

THE YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

JUNE 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.

JULY 7th : Ark Royal Special - with Flight Deck "sound effects".
AUGUST 4th : Provisional visit to Doncaster.
SEPTEMBER 1st : Air Band Radio.

CHAIRMAN'S CHAT

Church Fenton

For the first time in many years I missed Church Fenton. While I was in sunny Amsterdam, Church Fenton had some of the worst weather ever known for an Air Display. Despite the weather and poor public attendance, we covered our costs and even made a small profit. Many thanks to all who gave books etc. with special thanks to those members who manned our stand.

Memberships

Virtually all past members have now renewed their membership. I would like to welcome several new members to the Society, and apologise for any mistakes in names and addresses. Colin has done a splendid job in producing over 2,500 labels and membership cards. In such numbers, the odd error is bound to occur. Please quote your membership number if you have any queries. Over 70 members attended the June meeting by Captain Gilmore of British Midlands. As a result of this, we have been invited to visit B.Ms. Headquarters at Castle Donington. This would hopefully include the OP's Room, Maintenance Hangar and Simulator. The visit will be in private cars on Saturday 12th October. Please add your name to the list stating whether you require, or can offer, transport.

CREDITS

T.W.Sykes	J.Hinkles	E.C.Griffiths	S.W.Rigg	D.Ward
J.Stanfield	R.Fozzard	G.Ingham	D.R.Tennant	P.Constable
L.Scheftsik				

LEEDS/BRADFORD MOVEMENTS - MAY 1991

2.

	ATA	ATD		ATA	ATD
1. G-AOYG Viscount	0704	0735	<u>OO-DTI Brasilia</u>	0739	0821
G-BLGB Short 360	0805	0836	G-BLKY Baron	0908	1718
G-JEAG Friendship	0929		G-AOYG Viscount	0950	
G-WACK Short 360	1540	1618	G-JEAH Friendship	1734	1821
G-WACK Short 360	1844	1930	<u>OO-DTG Brasilia</u>	1901	1928
G-ODNP Cessna 310R n/s	1940		G-JEAH Friendship n/s	2027	0705(2)
2. <u>OO-DTK Brasilia</u>	0748	0816	G-WACK Short 360	0801	0834
G-JLRW Duchess	0821	0850	G-OANC Warrior II	0824	1413
G-JEAH Friendship	0914		G-BHAF Tomahawk	0917	1415
G-DBAL HS.125	1018	1527	G-BGGF Tomahawk	1114	1531
G-SACV Cadet	1137		G-BMAR Short 360	1535	1615
G-JLRW Duchess	1558	1611	G-JEAH Friendship	1745	1816
G-BMAR Short 360	1849	1927	<u>OO-DTH Brasilia</u>	1926	1959
G-JEAH Friendship n/s	2020	0710(3)			
3. <u>OO-DTL Brasilia</u>	0745	0815	G-BMAR Short 360	0755	0838
G-JEAH Friendship	0924	1003	G-HIHI Saratoga SP	1031	1136
G-HBCO Navajo	1059	1439	G-JIMI Hughes 369D	1131	1153
G-OTSL Agusta 109	1150	1205	G-BECH Boeing 737	1228	1457
G-FISH Cessna 310R	1241	1241	<u>9H-ABG Boeing 737</u>	1335	1436
G-UKLC Boeing 737	1408	1520	G-HIEL Robinson R-22	1501	1501
G-TERI Bonanza n/s	1509	1131(6)	G-UKLE Boeing 737	1514	1624
G-BLGB Short 360	1549	1621	G-OTSL Agusta 109	1626	1629
G-NAIL Cessna 340	1723	1856	G-BNPP Cessna 152	1728	1757
G-JEAG Friendship	1751	1832	G-HIEL Robinson R-22	1819	1819
G-WACK Short 360	1848	1935	<u>OO-DTI Brasilia</u>	1939	2025
G-JEAG Friendship n/s	2047	0703(4)			
4. <u>LZ-BTV Tu-154</u>	0702	0832	<u>EC-EJQ DC9-83</u>	0846	1000
G-JEAG Friendship	0919	1024	<u>YU-ANU Boeing 737</u>	0932	1039
G-HIEL Robinson R-22	1031	1031	G-HIEL Robinson R-22	1447	1447
G-BEKA BAC 1-11	1510	1627	<u>EC-EJQ DC9-83</u>	1618	1700
G-BNCZ LongEz n/s	1742		G-ATVH BAC 1-11	1759	1839
G-JIMI Hughes 369D	1903	1934	G-JEAG Friendship n/s	1956	
EI-BCR Boeing 737	2223	2242	G-STAT Cessna 206		1738
5. G-ATJV Cherokee Six	0900	0908	G-BCWA BAC 1-11	1029	1120
<u>YU-ANP Boeing 737</u>	1217	1327	G-BELR Cherokee 140	1329	1404
G-KENN Robinson R-22	1449	1703	G-BPZX Cessna 152	1500	1610
G-ATJV Cherokee Six	1530	1540	G-BCXR BAC 1-11	1542	1635
<u>LZ-BTP Tu-154</u>	1702	1848	G-JEAG Friendship	1740	1815
G-BNCZ LongEz	1743	1824	<u>OO-DTI Brasilia</u>	1842	1910
G-JEAG Friendship n/s	1930	0708(6)			
6. <u>OO-MTD Brasilia</u>	0731	0843	G-JEAG Friendship	0915	1002
G-BCCK AA5 Traveler	0959	1246	G-JHAN King Air 200	1016	1053
G-ODJP Robinson R-22	1048	1127	G-BADL Seneca	1254	1347
WZ876 Chipmunk	1309	1351	G-HIEL Robinson R-22	1345	1345
G-BIYX Cherokee 140	1350	1417	G-ODJP Robinson R-22	1440	1513
G-BSCP Cessna 152	1506	1557	G-AZLY Cessna F150L	1509	1546
G-BOYL Cessna 152	1531	1630	G-BJYD Cessna F152	1533	1622
G-NAIL Cessna 340	1618	1800	G-BPZX Cessna 152	1733	1805
G-JEAH Friendship	1744	1823	G-BMHX Short 360	1843	1930
G-BJYD Cessna F152	1848	1913	<u>OO-DTG Brasilia</u>	1851	1921
G-JHAN King Air 200	1855	1905	G-JEAH Friendship n/s	2036	0717(?)

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		ATA	ATD
7. <u>00-DTH Brasilia</u>	0735	0858	G-BMHX Short 360	0812	0839
G-JEAH Friendship	0929		<u>OY-JEU Malibu</u>	0959	1636
XV733 Wessex	1036		G-STAT Cessna 206	n/s	1144 1725(10)
N31878 Warrior II	n/s	1210 1525(8)	G-OABI Cessna 421C		1307
G-HIEL Robinson R-22	1359	1359	G-BADR Boeing 737		1425 1526
G-UKLE Boeing 737	1448	1602	G-EMAR Short 360		1541 1617
G-SACU Cadet	1615	1647	G-HIEL Robinson R-22		1713 1714
G-JEAH Friendship	1731	1813	<u>VR-CSH King Air 350</u>		1739 1755
N98HB King Air A90	n/s	1805 1641(8)	<u>00-MTD Brasilia</u>		1846 1924
G-EMAR Short 360	1848	1927	<u>G-MOAT King Air 200</u>		1914 2044
G-OANC Warrior II	n/s	1931 1642(8)	G-JEAH Friendship	n/s	2023 0706(8)
8. <u>00-DTH Brasilia</u>	0726	0851	G-GBUE Robin DR400/120A	0746	1732
G-BLGB Short 360	0811	0839	G-JENN AA5B Tiger	0913	1248
G-JEAH Friendship	0918	0959	XS597 Andover	0958	1014
G-BPRN Warrior II	1006	1227	G-BGWM Archer II		1220 1344
G-BOYL Cessna 152	1225	1307	G-AZLY Cessna F150L		1234 1329
G-BAHI Cessna F150H	1243	1458	G-BPZX Cessna 152		1246 1342
G-BDSL Cessna F150M	1251	1348	G-BPMX ARV Super 2		1337 1402
G-BMHX Short 360	1536	1618	G-BOYL Cessna 152		1638 1720
G-JEAG Friendship	1744	1818	G-BFDI Archer II	n/s	1809
G-BMHX Short 360	1848	1928	<u>00-DTK Brasilia</u>		1852 1924
G-ODNP Cessna 310R	n/s	1920 1546(9)	<u>G-BPPC Robinson R-22</u>	n/s	2007
G-JEAG Friendship	n/s	2025 0705(9)			
9. <u>00-DTL Brasilia</u>	0748	0829	G-BMHX Short 360	0800	0845
G-JEAG Friendship	0919	1001	G-MUSO LongEz	1100	1634
G-ODJP Robinson R-22	1144		G-AWAI Baron		1159
G-BJYD Cessna F152	1204		G-AXNX Cessna 182M		1232
G-OCAN Cessna 340	1256		G-BNVB AA5A Cheetah		1410 1752
G-ODJP Robinson R-22	1412		G-HCTL Navajo		1445
<u>00-LTK Boeing 737</u>	1457	1534	G-BPKA Archer II		1516 1612
G-AVGK Cherokee 180	1523	1738	G-BMHX Short 360		1540 1615
G-HIEL Robinson R-22	1619	1619	G-BHUI Cessna 152	n/s	1628 1442(10)
G-OMGB HS.125	1652		G-JEAG Friendship		1737 1812
<u>00-MTD Brasilia</u>	1848	1921	G-BLGB Short 360		1852 1928
G-JEAG Friendship	n/s	2020			
10. G-BLGB Short 360	0740		G-JEAG Friendship	0920	1009
G-ATUB Cherokee 140	1012		G-HIEL Robinson R-22		1033
G-BECH Boeing 737	1159		G-SVJM Twin Squirrel		1228
G-BFLV Cessna F172N	1229		<u>9H-ABG Boeing 737</u>		1255
G-JLRW Duchess	1322	1735	G-SMJJ Cessna 414		1445 1618
G-UKLE Boeing 737	1448	1554	G-UKLB Boeing 737		1505 1612
G-OMGA HS.125	1527	1617	G-WACK Short 360		1540 1620
G-HIEL Robinson R-22	1709	1709	<u>PH-OSK Cessna 414</u>	n/s	1734 1628
G-JEAH Friendship	1741	1815	<u>F-GCJL Boeing 737</u>		1820 1913
G-WACK Short 360	1849	1932	<u>00-DTL Brasilia</u>		1902 1935
G-JEAH Friendship	n/s	2025 0712(11)			
11. <u>1Z-BTD Tu-154</u>	0705	0805	<u>EC-EHT DC9-83</u>	0853	1004
G-HIEL Robinson R-22	0859	0859	G-JEAH Friendship	0920	1026
<u>YU-AKO Boeing 727</u>	1001	1155	G-AYPV Cherokee 140D	1033	1136
G-HIEL Robinson R-22	1204	1204	G-BPHT Super Emaraude	1212	1342
G-HIEL Robinson R-22	1216	1216	G-BNME Cessna 152	1403	1519
G-BELR Cherokee 140	1411	1451	G-HIEL Robinson R-22	1418	1418
G-BOYL Cessna 152	1423	1445	G-BDAT BAC 1-11	1507	1555
G-BJYD Cessna F152	1606	1700	<u>EC-EHT DC9-83</u>	1613	1717
<u>YU-ANU Boeing 737</u>	1643	1745	<u>G-BKHT Bae 146</u>	1705	1754
G-HIEL Robinson R-22	1816	1816	G-JEAH Friendship	n/s	2027 0902(12)

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		ATA	ATD
12. G-BJAG Archer II	0757	0905	G-BNNO Warrior II	1012	1126
G-BDAT BAC 1-11	1014	1134	G-BPZX Cessna 152	1038	1132
G-HART Cessna 152	1103	1246	G-ENAM Cessna 340	1323	1653
G-BCBW Cessna 182	1329	1414	G-BNME Cessna 152	1330	1416
G-AXYD BAC 1-11	1626	1712	LZ-BTV Tu-154	1650	1833
YU-ANP Boeing 737	1735	1847	G-JEAF Friendship	1739	1821
G-ATJV Cherokee Six	1823	1831	OO-MTD Brasilia	1853	1927
G-JEAF Friendship n/s	2039	0708(13)			
13. OO-DTF Brasilia	0753	0839	G-BMHX Short 360	0813	0841
G-BWMP Rockwell 695A	0855	1525	YU-ANU Boeing 737	0919	
G-JEAF Friendship	0922		G-SMJJ Cessna 414	1118	
G-BOBA Arrow	1148	1454	G-BDHL Aztec	1232	1702
EI-BVX Bandeirante	1307		G-CZAR Citation V	1309	
G-BRML Tomahawk	1452	1556	G-BMAR Short 360	1543	1616
G-JEAG Friendship	1739	1817	G-BMAR Short 360	1849	1931
OO-DTL Brasilia	1853	2005	G-JEAG Friendship n/s	2022	0709(14)
14. OO-DTH Brasilia	0736	0837	G-BMAR Short 360	0805	0834
G-BFLV Cessna F172N	0821		G-JEAG Friendship	0917	1001
G-JLRW Duchess	0922		G-ORME Jetranger	1037	
G-HIEL Robinson R-22	1050		G-BPRN Warrior II	1116	
G-BHMI Cessna F172N	1127		G-BHUI Cessna 152	1201	
G-BDHL Aztec	1202		G-KOTA Piper Dakota 236	1211	
G-BDGM Warrior	1215		G-BHHU Short 330	1252	
G-UKLE Boeing 737	1434	1612	G-BAZG Boeing 737	1450	1554
G-BFFE Cessna 152	1457	1602	G-AYPV Cherokee 140D	1535	1646
G-BLDB Short 360	1539	1622	G-BWMP Rockwell 695A	1541	1616
G-BPZX Cessna 152	1600	1659	G-HIEL Robinson R-22	1617	1618
G-JLRW Duchess n/s	1620	0754(15)	G-BHHU Short 330	1712	
G-JEAG Friendship	1733	1810	G-BLGB Short 360	1847	1931
G-OANC Warrior II n/s	1921		OO-MTD Brasilia	1928	1958
G-JEAG Friendship n/s	2012	0702(15)	G-BHHU Short 330	2034	2049
G-BPPC Robinson R-22 n/s	2044	1145(15)			
15. G-BIYH Short 330	0729	0744	G-BMAR Short 360	0752	0835
OO-DTJ Brasilia	0800	0839	G-BOXR Cougar	0826	
G-BLKY Baron	0910	1719	G-JEAG Friendship	0915	1004
G-BWMP Rockwell 695A	0931	0946	G-BIYH Short 330	1025	
G-BPBC Cessna 152	1059	1733	G-BOYL Cessna 152	1134	
G-BSDL TB10 Tobago	1221		G-BFOM Navajo	1325	1806
G-BIYH Short 330	1345		G-BHTV Cessna 310R	1353	
OY-PEB King Air 200	1408	1547	G-ISEB Agusta A109	1500	
G-WACK Short 360	1542		G-BGGF Tomahawk n/s	1638	1430(16)
G-BIYH Short 330	1713		G-HFIX Spitfire	1730	1802
G-JEAI Friendship	1748	1822	G-HFIX Spitfire n/s	1815	0905(16)
G-WACK Short 360	1845		OO-DTF Brasilia	1935	1956
G-JEAI Friendship n/s	2034	0710(16)	G-BIYH Short 330	2041	2100
RR299 Mosquito		overshoot			
16. G-BHHU Short 330	0716	0744	OO-DTK Brasilia	0742	0812
G-BGEL Tomahawk	0747	1337	G-WACK Short 360	0758	0833
G-RUIA Cessna F172M	0829	1045	G-AYND Cessna 310Q	0902	0934
G-JEAI Friendship	0923	1004	G-CPTS Jetranger	0929	1000
G-HPLC Sikorsky S-76B	0950	1406	F-GFHH Falcon 10	1011	1703
G-BHHU Short 330	1031	1100	G-BDHL Aztec	1059	1452

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		ATA	ATD
16.G-BGBY Tomahawk	1135	1447	G-BMJT Duchess	1228	1627
G-BHHU Short 330	1348	1426	G-BHTV Cessna 310R	1352	1423
G-CZAR Citation V	1512	1611	G-BMHX Short 360	1540	1615
G-BHHU Short 330	1706	1801	G-BPZX Cessna 152	1710	1854
G-AYND Cessna 310Q	1720	1802	G-JEAI Friendship	1741	1816
G-BMHX Short 360	1854	1931	G-OTMC Beech 400	1900	1915
<u>F-GKBC Falcon 10</u>	n/s	1909	<u>OO-DTH Brasilia</u>	2021	2054
G-JEAI Friendship	n/s	2025	<u>00-DTH Brasilia</u>	2042	2057
			G-BHHU Short 330		
17.OO-DTH Brasilia	0748	0814	G-BMHX Short 360	0808	0840
<u>G-JLRW Duchess</u>	0916	1731	G-JEAI Friendship	0921	1003
G-BRPU Duchess	0935		G-HIEL Robinson R-22	1006	1006
G-BRPU Duchess	1203		G-ORMP Cessna 414A	1239	1250
<u>9H-ABG Boeing 737</u>	1332	1431	XS597 Andover	1359	1458
<u>G-HIEL Robinson R-22</u>	1418	1418	G-UKLE Boeing 737	1450	1630
G-KFIT King Air 90	1505	1843	G-BCPF Aztec	1519	2105
G-BLGB Short 360	1544	1621	G-UKLC Boeing 737	1617	1734
G-JEAG Friendship	1741	1817	<u>F-GCLL Boeing 737</u>	1743	1840
G-BLGB Short 360	1853	1928	<u>OO-DTH Brasilia</u>	1940	2016
G-JEAG Friendship	n/s	2029			
18.LZ-BTV Tu-154	0703	0832	<u>EC-EHT DC9-83</u>	0916	1015
<u>G-JEAG Friendship</u>	0922		<u>YU-ANU Boeing 737</u>	1005	1127
G-BUMP Archer II	1010	1132	G-HIEL Robinson R-22	1105	1106
G-HIEL Robinson R-22	1426	1426	G-BDAE BAC 1-11	1502	1551
G-BOVK Warrior II	1512	1646	G-BAMM Cherokee 235	1547	1633
<u>YU-AOF Boeing 737</u>	1631	1725	G-BKHT Bae 146	1710	1758
<u>EC-EHT DC9-83</u>	1744		G-ATJV Cherokee Six	1946	2004
G-JEAG Friendship	n/s	1956			
19.G-BDAE BAC 1-11	1023	1257	G-SACT Cadet	1403	1441
<u>YU-AKD Boeing 727</u>	1741	1857	G-OBOW Short 360	1801	1853
<u>OO-DTH Brasilia</u>	1851	1929	G-OBOW Short 360	n/s	2130
					0703(20)
20.G-BIYH Short 330	0707	0728	<u>OO-DTH Brasilia</u>	0744	0814
G-EMVY King Air 200	0805	1701	G-BLGB Short 360	0807	0842
<u>LZ-BTR Tu-154</u>	0838	0959	N55UK Lear Jet 55	0936	1806
G-OBOW Short 360	0952		G-BIYH Short 330	1000	
G-BFLL HS.748	1108		G-JEAG Friendship	1211	
G-BJYL BAC 1-11	1240		G-BIYH Short 330	1343	
G-BHTV Cessna 310R	1350		G-BAYO Cessna 150L	n/s	1353
G-BFLV Cessna F172N	1405	1539	G-WACK Short 360	1537	1614
G-BFLL HS.745	1658		<u>YU-AOF Boeing 737</u>	1700	1742
G-BIYH Short 330	1706	1752	G-JEAG Friendship	1816	1848
G-WACK Short 360	1847	1931	<u>OO-DTH Brasilia</u>	1854	1934
G-BIYH Short 330	2036	2048	G-JEAG Friendship	n/s	2052
					0706(21)
21.OO-DTH Brasilia	0734	0829	G-BLGB Short 360	0808	0846
<u>G-BIYH Short 330</u>	0813	0843	G-BDHL Aztec	0821	
G-JEAG Friendship	0923	0958	G-BNRX Seneca	n/s	1037
G-JLRW Duchess	1046	1817	<u>PH-PBM Citation V</u>	1113	1537
G-BIYH Short 330	1116		G-BBGB Aztec	1134	1201
G-AVXJ HS.748	1141		G-BNGR Tomahawk	1251	1630
XW282 Scout	1305	1338	G-GLOW Twin Squirrel	1328	
G-BHTV Cessna 310R	1346	1458	G-BEOG Boeing 737	1412	1524
G-BIYH Short 330	1424		G-UKLB Boeing 737	1441	1547

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		n/s	ATA	ATD
21. G-BMAR Short 360	1538	1617	G-BGXD TB10 Tobago	n/s	1600	1330(26)
G-BIYH Short 330	1732		G-JEAG Friendship		1734	1812
G-BRNE Cessna 152	n/s	1810	G-BMAR Short 360		1848	1931
G-BGGF Tomahawk	n/s	1904	OO-MTD <u>Brasilia</u>		1928	1945
G-JEAG Friendship	n/s	2020	G-BIYH Short 330		2037	
22. OO-MTD <u>Brasilia</u>	0754	0946	G-BLGB Short 360		0800	0837
G-JDEE TB20 Trinidad	n/s	0848	G-JEAG Friendship		0914	
F-GEBO Seneca		0918	G-BIYH Short 330		1013	
G-DMCS Arrow		1017	G-BJYD Cessna 152		1031	
G-HIEL Robinson R-22		1032	F52 Transall		1052	1052
G-BNRX Seneca		1054	G-BGEX Tomahawk		1152	
G-BSHA Seneca		1211	N210MP Cessna 210		1253	
G-BPMX ARV Super 2		1332	G-BIYH Short 330		1343	
G-BHTV Cessna 310R		1353	CF-01 Merlin IIIA		1539	1709
G-BMLC Short 360		1543	G-BGTR Cherokee 140		1549	1703
G-BLYE TB10 Tobago		1613	G-BFTH Cessna F172N		1720	1832
G-BIYH Short 330		1730	G-JEAD Friendship		1742	1824
G-HIEL Robinson R-22		1820	G-AYPV Cherokee 140D		1848	1956
G-BMLC Short 360		1851	OO-MTD <u>Brasilia</u>		1937	2002
G-JEAD Friendship	n/s	2027	G-BIYH Short 330		2050	2110
G-FISH Cessna 310R	n/s	2128				
23. OO-DTL <u>Brasilia</u>	0752	0818	G-BMLC Short 360		0801	0835
VR-CSH King Air 350		0818	D-CASA King Air 300		0829	1222
G-JEAD Friendship		0914	G-JLRW Duchess		0936	1542
G-HIEL Robinson R-22		0940	G-CALL Aztec		1009	
G-BGEL Tomahawk		1206	G-GNXI Boeing 757		1243	
G-HELO Jetranger		1347	G-HIEL Robinson R-22		1406	
G-BODM Cherokee 180		1411	G-HIEL Robinson R-22		1440	
G-WACK Short 360		1538	G-BJYD Cessna 152		1548	1617
G-BNME Cessna 152		1742	G-JEAD Friendship		1752	1830
HB-ILH Challenger	n/s	1815	G-HIEL Robinson R-22		1841	1842
G-WACK Short 360		1900	OO-DTK <u>Brasilia</u>		1926	1955
G-JEAD Friendship	n/s	2043				
24. OO-DTK <u>Brasilia</u>	0752	0818	G-WACK Short 360		0801	0836
G-JEAD Friendship		0921	G-BGTG Aztec		0950	1109
G-MARS Beech 400		0958	N917J Jetstar		1017	1628
G-HIEL Robinson R-22		1024	G-OLLY Navajo		1039	1404
G-BNRX Seneca		1107	G-TERI Bonanza F33A		1141	1410
G-BADP Boeing 737		1215	CF-01 Merlin III		1409	1434
9H-ABG Boeing 737		1441	G-UKLB Boeing 737		1509	1617
G-BMAR Short 360		1537	G-UKLE Boeing 737		1544	1718
G-PLMC Ecureuil		1552	G-ATJV Cherokee Six		1600	
G-AZFI Arrow		1607	G-DBAL HS.125		1638	1703
G-BPPC Robinson R-22		1710	G-ORCE Citation II		1725	2107
G-HIEL Robinson R-22		1730	G-BNVT Turbo Arrow	n/s	1739	1016(26)
G-JEAE Friendship		1748	G-BMAR Short 360		1850	1937
OO-DTL <u>Brasilia</u>		1919	G-FISH Cessna 310R		1924	1951
G-JEAE Friendship	n/s	2046	G-OWNR King Air 200		2057	2114
G-ENAM Cessna 340	n/s	2150				

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		ATA	ATD
25. LZ-BTC Tu-154	0714	0846	EC-EIG DC9-83	0848	0955
G-JEAE Friendship	0923		<u>YU-AKL Boeing 727</u>	1103	1211
G-BBPW Robin HRL00/210	1125	1227	G-HIEL Robinson R-22	1130	1130
G-AYKL Cessna F150L	1300	1434	G-TROP Cessna 310R	1401	
G-HIEL Robinson R-22	1439	1440	G-BDAT BAC 1-11	1510	1602
G-BKMX Short 360	1545	1626	G-BDWG BN2 Islander	1552	1627
EC-EIG DC9-83	1608	1737	G-ENAM Cessna 340	1652	1703
<u>YU-ANP Boeing 737</u>	1659	1755	G-AXYD BAC 1-11	1702	1822
G-JEAE Friendship n/s	1945	0911(26)			
26. G-ATWP Aircoupe	1011	1105	G-BEKA BAC 1-11	1014	1053
G-BWY Cherokee 140	1204	1249	G-BFMH Cessna 177	1225	1729
G-BGPH AA5B Tiger	1254	1325	G-BDAE BAC 1-11	1531	1622
G-BFOL King Air 200	1628	1915	<u>LZ-BTE Tu-154</u>	1705	1828
<u>YU-ANU Boeing 737</u>	1706	1809	G-JEAE Friendship	1736	1816
<u>OO-DTL Brasilia</u>	1853	1938	<u>N59756 Navajo</u>	1936	2002
G-JEAE Friendship n/s	2022	0708(27)			
27. OO-MTD Brasilia	0731	0824	G-JEAE Friendship	0918	0959
G-BBEF Cherokee 140	1212	1356	G-BGBY Tomahawk n/s	1523	1633(28)
<u>YU-ANU Boeing 737</u>	1704	1803	G-JEAD Friendship	1732	1813
<u>OO-DTK Brasilia</u>	1840	1948	G-JEAD Friendship n/s	2027	0706(28)
28. OO-DTK Brasilia	0736	0828	G-BMHX Short 360	0802	0843
G-JEAD Friendship	0919	0956	G-BMIF Ecureuil	0955	
G-BDHL Aztec	1057		G-AWPF Cessna F150H	1132	1717
HB-VIL HS.125	1156	1321	G-RUIA Cessna F172M	1204	
G-BASL Cherokee 140	1211		G-BTII Warrior	1306	1505
G-BBEV Cherokee 140	1317		G-UKLB Boeing 737	1435	1552
G-BAZH Boeing 737	1450	1537	G-BGSO Turbo Navajo	1457	1733
G-WACK Short 360	1544	1619	G-BBEV Cherokee 140 n/s	1655	
G-BJXA Firefly	1658	1737	G-BGEK Tomahawk	1720	1831
G-JEAD Friendship	1743	1817	<u>YU-AHN DC9-32</u>	1802	1906
G-BBPW Robin HRL00/210	1828	1928	G-BHUI Cessna 152 n/s	1830	
G-WACK Short 360	1851	1931	<u>OO-DTJ Brasilia</u>	1920	1954
G-JEAD Friendship n/s	2025	0710(29)			
29. OO-DTL Brasilia	0726	0846	G-BMLC Short 360	0804	0837
G-DIXI Navajo	0814	0902	G-BWMP Rockwell 695A	0855	1604
G-JEAE Friendship	0954		G-NEEP Jetranger	1126	
G-HIEL Robinson R-22	1315		G-HIEL Robinson R-22	1524	
G-BMAR Short 360	1553	1622	G-JEAD Friendship	1745	1815
G-BMAR Short 360	1852	1928	<u>N3254X Cessna 421</u> n/s	1912	1617(31)
<u>OO-DTI Brasilia</u>	1922	1947	G-JEAD Friendship n/s	2026	0702(30)
30. OO-DTJ Brasilia	0750	0815	G-BMAR Short 360	0812	0841
G-BLKY Baron	0908	1740	G-JEAD Friendship	0923	
G-OCAN Cessna 340 n/s	0947		G-BJYG Warrior II	1056	
<u>G-GNXX Boeing 757</u>	1212		G-BODX Duchess	1222	
G-BMHX Short 360	1546	1618	G-JEAD Friendship	1746	1819
G-AVEH SIAI S.205 n/s	1801		G-BMHX Short 360	1846	1927
<u>QQ-DTH Brasilia</u>	1939	2004	<u>N59756 Navajo</u>	1950	2020
<u>N299FB Gulfstream IV</u> n/s	1859		G-JEAD Friendship n/s	2035	0659(31)

LEEDS/BRADFORD MOVEMENTS MAY 1991 (Contd.)

	ATA	ATD		ATA	ATD
31.OY-CYD Citation I	0733	1145	OO-DTJ Brasilia	0738	0812
G-BMLC Short 360	0753	0836	G-BGSO Turbo Navajo	0838	
G-BMJT Duchess	0923		SE-DDY Citation II	0953	1729
G-BSEO King Air 200	1006		G-BACB Seneca	1012	
G-OTSL Agusta 109	1015		SE-DEY Citation I	1024	1726
G-REBL Robinson R-22	1059		G-DIXI Navajo	1117	1159
G-BMMZ Boeing 737	1207		G-ZFDB Twin Squirrel	1300	
9H-ABG Boeing 737	1327		N31JM Warrior	1338	1618
G-UKLE Boeing 737	1418		G-UKLC Boeing 737	1514	1716
G-WACK Short 360	1546	1916	G-AYGN Cessna 210	1631	1732
G-JEAF Friendship	1747	1819	G-WACK Short 360	1846	1932
OO-DTI Brasilia	1918	2010	G-JEAF Friendship	n/s	2031

From/To

7.OY-JEU/Copenhagen; XV733/Brighouse-Ilkley; N31878/Victoria (Canada); VR-CSH/Metz; N98HB/Cardiff. 8.XS597/Northolt. 9.OO-LTK/Birmingham. 10.PH-OSK/Rotterdam n/s Rotterdam; F-GCJL/Gatwick-Lourdes. 13.EI-BVX/Dublin. 15.OY-PEB/Antwerp-Tirstrup. 16.F-GFHH/Le Bourget; F-GKBC/Le Bourget-Lille. 17.XS597/Gutersloh-Northolt; F-GCLL/Tarbes. 20.N55UK/Heathrow. 21.PH-PEM/Toussus; XW282/Edinburgh. 22.F-GBGO/Caen; F-52/Dublin-Prestwick; N210MP/F/T Huddersfield; CF-01/Koksijde-Maelsbrok. 23.VR-CSH/Blackbushe; D-CASA/Bielefeld; HB-ILN/Dusseldorf. 24.N917J/F/T Le Bourget; CF-01/Maelsbrok. 26.N59756/Ronaldsway-Gamston. 28.HB-VII/Titograd-Heathrow. 29. N3254X/Biggin Hill - n/s(31)-Mannheim. 30.N59756/Belfast-Gamston; N299FB/Farmingdale (New York). 31.OY-CYD/Sonderborg; SE-DDY/Malmo-Copenhagen; SE-DEY/Trolhatten-Goteborg; N31JM/f/t Cardiff.

Overshoots

1.ZF141/CFN22; ZF138/CFN65; ZF240/CFN61; ZF209/CFN23; ZF210/CFN64; ZF207/CFN51; XX496/FYY81; G-WERY. 2.XX551/TOF99; XX513/TOF99. 3.VP981/Devon94. 7.XX513/TOF99; XX492/FYY83. 9.XX496/FYY76; XX499/FYY83. 13.XX499/FYY82; VP981/Devon95. 14.XX500/FYY81. 15.G-BDHL. 16.XX398/FYY65; XX516/TOF85; XX549/TOF02. 17.G-BDHL. 22.XX540/TOF05. 23.XX551/TOF96; G-BFVG. 28.XX498/FYY77; XX492/FYY67; XX499/FYY71; G-BJYG. 29.XX541/TOF97; XS735/FYY35; G-BMMZ Boeing 737; XX495/FYY80; G-BJYG. 30. XX500/FYY79; G-TKPZ.

MOVEMENTS REVIEW - MAY 1991

Another good month for foreigners, keeping the total above last years. On the 4th the Aer Lingus Short 360 EI-BEL went sick and had to night stop so Boeing 737 EI-BCR was diverted in as "Shamrock 219" to collect the pax. Making its first visit to the LBA on the 7th was Malibu OY-JEU of Harlot Aero Services. The same day saw Warrior II N31878 diverting in for fuel after an epic trip from Victoria in British Columbia, Canada. Also noted on the 7th were the UK based King Air 350 VR-CSH and King Air A90 N98HB from Cardiff. On the 9th Trans European's Boeing 737 OO-LTK arrived as "TUK85P" to do the Cyprus Airways flight. Doing a charter to Lourdes on the 10th was Air Charter Boeing 737 F-GCJL using the callsign "Air Charter 3690", night stopping the same day was the Cessna 414 PH-OSK of Tulip Air which departed on the 11th as "Tulip 03". Night stopping on the 13th was the Iona National Airways Bandeirante EI-BVX. King Air 2000Y-PEB used the callsign "Alpha Air 105-6" on the 15th.

MOVEMENTS REVIEW MAY 1991 (Contd.)

Two Falcon 10's on the 16th were F-GFHH which was "AEN309" and F-GKBC which was "DRT2334" and night stopped. Air Charter returned on the 17th with Boeing 737 F-GCLL using the callsign "Air Charter 3712" inbound and "Air Charter 372V" outbound. Lear Jet 55 N55UK on the 20th is operated by Shorts and was delivered to Belfast on February 7th. Another new biz-jet was the Citation V PH-PEM on the 21st which was delivered to Holland on March 6th. The 22nd found the Huddersfield based Cessna 210 N210MP diverting in with a complete electrical failure, also visiting was the Locavia owned Seneca F-GBCO. Beech 300 D-CASA visited on the 23rd and night stopping the same day was Challenger HB-ILH using the callsign "Jet Aviation 504-1". Joining the Challenger on the 24th was the Jetstar N917J. Gamston based Navajo N59756 visited on the 26th and 30th. On an ambulance flight from Titograd on the 28th was HS.125 HB-VIL using callsign "Swiss Ambulance 302". The Cessna 421 N3254X arrived from Biggin on the 29th and departed to Mannheim in Germany on the 31st where it is believed to be based. On the 30th Gulfstream IV N299FB of the Fisher 299 Fox Bravo Corp. arrived direct from Farmingdale, New York and it is to stay for about two weeks. The 31st was a good end to the month, Citation I OY-CYD of Air Alsie was "ALS261", Citation II SE-DDY was "Interair303" and Citation I SE-DEY was "Interair202". These were all joined by the Warrior N31JM from Cardiff. Military movements have been few but interesting. On the 7th the Queens Flight Wessex XV733 visited as "Kitty5". The Andover XS597 visited on the 8th as "Ascot8061" and on the 17th as "Ascot8061" again. The Army was represented by Scout XW282 "Army376" on the 21st. Doing a touch and go on the 22nd was French Air Force Transall F-52 callsign "CTM1132" and visiting the same day was Belgian Air Force Merlin III as "Belgian Air Force 654". The Merlin returned on the 24th as "BAF 667". Air UK used the BAF Viscount G-AOYG on the 1st and towards the end of the month they were using the Shorts 330's G-BIYH and G-BHHU on the Belfast route. Aberdeen Airways HS.748 was used on the Guernsey route on the 20th, arriving as "Grampian 01P". Two of the Magec HS.125's which have been reregistered visited this month, G-OMGB on the 9th as "Magec443" and G-OMGA on the 10th as "Magec565A". Chipmunk W2876 visited on the 6th and this is actually G-BBWN which lives at Netherthorpe. Two LongEz's have visited this month, G-BNCZ arrived from Sherburn on the 4th and night stopped before going to and from the Isle of Man the following day. On the 9th G-MUSO visited from Leavesden. Arriving from Valencia on an ambulance flight on the 7th was King Air G-MOAT as "Thurston 03".

LEEDS/BRADFORD AIRLINE NEWS - MAY 1991INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AGX116	LJU	20/YU-AOF	27/YU-ANU				
AGX140	PUY	11/YU-ANU	18/YU-AOF	25/YU-ANP			
AGX190	SPU	05/YU-ANP					
AGX190	DBV	12/YU-ANP	19/YU-AKD	26/YU-ANU			
AGX194	PUY	04/YU-ANU					
AGX194	DBV	11/YU-AKO	18/YU-ANU				
AGX194	LJU	13/YU-ANU					
AMC571	MLA	03/9H-ABG	10/9H-ABG	17/9H-ABG	24/9H-ABG	31/9H-ABG	
BAL198A	ALC	07/G-BADR	14/G-BAZG	21/G-BECG	28/G-BAZH		
BAL222A	GRO	03/G-BECH	10/G-BECH	17/G-BMMZ	24/G-BADP	31/G-BMMZ	
BMA534L	LCA	02/G-OBWH	16/G-BOPJ				

LEEDS/BRADFORD AIRLINE NEWS (Contd.)REGULAR FLIGHTS

DAN381	JER	05/G-BCWA	12/G-BDAT	19/G-BDAE	26/G-BEKA	
DAN383	JER	05/G-BCXR	12/G-AXYD	20/G-BJYL	26/G-BDAE	
DAN385	JER	04/G-BEKA	11/G-BDAT	18/G-BDAE	25/G-BDAT	
DAN387	JER	04/G-ATVH	11/G-EKHT	18/G-BKHT	25/G-AXYD	
LAZ7926	BOJ	05/LZ-BTP	12/LZ-BTV	20/LZ-BTR	26/LZ-BTE	
LAZ7958	VAR	04/LZ-BTV	11/LZ-BTD	18/LZ-BTV	25/LZ-BTC	
MX832	IOM	25/G-BKMX				
NXA417	YYZ	23/G-GNXI	30/G-GNXI			
SPP366	PMI	04/EC-EJQ	11/EC-EHT	18/EC-EHT	25/EC-EIG	
SPP368	IBZ	04/EC-EJQ	11/EC-EHT	18/EC-EHT	25/EC-EIG	
TUK5585	PFO	09/00-LTK				
UKL2015	AGP	03/G-UKLE	10/G-UKLB	17/G-UKLC	24/G-UKLE	31/G-UKLC
UKL2303	PMI	03/G-UKLC	10/G-UKLE	17/G-UKLE	24/G-UKLB	31/G-UKLE
UKL2321	PMI	07/G-UKLE	14/G-UKLE	21/G-UKLB	28/G-UKLB	
YRG2627	DBV	25/YU-AKL				

First visits were made by Aviogenex Boeing 727-200s YU-AKO 11th AGX194 and YU-AKD 19th AGX190, Nationair Boeing 757-200 C-GNXI 23rd NXA417, Spanair MD83 EC-EIG 25th SPP368, and Trans European Airways Boeing 737-300 OO-LTK 09th TUK5585.

OTHER FLIGHTS

01. G-AOYG	VC8	UKA691P/691	Southend-Belfast Intl	Lieu UKA SH36
01. G-AOYG	VC8	UKA690/690P	Belfast Intl-Southend	Lieu UKA SH36
04. G-OBMC	B73S	BMA418/419	f/t London Heathrow	Lieu DC9
04. EI-BCR	B737	EIN219/219Q	Manchester-Dublin	Lieu SH36
08. XS597	HS74	RRR8061	f/t Northolt	VIP
10. F-GCJL	B737	ACF3690	London Gatwick-Lourdes	First visit
14. G-BHHU	SH33	UKA701P/701	Cardiff-Belfast Intl	Lieu UKA SH36
14. G-BHHU	SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
14. G-BHHU	SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36
15. G-BIYH	SH33	UKA691P/691	Cardiff-Belfast Intl	Lieu UKA SH36
15. G-BIYH	SH33	UKA690/697	f/t Belfast Intl	Lieu UKA SH36
15. G-BIYH	SH33	UKA696/701	f/t Belfast Intl	Lieu UKA SH36
15. G-BIYH	SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
15. G-BIYH	SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36
16. G-BHHU	SH33	UKA691P/691	Cardiff-Belfast Intl	Lieu UKA SH36
16. G-BHHU	SH33	UKA690/697	f/t Belfast Intl	Lieu UKA SH36
16. G-BHHU	SH33	UKA696/701	f/t Belfast Intl	Lieu UKA SH36
16. G-BHHU	SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
16. G-BHHU	SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36
17. XS597	HS74	RRR8061	Gutersloh-Northolt	VIP
17. F-GCLL	B737	ACF3712/372V	Lourdes-Ajaccio	First visit
19. G-OB0H	SH36	JEA032/738	Exeter-Belfast City	First visit
19. G-OB0H	SH36	JEA739/730	f/t Belfast City n/s	Lieu FK27
20. G-BIYH	SH33	UKA691P/691	Cardiff-Belfast Intl	Lieu UKA SH36
20. G-OB0H	SH36	JEA731/732	f/t Belfast City	Lieu FK27
20. G-BIYH	SH33	UKA690/697	f/t Belfast Intl	Lieu UKA SH36
20. G-BFLL	HS74	AAW01P/UKA259	East Midlands-Guernsey	Lieu UKA FK27
20. G-BIYH	SH33	UKA696/701	f/t Belfast Intl	Lieu UKA SH36
20. G-BFLL	HS74	UKA258/AAW02P	Guernsey-East Midlands	Lieu UKA FK27
20. G-BIYH	SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
20. G-BIYH	SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36

LEEDS/BRADFORD AIRLINE NEWS (Contd.)OTHER FLIGHTS

21. G-BIYH SH33	UKA691P/691	Exeter-Belfast Intl	Lieu UKA SH36
21. G-BIYH SH33	UKA690/697	f/t Belfast Intl	Lieu UKA SH36
21. G-AVXJ HS74	-	f/t London Stansted	Calibration
21. G-BIYH SH33	UKA696/701	f/t Belfast Intl	Lieu UKA SH36
21. G-BIYH SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
21. G-BIYH SH33	UKA706/691	f/t Belfast Intl n/s	Lieu UKA SH36
22. G-BIYH SH33	UKA690/697	f/t Belfast Intl	Lieu UKA SH36
22. G-BIYH SH33	UKA696/701	f/t Belfast Intl	Lieu UKA SH36
22. G-BIYH SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
22. G-JEAD FK27	JEA737/738	f/t Belfast City	First visit
22. G-BIYH SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36
28. YU-AHN DC9	YRG2214/2215	f/t Pula	Pax charter

HELICOPTER ACTIVITY - MAY 1991

1. G-WIRE T.Squirrel	Bradford West F Doncaster
G-HIEG R-22B	Upper Hoyland F/T Coney Park
2. G-JIMI Hughes 500	Marston Moor F/T Coney Park
G-WYPA Bo.105	Sheffield (Hillsborough) F/T Carr Gate
3. G-OTSL A.109	Sheffield T/F LBA (twice)
G-BAML Jetranger	Bradford F Walton Wood
G-ODJP R-22B	Bentley (Nr Doncaster) F Barton
G-BSML Schweizer 269	Driffield T/F Preston
4. G-BPPC R-22B	Oxenhope F Blackpool
5. G-DORB Jetranger	Pontefract T Sherburn
6. G-OABG Hughes 500	Wakefield F Tollerton T Ripley
G-IDWR Hughes 500	Ripponden F Sherburn
G-BPPC R-22B	Wakefield F Blackpool
7. G-SHUU Enstrom	Pontefract T Crosland Moor
G-BPPC R-22B	Wakefield/Huddersfield/Whitley Bridge
8. G-WYPA Bo.105	Featherstone F/T Carr Gate
G-BHTR Jetranger	Harrogate T Liverpool
G-BMWA Jetranger	Coney Park F/T Blackpool
9. G-STEP Hughes 500	Rawdon F Oxford N/S
10. G-BBEM Jetranger	Ripley Castle F Ilkeston N/S
G-WYPA Bo.105	Bradford F/T Carr Gate
11. G-HVRS R-22B	Emley Moor F Sherburn
G-WYPA Bo.105	Pudsey F/T Carr Gate
12. G-IIRB Jetranger	Doncaster T Blackpool
G-LINC Hughes 500	Huddersfield F Melbourne
13. G-BPDY Bell 47	Huddersfield T/F Ilkley
15. G-TBLX Hughes 500	Harrogate F Sywell T Mkt Harborough
G-WYPA Bo.105	Airedale Gen. Hospital F/T Carr Gate
G-IDWR Hughes 500	York Race Course T Ripponden
16. G-CPTS Jetranger	Bedale T LBA
G-HPLC S-76A	Huddersfield F Battersea T LBA & return
18. G-BLSY Bell 222	Thirsk Races F/T Sheffield
G-WYPA Bo.105	Yeadon F/T Carr Gate
G-SHDD Enstrom	Rawdon F/T Lancaster
G-BSXN R-22B	Horsforth F/T Sherburn N/S
19. G-ORMB R-22B	High Green (Sheffield) F Edinburgh N/S
G-BPDY Bell 47	Ilkley F Huddersfield
21. G-OJLC Bell 222	Sheffield T Newcastle

HELICOPTER ACTIVITY (Contd.)

23.G-SHUU Enstrom	Huddersfield F Doncaster
G-HVRS R-22B	Odsal/Huddersfield/Farsley/Coney Park
24.G-NABS R-22B	Coney Park F/T Costock
G-PUSI Jetranger	Pontefract F Newmarket
G-BAML Jetranger	Cross Green T/F Teesside
26.G-KENN R-22B	Huddersfield F/T Netherthorpe
N9599F Hughes 300	Pool-in-Wharfedale T Scunthorpe
G-HELE Jetranger	Wombledon F/T Liverpool
G-HIEL R-22B	Barkston Ash F Coney Park T Sherburn
27.G-BNRD Jetranger	Harewood House F/T Coventry (& Pleasure Flights)
30.G-WYPA Bo.105	Huddersfield F/T Carr Gate.

AIRWAYS - MAY 1991Seen or heard in May:-

1. N428W WW1124	DCS	2000	370	MID	
N94DE C500	POL	2020	280	TD	
2. N161EU F20	POL	1815	350	MAR	
N1114J Bae 1-11	DCS	1817	290	MCT	to Luton
C-FJTP	DCS	1929	250	HON	
3. N36NP HS.125	DCS	1800	290	MCT	to Hatfield
4. VR-BSA	DCS	1000	330	MCT	
5. N67JR F20	DCS	1952	370	MCT	to LHR
6. I-MADU G3	DCS	0915	410	HON	
7. N159M C650	TNT	1825	410	Stronaway	
N161EU F20	POL	1840	350	MAR	to Glasgow
8. PH-CTA C550	OTR	0710	350	WAL	
N36NP HS.125	DCS	1755	290	MCT	
10.N900AL G4	POL	0727	310	DCS	to EDN
11.N168HC C550	POL	0821	310	MAR	to EDN
VR-BKZ HS.125	POL	0825	350	MAR	
12.N900AL G4	DCS	1321	370	MCT	to LHR
D-CEWW	WAL	1621	410	OTR	
N2111J BAC 1-11	DCS	1650	290	HON	
13.N56GR Be200	DCS	1702	270	HON	to Southend
14.N613CK G2	POL	1857	430	MAR	
N90KC WW1124	OTR	1908	310	WAL	
16.F-GHEA F900	POL	1918	390	MAR	to PWK
F-GHVR F20	POL	1938	350	MAR	
18.N16GS HS.125	POL	0953	350	MAR	
19.F-GHEA F900	DCS	0920	370	HON	
F-GHVR F20	DCS	0930	350	HON	
C-FAAU Bae 125	POL	0938	350	MAR	
N2FU F20	DCS	1600	290	MCT	
24.N36NP HS.125	DCS	1753	290	MCT	to Hatfield
25.N40Y HS.125	POL	1805	350	60/10	
26.N130RR ?	POL	1020	260	60/10	to Keflavik

AIRWAYS - MAY 1991 (Contd.)

A shortage of news this month as my holiday and my sources holidays are consecutive, however the following I.T. flights have emerged into Glasgow, Aberdeen and Edinburgh. Types are B737 versions except for MD83s of Oasis and Spanair. Britannia are operating B757s on their two listed EDN flights.

Glasgow

Thu.	Air Columbus	CNBL25	1955-2055
Fri.	Nortjet	ENJ3650	0900-1000
	Spanair	SPP343	2250-2350
	Spanair	SPP355	2255-2355
	Spanair	SPP337	2255-2355
Sun.	Air Sul	SUL343	1010-1110
	Air Columbus	CNBL43	1905-2005
	Air Sul	SUL737	2110-2210

Edinburgh

Mon.	Britannia	BAL364B	1635-1750
Wed.	Eurofly	EEU1511	0930-1020
	TEA Italy	TEI1310	0950-1040
	TEA Italy	TEI1312	1845-1935
Thu.	Air Sul	SUL431	1130-1230
Fri.	Spanair	SPP381	0855-0955
	Oasis	AAN204	1850-1950
Sat.	Nortjet	ENJ3160	1230-1330
Sun.	Britannia	BAL484B	1925-2055
	Spanair	SPP377	1805-1905

Aberdeen

Thu.	Spanair	SPP375	1535-1635
Sun.	Spanair	SPP357	0905-1005

All these should fly along past us and will be identifiable from movements.

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

TRIPS

Sunday 14th July. Cosford Air Museum. Depart Aero Club 8.30am via Bradford Ring Road, M606, M62, M6 to Exit 12. Then A449 to M54 (Junction 2). Leave at Junction 3 for Cosford. (By private cars).

Sunday 4th August. No meeting at LBA. Meet at Doncaster Airport 14.30 hours for visit to Yorkshire Helicopters.

Saturday 21st September. Conducted visit to Blackpool Airport and possibly illuminations. This trip could be by coach.

Saturday 12th October. Visit to British Midland Headquarters.

The following to be arranged for weekday evening visit:-

Police Helicopter Unit at Carr Gate, Wakefield.

Glidind at Rufforth.

All the above trips will be displayed on notice boards at our meetings. Please add your name and indicate whether you require, or can offer, a lift.

SOME "BITS & PIECES"

Netherthorpe:- the radio frequency for Netherthorpe has been changed during May and is now 123.275 MHz.

An ATIS for Leeds/Bradford:- an automatic terminal information service (ATIS) is to be introduced at LBA, with 27th June 1991 as the official date of operation. First recorded transmissions were on 27th May 1991 during the morning, with a reported range of 40 miles or more. Broadcasts of pre-recorded information using a similar system to that already in operation for VOLMET NORTH and SOUTH (an automatic system developed by Marconi) will be on 118.025 MHz and should be updated at intervals of less than 10 minutes. The trial broadcasts so far have included METCOMM information (designated by letter of alphabet), time of observation (GMT), runway in use, surface wind (direction in degrees and strength in knots), visibility (metres-to-kilometres), groupings of cloud (OKTAS), surface temperature (°C), dew point (°C) and QNH (altimeter sub-scale setting to indicate elevation at LBA, now in hecto Pascals (hPa) rather than milibars (mb) - so much for SI Units...). Any change in availability of navigation aids (DME, ILS, NDB) is also given.

New call-signs for Aer Lingus flights:- the morning Aer Lingus Dublin flights call-signs have been changed, with effect from 24th May 1991, to "Shamrock 36A" inbound, and "Shamrock 36B" outbound. The evening flights remain as "Shamrock 368/369" at present.

Tranby Croft:- this is a new private strip situated close to the Humber Bridge. G-BGPH, AA-5B Tiger, which visited LBA on 26th May 1991, appears to be based there.

Hutton Cranswick:- the private strip here has been closed, from the beginning of May 1991.

E.C.Griffiths.

HAM OMELETTE AND CHIPS

Whilst heading north recently for a much needed and thoroughly deserved weekend in Northumberland I took the opportunity to call at Newcastle Airport around teatime. I deposited my wife and family in the buffet and made my way quickly up to the roof terrace. It was very busy and in the space of a few minutes I logged fourteen movements. Dan Air and British Airways were fielding 1-11s. The burgeoning GillAir provided four of their fleet of SD3-30s in various versions of their colour scheme; G-BIFX, G-BIOE, G-BGNG and G-OGIL. They are obviously expanding their operations and now operate flights to Aberdeen, Belfast and Manchester. Their new SD3-60 obtained from AE Express was not to be seen. However Dan Air's latest B737 was preparing to depart (G-TREN) and now is sporting full company colour scheme. Another Shorts arrived in the guise of SD3-60 G-BPFS of Birmingham European appropriately named "City of Newcastle". This operates a Newcastle to Birmingham flight. Yet another Shorts EI-BEL of Aer Lingus was doing the Dublin run. The prize for me was the arrival of the Bristol flight. This is operated by Brymon and they claim that it knocks nearly five hours off the road journey. It gave me my first sighting of DHC Dash Eight (G-BRYH).

As is usual there were dozens of based aircraft parked on the south side but I didn't bother to note them. As I returned to the buffet with rumbling tummy G-BJCV dropped in from somewhere with no doubt a load of Thomson holiday makers (I'll be joining them soon I hope). Before leaving my wife I had ordered an all day breakfast but would you believe they are only available up to 11.30 hours so I had to settle for ham omelette and chips. Still I had seen a Dash Eight.....and got some good photos from the roof terrace.

Jim Stanfield.

WHAT MAKES AN AEROPLANE AN AEROPLANE AND HOW DOES IT FLY

As Terry Sykes, one of our literary scribes, said in last months magazine, just put pen to paper and write an article, it's easy really, so here we go again. Imagine a 747, a DC-10 or a Tri-Star, weighing in at over 200 tons and yet they all fly as gracefully as a bird, faster and higher than any bird that has ever flown whatever the weather. All this would have seemed impossible a century ago, so how does it really happen? For an aeroplane to function properly as an aeroplane, it needs just four things. Wings for flight, tail for stability, moveable exterior surfaces for control, and some source of power to make it go. Other things help of course, seats for people to sit on, magazine racks, food and drink, radar, wheels for take off and landing. And yet man had dreamed of flight for thousands of years. Developing the four components took hundreds of years and thousands of mistakes, that's why it wasn't invented till the 20th Century, after the locomotive, motor car, telephone and even the parachute, and when it did finally happen in 1903 it was one of mans greatest achievements. Yet mans oldest and probably worst mistake was that he thought he needed wings like a bird to fly. Many flapped and flopped and fell to the ground and broke their bones and died. Gliders and other Kite shaped things were the first breakthrough in flight, you see they had fixed wings and could sail on the winds, and in 1853 a glider built by Sir George Cayley and flown by his coachman, became the first heavier than air machine to fly. The second big breakthrough was a practical application of a rule of physics called Bernoulli's Theorem and this clever gent discovered that a gas loses internal pressure when it moves at high speeds and therefore weighs less. So what, you may say, well here goes.

The Earths atmosphere is a gas, many gases really, so wings in flight move through gases, so when the top surface of a wing is curved the air passing over it has to travel further than over a flat surface; and to travel the extra distance air has to move faster so it speeds up and that's where Bernoulli's Theorem comes into play because moving faster, the air on the top loses pressure and weight, the wing then rises into the lighter air it's pushed there by the heavier air below, and the aeroplane rises with it. So we can see (I hope) that a curved wing moving through air gives lift that is needed for flight. Movement alone is not enough. If it were, racing cars would fly. And remember, lift alone is not enough to fly, for without a tail there is no stability, an arrow must have a tail. Fixed wings alone have little stability and cannot stay in the air without help. They have to be stabilised, and that is the tails job. So this upright fin, knifing through the air, resists sideways movement so we can call this a vertical stabiliser. Sometimes aeroplanes pitch, their noses move upwards and downwards; to control this the tail assembly has small wings extending outwards from both sides of the vertical fin. These we'll call horizontal stabilisers and they balance the aircraft on its wings. So we are getting there, and remember cars turn because front wheels react to the ground. Ships turn because of their rudders in the water, so aeroplanes can turn because the atmosphere through which they travel is, like the ground or the sea, a physical thing against which force can be exerted. It was almost a year after the Wright brothers first powered flight that they were able to turn in a circle and get back to where they set off. Yet modern jet transport use six particularly important moveable surfaces to assist in flight. These are slots, ailerons, flaps and spoilers on the wings and elevators and rudder on the tail fin assembly, and yet the ultimate ingredient is power with a capital P. Steam engines were actually used, as were electric batteries but were much too heavy. The solution came with the invention of the petrol fuelled internal combustion engine. So here we go with another bit of physics; the rule in this case is Newtons Third Law i.e. action and reaction are equal and opposite, which means the action of an aircraft engine in pushing air backwards produces a reaction by which the engine itself and the plane attached to it are pulled forward. I suppose it's a simple rule really and yet Newton, the inventor and scientist, was accredited with it.

WHAT MAKES AN AEROPLANE AN AEROPLANE AND HOW DOES IT FLY? (CONTD.)

In the 1940's the jet engine emerged and revolutionized air travel. Jets take in air, compress it, mix it with fuel which is then burned and discharge it at increased speed from the nozzles at the rear, in speeding up the air they generate internal forces to push the aircraft forward. But the basic rule still applies, air is moved one way, the aeroplane the other. The principals of flight for the Wrights aircraft and a Jumbo haven't changed at all. The Jumbos engines discharge air to the tail, and thanks to Newtons Third Law the aircraft is pushed forward. As the Jumbo moves forward air passes over the wings, in accordance with Bernoulli's Theorem, loses pressure and creates lift. The tail assembly makes a rising aircraft stable and the variety of moveable surfaces gives the crew perfect control to make the flight comfortable and smooth. It's as simple - and as complicated - as that.

Peter Constable.

MANCHESTER INTERNATIONAL AIRPORT MAY 25th 1991

I was on holiday with nothing to do when it occurred to me why not have a day out at Manchester. So out with the car, down the M62 and one hour later I was on the access road to the airport. There are still a lot of road improvements taking place and some delays can be expected. A lot of the building which had begun since my last visit was now complete. I normally parked on top of the old multi-storey car park as this gave a good view of the west apron where the International flights arrived. Because of the new road system I got lost and ended up on top of the new A Terminal car park. This is not a good viewing position for the airport in general but it does give a good view of the landings on runway 24. The next step was to go to the spectator terrace; it is still free and the viewing is excellent. There is a snack bar, a very good aviation shop and also toilets. I spent a pleasant day here in warm and sunny weather. I enclose a list of all aircraft movements seen.

B747 G-BDXA; B767 G-EKVG; B757 C-FXOD, C-GNXC, G-BIKL/P/R, G-BPED, G-BMRA, G-OAHI, G-000A/I, G-000J/M; B727-200 D-ABQI, C-BKAG, G-NROE, YU-AKH. B737-200 D-ABFC, EI-ASD, EI-BEB, EI-BCR, G-AVRN, G-BGYL, G-BXJ, G-GBYK, G-NAFH. B737-300 EC-ECR, EI-BUD, G-MONG/V, G-TEAA, PH-BDD. B737-400 G-UKLC, PH-BDR. B737-500 EI-BXE/F/H, Airbus A310 A6-EKA. Tristar L1011 G-BHBR. BAC III G-ATTP, G-AVMH/J/K/M/R/W/X/Y, G-BCXR, VR-CCJ, VR-CBY. MD83 G-COES, G-HCRP, G-TTPT. DC9-32 EC-BIT, I-RIZJ, SE-DLC. DC8 C-GMXB. Bael46-100 G-BHKT. Bael46-200 G-OLCA/B, OO-DJE. SH360 G-OBK. SH330 G-BGNG. Bae Jetstream G-OAKJ, PH-KJB. Learjet 35A G-LJET, G-GAYL. Beechjet 400 G-MARS. Dornier 228 G-BMMR. PA34 G-PEGI. PA32 G-PPVN. PA38 G-BRJR, G-BRLP, G-BGRR, G-BGSI, G-BGEL/K, G-BGBY. PA28 G-BFVG, G-BGVU, G-BCJM, G-LACA. PA31 G-BENT, G-BIYO, G-HBCO, G-RHCC, G-VAUK. Beech 200 G-ONEA, G-VRES. Beech 100 G-BBVM. Brasilia F-GFER, F-GJAK. C340 G-SLOT. C414 G-JGCL. C172 G-BNTP. C152 G-BLAC. AA5 G-BGCK. Silvaire G-BRJA. J.D.Arundel.

Coney Park :- Robinson R-22 G-HIEL is based here and operates from here and the LBA. Visitors during May were - 2.G-JIMI Hughes 369 n/s. 3.G-JIMI Hughes 369. 4. G-JIMI Hughes 369. 8.G-BMWA Hughes 269 f/t Blackpool. 23.G-HVRS Robinson R-22. 24. G-HVRS Robinson R-22; G-NAES Robinson R-22. 29.G-REBL Hughes 269. 31. G-REBL Hughes 269.

Brough:- New residents are Luscombe 8A Silvaire G-AKVP and Cessna 150L G-BTHE, the latter belongs to the Humberside Police Flying Club and arrived on May 11th.

Fadmoor:- New resident is AA5B G-WINK which joins other residents AA5B G-BPIZ, Rallye 150ST G-PIGS and Cessna 310 G-MEBC.

Leven, Hall Farm:- This is a new strip due to open soon. The Hull Aero Club is due to move here.

Pocklington:- Visiting on May 2nd was Grob 109B D-KHTA.

"IT IS NOT ALL CLOTTED CREAM IN CORNWALL"

For this years family holiday we decided to go somewhere we hadn't been before ie Cornwall. Newquay was to be our base point so we decided to split the travelling into two days, so on the Friday teatime (Bank Holiday weekend) we found ourselves at East Midlands. NB Junction 23A now open so there wasn't any queues. All the maintenance area was locked up but there was an "all white" Bae 146 parked up - no reg- and one of the ex Air Azores 748 that was all white with a blue and red cheat line, again no reg. There was just the usual BM aircraft on the apron plus JCB HS.125 G-GJCB. Up early on Saturday morning found us at Exeter Airport before Mid-day. A couple of JEA F.27 were in use plus approx one dozen Short 330/360 parked on the far side. These comprised ex Capital OLCW, OLTN and OECC; ex Air Europe OAEX, BNDK; ex Skyrover BNTY; ex Connectair BJLK + BJFK, BKMU, BEED, METP with unidentifiable 'hybrid' schemes. Ex JEA 748 BMFT + 2 ex Phillipine 748 and BPOA were also parked up awaiting sale. Channel Express Herald SCTT and STUN were receiving attention in the JEA engineering hangar.

First visit to RAF St Mawgan - yes I did go to a military airfield - showed four Comets, sorry, I mean Nimrods serial XV247, XV233, XV234, XV253 and the DHC7 on the Brymon Service to Heathrow was BRYC in Air France colour scheme. On a later visit the Nimrods had been joined by 3 Electras, sorry, Orions of the RCAF + a French Navy Bregault Atlantic and a French Marine Nord 262 serial "59". In discussion with the RAF police, who were checking on people parked around the Airfield perimeter, there was an exercise on and more Canadians were expected. Our conversation was briefly interrupted by a very fast low run over the runway by what I think was a Hawk. It was painted grey and I had only seen the Red Arrows Hawks before and my recognition is not "brilliant". Apologies to our military enthusiasts, but as most people know I am a "heavy metal fan".

On our travels around we called at Lands End (St Just) airfield the day after there had been a PFA fly-in. Aircraft of interest were Isles of Scilly Skybus, Islanders SBUS, BFNU and AXWP. Rearwin NC32308; Pitts NL471 and PZL Ogar BEEG. Also 3 recently registered Maule MXT-7-180 BSKG/O/T. The Heliport at Penzance showed S61 BCEB and Westland 30 BKGD of BIAH.

A visit to Plymouth Airport revealed very little; the same DHC 7 seen at Newquay and a few executive twins, more interesting was Flambards Theme Park which houses the ex Royal Navy Jets including a Buccaneer, 2 x Sea Hawk, Scimitar, Sea Vixen plus a Gannet, Sea Prince, Dragonfly, Sycamore and Wasp helicopters. Probably of more interest to some of our readers is that the Theme Park is next to RNAS Culd - rose and there is constant helicopter activity during the day. We even saw a signpost to a Public viewing area though we didn't go there.

We journeyed home in one 'go' on the Saturday and managed a brief stop at Birmingham, but there was only the regular BA, BM and BEA aircraft on the ground.

It was an enjoyable holiday even though my family want to know if there is anywhere they can go without an airfield of some description nearby. A varied selection of aircraft types - civil and military - ideal for the general enthusiast.

Roger Fozzard.

A WING AND A PRAYER

The recent trial of a British Airways Boeing 747 Captain and the loss of Lauda Air flight 004 in Thailand have once again raised the question, "How safe is air travel"? The answer, as most people in the airline world would readily affirm, is "Safe, and getting safer"... This statement is backed up by reports and statistics which confirm that you are at greater risk driving to the airport than you are once you are airborne.

A WING AND A PRAYER (Contd.)

Getting airborne however is not without its moments. According to Boeing approx. 20% of accidents occur during take-off and 40% of accidents occur during final approach and landing. For those of us with a delicate disposition take-off and landing are obviously the times to keep eyes shut and fingers crossed, particularly when you consider that take-off, final approach and landing comprise only 6% of the entire flight. Over a generation ago when commercial jets entered airline service the chances of you coming to grief were one in 100,000. Today, with far more aircraft flying millions more miles your chances are now one in 500,000. During the 1980's the average number of deaths in aircraft accidents was a little over 600 per year. In 1990, however, there was one commercial jet airliner accident every week which resulted in almost 1500 deaths. With air travel due to double over the next 12 years and the number of airliners also expected to double, what will be the effect on airline safety? What can, and is, being done by both the airline and aircraft industry?

Take-off, initial climb, final approach and landing account for approx. 70% of all accidents. Three quarters of all accidents are put down as "pilot error". It has been suggested that an industry wide qualification, something akin to a degree in B.Sc Flying perhaps, should be introduced. Coupled with additional flight and simulator experience, it is argued, a pilot would be better able to make correct decisions in critical situations such as engine failure during take-off. It has also been suggested that during pilot training more use could be made of the "black box" or flight data recorder which is used to put together the crucial last moments of a flight. Data contained in them, particularly flight deck conversations, could be invaluable for training. Some pilots and pilots unions however oppose the idea, but some European airlines now include flight data recorder information in their training programmes.

Some 28% of accidents happen during climb and cruise, descent and initial approach. These four sectors are reckoned to comprise 94% of the flight. In the past decade over half of all fatalities in jet crashes were caused when aircraft collided with the ground. For almost twenty years Ground Proximity Warning Systems have been installed by aircraft manufacturers to prevent such an occurrence. Latest G.P.W.S. now use a synthesised voice to give a verbal warning in addition to a cockpit alarm when the ground gets too close. Following investigations of a number of accidents in 1990, it was found that aircraft had simply flown into the ground due to the fact that G.P.W.S. were not fitted or that they were fitted but not working. It was also found that the pilot received no warning whatsoever or that the pilot failed to act on a G.P.W.S. warning. The earliest G.P.W.S. could be very unreliable and often gave out false alarms which could lead to alarms being ignored altogether or pilots could easily disconnect them. Latest models now cost less than £20,000. In view of the low cost when compared to the total aircraft purchase price it is now time to make compulsory that G.P.W.S. are "fitted and working" on all airliners including the older ones. 40% of accidents occur during final approach and landing. As runway space and landing slots become more scarce and more valuable aircraft at the busiest airports are asked to come in "high and fast" rather than make a lengthier and more gentle approach. The high and fast method is more demanding on the flight crew and involves more control adjustments. Instrument Landing Systems help make landing safer but less than half of the 4000 or so airports used by airlines worldwide have them. Altitude and direction information received by the I.L.S. can also be used by aircraft's automatic pilot. Some countries claim that local weather is not bad enough to warrant I.L.S. installation and some developing countries claim that they cannot afford them anyway. The safety record of extended range Airbus and Boeing twin engined jets on flights over vast distances of ocean is good.

A WING AND A PRAYER (Cont.)

Perhaps though the new generation of four engined airliners, specially designed for long trans-oceanic flights may have more appeal for the fare paying passenger. Are they ready though for the next development? Already on the Airbus Industrie drawing board are plans for a 700 seat super Jumbo. Governments of the consortium members will shortly be asked for launch aid, in hard cash, for this new model designated A350. By the year 2000 there will be over 15,000 airliners in service. Safety techniques coupled with advances in aircraft design and engine technology will keep moving on to match the huge increase in air travel. Further developments by airlines and aircraft manufacturers are to be expected in the near future. These include better cockpit and instrument layout, cabin design alterations and improved emergency exit access and cabin evacuation procedures. The use of more non-flammable materials and the possible introduction of smoke hoods and rear facing seats. If you are still not convinced that it is safer up there than down here remember that eating and watching T.V. can be a fatal combination. In 1989, Ed Goldman of New York, sitting in his favourite armchair choked on a pickled gherkin sandwich whilst watching baseball. Unconscious, he was taken to hospital. He never recovered...

Gordon Ingham.

SHORT SHED TO BELFAST

It was with mixed feelings that the news of a business trip to Belfast was received, maybe about ten days notice was too long. Thought JE would be a better bet than the old box, but the contacts over the water said for the location it had to be the International and hence UK. A couple of colleagues who share my interest in planes wanted to know which location, and when confronted with news about the Shorts trip started to produce various alternatives which included driving to East Midlands and even Newcastle; however UK 691 appeared the lesser of the evils. On tuning in the scanner the night before (24th April), well before 21.00 hours no sign of UK 706 calling up. About 20 minutes before closure UK 731 called up and, surprise, was going to make it by 22.00 hours but was the extension on?-answer no-had the shed got back? -answer no, it was cancelled, so went off to bed wondering if that meant being bused from the harbour after all.

Next morning at check-in, the enquiry as to why the flight did not operate the previous night was surprisingly countered by a very candid "it was 'Tec' Sir", so into compound 4 to find it rather full for 36 seats; the reason became apparent when JE 730 was called and half the room emptied. I was beginning to wonder if UK 021 was due from Norwich about mid-day when it was announced that we would board shortly when they had checked the overnight repairs. Anyway, at 07.05 we were allowed to tramp out and clamber aboard G-DASI, which has the starboard engine running. The pilot announced we would soon be away, the engine was OK but a short delay now to load the luggage which the loaders would not put on while the engine was running, even though the door was nowhere near the engine, we were assured Belfast would be on schedule with a light tail wind.

We were soon off onto 32 via 28 intersection to backtrack; all the 7 o'clock rush has gone, only Britannia left on the apron, anyway at 07.20 we headed off with a surprising degree of acceleration and up in 32 seconds, a few minutes later we were above the cloud which was a surprise to say the least, everybody seemed to be trying to wrestle with full size newspapers in the somewhat confined space. The orange juice breakfast starter came round and like most people I put the newspaper down to avoid getting it mixed up with the somewhat small seat tray. The plastic arrived and a basket of rather damp looking rolls and croissants which did not make spreading the rock like butter any easier. The fairly standard cooked (warm) offering of scrambled egg, a bit of bacon with a few mushrooms could not be described beyond barely passable.

SHORT SHED TO BELFAST (Contd.)

The flight itself was quite pleasant above the clouds at the standard 8,000 feet and noise levels towards the rear not bad at all, certainly the height of the cabin gave a reasonable overall impression of space, seemed a lot better than my memory of a Dash 7 trip some time ago. Time passed quite quickly, a gentle descent started and when we broke cloud a damp looking green land appeared and we were soon running parallel to the airport road past the checkpoint. A fairly fast but smooth landing followed on the very adequate 9110 ft length of 25, a rapid short backtrack onto the apron, and sure enough arrival at 08.15, 5 minutes ahead of the schedule despite the initial delay. Little DASI parked alongside Midland 734 G-BOJP with BA ATP G-BPTE the other visitor plus a couple of Shorts 330 somewhat remote.

During a 30 minute taxi trip with a very friendly native I asked about the harbour v International for the destination. The answer was the former was actually nearer but you came to the right airport as the traffic is hopeless at this time and the planes oftened finished up at International with the one runway and cross winds. After the journey through some misty higher ground, got to the industrial area, passed one of the fortified police stations with a long row of bent cars that the Joyriders had wrecked, and the gypsies were apparently helping with final disposal. The friendly taxi driver made a point of saying we back in England only see and read about all the bad things and that Belfast was only the sixth in the league of unsafe cities within the UK.

After a successful day with very nice helpful people it was time to return in another taxi on the return route, one large crack out in a wooded area made the same impression on the driver as me. Diplomatically I asked if there were any rabbits to shoot or was it people, the answer was, 'no rabbits in this area'. All was well anyway, passed the airport checkpoint with ramps, TV cameras and three smiling police. Again questioning the taxi driver about the difficult job on the checkpoint, he said they should look happy, they had an easy job compared to a Land Rover down the Falls Road.

There was about an hour to kill at the airport which was very spacious and well set out, and after a coffee, found the spectator area which was the last thing expected; it was of course fully enclosed but gave a view of the main apron area, a large chunk of the main runway with the military area on the other side which had a steady flow of helicopters coming and going - one Chinook, a couple of Gazelles and the Sikorsky variety. On the apron another Midland 734 G-OBMG, BE 1-11 G-BBMF, a BA ATP G-BPTE departed to Manchester, Dan 748 G-BEJE and BA 757 G-BMRD arrived while a small twin jet Citation? N55 UK did a go around before landing.

When I took a second look after another coffee, it was a pleasant surprise to find DASI was in on time, all aboard for 16.04 engine start and off to the runway as UK 700 a few minutes early. Up in 30 seconds on 25 noting the Army had a few rec planes in addition to the helicopters, a gentle right turn out with a Trident on the outer area which the firemen appeared to have kept fairly intact, on into pleasant hazy sunshine with a promise of a view all the way back.

At 16.40 it was standard afternoon tea with micro sandwiches, scone, clotted cream and again rock hard butter and quite reasonable coffee as we went over the Island. By 17.00 over the coast, Fleetwood I assumed, and soon on a gentle descent over the Lancashire countryside, the Co-pilot advising a light easterly back at the ranch. Finally a nice view of Keighley/Baildon and a steady corkscrew down 14 ILS with the familiar view of Ilkley, Otley and down on 14 at 17.17, again a shade early. Quick backtrack to a completely empty LBA apron and stand 4.

After the usual FBI perusal that was it - conclusion on the first Shorts trip was, better than expected, DASI a bit tatty and suggest UK get some sandwiches from Marks & Sparks.

D.R.Tennant.

AMERICAN ADVENTURE

On Tuesday May 21st we boarded a Canada 3000 Boeing 757 at Manchester for our first Atlantic crossing. As C-FXOF soared skywards, I found that there was more leg room than is often the case. The meals were surprising too. Although the food was in the usual type of plastic tray, the cups were re-usable and we had metal knives, forks and spoons.

In-flight entertainment consisted of videos as well as several music channels. But to hear the sound one had to pay £3.00 for a set of earphones which became the passenger's property to keep. I didn't buy any. I had a gripping novel to read...

We flew over Iceland, but because of cloud were unable to see anything. Greenland was different. The clouds cleared to reveal desolate snow covered mountains; an awe inspiring sight. It was dark when we descended at Toronto, and the lights of this sprawling Canadian city were spread out beneath us. The street lamps formed a symmetrical pattern because the roads are laid out in straight parallel lines, with other straight parallel roads crossing them at right angles. Two days later we motored from Canada to the USA, bound for my sister-in-law's home at Taylor, Michigan, a small town about 21 miles from Detroit. The latter place has two airports; Detroit City and Detroit Metro. We visited the Metro Airport several times, watching the planes from waste ground near the end of one of the runways. At peak times they flew in at intervals of two minutes or less, and were so low that I could usually read the registrations without using binoculars. Most were in North West livery. But other operators included South West, American, US Air, Pan Am, American Trans Air, United, TWA and Delta. Once, however, we saw British Airways Jumbo Jet G-AWNE take off, whilst a Federal Express Cargo plane was also spotted.

As our holiday included three days in Chicago, we visited O'Hare Airport. There we discovered five terminals, although there may have been others we didn't find. Planes logged included JAL, TWA, Great Lakes Airways, American, American Eagle, US Air, America West, United, Pan Am, Delta, Air Canada, SAS, Lufthansa and British Airways.

Our holiday ended where it began; at Toronto Airport. Whilst waiting for our plane to leave I saw Delta N908DL, Canada 3000 C-FXOK, Canadian Airbus C-GLWD, Canadians C-DCPJ, C-GCPD and C-GCPY, Federal Express N204FE, First C-GOFA, Emery Worldwide N424EX and Nationair's Jumbo C-FFUN. Also seen there were Air Ontario, Air Canada, Air Trans and BWIA.

The homeward bound Canada 3000 that we reluctantly boarded was a 757 registered C-FOOE. It was routed over Montreal and Quebec, south of Greenland and Iceland, then one hundred miles south of Stornoway, just north of the Isle of Man and over Blackpool to Manchester. But for all we could see we might have been anywhere. It was cloudy most of the way.

And as we landed in dull, miserable weather at Manchester after three weeks of blazing sunshine in Canada and USA, all we saw on the apron worth the trouble of recording were KLM PH-BDE and Monarch G-MONB; a flat ending to the best holiday I have ever had.

Leslie Scheftsik.

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Radio Report. D Ward.

Test Report No. 4 - Yupiteru VT-125II Airband Receiver - Price £180

Frequency Range 108 - 142 MHz. 127.5mm High x 57.2mm Wide x 35.5mm Deep, Weight 207g. It comes supplied with a "complete" set of accessories which comprises AC Mains Adaptor/Charger, Adaptor/Charger for Car Cigarette Lighter, 3 AA size Nicads, Rubber Duck (BNC) Antenna, Handstrap, Earpiece and Comprehensive Instruction Manual. In fact, the only other thing I think it would benefit from is a protective case. The power supply is good as the set can be run direct from the mains or left plugged in overnight to charge the nicads which should then give approx 10 hours use after a full charge, or you can replace the nicads with 3 x AA normal batteries. The set is a "follow up version" to one which came out earlier in the year but at that time only covered the frequency range in steps of 50kHz and therefore couldn't pick up Manchester Tower for instance on 118.625MHz. This Mark II version now has steps of 25kHz and you'll therefore be able to pick up all civil frequencies on it but be careful if you do buy one that you don't get a Mark I version by mistake. The first thing I noticed about the set was that because it was so small and light I took an immediate liking to it and felt I could take it anywhere without any problem - slipping it easily into inside pockets or a briefcase etc. However, this smallness doesn't make it a problem to operate as the buttons are still easy to use and the LCD information is clear. It has 30 memorised frequency channels of which you can scan any number you wish (by "passing" the ones you don't want) at a rate of 20 channels/second. When in scan mode the set holds on a busy station for 2 seconds after the message was received and this can be amended to 4 seconds by operating the delay facility. As has been the case with a lot of recent sets, there are so many different features that it can take you quite a while to get fully used to operating it but once again, use it for a few days and all will come naturally! It does though have the "modern" system of having to press more than one button to move from one memorised frequency to another and I found the best way to do this operation quickly was to have the set in scan mode with minimum squelch (so as to stop the scan) and then use the up/down arrow keys to change frequencies. Well, how does it perform? Once I'd got it out of the box and had taken such a liking to it as mentioned above it was very pleasing to see that it truly was an excellent performer - signal reception was certainly on par with my Air 7 and I soon got the confidence that it was picking up all that I would expect a hand portable set to do. One good aspect of the performance was the loud and clear tone of the transmissions when you consider the set's size. I had the opportunity to match it in this respect with a WIN 108 (same price) and, in my view, the Yupiteru was more pleasant to listen to. The main way I use such a set is to have it as sensitive as possible i.e. minimum squelch and just monitor one frequency. When you do this you get background noise when no signal is being transmitted and the level of such noise obviously depends on the volume knob setting you use. With the Air 7 this background noise is low enough to let me have the volume set fairly high in order to hear a signal better when it's transmitted but, with the Yupiteru the background noise was higher and forced me to have lower volume settings for all but short lengths of listening. This in turn meant that I had to stay closer to the set when in the house or listen more carefully when using while driving the car etc.

Overall though the VT-125 is a receiver I can definitely recommend and is certainly the most pleasant set I've handled in my years of testing. Although it has delay on scan resumption and slight difficulty in changing between memorised frequencies together with the background noise these, certainly for the length of time I was testing it, are more than offset by the fact of its practicality of size, ease of having with you and, probably most important, its ability to pick up the messages you want clearly. Do bear in mind though that it's a purely civil airband receiver so if you also want coverage of other frequencies - military airband or Radio 1 etc this is not the set for you.

I must say that at the end of the test I was on the point of buying it and probably would have done so there and then had Mike not shown me a 2nd hand R532 which he'd just got in so I bought that instead for permanent wiring into the car. Anyway, I'm still impressed with the VT-125 and I'll now start saving up again to buy it or, consider it's "big brother", the newly out Yupiteru MVT-7000 which has 8-1300MHz coverage and I should be able to test in the next few weeks! Finally just a quick note about the R532 which although not still produced is a widely used and liked high performance airband scanner. As I did, you should be able to pick up 2nd hand ones for up to about £120 (including all necessary accessories) and, if in good condition, they're a very good buy for use at home or in the car. Apart from their sensitivity/tone, another good thing about them is the clear "lit up" frequency display which I find very useful when reading the display in the car on a dark night. Once again, thanks to Andy and Mike, Air Supply, 83B High Street, Teadon, Leeds LS19 7TA tel no (0532) 509581 for loaning me the set for a week.

AIRLINE NEWS --

Aer Lingus Saab SF340 aircraft did enter service on 17th June as predicted, with the first service being the EI362 to Leeds Bradford. The flight was operated by SF340B EI-CFA, and this is the only one of the type in service with the airline at present. Another is expected by early July, at which time the East Midlands schedule will be upgraded.

Air Europe Some more aircraft disposals :

G-BNXV to LN-NOR	B737-300	Returning to Norway Airlines*
G-BOYN to G-NAFH	B737-300	to Trans European UK
G-BRJD to G-DOOS	B757-200	to Air 2000
G-BRJG to PH-AHW	B757-200	to Air Holland
G-BRJH to EC-669	B757-200	to Air Europa
G-BRJJ to G-DOOT	B757-200	to Air 2000
G-BRXJ to LN-NOS	B737-300	Returning to Norway Airlines

* - Norway Airlines was one of the constituents of the Airlines of Europe group, which Air Europe headed. The former airline has been kept going by its majority shareholders in Norway, and similar financial support has been pledged to Air Europa in Spain and Air Europe Italia, the latter's majority shareholder being the FIAT motor group.

Air Littoral Further to last month's item, Air Littoral have, in fact, already commenced their Manchester-Paris and Manchester-Nice flights, and they are operated by Fokker 100s. The Paris flight has an evening slot. The airline has scrapped plans to fly between Paris and Newcastle, and instead hopes to reopen the old Air France link between Paris and Belfast, although possibly using the City airport instead if permission is granted.

British Airways have withdrawn most of their TriStar fleet from service, and the aircraft are stored at Heathrow, Gatwick and Mojave, in the USA. BACi-11 G-BGKE, withdrawn from service earlier in the year, has been sold to GEC/Ferranti.

British Northern Airways intend to commence operations in the first week of October using two BAeATPs on services from TeesSide to Paris, Brussels, Belfast City and Dublin. Plans to fly ATR42s on services from Carlisle have been dropped.

Dan-Air began to fly between Gatwick and Gibraltar on 14 June, using BAe146-300s and Boeing 737-300s to provide a daily frequency. The airline has also signed an agreement with Hamburg Airlines whereby the latter carrier's Dash Eights will replace Dan-Air's HS748 on the Berlin Tegel to Saarbrücken route, allowing Dan-Air to finally withdraw the type from its fleet.

Euroworld The management buyout of Air Europe Express is now complete, and the company is now flying two Shorts SD3-60 aircraft on charter work from Gatwick. It has convinced the CAA that it is in a fit state to commence scheduled services, and will open a four-times daily link between Guernsey and Gatwick in early July in competition with Jersey European, who are still contesting the awarding of the licence. At present, the airline's fleet consists of G-OREX (formerly G-BMHY) and G-BNBD (shortly to

be re-registered), but two more SD3-60s are to be added over the next few months. The airline's managing director, Brad Burgess, anticipates that Euroworld's fleet will be three SD3-60s and three ATR42s early next year. Other scheduled services from Gatwick to Birmingham, Antwerp, Rotterdam and Leeds Bradford are in the pipeline.

Executive Airlines is the name for the new Leeds Bradford based airline, set up by a group of local businessmen, headed by Paul Whitaker. The airline has applied to the Civil Aviation Authority for permission to operate nine routes, and these are : Leeds Bradford to London Gatwick, Bournemouth, Southampton, Isle of Man, Jersey, Edinburgh, Dublin ; Southampton to Bournemouth and Edinburgh.

If these licences are awarded to the airline, it hopes to be in a position to commence operations this autumn using two 33-seat Saab 340 aircraft. Many objections to the licence applications are expected, and the Gatwick route is now turning into a three-horse race, with Euroworld, Jersey European and Executive Airlines all seeking to operate services.

Globe Mediterranean Air are a new Manchester-based charterline. The airline should have taken delivery of a leased Boeing 737-300 aircraft by the time that this is read, and will use it on a full charter programme to the usual Mediterranean resorts this summer.

Jersey European Airways have reregistered both of the SD3-60s leased to Air Europe Express in their old markings, G-BNDI becoming G-OBLK and G-BNDK becoming G-OBHD. One of the two aircraft is being used to provide additional frequencies between Guernsey and Southampton, while the other is being used as a back-up aircraft until some work can be found for it. It is thought that SD3-60s will be used on the Leeds Bradford-Gatwick route if JEA is successful in its application for the route licence.

Trans European Airways UK are flying four Boeing 737-300s this summer : G-TEAA & G-TEAB, and also two new acquisitions, G-DIAR (formerly G-BNPA) and G-NAFH (formerly G-BOYN), both ex Air Europe aircraft which have been acquired on lease from ILFC until January next year.

LEEDS BRADFORD NEWS

Airtours International paid their first visit to Leeds Bradford on 24 June when MD83 G-JEMC diverted in from Manchester due to adverse weather conditions. The aircraft was operating a flight from Monastir, and waited on the ground at Leeds Bradford until the weather at Manchester had improved sufficiently for it to land.

A number of interesting visitors arrived in mid-June, including Aberdeen Airways' HS743 G-AZSU in its new colours, an Air Provence Gulfstream and a BAF Viscount (G-AOYR). Further ad-hoc charters were expected towards the latter end of the month.

A TEA Boeing 737-300 is again scheduled to operate a round trip to Brussels during the Carpet Fair week at Harrogate Conference Centre.