

AIR YORKSHIRE



VOLUME 18 No 1

(FOR PRIVATE CIRCULATION ONLY)

JANUARY 1992

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FORTHCOMING MEETINGS

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

FEBRUARY 2nd : John Fenton, Yorkshire Aeroplane Club.
MARCH 1st : "Take an Aspro" (For Your Holiday).
APRIL 5th : "Lie in the Sky" (In Flight Catering).
MAY 3rd : Slides from the Far East.

CHAIRMAN'S CHAT

Many thanks to Jim Thompson for his Australian slide show to start the year off on a light note.

The new Committee met for the first time on Tuesday 14th January. The revised Balanced Sheet was examined and as soon as we can arrange a meeting with Colin (our Treasurer), the final Balance Sheet can be approved by our Honorary Auditors. It was also decided that due to the New Year ending with this issue of the magazine, it would be sent to all members. So if you wish to continue to receive the magazine please renew your membership now.

The first batch of meetings have been arranged along with our first trip. If you have any suggestions for trips, meetings, visits or magazine articles, please let us have them.

TRIP Sunday 29th March, London Heathrow, Depart L.B.A. on Flight BA411 (DC9) ETD 07.20, arrive LHR 08.15.

Depart LHR on Flight BA420 (737) ETD 20.40, arrive LBA 21.30. Cost £69. This is extremely good value, giving two scheduled flights (full service) plus 12 hours. in London. Please book immediately. (Dead line 7th February). Add name to list at meeting or telephone me direct on 0943 875137.

CONCORDE 1992

April 20th (Easter):- EFA 12.55, EFD 15.00, ETA 16.40.
April 21st EFD 08.30 (For Euro Disney), ETA 22.00 (That should wake some up)
April 22nd EFD 11.00
July 3rd EFA (From New York) 22.00.
July 4th EFD 11.00, ETA 12.40, EFD 15.00.
October 18th EFA 12.55, EFD 14.10, ETA 15.50, EFD 17.00.

CREDITS T.W. Sykes E.C. Griffiths G.W. Rigg J. Hinkles P. Teale L. Scheftsik
R. Fozzard.

LEEDS/BRADFORD LOVE-MITE - DECEMBER 1991

| | ATA | ATD | | ATA | ATD |
|-------------------------|------|---------|-----------------------|------|---------|
| 1. G-WELL King Air B90 | 1749 | | G-FOOD King Air 200 | 1738 | 1748 |
| G-JEAD Friendship | 1753 | 1833 | G-JHAN King Air 200 | 1821 | 1848 |
| OO-DTF Brasilia | 1859 | 1949 | EI-CFB SAAB 340 | 1929 | 2005 |
| G-JEAD Friendship n/s | 2045 | 0723(2) | | | |
| 2. G-BHWE Boeing 737 | 0738 | 0828 | OO-DTG Brasilia | 0741 | 0837 |
| G-BMLC Short 360 | 0826 | 0857 | G-SAVE NavaJo | 0852 | 1433 |
| EI-CFD SAAB 340 | 0909 | 0941 | G-JEAD Friendship | 0931 | 1005 |
| G-BPCN Seneca | 1102 | 1528 | G-JEAF Friendship | 1215 | 1537 |
| G-BECC Boeing 737 | 1329 | 1439 | G-LOGP Jetstream | 1457 | 1532 |
| ZETOL BAe 146 | 1504 | 1521 | G-BGYR BAe 125 | 1624 | 1642 |
| G-JEAF Friendship | 1752 | 1832 | G-BMLC Short 360 | 1801 | 1842 |
| G-BHWE Boeing 737 n/s | 1818 | 0916(3) | OO-DTI Brasilia | 1846 | 1933 |
| EI-CFB SAAB 340 | 1927 | 2004 | G-JEAF Friendship n/s | 2043 | 0716(3) |
| 3. G-DORK Bandeirante | 0739 | 0816 | G-BLGB Short 360 | 0804 | 0842 |
| EI-CFB SAAB 340 | 0905 | 0946 | F-GETJ King Air B90 | 0915 | 1546 |
| OO-DTI Brasilia | 0919 | 1017 | G-JEAF Friendship | 0927 | 1000 |
| G-JLRW Duchess n/s | 1007 | 0754(4) | G-CZAR Citation V | 1150 | 1626 |
| G-JEAF Friendship | 1207 | | G-BRDO Cessna 177B | 1214 | 1456 |
| EC-EMI Boeing 737 | 1416 | 1523 | G-LOGP Jetstream | 1450 | 1536 |
| G-BJCV Boeing 737 | 1607 | 1701 | G-JEAF Friendship | 1754 | 1833 |
| G-BLGB Short 360 | 1800 | 1838 | G-DORK Bandeirante | 1827 | 1844 |
| OO-DTI Brasilia | 1915 | 1948 | G-BHWE Boeing 737 n/s | 1924 | 0731(5) |
| EI-CFD SAAB 340 | 1927 | 2006 | G-JEAF Friendship n/s | 2035 | 0707(4) |
| 4. OO-DTH Brasilia | 0731 | 0816 | G-BLGB Short 360 | 0815 | 0857 |
| EI-CFB SAAB 340 | 0907 | 0940 | G-JEAF Friendship | 0924 | 0956 |
| G-JEAF Friendship | 1203 | | G-BPZX Cessna 152 | 1218 | |
| G-BELR Cherokee 140 | 1238 | | G-BRHA Lance II | 1253 | 1825 |
| G-TKPZ Cessna 310R | 1451 | 1559 | G-LOGR Jetstream | 1502 | 1534 |
| G-BHHU Short 330 | 1703 | | N55UK Lear Jet 55 n/s | 1820 | 1427(5) |
| G-BMLC Short 360 | 1823 | 1853 | G-FISH Cessna 310R | 1825 | 1841 |
| G-JEAF Friendship | 1831 | 1908 | EI-CFD SAAB 340 | 1929 | 2002 |
| OO-DTH Brasilia | 1942 | | G-BHHU Short 330 | 2050 | |
| G-JEAF Friendship n/s | 2110 | 0703(5) | | | |
| 5. OO-DTI Brasilia | 0747 | 0820 | G-BMLC Short 360 | 0808 | 0838 |
| N27340 Cessna 414 | 0854 | 1626 | EI-CFD SAAB 340 | 0911 | 0940 |
| G-JEAF Friendship | 0929 | 0959 | G-BNRX Seneca | 0943 | 1651 |
| G-HIEL Robinson R-22 | 1027 | 1027 | G-OCAN Cessna 340 n/s | 1058 | 0834(8) |
| G-OANC Warrior II | 1107 | 1510 | G-KJET King Air B90 | 1121 | 1630 |
| G-BJYD Cessna 152 | 1151 | | G-BDSL Cessna F150M | 1206 | |
| G-JEAF Friendship | 1211 | 1546 | G-AZLY Cessna F150L | 1241 | |
| G-HIEL Robinson R-22 | 1312 | 1312 | G-HIEL Robinson R-22 | 1335 | 1335 |
| G-BRPU Duchess | 1400 | 1611 | G-BHWE Boeing 737 | 1429 | 1540 |
| G-LOGP Jetstream | 1450 | 1533 | G-HIEL Robinson R-22 | 1549 | 1549 |
| G-JEAF Friendship | 1800 | 1836 | G-BMHX Short 360 | 1851 | 1917 |
| OO-DTF Brasilia | 1913 | 1952 | EI-CFD SAAB 340 | 1938 | 2012 |
| G-BMYY King Air 200 n/s | 2000 | | G-JEAF Friendship n/s | 2045 | 0701(6) |
| G-BHWE Boeing 737 n/s | 2145 | 0923(6) | | | |
| 6. OO-DTK Brasilia | 0754 | 0820 | G-BMHX Short 360 | 0806 | 0839 |
| EI-CFD SAAB 340 | 0903 | 0937 | G-JEAF Friendship | 0917 | 1000 |
| G-BBGB Aztec | 0919 | | VR-CSH King Air 350 | 0936 | 1523 |
| G-ZFDB Twin Squirrel | 0949 | | G-OANC Warrior II | 1058 | 1514 |

LEEDS/BRADFORD ROYAL MARSH (Contd.)

| | | ATA | ATD | | | ATA | ATD |
|-----|------------------------|------|----------|----------------------------|--|------|----------|
| 6. | G-BOYC Robinson R-22 | 1113 | 1113 | G-HIEL Robinson R-22 | | 1138 | 1138 |
| | G-JEAF Friendship | 1214 | 1536 | G-TCTC Arrow | | 1221 | 1517 |
| | G-ATPV Cherokee 1400 | 1223 | | G-BPXZ Cessna 152 | | 1244 | |
| | G-CZAR Citation V | 1414 | 1510 | G-IXGT Jetstream | | 1502 | 1538 |
| | G-BBEF Cherokee 140 | 1513 | 1544 | G-BOYC Robinson R-22 | | 1559 | 1559 |
| | G-HIEL Robinson R-22 | 1601 | 1601 | G-JEAF Friendship | | 1746 | 1831 |
| | G-BMVF King Air 200 | 1815 | | G-ZIPP Cessna 310Q | | 1823 | 1938 |
| | EI-CFD SAAB 340 | 1934 | 2014 | OO-DTL Brasilia | | 1937 | 2012 |
| | G-JEAF Friendship n/s | 2040 | 0807(7) | | | | |
| 7. | PH-TVP Boeing 737 | 0847 | 0928 | EI-CFC SAAB 340 | | 0907 | 0936 |
| | XZ344 Gazelle | 0910 | 0940 | G-JEAF Friendship | | 1014 | |
| | G-HIEL Robinson R-22 | 1143 | 1143 | G-TCTC Arrow | | 1155 | 1354 |
| | G-BOYC Robinson R-22 | 1211 | 1211 | G-AYFD Condor DIV | | 1314 | 1405 |
| | G-BBEF Cherokee 140 | 1315 | 1407 | G-BHWE Boeing 737 | | 1337 | 1439 |
| | XZ344 Gazelle | 1338 | 1444 | G-HIEL Robinson R-22 | | 1356 | 1356 |
| | G-BBEV Cherokee 140 | 1456 | 1550 | G-ZIPP Cessna 310Q | | 1515 | 1627 |
| | G-BOYC Robinson R-22 | 1518 | 1518 | PH-TVH Boeing 737 | | 1608 | 1709 |
| | G-BHWE Boeing 737 n/s | 2036 | 0725(8) | | | | |
| 8. | D-ICTA Citation II | 0756 | 0911 | G-BAMM Cherokee 235 | | 0933 | |
| | G-HIEL Robinson R-22 | 1138 | 1138 | G-TCTC Arrow | | 1139 | 1252 |
| | G-BJCV Boeing 737 n/s | 1408 | 0830(9) | G-BAMM Cherokee 235 n/s | | 1454 | |
| | G-BRLE Archer II | 1501 | 1625 | G-HIEL Robinson R-22 | | 1539 | 1539 |
| | G-JEAF Friendship | 1755 | | OO-DTK Brasilia | | 1839 | 1923 |
| | EI-CFA SAAB 340 | 1933 | 2006 | G-JEAF Friendship n/s | | 2030 | 0722(9) |
| 9. | OO-DTH Brasilia | 0804 | 0834 | G-SBAS King Air 200 DIV | | 0821 | |
| | G-BMLC Short 360 | 0827 | 0856 | G-BLFI Friendship DIV | | 0854 | 0922 |
| | EI-CFB SAAB 340 | 0905 | 0934 | G-JEAF Friendship | | 0942 | 1017 |
| | G-JMHB Robin DR400/140 | 0943 | 1414 | G-BTAA Bandeirante DIV | | 0949 | |
| | G-STAN Friendship DIV | 0956 | | G-WAIR Saratoga | | 1004 | 1915 |
| | G-JLRW Duchess | 1020 | | G-BMAA DC9 DIV | | 1114 | 1400 |
| | G-JEAF Friendship | 1225 | 1536 | OY-AZW Metro II DIV | | 1311 | 1423 |
| | G-BMAC DC9 DIV | 1341 | | G-BEAB DC9 DIV | | 1344 | 1359 |
| | G-BSHA Seneca | 1452 | 1550 | G-SMJJ Cessna 414 | | 1455 | 1526 |
| | G-LOGU Jetstream | 1457 | 1539 | 5B-CHN Cessna 340A n/s DIV | | 1535 | 1259(15) |
| | G-BFVB Boeing 737 | 1602 | 1721 | G-FISH Cessna 310R n/s | | 1615 | |
| | G-JEAF Friendship | 1749 | 1831 | G-WACK Short 360 | | 1813 | 1844 |
| | G-BJCV Boeing 737 n/s | 1820 | 0929(10) | OO-DTL Brasilia | | 1852 | 1944 |
| | EI-CFB SAAB 340 | 1937 | 2012 | G-JEAF Friendship n/s | | 2043 | 0704(10) |
| 10. | EC-EMY Boeing 737 | 1357 | | G-TCTC Arrow | | 1422 | |
| | G-LOGR Jetstream | 1452 | | G-JEAF Friendship | | 1537 | |
| | G-BJXJ Boeing 737 | 1557 | 1656 | G-BMHX Short 360 | | 1809 | 1842 |
| | G-JEAF Friendship | 1821 | 1854 | OO-DTF Brasilia | | 1910 | 1943 |
| | G-BJCV Boeing 737 n/s | 1916 | 0743(12) | EI-CFC SAAB 340 | | 1945 | 2007 |
| | G-JEAF Friendship n/s | 2058 | 0708(11) | | | | |
| 11. | OO-DTF Brasilia | 0747 | 0821 | G-TCTC Arrow | | 0817 | |
| | G-BUMP Archer II n/s | 0855 | 0945(12) | EI-CFC SAAB 340 | | 0904 | 0942 |
| | G-BMLC Short 360 | 0910 | 0944 | G-AVYM Cherokee 180 | | 1020 | |
| | G-OBKH Short 360 | 1038 | | G-JEAF Friendship | | 1213 | 1533 |
| | G-AWAI Baron | 1220 | 1452 | G-MDAS Navajo | | 1309 | N/RES |
| | G-BLKY Baron n/s | 1406 | | G-LOGR Jetstream | | 1459 | 1541 |

LEEDS/BRADFORD 10V.1.500 (Contd.)

| | ATA | ATD | | ATA | ATD |
|------------------------------|------|----------|------------------------------|------|---------|
| 12. <u>OO-DTJ Brasilia</u> | 0755 | 0830 | G-WACK Short 360 | 0812 | 0841 |
| EI-CFC SAAB 340 | 0901 | 0933 | G-AYNR HS.125 403B | 1000 | |
| G-BRHA Lance 11 | 1206 | 1557 | G-TKPZ Cessna 310R | 1218 | 1614 |
| OY-AZW Metro DIV | 1221 | | G-BAZB HS.125 400B | 1252 | |
| G-PLYD TB-20 Trinidad | 1311 | 1432 | G-JEAI Friendship | 1409 | |
| G-BJCV Boeing 737 | 1426 | 1540 | G-LOGP Jetstream | 1452 | 1531 |
| G-JEAF Friendship | 1716 | 1832 | G-BRJV Cadet | 1800 | 1828 |
| G-BMHX Short 360 | 1804 | 1841 | <u>OO-DTJ Brasilia</u> | 1849 | 1954 |
| EI-CFD SAAB 340 | 1925 | 2001 | G-JEAF Friendship n/s | 2038 | 0703(1) |
| G-BJCV Boeing 737 n/s | 2150 | 0900(13) | | | |
| 13. <u>G-TCTC Arrow</u> | 0738 | | <u>OO-DTJ Brasilia</u> | 0757 | 0836 |
| G-WACK Short 360 | 0804 | 0840 | F-GCTC Merlin III DIV | 0858 | 1507 |
| EI-CFC SAAB 340 | 0903 | 0937 | G-JEAF Friendship | 0916 | 0958 |
| G-BAKL Friendship DIV | 0957 | | G-BCDN Friendship DIV | 1007 | |
| I-AGER Lear Jet 55 | 1026 | 1623 | G-BRFV Cessna T182 | 1115 | 1806 |
| G-JEAF Friendship | 1216 | 1534 | G-BOYC Robinson R-22 | 1408 | 1408 |
| G-LOGT Jetstream | 1451 | 1532 | G-BOYC Robinson R-22 | 1621 | 1621 |
| G-BSDN Seneca | 1748 | 1830 | G-JEAF Friendship | 1749 | 1832 |
| G-WACK Short 360 | 1805 | 1839 | <u>OO-DTH Brasilia</u> | 1855 | 1936 |
| EI-CFD SAAB 340 | 1922 | 2008 | G-BJCV Boeing 737 n/s | 1927 | |
| G-JEAF Friendship n/s | 2037 | 0802(14) | | | |
| 14. <u>EI-CFB SAAB 340</u> | 0858 | 0931 | D-IAED Cessna 414 | 0913 | 1430 |
| G-JEAF Friendship | 1024 | | G-BOYC Robinson R-22 | 1113 | 1113 |
| G-JERS Robinson R-22 | 1139 | 1229 | G-BEFT Cessna 421C | 1152 | 1203 |
| G-AWIY Aztec | 1216 | 1810 | G-SWFT King Air 200 | 1234 | 1802 |
| G-AXJX Cherokee 140B | 1357 | 1440 | G-BOYC Robinson R-22 | 1443 | 1443 |
| G-BKYC Boeing 737 DIV | 1654 | 0959(15) | G-BEFT Cessna 421C n/s DIV | 1924 | 1607(1) |
| G-BJCV Boeing 737 n/s | 2035 | 0731(15) | | | |
| 15. <u>G-GOMM Lance 300</u> | 1154 | 1257 | G-BJCV Boeing 737 n/s | 1404 | 0822(1) |
| G-JEAF Friendship | 1751 | 1826 | G-FISH Cessna 310R n/s | 1814 | 1408(1) |
| <u>OO-DTH Brasilia</u> | 1846 | 1930 | <u>EI-CFA SAAB 340</u> | 1929 | 2006 |
| G-JEAF Friendship n/s | 2030 | 0733(16) | | | |
| 16. No Movements | | | | | |
| 17. <u>G-JEAI Friendship</u> | 0727 | 0806 | G-BJCT Boeing 737 | 0739 | 0906 |
| G-BLGB Short 360 | 0803 | 0843 | <u>OO-DTH Brasilia</u> | 0812 | 0845 |
| G-JHAN King Air 200 | 0820 | | <u>EI-CFD SAAB 340</u> | 0904 | 0939 |
| G-BTAB BAe 126 800B | 0916 | 1520 | G-JLRW Duchess n/s | 0935 | 0803(1) |
| G-JEAI Friendship | 1024 | | G-ODNP Cessna 310R n/s | 1239 | 0713(1) |
| G-JEAI Friendship | 1314 | 1548 | <u>N127GP Cheyenne II XL</u> | 1405 | 1605 |
| G-LOGU Jetstream | 1451 | 1539 | G-LJET Lear Jet 35 | 1458 | 1711 |
| G-JHAN King Air 200 | 1517 | | G-BECH Boeing 737 | 1533 | 1632 |
| G-BEFT Cessna 421C | 1645 | 1654 | SE-DEV Citation II | 1653 | 2037 |
| G-BLGB Short 360 | 1820 | 1858 | <u>EC-EPN Boeing 737</u> | 1832 | 1931 |
| G-JEAI Friendship | 1848 | 1927 | <u>OO-MTD Brasilia</u> | 1855 | 1946 |
| EI-CFC SAAB 340 | 1922 | 2008 | G-BJCT Boeing 737 n/s | 2032 | 0741(1) |
| G-JEAI Friendship n/s | 2128 | 0707(18) | | | |
| 18. <u>OO-MTD Brasilia</u> | 0746 | 0836 | G-BMLC Short 360 | 0759 | 0832 |
| G-WBPR BAe 125 800B | 0846 | 1000 | <u>EI-CFC SAAB 340</u> | 0854 | 0928 |
| G-AWTA Cessna 310R | 0856 | 0902 | G-JEAI Friendship | 0909 | 0956 |
| <u>N210MP Cessna 210 n/s</u> | 0949 | 0856(19) | XN791 HS.125 | 0955 | 1516 |

LEEDS/BRADFORD 147 1113 (Contd.)

| | ATA | ATD | | ATA | ATD |
|--------------------------|------|----------|----------------------|-----|---------------|
| 18. G-BOYC Robinson R-22 | 1048 | 1048 | G-OCAN Cessna 340 | n/s | 1108 1138(22) |
| G-JEAI Friendship | 1224 | 1546 | G-JLRW Duchess | | 1249 1802 |
| G-BNRX Seneca | 1315 | 1815 | G-BDSL Cessna F150M | | 1433 1503 |
| G-SLOT Cessna 340 | 1439 | 1710 | G-LOGR Jetstream | | 1453 1531 |
| G-AWTA Cessna 310 | 1534 | 1544 | G-BOYC Robinson R-22 | | 1554 1554 |
| G-BMLC Short 360 | 1810 | 1838 | G-JEAI Friendship | n/s | 1812 0708(19) |
| EI-CFC SAAB 340 | 1944 | 2019 | OO-DTL Brasilia | | 2024 2046 |
| 19. OO-DTL Brasilia | 0803 | 0825 | G-WACK Short 360 | | 0809 0841 |
| EI-CFC SAAB 340 | 0906 | 0941 | G-JEAI Friendship | | 0931 1010 |
| G-JEAI Friendship | 1230 | 1537 | G-EYES Cessna 402C | | 1424 1438 |
| G-BJCT Boeing 737 | 1428 | 1542 | G-LOGP Jetstream | | 1448 1532 |
| G-BWMP Rockwell 695A | 1514 | 1557 | G-JEAI Friendship | | 1807 1840 |
| G-BMLC Short 360 | 1809 | 1843 | OO-DTK Brasilia | | 1915 1948 |
| EI-CFA SAAB 340 | 1934 | 1136(20) | G-JEAI Friendship | n/s | 2052 0714(20) |
| G-BJCT Boeing 737 | 2201 | 0917(20) | EI-CFD SAAB 340 | | 2258 2329 |
| 20. OO-DTK Brasilia | 0746 | 0831 | G-BMAR Short 360 | | 0756 0838 |
| G-JEAI Friendship | 0930 | 1005 | EI-BYN Citation II | | 1001 1110 |
| G-JEAI Friendship | 1223 | 1542 | G-LOGV Jetstream | | 1445 1535 |
| EI-BYN Citation II | 1455 | 1521 | G-BWMP Rockwell 695A | | 1535 1622 |
| G-JEAI Friendship | 1803 | 1853 | G-BMAR Short 360 | | 1816 1842 |
| OO-DTJ Brasilia | 1921 | 1951 | EI-CFA SAAB 340 | | 1931 2004 |
| G-ODNP Cessna 310R | 1951 | | G-BJCT Boeing 737 | n/s | 2032 0718(21) |
| G-JEAI Friendship | 2104 | 0819(21) | | | |
| 21. G-BHIT Citation | 0756 | | EI-CFD SAAB 340 | | 0900 0940 |
| G-JEAI Friendship | 1053 | 1406 | G-CZAR Citation V | n/s | 1102 1628(22) |
| G-BJCT Boeing 737 | 1205 | 1435 | G-UKHP BAe 146 | | 1446 1550 |
| G-BJCT Boeing 737 | 2104 | 0731(22) | G-JEAI Friendship | n/s | 2214 1106(23) |
| 22. G-BECH Boeing 737 | 1437 | 1514 | G-STAT Cessna U206 | n/s | 1554 1250(24) |
| G-JEAI Friendship | 1755 | 1834 | G-BTZF Boeing 737 | n/s | 1804 1003(25) |
| OO-DTG Brasilia | 1859 | 1930 | EI-CFD SAAB 340 | | 1929 2004 |
| G-JEAI Friendship | 2052 | 0725(23) | | | |
| 23. OO-DTG Brasilia | 0749 | 0854 | G-LOGV Jetstream | | 0812 0838 |
| G-BWMP Rockwell 695A | 0845 | 1608 | EI-CFC SAAB 340 | | 0902 0947 |
| G-JEAI Friendship | 0950 | 1043 | G-JEAI Friendship | | 1258 1550 |
| G-BGYJ Boeing 737 | 1316 | 1442 | G-LOGP Jetstream | | 1457 1529 |
| G-JEAI Friendship | 1809 | 1842 | G-LOGU Jetstream | | 1826 1846 |
| EI-CFD SAAB 340 | 1920 | 2002 | OO-DTL Brasilia | | 1922 1950 |
| G-JEAI Friendship | 2008 | 0707(24) | G-BTZF Boeing 737 | n/s | 2038 1152(26) |
| 24. EI-CFC SAAB 340 | 0856 | 0932 | G-JEAI Friendship | | 0911 0958 |
| G-BOYC Robinson R-22 | 0944 | 0944 | G-CZAR Citation V | | 0954 1545 |
| G-BAIW Cessna F172 | 1049 | 1148 | G-JEAI Friendship | | 1203 1530 |
| G-BNXF Jetranger | 1305 | 1323 | G-RUIA Cessna F172M | | 1335 1416 |
| G-ARFL Cessna 175B | 1407 | | EC-EPN Boeing 737 | | 1414 1521 |
| G-BOYC Robinson R-22 | 1427 | 1427 | G-LOGV Jetstream | | 1446 1535 |
| G-BOYC Robinson R-22 | 1508 | 1508 | G-BKHE Boeing 737 | | 1556 1655 |
| G-JEAI Friendship | 1743 | 1822 | G-CZAR Citation V | | 1750 1818 |
| EI-FKF Fokker 50 | 1925 | 2003 | G-JEAI Friendship | n/s | 2025 0952(27) |
| G-BTZF Boeing 737 | 2118 | 0725(26) | | | |

25. Closed

LEEDS/BRADEFORD NOV 1, 1964 (Contd)

| | ATA | ATD | | ATA | ATD |
|--------------------------|------|---------------|----------------------|------|---------------|
| 26. EI-CFC SAAB 340 | 0845 | 0933 | G-JEAI Friendship | 1158 | 1823 |
| G-BTZF Boeing 737 | 1400 | 1514 | EI-CFD SAAB 340 | 1922 | 1952 |
| G-JEAI Friendship | 2026 | 0704(27) | G-BTZF Boeing 737 | n/s | 2138 0851(27) |
| 27. G-LOGU Jetstream | 0746 | 0835 | OO-DTI Brasilia | 0828 | 0906 |
| EI-CFD SAAB 340 | 0902 | 0933 | G-JEAI Friendship | 0925 | 0956 |
| G-HVRS Robinson R-22 | 0943 | 0943 | G-JAKY Navajo | 1008 | 1052 |
| G-HVRS Robinson R-22 | 1111 | 1111 | G-HVRS Robinson R-22 | 1154 | 1154 |
| G-OVNE Cessna 401A | 1206 | 1219 | G-JEAI Friendship | 1209 | 1544 |
| G-HVRS Robinson R-22 | 1246 | 1246 | G-HVRS Robinson R-22 | 1319 | 1319 |
| G-BBEX Cessna 310T | 1406 | 1418 | G-HVRS Robinson R-22 | 1416 | 1416 |
| G-LOGV Jetstream | 1443 | 1539 | G-JHAN King Air 200 | 1520 | 1550 |
| G-HVRS Robinson R-22 | 1604 | 1604 | G-LOGV Jetstream | 1744 | 1830 |
| G-JEAI Friendship | 1801 | 1831 | G-BTZF Boeing 737 | n/s | 1829 0714(28) |
| OO-DTH Brasilia | 1846 | 1914 | EI-CFC SAAB 340 | 2029 | 2059 |
| G-JEAI Friendship | n/s | 2044 0803(28) | | | |
| 28. EI-CFD SAAB 340 | 0900 | 0803 | G-BOYC Robinson R-22 | 1002 | 1002 |
| G-JEAI Friendship | 1017 | 1100 | G-BTZF Boeing 737 | 1226 | 1426 |
| G-UKAC BAE 146 | 1411 | 1456 | G-BOYC Robinson R-22 | 1444 | 1444 |
| G-BKTY TB-10 Tobago DIV | 1505 | N/Res | G-BPRM Warrior II | 1809 | 1844 |
| G-JEAB Friendship | n/s | 1925 1535(29) | G-BTZF Boeing 737 | n/s | 2039 0720(29) |
| 29. G-HVRS Robinson R-22 | 0938 | 0938 | G-BPZX Cessna 152 | 1239 | 1314 |
| G-HVRS Robinson R-22 | 1250 | 1250 | G-HVRS Robinson R-22 | 1336 | 1338 |
| G-BJXJ Boeing 737 | 1401 | 1511 | G-HVRS Robinson R-22 | 1608 | 1608 |
| G-JEAB Friendship | 1749 | 1824 | OO-DTH Brasilia | 1835 | 1923 |
| G-BJXJ Boeing 737 | n/s | 2007 0822(30) | G-JEAB Friendship | n/s | 2037 1027(30) |
| EI-CFD SAAB 340 | 2046 | 2120 | | | |
| 30. OO-DTH Brasilia | 0748 | 0826 | G-LOGV Jetstream | 0752 | 0837 |
| G-JEAB Friendship | 1243 | 1531 | G-BPLA Boeing 737 | 1306 | 1456 |
| G-LOGT Jetstream | 1451 | 1536 | G-LOGT Jetstream | 1743 | 1830 |
| G-JEAB Friendship | 1747 | 1826 | G-BJXJ Boeing 737 | n/s | 1823 0924(31) |
| EI-CFC SAAB 340 | 1922 | 2004 | G-JEAB Friendship | n/s | 2038 0959(31) |

31. No Movements Available.

From:-

3. F-GCTJ/Caen; 4. N55UK/Wien (Austria); 5. N27340/Prestwick; 6. VR-CSH/Blackbushe; 7. PH-TVP/Amsterdam, PH-TVH/Amsterdam; 8. D-ICTA/From Hannover To Paderborn; 9. OY-AZW/f/t Esbjerg, 50-CHU/Guernsey; 12. OY-AZW/f/t Esbjerg; 13. F-GCTC/Le Havre; 14. D-IAED/Munster; 17. N127GP/Bristol, SE-DEV/Oslo; 18. N210MP/From Huddersfield n/s To Oxford; 20. EI-DYN/Dublin and then From Weston.

Overshoots:-

2. XX494/FYY75; 12. XX482/FYY78; 13. XX494/FYY79, XZ220/Army 340; 18. XV186/Ascot900, XX523/TOF 05, XF244/CHE 02.

Other Callsigns:-

1. G-WELI/Cega 393; 2. G-SAVV/Merlax 111, G-BPON/Lovair 401; 3. G-DORK/Streamline 400-1-2-3; 6. G-ZFDY/Linton 11; 9. G-BMAA/Midland 252-5, G-BMAB/Midland 202, G-BMAC/Midland 244, G-DSHA/Cheshire 7; 14. G-BEFT/Lincoln 1; G-SWFT/Swiftair 20; 17. G-BEFT/Lincoln 1; 21. G-BHTT/Jet 779; 24. G-BNXX/Dollar 08.

LBA MOVEMENTS REVIEW - DECEMBER 1991

The worst month of the year for foreigners, only seven new ones to add to the list to bring the years total to 303. King Air B90 on the 3rd was using call-sign "CLG221" and on the 4th N55UK was a Lear Jet 55. Another stranger using a call-sign was a Cessna 414A N27340 on the 5th which arrived from Prestwick as "DUKE 01". Making its last appearance of the year on the 6th was King Air 350 VR-CSH. Two Transavia Boeing 737's operated charters on the 7th, PH-TVP in the morning and PH-TVH in the evening. Both used the call-sign "Transavia6999" inbound and "Transavia7000" outbound. New on the 8th was the Citation II D-ICTA. Weather diversions inbound on the 9th included the Nowair Metro OY-AZW as "Newdane415" and the Cessna 340A 5B-CHE which night stopped until the 15th. Another Lear Jet 55 was I-AGER from and to Milan on the 13th and diverting in the same day was Merlin III G-GCTC. Cessna 414 D-IARD on the 14th was another new one for this years list. Citation SE-DIV was on a medical emergency flight on the 17th and it was joined by Cheyenne N227GP. Night stopping on the 18th was the Huddersfield based Cessna 210 N2101P, it departed to Oxford the following day with the rather unusual call-sign "Santa 91". Aer Lingus had trouble with the SAAB EI-CFA on the 19th and it night stopped, departing as "Shamrock 991" the following morning. The Irish Citation II EI-BYE visited twice on the 20th. Diversions during the month were not up to the usual December standard; Condor G-AYFD diverted from Leeming on the 7th whilst on the 9th we had the Bond King Air G-SBAS as "Bond 445-6" and the Alexandra Aviation Bandeirante G-BFAA as "Granite 770". Biggest diversion of the month was the BA Boeing 737 G-BKVC on the 14th, this is the Berlin-Heathrow flight and was "Speedbird 983". New resident on the 11th was Navajo G-MDAS and on the 28th Tobago G-BLMT diverted in from Huddersfield and is also believed to be a new resident. Not a lot of military interest but for the record there were the following; BAe 146 ZD701 as "Kitty 4" on the 2nd, Gazelle XZ344 as "Army 369" on the 7th and HS 125 XW791 as "Ascot 1472" on the 18th.

LEEDS/BRADFORD AIRLINE NEWS - DECEMBER 1991INBOUND DIVERSIONS

3. BMA332 LHR NME G-BLDC DC9 LHR BMA333P
 7. BMA332 LHR NME G-BMAI DC9 LHR BMA333Q
 9. UKA601 EDI HUY G-BLFJ FK27 NWI UKA601
 9. GMT770 NWI HUY G-BFAA E110 EBJ GMT771
 9. UKA831 AMS HUY G-BFAN FK27 AMS UKA834
 9. BMA252 CDG EMA G-BMAA DC9 CDG BMA255
 9. NAW415 EBJ HUY OY-AZW SW3 EBJ NAW416
 9. BMA244 GLA EMA G-BKAC DC9 EMA BMA9613
 9. BMA202 AMS EMA G-BFAB DC9 CDG BMA259A
 12. NAW415 EBJ HUY OY-AZW SW3 EBJ NAW416
 14. BAW983 TXL LHR G-BKVC B737 LHR BAW983/15
 17. UKA601 EDI HUY G-BDVS FK27 NWI UKA601
 17. UKA831 AMS HUY G-BNCC FK27 AMS UKA8341

British Airways Boeing 737-200 G-BKVC was making a first visit on the 14th BAW983 from Berlin Tegel due to fog at London Heathrow.

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| BAL019A | TFS | 03/G-BHWE | 10/G-BJCV | 17/G-BJCT | 24/G-BTZF | 31/G-BJXJ |
| BAL030A | PMI | 02/G-BECC | 09/G-BFVB | 16/DIVMAN | 23/G-BGYJ | 30/G-BJXJ |
| BAL040A | MLA | 03/G-BJCV | 10/G-BJXJ | 17/G-BECC | 24/G-BKHE | 31/G-BECC |
| BAL056A | ALC | 05/G-BHWE | 12/G-BJCV | 19/G-BJCT | 26/G-BTZF | |
| BAL096A | LPA | 02/G-BHWE | 09/G-BJCV | 16/G-BJCV | 23/G-BTZF | 30/G-BJXJ |
| BAL128A | TFS | 06/G-BHWE | 13/G-BJCV | 20/G-BJCT | 27/G-BTZF | |
| BAL144A | AGP | 01/G-BJXJ | 08/G-BHWE | 15/G-BJCV | 22/G-BJCT | 29/G-BTZF |

LEEDS/BRADFORD AIRLINES (Contd.)REGULAR FLIGHTS

| | | | | | |
|---------|-----|------------|-----------|-----------|---------------------|
| BAL159A | ALC | 07/G-LEEDS | 14/G-BJCV | 21/G-BJCT | 28/G-BTZF |
| BAL182A | SZG | 22/G-LEEDS | | | |
| BAL208A | AGP | 05/G-BHWE | 12/G-BJCV | 19/G-BJCT | 26/G-BTZF |
| BAL239A | SZG | 29/G-LEEDS | | | |
| BAL343A | LYS | 21/G-LEEDS | 28/G-BTZF | | |
| ENJ3421 | TPS | 03/EC-EMY | 10/EC-EMY | 17/EC-EPN | 24/EC-EPN 31/EC-EPN |
| UKA972 | INN | 21/G-UKAG | 28/G-UKAG | | |

Britannia Airways Boeing 737-200 G-BTZF was making a first (re-registered) visit on the 22nd/23rd BAL777/096A.

OTHER FLIGHTS

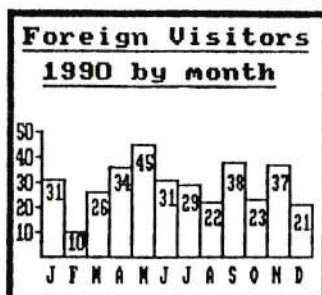
| | | | | | |
|----|--------|------|--------------|-------------------------|---------------|
| 02 | ZE701 | BA46 | Kitty 4 | Benson-Isle of Man | Training |
| 03 | G-DORK | EL10 | STM400/401 | East Midlands-Eindhoven | First visit |
| 03 | G-DORK | EL10 | STM402/403 | Eindhoven-East Midlands | Pax charter |
| 04 | G-BHHU | SH33 | UKA032P/705 | Cardiff-Belfast Intl | Lieu UKA SH36 |
| 04 | G-BHHU | SH33 | UKA706/033P | Belfast Intl-Cardiff | Lieu UKA SH36 |
| 07 | PH-TVP | B737 | TRA6999/7000 | f/t Amsterdam | First visit |
| 07 | PH-TVH | B737 | TRA6999/7000 | f/t Amsterdam | First visit |
| 09 | G-OBKN | B734 | EMA412/413 | f/t London Heathrow | First visit |
| 11 | G-OBKH | SH36 | JEA731/734 | f/t Belfast City | Lieu FK27 |
| 24 | EI-FKF | FK50 | FIN368/369 | f/t Dublin | Lieu SF34 |

HELICOPTER ACTIVITY - DECEMBER 1991

- | | |
|-----------------------|-----------------------------------------------------------------------------------------------------------------|
| 5. G-DORB Jetranger | Sherburn T Wigan |
| 6. G-BTFX Jetranger | Shepley F/T Coney Park |
| G-ZFDB T.Squirrel | Halifax F Denham T LBA |
| G-MSDJ Ecureuil | Malton T Manchester |
| 7. XZ344 Gazelle | Catterick T/F LBA |
| G-DORB Jetranger | Barkstone Ash F Wigan |
| G-BTFX Jetranger | Bolton Abbey F/T Coney Park |
| G-HVRS R-22B | Tong (Bradford) F/T Coney Park (on flight from Tong, Tail-rotor warning produced forced landing at Emley Moor). |
| 8. G-BAXS Bell 47 | Selby Fork F/T Huddersfield |
| G-JERS R-22B | Fadmoor/Coney Park/Sherburn/Keighley |
| 14. G-DORB Jetranger | Tadcaster T Wigan |
| 15. G-HIEL R-22B | Bolton Abbey F/T Coney Park |
| 17. G-EEVS A.109 | Wakefield F Sheffield T Welshpool |
| 18. G-ZIGG R-22B | Coney Park F Sywell |
| 20. G-WYPA Bo.105 | Walton Wood F/T Carr Gate |
| 22. G-STEP Hughes 500 | Rawdon F Oxford |
| 24. G-ISEB A.109 | Scarborough F Knutsford |
| G-BPPC R-22B | Wakefield F Blackpool |
| G-DUGY Enstrom | Coney Park F/T Pool-in-Wharfedale |
| G-JERS R-22B | Sherburn T/F Keighley |
| G-BSXN R-22B | Horsforth F Sherburn (& return on 26th) |
| 27. G-BSBW Jetranger | Gomersal F Walton Wood T Sherburn |
| G-BHAX Enstrom | Barnsley F Sherburn |
| 28. G-BPPC R-22B | Bagby F/T Wakefield |
| G-HIEL R-22B | Easingwold F/T Coney Park n/s |
| 29. G-BSBW Jetranger | Emley Moor F/T Sherburn |
| G-BSXN R-22B | Coldthorpe F/T Sherburn |
| G-BPPC R-22B | Crosland Moor F/T Wakefield (& 31st) |
| G-JERS R-22B | Pudsey F Keighley T Sherburn |
| 31. G-BHAX Enstrom | Sherburn T Barnsley |

LBA Foreign visitors 1991

Statistical Analysis



Foreign visitors 1990/1991 breakdown by country

| Country | Total | | Country | Total | | Country | Total | | Country | Total | |
|----------------|-------|------|-----------------|-------|------|-----------------|-------|------|----------------|-------|------|
| | 1990 | 1991 | | 1990 | 1991 | | 1990 | 1991 | | 1990 | 1991 |
| N (U.S.A.) | 60 | 54 | YU-(Yugoslavia) | 17 | 10 | 9H- (Malta) | 6 | 6 | OH- (Finland) | 1 | 1 |
| F- (France) | 48 | 42 | EC- (Spain) | 15 | 15 | LN- (Norway) | 5 | 1 | VR-C (Cayman) | 1 | 3 |
| EI- (Eire) | 29 | 27 | HB- (Swiss) | 14 | 12 | SB- (Cyprus) | 4 | 1 | AG- (UAE) | 0 | 1 |
| D- (Germany) | 27 | 31 | I- (Italy) | 14 | 4 | C- (Canada) | 4 | 4 | CS- (Portugal) | 0 | 1 |
| OO- (Belgium) | 26 | 21 | OY- (Denmark) | 14 | 17 | VR-B (Bermuda) | 3 | 5 | | | |
| PH- (Holland) | 24 | 18 | SE- (Sweden) | 11 | 12 | HZ- (Saudi) | 1 | 0 | | | |
| LZ- (Bulgaria) | 17 | 15 | OE- (Austria) | 6 | 2 | LX-(Luxembourg) | 1 | 0 | | | |

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The 1990 record total of 347 different foreign visitors seemed attainable once again until late in the year, however the eventual total of 303 fell well below this. It was in fact our third highest, next to 1989's 311. A comparison of the above two bar charts shows that up to the end of August we maintained a slowly diminishing lead on the 1990 figures. By the end of September the totals were identical at 266 but the next three months proved disastrous. With no diversions to boost the figures we only managed 37 new foreigners in three months which was the total for November alone last year. The number of different countries worked out the same although we lost two and gained two. The big drop in the number of Yugoslavian aircraft is understandable but most other countries were also down with the exception of Germany, Denmark, Sweden, Canada, Bermuda and Cayman. For the first time we have a Portuguese registration to record but we have lost all the airliners from Cyprus, the sole Cypriot is a Cessna 340A which is based at EMA and diverted in due to fog. The 1992 summer season does not look promising for blocks of foreign airliners and we will presumably lose all of the Yugoslavians this year which means another big drop in the totals. Lets hope there is a rise in the numbers of foreign business and executive flights to compensate.

Foreign visitors to LBA 1991

| | | | |
|----------------------------|-------------|----------------------------|-------------|
| A6-ESH Boeing 737-2W8 | 22628 | EC-EQP Falcon 20 | 149 |
| C-FMPL Falcon 50 | 96 | EC-ESJ Douglas DC9 83 | 49790 |
| C-GBJA CL601 Challenger | 5082 | EI-ANE BAC 1-11 208AL | 049 |
| C-GNXC Boeing 757-28A | 24260 | EI-ANH BAC 1-11 208AL | 052 |
| C-GNXI Boeing 757-28A | 24367 | EI-BCR Boeing 737-281 | 20276 |
| CS-TME Boeing 737-2K5 | 22600 | EI-BEB Boeing 737-248 | 21714 |
| D-CAPO Lear Jet 35A | 159 | EI-BEE Boeing 737-281 | 20413 |
| D-CASA King Air 300 | FA-76 | EI-BEK Short 360 | SH3635 |
| D-CCCB Lear Jet 35A | 663 | EI-BEL Short 360 | SH3636 |
| D-CHEF Lear Jet 25D | 260 | EI-BIF SOCATA 894A Rallye | 13121 |
| D-CHVB Citation II | 0629 | EI-BPD Short 360 | SH3656 |
| D-CLAN Lear Jet 35A | 397 | EI-BSP Short 360 | SH3689 |
| D-COCO Lear Jet 35A | 466 | EI-BUF Cessna 210N | 63070 |
| D-EADW PA-28 180D Cherokee | 28-5308 | EI-BVM Short 360 | SH3695 |
| D-EBLW PA-28RT 201 Arrow | 28R-8118056 | EI-BVX EMB.110 Bandeirante | 110419 |
| D-ENHA PA-28 181 Archer | 28-8190311 | EI-BYN Citation II | 0171 |
| D-EOKC Cessna P210N | 0134 | EI-CDO BAC 1-11 518FG | 201 |
| D-IAED Cessna 414 | 0808 | EI-CFA SAAB 340B | 241 |
| D-IAFL Cessna 414A | 0256 | EI-CFB SAAB 340B | 251 |
| D-IAQA PA-31T2 Cheyenne | 31T-1166007 | EI-CFC SAAB 340B | 255 |
| D-ICAS Cessna F406 Caravan | 0037 | EI-CFD SAAB 340B | 257 |
| D-ICCC Citation I | 0269 | EI-CFI PA-34 200T Seneca | 34-7870177 |
| D-ICEK Cessna 425 | 0055 | EI-FKA Fokker 50 | 20118 |
| D-ICTA Citation II | 0051 | EI-FKB Fokker 50 | 20119 |
| D-IEEF PA-42 720 Cheyenne | 42-5501004 | EI-FKC Fokker 50 | 20177 |
| D-IEFB King Air B200 | BB-897 | EI-FKD Fokker 50 | 20181 |
| D-IEPZ PA-23 250F Aztec | 27-7754112 | EI-FKE Fokker 50 | 20208 |
| D-IPHZ PA-31T1A Cheyenne | 31T-1104016 | EI-FKF Fokker 50 | 20209 |
| D-IFOS Cessna 404 Titan | 0091 | EI-SNN Citation III | 0183 |
| D-IFRC PA-42 720 Cheyenne | 42-5501010 | F-BXOL King Air 200 | BB-87 |
| D-IGPL Cessna 421B | 0506 | F-BXPY King Air C90 | LJ-684 |
| D-ILCU Beech 58 Baron | TH-32 | F-BXSA PA-31T Cheyenne | 31T-7620008 |
| D-ILSW PA-42 720 Cheyenne | 42-5501015 | F-GBGO PA-34 200T Seneca | 34-8070026 |
| D-IMEK Cessna 421C | 1028 | F-GBTI Falcon 10 | 24 |
| D-IMIC Cessna 340A | 1223 | F-GCEL SOCATA TB-10 Tobago | 97 |
| D-IMOS Cessna 404 Titan | 0079 | F-GCJL Boeing 737-222 | 19067 |
| D-IORA Cessna 404 Titan | 0106 | F-GCLL Boeing 737-222 | 19064 |
| EC-ECR Boeing 737-3Y0 | 23749 | F-GCTC SA226T Merlin III | T-391 |
| EC-EC5 Boeing 737-375 | 23707 | F-GEJV King Air A100 | B-129 |
| EC-EGL HS 125 600A | 256023 | F-GELL King Air E90 | LW-88 |
| EC-EHA Boeing 737-3L9 | 23331 | F-GELT Falcon 10 | 211 |
| EC-EHT Douglas DC9 83 | 49577 | F-GERN King Air C90 | LJ-854 |
| EC-EIG Douglas DC9 83 | 49579 | F-GETJ King Air E90 | LW-296 |
| EC-EJQ Douglas DC9 83 | 49672 | F-GFPP Falcon 10 | 150 |
| EC-EJU Douglas DC9 83 | 49621 | F-GFGV Gulfstream I | 44 |
| EC-EMI Boeing 737-4Y0 | 23979 | F-GFHH Falcon 10 | 113 |
| EC-EMY Boeing 737-4Y0 | 23981 | F-GPHV PA-34 200T Seneca | 34-8233089 |
| EC-BOZ Douglas DC9 83 | 49627 | F-GFJL Citation II | 0470 |
| EC-EPL Douglas DC9 83 | 49630 | F-GFVO PA-31T Cheyenne II | 31T-7920049 |
| EC-EPN Boeing 737-4Y0 | 24345 | F-GGAK King Air 200 | BB-325 |

Foreign visitors to LBA 1991

| | | | | |
|---------------------------|------------|--------|---------------------|-------------|
| F-GGLN King Air 200 | BB-439 | N3HB | CL600S Challenger | 1059 |
| F-GHDX Falcon 10 | 140 | N4YA | Cessna 441 | 0210 |
| F-GHFS King Air C90 | LJ-858 | N13HJ | Citation I | 0182 |
| F-GHOA King Air 200 | BB-121 | N25MJ | HS 125 731 | 25142 |
| F-GHOC King Air 200 | BB-406 | N31JM | PA-28 161 Warrior | 28-7515206 |
| F-GHPB Falcon 10 | 215 | N42W | Cessna T210L | 60344 |
| F-GHYV King Air 200 | BB-364 | N48Y | HS 125 800A | 258009 |
| F-GIAC SA226T Merlin IV | AT-036 | N50FJ | Falcon 50 | 197 |
| F-GICQ Beech A36 Bonanza | E-2569 | N54GL | Lear Jet 35A | 597 |
| F-GIGB Beech F33A | CZ-1512 | N55UK | Lear Jet 55C | 55-147 |
| F-GIJB King Air 200 | BB-13 | N57BC | Citation II | 0478 |
| F-GILF King Air 200C | BL-12 | N60FC | CL601-3A Challenger | 5062 |
| F-GILP King Air 200 | BB-542 | N69SX | Cessna P210N | 0189 |
| F-GILU King Air 200 | BB-620 | N80AT | Gulfstream IV | 1151 |
| F-GIMD King Air 200C | BL-11 | N88AT | PA-62P Aerostar | 08628165003 |
| F-GJAD King Air E90 | LW-3 | N96PM | Falcon 900 | 036 |
| F-GJGB Falcon 10 | 47 | N98HB | King Air A90 | LJ-285 |
| F-GJJJ King Air A100 | B-196 | N103GC | Gulfstream III | 455 |
| F-GKAR Falcon 50 | 204 | N104AJ | King Air C90 | LJ-1164 |
| F-GKBC Falcon 10 | 099 | N125EC | HS 125 400F | 25232 |
| F-GSIN King Air 200 | BB-239 | N127GP | PA-31T Cheyenne | 31T-8166005 |
| HB-DGU Mooney M20K | 25-1123 | N206WJ | Beech A36TC | BA-206 |
| HB-GFT Volpar Turboliner | AF-171 | N210MP | Cessna T210N | 63193 |
| HB-GIH King Air C90 | LJ-867 | N299FB | Gulfstream IV | 1099 |
| HB-IAM Falcon 50 | 164 | N399BB | Sikorsky S76A | 760086 |
| HB-ILH Challenger 600S | 1025 | N40MA | Citation I | 0126 |
| HB-OMZ PA-28 151 Warrior | 28-7415283 | N425HS | Cessna 425 | 0044 |
| HB-VFS Lear Jet 36A | 042 | N461GT | Gulfstream III | 411 |
| HB-VGG BAe 125 700B | 257070 | N500TB | Citation I | 0685 |
| HB-VGR Citation II | 0080 | N603CC | CL601-3A Challenger | 5067 |
| HB-VIL BAe 125 800B | 258097 | N881M | Falcon 50 | 83 |
| HB-VJI Lear Jet 31 | 011 | N900SJ | Falcon 900 | 19 |
| HB-VJX Falcon 20R | 293 | N917J | Jetstar 731 | 5082 |
| I-AGER Lear Jet 55 | 55-045 | N1565B | Beech 400 | RJ-65 |
| I-MITS Mitsubishi MU2B-26 | 366SA | N2706X | Cessna 335 | 0018 |
| I-ONDO Beech 400 | RJ-20 | N2929W | PA-28 151 Warrior | 28-7415457 |
| I-PALP Citation I | 0182 | N3036A | PA-34 220 Seneca | 34-7970003 |
| LN-BRE Boeinq 737-405 | 24643 | N3254X | Cessna 421C | 0077 |
| LZ-BTA Tupolev TU-154B | 026 | N3715B | Beech 95-58 | TH-1200 |
| LZ-BTC Tupolev TU-154B | 036 | N4005X | Cessna 421C | 0424 |
| LZ-BTD Tupolev TU-154B | 058 | N4323C | Cessna 340A | 0533 |
| LZ-BTE Tupolev TU-154B | 073 | N4355V | PA-32 301 Saratoga | 32-8406011 |
| LZ-BTF Tupolev TU-154B | 077 | N4894W | Rockwell 114 | 14224 |
| LZ-BTG Tupolev TU-154B | 095 | N4917W | Rockwell 114 | 14241 |
| LZ-BTK Tupolev TU-154B | 144 | N6801H | Citation V | 0106 |
| LZ-BTL Tupolev TU-154B | 208 | N8171X | PA-28 161 Warrior | 28-8016283 |
| LZ-BTM Tupolev TU-154B | 209 | N8333S | PA-28RT 201T Arrow | 28R-8131054 |
| LZ-BTP Tupolev TU-154B-1 | 278 | N9469P | PA-24 Comanche | 24-4979 |
| LZ-BTR Tupolev TU-154B-2 | 320 | N27340 | Cessna 414A | 0462 |
| LZ-BTS Tupolev TU-154B-2 | 422 | N31878 | PA-28 161 Warrior | 28-7816590 |
| LZ-BTT Tupolev TU-154B-2 | 483 | N56643 | Maule M.5 180C | 8086C |
| LZ-BTU Tupolev TU-154B-2 | 484 | N59756 | PA-31 325 Navajo | 31-7612013 |
| LZ-BTV Tupolev TU-154B-2 | 569 | N80302 | PA-34 Seneca | 34-8233055 |

Foreign visitors to LBA 1991

| | | | |
|--------------------------|------------|----------------------------|-------------|
| M91053 Cessna 340A | 1039 | PH-MDX Citation II | 0634 |
| OE-FPA Citation II | 0552 | PH-NVK Cessna 340A | 1018 (?) |
| OE-GLS Citation II | 0270 | PH-OSK Cessna 414A | 0323 |
| OH-PNA PA-31 310 Navajo | 31-545 | PH-PBM Citation V | 0100 |
| OO-CJV PA-31 310 Navajo | 31-7712101 | PH-RVG PA-28 181 Archer | 28-8390024 |
| OO-COV Cessna FR182RG | 0008 | PH-SYI PA-28 161 Warrior | 28-8416075 |
| OO-DTF EMB120 Brasilia | 120-082 | PH-SWM PA-28 181 Archer | 28-7690404 |
| OO-DTG EMB120 Brasilia | 120-087 | PH-TUR PA-31 310C Navajo | 31-7612088 |
| OO-DTH EMB120 Brasilia | 120-104 | PH-TVB PA-31 310 Navajo | 31-408 |
| OO-DTI EMB120 Brasilia | 120-121 | PH-TVH Boeing 737-222 | 19955 |
| OO-DTJ EMB120 Brasilia | 120-123 | PH-TVP Boeing 737-2K2 | 21397 |
| OO-DTK EMB120 Brasilia | 120-149 | SE-DDY Citation II | 0115 |
| OO-DTL EMB120 Brasilia | 120-176 | SE-DEG Citation I | 0276 |
| OO-DTN EMB120 Brasilia | 120-235 | SE-DEV Citation I | 0123 |
| OO-IBS Sabreliner 60A | 306-5 | SE-DEY Citation I | 0370 |
| OO-JBA Lear Jet 31 | 009 | SE-IAD PA-28 161 Warrior | 28-7816599 |
| OO-LFA Lear Jet 24D | 248 | SE-IDM PA-31T Cheyenne | 31T-8020059 |
| OO-LTE Boeing 737-3M8 | 24377 | SE-IGB PA-31P 425 Navajo | 31P-7300167 |
| OO-LTK Boeing 737-3M8 | 25040 | SE-IOT PA-31 350 Navajo | 31-7752101 |
| OO-LRY PA-31 325 Navajo | 31-7912087 | SE-IUL PA-31 350 Navajo | 31-8252050 |
| OO-MTD EMB120 Brasilia | 120-213 | SE-IXA Beech 200 | BB-1175 |
| OO-NEC Mooney M20J | 24-0345 | SE-KGO Mitsubishi MU-2B-60 | 755SA |
| OO-VFK PA-28 181 Archer | 28-8390004 | SE-KND Beech 200 | BB-1070 |
| OO-VLH PA-31 310 Navajo | 31-7812073 | VR-BKG Falcon 50 | 147 |
| OO-WEG Cessna 340A | 0340 | VR-BLK Gulfstream 840 | 11672 |
| OY-AZN PA-31 310 Navajo | 31-491 | VR-BLP BAe 125 800A | 258139 |
| OY-AZW SA226TC Metro II | TC-252 | VR-BLQ BAe 125 800A | 258175 |
| OY-BPM SA226T Merlin III | T-410 | VR-BMF Falcon 50 | 206 |
| OY-BYJ PA-31 310C Navajo | 31-8012029 | VR-CCT King Air C90 | LJ1028 |
| OY-BZE Cessna F172N | 1600 | VR-COG Beech 400A | RK-7 |
| OY-BZN Cessna 421C | 0045 | VR-CSH King Air 350 | FL-9 |
| OY-CCJ Lear Jet 35A | 468 | YU-AHN Douglas DC9 32 | 47470 |
| OY-CEV Citation I | 0329 | YU-AKD Boeing 727-2L8 | 21040 |
| OY-CFK Cessna 421C | 0610 | YU-AKH Boeing 727-2L8 | 21080 |
| OY-CGT PA-31 350 Navajo | 31-8052098 | YU-AKL Boeing 727-2H9 | 22666 |
| OY-CYD Citation I | 0161 | YU-AKM Boeing 727-243 | 22702 |
| OY-CYV Citation II | 0440 | YU-AKO Boeing 727-275 | 20951 |
| OY-JEU PA-46 350P Malibu | 4622103 | YU-ANP Boeing 737-2K3 | 23912 |
| OY-JEV Citation II | 0284 | YU-ANU Boeing 737-2K3 | 24139 |
| OY-PEB King Air 200 | BB-309 | YU-AOF Boeing 737-2K5 | 22596 |
| OY-PEH King Air 200 | BB-643 | YU-AOG Boeing 737-2K5 | 22601 |
| OY-SUL Cessna 421C | 0853 | 5B-CHN Cessna 340A | 0989 |
| PH-ABD PA-31 350 Navajo | 31-7305048 | 9H-ABA Boeing 737-2Y5 | 23038 |
| PH-BOS PA-28 151 Warrior | 28-7615375 | 9H-ABB Boeing 737-2Y5 | 23039 |
| PH-DLM PA34 200T Seneca | 34-7770335 | 9H-ABC Boeing 737-2Y5 | 23040 |
| PH-FWH Cessna F406 | 0027 | 9H-ABE Boeing 737-2Y5 | 23847 |
| PH-GYN PA-31 350 Navajo | 31-7305119 | 9H-ABF Boeing 737-2Y5 | 23848 |
| PH-IDA PA-31 350 Navajo | 31-7852160 | 9H-ABG Boeing 737-2Y5 | 24031 |
| PH-KJB Jetstream 3108 | 648 | | |

Grand total for 1991 - 303 different aircraft from 23 countries.

SEVEN DAYS IN JUNE - 1963

When we are in the midst of the cold, dark, fog and snow ridden days of winter, memories of the clear hot days of summer are one way to treat the symptoms of Seasonal Affective Disorder. On that dismal, wet day of the last Air Yorkshire meeting (5th January 1992), Jim Thompson's slides of sunny Australia worked wonders, but as a result of a conversation with one of the past secretaries of this Society, Jim Stanfield, I was reminded rather vividly of the first week in June 1963, when the weather was exceptional, and Leeds-Bradford Airport (better known as Yeadon in those days), managed a very busy and interesting week, despite the lack of a long runway at that time. On Whit Saturday, 1st of June 1963, a warm sunny day started the week, with Dakotas G-APUC and G-AMSU operating two charter flights to Dublin and Ostend respectively. British United Airlines brought in two new Dart Herald's, G-APWF and G-APWG to inaugurate the Jersey service, and Heron G-ANCI called in. On that day, a certain Mr T.W.Sykes had opted (with others) for his annual visit to Ringway, so those of us enjoying the sun at Yeadon were delighted when Nord 260, LN-LNE of Wideres, arrived from Oslo carrying a new crew for a ship docked at Hull. We thought he would miss this "star" visitor - but no such luck; LN-LNE departed for Ringway in the early afternoon. Sunday, 2nd June, was also warm and sunny, bringing in Rallye Club G-ARXX from Blackpool and G-AOFM Auster Autocar, of Hunting Aerosurveys. However, Monday 3rd June, could not have been better weatherwise with clear cloudless skies providing a sufficient incentive to abandon the usual wire enclosure by the Tower for the grass at the end of "10" and a little sunbathing. Beagle Terrier G-ASAJ arrived from Rearsby, closely followed by G-APCU, Tiger Moth, from and to Church Fenton for fuel, and Piper Colt G-ARJD. The afternoon produced another Dart Herald G-APWI, from and to Jersey, and Army Air Corps Beaver X1807, from Church Fenton to Middle Wallop, as well as Jodel D-1050, G-ARXT, from and to Newcastle. The best was saved for last, for in the late evening, the Tiger Club (based then at Redhill) arrived in force. Jodel D.140 G-ARDZ provided the radio support for Tiger Moths G-ANMZ and G-ARAZ, for Stampe G-AROZ and for Turbulents G-ARWZ and G-ARAZ. Several of these used the grass parallel to "28" to land, especially the Stampe 'ROZ. This formation had made the trip from Sywell to refuel before proceeding on to Newcastle at 21.30. After such a day, where else to retire to but the " Moorland" for the best fish and chips anywhere?... Tuesday, 4th June was also blessed with clear blue skies and yet more visitors:- Aztec G-ARBR, Apache 235 G-ASFF, Tri-Pacer G-ARAI, Inde Coope's Dove G-APCZ, Pascolds' Apache G-APZD, Cessna 172 G-ARYI from and to Blackpool, Tyne-Tees Airlines Dakota G-APUC doing the return charter from Dublin to Newcastle, another Tiger Club Turbulent G-ARJZ on its way to Newcastle, and returning from Newcastle, Cessna 172C VP-YUG. This particular "172" was based at Yeadon for about a month, arriving on 15th May 1963 from Gatwick, and according to my log, VP-YAA to YZZ was allocated to Southern Rhodesia, so this was a rare visitor indeed. On the 5th, besides Starways Dakota G-AMPO and Dove G-APCZ (again) Philips' F.27 Friendship arrived from Eindhoven, night stopping and departing on the 6th; this was PH-LIP, a very appropriate registration. Also, on the 5th, were Heron G-APWV and Dakotas G-AMWV and G-AMZG. The weather still held on the 6th of June with Inde Coope's other Dove G-ARDE, Super Cub G-ARCT from Sherburn for fuel, and Comanche G-ARDB night stopping from Biggin Hill. 'DB had originally departed from Rochester but called in at Biggin Hill with undercarriage trouble. The final day of that sunny week, 7th June 1963, provided two visits by Clarke Chapman's Dove G-ARMT, Whitbread's Aztec G-ARYF from and to Gatwick, and Fiaggio P.166 G-APYP to replace Charrington United Breweries G-ARUJ, which had gone unserviceable at Leavesden (a much better expression than the current "tech"). The clear skies that week provided the ability to see a wealth of overflying aircraft including Boeing 707's, DC-8's eg PH-DCO, several Dakotas, Voodoos, Victors, Vampires, an Argonaut of Derby Airways, Aztec G-APXN, and a Queenair 65, but eventually, the weather broke on the evening of the 7th with a spectacular thunderstorm during which Aero Commander G-ARJA made a successful approach to "23".

SEVEN DAYS IN JUNE - 1963 (Contd.)

Seasonal Affective Disorder (S.A.D.) may influence as many as 1 in 5 people, but the memories of past summer days and the prospects of similar days to come can help us all. Here's looking forward to the long, hot summer days of 1992, to another Fly-in at the Aero Club to rival that in 1991, and to trips as good as that to Doncaster last August.

For those who have never encountered S.A.D. before, then, please read on:- Just for the record, Seasonal Affective Disorder is a recognized medical illness apparent in as many as 1 in 5 of the population of the U.K. (and almost all people in Scandinavia)... It is brought on by the short, dark and cold days of winter, making those afflicted anti-social, depressed, irritable and sometimes violent. Recommended treatment is exposure to bright light for up to 2 hours per day; alternative therapies involve migration to the Southern Hemisphere for our winter months.....

E.C.Griffiths.

IN THE COCKPIT - LEEDS TO LONDON

Through the Air Training Corps Opportunity Flight Scheme I was recently awarded a trip to London aboard a British Midland Airways Flight from Leeds/Bradford Airport. I arrived well in time for the flight on the 6th December and after check-in made my way to the MIA lounge. Outside on the apron G-OBMC, a Boeing 737-300, was being prepared for Flight BD413. Once inside I was shown to the cockpit where I met Captain Brian Walters and First Officer Ian Baxter.

Although I had been allocated a seat in the cabin I was to travel in the cockpit for the whole journey and the first job was to set-up the jumpseat. The harness for this has both shoulder and leg straps and reminded me of those in the DH Chipmunk. Like all British Midland's Boeing 737's, the aircraft is equipped with EFIS (Electronic Flight Instrumentation System). The majority of the instruments are displayed on CRT or LED displays although there is a set of conventional dials as a back-up.

Once the doors were closed, start clearance was obtained. Air from the Auxiliary Power Unit was bled into the port engine, spinning the turbine and compressor blades. As RPM builds the high pressure fuel cock was opened and the engine started with its characteristic whine. With both engines running we were cleared to taxi to runway 32, meanwhile the Captain was checking the flight Computer for the take-off speeds which it had already calculated when he had entered the flight data. V1, which is the speed at which take-off may be abandoned leaving enough asphalt to stop was 123knots. VR (rotate speed) was 127knots and V2 (safe climb speed) was 145knots. Once lined-up, take-off clearance obtained, the throttles were opened fully, park-brake released and I was pushed back into my seat as 40,000lbs of thrust forced the aircraft forward. The speeds were called out by the First Officer whilst the Captain kept the aircraft on the centreline, and an eye on the temperature and pressure readings for each engine. At 127knots the Captain pulled gently back on the stick and the aircraft climbed away steeply. Undercarriage retracted, the autopilot engaged the aircraft follows the pre-programmed flight plan. A CRT displayed where we were relative to the many VOR beacons and waypoints. As ATC allowed further climb the Captain selected the new altitude by setting a dial and pressing the VNAV (Vertical Navigation). Our routing was overhead the Manchester and Honiley (Birmingham) VOR's toward WESCOTT and Bovingdon VOR's in London. Levelling at Flight Level 270 (27,000ft) I had a chance to talk with the First Officer. He showed me the different displays of the CRT screens, such as other airfields, alternative routes etc. A weather radar that highlights Cumulo-Nimbus cloud-bearer of turbulence and icing is an important instrument on the deck.

IN THE COCKPIT - LEEDS TO LONDON (Contd.)

It wasn't long before we began descent toward Heathrow. At this point numerous heading changes were given by ATC so HDG (Heading Select) was used to override the autopilot without physically flying the aircraft. Once depressurized at 6,000ft we were handed to Heathrow Approach Control. London was rather cloudy and ahead we saw a Boeing 737 of British Airways suddenly enveloped by the cloud. The First Officer now took control of the aircraft as we slipped into the cloud, a siren sounded as the autopilot disengaged. Ten miles north of the airfield on a downwind left hand circuit for Runway 9 Left ATC informed us to slow to 210knots. Flaps lowered to 30 degrees, and a turn onto a southerly heading before being allowed to capture the ILS (Instrument Landing System) at a range of eight miles. Once on the ILS a steady 3deg. descent maintained, we popped out of the cloud at 3,000ft. Below Windsor Castle, ahead Heathrow and a Boeing 747 that we seemed to be catching up. Speed brought back to 170knots the flaps now came out to their full 40deg extent. With undercarriage deployed a smooth landing occurred only 40 minutes after departing Leeds/Bradford. Reverse thrust and braking applied before we parked at Terminal One.

During the 40 minute turn-round at Heathrow the crew took lunch while cleaners came on board. F.O. Baxter then gave me a tour of the aircraft whilst doing the "walkround" checks of the exterior. The tyres can make between 15-25 landings before replacement so the aircraft carries two spares in the cargo-hold. Also, the two CFM56 engines may be changed so that they can be serviced. Parked next to G-OBMC was a series 400 737, G-OBEN with its longer fuselage. The 400 has a skid beneath the vertical fin just in case the pilot "overcooks" the rotate angle on departure. It wasn't long before another load of passengers were on board and Captain Walters requested pushback from the stand. After a short delay we taxied toward Runway 9 Right passing a gaggle of 747's until everything came to a halt. Due to maintenance, a taxiway was closed and it meant aircraft had to give way to those pushing-back from Terminal Three. That cost us ten minutes. Finally airborne some twenty minutes late the crew did everything they could to make up the time. The view of the Midlands was superb, especially the white billowing steam clouds from the power stations of the River Trent. Our descent to Leeds/Bradford began over Sheffield and it wasn't long before we were visual with the airfield some 20 miles away. Without other traffic present it was possible to make a visual approach to Runway 32. A steep descending turn to port heralded our final approach to the airfield. Gliding over the threshold a perfect landing was had just 33 minutes after take-off.

It will be a flight I will always remember and I am ever grateful to BMA, Captain Walters, F.O. Baxter and the rest of the crew.

Mark Teale.

RETURN TO MALTA

"Britannia" I exclaimed in disbelief. It had always been Air Malta to what is rapidly becoming our regular holiday island. But G-BJXJ was certainly a Britannia 737-200 when we boarded it at LBA on Tuesday November 26th. I was not impressed. The steward and three stewardesses knew their job, but were not as friendly as the Air Malta cabin staff had always been, whilst the route information was almost non-existent. I haven't a clue which way we flew out of England. Nobody told us. The first geographical announcement was that we'd just flown over Paris. Later another French town was mentioned, and finally Sicily was pointed out.

On the apron at Luqa Airport I saw two old friends; Air Malta 9H-ABC, and the same operator's 9H-ABE. The former brought us home in March, 1990, whilst the latter took us there and back in December, 1990. Both are Boeing 737's. Also parked up was Britannia G-EPLA, named "Sir Stanley Matthews".

RETURN TO MALTA (Cont.)

Although I didn't visit the airport during our holiday, I logged two more aircraft. The first was a helicopter, 9H-APM seen flying low over Valletta, whilst the second was a sitting target. It was an ex-RAF Gloster Gladiator - minus wings - on show at the National War Museum in Valletta. Named "Faith" it was used in the defence of Malta in 1940 and 1941. The registration was N5520. Tuesday, December 3rd found us at Luqa Airport waiting to fly home. Two of Air Malta's fleet were parked up, 9H-AJA and 9H-ADP. The former is a 737-200; the latter is an Airbus. As we waited, Luftansa G-ABEK, a 737-300, took off; and we also saw Airtours G-JSMC arrive and depart. A Swissair was continually landing and taking off, presumably for pilot training. As it didn't actually stop, even with binoculars I couldn't read its registration. Eventually a Britannia turned up to take us home. When we were aboard we were delayed to allow Balkan's Tupolev LZ-TUZ to land, a bonus we should have missed if Britannia had been on time. Flying back on G-ANW wasn't too bad. The two stewardesses on our section were lovely cheerful lasses. They were efficient, joked with the passengers and were always smiling. Obviously they enjoyed their work. One old lady was terrified of flying, and they couldn't have been kinder to her. During the journey Captain Webster spoke several times over the loudspeakers, giving detailed route information. Then on arrival at LMA the plane made a gentle landing. Like the aircraft we flew out on, this 737 had video screens suspended at intervals from the ceiling. The front one didn't work at first, despite the attentions of a stewardess. Then, part way through the flight, it began to function. The sound relating to the picture came over earphones. Correction.. It should have done. But neither mine or my wife's earphones were working. And the in-flight magazine we'd been invited to take home was missing from the seat pocket. I wasn't particularly bothered, but Britannia will have to do better than that to replace Air Malta in my affections.

L. Scheftsik.

AIRWAYS - NOVEMBER 1991

Seen or heard in November:-

| | | | | |
|-------------------|----------|-----|-----------|-------------------|
| 2. N700SB BAe125 | POL 0925 | 350 | MAR | |
| N900PA WW1124 | DCS 1135 | 370 | MCT | |
| N944AD F900 | PCL 1301 | 280 | MAR | |
| 3. PAA4734 B727 | POL 0847 | 310 | MAR | N4734 |
| N1871R G3 | DCS 0955 | 330 | MCT | |
| 6. N16NK G2B | PCL 1815 | 410 | MAR | |
| 9. VR-BXG F50 | MCT 1745 | 250 | WCO | to LTN |
| F-GKGL C560 | DCS 1915 | 370 | MCT | |
| 10. N3HB CL600 | FCL 1030 | 370 | 60/10 | |
| 13. HB-VJN F10 | TMT 1900 | 350 | POL | to NEW |
| N40SH DC9 | PCL 2155 | 350 | 61/10 | |
| 14. VR-CCE C550 | POL 1751 | 350 | MAR | |
| 15. NZ-KA7 BA3111 | CTR 1830 | 280 | DEN | to BHX?? or MAN?? |
| 16. N17RJ | DCS 1710 | 270 | MCT | to EMA |
| 17. N727CD | TMT 1010 | 260 | POL | to NEW |
| VR-CCE C550 | DCS 1820 | 330 | HON | |
| 19. N903G G2 | DCS 2130 | 290 | MCT | |
| 20. CC-CYM BAC111 | POL 1025 | 350 | STRONOWAY | |
| VR-BRS HS.125 | MCT 1109 | 250 | WCO | to LTN |
| N273AT ATR42 | POL 1310 | 180 | MAR | delivery |
| 23. N159K C650 | POL 0900 | 390 | 60/10 | |
| 24. F-GHBT F20 | POL 1715 | 350 | INV | |
| F-GGCT C550 | PCL 1718 | | INV | |
| N1124N WW1124 | PCL 1915 | 350 | 60/10 | |
| 28. N70EW F900 | MCT 1840 | 210 | HON | |
| 30. N400GA G4 | POL 0940 | 350 | MAR | |

AIRWAYS - DECEMBER 1991

Seen or heard in December:-

| | | | | | | |
|-----------|--------|-----|------|-----|-------|-----------------|
| 11.N4UP | G4 | POL | 1840 | 390 | 59/10 | |
| 13.N92LA | G2B | DCS | 0645 | 410 | MCT | to LHR |
| N125EC | HS.125 | DCS | 2145 | 330 | MCT | diverted to MAN |
| 15.N37P | HS.125 | DCS | 1057 | 370 | MCT | to Hatfield |
| 26.HZ-MS3 | G3 | WAL | 1150 | 450 | HON | to LHR |
| 27.N125EC | HS.125 | MCT | 1415 | 270 | WCO | to LHR |
| 28.N594CC | C550 | POL | 1714 | | MAR | |
| 30.A6-ALI | G4 | DCS | 1635 | 330 | MID | to Farnborough |
| 31.OY-BZT | C550 | POL | 1035 | 310 | 61/07 | to Vagar |
| N67GP | G4 | POL | 1350 | 390 | MAR | |

NEWS

Air France using B767 and B747-400 on NAT routes, AFR015 and 035 for the B767. These are from Aeromaritime (QKL) and some B747 variants are from UTA while some are newly delivered to AFR.

PAA have departed but their A310s are still around in Delta colours, see them at MAN. Also with DAL are some ex Air Canada 115s.

Aeroflot?? Is this still the airline of the Eastern end of Europe? What will happen.... As I write these words in mid January I know that various different titles have appeared on aircraft flying through Shannon on AFL flights. Baltic International Airlines (TI) is a Latvian based airline having taken over the operation of 44 Tu134 aircraft and a few IL76 freighters. Belorussian Airlines is another offshoot which has already started operating into Shannon to connect with Aer Lingus Trans Atlantic flights. A weekly Tu154 operates Minsk to Shannon as AFL897/898 on Mondays. Air Lithuania has been operating Yak40 flights into FRA since November.

Manchester News

Still with Aeroflot, the AFL249/250 Moscow service now operates on Fridays in addition to Sundays, timings are unchanged.

Another Eastern airline, CSA, have reserved slots for CSA758/759 to/from Prague, arr.1250-dep.1340, Mon, Thurs, Sat. (Summer).

Another new airline to start this summer is THY with two flights to/from Istanbul. THY989/990 arr.1055 dep.1150 Thursday (B737) and Sunday (B727).

Long haul carriers from Manchester, Summer '92:-

| Airline | Aircraft | Days | Destination |
|----------------|-----------|------------|----------------------------------|
| American | B767-3 | daily | Chicago |
| American | B767-3 | daily | New York |
| Air Canada | B767 | daily | Toronto |
| Air Hong Kong | B747 | 4 x weekly | Hong Kong |
| British A/W | B747 | 2 x weekly | Istanbul |
| British A/W | B767 | daily | New York |
| Canadian | DC10/B767 | 1-3 daily | Toronto Vancouver Calgary |
| Cathay Pacific | B747-4 | 3-4 weekly | Hong Kong via FRA or CDG |
| Delta | A310 | daily | Atlanta |
| Emirates | A310 | 3 x weekly | Dubai via FRA |
| Pakistan A/L | B747 | day 2 4 | Islamabad via Dubai |
| Qantas | B747-4 | day 1 4 6 | Sydney via LHR |
| South African | B747-3 | day 2 | Johannesburg via Orly |
| Singapore | B747-4 | day 2 5 7 | Singapore via AMS, CDG or Zurich |

Additional charter flights will be operated by American Transair, Air Transat, Britannia, Air 2000, Air 3000, Monarch, Caledonian, Nationalair.

A new airline in the making is Crawford Aviation proposing to operate B757 on charters to European from its Manchester base. This operation is part owned by the well known Barry Goodman.

EDITORIAL

This is our first attempt at a local magazine and we trust it will be well received. Our aims are to give a complete coverage of all airfields and strips in Yorkshire, and to act as the official mouthpiece for the 'West Riding Branch of Air Britain'. At the moment we are short of correspondents for all airfields except Yeadon. The Editor would be pleased to hear from anyone who will volunteer such information.

YEADON MOVEMENTS

- 20/2 G-ARFZ Dove 8. Granada T.V. F.&T. London (Heathrow)
D-ILCA Marquis. Fr. Leinerzhagen To Manover
- 21/2 G-ASVV Cessna 31 CT. Fr. Heathrow To Blackpool
- 22/2 VR-BCD S35 Bonanza. Fr. & To Oxford. (D.7693)
G-AGNC Baron. Fr. Birmingham To Liverpool
G-ARLK Comanche. Fr. & To Pocklington
G-ATOK Cessna 310. Fr. Leavesden To Tees-side
G-ARDE Dove 6. Fr. Liverpool To Newcastle
- 23/2 G-ATAR Aztec C. Fr. Liverpool To Newcastle
G-ASYP Cessna 150E. Fr. Blackpool. NEW RESIDENT
G-ALFU Dove 6. Fr. & To Stansted
- 24/2 G-ASWD Cessna P-172E. Fr. Castle Mill To Usworth
G-ASPC Piaggio P.166B. Fr. Luton To Tollerton
G-ASNA Aztec B. Fr. Gatwick To Wood Vale
G-ASHW Dove 6. Fr. Heathrow To Manchester
- 25/2 G-ARTI Heron 20. Fr. Filton To Renfrew
G-ARWA Bell 47J-2. Fr. & To Northallerton
- 26/2 G-ANMJ Dove 1. Fr. & To Brough
G-ASYK Twin Comanche. Fr. Usworth To Coventry
- 27/2 G-APTY Bonanza. Fr. & To Newcastle
- 28/2 G-ASKU Cessna P-172E. Fr. & To Barton
- 1/3 G-AMDD Dove 6. Fr. & To Wolverhampton
- 2/3 G-ASHV Aztec B. Fr. Leavesden To Northolt
- 3/3 G-AOYC Dove. Fr. Leicester East N/S To Newcastle
- 4/3 G-ASIJ Cherokee 180. Fr. & To Ludham. Also 17/3
- 5/3 G-ASER Aztec E. Fr. Inverness To Renfrew
G-ASMG Dove. Fr. Hatfield To Liverpool
- 6/3 G-ARDP Tri-Pacer. Fr. Redhill N/S To Biggin Hill
G-AROF Meta-Sokol. Fr. & To Crosland Moor
G-ARIN Comanche. Fr. Leconfield To Blackbushe
- 8/3 G-APWY Piaggio P.166. Fr. Honley To Rufforth
G-ARUM Dove 8. Fr. Oxford N/S To Lindholme
- 9/3 G-ARDL Comanche. Fr. & To Newcastle
G-ARII Queenair 65. Fr. Luton To Church Fenton
- 10/3 G-ASHJ Brantly B-2. Fr. & To Mosscair
G-ASSB Twin Comanche. Fr. Manchester To Elstree
- 11/3 G-ASWP Musketeer 2. Fr. & To Leconfield
G-AREZ Aztec 250. Fr. Eastleigh To Manchester
G-ASAJ Terrier. Fr. Crosby N/S
- 12/3 G-APTK Cessna 310. Fr. & To Westfield
83088 U-2F Seminole. U.S. Army. Fr. & To Frankfurt
- 13/3 G-ARDH Dove 8. Fr. Swansea To Anscombe
- 15/3 G-ASFF Apache 235. Fr. & To Liverpool
G-ASUR Dornier Do28. Fr. Netherthorpe To Renfrew
- 16/3 G-ASYD Cessna 310D. Fr. Cambridge To Liverpool
G-ARYH Dove 8. Fr. & To Seighford
G-ASLD Twin Comanche. Fr. Staverton To Oxford
WV734 Pembroke. Fr. Northolt To Mucknell
G-AJRW J/I Autocrat. Fr. Skipsy To YLA for new CoFA.

AIRLINE NEWS

Firstly, to start with the main item of local news this month: Euroworld Airways have been successful in their application to serve Leeds Bradford from London Gatwick. Despite strong opposition from Jersey European Airways and Executive Airlines, who also wished to operate the route. The outcome of the Civil Aviation Authority hearing into the applications filed by the three airlines was made public in mid-January, at which point Euroworld announced that it is to undergo a name change with effect from 3 February, becoming known as CityFlyer Express. The airline hopes to commence operations to Gatwick in April on the proviso that suitable slots can be obtained: Shorts SD360s will be used on a thrice-daily service initially, with progression to 48-seater ATR42-300 forecast in twelve months, perhaps sooner. Euroworld were also awarded the

licences to serve Jersey and Guernsey from Leeds Bradford, and it will begin services using SD360s and the ATRs on 9 May. The services will operate under joint CityFlyer Express/British Airways flight numbers. Jersey European, who proposed a four-times daily operation with an F27 to Gatwick, have also been awarded the licence to serve Guernsey. The return of British Airways to Leeds Bradford, albeit indirect, will continue further this summer if Celtic Airways is able to commence a new Leeds Bradford-Birmingham-Cardiff service. The airline plans to operate a thrice-daily service again, using Shorts SD330 aircraft: services will link to the EuroHub project at Birmingham, from where British Airways and Birmingham European serve a wide range of European destinations. No firm start date has been set as yet, since Celtic Airlines still have to

satisfy the CAA that they are financially fit to undertake scheduled service operations. Executive Airlines are being effectively grounded at present for the same reason.

Anglo Cargo ceased operations at about the same time as the CAA announced the LBA-Gatwick route decision. The airline, which was set up in 1983 to fly an ex-British Caledonian Boeing 707-300 Freighter, had run up estimated debts of £1.5m, mostly stemming from its introduction of a leased Boeing 757 Parcel Freighter to the fleet. The 757, Anglo's two 707s and the I-II-400 are now in store at Luton pending disposal. The couple who set up Anglo Cargo, Maggie and Terry Oldham, were involved in divorce proceedings at the time of the airline's failure.

TEA has bounced back, although in a different guise. The Belgian airline, which was

liquidated in October, has been grounded, but its employees and its management have been active since, setting up European Airlines and EuroBelgium Airways respectively ! Both carriers will fly ex TEA B737-300 equipment, with European flying one, having already commenced operations, and EuroBelgium flying two : the latter airline is supposedly starting-up in March. A TEA UK reincarnation is also underway, with the management of the airline having announced that they intend to form a similar company to fly three Boeing 737-400s on charter services.

The commitment British Midland Airways has to charter services seems set not to diminish this summer. The airline will be flying five Boeing 737s on charters, with one based at each of Birmingham, East Midlands, Glasgow, Belfast and Heathrow. Incidentally, the new B737 aircraft (G-OBML and G-OBMM) are both now in service.

The days of the Dash Seven in the BM fleet seem numbered following the statement issued in December that the airline is to withdraw its remaining operations from London City. The airline flies three of the Dashes, with the aircraft flying East Midlands and Birmingham to Heathrow at present. The main problem with British Midland's transition to an all-jet fleet, as is anticipated by 1993, is what to do with the Guernsey services ! The runway at Guernsey is not long enough to permit safe DC9 operations from there, and BMA has had to find another solution, which seems to be that Loganair will take over the services to the island using its ATPs, probably after this summer season has ended.

The summer charter programme at Leeds Bradford is still not secure enough to justify publishing full details, despite the fact that all the signs indicate that

Summer 1992 should be one of the best seasons yet

Encouraging frequency and capacity increases have come from Dan Air and SABENA, with the latter adding a Saturday morning rotation to its Leeds Bradford-Brussels service, while new charter operators this summer include Inter European Airways, flying the programme on behalf of Aspro Holidays and certain other tour operators to Corfu, Rhodes, Tenerife, Palma, Larnaca, Zakynthos and Paphos, while Monarch Airlines will fly a weekly 757 to Palma on behalf of Thomson Holidays. NortJet become a new summer carrier, flying to Tenerife on a weekly basis, also for Thomsons, weekend for Channel Islands Travel Service.