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FORTHCOMING MEETINGS - which are held at the YORKSHIRE AEROPLANE CLUB on the south side of LEEDS BRADFORD AIRPORT, by courtesy of Ms. Jill Tushingham (M.D.) at 15.00hrs.
 SUNDAY, SEPTEMBER 4TH BRITISH COMMUTER AIRLINES - an illustrated talk by Roger Fozzard and Chris Harper.

SUNDAY, OCTOBER "City Flyer" a talk by Jonathan Hinkles

SUNDAY, NOVEMBER 6TH ANNUAL GENERAL MEETING followed by Slides of Geneva Airport

SUNDAY, DECEMBER 4TH CHRISTMAS PARTY

CHAIRMAN'S CHAT - sorry to "rabbit" on about the magazine again, but first of all an apology for the quality of reproduction of some of last month's pages. However, we can only produce what is sent in. Please, if you send in an article for the magazine check that the quality is clear by making sure that the printing ribbon on your typewriter or W.P. has ink in it! The main problem seems to be with articles produced on dot matrix printers.

Second grumble! :- John, our trips organiser, informs me that he receives requests for trips to various places. He organises the visit, and then due to lack of support he has to cancel. Please try to support trips, and remember that ALL

MEMBERS, irrespective of type of membership are entitled to go on society outings. Often there is room for members' guests and friends to go too.

In this issue is the first list of 1995 summer charters as issued by the airport. I believe this only shows Airtours and Britannia programmes. It would appear we have lost the B757's but gained a based A320. It is still early days, but with some early morning and late evening movements indicate the first effects of 24hour availability is beginning to show.

Around the airport quite a lot is happening. British Midland's F 00's have now settled down, although due to the rail strikes, B737's keep slipping in and out. Air U.K. have now two F50's on the Amsterdam and Paris flights. These machines are still Dutch registered but should move on to the British register when they receive their C.A.A. certification. I understand that several BAe 146's with "Auro" callsigns will be carrying out CAT III approaches over the next few weeks. Finally work has started on the terminal to enlarge the departures area.

CREDITS - Terry Sykes, Ewan Griffiths, Ian Gratton, Eric Martin, Roger Fozzard

Mark Teal, P Wincup, Paul Mitchell, Alan Sedgwick, Mike Haywood.

Since there is a bit of space left, a note from the Secretary.

Most of you will probably know it is Air Yorkshire's 21st Anniversary next year. To mark the occasion we thought we would have a celebratory dinner with a guest speaker. If you have any suggestions for a suitable venue (fairly central) that does a good evening dinner and/or suggestions for a guest speaker, please give me a ring over the next few weeks. Arrangements will have to be started within the next two or three months. Thanks to those who have already sent ideas.

EXTRA MEETING. TUESDAY THE 11th OCT AERO CLUB AT 19.30 Hrs

R A F LEEMING MOUNTAIN RESCUE TALK & SLIDES.

Leeds/Bradford Movements

July 1994

01 G-BAVZ Aztec	0808	G-BMAR Short 360	0816
EI-CFA SAAB 340	0844	G-HERO Lance II	0925
G-BVJA Fokker 100	0937	G-BGYV Bandeirante	0946
00-DTL Brasilia	1028	G-SHCC JetRanger	1030
G-BLZT Short 360	1049	G-BMMW Short 360	1100
G-BMFD Aztec	1104	PH-KXG Fokker 50	1137
G-DAHF Boeing 757	1233	G-BVJA Fokker 100	1238
G-BLZT Short 360	1352	G-BNYS Boeing 767	1417
G-BMMW Short 360	1441	00-DTG Brasilia	1453
PH-KXH Fokker 50	1501	G-BVJA Fokker 100	1543
EI-CFD SAAB 340	1550	G-BJYD Cessna F152	1605
G-ISLE Short 360	1706	G-BLZT Short 360	1726
G-BVJA Fokker 100	1826	G-BMAR Short 360	1856
EI-CFC SAAB 340	1946	00-DTL Brasilia	2007
G-BLTD Short 360	2026	G-BMAB DC9	2030
G-BLZT Short 360	2034	PH-KXG Fokker 50	2118
PH-KXH Fokker 50	2121	G-BUUM Arrow IV	2128
G-BPDA HS 748	2142	G-BVJA Fokker 100	2146
02 G-BRYJ DHC 8	1126	G-BVMX Short 360	1151
G-BMAB DC9	1233	G-LOGK Jetstream 41	1305
PH-KXG Fokker 50	1328	G-ATPD HS 125 1B/522	1432
G-BVMX Short 360	1534	EI-CFA SAAB 340	1542
G-PKBM DC9	1556	G-BLZT Short 360	1828
G-PKBE DC9	1856	PH-KXH Fokker 50	1858
PH-KXG Fokker 50	1904	G-BMAB DC9	2108
03 EI-CFA SAAB 340	0900	G-PKBE DC9	0923
G-BMAG DC9	1135	G-PKBE DC9	1221
G-BYAT Boeing 757	1418	G-BLZT Short 360	1425
PH-KXG Fokker 50	1438	00-DTK Brasilia	1440
PH-KXH Fokker 50	1517	EI-CFB SAAB 340	1549
G-BVJV Airbus 320	1557	G-BMAC DC9	1605
G-BVMX Short 360	1618	G-BLZT Short 360	1728
LZ-BTQ TU 154	1733	G-BTFY JetRanger	1809
G-LEGS Short 360	1849	G-BVJA Fokker 100	1915
EI-CFC SAAB 340	1926	PH-KXG Fokker 50	1933
00-DTI Brasilia	2004	G-BVMY Short 360	2039
G-BLZT Short 360	2041	PH-KXH Fokker 50	2101
G-PKBE DC9	2150	5B-DBC Airbus 320	2221
04 G-BMLC Short 360	0816	EI-CFA SAAB 340	0914
G-BMAM DC9	0939	G-BLZT Short 360	1008
G-BLVG Bandeirante	1014	00-DTK Brasilia	1020
EI-BUF Cessna 210N	1024 1447	G-BVMY Short 360	1109
PH-KXG Fokker 50	1129	G-BMAM DC9	1255
G-BLZT Short 360	1316	G-BVMY Short 360	1434
G-MONZ Airbus 320	1437	00-DTN Brasilia	1440
G-BYAO Boeing 757	1443	PH-KXH Short 360	1456
G-BMAM DC9	1527	EI-CFB SAAB 340	1600

XV218 Hercules C.1P	1644 1822	PH-KXG Fokker 50	1655
G-BLZT Short 360	1728	G-BLVG Bandeirante	1737
G-BMAM DC9	1820	G-BMHX Short 360	1856
G-BMLC Short 360	1858	G-WELL King Air E90	1923
00-DTG Brasilia	1955	G-BVMY Short 360	2044
PH-KXH Fokker 50	2053	EI-FKF Fokker 50	2112
G-BLZT Short 360	2116	G-BMAM DC9	2124
PH-KXG Fokker 50	2128	G-BEJD HS 748	2139
05 G-LEGS Short 360	0812	G-COWE King Air C90A	0814
G-BLVG Bandeirante	0818	G-OSAL Cessna 421C	0838
EI-CFD SAAB 340	0843	EC-FXA DC9 83	0855
G-BMAM DC9	0922	G-BGYV Bandeirante	0945
9H-ABG Boeing 737	0952	00-DTN Brasilia	1026
G-BVMY Short 360	1053	PH-KXH Fokker 50	1120
G-HCTL Navajo	1131	G-BTOD Tomahawk	1201
G-BMAM DC9	1207	G-BAVZ Aztec	1212
G-GRAM Navajo	1240	G-COWE King Air C90A	1342
G-BVMY Short 360	1435	00-DTJ Brasilia	1440
PH-KXG Fokker 50	1444	PH-EEF Navajo	1446 1731
G-OBMY Boeing 737 500	1515	G-CFLT Twin Squirrel	1526
G-BAVZ Aztec	1524	EI-CFA SAAB 340	1537
G-BYAN Boeing 757	1615	G-GRAM Navajo	1642
G-BVMY Short 360	1643	PH-KXH Fokker 50	1652
G-BMLC Short 360	1656	G-DABG Hughes 369E	1705
G-BLVG Bandeirante	1721	G-YJBM Airbus 320	1749
G-BAHX Cessna 182P	1853	G-LEGS Short 360	1921
EI-CFC SAAB 340	1925	N8100E Falcon 900	1929 1612(06)
G-OBMY Boeing 737 500	1941	00-DTF Brasilia	2006
G-BNDY Cessna 425	2032	G-BLZT Short 360	2049
PH-KXG Fokker 50	2103	PH-KXH Fokker 50	2113
G-BEJD HS 748	2132	G-BVMY Short 360	2202
G-OBMY Boeing 737 500	2234		
06 G-BGZW Tomahawk	0709	G-ISLE Short 360	0809
EI-CFB SAAB 340	0842	G-OSFT Navajo	0909
G-OBMY Boeing 737 500	0945	G-BANK Cherokee 140	0954
G-BLZT Short 360	1005	00-DTF Brasilia	1046
G-ROBN Cessna 310R	1110	PH-KXH Fokker 50	1116
G-BWMW Short 360	1143	EC-FTT DC9 83	1204
G-OBMY Boeing 737 500	1229	G-BYAL Boeing 757	1250
G-BLZT Short 360	1321	PH-KXG Fokker 50	1430
G-BWMW Short 360	1445	00-DTH Brasilia	1448
G-JEAF Friendship	1516	G-OBMY Boeing 737 500	1523
G-BOYL Cessna 152	1526	EI-CFD SAAB 340	1550
G-BTGR Cessna 152	1609	PH-KXH Fokker 50	1647
G-LEGS Short 360	1707	G-OBMY Boeing 737 500	11816
G-ORLK Short 360	1821	G-BMAR Short 360	1900
EI-CFB SAAB 340	1920	00-DTO Brasilia	1943
G-OSFT Navajo	2002	G-BLTO Short 360	2028
PH-KXG Fokker 50	2102	PH-KXH Fokker 50	2106
G-OBMY Boeing 737 500	2133	G-BEJD HS 748	2137
G-LEGS Short 360	2148	G-BIFH Short 330	2154
07 G-ISLE Short 360	0817	G-BLVG Bandeirante	0824
G-HERO Lance II	0827	G-BDPA Warrior	0847

EI-CFD SAAB 340	0849	F-GBTI Falcon 10	0922
G-TKPZ Cessna 310R	0937	G-OBMY Boeing 737 500	0941
G-BLZT Short 360	1013	00-DTF Brasilia	1030
G-BLTO Short 360	1051	C-GTSN Boeing 757	1055
G-DARE Seneca	1109	G-BVRS King Air B90	1127
PH-KXH Fokker 50	1130	G-BOTV Lance II	1142
G-OBMY Boeing 737 500	1229	G-BLZT Short 360	1323
G-000G Boeing 757	1333	PH-KXG Fokker 50	1431
G-SHRR JetRanger	1433	G-BLTO Short 360	1441
00-DTJ Brasilia	1450	G-BNZZ Warrior II	1456
G-BVJA Fokker 100	1530	EI-CFD SAAB 340	1550
PH-KXH Fokker 50	1648	G-BSBW JetRanger	1700
G-BLVG Bandeirante	1701	G-BMAR Short 360	1707
G-BLZT Short 360	1722	G-00AA Airbus 320	1807
G-BVJA Fokker 100	1831	G-ISLE Short 360	1851
EI-CFB SAAB 340	1924	00-DTK Brasilia	1955
G-BVMX Short 360	2021	PH-KXG Fokker 50	2059
PH-KXH Fokker 50	2106	G-BLZT Short 360	2116
G-BVJA Fokker 100	2124	G-BPDA HS 748	2132
08 G-BMLC Short 360	0813	G-BLVG Bandeirante	0815
G-SFHR Aztec	0841	EI-CFD SAAB 340	0845
G-BVJA Fokker 100	0942	G-BLZT Short 360	0958
00-DTG Brasilia	1038	G-BVMX Short 360	1054
PH-KXG Fokker 50	1133	G-BVJA Fokker 100	1240
G-BYAN Boeing 757	1249	G-BLZT Short 360	1327
G-BOPD Boeing 767	1403	PH-KXH Fokker 50	1430
G-BVMX Short 360	1435	00-DTJ Brasilia	1438
G-BVJA Fokker 100	1539	EI-CFC SAAB 340	1540
G-BUDI PA-20 Pacer	1630	PH-KXG Fokker 50	1651
G-BTOD Tomahawk	1653	G-BLVG Bandeirante	1704
G-FFRI Twin Squirrel	1707	G-BKMX Short 360	1718
G-BLZT Short 360	1722	G-SECK Cessna T210N	1804
G-BORW Cessna 172P	1814	G-BVJA Fokker 100	1844
G-BMLC Short 360	1857	EI-CFA SAAB 340	1921
G-ORJB Citation	1946	00-DTI Brasilia	1950
G-LJET Lear Jet 35A	1956	G-BLZT Short 360	2030
G-BLTO Short 360	2039	PH-KXG Fokker 50	2110
PH-KXH Fokker 50	2112	G-BVJA Fokker 100	2133
G-DAAL HS 748	2140		
09 LZ-BTH TU 154	0735	EI-CFA SAAB 340	0830
G-ELDH DC9	0919	G-BMAI DC9	0938
EC-FSC Boeing 737 300	1021	PH-KXH Fokker 50	1035
00-DTF Brasilia	1036	G-BRYI DHC 8	1119
G-BLZT Short 360	1137	G-BWMW Short 360	1151
G-BSBW JetRanger	1203	G-ELDH DC9	1217
G-WAWR Jetstream 41	1304	G-AVNH Cherokee 180C	1324
PH-KXG Fokker 50	1341	G-BDYL Cessna 152	1450
G-BWMW Short 360	1528	EI-CFD SAAB 340	1540
G-BMAM DC9	1551	G-BLZT Short 360	1803
G-BMAB DC9	1809	PH-KXH Fokker 50	1907
G-FWRP Cessna 421C	1942	G-BMAG DC9	2113
G-FOOD King Air 200	2118		
10 G-BGYV Bandeirante	0735	EI-CFA SAAB 340	0834

G-BMAG DC9	0920	G-BMAI DC9	1018
G-BTOD Tomahawk	1217	G-BMAG DC9	1227
G-BFDI Archer II	1316	G-BLZT Short 360	1403
PH-KXG Fokker 50	1430	G-SACS Cadet	1440
PH-KXH Fokker 50	1444	00-DTI Brasilia	1447
G-BYAC Boeing 757	1455	G-BVJV Airbus 320	1458
G-MPWI Robin HR100/210	1527	EI-CFA SAAB 340	1543
G-BMAC DC9	1616	G-BWMW Short 360	1629
G-BLZT Short 360	1704	LZ-BTT TU 154	1716
G-BVJA Fokker 100	1826	G-FOOD King Air 200	1829
G-BGYV Bandeirante	1838	G-BRVB Stolp Starduster	1842 1758(11)
EI-CFD SAAB 340	1931	G-ORJB Citation	1934
PH-KXH Fokker 50	1936	00-DTK Brasilia	1949
G-DANC Warrior II	1951	G-BLZT Short 360	2022
G-BVMY Short 360	2032	G-BSBW JetRanger	2101
PH-KXG Fokker 50	2102	G-BVJA Fokker 100	2115
5B-DBB Airbus 320	2131		
11 G-BLVG Bandeirante	0815	G-MANE BAe ATP	0828
EI-CFC SAAB 340	0837	I-MPIZ Beechjet	0926 1843(12)
G-BVJA Fokker 100	0937	G-BLZT Short 360	0956
N71HB Citation	1012 1545	00-DTI Brasilia	1027
G-BVMY Short 360	1052	PH-KXH Fokker 50	1139
G-BVJA Fokker 100	1237	G-MONZ Airbus 320	1251
G-DACG Seneca	1302	G-BLZT Short 360	1318
G-BYAI Boeing 757	1422	00-MTD Brasilia	1422
G-BVMY Short 360	1428	PH-KXG Fokker 50	1436
G-BVJA Fokker 100	1536	EI-CFB SAAB 340	1543
PH-KXH Fokker 50	1650	G-BLZT Short 360	1611
G-BLVG Bandeirante	1717	G-MANE BAe ATP	1736
G-BKIT TB9 Tampico	1802	G-BVJA Fokker 100	1821
EI-CFD SAAB 340	1923	00-DTI Brasilia	1957
G-BLZT Short 360	2032	G-BVMY Short 360	2047
PH-KXG Fokker 50	2058	G-BVJA Fokker 100	2120
PH-KXH Fokker 50	2123	G-ATMJ HS 748	2141
12 G-BLVG Bandeirante	0822	EI-CFD SAAB 340	0837
EC-FTU DC9 83	0842	G-MANE BAe ATP	0855
G-BVJA Fokker 100	0947	9H-ABE Boeing 737	0951
G-BLZT Short 360	0958	G-ODIL JetRanger	1022
G-OJJB Mooney M20K	1025	00-MTD Brasilia	1028
G-BLTD Short 360	1051	PH-KXG Fokker 50	1121
G-BVJA Fokker 100	1249	G-BLZT Short 360	1310
G-BLTD Short 360	1432	PH-KXH Fokker 50	1436
00-DTK Brasilia	1438	G-BYAD Boeing 757	1445
G-BVKC Boeing 737 500	1534	EI-CFC SAAB 340	1538
G-AYPH Cessna F177PG	1601	PH-KXG Fokker 50	1653
G-BLZT Short 360	1711	G-OSFT Navajo	1713
G-YJEM Airbus 320	1718	G-MANE BAe ATP	1737
G-BVKC Boeing 737 500	1820	N1224S Cessna 425	1859
G-DAHF Boeing 757	1904	EI-CFD SAAB 340	1913
00-MTD Brasilia	2000	G-BLZT Short 360	2028
G-BWMW Short 360	2030	N5775N Rockwell 114	2032
PH-KXH Fokker 50	2046	PH-KXG Fokker 50	2115
G-ORMH Boeing 737 300	2118	G-DAAL HS 748	2131

13	G-MANE BAe ATP	0829	EI-CFC SAAB 340	0840
	G-BDTX Cessna F150M	0904	N2187V Cessna 140	0924
	G-OBMH Boeing 727 300	0934	G-BLZT Short 360	0952
	G-FILE Seneca	0959	00-DTK Brasilia	1017
	G-BMJD Seneca	1030	G-BNTC Turbo Arrow IV	1050
	G-BMMW Short 360	1055	ZE396 BAe 125 CC.3	1058
	PH-KXH Fokker 50	1114	G-BLTT T67 Firefly	1139
	EC-638 DC9 83	1156	N27495 Navajo	1159 1744
	G-BOTN Warrior II	1204	G-OBMH Boeing 737 300	1225
	G-BLZT Short 360	1321	G-IRIS AA5B Tiger	1423
	G-BMMW Short 360	1437	00-DTJ Brasilia	1439
	PH-KXG Fokker 50	1442	G-BYAO Boeing 757	1453
	G-OBMH Boeing 737 300	1519	N6220X Baron	1538
	EI-CFB SAAB 340	1543	PH-KXH Fokker 50	1654
	G-BLZT Short 360	1704	G-MANE BAe ATP	1734
	G-BSBW JetRanger	1801	G-OBMH Boeing 737 300	1820
	EI-CFA SAAB 340	1911	00-DTG Brasilia	1950
	G-BLZT Short 360	2024	G-BLTO Short 360	2032
	PH-KXG Fokker 50	2054	G-LAND Robinson R-22	2055
	PH-KXH Fokker 50	2110	G-BVKG Boeing 737 500	2124
	G-DAAL HS 748	2129	G-BGNG Short 330	2136
	G-BMAR Short 360	2155		
14	G-BLVG Bandeirante	0813	G-OSAL Cessna 421C	0816
	G-MANE BAe ATP	0827	EI-CFB SAAB 340	0854
	F-GKPB Falcon 10	0918 1706	G-BVKG Boeing 737 500	0945
	G-BLZT Short 360	1008	00-DTJ Brasilia	1029
	C-GTSE Boeing 757	1033	G-BLTO Short 360	1051
	PH-KXH Fokker 50	1120	G-BLYP Robin R.3000/120	1123
	G-BVKG Boeing 737 500	1225	G-BOTH Cessna 182Q	1240
	G-BLZT Short 360	1311	G-RJWW Maule M.5-235C	1348
	G-AOSO DHC.1 Chipmunk	1403	G-ROWN King Air 200	1406
	G-BASM Seneca	1408	G-TKPZ Cessna 310R	1416
	G-BSLK Warrior II	1431	PH-KXG Fokker 50	1433
	G-BLTO Short 360	1440	G-BFXR Jodel D.112	1443
	00-DTI Brasilia	1444	G-BSTZ Cherokee 140	1508
	G-BVJA Fokker 100	1523	EI-CFC SAAB 340	1534
	EI-BFF A-23 Musketeer	1603	PH-KXH Fokker 50	1653
	G-BLVG Bandeirante	1656	G-BLZT Short 360	1709
	G-MANE BAe ATP	1730	G-BVJA Fokker 100	1816
	EI-CFA SAAB 340	1920	G-BSBW JetRanger	1943
	00-DTH Brasilia	2000	G-BLZT Short 360	2025
	G-BVMX Short 360	2030	PH-KXG Fokker 50	2056
	PH-KXH Fokker 50	2112	G-BVJA Fokker 100	2115
	G-BHBF Sikorsky S76A	2117	G-BEJD HS 748	2124
15	G-BOFE Seneca	0812	G-BLVG Bandeirante	0815
	G-MANE BAe ATP	0828	EI-CFA SAAB 340	0843
	G-BVJA Fokker 100	0924	G-BLZT Short 360	1000
	G-SACR Cadet	1019	00-DTI Brasilia	1032
	VR-CBW Gulfstream IV	1035	G-BVMX Short 360	1048
	ZE701 BAe 146 CC.2	1123 1553	PH-KXH Fokker 50	1135
	G-BSSE Cherokee 140	1148	G-BVJA Fokker 100	1222
	G-BYAR Boeing 757	1305	G-BLZT Short 360	1313
	G-TKPZ Cessna 310R	1418	G-BVMX Short 360	1431
	PH-KXG Fokker 50	1440	00-DTH Brasilia	1443

G-BVJA Fokker 100	1524	EI-CFB SAAB 340	1602
G-BJYD Cessna F152	1632	PH-KXH Fokker 50	1657
G-BOPB Boeing 767	1701	G-BLVG Bandeirante	1703
G-BLZT Short 360	1710	G-MANE BAe ATP	1735
G-BIHI Cessna 172M	1806	G-BVJA Fokker 100	1818
G-BSBW JetRanger	1903	EI-CFC SAAB 340	1930
OO-MTD Brasilia	1956	G-BLZT Short 360	2026
G-BMAI DC9	2030	G-BWMW Short 360	22032
PH-KXG Fokker 50	2059	PH-KXH Fokker 50	2114
G-BEJD HS 748	2125	G-BVJA Fokker 100	2145
G-FOOD King Air 200	2229		
16 LZ-BTX TU 154	0722	G-SCAT Cessna F150F	0809 0823
G-MOON Mooney M20K	0836	EI-CFA SAAB 340	0841
G-BMAI DC9	0924	G-BMAB DC9	0942
EC-FSC Boeing 737 300	1008	OO-DTH Brasilia	1028
PH-KXH Fokker 50	1036	G-BRYI DHC 8	1106
G-BWMW Short 360	1134	G-BLZT Short 360	1138
G-BADJ Aztec	1145	G-BGZW Tomahawk	1153
G-BMAI DC9	1229	G-LOGL Jetstream 41	1324
G-BUUM Arrow IV	1336	G-BAAZ Arrow	1408
G-AWOH PA-17 Vagabond	1427	PH-KXG Fokker 50	1452
G-ELDH DC9	1538	G-BWMW Short 360	1541
EI-CFD SAAB 340	1548	G-BLZT Short 360	1801
G-BMAG DC9	1822	G-BSBW JetRanger	1828
PH-KXH Fokker 50	1914	G-BMAI DC9	2121
G-BSBW JetRanger	2150		
17 EI-CFB SAAB 340	0847	G-BFPL Cherokee 140	0915
G-BMAG DC9	0932	G-BMAB DC9	1019
G-BOIZ Seneca	1124	G-BDGM Warrior	1211
G-BMAG DC9	1219	PH-GVN Cherokee Six	1333 1514
G-BSBW JetRanger	1345	G-BGEL Tomahawk	1349
G-BLZT Short 360	1356	PH-KXG Fokker 50	1425
PH-KXH Fokker 50	1442	OO-DTK Brasilia	1451
G-BYAI Boeing 757	1512	G-BHAY Arrow IV	1520
G-BTOD Tomahawk	1541	G-BMAH DC9	1556
EI-CFB SAAB 340	1603	G-BVJV Airbus 320	1608
G-BWMW Short 360	1621	VR-CBW Gulfstream IV	1631 1652
G-BUFH Warrior II	1650	G-BLZT Short 360	1713
LZ-BTU TU 154	1717	G-SUZN Warrior II	1735
G-BSBW JetRanger	1740	G-BVJB Fokker 100	1830
EI-CFB SAAB 340	1922	PH-KXH Fokker 50	1930
G-LOGL Jetstream 41	1952	OO-DTJ Brasilia	2001
G-BSYV Cessna 150M	2008	G-BLZT Short 360	2039
G-BVMY Short 360	2047	PH-KXG Fokker 50	2056
G-BVJB Fokker 100	2128	SB-DBB Airbus 320	2205
18 XW913 Gazelle AH.1	0747 0809	G-BLVG Bandeirante	0820
G-OATP BAe ATP	0837	EI-CFA SAAB 340	0849
G-BMJO Seneca	0920	G-BVJB Fokker 100	0944
G-BLZT Short 360	0959	G-BMGY Lake Buccaneer	1033
G-BSBW JetRanger	1053	G-BVMY Short 360	1055
OO-MTD Brasilia	1058	HKG-10 T67 Firefly	1100
PH-KXG Fokker 50	1143	G-BVJB Fokker 100	1242
G-BLZT Short 360	1324	G-MONZ Airbus 320	1355

G-BYAU Boeing 757	1429	G-BVMY Short 360	1433
PH-KXH Fokker 50	1445	OO-DTI Brasilia	1447
G-BVJB Fokker 100	1532	EI-CFC SAAB 340	1536
PH-KXG Fokker 50	1651	G-BLVG Bandeirante	1659
G-BLZT Short 360	1709	G-BSBW JetRanger	1726
G-OATP BAe ATP	1736	G-BVJB Fokker 100	1816
EI-CFD SAAB 340	1919	OO-DTJ Brasilia	1953
G-BLZT Short 360	2031	G-BLTD Short 360	2036
PH-KXH Fokker 50	2054	PH-KXG Fokker 50	2115
G-BVJB Fokker 100	2123	G-BEJD HS 748	2146
G-POWN King Air 200	2309 2330		
19 G-BLVG Bandeirante	0812	G-OATP BAe ATP	0825
EI-CFD SAAB 340	0836	EC-FSY DC9 83	0906
G-BVJB Fokker 100	0929	9H-ABG Boeing 737	0948
G-DEBA Robin DR400/140	1002	G-BLZT Short 360	1013
OO-DTF Brasilia	1036	G-BWMW Short 360	1101
PH-KXH Fokker 50	1117	G-DARE Seneca	1209
G-BVJB Fokker 100	1233	40081 C-21A	1300
G-BLZT Short 360	1312	G-BYAF Boeing 757	1417
OO-MTD Brasilia	1438	PH-KXG Fokker 50	1441
G-BWMW Short 360	1450	G-OBMZ Boeing 737 500	1533
G-BJAG Archer II	1536	EI-CFA SAAB 340	1547
PH-KXH Fokker 50	1650	G-BLVG Bandeirante	1704
G-BLZT Short 360	1711	N584CA Rockwell 114	1721
G-YJBM Airbus 320	1727	G-OATP BAe ATP	1732
G-OBMZ Boeing 737 500	1821	EI-CFB SAAB 340	1920
OO-DTI Brasilia	1956	G-BLZT Short 360	2023
G-BVMY Short 360	2036	G-BVMA King Air 200	2044
PH-KXH Fokker 50	2110	PH-KXG Fokker 50	2118
G-BEJD HS 748	2124	G-OBMH Boeing 737 300	2129
20 EI-CFD SAAB 340	0920	G-OATP BAe ATP	0934
G-BGYV Bandeirante	0950	OO-MTD Brasilia	1033
G-OBMH Boeing 737 300	1052	G-BLZT Short 360	1112
G-BLTD Short 360	1116	G-BYRN Navajo	1154
G-PKBE DC9	1224	G-BBTX C23 Sundowner	1239
G-BYAU Boeing 757	1304	PH-KXH Fokker 50	1329
EC-ESJ DC9 83	1333	G-BLZT Short 360	1409
PH-KXG Fokker 50	1433	G-BLTD Short 360	1438
OO-DTO Brasilia	1443	G-IRIS AA5B Tiger	1514
G-OBMH Boeing 737 300	1529	G-BMOP Turbo Arrow III	1535
EI-CFD SAAB 340	1540	G-BLVG Bandeirante	1713
G-BLZT Short 360	1716	PH-KXH Fokker 50	1719
G-OATP BAe ATP	1822	G-OBMH Boeing 737 300	1827
EI-CFB SAAB 340	1911	OO-DTH Brasilia	2004
G-BLZT Short 360	2028	G-BGZW Tomahawk	2030
G-BWMW Short 360	2031	PH-KXG Fokker 50	2107
PH-KXH Fokker 50	2116	G-DAAL HS 748	2127
G-OBMH Boeing 737 300	2132	G-BIFH Short 330	2159
21 G-BLVG Bandeirante	0815	G-OATP BAe ATP	0829
EI-CFB SAAB 340	0841	G-OBMZ Boeing 737 500	0930
G-BLZT Short 360	1001	OO-DTO Brasilia	1037
C-GTSN Boeing 757	1041	G-BWMW Short 360	1044
G-DOOZ Twin Squirrel	1116	PH-KXH Fokker 50	1118

ZE702 BAe 146 CC.2	1211	G-OBMZ Boeing 737 500	1215
G-TKPZ Cessna 310R	1305	G-BLZT Short 360	1316
G-BLMN LongEz	1354	PH-KXG Fokker 50	1426
OO-DTJ Brasilia	1435	G-BWMW Short 360	1440
G-ODAB Airbus 320	1451	G-BVJB Fokker 100	1526
EI-CFD SAAB 340	1546	G-BSBW JetRanger	1640
G-BLVG Bandeirante	1659	PH-KXH Fokker 50	1705
G-BLZT Short 360	1711	G-OATP BAe ATP	1742
G-BVJB Fokker 100	1816	G-BVMA King Air 200	1902
EI-CFC SAAB 340	1916	OO-DTG Brasilia	1946
G-BLZT Short 360	2041	PH-KXG Fokker 50	2048
G-BWMW Short 360	2058	PH-KXH Fokker 50	2110
G-BVJA Fokker 100	2123	G-DAAL HS 748	2138
22 G-BLVG Bandeirante	0819	G-OATP BAe ATP	0828
EI-CFC SAAB 340	0839	G-BVJA Fokker 100	0931
G-BLZT Short 360	0954	OO-DTJ Brasilia	1034
G-BSLK Warrior II	1053	G-BWMW Short 360	1058
G-DARE Seneca	1121	PH-KXG Fokker 50	1127
G-BVJA Fokker 100	1219	G-BLZT Short 360	131
ZE701 BAe 146 CC.2	1350	G-GULL Saratoga SP	1356
G-BYAF Boeing 757	1404	G-CPTS JetRanger	1404
G-BWMW Short 360	1436	OO-DTK Brasilia	1440
PH-KXH Fokker 50	1443	G-BVJA Fokker 100	1523
EI-CFD SAAB 340	1531	G-BFFV Boeing 767	1638
PH-KXG Fokker 50	1650	G-BLVG Bandeirante	1707
G-RAAD Mooney M20L	1708	G-OBWE BAC 1-11	1713
G-BLZT Short 360	1728	G-LOGG BAe ATP	1734
G-BFBR Warrior II	1736	G-BHYC Cessna 172RG	1755
G-BVJA Fokker 100	1825	G-BGYV Bandeirante	1914
EI-CFA SAAB 340	1919	G-BDSL Cessna F150M	1938
OO-DTH Brasilia	1950	G-BWMW Short 360	2035
G-BMAC DC9	2036	N299FB Gulfstream IV	2041
G-BLZT Short 360	2045	PH-KXH Fokker 50	2050
PH-KXG Fokker 50	2110	G-BEJD HS 748	2128
G-BVJB Fokker 100	2151		
23 LZ-BTD TU 154	0743	EI-CFD SAAB 340	0853
G-BMAC DC9	0934	G-BBXH Cessna FR172F	0938
G-BMAI DC9	0953	EC-FVT Boeing 737	1012
PH-KXH Fokker 50	1026	OO-DTI Brasilia	1034
G-BPMF Warrior	1057	G-BRYJ DHC 8	1110
G-BLZT Short 360	1135	G-BSLK Warrior II	1141
G-BWMW Short 360	1148	G-BCUJ Cessna F150M	1202
G-BMAC DC9	1221	G-LOGJ Jetstream 41	1258
G-TKPZ Cessna 310R	1322	PH-KXG Fokker 50	1325
G-BSFP Cessna 152	1400	G-BMAK DC9	1536
G-BWMW Short 360	1543	EI-CFC SAAB 340	1547
G-BSDD Cessna 152	1745	G-BLZT Short 360	1802
G-BMAC DC9	1819	G-BMAK DC9	1859
PH-KXH Fokker 50	1905	G-BHYC Cessna 172RG	1957
G-BMAG DC9	2114		
24 EI-CFA SAAB 340	0903	G-BMAG DC9	0928
G-BMAI DC9	1017	G-BMAG DC9	1229
G-BLZT Short 360	1401	PH-KXG Fokker 50	1415

PH-KXH Fokker 50	1432	00-DTG Brasilia	1437
G-ATPD HS 125 18/522	1527	EI-CFA SAAB 340	1606
G-BMAH DC9	1617	G-BWMW Short 360	1653
LZ-BTT TU 154	1657	G-BLZT Short 360	1718
G-BYAL Boeing 757	1803	G-BVJV Airbus 320	1825
G-BVJB Fokker 100	1850	PH-KXH Fokker 50	1935
EI-CFC SAAB 340	1946	00-DTO Brasilia	1954
G-BLZT Short 360	2037	G-BWMZ Short 360	2039
PH-KXG Fokker 50	2124	5B-DBC Airbus 320	2154
G-BVJB Fokker 100	2210		
25 G-BLVG Bandeirante	0818	G-BAVZ Aztec	0825
G-LOGG BAe ATP	0828	EI-CFD SAAB 340	0841
G-BLZT Short 360	0956	G-BVJB Fokker 100	0959
G-YAWW Turbo Arrow IV	1040	00-DTH Brasilia	1045
G-JEAI Friendship	1051	ZE701 BAe 146 CC.2	1054
PH-KXG Fokker 50	1124	I-VIGI Beechjet	1133 1951
G-BLTD Short 360	1135	G-BVJB Fokker 100	1251
F-6MGB King Air 200	1300	G-BLZT Short 360	1329
G-BYAG Boeing 757	1421	PH-KXH Fokker 50	1439
G-MONZ Airbus 320	1444	G-BLTD Short 360	1447
00-DTJ Brasilia	1450	G-OBMK Boeing 737 400	1530
EI-CFB SAAB 340	1535	G-BLZT Short 360	1708
G-OSFT Navajo	1712	PH-KXG Fokker 50	1727
G-LOGD BAe ATP	1803	G-OBML Boeing 737 300	1812
EI-CFC SAAB 340	1929	00-DTO Brasilia	1947
G-BLZT Short 360	2029	G-BVMX Short 360	2033
PH-KXH Fokker 50	2056	PH-KXG Fokker 50	2105
G-OBMX Boeing 737 500	2121	G-DAAL HS 748	2136
26 G-BLVG Bandeirante	0816	G-LOGD BAe ATP	0833
G-BOJI Arrow IV	0845	EI-CFB SAAB 340	0849
G-OBMX Boeing 737 500	0942	9H-ABE Boeing 737	0950
G-JEAI Friendship	0955	EC-591 DC9 83	1014
G-OJCB JetRanger	1017	00-DTG Brasilia	1037
G-BWMW Short 360	1057	PH-KXG Fokker 50	1119
G-OBMX Boeing 737 500	1221	G-JEAI Friendship	1313
SE-CPL Ryan Navion	1331	G-BYAR Boeing 757	1410
G-BWMW Short 360	1435	00-DTJ Brasilia	1437
PH-KXH Fokker 50	1440	G-OBMX Boeing 737 500	1515
EI-CFD SAAB 340	1540	G-BOJI Arrow IV	1646
PH-KXG Fokker 50	1657	G-BLVG Bandeirante	1707
G-BLZT Short 360	1715	G-IFTB King Air 200	1724
G-LOGD BAe ATP	1746	G-OBMX Boeing 737 500	1818
EI-CFC SAAB 340	1921	G-YJBM Airbus 320	1938
00-DTO Brasilia	1952	G-BWMZ Short 360	2022
G-BLZT Short 360	2033	PH-KXH Fokker 50	2056
PH-KXG Fokker 50	2115	G-OBMY Boeing 737 500	2120
G-DAAL HS 748	2133	G-BIFK Short 330	2200
G-BMAR Short 360	2217		
27 G-LOGD BAe ATP	0826	EI-CFD SAAB 340	0832
G-BYRN Navajo	0836	G-BSMZ Warrior II	0910
G-OBMY Boeing 737 500	0947	G-JEAI Friendship	1001
00-DTI Brasilia	1029	G-BVMX Short 360	1047
G-ASRR Cessna 1826	1105	PH-KXG Fokker 50	1116

G-BSBW JetRanger	1158	G-TKPZ Cessna 310R	1207
G-PKBM DC9	1226	EC-FXA DC9 83	1237
N299FB Gulfstream IV	1248	G-BYAG Boeing 757	1256
G-AWXU Cessna F150J	1258	G-JEAI Friendship	1313
G-BVMX Short 360	1435	OO-DTH Brasilia	1442
PH-KXH Fokker 50	1452	G-AWLP Mooney M20F	1456
G-OBMY Boeing 737 500	1523	G-MEGA Turbo Arrow III	1535
G-ORJB Citation	1540	EI-CFB SAAB 340	1543
G-TKPZ Cessna 310R	1550	PH-KXG Fokker 50	1652
G-BVRN Navajo	1710	G-JEAI Friendship	1713
G-LOGD BAe ATP	1742	G-BGRG Duchess	1818
G-OBMY Boeing 737 500	1822	EI-CFA SAAB 340	1925
G-BSBW JetRanger	2000	OO-DTI Brasilia	2006
G-BVMY Short 360	2016	G-JEAI Friendship	2023
PH-KXH Fokker 50	2100	PH-KXG Fokker 50	2113
G-DAAL HS 748	2130	G-OBMY Boeing 737 500	2136
G-BMAR Short 360	2140	G-BKZR Short 360	2141
28 G-BGZW Tomahawk	0715	G-BLVG Bandeirante	0818
EI-CFB SAAB 340	0833	G-MANE BAe ATP	0852
G-NUIG King Air C90	0922	G-OBMY Boeing 737 500	0932
G-JEAI Friendship	0952	G-BOIZ Seneca	1004
OO-DTG Brasilia	1015	C-GTSE Boeing 757	1028
ZD283 Lynx AH.1	1041	G-BVMY Short 360	1050
F-GMGB King Air 200	1053	G-BGYV Bandeirante	1101
XZ322 Gazelle AH.1	1103	G-BSIM Archer II	1111
PH-KXG Fokker 50	1115	G-BNGT Archer II	1130
G-LACA Warrior II	1146	G-BGRG Duchess	1200
G-OBMY Boeing 737 500	1245	G-JEAI Friendship	1319
G-AVIB Cessna F150G	1321	G-BGAG Cessna F172N	1404
G-ODAB Airbus 320	1417	OO-DTO Brasilia	1440
G-BVMY Short 360	1446	G-AVYT Arrow	1505
G-OBMY Boeing 737 500	1522	EI-CFC SAAB 340	1538
G-BGRG Duchess	1543	G-BUVO Cessna F182P	1547
PH-KXH Fokker 50	1550	G-BBBK Cherokee 140	1619
G-BLVG Bandeirante	1705	G-JEAI Friendship	1709
G-LOGD BAe ATP	1739	PH-KXG Fokker 50	1745
G-OBMY Boeing 737 500	1811	G-BRSA AAS Traveler	1855
G-ORJB Citation	1920	EI-CFA SAAB 340	2005
OO-DTH Brasilia	2024	G-JEAI Friendship	2027
G-BWMZ Short 360	2036	PH-KXH Fokker 50	2049
PH-KXG Fokker 50	2117	G-BVJB Fokker 100	2123
G-DAAL HS 748	2130		
29 G-BLVG Bandeirante	0809	G-LOGD BAe ATP	0822
EI-CFA SAAB 340	0851	G-BVJB Fokker 100	0932
G-BLZT Short 360	1001	OO-DTK Brasilia	1035
G-BWMW Short 360	1048	G-BFMX Cessna F172N	1145
PH-KXG Fokker 50	1231	G-AVIB Cessna F150G	1245
G-BYAR Boeing 757	1302	G-JEAI Friendship	1312
G-BNCW Boeing 767	1437	G-BWMW Short 360	1444
PH-KXH Fokker 50	1448	OO-DTF Brasilia	1453
G-BPFB LongEz	1529	G-BVJB Fokker 100	1537
G-BOES Cessna FA152	1540	EI-CFB SAAB 340	1548
G-BPKH PA-28 Dakota	1551	G-AYLA AESL Airtourer	1601
PH-KXG Fokker 50	1650	G-JEAI Friendship	1713

G-BLVG	Bandeirante	1717	G-JDTI	Cessna 421C	1733	
G-LOGD	Bae ATP	1739	G-BVJB	Fokker 100	1822	
EI-CFA	SAAB 340	1922	OO-DTG	Brasilia	1955	
G-JEAI	Friendship	2025	G-BVMX	Short 360	2027	
G-BMAC	DC9	2035	PH-KXH	Fokker 50	2106	
PH-KXG	Fokker 50	2109	G-DAAL	HS 748	2132	
G-BVJB	Fokker 100	2139				
30	EI-CFC	SAAB 340	0844	G-OGAT	King Air 200	0907
	G-PKBE	DC9	0934	G-BMAI	DC9	0939
	EC-FVT	Boeing 737	0958	LZ-BTX	TU 154	1028
	PH-KXH	Fokker 50	1035	OO-DTH	Brasilia	1036
	G-BRYJ	DHC 8	1105	G-JEAI	Friendship	1143
	G-BWMW	Short 360	1147	G-BMAC	DC9	1235
	G-LOGL	Jetstream 41	1308	G-BUZZ	JetRanger	1400
	PH-KXG	Fokker 50	1456	G-BMAK	DC9	1519
	EI-CFD	SAAB 340	1538	G-BWMW	Short 360	1546
	G-AWLP	Mooney M20F	1555	G-LINC	Hughes 369HS	1715
	G-JEAI	Friendship	1806	G-BMAC	DC9	1816
	G-BMAK	DC9	1842	PH-KXH	Fokker 50	1912
	G-OGAT	King Air 300	1918	G-KSVB	Comanche	1940
	G-BSBW	JetRanger	2100	G-ELDG	DC9	2126
31	EI-CFA	SAAB 340	0845	G-ELDG	DC9	0923
	G-BMAI	DC9	1034	G-ELDG	DC9	1233
	XZ257	Lynx HAS33	1307	G-JEAI	Friendship	1350
	PH-KXG	Fokker 50	1427	PH-KXH	Fokker 50	1432
	OO-DTJ	Brasilia	1444	G-BYAI	Boeing 757	1535
	G-BVJV	Airbus 320	1556	EI-CFA	SAAB 340	1606
	G-BWMW	Short 360	1627	G-BMAH	DC9	1633
	G-JDTI	Cessna 421C	1646	N299FB	Gulfstream IV	1650
	G-JEAI	Friendship	1708	EI-CFD	SAAB 340	1924
	PH-KXH	Fokker 50	1944	G-OBMJ	Boeing 737 300	1948
	OO-DTH	Brasilia	2007	G-JEAI	Friendship	2030
	PH-KXG	Fokker 50	2034	LZ-BTH	TU 154	2035
	G-BWMW	Short 360	2116	G-BVJB	Fokker 100	2201
	SB-DBD	Airbus 320	2218			

From (& to)

04) EI-BUF/Abbeyshrule; XV218/Tees-side: 05) PH-EEF/Manchester; NB100E/Treverse City, Michigan, USA to Brussels: 07) F-GBTI/Toulouse: 11) I-MPIZ/F & T Turin; N71HB/Gronningen to Munster: 12) N1224S/Birmingham; N5775N/Billund: 13) N2187V/White Waltham; ZE396/F & T Heathrow; N2749S/Wellesbourne Mountford; N6220X/Stanstead: 14) F-GKPB/Geneva; EI-BFF/Coonagh: 15) VR-CBW/Farnboro; ZE701/F & T Lyneham: 17) VR-CBW/Glasgow to Farnboro: 18) XW913/Wattisham; HKG-10/F & T Kirkbymoorside: 19) 400B1/Gatwick; N5B4CA/Humberside: 21) ZE702/Northolt: 22) ZE701/Benson; N299FB/Miami n/s Copenhagen: 25) ZE701/Northolt; I-VIGI/F & T Genoa; F-GMGB/Cannes to Humberside: 26) SE-CPL/Southend: 27) N299FB/Cambridge n/s Exeter: 28) ZD283/Preston; XZ322/Weeton; F-GMGB/Humberside: 31/ N299FB/Exeter; XZ257/Guiseley:

Overshoots

02) ZG844/Army 555: 13) XX498/FYY02: 18) XX491/FYY76: 19) XX499/FYY84: 21) XX499/FYY45: 25) XX491/FYY76; XX498/FYY33: 26) G-BONT/TOF22: 28) G-SFHR; G-BUKT:

LBA Movements review, July 1994

The running total of foreigners is still well up on last year with Balkan using quite a lot of different TU 154's and Spannair adding plenty of MD83's. First on the list for this month was the old faithful Cessna 210N EI-BUF on the 4th. On the 5th the Falcon 900 N8100E booked in from Treverse City in the USA and after a night stop it departed to Brussels, the same day saw Navajo PH-EEF of Tulip Air visiting as "Tulip 7". Another regular was Falcon 10 F-GBTI on the 7th. The 11th found Beechjet I-MPIZ night stopping from and to Turin whilst the Citation N71HB was from Groningen to Munster. Visiting Knight-air for checks on the 12th was an old friend in the shape of Cessna 425 N1224S from Birmingham, coming from further away was the Rockwell 114 N5775N which arrived from Billund. Three Americans on the 13th were Navajo N2749S, Baron N6220X and Cessna 140 N2187V - all of which I think are UK based. Beech Musketeer EI-BFF arrived from its base at Coonagh on the 14th and was joined by Falcon 10 F-GKPB which used callsign "EFS 119A". The 15th found Gulfstream IV VR-CBW making the first of two visits as "Rolls 1", its next visit was on the 17th. Also noted on the 17th was Cherokee Six PH-GVN from Prestwick and the other Hong Kong T67, HKG-10, from and to Kirlbymoore where it should be being converted from VR-HZP to G-KONG. Another US registered Rockwell 114 was N584CA on the 19th which arrived from Humberside. Arriving on the 22nd for its annual two week visit was the Gulfstream IV N299FB, during its stay trips are made to Exeter and Stanstead plus other destinations and it is reported to be operated for the novelist Barbara Taylor Bradford. Another Italian Beechjet on the 25th was I-VIGI and night stopping the same day was the King Air F-GMGB which returned on the 28th. A rare night stopper on the 26th was SE-CPL which caused some head scratching among the newer generation of spotters, it was in fact a Ryan Navion. Military visitors were filled out with a lot of Queens Flight trips to the area, ZE701 was "Kittyhawk 2" on the 15th and "Kittyhawk 3" on the 22nd and 25th. ZE702 was "Kittyhawk 1" on the 21st. The RAF provided the Hercules XV218 as "Ascot4258" on the 4th and the HS 125 ZE346 as "Ascot1491" on the 13th. The Royal Navy used Lynx XZ257 with callsign "Navy 304" on the 31st. A lone US visitor was the C-21 40081 as "Clue 62" on the 19th and the Army helped out with Gazelle XW913 "Army 649" on the 18th and Lynx ZD282 "Army 226" and the Gazelle XZ322 "Army 221" both on the 28th. A new airline this month, ATS Vulcan started on the 4th operating twice a day between Southampton and the LBA using a Bandeirante, G-BLVG, and two Navajo's G-OSFT and G-BYFN. Yorkshire Light Aircraft have been busy, Cherokee G-AVSE has been put back together and was airtested on the 6th before going back into service with the club. Tobago G-BKTY arrived from Huddersfield for checks on the 8th and is still here, Mooney G-MOON arrived on the 16th and is still being worked on, Money G-RAAD arrived with a duff radio on the 22nd, Cherokee G-YAWW was worked on from the 25th to the 30th, Turbo Arrow III G-MEGA arrived from Ottringham on the 27th and returned there on the 30th with Mooney G-AWLP as ferry for the pilot each time, finally Cherokee G-AVYT arrived on the 28th and is still being worked on. For the first half of the month Fokker 100 G-BVJA operated on the LBA/LHR route for British Midland but on the 17th it was changed for G-BVJB, during the rail strikes a variety of 737's was used. City Flyer used Short 360 G-BWMZ at the LBA for the first time on the 26th. Citation G-WYLY has been u/s and Knight-air have borrowed Citation G-ORJB on a couple of occasions. Up the road at Coney Park a new resident seems to be Robinson R-22 G-ROGG which arrived on the 27th and another Robinson R-22, G-MPSN, is operating out of there although it appears to be based at Kilnsey.

LEEDS BRADFORD AIRLINE REPORT - JUNE 1994

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AIH279	LCA	07/G-SUEE	14/G-SUEE	21/G-SUEE	28/G-SUEE	
AMC5231	MLA	07/9H-ABF	14/9H-ABF	21/9H-ABF	28/9H-ABE	
AMC5233	MLA	05/9H-ABG	12/9H-ABE	19/9H-ABE		
AMM946	FAO	02/G-OOAB	09/G-OOAB	16/G-OOAC	23/G-OOAD	30/G-OOAC
AWD602	AGP	05/G-BVJV	12/G-BVJV	19/G-BVJV	26/G-BVJV	
BAL033A	PMI	03/G-BYAE	10/G-BYAO	17/G-BYAM	24/G-BYAM	
BAL090A	PMI	05/G-BYAG	12/G-BYAF	19/G-BYAK	26/G-BYAR	
BAL092A	IBZ	06/G-BYAL	13/G-BYAH	20/G-BYAL	27/G-BYAL	
BAL390A	PMI	03/G-BRIG	10/G-BOPB	17/G-BOPB	24/G-BPFV	
BAL408A	CFU	07/G-BYAJ	14/G-BYAR	21/G-BYAR	28/G-OAHF	
BAL507A	MAH	01/G-BYAJ	08/G-BYAE	15/G-BYAL	22/G-BYAL	29/G-BYAL
BAW6465	JER	11/G-BRYJ	18/G-BRYJ	25/G-BRYJ		
BMA1214	JER	04/G-BMAG	11/G-BMAB	18/G-BMAG	25/G-BMAG	
BMA1234	JER	05/G-BMAG	12/G-BMAB	19/G-BMAG	26/G-BMAG	
BMA1314	JER	05/G-BMAC	12/G-BMAI	19/G-BMAB	26/G-BMAB	
BMA1554	JER	04/G-PKBM	11/G-BMAK	18/G-BMAK	25/G-PKBE	
BMA1614	JER	04/G-PKBM				
ECA825	LCA	05/5B-DBB	12/5B-DBD	19/5B-DBB	26/5B-DBC	
FJA145	PMI	04/EC-FSC	11/EC-FSC	18/EC-FSC	25/EC-FSC	
LAZ7926	BOJ	05/LZ-ABD	12/LZ-BTS	19/LZ-BTS	26/LZ-BTW	
LAZ7958	VAR	04/LZ-BTF	11/LZ-BTN	18/LZ-BTX	25/LZ-BTC	
MNX844	IOM	04/G-WAND	11/G-WAWL	18/G-WAYR	25/G-LOGJ	
MON5836	PMI	06/G-MONX	13/G-MONZ	20/G-MONZ	27/G-MONZ	
SPP322	PMI	07/EC-FTS	14/EC-ESJ	21/EC-638	28/EC-ESJ	
SPP368	TFS	01/EC-591	08/EC-FJQ	15/EC-591	22/EC-FSY	29/EC-FTT
TLA952	ZTH	03/EI-TLE	10/EI-TLE			
TLA954	CFU	03/EI-TLE	10/EI-TLE	17/EI-TLG	24/EI-TLG	
TLA956	RHO	04/EI-TLE	11/EI-TLE	18/EI-TLG	25/EI-TLG	
TLA958	KGS	04/EI-TLE	11/EI-TLE	18/EI-TLG	25/EI-TLG	
TLA964	HER	05/EI-TLE	12/EI-TLE			
TSC241	YYZ	02/C-GTSN	09/C-GTSE	16/C-GTSN	23/C-GTSJ	30/C-GTSE

OTHER FLIGHTS

07	G-ZAPG	SH36	UKA754P/754	Stansted - Amsterdam	Lieu UKA FK27
14	<u>G-BUPS</u>	AT42	UKA658P/658	Stansted - Edinburgh	Lieu UKA SH36
14	G-BUPS	AT42	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
14	<u>G-EVEF</u>	AT42	CFE79NA	Gatwick - Newcastle	Lieu SH36
14	G-OBMH	B733	BMA420/411	f/t Heathrow n/s	Lieu FK10
14	<u>G-ORFH</u>	AT42	GIL113L/114L	Newcastle - Gatwick	Extra mail
14	G-WACK	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
15	G-OBMD	B733	BMA412/413	f/t Heathrow	Lieu FK10
15	G-OBMD	B733	BMA414/415	f/t Heathrow	Lieu FK10
15	G-OBMH	B733	BMA416/417	f/t Heathrow	Lieu FK10
15	G-ZAPD	SH36	UKA658P/658	Stansted - Edinburgh	Lieu UKA SH36
15	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu FK10
15	G-ZAPD	SH36	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
15	<u>G-BVKA</u>	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
15	G-WACK	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
15	G-RMCT	SH36	GIL113L/114L	Newcastle - Gatwick	Extra mail
16	G-BVKA	B735	BMA412/413	f/t Heathrow	Lieu FK10
16	G-BVKA	B735	BMA414/415	f/t Heathrow	Lieu FK10
16	G-ZAPD	SH36	UKA658P/658	Stansted - Edinburgh	Lieu UKA SH36
16	G-ZAPD	SH36	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
17	G-ZAPG	SH36	UKA658P/658	Stansted - Edinburgh	Lieu UKA SH36
17	EI-FKE	FK50	EIN219	Manchester - Dublin	Lieu SF34
17	G-ZAPG	SH36	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
17	<u>PH-KXF</u>	FK50	UKA9011/752	Norwich -n/s- Amsterdam	
21	<u>PH-KXH</u>	FK50	UKA050/720	Amsterdam -n/s- Paris CDG	
21	G-OBMH	B733	BMA420/411	f/t Heathrow n/s	Lieu FK10
22	G-OBMH	B733	BMA412/413	f/t Heathrow	Lieu FK10
22	G-OBMH	B733	BMA414/415	f/t Heathrow	Lieu FK10
22	G-OBMH	B733	BMA416/417	f/t Heathrow	Lieu FK10
22	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu FK10
22	G-OBMH	B733	BMA420/411	f/t Heathrow n/s	Lieu FK10
22	G-BMAR	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
22	G-ORFH	AT42	GIL130L/131L	Newcastle - Gatwick	Extra mail
23	<u>G-BVKE</u>	B735	BMA412/413	f/t Heathrow	Lieu FK10
28	G-OBMZ	B735	BMA416/417	f/t Heathrow	Lieu FK10
28	G-OBMZ	B735	BMA418/419	f/t Heathrow	Lieu FK10
28	G-OBMZ	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
29	G-OBMZ	B735	BMA412/413	f/t Heathrow	Lieu FK10
29	G-OBMZ	B735	BMA414/415	f/t Heathrow	Lieu FK10
29	G-DORK	E110	WLO210P/210	Southend - Cardiff	Freight Chtr
29	G-OBMZ	B735	BMA416/417	f/t Heathrow	Lieu FK10
29	G-OBMZ	B735	BMA418/419	f/t Heathrow	Lieu FK10
29	EI-FKA	FK50	EIN216	Dublin - Manchester	Lieu SF34
29	<u>PH-KXG</u>	FK50	UKA659/720	Edinburgh -n/s- Paris CDG	
29	G-OBMZ	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
29	<u>G-BVJP</u>	AT42	GIL130L/131L	Newcastle - Gatwick	Extra mail
29	G-BMLC	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
30	EI-FKA	FK50	EIN364/365	f/t Dublin	Lieu SF34
30	G-OBMZ	B735	BMA412/413	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - JULY 1994

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AIH279	LCA	05/G-YJBM	12/G-YJBM	19/G-YJBM	26/G-YJBM	
AMC5231	MLA	05/9H-ABG	12/9H-ABE	19/9H-ABG	26/9H-ABE	
AMM946	FAO	07/G-OOOG	14/G-OOAA	21/G-OOAB	28/G-OOAB	
AWD602	AGP	03/G-BVJV	10/G-BVJV	17/G-BVJV	24/G-BVJV	31/G-BVJV
BAL033A	PMI	01/G-OAHF	08/G-BYAN	15/G-BYAR	22/G-BYAF	29/G-BYAR
BAL090A	PMI	03/G-BYAT	10/G-BYAC	17/G-BYAI	24/G-BYAL	31/G-BYAI
BAL092A	IBZ	04/G-BYAO	11/G-BYAI	18/G-BYAU	25/G-BYAG	
BAL390A	PMI	01/G-BNYS	08/G-BOPB	15/G-BOPB	22/G-BPFV	29/G-BNCW
BAL408A	CFU	05/G-BYAN	12/G-OAHF	19/G-BYAF	26/G-BYAR	
BAL507A	MAH	06/G-BYAL	13/G-BYAO	20/G-BYAU	27/G-BYAG	
BMA1214	JER	02/DivMME	09/G-BMAI	16/G-BMAB	23/G-BMAI	30/G-BMAI
BMA1234	JER	03/G-BMAG	10/G-BMAI	17/G-BMAB	24/G-BMAI	31/G-BMAI
BMA1314	JER	03/G-BMAB	10/G-BMAB	17/G-BMAI	24/G-BMAC	31/G-BMAC
BMA1554	JER	02/G-PKBM	09/G-BMAM	16/G-ELDH	23/G-BMAK	30/G-BMAK
BMA1614	JER	30/G-BMAK				
BRY465	JER	02/G-BRYJ	09/G-BRYI	16/G-BRYI	23/G-BRYJ	30/G-BRYJ
ECAB25	LCA	03/5B-DBC	10/5B-DBB	17/5B-DBB	24/5B-DBC	31/5B-DBD
FUA145	PMI	01/DivMAN	09/EC-FSC	16/EC-FSC	23/EC-FVT	30/EC-FVT
LAZ7926	BOJ	03/LZ-BTQ	10/LZ-BTT	17/LZ-BTU	24/LZ-BTT	31/LZ-BTH
LAZ7958	VAR	02/DivMAN	09/LZ-BTH	16/LX-BTX	23/LZ-BTQ	30/LZ-BTX
MNXB44	IOM	02/G-LOGK	09/G-WAWR	16/G-LOGL	23/G-LOGJ	30/G-LOGL
MON5836	PMI	04/G-MONZ	11/G-MONZ	18/G-MONZ	25/G-MONZ	
SPP322	PMI	05/EC-FXA	12/EC-FTU	19/EC-FSY	26/EC-591	
SPP368	TFS	06/EC-FTT	13/EC-63B	20/EC-ESJ	27/EC-FXA	
TSC241	YYZ	07/C-GTSN	14/C-GTSE	21/C-GTSN	28/C-GTSF	

OTHER FLIGHTS

04	XV218	C130	RRR4258	TeesSide - Lyneham	Trooping
04	EI-FKF	FK50	KIN219	Manchester - Dublin	Lieu SF34
05	G-OBMY	B735	BMA416/417	f/t Heathrow	Lieu FK10
05	G-OBMY	B735	BMA418/419	f/t Heathrow	Lieu FK10
05	G-OBMY	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
06	G-OBMY	B735	BMA412/413	f/t Heathrow	Lieu FK10
06	G-OBMY	B735	BMA414/415	f/t Heathrow	Lieu FK10
06	G-OBMY	B735	BMA416/417	f/t Heathrow	Lieu FK10
06	G-OBMY	B735	BMA418/419	f/t Heathrow	Lieu FK10
06	G-OBMY	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
06	G-BIFH	SH33	GIL130L/131L	Newcastle - Gatwick	Extra mail
06	G-LEGS	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
07	G-OBMY	B735	BMA412/413	f/t Heathrow	Lieu FK10
07	G-OBMY	B735	BMA414/415	f/t Heathrow	Lieu FK10
11	G-MANE	BATP	MXE291/292	f/t Glasgow	Lieu SH36

12	G-BVKC	B735	BMA416/417	f/t Heathrow	Lieu FK10
12	G-BVKC	B735	BMA418/419	f/t Heathrow	Lieu FK10
12	G-OBMH	B733	BMA420/411	f/t Heathrow n/s	Lieu FK10
13	G-OBMH	B733	BMA412/413	f/t Heathrow	Lieu FK10
13	G-OBMH	B733	BMA414/415	f/t Heathrow	Lieu FK10
13	G-OBMH	B733	BMA416/417	f/t Heathrow	Lieu FK10
13	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu FK10
13	G-BVKC	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
13	G-BGNG	SH33	GIL130L/131L	Newcastle - Gatwick	Extra mail
13	G-BMAR	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
14	G-BVKC	B735	BMA412/413	f/t Heathrow	Lieu FK10
14	G-BVKC	B735	BMA414/415	f/t Heathrow	Lieu FK10
17	G-BVJB	FK10	BMA418/419	f/t Heathrow	-
17	G-LOGL	BA41	MXE6281/6282	Glasgow - Southampton	Extra flt
19	G-OBMZ	B735	BMA416/417	f/t Heathrow	Lieu FK10
19	G-OBMZ	B735	BMA418/419	f/t Heathrow	Lieu FK10
19	G-OBMH	B733	BMA420/411	f/t Heathrow	Lieu FK10
20	G-OBMH	B733	BMA412/413	f/t Heathrow	Lieu FK10
20	G-OBMH	B733	BMA416/417	f/t Heathrow	Lieu FK10
20	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu FK10
20	G-OBMH	B733	BMA420/411	f/t Heathrow n/s	Lieu FK10
20	G-BIFH	SH33	GIL130L/131L	Newcastle - Gatwick	Extra mail
20	G-BLGB	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
21	G-OBMZ	B735	BMA412/413	f/t Heathrow	Lieu FK10
21	G-OBMZ	B735	BMA414/415	f/t Heathrow	Lieu FK10
22	G-OBWE	BA11	BWL953/953F	Munster - Stansted	Trooping
22	G-LOGG	BATP	MXE295/296	f/t Glasgow	-
25	G-OBMK	B734	BMA416/417	f/t Heathrow	Lieu FK10
25	G-OBML	B733	BMA418/419	f/t Heathrow	Lieu FK10
25	G-OBMX	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
26	G-LOGD	BATP	MXE291/292	f/t Glasgow	-
26	G-OBMX	B735	BMA412/413	f/t Heathrow	Lieu FK10
26	G-OBMX	B735	BMA414/415	f/t Heathrow	Lieu FK10
26	G-OBMX	B735	BMA416/417	f/t Heathrow	Lieu FK10
26	G-OBMX	B735	BMA418/419	f/t Heathrow	Lieu FK10
26	G-OBMY	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
26	G-BIFK	SH33	GIL130L/131L	Newcastle - Gatwick	Extra mail
26	G-BMAR	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
27	G-OBMY	B735	BMA412/413	f/t Heathrow	Lieu FK10
27	G-OBMY	B735	BMA416/417	f/t Heathrow	Lieu FK10
27	G-OBMY	B735	BMA418/419	f/t Heathrow	Lieu FK10
27	G-OBMY	B735	BMA420/411	f/t Heathrow n/s	Lieu FK10
27	G-BKZR	SH36	GIL130L/131L	Newcastle - Gatwick	Extra mail
27	G-BMAR	SH36	LOG820P/820	Glasgow - Bristol	Extra mail
28	G-OBMY	B735	BMA412/413	f/t Heathrow	Lieu FK10
28	G-OBMY	B735	BMA414/415	f/t Heathrow	Lieu FK10
28	G-OBMY	B735	BMA416/417	f/t Heathrow	Lieu FK10
28	G-OBMY	B735	BMA418/419	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRPORT - INCLUSIVE TOUR PROGRAMME - SUMMER 1995Monday

0415 PMI MON	A320	Y180	0745 PMI MON	01/05-31/10	TH
1345 PMI MON	A320	Y180	1515 LPA MON	01/05-31/10	TH

Tuesday

0045 LPA MON	A320	Y180	0815 MLA MON	02/05-25/10	TH
1225 TFS AEA	737-300	Y148	1315 TFS AEA	02/05-25/10	AT
1545 MLA MON	A320	Y180	1700 CFU MON	02/05-25/10	TH

Wednesday

0045 CFU MON	A320	Y180	DLM MON	03/05-26/10	TH
DLM MON	A320	Y180	1845 TFS MON	03/05-26/10	TH
2300 PMI AEA	737-300	Y148		03/05-26/10	AT

Thursday

0415 TFS MON	A320	Y180	0600 AGP MON	04/05-26/10	TH
	737-300	Y148	0700 GRO AEA	04/05-26/10	AT
1230 AGP MON	A320	Y180	1330 ALC MON	04/05-26/10	TH
1830 GRO AEA	737-300	Y148	1920 PMI AEA	04/05-26/10	AT

Friday

0120 PMI AEA	737-300	Y148	0700 MAH AEA	05/05-27/10	AT
0315 ALC MON	A320	Y180	0730 IBZ MON	05/05-27/10	TH
2010 MAH AEA	737-300	Y148	2100 IBZ AEA	05/05-27/10	AT
2115 IBZ MON	A320	Y180	2230 PMI MON	05/05-27/10	TH

Saturday

0305 IBZ AEA	737-300	Y148		06/05-28/10	AT
0430 PMI MON	A320	Y180	0615 MAH MON	06/05-28/10	TH
	737-300	Y148	0730 ALC AEA	06/05-28/10	AT
1215 MAH MON	A320	Y180	1345 GRO MON	06/05-28/10	TH
1355 ALC AEA	737-300	Y148	1445 PMI AEA	06/05-28/10	AT
1900 GRO MON	A320	Y180	2030 RHO MON	06/05-28/10	TH
2045 PMI AEA	737-300	Y148	2135 LPA AEA	06/05-28/10	AT

Sunday

0615 RHO MON	A320	Y180	0730 PMI MON	07/05-29/10	TH
0705 LPA AEA	737-300	Y148	0900 PMI AEA	07/05-22/10	AT
2100 PMI MON	A320	Y180	2215 PMI MON	07/05-22/10	TH

SUMMER 1995 AT LBA

The early release of Summer '95 holiday brochures by Thomsons and Airtours confirms the expected gain in services facilitated by 24 hour availability.

Monarch Airlines are programmed to operate all Thomsons charter flights next summer using one based aircraft, presumably a Boeing 757 or Airbus A320. Frequency on flights to Palma, Ibiza, Malta, Corfu, Tenerife and Mahon is maintained albeit with different timings. Malaga, Alicante and Gerona are reestablished as Thomson summer destinations after their loss in the early nineties. Las Palmas (Gran Canary) becomes a new summer haunt, consolidating the successful winter service, whilst Rhodes is a totally new departure for Thomsons. A gap remains in the schedule on a Wednesday which at other airports is the traditional slot for a Salzburg flight.

There were fears that Airtours were not going to take advantage of 24 hour availability at Leeds Bradford, however their brochure shows otherwise. Airtours base an unknown aircraft at LBA between Wednesday and Sunday which arrives at 2300 (Wed) before night stopping. Services to Palma are tripled whilst Gerona, Mahon, Ibiza, Alicante and Las Palmas are added. The based aircraft returns to Palma Sunday morning offering the choice of eleven night stays in Mallorca. It is clear from the brochure that the LBA based aircraft originates from Manchester on Wednesday morning and returns there via Palma on Sunday evening. Supplementary to this a flight from Tenerife operates to Leeds on a Tuesday working a TFS - LBA - TFS rotation which is independent of the based aircraft. Strangely, Airtours have dropped their flight to Larnaca for Summer '95 when loads this season have been apparently good.

We await the release of other brochures, especially Owners Abroad and Cypriana.

Mark Teale

The Institution of Mechanical Incorporated Engineers PRESENTS /
THE DEVELOPMENT OF THE FIREFLY AIRCRAFT.

By B Mellers Chief Designer Slingsby Aviation Ltd.
TUESDAY 13th SEPTEMBER AT THE AERO CLUB 19.30 Hrs.
All Air Yorkshire Members welcome.

.....
Tues 11th October 1994 EXTRA SPECIAL EVENING MEETING.

.....
R A F LEENING MOUNTAIN RESCUE TALK AND SLIDES START 7.30 pm.
.....

Evening meetings at 7.30 pm
at Yorkshire aeroplane club
Tues 13th Sept Development of the Firefly
Tues 11th Oct Mountain Rescue R.A.F

Leeds Bradford Airport Limited



Yeadon Leeds LS19 7TZ Tel: Rawdon 509696 Fax: 505426 Telex: 557868

P R E S S R E L E A S E

UPGRADING OF AIRCRAFT ON LEEDS BRADFORD TO GLASGOW SERVICE

Manx Airlines have today confirmed the introduction of the British Aerospace Advanced Turbo Prop (ATP) aircraft onto the Leeds Bradford to Glasgow twice daily service, an aircraft with double the capacity of the replaced Shorts 360 aircraft.

The service will operate morning and evening and will provide passengers with an enhanced service and a journey time of just one hour. Commenting on today's announcement, Chair of the Airport Board of Directors, Cllr Denise Atkinson said, "We are delighted to be able to offer another quality service for the people of Yorkshire from their own Airport."

Managing Director of the Airport, Bill Savage added, "As the expansion programme at Leeds Bradford International Airport continues we are pleased to see another airline upgrading their service. Surface transport can take some considerable time up to Scotland and we are very much aware that our passengers require a fast, efficient air service. The ATP aircraft will certainly provide that."

E N D S

For further information contact:

25th July 1994

INFORMATION



Leeds Bradford Airport Limited

Registered Office: YEADON, LEEDS LS19 7TZ
Telephone: Leeds (0532) 509696 Telex: 557868

Please reply to Managing Director
Fax: 0532 505426

P R E S S R E L E A S E

NEW APPOINTMENT AT LEEDS BRADFORD INTERNATIONAL AIRPORT

Andy Rackham, 41, has just been promoted to the newly created post of Manager Airfield Services at Leeds Bradford International Airport.

The position has been established by the Airport Company to integrate air traffic and airfield services to meet the operational demands created by the removal of the night time flying restriction and the subsequent development of new air passenger services.

Mr Rackham is well qualified to fill this demanding role having nearly 25 years experience of working in various specialised areas of air traffic control, both in the UK and overseas.

A Yorkshire man, Andy Rackham has always been interested in the aviation industry and actually started his chosen career at Leeds Bradford Airport in 1970 by joining the Airport training scheme as an apprentice Air Traffic Control Officer. After spending 7 years at the Airport Andy left to gain experience in other related fields, including time in the Seychelles and off-shore support in the North Sea before returning to Leeds Bradford in 1984.

Commenting on his appointment Andy Rackham said: "I am delighted to have this opportunity to build and manage a new and cohesive airfield team in what is a particularly exciting time in the development of Leeds Bradford International Airport."

The appointment was welcomed by Bill Savage, Managing Director of the Airport Company who said: "Andy Rackham was a popular choice for the new role of Manager Airfield Services, having demonstrated his commitment towards the development of 'Yorkshire's Own Airport' and with the necessary experience and skills to take Leeds Bradford forward into the next century."

Married with 3 children, Andy lives in Ilkley and is a keen member of the local Fell Rescue Team.

E N D S

Contact:

Andy Rackham
Manager Airfield Services

24th August 1994

P R E S S R E L E A S E



Military Matters

Eric Martin.



AIR EXPERIENCE FLIGHTS

RAF Air Experience Flights (AEF) were established in 1958, to provide flying opportunities for Air Cadets, i.e. members of the Air Training Corps (ATC) and RAF Sections of the Combined Cadet Force (CCF). With one exception, they operate Chipmunk TIs; between four and eight in number according to the cadet population of the adjacent area. The exception is 13 AEF, based at Belfast, which, for reasons I have been unable to discover, operates a Bulldog T1.

For most of the year, the Flights operate from their home base, listed below. In the Summer and at Easter, however, they deploy aircraft to other RAF Stations which host cadet camps.

Again with one exception, the Flights are commanded by regular RAF officers. The remaining pilots are volunteer civilians who must hold a full pilot's brevet of one of the Services and have at least 300 hours of Service flying as first pilot. They are commissioned in the Royal Air Force Volunteer Reserve Training Branch (RAFVR(T)), the Branch in which cadet officers hold their commissions.

I must conclude on a somewhat sour note: it is a matter of personal regret that the facilities of the Flights are not available to members of other appropriate youth organisations!

1 AEF Manston	8 AEF Shawbury
2 AEF Bournemouth	9 AEF Finningley
3 AEF Colerne	10 AEF Woodvale
4 AEF Exeter	11 AEF Leeming
5 AEF Cambridge	12 AEF Edinburgh
6 AEF Benson	13 AEF Belfast
7 AEF Newton	

MILITARY NEWS

Church Fenton witnessed the first air show appearance of one of Hunting Aviation's Slingsby Fireflies from the Joint Elementary Flying Training School at Popcliffe: GBUUH, albeit in the static display. The same aircraft also appeared in the static display at Leeming. Perhaps it is U/S and only for static use? At both displays, however, we were treated to a display of the capabilities of the Firefly by Pete Clark in GELYV. Some of us last saw Pete in the more mundane task of washing his 'plane down during the Society visit to Kirbymoorside!

Some of last month's article on "RAF Flying Training Schools" has been superseded by the recent White Paper on Defence Cuts which Ewan Griffiths, with a later deadline, previewed in the same issue. Whither Central Flying School, the Red Arrows and airman aircrew training? Watch this space for further details.

Yet another quiet month on the military front, other than air shows at Leeming and Fairford, amongst others.

HUMBERSIDE AIR SHOW (OR CONCORDE EXTRAVAGANZA)

After a misty start to Saturday I decided to risk going to what was billed in the flypast magazine as 'the Concorde extravaganza at Humberside airport' on the Sunday. So on the Sunday morning I picked Graham up from Bramhope at 8.30 am in the hope of getting to Humberside airport at a leisurely pace by 10.00 am.

First slip up of the day was road works on the M1 M62 junction which sent us back to Leeds on the M62 by one junction then back up the M62 the right way. But after this little detour the rest of the journey was pretty uneventful and we arrived at Humberside airport side roads with the rest of the traffic at 09.50 am.

The line of cars seemed to go on forever but I consoled myself with the fact that it wasn't up to Finningley air show length! The queue went past the end of runway 21 which has good views of the approaching aircraft on finals to land. From here I could see British Airways Concorde G-BOAG parked on the main apron, (which I hadn't seen before, but no doubt it will come to Leeds in August). Also Air UK F27 G-BHMW and an all grey HS NIMROD XV233 which was hard to see in the mist and heat haze.

By now a Royal Navy Sea King helicopter was doing its display which looked impressive from the roadside as we had not yet got in! We paid our money and parked up, cameras on back, radio earpiece and notepad in pocket and off we went.

By now the Sea King had finished his display and had parked up on the far side of the main runway so I was unable to see the small registration numbers but could make out the tail code as PW. Second up was a Pitts Special which was asked to cease his display by the CAA inspector, apparently the cloud base was too low. Then the NIMROD departed off runway 21 with lots of noise and smoke, very impressive but not quite a Vulcan substitute.

A police helicopter of the type used by West Yorkshire Police landed next to the Bond Helicopters hanger with the call sign MEDIC 1, through the heat haze I read the registration as G-PASC, but on consulting CAM I think it was G-PASG. Two red DAUPHIN 2 helicopters of BOND HELICOPTERS LTD were visible outside the hanger, the registration of one was G-BLEY which departed later in the day. Then G-OEDE of EURO DIRECT AIRLINES BAE ATP arrived with an impressive colour scheme, it was to do pleasure flights during the day for £25.00, for what seemed like one hour.

By now the sun was really beating down and I wished I had brought my hat, the Messenger/Gemini duo did an impressive display with the Messenger RG333 in D-Day stripes as Field Marshal Montgomery's plane for the 50th anniversary landings and the Gemini 1A G-AKKB in an all white colour and well sponsored by the TOTAL FUEL COMPANY.

HUMBERSIDE AIR SHOW (Cont...)

In the static park which was nearly empty, there was the beautiful BEECH C-45H SOUTHERN COMFORT. 51-11701A (G-BSZC)/NAP-51D MUSTANG 474008 / A RUSSIAN SU-29 AS RA 7604 - I havn't yet found a book to put this reg in, another Sea King was present with a readable reg of XZ 593.

Then AIRTOURS MD-83 G-RJER charter flight from CORFU arrived, then departed back again one hour later - I bet it wasn't much warmer there! CONCORDE finally departed with a full load of lucky passengers on a supersonic trip over the north sea and back to Humberside, which was now starting to disappear in ever thickening mist, but still managed to make the usual perfect and spectacular landing.

After the tour of the trade stands we decided it might be a good idea to skip the RED ARROWS and leave early, thus missing the rush. By now the mist was quite thick and the Tornado coming in to land was visible only at the last minute, the call sign he used was 3A-95. The light aircraft park next to the terminal looked quite full, but they were all parked with their registrations out of sight, so I must pay a return visit one day.

I still managed to get back in time to see my favourite plane - the BALKAN TU-154 depart from LBA.

P Whincup

MICKY MOUSE MEETS JACK CHARLTON

Being a keen football fan aswell as an aviation enthusiast - Orlando provided the ideal holiday destination this summer.

As you cannot have failed to notice the World Cup was held in the USA, with some of the group matches being played at the Citrus Bowl in Orlando. My brother David and myself had tickets to see 4 matches in Orlando including the Republic of Ireland V Mexico.

First of all we had to get there. This was done with the help of BAL B767-200 G-BRIF from Manchester to Orlando direct. Early morning check-in on 17 June meant we had time to view the action including:- SE-DPP L1011 Airops; 00-JOT DC10 Challenge; N923SJ C130 Southern AT (on lease to Air Foyle and OE-LRC Canadair Regional Jet - Laudair.

We were called for boarding and push back of BAL 677A was made from Terminal 2. The long taxiing time was done in the company of other pieces of heavy metal including QF744; CX744 and UKL 767. Departure was made off Runway 24 climbing straight ahead our routing would be Wallasey - Dublin - Cork before the crossing of the Atlantic. The flight duration was to be 8 hrs 45 mins and our progress was displayed on video screens including a map showing our exact position, though to be reminded that there was still a long way to go was not always appreciated.

MICKEY MOUSE (Cont...)

We had a window seat and when we reached the U S eastern seaboard I could see a 767 flying on a parallel track beneath. Reassuringly the Captain then came on the speaker to announce that there was a U S Air 767 flying 4,000 ft below. He was heading from New York to Washington. It remained on our starboard side for some 10 mins before turning for Washington - these are indeed crowded skies!

Britannia's service was excellent and with the help of 2 meals, feature film and headsets we arrived in Orlando at 14.50 local time. We taxied in to our Jetway to find B767's G-UKLI and G-DAJC already there. These were still on the ground at Manchester when we left - both having managed to get there before we did! Must have had a more direct routing.

The next 2 weeks took in 4 World Cup Matches, (Ireland lost 1-2 to Mexico despite the fact that half the population of Ireland were in Orlando giving support). The usual Home Parks and Kennedy Space Centre - where Space Shuttle Discovery was on the launch pad.

We did manage a couple of hours spotting at Orlando International on 25 June. Spotting from the terminal is very limited. If you have a car the best places are over at the Tradeport on the opposite side from the terminal. Here there is a Cessna Citation FBO - various cargo/maintenance facilities and McCoy AFB with its C12s and V21s. Landing shots are possible if you take the McCoy Road (not the Beeline Expressway) from the Tradeport. This leads to a strip of sandy wasteland right at the end of the runways. 3 parallel runways are in use at any one time. The one nearest the terminal is exclusively used by Delta - the middle one is the main runway in use and the other used for aircraft going to the cargo/maintenance. Selection taken from the log as follows:-

UNITED 757; 734: CONTINENTAL DC9; 737: USAIR 733; MD80:
DELTA L1011; MD88; 733; 757: NORTHWEST 727; DC9: TWA 727:
AMERICAN A300; MD80; B727:

PLUS:-

N690UP	B747F	UPS	C-GTSZ	757	AIR TRANSAT
N183UP	DC8F	UPS	YV39C/YV38C	MD83	AEROPOSTAL
N913UP	B727F	UPS	BIZJETS:-		
N575SC	DC10	SUN COUNTRY	N23W	GII;	N435T/N825TC F20
NZ1UA	DC8F	A T I	C550:- N43BG; N550MT; YV662CP		
N803MG	DC8	MGM GRAND AIR	C650:- XA-SOK; XA-XIG		
N650FE	A300F	FED EX	125-700 - XA-NTE		
N902VJ	DC9	VALUJET	SABRE 65 - N86RM		
N728VA	B727	EXPRESS ONE			
N62ZV	B1900C	US AIR EXPRESS			
N492UE	J31	UNITED EXPRESS			
N162CA	E120	COMAIR			

MICKEY MOUSE (Cont....)

Friday 1 July came around all too quickly - our day of departure. FRIDAY is British Day at Orlando International with 3 MON B757; 2 UKL B767; 2 TIH B767; 1 TIH B757 and CKT L1011, plus G-BRIF which was to take us home. also 'in' was a Bahamasair Dash 8; N58021, A300 American; N355PA B727 AV. Atlantis and an unidentified B747 SP of U A Emirates Government.

Uneventful flight home to Manchester - this time in 7 hrs 45 mins - Just shows how much difference the prevailing Gulfstream makes.

The World Cup is to be held in France in 4 years time - not as exotic - but if half as good as USA 94, I would like to be there.

Paul Mitchell

FOLD NEWTON/WILLY HOWE FARM Movements:- 1.6 G-BTWD T.61F f Rufforth t Linley Hill. 2.6 G-BMOM IS.28M2A f&t Sandtoft. 4.6 G-OJVH F.150H f&t Leeds. 5.6 G-BHUG 172N f Gamston t Sturgate, G-FRAG PA-32 f&t Sherburn, G-BJZN T.67A f Brighton t Burton Constable. 8.6 G-YTWO F.172M f&t Sherburn, G-BPJF PA-38 f&t Sherburn, G-AZTS F.172L f&t Humberside, G-MYPR Cyclone AX3/503 f&t Wombleton. 11.6 G-OJVH F.150H f&t Leeds, G-BRJC C.120 f&t Tollerton, G-FIGS Rallye 150ST f&t Wombleton, G-BGTJ f&t Staverton, G-YTWO F.172M f&t Sherburn. 12.6 G-BTHE 150L f&t Brough, G-ANRP/TW439 Auster 5 f&t Brighton, G-BIOW T.67A f&t Sherburn, G-BPTL 172N f&t Teeside, G-BJZN T.67A f Linley Hill t Burton Constable. 13.6 G-BITF F.152 f Teeside t Newcastle, G-FIGS Rallye 150ST f Newton on Rawcliffe t Wombleton. 14.6 G-BSYW 150M f Bagby t Barton, G-BRAR 7AC f&t Wombleton, G-BGRI DR.1051 f&t Burton Constable. 16.6 G-BDUN PA-34 f Jersey t Kidlington (Medical flight to Scarborough Hospital). 18.6 G-AYRS D.120A f Brighton n/s t Brighton 19.6. 19.6 G-BIOW T.67A f&t Sherburn, F-CCJY SF.28A(5763) f&t Rufforth, F-CHXD Aeromot AMT.100 Ximango 100027) f&t Rufforth, G-BING F.172P f&t Limber. 23.6 G-AVMD 150G f Brighton t Bagby, G-BRZS 172P f Pocklington t Blackpool, G-BJZN T.67A f&t Burton Constable. 24.6 G-BKTY B.10 f&t Crosland Moor, G-ARH/TW591 Auster 6A f Husbands Bosworth n/s t Brighton 25.6. 5.6 G-ARAN PA-18 f Boon Hill Farm t Tollerton, G-BRJC C.120 f Stubton Park t Tollerton, G-BJZN T.67A f&t Burton Constable, G-BGTJ PA-28 f&t Staverton. 27.6 G-MYBY Pegasus XL-Q Bagby t Sandtoft, G-NWPC Pegasus XL-Q f Bagby t Sandtoft, G-BFHR DR.220 f&t Mount Airey Farm. 28.6 G-AJRC J/1 f&t Thorne. 29.6 G-BAIW F.172M f&t Humberside. 30.6 G-WARR PA-28 Halton n/s t Halton 1.7, G-AZTS F.172L f&t Humberside, G-RSPE F.172P f&t Low Sober Farm nr.Linton), G-MYGG Mercury f&t Full Sutton, G-BRPE C.120 f&t Bagby. 1.7 G-BCIK AA-5 f atenhill t Egginton. 2.7 G-BDIG 182P f&t Gamston. 3.7 G-MYKW Mercury, G-MTMU Gemini Dash 2A, G-MWAU Gemini Flash 2A, G-MWPH Spectrum, G-MYGG Mercury, G-MGRI Hornet all f&t Full Sutton. 7.7 G-BUIL Shadow f Linley Hill t Perth, G-BTHE 150L f&t Brough. 9.7 G-BUZZ R.22B f&t ?, G-BUJI T.61F f&t Linley Hill, G-BKVS B.8M f&t Melbourne, G-ASVZ A-28 f&t Sherburn.

BREIGHTON - MID SUMMER FLY IN 17 JULY

RESIDENTS & VISITORS;-

G-BVMU Vak 52, G-BMHS Cessna 172, G-BNIW Stearman, G-BGXS Pa-28, G-BEBT Ba-4, G-ASIJ Pa-28, G-AYEC Emerald, G-BFDL/454537 Piper Cub, G-ARHU Tri-Pacer, G-BUOF Condor, G-ATLB Excellence, G-BFZD Cessna 182, G-BGPI Plumb biplane, G-AYGA Jodel, G-DUDS Jungmann, G-RONW Fred, G-ALEH Vagabond, G-BGWO Jodel, G-BJAL Jungmann, G-BPRT Piel 328, G-BPVD Jungmann, G-KENN R-22, G-AXEI Ward Gnome, G-AWOA Rallye, G-AEKR Magnet, G-BPKI Acrosport, G-AYRS Jodel, G-BAAD Evans, G-BRPF Cessna 120, G-TAFF Jungmann, G-FUZZ Super Cub, G-WARD Taylor, G-BKNZ Emerald, G-SWOT/C3011 Currie Super Wot, G-MWPP Micro, G-RJMS PA-28, G-AOSF/WB571 Chipmunk, G-BVEA Mosler Pup, G-XTRA Extra 230, G-BOYU Cessna 150 G-MNHZ, G-MTWC Micros, G-IIII Pitts, G-BBDV Sipa 903, G-AWFW Jodel, G-BCEO AA-5, G-BPVZ Luscombe, G-BUTH CEA Dr220, G-BPWG Cessna 150, G-AWLP Mooney, G-BAHD Cessna 182, G-REAP Pitts, G-BMUI Colibri MB2, G-AWUJ Cessna 150, G-BVHS Murphy Rebel, G-AWOH Vagabond, G-BEBO Special Wot, G-BRIH Taylorcraft, G-OMNI Pa-28, G-AYGG Jodel, G-BBSA AA-5, G-BUZN Cessna 172, G-BNUZ R-22, G-ATHX Ambassadeur, G-PIGS Rallye, G-RASC Evans VP 2, G-ZIPY Tailwind, G-TAFI Jungmeister, G-BDVC Vagabond, G-AKVP Luscombe, G-ARHN Pa-22, G-ARLR Terrier, G-OEYE Sakota, G-MWRK Micro, G-AWDA Nipper, G-ARAO/607327 Super Cub, G-BCYH Cadet Motor Glider, G-BSUX Carlson Sparrow, G-BSUT Rans, G-BNXM Super Cub, G-AVKG Cessna 172, G-BJXA T-67, G-AYXW Evans, G-BNYX Denny Kitfox, G-BFRR Cessna 150, G-BHUO Evans, OY-AVT Super Cub, G-MWYD Micro, G-MATE Zlin, G-ANRP/TW439 Auster, G-AEVS Aeronca, G-AYLA Airtourer, G-BFWL Cessna 150, G-MIFF Regent, G-MWPH Micro, G-BIDG Jodel, G-BSVN Thorp T18 (This aircraft suffered an accident on landing with damage to the propeller, undercarriage, wing and fuselage, no injury fortunately), G-ATUH Nipper, G-BHBZ Partenavia, N356685 Cessna 172, G-ARDD Emerald, G-KENN Luscombe, G-BRSY Hatz CBI, G-AVPM Jodel, G-ARRE Ambassadeur, E3B-540/G-BRSH Jungmann.

It is now possible on payment of £2.00 (child £1.00) to gain full access to the hangers to see the work that goes on restoring old classic aircraft and the amount of work needed to keep them airborne. It is a complete working museum.

Ian Gratton.

WOLD NEWTON/WILLY HOWE FARM A prospective new resident is J/1 G-AJRC f Sherburn. A hangar is being constructed for it at the moment. Presently the only resident is F.172M G-BDNU. Movements:- 11.7 G-MTXD Thruster f&t Huthwaite. 12.7 G-BIFZ P.68C f&t Henstridge, G-BARS DHC.1 f Bagby t Wombledon, G-BJZN T.67A f Beverley t Burton Constable. 13.7 G-RODD 310R f&t Marshland, G-EMLK G.109B f&t Rufforth. 14.7 G-BGWO D.112 f Beverley t Brighton, G-BBEC F.150L f&t Humberside. 15.7 G-BRIN TB.20 f&t Leeds. 16.7 G-RUIA F.172M f North Coates t Wickenby, G-BPVZ Luscombe 8E f&t Croft, G-AKVM 120 f&t Croft, G-GREN T.310R f&t Sherburn, G-BRVJ T.31B f Brighton t Burton Constable, G-BVHS Murphy Rebel f&t Brighton, G-YTWO F.172M f&t Sherburn. 17.7 G-BBSA AA-5 f Newcastle t Brighton, G-ANRP/TW439 Auster 5 f Brighton t North Coates, D-EHJB 172N(73633) f Duxford t Edinburgh, D-EAGB F.172N (2007) f Duxford t Edinburgh, G-BPTL 172N f&t Teeside. 18.7 G-ATHV 150F f&t Sherburn, G-BCPN AA-5 f&t Pocklington. 19.7 G-BAZM D.11 f&t Leeds, D-EHJB 172N f Oban n/s t Beverley 20.7, D-EAGB F.172N f Oban n/s t Beverley 20.7. 20.7 G-BGWO D.112 f&t Brighton, G-TSGJ PA-28 f Beverley t Teeside, G-MMSG Pegasus XL-R f&t Wombledon, G-AJRC J/1 f&t Sherburn. 23.7 G-BAZM D.11 f&t Leeds, G-BRVJ T.31B f&t Brighton, G-BVEA Mosler N.3 Pup f&t Brighton, G-BHLW 120 f&t Thorne, G-BKUR CP.301A f&t Peterlee. 24.7 G-PIGS Rallye 150ST f&t Wombledon, G-BJZN T.67A f&t Burton Constable. 25.7 G-BIHI 172M f&t Fenland. 26.7 G-SACT PA-28 f Sherburn t Sandtoft. 28.7 G-ODNP 310R f Humberside t Dundee then f Dundee t Humberside then f&t Humberside, G-BPJD Rallye 110ST f Bagby t Fishburn. 29.7 G-BNNO PA-28 f&t Woodvale, G-BCEO AA-5 f&t Teeside. 30.7 G-RUIA F.172M f North Coates n/s t North Coates 31.7, G-BCPN AA-5 f&t Full Sutton.

BEVERLEY/LINLEY HILL There are no changes to report on the resident front this month so on with the movements:- 28.5 G-BHNA F.152 f Wickenby t Sherburn, G-BGWO D.112 f Brighton t Bagby, G-BFLN 150M f&t Sherburn. 29.5 G-BTNO 7AC f Brighton t Netherthorpe, G-BJZN T.67A f&t Burton Constable. 30.5 G-BUUX PA-28 f Brighton t Netherthorpe, G-MWRK S.6 f&t Brighton, G-BHAI F.152 f&t Netherthorpe. 1.6 G-RREEK AA-5A f&t Southampton, G-BPVN PA-32R f&t Ludham, G-GOMM PA-32R f Redhill t Thurrock, G-AVPV PA-28 f Ludham t Stapleford, G-BTWD T.61F f Wold Newton t Rufforth, G-BEHU PA-34 f Fair Oaks (swerved off the runway in an attempt avoid going off the end, undercarriage collapsed props and engine damaged and creased starboard side of the fuselage. Still present 12.6 parked in the car park awaiting a decision on its future.) 4.6 G-BSIM PA-28 f&t EMA, G-BBWN/WZ876 DHC.1 f Full Sutton t Netherthorpe. 5.6 G-YTWO F.172M f Full Sutton t Sherburn, G-BHAI F.152 f&t Netherthorpe, G-BJZN T.67A f&t Burton Constable. 7.6 G-AWUJ F.150H f&t Sandtoft, G-BBKE F.150L f&t Wickenby. 8.6 G-BBOW PA-32R f&t Norwich, G-BHOW T.67A f&t Sherburn. 11.6 G-BUGT T.61F f&t Rufforth, G-BBSA AA-5 f&t Wickenby, G-BSDL TB.10 f&t Sherburn, G-BTHE 150L f Teeside t Brough, G-BTNO 7AC f Newton on Rawcliffe t Netherthorpe. 12.6 Hull Aero Club Fly-in G-BTHE 150L f Full Sutton t Brough, G-AYGA D.117 f&t Oxenhope, G-BIZV/18-2001 PA-18 f&t Oxenhope, G-BPVZ Luscombe 8E f Croft t Brighton, G-WARD GT.1 f&t Marton, G-BTOD PA-38 f&t Gamston, G-ASVZ PA-28 f&t Sherburn, G-BBWN/WZ876 DHC.1 f Netherthorpe t Tatenhill, G-OBMW AA-5 f&t Sherburn, G-AWUT F.150J f Sherburn t Sturgate, G-BMUI MB.2 f&t Netherthorpe, G-BFRT CP.328 f&t Netherthorpe, G-BFFH F.172K f Sturgate t Burton Constable, G-GCKI M.20K f Netherthorpe t Tatenhill, G-BUOF D.62B f Netherthorpe t Tatenhill, G-VANS IV.4 f&t Bagby, G-AWAZ PA-28R f&t Barton, G-BUGH S.10 f&t Bagby, G-BPIZ AA-5B f Sherburn t Wombledon, G-AWFW D.117 f&t Bishopton, G-BKKO 182R f&t Crosland Moor, G-AYRS D.120A f&t Breighton, G-BFDL/454537 J.3C-65 f&t Breighton, G-SERL TB.10 f Humberstone t Norwich, G-BFJD Rallye 110ST f&t Fishburn, G-BUTM HR.200/100 f&t Barton, G-BJZN T.67A f Burton Constable t Wold Newton, G-BHCP F.152 f&t Sherburn, G-STYL S.1S f Crosland Moor t Brighton, G-BTWD T.61F f&t Rufforth, G-RASC VP.2 f Tatenhill t Croft, G-BGRI DR.1051 f Sandtoft t Burton Constable, G-AWDA T.66 f Breighton t Marton, G-BGAG F.172N f&t Sandtoft, G-BFOZ F.28A f Breighton t Sherburn, G-BFFM 7AC f&t Netherthorpe, G-ASJZ D.117A f&t Sherburn.

BEVERLEY / LINLEY HILL Resident news:- There have been several departures from here, some due to disagreements between the club and the private owners. F.150J G-AWXU had finished its period of lease, last noted here 13.7 and has returned to Bagby. M.20J G-FLYA is thought to have departed to Humberstone but was recently seen at Wickenby on respray after damage caused by a Lufthansa Jet! (where and when?). Chevvron 232 G-BMUI has departed to Pocklington date unknown, whilst 172M G-SEXI is also thought to have gone to Humberstone last noted here on 30.6. Therefore the current residents are F.150L G-BALP, AA-5A G-BGCM, F.172N G-BGCV, TB.10 G-BGXD, Rans S.10 G-BTJX (now dismantled and shortly to depart to Felixkirk, permit to fly never issued), T.61F G-BUJI, Avid G-BWCI and F.150M G-HULL. The PA-34 G-BEHU which was damaged on landing here on 1.6 was repaired on site and departed to Stapleford on 15.6 with PA-34 G-TEST acting as crew ferry. Movements:- 15.6 G-TEST PA-34 f&t Stapleford. 17.6 G-BPXA PA-28 f Breighton t Netherthorpe. 18.6 G-BTHE 150L f Pocklington t Brough. 19.6 G-ARTL/T7281 DH.82A f&t Egton. 23.6 G-BFGM 152 f&t Netherthorpe, G-GACR PA-28 f&t Sherburn. 24.6 G-SEJW PA-28 f&t Tollerton. 30.6 G-MMBZ Typhoon P f&t Rufforth. 1.7 G-FKKM PA-28RT f Fair Oaks t Fowlmere. 6.7 G-BUIL Streak Shadow f ?, n/s t Wold Newton 7.7. 8.7 G-MYAV Mercury f&t Moorlands Farm, Sproatley, G-BTBC PA-28 f Sandtoft t Wellesbourne. 9.7 G-BUCT T.61F f&t Rufforth, G-AWAZ PA-28R f Barton, n/s t Barton 10.7, G-BJZN T.67A f&t Burton Constable. 10.7 G-BTHE 150L f Brough t Breighton. 12.7 G-BJZN T.67A f Burton Constable t Wold Newton. 13.7 G-TSGJ PA-28 f&t Teeside, G-BUVA PA-22 f&t Oaksey Park. 14.7 G-BGWO D.112 f Breighton t Wold Newton, G-BTHE 150L f&t Brough. 15.7 G-MYAV Mercury f&t Moorlands Farm, Sproatley, G-BTHE 150L f&t Brough. 16.7 G-EMAZ PA-28 f Wellesbourne t Edinburgh, G-BTSE Corben Baby Ace D f Preston t Bagby, G-JANA PA-28 f&t Wickenby. 17.7 G-AWFP D.62B f Wickenby t ?, G-BTHE 150L f&t Brough, G-BJZN T.67A f Burton t Fenland, G-BFZD FR.182RG f Breighton t Sandtoft, G-BBIX PA-28 f White Waltham 2xn/s t White Waltham 19.7. 19.7 G-ARNE PA-22 f Eshott n/s t Knettishall 21.7, G-WILI PA-32R f&t ?. 20.7 G-TSGJ PA-28 f Teeside t Wold Newton, G-BMUI Chevvron 232 f&t Pocklington, G-BGAG F.172N f&t Sandtoft, G-BTOD PA-38 f&t Gamston, D-EHJB 172N (73633) f Wold Newton t ?, D-EAGB F.172N (2007) f Wold Newton t ?. 23.7 D-EJXW F.172M (1157) f Great Massingham t ?, G-BHLW 120 f Thorne t Wold Newton, G-AVOZ PA-28 f&t Booker, G-ATEM PA-28 f&t Bovington, G-AVGW F.150G f Seething t Wombledon.

HUNTING PLC - IN THE AIR !

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Those with a leaning towards Vickers Merchantmen and Lockheed Electras will no doubt have noticed the still relatively new colour scheme of Hunting Cargo Airlines, with the winged grey horn on a dark blue tail. But were you aware that it has many 'sister' companies within the Aviation division.

HUNTING AIRCRAFT, formerly FIELDS has provided a diverse support for all three of the UK's armed forces which has included a CAA approved training school, 17 years of engineering support for the VIP flying task at RAF Northolt, support and maintenance for Bulldogs and Chipmunks at RAF Benson and Newton, plus care for Bulldogs, 50 Tucano trainers, 200 vehicles, communication and Radar equipment making up a substantial contract at RAF Cranwell. Moved from RAF Benson to East Midlands last October were 4 Andover E3A's which are on loan to Hunting Aviation Services for a 3 year contract to check the landing aids etc at all military airfields. Another contract to manage resources and support for RAF Scampton was also won in 1992. In July 1993 they became responsible for all the elementary flying training of the RAF + RN pilots up at RAF Topcliffe where 70% of the instructors are under the control of a Hunting Flight Operations Manager. The company also supply the air traffic controllers plus 17 Slingsby Firefly aircraft here. A contract at RNAS Culdrose includes support for 22 Gazelle Helicopters, 18 Jetstreams, Sea Kings and ground radars etc. A similar contract at Yeovilton also includes the second line servicing of Harriers. At Portland a contract covers air traffic control equipment, helicopter simulator training for the RN school and deep servicing on Lynx helicopters. In early 1994 the company completely re-loomed the RAFs VC10 transport fleet modified all the RAFs 'Chinooks' and fitted electronic equipment to the C130 fleet.

On the civil scene HUNTING AIRCRAFT have an agreement with Jetstream Aircraft to develop and manufacture a modern interior for the Bae Jetstream 61 at Biggin Hill. The first one was due for completion in May and follows the companies exclusive interior designs in the J31 and J41's. They were also chosen by Jersey European to provide maintenance for the Airlines Bae 146 fleet. One of their buildings at Biggin Hill, a fully refurbished RAF Hangar, saw the Company's 300th SAAB 340 completion (cabin installations etc and paintwork) back in May 1992. Complete interiors have also been fitted by them to many Jetstream 31/41s at East Midlands, in the same year for instance- an order to comprehensively fit-out and paint 60 J31s for American Eagle was completed at 20 days per Aircraft. Bulkheads and fittings have also been made for Deutsche Airbus, Olympic, Canadian, JAL and BA and at last years Paris Air Salon the company announced a joint venture to supply interiors for the Bravia TU204.

HUNTING AVIONICS have a base in one corner of Heathrow and seem to go back as far as the start of Fieldtech, in the early 1960's. They have undertaken avionic repair work with most

types of airliners from Black boxes to Military systems, to training foreign Air Force personnel. In 1991 British Airways chose their Skyview personalised video system which gives a choice of up to 50 individual tapes for BAs first class, plus also some domestic United Airlines 767 passengers. HUNTING AIRMOTIVE have a partnership with TNT Aircraft Maintenance Services to provide full testing capabilities for the Textron Lycoming ALF 502R engines at its Pyestock, Farnborough test centre.

HUNTING CARGO AIRLINES (formerly Air Bridge) appear to be swapping and adding equipment a lot recently. At the start of 1993 they had 4 Merchantmen (from an original seven) plus 3 Electras with a further 4 on order. Of the latter 4, 3 were Swedish (Falcon Aviation) registrations, SE-IVS/R/T becoming EI-CHW/X/Z and were joined by EI-CET, formerly N668F from Spirit of America Airlines. Additionally noted at one point was EI-CHO (ex- N5535) for the Irish operations. Also last spring 737 248C was leased from Intavia to become EI-ASE, but was sold in Malaysia this spring. Of the converted Vanguard /Merchantmen (mostly ex BEA) G-APEJ is now believed to have gone along with APEK/APET. Aircraft G-APEM has been operated in both Elan and DHL colours and came from EAS in France. Example G- APES was converted in 1970 after 8 years with BEA, and has also been configured for horse transport at some time. In fact APEP also helped transport 84 horses from 14 different Nations for the 1992 Olympics in Barcelona. At the start of this year Hercules N909SJ was leased and sub leased to Aer Lingus and also added were 727's EI-HCA/I, the former (ex-N8839E) was noted in Miami in March of this year. The 727-200s are fitted with hushkits for stage 3 noise limits and will lead to the last of the Merchantmen retiring next year. When HCA started up in 1972 as Air Bridge it had 4 Argosy's and added Viscount freighter BGLC before selling it to BAF. At least 4 of the scheduled freight routes visit Brussels and it is at Zaventem that you may see a 'spare' Electra. Of the Overseas routes interesting ones are Helsinki-Nykoping-Copenhagen-East Midlands-Copenhagen-Helsinki Basle-Brussels-Basle and DUB-EMA-BRU-EMA-DUB.

HUNTING Aerofilms, formerly known as just Aerofilms have over the years amassed a vast collection of over one and a half million aerial photographs in its 75 years. The most recent shots coming from either a BN Islander or its Piper Aztec both fitted with specialist equipment. Many have been used in Ian Allan Publications such as last years Aerofilms (ariel) guide to Football grounds and an on-going colour series of walking companions called Aerofilms Guides. There is a mixture of Oblique shots (air views) of the routes taken with Hasselblad cameras and vertical photo's, taken with Leica survey cameras, that outline paths and highlight places of interest. A fine example of an Aerofilms vertical shot can be seen regularly on BBC TVs Eastenders, the Docklands area scene being first shown with the new signature tune last May.

Alan Sedgwick. (With thanks to the Hunting Review and TAS)

ANNUAL PILGRIMAGE

Following on from the article entitled "What a Whopper" in this month's magazine, I write to tell you about the annual pilgrimage to The PFA Rally which has fortunately returned to Cranfield this year. My brother-in-law and me decided to visit the event again this year, and were lucky enough to obtain half price vouchers for the Queens Moat House Hotels via the Daily Express which cost only £60.00 for the two of us for two nights bed and breakfast at the Elstree Moat House on the A1 at Borehamwood.

We drove down on the Friday night, arriving at about 21.30pm, and settled down in a lovely room for a good night's sleep ready for the marathon day on the Saturday. Saturday morning dawned dull and with a hint of rain but, undeterred, we went down and ate a very hearty breakfast ready for the fray. We departed at 09.30 for Elstree, which was only three miles away, having written to the operators of the field before setting off. We visited the control tower, and were welcomed to the field and given carte blanche to visit the hangars, and the whole of their extensive set up. The first sight we got was of G-AWOE, a Rockwell 680E which was refuelling and obviously also had a slight problem with the starboard engine. We walked along past Cabair Helicopters which had the hangar doors open, and were allowed in for a look-see by the resident engineer, some six helicopters were logged here, and then the highlight of the visit, a Dakota which had arrived the previous week from India, Reg. VT-CYG, which we understand is to become N 47 AK following refurbishment at Elstree. In all, some 118 aircraft logged at the first port of call. Having called back at the tower to say thank you, it was off to Cranfield for the hard work of the day. Many of you will know that it was a very warm 27deg.C and humid with it, so the task of logging all the 847 aircraft on the ground was something of a problem. After walking round with dictating machine for almost four hours, we were obliged to sink a couple of pints, purely for medicinal purposes you understand, before we set off down the M1, M25, M3 and A303 to Southampton for the annual balloon meet. The weather was absolutely perfect, and the crowds huge, as we arrive at 18.30 for the evening inflation. What a spectacular sight, Rupert the Bear (G-BTML), Sonic the Hedgehog (G-SEGA), the National Power Pylon (G-PYLN) and the Maxwell House coffee jar were amongst the 60 balloons inflated that evening. After a very hot and humid day, we were pleased to arrive back at the Hotel around 22.30 that evening. We intended getting a reasonably early evening, but we had to check off the many registrations logged that day.

Sunday dawned with clear blue skies, and the temperature at Heathrow quickly passed the 31deg.C, with little or no shade on top of Queens Buildings. The usual super selection of aircraft duly arrive, topped by HZ 123, a Boeing 707 in grey and silver, and looking absolutely wonderful (as any 707 lovers would agree) and, as we were leaving around 16.30 that evening, a Royal Flight A.300 (A6 SHZ) was the final aircraft logged.

A drive up the M1 took about three and three quarters hours, and we arrived back home absolutely pooped having had a very hot but enjoyable weekend, and having logged 1,738 aircraft.

Roll on next July!

Mike Haywood

INTREPID SEA-AIR-SPACE MUSEUM, NEW YORK

Moored in the Hudson River on Manhattan's West Side is a unique air museum, based on the former Essex-class USS INTREPID, a 900 feet long aircraft carrier. Launched in 1943, it saw action in the Pacific 1943-45 and was placed in reserve in 1947. In 1951, however, it was reactivated and considerably rebuilt, being recommissioned in 1954 and assigned to the Atlantic and the Red; three combat tours of Vietnam followed before final decommissioning in 1970. It was the official Bicentennial Exposition vessel at Philadelphia in 1981 and was preserved as a museum at its present location in 1982.

The official Museum leaflet states that there are forty plus in the aircraft collection but I only discovered twenty-nine, listed below. In the regrettable absence of a museum guide or aircraft list I laboriously listed them by hand (not my favourite occupation, hence my aversion to collecting registrations!).

In addition to aircraft, the carrier houses a sea museum and a space museum. On the same complex there are five other ships: the nuclear missile submarine GROWLER, the destroyer EDSON, Coast Guard Lightship NANTUCKET, destroyer-escort SLATER and research-survey ship ELIZABETH H FISHER.

On the carrier are a number of displays devoted to the history of naval aviation. Wearing my Union Flag (actually I wore the crossed Union Flag/US Flag badge of a United States Travel and Tourist Administration Counsellor, but that's another story!) I was delighted to see the caption "most of the naval aviation progress during this period (1900-1920) was made by Great Britain, at war with Germany" and on another caption noted "the end of World War One positioned Great Britain as the undisputed leader in Naval Aviation". There was also an extensive display on lighter-than-air development as undoubtedly the USA led the way in the naval use of this type of aircraft.

A superb twenty minutes film, which runs continuously, "Air Power at Sea" rounds off the exhibits. As befits perhaps the major manufacturer of naval aircraft it is sponsored by Grumman.

Bell AH1J Sea Cobra
Bell UH1A Huey
Bell UH1M Huey
Boeing Vertol H21C Chinook
Curtiss Pusher
Douglas F3D Skynight
Grumman A6 Intruder
Grumman F13 Tracer
Grumman F6F5 Hellcat
Grumman F11F1 Tiger (two aircraft)
Grumman TB1F Avenger (titled "Barbara" and captioned "It(jg) George Bush" but I don't believe it although he did fly Avengers)

Grumman F62 Tracker
Hawker Siddeley AV8C Harrier (British-built but in US Marine Corps markings)
Ling-Temco-Vought A7C Corsair II
Lockheed A12 Blackbird
Lockheed SP2E Neptune
McDonnell F3B Demon
McDonnell-Douglas A4 Skywarrior
McDonnell-Douglas A4 Skyhawk
McDonnell-Douglas A4D Skyhawk
North American F8J Fury
Republic F84F Thunderstreak (two aircraft)
Rockwell International RA5C Vigilante
Copwith SE5A (replica)
Sikorsky HH52 Seaguard
Sikorsky HH34 Seahorse
Wickers-Supermarine Scimitar F1 (XD 220) (Other Scimitars in this sequence are listed in Marsh 1994)

With acknowledgement to Allen H Cobert, a volunteer member of the staff.

Reference: Garrison, A (1990) CARRIER AVIATION Berkley

As far as I am aware, this paperback is not sold in the UK but I would be happy to loan my precious copy to anyone particularly interested in naval aviation.

Eric Martin

BARTON Lancashire Aero club open day and fly-in 09 July.

it is a number of years since I have visited Barton aerodrome so when I saw the above event advertised in 'Pilot' magazine I decided it was time to brave the traffic chaos of the M62 and head over the hill.

On arrival I was ushered into a free car park and handed a two page A4 size sheet which told me everything i needed to know. Barton's history was explained in detail, particularly its roll in wartime and what has happened since and what they hope will happen in the future. A guided walk had been mapped out around the airfield which led you to the air raid shelter, display of military vehicles, history of the big black hanger (recently restored) and the control tower etc., Eventually I ended up at the Lancashire Aero Club trade stand from where guided tours of the airside departed. We were taken on a conducted tour of all the hangers, which revealed all sorts of interesting aircraft, the maintenance hanger and even the control tower, which is the oldest in existence. The tour finished at the new visitor centre which opened in June and has been set up to encourage visitors and spotters to visit the airfield, a nice gesture in these days. I believe on normal days that by asking at the office in the control tower permission is usually granted to inspect all hangers.

There were many visiting aircraft but star of the afternoon for me was an immaculately restored Beech Expediator (Beech 18) in gleaming polished metal and painted in the colours of USAF. A full list of aircraft seen is as follows:-

RESIDENTS:- G-ABWP Spartan Arrow (last flying example) G-APUY Turbulent (in bits), G-AREV Tri-pacer, G-ARMR Cessna 172, G-ARRE Jodel, G-ASHX PA-28, G-ASXR Cessna 210, G-ATAF Cessna 172, G-AVER Cessna 150, G-AVSA, G-AWFJ PA-28, G-AWGR Cessna 172, G-AWJE Nipper (on re-build), G-AWOA Rallye, G-AWPU Cessna 150, G-AWA Cessna 172, G-AYEH Jodel, G-AYGC Cessna 150, G-AYSK Luton Minor, G-BBPY PA-28, G-BCEC Cessna 172, G-BCNZ Fuji 200, G-BCPG PA-28, G-BCSL Chipmunk, G-BCVE Evans, G-BEVO RF-5, G-BEYW Titch, G-BEZZ Jodel, G-BFIG Cessna 172, G-BFWL Cessna 150, G-BHBS PA-28, G-BHRB Cessna 152, G-BIDG Jodel, G-BITO Jodel, G-BJXB T-67, G-BKAE Jodel, G-BKNA Cessna 421, G-BMSA Stinson, G-BMUH Benson, G-BMVB Cessna 152, G-BNTP Cessna 172, G-BNVZ Baron, G-BOPT, U, Grob 115, G-BORI Cessna 152, G-BOTH Cessna 182, G-BPDK Hyberbipe, G-BFPA, G-BPRX Aerona, G-BPVA Cessna 172, G-BSLD PA-28, G-BSUT Rans, G-BSYW Cessna 150, G-BTGL Avid, G-BTRT PA-28, G-BUZN Cessna 172, G-CBOR Cessna 172, G-JFWI Cessna 172, G-LACA, B, PA-28, G-LITE R. Commander, G-PITZ Pitts, G-PLAN Cessna 150, G-RACO PA-28, G-SHAA Enstom, G-TERY, G-YAWW PA-28, N4647J PA-28, N12426 Stampe, N33528/G-BRXP Stampe (in bits) G-BPAI Bell 47.

VISITORS:- G-BNHC ARV, G-BNYL Cessna 152, G-BOWC Cessna 150, EI-BMO Robin, G-AWLP Mooney, G-EMAK PA-28, G-BREY Taylorcraft, G-BTCK PA-28, G-BOYU Cessna 150, G-IITI Extra, G-BALF Robin, G-OKEN PA-28, N37WC Queen Air?, G-AVGI PA-28, G-SMTH PA-28, G-BHEH Cessna 310, G-AZGF Pup, G-AVEP PA-28, G-MAND PA-28, G-BOMS Cessna 172, G-ARDB PA-24, G-BOYU Cessna 150, G-CRES Denny Kitfox, G-BDMW Ambassador, G-BPRT Piel CP328, FX301/G-JUDI Harvard & 51-11701A/G-BSZC Beech Expeditor.

Ian Gratton



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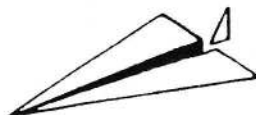
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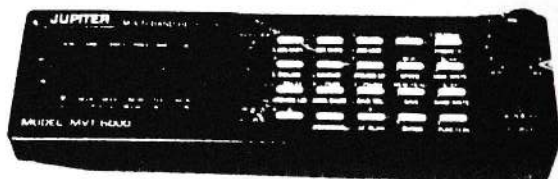
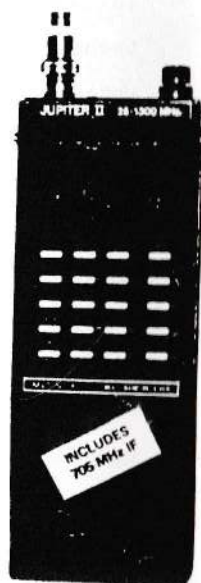
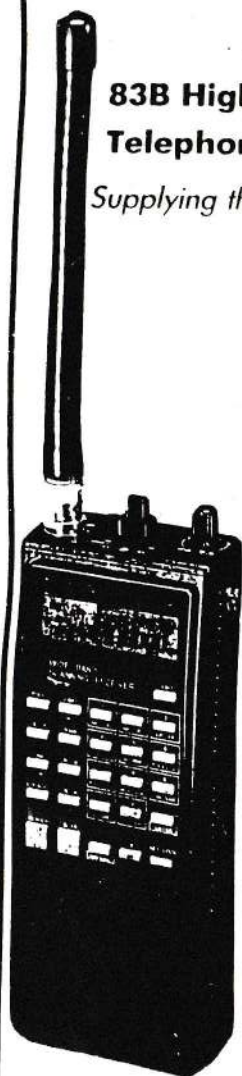
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