

AIR YORKSHIRE



AVIATION SOCIETY

VOLUME 18 No 12

(FOR PRIVATE CIRCULATION ONLY)

DECEMBER 1992

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FORTHCOMING MEETINGS

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

JANUARY 3rd : Members Mark Teal and Bruce Taylor show Frankfurt Slides.

FEBRUARY 7th : Veteran - Vintage. Mr J. Bishop.

CHAIRMAN'S CHAT

Once again the Christmas meeting was a huge success with lots to eat and over seventy raffle prizes. Thanks to all members who contributed. Thanks also to Air Supply for the free competition for which the prize was a helicopter flight.

By the time you read this, your membership will have expired. Please complete the enclosed membership application and return it with your subscription to our Treasurer, Christine Thornton. Also please fill in the thirteen labels with your name and address (clearly written) and return with your subscription. Without your subscription and labels we will be unable to send your magazine.

Talking of the magazine, we have as yet had no response to our plea for a replacement Editor. Without an Editor there will be no magazine, and without a magazine the continuation of Air Yorkshire could be in danger. If you think you could help, please contact Trevor or myself.

A Happy New Year to all members and their families.

CREDITS

T.W. Sykes

R. Fozzard

I. Gratton

B.H. Best.

LEEDS/BRADFORD MOVEMENTS NOVEMBER 1992

2.

	ATA	ATD		ATA	ATD
1. G-AXNC Boeing 737	0711		G-IEAA Boeing 737-300	0839	
G-BMAC DC9	0936		G-BOPU Grob.115	1014	
G-BMAK DC9	1231		G-BLZT Short 360	1250	
G-IEAB Boeing 757	1301		G-BGGE Tomahawk	1458	
G-BJCT Boeing 737	1540		G-BNGR Tomahawk	1542	
G-BLZT Short 360	1643		N109P Gulfstream I	1711	1800
G-TERI F33A Bonanza	1716		G-OCCE BAe 125 800B	1717	
G-BMAK DC9	1828		OO-DTG Brasilia	1903	
EI-CFD SAAB 340	1926		G-BLZT Short 360	2022	
G-BMAK DC9	2132				
2. OO-DTF Brasilia	0736		G-BLPV Short 360	0818	
G-OBLK Short 360	0828		G-BMAK DC9	0924	
G-BLZT Short 360	1023		G-BMAK DC9	1234	
G-SBAC Short 360	1400		G-BMAK DC9	1538	
G-SBAC Short 360	1648		G-BLZT Short 360	1655	
G-OBLK Short 360	1815		G-BLPV Short 360	1832	
G-BMAK DC9	1838		OO-MTD Brasilia	1900	
EI-CFC SAAB 340	1918		G-SBAC Short 360	2033	
G-BJCT Boeing 737	2039		G-BLZT Short 360	2056	
G-BIYH Short 330	2110		G-BMAK DC9	2151	
G-OLAH Short 360	2217				
3. OO-DTF Brasilia	0732		G-BIUV HS.748	0743	
G-BLGB Short 360	0808		EI-CFD SAAB 340	0835	
G-BHST Hughes 369D	0846		G-OBHD Short 360	0847	
9H-ABE Boeing 737	0928		G-SBAC Short 360	0932	
G-BMAK DC9	0940		G-BLZT Short 360	1002	
G-SOUL Cessna 310R	1112		OE-FPA Citation II	1153	1551
G-LORD Seneca	1223		G-BMAK DC9	1233	
G-SBAC Short 360	1254		G-BJCV Boeing 737	1422	
G-LGCP Jetstream	1446		G-BMAK DC9	1527	
G-SBAC Short 360	1652		G-OBHD Short 360	1710	
G-BLZT Short 360	1807		G-BMAK DC9	1822	
G-WACK Short 360	1833		OO-DTJ Brasilia	1912	
EI-CFD SAAB 340	1914		G-SBAC Short 360	2036	
G-OBHD Short 360	2055		G-BIYH Short 330	2117	
G-BMAK DC9	2138		G-TEAC Short 360	2245	
4. OO-DTF Brasilia	0744		G-BIUV HS.748	0746	
G-BLZT Short 360	0808		G-BMLC Short 360	0815	
EI-CFB SAAB 340	0838		G-OJCB Jetranger	0913	
G-SBAC Short 360	0931		G-BMAK DC9	0937	
G-BJBP King Air 200	0959		G-JLW Duchess	1006	
D-IGGI Cessna 441	1017		F-GETJ King Air B90	1026	
G-OBHD Short 360	1030		G-BAVZ Aztec	1105	1619
229/44 C12A	1150		G-AZZR Cessna F150L	1217	
G-BMAK DC9	1231		G-APVF Putzer Elster B	1243	
G-SBAC Short 360	1246		G-BIOJ Rockwell 112TC-A	1338	
G-BOUS Arrow IV	1344		G-LOGR Jetstream	1451	
G-BMAK DC9	1536		F-GEDV King Air A90	1542	2312
G-BSKH Cessna 421C	1609		G-OCCE BAe 125 800B	1616	
G-SBAC Short 360	1641		G-OBHD Short 360	1650	
G-ODNP Cessna 310R	1657		G-AZWW Aztec	1751	1812
G-BLZT Short 360	1806		G-ELDI DC9	1824	
OO-DTI Brasilia	1909		EI-CFB SAAB 340	1920	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
4. G-BLGB Short 360	1926		G-BJCT Boeing 737	2007	
G-SBAC Short 360	2039		G-OBHD Short 360	2051	
G-BIYH Short 330	2122		G-ELDI DC9	2126	
G-OLAH Short 360	2143				
5. OO-DTJ Brasilia	0733		F-GHHV King Air A100	0758	
G-WACK Short 360	0800		G-BIUV HS.748	0828	
EI-CFC SAAB 340	0830		G-BLZT Short 360	0834	
G-SBAC Short 360	0920		G-PKBE DC9	0934	
G-OBHD Short 360	1019		G-BFDI Archer II	1049	
G-ICED Citation	1201	1428	G-PKBE DC9	1234	
18021 U-21A	1238		XX500 Jetstream DIV n/s	1327(13)	
G-WATZ Warrior	1330		G-BJCT Boeing 737	1348	
G-BSBW Jetranger	1423		G-BGGE Tomahawk	1432	
N16NK Gulfstream 2B n/s	1445		XX494 Jetstream	1509	
G-LOGP Jetstream	1524		G-PKBE DC9	1526	
G-OBHD Short 360	1650		G-UKRH Bae 146 200	1653	
N900SJ Falcon 900 n/s (8)	1704	1120	G-BLZT Short 360	1806	
G-PKBE DC9	1821		G-BMAR Short 360	1836	
OO-DTH Brasilia	1906		EI-CFC SAAB 340	1912	
G-UKRH Bae 146 200	2018		G-BJCT Boeing 737	2107	
G-OBHD Short 360	2112		G-BIYH Short 330	2117	
G-PKBE DC9	2122		G-OLAH Short 360	2159	
6. OO-DTI Brasilia	0742		G-BODY Cessna 310R	0800	
G-BLGB Short 360	0806		HB-VGR Citation II	0823	1630
EI-CFB SAAB 340	0837		G-BLZT Short 360	0844	
G-BIUV HS.748	0853		G-BHJI Mooney M20J	0856	
G-PKBE DC9	0930		G-OBHD Short 360	0958	
G-BGTG Aztec	1121		G-BODY Cessna 310R	1138	
G-XRMC Bae 125 800B	1213		G-PKBE DC9	1232	
G-BOYL Cessna 152	1317		G-LOGP Jetstream	1455	
G-PKBE DC9	1529		G-BTOD Tomahawk	1534	
G-OBHD Short 360	1652		G-BGGS Arrow	1716	1343(8)
G-BLZT Short 360	1809		G-PKBE DC9	1812	
EI-CFC SAAB 340	1916		G-BJCT Boeing 737	1922	
G-ODNP Cessna 310R	1925		OO-DTF Brasilia	1932	
G-LOGR Jetstream	1939		G-PKBE DC9	2109	
G-OBHD Short 360	2118		G-BIYH Short 330	2130	
G-OLAH Short 360	2200				
7. OO-DTK Brasilia	0738		EI-CFB SAAB 340	0829	
G-SOUL Cessna 310R	0907		G-PKBD DC9	0931	
G-BSBW Jetranger	1130		G-OBHD Short 360	1140	
G-PKBD DC9	1231		G-BRDO Cessna 177B DIV	1521	
G-OBHD Short 360	1647		G-BJCT Boeing 737	2014	
G-PKBD DC9	2113				
8. G-PKBD DC9	0925		G-OSNB Citation II	1107	
G-IEAB Boeing 757	1146		G-BLZT Short 360	1242	
G-PKBD DC9	1251		G-BGTG Aztec	1352	
G-BGYJ Boeing 737	1407		G-EKTZ T67M Firefly	1517	
G-OSNB Citation II	1703		G-BLZT Short 360	1705	
G-BMAM DC9	1827		G-BLNU BN2T Islander	1846	
OO-DTH Brasilia	1858		EI-CFC SAAB 340	1918	
G-BLZT Short 360	2024		G-BMAM DC9	2119	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
9. <u>OO-DTJ Brasillia</u>	0732		G-WACK Short 360	0819	
<u>EI-CFD SAAB 340</u>	0830		G-OBLK Short 360	0835	
G-BEKE HS.748	0844		G-BMAM DC9	0926	
HB-GIU King Air 200	0933	1422	G-BLZT Short 360	1005	
G-BWMP Rockwell 695A	1121		G-BMAM DC9	1235	
G-BFVB Boeing 737	1323		G-BMAM DC9	1525	
G-LOGR Jetstream	1559		G-BLZT Short 360	1655	
G-BWMP Rockwell 695A	1736		G-BGYJ Boeing 737	1808	
G-OBLK Short 360	1811		OO-DTO Brasillia	1817	
G-BMAM DC9	1819		G-BMHX Short 360	1833	
<u>FI-GJYD Citation II n/s</u>	1851	1459	<u>EI-CFD SAAB 340</u>	1915	
G-BLZT Short 360	2047		G-BMAM DC9	2123	
G-BIYH Short 330	2129		G-TBAC Short 360	2149	
10. G-BEKE HS.748	0702		OO-DTJ Brasillia	0735	
G-BMHX Short 360	0809		G-OBLK Short 360	0825	
<u>EI-CFC SAAB 340</u>	0834		9H-ABC Boeing 737	0923	
G-BMAM DC9	0932		G-BLZT Short 360	0954	
G-BLW BN2T Islander	1132		XX479 Jetstream	1135	1436
G-BMAM DC9	1224		G-BTWW Jetranger	1242	
G-BHST Hughes 369D	1247		G-OSNB Citation II	1355	
G-BSYI Twin Squirrel	1421		G-BLST Cessna 421C	1439	
G-BHWE Boeing 737	1447		G-LOGR Jetstream	1456	
G-AVXJ HS.748	1513		G-BMAM DC9	1526	
ZB439 Jetstream	1610		XW789 BAe 125	1623	1644
G-BLZT Short 360	1647		G-OBLK Short 360	1808	
G-BMAM DC9	1814		G-BMAR Short 360	1834	
OO-DTK Brasillia	1901		G-BGYJ Boeing 737	1912	
<u>EI-CFC SAAB 340</u>	1914		G-BLZT Short 360	2054	
G-BIYH Short 330	2109		G-OLAH Short 360	2147	
G-BMAM DC9	2159				
11. G-BEKE HS.748	0709		OO-DTO Brasillia	0726	
G-BLPV Short 360	0806		<u>EI-CFC SAAB 340</u>	0834	
G-OBLK Short 360	0836		G-BLKY Baron	0919	
G-BMNF King Air 200	0928		G-BMAM DC9	0947	
G-BLZT Short 360	0954		G-COMM Aztec	1130	
XX482 Jetstream	1225		G-BMAM DC9	1230	
G-BLCA Jetranger	1314		G-LOGV Jetstream	1445	
G-BMAM DC9	1519		G-BLZT Short 360	1645	
G-OBLK Short 360	1807		G-BMAM DC9	1827	
G-BMHX Short 360	1831		OO-DTI Brasillia	1905	
<u>EI-CFB SAAB 340</u>	1915		G-BLZT Short 360	2052	
G-BIYH Short 330	2126		G-BMAM DC9	2136	
G-SBAC Short 360	2144				
12. G-BEDZ BN2T Islander	0703		G-BEKE HS.748	0707	
OO-DTK Brasillia	0731		G-BMAR Short 360	0803	
G-OBLK Short 360	0807		<u>EI-CFD SAAB 340</u>	0830	
D-IERH PA-60 Aerostar	0849		G-PKBM DC9	0934	
G-BLZT Short 360	1002		G-BSGL Warrior II	1122	
G-PKBM DC9	1229		G-BWMP Rockwell 695A	1324	
G-BSEW Jetranger	1345		G-BGYJ Boeing 737	1415	
G-LOGP Jetstream	1448		G-NAIL Cessna 340	1528	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
12. G-PKBM DC9	1742		G-OBK Short 360	1658	
F-GFGU Gulfstream I n/s	1730	1836	G-BLZT Short 360	1803	
G-PKBM DC9	1829		G-BLPV Short 360	1833	
OO-MTD Brasilia	1904		EI-CFD SAAB 340	1912	
SE-DDY Citation II n/s	2013	1739	SE-DDY Citation	2016	1722(13)
G-OBK Short 360	2027		G-BIYH Short 330	2133	
G-PKBM DC9	2141		G-SBAC Short 360	2143	
G-BGYJ Boeing 737	2149				
13. G-BEKE HS.748	0703		OO-DTI Brasilia	0732	
G-BLPV Short 360	0809		G-BOWK Warrior II	0823	
G-BLZT Short 360	0825		EI-CFC SAAB 340	0927	
G-BWST Hughes 369D	0928		XX497 Jetstream	0932	0944
G-ELDG DC9	0938		G-OBK Short 360	1004	
G-FLPI Rockwell 112A	1035		G-NUTZ Twin Squirrel	1106	
G-BMDK Seneca	1203		G-PKBM DC9	1246	
G-BELR Cherokee 140	1311		G-BSDN Seneca	1414	
G-LOGV Jetstream	1453		G-PKBM DC9	1523	
G-SMJJ Cessna 414	1548		G-BLZT Short 360	1650	
G-UKFC Fokker 100	1657		G-GFVY LongRanger	1728	
G-PKBM DC9	1820		G-OBK Short 360	1835	
G-BLPV Short 360	1845		OO-MTD Brasilia	1904	
G-ODNP Cessna 310R	1915		G-BGYJ Boeing 737	1930	
EI-CFC SAAB 340	1933		G-UKFC Fokker 100	2021	
G-BLZT Short 360	2054		G-BIYH Short 330	2115	
G-PKBM DC9	2123		G-OLAH Short 360	2147	
14. G-BEKE HS.748	0713		OO-DTL Brasilia	0731	
EI-CFD SAAB 340	0836		G-PKBM DC9	0927	
G-ONEA King Air 200	0932		G-BSGP Cessna 152	0948	
G-AYGC Cessna F150K	1109		G-BLZT Short 360	1148	
G-PKBM DC9	1244		G-HPTL Cessna 172N	1359	
G-BLZT Short 360	1643		G-BMAH DC9	1819	
HL7202 Challenger 601	2005		G-BGYJ Boeing 737	2021	
G-BMAH DC9	2141				
15. G-ELDH DC9	0923		G-IEAC Boeing 757	1151	
G-ELDH DC9	1224		G-BLZT Short 360	1249	
G-BLZT Short 360	1648		G-BGYK Boeing 737	1653	
G-PKBD DC9	1817		OO-DTI Brasilia	1857	
EI-CFB SAAB 340	1926		G-BLZT Short 360	2016	
G-PKBD DC9	2132				
16. OO-DTN Brasilia	0733		G-BLPV Short 360	0817	
G-OBHD Short 360	0828		EI-CFB SAAB 340	0839	
G-PKBD DC9	0929		G-BLZT Short 360	0954	
G-TAIR Seneca	1133	1755	G-PKBD DC9	1217	
G-BGYJ Boeing 737	1352		HB-VGP Citation II	1445	1702
G-LOGR Jetstream	1448		G-PKBD DC9	1535	
G-BMDK Seneca	1555		G-OBHD Short 360	1642	
G-BLZT Short 360	1805		G-ELDH DC9	1829	
G-BLPV Short 360	1831		OO-DTO Brasilia	1849	
G-BGYK Boeing 737	1909		EI-CFA SAAB 340	1917	
G-OBHD Short 360	2048		G-BIYH Short 330	2127	
G-ELDH DC9	2136		G-TBAC Short 360	2139	

LEEDS/BRADFORD MOVEMENTS (Contd.)

6.

	ATA	ATD		ATA	ATD
17. G-BEKE HS.748	0707		00-DFO Brasilia	0742	
G-BLZT Short 360	0811		G-BMLC Short 360	0815	
XX495 Jetstream	0856		9H-ABG Boeing 737	0914	
EI-CFA SAAB 340	0921		G-ELDH DC9	0947	
G-OBHD Short 360	0957		G-AXIG Cessna 310K	DIV 1153	
G-ELDH DC9	1229		G-BTZF Boeing 737	1358	
G-BIOW T67 Firefly	1431		G-BMDK Seneca	1432	
G-LOGR Jetstream	1445		G-ELDH DC9	1523	
G-BNFX Seneca	1601		G-GFRY LongRanger	1636	
G-OBHD Short 360	1656		HB-VGP Citation II	1808	
G-BLZT Short 360	1818		G-PKBM DC9	1829	
G-GFRY LongRanger	1835		G-BLGB Short 360	1835	
00-DTN Brasilia	1915		EI-CFB SAAB 340	1918	
G-ODNP Cessna 310R	1922		G-BGYK Boeing 737	2018	
G-OBHD Short 360	2056		G-OPRA Navajo	2118	
G-BIYH Short 330	2124		G-PKBM DC9	2127	
G-TBAC Short 360	2147				
18. G-BEKE HS.748	0707		00-DTF Brasilia	0744	
G-BLPV Short 360	0801		G-BLZT Short 360	0825	
EI-CFB SAAB 340	0827		G-PKBM DC9	0935	
G-OBHD Short 360	1001		ZB441 Jetstream	1030	
G-BSYI Twin Squirrel	1212		G-PKBM DC9	1236	
G-OAKI Jetstream	1443		G-LOGR Jetstream	1456	
G-PKBM DC9	1535		G-OBHD Short 360	1644	
G-GFRY LongRanger	1711		G-BLZT Short 360	1806	
G-PKBM DC9	1819		EI-CFB SAAB 340	1915	
G-BMLC Short 360	1918		00-DFO Brasilia	1934	
G-GFRY LongRanger	2027		G-OBHD Short 360	2108	
G-BIYH Short 330	2115		G-PKBM DC9	2135	
G-OLAH Short 360	2156				
19. G-BEKE HS.748	0720		00-DTG Brasilia	0746	
G-BLGB Short 360	0819		G-BLZT Short 360	0826	
EI-CFC SAAB 340	0831		G-OBHD Short 360	1014	
G-YBOM Navajo	1016	1709	G-PKBM DC9	1022	
G-OBMM Boeing 737-400	1238		G-BGYK Boeing 737	1430	
G-LOGP Jetstream	1445		G-OBML Boeing 737-300	1522	
G-ODNP Cessna 310R	1630		G-OBHD Short 360	1642	
G-OAKI Jetstream	1700	1717	G-BLZT Short 360	1803	
G-BLPV Short 360	1833		G-PKBM DC9	1842	
OY-SVL Citation	1907	1447	OY-CEV Citation	n/s 1915	1525
EI-CFC SAAB 340	1918		00-DTG Brasilia	1932	
G-OBHD Short 360	2051		G-BIYH Short 330	2113	
G-SBAC Short 360	2140		G-BGYK Boeing 737	2144	
G-PKBM DC9	2153				
20. G-BEKE HS.748	0702		00-DTI Brasilia	0749	
G-JLW Duchess	0813		G-BLPV Short 360	0816	
G-BLZT Short 360	0829		EI-CFC SAAB 340	0832	
G-BOVK Warrior II	0847		G-BNKL Baron	0918	
G-PKBM DC9	0930		G-OBHD Short 360	0956	
G-BNME Cessna 152	1001		G-PKBM DC9	1233	
G-BFTC Turbo Arrow III	1242		G-TKPZ Cessna 310R	1421	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
20. G-LOGP Jetstream	1448		G-PKBM DC9	1541	
G-OBLK Short 360	1650		G-OBHD Short 360	1812	
G-PKBM DC9	1840		G-BLPV Short 360	1843	
G-BGYK Boeing 737	1902		EI-CFA SAAB 340	1916	
OO-DTF Brasilia	1924		G-TSAM BAe 125 800B	1934	1947
ZD621 BAe 125	n/s 2049	0832	G-OBLK Short 360	2054	
G-BIYH Short 330	2122		G-PKBM DC9	2138	
G-SBAC Short 360	2147				
21. G-BEKE HS.748	0701		OO-DTG Brasilia	0741	
EI-CFB SAAB 340	0825		G-EMAH DC9	0929	
G-BHIN Cessna 152	1104		G-OBLK Short 360	1153	
G-EMAH DC9	1227		G-AVCE Cessna F172H	1321	
G-TKPZ Cessna 310R	1601		G-OBLK Short 360	1650	
G-EMAH DC9	1817		G-BGYK Boeing 737	2048	
G-EMAH DC9	2116				
22. G-ELDH DC9	0928		G-IEAC Boeing 757	1231	
G-OBLK Short 360	1234		G-ELDH DC9	1241	
G-BGYK Boeing 737	1418		G-OBLK Short 360	1709	
G-ELDH DC9	1815		OO-DTG Brasilia	1910	
EI-CFB SAAB 340	1913		G-OBLK Short 360	2033	
G-ELDH DC9	2122				
23. OO-DTG Brasilia	0730		G-BLGB Short 360	0810	
EI-CFB SAAB 340	0833		G-OBOD Short 360	0841	
9H-ABF Boeing 737	0859		G-OGRV Navajo	0938	
G-OBLK Short 360	1009		G-SARH Warrior II	1050	
G-JHAN King Air 200	1112		G-BFRS Cessna F172N	1258	
G-PKBM DC9	1303		G-BHWF Boeing 737	1312	
G-NUIG King Air C90	1348		G-LOGV Jetstream	1501	
G-ELDI DC9	1530		G-BLZT Short 360	1647	
G-BGYK Boeing 737	1749		G-OBOD Short 360	1757	
G-ELDI DC9	1818		G-BLGB Short 360	1903	
EI-CFA SAAB 340	1907		OO-MTD Brasilia	1922	
G-BLZT Short 360	2102		G-ELDI DC9	2123	
G-TBAC Short 360	2139		G-SBAC Short 360	2157	
24. G-BEKE HS.748	0707		OO-DTG Brasilia	0734	
G-BLGB Short 360	0808		G-BOVK Warrior II	0814	
G-OBOD Short 360	0820		EI-CFC SAAB 340	0832	
9H-ABG Boeing 737	0906		N1835P A36 Bonanza	0928	1314
G-ELDI DC9	0930		G-BLZT Short 360	0958	
G-BKTZ T67M Firefly	1001		G-SADE Cessna F150L	1127	
G-JHAN King Air 200	1128		G-BTWW Jetranger	1202	
G-PKBM DC9	1216		G-BJCV Boeing 737	1311	
G-LOGU Jetstream	1456		G-PKBM DC9	1525	
G-BLZT Short 360	1655		G-PKBM DC9	1825	
G-OBOD Short 360	1830		G-BLPV Short 360	1856	
OO-DTL Brasilia	1914		EI-CFC SAAB 340	1923	
G-OLAH Short 360	2102		G-ELDH DC9	2127	
G-SBAC Short 360	2213				
25. G-BEKE HS.748	0704		OO-DTG Brasilia	0734	
G-BLPV Short 360	0818		G-OBOD Short 360	0819	

LEEDS/BRADFORD MOVEMENTS (Contd.)

8.

	ATA	ATD		ATA	ATD
25. EI-CFB SAAB 340	0834		G-BIKY Baron	0904	
G-ELDH DC9	0929		ZG923 Lynx	0947	
G-BLZT Short 360	1002		G-ELDH DC9	1310	
G-TKPZ Cessna 310R	1333		G-SMJJ Cessna 414	1342	
ZG923 Lynx	1414		G-LOGV Jetstream	1447	
G-BMAH DC9	1524		G-BLZT Short 360	1642	
G-OBOH Short 360	1801		G-ELDG DC9	1828	
G-BMHX Short 360	1857		OO-DTI Brasilia	1908	
EI-CFC SAAB 340	1913		G-BTZF Boeing 737	2025	
G-BLZT Short 360	2102		G-OLAH Short 360	2107	
G-PKBD DC9	2139		G-TBAC Short 360	2148	
26. G-BEKE HS.748	0701		OO-DTO Brasilia	0748	
G-BMHX Short 360	0758		G-CRML Cessna 414A	0819	
G-OBOH Short 360	0822		EI-CFC SAAB 340	0838	
G-PKBD DC9	0943		G-BLZT Short 360	0952	
G-BOTN Warrior II	1028	1106	G-BSCP Cessna 152	1058	1126
G-BOVK Warrior II	1117		G-VNJJ TB-10 Tobago	1226	
G-PKBD DC9	1246		G-BTZF Boeing 737	1407	
G-LOGV Jetstream	1456		G-PKBD DC9	1540	
G-BLZT Short 360	1644		G-OBOH Short 360	1810	
G-PKBD DC9	1825		OO-DTI Brasilia	1915	
EI-CFC SAAB 340	1917		G-WACK Short 360	1954	
G-OLAH Short 360	2054		G-BLZT Short 360	2058	
G-BTZF Boeing 737	2127		G-ELDG DC9	2134	
G-TBAC Short 360	2143		G-MARR Cessna 421C	2312	
27. G-BEKE HS.748	0703		OO-DTI Brasilia	0736	
G-LOGT Jetstream	0803		G-OBOH Short 360	0825	
EI-CFB SAAB 340	0837		G-ELDG DC9	0925	
G-NUIG King Air C90	0948		G-BLZT Short 360	1007	
G-BSCP Cessna 152	1028		G-ELDG DC9	1223	
G-ATYI Cessna F150G	1240		G-LOGT Jetstream	1505	
G-ELDG DC9	1531		G-NUIG King Air C90	1624	
G-OBOH Short 360	1649		G-BLZT Short 360	1804	
G-ELDG DC9	1839		G-BTZF Boeing 737	1905	
OO-DTI Brasilia	1909		G-BMHX Short 360	1930	
EI-CFC SAAB 340	1932		G-ODNP Cessna 310R	1941	
G-OBOH Short 360	2054		G-TBAC Short 360	2127	
G-BMAH DC9	2159		G-OLAH Short 360	2204	
28. G-BEKE HS.748	0707		OO-DTO Brasilia	0738	
EI-CFA SAAB 340	0829		G-BMAH DC9	0929	
G-OBOH Short 360	1134		G-TERI F33A Bonanza	1216	
G-BMAH DC9	1221		G-AWNT BN2 Islander	1229	
G-TKPZ Cessna 310R	1303		N8333S Arrow	1355	1136
XZ590 Sea King	1418		G-BHST Hughes 369D	1512	
G-OBOH Short 360	1641		G-BMAH DC9	1816	
G-BTZF Boeing 737	2034		G-BMAH DC9	2118	
29. G-ELDI DC9	0930		G-IEAB Boeing 757	1157	
G-ELDI DC9	1221		G-ELDI DC9	1818	
EI-CFB SAAB 340	1923		G-BECH Boeing 737	2138	
G-ELDI DC9	2140		G-OBOH Short 360	2218	

LEEDS/BRADFORD MOVEMENTS (Contd.)FROM (& TO)

1.N109P/Dublin-Birmingham; 3.OE-FPA/Birmingham; 4.D-IGGI/Glasgow, F-GETJ/Caen, 22944/Augsburg, F-GEDV/F&T Le Bourget; 5.F-GHHV/Le Havre, 18021/Coleman, XX500/Finningley, N16NK/Teterboro, N900SJ/F&T Hatfield; 6.HB-VGR/Biggin Hill to Barcelona; 9.HB-GIU/Southampton, F-GJYD/F&T Le Bourget; 10.XX479/Culdrose, ZE439/Lee-on-Solent, XW789/Lyneham; 11.XX482/Finningley; 12.D-IERH/Munich, F-GFGU/Le Bourget, SE-DDY/Tempelhof, SE-DEY/Tempelhof; 13.ZZ497/Finningley; 14.HL7202/Ottawa-n/s-Bahrain; 16.HB-VGP/Nice-Lugano; 17.XX495/F&T Funningley, HB-VGP/Lugano; 18.ZE441/Culdrose; 19.OY-SVL/F&T Hamburg, OY-CEV/F&T Hamburg; 20.ZD621/Stansted-n/s-Northolt; 24.N1835P/Toussus le Noble; 25.ZG923/F&T Dishforth (twice); 28.XZ590/Finningley, N8333S/F&T Jersey.

OVERSHOTS

3.G-BPDZ; 5.XX500/FYY83, XX497/FYY75; 6.XX497/FYY60, XX482/FYY81, G-GFRY, G-BAVZ, XX493/FYY83; 9.XX493/FYY03; 10.G-BPDZ, XV181/Ascot 758; 23.XV191/Ascot 767, XX492/FYY69; 25.XX492/FYY70; 26.XX495/FYY75, G-BAVZ; 27.XX498/FYY82.

LEEDS/BRADFORD MOVEMENTS REVIEW NOVEMBER 1992

It's getting towards that time of year when the volume of visitors drops off due to the weather, there are not many foreigners to report this month but there is one first visit of country which is a gem. Starting on the 1st we had the New England Air Transport Gulfstream 1 N109P which has been travelling around the country with the rock group Metallica. Using callsign "Airlink 11" on the 3rd was Citation II OE-FPA. Two Frenchmen using callsigns on the 4th were King Air B90 F-GETJ as "Challair 221-222" and King Air A100 F-GEDV as "ASO 752-751"; night stopping the same day was the Atlas Air Service Cessna 441 D-IGGI. Another King Air A100 was F-GHHV as "Normandie 705" on the 5th; the same day saw Gulfstream 2B N16NK and Falcon 900 N900SJ both night stopping. Swiss firm Jet Aviation were to be seen three times this month, first on the 6th with Citation II HB-VGR calling "Jetaviation 202" and then on the 16th and 17th with Citation II HB-VGP calling "Jetaviation 101". King Air 200 HB-GIU visited on the 9th and night stopping on the same day was Citation II F-GJYD of Dart SARL as "Darta 2856". The 12th was quite busy with the German Aerostar D-IERH operating on its registration whilst three other aircraft used callsigns, Gulfstream 1 F-GFGU was "Provence 104" and night stopped until the 14th; Citation II SE-DDY was "Interair 303" and Citation SE-DEY was "Interair 202". Star of the month was the South Korean Challenger 601 HL7202 of the Saang Yong Group which arrived on the 14th from Ottawa and left for Bahrain on the 16th en route to Seoul. Two more night stoppers on the 19th were Citation OY-SVL and Citation OY-CEV which was using callsign "Falckair 319" inbound and "320" outbound. Last two of the month were both American; on the 24th was Beech A36 Bonanza N1835P and on the 28th was the Cherokee Arrow N8333S which night stopped and was from and to Jersey where it may be based. There were some new British registrations logged this month, G-OAKI on the 18th was a Jetstream and belongs to Air Kilroe. On the 26th G-CRML was a Cessna 414A Chancellor and G-VMJM was a TB-10 Tobago (ex G-BFOK). The TB-20 N106U which arrived on the 23rd of last month has emerged from Yorkshire Light Aircraft's hangar repainted as G-JURE and on the 21st it was air tested; it is now based here with a Mr J.Ure.

LINLEY HILL As of 2.12 the wreck of PA-34 G-AZTO was still present and has been joined by the wreck of FA.150K G-AXUF which came to grief during a forced landing near here on Friday 13.11; the aircraft is considered a write-off. F.150M G-HULL and Chevvron G-MWUI have both returned from maintenance. Mooney M.20J G-FLYA departed to Gamston 21.11 for maintenance and has yet to return. Visitors:- 22.10 G-AYAT PA-28 f&t Ludham. 31.10 G-BJCA PA-28 f&t Wellsbourne. 5.11 G-BS00 172F f Seething t Glen Ormiston. 8.11 G-EPJD SOCATA 110ST f&t Bagby. 21.11 G-SACU PA-28 f&t Sherburn. 28.11 G-SACU PA-28 f&t Sherburn. G-ESER PA-28 f&t Leeds, G-BATV PA-28 f&t Sherburn, G-BRSC Rans S.10 f&t Full Sutton.

LEEDS BRADFORD AIRLINE NEWS NOVEMBER 1992INBOUND DIVERSIONS NILREGULAR FLIGHTS

AMC3211	MIA	03/9H-ABE	10/9H-ABG	17/9H-ABG	24/9H-ABG	
BAI244A	ALC	07/G-BJCT	14/G-BGYJ	21/G-BGYK	28/G-BTZF	
BAI299A	TFS	06/G-BJCT	13/G-BGYJ	20/G-BGYK	27/G-BTZF	
BAI358A	LPA	02/G-BJCT	09/G-BGYJ	16/G-BGYK	23/G-BGYK	30/G-BECH
BAI406A	AGP	01/G-AXNC	08/G-BJCT	15/G-BGYJ	22/G-BGYK	29/G-BTZF
BAI422A	TFS	03/G-BJCT	10/G-BGYJ	17/G-BGYK	24/G-BGYK	
BAI428A	PMI	02/DivEMA	09/G-BFVB	16/G-BGYJ	23/G-BHWF	30/G-BPIA
BAI429A	ALC	03/G-BJCV	10/G-BHWE	17/G-BTZF	24/G-BJCV	
BAI431A	ALC	05/G-BJCT	12/G-BGYJ	19/G-BGYK	26/G-BTZF	
BAI466A	AGP	05/G-BJCT	12/G-BGYJ	19/G-BGYK	26/G-BTZF	
IEA612	LCA	01/G-IEAB	08/G-IEAB	15/G-IEAC	22/G-IEAC	29/G-IEAB

OTHER FLIGHTS

05 G-UKRH	BA46	UKA798/1798	Glasgow-Amsterdam	Lieu FK27
05 G-UKRH	BA46	UKA799	Amsterdam-Glasgow	Lieu FK27
12 F-GFGU	G159	APR4104	f/t Paris LBG n/s 14	Passenger Chtr
13 G-UKFC	FK10	UKA9202/630	Stansted-Edinburgh	Lieu SH36
13 G-UKFC	FK10	UKA647/9213	Edinburgh-Norwich	Lieu SH36
18 G-OAKI	BA31	AKI41/42	Manchester-Luton	Passenger Chtr
19 G-OBMM	B734	BMA414/415	f/t Heathrow	Lieu DC9
19 G-OBML	B733	BMA416/417	f/t Heathrow	Lieu DC9
19 G-OAKI	BA31	AKI43/44	Luton-Manchester	Passenger Chtr
23 9H-ABF	B737	AMC3214/3215	f/t Malta	Passenger Chtr

Aircraft making first visits are underlined.

AUSTRALIA MAY 1992

For those of you who read my report on my visit to Singapore and Malaysia a few months ago I mentioned that I would shortly be visiting Australia. I had won the trip in a Travel Trade Competition at a seminar at Harrogate. I received full details a couple of weeks before departure and the itinerary looked very tough with every minute taken up with sightseeing excursions, meetings and official functions such as dinners etc. I journeyed down to Heathrow by train from Knaresborough then caught the tube from Kings Cross. I had been told to report to the Qantas check in desk at 1000 hours where I would meet and be introduced to my fellow travellers. The party consisted of ten travel agents from all over the country plus our hosts from Qantas and Australian Pacific Tours, the internal coach touring company. Upon check in we were informed that the inbound flight was a couple of hours late due to an unscheduled fuel stop in Amsterdam so we retired to the very peaceful Qantas Business Class Lounge for refreshments and to relax, before the long flight. VH-QJD a Boeing 747-438 named City of Brisbane, eventually lifted off from Heathrow two hours late at 1300 hours for the twelve hour non-stop flight to Bangkok. Qantas operate what they call "Airshow" an inflight computer map which is displayed on the video monitors and displays constant information about the flight such as airspeed, altitude, outside temperature and the route. Our route today was via Brussels, Frankfurt, Vienna, Belgrade, Sofia, Istanbul, Ankara, Tehran, New Delhi, Dacca and then Bangkok. On landing at Bangkok it was nice to see many British built aircraft on display. Outside the Thai hangars were Shorts 330, 360 and BAe 146. Unfortunately, I didn't have time for any spotting as our onward connection had been delayed awaiting our arrival. We quickly transferred to VH-EAJ a Boeing 767 for our onward flight to Singapore and Cairns as QF62.

AUSTRALIA (Contd.)

Singapore was very quiet, however a quick walk round this magnificent terminal revealed PK-GWT a Garuda B737, and 9M-MEQ an F27 of 'Pelangi Air' along with a number of SIA aircraft. During the flight from Singapore I was lucky enough to be able to spend a couple of hours on the Flightdeck. Qantas actively encourage people to see what happens up front, something that is very rare these days. It was interesting to find that the Captain had transferred from Australian Airbuses because he doesn't like the 'Fly by Wire' and preferred the more conventional controls. I was able to stay on the Flightdeck even for the landing which I found a most memorable experience, particularly as the weather was poor with low cloud and heavy tropical rain.

A popular excursion from Cairns, apart from the Great Barrier Reef which is another story, is to Kuranda by train. Amongst the market stalls of this mountain town is a DC-3!! Yes, a wrecked DC-3 in the middle of a market. The wings are sticking out of the ground at various angles and the broken fuselage is almost vertical with the nose broken off at right angles. A plaque states that it is a C-47 registered VH-AED with Ana in 1946, before becoming Ana's first aircraft in that year. It stayed with them until 1965 when it was sold to East-West who used it until 1976. It was then sold to a company that went broke whilst on its delivery flight, before being used in the film 'Sky Pirates' (needless to say about a plane crash). As the wings carry VH-OPB I wonder if this is entirely correct or whether it is two aircraft. It's surprising what you find when you go shopping. Unfortunately, time did not allow a trip to Cairns Airport but we did pass it a couple of times before flying onwards to Alice Springs. The General Aviation Terminal is on the opposite side to the Main Terminal and seemed to contain a vast array of interesting aircraft in great supply including a couple of Islanders of 'Cape York Air Services' and a couple of unidentified DC-3's. Outside the Main Terminal is yet another DC-3 perched on a plinth and painted in the colours of Bush Pilots Association however it does not seem to have a registration. Our aircraft today was a BAe 146-200VH-NJZ of Australian Regional Airlines and operated by National Jet. It was parked alongside a Twin Otter VH-TGC also of Australian Regional.

Alice Springs is only a small town but is totally dependent on aircraft as it is so far from anywhere else. The Terminal Building is brand new; in fact it had only been open a few months. We parked alongside an Ansett F28 VH-FKN. Also noted were VH-RMI, VH-TFM, Cessna 402's 'Chartair' VH-MJI Cessna 402 NGAANY ATJARRA Air, VH-HUS Shorts 330 'Skyport', and a couple of Royal Flying Doctor Service King Airs. From Alice Springs we travelled for some six hours by coach to Ayers Rock. After a nights stay I made the steep climb up this amazing rock before taking a forty minute flight round it and the nearby Olgas in a Cessna 206, VH-ANS. Fortunately I managed to get the seat next to the pilot, just as well as it was a young lady! which gave even better views. The flight back to Sydney from 'The Alice' was by Australian Airlines Boeing 737-3T6 VH-TAG. As we arrived at night I could only see a few Ansett and Australian 737s and 727s, but on final approach we did get the most fantastic view of the floodlit Harbour Bridge and Opera House. Two more frantic days of sightseeing followed before we made our way back to Kingsford-Smith Airport and our waiting 747-400 VH-QJN which was just a few months old. Sydney has two separate terminals, the International one contains all the usual mix of long haul jets that you can see at most major cities in the world. The Domestic Terminal is across the other side of the Airport and as I had no 'Bins' I could only get a glance at the many interesting domestic machines that kept coming in and out. Our flight back to London took us via Bangkok, where we landed at 2300 hours. The airport was heaving as this is a rush hour time. We parked by a couple of Thai 747s, but most aircraft could hardly be seen under the not very bright airport flood lights. A change of crew and a quick walk around the Terminal and we were on our way again. The route from Bangkok took us North-East over Rangoon, Calcutta, New Delhi, then we turned right over Kabul and the Aral Sea to Aktyubinsk in Russia where we turned left and routed Saratov, Vilnius, Copenhagen, Amsterdam and finally London.

AUSTRALIA (Contd.)

As we took a more Northerly route this made us slightly late arriving at 0730, thirty - five minutes late. Again I was able to visit the Flight Deck and it was interesting to compare it with the 767. I had hoped to stay up there for the landing but the crew decided to make a fully automatic 'hands off' landing as a training exercise, so I was unable to stay. I still find it incredible that a fully laden 747 can land totally reliant on instruments, needless to say the approach and landing were absolutely perfect. Another interesting feature of Qantas is that they always carry an extra cockpit crew member just in case anything goes wrong. They offer a superb service and the in flight route information system certainly makes the long flight much more interesting and the fact that they encourage any passenger onto the Flight Deck is certainly good to see.

Ian Gratton.

HAWAII OCTOBER 1992

For a number of years I've been promising to look up an old friend in Hawaii, but with one thing and another I've never managed it. This year due to a new scheme launched by United Airlines in conjunction with the U.K.Travel Trade, it began to look like a reality with seats available at £185 who could say no. Bookings can only be made within two weeks of travel so I allocated three weeks off work in October in the hope that I could get a seat. I made my way to Heathrow Terminal 3 on Tuesday 13th October and arrived three hours before departure in order that I could pick up my tickets and make an early check-in in the hope of getting a good seat. At first the check-in clerk offered me a seat at the back right in the middle but then noticing I was on a 'special' ticket managed to allocate me seat 34C which is an aisle seat just behind the wing, but by an emergency exit which means loads of leg room. This I duly accepted; she also advised that the flight was in fact overbooked and offered me 200 dollars United Travel credit if I swapped flights and instead travelled via Washington. This would have meant arriving in San Francisco five hours later and as time was at a premium I declined. After clearing Security and Passport formalities I proceeded to the Grannery Coffee Shop for an early lunch. The food here is excellent and very reasonably priced for an International Airport. The days of the foul tasting very expensive airport sandwich are certainly a thing of the past here. I highly recommend it. As aircraft viewing is restricted from Terminal 3 - only a few bays can be seen - I engaged in an hour or so of people spotting. At a place like Heathrow with flights leaving to Tehran, Bombay, Tokyo, Jeddah and most of America, this is an extremely interesting pastime. Approximately 45 minutes before departure I made my way via the various corridors towards Gate 16 where my flight was boarding. Along the way I passed SQ19 bound for Singapore, and VH-OJD of Qantas operating to Bangkok and Sydney. Boarding started at 1330 and but for a few late passengers push back would have been on schedule at 1355. However we were 15 minutes late. Engines started we taxied at 1415 and made an immediate line up on the Runway and were airborne by 1425. Whilst taxiing we passed 5Y-BFT A310 (Kenya A/W), PH-OTL (Viasa) and EP-IAB 747SP (Iran Air). The aircraft allocated for the flight was N161UA a 747-238B which started life as VH-EBM with Qantas. The flight was uneventful, basically because the Flight Deck crew gave us no information whatsoever regarding our height, flight path or anything and my request for a visit to the Flight Deck received a very firm no. So it was a case of sit back, enjoy the film, food and a few beers. Upon arrival at San Francisco at 1705 local time, after a flight of 10 hours 50 minutes we taxied to our Bay. As usual on entering the U.S. Customs and Immigration formalities took an age; over an hour and a half before I found the Coach for the downtown area and eventually my hotel for a couple of nights. The next day I decided to embark on a City Tour and Bay Cruise under the Golden Gate Bridge and round Alcatraz Island. Flying over during this time was an Airship, The Budweiser Blip, as it is known. It was in the area for an Airshow which I would unfortunately miss. In the afternoon while touring Fishermans Wharf I heard a roar overhead, looked up and saw none other than the Blue Eagles Aerobatic Team which were also attending the forthcoming Airshow.

HAWAII (Contd.)

I also spotted an Aircraft Carrier which had a number of Harriers clearly visible on deck. Just two days later it was time to journey on further and I made my way back to the Airport, and checked in for Flight UA125 to Honolulu. As with all U.S. Airports, viewing is very difficult, if only because the airfields are so large and spacious. However good views from the Gate revealed the following aircraft of United:- 737-522 N909UA, N901UA; 757-222 N536UA, N554UA, N506UA; DC-10-10 N1849U; 767-222 N619UA; 737-222 N9022U, N9008U, N9012U; 747-122 N4732U; F-BTDD DC-10, (UTA); N307AE SAAB 3408 Flagship Airlines (American Eagle); N431UA, N406UA Jetstream 3101; N294UA BAe 146-200 Westair Commuter (United Express); plus the following Executive Jets:- N400RG B.727, N317CC HS125, N815CE/N43SP Citation. We were operating from Stand 83 and the aircraft was a DC10-10 N1845U; push back was on time at 1330 hours and we were airborne from Runway 28R at 1355 hours local time. Flight time was 5 hours 15 minutes with touch down bang on time at 1540. Whilst on Final Approach to Honolulu I was able to get a superb view of Pearl Harbour, one of the largest natural harbours in the world, and one could clearly see the Arizona Memorial honouring all those people killed on that Sunday morning of December 7th 1941. Just before touchdown rows of US Military aircraft including Galaxy, Starlifters, KC-13s Boeing AWACS KC-10s and others could be seen at Hickam A.F.B. which shares its Runways with Honolulu International. The next couple of weeks was spent exploring this fascinating Island in a temperature of around 85 deg which needless to say was very pleasant, but before I was due to come home I decided a day should be spent at the Airport, and this I did on Monday 26th October. I started my visit by driving down Lagoon Drive. This is on the far side of the field and is home of most of the hangars, Cargo Terminal etc., and what a fascinating supply of aircraft could be found. A series of small roads leads off Lagoon Drive up to the various companies which gives a good view of most aircraft. However a large chainlink fence topped by barbed wire restricts some photography. My log is as follows: Fed Express Caravan N860FE, N924FE, N916FE, N930FE, Circle Rainbow Air Islander N27MR, N7136K, N32MR, Aloha, Island Air-Twin Otter N701/2/5/6/8/9/10/12. F-OC0Z Islander Air Moorea - no engines. C-BOAE Concorde. BA-What was this doing here??? N819OU Skyvan Inter Island Air. N16721 Hawaiian A.T.S. derelict. N866UP DC-8 United Parcel Service. N674UP United Parcel Service. N330SD Shorts 360 Corporale Air. N799AL DC-8 Air Marshall Islands. N127HA, N121HA Cessna 208 Caravan-Hutchinson Air. N74HP, N331UH PA-31 Navajo Panorama Air. N869EX Burlington Express. N99131 C-47 Genavco Air Cargo. N65388 DC-3. T3-VAL B.737 Air Tungaru - Kiribati. N630FE 747 Federal Express. Plus the stars are still in regular daily use on Inter-Island Cargo Flights. Surely these must be about the last airworthy examples of the type. At the end of Lagoon Drive is a car park right at the end of the Main Runway which is used by the wide-bodied jets and also the landing threshold of one of the Cross Runways used by Inter-Island and light aircraft. A mound of earth means excellent photos can be taken over the fence of landing and departing aircraft. Also in this area it is possible to log something like 200 light aircraft and helicopters. On the Terminal side it is possible to get through Security without a ticket which allows access to all areas and right up to the Departure Gate, and as many of the Piers are open-sided, there are no problems with tinted glass when taking photos. From a spectators point of view this is one of the best airfields I've visited. Many aircraft were logged on the Terminal side including Northwest 747 Delta Tristar; Continental 747 and DC-10; American DC-10; United DC-10; United 747; American Trans-Air L1011; Aloha 737; Hawaiian Airlines Dash 7; USAF DC-10 91946; Canadian DC-10 C-GCPI; JAL 747 JA8112, JA8155, JA8127; Japan Air System DC-10 JA8550. All too quickly my holiday was at an end, and I made my way back to the Airport on Wednesday 28th October for Flight UA100 departing at 2250 for Los Angeles. This Airport must be the DC-10 Capital of the world and the machine provided by United was N1339U a Series 10. Push back and take off was bang on time at 2255 for the five hour flight to Los Angeles.

HAWAII (Contd.)

An interesting feature inside the DC-10 is in flight telephones. These are situated in the seat backs one per every two seats, and a credit card is needed to use them. Despite the temptation I decided not to ring home from 30,000 feet above the Pacific Ocean. We landed at 05.55 hours local time again on schedule.

I had six hours between flights at LA so first of all I decided to catch the Courtesy coach to the Hyatt Airport Hotel where I had a wash and brush up before breakfast and then headed back to the Airport. First stop was the Tom Bradley International Terminal where reasonable views can be had of the many Mexican and Alaskan Aircraft. I then ventured outside once the air had warmed up a bit, and took up a position on the roof top of the multi-storey car park outside the International Terminal.

Aircraft wise, the first thing you notice about LA is the vast number of small commuter aircraft. Four runways were in constant use with two solely dedicated to the smaller craft. Over a couple of hours, I logged masses of aircraft, the stars being:-

4 Mexicana XA-RYT, A320; XA-DUI, XA-MEB, XA-CUN B.727.

6 Alaska N948AS, N939AS, N933AS, N940AS DC-9; N763PS, 737-400, N297AS B.727.

2 Aeromexico XA-DEI, XA-AMQ DC-9.

Korean HL7374 MD-11, HL7480 747-400.

VASP Brazil PP-SOZ MD-11.

Sierra Pacific B.737 N730S.

Connie Kallita (American International) N808CK DC-8.

Burlington Air Express/ Buffalo N862BX B,707, N869BX DC-8.

Plus countless Southwest/American/Delta/United/Continental, and many many more.

After a couple of hours I made my way to the United Terminal and Gate 85 where my aircraft was awaiting. Again it was an ex Qantas 747 N164UA (ex VH-EBO). The push back and take off were on time at 1235 hours local for the ten hour flight back to Heathrow. Again very little information was given despite passing over most of the United States. Service was excellent on the almost full flight. After a hearty meal, I managed a few hours sleep before landing thirty minutes early at 0630 hours. Back to a very cold feeling Heathrow Airport.

Ian Gratton.

LEEDS/BRADFORD AIRPORT WINTER SCHEDULE 1992/3

AMENDMENTS

MoTuWeThFr.....	1010	Belfast International	SH6	UK695
MoTuWeThFr.....	1315	Belfast International	SH6	UK696
.....Sa..	1320	Chambery	146	UK9923
.....Sa..	1405	Chambery	146	UK9922

DRAWING BACK THE CURTAIN

From the moment I began spotting (1965-ish) I have always felt a twinge of excitement when seeing aircraft from the 'Eastern Bloc'. I would think this is common to most spotters because of the rarity value and I remember the buzz on the terraces at Heathrow on 21st Feb 1967 when not only was TU104 CCCP42456 of Aeroflot present but also a Polish Airforce IL18 FOW 54472. The years since then have seen the increased presence of Soviet built aircraft at UK airports and latterly the first visits by front line aircraft to Farnborough, Finningley etc. Despite this familiarity the blank pages of un-ticked numbers on the Russian pages of my registers kept my interest alive whenever I saw SU on an arrivals board.

The birth of the new order in what was the Soviet Union has allowed a few specialist travel agents to organise aviation related tours to Eastern Europe and as I perused the brochures last winter I noticed a short (5 day) break in March to Leningrad (St. Petersburg) and Moscow run by George Pick. I have had two excellent tours with George so I sent a deposit off there and then.

I didn't have much time for preparation but I bought a phrase book, a new winter coat and a copy of "Soviet Airlines 2" from our friends at Air Supply. George sorted out all the official stuff, visas etc. so there I was on a dark, wet Thursday morning 12th March 1992 grabbing a quick coffee in the Diamond Service lounge at LBA waiting for BD411 (G-OBMH) to wing me to Heathrow on the first leg of an aviation adventure.

I took the early flight to allow for any delay, but we arrived on time, giving me a couple of hours spotting before our small group (10 of us) assembled. Of particular interest were a good selection of the new B737-400s of BA (G-DOCA etc) Swissair MD11 HB-IWK, FEDEX DC10 N307FE, Lufthansa A320s D-AIPE/AIQE and as a taste of things to come? Aeroflot IL86 C/P86512 and LOT TU154 SP-LCI.

We met at about 1100 and made our way through the various control points in Terminal 1 eventually boarding BA878 a B737-200 G-BGDB for a 1325 departure (or so we thought!).

Immediately above my seat dangled an Emergency Exit sign. Dangling signs being not approved, two engineers arrived to secure it, both about 5' tall without any steps, I was sitting with another of our party, Gerard from Amsterdam (6'6" tall) so Gerard and I (6' tall) were deputised as BA engineers, given a roll of sticky tape and instructed how to stick up a dangling sign much to the amusement of our group and disbelief of the rest of the passengers. The best was yet to come, someone had forgotten to "service" the aircraft on turnaround so a further wait of about an hour ensued before we were able to 'pushback' and start our journey.

The elements then began to help, strong tail winds took an hour off what should be a 4 hour flight and we began our approach to Leningrad on schedule. It was at this point that I got my first sight of Russia and what a surprise. I had expected a dark seedy city yet I was looking down on a patchwork of brilliant

lights and wide avenues. The runway at Pulkovo Airport brought us back to earth and made me realise why Russian aircraft have big undercarriage with lots of wheels. The aircraft shuddered and bounced its way to the terminal and with the Emergency light still intact we disembarked in the shadow of the huge tail of an IL76 CP76812. (and the shadow of 75 years of state control). Passing through arrivals I felt like a spy on his first mission as I nervously handed my papers to the officials only to be met with a pleasant smile and words of welcome. George had got everything right and we stepped!! out into a cold Russian night.

Our guide and coach were waiting to take us to our hotel, the giant Sovetskaya on Lermontovski Prospekt where the next surprise (having regard to news reports at the time) awaited. Huge quantities of food were laid out on our table and we got stuck in to pickled beetroot, cabbage and meat fritters, not cordon bleu but very pleasant. We retired to the bar for a few beers bought with the new currency (US dollars) and reflected on the fact that we had travelled East several hundred miles and back in time about twenty years!.

Friday morning, up early, snow blowing in the wind, a huge breakfast and on the bus to Rzhevka, Leningrad's 'other' airfield. The journey took about half an hour all of it past blocks of workers flats until we emerged into snow covered countryside and the driver pulled up at a wooden building. We went inside and were shown round by the airfield manager. There is a small museum of the history of Rzhevka concentrating on the Great Patriotic War (WW2 to us). The manager then joined us on the bus and took us on to the airfield. Then the smiles began to break out. On the ramp next to the main terminal were LET 410 CCCP67083, Yak 40 C/P 87912 and AN26 C/P 26227 (the aircraft were then all still Aeroflot). Parked just beyond, and all in the Polar Division red trim, were 5 AN30s with their glass observation noses and camera ports all over (for scientific mapping and survey).

Having the boss with us allowed us to wander and photograph at will, this included the flight decks of all the parked aircraft. We were asked if we wanted to see the other side of the runway as they were only "small agricultural aircraft" parked there!! Yes please, so the bus drove across the active runway (just check both ways the boss said as you cross). Lined up for our attention were 8x Mil Mi2 light helicopters 4x Kamov 26 sprayer helos 4x Mil Mi8 transport helos and 22x AN2 biplane transports many undergoing maintenance in the open air but a couple of AN2s were lucky enough to have their noses in wooden huts. We had arranged for a flight in a Mi8 but weather conditions were too much for a helicopter with minimal instruments.

At one end of the line was an Ilyushin IL14 used as a crash rescue trainer and at the other end was a dump containing the remains of many IL14s and an almost complete Mil Mi4 (bit like a Whirlwind). We retired "Nithered" to the bus, it was COLD. We had an hour before lunch in Leningrad so we called at the Naval museum. Moored by the quay is the cruiser 'Aurora' which

fired the first shot of the Russian Revolution at the Czar's Winter Palace (now the Hermitage Museum with its 16 million works of art). The Naval Museum has a wonderful collection of scale model ships each the size of a cabin cruiser featuring incredible detail and spanning a thousand years of history. The main reason for calling in was Polikarpov P2 fighter "51" and this was found displayed in one of the halls.

We were invited to lunch at the Architects Club set in their small palace which is only now undergoing renovation and features a parquet floor as intricate as a marquetry jewellery box. Suitably refreshed we headed back to our port of entry, Pulkovo Airport, where a full tour had been arranged.

We collected our official at the gate and went first to the domestic side with its pinnacle of a control tower. We found 7x IL86s, 12x TU134s and 16x TU154s, we were allowed access to all the flight decks and then up the control tower for a panoramic view of the whole airport and a chance to 'spot' items of interest for the rest of the tour. The parcels area had 3x AN26s and 4x AN24s and then a shout from one of our 'experts' drew our attention to what a quick look had said 'AN12' it was in fact the earlier twin engined AN8 (reg C/P 69326) a knee wobbling rarity! The 6x AN12s parked nearby were a mix of standard trim and Polar red giving nice photographic comparison. A lone IL18 C/P 75556 was out of photo reach but the Mil factory, helicopter parking area was OK so long as we stayed behind the grass verge. This gave good views of 10x Mi8s two of which were army, (305/306). The snow began to fall and the light was dropping so we rejoined the coach and headed for the hotel. The day drew to a close with a good meal, Georgian wine and a cabaret.

Saturday had been left free for flying at Rzhnevka and the possibility of further visits, however the weather clagged in and all we got from there was a Yak 40, C/P 87932, AN26 C/P 01208 and 4 more AN24s. We were the lucky ones, dozens of beleaguered Russians huddled in the primitive terminal building, the air heavy with damp clothes and rough tobacco smoke, all waiting for some news of seat on a flight to some unpronounceable destination.

We returned to Leningrad (I still don't think of it as St. Petersburg and neither did any of our guides) for lunch in a pleasant privately owned restaurant in the St. Peter and Paul fortress. We spent the afternoon sightseeing in this incredibly beautiful city of palaces and canals, we bought our souvenirs in the market and were shown round the 'State supermarket'. Most of the shelves were full but no one could afford to buy, all their money being kept for staple foods.

Our hotel provided another fine meal and the chance to wash and brush up but we were not staying the night, our beds were on the overnight sleeper train to Moscow.

Our coach dropped us at the station and we joined the crowds shuffling through the freezing night air onto the platforms. There are about a dozen trains every night to Moscow because

the road is not good enough to permit comfortable passenger travel between Russia's two major cities. The carriages were similar to BR and as we were first class there were only two bunks in the compartment. Igor, our chief guide and a partner in the travel company looking after us travelled home to Moscow with us. He advised us on how to deal with the conductors and in exchange for two dollars I sampled Georgian 'champagne'. In fact I sampled a full bottle and woke up the next morning with a blinding headache and a craving for the paracetamol and Swedish mineral water I had strategically placed nearby. There were stirrings from the neighbours and upon opening the curtains I saw daylight and a snow covered world passing by. After about half an hour of non stop industrial landscape we pulled into the station. I was assaulted by the coldest air I have ever experienced and we hurried to our coach which carried us to The 'Golden Ring' hotel, where a welcome wash and breakfast waited, to prepare us for our visit that day to the Yuri Gagarin institute and Air Force Museum at Monino.

Moscow is surrounded by several military airfields, of which Monino is one of the less active, it houses the Air Force academy and the Russian version of Hendon or Wright Patterson. There are about 100 aircraft on view, many you will never have heard of. As the coach pulled up, Aeroflot AN72 C/P 72813 was doing circuits and at the control tower on the active side were parked IL76 C/P 86047 and a TU22M Backfire both intended for the collection. Our guide was a retired Soviet Major and a Hero of the Soviet Union who flew a Yak 9 during the GPW (WW2 remember) He was very proud and very biased about the old Soviet achievements but a bit out of touch with modern warfare. He had given up his Sunday to show us round. The indoor displays range from early experiments in gliders through ingenious non-piston petrol engines and early jets to spaceflight. In the main display hangar is a Sopwith Triplane, a replica Sikorski Gigant, the world touring 1930s ANT25 which shocked the Americans when it arrived due to its advanced monoplane configuration, several gliders, a Voisin biplane and a selection of their wartime stalwarts; PO2, Petlyakov PE2, Yak 9, P16 (I'll let you look them all up)

We set off round the outside display which contains the bulk of the collection, every MIG from 9 to 29, Sukhoi fighters 7 to 25 including the T62 version of the SU24 Fencer (coded 61) and the experimental SU13 (T100) supersonic bomber which remained unseen and largely unknown prior to Monino opening its doors. There are Mil helicopters including the Mil0 Harke crane, and the Mil V12, the largest ever built with the cross section of a Galaxy, multiple jets and twin outrigger rotors—a monster! There are samples of the Tupolev airliners TU104 (military reg 46) TU124 (smaller version of 104), TU144 (Concordski) and my favourite the big prop TU114 (old reg CCCP L5611) once a regular on the Moscow-Shannon-Havana run but more usually seen in photos as its Military sister the TU95 Bear of which there is a fine example parked nearby. There are Myasichev bombers M4 Bison and supersonic delta M50 Bounder, Tupolev bombers TU16

Badger, TU22 Blinder and TU22M Backfire and the bomber sized fighter TU28 Fiddler designed to intercept B52s over Siberia. The list goes on- Experimental and record breaking types Lavochkin LA250A, MiG YE166 (a lightened Foxbat which holds many world speed and altitude records) a VVS15 Wing in Ground Effect (WIGE) an Aeroflot design reg CCCP10687 which is an aircraft that never flies higher than a few feet and is intended to speed you across hundreds of miles of flat Tundra at aircraft speeds (it crashed!). There is a Beriev Bel2 Mail Flying boat and examples of early airliners IL12 (Military reg 10) IL14 CCCP41860, LI2 (DC3 copy) CCCP93914 and a later IL18.

We spent most of the day at Monino, the sun shone most of the time, a deep covering of snow on the ground (and plenty on the aircraft) caused us a few problems but gave the place an atmosphere. I will never forget.

We had sufficient time to make one more stop that day, the Central army museum in the middle of Moscow, on arrival I was impressed by the huge granite edifice flanked by fir trees and an SS20 ICBM, I was even more impressed by the lines of modern fighter aircraft slap bang in the city centre. There are 5 MiGs, a couple of Sukhoi's an IL18 Beagle bomber and two helicopters, a Mil4 Hare and a Mil24 Hind gunship. There are also loads of tanks, missiles and military hardware. As light failed we went indoors to the smartest museum I saw in Russia, it is modern, multilingual and very interesting. It even has Gary Powers' U2 bits and one of the missiles that totalled it. Like all the museums you have to leave your coat at the cloakroom and pay for a photo licence (about £1 for the party). In return for this fee we all got a book in English about the battle for Moscow in WW2 (sorry GPW) from the very friendly staff.

Back at the hotel we had an early meal to allow us time for our evening event; a trip to the Moscow State Circus. Now I don't like circuses and as a "professional" animal person I don't like to see animals abused. I was thrilled by the atmosphere at what is probably the best circus in the world, I didn't like the animal acts though I thought the porcupine trainer was very brave (think of a Rottweiler with spears). The human performers were incredible and the visual antics of the clowns needed no interpreter. We finished a long memorable day with a few beers in the hotel bar.

Our final day in Russia dawned clear and cold, ideal conditions for a mad dash round Moscow's sights starting opposite the hotel with the 'Foreign Ministry' one of Stalin's cathedrals from the 1950s, past Gorky Park and through Zherzinski square home of the KGB and Lubyanka prison to Red Square and the Kremlin, I had my photo taken in front of the Lenin mausoleum and saw the changing of the guard, we visited the inside of the Kremlin with its golden domed churches full of priceless icons and spent a few minutes at the national war memorial and eternal flame. Our guide during our stay in Moscow was a sophisticated lady called Elena who had an encyclopaedic

knowledge of Russian history as well as aviation and she explained that the Russians treat the sacrifices of the Great Patriotic War almost as a religion. It formed their distrust of all foreign powers and it was now believed that over 30 Million Soviet men women and children died at the hands of the nazis.

Our route to Sheremetyevo (Moscow's main international airport) took us past Frunze the home of the Mig and Sukhoi design bureaux. It is still an active airfield but was once a major airport, the terminal is now a sports centre but the field has an impressive collection of modern fighters, all open for inspection and a unique chance to sit at the controls of such gems as a Sukhoi 15 Flagon (the fighter that shot down the Korean 747). On the flightline were; (as well as a couple of helicopters); Foxbats, Floggers, Fishbeds, Fitters, a Frogfoot, Flanker Fulcrum and Forger. There was also a souvenir shop selling posters, badges and photos all at about 1 penny each, (we stripped it bare!)

A short time later we arrived at Sheremetyevo. We had a tour of the Aeroflot maintenance base arranged and were welcomed with the usual enthusiasm. We were shown around an IL76 freighter and allowed to sit at the controls and photograph wherever we wished. A little man even stopped working on the flight deck to allow us unrestricted access!

Out on the ramps were 19 x TU154s, 8 x TU134s, 18 x IL76s 10 x IL62s, 7 x IL86s, 5 x IL18s and a selection of AN24s/26s/12s/72s/Yak 40s and a few choppers.

Adjacent to Aeroflot is the National Physical Laboratory with an unusual selection of test aircraft including Yak18T CCCP44530 and military AN24s most of which were well secured away from view.

At the other end of the ramp is the Civil Air Training Group which houses a selection of ex Aeroflot types and also a TU22 Blinder bomber. Until recently there was no real distinction between the military and Aeroflot and pilots and engineers were expected to be able to fly and service a variety of types in times of crisis.

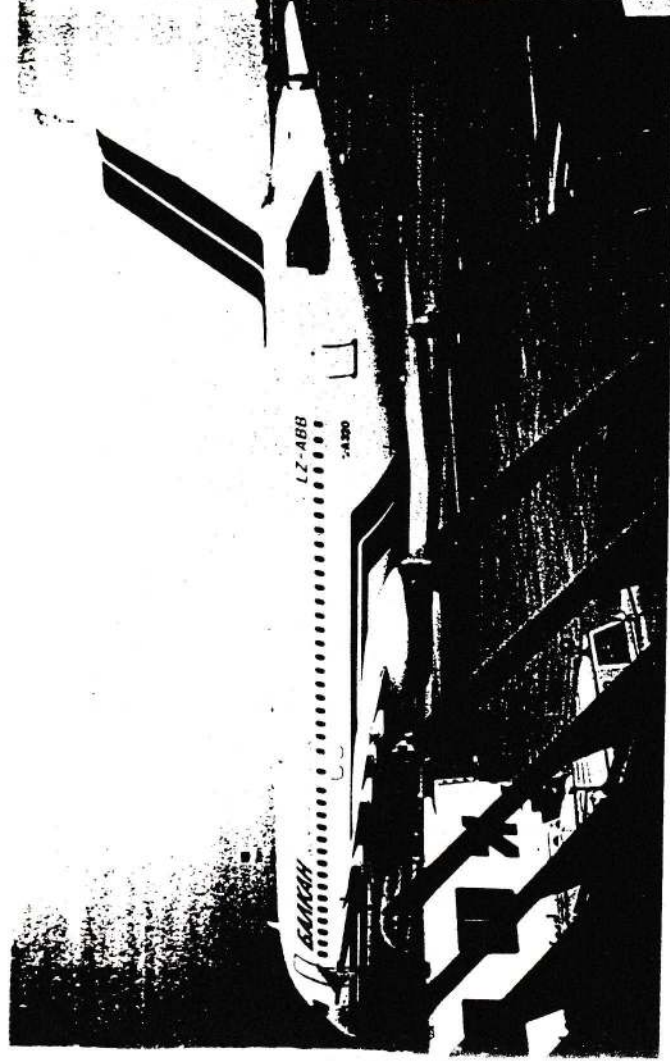
Of interest at the domestic terminal were German A/F TU154 11+02 and Falcon 50 C-GYPJ, but time was flying so we headed for the international terminal or Sheremetyevo 2 as it is known. We had a meal booked in the restaurant overlooking the runway and stands and whilst tucking into the ever popular meat fritters and assorted pickled veg we were able to log several interesting movements including 5A-DNU IL76 ; EC-DIB B747 Iberia ; HB-ITT Gulf 4: OE-LAC A310 AUA and OO-SGD B747 Sabena.

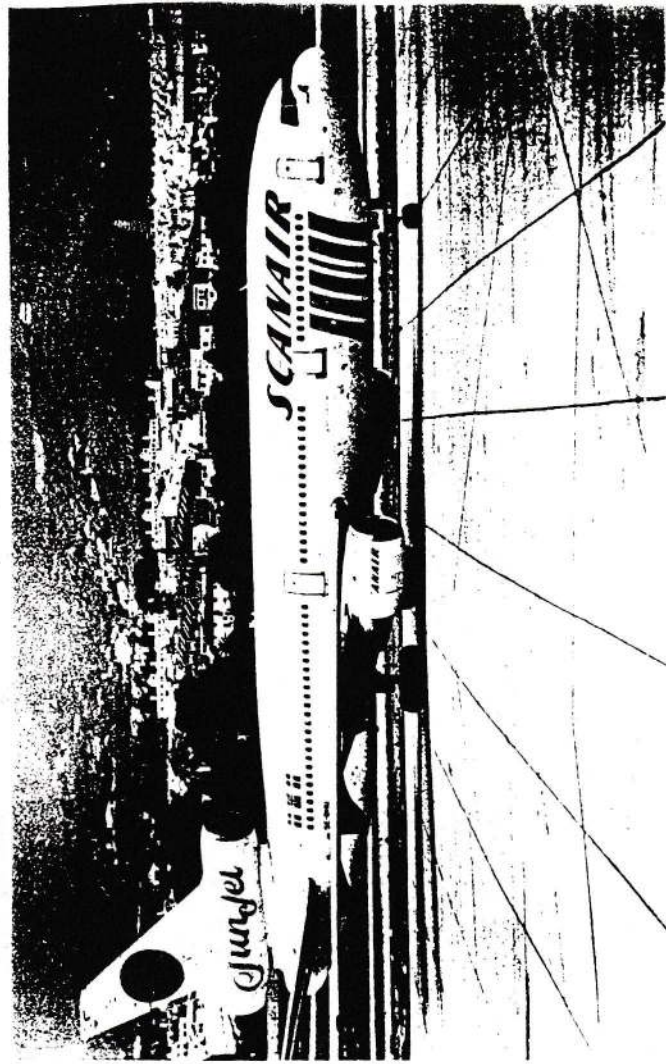
All too soon it was time to say our goodbyes and thanks to Igor and Helena (and also George who was staying on to arrange his summer tours) I passed very quickly through controls narrowly beating the North Korean ice hockey team and joined up with some of our party in Murphy's bar (Sher' 2 is run by the Irish in a joint venture) and after attacking the duty free shops we joined the queue for BA873 to London. The day after was St.

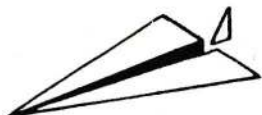
Patrick's day and the flight was packed, fortunately the aircraft was B767 G-BNWL and despite the crowds and the aforementioned ice hockey team I found a comfy seat. Things got a bit hectic during the flight so after the meal I asked the purser if I could take refuge on the flight deck, explaining that I was a 60 hour first officer! on a Cherokee (so its not Concorde but I'm trying). The crew were very obliging and I spent the next hour learning the ins and outs of the new "glass cockpit" as we flew over a re-united Berlin. The rest of the flight passed quickly and after clearing customs at Heathrow I made a dash for the British Midland ticket desk and managed to get a standby ticket to LBA. As BD420 (G-OBMC) pushed back I logged my last number of the trip; OO-SDX B737 Sabena; The flight was nearly empty so the service was first class and we arrived at LBA about ten minutes ahead of schedule, where wife Judy and the dogs were waiting for me (she had to wait a bit longer as I was the only passenger with hold luggage!)

I will never forget my first trip to Russia and even though I hope to return soon I doubt whether it will be the same, as things are changing so quickly. The Dollar rules and Aeroflot are buying western aircraft. All the new States are adopting their own identities. As we drove through the cities it still felt as though Burgess and Maclean or even Harry Palmer would appear on the street corner. George's previous trip in August 1991 was interrupted by the coup. Gerard the 6'6 Dutchman from our party had been with him and had stood with the Russian people who faced the tanks outside the 'White House'. I fear the country will be unstable for years to come which is a great pity as the people are so friendly and deserve a break after so many years in the dark. If Leningrad/St Petersburg can be tidied up it will become the greatest tourist attraction in the world. The lines of TU95 Bears seen on the TV news arriving at their bases in the far North and in Ukraine are unlikely to fly again and the design bureaux that produced giant freighters that stunned the Paris Airshow are having to adapt to a market economy and produce microlights, I'm glad I went when I did.

B.H. Best.







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