

AIR YORKSHIRE



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JUNE 1992

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FORTHCOMING MEETINGS

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

JULY 5th :Johnathan Hinkles. European news and slides

AUGUST 2nd :No Meeting

SEPTEMBER 6th :To be arranged

CHAIRMAN'S CHAT

Many thanks to member Steve Auty for last months slide show. Steve stepped in at short notice and showed a wonderful collection of slides he took in the U.S.A. plus some good European 747s.

Sunday the 19th of July brings us the final Air Display at RAF Church Fenton. If you still have any aviation related items that we can sell, or can help on our stand please let me know as soon as possible.

TRIPS

The response to the Model Aviation Centre near Nottingham and the Gliding on Thursday the 9th, may have to be cancelled due to lack of support. The visit on Tuesday the 22nd of September is, however, nearly full. Coach fare and departure time will be announced soon.

As in the past few years there will be no August Meeting due to so many members being on holiday. All magazines will be posted. If you have submitted an article for the magazine, don't worry if it is not in the next issue as articles are often retained to fill space in future issues. It is nice to have something in hand when news is sparse. Please continue to send in your contributions to our magazine.

CREDITS

T.W.Sykes

S.W.Rigg

R.Fozzard

C.Harper

A.Sedgwick

L.Scheftsik

LEEDS/BRADFORD MOVEMENTS - MAY 1992

	ATA	ATD		ATA	ATD
1. <u>OO-DTJ Brasilia</u>	0736		G-OBHD Short 360	0753	
G-BLGB Short 360	0802		G-BNGM Boeing 737-300	0841	
N300CR Falcon 50	0850	1222	<u>EI-CFC SAAB 340</u>	0856	
G-BMSW Cessna T210M	0917		G-AWIT Cherokee 180D	0927	
G-OLLY Navajo	0931		G-ELDH DC9	0939	
G-HERO Lance 300	0942		G-BLZT Short 360	0944	
G-BGGI Tomahawk	1126	n/s	G-BDSL Cessna F150M	1151	
G-BJCU Boeing 737	1206		G-BGTG Aztec	1229	
G-ELDH DC9	1237		<u>QH-ABE Boeing 737</u>	1258	
G-MONJ Boeing 757	1334		G-BJYD Cessna 152	1415	
G-LOGU Jetstream	1446		G-UKLD Boeing 737-400	1513	
G-ELDH DC9	1515		G-BBKA Cessna F150L new res.	1532	
G-OBHD Short 360	1543		G-BLGB Short 360	1801	
G-ELDH DC9	1845		G-OBHD Short 360	1851	
<u>OO-DTN Brasilia</u>	1909		<u>EI-CFD SAAB 340</u>	1918	
G-ODNP Cessna 310R	1922		G-BNGM Boeing 737-300	2028	
G-BLZT Short 360	2101		G-ELDH DC9	2139	
G-EMAG DC9	2241				
2. G-BNGM Boeing 737-300	0704		<u>OO-DTH Brasilia</u>	0729	
G-OBHD Short 360	0901		G-EMAG DC9	0921	
EI-FKD Fokker 50	0940		G-BLDE Boeing 737	1112	
G-JHAN King Air 200	1217		G-BPWN Cessna 150L	1222	
G-PKBM DC9	1238		G-BBPW Robin HR100/210	1320	
G-BLZT Short 360	1348		G-BEKA BAC 1-11	1600	
G-BLZT Short 360	1652		G-BDGM Warrior	1757	
G-EMAI DC9	1826		<u>EI-CFA SAAB 340</u>	1912	
G-IEAA Boeing 737-300	2116		G-EMAI DC9	2128	
G-BNGM Boeing 737-300	2350				
3. G-ORZZ Robinson R-22	0827		EI-CFA SAAB 340	0902	
G-EMAI DC9	0924		G-BKNH Boeing 737	1035	
G-RUIA Cessna F172N	1132		G-ARFG Cessna 175AX	1142	
G-BPZX Cessna 152	1146		G-EMAI DC9	1236	
G-BPWN Cessna 150L	1242		G-BAVZ Aztec	1340	
G-IRPC Cessna 182Q	1405		EC-EHZ DC9 83	1428	
G-BJRZ P68 Victor	1500		G-OBHD Short 360	1521	
G-BEKA BAC 1-11	1624		G-BLZT Short 360	1654	
G-ELDH DC9	1825		G-OBHD Short 360	1842	
<u>OO-DTO Brasilia</u>	1905		<u>EI-CFD SAAB 340</u>	1927	
G-BPOT Archer II	1953		G-BLZT Short 360	2013	
G-BNGM Boeing 737-300	2040		G-ELDH DC9	2115	
4. <u>OO-DTO Brasilia</u>	0725		G-LOGU Jetstream	0752	
<u>EI-CFA SAAB 340</u>	0855		G-ELDH DC9	0925	
G-BLZT Short 360	0931		<u>N917W Gulfstream IV</u>	1001	
G-BJYD Cessna 152	1126		G-ELDH DC9	1234	
G-BFFE Cessna 152	1318		G-BAZH Boeing 737	1457	
G-ELDH DC9	1509		G-OBHD Short 360	1527	
G-BGTG Aztec	1707		G-LOGV Jetstream	1751	
G-ELDH DC9	1831		G-OBHD Short 360	1850	
<u>OO-MTD Brasilia</u>	1859		G-JHAN King Air 200	1908	
<u>EI-CFD SAAB 340</u>	1916		G-BLZT Short 360	2021	
G-ELDH DC9	2159				
5. <u>OO-DTJ Brasilia</u>	0732		G-EMAR Short 360	0800	
G-OBHD Short 360	0815		G-BAVZ Aztec	0823	
G-WACV Cessna 182N	0833		<u>EI-CFA SAAB 340</u>	0858	

LEEDS/BRADFORD MOVEMENTS (Contd)

	ATA	ATD		ATA	ATD
5. G-BLZT Short 360	0940		G-ELDH DC9	0943	
G-BCGI Tomahawk	1118		G-TONI Cessna 421C	1149	
G-ELDH DC9	1228		G-JLW Duchess	1248	
G-BECC Boeing 737	1350		G-AVXJ HS.748	1413	n/s
G-JACT P68 Victor	1416		G-TKPZ Cessna 310R	1432	
G-LOGU Jetstream	1451		G-ELDH DC9	1519	
G-OBHD Short 360	1526		G-BNCW Boeing 767	1535	1702
G-ORZZ Robinson R-22	1555		G-EMAR Short 360	1758	
G-ELDH DC9	1830		9H-ABB Boeing 737	1834	
G-OBHD Short 360	1841		00-DTH Brasilia	1907	
EI-CFA SAAB 340	1916		G-BLZT Short 360	2022	
G-ELDH DC9	2124				
6. 00-DTI Brasilia	0745		G-OBHD Short 360	0808	
G-WACK Short 360	0815		EI-CFC SAAB 340	0907	
G-BNYP Archer II	0928		G-ELDH DC9	0932	
G-BLZT Short 360	0954		G-BBGB Aztec	0959	
00-EOD F33A Bonanza	1105		EC-994 DC9 82	1228	1343
G-ELDH DC9	1239		G-LOGV Jetstream	1458	
G-TKPZ Cessna 310R	1511		G-ELDH DC9	1522	
G-OBHD Short 360	1524		G-WACK Short 360	1805	
G-BHDP Cessna F182Q N/Res	1820		G-BGPA Cessna 182Q	1830	
G-ELDH DC9	1835		G-OBHD Short 360	1848	
00-MTD Brasilia	1919		EI-CFC SAAB 340	1922	
G-BLZT Short 360	2014		G-ELDH DC9	2226	
7. 00-DTH Brasilia	0739		G-OBHD Short 360	0758	
G-BLGB Short 360	0808		G-IEAE Boeing 737-400	0854	
EI-CFD SAAB 340	0857		G-ELDH DC9	0928	
G-BLZT Short 360	1003		G-GNXU Boeing 757	1016	1155
G-JHAN King Air 200	1108		G-BRJV Cadet	1112	
G-BTSG Cessna 414	1159		G-BAVZ Aztec	1232	
G-ELDH DC9	1236		G-AVUT Cherokee 140	1509	n/s
G-ELDH DC9	1521		G-OBHD Short 360	1528	
G-LOGA BAe ATP	1818		G-ELDH DC9	1836	
G-OBHD Short 360	1846		EI-CFD SAAB 340	1909	
00-DTI Brasilia	1919		NL4VP Starship	1954	1129(8)
G-BLZT Short 360	2027		5B-DBC Airbus A320	2119	
G-PKBE DC9	2140				
8. G-BAVZ Aztec	0700	0809	G-OLAH Short 360	0703	
G-BNGL Boeing 737-300	0733		00-DTI Brasilia	0747	
G-OBHD Short 360	0750		G-AZFT Arrow	0758	0911
G-BLGB Short 360	0800		EI-CFD SAAB 340	0855	
G-BAEC Robin HR100/210	0914		G-PKBE DC9	0932	
G-OLAH Short 360	0949		G-BLZT Short 360	0952	
G-OAKZ King Air C90A	1057		G-AXNC Boeing 737	1208	
G-PKBE DC9	1245		G-OLAH Short 360	1310	
9H-ABF Boeing 737	1331		F-GCVL Caravelle	1404	
G-UKIA Boeing 737-400	1447		G-MONE Boeing 757	1451	
G-JTCA Aztec	1506		G-LOGU Jetstream	1527	
G-OBHD Short 360	1611		G-PKBE DC9	1614	
G-FRST Seminole	1649		G-BLEG Short 360	1751	
G-OBLC Duchess	1754		G-PKBE DC9	1907	
EI-CFD SAAB 340	1909		00-DTG Brasilia	1929	
G-ODNP Cessna 310R	1931		G-OBHD Short 360	1933	
G-BLZT Short 360	2030		G-BNGL Boeing 737-300	2114	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
8. G-BAVZ Aztec	2122	2145	G-BMAC DC9	2135	
G-PKBE DC9	2156				
9. G-IEAA Boeing 737-300	0706		<u>IZ-ETU TUI 54</u>	0712	
OO-DTH Brasilia	0739		<u>F-GCVL Caravelle</u>	0833	0948
G-OBHD Short 360	0906		G-BMAC DC9	0931	
EI-FKD Fokker 50	0943		G-BLDE Boeing 737	1106	
G-OAKZ King Air C90A	1133		G-BMAK DC9	1256	
G-BLZT Short 360	1349		G-BEKA BAC 1-11	1620	
G-BLDE Boeing 737	1626		G-BLZT Short 360	1655	
G-BKZR Short 360	1718		G-BMAI DC9	1825	
EI-CFB SAAB 340	1912		G-UKLE Boeing 737-400	2119	
G-BMAI DC9	2121				
10. G-IEAA Boeing 737-300	0748		G-UKLE Boeing 737-400	0800	
EI-CFA SAAB 340	0848		G-OTMC Beech 400	0856	0942
XR588 Wessex	0927	0951	G-BMAI DC9	0935	
G-BKNH Boeing 737	1003		G-BMAI DC9	1233	
G-MAXW Short 360	1255		G-OBLC Duchess	1328	
G-BSEW Jetranger	1402		G-OBHD Short 360	1520	
EC-EPL DC9 83	1528		G-BGGF Tomahawk	1543	
G-BIEW Cessna F172N	1610		G-BEKA BAC 1-11	1656	
IZ-BTG TUI 54	1659		G-BLZT Short 360	1702	
G-PKBE DC9	1822		G-OBHD Short 360	1845	
OO-DTH Brasilia	1902		<u>EI-CFB SAAB 340</u>	1913	
G-OTMC Beech 400	1916	1937	G-BLZT Short 360	2019	
G-IEAA Boeing 737-300	2037		G-PKBE DC9	2145	
11. OO-DTH Brasilia	0751		G-OBHD Short 360	0759	
G-BLGB Short 360	0809		G-BGBY Tomahawk	0814	
G-IEAA Boeing 737-300	0821		<u>EI-CFA SAAB 340</u>	0854	
G-BLZT Short 360	0955		G-PKBE DC9	1004	
G-SFHR Aztec	1052		G-BEWR Cessna F172N	1154	
G-PKBE DC9	1249		G-TKPZ Cessna 310R	1345	
G-BHWF Boeing 737	1441		G-BPAW Cessna 150M	1456	
G-PKBE DC9	1521		G-JHAN King Air 200	1523	
G-OBHD Short 360	1525		G-BOXR Cougar	n/s	1614
G-PKBE DC9	1830		G-BKIT TB9 Tampico	1842	
G-BMLC Short 360	1852		<u>EI-CFA SAAB 340</u>	1911	
G-BJYD Cessna 152	1918		<u>OO-DTN Brasilia</u>	2000	
G-BLZT Short 360	2014		G-PKBE DC9	2121	
12. OO-DTH Brasilia	0743		G-OBHD Short 360	0757	
G-BMLC Short 360	0802		G-BRFV Cessna T182	0845	
<u>EI-CFA SAAB 340</u>	0850		G-BLZT Short 360	0941	
G-PKBE DC9	0945		G-AYMW Jetranger	1026	
G-BFEE Baron	1102	1633	G-TKPZ Cessna 310R	1210	
G-PKBE DC9	1246		G-BJXJ Boeing 737	1338	
<u>F-GKGB Baron</u>	1357	1652	G-MARR Cessna 421C	1358	1415
G-BGK Tomahawk	1450		G-PKBE DC9	1517	
G-LOGP Jetstream	1530		G-OBHD Short 360	1625	
G-BYAD Boeing 757	1745		G-BMZC Cessna 421C	n/s	1758
G-BMLC Short 360	1801		G-PKBE DC9	1825	
G-BNRX Seneca	1832		<u>EI-CFA SAAB 340</u>	1918	
G-OBHD Short 360	1926		<u>9H-ABC Boeing 737</u>	1929	
OO-DTN Brasilia	1934		G-BLZT Short 360	2012	
G-PKBE DC9	2126				

LEEDS/BRADFORD MOVEMENTS (Contd.)

5.

	ATA	ATD		ATA	ATD
13. <u>OO-DTI Brasilia</u>	0741		G-OBLK Short 360	0753	
G-BMAR Short 360	0818		G-FWRP Cessna 421C	0836	
G-BLKY Baron	0854		<u>EI-CFC SAAB 340</u>	0903	
G-PKBE DC9	0932		G-BLZT Short 360	0935	
G-BOYL Cessna 152	1132		<u>EC-EZU DC9 83</u>	1156	
G-OANC Warrior II	1220		G-PKBE DC9	1242	
<u>F-BTDY Cessna 421B</u>	1257		G-FISH Cessna 310R	1318	
<u>XX508 HS.125</u>	1415	1701	G-OMPS Warrior II	1422	
G-LOGR Jetstream	1452		G-PKBE DC9	1517	
G-OBLK Short 360	1533		G-BOXY Archer II	1631	
G-MARR Cessna 421C	1706		G-BMAR Short 360	1807	
G-PKBE DC9	1825		G-BMUT Seneca	1841	
G-OBLK Short 360	1845		<u>EI-CFB SAAB 340</u>	1913	
<u>OO-DTN Brasilia</u>	1917		<u>N2187V Cessna 140</u>	1937	1916(14)
G-BLZT Short 360	2019		G-JHAN King Air 200	2024	
G-PKBE DC9	2124				
14. <u>OO-DTJ Brasilia</u>	0747		G-OBHD Short 360	0805	
G-FISH Cessna 310R	0810		G-BMLC Short 360	0817	
G-IEAE Boeing 737-400	0844		<u>EI-CFA SAAB 340</u>	0904	
G-INDC Cessna 303	0911		G-BLZT Short 360	0938	
G-TNTM BAe 146	0941		G-BMAM DC9	0946	
G-OAKZ King Air C90A	1020		G-AWPJ Cessna F150M	1041	
G-BMUT Seneca	1145		G-CSEM Cessna 152	1336	
G-BSRR Cessna 182Q	1407		G-BDSL Cessna F150M	1443	
G-LOGR Jetstream	1455		G-BMAM DC9	1523	
G-OBOH Short 360	1547		G-OMGA HS.125	1633	
G-INDC Cessna 303	1658		G-BMZC Cessna 421C	1751	
G-BMLC Short 360	1810		G-BMAM DC9	1822	
G-OBOH Short 360	1854		<u>OO-DTG Brasilia</u>	1911	
G-UROP Baron	1912		<u>EI-CFA SAAB 340</u>	1917	
G-OMGA HS.125 n/s	1929		G-GETL HS.125	1936	n/s
G-BFFF Cessna T310R	1945		<u>N2187V Cessna 140</u>	2023	n/s
G-BLZT Short 360	2025		<u>5B-DBB Airbus A320</u>	2104	
G-BMAM DC9	2153				
15. <u>G-AWTA Cessna 310N</u>	0701		<u>OO-DTJ Brasilia</u>	0731	
G-OBOH Short 360	0752		G-BNGM Boeing 737-300	0810	
G-BMLC Short 360	0812		<u>EI-CFD SAAB 340</u>	0900	
<u>PH-TWD Cessna 172RG</u>	0915		G-BMAM DC9	0936	
<u>EI-BUF Cessna 210N</u>	0941		G-BLZT Short 360	0943	
G-ENAM Cessna 340	1015		G-BPTL Cessna 172N	1053	
G-AXNC Boeing 737	1154		G-BMAM DC9	1239	
G-MONK Boeing 757	1324		G-BNME Cessna 152	1417	
G-EKMB Mooney M20J	1420		G-BJYD Cessna 152	1448	
G-BMAM DC9	1515		G-YAWW Turbo Arrow IV	1525	
G-OBOH Short 360	1536		G-BRSG Cadet	1539	
G-UKLD Boeing 737-400	1612		G-BMZC Cessna 421C	1631	
G-FWRP Cessna 421C	1649		G-BLZT Short 360	1656	
<u>QH-ABF Boeing 737</u>	1658		G-BMLC Short 360	1808	
G-AWTA Cessna 310N	1832		G-BMAM DC9	1838	
G-CBOH Short 360	1849		<u>OO-DTJ Brasilia</u>	1911	
EI-CFD SAAB 340	1920		G-BNGM Boeing 737-300	1949	
G-BLZT Short 360	2026		<u>F-GCVL Caravelle</u>	2049	
G-BSKH Cessna 421C	2105		G-BMAM DC9	2134	
G-BMAA DC9	2140				

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
16. <u>G-BNGM Boeing 737-300</u>	0700		<u>IZ-BFK TU154</u>	0705	
G-BMUT Seneca	0707		<u>OO-DTN Brasilia</u>	0733	
<u>N2187V Cessna 140</u>	0814		G-OBOH Short 360	0851	
G-BSBW Jetranger	0927		<u>EI-PKD Fokker 50</u>	0938	
G-BMAA DC9	0941		<u>G-BLDE Boeing 737</u>	1115	
G-BSBW Jetranger	1230		G-PKBD DC9	1247	
G-TKPZ Cessna 310R	1301		G-BLZT Short 360	1244	
G-SION Tomahawk	1408		G-OREX Short 360	1512	
G-BDSL Cessna F150M	1514		G-BLDE Boeing 737	1529	
G-AXYD BAC 1-11	1603		G-BSCP Cessna 152	1606	
G-AZFI Arrow	1630		G-OGCI Short 360	1636	
G-BLZT Short 360	1650		XX372 Gazelle	1718	
G-BBZJ Seneca	1804	n/s	G-BBEI Navajo	1806	n/s
G-BMAH DC9	1828		<u>EI-CFD SAAB 340</u>	1921	
G-BMAH DC9	2129				
17. <u>EI-CFD SAAB 340</u>	0858		G-BMAH DC9	0938	
G-BRDO Cessna 177B	1002		G-BKNH Boeing 737	1009	
G-BMAG DC9	1233		G-OREX Short 360	1303	
G-TERI F33A Bonanza	1326		G-BKEM TB9 Tampico	1336	
G-BKNH Boeing 737	1407		G-BJRZ P68 Victor	1417	
G-HFTG Aztec	1419		G-TKPZ Cessna 310R	1505	
<u>EC-ESJ DC9 83</u>	1510		G-OBOH Short 360	1520	
G-JFWI Cessna F172N	1559		G-BFLV Cessna F172N	1602	n/s
G-BEWR Cessna F172N	1623		G-BBPW Robin HR100/210	1640	
G-BGGF Tomahawk	1647	n/s	XX372 Gazelle	1651	
G-BLZT Short 360	1659		G-AXYD BAC 1-11	1707	
<u>IZ-BFE TU154</u>	1722		G-BMUT Seneca	1834	
G-BMAM DC9	1836		G-OBOH Short 360	1851	
<u>OO-DTH Brasilia</u>	1855		<u>EI-CFC SAAB 340</u>	1926	
G-BLZT Short 360	2020		G-BMAM DC9	2145	
18. <u>G-BLGB Short 360</u>	0808		<u>QC-DTI Brasilia</u>	0811	
G-BJRZ P68 Victor	0820		G-OBOH Short 360	0909	
<u>EI-CFA SAAB 340</u>	0919		G-BMAM DC9	0932	
G-BLZT Short 360	0939		G-AVFU Cherokee Six	1004	n/s
ZG886 Lynx	1007		G-BSTZ Cherokee 140	1133	
G-7-148Slingsby T-67	1206		G-ARFL Cessna 175B	1244	
G-BMAM DC9	1250		G-BOYL Cessna 152	1253	
G-TKPZ Cessna 310R	1300		G-LOGR Jetstream	1448	
G-BYSE Jetranger	1449		G-BJCT Boeing 737	1452	
G-BMAM DC9	1524		G-BOYL Cessna 152	1528	
G-BDSL Cessna F150M	1535		G-OBOH Short 360	1601	
G-BLGB Short 360	1808		G-BMAM DC9	1831	
G-OBOH Short 360	1851		<u>EI-CFA SAAB 340</u>	1920	
<u>OO-DTH Brasilia</u>	1921		G-BLZT Short 360	2018	
<u>F-GICS B36TC Bonanza</u>	2056		<u>9H-ABA Boeing 737</u>	2123	2216
G-ELDH DC9	2127				
19. <u>OO-DTH Brasilia</u>	0742		G-OBOH Short 360	0808	
G-BMAR Short 360	0813		G-BRFV Cessna T182	0826	
G-JLFW Duchess	0855		<u>EI-CFD SAAB 340</u>	0905	
G-ELDH DC9	0926		G-BLZT Short 360	0945	
G-BRDO Cessna 177B	1121		G-TKPZ Cessna 310R	1153	
G-BOYL Cessna 152	1159		G-ELDH DC9	1241	
G-BHWE Boeing 737	1328		G-BBEI Navajo	1458	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
19. <u>G-LOGT Jetstream</u>	1504		G-OBOH Short 360	1529	
G-ELDH DC9	1546		G-BYAC Boeing 757	1548	
G-BMAR Short 360	1802		G-ELDH DC9	1837	
G-OBOH Short 360	1844		<u>OO-DPL Brasilia</u>	1904	
<u>EI-CFD SAAB 340</u>	1914		<u>9H-ABC Boeing 737</u>	1941	
G-BLZT Short 360	2021		G-ELDH DC9	2141	
20. <u>00-DTG Brasilia</u>	0739		G-OBOH Short 360	0753	
G-BMHX Short 360	0814		<u>N1910A BAe 125 800A</u>	0851	0841(21)
<u>EI-CFC SAAB 340</u>	0903		G-BLZT Short 360	0937	
G-ELDH DC9	1008		<u>EC-117 Airbus A310</u>	1127	
XW223 Puma	1140		G-JHAN King Air 200	1232	
G-ELDH DC9	1249		G-XIXL Robin DR400/160	1257	
G-OANC Warrior II	1259		G-IOGR Jetstream	1450	
G-AVRN Boeing 737	1501		G-OBOH Short 360	1534	
G-ELDH DC9	1557		G-BMHX Short 360	1813	
G-ELDH DC9	1831		G-OBOH Short 360	1843	
<u>OO-DTJ Brasilia</u>	1907		<u>EI-CFC SAAB 340</u>	1912	
G-BLZT Short 360	2024		G-ELDH DC9	2135	
<u>EC-117 Airbus A310</u>	2157	2304			
21. <u>00-MFD Brasilia</u>	0726		G-BLZT Short 360	0804	
G-IEAE Boeing 737-400	0839		<u>EI-CFA SAAB 340</u>	0901	
G-BMHX Short 360	0916		G-ELDI DC9	0938	
G-GNXC Boeing 757	1012		G-OBOH Short 360	1015	
G-ELDI DC9	1234		G-AVWT Arrow	1236	
G-OANC Warrior II	1238		G-JHAN King Air 200	1246	
G-LOGP Jetstream	1446		<u>F-GHHV King Air 100</u>	1500	
G-ELDI DC9	1524		G-BLZT Short 360	1548	
G-IEAE Boeing 737-400	1738		G-BMHX Short 360	1808	
G-ELDI DC9	1823		G-OBOH Short 360	1852	
<u>OO-DTH Brasilia</u>	1858		<u>EI-CFC SAAB 340</u>	1930	
G-BLZT Short 360	2017		G-MOAT King Air 200	2042	
<u>5B-DEB Airbus A320</u>	2102		G-ELDI DC9	2131	
22. <u>G-BMWB Cessna 421C</u>	0911		<u>EI-CFD SAAB 340</u>	0919	
<u>F-GHLC King Air 200</u>	1022		G-EXEC Seneca	1124	
<u>N58JF Gulfstream II</u>	1203	1221	<u>OY-BEO Rockwell 690A</u>	1243	
<u>G-NUTZ Twin Squirrel</u>	1246		G-MCKE Boeing 757	1254	
G-AXNC Boeing 737	1325		G-BMAB DC9	1331	
<u>9H-ABC Boeing 737</u>	1357		G-OBOH Short 360	1405	
G-UKLD Boeing 737-400	1435		G-LOGR Jetstream	1450	
G-BGTG Aztec	1519		G-BLZT Short 360	1540	
G-AVYT Arrow	1628		G-BMAB DC9	1638	
G-FRST Seminole	1718		G-OBOH Short 360	1726	
G-BLGB Short 360	1812		G-BLZT Short 360	1909	
G-BMAB DC9	1915		<u>EI-CFD SAAB 340</u>	1824	
G-ODNP Cessna 310R	1927		<u>OO-MTD Brasilia</u>	1950	
G-OBOH Short 360	2033		<u>G-BNGL Boeing 737-300</u>	2104	
G-BMAG DC9	2152				
23. <u>IZ-BTF TU154</u>	0700		G-BNGL Boeing 737-300	0703	
<u>OO-DTG Brasilia</u>	0726		G-BLZT Short 360	0914	
G-ISLE Short 360	0918		<u>EI-FKC Fokker 50</u>	0951	
G-BMAG DC9	0955		G-BLDE Boeing 737	1059	
<u>VR-CHR Cessna 340</u>	1136	n/s	G-BMAG DC9	1252	
XV183 Hercules	1348		G-BLZT Short 360	1358	
G-MAXW Short 360	1459		G-BKZR Short 360	1527	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
23. <u>G-BLDE Boeing 737</u>	1552		G-BJYL BAC 1-11	1638	
G-BLZT Short 360	1704		G-BMAA DC9	1824	
<u>EI-CFA SAAB 340</u>	1925		G-BMAA DC9	2139	
24. <u>EI-CFA SAAB 340</u>	0909		G-BLDE Boeing 737	1010	
G-BMAB DC9	1124		G-BMAA DC9	1249	
G-MAXW Short 360	1259		G-BLDE Boeing 737	1414	
PS853 Spitfire PR 19 n/s	1429		G-JHAN King Air 200	1505	
G-OBOH Short 360	1523		<u>EC-EHF DC9 83</u>	1629	
G-BJYL BAC 1-11	1650		<u>G-BLZT Short 360</u>	1700	
<u>LZ-BFF TU154</u>	1710		G-PKBD DC9	1822	
G-OBOH Short 360	1843		<u>OO-DTH Brasilia</u>	1857	
<u>EI-CFD SAAB 340</u>	1927		G-BLZT Short 360	2010	
G-BNGL Boeing 737-300	2038		G-PKBM DC9	2131	
25. <u>G-POLO Navajo</u> n/s	0150		G-PKBD DC9	1026	
G-BLZT Short 360	1121		G-PKBM DC9	1240	
G-BTFX Jetranger	1349		G-BJCT Boeing 737	1448	
G-BKTZ Slingsby T67	1453		G-PKBM DC9	1516	
G-OBOH Short 360	1522		G-LOGT Jetstream	1804	
G-BTFX Jetranger	1814		G-PKBM DC9	1827	
<u>OO-DTG Brasilia</u>	1853		<u>EI-CFA SAAB 340</u>	1926	
G-BLZT Short 360	2023		<u>9H-ABE Boeing 737</u>	2050	
G-PKBD DC9	2132		<u>G-OPOL HS.125 3F</u> n/s	2249	
26. <u>OO-DTH Brasilia</u>	0735		G-WACK Short 360	0808	
G-OBOH Short 360	0813		<u>EI-CFD SAAB 340</u>	0907	
G-PKBD DC9	0932		G-BLZT Short 360	0953	
G-BOYL Cessna 152	1109		G-BGGF Tomahawk	1122	
G-OCHL Jetranger	1211		G-BBDP Robin DR400/160 n/s	1223(30)	
G-PKBD DC9	1241		G-BFVB Boeing 737	1341	
G-BRDO Cessna 177B	1343		G-BMDC Saratoga	1346	
G-BYAE Boeing 757	1446		G-LOGV Jetstream	1450	
G-PKBD DC9	1517		G-OBOH Short 360	1532	
G-LIZA Cessna 340 n/s	1716		G-BPZX Cessna 152	1735	
G-WACK Short 360	1809		G-JLFW Duchess	1811	
G-PKBD DC9	1828		G-OBOH Short 360	1850	
<u>OO-DTH Brasilia</u>	1908		<u>EI-CFD SAAB 340</u>	1919	
<u>9H-ABC Boeing 737</u>	1932		G-JHAN King Air 200	2003	
G-BLZT Short 360	2029		G-PKBD DC9	2136	
27. <u>OO-DTG Brasilia</u>	0722		G-OBOH Short 360	0810	
G-BMHX Short 360	0814		G-BLKY Baron	0855	
G-ESGT Cessna T210N	0909		<u>EI-CFA SAAB 340</u>	0916	
G-PKBD DC9	0931		G-BLZT Short 360	0945	
<u>N11HJ Citation</u>	1101		G-DARA Seneca	1108	
G-BSJC Jetranger	1129		<u>EC-113 DC9 83</u>	1157	
G-AYMW Jetranger	1247		G-BMAI DC9	1340	
G-PKBD DC9	1408		G-BWYX Cheyenne III	1445	
G-LOGU Jetstream	1456		G-OBOH Short 360	1541	
<u>D-EAKO Turbo Arrow IV</u>	1612	1443(30)	G-ELDH DC9	1628	
<u>R-ZBFZ Cheyenne II</u>	1734	1759	G-BMHX Short 360	1811	
G-DBII Citation V n/s	1844		G-ODNP Cessna 310R	1846	
G-ELDH DC9	1900		G-OBOH Short 360	1902	
<u>EI-CFA SAAB 340</u>	1922		<u>OO-DTH Brasilia</u>	2013	
G-BLZT Short 360	2022		G-ELDH DC9	2146	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
28.00-DTL Brasilia	0726		G-BMHX Short 360	0804	
G-OBOH Short 360	0807		EI-CFA SAAB 340	0910	
G-BLZT Short 360	0940		G-BMAK DC9	0949	
VR-CHR Cessna 340	1008		G-GNXC Boeing 757	1107	
G-BHTV Cessna 310R	1152	1231	G-DARA Seneca	1210	
G-BMAK DC9	1234		G-IEAB Boeing 757	1338	
XW223 Puma	1352		G-LOGU Jetstream	1458	
G-BMAK DC9	1518		G-OBOH Short 360	1608	
G-MOAT King Air 200 n/s	1706	0717	G-DOOZ Twin Squirrel	1754	
G-BMHX Short 360	1822		G-BMAK DC9	1831	
00-DTI Brasilia	1907		IX-JOS Cessna FR172J n/s	1913	
G-OBOH Short 360	1919		EI-CFA SAAB 340	1931	
G-BLZT Short 360	2025		5B-DBB Airbus A320	2124	2244
G-BMAK DC9	2127		G-IEAB Boeing 757	2231	2331
29.00-DTJ Brasilia	0737		G-OBOH Short 360	0833	
G-WACK Short 360	0838		EI-CFD SAAB 340	0904	
G-BNGM Boeing 737-300	0910		G-BLZT Short 360	0941	
G-BMAK DC9	0947		G-AXNC Boeing 737	1204	
G-BGNV Cougar	1242		G-BMAK DC9	1249	
9H-ABE Boeing 737	1305		G-MOND Boeing 757	1328	
G-TKPZ Cessna 310R	1401		G-SMJJ Cessna 414	1414	
F-ZBFZ Cheyenne II	1436	1623	G-LOGT Jetstream	1450	
G-UKLD Boeing 737-400	1457		G-BMAK DC9	1535	
G-OBOH Short 360	1606		XX457 Gazelle	1640	
G-BLZT Short 360	1707		G-DARA Seneca	1743	
G-WACK Short 360	1824		G-BMAK DC9	1836	
00-DTO Brasilia	1853		G-OBOH Short 360	1912	
EI-CFD SAAB 340	1923		G-BNGM Boeing 737-300	2020	
G-BLZT Short 360	2041		G-BMAH DC9	2112	
G-BMAK DC9	2137				
30. IZ-BTO TUI 54	0703		G-BNGM Boeing 737-300	0705	
00-DTG Brasilia	0722		G-LEGS Short 360	0839	
G-BMAH DC9	0921		G-OBOH Short 360	0924	
EI-FKE Fokker 50	0948		G-BLDE Boeing 737	1108	
G-BMAC DC9	1241		G-BLZT Short 360	1402	
G-OREX Short 360	1442		G-BKZR Short 360	1508	
G-BLDE Boeing 737	1511		G-BJYL BAC 1-11	1625	
G-BLZT Short 360	1717		G-BMAI DC9	1826	
EI-CFA SAAB 340	1932		G-EJET Citation	2021	2055
G-BMAC DC9	2120				
31. G-BMAC DC9	0930		EI-CFC SAAB 340	0937	
G-OREX Short 360	1008		G-BKNH Boeing 737	1023	
G-BMAC DC9	1238		EC-EPL DC9 83	1352	
G-BKNH Boeing 737	1419		G-OREX Short 360	1505	
G-OBOH Short 360	1520		G-ICTG Aztec	1615	
G-BJYL BAC 1-11	1623		G-BLZT Short 360	1703	
G-BMAC DC9	1828		G-OBOH Short 360	1850	
IZ-BTF TUI 54	1805		00-DTI Brasilia	1913	
EI-CFB SAAB 340	1915				

FROM:- 1.N300GR/Luton; 4.N917W/Le Bourget; 6.00-OED/Ostend; 7.N14VP/Reykjavik n/s to Birmingham; 8.F-GCVI/Tarbes; 9.F-GCVI/Tarbes; 10.XR588/"the Dales"; 12.F-GKGB/i/side.

LEEDS/BRADFORD MOVEMENTS (Contd.)

FROM:- 13. F-MBY/Antwerp, XX508/Teesside, N2187V/Little Gransden; 14. N2187V/Huddersfield; 15. PH-TWD/Enschede, EI-BUF/Abbeyshrule, F-GCVI/Tarbes; 16. N2187V/Teesside, XX372/Ipswich; 17. XX372/York; 18. ZG886/Dishforth, F-GICS/Toussus-le-Noble; 20. N1910A/Leuchars, XW223/Odiham; 21. F-GHHV/Le Havre; 22. F-GHLC/Mort (France), N581W/Birmingham to Glasgow, OY-BEO/Karlstad; 23. VR-CHR/f/t Guernsey, XV183/Gibraltar; 27. N111W/Hatfield, D-EAKO/Worms, F-ZBFZ/Le Bourget; 28. IX-JOS/Biggin Hill; 29. F-ZBFZ/Le Bourget, XX457/Otterburn.

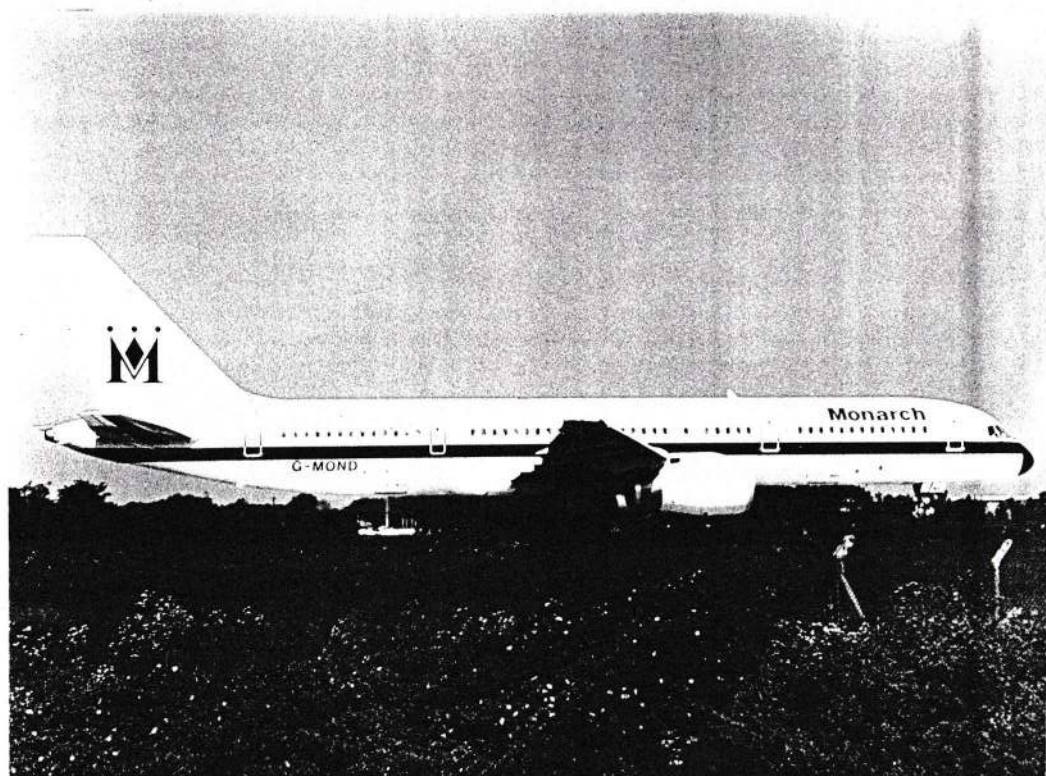
OVERSHOOTS:- 2. G-BAVZ; 4. G-BAVZ, G-WERY; 5. XW313/LOP62, XX496/FYY78; 6. VP981/Devon95, XS735/FYY49, XS736/FYY51, G-AZFR; 7. XS729/FYY37; 10. G-TKPZ; 13. XX497/FYY78; 14. G-BJRZ; 17. XX495/FYY03; 19. XW328/LOP44, G-BAVZ; 21. XX495/FYY76; 22. XW430/LOP44, XX493/?; 26. XW430/LOP42, XM466/LOP08, XX482/FYY83, XW359/LOP41, XM466/LOP10; 27. XS738/FYY41, XS726/FYY36; 28. XM466/LOP51; 31. C-GDQD.

LBA MOVEMENTS REVIEW - MAY 1992

Lots of interesting foreigners this month, starting on the 1st with the Crane Company's Falcon 50 N300CR. Making a first visit on the 4th was the Gulfstream 4 N917W which is thought to be a replacement for the European based Jetstar N917J which used to be a regular visitor to LBA. On the 6th OO-EOD was a Beech F33A, the same day saw new Oasis DC9 82 EC-994 making its first visit. This is c/n 49144 and was previously PH-MBZ with Martinair. Also new was the Boeing 757 C-GNXU of Nationalair on the 7th but it was overshadowed by the first visit of the Beech Starship N14VP, c/n NC-22 ex N2000S, which night stopped also on the 7th. Doing a short series of charters to Lourdes was the Air Provence Caravelle F-GCVL on the 8th, 9th and 15th. The Baron F-GKGB visited from Humber side again on the 12th. On the 13th Cessna 421 F-BFDY was a visitor but arriving for a short stay was the much more interesting Cessna 140 N2187V which made trips out to Huddersfield and Teesside. Two retractables on the 15th were Cessna 172RG PH-TWD and Cessna 210 EI-BUF. Noted on the 18th was Beech B36TC Bonanza F-GICS and on the 20th Oasis used their new Airbus A310 EC-117 on both the days flights. Using the callsign "RNO700" on the 21st was King Air A100 F-GHHV. The 22nd saw the arrival of Gulfstream 2 N581F, Rockwell 690A OY-BEO and night stopping King Air 200 F-GHLC which used callsign "AR105". Two visits from VR-CHR the Guernsey based Cessna 340 were on the 23rd and 28th. Yet another "newie" from Oasis on the 27th in the shape of DC9 83 EC-113 in the colours of American operator Private Jet, so far I have no previous 1/d for it. Also on the 27th we had Citation N111W operating a flight for Knightair, Cherokee Arrow D-EAKO night - stopping and the French Customs Cheyenne II F-ZBFZ making its first visit. Night stopping on the 28th was the Cessna FR172J IX-JOS, our first Luxembourg registration of the year. Back on the 29th was the Cheyenne F-ZBFZ. On the military side we have had Wessex XR588 with callsign "SRD128" on the 10th. HS 125 XX508 was "Ascot1523" on the 13th and the Gazelle XX372 was "Army334" on the 16th and 17th. Another Army machine was the Lynx ZG886 "Army530" on the 18th and the Air Force used Puma XW223 as "2J124" on the 20th then as "KZC24" on the 28th. Arriving from Gibraltar on the 23rd was Hercules XV183 as "Ascot 5765" and the last real military of the month was the Gazelle XX457 "Army345" on the 29th. The Battle of Britain Memorial Flight sent the Spitfire 19 PS853 for a night stop on the 24th. Not to be outdone by Oasis our home grown airlines also used some new aeroplanes this month. Britannia sent in their new Boeing 757's G-BYAD and G-BYAC on the 19th and G-BYAE on the 26th. Inter European also had new aircraft with Boeing 737 G-IEAE on the 7th for the first time and Boeing 757 G-IEAB on the 28th. Loganair slipped the BAe 146 G-LOGA in on the 7th and Air UK used the GILL Air Short 360 G-OLAH on the 8th. Visiting YLA for CofA checks on the 18th was Slingsby T67 G-7-148 which had been heard on air test out of Kirbymoorside the previous day. The Cessna 150 G-ASMM has returned from Cranfield in the new Yorkshire Aeroplane Club colours by the 13th and next to go should be G-BCVH. New residents this month are Cessna 150 G-BBKA with Knightair which arrived on the 1st and Cessna 182 G-BHDP with a private owner in the YLA hangar. Overshooting on the 31st was the Teal Amphibian C-GDQD which is a new resident at Huddersfield having been delivered there on the 26th.



AIRBUS A310 EC 117 20.5.92



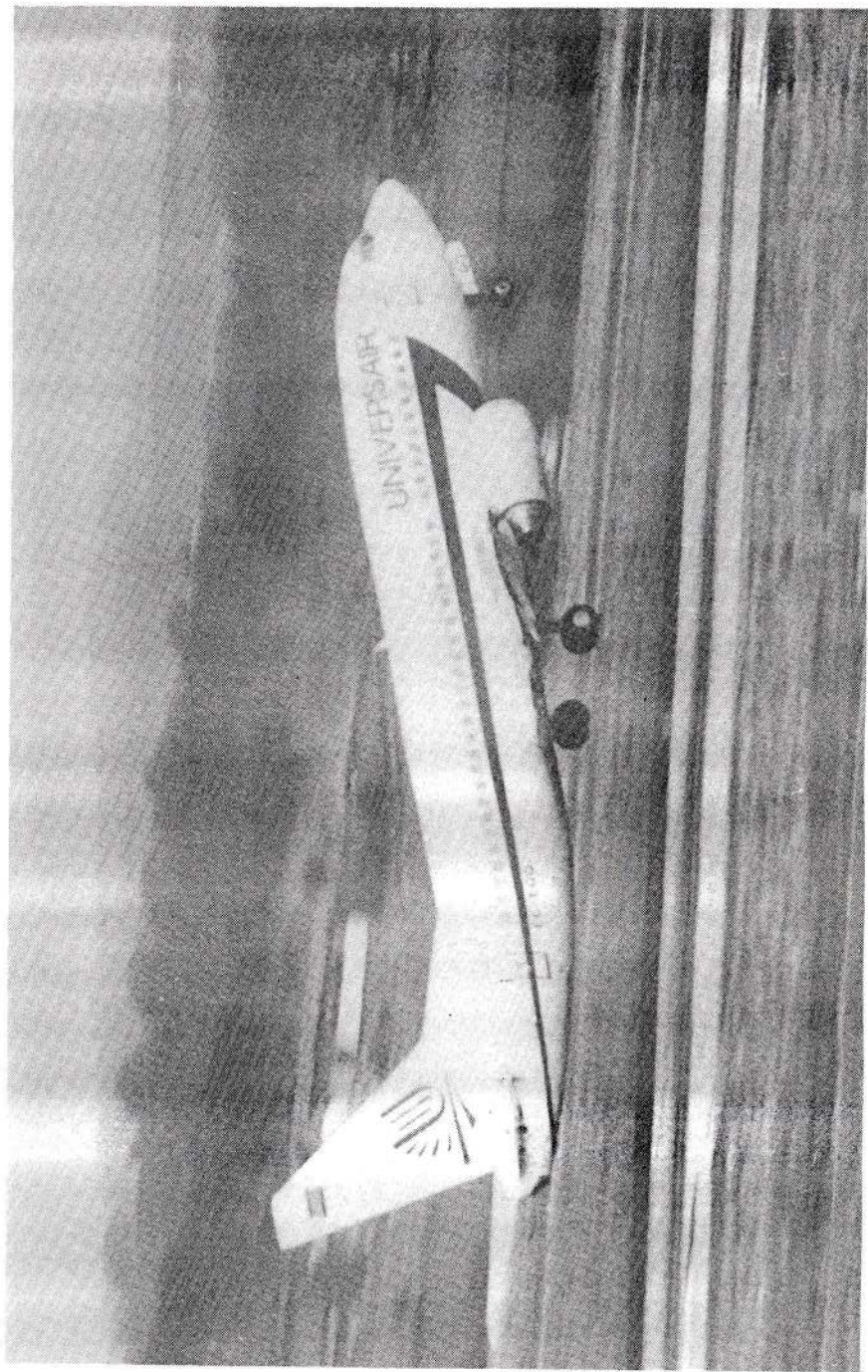
B757 G-MOND



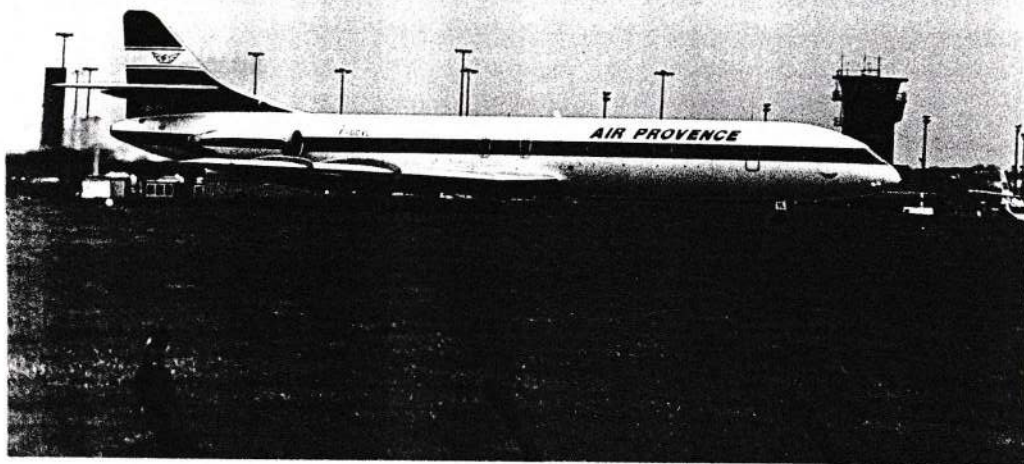
B757.



B 737. OO.SBZ



B737 EC-EGO



CARAVELLE F.GCVL 9. 5. 92



B 737 EC-EPN.

LEEDS/BRADFORD AIRLINE NEWS - MAY 1992

INBOUND DIVERSIONS

Nil.

REGULAR FLIGHTS

AAN1903	TFS	<u>06/EC-994</u>	<u>13/EC-EZU</u>	<u>20/EC-117</u>	<u>27/EC-113</u>	
AMC3211	MLA	<u>05/9H-ABB</u>	<u>12/9H-ABC</u>	<u>19/9H-ABC</u>	<u>26/9H-ABC</u>	
AMC3213	MLA	<u>01/9H-ABE</u>	<u>08/9H-ABF</u>	<u>15/9H-ABF</u>	<u>22/9H-ABC</u>	29/9H-ABE
BAL222A	GRO	<u>01/G-BJGU</u>	<u>08/G-AXNC</u>	<u>15/G-AXNC</u>	<u>22/G-AXNC</u>	29/G-AXNC
BAL408A	ALC	<u>05/G-BECG</u>	<u>12/G-BJXJ</u>	<u>19/G-BHWE</u>	<u>26/G-BFVB</u>	
BAL534A	PMI	<u>05/G-BNCW</u>	<u>12/G-BYAD</u>	<u>19/G-BYAC</u>	<u>26/G-BYAE</u>	
BAL540A	IBZ	<u>04/G-BAZH</u>	<u>11/G-BHWF</u>	<u>18/G-BJCT</u>	<u>25/G-BJCT</u>	
BAL856A	SZG	<u>20/G-AVRN</u>				
CFE8063	GCI	<u>09/G-BKZR</u>	<u>16/G-OGCI</u>	<u>23/G-MAXW</u>	<u>30/G-OREX</u>	<u>31/G-OREX</u>
CFE8065	JER	<u>10/G-MAXW</u>	<u>16/G-OREX</u>	<u>17/G-OREX</u>	<u>23/G-BKZR</u>	<u>24/G-MAXW</u>
		<u>30/G-BKZR</u>	<u>31/G-OREX</u>			
DAN381	JER	02/Cancel	09/G-BLDE	16/G-BLDE	23/G-BLDE	30/G-BLDE
DAN383	JER	02/G-BLDE	09/G-BLDE	16/G-BLDE	23/G-BLDE	30/G-BLDE
DAN385	JER	02/G-BEKA	09/G-BEKA	16/G-AXYD	23/G-BJYL	30/G-BJYL
DAN391	JER	03/G-BKNH	10/G-BKNH	17/G-BKNH	24/G-BLDE	31/G-BKNH
DAN395	JER	03/Cancel	10/Cancel	17/G-BKNH	24/Cancel	31/G-BKNH
DAN397	JER	03/G-BEKA	10/G-BEKA	17/G-AXYD	24/G-BJYL	31/G-BJYL
ECA847	LCA	<u>07/5B-DBC</u>	<u>14/5B-DBB</u>	<u>21/5B-DBB</u>	<u>28/5B-DBB</u>	
IEA526	ZTH	<u>07/G-IEAE</u>	<u>14/G-IEAE</u>	<u>21/G-IEAE</u>	<u>28/G-IEAB</u>	
IEA527	MAN	<u>14/DivEMA</u>	<u>21/G-IEAE</u>	<u>28/G-IEAB</u>		
IEA552	TFS	01/G-BNGM	08/G-BNGL	15/G-BNGM	22/DivMAN	29/G-BNGM
IEA554	CFU	01/G-BNGM	08/G-BNGL	15/G-BNGM	22/G-BNGL	29/G-BNGM
IEA556	PMI	02/G-BNGM	09/G-IEAA	16/G-BNGM	23/G-BNGL	30/G-BNGM
IEA560	RHO	02/G-IEAA	09/G-UKLE	16/DivMAN	23/DivMAN	30/DivMAN
IEA562	LCA	03/G-BNGM	10/G-IEAA	17/DivMAN	24/G-BNGM	31/DivMAN
IEA564	PFO	03/G-BNGM	10/G-IEAA	17/DivMAN	24/DivMAN	31/DivMAN
LAZ7926	BOJ	10/LZ-BTG	17/LZ-BTF	24/LZ-BTF	31/LZ-BTF	
LAZ7958	VAR	09/LZ-BTU	16/LZ-BFK	23/LZ-BTF	30/LZ-BTO	
MXN832	IOM	23/G-ISLE	30/G-LEGS			
MON456	PMI	<u>01/G-MONJ</u>	<u>08/G-MONE</u>	<u>15/G-MONK</u>	<u>22/G-MCKE</u>	<u>29/G-MOND</u>
NXA409	YYZ	<u>07/G-GNXU</u>	<u>21/G-GNXC</u>	<u>28/G-GNXC</u>		
SPP354	PMI	<u>03/EC-EHT</u>	<u>10/EC-EPL</u>	<u>17/EC-ESJ</u>	<u>24/EC-EHT</u>	<u>31/EC-EPL</u>
UKL5011	AGP	01/G-UKLD	08/G-UKLA	15/G-UKLD	22/G-UKLD	29/G-UKLD

All aircraft making first visits are underlined. Worthy of special mention are the Oasis Airbus A310 EC-117 on the 20th, Britannia Boeing 767 G-BNCW on the 05th, and Inter European Boeing 737-400 G-IEAE on the 07th, and company Boeing 757 G-IEAB on the 28th.

OTHER FLIGHTS

05 G-AVXJ	HS74	-	f/t Manchester n/s	Calibration
07 G-LOGA	BATP	LOG297/298	f/t Glasgow	Lieu SH36
08 G-OLAH	SH36	UKA606P/606	Newcastle-Edinburgh	Lieu UKA SH3
08 G-OLAH	SH36	UKA607/695	Edinburgh-Belfast Intl	Lieu UKA SH3
08 G-OLAH	SH36	UKA696/696P	Belfast Intl-Newcastle	Lieu UKA SH3
08 F-GCVL	S210	APR721/722	f/t Lourdes	First visit
09 F-GCVL	S210	APR727/728	f/t Lourdes	Pax charter
12 G-BNCY	FK27	UKA604	Norwich-Edinburgh	Tech UKA606
14 G-BNCY	FK27	UKA604	Norwich-Edinburgh	Tech UKA606
14 G-TNTM	BA46	UPA510/511	Dublin-Luton	First visit
15 F-GCVL	S210	APR725/726	f/t Lourdes	Pax charter
18 9H-ABA	B737	AMC3214/3215	Malta-Humberside	Pax charter
23 X183	C130	RRR5765	Gibraltar-Lyneham	Trooping
25 9H-ABE	B737	AMC3214/3215	Malta-Humberside	Pax charter

RETURN TO NORTH AMERICA

Nationair flight NXA409 was late leaving LBA for Toronto. The date was 7th May 1992, and according to the Captain, this was because Air Traffic Control had delayed them at Gatwick. He didn't mention the problem at Leeds/Bradford. He didn't need to. Passengers who boarded the 757 at Gatwick had been allocated the same seat numbers as those getting on at LBA. This was discovered while we were still in the terminal building. So before we went through passport control, the numbers on our boarding cards had to be altered. It was still not a straightforward flight. We were told there would be a refuelling stop at St. John's, Newfoundland, a fact that pleased me more than it did those passengers who were not aeroplane enthusiasts. St. John's Airport is a bleak, inhospitable place. The countryside is barren, and there were still patches of snow about. However, this was forgotten as we stopped alongside Air Atlantic C-FUJD. I'd never heard of them! There was also an Air Nova, too far away to read the registration. The climb out of St. John's was steep, although we only ascended to 25,000 feet instead of the much higher altitude at which we had crossed the Atlantic, and at first it was rather turbulent. Touchdown at Toronto was gentle and, as C-GNXU taxied to the terminal, I logged Air Portugal CS-TEX (an A310), Air Transat C-FTNA, Alaska N945AS, Royal C-GRVC, Canada 3000 C-FXOF (which took me from Manchester to Toronto last year) and Nationair C-GNXI. There was also a First, but I couldn't get its registration letters.

At Terminal 1 we were met by my sister-in-law and her husband. After spending two nights at one of Toronto's Holiday Inns, we set off for their home in the United States by car. The reason we had flown to Toronto instead of to Detroit Metro Airport was because the fare was much cheaper, and we could fly from Leeds/Bradford which was more convenient. However, if anyone is thinking of going to the U.S.A. via Canada, you need a visa when you enter the United States by road, but not if you go there by plane.

A few days later we found Tulip City Airport by accident. It's in Holland, Michigan, and I noticed an unusual plane with two propellers at the back. So out came my camera. "Why don't you go nearer?" asked a cheerful voice. "I work here. Nobody'll say anything you". The young man took us to the machine which was a Beechcraft Star Ship 1. Then, before leaving, I logged six other aircraft.

Mount Pleasant Municipal Airport is also in Michigan, and the first thing we saw was a notice advertising pleasure flights at ten dollars per person for groups of three. So with two members of our party I took a half hour flight in a Cessna 172 Skyhawk, N9849T. I'd never flown in such a small aircraft, so the experience was exciting. As we taxied to the runway, the pilot held the door slightly open to let in some fresh air. To my relief he closed it before take-off. We flew over Cold Water Lake, Lake Isabella and Lake Isabella Airfield, and I'm rather proud of my aerial photography. Another surprise was finding old aeroplanes in the Henry Ford Museum at Dearborn, Michigan. The first I saw was numbered Ford 268. Described as one of three Flivvers produced in the 1920s it has one propeller, and the livery is dark blue and grey. The Flivver project was cancelled when the company's test pilot, Harry Brooks, was killed in a Flivver crash in 1928. More impressive was a Fokker BA.1 with three engines which, on 9th May, carried Richard E. Byrd across the North Pole. He was the first person to fly over it, and the words, "Josephine Ford Byrd Arctic Expedition" appear on the side of the aircraft. Also displayed is a Model 4-AT Ford Tri-Motor, registered NX4542. It's a late 1920s model in which Rear Admiral Richard E. Byrd Jr. made the first flight over the South Pole on 28th/29th November 1929. The aeroplane is named Ffloyd Bennett after a former pilot who had died. N965Y is a 1929 Lockheed Vega which flew for Continental Airlines, whilst Central is represented by N21728. This is a twin engined Douglas DC-3 of 1939 vintage, with a passenger capacity of 21-28. Another fascinating aircraft is an old United Airlines bi-plane, registered NC285. It's a single engined Boeing, whilst nearby is a yellow 1946 Piper J.3 Cub Monoplane numbered N6003H. Detroit radio stations are represented by a Pitcairn Autogiro, registered NC799W. This unusual machine is a cross between an aeroplane and a helicopter. It has wings but also carries rotor blades above it and a propeller at the front. The year of make is 1931. On the side is the slogan "WWJ. The Detroit News. No2".

RETURN TO NORTH AMERICA (Contd.)

Incidentally, radio station WWJ is still broadcasting. I heard it at my sister-in-law's home in Taylor, about 21 miles from Detroit. As during last year's holiday, I visited Detroit Metro Airport several times. It was just as busy. During the rush hour planes were landing and taking off about every two minutes. Most of them were Northwest. But I also saw United, TWA, US Air, Skyway, American Trans Air, Delta, American and a United Parcels Services cargo plane. Europe was represented by KLM's PH-BUI (a 747), and British Airways Jumbos G-BNLW and G-BNLJ. I also saw a Sun Country, registered SE-DHX, which was a Douglas DC-10. SE is, of course, Sweden. But in the book, "Civil Aircraft Markings 1992", it is listed as "leased to Sun Country". So was this aircraft bound for Sweden or elsewhere? As we were parked outside the perimeter fence, there was no way of checking the departure board. A totally unexpected sighting occurred when we were travelling along US Highway 27 near St. John's, Michigan. N54675, a light aircraft, was parked in a field with a "For Sale" notice by the side of it!

All too soon we were back at Toronto waiting to board Nationair's 757, C-GNXC for the flight back to LBA. Whilst there we saw Royal C-GRYC. It was too dark to read any other registrations, but I noticed Business Express, Delta, US Air and Sterling.

Our homeward route was over St. Anthony's, Newfoundland, across the Atlantic at approximately 55N latitude, then north of Shannon to Exeter where we landed. Here some passengers disembarked and others, bound for Toronto, came aboard. On the apron I spotted Jersey European G-JEAA, and J & J Air G-OJAY as well as a dozen or so light aircraft. The plane was refuelled before flying onwards to Leeds/Bradford where everybody had to leave the aircraft whilst it was being cleaned. The crew, by now looking tired, came off to go to Manchester for a rest, and another crew took over for the long haul back to Canada.

Leslie Scheftsik.

NORWICH REVISITED

A visit to Norwich Airport on Sunday May 24th found a picture of serenity, quietly basking in a pleasant 75f. Situated just over 3 miles north of the City off the A140 road to Cromer, it is easily reached by car or the No.11 bus. The car park is located right in front of the single storey Terminal Building, with its bright red girders framing the tinted glass. Opened in 1988 it is easy to see why some liken it to a DIY store, but it is compact and should do the job that the usual traffic demands. Parking is free for the first half hour, then 40p per hour for the next hour. Travellers on holiday flights are charged £5 per week and you can find your car by remembering the name on each row which include - Trident, Friendship, Caravelle etc. There are no views from the building but some of the apron and most of the Runway 09/27 (long lens needed) can be seen (on fine days!) from a grassed area to the left. There is a chain link fence, small banking and picnic tables. Air UK Friendships are the mainstay of the scheduled traffic but Charters visit on Tuesdays = (Malta 732 + DA 734) and Fridays = (ITE 757 + Atlantis 733). Whilst there F27s BAKL and SPAN were noted with the following - Air Kilroe = OAKC, Skydrift Air Taxi = OGRV + WROX, Business Air = BTAA, Directflight = BPXK + DFIT, and BNSO, BPPE, BPLG, THAT + BGLA. To see some of the registrations you have to leave the airport, turn left and then left again following the old road - which is signposted for freight. A left turning brings you to Hurricane Way and then Spitfire road where you can see the parking areas between the airport apron and hangars. During the week you may need permission to park near these industrial units. It was here that we saw Dutch Dakota Associations PH-DDA. The Air UK hangars had two 146s and an F27, plus a local enthusiast said that there were two ex-Ansett F27s inside. Parked outside were unmarked F27=VR-BLY and Sabena/Delta FH227 00-DTA. A visit was also made to the City of Norwich Aviation Museum. This is based on the North side of the field near the old RAF base of Horsham St Faith, just head for Cromer and turn right after the end of the runway and follow signposts round village.

NORWICH REVISITED (Contd.)

Although still a fairly 'young' Museum as regards 'quantity' it's worth the admission price of only 75p (OAP's = 50p, Jnrs = 25p). Run entirely by enthusiasts, it houses all sorts of aviation bits and bobs, some relating to local RAF history. They are currently planning to move across the field into a purpose built building in a project costing £50,000. Out through the Museum is a viewing area with a collection of aircraft, some of which can be entered for a small payment. Here are an ex-RAF Westland Whirlwind rescue Helicopter, Herald G-ASKK in the previous Air UK colours, Dassault Mystere which is to be restored in the colours of the French Aerobatic Team, De Havilland Sea Vixen FAW 2/XP919, Vulcan XM612 and Lockheed TR7. The Museum is open Sundays through the year 10am-5pm (to 3.30 in Winter) 7.30-dusk May-August.

Alan Sedgwick.

AIRWAYS - MAY 1992

Seen or Heard in May:-

2. SU-GBK/MSR999	B737.500	DCS 0952	350	MCT	to LHR (del.)
	C-GBKB	CL600	370	MCT	to STN
3. N8300E	F50	POL 0832	350	DCS	to EDN ***
	N8100E	F900	350	DCS	to EDN
	OE-GSC	F10	OTR 1440	DENBY	to MAN
	N8300E	F50	DCS 1525	MCT	to HAT
	N8100E	F900	DCS 1525	MCT	to HAT
	N1151K	Jetstar	DCS 1530	MCT	
5. N567T	???	POL 2100	240	TAL	
8. N8100E	F900	POL 1802	370	BEN	
	N900BR	G2	POL 1821	390	61/10
9. N46WC	BaE 125	DCS 1705	370	CHASE	to BHX
	HZ-MS11	DC-8	POL 1854	310	
10. N979RA	G2B	POL 0825	390		57/10
	N315CK	C550	DCS 2115	370	MCT
11. N46WC	BAe125	POL 1310	330		60/10
12. N700KC	CL601	WAL 0830		OTR	to HBR!
	N23AC	G4	POL 0836	350	MAR
	I-FICV	F900	POL 1405	390	MAR
	N5105	G3	POL 1935	310	MAR
15. **ADBO07F **	An225	OTR 2010	310	DUB	*****
16. C-GXTV	CL600	POL 1555	350	MAR	
	D-ALME	F900	GOLES2012	410	BLUFA
17. N707SK	???	POL 0728	180	BPL	
	N400CC	G2	DCS 0950	410	MCT
	N707SK	???	MCT 1005	190	WCO
	N60FM	B727	OTR 1525	310	WAL
	VR-BJD	G4	OTR 2100	390	POL
18. N300GX	G4	OTR 1630	410	WAL	
19. N602UK	LJ??	POL 0720	330	GOLES	
	N144SX	CL601	POL 2050	350	MAR
	VR-BLR	G4	POL 2100	330	MAR
21. N138M	C650	POL 1630	390	MAR	
23. F-BTML	F20	DGS 1010		HON	
25. TCT1113	B727?	OTR 0925	350	DUB	
	N117JW	FW1124	POL 0955	350	59/10
	N610CC	G3	DCS 1030	410	BPK
	I-KILO	LJ55	POL 1655	390	DCS
	HB-VKR	F10	OTR 1710	390	DUB

AIRWAYS - MAY 1992 (Contd.)

Seen or Heard in May:-

26. N604CC	CL600	POL	0850	390	GOLES	
SAM56973	VCL37	OTR	1823	390	WAL	
28. SE-DEK	F10	DCS	2220	330	MCT	
30. C-FTEN	F10	POL	1000	350	61/10	
I-LGJT	F10	POL	1245	350	MAR	to EDN
VR-BKK	HS125	DCS	1325		MCT	to BHK
N802GA	G3	DCS	1705	410	MCT	to LHR

A bumper bundle this month with a fair selection of goodies and lots of the above seen in the clear skies.

NOTES

The pilots of the Falcons on the 3rd obviously switch aircraft as the first one called N8100E all the way up until he changed to Scottish!

On the 15th ADB is Antonov Design Bureau and this must be the flyover of the year for sure.

I believe the TUR flight on the 25th will be an ex DLH B727 on a maintenance flight to Ireland before delivery to Istanbul.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into northern 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.

"WE WILL PUT THIS DOWN TO EXPERIENCE"

I don't think I want our wives to read this article as they are just getting used to the fact that they let us go to Florida yet again. I suggested that we flew from Manchester this time and drive down to Miami from Orlando. So, at 5.30am on Election night we were booking in for Monarch 060 only to be told that our flight was 056 - never mind we are only let out on our own every other year!

The flight was uneventful, with a brief stop at Bangor for fuel and to clear Customs. Only a Delta MD87 and a Northwest Airlink Metro on the ground by 7 KC-135. I think that is the correct reference, to me they are Boeing 720's. On arrival at Orlando we were quickly whisked to pick the car up and then down the 'Turnpike' for an overnight stop at Stuart - about 100 miles north of Miami. The local airfield was shut! Nothing of interest except the usual mix of light aircraft. As we travelled south, the cloud began to build up and when we arrived at Fort Lauderdale there was no sun at all - very unlike Florida. Anyway it was bright enough to take a picture of DHC7 N4309N ex Turks & Caicus A/W on the ramp at Paradise Island A/W. It was being prepared for service with Paradise Island. NB Chalk's seaplanes have been bought from Paradise Island by the 'old' management and now have a separate facility on the north side. Now the first bit of bad news - no Hill Air. Although it was basically a 'scrap' yard, there was always something of interest parked up. Next bit of bad news - Florida Aircraft Leasing locked up with no-one around, but it was Saturday! A 'recce' along the 'maintenance' road showed that very little had changed since our last visit. So, down the road to Opa Locka. Quite a bit of interest but the weather was overcast so we headed to the hotel. We were staying on Miami Beach this time, so we tracked down the hotel. Car park was five dollars a day, along with a two dollar tip each time the car was brought from the lot proved very expensive. A quick 'recce' around the airport just to get our bearings ready for Sunday. Well, would you believe it, on Sunday morning it was overcast and by the time we got to the airport it was "slinging" it down.

WE WILL PUT THIS DOWN TO EXPERIENCE (Contd.)

After about an hour of this, Chris suggested we catch the next flight home! Fortunately, it not only stopped raining but the sun came out to reveal that a lot of the South American airlines have re-equipped some with 'state-of-the-art' aircraft. Aeromexico had B.767 as well as DC9 and DC10; Mexicana had A.320 as well as B.727; Avianca had B.767 and MD82 as well as B.747; Cayman Airways, Aviateca, Copa, Sahsa B.737; Saeta, Aerovais, Dominicana, Servisavensa B.727; Lacsas A.320; Equatoriana A.310 and new to us Air Aruba MD88; ALM were using Adria MD82 SI-ABD. The Caribbean Islands were represented by Air Jamaica Airbus and B.727, BWIA MD82 and Bahamainian DH8C-300. There were no Pan Am or Eastern but plenty of American B.727, B.757 and Airbus; Delta B.727 & Tristar; US Air B.737, B.767 & F28; Northwest B.727 DC10 & DC9; United B.737 & B.757; Feeder flights were provided by Conair Brasilia, American Eagle Jetstream & SAAB 340 and TWA Jetstream. Aero Coach Cessna's were flying in and out all day.

Following the general picture, a few details, Chris had written to US Customs at Homestead A.F.B. and they looked after us very well indeed. We were taken on to the ramp to take photographs of GAF Nomad and Citations equipped with special radar. We had to point the camera in the opposite direction from the USAF F-16's, but that didn't pose any problems. On the way back from Homestead we called at Tamiami or as it is now called Kendall- Tamiami Airport. As usual it provided us with several 'new' piston jobs namely a couple of DC6's a Convair 440 and a Curtis C46 - the only one we saw. Back to Miami where we bumped into Chris Warn - those who remember will know that he is a global traveller - where Air Atlantic B.727 and L1011 were to be seen along with Millon Air B.707 and Miami Air 727. The Cargo fleet of Southern Air Transport - B.707 & DC8 - were busy as were B.757 of Challenge A/C who were using G-OBOZ ex Anglo Cargo. South American Cargo were using DC8's of Agro Air, Andes and B.707 of Tampa & L.A.B. Piston types were DC6 of Aerial Transit, DC7 of Aerochago, C144 of Tradewinds. What a pity - no Connie! The weather had improved slightly so we ventured to Opa Locka to see our old friend N843TA DC6 now registered CC-CCH - this has been there each time we have an immaculate CV580 of Lincoln Airlines plus another ex Laredo Air, and a CV440 being worked on. There were four unmarked DC8's on the ramps plus another old friend DC3 N2685W (which is ex G-AMW) and an unidentifiable Electra. Some ex Eastern B.727 were parked up on the disused runway along with N2818W of Trans Ocean and another DC3. On to Fort Lauderdale where we were welcomed at Florida Aircraft Leasing and given full access to their ramp which included 5 CV440, 2 DC6 a DC4 and a DC3 plus a USAF Reserve Hercules. This place is one of the highs of the trip. Chris went to take the Amphibians of Chalks and another bare metal DC3, then it was round to the end of the runway for some 'shots'. Although there is an 8ft fence there are holes purposely built in to allow you to poke your lens through - very considerate! Nearly forgot, South Florida Aircraft, who have about 10 Beagle 206 had 3 Swearinger Metro's receiving attention. Back to Miami where we received the biggest disappointment when US Customs said that they could not show us round. Chris did some smooth talking with the Airport Authorities and managed to get a lift out on to the ramp 'tagging on' to another party, but this restricted us to a DC4, DC8 of Hispaniloa A/W, L.A.B A.310, NOAA Electra and a couple of South American B.727's. European Operators were represented by B.A. B.747, Iberia DC10, Air France DC10 & B.737 (French Protectorates in Caribbean) and Lufthansa D.10 not forgetting Virgin B.747.

We had to travel back up to Orlando for the flight home where we logged Sun Country B.727; Evergreen B.727; Canada 3000 B.757; Canadian A.320; and America West A.320. The flight home was delayed 2 hours but as we boarded we were told that we would be flying direct back to the UK landing at Manchester only 5 minutes late, picking up the car and back in Wakefield by 8am.

Although the trip was enjoyable the weather was terrible by Florida standards, the access was getting more difficult and to cap it all, half of my slides were over exposed! I have since found out the lens was U/S (it's been replaced). Dare I say it - another reason to go again. Yes, I think that we put this trip down to experience.

Roger Fozzard & Chris Harper.

AIRLINE NEWS

Air Atlantis has two new B.737's on strength ; these are CS-TIJ B.737-3Q8 (24987) and CS-TIL B.737-382 (25162); both are on lease from ILFC and were delivered on April 23rd and March 13th respectively.

Air Berlin are operating D-ABAB B.737-4K5 (24769) ex N11AB and D-ABAD B.737-4Y0 (25178) ex N601TR

Air Columbus The two ex Norway Airlines B.737-33A's have been registered as follows LN-NOR to CS-TKD and LN-NOS to CS-TKC

Air Europa have re-registered their B.737's as follows:

EC-781 (23749) to EC-FKJ; EC-782 (23707) to EC-FKI

EC-783 (23331) to EC-FKS; EC-784 (23332) to EC-FKC

EC-897 (23923) to EC-FJR; EC-898 (24462) to EC-FJZ

A new aircraft in their fleet is B.737-3L9 EC-996 (24569) which is on lease from Maersk Air and is ex OY-MMD.

Air France are leasing B.747-128 (19752) F-BPVD to Nationair of Canada from June. B.767-27E (24832) F-GHGD was delivered on lease to Balkan Bulgarian on 2nd April.

Air Holland The ex Maersk Air B.737-3L9 (23718) ex G-BOZA has become PH-OZA and has been purchased from Maersk Air - not leased. Was present at Manchester on 28.5.92 in full Air Holland colour scheme.

Air Malta took delivery of its second A.320-211 on March 25th, it is 9H-ABQ (293). Are leasing a third A.320 for the summer from GATX.

Air UK Leisure have returned B.737-4Y0 G-UKLB to Malaysia Airlines at the end of lease. B.737-42C (24814) was delivered new to the airline on April 23rd.

Air 2000 have the first two of their A.320-231's in service they are G-OOAA (291) and G-OOAB (292); both are regular visitors at Manchester.

Britannia Airways are to lease four B.767-204ER's, these are for delivery in early 1993.

British Midland has taken delivery of two further B.737's; G-OBMO B.737-4Q8 (26280) on March 13th and G-OBMK B.737-4S3 (25596) on April 6th.

Inter European Airlines took delivery of B.757-236 G-IEAC (25620) on lease at the end of March.

Has also leased B.757-236 G-IEAD (24771) ex P4-AAA which is currently being operated in basic Air Aruba colour scheme.

British Airways is thought to have sold seven of its 111-500's to Okada Air of Nigeria.

Are currently operating BAe146 G-BTTP in a white scheme; this was in service at Manchester on 10.6.92.

BAF BAe146 G-BTIA was being used on Hannover flights from Manchester on the same date.

More recent deliveries :-

G-DOCL	B.737-436	(25842)	02.03.92
G-DOCM	B.737-436	(25843)	19.03.92
G-BNLW	B.747-436	(25432)	05.03.92
G-BNLX	B.747-436	(25435)	03.04.92
G-BNWO	B.767-336/ER	(25442)	03.03.92
G-BNWP	B.767-336/ER	(25443)	09.03.92
G-BNWR	B.767-336/ER	(25732)	20.03.92

Croatia Airlines have purchased two Lufthansa B.737-230's these have been registered as follows :

RC-CTA (22119) ex D-ABFK; RC-CTB (22116) ex D-ABFD

Dan-Air took delivery of B.737-4Q8 (25169) as G-BSNW on March 12th.

Excalibur Airlines started operations on May 1st using three Airbus A.320-211's on holiday charters from Manchester and Gatwick; The aircraft are G-HAGT (294) ; G-KMAM (301) and G-SCSR (299).

LOT Polish Airlines are currently leasing two Boeing aircraft at present; These are

B.737-59D (26419) SE-DNI from Linjeflyg of Sweden; and
B.767-204/ER (23250) ZK-NBJ from Air New Zealand

Malev B.767-375/ER HA-LHC (25864) was delivered on April 23rd.

Virgin Atlantic are negotiating to acquire two B.747-312's from Singapore Airlines.

Cityflieger Express of Gatwick have ATR-42 (268) G-BUEA in service; it was delivered during April.

Luxair took delivery of B.737-4C9 LX-LGG (26437) on March 27th this is the first of the two on order.

TAP Air Portugal have taken delivery of four A.320-211's on lease, these are

CS-TNA (185) and CS-TNB (191) on lease from Bavaria Flug
CS-TNC (234) ex N493GX and CS-TND (235) ex N494GX on lease from Orix Aircraft.

These can be seen operating into Heathrow

Two of the ex Portuguese HS.748's which have been in residence at Manchester for quite a while were noted on 10.6.92 parked outside in full Transair Cambodia colour scheme awaiting delivery but unfortunately without their Cambodian Registrations. These are ex CS-TAP and CS-TAQ.

OUT & ABOUT

BAGBY:- Re the report on MR90 172N G-BRAK, IA.4A G-ATCJ, 150M G-BSRC (now at Hurn), MS.880B G-AXHS, D.117 G-AXTZ (based at Markington) and D.117 G-BJCT are no longer resident. Evans VP.2 G-BHUO was last noted by myself as a pair of wings only at the back of one of the hangars. PA-24 G-ARLK is now resident at Felixkirk. Re the report on AP147 the reason for the rumoured closure is that the Electricity Board are threatening to build pylons across the end of the runway, but due to local opposition this is going to public enquiry so it may be some time before the outcome is known.

BREIGHTON:- Re the report on AP147 DR.1050 G-ATLB is also resident here.

DONCASTER:- 6.5 Apron - 152's G-BFFE, G-EPZX, G-BSCP, R.22B G-OHHL. In Compound F.172H G-AVCE, PA-34 G-BARB, 152 G-BNME. Shed Kitfox G-BONY. Yorkshire Helicopter Centre Hangar Maintenance Section:- F.150H G-AVUH, F.152 G-BHIN (wings removed), 152 G-BNRY, R.22B G-BRZJ (boom only), R.22B G-MAVI, AB.206B G-OJCB, PA-34 G-ROIA. Main Section:- DH.87B G-AHBL, J/1 G-AJIU, PA-22 G-ARHN & G-ARHU, F.150J G-AWUT, TR.182RG G-BOYE, PA-60 G-PAMS. Hangar 2 D.31 G-AREZ, 150F G-ATMY, F.150H G-AWUJ, DR.400 G-BAJY, D.112 G-BGWO, A.150K G-BMEX, IS.28M2A G-BMOM (wings only), PA-28R G-BMNL, HATZ CB.1 G-BRSY, 172 G-BSEP, PA-34 G-HCSL, F.182Q G-ORAY, Bell 47G G-WYTE, (cockpit and boom only).

GRINDALE:- A new strip has been established at East Leys Farm by British Skysports who used to operate the original Grindale. It is situated less than half a mile from the original field and at the moment is operating weekends only due to problems with the planning authorities. Cessna 206 G-ASVN was first noted here on 2.5 and is usually only present at weekends. Arriving by 16.5 was Cessna U.206A G-BRID which consists of fuselage only minus engine and is in use as a parachute exit trainer.

KIRKBYMOORSIDE 20.5 Flight Test Area T.67M G-BKAM, T.67B G-BLTV, T.67M G-BLUX, T.67M G-BLVI, T.67C G-BOXK. Fatigue Test Buildings Viking T.1 ZE686, T.67B c/n 1998. Airship Gondola Production Line Airship Industries SKS.500HL c/n 07 & SKS.600 HL3201 (c/n 08) shortly for export to Korea. Firefly Production Line 4Xwings and 2xfuselage unidentified plus the wing only of T.67C PH-SGE (2083). Completed T.67C's for the Canadian order were G-GSTB (2079), G-7-149/G-GSTC, G-7-150/G-CSTH, G-7-151/G-CSTI. Airfield T.67M G-FLYV plus 4 T.67's stored at the far end of the runway one of which was T.67B G-BLLS.

LINLEY HILL Movements:- 23.4 G-BFNO/N84441 Aeronca 7AC f Willy Howe Farm t Breighton. 25.4 G-BARG E.310Q f Southampton t Swinderby. 28.4 G-BRCW F.150H f/t Humberside. 29.4 G-BFGW F.150H f/t Humberside. 3.5 G-BJZN T.67A f/t Burton Constable, G-BAJN AA-5 f/t Sherburn. 4.5 G-HART 152 f Coventry t Newcastle, G-BGJF PA-28 f Woodvale t Sherburn, G-BCXB SOCAT 100ST f Bagby T Willy Howe Farm, G-BIOW T.67A f/t Sherburn, G-DMCS PA-28R f Shacklewell t Sherburn, G-BIZG F.152 f/t Netherthorpe.

MELBOURNE Re the report on AP147 resident Bensen B.8R G-BOUV departed on 11.4 to take up residence at Willy Howe Farm.

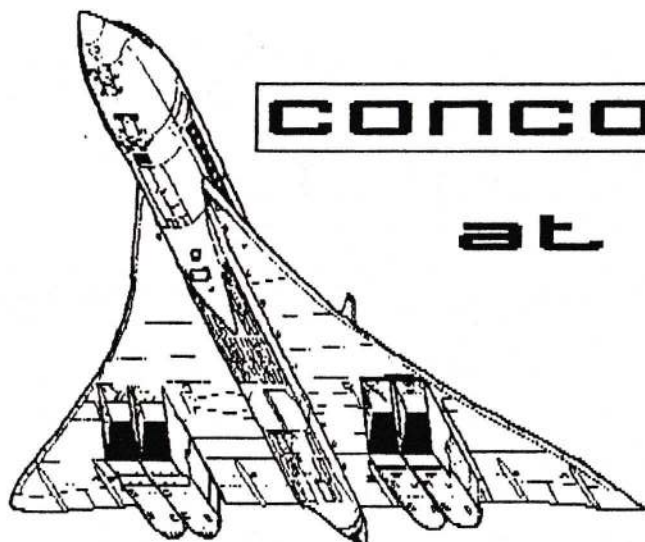
NETHERTHORPE Re the report on AP147 Cessna 206 G-ASVN is now splitting its time with Grindale and Aeronca 7AC G-BFNO/N84441 is confirmed as resident.

SHERBURN Re the report on AP148 F.172N G-OEMS and AA-5 G-OBMW are both resident here. T.67A G-BJZN is not resident but is based at Burton Constable it was however here for some time on maintenance.

WOMBLETON 20.5 Noted here in connection with a Flying Farmers Association visit to Kirkbymoorside were the following which all night stopped:- PA-22 G-APYN, Beech A.23 G-ATBI, Mooney M.20F G-AWLP (resident in hangar), PA-17 G-AWOH, Helio H.295 Courier G-BAGT, HR.200 G-BBOE, U.206G G-BJRW, SOCAT 110ST G-BKGT, T.67M G-FLYV, PA-28 G-KNAP, DR.400 G-YOGI.

CARNABY 4.5 G-BNRZ R.22B. 20.5 G-BGLW PA-34 f/t Stapleford.

MIDDLETON-ON-THE-WOLDS Visiting a site here on 23.5 was R.22B G-FENI.



CONCORDE

at the
LBA

British Airways said it couldn't be done - operating a Concorde from the LBA's runway. Air France didn't agree and sent in the first one on August 2nd 1986 in a 40 knot crosswind. After that BA had a change of heart and they now appear at the LBA about twice a year on average. We have now had all seven of the BA fleet but only one of the Air France fleet.

F-BTSD	02.08.1986	
G-BOAA	23.06.1989	
G-BOAB	14.04.1990	n/s
G-BOAC	28.10.1987	19.10.1991 n/s
G-BOAD	06.12.1987	13.05.1988 n/s
G-BOAE	25.04.1987	15.06.1991 n/s
G-BOAF	04.05.1988	21.05.1989
G-BOAG	22.05.1987	20.04.1992 n/s