

# AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 18 No 8

(FOR PRIVATE CIRCULATION ONLY)

AUGUST 1992

**EDITOR:-** Trevor Kinghorn, 51 Moseley Wood Walk, Cookridge, Leeds LS16 7HQ, Tel. 614262  
**CHAIRMAN:-** M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19, Guiseley 875137  
**SECRETARY:-** A. Heeley, 29 Victoria Road, Guiseley, Leeds LS20 8DQ, Guiseley 876261  
**TREASURER/REGISTRAR:-** C. Hunter, Residence 2, High Royds Hospital, Menston  
**P.R.O.:-** L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing 15.00 hrs.

SEPTEMBER 6th : Mr Alex Ladage of the F27 Association of Holland, This Gentleman has come a long way to talk to us, please make every effort to attend this meeting.  
OCTOBER 4th : Take an Aspro:- Trevor Davis, Aspro Holidays.  
NOVEMBER 1st : Veteran & Vintage Aircraft. An illustrated talk.  
DECEMBER 6th : Grand Christmas Function.

## CHAIRMAN'S CHAT

Like the newspapers at this time of year, due to the holiday season news is scarce. Up at the airport the holiday season is in full swing, with interesting and colourful visitors being the Wednesday Oasis flight now being done on a semi-regular basis by the Mexican registered MD83, Inter European 757's in at least two colour schemes, a visit from a Balkan's Airbus, the Euro Cyprian Airbus and finally Concorde. We understand the Airport Authorities are about to make an application for 24 hour flying availability during September. When this has been submitted, you could help by writing to your MP and/or Local Councillor expressing the view that Leeds Bradford should have 24 hour availability, in line with other Regional Air Ports.

## TRIPS

Tuesday September 22nd RAF Leeming. Depart approx. 12.00 from the Club. Fare £3.75. All payments due by Sunday September 6th, otherwise seats will be re-allocated to the stand-by list.

## "Aviation - Fundamentals of Flight"

Classes to be held at Hanson Educational Centre, Sutton Ave, Bradford BD2 1JP. For the armchair enthusiast, prospective pilot or simply the curious air traveller, this is an introduction to the science of flying. Classes start W/C 28th September 1992 for ten weeks duration. on Wednesday of each week 7.00 to 8.45pm, fees £24.30. Ring Bradford 546812 (weekdays).

**CREDITS** T.W.Sykes S.W.Rigg R.Fozzard N.Preston C.F.Brown I.Gratton  
L.Scheftsik J.Jackson A.M.Stoneley.

## LEEDS/BRADFORD MOVEMENTS - JULY 1992

2.

	ATA	ATD		ATA	ATD
1. <u>OO-DTG Brasilia</u>	0757		G-BMHX Short 360	0811	
G-BLZT Short 360	0813		G-WIZO Seneca	0858	
<u>EI-CER SAAB 340</u>	0909		G-OLAH Short 360	0934	
G-PKBD DC9	0940		G-OBLK Short 360	0945	
<u>XA-RPH DC9 83</u>	1214		G-PKBD DC9	1251	
G-OLAH Short 360	1257		G-BTSG Cessna 414	1346	
G-BGYJ Boeing 737	1437		G-BLZT Short 360	1540	
G-PKBD DC9	1553		G-KYIN Cessna 421C	1645	
G-PLAH Short 360	1647		G-BMHX Short 360	1803	
G-PKBD DC9	1839		G-BLZT Short 360	1852	
<u>QQ-DTN Brasilia</u>	1906		<u>EI-CFC SAAB 340</u>	1923	
<u>N299FB Gulfstream IV</u>	1955		G-OLAH Short 360	2036	
G-OBLK Short 360	2040		G-PKBD DC9	2153	
2. <u>OO-DTL Brasilia</u>	0734		G-BLGB Short 360	0758	
G-NUIG King Air C90	0835		<u>EI-CFA SAAB 340</u>	0903	
G-BLZT Short 360	0910		G-BUZZ Boeing 757	0931	
G-OLAH Short 360	0933		G-PKBD DC9	0938	
<u>F-GJMR King Air 200C</u>	0944		G-OBLK Short 360	0948	
G-BSGT Cessna T210N	0957		G-OAHK Boeing 757	1103	
G-BDCE Cessna F172H	1159		G-PKBD DC9	1243	
G-OLAH Short 360	1257		G-ATYN Cessna F150G	1518	1603
G-PKBD DC9	1539		G-OBOW Short 360	1608	
G-BPBM Warrior II	1633		G-OLAH Short 360	1644	
<u>N299FB Gulfstream IV</u>	1652		<u>N2088M Warrior II</u>	1801	1906
G-BLGB Short 360	1813		G-PKBD DC9	1847	
<u>QQ-DTO Brasilia</u>	1908		<u>EI-CFC SAAB 340</u>	1920	
G-OBOW Short 360	1925		G-OBLK Short 360	2029	
G-OLAH Short 360	2042		G-OAHK Boeing 757	2121	
G-PKBD DC9	2143		<u>5B-DBB Airbus A320</u>	2149	
3. <u>OO-DTN Brasilia</u>	0733		G-POGU Jetstream	0805	
G-OBOW Short 360	0807		G-BNGM Boeing 737-300	0840	
<u>EI-CFD SAAB 340</u>	0910		G-PKBD DC9	0932	
G-OLAH Short 360	0937		G-OBLK Short 360	0945	
G-BJIR Citation II	1111		G-AWSY Boeing 737	1245	
G-PKBD DC9	1249		G-OLAH Short 360	1306	
<u>9H-ABE Boeing 737</u>	1325		G-MONJ Boeing 757	1344	
G-UKLD Boeing 737-400	1440		G-PKBD DC9	1528	
G-OLAH Short 360	1646		G-OBLK Short 360	1724	
G-BLGB Short 360	1818		G-PKBD DC9	1833	
<u>OO-DTG Brasilia</u>	1905		G-JEAA Friendship	1917	
<u>EI-CFD SAAB 340</u>	1927		G-PKBD DC9	2217	
4. <u>OO-DTI Brasilia</u>	0739		G-BNGM Boeing 737-300	0746	
<u>LZ-BFG TU154</u>	0800		G-LEGS Short 360	0839	
G-OBOW Short 360	0903		G-PKBD DC9	0928	
<u>EI-FKE Fokker F50</u>	0945		G-BLDE Boeing 737	1119	
G-ELDI DC9	1245		G-BOAC Concorde	1310	
G-OBLK Short 360	1401		G-BLDE Boeing 737	1457	
G-OREX Short 360	1543		G-MOAT King Air 200	1603	
G-BJYL BAC 1-11	1621		G-OGCI Short 360	1643	
G-OBLK Short 360	1714		G-BMAC DC9	1900	
<u>EI-CFD SAAB 340</u>	1924		G-BMAC DC9	2149	
G-BNGM Boeing 737-300	2221				

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
5. G-BNGM Boeing 737-300	0822		<u>EI-CFD SAAB 340</u>	0857	
G-AZRG Aztec	0905		G-BMAC DC9	0925	
G-BGTG Aztec	0927		G-BOWR Boeing 737-300	1017	
G-BLTO Short 360	1306		G-ELDH DC9	1324	
G-BPLA Boeing 737	1334		G-BTMA Cessna 172N	1351	
EC-BOZ DC9 83	1528		G-OBOH Short 360	1531	
<u>EI-BEE Boeing 737</u>	1547		G-BJYL BAC 1-11	1644	
G-OBLK Short 360	1707		G-BGTG Aztec	1720	
LZ-BTG TUL54	1728		G-BMAC DC9	1836	
G-OBOH Short 360	1849		<u>OO-DTN Brasilia</u>	1857	
<u>EI-CFD SAAB 340</u>	1933		G-OBLK Short 360	2023	
G-BNGM Boeing 737-300	2037		G-BMAC DC9	2128	
6. G-IEAA Boeing 737-300	0710		<u>OO-DTI Brasilia</u>	0743	
G-BGBY Tomahawk	0754		G-WACK Short 360	0758	
G-OBOH Short 360	0808		<u>EI-CFA SAAB 340</u>	0903	
G-BMAK DC9	0942		G-OBLK Short 360	0946	
G-BSGT Cessna T210N	1046		G-OANC Warrior II	1205	
G-BMAC DC9	1246		G-TKPZ Cessna 310R	1308	
OY-MMU Fokker F50	1312		G-BJYD Cessna 152	1414	
<u>VR-CHR Cessna 340</u>	1430		G-BBCG Boeing 737	1501	
G-KYIN Cessna 421C	1517		G-BMAC DC9	1521	
G-OBOH Short 360	1525		G-OBLK Short 360	1710	
G-SACS Cadet	1756		G-DARA Seneca	1804	
G-WACK Short 360	1811		G-BMAC DC9	1829	
G-OBOH Short 360	1846		<u>OO-DTO Brasilia</u>	1911	
<u>EI-CFD SAAB 340</u>	1931		<u>G-IEAA Boeing 737-300</u>	1951	
G-OBLK Short 360	2024				
7. <u>VR-BMQ Gulfstream II-B</u>	0738	0846	<u>OO-DTN Brasilia</u>	0740	
G-OBOH Short 360	0808		G-BMIG Short 360	0815	
<u>F-GFFP Falcon 10</u>	0830		G-BATW Cessna F172M	0831	
G-BRFV Cessna T182	0844		<u>EI-CFB SAAB 340</u>	0904	
G-BMAK DC9	0945		G-OBLK Short 360	0953	
<u>EI-DMI Navajo</u>	1009	1300	G-ATMW Cherokee 140	1120	
XX497 Jetstream	1230		G-BMAC DC9	1245	
G-JLRW Duchess	1307		G-ODNP Cessna 310R	1315	
G-BHWE Boeing 737	1324		G-GULL Jetranger	1353	
G-BYAE Boeing 757	1524		G-BMAC DC9	1531	
G-OBOH Short 360	1553		G-TERI F33A Bonanza	1630	
G-OBLK Short 360	1708		G-BMIX Short 360	1802	
G-BMAC DC9	1832		G-OBOH Short 360	1855	
<u>OO-DTH Brasilia</u>	1905		<u>9H-ABG Boeing 737</u>	1913	
<u>EI-CFA SAAB 340</u>	1949		<u>VR-BMQ Gulfstream II-B</u>	2008	2141
G-OBLK Short 360	2027		G-BMAC DC9	2137	
8. <u>OO-DTF Brasilia</u>	0733		G-OBHD Short 360	0757	
G-WACK Short 360	0810		<u>EI-CFB SAAB 340</u>	0900	
G-BLKY Baron	0904		G-BMAC DC9	0937	
G-OBLK Short 360	0941		G-CZAR Citation V	1004	
<u>XA-RPH DC9 83</u>	1151		G-BMAC DC9	1239	
G-BLZT Short 360	1523		G-BMAC DC9	1533	
G-AZWW Aztec	1622		G-OBLK Short 360	1656	
G-OMGC HS.125 600B	1756	1651(9)	G-ROWN King Air 200	1804	



LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
8. G-BMAK DC9	1828		G-BLZT Short 360	1850	
OO-DTI Brasilia	1917		EI-CFA SAAB 340	1923	
G-ODNP Cessna 310R	1958		G-BMHK Short 360	2015	
G-OBLK Short 360	2023		G-BMAK DC9	2128	
9. OO-DTG Brasilia	0737		G-BLZT Short 360	0804	
G-BMHK Short 360	0809		EI-CFA SAAB 340	0928	
G-BUDZ Boeing 757	0932		G-BMAK DC9	0937	
G-OBLK Short 360	0958		G-OAHK Boeing 757	1013	
G-BMAK DC9	1241		G-DIXI Navajo	1312	
ZE701 BAe 146	1424		G-BMAK DC9	1517	
G-OBLK Short 360	1532		G-KYIN Cessna 421C	1600	
G-BLZT Short 360	1706		G-KYIN Cessna 421C	1750	
G-BLGB Short 360	1822		G-BMAK DC9	1824	
G-OBLK Short 360	1857		OO-DTN Brasilia	1900	
EI-CFB SAAB 340	1921		G-JHAN King Air 200	1944	
G-OAHK Boeing 757	2006		G-BLZT Short 360	2022	
5B-DEB Airbus A320	2108		G-PKBD DC9	2137	
10. OO-DTJ Brasilia	0739		G-OBLK Short 360	0755	
G-BLGB Short 360	0800		G-BNGM Boeing 737-300	0826	
EI-CFC SAAB 340	0858		G-BLZT Short 360	0926	
G-PKBD DC9	0939		G-BATW Cessna F172M	0954	
G-FRST Seminole	0959		G-HFGU Seneca	1016	
G-DARA Seneca	1206		G-HPFM Warrior II	1215	
G-AWSY Boeing 737	1219		G-AZLY Cessna F150L	1222	
G-PKBD DC9	1244		9H-ABC Boeing 737	1208	
G-DAJB Boeing 757	1310		G-ESFG Seneca	1411	
G-BDSL Cessna F150M	1509		G-TKPZ Cessna 310R	1511	
G-OBLK Short 360	1522		G-PKBD DC9	1525	
G-UKIA Boeing 737-400	1635		G-BLAW Archer II	1755	
G-BLZT Short 360	1759		G-BLGB Short 360	1816	
G-PKBD DC9	1825		G-BNGM Boeing 737-300	1843	
G-OBLK Short 360	1850		OO-DTF Brasilia	1858	
EI-CFB SAAB 340	1918		G-FISH Cessna 310R	1925	
11. G-BNGM Boeing 737-300	0700		OO-DTO Brasilia	0730	
G-BMKX Short 360	0832		G-OBLK Short 360	0908	
XV733 Wessex	1926 1027		EI-PKF Fokker F50	0946	
G-BMAH DC9	1001		G-BACB Seneca	1010	
ZE702 BAe 146	1013 1632		G-BLDE Boeing 737	1102	
G-PKBE DC9	1248		G-BRFA Navajo	1340	
G-BLZT Short 360	1356		G-BLDE Boeing 737	1500	
G-MAXW Short 360	1531		G-BJYL BAC 1-11	1558	
XV733 Wessex	1619 1651		G-OREX Short 360	1659	
G-BLZT Short 360	1719		G-RHCC Navajo	1747 2243	
G-HPFM Warrior II	1833		G-BMAH DC9	1847	
EI-CFA SAAB 340	1823		I2-ABB Airbus A320	1941 0947(1)	
G-BMAH DC9	2122		G-BNGM Boeing 737-300	2157 2316	
I2-HGC TU154	2311 2345				
12. G-BNGM Boeing 737-300	0859		EI-CFA SAAB 340	0908	
G-BMAH DC9	0928		G-OSND Cessna FRA150M	1055 1157	
HB-VKR Falcon 10	1130 1320		G-JHAN King Air 200	1133	
G-BPNT BAe 146	1136		G-BMAH DC9	1235	

## LEEDS/BRADFORD MOVEMENTS (Contd.)

5.

	ATA	ATD		ATA	ATD
12. <u>VR-BMQ Gulfstream II-B</u> n/s	1236		G-MAXW Short 360	1314	
<u>SE-DTQ DC9 83</u>	1443		G-OBLK Short 360	1526	
<u>EI-CFA SAAB 340</u>	1549		G-BJYL BAC 1-11	1621	
G-BLZT Short 360	1658		G-BRFA Navajo	1812	
G-PKBM DC9	1843		G-OBLK Short 360	1849	
<u>OO-DTL Brasilia</u>	1905		<u>EI-CFD SAAB 340</u>	1908	
G-KYIN Cessna 421C	1943		G-BLZT Short 360	2020	
G-BHIR Arrow	2031		G-BNGM Boeing 737-300	2104	
G-PKBM DC9	2128		<u>IZ-HFO TUI 54</u>	2142	2243
13. <u>OO-DTL Brasilia</u>	0741		G-OBLK Short 360	0800	
G-BMHK Short 360	0805		<u>CCCF-85546 TUI 54</u>	0809	1117
G-BNGM Boeing 737-300	0842		<u>G-NUIG King Air C90</u>	0847	
XX 508 BAe 125	0857	1423	<u>EI-CFC SAAB 340</u>	0901	
G-PKBM DC9	0927		G-BLZT Short 360	0941	
G-WPBR BAe 125 800B	1126	1559	<u>N80302 Seneca</u>	1209	
G-TONI Cessna 421C	1212		G-PKBM DC9	1243	
G-NUTZ Twin Squirrel	1315		G-BPIA Boeing 737	1426	
G-PKBM DC9	1512		G-OBLK Short 360	1517	
G-BLZT Short 360	1652		G-WACK Short 360	1801	
G-PKBM DC9	1821		G-OBLK Short 360	1836	
<u>EI-CFD SAAB 340</u>	1912		G-BAJN AA5 Traveler	1937	
<u>VR-BMQ Gulfstream II-B</u>	2004	2108	G-BLZT Short 360	2006	
<u>OO-DTH Brasilia</u>	2114		G-PKBM DC9	2131	
14. <u>OO-DTO Brasilia</u>	9738		G-OBLK Short 360	0800	
G-BOMK Short 360	0812		G-BRNV Archer II	0829	
<u>EI-CFA SAAB 340</u>	0851		<u>HB-VKO Falcon 20</u>	0901	
<u>F-GKAL Falcon 20</u>	0918	1126	G-PKBM DC9	0938	
G-BLZT Short 360	0941		G-FRST Seminole	0952	
<u>PH-AST Navajo</u>	1034	1814	<u>ZE702 BAe 146</u>	1050	
<u>ZH536 BN2 Islander</u>	1121		G-BGFW Seneca	1124	
G-PKBM DC9	1253		G-BJXJ Boeing 737	1325	
G-BYAC Boeing 757	1441		G-PKBM DC9	1517	
G-OBLK Short 360	1523		G-BJYD Cessna 152	1536	
G-BLZT Short 360	1701		G-BMAR Short 360	1804	
G-OBLK Short 360	1841		<u>9H-ABG Boeing 737</u>	1844	
G-PKBE DC9	1858		<u>EI-CFD SAAB 340</u>	1910	
<u>OO-DTH Brasilia</u>	1920		G-BLZT Short 360	2020	
15. <u>OO-DTH Brasilia</u>	0743		G-OBLK Short 360	0758	
G-BMHK Short 360	0800		G-OANC Warrior II	0855	
ZF520 Navajo	0857		<u>EI-CFB SAAB 340</u>	0858	
G-FIZZ Warrior II	0917		G-PKBE DC9	0937	
G-BLZT Short 360	0945		G-AZLY Cessna F150L	1103	
G-BPAD Seneca	1115		G-EGGE Tomahawk	1121	
G-ATYN Cessna F150G	1140		<u>XA-RPH DC9 83</u>	1157	
G-BSFG Seneca	1221		G-PKBE DC9	1241	
G-BEWR Cessna F172N	1347		G-AWSY Boeing 737	1446	
G-PKBE DC9	1517		G-OBLK Short 360	1520	
G-KYIN Cessna 421C	1644		G-BLZT Short 360	1656	
G-BMHK Short 360	1757		G-BHBS Turbo Arrow	1814	
G-PKBE DC9	1830		G-CZAR Citation V	1834	1854
G-OBLK Short 360	1848		G-TEWS Cherokee 140B	1857	
<u>OO-DTH Brasilia</u>	1920		<u>EI-CFC SAAB 340</u>	1925	
G-BLZT Short 360	2008		G-PKBE DC9	2120	

## LEEDS/BRADFORD MOVEMENTS (Contd.)

6.

	ATA	ATD		ATA	ATD
16. <u>OO-MTD Brasilia</u>	0739		G-OBLK Short 360	0759	
G-TKPZ Cessna 310R	0802		G-WACK Short 360	0817	
ET-CFA SAAB 340	0858		G-BUDZ Boeing 757	0918	
G-PKBE DC9	0923		G-BGVT Cessna R182	0930	
G-IEAC Boeing 757	0933		G-BLZT Short 360	0946	
G-BDVU Mooney M20F	1012		G-BIDF Cessna F172P	1029	
G-BFGD Cessna F172N	1111		G-BEWR Cessna F172N	1150	
G-PKBE DC9	1237		G-BADP Boeing 737	1253	
G-BJYD Cessna 152	1403		G-PKBE DC9	1519	
G-OBLK Short 360	1530		G-ARVO Super Cub	1539	
G-BLZT Short 360	1658		G-BKMX Short 360	1810	
G-PKBE DC9	1832		G-IEAC Boeing 757	1836	
G-OBLK Short 360	1850		G-BATW Cessna F172M	1856	
<u>OO-DTO Brasilia</u>	1906		ET-CFC SAAB 340	1914	
G-BLZT Short 360	2022		G-PKBE DC9	2124	
5B-DEC Airbus A320	2142				
17. <u>G-BWMP Rockwell 695A</u>	0717		<u>OO-DTG Brasilia</u>	0745	
F-GHIX Falcon 10	0757	1754	<u>N4647J Arrow</u>	0809	
G-OBLK Short 360	0811		G-BLPV Short 360	0816	
G-BNGL Boeing 737-300	0832		ET-CFD SAAB 340	0856	
G-OWNR King Air 200	0901		G-WPLC King Air 200	0902	
G-PKBE DC9	0921		G-BLZT Short 360	0941	
G-BNMB Warrior	1052		G-BNRX Seneca	1055	
<u>N83196 Arrow</u>	1115		G-AWSY Boeing 737	1215	
G-PKBE DC9	1244		<u>9H-ABF Boeing 737</u>	1308	
G-MONJ Boeing 757	1340		G-OBLK Short 360	1532	
G-UKIA Boeing 737-400	1537		G-BNME Cessna 152	1548	
G-PKBE DC9	1548		G-BNMB Warrior	1612	
G-BLZT Short 360	1707		G-BLPV Short 360	1815	
G-ELDI DC9	1832		G-OBLK Short 360	1853	
G-KYIN Cessna 421C	1903		<u>OO-DTH Brasilia</u>	1906	
G-ODNP Cessna 310R	1916		G-BNGL Boeing 737-300	1920	
ET-CFB SAAB 340	1925		G-BLZT Short 360	2033	
G-ELDI DC9	2129				
18. <u>G-BNGL Boeing 737-300</u>	0702		<u>LZ-RTI Tui 54</u>	0720	
<u>OO-DTK Brasilia</u>	0744		G-BKMX Short 360	0843	
G-OBLK Short 360	0910		ET-FKD Fokker 50	0943	
G-EMAH DC9	0947		G-POPI TB-10 Tobago	1056	
G-BLDE Boeing 737	1101		G-BKTZ T-67 Firefly	1155	
G-ROUS Seneca	1207		G-JHAN King Air 200	n/s	1220
G-ELDH DC9	1238		G-BLZT Short 360	n/s	1344
G-BSIM Archer II	1349		G-JANE Cessna 340	n/s	1442 (22)
<u>YU-BNA Falcon 50</u>	1447	1856	G-BLDE Boeing 737	1517	
G-OREX Short 360	1520		G-BPWN Cessna 150L	1538	
G-BJYL BAC 1-11	1604		G-BLZT Short 360	1719	
G-MAXW Short 360	1736		<u>PH-DPD Turbo Arrow IV</u>	1810	1915
G-EMAA DC9	1850		ET-CFD SAAB 340	1921	
G-BNGL Boeing 737-300	2115	2300	G-EMAA DC9	2117	
19. <u>G-OJCB Jetranger</u>	0848		G-BNGL Boeing 737-300	0855	
ET-CFA SAAB 340	0858		G-BGTG Aztec	0905	
G-EMAA DC9	0925		G-BLFO Short 360	0956	



## LEEDS/BRADFORD MOVEMENTS (Contd.)

7.

	ATA	ATD		ATA	ATD
19. G-BOWR Boeing 737-300	1013		00-GMG Saratoga SP	1119	
G-OREX Short 360	1211		G-EMAA DC9	1228	
SE-DFT DC9 83	1400		G-OBLK Short 360	1517	
G-BJUR Tomahawk	1523		EI-CFB SAAB 340	1605	
G-BJYL BAC 1-11	1658		G-BLZT Short 360	1659	
G-BGTG Aztec	1709		IZ-BTO TUI 54	1717	
G-BAAZ Arrow	1726	(25)	G-OJCB Jetranger	1728	
G-EMAG DC9	1828		G-OBLK Short 360	1844	
00-DTK Brasilia	1906		EI-CFA SAAB 340	1913	
G-JHAN King Air 200	2003		G-BLZT Short 360	2017	
G-ENGL Boeing 737-300	2054		N739K King Air C90	2059	2202
N3036A Seneca	2040	2150	G-PKBD DC9	2200	
20. 00-DTO Brasilia	0737		G-OBLK Short 360	0800	
G-BLPV Short 360	0805		G-ENGL Boeing 737-300	0809	
EI-CFA SAAB 340	0858		G-PKBD DC9	0938	
G-BLZT Short 360	0945		G-BBTS V35B Bonanza	1043	1702(21)
G-BYSE Jetranger	1212		G-EXEC Seneca	1248	
G-PKBD DC9	1253		G-BHWE Boeing 737	1425	
G-CZAR Citation V	1510		G-OBLK Short 360	1521	
G-PKBD DC9	1527		HB-YCT Rutan LongEz	1541	1228(21)
G-BLZT Short 360	1704		G-BLPV Short 360	1817	
G-PKBD DC9	1837		G-OBLK Short 360	1842	
00-MTD Brasilia	1855		EI-CFA SAAB 340	1919	
G-BLZT Short 360	2024		G-EMAM DC9	2157	
21. 00-DTK Brasilia	0745		G-OBLK Short 360	0805	
G-WACK Short 360	0808		EI-CFC SAAB 340	0856	
G-EMAM DC9	0925		G-BLZT Short 360	0935	
G-BNFX Seneca	0941		G-LIMA Rockwell 114	0946	1319
HB-IEP Falcon 50	1029		ZE700 BAe 146	1222	1242
G-EMAM DC9	1240		G-HTZF Boeing 737	1335	
G-OBLK Short 360	1522		G-BYAC Boeing 757	1526	
G-EMAM DC9	1539		G-AWTA Cessna E310N	1618	
G-BLZT Short 360	1653		G-WACK Short 360	1800	
G-EMAM DC9	1834		G-BASL Cherokee 140F	1835	
G-OBLK Short 360	1842		G-OANC Warrior II	1845	
00-DTK Brasilia	1853		EI-CFD SAAB 340	1912	
9H-ABB Boeing 737	2000		G-BLZT Short 360	2015	
G-ASHA Cessna F172D	2024		G-EMAM DC9	2129	
22. 00-DTE Brasilia	0731		G-OBLK Short 360	0748	
G-WACK Short 360	0805		EI-CFC SAAB 340	0853	
G-BIKY Baron	0901		G-BLZT Short 360	0923	
G-EMAM DC9	0928		G-BEWR Cessna F172N	1009	
G-BJZK Cessna T303	1054		ZE701 BAe 146	1057	
XA-RPH DC9 83	1147		G-EMAM DC9	1240	
G-BATK Cessna F150L	1440		G-OBLK Short 360	1521	
G-EMAM DC9	1546		ZG886 Lynx	1643	1704
G-BBPW Robin HR100/210	1649		G-BLZT Short 360	1654	
G-WACK Short 360	1806		G-EMAM DC9	1823	
G-OBLK Short 360	1846		00-DTK Brasilia	1910	
EI-CFB SAAB 340	1915		G-BNOM Boeing 737-300	1932	2224
G-BLZT Short 360	2012		G-EMAM DC9	2129	

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
23.00-DTH Brasilia	0727		G-OBLK Short 360	0758	
G-BLPV Short 360	0801		G-ORCL Cessna 421C	0842	
EI-CFA SAAB 340	0857		G-GNXC Boeing 757	0902	
G-BMAM DC9	0921		G-STAT Cessna U206	0939	
G-BLZT Short 360	0940		G-EXEC Seneca	1126	
G-RCED Rockwell 114	1136		G-BNYP Cessna 152	1149	
G-AZFC Cherokee 140D	1222		G-BMAM DC9	1227	
G-AWAI Baron	1331		G-BDRD Cessna FRA150M	1423	
G-BMAM DC9	1518		G-OBLK Short 360	1543	
G-ORCL Cessna 421C	1618		G-BLZT Short 360	1703	
G-BMAR Short 360	1814		G-BMAM DC9	1829	
G-OBLK Short 360	1903		00-DTG Brasilia	1907	
EI-CFB SAAB 340	1914		G-FPCL AA7 Cougar	1946	
G-ECGE Tomahawk	1949		G-BLZT Short 360	2024	
5B-DBC Airbus A320	2124		G-BMAM DC9	2131	
24.00-DTK Brasilia	0735		G-OBLK Short 360	0757	
G-BMLC Short 360	0807		G-BNGM Boeing 737-300	0815	
G-ATYN Cessna F150G	0832		EI-CFD SAAB 340	0901	
G-PKBE DC9	0934		G-BLZT Short 360	0939	
G-BFEC Aztec	1020		G-AWSY Boeing 737	1200	
G-BISZ Sikorsky S76	1217		G-BIBC Sikorsky S76	1217	
G-PKBE DC9	1223		G-BNYP Cessna 152	1317	
9H-ABC Boeing 737	1328		G-UKIA Boeing 737-400	1504	
G-MONK Boeing 757	1506		G-PKBE DC9	1513	
G-BSTZ Cherokee 140	1524		G-OBLK Short 360	1525	
G-BLZT Short 360	1701		G-BNME Cessna 152	1732	
G-BMLC Short 360	1805		G-PKBE DC9	1824	
G-BNGM Boeing 737-300	1832		G-OBLK Short 360	1851	
LN-TEZ Fuji FA200	n/s 1852 (28)		00-DTG Brasilia	1905	
EI-CFB SAAB 340	1912		G-ODNP Cessna 310R	1914	
G-BITW Short 330	1951	2114	G-BLZT Short 360	2023	
G-PKBE DC9	2130				
25.G-BNGM Boeing 737-300	0700		1Z-HFL TU154	0713	
00-DTG Brasilia	0741		G-BKMK Short 360	0827	
G-OBOH Short 360	0857		G-BMAH DC9	0928	
EI-FKB Fokker 50	0945		G-AWSM Cherokee 235C	1028	
G-BLDE Boeing 737	1047		G-BBFX Seneca	1058	
G-BPWN Cessna 150L	1213		G-WERY TB-20 Trinidad	1217	
G-PKBE DC9	1236		G-KART Warrior II	1252	
G-BLZT Short 360	1352		G-BLDE Boeing 737	1447	
G-OREX Short 360	1526		G-BPWN Cessna 150L	1600	
G-BJYL BAC 1-11	1603		G-MAXW Short 360	1646	
G-BHIN Cessna 152	1713		G-OBOH Short 360	1757	
G-HELE Jetranger	1806		EI-CFB SAAB 340	1916	
G-BMAH DC9	1919		G-BMAH DC9	2138	
G-BNGM Boeing 737-300	2140				
26.G-BNGM Boeing 737-300	0738		EI-CFC SAAB 340	0901	
G-BMAH DC9	0913		G-MAXW Short 360	0956	
G-BLDE Boeing 737	1020		G-BOHO Warrior II	1045	
G-BMAH DC9	1234		G-OREX Short 360	1241	
G-BLDE Boeing 737	1401		G-BHWE Boeing 737	1404	
EC-ETG DC9 83	1430		G-OBHD Short 360	1514	
EI-CFC SAAB 340	1547		G-BJYL BAC 1-11	1629	
G-WERY TB-20 Trinidad	1634		G-BLZT Short 360	1652	



## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
26. <u>12-HA Tui 54</u>	1817		G-ELDI DC9	1829	
G-RJWW Maule M5-235C	1832		G-OBHD Short 360	1843	
G-BAIW Cessna F172M	1858		<u>EI-CFB SAAB 340</u>	1910	
<u>OO-DTG Brasilia</u>	1914		G-BNGM Boeing 737-300	2021	
G-BLZT Short 360	2027		G-ELDI DC9	2128	
27. <u>00-DTG Brasilia</u>	0730		G-BNGM Boeing 737-300	0757	
G-BMLC Short 360	0759		G-OBHD Short 360	0807	
<u>EI-CFB SAAB 340</u>	0856		G-ELDI DC9	0927	
G-BLZT Short 360	0932		<u>EI-BIF Rallye 235E</u>	0935	1738
G-EGBY Tomahawk	1040		<u>CCCP-85546 Tui 54</u>	1109	1207
G-BSTZ Cherokee 140	1127		G-ELDI DC9	1231	
G-BYEE Mooney M20.K	1309		G-BECG Boeing 737	1446	
G-OBHD Short 360	1518		G-ELDI DC9	1521	
G-GWHH Twin Squirrel	1635		G-BLZT Short 360	1650	
<u>D-CHJH Citation II n/s</u>	1746	1044	G-BMLC Short 360	1755	
G-BASL Cherokee 140F	1757		G-BLZT Short 360	1815	
G-ELDI DC9	1832		G-OBHD Short 360	1844	
G-KYIN Cessna 421C	1854		<u>OO-DTJ Brasilia</u>	1904	
<u>EI-CFA SAAB 340</u>	1918		G-ELDI DC9	2130	
28. <u>00-DTO Brasilia</u>	0739		G-BMLC Short 360	0753	
G-OBHD Short 360	0801		<u>EI-BEC Boeing 737</u>	0849	
G-ELDI DC9	0931		G-BLZT Short 360	0939	
G-BISJ Cessna 340A	0953		G-BBEV Cherokee 140D	1011	
G-AVNN Cherokee 180C	1045		G-WERY TB-20 Trinidad	1134	
G-OANC Warrior	1142		G-BWMP Rockwell 695A	1213	
G-BSCP Cessna 152	1232		G-ELDI DC9	1247	
G-BECH Boeing 737	1344		G-BYAD Boeing 757	1441	
G-KYIN Cessna 421C	1456		<u>D-BMTM Challenger 600S</u>	1507	1557
G-EJET Citation II	1512	1606	G-ELDI DC9	1523	
G-OBHD Short 360	1529		G-MIMI TB-20 Trinidad	1552	
G-SACT Cadet	1613		G-BEWR Cessna F172N	1649	
G-BLZT Short 360	1700		G-BMUZ Warrior II	1754	
G-BMLC Short 360	1809		G-ELDI DC9	1824	
G-OBHD Short 360	1844		<u>9H-ABG Boeing 737</u>	1846	
<u>OO-DTF Brasilia</u>	1852		<u>EI-CFA SAAB 340</u>	1919	
G-BLZT Short 360	2024		G-ELDI DC9	2119	
29. <u>00-DTH Brasilia</u>	0737		G-OBHD Short 360	0751	
G-BMLC Short 360	0801		<u>E-GELA Falcon 10</u>	0833	1711
<u>EI-CFC SAAB 340</u>	0902		G-ELDI DC9	0935	
G-BLZT Short 360	0939		G-ARYI Cessna 172C	0947	
<u>OO-ELM Cessna F182Q</u>	1023	1647	G-BWMP Seneca	1051	
G-OBMW AA5 Traveler	1108		<u>XA-RPH DC9 83</u>	1151	
G-HURN Robinson R-22	1222		G-ELDI DC9	1241	
G-BHIN Cessna F152	1326		G-BEWR Cessna F172N	1340	
G-AVCM Comanche B	1346		G-LACB Warrior II	1404	
G-AWSY Boeing 737	1456		G-OBHD Short 360	1526	
G-ELDI DC9	1528		G-BFIG Cessna FR172K	1546	
G-HALC Arrow II	1634		G-BLZT Short 360	1658	
G-BMHX Short 360	1810		G-ELDI DC9	1827	
G-OBHD Short 360	1843		<u>OO-DTL Brasilia</u>	1854	
<u>EI-CFD SAAB 340</u>	1918		G-BLZT Short 360	2014	
G-ELDI DC9	2131				

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
30.00-DTK Brasilia	0737		G-OBHD Short 360	0754	
G-BLGB Short 360	0757		G-BUDZ Boeing 757	0849	
EI-CFA SAAB 340	0900		G-BKTZ T67M Firefly	0902	
G-IEAB Boeing 757	0933		G-ELDI DC9	0936	
G-BLZT Short 360	0947		G-BKTZ T67M Firefly	1053	
00-JJA Turbo Arrow IV	1113	1414	G-BFPH Cessna F172K	1140	
S9-TAE BAC 1-11	1157	1416	G-ELDI DC9	1234	
G-KYIN Cessna 421C	1254		G-BSEW Jetranger	1302	
G-NNAC Super Cub	1327		G-BTHA Cessna 182P	1332	
G-ELDI DC9	1532		G-OBHD Short 360	1537	
G-BLZT Short 360	1653		G-BLGB Short 360	1813	
G-ROMA Hughes 369HS	1837		G-OBHD Short 360	1844	
G-IEAB Boeing 757	1901		00-DTF Brasilia	1905	
EI-CFB SAAB 340	1913		G-BLZT Short 360	2021	
G-OBMA Boeing 737-300	2133		5B-DBC Airbus A320	2145	
G-ELDG DC9					
31.00-DTL Brasilia	0728		G-BNGL Boeing 737-300	0758	
G-OBHD Short 360	0802		G-BLPV Short 360	0804	
G-HELE Jetranger	0833		EI-CFD SAAB 340	0902	
G-ELDG DC9	0932		G-BLZT Short 360	0942	
G-BEJV Seneca	1011		G-BPTL Cessna 172N	1116	
G-AVVO Arrow	1136		G-AWSY Boeing 737	1224	
G-ELDG DC9	1237		9H-ABF Boeing 737	1316	
G-UKIA Boeing 737-400	1438		G-MONJ Boeing 757	1441	
G-OBHD Short 360	1530		G-ELDG DC9	1551	
I-ATRG ATR 42	1556		G-BHTT Citation	1658	1816
G-BLZT Short 360	1702		G-BNEZ Cessna 421C	1722	
G-BIBG Sikorsky S76A	1752	2029	G-BMAR Short 360	1815	
G-ODNP Cessna 310R	1829		G-BNGL Boeing 737-300	1835	
G-ELDI DC9	1845		00-DTH Brasilia	1855	
G-JHAN King Air 200	n/s	1857	EI-CFB SAAB 340	1917	
G-BRFA Navajo	1931		G-OBHD Short 360	1938	
G-AYGX Cessna FR172C	2002	2033	G-BLZT Short 360	2058	
G-ELDI DC9	2132				

FROM/TO:- 1. N299FB/Miami; 2. N299FB/Exeter, F-GJMR/Valenciennes, N2088M/Earls Colne; 6.0Y-MMU/f/t Billund, VR-CHR/Cranfield; 7.VR-BMQ/Nice-Le Bourget & return, XX497/f/t Finningley, F-GFFP/Le Bourget, EI-DMI/Waterford-Coventry; 9.ZE701/Lyneham; 11.XV733/Benson-Strensall & return, ZE702/Northolt-Benson; 12.HB-VKR/Hatfield-Heathrow, VR-BMQ/Cambridge; 13.CCCP85546/f/t Riga, XX508/Northolt, N80302/Southampton, VR-BMQ/Dinard; 14.HB-VKO/Geneva, F-GKAL/Le Bourget, PH-AST/Manchester-Rotterdam, ZE702/Lyneham, ZH536/Northolt; 15.ZF520/Farnboro; 17.F-GHDX/f/t Quimper, N4647J/Barton, N83196/Luton; 18.YU-BNA/Gatwick-Belgrade, PH-DPD/Rufforth; 19.00-GMG/Cherleroi, N749K/f/t Manchester, N3036A/f/t Manchester; 20.HB-YCT/Donaueschingen; 21.HB-IEP/Geneva, ZE700/Northolt; 22.ZG886/Dishforth, ZE701/Finningley; 24.LN-TEZ/Groningen-n/s-Bristol; 27.EI-BIF/f/t Weston, D-CHJH/Hatfield-Paderborn; 28.B-BMTM/Rimini-Munich; 29.00-ELN/f/t Antwerp, F-GEIA/f/t Pau; 30.S9-TAE/Luton-Copenhagen, 00-JJA/Coventry-Ostend; 31.I-ATRG/f/t Genoa.

OVERSHOTS:- 1. XX493/FYY79 & FYY78; 2.XS711/FYY49; 3.XV305/Ascot759, XX493/FYY69; 6.XW328/LOP41, XX500/FYY81 & FYY80, XX497/FYY79; 7.XX498/FYY69, VP981/Devon92, XX499/FYY68; 9.XX493/FYY71; 12.G-TKPZ; 14.VP981/Devon92, XX500/FYY77, XX495/FYY74, G-TKPZ; 15.XX496/FYY72; 16.XX499/FYY80, XS710/FYY42, G-BRPU; 17.XX496/FYY79, XX498/FYY74; 20.XX498/FYY71, XX493/FYY72; 21.XM466/LOP11, XX500/FYY38; 24.ZF212/Cranwell 72; 27.XZ212/Army361; 29.XX494/FYY60.



LEEDS/BRADFORD MOVEMENTS (Contd.)CALLSIGNS:-

3. G-BJIR/Beauport 834; 4. G-MOAT/Air Swift 10; 5. G-AZRG/Woodair 03, G-BTMA/Cheshair 07; 7. G-CULL/Dollar 34; 8. G-AZWW/Trojan 301, G-ROWW/Chaufair 433-4, G-OMGC/Magec 530B n/s 580A; 13. G-TONT/Merrix 111; 20. G-BYSE/Dollar 34; 24. G-BITW/Celtic 526; 28. G-EJET/Jet 504, G-BEWR/Cheshair 07; 29. G-BEWR/Cheshair 02; 31. G-BHTT/Gojet 578.

LBA MOVEMENTS REVIEW - JULY 1992

The end of July found us in front of the foreign visitors total for both last year and the year before, there were also some interesting ones to record. On the 1st Gulfstream 4 N299FB booked in from Miami International then did a flight to Exeter. Also on the 1st was the Aeroconcur MD83 XA-RPH which is operating for Oasis; this is the second Mexican registration logged at the airport - the first being the Avro 748 XA-SEI on January 11th 1967. F-GJMR on the 2nd was a King Air 200C and on the same day Cherokee Warrior N2088M was visiting from its base at Earls Colne. On a charter on the 6th was the Maersk Air Fokker 50 OY-MMU and also noted was the Guernsey based Cessna 340 VR-CHR. Visiting twice on the 7th was Gulfstream IIB VR-BMQ along with Falcon 10 F-GFFP and Navajo EI-DMI. Due to a shortage of fuel in Bulgaria the LBA Balkan flight on the 11th was combined with the Manchester flight and an Airbus IZ-ABB was substituted. Unfortunately four burst tyres caused the aircraft to be grounded here and a TU154 had to come and take out the passengers. The Airbus eventually departed on the 13th. New on the 12th was the Falcon 100 HB-VKR and night stopping the same day was the G-IIB VR-BMQ. Another leased aircraft was the MD83 SE-DFT of SAS operating on the 12th for Spanair. Following our second Mexican we had our second Russian registration on the 13th when TU154 CCCP 85546 of Baltic International did the first leg of a charter to and from Riga on the 13th. It was still in Aeroflot colours on this flight but when it returned on the 27th it had been repainted with Baltic titles. The first Russian registration we had was of course the Kamov KA-26 helicopter CCCP26184 on a demo tour on September 19th 1975. UK based Seneca N80302 visited on the 13th as did the G-IIB VR-BMQ once again. Another new aircraft was the Aeroleasing Falcon 20 HB-VKO on the 14th which was joined by Euralair's Falcon 20 F-GKAL and the Navajo PH-AST which was callsign "Rijnmond 819". Two UK based Cherokee Arrows on the 17th were N4647J and N83196 along with the Falcon 10 F-GHDX. Another Cherokee Arrow was PH-DPD on the 18th but the star of the day was the Falcon 50 YU-RNA of the Yugoslav(?) Government which was from Gatwick to Belgrade. Visiting on the 19th was Saratoga OO-CMG and late in the evening King Air N739K and Seneca N3036A were crew training. Night stopping on the 20th was LongEZ HB-YGT which was unusual in having what appeared to be extra fuel tanks slung under the wings. These were in fact baggage containers for when the owner travels abroad. Night stopping on the 21st was the Falcon 50 HB-IEP which used the callsign "Aeroleasing 918". Another night stopper was the Fuji 200 LN-TEZ on the 24th which departed on the 28th. Visiting from and to its base at Weston on the 27th was the Rallye EI-BIF and night stopping the same day was the Citation D-CHJH. Bringing in super tenor Pavarotti on the 28th was Challenger D-CMTM with callsign "Avi-trans 50". On the 29th F-GELA was a Falcon 10 and OO-BLM was a Cessna F182Q. Pavarotti must have eaten plenty of Yorkshire puddings while he was here because on the 30th it needed BAC 1-11 S9-TAE to carry him away; also visiting that day was Turbo Arrow OO-JJA. Final visitor of the month was the ATR 42 I-ATRG of Avianova which brought in the Italian football team Sampdoria for a tournament at Elland Road. Nationair have been using the Boeing 757 G-BUDZ for most of the month on lease. Concorde G-BOAC was visiting on the 4th. The Seneca G-BPAD was destroyed when it crashed near Clitheroe on the 15th whilst returning to Liverpool from the LBA. The Tobago G-BKTY has departed this month and now lives at Crosland Moor. The Stearman which is expected to be based here soon is believed to be N50755. This month's military has included a lot of Queens Flight aircraft, BAe 146 ZE700 was "Kitty 3" on the 21st, ZE701 was "Kitty 4" on the 9th and "Kitty 3" on the 22nd, ZE702 was "Kitty 4" on the 11th and "Kitty 5" on the 14th. Wessex XV733 was "Kitty 8" on the 11th. The only others were the Jetstream XX497 as "Exam 02" on the 7th, the RAF Islander ZH536 on the 14th, Lynx ZG886 as "Army 530" on the 22nd and HS.125 XX508 as "Ascot 1737" on the 13th.



## OUT &amp; ABOUT

**BREIGHTON:-** Further to the report on JY286 the D.120 here is G-DIZO and was here in a dismantled state as long ago as August 1991. DR.1050 G-ATLB, Aerona 11AC G-BPRA and Aerona 7AC G-BTGM have also been resident for some time. A more recent arrival is Bellanca 7ECA G-BOIN.

**BRIDLINGTON:-** Landing on the beach at the Bay Inn South Shore Holiday Village on 19/7 was Bell Ab.206B G-OJCB which was collecting cheques for Telethon.

**GRINDALE:-** Visiting the new strip here on 28/6 was Tailwind G-BDJC f/t Wold Newton. Cessna 206 G-ASVN and U.206A G-BRID are still resident.

**LINLEY HILL:-** Residents:- F.150F G-ATMX, PA-28R G-AWFJ had returned from maintenance at Sherburn by mid July, F.150K G-AXUF, Airtourer 115 G-AZOE new resident arrived 16/7 from Shobdon, DHC.1 G-BCSA had departed by late June to unknown destination, F.172N G-BGSV, 150M G-BPWG returned early July from maintenance at Sherburn, Rans S.10 G-BTJX new resident arrived 26/7 by road from Bridlington not yet flown, F.150M G-HULL, Chevron 232C G-MWUI, and the unidentified Taylor Monoplane fuselage. Movements:- 24/6 G-BEMW PA-28 f Biggin Hill via Humberside 26/6, G-AZKZ F.172L, 28/6 G-AYYX MS.880B f Brighton t Bagby; 3/7 G-MIST T.210K f Fair Oaks t Newmarket; 5/7 G-BPZX 152 f Bagby t Doncaster; 13/7 N7133J M.20C f East Fortune t Newmarket; 14/7 G-BTAM PA-28 f/t Leicester, G-BEGL Avid Flyer f/t Barton; 18/7 G-SACU PA-28 f Skegness t Sandtoft, G-BAMM PA-28 f/t Sherburn, G-BMPR PA-28 f/t Humbleton, G-BJZN T.67A f/t Burton Constable; 19/7 G-BGXD TB.10 f/t Brough; 24/7 G-AYIA Air Tourer 115 f Newcastle t Sturgate; 25/7 G-COCO F.172M f North Reston t Wickenby; 26/7 G-BAIW F.172M f Wold Newton t Humberside; 28/7 G-BTKY PA-28 f Newmarket t Leicester.

**WOLD NEWTON - WILLY HOWE FARM Movements:-** 6/7 G-BSDS/118 Stearman f/t Bagby, G-BCEP AA-5 f/t Teesside, G-AWFJ F.150H f/t Humberside, G-BOHU PA-38 f Humberside t Full Sutton; 8/7 G-OHHL R.22B f/t Doncaster; 10/7 G-RUIA F.172M f/t Humberside; 12/7 G-KYIN 421C f Manchester Ringway t Leeds, G-BETH F.172N f/t Brough; 13/7 G-ASWL F.172F f/t Bagby, 14/7 G-BCEP AA-5 f/t Teesside, G-BSMR Rans S.10 f/t North Coates; 16/7 G-PIGS SOCAT 150ST f Boon Hill t Teesside; 18/7 G-BNYM 172N f Sandtoft t Sherburn, G-AZTS F.172L o/s f/t Humberside; 19/7 G-BTHE 150L f/t Brough, G-BOIN Bellanca 7ECA f/t Brighton, G-HULL F.150M f/t Linley Hill; 20/7 G-IEYE DR.400 f Brighton t Bagby, G-BCEO AA-5 f/t Teesside; 22/7 G-MYCS Gemini Flash f/t Hushwaite, G-BKTZ T.67M f/t Bagby, G-BRBL DR.400 f/t Rochester, G-BCEO AA-5 f/t Teesside, G-BJZN T.67A f/t Burton Constable; 23/7 G-BNWK PA-38 f/t Coventry, G-BRBL DR.400 f/t Rochester; 24/7 G-HULL F.150M f/t Linley Hill, G-PIGS SOCAT 150ST f/t Boon Hill; 25/7 G-BAMB T.61C f/t Rufforth, G-AVRW GY.20 f Sherburn t Sturgate, G-OBMS F.172N f/t Sherburn, G-BSER PA-28 f Leeds t Leeds 26/7; 26/7 G-BAIW F.172M f Humberside t Linley Hill, G-BSER PA-28 f Leeds t Leeds 28/7; 29/7 G-ASWL F.172F f/t Bagby; 30/7 G-BKKO 182R f/t Crosland Moor, G-BMLK G.109B f/t Rufforth; 31/7 G-BSER PA-28 f/t Leeds; 1/8 G-AVRY PA-28 f Blackbushe t Blackbushe 2/8, G-BAZM D.11 f/t Leeds, G-BATV PA-28 f/t Sherburn; 2/8 G-BGVE CP.1310-C3 f Gamston t Coalville, G-AYYU Beech C.23 f/t Sturgate, G-AXUF FA.150K o/s f/t Linley Hill, G-HULL F.150M f/t Linley Hill, G-BGRI DR.1051 f/t Burton Constable, G-BEPW HR.100/210 f/t Bagby, I-ANGI PA-23-235 (27-564) f/o 12.45 t Edinburgh, G-MWHD Spectrum f/o, G-MWU Air Creation Fun 18 GTBI f/t Rufforth, G-MWXJ, G-MWXX Mercury f/t Rufforth, G-MTEK, G-MVST, G-MNSR, G-MWXL, G-MTCC Gemini Flash's f/t Rufforth, (F) 14-CP Air Creation f/t Rufforth, G-MVLD, G-MVOD, G-MWGO Aerial Arts Chaser's f/t Rufforth. All these Microlights were taking part in the Coast to Coast Rally. They had left the Cumbrian Coast the previous day and to complete the task left Wold Newton to carry out a touch and go landing on Reighton Sands before flying back to Rufforth.

British Aerobatic Association 'Tiger Trophy' Brighton July 25th.

Seen during the morning:-

Hangar 1 G-AEVS Aerona 100

F50 Pou du ciel

G-AKAT Magister (a lovely restoration... nearly complete).

G-AOBG Somers Kendell SK1 (all parts plus jet engine).

Also the frame of a Jungmann in the workshop at the rear of the hangar.

OUT & ABOUT (Contd.)

'Tiger Trophy' Brighton July 25th:-

There is a Rolls Royce Merlin engine sitting in this hangar on its delivery trolley, all very newly restored, so perhaps the comments from a correspondent several months ago about a Spitfire arriving here are not far from the truth....nobody could tell me for sure though.

Hangar 2 G-BAAD VP1

G-EPRA Aeronca Chief

G-DIZO Jodel D120

Hangar 3 locked.

Workshops to rear of access road contained Piper Cub G-BFDL (454537) being recovered (wings in Hangar 1) and also a vintage Grunau Baby 3 glider for restoration.

On the field:-

30149/G-BRXX Sokol, G-AHEM DH87, G-ARUL Cosmic Wind, G-ASVZ PA28, G-ATHP RF3, G-AWDD Nipper, G-AXAT Jodel, G-AZOF Glos Airtourer, G-BCUU PA18, G-BEBS BA4, G-BOIN Citabria, G-BRPF C120, G-BNHT RF3, G-BGCM AA5, G-BRCE Pitts S1, G-BTCL Pitts S2, G-BSAJ Jungmann, G-BRHZ Stephens Akro, G-BLAG Pitts S1, G-EPAG Decathlon, G-BSRH Pitts S1, G-BFJM Aer-onca Champion, G-DLTA T67, G-FUZZ PA18, G-FTIN DR.400, G-LOOP Pitts S1, G-TAFF Jungmann, G-TAFO Extra, G-STUA Pitts S2, G-WREN Pitts S2, N12426 Stampe. (Also G-MMAU motorised kite).

Not part of the aerobatic competition but overflying at 11.10 were the Red Arrows!

-----  
AIR SHOW - YORKSHIRE

The month of July this year has been quite a good one for local air shows. As well as Church Fenton, there were displays held at RAF Catterick (19 July) and at RAF Leeming (25 July). RAF Catterick was a relatively small affair, with the "static" consisting of 33 Squadron Puma HC1 XW229/DB (still wearing its former 230 Squadron code following its transfer from RAF Gutersloh as part of the general rundown of RAF Germany), Army Air Corp Lynx AH1 XZ211 from Dishforth, G-BSDS/118 Boeing Stearman, ZE504 Viking T1 from the resident Air Cadets gliding school and G-BKTZ Firefly. The flying display relied on Church Fenton for most of its participants, and was opened by an unidentified RAF Buccaneer. This was followed by the Vulcan B2 XH558 of the Vulcan Display Flight, a Tucano T1 ZF295 from 3FTS at Cranwell, an RAF Lyneham Tactical Wing Hercules C1P XV215, the Battle of Britain Memorial Flight (using Spitfire PS853/C, Hurricane PZ865 and PA474 Lancaster), a 202 Squadron Sea King HAR3 XZ585 and finally an RAF Harrier GR5 coded AA from RAF Wittering (the serial was invisible, being obscured by filth from the engine exhaust)!

The following Saturday RAF Leeming held its annual Country Fair, but this year added a 3 hour air display for the first time. Amongst the participants was my first sighting of a TWCU Tornado carrying the shadow squadron markings of 15 Squadron rather than 45, following the disbandment of 15 at RAF Laarbruch. Other highlights were the appearance of 2 USAF F-15As from the 32TFS at Soesterberg in the Netherlands (makes a change from the Bitburg machines usually seen at UK air shows!), and an RAF Harrier GR7 from 1 Squadron at RAF Wittering. A full list of the participants is detailed below.

RAF/RN

XH558  
 XR753/RP  
 XT914/Z  
 XV209  
 XV218  
 XV292  
 XV332  
 XV393/Q  
 XV408

Vulcan B2  
 Lightning F6  
 Phantom FGR2  
 Hercules C3P  
 Hercules C1P  
 Hercules C1P  
 Buccaneer S2B  
 Phantom FGR2  
 Phantom FGR2

Vulcan Display Flight  
 On display outside 11 Sqn hangar  
 Dual 56 & 74 Sqn markings  
 ITW - Lyneham Tactical Wing  
 ITW  
 ITW - 25th Anniversary scheme  
 grey scheme - no Sqn markings  
 Dual 56 & 74 Sqn markings  
 19 Sqn - all blue scheme



AIR SHOW - YORKSHIRE (Contd.)RAF/RN

XW229	Puma HC1	33Sqn (ex 230 Sqn, Gutersloh)
XW369/69	Jet Provost T5A	1 FTS
XW527	Buccaneer S2B	12 Sqn
XW542	Buccaneer S2B	208 Sqn - grey scheme
XX163	Hawk T1	CFS - special scheme
XX224	Hawk T1	CFS - special scheme
XX261	Hawk T1A	79 Sqn, 1 TWU
XX301/L	Hawk T1A	151 Sqn, 2 TWU
XX520/2	Bulldog T1	CFS
XX688/S	Bulldog T1	Liverpool UAS
XZ493/714	Sea Harrier FRS1	899 Sqn
ZA142/C	VC10 K2	101 Sqn
ZA614/F	Tornado GR1	TWCU/15 Sqn
ZA679/EZ	Chinook HC1	7 Sqn
ZD461/01	Harrier GR7	1 Sqn
ZE168/EB	Tornado F3	23 Sqn
ZE199/FL	Tornado F3T	25 Sqn
ZE203/FI	Tornado F3	25 Sqn
ZE339	Tornado F3	25 Sqn - special scheme
/FA	Tornado F3	25 Sqn - serial unreadable!
ZE834	Tornado F3	Cat 3 after Jul 89 accident
ZE934/DX	Tornado F3T	11 Sqn
ZE941/EE	Tornado F3T	23 Sqn
ZE963/ET	Tornado F3	23 Sqn
ZG709/I	Tornado GR1A	13 Sqn

Denmark

E-604	F-16A	Esk726
ET-199	F-16B	Esk726

Belgium

AT-25	Alpha Jet	9 Wing
-------	-----------	--------

USA

72-0452/LN	F-111F	48 TFW
77-0098/CR	F-15A	32 TFS
77-0124	F-15A	32 TFS

HISTORIC

118/G-BSDS	Stearman	Private - based Bagby
851	Nord N.3202	Private - French Navy colours
T7909/G-ANON	Tiger Moth	Private - based Sherburn-in-Elmet
XX895/G-SDEV	Sea Devon C20	Private - coded GU19

The Red Arrows opened the flying display and used Hawk T1As XX227, XX237, XX252, XX253, XX260, XX264, XX266, XX294, XX306, XX308.

AIRWAYS - JULY 1992

Seen or heard in July:-

2. N680FM	B757	DCS	2145	410	MID	
5. N59CF	F50	OTR	1445	390	WAL	
10.0B-1484		POL	2005	180	DCS	to FWK
HB-IMX	G3	TNT	2150	430	TAL	
VR-CLM	B727	DCS	2230	390	MCT	to STN



AIRWAYS - JULY 1992 (Contd.)

11. N33M	G4	POL	0935	390	TIREE	
13. N182D	LJ55	POL	2105	390	MAR	
14. N1JN	G2B	POL	0803	310	MAR	(start of open golf)
N237GA	CL601	POL	0945	390	MAR	
N300AL	Merlin 3	POL	0950	260	MAR	
15. VR-CIM	B727	POL	1930	390	MAR	
17. VR-CIM	B727	POL	1200	390	MAR	
18. N765A	G4	POL	1317	430	MAR	
YU-BNA	F50	TMT	1430		LBA	
N1JN	G2B	DCS	2053	330	MCT	(end of open golf)
20. A6-UAE	F900	POL	0925	350	MAR	
HB-IMY	G4	POL	1935	430	MAR	
21. N888FW	CL600	WAL	2210	370	HON	to LHR
24. VR-GCE	C550	POL	1910	310	TAL	
28. SE-DVP	F10	OTR	1740	310	MCT	HON to LHR
HB-IMY	G4	POL	1950	390	MAR	to EDN

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into northern 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.

CANADIAN HOLIDAY

There was no doubt as to where we would be going for our 1992 holidays, as our daughter and her husband had bought a house 20 minutes north of Pearson International in Brampton, Ontario, and required some help with the garden. Oh, and as Riccardo is a Cop and works a lot of late shifts, perhaps Dad could do a bit of decorating too! So that is how it came to pass that on May 21st we boarded 757 C-GNXC Flight NXA 409 at LBA and took off at 11.31 from 14 and landed at 13.36 (local) after an uneventful flight. I have to say that as Nationair has crammed in extra seats, the standard of comfort on the aircraft has reduced since it flew with Odyssey.

As we were there for a month, it wasn't going to be all painting and gardening and one or two trips to the local airfield were made. There are plenty of aircraft but little of note except a DH.82C Tiger Moth, Fokker DRI, RAF SESA and a Fokker DVII, the latter three owned by the Ontario Aviation Historical Society and were flying on one of my visits. Perhaps a Grumman G44 might also be considered as "different".

Various trips to Pearson saw plenty of the usual Air Canada and Canadian International with lots of them A320's, Delta, US Air, Northwest and American as always, but HL7373 Korean and HS-TME Thai both MD11's were highlights. There were numerous Comair SAAB 340's, Business Express Beech 1900's, Canair Cargo Convair 580's which add to the interest, as do various Dash 8's and biz-jets aplenty. A Piaggio Avanti C-FNGA amongst the many turbo props was a first for me. There was apparently some problem as to who was going to take me to the London Airshow, so I decided that as it was only 100 miles I would fly by Air Ontario Dash 8 until I found that the fare would be £120. In the end my wife and daughter decided they could spend the day shopping in London which solved the problem. Having been on a previous occasion, I knew that the flying display would be quite limited but the Static would be good. I wasn't disappointed with the latter which contained R.C.A.F., Vertol, Tutor, CF-5, S-61A, T-33A, Kiowa, Dash 8, Aurora, Challenger and Hornet. The U.S.A.F. had sent an A10A, B-52H, C5B, KC10, C-12, C-130, C-135, C-141, RF-4C, 13 x F15, 5 x F16, F-111, F117A, T37, T38, 4 x A6, 2 x AV8 whilst U.S.N./Marine had C-130, F14, F18, H53, P3, T34, and OV-10D, and H65 of USCG completed the tally. Visiting from Europe were 2 Alphas and 2 Tornados of the German A.F.

CANADIAN HOLIDAY (Contd.)

The flying display consisted of an F.15C, D.H. Super Chipmunk, CH113A Labrador, Wolf Cyclone, CF-5A, CC-144 Challenger, CT-133 Silver Stars, HD-5J Microjet, and the Canadian Classics Parachute Team. The final display was by 2 x Mig-29s of the Ukrainian Air Force. Two aircraft didn't turn up but a highlight for the crowd was two unannounced high speed passes by an unidentifiable F117A. The road back to the main gate passes most of the hangars so I was able to log many civil aircraft including 2 x Beech 200 King Airs in Air Ontario markings. A very enjoyable and very hot sunny day.

Whilst lounging in my daughter's garden, aircraft on approach and climb out of Pearson are clearly visible but usually too high to log registrations. However, I was very surprised one morning when a quite low 747SP overflew and conveniently landed right to reveal under wing B-2454. As I usually point out - my Canada trips are for visiting family and friends and spotting has to take second place. Nevertheless, I do what I can and a drive to Sault Ste. Marie for a trip on the Algoma Central Railway enabled me to nip to the airport where Air Dale DC.3C G-FOOW is out to grass. I also visited the Bush Plane Heritage Centre where a DHC-2, DHC-3 and Fairchild KR-34C are on display; entry is free and a very warm welcome is given.

The last trip of all was a couple of days in Montreal and as time was short, I was only able to have twenty minutes at Douval. Viscount C-FTHZ is stored there but otherwise beyond Dash 8's of Air Alliance, ATR-42 of Inter Canadian, Bae 146 of Air Nova and a Convair 580 little else was seen.

Obviously I enjoy Toronto's Pearson Airport because of the variety. I suppose we all have differing views of what we consider "goodies" but NAMC YS11 N125MP, Sterling's 757 OH-SHA, Lot's 767 SP-LPA, and two of the last three Air Canada DC-9s I wanted were some of mine. A month passes quickly when you're having fun and all too soon we joined NXA408 departing at 20.18 local and arriving at Exeter at 08.14. I was impressed by the laid back attitude which apparently prevails at Exeter. Embarking passengers were wandering out onto the apron in two's and three's with the result that we did not leave until 09.22, with a final touchdown at LBA at 10.11. Hopefully it won't be long before we go again.

Ian D. Morton.

ANSWERS TO QUIZ

1. 27th May, 1985. 2. Air 2000. 3. (A) Malta (B) Singapore (C) New Zealand.  
 4. False. 5. Railway Air Services. 6. Detroit Metro Wayne County Airport.  
 7. False. 8. (a) 123.75MHz (b) 120.3MHz (c) 122.2MHz. 9. Italy. 10. No.

Leslie Scheftsk.

OXENHOPE AIRFIELD

This airfield is on the top of the hill one mile east of the Village; at 1132 feet it is the highest airfield in England. Visitors are very welcome here and when I visited I was given a flight in the Cessna 152.

Current Residents are:-

G-AYGA Jodel	G-BFBA Jodel	G-BPVJ Cessna 152
G-BOZV Robin	G-BLDD WAG Aero Cub	Acro Trainer
G-BIZV/18-2001 PA-18 Super Cub (in full U.S. Army Colour scheme)		
G-AYEK The remains of this Jodel are in back of hangar after crashing.		
G-BKIR Jodel		
(PS)		

Flying here is determined by the weather and best time to visit is on a sunny evening or on Sundays.

N.Preston.



# AIRLINE NEWS

ADRIA AIRWAYS are believed to be leasing four of its aircraft to newly formed Antalya of Turkey. A fifth aircraft, an A.320 is to be leased to Air Columbus of Portugal.

AIR ATLANTIS are to lease a B.737-291 from GPA, it is believed to be EI-BWC(23024) and is to be registered CS-TIS.

AIR INTER is planning to continue operating its Mercure fleet into 1994, so if you have never seen any of these there is not too much time left for that trip to Paris Orly. It is planning to sell its remaining seven Caravelles and these may be going to the far east.

AIR MALTA A.320-211 9H-ABX (289) has been leased from GATX for the summer season and is operating with Air Malta titles on an overall white paint scheme.

AIR UKRAINE has purchased the entire IL-62M and An-24 fleets from LOT Polish Airlines, the first two of the IL-62's were noted at Shannon in May. They had been registered CCCP86132 and CCCP86133.

ARMENIAN AIRLINES have cancelled their current order for two IL-86 aircraft reportedly due to price increases on the aircraft.

AVISTAR B.707-338C 5B-DAY (19622) has been sold to the USAF and is likely to be replaced by B.707-328C (19521) which is currently registered HB-IEI.

BALAIR have taken delivery of two new A310-325's, these are HB-IPL(640) and HB-IPM(642). Consequently DC-10-30 HB-IHK (46998) has left the fleet and is likely to be leased to World Airways.

BRITISH AIR FERRIES are to operate a B.747 jointly with Evergreen International on cargo services to Hong Kong. They are to operate feeder services in the far east for the above using BAC 111-400's.

CARGOSUR of Spain are to operate cargo services on behalf of Iberia; they are to use two leased B.707-320C aircraft. These are N523SJ (20546) and N524SJ (19789) both of which will be leased from Southern Air Transport.

DAN-AIR will again be operating B.727-276 G-BNNI (20950) for the summer; the aircraft having been returned from lease to Sun Country Airlines.

EUROPEAN AIRLIFT who specialise in airlifting passengers for other airlines is set to take an ex Novair DC-10-10 on strength. It has previously used two B.707's registered in Zaire.



Newly formed EUROPEAN AIRLINES are leasing two B.737-3Y0's from GPA; these are OO-IID (24255) ex XA-RJP and OO-IIE (23748) ex PP-SOB. They are also to lease two A.300B4-103's which are (65) ex HS-TAY and (66) ex HS-TAZ.

ISTANBUL AIRLINES Further to the five ex Lufthansa B.727's previously reported they are to add three ex Air Europe B.757's to their fleet. They also operate two Caravelles and three B.737-400's.

LAMBDA AIR is a new greek airline which plans to operate into Gatwick from July 15th using two MD-83's.

LTU due to delays to its ordered MD-11's it has leased in B.747-212B N482EV (20713) from Evergreen International. Something else to watch out for on the airways.

MANX AIRLINES are to replace their BAe146-100 when the current lease expires. They are to lease an ex Loganair BAe146-200. They may also lease a further BAe146-200 subject to obtaining the licence approval for the proposed service from London to Belfast City airport.

OLYMPIC AIRWAYS have taken delivery of their first A.300-605R and it has been registered SX-BEK, it is c/n 632 and is ex F-WWAG. This new aircraft is to be used initially on african routes so it may not visit the U.K. for quite some time.

QANTAS has been given government approval for the purchase of Australian Airlines. The new combined airlines will then be sold off; 65% to Australian investors and 35% to foreign airlines. 51% of the equity is to remain with the Australian government. The Qantas name is expected to continue in use, at least for all the international routes.

MONARCH AIRLINES B.757-2T7 (22960) has ended its lease to Sudflug of Germany as D-ABNZ and has returned to Monarch as G-MOND.

ONUR AIR are another newly formed Turkish airline and are to being operations using an A.320-211 leased from GATX. It is c/n 288 and will be registered TC-ONA.

TURKISH AIRLINES are to lease two B.737's from the GPA group. They are TC-JDT B.737-4Y0 (25261) which is ex N600SK and TC-JDI B.737-4Q8 (25372).

SAUDIA are at the present time evaluating many aircraft types with a view to the modernisation and/or replacement of its entire fleet of aircraft.

UPS PARCEL SERVICE are said to be in negotiations with Boeing concerning the possibility of the purchase of up to 60 B.767-300 aircraft in a freighter configuration. Up to now the B.767 has only been on offer in passenger configuration.

Test Report - Lowes HF-225 Short Wave Receiver - Price £425

Frequency range 30kHz - 30MHz. 109mm High x 253mm Wide x 204mm Deep, Weight 1.9 kg (2.6 kg with internal batteries). It comes supplied with a 12v mains adaptor (2.1mm power jack), telescopic antenna and very informative and easy to understand operating instructions and frequency information. Accessories which you may like to consider adding are as follows:- D-225 FM and AMS Detector (£39.50); K-225 External Keypad (£39.50); B-225 Rechargeable Battery (£49.50); W-225 Whip Aerial (£19.50); C-225 Carrying Case with shoulder strap (£23.86). On first getting the set out you feel as if you've finally made it as a radio amateur and could easily plug in a microphone and utter "Come in Rangoon" etc but don't be misled, this is just a receiver! Reception is available for the covered frequencies in CW, USB, LSB and AM modes (if you add the D-225 detector board you'll also get FM and synchronous AM as well). It has 30 memories for storing your most popular frequencies and these can be accessed by simple one button operation and the set will even then store the previous frequency you were listening to and go back to it, if you want, when you've finished listening to the memorised frequency. These memories can also be scanned using the large tuning knob on the front (all radio amateur sets seem to have these big knobs!) There is then a good clear LCD display to show you full information of the monitored frequency. That's the background then so how does it perform? The set I tested had the K-225 keypad unit with it and this I found very easy to use for punching in the frequencies I wanted to listen to. The large tuning knob will obviously give you the same result but after a while I found it a bit more cumbersome and certainly longer that way, so was glad of the keypad. Other operating points were very good and I found the set very easy to use. For reception I could only test it against my Sony 2001D and without doubt it was a better performer over the main Atlantic frequencies than the Sony. This was true when matched against each other using their own telescopic aeriels and also in my opinion when I, in turn, hooked up my half wave dipole to each of them. The messages were coming over slightly clearer from the HF-225 and although there wasn't a lot in it, that can make a lot of difference in our hobby. One thing I did note though was that when you tuned into a station with the tuning knob you have got a fair amount of travel (about a quarter of a turn) before you go to the next kHz and positioning within that quarter turn can significantly change the strength of reception - all the more reason for inputting with the keypad which takes you straight to the correct setting. At all times in its use the HF-225 gave me the confidence that it was picking up signals to the best of its ability i.e. it wasn't fading and tended to give you that 'power' feeling coming from it. As to whether I'd by one is the next point then. Well, first of all it's a lot of money and if you add the keypad etc it gets even higher. There's no doubting it does the job but the Sony isn't all that far behind it and is currently £299 + will give you normal FM stations + VHF Airband as well. I guess you've got to ask yourself if you really want to get serious about listening within the 30kHz - 30MHz frequency band - if you do, I can recommend it and from what I understand it will hold its own, if not outperform, some more expensive sets within that category. If you're not that serious or can't really afford those kind of prices but are still interested in short wave give the Sony 2001D or even Sony Pro 80/AOR1500 (report next month) a look, or if they're still too expensive consider the Matsui/Sangean Receivers and perhaps spend a bit more on a suitable external aerial. Overall then the HF-225 is a very impressive set and should give you very good results - you can add rechargeable battery options, car cigarette adaptors and carrying cases etc to enable you to take it around with you. It is really a specialised set for the frequencies it covers and that's why you get the results. Once again I was really sad to take it back at the end of the test as I'd really enjoyed using it and admired its performance. Thanks to Andy and Mike, Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA tel no (0532) 509581 for loaning me the set and keypad for a week - I wonder what they've got in store for me next?



Test Report - Sandpiper Communications Mobile Glass Antenna - Price £26

Instead of a radio test this month I thought I'd let you know about one of my airband accessory purchases. As you may know I sometimes like to listen to the airband whilst in the car and an obvious purchase appeared to be an airband car aerial. However, with not wanting to drill extra holes in the bodywork or having wires going out through windows to a mag mount while moving I rather tended to forget about the idea. I was very interested then when I saw at Air Supply one of those aerials similar to a car phone one (about 1'9" high) which you stick onto the outside of a window and then have the co-ax stuck onto the inside of the window directly in line with it. The full installation took me about an hour and that included running of the co-ax neatly from the rear window (under wiring guards by the door bottoms, footwells etc) to the front of the car. An allen key is provided which enables you to not only erect and tighten the aerial itself, but also to quickly dismantle it should you be leaving the vehicle in a dubious area or thinking of going through a car wash etc.

For a professional job you only get one chance at the actual sticking of both the outside aerial base and the co-ax pick up onto the window so take care with those parts. The aerial is priced at £26 and in addition you'll probably require a separate connector to join the co-ax cable to your receiver. I'd advise one right angled in shape with a plastic cover for the connection. The type will obviously depend on which sort of receiver you have but as a guide - those for the common portables (Air 7, WIN 108, HP-100E & AR-1000 etc) are £2.20 and as a plus point they don't require soldering. Well thats got it installed then, but is it worth it? Personally, I'm very happy with mine - when I set off for a drive and I'm in that "airband mood" I simply switch on the R532 in the Cavaliers console space which is permanently connected to the aerial lead (plenty of length to go from the back to the front of any car) and take advantage of the improved reception. As an alternative I can fix the Air 7 to the aerial lead and sort of wedge it in the console area which is far better than having the set with its own flexible aerial propped up somewhere or resting on the passenger seat etc.

The reception is obviously not as good as if you weren't in a moving car but I'm sure you'll find it better with the outside aerial than without it. When the car is stationery with the engine off I'd say the aerial gives as good as, if not better than, reception as the sets own aerial when used in the car. Plus one final point that might tempt you is that it will be amazing how many people come up to you and say "I didn't know you had a car phone"! I guess for those of you who've already got a car phone another little aerial will look even more impressive! One word of caution though - make sure you prepare the surfaces well and stick the external part in particular well to the window otherwise the wind force when you're moving along will just force it off and, unless it traps itself in your boot spoiler for instance, that's another £15 approx you have to fork out for a replacement external part! For advice re connectors to other sets please contact Andy or Mike at Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA - tel no (0532 509581).