

# AIR YORKSHIRE



VOLUME 17 No 2

(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1991

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## FORTHCOMING MEETINGS

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

MARCH 3rd :AGM & Video.  
APRIL 7th :Their latest Florida slides, presented by Chris Harper and Roger Fozzard.  
MAY 5th :Yorkshire Helicopters.

## CHAIRMAN'S CHAT

A good attendance of approx 80 members attended last months meeting, and enjoyed a Video taken on the Flight Deck of a Capital Bae 146 on a flight from Dublin to Luton. This was followed by a brief chat by Captain Jack Long, (formerly a 146 Captain with Capital). It soon became obvious that Captain Long has a vast untapped wealth of tales to tell, recounting his days in the RAF, also with Capital, Manx and Loganair. We hope to have him back at a future meeting where, I am sure, he would be well received.

By the time you read this the Annual General Meeting will have taken place and we will know if we are "lucky" or "unlucky" enough to be still in office. This has been a short year due to our coming into line with the Aero Club and all member - ships expire on the 31st of March 1991. We hope you will all renew your member - ship as soon as possible ie at the April meeting.

I am pleased to say the British Midland Flight is fully booked and complete details will be sent shortly to all passengers. We hope to run a raffle on the flight with the following prizes:- 1st. A full refund of your fare. 2nd. Diamond Flight (British Midland Book). 3rd. Model of a DC9. 4th. British Midland Pen. 5th. Metal miniature of EM B737.

## CREDITS

T.W.Sykes	J.Hinkles	E.C.Griffiths	S.W.Rigg	Brian Best
R.Ward	B.Taylor	A.Light.		

## LEEDS/BRADFORD MOVEMENTS - JANUARY 1991

		ATA	ATD			ATA	ATD
1.	G-BEON Arrow n/s	0930	0934(2)	9H-ABA Boeing 737		1029	1116
	EC-EPN Boeing 737	1409	1522	G-BKHF Boeing 737		1541	1658
	G-BKHE Boeing 737 n/s	1918	0930(2)				
2.	G-RUIA Cessna F172M	0822	1311	G-HIEL Robinson R-22		1441	
	ET-ANE BAC 1-11	1531		G-BKHE Boeing 737	n/s	1735	0729(3)
3.	G-ODNP Cessna 310R	0710	0731	G-BMAR Short 360		0801	0837
	OO-DTL Brasilia	0803	0853	G-BFFE Cessna 152		1112	
	G-OJCB Jetranger	1135		G-BHIB Cessna F182Q		1140	
	G-BKHE Boeing 737	1405		G-HIEL Robinson R-22		1619	
	OO-DTI Brasilia	1901	1924	G-BKHE Boeing 737	n/s	2120	0954(4)
	G-BNEH HS.125 n/s	2132	0900(4)				
4.	OO-DTI Brasilia	0739	0810	EC-EHA Boeing 737		1016	
	G-BELT Cessna F150	1151		G-BPDL Bandeirante		1248	
	G-WACK Short 360	1527	1605	G-BNEH HS.125		1707	1726
	G-WACK Short 360	1847	1917	OO-DTH Brasilia		1856	1930
	G-ODNP Cessna 310R n/s	1924	0736(8)	G-BKHE Boeing 737	n/s	1956	
5.	N125EC HS.125	1033	1435	G-UKAC Bae 146		1452	1550
6.	G-TZAR Malibu	1304	1358	OO-DTJ Brasilia		1858	1931
	G-BKHF Boeing 737 n/s	1902	0849(7)	G-BFVB Boeing 737	n/s	2222	
7.	G-BMHX Short 360	1039	1103	G-GAYL Learjet 35		1114	1145
	G-BAVZ Aztec	1235	1331	G-BKHF Boeing 737	n/s	1449	1034(8)
	G-GAYL Learjet 35	1922	2012	OO-DTJ Brasilia		1930	2001
	G-BMHX Short 360	1942	2023				
8.	OO-DTF Brasilia	0758	0833	G-WACK Short 360		0802	0838
	G-BAVZ Aztec	0828		9H-ABC Boeing 737		1023	
	G-BONL Jetranger	1115		PH-DLM Seneca		1125	
	EC-EMI Boeing 737	1351		G-BMHX Short 360		1534	
	G-BMHX Short 360	1917	1949	OO-DTG Brasilia		2010	2036
	G-BKHF Boeing 737 n/s	2134	0953(9)				
9.	OO-DTI Brasilia	0741	0812	G-BMHX Short 360		0812	0843
	ET-ANH BAC 1-11	0933		G-BLGB Short 360		1533	1610
	G-BKHF Boeing 737 n/s	1728	0724(10)	G-ODNP Cessna 310R		1925	1936
	OO-DTJ Brasilia	1936	2004				
10.	OO-DTG Brasilia	0804	0832	G-BLGB Short 360		0815	0844
	G-BODY Cessna 310R	0847		G-BNRX Seneca		0942	
	G-BGVU Cherokee 180	1235		G-BKHF Boeing 737	n/s	1356	0941(11)
	G-BMAR Short 360	1536	1609	G-BMAR Short 360		1852	1924
	OO-DTI Brasilia	1922	1955	G-THUR King Air 200		1948	0157(11)
	G-MOAT King Air 200	2007	0117(11)				
11.	G-BMAR Short 360	0759	0842	OO-DTL Brasilia		0806	0917
	G-JLFW Duchess	0834	1005	EC-ECS Boeing 737		0948	1338
	G-OHEA HS.125	1111	1126	G-OJCB Jetranger		1143	1302
	G-HIEL Robinson R-22	1143	1301	G-BMHX Short 360		1531	1615
	G-OHEA HS.125	1614	1631	G-BMHX Short 360		1845	1937
	OO-DTG Brasilia	1855	1934	G-BKHF Boeing 737	n/s	1942	0730(12)
12.	G-OAKL King Air 200	0926	0957	G-BGTG Aztec		1025	1134
	G-BSKX Archer II	1156	1156	G-OANC Warrior II		1205	1352
	G-BPIU Warrior II	1226		G-TKPZ Cessna 310R		1229	1439

## LEEDS/BRADFORD MOVEMENTS (Contd.)

		ATA	ATD			ATA	ATD
12.G-MOAC Bonanza F33A	n/s	1422	1551(13)	G-BSCP Cessna 152		1504	1550
G-UKSC Bae 146		1529	1617	G-BPIU Warrior II		1557	1632
G-HIEL Robinson R-22		1621		G-BGYJ Boeing 737	n/s	2125	0730(13)
13.G-JONZ Cessna 172P		1103	1140	G-RUIA Cessna F172M		1117	1158
G-SFHR Aztec		1201	1201	G-IEPF Robinson R-22		1208	
G-TEES Cessna 152		1241	1319	G-MALK Cessna F172N		1251	1500
G-BFFE Cessna 152		1300	1420	G-EWUD Cessna F172F		1314	1407
G-BDWY Cherokee 140		1356	1511	G-BGYJ Boeing 737		1411	1533
G-BNME Cessna 152		1421	1507	G-HIEL Robinson R-22		1433	1501
G-OAKL King Air 200		1442	1518	G-BGGF Tomahawk		1452	
G-BAJN AA5 Traveler		1504		D-IFRC Cheyenne		1521	1859
G-BJAG Archer II		1524	1556	G-SEVE Cessna 172N		1706	1751
OO-DTI Brasilia		1858	1933	G-BRJR Tomahawk		1906	1953
G-BGYJ Boeing 737	n/s	2004	0839(14)				
14.OO-DTI Brasilia		0732	0809	G-BMLC Short 360		0821	0851
OY-JEV Citation II	n/s	0832		OY-CYV Citation II	n/s	0839	0719(15)
F-BXPY King Air C90		0855	1734	G-UKAG Bae 146	(DIV)	1034	
G-MLBU Malibu		1042		G-BSHA Seneca		1244	1646
G-AVZU Cessna F150H		1336		G-AYRR HS.125		1343	
G-BGYJ Boeing 737		1440		G-HIEL Robinson R-22		1443	
G-BIRS Cessna 182P		1545		G-BLGB Short 360		1641	1708
OO-DTJ Brasilia		1853	1940	G-BLGB Short 360		1933	1958
15.G-ODNP Cessna 310R		0716	0728	OO-DTL Brasilia		0732	0828
G-BGEL Tomahawk		0750		G-BLGB Short 360		0815	0846
G-JLRW Duchess		0931	1700	G-PASY BN2A Islander	n/s	0949	
G-BBEM Jetranger		1030		9H-ABC Boeing 737		1032	
G-BAVZ Aztec		1116	1556	G-BNUV Aztec		1207	1814
G-AWLP Mooney M20F		1355	1539	EO-EMY Boeing 737		1435	1531
G-KWIK P68 Victor		1524	1611	G-WACK Short 360		1537	1613
G-BECH Boeing 737		1555	1702	G-HIEL Robinson R-22		1635	
G-BMUZ Warrior II		1744	1830	G-BFVI HS.125		1825	2008
G-WACK Short 360		1847	1922	OO-DTJ Brasilia		1857	1939
G-BGYJ Boeing 737	n/s	2132					
16.OO-DTH Brasilia		0736	0815	G-WACK Short 360		0806	0839
G-BNRX Seneca		0926		N103GC Gulfstream III		1205	
G-BOVK Warrior II		1215		G-AZTS Cessna F172L		1232	
ZD275 Lynx		1237		G-HIEL Robinson R-22		1302	
G-KWIK P68 Victor		1312		G-WRCF King Air 200		1359	
G-BJLO Navajo 310		1435	1850	G-BMHX Short 360		1542	1623
G-OITN Twin Squirrel		1556	1641	G-KASS HS.125		1558	
G-BMHX Short 360		1858	1928	OO-DTI Brasilia		1904	1937
G-ODNP Cessna 310R		1914	1934	G-BJOP BN2B Islander (DIV)		2113	2213
17.OO-DTF Brasilia		0730	0809	G-BMLC Short 360		0819	0847
F-CHOA King Air 200	n/s	0918	1549(18)	G-AWTA Cessna 310N		1004	
G-NUIG King Air C90		1006	1704	G-TAIR Seneca		1048	1548
G-AZFI Arrow		1331		PH-FWH Cessna F406		1337	1733
G-BAVZ Aztec		1410		G-BGYJ Boeing 737		1430	
G-BMHX Short 360		1530	1607	G-BKCL Twin Comanche	N/R	1753	
G-BMHX Short 360		1842	1921	OO-DTH Brasilia		1855	2004
G-LJET Learjet 35	n/s	1858	0943(18)	G-AWTA Cessna 310N	n/s	1956	1339(19)

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
18.G-BMHX Short 360	1601	1629	G-RUSO Robinson R-22	1604	
G-LJET Learjet 35	1617	1655	G-LIBS Hughes 369HS n/s	1626	
G-BNEH HS.125	1724	1846	G-BMHX Short 360	1858	1938
G-BGYJ Boeing 737 n/s	1906	0733(19)	OO-MTD Brasilia	1920	1955
19.N3715B Baron	1104		G-BGPJ Warrior II	1230	1337
G-APRR Aero 145	1254	1340	G-BPTH Cessna F172N	1301	1321
G-BHWA Cessna 152	1336		G-BAHX Cessna 182P	1401	
G-BPZX Cessna 152	1411		G-AYMK Cherokee 140C	1420	1526
G-UKSC BAe 146	1542	1622	G-BPRN Warrior II	1602	1602
G-LIBS Hughes 369HS n/s	1641	1057(20)	HB-VJI Learjet 31	1652	1817
G-AZSG Cherokee 180E	1724	1821	G-BKHE Boeing 737 n/s	2137	0744(20)
20.G-RUSO Robinson R-22	1205		G-BSKJ Mooney M20J n/s	1220	
G-BKHE Boeing 737	1415	1516	G-HIEL Robinson R-22	1427	
G-LIBS Hughes 369HS	1507	1624	G-RUSO Robinson R-22	1615	
OO-DTF Brasilia	1912	1938	G-BKHE Boeing 737 n/s	1958	0846(21)
21.OO-DTG Brasilia	0742	0822	G-BMLC Short 360	0757	0842
G-BODY Cessna 310R	0825	1610	G-BNNS Warrior II	0834	
<u>OY-JEV Citation II</u>	0903	1926	G-BOVK Warrior II	1207	
G-TEES Cessna 152	1243		G-BSHA Seneca	1246	1724
G-BOSY Robinson R-22	1250		G-BPZX Cessna 152	1320	
G-BODY Cessna 310R	1322		G-NNAC Super Cub	1326	
G-BPPC Robinson R-22M	1341		G-BPRJ Twin Squirrel	1349	
G-BAVZ Aztec	1455		G-TKPZ Cessna 310R	1458	
G-BKHE Boeing 737 n/s	1502	0920(22)	G-BMLC Short 360	1526	1605
G-BMLC Short 360	1840	1921	G-BNEH HS.125 n/s	1907	0822(22)
G-WRCF King Air 200	1925	2206	OO-DTJ Brasilia	1936	2013
22.OO-MTD Brasilia	0737	0816	G-BMLC Short 360	0803	0841
G-BNRX Seneca	0839	1713	G-BMJO Seneca	0923	1638
G-BRFV Cessna T182	0937		<u>9H-ABA Boeing 737</u>	1036	
G-BONL Jetranger	1150		G-BGEL Tomahawk	1156	1655
G-BHIN Cessna F152	1215		G-KWIK P68 Victor	1231	1728
G-BAVZ Aztec	1354		G-BGGF Tomahawk n/s	1422	1101(25)
<u>EC-EMI Boeing 737</u>	1423		G-ORCL Cessna 421C	1522	
G-WACK Short 360	1534		G-BFVB Boeing 737	1542	1651
G-HIEL Robinson R-22	1639		G-WACK Short 360	1842	1917
OO-DTI Brasilia	1850	1933	<u>F-GILP King Air 200</u> n/s	2054	1707(24)
<u>N96PM Falcon 900</u> n/s	2146	1758(23)			
23.OO-DTJ Brasilia	0738	0813	G-BMAR Short 360	0801	0839
G-BLKY Baron	0903	1739	G-HIEL Robinson R-22	0934	
G-OJCB Jetranger	0943		G-JLRW Duchess	0945	
XX507 HS.125	1048	1646	G-BSCP Cessna 152	1050	
G-BAVZ Aztec	1100		G-AXAX Aztec	1220	1702
G-AYIO Cherokee 140C	1448		G-AVWR Arrow n/s	1455	
G-WACK Short 360	1528		G-BNEH HS.125	1809	1854
G-WACK Short 360	1847	1919			
24.G-BKHE Boeing 737	1345		G-WACK Short 360	1534	1611
G-WACK Short 360	1850	1921	OO-DTJ Brasilia	1852	1932
25.OY-CCJ <u>Learjet 35A</u>	0738	1845	OO-DTK Brasilia	0744	0808
G-BMHX Short 360	0807	0839	G-BAVZ Aztec	0830	1058
<u>9H-ABF Boeing 737</u>	0846	1017	G-BLSY Bell 222A	1000	1636

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
25.EC-EGR Boeing 737	1035	1240	G-HPLC Sikorsky S-76B	1124	1340
G-RUSO Robinson R-22	1155		G-BGZW Tomahawk	1223	1431
G-HIEL Robinson R-22	1300		G-WSSL Navaajo 350	1313	1523
G-BAVZ Aztec	1320	1428	G-WACK Short 360	1534	
G-RUSO Robinson R-22	1622		G-HIEL Robinson R-22	1638	
G-WACK Short 360	1840	1922	OO-DTF Brasilia	1855	1928
G-BKHF Boeing 737	1906		G-ODNP Cessna 310R	n/s	1930
26.G-BOSY Robinson R-22	0936	1214	G-IIRB Jetranger	1226	1228
G-BBIF Aztec	1259	1358	G-OPRO Hughes 369	1531	1601
G-RUSO Robinson R-22	1552		G-BJCV Boeing 737	n/s	2148 0732(27)
27.G-BTIE TB-10 Tobago	1231	1318	G-BJCV Boeing 737	1419	1528
G-RUSO Robinson R-22	1458	1510	G-ORCE Citation II	1612	1850
G-HIEL Robinson R-22	1642		OO-DTK Brasilia	1846	1930
G-BJCV Boeing 737	n/s	2028 0838(28)			
28.OO-DTK Brasilia	0735	0815	G-WACK Short 360	0806	0846
F-BXPY King Air C90	0823	1720	G-BWMP Rockwell 695A	0842	
G-BLGM Cessna 425	0845		D-IMEK Cessna 421C	n/s	1032 0939(29)
G-BMAR Short 360	1847	1919			
29.OO-DTF Brasilia	0740	0816	G-BJCV Boeing 737	0812	
G-LEGS Short 360	0824	0852	9H-ABF Boeing 737	1024	
EC-EPN Boeing 737	1351		G-AXKD Aztec	1444	
G-RUSO Robinson R-22	1449		SE-IGB Navaajo P	n/s	1458 1530
G-BMLC Short 360	1530		G-BGYL Boeing 737	1540	1704
G-HIEL Robinson R-22	1628		G-BMJO Seneca	n/s	1637
G-JHAN King Air 200	1811	1844	G-BMLC Short 360	1840	1915
OO-DTH Brasilia	1843	1932	G-BJCV Boeing 737	n/s	1919
30.OO-DTK Brasilia	0744	0810	G-BLGB Short 360	0806	0839
XV137 Scout	1425	1501	G-BMAR Short 360	1538	1615
OY-JEV Citation II	n/s	1607 1524(31)	SE-KND King Air 200	n/s	1614 1708(01)
SE-IXA King Air 200	n/s	1621 (01)	G-DBII Citation V	1805	1826
G-THGS Dauphin II	1814	1857	G-BOWD Cessna F337G	n/s	1850
G-BMAR Short 360	1855	1922	OO-DTF Brasilia	1858	1938
G-ODNP Cessna 310R	1928	1941			
31.OO-DTG Brasilia	0729	0812	G-BMAR Short 360	0804	0838
G-KFIT King Air F90	0851	1734	G-BEFT Cessna 421C	n/s	1114
G-BJCV Boeing 737	1414		G-BMLC Short 360	1528	1613
G-BMLC Short 360	1854	1931	OO-DTJ Brasilia	1933	1959
G-BJCV Boeing 737	n/s	2124			

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From & To

5. N125BC/Hatfield-Nice. 8.PH-DLM/F Ostend. 13.D-IFRC/F Frankfurt. 14.OY-JEV/From Hamburg; OY-CYV/F Hamburg; F-EXPT/F La Roche Sur Yon. 16.N103GC/F/T Hatfield; ZD725/F Topcliffe. 17.F-GHOA/F Le Bourget; PH-FWH/F Stavanger. 19.N3175B/F Ronalds-way; HB-VJI/F/T Geneva. 21.OY-JEV/F/T Hamburg. 22.F-GILP/F Tours T Orleans. 23.XX507/F/T Northolt; N96PM/F Biggin. 25.OY-CCJ/F/T Hamburg. 28.F-BXPY/F/T La Roche Sur Yon; D-IMEK/Leutkirch-Bremen. 29.SE-IGB/F/T Bromma. 30.XV137/F/T Crosland Moor; SE-IXA/F Birmingham; SE-KND/F Birmingham; OY-JEV/Birmingham-Madrid.

Overshoots:- 3. G-BAVZ. 4.G-BNSH. 10.XZ299 Gazelle "Army356". 11.G-BDHL.15. XX699 Bulldog "T-05"; XS726 HS.125. 16.XS714 HS.125 "FYY40"; G-BDHL. 21.G-RAMS. 29.XX492 Jetstream "FYY76". 30.VP981 Devon "Devon95". 31.XS727 HS.125 "FYY40"; XX494 Jetstream "FYY71"; XX498 Jetstream "FYY80".

LEEDS/BRADFORD AIRPORT MOVEMENTS REVIEW - JANUARY 1991

Visiting on the 5th was the HS.125 N125EC used by Ernie Crabtree. Seneca PH-DLM was noted on the 8th and Cheyenne D-IFRC put in an appearance on the 13th. Night stopping on the 14th were Citations OY-JEV and OY-CYV of Falck-Air, 'JEV used the callsign "Falck-air514" and 'CYV was "Falck-air414", also visiting was the King Air F-BXPY. New on the 16th was the Gulf 3 N103GC. Using callsign "Enterprise 908" on the 17th was the King Air F-GHOA which night stopped, also in that day was the Cessna 406 PH-FWH. On the 18th Sabena used a new Brasilia on their late flight, this was OO-MTD which raises a problem as logically the next one should have been OO-DTM. Visiting from the Isle of Man on the 19th was the Baron N3715B which is based there, whilst the Lear Jet HB-VJI operated as "Aeroleasing499". On the 21st Falck-Air's Citation OY-JEV was back, this time as "Falckair541-521". A new King Air on the 22nd was Air Lec's F-GILP which was "AirLec202" and night stopped, also night stopping was the Falcon 900 N96PM. Another Danish visitor was the Lear Jet OY-CGJ "Alkair006" on the 25th. On the 28th the Cessna 421C D-IMEK night stopped but the King Air F-BXPY did not. The Scandinavian invasion carried on with the pressurised Navajo SE-IGB night stopping on the 29th and the two King Airls SE-KND and SE-IXA night stopping on the 30th, the Falck-Air Citation OY-JEV also returned on the 30th as "Falckair530" for a night stop. The military has not been very conspicuous this month, just three actual visitors. On the 16th Lynx ZD275 was "Army531" on the 23rd HS.125 XX507 was "Ascot7647" and on the 30th Scout XV137 was "Army344". Missing from the movements for the last couple of months have been the aircraft of WATS from Liverpool who have ceased trading. Also not quite as active as usual has been the Cessna 310 G-TKFPZ but this has been augmented by the Cessna 310 G-ODNP. Aztec G-BAVZ has been busy all month on the ILS. Northern Helicopters seem to be using Robinsons G-HIEL and G-RUSO from the LBA at the moment and on the 26th the Hughes G-OPRO was booked in to them. A new resident with us is the Twin Comanche G-BKCL which arrived on the 17th.

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LEEDS/BRADFORD AIRLINE NEWS - JANUARY 1991REGULAR FLIGHTS

AEA155	TFS	04/EC-EHA	11/EC-ECS	18/EC-ECR	25/EC-ECR	
AMC521	MLA	01/9H-ABA	08/9H-ABC	15/9H-ABC	22/9H-ABA	29/9H-ABF
BAL019A	TFS	01/G-BKHE	08/G-BKHF	15/G-BGYJ	22/G-BKHE	29/G-BJCV
BAL026A	ALC	01/G-BKHF	08/DivMME	15/G-BECH	22/G-BFVB	29/G-BGYL
BAL085A	ALC	03/G-BKHE	31/G-BJCV			
BAL089A	PMI	07/G-BKHF	14/G-BGYJ	21/G-BKHE	28/G-BJCV	
BAL119A	MIR	02/G-BKHE	09/G-BKHF	16/Cancel	23/Cancel	30/Cancel
BAL128A	TFS	04/G-BKHE	11/G-BKHF	18/G-BGYJ	25/G-BKHE	
BAL144A	AGP	06/DivEMA	13/G-BGYJ	20/G-BKHE	27/G-BJCV	
BAL159A	ALC	05/G-BKHE	12/G-BKHF	19/G-BGYJ	26/G-BKHF	
BAL208A	AGP	03/G-BKHE	10/G-BKHF	17/G-BGYJ	24/G-BKHE	31/G-BJCV
BAL239A	SZG	06/DivMAN	13/G-BGYJ	20/G-BKHE	27/G-BJCV	
ENJ3421	TFS	02/EC-EPN	08/EC-EMI	15/EC-EMY	22/EC-EMI	29/EC-EPN
UKA928	INN	05/G-UKAC	12/G-UKSC	19/G-UKSC	26/G-UKSC	

Nortjet Boeing 737-400 EC-EPN ENJ3421 on the 01st was making a first visit.

OTHER FLIGHTS

02	EI-ANE	BALL	EIN366/367	f/t Dublin	Lieu FK50
04	G-BPDL	EL10	AWC805P/001	Dublin-Maastricht	Freight
09	EI-ANH	BALL	EIN362/363	f/t Dublin	Lieu SH36
14	G-UKAG	BA46	UKA541	Edinburgh-Stansted	First visit (UKA601 pax.)
16	G-BJOP	BN2	LOG-OP	f/t Prestwick	Ambulance
18	OO-MTD	EL20	SAB577/578	f/t Brussels	First visit
25	9H-ABF	B737	AMC670/671	f/t Malta	Passenger charter

WHAT FOLLOWS IS TRUE...

Jims ramblings last month reminded me of last years holiday, flying from LBA-Palma last trip of the season, 22nd October, Air Europa 737. All previous holiday flights have been from Manchester. I'm glad not this time as you will find out.

We dropped luggage and passengers at the LBA then parked the cars. So, there we were six of us in our Summer plumage, Reeboks, track suits, you've seen them at every airport. Take off was in one and a half hours time. Check in, up to the bar, we thought. The other three people booked in O.K. boarding cards etc, then its my turn, wife and offspring handing over tickets and passport. "How old is Richard?", the girl asked. "Just sixteen", I replied. "I'm sorry Richard can't travel on this passport". Oh s..., Richard said. (Must slap his legs). "I will put your cases to the side and get in touch with your Rep". She picks up a 'phone and talks to another girl 20 yards away and explains. We walk across dry-mouthed, "little boy lost" look. One hour to flying, or was it back to work.

The girl was talking about any ID's and trips to Manchester so Richard could follow on, and we could pick him up, etc, etc. (Mouth getting drier).

I think that was to scare us because she rang Yeadon P.O. The Post Master was busy so he rang us back ten minutes later and she explained the problem. He replied that he was prepared to issue a one months passport for £7 and no refund as no ID's were available. I just said yes, anything. So she drove him to the P.O. had his picture taken there and came back with his little orange piece of card. You should have seen his dad's little eyes light up, just thirty minutes to take off.

Imagine us at Manchester running around Cheadle/Wilmslow for a Post Office. Good old Yeadon.

A bonus to end this drama. Out on the apron it turned out to be a 737-400 of Futura and was only one third full, so we all had window seats and three trays to spread our drinks, meals etc.

Next time we will all have our new ten year Passports.

Rick Ward.

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THE SEASIDE IN WINTER

A visit was made to Blackpool on the first Wednesday of the year and the following recorded:-

Commercial Aircraft and Visitors

G-ASHX Cherokee arrived from Barton.

G-AYRR H.S.125 made two brief visits during the day.

G-BEWR Cessna F.172 from Liverpool.

G-BEYK Handley Page Herald. Had just been delivered to Janes Aviation of Blackpool and spent the afternoon doing circuits.

G-BPSV Cessna Caravan II (an F.406..). Visited about lunchtime using callsign 'Wizard 20C'.

G-BTWW Jet Ranger operating as 'Dollar 31'.

G-JEAI Jersey European F.27 Friendship in new colours. Apparently the first visit of this particular aircraft to Blackpool. Jersey European operate three flights per day to Blackpool (on weekdays) while Manx operate one. A Shorts 360 G-LEGS operated their flight.

Janes Aviation also have a Shorts 330 G-LEDN, a Trislander G-OJAV (whose registration stands for GO Janes Aviation) and possibly an Islander but these were locked up in a hangar and their workforce was enjoying their Christmas holiday, so these aircraft were unfortunately not seen.

On to based aircraft (of which there are many) and by far the most interesting of these is the Vulcan XL391 which is displayed near the front entrance.

THE SEASIDE IN WINTER (Contd.)

For a pound it is possible to visit the cockpit of the aircraft, but beware; it is only for the nimble. Unfortunately, the sea air has taken its toll and the external parts are now in poor condition.

Bond Helicopters have three helicopters here which operate services to several off shore gas platforms. Present on my visit (as they were 18 months ago) were G-BFVV, G-BFVW and G-BJKA, all Dauphins. In addition to these are the many Cessnas and Pipers etc. which you will find wherever you go. A list of the most interesting follows:- G-AIBW Auster J/1N, G-AOES Tiger Moth, G-APRR Super Aero 4S. This was in immaculate condition and it is believed to be the only airworthy one in the U.K. It has since visited Leeds/Bradford when it routed to Walton Wood near Wakefield, where it may possibly be based. G-ARGC a fin only - any information?. G-AYNN Ce 185. Black tape reads 'Joy Rides' on the side and it is probably there to stick the 'plane together... Yes, I have actually flown in it..... G-BJUC R.22 a former Leeds/Bradford resident. G-GAME T.303 another former Leeds/Bradford resident, and G-RIFB, a newly registered Hughes 300 helicopter.

In total over 70 aircraft were identified, half a dozen of which could be classified as airliners. For those interested, I made the visit by train from Bradford Inter - change. The two hour journey cost £8.80, and a bus service (Number 12) connects the bus station across the road with the airport every fifteen minutes. The buses are worth a ride even if you're not going to the airport because in Blackpool the Route-masters are still going strong....

Despite the wind and rain, a good day was had by all, though next time my visit will probably last ninety minutes rather than all day... A final warning. The Terminal is useless for viewing - nothing can be seen from inside. The bar (which is rather tatty) is slightly better. Runway views from anywhere are poor but there are a few outdoor areas which offer reasonable views of the apron. It is important, therefore, that you pick a sunny day. I didn't, and by lunchtime I was bored, wet, cold etc. etc.

Bruce Taylor.

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HELICOPTER ACTIVITY - JANUARY 1991

1. G-STEP Schweizer	Rawdon, departed South
2. G-HIEL R-22B	Doncaster T LBA
G-OJCB Jetranger	Wakefield/Dewsbury/Bradford (Powerline)
4. G-IIRB Jetranger	Oxenhope T Doncaster
7/8/9 Plum 3 Ecureuil	Operating F Harewood House T various destinations
9. G-OJCB Jetranger	Doncaster/Eccup area (Powerline)
11. G-HIEL R-22B	Leyburn F/T LBA
G-BGSN Enstrom	Osbaldwick Nr. York F/T Holywell (N.Wales)
G-OJCB Jetranger	Doncaster/Scarcroft (Powerline)
G-BOSY R-22B	Oxenhope/Skipton/Blackpool/Shelf
12. G-IDWR Hughes 369	Halifax
13. G-TUBE Hughes 369	Cleckheaton F/T Sherburn
G-IDWR Hughes 369	Easingwold F/T Ripponden
G-WYPA Bo.105	Leeds (Elland Road) F/T Carr Gate
G-IEPF R-22B	Darley F Weeton
G-HIEL R-22B	Calverley F/T Barton n/s
19. G-BOSY R-22B	Wyke F Harden T Crosland Moor
20. G-RUSO R-22B	Sherburn F/T LBA
G-LIBS Hughes 369	Sherburn F/T LBA
21. G-ISEB A.109A	Scarborough T Knutsford
22. G-TUBE Hughes 369	Bradford (Tong) F Sherburn
23. G-OJCB Jetranger	Doncaster T LBA
G-HIEL R-22B	Brough F/T LBA

HELICOPTER ACTIVITY (Contd.)

25. G-RUSO R-22B	Leyburn F/T LBA
G-BLSY Bell 222	Sheffield (Fulwood) T/F LBA
G-OJCB Jetranger	Crosland Moor/Halifax (Powerline)
G-HPLC S-76	Huddersfield F Battersea T LBA
G-ORMB R-22B	Sheffield T Edinburgh
N109JD A.109A	Nidd Hall(Nr. Ripley) F Battersea
26. G-HIEL R-22B	Sherburn F/T LBA
G-RUSO R-22B	Sherburn F/T LBA
27. G-TUBE Hughes 369	Gomersal F Sherburn T Horsforth
G-RUSO R-22B	Killinghall F/T LBA
G-HVRS R-22B	Keighley F Sherburn n/s (return on 28th)
G-HIEL R-22B	Sherburn F/T LBA
31. Plum 01 Ecureuil	Harewood House F Malton.

AIRWAYS - JANUARY 1991

Seen or heard in January:-

5. N14LT G2	POL 1010	390	MAR	LBG to KEF
N125EC 125	TNT 1015	220	LBA	
I-CSGA F50	POL 1730	390	MAR	
13. N73RP G3	TNT 0820	330	IOM	
16. VR-BRS 125	POL 1605	310	MAR	to PWK
19. VR-BRF G4	POL 1055	390	MAR	
N5731 F900	MCT 1605	230	WCO	NEW to LTN
20. C-FROC G2	DCS 1215	430	HON	
22. N65AR Sabre 65	OTR 0825	350	WAL	
25. VR-BLR G4	POL 1733	350	MAR	
26. N900FJ F900	WAL 1740	410	OTR	to Humberside
VR-BLQ BAel25	DCS 1755	330	MCT	to Hatfield

Many days of clear skies in the month caused lots of interesting things to be seen. (I can't be bothered to have the radio on and listen if the skies are obscured by cloud). Many MAC flights as you would expect still mostly using mission callsigns of five digits. On two Tuesdays I have seen BWIA Tristars routing along UBL as BWA982/3, 982 east in the early morning and 983 returning at lunchtime. Among the usual Aeroflot traffic have been noted AFL5316, an IL86 on the 2nd, and AFL4104 on the 12th. The latter flight will probably turn out to be a diplomatic mission as that is the usual series of numbers used by them. The former is more usual as an extra flight. On the 22nd CBG4429 was seen and heard routing up to Scotland and beginning its descent towards DCS, identity unknown.. The 26th saw a surprise appear over OTR when PAA 1A, a B727, routed OTR, DENBY, HON, LHR from Copenhagen I think. Later the same day Eurofly 1612 was noted routing north to Glasgow.

Footnotes to last months Manchester comments:-

1. USAir seem set to take on the daily B767 Pittsburg service, USA2280/81 arr 0630, dep 1210.
2. Delta are awaiting approval to begin an Atlanta service. It has slots for a B767, DAL46/47 arriving 0840, departs 1115 daily.
3. American await approval for their second service (B767-200 this time) for New York, in at 0645, out at 1215.
4. Other transatlantic operators this summer will be ACA, AEL, AMM, AMT, BAW, BAL, BKT, CMM, MON, NKA, TSC,... and perhaps CUB....
5. Lufthansa flights usually have B737-500 on the DLH1662 flight Friday, Saturday and Sunday, the A320 regular on the DLH1672 on Sunday.
6. Best of the rest: New scheduled Aeroflot service to Moscow and Leningrad on Saturday with Tul34 in addition to the Sunday Tul54.

AIRWAYS - JANUARY 1991 (Contd.)

6. Singapore additional flight on Sundays with B747-300 initially and -400 from August, but this will route via Paris and not Amsterdam as the combies will continue to do.

'Winged Words' report that 85 different airlines will be operating into Manchester this summer....

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into U.K. airports. Send lists in order, with a stamped, self addressed envelope to:- S.Rigg, 16 Castle Road, Sandal, Wakefield. WF2 7LY.  
Thanks as usual to David Elam.

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Sheffield's Aero Centre - Latest Developments

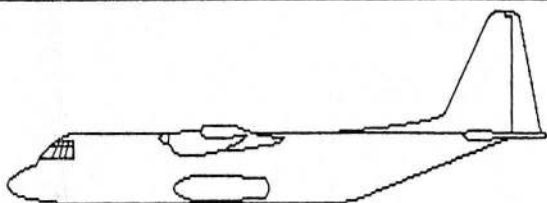
During the second week of February 1991, several meetings took place to provide formal approval for the construction and operation of Sheffield's new airport, or Aero Centre, which is to be completed by July 1993. Meetings involving Sheffield and Rotherham Councils and the Sheffield Development Corporation (SDC) have brought about several changes in the original plans put forward by the Constructors, A.F.Budge (Mining) Ltd. Hours of operation for weekdays will be 07.00 to 22.45, with 150 movements per day allowed, whereas on Sundays and Bank Holidays, these will be shortened to 09.00 to 22.45, with a limit of 100 movements. Helicopters up to 5000kg take-off weight (R.22 to Puma) can now use the Aero Centre, but there will be no resident Aero Club, so the continued operation of Netherthorpe seems assured. The CAA has expressed reservations about single-engined aircraft operations due to the lack of suitable emergency landing sites in the surrounding area; this is mostly built-up apart from the adjacent golf club. A.F.Budge is very keen to have recreational/private aircraft movements, though, as these could account for up to 40% of total traffic. The two Councils and the SDC have already commissioned an extensive study into the influence of aircraft noise in the Tinsley area of Sheffield where the Aero Centre is being built; noise "corridors" at either end of the proposed runway contain about 1000 homes and two schools that will need suitable insulation. Anticipated noise levels are 75 decibels at the outer limits of the "corridors" and 85 decibels in the immediate airport vicinity. For comparison, in the front seat at a rock concert, 110 decibels could be experienced, and 100 decibels at the average disco (Yes, there is a clinical condition called "disco deafness"...). Needless to say, protest groups against the Aero Centre have already emerged, including the Lower Don Valley Forum and the Tinsley Park Action Group. It can only be hoped that these groups (and the local residents) will be reasonably satisfied with the operational restrictions and projected noise levels. Otherwise, the same vociferous opposition that exists in Leeds may not be avoided. At least one potential user of the Aero Centre, the James Wilkes group of companies based at Beauchief Hall, Sheffield (which owns Knightair), certainly approves of the airport but thinks the runway length (1119m/3671ft is the current value quoted) may be restrictive; 1400m/4593ft sounds more sensible to facilitate operations of BAe 146 size aircraft. Now, we can only wait and watch the progress from open-cast coal mine to airport and wish A.F.Budge the best of luck with their endeavours.

----- E.C.Griffiths.

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Re "Thirty Years Ago"

BKS Air Transport's original Dakota Fleet when they started operating from Yeadon in the mid fifties was AMSF, AMSH, AMVB, AMVC and ANAF. G-AIWD was passed to them by B.E.A. (British European Airways). It was fitted out to what they called "Executive Standard" and started the B.K.S. service to Heathrow. I think it was the first B.K.S. aircraft to be actually based at Yeadon and it operated most of the London flights at that time. B.K.S. took delivery of the first Series 2 Avro 748 and this took over the London Schedule until Runway 14/32 was laid down when Viscounts took over. At least one ex-B.K.S. Dakota G-ANAF is still flying in this country with Air Atlantique.

Alan Light.

**The****HERCULES****at the LBA**

by Terry Sykes

The Hercules made its first appearance at the LBA on 29/07/70 when N9227R did a charter flight from Stanstead to Hamburg. A second civil version was logged on 23/01/74 when N9262R visited. A further 66 Hercules have used the LBA either visiting or using the ILS for training flights, all of them being military. The majority of these have been from the Royal Air Force but there have also been 5 from the Belgian Air Force and one each from the Air Forces of the United States of America, Canada and Kuwait. In the following list I have attempted to catalogue every visit or ILS run by the Hercules since that first visit back in 1970. I believe it to be 99.99% complete. Of the RAF fleet there are only eight which we have not seen at the LBA, these being XV180/194/198/201/208/209/216/305. The list is up to the end of 1990.

Serial	Landed	On ILS	Serial	Landed	On ILS	Serial	Landed	On ILS
XV176	03/06/90	11/07/80 10/12/80	XV183	13/04/79 11/07/80 12/07/80 20/07/80 01/04/90	12/12/80 01/10/81 10/10/89	XV189	26/11/88	04/08/78 05/10/84 22/11/85 18/06/90 27/09/90
XV177	08/12/72 26/07/86	14/01/81 13/11/81 04/08/88	XV184	27/08/79 06/06/86		XV190	29/05/88	04/12/90 05/05/89
XV178	12/05/84	27/09/83 19/02/85 13/02/90	XV185	04/07/88 19/04/89 28/04/89 29/09/89		XV191	19/02/72 03/04/77 05/05/85 17/05/85 12/10/85 11/05/90 09/06/90	09/06/89 18/12/89
XV179	04/07/87	03/08/87	XV186	29/04/72	09/04/81 20/09/84 19/04/89	XV192		05/06/78
XV181		11/06/79 28/10/87	XV187	15/02/72 24/03/72		XV193		22/11/82
XV182	26/04/75 22/04/84 26/07/86 07/05/88 26/11/88 04/09/90	29/10/82 20/07/83 06/08/87	XV188	24/03/73 07/06/87 06/05/89	05/05/83	XV195	15/09/85 14/07/87 03/12/88 03/04/89	10/04/79 29/01/81 17/04/89

Serial	Landed	On ILS	Serial	Landed	On ILS	Serial	Landed	On ILS
XV196	03/08/74		XV217	01/10/77		XV298	12/06/76	
				06/07/80			13/06/76	
XV197	03/07/77			07/04/84			15/11/85	
	29/08/88			11/07/86				
	30/08/88			29/05/88		XV299		02/02/78
XV199		22/06/84	XV218	26/04/80	01/05/87	XV300		06/12/90
		25/11/86		27/09/85	07/06/90			
				28/08/87		XV301	12/06/86	20/02/80
XV200	10/05/88	24/01/80		29/08/87			31/10/89	05/08/87
	01/04/90	21/07/83		11-15/05/88				04/08/88
XV202	07/06/87	28/11/90	XV219	03/06/78	12/11/82	XV302	22/09/74	
	29/05/88			26/04/80	18/09/86			
	16/09/89		XV220	21/03/87	12/05/87	XV303	25/03/72	31/08/82
XV203	09/05/73	01/03/82			18/12/87		03/02/79	03/05/84
					02/06/88		19/05/87	
XV204	25/03/73	06/12/90					14/05/88	
XV205		04/05/78	XV221	09/08/75	05/06/90		15/05/88	
		08/06/78		07/09/89		XV304	07/04/73	29/01/88
XV206	03/12/88	01/12/73	XV222	01/11/90	30/06/78		07/04/84	
	14/06/90			28/12/90	20/07/79		27/09/85	
					25/10/85	XV306	09/03/74	
XV207	12/04/80	21/04/83	XV223		25/11/82		12/04/80	
	08/06/86	14/06/88					03/12/88	
	11/07/86		XV290	24/08/80		XV307	07/06/87	
	07/05/89			11/03/87			02/09/89	
XV210	23/06/74	14/03/84	XV291	15/05/80	31/05/89	*****		
	01/11/86	09/11/88	XV292	08/09/74	02/12/88	USAF		
						21299	23/09/75	
XV211	03/04/89	15/05/79	XV293	12/10/85	08/10/85	*****		
	19/04/89	23/07/81			10/11/86	Belgian A/F		
		07/08/81			18/02/87	CH-002	14/04/83	
		31/01/89			14/11/90			
XV212	14/06/75		XV294	13/04/79	07/07/87	CH-005	26/10/76	
				16/09/89				
XV213	12/02/72	12/05/81		02/06/90		CH-006	11/10/74	
	16/06/73	28/01/82					14/10/74	
	26/04/75		XV295	17/06/73	08/08/80		26/10/76	
XV214	18/03/72			24/05/75	25/06/84	CH-010	26/10/76	
	23/06/74			12/08/78	16/02/87		11/04/83	
	04/07/81			01/08/88	30/04/87			
	04/07/85			26/11/88	22/06/89	CH-012	26/10/76	
	29/05/88			21/06/89			01/02/82	
	02/09/89		XV296		05/08/81	*****		
XV215	23/02/89	25/03/83	XV297	23/06/85	25/03/86	Kuwait A/F		
	28/04/89	10/11/87				KAF323	05/12/87	
		22/06/89				*****		
						RCAF		
						130314	10/06/90	
						*****		

Those readers who have been members over a year will hopefully remember my series of articles during winter 1990 relating to a holiday undertaken by myself and wife Judy to the USA in May 1989.

I ended that series at Colonial Williamsburgh in Virginia after travelling from Chicago (we had flown there by American Airlines Boeing 767 from Manchester) via; Dayton Ohio USAF Museum, Cleveland, Pittsburgh, Washington DC, (National Air and Space Museum and Paul Gerber restoration facility) and Richmond (Virginia). The Convair in the title represented the fact that one of the main objectives of the trip was to see the Convair B36 (one of my favourite aircraft) at the USAF Museum. The route was designed to visit the maximum number of airports whilst still allowing plenty of time for sightseeing and for Judy to do lots of shopping. I was fortunate that my family has an old friend who lives in Florida and is well connected... He was able to get us VIP visits in Washington (The White House, FBI and Capitol) and a visit to the Alladins cave of aviation - the Smithsonian Institutions restoration facility, The Paul Gerber. Transport was provided by Hertz, in the shape of a Ford Thunderbird, booked and paid for in UK. Accommodation was mainly in 'Days Inns' the motel chain used by lots of Americans. My binoculars are Pentax 16x50, (powerful quality binos are needed due to the large areas that US airports cover. Anything over 16 or 20 x is a bit pointless because heat haze renders very long range viewing difficult). Now the Winter is with us again I thought it appropriate to complete the story, I hope you enjoy it as much as I have enjoyed reliving the journey.

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#### COFFEE, CONVAIRS, AND COLONIAL HISTORY, THE SEQUEL....

Saturday May 13th, ten days gone and all objectives achieved, now for the long drive back to Chicago, but five days to play with. Aviation mags at home had mentioned an air display at Andrews AFB near Washington. I confirmed the details while visiting Paul Gerber, and on the Saturday we made our way North and across the Potomac to Maryland. Route 301 took us straight to the Base and we parked next to the 89th MAW, home of the Presidents C137s; 56974 was parked out (and guarded) with VC135 86972 and 5 other other assorted C135s, more interesting to me were the A.N.G.HQ C22s (Boeing 727s) 34612/34616/34610.

A long walk later we arrived at the main flight lines. There was something missing, no one asked for any money; entry was free... About a hundred aircraft were parked in the static area, very few had any barriers around. This created a problem with photos as people were gathered around all the aircraft. B1 40051 had an armed guard whilst its unidentified partner gave an impressive flying display. There were F15s (81033 plus 4 all 'FF'- Langley and 85100 EG - Eglin) F16s; including the Thunder - birds team, F111s (FB111A 77196) F4s with KE and DC tailcodes including 66661, all very exotic to a Brit.

Helicopters were well represented, 017828 is a Hughes 369 and 26030 is a UH60. There were the usual Hueys and Chinooks and a nice Coast Guard HH3 1489. Other USCG aircraft were 1501 C130 and 2112 Falcon (called a Guardian). USAF heavy metal included a pair of C141s 70028 and 60174, B52 92566 (416BW Griffiss NY), E3 sentry 90001 and KC10, C5 Galaxy, Hercs, Beechcraft C12s, C21 Learns and Gulfstream C20 60203. Also paying a flying visit was the Golden Knights Fokker 27; 51608. Their display was mainly individual trick skydiving as opposed to the British Falcons orderly descent. Boeing T43 (737) flying navigation classroom 20287 completed the heavies. The Navy was here in force, with an example of most of the current types, F4, F14, F18, A6, A7, AV8B, S3, P3C fortunately all displaying markings (against the current anonymous trend). On the Civvy side was Aerostar balloon N6521A and a pair of pristine DC3s N44V (Piedmont) and N229GB (USN). The gate guardian is Jetstar N711Z in military colours. One or two comments are necessary here from a very widely travelled airshow 'goer'. I have mentioned the FREE entry, this is explained clearly in the FREE programme.

COFFEE, CONVAIRS, AND COLONIAL HISTORY (Contd.)

The open day is to show the US Tax Payer what the forces are spending HIS/HER money on. MOD please note.. There were only a couple of trade stalls and these were selling airshow souvenirs. Beer was at bar prices, not marked up, and supplied chilled from very nifty tankers with taps directly into the sides. There were no queues and traffic flowed freely. The organisation made the IAT look like a church fete. We had a long way to go to our night stop in Harrisburgh so we left before the show ended and routed via Dulles International Airport on the opposite side of Washington. Being a Sunday the place was very quiet, Aeroflot IL62 86488 dwarfed Presidential Express Jetstreams N101XV/331CA. It was joined by TWA Tristars N31019/ N31018 and United DC10 N1823U. United and Delta 757s arrived shortly after but the executive park drew me closer. A short walk from the terminal is the GA terminal and dominating the park was RAF Hercules XV304, surrounded by Gulf 2 N10123, Falcon 20s N220RT/N921ML, Lear N7600K and King Airs N57KA (90) and N72GA (200). There was also a good selection of Cessna twins and assorted light aircraft.

The terminal at Dulles is world famous architecturally but useless for spotting unless you go through security to the end of the domestic piers, this also gives access to the shops and cafes. All that is required is to present your baggage to the security guards and pass through the metal detectors. This is the norm in America and is used by friends of passengers to wave them off. The ticket check only comes at the boarding gate. A pleasant drive North into Pennsylvania, past Gettysburg and its Civil War memorials brought us to Harrisburgh. A quick check of the International Airport showed it to be very quiet; N411UP B757 of United Parcels made it worthwhile. Northwest DC9 N987US and American B727 N1995 were the only other readable aircraft. On our way to the motel I saw a sign for Capital City Airport but it was getting dark so that would be first call in the morning.

Eight AM on a wet Sunday morning looking over the fence at Capital City at approx 30 light aircraft brought the only suspicious response of the entire holiday. A few words explaining this strange European hobby brought a welcome to look round the airfield. (I had not made any approach as I thought I was the only nutter about at that time). Capital City was Harrisburgh's main airport until the conversion of the "International" from a military base a few years ago and it still has its 1940s style terminal.

The days drive was a long one taking the Pennsylvania Turnpike into Ohio and on to Cleveland on the Southern shores of Lake Erie. We had left the rain hundreds of miles behind and downtown Cleveland was an impressive sight with acres of glass reflecting the afternoon sun. First call was at the main airport Cleveland Hopkins, a modern terminal requiring entry to the piers via a security check. The end of the main pier has a viewing area giving good views over the aprons. There was a wide variety of domestic traffic. A dozen Continental B737s and DC9s, US Air likewise, Delta B737 N323DL; Airborne Express NAMC YS11 N917AX, Britt Air Brasillias N37412/ N59708/N12709 and a couple of Metros; Commair Metro N387PH and SF340 N146CA. The only exec type was Falcon N368F, the reason for that? read on.

My road atlas showed an airfield on the Lakefront and a leaflet in the terminal at Hopkins told how to get there. The airport is called 'Burke Lakefront' and during the week serves the downtown business area; at the weekend however the terminal and car park are closed so you have to improvise. There is a quiet service road running the length of the lakefront and this gives views of all the airport. The majority of the 50 or so aircraft were Cessna singles and light twins. Citations N78PH and N75PX were undergoing maintainance and DC3 N236GB, Beech H18 N87899 were part of a technical school with Canadian Navy Vertol 622. Lake Buccaneer N10HT looked very much at home near the water.

After Cleveland our final two nights were based near Chicago, about 360 miles away so we allowed ourselves a steady days driving West along the Ohio Turnpike via Toledo into Indiana.

COFFEE, CONVAIRS AND COLONIAL HISTORY (Contd.)

First port of call was Toledo 'Express' airport. The airport is on the west side of the city and you have to leave the interstate for about 20 miles. The terminal is 1960s and a bit tatty. The glass front gives clear views of the aprons which held Delta B727 N469DA, Commair Metro N458AM and AMR Central ATR42 N426MQ. The GA ramp at the side of the terminal contained HSL25 N756M and a selection of King A1rs and light aircraft. The Ohio Air National Guard occupy the far side and their A7s were conveniently parked out in full view, 10 could be read off. There are also an F100 Super Sabre and F84 Thunderstreak guarding the ANG gate.

After leaving the airport we made our way to the Interstate via a shopping mall and classic examples of 'Smalltown USA' which went by the names of Swanton and Delta. They had wooden houses with balconies and rocking chairs, narrow main streets with a bar, a hardware shop and a small cinema. They were the sort of towns I had expected to see only in a theme park...

Halfway between the two was a road and a signpost for 'Fulton County Airport'. I duly followed the directions and found a small rural field with Forney Aircoupe N94170, Aztec N43271, a Cherokee and two Cessna 150s. The County abounded in small farms all with identical red barns and white houses. At any moment I expected to see Cary Grant being pursued by a crop spraying Stearman...

We reached the Interstate and after a few miles ran into one of the most violent rainstorms I have ever seen. We saw a service area and pulled in to sit it out, pausing for a chicken burger at Popeyes. We continued West and crossed Indiana. Upon approaching South Bend my trusty Rand McNally atlas showed a regional airport 'South Bend-Michiana', not far away. This proved to be a large (but quiet) very modern airport with the usual lack of viewing facilities. However Access was free to most of the outside and by walking about nothing was missed. It was late afternoon and the only items of note were FedEx B727 N124FE, Airborne Express NAMC YS11 N915AX and Westwind N79AP. The general aviation park contained Cessna, Beech and Piper twins and a handfull of singles.

That night proved to be the only mistake of the holiday but subsequently led to one of the highlights. We had an advance booking for a motel in Hammond, Indiana, at the southern tip of Lake Michigan. When our American friend heard of the booking he told us to cancel as Hammond was filthy. Not being used to cancelling bookings (an English trait not observed by Americans) we carried on. He was right. It was disgusting... There was a fifteen mile stretch of steel and chemical works with a yellow smog hanging everywhere. The motel was little better than a transport cafe. We suffered the one night and cancelled the second. I used the room phone to book the O'Hare Hilton for the next night (more about that later).

Long before we departed these shores I had wanted to visit the EAA HQ at Oshkosh, Wisconsin, but I am unable to spare the time (or cash) to visit the August Convention. I thought if we had a spare day at the end of our holiday, spending it at the EAA Museum would be just the job. So we left Hammond after an early start and pointed the Thunderbird North through Chicago's Western 'Burbs'. I tuned the radio into the FM Country music station, set the cruise control (65 mph here) and enjoyed the rolling countryside as we crossed into the Dairy State of Wisconsin. The first hint of delights to come was a collection of post war fighters parked on a raised embankment; Thunderjet, Sabre, Thunderstreak, T33, F89 Scorpion and a couple of Skyraiders. We followed the road into the EAA complex. A new construction of ultra modern design, smoked glass and white cladding gleaming in the hot sun. The EAA Aviation Center houses the EAA Air Adventure Museum, Pioneer Airport (a reproduction of a 1920s field). It is also the HQ of the EAA and the EAA Foundation the latter being a charitable organisation for education in aviation matters. The multi million dollar complex was built with members donations and there are hundreds of bricks in a wall inscribed with the names of members who gave considerable sums of money.

COFFEE, CONVAIRS AND COLONIAL HISTORY (Contd.)

Once past the reception area the history of light aircraft unfolds before your eyes. There are about 60 aircraft on display in superb settings, 1930s racers, Laird Solution N12048, Church Midwing NX9167 and Parker Special N113JP, there are examples of most of the important homebuilts; Heath Parasol N12814, Sky Baby N5K (I've seen bigger models), Stardusters, Pobers, Pitts and Wittmans. The Thorp T18 N455DT is mounted on a globe of the world showing its ports of call during circumnavigation. There among the great cities of the world is Leeds/Bradford (did any of our members see it during this epic voyage?).

Also displayed are many historic military types; Grumman Duck, Sopwith Pup, Bearcat and Pfalz DX11. The prototype XP51 Mustang is also shown alongside the later P51D. By the time this is read the new 'Eagle' Hangar will have opened containing the WW2 and later military exhibits also built with members donations. There are numerous other displays of aviation history and a very interesting diorama of a homebuilders workshop containing a partly built Heath Parasol. As a PFA member and one day home-builder I could have spent days here but time ran out so I bought my souvenirs, joined the EAA and drove off to the main part of Wittman Field.

Basler Flight Services have their base here and some of the resident propliners were parked out in the sun. DC3s N97BF, N5009, N91BF, N6898D. Convair 440s N29KE, N29DR and Beech H18 N911BF. Other DC3s present were N1452A of Salair and unmarked N7772. Among the hangars were Potez Paris N300FM, Learjet N31LB and Gulf 1 N608R, plus the usual mix of modern light aircraft. My pilgrimage over, we set off back South and after a huge meal of chilled salad and steak at a 'Ponderosa' restaurant, we called at Fond Du Lac, the 'Lac' being Lake Winnebago. Fond Du Lac is a small but busy general aviation field, with a FBO (Fixed Base Operator) which deals with exec jets. In dock were Falcon N4AC, Westwind N218DJ, Merlin N2GL and RC690 N98JW. Among the Cessnas was Luscombe 8 N89895 and Beaver Floatplane N66223.

Further South on Route 41 is the City of Milwaukee, the Beer Capital of the USA, and as befits such a major city, the airport, Gen. Billy Mitchell Field is a significant one. The modern terminal has many piers with windows that give good views over the aprons. Among the steady stream of airliners were Express Airlines Jetstreams N330PX and N316PX; Skyways Beech 1900s N66YV and N62YV; Midwest Express DC9s N900ME and N300ME, Northwest B727s N279US and N272US, DC9s N912RW and N957N, NorthwestLink F27 N4560Z and UPS DC8 N750UP. Of interest among the lighter side was Cessna Caravan 1 N1517U. The ANG unit on the far side of the airport had KGL35s 71431, 91519, 91479, 91503 and 72604. In honour of Billy Mitchell, B25 Mitchell 4430444 is displayed on a plinth at the main entrance.

Just off Interstate 94, south of Milwaukee is Kenosha Municipal airport. On the approach, the terminal looks like a golf club and very few aircraft were parked out, most preferred to live in single lock up garages, of which there were dozens in neat lines. Twenty or so were visible including Navion N5443K, Tri-Pacer N8552D and Cub N4210H.

We crossed the State line back into Illinois and our final destination, Chicago O'Hare Airport and the Hilton Hotel. After the night at Hammond I was determined to go out in style. A porter unloaded the car and escorted us to our room, during our travels we had doubled the amount of luggage we started with. I made sure the room overlooked the aprons as I had requested and took the car back to the Hertz depot. I had a lump in my throat as I handed the Thunderbird back, I have driven over a hundred types of car during my working life and the T-Bird has to be one of the best. It has a superb styling, comfort, and surprisingly very good fuel consumption, three thousand miles without a hiccup and a fuel cost of less than £90. We got the courtesy bus back to the hotel and I managed an hour of spotting before we retired. Foreign aircraft are rare but Air Canada DC9s C-FTMT and C-FTIQ count. The only long distance visitor was Air France B747 F-BPVX. All the usual domestic airlines were present; Air Wisconsin F27s N510AW and N513AW, United DC10 N1813U, Great Lakes Beech 1900 N101BE, America West B757 N907AW, AMR West ATR42 N423MQ in company with a multitude of United, Continental, American and Braniff.

COFFEE , CONVAIRS AND COLONIAL HISTORY (Contd.)

As I sat in the air conditioned room on the tenth floor with an uninterrupted view over the Airport I rather imagined heaven could be a bit like this.... Up bright and early the next morning I set my binos up on the table, by the window and watched the procession of aircraft, I logged about 50 before one of the biggest breakfasts of the holiday. Alongside the usual hash browns, pancakes and eggs were fresh strawberries, pineapple and melon. I managed to drag myself away from the food and had a walk round the terminals logging away merrily. After a couple of hours I went back to the room and logged over a hundred more from the window. Finally the time had come and we got the courtesy limousine from the hotel the few yards to the terminal (actually by road its about a mile). The porter transferred our luggage to the American Airlines desk and we checked in. From there we went to the end of the pier to wait about two hours until departure and I logged another couple of hundred numbers (a word of warning here - I was writing so many numbers down that I began to think I had already seen certain aircraft, but upon checking I had not. When faced with such large quantities of similar aircraft from the same airlines it is easy to become confused and miss registrations). Some idea of the traffic can be seen from the following; 8xDelta DC9/B727; 6xUS Air B737/DC9; 8xTWA DC9/B747/Tristar/B727, 9xContinental DC9/B727/B737, 12xAMR Eagle SH360, 14xNorthwest DC9/B757/B747/B727, over 100 American Airlines DC9/B727/B737/B767/DC10, over 150 United Airlines DC8/DC10/B737/B727/B737/B747/B767. Making up the numbers were America West, Southern Air Transport Hercules, Gulf Air (USA), PanAm, Braniff and a host of executive types including Sabreliner N111VW, C601's N601UT and N373G, Falcon 50 N345PA and Falcon 20 N20AE and about 20 assorted King Airs. On the foreign side were JAL B747 JA8169; Lufthansa B747s D-ABZB, D-ABYT; Air France B747 F-GPAN; KLM B747 PH-BUN and Air Canada DC9s C-FTMQ/C-FTLM/C-FTMP. We departed the USA in American Airlines B767 N353AA after a wait of about thirty minutes because of the volume of landing traffic, as we winged our way across the Atlantic that evening we tucked into Smoked Salmon Salad, Filet Mignon in pink peppercorn sauce and Black Forest Gateaux. After watching the film we were served breakfast somewhere near Iceland, landing at Manchester, bang on time at 0730am. So the holiday was over, the figures read; 15 days, 3000 miles, 25 airports, 6 museums, 8 States, 1600 regs. A lot of aircraft, a lot of sightseeing and an awful lot of eating.

Plans are in hand for a return in 1992, we will follow almost the same route to see the things we missed or wanted more time at. I can recommend American Airlines, the service is excellent and the Boeing 767 is comfortable in economy class. The USA was everything I had hoped for, the people are friendly and genuine, the driving was much easier than in the UK, living is cheap if you eat as the locals do and the food is amazing. In the Midwest there is very little crime and at no time, even in Washington, did I feel unsafe. My advice to you all is stuff Majorca, Go West Young Man.

Brian Best.

## AIRLINE NEWS -

Aer Lingus will replace their five-strong fleet of Shorts SD3-60s with four Saab SF340 aircraft during the course of the summer season. One presumes that, as Leeds Bradford was scheduled to receive two SD3-60s per day, that the service will now be operated by the smaller 33-seat SF340Bs. Two more Fokker 50s (EI-FKE and EI-FKF) have also been delivered recently, and options are held on two more.

Air Europe Express have notified us of a revised Leeds Bradford schedule for Summer 1991 operation. It is set out below :

LEEDS BRADFORD TO GATWICK

29Apr-	123456-	0725 0850	AE355	SD6	0
29Apr-	12345--	1000 1120	AE357	SD6	0
29Apr-	12-45--	1220 1340	AE359	SD6	0
05May-	-----7	1300 1420	AE361	SD6	0
05May-	-----7	1800 1920	AE359	SD6	0
29Apr-	12345--	1830 1950	AE363	SD6	0

GATWICK TO LEEDS BRADFORD

29Apr-	12345--	0755 0910	AE356	SD6	0
04May-	-----6-	0930 1050	AE358	SD6	0
29Apr-	12345--	1030 1150	AE358	SD6	0
05May-	-----7	1110 1230	AE360	SD6	0
29Apr-	12-45--	1630 1750	AE362	SD6	0
29Apr-	12345-7	2000 2120	AE364	SD6	0

LEEDS BRADFORD TO GUERNSEY

04May-	-----6-	1130 1320	AE366	SD6	0
01May-	--3----	1300 1450	AE366	SD6	0
05May-	-----7	1330 1505	AE366	SD6	0

GUERNSEY TO LEEDS BRADFORD

04May-	-----6-	1335 1555	AE367	SD6	1
01May-	--3----	1505 1730	AE367	SD6	1
05May-	-----7	1520 1730	AE367	SD6	1

LEEDS BRADFORD TO JERSEY

05May-	-----7	0820 1010	AE368	SD6	0
04May-	-----6-	1130 1350	AE366	SD6	1
01May-	--3----	1300 1520	AE366	SD6	1
05May-	-----7	1330 1535	AE366	SD6	1
04May-	-----6-	1630 1820	AE368	SD6	0

JERSEY TO LEEDS BRADFORD

05May-	-----7	1040 1230	AE369	SD6	0
04May-	-----6-	1405 1555	AE367	SD6	0
01May-	--3----	1540 1730	AE367	SD6	0
05May-	-----7	1550 1730	AE367	SD6	0
04May-	-----6-	1850 2040	AE369	SD6	0

Explanation : Top line : Service operates from 29 April onwards, days 1 to 6 inclusive (Monday-Saturday).  
 Departs LBA 0725, arrives Gatwick 0850, flight number AE355, aircraft type SD3-60, no stops.

As can be seen, the Gatwick service has been upgraded to four flights per weekday. Return fares begin at £68 (with conditions attached), and for reservations, call 0345-444737.

Air UK will commence a thrice-daily Stansted-Newcastle service on March 31 using Shorts SD3-60 aircraft. Other new services from Stansted this summer are Florence once daily on a 146-100, Frankfurt twice daily on 146-100s, Dusseldorf twice weekly on F27-200s, Nice daily on 146-200s and Aberdeen thrice daily on 146-200s. All other routes (except Stansted-Amsterdam) have been upgraded in some form or another, and these include : Stansted-Brussels (3x146-200), Stansted-Paris (3x146-200), Stansted-Edinburgh (4x146-200/300), Stansted-Glasgow (4x146-200/300), Stansted-Jersey (1x146-200) and Stansted-Guernsey (1x146-100).

The three 146s to be delivered during the next two months are former Delta Air Transport machines OO-DJC and OO-DJD, which will become G-UKRH and G-UKLN, and a brand new 146-300, which will be registered G-UKRC.

Fokker F27-200 G-BCDO Lord Butler, R.A. is now being broken up for spares at Norwich following an incident at Schiphol last July when it suffered a nosewheel collapse on landing. It was declared an insurance

write-off, but was still ferried back to Norwich, where the Engineering Department is now taking it apart.

Braathens SAFE will commence daily Newcastle-Bergen-Stavanger and separate Newcastle-Oslo services in March using B737-200 aircraft : Dan-Air have relinquished the route licences as part of their cost-cutting plan.

Braathens also hold the licence to operate from Oslo to Gatwick, and it is understood that services on this route may commence during the summer.

British Airways have announced plans to cut 4 500 jobs from the workforce, and allow up to 2 000 more staff six months unpaid leave. The airline hopes to achieve the cuts by offering all its staff over 50 early retirement.

Aircraftwise, the nine Heathrow-based L1011 TriStars will be withdrawn from use by October and sold. It is also planned that a number of earlier B747-100 aircraft will be withdrawn within the next eighteen months. The decision on a standard replacement for the L1011 and DC10 fleet has been postponed indefinitely. Delivery of five Boeing 767-300ER aircraft has been deferred, and the airline's next two Boeing 757s to be delivered, G-BPED and G-BPEE will be leased to Transavia Holland BV as PH-TKY and PH-TKZ upon delivery.

Brymon Airways will withdraw the Plymouth-Exeter-Gatwick service on March 26 as a result of rising landing fees at Gatwick and falling passenger loads. A twice daily service has been operated over the route for twelve years, firstly on Twin Otters and more recently on Dash Sevens.

Canada 3000 Airlines appear to be operating a Leeds Bradford-Toronto service this summer using a Boeing 757-200. The airline, which is associated with Air 2000, has been contracted to operate a series of flights from Leeds on behalf of Crawley-based Transcanadian Holidays.

Celtic Airways The Bristol-based Shorts SD3-30 operator hope to commence Bristol-Leeds Bradford-Newcastle scheduled services during the course of the year. The airline's development manager, Brian Day, commented that the service would initially be a twice-weekly operation, and future expansion was being considered. Replacements for the SD3-30 are also being evaluated, but the service would definitely commence using the 30-seater Shorts aircraft. The airline also hopes to commence Southampton-Le Havre services at the same time, and licence applications are pending for both routes.

At present, the airline has a fleet of four SD3-30s, and specialises in ad-hoc charter and contract work from Cardiff and Bristol airports. It holds contracts to fly Cardiff-Liverpool and Cardiff-Manchester nightly for Royal Mail.

Interflug will be closed down by 20 February following failed attempts to find a buyer for the former East German flag carrier. Since German reunification took place on October 3 1990, Interflug has been without state funding and has made a considerable loss in that time. It is understood that the A310-300s will be placed in store, and the Tupolev and Ilyushin fleets will either enter service with the Luftwaffe, be sent back to the Soviet Union or preserved as museum pieces !

Manx Airlines The two Jetstream 31s to be received by Manx this March are ex Aliblu machines, which have been reregistered G-GLAM and G-VENT (Glamorgan and Gwent). Surprisingly enough, they are to be based at Cardiff !!

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