

AIR YORKSHIRE



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AUGUST 1988

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200
CHAIRMAN:- M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19 Guiseley 75137
SECRETARY:- A. Heeley, 45 Coppice Wood Crescent, Yeadon, Leeds LS19 7LN, Guiseley 75745
TREASURER/REGISTRAR:- H.J. Thompson, 1 Breary Rise, Bramhope, Leeds LS16 9AL, 843189
TRIPS ORGANISER:- Roy Lyman, 19 Highwood Grove, Moortown, Leeds LS17 6EP Tel. 680994
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

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.

SEPT. 4th

: Air 2000.

Mr Angus Kinnear, Director of Ground Operations for Air 2000 is our guest speaker. What it is like to be involved at the birth of one of Britain's newest airlines with the latest technology.

OCT. 2nd

: Annual Quiz.

Answers to Aviation Quiz 3 by PPL

1. King Khalid International Airport. Riyadh, Saudi Arabia.
Ground area 86 square miles.
2. Schipol, Amsterdam. 13 feet below sea level.
3. Hungary.
4. B.747 when all 4 engines stopped at FL370 on 24th June 1982 due to volcanic ash over Indonesia. Engines restarted 13 minutes later.
5. Priorities:- Ambulance flights
Royal flights
VIP flights
CAFU flight checks
Scheduled flights
Police Survey flights
Training flights.
6. C-130 Hercules.

CREDITS

T.W. Sykes
D. Senior
G. Harkin

D. Elam
J. Stanfield
P. & D. Mitchell
S.W. Rigg
N. Barratt
S. Lord.

A. Lee
A.P. Harkin
D. Sharp
A.M. Stoneley

LEEDS/BRADFORD MOVEMENTS - JULY 1988

1. G-BGOM Navajo	0743 1057	EC-EHJ Boeing 737-300	0828 0937
G-AWWZ BAC 1-11	1214 1421	G-BNZL Boeing 737	1344 1530
G-BJCT Boeing 737	1359 1700	EC-EHJ Boeing 737-300	1554 1736
G-NNAC Super Cub	1617 1804	<u>N717RD Gulfstream 1</u>	1833 1931
<u>LN-SUL Friendship</u>	1859 1939	G-BATV Cherokee	1919
2. G-BJVV Robin R.1180	0707 0834	G-NNAC Super Cub	0948 1301
G-BRYA Dash 7	1045 1125	G-BKHT B.Ae.146	1143 1230
G-AXLN BAC 1-11	1227 1401	G-MOBL Bandeirante	1249 1425
G-HBCA Augusta A.109A	1301 1447	G-BJYM BAC 1-11	1358 1500
G-BKHF Boeing 737	1410 1515	G-BFFE Cessna 152	1439 1504
G-LEGS Short SD.3-60	1546 1638	<u>LZ-BTP Tu-154</u>	1704 1840
<u>YU-ANU Boeing 737</u>	1934 2031		
3. G-ATVH BAC 1-11	1139 1314	G-BKHT B.Ae.146	1247 1350
G-BDTV Mooney M.20F	1457 1628	G-AZDD Monsun	1501 1629
G-BJCT Boeing 737	1550 1722	G-BKMN B.Ae.146	1855 1935
<u>YU-AKK Boeing 727</u>	2030 2133		
4. G-JFRS Citation	0856 1010	<u>YU-AHJ DC-9</u>	0949 1341
G-OBAL Mooney-M.20J	1016 1113	<u>G-FDJG Boeing 747</u>	1050 1314
G-BLDE Boeing 737	1510 1629	G-HIHI Saratoga	n/s 1602 0927(5)
<u>EC-EIA Boeing 737-300</u>	1620 1758	XV185 Hercules	n/s 1720 1202(5)
G-RNMO Short SD.3-30	1935 1959	G-BADP Boeing 737	1953 2137
5. <u>EC-EIA Boeing 737-300</u>	0924 1023	G-OONE Mooney M.20J	0939 1844
G-AWER Aztec	1023 1046	G-BDHL Aztec	1100 1218
G-BCUJ Cessna 150	1200 1511	ZA718 Chinook	1212 1236
G-BFGH Cessna 337	1314	G-AVXJ HS.748	1330 1843
G-NEXT Twin Squirrel	1332 1429	G-BJCT Boeing 737	1410 1519
G-DIME Rockwell 114	1422 1615	G-AWER Aztec	1533 1600
G-BKHF Boeing 737	1614 1739	G-OPOL HS.125	n/s 1653 1646(6)
6. G-BSHL HS.125	0820 1458	<u>F-GMIS Falcon 10</u>	0848 1725
G-BLKY Baron	0850 1625	<u>9H-ABB Boeing 737</u>	0924 1117
G-BGEK Tomahawk	1152 1708	G-AZTS Cessna 172	1153 1351
G-AVXJ HS.748	1221 1510	G-OSEB Bell 222	1302 1305
G-ASMW Cessna 150	1321 1834	G-OSEB Bell 222	1454 1620
G-OWEB B.Ae.125	1513 1655	G-BNMI Boeing 727	1707 1817
G-ASOO Twin Comanche	1838 2138	G-ORCL Cessna 421C	1934 1954
G-JFRS Citation	1940 2025		
7. <u>EC-EHZ Boeing 737-300</u>	0914 1035	G-BCAT Navajo	0931 1219
G-AWIT Cherokee	0942 1623	G-BIWS Cessna 182	1000 1615
G-AZSZ Aztec	1020 1118	G-BHIN Cessna 152	1055 1208
G-AVUG Cessna 150	1243 1616	G-BAFD Bo.105D	1350 1510
G-AVMD Cessna 150	1724 1729	G-AZSZ Aztec	1842 1928
8. <u>EC-EHJ Boeing 737-300</u>	0831 0933	G-RUIA Cessna 172	0845 1122
G-BLEV Twin Squirrel	0955 1200	G-OBAL Mooney M.20J	1200 1859
G-BNEF Navajo	1213 1717	G-AVYK Terrier	1253 1434
G-BHIN Cessna 152	1328 1417	G-BMOR Boeing 737	1345 1503
G-BJCT Boeing 737	1419 1533	G-AYWB BAC 1-11	n/s 1425 0921(9)
G-STAT Cessna 206	1506	<u>EC-EHJ Boeing 737-300</u>	1539 1949
XV106 VC-10	1620 1713	G-BAJN AA-5	1919 2012
9. G-JDPI Cessna 421C	0727 0816	G-NEWR Chieftain	0728 0814
<u>N545AC Cessna 206</u>	0943 1044	G-BMKE Arrow	n/s 0955 0714(11)
G-BKHT B.Ae.146	1021 1114	G-AWWX BAC 1-11	1038 1149
G-BRYD Dash 7	1050 1146	G-ATKU Cessna 172	1120 1231
G-AXMG BAC 1-11	1238 1407	G-BDES Sikorsky S-61N	1307 1334
G-BNZH King Air 200 n/s	1313	G-BEGG Boeing 737	1316 1431

LEEDS/BRADFORD MOVEMENTS (Contd.)

9. <u>D-EMKV Cessna 172</u>	n/s	1346	1049(10)	G-BDWG Islander	1508	1637
G-LICK Cessna 172	n/s	1522		G-BCUJ Cessna 150	1525	1633
G-SALU Short SD.3-60		1546	1627	G-BOCH Cherokee Six	1700	1744
<u>N571CH HS.125</u>	n/s	1741	0753(12)	<u>N2301C Cessna 182</u>	n/s	1745 1820(10)
G-MDAS Navajo		1943	1955	<u>YU-ANP Boeing 737</u>	1951	2056
G-ODMM Chieftain	n/s	2127	0703(10)			
10. <u>G-BKHT B.Ae.146</u>		1031	1209	G-ATVH BAC 1-11	1038	1220
G-HFGP King Air 200	n/s	1405	1228(15)	G-BFVA Boeing 737	1425	1629
G-STAT Cessna 206		1545	1643	G-BKMN B.Ae.146	1626	1727
G-AYYX Rallye		1717	1824	G-AVGV Cessna 150	n/s	1719 2007(20)
G-ODMM Chieftain		1928	2001	G-JDTI Cessna 421C	n/s	2007 1108(11)
G-NEWR Chieftain	n/s	2011	1729(11)	<u>YU-AKK Boeing 727</u>	2024	2130
11. <u>ZA772 Gazelle</u>		0840	0858	G-RUIA Cessna 172	n/s	0847 1711(13)
G-BMZD King Air		0928	1010	G-AWTA Cessna 310	n/s	0934 1814(12)
<u>YU-AHW DC-9</u>		0951	1115	G-MAGY Ecureuil	1017	1359
G-ARWM Cessna 175		1041	1601	G-BAMM Cherokee	1045	1218
G-BNJM Warrior		1143	1539	G-AZEG Cherokee	n/s	1145 1236(15)
G-OKEN Arrow		1151	1226	G-BIAA Tampico	1255	1348
<u>ZA772 Gazelle</u>		1353	1507	G-RMGN Twin Squirrel	1405	1452
G-BLDE Boeing 737		1455	1600	G-BJCE Boeing 737	1511	1628
<u>EC-EHJ Boeing 737-300</u>		1554	1701	<u>N545AC Cessna 206</u>	1743	1857
G-BAMM Cherokee		2045	2111	G-ONTB Jetranger	2049	2113
12. <u>G-SHAW Twin Comanche</u>	n/s	0757		<u>EC-EIA Boeing 737-300</u>	0913	1004
G-BFBB Aztec		1045	1132	G-BONC Duchess	1145	1331
G-BONL Jetranger		1209	1313	G-AWAI Baron	1255	1500
G-KFIT King Air		1305	1559	G-BFVA Boeing 737	1418	1523
G-BKHF Boeing 737	n/s	1544	1132(14)	G-BFBB Aztec	1601	1619
G-AZTS Cessna 172		1702	1749			
13. <u>G-BLKY Baron</u>		0913	0952	<u>9H-ABF Boeing 737</u>	0936	1124
G-BLFV Cessna 182		0945	1704	G-NEXT Twin Squirrel	1010	1204
G-ROPI Hughes 369		1415	1509	G-BAML Jetranger	1550	1621
G-BLKY Baron		1649	1745	G-NORS Cessna 425	n/s	1703 1055(14)
G-OSEB Bell 222		2012	2041			
14. <u>G-CJCB LongRanger</u>		0707	1509	G-EPCH King Air 300	0825	0906
G-WSSC Chieftain		0832	0913	G-JDTI Cessna 421C	0836	0908
<u>N5372C Cessna 414</u>		0928	1905	<u>EC-EHJ Boeing 737-300</u>	0939	1103
G-IBCA King Air 200		1044	1538	G-JDTI Cessna 421C	1612	1631
G-AZAV Cessna 337		1703	1755	G-EPCH King Air 300	1716	1729
G-WSSC Chieftain		1829	1849	<u>ZA772 Gazelle</u>	2016	2142
<u>XX409 Gazelle</u>		2016	2142			
15. <u>F-GEBH Cheyenne</u>		0750	1050	<u>EC-EHJ Boeing 737-300</u>	0847	0932
G-OMCL Citation		1012	1611	G-UBSH King Air 300	1013	1448
G-OJVH Cessna 150		1039	1824	G-MUFF Twin Squirrel	1103	1314
G-PENN AA-5B		1109	1513	G-DOOZ Twin Squirrel	1123	1507
G-LITE Rockwell 112		1301	1416	G-AWWZ BAC 1-11	1326	1435
G-BNZT Boeing 737		1414	1510	G-RSUL Cessna 303	1539	1549
<u>EC-EHJ Boeing 737-300</u>		1553	1648	G-EMVY King Air 200	1555	1640
G-DAAH Arrow		1625	1652	G-EMEV Lance	n/s	1719 1735(21)
G-AVRN Boeing 737		1727	1843	<u>N18471 King Air</u>	1744	2005
G-BDUN Seneca	n/s	1900	0846(16)	G-BASL Cherokee	1904	1947
16. <u>G-BKMN B.Ae.146</u>		1013	1133	G-BDAS BAC 1-11	1049	1142
G-JVMR Partenavia P.68B		1118	1329	G-BRYD Dash 7	1130	1223
G-AZMG BAC 1-11		1245	1407	G-CHDI Cessna 414A	1247	
G-BFEC Aztec		1309	1810	G-BEPP Archer	n/s	1513 1613(20)

LEEDS/BRADFORD MOVEMENTS (Contd.)

16. <u>G-LEGS</u> Short SD.3-60	1553 1631	<u>LZ-BTV</u> Tu-154	1748 1851
<u>YU-ANP</u> Boeing 737	1837 1915	<u>G-BGYL</u> Boeing 737	2119 2231
17. <u>G-AWTA</u> Cessna 310	0752 0836	<u>G-JFRS</u> Citation	0829 1020
<u>G-BJUK</u> Short SD.3-30	0909 0937	<u>G-BKMN</u> B.Ae.146	1035 1143
<u>G-ATVH</u> BAC 1-11	1127 1149	<u>G-PALS</u> Enstrom 280C	1436 1836
<u>G-IVAN</u> VariEz	n/s 1557	<u>G-RAEM</u> LongEz	1558 1632
<u>G-RIFF</u> Gazelle	1613 1644	<u>G-BKHT</u> B.Ae.146	1651 1741
<u>G-DAAH</u> Arrow	1708 1733	<u>YU-AKF</u> Boeing 727	1834 2034
<u>G-AYYX</u> Rallye	1847 1936	<u>G-ATYN</u> Cessna 150	n/s 1856 2027(21)
<u>G-AWTA</u> Cessna 310	1928 1956		
18. <u>G-BDHL</u> Aztec	0758 0828	<u>G-KBCA</u> King Air 200	0933 1205
<u>G-MAGY</u> Ecureuil	0934 1438	<u>I-CIPA</u> Citation	n/s 0955 1214(19)
<u>G-BJGY</u> Cessna 172	1016 1402	<u>G-BENJ</u> Rockwell 112	n/s 1031 0958(19)
<u>HB-VGR</u> Citation	n/s 1042 1656(19)	<u>G-BNKF</u> Jetranger	1046 1116
<u>G-FTOB</u> Boeing 747	1053 1309	<u>YU-AJF</u> DC-9	1056 1220
<u>G-BBLA</u> Cherokee	1143 1527	<u>G-COWI</u> Cessna 414A	n/s 1233
<u>G-BSSS</u> Cessna 421C	n/s 1440 1452(26)	<u>EC-EIA</u> Boeing 737-300	1538 1727
<u>G-AXNB</u> Boeing 737	1602 1653	<u>G-BLDE</u> Boeing 737	1614 1717
<u>G-BDHL</u> Aztec	1642 1735	<u>G-BNKF</u> Jetranger	1757 1811
19. <u>OO-OSA</u> Citation	0721 0831	<u>G-BTBT</u> Saratoga	n/s 0825 1629(20)
<u>EC-EHJ</u> Boeing 737-300	0832 0938	<u>G-OKEN</u> Arrow	0941 1014
<u>G-NUIG</u> King Air	1030 1041	<u>N133DM</u> Citation	1109 1804
<u>G-RNMO</u> Short SD.3-30	1115 1140	<u>XS790</u> Andover	n/s 1142 1329(20)
<u>G-BMOI</u> Partenavia P.68B	1146 1506	40082 C-21A	1243 1308
<u>G-RNMO</u> Short SD.3-30	1424 1439	<u>G-BGYJ</u> Boeing 737	1500 1601
<u>G-VKRS</u> Citation	1547 1707	<u>G-NUIG</u> King Air	1611 1633
<u>G-HIHI</u> Saratoga	1709 1837	<u>G-BGYL</u> Boeing 737	1919 2030
<u>G-BMSU</u> Cessna 152	n/s 2028 1337(20)		
20. <u>G-HIHI</u> Saratoga	0812 0845	<u>9H-ABE</u> Boeing 737	0909 1031
<u>N5372C</u> Cessna 414	0917 1425	<u>G-BIFZ</u> Partenavia P.68C	0939 1431
<u>G-RANY</u> Cessna 421C	0946 1628	<u>N444BW</u> Cessna 414A	1006 1254
<u>G-BCUJ</u> Cessna 150	1052 1128	<u>G-TEES</u> Cessna 152	1140 1219
<u>G-NUTZ</u> Twin Squirrel	1225 1414	<u>G-STVE</u> Twin Squirrel	1249 1450
<u>G-BFEE</u> Baron	1419 1705	<u>G-BKNH</u> Boeing 737	1512 1845
<u>G-BFOL</u> King Air 200	1524 1706	<u>G-BJYD</u> Cessna 152	1549 1621
<u>XP820</u> Beaver	1608 1836	<u>N5253A</u> Gulfstream 2	n/s 1949 1059(22)
<u>EI-BTR</u> Boeing 737	n/s 2118 0743(21)		
21. <u>G-BJKY</u> Cessna 152	1339 1413	22550 G-12	1609 1702
<u>G-SFHR</u> Aztec	1700 1736	<u>G-GTAX</u> Chieftain	1724 1821
<u>G-WELL</u> King Air	1755 1952	<u>G-PAGE</u> Robin R.1180	n/s 1846 1746(22)
<u>G-JTCA</u> Aztec	n/s 2002 0910(22)		
22. <u>G-BIFZ</u> Partenavia P.68C	0945 1338	<u>EC-EBX</u> Boeing 737-300	1052 1140
<u>G-BMNF</u> King Air 200	1037 1116	<u>G-BMOR</u> Boeing 737	1347 1537
<u>G-BFVA</u> Boeing 737	1401 1526	<u>EC-EIA</u> Boeing 737-300	1552 1727
<u>G-JDTI</u> Cessna 421C	1602 1652	<u>G-BBNY</u> Cougar	1614 1700
<u>G-AWWZ</u> BAC 1-11	1718 1850		
23. <u>G-BOSD</u> Seneca	0911 1547	<u>G-GEIL</u> B.Ae.125	0914 1927
<u>G-AXYA</u> Navajo	0958 1836	<u>N917J</u> Jetstar	1012 1708
<u>G-BKMN</u> B.Ae.146	1047 1155	<u>G-BRYA</u> Dash 7	1106 1157
<u>G-AWWX</u> BAC 1-11	1111 1218	<u>G-BONM</u> Boeing 737	1309 1432
<u>G-LEGS</u> Short SD.3-60	1554 1633	<u>G-AWTA</u> Cessna 310	1557 1653
<u>G-BMOA</u> Cessna 441	1600 1657	<u>G-GYAV</u> Cessna 172	1621 1729
<u>G-AXMG</u> BAC 1-11	1753 1912	<u>YU-ANP</u> Boeing 737	2055 2156

LEEDS/BRADFORD MOVEMENTS (Contd.)

24. G-BUMP Archer	0902 1719	G-ATVH BAC 1-11	1027 1134
G-BKMN B.Ae.146	1040 1153	<u>HB-VEV Falcon 20</u>	n/s 1406 1800(25)
G-ATPJ BAC 1-11	1749 1858	G-BDRB AA-5B	1752 1856
G-ATKU Cessna 172	n/s 1804 1834(26)	G-JDTI Cessna 421C	1829 1903
G-BECC Boeing 737	1923 2021	G-BCZN Cessna 150	n/s 2020 1640(29)
<u>YU-AKK Boeing 727</u>	2222 2317		
25. G-BWMP Commander 695A	0857 1603	G-KBCA King Air 200	0937 1015
G-RHCC Chieftain	1052 1110	G-ASMW Cessna 150	1057 2031
G-BMNF King Air 200	1116 1146	<u>YU-AHW DC-9</u>	1146 1340
G-BLDE Boeing 737	1412 1525	G-7-128 Slingsby T.67	1426 1651
G-BJCU Boeing 737	1541 1649	<u>EC-EBX Boeing 737-300</u>	1546 1710
26. <u>EC-EHJ Boeing 737-300</u>	0832 1000	G-RANY Cessna 421C	0919 0930
G-PRMC HS.125	0928 1005	G-NNAC Super Cub	1021 1239
G-BKSZ Cessna 210	n/s 1050	G-AYIO Cherokee	1100 1213
G-BNIR Jetranger	1101 1514	G-11-5 HS.748-ATP	1132 1158
G-RMGN Twin Squirrel	1408 1520	G-BEGH Boeing 737	1409 1522
G-BJSY King Air	1410 1423	G-7-129 Slingsby T.67	1412 1648
G-JDTI Cessna 421C	1535 1621	G-ETON Maule M.5	1552 1759
G-BFVB Boeing 737	1633 1735	G-BFGH Cessna 337	n/s 2002 1109(28)
27. G-UBSH King Air 300	0803 1103	G-BGEEK Tomahawk	0846 1401
G-BLKY Baron	0857 1723	<u>9H-ABC Boeing 737</u>	0936 1101
G-RANY Cessna 421C	0945 1724	G-BFFE Cessna 152	1025 1118
G-JETE Citation	1028 1148	G-BDKW Rockwell 112	1159 1553
G-BJYD Cessna 152	1218 1300	G-PRMC HS.125	1427 1626
G-JTCA Aztec	1505 1824	G-BAJW Boeing 727	1507 1701
G-NORS Cessna 425	n/s 1717 1622(28)		
28. G-UBSH King Air 300	0759 0805	<u>EC-EHJ Boeing 737-300</u>	0932 1035
G-PENN AA-5B	1114 1438	G-BNRH Baron	1159 1906
G-HIHI Saratoga	1210 1604	G-JETE Citation	1218 1246
G-OSEB Bell 222	1257 1329	<u>I-EDIK Falcon 50</u>	1553 1800
G-UBSH King Air 300	1606 1616	<u>G-JDTI Cessna 421C</u>	2044 2102
29. <u>EC-EHJ Boeing 737-300</u>	0822 0934	G-AYIO Cherokee	1039 1219
G-AXTI Cherokee	1043 1152	G-HIHI Saratoga	1118 1156
G-AXLN BAC 1-11	1217 1403	XX379 Gazelle	1313 1358
G-BMOR Boeing 737	1348 1511	G-BFVA Boeing 737	1445 1646
<u>EC-EHJ Boeing 737-300</u>	1532 1802	G-ASMN Apache	1718 1808
30. G-NEXT Twin Squirrel	1010 1048	G-BPNX BAC 1-11	1016 1109
G-BRYA Dash 7	1043 1125	G-AWWX BAC 1-11	1045 1139
G-AYWB BAC 1-11	1227 1413	G-BKHE Boeing 737	1308 1429
XX379 Gazelle	1317 1408	G-ROWN King Air 200	1438 1600
G-LITE Rockwell 112	n/s 1440 1155(31)	G-BKMX Short SD.3-60	1546 1635
G-EMGJ Chieftain	1635 1909	LZ-BTR Tu-154	1722 1834
G-ASPI Cessna 172	n/s 1934 1238(31)	<u>YU-ANP Boeing 737</u>	2110 2159
31. G-BKHT B.Ae.146	1019 1134	G-BHIN Cessna 152	1056 1202
G-ATVH BAC 1-11	1104 1222	G-BFVA Boeing 737	1527 1750
G-BMSU Cessna 152	1532 1635	<u>D-IBAH King Air 200</u>	1638 1706
G-BNJH Cessna 152	1659 1801	XW283 Scout	1800 1849
G-BKMN B.Ae.146	1901 1950	<u>N5253A Gulfstream 2</u>	n/s 2000
<u>YU-AKK Boeing 727</u>	2005 2102	G-BMSU Cessna 152	n/s 2023

 Overshoots:- 4. XN595/CFR14, G-WSSC Chieftain; 7. XN595/CFX83, XW404/LON39; 8. XX496/FYT90, XS728/FYN50, XW413/LON38; 9. G-OAFB K.A.200; 11. XW434/LON38; 12. XW432/LON39; 13. XW434/LON39, XX494/FYT92; 14. XX494/FYT93, XW312/LON44; 15. XW312/LON39, XX482/FYT93, XW434/LOY90; 18. XX495/FYT04; 19. XX498/FYT99, G-BONT T.67. 21. XX495/FYT84;

OVERSHOOTS (Contd.)

26. XS713/FYN52, XS710/FYN53; 27. XS735/FYN53.

From & To:- 1. N717RD F Grenoble T Le Bourget, LN-SUL F Stavanger T Fornebu; 6. F-GMJS F/T Le Bourget; 9. N545AC F/T Kortrijk, D-EMKV F/T Calais n/s, N571CH F Milan n/s T Keflavik; 11. N545AC F/T Kortrijk; 14. N5372C F/T Elstree; 15. F-GEBH F/T Lille, N18471 F Nice T Reykjavik (DIV); 18. I-CIPA F Turin n/s T Stornoway, HB-VGR F/T Geneva; 19. OO-OSA F Antwerp T Blackpool, N133DM F/T Biggin Hill, 40082 F Echterdingen T Lake-
neath; 20. N5372C F/T Elstree, N444BW F Henstridge T Stansted, N5253A F/T Gander n/s; 21. 22550 F Northolt T Aberdeen, G-WELL F Ibiza (Ambulance flight); 23. N917J F/T Le Bourget; 24. HB-VEV F/T Geneva n/s; 28. I-EDIK F/T Milan; 31. D-IBAH F Bristol T Birmingham.

LEEDS/BRADFORD MOVEMENTS REVIEW - JULY 1988

Two foreign airliners to start the month. Friendship LN-SUL with the callsign "Partnair 1070" and Gulfstream 1 N717RD callsign "Air Provence 1644" both on the 1st. On the 2nd TU154 LZ-BTP made its first visit of the year. Falcon 10 F-GMJS 206 N545AC visiting from its base on the Continent, HS 125 N571CH night stopping and Cessna R182 N2301C c/n 0146 night stopping on delivery from Reykjavik to its new base at Felixkirk. Also night stopping that day was Cessna F172 D-EMKV. Back again on the 11th was Cessna 206 N545AC. Two more first visits of the year were Boeing 737 9H-ABF on the 13th and Cessna 414A N5372C on the 14th. PA-31T F-GEBH visited on the 15th and Beech F90 N18471 c/n LA-161 called in on its return to the States from Nice to Reykjavik. Night stopping on the 18th were Cessna 550 HB-VGR callsign "PJS 202-101" and Cessna 501 I-CIPA. Another pair of Citations on the 19th were the 550 OO-OSA callsign "Bosal 1-2" and the Biggin based N133DM a Cessna 501. Noted on the Midland Heathrow service on the 20th was Boeing 737 EI-BTR and visiting were Cessna 414A N444BW and the Gulfstream II N5253A which visits for about two weeks this time of the year. Visiting on the 23rd was the French based Jetstar N917J and night stopping on the 24th was Falcon 20 HB-VEV callsign "PJS403-411Q". Hispania's Boeing 737 EC-EBX came in for the first time this year on the 25th. Second Italian of the month was the Falcon 50 I-EDIK when it called in on the 28th. Ending the month for foreigners was the Beech 200 D-IBAH on the 31st. Lots of military once again this month, starting with the Hercules XV185 "Ascot 4957" which night stopped on the 4th. On the 5th Chinook ZA718/EQ was "APC60" and on the 8th VC-10 XV106 was "Ascot 2505". Gazelle ZA772 was "Army 434" on the 11th and came back on the 14th in formation with Gazelle XX409 as "Army 379 combine". On the 19th USA C21A 40082 visited as "Clue 59" and Queens Flight Andover XS790 "Kitty 2" night stopped. Beaver XP820 was "Army 112" on the 20th and on the 21st C12 22550 was "Clue 75C". On the 29th and 30th "Army 416" was XX379, and on the 31st Scout XW283 was "Army 540". Others of some interest were the Seneca G-BOSD on delivery from Reykjavik via Newcastle on the 23rd which went to Felixkirk, and the latest Slingsby's. These were G-7-128, which is to be HKG-12, on the 25th and G-7-129, to be HKG-13, on the 26th. Also logged on the 26th was the ATP G-11-5 doing cross-wind landings. Cessna 172 G-LICK arrived to be resident on the 9th and Cessna 152 G-BMSU became resident on the 31st. The Cessna 414 G-CHDI left Northair on the 16th with a German sounding pilot heading for Saarbrucken and may have been sold abroad.

LEEDS/BRADFORD AIRLINE NEWS - JULY 1988

REGULAR FLIGHTS

AGX194	DBV	02/YU-ANU	09/YU-ANP	16/YU-ANP	23/YU-ANP	30/YU-ANP
AMP611	MLA	06/9H-ABB	13/9H-ABF	20/9H-ABE	27/9H-ABG	
BAL050A	GRO	04/G-BADP	11/G-BJCT	18/G-AXNB	25/G-BJCV	
BAL054A	IBZ	01/G-BJCT	08/G-BJCT	15/G-AVRN	22/G-BFVA	29/G-BFVA
BAL093A	CFU	05/G-BKHF	14/G-BKHF	19/G-BGYL	26/G-BFVB	
BAL223A	ALC	02/G-BKHF	09/G-BECG	16/G-BGYL	23/G-BONM	30/G-BKHE
BAL224A	AGP	03/G-BJCT	10/G-BFVA	17/DivMAN	24/G-BECG	31/G-BFVA
BAL548A	REU	05/G-BJCT	12/G-BFVA	19/G-BGYJ	26/G-BECH	

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

REGULAR FLIGHTS

BIA2157	MAH	01/G-AWWZ	09/G-AYWB	15/G-AWWZ	22/G-AWWZ	29/G-AXLN
BIA2175	PMI	02/G-AXLN	09/G-AXMG	16/G-AXMG	23/G-AXMG	30/G-AYWB
BRY603	JER	02/G-BRYA	09/G-BRYD	16/G-BRYD	23/G-BRYA	30/G-BRYA
DAN385	JER	02/G-BKHT	03/G-BKHT	09/G-BKHT	10/G-BKHT	16/G-BKMN
		17/G-BKMN	23/G-BKMN	24/G-BKMN	30/G-BPNX	31/G-BKHT
DAN387	JER	02/G-BJYM	03/G-ATVH	09/G-AWWX	10/G-ATVH	16/G-BDAS
		17/G-ATVH	23/G-AWWX	24/G-ATVH	30/G-AWWX	31/G-ATVH
DAN393	JER	03/G-BKMN	10/G-BKMN	17/G-BKHT	24/G-ATPJ	31/G-BKMN
DAN2626	IBZ	06/G-BNMI	13/G-BKNH	20/G-BKNH	27/G-BAJW	
DAN2794	PMI	04/G-BLDE	11/G-BLDE	18/G-BLDE	25/G-BLDE	
HSL2313	PMI	04/EC-EIA	11/EC-EHJ	18/EC-EIA	25/EC-EBX	
HSL2321	PMI	05/EC-EIA	12/EC-EIA	19/EC-EHJ	26/EC-EHJ	
HSL2341	PMI	07/EC-EHZ	14/EC-EHJ	21/DivMAN	28/EC-EHJ	
HSL2353	PMI	01/EC-EHJ	08/EC-EHJ	15/EC-EHJ	22/EC-EIA	29/EC-EHJ
HSL3051	PMI	01/EC-EHJ	08/EC-EHJ	15/EC-EHJ	22/EC-EBX	29/EC-EHJ
IAA137	LJU	04/YU-AHJ	11/YU-AHW	18/YU-AJP	25/YU-AHW	
LAZ930	VAR	02/LZ-BTP	16/LZ-BTV	30/LZ-BTR		
MX832	IOM	02/G-LEGS	09/G-SALU	16/G-LEGS	23/G-LEGS	30/G-BKMX
UKL2015	AGP	01/G-BNZZ	08/G-BMOR	15/G-BNZZ	22/G-BMOR	29/G-BMOR
WDA167	YYZ	04/G-FDJC	11/Cancel	18/G-FTOB	25/Cancel	
YRG2763	PUY	03/YU-AKK	10/YU-AKK	17/YU-AKF	24/YU-AKK	31/YU-AKK

First visits were made by Boeing 727-100 G-BAJW DAN2626 27th, and Boeing 737-200s G-BONM BAL223A 23rd and 9H-ABG AMC611 27th.

OTHER FLIGHTS

01 LN-SUL FK27	PAR1071/1070E	Stavanger-Oslo	Lieu CV58
01 N717RD G159	APR1644	Grenoble-Le Bourget	Passenger charter
02 G-MOBL E110	GNT956	Edinburgh-Saarbrucken	Freight charter
04 G-CPTL SH36	PAR1072	t/f Stansted	Lieu CV58
04 XV185 C130	RRR4957	Newcastle-n/s-Gutersloh	Parachutists
04 G-RNMO SH33	EIN368/368P	Dublin-Newcastle	Lieu SH36
08 XV106 VC10	RRR2505	Gutersloh-Brize Norton	Trooping
09 G-BDES SK61	-	Aberdeen-Finmere	Fuel stop
17 G-BJUK SH33	EIN362/363	f/t Dublin	Lieu SH36
19 G-RNMO SH33	UKA231/583	Edinburgh-Belfast	Lieu FK27
19 G-RNMO SH33	UKA582/022P	Belfast-Newcastle	Lieu FK27
19 XS790 HS74	Kitty 2	f/t Northolt n/s	HRH Duchess of Kent
20 EI-BTR B737	EMA420/411	f/t Heathrow n/s	Lieu DC9, First visit
26 G-11-5 BATH	Avro 1	f/t Woodford	Crew training
27 G-OLTN SH36	UKA232/233	t/f Edinburgh	Lieu FK27
28 G-BDVS FK27	UKA827/645	Amsterdam-Stansted	In LOG colours, no titles

LOCAL MOVEMENTS - JULY 1988

3. G-BGPU Cherokee 140	Crosland Moor	From Blackpool
8. G-TRAF Dauphin	Sheffield	To Scotch Corner
9. G-OAFB Be200	Rufforth	F/T Gamston
G-BISN Chinook	Todmorden	Aberdeen to Yardley Gobion
G-BDWG Islander	Harrogate (Army Apprentices School)	
10. G-BNNO PA-28	Crosland Moor	Woodvale-Pocklington
G-BHMI Cessna 172	Crosland Moor	Woodvale-Pocklington
11. G-ONTB Jetranger	Birkenshaw	EMA Area-Manchester
G-BNXF Jetranger	Bradford	To Leicester
12. G-TRAF Dauphin	Doncaster	To Angelsey
G-BNXF Jetranger	Halifax	To Sheffield
G-BFNC Ecureuil	Halifax	To Sheffield

LOCAL MOVEMENTS (Contd.)

13.G-BAML Jetranger	Harrogate Showground	Walton Wood-LBA
G-OSEB Bell 222	Moortown Golf Course	From LBA
14.G-CJCB LongRanger	Harrogate Showground	LBA-Rocester
16.G-BAML Jetranger	Settle	F/T Walton Wood
G-AXJJ Beagle Pup	Bagby	F/T Crosland Moor
17.G-BAML Jetranger	Settle	F/T Walton Wood
G-BKC* Jodel Dr220A	Bagby	Oxenhope to Blackpool
G-BOSY Robinson R22	Gomersal	F/T Sherburn
G-WIRL Robinson R22	Gomersal	F/T Sherburn
G-WIRL Robinson R22	Horsforth	From Sherburn n/s
18.G-BJXZ Cessna 172	Bagby	From Burnaston
19.G-BAML Jetranger	Scarcroft	F/T Walton Wood
20.G-STVE Ecureuil	Huddersfield	Sheffield-LBA
G-MICK Cessna 172	Sherburn	F/T Blackpool
G-NUTZ AS355 F-1	Huddersfield	To LBA
24.G-BKIR Jodel D117	Oxenhope	F/T Sherburn
26.G-EJNZ P68C	Brough	F/T Blackpool
G-RMGN T.Squirrel	Weetwood	Oxford-LBA
G-STVE T.Squirrel	Huddersfield	From Sheffield
27.G-BAML Jetranger	Settle	From Walton Wood
G-BOPT Grob G115	Bagby	F/T Barton
G-ASIJ Cherokee	Crosland Moor	To Andrewsfield
30.G-NEXT T.Squirrel	Ilkley	Enderby-LBA
31.G-BDWX Jodel D120	Lumb-in-Rossendale	F/T Bagby
G-BMSU Cessna 152	Bagby	F/T Crosland Moor
G-BBPY Cherokee 180	Bagby	Crosland Moor-Grindale
G-ZBAC Ecureuil	Garforth	To Sheffield
G-BAML Jetranger	Harrogate Showground	F/T Walton Wood
G-BMHN Robinson R22	Tadcaster	Harrogate-Halifax

Sandtoft - Residents at 21/8/88

G-BGTI Super Cub, G-AVPH Jodel D.117, G-BDRB AA-5B, G-AVIB/BBBC/BCUJ Cessna 150s, G-AWRL Cessna 172, G-BGBK Tomahawk, G-BASX Seneca. New resident during the past three months is G-ARCV Cessna 175. Cherokee Six G-BGUB has been sold and now departed.

Currently on maintenance at Sturgate is Bonanza G-ARKJ, whilst Brasov G-BMMV has been damaged in a flying accident on the Continent. G-BMMX was based at Sandtoft during June/July, but has since departed, presumably to Burn.

Cessna 337 G-BARD was noted at Sturgate on 21st August and it is not known whether it is now based there, or will return to Sandtoft.

Anticipated new residents are believed to be a Cessna 150 or 152 imported from the States, and a Cherokee Arrow.

PFA RALLY - CRANFIELD 2/7/88

This years PFA Rally coincided with the celebrations taking place for the 40th anniversary of the Jodel, and with upwards of ninety-five aircraft representing most of the variants being present, proves the popularity of this type. Included were no less than four French, two German, two Belgian, two Swiss and one Swedish registered aircraft.

Other popular homebuilt aircraft included numerous Evans VP-1 and VP-2, Taylor JT-1, Piel Emeraude and Pitts Special. More recent entrants being WagAero equivalents of classic Piper aircraft, (Wag-a-bond and Aero Cuby), Wittman Tailwind, Stolp Star - duster and Pietenpol Aircamper. Also in great variety were Rutan LongEz, VariEze and Defiant versions along with a Ben Air Sparrowhawk.

PFA RALLY - CRANFIELD (Contd.)

Vintage aircraft included the Luscombe, four American and four English registered examples; the Fairchild Argus including one from Switzerland which won the award for best vintage aircraft; no less than thirteen Tiger Moths, eleven of which managed a spell of formation flying before rain intervened; numerous Auster types and Piper Cubs and a Taylorcraft BC-12D.

Microlights and Gyrocopters were much in evidence with most of the main manufacturers being represented.

New aircraft types on offer were the Grob G.115 and the ARV Super 2 to add to the numerous Cessna and Piper types represented.

The Cranfield Institute of Technology hangar contained an Islander, two Jetstreams and an Auster J/5L and on the ramp were a Hurricane, a Spitfire, the Cranfield A1 trainer, six Lightnings and the Macavia BAe748 Turbine Tanker.

In the restoration hangar area were a Jet Provost, Venom, Vampire, various Auster AOP9's, a Beech 18 and the CIT HS.121 Trident.

Approximately 700 aircraft were present with upwards of 50 from our European neighbours and 15 American registered examples. The turn out of the majority of aircraft was exceptional and the judges must have had a difficult time in selecting the various category winners. The PFA is to be congratulated on the enthusiasm which is generated from these events which also illustrates that aircraft spotters and aircraft owners can mix without any trouble.

A. Lee.

THE 1989 FLIGHT SUPPLEMENTS

Some early copies of the 1989 I.T. Brochures are in the travel agents. As with the 1988 ones they make interesting reading when you study the supplements added for flights from regional airports. The argument goes that Leeds/Bradford suffers high supplements because of the nature of the Airport's restrictions.

However Leeds/Bradford again scores good marks for flight times/supplements looking from the holidaymakers point of view. Day flights from all airports have flight supplements, a fact not widely publicised by Leeds/Bradford critics. Leeds/Bradford has the advantage of all flights being day flights. Although I understand some of the tour operators would like to put a stop to this outrageous practice.

Those of you contemplating a package holiday in 1989 should take time to compare supplements and flight times between Leeds/Bradford and its rivals. Below is a list extracted from the currently available brochures (Thomson, Global, Skytour and Horizon). It shows flights planned from Leeds/Bradford with the supplement. The supplement from Manchester for the nearest equivalent (day and times) is shown in brackets.

	Destination	Tour Co.	STD	STA	Supplements	
					LBA	MAN
<u>SAT</u>	Reus/Barc	Thomson	1355	1255	£49	£45
	Palma	Global	1345	1200	£32	£28
	Alicante	Thomson	1420	1320	£47	£41
	Palma	Thomson	1545	1450	£49	£36
<u>MON</u>	Palma	Global	1515	1415	£19	£15
	Palma	Skytours	1645	1600	£34	£30
<u>TUES</u>	Alicante	Global	1600	1500	£28	£13
	Malaga	Thomson	1540	1425	£34	£24
	Palma	Thomson	1825	1730	£34	£30
<u>WED</u>	Malta	Global	1030	0945	£9	£5
	Tenerife	Thomson	1300	1200	£34	£30
	Alicante	Thomson	1510	1410	£34	£12 (Night flight)
	Gerona	Thomson	1550	1450	£33	£36 (Friday)
	Ibiza	Global	1625	1525	£20	£15
	Reus	Global	1400	1300	£18	NIL
<u>FRI</u>	Malaga	Global	1455	1410	£23	£19

THE 1989 FLIGHT SUPPLEMENTS (Contd.)

	DESTINATION	TOUR CO.	STD	STA	SUPPLEMENTS	
					LBA	MAN
FRI.	Palma	Global	0935	0840	£23	£23
	Mahon	Global	1350	1220	£13	£11
	Ibiza	Thomson	1515	1410	£39	£36
	Palma	Thomson	1605	1510	£42	£29 (night flight)

Don't forget your travel agent might try to sell you a "cheap" flight from a distant airport - but you only get what you pay for. After the cost of getting there, the M62, the delays, the hassle..... how much have you really saved?

Jim Stanfield.

OUT & ABOUT

Adnan Menderes Airport - Izmir-Turkey - 14/6/88. The tour operator returned our correspondent to the airport at midnight for the 0655 flight - aircraft seen during this period were:-

TC-JBF B.727 (THY), G-BXKW B.737, G-MONE/MONK B.757s (Monarch), G-BHVT B727, G-BLDE B737 (Dan Air), G-BNGL/M B737s (Inter European), G-BNSD B757, G-BMTH/BNPC B737s (Air Europe), G-000D B757 (Air 2000), G-BMOR B737 (Air UK), G-PATB MD-83 (Paramount).

Palma - 20/6/88:- EI-BTY MD-83 (Unifly), LV-MIM B727 operating in Canarias colours, EC-EIB B737-300 (Viva), I-KIWI Citation.

Luton - 27/6/88:- EI-BSZ/BVH BAC 1-11s (Ryan Air), N1808E DC-8 (Rich Int.), PH-TVU B737 (Transavia), N800AB/N909MG Challengers, HB-IMX/N200BP Gulf 2s, N186G Westwind, LN-BWG CV-580 (Partnair-leased to Ryan Air), VR-BEG B737, VR-BHN/CBV B727s, PH-AHI B757 (Air Holland - operating for Monarch).

EMA - 27/6/88:- OY-CPW Citation, N119R/N5997K Gulf 2s, SE-IYH PA-31, G-31-811/812/818 Jetstream 31s (812 in Piedmont colours, others in primer).

Luton - 2/7/88:- G-TOMY Mu.300, G-GAWH HS.125, N80AT Gulf 3, N909MG/N101SK/N88MF Challengers, EI-BSS BAC 1-11 (Ryan Air).

Sibson - 6/7/88:- G-OVAN Skyvan, G-BDCT Pawnee, G-AXUJ Auster, G-BKGC Maule, G-BDJF Bensen Gyrocopter, G-AWBM Turbulent, G-BABE Taylor JT2, G-BFWF C421B, G-ARBN/ASHH Apaches, N620EE (ex.00-SEF) C.310, G-BMIG C.172, G-OTRG C.182, G-BABD/BACO/BAEP/BAPI/BEOE/BNRL C.150/2s, plus bits of G-AWSD/AXVC/BGLI/BIZP/HUNY, WF372 Varsity, WW444 Provost.

Conington - 6/7/88:- G-BNKL Baron, G-BLWY Robin R.2160, G-BNRA Tobago, G-AZBC Seneca, G-BBNO Aztec, G-AVES/AZOG/BAGX/BDWP/BGAE/BOEM/BOSE/FSPL/RJMS PA-28/32s, G-GOOS C.182, G-AXBH/AYUV/BGNT/BHEP/PARI C.172s, G-BKCF C.150.

Cambridge - 8/7/88:- JY-HKJ/ZD951/N503PA (derelict) Tristars, XV291 Hercules, WB627/WB652/WP837/WP981 Chipmunks, 7T-VRB Gulf 3, G-BFRM Citation, G-AHIZ/AOEI Tiger Moths, G-AYXW Evans VP-1, G-AXMW Pup, G-AZWW Aztec, G-BGTF Seminole, G-KINE/LSFI AA-5s, G-BGTK C.182, G-ASVM/BIDF C.172s, G-BJVT/BMJC C.152s.

Bourn - 8/7/88:- WP321 (G-BRFC) Sea Prince, N2706X C.340, G-BEPB Osprey, G-DESS Mooney, G-BIFD R.114, G-AXHA C.337, G-BCRJ Taylor JT.1, G-BBND Chipmunk, G-BCUB PA-18, G-BCJP/FEWH PA-28s, G-AYLP AA-1, G-BEFD Robin HR.200, G-ATJR Aztec, G-ASRR C.182, G-ARMO C.175, G-BNST C.172, G-BXB/BKCN/BFIE/BNSU/BNSV C.150/2s.

Duxford - 9/7/88:- All Museum exhibits plus G-ASJV/BJSG/CDAN/MKIV/PRXI/PS915 Spit - fires, G-HURI Hurricane, G-PSID/N167F Mustangs, NX700HL Bearcat, R3950 Fairey Battle, N88972 B-25, N47DD Thunderbolt, NX1337A/N8297 Corsairs, N11009N/N94466 P-40s, N62822 King Cobra, G-DOML Hispano 1112.

Visitors:- D-GAVA Seneca, G-AWOU C.170, G-ASKL Jodel 150A, G-BAFT Super Cub, D-EEFO/EKAP/ENHK/G-ATTU/BELP/BJCA PA-28s, D-ECZK/G-ATAF/00-LNC C.172s, G-ORGE Gazelle, G-BODW Jetranger.

Audley End - 9/7/88:- WZ868 (G-BCIW) Chipmunk, G-BNIO Luscombe Silvaire, G-CELL PA-32, DE208 (G-AGYU) T.Moth, G-ASIT C.180, G-RHCN C.182, G-ASMJ/BTGC C.172s, G-BECD Rallye.

OUT & ABOUT (Contd.)

Andrewsfield - 9/7/88:- G-BBMB Robin DR.400, G-AKHP Gemini, G-ARHZ Condor, G-ATWB Jodel D.117, G-PTWC Pilatus P-2, G-AXHT Rallye, G-BHOZ Tobago, G-BDLS AA-1B, G-BLAA RF-5, G-TARA Pitts, G-BHLW C.120, G-DJHB Musketeer, G-ATTV/BBIL/BKVR/BOSP/BOSR/ROWS/SEWL PA-28s, G-AWUW/ANUZ/BDPF/BGAG/BKIJ/ENOA C.172s, G-BCTV/BHHL/BMXA/BMXB/BNUS/LSMI C.150/2s, G-ARYV PA-30.

Stapleford - 10/7/88:- G-BRMC T.Moth, G-ATSW Nipper, G-AZGY Emeraude, G-BERT Steen Skybolt, G-BJAK/BKMA/RAFV Mooneys, G-AZCP/AZEW Pups, G-AYZI Stampe, G-BBIS Bonanza, G-BBITX Sundowner, G-BALH/BAYR Robins, G-AYKJ/BHMK/IOSI Jodels, G-BBDM/BDGN/BDNW AA-1/5s, G-BMKB/FRAN PA-18s, G-ARVS/ATOI/AVRT/AWBA/AWEZ/AXTJ/AYAR/AYJS/AYWE/AZAJ/AZZO/BLYY/BOPA PA-28s, G-BHYR/BKLO/BLVW/CSCS/JONE/ROUP C.172s, G-ASUE/ASYP/BCUY/BGAA/BGBP/BGVI/BHEC/BHWS/BHYK/BMGG/BNUS/BNUT/CHIK/OPAM/OSFC C.150/2s, G-KFDF Jetranger, G-BMXH/XXIX R-22s.

Biggin Hill - 10/7/88:- Amongst the many were:- N183AP (Air Puerto Rico) awaiting British registration SD-3-30, G-PRMC B.Ae.125, G-DYNE C.402, N625 C.337, PH-GYN PA-31, N98433 Mooney, G-BOIT/BOIU/N205N Tobagos, G-BNHC ARV2, G-BOKA/00-MLS/PH-RAW PA-28s, N8456D PA-32, G-BOBJ/K/L, BOHS/T/U PA-38s, D-ENOW C.206, D-ECLD/EIMR C.172s, G-BOAI C.150.

Stansted - 10/7/88:- LX-FCV/GCV B.747s (Lion Air), N300FE DC-10 (Federal Express), EI-AJQ (poor condition)/N51UA (United Avn.)/OY-SBK/SE-DBH (Scanair), TF-IUF (ex.Span-tax EC-DVC)/9Q-CLH (Air Zaire)/VR-CKA all DC-8s, ST-ALL (Nile Safaris)/5Y-AXC (African Express)/HZ-TAS all B.707s, N841MM/VR-CBE B.727s, N3267U C-119, HZ-ND1 Gulf 2, N814CE Jetstar, G-BKLU/ORGE/TURP/UTZY Gazelles, G-BMJV Hughes 500, G-BNMM Jetranger.

Gatwick - 11/7/88:- TJ-CAB B747 (Cameroon A/L), VR-HOL/HVY B747s (Cathay Pacific), N617P B767 (Piedmont), A6-EKA A.310 (Emirates), C-GCWD/DWD A.310s (Wardair), Z-WMJ DC-8 (Affretair), SU-DA3 B707 (Zakani), Z-WKV B707 (Air Zimbabwe), 4X-ATX B707 (Arkia), S7-4HM B707 (Air Seychelles), N284AT B727 (BA/American Trans Air), N502AV B727 (Air Malta), 4W-ACH B727 (Yemenia), G-BNSA/B MD-83 (BIA), I-ATTY DC-9 (ATI), G-BUSB/C A320 (BA), EI-BTW/Z B737s (BA/GPA), F-GHXX B737 (EAS), G-WGEL B737 (Dan Air), LN-NOS B737-300 (Norway A/L), D-CEMF Brasilia (DLT), D-CALU Do.228 (Air Vendee), HB-IAG Falcon 50, N8YY/N91PR Learjet 55, G-HOLL Citation, 142801 DHC8 (RCAF), 13701 B707 (RCAF), G-GMXY DC-8 (Nationair), with Hamilton-London \$299 on one side of fuselage, and Montreal - Amsterdam \$299 on the other.

Heathrow - 12/7/88:- 9M-MHK B747-300 (Malaysian), S2-ACO DC-10 (Biman), YV-136C DC-10 (Viasa), JY-AGD Tristar (R.Jordanian), CCCP86074 IL-86 (Aeroflot), C-GAVC B767 (Air Canada), 9K-AIC B767 (Kuwait), 5M-A00 B707 (Okada-operating KU201 flight), F-GEMG A310-300 (Air France), N818PA A310-300 (Pan Am), TC-JCV/Y A310-300 (THY), CN-CCG B727 (RAM), 7T-VET B727 (Air Algerie), G-BMRE/F/G B757s (BA), A40-HMQ DC-8, A7-AAB B727, HZ-AMB BAC 1-11, D-AQUI (really D-CDLH) Junkers 52/3M, N430GA Gulf 4, G-BSAN/HB-ITM/HZ-MAL/N100A/N717A/N90005 Gulf 3s, G-OVIP/VR-BJT Gulf 2s, N431FJ Falcon 900, 00-LFR Learjet 35, F-GDLU/GFVN/N375PK/VR-CAR Falcon 20s, N3600X Falcon 10, G-BCXF/BHSU/BLSM/BLTP/IJET/JETI/MSFY/TOMI/TSAM/WBPR B.Ae.125s.

Dubrovnik - 16/7/88:- N4746 B727 (Pan Am), LN-RLF MD-80 (SAS), YU-AIE Dash 7 (Adria).

Dubrovnik - 19/7/88:- 9Q-CBL B707 (Scibe), OK-CFC Tu-134 (CSA).

Dubrovnik - 23/7/88:- DDR-SCL Tu-134 (Interflug), F-GCJT Caravelle (EAS), 00-TYC B707 (TEA), OK-EBG IL-62 (CSA), CCCP85551/85553 Tu-134s (Aeroflot), YU-ALK/M ATR42s (JAT), YU-ANO MD-82 (Adria), YU-AMC DC-10 (JAT).

Leeds Show (Soldiers Field) - 7/8/88:- G-BLJH Cameron N77 HAFB (Leeds and Holbeck).

Ringway - 23/8/88:- 5B-DAS A.310 (Cyprus), C-FTNK Tristar (Air Canada), CS-TGH B727 and CS-TET B737 (Air Atlantis), 9V-SKM B747 (Singapore), N356Q Electra (Air Bridge), HB-IAE Falcon 50.

A ROYAL AIR FORCE EXERCISE

It is said that the Israel Defence Force is the most highly trained Air Force in the World. They have modern aircraft and the best form of training is combat and there is plenty of that in the Middle East.

Apart from a short fling in the South Atlantic in May 1982, Britain has had no such practice since Korea and so its form of 'combat' training has to take the form of short exercises held during the year in the UK and NATO areas, or if lucky, a chance to fly in a GREEN/RED FLAG in the USA (usually one Squadron per year) or a MAPLE FLAG in Canada (usually RAFG Strike Squadrons aircrew rotated during the exercise). Exercises in the UK range from Base Exercise held without aircraft flying, usually involving station personnel and ground crew involved in base security, ground duties and weapon loading, both on the ramp and in Hardened Aircraft Shelters. Tactical Evaluations (TACEVAL) - are held at Squadron or base level, involving base, ground and aircrew to evaluate the efficiency of the Squadron to carry out the tactical role to which it is allotted. Major defensive or offensive exercises held in multi Squadron - Air Force level which test our ability to defend against, or strike at, the enemy. Major exercises held in the UK and which can be seen very easily at our Eastern airfields are - Mallet Blow - which is held four times a year, usually involving RAF, RAFG, WGAF and RDAF aircraft attacking the UK, with our Air Defence Squadrons defending. Elder Joust (the old priory exercise) - this is a Major Air Defence Exercise which is well worth seeing, involving all Eastern airfields from Leuchars in Scotland to Manston in Kent, and is held twice a year during April and October in which most Northern NATO Air Forces take part. The biggest exercise is Elder Forest. This large scale exercise is held every two years taking over from the April Elder Joust. It involves mass attacks on the UK by USAF, WGAF, ALA, KLu, RDAF, RNorAF and RAF-RAFG aircraft which come up against our Lightnings, Phantoms, Tornados and Hawks as well as our ground defence Bloodhounds and Rapiers.

In April this year Elder Forest was held between 18th and 21st. When major exercises like this take place it is pot luck where the aircraft taking part turn up (unless you have inside knowledgo). Attacking aircraft usually try to penetrate our Air Defences and attack one of the RAF Ranges, Airfields or one of our Radar Stations (the one at Scarborough is usually well attended to). They then land for a leisurely lunch and return home attacking one of the above on the way back to base. Some aircraft base themselves in the UK for the exercise and of course the Airfield Defence Hawks come up from Brawdy and Chivenor and stay at various airfields for the duration of the exercise. When planning a trip to see these aircraft all the above has to be taken into account, I try to cover the Yorkshire airfields one afternoon and then the Lincolnshire fields the following day. All the Yorkshire airfields have been used at one time or another and unless you are in the know its a matter of luck. I usually go to Leeming first and try and find out from the locals whats, where and when. After Leeming its a matter of covering as many fields before 1400-1430 hours by which time visiting aircraft depart for home, any aircraft night stopping can be covered in the late afternoon. The following day I try to cover Binbrook, Scampton, Waddington and Coningsby and hope I've got it in the right order. This year I was very lucky.

ELDER FOREST '88 YORKSHIRE

LEEMING WGAF Alpha Jets lunch stopped each day. All from JBG-43
19.4.88 40+04, 40+46, 40+80, 41+58, 41+70
20.4.88 41+42, 41+52, 41+63, 41+39, 41+58, 41+70
21.4.88 a number of 5SQN and 29SQN Tornados were reported here.

CHURCH FENTON

WGAF Alpha Jets visited all from JBG-43
19.4.88 40+11, 41+39, 41+42
20.4.88 40+46, 41+46, plus one
21.4.88 none had arrived by lunchtime when I visited but could have been late.

LINTON-on-OUSE

No aircraft are believed to have used this airfield, but it has been used before

FINNINGLEY

Again no aircraft, but it is used for many exercises.

DISHFORTH

Not known to have been used except by USAF A10s.

A ROYAL AIR FORCE EXERCISE (Contd.)

LINCOLNSHIRE

BINBROOK This airfield was not as active as usual but with the run down of the airfield and its Lightnings this was hardly surprising. Binbrook will be closed by the time the next main exercise takes place.

18.4.88	ZE205/AA, ZE163/AL, ZE343/AN, ZE251/AX, ZE291/AZ ZE342/CG, all based through the exercise	Tornado F3 229 OCU Tornado F3 no marks
19.4.88.	ZE290/AD, ZE250/AF, ZE157/AH, ZE210/AW ZE203/BA, ZE288/BI, ZE759/BI ZE736/CK, ZE256/CT 38+48	Tornado F3 229 OCU Tornado F3 29 SQN Tornado F3 5 SQN Phantom Jg-74
20.4.88	XX326/A, XX248/E, XX189/J, XX337/K, XX201/N XX345/Y	Hawk T1A 2 TWU-151 SQN
21.4.88	XV474/M, XV464/N ZE204/DB, ZE206/BF, ZE288/BI	Phantom FGR2 56 SQN Tornado F3 29 SQN

SCAMPTON

18.4.88	XX190/190, XX194/194, XX196/196, XX220/220 XX247/247, XX302/302, XX303/303, XX351/351 all based through the exercise.	Hawk T1A 1 TWU-234 SQN
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WADDINGTON

As usual the base was host to a number of aircraft but not as many as usual. NATO E3A Sentries N90449 and N90457 were based during the exercise, one of which could be seen airbourn patrolling the area at 20,000 ft.

19.4.88	40+09, 40+22, 40+70, 40+74, 40+89, 41+15, 41+24 41+54, 41+59, 41+66 35+43, 35+66 ZE333/A	Alpha Jet JbG-41 Phantom AkG-51 Gazelle AH1 ARWS
20.4.88	40+09, 40+15, 40+60, 40+89, 41+24, 41+41, 41+54 41+60, 41+66, 41+71 35+08, 35+79 WL757/57 ZA491/GC ZA592/MB XX393 2 Flt XW848/D ARWS XZ680/F	Alpha Jet JbG-41 Phantom AkG-52 Shackleton 8 SQN Tornado GR1 20 SQN Tornado GR1617 SQN Gazelle AH1 - Lynx AH1 LCF
21.4.88	40+09, 40+15, 40+26, 40+33, 40+41, 40+60, 40+63 40+89, 41+24, 41+54, 41+66, 41+71	Alpha Jets JbG-41

OTHER AIRFIELDS

COLTISHALL 188733, 188738, 188742, 188760 CF-18 C.A.F.resident throughout the exercise.

COTTESMORE RAFG Tornados visited during the exercise.

HONINGTON RAFG Tornados and Hawks were noted.

LAKENHEATH J194, J198, J206, J215, J251, J358, J624, J869, F16A based through the exercise.

LOSSIEMOUTH E182, E183. F16A RDAF AR107, AR111, AR112, AR113 Draken RDAF resident during the exercise.

MANSTON Jaguar and Mirage aircraft of the French Air Force lunch stopped during the exercise.

MARHAM WGAFF Tornados from JbG-31 lunch stopped each day. 44+03, 44+12, 44+19, 44+30, 44+32, 44+49 being seen on most days.

WATTISHAM XX326/A, XX248/E, XX189/J, XX337/K, XX201/N, XX345/Y Hawk T1A 2TWU-151 SQN were based on airfield defence.

WITTERING RAFG Tornado of 14SQN were noted.

A ROYAL AIR FORCE EXERCISE (Contd.)

OTHER AIRFIELDS

WYTON This airfield usually hosts E.C.M. aircraft during UK exercises and this year MM61952, MM61955, MM61963 PD808ECM 71 Gruppo Italian AF and 041,053 Mystere 20ECM 335 Skv. R.NoAF. Also based were RAFG Chinook and Puma helicopters which were on an Army exercise on the Stamford PTA.

Another airfield used was Coningsby in Lincolnshire and it was to this airfield that I went on Wednesday 20th and what a day! I arrived in the morning after an early morning visit to Binbrook and immediately visited the ramp area. Just taking off were four Belgium Air Force F16s from 23Sm, on the ramp were two Belgium AF Mirage 5BR from 42Sm one of which was u/s through-out the week. Also on the ramp were a number of Hawk T1As from 2TWU-63 SQN on airfield defence duties. Having seen all on the ramp I drove round the back of the field to the end of the active runway to take photos of the landing aircraft. Just in time to see Douglas C9A 10876 of 55ASS-435TAW USAF bringing in the CinC NATO to observe the exercise. Also landing was a US Army UH60A Blackhawk 81-23583 of 503 Avn.Bt., and a RAF Chinook ZA720/EP 7SQN. Almost immediately the airfield was attacked by RAF Tornados from 27SQN (2) and 617SQN (3). This is some sight as the Tornados charge down at the airfield very, very low at full speed, pouring black smoke out of the engines as they then zoom away after the attack.

About dinner time I left to go to Waddington to see the Alpha Jets that we had heard landing on the radio, and while we were there we were treated to a beat-up of the field by of all things the Shackleton, which after take off thundered down the runway 20ft off the ground slowly climbing away towards Lossiemouth. This was followed by an airfield attack by the Klu F16 from Lakenheath which zoomed low over the airfield in pairs criss crossing each other as they streaked away out of sight, as the airfield sirens wailed away. I left Waddington and after seeing the attack by the F16s knew again why I enjoy very fast fighter aircraft.

The big rumour at Coningsby as we returned was that there was to be a mass scramble later in the afternoon, and that Wattisham had been attacked and put out of action. The latter appeared to be confirmed very quickly, as on approach began to appear Phabulous Phantoms from 74(Tiger) Squadron and 56 Squadron and later in the day the rest of the rumour became fact, as the approach to Ciningsby started to look like 28 Left at Heathrow, with the appearance of more Phantastic Phantoms from Leuchars in the form of 43 SQN, 111SQN and 228 OCU. The final batch of aircraft to arrive were from the FAB when four F16s from 31Sm joined the based Tornados from 5 SQN, 29SQN and 229 OCU which had operated throughout the day on CAP.

Aircraft were now dispersed all over the airfield being refuelled and awaiting the scramble. My biggest regret of the day was that I had to return home before the mass scramble took place, as on past experience this is an unbelievable sight. The airfield rumbles to the sound of departing aircraft as one after another thunders down the runway, the next aircraft starting to roll before the aircraft in front has rotated, as the airfield empties itself of aircraft with as many as 30-35 aircraft leaving within the 15 minute deadline. As I left, the airfield was strangely quiet, but not for long!

Aircraft seen during the day were:-

74 SQN	Phantom F4J (UK)	ZE359/J, ZE360/O, ZE362/V
43 SQN	Phantom FG1	XT875/AK, XV577/AM, XV585/AP, XV579/AR, XV575/AS XV590/AX
111 SQN	Phantom FG1	XT874/BE, XT863/BG
228 OCU-64 SQN	Phantom FGR2	XV406/CK
56 SQN	Phantom FGR2	XV461/G, XV473/K, XV474/M, XV464/N, XV424/Q, XV466/R XT893/W, XT892/X, XV399/-, XV476/-, XV480/-
5 SQN	Tornado F3	ZE292/CA, ZE758/CB, ZE737/CE, ZE755/CG, ZE733/CI, ZE734/CJ, ZE256/CT.
29 SQN	Tornado F3	ZE204/BB, ZE257/BD, ZE258/BE, ZE206/BF, ZE255/BH, ZE289/BJ, ZE287/BL.
229 OCU-65SQN	Tornado F3	ZE293/AC, ZE290/AD, ZE250/AF, ZE154/AK, ZE296/AM, ZE210/AW, ZE338/-
2 TWU-63SQN	Hawk T1A	XX157/157, XX158/158, XX263/263, XX278/278, XX287/287, XX321/321.

A ROYAL AIR FORCE EXERCISE (Contd.)

Aircraft seen during the day

42 Sm	Mirage 5BR	BR07, BR22	Force Aeriennne Belge
23 Sm	F16A Falcon	FA65, FA67, FA71, FA91	Force Aeriennne Belge
31 Sm	F16A Falcon	FA62, FA82, FA84, FA94	Force Aeriennne Belge

You might be asking yourself after reading this article, what's the point of R.A.F. Exercises. Apart from those covered in the first paragraph, the RAF is able to test its newest aircraft like the Tornado and its Foxhunter radar, what use it will find of the A3A Sentries when they come into service in the 1990s. It was from similar exercises that the gap between Leuchars in Scotland and the two bases in Lincolnshire (Binbrook - Coningsby) was far too wide and so Binbrook was closed and Leeming will soon have Tornados (Church - Fenton was also put forward but lost out and got Jet Provosts instead.)

Dave Senior, Jim Stanfield, BARG.

AIRWAYS - JULY 1988

Heard and/or seen this month include:-

1.	C-GAWH HS.125	POL	1740	310	NEW	to Newcastle
2.	N5997K G2	POL	0915	390	60/10	the former N23M
	N5900K RC840	DCS	1330	270	MCT	
3.	N800AB CL600	DCS	1950	290	MCT	
5.	HB-VGG HS.125	OTR	2100	330	DOG	
10.	N92WW WW1124	DCS	0955	330	MCT	to Cambridge
	N21PF Sabre 40	POL	1200	410	MAR	to Keflavik
	VR-BKF ??	DCS	1455	250	MID	
	C-GBDX Jetstar	DCS	2200		HON	to Luton
12.	N1905C LJ24	POL	0830	410	MAR	to Glasgow
	VR-BJX F900	POL	0845	310	MAR	to Edinburgh
	N92WW WW1124	POL	1000	310	MAR	
	N46DA C550	POL	1725	350	GOW	to Glasgow
13.	N200DE G3	DCS	1450	450	MCT	to Hatfield
	N500LS G4	POL	1730	390	MAR	
	SE-DHH HS.125	OTR	1925	330	DAN	
	HB-IMX G3	POL	2040	430	MAR	to Edinburgh
14.	N96PM F900	POL	0930	310	TAL	to Edinburgh
	HZ-NDI G2	POL	1115	350	MAR	
15.	C-FCEH F20	POL	1245	330	MAR	
	N79AE Merlin 3	POL	1700	220	MAR	to Aberdeen
	HB-VGF HS.125	OTR	1725	370	DOG	
16.	N76CS G2	POL	0920	350	MAR	to Edinburgh
	C-GBDX Jetstar	POL	1020	350	MAR	to Keflavik
18.	PH-CTD C500	OTR	1850	330	DOG	
	N101EU F10	DCS	1945	330	MCT	to Heathrow
20.	N35GG LJ35	POL	2100	350	60/10	
21.	N20AM PA-31T	DCS	2005	230	HON	
	C-GSBR G3	POL	2035	350	56/10	
23.	N800CG G3	POL	0925	330	60/10	
	N8YY LJ55	POL	1245	390	59/10	
	N190SC LJ24	DCS	1750	410	WCO	
24.	N30TH F10	POL	0945	390	GOW	to Glasgow
	C-FAAU CL600	POL	1038	390	DCS	
	I-MPIZ Be400	DCS	1230	410	MID	
	N45SJ ??	MCT	1540	250	WCO	to Heathrow
28.	N71RP ??	OTR	2225	390	SNN	to Shannon
30.	PK-PJY F28	POL	0935		MAR	to Glasgow
	HZ-MAA BAC 1-11	OTR	1600	370	DOG	
	I-MPIZ Be400	POL	1620	410	MAR	to Edinburgh
31.	I-MPIZ Be400	DCS	1220	290	HON	to Gatwick
	OY-CPW C501	POL	1430	290	TAL	to Aberdeen

AIRWAYS (Contd.)

Airliners

2nd. HLF407 routes along Bravo One every Saturday morning around 0800 to Shannon. The type is normally a B727-100 although the earlier flights in the series were B737. Also weekly at around the same time is ROT763 into Manchester, an I118. On this date it was operated by YR-IMJ, I am sure of this as I read it off as it flew over Wakefield at around 10000ft.

15th. Noted along Romeo Four on several evenings have been the B737-300s of Inter European Airways going into Belfast, the radio callsign for the airline is 'Aspro'.

17th. Andalusair MD83 was seen this morning operating AAN204 and routing WAL to DCS on route Aberdeen at 0900.

24th. Two LOT flights this morning eastbound along Bravo One, LOT5006 at 1023 and LOT5002 at 1200.

27th. FIN8339Q was at OTR 1931 level 350 descending and routing MCT HON to Heathrow. The aircraft was a Kar-Air A300.

30th. The fortnightly AFL782 freighter was overhead at 1553 towards OTR, an I176.

Seen at long last today was the Martinair B747 operating MPH605 along UBI at 1800.

Worth looking out for:-

American B767 flights are becoming very common and the number of aircraft is growing. Registrations up to N357AA have been noted along with the five number registered ones first appearances N39356, all these being B767-300 as opposed to the earlier ones which were series 200, the noticeable change being the longer fuselage reminiscent of the difference between the DC8-50 and the DC8-61 or 63.

Egypt Air now have their own B747-300 aircraft SU-GAL and SU-GAM replacing leased aircraft and so MSR985 is worth looking for.

Delta have obtained three more Tristars from United who in turn got them from Pan-Am, series 500 N759/760/761DA.

Pan-Am have A310s in service up to N822PA.

Lufthansa's latest B747F is D-ABZI now in service. Also noticed this month has been a possible new colour scheme being tried out by this airline on B737 D-ABFW perhaps most easily described as being somewhat similar to Hispania. Apparently the airline has a B707 parked at a German airfield on which they have been trying out new schemes and training painters at the same time, and now they wish to see what a possible scheme looks like in the air!

Tie ups are available on Westbound Atlantic flights and for European IT operations into UK airports. Send lists in order, with a stamped self addressed envelope to:- S.Rigg, 16 Castle Road, Sandal, Wakefield WF2 7LY.

Thanks as usual to David Elam.

New Frequencies for Scanners

As more and more Aircraft Band frequencies will become 6 digit in the future, an easy way to remember the last digit is as follows. If the 5 figure frequency ends in a number other than a 5 or an 0 (i.e. a 2 or a 7), then automatically add the extra 6th digit, which will always be a 5.

Hope this helps!