

Coverdale



YORKSHIRES PREMIER AVIATION SOCIETY



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MAGAZINE

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COMMITTEE MEMBERS
2001-2002

Noreen BARRETT, Paul WINDSOR, Denis STENNING, John DALE,
Laurie COLDBECK, Geoff WARD, David TENNANT.

Please note that all membership enquiries should be made to the Treasurer

MEETINGS AT L.B.I.A GATE 20 - 14:30hrs

7 July - Norman Smart presents a slide show from his exclusive photographic collection

4 Aug - Yes, we are giving an August meeting a try this year!

AIR YORKSHIRE AVIATION SOCIETY NEWS

Those of you who attend the monthly meetings will be aware that the Society is planning a coach trip to the Museum at Duxford. The target date is 28 September, although this is subject to confirmation. A non air-show day has been deliberately chosen to avoid the crowds and enable us to spend the whole day on the exhibits. All members are welcome. Please add your name to the list, to reserve your place, by contacting the Chair or any Committee member.

Our guest speaker was not available for the May meeting because of other commitments. We hope to be able to re-arrange for a future date. In his place the Committee mounted a pre-prepared stand-by; this took the form of an aviation quiz. Five teams of six members competed against each other as teams in round one. Each team was identified by a Boeing airliner designation: 717, 727, 737, etc. Team 727, the winners with 13 points, competed as six individuals in round two. Howard Bell and Darren O'Hara tied, with Darren winning the tiebreak. Chris Glover pipped Eddie Johnson for second place after a further tiebreak. All three received prizes.

The Committee is always on the lookout for good ideas for meetings and trips. If you have any ideas, suggestions or contacts, get in touch with David Tennant or any Committee member.

Jim Stanfield



MOVEMENTS MARCH - APRIL

First of all we have to catch up with the end of the March movements so we will continue from the following date:

24 Sunday

El-CKQ	Boeing 737	0833 0919	G-BVKD	Boeing 737 500	0933 1050
G-UKFI	Fokker 100	0942 1055	G-JEDX	DHC-8	1032 1117
G-FRYI	King Air 200	1144 1318	G-BOYC	Robinson R-22B	1200 1222
G-MAJM	Jetstream 41	1307 1507	G-RJXK	EMB 135	1344 1458
HANS	Robin DR400 2+2	1354 1503	G-UKFI	Fokker 100	1407 1610
G-BYAU	Boeing 757	1505 1633	G-BNKG	Cessna 172N	1511 1806
G-JECC	CL600 RJ	1621 1704	G-RJXE	EMB 145	1630 1755
G-YPOL	MD400	1633 1746	G-RJXK	EMB 135	1645 1809
G-MAJD	Jetstream 41	1710 1744	N2683Y	Cessna 421C	1724 1020(16)
G-MAJM	Jetstream 41	1728 1805	G-MAJI	Jetstream 41	1735 1825
G-BVKD	Boeing 737 500	1832 1924	G-JECC	CL600 RJ	1909 1954
G-UKFI	Fokker 100	1940 0629(25)	G-MAJB	Jetstream 41	1957 0701(25)
G-MAJD	Jetstream 41	2001 0707(25)	G-RJXK	EMB 135	2004 0737(25)
G-MAJM	Jetstream 41	2025 1437(25)	G-RJXB	EMB 145	2054 0721(25)
G-RJXE	EMB 145	2105 0728(25)	G-MAJI	Jetstream 41	2120 0653(25)
G-BZSD	PA-46 Malibu	2133 0712(25)	G-BVKD	Boeing 737 500	2156 0644(25)
G-PIDS	Boeing 757	2317 1106(25)			

25 Monday

G-JECC	CL600 RJ	0746 0822	N425HS	Cessna 425	0751 1114
G-GCKI	Mooney M20K	0756 1134(26)	G-MAJB	Jetstream 41	0913 1006
G-MAJD	Jetstream 41	0925 1003	G-RJXI	EMB 145	0928 1038
G-RJXK	EMB 135	0931 1511	G-BVKD	Boeing 737 500	0934 1056
G-UKFK	Fokker 100	0938 1046	G-MAJI	Jetstream 41	0949 1159
G-RJXB	EMB 145	1023 1403	El-CKR	Boeing 737	1032 1111
G-JECC	CL600 RJ	1043 1118	G-RJXE	EMB 145	1053 1348
G-MAJD	Jetstream 41	1249 1327	G-SUZI	B55 Baron	1324 1836
G-RJXI	EMB 145	1334 1455	G-BVKD	Boeing 737 500	1340 1528
YZ309	Gazelle AH.1	1347 1422	G-UKFG	Fokker 100	1352 1602
MAFI	Dornier Do 228	1416 1516	G-MAJI	Jetstream 41	1422 1507
G-MAJB	Jetstream 41	1433 1513	G-BOKD	JetRanger	1440 1544
G-MAJD	Jetstream 41	1533 1605	G-JECC	CL600 RJ	1619 1659
CS-DFB	Falcon 900	1628 1401(26)	G-RJXI	EMB 145	1652 1741
G-RJXK	EMB 135	1701 1808	G-MAJM	Jetstream 41	1707 1745
G-RJXE	EMB 145	1709 1755	G-RJXB	EMB 145	1713 1802
G-MAJB	Jetstream 41	1725 1804	G-BZSD	PA-46 Malibu	1732 1826
G-MAJI	Jetstream 41	1736 1832	G-BVKD	Boeing 737 500	1805 1903
G-MAJD	Jetstream 41	1841 0701(26)	G-JECC	CL600 RJ	1912 2014
G-UKFG	Fokker 100	1931 0622(26)	G-RJXI	EMB 145	1941 0723(26)
G-MAJM	Jetstream 41	1954 0708(26)	G-RJXK	EMB 135	2001 0735(26)
G-PIDS	Boeing 757	2004 1151(26)	G-MAJB	Jetstream 41	2032 0652(26)
G-RJXB	EMB 145	2042 0718(26)	G-RJXE	EMB 145	2059 0731(26)
G-LOFD	L.188 Electra	2108 2218	G-MAJI	Jetstream 41	2121 0727(26)
G-BVKD	Boeing 737 500	2129 0638(26)			

26 Tuesday

N484CJ	CitationJet	0647 1054	G-JECC	CL600 RJ	0750 0822
G-RJXI	EMB 145	0914 1456	G-MAJM	Jetstream 41	0920 1109
G-BVKD	Boeing 737 500	0925 1052	G-RJXK	EMB 135	0930 1509
G-MAJD	Jetstream 41	0934 1003	G-MAJB	Jetstream 41	0953 1344
G-MAJI	Jetstream 41	1004 1105	G-RJXB	EMB 145	1015 1406
EI-CON	Boeing 737	1027 1122	G-JECC	CL600 RJ	1031 1126
G-OBLC	B76 Duchess	1044 1734	G-UKFI	Fokker 100	1050 1146
G-RJXE	EMB 145	1122 1342	N184CD	Cirrus SR20	1133 1539(27)
I-DAVI	DC9 82	1224 1324	G-MAJD	Jetstream 41	1247 1447
G-BVKD	Boeing 737 500	1334 1526	G-UKFI	Fokker 100	1415 1615
G-MAJC	Jetstream 41	1425 1500	EC-HLB	Lear Jet 35A	1443 2221
G-BYAD	Boeing 757	1445 1637	G-MAJI	Jetstream 41	1448 1531
G-JECC	CL600 RJ	1617 1704	G-TICL	Airbus 320	1650 1956
G-RJXE	EMB 145	1653 1803	G-RJXI	EMB 145	1700 1743
G-RJXK	EMB 135	1705 1812	G-RJXB	EMB 145	1710 1815
G-MAJD	Jetstream 41	1715 1750	G-MAJC	Jetstream 41	1718 1808
G-MAJB	Jetstream 41	1727 1829	G-BVKD	Boeing 737 500	1805 1901
G-MAJI	Jetstream 41	1822 0706(27)	G-JECC	CL600 RJ	1906 1959
G-UKFI	Fokker 100	1928 0615(27)	G-OMNI	PA-28R Arrow II	1939 1540(27)
G-RJXI	EMB 145	1943 0731(27)	G-RJXK	EMB 135	2001 0729(27)
G-MAJD	Jetstream 41	2007 0650(27)	G-MAJC	Jetstream 41	2023 0703(27)
G-RJXE	EMB 145	2054 0720(27)	G-RJXB	EMB 145	2057 0718(27)
G-MAJB	Jetstream 41	2117 0722(27)	G-PIDS	Boeing 757	2121 1113(27)
G-BVKD	Boeing 737 500	2140 0642(27)			

27 Wednesday

G-JECC	CL600 RJ	0750 0824	G-BSYI	Twin Squirrel	0906 1309
G-RJXE	EMB 145	0916 1451	G-RJXK	EMB 135	0919 1502
G-MAJC	Jetstream 41	0922 1013	G-KDMA	Citation Encore	0927 1031
G-MAJI	Jetstream 41	0930 1039	G-BVKD	Boeing 737 500	0933 1051
G-UKFI	Fokker 100	0941 1042	G-MAJD	Jetstream 41	0951 1339
G-MAJB	Jetstream 41	1009 1109	G-JECC	CL600 RJ	1032 1125
EI-CNX	Boeing 737	1035 1118	G-RJXB	EMB 145	1047 1359
G-ODOG	PA-28R Arrow II	1102 1323	G-RJXI	EMB 145	1105 1344
G-MAJI	Jetstream 41	1257 1432	G-BVKD	Boeing 737 500	1334 1524
G-UKFI	Fokker 100	1351 1608	G-MAJC	Jetstream 41	1422 1507
G-SMAF	Sikorsky S76A	1449 ———(28)	G-MAJB	Jetstream 41	1455 1537
G-JECC	CL600 RJ	1623 1728	G-RJXK	EMB 135	1655 1829
G-RJXE	EMB 145	1659 1820	G-MAJI	Jetstream 41	1702 1824
G-RJXI	EMB 145	1705 1955	G-RJXB	EMB 145	1723 1910
G-MAJC	Jetstream 41	1734 1822	G-MAJD	Jetstream 41	1754 1903
G-MAJB	Jetstream 41	1826 0726(28)	G-BVKD	Boeing 737 500	1851 1939
G-JECC	CL600 RJ	1922 2003	G-UKFE	Fokker 100	1930 0616(28)
G-RJXE	EMB 145	2011 2351	G-RJXK	EMB 135	2014 0730(28)
G-PIDS	Boeing 757	2018 1008(28)	G-MAJI	Jetstream 41	2031 1005(30)
G-MAJC	Jetstream 41	2043 0735(28)	I-CAFD	Falcon 50	2103 2356
I-TOPJ	Beechjet 400A	2145 0135(28)	G-BVKD	Boeing 737 500	2206 0645(28)
G-MAJD	Jetstream 41	2219 0659(28)	G-RJXI	EMB 145	2248 0724(28)
I-DAWL	DC9 82	2324 0159(28)			

28 Thursday

G-RJXB	EMB 145	0027 0732	G-RJXE	EMB 145	0131 0720
G-JECC	CL600 RJ	0756 0826	G-BVKD	Boeing 737 500	0921 1059
G-MAJD	Jetstream 41	0924 1003	G-RJXK	EMB 135	0926 1509
G-RJXE	EMB 145	0930 1502	G-UKFE	Fokker 100	1001 1053
G-MAJB	Jetstream 41	1017 1104	G-RJXI	EMB 145	1024 1407
G-JECC	CL600 RJ	1034 1120	EI-CNT	Boeing 737	1041 1124
G-MAJC	Jetstream 41	1048 1126	G-RJXB	EMB 145	1051 1347

G-OBLC	B76 Duchess	1057 1228	G-SARA	PA-28 Archer II	1207 1622
G-BMUT	PA-34 Seneca	1213 1120(27)	G-BMUZ	PA-28 Warrior II	1216 1325
G-BODY	Cessna 310R	1218 1553	G-CBIL	Cessna 182K	1225 1314
G-BVRF	PA-38 Tomahawk	1236 1500	EC-IAG	Airbus 320	1317 1456
G-MAJD	Jetstream 41	1328 1412	G-AZLY	Cessna FA150L	1341 1424
G-BVKD	Boeing 737 500	1351 1522	G-UKFE	Fokker 100	1354 1611
G-MAJC	Jetstream 41	1456 1537	G-MAJB	Jetstream 41	1458 1540
G-JECC	CL600 RJ	1621 1706	G-BYAF	Boeing 757	1644 1817
G-RJXB	EMB 145	1700 1747	G-RJXE	EMB 145	1703 1807
G-RJXK	EMB 135	1705 1811	G-RJXI	EMB 145	1709 1803
G-MAJD	Jetstream 41	1735 1825	G-MAJC	Jetstream 41	1757 1830
G-EVES	Falcon 900	1759 1822	G-BVKD	Boeing 737 500	1801 1905
G-MAJB	Jetstream 41	1834 1911	G-JECC	CL600 RJ	1916 1952
G-UKFE	Fokker 100	1925 0612(29)	G-PIDS	Boeing 757	1940 0944(29)
G-RJXK	EMB 135	2007 0733(29)	G-RJXE	EMB 145	2012 1040(29)
G-RJXI	EMB 145	2049 0720(29)	G-RJXB	EMB 145	2052 2130
G-MAJC	Jetstream 41	2057 0959(29)	G-OOJP	Rockwell 114B	2102 1429(29)
G-MAJB	Jetstream 41	2128 0653(29)	G-MAJK	Jetstream 41	2136 1615(31)
G-MAJD	Jetstream 41	2139 0704(29)	G-BVKD	Boeing 737 500	2148 0651(29)

29 Friday

G-JECC	CL600 RJ	0750 0821	G-MAJD	Jetstream 41	0935 1120
G-UKFE	Fokker 100	0937 1047	G-BVKD	Boeing 737 500	0939 1050
G-MAJB	Jetstream 41	0951 1043	EI-CNT	Boeing 737	1027 1112
G-JECC	CL600 RJ	1038 1119	G-RJXK	EMB 135	1044 1510
G-RJXI	EMB 145	1057 1346	EC-GZD	Airbus 320	1059 1218
G-BBXL	Cessna 310Q	1128 1040(08)	G-BYAF	Boeing 757	1233 1437
G-MAJB	Jetstream 41	1300 1338	SE-DZH	Boeing 737 800	1315 1457
G-OLDJ	Lear Jet 45	1318 1542	G-RJXF	EMB 145	1320 1407
G-RJXE	EMB 145	1332 1459	G-MAJD	Jetstream 41	1349 1433
G-BVKD	Boeing 737 500	1353 1902	G-UKFE	Fokker 100	1355 1602
G-MAJC	Jetstream 41	1427 1512	G-JIVE	Hughes 369E	1435 1528
G-JECC	CL600 RJ	1623 1703	G-MAJB	Jetstream 41	1631 1709
G-RJXI	EMB 145	1648 1748	G-RJXE	EMB 145	1641 1848(31)
G-RJXK	EMB 135	1658 1508(01)	G-RJXF	EMB 145	1705 1745
G-MAJD	Jetstream 41	1730 1429(31)	G-MAJC	Jetstream 41	1733 1806
G-BRLO	PA-38 Tomahawk	1750 1024(30)	G-PIDS	Boeing 757	1915 2100
G-UKFE	Fokker 100	1937 0609(30)	G-MAJB	Jetstream 41	1950 0652(30)
G-CEGP	King Air 200	2009 1050(30)	G-MACK	PA-28R Arrow II	2012 0826(31)
G-MAJC	Jetstream 41	2023 1500(31)	G-RJXI	EMB 145	2054 0821(30)
G-BVKD	Boeing 737 500	2132 0642(30)			

30 Saturday

G-PIDS	Boeing 757	0238 0723	EI-CNZ	Boeing 737	0759 0829
G-ODSK	Boeing 737 300	0928 1047	G-UKFE	Fokker 100	0931 1040
G-FLVU	Citation I	0934 1555	G-MAJB	Jetstream 41	0943 1416
G-RJXI	EMB 145	1148 1404(31)	G-BDYD	Rockwell 114	1222 1146(01)
G-JECC	CL600 RJ	1237 1357	G-RJXG	EMB 145	1256 1405(01)
G-MAJI	Jetstream 41	1306 1505	G-JEAX	BAe 146 200	1317 1421
G-UKFE	Fokker 100	1400 1602	G-JIVE	Hughes 369E	1432 1506
G-BOIC	Turbo Arrow III	1441 1423(4/5)	G-MEAX	PA-28R Arrow II	1444 1531
G-MAJI	Jetstream 41	1720 1407(31)	G-MAJB	Jetstream 41	1733 1003(31)
G-BNKD	Cessna 172N	1830 2111	G-KDMA	Citation Encore	1918 1944
G-SUEE	Airbus 320	1922 2107	G-UKFM	Fokker 100	1934 0623(31)
G-SAMJ	1941 Victor	1941 1124(31)	G-BVKB	Boeing 737 500	2046 0700(31)
G-MCEA	Boeing 757	2134 0817(31)			

31 Sunday

EI-CNY	Boeing 737	0850 0928	G-UKFM	Fokker 100	0936 1038
G-BVKB	Boeing 737 500	0944 1051	G-MAJB	Jetstream 41	1257 1333
G-JEDC	DHC-8	1305 1346	G-BYAJ	Boeing 757	1353 1548
G-UKFO	Fokker 100	1357 1602	G-JECC	CL600 RJ	1610 1657
G-RJXI	EMB 145	1646 0741(01)	G-MAJI	Jetstream 41	1712 1802
G-MAJC	Jetstream 41	1720 1800	G-MAJD	Jetstream 41	1730 1827
G-BYZJ	Boeing 737 300	1808 1910	G-JECB	CL600 RJ	1913 1950
G-MAJK	Jetstream 41	1948 1011(01)	G-MAJI	Jetstream 41	2002 1345(01)
G-UKFO	Fokker 100	2010 0618(01)	G-MAJC	Jetstream 41	2015 1107(01)
G-MAJD	Jetstream 41	2118 1013(01)	G-BYZJ	Boeing 737 300	2134 1054(01)
G-RJXE	EMB 145	2140 1040(01)	G-MCEA	Boeing 757	2308 1104(01)

From and To

24) N2683Y/Birmingham-n/s-Blackbushe: 25) N425HS/F & T Antwerp; CS-DFB/Oslo-n/s-Luton: 26) N484CJ/F & T Derry County; N184CD/T n/s T Turweston; I-DAVI/F & T Rome (Fiumicino); EC-HLB/Madrid-Torrejon: 27) I-CAFD/Turin-Milan; I-TOPJ/Turin-Cuneo; I-DAWL/F & T Fiumicino:

Overshoots

26) XX498/CWL63: 27) XX500/CWL67: 28) XX494/CWL68: 29) G-BPHL:

Movements Review - March

On the 24th the Cessna 421C N2683Y was from Birmingham and after a night stop off to Blackbushe although it is said to be based at Hawarden. From and to Antwerp on the 26th was the Cessna 425 N425HS as "FYG522" whilst night stopping the same day was Falcon 900 CS-DFB from Oslo to Luton. CitationJet N484CJ on the 26th was from and to the Derry County Airport, the same day saw the Cirrus SR20 N184CD on a night stop from and to Turweston and the Alitalia MD82 I-DAVI from and to Rome Fiumicino with Lear Jet 35A EC-HLB calling "IEA 902" from Madrid to Torrejon. On the 27th there was another Alitalia MD82, this time I-DAWL, again from and to Rome along with two Italian biz-jets in the shape of Falcon 50 I-CAFD from Turin to Milan and Beechjet 400A I-TOPJ from Turin to Cuneo as "Euraviation 400". Only a single military to record when Gazelle XZ309 was from points unknown to Shawbury on the 25th as "Army 353".

April 2002**01 Monday**

G-UKFO	Fokker 100	0935 1044	EI-CJD	Boeing 737	1030 1111
G-RJXI	EMB 145	1047 1339	G-MAJD	Jetstream 41	1251 1439
G-RJXE	EMB 145	1332 1457	G-JECB	CL600 RJ	1335 1514
G-OMNH	Kling Air 200	1341 1813	G-MAJK	Jetstream 41	1429 1512
G-OJRM	Cessna T182T	1440 1553	G-MAJC	Jetstream 41	1453 1535
G-OBMP	Boeing 737 300	1455 1917	G-BODY	Cessna 310R	1559 1632
G-JECB	CL600 RJ	1621 1656	G-RJXE	EMB 145	1643 0724(02)
G-RJXI	EMB 145	1649 1746	G-UKFR	Fokker 100	1658 1805
G-MAJD	Jetstream 41	1706 0702(02)	G-MAJK	Jetstream 41	1720 1807
G-RJXK	EMB 135	1722 0732(02)	G-MAJI	Jetstream 41	1733 1828
G-MAJC	Jetstream 41	1840 1920	G-JECB	CL600 RJ	1915 1949
G-BODY	Cessna 310R	2009 2043	G-MAJK	Jetstream 41	2022 0720(02)
G-MCEA	Boeing 757	2025 0909(02)	G-RJXI	EMB 145	2042 1011(02)
G-RJXG	EMB 145	2047 0729(02)	G-UKFR	Fokker 100	2055 0718(02)
G-MAJI	Jetstream 41	2107 0734(02)	G-MAJC	Jetstream 41	2137 0704(02)
G-OBMP	Boeing 737 300	2139 0711(02)			

02 Tuesday

G-JECB	CL600 RJ	0748 0824	HB-IAZ	Falcon 2000	0757 0846
G-BODY	Cessna 310R	0818 1442	G-MAJC	Jetstream 41	0919 1001
G-RJXE	EMB 145	0922 1036	G-MAJD	Jetstream 41	0926 1006
G-RJXK	EMB 135	0931 1507	G-OBMP	Boeing 737 300	0948 1055
G-UKFR	Fokker 100	0958 1051	G-MAJI	Jetstream 41	1021 1104

G-RJXG	EMB 145	1025 1117	EI-CKP	Boeing 737	1034 1111
G-JECB	CL600 RJ	1038 1119	G-MAJK	Jetstream 41	1044 1347
G-MAJD	Jetstream 41	1259 1439	G-RJXG	EMB 145	1315 1403
G-RJXE	EMB 145	1337 1452	G-UKFR	Fokker 100	1353 1600
G-RJXI	EMB 145	1356 1448	G-OBMP	Boeing 737 300	1408 1544
G-MAJC	Jetstream 41	1421 1503	G-BYAD	Boeing 757	1426 1550
G-MAJI	Jetstream 41	1457 1639	G-WIRE	Twin Squirrel	1545 0910(03)
G-JECB	CL600 RJ	1625 1658	G-RJXE	EMB 145	1656 1742
G-MAJD	Jetstream 41	1704 1749	G-RJXG	EMB 145	1706 0725(03)
G-TICL	Airbus 320	1709 1824	G-RJXK	EMB 135	1719 1808
G-MAJC	Jetstream 41	1727 1801	G-MAJK	Jetstream 41	1732 1832
G-RJXI	EMB 145	1750 1829	EI-CRQ	Boeing 737 700	1812 0759(03)
G-BNKD	Cessna 172N	1818 1916	G-OBMP	Boeing 737 300	1822 1913
G-MCEA	Boeing 757	1843 1108(03)	G-JECB	CL600 RJ	1910 1950
G-MAJI	Jetstream 41	1930 2014	G-UKFR	Fokker 100	1936 0622(03)
G-RJXE	EMB 145	1939 0734(03)	G-MAJD	Jetstream 41	2009 0909(03)
G-RJXK	EMB 135	2012 0727(03)	G-MAJC	Jetstream 41	2028 0647(03)
G-MAJK	Jetstream 41	2114 0730(03)	G-RJXI	EMB 145	2133 0741(03)
G-OBMP	Boeing 737 300	2157 0703(03)	G-MAJI	Jetstream 41	2240 0654(03)

03 Wednesday

G-JECB	CL600 RJ	0751 0821	G-KKES	TB20 Trinidad	0832 0938
G-TAXI	PA-23 Aztec	0835 0957	G-MAJI	Jetstream 41	0913 0955
G-RJXG	EMB 145	0919 1029	VP-CFG	Citation I	0928 1608(04)
G-RJXK	EMB 135	0934 1512	G-OBMP	Boeing 737 300	0945 1102
G-MAJC	Jetstream 41	0948 1343	G-RJXE	EMB 145	1020 1115
G-MAJB	Jetstream 41	1024 1104	EI-COA	Boeing 737	1031 1121
G-JECB	CL600 RJ	1034 1117	G-UKFH	Fokker 100	1038 1135
G-RJXI	EMB 145	1043 1347	G-MAJD	Jetstream 41	1123 1154
G-BODY	Cessna 310R	1133 1533	G-TASH	Cessna 172N	1148 1627
G-BDPA	PA-28 Warrior	1309 1656	G-RJXD	EMB 145	1321 1400
G-RJXG	EMB 145	1327 1456	G-OBMP	Boeing 737 300	1404 1540
G-MAJD	Jetstream 41	1407 1442	G-UKFH	Fokker 100	1419 1605
G-MAJK	Jetstream 41	1501 1542	G-JECB	CL600 RJ	1619 1700
G-RJXI	EMB 145	1648 1742	G-RJXG	EMB 145	1655 1736
G-MAJD	Jetstream 41	1703 1744	G-RJXD	EMB 145	1705 1748
G-RJXK	EMB 135	1713 1758	G-MAJC	Jetstream 41	1729 1823
G-OBMP	Boeing 737 300	1813 1909	G-MAJK	Jetstream 41	1833 1911
G-JECB	CL600 RJ	1917 1957	G-UKFH	Fokker 100	1931 0632(04)
G-RJXG	EMB 145	1942 0728(04)	N192XL	Citation Excel	1955 2042
G-MAJD	Jetstream 41	2000 1820(12)	G-RJXK	EMB 135	2006 0731(04)
G-MCEA	Boeing 757	2016 1011(04)	G-RJXI	EMB 145	2046 0747(04)
G-RJXD	EMB 145	2058 0719(04)	G-MAJC	Jetstream 41	2111 0701(04)
G-MAJK	Jetstream 41	2121 0723(04)	EI-CRQ	Boeing 737 700	2155 0808(04)
G-ODSK	Boeing 737 300	2159 0727(04)	D-ICRK	SA226TC Metro II	2242 1151(05)

04 Thursday

G-JECB	CL600 RJ	0841 0909	N777NG	Citation Bravo	0913 0933
G-RJXG	EMB 145	0916 1030	N421N	Cessna 421C	0920 1837
G-ROUS	PA-34 Seneca	0931 1105	G-RJXK	EMB 135	0935 1508
G-UKFH	Fokker 100	0939 1050	G-BRYP	DHC-8	0952 1034
G-MAJC	Jetstream 41	0955 1038	G-ODSK	Boeing 737 300	0959 1059
G-RJXD	EMB 145	1008 1110	G-MAJK	Jetstream 41	1015 1101
EI-CNZ	Boeing 737	1017 1053	G-BWXP	T67M Firefly	1026 1611
G-RJXI	EMB 145	1047 1345	G-JECB	CL600 RJ	1103 1135
G-LEEZ	LongRanger	1208 1314	G-BRYP	DHC-8	1307 1751
N10MZ	Falcon 900	1312 1503	G-RJXD	EMB 145	1319 1407
EC-HZU	Airbus 320	1326 1448	G-BPHE	PA-28 Warrior II	1331 1412
G-RJXG	EMB 145	1333 1450	G-UKFB	Fokker 100	1402 1606

G-ODSK	Boeing 737 300	1404 1539	G-BZSD	PA-46 Malibu	1422 1812
G-MAJK	Jetstream 41	1456 1545	G-MAJC	Jetstream 41	1500 1542
G-BYAT	Boeing 757	1625 1807	G-JECB	CL600 RJ	1628 1708
G-RJXI	EMB 145	1642 1744	G-RJXG	EMB 145	1648 1731
G-RJXD	EMB 145	1706 1755	G-RJXK	EMB 135	1715 1758
G-MANE	BAe ATP	1720 1809	G-CEGR	King Air 200	1801 0914(05)
G-ODSK	Boeing 737 300	1815 1914	G-MAJC	Jetstream 41	1829 1904
G-MAJK	Jetstream 41	1832 1908	El-CKR	Boeing 737	1836 1916
G-MCEA	Boeing 757	1912 0918(05)	G-JECB	CL600 RJ	1918 2000
G-LEEZ	LongRanger	1921 1925	G-UKFB	Fokker 100	1932 0614(05)
G-RJXG	EMB 145	1939 0726(05)	G-MOHS	PA-31 Navajo	1946 1850(23)
G-RJXK	EMB 135	1956 0732(05)	G-BRYP	DHC-8	2008 2046
G-MANE	BAe ATP	2036 2103	G-RJXI	EMB 145	2108 0753(05)
G-RJXD	EMB 145	2111 0724(05)	G-MAJK	Jetstream 41	2125 0659(05)
G-MAJC	Jetstream 41	2134 0705(05)	G-ODSK	Boeing 737 300	2136 0718(05)
CS-DFA	Falcon 900	2139 1321(05)	G-BUXB	Sikorsky S76A	2228 0023(05)
El-CRQ	Boeing 737 700	2240 2315			

05 Friday

G-JECB	CL600 RJ	0740 0820	G-RJXD	EMB 145	0926 1044
G-MAJC	Jetstream 41	0929 1112	G-UKFB	Fokker 100	0931 1048
G-RJXK	EMB 135	0935 1511	OO-CLP	Cessna 182P	0941 1158
G-MAJK	Jetstream 41	0951 1028	G-ODSK	Boeing 737 300	0958 1104
El-CNW	Boeing 737	1001 1038	N900CB	Cessna 421C	1007 0955(06)
G-RJXG	EMB 145	1026 1118	G-JECB	CL600 RJ	1035 1115
N840LE	Gulfstream 840	1041 1516(08)	EC-GZE	Airbus 320	1101 1223
G-RJXI	EMB 145	1106 1345	G-BYAP	Boeing 757	1245 1424
G-RJXG	EMB 145	1319 1409	SE-DZI	Boeing 737 800	1324 1501
G-JECB	CL600 RJ	1340 1417	G-RJXD	EMB 145	1342 1453
G-UKFB	Fokker 100	1358 1601	G-STRA	Boeing 737 300	1403 1434
G-NJAG	Cessna 207	1412 1834	G-ODSK	Boeing 737 300	1415 1543
El-CNZ	Boeing 737	1421 1506	G-EMBD	EMB 145	1449 1525
G-MAJK	Jetstream 41	1456 1537	G-MAJC	Jetstream 41	1503 1546
G-OOJP	Rockwell 114B	1535 1307(06)	G-PASX	Bolkow Bo105	1536 1007(25)
G-JECB	CL600 RJ	1620 1657	G-RJXD	EMB 145	1650 1737
G-RJXI	EMB 145	1701 1753	G-RJXK	EMB 135	1715 1806
G-RJXG	EMB 145	1718 1804	G-EMBD	EMB 145	1724 1836
G-MAJK	Jetstream 41	1801 1847	G-BZSD	PA-46 Malibu	1817 1917
G-ODSK	Boeing 737 300	1830 1921	G-MAJC	Jetstream 41	1834 1914
G-MCEA	Boeing 757	1838 2026	El-CKR	Boeing 737	1852 1927
G-JECB	CL600 RJ	1924 1951	G-UKFB	Fokker 100	1936 0615(06)
G-RJXD	EMB 145	1939 0748(06)	G-RJXK	EMB 135	1959 1702(07)
G-RJXI	EMB 145	2100 0838(06)	G-RJXG	EMB 145	2114 1235(06)
G-MAJK	Jetstream 41	2118 0907(06)	G-EMBD	EMB 145	2120 2141
G-BVJD	Fokker 100	2131 0716(06)	G-MAJF	Jetstream 41	2139 0703(06)
G-ODSK	Boeing 737 300	2152 2225			

06 Saturday

OY-BVS	King Air B90	0134 0646	G-MCEA	Boeing 757	0227 0714
G-BPJU	PA-28 Cadet	0841 0927	G-JEDY	DHC-8	0859 0933
G-UKFA	Fokker 100	0939 1040	El-COA	Boeing 737	0958 1034
G-BVJD	Fokker 100	1004 1048	G-MAJF	Jetstream 41	1013 1053
G-BCEX	PA-23 Aztec	1129 1342	G-RJXI	EMB 145	1135 1809(07)
G-BYLM	PA-46 Malibu	1250 1226(10)	G-JEAV	BAe 146 200	1253 1413
G-MAJF	Jetstream 41	1315 1511	G-MAJK	Jetstream 41	1338 1422
G-UKFA	Fokker 100	1353 1558	N900RK	Mooney M20J	1431 1517
G-JEDZ	DHC-8	1614 1650	N338DB	PA-46 Malibu	1654 0952(08)
G-RJXD	EMB 145	1726 1401(07)	G-MAJF	Jetstream 41	1738 1007(07)
G-MAJK	Jetstream 41	1744 1424(07)	El-CNZ	Boeing 737	1901 1934

G-RJXG	EMB 145	1916 1515(07)	G-UKFA	Fokker 100	1935 0754(07)
G-SUEE	Airbus 320	1948 2110	G-MCEA	Boeing 757	2117 0807(07)
G-BVJD	Fokker 100	2121 0758(07)			
07 Sunday					
G-MIDL	Airbus 321	1032 1141	G-UKFA	Fokker 100	1039 1130
EI-COA	Boeing 737	1137 1210	G-BOHT	PA-38 Tomahawk	1235 1319
HB-IDJ	CL700 RJ	1241 1509	G-MAJF	Jetstream 41	1308 1409
G-JEDC	DHC-8	1310 1350	N771SC	King Air 200	1351 N/res
G-BYAL	Boeing 757	1407 1554	G-UKFA	Fokker 100	1418 1603
G-BCKV	Cessna FRA150L	1511 1539	G-RJXE	EMB 145	1601 1649
G-BPJU	PA-28 Cadet	1622 1752	G-JECA	CL600 RJ	1624 1706
G-RJXD	EMB 145	1638 1750	G-MAJF	Jetstream 41	1655 1743
G-BRWX	Cessna 172P	1717 1843	G-MAJK	Jetstream 41	1724 1821
G-ODSK	Boeing 737 300	1836 1928	EI-CNY	Boeing 737	1841 1912
G-JECA	CL600 RJ	1923 2006	G-UKFA	Fokker 100	1934 0623(08)
G-MAJF	Jetstream 41	1955 2033	G-RJXG	EMB 145	2001 0736(08)
G-RJXK	EMB 135	2004 0732(08)	G-MANH	BAe ATP	2033 2106
G-RJXD	EMB 145	2057 0800(08)	G-RJXI	EMB 145	2120 0720(08)
G-MAJK	Jetstream 41	2134 1444(10)	G-ODSK	Boeing 737 300	2207 0708(08)
G-MAJF	Jetstream 41	2257 0702(08)	G-MCEA	Boeing 757	2315 1059(08)

08 Monday

G-JECA	CL600 RJ	0753 0827	G-MANM	BAe ATP	0902 1010
G-RJXI	EMB 145	0917 1038	VP-CFG	Citation I	0923 1608(09)
G-MAJF	Jetstream 41	0927 1045	G-RJXK	EMB 135	0930 1514
G-OQJP	Rockwell 114B	0934 0946	G-UKFA	Fokker 100	0940 1052
G-ODSK	Boeing 737 300	0943 1103	EI-CNV	Boeing 737	0957 1049
G-RJXG	EMB 145	1022 1106	G-GPMW	Turbo Arrow IV	1024 1808
G-JECA	CL600 RJ	1036 1116	G-RJXD	EMB 145	1101 1350
N900CB	Cessna 421C	1120 1647	G-BSFP	Cessna 152	1234 1545
G-BXDF	B55 Baron	1255 1510	G-MANM	BAe ATP	1310 1346
G-RJXG	EMB 145	1313 1405	G-JECA	CL600 RJ	1335 1415
G-MAJM	Jetstream 41	1340 1418	G-RJXI	EMB 145	1343 1456
EI-CJG	Boeing 737	1352 1423	G-UKFA	Fokker 100	1354 1606
G-ODSK	Boeing 737 300	1400 1546	G-MAJF	Jetstream 41	1457 1542
G-BNYD	JetRanger	1515 1610	G-MANE	BAe ATP	1629 1716
N777NG	Citation Bravo	1652 1725	G-RJXD	EMB 145	1656 1751
G-BNIJ	TB-10 Tobago	1659 1742	G-RJXG	EMB 145	1714 1758
G-RJXK	EMB 135	1719 1805	G-RJXI	EMB 145	1734 1816
G-HTRL	PA-34 Seneca	1746 1818	G-MAJM	Jetstream 41	1755 1831
G-MAJF	Jetstream 41	1828 1926	G-ODSK	Boeing 737 300	1840 1937
E-COA	Boeing 737	1847 1915	G-JECA	CL600 RJ	1906 1935
G-UKFA	Fokker 100	1932 0614(09)	G-RJXK	EMB 135	1953 0732(09)
G-RJXI	EMB 145	1956 0718(09)	G-MCEA	Boeing 757	2012 0841(09)
G-MANE	BAe ATP	2015 2109	G-JEAV	BAe 146 200	2042 2114
G-RJXD	EMB 145	2101 0735(09)	G-RJXG	EMB 145	2106 0754(09)
G-MAJF	Jetstream 41	2135 0706(09)	G-MAJM	Jetstream 41	2138 0656(09)
G-ODSK	Boeing 737 300	2153 0725(09)	G-MANE	BAe ATP	2342 0024(09)

From and To

02) HB-IAZ/Geneva-Nice;EI-CRQ/Lulea-Pisa: 03) VP-CFG/Guernsey-n/s-Waterford; N192XL/Nice-Farnboro;EI-CRQ/Pisa-Fiumicino;D-ICRK/Gothenburg-n/s-Belfast Intl: 04) N777NG/Hawarden-Cannes;N421N/Bournemouth-n/s-Humberside;N10MZ/Manchester- Birmingham; CS-DFA/? -Le Bourget; EI-CRQ/Fiumicino-Manchester: 05) OO-CLP/F & T Antwerp; N900CB/F-n/s-T Guernsey; N840LE/F-n/s-T Guernsey: 06) OY-BVS/Sheffield- Edinburgh; N900RK/? -Tollerton; N338DB/? -n/s-Fairoaks: 07) HB-IDJ/Nice-Dijon; N771SC/From Reykjavik: 08) VP-CFG/Guernsey-n/s-Waterford; N900CB/F & T Guernsey; N777NG/Fiumicino-Hawarden:

Overshoots

03) XX494/CWL71:

Movements Review - April

On the 2nd the Falcon 2000 HB-IAZ was using the callsign "TAG 886" on a flight from Geneva to Nice and the new Azzura Boeing 737 700 EI-CRQ was from Lulea over in Sweden to Pisa. The Citation VP-CFG was "Sark 1" on the 3rd when it was night stopping from Guernsey to Waterford, joining it was the new Citation Excel N192XL from Nice to Farnboro along with the Metro D-ICRK of Bin Air A/S from Gothenburg to Belfast International and the Boeing 737 700 EI-CRQ again this time from Pisa to Fiumicino. New on the 4th was the Citation Bravo N777NG from Hawarden to Cannes with the Cessna 421C N421N using callsign "Solo 1" from Bournemouth and to its base at Humberside. Two Falcon 900's on the 4th were N10MZ of ZWA Inc on a short flight from Manchester to Birmingham and CS-DFA from points unknown for a night stop before going to Le Bourget, also noted was the Boeing 737 700 EI-CRQ of Azzura once again from Fiumicino to Manchester. The 5th saw the Cessna 182P OO-CLP from and to Antwerp plus Cessna 421C N900CB night stopping from and to Guernsey and the Rockwell 840 Turbo Commander N840LE of Wells Fargo Bank from Guernsey and night stopping to the 8th before going back. Operating as "Danish 814" on the 6th was King Air B90 OY-BVS from Sheffield to Edinburgh with Mooney M20J N900RK night stopping before returning to its home at Tollerton and the PA -46 Malibu N338DB night stopping to the 8th. On the 7th HB-IDJ of Bag Aviation was calling "TAG 887" from Nice to Dijon and the book claims it is a Canadair CL 700 Regional Jet, arriving from Reykjavik on the same day was King Air 200 N771SC which is now resident and operating for Wal-Mart in place of the Gulfstream 1000 N83WA which has now departed. On the 8th Citation VP-CFG was once again "Sark 1" when it was from Guernsey n/s to Waterford, Cessna 421C N900CB was from and to Guernsey and the Citation Bravo N777NG was from Rome to Hawarden. Astraeus made a first visit to the airport on the 5th with Boeing 737 300 G-STRa on a training flight as "Astraeus 03T". Bolkow 105 G-PASX arrived on the same day as "Special 66" to replace the West Yorkshire Ambulance Service G-PASG for a while.

LBIA Resident Aircraft Survey - May 5th 2002

It is some considerable time since we attempted to publish a list of residents at the LBIA. This has been made more difficult to compile due to the lack of easy access to the south side of the airport. However, due to the notes of David Valentine and Geoff Ward, we are now able to present the following survey which seems to be fairly complete. If you disagree with any of it please let us know.

Resident Aircraft

G-AVWD	PA-28 Cherokee 140	28-23700	Evelyn Air
G-AYCJ	Cessna TP206D	P206-0552	White Knuckle Airways
G-BBJX	Cessna F150L	1017	L.W.Scattergood
G-BCVH	Cessna FRA150L	0258	Multiflight Ltd
G-BEUX	Cessna F172N	1596	Multiflight Ltd
G-BFFC	Cessna F152	1451	Multiflight Ltd
G-BFGL	Cessna FA152	0339	Multiflight Ltd
G-BFXW	Grumman AA-5B Tiger	0940	Campsol Ltd
G-BHSB	Cessna 172N	72977	ABK Aviation Services
G-BLHR	Gulfstream AA-7 Cougar	0109	
G-BMBB	Cessna F150L	1136	LBA Aviation Ltd
G-BOIY	Cessna 172N	67738	White Aviation
G-BOUE	Cessna 172N	73235	Aviation Access Ltd
G-BOVK	PA-28 161 Warrior II	28-8516061	Auto Corporation Ltd
G-BRPU	Beech 76 Duchess	ME-140	Leeds Flying School Ltd
G-BSDO	Cessna 152	81657	L.W.Scattergood
G-BXDT	Robin HR200/120B	315	Multiflight Ltd
G-BXGW	Robin HR200/120B	317	Multiflight Ltd
G-BXLY	PA-28 161 Warrior	28-7715220	Auto Corporation Ltd
G-BXOR	Robin HR200/120B	321	Multiflight Ltd
G-BYLH	Robin HR200/120B	335	Multiflight Ltd
G-CSNA	Cessna 421C	0677	Air Montgomery

G-ECOS	AS 355F1 Twin Squirrel	5300	Multiflight Ltd
G-EJEL	Cessna 550 Citation II	0643	A.J.and E.A.Elliott
G-ELLI	Bell 206B JetRanger III	4231	R.A.Fleming Ltd
G-GYBO	Gardan GY-80 Horizon 180	228	M.J.Strother
G-JACK	Cessna 421C	1411	JCT 600 Ltd
G-LNTI	Robinson R-44 Astro	0457	LNT Aviation Ltd
G-MLTI	Falcon 900B	164	Multiflight Ltd
G-MLTY	AS 365N2 Dauphin	6431	Multiflight Ltd
G-MUVG	Cessna 421C	1064	Air Montgomery
G-OADY	Beech 76 Duchess	ME-56	Multiflight Ltd
G-ODHG	Robinson R-44 Raven	1024	Driver Hire Group Services
G-ODNH	Schweizer 269C-1	0112	
G-ODUB	EMB 110 Bandeirante	110-217	Multiflight Ltd
G-PASG	Bolkow 105DBS/4	S.819	West Yorkshire Ambulance Service
G-PEGY	Europa Aviation Europa	PFA/247-12713	M.T.Dawson
G-REAT	Gulfstream GA-7 Cougar	0033	Goodtechnique Ltd
G-RVHT	Cessna 550 Citation II	0441	Ravenheat Manufacturing
G-ABA	PA-28R 201T Turbo Arrow	28R-7703268	D.Booth
G-IRAN	Beech 76 Duchess	ME-408	Multiflight Ltd
G-TTHC	Robinson R-22B	1196	Multiflight Ltd
N76TH	Sikorsky S-76A	76-0373	Turbine Helicopters
N188S	Agusta A109		
N300GB	Beechjet 400A	RK-262	Liberty Aviation
N510PS	Cessna 310N	0034	Peter Scott
N620LH	AS 335F2 Twin Squirrel	5463	
N771SC	Beech B200 King Air	BB1693	Wal-mart Stores
N1565B	Beechjet 400	RJ-65	A.Ogden and Sons PLC
N6107Y	Rockwell 114B	14627	
N6834L	Cessna 310R	2137	J.Lennon

On the larger side, British Midland have one EMB 135 and three EMB 145's based and British Regional have four Jetstream 41's, the registrations vary. On a semi resident basis we have Seneca G-BBPX which spends time between here and Guernsey and Cherokee G-BYHK which tends to spend time here and at Ronaldsway. London Executive Airways usually keeps a Navajo here which is either G-MOHS or G-MRMR. On the fire dump is the Shorts 360 EI-BPD. Among the residents Cessna 421C G-JACK has been advertised for sale recently. Bandeirante G-ODUB is stored engineless on the south side and Cessna 310 N6834L has not flown for some time. Older residents known to have departed are Cessna 150 G-BELT to Staverton, PA-28R G-BMHT to Sherburn, TB-10 G-CONL to Southampton and the following, Cessna 150D G-ASMW, Cessna F150M G-BFIY, Cessna F150H G-OJVH, Cessna 172N N172AG and Citation VP-CMD. The Gulfstream 1000 N83WA of Wal-mart returned to the USA on March 20th and was replaced by the Beech 200 N771SC noted above.

Over the road at Coney Park the only known residents are:

G-BOYC	Robinson R-22B	0837	M.D.Thorpe
G-BTHI	Robinson R-22B	1732	M.D.Thorpe
G-RAMI	Bell 206B JetRanger III	2955	M.D.Thorpe
N800HL	Bell 222	47054	

A frequently seen visitor is the Hughes 369 G-OTDB but it is not known if it is a resident.

Terry Sykes



LEEDS/BRADFORD NEWS

Some good news this month, with news of another reinstated route. The press release is as follows:

British Airways CitiExpress is launching its new daily Leeds-Bradford to Bristol service with return fares from under £100. With just over one hours flying time it's the quickest and most convenient way to link Yorkshire and the South West.

Tickets on the new service, which starts on August 19, go on sale from £99 return, including all taxes and charges. The fares can be booked until July 14, for travel from the launch date up to the end of October. The new service will operate twice a day on weekdays and once on a Sunday, on a Jetstream 41 aircraft.

Mike Bathgate, British Airways CitiExpress General Manager Commercial, said: "We are delighted to bring this new route from Leeds-Bradford to Bristol, which provides a valuable quick and direct link across the country. We are also pleased that we can offer competitive return fares from as low as £99."

Ed Anderson, Managing Director of LBA said: "We are very pleased that the link between Leeds Bradford and Bristol is to be reintroduced. It will provide a valuable connection between the business centres of Leeds and Bristol and is further evidence of the significance of Leeds Bradford Airport to the local business community."

During the week the flights will depart from Leeds-Bradford at 10.30am and 6pm, returning from Bristol at 12pm and 7.30pm, and on Sunday it leaves Leeds Bradford at 1 pm, with the return flight at 2.30pm.

Have you all got your 2003 diaries? Well here is a list of just for the day charters to be operated later this year and early in 2003.

2002

12 th	November	Venice	13 th	November	Reykjavik
16 th	November	Rome	17 th	November	Vienna
30 th	November	Salzburg	3 rd	December	Dresden
4 th	December	Nuremberg	7 th	December	Prague

2003

1 st	January	Venice	17 th	January	Reykjavik
18 th	January	Milan	14 th	February	Venice
20 th	February	Rome	26 th	February	Marrakesh
25 th	March	Florence	27 th	March	Venice
21 st	April	Tallinn	22 nd	April	Seville
29 th	April	Naples	1 st	May	Sicily
5 th	May	Helsinki	6 th	May	Copenhagen
7 th	May	Reykjavik	28 th	May	St. Petersburg
29 th	May	Bergen			

AIRPORT NEWS

UK Airports Passenger Figures - January 2002

	Jan 2002	Jan 2001	% +/-
Heathrow	4,413,330	4,592,899	- 3.91%
Gatwick	1,647,632	1,964,415	-16.13%
Manchester	1,045,380	1,114,262	- 6.18%
Stansted	881,233	751,852	17.21%

Glasgow	435,653	417,923	4.24%
Luton	434,030	416,630	4.18%
Edinburgh	429,880	391,522	9.80%
Birmingham	405,999	462,669	-12.25%
Belfast Int.	216,013	197,610	9.31%
Bristol	181,914	124,920	45.62%
Aberdeen	177,688	182,639	- 2.71%
Liverpool	173,778	155,110	12.04%
Newcastle	168,875	194,638	-13.24%
Belfast City	123,758	87,852	40.87%
East Midlands	116,573	103,980	12.11%
London City	112,072	121,746	- 7.95%
Prestwick	87,172	64,551	35.04%
Leeds/Bradford	80,799	103,039	-21.58%
Jersey	76,094	78,610	- 3.20%
Cardiff	58,305	65,045	-10.36%
Guernsey	53,395	54,518	- 2.06%
Southampton	50,600	56,368	-10.23%
Isle of Man	48,661	49,602	- 1.90%
Teesside	32,976	38,594	-14.56%
Norwich	23,923	21,428	11.64%
Humberside	23,528	25,015	- 5.94%
Inverness	23,238	21,676	7.21%
Bournemouth	15,730	13,546	16.12%
Exeter	15,645	16,740	- 6.54%
Plymouth	8,446	15,379	-45.08%

Luton Airport has approached Continental Airlines Holdings with a proposal for the American carrier to begin regular flights between Luton and New York, in a plan which would mean the first scheduled transatlantic service from the Bedfordshire airport, The Guardian said without citing sources. The airport, which is owned by the aviation group TBI PLC, also wants Thameslink to rename certain rail services from London as the "Luton Express" in return for a contribution towards marketing, the paper went on.

Amsterdam has received approved for the building of more than 100 jail cells at Amsterdam Airport Schiphol to accommodate suspected drugs couriers.

The justice ministry will also build two courtrooms in the airport to hold hearings of suspected drugs smugglers.

The decision to build the new facilities follows the controversial release earlier this year of suspected drug smugglers due to a shortage of jail cells and courtroom capacity in municipalities near Schiphol.

British Airways is snapping up extra prime-time take-off and landing slots at Heathrow by paying other airlines millions of pounds to move to Gatwick.

Lithuanian Airlines, Balkan Airlines, Adria of Slovenia and Avianca of Colombia have all sold slots to BA in the past few months.

The national carrier is understood to have paid out a total £10 million for four daily frequencies and has let the airlines have slots at Gatwick it no longer wanted.

BA aims to focus more of its high-yield business network at the premier airport, while pulling much of its business at Gatwick as it tries to recover from losses. It has moved flights to destinations such as Lagos and Abuja, Bucharest, Zagreb, Kiev and Buenos Aires from Gatwick to Heathrow to boost vital business traffic.

But the airport is so crowded that even BA could not get the runway timings it wanted. Slot trading was regarded as technically illegal under European law until five years ago, when the High Court ruled it legitimate.

The going rate for a daily pair of slots, one for take-off and one for landing, is around £2m.

AIRLINE NEWS

Air Canada has unveiled a new no-frills carrier called "Zip". Air Canada, the country's dominant airline and world No.10, said the wholly owned subsidiary will be based in Calgary, Alberta, and will start service this summer in western Canada.

The new carrier will take to the skies with six Boeing 737s, with plans to expand that figure to 20 Boeing 737s, all transferred from the main Air Canada fleet. Zip will compete head-to-head with Air Canada's profitable rival WestJet Airlines Ltd. (WJA), which is also based in Calgary and operates a fleet of 28 Boeing 737s.

With a livery of fuchsia, blue, green and orange, dominated by a white logo and emblazoned with a bee, Zip will operate initially between Vancouver and Calgary. It will replace existing Air Canada flights without changing the number or frequencies, the parent carrier said.

EasyJet's plans for expansion moved into overdrive during May, as the low-cost airline agreed to buy British Airways' German offshoot, Deutsche BA, and confirmed that it was to purchase its rival carrier, Go.

To cope with the rapid pace of growth, the chief executive, Ray Webster, said that EasyJet was likely to increase its order of 75 aircraft from either Boeing or Airbus. He said the airline was considering buying larger planes, to carry more than the usual 150 passengers on each flight.

Mr Webster wants EasyJet to become Europe's largest budget carrier. He criticised the present leader, Ryanair, saying that its policy of using secondary airports meant, "every time they announce a new destination you have to get a map out to find out where it is".

EasyJet plans to turn Deutsche BA into a German version of its Luton-based operation. The carrier, which British Airways has opted to sell as part of its "future size and shape" reorganisation, operates 16 aircraft on domestic routes in Germany and has 800 staff.

Under the agreement, EasyJet will initially take an option to buy Deutsche BA, paying €5m (£3.1m) initially and seconding three managers to help strip out "frills" and turn the carrier into a budget operation. EasyJet can take full control by paying between €30m and €39m by July 2003.

Mr Webster said: "We want to make sure Deutsche BA is seen as a European airline, operating as part of the EasyJet brand. We would be the first to admit we've got a lot of work to do in learning how to run an airline in Germany."

Deutsche BA flies on 11 routes from Berlin and Munich. EasyJet plans to increase the frequency of flights, improve turnaround times and reduce administrative staff. Mr Webster admitted that changing work practices would require "negotiation" in Germany.

Just two weeks after the Deutsche BA deal, Easyjet entered into a conditional agreement to take over Go, its smaller rival, in a deal that will create Europe's largest low-cost airline.

It is paying £374m (\$546.4m) to take over the entire share capital of Go and certain loans and obligations.

It is planning to finance the deal partly through a £276.7m four for eleven rights issue at a deeply discounted price of 265p per share. EasyJet said a further £113.3m would be financed from the enlarged group's cash resources. The group said that the deal gave Go an enterprise value of £257.6m after taking account of £116.4m of net cash on the Go balance sheet at the end of March.

The sale of Go is likely to create around 20 overnight millionaires from the group of Go senior executives and managers, who participated in the £110m management buy-out from British Airways in June last year. As part of the sale last year 22.5 per cent of the Go equity was earmarked for ownership by current and future employees.

The sale is a financial coup for 3i, the UK venture capital group, which with allied funds has controlled a 67.5 per cent stake in Go and supported the management buy-out less than a year ago. Barclays Private Equity held the remaining 10 per cent.

The biggest personal financial winner in the deal is Barbara Cassani, Go's American chief executive who holds a four per cent stake in the airline. Ms Cassani has consistently opposed the sale since 3i began disposal talks with EasyJet in February, however, claiming that the future of Go "would be best served" by an initial public offering that would have allowed it to maintain its independence rather than it being taken over in a trade sale to its arch rival.

Ray Webster, chief executive of EasyJet, will remain as CEO of the enlarged group, and Ms Cassani has already stated that she does not want to be part of the combined business "in any capacity". She said last week that it was her intention to leave the business on completion of the negotiations.

The Go brand will eventually disappear as the two airlines are merged.

The takeover will mean that EasyJet will have a significant presence at three London airports, Luton, Gatwick and now Stansted, where it will move into head-to-head competition with Ryanair, hitherto the clear leader of the no frills sector.

EasyJet and Go are relative newcomers to the European aviation industry. EasyJet began flying in 1995 and Go in 1998, but both are already posing a growing competitive challenge to the traditional European flag carriers.

Go, which is headquartered at Stansted and also has UK bases at Bristol and East Midlands airports, carried 4.27m passengers in the 12 months to the end of March, a rise of 55 per cent. It is operating on 39 routes to 24 airports with a fleet of 25 Boeing 737-300s.

EasyJet carried 8.25m passengers in the 12 months to the end of March behind the 11.09m of Ryanair. It is serving 45 routes from 19 airports this summer with bases at Luton, Liverpool and Gatwick in the UK and at Amsterdam and Geneva in continental Europe. It had a fleet of 30 aircraft at the end of March, which is expected to grow to 36 by the end of September.

Concerns have already been expressed by financial analysts, that EasyJet would be seriously overstressing its management resources by taking over both airlines.

Finally EasyJet moved into the black at the half-year stage for the first time, reporting a pre-tax profit of £1.01 m, up from a £10.29m loss a year earlier.

MyTravel plans to repackage its airline operation, which is under new management, and present it as an alternative to the established no-frills operators, offering more departure airports and more destinations.

The company operates from 21 British airports and flies to 70 overseas destinations with a UK-based fleet of 30 aircraft. Easyjet has a 31-strong fleet serving 17 destinations while Ryanair offers 36 foreign destinations with a fleet of 44 aircraft. The Irish carrier operates at 15 British airports but most of those offer only flights to Dublin.

MyTravel chief executive Tim Byrne said the initiative, planned for the autumn, will mean the company's traditional charter airline becoming far more flexible. It offers only one-week or two-week return flights at present but under the new plan it will provide mix-and-match one-way flights, in the same way as the low cost airlines.

Mr Byrne said traditional tour operators had allowed the low-cost airlines to steal their value-for-money image. "We have given away our value proposition," he said. "And we are determined to get it back."

He insisted that the company had not lost customers to the new airlines but said there was a new market of DIY holidaymakers and weekend break trippers which MyTravel had not cashed in on. He plans a "more flexible approach" to attract this new business.

MyTravel flights will be sold via the web and by phone. They are also likely to be offered through the MyTravel chain of travel agencies. The shops were previously known as Going Places and Travelworld but are gradually being re-badged under the new corporate banner.

Mr Byrne is not planning a price war with the existing low-cost airlines but admitted that it was inevitable when departure points and destinations overlap with his rivals.

He believes that as a tour operator MyTravel is at a cost disadvantage to the existing no-frills airlines. The company has to put up a £300m tour operators' bond, costing the group some £1m a year, which guarantees that its customers would be returned to the UK should MyTravel go bust. There is no such obligation on carriers such as Ryanair, Go and Easyjet.

One of the obstacles MyTravel is likely to face as a low-cost airline is the reputation of charter airlines on delays. "We now have 94% of our flights departing within 30 minutes of their scheduled time," he said. Much of the improvement, he believes, is due to a get-tough approach to laggardly passengers, who check in and then turn up late at the departure gate. "We are just leaving them behind," he said. A new system to identify the bags of latecomers is letting the airline get their luggage off quickly.

Travel, holidays and flights have been one of the success stories of e-commerce. Low-cost airlines generate more than 80% of their sales via the web. The MyTravel website - in which £63m will have been invested by the end of this year - generates only 2% of group sales so far. It is being updated to incorporate the new airline offer. Mr Byrne hopes web sales will bring in 20% of business within five years.

AIRCRAFT NEWS

Reuters reports that the May 20 edition of BusinessWeek magazine alleges that Boeing used accounting loopholes to hide production problems and looming losses during 1997 in order to protect its pending takeover of rival McDonnell Douglas.

The troubles allegedly began in the mid-1990s when the company tried to double its production output by cutting labour and installing a new parts tracking system later found to be ineffective. However, Boeing head Phil Condit chose not to disclose the resulting parts shortages that contributed to a factory shutdown until the \$16 billion McDonnell Douglas purchase was completed, BusinessWeek reported. The implication is that this omission artificially buoyed Boeing stock, prior to the takeover, which the stock paid for. Boeing told Reuters that it never covered up and that BusinessWeek used selected pieces of testimony to back up its article.

Boeing's 717 will soon lose their "eyebrow" windows above the cockpit. The decision to remove the glass was simply economic, and it probably won't stop with that model. The company is considering removing the eyebrow windows on the 737 as well, according to the Wichita Eagle. It's all part of Boeing's effort to reduce the per-unit cost of producing an aircraft.

OTHER NEWS

A decision is expected shortly from the U.S. government on whether or not to allow commercial airline pilots to carry stun guns in the cockpit. The proposal is expected to garner more support than the one that would allow pilots to carry guns.

United Airlines has already purchased 1,300 stun guns and trained about a third of its pilots on how to use them. Pilots are divided on the issue. Some say stun guns are impractical and unreliable and would rather have a gun with bullets. Not surprisingly, Phil Smith, chief executive of TASER International, a leading stun gun manufacturer, says a real gun could easily be misfired in the cockpit while a stun gun would put an assailant on the floor quickly and safely.

Economy class tickets on London-New York flights are more expensive than on flights to New York from Paris, Madrid and Milan, according to research from American Express.

The difference in prices for business class is even more marked, with companies actually being able to save almost 30% by sending an executive to Los Angeles via Paris rather than flying direct from London.

The figures showed that a London-New York economy return fare is around £1,201 compared with £964 for Paris, £1,214 for Amsterdam, £1,062 for Madrid, £1,634 for Frankfurt and £968 for Milan.

A London-Los Angeles business class fare is £5,777, compared with £4,104 if the traveller from London went to Los Angeles via Paris and just £3,421 if the executive flew via Amsterdam.

There are similar savings available on flights to Singapore, with the direct London-Singapore business fare costing £3,952, compared with £2,880 for a flight via Amsterdam and £2,998 via Frankfurt.

American Express revealed that companies were increasingly using low-cost airlines or trains to reduce the bill for transporting executives.

David Wooler

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CREDITS: Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.



**EC-EDM Universair
Leeds Bradford International March 1990
Noreen Barrett**

MILITARY MATTERS



ARMY AIR CORPS: SQUADRONS, BASES and AIRCRAFT - a biennial review

SQDN	BASE	AIRCRAFT
652	Gutersloh	Lynx AH7
653	Wattisham	Lynx AH9
654	Wattisham	Lynx AH7 and Gazelle AH1
656	Dishforth	Lynx AH7 and Gazelle AH1
657	Odiham	Lynx AH7
658	Netheravon	Gazelle AH1 (Volunteers)
659	Wattisham	Lynx AH9
660	Shawbury	Squirrel HT1 (DHFS)
661	Gutersloh	Lynx AH7
662	Wattisham	Lynx AH7 and Gazelle AH1
663	Wattisham	Lynx AH7 and Gazelle AH1
664	Dishforth	Lynx AH7 and Gazelle AH1
665	Aldergrove	Gazelle AH1
666	Netheravon	Gazelle AH1 (Volunteers)
667	Middle Wallop	Lynx AH7 and Gazelle AH1
669	Wattisham	Lynx AH7 and Gazelle AH1
670	Middle Wallop	Squirrel HT2 (Training)
671	Middle Wallop	Lynx AH7 and Gazelle AH1



Islander AL1



Bell 212



Squirrel HT2

The Corps is also organised into Regiments:

1 Regiment	Gutersloh
2 Regiment (Training)	Middle Wallop
3 Regiment	Wattisham
4 Regiment	Wattisham
5 Regiment	Aldergrove
7 Regiment (Volunteers)	Netheravon
9 Regiment	Dishforth



Lynx AH7



Apache - the Army's new attack helicopter

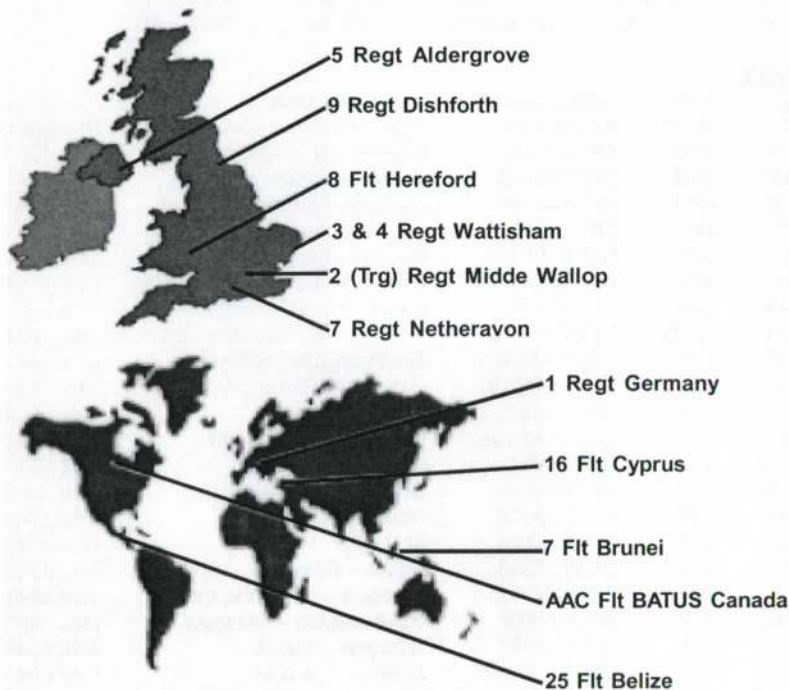
Blue Eagles

Blue Eagles is the Army Air Corps helicopter display team; it is equipped with Lynx and Gazelle helicopters. The 2002 team consists of a Major, a Captain, two WO2s, one WO 1 and two Sergeants. The two Sergeants are perhaps the most interesting: one is a female, who was formerly in the Queen Alexandra's Nursing Corps (QARANC), she is a Registered General Nurse and served in the Gulf; the other is a former Royal Marine who was a vehicle mechanic.

It is a rarity to see the Blue Eagles as helicopter display teams do not seem popular with air display organisers. Having seen a Lynx perform a loop, I wonder why?

Other Army Aviation Units

OEU/OCU	Middle Wallop	Apache
AAC Flight	BATU Suffield, Canada	Gazelle AH1
Advanced Fixed Wing Flight	Gutersloh	Islander ALI
1 Flight	Aldergrove	Islander ALI
2 Flight	Netheravon	Gazelle AH1
7 Flight	Brunei	Bell 212
8 Flight	Credenhill	Agusta A.109A and Gazelle AH1
12 Flight	Bruggen	Gazelle AH1
16 Flight	Dhekelia	Gazelle AH1
25 Flight	Belize	Lynx AH7 and Gazelle AH1
School of Electrical and Aeronautical Engineering	Arborfield	Gazelle, Lynx, Scout



Credits: Military Aviation Review: United Kingdom 2002, Lesley Kilby, www.army.mod.uk/armyaircorps
Please send any information for inclusion in Military News to:
Eric Martin, 11 Penn Drive Liversedge WF15 8DB

LEEDS BRADFORD AIRLINE REPORT - APRIL 2002

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AIH313	TFS	05/G-MCEA	12/OprMAN	19/G-PIDS	26/G-PIDS	
AIH315	PM	05/G-MCEA	12/G-SWJW	19/G-PIDS	26/G-PIDS	
AIH317	ALC	06/G-MCEA	13/G-MCEA	20/G-PIDS	27/G-PIDS	
AIH319	AGP	07/G-MCEA	14/G-PIDS	21/G-PIDS	28/G-PIDS	
AIH325	FUE	03/G-MCEA	10/G-MCEA	17/G-PIDS	24/G-PIDS	
AIH327	ACE	04/G-MCEA	11/G-MCEA	18/G-PIDS	25/G-PIDS	
AIH329	ALC	02/G-TICL	09/G-JOEM	16/G-TICL	23/G-VCED	30/G-DJAR
AIH331	PM	06/G-SUEE	13/G-SUEE	20/G-SUEE	27/G-TMDP	
AIH347	LPA	01/G-MCEA	08/G-MCEA	15/G-PIDS	22/G-PIDS	29/G-PIDS
AIH349	TFS	02/G-MCEA	09/G-MCEA	16/G-PIDS	23/G-PIDS	30/G-PIDS
BAL003A	TFS	05/SE-DZI	12/SE-DZI	19/SE-DZK	26/SE-DZM	
BAL035A	AGP	07/G-BYAL	14/G-BYAI	21/G-CDUO	28/G-BYAT	
BAL231A	ALC	04/G-BYAT	11/G-QBYF	18/G-BYAJ	25/G-BYAT	
BAL387A	ALC	02/G-BYAD	09/G-BYAF	16/G-BYAD	23/G-QBYI	30/G-BYAF
BAL530A	PM	05/G-BYAP	12/G-BYAD	19/G-CDUO	26/G-BYAF	
BEE9125	CMF	06/G-JEAV				
IWD3214	ACE	04/EC-HZU	11/EC-GZD	18/EC-IAG	25/EC-GZE	
IWD3268	TFS	05/EC-GZE	12/EC-GZD	19/EC-GZE	26/EC-GZD	

OTHER FLIGHTS

02	<u>EI-CRQ</u>	B737	AZI8221/2342	Lulea -n/s- Pisa	Passenger Charter
03	<u>EI-CRQ</u>	B737	AZI2343/2442	Pisa -n/s- Rome Fiumicino	Passenger Charter
04	G-BRYP	DH8	BRT091/131	Manchester - Dublin	Lieu JS41
04	G-BRYP	DH8	BRT132/162	Dublin - Southampton	Lieu JS41
04	G-MANE	ATP	BRT094/136	Glasgow - Dublin	Lieu JS41
04	G-BRYP	DH8	BRT107/092	Southampton - Manchester	Lieu JS41
04	G-MANE	ATP	BRT137/096	Dublin - Glasgow	Lieu JS41
04	<u>EI-CRQ</u>	B737	AZI2443/8443	Rome Fiumicino - Manchester	Passenger Charter
05	<u>G-STRA</u>	B733	AEU03T/04T	East Midlands - Liverpool	Training
05	G-EMBD	E145	BRT101E/112	Manchester - Southampton	Lieu JS41
05	G-EMBD	E145	BRT161/186	Southampton - Gatwick	Lieu JS41
05	G-EMBD	E145	BRT187/102E	Gatwick - Manchester	Lieu JS41
07	G-MIDL	A321	BMA4JL/2LJ	f/t Heathrow	Lieu F100
07	G-MANH	ATP	MNX613/613A	Isle of Man - Glasgow	Lieu JS41
08	G-MANM	ATP	BRT092/131	Glasgow - Dublin	Lieu JS41
08	G-MANM	ATP	BRT132/093	Dublin - Glasgow	Lieu JS41
08	G-MANE	ATP	BRT098/133	Glasgow - Dublin	Lieu JS41
08	G-MANE	ATP	BRT134/136	f/t Dublin	Lieu JS41
08	G-MANE	ATP	BRT137/099	Dublin - Glasgow	Lieu JS41
09	G-MANE	ATP	BRT096/162	Glasgow - Southampton	Lieu JS41
09	G-MANE	ATP	BRT107/097	Southampton - Glasgow	Lieu JS41
10	G-MANE	ATP	BRT091/131	Glasgow - Dublin	Lieu JS41
10	G-MANE	ATP	BRT132/09097	Dublin - Glasgow	Lieu JS41
13	G-SWJW	A300	AIH315F/315	Manchester - Palma	Lieu AIH B752
15	<u>OY-MRK</u>	B737	AZI8747/2146	Liverpool - Nice	Passenger Charter
15	OY-MRK	B737	AZI2147/8246	Nice -n/s- Belfast International	Passenger Charter
19	G-BPNT	B463	FLT550/650	f/t Biggin Hill	Fulham FC

21	<u>G-STRB</u>	B733	AUE849P	Gatwick - Edinburgh	Training
21	G-NVSA	DH8	BRT067/MNX418	Manchester - Isle of Man	Lieu JS41
21	G-NVSA	DH8	MNX419/BRT068	Isle of Man - Manchester	Lieu JS41
23	G-ZAPJ	AT42	AWC6Y/65	Edinburgh - Koln/Bonn	Freight Charter
24	G-CEAF	B732	EAf569P/2596	Manchester -n/s- Glasgow	Passenger Charter
27	<u>SE-RBS</u>	MD83	AZI8555/2656	Teesside -n/s- Bergen	Passenger Charter
27	G-CEAF	B732	EAf2599/9885	Göteborg - Bournemouth	Passenger Charter
27	SE-RBS	MD83	AZI2657/2756	Bergen -n/s- Venice	Passenger Charter
28	G-STRB	B733	AEU835P/835	Norwich -n/s- Keflavik	Passenger Charter
28	SE-RBS	MD83	AZI2757/9757	Venice - Manchester	Passenger Charter
29	G-STRB	B733	STR836/837	f/t Keflavik n/s	Passenger Charter
30	G-STRB	B733	STR838/838P	Keflavik - Manchester	Passenger Charter
30	C-FTDA	A320	SSV796/MYT369	Toronto -n/s- Fuerteventura	Lease to MYT

Aircraft making first visits are underlined.



Airbus A320 G-RDVE Airtours
Leeds Bradford International 25 April 1999
Peter Martin



Boeing 737-505 LN-BRV Braathens
Leeds Bradford International 28 October 2001
D.J.D. Carter

THE YORKSHIRE AEROPLANE CLUB

by T.W.Sykes

1) The Early Years

With some justification the Yorkshire Aeroplane Club could lay claim to being the oldest in the country. It was in August 1909 that Mr Herbert Dunn put forward the idea of forming a Flying Club. Early in September a meeting was held in the Yorkshire Post building in Albion Street, Leeds of "gentlemen interested in the advancement of the science of aviation" which resulted in a decision to form the Yorkshire Light Aeroplane Club. An inaugural meeting was held at the Metropole Hotel in Leeds on September 15th 1909 where a committee was formed and Mr Stuart Hirst was elected chairman. Within a month membership had reached over 200 and the Club was firmly established. Meetings took the form of lectures by persons willing to pass on their knowledge of aviation matters. In January 1911 Mr Albert Hunter of Dewsbury, a Club member and reputedly the first Yorkshireman to fly a mile, gave a talk entitled "How I learned to fly in France". Mr Hunter's other claim to fame was that in 1901 he cycled from Skipton to Keighley in 50 minutes - backwards! The February meeting was a talk by another member, Mr Vaughan Bateson of Bradford, entitled "The future of flight". Eyebrows shot up when he predicted that "some of them would live to see the mails carried across to America in a day" and "the aeroplanes of the future would be made of silvery metal that would glint in the sunshine and the framework of the machine would be of steel. Passengers would be sheltered from the wind in cabins". At another of the 1911 meetings the guest speaker was the famous aviator Colonel Samuel Cody. Records state that some of the members were busy constructing aeroplanes of their own but no definite evidence has come to light of any successes. In July 1911 two Blackburn Mercury II Monoplanes were entered in the Daily Mail Circuit of Britain contest on behalf of the Yorkshire Light Aeroplane Club by Mr Stuart Hirst. Further details of the Club up to the outbreak of World War One and subsequent to the War are lost in the mists of time and the first part of its history remains incomplete.

In 1924 a representative of the Air Ministry attended a meeting held in Harrogate on September 10th to explain to local enthusiasts the Government's new scheme to supply grants for the formation of ten flying clubs. This meeting was the springboard from which the Yorkshire Aeroplane Club was re-established with the aims "to gather together a membership of those interested in flying, to teach flying, to provide and maintain a number of single and two seat aircraft for the members to use and to help those interested to obtain a thorough knowledge of the construction, maintenance and repair of aeroplanes". To this end a delegation of Club members visited the Daily Mail Light Aeroplane Trials held at Lympne to choose a suitable two seater for training. It was decided that the aeroplanes exhibited were of insufficient horsepower, being only between 3.5 and 12, so no order was placed. Just five months later the problem was solved when, on February 22nd 1925, the prototype de Havilland Moth made its first flight from Stag Lane. It was an ideal aeroplane for the Club and with the aid of the Government grant an order was placed for two of the type. With the order safely placed a suitable landing site somewhere in the Leeds/Bradford/Harrogate area was now needed. Finding such a site was to prove very difficult and consequently when the first Moth was ready for delivery the Yorkshire Aeroplane Club was still without a home. It was decided that the Moth, which was the fifth production machine registered G-EBLS, would carry a letter from the Lord Mayor of London to the Lord Mayor of Harrogate on the delivery flight. Permission was therefore sought to land on the Stray at Harrogate; this permission was not forthcoming. Thus at 1045 on the morning of August 18th 1925 Mr R.W. Kenworthy took off from Stag Lane with the Club Treasurer Mr I.F. Barnes as his passenger and flew the aeroplane to Soldiers Field in Roundhay, Leeds. Here they were greeted by a welcoming committee headed by the Club President the Earl of Harewood and the letter proceeded to Harrogate by road. Another member of the welcoming committee was Mr Arnold G. Wilson who was to become one of Yorkshire's best-known aviators and would be associated with the Club for the next forty years. The wings of the Moth were folded and it was pushed into a temporary home in the Olympia branch factory of the Blackburn Aircraft Company.

2) The First Sherburn Years

With no suitable site being found in the desired area it was decided to establish the Club at Sherburn-in-Elmet where there already was an aerodrome, which had been used for a number of years by the

Blackburn Aeroplane Company. On January 10th 1926 the grand opening ceremony was performed by AVM Sir Sefton Brancker and on January 24th flying instruction commenced under the CFI Mr J. West. The second Moth, registered G-EBNN, arrived six months later on July 22nd and was soon pressed into use. In August the Club held an "At Home" and among aircraft present was the Avro Aeroplane Company's trainer the 504R Gosport. The aircraft demonstrated was the third one built, G-EBOX, which was sold abroad immediately after the show. On September 26th G-EBLS was taken to the Lancashire Aeroplane Club's display at Woodford by Reg Kenworthy. October 2nd found the Club hosting the Yorkshire Gala at Sherburn and crazy flying, wing walking and parachuting were only part of the display. The first Yorkshire Handicap was held over a 25 miles course from Sherburn, round Selby and Tadcaster and back to Sherburn. An inter-club Handicap Race to Selby and back was won by H.B.L. Dixon of Newcastle Aero Club in the Moth G-EBPT. By November Mr N.S. Norway (better known as the novelist Neville Shute) was flying solo and a lady member, Miss Madeleine Constance Mary Woodhead, was just going solo after eight and a half hours dual. Miss Woodhead was eventually issued with pilots licence number 8142 on August 11th 1927 and became the sixteenth female licence holder in the UK.

In January 1927 the Club fees were £5-0-0 enrolment and £5-0-0 membership for full members and £2-0-0 enrolment and £2-0-0 membership for associate members. Members of HM Forces were charged just £5-0-0. On February 25th 1927 the Moth G-EBNN set off to visit the Norwich flying meeting but became lost. A landing was made to check their position, a second landing was made to verify their position at Elmham and fuel was taken on at the local garage. On take off the aircraft struck a hedge and overturned; this resulted in G-EBNN being taken by road to Stag Lane for de Havillands to repair. In its absence it was replaced by an Avro 548A (believed to be G-EBIU) on loan from the Blackburn Aeroplane Co. at Brough. This arrived on March 16th and was test flown by Mr J. West on the 19th. Just over two weeks later Mr West left the Club to go to the Reserve Flying School at Brough and on April 5th a new CFI, Mr S.R. Beck, took over. In April Alan Cobham was lecturing in Leeds and on the 10th he visited Sherburn and flew G-EBLS. Moth G-EBNN was in the wars again when, on July 13th, it struck a fence at Sherburn and the lower wing was written off. After repairs it was to partake in a different kind of adventure. Arnold G. Wilson, who was a motor agent as well as a Club member, made use of the Moth to fly down to Oxford to pick up a new Morris car on the strict understanding that it was to be back in time for the weekend's flying. After a safe landing at Oxford they successfully took delivery of the car but of course the weather clamped on them. Nothing to do but fold the wings of the Moth, hitch it on the back of the car and set off towing! By the time they reached Banbury the weather had started to clear so it was unhitched and wheeled into a handy field where the wings were unfolded and Mr Wilson's companion flew it on whilst he drove the car himself. It was decided to add to the fleet and on economical grounds the choice was the Blackburn Bluebird which was built locally, at Brough, and was therefore close to a spares source. Three were purchased and these were delivered to Sherburn in September 1927. By way of a celebration an Air Display was organised for October 1st which was attended by private owners from all over the country; pleasure flights were supplied by the Handley Page W.10 G-EBMM. The Moth G-EBLS was written off in a crash at Sherburn on February 8th 1928 and was replaced by another Bluebird, delivered in March. Six months later G-EBNN was sold to the Cinque Ports Flying Club. In 1929 S.R. Beck was replaced as CFI by Harry V. Worrall.

3) Early Days at Yeadon

Sherburn had proved to be a rather bad choice of location for the Club as most members were from the Leeds or Bradford area and so when the Leeds and Bradford Corporations combined to form a Joint Committee with the aim of developing a site at Yeadon, the Club offered to run the aerodrome for them. Leeds and Bradford Municipal Airport was opened on October 17th 1931 and the Yorkshire Aeroplane Club moved in, converting two semi-detached houses on the western side of the aerodrome to a spacious clubhouse. Here the Club prospered and many members learned to fly, many going on to purchase their own aircraft. In March 1935 the Short Scion G-ACJI was purchased and used for joy riding around the aerodrome. The Club by this time operated a fleet of de Havilland Gipsy Moths painted in the Club colours of pale blue fuselage, fuel tank, undercarriage and struts, with silver wings, tailplane, fin and rudder. A number of instructors were used and one of these was J.H. Lacey, later to gain fame as "Ginger" Lacey in the RAF during World War 2.

In 1935 flying costs were 45 shillings per hour dual and 40 shillings per hour solo for instruction; on obtaining a licence it was then 35 shillings per hour to hire an aircraft reducing to 30 shillings per hour after

the new pilot had amassed fifty hours. In 1938 the Club volunteered to become part of the national scheme to train pilots known as the Civil Air Guard. This was a scheme initiated by the Air Ministry after the Munich crisis brought home to them that there was a shortage of trained pilots. The idea was that the Club would train the pilots for a subsidised rate of less than 10 shillings per hour up to "A" licence standard and would receive £3-0-0 per hour for the first six hours training and £32-0-0 when the student gained his licence. This was for a four-year contract with the Club providing everything. By the spring of 1939 the Club had a fleet of 19 aircraft and nine instructors. On the outbreak of war on September 3rd 1939 all Club and private flying ceased, the Club's aircraft were impressed and the Club ceased all activity.

4) Back to Sherburn

With the lifting of the ban on private flying on January 1st 1946 the Yorkshire Aeroplane Club was once again re-formed. As a joint proprietary club it was wholly owned by Mr Ronald H. Braime and the aforementioned Mr Arnold G. Wilson. With Yeadon still under requisition by the Ministry of Aircraft Production the only solution appeared to be a return to Sherburn-in-Elmet. The two owners carried out a survey and found the airfield suitable for their needs and hangarage readily available. However, the only building suitable for use as a clubhouse was nearby Lennerton Lodge, which at that time was just a derelict old farmhouse. The situation was complicated by the fact that the airfield was Air Ministry property but the land was leased to the Ministry of Agriculture and the buildings were leased to the Ministry of Works! Eventually agreement was reached for the sub-lease of part of the airfield, Lennerton Lodge and one hangar. Whilst renovation of the farmhouse was under way temporary office accommodation was offered by Messrs Atkinson, Smith & Atkinson at their premises in East Parade in Leeds. A committee was formed by invitation and an inaugural meeting was held in Lennerton Lodge on July 7th 1946, those present being the two co-directors plus D.E. Catton, L.N. Wilson and L.S. Dawson with C.W. Richardson unable to attend. Those present elected Mr Ron Braime as the first Chairman. Staff had been recruited by this time and consisted of Mr J.K. Astin (secretary), Miss Dawson (assistant secretary) Mr Smith (CFI), Mr Brittain (ground engineer), one technician, one steward and one stewardess. A total staff of fourteen was eventually employed and this figure was maintained (albeit with frequent turnover) until 1958.

Initially the Club operated two aircraft on lease from Arnold G. Wilson Ltd; these are believed to have been the Austers G-AGTR and G-AGVG. During the early part of 1946 the old Lennerton Lodge was made habitable, with a bar and even meals available to the members. By November the lease of a second hangar had been arranged and a lively Social Committee, comprising A. Catton, C.P. Rigby, J.C. Bidgood, L.N. Wilson, Mrs Arnold G. Wilson and Mrs D.E. Catton, had been formed to look after non-flying activities of the members. In December a sub-committee was formed under J.R. Micklethwaite and was charged with the most important task of drawing up the Club rules and the flying regulations. This duty was speedily performed and the results were approved and put into operation by February 1947. Membership fees at this time stood at £3-3-0 for flying members and £2-2-0 for non-flying members. In order to get Club members around in greater numbers, and also for charter work, it was decided to purchase a larger aircraft. Large numbers of ex military aircraft were now becoming available and a Percival Q6 six seater twin was acquired; it was restored to the register as G-AFFD and received a C of A in March 1947.



Now it was time to put the Yorkshire Aeroplane Club back on the aviation map. An Open Day and Air Pageant was planned for May 3rd 1947 but the event was marred by the usual inclement weather. A loss of £8-0-0 on the event was however turned into a profit of £6-0-0 when the participating pilots kindly decided to give their aircraft services free of charge. By June the membership had risen to 85 flying members and 49 non-flying members. A second attempt at a flying meeting was made on July 20th when a dawn patrol and breakfast party was organised, but once again the weather intervened. To foster a spirit of competition between Club members a trophy was donated by Ron Braime in August to be the first prize in an annual navigational competition. Mr Alan Woodhouse had become the CFI but during 1947 he was replaced by Mr

Frank Morgan. On August 16th the Q6 was used by members to visit the Strath Tay Aero Club's display at Perth, and on September 27th all the available Club and private aircraft (plus an Aerovan hired from Lockwoods Flying Services at Speeton) participated in a Club Rally to Cowes. Although the Cowes weekend was a social success it proved to be a financial failure to the tune of £35-0-0.

By October 26th total membership had passed the 150 mark and social events were becoming an organised feature. Clay pigeon shoots and archery contests were held and annual events such as the children's Christmas party, adults' Christmas party, November the 5th bonfire and the Annual Ball were established as part of the calendar. At a meeting in February 1949 it was decided that the Club would host an International Club Rally at Sherburn over the weekend of June 11-13th. This turned out to be a great success with aircraft arriving from Belgium, France, Sweden and Switzerland. Since it was necessary for the visitors to clear customs inbound at Lympe it was decided that Club members J.C. Bidgood, C.P. Rigby and D.E. Catton would go down and meet them there. They were then able to help with customs formalities and re-fuelling before guiding them north to Sherburn. On the Friday evening a Grand Banquet was held in the Majestic Hotel in Harrogate after the guests had been entertained to tea at Leeds Civic Hall by the Deputy Lord Mayor and his wife. Sunday morning found the guests being escorted round Scarborough where lunch was taken at the Prince of Wales Hotel; after tea the return journey was made via York. Accommodation had been arranged for the guests over the weekend at Monk Fryston Hall where a Farewell Banquet was held on the Sunday evening at which various trophies were presented. Largest attendance was from the Ghent Aero Club and a silver tankard was accepted on their behalf by Mr Freddie van Cheluwe. The trophy for the greatest distance flown to the Rally went to Mr George Lithander who flew his SAAB Safir from Gothenburg, Sweden. The most efficient aircraft was judged to be the Piper Super Cruiser flown from Geneva by M. L'Huillier with two friends. Winner of the Concours was the Piper Clipper of M. & Mme. Menard from Carcassonne. All the gentlemen visitors were presented with souvenir ashtrays and the ladies received some chocolate and a basket of toffees. This was the first of five International Rallies to be held at Sherburn annually until 1953. The event was to become so popular that in 1952 the Club received a letter from South Africa asking about the 1953 event. The 1949 Deauville Rally was attended by no less than eleven aircraft representing the Yorkshire Aeroplane Club and some of these aircraft travelled on afterwards to the Spanish Rally.

In November 1949 the Yorkshire Aeroplane Club was approached by the Royal Aero Club with a view to staging two high speed air races the following year. It had been noted that Sherburn had a lengthy runway, plenty of space on the airfield and was surrounded by a large flat area of countryside which made it ideal for such an event. At a meeting on December 4th it was agreed to accept the invitation and to lay on a full air display in support. Organising the race and display became the task of Ron Braime and he was surprised at the amount of work it entailed. For instance, for the expected 40,000 people they were obliged to provide 36 toilets, and for the arrival of the Lord Mayor of Leeds by Sycamore helicopter from Hyde Park they needed insurance cover of £34,000. In order that the two events did not clash the 1950 International Club Rally was held slightly earlier than usual on May 21st; this left a short breathing space before the High Speed Air Races and Air Display were held on July 22nd. The main event of the day was the Society of British Aircraft Constructors Challenge Cup Race for jet aircraft run over two laps of a 100km course. The course ran around York using the airfields at Burn, Breighton, Full Sutton, East Moor and Marston Moor as turning points. There were four entrants, a Gloster Meteor T7, a Hawker Sea Hawk, a Vickers Supermarine Attacker and a de Havilland Venom. These were flown by the test pilots Jan Zurakowski, T.S. Wade, Mike Lithgow and John Derry respectively. In order to warm up the crowd for this event there were two other races, the first being the Yorkshire Aeroplane Club Trophy Race over three laps of a 17.5 miles course for small piston engined aircraft. The second was for larger and faster piston engined aircraft around the same course as the jets; this attracted such types as the Blackburn Firebrand, Hawker Sea Fury, Supermarine Seagull, Fiat G46 and the famous Miles Sparrowhawk. Other items in the display included parachute drops by the 12th battalion (Yorks) TA, aerobatics by Spitfires of 609 squadron, aerobatics by 257 squadron Meteors and more aerobatics by three French Air Force Stampses. Pleasure flying was provided before and after the Show by aircraft of the Club.

By this time the Club fleet had risen to nine aircraft. At the larger end of the scale the Percival Q6 had been supplemented by a de Havilland Rapide, G-ALGB, acquired in October 1949. In the touring range were two Proctors, a mark 5 G-AHWS and a mark 1 G-AIEX. For training there were three Auster J/1 Autocrats G-AGTR, G-AGVG and G-AJUD plus Auster J4 G-AIJL and Tiger Moth G-AIEL. These were maintained by the

Chief Engineer Mr Shaw; the CFI was Mr Allan Woodhouse and he was assisted by Miss Suzanne Chapman who was fully qualified to operate all the charter flights. The Club was kept running smoothly by the resident Secretary Miss Margaret Swift. Members continued to travel to various displays and rallies both at home and abroad and the annual events at Sherburn were still attracting visitors from all over the continent. In 1951 the Club was selected to host the Association of British Aero Clubs' At Home; this event was held on August 11th and it was attended by 30 visitors in some 14 aircraft. Shortly after this the Club's Tiger Moth was destroyed in an accident at Sherburn on September 15th.

The 1952 International Club Rally was held on the weekend of June 7th and attracted 11 Danish entrants, 7 French, 3 Dutch, 2 Belgian and one each from Switzerland and Luxemburg plus 5 from the UK. Despite this success, 1952 marked the start of the decline in the Yorkshire Aeroplane Club at Sherburn. There was a general falling off in Club activities and a drop in the number of new flying members recruited. Ron Braime attributed this to a new Air Navigation Act which called for a minimum of thirty hours flying time before a passenger carrying licence could be obtained. The 1953 International Club Rally was run as the Coronation Rally on the weekend of June 3rd and once again the list of entrants was very impressive. Countries represented were Spain, France, Switzerland, Luxemburg, Finland, Denmark and Holland. One of the French entries was a Nord 1203 F-BFJS which was operated by the Aero Club D'Oran in Algeria; its route to the Rally was painted on the side of the aircraft and read - Oran, Tangier, Seville, Salamanque, Bilbao, Bordeaux, Poitiers, Toussus, Ghent, Ypenburg, Southend, Cambridge, Rearsby, Leicester, Sherburn!

This was to be the last of the great International Club Rallies held by the Club. Over the years these had been run at a cost of about £1000 per year and the money had been raised by members through various functions and by some generous donations. The next few years saw the continuation of the general decline in Club activities along with the falling off of membership on the flying side. Despite this, the annual At Home's were held in July 1954, June 1955 and July 1956. In November of 1956 the Yorkshire Gliding Club began operations from Sherburn on a trial basis and the members were incorporated into the Yorkshire Aeroplane Club. Some early difficulties with siting of the launch winch were soon overcome by the CFI but it is thought that the arrangement only lasted until about March 1957. The final At Home was held on July 14th 1957 and on November 1st the last of the Club's Annual Ball took place. It was decided that the Club would close down from March 31st 1958 due to the lack of new flying members; two other factors were that it was difficult to recruit qualified and efficient staff to work at the remote Sherburn airfield plus the Club had consistently lost money over the previous twelve years. A final formal dinner dance was held at the Club House on February 22nd 1958 before the Club was closed down.

5) The Final Home at Yeadon

Over at Yeadon, the Yeadon Aero Club had been formed in 1953 after the Ministry of Civil Aviation finally withdrew from the airfield. For a number of years this Club flourished alongside Yeadon Aviation Ltd which operated to the Isle of Man with Rapides G-AHKT and G-AIYE. The airfield was de-requisitioned by the Ministry on January 1st 1959 and at the same time the Yeadon Aero Club and Yeadon Aviation Ltd were both disbanded. The Yorkshire Aeroplane Club Ltd was now re-formed at Yeadon by Bert Barker and Frank Leach, with both Ron Braime and Arnold G. Wilson once again involved. To operate the flying side of the Club a new company called Yorkshire Flying Services Ltd was formed by Sam Whiteley and Arthur Carvell. Arthur had been CFI with Yeadon Aero Club and Chief Pilot with Yeadon Aviation Ltd; he continued as CFI with the newly formed Club. On April 1st 1959 an inaugural meeting was held and a committee was formed. The Club was to prosper at Yeadon with students learning to fly on the Austers and Tiger Moth taken over from the Yeadon Club. The Tiger was soon lost in an accident when it landed in a reservoir, which was located just over the southern boundary of the airfield, on July 7th 1959.



A small At Home was held on June 19th 1960 at which Vigors Aviation, the Kidlington based Piper dealer, brought in five of their stock of current Piper aircraft for everyone to enthuse over. These were Apache G-APMY, Tri-pacer G-APXR, Aztec G-APYX, Comanche G-APZG and Super Cub G-ARAN. This was to be the last such event held at Yeadon by the Club as the scheduled aircraft were starting to take precedence. For the same reason the annual Whit Monday Air Show was moved to Church Fenton after the one on June 11th 1962. In November 1963 the Club was taken over by Norman Reddihough and by this time the Club's fleet had been changed to three Chipmunks for training and a Cessna 172 and a Cessna 175 for touring. The Chipmunks were painted silver with black trim and since they all looked the same they had different coloured tips to the fins for easier identification. G-AORF was red, G-AOSK was blue and G-AOSU was yellow. The 172 was G-ARLT and the 175 was G-AROC with privately owned 172's G-ARCM and G-ARLT also being used along with Cessna 170B G-APVS. G-AROC was eventually converted to Cessna 172 standard after an accident and it served the Club for twenty years before being sold to Yorkshire Light Aircraft and converted for banner towing as G-OTOW.



With the Chipmunks getting long in the tooth re-equipment was on the cards again. On February 23rd 1965 the first Cessna 150, G-ASYP, was delivered to the Club from Westair at Blackpool. The new runway 33/15 was finished in 1965 and this had required the demolishing of the Club's premises on the north side of the airfield. A brand new building had been constructed on the south side and this was formally opened on the weekend on November 27-28th with a dance on the Saturday evening and a film show provided by Air-Britain on the Sunday afternoon with the film 'Hells Angels'. Over the next six months two more Cessna 150's arrived and the Chipmunks

were phased out. However, the more adventurous pilots needed an aircraft for aerobatics so another Chipmunk was bought and G-APPA was delivered on December 13th 1966. Many Club pilots were actively using their new licences to visit other Clubs and to enter Rallies all over the Continent, the Jersey Rally being very popular.

In July 1970 the Club once again changed hands and became the property of John Fenton and Alex Webster; Alex had been CFI since 1968 when he had taken over from an ailing Arthur Carvell. Arthur continued as a director of Yorkshire Flying Services until a stroke finally left him unable to speak in 1972. He had been a most popular CFI and was always ready to talk tales of flying with anyone – even the "spotters". His son Dudley had learned to fly with the Club and became an instructor before going into the RAF where he flew Phantoms before going on to do a tour with the Red Arrows and then instructing on Harriers. On leaving the RAF he gained a post flying with Cathay Pacific, one of many Yorkshire Aeroplane Club students who have gone on to fly for airlines or private companies. In early 1972 the job of steward of the social side of the Club was taken over by Hilda Peters who immediately became a popular member of the staff and her slightly fractured English accented by her natural German was a feature of the Club bar. During the 1970's and 80's Air-Britain (and later Air Yorkshire) continued to be associated with the Club and other groups also used the Club's facilities. These included the Leeds and Bradford Parachute Club, the Ilkley and District Motor Club, Northern Aeroplane Workshops, the Royal Observer Corps and the British Isles Aviation Society. The Club ran occasional classes on radio licences and other aviation subjects in the ballroom and many dances and disco's were also held on the social side. The Cessna 150's were replaced in 1976 and 1977 by newer models, one of which was G-BFGL an Aerobat which took over from the Chipmunk G-APPA which had been sold in 1973. The Parachute Club had been a mixed blessing for the Club with their members monopolising the building at weekends. However, they were enthusiastic members and

kept the bar operating. In the summer of 1997 they decided to move out and they ended up at Hibaldstow. The Club continued to thrive through the 1980's with Alex Webster still the CFI and a variety of assistant flying instructors operating. However, by 1990 Alex Webster and John Fenton had reached the end of their term as operators of the Club and it was sold by them to Jill Tushingham in February that year.



The fleet of aircraft was also taken over by Jill and added to by leasing Cessna 150's G-BCVH and G-OJVH from Yorkshire Light Aircraft; the similarity of the last two of the registrations was covered by the former using "Yorkair 1" and the latter "Yorkair 2". The Cessna 172 G-ATLM was put up for sale in August 1990 so, to supply members with a touring aircraft, the Cherokee G-AVSE was also leased from Yorkshire Light Aircraft but this was damaged in a forced landing near Keighley on May 8th 1994 and finally departed in March 1996. Full of new ideas Jill organised a fly-in for June 1991 which attracted no less than 29 visiting aircraft to the Club's southside premises and was very successful. A second fly-in was organised for June 1992 by which time the Club aircraft had started to be all painted in a standard colour scheme of blue and white. The 1992 fly-in attracted a total of 49 visiting aircraft and there was a contest for Club members and visitors consisting of a navigation competition and a spot-landing event. A barbecue and music was also organised for all the people who attended. A further fly-in in June 1993 was spoiled by bad weather and only 19 visitors were recorded. In June 1994 there were 36 visitors to the fly-in. Over the weekend of May 11/12/13th 1996 the Club were hosts to the 1996 Polair event organised by the association of police flying clubs and this attracted some 28 aircraft for various competitions.

The Aero Club fly-in for June 1996 was totally wiped out by bad weather so it was re-scheduled for the next month but it was again hit by bad weather and only 12 aircraft turned up. The fly-in for 1997 was planned for August and was slightly better with some 33 visitors making the trip. In 1997 the Club experimented in the new Katana aircraft with a small number leased from the UK distributors for a while but they proved to be unpopular and were discontinued. By 1999 the Club was leasing helicopters from Blackpool and offering tuition on the Robinson R-22B; there was usually one Robinson based at the airfield but it varied as to which one it was at any one time. By 1999 Jill was actively looking for a buyer for the Aero Club and this eventually turned out to be Multiflight Ltd. They had already taken over the operation of Yorkshire Light Aircraft and in December 1999 they acquired the Yorkshire Aeroplane Club. Since they had for some time been operating their own flying school with Robin aircraft they just took over the premises of the Yorkshire Aeroplane Club and on 24 December 1999, after a last party, the Club closed and the name of the Yorkshire Aeroplane Club disappeared into history after 90 years.

(This article was first run in Air Yorkshire some 13 years ago. I have added further notes and brought it up to date to the final closure in 1999 - T.W. Sykes)

Aircraft of the Yorkshire Aeroplane Club

Listing the complete fleet of the Yorkshire Aeroplane Club is a practically impossible task. However, the aircraft below are known to have been operated by the Club at various times over the years. The aircraft of the Club have been registered to the Yorkshire Aeroplane Club or to its owners. These include R.H. Braime, A.G. Wilson, Whiteley (Rishworth) Ltd, L.S. Dawson, A. Barker and N. Reddihough. Other aircraft listed have been loaned by their owners who were members of the Club or leased from Yorkshire Light Aircraft Ltd. There will, of course, be some omissions from the list: any confirmed additions will be gratefully received and published at a later date.

Reg.	Type	c/n	from	to	Owner and Disposal
G-EBLS	dH 60 Cirrus Moth	185	18.08.25	08.02.28	YAC: crashed at Sherburn
G-EBNN	dH 60 Cirrus Moth	260	22.07.26	.09.28	YAC: to Cinque Ports Flying Club

G-EBRF	Bluebird II	9803/3	02.09.27	.09.28	YAC: to L.J.C.Mitchell
G-EBRG	Bluebird II	9803/4	16.09.27	05.02.28	YAC: crashed at Sherburn
G-EBSV	Bluebird II	9803/5	24.09.27	.12.30	YAC: to F.R.G.Spikens
G-EBTA	Bluebird II	9803/10	.03.28	.04.28	loan from Blackburns
G-EBTB	Bluebird II	9803/11	27.03.28	.03.29	YAC: crashed at Sherburn
G-AAAA	dH 60G Gipsy Moth	805	09.12.38	.09.39	YAC: impressed as X5038
G-AABD	Bluebird III	1450/3	02.04.29	.09.30	YAC: to T.Martin
G-AAIA	dH 60G Gipsy Moth	1090	10.01.39	.09.39	YAC: impressed as X5037
G-AAJW	dH 60G Gipsy Moth	1135	04.05.36	.09.39	YAC: impressed as X5040
G-AALN	dH 60G Gipsy Moth	1047	17.12.37	.09.39	YAC: impressed as X5041
G-AAMR	dH 60X Moth	1280	18.11.30	25.08.38	YAC: to Romford Flying Club
G-AAMU	dH 60X Moth	1826	06.01.31	18.02.38	YAC: to Bedford School of Flying
G-AAPC	dH 60X Moth	1166	08.10.34	22.02.36	YAC: crashed at Yeadon
G-AAXT	dH 80A Puss Moth	2013	.33	29.08.35	YAC: to Hon.B.E.Lewis
G-ABAL	dH 60G Gipsy Moth	1264	13.02.39	.09.39	YAC: impressed as X5118
G-ABCS	dH 60G Gipsy Moth	1282	09.08.38	.09.39	YAC: impressed as X5039
G-ABHM	dH 60G Gipsy Moth	1830	.31	.32	YAC: to J.R.Micklethwaite
G-ABJJ	dH 60G Gipsy Moth	1840	01.10.38	21.08.39	YAC: to Ganton Flying Club
G-ABJN	dH 60G Gipsy Moth	1851	08.10.34	.09.39	YAC: impressed as AW119
G-ABKG	dH 80A Puss Moth	2157	.33	19.08.38	YAC: to North of Ireland Aero Club
G-ABXY	dH 80A Puss Moth	2241	.33	02.01.34	YAC: to H.L.Brooks
G-ACJI	Short Scion	S.766	02.03.35	.09.39	YAC (Yorkshire Airways Ltd): impressed as X9375
G-ACKS	dH 85 Leopard Moth	7033	17.12.37	.09.39	YAC: impressed as AW120
G-ACSJ	dH 85 Leopard Moth	7070	14.06.38	.09.39	YAC: impressed as AW117
G-ADIS	dH 87B Hornet Moth	4897	31.07.39	.09.39	YAC: impressed as W9391
G-ADNE	dH 87B Hornet Moth	8089	10.03.36	.09.39	YAC: impressed as X9325
G-ADWL	dH 82A Tiger Moth	3452	29.12.45	.07.51	Arnold G.Wilson: to M.Dumont
G-AEZI	dH 85A Leopard Moth	7113	26.06.37	.09.39	YAC: impressed as AW122
G-AFDV	dH 85A Leopard Moth	7120	24.07.39	.09.39	YAC: impressed as W5783
G-AFFD	Percival P16A Q6	Q-21	.03.47	.04.52	YAC/R.H.Braime & Ptnrs (03.50): to Walter Instruments Ltd.
G-AFJR	Tipsy B	2	06.10.38	29.10.40	YAC/A.G.Wilson (11.09.40): to J.H.Tattershall
G-AFJS	Tipsy B	3	22.10.38	04.01.41	YAC/A.G.Wilson (11.09.40): to A.Mann
G-AGTR	Auster J/1 Autocrat	1824	.06.47	.07.58	R.H.Braime & Ptnrs: to Mehrwald and Co.Ltd.
G-AGVG	Auster J/1 Autocrat	1958	.06.47	.03.57	YAC/R.H.Braime & Ptnrs (04.49): to J.W.Steele
G-AHCG	Taylorcraft Plus	D 206	.02.47	.55	G.H.Wiles (YAC): to W.L.B.Jordan
G-AHHT	Auster J/1N Alpha	2022	.59	.05.63	Whiteley (Rishworth) Ltd. (ex Yeadon Aero Club): to A.J.L.Hugg
G-AHWD	Taylorcraft Plus	D 230	18.02.49	.12.49	R.H.Braime & Ptnrs: to Newcastle Aero Club
G-AHWS	Percival Proctor 5	Ae 74	.06.47	.06.55	YAC: to J.M.Dimpoglou as F-OATM
G-AIEL	dH 82A Tiger Moth	3957	02.08.47	15.09.51	YAC: crashed at Sherburn
G-AIEX	Percival Proctor 1	K 233	22.01.48	.07.56	YAC: to Germany as D-EFAG
G-AIJL	Auster J4	2068	.02.47	.05.51	Arnold G.Wilson/YAC (06.47) R.H.Braime & Ptnrs (07.49): to Australia as VH-AAG
G-AIJS	Auster J4	2074	.59	.06.62	Kagan Textiles: to Mel-Air
G-AIPR	Auster J4	2084	.02.63	.08.64	Yorkshire Light Aircraft/ YAC: to R.W. and M.A.Mills

G-AITD	dH 82A Tiger Moth	85617	.59	07.07.59	Whiteley (Rishworth) Ltd (ex Yeadon A/C): crashed at Yeadon
G-AJAS	Auster J/1N Alpha	2319	.59	.03.62	Whiteley (Rishworth) Ltd (ex Yeadon A/C): to R.C.McNeil and P.Dodsworth
G-AJDY	Auster J/1 Autocrat	2322	.04.47	.07.58	G.H.Wiles/R.H.Braime and Arnold G.Wilson (06.54): to J.Heywood Ltd
G-AJIM	Auster J/1 Autocrat	2332	.08.47	.09.47	YAC: to the Hull Aero Club
G-AJOE	Miles Messenger 2A	6367	.03.57	.10.58	R.H.Braime and Arnold G. Wilson: to J.L.Shaw
G-AJUD	Auster J/1 Autocrat	2614	.51	.06.59	YAC: to D.S.Ascott and A.Cooper
G-AKHK	Miles 65 Gemini 1A	6514	.59	30.08.59	Whiteley (Rishworth) Ltd (ex Yeadon A/C): crashed Montpelier
G-AKXD	dH 82A Tiger Moth	84136	.09.50	.05.58	R.H.Braime & Ptnrs.: to Crop Culture (Aerial) Ltd
G-ALGB	dH 89A Rapide	6706	05.11.49	.06.54	YAC: to R.A.Peacock (Avtn)
G-ALGE	dH 89A Rapide	6907	.07.56	.59	L.S.Dawson:
G-ALUG	Miles 65 Gemini 1A	6320	13.07.49	.08.59	YAC/Arnold G.Wilson Ltd (03.59): to F.Leach
G-AMDE	Miles 65 Gemini 3A	WAL/1002	.05.59	.08.61	Arnold G.Wilson Ltd: to the Hadrian Flying Group
G-AMME	Miles 65 Gemini 3A	WAL/1006	.59	.02.61	Whiteley (Rishworth) Ltd: to R.Sandever
G-AMMZ	Auster J5B Autocar	2948	.04.59	28.10.60	A.Barker: crashed in Westmoreland
G-AMYI	Auster J8L	3151	.02.55	.08.62	YAC: to K.Lang & Ptnrs
G-ANVJ	Auster J8F	3152			YAC: registered 23.11.54, not completed
G-AORF	DHC1 Chipmunk 22	C1/0089	.60	25.09.63	Whiteley (Rishworth) Ltd: to Alares Developments
G-AOSK	DHC1 Chipmunk 22	C1/0178	17.09.61	03.03.66	Whiteley (Rishworth) Ltd: to the London School of Flying
G-AOSU	DHC1 Chipmunk 22	C1/0217	.08.59	14.05.66	Whiteley (Rishworth) Ltd: to Glosair
G-APCU	dH 82A Tiger Moth	82535	.04.59	.07.60	YAC: to J.C.Riddell
G-APPA	DHC1 Chipmunk 22	C1/0792	13.12.66	26.01.73	YAC: to D.H.Parkhouse
G-APVK	PA-23 Apache	23-1719	.02.68	25.11.73	Clyde Forster Ltd: moved to Sherburn
G-APVS	Cessna 170B	26156	.05.61	07.03.67	Whiteley (Rishworth) Ltd/ Norman Reddihough (10.62): to D.Scholes
G-ARCM	Cessna 172B	47852	.08.61	.12.63	the Swain Group: to J.D.Robertshaw
G-ARIT	Temco Twin Navion	1832	.60	.02.62	Whiteley (Rishworth) Ltd: moved to Crosland Moor
G-ARLT	Cessna 172B	48505	26.05.63	.76	D.H.Whiteley: to A.R.Germain
G-AROC	Cessna 175BX	56997	17.08.62	.82	YAC: to Yorkshire Light Aircraft as G-OTOW
G-ASMW	Cessna 150D	60247	25.04.78	.07.84	YLA: to Humberside
G-ASTU	Aero 145	20-12	01.08.64	16.08.71	Norman Reddihough: crashed at Sherburn and burnt out
G-ASYP	Cessna 150E	60794	23.02.65	21.06.76	YAC: to T.S.Quirk
G-ATHV	Cessna 150F	62019	18.12.65	09.05.78	YAC: to A.L.Parry
G-ATJV	Piper PA-32	32-103	21.02.68	.03.74	Seaglider Ltd: sold as TF-GOS
G-ATLM	Cessna F172G	0252	26.06.72	.08.90	YAC:
G-ATMK	Cessna F150F	0013	20.04.66	20.01.78	YAC: to Cinque Ports Flying Club

G-ATNC	Cessna F150F	0055	28.06.66	26.05.67	A.Barker: sold
G-AVHH	Cessna F172H	0337	23.03.67	03.04.69	A.Barker: to R.T.Pritchard
G-AVSE	Piper PA-28	28-4196	.08.90	.03.96	YAC:
G-AVUH	Cessna F150H	0244	17.11.67	18.04.69	A.Barker: to Fly Hire Ltd
G-AWUR	Cessna F150J	0390	10.04.71	.71	R.J.Brown: to K.A.Learmonth
G-AZOT	PA-34 Seneca	7250073	08.11.96	.01.98	
G-AZTC	Bolkow 209	172	30.06.73	.01.77	Inbeing Ltd: sold
G-BAMV	Robin DR400/180	777	01.05.73	25.10.82	Craven Aviation Ltd: to W.Gooding
G-BBCF	Cessna FRA150L	0209	.05.84	08.09.84	YLA: crashed north of LBA
G-BBJX	Cessna F150L	1017	22.06.76	.12.99	YAC:
G-BCVH	Cessna FRA150L	0258	.05.90	.12.99	YLA:
G-BELT	Cessna F150J	0409	18.02.77	.12.99	YLA: to Humberside (07.87) returned
G-BFFC	Cessna F152	1451	10.12.77	.12.99	YAC:
G-BFGL	Cessna FA152	0339	10.12.77	.12.99	YAC:
G-BFIY	Cessna F150M	1381	.06.87	.12.99	YAC:
G-BMVJ	Cessna 172N	72232	09.04.96	.12.99	Green Aviation Ass: YAC:
G-BOIZ	PA-34 Seneca	8070014	05.08.94	20.01.96	
G-BOUE	Cessna 172N	73235	07.09.98	.12.99	Aviation Access Ltd
G-BOXR	Grumman GA7 Cougar	0059	.92		leased
G-BRUI	PA-44 Seminole	7995150	24.06.92		leased
G-BRXZ	Robinson R-22B	1244			Helicentre Ltd
G-BWFFV	HOAC DV20 Katana	20132	.10.96	.03.97	leased
G-BWFW	HOAC DV20 Katana	20133	04.04.96	15.09.96	YAC: crashed Lake District
G-BWHY	Robinson R-22B	0098	.99	.99	leased
G-BWLS	HOAC DV20 Katana	20142	13.04.97	.08.98	leased
G-BWLV	HOAC DV20 Katana	20151	14.04.97	.08.98	leased
G-LIPE	Robinson R-22B	1882	.99	.99	leased
G-OBLC	B.76 Duchess	ME-249	.05.97		leased
G-OICV	Robinson R-22B	0991	.99	.99	leased
G-OJVH	Cessna F150H	0356	.05.90	.12.99	YLA:
G-UNIT	Partenavia P68B	23	18.09.96		leased
G-WADS	Robinson R-22B	1224	.99	.99	leased
G-ZAPY	Robinson R-22B	0788	08.98	.99	leased



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Dear Cliff

First of all may I say how I enjoy the magazine and how it has steadily improved since you took over the production.

Unfortunately due to moving house and buying one that needs a lot of work doing to it I have not been able to contribute anything to the magazine for a while, nor have I been able to do much spotting. Living a few miles from the airport it is difficult to keep track on what is happening particularly with the residents. I appreciate that the movements section usually lists new residents arrivals but how about a residents section in the magazine.

This could be used to keep everybody up to date with new arrivals and departures, (which I find particularly hard to keep track of), change of ownership, new colour schemes, aircraft on maintenance etc. If possible it would also be nice if you could provide an up to date list of all residents.

Now I am getting used to computers and when I get out and about spotting again I promise I will send you some more articles and some photos for the competitions. Thanks again for a great magazine.

Yours sincerely
Ian A Gratton

Thanks for those kind comments Ian. For residents, see Terry's movements.

Cliff

Hi Cliff

Here's a couple more sites:

www.amg4cargo.com airline schedules etc.

www.travelgate.co.uk everything from flights to all types of holidays, agents, companies etc.

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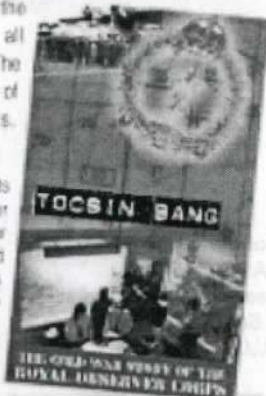
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