

# AIR YORKSHIRE



VOLUME 16 No 6

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JUNE 1990

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SECRETARY:- A. Heeley, 45 Coppice Wood Crescent, Yeadon, Leeds LS19 7LN, Guiseley 75745  
TREASURER/REGISTRAR:- Colin Hunter, Residence II, High Royds Hospital, Menston, Ilkley  
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

## FORTHCOMING MEETINGS

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

JULY 3rd : Extra Ordinary General Meeting - 2000 hrs.  
AUGUST 5th : Summer Video Show - Two brand new videos:- "Giants of Lockheed - Blackbird, Hercules, Galaxy & Starlifter" and "One hour of LBA favourites" - of great local interest, not to be missed.  
SEPTEMBER 2nd : West Yorkshire Police Helicopter, "Police 42", coming to LBA. A talk will be given by the crew relative to the numerous different operations and to which uses the helicopter can be applied.  
OCTOBER 7th : Heavylift Cargo.  
NOVEMBER 4th : RAF Leeming - Wing Commander Martin 25Sqn.

## EDITORIAL

Please note the Extra Ordinary General Meeting at 8pm on Tuesday 3rd July, which relates to the letter sent recently to members regarding future subscriptions and membership of Y.A.C.

At the recent AGM, our highly respected Treasurer Jim Thompson decided not to stand for a further term of office, and the reins were passed over to Colin Hunter, our ex. Chairman and long serving Committee member. Thanks, Jim, considering you only took the position on a temporary basis quite some years ago, you've done a great job. All other officers were returned unopposed.

The Editors position was placed on the market at the AGM, but there were no takers. The situation still remains the same, anybody interested please contact the current Editor (it is suggested that any applicant should reside within 4/5 miles of LBA). In the short term a production team to run off the bulletin on the duplicator, assemble it and place in envelopes, is being organised, and volunteers to help on this team are requested. This doesn't mean a commitment each month, only when you have the time to spare, so please contact Mike to make arrangements.

## CREDITS

T.W. Sykes  
S. Barlow

D. Elam  
P. & D. Mitchell  
T. Smith  
A. Lee.

E. C. Griffiths

LEEDS/BRADFORD MOVEMENTS - MAY 1990

The movements for May are based upon a compilation of information from the new computer at the Tower, and with verification from Terry Sykes. Only arrival times are currently available, but it is anticipated that more detail will be available in the future.

	<u>ATA</u>		<u>ATA</u>
1. G-MERI Archer	0950	G-BAKJ Twin Comanche	1015
<u>N86CE Gulfstream 2</u>	1030	G-BPTR Robinson R-22	1115
G-SHUG Arrow	1248	G-BECH Boeing 737	1348
G-BSAT Archer	1405	G-ILTS Cherokee Six	1423
G-BJUC Robinson R-22	1439	G-BDHL Aztec	1514
G-EGVT Cessna 182	1523	G-BHWE Boeing 737	1526
G-TKPZ Cessna 310	1607	<u>N9168Q Malibu</u>	1645
G-BNMP Cessna 182	1702	G-SHUG Arrow	2042
G-ILTS Cherokee Six	2148		
2. G-BPCA Islander	0912	G-WATS Seneca	0958
<u>N3036A Seneca</u>	1108	G-BJYD Cessna 152	1138
<u>G-BBLA Cherokee</u>	1143	G-OWVA Cherokee	1159
G-ODMC Ecureuil	1214	G-RLMC Cessna 421C	1217
G-BJUC Robinson R-22	1220	G-TEES Cessna 152	1225
G-BEMD Baron	1315	<u>N216FP Falcon 900</u>	1336
G-BTWW Jetranger	1436	G-TKPZ Cessna 310	1504
G-BPTR Robinson R-22	1631	G-WOTS Seneca	1652
G-BJUC Robinson R-22	1729	G-TOGA Saratoga	1918
G-TRUK Glasair	2003	G-BHSU HS.125	2037
G-AYPJ Cherokee	2043		
3. G-BJUC Robinson R-22	0802	G-BDNR Cessna 150	0837
G-BPTR Robinson R-22	0907	G-BMJO Seneca	0913
<u>N109JD Agusta A.109A</u>	1053	G-UFly Cessna 150	1118
XV107 VC-10	1129	G-BBEF Cherokee	1156
G-BJYD Cessna 152	1237	G-BJUC Robinson R-22	1244
G-ATUB Cherokee	1310	G-FAYE Cessna 150	1354
G-BPTR Robinson R-22	1426	G-RUIA Cessna 172	1429
<u>N216FP Falcon 900</u>	1454	G-BMBB Cessna 150	1610
<u>5B-DAX Airbus A.310</u>	1654	G-IEPF Robinson R-22	1655
G-BJUC Robinson R-22	1728		
4. XZ328 Gazelle	0859	G-BFPZ Cessna 177	0913
G-BCUJ Cessna 150	0927	<u>N300RV King Air</u>	0951
G-BMUZ Warrior	1018	G-FARM Rallye	1124
G-WOTS Seneca	1125	G-CEGA Seneca	1127
G-BGKV Arrow	1145	<u>EC-EGR Boeing 737-300</u>	1211
G-ORGE Gazelle	1258	G-BJDI Cessna 182	1311
G-BJCU Boeing 737	1325	G-BOJM Archer	1411
G-UKLA Boeing 737-400	1436	G-OAFB King Air 200	1441
G-BPTR Robinson R-22	1441	G-BRTB Jetranger	1457
G-BDHL Aztec	1619	G-BJUC Robinson R-22	1634
<u>F-GBCO Seneca</u>	1745	G-AZRH Cherokee	1850
G-BEZO Cessna 172 n/s	1911	G-BMSZ Cessna 152	1931
G-LEON Chieftain	2306	G-AVMK BAC 1-11 n/s	2340
5. <u>LZ-BTR Tu-154</u>	0844	G-OSEA Islander	1022
G-CZAR Citation	1027	G-BKHT B.Ae.146	1043
G-HUBB Partenavia P.68B	1123	G-BDWP Lance	1221
G-BJUC Robinson R-22	1223	G-BGYL Boeing 737	1302
G-BRTB Jetranger	1359	G-DAAH Arrow	1412
<u>EC-ECS Boeing 737-300</u>	1458	G-BLLU Cessna 421C	1611
G-BPTR Robinson R-22	1644	<u>YU-ANC MD-82</u>	1710
G-HUBB Partenavia P.68B	1713	<u>YU-AOF Boeing 737</u>	1729
G-BRTB Jetranger	1742	G-BCPG Arrow	1749
G-BCTA Warrior n/s	2003	G-HUBB Partenavia P.68B	2103

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA		ATA
6. G-BNPF Cessna 152	0949	G-TEES Cessna 152	1034
G-SCHH B.Ae.146	1101	G-TKPZ Cessna 310	1308
G-BRTB Jetranger	1353	G-BDAE BAC 1-11	1410
G-BPLA Boeing 737	1454	G-BBEF Cherokee	1706
G-BEZO Cessna 172	1717	<u>YU-ANU Boeing 737</u>	1720
7. G-BBKV Cessna 150	0904	G-BRTB Jetranger	0909
G-AXHT Rallye	0922	G-BGYJ Boeing 737	1230
G-BHWE Boeing 737	1238	G-BRTB Jetranger	1246
G-TKPZ Cessna 310	1252	G-KKUH Boeing 737-300	1255
G-BGKV Arrow	1306	G-BPIT Robinson R-22	1354
G-TEES Cessna 152	1455	G-DAAH Arrow	1548
G-BDHL Aztec	1734	G-BRTB Jetranger	1903
G-STAT Cessna 206	?		
8. <u>PH-GTC Citation</u>	0723	G-TKPZ Cessna 310	0821
G-PAMS Aerostar	0935	G-SHUG Arrow	1208
G-BNAB Cougar	1326	G-BGYJ Boeing 737	1407
G-BGSM Rallye	1413	G-OBAL Mooney M.20J	1421
G-BNDS Chieftain	1427	<u>OY-GPK Citation</u>	1435
G-BPTR Robinson R-22	1446	G-BLEW Cessna 182	1450
G-BGYL Boeing 737	1515	<u>D-EMJF Tobago</u> n/s	1605
G-DAFS Cessna 404	1701	G-BDHL Aztec	1726
69-15152 UH-1	1805	G-BNDS Chieftain	1959
9. G-BNDS Chieftain	0704	G-FAYE Cessna 150	0806
G-BLKY Baron	0856	<u>F-GPFM Mooney M.20L</u>	1034
G-BFIG Cessna 172	1042	G-WIZO Seneca	1146
G-OSBA Islander	1217	G-BAEC Robin HR.100	1243
G-OWVA Cherokee	1253	G-BDMR Cessna 150	1306
G-AZLY Cessna 150	1443	G-BPTR Robinson R-22	1731
<u>N59756 Navajo</u>	1734	G-BNDS Chieftain	2028
10. <u>G-EAGL Cessna 421C</u>	0731	G-EDWG Islander	0800
G-WATZ Warrior	0830	G-BPTR Robinson R-22	0859
<u>D-IOWA Cheyenne</u>	0944	G-BPEM Warrior	1050
G-BDHL Aztec	1102	G-OAJF B.Ae.146-300	1133
G-BGGE Tomahawk	1250	G-BBEI Navajo	1345
G-BDSL Cessna 150	1441	G-TOTY Robinson R-22	1456
G-EAGL Cessna 421C	1603	G-AZLY Cessna 150	1627
G-GEIL B.Ae.125 n/s	1646	<u>PH-AHK Boeing 757</u>	1725
<u>5B-DAQ Airbus A.310</u>	1824		
11. <u>G-BPDC Malibu</u>	0848	<u>OY-BIM Cessna 421B</u>	0913
<u>F-GJDL Boeing 737</u>	0917	G-BHUI Cessna 152	0918
G-BDSL Cessna 150	1035	G-FISH Cessna 310	1040
G-BAVZ Aztec	1113	XV191 Hercules	1127
G-BRTB Jetranger	1131	ZE701 B.Ae.146	1205
<u>EC-429 Boeing 737</u>	1227	G-UKLE Boeing 737-400	1401
G-BFVB Boeing 737	1430	G-FRAD Falcon 20	1433
G-FFLT HS.125	1509	G-OADY Duchess	1621
<u>HB-LPV Cheyenne</u>	1640	G-TOGA Saratoga	1834
G-BANS Seneca	2012	G-RLMC Cessna 421C	2024
ZE701 B.Ae.146	2027	G-BLCM Tampico	1815
G-IFTD Cessna 404	?		
12. <u>G-GEIL B.Ae.125</u>	0849	G-BKMN B.Ae.146	1038
G-BKHT B.Ae.146	1106	G-TKPZ Cessna 310	1249
G-BFVB Boeing 737	1316	G-BFGH Cessna 337	1515
G-DFLT Caravan	1516	G-OADY Duchess	1650
<u>YU-ANC MD-82</u>	1707	<u>YU-AOF Boeing 737</u>	1739
G-BGVT Cessna 182	2002	<u>EC-ECS Boeing 737-300</u>	2133

LEEDS/BRADFORD MOVEMENTS (Contd.)

13. <u>G-BPZF Malibu</u>	1030	G-BKHT B.Ae.146	1114
G-ATVH BAC 1-11	1420	G-BECH Boeing 737	1537
<u>LZ-BTG Tu-154</u>	1651	G-BMLY Grob G.109B	1711
G-BRTB Jetranger	1728	<u>YU-ANU Boeing 737</u>	1750
G-BPTR Robinson R-22	1857		
14. <u>OY-BDS Falcon 20</u>	0708	<u>F-GHDX Falcon 10</u>	0738
G-BDHL Aztec	0835	G-WBPR B.Ae.125	0929
YU-AHV DG-9	0949	G-BAAZ Arrow	0954
G-BRTB Jetranger	1002	G-BECG Boeing 737	1227
G-BHWF Boeing 737	1259	G-KKUH Boeing 737-300	1310
G-BMBB Cessna 150	1432	<u>F-GGJM Robin R.3000</u>	1513
G-BFDI Archer	1544	<u>ZA775 Gazelle</u>	1651
15. <u>G-DBII Citation</u>	0744	G-KYIN Cessna 421C	0756
G-SKKA Navajo	0859	G-BRTB Jetranger	0927
G-CITY Chieftain	1112	G-NEEP Jetranger	1236
G-WATS Seneca	1314	<u>OY-BDS Falcon 20</u>	1323
G-BOYL Cessna 152	1328	G-BAKS Jetranger	1335
G-BFTC Arrow	1352	G-BECG Boeing 737	1355
G-BPTR Robinson R-22	1402	G-AWTA Cessna 310	1429
<u>F-BXPT Learjet 23</u>	1438	G-AXBJ Cessna 172	1441
G-BHWF Boeing 737	1524	G-DBII Citation	1635
G-JLRW Duchess	1824	G-AWTA Cessna 310	1904
16. <u>G-BNRX Seneca</u>	0850	G-BPTR Robinson R-22	0912
G-BBFD Arrow	0924	G-FTWO Twin Squirrel	0926
G-AXSD Pup (DIV)	1005	<u>OO-WAT Commander 690</u>	1020
G-BKSZ Cessna 210	1044	G-OWVA Cherokee	1056
G-RUIA Cessna 172	1117	G-BPZX Cessna 152	1147
G-BRTB Jetranger	1154	G-BEWR Cessna 172	1207
G-AZLY Cessna 150	1222	G-BFTC Arrow	1257
G-RAEM LongEz	1325	G-WATS Seneca	1355
G-TEES Cessna 152	1504	G-KYIN Cessna 421C	1523
G-AZLY Cessna 150	1535	<u>F-GDHV Mitsubishi Mu-2B</u>	1623
G-BFFE Cessna 152	1649	G-BNPY Cessna 152	1807
G-GYAV Cessna 172	1817		
17. <u>N26634 Comanche</u>	0921	G-BIBG Sikorsky S.76A	1009
G-CZAR Citation	1015	G-BJXJ Boeing 737	1349
XZ431 Buccaneer n/s	1436	XZ315 Gazelle	1512
G-OAWY Cessna 340	1640	<u>N57BC Citation</u>	1800
<u>SE-DEG Citation</u>	1819	<u>5B-DAX Airbus A.310</u>	1906
<u>N3036A Seneca</u>	2118		
18. <u>G-BOVK Warrior</u>	0838	G-OAWY Cessna 340	1004
G-BLFZ Navajo	1029	G-WATS Seneca	1058
G-BORW Cessna 172	1102	XZ315 Gazelle	1102
G-RUIA Cessna 172	1106	G-FAYE Cessna 150	1120
G-BPTR Robinson R-22	1148	G-BEWR Cessna 172	1152
G-BOLV Cessna 152	1200	ZG845 Islander	1217
G-BTAB B.Ae.125	1224	<u>EG-429 Boeing 737</u>	1229
G-BIIF Fournier RF-4D	1304	G-AVNZ Fournier RF-4D	1304
G-AVNY Fournier RF-4D	1304	G-ZFDB Twin Squirrel	1316
G-BRTB Jetranger	1321	G-BJXJ Boeing 737	1328
G-UKLE Boeing 737-400	1336	G-BJYD Cessna 152	1346
G-TKPZ Cessna 310	1406	G-BGRE King Air 200	1522
<u>F-GFYL Boeing 737</u>	1541	<u>N3036A Seneca</u>	1619
G-FFLT HS.125	1704	G-BPTR Robinson R-22	1725
G-BOYL Cessna 152	1759	G-BASL Cherokee	1811

## LEEDS/BRADFORD MOVEMENTS (Contd.)

18. G-FAVI King Air	1854	G-BJUC Robinson R-22	1909
G-TOGA Saratoga	2003	G-BOJM Archer	2006
SE-DEG Citation	?		
19. LZ-BTE Tu-154	0904	G-FOXA Cadet	1051
G-BKHT B.Ae.146	1117	G-BJMV BAC 1-11	1125
G-BJUC Robinson R-22	1126	G-RUIA Cessna 172	1149
G-BJXJ Boeing 737	1317	ZE413 Agusta A.109	1414
ZE410 Agusta A.109	1414	G-TKPZ Cessna 310	1423
EC-EHA Boeing 737-300	1511	HB-YCM VariEz	1540
G-BJYD Cessna 152	1608	G-BLCM Tampico	1623
YU-AJZ MD-81	1701	G-AWFJ Arrow	1736
G-BNCZ LongEz n/s	1751	G-BRTB Jetranger	1819
G-BJUC Robinson R-22	1835	G-BIIF/AVNY/AVNZ	1844
YU-AOF Boeing 737	1859		
20. G-BRTB Jetranger	1002	G-BKHT B.Ae.146	1113
G-BHIN Cessna 152	1137	G-BRTB Jetranger	1204
HB-YCM VariEz	1248	G-AYPV Cherokee	1300
G-FISH Cessna 310	1359	G-ATPK BAC 1-11	1426
G-BGXD Tobago n/s	1447	G-BKHE Boeing 737	1501
G-ATMW Cherokee	1620	G-BIIF/AVNY/AVNZ	1736
YU-ANU Boeing 737	1836	G-ASNK Cessna 205	1857
21. G-BWMP Commander 695A	0833	G-BRTB Jetranger	0858
YU-AHV DC-9	0913	G-BMBB Cessna 150	1054
N917J Jetstar	1057	G-BJUC Robinson R-22	1106
G-OWVA Cherokee	1200	G-BJCT Boeing 737	1240
G-BGYL Boeing 737	1249	G-BOZI Warrior	1347
G-KKUH Boeing 737-300	1351	G-BRTB Jetranger	1553
G-HBCO Navajo	1653	G-OADY Duchess	1656
G-BEWR Cessna 172	2028		
22. G-BHUI Cessna 152	0816	G-NUIG King Air	0851
G-AZRH Cherokee	0936	G-BOXI B.Ae.125	0942
G-JLRW Duchess	1245	G-BJXO Cessna 441	1338
G-TKPZ Cessna 310	1419	G-BJCT Boeing 737	1437
G-TEES Cessna 152	1513	G-BJXJ Boeing 737	1523
G-BJUC Robinson R-22	1700	G-BGVT Cessna 182	2123
G-BLFZ Navajo	?	G-DAFS Cessna 404	?
23. G-WIZO Seneca	0754	F-GFFP Falcon 10	0802
PH-PNA Partenavia P.68B	0826	G-BKSZ Cessna 210	0850
G-BLKY Baron	0855	G-BCOL Cessna 172	0901
G-BGBP Cessna 152	0922	G-MHIH HS.125	0931
G-BWVE Jetranger	1026	G-WATZ Warrior	1059
G-TEES Cessna 152	1103	G-BNRX Seneca	1104
G-BBLA Cherokee	1118	G-BRTB Jetranger	1120
G-OGJS Cozy	1133	G-AWAI Baron	1225
G-BOYL Cessna 152	1328	G-BHIN Cessna 152	1407
G-ERIC Rockwell 112	1436	G-HFIX Spitfire	1626
G-BCOL Cessna 172	1646	G-AWLP Mooney M.20	1713
G-CZAR Citation	1723	G-BJXO Cessna 441	1747
G-BHST Hughes 369	1844	G-AVGK Cherokee	1936
24. N9168Q Malibu	0754	G-TKPZ Cessna 310	0806
G-BRTB Jetranger	0853	G-BLFZ Navajo	0854
9H-ABC Boeing 737	0857	G-JVAJ Cheyenne	0926
G-BNHJ Cessna 152	1019	G-BRFV Cessna 182	1026
G-BAML Jetranger	1033	G-AWFC Arrow	1035
G-LRII LongRanger	1053	G-BAML Jetranger	1136

LEEDS/BRADFORD MOVEMENTS (Contd.)

24.G-BBLA Cherokee	1154	G-OJSY Short SD.3-60	1241
G-BPRN Warrior	1256	G-TKPZ Cessna 310	1313
G-BJUC Robinson R-22	1321	<u>EI-BVI BAC 1-11</u>	1425
XX636 Bulldog	1442	<u>5B-DAX Airbus A.310</u>	1649
G-BJUC Robinson R-22	1724	G-ODMM Chieftain	1800
G-OADY Duchess	1808	G-WCEI Rallye	1859
G-OONE Mooney M.20J	1946	G-BOJM Archer	2047
25.G-ODMM Chieftain	0234	G-BFZL Viscount	0703
G-BJUC Robinson R-22	0900	G-BSSS Cessna 421C	1009
G-BNDS Chieftain	1048	G-TKPZ Cessna 310	1113
<u>N20736 Cessna 303</u>	1114	G-BLDP Slingsby T.67M	1130
G-BFBA Jodel DR.100A	1140	<u>EC-EBZ Boeing 737-300</u>	1219
G-TOGA Saratoga	1238	G-KARY Fuji FA-200	1256
G-BJUC Boeing 737	1321	G-UKLE Boeing 737-400	1349
<u>PH-JBJ Seneca</u>	1415	G-BRTB Jetranger	1504
G-BKSZ Cessna 210	1530	G-BJUC Robinson R-22	1547
<u>N3PC IAI Astra</u>	1632	<u>HB-LPV Cheyenne III</u>	1654
G-BHIC Cessna 182	1736	G-TOGA Saratoga	1804
G-BAML Jetranger	1812	G-BKRD Cessna 320	1831
G-BMLY Grob G.109B	1848	G-BNDS Chieftain	1920
G-ORCE Citation	2029	G-DAAH Arrow	2132
26.G-BCXR BAC 1-11	1110	G-BKHT B.Ae.146	1120
G-AZLY Cessna 150	1208	G-BCDE Seneca	1226
G-SKAN Cessna 172	1228	G-BPJS Cadet	1253
G-BJCU Boeing 737	1312	G-AVVI Twin Comanche	1319
G-FILE Seneca	1413	G-BKMX Short SD.3-60	1500
G-IFTD Cessna 404	1506	<u>EC-ECS Boeing 737-300</u>	1522
G-BPBM Warrior	1523	G-AWVA Cessna 172	1540
G-BHIN Cessna 152	1556	<u>YU-ANC MD-82</u>	1723
<u>YU-AOG Boeing 737</u>	1745	G-BPTR Robinson R-22	1943
27.G-BEOH Arrow	1003	G-BPIT Robinson R-22	1023
G-BJUC Robinson R-22	1056	G-BKHT B.Ae.146	1104
G-AWSM Cherokee	1128	G-OJFR Jetranger	1129
G-EPZX Cessna 152	1129	G-ILTS Cherokee Six	1226
G-BPER Tomahawk	1257	G-BPIT Robinson R-22	1309
G-BRTB Jetranger	1313	G-SACV Cadet	1340
G-BJCT Boeing 737	1438	G-TKPZ Cessna 310	1455
G-BRTB Jetranger	1506	G-BPLA Boeing 737	1511
G-ATPJ BAC 1-11	1542	G-ZFDB Twin Squirrel	1639
<u>LZ-BTS Tu-154</u>	1649	<u>YU-ANP Boeing 737</u>	1734
G-BPTR Robinson R-22	2034		
28.YU-AJH DC-9	0925	G-BNSV Cessna 152	1010
G-BPSV Caravan	1046	G-AZLH Cessna 150	1106
G-THGS Dauphin	1153	G-BAZG Boeing 737	1251
G-BDYZ Bo.105D	1306	G-BJCV Boeing 737	1318
G-KKUH Boeing 737-300	1320	ZE382 Lynx	1330
G-BJUC Robinson R-22	1404	G-TKPZ Cessna 310	1411
G-BDYZ Bo.105D	1535	G-THGS Dauphin	1557
G-MUFF Twin Squirrel	1631	G-ZFDB Twin Squirrel	1632
G-THGS Dauphin	1726	G-STVE Twin Squirrel	1859
ZE382 Lynx	1937		
29.G-TKPZ Cessna 310	0816	G-AZLH Cessna 150	0839
G-BMBI Chieftain	0859	G-BJUC Robinson R-22	0914
G-GBUE Robin DR.400	1045	G-BOXY Archer	1058
G-BASL Cherokee	1128	G-BJUC Robinson R-22	1140

LEEDS/BRADFORD MOVEMENTS (Contd.)

29. G-TKPZ Cessna 310	1310	G-SAVE Chieftain	1345
<u>N9168Q Malibu</u>	1359	G-BAZG Boeing 737	1429
SE-IDM Cheyenne n/s	1437	G-BJCU Boeing 737	1517
G-BHTB Jetranger	1630	G-BJUC Robinson R-22	1641
30. G-BPDL Bandeirante	0724	G-NEEP Jetranger	1059
G-BDHL Aztec	1124	G-BAEU Cessna 150	1201
G-OWVA Cherokee	1409	G-BPTR Robinson R-22	1410
G-BJUC Robinson R-22	1444	G-CEGA Seneca	1838
G-FLRU BAC 1-11 n/s	1838	<u>F-GFEF Gulfstream 1</u> n/s	1936
31. G-BPDL Bandeirante	0718	G-BLFZ Navajo	0739
<u>N4308G Cessna 340</u>	0855	<u>9H-ABG Boeing 737</u>	0925
G-BNYD Jetranger	0941	G-GRID Twin Squirrel	0952
G-BJUC Robinson R-22	1012	<u>EI-BSS BAC 1-11</u>	1013
G-BEXL Cessna 310	1017	G-WATZ Warrior	1132
G-AYAA Cherokee	1155	G-BLFZ Navajo	1215
G-BJUC Robinson R-22	1534	G-BMBB Cessna 150	1637
G-BEXU Sierra	1656	<u>5B-DAX Airbus A.310</u>	1702
G-BPZX Cessna 152	1722	G-BPDL Bandeirante	1725
<u>N3036A Seneca</u>	1746	G-FLRU BAC 1-11	1825
G-TOGA Saratoga	1833	G-BNEH B.Ae.125	2004

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Overshoots:- 3. XX499/FYY67, XX499/FYY60; 9. XX491/FYY78, XX494/FYY84; 11. XS731/?; 15. XX494/FYY84, XX495/FYY60; 16. XX495/FYY75, G-HUBB; 17. XX498/FYY74; 19. G-BDHL; 21. G-WOTS, G-BAVZ; 22. XX482/FYY83, XX493/FYY64, G-AVXJ; 23. XN506/LOP21; 24. XX497/FYY62; 25. G-BENR; 30. XX499/FYY ?; 31. XX494/FYY ?.

G-TKPZ did numerous overshoots during the month.

From:- 1. N86CE F Heathrow, N9168Q F Jersey; 2. G-BPCA Ambulance Flight, N3036A F Dublin, N216FP F Birmingham; 3. N109JD F Wolverhampton, N216FP f Aberdeen; 4. XZ328 F Oakington, N300RV F Blackbushe, F-GBGO F Goodwood; 8. PH-CTC F Rotterdam, OY-CPK F Teesside, D-EHJF F Cambridge, 69-15152 F Harrogate; 9. F-GPFM F Le Bourget, N59756 F Liverpool; 10. D-IOWA F Coventry; 11. OY-BIM F Herning, F-GJDL F Lourdes, HB-LPV F Geneva; 14. OY-BDS F Sonderborg, F-GHDX F Quimper, F-GGJI F Calais; 15. OY-BDS F Sonderborg, F-BXPT F Le Bourget; 16. OO-WAT F Kortrijk, F-CDHV F Luton; 17. N26634 F Ronaldsway, XZ431 F Lossiemouth, N57BC F Northolt, SE-DEG F Dusseldorf; 18. F-GFYL F Lourdes, N3036A F Kidlington; 19. ZR413/410 F Moreford, HB-YCM F Le Touquet; 20. HB-YCM F Crosland Moor; 21. N917J F Le Bourget; 23. F-GFFP F Le Bourget, PH-PNA F Lelystad; 24. N9168Q F Conington, XX636 F Leeming; 25. N20736 F Ronaldsway, PH-JBJ F Cranfield, N3PC F Goose Bay, HB-LLV F Geneva; 28. G-THGS /BDYZ operating on Telethon duties, mainly from Lightwater Valley; 29. N9168Q F Jersey, SE-IDM F Goteborg; 30. F-GFEF F Luton; 31. N4308G F Luxembourg, N3036A F Kidlington.

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The Leeds/Bradford Airport Airline News for May will be published next month, it has been delayed due to holidays.

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LEEDS/BRADFORD MOVEMENTS REVIEW - MAY 1990

Lots of foreigners to report this month. On the 1st we had Malibu N9168Q along with the Coca Cola Gulfstream II N86CE. Irish based Seneca N3036A visited on the 2nd and the Falcon 900 N216FP was also in. The Falcon 900 returned on the 3rd when the Agusta 109 N109JD was using callsign "Tarmac 01". Beech 90 N300RV was in on the 4th and Seneca F-GGGO was night-stopping. On the 8th PH-CTC was a one of two foreign Citation 1's, the other being OY-CPK of Aalborg Airtaxi which was using the call sign "Dantax 002", night-stopping was TB-10 D-EHJF. F-GPFM on the 9th was a Porsche engined Mooney M20L while the owner of the Navajo N57956, which was from Liverpool to Gamston, lives in Knottingley. Cheyenne D-IOWA on the 10th was joined by the Air Holland Boeing 757 PH-ARK which was from and to Teesside as "Orange 16". Two Boeing 737's of note on the 11th were EG-429 and F-GJDL with Cessna 421B OY-BIM and Cheyenne HB-LPV both night-stopping. Two Frenchmen on the 14th were the Falcon 10 F-GHDX and Robin 3000 F-GGJM along with Danfoss Falcon 20 OY-BDS. OY-BDS was back the following day and was joined by the Learjet 23 F-BXPT. The 16th was turboprop day with Rockwell 690A OO-WAT and the Mitsubishi MU-2 Marquise F-FDHV. Falcon 10 F-GHDX returned on the 17th and the Comanche N26634 came from the Isle-of-Man. Another Euralair Boeing 737, F-GFYL, visited on the 18th and the Volvo Citation SE-DEG was also logged. VariEz HB-YCM cleared customs inbound from Le Touquet to Grosland Moor on the 19th and visited again on the 20th. The Jetair Jetstar visited on the 21st whilst on the 23rd Falcon 10 F-GFFP and Partenavia P68B PH-PNA were both noted. On the 25th the Cessna 303 N20736 turned out to be c/n 0005 and ex G-BKKI, the Seneca PH-JBJ was visiting to view an aircraft which is for sale and night-stopping were Astra N3PC and the Cheyenne HB-LPV. Another night-stopping Cheyenne was SE-EDM on the 29th with the Air Provence Gulfstream 1 F-GFEF night - stopping on the 30th. Ending the month on the 31st was Cessna 340A N4308G. New on the 1st was the PA-32 G-ILTS. Doing an inbound Air UK flight on the 4th was BAC 1-11 G-AVMK, after a night-stop it left as "Shuttle MK". Arriving for maintenance on the 8th was Aerostar G-PAMS which was still present at the end of the month. Making a quick visit on the 10th was the BAe 146 G-OAJF with callsign "Manta 16". Complementing the Swiss VariEz G-RAEM on the 16th along with LongEz G-BNCZ which night-stopped on the 19th. Another Rutan design was the Cozy G-OGJS on the 23rd. Fournier RF40's G-AVPE/G-AVNZ/G-BIIF were based over the weekend commencing the 18th for local show work. Making its last visit on the 22nd was the Fisheries Cessna 404 G-DAFS, it was lost when it ditched in the sea off Scotland on the 31st. Night-stopping on the 23rd was Spitfire G-HFIX which is painted as MJ730 and coded HI/W, the owner was giving a talk at the local golf club. Unidentified at the end of the month was Ryanair Europe BAC 1-11 G-FLRU on a London European charter flight on the 30th. Quite a selection of military to record, on the 3rd VC-10 XV107 was "Ascot 2179". Gazelle XZ328 on the 4th was "Army427" and on the 8th the USAF used UH-1 69-15152 as "Lord25". On the 11th Hercules XV191 used the callsign "Ascot4220" and Queens Flight BAe 146 ZE701 was "Kitty1". Another Army Gazelle was ZA775 which was "Army331" on the 14th. Visiting on the 17th was the Buccaneer XZ431 callsign "D8R16", this was for a local lecture but it developed a hydraulic leak and did not depart until the 21st, also logged on the 17th was yet another Gazelle XZ315 "Army 750". The 18th brought us BN2T ZG845 as "Army112" and the 19th saw Agusta 109's ZE410 and ZE413 using the callsign "N7X51 combine". On the 24th Bulldog XX636 used callsign "UAS63" when it visited in connection with the ITV Telethon. Finally on the 28th we had Lynx ZE382 as "Army513". Not much else to report, the Cessna R182 G-BOWO which has been on checks at Northair left on the 16th. Mooney G-RAAD remains on checks with YLA. Mooney G-AWLP seems to have left and may have returned to Wombleton. Cessna 150 G-BBJX was damaged in a heavy landing mid month and is out of action. YLA air tested their rebuilt FA150 G-BCVH on the 22nd and promptly leased it to the Aero Club, it was soon joined by YLA's other 150 G-OJVH. The last two of the registrations caused confusion in the circuit so they now use "Yorkair 1" and "Yorkair 2".



## LOCAL MOVEMENTS - MAY 1990

Acaster Malbis:- A couple of visitors used here instead of Rufforth during York Races, namely Pa.32 G-BYBB from Newmarket on 15th and 16th, joined on 17th by Aztec G-BAXP, also from Newmarket.

Bagby:- An 'unofficial' fly-in took place here on the 6th and was fairly well attended:- Austers G-AGVN/G-AJAM, Bokow Junior G-ATDO, C.152 G-BDUM/G-TEES, C.172 G-BCHK/G-OTAM, Chipmunk G-BCSL, Citabria G-BGGA, Condor G-AWFN, Cozy G-OGJS, Cubs G-AJAO/G-BRIL/G-OROD, Emeraude G-AZGY/G-BANW, Falco G-BYLL, Horizon G-AZRX, Hornet Moth G-AHBM, Jodels G-AXAT/G-BKIR/G-BMKF/G-DAVE, Microlights G-MNDG/G-MNLB/G-MNMV/G-MTGH/G-MTLU/G-MTNX/G-11 IXE, Pa.22s G-AREV/G-ARND, Peil G-BPRT, Pitts G-BRJV, Pup G-AXSD, Rallye G-BCKB, RF.3 G-BNHT, Robins G-BLTM/G-BOSM, Sipa G-ATKO, Tailwind G-BDBD, Taylors G-BCTR/G-WARD, Topsy Nippers G-AVXC/G-AWDA, Vagabond G-AWOH and VP.2 G-RASC. Other movements included - 2. G-WCEI Rallye f Oxenhope; 5. G-OTAM C.172M f Fenland n/s; 13. G-AGVN J/1 Autocrat, G-BICD Auster 5 f/t Sturgate; 19. G-BYBB Pa.32 f Cambridge; 20. G-BBCN HR.100 f Wickenby, G-MATT R.2160 f Newcastle; 26. G-AZGY Emeraude, G-ERID U.206G f Langar, G-BIZV Pa.18; 27. G-BRJV Pa.15 f Sproatley, G-AYGA D.117; 30. G-BGVT C.182RG f Felixkirk.

Bentley:- The home of R.E.Todd was visited by J/5A Cub G-BRLI from Sherburn on 16th. Mr Todd has just acquired two imports from the USA in the shape of Pa.28 G-BSER and C.172 G-BSEP.

Brighton:- The Toyota Pitts G-IIIT and G-TIII visited here on 28th and were noted departing for Southend in formation with another of the type as yet unidentified. Others - 5. G-BYLL Falco to Kinsley Carr; 6. G-AHBM Hornet Moth f Bagby; 7. G-AWFJ Pa.28R t Sproatley, G-BPJD Rallye; 13. G-BRJV Pitts f Doncaster; 16. G-FUZZ Pa.18 f Pocklington.

Burn:- A couple of visitors to the Gliding site here were T.67A G-BIOW on 7th and Doncaster based Colibri G-BKDC on 8th.

Church Fenton:- Civil visitors here this month were - 2. G-SANB King Air f Edinburgh; 3. G-UBSH Be.300 f Humberside; 4. G-BWMP RC.695A; 8. G-MPWT Pa.34.

Coal Aston:- 18. G-DIXI C.172RG f Swansea; 19. G-AYJR Pa.28 f Brize Norton; 31. G-BOFM C.152 f Halfpenny Green.

Crosland Moor:- An interesting visitor over the weekend of the 19th/20th was VariEz HB-YCM which routed in via LBA. Other movements - 2. G-JFHL Pa.28 f Coventry; 6. G-GDAY R.22B, G-BFLN C.150M; 19. G-BIZG C.152 f Netherthorpe; 21. G-AXUF FA.150K f/t Brough; 23. G-GWYN F.172M, G-SHUU Enstrom, refuel; 24. G-BPBO Pa.28RT; 25. G-AYLF DR.1051 f Hucknall; 27. G-ATFF Aztec f Mull t Coventry, G-BKJS D.120A, G-AKTI Silvaire n/s; 28. G-BLLM Aztec f Cardiff, G-CBOR C.172N f Barton, G-AVGI Pa.28 t Sywell, G-AYCT F.172H t Skegness.

Doncaster:- New resident here is PA.28R G-BMNL which was delivered from Staverton on 23rd. Also noted on numerous occasions towards the end of the month was R.22B G-MICH but it is not yet confirmed as living here. Visitors - 2. G-BBOE FRA.150M f Sibson; 3. G-BDNU F.172M f Sandown n/s t Swansea, G-BARB Pa.34 f Ronaldsway; 5. G-BPGB C.150J f Skegness; 6. G-EFTE Bolkow 207, G-BMEX A.150K t Tollerton; 7. G-RNOA F.172F f Andrewsfield, G-BOBA Pa.28R, G-AZAW Horizon f Denham, G-BYBB Pa.32RT f Newmarket, G-WACS F.152 f Oxford, G-BPUM C.182RG f Cambridge; 9. G-BKHR Luton Minor t Swinderby; 14. G-HOPE F.33A t Glasgow; 17. G-SABA PA.28R; 19. G-DOSH Twin Otter, G-BAFU Pa.28 f Cranwell; 21. G-CHIL R.22B f Nottingham; 24. G-ROY R.22B t Huddersfield; 26. G-TRIK Jetranger t Leicester, G-ARJU Apache f B/Hill n/s; 28. G-BORI C.152 f Barton; 31. G-BOES C.152 f Sibson.

Fadmoor:- Cessna 177XP N736GX was a visitor here from Headcorn on 17th.

Gamston:- Two aircraft on local airstest from here was C.401A G-OVNE on the 5th and C.320E N4173T on 6th. Star visitor of the month was Astra N3PC which arrived from LBA on the 27th departing later for Luton. Another foreigner was P.210N F-GGST on the 10th. Movements - 1. G-AXSZ Pa.28 f IOW, G-BOXR Cougar t Booker, G-BMVM Pa.38 f Booker, G-BHPY C.152 f W/Mountford; 2. G-BPAD Pa.34 f Liverpool; 3. N43069 Pa.28 f Lakenheath, G-BNJB C.152, G-JHAN Be.200 t LBA; 4. G-RHHT Pa.32RT f RAF Hullavington, G-BODX Cougar f Panshanger; 6. G-BMIV Pa.28R f L/Snoring, G-JFHL Pa.28 f Coventry,

## LOCAL MOVEMENTS (Contd.)

Gamston:- G-ROOK F.172P f Skegness; 7. G-BPFZ C.152 t Edinburgh, G-BCPU Chipmunk t Cambridge; 8. G-ATNE F.150F f Tatenhill; 11. G-UZEL Gazelle t York; 12. G-BRDL Jetranger t Glasgow; 13. G-AJIU Autocrat f Doncaster; 14. G-OTMC Beechjet 400 f EMA; 17. G-BBSU C.421G t Thurrock, G-BIBG S.76A t Harrogate, G-BMYD Be.A36 t Glasgow; 19. G-BNNO Pa.28 f Conington; 20. G-ORED Islander; 21. G-BOPH TR.182RG f Leighton Buzzard, G-BLSY Bell 222 f Sheffield; 22. G-DASH RC.112A f Manchester; 23. G-OMMC M.20J t Bourn, G-BOZP Be.76 t Newcastle; 24. G-BFSR F.150J t Leicester; 26. G-ASMJ F.172E t Kirkbride; 27. G-BRBX Pa.28 f Birmingham, G-BGGO C.152 f/t EMA; 28. G-ASCZ Emeraude f Newcastle, G-AYNF Pa.28 f W/Mountford t Skegness, G-ASIJ Pa.28, G-AVIT F.150G f/t Sleaford, G-TURP Gazelle t Basildon, G-BRBF C.152 t Tollerton; 29. G-AZWB Pa.28 t D/Hill, G-AZCZ Pup t Edinburgh, G-EGEE C.310Q f Norwich; 30. G-BETI Pitts f Newcastle, G-PATW Jetranger; 31. G-AZCU Pup t Shobdon.

Hemswell:- First noted on 17th, Ag-Cat G-BDZF was based here and also operated from Kirton-in-Lindsey for local spraying missions for the rest of the month.

Humberside:- New resident arrival this month is F.172H G-BFTH, whilst joining the fleet of choppers operating from here was newly registered S.76A G-CBJB. Visitors - 2. G-FMFL Falcon 50 t Le Bourget; 8. G-MPCU C.402 f Swansea, G-SAMM C.340A; 14. OY-SUL C.421G, G-JETS C.550, G-ATMG Rallye; 17. D-IBNK Be.300, G-AYAT Pa.28 t Ludham; 19. D-EEUD TB.20, D-EEEL Pa.28RT, G-BNOL/N/P, G-BNKE, G-VOID Pa.28s, G-BAED Aztec f Shobdon; 20. G-PEKT TB.20 f EMA; 21. G-BMSD Pa.28 t Leicester, 25. EI-BKD M.20J f Weston; 27. G-BPER Pa.38 f Tollerton; 30. G-BGYR BAe 125 f/t Warton.

Leeming:- A couple of civilians here, Bonanza G-NEWT f Newton on 16th and 20th and Pa.38 G-BPJF from Doncaster on 17th.

Linton-on-Ouse:- A couple of visitors during York Races were Citation N57BC on 15th and LongRanger G-LRII arrived for fuel from the Race Course on the 16th.

Netherthorpe:- Movements - 1. G-BFIG FR.172K f Barton, G-BFVG Pa.28 t Blackpool; 6. G-BMGN C.152 f Sturgate, G-DNCS Pa.28R f Barton, G-BRPS C.177, G-BICD Auster 5 f/t Sturgate; 8. G-BPKM Pa.28 t Fenland, G-OOLE C.172N; 13. G-BAHD C.182P f Lambley; 14. G-JENN AA.5B f Elstree; 15. G-BFHU F.152 f Seething; 18. G-BCSL Chipmunk t L/Staughton with BA.4B G-BEBS; 19. G-BIHI C.172M t Chapel-St.Leonards; 20. G-FOXA Pa.28 f Leicester, G-APVS C.170B, G-ARHU Pa.22 f Hucknall with Pitts G-BRJN, G-BHRH PA.150K f Hucknall; 24. G-BDGM Pa.28 t Barton; 26. G-BJWX Pa.18 f/t Skegness, G-ARIN Auster 6A, G-BBDP DR.400 f/t Rochester n/s; 28. G-ARAO Pa.18 f Lambley, G-DALT Enstrom, G-BMHS F.172M t Crowland, G-OABG H.369HS f Ripley, G-BECA Rallye t Braintree.

Rufforth:- With York Races on 15th - 17th the regular jockey mounts were visitors on all three days:- C.303s G-EDRY/G-PUSI, Pa.32R G-WILI and R.182RG G-BPUM being joined on 16th by C.340A G-MAGS, RC.695A G-BWMP t Farnborough, and Pa.34s G-BACE and G-BPON from Newmarket. The following day saw Pa.28 G-MERI from Edinburgh. Other visitors included - 3. G-BAJY DR.400 f/t Sturgate; 5. G-BHUM Tiger Moth, G-DISO D.150 f Prestwick; 7. G-BJMR C.310R t East Kirkby; 19. G-BRRJ Pa.28RT f/t Elstree; 20. G-HEPW Pa.32R; 26. G-COCO F.172M f/t Louth; 27. G-ASWB Airedale f/t Sutton Bank; 31. G-AZTD Pa.32 f Oxford.

Sandtoft:- A new resident here is C.152 G-BRWC. Movements - 1. G-GZDO C.172N f Skegness; 3. G-AXDI F.172H f L/Staughton; 6. G-OROD Pa.18 t Temple Bruer; 7. G-AVRS GY.80; 10. G-AXPN Pup; 15. G-BJWW Maule M.5 f Walton Wood; 16. G-TEWS Pa.28 f Liverpool; 20. G-BGSV F.172N f Wickenby; 21. G-BMSD Pa.28 t Blackbushe, G-BHGM Duchess f Tollerton; 26. G-AZAV C.337F f Fenland; 28. G-BNJD C.152 f/t Conington, G-APVS C.170B, G-RODD C.310R f Fenland, G-BLHW Kachina t Martin Fen, G-BCCC F.150L f EMA; 31. G-BHOZ TB.9 f Andrewsfield.

Sherburn:- A fly-in took place here on 28th with the following visitors - G-BREY Taylorcraft BC.12 f Shobdon, G-ATBU Terrier f Hucknall, G-ARFG C.175A f Sibson, G-ARRS Emeraude with Isaacs Fury G-BEER, G-AKTI Silvaire, G-AEVS Aeronca, Auster G-AJIU, Bolkow 207 G-EFTE, C.150 G-ATHG, C.152s G-BMSU/G-BRWC, C.170 G-APVS, C.172s G-AZKD/G-BIHI/G-BMHS/G-BPWR/G-CBOR/G-PARI, Citabria G-BGGA, Cubs G-BLPA/G-BRDL.

## LOCAL MOVEMENTS (Contd.)

Sherburn:- Falco G-BYLL, Glasair G-TRUK, Jodels G-ATJN/G-AWVO/G-AYGA/G-BEZZ/G-DISO, Kachina G-BLHW, Pa.15 G-BRJJ, Pa.22 G-ARNU, Pa.28s G-ASIJ/G-BHPY/G-FIZZ, Piel G-BPRT, Pitts G-BRJV, Rallye's G-BECA/G-PIGS, Robins G-BBJU/G-MATT, SF.25B G-BLCU and T.61B G-BAMB. Other movements - 2. G-BLIP C.152 f Swansea; 3. G-ILTS Pa.32 t Newmarket, G-BRLG Pa.28RT t Newcastle; 6. G-GDAY R.22B; 7. G-BMLK Grob 109 f Rufforth; 10. G-DEWR Hawk XP; 16. G-BBIV H.269 f Brough, G-BRLI Cub; 17. G-AYAT Pa.28 f Humberside; 19. G-AWVO DR.1050 f Barton; 23. G-GWYN F.172M f C/Moor; 25. G-BYBB Pa.32R f Newmarket, G-BRLI J/5A Cub; 27. G-BGGO C.152 f/t EMA, G-ATNE F.150F f/t Tatenhill; 29. G-BODU SF.25B; 30. G-AVGZ DR.1050 f Wombledon.

Sturgate:- Noted on air test from here on 30th was Pa.28 G-BCTF, the aircraft departing later the same day for Stapleford. Visitors included Turbulent G-AWDO on 4th Pa.34 G-BOEK on 9th from Brough and C.320E N4173T on 27th.

Temple Bruer:- Methorthorpe based Piel G-BPRT visited here on 6th along with F.150H G-AVUG.

Waddington:- French Beech 200 c/s 'ROF 855' diverted into here on 1st whilst on an Ambulance flight to Humberside, due to fog at its original destination.

Yearby:- A couple of visitors to the Redcar strip were Nipper G-AVXC from Brighton on 7th and Pa.32R G-ILTS to a strip near Heathrow on 29th.

## Helicopter Activity

Former local resident R.22B G-WIRL has left Northern Helicopters fleet and now lives at a private site near Leek, Staffs.

- |                          |   |
|--------------------------|---|
| 1. G-BPJC R.22B          | Sheffield F/T Ccstock                                 |
| G-RAHM Ecureuil          | Wakefield F Sheffield                                 |
| 2. G-ODMC T.Squirrel     | Leavesden/Huddersfield/LBA/Huddersfield/Battersea     |
| G-BTWW Jetranger         | Garforth/Penistone/Harrogate/Tadcaster/LBA/(Pipeline) |
| G-OKAT Ecureuil          | Gainsboro , F Oxford T Swinderby                      |
| G-BNKZ Hughes 369        | Garforth T Lake Windermere                            |
| 3. G-IDWR Hughes 369     | Gildersome F Ripponden T Huddersfield                 |
| 4. G-STVE T.Squirrel     | Sheffield F Edinburgh                                 |
| G-GDAY R.22B             | Keighley/Oxenhope/Harden Moor/Shelf                   |
| 6. G-HVRS R.22B          | Elland Road F Sandtoft T Tadcaster                    |
| 7. G-BRTB Jetranger      | Clitheroe/LBA/Gomersal/E.Morton/Oxenhope              |
| G-ROUT R.22B             | Elland Road F Sherburn                                |
| G-HVRS R.22B             | Tadcaster T Heptonstall and return                    |
| 8. G-MAVI R.22B          | Rotherham F Doncaster                                 |
| 9. G-OSEB Bell 222       | Scarborough F/T Knutsford                             |
| G-RAHM Ecureuil          | Sheffield (Fulwood) T Huddersfield                    |
| 11.G-UZEL Gazelle        | York F Gamston  |
| 12.G-GDAY R.22B          | Oxenhope T Shelf T Blackpool                          |
| 14.G-BNRZ R.22B          | Gomersal F/T Cardington (Bedford)                     |
| 15.G-MHCC Jetranger      | York Race Course F/T Barton                           |
| G-IDWR Hughes 369        | York Race Course F/T Ripponden                        |
| G-BRXZ R.22B             | York Race Course F/T Leicester                        |
| G-OSEB Bell 222          | Garforth T Manchester City Centre                     |
| G-HIEL R.22B             | Shadwell F Sherburn                                   |
| G-NEEP Jetranger         | Garforth/Bradford/Penistone/Hudd/LBA/Harrogate        |
| 16.G-BRTB Jetranger      | York Race Course F/T Bolton Abbey                     |
| 17.G-BIBG S.76A          | Temple Newsam F Gamston                               |
| 18.G-ZFDB T.Squirrel     | Rotherham T Kidlington                                |
| 19/20th G-ROGR Jetranger | Roundhay Park - Pleasure flying all day               |
| G-WYPA Bo.105            | Oxenhope F Carr Gate                                  |
| 20.G-PJCB A.109A         | Ossett (Wakefield Show) F/T Alton Towers              |
| G-OJCB Jetranger         | Driffield T Doncaster                                 |
| G-OSEB Bell 222          | Sheffield F Gamston                                   |

## "SUE'S FIRST SOLO"

My first solo flight in a PA-28/161 took place on a beautifully sunny clear afternoon at Sherburn Aero Club on 26th May 1990, witnessed by some pilot friends from the Clubhouse and, I am sure, a rather nervous Flying Instructor!

At Sherburn, the standard practice is not to forewarn a student of his/her impending solo flight as I imagine this would lead to sleepless nights! Usually, the student has a dual (student and Instructor) lesson and after 3/4 satisfactory circuits and landings during which the student is expected to do all the flying and decision making, the Instructor (who must be a full time Instructor) may, or may not, leave the aircraft after a landing and send you on your own.

After 45mins of doing 4 circuits, my Instructor finally asked me to drop him off, and asked if I'd like to have a go on my own. I was very eager to do so, so with a "Good Luck" he went. After the door and hatches were secured I started back-tracking down Runway II in preparation for a right hand circuit. I gave my first radio call to say I was back-tracking. One last check on Final approach for incoming aircraft showed a Cessna 172 on Finals. I held for him, waiting for his radio call to say he had departed the Runway. It was during this waiting that I became very conscious of being totally alone in charge of the aeroplane; I could distinctly hear every breath I took.

Very soon I had lined up at the threshold for take-off, and did my final pre-flight checks. Then off I went, pushing the throttle lever fully forward and keeping the take-off run straight using rudder. I rotated at 50kts (IAS), keeping the nose attitude shallow to build up speed to a 70kt climb. I noticed the aeroplane was much more responsive without the weight of an Instructor. At 200' I raised the flaps and trimmed for a steady 80kt climb. At 400', I did a 15' bank right turn. I was seated in the left hand seat, and so as I looked to my right during the turn to check my position I again could see no Instructor. However, I was working too hard to miss him!

I levelled off at 700', then turned right again onto the downwind leg. There was hardly any wind at all, and so this stage did seem to last longer than normal. Abeam to the Runway I radioed "Golf Charlie Romeo downwind". Now time for the pre-landing checks, brakes off, gear down, mixture rich, carb heat on (to prevent ice forming in carburettor) and off, fuel pump on, fuel quantity sufficient, fullest fuel tank selected, harness tight, hatches secure. For tracking purposes, for this leg I had aimed at a house with a red roof (which assisted me greatly). I commenced the turn onto base leg immediately after flying past a small village, rolling out with a new reference point, a school in the distance. Next, start the descent, bringing power back from 2100 rpm cruise to 1800, maintaining altitude to allow the airspeed to bleed off to below VFE (or max. flap operating speed). Airspeed down to 90kts, first stage of flap, trim for descent at 80kts, USI down 400'/min. Turned onto Finals at 550' (a little lower than the normal 600'). Used some power to regain height, lining up with Runway now, using rudder. Lower 2 more stages of flap for Final approach speed at 65kts. Positively aiming at a point beyond the Runway number "11". During all this I was talking out aloud to myself to assist my concentration. I radioed "Finals, full stop", and during the last few feet, rounded out smoothly, throttling right back, holding her off for as long as possible, then touchdown. It was, I must admit, the smoothest landing I'd ever done and the best approach to date. I taxied back feeling extremely happy, wanting to tell all who I know (and who I don't know). I now have about 2½ hrs solo, but no matter how experienced I become, I'll always treasure the memory of my first solo (in G-SACR, PA-28/161).

## "TRIP IN A MICROLIGHT"

Shortly after my epic first solo flight in a PA-28/161 at Sherburn on 26th May, I went along during the week following to try and build up some solo hours. Whilst there, I spotted a Microlight parked near the fuel pumps. Its proud owner was in the Clubhouse and I found out that he had about 2000 hours experience of flying Microlights to fast Jets (mainly Phantoms) in the RAF, and was on holiday from his current base at RAF Church Fenton.

"TRIP IN A MICROLIGHT" Contd.)

After chatting for a while he offered me a trip in his Microlight - an offer which no sane aviation enthusiast would refuse! I went along on the 30th May at 1315hrs, bringing with me a thick woolly jumper as instructed. The air temp. decreases by 3' per 1000' and so it can get quite chilly, otherwise. The day was extremely hot and humid, with some haze. I put my jumper on and then the pilot lent me his fur-lined flying suit, whilst he wore a jacket. He'd brought me some leather gloves, an SAS-style balaclava, on top of which went a set of headphones, followed by a sturdy helmet complete with visor. At this stage, I was feeling decidedly warm, but still eager to go. The Microlight itself looks rather like a bicycle-for-two suspended from a hang-gliders wings. There is a small but powerful engine at the rear, with a prop which, on a good day, can give the Microlight 90mph (the airspeed is read in mph and not knots). Two fuel tanks give an impressive range of 4 hours. I, as passenger, sat in the rear seat (which looked and felt like being perched in a "baby seat" of a car!) and the pilot then sits in front. There isn't much space, the pilot having to sit between the passengers legs which are tucked in resting on two bars. We both strapped in with our lap straps. Pre-flight checks were done very quickly as there were so few - merely testing full and free movement in pitch and roll of the wings above us, instruments reading zero, a brief engine test and we were ready. The radio was operated by a square yellow button on a bar in front of the pilot. After requesting taxi clearance, we taxied towards Runway 11. I was then asked to help steer the Microlight with the pilot. The steering is like that of a go-kart i.e. to go left you press the RIGHT bar and vice-versa. The taxi run felt surprisingly quite smooth until we got onto the grass runway, when every bump was felt. I'd been warned that the climbing attitude after take-off would be steep at 45' or more. As it turned out we only reached maybe 30' pitch, climbing out at 30-45mph as initially there wasn't much lift. However at about 100-150' above the ground we found a surge of lift and climbed rapidly at 800-1000' a minute up to 1500. Flying in a Microlight is very exhilarating, visibility is, of course, excellent. It actually feels like you are suspended in air parachuting or flying on your own and takes a while to get used to. You can feel the air rushing around you and also anticipate any turbulence that may be around the corner. The pilot went through Church Fenton's MATZ, staying above 1500' AGL (above ground level). Once out of that area en route to Brighton he let me have a go at flying it. To climb one pushes a horizontal bar forwards and to dive you have to pull it back. I tried a turn by pulling one of the wings in towards me but when rolling out, I found the wind too strong to push it back, so the pilot intervened! The landing at Brighton was very smooth despite a rather steepish descent which (he assured me) was normal for a Microlight. We stopped for coffee and then headed back to Sherburn. I assisted in navigating nearer to Sherburn by picking out landmarks. Another good (this time, crosswind landing) was made. I had a fantastic trip (total flying 30mins) and would certainly recommend anyone to have a go at Microlighting.

Sue P. Barlow.

OUT & ABOUT

Ringway 19/5/90:- VH-OJD B.747-400 (Qantas), 9V-SKN B.747-300 (Singapore), G-GAGJ Tristar (Air Canada), G-FXCA B.767-300ER (Canadian A/L), G-BRIF B.767 (Britannia), G-TEAA B.737-300 (operating UK Leisure flight), G-MONP B.737-300 (Monarch, all white scheme), EI-ASC B.737C (Aer Lingus, operating DLH Cargo flight), 5B-DAG BAC 1-11 (Cyprus, for maintenance), G-AWBL BAC 1-11 (Birmingham Exec.), N355WS Electra (ABC), G-APSA DC-6A (Air Atlantique), G-BPFU HS.748 (Scottish European), G-BMHY/BNDI SD.3-60s (Air Europe Express), G-BOOM Hunter, D-IEEF Cheyenne III.

Luton 7/6/90:- OH-LAB A.300 (KarAir), G-MONS A.300-600ER and G-MONF/G B.737-300s (Monarch), EI-BSS/EVH/CAS BAC 1-11s (Ryan Air), G-BGMW B.737 (ex.Britannia-all white scheme), G-TNTE B.Ae.146QT (TNT), G-ATDS Herald (Channel Express), EI-BXS ATR-42 (Ryan Air), PH-KSC SF.340 (Netherlines), G-EXEL Brasilia (Air Exel), N311AG B.727, HB-IMY Gulf 3, N20G Challenger, LX-AER Falcon 900, G-DBII C.560, OO-CJN PA-31.

## OUT & ABOUT

Gatwick 8/5/90:- A6-EKA A.310 Emirates, C-GQBF DC.8 Nationair, G-FCAJ/FTCA B.767s Canadian, D-ALLI M.87 Aero Lloyd, D-BOBO DHC.8 Hamburg, EI-BZA B747 Phillipines, F-GFUE B.737 Aeromaritime, F-GGEG A.320 Air Inter, N134AA/144AA DC.10s American, N608US B.747 Northwest, N609TW/650TW B.767s TWA, N609US B.767 US Air, N740DA/741DA/755DL L1011s Delta, N608PE B.747 N12061 DC.10 Continental, PH-TVH B.737 Transavia, PH-ZCK/M/N F.100s Air Europe, VR-HKG B.747 Cathay Pacific, Z-WPE B.767 Air Zimbabwe, 4R-ULB L1011 Air Lanka.

Heathrow 8/5/90:- A6-HEH/G-ONVT/HB-ITW/VR-CYM Gulfstream 3s, VR-BJV Gulfstream 2, G-BNSC/HB-VIC Citations, G-BHSU/BLSM/BTAB/TOMI HS.125s, I-EJIC Learjet, D-IAAK Be.200, A40-TW L1011 Gulf Air, G-GAGG L1011 Air Canada, D-AIAN A.300 Lufthansa, EC-DLF/DNR A.300s Iberia, F-CDGV A.310 Alia, HB-IPB/G A.310s Swiss Air, I-BUSJ A.300 Alitalia, JA8178 B747 Japan Air, OK-JBJ IL-62 CSA, OO-DJA F.28 Delta Air Transport, M114TW B727 TWA, SU-GAA A.300 Egyptair, SX-DEB A.300 Olympic, S2-ACP DC.10 Bangladesh, YV-134C DC.10 Viasa, ZS-SAL B747 South African, 4X-AXA B747 EI AL, 5B-DAS A.310 Cyprus, 5Y-BEM A.310 Nigerian, 9K-ADB B747 Kuwait, 9Y-THA L1011 BWIA, 5-6974 VC-137 USAF,

Edinburgh 9/5/90:- EI-FKD F.50 Aer Lingus, F-BPJK B727 Air France, G-BHMZ/BNTN F.27s, G-UKAC/UKHP/UKID/UKPC HS.146s Air UK, G-BJRT/U B1-11s, G-BMAR/BMLG SD3-60s, G-BLGE/OLCD ATPs, G-BMXW DHC6 Loganair also G-BOAY DHC 7 on Loganair flight, G-BRWN Gulf 1, G-BFLL HS.748 Aberdeen Airways, G-BGYV EMB.110P, G-SOFS F.27, G-SCTT Herald, G-BPYC C.310R, G-FRAF Falcon 20, XX231/250/347 Hawks, XX525 Bulldog, ZF584 Lightning.

Doncaster 11/5/90:- G-ATNI/AVUH/AWUJ/AWUT/BMEX C.150s, G-BMOM IS-28, G-BRJN Pitts, G-BKDC Sonera, G-ORAY C.182, G-AHBL DH.87B, G-BNIJ TB.10, G-KENN/MAVI R.22Bs, G-BFFE/BPNY/EPZK C.152s, G-AVCE/GYAV C.172s, G-STAT C.U206, G-AIJU Autocrat.

Finningley 11/5/90:- XV263 Nimrod, WD390/WK638 Chipmunks.

North Weald 12/5/90:- (Fighter Meet) ZA550/ZA556/ZE207 Tornados, XX526 Bulldog, XX157/204/339 Hawks, ZD351 Harrier, WV470 P.56 Provost, XZ338 Gazelle, ZD611 Sea Harrier, G-ATON/AVFX/DAMB PA-28s, G-MELT/BONS C.172s, G-BBLH Cub, G-EGTT C.310, G-AWAH Be.95, 503 Mig 21. Aces High Museum:- G-BMJY YAK C18, G-BLSW C-119G, TS423/KK895 Ansons, G-ARHN/ARDE Doves, G-ALEF Devon, XN691 Sea Vixen, J-1758 Venom, G-AMSN Dakota, G-LEES Hughes 369, VR-BIA Jetranger, XR984/XS104 Gnats, WF877 Meteor, 430823 B-25J, EN938 Spitfire, 126867/126912 Skyraiders. Display Aircraft:- G-BIRD Pitts, G-BEEM Jetranger, XX965 Jaguar, G-FOTO PA-23, G-AVNY/Z Fourniers Skyhawks, PV202 Spitfire, LS326 Swordfish WB271 Firefly WG655 Sea Fury Royal Navy Historic Flight, ZE418 Sea King, XW845 Gazelle, N153JS Nieuport, 425/17 Fokker Dr.1, N152JS Fokker D7, F8010 SE-5A "Stringbags", ZA543 Tornado, PA474 Lancaster, P7350 Spitfire, PZ865 Hurricane, BoB Memorial Flight, XP820 Beaver, XR244 Auster, XL314 Skeeter, XZ171 Lynx, XT646 Scout, XW903 Gazelle, XT131 Sioux, Army Air Corps Historic Flight, VK+AZ Ju.52, 14 Pilatus P.2, NJ+C11 Me.109, FR870 Kittyhawk, 472917 Mustang, 473877 Mustang, Z3781 Hurricane, Airfield Attack Sequence, XZ492 Sea Harrier, 124485 B-17G, G-AZSC 'Zero', 133722/NZ5628 Corsairs, 53319 Avenger, N6178C Tigercat, 434602 Invader, 430823 B-25J, XX317 Hawk, 121714 Bearcat, 226671 Thunderbolt, 444393 Kingcobra.

Crosland Moor 27/5/90:- G-ATHI/BEPY/BEXY PA-28s, G-OSEA BN-2A, G-ATFF/BCBM PA-23s, G-AVBZ/AYCT/BEXH C.172s, G-AXJJ B.121 Pup, G-BDUL Evans VP.1, G-AKTI Luscombe 8A, G-ARYH PA-22, G-BJOT Jodel, N87KJ LongEz, F83CQ Mistral.

Sherburn Fly-in and Vintage Car/Motorbike Rally:- G-ATXO Sipa 903, G-ATHG/ATHV/BAZS/BBDT/BBNJ/BFLI/WYMP C.150s, G-BYLL Falco, G-ATGP/ATJN/AWVO/AYGG/AYKT/AYFP/AYRS/DISC Jodels, G-BAPP/BDUL Evans VP.1, G-BMHN/BOSY/HIEL/ROUT R.22s, G-BECA/PIGS Pallyes, G-BGGA Citabria, G-BHHS/BPWR/OBMS/PARI/YORK/YTWO C.172s, G-BBJU/NBDD Robins, G-ASIJ/BAMM/BEPY/BJAG/FUZZ/SACR/SACS/SACT/SACU/SACV PA-28s, G-BAJN/OBMW AA-5s, G-ARRS/BPRT Emeraudes, G-BREY (N43640) Taylorcraft, G-ATBU Terrier, G-ARFG C.175, G-BLHW Varga 2150A, G-BEER Isaacs Fury, G-WERY TB.20, G-AEVS Aeronca, G-AKTI (N1734K) Luscombe, 8A, G-BLPA/454037 (G-BFDL) B-3C Cubs, G-BRJL (N4370H) PA-15, T7909 (G-ANON) DH.82A, G-TRUK Glasair, G-BCYH DAN Privateer, G-BJMR C.310, G-BRJN Pitts, G-BCER GY.20, G-BLCU Falke, G-BIOW T-67A, G-ATDO Bo.208, G-AJIU Autocrat, G-BNCZ LongEz, G-BGTG PA-23, G-AXJJ B.121. Approx. 20 Vintage cars plus many motorbikes were present.

## AIRLINE NEWS

Air Malta are using two leased Boeing 727-200s this summer, namely Dan-Air's G-BPNS and Faucett Peru's OB-R-1303.

Air Sarnia The southern-based Islander operator have applied for the Bournemouth-Cherbourg route licence.

Air UK appear to be about to acquire ten BAC1-11s. Four of the aircraft appear to be the Aer Lingus -208AL specimens, while the other six will come from USAir. These reports have not been confirmed by the airline itself, but it has applied for various European route licences from Stansted, which would require jet equipment. Air UK's financial situation is also under question : 85.1% of the airline's shares are held by Bricom, a subsidiary of the troubled British & Commonwealth Group. Bricom's other aviation interests include Bristow Helicopters and Servisair, making it a major force in the UK industry. Bob Frost resigned as managing director on 31st May, for personal reasons : Mr. Neil Hanscombe, the group managing director (the group being Air UK, Air UK Leisure and Air UK Engineering) has stepped in to fill the post until a successor is appointed.

All Nippon have signed an agreement with Air Europe, whereby the former airline has purchased 20% of all capacity on flights which connect with Air Europe's network at Gatwick. This means that ANA can market these service as interconnections through it's own reservations network. ANA now have four flights a week from Gatwick to Tokyo.

Anglo Cargo Airlines Unconfirmed reports suggest that the airline will shortly be acquiring a Boeing 747-200 to add to it's fleet of two Boeing 707-300Cs and one BAC1-11-400. The new aircraft would be operated on passenger charters during the summer, and in a freight configuration in winter.

Birmingham European's fifth and last BAC1-11-400, G-AVGP, entered service recently. The airline now uses it's jet aircraft on Belfast-Birmingham-Amsterdam, Birmingham-Stuttgart, Birmingham-Milan Linate, Birmingham-Frankfurt, Birmingham-Copenhagen and Birmingham-Oslo-Gothenberg Landvetter services, while the Gulfstream is continue to operate the Birmingham-Newcastle services, and services for British Airways on the Birmingham-Aberdeen and Newcastle-Frankfurt routes.

Weekend charter work between Birmingham, Glasgow, Manchester and Jersey is also undertaken.

Britannia Airways have ordered six Boeing 757-200 aircraft, for use on European and transatlantic charter services. The aircraft will be used to fill the gap between the 150 seat 737 and the 270 seat 767 in the Britannia fleet, allowing better utilization of both the other aircraft types. The new aircraft would also replace several 737-200s, while a decision over the final replacement for the venerable type will be made shortly.

Brymon Airways have acquired Dash Seven G-BOAZ from London City Airways.

Caledonian Airways Sources suggest that Caledonian will be absorbed into British Airways at the end of October, ending the Caledonian name. This summer, the airline is using a mixture of L1011 TriStars and Boeing 757s on charter services from Gatwick, Manchester and Birmingham. The next 757 originally destined for Caledonian, G-BPEC, is being painted in BA colours.

Capital Airlines have increased frequency on the Belfast City to Dublin route to four flights each way per day, with two returns at the weekend.

Dan-Air have applied to serve Newcastle, TeesSide, Manchester, Madrid, Prague, Warsaw, Budapest and Moscow from Berlin Tegel. The airline would envisage using BAe146 equipment on these routes if their application was

successful. Two HS748 aircraft are based in Berlin for the operation of scheduled Berlin-Amsterdam and Saarbrücken services, and a new Class Elite service between Berlin and Gatwick was launched earlier this year.

European Express Air are a new Liechtenstein-based carrier, planning to commence operations in 1991 with an A320 leased from GPA. The aircraft would be used on scheduled services from Vaduz to Amsterdam and Munich, operating charter services to Rhodes and Lisbon when not otherwise required.

GB Airways have applied for the Gatwick-Jersey route licence. The Gibraltar-based airline plan to develop a strong network of European leisure-orientated services by 1992. In addition to this, applications to operate on the former BIA services between Gatwick, Catania and Palermo have been lodged with the CAA. The airline already operates three 737-200s on services between Gatwick and Gibraltar, Funchal, Jerez de la Frontiera and Tangier, with a twice-weekly link from Gibraltar to Manchester also being maintained.

Iberia have ordered eight Boeing 757 aircraft, for use on scheduled services to the USA, Middle East, Africa and Scandinavia. The first aircraft is due for delivery in March 1992.

The airline's first four MD87s were delivered in April, with the delivery rate now being four per month. The type has also made it's debut on UK services, and is shortly to be permanently employed on the Manchester and Birmingham runs.

Indian Airlines have reached a decision to sell or lease out their fourteen A320s delivered before the fatal crash at Bangalore in February, since which all the aircraft have been withdrawn. Four aircraft, originally destined for Indian Airlines, but completed after the crash are also to be sold.

## LEEDS BRADFORD

The winter inclusive tour programme is now taking shape : without publishing exact brochure details, the plan is as follows :  
Thomson : One Britannia Boeing 737 based to operate flights to Palma, Tenerife, Malaga, Alicante, Salzburg and Monastir. Monastir is a new destination, only ever operated before by Thomsons for two months from February 1985. One Spanish-based aircraft operates a Tenerife-Leeds-Tenerife service on Tuesdays and one Air Malta service operating on Tuesday also.

Intasun : One Air Europa 737-300 operating a weekly Tenerife service as an extension of the summer Friday flight (runs 2/11-16/11 and 21/12-19/4).  
Capital Airlines BAe146 used on Palma services (Saturday afternoon : operates 3/11-17/11 and 16/2-27/4), Malaga services (Sunday morning 4/11-18/11 and 17/2-28/4), Alicante services (Saturday morning 16/2-20/4), and Salzburg services (Sunday morning, returning at 1800 : operates 30/12-31/3).

Publicity material distributed by British Airways suggests that the airport's Brussels link is shortly to be resumed by Sabena or associate company.

Produced by Wings North on behalf of Air Yorkshire.