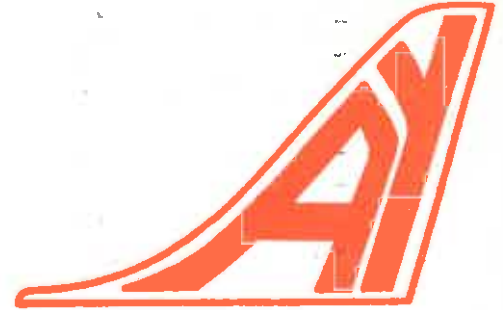


AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

SEPTEMBER 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.

OCTOBER 7th : Heavylift Cargo.
NOVEMBER 4th : RAF Leeming - Wing Commander Martin 25Sqn.
DECEMBER 2nd : Grand Christmas Meeting.

CHAIRMAN'S CHAT

Approx. sixty members attended the September meeting where Sgt Observer Dave Sloaman and Captain Andy Fairfield of West Yorkshire Police Air Support Unit arrived in Helicopter G-WYPA. After telling us about the Air Support Unit and answering questions, members had the opportunity to look round the Helicopter and take photographs. We now require entries for the Photographic Competition. Two classes. (A). 6" x 4" Prints. (B). Slides. Maximum entry. Three in each class. Photo's must have been taken within the last twelve months. Also required are entries for the Model Competition, re plastic kit or scratch built. Both Competitions close on Sunday November 4th and the results will be given at the December meeting. Entries should be handed in at the November meeting, or posted to a Committee member before that date.

Colin Hunter is now using a Computer to do the Society's accounts. The Membership details on the Computer will remain confidential to the Society and will not be passed to any other party. If you have any objection to being on this list, please let us know.

In January 1991, we are considering starting meetings at 2pm instead of 2.30pm. This will mean an earlier finish, and members suffering withdrawal symptoms can get a drink before the bar closes.

Finally Tim Heeloy is now producing glass engravings on framed mirrors, on any subject of your choice. If you are interested please see Tim for details.

CREDITS

T.W.Sykes

S.W.Rigg

A.Lee

E.C.Griffiths.

LEEDS/BRADFORD MOVEMENTS - AUGUST 1990

	ATA	ETD		ATA	ETD
1. G-BAYO Cessna 150L	0749	1415	G-WACK Short 360	0759	0829
G-BLKY Baron	0849	1758	G-ZAPB Cessna 404	0955	1053
G-WIZO Seneca	0959		G-BGZW Tomahawk	1001	1044
G-BMMC Cessna T310Q	1113		G-KAIR Archer II	1117	1319
G-BMBB Cessna F150L	1126	1336	G-JLRW Duchess	1144	
G-BDWY Cherokee 140	1155	1329	G-BFLV Cessna F172N	1225	1812
G-BFDN Navajo 350	1229	1344	40083 G-21A	1437	
G-BPTR Robinson R-22	1448	1926	G-BJUC Robinson R-22	1448	1926
G-WACK Short 360	1754	1825	N200VC Cessna 310	1808	1845
G-BFIF Cessna F172N	1829	1934	G-ZAPB Cessna 404	1848	1918
G-BJYD Cessna F152	1904	1931	D-IBAH King Air 200	1908	1930
G-BGAJ Cessna F182Q					
2. G-BFLV Cessna F172N	0724		G-BGZW Tomahawk	0742	1801
G-TKPZ Cessna 310R	0804		9H-ABA Boeing 737	0908	
G-BNYJ Cessna 421B	1003		G-BPTR Robinson R-22	1010	
G-BJUC Robinson R-22	1017	2045	G-BJYD Cessna F152	1038	
G-BSCP Cessna 152	1043		G-CZAR Citation V	1124	
G-WIZO Seneca	1227		G-BURD Cessna F172N	1231	
N125EC BAe 125	1239		G-BPRN Warrior II	1242	
G-TKPZ Cessna 310R	1308		XV733 Wessex	1427	
G-BJUC Robinson R-22	1520		G-UKLC Boeing 737 (DIV)	1624	
G-BHNF Boeing 727 (DIV)	1627		G-BDHL Aztec	1630	
5B-DAQ Airbus A310	1651		G-BFGH Cessna F337G n/s	1700	1212(3)
G-WILK King Air 200	1933		G-CSMA Cessna 421C	1934	
G-LACA Warrior II	1935	2000	G-BGVT Cessna R182RG n/s	1941	1653(4)
EI-BVG BAC 1-11	1016				
3. G-BDHL Aztec	0809	1308	VR-CSH King Air 350	0811	0825
ZE700 BAe 146	0929	0947	F-GELL King Air E90	0931	1456
G-BJUC Robinson R-22	0937	1103	G-BKUY BAe Jetstream	1038	1054
OO-BVG Cessna T210M	1041		G-BGGF Tomahawk	1046	1534
G-RUIA Cessna F127E	1112	1241	G-BNPY Cessna 152	1114	
EC-EHA Boeing 737	1158	1333	G-BJUC Robinson R-22	1159	
G-WOTS Seneca	1218	1504	G-BGYJ Boeing 737	1354	
SE-HTI Jetranger	1426		G-BDHL Aztec	1646	
G-WILK King Air 200	1719		G-ASPI Cessna F172E	1732	
D-IEFB King Air 200 n/s	1739	1511(4)	G-BRFL Tomahawk	1944	2019
G-BJOP Islander	2108	2147	G-UKLE Boeing 737-400	1422	1543
G-OSKI B.Ae.146		1147	G-OSUN B.Ae.146		1219
4. G-WERY TB-20 Trinidad	0804		G-BFLV HS.748	0831	
G-SACU Cadet	1056		G-BGYJ Boeing 737	1305	
G-ROLO Robinson R-22	1313		G-BRTB Jetranger	1600	
G-BKUE TB-9 Tampico	1631		YU-ANO MD-82	1604	
G-AVKG Cessna F172H	1728		YU-AOF Boeing 737	1730	
G-DBLI Citation V	1804		G-LEGS Short 3-60	1505	
G-OLCD BAe ATP	0908				
G-BJXJ Boeing 737	1047		G-WLON Cessna 310R	1045	
G-BBPW Robin R100/210	1721		G-BSHA Seneca	1558	
LZ-BTL Tu-154	1740		YU-ANU Boeing 737	1733	
G-OLCD BAe ATP	1858		G-CEGA Seneca	1804	
G-ATPL BAC 1-11			SE-HTI Jetranger	2043	
6. G-BGZW Tomahawk	0758		G-BSHA Seneca	0837	
G-JLRW Duchess	0906		HB-VJW Falcon 20	0919	
YU-AJL DC9	0930		G-BNDS Navajo 350	1006	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ETD		ATA	ETD
6. G-BOJH Arrow	1156		G-WIZO Seneca	1205	
G-AYAA Cherokee 180E	1210		G-WATZ Warrior	1226	
G-BAZH Boeing 737	1246		G-BKHE Boeing 737	1252	
G-BSLL Twin Squirrel	1313		G-TKPZ Cessna 310R	1317	
G-BRBD Warrior	1613		G-TKPZ Cessna 310R	1654	1847
G-AYAA Cherokee 180E	1705	1821	G-FAYE Cessna F150M	1753	
G-WILK King Air 200	1830		G-BRTB Jetranger	2028	
G-CSNA Cessna 421C	2155		G-KKUH Boeing 737-300	1313	
7. G-WATZ Warrior	0810		G-BHUI Cessna 152	0828	
G-GAWB Boeing 757	0848		G-BPAW Cessna 150M	0913	
G-NEEP Jetranger	1115		G-WIZO Seneca	1209	
G-BHIN Cessna F152	1218		G-BDHL Aztec	1237	
G-TKPZ Cessna 310R	1301		G-BSCP Cessna 152	1347	
G-CSNA Cessna 421C	1411		G-BAZH Boeing 737	1414	
G-BPRN Warrior II	1417		G-BADO Cherokee Six	1636	
G-WIZO Seneca	1642		G-BJUC Robinson R-22	1651	
G-BMHX Short 360	1744		G-WERY TB-20 Trinidad	1753	
G-WATZ Warrior	1825		G-BGZW Tomahawk	1832	
G-BGVT Cessna R182RG	1928		G-BGYJ Boeing 737	2034	
8. G-BDHL Aztec	0759		G-BMHX Short 360	0805	
G-AZTS Cessna F172L	0815		G-AWPJ Cessna F150H	0939	
N127GP Cheyenne II XL	1006		G-BJUC Robinson R-22	1047	
G-TKPZ Cessna 310R	1103		G-AZLY Cessna F150L	1151	
G-BDHL Aztec	1210		G-BFHU Cessna F152	1327	
G-BFFE Cessna F152	1336		G-BMNF King Air 200	1513	
G-AXNX Cessna 182H	1529		G-TKPZ Cessna 310R	1707	
G-CSNA Cessna 421C	1746		G-BMHX Short 360	1748	
G-BPTR Robinson R-22	2055				
9. G-TKPZ Cessna 310R	0751		G-BMHX Short 360	0800	
G-VAUK Navajo 350	0902		9H-ABG Boeing 737	0910	
ET-BVH Rombac 1-11	1019		G-RLMC Cessna 421C	1029	
G-SOUL Cessna 310R	1042		G-AWTL Cherokee 180D	1220	
G-AZLY Cessna F150E	1256		G-TKPZ Cessna 310R	1304	
G-WERY TB-20 Trinidad	1310		G-BECH Boeing 737	1337	
G-SLOT Cessna 340	1511		5B-DAS Airbus A310	1704	
G-BBVE Cessna 340	1724		G-BMHX Short 360	1745	
G-BRTB Jetranger	1906				
10. G-BDHL Aztec	0754		G-BLGB Short 360	0808	
G-BGTG Aztec	1038		OE-GSC Falcon 10	1100	
G-BAVZ Aztec	1106		G-BSHA Seneca	1146	
EC-EHA Boeing 737	1159		G-BEUR Cessna F172M	1259	
G-BGZW Tomahawk	1303		G-BECH Boeing 737	1342	
G-OANC Warrior II	1402		OO-PGZ A36 Bonanza	1408	
G-BJYD Cessna F152	1434		G-BNGD Cessna 152	1452	
G-CZAR Citation V	1524		G-BDZU Cessna 421C	1549	
G-AZLY Cessna F150L	1643		G-WATZ Warrior	1714	
G-BMLC Short 360	1800		G-RIOO King Air 200	1803	
G-AXNS Pup	1812		G-UKLE Boeing 737-400	1333	
11. G-BFLL HS.748	0840		G-BRTB Jetranger	0908	
LZ-BTK Tu-154	0920		G-ROMA Hughes 369S	1215	
G-TKPZ Cessna 310R	1255		G-HMES Warrior II	1316	
G-BFGH Cessna F337G	1430		ZA681 Chinook	1454	
YU-ANB MD-82	1717		YU-AOG Boeing 737	1821	
G-BHKJ Cessna 421C	2029		G-BKHE Boeing 737	1453	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ETD		ATA	ETD
12.G-OLCC Bae ATP	0918		G-BJUC Robinson R-22	1045	
G-BRFN Tomahawk	1057		G-BJYD Cessna F152	1118	
G-JDEE TB-20 Trinidad	1123		G-AZLY Cessna F150L	1125	
G-FLTI King Air C90	1212		G-CSNA Cessna 421C	1422	
G-BPTR Robinson R-22	1459		G-BKMB Mooney M20J	1549	
G-WERY TB-20 Trinidad	1641		G-BMJT Duchess	1712	
<u>LZ-BFW Tu-154</u>	1727		<u>YU-ANU Boeing 737</u>	1740	
G-BJUC Robinson R-22	1746		G-OLCB BAE 146	2139	
G-ELDI DC9	2215		G-ATTP BAC 1-11	1410	
G-BJCT Boeing 737	1519				
13.G-BMLC Short 360	0759		G-WIZO Seneca	0819	
G-RUIA Cessna F172M	0822		<u>YU-AJM DC9</u>	0922	
G-BGZW Tomahawk	0937		G-FLYA Mooney M20J	0946	
<u>EI-BUN Duchess</u>	1044		G-WOTS Seneca	1058	
G-THGS Dauphin 2	1107		G-BRPU Duchess	1156	
G-AVSA Cherokee 180	1206		G-BEOG Boeing 737	1228	
G-BGYJ Boeing 737	1255		G-BDHL Aztec	1324	
G-BGTG Aztec	1406		G-AVWD Cherokee 140	1442	
G-BODY Cessna 310R	1457		G-TKPZ Cessna 310R	1501	
G-ESDU Jetranger	1538		G-BMLC Short 360	1751	
G-BJUC Robinson R-22	2016		G-KKUH Boeing 737-300	1311	
14.G-TKPZ Cessna 310R	0756		G-BMLC Short 360	0801	
G-OWVA Cherokee 140	0814		<u>C-FNBO Boeing 757</u>	0847	
G-CZAR Citation V	1108		G-WIZO Seneca	1238	
G-AZLY Cessna F150L	1256		G-VIPS Learjet 35	1314	
G-BDHL Aztec	1401		G-BAZH Boeing 737	1504	
G-BFVG Archer III	1622		G-BEWR Cessna F172M	1643	
G-BHIN Cessna F152	1707		G-BMLC Short 360	1751	
G-BDHL Aztec	2005		<u>PH-ILR Falcon 50</u>	2103	
G-OAKC Navajo 350	2107		G-BEWR Cessna F172M	2113	
KX536 Bulldog	2142		G-BKHE Boeing 737	1554	
15.G-OAKC Navajo 350	0556		G-BLGB Short 360	0800	
G-DBII Citation V	0815		G-BPTR Robinson R-22	1142	
G-BDHL Aztec	1338		G-BMJO Seneca	1715	
<u>PH-ILR Falcon 50</u>	1720		G-BLGB Short 360	1756	
G-OAUS S-76A	1836		G-CSNA Cessna 421C	2028	
16.G-BEFT Cessna 421C	0702		G-BMAR Short 360	0803	
G-AZTS Cessna F172L	0844	1258	G-NUIG King Air C90	0848	1612
<u>9H-ABF Boeing 737</u>	0925	1030	G-WILO Jetranger	1008	1322
<u>EI-BVH Rombac 1-11</u>	1020		G-BPFG TB-20 Trinidad	1036	1332
<u>F-GHLC King Air 200 n/s</u>	1052	0911(17)	G-BEJV Seneca	1541	
G-NUIG King Air C90	1605		<u>5B-DAQ Airbus A310</u>	1634	
G-BGGF Tomahawk n/s	1943	1342(17)	G-BMHX Short 360	1750	1821
17.G-BMHX Short 360	0750		G-BDHL Aztec	0807	1321
G-UPCC Robinson R-22	0956	1050	G-ZFDB Twin Squirrel	1124	1338
<u>EC-EST Boeing 737</u>	1142	1304	G-BATV Cherokee 180D	1206	1405
G-WOTS Seneca	1236	1842	G-FAYE Cessna F150M	1242	
G-RUIA Cessna F172M	1246		G-RHCC Navajo 350	1313	
G-BPTR Robinson R-22	1339		G-BGYK Boeing 737	1349	1600
ZA683 Chinook	1447		G-JHAN King Air 200	1508	
G-OIMC Cessna 152	1515		G-BDHL Aztec	1730	
G-WATZ Warrior	1740		G-BMHX Short 360	1754	1822
G-UKLE Boeing 737-400	1336				

LEEDS/BRADFORD MOVEMENTS (Contd.)

	<u>ATA</u>	<u>ETD</u>		<u>ATA</u>	<u>ETD</u>
18. G-BFLL HS.748	0833		G-GEIL HS.125	0850	
G-BPTR Robinson R-22	0859		G-BMJR Cessna T337H	1026	
G-TKPZ Cessna 310R	1038		G-ROMA Hughes 369S	1057	
G-BNGD Cessna 152	1123		G-AVWN Arrow n/s	1153	1341(19)
G-BNUZ Robinson R-22	1238		G-JHAN King Air 200	1251	
G-BGYK Boeing 737	1307		G-BTIM Cadet	1348	1533
G-BDSL Cessna F150H	1456	1521	G-BBPX Seneca	1619	
G-BOYL Cessna 152	1627		G-BJUC Robinson R-22	1636	
G-ROMA Hughes 369S	1642		G-HPLC S-76	1655	
<u>YU-ANB MD-82</u>	1729		<u>YU-AOG Boeing 737</u>	1827	1920
G-BKMX Short 360	1659				
19. G-OLCD BAe ATP	0948		XS644 Andover C.1	1120	
ZA683 Chinook	1221		G-BJCU Boeing 737	1351	
G-BAZH Boeing 737	1513		G-BMJR Cessna T337H	1701	
<u>LZ-BTG Tu-154</u>	1704	1851	<u>YU-ANU Boeing 737</u>	1735	
G-OLCD BAe ATP	1940	2020	G-JHAN King Air 200	2030	
G-ATTP BAC 1-11	1418				
20. G-BMLC Short 360	0756		G-OWVA Cherokee 140	0825	
<u>YU-AJJ DC9</u>	1024		G-THGS Dauphin 2	1035	
G-WIZO Seneca	1052		G-BNGD Cessna 152	1058	
G-OANC Warrior III	1215		G-AVSA Cherokee 180	1232	
G-BGYK Boeing 737	1248		G-BAZH Boeing 737	1255	
G-BSHA Seneca	1638		G-BOBO Robinson R-22	1651	
G-TKPZ Cessna 310R	1713		G-BMLC Short 360	1743	1816
G-KKUH Boeing 737-300	1307				
21. G-BMLC Short 360	0757		G-WATZ Warrior	0813	
G-BEWR Cessna F172H	0833		<u>G-GAWB Boeing 757</u>	0846	
G-AYND Cessna 310Q	0950		<u>N57BC Citation II</u>	1017	
G-ORME Jetranger	1052		G-BUMP Archer II	1103	
G-TOMI HS.125	1117		G-WOTS Seneca	1219	
G-LONG LongRanger	1258		G-VIPS Learjet 35	1313	
<u>F-GPAK Gulfstream IV</u>	1315		G-TKPZ Cessna 310R	1319	
G-BGYK Boeing 737	1342		G-BDHL Aztec	1413	
<u>F-GHFO Falcon 10</u>	1441		G-BKHE Boeing 737	1459	
<u>F-GTNU BAe 146</u>	1525		<u>F-GPAK Gulfstream IV</u>	1535	
G-LONG LongRanger	1556		G-BPTR Robinson R-22	1632	
G-CZAR Citation V	1708		G-BMLC Short 360	1756	1827
G-BNEH HS.125	1823	1842	G-AZZV Cessna F172L	1836	
G-BMNF King Air 200	2120	2141			
22. G-TKPZ Cessna 310R	0749		G-BMLC Short 360	0805	
G-SMAF S-76	0910	1136	G-BNRX Seneca	0948	
G-WSSL Navajo 350	1056	1808	<u>VR-CSH King Air 350</u>	1102	1916
G-WIZO Seneca	1209		<u>F-GPAK Gulfstream IV</u>	1236	1310
G-BMNF Alouette III	1243	1301	<u>F-GHOA King Air 200</u>	1244	1640
G-BDHL Aztec	1301	1353	G-AZTS Cessna F172L	1352	1811
G-BCIF Baron	1444		<u>F-GPAK Gulfstream IV</u>	1448	
G-OCJK Hughes 269C	1526		G-LONG LongRanger	1550	
G-DBII Citation V n/s	1615	1938(23)	G-BMLC Short 360	1749	1854
G-BSHA Seneca	1801		G-BPBG Cessna 152	1856	
23. G-BODY Cessna 310R	0809		G-BMLC Short 360	0813	
G-JHAN King Air 200	0821		<u>9H-ABG Boeing 737</u>	0908	
<u>F-GTNU BAe 146</u>	0930		G-BPBH Cessna 152	1041	
<u>EL-BVI BAC 1-11</u>	1051		G-TISH Navajo 310	1055	
G-ATUF Cessna F150F	1120	1806	G-BMUZ Warrior II	1143	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ETD		ATA	ETD
23. G-BGVZ Archer II	1154		G-PRIM Tomahawk	1231	
G-OCAP Jetranger	1240		G-BDHL Aztec	1259	
G-BAXY Cessna F172M	1301		ZE438 Jetstream	1318	
G-BODY Cessna 310R	1331		G-BNGD Cessna 152	1423	
G-BNPY Cessna 152	1538		N57BC Citation II	1655	1828
G-JHAN King Air 200	1724		G-BMLC Short 360	1745	1821
G-WILK King Air 200	1905		G-CPTS Jetranger	1934	2001
G-CSNA Cessna 421C	1947		G-BAIW Cessna F172M	n/s	1929 0935(24)
24. G-BMLC Short 360	0801		G-WOTS Seneca	0917	1301
EC-EST Boeing 737	1146	1310	G-TKPZ Cessna 310R	1256	1413
G-BECC Boeing 737	1337	1528	G-AWFB Arrow	1527	
G-ORCE Citation II	1539		N300RV King Air 90	1648	
G-BMLC Short 360	1756	1823	G-RENO TB-10 Tobago	1913	2004
G-UKLE Boeing 737-400	1319	1503			
25. G-BFLL HS.748	0837		LZ-BTG Tu-154	0852	1043
G-IEPF Robinson R-22	1243		G-BJCU Boeing 737	1309	
G-BPTR Robinson R-22	1659		G-BJUC Robinson R-22	1659	
YU-ANC Boeing 737	1708	1755	YU-ANC MD-82	1733	
G-BFOL King Air 200	1759		G-WILK Ecureuil	1818	
G-WILK King Air 200	2025		G-BKMX Short 360		1541
26. G-OLCC BAe ATP	0859		G-BJUC Robinson R-22	1023	
G-RAAD Mooney M20L	n/s	1138	G-BJUC Robinson R-22	1144	
G-TKPZ Cessna 310R	1249	1454	N56872 King Air 350	1620	
G-BECC Boeing 737	1636		G-BJUC Robinson R-22	1639	
LZ-BTG Tu-154	1708	1919	YU-AOF Boeing 737	1720	1930
G-OLCC BAe ATP	1809	1843	G-HMES Warrior	1856	1917
G-ATPL BAC 1-11		1514			
27. G-BMLC Short 360	0836	0903	YU-AJM DC9	0929	
G-BDSL Cessna F150M	1049		G-BJNZ Aztec	1159	1849
G-BPLA Boeing 737	1236		G-BADP Boeing 737	1249	
G-BJUC Robinson R-22	1323		G-TKPZ Cessna 310R	1329	
G-BNMF Cessna 152	1340		G-BDHL Aztec	1457	
G-AYAA Cherokee 180E	1525	1853	G-BMLC Short 360	1746	1818
G-ORCE Citation II	1854	1927	G-BJUC Robinson R-22	1958	
G-YTWO Cessna F172M	2028	2109			
28. G-BLMC Short 360	0800		G-WOTS Seneca	0820	
G-FNBC Boeing 757	0831		G-BPTR Robinson R-22	0957	
G-CZAR Citation V	1009	1800	G-WOTS Seneca	1154	1605
G-WIZO Seneca	1158		G-OWAR Warrior	1216	1613
G-OWVA Cherokee 140	1247	1641	G-BDHL Aztec	1304	1740
G-BPLA Boeing 737	1402	1508	G-BKHE Boeing 737	1540	1632
G-AZLY Cessna F150L	1605	1650	G-APSA Douglas DC6	1735	1819
G-BMLC Short 360	1753	1820	G-BPBG Cessna 152	1827	
29. G-TKPZ Cessna 310R	0807		G-WACK Short 360	0811	
G-BLKY Baron	0852	1726	QY-CFT Seneca	0901	
G-BJUC Robinson R-22	1017		G-RIFA Gazelle	1021	
G-RUIA Cessna F172M	1428		G-BGGO Cessna 152	1437	1713
G-WACK Short 360	1804	1833	G-BGGF Tomahawk	n/s	1900
G-RIFA Gazelle	2014				
30. G-BDHL Aztec	0744		G-OAWY Cessna 340A	0800	
G-BMJT Duchess	0804		G-BPBG Cessna 152	0827	
9H-ABA Boeing 737	0920		G-BRPU Duchess	0932	
G-BAXP Aztec	1006		EU-BSS Rombac 1-11	1019	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ETD		ATA	ETD
30.G-BASL Cherokee 140	1027		G-BGTT Cessna 310R	1039	
G-BJUR Tomahawk	1046		G-BNPY Cessna 152	1136	
G-WATZ Warrior	1151		G-OLCD BAe ATP	1222	
G-CBIL Cessna 182K	1411		G-CZAR Citation V	1436	
G-BOXA Cougar	1459		G-OAWY Cessna 340A	1520	
<u>N15627 King Air G90</u>	1520		G-BKAN Cessna 340A	1535	
G-BGYL Boeing 737	1614		<u>5B-DAS Airbus A310</u>	1649	
G-BGVT Cessna R182RC n/s	1720		G-WATZ Warrior	1732	
31.G-AZTS Cessna F172L	0747	1328	G-BRPU Duchess	0822	1343
G-BIYH Short 330	0834		G-OWVA Cherokee 140	1209	1348
<u>EC-EST Boeing 737</u>	1217	1317	G-STAT Cessna U206	1256	1438
G-BDHL Aztec	1258	1532	G-TKPZ Cessna 310R	1307	1352
G-SMJJ Cessna 414	1339	1500	G-BPZX Cessna 152	1356	1404
G-BNNS Warrior	1356		<u>SE-GDI Navajo 350</u> n/s	1405	
G-BECC Boeing 737	1423	1559	G-BNDS Navajo 350	1758	
G-BIYH Short 330	1946	2012	G-WILK King Air 200	2035	
G-FFLT HS.125	2128	2204	G-UKLE Boeing 737-400	1341	1514

Overshoots:- 3.G-WOTS; 6.XX492 Jetstream; 7. XX499 Jetstream, XX498 Jetstream; 9. XX491 Jetstream, G-BFJR; 15. XX494 Jetstream; 17. XS730/FYY41 Dominie; 19.G-TKPZ; 20. XX498 Jetstream; 21. XS729 Dominie, XS727 Dominie; 22.XX540/TOF 05 Bulldog; 23. G-OJSY; 29. G-OTSL; 30. XX495 Jetstream; 31. XX498/FYY 64 Jetstream.

From:- 1. 40083/Echterdingen, N200VC/Humberside, D-IBAH/Birmingham; 2. N125EC/Jerez, XV733/Benson; 3. VR-CSH/Denham, ZE700/Lyneham, F-GELL/Reims, OO-BVC/Antwerp, SE-HTI/Manston, D-IEFB/Karlsruhe; 5. SE-HTI/Rawtenstall; 6. HB-VJW/Zurich; 8. N127GP/Leavesden; 10. OE-GSC/Innsbruck, OO-PGZ/Birmingham; 11. ZA681/Aberdeen; 13. EI-BUN/Weston; 14. PH-ILR/Lannion (France), XX536/Linton; 15. PH-ILR/Amsterdam; 16. F-GHLC/Orleans; 17. ZA683/Odiham; 19. XS644/Blackpool, ZA683/Boulmer; 21. N57BC/Ronaldsway, F-GPAK/Deauville-Luton and Luton-Deauville, F-GHFO/Palma, F-GTNU/Le Bourget; 22. VR-CSH/Church Fenton, F-GPAK/Deauville-Luton and Luton-Deauville, F-GHOA/Caen; 23.F-GTNU/Charles de Gaulle, ZE438/Yeovilton, N57BC/Ringway; 24. N300RV/Aberdeen-Blackbushe; 26. N56872/Reykjavik-Blackbushe; 29. OY-CFI/Stauning; 30. N15627/Blackbushe; 31. SE-GDI/Esbjerg.

LBA Movements Review - August 1990

Cessna 310R N200VC which visited Northair earlier in the year was back again on the 1st along with King Air D-IBAH. Visiting on the 2nd was the HS 125 N125EC. The 3rd was busy with Cessna T210M OO-BVC being joined by the Beech 90 F-GELL of Air Cote D'Opale and the night stopping King Air D-IEFB. The same day we saw our first King Air 350 when United Biscuits Denham based VR-CSH called in, also noted was Jetranger SE-HTI with a British pilot. The Jetranger was back again on the 5th. New on the 6th was the Falcon 20 HB-VJW and on the 7th N127GP was a Cheyenne II XL with c/n 31T-8166005 registered to Motor Sport Aviation in June this year, although it was booked in to Global Trading Aircraft Services. Falcon 10 OE-GSC on the 10th was a hospital flight from Innsbruck and the same day saw Beech A36 OO-PGZ visiting. The Irish Duchess EI-BUN visited on the 13th and we had Phillips Falcon 50 on the 14th and 15th. Night stopping on the 16th was the Air Lec King Air F-GHLC using callsign "ARL509". Racing at York brought in the Aga Khan's Gulfstream IV F-GPAK along with Citation II N57BC and the Falcon 10 F-GHFO with callsign "Leadair936" all on the 21st. Transporting horses that day was Euralair's BAe146 F-GTNU "Euralair9474", F-GPAK was back on the 22nd with King Air F-GHOA "AEN587" and King Air 350 VR-CSH. Back on the 23rd was Citation II N57BC and BAe146 F-GTNU was transporting horses again. The UK based Beech 90 N300RV visited on the 24th. On delivery from Reykjavik to Blackbushe on the 25th was Air Hansons new King Air 350 N56872.

LBA MOVEMENTS LISTING (Contd.)

Seneca OY-CFI on the 29th was operated by Sunair. Air Hanson visited on the 30th with King Air C90 15627 and rumour has it they are interested in taking over Northair. Ending the month was the Navajo SE-GDI on the 31st. On the Military side we had C-21 40083 "CLUE95" on the 1st. Callsigns are not to hand for Wessex XV733 on the 2nd, BAe146 ZN700 on the 3rd, Chinook ZA681 on the 11th or Bulldog XX536 on the 14th. Night stopping on the 17th was Chinook ZA683 "4UY48". On the 19th Andover XS644 was "Ascot7804" and Chinook ZA683 had become "7EF48". Rare on the 23rd was the Royal Navy Jetstream ZN438. Diverting in due to problems at Ringway on the 2nd were Boeing 727 G-BHNF from Salonika and Boeing 737 G-UKLC from Faro. Loganair's BN2 G-BJOP was on an ambulance flight from Cumbernauld on the 3rd. Cessna 152 G-BSGP on the 7th is new with the Doncaster A/C. Making a first appearance at the LBA was the Northern Helicopters Hughes 369 G-ROMA on the 11th. Returning from Pakistan via Deauville on the 11th was the UN operated Cessna 421C G-BHKJ owned by Northair. This is still present. Yet another ambulance flight was the Air Kilroe Navajo G-OAKC which arrived from Glasgow at 0556 on the 15th. Golden oldie of the month was Air Atlantique's DC6 G-APSA "ATL606" on the 28th. The ex Capital BAe 146's G-OSKI and G-OSUN departed to Norwich on the 3rd where they will become G-BSRU and G-BSRV. Cherokee G-AVWD is now resident with Knightair and living on the main apron. YLA have leased Cherokee G-AVSE to the Aero Club to replace Cessna F172 G-ATLM which is for sale. Cherokee G-BAWX was written off on the 26th in a landing accident at Sherburn, luckily with no injuries. Due fairly soon is the new Beech 400A for Ogdens to replace M1565B, it is reported that it will be put on the UK register this time with all the required CAA mods.

LEEDS/BRADFORD AIRLINE NEWS - AUGUST 1990

INBOUND DIVERSIONS

02 UKL7004 FAO MAN G-UKLC B734 MAN UKL7004
02 DAN4037 SKG MAN G-BHNF B727 MAN DAN4037

Air UK Leisure Boeing 737-400 G-UKLC was making its first visit on the 02nd.

REGULAR FLIGHTS

AAW526	JER	04/G-BFLL	11/G-BFLL	18/G-BFLL	25/G-BFLL	
ADR689	PUY	04/YU-ANO	11/YU-AMB	18/YU-AMB	25/YU-ANG	
AEA255	TFS	03/EC-EHA	10/EC-EHA	17/EC-EST	24/EC-EST	31/EC-EST
AGX190	SPU	05/YU-ANU	12/YU-ANU	19/YU-ANU	26/YU-AOF	
AGX194	DBV	04/YU-AOF	11/YU-AOG	18/YU-AOG	25/YU-ANU	
AMC611	MLA	02/9H-ABA	09/9H-ABG	16/9H-ABF	23/9H-ABG	30/9H-ABA
AMM812	PMI	06/G-KKUH	13/G-KKUH	20/G-KKUH	27/G-KKUH	
BAL028A	PMI	05/G-BAZH	12/G-BJCT	19/G-BAZH	26/G-BECC	
BAL030A	PMI	07/G-BAZH	14/G-BAZH	21/G-BGYK	28/G-BPLA	
BAL035A	SZG	19/G-BECC				
BAL113A	IBZ	06/G-BAZH	13/G-BECC	20/G-BGYK	27/G-BPLA	
BAL198A	ALC	07/G-BGYK	14/G-BKHE	21/G-BKHE	28/G-BKHE	
BAL223A	ALC	04/G-BGYK	11/G-BKHE	18/G-BGYK	25/G-BJCU	
BAL323A	GRO	05/G-BKHE	13/G-BGYK	20/G-BAZH	27/G-BADP	
BAL368A	SZG	09/G-BECC	30/G-BGYL			
BAL439A	PMI	03/G-BGYK	10/G-BECH	17/G-BGYK	24/G-BECC	31/G-BECC
CYP709	LCA	02/5B-DAQ	09/5B-DAS	16/5B-DAQ	23/DIVNCL	30/5B-DAS
DAN381	JER	04/G-BKHT	11/G-BKMN	18/G-BKMN	25/G-BKHT	
DAN385	JER	05/G-ATPL	12/G-ATTP	19/G-ATTP	26/G-ATPL	
DAN393	JER	04/G-BKMN	05/G-BKMN	11/G-BKHT	12/G-BKHT	18/G-BKHT
		19/G-BKHT	25/G-BTNU	26/G-BTNU		
LAZ7926	BOJ	05/LZ-BTL	12/LZ-BTW	19/LZ-BTC	26/LZ-BTC	
LAZ7958	VAR	11/LZ-BTK	25/LZ-BTG			
LOG861	JER	05/G-OLCD	12/G-OLCC	19/G-OLCD	26/G-OLCC	
MX832	ION	04/G-BKMX	11/G-BKMX	18/G-BKMX	25/G-BKMX	

LBA AIRLINE NEWS (Contd.)

REGULAR FLIGHTS

NXA1411 YYZ 07/G-GAWB 14/G-FNBC 21/G-GAWB 28/G-FNBC
 RYR495 NOC 02/EI-BVG 09/EI-BVH 16/EI-BVH 23/EI-BVI 30/EI-DSS
 UKL2015 AGP 03/G-UKLE 10/G-UKLE 17/G-UKLE 24/G-UKLE 31/G-UKLE
 YRG2121 LJU 06/YU-AJL 13/YU-AJM 20/YU-AJJ 27/YU-AJM

Dan-Air BA0146-300 G-BTFU was making its first visit on the 25th DAN393.

OTHER FLIGHTS

03	ZE700	BA46	Mitty 8	Lyncham-Benson	Royal
03	G-OSKI	BA46	-	t Cambridge	Ex CPG, to BAe
03	G-OSUN	BA46	-	t Cambridge	Ex CPG, to BAe
03	G-BJOP	BF2	IOE-0P	Cumbernauld-Glasgow	Ambulance
12	G-OLCB	BA46	LC8062/862P	Jersey-Manchester	Lieu BATP
12	G-ELDI	DC9	BA420/441	f/t Heathrow n/s	Lieu B73S, first visit
15	G-ELDH	DC9	BA420/441	f/t Heathrow n/s	Lieu B73S, first visit
19	XS644	HS74	RR7004	Blackpool-local-Manchester	Parachuting
21	F-GTNU	BA46	EU9473/9474	Paris LBG-Paris CDG	Freight(Race horse)
23	F-GTNU	BA46	EU9475/9476	Paris CDG-Paris LBG	Freight(Race horse)
28	G-APSA	DC6	LAG606	Coventry-Maastricht	Freight, first visit
31	G-BIYH	SH33	GIC31P/331	Cardiff-Dublin	Passenger charter
31	G-BIYH	SH33	GIC332/32P	Dublin-Cardiff	Passenger charter.

HELICOPTER ACTIVITY - JULY 1990

2.	G-WILX	Ecureuil	Sheffield (Fulwood) T/F LBA
3.	G-GDAY	R-22B	Oxenhope F/T Barton
4.	G-BPLZ	Hughes 369	Hunslet F Mexborough T EMA
	G-WYPA	Bo.105	Airedale Hosp. T Cow & Calf (Ilkley)
5.	G-REBL	Hughes 269	Harden Moor F Crosland Moor
6.	G-WYPA	Bo.105	Normanton F/T Carr Gate

(Investigation of accident to Cessna 172 G-AWVA, which called "Mayday" on having engine failure and landed 1.5 miles from Normanton Railway Station.)

7.	G-BFYA	Bo.105	Wakefield T Newcastle
8.	G-STOX	Jetranger	Chesterfield F Teesside
	G-TOTY	R-22B	Oxenhope F Blackpool
10.	G-IDWR	Hughes 369	Halifax F Pateley Bridge
11.	G-BKEW	Jetranger	Harrogate Show Ground F/T Gamston
	G-SUNI	Jetranger	Harrogate Show Ground F/T Gamston
	G-HVRS	R-22B	Harrogate Show Ground (local road patrol)
	G-WYPA	Bo.105	Halifax F/T Carr Gate
12.	G-WILX	Ecureuil	Sheffield (Fulwood) F Edinburgh
13.	G-KMAC	Jetranger	Sheffield
	G-BRTB	Jetranger	LBA F Harrogate Clitheroe
	G-BAML	Jetranger	Walton Wood T Carr Gate ("Police 42")
16.	G-REBL	Hughes 369	Queensbury F/T Oxenhope
	G-BIOA	Hughes 369	Huddersfield T Site near EMA
	G-HIEL	R-22B	Garforth (Hilton Hotel) T Sherburn
17.	G-HVRS	R-22B	Sherburn T Newcastle
18.	G-ROUT	R-22B	Dishforth T Sherburn
	G-REBL	Hughes 369	Bingley F Harden F Skipton
20.	G-REBL	Hughes 369	Shelf T/F Crosland Moor
22.	G-WILX	Ecureuil	Sheffield (Fulwood) F Newcastle
24.	G-BJUC	R-22B	Shelf T/F Skipton

HELICOPTER ACTIVITY - JULY 1990 (Contd.)

26.G-ISEB A.109A	Scarborough F Knutford
G-GDAY R-22B	Shelf F Oxenhope T Blackpool
27.G-OMEC Jetranger	Harrogate (Hobgreen) F Gamston
29.G-ROUT R-22B	Beeston T Sherburn
30.G-BPTR R-22E	Skipton T Harden
31.G-WYPA Bo.105	Sowerby Bridge F/T Carr Gate

HELICOPTER ACTIVITY - AUGUST 1990

1. G-THGS Dauphin	York F Crewe
G-BAML Jetranger	Walton Wood T/F Carlisle
G-ODJP R-22	Brighthouse T Sherburn
3. G-SHUU Enstrom	Barnsley Local flight
G-BPTR R-22B	Pool-in-Wharfedale F Crosland Moor T LBA
6. G-HIEL R-22B	Horsforth T Sherburn
17.G-ZFDB T.Squirrel	Rotherham F/T LBA
G-WYPA Bo.105	Garforth F Carr Gate
18.G-OCJK Hughes 269	Rawdon
22.G-SMAF S-76	LBA F Battersea T Sheffield
G-OCJK Hughes 269	Carlton T Skipton
G-LONG LongRanger	York Race Course F LBA T Coal Aston
23.G-CPTS Jetranger	Castle Howard T LBA and Skipton
24.G-POAV Dauphin	Sheffield T Newcastle
26.G-ZFDB T.Squirrel	Rotherham T Auchterarder
28.G-HIEL R-22E	Farsley F/T Sherburn and Bagby
29.G-OTSL A.109A	Garforth F Fair Oaks n/s
G-RIFA Gazelle	Skipton T LBA n/s
30.G-WYPA Bo.105	Carr Gate F Heathrow
31.G-WYPA Bo.105	Sheffield (Lodge Moor Hospital) T Leeming

OUT & ABOUT

Netherthorpe - 24/7/90:- G-BAET/BRLI/ROVE Cub's, G-APXJ PA-24, G-AZSG/BFDI/EGXS PA-28's, G-BTFV/BOGO PA-32's, G-BBLP PA-23, G-BRIS Steen Skybolt, G-BDDG Jodel D.112, G-USTY Fred, G-BKIA Tobago, G-AYKL/AZXC/BISB/BIZG/BRNK C.150/152's, G-AVPI C.172, G-BRUD C.206, G-ODJP R-22, N55WV RF-5B, N7348P PA-24.

JURBY I.O.M. AIR DISPLAY - 12/8/90

G-ACLL Leopard Moth, G-AYIT Tiger Moth, G-BITA Cub, G-BFDC Chipmunk, G-BEYN Evans VP-2, G-BMLE Robin DR.400, G-BLLZ Longeze, G-BPMW Quickie, G-OGJS Puffer, G-BOYZ Laser Z.200, G-BLUX T.6, G-BPIZ AA-5B, G-AVZV/BETH/BHYP C.172's, EI-AND C.175, EI-BKU Hallye, G-BELR PA-28, G-VJCT P.58C, G-HUEY Bell UH-1H, G-OJCB Jet-ranger.

Battle of Britain Memorial Flight, PA474 Lancaster, PS853 Spitfire, PZ865 Hurricane; XX713/XX714 Bulldogs, ZF172/ZF244 Tucano's, ZG847 Turbo Islander, XV232 Nimrod (desert camouflage), XX965 Jaguar (diverted to Ronaldsway due to engine trouble).

AIRWAYS - AUGUST 1990

Seen/Heard in August

2. N45SJ F900	POL 1540	390	60/10
4. C-GKLR BAe.125	POL 0900	390	59/10
11. VR-BLQ BAe125	DCS 0855	270	MCT to Hatfield
I-FLYG LJ35	POL 1755	350	MAR
12. VR-BLQ BAe.125	DCS 0940	370	MCT to LHR
14. SE-DEK F10	MCT 1820	290	WCO to Luton
15. N1FE CL600	POL 1800	350	60/10
16. C-GBJA CL601	OTR 1815	390	WAL
F-GHMP LJ35	DCS 1830	370	MCT
N817M F50	DCS 1955	370	MCT to LHR
17. N900W F50	OTR 1835	350	WAL
N119CP LJ35	POL 1840	390	MAR
19. N84GL LJ35	DCS 1930	370	MCT to LHR
20. F-GKHL C560	DCS 2035	370	HON
21. OO-LFV LJ35	OTR 0848	390	POL to BEL
N91PR LJ55	POL 1130	390	60/10
23. N955CC G2B	POL 0900	450	OTR
24. F-GHMP LJ35	DCS 2000	370	HON
28. EI-BYM C500	OTR 1920	310	WAL
30. LN-AFG C551	POL 1755	310	MAR to GOW
31. N90AT G3	DCS 1940	410	MID

Some good sightings this month related to the US movements to Saudi Arabia. Whilst the MAC call signs for C5 and C141 are in the MACxxxSK and XXXSM sequences along with other unrelated five figure call signs, not all these flights are actually USAF aircraft and seen among the dozens of Lifters and Galaxies have been UPS B747, Fed Ex DC10 and B747, NWA B747 - both -200 and -400! along with Delta, World and United aircraft. Best of the month however could perhaps have been the Korean Jumbo as KAL5837 routing East along UBI on 29th at breakfast time!

Late News - The NWA B747-400 was on a flight for Boeing to Saudi Arabia and flew 400 Boeing employees and their families home to the USA. The aircraft was routed via Shannon in both directions and then delivered to NWA the following week.

NEWARK (NOTTS & Lincs) AIR MUSEUM - 1/8/90

VT299/60	Meteor F.4	VZ634	Meteor T,7
VZ608	Meteor FR.9 Mod	WS692/C	Meteor NF.12
WS739	Meteor NF.(T)	G-AHRI	Dove Srs.1
XM594	Vulcan B.2	XD515	Vampire T.11
WV787	Canberra B(1).8 Mod	WH904	Canberra T.19
WF369/F	Varsity T.1	WR977/B	Shackleton Mk.3
TG517/517	Hastings T.5	19036	T-33A
WK277/N	Swift FR.5	XH992/P	Javelin FAW.8
83/8-MS	Mystere IV.A	54-223	F.100 D Super Sabre
XS417	Lightning T.5	XJ560/243	Vixen FAW.2
XN964	Buccaneer S.1	XP226	Ganett AEW.3
WH863	Canberra (Nose)	G-ANXB	Heron Srs.1
WX905	Venom NF.3	XN511/E21	Jet Provost T.3 (Nose)
W4964/WS-J	Lancaster Mk.1 (Fuselage)	XL764	Skeeter AOP.12
XT200/F	Sioux AH.1	WT933	Sycamore 3 (G-ALSW)
XM685	Whirlwind HAS.7 (G-AYZJ)	XE317	Sycamore HR Mk.14 (G-AMWO)
BAPC183	Zurowski ZP-1	56321	SAAB Safir (G-BKPY)
WV606/F	P.56 Provost T.1	WW217/O	Venom FAW.22
WM913/456	Sea Hawk FB.3	VR249/FA-EL	P40 Prentice (G-APIY)
XD593	Vampire T.11	VL348	Anson C.19 (G-AVVO)

Also on view are a selection of aircraft engines, parts recovered from various aircraft crash sites and an Alvis Fire engine.

A QUICK HOLIDAY IN THE ISLE OF MAN.

Rather than the delights of more exotic locations, my holiday destination this year was Port Erin in the Isle of Man, and although my transportation there was by car and ferry, the Island does offer a great deal for the aviation enthusiast and historian. As well as two operational airfields (Ronaldsway and Jurby), it has a very active bombing range off Jurby (D404) Tornado's and Jaguar's a LATCC relay on top of Snaefell (128.05 & 134.7 MHz) and two important beacons in the airways system; Carnane (NDB) and Spanish Head/Isle of Man (VOR/DME). The latter is also used by VFR traffic in transit between England (usually Wall sey) and Northern Ireland, like N200VC on 9/8/90 from Newtonards to Birmingham and return. Ronaldsway (from the Norse "Reginald's Ford") is the main airport, with Manx Airlines operating a 146-100, three ATP's and assorted 360's daily to London Heathrow, Luton, Manchester, Birmingham, Liverpool and Belfast City, not to mention Jersey European with 748 G-BMFT between the IOM, Blackpool and Belfast City. Postal newspaper, package and freight flights bring in the Jane's 330 and a well-known Islander, G-BDWG. Executive and private flying make up a considerable proportion of the remaining traffic; some can be quite interesting in view of the Island's "offshore" financial status, as well as its tourist potential. Jurby (frequency 125.3 MHz) is normally active for parachuting and microlight flying, for airship construction in a purpose - built hangar, occasionally as a diversionary airfield for Ronaldsway (its weather is much better!) and, once a year as host to the RAFA Display, on 12/8/90 this year, which just happened to be in the middle of my holiday. The display produced some unusual aircraft, such as Leopard Moth G-ACLL based at Ronaldsway, Laser G-BOYZ which gave a superb aerobatic display, and Nimrod XV232 in brand new desert camouflage. The Jaguar (XX965) diverted to Ronaldsway after its display, with engine trouble, where it stayed until 14/8/90, having been joined on 13/8/90 by XX832 and XX838 (from D404). In the Spot-landing Contest won by G-BPIZ were EI-AND (virtually based at Ronaldsway), EI-BKU and EI-BYX, and there were Cozy G-OGJS and LongEz G-BLLZ. Meanwhile, back at Ronaldsway, the week produced three more Irish visitors (EI-BEF, EI-BUF and EI-EDR), Tiger Moth DE208 (based), three Senecas from Prestwick on instrument training (G-BOGS/V/W), Falcon 20 F-GJSF and AA-5 N666GA, plus G-BFIY and a past LBA resident, G-ASRH.

Ronaldsway also boasts the only corporate Do.228, G-CAYN, which was joined by G-OMAF ("Watchdog 94") on 14/8/90. Unfortunately, neither N27NR nor N57BC was in evidence; these are owned by two of the Island's many wealthy residents, Nigel Mansell and Robert Sangster, respectively. However I did come across G-STRK, a Streak Shadow, just out of its mobile container at the Andreas Summer Fair on 11/8/90. So, if you want somewhere closer to home that can provide a whole variety of aviation interest in one small island (32 miles x 12 miles), why not try the Island? Besides magnificent scenery, it also has real ice-cream, real kippers and real breakfasts (Manx, of course!), not to mention locally distilled whisky and vodka. For any real historians, there is a wealth of aviation history, with past airfields at Andreas and Close Lake, plenty of crashes in the mountains and some memorable Air Derbies. The book "Manx Aviation in War and Peace" by G.N.Kniveton is an excellent source, covering 1911 to 1985, price £5.95. Also, available from September will be a series of stamps to mark the 50th Anniversary of the Battle of Britain, and a rather nice print of 610 Squadron (County of Chester), both from the Isle of Man Philatelic Bureau.

E.C.Griffiths.

AIRLINE NEWS

With a fair amount of news to cover, I have omitted items which have little bearing on the UK aviation scene this month.

Airtours have founded their own in-house airline. The company, provisionally known as Airtours Aviation Ltd., will commence operations in April 1991 using a fleet of five twinjet aircraft leased from GPA. The shortlist for the aircraft has been reduced to three types, the 172-seat 737-400, 167-seat A320 and the MD83. The airline's main base will be at Manchester, but operations will also encompass Glasgow, Newcastle, Birmingham, East Midlands and Stansted.

British Airways have returned their Boeing 767-336ER fleet to service following temporary modifications to the engine pylons. However, as soon as the 767s took to the air again, the entire ATP fleet was grounded pending modifications to the undercarriage !!! The airline had leased an ATP from Manx Airlines for use on services from Berlin until the end of November, and an ATP registered G-BRLY was noted on the BAe stand at Farnborough in full British Airways colours.

British Midland will absorb London City Airways in an attempt to try and cut losses at the fledgling airline. Operations from London City were commenced in November 1987, and have made a consistent loss ever since. LCA will not re-emerge as a separate airline until BAe146s are allowed to operate into London City if a 555-foot runway extension is approved, giving a total useable runway length of 3 934ft.

Brymon Airways have withdrawn all services from Isles of Scilly (St. Mary's) following the completion of this summer's programme, during which links to Plymouth, Exeter and Bristol were provided using Twin Otter aircraft. The airline has scrapped plans to use a 46-seat Dash Seven on nine-times a week service from Plymouth during the summer, despite the fact that an airport runway extension has recently been approved: the airline's first flight was from Newquay to Scillies in 1972 using an Islander.

Another established route to be dropped at the end of October after twelve years of operation is that from Birmingham to Gatwick. Since the CAA imposed new rules stopping the airline operating the type in a one-pilot configuration and the BAA put up its landing fees at Gatwick, the service has become increasingly uneconomic in spite of using a leased Shorts SD3-30 on several services: the remaining Twin Otter is to be sold at the end of October, ending a 12-year association with the type.

Brymon Airways is part of the TPL Group, which also owns Birmingham European, and TPL in turn is owned by British Airways and Maersk Air, who hold 40% each of the stock. The remaining 20% is held privately.

Crossair have taken a fifteen percent stake in Aberdeen-based Business Air, along with Abela Aviation of the UK, who have taken a similar sized holding. Crossair are assisting a number of carriers in Europe in upgrading and expanding their services, and Business Air are to benefit from this by receiving a Saab SF340 on lease from the Swiss airline before Business Air takes delivery of its own Saab SF340 Quick Change in December.

Business Air currently operates scheduled services between Esbjerg, Manchester, Aberdeen, Dundee, Newcastle and Norwich using a fleet of three Bandeirantes and one Shorts SD3-60, all leased from Jersey European. The new SF340 will be introduced on the airline's primary route from Dundee and Aberdeen to Manchester.

Dan-Air Services have ordered a further BAe146-300, for delivery "shortly". This order was announced on 22nd August, but the airline took delivery of 146-300 G-BTNU on 17th August, a previously unannounced order. Are these two one and the same ??

Jersey European Airways have acquired six Fokker F27-500s from Australian East-West Airlines. The first two aircraft, still bearing their native registrations, entered service last month on the airline's services from Exeter to the Channel Islands and from Blackpool to Belfast City and the Isle of Man. The three HS748s and the remaining SD3-60s have been made available for sale or lease, but it is thought that one SD3-60 will be retained to operate between Exeter, Bristol and Manchester. The airline has applied for traffic rights from Leeds Bradford to Belfast City and Jersey.

Monarch Airlines have ordered two 321-seat Boeing 767-300ERs. Upon delivery next March, the aircraft will be leased to newly-formed EVA Airways of Taiwan for four years.

Further to my reports earlier in the year regarding the leasing out of the Airbuses for the winter, I am reliably informed that the lease to new Austrian carrier Compass Airlines will be extended to last a three year period. Two more Airbuses, registered G-MONT and G-MONU, will be delivered next March and April respectively.

Nortjet will commence a weekly Tenerife-Leeds Bradford service in November. Timings are :

Tuesday	Arrive 1400	Flight ENJ3420	Boeing 737-400	From Tenerife
	Departs 1500	Flight ENJ3421	Boeing 737-400	To Tenerife

The airline has also commenced a scheduled service from San Sebastian and Oviedo, in Northern Spain, to London Stansted, using BAe146-200 aircraft on a three month lease from Loganair.

Princess Air The Southend-based charter carrier, owned by Burstins Travel, has exercised its option on a further BAe146-200QC. The new aircraft will be delivered next March, and will be registered G-PRCS. This summer, the airline's flights originate predominantly from Southend, but it has also served Exeter, Bristol, Bournemouth, Norwich and East Midlands using the sole BAe146-200QC in the fleet, G-PRIN.

Virgin Atlantic have acquired another two Boeing 747-200Bs from Qantas. The aircraft will be delivered in December and January, and rumour suggests that they will be used on services to Australia.

LEEDS BRADFORD NEWS

With a lot of activity on the airliner front in September (to be covered elsewhere), it might be best to cover new developments in other areas. Capital Airlines announced the appointment of new managing director Don Mackenzie in late September. Mr. Mackenzie has considerable experience in airline management with British Airways and Air UK, and also works as a consultant for Dan-Air and Air Europe. It appears as though the person behind the reincarnation, Mr. Sal Berkowitz, was infuriated by the sale of Northair, the group's maintenance arm, to locally-based Knightway Air Charter following the expiry of four deadlines for Mr. Berkowitz to forward payments on the company. The new owners have indicated that they are not interested in carrying out the maintenance on the Capital fleet should it become airborne again. The airline's licences were withdrawn on 28th September, following the statutory three month suspension period.

Weekend visitors

Sept 90



Sun 2nd
"Police"
42
Bolck
G-WYPA



Sat 8th
Aero Lloyd
MD 83
D-ALLM



Sat 22nd
Spitfire
Mk 9

TO COMMEMORATE THE 50TH. ANNIVERSARY OF THE BATTLE OF BRITAIN
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* " THE STORY OF THE SPITFIRE " *
* * * * *

by
Frank Shaw C.ENG., F.I.Mech.E.
Hon. F.I.Mech.I.E.

LEEDS UNIVERSITY
(Rupert Beckett Lecture Theatre)

OCTOBER 16th.1990
7.30pm.

(Completely FREE)
**** " ****

The evening will consist of a video show and many colour slides to help illustrate this historic story.

The talk traces the story of THE SPITFIRE and its Merlin engine from the very early days of the Schneider Trophy in the 1920's and high-lights the major developments of both engine and aircraft.

A little time will be spent on the history of the Piston Aero-engine produced by Rolls-Royce from the first in 1914 to the last in 1947 when Jet engines made them redundant.

Running through this is the story of the two men who made it possible....Royce and Mitchell.(If these two men had not fought for their principles against great odds and at much personal sacrifice there would have been NO Spitfire; NO Hurricane; NO Lancaster Bomber and very likely NO FREE WORLD that we enjoy today).

**** " ****

The evening is completely FREE and there will be a very relaxed atmosphere so come along with a friend (ladies very welcome) for what is bound to be an extremely entertaining evening.

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