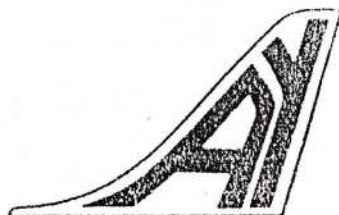


AME

W O R K S H E E T



VOLUME 17 No 1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1991

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200
CHAIRMAN:- M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19 Guiseley 75137
SECRETARY:- A. Heeley, 45 Coppice Wood Crescent, Yeadon, Leeds LS19 7LN, Guiseley 75745
TREASURER/REGISTRAR:- C. Hunter, Residence 2, High Royds Hospital, Menston
P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

FORTHCOMING MEETINGS

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

FEBRUARY 3rd : A video taken on the Flight Deck of a Capital 146, introduced by a 146 Captain.
 MARCH 3rd : AGM & Video.
 APRIL 7th : Their latest Florida slides, presented by Chris Harper and Roger Fozzard.
 MAY 5th : Yorkshire Helicopters.

CHAIRMAN'S CHAT

Next month's meeting is probably the least entertaining, but the most important meeting of the year, it is the A.G.M. It is your chance to let us know your views on how the Society is being run, and an opportunity to put forward any suggestions for improvements. We have a total membership of approximately 170 members of which 100 are full members, and of these approximately 70 attend the monthly meetings. I therefore hope to see at least this number at this A.G.M., so come along and vote for your choice for the Officers and Committee or better still, offer yourself for election. If you cannot attend and wish to express an opinion, write your comments to the Secretary.

The new style Magazine has got off to a good start, but in order to keep a high standard we need your contributions. So please send any articles or local movements to the Editor.

The British Midland DC-9 flight is now nearly full but I am willing to hold a reserve short list to allow for cancellations. Details of the Flight are as follows; Saturday 9th March 1991. Check in 12.30, EDT 1330, Flight No. BD8531.

Extra flights with Boeing 737-300 of Trans European (UK).

05 February

STA 1715 From Birmingham TUK39P
 STD 1800 To Rotterdam TUK5439

08 February

STA 1300 From Rotterdam TUK5540
 STD 1330 To Bristol TUK40P 'Opera North' To Holland.

CREDITS

T.W.Sykes J.Hinkles E.C.Griffiths A.Sodgewick Mark Teale R.Ward
 R.Fozzard L.Scheftsk S.W.Rigg J.Stanfield.

LEEDS/BRADFORD MOVEMENTS - DECEMBER 1990

	ATA	ATD		ATA	ATD
1. G-BOSY Robinson R-22	1000		G-WICK P-68B Victor	1114	1404
G-DONA Cessna 152	1134		G-AZRH Cherokee 140D	1205	1314
G-BODY Cessna 310R	1209	1312	G-TKPZ Cessna 310R	1302	1402
G-RUSO Robinson R-22	1316	1334	G-RUIA Cessna F172M	1340	1419
G-BNEH HS.125 800B	1350	1655	G-HIEL Robinson R-22	1400	
G-HBCO Navajo C/R n/s	1920	0841(2)	G-BJCV Boeing 737 n/s	2121	0728(2)
2. G-BGSY Cougar	1005	1105	G-TEES Cessna F152	1009	1043
G-BHIN Cessna F152	1147	1233	G-BOSY Robinson R-22	1158	1215
G-HIEL Robinson R-22	1229		G-BJCV Boeing 737	1404	
G-JHAN King Air 200 n/s	1537		G-TZAR Malibu	1725	1812
OO-DTH Brasilia	1903	1933			
3. OO-DTF Brasilia	0743		G-TKPZ Cessna 310R	0757	
G-BMAR Short 360	0801		G-BANK Seneca	0837	
G-AWIT Cherokee 180	1021		G-BOXR Cougar	1039	1611
G-BODY Cessna 310R	1059		G-BCOL Cessna F172M	1248	
G-NUIG King Air C90 n/s	1254	1652(4)	OY-BEB King Air C90	1307	
G-BJCV Boeing 737	1458		G-BPFI Archer II	1507	1634
G-WACK Short 360	1525		G-BANK Seneca	1530	1625
G-BLAW Archer II n/s	1558		G-WACK Short 360	1838	1919
G-HBCO Navajo C/R	1845	1915	OO-DTH Brasilia	1850	1928
4. G-HBCO Navajo C/R	0725		OO-DTH Brasilia	0750	
G-WACK Short 360	0759		G-BAYO Cessna 150L	0809	
G-BPEG Cessna 152	0810		G-BANK Seneca	0848	
9H-ABE Boeing 737	1027		G-BODY Cessna 310R	1056	
G-TEES Cessna F152	1107		G-DJOS BAC 1-11	1130	
G-AVMI BAC 1-11 (DIV)	1133		G-BTPH BAC 1-11 (DIV)	1141	
G-BOYL Cessna 152	1147		G-AWAI Baron	1150	
G-BGKE BAC 1-11 (DIV)	1223		G-GRID Twin Squirrel	1237	
G-AWIT Cherokee 180	1310		EC-EMI Boeing 737	1356	
G-BONR Cessna 172N	1437		G-BANK Seneca	1448	1556
G-BIRS Cessna 182P	1454	1633	G-HIEL Robinson R-22	1612	
G-BFVB Boeing 737	1638	1730	G-BLGB Short 360	1841	1915
G-BOYE Cessna TR182RG	1848	1936	G-BJCV Boeing 737 n/s	1900	
OO-DTF Brasilia	1907	1941	G-BGKF BAC 1-11 (DIV) n/s	2121	
G-AVMV BAC 1-11 (DIV) n/s	2237				
5. OO-DTJ Brasilia	0753		G-BLGB Short 360	0809	
OO-DJD BAe 146 (DIV)	0818		G-OLCC BAe ATP (DIV)	0828	
G-OANC Warrior II	0831		F-BXPY King Air C90	0854	1728
G-BIFH Short 360 (DIV)	0855		EI-BEB Boeing 737 (DIV)	0912	
G-WGEL BAC 1-11 (DIV)	0921		G-BTNU BAe 146 (DIV)	0932	
SE-IXA King Air (DIV)	0939		PH-BDG Boeing 737 (DIV)	0956	
EI-ASE Boeing 737 (DIV)	1000		G-BKMN BAe 146 (DIV)	1109	
G-OLCD BAe ATP (DIV)	1113		G-AVMX BAC 1-11 (DIV)	1129	
G-OAKC Navajo	1204	1601	G-BISB Cessna F152	1217	
G-BRPU Duchess	1224		G-BPZX Cessna 152	1258	
G-BLKY Baron	1302		G-BANK Seneca	1311	1717
G-BOSY Robinson R-22	1354		G-DJOS BAC 1-11	1422	
G-ROUT Robinson R-22	1425		G-RUSO Robinson R-22	1518	
G-BMAR Short 360	1528		G-HIEL Robinson R-22	1620	
G-BRPU Duchess	1622	1653	G-BMAR Short 360	1845	1918
OO-DTL Brasilia	1857	1938	EI-BEC Boeing 737 (DIV)	2008	2252
6. OO-DTF Brasilia	0744	0816	G-BMAR Short 360	0807	0842
G-BAED Aztec	1040		G-BJCA Warrior II	1115	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
6. XT672 Wessex	1155		G-BOXR Cougar	1200	
G-JLCY Agusta 109	1312		G-HIEL Robinson R-22	1319	
G-BJCV Boeing 737	1354		OY-BEK King Air C90	1401	1655
G-SMJJ Cessna 414A	1413		G-JLCY Agusta 109	1529	1603
G-RUSO Robinson R-22	1600		G-KASS HS.125 3B	1653	1914
OO-DTH Brasilia	1901	1950	G-BRHO Seneca	1942	2046
G-BMAR Short 360	2056	2122	G-BJCV Boeing 737	n/s	2116 0858(?)
7. OO-DTK Brasilia	0752	0814	G-WACK Short 360	0808	0842
G-BOXR Cougar	1235	1343	G-HIEL Robinson R-22	1347	
G-AXBJ Cessna F172H	n/s	1421 2131(13)	G-BMLC Short 360	1543	1616
G-BJCV Boeing 737	n/s	1839 0905(9)	G-SKKB Navaajo B	1847	1924
G-BMLC Short 360	1904	1933	OO-DTJ Brasilia	1914	1959
8. Snowbound.					
9. G-BOXX Robinson R-22	1202	1359	G-BNEH HS.125 800B	1235	1309
G-TKPZ Cessna 310R	1332	1411	G-BMHX Short 360	1531	1606
G-BJCV Boeing 737	n/s	1535 0853(10)	G-BNCW Boeing 767	1640	1746
G-BNEH HS.125 800B	1753	1821	OO-DTI Brasilia	1843	1923
10. OO-DTJ Brasilia	0748	0818	VR-CSH King Air 350	0838	0851
G-GRID Twin Squirrel	0841	0928	G-BMWB Cessna 421C	1054	
G-UKCA HS.125 700B	1057	1119	G-BNAB Cougar	1143	1512
G-UKCA HS.125 700B	1401	1424	G-SMJJ Cessna 414A	1414	1444
G-BJCV Boeing 737	1449	2001	G-BMLC Short 360	1536	1611
VR-CSH King Air 350	1636	1646	G-BMLC Short 360	1837	1917
G-BKHE Boeing 737	1900				
11. G-BMAR Short 360	0802	0845	OO-DTH Brasilia	0806	0842
G-OANC Warrior II	0835	1208	G-GLOS Jetstream	0941	0948
9H-ABE Boeing 737	1046	1151	G-BCWM Jetranger	1050	1120
G-BPBM Warrior II	1137	1223	G-JLRW Duchess	n/s	1158
VR-CSH King Air 350	1201	1504	G-OWNR King Air 200	1213	1309
G-LINC Hughes 369HS	1217	1319	G-WIRE Twin Squirrel	1221	1316
G-CBIL Cessna 182K	n/s	1337	G-OJCB Jetranger	1345	1446
HB-AHY SAAB 340	1347	1421	HB-LPV Cheyenne	1349	1424
EC-EMY Boeing 737	1428	1527	G-BMAR Short 360	1524	1609
G-BJXJ Boeing 737	1604	1714	G-BMAR Short 360	1854	1927
G-BKHE Boeing 737	n/s	1914 1034(12)	OO-DTJ Brasilia	1927	1952
12. G-BMAR Short 360	0755	0846	OO-DTF Brasilia	0808	0841
G-CJWS Seneca	n/s	0849	G-AYRR HS.125 403B	1021	
G-BOSY Robinson R-22	1208		G-BGPJ Warrior	1212	
N5684C Baron	1413		G-BOVK Warrior II	1455	
G-BMHX Short 360	1526	1607	G-BMNF King Air 200	1541	2144
G-OPOL HS.125 F3B/RA	n/s	1551	G-RUSO Robinson R-22	n/s	1558
F-GDHS MU2B	1622	2141	G-BMHX Short 360	1844	1923
G-BKHE Boeing 737	n/s	1901 0730(13)	OO-DTH Brasilia	1916	2006
13. OO-DTJ Brasilia	0748	0839	G-BMHX Short 360	0809	0842
G-LIBS Hughes 369HS	0903		G-BRPJ Duchess	0930	
G-OBLC Duchess	1048	1700	G-BGVU Cherokee 180	1131	
G-BNNS Warrior II	1216	1630	G-TKPZ Cessna 310R	1230	
G-CJWS Seneca	n/s	1237	G-LIBS Hughes 369HS	1332	
G-RUSO Robinson R-22	1338		G-BKHE Boeing 737	1355	
G-BAVZ Aztec	1504	1627	G-BMAR Short 360	1528	
G-RUSO Robinson R-22	1608		G-BGZW Tomahawk	n/s	1648
G-TKPZ Cessna 310R	1704	1712	G-BBIF Aztec	1726	1746
G-BMAR Short 360	1837	1917	OO-DTI Brasilia	1859	1930
G-EOGC Cessna F172N	2026	2127	G-BBIF Aztec	2117	2129
G-BKHE Boeing 737	n/s	2134 0912(14)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
14.00-DTJ Brasilia	0738	0831	G-BMAR Short 360	0805	0833
G-TKPZ Cessna 310R	0810		G-BBKY Cessna F150L	n/s	1059
G-BRFV Cessna T182	1120		G-GRID Twin Squirrel		1137
G-BHAD Cessna A152	n/s	1138	G-TKPZ Cessna 310R		1206
G-BMNF King Air 200	1249	1614	G-DIVA Cessna R172K XP	n/s	1256
G-BMHX Short 360	1535	1611	G-RUSO Robinson R-22		1552
G-BAVZ Aztec	1648	1704	D-ICTA Citation II	1701	1740
G-OAKJ Jetstream (DIV)	1747		G-OLCB BAe 146 (DIV)	1803	2207
OY-KID DC9 (DIV)	1813	2213	PH-TVX Boeing 737 (DIV)	1815	2254
G-BGYT Bandeirante (DIV)	1820	1929	G-WGEL Boeing 737 (DIV)	1824	2234
G-ICED Citation (DIV)	1839		G-BMHX Short 360	1842	1922
OO-DJE BAe 146 (DIV)	1849	2018	G-BKHE Boeing 737	n/s	1853
G-OLCC BAe ATP (DIV)	1854		OO-DTK Brasilia	1857	0733(15)
G-BMPA Gulfstream (DIV)	1901	1938	G-BJCT Boeing 737 (DIV)	1906	
G-BAZH Boeing 737 (DIV)	1909		G-AVMS BAC 1-11 (DIV)	1925	2302
G-OJET BAe 146 (DIV)	1928	2246	G-HDBB HS.748 (DIV)	1934	
EI-BEL Short 360 (DIV)	1943	2059	G-BNRT Boeing 737 n/s (DIV)	1948	2204(15)
G-BTPC BAe ATP n/s (DIV)	1953	0954(15)	G-BLKP Jetstream (DIV)	2004	
G-BGKG BAC 1-11 n/s (DIV)	2005	0940(16)	G-BTPF BAe ATP (DIV)	2010	
G-BGKF BAC 1-11 (DIV)	2015		EI-BEE Boeing 737 (DIV)	2018	2307
G-BMYL BAe ATP (DIV)	2023		G-AVGP BAC 1-11 (DIV)	2031	
G-BCOF HS.748 (DIV)	2036		G-UKLC Boeing 737 (DIV)	2039	0055
G-OLCD BAe ATP (DIV)	2047	2151	G-BEKA BAC 1-11 n/s (DIV)	2051	1007(15)
G-AVMR BAC 1-11 (DIV)	2054		HB-IPE Airbus 310 n/s (DIV)	2107	0909(15)
G-BMMR Dornier 228 (DIV)	2112	2210	G-AVMT BAC 1-11 n/s (DIV)	2144	1623(16)
9H-ABC Boeing 737 (DIV)	2155	0105	G-AVMZ BAC 1-11 (DIV)	2240	
G-AVMP BAC 1-11 n/s (DIV)	2356		G-OLCB BAe 146 n/s (DIV)	2358	1411(15)
15.00-DJE BAe 146 (DIV)	0816	1032	EI-BEB Boeing 737 (DIV)	1022	
EI-BEC Boeing 737 (DIV)	1025	1345	G-BGKE BAC 1-11 (DIV)	1133	
G-BOSY Robinson R-22	1136		G-AVMH BAC 1-11 (DIV)	1141	
EC-531 DC9 83 (DIV)	1153	1418	G-BLNJ Islander	1222	1248
G-BLGW Friendship (DIV)	1403	1445	G-BHWE Boeing 737	n/s	2117
16.D-ICTA Citation II	0810	0945	G-TKPZ Cessna 310R		1314
G-BKHE Boeing 737 n/s	1348	0835(17)	G-WACK Short 360		1612
HZ-AFN Gulfstream III n/s	1703	1922(17)	OO-DTH Brasilia		1912
17.00-DTF Brasilia	0729	0821			1951
G-EWMP Rockwell 695A	0846	1631	G-BMHX Short 360	0815	0844
G-BODY Cessna 310R	0920		G-BHUI Cessna 152	0857	1613
G-OTMC Beech 400	1003		G-BLAC Cessna 152	1000	
G-TKPZ Cessna 310R	1132	1821	G-AVUH Cessna F150H	1059	
G-BPGU Archer II	1154		G-BEFT Cessna 421C	1139	
G-BGPJ Warrior II	1251		G-AXJX Cherokee 140B	1235	
G-HIEL Robinson R-22	1400		G-BOWE Seneca	1308	
G-BKHE Boeing 737 n/s	1422	0921(18)	G-BODY Cessna 310R	1413	
G-BAVZ Aztec	1644	1653	G-BLGB Short 360	1545	1614
OO-DTI Brasilia	1851	1929	G-BLGB Short 360	1848	1924
18.00-DTJ Brasilia	0744	0843	G-BLGB Short 360	0807	0839
G-TKPZ Cessna 310R	0943		N8171X Warrior II	1001	
9H-ABC Boeing 737	1010		G-BGVU Cherokee 180	1022	
G-WIRE Twin Squirrel	1139		G-BSJC Jetranger	1202	
EC-EMI Boeing 737	1356	1515	G-OSEA Islander	n/s	1531
G-WACK Short 360	1534	1610	G-BJCU Boeing 737	1601	1706
G-WACK Short 360	1847	1923	G-BKHE Boeing 737	n/s	1918
OO-DTF Brasilia	1919	1952			0959(19)

LEEDS/BRADFORD MOVEMENTS (Contd.)

		ATA	ATD			ATA	ATD
19.	G-WACK Short 360	0802	0826	00-DTH Brasilia		0807	0856
	G-OANC Warrior II	0848		G-OBAL Mooney M20J		1137	1219
	G-BGSY Cougar	1142	1342	G-BOXR Cougar		1202	1632
	G-BGKG BAC 1-11 (DIV)	1207	1510	G-WGEL Boeing 737 (DIV)		1213	1311
	EI-ANE BAC 1-11 (DIV)	1215	1323	G-AVMK BAC 1-11 (DIV)		1229	1651
	G-AVMH BAC 1-11 (DIV)	1240	1626	EI-ANH BAC 1-11 (DIV)		1255	1345
	G-BSCP Cessna 152	1308	1404	G-BHST Hughes 369D		1344	1518
	G-TEES Cessna F152	1408	1440	G-HIEL Robinson R-22		1516	
	G-BOXR Cougar	1547		G-RUSO Robinson R-22		1629	
	G-BKHE Boeing 737 n/s	1721	0733(20)	G-OBAL Mooney M20J n/s		1759	0722(20)
	G-BMHX Short 360	1841	1926	00-DTF Brasilia		1919	1957
	G-CBIL Cessna 182K n/s	1924	0944(21)				
20.	00-DTL Brasilia	0755	0836	G-BMHX Short 360		0807	0839
	G-BNEF Turbo Navajo B	1101	1714	OY-BEO Rockwell 690A		1149	1455
	G-TZAR Malibu	1302	1609	G-BKHE Boeing 737		1407	1529
	G-BLGB Short 360	1522	1611	G-HIEL Robinson R-22		1538	
	G-RUSO Robinson R-22	1600		G-BLGB Short 360		1840	1919
	00-DTI Brasilia	1920	1950	G-BKHE Boeing 737 n/s		2154	0907(21)
21.	00-DTI Brasilia	0749	0854	G-BLGB Short 360		0759	0845
	G-BECH Boeing 737	0816		G-BARB Seneca		1006	1034
	G-OWNR King Air 200	1031	1133	EC-EST Boeing 737		1052	1216
	G-BSHA Seneca	1159	1534	00-TIK Cessna 406		1201	1309
	G-CBIL Cessna 182K n/s	1321	1139(22)	G-WACK Short 360		1526	1612
	G-WACK Short 360	1843	1922	00-DTJ Brasilia		1906	1944
	G-BECH Boeing 737 n/s	2050	0728(22)				
22.	G-TOMY Diamond	0744	0812	G-BHST Hughes 369D		1330	1530
	ZD95J Tri-star	1459	1631	G-HIEL Robinson R-22		1558	
	G-BGYJ Boeing 737 n/s	2115	0743(23)	G-BPBM Warrior		1425	1507
23.	G-JHAN King Air 200	0958	1035	G-INGB Robinson R-22		1103	
	G-STAT Cessna U206F	1106		G-BAHZ Arrow		1124	1407
	G-GCAT Cherokee 140B	1215	1346	G-BOSY Robinson R-22		1252	1307
	G-BNME Cessna 152	1341	1406	G-BRJV Cadet		1352	1445
	G-HIEL Robinson R-22	1406		G-BGYJ Boeing 737		1410	
	G-BMLC Short 360	1535	1614	G-BCUJ Cessna F150M		1541	1800
	G-BFVI HS.125 700B	1622	1652	G-JHAN King Air 200		1741	1758
	G-BKHF Boeing 737 n/s	1749	0834(24)	00-DTL Brasilia		1848	1926
	G-BLNI Islander	2049	2144	G-BGYJ Boeing 737 n/s		2102	0743(24)
24.	G-GAYL Lear Jet 35	0719	0733	G-BJYD Cessna F152		1157	1246
	G-BAVZ Aztec	1214	1224	G-GAYL Lear Jet 35		1221	1249
	G-BOZT Archer II	1350	1452	G-IEPF Robinson R-22		1419	1512
	G-SHUU Enstrom 280C	1432	1508	G-BKHF Boeing 737		1433	1519
	G-ONEA King Air 200	1450	1516	G-BMHX Short 360		1535	1603
	G-BGYJ Boeing 737 n/s	1746	0930(26)	G-AWTA Cessna 310N n/s		2017	0921(26)
25.	Closed for Christmas.						
26.	G-BGYJ Boeing 737 n/s	1707	0739(27)				
27.	G-BPFS Short 360(DIV)n/s	0800	1407(30)	G-BMLC Short 360		0808	0841
	00-DTF Brasilia	0812	0839	G-BJIR Citation II		1122	1721
	G-BGYJ Boeing 737	1415	1517	G-BMAR Short 360		1835	1915
	00-DTL Brasilia	1900	1929	G-BGYJ Boeing 737 n/s		2158	0858(28)
28.	00-DTF Brasilia	0738	0812	G-WACK Short 360		0758	0835
	PH-ABD Navajo 350	0923	1503	PH-GYN Navajo 350		1010	1500
	G-TZAR Malibu	1012	1118	EC-ECR Boeing 737		1035	1143

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		
28.G-BCDN Friendship (DIV)	1446	1530	G-BMLC Short 360	1536 1614
XV222 Hercules	1631	1640	G-BGYJ Boeing 737	n/s 1848 0735(29)
G-BMLC Short 360	1855	1928	00-DTJ Brasilia	1919 1948
29.XR501 Wessex	1012	1100	G-HIEL Robinson R-22	1228 1243
G-BGPJ Warrior II	1315	1404	G-BKHE Boeing 737	n/s 2112 0734(30)
30.G-BKHE Boeing 737	1422	1532	G-BNEH HS.125 800B	1438 1658
00-DTF Brasilia	1849	1923	G-BKHE Boeing 737	n/s 2025 0839(31)
31.40082 C-21A	0737	0810	G-BMHX Short 360	0759 0836
G-HIEL Robinson R-22	1307	1333	G-BKHE Boeing 737	n/s 1431
G-BMAR Short 360	1541	1618		

FROM:-

3.OY-BEB/Copenhagen; 5.F-EXPY/La Roche Sur Yon, SE-IXA/Norkoping, EI-BEB/Zurich, OO-DJD/Brussels, PH-BDG/Amsterdam, EI-ASE/Dublin; 6.XT672/Manchester, OY-BEK/Copenhagen; 10.VR-CSH/Edinburgh; 11.VR-CSH/Denham, HB-AHY/Liege, HB-LPV/Luton; 12.N5684C/Blackbushe, F-GDHS/Cardiff; 14.D-ICTA/Cologne, OY-KID/Kastrup, PH-TVX/Amsterdam, OO-DJE/Brussels, EI-BEE/Dublin, HB-IPE/Zurich, 9H-ABC f/t Luqa; 15.OO-DJE/Brussels, EI-BEB/Amsterdam, EI-BEC/Dublin, EC-531/Malaga; 16.D-ICTA/Gothenburg, HZ-AFN f/t Jeddah; 18.N817LX/Denham; 19.EI-ANE/Dublin, EI-ANH/Hannover; 20.OY-BEC/Gatwick; 21.OO-TIK/Brussels; 22.ZD951/Gutersloh; 28.PH-ABD/Amsterdam, PH-GYN/Rotterdam, XV222/Akrotiri-Lyneham; 29.XR501/Valley; 31.40082/Echterdingen.

OVERSHOOTS:-

3.XX495 Jetstream, XX500 Jetstream; 4.XV190/ASCOT773 Hercules, XX538/TOF76 Bulldog, XX495 Jetstream; 5.XX482 Jetstream, XX500 Jetstream, XX519/TOF06 Bulldog; 6.XS736 HS125, XX491 Jetstream, XV204/ASCOT770 Hercules, XV300/ASCOT752 Hercules; 7.XX491/FYY67 Jetstream, XX496/FYY81 Jetstream; 10.XX493/FYY80 Jetstream, XX496/FYY74 Jetstream, XX499/FYY80 Jetstream, XX500/FYY78 Jetstream, XW429/FYY19 Jet Provost; 11.XS737/FYY37 HS125; 12.XX491 Jetstream; 20.XZ347/Army538 Gazelle.

LEEDS/BRADFORD AIRLINE NEWS - DECEMBER 1990INBOUND DIVERSIONS

04	BAW608L	GLA	MAN	G-AVMI	BALL	MAN	BAW5608P
04	BAW283N	BFS	MAN	G-BTPH	BATP	HAI	BAW5608
04	BAW5147	FRA	MAN	G-BGKE	BALL	MAN	BAW5147P
04	BAW5031	AMS	MAN	G-BGKF	BALL	MAN	BAW5031W/05
04	BAW5043	MAD	MAN	G-AVMV	BALL	MAN	BAW-MV/05
05	SAB617	BRU	MAN	OO-DJD	BA46	BRU	SAB618
05	LOG560	EDI	MAN	G-OLCC	BATP	EDI	LOG563A
05	GIL710	NCL	MAN	G-BIFH	SH33	NCL	GIL711
05	EIN661	ZRH	MAN	EI-BEB	B737	DUB	EIN661
05	DAN172	LGW	MAN	G-WGEL	B737	LGW	DAN173
05	DAN813	AMS	MAN	G-BTNU	BA46	GOT	DAN764
05	KLM153	AMS	MAN	PH-BDG	B73S	AMS	KLM154
05	EIN622	DUB	MAN	EI-ASE	B737	CPH	EIN622
05	DAN133	ABZ	MAN	G-BKMN	BA46	LGW	DAN133
05	LOG562	EDI	MAN	G-OLCD	BATP	MAN	LOG565P
05	BAW5025	AMS	MAN	G-AVMX	BALL	JER	BAW5266
05	EIN218	DUB	MAN	EI-BEC	B737	DUB	EIN219
14	LOG256	BHD	MAN	G-OLCB	BA46	BHD	LOG257A
14	SAS541	CPH	MAN	OY-KID	DC9	CPH	SAS542
14	KLM157	AMS	MAN	PH-TVX	B737	AMS	KLM158
14	AAW302	DND	MAN	G-BGYT	EL10	ABZ	AAW100P
14	DAN178	LGW	MAN	G-WGEL	B737	LGW	DAN179
14	BAW739L	GLA	MAN	G-BTPG	BATP	BFS	BAW5294

LEEDS/BRADFORD AIRLINE NEWS (Contd.)INBOUND DIVERSIONS

14	SAB615	BRU	MAN	OO-DJE	BA46	BRU	SAB616
14	LOG566	EDI	MAN	G-OLCC	BATP	EDI	LOG569A
14	AAW805	ABZ	EMA	G-BMPA	GL59	ABZ	AAW806P
14	BAL435B	TFS	MAN	G-BJCT	B737	ALC	BAL159A/15
14	BAL935B	DUS	LGW	G-BAZH	B737	ALC	BAL408A/15
14	BAW2K	LHR	MAN	G-AVMS	BALL	LHR	BAW4525P
14	MX329	IOM	MAN	G-OJET	BA46	IOM	MX330
14	BAW789B	ABZ	MAN	G-HDBB	HS74	GLA	BAW8974P
14	EIN356	DUB	EMA	EI-BEL	SH36	DUB	EIN357
14	BAL711B	TFS	MAN	G-BNRT	B73S	LGW	BAL-RT/15
14	BAW291N	BFS	MAN	G-BTPC	BATP	EDI	BAW-PC/15
14	BAW135F	DUS	MAN	G-BGKG	BALL	MAN	BAW-KG/16
14	BAW741L	GLA	MAN	G-BTPF	BATP	GLA	BAW742S
14	BAW5153	FRA	MAN	G-BGKF	BALL	FRA	BAW5152/15
14	EIN218	DUB	MAN	EI-BEE	B737	DUB	EIN219
14	BMA996	SOU	EMA	G-BMYL	BATP	EMA	BMA9664/15
14	BEA805	CPH	BHX	G-AVGP	BALL	BHX	BEA805P/15
14	BAW5779	ABZ	MAN	G-BCOF	HS74	GLA	BAW8975P
14	UKL8594	ACE	MAN	G-UKLC	B734	TFS	UKL8611/15
14	LOG568	EDI	MAN	G-OLCD	BATP	BHD	LOG251A/15
14	DAN186	LGW	MAN	G-BEKA	BALL	LGW	DAN171/15
14	BAW5031	AMS	MAN	G-AVMR	BALL	MUC	BAW5138/15
14	SWR842	ZRH	MAN	HB-IPE	EA31	MAN	SWR5842/15
14	SAY005	STN	MAN	G-BMMR	DO28	STN	SAY006
14	BAW5009	CDG	MAN	G-AVMT	BALL	MAN	BAW-MT/16
14	AMC557	MLA	MAN	9H-ABC	B737	MLA	AMC551/15
14	BAW5043	MAD	MAN	G-AVMZ	BALL	GVA	BAW5084/15
14	BAW5087	GVA	MAN	G-AVMP	BALL	MAN	BAW5087P/15
14	LOG258	BHD	MAN	G-OLCB	BA46	MAN	LOG-CB/15
15	SAB617	BRU	MAN	OO-DJE	BA46	BRU	SAB618R
15	EIN613	AMS	MAN	EI-BEB	B737	DUB	EIN613
15	EIN622	DUB	MAN	EI-BEC	B737	CPH	EIN622
15	BAW5129	DUS	MAN	G-BGKE	BALL	MAN	BAW-KE
15	BAW5025	AMS	MAN	G-AVMH	BALL	CDG	BAW5006
15	AAN216	AGP	MAN	EC-531	MD83	MAN	AAN217
15	UKA905	AMS	HUY	G-BLGW	FK27	MME	UKA905
19	BAW5129	DUS	MAN	G-BGKG	BALL	MAN	BAW5129W
19	DAN134	LGW	MAN	G-WGEL	B737	ABZ	DAN134
19	EIN676	DUB	MAN	EI-ANE	BALL	LIN	EIN676
19	BAW107K	CPH	MAN	G-AVMK	BALL	CDG	BAW5006
19	BAW5147	FRA	MAN	G-AVMH	BALL	MAN	BAW5147
19	EIN681	HAN	DUB	EI-ANH	BALL	DUB	EIN681
27	BEA500	BHX	NCL	G-BPFS	SH36	BHX	BEA501P/30
28	UKA669	ABZ	MME	G-BCDN	FK27	NWI	UKA669

All the diversions were due to fog, with the 14th being the busiest diversion day to date at Leeds Bradford. The Swissair Airbus A310 HB-IPE on the 14th SWR842 was a first visit of airline and aircraft. Foreign first visitors were Sabena BAel46s OO-DJD 05th SAB617 and OO-DJE 14th SAB615, KLM Boeing 737-300 PH-BDG 05th KLM153 and Boeing 737-200 PH-TVX 14th KLM157, SAS DC-9 OY-KID 14th SAS541, and Oasis MD-83 EC-531 15th AAN216. Domestic first visitors were British Airways ATP G-BTPH 04th BAW283N, Manx BAel46 G-OJET 14th MX329, and Birmingham European One-Eleven G-AVGP 14th BEA805 which has visited previously with other airlines.

LBA MOVEMENTS REVIEW - DECEMBER 1990

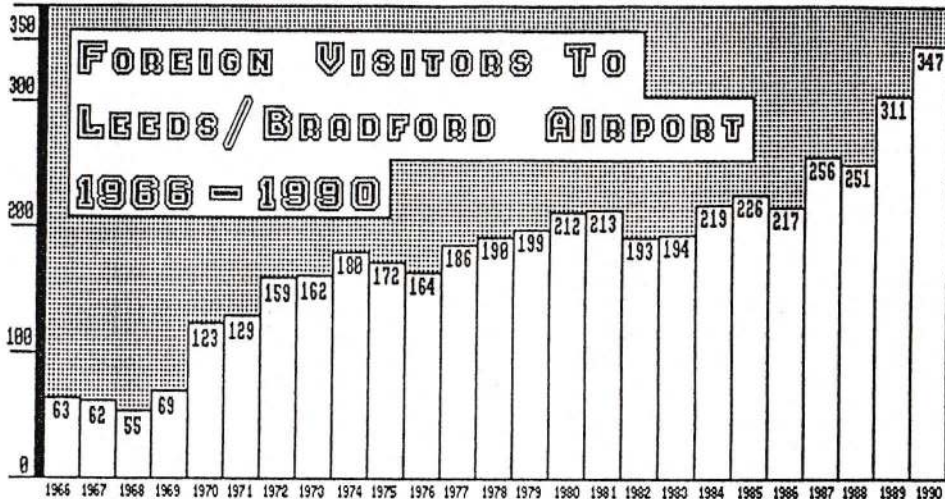
Dominating the movements this month are the weather diversions from Manchester on the 4th, 5th, 14th and 15th. The 14th was especially busy with the last arrival just before midnight and the last departure, the Air Malta 737, just after one in the morning. The diversions also helped swell the foreign visitors for 1990 to a record total of 347. On the 3rd we had Beech C90 OY-BEB on its first visit. The 5th brought three Aer Lingus Boeing 737s, EI-BEB was "Shamrock661", EI-ASE was "Shamrock622" and EI-BEC was "Shamrock5218-9", also diverting in were the Sabena Bae 146 OO-DJD "Sabena617-8", KLM Boeing 737 PH-BDG "KLM153" and Beech 200 SE-IXA whilst Beech C90 F-BXPY was a genuine visitor. Another Beech C90 was OY-BEK on the 6th. United Biscuits Beech 350 VR-CSH visited on the 10th and 11th. Charter flights on the 11th were SAAB 340 HB-AHY as "Exel440" and the Cheyenne HB-LPV. On the 12th MU2B F-GDHS belongs to Chantillione A/S and the Baron N5684C used the callsign "Hanson 11". Back to diversions on the 14th with two more from Aer Lingus, Boeing 737 EI-BEE "Shamrock218-9" and Short 360 EI-BEL "Shamrock356", plus another Sabena Bae146 OO-DJE "Sabena615" and KLM Boeing 737 PH-TVX "KLM157", DC9 OY-KID "Scandinavian541" (ex.SE-DBP), Boeing 737 9H-ABC "Air Malta 550" and the star of the evening Swissair Airbus HB-IPE "Swissair642" which night stopped in the loop at the end of runway 32. One on the 14th which was not a diversion was Citation II D-ICTA and this returned on the 16th. The 15th saw the return of the Aer Lingus 737s EI-BEB "Shamrock613" and EI-BEC "Shamrock622" along with the Sabena 146 OO-DJE "Sabena617-618R" and the Oasis DC9 EO-531 "Oasis216". Star of the month must be the Saudi Royal Flight Gulf III HZ-AFN which arrived on the 16th from Jeddah to collect a passenger who was staying locally and departed the following day back to Jeddah. The Warrior N817LX on the 18th is a UK based one. More Aer Lingus diversions on the 19th, this time BAC 1-11's EI-ANE "Shamrock676" and EI-ANH "Shamrock681". OY-BEO on the 20th was a Rockwell 690A. Cessna F406 OO-TIK on the 21st was on a charter for Air Exel as "Exel443". Aer Lingus used BAC 1-11 EI-ANG on the tea-time schedule on the 22nd. Strange callsigns on the 28th when the Tulip Air Navajo's did charter flights, PH-ABD as "Tulip one" and PH-GYN as "Tulip two". Not much on the military side to finish off the year. The Wessex XT672 on the 6th was "SYS72". On the 22nd Tri-star ZD951 was using the call sign "Ascot3821". Hercules XV222 brought in someone on compassionate leave when it arrived from Cyprus as "Ascot5355" on the 28th and winding up the year on the 31st was the C-21 40082 callsign "Clue28". Northern Helicopters have been using two new aircraft out of the LBA this month, Robinson R-22 G-RUSO arrived on the 1st and Hughes 369 G-LIBS arrived on the 13th. Their Robinson R-22 is now wearing the titles of Heli-Aire and seems to be operating out of Wyke quite a bit. Cessna 421 G-BOYG which has been in Northair/Capital/Knightair for some considerable time with a duff engine has now been repaired and sold to Northern Executive Aviation at Manchester to where it departed on the 27th. Cessna 414 OY-CGC which has been stood outside for over a year has now moved into Knightair so it may be due to go soon. On the 27th Birmingham European's Short 360 G-BPFS diverted in on one engine and after repairs at Knightair it left on the 30th as "Birmex501P".

Manchester Diversions - 19/12/90:- The six diversions were as a result of fog at Manchester, though Barton was open and so was Liverpool. Liverpool became so crowded that these six opted to land at Leeds. There could have been more diversions, since Speedbirds 5003 and 285N, and Gib Air 380 Boeing 737 all called for weather conditions, with the intent to divert if they could not land at Liverpool or Manchester.

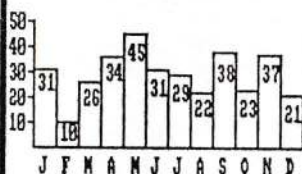
"Birm Ex 500" Diversion - 27/12/90:- This was an emergency diversion, with the Shorts 360 G-BPFS arriving on runway 28 with the port engine shut down and a total of seven passengers and three crew on board. G-BPFS went to the Knightair hangar on 28/12/90 for suitable repairs. After carrying out engine runs outside Knightair on 30/12/90, G-BPFS departed the same day as "BirmEx 501P" to Birmingham.

LBA Foreign visitors 1990

FOREIGN VISITORS TO LEEDS/BRADFORD AIRPORT 1966 - 1990



Foreign Visitors 1990 by month



1989 was a record year for foreign registered civil aircraft at the Leeds and Bradford Airport. It was thought to be a record which was going to last for some time. However 1990 has proved to be an even better year with a new record total of no less than 347 different foreign registrations recorded.

The above chart shows the steady increase in foreigners handled by the LBA over the last 25 years, just about the same length of time that runway 32 (ex 33) has been in use.

The chart at left gives a break-down of the 1990 total by month. The peak in May represents the start of the summer L/T flights and September's peak was accounted for by the annual carpet fair held in Harrogate. What happened in November I don't know.

Foreign visitors 1990 breakdown by country

Country	Total	Country	Total	Country	Total	Country	Total
M (U.S.A.)	60	LZ- (Bulgaria)	17	SE- (Sweden)	11	VR-B (Bermuda)	3
F- (France)	48	YU- (Yugoslavia)	17	OE- (Austria)	6	MZ- (Saudi)	1
EI- (Eire)	29	EC- (Spain)	15	9H- (Malta)	6	LX- (Luxembourg)	1
D- (Germany)	27	HB- (Swiss)	14	LN- (Norway)	5	OH- (Finland)	1
OO- (Belgium)	26	I- (Italy)	14	SB- (Cyprus)	4	VR-C (Cayman)	1
PH- (Holland)	24	OY- (Denmark)	14	C- (Canada)	3		

FOREIGN VISITORS TO LEEDS/BRADFORD 1990

C-FNBC	Boeing 757 28A	24260	EI-BEL	Short 360	SH.3689
C-GAMB	Boeing 757 28A	24367	EI-BHL	Beech E90	LW-321
C-GMXL	Douglas DC-8 61	45981	EI-BIJ	Aeronca 15AC	15AC-226
D-ALLM	Douglas DC-9 83	49856	EI-BKD	Mooney M20J	24-0950
D-CCFV	Mitsubishi MU300	A-051	EI-BPD	Short 360	SH.3656
D-CLAN	Lear Jet 35A	397	EI-BSP	Short 360	SH.3689
D-COME	Falcon 10	67	EI-BSS	Rombac 1-11 561	402
D-EAOS	Beech F33A	CE-951	EI-BUN	Beech 76	ME-371
D-EBDL	PA-46 310P Malibu	46-8608018	EI-BVG	BAC 1-11 525FT	255
D-ECVM	Cessna 182P	61631	EI-BVH	BAC 1-11 525FT	256
D-EELW	Beech E33A	CE-1180	EI-BVI	Rombac 1-11 561RC	407
D-EGGE	Cessna T210R	64997	EI-BVM	Short 360	SH.3695
D-EHJF	SOCATA TB-20	750	EI-BYN	Cessna 550	171
D-EJYF	Jodel D11A	AB.5	EI-BYO	ATR.42 300	161
D-GBTF	Beech 76	ME-341	EI-BYU	Short 360	SH.3632
D-GJFN	PA-34 220T Seneca	34-8133061	EI-CAS	Rombac 1-11 561RC	406
D-IAAC	Cessna 441	0073	EI-FKA	Fokker 50	20118
D-IAAZ	Cessna 404	0416	EI-FKB	Fokker 50	20119
D-IAFL	Cessna 414A	0256	EI-FKC	Fokker 50	20177
D-IBAH	Beech 200	BB-334	EI-FKD	Fokker 50	20181
D-IGTA	Cessna 551	0051	F-BIHY	Falcon 20	141
D-IEFB	Beech 200	BB-897	F-BICR	Beech 95B55	TC-1351
D-IFHZ	PA-31T Cheyenne	31T-1104016	F-BTME	Beech 99	U-79
D-IHEB	Beech 200	BB-75	F-BTMK	Beech 99A	U-130
D-IMEK	Cessna 421C	1028	F-BVEZ	Beech C90	LJ-628
D-IMOS	Cessna 404	0079	F-BUUB	PA-31-350 Navajo	31-7305099
D-IOSA	PA-42-720 Cheyenne	42-5501041	F-BVPG	SN.601 Corvette	25
D-IOSB	PA-42-720 Cheyenne	42-5501042	F-BXPT	Lear Jet 23	014
D-IOSE	PA-42-720 Cheyenne	42-5501050	F-BXPY	Beech C90	LJ-684
D-IOWA	PA-31T2 Cheyenne	31T-8120003	F-BGBO	PA-34 220T Seneca	34-8070026
EC-EBZ	Boeing 737 3S3	23712	F-BGLB	Beech 200	BB-401
EC-ECR	Boeing 737 3Y0	23749	F-GCJS	Mitsubishi MU2P	40-406SA
EC-ECS	Boeing 737 3Y0	23707	F-GCQL	Cessna 414A	0470
EC-EDM	Boeing 737 3Q8	22338	F-GDCP	Lear Jet 35A	071
EC-EGQ	Boeing 737 3Q8	23506	F-GDHS	Mitsubishi MU2B 60	60-1532SA
EC-EHA	Boeing 737 3L9	23331	F-GDHV	Mitsubishi MU2B 60	60-779SA
EC-EHY	Boeing 757 236	24119	F-GDLE	Beech 200	BB-230
EC-EMI	Boeing 737 4Y0	23979	F-GEFV	Beech A100	B-202
EC-EMY	Boeing 737 4Y0	23981	F-GELL	Beech E90	LW-88
EC-EPA	BAe 146 200QT	E.2089	F-GETJ	Beech E90	LW-296
EC-EQK	Cessna 650	0119	F-GEXZ	Fairchild F27J	74
EC-EST	Boeing 737 3L9	23332	F-GFEF	Gulfstream 1	122
EC-EXY	Boeing 737 4Y0	24689	F-GFFP	Falcon 10	160
EC-429	Boeing 737 353	23713	F-GFGA	Cessna P210N	0279
EC-531	Douglas DC-9 83	49620	F-GFYL	Boeing 737 2A9C	20205
EI-ANE	BAC 1-11 208AL	049	F-GGAK	Beech 200	BB-325
EI-ANG	BAC 1-11 208AL	051	F-GGJM	Robin R3000/120	131
EI-ANH	BAC 1-11 208AL	052	F-GGPF	Cessna 421B	0125
EI-ASE	Boeing 737 248C	20220	F-GGPR	Beech 200	BB-438
EI-BDY	Boeing 737 2EL	21112	F-GGRV	PA-31T2 Cheyenne	31T-7720036
EI-BEB	Boeing 737 248	21714	F-GHAE	Lear Jet 35A	413
EI-BEC	Boeing 737 248	21725	F-GHDX	Falcon 10	140
EI-BEE	Boeing 737 281	20413	F-GHFM	Beech 200	BB-213
EI-BEK	Short 360	SH.3635	F-GHFO	Falcon 10	33

FOREIGN VISITORS TO LEEDS/BRADFORD 1990 (Contd.)

F-GHLC	Beech 200	BB-737	LZ-BTJ	Tupolev TU154B1	270
F-GHOA	Beech 200	BB-121	LZ-BTK	Tupolev TU154B	144
F-GHSK	Falcon 100	218	LZ-BTL	Tupolev TU154B	208
F-GIMP	Rockwell 690B	11554	LZ-BTM	Tupolev TU154B	209
F-GJCD	Beech 300	FA-7	LZ-BTO	Tupolev TU154B1	258
F-GJDL	Boeing 737 210C	20440	LZ-BTP	Tupolev TU154B1	278
F-GJLI	Beech 200	BB-558	LZ-BTR	Tupolev TU154B2	320
F-GJSM	Mooney M20M	27-0025	LZ-BTS	Tupolev TU154B2	422
F-GKCV	Beech 200	BB-251	LZ-BIT	Tupolev TU154B2	483
F-GKBZ	Falcon 50	185	LZ-BTU	Tupolev TU154B2	484
F-GPAK	Gulfstream IV	1061	LZ-BTV	Tupolev TU154B2	569
F-GPFM	Mooney M20L	26-0031	LZ-BTW	Tupolev TU154M	707
F-GPLT	Cessna F550	033	N3PC	IAI 1125 Astra	037
F-GTNU	Bae 146 200QT	E-2112	N16NK	Gulfstream IIB	156
HB-AHY	SAAB SF,340B	171	N19TP	Cessna 310R	1585
HB-AHZ	SAAB SF,340B	163	N42CE	Cessna 414A	0634
HB-IAE	Falcon 50	150	N57BC	Cessna 550	0478
HB-IAF	Falcon 900	30	N60FC	Canadair CL601	5062
HB-IPE	Airbus A310 221	162	N62WL	HS.125 700A	257125
HB-ITW	Gulfstream IIB	192	N73FS	Boeing 737 205	21765
HB-LPV	PA-42 Cheyenne 3A	42-8301002	N74PA	Cessna 340	217
HB-PLM	PA-28 161	2816061	N78GA	Cessna 551	132
HB-VBM	Falcon 20C	136	N86CE	Gulfstream II	109
HB-VFB	Lear Jet 35A	145	N109JD	Agusta A109A	7357
HB-VGS	Cessna 550	183	N125EC	HS.125 400F	25232
HB-VJI	Lear Jet 31	31-011	N127GP	PA-31T2 Cheyenne	31T-8166005
HB-VJW	Falcon 20D-5	175	N161WT	Falcon 20F	478
HB-YCM	Rutan VariEz	2202V	N200VC	Cessna 310R	0138
HZ-AFN	Gulfstream III	364	N206WJ	Beech A36TC	EA-206
I-ADAG	Falcon 50	131	N216FP	Falcon 900	65
I-ALPT	Lear Jet 35A	198	N221CM	Gulfstream III	343
I-CAFB	Falcon 50	138	N227GL	Canadair CL600S	1059
I-CGTO	PA-42 Cheyenne 3	42-8001044	N300RV	Beech 90	LJ-376
I-CIPA	Cessna 501	166	N380TT	Gulfstream III	437
I-DEAF	Cessna 550	255	N400J	Gulfstream III	493
I-EDIX	Falcon 50	132	N506DM	PA-34 Seneca	34-7250348
I-FLYA	Cessna 501	099	N509T	Gulfstream II	244
I-FLYG	Lear Jet 35A	593	N510T	Gulfstream II	248
I-FLYK	Falcon 20E	241	N678RW	Gulfstream IV	1017
I-KUSS	Lear Jet 35A	237	N679CC	Cessna 650	0179
I-LUBE	Falcon 10	7	N697MC	Cessna 650	0097
I-SAFR	Falcon 50	29	N702KH	Cessna 551	0304
I-SAMI	Beech 400	RJ-35	N735CX	Cessna 182Q	65329
LN-AKB	Fokker F-27 200	10673	N803JW	IAI 1125 Astra	038
LN-BRI	Boeing 737 405	24644	N890FS	Boeing 737 205	23467
LN-NPM	Fokker F-27 100	10287	N900SJ	Falcon 900	19
LN-PAJ	Beech 100	B-85	N917J	Jetstar 731	5082
LN-SUE	Fokker F-27 100	10245	N1556W	Beechjet 400	RJ-56
LX-ETB	Cessna 441	0362	N1565B	Beechjet 400	RJ-65
LZ-BTC	Tupolev TU154B	036	N2929W	PA-28 151 Archer	28-7415457
LZ-BTD	Tupolev TU154B	058	N3036A	PA-34 220 Seneca	34-7970003
LZ-BTE	Tupolev TU154B	073	N3715B	Beech 95-58	TH-1200
LZ-BTF	Tupolev TU154B	077	N4006G	Cessna 421C	0424
LZ-BTG	Tupolev TU154B	095	N4212A	PA-32RT 300	32R-7885198

FOREIGN VISITORS TO LEEDS/BRADFORD 1990 (Contd.)

N4308G	Cessna 340A	0959	OY-BEO	Rockwell 690A	11259
N4361K	PA-32R 301T	32R-8429015	OY-BEM	Cessna 421B	878
N4756K	Cessna P210N	0287	OY-BTP	PA-31 350 Navajo	31-7652175
N5684C	Beech 58	TH-1591	OY-CCA	Beech 100	B-215
N6829R	Cessna 340A	1236	OY-CEV	Cessna 500	329
N8171X	PA-28 161	28-8016283	OY-CFI	PA-34 220T Seneca	34-8333088
N9146N	Cessna 401B	0010	OY-CPK	Cessna 500	267
N9168Q	PA-46 Malibu	4622052	OY-CRG	BAe 146 200A	E.2075
N10657	Cessna FL72H	657	OY-KID	Douglas DC-9 21	47360
N15627	Beech C90A	LJ-1222	OY-SRZ	Fokker F-27 600	10508
N20736	Cessna T303	0005	OY-SUL	Cessna 421C	0853
N26634	PA-24 Comanche	24-3551	PH-ABD	PA-31 350 Navajo	31-7305048
N50602	Cessna 500	083	PH-AHK	Boeing 757 23A	24291
N56872	Beech 350	FL-17	PH-BDG	Boeing 737 206	23542
N59756	PA-31 325 Navajo	31-7612013	PH-CTC	Cessna 500	098
N88600	Cessna 421C	0603	PH-CFE	Cessna 500	167
N91053	Cessna 340A	1039	PH-GYN	PA-31 350 Navajo	31-7305119
N91785	PA-46 350P Malibu	4622065	PH-HLM	PA-34 200T Seneca	34-7770393
OE-FDW	Cessna 414A	0210	PH-ILD	Falcon 50	23
OE-FHF	PA-42 Cheyenne III	42-8001011	PH-ILR	Falcon 50	15
OE-GLS	Cessna 550	270	PH-JBJ	PA-34 220T Seneca	3433157
OE-GSC	Falcon 10	122	PH-MBX	Cessna 550	166
OE-ILS	Falcon 900	58	PH-MDX	Cessna 550	634
OE-LDG	Douglas DC-9 32	47484	PH-MJB	PA-28R 201	28R-7837227
OH-LYN	Douglas DC-9 51	47694	PH-PNA	Partenavia P68B	38
OO-BVC	Cessna T210M	61914/0006	PH-PRM	PA-44 180 Seminole	44-7995279
OO-CJA	Beech A36	E.926	PH-RVG	PA-28 181 Archer	28-8390024
OO-CVL	Mitsubishi MU2L	60-1528SA	PH-RWM	Rockwell 112TC/A	13150
OO-DJB	BAe 146 200	E.2069	PH-SAV	PA-31 350 Navajo	31-7652056
OO-DJC	BAe 146 200	E.2077	PH-TGH	Cessna 172P	75457
OO-DJE	BAe 146 200	E.2164	PH-TVB	PA-31 300	31-408
OO-DTF	Emb 120RT Brasilia	082	PH-TVX	Boeing 737 2T5	22023
OO-DTG	Emb 120RT Brasilia	087	PH-VDC	Cessna T210M	62368
OO-DTH	Emb 120RT Brasilia	104	PH-VMC	Cessna 425	169
OO-DTI	Emb 120RT Brasilia	121	PH-ZCM	Fokker 100	11277
OO-DTJ	Emb 120RT Brasilia	123	SE-DEG	Cessna 500	276
OO-DTK	Emb 120RT Brasilia	149	SE-DEY	Cessna 500	370
OO-DTL	Emb 120RT Brasilia	176	SE-DLB	Falcon 10	183
OO-GHM	PA-34 220T Seneca	34-8133021	SE-FHO	PA-28 180E	28-5614
OO-IBS	Sabreliner 60A	306-5	SE-GDI	PA-31 350 Navajo	31-7405156
OO-KLC	Aerostar 601P	61P-0505-209	SE-HFI	Bell 206B JetRanger	3955
OO-LFA	Lear Jet 24D	248	SE-IDM	PA-31T2 Cheyenne	31T-8020059
OO-LFL	Cessna 441	184	SE-ILL	PA-31-350 Navajo	31-7305117
OO-LTE	Boeing 737 3M8	24377	SE-IVA	Mitsubishi MU2B-36	666
OO-PGZ	Beech A36	E-1143	SE-IXA	Beech 200	BB-1175
OO-SVD	Cessna 402B	1037	SE-KIS	PA-28 181	2890122
OO-TIK	Cessna F406	0003	VR-BLK	Rockwell 840	11672
OO-VGC	SA226AT Merlin 4	AT-066	VR-BLP	HS.125 800A	258139
OO-VPC	Cessna 182P	0019/63928	VR-BMB	HS.125 600	25240
OO-VTA	PA-34 220T Seneca	34-8133049	VR-CSH	Beech 350	
OO-WAT	Rockwell 690A	11125	YU-AHN	Douglas DC-9 32	47470
OY-BDS	Falcon 20C	180	YU-AHU	Douglas DC-9 32	47532
OY-BEB	Beech C90	LJ-971	YU-AHV	Douglas DC-9 32	47460
OY-BEK	Beech C90	LJ-937	YU-AJH	Douglas DC-9 32	47562

FOREIGN VISITORS TO LEEDS/BRADFORD (Contd.)

YU-AJI	Douglas DC-9	32	47563	YU-AOG	Boeing 737	2K5	22601
YU-AJJ	Douglas DC-9	32	47567	5B-DAQ	Airbus A310	203	300
YU-AJK	Douglas DC-9	32	47568	5B-DAR	Airbus A310	203	309
YU-AJM	Douglas DC-9	32	47582	5B-DAS	Airbus A310	203	352
YU-AJZ	Douglas DC-9	81	48046	5B-DAX	Airbus A310	204	486
YU-ANB	Douglas DC-9	82	48048	9H-ABA	Boeing 737	2Y5	23038
YU-ANC	Douglas DC-9	82	48087	9H-ABB	Boeing 737	2Y5	23039
YU-ANG	Douglas DC-9	82	49379	9H-ABC	Boeing 737	2Y5	23040
YU-ANO	Douglas DC-9	82	49440	9H-ABE	Boeing 737	2Y5	23847
YU-ANP	Boeing 737	2K3	24139	9H-ABF	Boeing 737	2Y5	23848
YU-ANU	Boeing 737	2K3	24139	9H-ABG	Boeing 737	2Y5	24031
YU-AOF	Boeing 737	2K5	22596				

HELICOPTER ACTIVITY

1/12.G-BOSY R-22B	Shelf F/T Oxenhope
G-WYPA Bo.105	Halifax F Carr Gate
2/12.G-ROUT R-22B	Sherburn T Bury
G-SHUU Enstrom	Brighton F Crosland Moor
G-HIEL R-22B	Ilkley F/T LBA
4/12.G-GMPA T.Squirrel	Oxenhope T/F Liverpool
5/12.G-BOSY R-22B	Bingley F Shelf
6/12.G-HIEL R-22B	Brough F LBA
9/12.G-BOXX R-22B	Doncaster T LBA
10/12G-JLCY A.109	Gamston T Sellafield
G-OJCB Jetranger	Scarcroft F Wakefield T Doncaster
11/12G-BCWM Jetranger	Garforth T LBA
G-OJCB Jetranger	Doncaster-Ilkley-Grassington
G-LINC Hughes	Normanton F Blackpool T LBA
G-RIFA Gazelle	Weetwood F Carr Gate
13/12G-RUSO R-22B	Brough T LBA
19/12G-BOSY R-22B	Oxenhope F/T Shelf
G-HIEL R-22B	Pannal F/T LBA
G-BOSY R-22B	Shelf T/F Blackpool
22/12G-HIEL R-22B	Sherburn F/T LBA
G-WYPA Bo.105	Cookridge F/T Carr Gate
23/12G-IEPF R-22B	Darley-Father Christmas Flight
G-BOSY R-22B	Hartshead Moor T LBA T Wyke
G-WYPA Bo.105	Carr Gate T/F Manchester Airport
24/12G-WYPA Bo.105	Leeds City Centre F/T Carr Gate
G-ISEB A.109	Scarborough F Knutsford
G-STEP Schweizer 269	Rawdon F/T Skipton
G-SHUU Enstrom	Marsden F LBA
28/12G-HIEL R-22B	Leyburn F/T Farsley
29/12G-STEP Schweizer	Rawdon-local flights (and 30th)
G-BPPC R-22B	Oxenhope T Blackpool
30/12G-BAML Jetranger	Halwick (Nr.Middleton-in-Teesdale) F Melton Lodge.

OUT & ABOUT

Gatwick - 25/10/90:- A6-EKD A.300 (Emirates), F-GHQE A.320 (Air Inter), D-BCRN ATR.42 (R.F.G.), B-2442 B.747-SP (CAAG), VR-HOR B.747/400 (Cathay Pacific), G-FCAU/FOCA B.767 (Canadian), S7-AAS B.767 (Air Seychelles), F-GGAV Do.228 (Air Vendee), F-OGQA FK 100 (Hamburg A/L), N514MD MD-11 (Full Delta livery on demo flight from Seoul), F-GHMK SAAB SF340 (Brit Air).

Carnaby (Nr.Bridlington)- 18/12/90:- G-BNRZ Robinson R-22B

19/12/90:- G-BDJC Wittman Tailwind

Newcastle - 27/12/90:- F-GDFD F-28 (Air France), OO-DTI Brasilia (Sabena), G-BIKB/Y B.757s (BA), G-BIFH/BIOE/OGIL SD.3-30s (Gill Air).

MALTA EXPERIENCE

It was Tuesday, December 4th 1990, and promptly at 11.15am Air Malta Boeing 737-200 taxied to the holding point. After a brief wait for an incoming plane to land, 9H-ABE was airborne. The Rawdon to Pool Bank road slipped by beneath us. Then Yeadon and Eldwick followed, with a superb view of Baildon Moors to the left. The crew were the friendliest I had ever flown with; and my request for a visit to the flight deck was immediately granted. The First Officer was flying the aircraft. Although he was wearing earphones I was surprised to find that a loudspeaker was also in use. And to my delight, as I stood there bewildered by the many switches, dials and a small computer screen, Italian Air Traffic Control called us up. Even when we reached Luqa Airport in Malta, the excitement wasn't over. For standing on the apron was Aeroflot CCCP 86477; the first I had ever seen. Next to it was a plane belonging to an operator I hadn't heard of. This was Sterling. It was registered OY-SBN. Also standing on the apron was Air Malta's 9H-ABA. On the following Saturday afternoon I returned to Luqa with my notebook ready. Air Malta 9H-ABF was soon joined by that operator's Airbus, 9H-ABP, after which N55DG took off. This was a private Jet. Next to land was Air Europe's G-BRKF, bringing a load of holiday-makers to the Island. Then a Tupolev D-AOBP roared skywards, still in its Interflug colours; and I presume that the days of this livery are limited now that the DDR has ceased to exist. Whilst watching I fell into conversation with a German speaking lady and gentleman from Switzerland who told me that the waiting Swissair HB-INZ was getting ready to depart to Zurich. As I was Queuing for coffee an Alitalia came in. My wife logged it as I-RIZQ. I was grateful to her because, when I returned to the window, it had parked in a position from which the registration could not be seen. Then, when we were returning to the hotel, a helicopter flew low across the road with 9H-AAJ on its side. Luckily my son-in-law was driving, so I was able to grab my notebook and record this unexpected scoop. My final visit to Luqa was on December 11th when we reluctantly boarded Air Malta's 9H-ABE for the flight home. Then a few minutes later we lifted off, leaving five other Air Malts below.

Leslie Scheftsik.

BITS AND PIECES

Willy Howe and Hutton Cranswick Airstrips

Willy Howe is the correct name for Wold Newton, situated between the villages of Wold Newton and Burton Fleming, SW of Filey and Hunmanby and 8nm WNW of Bridlington (precise position 54 08'12" N, 00 22'54" W, at an elevation of 130ft). The grass strip (08/26) is 585x42 metres on the 345 radial from the Ottringham (OTR) VOR/DME.

Hutton Cranswick is between Hutton Cranswick and Watton, 4nm South of Driffield (precise position 53 56'55" N, 00 27'50" W, at an elevation of 107ft). At this location, the single grass strip (09/27) is 370 x 15 metres on the 325 radial from the Ottringham (OTR) VOR/DME.

Double Accident at Coal Aston - 24th July 1990

As reported in Volume 16 No 8 a Cessna 152 "bent" its nose-wheel landing at Coal Aston on the same day as the Lakenheath Tomahawk was written off there; the Cessna 152 is confirmed as being G-BGNT, inbound from Conington.

AIRWAYS - DECEMBER 1990

After missing a couple of months I hope that a regular pattern will re-emerge...

First off some Manchester news:-

It seems almost certain that Cubana will operate 17 or 18 flights into MAN this summer on a weekly basis. It would seem strange to think that either there are 2000 Northerners who want a package tour to Havana, or that there are 2000 Cubans who wish to have a summer holiday in Blackpool, however it is on the cards.

AIRWAYS - DECEMBER 1990 (Contd.)

Manchester news:-

The long running 'licence to the USA' saga is coming to a head. At the end of December licences were offered to TWA and USAir with other carriers being offered 7 days to object. Objections were received from Northwest, American and Delta who were the nominated reserve carrier. However with the TWA/United merger being in progress TWA (or United) were not interested and with the Gulf problem USAir are not as sure as they were so a final decision is expected towards the end of January. With the fuel shortage that may occur following events in the Gulf the Balkan fleet is reported to be going to be grounded from January 24th which will result in a lot of charters which will be worth looking out for. New for the summer will be three Finnair flights a week and a THY A310 service on a Sunday afternoon. Emirates will be changing their A310 to A300 in April still routing through Frankfurt on Wednesday and Friday, a nice one to see around lunchtime on those days. I have been able to decipher the Lufthansa flight numbers as follows:-

Time of day	Inbound	Outbound	From/To
Breakfast	DLH 1644	DLH 1651	Dusseldorf
Breakfast	DLH 1634	DLH 1673	Frankfurt
Tea Time	DLH 1662	DLH 1663	Frankfurt
Tea Time	DLH 1672	DLH 1653	Dusseldorf
Evening	DLH 1541(?)	DLH 1621	Cologne (Night stop)

The only fly in the ointment here is the inbound flight number of the evening flight which seems to be out of order with being odd???

The Munich flight has been dropped for the winter, this was DLH 1610 inbound, becoming DLH 1677 to return. The Sunday evening DLH 1672 is now an A320 and several of the mid week DLH 1662 flights have already produced B737-500.

On the Atlantic routes the new flights have been few but it has been nice to see AFR 015/035/053/055 as an A310 most flights, F-GEMN/MO noted. A310's also to be noted now on the following:- SWR 138, PAA 061 & PAA 107. UTA 507 is now AFR 007. Seen or heard in December:-

1. N551DP LJ25	POL 1335	260	MAR	
I-JESA C551	POL 1405	430	61/10	
VR-BKG F50	DCS 1730	330	MGT	to LTN
3. N400KC HS125	POL 1240	270	HON	
4. N53M G4	OTR 0908	390	WAL	
N11HJ ???	DCS 1255	370	MCT	to Hatfield
OY-GKL C650	OTR 1310	390	WAL	
8. VR-BLP BAe125	TMT 0830	390	MAR	
N555SR F10	POL 1111	350	MAR	
C-FROC G2	POL 1211	390	57/10	
N501TW LJ35	DCS 1348	370	MCT	to LHR
9. N717TR G3	DCS 0850	450	MCT	
12. N303XV B737?	DCS 1840	330	MCT	to STN
23. S9-TAE BAe111	WAL 1415	390	OTR	ex A6-RAK
N69FF G3	DCS 1510	370	MCT	to LTN
C-FWSC F900	POL 1630	350	59/10	
26. I-JESA C551	POL 1042	390	MAR	

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.

LBA in 1991:- A NEW YEAR'S RESOLUTION FOR THE FUTURE?

As a result of the numerous diversions to Leeds/Bradford Airport on 14th December 1990, and the resulting publicity, largely due to two aircraft departures after 23.30 on that day, it seems as though, once again, the operations, and even the existence of LBA are being questioned, if only by the Leeds and Bradford Association for the Control of Aircraft Noise. Perhaps, the time has come not to argue just about that sole incident, but to use it to highlight the importance of LBA and to make a case for its urgent future development. On 14th December 1990, LBA was one of only three major airports in England open; the others were Newcastle (which ran out of aviation fuel) and Luton, so LBA was Duty-bound to accept diverted flights in the interests of passenger and aircraft safety. Why that obligation should end at 01.00 on the following morning needs careful consideration. The airport should have been free to accept as many diversions as space for handling the aircraft and their passengers would permit. On all other occasions, LBA should try to accommodate traffic on a 24-hour basis, though perhaps with some of the noise restrictions in force at Manchester, such as limitation of jet airliners to the BAe 146 noise levels at night. LBA deserves to be a successful airport, despite various attempts to the contrary; it has an enormous catchment area for its users, it has several loyal airlines using it (though the loss of Capital in 1990 is to be bemoaned), and its potential for development is incredible. Yet, there seems to be a lack of will (political and otherwise) to make the most of an important travel facility in Yorkshire. With an upgrading of radar and ILS equipment to secondary surveillance (SSR) and category III levels, and with a little more parking and hangarage space, LBA could compete with the rest, as long as it is allowed flexibility in its hours of operation. If this does not occur, then competition from three or four relatively close airports is bound to have some effect. Humberside is in the process of extending its main runway to accept larger aircraft, Sheffield is building its own airport and there is once again talk of a second runway at Manchester. These, coupled with the planned expansion of Liverpool, must be not only noted, but acted upon. Should people in the Leeds, Bradford and Yorkshire areas, who wish to fly either on business or on holiday, be forced to use less convenient facilities, rather than those on their doorstep, which are excellent, and which could be made even better?

Our New Year's resolution must be to enhance the use and reputation of LBA, and to make it an airport worthy of the largest county in the country.

E.C.Griffiths.

IT WAS THIRTY YEARS AGO TODAY

Six Gloster Javelins heading north at 1611 hrs on 21st August.

That's how I started my first logbook. Thirty-three years later I'm still at it. In those days I didn't have binoculars or a radio; it was your genuine 'eyeball' technique. Recognition was the main objective - I didn't even bother to write down the reg/serial. Regular sightings were of Austers, Dakotas, Hunters, Javelins, Meteors, Lincolns, Varsitys, Ansons, Vulcans and Ambassadors. To add spice and excitement there was the occasional B-47, Balliol, Sea Hawk, Marathon, Beverley, KC-97, B-52, Prince and Comet. These were the sights in the skies over Tyneside. In 1961 I moved to Leeds and started logging in the West Riding area. So what was flying in this area thirty years ago?

A glance over the pages for early summer 1961 reveals that the common types were Dakotas, Austers, Hastings, Ansons, Herons, Valiants and Vulcans. A rare sight on 6th June was a Fairey Gannet flying north with one prop feathered (did it make it?). Later on the same day a Lincoln RA685 was seen heading south. The most frequent loggings were aircraft going in and out of Yeadon. The oft spotted Dakotas belonged mainly to BKS Air Transport (G-AIWD, G-AMSH, G-AMVC and G-APPO), however EI-AHG of Aer Lingus was noted on more than one occasion. A very common sight was Avro Anson G-APHV of BKS Air Surveys. The Heron G-AOGO of Morton Air Services was also a regular. My most frequent Doves were G-AOVY, Hepworth and Grandage, and G-APVX of Leyland Motors going in and out of Yeadon.

IT WAS THIRTY YEARS AGO TODAY (Contd.)

During the Spring I made several visits to RAF Church Fenton the home of 60 Main - tenance Unit. The attraction was the Swift FR.5's of No's 2 and 79 Squadrons. They had been withdrawn from service in the 2nd Tactical Air Force of the RAF in West Germany and were being scrapped by 60MU. Also based here were Leeds University Air Squadron and No.9 Air Experience Flight both equipped with Chipmunks. The Station Flight operated WV617 a Provost and VM338 an Anson C.19.

RAF Leeming was a very interesting and active airfield. Particularly for a Gloster Javelin fan like me. Many 'flying flat irons' were based here with the resident 228 Operational Conversion Unit. On most days you could rely on seeing twenty or so of the residents. In addition on several occasions in early 1961 there were other Javelin units temporarily based here. For example on 28th March I saw XA726 'E', XA728 'L' and XA729 'A' which were FAW.4's of 72 Squadron. Normally based at Leconfield they were deployed to Leeming while the runway was repaired at home. On the 12th May I have recorded twenty three Javelins of 228OCU and in addition eleven from 151 Squadron at Leuchars. These included XA655 'F' and XH687 'G'. There were also four Vulcan bombers on dispersal from their home base. This was an operational technique used at the time to reduce the risk of the V-Force being destroyed on the ground. On 1st June there were nineteen plus Javelins from the OCU and seven from 33 Squadron. The 33Sqn machines were armed with Firestreak missiles.

In 1961 Teesside Airport didn't exist. It was still called RAF Middleton St George and was home to 33 Squadron and 92 Squadron. 92 had just taken over the role of the RAF Aerobatic Team from the Black Arrows (111Sqn), they flew Hunters. 33Sqn was a Javelin Unit.

Leconfield was a very active fighter base and housed 19 Squadron (Hunters) and 72 Sqn (Javelins). Lack of motorised transport prevented me from visiting such remote parts of the East Riding. But enough of this military nonsense I hear you cry. What about the civil scene? For me in those days civil aircraft meant Yeadon Airport and a ride on the 35 bus from Kirkstall traffic lights to the Fountain. At that time Leeds/Bradford had two runways; 01/19 (now the North/South Taxiway) and good old 10/28. I remember seeing Dakotas land on 19. Geoffrey Percy Sellar was Airport Commandant and a friend to all the Spotters.... am I right Terry? Ernie Crabtree operated from the Northside (there was no Southside). The Aero Club was in a wooden hut. Yorkshire Light Aircraft was a 'shack' backing onto Victoria Avenue. The Terminal had a ground floor tea-room and sold Red Barrel upstairs. The Spectators Roof Garden was in the next phase of the development plan and the public enclosure was a 'sheep pen' next to the Terminal (some things never change). The hangars contained some very interesting aeroplanes. But you'll have to wait for part two to find out what.

----- Jim Stanfield. -----

Starting Late March - We have just received details of Air Europe Express' proposed Gatwick services from Leeds Bradford, and a timetable is set out below.

Leeds/Bradford To Gatwick

MTWTF--	0725	0850	AE355	SD3-60	Direct
MT-TF--	1220	1340	AE359	SD3-60	Direct
-----S	1300	1420	AE361	SD3-60	Direct
-----S	1800	1920	AE359	SD3-60	Direct
MTWTF--	1830	1950	AE363	SD3-60	Direct

Gatwick To Leeds/Bradford

-----S-	0930	1050	AE358	SD3-60	Direct
MTWTF--	1030	1150	AE358	SD3-60	Direct
-----S	1110	1230	AE360	SD3-60	Direct
MT-TF--	1630	1750	AE362	SD3-60	Direct
MTWTF-S	2000	2120	AE364	SD3-60	Direct

Timings are PROVISIONAL, and are subject to change without prior notice.

AIRLINE NEWS -

Air Europe have sold four Boeing 737-300 aircraft to America West Airlines. The aircraft involved are G-BMTE/F/G/H.

In a recent move, 150 jobs have been cut at the airline's Crawley head office, mainly in the administration department.

Former Novair Boeing 737-46B G-BOPK has been acquired on a five year lease from owners Aeronautics Leasing Inc. It entered service on 20 December 1990.

Air Malta are to acquire a Boeing 767-200ER to commence Malta-Bangkok-Sydney & Melbourne services by Summer 1992.

Airtours International Aviation (Guernsey) Ltd. is the full title for the now in-house airline of Airtours Holidays. The airline will be commencing operations on March 20 with a flight from Manchester to Rhodes and then back to Birmingham.

240 staff will be employed to keep the five MD83 aircraft flying, and the airline's base will be at Manchester, where three of the aircraft will be stationed. The other two are based at Birmingham and Stansted, and the airline will also be flying from East Midlands, Liverpool and Glasgow airports this summer.

Airtours International will provide 60% of the total capacity for the parent company's European summer tour programme, and probably a higher percentage still for the winter season. 600 000 passengers are expected during the first six months of operation.

The first MD83 has already been handed over to the airline, but has been stored pending commencement of crew training on the type. All five are leased from Irish Aerospace Ltd., and registrations will be G-DCAC, G-COES, G-JSMC, G-TTPT and G-HCRP.

Air 2000 have leased B757s G-OOOA and G-OOOC to Canada 3000 Airlines for the winter season.

American Airlines have agreed to buy TWA's USA-London routes for \$623m. The routes covered are Baltimore and St Louis to Gatwick, and Boston, Chicago O'Hare, New York JFK and Los Angeles to Heathrow.

Britannia Airways are now operating a twice-weekly service from Brize Norton to Port Stanley using B767-200ERs. The RAF has subcontracted Britannia to operate its scheduled service due to commitment of the TriStar fleet in the Persian Gulf. The 767s have an extra stop at Banjul on the usual Brize-Ascension-Stanley routing.

Britannia are to make a decision on the replacement for the Boeing 737-200 fleet during the course of this year. While no definite choice has yet been made, aircraft under consideration are the B737-300/400/500, Airbus A320/A321 and McDonnell Douglas MD83/87.

The airline will also fit audio and video entertainment systems to the newer 737-200 aircraft in the fleet, which will be remaining in service for some time yet.

British Airways have leased Boeing 737-300 N67AB from Air Berlin. The aircraft operates alongside the four BA 737-300s on the company's scheduled route network from Berlin Tegel. The airline is hoping to set up a German-registered subsidiary company in Berlin to which it will transfer its Berlin operations so that they are not subject to governmental restrictions.

The first seventeen Boeing 737s out of the order for 27 placed some time ago will be series 400 aircraft. Registrations G-DOCA to G-DOCR have been reserved for these. The airline has also reserved registrations G-BNLV/W/X/Y/Z for future deliveries of 747-400s.

Dan-Air have donated HS748 G-ARMX to the Manchester Airport Fire Service. Delta Air Lines have ordered seven more B737-300s (making a total of 57), nine more 757s (total now 80) and ten more 767-300s, three of which will be -300ERs. The 767 fleet now numbers fifty seven aircraft, and are shortly to begin taking over from the TriStars on certain transatlantic routes.

El Al Israeli Airlines has ordered two Boeing 747-400 aircraft with options on a further two, and two more Boeing 757-200s, taking the fleet total to six aircraft. One of the newly ordered 757s has already been delivered. Iberia have taken delivery of their first Airbus A320. The aircraft will initially be used on domestic routes from Alicante and Barcelona to Madrid for crew training and route familiarization.

Manx Airlines will open a new hub at Cardiff Wales Airport in late March. Two Jetstream 31 aircraft, G-IBLX and G-IBLY, have been acquired for use alongside one of the existing SD3-60s. Twice daily services to both Manchester and Glasgow will be operated, with daily frequencies to Paris, Brussels, Dusseldorf, Belfast City and Dublin.

Nationalair Canada have purchased Boeing 747-129B OO-SGB from Sabena. The aircraft has now become C-GNXH. Two B757-200s have been leased from Caledonian Airways for the winter.

Pan Am filed for Chapter 11 Bankruptcy protection in the USA in early January. The airline's finances have worried many over the past three years, during which time debts of \$2.7bn have been run up. The airline's assets total \$1.6bn.

Chapter 11 means that it is not possible for creditors to foreclose on the debt, thus protecting the airline from forced liquidation.

TWA are still bidding to buy Pan Am, but it has to be said that TWA's finances are also not as strong as could be hoped. United are happy with the deal whereby it has purchased all Pan Am's London routes except two for \$400m subject to both governments' approval. Delta Air Lines attempted to block the Pan Am-United deal, and offered \$50m alone for Pan Am's Los Angeles-London route. Delta would also not be interested in Heathrow slots given its current operations from Gatwick.

TEA Scandinavia will commence operations in October using two Boeing 737-300 aircraft on charter services from Copenhagen and Stockholm.

At Heathrow, controversy has set in over the CAA's recommendation that all airlines should be allowed to compete freely for slots. While the larger carriers like United are delighted with this, commuter airlines like Brymon are furious. In a press statement, the airline said that the CAA had admitted that it had assumed that some shorthaul, particularly domestic, services at Heathrow would be displaced. It is also facing another 26% increase in landing fees at Heathrow with effect from 1 April.

Such moves could have drastic repercussions on domestic services into Heathrow, especially on British Midland, which operates eight routes from UK airports into Heathrow.

Brymon complained last year that the BAA were charging their Dash Seven the same landing fee as a 747, maintaining that it took up the same amount of runway space and time. 30% of the ticket price of a Brymon fare into Heathrow now goes to pay the landing fee. The airline presently operates a four-times daily Plymouth-Newquay-Heathrow service, and is planning to open Humberside-Norwich-Heathrow services on a thrice-daily basis from 25 March.

Details of Air Europe Express' and Jersey European's new services from Leeds Bradford have been received.

A provisional timetable is set out below.

Leeds Bradford to Belfast City

25Mar- 123456- 0700 0800 JY730 F27 0
25Mar- 12345-- 1000 1100 JY732 F27 0
25Mar- 12345-7 1810 1910 JY738 F27 0

Belfast City to Leeds Bradford

25Mar- 123456- 0825 0925 JY731 F27 0
25Mar- 12345-- 1640 1740 JY737 F27 0
25Mar- 12345-7 1935 2035 JY739 F27 0

Leeds Bradford to London Gatwick

25Mar- 123456- 0725 0850 AE355 SD6 0
25Mar- 12-45-- 1220 1340 AE359 SD6 0
31Mar- -----7 1300 1420 AE361 SD6 0
31Mar- -----7 1800 1920 AE359 SD6 0
25Mar- 12345-- 1830 1950 AE363 SD6 0

London Gatwick to Leeds Bradford

30Mar- -----6- 0930 1050 AE358 SD6 0
25Mar- 12345-- 1030 1150 AE358 SD6 0
31Mar- -----7 1110 1230 AE360 SD6 0
25Mar- 12-45-- 1630 1750 AE362 SD6 0
25Mar- 12345-7 2000 2120 AE364 SD6 0

Leeds Bradford to Guernsey

30Mar- -----6- 1130 1320 AE SD6 0
27Mar- --3----- 1300 1520 AE365 SD6 1
31Mar- -----7 1320 1505 AE SD6 0

Guernsey to Leeds Bradford

30Mar- -----6- 1335 1535 AE SD6 1
31Mar- -----7 1520 1730 AE SD6 1
27Mar- --3----- 1540 1730 AE SD6 0

Leeds Bradford to Jersey

TBN -----7 0820 1010 AE SD6 0
07Apr- -----7 0840 1025 JY703 F27 0
06Apr- -----6- 1020 1205 JY705 F27 0
30Mar- -----6- 1130 1350 AE SD6 1
27Mar- --3----- 1300 1450 AE365 SD6 0
31Mar- -----7 1320 1535 AE SD6 1
TBN -----6- 1630 1820 AE SD6 0
(1) (2) (3) (4) (5) (6) (7)

Jersey to Leeds Bradford

TBN -----7 1040 1230 AE SD6 0
30Mar- -----6- 1405 1535 AE SD6 0
27Mar- --3----- 1505 1730 AE365 SD6 1
31Mar- -----7 1550 1730 AE SD6 1
07Apr- -----7 1555 1740 JY706 F27 0
06Apr- -----6- 1805 1950 JY708 F27 0
TBN -----6- 1850 2040 AE SD6 0

How to use :

- (1) - Dates of operation, eg 07Apr- From 07 April TBN= to be notified
- (2) - Days of operation eg 12345-- Monday to Friday inclusive
1=Monday, 2=Tuesday, 3=Wednesday, 4=Thursday, 5=Friday, 6=Sat, 7=Sun
- (3) - Departure time (4) - Arrival time
- (5) - Flight number (6) - Aircraft type F27/SD3-60
- (7) - Number of stops

This timetable is PROVISIONAL and is likely to change.

There are frequent aircraft swaps - for example, the Gatwick service may be operated by three different aircraft each day, and the Belfast service by two.

The first Air Europe Gatwick-Leeds Bradford service at 1030 each morning is timed to pick up connections from intercontinental and Air Europe's network inbound to Gatwick. Slots at Gatwick also played a part in determining the times of the services. Air Europe Express now fly six SD3-60s, and these are used on services from Gatwick to Rotterdam, Antwerp and Guernsey, and from Guernsey and Jersey to Manchester and Cardiff.