

AIR YORKSHIRE



VOLUME 14 No 5

(FOR PRIVATE CIRCULATION ONLY)

MAY 1988

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

FORTHCOMING MEETINGS

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

JUNE 5th :A.G.M. plus video.
Nominations for Officers and Committee will be invited at this meeting.

JULY 3rd :Recognition Trophy.

AUGUST 7th :Mike's Summer Video Show.

SEPT. 4th :Air 2000.
Mr Angus Kinnear, Director of Ground Operations for Air 2000 is our guest speaker. What it is like to be involved at the birth of one of Britain's newest airlines with the latest technology.

OCT. 2nd :Annual Quiz.

Editorial

Although we have all heard and seen a lot about Australia in the media recently, Chris Warn's pictures and repartee were brilliant at last months meeting. The combination of aviation and travel was admirably blended into a most pleasant afternoons entertainment. Thanks, Chris, it's obvious that I enjoyed it!

Church Fenton - June 12th 1988

The annual Air Yorkshire stand will once again be evident at the Show. Help will be required to 'man' the stand, so if you are going to the Display and can spare an hour or so, please contact any of the Committee.
Any members with second-hand aviation magazines or anything appertaining to aviation, that can be dispensed with and sold on behalf of Air Yorkshire, would be most welcome. Thank you.

CREDITS

T.W.Sykes	D.Elam	S.W.Rigg	K.Jordan
Mrs M.Bridge	A.Lee	D.H.Pickles	J.K.Wallis.

LEEDS/BRADFORD MOVEMENTS - APRIL 1988

1. G-BPCH King Air 300	0731 0840	G-AZFI Arrow	0747
G-BGYJ Boeing 737	0831	G-BGTG Aztec	0846 1037
OO-TEO Boeing 737	1010 1112	G-JASP Aztec	1217 1308
EC-DVN Boeing 737	1300 1409	G-BGYJ Boeing 737	1408 1543
G-BAML Jetranger	1413 1550	G-BNJH Cessna 152	1547 1610
OO-TEO Boeing 737	1731 1842	G-BPCH King Air 300	1759 1843
OO-TEH Boeing 737	2059 2131	G-BJCT Boeing 737	n/s 2123 0809(2)
2. G-BKHT B.Ae.146	1012 1058	G-IJET HS.125	n/s 1040 1057(3)
G-BETD Robin HR.200	1553 1726	G-BKHT B.Ae.146	1737 1825
YU-ANP Boeing 737	1743 1835	G-LEON Chieftain	1941 2303
G-BJCT Boeing 737	n/s 2130 0803(3)		
3. G-ATPL BAC 1-11	1042 1142	G-BE0H Arrow	1248
G-BGYK Boeing 737	n/s 2110 0839(4)		
4. G-BLLM Aztec	1158 1653	G-BFVB Boeing 737	1516 1651
G-BATV Cherokee	n/s 1530 1839(7)	G-BFTC Arrow	1545 1619
G-BIBY Bonanza	1617	G-AWGN Fournier RF-4n/s	1802 1536(6)
G-BJCT Boeing 737	n/s 2043 0912(5)		
5. G-COWI Cessna 414A	1205	G-IFTD Cessna 404	1332 1513
G-BGYL Boeing 737	1429 1600	G-BMTE Boeing 737-300	1435 1532
G-BBFW Robin HR.100	1613 1712	XP769 Beaver	1738 1950
G-BJCT Boeing 737	n/s 1858 1000(6)	G-ARYH Tri-Pacer	n/s 2140 1632(20)
6. G-BSSS Cessna 421C	0900 0917	G-BCPK Cessna 172	1052 1523
G-BEMW Archer	1153 1424	G-BTWW Jetranger	1226 1335
G-BAML Jetranger	1454 1633	G-BSSS Cessna 421C	1622 1636
G-STAT Cessna 206	n/s 1648 1638(8)	C-ODMM Chieftain	1701 1734
G-CERT Mooney M.20K	n/s 1817 1536(7)	G-BHCT Aztec	n/s 1858 0745(7)
G-BJCT Boeing 737	n/s 1936 1552(7)	G-VKRS Citation	n/s 1951 0807(7)
G-RANY Cessna 421C	n/s 2052 0759(7)		
7. G-FOOD King Air 200	1112 1138	G-BKHF Boeing 737	1415 1502
SE-IYH Navajo	1425 1916	G-VKRS Citation	1556 1631
G-IJET HS.125	1603 1949	G-CUKL King Air 200	1843 1902
G-BNIT Duchess	n/s 1859 1000(9)	G-BJCT Boeing 737	n/s 2146 0831(8)
8. G-BNXW Boeing 737-300	0749 0907	F-GCTB King Air	0805 1340
G-BLOE Chieftain	0956 1453	G-DIVA Cessna 172	n/s 1140 1435(14)
G-VKRS Citation	1144 1628	G-ERRY AA-5B	1202 1244
G-LITE Rockwell 112	1233 1600	EC-DVN Boeing 737	1303 1422
G-BHKJ Cessna 421C	1349	G-BJCT Boeing 737	1417 1542
G-BGTG Aztec	n/s 1510 1353(9)	G-BBEY Aztec	1531 1617
G-BNXW Boeing 737-300	1535 1659	F-GCTB King Air	1901 1948
G-BHWE Boeing 737	n/s 2106 0812(9)	G-BNXW Boeing 737-300	2235 2304
9. G-GEIL HS.125	0848 1656	G-ATYN Cessna 150	n/s 0957
G-BKMN B.Ae.146	1006 1106	G-BCEW Cessna 182	1020 1429
G-ASMW Cessna 150	1132	G-JENI Cessna 182	n/s 1137 1253(10)
EI-ASF Boeing 737	1155 1256	G-BHNI Cessna 404	1252 1534
G-BYRD Mooney M.20K	1309 1428	G-BEEF Cherokee	1357 1514
G-APUZ Comanche	1615 1641	G-BHIN Cessna 152	1624 1705
G-BKMN B.Ae.146	1639 1755	OO-TEH Boeing 737	1753 1825
YU-ANP Boeing 737	1820 1908	OO-TEH Boeing 737	2052 2118
G-BHWE Boeing 737	n/s 2133 0817(10)		
10. G-ATPL BAC 1-11	1033 1131	G-BJXB Slingsby T.67A	1134 1405
G-BNJM Warrior	1354 1449	G-BETD Robin HR.200	1539 1636
G-AZRG Aztec	1542 1611	G-APUZ Comanche	1711 1733
G-BGYL Boeing 737	n/s 2146 0842(11)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

11. G-BDYF Cessna 421C	0812 0857	G-MARR Cessna 421C	n/s 0855 1255(18)
G-OZOI Cessna 182	1035 1628	G-AVUH Cessna 150	1115 1506
G-BGXD Tobago	1355 1716	G-RUIA Cessna 172	1458 1553
G-BJCU Boeing 737	1517 1649	G-BDWG Islander	n/s 1602
G-FOOD King Air 200	1627 1657	G-NUIG King Air	1659 1711
<u>ET-ANG BAC 1-11</u>	1912 2034	G-BDYF Cessna 421C	1931 2001
G-BHWE Boeing 737	n/s 2044 0920(12)		
12. G-BDAL Commander 500S	0917 1601	G-BFRS Cessna 172	0931 1003
G-WACV Cessna 182	0944 1734	G-NUIG King Air	0955 1058
G-ASMW Cessna 150	1315 1427	G-BHNI Cessna 404	1319 1359
G-PMTG Boeing 737-300	1324 1443	G-LFTD Cessna 404	n/s 1350 1913(13)
G-HMAN Ecureuil	1424 1706	G-BGYJ Boeing 737	1441 1559
<u>F-BVET King Air 200</u>	n/s 1453 1042(13)	G-BFGH Cessna 337	n/s 1514 1105(13)
G-AZTS Cessna 172	1520 1622	G-BEUR Cessna 172	1554 1745
G-AYJT Cherokee	n/s 1715 0921(13)	G-BFRS Cessna 172	1718 1746
G-BGYJ Boeing 737	n/s 1851 0958(13)	<u>OY-BZW Metro</u>	2053 2131
13. G-BMNF King Air 200	0736 0821	G-BMAL Sikorsky S-76A	0856 0919
G-BLKY Baron	0903 1806	<u>PH-JEW Trinidad</u>	0946 1527
G-BFNV Islander	1118 1218	G-BJLO Navajo	1126 1540
G-ASMW Cessna 150	1253 1352	G-OVIP Gulfstream 2	1335 1600
G-BJYD Cessna 152	1425 1504	G-BRAS Brasilia	1533 1703
G-BNGT Archer	1608 1703	G-AWBV Cessna 182	1618 1645
G-BCUJ Cessna 150	1628 1652	G-BMNF King Air 200	1802 1822
ZE701 B.Ae.146	1847 1958	G-VKRS Citation	n/s 1859 0730(15)
G-BHWE Boeing 737	n/s 1924 0725(14)		
14. G-NORS Cessna 425	n/s 0845 1623(20)	G-BEUR Cessna 172	0908 1730
G-KBCA King Air 200	0944 1002	G-BHIT Tampico	0948 1320
G-ERRY AA-5B	1107 1115	G-NEXT Twin Squirrel	1138 1205
G-BHWE Boeing 737	1400 1515	G-BKHE Boeing 737	1501 1621
G-PKSO Cessna 421C	n/s 1540	<u>F-BROJ CEA DR.315</u>	1543 1644
G-IJET HS.125	n/s 1556 1016(15)	G-BEMD Baron	1613 1622
G-KBCA King Air 200	1725 1743	G-BPCH King Air 300	1814 1843
G-BFNV Islander	? 1810	G-BNRH Baron	2014 2112
G-BHWE Boeing 737	n/s 2123 0829(15)		
15. <u>EC-ECM Boeing 737-300</u>	0700 0912	G-COWI Cessna 414A	0847 1517
G-ESFL Aztec	0956 1320	G-PENN AA-5B	1057 1407
<u>EC-DVN Boeing 737</u>	1246 1405	G-AYNN Cessna 185	1339 1444
G-FULL Arrow	1353 1525	G-BHWE Boeing 737	1412 1540
<u>EC-ECM Boeing 737-300</u>	1508 1605	G-VKRS Citation	1757 1845
G-DAAH Arrow	1815 1851	G-BJCT Boeing 737	n/s 2037 0813(16)
<u>OO-TEH Boeing 737</u>	n/s 2120 1210(16)		
16. G-KFIT King Air	0842 0939	ZE701 B.Ae.146	1325 1712
G-BKHT B.Ae.146	1644 1741	G-BFGH Cessna 337	n/s 1642 1631(23)
G-BBEY Aztec	n/s 1704 1444(17)	<u>YU-ANU Boeing 737</u>	1729 1832
G-BJCT Boeing 737	n/s 2246 0810(17)		
17. G-BKMN B.Ae.146	1045 1140	G-BBBC Cessna 150	1519 1601
G-BGYJ Boeing 737	n/s 2048 0839(18)		
18. G-BUDG Cessna 421C	0805 0912	G-BKUX King Air	1053 1228
G-BAZH Boeing 737	1549 1703	G-BJCT Boeing 737	n/s 2043 0914(19)
G-BUDG Cessna 421C	2100 2142		
19. G-MUFF Twin Squirrel	1109 1145	G-AZLH Cessna 150	1114 1756
G-AWAI Baron	1243 1425	G-BNXF Jetranger	1256 1420
G-BNYJ Cessna 421B	1304 1810	G-BMTE Boeing 737-300	1307 1446
G-BMCJ Chieftain	1340 1413	G-YORK Cessna 172	1401 1509

LEEDS/BRADFORD MOVEMENTS (Contd.)

19.	G-BBNR Cessna 340	n/s	1405	1351(28)	G-BGYL Boeing 737		1420	1601
	G-OONE Mooney M.20J	n/s	1535	1628(20)	G-BDWY Cherokee		1602	1636
	G-NEXT Twin Squirrel	n/s	1846	1035(20)	G-BJCT Boeing 737	n/s	1857	1000(20)
	D-EAOS Bonanza	n/s	1901	1552(22)	F-GDLU Falcon 20		2131	2158
20.	G-BJRZ Partenavia P.68C		0918	0936	G-FISH Cessna 310		1043	1605
	G-BGOL Arrow		1106	1336	G-BMHI Cessna 152		1109	1404
	G-UKCA HS.125		1141	1236	G-OAKM King Air 200		1208	1300
	G-HFGP King Air 200	n/s	1348	1052(25)	G-BBBC Cessna 150		1457	1528
	G-OVFR Cessna 172	n/s	1608	1514(28)	G-BJRZ Partenavia P.68C		1621	1653
	G-WELL King Air	n/s	1830	0909(21)	G-ARYH Tri-Pacer	n/s	1903	1237(24)
	G-BJCT Boeing 737	n/s	1946	0725(21)				
21.	I-FREU Learjet 24	n/s	0830	1711(22)	G-BJUK Short SD.3-30		0855	0925
	G-NORS Cessna 425		0911	1251	G-BGZW Tomahawk		0957	1534
	G-DASH Rockwell 112		1054	1211	G-CTPL Mooney M.20		1124	1518
	G-BLOE Chieftain		1127	1207	G-VKRS Citation	n/s	1139	0820(22)
	G-OBFW Cessna 150		1324	1400	G-BJCT Boeing 737		1355	1515
	G-BKHF Boeing 737		1455	1601	G-DASH Rockwell 112		1458	1532
	G-HUFF Cessna 182		1501	1508	G-BJFH Boeing 737		1650	2101
	G-BJCT Boeing 737	n/s	2116	0833(22)	G-MUFF Twin Squirrel		2125	2137
22.	EC-ECR Boeing 737-300		0747	0851	G-BNZA King Air 300		0901	0914
	G-IBCA King Air 200		1045	1536	XN595 Jet Provost		1220	1220
	G-BNZA King Air 300		1239	1637	EC-DXV Boeing 737		1243	1356
	G-BAJT Arrow	n/s	1329	1514(24)	G-BJCT Boeing 737		1423	1545
	EC-ECR Boeing 737-300		1508	1600	G-BAMM Cherokee		1608	1713
	G-NUIG King Air		1630	1647	G-OLTN Short SD.3-60	n/s	1631	0753(27)
	G-VKRS Citation		1746	1828	G-OAKM King Air 200		1756	1829
	G-AYUL Aztec		1812	1839	G-BLOE Chieftain		1853	1906
	G-BHWE Boeing 737	n/s	2116	0811(23)				
23.	G-BDZU Cessna 421C		0859	0932	G-BKMN B.Ae.146		0958	1058
	G-BIOW Slingsby T.67A		1018	1049	G-NNAC Super Cub		1208	1405
	G-BFLU Cessna 152		1229	1422	G-AYPJ Cherokee		1236	1330
	G-BAMM Cherokee		1544	1646	G-BHIN Cessna 152		1628	1714
	G-BKEP Cessna 172	n/s	1653		YU-ANP Boeing 737		1732	1827
	G-MALC AA-5	n/s	1748	1626(27)	G-BDZU Cessna 421C		1852	1909
	G-BHWE Boeing 737	n/s	2136	0754(24)				
24.	G-ORCL Cessna 421C		0905	1128	G-ATPL BAC 1-11		1028	1126
	G-ARYH Tri-Pacer		1457	1531	G-ASFK Auster J/5G		1523	1621
	OO-JET Twin Comanche		1546	1723	G-IJET HS.125	n/s	1638	0801(25)
	G-BHIN Cessna 152		1749	1818	G-BFWE Aztec		1751	1851
	G-BGYL Boeing 737	n/s	2130	0834(25)				
25.	G-BWMP Commander 695A	n/s	0837	0834(26)	G-BNDY Cessna 425	n/s	0854	1415(28)
	G-GBSL Duchess		1031	1514	G-IGAR Navajo		1039	1653
	G-JDEE Trinidad		1144	1239	G-BAZG Boeing 737		1520	1658
	F-GGBL Falcon 20		1723	1814	G-BHWE Boeing 737	n/s	2107	0900(26)
26.	G-IBCA King Air 200		1016	1127	G-BGPU Cherokee	n/s	1033	1123(28)
	N98DA Cessna 340		1041	1509	G-LEON Chieftain		1100	1207
	G-BSGA King Air		1206	1357	G-BMTF Boeing 737-300		1332	1448
	G-IFTD Cessna 404		1337	1410	G-BJCU Boeing 737		1421	1600
	G-VKRS Citation	n/s	1653	1444(27)	XX372 Gazelle	n/s	1847	1746(27)
	G-BHWE Boeing 737	n/s	1848	1046(27)	N565CJ Citation	n/s	1910	0820(28)
	G-HAMA King Air 200		1954	2255				
27.	G-NEXT Twin Squirrel		0739	0813	G-EPCH King Air 300		0855	1322
	G-BLKY Baron		0907	1630	G-BMOA Cessna 441		0916	0951
	G-BMAL Sikorsky S-76A		0930	0949	N300RV King Air		0942	1514

LEEDS/BRADFORD MOVEMENTS (Contd.)

27. G-OLTN Short SD.3-60	1015 1833	G-BDAL Commander 500S	1052 1131
G-BDAL Commander 500S	1330 ?	ZE701 B.Ae.146	1354 1749
XZ347 Gazelle	1503 1733	N2QU Cessna 337	n/s 1516 1344(28)
G-NEXT Twin Squirrel	1809 1912	G-BDAL Commander 500S	1841 1904
G-BHWE Boeing 737	n/s 2202 0717(28)		
28. G-UBSH King Air 300	0841 0852	G-BOND Sikorsky S-76A	0903 0917
G-BOBM King Air 200	0909 1433	G-BNJH Cessna 152	1004 1427
G-BOFW Cessna 150	1059 1119	G-KMAC Jetranger	1115 1237
XP825 Beaver	1120 1251	XX394 Gazelle	1125 1216
G-LRII LongRanger	1400 1733	83CQ Mistral	1409 1544
G-BHWE Boeing 737	1424 1615	XX394 Gazelle	1436 1512
G-VKRS Citation	n/s 1458 1014(29)	G-BADR Boeing 737	1456 1617
G-UBSH King Air 300	1500 1520	G-ATGP Jodel DR.1050	1540 1723
OO-BSA Citation	1718 1831	G-BHWE Boeing 737	n/s 2120 0830(29)
29. G-BNNB Seneca	0824 0950	N80302 Seneca	0948 1843
G-BMNF King Air 200	0956 1029	G-BFOL King Air 200	1005 1234
EC-EHY Boeing 757	1126 1305	EC-DXV Boeing 737	1308 1354
G-BHWE Boeing 737	1420 1541	OO-JET Twin Comanche	1527 1716
G-BING Cessna 172	1612 1701	G-AZAV Cessna 337	? 1750
G-BNNB Seneca	1937 2035	G-WWHL King Air 200	1942 2201
EC-ECM Boeing 737	2046 2138	G-BGYJ Boeing 737	n/s 2224 0811(30)
30. N86U DC-3	n/s 0827	G-RUIA Cessna 172	1033 1403
G-IJET HS.125	1043 1248	G-AWOE Commander 680E	1418 1607
G-NEXT Twin Squirrel	1502 1522	G-BKHT B.Ae.146	1645 1807
YU-ANU Boeing 737	1726 1835	G-BGYJ Boeing 737	2250 2322

Overshoots:- 5. XX306/Red 8 Hawk; 6. XW327/CFT51; 7. ZA141/NYY/54 VC-10, XW409/CFT54, XN595/CFJ39; 8. XX498/SAT14, XW327/CFT50; 11. XS739/FYN47, XS709/FYN48; 12. XS730/FYN06, XS639/RRR781 Andover; 13. XW409/CFT50, XS714/FYN55; 14. XS739/FYN04; 15. XS712/FYN50; 18. XS712/FYN52; 19. ZA720/BHL62 Chinook; 21. XX494/FYT84, XS714/FYN56; 22. XX493/FYT81, XN595/CFX83; 23. G-BOJI Arrow; 25. XX496/FYT?; 26. XS731/FYN56; 27. XX491/FYT91, XW312/LON52; 28. XN595/CFX82.

From & To:- 7. SE-IYH F Teesside T Bristol; 8. F-GCTB F Lille T Newcastle (& return later); 12. OY-BZW F/T Stauning, F-BVET F Orly n/s T Turin; 13. PH-JBW F/T Hilversum; 14. F-BROJ F Le Touquet T Glasgow; 19. D-EAOS F Bremen n/s T Nordeney, F-GDLU F Gatwick T Le Bourget; 21. I-FREU F Ronhind n/s T Ronci di Legionari; 24. OO-JET F Ostend T Kortrijk; 25. F-GGBL F Le Bourget T Ringway; 26. N98DA F/T Elstree, N565CJ F EMA n/s T Frankfurt; 27. N300RV F Fair Oaks T Heathrow, N2QU F Munster n/s T Stansted; 28. 83CQ F/T Huddersfield, OO-BSA F Blackpool T Antwerp; 29. OO-JET F/T Kortrijk; 30. N86U F Keflavik.

LBA MOVEMENTS REVIEW - APRIL 1988

Lots of interesting aircraft of all types this month. Possibly the best of the lot was the DC3 N86U which diverted in on the 30th. He was en route from Arizona to Austria for a parachute competition and on the leg from Keflavik to Linz he developed a rough running engine. After a PAN call to airways he was put over to LBA approach, the weather was very bad and his first attempt at landing ended in a go-round during which he lost the engine completely. He landed safely from the second attempt and after a night stop continued his journey. The aircraft is c/n 13073 and was built as a C47A-20-DK with the serial 42-93189, at the end of World War Two it was civilianised as NC88823 and delivered to TWA on 26/11/45. It was with TWA for eight years until they sold it to Union Steel and Wrecking Co on 29/12/53, it became N86B in 1954 and N86U in 1956.

LBA MOVEMENTS REVIEW (Contd.)

Starting this month off on the 1st we had two Trans European Boeing 737's OO-TEO on the Spantax flight followed by OO-TEH on the BMA. First of the Yugoslavian flights was done by 737 YU-ANP on the 2nd. Navajo SE-IYH visited on the 7th and King Air F90 F-GCTB on the 8th. On the 9th Aer Lingus sent in Boeing 737 EI-ASF and on the 11th they used BAC 1-11 EI-ANG. Metro OY-BZW on the 12th used callsign 'Midtfly 245-6' and night stopper on the same day was Beech 200 F-BVET 'Air Provence 1331'. TB-10 PH-JBW on the 13th is common but the CEA DR315 F-BROJ on the 14th is new to us. On the 15th Air Europa used Boeing 737 EC-ECM and the following day the Aviogenex was Boeing 737 YU-ANU. Night stopping on the 19th was Beech 33 D-EAOS which departed on the 22nd. Lear Jet 24D I-FREU on the 21st turns out to be ex.N3DZ which was based in Italy. Despite the registration OO-JET on the 24th was only a Twin Comanche. On the 25th F-GGBL was a Falcon 20 which used callsign 'EUI 121-2'. We then had a number of American registered visitors, Cessna 340A N98DA c/n 0989 on the 26th, Cessna 550 N565CJ c/n 0565 on the 26th, 27th, 28th, Beech 90 N300RV and Cessna P337 N2QU c/n 0294 on the 27th and Seneca N80302 on the 29th. New on the 28th was the Citation SII OO-BSA c/n 0147 which replaces OO-BOS with Bosal Aviation. Also on the 28th was something completely different, a French microlight. This was called an Aviasud Mistral and carried the registration 83CQ, it is currently based with its new English owner at Huddersfield who is having difficulty getting it on to the microlight register as G-MTWI. New on the 29th was the Boeing 757 EC-EHY. We had a surprise first visit of type on the 13th when Brasilia G-BRAS called in on its way from Southend to Norway. On the military side HS146 ZE701 visited on the 13th as 'Kitty 1' and on the 16th as 'Kitty 4'. Gazelle XX372 came in as 'Army 369' on the 26th and went w/s, the following day Gazelle XZ347 'Army 388' came in with spares for it. Another Gazelle was XX394 'Army 449' visiting on the 28th and Beaver XP825 was 'Army 112' on the same day. Shorts 360 G-OLTN arrived for Capital on the 22nd bringing their fleet to three. On the ILS on the 7th was VC-10 K.2 ZA141 'NYY54', on the 19th Chinook ZA720 was on the ILS and on the 23rd Cherokee Arrow G-BOJI did an ILS whilst on air test out of Barton.

LEEDS/BRADFORD AIRLINE NEWS - APRIL 1988

INBOUND DIVERSIONS

30 - KEF LNZ N86U DC3 LNZ - /01

The aircraft diverted in with engine trouble whilst en-route from Keflavik to Linz. It was on delivery to a parachute club in Austria.

REGULAR FLIGHTS

AEA781	PMI	15/EC-ECM	22/EC-ECR	29/EC-EHY		
AEA783	AGP	15/EC-ECM	22/EC-ECR	29/EC-ECM		
AEL268	ALC	05/G-BMTE	12/G-BMTG	19/G-BMTE	26/G-BMTF	
AGX194	DBV	02/YU-ANP	09/YU-ANP	16/YU-ANU	23/YU-ANP	30/YU-ANU
BAL019A	TFS	05/G-BJCT	12/G-BHWE	19/G-BJCT	26/G-BHWE	
BAL070A	ALC	07/G-BKHF	14/G-BKHE	21/G-BKHF	28/G-BADR	
BAL085A	ALC	07/G-BJCT	14/G-BHWE	21/G-BJCT	28/G-BHWE	
BAL089A	PMI	04/G-BFVB	11/G-BJCU	18/G-BAZH	25/G-BAZG	
BAL135A	PMI	01/G-BGYJ	08/G-BJCT	15/G-BHWE	22/G-BJCT	29/G-BHWE
BAL144A	AGP	03/G-BJCT	10/G-BHWE	17/G-BJCT	24/G-BHWE	
BAL159A	ALC	02/G-BJCT	09/G-BHWE	16/G-BJCT	23/G-BHWE	30/G-BGYJ
BAL168A	PMI	04/G-BGYK	11/G-BGYL	18/G-BGYJ	25/G-BGYL	
BAL178A	TFS	06/G-BJCT	13/G-BHWE	20/G-BJCT	27/G-BHWE	
BAL187A	PMI	01/G-BGYJ	08/G-BJCT	15/G-BHWE	22/G-BJCT	29/G-BHWE
BAL208A	AGP	07/G-BJCT	14/G-BHWE	21/G-BJCT	28/G-BHWE	
BAL213A	ALC	05/G-BGYL	12/G-BGYJ	19/G-BGYL	26/G-BJCU	
DAN385	JER	02/G-BKHT	09/G-BKMN	16/Cancel	23/G-BKMN	30/Cancel
DAN387	JER	03/G-ATPL	10/G-ATPL	17/G-BKMN	24/G-ATPL	
DAN397	JER	02/G-BKHT	09/G-BKMN	16/G-BKHT	23/Cancel	30/G-BKHT

REGULAR FLIGHTS (Contd.)

HSL2355	TFS	01/EC-DVN	08/EC-DVN	15/EC-DVN	22/EC-DXV	29/EC-DXV
MON178	AGP	08/G-BNXW				
MON204	PMI	08/G-BNXW				
TEA704	AGP	01/00-TEO				
TEA706	PMI	01/00-TEO				

The AEA/MON/TEA flights were substituting for the planned series which should have been operated by BXS (Spantax). First visits were Air Europa Boeing 757 EC-EHY 29th, Boeing 737-200s 00-TEO of Trans European 01st and YU-ANU of Aviogenex 16th, and Monarch Boeing 737-300 G-BNXW 08th.

OTHER FLIGHTS

01	OO-TEH	B737	BMA420/9003	Heathrow-East Midlands	First visit	Lieu DC9.
04	G-OLBA	SH36	UKA828/829	t/f Amsterdam		Lieu FK27
04	G-OLBA	SH36	UKA830/831	t/f Amsterdam		Lieu FK27
09	EI-ASF	B737	EIN364/365	f/t Dublin		Lieu SH36
09	OO-TEH	B737	BMA347	Teesside-Heathrow		Lieu FK27
09	OO-TEH	B737	BMA348	Heathrow-Teesside		Lieu FK27
11	EI-ANG	BA11	EIN368/369	f/t Dublin		Lieu SH36
13	G-BRAS	E120	-	Oxford-Torp		First type visit, CPG demo.
13	ZE701	BA46	Kittyhawk 1	Heathrow-Manchester		HRH Princess Margaret
15	OO-TEH	B737	BMA420/9817	Heathrow-n/s-Toulouse		Lieu DC9
16	ZE701	BA46	Kitty 4	Barrow-Alconbury		HRH Princess Royal
21	G-BJFH	B737	AEL001T	f/t Manchester		Crew Training
22	G-OLTN	SH36	CPG-TN	f Belfast Harbour		Delivery, First Visit
23	G-OLBA	SH36	UKA824/825	t/f Amsterdam		Lieu FK27
27	ZE701	BA46	Kitty 8	f/t Northolt		HRH Duchess of Gloucester.

LOCAL MOVEMENTS - APRIL 1988

2. G-BMHN Robinson R-22	Gomersal	F/T Sherburn
G-WIRL Robinson R-22	Horsforth (Scotland Lane)	F/T Sherburn
3. G-AYMN Cherokee	Crosland Moor	T Coventry
G-AVYL Cherokee	Netherthorpe	T Strubby
6. G-UBSH K.A.300	Acaster Malbis	T Ringway
G-AWLP Mooney M.20	Wombledon	F LBA
9. G-EEGE Robinson R-22	Undercliffe	F Oxenhope
G-BLJE Jetranger	Bradford	F/T Humberside
G-BKIR Jodel D.117	Sherburn	F Crosland Moor
10. G-BGVU Cherokee	Pocklington	F Ringway
11. G-BDJC Tailwind	Crosland Moor	F/T Oxenhope
12. G-HRAY Jetranger	Gamston	
G-HMAN Ecureuil	Harrogate	Battersea-LBA
13. G-JLBZ Bell 222	York Racecourse	F Wrexham
G-BAML Jetranger	Bradford	F Thorpe Audlin
14. G-AWEI Condor	Oxenhope	T Biggin Hill
17. G-ETON Maule M4	Crosland Moor	Oxenhope-Sherburn
G-BHYP Cessna 172	Pocklington	F/T Blackpool
19. G-BMOM IS-28M	Crosland Moor	F/T Doncaster
G-NEXT Twin Squirrel	Bradford	Enderby-LBA
G-BADT Cessna 402B	Brough	
83CQ Mistral	Netherthorpe	F Crosland Moor
23. G-BAML Jetranger	Roundhay Park	F/T Pontefract
G-RIFF Gazelle	Melbourne	Pontefract-Clitheroe
24. G-BDAP Tailwind	Oxenhope	F/T Felixkirk
G-BMSF Tomahawk	Sherburn	T Crosland Moor
25. G-BKIR Jodel D.117	Oxenhope	F/T Crosland Moor
27. G-NEXT Twin Squirrel	Bradford	Barnet-LBA

LOCAL MOVEMENTS (Contd.)

29.G-BFNC Ecureuil	Leeming	T Liverpool
30.G-BTWW Jetranger	Bedale	F/T Coventry
G-AYMZ Cherokee	Doncaster	T Prestwick

TEESSIDE MOVEMENTS - APRIL 1988

1. G-SELL Robin DR.400	G-BCAT Navajo	G-GASC Hughes 500
3. PH-SVF PA-28	G-AYML Cherokee	
5. SE-IKD King Air	G-MAFI Do.228	G-AVMI BAC 1-11
6. I-GIAZ Falcon 20	G-GWHH Twin Squirrel	G-TRAF Dauphin
7. SE-DEG Citation	SE-IYH Navajo	G-BMAA DC-9 (DIV)
8. LN-AFC Citation	G-BAVE King Air	
9. EC-EHJ Boeing 737	G-BHVH Boeing 737	G-BBSA AA-5
11.G-OMAF Do.228	G-BOIL Cessna 172	G-BJXO Cessna 441
12.F-BVJK Aztec	G-AXYA Navajo	G-BNIT Jetranger
13.N1454H Gulf 3	HB-VGG HS.125	G-FISH Cessna 310
G-BBTK Cessna 150	G-BFGG Cessna 150	G-HELY A.109A
14.F-BRAK Baron	XR443 Sea Heron	G-BHLF HS.125
15.G-GETL HS.125	G-AZHB Robin HR.100	G-BMOR B.737 (Air UK Leisure)
16.G-OKSP Citation	G-BMOR B.737 (Crew Training)	
18.LN-BWG Convair 580	G-MAFI Do.228	G-MUFF Twin Squirrel
19.F-BVJK Aztec	G-FLYV T.67	G-GAFG T.67
20.G-RHCC Chieftain	G-AZUM Cessna 172	G-BLKY Baron
21.I-CIPA Citation	G-VICK Navajo	G-BOEP Bell 212
22.XS732 Dominie	G-ITTU Aztec	G-BMSU Cessna 152
23.F-GDHE Cessna 335	LN-BWG Convair 580	EC-EHJ Boeing 737
24.G-AVKN Cessna 401	G-ASVN Cessna 206	G-PORK AA-5B
25.D-CFVG Learjet 24	D-CBAT Citation	F-BVJK Aztec
G-EWBJ Tobago	G-HAMA K.A.200	G-AVXI HS.748
26.LN-FKF K.A.200	OY-CFD Cessna 414	G-OMAF Do.228
27.D-CBAT Citation	G-AYUT Jodel DR.1050	G-BLSY Bell 222
28.XZ611 Lynx	XZ333 Gazelle	G-UBSH K.A.300
29.F-GICA K.A.300	F-BVJK Aztec	G-BBEW Aztec

3. PH-SVF F Southend T Aberdeen; 5. SE-IKD F/T Birmingham; 6. I-GIAZ F/T Turin; 7. SE-DEG F/T Blackpool, SE-IYH F Malmo T LBA; 12.F-BVJK F/T Calais; 13.N1454H F Newcastle T Aberdeen, HB-VGG F Newcastle T Stuttgart; 14.F-BRAK F/T Metz; 19.F-BVJK F Calais T Kirmington; 21.I-CIPA F Ringway T Le Bourget; 23.F-GDHE F/T Metz; 25. D-CFVG F/T Hannover; 26.LN-FKF F Karmoy T Cardiff; 27.D-CBAT F/T Dusseldorf; 29. F-GICA F/T Lille.

OUT & ABOUT

Squires Gate - 2/4/88:- G-BNEN PA-34, G-BCPO P.68B, G-OB0H SD.3-60, G-BMHI C.152, PH-RAW/G-BNNO PA-28s, G-BGKM Dauphin.

Ringway - 3/4/88:- N312FE DC-10 (Federal Express), CQCP 85625 Tu-154 (Aeroflot), EC-EDM B.737-300 (Universair), EI-BEE B.737 (Aer Lingus), LZ-BTP Tu-154 (Balkan), D-AELB F-27 (WDL), PH-CHB F-28 (NLM), G-BOHY HS.748 (BA-ex.DLT), G-BDEA B.707 (Anglo Cargo).

Squires Gate - 3/4/88:- G-BNNB PA-34, G-BNZZ/AYPJ PA-28s, G-CPTS/JMVB Jetrangers, G-ATIN Jodel D.117.

Squires Gate - 4/4/88:- G-BNDY C.425, G-BHJZ EMB-110, G-AXHE Islander, G-WACK/OBOH SD.3-60s, G-BGPN PA-18.

Sambesbury - 5/4/88:- noted in open storage were:- WE188/WE192/WH846/WH850/WT483/WT488 Canberra T4s, WH665 Canberra T17, WJ639/WJ721/WK122 Canberra TT18s.

STAND BY YOUR TICKETS!

Just a week to Christmas, the workmen who had been clomping round for three weeks had gone - they had said three days, but that's another story! The time was 10pm and I was just deciding whether the best way up the wooden hill was on two feet or all fours when ring, ring..., the telephone; I staggered out of the room and lifted the receiver.

"Hello 67....."

"Never mind all that, it's ME. Do you want to go to Colorado in March? I can get concessions on standby."

ME is our younger daughter who re-chritened herself the first time she 'phoned home', who has the much envied and so called 'glam' job of air stewardess working out of Gatwick.

"Oh ME, I don't know, what a question at this time of night".

"Come on Mum, I'm asking you to go to the States, not Hong Kong".

The only place I wanted to go was bed. "I'll have to speak to your Dad about it".

"OK, ring back before eight in the morning, I have to leave for a flight at eight-fifteen, bye."

The 'phone went dead and I dazedly wandered back to the living room where my better half was well into the 10 o'clock news and not listening to me at all. I relayed the message and after what seemed like forever, he looked up and said "What"?

I repeated myself; "Of course we'll go, be sure to ring her back before eight".

Great, I thought, and dragged myself to bed, but you want to know about the flights.

ME announced she had tickets for the 17th March with American and back up tickets with B.Cal., we were all set.

An overnight stay at ME's flat for a 7am arrival at Gatwick. Our flight was on an American DC10 from Gatwick to Denver via Dallas/Forth Worth. (Now when I hear on the airband "American for Dallas/Forth Worth, I know just where they are heading.) At that point we were heading for American check in desk and awaiting the arrival of the American staff. Details taken, Customs cleared and luggage whisked away. Go to Gate 36, we were told - why is the gate you want always at the other end of the airport? Not to grumble, at least we were listed, though the only seat we were sure of was the one at Gate 36.

A long wait and time for take off drew near, Standby passengers were being called, but not us. Time went by and ME was quietly nibbling her nails, what if she couldn't get her geriatric parents on the 'plane? (We're not that geriatric, but at 26 anybody over 40 is a liability!!) More standby's, still not us. A stewardess came to ME and told her not to worry, there were plenty of seats.

"Why did she do that?" I asked.

"She knows I'm a stewardess".

"How?".

"We can recognise each other at 800 paces".

The conversation was interrupted, our names were called and thankfully we took our seats on the DC10. The pilot wasn't too informative during the flight but we were told that the flight would last ten hours and we would fly out over Belfast, South of Greenland and make landfall between Newfoundland and Labrador, Quebec would be on our left and we would fly over the Great Lakes and so on to DFW.

The flight was good, just a few areas of turbulence and we arrived at DFW about on time but in pouring rain. We would have been better routing through Chicago but beggars can't be choosers. Our luggage was booked through to Denver but we had to change 'planes and clear Customs at DFW. It was a rush to Gate 11 - miles again and hopefully we would have seats on the Denver 'plane. We did, it was a DC9 Super 80 and the flight of 1½ hours took us over Texas, the 'Pan Handle' of Oklahoma and on to Denver. The skies were fairly clear and we could see that some of the roads in Oklahoma were snow blocked. What would it be like in 'Mile High City'???

Stapleton Airport, Denver. Denver is very busy and since 1985 a vast new extension has been added to the terminal and there is talk of another airport. Very tired, we booked in at an hotel, hired a car and sent out for a pizza. Next morning we headed for the Rocky Mountains which have to be seen to be believed, but it's aircraft I'm telling you about. One problem with the USA is that you seem to see so much and drive so far but when you look at a map, you have been driving round in a quarter square inch of it.

STANDBY YOUR TICKETS (Contd.)

Ten days of wonder and then back on the standby lark. ME telephoned the airport and found the only possible flight from Denver to DFW was the 5am DC9. Early to bed, up at three, airport by 4am. This 'plane was full too, it was 4.55 and still we had no seats. At last the ticket stewardess said "Stand there" and indicated the entrance to the jetway. "I have seats but no time to allocate numbers". She finished off the paperwork, took up a position in front of us and along with a couple of other hopefuls told us to "Run, run, run!!!"

I didn't know I still could but we did, took our seats and buckled up. We were so thankful, the snow was falling heavily and threatening to close the airport, but we were out.

Gaining an hour between Denver and DFW we actually arrived at about 7.30am, collected our luggage, found some food and went to haunt the B.Cal. check in desk until the staff arrived at 1pm. The American was full and ME had again had us listed and coded on the B.Cal. flight. We were cleared through Customs and were allocated seats. We were restlessly reassured. There was no guarantee we would actually get the seats but they had taken our visas and if we didn't get the seats, what then? Not a worry to worry about I decided, hanging around an airport for ten hours (take off time was 5.20pm) was bad enough without fretting about anything else.

Fortunately, flying home with B.Cal. helped. If you are flying standby with a foreign airline like American they take US airline staff first, then US Citizens and then start on the rest. With B.Cal., being British and airline staff (well ME is) we had first shout. The flight was late and did not leave until 6.20 but oddly enough the ten hour outward flight reduced to 8½ hours coming back, but I'm not clever enough to work out why. By the way, it was still pouring down at DFW.

We arrived at Gatwick around 9am Tuesday and at the brand new North Terminal, on it's first morning in action, except the action was a bit slow - the jetways needed a drop of WD40 to get them moving.

Having crossed the Atlantic with three different airlines, on a BA 747 in 1983 and on American and B.Cal. (I know it's BA really, but the girls still wear kilts) DC10's, I would in future plump for British. Seats on the American were very cramped and anyone on the large side would be very uncomfortable. The service on all flights was good and cabin crews very helpful but any extra cost on British is money well spent if only for the extra comfort.

Of course, there is always the possibility of a Wardair flight to Canada - what a treat to have a booked seat and a short hop across the valley to get the 'plane!!

Monica Bridge.

Barton Residents -2/5/88

Field G-BFAA Horizon, G-ASJO Musketeer, G-ARIT Rallye, G-AZKS AA-1A, G-BCNZ Fuji FA.200, G-ATME/AVEM/BHRE/BHUP/BMBB/BMVB/BNHJ C.150/152s, G-ARIV/BBJY/BEUX/BFIG/EWUD C.172s, G-AVGI/AVSA/AVWD PA-28s, G-BBPM Enstrom.

Hangar 1 and 2 G-AREV/ARND PA-22, G-APUY Turbulent, G-AWOA Rallye, G-BGGA Citabria, G-ARRE/ATIN/BEZZ/BIFV/BITO Jodels, G-BDRF Taylor JT.1, G-BHEK/EKFR/BKNZ Emeraudes, G-ASMU/AWPU/BLAC C.150/152s, G-ARID C.172.

Hangar 3 G-ABWP Spartan Arrow, G-AFEL Monocoupe 90A, G-AYSK Luton Minor, G-AWJE Nipper, G-BGGB Citabria, G-AYTV Tempete, G-BMSA Stinson Voyager, G-BDBD Tailwind, N6466 (G-ANKZ)T.Moth, G-ATIR/FORC Stampe, G-BLXH RF-3, G-BLRL Emeraude, G-AWWO/BDEL/BKAE Jodels, G-AYGC C.150, G-ARLW C.172.

Pembertons G-APVV Mooney, G-BCSL Chipmunk, G-BHGN Evans VP.1, G-AZGF Pup, G-BCRK Cavalier, G-HRIO Robin HR.100, G-AYWD C.182.

Visitors G-KRIS Maule M.5, G-BOIL C.172, G-LICK ?, N737JG/C-GRNU crated.