

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

JULY 1991

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FORTHCOMING MEETINGS

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

AUGUST 4th : Doncaster Airport at 14.30 hours.

SEPTEMBER 1st : Air Band Radio - Andy Rackham.

CHAIRMAN'S CHAT

The July meeting was one of the most interesting this year. Petty Officer Chris. North (Photographic Officer from H.M.S. Ark Royal) was our speaker. He showed us nearly 200 slides, encompassing all aspects of operations aboard the Ark Royal. Unfortunately, due to going "tech" the accompanying sound effects were not available, but Chris's skilful fade in of slides required little imagination to re-create flight deck conditions.

Sunday the 14th saw 20 members meeting at Cosford. This is an excellent Museum for both civil and military enthusiasts, with both indoor and outdoor exhibits. The last two issues of the magazine have been a full 24 pages, this is due mainly to many members sending in articles. Thank you, and please keep them coming. Diary date - Crosland Moor Fly-In - Sunday 1st September.

Trips

Friday 24th August at Rufforth airfield (on York/Wetherby road), meet from 17.00 hrs, earlier the better if you wish to fly. Flights Approx £25.

Wednesday 4th September. Police 42. West Yorkshire Police Helicopter base at Carr Gate, Wakefield. Meet on site at 1900-1930 hrs.

Saturday 21st September. Conducted visit to Blackpool Airport, followed by the Illuminations. Hope this trip will be by coach, details in next magazine.

Saturday 12th October. Visit to British Midland H.Q. at Castle Donington.

Please advise if you require transport for Gliding, Police 42 or British Midland.

CREDITS

T.W.Sykes

J.Hinkles

E.C.Griffiths

S.W.Rigg

D.Ward

A.Sedgwick

E.Martin.

***** STOP PRESS / Red Arrows at L.B.A Sunday 18th August *****
Arrive mid morning, afternoon display over Leeds, return L.B.A.
Late afternoon depart to Scampton.

LEEDS/BRADFORD MOVEMENTS - JUNE 1991

	ATA	ATD		ATA	ATD
1. LZ-BTL Tu-154	0720	0810	D-COCO Lear Jet 35A	0848	0948
EI-BSP Short 360	0850	0922	EC-EJU DC9 83	0855	1002
G-JEAF Friendship	0919	1025	G-BBEI Navajo	n/s	1143 0828(3)
G-BPXJ Turbo Arrow	1148	1915	G-BOTG Cessna 152		1205 1247
G-BGAA Cessna 152	1235	1344	G-BOYL Cessna 152		1347 1557
G-HELE Jetranger	1351	1500	G-HIEL Robinson R-22		1355 1356
G-ESTE AA5A Cheetah	1414	1453	G-AWWX BAC 1-11		1509 1610
G-BIYO Navajo	1523	1602	G-LEGS Short 360		1550 1627
YU-ANP Boeing 737	1614	1734	EC-EJU DC9 83		1621 1911
YU-AOG Boeing 737	1650	1806	G-BCXR BAC 1-11		1719 1809
G-BAMM Cherokee 235	n/s	1755 0723(2)	G-BGEL Tomahawk		1821 1936
G-HIEL Robinson R-22	1909	1909	G-BBEV Cherokee 140		1916 1950
EI-BEL Short 360	1935	2042	N3036A Seneca	n/s	1941 0818(4)
G-JEAF Friendship	n/s	1946 0934(2)			
2. EI-BSP Short 360	0842	0921	G-CITY Navajo	0940	1737
G-BCXR BAC 1-11	1020	1149	G-TKPZ Cessna 310R		1338 1444
G-HIEL Robinson R-22	1431	1431	G-BOTG Aztec		1446 1538
G-BCWA BAC 1-11	1542	1629	LZ-BTK Tu-154		1711 1855
YU-AOG Boeing 737	1733	1913	G-JEAG Friendship		1826 1903
G-BGEL Tomahawk	n/s	1835	OO-DTL Brasilia		1847 1928
G-EMAK Arrow	1854	2043	EI-BPD Short 360		1931 2037
G-JEAG Friendship	n/s	2111 0707(3)			
3. OO-DTK Brasilia	0748	0834	G-ISLE Short 360	0801	0841
G-BPBG Cessna 152	0810		EI-BSP Short 360	0845	0917
G-JEAG Friendship	0915		G-DLTA Slingsby T67	1018	
G-BFWL Cessna F150L	1112		G-PLAN Cessna F150L	1113	
G-BDGM Warrior	1149		G-AVUG Cessna F150H	1232	1645
G-JLRW Duchess	1321		G-AYGN Cessna 210K	1402	
G-POAV Dauphin 2	1414		G-BMAR Short 360	1544	1619
YU-ANU Boeing 737	1651	1741	OE-GLS Citation II	n/s	1703 1814
G-JEAE Friendship	1738	1816	SE-DEG Citation I	n/s	1749 1526(4)
G-BMAR Short 360	1849	1930	OO-DTI Brasilia	n/s	1925 1954
EI-BSP Short 360	1930	2042	G-JEAE Friendship	n/s	2016 0659(4)
G-BEWR Cessna F172N	n/s	2116 1556(4)	G-ROWN King Air 200		2144 0044(4)
4. OO-DTJ Brasilia	0743	0821	G-ISLE Short 360	0803	0839
OY-JEV Citation II	0845	1738	EI-BVM Short 360	0847	0917
G-JEAE Friendship	0913	1001	G-BMMC Cessna 310Q	0956	1511
G-CZAR Citation V	1030	1523	G-JLRW Duchess	1050	
G-REBL Hughes 269B	1115		G-BGEL Tomahawk	1149	
G-BHKJ Cessna 421C	1237	1713	N2706X Cessna 335	1400	1610
G-BJXJ Boeing 737	1413	1518	G-TKPZ Cessna 310R	1419	1600
G-UKLC Boeing 737	1451	1552	G-REBL Hughes 269B	1454	
G-BSCP Cessna 152	1458	1535	G-AWUT Cessna F150J	1501	1547
G-BMLC Short 360	1540	1617	G-AZLY Cessna F150L	1737	1843
G-JEAE Friendship	1744	1817	G-HIEL Robinson R-22	1753	1753
G-BGCF Tomahawk	n/s	1756	G-HAMA King Air 200	1805	2001
G-BMLC Short 360	1850	1927	EI-BSP Short 360	1931	2044
G-OANC Warrior	n/s	1939	OO-DTH Brasilia	1954	2016
G-JEAE Friendship	n/s	2018 0700(5)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
5. <u>OO-DTJ Brasilia</u>	0734	0830	G-BLGB Short 360	0803	0836
<u>EI-BSP Short 360</u>	0838		G-AZLH Cessna F150L	0847	
G-JEAE Friendship	0908		G-BPFG T20 Trinidad	0935	
G-HIEL Robinson R-22	1001		G-BOYL Cessna 152	1103	
G-OCAN Cessna 340	1231		G-BBKY Cessna F150L	1232	
G-HIEL Robinson R-22	1256		G-BAEW Cessna F172M	1306	
G-ZFDB Twin Squirrel	1319		G-GWHH Twin Squirrel	1330	
G-BDGM Warrior	1337	1538	G-REBL Hughes 269B	1355	
G-BDSL Cessna F150M	1519	1556	G-WACK Short 360	1541	1621
G-JEAG Friendship	1737	1811	G-HAMA King Air 200	1821	1953
G-REBL Hughes 269B	1830	1831	G-WACK Short 360	1849	1927
G-POAV Dauphin 2	1901	1959	<u>EI-BPD Short 360</u>	1935	2037
<u>OO-MTD Brasilia</u>	1955	2023	G-JEAG Friendship	n/s	2020 0702(6)
G-BRDO Cessna 177B	2054	2114	<u>N299FB Gulfstream IV</u>		0705
6. G-WACK Short 360	0807	0837	<u>OO-DTH Brasilia</u>		0812
<u>EI-BSP Short 360</u>	0858		G-JEAG Friendship		0925
<u>G-GNXC Boeing 757</u>	1125		G-BMMZ Boeing 737	1231	1548
G-OTSL Agusta 109	1338		G-BMAR Short 360	1540	1626
G-BATV Cherokee 180D	n/s	1733 1839(7)	G-JEAG Friendship	1739	1816
G-BMAR Short 360	1900	1939	<u>OO-MTD Brasilia</u>		1909 1942
<u>EI-BPD Short 360</u>	1937	2048	G-JEAG Friendship	n/s	2020 0715(7)
7. <u>OO-MTD Brasilia</u>	0737	0833	G-BMAR Short 360	0820	0848
<u>EI-BSP Short 360</u>	0857		G-JEAG Friendship	0926	
<u>D-IORA Cessna 404</u>	0946	1634	G-BHWF Boeing 737	1156	1435
G-TKPZ Cessna 310R	n/s	1238 1406(8)	<u>9H-ABG Boeing 737</u>	1302	1422
<u>N299FB Gulfstream IV</u>	n/s	1425	G-BHHU Short 330	1507	1531
G-BACB Seneca	1540	1812	G-UKLC Boeing 737	1541	1751
G-BMLC Short 360	1548	1626	G-JEAE Friendship	1738	1817
G-UKLE Boeing 737	1802	1914	G-BHHU Short 330	1806	1838
G-SEAS King Air 200 (DIV)	1815	1904	G-BMLC Short 360	1854	1933
<u>OO-DTK Brasilia</u>	1924	1954	<u>EI-BPD Short 360</u>	1932	2038
G-JEAE Friendship	n/s	2018 0713(8)			
8. <u>LZ-BTE Tu-154</u>	0731	0829	G-OAKC Navajo	0737	0808
<u>EI-BSP Short 360</u>	0850	0921	G-JEAE Friendship	0916	1220
G-RODD Cessna 310R	0925		G-BWMP Rockwell 695A	0933	
G-HIEL Robinson R-22	1036		<u>EC-EJQ DC9 83</u>	1101	1212
G-BSZP Beech 400	1135	1214	<u>YU-AKM Boeing 727</u>	1155	1334
G-BGSO Navajo	1240	1342	G-HIEL Robinson R-22	1332	1332
<u>F-GIGB Beech F33A</u>	1501	1710	G-BCWA BAC 1-11	1509	1614
G-LEGS Short 360	1551	1630	G-ATTP BAC 1-11	1714	1805
G-OAKC Navajo	1719	1751	<u>EC-EJQ DC9 83</u>	1755	
<u>EI-BEL Short 360</u>	1928	2037	<u>YU-AKD Boeing 727</u>	1941	2022
G-JEAE Friendship	n/s	2117 0946(9)			
9. G-AWIY Aztec	0736	0830	<u>EI-BVM Short 360</u>	0842	0918
G-BSAB Malibu	0956	1424	<u>SE-DEV Citation II</u>	1007	1315
G-BCWA BAC 1-11	1015	1128	G-JIMI Hughes 369D	1543	1625
G-AXYD BAC 1-11	1544	1623	<u>LZ-BFO Tu-154</u>	1708	1959
G-BACB Seneca	1711	1757	<u>YU-AKM Boeing 727</u>	1818	1932
G-JEAE Friendship	1819	1903	<u>OO-DTJ Brasilia</u>	1854	1937
<u>EI-BPD Short 360</u>	1925	2100	G-JEAE Friendship	n/s	2106 0706(10)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
10. <u>OO-DTI Brasilia</u>	0751	0829	G-BMLC Short 360	0803	0844
SE-KGO Mitsubishi MU2 n/s	0824	1714(11)	EI-BVM Short 360	0847	0918
G-JEAE Friendship	0915	0957	G-BLGB Short 360	1537	1612
G-BODX Duchess	1608	1705	G-JEAG Friendship	1728	1809
<u>YU-AOG Boeing 737</u>	1835	1912	G-BLGB Short 360	1846	1927
<u>OO-MTD Brasilia</u>	1909		EI-BSP Short 360	1930	2043
G-JEAG Friendship n/s	2013	0708(11)			
11. <u>OO-DTH Brasilia</u>	0756	0835	G-BMLC Short 360	0807	0843
G-JLRW Duchess n/s	0811	0802(12)	G-BEWR Cessna F172N	0813	1248
G-BLEC BN2 Islander	0833	0904	EI-BVM Short 360	0845	0922
G-JEAG Friendship	0912		G-HIEL Robinson R-22	1005	
G-BFFE Cessna 152	1030		G-BJOP BN2 Islander	1056	
G-CULL Jetranger	1112		G-SMIJ Cessna 414	1307	1412
G-HIEL Robinson R-22	1410	1410	G-BAZG Boeing 737	1434	
G-HIEL Robinson R-22	1502	1502	G-UKLC Boeing 737	1521	1620
G-BMAR Short 360	1551	1623	G-BLEC BN2 Islander	1648	1710
G-HIEL Robinson R-22	1720	1720	G-JEAG Friendship	1743	1814
G-BMAR Short 360	1850	1925	EI-BPD Short 360	1928	2042
<u>OO-DTL Brasilia</u>	2006	2121	G-JEAG Friendship n/s	2018	0700(12)
12. <u>OO-MTD Brasilia</u>	0745	0829	G-BEWR Cessna F172N	0801	1338
G-BMLC Short 360	0807	0837	EI-BEL Short 360	0841	0916
G-BLKY Baron	0854	1810	G-JEAG Friendship	0910	
G-BNRX Seneca	0929	1659	G-HIEL Robinson R-22	0959	
D-IFHZ Cheyenne 1A n/s	1018	1011(13)	G-TOMI BAe 125	1022	1752
G-HIEL Robinson R-22	1254	1254	VR-BLP BAe 125	1400	1429
ZE702 BAe 146	1427	1628	G-BMHX Short 360	1551	1624
G-JEAF Friendship	1735	1815	G-HELO Jetranger n/s	1751	0812(13)
G-BMHX Short 360	1852	1937	EI-BPD Short 360	1924	2045
<u>OO-DTK Brasilia</u>	1934	2020	N500TB Challenger n/s	1954	
G-JEAF Friendship n/s	2018	0700(13)			
13. <u>G-BHHU Short 330</u>	0702		<u>OO-DTL Brasilia</u>	0752	0823
G-BMHX Short 360	0850		EI-BSP Short 360	0844	
G-BMBI Navajo	0857	1634	G-JEAF Friendship	0920	
G-BHHU Short 330	1018		G-OJAC Mooney M20J	1121	
<u>G-GNXI Boeing 757</u>	1131	1323	HB-VIL BAe 125	1158	
G-AXNX Cessna 182M	1211		G-BGOM Navajo	1344	1747
G-BBSU Cessna 421B	1359		G-BTIS Twin Squirrel	1424	
<u>PH-GYN Navajo</u>	1426	1837	G-BLGB Short 360	1538	1621
G-DORB Jetranger	1625	1703	G-BWMP Rockwell 695A n/s	1629	
G-BBSU Cessna 421B	1713	1733	G-OJAC Mooney M20J	1729	1802
G-JEAF Friendship	1732	1814	G-JLRW Duchess n/s	1831	0829(14)
G-BLGB Short 360	1848	1930	EI-BEB Boeing 737	1908	2038
<u>OO-DTJ Brasilia</u>	1928	1959	G-JEAF Friendship n/s	2024	0700(14)
14. <u>OO-DTI Brasilia</u>	0751	0826	G-BMLC Short 360	0756	0840
EI-BVM Short 360	0845	0927	OY-CYV Citation II	0856	1709
G-BAML Jetranger	0913		OY-CEV Citation I	0920	1717
G-JEAF Friendship	0923		G-BRFV Cessna T182	0946	1733
G-ARXW Rallye Club n/s	1006		ZG844 BN2T Islander	1026	1031

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
14. <u>VR-BMF Falcon 50</u>	1117	1854	<u>ZE701 Bae 146</u>	1128	1607
<u>D-CHEF Lear Jet 35</u>	1130	1304	<u>G-AVRN Boeing 737</u>	1223	
<u>G-SECK Cessna T210N</u>	1242	1618	<u>G-OSNB Citation II</u>	1251	
<u>G-LAKC Cessna 404</u>	1308	1345	<u>9H-ABF Boeing 737</u>	1328	
<u>G-BLGB Short 360</u>	1503		<u>G-BJYG Warrior II</u>	1517	1619
<u>G-BBPX Seneca</u> n/s	1557		<u>G-UKLD Boeing 737</u>	1652	1827
<u>G-EAGL Cessna 421C</u>	1711	N/Res	<u>G-JEAG Friendship</u>	1744	1822
<u>G-UKLE Boeing 737</u>	1807	1918	<u>G-HIEL Robinson R-22</u>	1814	1815
<u>G-BGTK Cessna FRL82RG</u>	1817	1824	<u>G-BLGB Short 360</u>	1850	
<u>EI-BSP Short 360</u>	1936	2051	<u>OO-MTD Brasilia</u>	1939	2008
<u>G-JEAG Friendship</u> n/s	2038	0703(15)	<u>G-BHKJ Cessna 421C</u>	2039	N/Res
15. <u>LZ-BTD Tu-154</u>	0715	0845	<u>EI-BVM Short 360</u>	0850	0919
<u>G-JEAG Friendship</u>	0916		<u>EC-EOZ DC9 83</u>	0923	1110
<u>G-HIEL Robinson R-22</u>	1009		<u>YU-AKD Boeing 727</u>	1108	1245
<u>G-RUIA Cessna F172M</u>	1248		<u>G-HIEL Robinson R-22</u>	1328	1328
<u>G-HIEL Robinson R-22</u>	1337	1337	<u>G-BOAE Concorde</u>	1345	1534
<u>G-HIEL Robinson R-22</u>	1355	1356	<u>G-BPPC Robinson R-22</u>	1356	1540
<u>G-HIEL Robinson R-22</u>	1437	1437	<u>G-AWWX BAC 1-11</u>	1523	1634
<u>G-BPWE Warrior II</u> n/s	1545	1711(16)	<u>G-ISLE Short 360</u>	1549	1625
<u>G-BOAE Concorde</u>	1656	1828	<u>G-ATTP BAC 1-11</u>	1712	1758
<u>EC-EOZ DC9 83</u>	1817	1856	<u>G-HIEL Robinson R-22</u>	1910	
<u>EI-BSP Short 360</u>	1932	2028	<u>YU-AKH Boeing 727</u>	1936	2028
<u>G-JEAG Friendship</u> n/s	1946	0911(16)	<u>G-BOAE Concorde</u> n/s	1950	1027(16)
16. <u>EI-BVM Short 360</u>	0842	0914	<u>G-JERS Robinson R-22</u>	0933	1022
<u>G-BDAT BAC 1-11</u>	1023	1125	<u>G-BOAE Concorde</u>	1107	1237
<u>G-BNEH Bae 125</u>	1205	1321	<u>G-BJYD Cessna 152</u>	1234	1428
<u>G-BOYL Cessna 152</u>	1240	1358	<u>G-BHWE Boeing 737</u>	1341	1653
<u>G-BOAE Concorde</u>	1401	1615	<u>G-AWWX BAC 1-11</u>	1539	1625
<u>G-WROX Navajo</u>	1604	2101	<u>G-JEAG Friendship</u>	1732	1815
<u>N299FB Gulfstream IV</u> n/s	1736		<u>YU-AOG Boeing 737</u>	1750	1829
<u>LZ-BFG Tu-154</u>	1755	1915	<u>OO-MTD Brasilia</u>	1853	1932
<u>EI-BEL Short 360</u>	1935	2044	<u>G-FAYE Cessna 152</u> n/s	1937	
<u>G-JEAG Friendship</u> n/s	2021	0709(17)			
17. <u>OO-DTI Brasilia</u>	0800	0821	<u>G-BMAR Short 360</u>	0806	0846
<u>G-AXNX Cessna 182M</u>	0818	1734	<u>EI-CFA SAAB 340</u>	0844	0922
<u>G-JEAG Friendship</u>	0918	0958	<u>G-BASL Cherokee 140</u>	1042	1516
<u>G-BDHL Aztec</u>	1100		<u>D-EADW Cherokee 180D</u>	1106	1206
<u>G-BOVZ Hughes 269C</u>	1129		<u>XZ614 Lynx</u>	1130	
<u>G-BPEG Cessna 152</u>	1131		<u>G-PLAN Cessna F150L</u>	1134	
<u>G-BOVZ Hughes 269C</u>	1224		<u>G-BNNX Turbo Arrow</u>	1235	
<u>G-BASL Cherokee 140</u>	1301		<u>G-BOVZ Hughes 269C</u>	1453	
<u>G-BMHX Short 360</u>	1541	1619	<u>G-HIEL Robinson R-22</u>	1606	1607
<u>G-JEAF Friendship</u>	1730	1810	<u>G-HIEL Robinson R-22</u>	1757	1757
<u>G-BMHX Short 360</u>	1848	1933	<u>G-BOVZ Hughes 269C</u>	1858	1859
<u>EI-CFA SAAB 340</u>	1929	2048	<u>OO-MTD Brasilia</u>	1931	1958
<u>G-JEAF Friendship</u> n/s	2009	0710(18)			
18. <u>OO-DTH Brasilia</u>	0736	0823	<u>G-AXNX Cessna 182M</u>	0756	
<u>G-BMAR Short 360</u>	0802	0843	<u>EI-CFA SAAB 340</u>	0840	0924
<u>G-ATCE Cessna 206</u>	0842	1540	<u>G-JLRW Duchess</u>	0902	1654
<u>G-JEAF Friendship</u>	0923		<u>G-WRCF King Air 200</u> n/s	0947	0815(19)
<u>G-BGTK Cessna 182RG</u>	1003		<u>F-GHDX Falcon 10</u>	1117	1301
<u>G-BDHL Aztec</u>	1229		<u>G-BSDU Jetranger</u>	1403	1420

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
18. <u>G-BHWE Boeing 737</u>	1506	1605	G-BMLC Short 360	1543	1623
G-UKLE Boeing 737	1627	1719	G-OCAN Cessna 340	1653	1824
G-JEAF Friendship	1744	1823	G-BMLC Short 360	1845	1936
<u>EI-CFA SAAB 340</u>	1927	2051	<u>OO-DTL Brasilia</u>	1943	2010
G-JEAF Friendship n/s	2029	0705(19)			
19. <u>G-ODNP Cessna 310R</u>	0709	0721	<u>OO-MTD Brasilia</u>	0747	0818
G-BMAR Short 360	0805	0838	<u>F-GFGV Gulfstream I</u>	0916	1544
G-JEAF Friendship	0918	1003	<u>EI-CFA SAAB 340</u>	0924	0955
G-HIEL Robinson R-22	1043		G-AOYR Viscount	1149	1736
G-BGGF Tomahawk	1243	1834	G-JLRW Duchess	1336	
G-BPKR Warrior n/s	1503		G-BFDI Archer II	n/s	1513 1706(20)
<u>F-GHDX Falcon 10</u>	1536	1605	G-WACK Short 360	1548	1619
G-HIEL Robinson R-22	1630		G-JEAG Friendship	1735	1814
G-HIEL Robinson R-22	1843	1844	G-WACK Short 360	1859	1928
G-GBJA Challenger n/s	1909	1635(20)	G-HIEL Robinson R-22	1926	1926
<u>EI-CFA SAAB 340</u>	1933	2049	<u>OO-DTK Brasilia</u>	1946	2015
G-BDGM Warrior n/s	1949		G-JEAG Friendship	n/s	2020 0710(20)
20. <u>OO-DTI Brasilia</u>	0751	0836	G-WACK Short 360	0805	0837
<u>EI-BVM Short 360</u>	0852	0921	G-JEAG Friendship	0926	1000
G-ATRR Cherokee 140	1038		G-HIEL Robinson R-22	1100	
G-GNXC Boeing 757	1140		G-BGEL Tomahawk	1143	1713
G-AZSU Avro 748	1220		G-BDHL Aztec	1300	1608
G-OCAN Cessna 340	1304	1543	XS639 Andover	n/s	1313 1431(21)
G-BFFE Cessna 152	1419	1453	G-SEBK Cessna T210N	1439	1548
G-BMHX Short 360	1536	1616	G-SACU Cadet	1610	1701
G-BDSL Cessna F150M	1658	1736	G-JEAG Friendship	1737	1818
G-HIEL Robinson R-22	1806	1806	G-BMHX Short 360	1844	1926
G-ORCE Citation II	1855	1924	<u>OO-DTH Brasilia</u>	1858	1934
<u>EI-CFA SAAB 340</u>	1945	2047	<u>N59756 Navajo</u>	n/s	2003 0856(21)
G-ODNP Cessna 310R n/s	2014	0716(25)	G-JEAG Friendship	n/s	2025 0711(21)
21. <u>OO-DTK Brasilia</u>	0803	0825	G-BMHX Short 360	0809	0838
G-JEAG Friendship	0923	1023	G-MARR Cessna 421	0926	1241
<u>EI-BEK Short 360</u>	0946	1021	OY-CGT Navajo	1033	1734
G-BDHL Aztec	1057	1147	G-BEGH Boeing 737	1244	1453
<u>9H-ABE Boeing 737</u>	1320	1500	XZ341 Gazelle	1341	1546
G-UKLE Boeing 737	1544	1717	G-BLGB Short 360	1546	1616
G-UKLF Boeing 737	1649	1824	ZD626 Sea King	n/s	1657 0907(22)
G-JEAG Friendship	1850	1923	<u>OO-DTI Brasilia</u>	1855	1958
G-BLGB Short 360	1915	1936	<u>EI-CFA SAAB 340</u>	1932	2049
G-JHAN King Air 200 n/s	2038	1059(22)	G-JEAG Friendship	n/s	2122 0709(22)
22. <u>LZ-BTM Tu-154</u>	0800	1055	<u>EI-BSP Short 360</u>	0841	0919
<u>EC-ESJ DC9 83</u>	0846	1004	G-JEAG Friendship	0909	1023
G-ORCL Cessna 421C	0941	1006	<u>YU-ANU Boeing 737</u>	1000	1428
G-BPZX Cessna 152	1207	1244	G-HIEL Robinson R-22	1226	1226
G-JIMI Hughes 369D	1227	1300	G-HIEL Robinson R-22	1344	1344
<u>SE-DEV Citation II</u>	1346	1636	G-BEKA BAC 1-11	1520	1629
<u>EC-ESJ DC9 83</u>	1624	1755	G-BCWA BAC 1-11	1655	1827
G-HIEL Robinson R-22	1713	1713	G-LEGS Short 360	1727	1759
G-JHAN King Air 200 n/s	1817	1049(23)	<u>EI-BEK Short 360</u>	1928	2042
G-JEAG Friendship	n/s	1943 0838(23)	<u>YU-AKH Boeing 727</u>	2012	2121
<u>SE-IOT Navajo</u>	n/s	2157 2046(23)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
23. G-RIFA Gazelle	0833	0854	EI-BSP Short 360	0835	0913
G-BDAE BAC 1-11	1015	1418	XS791 Andover	1141	1301
G-ODJP Robinson R-22	1243	1317	G-BGSO Navajo	1407	1641
ZD626 Sea King n/s	1432	0849(24)	G-BOYL Cessna 152	1541	1715
G-AXYD BAC 1-11	1610	1700	LZ-ETM Tu-154	1714	1931
G-JEAF Friendship	1755	1828	OO-DTF Brasilia	1844	1920
EI-BEK Short 360	1936	2042	G-JEAF Friendship n/s	2038	0708(24)
24. G-BKMX Short 360	0810	0844	OO-DTH Brasilia	0813	0847
G-JSMC DC9 83 (DIV)	0827	0934	EI-CFA SAAB 340	0842	
G-JEAF Friendship	0923		G-HIEL Robinson R-22	1118	1118
G-AVXJ Avro 748 n/s	1208	1002(25)	G-HIEL Robinson R-22	1324	1324
G-WACK Short 360	1541	1619	G-JEAD Friendship	1743	1815
G-WACK Short 360	1849	1929	EI-CFA SAAB 340	1921	2043
OO-DTF Brasilia	1923	2030	G-RIFA Gazelle	2016	2057
G-JEAD Friendship n/s	2025	0710(25)			
25. G-BKMX Short 360	0800	0842	OO-DTF Brasilia	0819	0941
EI-CFA SAAB 340	0839	0923	G-JLRW Duchess n/s	0910	0911(26)
F-GSIN King Air 200	0930	1744	G-JEAD Friendship	0937	1005
G-LIDE Navajo	1000	1925	G-HIEL Robinson R-22	1007	1007
G-EDHL Aztec	1048	1715	G-BGSY Cougar	1115	1445
G-HIEL Robinson R-22	1301	1301	G-HIEL Robinson R-22	1312	1312
G-HIEL Robinson R-22	1412	1412	G-UKLC Boeing 737	1430	1543
G-AWSY Boeing 737	1459	1619	N6801H Citation V n/s	1517	
G-BMHX Short 360	1551		G-BGSO Navajo	1555	1651
G-JEAD Friendship	1733	1807	G-HIEL Robinson R-22	1751	1751
G-BMHX Short 360	1856	1926	G-SACS Cadet	1902	1937
G-BRDO Cessna 177 n/s	1919	1709(28)	G-RIFA Gazelle	1921	1952
EI-CFA SAAB 340	1922	2043	OO-DTK Brasilia	2011	2038
G-JEAD Friendship n/s	2020	0705(26)			
26. G-NUIG King Air C90	0738	1658	OO-MTD Brasilia	0747	0814
G-BMLG Short 360	0807	0839	XX491 Jetstream	0839	1203
EI-CFA SAAB 340	0843	0923	G-JEAD Friendship	0911	1002
G-OBIL Robinson R-22	0932	1033	G-HIEL Robinson R-22	1008	1009
G-CULL Jetranger	1204	1317	G-BDHL Aztec	1210	1659
G-BDWH Cherokee 140	1307	1426	G-BBEV Cherokee 140 n/s	1319	
G-BSDL Tobago n/s	1340	1756(27)	G-BSHA Seneca	1356	1552
G-HIEL Robinson R-22	1403	1404	G-HIEL Robinson R-22	1439	1439
G-BOYL Cessna 152	1459	1526	G-OTSL Augusta 109	1540	1604
G-BLGB Short 360	1541	1614	HB-VGG Bae 125	1602	1816
G-JEAE Friendship	1734	1808	G-BNEH Bae 125	1804	1936
G-BGGF Tomahawk n/s	1815		G-ODNP Cessna 310R	1846	
G-BLGB Short 360	1852	1933	G-UKSC Bae 146	1922	1944
EI-CFA SAAB 340	1926	2040	G-JEAE Friendship n/s	2016	0732(27)
OO-DTG Brasilia	2019	2042	G-UKRC Bae 146	2304	2329
27. OO-DTK Brasilia	0730	0842	G-BLGB Short 360	0756	0838
EI-CFA SAAB 340	0835	0914	G-TOMI Bae 125 n/s	0919	1625(28)
G-JEAE Friendship	0938	1007	G-HIEL Robinson R-22	1041	1041
F-GFVO Cheyenne 2 n/s	1138	1548(28)	G-GNXI Boeing 757	1143	
G-OAKL King Air 200	1209	1517	G-AXNX Cessna 182M	1216	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
27. G-BAZG Boeing 737	1303	1550	G-HIEL Robinson R-22	1425	1425
G-ODMM Navajo	1433	1823	G-OAWY Cessna 340	1437	1442
G-BACB Seneca	1500	1535	G-BGTG Aztec	n/s	1515 0730(28)
G-HIEL Robinson R-22	1526	1526	G-ZFDB Twin Squirrel	1526	1620
N69SX Cessna 210	n/s	1531 0810(28)	G-WACK Short 360	1540	1613
G-BSHA Seneca	1607	1754	G-BFTH Cessna F172N	1613	2014
G-BGOP Falcon 20	1658	2203	G-JEAE Friendship	1745	1818
G-HIEL Robinson R-22	1759	1759	G-WACK Short 360	1857	1923
00-DTI Brasilia	1944	2020	G-JEAE Friendship	n/s	2021 0712(28)
EI-BPD Short 360	2125	2200			
28. 00-DTJ Brasilia	0747	0843	G-BNEH BAE 125	0802	0841
G-WACK Short 360	0805	0835	G-AXNX Cessna 182M	0807	1433
G-BPCO Short 360	0833	0913	EI-CFA SAAB 340	0840	0926
G-JEAE Friendship	0920	1001	G-BGSO Navajo	1015	1613
ZE701 BAE 146	1026	1446	G-BDGM Warrior	1145	1438
G-HOPE F33A Bonanza	1204	1256	G-BADP Boeing 737	1213	1428
G-HIEL Robinson R-22	1312	1312	00-COV Cessna 182RG	1336	1720
9H-ABC Boeing 737	1350	1454	G-BMHX Short 360	1543	1616
G-BFLH Seneca	n/s	1551 0902(29)	G-UKLD Boeing 737	1555	1829
G-HIEL Robinson R-22	1637	1637	G-JEAD Friendship	1745	1834
G-UKLE Boeing 737	1749	1856	G-BNEH BAE 125	1751	1815
G-BMHX Short 360	1846	1929	EI-CFA SAAB 340	1935	2048
G-BGTG Aztec	1940	2000	00-DTH Brasilia	1955	2030
G-JEAD Friendship	n/s	2042 0711(29)			
29. LZ-BTD Tu-154	0703	0932	EI-CFA SAAB 340	0839	0919
EC-EJU DC9 83	0857		G-JEAD Friendship	0918	
YU-AHU DC9 32	0947	1316	G-BDWX Jodel D120A	*1006	1124
G-BSPA QAC Quickie Q2	*1033		G-ASAU Rallye Club	*1038	
G-AZLY Cessna F150L	1053	1137	G-BKIR Jodel D117	*1110	1155
G-BGSO Navajo	1123	1304	G-ASWL Cessna F172F	*1130	1505
G-AWVC Beagle Pup	*1135	1455	G-BMLK Grob G109B	*1151	1356
G-HAIG LongEz	*1153	1512	G-BPVZ Luscombe Silhouette	*1154	1712
G-ITWO Cessna F172M	*1203	1422	G-BTGM Aeronca Champion	*1207	
G-APRR Aero 145	*1209		G-BNCZ LongEz	*1237	1707
G-AVRS Gardan Horizon	*1243	1407	G-SFTZ Slingsby T67	*1245	1810
G-AYFP Jodel D140	*1256	1430	G-ATGP Jodel DR1050	*1259	1428
G-AXGZ D62 Condor	*1302	1515	G-RASC Evans VP2	*1313	1710
G-AVGX Cessna F150G	*1326	1553	G-BOYL Cessna 152	1329	1448
T7909 Tiger Moth	*1344	1640	ZD254 Lynx	1400	
G-BDAE BAC 1-11	1517	1557	G-BOPD Bede BD4	*1521	1704
G-BOHV Wittman Tailwind	*1522	1704	G-YPSY Andreasson BA4B	*1528	1714
G-BKMX Short 360	1540	1625	G-AYMK Cherokee 140C	1554	
G-RAEM LongEz	*1612	1737	G-ATMY Cessna 150F	*1636	1726
G-AWUT Cessna F150J	*1637	1746	G-BNZE Warrior II	n/s	1654 1216(30)
G-BKMN BAE 146	1655	1804	EC-EJU DC9 83	1700	
G-BSHA Seneca	1705	1828	G-BFTC Turbo Arrow	1729	1819
G-AZLY Cessna F150L	1744	1815	G-BLDD CUBBY Acro Trainer	*1849	
G-AYGA Jodel D117	*1853	1946	YU-AKM Boeing 727	1903	2047
EI-CFA SAAB 340	1922	2039	G-JEAD Friendship	n/s	1953 0853(30)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
30. EI-CFA SAAB 340	0834	0917	ZG847 BN2T Islander	1011	1122
G-AMPZ Dakota	1022	1719	G-AWWX BAC 1-11	1028	1110
G-SACU Cadet	1100	1157	G-TONI Cessna 421C	1106	1837
XV732 Wessex	1119	1155	G-BNGR Tomahawk	1202	1304
G-BCUJ Cessna F150M	1346	1420	G-BATV Cherokee 180D	1438	1511
G-BOHX Seminole	1502	1654	G-BOYL Cessna 152	1550	1649
G-BPCO Short 360	1602	1620	G-BFTC Turbo Arrow	1632	1716
ZG847 BN2T Islander	1637	1725	G-AXYD BAC 1-11	1642	1829
G-JEAD Friendship	1734	1817	G-AZLY Cessna F150L	1754	1838
G-HOPE F33A Bonanza	1809	1839	OO-DTJ Brasilia	1912	1933
LZ-BTS Tu-154	1925	2153	EI-CFA SAAB 340	1928	2041
G-JEAD Friendship n/s	2028				

Overshoots:-

5. XX699/TOF70; XV190/Ascot755. 6. XS710/FYY35; XX495/?? 7. XX495/FYY74; XV291/EXAM 07; XX492/?? 10. XX513/TOF96; XX495/FYY69; XX513/TOF05. 11. XX496/FYY74; XS711/FYY37. 13. G-ODNP; G-BOPH. 14. XX498/FYY74. 17. XS728/FYY39; XX495/FYY60; XX538/TOF73. 20. XX493/FYY73. 21. XV306/ASCOT772. 25. XX493/FYY73. 26. XS728/FYY44; XX493/FYY61. 29. G-EKSZ.

From & To:-

1. D-COCO/Nurnberg; N3036A/Dublin. 3. OE-GLS/Oporto; SE-DEG/Angelholm. 4. OY-JEV/Karup; N2706X/F/T Elstree. 7. D-IORA/F/T Bremen; N299FB/Exeter n/s Exeter (13). 8. F-GIGB/Le Touquet. 10. SE-KGO/Angelholm. 12. D-IFHZ/Donnaueschingen; VR-BLP/Fornebu; ZE702/Bensen; N500TB/Luton-CYYR. 13. HB-VII/Kerkyra; PH-GYN/Rotterdam. 14. ZE701/F/T Northolt; D-CHEF/Ibiza-Northolt; VR-BMF/Hatfield-Heathrow; ZG844/Middle Wallop-Newcastle; OY-CEV/F/T Hamburg; OY-CIV/F/T Hamburg. 16. N299FB/Exeter n/s Gander. 17. D-EADW/Rufforth-Dundee; XZ614/York-Topcliffe. 18. F-GDHX/F/T Quimper. 19. F-CFGV/Prague-Le Bourget; F-GHDX/F/T Quimper; C-GBJA/Vienna n/s Le Bourget. 20. XS639/F/T Brize Norton; N59756/Gamston n/s Aldergrove. 21. OY-CGT/F/T Copenhagen; ZD626/York n/s Coney Park; XZ341/F/T Middle Wallop. 22. SE-DEV/EBNR-Oslo. 23. SE-IOT/Aalborg n/s Gothenberg; ZD626/Coney Park-Yeovilton; XS791/Northolt-Gutersloh. 25. F-GSIN/Grenoble; N6801H/Reykjavik. 26. XX491/Finningley; HB-VGG/Stuttgart. 27. F-GFVO/Teesside; N69SX/Prestwick. 28. ZE701/Southampton; OO-COV/East Midlands. 29. ZD254/St.Athan. 30. ZG847/F/T Aldergrove; XV732/Edinburgh.

LBA Movements Review - June 1991

A month with something for just about everyone. The foreigners continue to come in and we are slightly up on last year at the moment. On the 1st, Lear 35A D-COCO was "AeroDienst 601" and we had another visit from the Irish based Seneca N3036A. Citations on the 3rd were SE-DEG of Volvo and OE-GLS of Tyrolean Airways. Cessna 335 N2706X on the 4th is believed to be another UK based Yank and Citation II OY-JEV was "Falkair 504". Gulfstream IV N299FB had stayed over from last month and departed to Copenhagen on the 5th, it returned on the 7th and departed again on the 13th to Exeter. It was back again on the 16th and finally departed on the 18th to Gander. On the 7th we had Cessna 404 D-IORA and on the 8th there was the Novair Beech Bonanza F-GIGB.

LBA MOVEMENTS REVIEW - JUNE 1991 (Contd)

Citation II SE-DEV on the 9th was followed by the International Business Air MU2 SE-KGO which night stopped on the 10th. On the 12th Cheyenne D-IFHZ and Taco Bell's Challenger N500TB both night stopped while the BP International Bae 125 VR-BLP didn't. On a medevac flight on the 13th was the Bae 125 HB-VIL using call-sign "Swiss Air Ambulance 302" and also noted was the Navajo PH-GYN "Tulip 01A". The 14th was quite busy with "Falkair414" being the Citation II OY-CYV and "Falkair314" being Citation I OY-CEV, with Glaxo UK's F50 VR-BMF and the Lear 25D D-CHEF of Helmut Gaertner also visiting. D-EADW on the 17th was a Cherokee 180D and on the same day Aer Lingus used their new SAAB 340 EI-CFA for the first time. Falcon 10 F-CHDX visited on the 18th and 19th. Also noted on the 19th was Gulfstream 1 F-GFGV as "Air Provence 4410" and the night stopping Challenger C-GBJA. Night stopping on the 20th was the Gamston based Navajo N59756. Visiting on the 21st was Navajo OY-CGT and night stopping on the 22nd was another Navajo SE-IOT. Beech 200 "Sinair 021" on the 25th was the quite appropriately registered F-GSIN; night stopping the same day was the Citation V N6801H of Paul Terry which Air - Britain have reported as not taken up. The Bae 125 HB-VGG on the 26th is registered to Robert Bosch. On the 27th the Cheyenne F-GFVO belongs to Air Vosges whilst the Cessna 210 N69SX diverted in suffering from a lightning strike and night stopped. Ending the month on the 28th was Cessna 182 OO-COV. Military interest started on the 12th with the arrival of the new Queens Flight Bae 146 ZE702 as "Kitty4", this was followed on the 14th by ZE701 as "Kitty3" and the Army Islander ZG844. The 17th saw Lynx XZ614 visiting as "Army 530" and night stopping on the 20th was Andover XS639 "Ascot 7546". The Gazelle XZ341 was "Army 020" on the 21st and Sea King ZD626 was "Navy ZY" over the weekend. Another Andover was XS791 as "Ascot 1591" on the 23rd. Visiting for a test with the local CAA examiner on the 26th was the Jetstream XX491, arriving as "FYY65" it did its air test as "Exam 07" then returned to Finningley using "FYY65" again. The Queens Flight were back again on the 28th with Bae 146 ZE701 this time as "Rainbow" which is the personal callsign of the Duke of Edinburgh. The Navy returned on the 29th with Lynx ZD254 calling "Navy 631", and ending the month on the 30th were Islander ZG847 "Army 349" and Wessex XV732 "Kitty 5". New on the 1st was the Jet-Ranger G-HELE travelling north. Diverting in from Humberside on the 7th was the Bond King Air G-SBAS as "Bond441-444", and newly reregistered on the 14th was the Lakeside Cessna 404 G-LAKC as "Lakeside 189". On the 24th DC9 G-JSMC diverted from Manchester as "Kestrel 716" due to fog. Over the weekend of the 15th-16th Concorde G-BOAE was doing pleasure flights whilst on the 30th we had the opposite end of the scale with DC3 G-AMPZ doing pleasure flights all day. New residents this month are both Cessna 421C's and both came in on the same day, G-BHKJ is for Knight Air and G-EAGL is for Booth Air and they arrived on the 14th. Big news of the month was the Aero Club Fly-in organized at short notice on the 29th. The weather was kind, and the visitors are noted above with a "*" alongside them. More details elsewhere in the magazine.

LEEDS/BRADFORD AIRLINE NEWS - JUNE 1991INBOUND DIVERSIONS

07 UKA627 ABZ HUY G-BLGW FK27 NWI UKA627
 07 UKA835 AMS HUY G-BLZT SH36 AMS UKA836
 24 AIH716 MIR MAN G-JSMC MD83 MAN AIH716

Airtours MD83 G-JSMC was both the airlines' and aircrafts' first visit on the 24th AIH716.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)REGULAR FLIGHTS

AGX116	LJU	03/YU-ANU	10/YU-ACG		
AGX140	PUY	01/YU-ANP	08/YU-AKD	15/YU-AKH	22/YU-AKH
AGX152	DBV	08/YU-AKM			
AGX190	DBV	02/YU-AOG	09/YU-AKM	16/YU-AOG	
AGX194	DBV	01/YU-AOG	15/YU-AKD	22/YU-ANU	
AMC571	MLA	07/9H-ABG	14/9H-ABF	21/9H-ABE	28/9H-ABC
BAL035A	SZG	16/G-BHWE			
BAL198A	ALC	04/G-BJXJ	11/G-BAZG	18/G-BHWE	25/G-AWSY
BAL222A	GRO	07/G-BHWF	14/G-AVRN	21/G-BECH	28/G-BADP
BAL410A	SZG	06/G-BMMZ	27/G-BAZG		
DAN381	JER	02/G-BCXR	09/G-BCWA	16/G-BDAT	23/G-BDAE 30/G-AWWX
DAN383	JER	02/G-BCWA	09/G-AXYD	16/G-AWWX	23/G-AXYD 30/G-AXYD
DAN385	JER	01/G-AWWX	08/G-BCWA	15/G-AWWX	22/G-BEKA 29/G-BDAE
DAN387	JER	01/G-BCXR	08/G-ATTP	15/G-ATTP	22/G-BCWA 29/G-BKMN
LAZ7926	BOJ	02/LZ-BTK	09/LZ-BTO	16/LZ-BTG	23/LZ-BTM 30/LZ-BTS
LAZ7958	VAR	01/LZ-BTL	08/LZ-BTE	15/LZ-BTD	22/LZ-BTM 29/LZ-BTD
MX832	IOM	01/G-LEGS	08/G-LEGS	15/G-ISLE	22/G-LEGS 29/G-BKMX
NXA417	YYZ	06/C-GNXC	13/C-GNXI	20/C-GNXC	27/C-GNXI
SPP366	PMI	01/EC-EJU	08/EC-EJQ	15/EC-EOZ	22/EC-ESJ 29/EC-EJU
SPP368	IBZ	01/EC-EJU	08/EC-EJQ	15/EC-EOZ	22/EC-ESJ 29/EC-EJU
UKL2015	AGP	07/G-UKLE	14/G-UKLE	21/G-UKLE	28/G-UKLE
UKL2303	PMI	07/G-UKLC	14/G-UKLD	21/G-UKLF	28/G-UKLD
UKL2321	PMI	04/G-UKLC	11/G-UKLC	18/G-UKLE	25/G-UKLC
YRG2651	PUY	29/YU-AHU			

Aircraft making first visits were Aviogenex Boeing 727 YU-AKH AGX140 15th, Nationair Boeing 757 C-GXNC NXA417 06th, Spanair MD83 EC-ESJ SPP368 22nd, and Air UK Leisure Boeing 737-400s G-UKLD UKL2303 14th and G-UKLF UKL2303 21st.

OTHER FLIGHTS

07 G-BHHU SH33	UKL701P/701	Cardiff-Belfast Intl	Lieu UKA SH36
07 G-BHHU SH33	UKL700/700P	Belfast Intl-Cardiff	Lieu UKA SH36
12 ZE702 BA46	Kitty 4	Benson-Northolt	First visit
13 G-BHHU SH33	UKL691P/691	Cardiff-Belfast Intl	Lieu UKA SH36
13 G-BHHU SH33	UKL690/690P	Belfast Intl-Cardiff	Lieu UKA SH36
14 ZE701 BA46	Kitty 3	f/t Northolt	Royal
15 G-BOAE CONC	BAW9036C/9037C	London Heathrow-Local	Pax charter
15 G-BOAE CONC	BAW9037C/9038C	Local-Local	Pax charter
15 G-BOAE CONC	BAW9038C/9039C	Local-n/s-Local	Pax charter
16 G-BOAE CONC	BAW9039C/9040C	Local-Local	Pax charter
16 G-BOAE CONC	BAW9040C/9041C	Local-London Heathrow	Pax charter
17 EI-CPA SF34	EIN362/363	f/t Dublin	First visit
19 F-GFV GL59	APR4410	Prague-Paris LBG	Pax charter
19 G-AOYR V08	BAF3828/3829	f/t Frankfurt	Pax charter
20 G-AZSU HS74	AAW206A/206B	f/t Frankfurt	Pax charter
20 XS639 HS74	RRR7546	f/t Brize Norton n/s	Parachutists
23 XS791 HS74	RRR1591	Northolt-Gutersloh	VIP
24 G-AVXJ HS74	-	Stansted-n/s-Prestwick	Calibration
26 G-UKSC BA46	UKA536	London Gatwick-Edinburgh	UKA725 pax
26 G-UKRC BA46	UKA731	Paris CDG-Stansted	First visit
28 G-BPCO SH36	GIL262P/262	Newcastle-Dublin	First visit
28 ZE701 BA46	Rainbow	Southampton-Munster	Royal
29 YU-AKM B727	AGX153/336	Dubrovnik-Corfu	Pax charter
30 G-AMPZ DC3	AAG154/-PZ	Coventry-Local	Pax charter
30 G-AMPZ DC3	AAG-PZ	Local x 4	Pax charters
30 G-AMPZ DC3	AAG-PZ/155	Local-Coventry	Pax charter

HELICOPTER ACTIVITY - JUNE 1991

- | | |
|-----------------------|--|
| 1. G-DORB Jetranger | Sherburn T Wigan |
| G-HIEL R-22B | LBA/Marston Moor/Sandtoft/LBA |
| 3. G-REBL Hughes 300 | Coney Park F Sywell |
| 4. G-HIEL R-22B | Bolton Abbey F/T Coney Park |
| 7. G-BLUP Dauphin | Humberside T Blackpool |
| G-WYPA Bo.105 | Leeds City Centre F/T Carr Gate |
| 8. G-BNSH S-76 | Humberside T Manchester |
| G-JERS R-22B | Kirby Overblow F Fadmoor T Keighley |
| G-OHHL R-22B | Horbury F/T Doncaster |
| G-BOXT Hughes 300 | Coney Park F Sywell |
| 9. G-JIMI Hughes 500 | Marston Moor F Coney Park T Bagby |
| G-GLOW T.Squirrel | Keighley F Denham |
| 10. G-CPTS Jetranger | Skipton F Nottingham |
| G-JERS R-22B | Keighley T/F Coney Park |
| 12. G-OJLC Bell 222 | York T Manchester |
| G-SFTD Gazelle | Harrogate F Clitheroe |
| N109JD A.109 | Sheffield T Matlock |
| G-WYPA Bo.105 | Eccup F/T Carr Gate |
| 13. G-WYPA Bo.105 | Cookridge F/T Carr Gate |
| 15. G-BAML Jetranger | Garforth(Hilton Hotel) F/T Walton Wood |
| G-HIEL R-22B | Kirkby Malzeard F/T Coney Park |
| 16. G-JIMI Hughes 500 | Barnsley F Sherburn |
| G-RIFA Gazelle | Knarborough (Pleasure flights) |
| 18. G-SVJM T.Squirrel | Garforth F Hawarden T Rotherham |
| 19. G-HIEL R-22B | Brough F/T LBA (& 20th) |
| 21. G-THGS Dauphin | Leeds F Doncaster T Ripon |
| G-WYPA Bo.105 | Pudsey F/T Carr Gate |
| 22. G-JIMI Hughes 500 | Keighley F Clitheroe T Coney Park |
| G-OHHL R-22B | Shadwell F/T Doncaster |
| G-EKLT Jetranger | Coney Park |
| G-JIMI Hughes 500 | Sherburn/Emley Moor/Barnsley/LBA |
| 23. G-FENI R-22B | Skipton F Pontefract T Sherburn |
| G-IIRB Jetranger | Rothwell F/T Blackpool |
| G-RIFA Gazelle | Coney Park F LBA T Caernarfon |
| G-BSXN R-22B | Horsforth F/T Sherburn |
| 25. G-BSLE R-22B | Doncaster T Blackpool |
| G-RIFA Gazelle | Middlesbrough T Coney Park |
| 26. G-DORB Jetranger | Sherburn T Wigan |
| G-MAVI R-22B | Farsley F Doncaster |
| G-WYPA Bo.105 | Pinderfields Hospital F/T Little Smeaton |
| 27. G-ZFDB T.Squirrel | Rotherham F/T LBA |
| G-BAML Jetranger | Grassington F Walton Wood |
| 28. G-BEEL Enstrom | Pool-in-Wharfedale F Barton |
| G-MAVI R-22B | Calverley F Stratford on Avon |
| G-BAML Jetranger | Sheffield/Newcastle/TowLaw/Sheffield |
| G-JIMI Hughes 500 | Barnsley T/F Penrith |
| G-JERS R-22B | Fadmoor F Keighley |
| 29. G-HVRS R-22B | Bolton Abbey T Sherburn |
| G-JERS R-22B | Emley Moor/Keighley/Crosland Moor |
| 30. G-CPTS Jetranger | Skipton F Husbands Bosworth |
| G-MAVI R-22B | Farsley/Bagby/Easingwold/Farsley |
| G-BEEL Enstrom | Ilkley F/T Pool-in-Wharfedale |

ADVERT High in the sky co produced by Dave Ward
 (Our radio reviewer) A pocket sized timetable of all
 North Atlantic westbound flights . Price 75p at Air Supply.

OTHER MOVEMENTS

1. G-BPBO PA-28RT Sandtoft T Ronaldsway, G-BNZZ Warrior Sherburn T Barton, G-BPOT Archer Sturgate F/T Glasgow; 2. G-HUBB P-68B Marston Moor F Inverness; 3. G-POWL C.182 Gamston F Blackpool, G-MALA Archer Bagby T/F Haydock Park; 7. G-BAED Aztec Rufforth F Crosland Moor n/s T Blackpool; 8. G-BARB Seneca Doncaster F Ronaldsway n/s T Blackpool, G-ILTS PA-32 Fadmoor T Haydock Park, N21OMP C.210 Bagby F/T Crosland Moor; 9. G-BIYM Saratoga Doncaster T Blackpool; 10. G-NNAC Super Cub Harewood T Walton Wood; 14. G-BBEF PA-28 Brough F Blackpool, G-BSUF Lance Sandtoft F Kirkwall; 15. G-BDWK Baron Gamston F/T Ronaldsway, G-AWTA C.310 Walton Wood F/T Manchester; 16. G-BEZF AA-5 Doncaster F/T LBA, G-BEPY PA-28 Crosland Moor T Sherburn; 17. G-BUMP Archer Pocklington F/T Ronaldsway; 20. G-ASWL C.182 Bagby T/F Birmingham; 21. G-MEBC C.310 Fadmoor F White Waltham; 23. G-BBCW Aztec Sturgate T Aberdeen, G-AVIB C.150 Coal Aston T Blackburn, G-AVRS Horizon Crosland Moor F/T Bagby, G-BROR Cub Sturgate F Barton T Crosland Moor; 25. G-AWTA C.310 Walton Wood F Swansea; 26. G-BARD C.337 Sandtoft T Blackpool; 27. G-BMHL Tailwind Willy Howe T Liverpool; 28. G-NEWT Bonanza Gamston T Blackpool, G-BGPJ Warrior Marston Moor T Woodvale, G-SEXY AA-1 Willy Howe T Woodvale (& 29th); 29. G-BHMI C.172 Marston Moor F/T Woodvale, G-BRZS C.172 Sherburn T Blackpool, G-BCTF Warrior Tranby Croft T Blackpool; 30. G-MEBC C.310 Full Sutton T/F Liverpool, G-ARGG Chipmunk Sherburn F Blackpool, G-BOZV CEA DR.340 Bagby F/T Oxenhope, G-BPZX C.152 Crosland Moor F/T Doncaster, G-MAGS C.340 Rufforth F LBA T Bristol.

SOME BITS & PIECES

The New ATIS - the automatic terminal information service now has a reported range of 180 miles (on test transmissions).

Walton Wood - the new radio frequency for Walton Wood is 123,625 MHz.

Altimeter Settings - although normally quoted in millibars (mb), the correct S I Unit is the hecto Pascal (hPa). However, there is no need for a conversion factor, since only the name has changed.

Concorde - after the visit on 15th and 16th June 1991, Concorde will be back in October 1991 for another series of flights.

Humberside Diversions - 7th June 1991 - UK627 and UK835/836 diverted to LBA from Humberside due to the awful weather (was this really June?) and the withdrawal of the ILS from runway "21" (due to the runway extensions.)

Air Tours Diversion 24.6.91 - The diversion of "Kestrel 716", Air Tours MD83

G-JSMC, was caused by thick fog at Manchester early on 24th June 1991. "Kestrel 722" also called to check the LBA weather, but did not divert.

N69SX - This Cessna 210 diverted in on 27th June 1991, as a result of a suspected lightning strike. The 210 was on a flight from Prestwick to Nurnberg and encountered one of a series of squall-lines extending NW to SE (a Squall-line is a series of inter connected thunderstorms in a line or chain). After a comprehensive check for damage, N69SX continued to Ostend on 28th June 1991.

Spitfire Fly-past - 30.6.91 - The BEMF Spitfire, which overflowed on 30th June 1991, was returning to Coningsby, after giving a display at the Game Show, Broughton Hall, Skipton.

Trixie & Jim Thompson

Judging by correspondence received from Australia, Trixie and Jim's visit is going well, and, to quote Jim, "the cameras are smoking", with photography of visits to the Flying Doctor Service H.Q. at Jandacot and Perth Airport, plus lots of aviation museums.

It seems like only yesterday.....

On June 29th the Yorkshire Aeroplane Club held a Fly-in and Barbecue here at the LBA. It seems like only yesterday that the last Yorkshire Aeroplane Club Fly-in was held --- it was in fact June 19th 1960. The weather then was good and around 17 aircraft are listed in my logbook. There were no competitions but the Club had arranged for Vigors Aviation (the forerunners of CSE) to have a selection of the latest Piper aircraft on show. These included the Aztec, Comanche, Tri-pacer and Super Cub. The Super Cub was G-ARAN and this was the first G-AR— that we had seen at the LBA. There was one foreigner, F-BJJE a Jodel D140. During the day I also logged the Silver City Dakota G-AMJU "City of Leeds" and the Aer Lingus Dakota EI-AFA "Deaglan". The full list from my log is:

G-AKRS DH89A Rapide	G-AGOH Auster J/1	G-AIGP Auster J/1
G-AJRH Auster J/1N	G-ALCK Proctor 3	G-ANLF Tiger Moth
G-AJEH Auster J/1N	G-AKEJ Gemini 1A	G-AKPF Hawk Trainer 3
G-AKDD Gemini 1A	G-AJEB Auster J/1N	G-AJZS Gemini 1A
G-APXR Tri-pacer 160	G-APYX Aztec 250	G-APZG Comanche
G-ARAN Super Cub	F-BJJE Jodel D140	G-AMJU Dakota
EI-AFA Dakota		

And so 31 years on here we are doing it all again. Once more the weather was on our side, but this time the event was a bit more ambitious. The aircraft were invited to fly in and enjoy themselves at a barbecue and take part in a short timed circuit competition with various ground activities to occupy them as well. Over the day no less than 29 aircraft turned up to park outside the Aero Club premises and be photographed and admired by an extremely large gathering of Club members and helpers. The competition went off without a hitch with many of the local PPL's using the Club aircraft alongside the visitors in their own mounts. In fact the winner was a local brand new PPL. It appeared to be a great success and the chances are that it will be repeated next year with better advertising and consequently more visitors. The following list covers all the aircraft which arrived for the Fly-in and parked on the south side of the airport:

Reg.	Type	From	Reg.	Type	From
G-BDWX Jodel D.120A		Bagby	G-AYFP Jodel D.140		Sherburn
G-BSPA QAC Quickie Q.2		Sturgate	G-ATGP Jodel DR1050		Sherburn
G-ASAU MS880B Rallye Club		Humberside	G-AXGZ D.62B Condor		Sturgate
G-BKIR Jodel D.117		Brighton	G-AVGX Cessna F150G		Bagby
G-ASWL Cessna F172F		Bagby	G-RASC Evans VP-2		Beetham
G-AWVC Beagle 121 Pup		Sherburn	T7909 Tiger Moth		Sherburn
G-HAIG Rutan LongEz		Huddersfield	G-BOPD Bede BD.4		Bagby
G-BMLK Grob G.109B		Rufforth	G-BOHV Wittman W.8 Tailwind		Bagby
G-BTGM Aeronca Champion		Walton Wood	G-YPST Andreasson BA.4B		Bagby
G-YTWO Cessna F172M		Sherburn	G-RAEM Rutan LongEz		Tatenhill
G-BPVZ Luscombe Silhouette		Bagby	G-AWUT Cessna F150J		Sherburn
G-APRR Super Aero 45		Walton Wood	G-ATMY Cessna 150F		Sherburn
G-BNCZ Rutan LongEz		Sherburn	G-BLDD WAG-Aero CUBy Acro		Oxenhope
G-AVR3 GY-80 Horizon		Bagby	G-AYGA Jodel D.117		Oxenhope
G-SFTZ Slingsby T-67M		Bagby			

JERSEY RE-VISITED

Still a popular, if not cheap, holiday destination is the Channel Island of Jersey. Its appeal can be measured by the wide range of U.K. airports that have a service to it - almost 30 during the summer months... Early publications also indicated that the airport would be regularly serving Amsterdam, 2 airports in Eire, 3 in France, 6 in Germany plus Zurich. London is linked from all 4 airports and local traffic serves Alderney and Guernsey.

Having planned a short break to the Island over the first weekend in May, the pleasant surprise waiting for us as we walked through the 'gate' at East Midlands was to be a re-union with British Midlands DC-9-32, G-ELDI. The former Austrian Airlines aircraft OE-LDI 'Bregenz'- leased from Electra Aviation that now carries the name 'The Regent Diamond' and gave the Air Yorkshire members (despite the weather) such a pleasurable flight back in March. Having arrived a little late from Glasgow on this sunny Friday morning 'Delta India' was to make short work of the scheduled BD 1195 to Jersey. The timings from take off to touching down being a mere 37 minutes, the landing made from the west over St Ouens Bay (where runway 09 starts at the top of a hillside...) and included a swerve or two as we met the tarmac heavily.

Situated 5 miles north west of St Helier in the parish of St Peter, the States of Jersey airport was opened in 1937, prior to which landings had been made on the expanse of St Aubins Bay beach. Channel Island Airways operated various services up to and for two years after the War when BEA took over. The tarmac replacing the grass runway surface in the early fifties. Regular inter-island services commenced in 1968 with Aurigny Air Services who later added Alderney and Cherbourg and more recently Dinard, Bournemouth and Southampton. It was one of their unmistakable little yellow 'Trislanders' (G) 'JOEY' that found fame a few years back in a childrens story book and the colour scheme looked unusual on their first and larger SD 360 that I saw. This machine is on lease from the Danish operator Maersk and carries the apt registration - G-OAAS.

The operating hours of the small 'homely' Airport are 7.30 to 21.30 with limited viewing possible from a spectator terrace of about half the runway and all the arriving traffic if not all the stands. A similar adjacent and sheltered view is available through large windows to patrons of the Aviators Bar and Restaurant. Parking is surprisingly free for the first hour although it's not advisable to give them your East Midlands ticket by mistake as I did.... Official figures for 1990 show that there were 93,548 aircraft movements with 1,992,426 passengers travelling through. The busiest of the 23 different types of aircraft being the Trislander (14,756) followed by the F27 (10,336) and SD360 (7,418).

Top of the movements in the 'jets' was the Boeing 737 (BA ?) (4,743) - less than 1,000 ahead of the trusty old HS 748. Four movements were also logged by the largest visitor, the Boeing 767.

A quick visit on the sunny Saturday evening could have lasted hours with a host of arrivals and departures on runway 09, the outbound aircraft being silhouetted against the twinkling water of the just visible St Ouens Bay as they lined up at the end. Representing Air UK were the Friendships Jimmy Savile and Victor Hugo - G-STAN & G-BMXD (F27 500) plus newly registered BAe 146 G-ETIA. BMAs 'Florentine Diamond' - G-BMAH was present along with Birmingham Europeans 1-11 G-AWBL. It would be rare to see three of the Brymon fleet within an hour round our 'neck of the woods'; and it was interesting to see Dash 7 G-BRYD City of Exeter, Dash 8-100 G-BRYG City of Bristol and new Dash 8-300 G-BRYI City of Glasgow. Present for British Airways were 1-11 G-AVMU County of Dorset and 737 200 G-BGDN River Tyne.

JERSEY RE-VISITED (Contd.)

Another 1-11 was Dan Air's G-BCWA whilst Foreign visitor Crossair's new BAe 146 200 HB-IXC headed for Zurich. Jersey European had just the F27 G-JEAB present with Manx SD360 G-BKMX a visitor.

Just a short walk from the Airport towards St Helier is the Jersey Aero Club who, on the first weekend in May play host to an annual International Air Rally which commemorates the liberation of the Island in 1945. The large area of grass to - wards the Club borders the runway on one side and the B36 on the other, and was filled with row upon row of visiting light aircraft that were easy to view over the low fence by the road. We counted 72 in this area alone with more in an over - spill at the other side of the airport approach road. Of these, 23 had foreign registration which were in the main from Belgium, France, Germany, Holland and Scandinavia.

Despite the cool weather there was plenty of things to do and places to re-visit and spotting John Nettles (Jim Bergerac) - filming for the Bergerac Christmas Special on the front at Beaumont made my wives day.... Monday afternoon came all too quickly and as DC9 14, G-BMAI The Star of Este Diamond pushed back with BD 1465, there was only a solitary aircraft left on the stands. Following the east-wards climb over St Helier we banked left and the sea defences of Cherbourg were clearly visible to right before climbing into cloud. The cruising level of just above 20,000 was short and it was not long before we passed over the busy Don - ington Park race track to land on runway 10 - just 48 minutes after leaving Jersey.

A.Sedgwick.

AIRWAYS - JUNE 1991

Seen or Heard in June:-

1. N198CM	DCS 1204	410	MCT	to LHR
C-GTXV CL600	POL 1257	330	MAR	
F-GJHG F10	DCS 1258	390	HON	
C-GJPG CL600	POL 1315	330	TAL	
18.HB-IAM F50	POL 1815	370	OTR	
19.C-GBJA CL601	TNT 1855		LBA	
20.N110MT G3	DCS 1740	370	MCT	
21.N36NP- HS.125	DCS 1810	29-	MCT	to Hatfield
27.N121C C550	POL 2140	350	DCS	

Not a great number of flyovers seen or heard this month but with the weather the way it was there was nothing to see and so little incentive to listen.

The new Manchester based airline, Globe Mediterranean, looks set to go into the record books as the fastest airline...to start and finish, all done in one week... Flights were operated by the Liberian registered B707 EL-AKC. The airline has now rather more interesting equipment since the arrival of LZ-MIK of V.I.A. Operations seem to be from Friday to Sunday with the mid week spent parked... Flights use the V.I.A. call sign, 'VIM'.

The Student Games in Sheffield provided a star movement on Friday 12th June when P-885, an Il62 of the North Korean airline Chosonminhang, arrived with the country's entry. The return flight is due on the 26th June, alas too late as you read this. Soviet entrants arrived on Tu-154 83615 and the Cubana Tu-154 went tech in Paris and the team came the remainder of the journey on more mundane transport. However the team will no doubt all want to go home...

Two Indian Air Force Il76 freighters are due in Manchester over the next few weeks in connection with the collection of some water supply equipment for a relief project.

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.

I MUST HAVE BEEN AN IDIOT....

I had last flown in a Dakota on 29th August 1947, so the opportunity to fly in one again on 30th June 1991, was too good to be missed... Others will no doubt write of the runway used, surface wind, route taken etc. but my impressions, although not unique, will be different.

The flight in 1947 was the 'wings' jump for 225 Initial Parachute Training Course at Number 1 Parachute Training School which was then based at RAF Upper Heyford (of F111 fame) and later at RAF Abingdon; it is now, of course, at RAF Brize Norton. I spent ten days in August 1947 at 1 PTS carrying out eight parachute descents, two from balloons, six from Dakotas. For the technically minded, the jump on 29th August was a mass descent in 'sticks' of eight, with kit bags. The earlier part of August had been spent at The Depot, Parachute Regiment and Airborne Forces on that horror-of-horrors, the Pre-Parachute Course; the Depot was then at Maida Barracks, now at Browning Barracks, Aldershot.

In 1947 I was serving as a subaltern with 2 PARA in Palestine (as it was then known) and was due for a period of home leave (LIAP, if you're as old as me). As parachute training had ceased in Palestine (the 'chutes were being sabotaged), the trip to the UK provided an opportunity to send me to 1 PTS. I had earlier served in India with 16 PARA but the PTS at Chaklala was being used exclusively for the training of Indian Army personnel in preparation for independence. Back to 1991: we flew at about the height we used to jump from - and I nearly had to change my underpants (to put it politely) at the thought of it; the things one will do at twenty become nightmares at sixty-four. I must have been an idiot to jump out of an aircraft - and with only one 'chute which was the standard British practice in those days. British Forces parachutists did not jump with a reserve parachute until we came into line with US practice when NATO was formed. If the captain of G-AMPZ had invited me to even "stand in the door", which is part of parachuting procedure, I would have died of fright... These notes would not be complete without commenting that on the 30th June I sat across the aisle from ex-Fleet Air Arm/Parachute Regiment comrade, Karl Matthews, himself a veteran of some 200 hours on Cornells and Harvards.

Eric Martin.

THE BIG WHITE BIRD

Since I saw the first Air France Concorde arrive at the LBA, it has been my dream to travel on this marvel of modern technology; this dream came true on Saturday 15th of June. My flight was not due to depart until 6pm but I was parked at the Clubhouse by mid morning to see Concorde arrive. The weather was overcast and there were frequent showers but I was pleased to see the army of Leeds/Bradford brushers out in full force up and down Runway 32. It was therefore, a relief when Speedbird Alpha Echo called up and Andy in Air Traffic Control passed on the information Runway 32 "damp". After what seemed like hours of waiting I checked in and was directed up to Gate 6 where a good view could be obtained of Alpha Echo sitting in the rain. Alpha Echo taxied from its stand at 18.22 to backtrack 32 and commenced its roll at 18.28. With an all up weight of 123 Tons lift off took only 29 seconds. The passenger window to my seat was slightly forward and it was only with great difficulty I could lean forward to look out of the window. The angle of climb was indicated by the galley curtain hanging at 30°. On the cabin bulkhead immediately in front of me were the digital readouts on the Macrometer. The flight was approx 1 hour 40 minutes with the route being LBA to join Blue One at Upton, then to Ottringham, North Sea, turn North and the Supersonic up, abeam of Newcastle to St Abbs, turn West and across Scotland to Glasgow then South to Prestwick, Deans Cross, Polehill and back to the LBA. Landing back on 32 at a speed of 170mph and a weight of approx 100 tons. Our maximum height was 52,000ft with a maximum speed of 1,360mph, ie 22miles per minute or 1 mile every 2.7 seconds. Whilst doing this, the outside temperature was minus 48 while the skin of Concorde was plus 98. Despite these extreme figures our champagne did not even tremble in its glass. Surely this must be a dream come true.

Mike Willingale.

Test Report No. 5 - Yupiteru MVT-7000 Airband Receiver - Price £279

This is the "big brother" (as I called it) to the previously tested Yupiteru VT-125 Mark II. It has extended frequency coverage/features and is therefore larger/heavier plus more expensive. Frequency Range 8 - 1300 MHz. 159mm High x 64.4mm Wide x 40mm Deep, Weight 330g. It comes supplied with a full set of accessories comprising AC Mains Adaptor/Charger, Adaptor/Charger for Car Cigarette Lighter, 4 AA size Nicads, Telescopic (BNC) Antenna, Carry Strap, Belt Hook, Earpiece and Comprehensive Instruction Manual. It's nice to see that the set follows the modern trend of having a good option of power i.e mains, normal size batteries etc without needing to purchase special battery packs. You can also charge the nicads overnight without having to take them out of the set. Note that no protective case is available and for something that price I think I'd be happier if it did have one. Also, you'll note that the aerial is a telescopic one and this tended to put me off a little bit at first - possibly as a result of my recent experience with the Fairmate HP-200E, but when using in the field I'm sure a rubber duck type is a lot more handier plus safer for all concerned. With that point in mind I checked with Air Supply and I'm pleased to say that the rubber duck aerial as fitted to the Yupiteru VT-125 II is available as an extra - price approx £8. For those of you who read my report on the VT-125 II you'll know that the set had good sensitivity so although I wasn't able to test the MVT-7000 with such an hybrid aerial I've no reason to think performance on airband would be worsened - in fact it may even be improved.

As mentioned above, the set is larger than the VT-125 II but still small enough to slip into inside pockets and carry around/use with ease. It really looks the piece as well with a sturdy, impressive appearance and a good LCD display with comprehensive information and variable contrast. It has 200 memorised frequency channels of which you can scan any number you wish (by "passing" the ones you don't want) at a rate of 15 channels per second. When in scan mode it's similar to the VT-125 II as it holds on a busy station after a message has been received for either 2 or 4 seconds by using the selectable delay facility. Once again it's quite a "complicated beast" at first but I guess I'm getting used to such sets now as I felt at home with most operations within a few minutes - I still needed to refer to the instruction manual though! The main additions in operation facilities to the VT-125 II are the Tuning Dial and the Attenuator Switch both which are both on the top of the set. The tuning dial allows you to either move between memorised channels in scan mode or shift frequencies up or down by a programmed step in manual mode. The attenuator switch I would estimate brings in about 10dB of attenuation for use when receiving strong signals or interference etc. Common to just about every recent set I've tested it still requires a number of key depressions or clicks of the tuning dial to move between memorised frequencies - when will they make it easier and quicker for the likes of me? I must say you do get used to doing this quickly though and you should still be able to beat the pilots/radio operators. There's the background then and with regard to performance it was in my mind exactly the same as the VT-125 II and therefore as mentioned in that test on a par with my Air 7. It had a good loud and clear tone and certainly inspired confidence that it was giving you the transmissions it should be doing. Certainly an excellent piece of equipment when you consider the width of its frequency coverage. It did however have that niggling factor similar to the VT-125 II of considerable background noise when monitoring a frequency at its most sensitive with no squelch and the volume up. After three or four days of listening with such noise it began to get a bit much for me and I tended to start using squelch more to make things "easier on my ears", but was I missing transmissions?

Should you buy it then? Well, it's certainly the most sensitive receiver I've tested with that frequency coverage and should get you everything you could expect to be able to hear. It's small, light and easy to use and as well as civil airband it also covers military frequencies and a whole host of other interesting ones including the fact of being able to argue Radio 1 coverage to the wife etc. For that service you're paying £279 (£100 more than the VT-125 II and approx £50 more than the Air 7) and what you've got to consider is do you want all those facilities? Also bear in mind the background noise which may not be a problem depending on how you want to use it. I'm sure I'd like to progress up to such a set but at present only want to spend about £250 but get better reception than those on the market at that price at the moment. If this set was £250 I'd consider it but personally would wait to see if one with less background noise came out. At the end of the day though the set does extremely well all it says it will do and, for that reason, I'm happy to recommend it. Once again, thanks to Andy and Mike, Air Supply, 83B High Street, Yeadon, Leeds LS19 7XA tel no (0532) 509581 for loaning me the set for a week.

AIRLINE NEWS -

Adria Airways lost three aircraft in the Government Forces bombing raid on Ljubljana Airport on 28 June. DC9-32 YU-AHW was severely riddled by bullets while parked and Dash Seven YU-AIE was damaged beyond repair by bits of falling hangar roof. The more bizarre of the three write-offs was DC6B YU-AFF, which had been withdrawn from service at Ljubljana since 1975; rebel forces were using it to blockade the runway from invasion by Government troops when it was blown up. Airbus A320 YU-AOE was also severely damaged both by bullets and falling hangar roof, but is thought to be repairable. However, it has been said that Adria Airways cannot afford to do so, so this aircraft too may be declared a write-off.

British Airways will put the two Boeing 767-300ERs which have been in store at Mojave, into service towards the end of the year. One will be replacing the remaining TriStar in the mainline BA fleet, flying a daily schedule to Tehran via Larnaca, while the other will be operated in a short-haul configuration, providing crucial extra capacity on the airline's busiest European routes.

Apart from the Caledonian Airways fleet, only two TriStars are reportedly still in the UK; one is still in service, and the other is currently stored awaiting a ferry flight to Mojave in the USA. Caledonian Airways have sufficient TriStar capacity available to cover any shortfalls which may arise in the near future. One aircraft, G-BHEP, has been placed with Air Lanka on a short-term lease, while interest in purchasing some of the aircraft in store is rumoured to have come from several airlines, including Delta, LTV and Airtours.

British Independent Airways ceased operations on 12 July due to financial problems, and entered voluntary liquidation on the same day. The airline had operated two HS748s on routes from London Lydd Airport to Beauvais and Le Touquet, and had actually taken delivery of a third aeroplane days before entering liquidation, with which it had planned to open several new routes.

Celtic Airways appears to have delayed the start of its Bristol-Leeds Bradford-Newcastle service until next March due to the lack of forecast improvement in trading conditions.

Dan-Air have pulled off routes from Manchester to Amsterdam and Gothenburg and from Berlin Tegel to Newcastle, TeesSide, Manchester and Amsterdam following a recent restructuring of the non-Gatwick based operations. A direct Manchester-Oslo Fornebu service is now in operation, having dropped the stop at Gothenburg, and this is operated by a 1-11 seconded from the Gatwick runs rather than the previous 146-100. Timings on the Newcastle-TeesSide-Amsterdam have also been subject to substantial change. Dan-Air hopes to receive Governmental approval to launch services from Gatwick to Oslo, Stockholm, Rome, Malta, Palma, Barcelona, Cairo, Athens and Istanbul by the beginning of next year.

Executive Airlines Spokesman Ron Miller said that the airline had been overwhelmed by the tremendous support it has received from the people of Yorkshire since it announced its intentions to commence operations little over a month ago. Many ex-Capital Airlines staff have applied for jobs with the new airline, and the situation with regard to financial support has also improved considerably.

Hamburg Airlines have dropped plans to commence services from Hamburg to Manchester and Birmingham. The airline has also withdrawn its Hamburg to London Gatwick service, claiming that UK routes are not profitable at the present time. Instead, the airline will concentrate on developing

its route network from Hamburg and Berlin into Eastern Europe and the Soviet Union. It has now taken over the Saarbrücken-Berlin runs from Dan-Air using a Dash Eight, and will commence a new service from Berlin to Minsk shortly. It is possible that the airline will be involved in the purchase of several Dash Eight 100s from the receivers of a defunct Canadian airline to develop services from Leipzig, Rostock, Dresden and Erfurt to provincial destinations in western Germany.

Jersey European Airways has applied to the Civil Aviation Authority for traffic rights between Gatwick, Leeds Bradford and Birmingham.

Loganair have ordered five Jetstream 31 aircraft from British Aerospace. At a recent news conference, the airline's managing director, Scott Grier, announced the order, claiming that the plans would "revolutionize" air travel in the Highlands and Islands of Scotland.

The aircraft on order are second-hand machines which have been in service with NetherLines, Aliblu and Berlin European, and all have been returned to British Aerospace due to re-equipping or cessation of operations by the airlines concerned. The actual aircraft involved will be registered in the G-LOG* series.

The routes to be operated are :

Aberdeen to Shetland : three return flights every weekday and two Sat/Sun
 Aberdeen to Kirkwall : two return flights every weekday and one on Saturday
 Edinburgh to Shetland : one return flight every weekday and on Saturday
 Glasgow to Kirkwall : Two return flights every weekday
 Glasgow to Shetland : One return flight every weekday
 Glasgow to Benbecula : one return flight Monday-Saturday
 Manchester to Inverness : one return every weekday

The new services will begin in September, and the first Jetstream has already been handed over. Jobs for some fifty people have been created, mainly aircrew and engineers, in Glasgow, Aberdeen, Orkney and Shetland.

The airline has also applied for traffic rights between Southampton, Glasgow and Edinburgh, and would like to commence services as soon as possible, again using a Jetstream.

Loganair has also announced its intention to resume limited frequency services between Glasgow and Manchester, a route vacated in March 1990, and will also restore a daily Inverness to Stornoway flight to the network in September.

Merpati Nusantara The Indonesian third-level carrier has given the British Aerospace ATP orderbook a major boost by ordering five aircraft, which will be used to supplement its fleet of CN235s. The aircraft have already been built, and will be delivered at a rate which has yet to be dictated by the customer.

Okada Air of Nigeria have acquired yet more second-hand BAC1-11s in the last month. The most recent purchases have been the pair of former Airways International Cymru 1-11-304AXs, G-VLAD and G-YMRV (the latter having been reregistered G-BPNX by Dan-Air some time ago), and Dan-Air's 1-11-300 G-ATPK. This means that Okada now operate every 1-11-300 ever built, except for two ex-Laker aircraft, one of which was impounded at Manchester when the airline failed to pay its bills and latterly sold off by the airport authority, and the other crashed in a field while making a forced landing shortly before publication (no-one injured).

Former British Airways 1-11-539GLs G-BGKF and G-BGKG have also been acquired, Okada's first -500s, and these have been registered 5N-ORO and 5N-BIN.

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