

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 3rd : Recognition Trophy.
 AUGUST 7th : Mike's Summer Video Show.
 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.

More amendments to the LBA Summer Timetable

Scheduled:

ADD -	MoTuWeThFr...	1300	....	Dublin	E1366	SH36	(Comm 1/6)
	MoTuWeThFr...	....	1350	Dublin	E1367	EI367	(Comm 1/6)
	.....Sa..	....	0700	Norwich	UK037	FK27	(Posn Flt.)
	.....Su	2115	....	Norwich	UK038	FK27	(Posn Flt.)
AMEND	MoTuWeThFrSa..	....	0730	Belfast Harbour	BZ471	SH36	
	MoTuWeThFrSa..	0950	....	Belfast Harbour	BZ472	SH36	
	MoTuWeThFrSa..	....	1010	Belfast Harbour	BZ473	SH36	
	MoTuWeThFrSa..	1145	....	Belfast Harbour	BZ474	SH36	
	MoTuWeThFr...	....	1515	Belfast Harbour	BZ475	SH36	
	.....Su	....	1520	Belfast Harbour	BZ479	SH36	
	MoTuWeThFr...	1620	....	Belfast Harbour	BZ476	SH36	
	.....Su	1740	....	Belfast Harbour	BZ480	SH36	
	MoTuWeThFr..Su	....	1800	Belfast Harbour	BZ477	SH36	
	MoTuWeThFr..Su	2020	....	Belfast Harbour	BZ478	SH36	

I.T. :

Tuesday - Delete UK152 and UK153.

Wednesday - Alter DA2625 to DA2627 and arrival time to 1525.

Alter DA2626 departure time to 1625.

Friday - XF3050 and XF3051, delete Thomson, add Intasun.

UK2016 and UK2015, delete Air UK leisure, add Intasun.

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 K.Jordan M.Bridge J.Stanfield D.Pickles.

LEEDS/BRADFORD MOVEMENTS - MAY 1988

1. G-BCXR BAC 1-11	1031 1123	N86U DC-3	1258
G-BGYK Boeing 737	1308 1356	G-BGYJ Boeing 737	1524 1805
G-BKMN B.Ae.146	1600 1654	G-IJET B.Ae.125	1757 1959
<u>YU-AKB Boeing 727</u>	1836 1947		
2. <u>YU-AJF DC-9</u>	0950 1050	G-BHNI Cessna 404	n/s 1115 1944(10)
G-FDJC Boeing 747	1120 1332	<u>OO-PRO Robin HR.100</u>	1147 1347
G-BUDG Cessna 421C	n/s 1327 0814(3)	G-BLDE Boeing 737	1434 1518
G-BAZH Boeing 737	1504 1627	G-OAKM King Air 200	1540 1620
<u>EC-152 Boeing 737-300</u>	1556 1657	G-TEES Cessna 152	1927 1952
G-AZAV Cessna 337	n/s 1946 1826(13)	<u>EI-BEE Boeing 737</u>	1959 2039
3. G-JDTI Cessna 421C	0702 0730	<u>EC-151 Boeing 737-300</u>	0824 0937
<u>LX-ETA Cessna 421C</u>	0849 1720	G-BUDG Cessna 421C	1316 1446
G-BJCU Boeing 737	1316 1520	G-IBCA King Air 200	1532 1550
G-BKHF Boeing 737	1541 1714	<u>N21208 Seneca</u>	n/s 1551 1108(4)
XT649 Scout	1653 1839	G-BUDG Cessna 421C	n/s 1704 0711(4)
4. G-BUDG Cessna 421C	0901 1540	G-WILO Jetranger	1008 1349
G-BNXP Jetranger	1133 1317	G-BMDK Seneca	1145 1549
XT649 Scout	n/s 1400 1152(5)	G-BCPK Cessna 172	1424 1715
G-ATYN Cessna 150	1715	G-BOAF Concorde	1800 1944
G-BUDG Cessna 421C	n/s 1811 0758(5)	<u>D-IBPN Baron</u>	n/s 1938 1757(5)
5. G-POLO Chieftain	0902 1014	<u>PH-IDA Chieftain</u>	0914 1815
<u>EC-EBY Boeing 737-300</u>	0936 1032	G-AYND Cessna 310	0941 1020
G-BASL Cherokee	0948 1257	G-PAPA Twin Squirrel	1025 1137
G-BAMM Cherokee	1042 1408	G-FISH Cessna 310	1352 1505
G-AYND Cessna 310	1605 1625	G-BMTA Cessna 152	1606 1648
G-AWBV Cessna 182	1608 1653	G-BJYD Cessna 152	1630 1711
G-FLYV Slingsby T-67M	1723 1823	G-OAKM King Air 200	1838 1904
G-JDTI Cessna 421C	1940 1959	G-BUDG Cessna 421C	n/s 1946 1124(6)
G-BEPS Belfast	? ?		
6. <u>EC-EIA Boeing 737-300</u>	0820 0932	G-BKXI Cessna 303	0959 1409
G-BBTL Aztec	1015 1040	G-BITG Cessna 152	1134 1340
ZE701 B.Ae.146	1210 1231	<u>EC-DXV Boeing 737</u>	1214 1317
G-BFMM Archer	1218 1420	G-ROWN King Air 200	1226 1655
G-AYAV Cherokee	1229 1243	G-AYWB BAC 1-11	1240 1429
G-BBXL Cessna 310	1243 1519	G-BHWE Boeing 737	1501 1558
G-BNZF Boeing 737	1513 1738	<u>EC-EIA Boeing 737-300</u>	1516 1647
XV732 Wessex	1554 1740	G-BGPK AA-5B	n/s 1623 1326(8)
G-BNJH Cessna 152	1704 1805	G-POLO Chieftain	1823 1842
G-AYGC Cessna 150	1904 1939		
7. XV104 VC-10	0945 1133	XV182 Hercules	0950 1123
G-BKMN B.Ae.146	1013 1108	ZE701 B.Ae.146	1118 1252
G-BRYA Dash 7	1128 1209	<u>D-CCAA Learjet 35</u>	1155 1237
G-AXMG BAC 1-11	1225 1358	G-EAZH Boeing 737	1306 1440
<u>OO-TEH Boeing 737</u>	1437 1505	G-BHIN Cessna 152	1453 1528
G-AXWZ Arrow	1526 1621	G-EKMN B.Ae.146	1653 1800
<u>LZ-BTV Tu-154</u>	1656 1749	<u>OO-TEH Boeing 737</u>	1747 1826
<u>OO-TEH Boeing 737</u>	2045 2102	G-BAVE King Air	2101 2143
<u>YU-ANU Boeing 737</u>	2159 2245		
8. G-ATPJ BAC 1-11	1023 1130	G-EKNH Boeing 737	1351 1445
G-BJCU Boeing 737	1437 1622	G-BKHT B.Ae.146	1630 1721
G-BJBI Cessna 414A	n/s 1816 1218(9)	<u>YU-AKB Boeing 727</u>	1819 1940
9. G-FOOD King Air 200	0844 0920	G-HOLL Citation	1001 1604
G-ROWN King Air 200	1020 1521	<u>G-FFUN Boeing 747</u>	1051 1305
G-GWHH Twin Squirrel	1248 1421	G-BLDE Boeing 737	1359 1558

LEEDS/BRADFORD MOVEMENTS (Contd.)

9. G-BAZG Boeing 737	1507 1656	<u>EC-EIA Boeing 737-300</u>	1647 1745
<u>YU-AJU DC-9</u>	1712 1857	G-BGK Tomahawk	1922 2002
G-BCUJ Cessna 150	n/s 1923 1759(12)		
10. G-BMOR Boeing 737	0734 0859	<u>EC-EIA Boeing 737-300</u>	0837 1010
G-BCWM Jetranger	1206 1246	G-ASMW Cessna 150	1244 1819
G-RLMC Cessna 421C	1352 1417	G-BJCU Boeing 737	1414 1521
G-BKUX King Air	1421 1524	XV106 VC-10	1426 1519
G-BJCT Boeing 737	1553 1714	XV200 Hercules	1612 1711
40083 G-21A	1741 1826	G-MARR Cessna 421C	n/s 1925 1651(13)
11. 22254 G-12C	0901 0959	G-BLKY Baron	0914 1718
G-NUIG King Air	0917 0928	G-RLMC Cessna 421C	1133 1159
G-HBCA Agusta A.109A	1223 1440	G-OGRV Chieftain	1309 1453
G-BMNF King Air 200	1409 1716	XV218 Hercules	n/s 1424 1134(15)
G-NUIG King Air	1645 1656	G-BJUK SD.3-30 (DIV)	1814 2118
<u>N24EC Cessna 340</u>	n/s 1817 0837(14)		
12. G-IFTD Cessna 404	n/s 0802 1404(14)	<u>EC-EIA Boeing 737-300</u>	0919 1035
G-BMZD King Air	1056 1626	G-RUIA Cessna 172	1151 1438
G-ATPT Cessna 182	1212 1630	G-AWRL Cessna 172	1227 1316
<u>OE-GIN Citation</u>	1357 1834	G-OFBL King Air	1424 1818
G-BJYD Cessna 152	1432 1523	G-BSHL HS.125	1609 1629
G-ONAD Cessna 421C	n/s 1730		
13. G-BGOH Cessna 182	1019 1632	G-OADS Cessna 401	n/s 1108
<u>EC-EHZ Boeing 737-300</u>	1212 1315	G-BMOA Cessna 441	1217 1522
<u>EC-DXV Boeing 737</u>	1222 1332	G-AYWB BAC 1-11	1252 1824
G-BOAD Concorde	n/s 1305 0928(14)	G-BJCU Boeing 737	1444 1550
G-OPOL HS.125	1457 1618	G-OWEB HS.125	1506 1625
G-BNGM Boeing 737-300	1531 1649	G-ORCL Cessna 421C	1600 2001
G-FISH Cessna 310	n/s 1611 1601(27)	G-BMOR Boeing 737	1622 1713
G-LEAN Cessna 182	1711 1726	<u>EC-EHZ Boeing 737-300</u>	1925 2028
G-NEXT Twin Squirrel	2127 2151		
14. XV303 Hercules	0819 1005	G-BKHT B.Ae.146	1010 1110
G-ATPJ BAC 1-11	1046 1149	G-BRYD Dash 7	1055 1200
G-GRAG Cougar	1120 1120	G-AYWB BAC 1-11	1156 1401
G-BYSE Jetranger	1325 1421	G-YORK Cessna 172	1348 1446
G-BGYJ Boeing 737	1410 1512	<u>OO-TEH Boeing 737</u>	1427 1755
G-BGTG Aztec	1520 1630	G-BKHT B.Ae.146	1633 1746
G-BYSE Jetranger	1659 1716	<u>YU-ANU Boeing 737</u>	1716 1838
<u>OO-TEH Boeing 737</u>	2047 2105		
15. G-BYSE Jetranger	1206 1313	G-ATPJ BAC 1-11	1220 1320
XV303 Hercules	1348 1445	G-BJCU Boeing 737	1449 1802
G-BASL Cherokee	1603 1656	G-BBNN Aztec	1712 1750
<u>YU-AKI Boeing 727</u>	1839 1941	G-BKMN B.Ae.146	1848 1933
G-AZAV Cessna 337	n/s 1921 1821(25)	G-STAT Cessna 206	n/s 2054 1529(20)
16. G-PAMI Twin Squirrel	0922 1314	G-UBSH King Air 300	0933 0941
G-BAKD Seneca	0936 1030	<u>YU-AJF DC-9</u>	1041 1230
G-AZLH Cessna 150	1105 1735	G-BOGC Cessna 152	1113 1216
G-AVXJ HS.748	1305 1814	G-BNIS Jetranger	1335 1732
G-HFGP King Air 200	1350 1549	<u>G-FFUN Boeing 747</u>	1356 1612
G-AZWW Aztec	1444 1535	G-BFVB Boeing 737	1530 1630
G-UBSH King Air 300	1537 1547	<u>EC-EBY Boeing 737-300</u>	1619 1718
G-AVGV Cessna 150	1643 1845	G-BLDE Boeing 737	1720 1824
G-UBSH King Air 300	1731 1835	G-BAKD Seneca	1759 1836
G-VKRS Citation	n/s 1934 1640(17)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

17. <u>G-BKAA HS.125</u>	0806 0905	G-AYLB Twin Comanche	0855 1231
<u>EC-EBY Boeing 737-300</u>	0900 1002	G-KBCA King Air 200	0914 1224
<u>G-EJCB Agusta A.109A</u>	0931 0936	G-BUMP Archer	1007 1718
<u>G-JFRS Citation</u>	1013 1054	XT632 Scout	n/s 1122 1015(18)
<u>XV137 Scout</u>	n/s 1124 1015(18)	G-WILO Jetranger	1136 1244
<u>G-LRII LongRanger</u>	1201 1633	<u>N272JS Gulfstream 3</u>	1250 1340
<u>G-HPVC Partenavia P.68B</u>	1305 1908	<u>G-BJCU Boeing 737</u>	1415 1520
<u>G-BNRH Baron</u>	1439 1818	<u>G-BKAA HS.125</u>	n/s 1549 1012(18)
<u>G-EJCB Agusta A.109A</u>	1616 1620	<u>G-JFRS Citation</u>	1630 1728
<u>G-ORCE Citation</u>	1752 1947	<u>G-BGYJ Boeing 737</u>	1827 1930
<u>G-JVMR Partenavia P.68B</u>	n/s 1844 1129(18)	<u>G-HFGP King Air 200</u>	n/s 1945 1323(18)
<u>G-KBCA King Air 200</u>	2034 2045		
18. <u>G-VKRS Citation</u>	0811 1440	<u>G-NUIG King Air</u>	0909 1621
<u>G-BGOH Cessna 182</u>	0915 1706	<u>EI-BUN Duchess</u>	0925 1512
<u>F-GDJG Saratoga</u>	0934 1616	<u>G-BFIT Cessna 421C</u>	1009 1645
<u>G-BJYD Cessna 152</u>	1036 1143	<u>OY-BIM Cessna 421B</u>	n/s 1141 1603(19)
<u>SE-IUL Chieftain</u>	n/s 1147 1010(19)	<u>XX393 Gazelle</u>	1228 1314
<u>G-OAKL King Air 200</u>	n/s 1238 1235(19)	<u>G-TMMC Twin Squirrel</u>	1307 1717
<u>G-BKAA HS.125</u>	1311 1410	<u>G-BYRD Mooney M.20</u>	n/s 1326
<u>D-ICBD King Air</u>	1428 1525	<u>SE-ILL Chieftain</u>	n/s 1448 1612(20)
<u>G-AVXJ HS.748</u>	1510 1623	<u>G-BSHL HS.125</u>	n/s 1642 0740(19)
<u>G-OAFB King Air 200</u>	1744 1756	<u>G-BKAA HS.125</u>	1844 1950
<u>G-BNZH King Air 200</u>	n/s 1945 0724(19)		
19. <u>F-GETI King Air</u>	0847 1001	<u>EC-EBY Boeing 737-300</u>	0935 1030
<u>N32WC Arrow</u>	0958 1051	<u>G-DIVA Cessna 172</u>	1218 1458
<u>F-GFDF King Air</u>	1413 1549	<u>G-BAFL Cessna 182</u>	1432 1459
<u>G-BMZY King Air 200</u>	1440 1453	<u>G-TSAM HS.125</u>	1635 1716
<u>XW283 Scout</u>	1720 1807	<u>N32WC Arrow</u>	1822 1858
<u>G-BSHL HS.125</u>	n/s 1911 0750(20)	<u>G-AVNP Cherokee</u>	n/s 1915 0954(20)
20. <u>EC-EBY Boeing 737-300</u>	0829 0928	<u>EC-EHJ Boeing 737-300</u>	0839 0949
<u>G-BMZY King Air 200</u>	0939 0959	<u>F-GETI King Air</u>	1109 1146
<u>G-OSEB Bell 222</u>	1225 1526	<u>G-AYWB BAC 1-11</u>	1239 1359
<u>G-BNFW B.Ae.125</u>	1325 1351	<u>G-BNZE Boeing 737</u>	1357 1721
<u>G-LEAN Cessna 182</u>	1409 1610	<u>G-BAZG Boeing 737</u>	1415 1525
<u>G-BMZY King Air 200</u>	1512 1609	<u>EC-EBY Boeing 737-300</u>	1550 1654
<u>G-BJYD Cessna 152</u>	1630 1719	<u>G-STVE Twin Squirrel</u>	1816 1950
<u>G-ORCE Citation</u>	1848 2148	<u>G-BSHL HS.125</u>	1919 1936
<u>G-MDAC Archer</u>	n/s 2001 1542(22)		
21. <u>G-BGBY Tomahawk</u>	0905 1338	<u>XX370 Gazelle</u>	1025 1129
<u>XX372 Gazelle</u>	1025 1129	<u>G-BKHT B.Ae.146</u>	1026 1113
<u>G-BDBJ Cessna 182</u>	1044 1840	<u>G-BJYM BAC 1-11</u>	1055 1157
<u>G-BRYB Dash 7</u>	1059 1135	<u>N601AG Challenger</u>	n/s 1117 1137(26)
<u>G-AYUV Cessna 172</u>	1129 1210	<u>XT649 Scout</u>	1146 1158
<u>G-AXLN BAC 1-11</u>	1152 1401	<u>G-BGOL Arrow</u>	1341 1453
<u>G-AVBZ Cessna 172</u>	1354 1449	<u>G-BFVB Boeing 737</u>	1417 1527
<u>G-AVNS Cherokee</u>	1426 1538	<u>G-BJYD Cessna 152</u>	1440 1541
<u>G-LEAR Learjet 35</u>	1519 1659	<u>G-ATOI Cherokee</u>	1556 1728
<u>N260LB Bonanza</u>	n/s 1619 1251(27)	<u>LZ-BTC Tu-154</u>	1657 1801
<u>OO-TEH Boeing 737</u>	1755 1825	<u>OO-TEH Boeing 737</u>	2057 ?
<u>YU-ANP Boeing 737</u>	2101 2150		
22. <u>G-BKMN B.Ae.146</u>	0855 1100	<u>G-IEPF Robinson R-22</u>	0935 0959
<u>G-NEWR Chieftain</u>	n/s 1037 0922(23)	<u>G-BMJO Seneca</u>	n/s 1041 0919(23)
<u>G-AVBZ Cessna 172</u>	1049 1451	<u>G-ATPJ BAC 1-11</u>	1056 1159
<u>G-TPTR Jetranger</u>	1137 1213	<u>G-BASL Cherokee</u>	1155 1242
<u>G-BFWE Aztec</u>	1203 1240	<u>G-BECG Boeing 737</u>	1426 1620
<u>G-AYNN Cessna 185</u>	1434 1445	<u>G-TEES Cessna 152</u>	1630 1708

LEEDS/BRADFORD MOVEMENTS (Contd.)

22. G-TPTR Jetranger	1713 1811	G-BKHT B.Ae.146	1735 1822
G-ORCE Citation	1932 2111	<u>YU-AKI Boeing 727</u>	2011 2107
23. G-BFWE Aztec	0813 0840	G-UBSH King Air 300	0859 0909
G-BWMP Commander 695A	0908 1604	G-ORGE Gazelle	0939 1144
<u>YU-AHJ DC-9</u>	0947 1050	G-CEGB Twin Squirrel	1031 1632
G-BMBY Bonanza	1032 1419	G-CITY Chieftain	1035 1127
N91437 Tomahawk	1121 1331	G-UBSH King Air 300	1147 1200
G-AWTA Cessna 310	1344 1501	G-BLDE Boeing 737	1350 1527
G-PALS Enstrom F-280	1504 1751	G-BGNW Boeing 737	1505 1625
G-KWIK Partenavia P.68B	1538 1814	<u>EC-EHJ Boeing 737</u>	1602 1659
G-BIBY Bonanza	n/s 1702 1642(25)	G-JETD Citation	n/s 1845 0905(24)
24. <u>EC-EIA Boeing 737-300</u>	0825 0949	G-CEGB Twin Squirrel	0846 1421
G-OZOI Cessna 182	0921 1519	G-BMVB King Air 200	1012 1637
G-BFGF Cessna 177	1102 1440	G-BDAL Commander 500S	1133 1534
G-LEAN Cessna 182	1230 1504	G-BONZ Bonanza	n/s 1233 1927(27)
G-BOFS Slingsby T.67M	1326 1528	G-ORCL Cessna 421C	1353 1413
G-BKHE Boeing 737	1404 1520	G-BOBM King Air 200	n/s 1448 1336(25)
G-BIIV Archer	1535 1843	G-NUIG King Air	1606 1619
G-BAZH Boeing 737	1727 1829		
25. G-NEWR Chieftain	0703 0755	G-NUIG King Air	0847 0858
G-BLKY Baron	0848 1657	G-CEGB Twin Squirrel	0851 1223
<u>9H-ABB Boeing 737</u>	0922 1030	40161 C-12	0947 1035
G-BFSB Cessna 152	1429 1814	G-JETD Citation	1539 1614
XX394 Gazelle	1608 1621	G-BKNH Boeing 737	1619 1738
G-NUIG King Air	1638 1808	XX394 Gazelle	1703 1719
G-SALT Aztec	1745 2111	G-NEWR Chieftain	1915 1928
XV137 Scout	1932 1955	XV137 Scout	n/s 2037 1943(26)
XT632 Scout	1932 1955	XT632 Scout	n/s 2037 1943(26)
XT649 Scout	1932 1955	XT649 Scout	n/s 2037 1943(26)
G-BOBM King Air 200	n/s 2120		
26. G-BBCW Aztec	0719 0730	40162 C-12	0829 0946
<u>EC-EBY Boeing 737-300</u>	0929 1036	G-NORS Cessna 425	1019 1451
G-ATKU Cessna 172	n/s 1202 0955(29)	G-CERT Mooney M.20	1259 1403
G-BBCW Aztec	1509 1544	G-BPCH King Air 300	1743 1841
G-NEXT Twin Squirrel	2017 2103		
27. <u>EC-EBY Boeing 737-300</u>	0814 0936	G-OOOA B.757 (DIV)	0844 1039
<u>N601AG Challenger</u>	0851 1025	G-BKNH B.737 (DIV)	0901 1057
G-FILE Seneca	0910 1015	<u>EC-DZB Boeing 737</u>	0921 1021
G-BNYJ Cessna 421B	0955 1704	G-AZTS Cessna 172	1050 1123
G-BOIL Cessna 172	1126 1259	G-TEES Cessna 152	1240 1342
G-AZFI Arrow	1311 1459	G-BHIR Arrow	1322 ?
G-BNZT Boeing 737	1424 1606	<u>EC-EBY Boeing 737-300</u>	1521 1638
G-TEES Cessna 152	1525 1616	G-AWWZ BAC 1-11	1536 1755
G-BECH Boeing 737	1546 1815	G-CITY Chieftain	1551 1631
G-STAT Cessna 206	1601 1636	XX685 Bulldog	1627 1627
G-ORCE Citation	1745 2052	G-MARR Cessna 421C	n/s 1759
G-BNNI Boeing 727	1809 1909	G-TRAF Dauphin	1822 1940
G-BEZH AA-5	1858 1935		
28. G-JFRS Citation	0939 1131	G-BKMN B.Ae.146	1043 1136
G-BRYA Dash 7	1111 1208	G-AXYD BAC 1-11	1124 1233
G-AXLN BAC 1-11	1340 1454	G-BJCT Boeing 737	1419 1516
G-SALU Short SD.3-60	1536 1637	G-BOCH Cherokee Six	1608 1706
<u>YU-ANU Boeing 737</u>	1751 1841	<u>OO-TEH Boeing 737</u>	1814 1837
<u>OO-TEH Boeing 737</u>	2049 2108		

LEEDS/BRADFORD MOVEMENTS (Contd.)

29. G-BKMN B.Ae.146	1033 1126	G-ATTP BAC 1-11	1119 1210
G-COWE King Air	n/s 1323	G-AWRL Cessna 172	1512 1610
G-BECH Boeing 737	1540 1709	G-BAVC Cessna 150	1548 1628
G-BKHT B.Ae.146	1700 1748	<u>LN-PAE King Air 200</u>	1732 1803
XV202 Hercules	1737 1821	XV217 Hercules	1757 1837
G-BAMM Cherokee	n/s 1811	XV190 Hercules	1814 1849
XV214 Hercules	1819 1854	G-HBCA Agusta A.109A	2104 2129
<u>YU-AKK Boeing 727</u>	2116 2211		
30. OH-LYY DC-9	0750 0901	<u>OO-TEH Boeing 737</u>	0935 1023
<u>YU-AHW DC-9</u>	0946 1053	D-EAOH Cessna 210	n/s 1027
G-AVUH Cessna 150	1029 1124	<u>G-FTOB Boeing 747</u>	1039 1307
<u>OO-TEH Boeing 737</u>	1234 1318	G-BLDE Boeing 737	1458 1717
G-BAHG Comanche	n/s 1503 1114(31)	<u>OO-TEH Boeing 737</u>	1519 1556
G-BKHE Boeing 737	1536 1641	<u>EC-EHJ Boeing 737-300</u>	1550 1656
<u>OO-TEH Boeing 737</u>	1823 1855		
31. G-NEXT Twin Squirrel	0723 0752	<u>EC-EHJ Boeing 737-300</u>	0832 0939
G-OAKM King Air 200	1134 1211	G-BNXF Jetranger	1227 1330
G-BJCT Boeing 737	1417 1521	G-BJCV Boeing 737	1724 1832
G-JETI HS.125	1823 1839	G-TEES Cessna 152	1826 1906
G-STAT Cessna 206	n/s 2059	G-NEXT Twin Squirrel	2145 2159

Overshoots:- 3. XX496/FYT86, G-BOBN Cessna 310; 4. XW321/CFJ31; 5. XX482/FYT84; 9. XS737/FYNO5; 10. XW326/LON60, XX495/FYT87, XR520/SWD128 Wessex; 11. XN595/CFX81; 12. XX238/VYX81 Hawk; 13. XX491/FYT91; 17. XS737/FYN53; 19. XW301/LON25; 20. XX493/FYT99; 23. XM470/BAJ93, XX494/FYT99; 24. XX491/FYT?, XX492/FYT?; 26. XX497/FYT91.

From & To:- 1. N86U T Lintz; 3. LX-ETA F/T Luxembourg, N21208 F/T Bourn n/s; 4. D-IBPN F Baginton n/s T Bremen; 6. D-CCAA F Stuttgart T Strasbourg; 10. 40083 F Naples T Echterdingen; 11. 22254 F Heidelberg T Northolt, N24EC F St.Mawgan n/s T Luton; 12. OE-GIN F/T Vienna; 13. G-FISH (pilots name-PIKE!); 17. N272JS F Dublin T Birmingham; 18. EI-BUN F/T Weston, F-GDJG F/T Dinard, OY-BIM F/T Herring n/s, SE-IUL F Southampton n/s T Esbjerg, D-ICBD F Birmingham T Frankfurt, SE-ILL F Aalborg n/s T Bromma; 19. F-GETI F/T Dinard, N32WC F Liverpool T Hurn (& return later), G-TSAM F Faro (Ambulance flight); 21. N601AG F/T Southampton n/s, G-LEAR F Palma (Ambulance flight), N260LB F Cardiff n/s T Guernsey; 23. N91437 F/T Upper Heyford; 25. 40161 F Aberdeen T Greenham Common, 3x South returned due to crosswind; 26. 40162 F Ramstein T Northolt; 27. N601AG F/T Edinburgh; 29. G-COWE F Reykjavik, LN-PAE F Stavanger T Oslo; 30. D-EAOH F Lydd.

LEEDS/BRADFORD MOVEMENTS REVIEW - MAY 1988

Starting the month we had Hispania using a Boeing 737 with the delivery marks EC-152 on the 2nd and on the same day Aer Lingus used the 737 EI-BEE and we had the first Boeing 747 of Wardairs season, G-FDJC, all keeping company with the much smaller Robin HR100 OO-PRO. On the 3rd Hispania used Boeing 737 EC-151 and we also had Cessna 421C LX-ETA and the night stopping Seneca N21208. Another night stopper was the Beech 58P D-IBPN on the 4th. PH-IDA on the 5th was a Navajo and Boeing 737 EC-EIA on the 6th was the previously mentioned EC-152. Balkan started their season on the 7th with Tu154 LZ-BTV and the Lear Jet 35A D-CCAA used the callsign "Ambulance 08". Night stopping on the 11th was Cessna 340 N24EC whilst the Citation II OE-GIN on the 12th used callsign "LPN 112". EC-151 had become EC-EHZ when it visited on the 13th and yet another Gulfstream 3 was N272JS which visited on the 17th. On the 18th we had Beech 76 EI-BUN, Cessna 421B OY-BIM and Beech F90 D-ICBD keeping company with two Swedish Navajo's SE-IUL and SE-ILL. On the 19th it was two French Beech 90's F-GETI and F-GFDF joining Cherokee Arrow N32WC.

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

Challenger N601AG and Beech C33 N260LB both arrived on the 21st and both departed on the 27th. Tomahawk N91437 on the 23rd is UK based. Air Malta started on the 25th with Boeing 737 9H-ABB and on the 29th Beech 200 LN-PAE used the callsign "Partnair 05". The Finnair DC9 OH-LYY on the 30th was doing a charter flight for Kar-air and called itself "Kar-air 3233-4" and the Cessna P210N the same day, D-EAOH, night stopped. Lots of military this month, night stopping on the 4th was Scout XT649/Y "Army347". On the 6th HS146 ZE701 was "Kitty 3" and Wessex XV732 was "Kitty 5". VC-10 XV104 was "Ascot 2416" on the 7th and Hercules XV182 was "Ascot 4433". Return flights were done by VC-10 XV106 "Ascot 2417" and Hercules XV200 "Ascot 4432" on the 10th when C21A 40083 was "Clue58". On the 11th C12C 22254 was "Duke50A-B" and Hercules XV218 arrived as "Ascot4939" to be based until the 15th. Hercules XV303 visited as "Ascot5842" on the 14th and 15th. The Army was back on the 17th with Scouts XT632/U "Army347" and XV137/W "Army352" both night stopping. Gazelle XX393 was "Army449" on the 18th and Scout XW283/X was "Army337" on the 19th. On the 21st Gazelle's XX370/A and XX372/B arrived as "Army416 combine" and Scout XT649/Y returned as "Army344". On the 25th all three Scouts, XT632/U XT649/Y and XV137/W, arrived as "Army442 combine" for a night stop and Gazelle XX394 was "Army449" whilst the US supplied "Spar91" which was 40161, a C-12. On the 26th "Spar90" was another C-12 40162. Woodvale based Bulldog XX685 did touch and go on the 27th as "WVK02" and on the 29th we had no less than four Hercules on the ground together - XV217 "Ascot5596", XV202 "Ascot5597", XV214 "Ascot5598" and XV190 "Ascot5599". Biggest visitor of the month was the Belfast G-BEPS which came in as "NP941" on the 5th. On the same day Slingsby T-67 G-FLYV visited in the colours of Virgin Airways, this is reportedly based at Fadmoor and replaces the Tiger G-PORK. On the 13th Cessna 401 G-OADS suffered a collapsed undercarriage and retired to the south side where it now resides in YLA's hangar undergoing repairs. Night stopping with Northair on the 24th was the Bonanza G-BONZ c/n D-10282. Arriving on delivery from the States on the 29th was Beech C90 G-COWE c/n LJ-1116 which has been acquired by Northair for Cowie to replace the Cessna 414 G-COWI.

LEEDS/BRADFORD AIRLINE NEWS - MAY 1988

INBOUND DIVERSIONS

08	GER653	JER	HUY	G-BKNH	B737	JER	GER652
10	UKL5102	RHO	MAN	G-BMOR	B737	MAN	UKL-OR
11	UKA817	AMS	HUY	G-BJUK	SH33	AMS	UKA818Q
11	UKA210	NWI	HUY	G-BHMZ	FK27	EDI	UKA210Q
7	AMM247	IGL	MAN	G-OOOA	B757	MAN	AMM247A
27	DAN4049	SKG	MAN	G-BKNH	B737	MAN	DAN4049P

All these were due to fog, with Boeing 737 G-BMOR making a first visit in the new colours of Air UK Leisure.

REGULAR FLIGHTS

AGX194	DBV	07/YU-ANU	14/YU-ANU	21/YU-ANP	28/YU-ANU	
AMC611	MLA	25/9H-ABB				
BAL050A	GRO	02/G-BAZH	09/G-BAZG	16/G-BFVB	23/G-BGNW	30/G-BKHE
BAL054A	IBZ	06/G-BHWE	13/G-BJCU	20/G-BAZG	27/G-BECH	
BAL093A	CFU	03/G-BKHF	10/G-BJCT	17/G-BGYJ	24/G-BAZH	31/G-BJCU
BAL223A	ALC	07/G-BAZG	14/G-BGYJ	21/G-BFVB	28/G-BJCT	
BAL224A	AGP	01/G-BGYJ	08/G-BJCU	15/G-BJCU	22/G-BECG	29/G-BECH
BAL548A	REU	03/G-BJCU	10/G-BJCU	17/G-BJCU	24/G-BKHE	31/G-BJCT
BIA2157	MAH	06/G-AYWB	13/G-AYWB	20/G-AYWB	27/G-AWWZ	
BIA2175	PMI	07/G-AXMG	14/G-AYWB	21/G-AXLN	28/G-AXLN	
BRY603	JER	07/G-BRYA	14/G-BRYD	21/G-BRYB	28/G-BRYA	
DAN385	JER	07/G-BKMN	14/G-BKHT	21/G-BKHT	22/G-BKMN	28/G-BKMN
		29/G-BKMN				

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

REGULAR FLIGHTS

DAN387	JER	01/G-BCXR	08/G-ATPJ	14/G-ATPJ	15/G-ATPJ	21/G-BJYM
		22/G-ATPJ	28/G-AXYD	29/G-ATPJ		
DAN393	JER	01/G-BKMN	08/G-BKHT	15/G-BKMN	22/G-BKHT	29/G-BKHT
DAN397	JER	07/G-BKMN	14/G-BKHT			
DAN2626	IBZ	25/G-BKMH				
DAN2794	PMI	02/G-BLDE	09/G-BLDE	16/G-BLDE	23/G-BLDE	30/G-BLDE
HSL2313	PMI	02/EC-152	09/EC-EIA	16/EC-EBY	23/EC-EHJ	30/EC-EHJ
HSL2321	PMI	03/EC-151	10/EC-EIA	17/EC-EIA	24/EC-EIA	31/EC-EHJ
HSL2341	PMI	05/EC-EBY	12/EC-EIA	19/EC-EBY	26/EC-EBY	
HSL2351	PMI	06/EC-DXV	13/EC-DXV	20/EC-EHJ	27/EC-DZB	
HSL2353	PMI	06/EC-EIA	13/EC-EHZ	20/EC-EBY	27/EC-EBY	
HSL3051	PMI	06/EC-EIA	13/EC-EHZ	20/EC-EBY	27/EC-EBY	
IAA137	LJU	02/YU-AJF	09/YU-AJU	16/YU-AJF	23/YU-AHJ	30/YU-AHW
LAZ930	VAR	07/LZ-BTV	21/LZ-BTC			
MXN832	IOM	28/G-SALU				
UKL2015	AGP	06/G-BNZZ	13/G-BNGM	20/G-BNZZ	27/G-BNZZ	
WDA167	YYZ	02/G-FDJG	09/G-FFUN	16/G-FFUN	23/DivMAN	30/G-FTOB
YRG2763	PUY	01/YU-AKB	08/YU-AKB	15/YU-AKI	22/YU-AKI	29/YU-AKK

As is usual with the start of a summer season, first visits were numerous. Hispania Boeing 737-300s EC-151 on the 03rd and EC-152 on the 02nd turned into EC-EHZ on the 13th and EC-EIA on the 06th respectively, and EC-EHJ was a first visitor on the 20th. Inter European Boeing 737-300 G-BNGM was a surprise visitor on the 13th when it arrived from Cardiff as IEA049T to operate for Air UK Leisure with the latter's series 200 G-BMOR departing to Stansted as UKL0013 due to crewing problems. Other first visitors have been Balkan Tupolev 154 LZ-BTV 07th, Adria DC-9s YU-AJF 02nd (still in BMA colours ex-G-BMMD), YU-AJU 09th, YU-AHJ 23rd, YU-AHW 30th (in new colour scheme), Air UK Leisure Boeing 737 G-BNZZ 06th, and Brymon Dash Sevens G-BRYA 07th, G-BRYD 14th, G-BRYB 21st.

OTHER FLIGHTS

01	G-OLTN	SH36	UKA830/831	t/f Amsterdam	Lieu FK27
02	EI-BEE	B737	EIN368/369	f/t Dublin	Lieu SH36
04	G-OLTN	SH36	UKA232/233	t/f Edinburgh	Lieu FK27
04	G-BOAF	CONC	BAW-AF	f/t Heathrow	First visit (BA9086/9085)
05	G-BEPS	SH5	HLA946/947	Prestwick-Frankfurt	One 5 tonne axle outbound
06	ZE701	BA46	Kitty 3	Northolt-Benson	HRH Duchess of Kent
07	XV182	C130	RRR4433/4432	Lyneham-Gutersloh	Trooping
07	XV104	VC10	RRR2416/416A	Brize Norton-Gutersloh	Trooping
07	ZE701	BA46	Kitty 1	Benson-Northolt	HRH Duchess of Kent
07	OO-TEH	B737	BMA345/345A	Teesside-Heathrow	Lieu FK27
07	OO-TEH	B737	BMA347	Teesside-Heathrow	Lieu FK27
07	OO-TEH	B737	BMA348	Heathrow-Teesside	Lieu FK27
10	XV106	VC10	RRR2417	Gutersloh-Brize Norton	Trooping
10	XV200	C130	RRR4432	Gutersloh-Lyneham	Trooping
11	XV218	C130	RRR4939	Liverpool-n/s-Lyneham	Local para drops
13	G-BOAD	CONC	BAW-AD	Heathrow-Local-n/s- Heathrow	(BA9084/9082/9083)
14	XV303	C130	RRR5842	Lyneham-Gibraltar	Trooping
14	OO-TEH	B737	BMA347	Teesside-Heathrow	Lieu FK27
14	OO-TEH	B737	BMA348	Heathrow-Teesside	Lieu FK27
15	XV303	C130	RRR5842	Gibraltar-Lyneham	Trooping
21	OO-TEH	B737	BMA347	Teesside-Heathrow	Lieu FK27
21	OO-TEH	B737	BMA348	Heathrow-Teesside	Lieu FK27
24	G-BNIZ	FK27	UKA024/230	Norwich-Edinburgh	First visit
27	G-BNNI	B727	DAN8969/89NI	Lourdes-Manchester	First visit

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

28	OO-TEH	B737	BMA347	Teesside-Heathrow	Lieu FK27
28	OO-TEH	B737	BMA348	Heathrow-Teesside	Lieu FK27
29	XV217	C130	RRR5596	Nuremburg-Lyneham	Trooping
29	XV202	C130	RRR5597	Nuremburg-Lyneham	Trooping
29	XV214	C130	RRR5598	Nuremburg-Lyneham	Trooping
29	XV190	C130	RRR5599	Nuremburg-Lyneham	Trooping
30	OH-LYY	DC9	KAR3233/3234	f/t Helsinki	First visit, passengers to Harrogate Ctr.
30	OO-TEH	B737	BMA412-419	f/t Heathrow (x4)	Lieu DC9
AGP	Malaga			LJU	Ljubljana
ALC	Alicante			MAH	Mahon
AMS	Amsterdam			MAN	Manchester
BHX	Birmingham			MLA	Malta
CFU	Corfu			NWI	Norwich
DBV	Dubrovnik			PMI	Palma
EDI	Edinburgh			PUY	Pula
GRO	Gerona			REU	Reus
HUY	Humberside			RHO	Rhodes
BZ	Ibiza			SKG	Thessalonika
IGL	Izmira (Turkey)			VAR	Varna
IOM	Ronaldsway			YYZ	Toronto
JER	Jersey				

LOCAL MOVEMENTS - MAY 1988

2nd	G-BARB	Seneca	Grindale	To Blackpool
	G-RUIA	Cessna 172	Rufforth	To Blackpool
5th	G-PAPA	T.Squirrel	York	To Manchester
6th	G-BBIF	Aztec	Brough	F/T Warton
	G-SOOE	Hughes 369	Garforth	To Altringham
	G-AZTD	Cherokee Six	Rufforth	F/T Wellesbourne
7th	G-EEGE	Robinson R22	Bagby	F/T Oxenhope
	G-AXWZ	Arrow	Sutton Bank	To LBA
9th	G-BNXF	Jetranger	Bradford	To Leicester
	G-GWHH	T.Squirrel	Middlethorpe Hall Hotel York	To LBA
	G-BOBO	Robinson R22	Bradford (Manningham)	F/T Doncaster
	G-STVE	T.Squirrel	Sheffield	To Edinburgh
10th	G-BGOM	Navajo	Rufforth	From Blackpool
	G-IDWR	Hughes 369	York Racecourse	F/T Ripponden
	G-BNME	Cessna 152	Bagby	F/T Oxenhope
13th	G-STST	Jetranger	Wakefield	From EMA
	G-BNZZ	PA-28RT	Grosland Moor	F/T Sturgate
14th	G-KMAC	Jetranger	Harrogate	Pontefract-Gleneagles
	G-IDWR	Hughes 369	Pateley Bridge	F/T Ripponden
15th	G-AZTD	Cherokee Six	Rufforth	From Wellesbourne
	G-BHEO	Cessna 182RG	Rufforth	To Coventry
	G-BMSF	Tomahawk	Sherburn	F/T Grosland Moor
18th	G-BGVU	Cherokee 180	Melbourne	F/T Ringway
	G-SPEY	Jetranger	Garforth Mercury Motel	Gamston-n/s-Sutton Bank
20th	G-BAML	Jetranger	York	From Warrington
22nd	G-TPTR	Jetranger	Roundhay Park	F/T LBA
	G-IDWR	Hughes 369	Market Weighton	From Ripponden
	G-ETON	Maule	Fadmoor	From Oxenhope
	G-BCOL	Cessna 172	Bagby	To Wickenby
27th	G-AWMK	Jetranger	South Leeds	To Newcastle
	G-BNYY	PA-28RT	Sherburn	F/T Liverpool

LOCAL MOVEMENTS (Contd.)

27th G-TRAF Dauphin	Pontefract Racecourse	Haydock - LBA
G-MEBC Cessna 310	Walton Wood	From Glasgow
28th G-AXJX Cherokee	Wombledon	F/T Manchester
G-IDWR Hughes 369	Castle Howard	F/T Ripponden
29th G-OKEN Arrow	Acaster Malbis	F/T Liverpool
G-FLYV T.67	Rufforth	F Kirkbymoorside
G-EEGE Robinson R-22	Bradford (Manchester Road)	F/T Oxenhope
G-BAML Jetranger	Temple Newsam (Pleasure Flights)	F/T Walton Wood
30th G-IDWR Hughes 369	Systeme Factory	F Castle Howard

TEESSIDE MOVEMENTS - MAY 1988

1. XV298 Hercules	YU-AHJ DC-9	YU-AJU DC-9
2. I-LIAB Falcon 20	G-BHNF Boeing 727	G-COLN Ecureuil
3. PH-CTF Citation	G-BMRD B.757 (DIV)	G-DOFY Jetranger
5. G-BLFE Cessna 182	G-BFMH Cessna 177	G-NIAL Ecureuil
6. HB-VGG HS.125	ZE700 B.Ae.146	G-DSCN Robinson R-22
G-BOFP T.67M	G-BMHS Cessna 172	G-BLEV T.Squirrel
8. 130322 C-130 (RCAF)	G-EESE Cessna 206	G-BBCW Aztec
9. F-BVJK Aztec	G-BHNE Boeing 727	G-BCAT Navajo
10. F-BVJK Aztec	G-RIGS Aerostar	G-BZAC S-76A
12. D-CDRB Mu.300	G-WEND Arrow	G-BCLC S-61N
16. G-FANG AA-5A	G-BIFZ P.68C	G-SWFT K.A.200
17. G-PATC MD-83 Paramount (F/T Newcastle - crew training)		
18. G-NORS Cessna 425	G-BFGG Cessna 150	G-BYSE Jetranger
19. G-BLEC Islander	G-BFGF Cessna 177	G-SPEY Jetranger
20. G-BIOW T.67A	G-BAHZ Arrow	G-JLEE Jetranger
21. G-OWEB HS.125	G-JURG R.114A	G-BIEJ S-76A
22. ZA710 Chinook	G-OANC Warrior	G-IEPF Robinson R-22
23. D-ELOE Archer	G-HAMA K.A.200	G-BHSV HS.125
24. SE-FHN Cherokee	G-OMAF Do.228	G-BNIR Jetranger
25. G-JLRW Duchess	G-BIIT Warrior	G-BDRD Cessna 150
I-GIAZ Falcon 20	G-BAIN Cessna 150	G-WWWW T.Squirrel
26. D-COMM K.A.300	G-TOMI HS.125	G-BRDI HS.125
G-UKCA HS.125	G-JEAB F.27	G-MOAT K.A.200
27. G-ITTU Aztec	G-BJGY Cessna 172	G-NEWS Jetranger
28. N1447Q Cessna 150	G-APUE Meta-Sokol	G-BBLS AA-5

2. I-LIAB T Heathrow; 3. PH-CTF F Kristiansand T Groningan; 6. HB-VGG F Newcastle T Birmingham; 9. F-BVJK F/T Calais (& 10th); 12. D-CDRB F Gatwick T Dusseldorf; 23. D-ELOE F Ostend T Kirkwall; 25. I-GIAZ F Birmingham n/s T Stockholm; 26. D-COMM F Luton T Moseberg; 28. N1447Q F Gamston.

GRINDALE MOVEMENTS - APRIL 1988

1. G-BBDH C.172 F Brough n/s T Biggin Hill; 9. G-BDOG Bullfinch F/T Netherthorpe; 10. G-BAIW C.172 F/T Humberside; 12. G-AVRY PA-28 F Blackbushe T Humberside, G-ARVV PA-28 F/T Shobdon; 13. WZ876 (G-BEWN) Chipmunk F/T Netherthorpe, G-AZTS C.172 F/T Sherburn; 14. G-BIPU AA-5B F/T Netherthorpe; 17. G-ATFR PA-25 F/T Hutton Cranswick; G-BIBT AA-5B F Newcastle T Wombledon, G-BFXW AA-5B F/T LBA; 20. G-ARVU PA-28 F/T Doncaster; 22. G-AWPJ C.150 F/T Humberside; 23. G-BASJ PA-28 F/T Staverton, G-MALA PA-28 F/T Thorne; 24. G-BBYH C.182 F/T Croft, G-BGBK PA-38 F Netherthorpe T Sandtoft, G-AYKJ Jodel D.117A F/T Sherburn, G-ORAY C.182 F Doncaster T Skegness, G-ASSF C.182 F East Kilbride T Skegness, G-BFXW AA-5B F/T LBA; 25. G-AYDV Coates Swalesong F Boston T Skegness.

GRINDALE MOVEMENTS - MAY 1988

2. G-BARB PA-34 F/T Blackpool, G-RSUL C.303 F Gamston T Norwich; 3. G-BEUR C.172 F Blackpool; 5. G-BEXW PA-28 F/T Sleaf; 7. G-AYMF Jodel DR.1050 F/T Hucknall; 15. G-AWGD C.172 F/T Netherthorpe, G-BIWN Jodel D.112 F/T Whitby, G-BFPA SF-25 F Kirton Lindsay T Sutton Bank, G-AXNS Pup F/T Gamston, G-SKAN C.172 F/T Humberside; 19. G-YORK C.172 F Sherburn T Teesside; 20. G-ASZE Terrier F Lee-on-Solent T Walney Island; 21. G-BGFG PA-23 F/T Sherburn, G-BAIW C.172 F/T Humberside; 22. G-BLAF SA.900 F/T Sproatley, G-RUIA C.172 F/T Humberside; 24. G-OIMC C.152 F/T EMA; 28. G-BLVW C.172 F/T Boston, G-AYKL C.150 F/T Netherthorpe, G-BGEE VP-1 F Granwell T Skegness; 30. G-AZIB ST-10 F/T Tollerton; 31. G-AWXU C.150 F/T Brough.

ELVINGTON - A TRIP INTO THE PAST

As you will all know, on the 8th June, the club organised a trip to the Yorkshire Air Museum at Elvington. Unfortunately not many people turned up and it is a pity because we had a very enjoyable interesting evening.

The Museum is not as yet very extensive but considering the work has been carried out by volunteers with a little help on the buildings from Manpower Services, the people there have done a remarkable job in three years. Near derelict buildings have been restored to form the present complex and consist of the Control Tower, now complete with the then 'hi tech' equipment as well as many other interesting items, a 'NAAFI' which is very comfortable and pleasant, workshops and the most recent addition, a Chapel and Memorial Garden.

We were greeted by the stewards who had kindly given up their evening for our benefit along with the guides and the NAAFI ladies who put on an excellent light meal. Personally I was unable to do justice to this as I had not realised that we would be having a knife and fork 'do' so early in the evening, and was just recovering from our usual evening repast which some would call dinner, but not at the time we eat. After the meal we had a conducted tour which was extremely interesting. I think some of us wondered, considering the inch and a half of rain they had had, whether we would be walking round or taking to the life rafts, but it was all right. There was a surprising range of aircraft considering the short time the Museum has been in existence. A Halifax which is partly restored, a Lightning recently delivered, and in the workshops, several Second World War planes in various stages of reconstruction, plus many engines. Personally, whilst having lived through the war, I am not old enough to remember the nitty gritty of it all and I'm certainly no expert on aircraft, but for those who are and have a great interest, there is much to see. The evening rounded off with a video of a wartime film taken at Elvington and a drink in the bar for those who wished to partake. We, however, after assuring one of the stewards who looks after the shop, that while we were not quite paupers, we were not all owners of our own Cessnas, left for home. Thank you club organisers for a very pleasant evening. Perhaps we can do the same thing again some time and see how they have progressed at Elvington.

Monica Bridge.

TEESSIDE INTERNATIONAL AIRPORT AIRSHOW MAY 15th 1988

When I was a lad it was called RAF Middleton St George and was home to 33 Sqn (Javelins) and 92 Sqn (Hunters), but now it's called Teesside International Airport. On Sunday 15th May, 1988, it opened it's doors to the public for Teesside Airshow. The weather was glorious (CAV ok) and it proved to be an excellent day out for the family.

As we approached the airfield from the West YU-AHJ DC-9 Adria arrived from Pula and ZE370 Sea King HAR,3 202 Sqn settled in from Boulmer. We got a good picnic spot close to the flight line (Runway 05/23) at the active end of the runway. Before lunch we decided a quick inspection of the apron and static park was called for. The public address system was relaying the Bradford City v Middlesbrough play-off between announcements. The DC-9 departed to Dubrovnik and OO-TEH B.737 in British Midland colours returned to Heathrow.

TEESSIDE AIRSHOW (Contd.)

The apron housed a very interesting mixture and proved excellent for photography. Standing about were ZA596 and ZA372 Tornado GR.1's of the TWCU (45 Sqn) G-BKMN B.Ae. 146 (Dan Air), LN-BWG Convair 580 (Partnair), G-AYOY S-61, 80-171 and 80-232 A-10A's of the 81 TFW (91 TFS) at Wethersfield, G-BKVA Rallye, XV783 Harrier GR.3 'N', N49272 PT-23 (43-437), M1344 PT-22, G-BJLK Short SD.3-30 (Gill Air) and G-JDEE TB-20. To add to this 130322 C-130E Royal Canadian Air Force arrived.

The static park proper was on the far side of the Terminal Building in front of the two hangars. One of the hangars housed the ground display, the other was "roped-off" and had G-BCAT Turbo Navajo, two gliders D-0959 and D-5993 plus a Cessna 400 series. The exhibition hangar included exhibits from industry in the region, the three Armed Services and the travel and tourist industry. Lots of badges and stickers for the children and as the programme said ".... something of interest for all the family". XX724 Jaguar facsimile and XH Buccaneer cockpit could be inspected. The line-up outside the hangars was as follows -

ZA147 VC-10 K3 "F" 101 Sqn.
XX689 Bulldog T1 "3" CFS
PH-DDA Dakota, Dutch Dakota Association
ZE157 Tornado F-3 "AH" 229 OCU
80-271 A-10A 81 TFW (91 TFS)
XX393 Gazelle AH1
XZ649 Lynx AH1
XV741 Harrier GR.3 'A'
XS610 Andover E3 115 Sqn.
XW415 Jet Provost T.5 '53' CFS
XW865 Gazelle AH.1 'C' AAC
XX494 Jetstream T.1 'B' 6 FTS
XZ104 Jaguar GR1a 2 Sqn (1912-1988 Scheme)
XH671 Victor K.2 55 Sqn.

In the nearby light aircraft park were G-CRIL Commander, G-BACJ Jodel D.120, G-BAZC Robin, G-AYMK Cherokee, G-AYLA Airtourer and G-BAIW C.172.

The air display during the afternoon was very simple but entertaining. A number of the "static" aircraft flew eg. Tornado, Harrier, A-10 pair, Sea King, PT pair and the German gliders (towed by G-BKVA). This was interspersed with arrivals and departures and visiting aircraft.

Shackleton AEW2 WR965 of 8Sqn and Spitfire PS915 from Coningsby were visitors. Arrivals were the Red Arrows and the Falcons Free Fall Team Hercules XV218 plus OO-TEH again. Departures were the RCAF Hercules, the Sea King, LN-BWG doing an Air UK flight to Amsterdam (via Humberside). There was a mad rush for the exit and a consequent traffic jam. We returned to the apron and watched the happenings. My children were fascinated by the pilot of the PT-22 and 23 donning woolly jumper, gloves, and leather jacket prior to winding-up for take-off. A sharp contrast to the military polish and precision of the Red Arrows team parked 30 yards away.

As the evening sun began to slip it was lovely to watch PH-DDA depart and OO-TEH arrive again. The final movement before our departure was YU-AHJ back from Dubrovnik. In the Air Show programme the Teesside Airport Chairman says that the Board of Directors intend to use the event as a show piece for Teesside. They aim over the next three to five years to make the Air Show one of the premier events in the Country. I hope they are successful. We could certainly do with more Air Shows in the North. See you there next year.

Jim Stanfield.

AIRWAYS - APRIL 1988

1. N115SB RC690	270	DCS	12.35	MGT	Inbound LHR
8. N228G G.3	410	OTR	18.55	WAL	
N876JC B.Ae.125	350	POL	19.45	MAR	
N125CA F20	370	DCS	19.50	MID	Inbound Chateauroux

AIRWAYS - APRIL 1988 (Contd.)

9.	N471SP	CL600	370	DCS	22.25	MID	
10.	N289NE	LJ35	390	POL	16.30	MAR	
11.	N611CL	CL601	410	WAL	21.30	HON	
12.	N114SV	BE.A90	230	DCS	19.10	MCT	
14.	N10XY	B.727	350	POL	18.30	MAR	
16.	PK-TRL	G.1	270	DCS	18.30	MCT	
19.	N565CJ	C.550	370	OTR	18.45	DOG	
21.	I-CIPA	C.501	330	MCT	19.15	HON	
	TG-ASA	Herald	160	POL	22.00	DCS	(ex.G-BCWE)
22.	I-FREU	LJ24	410	OTR	17.15	DOG	
23.	N700DW	F10	290	POL	21.35	DAV	Inbound Luton
24.	N250AS	?	370	DCS	11.50	MCT	
27.	N600AG	HS.125	350	MAR	20.35	MAR	Inbound EDI
30.	I-LIAB	F20	310	ROB	22.30	Direct	TD

AIRWAYS - MAY 1988

2.	N12482	C.550	410	DCS	14.40	MID	
	VR-BJD	G2B	390	OTR	16.25	WAL	
	N528AC	HS.125	330	DCS	20.55	Dover	
3.	N61SB	HS.125	370	DCS	16.30	MCT	
4.	N708FE	F27	180	POL	11.25	DCS	Inbound PWK
	86-0204	C.20B	410	DCS	16.25	MCT	
	N8565X	LJ35	390	DCS	18.05	MCT	Inbound Luton
6.	N1905C	LJ24	430	DCS	20.20	MCT	Inbound Stansted
8.	N727RL	B.727	280	POL	18.25	MAR	Inbound KEF
	SE-DEF	C.550	310	OTR	19.00	DANDI	
9.	INDIA	2116/MM62116G222	240	TNT	11.00	POL	
12.	D-CDRB	Diamond	280	POL	10.25	Direct	TD
13.	VR-CDB	F20		ROB	20.00	Direct	TD
14.	N154CC	C.650	260	ROB	12.35	TAL	Inbound EDI
15.	N82RP	HS.125	350	FOL	10.15	MAR	
	N441CG	C.441	330	DCS	13.50	HON	
18.	N4119X	Cheyenne	280	POL	19.00	MAR	
21.	N411BB	C.650	390	POL	10.36	MAR	
	N777SA	B.Ae.125	350	OTR	11.42	WAL	
25.	OY-SUJ	C.500	280	POL	19.40	MAR	Inbound EDI
	N5LC	BAC 1-11	330	DCS	21.55	MCT	Inbound Luton
29.	N52BC	BE200	330	DCS	15.10	HON	
30.	N429GA	G4	410	DCS	10.05	HON	
	N901B	F900	390	POL	10.25	MAR	
	N611CL	CL601	390	OTR	15.10	WAL	Inbound Gander
	N525SJ	B.707	280	ROB	17.00	BEL	
31.	TR-LCJ	F900	350	POL	11.10	MAR	

Note to visitors to Manchester - the Tower frequency changed at the end of April from 118.7 to 118.625.

BACK INTO HISTORY - PART 2!

Information taken from 'The Aeroplane' June 3rd 1949 - cost : one shilling.

During January 1949 the thirty nine commercially licensed aerodromes in the UK handled a total of 80,609 passengers. About 30 per cent of these going through one airport - can you guess which? Yes, of course, Northolt with 26,566 on 2,437 aircraft movements. In second place with 19,659 was London Heathrow from 2,121 movements. Prestwick was next then Renfrew and Belfast (Nutts Corner), Liverpool and Manchester seventh.

BACK INTO HISTORY (Contd.)

A surprising eleventh (to me) was Southampton Water with 1,189 passengers from 72 transport flights and 389 other aircraft movements. Way down at bottom is - guess ... Yeadon with 9 commercial movements and 832 other movements - passenger numbers are not given!

Moving on to some editions of the same magazine for 1950 statistics are given for British Aerodromes in May, June and July. Northolt is still top of these lists with a total of 6,829 movements for July 1950 with 98,118 passengers, although Lympne is top of the freight league with 926.3 tons.

Figures for Leeds:-

	<u>Aircraft Movements</u>		<u>Passengers Handled</u>		<u>Freight</u>
	Transport	Other	Terminal	Transit	Tons
May	176	550	370	0	1.0
June	273	850	759	12	0.06
July	300	1047	906	15	0

In August 1950 'Aeroplane' reports that :- recently one of Lancashire Aircraft Corporation's Haltons was chartered to fly 50 tons of beer in crates and casks from Tadcaster to Antwerp. Lancashire's Halton made seven flights and completed the task in three days.- Was this a Leeds movement?

FIGHTER MEET '88 - NORTH WEALD SATURDAY 14th MAY 1988

Anyone wanting to experience a highly visual and entertaining fighter display need only visit future Fighter Meets' at North Weald. Billed as Europe's No1 Airshow, it certainly lived up to its name. The weather was excellent and the display exceptional including the special effects employed during the various sequences.

To start off the display, the Express Newspaper Group ladies parachute team, The Flying Crusaders, dropped in to deliver "The Sheila Scott Trophy" to be presented annually for outstanding achievement in British Aviation. This was followed by the Pitts Special G-BIRD, a Ryan PT22 and a Fairchild PT23, who gave short aerial displays. Next to grace the skies were a replica Fairey Flycatcher, Fokker Triplane and two SE5A's, all in immaculate condition.

An ambitious and highly spectacular item was the Truck Top Landing. A Piper Super Cub, fuselage length 22ft 6ins, landed and took off from a mobile 40ft trailer travelling at approximately 70mph. Not for the faint hearted, considering the amount of sideways swing on an articulated trailer at speed.

"The Americans" were next on the scene with a B-17 Flying Fortress, P-47 Thunderbolt, P-51 Mustang, P-63 King Cobra, Beech 18 and five Harvards. Just imagine, ten aircraft in the circuit coming from all directions. That certainly livened up the proceedings!

A demonstration followed by a Sea Harrier from No899 Squadron, highlighting the versatility of this outstanding aircraft.

The ever popular Battle of Britain Memorial Flight showed off the Lancaster resplendent in its new livery along with the Hurricane and Spitfire.

"The Maritime Patrol" followed with a PB5Y-5 Catalina, F4U Corsair, F8 Bearcat and a TBF Avenger all in superb condition. The supersonic, swing-wing Tornado was then demonstrated in its various configurations followed by the "Harvard Formation Team". A brief pause in the proceedings allowed the ten Red Arrows Hawks to land before "All Hell broke loose"!

A Me109 and a Me108 flew over the field closely followed by a P-40 Kittyhawk and a Spitfire. The ground shook to explosions from this simulated attack and very soon the Me109 peeled off trailing smoke. The B.25 Mitchell Camera Ship of "Aces High" appeared followed by a Pilatus P2 to continue the sequence.

Things quietened down somewhat and the Army Historic Flight took to the air to give a fixed wing demonstration with an Auster and a Beaver plus a rotary wing demonstration from a Scout, Gazelle, Lynx and Sioux.

FIGHTER MEET '88 (Contd.)

A short demonstration by a Sea King from No706 Squadron was followed by the awe-inspiring demonstration of sheer power from the Vulcan bomber of the Vulcan Memorial flight.

Continuing the theme of the Sheila Scott trophy presentation, an Aztec painted in the livery made famous by her solo flights, headed a mass fly-past which included a B-17 Flying Fortress, P-47 Thunderbolt, F4 Corsair, F8 Bearcat, P-51 Mustang, Spitfire, PBV-5 Catalina, P-40 Kittyhawk, Sea Fury, TBF Avenger and P-63 King Cobra. A most impressive sight!

"The Sharks" display team gave their usual display illustrating the agility of the Gazelle and to conclude the flying display who else but the Red Arrows back in action after a rather unfortunate period in their history.

Throughout the day, open top buses were fully employed on conducted tours of the airfield passing through the flightlines and via the visiting light aircraft park to allow viewing of the Aces High Museum. This included, in various states of restoration, a Fairchild Argus, the fuselage of an Avro Lincoln, two Spitfires, a Douglas C-47, D.H.Venom, CASA352, Beech 18, Meteor and a Fairchild C119 Flying Boxcar.

Pleasure flights were undertaken by Air Atlantiques Dakota G-AMPY, Air Hansons Jet-ranger G-DOFY and the Express Newspapers Group Jetrangers G-BBBM and G-TPPH.

Notable visitors were the Dutch Dakota Associations DC.3 PH-DDA along with a German registered Tiger Moth D-BEVV.

The usual support facilities were all available; Burgers, Booze and Chips, along with Trade stands and enthusiast groups.

Approximately 140 registrations were logged including both civil and military.

With the immaculate presentation of the aircraft, the imaginative displays and a flying programme from 1200 to 1700 truly the No1 Airshow in Europe!

A.Lee.

SSAFA INTERNATIONAL AIR DISPLAY CHURCH FENTON - JUNE 1988

A warm summers day, without a cloud in the sky, heralded the twenty-sixth SSAFA display at Church Fenton.

Whilst approaching the airfield, we were literally overtaken by a P3-C Orion of the Netherlands Navy who was on finals. A steady stream of visiting light aircraft then had to give way for the arrival of a C-130 Hercules from RAF Lyneham closely followed by an impromptu display by two Fairchild A-10A's from Bentwaters. After landing, these took up station in the static aircraft park along with a Danish F-16B, Canadian CF-18, the Netherlands P3-C Orion plus a Jaguar GR1, Canberra TT18, Jet Provost T5A, Hawk T1A and a Buccaneer S2B from the RAF.

Displayed elsewhere on the field was a Spitfire XV1E of the RAF Exhibition Flight, a Scout AH1 of the Army Air Corps and the Bell UH-1H (G-HUEY) of the RAF Benevolent Association. The infantry division was also represented with troop carriers and various armoured vehicles.

The Flag Officer Naval Air Command arrived in The Admirals Barge, DH.4 Heron XM296, leaving the stage set for commencement of the display.

A short demonstration on the capabilities of the Short Tucano was followed by the official opening item of a Royal Danish Airforce F-16. RAF Strike Command then put the Chinook through its paces, forward, backward and sideways to demonstrate the agility of this rather odd machine.

Richard Goode demonstrated the Ultimate Pitts, the aircraft was airborne and flying inverted before passing the press enclosure, with his usual stunning aerobatic display.

A Hawk from RAF Valley was followed by the Falcons parachute team, who succeeded in completing a twelve man stack on their descent. After all parachutists landed within the drop zone, a low flypast by the C-130 Hercules concluded their display.

The Jaguar sponsored Extra 230 was superbly demonstrated by Brian Lecomber and to conclude the first hours entertainment the Harvard team gave a display of formation flying.

SSAFA AIR DISPLAY (Contd.)

A CAP10 two seater aerobatic monoplane was next put through its paces followed by a Spitfire and Hurricane from the Battle of Britain Memorial Flight. Alan Wade displayed the Cranfield A1 and a pair of Gazelles from RNAS Culdrose followed with some formation flying, the effect enhanced by the use of coloured smoke. The Skyhawks, using two Fournier RF-4D Motor Gliders gave a fascinating performance to a music sound-track suitably billed as "an aerial ballet". A short demonstration of the Jetstream from No6FTS was followed by The Marlboro Aerobatic Team who, in their Pitts Specials, gave their usual excellent display.

The Harvard Formation Team returned to the air to stage a mock battle. This consisted of a Beech C45 Expeditor and two Harvards as escort. A third Harvard painted to represent a Japanese "Zero" fighter, simulated an attack and very shortly the Beech C45 was trailing smoke from one engine. After some weaving and looping by the Harvards, the "Zero" was finally defeated and also came down trailing smoke. The whole sequence was accompanied by an amusing commentary with sound effects to complete the illusion of an aerial battle.

The Yugo Cars Flying Circus demonstrated "wing-walking". A girl was strapped, standing in the centre, on the top wing of a Boeing Stearman bi-plane. The aircraft was then flown through various manoeuvres including looping the loop, barrel rolls and spiral dives, certainly not for the faint hearted.

The versatility of a Sea Harrier from RNAS Yeovilton was followed by the "Virgin Atlantic" sponsored T.67 Firefly two seat aerobatic trainer, Vulcan XH588 of the Vulcan Memorial Flight and a Lynx from HMS Osprey.

Canadian participation was in the form of a CF-18 followed by a Sea King from HMS Seahawk and a Tornado F3 from RAF Strike Command. A Belgian Air Force F-16 was followed by a Jet Provost from RAF College Cranwell and a DH.Beaver was the jumping platform for the Army Air Corps parachute display team who all successfully landed in the drop zone.

To conclude the flying display, the stars of the show were the Red Arrows. Added to their popular formations were additional sequences culminating in the synchro pair passing below the seven arrow formation from the opposite direction before climbing up into a loop.

Pleasure flights before and after the display were catered for by two Jet Rangers from Coventry Helicopters and a Dakota from Air Atlantique. A fairground and numerous trade stands/enthusiasts stalls along with the usual fast food outlets and beer tents ensured that there was something there for everybody.

A.Lee.

Ringway Southside (Pre-arranged visit) 2/5/88

Apron G-VRES K.A.200, G-BAVE/BBVM King Air's, G-OGRV/BNZI PA-31s, G-BBLU PA-34, G-AZSZ/BAVW* PA-23s, G-BJBI C.414A, G-CJET Learjet, G-OSIX PA-32, G-AWAZ/BGVU/BHIR PA-28s, G-BGEL/BGKY/BGRR/BGWU/BGZW/BNEJ/EDNA PA-38s, G-BTIE Tobago, G-BFJI Robin HR.100, G-AWBV C.182.* Damaged and partially stripped).

520 Hangar (BSR) G-BGLD Duchess, G-BDHL PA-23, G-BTDK C.421B, G-DASH/LITE R.112's, G-BBSB Sundowner, G-BCCJ AA-5, G-AXJX/AYAA/BNMB PA-28's, G-CBOR/CLUX C.172's.

522 Hangar (Northern Exec.Aviation) G-BFVY/OLAF King Air's, G-PEAT C.421B, G-BIYO PA-31, G-AYUL/BBIF/TAXI PA-23's, G-ICED Citation, G-LEAR Learjet, G-ARHP PA-22.

522 Hangar (Grosvenor) G-KWIK/OCAL P.68B's, G-BHCZ PA-38, G-AVCK PA-28, G-BFZO AA-5A.

522 Hangar (Raven Air) G-SAMM C.340 (recently acquired by Eddie Shah), G-BEZE Var - ieze, G-AMTD Auster J/5F, G-RAMS PA-32, G-BGBY/BGEEK/BGSI/BHAF PA-38's.

Outside Kilroe Hangar G-OAKL K.A.200, G-BSFL PA-23, G-HJET Twin Squirrel.

Visit to Dan Air Hangar 2/6/88 :- Apron VR-CCG BAC 1-11 (Exec.) Re-fit nearing completion, 5N-AOK/AOP BAC 1-11 (Okada) Engine parts held pending payment, JV928 PBV-5A Catalina (G-BLSC), G-BEKC HS.748 (Dan Air).

Hangar:- G-ARAY HS.748 (Dan Air), ZE433 BAC 1-11/479 (DQ-FBQ) (RAE Bedford).