

# AIR YORKSHIRE

AVIATION SOCIETY



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<u>TRIPS</u>	John Jackson, 16, Church Street, Yeadon, Leeds, LS19	Leeds 50376

## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 1500hrs.

<u>SUN AUG 1st</u>	NO MEETING
<u>SUN SEPT 5th</u>	Mike Alexander talks about Wrecks/Relics of Northern England.
<u>SUN OCT 3rd</u>	Paul Isherwood with more of his wonderful slides of European Airports and Airlines.
<u>SUN NOV 7th</u>	Steve Rigg with slides of Airliners in unusual Colour Schemes.
<u>SUN DEC 5th</u>	XMAS PARTY.

## CHAIRMAN'S CHAT

At present the Society has 180 Members, these being made up of approx, 120 Full Members and about 60 Postal Members. I would like to mention that all postal members are eligible to go on any of the trips organised by the Society. Also we would welcome any articles, contributions, suggestions or enquiries from Postal members. Whilst on the subject of trips, our Trips organiser John Jackson has now settled in, and has completed several trips. However we find that people are putting their names down and then not going. The cost of trips is worked out on the number of members putting their names on the list, if four don't turn up the Society could have to stand the cost of the empty seats. Unfortunately certain trips to R.A.F. bases, etc., can only be done Mid Week, but John is willing to organise Sat/Sun trips if the demand is there, but please remember trips will only be run if well supported, so it is up to you. The next available trip is to London/Heathrow on Sunday 26th Sept. 1993, if you want to go please let John know as soon as possible. Sunday the 18th July saw several members manning our usual stand at the Church Fenton Air Display, and despite a poor weather forecast, the weather remained fine all day, but possibly due to the misleading forecast, attendance seemed very low, hopefully we may just break even financially. Thanks to all members who donated magazines etc, as this provides our main income, also thanks to all who helped on the stall.

## TRIPS

SEPT 26th LONDON HEATHROW DAY TRIP £16 each. (Based on 35 persons)  
NOV 9th RAF SCAMPTON DAY TRIP (RED ARROWS) £10 each. Payment secures place.  
 AIR YORKSHIRE, ITS COMMITTEE AND JOHN JACKSON CAN NOT BE HELD LIABLE IN ANY WAY  
 WHATSOEVER FOR ANY INJURIES, INCONVENIENCE AND COSTS, HOWEVER INCURRED WHILST  
 PARTICIPATING IN ANY ACTIVITIES BY ANY OF THE ABOVE.

## CREDITS

T.W.Sykes, I.D.Morton, A.Sedgwick, E.Griffiths, J.Jackson,  
 R.Fozzard, Gillian Simpson. J.L.Martin. T.Shaw. R.E.Jones

# LEEDS/BRADFORD MOVEMENTS. June 1993.

01 G-BMHX Short 360	0757	G-OBHD Short 360	0810
EI-CFA SAAB 340	0854	G-PKBM DC9	0931
9H-ABE Boeing 737	0943	G-OBLK Short 360	1002
D-IMKE Cessna 414	1007	OO-DTH Brasilia	1024
G-FISH Cessna 310R	1104	G-TKPZ Cessna 310R	1144
G-PKBM DC9	1236	G-BYAJ Boeing 757	1244
G-LEAR Lear Jet 35A	1403	OO-DTG Brasilia	1455
G-PKBM DC9	1528	EI-CFD SAAB 340	1541
G-OBLK Short 360	1645	G-BYAL Boeing 757	1756
G-PKBM DC9	1809	G-OBHD Short 360	1835
G-BMHX Short 360	1837	EI-CFA SAAB 340	1929
G-OBLK Short 360	2014	OO-DTH Brasilia	2020
G-RMCT Short 360	2029	G-BIUV HS 748	2131
G-SBAC Short 360	2146	G-PKBE DC9	2151
02 G-OBHD Short 360	0921	G-PKBE DC9	0932
OO-DTI Brasilia	1028	G-OBLK Short 360	1042
EI-CFC SAAB 340	1044	G-BPSV Cessna 406	1048
G-ODIL JetRanger	1103	G-BLKY Baron	1135
EC-EPL DC9 83	1205	G-PKBE DC9	1234
G-PENN AA5B Tiger	1346	G-BODY Cessna 310R	1401
G-GCJL Jetstream 41	1429 1527	G-AWIT Cherokee 180D	1435
OO-DTH Brasilia	1443	G-LOGV Jetstream	1513
EI-CFB SAAB 340	1543	G-PKBM DC9	1610
G-SWFT King Air 200	1637	G-OBLK Short 360	1654
G-BLGB Short 360	1836	G-OBHD Short 360	1837
G-PKBM DC9	1848	G-BPSV Cessna 406	1901
EI-CFC SAAB 340	1924	G-OBLK Short 360	2009
OO-MTD Brasilia	2027	G-RMCT Short 360	2054
G-PKBM DC9	2128	G-OLAH Short 360	2141
G-BIUV HS 748	2144		
03 G-OBHD Short 360	0851	EI-CFD SAAB 340	0856
G-PKBM DC9	0931	G-OBLK Short 360	1005
G-BATN Aztec	1021	OO-DTG Brasilia	1035
G-BDHL Aztec	1106	G-PKBM DC9	1224
G-NUTZ Twin Squirrel	1301	G-TKPZ Cessna 310R	1356
G-SHCC JetRanger	1437	OO-DTI Brasilia	1443
G-LOGV Jetstream	1500	OE-GSC Falcon 10	1517 1738
G-PKBM DC9	1520	G-DFLT Cessna 406	1552
EI-CFB SAAB 340	1555	I-BLUB Citation III	1654
G-OBLK Short 360	1700	G-PKBE DC9	1822
G-OBHD Short 360	1829	G-BMLC Short 360	1834
G-ODNP Cessna 310R	1851	EI-CFD SAAB 340	1927
G-RMCT Short 360	1950	G-OBLK Short 360	2030
OO-DTF Brasilia	2059	G-ELDI DC9	2119
G-BIUV HS 748	2139	G-OLAH Short 360	2141

04 G-BMLC Short 360	0802	G-OBHD Short 360	0817
G-BMGH Navajo	0830	G-BMJO Seneca	0850
EC-EIG DC9 83	0909	G-ELDI DC9	0918
EI-BVA Cessna 404	0921	PH-BOS Warrior	0925 1508
G-TKPZ Cessna 310R	0949	G-AZTS Cessna F172L	0952
G-OBLK Short 360	1007	CS-TIF Boeing 737 300	1025
EI-CFC SAAB 340	1034	G-SOUL Cessna 310R	1043
OO-MTD Brasilia	1047	G-AYAA Cherokee 180E	1113
G-SERL TB-10 Tobago	1145	G-BNNJ Boeing 737 300	1216
G-SEEK Cessna T210N	1228 1454	G-FISH Cessna 310R	1229
G-ELDI DC9	1232	ZE702 BAe 146	1237
G-DORB JetRanger	1337	OO-DTG Brasilia	1435
G-LOGV Jetstream	1502	G-ELDI DC9	1510
EI-CFB SAAB 340	1546	G-OBLK Short 360	1650
G-BMGH Navajo	1656	G-ELDI DC9	1810
G-EMER Seneca	1817	G-BSRY Cessna 406	1820
G-OBHD Short 360	1833	G-BMLC Short 360	1834
EI-CFC SAAB 340	1921	G-OBLK Short 360	2014
OO-DTH Brasilia	2017	G-BMAC DC9	2053
G-RMCT Short 360	2059	G-PKBE DC9	2134
G-OLAH Short 360	2140	G-BIUV HS 748	2149
G-BNNJ Boeing 737 300	2206		
05 G-BNNJ Boeing 737 300	0701	LZ-BTO TU154	0727
G-BPEF Boeing 757	0750	G-RMCT Short 360	0753
EI-CFA SAAB 340	0859	G-BTFT Baron	0917
G-BMAC DC9	0927	G-BMAK DC9	0930
G-ODNP Cessna 310R	0937	OO-DTN Brasilia	1031
G-OBLK Short 360	1034	G-BOIZ Seneca	1150
N23840 C24R Sierra	1155 1232	G-BMAK DC9	1238
G-IZEL Gazelle	1251	I-BLUB Citation III	1318
G-BOBV Cessna F150M	1427	G-OBML Boeing 737 300	1434
G-BNGL Boeing 737 300	1437	EI-CFC SAAB 340	1545
G-AVBZ Cessna F172M	1559	G-LEGS Short 360	1606
G-OBLK Short 360	1646	G-BMOP Arrow	1707
G-BCEO AA5 Traveler	1738	G-BMAC DC9	1821
G-OBML Boeing 737 300	1848	G-BSBW JetRanger	1907
G-BNNJ Boeing 737 300	1920	G-OBLK Short 360	2006
G-RMCT Short 360	2040	G-BMAC DC9	2118
06 G-BNNJ Boeing 737 300	0749	EI-CFD SAAB 340	0850
G-TONI Cessna 421C	0933	G-IEAA Boeing 737 300	0943
G-SEAS Navajo	0946	G-OBMJ Boeing 737 300	1012
G-BMAK DC9	1015	G-BOIT TB-10 Tobago	1121
G-PKBD DC9	1225	G-MONB Boeing 757	1247
G-OBLK Short 360	1325	G-BMAH DC9	1335
G-BECG Boeing 737	1425	OO-DTI Brasilia	1431
G-BBEI Navajo	1442	G-FISH Cessna 310R	1547
EI-CFB SAAB 340	1550	G-ODNP Cessna 310R	1624
G-OBLK Short 360	1643	LZ-BTO TU154	1703
G-BBEV Cherokee 140D	1740	G-BNNJ Boeing 737 300	1752
G-ODNP Cessna 310R	1759	G-BMAK DC9	1822
G-OBHD Short 360	1833	EI-CFD SAAB 340	1924
OO-DTJ Brasilia	2009	G-OBLK Short 360	2013
G-BMAK DC9	2128	G-BNGM Boeing 737 300	2131
07 G-BNNJ Boeing 737 300	0719	G-WACK Short 360	0756
G-OBHD Short 360	0811	EI-CFC SAAB 340	0852
G-BMAK DC9	0936	G-OBLK Short 360	1004
G-BGGI Tomahawk	1030	OO-DTH Brasilia	1042



G-BMAK DC9	1240	G-BJYD Cessna F152	1307
G-TKPZ Cessna 310R	1350	G-BATV Cherokee 180F	1423
OO-DTF Brasilia	1448	G-BYAJ Boeing 757	1450
G-LOGV Jetstream	1457	G-BMAK DC9	1523
EI-CFA SAAB 340	1545	G-OBLK Short 360	1648
G-BDSL Cessna F150M	1656	G-BMAK DC9	1814
G-OBHD Short 360	1825	G-WACK Short 360	1833
EI-CFC SAAB 340	1922	G-OBLK Short 360	2003
G-BBEV Cherokee 140D	2008	OO-DTJ Brasilia	2028
G-RMCT Short 360	2110	G-PKBE DC9	2135
G-OLAH Short 360	2137	G-BIUV HS 748	2149
08 G-FISH Cessna 310R	0701	G-OBHD Short 360	0812
G-BLPV Short 360	0816	EI-CFB SAAB 340	0856
I-LIAT Cheyenne I	0915	G-PKBE DC9	0923
9H-ABF Boeing 737	0937	G-JLRW Duchess	1005
G-OBLK Short 360	1008	OO-DTH Brasilia	1038
G-CLUE Seneca	1100	G-BOFC Duchess	1106
G-BNKW Tomahawk	1107	N9329R Sikorsky S-52	1114 1202
G-PKBE DC9	1230	G-BYAJ Boeing 757	1251
G-SOUL Cessna 310R	1255	G-BSZI Cessna 152	1423
G-MPWT Seneca	1433	OO-DTN Brasilia	1455
G-LOGV Jetstream	1505	G-AIJT Auster 5 J/4 100	1509
G-MALS Mooney M20K	1514	G-BSBW JetRanger	1520
G-PKBE DC9	1526	EI-CFC SAAB 340	1548
G-BYAL Boeing 757	1600	G-OBLK Short 360	1644
G-BSTM Cessna 172L	1654	G-BSBW JetRanger	1654
G-MPWT Seneca	1659	G-PKBE DC9	1821
G-OBHD Short 360	1839	G-BMHX Short 360	1845
G-YTWO Cessna F172M	1855	EI-CFB SAAB 340	1929
G-OBLK Short 360	2003	OO-DTG Brasilia	2014
G-RMCT Short 360	2102	G-PKBE DC9	2119
G-OLAH Short 360	2132	G-BIUV HS 748	2155
09 G-WACK Short 360	0813	G-OBHD Short 360	0819
EI-CFC SAAB 340	0918	G-PKBE DC9	0925
G-OBLK Short 360	1011	OO-DTI Brasilia	1023
G-PKBE DC9	1244	EC-EIG DC9 83	1350
G-BGYK Boeing 737	1450	OO-DTF Brasilia	1453
G-LOGV Jetstream	1517	G-PKBE DC9	1527
EI-CFB SAAB 340	1558	G-OBLK Short 360	1652
G-RMCT Short 360	1819	G-PKBM DC9	1829
G-BLPV Short 360	1839	G-OBHD Short 360	1843
EI-CFA SAAB 340	1931	F-GJMJ King Air 200	1948 1710(10)
G-OBLK Short 360	2004	G-ATJR Aztec	2013
G-YTWO Cessna F172M	2017	OO-MTD Brasilia	2022
G-OLAH Short 360	2124	G-PKBM DC9	2127
G-BIUV HS 748	2159		
10 G-NEWR Navajo	0722	G-BMHX Short 360	0806
G-OBHD Short 360	0820	EI-CFD SAAB 340	0904
G-PKBM DC9	0938	G-ORJB Citation	1005
PH-ABD Navajo	1010	OO-DTJ Brasilia	1024
G-OBLK Short 360	1027	G-SOUL Cessna 310R	1037
G-PKBM DC9	1253	G-TKPZ Cessna 310R	1340
G-PLYD TB-20 Trinidad	1413	OO-DTI Brasilia	1445
G-LOGV Jetstream	1514	N3715B Baron	1543
G-PKBM DC9	1549	EI-CFC SAAB 340	1554
G-OBLK Short 360	1657	G-TYGA AA5B Tiger	1716
G-OBHD Short 360	1835	G-BLGB Short 360	1842

G-PKBM DC9	1849	G-BNNJ Boeing 737 300	1902
EI-CFA SAAB 340	1952	G-OBLK Short 360	2013
OO-DTN Brasilia	2015	G-RMCT Short 360	2105
G-OLAH Short 360	2126	G-BIUV HS 748	2141
G-ELDH DC9	2152		
11 G-BMLC Short 360	0825	EC-EIG DC9 83	0855
G-OBHD Short 360	0903	EI-CFD SAAB 340	0907
CS-TIG Boeing 737 300	0934	OO-DTH Brasilia	1015
G-OBLK Short 360	1030	G-BMAK DC9	1034
G-SOUL Cessna 310R	1103	SE-DNC Boeing 737 500	1220
OO-DTJ Brasilia	1439	G-LOGV Jetstream	1520
G-ELDH DC9	1530	EI-CFB SAAB 340	1608
G-CZAR Citation V	1625	G-OMIL Baron	1649
G-BNNJ Boeing 737 300	1654	G-OBLK Short 360	
12 G-BNNJ Boeing 737 300	0703	LZ-BTM TU154	0708
G-BMAH DC9	0713	EI-CFB SAAB 340	0904
G-OBMA Boeing 737 300	0925	G-BMAC DC9	0939
G-XGBE Cessna 340	0955	OO-DTJ Brasilia	1015
G-OBHD Short 360	1033	G-VVIP Cessna 421C	1050 n/s
N74JA CL600S Challenger	1111 1147(13)	G-NEW Navajo	1133
G-BSBW JetRanger	1156	G-PKBE DC9	1228
XV733 Wessex HCC4	1320	G-OBMJ Boeing 737 300	1459
G-IEAA Boeing 737 300	1516	G-BKMX Short 360	1555
EI-CFC SAAB 340	1557	G-BBPX Seneca	1656
G-OBHD Short 360	1700	G-BMAB DC9	1811
G-XGBE Cessna 340	1903	G-BNNJ Boeing 737 300	1934
G-OBHD Short 360	2033	G-BMAB DC9	2116
13 G-BNNJ Boeing 737 300	0735	G-BSBW JetRanger	0840
EI-CFD SAAB 340	0907	G-BMAB DC9	0920
G-MEBC Cessna 310I	0922	G-BNGM Boeing 737 300	0944
G-PKBE DC9	1024	G-BMAB DC9	1217
G-MOND Boeing 757	1256	G-BMAI DC9	1257
G-OBHD Short 360	1328	OO-DTN Brasilia	1435
N50755 B75N1 Stearman	1447 N/Res	G-BSBW JetRanger	1515
G-BAIK Cessna F150L	1526	G-BJYD Cessna F152	1535
EI-CFA SAAB 340	1541	G-OBHD Short 360	1640
LZ-BTQ TU154	1652	G-TMMC Twin Squirrel	1745
G-BNNJ Boeing 737 300	1754	G-TSGJ Archer II	1816
G-ELDH DC9	1818	G-OBLK Short 360	1823
XZ209 Lynx AH7	1925	EI-CFC SAAB 340	1935
G-OBHD Short 360	2010	OO-DTI Brasilia	2013
G-BNGL Boeing 737 300	2015	G-ELDH DC9	2126
14 G-BNNJ Boeing 737 300	0707	G-BMHX Short 360	0817
G-OBLK Short 360	0825	OO-TLS King Air 100	0845 1831
EI-CFB SAAB 340	0923	G-ELDH DC9	0950
G-OBHD Short 360	1013	OO-DTJ Brasilia	1047
N840LE Rockwell 840	1123 1622	G-ELDH DC9	1252
OO-MTD Brasilia	1440	G-BYAL Boeing 757	1448
G-LOGR Jetstream	1502	G-VVIP Cessna 421C	1528
G-ELDH DC9	1533	EI-CFC SAAB 340	1549
G-OBHD Short 360	1651	G-ELDH DC9	1819
G-BMHX Short 360	1829	G-OBLK Short 360	1833
D-EFOO Cessna T210N	1924 1812(15)	EI-CFB SAAB 340	1932
G-OBHD Short 360	2009	G-RMCT Short 360	2054
G-ELDH DC9	2121	G-BIUV HS 748	2149
G-OLAH Short 360	2201	G-BSBW JetRanger	2213

15	OO-DTH Brasilia	0701	G-BMNF King Air 200	0744
	G-BMLC Short 360	0800	G-OBLK Short 360	0814
	G-BNYP Archer II	0840	EI-CFC SAAB 340	0855
	G-RLMC Cessna 421C	0917	G-BOPT Grob G-115	0922
	G-ELDH DC9	0933	G-BIXI Cessna 172RG	0951 1814
	9H-ABF Boeing 737	1005	OO-DTF Brasilia	1040
	G-AVXJ HS 748	1100	G-OBHD Short 360	1124
	G-ELDH DC9	1234	G-BYAI Boeing 757	1246
	G-FFRI Twin Squirrel	1330	G-BRSJ Tomahawk	1331
	G-OJCB JetRanger	1358	OO-DTJ Brasilia	1451
	G-LOGR Jetstream	1504	G-BLKP Jetstream	1514
	G-ELDH DC9	1530	EI-CFD SAAB 340	1548
	G-BYAE Boeing 757	1608	G-BBCA JetRanger	1631
	G-OBHD Short 360	1654	G-BMNF King Air 200	1704
	G-ELDH DC9	1811	EI-CFC SAAB 340	1925
	G-OBOH Short 360	1936	OO-DTG Brasilia	2013
	G-ROWN King Air 200	2022	G-RMCT Short 360	2039
	G-ELDH DC9	2130	G-SBAC Short 360	2133
	G-BIUV HS 748	2140		
16	G-BMHX Short 360	0804	G-OBOH Short 360	0810
	EI-CFD SAAB 340	0852	G-BLKY Baron	0858
	G-ELDH DC9	0927	G-OBHD Short 360	0958
	OO-DTN Brasilia	1049	G-ELDH DC9	1227
	G-MEBC Cessna 310I	1400	EC-EIG DC9 83	1426
	OO-DTJ Brasilia	1440	G-BREP Arrow	1443 2059
	G-LOGR Jetstream	1457	G-BHUG Cessna 172N	1517 1600
	G-ELDH DC9	1531	EI-CFC SAAB 340	1545
	VR-CCT King Air C90	1635	G-OBHD Short 360	1650
	G-BMHX Short 360	1827	G-OBOH Short 360	1834
	G-ELDI DC9	1838	EI-CFD SAAB 340	1921
	OO-MTD Brasilia	2009	G-OBHD Short 360	2019
	G-RMCT Short 360	2047	G-ELDI DC9	2123
	G-SBAC Short 360	2135	G-BEKE HS 748	2151
17	G-BLGB Short 360	0755	G-OBOH Short 360	0808
	EI-CFD SAAB 340	0856	G-BFHU Cessna F152	0915
	G-ELDI DC9	0925	G-OBHD Short 360	0959
	G-BSBW JetRanger	1017	OO-DTJ Brasilia	1020
	OO-GBL Lear Jet 35A	1110	G-BSBW JetRanger	1129
	G-AXKW Bell 47G-4A	1158	XZ930 Gazelle HT3	1225
	G-BTFX JetRanger	1226	G-ELDI DC9	1230
	G-BSBW JetRanger	1233	G-TKPZ Cessna 310R	1304
	G-BSBW JetRanger	1309	G-DELB Robinson R-22	1312
	G-BFVB Boeing 737	1316	G-AZLY Cessna F150L	1418
	OO-DTN Brasilia	1445	G-LOGR Jetstream	1504
	G-ELDI DC9	1525	EI-CFC SAAB 340	1545
	G-BSBW JetRanger	1624	G-OBHD Short 360	1653
	G-ELDI DC9	1811	G-OBOH Short 360	1827
	G-BMAR Short 360	1840	G-FOXA Cadet	1937
	EI-CFB SAAB 340	1939	G-OBHD Short 360	2008
	OO-DTJ Brasilia	2035	G-RMCT Short 360	2109
	G-ELDH DC9	2128	G-BIUV HS 748	2131
	G-SBAC Short 360	2135	G-BNNJ Boeing 737 300	2205
18	G-BMAR Short 360	0801	G-OBOH Short 360	0813
	CS-TIF Boeing 737 300	0838	EI-CFA SAAB 340	0851
	EC-ESJ DC9 83	0911	G-BPEH Boeing 757	0924
	G-ELDH DC9	0927	G-OBHD Short 360	1015



OO-DTH Brasilia	1029	G-ELDH DC9	1234
G-ATOU Mooney M20E	1402	G-BGAJ Cessna F182Q	1424 n/s
G-LOGR Jetstream	1501	G-BSBW JetRanger	1517
G-MEBC Cessna 310I	1525	G-ELDH DC9	1530
OO-DTI Brasilia	1545	EI-CFB SAAB 340	1548
G-BBKA Cessna F150L	1632	G-OBHD Short 360	1648
G-BNNJ Boeing 737 300	1702	G-LORD Seneca	1735
G-ELDH DC9	1815	G-OBHD Short 360	1827
G-BMAR Short 360	1838	G-ODNP Cessna 310R	1858
EI-CFA SAAB 340	1925	G-AYXS SIAI S.205	2000 1314(20)
G-RMCT Short 360	2005	G-OBHD Short 360	2007
G-BFVP Aztec	2017	OO-DTF Brasilia	2029
G-BMAC DC9	2108	G-ELDH DC9	2114
G-SBAC Short 360	2120	G-BIUV HS 748	2136
19 G-BNNJ Boeing 737 300	0702	LZ-BTH TU154	0751
EI-CFC SAAB 340	0900	G-BMAC DC9	0925
G-BMAH DC9	0926	OO-DTJ Brasilia	1025
G-BSBW JetRanger	1029	G-OBHD Short 360	1030
G-BMAH DC9	1228	G-BNGM Boeing 737 300	1322
G-OBMD Boeing 737 300	1436	EI-CFB SAAB 340	1542
G-ISLE Short 360	1553	G-TKPZ Cessna 310R	1557
G-OBHD Short 360	1641	G-BMAH DC9	1816
G-BNNJ Boeing 737 300	1925	G-OBHD Short 360	2005
G-SWFT King Air 200	2024 2051	G-BMAH DC9	2106
20 G-BNNJ Boeing 737 300	0749	EI-CFB SAAB 340	0854
G-BMAH DC9	0927	G-PKBE DC9	1022
G-IEAA Boeing 737 300	1130	G-BCTF Warrior	1137
G-BMAH DC9	1225	G-BPFI Archer II	1243
G-MONE Boeing 757	1248	G-BMAG DC9	1259
G-BRKH Piper Dakota	1332	G-OBHD Short 360	1336
OO-MTD Brasilia	1444	G-BCTF Warrior	1526
EI-CFD SAAB 340	1552	G-BSBW JetRanger	1621
G-OBHD Short 360	1641	LZ-BTC TU154	1741
G-BNNJ Boeing 737 300	1747	G-BNGL Boeing 737 300	1816
G-PKBD DC9	1821	G-BLZT Short 360	1837
EI-CFB SAAB 340	1924	G-OBHD Short 360	2008
OO-DTI Brasilia	2018	G-BFVP Aztec	2058
G-PKBD DC9	2136		
21 G-BNNJ Boeing 737 300	0708	G-BMAR Short 360	0809
G-BLZT Short 360	0812	G-BOVK Warrior II	0829
EI-CFC SAAB 340	0900	G-BPRY Warrior II	0909
G-PKBD DC9	0928	G-OBHD Short 360	0955
OO-DTJ Brasilia	1035	G-BODY Cessna 310R	1055
G-HOPE F33A Bonanza	1109	G-BLYY Archer II	1146
G-NATT Rockwell 114A GT	1204	G-PKBD DC9	1235
G-GREN Cessna T310R	1314	OO-DTN Brasilia	1444
G-BYAI Boeing 757	1447	G-LOGV Jetstream	1505
G-PKBD DC9	1521	EI-CFD SAAB 340	1540
G-BMZC Cessna 421C	1639	G-OBHD Short 360	1705
G-WATS Seneca	1746	G-PKBD DC9	1815
G-BLZT Short 360	1837	EI-CFC SAAB 340	1928
F-GHOC King Air 200	1953	G-OBHD Short 360	2001
OO-DTF Brasilia	2003	G-RMCT Short 360	2037
G-PKBD DC9	2113	G-BEKE HS 748	2136
G-BGNB Short 330	2139		
22 G-BLPV Short 360	0759	G-TKPZ Cessna 310R	0808

G-BLZT Short 360	0814	G-AYIG Cherokee 140C	0838
EI-CFA SAAB 340	0852	G-PKBD DC9	0923
G-BPAY Archer II	0939	9H-ABF Boeing 737	0959
G-OBHD Short 360	1002	G-VVIP Cessna 421C	1022
OO-DTI Brasilia	1027	EI-BUF Cessna 210N	1051
G-CZAR Citation V	1112	G-TKPZ Cessna 310R	1147
G-BTFT Baron	1225	G-PKBD DC9	1228
G-BCPE Cessna F150M	1238	G-NATT Rockwell 114A GT	1253
G-BSBW JetRanger	1255	G-BYAD Boeing 757	1258
G-AZTS Cessna F172L	1301	G-AWUT Cessna F150J	1305
OO-DTJ Brasilia	1441	G-SUZN Warrior II	1446
G-PKBD DC9	1513	G-BDGM Warrior	1526
G-BDSL Cessna F150M	1528	G-BDWY Cherokee 140E	1535
EI-CFB SAAB 340	1540	G-BYAI Boeing 757	1627
G-OBHD Short 360	1655	G-BSPG Seneca	1734
G-ORCL Cessna 421C	1758	G-PKBD DC9	1822
G-BLZT Short 360	1839	G-BLPV Short 360	1842
EI-CFA SAAB 340	1923	OO-DTL Brasilia	2011
G-OBHD Short 360	2015	G-VVIP Cessna 421C	2034
G-RMCT Short 360	2126	G-BMAM DC9	2137
G-BIUV HS 748	2140	G-OLAH Short 360	2156
23 G-BLGB Short 360	0750	G-BLZT Short 360	0806
PH-VDS Mooney M20K	0818	EI-CFB SAAB 340	0850
G-OGEM Archer II	0855	G-ELDH DC9	0937
G-OBHD Short 360	0951	G-AZEG Cherokee 140D	1005
G-HOPE F33A Bonanza	1006	OO-MTD Brasilia	1033
G-ELDH DC9	1224	EC-EJU DC9 83	1352
OO-DTI Brasilia	1450	G-LOGU Jetstream	1452
G-BTZF Boeing 737	1510	G-ELDH DC9	1515
EI-CFC SAAB 340	1550	G-AZRV Arrow	1559
G-OBHD Short 360	1653	G-ELDH DC9	1814
G-BEHH Cherokee Six	1827	G-BLZT Short 360	1842
G-BMAR Short 360	1844	EI-CFB SAAB 340	1927
G-OBHD Short 360	2009	OO-MTD Brasilia	2038
G-RMCT Short 360	2102	G-ELDH DC9	2122
G-BIUV HS 748	2129	G-OLAH Short 360	2142
G-HART Cessna 152	2150 1339(24)		
24 G-BMAR Short 360	0753	G-BLZT Short 360	0825
EI-CFA SAAB 340	0853	G-BOZV CEA DR340	0909
G-BODY Cessna 310R	0926	G-ELDH DC9	0930
N453C Cessna 310	0938	G-OBHD Short 360	1032
OO-DTH Brasilia	1034	G-BOVK Warrior II	1041
G-NATT Rockwell 114A GT	1146	G-ELDH DC9	1221
G-HURN Robinson R-22	1353	G-SADE Cessna F150L	1429
OO-MTD Brasilia	1440	G-LOGU Jetstream	1503
G-ELDH DC9	1514	EI-CFD SAAB 340	1542
G-NATT Rockwell 114A GT	1637	G-OBHD Short 360	1648
G-BMZC Cessna 421C	1745	D-CHOP Citation II	1814 0836(25)
G-ELDH DC9	1832	G-BLZT Short 360	1834
G-BMLC Short 360	1836	EI-CFA SAAB 340	1929
G-OBHD short 360	2009	OO-DTJ Brasilia	2018
G-RMCT Short 360	2043	G-ELDH DC9	2129
G-BIUV HS 748	2131	G-OLAH Short 360	2147
25 G-ZAPD Short 360	0700	VR-BLK Gulfstream 840	0744
G-WACK Short 360	0755	G-BLZT Short 360	0813
G-ASNH Aztec	0839	EC-EIG DC9 83	0858
EI-CFD SAAB 340	0900	G-BPEH Boeing 757	0913



G-BRRJ Turbo Arrow IV	0927	G-ELDH DC9	0927
G-ZAPD Short 360	0934	G-BNNJ Boeing 737 300	0938
CS-TIH Boeing 737 300	0940	G-OBHD Short 360	0955
OO-DTF Brasilia	1031	G-BOYV Turbo Arrow III	1056
G-KNAP Warrior II	1134	G-BCPK Cessna F172M	1136
G-ELDH DC9	1224	G-ZAPD Short 360	1258
G-BBSB C23 Sundowner	1328	G-CCAT AA5A Cheetah	1331
G-BMBB Cessna F150L	1351	G-BHUG Cessna 172N	1415
OO-DTH Brasilia	1452	G-LOGR Jetstream	1500
G-ELDH DC9	1526	G-BDAL Rockwell 500S	1531
G-BFLV Cessna F172N	1534	VR-BLK Gulfstream 840	1540
EI-CFC SAAB 340	1544	G-TAYS Cessna F152	*1626 n/s
G-OBHD Short 360	1643	G-BMZC Cessna 421C	1706
G-ELDH DC9	1821	G-FISH Cessna 310R	1827
G-BLZT Short 360	1829	G-WACK Short 360	1835
G-BNNJ Boeing 737 300	1919	EI-CFD SAAB 340	1949
G-OBHD Short 360	2009	OO-DTG Brasilia	2017
G-BMAH DC9	2041	G-RMCT Short 360	2119
G-ELDH DC9	2124	G-BIUV HS 748	2137
G-OLAH Short 360	2157		
26 G-BNNJ Boeing 737 300	0729	LZ-BTI TU154	0746
EI-CFA SAAB 340	0900	G-BMAH DC9	0922
G-BMAB DC9	0929	G-OBHD Short 360	1029
OO-DTH Brasilia	1035	G-SACU Cadet	*1214
G-BMAH DC9	1224	G-TAFF CASA 1.131E	*1245
G-BLAG Pitts S-1D	*1245	G-BPVZ Luscombe 8A	*1249
G-AKVM Cessna 120	*1249	G-BSDS A75 Stearman	*1301
G-BBDH Cessna F172M	*1321	G-FRAG Cherokee Six	*1330
G-BCEO AA5 Traveler	*1334	G-IEAA Boeing 737 300	1336
G-BIOW Slingsby T67	*1344	G-BHCP Cessna F152	*1352
G-BPJD Rallye 110ST	*1438	G-SACT Cadet	*1504
G-BUNH Turbo Arrow IV	*1510	G-BSDL TB10 Tobago	*1520
G-OBMF Boeing 737 400	1541	EI-CFD SAAB 340	1545
G-BKMX Short 360	1553	G-BUUX Cherokee 180D	*1624
G-BRBL Robin DR400/180	1643	G-OBHD short 360	1647
G-BLDD Wag-aero CUBy	*1717	G-BUNH Turbo Arrow IV	1805
G-BMAH DC9	1821	G-SOOM Glaser Dirks 500*	1920
G-OBHD Short 360	2003	G-BNNJ Boeing 737 300	2008
G-BMAH DC9	2110		
27 G-BNNJ Boeing 737 300	0736	EI-CFA SAAB 340	0857
G-BHAM DC9	0931	G-BHMI Cessna F172N	1122
G-BONC Arrow IV	1213	G-BHAM DC9	1225
G-MONJ Boeing 757	1253	G-OBHD Short 360	1332
G-BMAC DC9	1337	G-OBMD Boeing 737 300	1344
G-BNGL Boeing 737 300	1350	G-BSBW JetRanger	1410
OO-DTF Brasilia	1450	G-REVS JetRanger	1502
G-BJCU Boeing 737	1510	G-BRPL Cherokee 140	1521
G-WACI Duchess	1548	EI-CFC SAAB 340	1550
G-OBHD Short 360	1648	G-EEVS Agusta A109A	1717
G-BNNJ Boeing 737 300	1733	LZ-BTX TU154	1815
G-OBMH Boeing 737 300	1831	G-BLZT Short 360	1836
G-BNGM Boeing 737 300	1919	G-MOAC F33A Bonanza	1922
EI-CFA SAAB 340	1932	OO-DTJ Brasilia	2014
G-OBHD Short 360	2016	G-PKBE DC9	2141
G-OANT Aztec	2201		
28 G-BNNJ Boeing 737 300	0700	OO-JRD Cessna F177RG	0732
PH-IDA Navajo	0757	G-BLPV Short 360	0801

G-BLZT Short 360	0848	EI-CFA SAAB 340	0855
G-BLZD Robin R.1180T	0900	G-HAIG Rutan LongEz	0919
G-PKBE DC9	0925	G-OBHD Short 360	1006
OO-DTL Brasilia	1037	G-BMOF Cessna U206G	1101
G-GOCC AA5A Cheetah	1128	G-OCWC AA5A Cheetah	1139
OO-HPD Cessna U206F	1208	G-PKBE DC9	1224
G-NYTE Cessna F337G	1308	G-OBHD Short 360	1332
G-SACU Cadet	1348	G-SADE Cessna F150L	1403
G-BYAD Boeing 757	1442	G-BJYD Cessna F152	1451
G-BEHH Cherokee Six	1456	OO-MTD Brasilia	1458
G-LOGV Jetstream	1502	G-RAAD Mooney M.20L	1503
G-BMZC Cessna 421C	1508	G-PKBE DC9	1535
EI-CFB SAAB 340	1545	G-OBHD Short 360	1656
G-PKBE DC9	1823	G-BLPV Short 360	1837
G-BLZT Short 360	1829	G-WERY TB-20 Trinidad	1859
G-OANT Aztec	1918	EI-CFA SAAB 340	1929
G-OBHD Short 360	2010	OO-DTF Brasilia	2033
G-RMCT Short 360	2053	G-PKBE DC9	2132
G-BIUV HS 748	2137	G-OLAH Short 360	2147
29 G-OANT Aztec	0146	N584D Gulfstream IV	0744
G-BMHX Short 360	0758	G-BLZT Short 360	0819
G-MEBC Cessna 310I	0826	G-BEHH Cherokee Six	0837
F-GGMV King Air 200	0854	EI-CFC SAAB 340	0858
G-PKBE DC9	0926	9H-ABF Boeing 737	0941
G-OBHD Short 360	1008	G-OJCB JetRanger	1028
OO-DTL Brasilia	1031	ZE700 BAe 146	1127
G-PKBE DC9	1235	G-BYAD Boeing 757	1249
G-LOGU Jetstream	1508	OO-DTH Brasilia	1514
G-ELDI DC9	1523	G-BYAI Boeing 757	1548
EI-CFB SAAB 340	1551	G-BOIG Warrior II	1553
G-SEXI Cessna 172M	1604	G-OBHD Short 360	1657
G-BEHH Cherokee Six	1725	G-ELDI DC9	1822
G-BLZT Short 360	1830	G-BMLC Short 360	1841
EI-CFC SAAB 340	1927	G-OBHD Short 360	2004
OO-DTG Brasilia	2020	G-RMCT Short 360	2059
G-ELDI DC9	2115	G-ATMJ HS 748	2154
G-SBAC Short 360	2232		
30 G-POLO Navajo	0732	G-BLPV Short 360	0758
G-BLZT Short 360	0822	G-BEHH Cherokee Six	0823
EI-CFD SAAB 340	0854	G-BLKY Baron	0856
G-ELDI DC9	0938	N584D Gulfstream IV	0954
G-OBHD Short 360	1001	G-BSBW JetRanger	1016
OO-DTF Brasilia	1023	D-IAWK King Air F90	1126
G-BMAK DC9	1225	G-BSBW JetRanger	1320
EC-EJU DC9 83	1410	OO-DTL Brasilia	1444
G-BOYL Cessna 152	1507	G-LOGU Jetstream	1511
G-BAEB Robin DR400/160	1536	G-ELDI DC9	1538
EI-CFA SAAB 340	1551	G-OBHD Short 360	1658
G-BLZT Short 360	1834	G-ELDI DC9	1836
G-BLPV Short 360	1839	G-BSEU Archer II	1854
EI-CFD SAAB 340	1926	OO-MTD Brasilia	2008
G-OBHD Short 360	2018	G-POLO Navajo	2023
G-RMCT Short 360	2104	G-BIUV HS 748	2140
G-ELDI DC9	2153	G-OLAH Short 360	2209

From (& to where known);

01) D-IMKE/Ganderkesee; 03) OE-GSC/Burgas-Innsbruck; I-BLUB/Parma; 04) EI-BVA/Dublin; PH-BOS/Middelburg; ZE702/Benson; 05) N23840/Liverpool; I-BLUB/Connaught;



08) I-LIAT/Milan;N9329R/f&t Nottingham: 09) G-GJMJ/East Midlands:10) PH-ABD/  
 Rotterdam;N3715B/Ronaldsway: 12) N74JA/Gander-Heathrow;XV733/Carlisle:  
 13) N50755/Sherburn;XZ209/Edinburgh: 14) OO-TLS/f&t Antwerp;N840LE/f&t Ringway;  
 D-EFOO/Biggin-Glasgow: 16) VR-CCT/Guernsey: 17) OO-GBL/Brussels;XZ930/Shawbury:  
 21) F-GHOC/Le Bourget: 23) PH-VDS/Maastricht: 24) N453C/Barton;D-CHOP/Hamburg:  
 25) VR-BLK/Welshpool(twice): 28) OO-JRD/Brussels;PH-IDA/Rotterdam;OO-HPD/  
 Hoevenen: 29) N584D/f&t Luton;F-GGMV/Lille;ZE700/Finchingley: 30) N584D/Tees-side  
 D-IAWK/Biggin:

### *Overshoots;*

01) XX498/FYY61 02) XV306/Ascot769: 05) ZG848/Army452;G-BEBT: 07) XX494/FYY84;  
 G-NATT: 08) XX499/FYY74;ZF347/Cranwell 79: 11) XV307/Ascot759: 13) XZ209/Army442  
 14) XX499/FYY79: 18) XX498/FYY80: 21) XX496/FYY84: 22) XX491/FYY76;G-RJMS:  
 23) ZF210/Cranwell 73: 24) XX491/FYY70:

### *Movements review, June 1993.*

The foreigners have picked up this month, on the 1st the Cessna 414 D-IMKE turned out to be c/n 0909 which was at one time based here with Northair as G-ZAAR. On the 3rd OE-GSC was a Falcon 10 and the Soc Barilla Citation 3 I-BLUB made the first of two visits this month, the second one being on the 5th. Titan EI-BVA used the callsign "Iona 731" on the 4th and was joined by Warrior PH-BOS. New to us on the 5th was the Beech C24R Sierra N23840 which came from Liverpool. On the 8th I-LIAT was a Piper Cheyenne but the star of the day was N9329R. This was a Sikorsky S-52 helicopter, the S-52 was certified in 1947 and operated with the USAF, USN and US Coast Guard, there are currently only 16 on the US Civil Register and the c/n of this one is quoted as "128616" but this looks more like an ex US Navy serial to me. It was from and to Nottingham to collect some aircraft spares from the south side of the airfield. Using the callsign "LSR5142" on the 9th was King Air 200 F-GJMJ. The first of two Tulip Air Navajo Chieftains this month was PH-ABD as "Tulip 2A" on the 10th, the second was PH-IDA as "Tulip 4A" on the 28th. N3715B on the 10th was a Beech 58 Baron. Night stopping on the 12th was Challenger N74JA which was booked in to Southern Jet Management but carries the initials of Josephine Abercrombie. N840LE on the 14th is a Rockwell 840 which has been operating previously as N690BA but has just taken up the more suitable registration, also noted that day were Travair's King Air A100 OO-TLS and Cessna T210N D-EFOO which night stopped. Corgi's King Air C90 VR-CCT visited on the 16th and the GBL Air Lear Jet 35A OO-GBL was in on the 17th. Night stopping on the 21st was King Air 200 F-GHOC and visiting on the 23rd was the Mooney M20K PH-VDS. The UK based Cessna 310 N453C came from Barton on the 24th and night stopping was the Hop Air Leasing Citation 2 D-CHOP. Another Rockwell 840 noted this month was VR-BLK which visited twice on the 25th. Two Belgians on the 28th were Cessna U206F OO-HPD which was only registered in February this year and the Cessna F177RG OO-JRD. King Air 200 F-GGMV was using the callsign "FRS801" when it visited on the 29th. Gulfstream IV N584D of the Du Pont Company visited on the 29th and 30th, the last foreigner of the month was King Air F90 D-IAWK on the 30th. Among the UK visitors Jetstream G-GCJL was "Tennant 9" on the 2nd when they came in to talk to Yorkshire European, Baron G-OMIL was calling "Flagstaff 01" on the 11th whilst operating a YEA flight. Another borrowed aircraft was the Short 360 G-ZAPD which Air UK were using on the 25th. The only military this month were three Queens Flight plus one other. The QF aircraft were the BAe 146 ZE702 as "Kitty3" on the 4th, Wessex XV733 as "Kitty6" on the 12th and BAe 146 ZE700 as "Kitty5" on the 29th. The only other was Gazelle XZ930 as "SYS40" on the 17th. Cessna 150 G-BELT of the Yorkshire Aeroplane Club suffered damage to the nosewheel, prop, engine and fire wall in a heavy landing on the 20th. New residents are the long awaited Boeing Stearman N50755 of Ernest Smith which arrived on the 13th and the Cessna F150L G-BMBB which arrived on the 25th. The Aero Club Fly-in on the 26th was spoiled by strong winds, the only arrivals were those with a \* noted in the movements.



LEEDS BRADFORD AIRLINE REPORT - JUNE 1993INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AMC3211	MLA	01/9H-ABE	08/9H-ABF	15/9H-ABF	22/9H-ABF	29/9H-ABF
BAL008A	IBZ	07/G-BYAJ	14/G-BYAL	21/G-BYAI	28/G-BYAD	
BAL261A	PMI	01/G-BYAJ	08/G-BYAJ	15/G-BYAI	22/G-BYAD	29/G-BYAD
BAL408A	CFU	01/G-BYAL	08/G-BYAL	15/G-BYAE	22/G-BYAI	29/G-BYAI
BAL417A	SZG	17/G-BFVB				
BAL539A	SZG	06/G-BECG	27/G-BJCU			
BAL612A	SZG	09/G-BGYK	23/G-BTZF			
BMA1214	JKR	05/G-BMAB	12/G-BMAC	19/G-BMAC	26/G-BMAB	
BMA1254	JKR	06/G-BMAK	13/G-PKBE	20/G-PKBE	27/G-OBMD	
BMA1314	JKR	06/G-BMAH	13/G-BMAI	20/G-BMAG	27/G-BMAC	
BMA1554	JKR	05/G-OBML	12/G-OBMJ	19/G-OBMD	26/G-OBMF	
BMA2634	JKR	05/G-OBML				
CKT8925	YYZ	05/G-BPEF				
CKT8943	YYZ	11/DivMAN	18/G-BPEH	25/G-BPEH		
IEA182	PFO	06/G-BNGM	13/G-BNGL	20/G-BNGL	27/G-BNGM	
IEA188	PMI	05/G-BNGL	12/G-IEAA	19/G-BNGM	26/G-IEAA	
IEA822	LCA	06/G-IEAA	13/G-BNGM	20/G-IEAA	27/G-BNGL	
LAZ7926	BOJ	06/LZ-BTO	13/LZ-BTQ	20/LZ-BTC	27/LZ-BTX	
LAZ7958	VAR	05/LZ-BTO	12/LZ-BTM	19/LZ-BTH	26/LZ-BTI	
MNX832	IOM	05/G-LEGS	12/G-BKMX	19/G-ISLE	26/G-BKMX	
MON438	PMI	06/G-MONB	13/G-MOND	20/G-MONE	27/G-MONJ	
SPP364	PMI	04/EC-EIG	11/EC-EIG	18/EC-ESJ	25/EC-EIG	
SPP368	TFS	02/EC-EPL	09/EC-EIG	16/EC-EIG	23/EC-EJU	30/EC-EJU
TAP9647	FAO	04/CS-TIF				
TAP9650	FAO	11/CS-TIG	18/CS-TIF	25/CS-TIH		
UPA581	ZTH	04/G-BNNJ	11/G-BNNJ	18/G-BNNJ	25/G-BNNJ	
UPA583	CFU	04/G-BNNJ	11/G-BNNJ	18/G-BNNJ	25/G-BNNJ	
UPA585	RHO	05/G-BNNJ	12/G-BNNJ	19/G-BNNJ	26/G-BNNJ	
UPA587	KGS	05/G-BNNJ	12/G-BNNJ	19/G-BNNJ	26/G-BNNJ	
UPA589	MLA	06/G-BNNJ	13/G-BNNJ	20/G-BNNJ	27/G-BNNJ	
UPA591	HER	06/G-BNNJ	13/G-BNNJ	20/G-BNNJ	27/G-BNNJ	

OTHER FLIGHTS

04	ZK702	BA46	Kitty 3 / Rainbow	Benson - Heathrow	Royal
05	G-RMCT	SH36	RPX327P/327	Bristol - Isle of Man	Passenger Chtr
05	G-RMCT	SH36	RPX328/328P	Isle of Man - n/s07- Newcastle	
11	SE-DNC	B735	BMA412/415	f/t Heathrow	Lieu DC9
25	G-ZAPD	SH36	UKA606P/606	Stansted - Edinburgh	Lieu UKA SH36
25	G-ZAPD	SH36	UKA607/695	Edinburgh - Belfast Int	Lieu UKA SH36
25	G-ZAPD	SH36	UKA696/696P	Belfast Int - Stansted	Lieu UKA SH36
29	ZK700	BA46	Kitty 5	Finningley - Northolt	Royal
29	G-ATMJ	HS74	JAN167P/168	f/t Liverpool	Mail

Aircraft making first visits are underlined.

## OUT AND ABOUT

MANCHESTER 18.6.93 G-BRLY = Bae/MANX ATP- ALL WHITE WITH WHITE CIRCLE ON BLUE TAIL AND BRITISH AIRWAYS TITLES, THE 'NEW' MD90- N910NB ? which unloaded? at the domestic pier and then went inside the FLS Hanger.  
MOVING ON TO BRUSSELS THE SAME AFTERNOON via Bas G-BGDI (55 mins)- SABENA = BOEING 727/2 SDF, SDP, SDJ = 737/5 - SYK + 747/1 - SGA (stored), SOBELAIR = 737/2 - SDN, IBERIA = DC9/87 - EKF, SAS= DC9/87 - LN-RMT, TAP = 737/3 - TIK, SWISSAIR = DC9/81 - INH, and LINEAS AEREAS PARAGUAYAS = DC8-63- ZP-CCH, which da arrived from ASCUNCION via SENEGAL.

BRUSSELS 20.6.93. SABENA = 737/2 - SDD, SDG, SDJ, SDK, also SDP - in a new colour scheme ! and SDR. 737/3 - SYA, 737/4 - SYC, SYD, 737/5 - SYG, 747/3 - SGC, DC10/30 - SLB, SOBELAIR = 737/2 - SDN. LUFTHANSA = 737/2 - ABHR + ABFB, CITYLINE = F50s - AFKU/KX, KLM CITYHOPPER = F28 - CHB, AIR FRANCE = 737/5 - GJND, MALEV = 737/3 - LEF, CARIBJET/SKYJET = DC10/30 - VZ-LEA, CONAIR = A300/B4 - OYCNL - which is said to have been noted in Copenhagen during April in Dominicana colours, CSA = Tup134A - HFM, AUSTRIAN = DC9/87 - LMM, FINNAIR = DC9/82 - LMP, ALITALIA = DC9/82 - DAWI, CROSSAIR = Saab 340 - AKF, The return was to Man via G-BGDL (58mins)

ALAN SEDGWICK

MANCHESTER 2.4.93 1640 - 1845

G-LOGK/L Jetstream 41, G-BUHL, D-ABJA, D-ABXT, D-ABJI, G-DOCR, D-ABHS 737's  
F-GTTC Merlin, EC-FUQ MD81 "Air Europa Flight AEA 271, OY-CLB Jetstream 31, D-BEST Dash 8, 9V-SMA B747.

BARTON 2.4.93. 1900 - 1915

N210MP- C210, G-CRAY- R22, G-BUZZ- AB206, G-BFBD - P68, G-BEEG - BN2, G-TIII, G-PITZ- Pitts, G-ODIR, G-BCPF - PA23.

BLACKPOOL 9.4.93 11.30 - 1145.

G-DORB - AB206, N9116N - RC690, G-HIPO, G-ORZZ, G-RZZB - R22, G-OB0H - SD360, G-BIKV - B212 'Bristow', G-EPDA - HS 748.

BLACKPOOL 10.4.93. 10.40 - 1110.

G-BKXD, G-BKXE - Dauphin "Bond", G-BIUV - HS748, G-XGBE - C340, G-BLTF - R22, G-SJAB - PA30, G-CRML - C414.

MANCHESTER 13.4.93. 0840 - 1325.

SN-EDO, ZS-SAO, 9V-SMG, VR-HKN, VR-HOO, VH-OFA = B747. G-BUHL, D-ACBA, EI-COS, G-MONM, PH-BDT = B737. N329AA, N359AA, C-FXCA = B767. G-OOOX, G-BPEE, G-BUDX, G-BYAI = B757. VR-BMH "OASIS", EC-FEB, OY-KHP = MD81, N754DL = L1011. ZF522 = PA31. F-GDSK = F28. EI-FKC, EI-FKD = FO 50, EC-FTA, SB-DBB, G-OOAA = A320. G-LOGJ = Jetstream 41. N121C, G-SSOZ = Citation. G-GNTC, G-GNTE = SF 340.

WOODFORD 13.4.93. 1340 - 1345.

GF-02 = Merlin "Belgium Airforce 658". G-BSRU, G-OIII, G-OSAS = Bae 146. G-BUFL = Jetstream 31. G-AXOZ = PUP.

MANCHESTER 24.4.93. 1345 - 1440.

VH-OJO, 9V-SMA = B747, G-OBMP, OK-XGA = B737. G-MRTC = Citation. N84DM = Learjet.

NEWCASTLE 25.4.93. 1705 - 1825.

LN-BRT = B737/500. PH-FFF = F27. TC-GSA = Hansa Jet.

TEESIDE 25.4.93. 1920 - 1930.

SE-DNE = B737/500 "in Hanger" B.M.A. LN-BRC = B737/500 (Div Newcastle).  
G-LEAD = B757 (Stored)

JOHN JACKSON.

BEVERLY - LINLEY HILL. Resident news:- Osprey give th identity of the JT.1 fuselage stored in the hanger here as G-BFBC. However by 19.5 it had departed to a club members home for further work. The wings are apparently stored at Pocklington. A new resident is T.61F G-BUJI which arrived on 17.5 by road from storage at Boroughbridge. It was assembled and flown on 18.5. F.150L G-Baip visits regularly and is used for training when it is here, being noted on 22.4 and 29.4, and 6.8,13,22, and 29.5 from and to Ottringham on each occasion. Visitors:- 22.4 G-BEHU Pa\*34 f&t Newmarket, G-ETUT PA.34 f&t Newmarket, G-ATJL PA-24 f&t Newbury, G-WILI PA-32R f&t Calcot. 24.4 G-OOLE 172M f Netherthorpe t HumberSide, G-BJZN T.67A f&t Burton Constable. 1.5 G-BGWU PA-38 f&t Marston Moor. 3.5 G-BCEP AA-5 f Teeside t Brighton, G-BCBO AA-5 f Teeside t Brighton



## OUT AND ABOUT (Cont)

BEVERLEY - LINLEY HILL 3.5 G-SOOM DG.500M f&t Rufforth, G-ASWL F.172F f&t Bagby, G-BHEZ P.68B f Shipham t Sandtoft, 5.5 G-BTHE 150L f&t Brough. 7.5 G-ROUT R.22B f&t Sherburn, G-FKKM PA 28RT f&t Fowlmere. 8.5 G-BTUT PA-34 f&t Lambourn. 16.5 G-BLOW T.67A f Sherburn t Humberside then f Humberside t Sherburn, G-BCSA DHC.1 f Eastertown t Bicester. 18.5 G-BGRI DR.1051 f&t Burton Constable, G-BJZN T.67A f&t Burton Constable. 22.5 G-AZKP D.117 f&t Temple Bruer, G-SACT PA-28 f Sherburn t Brighton, G-AKVP Luscombe 8A f Fenland to Brighton. 28.5 G-BCSA DHC.1 f Bicester t Eastertown, G-SEXI 172M f&t Bournemouth. 29.5 G-BFID PA-28 f&t Tollerton, G-BCEO AA-5 f Teeside t Brighton, G-BNZF G.109B f Headcorn t Eshott, G-OKAG PA-28R f&t Leeds.

WOLD NEWTON - WILLY HOWE FARM Movements:- 18.5 G-BCEP AA-5 o/s only f&t Teeside, G-BCEO AA-5 f&t Teeside, G-BHDP F.182Q f&t Leeds, 22.5 G-BPJF PA-38 f&t Sandtoft, G-MTPV Thruster f&t Hushwaite, G-ATUB PA-28 f&t Binbrook. 23.5 G-MWYE Rans S.6.ESD f&t Rufforth G-AVRY PA-28 f Blackbushe N/S t Blackbushe. 24.5 G-BPRT CP.328 f Sturgate t Brighton, G-AVYT PA-28R f&t Blackpool, G-BCGM D.120 f Newby Wiske t Bagby, G-NBDD DR.400 f/o t Sherburn, G-BYLL F.8L o/s only t Kinsley Carr, G-BOJM PA-28 f&t Humberside, G-BCEP AA-5 f&t Teeside, G-BJZN T.67A f Bagby t Burton Constable. 24.5 G-RODD 310R f&t Marshland x2. 29.5 G-BMLK G.109B f&t Rufforth, G-BRSC Rans S.10 f&t Full Sutton, G-BFTY F.150M f Bagby t Leeds, G-BCGM AA-5A f&t Brighton, G-BCEO AA-5 f&t Teeside, G-BAMB T.61C f&t Rufforth. 3.6 G-BFHR DR.220 f&t Burton Constable. 4.6 G-BJZN T.67A f&t Burton Constable, G-MWRG Gemini Flash 11A f&t Full Sutton. G-MTXH Pegasus XL-Q f&t Full Sutton, G-MWXX mercury f&t Full Sutton. 5.6 G-BUJX T.61F f&t Burton Constable, G-BCEO AA-5 f Teeside t Bagby, G-BUUX PA-28 f Burton Constable t Netherhorpe, G-BEXH FR.172F f&t Bagby, G-BTFY Bell 206B f Coney Park t Holbeck Hall Hotel with TV film crew then f Holbeck Hall Hotel t Leeds, G-TSGJ PA-28 f&t Teeside. G-AWUT F.150J f&t Sherburn, G-BPVJ 152 f&t Oxenhope, G-BFHR DR.220 f Linley Hill t Burton Constable. 6.6 G-MVMN Gemini Flash 2A f Burton Constable t Nottingham, G-MTWG Gemini Flash 2A f Burton Constable t ??, G-MNTX Gemini Flash 11 f Burton Constable t Full Sutton, G-MYJM Gemini Flash 11A f Burton Constable t Newark, G-MWXX Mercury f&t Full Sutton, G-BGPJ PA-28 f&t Woodvale, G-BCEO AA-5 o/s only t Teeside, G-BAGB SF.260 f&t EMA, G-BRDO 177B f&t Teeside, G-BHAX F.28C f/o, G-OCJK 269C f/o t Sherburn. 7.6 G-RODD 310R f&t Marshland, G-AWUG f.150H f&t Humberside, G-BOHU PA-38x o/s only t Full Sutton 8.6 G-BRDO 177B f&t Teeside, G-BOHU PA-38 f&t Full Sutton. 13.6 G-ASVZ PA-28 f&t Brighton G-BMLK G.109B f&t Rufforth, G-BAGB SF.260 f&t EMA, G-BHDP F.182Q f&t Leeds, G-BGXD TB.10 f&t Linley Hill.

R.Fozzard.

The following list of foreign aircraft seen at Rufforth on July 7th was supplied by Air Yorkshire member Gillian Simpson, who was not going to bother sending it in as they were foreign and as she could not underline them in any book, she thought they were not interesting.

D-KLIK Fournier RF-5	D-KEEY Hoffmann H36 Dimona	D-KEFO Scheibe SF-25C
D-KINO Fournier RF-3	D-KIKI Fournier RF-3	D-KIGU Fournier RF-5
D-KFVA Fournier RF-5	D-KEIL Fournier RF-5	D-KAQI Fournier RF-4D
D-KATZ Fournier RF-5	D-KAHD Fournier RF-5	D-KIAK Fournier RF-3
D-KANT Fournier RF-4D	D-KBAY Scheibe SF-25D	D-KITA Fournier RF-3
D-KIRA Fournier RF-4	D-KBRU Grob G-109B	D-KBIT Fournier RF-5
D-KMEW ? ? ?	F-BMDM Fournier RF-3	F-BPLZ Fournier RF-5
F-BMTE Fournier RFR-3	F-BMKB Fournier RF-4D	F-BLXD Fournier RF-3
F-BMDY Fournier RF-3	F-CARF Fournier RF-9	F-GANF Fournier RF-6B
HB-2013 Fournier RF-3	HB-TRS Stinson 108-3 Voyager	

Also noted were the following Rufforth Resident aircraft;

G-BLDG PA-25 Pawnee	G-BLCU Scheibe SF-25B	G-BTWD Slingsby T-61F
G-BMLK Grob G-109B	BGA2941/943 Slingsby T-21B	BGA????/925 ????

Gillian Simpson.



A visit to Sherburn Aero Club on Saturday 12th June revealed:-

PA-28 G-SACR/S/T/U, G-AYUH, G-AZFI. C150/2 G-BHCP/BBNJ/ATHV/BFLN. C172 G-BPWR.  
TB10 G-BSDL. M20 G-ATOU. Long E2 G-BNCZ. PA 23 G-BFVP/BGTG.  
AA5 G-BAJN. DH82A T7909. T67 G-BIOW.

A visit to the Ouse Gliding Club on 21st June revealed:-

T.61 Venture G-BTWD/BUGT. Falke G-BLCU/BODU and visiting from  
Liverpool was PA-23 G-BOHL.

R.Fozzard

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Letter received from Mr. John Lloyd Martin.

Dear Sir,

I was pleased to receive the June edition of the Air Yorkshire Magazine today.

As an ex-committee member and colleague, my appreciation to and thanks to Trevor Kinghorn and his wife for their contributions over many years, to a very good, local magazine. Perhaps, Trevor will have more time for the birds (watching) !!.

I was interested too, to read Jim Stanfield's article "Just like the Real Thing". I must confess I cheated! - 1963 certainly was the 13th Edition of C.A.M. but it was first published in 1950 !!

The revised edition came out in 1952, and started its listing with G-EBLV a DH Moth, still current in the 1993 edition, 14 before it now, G-AMOY,Z, PA-B & C all J5G Autocars of "Pest Control" being the last entries.

Eire warranted 13 entries - all Douglasses, 11 x C478s, a DC6 and a DC 3. Italy 4 aircraft, now 2½ pages. Turkey didn't rate a mention, - now well over a page.

Why am I going on about the 2nd Edition ?.

I started my spotting in 1974 - but since then I have acquired copies of all C.A.M.'s, apart from the 1st and the 4th (1954) editions.. If anybody has copies of those editions to spare I should be most keen to hear and will offer a very reasonable price.

Similarly, with Military A/C Markings, any copies of the first four editions, pre 1984 would be well received.

Good luck to the new committee.

With best wishes,

John Lloyd Martin,

(0532 666080.

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THE AURORA: A SCIENTIST - AN ACCOUNTANTS VIEW

Over the years each one of us has been involved in aviation in the British Isles, and frequently in the North of England at Leeds/Bradford Airport. There are numerous aircraft to see and photograph, but there are other interests to be keen on, for example there are the Northern and Southern Lights to see in the sky at night, these are the Aurora Borealis and the Aurora Australis. In Roman and Greek mythology, the goddess of the dawn, called Aurora or Eos may also be observed, and now the Aurora, a high altitude many coloured flashing lights luminosity visible in the night skies, appears at evenings. Poetically the arora or dawn may be related in poems, as well as these, the arora can be called either an early part or stage, or beginning in time. But again there is the AURORA, a high performance jet aircraft, first seen interestingly in the Daily Telegraph in June 1993, no one will say that the Aurora still exists and no American or British person really does know, so at least some details can be established about this aeroplane or jet Space Ship, or what ever Aurora is ! According to the latest data available this is a jet aircraft with a least two jet engines, which may be produced by PRATT and WHITNEY, GENERAL ELECTRIC or ALLISON. The Lockheed Corporation must be involved, since they have been flying the SR.71 BLACKBIRD for the USAF for several years. A 5000 MPH plus flight timing is indicated,

THE AURORA (Cont)

as is the use of a 50,000 feet altitude (above sea level). There should be a crew of two for each Aurora, and an ability to span the world in 8 hours, is definitely on the cards. What is interesting though, is whether the British Isles are being used for the aircraft to refuel and then fly back round the globe. In the most recent aviation related instalment available, it was reported that an Aurora was given fuel over the Atlantic, very close to MACHRIHANISH in Scotland before this aircraft disappeared back up into the skies again. MACHRIHANISH is a very interesting RAF airfield near CAMPBELLTOWN on the Mull of KINTYRE; it has one runway 11/29, 3049 x 46m, a VOR of 116.00 MHZ, Tacan of 116.0 MHZ and APP 125.90/TWR 123.30 MHZ and lots of hangers. No one knows what this airfield does or what aircraft fly onto its runway. Accordingly there is even more details on what the Americans, the RAF and others may be using the Isle of Man for. In General terms the main Manx airport is Ronaldsway with three runways (08/26..03/21, and 17/35; 1753 x 46, 1266 x 46, and 903 x 27 metres, APP 120.85. TWR 118.9 MHZ for radio frequency use and the ability to allow aircraft (including MANX Airlines) to fly into and out of the airport each day. The VOR/DME at Spanish Head (IOM 110.90 MHZ) and the NDB at Carhane 366.5 KHZ are both present for overflying aircraft to navigate with, via such airways as B3 and W2D. As ever, many aircraft still land at Ronaldsway to allow passengers to visit the Island. There are the TT Races, the Casino, Golf Courses, Rippers beers, the Manx Museum, the point of Ayre with its lighthouse, Langness and the Calf of Man, reached by a short boat trip from Port Erin- the Calf would be of special interest to bird watchers, it has a RSPB warden, resident May to Sept and accomodation of the YHA type. But it at Langness, at the lighthouse there that the Aurora may be monitored by the Americans, the British and other interested parties. This really is a lighthouse used at night to allow its lights to be set, but again no one will say if the lighthouse is being used for other purposes (like the Aurora). It is a very good lighthouse near to Ronaldsway airport, though visitors to the Island are kept away from it and its staff. Perhaps the Aurora is kept flying so that as it passes over the British Isles, its route can be checked out at Machrihanish and at Langness in the Isle of Man. Again this all fantasy and not fact.. For the scientist the Aurora should be assessed scientifically to determine what sort of aircraft it is. For the accountant really it would be very important to ascertain the real cost of financing a plane the Aurora. Money is all important these days as ever, so remember to keep your pounds, dollars and yen ready, since someone will HAVE TO PAY FOR ONE, FIVE OR TEN OF THESE JET AIRCRAFT. Everyone will be on holiday this summer, so in this journal and elsewhere it will be interesting to see whether the Aurora exists or not. Greek and Roman mythology may be "dead" to some people, but the Goddess of the dawn called Eos or Aurora will always be here today and so will the Aurora, perhaps the best aeroplane in the world, that is if you can ascertain whether this plane, flies that fast and that high in the sky. Scotland and the Isle of Man may not be that important, but they, LBA and the North of England have an interesting part to play, in our interests on aviation airlines and airliners. In any case we have the ability now to continue with our studies and still enjoy the delights of aeroplanes.

E.C.Griffiths (with R.E.Jones)

POSTSCRIPT

High performance Jet aircraft	CF Lockheed	SR 71 Blackbird	
2 x Jet Engine	Pratt and Whitney	???	2 x crew outings
	General Electric	???	1 x the world in 8 hours
	Allison	???	Uses in Britain ????
	Locheed Corporation	???	
	5000 mph plus	???	



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AN OFFER I COULDN'T REFUSE.

When Baildon Travel rang me at 15.00 on May 18th, and said they had an offer I couldn't refuse, I was intrigued. What was on offer were seats to Toronto at £ 149 return, leaving on the 21st. My wife was very involved doing properties for the (then) forthcoming Village Mystery Plays, and wasn't sure, but after about 3 minutes persuasion from me, agreed we should accept. Of course there wasn't time to send us tickets.

So there we were checking in at 07.30 at the Caledonian Desk in Manchester for an 11.15 departure. It was delayed which gave me ample spotting time, but in due course we made our way to the aircraft. Oh Horror !! despite being one of the first to check in, we had been allocated NON SMOKING seats, O.K. we should have checked our boarding cards, but we didn't, and the prospect of sitting next to a wife suffering nicotine withdrawal for 7 hours didn't fill me with joy. Suffice to say we taxied out aboard TriStar G-BEAF and took off at 13.31 hours. On climb out, the Captain made his welcome speech, and hoped we had already been informed that Flight CKT 8921, was today calling at Edinburgh to pick up some "Stranded" Nationair passengers. We hadn't been told, but nevertheless landed there at 14.01. The extra hour on the deck wasn't helping my wife, but I managed to log ITE 757 EC-EFX, Falcon 119AM, and Gulf 2 N955GC plus a few locals. Departure time came and after push back, we taxied to the runway, but instead of turning left and backtracking, we turned right along the runway and right again to the terminal. YES we had left 3 passengers behind. Finally after what seemed an eternity, we again taxied out, with lift off at 15.50 hours. The Captain, full of apologies said it obviously was one of those days, but due to a combination of aircraft weight and runway length, we hadn't been able to uplift sufficient fuel for the flight and would be calling at Gander. This was very bad news for my wife (another hour added to the flight), but then came wonderful news, there were some odd vacant seats in the smoking section, and as a result I didn't really see her again until Toronto. A meal and a visit to the front office passed the time on, and touchdown at Gander was 19.54 hours. As we taxied in Gulf 2 VR-BNE and N955GC (again), together with an RAF Hercules were parked up. The despatcher asked if there were any spare newspapers for the RAF crew and ended up with a black bin liner full. As I was on Row 4, I was able to stretch my legs by walking out to the top of the stairs, and was rewarded by the sight of Short 330 G-GIAL of Labair taxiing out, and Cubana IL-62 CU-T1283 on short finals. As we moved off, we passed 3 Canadair C1215 Water bombers with nose numbers 280, 281, 282. Take off at 20.50 saw us on the final leg with good views of Montreal (Dorval) and the St. Lawrence River. Our track took us abeam both Buttonville and Downsview Airports, Downtown Toronto and then out over the lake towards Hamilton, before turning 180 to land at Pearson International at 23.36 (18.36 Local). After clearing immigration, we met our daughter and within ½ hour were enjoying a very welcome cup of coffee.

A day spotting at Pearson can be rewarding, but my day only produced a few new A 320's, A Convair 580, 4 Casa Aviocar and the usual 737/757 and DC 9's, plus Concorde G-BOAC. A stiff breeze, heat shimmer and use of runway 24R allowed me to see, but not log, many and various B12 Jets and one Dakota. Dash 8's come and go regularly with occasional ATR 42. Heavy Metal consists of Canadian Registered 767, Air Canada 747's AAI DC 10's Plus Lufthansa D-AEED (747), and Iberia EC-CFZ (DC 10) and Air France F-GHGG (767). Brampton Flying Club had their open day on May 30th, so it seemed only natural to go. There was no display as such, but plenty of flying. The replica warplanes, SE 5A, Dredger, Fokker DV 11, were quite active, but access to the field was guarded by Air Cadets at all gates. However a stroll to the "Homebuilt" Area gave access to all the hangers with a result that I logged 139 Aircraft, ranging from a partly built Pietyenpol G-GIGI to a Cessna 414 with plenty of variety in between. Staying so near the Airport is handy for checking in, which we usually do around 13.00 and then go back home, making sure this is via the freight area with Convair 580's and Douglas C-117D's to be seen rubbing shoulders (do aircraft do that) with a good selection of B12- Jets. Then after a relaxing afternoon (I must be joking) its back to the airport and the trauma of goodbye's.

Check in told us it would be a 757, but arrival in the departure lounge found G-BEAF (Tri-Star) nosed in to the cage.

Many of the Air Transit, fast expanding fleet were there, and a few more aircraft were logged before we boarded an hour late.



AN OFFER I COULDN'T REFUSE (Cont)

Taxing out took us past the new terminal 3 to runway 24R and on the way DC8 N998CF, 727 N213FE and YS-11 N910A were seen.

Take off was 2024 hours and an uneventful flight put us down at Manchester at 07.37 (Local). Ten days isn't long but it was worth it. Our next trip is planned for late Jan 94, when if all goes well, our first grandchild is due to arrive..They won't want me in the way, so I'll go to the Airport !!.

I.D.Morton.

BATTLE OF THE ATLANTIC

During the last weekend in May, events took place in Liverpool, as an international tribute on the 50th anniversary of the Battle of the Atlantic.

From the first day of the Second World War to the last, the RAF operated alongside the Royal Navy in protecting the sea lanes that were essential, both to Britians survival, and ultimate victory. It was a campaign for which the RAF like the Royal Navy was ill prepared. The pressure for more and better maritime aircraft became acute. First to arrive were the Wellington and Whitley bombers, and Beaufighter strike aircraft. The old warhorse Hudsons and the Catalinas came in larger numbers, to supplement Sunderlands and the first Liberators. By 1943 Coastal Command comprised of 60 squadrons, 34 of them in action against submarines, with Halifaxs and B17's, later Mosquitoes joined the group. The crews were truly international, Canadians, Australians, New Zealanders, Poles, Czechs, Dutch and Norwegians.

The tide turned, 722 U-Boats were destroyed during the war in the Atlantic, Arctic and home waters, 305 by Allied shore based aircraft alone, Coastal Command share of these was 173.

The Flying Display over the River Mersey on 29th May included:-

5 Sea Harriers FRS 1	Bae	4 HS Buccaneers S2B	Bae
3 HS Nimrod MR 2 P		6 WSC1 Sea King/WS Lynx	HAS3

1 Spitfire MK 11A P7350 BBMF Coninesby

1 Hurricane

1 Boeing B 17G SALLY B 124485 6 BEDF from Duxford.

1 Fairey Swordfish LS 326

1 Sea Harrier

1 Orion Royal Netherlands Air Force

The Swordfish flew a number of patrols from Merchant Ship Aircraft Carriers, and was one of the 1700 built under licence by Blackburn Aircraft at Sherburn in Elmet. The Swordfish Trust was founded in 1991 and is dedicated to securing the long term future of the Royal Naval Historic Flight. The aim is to fund this Flight by 1994, and present some 60 shows a year to the public.

Further details are obtainable from:-

Martin Banks Tel. 0821 642295.

or

Flag Officer, Naval Aviation, R.N.A.S. Yeovilton.

Tel 0935 840551 Ext 5548.

Leeds/Bradford Winter 93/94

It seems IT flights will follow a similar pattern to last Winter, with a Britannia 737 based, no Air Malta 737, but the Palma flight on Monday operated by a 757.

Ski Flights are the same as last year. Inter European 737 to Cyprus changes from Sun to Thurs in December. More news later in year.

### WROUGHTON 1993

A small group of Air Yorkshire members went to this year's Popular Flying Association National Rally at Wroughton in Wiltshire. A full weekend of aeroplanes was planned visiting first Halfpenny Green where fifty-five aircraft were viewed - this is a famous airfield near Wolverhampton, so we moved off to visit Staverton near Gloucester. We saw over one hundred aircraft here and watched some take off, as we found later, to fly to Wroughton. The viewing area at Staverton is very good. Lunch was taken here by the car watching aircraft landing very close by - perfect for camera work.

Next stop - Lyneham - to find the Hercules. This we did but could only see the fins of the aircraft as they were hidden behind mounds of earth. Our intrepid plane spotters were standing on the car roof and climbing trees to get high enough to see the numbers on the tail fins. On again to Draycott Farm to see another interesting collection of approximately twenty aircraft (alongside the pig pens!) This exhausted both the day and us, we arrived at our digs - a very nice guest house near Swindon. Dinner, a drink and bed.

Saturday we had an early start and got to Wroughton to find aircraft were landing thick and fast - up to fourteen and fifteen in the circuit at once - "magic".

As well as the usual trade stands and other attractions at these events, there were two hangars containing the Air Museum's Constellation, Comet, D. H. Rapide, DC3 and an early Boeing airliner - "like a Fortress but with only two engines" and, believe it or not, free coffee and biscuits courtesy of the C.A.A.

All types of light aircraft were in evidence plus microlights and powered gliders - many from the continent. De Havillands were well represented with Tiger Moths, Chipmunks, Hornet Moth and Dragon Rapide. Many Jodels, Pitts, Christen Eagles and so on - approximately 1500 aircraft were logged over the two days.

On the Sunday during the display we decided getting out of the airfield was the next priority, so we moved out and somehow arrived amongst the VC10s and Tristars at Brize Norton - 15 aircraft were spotted here, so on again this time to Kiddlington (Oxford). 56 more aircraft in the book. Upper Heyford next to see only the Gate Guardian.

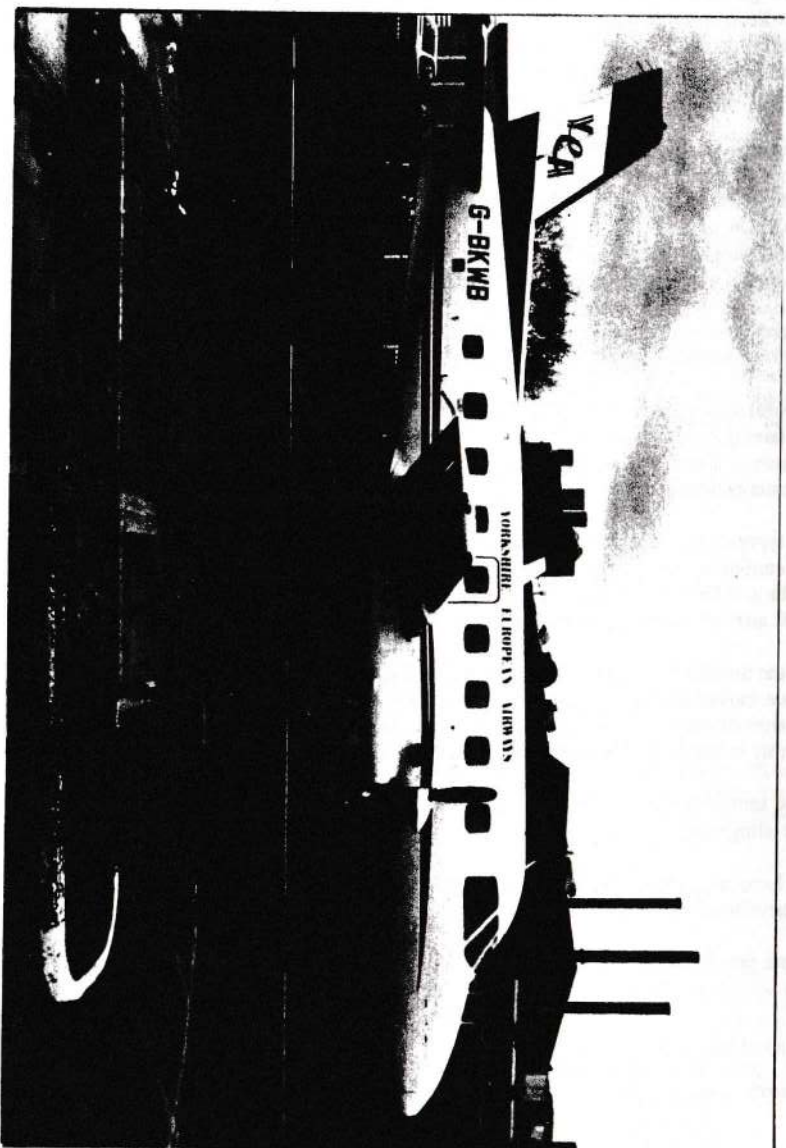
Now started the long ride home, stopping of course at East Midlands Airport, 38 aircraft here altogether.

We have seen approximately 1800 aircraft of one sort or another - unbelievable. So ended a marvellous long weekend.

Thank you John for this visit to paradise!

**Trevor Shaw**





Yorkshire European Airways Bandit G BKWB awaits Air  
Yorkshire members for their flight on Sun 2/5/93.