

AIR YORKSHIRE



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MAY 1990

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FORTHCOMING MEETINGS

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

JUNE 3rd : AGM and aviation videos.
JULY 1st : Annual Recognition Contest compiled by Steve Rigg.
AUGUST 5th : Summer video show.
SEPTEMBER 2nd : West Yorkshire Police Helicopter, "Police 42", coming to LBA.
A talk will be given by the crew relative to the numerous different operations and to which uses the helicopter can be applied.
OCTOBER 7th : Heavylift Cargo.
NOVEMBER 4th : RAF Leeming - Wing Commander Martin 25Sqn.

TRIPS

Rufforth:- The trip to the York Gliding Centre on Friday 29th June has been cancelled, due to circumstances beyond our control. The 6th July meeting is unaffected. Members originally intending to attend the meeting on the cancelled date can transfer to the July date or to a new date of 10th August. Please inform the Chairman or Secretary if you wish to do this.

Elvington:- This meeting will now be to the Aviation Museum only, and does not include a buffet supper. The cost is now £1 (Museum entrance) only, and the meeting time at Elvington has been amended to 1900 hrs on 28th June.

Our thanks to Paul Mitchell for the many hours spent at the Tower each month over several years collating the Leeds/Bradford Airport movements.

CREDITS

T.W. Sykes D. Elam S.W. Rigg T. Smith K. Jordan
E.C. Griffiths,

LEEDS/BRADFORD MOVEMENTS - APRIL 1990

We are unfortunately unable to publish the complete movements for April with take-off and landing times, as normal. The Control Tower now have the movements recorded by computer, and the manual log from which we extracted information no longer exists. We have kindly been supplied with the following movements by Terry Sykes, and although not totally complete, we hope we have got most of them. It is hoped that next month the Tower will be in a position to accommodate us once again and things will be back to normal.

- | | | |
|----------------------------------|------------------------------|-------------------------------|
| 1. XV183 Hercules | XV200 Hercules | |
| 2. G-AOYR Viscount | G-OPEE Cessna 421C | G-BLYB Beech 200 |
| G-BBYE Cessna 195 | G-BBEY Aztec | G-BGVT Cessna R182RG |
| G-NIFR Beech 76 Duchess | ? "Army 112" | G-EURP Boeing 737 |
| 3. G-APEY Viscount | G-JLRW Beech 76 Duchess | G-BBEY Aztec |
| G-BOGO PA-32R 301T | G-BDSL Cessna F150M | G-BOPU GROE G.115 n/s |
| G-KYIN Cessna 421C | G-BSSS Cessna 421C n/s | <u>9H-ABC Boeing 737</u> |
| <u>EC-EGQ Boeing 737</u> | <u>F-GCJS Mitsubishi MU2</u> | G-MONG Boeing 737-3 |
| 4. G-AWAI Beech 95-D55 | G-AOYR Viscount | G-AWPU Cessna F150J |
| G-BGZW PA-38 112 | G-GRID AS355F-1 | G-BLKY Beech 58 Baron |
| G-GBSL Beech 76 Duchess | G-BNDY Cessna 425 | G-BOYE Cessna TR182RG n/s |
| G-BBEY Aztec | G-BOVK PA-28 181 | G-TKPZ Cessna 310R |
| G-KYIN Cessna 421C | G-BJMR Cessna 310R | G-BNJH Cessna 152 |
| <u>F-GCJS Mitsubishi MU2</u> | G-? "Dollar 34" | |
| 5. G-OWVA PA-28 140 | G-OPEE Cessna 421C | G-TOTY Robinson R-22B |
| G-TKPZ Cessna 310R | G-BBLA PA-28 140 | G-BCPK Cessna F172M |
| G-BLAW PA-28 181 | G-BBEY Aztec | G-WATS PA-34 220T |
| G-? "Hanson 6" | G-APEY Viscount | <u>OO-SVD Cessna 402B</u> |
| <u>EI-BVH BAC 1-11</u> | <u>5B-DAS Airbus A310</u> | <u>F-GEXZ Fairchild F-27J</u> |
| 6. G-KYIN Cessna 421C | G-AXJJ Beagle 121 Pup | G-TOTY Robinson R-22B |
| G-BOVK PA-28 181 | G-BHIN Cessna F152 | G-BBSA AA5 Traveler |
| G-NIFR Beech 76 Duchess | G-? "Wizard 30E-F" | <u>EC-EGQ Boeing 737</u> |
| <u>N803JW IAI 1125 Astra n/s</u> | G-AOYR Viscount | |
| 7. G-BOTH Cessna 182Q | G-BPZX Cessna 152 | G-BATV PA-28 180D |
| G-TKPZ Cessna 310R | G-NIFR Beech 76 Duchess | <u>YU-AOG Boeing 737</u> |
| 8. G-AVRK PA-28 180 | G-ATPL BAC 1-11 | G-NIFR Beech 76 Duchess |
| G-BPIT Robinson R-22B | G-BCBK Cessna F172M | G-BBTJ Aztec |
| G-BMCI Cessna F172M n/s | G-BOJM PA-28 181 | G-BFFE Cessna F152 |
| <u>EI-ANH BAC 1-11</u> | | |
| 9. G-BGSI PA-38 112 | G-TEES Cessna F152 | G-BRTB Bell 206B |
| G-BGZW PA-38 112 | G-TKPZ Cessna 310R | G-BHST Hughes 369D |
| G-BBKV Cessna FRA150L | G-WATZ PA-28 151 | G-BNDY Cessna 425 |
| G-DAFS Cessna 404 | | |
| 10. G-TKPZ Cessna 310R | G-BRPV Beech 76 Duchess | G-BHYC Cessna 172RG n/s |
| G-POSN BAe 125-800B | G-? "Neatax 193-4" | <u>EC-EGQ Boeing 737</u> |
| <u>9H-ABA Boeing 737</u> | <u>F-GFGA Cessna P210N</u> | <u>EI-FKC Fokker 50</u> |
| 11. G-TKPZ Cessna 310R | G-BASM PA-34 200 n/s | G-BRFV Cessna T182 |
| G-BIYH Short 330 | G-??WD ? | G-??TA ? |
| G-? "Dollar 04" | <u>PH-SAV PA-31 350</u> | |
| 12. G-BRTB Bell 206B | G-BJMR Cessna 310R | G-JLRW Beech 76 Duchess |
| G-BDHL Aztec | G-BJUC Robinson R-22 | G-OWVA PA-28 140 |
| G-BRFV Cessna T182 | <u>F-GGPR Beech 200</u> | <u>5B-DAQ Airbus A310</u> |
| 13. G-AXJJ Beagle 121 Pup | <u>EC-EGQ Boeing 737</u> | <u>EI-FKD Fokker 50</u> |
| 14. G-BJYD Cessna F152 | G-TKPZ Cessna 310R | G-SKAN Cessna F172M |
| G-BOAB Concorde n/s | G-BJUC Robinson R-22 | G-MAVI Robinson R-22B |
| <u>N679CC Citation III n/s</u> | G-ATPJ BAC 1-11 | <u>YU-ANU Boeing 737</u> |
| 15. G-BDSL Cessna F150M | G-BRTA PA-38 112 | G-ATPJ BAC 1-11 |
| 16. G-AZFI PA-28R | G-BIFZ Partenavia P-68C | G-TKPZ Cessna 310R |
| G-BRTB Bell 206B n/s | G-EJET Citation II n/s | <u>N679CC Citation III</u> |

LEEDS/BRADFORD MOVEMENTS (Contd.)

17.G-BKSZ Cessna P210N G-SANB Beech 190 G-? "Dollar 36"	G-BOWO Cessna R182 n/s G-BAEC Robin HR100/210 <u>9H-ABG Boeing 737</u>	G-BDFY AA5 Traveler G-EJET Citation II n/s
18.G-TKPZ Cessna 310R G-BCCK AA5 Traveler G-??RA ?	G-BYEE Mooney M20K G-WATZ PA-28 151	G-BPFG TB-20 Trinidad G-BCIK AA5 Traveler
19.G-BFLV Cessna F172N G-GZDO Cessna 172 G-MLBU PA-46 Malibu n/s ? "Spar 95-10"	G-BJYD Cessna F152 F-GGPF Cessna 421B	G-RUIA Cessna F172M <u>5B-DAS Airbus A310</u>
20.G-BWMP Rockwell 695A G-BFGH Cessna 337 n/s	G-TKPZ Cessna 310R 40066 Beech C-12	G-IFTD Cessna 404 <u>EC-EGQ Boeing 737</u>
21.G-OSHL Robinson R-22B G-BPTR Robinson R-22	G-ATPL BAC 1-11 G-BACB PA-34 200 n/s	<u>YU-ANU Boeing 737</u>
22.G-ORCE Citation II	G-ATTP BAC 1-11	
23.G-EFAR Citation I n/s G-OVNE Cessna 401A <u>N74PA Cessna 340</u>	G-BDZD Cessna F172M G-??JF ?	G-JHAN Beech 200 N/R G-? "Linton 11"
24.G-BFRA Rockwell 114 G-UBSH Beech 300 G-??PY ? <u>EC-EGQ Boeing 737</u> <u>HB-ITW Gulfstream 2B n/s</u> <u>XW385/130 Jet Provost</u>	G-BCBW Cessna 182P G-BRLP PA-38 112 n/s G-? "Eastex 114" <u>F-GDLE Beech 200</u> <u>D-EAOS Beech F33A n/s</u> ? BN2T "Army 120"	G-SHUG PA-28R 201T G-BDRB AA5B Tiger G-? "Thurston 04" <u>PH-MJB PA-28R 201</u> <u>SE-DEY Citation I</u> <u>9H-ABB Boeing 737</u>
25.G-SHUG PA-28R 201T G-BLKY Beech 58 Baron G-FAYE Cessna F150M	G-BGKV PA-28R 201 G-RAAD Mooney M20L n/s <u>SE-IDM PA-31T-2</u>	G-LIGG Cessna F182Q G-IFTD Cessna 404 G-BPBG Cessna 152 <u>N9168Q PA-46 Malibu</u>
26.G-NUIG Beech C90 <u>PH-TVB PA-31 300</u>	G-CLUX Cessna F172N <u>5B-DAR Airbus A310</u>	<u>110/AS Nord 262</u>
27.G-AYIO PA-28 140G G-BHIN Cessna F152 G-RIOO Beech 200 G-BDNR Cessna FRA150M <u>EC-EGQ Boeing 737</u>	G-ASPI Cessna F172E G-EJET Citation II G-OWVA PA-28 140 G-TKPZ Cessna 310R <u>N3036A PA-34 200T</u>	G-RUIA Cessna F172M G-CZAR Citation V G-BFBA Jodel DR100A G-BIAA TB9 Tampico <u>N19TP Cessna 310R n/s</u>
28.G-BNPY Cessna 152 G-BGPJ PA-28 161 G-BFFE Cessna F152	G-BBLA PA-28 140 G-VICK PA-31 300 <u>YU-AOF Boeing 737</u>	G-BBSA AA5 Traveler G-BHIN Cessna F152 G-BKMN B.Ae.146
29.G-OCJK Hughes 269C G-NITA PA-28 180 G-BIRO Cessna 172P G-ATPJ BAC 1-11	G-BPTR Robinson R-22 G-BRBX PA-28 181 G-BRDO Cessna 177B	G-WYPA MBB Bo.105 G-BJYD Cessna F152 <u>D-COME Falcon 10</u>
30.G-RMGN AS 355F-1 <u>OO-KLC Aerostar 601P</u> G-GEAR Cessna FR.182Q	G-BAJO AA5 Traveler <u>EU-BDY Boeing 737</u>	G-AZAV Cessna 337 G-JENN AA-5B

LBA MOVEMENTS REVIEW - APRIL 1990

Quite a good selection of foreigners to report this month. Visiting on the 3rd and 4th was the N12 F-GCJS, Cessna 402B OO-SVD was "Servisair 401-2" on the 5th and was joined by Fairchild F-27J F-GEXZ and the first Cyprus Airways Airbus to use LBA 5B-DAS. On the 6th N803JW was an IAI 1125 Westwind c/n 038, whilst on the 10th F-GFGA was a Cessna P210N. Using callsign "RAZ 806" on the 11th was Navajo PH-SAV and on the 12th Beech 200 F-GGPR used the callsign "ROF 706". Also on the 12th was the Cyprus Airbus 5B-DAQ. Visiting on the 14th and returning on the 16th was the Citation III N679CC c/n 179. The 19th found a French Cessna 421B F-GGPF on the apron and on the 23rd we had Cessna 340 N74PA c/n 0217 visiting.

LBA MOVEMENTS REVIEW (Contd.)

The 24th was busy with the King Air F-GDLE using callsign "ROF 562" and Citation SE-DEY as "Interair 202" being joined by two night stoppers, Gulfstream II HB-ITW and a Beech F33A D-EAOS. On the 25th SE-IDM was a Cheyenne, UK based Malibu N9168Q was joined on the 26th by Navajo PH-TVB and the Cyprus Airbus 5B-DAR. Seneca N3036A on the 27th is based in Ireland and on the same day Cessna 310R N19TP arrived on delivery from the USA. The 310 has the c/n 1585 and it disappeared into Capitals hangar to re-appear on the 29th as G-ODNP, it is thought to be going to be based at Humberside. On the 29th we had Falcon 10 D-COME visiting and ending the month was the Aerostar OC-KLC on the 30th. Among the military this month were the US Army C-12 40066 "Spar 96" on the 20th. Jet Provost XW385/130 "CFN82" on the 24th and the French Air Force Nord 262 110/AS "CTM 1302" on the 26th. Duchess G-NIFR was based for about a week doing crew training at the start of the month. New on the 4th was Cessna 310R G-TKPZ which is Humberside based and ex G-BRAH, this is now a regular visitor on crew training sorties. Northern Helicopters now have a presence on the airfield, they are using the Capital hangar and apron for picking up students for training. Regulars which have been night stopping are Robinsons G-BPTR and G-BTUC plus Jetranger G-BRTB. The latter is believed to have replaced the crashed Gazelle G-RIFF. Arriving at Capitals hangar by road on the 27th was Robinson G-EEGE which is suffering from engine trouble. AA5B G-BEZF also seemst to have taken up residence in the Capital hangar. The resident Beech F33A G-BRCH which arrived last month was tragically destroyed in a crash in France on the 13th with the loss of four lives. A new resident this month was the Beech 200 G-JHAN c/n BB-1324 ex 1154LT which arrived for John Hanson on the 23rd. This is to replace the Cessna 425 G-BLGH which has now left. Arriving on the 19th for work at YLA was the Malibu G-MLEW and arriving on the 25th, also for work at YLA, was the Mooney M20L G-RAAD. Finally I must record the gentle purr of twin Gipsy Queen engines at LBA when the Battle of Britain Memorial Flight's DH Devon C.2 VP981 was doing ILS training on the 5th and 24th as "Devon 95".

LEEDS/BRADFORD AIRLINE NEWS - APRIL 1990

INBOUND DIVERSIONS

23 BMA340 LHR MME G-BMAM DC9 LHR BMA331/24
29 BMA6172 LCA BFS G-OBMH B734 BFS BMA6172

Boeing 737-400 G-OBMH was making a first visit on the 29th when it landed for a fuel uplift.

REGULAR FLIGHTS

ADR689	PUY	28/YU-AJZ				
AGX190	SPU	29/YU-ANU				
AGX194	DBV	07/YU-AOG	14/YU-ANU	21/YU-ANU	28/YU-AOF	
AMC521	MLA	03/9H-ABC	10/9H-ABA	17/9H-ABG	24/9H-ABB	
BAL036A	PMI	06/G-BMMZ	13/G-BJCU	20/G-BMMZ	27/G-BHWE	
BAL054A	ALC	03/G-BAZG	10/G-BHWE	17/G-BHWE	24/G-BKHF	
BAL085A	ALC	05/G-BMMZ	12/G-BHWE	19/G-BHWE	26/G-BKHF	
BAL089A	PMI	02/G-BAZG	09/G-BMMZ	16/G-BHWE	23/G-BMMZ	30/G-BHWE
BAL144A	AGP	01/G-BAZG	08/G-BMMZ	15/G-BHWE	22/DivMAN	29/G-BHWE
BAL159A	ALC	07/G-BKHF	14/G-BJXJ	21/DivMAN	28/G-BKHF	
BAL178A	TFS	04/G-BAZG	11/G-BHWE	18/G-BHWE	25/G-BKHF	
BAL208A	AGP	05/G-BMMZ	12/G-BHWE	19/G-BHWE	26/G-BKHF	
CPG1563	PMI	07/G-OSUN	14/G-OSUN	21/G-OSUN	28/G-OSKI	
CPG1565	ALC	07/G-OSUN	14/G-OSUN	21/G-OSUN		
CPG1567	AGP	01/G-OSUN	08/G-OSUN	15/G-OSUN	22/DivMAN	
CYP709	LCA	05/5B-DAS	12/5B-DAQ	19/5B-DAS	26/5B-DAR	
DAN381	JER	07/G-ATTP	14/G-ATPJ	21/G-ATPL	28/G-BKMN	
DAN385	JER	01/G-BJYM	08/G-ATPL	15/G-ATPJ	22/G-ATTP	29/G-ATPJ
UNA2752	TFS	03/EC-EGQ	10/EC-EGQ	17/DivMAN	24/EC-EGQ	
UNA5754	TFS	06/EC-EGQ	13/EC-EGQ	20/EC-EGQ	27/EC-EGQ	

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

First visit of airline and type was Airbus A310 5B-DAS CYP709 05th, followed by 5B-DAQ 12th and 5B-DAR 26th. Aviogenex produced two more Boeing 737-200s for first visits with YU-AOG 07th and YU-AOF 28th on AGX194.

OTHER FLIGHTS

01	G-OBMJ	B73S	BMA418/419	f/t Heathrow	First visit
01	XV183	CL30	RRR5541	Gibraltar-Lyneham	Trooping
01	XV200	CL30	RRR4314	Gibraltar-n/s-Lyneham	Trooping
02	G-EURP	B73S	MON1428	Manchester-Jersey	First visit, pax chtr
02	G-AOYR	VC8	EIN366/367	f/t Dublin	Lieu EIN FK50
03	G-APEY	VC8	EIN366/367	f/t Dublin	Lieu EIN FK50
03	G-MONG	B73S	MON1429	Jersey-Manchester	First visit, pax chtr
04	G-BFVB	B737	BAL885B/886A	Billund-Rome Ciampino	Passenger charter
04	G-AOYR	VC8	EIN366/367	f/t Dublin	Lieu EIN FK50
05	EI-BVH	BALL	RVR406	Knock-Luton	Passenger charter
05	G-APEY	VC8	EIN366/367	f/t Dublin	Lieu EIN FK50
05	F-GEXZ	FA27	STR841/842	f/t Paris LBG	French RLFC team
06	G-AOYR	VC8	EIN366/367	f/t Dublin	Lieu EIN FK50
08	EI-ANH	BALL	EIN366/367	f/t Dublin	Lieu EIN SH36
10	EI-FKC	FK50	EIN366/367	f/t Dublin	First visit
11	G-BIYH	SH33	CICI77/076P	Exeter-Staverton	Leeds United FC chtr
13	EI-FKD	FK50	EIN366/367	f/t Dublin	First visit
14	G-BOAB	CONC	BAW9024C/9025C	Heathrow-n/s-Local	First visit
15	G-BOAB	CONC	BAW9025C/9028C	Local-Heathrow	Passenger charter
30	EI-BDY	B737	EIN369	East Midlands-Dublin	Lieu SH36

LOCAL MOVEMENTS APRIL 1990

Bagby: - Cessna 150 N6337K is a new resident here along with Tailwind G-BOHV which has just been completed. Visitors - 6.G-AREV Pa.22 f/t Barton; 8.G-AJAM J/2 Arrow f/t Temple Bruer, G-BACJ D.120, G-BCXB Rallye f Newcastle; 12.G-WILI Pa.32R f Calcot, G-PUSI C.303; 16.G-EFTE Bolkow 207 f Sherburn; 17.G-BPGU Pa.28 f Tollerton; 22.G-AWOH Vagabond f Chester-le-Street; 25.G-BPUM T.182RG also 26th and 28th; 28.G-OSKY C.172M t W/Mountford; 29.G-AYLA Airtourer, G-BRID U.206G f Langar, G-BGPJ Pa.28 f/t Woodvale, G-BIDO Emeraude f 'N/Essex', G-BNME C.152.

Brighton: - New resident here is Nipper G-AVXC which is to replace Pa.12 G-ARTH which is for sale. Also new is C.120 G-BRPF owned by Dave Sharpe, after being re-built by Sherburn Aero Engineering after import from the States. Following the fly-in at Sherburn on 29th a lot of the aircraft visited here including - Jodels G-BIOI/G-AZFF/G-BKIR/G-ATGP/G-KDIX/G-AXAT, J/5 Cub Cruiser G-BRIL, Baby Great Lakes G-BBGL, Chipmunk G-BBWH, T.67 G-BIOW, Rans S.10 G-BPUK, Pa.22 G-APYI (converted to Pa.20 configuration), G-ROUT R.22B, G-BKBP Bellanca Scout, G-ATUI Junior, G-FNLD C.172P, G-BGLF VP.1, G-BGMJ Minicab, G-AYWE Pa.28, Pa.22s G-ARHN/U, Pitts G-BRJN and M.20 G-BKMB. Other visitors included - 7.G-BPAW C.150 f Skegness with FRA.150L G-BEKV; 28.G-CRIC Cri-Cri f Blackpool, G-BIZG C.152 f Netherthorpe.

Brough: - Movements - 11.N43069 Pa.28 f/t Lakenheath, G-INDC C.303 f LBA; 24.G-BOUE F.172N f Foulmere; 26.G-PUSI C.303, G-WILI Pa.32 t Calcot; 27.G-PETR Pa.28 f Birmingham; 28.G-ASMJ F.172E f Audley End; 30.G-AXIG Pup.

Church Fenton: - Shorts BAe.125 G-BAZB was a visitor here on 4th whilst on 30th King Air G-SANE arrived from Edinburgh.

Coal Aston: - The weekend of 7th/8th saw TB.20 Trinidad G-MIMI operating from here, whether this was a visitor or a new resident is yet unknown.

Doncaster: - New resident here is R.182 G-BOYE which arrived this month. Departing early April was Bell 47 G-BGMU heading for a new owner at Peterborough. Visitors - 3.G-SOUL C.310R f Ipswich n/s t Coventry; 4.G-ILTS Pa.32 f W/Waltham; 6.G-AYIH Pa.28 f/t Manchester; 8.G-BOLO Jetranger t Tollerton, G-BEOE FRA.150M f Sibson; 12.G-PATW Jetranger f Newcastle; 13.G-BMIG C.172N f Conington; 14.G-LEAM Pa.28 t Blackpool;

LOCAL MOVEMENTS - APRIL 1990 (Contd.)

16.G-AVOZ Pa.28 f Booker, G-COMM Aztec f Exeter; 18.G-GRUB Pa.28 f Booker; 19.G-GASC H.369HS f Gamston, G-BDNU F.172M; 22.G-BFIF FR.172K f Blackpool, G-BYLL Falee; 25.G-BGVU Pa.28 f Manchester; 27.G-BICP DR.360 f Woodvale; 28.G-BOBA Pa.28 f H/Green; 30.G-BIAC Rallye.

Fadmoor:- A new resident here is Pa.32 G-IITS (ex.G-CVOK). Visiting on 28th was Humberside based Hawk XP G-BPWR.

Gamston:- Latest addition to the Lakenheath Aero Club fleet, Pa.38 N23185 paid its first visit on the 30th. Another notable movement on 25th was Aeronca Champion G-BRFI a recent US import. Overflights included newly registered TB.20 G-PEKT (GAM.1656 - 1500') on 5th and AA.5 00-ALR (GAM.1630 3500') on 17th Cumbernauld -Birmingham. Yet again a busy month with the following visitors of note - 1.G-VMAX M.20K f/t Booker, G-JLRW Be.76 f Leavesden, G-BOTC C.152 t Stapleford ; 2.G-BBMB DR.400 f Thurrock; 4.G-BCAE C.152 f Conington, G-BORO C.152 f/t EMA; 5.G-THGS Dauphin, refuel; N91342 Pa.38 f Lakenheath, G-BFKF FA.152 t Leicester, G-BCOL F.172M f/t Alnwick; 6.G-POAV Dauphin refuel, G-BJYD C.152 f Teesside; 7.G-OTMC Beechjet 400 f EMA, G-BHGM Be.76 f Tollerton, G-SHUG Pa.28R f Leavesden, G-BPES Pa.38 f Tollerton; 8.G-RICH C.152; 10.G-LONG LongRanger 'HAN 10' N109JD A.109A 'TMC 01'; 11.G-BGKV Pa.28 f Shipdham; 12.G-BDDH F.172M f/t Rush Green; 14.G-BRFN Pa.38, G-BFIN AA.5A f Old Sarum t Teesside; 16.G-BOZT Pa.28 f Tatenhill, G-BRBE Pa.28 f W/Waltham; 18.G-BGPA C.182 t Charterhall; 19.G-GASC H.369HS f Leatherhead; 22.G-MOTO DR.400 t Sywell; 24.G-SEJW Pa.28 f/t Tollerton, G-SKAN C.172N f Humberside; 25.G-BPVN Pa.32R f Stapleford; 26.G-FTWO T/Squirrel t Hull, G-BHEK Emeraude t Barton; 27.G-BGEK Pa.38 f Manchester, G-UZEL Gazelle refuel, G-BDSH Pa.28 f Tollerton, G-OTSL A.109 f Glasgow; 28.G-ASLE C.172E f Brough, G-ARCV C.175A, G-BELP Pa.28 f Newcastle, N70290 Pup f Lakenheath; G-OKYM Pa.28, G-THWS Pa.28 t Wickenby, G-EMAK Pa.28R f EMA; G-BHVB Pa.28 f H/Green; 29.G-AXBJ F.172H t Humberside, G-BGGP C.152, G-JFHL Pa.28 f Carlisle, G-BGOG Pa.28 t Shipdham, G-BKFZ Pa.28 f Tollerton, G-AYMK Pa.28 f/t Newcastle, G-BNJB C.152 t Leicester; 30.G-BBTJ Aztec 'Surveyor 2', refuel.

Harewood House:- Jetranger G-BAML was operating local pleasure flights from here all day on the 15th. Rallye G-BCUL also landed in the house grounds. 'ML was back the following day joined this time by D.117 G-BKIR and R.22B G-ODJP.

Humberside:- New resident is former Sandtoft resident F.150L G-BBBC. Two imports from the States, namely Pa.34 N8202P and Pa.28 N8036N visited from Staverton on 19th and 27th resp. Overflying on 6th was Bonanza N3023W enroute to Lakenheath from Glasgow(HBR.1445 - 2000'). Movements:- 2.G-MARR C.421C 'EAX 123'; 3.D-IBNK Be.200, 4. G-GAUL Citation, G-DWMP RC.690A f Liverpool, G-AYPV Pa.28; 5.G-BJKA Dauphin f/t Blackpool, G-RECK Pa.28 f/t Oxford, G-HIRE Cougar t Biggin Hill; 7.G-BODC/F Pa.28s f Oxford, G-BMPR Pa.28R; 8.G-BODE Pa.28 f Oxford, G-BNDS Pa.31 f Bristol; 10.G-ATSR Bonanza f Birmingham; 11.G-IFTD C.404 'IFT 003' f Gatwick; 13.G-BRJR Pa.38 t Tollerton; 14.G-HELO Jetranger; 15.G-BKRD C.320E t Ostend; 17.G-BTSG C.414A; 18.G-BUBU Pa.34 f Ipswich; 24.G-WROX Pa.31 t Northolt; 25.G-BRBF Pa.38 f/t EMA; 28.G-OWAR Pa.28 t Denham.

Kinsley Carr:- Ray Molt has now moved his Falco G-BYLL from Sherburn and keeps it here. Going in the opposite direction is F.150L G-YIII which has returned to Sherburn (qv.) Visiting on 19th was R.22B G-HVRS from Sherburn.

Netherthorpe:- Two new residents here are G-BPXA Pa.28 which was delivered on the 1st and Piel CP.328 G-MPRT which has just been completed and was first noted on 7th. Visitors - 1.G-WACZ F.172M t Booker, G-FNLD C.172N f Sandtoft, G-GRAY F.172M t Tollerton; 8.G-ANWO DR.1050 f/t Barton, G-RICH C.152 t W/Mountford, G-BFDL J/3C CUB, G-GBUE DR.400, G-BRJI Pa.15 t Temple Bruer; 12.G-SKAN F.172M f Boston; 13.G-BIGD Auster 5 t Sturgate, G-ODJP R.22B; 16.G-BLME R.22B refuel, G-BJYG Pa.28 f Manchester, G-BCAE C.152 f Conington; 22.G-SHUU Enstrom F.28 training, G-BPBO Pa.28RT; 25.G-RJWW Maule M.5; 28.G-ADME Kormet Moth f Sandy, G-AWVA F.172H, G-ROLF Pa.32; 29.G-EFTE Bolkow 207, G-ARAO Pa.18 t Lambley, G-BLHW Kachina, G-BGFH F.182Q f EMA, G-PDHJ T.182R f EMA, G-SEJW Pa.28 f Tollerton, G-BRPS C.177..

Oxenhope:- New resident here is R.22B G-GDAY which also spends some time at Shelf (Bradford). The owner of this machine also owns Rallye G-WCEI, which has returned here after overwintering at LBA. Jodel G-BKOV has left here for a new owner at Hucknall.

LOCAL MOVEMENTS APRIL 1990 (Contd)

Rufforth:- Movements - 1.G-ASRR C.182 t Little Staughton; 6.G-ARAO Pa.18 f Lambley; 8.G-BHFK Pa.28R f/t Lambley with Pa.18 G-ARAO; 12.G-BPON Pa.34 f Newmarket; 18.G-AYAA Pa.28 f Manchoster; 26.G-FTIL DR.400 f Biggin Hill; 28.G-BHUE DR.1050 f Cottesmore; 29.G-AYMK Pa.28 f/t Newcastle.

Sandtoft:- Visitors - 1.G-FNLD F.172M f Skegness; 4.G-BOXY Pa.28, G-AYAA Pa.28 f Manchester; 6.G-ASAU Rallye f Gamston; 7.G-CDON Pa.28 f EMA; 10.G-AYPV Pa.28 f Newcastle; 14.G-BJMR G.310R t Tollerton; 16.G-EMAK Pa.28R f/t EMA; 18.G-BOWO P.210N f/t Alnwick, G-BLAK C.152; 25.G-TWEL Pa.28 t Cranfield, G-BAJY DR.400; 27.N6337K C.150 f Bagby, G-BOUE F.172M t Carlisle; 29.G-BHRC Pa.28 f Tollerton, G-BLHW Kachina, G-BJRW U.206G f Cuxwold, G-RUBB AA.5B f Elstree.

Sherburn:- F.150L G-YIII ex.Kinsley Carr has returned to live here and now has 'Survey' titles under the wing. A Breakfast Patrol was held on 29th and was attended by the following - AA.1B G-BDNX, AA.5B G-BIBT, Baby Great Lakes G-BBGL, Bellanca Scout G-BKBP, Bo.207 G-EFTE, Bolkow Juniors G-ATDO/G-ATUI, CAP.21 G-BLZZ, C.150 G-AVMD, C.152 G-DPFL/G-BIUM/G-BIZG/G-BOIO, C.172 G-ASWL/G-BBXH/G-BFPM/G-FNLD/G-PARI, C.180 G-BNCS, Davis G-BPFL, Grob 109 G-BMLK, Hatz G-BRSY, Kachina G-BLHW, Jetranger G-BAML, Jodels G-AXAT/G-AZFF/G-BFEB/G-BGEF/G-BJOT/G-BKAO/G-BIOI/G-KDIX, Minicab G-BGMJ, Pa.12 G-ARTH, Pa.18 G-ARAO, Pa.22 G-APYI/G-ARHN/G-ARHU/G-ARND, Pa.28 G-AYWE/G-BHFK/G-BNZG, Pa.44 G-BRUX, Pitts G-BRJN, Pups G-AVZP/G-AWVC/G-AXSD, R.22B G-BOXX, Rans G-BPUK, RF.3 G-BWHT, SF.25B G-AXEO/G-BLCU/G-BODU, T.61C G-BAMB, VP.1 G-BGLF. Movements for the month inc - 1.G-APRF Auster 5, G-BCVC Rallye t Southend, G-BEFC AA.5 t Shobdon, G-ATUI Junior t Sibson; 4.G-BORO C.152 f EMA; 6.G-BDWG Islander f Topcliffe; 7.G-BARC FR.172J f Defford; 8.G-AWVO DR.1050 f Barton, G-BGPH AA.5B Emergency landing; 12.G-AXDK DR.315 t Sywell; 13.G-BGPJ Pa.28 f/t Woodvale; 15. G-BNZG Pa.28R f Sturgate; 16.G-WAGI R.22B t Rutland Water, G-OCJK Sch.300 refuel; 24.G-BPWR Hawk XP f Humberstone; 25.G-WAGI R.22B t Leicester; 27.G-SEJW Pa.28 f Tollerton; 28.G-MATT R,2180 f Newcastle, G-AXJX Pa.28 f Manchester, G-ATZS Wassmer f Sandtoft.

Sproatley:- Bad news from here is that the airfield will close within the next month and all aircraft owners have been given notice to quit. Visitors - 8.G-BRJL Pa.15 f Temple Bruer; 9.G-ASAU Rallye f Gamston; 13.G-ATTV Pa.28 t Audley End; 29.G-BGPJ Pa.28 f Bagby t Sandtoft.

Temple Bruer:- Visitors - 1.G-BCGG DR.250 f/t Stow; 6.G-BNRZ R.22B f/t Bedford; 8.G-BLHW Kachina f Martin Fen, G-BDDG D.112, G-BRJL Pa.15 t Sproatley; 26.G-AVLE Pa.28 f/t Tollerton.

Topcliffe:- A couple of civil visitors this month, C.421C G-MARR on 3rd to Leavesden and Long Ez G-BOOK on 19th.

Waddington:- Beech 200 F-GJAF paid a visit here on 5th whilst Pa.32R G-RHHT called in on 27th before departing to Teesside.

Wickenby:- Former LBA resident C.150 G-ASYP paid a visit here from Henlow on 16th. Others included - 1.G-BBWF AA.5, G-BPZE Silvaire f Waddington; 8.G-BEZI AA.5; 15. G-BPHL Pa.28 f Teesside; 28.G-TEWS Pa.28 t Leicester, G-MGAR Pa.32.

Wombledon:- Bagby based C.150 N6337K paid a visit on 25th.

Helicopter Activity

A new resident in the area is Enstrom G-SHUU which lives at Dodworth near Barnsley.

BATLEY	6/4 G-BBIV H.269 F Driffield T Brough
BISHOP WILTON	16/4 G-MFHL R.22B Site10m W of Stamford Bridge
BRADFORD	3/4 G-GRID T/Squirrel at W Bradford Sub-Station
	6/4 G-DOLR T/Squirrel T Ilkley then T Enderby
BLACKBURN	27/4 G-GDAY F.28 T Oxenhope
BRIGHOUSE	25/4 G-TALI T/Squirrel F/T Chester
CARLTON	16/4 G-OCJK H.269 Sherburn T Rawdon
DARFIELD	17/4 G-BRBY R.22B F Barton
DONCASTER	4/4 G-LEIS L/Ranger F Ashbourne
ENDERBY	5/4 G-DOLR T/Squirrel T Bradford
	27/4 G-DOLR T/Squirrel T Ilkley then T Coventry

HELICOPTER ACTIVITY (Contd.)

GUISELEY 4/4 G-DOFY Jetranger F Elstree
HARROGATE 2/4 G-STVE T/Squirrel F Sheffield T Warwick
5/4 G-BHYW Jetranger Yks Show Ground T Malton
HORSFORTH 26/4 G-STVE T/Squirrel F Sheffield T Barrhead(Nr Prestwick)
4/4 G-WYPA Bo.105 'Pol42' operating Trinity & All Saints
College searching for gunmen at 21.30 hrs.
13/4 G-BMHN R.22B landed at site in Scotland Lane.
HUDDERSFIELD 25/4 G-STVE T/Squirrel T Birmingham
LANGSTHWAITE 12/4 G-WAGI R.22B F Sherburn
LEEDS(Arlington Centre) 23/4 G-DOOZ T/Squirrel landed at Arlington Centre
27/4 G-STVE T/Squirrel T Sheffield (Fulwood)
27/4 G-BLSY Bell 222 F Sheffield & return
LEEDS CITY 30/4 G-RMGN T/Squirrel London - LBA
LINTON -ON - OUSE 24/4 G-BRBY R.22B F/T Barton
MIMBLETON (LEEDS) 24/4 G-OBIP R.22B T Leeds Motor Auctions
SELBY 6/4 G-BPYX R.22B F Hemswell
SHEFFIELD 6/4 G-POAV Dauphin F Battersea T Gamston
19/4 G-RAHM Ecureuil T Battersea
SHIPLEY 27/4 G-SHUU Enstrom T Huddersfield
WOODHALL SPA 8/4 G-HVRS R.22B with G-HIEL F Sherburn
YORK 10/4 G-BIBG S-76A Race Course T Malton
10/4 G-LONG LongRanger F Gamston T Hawarden
12/4 G-PATW Jetranger F Doncaster
15/4 G-BOTM Jetranger T Oxford
24/4 G-THGS Dauphin T LBA
25/4 G-IDWR H.369 F/T Ripponden

TEESSIDE MOVEMENTS - APRIL 1990

4. D-CGVW B.Ae.125	G-WIZO Seneca	G-BDOE Cessna 172
5. G-UKCA B.Ae.125	G-PEKT Trinidad	
6. G-LEAR Learjet 35	G-SKKA Navajo	G-BFFJ S-61N
8. HB-LLP Mu-2B	G-BOTN Warrior	
10. N300RV King Air	G-BIBB Mooney M.20	G-BJKA Dauphin
14. OO-ALR AA-5.	G-000J Boeing 757 c/t	G-HELO Jetranger
19. SE-ERZ Rallye	G-BOOX Rutan Longez	
24. N125EC B.Ae.125	XS790 Andover	G-GRID T.Squirrel

4. D-CGVW F Amsterdam T Braunschweig - Waggum; 8. HB-LLP F Liverpool T Zurich;
10. N300RV F Newcastle T Biggin Hill; 14. OO-ALR F Antwerp; 19. SE-ERZ F Southend
T Ronaldsway; 24. N125EC F/T Hatfield.

After many years of supplying the Teesside Movements, our correspondent and member Mr K. Jordan of Ferryhill, Co. Durham, is unfortunately unable to continue sending this information due to pressure of business. I would like to thank him on behalf of Air Yorkshire for the devotion he has put into supplying the movements over these many years and wish him good luck for the future.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

That afternoon we drove South on I95 (America's answer to the M25) and we passed an accident near some roadworks, so what, you might say, but this was the only accident we saw in 3000 miles of driving. Try matching that on British roads. We reached Richmond, Virginia, The old capital of the South, at teatime after spending an afternoon shopping, and I called at Byrd International Airport, a typical, modern terminal with few spotting points. The airport was rather quiet with only Delta DC9 N917DL and Air Wisconsin SH360 N343MV on the stands. There was a varied light aircraft presence with Westwind N223PA, Sabreliner N50PM, Cheyenne N611LM and several Cessna twins and singles. I noticed a small museum near the entrance but it was late so we retired to the motel and its 'Rock 'n Roll' 1950s style diner (which served the best meatloaf I have ever tasted, had a Wurlitzer Juke Box with a remote console on each table and a free bubble gum with the bill).

The following morning we visited the Virginia Air Museum, it is an excellent small collection of about 20 aircraft (16 on show). The most spectacular exhibit is a Vultee V1A NC16099, a large single prop executive transport owned by Randolph Hirst the newspaper millionaire, exquisitely finished in polished bare metal. This aircraft is unique; Travelair 2000 NC6282, Bellanca Skyrocket NX237 and Monocoupe 110 N36Y are just rare! There are Aeroncas, Stinsons and a Pietyenpol Aircamper set in a bright clean hall, manned as usual by enthusiastic volunteers. We were the only visitors and spoke for some time to the staff before being forced to leave this delightful museum by the passing of time and a pressing schedule, this was the day set aside for a look at the Colonial History National Park, situated around Williamsburg on the Virginia Peninsula south of the Chesapeake Bay.

Americans take their heritage very seriously. Granted they don't have as much as we do and it generally only covers the last couple of centuries. The Virginia Peninsula was the birthplace of modern America, containing the three original Colonial settlements of Yorktown, Jamestown and Williamsburgh. Time was limited so we decided to visit Williamsburgh, being the largest and most comprehensive 'exhibit' of the Colonial History Park. Although the town is fully inhabited the old part is barred to cars and visitors are directed to the reception areas where passes are bought to allow you to visit the preserved houses and shops. Staff dressed in period costume present displays of craft and trades such as silver-smithing and cooperage. Judy and I were so impressed by the place that we intend to return and spend longer in this area.

The major airport in the area is Newport, the terminal is 1960s with a viewing deck at roof level, but enclosed by glass, similar to East Midlands. US Air BAC111 N1117J and Presidential Express Jetstream N102XV kept up the British feel but the line of Learjets N12FN/48FN/51FN and N24GA plus a Falcon and Citations made things interesting, the arrival of Citation C-GMLC was very welcome, the total with the light aircraft came to 25.

We called in at Richmond "Byrd" on the way back to the motel. United B737 N9075U and American Airlines new A300 N11060 were on the stands, visible through various side windows. The light aircraft and Biz Jets had changed since yesterday and included Jetstar N60JM, Citation N185SF, RC690 N71VT, King Air 200 N767WF and half a dozen twins.

On the journey south from Washington we had seen a huge shopping mall so that was the target for the next day. It was conveniently near the USMC base at Quantico which houses a small museum and a large but very secure Marine Air Base. Clearing the security check we were issued with a pass. It was frustrating to drive past lines of C130s and Chinooks but the Marines are very sensitive in security matters, so I kept going! The museum is two thirds complete and the exhibits end after WW2, (It should now be finished). The early history of the USMC is shown in dioramas including DH4 replica 'D1', there are Tanks, Boats and Weapons and a very neat Boeing FB4 replica made from a Stearman N8891, Curtis Pusher replica N67263 represents the earliest aircraft used by the Marines, then the Boeing Kaydet and FB5 Hawk, a Thomas Morse Scout and a Stinson Sentinel. The dedicated WW2 hangar contains the Carrier aircraft of the Pacific War such as TBM Avenger, Grumman Wildcat, Hellcat, 2 F4U Corsairs and a Douglas Dauntless.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

Outside awaiting new accommodation are Beech C45 90536, DC3 17278, C117 50834, Sikorski 58 147161 and F41 Phantom 111768.

Most of the day was spent at the 'Potomac Mills' shopping mall. We spent lots and even I enjoyed looking at all the varied products available to the Americans. We called in at Hanover County airfield, a busy light aviation centre, I logged 30 Cessnas and Pipers, then we made our way back to Richmond. Much busier now with US Air F28s N454US/N498US, plus B737s. A DC3 N116LG, and the usual mix of Biz Jets and twins. Ten days gone now so time to head North and the long, interesting drive back.

B.H.Best.

AIRWAYS - MARCH 1990

2. I-FICV	F900	DCS	1910	330	HON	
4. N433GA	G4	POL	0805	350	TAL	Has become N90005
8. VR-CCG	BAC 1-11	POL	1605	310	MAR	to GOW
N433GA	G4	DCS	1755	370	MCT	to LHR
9. N192R	F20	POL	0940	330	MAR	
N748MN	G2	DCS	1255	410	MCT	
N375PK	L600	DCS	1540	390	MCT	to LHR
11. SAM60200	G3	POL	1605	390	MAR	(Sorry C-20B)
12. IAC249	G3	OTR	1200	390	WAL	
N866FP	F50	POL	1600	390	DCS	
16. N101AR	LJ35	POL	0723	390	TAL	
17. AFL9105	An124	OTR	1249	310	WAL	to SNN
N501TW	LJ35	DCS	1650	330	HON	
18. N291BC	F50	DCS	0955	410	MCT	
21. N186DS	G3	POL	0745	310	TAL	
24. N1124WK	WW1124	POL	1525	350	MAR	
N501TW	LJ35	DCS	1555	350	HON	
N30TH	F100	POL	1755	330	PWK	
25. N529JH	Be90	POL	1320	260	MAR	
26. N6LL	LJ25	POL	1635	350	61/10	
30. F-BVPA	Corvette	POL	0800	390	TAL	
31. N1556W	Be400	DCS	1230	410	MID	

NEWS

New flights and aircraft are starting to appear for the summer now. Noted recently have been Odyssey and American Trans Air B757, Lufthansa with A310 on DLH402 and Canadian using B767 on virtually all flights (the A310's are soon to be sold).

At Manchester the evening Lufthansa Fokker 50 flight has been upgraded to B737 and a new evening service to Hamburg has started. This means five Lufthansa services a day DLH1634 at breakfast time, DLH1666 mid morning, DLH1610, DLH1662 and DLH1672 all at around 1700hr. The outbound flight number does not bear a close numerical resemblance to the inbound in several cases, 1634 becomes 1651 but 1662 becomes 1663.

Air Littoral have started a mid morning service to Lyon Monday to Friday using SF340.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into U.K. airports. Send lists in order, with a stamped, self addressed envelope to:-

S.Rigg, 16 Castle Road, Sandal, Wakefield. WF2 7LY.

Thanks as usual to David Elam.

SHEFFIELD'S NEW AIRPORT

Despite recent statements in "Aircraft Illustrated" that Yorkshire has only one airport, that situation is about to change in the next few years. It has been recognized frequently that Sheffield is one of the few major cities in the EEC without its own airport, forcing the local population wishing to fly to travel to Manchester, East Midlands or Leeds/Bradford. However, with the help of the Sheffield Development Corporation, British Coal and anyone in the construction business with a spare £14m or so, Sheffield is going to get an airport that should be operational by 1993. A 237-acre site at Tinsley on the west side of the M1, just south of J34, is to be developed from its current status of open-cast coalmine, derelict steel works and part of Tinsley golf-course into a "STOL-port" similar to London City Airport. Having removed 800,000 tonnes of coal, British Coal will level and compact the site for handover at the beginning of 1991, so that construction can start. The planned "STOL-port" will have a single 1,200m runway (approximate alignment 09/27), apron and terminal buildings, with a hotel and conference centre to be added later. Completion is anticipated by late 1993, together with the new road links to be built that will connect to the M1 and Sheffield city centre, all as part of the revitalization of the Lower Don Valley. From initial estimates, up to 250,000 passengers should be using the new airport by 1994-5, though as yet no specific operator has been identified. Talks have been held between S.D.C. and several airlines; both KLM and Brymon have been suggested as expressing interest (Capital, please note!). In the initial stages of planning about 18 months ago, a B.Ae.146, S.360 and DHC Dash 7 made low flypasts of the area to allow local residents to assess potential noise levels, and this may indicate the types of aircraft expected to operate services from Sheffield; obviously, Dash 8, Do228 and Fokker 50 must also be possibilities for the likely routes to Heathrow, Gatwick, Amsterdam, Belfast and Dublin. Perhaps there is also need for a degree of caution in these plans, since the only other "STOL-port", London City, has yet to make a profit and one of its designated airlines has financial problems, so Sheffield's new airport may need a little more help yet to get off the ground. Besides construction costs, another £1m or so will be necessary for approach aids such as radar and ILS, and in view of recent comments in this journal, funds must also be set aside for a suitable spectator's area (providing visitors and passengers alike with the great/all-day/English/American breakfast?!). Of a more immediate nature is the plan to build a helipad in fields off School Green Lane, Fulwood Sheffield. Aviation Services has applied for planning permission to construct such a landing site; they currently use Doncaster for helicopter operations but would like a site much closer to their headquarters. A great deal of protest from local residents and conservationists has resulted from publication of the plans, so the site may be moved further away from existing buildings. Then, up to 28 landings a year can be undertaken without planning permission. Maybe this is where G-STIVE will reside eventually.

E.C.Griffiths.

CHURCH FENTON - JUNE 10th 1990

A final request for any aviation saleable material you can spare for our Stand at Church Fenton, would be very much appreciated.

It's not too late, please contact Jim, Mike or Adrian with details of any books magazines or general aviation bric - a - brac that you may have available.
Thanks.

STATEMENT OF ACCOUNTS FROM MAY 1st 1989 TO APRIL 30th 1990 INCLUSIVE.

Balance at Bank 1/5/89 643.00
 Balance in Cash 1/5/89 5.00

Income

Subscriptions 1116.00
 Donations 64.48
 Sale of Books 134.45
 Trips 762.00
 Raffle & Films 70.00
 2146.93

Expenditure

Expenses & Prizes 157.77
 Video Recorder 129.99
 Wind Sock Display 29.50
 Trips 818.31
 Christmas Party 12.67
 Gifts to Y.A. Club 25.00
 Bank Charges 8.00
 1181.24

Magazine
 Stamps etc. 289.48
 Paper & Ink 370.11
 Typing & Stencils 292.30
 Labels & Envelopes 120.39 1072.28

Balance at Bank 536.41
 Petty Cash in Hand 5.00
£2794.93 £2794.93

CHURCH FENTON AIR DISPLAY - JULY 16th 1989

Income

Total Takings £341.50
£341.50

Expenditure

Publications & Films £151.77
 Expenses 14.80
 Ground Rent 41.40
 Profit 133.53
£341.50

Donation to Yorkshire Air Museum, Elvington £70.00
 To Club Funds 63.53

Signed.

H.J.Thompson.
 Hon. Treasurer, 21/5/90.

AIR YORKSHIRE — AIRLINE NEWS

Adria Airways are using A320-200 YU-AOB leased from Cyprus Airways (ex 5B-DAW). The aircraft flies in usual Cyprus colours, with small new-style Adria titles above the front door and the "A" motif on the tail. It appears to be based at Dubrovnik.

Air 2000 have leased another Boeing 757-200 for the summer. Ex-Eastern machine N523EA has become G-000M under a seven-month lease agreement from United Aircraft Services. 757s G-000I and G-000J are now in service in the UK following a winter spell in Australia helping to break the pilots' strike, taking the Air 2000 fleet to nine 757s and one 737-300.

Air Europe are about to begin the process of rationalizing their fleet : all the Boeing 737s appear to be up for sale (G-BMTE-H will go to USAir in November, and various other 737s have been sold to leasing companies or Malaysian Airlines) and sources suggest that the group is extremely close to placing an order for twenty Airbus A320s. Some of the new aircraft would be ex-Braniff aircraft, stored at Kansas City since the airline collapsed (again !) in February, to allow early delivery positions. Summer aircraft utilization includes the basing of one 737-400 each at Birmingham and Manchester and an additional 757-200 at Manchester. Fokker 100s of the airline can be seen at Manchester every Saturday evening operating a service to Perpignan for Intasun.

Air France have had a route-swap with UTA : UTA will now receive sole rights to serve San Francisco from Paris, while Air France will take over the Bordeaux/Marseille/Montpellier/Nantes/Toulouse and Lyon to New York services from UTA. New cities joining the Air France network this summer include Cardiff, Graz, Dresden, Münster/Osnabruck and Bologna, while all services between Bastia, Ajaccio and Nice are being transferred to subsidiary company Corse Mediterranee, who operate ATR42s and ATR72s.

British Airways will lease two Gulfstream 1s from Aberdeen Airways to develop a new network of services from Berlin Tegel airport. The lease is set to begin in October. The airline are also using BAe146 G-OLCA leased from Loganair on their Glasgow-Manchester-Hannover services until the aircraft is due for delivery to British Midland in October. It flies with Loganair cheatline and British Airways titles.

British Midland have launched a new seven-times daily Heathrow to Paris Charles de Gaulle service, using their three new DC9-32s and spare DC9-10 capacity. The airline will also replace the current once-daily East Midlands-Paris DC9 service with a thrice-daily DC9 service on 5th June. Departures from EMA are at 0705, 1040 and 1700, with returns into EMA at 1000, 1340 and 1955. The airline has also acquired extra 737-400 capacity in the form of ex-Novair G-BOPJ, compensating for the loss of DC9-32 G-BMWD back to it's owners, Adria Airways. Two of the new DC9s, G-ELDG and G-ELDI are named *Orloff Diamond* and *Regent Diamond* respectively.

Inter European have taken the odd step of leasing out their new 757 for the summer (to Air Holland subsidiary Air Aruba) and leasing in a Boeing 737-300 from Australian Airlines, the aircraft involved being VH-TAX. It will retain it's Australian registration for the summer, and can be seen at Manchester, Bristol, Belfast or Cardiff.

Soundair Corporation As many readers will know, the Soundair Corporation collapsed on 30th April, dragging subsidiaries Odyssey International, local commuter airline Air Toronto and cargo DC8 operator ACS under with them. Nationair stepped in on 5th May to purchase Odyssey International and two of their B757s from Soundair's receivers to operate a skeleton service based on the original Odyssey plans for the summer. Casualties of this

appear to include services to Manchester, Amsterdam and some Gatwick flights (Odyssey were to operate a daily service into Gatwick), as Nationair will only be flying two of the three Odyssey 757s. It is thought that the Leeds - Toronto flights will recommence under the Nationair banner on 5th June. Air Canada have purchased lucrative commuter airline Air Toronto from the receivers : the deal involves nine Jetstream 31s, one Convair 580 and one Metroliner. Air Canada are also consolidating their commuter interests by considering merging the new acquisition with Air Nova when they increase their shareholding in the latter carrier from 49 to 100%.

Viva Air will become a wholly-owned subsidiary of Iberia on 29th October, and will then cease charter operations, concentrating on a limited Spanish domestic network based around Palma de Mallorca and Barcelona airports. It appears as though the carrier will return their Boeing 737-300s to the lessor when the move begins, and will fly a fleet of ex-Iberia DC9-32s and new ATR42s. Viva were set up in 1988 as a joint venture between Lufthansa and Iberia, but the airline has not been wholly successful in achieving it's aims.

AIRCRAFT NEWS

D-ABNB	Boeing 757-230	Delivered to Condor 5/4/90
D-ABNC	Boeing 757-230	Delivered to Condor 11/4/90
D-AHLD to YU-AOF	Boeing 737-2K5	Hapag Lloyd to Aviogenex
G-AWZ to G-BSYN	BAC1-11-509EW	(British Island) to Dan-Air
G-BGNV	Boeing 737-219C	Britannia returned to ILFC
G-BPEC	Boeing 757-236	British Airways (on order for 11/6)
G-BPKA to 9M-MJJ	Boeing 737-4S3	Air Europe to Malaysian AL (leased)
G-BROC to OO-SBJ	Boeing 737-46B	Novair (delivered 12/4) Sold to Sobelair on delivery
G-MONC to D-ABNY	Boeing 757-2T7	Monarch to Condor (leased)
G-MOND to D-ABNZ	Boeing 757-2T7	Monarch to Condor (leased)
TF-FLK to YU-AKO	Boeing 727-208	Icelandair to Aviogenex

LEEDS BRADFORD

Manx Airlines promptly cancelled all their new Isle of Man-Leeds service (except for the Saturday flight) having announced it only three weeks beforehand, leaving just the one weekly SD3-60 flight to serve the despairing Leeds community.

One or two extra British Midland 737-300s are now operating via Leeds, these being tech-stops, with the aircraft routing from Cyprus (Larnaca or Paphos) to Belfast. Approximate times are Sunday arr 1940 dep 2000 BMA6172 LCA-BFS and Wednesday 1940 dep 2000 BMA6132 PFO-BFS. These do not operate every week, and are dependent on prevalent wind conditions en route.

Capital Airlines appear to have a third 146 on order, for use on schedules from Gatwick to Dublin. The aircraft should be delivered upon completion of a two-month lease to Princess Air pending delivery of their own 146-200QC G-PRIN, scheduled for late June. Capital lodged an application for traffic rights between Gatwick, Belfast and Dublin two months ago. Meanwhile, the Belfast City-Dublin service is now proving relatively successful, and the airline are considering increasing frequency on the route : this could be done easily without affecting other scheduled services.