

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.

JULY 5th : Malcolm MacLean - Manchester Airport Slides.
AUGUST 2nd : Mike Willingale - Summer Special - Aviation Videos.
SEPT. 6th : Two LBA Controllers will be telling us how it all happens at the Tower.

EDITORIAL

The AGM was accomplished satisfactorily at the last meeting, showing the Society to have a slightly increased membership over the last year, a comfortable financial situation, hence no increase in subscriptions for the year 1987/8. (This despite the local competition that has appeared recently).

The Chairman's position has been taken over by Mike Willingale after a tight vote situation with Colin Hunter. This office has been held by Colin for more years than even he wishes to remember, and the valuable work he has done over this period is very much appreciated by all the Committee members. Please accept our thanks, Colin. Fortunately, Colin stays on the Committee, together with two new members Mr Porritt and Mr Dale whom we welcome to add strength to the team running Air Yorkshire. Finally, good luck to Mike, whose energy and influence will be a great asset to Air Yorkshire in the future.

Civil Jet Aircraft of the World Registrations

This publication has already sold extremely well, but fortunately some copies are still available (Full details in last months magazine).

A companion publication "Civil Turbo-Prop Aircraft of the World Registrations" is due in the late Summer and is a must for the true aviation enthusiast.

Full details and availability from the Secretary, Adrian Heeley on Guiseley 75745, or at the Air Yorkshire meetings.

CREDITS

T.W.Sykes
J.Stanfield

D.Elam
A.Heeley

S.W.Rigg
W.K.Jordan.

R.Fozzard

A.Lee

LEEDS/BRADFORD MOVEMENTS - MAY 1987

1	<u>F-BVPS</u> Corvette	0027	0054	G-POON	Twin Squirrel		0803
	G-GAYL	Learjet 35			0810	G-BGEM	Partenavia P.68B 0720 1034
	G-HPCH	King Air 300	0826	0842	G-POON	Twin Squirrel	0847 1521
	<u>EC-EBX</u>	Boeing 737	0914	1035	G-HUBB	Partenavia P.68B	1013 1600
	G-NUIG	King Air	1020	1159	I-CUVI	King Air 200	1036
	G-IFTD	Cessna 404	N/S	1100	1625(5)	G-UERN	Islander 1128 1646
	G-AYLY	Aztec	1214	1247	G-BKHE	Boeing 737	1329 1523
	G-AWLP	Mooney M.20F		1405	G-BILU	Cessna 172	1439 1619
	G-FMFL	Falcon 50	1450	1511	G-BAZG	Boeing 737	1604 1809
	G-BHNI	Cessna 404		1605	<u>EC-ECA</u>	Boeing 737	1624 1736
	<u>EC-EBX</u>	Boeing 737	1628	1750	G-IBCA	King Air 200	1644 1820
	G-DODS	Malibu	1757	1817	G-HPCH	King Air 300	1804 1840
	G-AWLP	Mooney M.20F	N/S	1813	G-BGDP	Boeing 737	2019 2123
	G-PKBM	DC-9		2117	2141		
2	G-BNGF	Dash-7	0707	0738	PH-ADG	Cessna 303	0845 1512
	<u>EC-DTR</u>	Boeing 737	0924	1039	G-ATVH	BAC 1-11	0946 1104
	G-BNGF	Dash-7	1033	1107	G-BGWN	Tomahawk	1109 1201
	G-AXLN	BAC 1-11	1225	1358	G-BNGF	Dash-7	1342 1443
	G-BGDP	Boeing 737	1349	1506	G-BNGF	Dash-7	1724 1808
	<u>EC-DYZ</u>	Boeing 737	1755	1845	G-ATVH	BAC 1-11	1811 1839
	G-BNGF	Dash-7	N/S	2047	0719(3)		
3	<u>YU-AKK</u>	Boeing 727	0851	1006	G-BNGF	Dash-7	0956 1037
	G-ATVH	BAC 1-11	1001	1059	G-BJMR	Cessna 310	1005
	G-LEEM	Arrow	1010	1510	G-AXYA	Navajo	1334 1459
	G-OOOA	Boeing 757	1340	1457	<u>OY-BYG</u>	Cessna 340	1350 1503
	G-BMON	Boeing 737	1421	1530	G-BNGF	Dash-7	1423 1447
	G-BKHF	Boeing 737	1445	1602	G-BKHT	B.Ae.146	1557 1649
	G-AZAV	Cessna 337		1616	G-BNGF	Dash-7	1730 1809
	G-BGOM	Navajo		2105	2134		
4	G-BGOM	Navajo	0707	0742	G-UBSH	King Air 300	0811 0827
	<u>YU-ANT</u>	BAC 1-11	1014	1133	G-BGWN	Tomahawk	1022 1102
	G-BITM	Cessna 172	N/S	1029	1626(15)	<u>C-FTOB</u>	Boeing 747 1057 1430
	G-TEES	Cessna 152	1113	1151	G-BADR	Boeing 737	1250 1427
	G-UBSH	King Air 300	1357	1448	G-BHKJ	Cessna 421C	N/S 1643 1658(11)
	<u>EC-DZB</u>	Boeing 737	1720	1811	<u>N43069</u>	Warrior	N/S 1729 0808(5)
	<u>OY-BYG</u>	Cessna 340	1816	1928	G-BDWG	Islander	N/S 1918 0956(16)
	G-BGOM	Navajo		1937	1955		
5	G-BDYF	Cessna 421C	0913	1326	G-COMM	Aztec	1003 1435
	G-BAPT	Fuji FA.200	1037	1713	G-EKEN	Tobago	1100 1228
	G-BJYD	Cessna 152	1152	1226	G-BARD	Cessna 337	1324 1455
	G-NEWR	Chieftain	1353	1450	G-BDSL	Cessna 150	1402 1442
	G-BMZ	Boeing 737	1538	1730	G-BFTC	Arrow	N/S 1720 0817(6)
	G-BLTO	Short SD.3-60	1948	2041	G-AZNL	Arrow	2107 2145
6	<u>EC-ECA</u>	Boeing 737	0904	1005	G-COWI	Cessna 414A	0921 1505
	XS790	Andover	0957	1520	G-BSFG	Tomahawk	1045 1556
	G-BDIG	Cessna 182	1120	1242	G-BLTO	Short SD.3-60	1138 1239
	G-BKDA	Jetranger	1145	1241	G-YTWO	Cessna 172	1200 1246
	ZE700	B.Ae.146	1211	1733	G-BHWF	Boeing 737	1335 1458
	<u>EC-DGC</u>	DC-9	1336	1444	G-HKAN	Cessna 340	1357
	G-BKNH	Boeing 737	1452	1637	G-BDIG	Cessna 182	1514 1702
	G-BFTC	Arrow	1739	1814	G-CORR	Twin Squirrel	1915 1930
	<u>EC-DZB</u>	Boeing 737	1939	2028			

LEEDS/BRADFORD MOVEMENTS (Contd.)

7	G-OABI Cessna 421C	0820	EC-EBK Boeing 737	0841 0941
	G-HRIS Cessna 210	0844 1246	G-BLTO Short SD.3-60	1146 1243
	G-BBIC Cessna 310	1153 1220	G-OABI Cessna 421C	1249 1454
	G-MDJI King Air 200	1338 1426	G-BLOE Chieftain	1431 1502
	G-OPOL HS.125	1706 1723		
8	G-BSHL HS.125	0800 0800	G-OFBL King Air	0831 1815
	G-AZYU Aztec	0910 1823	EC-EBK Boeing 737	0913 1033
	G-SEBE Learjet 35	0941 1042	G-PORK AA-5B	1048 1306
	G-OBHX Cessna 172	1054 1211	G-PAMI Twin Squirrel	1134 1523
	G-AXMG BAC 1-11	1145 1402	G-BLTO Short SD.3-60	1148 1245
	G-AYLY Aztec	1213 1240	N7855E Baron	1242 1423
	G-BGJJ Boeing 737	1315 1458	G-BHWF Boeing 737	1351 1515
	G-AXMA Comanche	N/S 1425 1148(16)	G-OPOL HS.125	1454 1717
	N10XH King Air	N/S 1530 1402(11)	G-KWIK Partenavia P.68B	1603 1711
	EC-ECA Boeing 737	1626 1734	EC-EBK Boeing 737	1633 1751
	G-BAZH Boeing 737	1657 1820	G-OABI Cessna 421C	N/S 1658
	G-BACB Seneca	1706 1830	G-BLOE Chieftain	1713 1745
	G-OHUB Cessna 404	N/S 1716 1259(9)	G-JOKE Jetranger	1820 1930
	G-SEBE Learjet 35	2041 2101	G-PKBM DC-9	2106 2137
9	EC-DPR Boeing 737	0928 1040	G-ATPJ BAC 1-11	0956 1052
	G-BEOH Arrow	1131 1936	G-AYLY Aztec	1256 1334
	G-AYWB BAC 1-11	1303 1401	G-BGJJ Boeing 737	1352 1505
	G-BMJJO Seneca	N/S 1431 0942(10)	G-BKAE Jodel D.120	1435 1616
	G-ATPJ BAC 1-11	1633 1731	EC-DYZ Boeing 737	1735 1836
10	YU-AGK Boeing 727	0851 1001	G-ATPJ BAC 1-11	0955 1047
	G-BHDE Tobago	1117 1218	G-BDGK Beech D.17S	N/S 1149 1326(26)
	G-AXYA Navajo	1306 1435	G-OOOB Boeing 757	1325 1451
	G-DFUB Boeing 737	1352 1504	G-SULL Saratoga	1411 1421
	G-WEND Arrow	1423 1959	G-BGYL Boeing 737	1430 1547
	G-ASWL Cessna 172	1603 1650	G-BKHT B.Ae.146	1609 1702
	G-SMJJ Cessna 414A	N/S 1630 1451(11)	G-BHDE Tobago	1835 1917
	G-BFGH Cessna 337	N/S 1836 0955(22)	G-BMJJO Seneca	N/S 1839 2003(12)
	G-BJNF Cessna 152	N/S 1941 1808(13)	G-ARJT Apache	N/S 2041 1543(13)
11	G-NEWR Chieftain	0702 0731	OO-LFY Learjet 35	0900 1137
	G-COMB T. Comanche	0926 1015	PH-JEW Trinidad	1003 1558
	YU-ANT BAC 1-11	1026 1124	C-FFUN Boeing 747	1040 1313
	G-NEWR Chieftain	1202 1252	G-BJCT Boeing 737	1302 1426
	G-BFVP Aztec	1306 1435	G-BAJA Cessna 177	1312 1754
	G-BKUX King Air	1323 1652	G-BLOE Chieftain	1601 1644
	G-COMB T. Comanche	1749 1814	G-NEWR Chieftain	1950 2002
	EC-DZB Boeing 737	1957 2045		
12	G-NEWR Chieftain	1135 1146	G-BLTO Short SD.3-60	1142 1238
	G-BBHB Navajo	1151 1208	HB-VFD Learjet 36	1154 1812
	G-OAUS Sikorsky S-76A	1419 1544	G-BNIA Boeing 737	1529 1736
	G-AWRL Cessna 172	1532 1704	G-BLOE Chieftain	2018 2028
13	G-OABI Cessna 421C	0806	EC-ECM Boeing 737	0856 1005
	G-BFRS Cessna 172	0859 1517	G-BLKY Baron	0903 1742
	G-BGTT Cessna 310	0931 1627	YR-BCR BAC 1-11	0944 1242
	G-ASVN Cessna 206	0951 1226	G-OAKS Cessna 421C	1142 1234
	G-BLTO Short SD.3-60	1142 1234	G-ATYN Cessna 150	1214 1303
	G-BAML Jetranger	1246 1342	N917J Jetstar	1326 1700

LEEDS/BRADFORD MOVEMENTS (Contd).

13	G-BKHF Boeing 737	1330	1446	ZF700 B.Ae.146	1341	1641
	G-BDAS BAC 1-11	1414	1545	EC-DGB DC-9	1419	1531
	G-OAUS Sikorsky S-76A	1453	1520	G-BMDF Boeing 737	1530	1636
	YR-BCR BAC 1-11 n/s	1552	1913(14)	G-OABI Cessna 421C n/s	1631	0831(19)
	G-BAML Jetranger	1634	1638	G-BHLX AA-5B	1719	1839
	G-CPFC Cessna 152	1731	1949	G-FAYE Cessna 150		1815
	G-BAML Jetranger	1824	1915	EC-DZB Boeing 737	1943	2030
14	F-GDAL Cheyenne	0808	1828	EC-EBY Boeing 737	0845	0945
	G-TAPE Aztec	1020	1544	F-GDAE Learjet 24	1108	1806
	G-BLTO Short SD.3-60	1148	1239	G-SUIT Hughes 369	1431	1630
	G-OAUS Sikorsky S-76A	1503	1519	G-TSAM HS.125 n/s	1757	1029(15)
	G-BDYF Cessna 421C n/s	2010	0703(15)			
15	G-HBCO Navajo	0730	0928	G-SFHR Aztec n/s	0757	
	EC-EBY Boeing 737	0959	1101	G-BKUX King Air	1110	1120
	G-BLTO Short SD.3-60	1146	1243	G-AYWB BAC 1-11	1159	1402
	G-AYLY Aztec	1236	1512	G-GWIL Ecureuil	1249	1428
	XX383 Gazelle	1303	1408	G-BGDR Boeing 737	1335	1500
	G-BILU Cessna 172	1411	1449	G-BHWF Boeing 737	1414	1520
	G-BCUJ Cessna 150	1617	1744	EC-EBZ Boeing 737	1649	1737
	EC-EBY Boeing 737	1653	1749	G-MARR Cessna 421C n/s	1656	1141(19)
	G-BGYK Boeing 737	1705	1831	G-AZHB Robin HR.100 n/s	1724	1323(16)
	G-HBCO Navajo	1752	1840	G-FISH Cessna 310		1753
	G-EKEX Cessna 404	1756	1816	G-SWFT King Air 200 n/s	1802	1017(16)
	G-BDUN Seneca n/s	1833		G-HWFK Agusta A.109A	1900	1930
16	EC-DTR Boeing 737	0934	1058	G-ATVH BAC 1-11	1000	1051
	XX379 Gazelle	1118	1134	G-AXMG BAC 1-11	1202	1431
	XW281 Scout	1240	1332	G-AYLY Aztec	1305	1347
	G-BGDR Boeing 737	1332	1510	G-BGKU Arrow	1423	1739
	G-TEES Cessna 152	1515	1549	LZ-BTO Tu-154	1534	1639
	G-ATVH BAC 1-11	1647	1735	G-BEKG HS.748	1722	1835
	OO-SDD Boeing 737	1754	1852	G-OHTL Sikorsky S-76A	1808	2046
	XX379 Gazelle	1809	1838			
17	YU-AKI Boeing 727	0850	1005	G-ATVH BAC 1-11	1000	1055
	YU-AKK Boeing 727	1124	1202	G-BMON Boeing 737	1259	1429
	G-AXYA Navajo	1302	1341	G-BHWF Boeing 737	1433	1545
	G-OOOA Boeing 757	1558	1709	G-BKHF B.Ae.146	1645	1733
	G-BDYF Cessna 421C	1711	1800	G-BENR Cessna 340 n/s	1816	1425(19)
	G-BDWG Islander n/s	1836	1450(19)			
18	G-OCAL Partenavia P.68B	0833	0851	G-NUIG King Air	0945	1506
	YU-ANS BAC 1-11	0950	1121	G-OCHD King Air 300	0952	1118
	G-BLPY SD.3-60(DIV)	1028	1235	G-FDJC Boeing 747	1056	1308
	G-BLPV SD.3-60(DIV)	1110	1325	G-7-116 Slingsby T.67M	1204	1453
	G-BHWF Boeing 737	1313	1425	G-BCWA BAC 1-11	1440	1606
	G-BNEJ Tomahawk n/s	1705	1506(20)	G-UBSH King Air 300 n/s	1708	1349(19)
	EC-DVN Boeing 737	1712	1759	G-OCAL Partenavia P.68B	1856	1911
19	G-OPED Partenavia P.68B	0904	1745	G-BMZD King Air	0912	1801
	G-ARYH Tri-Pacer		1034	G-BWMP Commander 695	1147	1647
	F-GDAL Cheyenne	1208	1314	G-AWAI Baron	1217	1503
	XV271 Beaver	1253	1352	G-BAKS Jetranger	1513	1611
	G-BFVA Boeing 737	1556	1729	XX383 Gazelle	1623	1711
	XW281 Scout	1641	1734	XT632 Scout	1641	1734
	G-ATKU Cessna 172 n/s	1653	1733(20)	XV303 Hercules	1804	2140
	G-BDWG Islander n/s	1857	0954(23)	G-OABI Cessna 421C n/s	1903	

LEEDS/BRADFORD MOVEMENTS (Contd.)

20	G-BPCH King Air 300	0836 0846	G-OZOI Cessna 182	0839 1304
	G-BGPG AA-5B	0843 1436	EC-ECM Boeing 737	0858 1006
	N287AT Boeing 727	0931 1054	G-BHLC King Air 200	1037 1201
	F-GDAL Cheyenne	1222 1247	G-BNAB Cougar	n/s 1238 0843(21)
	G-AVPY Cherokee	1245 1507	OD-AGV Boeing 707	1321 1400
	G-BLLP Slingsby T.67B	1327 1509	G-BJCV Boeing 737	1334 1450
	G-AVXI HS.748	1352 1426	XS790 Andover	1432 1645
	G-AWRL Cessna 172	1441 1629	G-WTVB Cessna 404	1452 1634
	XX383 Gazelle	1511 1521	G-BHYP Cessna 172	1530 1530
	G-EKNH Boeing 737	1545 1654	G-BDAS BAC 1-11	1551 1658
	G-BMTA Cessna 152	1603 1650	G-RORO Cessna 337	1700 2041
	G-BPCH King Air 300	1719 1728	G-BAML Jetranger	1722 1827
	OY-APE Friendship	1735 1816	G-BMCJ Chieftain	n/s 1817 0924(21)
	G-ATOK Cherokee	1921 2113	EC-DXV Boeing 737	1933 2025
	G-KWIK P/avia P68B n/s	2030 0817(21)		
21	G-UBSH King Air 300	0834 0845	G-TAPE Aztec	0858 1617
	EC-EBY Boeing 737	0927 1035	G-UBSH King Air 300	1057 1519
	G-AWRL Cessna 172	1122 1227	G-BFLV Cessna 172	n/s 1423
	G-DAFS Cessna 404 n/s	1526 1729(31)	G-BDYF Cessna 421C	1552 1644
	G-KWIK Partenavia P.68B	1650 1730	OE-GLF Falcon 20E	n/s 1729 1524(22)
	G-WTVB Cessna 404	1735 1802	G-NORS Cessna 425	n/s 1837 1451(22)
	G-EGEE Cessna 310	1911 1949		
22	G-GIES Tristar	0818 0928	SE-GVI Lance	0845 1006
	G-BDYF Cessna 421C	0920 1005	G-FOOD King Air 200	1041 1547
	PH-ADG Cessna 303	1109 1556	EC-EBY Boeing 737	1146 1258
	G-BOAG Concorde	1149 1636	G-AXLN BAC 1-11	1205 1434
	G-BEKG HS.748	1209 1411	G-AYLY Aztec	1233 1303
	G-7-116 Slingsby T.67M	1341 1727	G-ORCL Cessna 421C	1356 2120
	G-BGJK Boeing 737	1553 1718	G-BFVA Boeing 737	1630 1733
	EC-ECM Boeing 737	1701 1859	EC-EBY Boeing 737	1856 2015
	G-AYEI Navajo	2224 2257	G-BHWE Boeing 737	2228 2321
23	G-ISLE Short SD.3-60	0907 0942	EC-DYZ Boeing 737	0927 1139
	G-ATPJ BAC 1-11	1022 1137	G-AXLN BAC 1-11	1214 1413
	G-AYLY Aztec	1305 1332	G-BGJK Boeing 737	1401 1515
	EC-DTR Boeing 737	1555 1701	G-ATPJ BAC 1-11	1729 1814
	G-BIUV HS.748	1750 1836	G-APEY Viscount	1847 1922
24	YU-AKI Boeing 727	0930 1036	G-AOYL Viscount	0951 1045
	G-ATPJ BAC 1-11	0958 1050	G-AVBZ Cessna 172	1009
	YU-AKL Boeing 727	1024 1131	G-ROAR Cessna 401	1121 1757
	G-BHNN Saratoga	1208 1658	G-BIUV HS.748	1249 1343
	G-AXYA Navajo	1304 1337	G-DFUB Boeing 737	1307 1426
	G-BJCT Boeing 737	1535 1714	G-BGWN Tomahawk	1705 1758
	G-OOOB Boeing 757	1817 1926		
25	G-BHLC King Air 200 n/s	0847 0811(26)	YU-ANS BAC 1-11	0950 1048
	G-GXRB DC-10	1108 1308	G-VICK Navajo	1231 1737
	G-BEKA BAC 1-11	1454 1557	G-BIZF Cessna 172	1550 1733
	EC-DVN Boeing 737	1631 1724	G-BDWG Islander	n/s 1928 1043(27)
	G-BFVB Boeing 737	1334 1431	G-LEON Chieftain	1419 1559
26	G-APEY Viscount	0850 1817	G-HBCO Navajo	0909 1829
	F-BIUK Friendship n/s	1025 1536(27)	G-LONG LongRanger	1148 1233

LEEDS/BRADFORD MOVEMENTS (Contd.)

26	G-JDEE Trinidad	1256 1652	G-BFGH Cessna 337	n/s	1324 1311(31)
	G-AXNC Boeing 737	1539 1715	G-BLYB King Air 200		1835 1903
	G-BHLC King Air 200	2110 2142	G-AVBZ Cessna 172	n/s	2146 1110(27)
27	EC-ECA Boeing 737	0856 1004	G-BLKY Baron		0901 1757
	N287AT Boeing 727	0917 1240	G-BOIS Navajo		1007 1730
	G-LRII LongRanger	1051 1227	G-BJCT Boeing 737		1313 1445
	EC-CTU DC-9	1323 1428	G-BDAT BAC 1-11		1436 1940
	G-BBBC Cessna 150	1442 1538	G-PENN AA-5B		1453 1712
	G-BDWG Islander n/s	1509 0948(30)	G-BJBP King Air 200		1504 1905
	G-OHTL Sikorsky S-76A	1514 1703	G-BKNH Boeing 737		1558 1655
	G-BEUR Cessna 172	1610	G-BEKG HS.748		1734 2151
	G-AYLB T. Comanche n/s	1753 1607(28)	OO-BOS Cessna 425		1816 1849
	G-BBNX Cessna 150 n/s	1908 1520(28)	G-BHAY Arrow		1927
	EC-DZB Boeing 737	2039 2130			
28	G-RUSH Cessna 404	0730 0832	G-RANY Cessna 421C		0743 0821
	G-BEOH Arrow n/s	0830 1204(29)	EC-EBY Boeing 737		0847 0945
	G-GAMA Baron	1356 1859	G-CEGB Twin Squirrel		1558 1623
	G-RANY Cessna 421C	1709 1743	G-AYLB T. Comanche	n/s	1748 1217(29)
	G-IOOO Commander 1000n/s	2109 1559(29)			
29	G-GIES Tristar	0905 1001	EC-EBY Boeing 737		1010 1101
	XS793 Andover	1046 1121	G-BLFV Cessna 182		1103 1602
	G-IBCA King Air 200	1210 1722	G-AYLY Aztec		1219 1317
	G-AXMG BAC 1-11	1243 1419	G-BGJG Boeing 737		1323 1455
	G-BGYJ Boeing 737	1407 1520	G-BMNZ Cessna 206		1555 1706
	G-BMTA Cessna 152	1612 1649	EC-ECM Boeing 737		1643 1744
	G-BADR Boeing 737	1651 1811	EC-EBY Boeing 737		1654 1754
	G-EXEX Cessna 404	1712 1733	G-PKBM DC-9		1813 1852
30	G-IBCA King Air 200	0919 1149	EC-DYZ Boeing 737		0934 1040
	G-ATTP BAC 1-11	0952 1055	G-AXLN BAC 1-11		1144 1356
	G-LEGS Short SD.3-60	1211 1240	G-AYLY Aztec		1253 1320
	G-BGJG Boeing 737	1340 1512	G-HPVC Partenavia P.68B		1552
	LZ-BTO Tu-154	1547 1654	G-ATTP BAC 1-11		1639 1741
	G-AOYP Viscount	1847 1932	G-OANC Warrior		2022 2048
31	YU-AKB Boeing 727	0850 1006	YU-AKJ Boeing 727		1112 1215
	G-AOYN Viscount	1117 1151	G-BEKY Cessna 150		1123 1211
	G-ATVH BAC 1-11	1144 1235	G-BJYD Cessna 152		1150 1228
	G-BMON Boeing 737	1306 1425	G-AXYA Navajo		1317 1349
	G-AZNA Viscount	1321 1443	G-HPVC P/avia P68B	n/s	1328
	G-OOOA Boeing 757	1332 1452	G-BIUV HS.748		1348 1457
	G-BGYJ Boeing 737	1437 1547	G-BLOE Chieftain		1713 1722
	G-BMAW Friendship	1719 1803	XV730 Wessex		1807 1854
	G-BDWG Islander n/s	1821	G-ORCL Cessna 421C		1832 1955
	G-BRJS B.Ae.146	2040 2118	G-BIUV HS.748	n/s	2133

OVERSHOOTS:- 1st.XV218/RR767 Hercules F/T Lyneham, XS709/FYN40, XS739/FYN42, XW303/FYJ33; 4th.G-BLPV SD.3-60 F/T Humberside; 5th.XS709/FYN05; 6th.G-BLPY SD.3-60 F/T Humberside, XX495/FYT10, XW410/LON41; 8th.G-BFIG F/T Barton; 10th.G-ANON/T7909 F Blackpool T Sherburn; 12th.G-BLPY SD.3-60 F/T Humberside, XV220/RR767 Hercules F Lyneham T Liverpool, ?/RR789 Andover F Benson T EMA; 13th.G-BLPY SD.3-60 F/T Humberside, XX299/VYT56 Hawk F/T Valley, XV104/RR862 VC-10 F/T Brize Norton; 14th.XS733/FYN54, XX482/FYT98; 15th.XX496/FYT99; 18th.XS727/FYN07, XX499/FYT88.

OVERSHOTS (Contd.)

19th.G-BFIG F/T Barton; 20th.XX495/FYT86; 21st.XX482/FYT85, XX482/FYT86, XS712/FYN43, XX482/FYT85, XX496/FYT03; 27th.XW433/CFX81, XS732/FYN98; 28th.XW404/LON43; 29th.XS730/FYN98.

Finningley - FXJ/FYN/FYT

Church Fenton - CFX

Linton-on-Ouse - LON

Valley - VYT

From & To:- 1st.I-CUVI T Exeter, C-FMFL F/T Luton; 2nd.PH-ADG F/T Hoogeveen; 3rd.OY-BYG F Esbjerg T St.Mawgan; 4th.N43069 F EMA n/s T Lakenheath, OY-BYG F St.Mawgan T Esbjerg; 8th.N7855E F Church Fenton T Grindale, N10XH F Reykjavik n/s T Staverton; 11th.OO-LFY F Brussels T Humberside, PH-JBW F/T Hilversum; 12th.HB-VFD F Newcastle T Luton; 13th.N917J F/T Le Bourget; 14th.F-GDAL F/T Lille; 19th.F-GDAL F/T Biggin Hill; 20th.F-GDAL F Chateauroux T Biggin Hill; 21st.OE-GLF F/T Heathrow n/s; 22nd.PI-ADG F/T Rotterdam; 27th.OO-BOS F Antwerp T Blackpool.

LBA MOVEMENTS REVIEW - MAY 1987

With the start of the Summer IT's the bulk of the interest this month is in the Airlines. First visits are as follows. Hispania are using three 737-200s and two 737-300s, EC-DVN (18), -DXV (20), -DZB (4), -EBK (1) and -EBY (14). Air Europa have three 737-300s EC-EBZ (15), -ECA (1), -ECM (13). Aviaco have so far used DC9s EC-CTU (27), -DGB (13) and -DGC (6), on the 20th they used MEA Boeing 707 OD-AGV due to a strike. Air Malta are using Boeing 727 N287AT on their flights starting from the 20th. Balkans new colour scheme appeared on the TU-154 LZ-BFO on the 16th. Yugairs 727s have been plentiful with YU-AKB (31) 'G (10) 'I(17) 'J(31) and 'L in Air Afrique colours on the 24th. Aviogenex have used two newly registered BAC 1-11s YU-ANS (18) and 'T (4), these are ex YR-BRC and 'D respectively. Wardair have given some variety with 747s G-FTOB (4) G-FFUN (11) and G-FDJC (18) with DC-10 G-GXRB making the first visit of this type on the 25th. Worldways started operations using Tri-star G-GIES (22). Air 2000 have used both their 757s G-000A (3) 'B (10). Boeing 737 G-BNIA appeared on a Britannia flight on the 12th in PLUNA livery but with Britannia titles. Replacing the BMA F-27 on the weekend of the 2nd-3rd was the new Eurocity Dash 7 G-BNGF and operating a Spantax flight on the 16th was Sobelair Boeing 737 OO-SDD. On the smaller side Corvette F-BVPS arrived at 0027 on the 1st on a mercy flight and much later in the day McCain's F-50 visited again. Two Cessna twins were the T303 PH-ADG on the 2nd and 340 OY-BYG on the 3rd. Night stopping on the 4th was the Lakenheath A/C Warrior N43069. Beech E55 N7855E on the 8th had c/n TE-1141 and on the same day Beech C90 N10XH arrived from Reykjavik on delivery to Lambson Holdings. It has c/n LJ-887 and is to be based at LBA replacing G-BKXG, on the 11th it left for repainting (as G-LAMB?) at Staverton. Abelag's Lear 35A OO-LFY was joined by the TB-20 PH-JBW on the 11th, and on the 12th Lear 36 HB-VFD used callsign 'FP810'. Horse freighting on the 13th was BAC 1-11 YR-BCR as 'ML-031, -045, 046' and horse watching the same day were the passengers from Jetstar N917J. On the 14th Lear 24A F-GDAE and Cheyenne F-GDAL both visited. Doing a charter on the 20th was Alkair F-27 OY-APE with callsign 'Alkair 210-120T'. night stopping on the 21st was F-20 OE-GLF and visiting on the 22nd was Cherokee Lance SE-GVI. Uni-Air F-27 F-BIUK arrived on the 26th and night stopped to do a charter on the 27th. Making its first visit to the LBA on the 27th was Cessna 425 OO-BOS. Military movements have been numerous, 6th Andover XS790 'Kitty4', HS146 ZE700 'Kitty3' 13th HS146 ZE700 'Kitty1', 15th Gazelle XX383 'Army344', 16th Gazelle XX379 'Army344', Scout XW281 'Army337', 19th Hercules XV303 'RIH08', Beaver XV271 'Army112', Gazelle XX383 'Army355', Scouts XT632/XW281 'Army439 Combine', 20th Andover XS790 'Kitty3', Gazelle XX383 'Army355', 29th Andover XS793 'Ascot8000', 31st Wessex XV730 'Rescue 128'. Slingsby T67M G-7-116 visited on the 18th and 22nd from and to Kirbymoorside for radio checks with YLA, under the class B registration it carried PH-KAI and it is due for delivery to a firm called King Air in Holland.

LBA MOVEMENTS REVIEW (Contd.)

Concorde G-BOAG visited on the 22nd and on the same day Cessna 421C G-ORCL had c/n 1223 making it ex N27089. Northairs Cessna 421C G-BHKJ made its annual pilgrimage home for CofA on the 4th and left again for Pakistan on the 11th. Finally Vari-eze G-IVAN arrived by road on the 17th, over the winter months it has been rebuilt as a twin! It now has two 75bhp Hewland engines (as used in the ARV2) and a fully retractable u/c. So far it has done taxi trials but not flown in its new guise - with 50% extra power and retractable gear it should move quite fast when it does fly.

LEEDS/BRADFORD AIRLINE NEWS - MAY 1987INBOUND DIVERSIONS

18	UK201	EDI	HUY	G-BHMZ	FK27	NWI	UK201Q
18	UK813	AMS	HUY	G-BLPY	SH36	AMS	UK816Q
18	UK053	NWI	HUY	G-BLPV	SH36	HUY	UK-PV

Low cloud was the reason for these extra flights.

REGULAR FLIGHTS

AMM479	FAO	03/G-000A	10/G-000B	17/G-000A	24/G-000B	31/G-000A
A01781	TFS	06/EC-DGC	13/EC-DGB	20/OD-AGV	27/EC-CTU	
BX746	PMI	02/EC-DYZ	09/EC-DYZ	16/00-SDD	23/EC-DTR	30/Cancel
EX842	AGP	02/EC-DTR	09/EC-DTR	16/EC-DTR	23/EC-DYZ	30/EC-DYZ
BY054A	IBZ	01/G-BKHE	08/G-BHWF	15/G-BKHF	22/G-BFVA	29/G-BGYJ
BY113A	GRO	04/G-BADR	11/G-BJCT	18/G-BHWF	25/G-BFVB	
BY345A	PMI	05/G-BMTZ	12/G-BNIA	19/G-BFVA	26/G-AXNC	
BY353A	ALC	06/G-BHWF	13/G-BKHF	20/G-BJCV	27/G-BJCT	
BY369A	CFU	01/G-BAZG	08/G-BAZH	15/G-BGYK	22/G-BHWE	29/G-BADR
BY372A	AGP	03/G-BKHF	10/G-BGYL	17/G-BHWF	24/G-BJCT	31/G-BGYJ
DA421	JER	02/G-ATVH	03/G-ATVH	09/G-ATPJ	10/G-ATPJ	16/G-ATVH
		17/G-ATVH	23/G-ATPJ	24/G-ATPJ	30/G-ATPJ	31/G-ATVH
DA427	JER	03/G-BKHT	10/G-BKHT	17/G-BKHT	24/G-BKHT	31/G-BRJS
DA429	JER	02/G-ATVH	09/G-ATPJ	16/G-ATVH	23/G-ATPJ	30/G-ATPJ
DA431	JER	31/G-BIUV				
DA433	JER	24/G-BIUV				
DA435	JER	16/G-BEKG	31/G-EDVS			
DA437	JER	23/G-BIUV				
DA2626	IBZ	06/G-BKNH	13/G-BMDF	20/G-BKNH	27/G-BKNH	
DA2862	VCE	18/G-BCWA	25/G-BEKA			
DA2890	GRO	13/G-BDAS	20/G-BDAS	27/G-BDAT		
JE832	IOM	23/G-ISLE	30/G-LEGS			
JP149	LJU	04/YU-ANT	11/YU-ANT	18/YU-ANS	25/YU-ANS	
JR2763	PUY	03/YU-AKK	10/YU-AKG	17/YU-AKI	24/YU-AKI	31/YU-AKB
JR2769	DBV	17/YU-AKK	24/YU-AKL	31/YU-AKJ		
KD2157	MAH	01/G-AWZ	08/G-AXMG	15/G-AYWB	22/G-AXLN	29/G-AXMG
KD2175	PMI	02/G-AXLN	09/G-AYWB	16/G-AXMG	23/G-AXLN	30/G-AXLN
KMC603	MLA	20/N287AT	27/N287AT			
KT110	AGP	01/G-BGDP	08/G-BGJJ	15/G-BGDR	22/G-BGJK	29/G-BGJG
KT116	ALC	02/G-BGDP	09/G-BGJJ	16/G-BGDR	23/G-BGJK	30/G-BGJG
LZ930	VAR	16/LZ-BFO	30/LZ-BFO			
OM442	ALC	03/G-BMON	10/G-DFUB	17/G-BMON	24/G-DFUB	31/G-BMON
UX153	PMI	06/EC-ECA	13/EC-ECM	20/EC-ECM	27/EC-ECA	
UX155	PMI	01/EC-ECA	08/EC-ECA	15/EC-EBZ	22/EC-ECM	29/EC-ECM
VF7744	JER	23/G-APEY	30/G-AOYP			
VF7770	JER	24/G-AOYL	31/G-AOYN			
WB931	PIK	22/G-GIES	29/G-GIES			
WD819	BHX	11/G-FFUN	18/G-FDJC			
WD819	MAN	04/G-FTOB				
WD819	YYZ	25/G-GXRB				

LEEDS/BRADFORD AIRLINE NEWS (Contd.)REGULAR FLIGHTS

XF2131	PMI	06/EC-DZB	13/EC-DZB	20/EC-DXV	27/EC-DZB	
XF2313	PMI	04/EC-DZB	11/EC-DZB	18/EC-DVN	25/EC-DVN	
XF2341	PMI	07/EC-EBX	14/EC-EBY	21/EC-EBY	28/EC-EBY	
XF2351	PMI	01/EC-EBX	08/EC-EBX	15/EC-EBY	22/EC-EBY	29/EC-EBY
XF2353	PMI	01/EC-EBX	08/EC-EBX	15/EC-EBY	22/EC-EBY	29/EC-EBY

The most surprising visitor was the Middle East Airlines Boeing 707 OD-AGV on the 20th which was operating in lieu of Aviaco whose cabin crew were on strike. The aircraft operated as ME1058/BY924A Cardiff-Tenerife with the inbound leg using a Britannia Airways aircraft operating into Manchester during the night. Due to a Boeing 747 being on maintenance, Wardair's DC-10 C-GXRB was a first visit of type on the 25th operating non-stop f/t Toronto with the Birmingham portion being sub-chartered to a Worldways DC-8. Boeing 747s paying first visits were C-FTOB on the 04th operating via Manchester due to Birmingham runway maintenance work, and C-FFUN on the 11th. Worldways commenced their Canadian series with TriStar C-GIES on the 22nd making a first visit and also challenging the monopoly situation which has recently been enjoyed by Wardair.

Boeing 737s paying first visits have been OO-SDD BX746 on the 16th with Sabena colours but no titles, and G-BNIA BY345A on the 12th sporting Pluna colours and tail motif with Britannia fuselage titles. The Adria One-Elevens YU-ANT 04th and YU-ANS 18th JP149 had Tarom fuselage colours with Adria titles and tail motif, and JAT Boeing 727 YU-AKL was in full Air Afrique colours and titles JR2769 24th whilst Boeing 727 N287AT carried Air Malta titles on American Transair colours KMC603 20th. All these aircraft were first visitors but British types which had previously visited were BAe146 G-BRJS DA427 31st on lease from BAe but in full Pacific Southwest colours, and Viscount G-AOYP VF7744 30th in Virgin Atlantic colours and titles. Additional first visitors were Air 2000 Boeing 757s G-000A 03rd and G-000B 10th AM479, Aviaco DC-9 EC-DGC 06th A01781, Dan-Air Boeing 737 G-BMDF 13th DA2626, British Island One-Eleven G-AYWB 09th KD2175, Air Europa Boeing 737-300s EC-ECA 01st UX155, EC-ECM 13th UX153, EC-EBZ 15th UX155, and Hispania Boeing 737-300s EC-EBX 01st XF2351 and EC-EBY 14th XF2341.

Demand for seats on the Jersey services has been higher than expected resulting in extra flights DA431/433/435/437 being operated on certain dates. Sub-charters were Euroair HS748 G-BEKG 16th DA435 and Air UK Friendship G-BDVS DA435 31st, whilst HS 748 G-BIUV also operated an inbound flight DA438/7100 31st Jersey-n/s-Carlisle.

OTHER FLIGHTS

British Airways Concorde G-BOAG paid a first visit on the 22nd when it operated for various UK Round Table groups as BA-AG Newcastle-North Sea Supersonic return-Heathrow on BA9053C/9054C/9055C. Political party flying has commenced in the run up to the general election with the Liberals using Euroair HS748 G-BEKG on the 22nd Heathrow - Newcastle EZ314/315 and 27th Birmingham - Heathrow EZ328/329, and the Labour group using British Air Ferries Viscount G-APEY (christened 'Red Rose One' for the charter series) on the 26th VF9307/9308 Glasgow - Heathrow. Foreign registered aircraft have been slightly more than previous months with Alkair Friendship OY-APE bringing passengers in on the 20th LKA120/120T Rotterdam-Norwich, and Uni-Air Friendship F-BIUK UF536/537 on the 26th f/t Le Bourget n/s. Anglo Cargo carried out some mixed freight charters with One-Eleven YR-BCR carrying French horses and Norwegian bound machine parts on the 13th MLO31/045 Beauvais-Bergen and MLO46F/030 Bergen-n/s-Beauvais. Air Sarnia Islander G-UERN operated a passenger charter on the 01st f/t Guernsey ASS188/189, and Civil Aviation Authority HS748 G-AVXI carried out a flight check on the 20th f/t Stansted. The Queens Flight have been busy with BAe146 ZE700 Kitty3 making a first visit on the 06th f/t Northolt and again on the 13th Kitty1 f/t Northolt, and Andover XS790 Kitty4 f/t Northolt on the 06th and the 20th Newcastle - Heathrow Kitty3. Ex Queens Flight Andover XS793 appeared on the 29th RR8000 Brize Norton - Wildenrath, and Hercules XV303 was f/t Lyneham with a local parachute sortie as RIH08 on the 19th.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

GENERAL

British Midland were short of Friendship capacity on the 02nd and Eurocity Express Dash Seven G-BMGF arrived from East Midlands BD-GF/421 and operated all the Heathrow schedules through to BD427 03rd. Due to increased capacity being required, Viscount G-AZNA was used on BD426/427 23rd and BD422/423/424/425 31st. Making an appearance for Aer Lingus on the 05th was Shorts 360 G-BLTO EI368/369 in full British Air Ferries colours but no titles. Air UK were short of crews for their Amsterdam service on the 10th when Brown Air Gulfstream 1 G-BRWN was sub-chartered to operate UK828/829.

KLM are now due to commence services on the Amsterdam route from the winter schedule although no further details are available. Brown Air have been awarded Leeds/Bradford - Jersey and will compete with Dan-Air from next March. A larger aircraft is being sought for the Glasgow route (with many full flights already operating) and the new Channel Islands service with an ATR-42 order the most likely. The Gulfstream 1 would then operate the Gatwick route if the route application is successful.

LOCAL MOVEMENTS - MAY 1987

1 Lynton 05/G-POOH T.Squirrel	Halifax	Harrogate - LBA
4 G-BKOA Rallye	Sherburn	F/T Ringway
6 G-BDJC Tailwind	Oxenhope	Felixkirk-Bagby
G-AXJJ Pup	Oxenhope	F/T Crosland Moor
8 N7855E Baron	Grindale	F LBA T Gamston
G-KWIK P.68B	Carnaby	T LBA
Lynton 05/G-CORR T.Squirrel	Sheffield	T LBA
10 G-AYGA Jodel D.117	Bagby	F/T Oxenhope
11 G-GWHH T.Squirrel	Bingley	T Collingham
13 G-BRYL A.109A	Haworth	
G-BAML Jetranger	Bolton Abbey	F/T York Races
PH-KIF T.67Ti	Kirkbymoorside	Del.to Holland
G-BHLX AA.5B	Acaster Malbis	T LBA
G-BJGJ Archer	Crosland Moor	T Panshanger
15 G-GJCB LongRanger	Ossett	F/T EMA
16 Hanson 01/G-OHPL S-76A	Huddersfield	Newbury - LBA
G-BEXH Cessna 172	Oxenhope	F Felixkirk
19 G-AYGA Jodel D.117	Bagby	F/T Oxenhope
20 SE-GVI Lance	Doncaster	Humberside - LBA
G-BAML Jetranger	Ripon	F LBA
21 G-ASJZ Jodel D.117	Yearby	F/T Barton
22 G-EDRY Cessna 303	Sherburn	F/T Haydock Park
23 G-MFMM SF-25C	Burn	F Woodvale
24 G-BJYD Cessna 152	Crosland Moor	F/T Teesside
G-BKOV Jodel DR.220	Bagby	F/T Oxenhope
25 G-BHDB Maule M.5	Bagby	F Oxenhope
26 G-AZXD Cessna 172	Acaster Malbis	F/T Birmingham
27 G-NNAC Super Cub	Oxenhope	F/T Bagby
29 G-AVET Baron	Rufforth	F LBA
30 G-AZOE Airtourer	Sproatley	F/T Grindale
G-BCHK Cessna 172	Sproatley	F/T Grindale
31 G-BLWT Evans VP.1	Brighton	F Crosland Moor
G-BHEH Cessna 310	Rufforth	T Ringway
SWD 128/XV730 Wessex	Airedale Hosp.	Whernside - LBA

TEESSIDE MOVEMENTS - MAY 1987

2 G-OKSP Citation		
3 YU-AJM DC-9	G-BLDE Boeing 737	G-HAMA K.A.200
4 G-OCHD K.A.300	G-AXSD Pup	G-AZOE Airtourer
G-BLRT SD.3-60	G-AWXV Cessna 172	G-BHYW Jetranger

TEESSIDE MOVEMENTS (Contd.)

5 F-BVJK Aztec	G-OAFB K.A.200	G-BANK Seneca
G-BMPZ Cessna 421C	G-BACN Cessna 150	G-CJCB LongRanger
6 G-BJSY King Air	G-ROUP Cessna 172	G-WOSP Jetranger
7 G-BMWD DC-9	G-SJAD Do.228	G-HAMA K.A.200
8 N8015V Warrior	G-SEBE Learjet 35	G-PICS Cessna 182
EC-DUB Boeing 737	G-GWEA Chieftain	G-OBHD SD.3-60
G-ROLF Saratoga	G-BIXU AA-5B	G-NEWS Jetranger
9 YU-AJD Tu-134	G-BBKW Warrior	G-ATEG Cessna 150
10 G-BMUG Vari-eze	G-EZOS Vari-eze	G-AVZP Pup
11 I-GIAZ Falcon 20	XZ589 Sea King	G-SJAD Do.228
12 OY-EVP Cessna 337	F-BVJK Aztec	G-BAKF Jetranger
13 G-OANC Warrior	G-PLAS Cougar	G-MALA Archer
G-BBUF AA-5	G-AXMP Cherokee	G-WOSP Jetranger
14 G-HERB Arrow	G-PENN AA-5B	G-BIWL Saratoga
G-BFVX King Air	G-BFVP Aztec	G-JLGO T.Squirrel
15 G-BKUX King Air	G-NEWR Chieftain	G-TRAF Dauphin
16 YU-AHX Tu-134	G-BBKV Cessna 150	G-BAWK Cherokee
18 G-MAFF Islander	G-NORS Cessna 425	G-SJAD Do.228
19 G-OBOH SD.3-60	G-ERIC Rockwell 112	G-BAKS Jetranger
20 XW206 Puma	G-BJVZ S-76A	G-BDRD Cessna 150
G-BCRN Cessna 150	G-BAII Cessna 150	G-BLKY Baron
21 G-BSAN Gulfstream 3	G-BSFT Navajo	G-UBSH Ka.300
G-HOVA Enstrom F-280	G-AXDI Cessna 172	G-BHJY Bandeirante
22 EI-BSZ BAC 1-11(Ryan Air)	EC-DUB Boeing 737	G-JANT Archer
23 OO-IBJ Jetstream	YU-AJD Tu-134	G-BLIA RF-3
24 G-ONAD Cessna 421C	G-BJVZ S-76A	G-AXDI Cessna 172
25 G-RUSH Cessna 404	G-OCFS Aztec	G-BHDB Maule M.5
26 G-JVMR P.68B	G-TAPE Aztec	G-WOSP Jetranger
27 XX710 Bulldog	G-BMLZ Cessna 421C	D-EIDO Fuji FA.200
28 D-KAMB Grob G.109	D-KKLL Grob G.109	G-SUTT Hughes 369
D-EFTV Archer	D-ECHE Cessna 172	

5th.F-BVJK F Gatwick T Calais; 8th.N8015V F Reykjavik (for Teesside Aero Club); 11th.I-GIAZ F Stockholm n/s T Wellesbourne Mountford; 12th.F-BVJK F/T Calais; 22nd. EI-BSZ F Dublin T Tarbes; 23rd.OO-IBJ F/T Wevelgem.

GRINDALE MOVEMENTS - MAY 1987

1. G-AYSA PA-23 F/T Leavesden; 4. G-APUE Meta-Sokol F/T Bagby, G-BDOG Bullfinch F/T Netherthorpe, G-BDNW AA-1B/G-TODD IS-28/G-BFFE C.152 all F/T Doncaster, G-BAZC Robin DR.400 F/T Sherburn, G-AVLS PA-28/G-AZTS C.172 F/T Humberside, G-BMMV IS-28 F/T Sandtoft, G-RUIA C.172 F Humberside T Blackpool; 5. G-BMEX C.150 F/T Netherthorpe, G-AVGZ Jodel DR.1050 F/T Bagby; 6. G-BAJY Robin DR.400 F/T Sturgate; 7. G-YTWO C.172 F/T Sherburn; 8. N7855E Baron F LBA T Gamston, G-BEXT C.172 F/T Netherthorpe; 9. G-BMTA C.152 F/T Doncaster, G-AZBI Jodel D.150 F/T Sproatley, G-BGWM PA-28 F Booker, G-BAJY Robin DR.400 F/T Sturgate, G-BDOG Bullfinch F/T Netherthorpe, G-RUIA C.172 F/T Humberside; 10. G-HULL C.150 F/T Brough, G-AXZT Jodel D.117 F Markington T Sherburn, G-BDWB Rallye F Fadmoor, G-ATGP Jodel DR.1050/ G-BCLJ AA-5 F/T Sproatley, G-BOBI C.152 F/T Humberside, G-BATV PA-28 F/T Sherburn; 13. G-HIVE C.150 F/T Sibson; 16. G-AVGV C.150 F/T Bagby, G-BKFZ PA-28R F/T Sherburn, G-ATGP Jodel DR.1050 F/T Sproatley, G-BKAE Jodel D.120 F Crosland Moor T Bagby, G-RUIA C.172 F/T Humberside; 19. G-BTAL C.152 F Norwich; 22. G-AVMD C.150/ G-BKIR Jodel D.117 F/T Crosland Moor; 24. G-BBBC C.150 F/T Sandtoft, G-AWXV C.172 F/T Blackpool, G-BCLJ AA-5 F/T Sproatley, G-BOBI C.152 F/T Humberside, G-YTWO C.172 F/T Sherburn, G-AXUE Jodel D.105A F/T Netherthorpe; 25. G-AZRX Horizon F/T Bagby, G-BGTG PA-23 F/T Sherburn, G-BKAO Jodel D.112 F Bagby T Sproatley; 29. G-BKIR Jodel D.117 F/T Crosland Moor; 31. G-AVKI Nipper F Pocklington T Bagby, G-ATKU C.172 F/T Doncaster, G-AZFI PA-28 F/T Sherburn, G-AVPI C.172 F/T Netherthorpe, G-BBYH C182 F/T Croft, G-BFXW AA-5B F/T LBA.

British Skysports received Cessna U206A G-BRID (ex.N4874F) at the beginning of June from the States.

CHURCH FENTON 1987

Sunday 14th June saw a double celebration at RAF Church Fenton, 25 years of Air Displays and 50 years as an operational air station.

To start the display 16 Jet Provosts of No7FTS took to the air and did a flypast along Runway 24 as "The White Rose Formation". This was immediately followed by an excellent demonstration of the swing-wing Tornado from RAF Marham.

Next on the flying programme was "The Ultimate Pitts", surely a very apt title, for in the hands of Richard Goode this aircraft is capable of anything! Demonstrations by a Sea King helicopter from HMS Seahawk, the ever popular aerobatics from the Marlboro team, an aerobatic display by a Bulldog from CFS Scampton and the RN Historic Flight Firefly completed the first hours entertainment.

The United States Air Force (Europe) did a flypast with two F-15s from RNLAFF Soesterberg and an A-10 demonstration from RAF Bentwaters. Next came the half-scale replica of the Focke-Wulf 190 followed by the Marlboro sponsored Extra 230 and the Jaguar sponsored vintage Stampe flown by Brian Lecomber.

A display by a Gazelle from No2FTS Shawbury was followed by the now fully restored Blenheim from Duxford and the replica Fokker Dri Tri-plane made famous by The Red Baron. A Lynx demonstration from HMS Osprey was followed by the usual excellent performance of the Sea Harrier from HMS Heron.

The Army Air Corps provided a demonstration of its capabilities with the Beaver, Gazelle and Lynx followed by the only air worthy Mosquito operated by British Aerospace. The Battle of Britain Memorial Flight is truly a living memorial to the aircrews and engineers of the Second World War with its usual impressive display of the Hurricane, Spitfire and Lancaster.

The Belgian Air Force demonstrated the Alpha Jet and Slingsby Aviation the versatility of the T67M Firefly followed by the Gloster Gladiator from the Shuttleworth Collection.

The Sharks Helicopter display team ably demonstrated the agility of the Westland Gazelle and RAF Valley provided a Hawk demonstration complete with Union Jack painted on the tail-fin.

The only aircraft to serve on both sides during the Falklands war was next in the display. This was the Bell UH-1H appropriately registered G-HUEY and now belonging to the RAF Benevolent Fund.

A VC10 from Brize Norton was followed by an accurate display from the Army Air Corps free fall parachute team despite the wind and rain. RAF Wittering provided a Harrier VTOL demonstration and to conclude the flying display who else but the Red Arrows... as spectacular as ever!

A comprehensive static aircraft display included a Canadian Armed Forces CF-18, 2 Royal Netherlands Airforce Alouette's, a West German Airforce Alpha Jet, a USAF (E) A-10, a Royal Navy Heron and from the Royal Air Force a Jaguar, Hawk, Hunter, Chinook and Dominie. Also included was the Blenheim and Beech 18 from Duxford, the Bell UH-1H and a trailer mounted Gazelle from the RAF Exhibition Flight.

Before and after the display Air Atlantique's Dakota was fully employed on pleasure flights and for a brief period the Nationwide Building Society's Colt 77 Balloon was inflated.

The Sherburn Aero Club park contained 2 Tiger Moths, a Hornet Moth and an AOP9 along with various Cessna and Piper aircraft. Also of note were a LongEze and the Waco UPF.7.

Along with the fun fair, trade stalls, fast food and bars; a real days family entertainment. The only let-down was the weather and whilst this probably limited some of the aerial displays, most most people appeared suitably prepared and enjoyed the display.

DISPLAY

White Rose Formation - Correspondents have given 18 regs. for aircraft in this flypast, although I thought there were only 16 (I must admit I didn't count them!)
XN470/84, XM350/89, XM383/90, XN586/91, XM352/92, XM370/93, XN582/95, XM376/97,
XN508/98, XN551/100, XM414/101, XM419/102, XN548/103, Jet Provost T.3A's, and XW419/
125, XW418/126, XW303/127, XW321/132 Jet Provost T.5A's; plus XM459/104

DISPLAY (Contd.)

ZA595 Tornado GR1T 45 Sqn; G-00DI Pitts S-1D; ZA137/589 Sea King HAS.5 706 Sqn; Marlboro Team G-DGSE/WREN Pitts; XX693/11 Bulldog CFS; WB271/204R Firefly AS.5; 2x F.15 flypast (USAF) (They went that-away!! Sorry, don't know anybody that saw the regs.); A-10A (USAF) (It was hard enough to read the reg. on the static aircraft - sorry, again); 8 (G-WULF) FW.190 replica; G-PMNL Extra EA.230; G-AYWT Stampe SV-4B; XZ932/S Gazelle HT.3 2FTS; 10038 (G-MKIV) Blenheim (Bolingbroke); 1425/17 (G-BEFR) Fokker DR.1 Triplane replica; ZD567/636PO Lynx HAS.3 702 Sqn.; ZD579/710 Sea Harrier FRS1 899Sqn.; XV271 Beaver AL1; ZA771/Z Gazelle AH1; ZD?/L Lynx AH1 all A.A.C.; RR299 (G-ASKH) Mosquito T3; PA474 Lancaster 1, PM631/DL-E Spitfire XIX, PZ865 (G-AMAU) Hurricane II (B of B flight); AT-28 Alpha Jet (Belgian A.F.); G-BLUX Slingsby T.67M; L8032 (G-AMRK) Gladiator; XW374/38 Jet Provost T.5A RAFC; XW871/44CU, XW854/46CU, XW856/47CU, XX451/58CU Gazelle HT2s 705 Sqn. (Sharks); XX238 Hawk T1 4FTS; G-HUEY Bell UH-1H; XV107 VC10 C1 10Sqn; XZ997/E Harrier GR3 1 Sqn; 9xHawks (Red Arrows) from the 13 shown allocated.

Support Aircraft

ZA598 Tornado GR1T; AT-32 Alpha Jet; XX162 Hawk; XW894/52CU Gazelle; XZ138/K Harrier; XW327/134 J.Provost; ZD704 B.Ae.125 32 Sqn; XW323/44 J.Provost, plus 2x unidentified A-10As, E599 F-16A (R.Danish A.F.).

Static

XZ399/EN Jaguar GR1A 6 Sqn; XX186 Hawk T1A 63 Sqn; XL612/2 Hunter T7 ETPS; ZD574/FH Chinook HC1 240 OCU; XS732/B Dominie T1 6FTS; XM296 Heron C4 RNAS (Admirals Barge!), 80204/WR A-10A (USAF); ET210 F-16B (R.Danish A.F.); 188762 CF-18A (RCAF); 40+51 Alpha Jet (WGAF); A227/A374 Alouette IIIs (R.Neth.A.F.); 164 (G-BKGL) Beech 18; XX396/N Gazelle (on trailer).

Visitors

G-AHBM Hornet Moth; T7281 (G-ARTL)/T7909 (G-ANON) Tiger Moths; WZ662 (G-BKVK) AOP.9; G-WACO Waco UPF.7; G-BKXO Longeze; G-BIOW Slingsby T.67A; G-BSDL Tobago; G-BGPH AA-5B; G-AYYX Rallye; G-AZFI/BGVU PA-28s; G-AZTS/BCHK/YORK Cessna 172s; G-YIII Cessna 150.

Pleasure Flights

G-AMPY Dakota supported by G-AMSV

Hot Air Balloon

G-BMYN Colt 77A was inflated.

Any help to fill in the gaps would be appreciated, please contact the Ed.

"My name is Chris Harper".....

It all started in August 1986 when Chris happened to mention that he wanted to go to America, in fact, Florida. My ears pricked up as I had always wanted to go to Miami. I asked if he was going with his family but the reply was negative and then started a 'wooing' of my wife. Eventually everything was sorted out, flight and car booked and the planning started.

We wrote to all the major operators at Miami and to all the major airports for permission to take photographs. A schedule was worked out, Passport and Visa obtained and then the waiting until Monday 13th April 1987.

We travelled to Gatwick by rail for flight VS005 to Miami, departure 12.30 hrs. After check in, we sat in the lounge to watch the "activities". The longhaulers were represented by Northwest, Wardair, Garuda, Continental, BCAL, Sabena and Cathay Pacific Boeing 747; Delta, Tristar; BCAL DC10 and TWA B.767. There were plenty Britannia, Orion, Dan Air, Air Europe B.737/B727/1-11s. After a short delay we were airborne at 13.00 hrs with a planned flight time of 9 hours. We landed at Miami at 5pm local on Runway 09L, passing what appeared to be hundreds of DC3/4/6/7 and Convairs. After clearing customs (a smashing group of people - you will see why later) we booked in our hotel (at the airport) and went to pick up the car. After waiting 1½ hrs and getting a 'faulty' car it was decided I would drive. Fortunately, Chris reminded me to drive on the right, we eventually found the hotel, right at the side of Runway 27R, only problem was that you were facing the sun. Oh, I forgot to say that the hotel was next to the George T. Baker School of Aviation, so.....

"My name is Chris Harper" (Contd.)

First call on Tuesday morning was at the School. Although they were on holiday, a polite request to the security guard ensured that we had a look round, thanks to the Vice Principal, who happened to be working. Quite a variety of aircraft - B.720, DC6, M.404, DC3 minus wings; a couple of T33s and Beech 18s, an A4 Skyhawk and a F-84 (so I was told). Now to the Airport.

Most of the Central and South American Airlines fly into or out of Miami and a lot of 'fly by night' airlines using piston aircraft are based there. This is the place to take photographs. I wont go into details of how we managed it but we were given a conducted tour, rampside, by US Customs. First we were taken to the Commuter terminal in the middle of the apron where there were 4 DC-3s of P.B.A. lined up in a row (nice picture) and numerous Beech 99, 1900 and Cessna 402/404s plus the odd SF 340. After inspection of N32PB, which revealed it to be c/n 4827, a C53-R1830 -92 built in October 1941, we moved on to the maintenance area passing the Pan Am and Eastern hangars. A couple of Pro-Air DC-3s were parked next to a pair of Electras and an engineless B.720 of Avianca. The next ramp was Rich International where a couple of their DC-8s were parked along with a derelict Viasa DC-8, a DC-8 of the "Lords Airline" and a DC-8 SRS 73 of United Parcel Services. The next stop was the Bellomy Lawson area which consisted of four DC-6s, a Boeing C97 Stratocruiser (HI reg) and a C.46 wfu. No joy was had at Page Avjet or Pan Aviation which consisted of biz-jets and the odd B.727. We were "invited" into the refreshment area at Trans-Air Link whilst our Chauffeur returned to collect us. There were about six DC-6s parked but mostly too close together to get decent photographs, but one taxied out as we were leaving. We moved into the South American Cargo area where there was more exotic pistons in the shape of Aerovais Caribe (XA), Airways Intl, Airwing CV440 and AESA (YS) DC-6. Into the 'famous' Northwest corner, which was slightly disappointing as there were only derelict aircraft - CL44 (HC) DC-7 (N), C46 (HI) plus a L.A.B. Cargo (CP) B.707. Access to Southern Air Transport facility was denied!! Since we had been out over 2 hours, we didn't have time to go to the Main Cargo area - DC-8s B.707s and a couple of Boeing C97s, but we couldn't complain. A great deal of the aircraft were parked close together making photographs very difficult and sometimes impossible, but we had had a great start to our Aviation Tour of Florida.

We said a very big thank-you to our friends in Customs and after a sit down in the terminal building (to catch our breath) we drove round the perimeter road to check on good vantage points for landing 'shots' later in the week.

The following morning we started our travels commencing at ^{Op} Locka which is in a rather 'seedy' area between Miami and Fort Lauderdale. After checking in at Airport Admin, we went round the various operators which gave us the following: numerous DC-3/6; a DC-7; the only Viscount we saw; a derelict CV240 and Constellation plus numerous Beech 18s and one derelict Heron of Prinair. We then went over to the US Coastguard Station based at ^{Op} Locka. Another fine piece of talking (grovelling) by Chris meant that we had a conducted tour of the facilities including a comprehensive tour of their Helicopter operations (Dauphin) and a look at the surveillance aircraft (Falcon 200).

On the journey to Naples, on the Gulf Coast, we travelled through a terrible storm but it cleared up into beautiful sunshine. Naples is the base of P.B.A. but the real reason for the visit was the fact that seven Martin 404s were parked up. We had arranged for transport and it was waiting for us. The aircraft were parked very close together and there were only six. Two of Marco Airways and four of PBA. Access to the General Aviation ramp was obtained and four DC-3s of Mosquito Control were photographed plus one in P.B.A. maintenance area. This aircraft N136PB c/n 1907 is the longest time 'Dak' with 90,000 hours flown. It was undergoing long term maintenance for another 10,000 hrs. We took our last photograph at 7pm and set off for the hotel at Fort Myers.

The next day we visited the airport at Fort Myers only to find that all schedule traffic had transferred to a brand new airport, 10 miles out of town in the middle of nowhere. However there were a few interest G.A. aircraft plus a Twin Otter and a Cessna 404 in Airline colour scheme. On to the new airport to find the only aircraft was a Delta DC-8. There was no time to wait for movements so it was back on the road up to St Petersburg/Clearwater.

"My name is Chris Harper" (Contd.)

This is a modern quiet airport (no movements in the 2½ hrs we were there) but again permission to take pictures on ramps was obtained. The only really interesting planes were a U.P.S. B.727 and a CV440. The US Coastguard have a station here and after Chris did his 'spiel' we were given a conducted tour of the facilities. The aircraft used here are the Hercules and S.61N Helicopter (can't remember military serials). There is a small Museum tucked away in a corner of the airfield which provided military machines plus a cannibalised DC-3.

On to Tampa for tea (time that is) to find that with a little skill and movement, photographs can be taken from the car park above the terminal, but you are high up. The movements were mainly Eastern with TWA, Transtar, United, Piedmont, Northwest. We then went round the perimeter to the G.A. aprons where access was gained to take pictures of a couple of biz-jets, a Cargo Beech 99 and another Mosquito Control DC-3. Time had caught up with us again and we set off to find the hotel and what a job it was. I would just like to say we had done nothing wrong when the local Sheriff (with lights and siren blazing) pulled us up. After asking for licence etc. (Chris was driving) he explained that he had stopped us because we were driving too slow! The following day we were scheduled to visit Orlando, another modern airport with the usual American operators plus Pacific Western and Icelandair. Photographs were possible from the terminal area as part of the apron was "fenceless" as there was a big lake between. We couldn't get access around the G.A. side of the airport which was a pity as Florida Express had a maintenance base with five One-Elevens parked. However we decided to set off on the long journey to West Palm Beach. Now 200 miles on a motorway should not be too bad, but when you are restricted to 55mph, you have to keep your wits about you.

West Palm Beach has a larger airport than you would expect but apparently they have a lot of tourist traffic from the North East States and Canada. We went round to the G.A. side and after a first refusal we hit lucky at Butler Aviation. We could have access to their apron to take photographs of what we wanted. These were a couple of Challenger's, Gulfstream 2, Jetstar, Learjets and Citations on the 'active' apron. On the parking apron, amongst others, were a line of about twenty biz-jets, including HS.125, Learjet, Citation, Falcon, Westwind, Sabre. On the end of the apron were a couple of DC-3s only used once a week on missionary flights plus three Bandeirantes and two Casa 212s of Gull Air which had just gone bankrupt. A small military Museum included a DC-3 which was just photographable over the fence. The following morning was Fort Lauderdale International, where we had a letter of introduction. Because it was Saturday, there weren't any spare staff available so we decided to call back on Monday. So it was up to Fort Lauderdale Executive where again access was allowed to take photographs of mainly biz-jets, including a rare Hansa Jet and M.S. Paris plus another DC-3 used on Missionary flights. On to Opa Locka to take what we had missed on the previous visit and this time we had the good fortune to have a very pleasant and attractive chauffeur to take us round the active side to photograph a couple of DC-6s. Then to M.A.C. for a couple of Twin Otters, parked up (including a Columbian registered one) and a Twin Otter on floats. Back to Miami for teatime to attempt again a trip round the maintenance area. Chris tried again for access to Southern Air Transport but was refused. An ex. BAF and ex. Trans Azur Aviation Herald (G-BDZV/AF-BVEP) was parked in Aerovias colours (without titles); a couple of DC-6s, an active DC-3 and an Air Freight B.707. On to Sunday, a beautiful day, we positioned ourselves on the end of Runway 27L to photograph anything that landed. Eastern, Continental, Midway, Braniff and New York Air aircraft were not seen, as these used 27R, but Pan Am, Piedmont, Delta, Northwest, TWA and Transtar were seen a plenty. The main attraction was that practically all the Central and South American Airlines used this Runway. During the day we saw: Aeromexico DC-9 & DC-10; Mexicana B.727 & DC-10; Avianca B.747 & B.727; Dominicana B.727; Air Panama B.727; BWEA DC-9; Air Jamaica B.727; Bahamasair B.737; ALM DC-9; Tampa (HK) B.707; Viasa DC-10; Aviateca B.727; TACA B.737 & B.767; Guyana Airways B.727; Laca B.737; Sabre B.727; L.A. (LV) B.707; plus Air Canada Tristar B.767 & B.727; ITU Tristar; Iberia DC-10. A very hot and wearisome day but the results were well worth it.

"My name is Chris Harper" (Contd.)

Up early on Monday morning to Fort Lauderdale Intl. where with one exception we were allowed access and here again there were numerous DC-6; CV-440; DC-3; Martin 404, a couple of 'Connies'; a CV-990 and a Lockheed Neptune. At one ramp there were ten Beagle 206s and a Riley Dove. Chalk's maintenance facility had a Turbo Mallard and an Albatross. We travelled down to Miami and carried on to New Tamiami Airport where again there were three DC-3s and an immaculate HI reg. C-46. For the purists there was a Pembroke and a Hudson. The small aviation Museum was closed. Back to Miami to return the car (1000 miles) and check in. Apparently it was the first anniversary of Virgin flying London-Miami so there was a draw for a free ticket (we didn't win) and a champagne dinner. The return flight was only 8 hours and we arrived on schedule at Gatwick, then back to Leeds by rail. A very tiring but enjoyable holiday, 10 rolls of film used, seen hundreds of airlines and thousands of planes, but a log wasn't kept except of aircraft photographed. Now to explain the title of this little monologue. At each apron when we asked for access, Chris said "My name is Chris Harper, this is my friend Roger Fozzard and we are on a tour of airports and airfields in Florida" You can imagine, Chris must have said this a hundred times. I am looking forward to my next trip to America (I hope my wife isn't reading this), so you have read the book, come and see the film at a future Air Yorkshire meeting.

Roger Fozzard & Chris Harper.

AIRWAYS - MAY 1987

2. N800CF	F20	330	DCS	14.55	MCT	
N303GA	G3	410	OTR	19.40	HLZ	(Hehlingen Nr.Hannover)
3. N900WW	WW1124	310	POL	09.40	60/10	
4. N901SB	F20	350	POL	17.25	60/10	
VR-BJQ	G2	410	DCS	21/20	MCT	To Birmingham
7. F-BIHY	F20		POL	16.55	MAR	To Inverness
9. C-GSBR	G3	430	BEL	18.12	IOM	
10. N144AD	F50	330	OTR	09.30	DAN	
SK911	B747	350	OTR	13.00	WAL	Reg: N4501Q
11. N75CC	G2	450	OTR	18.45	WAL	To Shannon
13. N144AD	F50	390	OTR	17.30	WAL	To Shannon
15. N910A	G3	450	DCS	20.20	MCT	To Luton
N457H	G3	310	ROB	21.30	TAL	To Edinburgh
16. I-ADAG	F50	290	DCS	11.05	MCT	
20. N750SS	F20	370	DCS	17.17	MCT	
22. D-GLLL	F10	410	DCS	21.03	MED	
23. OO-IBI	C500	290	OTR	15.15	SPL	
31. N600TE	CL600	390	POL	12.00	61/10	

FLYOVER TIE-UPS

These are now operating again and the service is quite up to date! There are listings of flyovers available in the 'Stansted Aviation Newsletter' and in 'Winged Words'. These constitute the backbone of the service offered. All this information is gleaned from HF listeners getting the SelCals mentioned two months ago. These are less complete lists than used to be available from Air Scotland but that magazine - though not published for a while anyway - has had its problems compounded as since March 16th all Flight Plans are computerised and therefore not available for sifting through to read off registrations. In addition to that there is now censorship of the plans so that all Military operational, positioning and trooping flights are removed - and this is done in Brussels!

Tie-ups of North Atlantic traffic and foreign I.T. flights into U.K. can be sent to S.Rigg, 16 Castle Road, Sandal, Wakefield WF2 7LY.

NEWS:- New service into Manchester is a weekly service to Moscow from July 5th. Tu 134 flight, SU249/50 09.00 to 11.00. This is in addition to the SU charter to Leningrad on Sunday mornings. At the same airport Iraqi Il-76 flights may soon become common. They are reported to be about to change operations from IHR - up to four flights a week! Piedmont B767 flights are now operating daily into LGW - start up June 16th! Arrive 0640, depart 1200.