR Pa.28 t Ipswich, G-BHVB Pa.28 f H/Green; 17.G-BODD Pa.28 f Oxford, G-BFYB Pa.28 t Norwich, G-TAXI Aztec t Ostend; 18.G-ATOM Pa.28 f/t Oxford; G-ARDB Pa.24; 22. VR-BLK Commander 840 f Shobdon t Malmo, G-BWFN TB.20 f Lulsgate; 24.G-WROX Pa.31 f Aberdeen; 27.F-GCQL C.414A t Gatwick, G-BIAW S.76; 28.G-CVAN C.406.

Linton-on Ouse:- A pair of civilian visitors here on 2nd Duchess G-JLRW f Leavesden and on 15th Pa.28 G-BWZB f Coventry.

Netherthorpe:- The Cessna T.182R G-PDHJ is in fact not a resident here as previously reported, just a very frequent visitor from EMA. Movements - 2.G-BACP FRA.150L; 4. G-BAHD C.182P f Lambley; 6.G-AVGI Pa.28 f Burnaston; 10.G-BEFA Pa.28 t Booker, G-DODD F.172P f Leavesden; 11.G-ASHA F.172D f EMA, G-BJYG Pa.28, G-BRID U.206G f/t Langar; 16.G-BOGN Pa.28 t Oxford; 18.G-BGKV Pa.28 f/t Shipdham; 22.G-AVZV F.172H f Blackpool, G-ASUR Do.28; 28.G-BORO C.152 f/t EMA.

LOCAL MOVEMENTS (Contd.)

Pocklington:- Visiting on 9th was Pa.28 G-AVSC whilst on 26th T.67M G-FLYV arrived from Kirkbymoorside and was noted returning home later in formation was T67 G-BLTT.

Rufforth:- Movements - 8.G-BIQM T.67A; 18.G-ATGP DR.1050 f Sherburn, G-MAGS C.340A; 20.G-BPFL Davis DA.2 f Bagby; 21.G-DNCS Pa.28R f Barton; 27.G-MAGS C.340A t LEA.

Sandtoft:- The Humberside based G.310R G-BRAH was noted on air test from here on 23rd after maintenance. Visitors - 2.G-BKAM T.67M f/t EMA; 8.G-BRLG Pa.28R t Staverton, G-AVZV F.172H f/t Blackpool; 12.G-RJWW Maule M.5 t Walton Wood; 13. G-BPWI Jetranger t Aberdeen; 14.G-AXAB Pa.28 f Blackpool; ;6.G-BJBI C.414A; 17. G-BJXZ C.172H f/t Burnaston.

Sherburn:- A new resident here is F.172N G-OBMS ex.Coventry. It's replacement G.206 G-DBMS visited from its Coventry base on 2nd. Jodel D.117 G-BHUE has also taken up residence and another of the type G-AYRS has returned after a brief foray to

Brighton. R.22B G-ROUT arrived here from Bury on 14th and will remain based whilst its owner undertakes training with Heli-Yorks. A veteran and vintage aircraft meet will take place here on 28th May. Visitors - 2.G-BKII F.172M f/t Goodwood, G-OBIP R.22B t Leicester; 3.G-BBJU DR.400 f/t Huntingdon, G-BEFC AA.5B t Shobdon; 7.G-EISI R.22B f Sywell, G-AXUF FA.150K; 12.G-ASAU Rallye, G-AZOE Airtourer t Wold Newton;

;4.G-AEVS Acronca C.3; 15.G-FENI R.22B; 16.G-BMUZ Pa.28 f Newcastle; 17.G-BFDL Cub, G-BDBD f Barton, G-BEIL Tailwind f/t Octon, G-BPWR Hawk XP, G-BCYH Privateer; 18. N4084C Stinson Voyager, N4101V C.170, G-BLHW Kachina, G-APVS C.170, all f Woodhall Spa, G-AJAM Auster J/5 f/t Temple Bruer; 19.G-WOLD SF.25A f/t Pocklington, G-JWFI F.172N f Barton; 20.G-AVGZ DR.1050, G-AMTD Auster J/5F; 21.G-BILP C.152 t Cardiff;

22.G-BPNI R.22B f Huntingdon, G-PIGS Rallye t Sturgate; 27.G-LANE F.172N f Sproatley.

Sturgate:- Walton Wood based G.310N G-AWTA was Air Tested from here on 22nd following CofA renewal. Amongst the visitors were -9.G-BLYD TB.20 f/t Biggin Hill; 11. G-BOII C.172N; 12.G-BJRW U.206G f Cuxwold; 17.G-COCO F.172M t Skegness.

Temple Bruer:- Visitors - 3.G-AVLW RF.4D f Wigsley, G-ARAO Pa.18 f Lambley (also 18), G-BCGG DR.250 (also 10); 11.G-AVPI F.172H t Tollerton.

Helicopter Activity

A Hughes helicopter owned by the Huddersfield Land Rover Centre was reported to have been substantially damaged in an accident near York on 28/3. The aircraft is believed to be Hughes 269 G-AVZC. Also damaged in an accident recently was Northern Helicopter's Gazelle G-RIFF although no further details are known.

BARNESLEY	4/3	N9599F Hughes 269 f Middlesborough
BEVERLEY	29/3	G-PJCB A.109A f Rowcester t EMA
BOLTON ABBEY	21/3	G-BAML Jetranger f Walton Wood
BRADFORD	13/3	G-STVE T/Squirrel operating f Grattan Site
DONCASTER	14/3	G-PLAX T/Squirrel t Gamston
	21/3	G-THGS Dauphin landed at Bentley House t Croyden
GAINSBOROUGH	14/3	G-OKAT Squirrel f Coventry t Oxford
GARFORTH	2/3	G-OSEB Bell 222 f Knutsford
	14/3	G-ORGE Gazelle f Northampton
	18/3	G-HVRS R.22B f/t Sherburn
HARROGATE	14/3	G-PDES Dauphin f LBA t Morley
	27/3	G-BOPS T/Squirrel f LBA n/s t Falkirk
HUDDERSFIELD	14/3	G-PDES Dauphin Morley-Hayes
	26/3	G-STVE T.Squirrel Battersea-Wakefield (Cedar Court Hotel)
ILKLEY	11/3	G-GLOW T/Squirrel t Gamston
KIRKBYMOORSIDE	9/3	G-MFHL R.22B landed at site n/e of village
LEEDS	8/3	G-OJCB Jetranger Headingley Cricket Ground
	14/3	G-PDES Dauphin landed at Morley f Harrogate
MONK FRYSTON	6/3	G-WIRE T/Squirrel operating local powerline ins.
RAWCLIFFE	6/3	G-WOSP Jetranger t Humberside
RICCAL	2/3	G-BRTB Jetranger f Keighley t LBA
ROTHERHAM	7/3	G-WIRE T/Squirrel landed during powerline ins.
	13/3	G-ZFDB T/Squirrel t Kensington Palace in formation with T/Squirrel c/s Linton 11.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

As the Metro train emerged from the tunnel the Washington "National" airport panorama unfolded against a background of the Potomac River, what I first took to be a car park was in fact the approach road, it was 7pm on a Sunday and the place was heaving!

As the train pulled into the station I could see several Biz Jets by the first hangar and I stayed on the platform for a while, logging these and the many domestic airliners parked close by. Eastern had the stands nearest with DC9s N402EA/403EA/406EA and 421EA. Delta 757 N632DL, 727 N545DA and DC9 N933DL were nearer the terminal which obscured many other aircraft. Several commuters disappeared this way but I caught Henson Dash- 7s N900HA and Brockway SF340 N7458A. We moved over to the terminal which has a large glass frontage and I was able to see remaining aircraft; Continental DC9s including N805NY and several Pan Am 727s N574PE/N568PE and N878UM/N879UM. US Air were well represented; F28s N465AU/N493US, B727 N717US and 4 B737s. Two airlines new to me were Midwest Express with DC9 N400ME and Midway with DC9 N107OT but the majority of the continual arrivals were the Mega Carrier US Air. The small commuters kept sneaking in on a cross runway whose approach was across the river, conveniently keeping them from conflict with the big boys. Pennsylvania Airlines Shorts 330 N412CA and Suburban Shorts 360 N362SA interrupted the steady shuttling of Henson (Dash 8s this time N924HA and N909HA) and Pan Am Express (Dash 7 N177RA). Back to the lighter aircraft mentioned earlier, there was a strange mix for a busy 'Capital' Airport; Westwind N87NS, HS125 N917NK, MU Diamond N710MB plus a couple of Citations. Cessna 172 N735VK, MU2 N984RE, Hughes 369 N1600Q, and approx 10 mixed twins.

As darkness fell and we repaired to the restaurant I had logged about 60 regs over 2 hours. I planned to visit each of the three nights we were in DC so I had great expectations of 'National'. On the Metro the airport was only one stop from our hotel, Judy didn't object because the way to the station was via a huge underground mall! When visiting the airport I stayed a while on the Metro platform which gave a good overview of the airport because of its elevated location, I also used the upper car park for the same reason, finally visiting the terminal to get the hidden aircraft and eat!

It proved a good decision to leave the car at the hotel, the traffic into the airport is appalling and from the car park you could watch the taxi drivers fighting. The following morning was dedicated to tourism, I had always wanted to visit the Lincoln Memorial with its huge seated figure of Abraham Lincoln surrounded by his most famous speeches, in particular the Gettysburg Address, carved into the walls. The view from the steps along the Mall across the reflecting pools, past the pinnacle of the Washington monument to the Capitol must be one of the world's greatest. Close by is the Viet Nam memorial, Americas most visited site, its sombre black marble 'V' shape speckled with the thousands of carved names and the tiny US flags and roses left by relatives of the fallen; a silent place where tourists feel like intruders.

I had a short task to perform before visiting the Air and Space Museum. A friend of the family has high connections in the Senate and had arranged some VIP visits for us (White House, FBI, Capitol and Paul Garber,) the passes were waiting for us at the Senators office in one of the Federal buildings near Capitol Hill so we walked the full length of Pennsylvania Avenue in blazing sun, collected our passes, walked around the Capitol and back down The Mall to the 'Air and Space' by which time we had just enough energy left to sit down in the restaurant.

Suitably refreshed we went back to the main entrance being both the logical place to start but also a very impressive introduction to what is probably the best aviation museum in the world. The building is purpose built, comprising two floors, the front of the museum has galleries which extend through the full height of the building and in these are placed the more spectacular set pieces. Perched above the various desks in the entrance gallery is the Rutan Voyager N269VA fresh from its circumnavigation whilst nearby hangs another epic 'voyager' the Ryan NY-P NX211 'Spirit of St. Louis' of Charles Lindbergh. The Adjacent gallery reminded me of a young enthusiasts bedroom ceiling, only in this case the model hanging from a slender thread was a genuine Eastern Airlines DC3 N18124 (17,800 lbs!) in formation with TWA Northrop Alpha NC11Y, American Airlines Ford Trimotor N9683 and one of the pioneers of air transport a Pitcairn Mailwing of Eastern Air Transport NC2895.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

Sharing the 'Milestones of Flight' gallery with Lindberghs Ryan are Chuck Yeagers Bell X1, NASA X15 and the Wright Flyer. Another gallery is devoted to Spaceflight and a backup Spacelab is available to walk through. The museum is a collection of American Aviation History, and the majority of exhibits reflect this; Northrop Gamma NR12269 flew over Antarctica, Wiley Post took his Lockheed Vega NC105W "Winnie Mae" to 55,000ft and Steve Wittman's Buster N14855 had the longest run of racing successes ever. There are over 60 exhibits on show including Lockheed U2, Boeing 247, Grumman Gulfhawk, Boeing F4B and P2 Pursuit fighters, AV6 Kestrel 64-18263, Sikorski and Piasecki helicopters. One superb set piece is a 'Carrier flight deck with A4 Skyhawk, 148314; S58 Seahorse 148768. Representing earlier operations are a Douglas Dauntless and Grumman Wildcat. A mock up of the bridge with audio visual simulation puts you in the middle of the action.

We foreigners are represented by Spitfire EN474 and the enemy with BF104, ME262 and Zero. As with the USAF Museum there are hundreds of ancillary displays from Moon Rock to a Roland Emmett mobile (Similar to the one in the Merrion Centre, Leeds.) There is an Imax cinema and several shops, the previously mentioned restaurant is a magnet for federal employees from all over DC because of the quality and value of food. Slightly cheaper is the huge self service cafe, both are located in a conservatory, air conditioned of course, situated at one end of the building. We spent half a day in the Air and Space, just managing to see all the aircraft and the more interesting exhibits.

That evening we paid a second visit to the National Airport and being a weekday it was much busier. I logged about 70 numbers in 2 hours. Henson Dash 8s N906HA/920HA and Dash 7 N708ZW were joined in their shuttling by Statewest SH360 N711PK and South Jersey Twin Otter N104AC. Suburban SH330 N848SA and Brockway Beech 1900 N6929M. Midway and Midwest Express brought in 2 different DC9s; N1069T and N401ME. Delta Boeing 757s N647DL and N639DL were accompanied by several DC9s and B727s. Continental DC9s included N813NY/815NY/816NY and US Air outnumbered everyone else as usual. Airline liveries normally carried by bigger aircraft appeared on Pan Am Express Dash 8 N172RA and TWA Express Metroliner N3049D.

Several Biz Jets arrived home for the night; Westwind N84PH, Falcon 20 N11TC, Falcon 50 N831P, Cessna 650 N6000J plus a host of Learjets and Citation 500s. Of added interest were Sikorski 76 N363G and Police Enstrom N650PG. A nice note to finish on was Citation C-GHFC.

The next day was devoted to tourism so at 8.30am we were at The White House. Our VIP pass meant avoiding the 5 hour queues and a very pleasant tour followed, the guides are NSA (secret service) staff and are good. I am not a lover of stately homes but it was the current affairs interest such as 'Mr Gorbachev sat here' and 'President Bush is sitting at his desk immediately above us at this moment' which made the White House very different.

Lunch at the Air and Space was followed by a tour of the FBI (J. Edgar Hoover) building. The guides here were straight out of Cagney and Lacey, gave us a lecture on why we shouldn't use drugs and showed us a replica of the rifle that shot JFK; Tuesday evening at the National Airport was the busiest yet. I managed about three hours and 90 numbers logged, the bulk still US Air, Delta, Northwest, Continental and Henson but Business Express showed up with Saab 340s N340BE and N342BE. The Biz Jets were much in evidence again about 20 arrived during my stay including HS125 N819M, Westwind N66JE, Sabreliners N820DY and N240AC and Jetstar N46F. Lighter aircraft were still visiting, Cessna 172 N54937 and Baron N10CE parked next to King Air 200s N206R and N204MS. During my three visits very few of the registrations were duplicated, due to the size of the US Carriers fleets. Sadly this was my last visit to "National" as next day we left Washington for Virginia. I wanted to be away in good time as the morning was set aside for a visit, arranged by our friend, to the legendary Paul E. Garber Facility, the Plane spotters Aladdins Cave!

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

The Paul Garber restoration facility is part of the Smithsonian Institution and as such provides engineering facilities to the Air and Space Museum. The latter is one of the 14 museums forming the Institution. In the early 19th Century an Englishman James Smithson willed his considerable fortune to the USA "To found, at Washington, under the name of the Smithsonian Institution, an establishment for the increase and diffusion of knowledge among men". This quote is important in understanding the philosophy of the Garber facility. Their aim with any aircraft they restore is to prepare that aircraft for 200 (yes, two hundred) years of availability to researchers and public. Any part not from the original supplier is marked so, identifying it to some student 200 years hence, enabling that person to know exactly what standard of engineering existed in 1914 or whenever. The current output of the facility is two or three airframes a year.

Armed with this inspiring knowledge I followed the map on the pamphlet I had received at home when 'Garber' confirmed my visit. The facility (once called Silver Hill) is in the south eastern suburbs of Washington and I turned of the road into what appeared to be an industrial estate, the entrance identified only by the Smithsonian sign over the door. We booked in and were shown to a small waiting room in a hangar with tantalising views of a Grumman Bearcat, Hughes H1 racer, P47 Thunderbolt and TBM Avenger 24085 (Lt G. Bush; Sounds familiar). We were joined by about eight other visitors and our two guides who gave us a brief rundown of the facility's operation. We left the entry hangar and our first port of call was the restoration hangar. The first aircraft we saw was probably the most famous (Notorious?) in history; B29 44-86292 Enola Gay, separated from her wings but now almost restored. Resting alongside her wings was an example of the atom bomb she dropped. Nearby was Hurricane LF686 and a Focke Wulf 190, both in advanced states of restoration. Very different was Benoist XII no.32, stripped of its rotting fabric and with many years of hard work ahead.

We were shown across a road lined by a dozen large hangar like buildings, all were crammed full of aircraft parts, closed to all but researchers because of the danger of accident, and injury when climbing over corrosion inhibited fuselages. Some of these buildings had been tidied and we entered through a small door to be confronted by AN2 N84762, and as our eyes adjusted to the gloom a panorama of aircraft unfurled, Aeronca C2, Akerman Tailless, Bede BD5, Beech D18, Helio No1, DC3 and Boeing 337 fuselages, and so this went on. In every hangar we entered unique aircraft appeared; Northrop wing, Arado 196 and 243; the latter a superb restoration, DH Mosquito TH998, Convair XFY1 vertical take off (sits on its tail until a huge contra prop drags it skyward), Douglas YB 43 'Bugeye' the USA's first jet bomber, but never produced. Military prototypes such as the YB 43 and the Curtis Ascender are alongside better known types; F105 'Thud', P61 Black Widow, F86, F100, P38 Lightning, and civilian light aircraft such as Rotorway Scorpion, Cessna 150, Waco 9 and Waco UIC, Windecker Eagle, Piper Cubs and Curtis Jenny. The list goes on and on, I logged over a hundred aircraft, many of them unique, all with a place in history. Information from our knowledgeable guide was augmented by reminiscences from some of the tour party, one of whom had escaped from a blazing F4U Corsair on a Carrier deck in the Pacific. We finished in the hangar we had entered by, this contains several sports aircraft such as the aforementioned Hughes and also a humidity controlled room with perishable items such as a stuffed Lion which as a cub had travelled the USA with the Hughes racer (as the sponsors trademark) until it became too big to handle. It was given to a zoo and visited regularly by the pilot until it died many years later. A condition of the donation of the Hughes was that the lion be preserved with it! After about three hours the visit was over, it had been everything I had hoped for in the months of waiting and was one of the real highlights in a holiday packed with unforgettable events. It is difficult to do justice to the "Garber" in words alone, many of you will not know what several of these aircraft look like but photography is very difficult, one day I will return with more specialised photo equipment.

B.H. Best.

AIR YORKSHIRE MEETING
BRIGHTON AIRFIELD
1st. APRIL, 1990

For those who made the trip to Brighton on 1st. April it was a day to remember, for those who didn't, then the day in question was rather appropriate!

About 35 members braved the early morning mists to get over to Brighton for a 12.30 start. The main objective of the day was to meet Taff Smith and the Jungmann, in which he made his solo flight from Australia to Sherburn between 29th. April and 22nd. May last year. Brighton is also the home of an expanding collection of privately owned vintage aircraft, hence the name of the club, the "Real Aeroplane Club"!

Members were made to feel very welcome in the small but very comfortable clubhouse, where there was a good selection of light refreshments available throughout the afternoon. The real business started with Tony (Taff) Smith and Alan Horsfall (his main technician on the project) explaining to us the planning and execution of the Australia - Sherburn flight. The aircraft is a Spanish built Casa 1-131E Jungmann, having spent some of its life in the Spanish Air Force (E38-148). At the time of the inception of the idea in the Spring of '88 although the main airframe was in good condition, the engine needed a fair amount of attention as well as increasing its range. In fact the machine ended up with virtually a new engine with an improved range of 8 hours flying on 56 gallons of fuel. This was to permit a range of 600 miles in 6 hour hops. The increased fuel capacity was achieved by creating a custom-built tank installed in the front hold, forward of the cockpit. In addition to the mechanical fuel feed, a manual pump was fitted and the oil tank was also doubled in capacity. Further work on the brakes, undercarriage was done at Sherburn. Then followed 20-25 hours of test flying, checking the modified systems. The machine was then taken to the P.F.A. Rally at Cranfield, where a serious oil-tank leak was discovered.

Then came the time for the aircraft to be dismantled, ready for packing into pre-shaped polystyrene containers, and then loaded on a ship bound for down-under. One last minute panic involved the tail-plane having to be dismantled. All other equipment was also shipped out to Darwin, including items such as a spare compass. The pre-trip preparations at Darwin were done in hangers, courtesy of the R.A.A.F. including 5 hours of test flying over the North Australian desert. Very soon the time for the real stuff approached, the day for departure being the 29th. April.

The first leg was a 500 mile leg over the notorious Timor Sea, a leg well within the new range of the machine, but not accounting for a very strong headwind. The first landing was at Kupang in Timor island, with the next leg on to Bali. Not uneventful, as the fuel taken on board at Kupang was so silted that it blocked the fuel filters. Therefore the manual pump had to be used very early on into the trip. Then on to Jakarta, landing at the International airport and then to Sumatra (where evidence of the destruction of the Equatorial rain forests disturbed the pilot) and on into Singapore where the fuel tank needed repairing. The trip then continued up the west coast of Thailand and Burma (experiencing a military coup!), and then west over the Bay of Bengal. Here the air was yellow, evidence of intense atmospheric pollution on a mega-scale. Landing in Calcutta the temperature was 46°C, and the inhospitable nature of the airport staff rated at an equally high level! The north-westerly route that Tony wished to follow from Calcutta was thwarted by typical Indian bureaucracy, resulting in a flight path due west. Problem- no map, except for a 1:4,000,000 one bought in a local bookshop before departure! Destination was Nagpure- result, not unexpectedly -getting lost. He had to land on a rough strip out of Nagpure, where he was soon surrounded by 1000 local Indians and the local bobby who re-directed him to his intended destination. At Nagpure the welcome was very good compared to earlier on, and the machine was hangered in the local flying club hanger. Then on to Karachi, again getting slightly lost, resulting in Karachi A.T.C. bringing the Jungmann in on radar. Then to the old Imperial post of Gwadar, only 40 miles inside the border with Iran. Briefing to cross the Gulf of Oman and the Straits of Hormuz were to the point - be careful! Both the Iranians and the American fleet had proved themselves to be trigger happy at the time. Abu Dhabi saw the aircraft hangered with Emirates, and the service on the ground compared with service in the air - first class. The Saudi authorities were not immediately forthcoming with clearance over their country. But

AIR YORKSHIRE MEETING
BRIGHTON AIRFIELD
1st. APRIL, 1990

first on to Bahrain, where radio failure on the Jungmann necessitated it landing at Bahrain International without any prior notice, Clearance was eventually obtained, with stops at Riyadh and Jeddah(aggregate landing fees \$1000 !) The flight then followed the Red Sea and then inland to Egypt and Luxor, and then a spot of Nile following to Alexandria. The impression one gets from the Egyptians is that they are constantly on 'the take', Probably the Med was the first sign of getting near home, Over the sea to Rhodes and then on to Athens, a difficult airport to get into with modern technology, with a VFR approach even more difficult; over the mountains, holding out at sea, dodging the Jumbos, holding again, until a slight gap between the jets and then- get in there! Athens to Naples, and then on to Elba and Marseille, landing in the morning. In the afternoon-Marseille to Deauville i.e. more or less the whole of France, The following day, Deauville to Sherburn, the only problem encountered being negotiating Upper Heyford airspace. Obviously a great feat, a great trip and a successful one. What did Taff Smith attribute the success to?-good planning and good preparation. And he's still paying for it !Would he do it again?- No! the trusty Jungmann can now retire at Brighton. Our thanks to all concerned at Brighton for a very good afternoon, and a most interesting one.

AIRCRAFT AT BRIGHTON 1.4.90

After the talk members were shown round the hangars where there was a good opportunity to inspect the aircraft based there, plus an impromptu flying display by the Jungmann, the Aeronca, the Super Cruiser and the Jodel.

TAFF(Casa 1-131E), AOBG(fuselage only, Somers-KendalsK-1), AVXC(Tipsy Nipper), BLZZ(CAP21), AIXN(Benes-MrazMIC Sokol), AEVS(Aeronca 100), EFIE(Bolkow Bo207), BFDL(Piper J3C-65 Cub), MVAC(CFM Shadow), BFEB(Jodel 150Mascaret), BRPF(Cessna 120), FUZZ(Piper Super Cub95), AVKG(F172H), ARTH(Pa12 Super Cruiser), AVRS (Socata Horizon), BRVJ(Slingsby Cadet Motor Glider), BKIR(Jodel D117), BMHN, HIEL (R22s-overflew), and a Flying Flea!



AIRLINE NEWS

Aeroflot will lease two Antonov AN124 transporters to Airbus Industrie from 1992, as part payment for the lease of their new A310-300s. Airbus Industrie's Super Guppies are now becoming overworked, so more aircraft are required to carry Airbus components from the various plants at which they are made to the Airbus assembly works at Toulouse, France.

Aer Turas have acquired a third DC8-63. The aircraft, Icelandair's TF-FLV, will be delivered in September.

Air Atlantis will lease a Boeing 737-200 from South African Airways for the summer. The aircraft is being sub-leased via Air Mauritius and Zambia Airways, and is being leased to cover for delays in the delivery of Air Atlantis' new 737-300 aircraft.

Air Europe Two early Boeing 757s have been sold to Venezuelan carrier AVENSA, the latter becoming the first South American operator of the type. Aviogenex have now taken delivery of their first ex-Hapag Lloyd Boeing 737-200 aircraft. Two more B727-200s have been added to the fleet: one is leased from Shannonair, and was formerly TC-FLK with Icelandair, and the other, registered YU-AKR, flies in a hybrid Aviogenex-Braniff colour scheme.

British Midland have introduced a third daily return on the East Midlands-Belfast route. From 4th June, frequency on the East Midlands-Paris route will be increased to thrice weekly, with all the flights being operated by ATP.

Condor Berlin are a new charter carrier formed in a new joint venture between Lufthansa charter subsidiary Condor and East German airline Interflug. The airline will operate one Boeing 757 on charters from Berlin Schönfeld and Tegel airports.

Eagle Air Arnaflug's remaining Boeing 737-200 has been repossessed by its lessors, and the aircraft is now flying for Finnair Cargo contractor Atlanta Icelandic. At present, Eagle Air's Reykjavik-Amsterdam and Hamburg services are being maintained by a leased Carnival Airlines Boeing 727-200.

El Al will lease a QANTAS Boeing 767-200ER for the summer season. The Eilat-Brussels service will be extended to Manchester this winter.

Iberia have sold four DC9-33RCs to the US Navy, the aircraft involved being RC-BYK/L/M/N. The Aviaco DC9-34CFs are gradually to be transferred to Iberia cargo subsidiary Cargosur, while Iberia's DC9-32s will go to Aviaco as the MD87s are delivered.

KLM have received their sixth and seventh B747-400s, releasing two of the B747-200s that do not have the upper deck extension for lease to Garuda Indonesia and Surinam Airways.

Lineas Aereas Canarias and Universair are to merge. The new carrier, which will have a fleet of three 737-300s and four MD83s, will be based in Tenerife, with operations spanning Tenerife, Las Palmas, Palma, Lanzarote Arrecife and Fuerteventura Puerto del Rosario airports. Two HS125s will also join the fleet when air-taxi operator Euravia is absorbed by the new Spanish "mega-carrier".

Lufthansa will dispose of all thirty eight Boeing 737-200s over the next five years. It will transfer fifteen of the aircraft to Berlin, to operate for Interflug when German re-unification procedures begin in full, and hopes to lease or sell the other aircraft to airlines in Eastern Europe.

Manx Airlines will commence a new Glasgow-Liverpool-Cardiff service on 11th June, with the flights being operated by SD3-60.

Novair International is being closed down by its owners, the Rank Organization, the reason being that the group wishes to withdraw from the transport markets altogether, and that the airline's profits have been plummeting with the recession in inclusive tours. The two 737-400s have already been sold (one will join Sobelair as OO-SBJ), but a more immediate

problem is faced by Rank when it tries to dispose of the three DC10-10s - these may be awkward to sell.

Olympic Airways have sold their three Boeing 767-200ERs to Ansett Worldwide before delivery. Instead, the carrier is to lease six 737-400s from Ansett, with deliveries due to start in 1991. Two B727-200s have been acquired in the meantime.

Transwede have formed a new subsidiary in Egypt. Named Pyramid Airlines, the carrier will receive a 737-300 from Transwede in the near future.

AIRCRAFT NEWS

CS-TAR to G-HDBD	HS748	SATA Air Azores to British Airways
G-BLKV to ZK-NBI	B767-204	Britannia to UAS to Air New Zealand (for delivery 15/6/90)
G-BLKW to ZK-NBJ	B767-204	Britannia to UAS to Air New Zealand (for delivery 1/11/90)
G-BMNB to F-GIJT	A300B4	Dan Air to GPA to Air Inter
VT-EQI to CS-TMD	B737-291	Indian Airlines to GPA to Air Sul Portugal
VT-EQJ to CS-TMC	B737-291	Indian Airlines to GPA to Air Sul Portugal

Air Europe Fokker 100 registrations will be in the G-FIO* sequence. The first two MD11s will be registered G-OLAN and G-MDII.

Dan-Air have sold HS748s G-AZSU and G-BFLL to Aberdeen Airways.

Air Malta's 737-500s will be registered 9H-ABR/S/T and the A320 will become 9H-ABP.

LEEDS BRADFORD NEWS

News includes Manx Airlines' new daily Isle of Man service, which will commence on May 26th. Times are :

Monday-Friday :	Arrive LBA 1550	JE833	Depart LBA 1610	JE834
Saturday :	Arrive LBA 1505	JE831	Depart LBA 1535	JE832
Sunday :	Arrive LBA 1725	JE835	Depart LBA 1750	JE836

The flights are operated by SD3-60, and flying time is 55 minutes.

There are two sets of ad-hoc charters down to operate :

11th May	Air Charter International B737-200	Arr 1505	Dep 1550
	Inbound as ACF6186	Outbound as ACF6186V	To/from Lourdes
18th May	Air Charter International B737-2000	Arr 1520	Dep 1610
	Inbound as ACF6187V	Outbound as ACF6187	To/from Lourdes
25th September	TAROM IL18	Arrive 1230 as ROT706 from Bucharest	Depart 1330 as ROI707 to Timisoara
30th September	TAROM IL18	Arrive 1055 as ROT708 from Timisoara	Depart 1155 as ROT709 to Bucharest.

BELOW : Air Charter International / Euralair Boeing 737-200.

