

# AIR YORKSHIRE



AVIATION SOCIETY

VOLUME 19 NUMBER 12 for private circulation only DECEMBER 1993

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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 (Managing Director)at 1500 hrs.

SUNDAY, JANUARY 9TH -Subject : LEEDS/BRADFORD AIRPORT AIR TRAFFIC CONTROL UPDATE - SPEAKER : MIKE DIXON AND/OR ANDY RACKHAM FROM THE TOWER  
 SUNDAY, FEBRUARY 6TH - SCANNERS - YOUR CHANCE TO LEARN HOW THEY OPERATE AND ALSO SEE THE LATEST MODELS . GUEST SPEAKER DR PAUL CONWAY.  
 SUNDAY, MARCH 6TH - SUBJECT TO CONFIRMATION - THE LBA's NEW MANAGING DIRECTOR, MR. BILL SAVAGE  
 SUNDAY,APRIL 3RD - SUBJECT TO CONFIRMATION -MR. MIKE GARDNER FROM THE C.A.A.FIRE SCHOOL AT TEESIDE

CHAIRMAN'S CHAT -since the last magazine quite a lot has happened. On Thursday, 30th November the Annual general Meeting took place.Unfortunately, only 20 or so members made the effort to attend. The existing Officers and Committee were elected together with Denise Blackwell and Martin Small as Joint Editors of the magazine . On Sunday, 5th December, we had our annual Christmas party. Once again this was a huge success with plenty to eat and some excellent raffle prizes. Many thanks to all who contributed both food and raffle prizes. Also thanks to the ladies who helped on the day. The money taken on the raffle usually pays for the wine, the competition prizes and a gift for Jill at the Aero Club. If we are lucky any remaining profit goes to society funds.

By the time you read this your membership will have expired. Therefore we have enclosed with this issue a membership renewal form and a strip of twelve address labels. Please complete the form, self-address the labels and return them to the Treasurer (address at the top of page).IMPORTANT - do not separate the twelve labels.If you have your own labels please stick them on to ours and please do not use your own computer labels.Delivery of your magazines depends upon the use of our labels only.

CREDITS - Terry Sykes, C.Thornton,D.Yeadon Anon(Manchester movements)

Trips-Sunday 27th February AVIATION EXTRAVAGANZA at E.M.A. with aircraft,over 50 stalls,videos, a full-size Phantom, aviation societies and other attractions - if interested contact John Jackson ( address at top of page)

Fancy a flight on a BA/City Flyer Express SH360 in March/April ? If interested please contact John and add your name to the list and we'll see what we can do for a Springtime Saturday or Sunday afternoon.

# Leeds/Bradford Movements

November 1993

01 G-BNNJ Boeing 737 300	0701	G-BGYK Boeing 737	0726
G-WACK Short 360	0810	G-BODY Cessna 310R	0819
EI-CFB SAAB 340	0847	G-OBMB Boeing 737 300	0945
G-OBHD Short 360	1001	OO-DTK Brasilia	1033
G-BVMX Short 360	1039	G-BPHL Warrior II	1041
G-ELDH DC9	1241	G-BBPX Seneca	1302
G-OBHD Short 360	1314	G-BYAF Boeing 757	1334
G-WRCF King Air 200	1426	OO-DTI Brasilia	1439
G-ARID Cessna 172B	1608	G-ELDH DC9	1618
G-BSIM Archer II	1637	G-BMHX Short 360	1659
G-OBHD Short 360	1718	G-WACK Short 360	1852
EI-CFA SAAB 340	1918	G-OBMH Boeing 737 300	1946
OO-DTF Brasilia	2002	G-OBHD Short 360	2031
G-BVMX Short 360	2038	G-RMCT Short 360	2107
G-ELDI DC9	2133	G-BEJD HS 748	2139
G-TBAC Short 360	2149	G-BYAK Boeing 757	2245
02 G-BMAR Short 360	0805	EI-CFD SAAB 340	0842
G-ELDI DC9	0934	G-CTWW Seneca	0940
G-SHCC JetRanger	0940	ZG846 BN2T Islander	0955
G-OBHD Short 360	0959	G-NUTZ Twin Squirrel	1017
OO-DTN Brasilia	1027	G-BVMX Short 360	1047
N47MJ Citation II	1054	G-BUWH T67 Firefly	1135
G-ELDI DC9	1229	ZG845 BN2T Islander	1305
G-OBHD Short 360	1314	G-BYAK Boeing 757	1323
OO-DTH Brasilia	1445	G-ELDI DC9	1515
G-WACK Short 360	1653	G-OBHD Short 360	1720
G-OBMH Boeing 737 300	1831	G-BMHX Short 360	1850
EI-CFB SAAB 340	1925	OO-DTH Brasilia	2001
G-BVMX Short 360	2012	G-OBHD Short 360	2029
G-RMCT Short 360	2100	G-PKBD DC9	2125
G-BPDA HS 748	2143	G-OLAH Short 360	2154
G-BYAK Boeing 757	2258		
03 G-WACK Short 360	0805	EI-CFB SAAB 340	0851
G-BLKY Baron	0857	G-PKBD DC9	0951
G-OBHD Short 360	1012	OO-DTO Brasilia	1033
G-BVMX Short 360	1039	ZE702 BAe 146	1057
G-BPSV Cessna 406	1100	G-DARE Seneca	1112
G-PKBD DC9	1251	G-OBHD Short 360	1312
G-ODNP Cessna 310R	1320	OO-DTG Brasilia	1443
G-PKBD DC9	1537	G-WACK Short 360	1658
G-OBHD Short 360	1726		

04 G-PKBD DC9	1225	G-OBHD Short 360	1316
G-BLPV Short 360	1321	ZE700 BAE 146	1411
OO-DTK Brasilia	1436	G-BMAK DC9	1520
G-FISH Cessna 310R	1625	G-WACK Short 360	1648
G-BYAK Boeing 757	1653	G-OBHD Short 360	1717
G-ELDI DC9	1820	G-BLGB Short 360	1916
EI-CFA SAAB 340	1932	OO-DTO Brasilia	2005
G-BVMX Short 360	2016	G-OBHD Short 360	2035
G-AWTA Cessna 310N	2039	G-ELDI DC9	2132
G-BIUV HS 748	2143		
05 OO-DTF Brasilia	1207	G-BMAK DC9	1236
OO-DTK Brasilia	1442	G-OBHD Short 360	1509
G-BMAK DC9	1559	G-BVED ATR42	1635
G-BMAR Short 360	1706	G-OBHD Short 360	1816
G-BMAK DC9	1858	G-BLGB Short 360	1920
EI-CFD SAAB 340	1923	G-OBHD Short 360	2115
06 G-BMAG DC9	0741	EI-CFC SAAB 340	0848
G-ELDH DC9	0910	OO-MTD Brasilia	1031
G-IJYS Jetstream 31	1111	G-BOUE Cessna 172N	1117
G-OBHD Short 360	1141	G-BMAH DC9	1223
G-BYAK Boeing 757	1346	F-GIAC Merlin IV	1407 1811
G-OBHD Short 360	1717	G-BMAH DC9	1809
07 G-BMAG DC9	0738	G-BMAK DC9	0922
OY-CTR Navajo	0958	G-BOPA Archer II	1038
G-BMAG DC9	1225	G-AVCE Cessna F172H	1235
G-RAMI JetRanger	1249	G-OBHD Short 360	1307
OO-DTI Brasilia	1440	G-OBHD Short 360	1712
G-BYAJ Boeing 757	1742	G-BMAG DC9	1815
G-BVMX Short 360	1822	G-BLGB Short 360	1902
EI-CFC SAAB 340	1918	OO-DTF Brasilia	2016
G-TBAC Short 360	2034	G-BLPV Short 360	2038
G-OBHD Short 360	2039	G-ELDH DC9	2112
08 G-BMAR Short 360	0816	EI-CFC SAAB 340	0847
G-ELDH DC9	0924	G-OBHD Short 360	1003
G-BLTO Short 360	1021	G-BLOE Navajo	1024
OO-DTO Brasilia	1034	G-BHOR Warrior II	1122
G-ELDH DC9	1219	VR-CCT King Air C90	1308
G-OBHD Short 360	1313	G-BYAL Boeing 757	1316
OO-DTH Brasilia	1433	G-JLRW Duchess	1514
G-BMAH DC9	1528	G-BMAR Short 360	1701
G-OBHD Short 360	1723	G-OLAH Short 360	1726
G-BMAH DC9	1816	G-BLGB Short 360	1855
EI-CFB SAAB 340	1917	OO-MTD Brasilia	2008
G-OLAH Short 360	2021	G-BVMX Short 360	2029
G-OBHD Short 360	2038	G-BIUV HS 748	2132
G-ELDH DC9	2136	G-RMCT Short 360	2141
G-BYAJ Boeing 757	2235		



09	G-BMAR Short 360	0809	G-BFVI BAe 125 700B	0823
	EI-CFA SAAB 340	0837	G-ELDH DC9	0935
	G-OLAH Short 360	0938	G-OBHD Short 360	1003
	OO-DTK Brasilia	1035	G-ELDH DC9	1221
	G-OLAH Short 360	1253	G-OBHD Short 360	1306
	G-BVMX Short 360	1330	G-TBAC Short 360	1403
	G-OAHF Boeing 757	1421	OO-DTG Brasilia	1505
	G-ELDH DC9	1523	OO-IBK Seneca	1529 1707
	G-BMAR Short 360	1655	G-OBHD Short 360	1713
	G-ELDH DC9	1811	G-BLGB Short 360	1851
	G-ODNP Cessna 310R	1910	EI-CFC SAAB 340	1913
	OO-DTO Brasilia	2010	G-BVMX Short 360	2017
	G-OBHD Short 360	2025	G-OLAH Short 360	2030
	G-BMAK DC9	2113	G-BPDA HS 748	2133
	G-RMCT Short 360	2223	G-OAHF Boeing 757	2316
10	G-TBAC Short 360	0731	G-BMAR Short 360	0827
	EI-CFC SAAB 340	0844	N80302 Seneca	0911
	G-ELDG DC9	0929	G-OLAH Short 360	0946
	G-OBHD Short 360	1002	G-BVMX Short 360	1029
	OO-DTN Brasilia	1044	G-BILU Cessna 172RG	1050 1147
	G-ELDG DC9	1217	G-OLAH Short 360	1301
	G-OBHD Short 360	1314	OO-DTF Brasilia	1438
	G-DARE Seneca	1512	G-ELDG DC9	1515
	G-AVFU Cherokee Six	1621	G-BMLC Short 360	1654
	G-OBHD Short 360	1719	G-OAHF Boeing 757	1753
	G-ELDG DC9	1821	G-BMAR Short 360	1851
	EI-CFD SAAB 340	1918	OO-DTK Brasilia	2030
	G-OBHD Short 360	2032	G-UKLN BAe 146	2054
	G-BVMX Short 360	2116	G-ELDG DC9	2121
	G-RMCT Short 360	2132	G-BPDA HS 748	2136
11	G-ZAPD Short 360	0702	G-TBAC Short 360	0705
	G-BLGB Short 360	0756	EI-CFB SAAB 340	0837
	G-AVDA Cessna 182K	0851	G-ELDG DC9	0927
	G-ZAPD Short 360	0931	G-OBHD Short 360	0953
	G-BVMX Short 360	1020	OO-DTI Brasilia	1032
	OY-CTR Navajo	1104 1521(13)	G-BGRG Duchess	1119
	G-DARE Seneca	1215	G-ELDG DC9	1225
	G-OSEA BN2 Islander	1248	G-ZAPD Short 360	1250
	G-AZUM Cessna F172L	1253	G-OBHD Short 360	1311
	G-OAHF Boeing 757	1412	OO-MTD Brasilia	1438
	G-BUGJ Robin DR400/180	1440	G-ELDG DC9	1510
	G-ATDG Rally Minerva	1628	G-UKJF BAe 146	1635
	G-BMAR Short 360	1648	G-OBHD Short 360	1719
	G-BMUZ Warrior II	1722	G-ELDG DC9	1814
	G-BLSM BAe 125 700B	1817	G-BMLC Short 360	1846
	EI-CFC SAAB 340	1915	OO-DTN Brasilia	1958
	G-BVMX Short 360	2016	G-OBHD Short 360	2029
	G-UKJF BAe 146	2052	G-BMAH DC9	2123
	G-SBAC Short 360	2128	G-BIUV HS 748	2131
	G-OAHF Boeing 757	2159		

12 G-TBAC Short 360	0703	G-BMAR Short 360	0803
EI-CFC SAAB 340	0845	G-BGRG Duchess	0853
G-BMAH DC9	0927	XX497 Jetstream T.1	0936
G-BAML JetRanger	0947	G-LBMM Warrior II	0954
G-OBHD Short 360	1011	G-BVMX Short 360	1027
OO-DTH Brasilia	1030	G-BBRC Fuji FA200	1146
G-BMAH DC9	1216	G-BSBW JetRanger	1226
G-DARE Seneca	1236	G-BAML JetRanger	1236
G-TAIR Seneca	1306	G-OBHD Short 360	1316
OO-DTO Brasilia	1441	G-DAFY Baron	1504
G-BMAH DC9	1522	G-BMAR Short 360	1703
G-OBHD Short 360	1722	G-ELDH DC9	1825
G-BMLC Short 360	1848	G-OAHF Boeing 757	1914
EI-CFA SAAB 340	1918	OO-DTI Brasilia	2012
G-BVMX Short 360	2027	G-OBHD Short 360	2030
G-SBAC Short 360	2133	G-DAAL HS 748	2133
G-BMAB DC9	2137	G-ELDH DC9	2143
13 G-TBAC Short 360	0702	EI-CFC SAAB 340	0845
G-BMAB DC9	0917	OO-DTO Brasilia	1034
G-OBHD Short 360	1044	G-AWYS BAC 1-11 501	1149 0952(14)
G-BMAB DC9	1224	G-BSBW JetRanger	1308
G-BLZT Short 360	1719	G-BMAB DC9	1815
G-BMAB DC9	2111		
14 G-BMAH DC9	0926	G-BLSM BAe 125 700B	0942
G-BMAH Short 360	1227	G-BLZT Short 360	1321
OO-MTD Brasilia	1447	G-ATOU Mooney M20E	1523
G-BFTC Arrow	1524	G-BGOF Falcon 20	1537
G-FFRI Twin Squirrel	1633	G-BYAL Boeing 757	1651
G-BLZT Short 360	1716	G-BLPV Short 360	1804
G-TSGJ Archer II	1807	G-BMAH DC9	1823
G-BMLC Short 360	1848	EI-CFA SAAB 340	1920
OO-DTL Brasilia	2008	G-BLZT Short 360	2037
G-BVMX Short 360	2049	G-PKBM DC9	2122
15 G-BGOF Falcon 20	0809	G-BMHX Short 360	0826
EI-CFD SAAB 340	0844	G-PKBM DC9	0922
G-BGZW Tomahawk	1040	G-BVMX Short 360	1042
G-BHAA Cessna 152	1048	G-BLZT Short 360	1052
G-BNRX Seneca	1057	OO-DTH Brasilia	1106
G-SION Tomahawk	1140	G-BNHE ARV2	1212
G-NUIG King Air C90	1218	G-PKBM DC9	1229
N961JC BAe 125 800A	1246 1832	G-RMCT Short 360	1320
G-OAHF Boeing 757	1336	G-BLZT Short 360	1350
G-BKTZ T67 Firefly	1406	G-BUUI T67 Firefly	1412
G-BOYL Cessna 152	1419	OO-DTF Brasilia	1447
G-PKBM DC9	1517	OY-CTR Navajo	1527
G-ILTS Cherokee Six	1626	G-BMHX Short 360	1652
G-BLZT Short 360	1716	G-BYAL Boeing 757	1808
G-PKBM DC9	1819	G-BLGB Short 360	1854
VR-BLK Rockwell 840	1858	EI-CFC SAAB 340	1913
G-TTPT DC9 83	1949	G-BLZT Short 360	2028

G-BVMX Short 360	2030	OO-DTI Brasilia	2037
G-ATJR Aztec	2057	G-PKBM DC9	2116
G-BEJD HS 748	2134	G-TBAC Short 360	2140
16 G-RMCT Short 360	0704	G-OANT Aztec	0724
G-BMLC Short 360	0801	G-OICE Citation Jet	0823
EI-CFB SAAB 340	0842	G-BLZT Short 360	0958
G-PKBM DC9	1011	G-BGZW Tomahawk	1014
OO-DTK Brasilia	1030	G-BTAB BAe 125 800B	1111
G-BDSL Cessna F150M	1156	G-BVMX Short 360	1238
G-BLZT Short 360	1305	G-PKBM DC9	1330
G-BYAL Boeing 757	1332	OO-DTG Brasilia	1438
G-TKPZ Cessna 310R	1533	G-JLRW Duchess	1534
G-BSBW JetRanger	1549	G-PKBM DC9	1554
G-BLGB Short 360	1652	G-BLZT Short 360	1719
G-OANT Aztec	1759	G-TKPZ Cessna 310R	1810
G-BMLC Short 360	1850	EI-CFD SAAB 340	1917
G-BMAK DC9	1930	G-DANS Twin Squirrel	1935
G-BMAH DC9	2009	OO-DTH Brasilia	2014
G-BLZT Short 360	2028	G-BVMX Short 360	2030
G-BPDA HS 748	2127	G-SBAC Short 360	2142
G-PKBD DC9	2219	G-BYAL Boeing 757	2300
17 G-RMCT Short 360	0700	G-BLGB Short 360	0814
EI-CFD SAAB 340	0843	G-BLKY Baron	0858
G-BMAH DC9	0946	G-OBLC Duchess	0956
G-BLZT Short 360	1008	G-BVMX Short 360	1051
OO-DTO Brasilia	1053	G-HOPE F33A Bonanza	1136
G-BMAH DC9	1244	G-BLZT Short 360	1316
G-WATZ Warrior	1324	N235KK Citation III	1401 2142(19)
ZE700 BAe 146	1423	OO-DTL Brasilia	1456
G-BMAH DC9	1528	G-BLGB Short 360	1659
G-BLZT Short 360	1723	G-OBLC Duchess	1757
G-BYAL Boeing 757	1812	G-NOIR Bell 222	1827 2201
G-PKBM DC9	1838	G-BMLC Short 360	1900
EI-CFA SAAB 340	1915	G-BYAH Boeing 757	2018
G-BVMX Short 360	2019	OO-DTK Brasilia	2028
G-BLZT Short 360	2032	G-PKBM DC9	2120
G-BIUV HS 748	2129	G-SBAC Short 360	2141
18 G-RMCT Short 360	0706	G-BLGB Short 360	0807
G-MEBC Cessna 310I	0837	EI-CFC SAAB 340	0841
G-BMAM DC9	0941	G-BLZT Short 360	1004
OO-MTD Brasilia	1039	G-BMAM DC9	1226
G-BLZT Short 360	1313	G-TKPZ Cessna 310R	1354
G-BYAH Boeing 757	1414	OO-DTI Brasilia	1439
G-VVIP Cessna 421C	1446	G-BMAM DC9	1518
G-MEBC Cessna 310I	1653	G-BLGB Short 360	1703
G-BLZT Short 360	1720	G-BMAM DC9	1830
G-WACK Short 360	1918	EI-CFD SAAB 340	1922
G-BVMX Short 360	2015	OO-DTO Brasilia	2022
G-BLZT Short 360	2045	G-BPDA HS 748	2131
G-TBAC Short 360	2142	G-BMAH DC9	2157

G-BYAH Boeing 757	2216		
19 G-RMCT Short 360	0703	G-BLGB Short 360	0807
EI-CFB SAAB 340	0847	G-BMAH Short 360	0937
G-BLZT Short 360	1010	OO-DTF Brasilia	1031
G-BVMX Short 360	1046	G-TKPZ Cessna 310R	1110
G-DAAL HS 748	1120	G-BMAH DC9	1240
G-OBEL Citation	1243	G-WATS Seneca	1258
G-ZIPP Cessna E310Q	1315	G-BGIY Cessna F172N	1407
OO-DTH Brasilia	1443	G-BMAM DC9	1538
G-OBEL Citation	1553	G-BLGB Short 360	1705
G-BMAM DC9	1847	G-BMLC Short 360	1851
EI-CFC SAAB 340	1921	G-BYAH Boeing 757	1958
OO-MTD Brasilia	2030	G-BVMX Short 360	2040
G-AWTA Cessna 310N	2105	G-BMAM DC9	2137
G-BLZT Short 360	2201		
20 EI-CFA SAAB 340	0851	G-BMAM DC9	0922
F-GKJV SOCATA TBM-700	1018 1908	OO-DTH Brasilia	1022
G-BLZT Short 360	1052	G-BMAM DC9	1227
G-NAIL Cessna 340	1230	G-BLZT Short 360	1723
G-BMAH DC9	1815	G-BYAI Boeing 757	2100
G-ELDI DC9	2123		
21 G-ELDI DC9	0931	G-ELDI DC9	1224
G-BLZT Short 360	1317	OO-DTL Brasilia	1427
G-NAIL Cessna 340	1659	G-FWRP Cessna 421C	1703
G-BLZT Short 360	1722	G-BLPV Short 360	1744
G-ELDI DC9	1813	G-WACK Short 360	1900
EI-CFD SAAB 340	1918	OO-DTH Brasilia	2004
G-BVMX Short 360	2026	G-BLZT Short 360	2039
G-ELDI DC9	2121		
22 G-BMHX Short 360	0813	EI-CFA SAAB 340	0848
G-FOEL Navajo	0900	G-ELDI DC9	0925
G-BVMX Short 360	1015	G-BLZT Short 360	1020
G-JEAB Friendship	1029	OO-DTI Brasilia	1047
ZE379 Lynx AH.7	1148	G-ELDI DC9	1234
G-BGOM Navajo	1251	G-BYAL Boeing 757	1314
G-BLZT Short 360	1317	OO-DTG Brasilia	1435
G-ELDI DC9	1516	G-MEBC Cessna 310I	1654
G-WACK Short 360	1656	G-BLZT Short 360	1718
G-ELDI DC9	1815	G-BYAI Boeing 757	1846
G-BMHX Short 360	1849	EI-CFB SAAB 340	1914
OO-DTG Brasilia	2011	G-BVMX Short 360	2025
G-UKAG BAe 146	2028	G-BLZT Short 360	2031
G-RMCT Short 360	2040	G-ELDI DC9	2129
G-DAAL HS 748	2140		
23 G-WACK Short 360	0803	G-OAKK Jetstream	DIV 0827
EI-CFC SAAB 340	0842	EI-FKE Fokker 50	DIV 0906 0957
G-ELDI DC9	0921	G-BPDA HS 748	DIV 0927
G-POST Bandeirante	DIV 0930	G-GNTC SAAB 340	DIV 0944



G-LOGD BAe ATP	DIV 0947	G-LOGE BAe ATP	DIV 0950
G-BLZT Short 360	1013	ZE702 BAe 146	1016
OO-DTH Brasilia	1030	VR-CCT King Air C90	1101
G-BVMX Short 360	1116	G-ELDI DC9	1225
G-BNSO T67M	1258	G-BLZT Short 360	1308
G-SFHR Aztec	1331	G-BYAI Boeing 757	1335
G-SWFT King Air 200	1348	OO-DTF Brasilia	1437
VR-CCT King Air C90	1454	G-ELDI DC9	1519
G-WACK Short 360	1655	G-BLZT Short 360	1711
XZ257 Lynx HAS.3	1747	G-RMCT Short 360	1755
G-MEBC Cessna 310I	1822	G-ELDI DC9	1825
G-BMHX Short 360	1847	EI-CFC SAAB 340	1918
OO-DTI Brasilia	2007	G-BLZT Short 360	2023
24 EI-CFB SAAB 340	0847	G-WACK Short 360	0859
XZ257 Lynx HAS.3	1111	G-BLZT Short 360	1150
G-BVMX Short 360	1201	G-ELDH DC9	1320
OO-DTG Brasilia	1441	G-BLZT Short 360	1454
G-BMAH DC9	1524	G-WACK Short 360	1656
G-BLZT Short 360	1800	G-BMAH DC9	1813
G-BMHX Short 360	1856	EI-CFA SAAB 340	1916
OO-DTK Brasilia	2024	G-BVMX Short 360	2030
G-BLZT Short 360	2048	G-BMAH DC9	2127
G-BYAI Boeing 757	2151	G-OLAH Short 360	2200
25 EI-CFC SAAB 340	0922	G-ELDH DC9	1030
G-BLZT Short 360	1042	OO-MTD Brasilia	1051
G-TKPZ Cessna 310R	1141	G-BVMX Short 360	1204
G-BMAH DC9	1215	G-MOAC F33A Bonanza	1247
G-BDFW Rockwell 112A	1332	G-BLZT Short 360	1343
G-BYAI Boeing 757	1415	G-BYEE Mooney M20K	1421
OO-DTO Brasilia	1503	G-ELDH DC9	1522
G-BMLC Short 360	1653	G-BLZT Short 360	1718
G-ELDH DC9	1828	G-BMHX Short 360	1846
EI-CFD SAAB 340	1908	OO-DTI Brasilia	2010
G-BVMX Short 360	2020	G-BLZT Short 360	2023
G-RMCT Short 360	2111	G-ELDH DC9	2136
G-BEJD HS 748	2139	G-OLAH Short 360	2141
G-BYAI Boeing 757	2153		
26 G-BMLC Short 360	0825	EI-CFB SAAB 340	0844
G-BLZT Short 360	1002	G-BMLS Arrow III	1019
G-BLTO Short 360	1122	G-BNGR Tomahawk	1249
G-BLZT Short 360	1310	G-BONT T67M	1349
G-BUJ T67M	1406	G-BKKO Cessna 182R	1424
OO-DTK Brasilia	1442	G-BMLC Short 360	1717
G-BLZT Short 360	1743	G-FRAG Cherokee Six	1747
EI-CFD SAAB 340	1916	G-BYAI Boeing 757	1931
G-BMHX Short 360	2010	G-ELDH DC9	2014
OO-DTI Brasilia	2019	G-RMCT Short 360	2027
G-BLZT Short 360	2042	G-DAAL HS 748	2108
G-SBAC Short 360	2118	G-ELDH DC9	2350



27 G-SBAC Short 360	1113	G-BSVP Aztec	DIV 1212
G-BLZT Short 360	1226	G-BMAH DC9	1235
G-NAIL Cessna 340	1640	G-BLZT Short 360	1716
G-BMAH DC9	1816	G-OAHF Boeing 757	2106
G-BMAH DC9	2116		
28 G-BMAM DC9	0932	G-BMAM DC9	1232
G-OBLK Short 360	1316	OO-DTH Brasilia	1440
G-BGLW Seneca	1447	XZ257 Lynx HAS.3	1554
EI-BUM Cessna 404	1616	G-OBLK Short 360	1726
G-BLTO Short 360	1736	G-BMAM DC9	1816
G-BMAR Short 360	1908	EI-CFB SAAB 340	1921
OO-DTF Brasilia	2008	G-BVMX Short 360	2025
G-OBLK Short 360	2040	G-BMAM DC9	2122
29 G-BLGB Short 360	0817	EI-CFD SAAB 340	0845
G-SFHR Aztec	0850	G-BMAM DC9	0931
G-OBLK Short 360	1017	G-BVMY Short 360	1040
OO-DTI Brasilia	1047	G-BMAM DC9	1219
G-DORK Bandeirante	1221	G-OBLK Short 360	1314
G-BYAC Boeing 757	1319	G-RMCT Short 360	1352
OO-DTH Brasilia	1447	G-BMAM DC9	1521
G-BGNG Short 330	DIV 1700	G-BLGB Short 360	1709
G-OBLK Short 360	1725	G-OAHF Boeing 757	1800
G-BMAM DC9	1826	G-BMAR Short 360	1913
EI-CFD SAAB 340	1921	OO-DTL Brasilia	2018
G-BVMX Short 360	2024	G-OBLK Short 360	2046
G-BMAM DC9	2127	G-BPDA HS 748	2148
G-SBAC Short 360	2237		
30 G-BMAM DC9	0952	G-OBLK Short 360	1-43
G-BJCU Boeing 737	1113	G-BLTO Short 360	1133
G-BMAM DC9	1239	G-ODIL JetRanger	1240
G-OBLK Short 360	1334	G-OAHF Boeing 757	1341
G-NAIL Cessna 340	1359	G-UMMI Navajo	1433
OO-DTO Brasilia	1444	G-BMAM DC9	1524
G-FISH Cessna 310R	1640	G-BMAR Short 360	1657
G-OBLK Short 360	1715	OY-CEV Citation	1720 1515(01)
OY-RDD Citation II	1734 1510(01)	G-BMAM DC9	1811
G-BSRY Cessna 406	1846	G-BLGB Short 360	1856
EI-CFD SAAB 340	1911	G-BVMX Short 360	2019
G-OBLK Short 360	2029	G-BMAM DC9	2114
G-DAAL HS 748	2126	G-OAHF Boeing 757	2320

## FROM;

02) ZG846/Aldergrove;N47MJ/Leavesden;ZG845/Middle Wallop: 03) ZE702/Northolt  
 06) F-GIAC/Charles de Gaulle-Le Bourget: 07) OY-CTR/Roskilde;VR-CCT/Ringway:  
 09) OO-IBK/Norwich: 10) N80302/Leavesden: 11) OY-CTR/Billund: 12) XX497/  
 Finningley: 15) N961JC/Liverpool-Aberdeen;OY-CTR/Roskilde;VR-BLK/Welshpool:  
 17) N235KK/Edinburgh;ZE700/Benson: 20) F-GKJV/Toussus le Noble-Le Bourget:  
 22) ZE379/Aldergrove: 23) ZE702/Northolt;VR-CCT/Guernsey-IOM and return;  
 XZ257/Waddington: 24) XZ257/Guiseley: 28) XZ257/Lyneham;EI-BUM/Dublin:  
 30) OY-CEV/Hamburg;OY-RDD/Hamburg:

## OVERSHOOTS;

01) XX494/FYY76;XX496/FYY84: 02) XX495/FYY75;ZF407/LOP07: 03) XX495/FYY76:  
 04) XV199/Ascot 774;XX620/UAG90B: 05) XX532/UAG90: 08) XV211/Ascot 770;XX495/  
 FYY81: 12) XV297/Ascot 774;G-DARE: 13) XX532/UAG92: 15) XV191/Ascot 772:  
 18) XX482/FYY84;G-BAVZ;XX491/FYY79: 19) G-SFHR: 22) G-SFHR: 25) XX493/FYY77;  
 XX491/FYY71: 26) XX491/FYY84:

## LBA Movements review, November 1993

Yet another bad month for foreigners with nothing of outstanding interest among the dozen recorded. On the 2nd N47MJ was a Citation 2 and on the 6th Merlin IVA F-GIAC used callsign "FEU 599-999". Navajo OY-CTR seems to have become something of a regular making visits on the 7th, 11th and 15th this month. Another regular is the King Air C90 VR-CCT of Corgi Toys which visited on the 8th and 23rd. New to the LBA was the Seneca 00-IBK on the 9th. Another new one was the HS 125 800A N961JC of Cooper Industries on the 15th, it was joined by the Rockwell 840 VR-BLK which is of course UK based. Citation III N235KK of Kenneth P. Kirchman arrived from Edinburgh on the 17th and after a night stop it departed to Keflavik. Rare on the 20th was the SOCATA TBM-700 F-GKJV and using callsign "Iona 721" on the 28th was the Iona National Airways Cessna 404 EI-BUM. Night stopping on the 30th were Citation OY-CEV and Citation II OY-RDD of Falck-Air, they were using the callsigns "FLK330" and "FLK630" respectively inbound and these became "FLK301" and "FLK601" outbound. On the military side the month started with two Islanders of the Army on the 2nd, these were ZG846 "Army 452" and ZG845 "Army 118". From the Queens Flight we had BAe 146 ZE700 as "Kitty 2" on the 4th and "Kitty 4" on the 17th, its stablemate ZE702 was "Kitty 3" on the 3rd and "Kitty 5" on the 23rd. On the 12th Jetstream XX497 arrived as "FYY61" to do checks with the CAA examiner. On the 22nd Lynx AH.7 ZE379 was "Army 450". The Navy Lynx HAS.3 XZ257 was doing work in the local area when it visited on the 23rd, 24th and 28th as "Navy 303". The biggest news on the local scene is the demise of Yorkshire European Airways on the 9th, the two Bandeirantes were impounded and moved into Knightairs hangar. Rumour has it that the leasing company had buyers for the Bandits lined up out in Australia but they could not move them when both knightair and the LBA also put liens on them. Rumour also has it that Knightair may take over the routes in the near future. Cityflyer commenced their LBA-Gatwick route using the Short 360 G-BVMX, on the 5th they operated the brand new ATR42 G-BVED on the route and on the 29th the new Short 360 G-BVMY made an appearance. Air UK have taken over the Friendship G-JEAB and it made its first visit for them at the LBA on the 22nd. A charter brought in the BAC 1-11 G-AWYS on the 13th as "Birmex 930P" and after a night stop it departed as "Birmex 9302". A visit from the Airtours International MD83 G-TTPT on the 15th was to do with noise monitoring and it used the callsign "Kestrel 1007-1008P". Jodel D.140 G-AYFP which has been on maintenance in the Knightair hangar for some time finally departed home to Sherburn on the 11th. A new resident is the Cessna F172 G-AVCE whilst the Cessna 421 G-OFRH leased by Yorkshire European has departed. Finally the Slingsby T67M's passing through this month were G-BUUI on the 15th and G-BUUI on the 26th. Two others were also noted, these were G-BNSO on the 23rd and G-BONT on the 26th both of which used the callsign "TOF 92", they are part of five civilian T67's which are reported to have been leased to supplement the new build ones.

AIR YORKSHIRE AVIATION SOCIETY  
INCOME & EXPENDITURE - Year to 4th November 1993

	Note	£
<b>INCOME</b>		
Subscriptions	1	3140.00
Donations		47.67
Trips	2	2478.50
Raffles		157.50
Magazine Sales		80.00
Sundry income		34.00
Church Fenton	4	259.48
		<u>6197.15</u>

**EXPENDITURE**

Yorkshire Aero Club Subs.		1280.00
Magazine	3	1113.89
Postage	3	256.50
Stationery		110.71
Speakers fees		54.28
Trips	2	2407.00
Church Fenton	4	254.98
Secretary/Chairman/Trip Org. Expenses		104.16
Raffle prizes		6.00
Xmas Party		60.00
Bank Charges		9.16
Miscellaneous Expenses		93.70
Bad debt		20.00
		<u>5770.38</u>

NET SURPLUS	426.77
BALANCE BROUGHT FORWARD	637.60
	<u>1064.37</u>

CLOSING BANK BALANCE	1109.54
PETTY CASH	4.83
CREDITOR - SCAMPTON	-50.00
	<u>1064.37</u>

Christine Thornton, F.C.M.A.  
November 1993

Notes:

## 1 Membership:

	Members	Fees £
Full	176	1760.00
Y.A.C.	128	1280.00
Family	36	36.00
Airmail	1	15.00
Part year	9	49.00
Complimentary	4	0.00
	<u>226</u>	<u>3140.00</u>

## 2 Trips:

	Receipts	Coach	Tips	Other costs	Profit/loss £
Northern Helicopters	775.00			750.00	25.00
Coventry	350.00	225.00	20.00	58.00	47.00
Finningley	161.50	160.00	10.00		8.50
Yorkshire European	840.00			844.00	-4.00
Duxford	352.00	330.00	10.00		12.00
	<u>2478.50</u>	<u>715.00</u>	<u>40.00</u>	<u>1652.00</u>	<u>71.50</u>
Trip organisers expenses:					66.38
Net profit on trips					<u>5.12</u>

## 3 Magazine:

	£
Printing	1036.88
Typing/ribbons	86.52
Envelopes/labels	86.43
Postage	254.10
	<u>1463.93</u>

## 4 Church Fenton:

	£
Receipts	259.48
Stall rent	70.50
Films	26.00
Expenses	8.00
Air Supply	150.48
Net profit	<u>4.50</u>



### SPOTTING BY SOUND?

The distinctive sound of a Tucano flying back to its base caught my ear the other day and I mused on the coincidence that the R A F's current trainer has as recognisable a buzz as its predecessor of half a century earlier, the Harvard. I then began to ponder, as a quite non-technical kind of chap, the practice - and the perils - of 'Spotting by Sound'.

Let me hasten to point out the difference between aircraft NOISE and aircraft SOUND. The former can be measured in decibels and can thus be compared with other noises, eg heavy lorries or lawn mowers. Aircraft sound, I suggest, is a far more subjective entity, perceived differently by individuals but - for most enthusiasts - like music for the ear.

Long, long ago, when the piston engine reigned supreme and aircraft flew more slowly, one usually had a fairly lengthy intimation of a plane's approach. There was time to make a very provisional assessment of its size, height and speed, perhaps its type and whether it was on its own or in company with others.

During World War II, Great Britain was covered by a network of Royal Observer Corps posts and many factories had a small "Spotters Box" perched on the roof, lined with three-view silhouettes of British, German, Italian and American aircraft. But however tuned in the raid spotters became to the BMW, Jumo and Mercedes-Benz engines of hostile aircraft, ROC instructions stipulated that "identification of aircraft by sound alone was insufficient to warrant action."

There must be many factors which influence attempted recognition by sound. Here are some which come to mind:-

1. The differences in acuteness of hearing between individuals.
2. The Doppler effect - a phenomenon characterised by a change in the apparent frequency of a sound wave as a result of relative motion between the observer and the source. Hence the perceived higher note of an approaching aircraft, becoming lower as it passes overhead and flies away.
3. Operational aspects of the aircraft such as power and propeller pitch settings and attitude (climb, cruise, descent, etc). Plus all the associated whistles, whines and hums arising from drag at different speeds.
4. Mixed sound when two or more different types of aircraft are flying within earshot.
5. Prevailing weather conditions, especially gusty wind and environmental features such as nearby buildings which can bounce the sound, to the observer's confusion.
6. Overconfidence!

Accepting these and doubtless other limitations, a spotter can hopefully build up experience by simultaneously watching and listening to aircraft in as many different operational situations as possible, so that the characteristic sounds of each type become committed to memory. The English language just does not possess the extensive vocabulary needed to describe the subtle nuances of aircraft sound and we may find ourselves resorting to figures of speech or comparisons in an effort to "catch" a particular type. For example, during the later W W II years, our local skies often saw the two main products of the Avro shadow factory at Yeadon being air-tested. The Anson's two Cheetah radials rattled and clattered away, while the Lancaster's four Merlins announced its presence in a sonorous and rich bass-baritone which went on and on and on.

Coming up to date, the going has got much harder with the prevalence of a few types of engine, eg Continentals and Lycomings, fitted to the majority of singles and light twins. Even when the engines have different ratings, I find the more powerful Cessna 182, for instance, confused at times with the Cessna 172. It needs a Tiger Moth's delicate Gipsy Major or a Stearman PT-17's gutsy radial to break the impasse! To enjoy the sounds of more powerful pistons, a trip to Duxford or a warbirds airshow is indicated to compare the protected species.

The whole world of aeronautical acoustics was blown wide open with the coming of the turbojet. As speeds approached and then exceeded Mach 1, discussion of forewarning by sound becomes quite academic. A vivid demonstration of supersonics was provided by a R C A F Sabre at the SSAFA Air Display held at Yeadon in 1952. After circling at height, leaving a slender contrail, it went into a short, steep dive over the airfield. The double report of the sonic boom was heard first, then the sound of the plane as it pulled out (some years later this practice was banned over the mainland). In the next two decades we had those low-level fly-pasts at displays by Phantoms, Lightnings and Starfighters pushing the needle up to Mach 0.97 with ease. Their eerie silent approach was followed by an assault on the eardrums as they flashed overhead. They were stirring - and ear-splitting-times'.

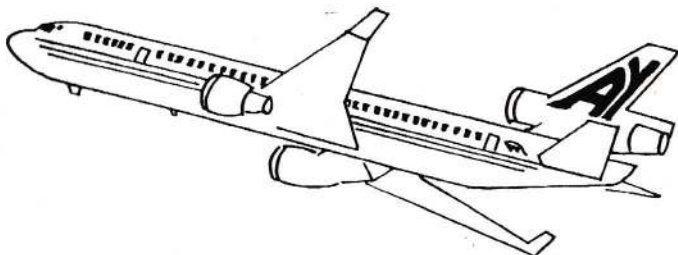
On the civil jetliner scene, I must confess to difficulty in identifying most types by sound (Concorde excepted). Suffice to say that the JT8D turbofans, which have been part of the local scene for the last twenty years or so, are being heard less in the 1990s. Replacing them are the subtle harmonies of the increasingly powerful high-bypass ratio turbofans of the 757, Airbus family, etc. I still find it incredible that so much power can be produced at the cost of so little sound! The characteristic whine, so unobtrusive in itself, is accompanied by a kind of heavy breathing, depending on height and operation. Now, not only is there even less time to pop your head out of the back door when "something up" is heard, but visual recognition has to depend on a disappearing rear three-quarter view!

The turboprop, however, gives one a better chance to try one's skill. Speeds are lower than the turbojets and turbofans, so there is more time to disentangle the gearbox and exhaust noise which seems to be a characteristic of this type of engine. Put away your time-table and try to sort out the sounds of our local regulars, Friendships, SD3-60s, Bandeirantes, Brasílias, SAAB 340s and Jetstreams!

Sometimes sound can clinch an aircraft's identity when visual features are very similar in different types, a case in point being the F27 and F50. At medium-distance sightings, the F50's Pratt and Whitneys have more of a growl than the smoother Darts of the F27.

There are other sounds in the sky to explore - helicopters and microlights, for example. I was once even drawn out of doors by the long gasps from the burners of a hot-air balloon passing over the house! But for now I'll indulge in memories of sounds which won't go away ... of the stomach-churning rumble of a flight of three Convair B-36 bombers around 1950, each with six 3,800 hp pistons pushing it along ... of the banshee wail of a Bocian glider diving low at near-limiting speed at an early PFA Rally ... of sitting in our earth-covered Anderson Shelter in 1941 (?) listening to the undulating, deep drone of a German bomber overhead Which possibly planted the seeds of the question "What's that up there?", which I haven't been able to ignore ever since!

Denis Yeadon





### A SCOTTISH SAFARI

I wouldn't be writing this article if it were not for our son. An aviation enthusiast from an early age, he enjoyed our family membership of Air Yorkshire some ten years ago before study and then work took him away from home. Now an air traffic controller at Aberdeen Airport (Dyce), possessor of a PPL and a member of Aberdeen Flying Club, he realised an ambition earlier this year of returning to LBA by the best possible way. Along with a co-pilot friend, he was the first to arrive at the Yorkshire Aeroplane Club Fly-in, held in June, in Cessna 152 G-TAYS - "helping to swell the visitor numbers", as he put it.

An invitation to visit him in his Grampian environment was very welcome and early September found my wife and myself staying a few miles from "the granite city". On the day after our arrival we awarded ourselves a day's spotting at Dyce. As a curtain-raiser over breakfast we tuned in to the tower on the airband radio. Low cloud meant that all aircraft were coming and going on IFR, helicopters as well as fixed-wing aircraft being vectored by radar onto the ILS. Such was the volume of traffic that the duty controller hardly had time to draw breath. A running commentary on a cup-final would have sounded a leisurely affair by comparison.

This augured well and we set off, full of high hope. Our son pointed us to a convenient area of open ground adjacent to the boundary fence at the N E side of runway 16/34, which is used by all fixed-wing aircraft. He then disappeared to his eyrie in the control tower, a distinctive building looking like a stepped pyramid, its four storeys crowned by the visual control room.

There are three shorter runways crossing or abutting 16/34 which are only used by helicopters. From our vantage point we could see the West Apron and Terminal, the aircraft park and the Bristow and British International Helicopter Terminals. The Bond Helicopter Terminal on the east side, was just out of sight, but Bond's all-red machines could be seen clearly when airborne. Excellent views were enjoyed of all inbound and departing aircraft.

Just occasionally a spotter finds himself in the right place at the right time and on this day Lady Luck was certainly smiling! Quite co-incidental with the date of our visit were two major events hosted by Aberdeen. The first was the soccer international between Scotland and Switzerland which brought in a thousand Swiss supporters in a mixed fleet of chartered jetliners. The second event was "Offshore Europe 93", a conference for oil executives, which likewise attracted a pleasing variety of aircraft. Binoculars and log-book were rarely idle!

Aberdeen is very much a working airport, making a substantial contribution to the economy of the U K. The fleets of helicopters (about sixty are based there) convey oil workers in their brightly coloured survival suits to and from the hundred or so oil rigs spread out in the North Sea - and the weather has to be very bad before flights are cancelled or diverted. The main workhorse is the AS332L Super Puma, used by all three companies and is ably supported by smaller numbers of the S-61N, S-76A and Dauphin II.



Scheduled services were well represented by aircraft seen in the liveries of eleven companies. There were assorted business twins and a Scottish Ambulance Service Islander coloured conspicuously in lime green, flew in with a casualty. The Flying Club is situated at the S E side of the airport, with a friendly clubroom and a tidy apron accommodating six aircraft. At the end of the afternoon as we drove out past the Bond Terminal, we noticed a guest house directly opposite with views across the airfield. Certainly a des. res. for helicopter buffs - details available on request!

On the following Sunday morning we were favoured with clear skies and a bright sun, both of which had been very scarce in the previous days and our son drove us out to Inch airstrip which is about 25 miles W N W of Aberdeen. This grass strip nestles in a picturesque valley amidst hills and forests and obviously requires to be approached with care.

There was a pleasant buzz of activity in and around the single hanger. Parked outside were a yellow Terrier bearing on its rudder the legend "The Jacobite Airforce", a spritely Piper Cub and a Cessna 172 owned by a local group. The hanger yielded several delights which are listed below. Meanwhile, flex-wing microlights were being rigged and two made several training circuits, carefully avoiding the turrets of Leslie Castle a short distance upfield. As the craft crossed the threshold the instructor in the rear seat flung out both his arms. I'm not sure whether this was to give the pupil confidence or to serve as an airbrake!

Spotting and scenery go very well together in Scotland and hopefully our safari will be continued next year.

#### ABERDEEN 08.09.93.

##### Soccer Specials:

D-ALLL	MD-83 Aero Lloyd
EI-CGI	MD-83 Trans-Alsace
F-GGMC	MD-83 AOM
HB-VGR	Citation
HB-IPM/N	A.310 Balair CTA
HB-INB	MD-82 Balair CTA
HB-IUD	MD-87 Balair CTA
HB-IIA	B.737.300 TEA

##### Other Foreign:

EI-CFY	C.172	LN-WFL	Dash 7 Wideroe
F-CGTC	Merlin	N77R	Baron
LN-OPQ	Dauphin	OY-JER	Metro
PH-MCB	A.310 Martinair	SE-DMD	MD-81 S.A.S.
SE-KOH	Beech 1900		

Scheduled/Contract Services: Air UK BHMZ, BMXD, BNCY (F27);  
 UKAC/ID/SC (BAe 146).  
B.A. (+Brymon) BIKN, CPEL (B.757; BVNK/N (B.737.400);  
 BTPA/L/M/N/O and BUWP (all-white) (ATP); BRYA/D (Dash 7); BRYH (Dash 8)

British Air Ferries AOHM/YN, APEY (Viscount); BRAB (BAe 146.300).

Business Air GNTA/C/D/E (SF.340A)

Lakeside/North-West BRGN, LAKH (Jetstream 31);

Gill Aviation BHHU, BIFK/OE (SD3-30).

Manx WAND (Jetstream 41).

Yorkshire European BKWB (Bandeirante).

Other Aircraft: NERI (Archer II), BFFW, BHDM/DW, RLFI, TAYS (C.152)  
 (Aberdeen Fl.Club); AVEC (C.172H); BGAD (C.152); BISJ (C.340A);  
 BKUY (Jetstream 31); BLNW (Islander Air Ambulance); BPSV  
 (Caravan II); CLAS (SD3-60); ECAV (B.200); FOEL (Chieftain);  
 POST (Bandeirante); SATR (C.421C); SBAS (B.200); SOUL (C.310R);  
 TEFH (Citation); WRCF (B.200); ARPN (Trident 1c - Fire Service).

Helicopters: Bond BHGK, BNSH, BOND (S.76A); BTNC, BTUX (Dauphin 2);  
 PUMB/E/G/H/I/J/K (AS 332L).

Bristow BLPM/R/Y/XR/XS, BMCX, BTCT, TIGB/C/E/F/G/I/K/L/M/O/P/R/S/T/  
 U/V/Z (AS.332L); BHLV, BMAL (S-76A); BHOF/H (S-61N); BIXV (Bell 1212);  
 BKJD (Bell 214).

British International Helicopters BDKI, BE00, BFFJ (S-61N);  
 BKZE/G/H, BOZK (AS 332L).

INSCH 12.09.93.

AISS (Piper J-3C-65), ASAX (Terrier 2), ARDT (Piper PA22),  
 BDKH (Emeraude), BEZV (C.172M), BSYH (Luscombe 8A), BTXD  
 (Rans Coyote II), BUAX (Rans Sakota), MVAC (CFM Shadow),  
 MWMS (Gemini Flash), MWST (Medway Hybrid 44 XLR).

D Yeadon



## MANCHESTER 02NOV93

G-BGDE BOEING 737-236  
 G-BGDF BOEING 737-236  
 G-BGDG BOEING 737-236  
 G-BGDI BOEING 737-236  
 G-BGDJ BOEING 737-236  
 G-BGDL BOEING 737-236  
 G-BGDT BOEING 737-236  
 G-BGJE BOEING 737-236  
 G-BGKY PA.38-112 TOMAHAWK  
 G-BGZW PA.38-112 TOMAHAWK  
 G-BICK H.S.748 SRS.???  
 G-BJTL H.S.748 SRS.???  
 G-BKPW BOEING 767-204  
  
 G-BKYL BOEING 737-236  
 G-BKYP BOEING 737-236  
 G-BNNL BOEING 737-4Q8  
 G-BNWU BOEING 767-336ER  
  
 G-BPEF BOEING 757-236ER  
 G-BTPE BAE ATP JETSTREAM 61  
 G-ISLE SHORT SD.360  
 G-LCRC BOEING 757-200  
 G-LOGA BAE ATP JETSTREAM 61  
 G-LOGD BAE ATP JETSTREAM 61  
 G-LOGG BAE ATP JETSTREAM 61  
 G-ONEX BEECH 200 SUPER KING AIR  
 G-DOOG BOEING 757-23AER  
 G-SWET CESSNA 500 CITATION  
 G-UKLD BOEING 737-42C  
  
 EC-FJZ BOEING 737-3YD  
 EC-FLP AIRBUS A.320-211  
 EC-FSZ McD DOUGLAS MD.83  
 EI-CDF BOEING 737-548  
 EI-FKK FOKKER 50  
 F-GECK F.28 FELLOWSHIP 1000  
 N319AA BOEING 767-223ER  
 N762DA L.1011-385 TRISTAR 500  
 OO-SDR BOEING 737-229C  
 SE-DFR McD DOUGLAS MD.81  
 TC-JCV AIRBUS A.310-304  
 VH-OJO BOEING 747-438  
  
 VR-BMI McD DOUGLAS MD.83  
 VR-HUF BOEING 747-467  
 5B-DBB AIRBUS A.320-231  
 5N-EDO BOEING 747-146  
 9V-SMN BOEING 747-412  
 472 L.100-30 HERCULES

B.A. [RIVER AVON]  
 B.A. [RIVER THAMES]  
 B.A. [RIVER MEDWAY]  
 B.A. [RIVER OUSE]  
 B.A. [RIVER TRENT]  
 B.A. [RIVER DON]  
 B.A. [RIVER FORTH]  
 B.A. [RIVER WEAR]  
 PROSPECT AIR LTD  
 RAVENAIR LTD  
 TRANSAIR CAMBODIA  
 TRANSAIR CAMBODIA  
 BRITANNIA ALWAYS [THE EARL  
 MOUNTBATTEN OF BURMA]  
 B.A. [RIVER ISIS]  
 B.A. [RIVER YSTWYTH]  
 BRITISH **AIWAYS** R  
 B.A. [CITY OF TURIN][LISTED]  
 [ROBERT BURNS] [ACTUAL]  
 CALEDONIAN AIRWAYS  
 B.A. [STRATHDON]  
 MANX AIRLINES  
 AIRTOURS  
 LOGANAIR  
 LOGANAIR  
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