

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

APRIL 1991

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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 15.00hrs.

MAY 5th : Yorkshire Helicopters.
JUNE 2nd : British Midland Airways, its history and current operations, presented by two of its senior Captains, Capt. Gilmore (Chief Pilot), and Capt. Starkey (Flight Safety).

CHAIRMAN'S CHAT

Membership/Magazines. Current memberships expired on the 31st of March 1991. I am pleased to say that approx. 60% of members have renewed their subscriptions. For those of you who have not yet renewed, unless you do so by May 18th, no further copies of the Magazine will be sent to you. Renewal subscriptions are as follows:- Air Yorkshire £7.00 plus £1.00 for additional family members. If you wish to attend the monthly meetings you are required to become social members of the Yorkshire Aeroplane Club at a special fee of £10 for Air Yorkshire members. Both subscriptions must be paid to Air Yorkshire and will run up to December 31st 1991. Your membership cards will be forwarded to you with your Magazine.
Church Fenton This years Air Display takes place on Sunday 16th June 1991. We will have our usual stall and we require any old aviation magazines or books you can spare. We could also do with three or four members to help on the stall. This would include free transport and admission to the Show. Please let me know if you can help.

Concorde

A British Airways Concorde is visiting LBA during the weekend June 15/16th 1991.

June 15th ETD LHR 1230 Flt 9106 ETA LBA 1310

June 15th ETD LBA 1500 Flt 9107 ETA LBA 1640

June 16th ETD LBA 1100 Flt 9104 ETA LBA 1240

June 16th ETD LBA 1500 Flt 9105 for LHR

EXTRA FLIGHTS

Sat 15th depart 18.00 - 19.40

Sun 16th depart 10.00 - 10.40

CREDITS

T.W.Sykes
D.Yeadon

J.Hinkles
A.Sedgwick

E.C.Griffiths
P.Constable.

I.D.Morton
S.W.Rigg

STOP PRESS :- Air Atlantique DC3 G-AMRA Pleasure flights at LBA.

Sun 19th May - £35.00 for 30 mins flight

Book via Cox Travel Tel Bradford (0274) 488111

Please state Air Yorkshire member when booking and we will hopefully fill a flight, (36 seats).

LEEDS/BRADFORD MOVEMENTS - MARCH 1991

	ATA	ATD		ATA	ATD
1. <u>OO-DTG Brasilia</u>	0741	0959	G-BMLC Short 360	0810	0838
G-BRPU Duchess	0819	1026	G-BOVK Warrior	0822	1015
G-OJGA King Air 200	0914	1804	G-JLRW Duchess	0917	1544
G-BLSY Bell 222	0924	1215	EC-ECS Boeing 737	1042	1126
G-AWSM Cherokee 235	1108	1638	G-BJYD Cessna 152	1132	1217
G-AWNT BN2 Islander	1148	1230	G-BRPU Duchess	1151	1253
G-EMUZ Warrior	1152	1604	G-AWAI Baron	1213	1516
G-OJCB Jetranger	1224	1255	G-GWHH Twin Squirrel	1235	1356
G-ATRR Cherokee 140	1306	1358	G-EPBM Warrior	1506	1537
G-BSUF Lance II	1511	1614	G-WACK Short 360	1533	1634
G-BOYL Cessna 152	1536	1610	ET-FKE Fokker 50	1541	
G-ROWS Warrior	1636	1748	G-WACK Short 360	1855	1923
OO-DTH Brasilia	1859	1941	G-BSUF Lance II	2009	2036
G-BSEU Archer II	2029	2139			
2. G-BJXJ Boeing 737	0059	0732	G-BEFT Cessna 421C	0845	
G-FLTI King Air 90	1128	1248	G-EPBM Warrior	1210	1242
G-UKSC Bae 146	1504	1555	G-BEFT Cessna 421C	1922	1936
G-BECH Boeing 737	n/s	2125 0744(3)			
3. XV129 Scout	1056	1144	XW282 Scout	1056	1144
G-BNEI Seneca	1125	1217	G-DOLR Twin Squirrel	1128	1224
G-BSUF Lance II	1354	1422	N4YA Cessna 441	1355	1510
G-BECH Boeing 737	1453	1550	G-BEFT Cessna 421C	n/s	1455
G-BSUF Lance II	1811	1845	OO-DTH Brasilia	1900	1931
N206WJ Bonanza	n/s	2007	G-BECH Boeing 737	n/s	2022 0849(4)
4. <u>OO-DTL Brasilia</u>	0742	0819	F-GHOC King Air 200	0747	1900
G-BMAR Short 360	0812	0839	G-GAYL Lear Jet 35	0819	0903
G-BRPU Duchess	0845		G-DBII Citation V	0856	1000
G-BATR Seneca	0940		G-OJCB Jetranger	0943	
G-BNUV Aztec 250	n/s	1008 1414(5)	I-PALP Citation I	1052	
G-BMOI P68 Victor	n/s	1128	G-BHAY Arrow IV	n/s	1425 1418(5)
G-BECH Boeing 737	n/s	1447 0943(5)	N206WJ Bonanza	n/s	1758 0905(5)
G-GAYL Lear Jet 35		1844 1911	G-BLGB Short 360		1853 1930
OO-DTL Brasilia		1909 1939			
5. G-ODNP Cessna 310R	0703	0715	OO-MTD Brasilia	0728	
G-BMLC Short 360	0807	0833	G-GEIL HS.125	0852	1754
G-BHAF Tomahawk	0910		G-BCOL Cessna F172M	0937	
G-BGZW Tomahawk	1008	1404	9H-ABG Boeing 737	1012	
G-AYMW Jetranger	1135		G-BJYD Cessna 152	1153	
G-BMLC Short 360	1531	1609	G-BAZH Boeing 737	1542	1711
G-AVXJ Avro 748	n/s	1631 1036(7)	D-CLAN Lear Jet 35	n/s	1815 1116(6)
G-BMLC Short 360		1843 1920	OO-MTD Brasilia		1905 1930
G-BECH Boeing 737	n/s	2033 0821(7)			
6. ZILCH					
7. G-BMBI Navaajo	1224		G-BMLC Short 360	1547	
8. G-ODNP Cessna 310R	1311		G-DBII Citation V	1356	1429
G-JTCA Aztec 250	1425	1433	G-BMLC Short 360	1542	1616
G-BDNY Cherokee 140	1644	1715	G-BMLC Short 360	1845	1916
G-HALC Arrow	1936	2204	OO-DTH Brasilia	2010	2051
G-BJCT Boeing 737	n/s	2246 0731(9)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
9. EI-FKE Fokker 50	0849	0928	N4917W Rockwell 114	1304	1442
G-TKPZ Cessna 310R	1413	1501	G-UKSC Bae 146	1432	1529
G-BHWE Boeing 737	n/s	2114 0734(10)	G-ELDI Air Yorkshire Flight	1449	1351
10. G-BNME Cessna 152	0952	1044	G-BCIK AA5 Traveler	0952	1132
G-BKMB Mooney 20J	1056	1157	G-OGIL Short 330	1231	1314
G-BHWE Boeing 737	1415	1513	G-BNEH HS.125	1512	1536
G-AZFZ Cessna 414	1729	1754	OO-DTL Brasilia	1842	1926
G-MAGY Ecureuil	1352	1420			
11. G-BSXW Warrior	1409		G-TKPZ Cessna 310R	1418	1504
F-GHDX Falcon 10	1520	1554	G-BHWE Boeing 737	n/s	1733 0933(12)
G-OGIL Short 330	1737	1819	OO-MTD Brasilia	1900	1928
12. ZE700 Bae 146	1126		B-11 BN2 Islander	1315	
ZE700 Bae 146	1456		G-BPWJ King Air 200	1527	1813
G-BMHX Short 360	1532	1610	G-BFVB Boeing 737	1536	1655
G-GWHH Twin Squirrel	n/s	1640	G-BMHX Short 360	1843	1912
OO-DTH Brasilia	1906	1946	G-BHWE Boeing 737	n/s	1944 0743(14)
G-AZFZ Cessna 414	n/s	1948			
13. OO-MTD Brasilia	0724	0819	G-BMLC Short 360	0811	0840
G-BNNE Seneca	0920	1656	G-TZAR Malibu	0925	0956
G-TELL Cessna 421C	1100		G-STAT Cessna 206	1207	
G-OMCL Citation II	1214	1734	G-BLOE Navaajo	n/s	1247
G-BYRD Mooney M20K	1257		N210MP Cessna T210N	1304	
G-JLRW Duchess	1345		G-TKPZ Cessna 310R	1349	
G-AYPV Cherokee 140D	1414		G-AZTS Cessna F172L	1457	
G-WACK Short 360	1532	1621	G-BGXD TB-10 Tobago	1542	
G-HALC Arrow	1633	1754	G-AVXI Avro 748	n/s	1712
F-GHDX Falcon 10	1757	1901	OO-MTD Brasilia	1846	1918
G-WACK Short 360	1848	1920	G-ODNP Cessna 310R	n/s	1931
G-BPZX Cessna 152	2020	2040			
14. OO-DTI Brasilia	0726	0807	G-WACK Short 360	0759	0839
G-BGYR HS.125	0959		G-DJEM Twin Squirrel	1106	
G-AXZF Cherokee 180E	1108	1700	G-TZAR Malibu	1121	
G-AXBH Cessna F172H	1252		G-FLEN Warrior	1259	
G-OJCB Jetranger	1322		G-BHZK AA5B Tiger	1350	
G-BCPF Aztec 250	1437		G-BHWE Boeing 737	1439	
G-BNME Cessna 152	1458	1557	G-WACK Short 360	1529	1615
B-08 BN2 Islander	n/s	1609 0827(15)	XS710 Dominie	1617	1801
XS713 Dominie	1636	1808	G-AXKD Aztec	1639	1707
XS728 Dominie	1641	1825	XS739 Dominie	1644	1833
G-GAYL Lear Jet 35	1652	1720	XS709 Dominie	1711	1754
G-BLSY Bell 222	1736		G-WACK Short 360	1840	1923
OO-MTD Brasilia	1857	1928	G-BHWE Boeing 737	n/s	2136 0913(15)
15. OO-DTF Brasilia	0752	0817	G-WACK Short 360	0802	0841
G-BRPU Duchess	0808	1301	F-GHPB Falcon 10	1100	1755
G-SOUL Cessna 310R	1212	1606	G-BMAR Short 360	1537	1611
N25MJ HS.125	n/s	1805 1018(16)	G-BMAR Short 360	1850	1919
OO-DTF Brasilia	1906	1942	G-BHWE Boeing 737	n/s	1922 0727(16)
16. G-BSPG Seneca	1153	1308	G-UKID Bae 146	1519	1607
G-BECH Boeing 737	n/s	2115 0728(17)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
17. G-BECH Boeing 737	1417	1522	G-BJYG Warrior	1606	1702
G-BFTH Cessna F172N	1611	1700	<u>OO-DTI Brasilia</u>	1842	1932
G-BECH Boeing 737 n/s	2008	0839(18)			
18. G-BGZW Tomahawk	0732	0859	G-BFLV Cessna F172N	0746	
<u>OO-DTL Brasilia</u>	0749	0818	G-WACK Short 360	0803	0844
G-EWEL S76A Spirit	0910		G-JLRW Duchess	1000	
G-AVCE Cessna F172H	1033		G-BAAZ Arrow	1047	
G-OJCB Jetranger	1127		<u>SE-IGB Navajo</u> n/s	1328	0832(19)
G-BEFT Cessna 421C	1330	1754	G-BECH Boeing 737 n/s	1502	0918(19)
G-BFGW Cessna F150H	1524		G-BMAR Short 360	1844	1926
<u>OO-DTL Brasilia</u>	1914	1950			
19. <u>OO-DTH Brasilia</u>	0804	0836	G-BMAR Short 360	0807	0840
G-JLRW Duchess	0913	0935	G-BYEE Mooney M20K	1022	
<u>9H-ABG Boeing 737</u>	1024		G-BAIW Cessna F172M	1049	
ZE701 Bae 146	1056		G-GWHH Twin Squirrel	1100	
G-ERMO ARV 2 n/s	1109		G-ORME Jetranger	1135	
G-WARE Warrior	1356	1921	G-BFVB Boeing 737	1544	1705
G-JLRW Duchess n/s	1839	0732(21)	G-BECH Boeing 737 n/s	1902	0741(21)
<u>OO-DTH Brasilia</u>	1909	1936			
20. <u>OO-DTL Brasilia</u>	0746	0817	G-AXNX Cessna 182M	0747	
G-BMLC Short 360	0812	0836	<u>OY-CFK Cessna 421</u>	0915	
G-BNRX Seneca	0943	1653	G-OJGA King Air 200	1103	
G-BBGB Aztec 250	1130		G-TKPZ Cessna 310R	1349	
EI-BYN Citation II	1355	1722	G-HIEL Robinson R-22	1450	
<u>G-BMHX Short 360</u>	1533	1624	G-BMNF King Air 200 n/s	1742	0735(21)
G-UKAG Bae 146	1807	1832	G-HIEL Robinson R-22	1816	
G-BMHX Short 360	1855	1931	<u>OO-DTL Brasilia</u>	1920	1950
21. <u>OO-DTG Brasilia</u>	0740	0818	G-BMHX Shorts 360	0801	0850
<u>EI-FKE Fokker 50</u>	0845	0929	G-JHAN King Air 200	0940	
G-TALI Twin Squirrel	0947		G-OANC Warrior	1030	
G-OIEA Navajo P	1148		G-TKPZ Cessna 310R	1308	
G-BGVU Cherokee 180	1319		G-BECH Boeing 737	1424	
G-BMLC Short 360	1526		G-AZFI Arrow	1624	1736
G-BMLC Short 360	1842	1920	<u>OO-DTG Brasilia</u>	1855	1954
G-JHAN King Air 200	2022	2039	G-BECH Boeing 737 n/s	2200	0911(22)
G-BLKY Baron n/s	0904	1653(22)			
22. <u>OO-MTD Brasilia</u>	0730	0826	G-BLGB Short 360	0753	0836
G-BRPU Duchess	0815	1232	G-BGZW Tomahawk	1017	1449
G-BFLV Cessna F172N	1142	1612	G-HOPE F33 Bonanza	1252	1334
G-TELL Cessna 421C	1308		G-BRFL Tomahawk	1415	1445
G-BOTM Jetranger n/s	1442	1433(24)	G-TEES Cessna 152	1510	1602
XS794 Andover	1517	1532	G-WACK Short 360	1534	1615
G-HIEL Robinson R-22	1824		G-WACK Short 360	1843	1920
G-ODNP Cessna 310R n/s	1928	0718(26)	<u>OO-MTD Brasilia</u>	1942	2018
G-BECH Boeing 737 n/s	2004				
23. G-BPZX Cessna 152	1002		G-OANC Warrior	1213	1656
G-BNPP Cessna 152	1236	1332	G-TUBE Hughes 369E	1250	1316
G-BNZZ Warrior	1253	1418	G-HIEL Robinson R-22	1258	1503
G-BELR Cherokee 140	1300	1340	G-BFTH Cessna F172N	1304	1347

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
23. G-EPZX Cessna 152	1338	1407	G-AREV Tri-Pacer	1353	1511
G-NAIL Cessna 340A	1505	1611	G-BIYX Cherokee 140	1515	1607
G-UKHP BAe 146	1559	1647	G-HIEL Robinson R-22	1702	
G-BDOE Cessna FR172J	2010	2206	G-BBXW Warrior	2018	2203
G-BHWE Boeing 737	2218	2306			
24. G-BHWE Boeing 737	0821	0949	G-BDUY Robin DR400/140B	1102	1506
G-OBMW AA5 Traveler	1104	1110	G-BDSL Cessna F150M	1157	1259
G-BELR Cherokee 140B	1232	1322	G-HIEL Robinson R-22	1252	
N8171X Warrior	1257	1504	G-BJYD Cessna 152	1438	1515
G-BIEN Jodel D120A	1511		G-BHWE Boeing 737	1618	1728
D-IMIC Cessna 340A n/s	1700	1704(26)	OY-BPM Merlin III	1702	1821
G-JEAE Friendship n/s	1708	0706(25)	G-HIEL Robinson R-22	1732	
OY-AZN Navajo 310	1752	1825	OO-DTL Brasilia	1952	2027
G-BHWE Boeing 737 n/s	2214	0829(25)			
25. OO-DTH Brasilia	0740	0812	G-BMLC Short 360	0810	0840
G-BWMP Rockwell 695A	0838	1546	G-BGZW Tomahawk	0846	
G-OJCB Jetranger	0919	0932	G-JEAE Friendship	0924	
G-EMVB Cessna 152	1026		G-OJCB Jetranger	1101	
G-HOPE F33A Bonanza	1348		G-BHWE Boeing 737 n/s	1453	0917(26)
G-BPEM Warrior	1510	1556	G-BOIF Beech 95-B55 n/s	1603	
G-SACU Cadet	1621	1709	G-JHAN King Air 200	1727	1851
G-JEAE Friendship	1737	1820	G-EMHX Short 360	1844	1919
OO-DTG Brasilia	1953	2028	G-JEAE Friendship n/s	2034	0701(26)
G-JHAN King Air 200 n/s	2117	0923(26)			
26. OO-DTL Brasilia	0728	0814	G-AXNX Cessna 182M	0805	
G-EMHX Short 360	0811	0846	G-JLRW Duchess n/s	0834	0819(27)
G-JEAE Friendship	0922		G-HOPE F33A Bonanza	0956	1631
9H-ABC Boeing 737	1015		G-BAPL Aztec	1023	
G-PLER Cessna 182Q n/s	1038	1747(28)	G-BSXW Warrior	1148	
G-HIEL Robinson R-22	1152		G-DEMS Cessna U206G	1303	
G-BDGM Warrior	1314		G-CZAR Citation V	1319	1722
G-BYRD Mooney M20K	1356	1619	G-BHYF Seneca	1528	1618
G-WACK Short 360	1549	1614	G-BGYJ Boeing 737	1554	1701
G-GRID Twin Squirrel	1613	1658	G-NAIL Cessna 340A	1623	1658
G-JEAE Friendship	1739	1814	G-WACK Short 360	1848	1922
G-BHWE Boeing 737 n/s	1854		OO-DTL Brasilia	1920	1947
G-DASI Short 360 n/s	2013		G-JEAE Friendship n/s	2024	0658(27)
27. OO-DTI Brasilia	0736	0815	G-EMHX Short 360	0803	0840
F-GFFP Falcon 10	0822	1001	G-JEAE Friendship	0923	1003
G-AZSG Cherokee 180E	1145		G-GRID Twin Squirrel	1150	
G-ORCL Cessna 421C	1152		G-AWAI Beech 95-D55	1234	
G-BDGM Warrior	1349	1509	G-BNCW Boeing 767	1512	1645
G-EMHX Short 360	1532	1611	G-JEAE Friendship	1734	
G-HIEL Robinson R-22	1740		G-EMHX Short 360	1842	1928
OO-DTI Brasilia	1857	1936	G-ODNP Cessna 310R n/s	1935	1346(28)
G-JEAE Friendship n/s	2033	0701(28)	G-BHWE Boeing 737 n/s	2129	0722(28)
EC-EQP Falcon 20	2215	2303			
28. G-EMAR Short 360	0804	0837	G-BGZW Tomahawk	0855	1418
G-JEAE Friendship	0923	1003	VR-BLK Gulfstream 840	0934	1013
G-DONS Arrow	0951	1618	G-BDFZ Cessna F150M	1104	1207
G-BREJ Cessna 172M	1113	1223	G-HIEL Robinson R-22	1230	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
28.G-BFLV Cessna F172N	1240	1431	G-BBPW Robin HR100/210	1309	1447
VR-CSH King Air 350	1409	1424	G-BHWE Boeing 737	1427	1529
G-BMHX Short 360	1537		VR-BLK Gulfstream 840	1544	1605
G-BPBM Warrior	1547	1646	G-ODNP Cessna 310R	n/s	1717 0827(31)
G-JEAE Friendship	1736	1847	G-BRTA Tomahawk	n/s	1913 1406(29)
G-BMHX Short 360	1839	1920	OO-DTF Brasillia		1911 1944
G-JEAE Friendship	n/s	2046 0700(29)	G-BHWE Boeing 737	n/s	2124 0857(29)
29.G-BMAR Short 360	0809	0840	G-JEAE Friendship		0917 1003
G-BGTG Aztec	0923	1057	G-BONC Arrow		0949 1221
G-BLZT Short 360	1036	1112	G-BJXA Slingsby T67		1145 1220
G-BFTH Cessna F172N	1233	1334	G-ASMJ Cessna F172E		1303 1429
G-BDHL Aztec	1342	1351	G-HIEL Robinson R-22		1411 1533
G-JEAE Friendship	1732	1816	G-BMHX Short 360		1834 1915
G-BHWE Boeing 737	n/s	1846 0728(30)	OO-DTH Brasillia		1847 1921
G-BIOW Slingsby T67	n/s	1900 0712(30)	G-JEAE Friendship	n/s	2021 0707(30)
30.LZ-BTV TU 154 DIV	0828	1413	EI-BEE Boeing 737	DIV	0835 1219
G-JEAE Friendship		0910	G-TKPZ Cessna 310R		1331 1443
G-UKAC BAe 146		1523 1606	G-BCWA BAC 1-11		1714 1754
G-BAZG Boeing 737	n/s	2111 0745(31)			
BST Commences.					
31.G-ATVH BAC 1-11	1011	1117	G-BLZT Short 360		1257
G-ODNP Cessna 310R		1319	G-BAZG Boeing 737		1443 1541
G-BAZG Boeing 737	n/s	2012	G-BLZT Short 360		2025
G-JEAE Friendship	n/s	2027			

Froms:-

3. XV129-XW282/Topcliffe, N4YA/Baden-Baden, N206WJ/Ostend; 4. F-GHOC/Le Bourget, I-PALP/Milan, N206WJ/Birmingham; 5. D-CLAN/Linz; 9. N4917W/Cranfield; 11. F-GHDX/Romilly - sur - Seine; 12. ZE700/Northolt, B-11/Brasschaat; 13. N210MP/Sandtoft, F-GHDX/Quimper; 14. B-08/Butzweilerhof, XS710-XS713-XS728-XS739-XS709/Finningley; 15. F-GHPB/Le Bourget, N25MJ/Gander to Reykjavik; 18. SE-IGB/Billund; 19. ZE701/Northolt; 20. OY-CFK/Tirstrup, EI-BYN/Weston; 22. XS794/Gutersloh; 24. N8171X/F-T Denham, D-IMIC/Luton-Shannon, OY-BPM/Tirstrup, OY-AZN/Tirstrup; 27. F-GFFP/Le Bourget, EC-EQP/Southend-Madrid; 28. VR-BLK/Welshpool, VR-CSH/Inverness, VR-BLK/Rotterdam; 30. LZ-BTV/Plovdiv, EI-BEE/Amsterdam-Dublin.

Overshoots:-

5. XX482/FYY79; 8. XX540/TOF80; 11. XS737/FYY35, XX496/FYY73; 12. XV306/Ascot771; 13. XX482/FYY84; 18. XX482/FYY81, XX496/FYY71; 20. XV299/Ascot768, G-ORMP; 21. XX495/FYY71, XX519/TOF96, XX496/FYY63; 22. XX497/FYY70, XV186/Ascot773, XX493/FYY70; 26. XV305/Ascot773; 27. XX495/FYY75, XX497/FYY83; 28. XX496/FYY83, G-ORMP.

LBA Movements Review - March 1991

The foreign visitors continue to pour in, on the 3rd N4YA was a Cessna 441 which is based in Germany where it was delivered to Eggenfelden on 11/12/90. It called at the Knight Air hangar and is thought to be a prospective buyer for the Cessna 421C N4006G which has been in there for about a year. Also noted on the 3rd was the Bonanza N206WJ which is also based on the Continent. The Bonanza returned on the 4th when we also had the Citation I-PALP and the King Air 200 F-GHOC which is registered to Soc. BNP Bail and used the callsign "DRT2127".

LEA MOVEMENTS REVIEW (Contd.)

The PJC Lear 35A D-CLAN visited on the 5th whilst Rockwell 114 N4917W on the 9th is another new UK based aircraft. Night stopping on the 11th was the Falcon 10 F-GHDX, this was back on the 13th when Cessna T210N N210MP was also visiting. The second French Falcon 10 of the month was F-GHPB on the 15th, the same day saw HS 125 N25MJ of Medjet International on a medevac flight from the USA and night stopping. Night stopping on the 18th was the Navajo SE-IGB. Citation 2 EI-BYN on the 20th is one of the GPA fleet and it was joined by the Cessna 421C OY-CFK. On the 24th the Warrior II N8171X is UK based and visited last year, the same day found us with two Danes visiting, OY-BPM a Merlin III and OY-AZN a Navajo. Night stopping from the 24th to the 26th was the Cessna 340A D-IMIC. Yet another French Falcon 10 was F-GFFP on the 27th when we also had another medevac flight, this time it was the Falcon 20 EC-EQP callsign "AJE802A-B". Visiting twice on the 28th was the Gulfstream 840 VR-BLK with King Air 350 VR-CSH also visiting. Manchester was out with fog for a while on the morning of the 30th and we had TUL54 LZ-BTV callsign "Balkan7969-70" and Boeing 737 EI-BEE "Shamrock601" diverting in. Quite a lot of military this month. On the 3rd, Scout XVI29 was "Army434" and Scout XW282 was "Army464". Doing a touch-and-go on the 8th was Bulldog XX540 "TOP80". The Queens Flight BAe 146 ZE700 was "Kitty2" twice on the 12th and the same day saw the Islander B-11 of the Belgian Army's School Van Het Licht Vliegwezen visiting as "OTALK". The 14th saw another Islander from the same unit, B-08, visiting with the callsign "OTALH". The 14th also saw an invasion from RAF Finningley when five of their Dominies called in for fuel after a mission whilst Princess Diana was on a visit to their base; callsigns were XS709/FYY51, XS713/FYY50, XS728/FYY48, XS710/FYY47 and XS739/FYY49. The Queens Flight were back on the 19th with the BAe 146 ZE701 as "Kitty4". Last military of the month was Andover XS794 "Ascot 7625" on the 22nd. The police Islander G-PASY stayed over from last month but departed on or about the 6th. Navajo G-OIEA of Inter European Airways was visiting on the 21st for talks with the airport management, maybe we'll see them this summer. New to the airport is Jersey European Airways which started operations on the 25th with F-27 G-JEAE which positioned in the day before and was based up to the end of the month. At Knight Air the Cessna 421C N4006G has been re-registered N4005X and it was parked outside by the 29th.

Additions & Amendments To Summer Schedule

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>From & To</u>	<u>Flt No</u>	<u>A/C</u>	
Mo.....	1545	1630	Ljubljana	JR2118/2119	JAT DC-9	27/05-23/09
..Tu.....	1315	1415	Palma	UKL	B.737-400	07/05-29/10
.....Th.....	TBA	TBA	Larnaca	TBA	TBA	02/05-31/10
.....Th.....	1140	1310	Toronto	NXA316/7(Amended Time)		23/05-10/10
.....Fr....	1315	1415	Palma	UKL	B.737-400	03/05-25/10
.....Fr....	1355	1435	Malaga	UKL	B.737-400	03/05-25/10
.....Su	1335	1540	Salzburg	BY035B/A (3 Weekly -		26/05-08/09)

DISPLAY DATES NORTH

May 5th	PFA North West Strut Fly-in. Barton
May 11-12	Yorkshire Air Show. Ripley Castle, Harrogate
May 19	Manchester Air Show. Barton
June 2	Lincolnshire Aero Club Fly-in. Sturgate
June 8-9	Balloon Meet. Holker Hall, Cumbria
June 9	SSAFA Air Show. RAF Church Fenton
June 15-16	BMAA Microlight National Championships round 4, and Great Microlight Air Rally. Barton
June 22	RAFA/BAe Display. Woodford
June 29	Digital Handicap Air Race. Blackpool
June 29	BAe Open Day. Hawarden
July 13	Sheffield Aero Club Fly-in. Netherthorpe
July 19-20	Tiger Trophy Aerobatic Competition. Brighton
July 20-21	Lancashire Aero Club Fly-in and 1930's Garden Party. Barton
July 27/Aug 4	BGA Regional Gliding Competition. Sutton Bank
August 19-20	BGA Two-seat Glider Competition. Pocklington
August 24-26	Real Aeroplane Club Fly-in and Air Display. Brighton
August 31	PFA North Lancashire & Fylde Strut Illuminations Fly-in. R/pool
September 1	RAF Carlisle Barnstormers Air Display. Carlisle Race Course
September 21	Battle of Britain Air Display. RAF Finningley
September 29	Lancashire Aero Club Breakfast Patrol. Barton
December 29-30	Brass Monkey Balloon Meet. Harrogate Stray

Helicopter Activity - March 1991

1. G-GWHH T.Squirrel	Battersea/Ilkley/LBA/Stansted
2. G-PASA Bo.105	Carr Gate, Sheffield to Kidlington
G-BSXN R-22B	Horsforth to Sherburn
3. G-GWHH T.Squirrel	Ilkley F Gamston
G-WYPA Bo.105	Halifax F Carr Gate
G-DORB Jetranger	Sherburn T Barton
G-TOTY R-22B	Oxenhope - local flights
8. G-TUBE Hughes 500	Tong Hall, local flights then T Ferrybridge
G-WYPA Bo.105	Pinderfields F/T Carr Gate
9. G-BLSY Bell 222	Sheffield (Fulwood) T/F Newcastle
10. G-HIEL R-22B	Marston Moor F Farsley
G-BOSY R-22B	Halifax-local flights-hit powerlines and crashed shortly thereafter
G-MAGY Ecureuil	Parkway Hotel F Newbury T/F LBA
G-IDWR Hughes 500	Ripponden F Easingwold
12. G-TOTY R-22B	Shelf T Blackpool
15. G-QJCB Jetranger	Doncaster T LBA
16. G-DORB Jetranger	Tadcaster T Bury
G-HIEL R-22B	Horsforth/Crosland Moor/Horsforth/Barnsley
17. G-IIRB Jetranger	Rothwell F/T Barton
G-STEP Hughes 500	Rawdon F Oxford
19. G-RASS Jetranger	Leeds South T Battersea
21. G-OABG Hughes 500	Wakefield F/T Derby
G-TALI T.Squirrel	Bradford F Doncaster T LBA
22. G-HVRS R-22B	Bingley F Sherburn T Gamston
24. G-SHRR Jetranger	Catterick Camp T Chester
G-WYPA Bo.105	Garforth F/T Carr Gate
G-TUBE Hughes 500	Low Moor F/T Sherburn
G-BSXN R-22B	Horsforth F/T Sherburn
26. G-WYPA Bo.105	Baildon Moor F/T Carr Gate
27. G-GRID T.Squirrel	Ferrybridge/Bradford/Bingley
28. G-HIEL R-22B	Brough F/T LBA

NEW YEAR IN CANADA

We had opened most of our Christmas presents when my wife presented me with a large, well wrapped box which felt quite light - very intriguing. As I tore off the wrapping I became aware that the family had stopped and were watching me intently. The box appeared to be stuffed with layers of crumpled newspaper but as each layer was removed a 'Treasure Hunt' clue emerged. These led to a pair of thermal insoles about half way down but the clues continued. It was nearly the last clue when realization began to dawn and there at the bottom of the box was a small folder marked 'Air Canada'. "So, when do you go?" asked Jonathan. "Tomorrow", I croaked. And so it was on Boxing Day my wife and I boarded Flight AC843 at Manchester. The aircraft was C-GAVF thus giving me my first flight on a 767 and the short hop to Glasgow started the trip off well with good views of the Clyde Valley. Quite a few of the BAe 748 fleet were on the deck and after passing F.27 OY-APF we parked alongside DC-10 N148US of Northwest. An hours stop and then off - out over Southern Greenland, Labrador and finally to our destination - Toronto. As usual, I was 'wrongside' as we taxied in but 2 x A320's of Air Canada, 767 4X - EAC of EL AL and OH-LHB DC-10 of Finnair were noted.

Two days in Toronto and two in Niagara Falls brought us to New Years Eve and as my wife and daughter were going on one of their many shopping expeditions, I was dropped off at Pearson International for a couple of hours at my favourite spot on Car Park deck 4, where the majority of Airliner movements can be seen. The roof is even better, but as the temperature was -13, some shelter was needed. I logged 66 aircraft although nothing of great note. First Air (727 C-GOFA) and Midway (DC-9 N969ML) were new airlines and 4 x F100's of Intair, Be 1900 N15503 Business Air, N407UA A300 of Viasa and 747 F-ODJG Air Gabon were worth seeing. The rest were mainly Air Canada and Canadian Airlines with a few from United, American and U.S.Air. Most of the ex. Wardair A310 were still in service and the Canada 3000 (Air 2000) 757's were in evidence. 757 C-GNXX (ex.Odyssey) is now in full National livery. The main purpose of our trip was a resounding success when we turned up on our friends doorstep, unexpectedly, on New Years Eve. The amazement on their faces made it all worth while.

The weather deteriorated and this precluded any further trips to Pearson but a quick call at Island produced one Dash 7 and one Dash 8. It was quite interesting to sit in my daughter's apartment watching the big stuff on finals to Pearson (just too far away to pick up registration), and see brand new Dash 8's nipping underneath to land at Downsview. The staff car park overlooks the apron and so naturally a visit whilst passing was made, 300 Series C-GL0T in Markair Colours was keeping company with C-GGMP (demonstrator) and C-GFYI (all white) whilst one in primer with 255 on the nose came in to land. A Lear Jet N35KC was parked up. Time passes very quickly when you're having fun and January 12th came all too soon. Checks with Air Canada revealed initially that our 22.45 flight was delayed to 23.30 and a further call told us we would leave at 02.10. Check-in told us that an L1011 had replaced the rostered 767 (which had gone tech). Another first flight I thought but was disappointed because the L1011 also went tech., and we finally came home on 767 C-GDSP, leaving finally at 03.12. Before leaving I logged A.310 HS-TID and L1011 N31001 but couldn't get Korean Air 747 nosed up to the gate.

A pleasant flight home brought us into Manchester some four hours late with a very smug wife who had achieved all she set out to do.

I.D.Morton.

A TASTE OF BRUSSELS

It could have been the result of a meticulous plot in which I managed to travel on two different and 'new' (to me) aircraft, with a foreign Airline and to a European city that I had for some time wanted to see, but honestly it was with more luck than anything else that these things all 'married' together on November 16th last year. Good fortune was something we needed at the start of that week-end as the afternoon brought high winds and resulting delays at Leeds/Bradford Airport.

A TASTE OF BRUSSELS (Contd.)

Friday nights forecast did tell of a decrease in the winds strength but the sight of passengers being put onto buses and the knowledge that the 737 had earlier abandoned efforts to bring in 'Midland 416' did nothing to raise the confidence in getting away. At least there was some signs of movement, from Loganair, and 7 days earlier and we would have had no hope when Britannia's G-EPIA had burst tyres on landing and closed the Airport... It was just leaving 8pm when Sabena's flight 577 glided out of the darkness and down onto runway 32 in the shape of 00-DTJ. The Brasillia being one of the seven noted earlier in the year that were registered to the Antwerp based Sabena subsidiary - Delta Air Transport - all of which were to visit the LBA in November.

The wait in the International Departures Lounge was short and due to the days delays etc was almost eerie, with SN 578s 11 passengers being the only occupants. Add to that only 3 crew plus little baggage and we lifted off '32 very quickly after starting our roll, at 20.40. The climb was a lot smoother than anticipated and we soon settled down to the cold Beef Salad, Wine, Cheese & Biscuits and a Belgian Chocolate to suit most as it was half Plain, half Milk.. On finals into the National airport at Brussels we soon discovered where the wind had gone, a more exciting descent would cost you a great deal at Alton Towers... We could see the runway lights through the open cabin door, but someone was moving them in a circular motion right up to the last 100 feet or so where a gentle landing was clocked just 70 mins after leaving West Yorkshire. As we had been bussed to the aircraft for departure so it was on arrival in Brussels, the other 9 travellers waiting patiently on the tarmac whilst the crew allowed me a photo on the flight deck and very kindly suggesting a second with the instrument panel illuminated.. Walking to baggage re-claim the airport reminded me a little of a ghostly Ostend Airport I visited some years ago and with hardly a soul in sight, it was difficult to imagine that this was a major European Centre.. Leaving the air-side behind we quickly made our way to the taxi rank and were soon at the Brussels Airport Holiday Inn. With an abundance of wood and marble and a vintage car amidst a wine display in Reception we guessed it would be a week-end to spoil ourselves. The room had just about everything you need including large choice of European and Satellite channels on T.V. and a mini bar for that occasional night cap... A quality hotel like this can be so expensive but the week-end break deal of just under £27 p.p. per night B&B, including use of the excellent leisure facilities did not seem bad. The swimming pool and whirlpool were certainly welcome after a day spent discovering the shops and sights of Brussels with the gym and sauna also popular. A damp Saturday morning dawned but was brightened up tremendously by the sumptuous choice at the buffet breakfast before catching the hotels courtesy bus to the city. A free service also connects you with the airport and the sight of Sabena DC-10s tail on the horizon from our room window did tempt momentarily. The buildings of the Grand Place were impressive and even the November drizzle could not stop the tourists from seeing them or the Mannekin Pis who had been bedecked in a tailored khaki uniform. The museums are said to number 70 with the Gueuze 'Living' Brewery Museum in Anderlecht, the 450 vehicles in Autoworld at Jubelpark plus the Chocolate Factory in Godiva being just a few. There are, of course, tons of delicious Chocolate and shops laden with intricately designed souvenirs made in lace wherever you look, mostly good quality and with prices to match. Stop off for a coffee and you usually get a chocolate with it anyway, grab a pizza at lunchtime as we did and you wonder what the other 1,800 eating places were like. With a lot of the buildings being modern, the inside of the shops can be of more interest, as was the extensive Christmas gift display at the far end of the M & S store - we could have been anywhere in England.

Following a relaxing dip in the whirlpool back at the hotel it was time for the credit card to take another battering as an excellent meal turned out to cost more than the nights tariff for us both... The shock subsided though as we settled down to watch the F.A.Cup highlights on BBC 1 - one hour later than home - at 11.30. Another swim followed by a late Sunday breakfast meant we only caught the latter end of the weekly bird market in the now sunny Grand Place, the restaurants in the narrow lanes nearby boasting their seafood and game amongst ice laden tables outside, which were as tempting to the camera as they were to the hungry traveller.

A TASTE OF BRUSSELS (Contd.)

The day passed all too quickly and soon we were heading back to the Airport, an all white 747 was spotted outside the Sabena hangar but coyly hid its registration as it stood out amidst its aging fellow 737/200s. A final glass of sweet Belgian beer and a breeze through the Duty Free led us down to Gate 32 where an old friend of the LBA in the form of EI-FKA was preparing for its Bristol/Dublin service. We however boarded a bus that took us behind the tail of an Egypt Air A300 and to the middle one of three BAe 146s - (ex G-BNKG) of DAS that had been given SN615 to Manchester. Despite a load of only 30 pax our journey was to take 1 hour 25 mins with someone apparently taking a photo of their friends, well past Clacton. The flash we saw later turned out to be lightning over the wing and unbeknown to us Manchester had even offered us Emergency services...

A.Sedgwick.

A BRIEF INTRODUCTION TO THE DOUGLAS DC-7

A total of 338 DC-7's, DC-7B's and DC-7C's were built at the Santa Monica plant on the same lines as the DC-6A's and DC-6B's. The DC-7 was the ultimate development of the DC-4 design and was the last of the Douglas piston engined transports. Between 1945 and 1958 Commercial transport was dominated by DC-4/DC-6 and DC-7 and Lockheed Constellation/Super Constellation/Starliner series. The DC-7 was the final product of the intense competition between Douglas and Lockheed. Between 1947 and 1949 Wright R3350 2500hp eighteen cylinder radial had been developed into the R3350 Turbo compound series by the addition of an exhaust driven turbine coupled to the engine crankshaft. This new power plant gave 30% more power over the old power unit. Thus Lockheed realised the opportunity of fitting 4 of these engines to a faster, longer ranged and stretched version of its airliner, the L1049 Super Constellation. The L1049 was immediately ordered by T.W.A. and therefore put its main rivals, United and American Airlines, at a distinct disadvantage on long distance routing i.e. cross country, irrespective of headwinds. This was not possible with the DC-6B as flown with A.A. and United. It was then in 1951 that A.A. President C.R. Smith had to convince Douglas for the need to urgently develop another aircraft which would be powered by 4 of the new 3250hp Wright R3350 engines. A.A. offered to pay 40 million dollars for 25 of the new aircraft in 1952 to supplement its fleet of 25 DC-6B's, 6 DC-6A's and 50 DC-6's. Then Douglas decided to build the new aircraft and gave it the DC-7 designation which had not been used when the civil version of the C-74 Globemaster was cancelled. The DC-7 was not quite as successful as anticipated by the airlines because of its unreliability and complexity of its engines whose basic design dated back to the late 1930's. The DC-7 sold only to US internal routing carriers. The DC-7 were direct developments of the DC-6B's with a 40" stretch fuselage which added one row of seats and powered by 3250hp Wright R3350-18DA-2 Turbo Compound engines. Other design changes were the introduction of titanium for added fire resistance to engine nacelles and stronger undercarriage. The first DC-7 was flown on 18.5.1953 and entered service with A.A. on 29.11.1953. The DC-7B was identical to the DC-7 apart from extended engine nacelles to form saddle tanks. This version was bought by Pan Am and South African Airways. Pan Am introduced this version into service on 13.6.1955 on its non-stop New York-London service. The DC-7C was further developed primarily to meet Pan Am's need for an aircraft to travel non-stop transatlantic in either direction which the DC-7B could not do West bound against average headwinds. To achieve this, the wingspan was increased by 10 feet, this also enabled fuel to be increased to 7825 U.S. gallons. The fuselage was increased by 42 inches and this version was powered by 3400hp R3350-18EA-1 radials. The first Seven Seas (S/N 44872) was flown on 20.12.1955. After being phased out of passenger carrying, many were converted to freighters. There would have been a DC-7D powered by 5400hp Rolls Royce type engines but the introduction of the '707 and DC-8 made this a non-starter. The main claim to fame of the DC-7 was its help in developing long haul routes over the U.S., North Pole and Atlantic and Pacific Oceans.

P.Constable.

Lets start a magazine

by Terry Sykes

When you open your envelope and take out your monthly "Air Yorkshire " do you ever stop and wonder "How did it all start?". You don't? - well I'm going to tell you anyway.

Back in the early 1960's the local spotters met at the airport informally with no kind of organization. We would turn up on a weekend or in the evenings and spend our time in the public enclosure or in the tea-bar. Some of us were members of "Air-Britain" and all of us read "Air Pictorial", the only two ways to keep up with what was happening on the civil register. In 1963 "Air-Britain" got in touch with Ken Grogan with a view to forming a local branch, Ken in turn contacted all the Yorkshire members of A-B and eventually convinced us it would be a good idea. An inaugural meeting of the "West Riding Branch of Air-Britain" was held in September 1964 and regular meetings commenced in the ballroom of the Yorkshire Aeroplane Club where some of us were already social members. It soon became obvious that to keep all the members in touch with what was going on we needed some form of newsletter so, barely six months old, we brought out Volume 1 number 1 of "Yorkshire Air News" in April 1965.

The editor was Mick Stubbs (who had some small experience of amateur magazines by way of the Liverpool based "Civil Aviation Specialists Society") with John Buckle acting as his assistant. Issue one was four sides of duplicated foolscap and this contained the LBA movements for Feb/Mar 1965 culled from the logs kept by various members, a report on a visit to Sherburn by Dave Allan, a list of the 92 Squadron Lightnings at Leconfield, a list of LBA residents at 20/03/65 by myself, the Meteors of 92 Squadron from 1947 to 1954 by Mike Hirst and a report on the Jet Provosts of 7FTS at Church Fenton by one James A. Stanfield (is he really that old?). The main aim of "Yorkshire Air News" was to record aviation in our local area to the best of our ability, to this end we have covered the movements at LBA continuously since issue one.

At the end of 1966 Mick Stubbs gave up the editorship and with the January 1967 issue Martin Powell took over assisted by Dave Senior, the bias of the magazine now moved towards military news. After a year in the hot seat Martin stood down and in January 1968 David Depledge took over, still with Dave Senior assisting. A year was enough for David and so in January 1969 Phil Jackson took over and the printing of the magazine, which had previously been done in the ballroom of the Aero Club by volunteers, was taken over by David Sharp (all six and a half feet of him). Also introduced with the Jan. 1969 issue was a new and larger heading.

Another innovation during Phil's reign was the Yorkshire Airfield Survey which tried to list all the aircraft at all the airfields in Yorkshire, this lasted for some years. In February 1970 the heading undertook another subtle change then in April 1971 the current LBA movements review was introduced. Phil eventually left the editors chair at the end of 1971 and in January 1972 Ian Barber took over with myself acting as the movements editor. Ian lasted a year and was succeeded in January 1973 by Steve Langfield who introduced preservation notes as well as doubling as the branch treasurer, I was to continue as movements editor. Another variation on the heading was introduced at this time with further refinements in January 1974. Steve relinquished his post as the editor in June 1974 to continue as the treasurer, stepping into his shoes as head of the magazine was the slightly larger figure of Andy Barker, with guess who as his movements editor.

By this time trouble was brewing between the branch and the parent group over the way the money taken by the branch was being used and not passed on to them. This resulted in the branch winding up, "Yorkshire Air News" for November 1974 being Volume 10 number 11 and December's number 12 becoming "Air Yorkshire". January 1975 became A-Y Volume 1 number 1 with the same editorial team continuing. A big change came in October 1975 with the introduction of the new A4 size magazine and after five issues from January 1976 with an experimental heading the current heading was introduced in June 1976. The latter half of 1976 saw the group in a crisis situation with the August/September issues being combined and the October to December issues also combined. The situation was eventually resolved and with the January 1977 issue John Allen took over the editorship, he was to be followed by John Hunt in November 1977. John Hunt lasted just a year and then in November 1978 our current editor Trevor Kinghorn began his stint. From the 1st March 1979 Trevor introduced arrival and departure times with the LBA movements which has proved to be most popular. Trevers wife Cherry was conned into typing out all of the stencils and Trevor took over the printing of the magazine.

By 1985 some of the readership had decided to branch out with their own magazine, in November of 1985 they issued a sample copy of "Rotate" and in January 1986 volume one number one was issued. Unfortunately despite a good presentation the magazine folded in mid 1990 due to lack of support. Meanwhile with "Air Yorkshire" the latest innovation has been the move from A4 size to A5 printed size with the magazine, this gets us away from stencil typing and handle winding and gives us the freedom of printing practically any artwork we can get.

This then is the history of your magazine, over the years a lot of people have had their name in print for the first time in YAN/AY and gone on to bigger and better things. How about some of our current members trying their hand at some articles, its dead easy really - give it a try.

YORKSHIRE AIR NEWS

Vol 1 No 1

APRIL 1965

Headings used by the magazines "Yorkshire Air News" and "Air Yorkshire" since 1965. The dates shown are the first issues to carry the relevant headings. The current magazine heading was first used on issue number 6 of volume 2 in June 1976.

February 1970. Volume VI Number II

YORKSHIRE
AIR
NEWS
YORKSHIRE AIR NEWS

VOLUME IX NUMBER I JANUARY 1977

YORKSHIRE AIR NEWS

VOLUME 10

NUMBER 1

JANUARY 1974

VOLUME V NUMBER 1

JANUARY 1969

Yorkshire
Air
News

AIR YORKSHIRE

VOLUME 1

NUMBER 1

JANUARY 1975

AIR

YORKSHIRE

VOLUME 2

NUMBER 1

JANUARY 1976

THE RED ROSE AT YEADON

Whilst I can claim to be as much a patriotic Yorkshireman as the next Air York - shire member, I hope I will be forgiven for introducing this brief recollection of a formative period in Yeadon's post-war development when the winged red rose logo of the Lancashire Aircraft Corporation took root at the airfield.

On 1st January 1947 Yeadon was handed over by the Ministry of Aircraft Production to the Ministry of Civil Aviation, who operated the aerodrome until February 1953. During this period the Lancashire Aircraft Corporation, with headquarters at Salmesbury, was the principal operator, and re-introduced limited scheduled services, passenger and freight charter and some Club flying. Capt. H.V.Worrall, who was identified with so many initiatives in aviation in York - shire and who test-flew the Lancasters built at the adjacent Avro Shadow factory in the war years, was the airfield manager.

The first aircraft of the L.A.C. which I saw at Yeadon was a handsome Vega Gull on 11.4.47. Over the following months a variety of types, many of them 'demobbed' from the wartime service appeared, all in the distinctive L.A.C. colour scheme which was pale or pastel green overall, with registration and fuselage cheatline in red. I have never come across a complete inventory of the L.A.C. fleet, but by the summer of 1949 I had logged the following:-

Vega Gull	G-AFEH	Auster V	G-AJLE	Rapide	G-AGUG
Proctor I	G-AIHH	Auster	G-AJLG	Rapide	G-AHEA
Proctor IV	G-AKLB	Auster	G-AKTF	Rapide	G-AJKW
Proctor	G-AKLC	Auster	G-ALCT	Rapide	G-AJXX
Consul	G-AHMD	Autocrat	G-AGXD	Rapide	G-AJKY
Consul	G-AHZV	Gemini	G-AJEX	Rapide	G-AKNV
Consul	G-AHZZ	Halifax VIII	G-AJZY	Rapide	G-AKNW
Consul	G-AJLH			Rapide	G-AKOY

The weekend scene at Yeadon in those years was certainly varied, with the Mosquitoes and later the Spitfire LF.XVI's of 609 Squadron, Royal Auxiliary Air Force roaring down runway 10/28 as well as the civilian aircraft.

A highlight in 1948 was a visit by one of the L.A.C's fleet of Halifax VIII freighters, G-AJZY, proudly bearing the name "Air Monarch" on the nose and flying a triangular pennant from the mast above the cabin. To someone who was used to witnessing the multitude of Lancasters built at Yeadon during the war, the appearance of this civilianised Halifax presented a mild culture shock....

All this growth in local aviation whetted my appetite to fly from the aerodrome which I had been visiting since 1936, so on the 24th August 1948, having saved up the necessary ten shillings (50p..) from my pocket money, I cycled to Yeadon and presented myself at the 'operations room' in the Terminal building (now long since demolished). A fresh westerly wind was blowing as I followed the pilot to Auster V G-AJLE, and the impression of delicacy, not to say fragility, of that ex-spotter aircraft with its long glazed cabin was reinforced as we taxied to the Scotland Lane end of the runway, and through a chink in the floor panel I could see the ground slipping by underneath....

We flew over Kirkstall to the school which I was then attending in West Leeds, circled while I took a photo with my box camera, and then set course for the return journey, bobbing about in the gusty headwind. We crossed Scotland Lane at about 1000ft for me to take a photo of the airfield and the Avro factory, which was still wearing its superb camouflage. To my surprise the pilot then said "Let's try and fly backwards", and suggested that I marked our progress against a reference point on the ground. He throttled back and the airspeed dropped to about 40mph. We were almost hovering in a distinctly nose-up attitude when the Auster decided that it couldn't quite go into reverse and fell away to Port.

Two lovely sideslips followed the turn on to final approach, and after several bounces the Auster returned me safely to the Terminal, both feet firmly on the ground but still airborne in spirit....

D.Yeadon.

AIRWAYS - MARCH 1991

Seen or heard in March:-

1. N78MD	F10	POL	1935	350	MAR	to KEF
N95SC	LJ55	DCS	1954	330	MCT	
2. N900CL	CL601	POL	0738	350	MAR	
I-RAII		POL	1326	350	GOW	
7. N341K	Jetstar	OTR	1500	410	WAL	
I-AGEB	LJ35	DCS	1625	410	HON	
VR-BLQ	Bae 125	POL	2110	390	MAR	
8. N63LE	LJ35	POL	1750	390	MAR	to KEF
9. N19HF	CL600	DCS	1815	370	MID	
10. VR-BLR	G4	TNT	1153	350	POL	
N49CB	G1	DCS	1216		MCT	to Luton
12. N42HP	LJ35	POL	1840	410	60/10	
15. F-GKPB	F100	POL	0745	350	MAR	
N807CC	G2	POL	1035	390	MAR	
16. DAL 9659	B767/L1011	IOM	0820	350	POL	to Waddington...
17. N88PV	WW1124	POL	0919	350	60/10	
22. HB-IAM	F50	DCS	1735	410	MID	
23. N1082A	G4	DCS	1735		MCT	
26. HB-VIB	LJ55	DCS	1820	410	MID	
30. HB-VIB	LJ55	DCS	1615	350	HON	

Little to report this month about the recent sightings. I couldn't actually see the Delta flight going into Waddington so I'm unsure of the type. I would assume that its purpose was related to E3 personnel rather than Gulf Business.

The United flights are now regular into LHR and Paris at least with a variety of flight numbers all in the 9XX sequence which is surprising when their other flights into Europe are LXX...

There are several European I.T. operators starting to appear, in addition to the usuals I have recently seen several Braathens up and down UAL/2 as well as CTA, Hapag Lloyd, Trans France and Sterling.

My postman has not been weighed down with comments on airline colour schemes although British Telecom will have benefited a slight amount. I'm still awaiting the flood of opinions of what are the best and worst five airline colour schemes to be seen operating into UK airfields.

FOR SALE

Seven year old scanner. Model SX200 base station, for mains operation or mobile use, all the usual features over a range of 26 to 512 MHz missing out the broadcast bands and the UHF military band (that's why I'm buying a new one). Full digital display, sixteen memories all accessed by single button operation, excellent sensitivity, £145. Telephone 0924 250010 for fuller details.

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.

DAVE WARD RADIO REPORTS.

It's still encouraging to see a number of new models appearing on the market at the moment and the impression is that this trend will continue. Fairmate seem to be responsible for a lot of the action and this month I'm covering the third model of theirs which I've tested in the last 6 to 7 months.

Test Report No. 2 - Fairmate HP-200M Monitoring and Surveillance Receiver - Price £269

Frequency Range 500KHz-600MHz and 805-1300 MHz. 180mm High x 70mm Wide x 40mm Deep, Weight 420g (my own measurements owing to lack of specification in instruction manual). It comes supplied with a good Carrying Case, Belt Clip, 3 antennas for:- low band, high band and Airband (only 2 stated in manual), AC Mains Adaptor/Charger, Adaptor for Car Cigarette Lighter, Shoulder Strap, Earpiece, 4 AA size Nicads and a Comprehensive Instruction Manual. The set is very similar in appearance to a previously tested Fairmate HP-100E Mark II and also benefits from a clear LCD display. The main differences from previous models are the extra frequency coverage, inclusion of an AC adaptor and, probably most important of all, the addition of a third (telescopic) aerial to the previous two rubber duck ones - plus also of course its price change! It has 1,000 frequency memories which can be stored in 10 scan banks of 100 channels each and scanning is carried out by locking out the individual frequencies or banks you don't want. It has an UP/DOWN Rotary Switch on the top for frequency step or channel change and a LOC/DX Switch which, in the case of very strong strong signals, interference etc, can bring in approx 10dB of attenuation. The set, because of all its features, is rather user unfriendly at first but stick with it and you'll soon get used to everything - I just about manage that stage at the end of a weeks test! Well, how does it perform? The first point is the improvement in reception on Airband, with the addition of the telescopic aerial, to the point where it performed on par with my Air 7 - not everything was the same, as each of them would sometimes give me a faint message which the other didn't - but overall, I'd certainly say that their performance level was the same. On the operating side I've still got a few reservations i.e. the lack of immediate scan resumption after a message (merely "delay" or "hold" options) and the need to make a number of manual key depressions to change from one memorised frequency to another (once again the best way to do this being to have the set in scan mode and then to use the rotary control on the top) - certainly not the quickest of methods and can cause problems if in a rush. One thing I noticed this time which I can't remember from previous Fairmates was the fact that when scanning say 5 frequencies in a bank, and using the delay mode, the scan stops on the last frequency you're scanning in the bank for approx 2 seconds everytime it reaches it, which is a bit annoying if there's no message being transmitted. I've mentioned these points to John Gordon of Nevada Communications in Portsmouth (UK Distributors for the set) and, although there's no plans to change the specification as yet, I'll be interested to see if Fairmate or other manufacturers come up with improvements in these areas.

I must say John was really helpful during the test as, after using the set for a couple of days, I snapped the telescopic aerial at its base when retracting it and John kindly replaced it for me at no charge. Although some people may say that I'm a bit "heavy handed", I can assure readers that I didn't apply undue pressure when retracting the aerial and would not have expected any telescopic aerial to break in the same circumstances, following my testing of sets with previous aeriels in the past. I'd certainly say that the thin metal strip at the base of the aerial, under a plastic nut, could prove to be a weakness if the aerial is retracted from other than a totally upright position - as was the case when I broke it. It's interesting to note that the telescopic aerial is not referred to in the instruction book, it merely states the use of 2 rubber duck aeriels. With this point in mind it may be easy to substitute a more durable telescopic aerial or even put in a more specific frequency band rubber duck aerial to do the same job. I understand Air Supply will do this with their sets - but please check with them first.

After saying all of the above points it shouldn't be forgotten just what coverage you're getting for your money and the versatility that the set gives you - Military Airband, wide FM coverage for Radio 1 and the wonders of high band etc together with excellent reception on Civil Airband. The set is also easy to carry around and with the NICADS and charging units supplied it has a really useful, and easily fed, power source. In some ways it's almost the ideal set and, if it had slight adjustments made to the scanning and channel changing facilities, I don't think I'd be able to resist buying one. Fairmate advertise the set as "The Ultimate Monitoring and Surveillance Receiver" and, for its price, I think at present I'd have to agree with them although, for the last reason I'll be sticking with my Air 7 for a bit longer. Finally, thanks again to Andy and Mike, Air Supply, 83B High Street, High Street, Yeading, Leeds LS17 7TA tel no (0532) 509581 for loaning me the set for a week and to John Gordon, Nevada Communications, PO Box 70, Portsmouth for kindly replacing the broken aerial by return of post at no cost.

AIRLINE NEWS -

Aer Lingus have sold their BAC1-11-200 fleet to a new Nigerian company called Hold Trade Air. Two of the aircraft have already been delivered, with the other two following in October: all four have been stored at Shannon since their withdrawal between October 1990 and March this year.

The airline has moderated its fleet policy, and now does not plan to introduce the two Boeing 767-300ERs it has into full service until January 1993, and it has agreed to lease both machines to Aeromexico until then.

It now seems as though the airline will begin to use Saab SF340 aircraft on occasional services through Leeds Bradford from June 15, with gradual phasing in of more of the 33-seat SF340s taking place during the latter part of the summer season.

Airtours International now have all five of their new MD83s in service, and are using them on the routes forecast some months ago. The airline's radio callsign is "Kestrel".

American Airlines will commence their long-awaited New York JFK to Manchester service on July 1, flying a daily schedule using 181-seat Boeing 767-200ER aircraft. The airline was one of the beneficiaries of the recent bi-lateral UK/US talks, in which United Airlines was allowed access to Heathrow, and other US airlines were allowed to fly into Manchester.

In return, Virgin Atlantic were permitted to commence services to one additional destination in the USA, and services to Boston will commence on 1 June. Virgin, now flying seven Boeing 747s, also hope to open another scheduled route, possibly to San Francisco or Orlando in the new year.

British Airways The airline's drive to increase efficiency has been further consummated by withdrawing several aircraft from service, and "pulling off" several routes. Another part of the drive has been to launch a number of wide-ranging sales campaigns, as you may well have noticed, and this is aimed at increasing the load factor on the airline's services to acceptable levels on all flights.

The three BAC1-11s which have been withdrawn from service (G-BGKE/F/G) are now having work done on them at Lovaux at Bournemouth prior to their hopeful sale. These three have the highest market value of all the 1-11s in the fleet, and the airline is hopeful of obtaining a good price for the aircraft. Three TriStars have also been withdrawn.

Two Boeing 767-300ERs are currently in store at Marana Air Park, Arizona, pending traffic conditions improving sufficiently to justify their delivery. The two, G-BNWI and G-BNWL, were stored there after completion by Boeing.

In amongst the many cuts made to the network at the end of March, the Newcastle to Frankfurt service was withdrawn. A weekly flight had been operated over the route using a Birmingham European 1-11-400.

BA took delivery of a ninth ATP on 2 May 1991, and this aircraft (G-BRLY) is the first to feature the modifications which will now be supplied as standard on ATPs. It has a lower nosewheel leg, which is aimed at removing the back-heavy appearance of the type, and also has better flaps, which means that the airline can now fly the ATP from Sumburgh with a full load, instead of being limited to the previous 32 passengers. The other eight aircraft in the fleet will be returned to British Aerospace

periodically for upgrading to the new standard. Work is expected to take eighteen months, after which time G-BRLY will be returned to BAE.

Two Boeing 737s which were to go to Caledonian Airways have been retained by British Airways for the summer season, and are to be used to provide extra capacity on Shuttle and European flights when required. A proposed lease to Transavia Holland BV fell through.

British Midland Airways obtained slots to start services from Heathrow to Palma and Nice in the recent slot allocations, and it hopes to start services over both routes during the course of the summer using a DC9-32 on a daily service for each destination.

The airline has introduced Dash Seven aircraft to its East Midlands-Heathrow route, in the form of G-BOAG, which has returned from lease to Brymon. The ATP released from the Heathrow schedule is now employed on the East Midlands-Belfast service, and the DC9-15 off that route is now at Liverpool, operating the Heathrow service. The DC9-32 which formerly operated the Liverpool-Heathrow services has been based at Leeds Bradford, as local residents will no doubt have noticed, releasing the Boeing 737-300 to operate charter contracts.

Britannia Airways' next pair of Boeing 737s are registered G-DAHF and G-BTEJ, and are leased from Air Holland and Icelandair respectively.

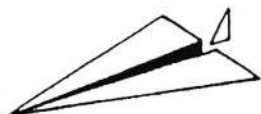
The airline plans to announce which type has been selected as the Boeing 737-200 replacement within the next six months. Current contenders include a mixed fleet of 737-400s and 500s, the MD83 and MD87 or the A320-200. The younger 737-200s are likely to remain in service for some years yet, however, and are being fully refurbished and equipped with audio and video amenity systems to increase their passenger appeal.

Brymon Airways took delivery of a third Dash Eight in March, this time a Series 300 aircraft. Registered G-BRYI and named *City of Glasgow*, it is being used on the Bristol-Glasgow runs.

Brymon opened a daily Bristol-Jersey service on 11 April, using the new Dash Eight 300, and the service also operates to Guernsey three days per week, flying to Plymouth in between. A new five-times weekly Bristol-Newcastle-Aberdeen service began at the same time, and this is being operated by a 36-seat Dash Eight 100 every evening. It arrives at Newcastle at 1645 and 1930, and the route flight numbers are BC721/722.

Dan-Air Services have acquired an ex-Air Europe Boeing 737-400, which is being used on the scheduled service network at present. Registered G-TRNT, the aeroplane is still flying in an all-white scheme with Dan-Air titles. It may well be seen at Manchester, flying the Gatwick schedule, for it has released 737-200 G-WOEL, formerly employed there, to operate the upgraded Inverness-Heathrow services.

Delta Air Lines also gained rights to operate from Manchester in the recent talks. It will open a daily Manchester-Atlanta schedule, using 217-seat B767-300ERs on 27 June.



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