

AIR YORKSHIRE

AVIATION SOCIETY



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EDITOR	Peter Lewis, 70, Springfield Mount, Horsforth, Leeds LS18 5QE	Leeds 584510
CHAIRMAN	M. Willingale, 17, Banksfield Crescent, Yeadon, Leeds LS19	Guiseley 875137
SECRETARY	H. Heeley, 29, Victoria Rd, Guiseley, Leeds, LS20 8DQ	Guiseley 876261
TREASURER	C. Thornton, 69A, Harngate Road, Rawdon, Leeds, LS19 6NB	Tele 507202
P.R.O.	L. Coldbeck, 207, Green Lane, Cookridge, Leeds LS16 7JL	Leeds 676947
TRIPS	John Jackson, 16, Church Street, Yeadon, Leeds LS19	Leeds 503766

FORTHCOMING MEETINGS

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

SUN JULY 11th	Ex Flight Commander Bill Whamond who served in 106 Sqd. with "Dambuster" Guy Gibson.
SUN AUG 1st	NO MEETING
SUN SEPT 5th	Mike Alexander talks about Wrecks/Relics of Northern England.
SUN OCT 3rd	Paul Isherwood with more of his wonderful slides of European Airports and Airlines.
SUN NOV 7th	Steve Rigg with slides of Airliners in unusual Colour Schemes.
SUN DEC 5th	XMAS PARTY.

CHAIRMAN'S CHAT

As some of you may have noticed the heading to the title page of the magazine, has undertaken a major change, over the last two months. The name of Trevor Kinghorn has disappeared from the Editors slot, after Twelve long years. Trevor decided at the last A.G.M. that he needed a rest, from the very demanding position of Editor, as soon as one issue is published work starts on preparing the next issue. Information is sent in and Trevor then checked it all, and I reckon Trevor must have checked a good percentage of Aircraft on the British Registrar. After checking it was over to Trevors wife Cherry who did the Typing. Therefore, on behalf of the Society, I would like to thank Both Trevor and Cherry, for all the very hard work over the last 12 years. A small presentation will be made at the JULY meeting, to show our appreciation of all Trevor has done, and we look forward to seeing him as an Honorary Member at forthcoming meetings. Our new Editor is Peter Lewis of Horsforth, who has produced the last two magazines. Peter is a one finger typist, so please let us have your contributions to the magazine in plenty of time, or better still pre-typed or word processed, on a foolscap (A4) sheet. Also many thanks to all our regular contributors, Terry Sykes (all the movements), Andy Barker (LBA), C.F. Brown (Airline News), and regular scribes, Ewan Griffiths, Jim Stansfield, Leslie Schefftsik, John Jackson (Trip News) and all who send in the odd item, remember the magazine is the life line of the society.

Church Fenton This takes place this year on SUNDAY 18th. JULY, just one week after our meeting. We are desperately, in need of saleable items, i.e. any aviation related books or magazines. If you have any items you would like to donate, please let us know by telephone, so we can arrange to pick them up before SUN 18th JULY 1993.

TRIPS

JULY 25th	"Duxford Aviation Museum" Historic Aircraft Flying. £16 each (includes entrance)
SEPT 26th	LONDON HEATHROW DAY TRIP £16 each. (Based on 35 persons)
NOV 9th	RAF SCAMPTON DAY TRIP (RED ARROWS) £10 each. Payment secures Place.
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CREDITS	T.W. Sykes	A. Sedgwick	J. Stanfield	A. Tempest	J.D. Arundel
	J. Jackson	P. Martin	L. Schefftsik	C.F. Brown	

LEEDS/BRADFORD MOVEMENTS. May 1993.

01 G-BPEC Boeing 757	0816	G-UMMI Navajo	0923
G-BMAM DC9	0936	OO-DTK Brasilia	1021
G-OBOH Short 360	1031	EI-CFD SAAB 340	1042
XX382 Gazelle HT3	1112	G-BMAM DC9	1232
G-PROV Jet Provost	1337	G-BMAB DC9	1503
G-NNAC Super Cub	1541	EI-CFA SAAB 340	1600
XV295 Hercules Clp	1604 n/s	G-BAWK Cherokee 140	1633
G-OBOH Short 360	1644	G-PROV Jet Provost	1831
G-BMAM DC9	1903	G-BNNJ Boeing 737 300	1959
G-OBOH Short 360	2006	G-BMAM DC9	2119
02 G-IEAB Boeing 757	0728	G-BNNJ Boeing 737 300	0737
EI-CFB SAAB 340	0857	G-BMAM DC9	0917
G-BNGL Boeing 737 300	1006	G-PKBE DC9	1019
G-BMAM DC9	1225	G-MOND Boeing 757	1250
G-BMAB DC9	1303	G-BCEO AA5 Traveler	1319
G-OBOH Short 360	1327	OO-DTJ Brasilia	1430
G-UMMI Navajo	1541	EI-CFB SAAB 340	1615
G-OBOH Short 360	1640	G-AZLY Cessna F150L	1821
G-ELDH DC9	1825	G-OBLK Short 360	1830
G-IEAB Boeing 757	1837	EI-CFD SAAB 340	1921
OO-DTI Brasilia	1958	G-OBOH Short 360	2001
G-BOAD Concorde	2040 n/s	G-BNNJ Boeing 737 300	2052
G-BMAI DC9	2114		
03 G-BSDS Boeing Stearman	0832	EI-CFC SAAB 340	0847
G-AYUH Cherokee 180F	1010	G-DFLT Cessna 406	1014
OO-DTL Brasilia	1025	G-PKBE DC9	1039
G-HALC Arrow II	1131	G-BMAI DC9	1230
N56462 Maule M6-235C	1248	G-ASVN Cessna 206	1315
F-GMGB King Air 200	1329 n/s	G-SACS Cadet	1340
G-BLZP Cessna 152	1345	G-BYAE Boeing 757	1440
OO-MTD Brasilia	1449	G-BBPX Seneca	1451 n/s
G-AZLY Cessna F150L	1502	G-BSDS Boeing Stearman	1514
EI-CFD SAAB 340	1546	G-BMAI DC9	1552
G-OBOH Short 360	1645	G-DFLT Cessna 406	1801
G-BMAI DC9	1826	G-OBLK Short 360	1834
G-WACK Short 360	1839	EI-CFC SAAB 340	1926
G-OBOH Short 360	2003	OO-MTD Brasilia	2006
G-ELDH DC9	2121		

04 G-CSNA Cessna 421C	0142	G-OBLK Short 360	0811
G-WACK Short 360	0816	EI-CFC SAAB 340	0854
G-ELDH DC9	0940	9H-ABE Boeing 737	0954
G-BLZT Short 360	0958	G-BODY Cessna 310R	1025
OO-DTJ Brasilia	1033	G-BLVI T67M Firefly	1052
G-BNSP T67M Firefly	1100	G-ZFDB Twin Squirrel	1111
G-ELDH DC9	1238	G-BYAE Boeing 757	1250
G-BRIV TB9 Tampico	1252	G-AVIB Cessna F150G	1421
OO-DTK Brasilia	1443	G-LOGK Jetstream 41	1509
G-ELDH DC9	1522	EI-CFB SAAB 340	1544
G-BYAD Boeing 757	1601	G-BEUX Cessna F172N	1636 n/res
G-BLZT Short 360	1642	G-ILTS Cherokee Six	1718
G-ELDH DC9	1809	G-OBLK Short 360	1835
G-WACK Short 360	1838	G-SHCC JetRanger	1858
EI-CFC SAAB 340	1826	G-BLZT Short 360	2003
OO-DTF Brasilia	2028	G-SBAC Short 360	2111
G-ELDH DC9	2118	G-BIUV HS 748	2120
G-TBAC Short 360	2130	G-HVRS Robinson R-22	2134
05 G-WACK Short 360	0809	G-OBLK Short 360	0814
EI-CFA SAAB 340	0854	G-ELDH DC9	0923
G-BLZT Short 360	1000	G-ODIL JetRanger	1036
OO-DTH Brasilia	1038	EI-BUF Cessna 210N	1050
G-BKCB Arrow II	1055	G-BBOE Robin HR200/100	1143
EC-EIG DC9 83	1209	G-ELDH DC9	1231
G-OSIB LongRanger	1328	G-BFDI Archer II	1403
OO-DTJ Brasilia	1446	G-LOGK Jetstream 41	1501
G-ELDH DC9	1521	EI-CFA SAAB 340	1546
G-BAIW Cessna F172M	1636	G-BLZT Short 360	1655
G-ELDH DC9	1825	G-OBLK Short 360	1840
G-BMHX Short 360	1846	EI-CFC SAAB 340	1832
G-BNUV Aztec	1955	G-BLZT Short 360	2013
OO-MTD Brasilia	2029	G-OLAH Short 360	2052
G-BIUV HS 748	2115	G-ELDH DC9	2122
G-SBAC Short 360	2127		
06 G-BMHX Short 360	0806	G-OBLK Short 360	0822
EI-CFC SAAB 340	0854	G-BASM Seneca	0912
SE-DNE Boeing 737 500	0934	G-BLZT Short 360	1005
OO-DTI Brasilia	1031	F-GKRP Mooney M20J	1101
G-BGCM AA5A Cheetah	1221	G-BMAI DC9	1252
G-BSDN Seneca	1256	G-BOUS Arrow IV	1405
G-TVMM Cessna 310Q	1417	G-BASM Seneca	1419
OO-DTG Brasilia	1443	G-LOGK Jetstream 41	1510
G-BMAI DC9	1516	G-PIGS Rallye 150ST	1534
EI-CFB SAAB 340	1548	G-BLZT Short 360	1647
G-BMAI DC9	1824	G-BMHX Short 360	1835
G-OBLK Short 360	1848	EI-CFC SAAB 340	1924
G-BLZT Short 360	2005	OO-DTK Brasilia	2022
G-OLAH Short 360	2049	G-BIUV HS 748	2118
G-ELDH DC9	2120	G-SBAC Short 360	2131
07 G-BMHX Short 360	0757	G-OBLK Short 360	0820
F-GGHV King Air 200	0822	G-CYLS Cessna T303	0830

G-BNNJ Boeing 737 300	0846	EI-CFC SAAB 340	0853
EC-EJQ DC9 83	0917	G-BMAK DC9	0931
G-BNXS Cessna 404	0940	G-BFSP BAe 125 700B	0958
G-BLZT Short 360	1003	CS-TIH Boeing 737 300	1032 1118
OO-DTL Brasilia	1038	G-BBLA Cherokee 140	1111
EI-CFY Cessna 172N	1203	G-BMAK DC9	1242
OO-DTG Brasilia	1442	G-FTIN Robin DR400/100	1445
G-LOGK Jetstream 41	1501	G-BMAK DC9	1534
EI-CFB SAAB 340	1543	G-BLZT Short 360	1653
G-CYLS Cessna T303	1710	G-BRPL Cherokee 143	1711
G-BMAK DC9	1818	G-BMAR Short 360	1840
G-OBLK Short 360	1842	G-ODNP Cessna 310R	1916
EI-CFC SAAB 340	1930	G-BNNJ Boeing 737 300	1936
OO-DTJ Brasilia	2008	G-BLZT Short 360	2011
G-BIUV HS 748	2125	G-OLAH Short 360	2132
G-SBAC Short 360	2215	G-ELDH DC9	2229
F-GEOM DC3 Dakota	2316 1722(26)	G-POLO Navajo	0005
08 G-POLO Navajo	0514	LZ-BTY TU154	0708
G-BNNJ Boeing 737 300	0809	G-BPEA Boeing 757	0811
EI-CFD SAAB 340	0900	G-ELDH DC9	0929
G-BMAC DC9	0941	OO-DTO Brasilia	1018
G-OBLK Short 360	1037	G-TERI F33A Bonanza	1223
G-ELDH DC9	1229	G-BMAC DC9	1304
G-BAVZ Aztec	1400	EI-CFD SAAB 340	1547
G-OBLK Short 360	1649	G-ELDH DC9	1816
G-BNNJ Boeing 737 300	1950	G-OBLK Short 360	2005
G-ELDH DC9	2123		
09 G-BTAA Bandeirante	0237	G-IEAC Boeing 757	0719
G-BNNJ Boeing 737 300	0818	EI-CFA SAAB 340	0910
G-ELDH DC9	0928	G-BMAM DC9	1019
G-IEAA Boeing 737 300	1046	G-ELDH DC9	1222
G-MONK Boeing 757	1243	G-BMAC DC9	1247
G-OBLK Short 360	1337	OO-DTK Brasilia	1431
EI-CFC SAAB 340	1550	ZE370 Sea King HAR.3	1629
G-OBLK Short 360	1647	G-BTFX JetRanger	1712
LZ-BTA TU154	1716	G-BFSP BAe 125 700B	1750
G-BLZT Short 360	1830	G-BMAM DC9	1859
G-IEAC Boeing 757	1902	EI-CFA SAAB 340	1938
G-BNNJ Boeing 737 300	1943	OO-DTH Brasilia	2001
G-OBLK Short 360	2028	G-ELDH DC9	2207
10 G-BNNJ Boeing 737 300	0808	G-BMHX Short 360	0822
G-BLZT Short 360	0838	G-BMNF King Air 200	0848
EI-CFB SAAB 340	0901	G-ELDH DC9	0933
OO-DTM Brasilia	1020	G-OBLK Short 360	1121
G-BNRX Seneca	1130	G-ELDH DC9	1230
G-LILI Cessna 425	1358	G-BYAI Boeing 757	1431
OO-MTD Brasilia	1434	G-BSRY Cessna 406	1455
G-LOGK Jetstream 41	1509	G-ELDH DC9	1545
EI-CFC SAAB 340	1650	G-METR Cessna 414	1556
G-OBLK Short 360	1700	G-ELDH DC9	1834
G-BLZT Short 360	1838	G-BMHX Short 360	1847

EI-CFB SAAB 340	1935	OO-DTG Brasilia	2014
G-OBLK Short 360	2018	G-BIUV HS 748	2125
G-BMAM DC9	2126	G-OLAH Short 360	2137
G-SBAC Short 360	2156		
11 G-BGLW Seneca	0701	G-BMLC Short 360	0809
G-BLZT Short 360	0823	EI-CFD SAAB 340	0903
G-OMGC BAe 125 600B	0915	G-BMAM DC9	0931
9H-ABF Boeing 737	0943	G-NUTZ Twin Squirrel	1006
G-OBLK Short 360	1015	OO-DTJ Brasilia	1018
G-BMGY Lake Buccaneer	1023	G-AXAX Aztec	1137
G-BTGO Cherokee 140D	1213	G-BMAM DC9	1236
G-BYAH Boeing 757	1246	G-ONOW JetRanger	1326
G-NUTZ Twin Squirrel	1410	OO-DTN Brasilia	1441
G-LOGK Jetstream 41	1457	G-ERNI Archer II	1521
G-BMAM DC9	1522	EI-CFC SAAB 340	1550
G-BYAI Boeing 757	1715	G-AXAX Aztec	1730
G-CPTS JetRanger	1752	G-BGLW Seneca	1806
G-AVDA Cessna 182K	1807	G-ELDH DC9	1824
G-BLZT Short 360	1840	G-BMLC Short 360	1950
G-BAOS Cessna F172M	1912	OO-DTF Brasilia	2014
G-OBLK Short 360	2021	EI-CDS Boeing 737 500	2047
G-ELDH DC9	2118	G-BIUV HS 748	2126
G-SBAC Short 360	2141	G-TBAC Short 360	2143
12 G-BMHX Short 360	0813	G-BLZT Short 360	0821
EI-CFA SAAB 340	0901	G-ELDH DC9	0935
G-FLTI King Air F90	0943	G-OBLK Short 360	1007
OO-DTK Brasilia	1029	EC-ESJ DC9 83	1159
G-ELDH DC9	1239	G-NEWB Navajo 350	1241
G-OWNR King Air 200	1322	OO-DTJ Brasilia	1448
G-LOGJ Jetstream 41	1507	G-ELDH DC9	1518
EI-CFB SAAB 340	1547	G-OBLK Short 360	1656
G-PKBE DC9	1818	ZE702 BAe 146	1821 2204
G-BLGB Short 360	1840	G-BLZT Short 360	1843
EI-CFA SAAB 340	1929	G-OBLK Short 360	2010
OO-DTG Brasilia	2017	G-SBAC Short 360	2109
G-PKBE DC9	2116	G-BIUV HS 748	2116
G-TBAC Short 360	2159		
13 G-BBGB Aztec	0739	G-BLZT Short 360	0810
G-BLGB Short 360	0820	G-BLOE Navajo 350	0827
EI-CFC SAAB 340	0900	G-PKBE DC9	0931
G-JLRW Duchess	0950	G-OBLK Short 360	0956
OO-DTH Brasilia	1047	G-BRPU Duchess	1146
G-PKBE DC9	1239	VR-CCT King Air C90	1404
G-GEIL BAe 125 800B	1422	OO-DTK Brasilia	1441
G-LOGK Jetstream 41	1458	G-PKBE DC9	1515
EI-CFD SAAB 340	1624	G-BBGB Aztec	1635
G-OBLK Short 360	1648	G-PKBE DC9	1823
G-BLZT Short 360	1838	G-BLPV Short 360	1840
G-OMGA BAe 125 600B/2	1913	EI-CFA SAAB 340	1928
G-BMZC Cessna 421C	1931	G-OBLK Short 360	2009
OO-DTN Brasilia	2031	G-SBAC Short 360	2110

G-PKBE DC9	2126	G-TBAC Short 360	2134
G-BIUUV HS 748	2157		
14 G-BMZC Cessna 421C	0316	G-BMAI DC9	0939
OO-DTG Brasilia	1032	N47MJ Citation II	1035 1653
G-OBLK Short 360	1209	G-BMAI DC9	1230
OO-DTH Brasilia	1441	G-LOGK Jetstream 41	1505
CS-TIA Boeing 737 300	1510	G-PKBE DC9	1522
G-BGHP Duchess	1530	EI-CFC SAAB 340	1546
G-OBLK Short 360	1705	G-PKBE DC9	1815
G-BLGB Short 360	1840	G-ODNP Cessna 310R	1844
G-BLZT Short 360	1859	EI-CFD SAAB 340	1924
OO-DTJ Brasilia	2011	G-OBLK Short 360	2013
G-BNNJ Boeing 737 300	2048	G-PKBE DC9	2114
G-BIUUV HS 748	2120	G-OLAH Short 360	2145
G-SBAC Shhort 360	2203	G-BMAB DC9	2231
15 LZ-BTQ TU154	0732	G-BPEA Boeing 757	0805
G-BNNJ Boeing 737 300	0858	EI-CFA SAAB 340	0906
G-BMAH DC9	0928	G-BMAB DC9	0936
OO-DTL Brasilia	1019	G-OBLK Short 360	1026
G-BMAB DC9	1243	N4306Z Warrior II	1308 1502
G-OBMJ Boeing 737 300	1412	XR502 Wessex HC2	1452
ZG994 BN2T Islander	1525	G-VMJM TB-10 Tonago	1530
EI-CFD SAAB 340	1617	G-OBLK Short 360	1638
77 Nord 262(FRBAK)	1705 1744	G-BGHP Duchess	1734
G-BMAB DC9	1809	G-OBLK Short 360	2015
G-BNNJ Boeing 737 300	2023	G-BMAB DC9	2116
16 G-IEAB Boeing 757	0733	G-BNYP Archer II	0816 0801(17)
EI-CFA SAAB 340	0853	G-BMAB DC9	0921
G-BNNJ Boeing 737 300	0931	G-ELDH DC9	1025
G-IEAA Boeing 737 300	1038	G-BLOE Navajo 350	1211
G-BMAB DC9	1234	G-BMAH DC9	1242
G-MOND Boeing 757	1321	G-OBLK Short 360	1331
OO-MTD Brasilia	1446	EI-CFC SAAB 340	1543
G-OBLK Short 360	1645	LZ-BTN TU154	1720
G-PKBE DC9	1810	G-IEAB Boeing 757	1835
G-BLZT Short 360	1838	G-BNNJ Boeing 737 300	1928
EI-CFA SAAB 340	1931	OO-DTK Brasilia	2012
G-OBLK Short 360	2017	G-PKBE DC9	2121
17 G-BNNJ Boeing 737 300	0823	G-BLZT Short 360	0828
G-BLGB Short 360	0832	EI-CFB SAAB 340	0906
G-PKBE DC9	0931	N21899 Cherokee Lance	0951 1340(19)
G-OBLK Short 360	1007	OO-DTJ Brasilia	1026
G-ECOS Twin Squirrel	1230	VR-COG Beechjet 400	1255
G-PKBE DC9	1403	OO-DTO Brasilia	1438
G-BYAH Boeing 757	1500	G-LOGJ Jetstream 41	1509
EI-CFB SAAB 340	1606	G-OBLK Short 360	1704
G-OBOW Short 360	1830	G-WACK Short 360	1926
G-PKBE DC9	1932	EI-CFA SAAB 340	1941
OO-DTG Brasilia	2011	G-OBLK Short 360	2013
G-BIUUV HS 748	2121	G-UBAC Short 360	2121

G-OLAH Short 360	2149	G-PKBM DC9	2307
18 N26634 Comanche	0729 1212	G-BLPV Short 360	0803
G-OBOH Short 360	0813	EI-CFA SAAB 340	0851
G-ASVN Cessna 206	0907	G-PKBM DC9	0937
9H-ABF Boeing 737	0941	OO-EJM Navajo	0945 1112
G-OBLK Short 360	1001	G-ODIL JetRanger	1010
OO-DTI Brasilia	1017	G-AXDK CEA DR315	1019 1320
G-BREP Arrow IV	1138	G-BAWK Cherokee 140	1141 n/s
G-BRJV Cadet	1153	G-GFLY Cessna F150L	1157
G-BNXS Cessna 404	1207	G-PKBM DC9	1228
G-BYAH Boeing 757	1255	OO-DTJ Brasilia	1437
G-APVF Putzer Elster B	1457	G-LOGJ Jetstream 41	1508
G-PKBM DC9	1523	G-BYAI Boeing 757	1549
EI-CFB SAAB 340	1555	G-BRPU Duchess	1636
G-OBLK Short 360	1651	G-AZLY Cessna F150L	1722
XT649 Scout AH.1	1745	G-PKBE DC9	1819
G-OBOH Short 360	1829	G-BLGB Short 360	1840
EI-CFA SAAB 340	1924	OO-DTJ Brasilia	2000
G-RMCT Short 360	2013	G-OBLK Short 360	2017
G-BIUV HS 748	2111	G-PKBE DC9	2118
G-TBAC Short 360	2220		
19 G-BMAR Short 360	0806	G-OBOH Short 360	0816
G-BLKY Baron	0858	EI-CFC SAAB 340	0903
G-PKBE DC9	0952	G-OBLK Short 360	1011
ZE701 BAe 146	1104 1650	EC-ESJ DC9 83	1158
G-BNZZ Warrior II	1210	G-PKBE DC9	1243
OO-DTI Brasilia	1438	G-LOGV Jetstream	1501
G-PKBE DC9	1518	EI-CFB SAAB 340	1540
G-BBDP Robin DR400/160	1616	G-BSBW JetRanger	1628
G-OBLK Short 360	1653	G-BRPU Duchess	1711
G-PKBE DC9	1817	G-OBOH Short 360	1825
G-BLPV Short 360	1840	EI-CFC SAAB 340	1927
G-OBLK Short 360	2010	OO-DTI Brasilia	2055
G-RMCT Short 360	2103	G-BIUV HS 748	2105
G-PKBE DC9	2109	G-OLAH Short 360	2146
20 G-WACK Short 360	0812	G-OBOH Short 360	0815
EI-CFC SAAB 340	0859	G-BBCW Aztec	0918
G-PKBE DC9	0928	G-OBLK Short 360	1011
OO-DTL Brasilia	1151	G-SONY Commander 200D	1203
G-PKBE DC9	1229	G-OJAC Mooney M.20J	1424
OO-MTD Brasilia	1439	G-LOGJ Jetstream 41	1455
G-PKBE DC9	1516	EI-CFC SAAB 340	1556
XV728 Wessex HC.2	1609 1855	G-OBLK Short 360	1658
G-BBCW Aztec	1736	G-PKBE DC9	1817
G-OBOH Short 360	1835	G-BLPV Short 360	1849
EI-CFA SAAB 340	1937	XV728 Wessex HC.2	1948
OO-DTN Brasilia	1953	G-OBLK Short 360	2046
G-RMCT Short 360	2105	G-PKBE DC9	2110
G-BIUV HS 748	2118	G-TBAC Short 360	2142
21 G-BLGB Short 360	0822	G-OBOH Short 360	0825

G-BNNJ Boeing 737 300	0840	EI-CFC SAAB 340	0901
G-ZFDB Twin Squirrel	0906	EC-EJU DC9 83	0918
G-ELDI DC9	0927	OO-DTG Brasilia	1007
CS-TIG Boeing 737 300	1011	G-OBLK Short 360	1014
G-ELDI DC9	1225	G-OWNR King Air 200	1306
G-BLPI T67B Firefly	1420	OO-DTK Brasilia	1431
G-BRAB BAe 146	1450	G-ODIL JetRanger	1454
G-LOGJ Jetstream 41	1509	G-PKBE DC9	1522
EI-CFD SAAB 340	1548	G-BRJV Cadet	1633
G-OBLK Short 360	1649	G-PKBE DC9	1809
G-OBOH Short 360	1826	G-BLGB Short 360	1841
G-BNNJ Boeing 737 300	1852	G-ODNP Cessna 310R	1853
EI-CFC SAAB 340	1919	OO-DTI Brasilia	2000
G-OBLK Short 360	2013	G-BIUV HS 748	2112
G-PKBE DC9	2119	G-OLAH Short 360	2141
22 LZ-BTF TU154	0712	G-BNNJ Boeing 737 300	0721
G-BPEH Boeing 757	0759	EI-CFA SAAB 340	0903
G-BMAI DC9	0928	G-PKBE DC9	0945
OO-DTK Brasilia	1013	G-OBLK Short 360	1029
G-OBAL Mooney M.20J	1056	G-PKBE DC9	1310
G-OBMD Boeing 737 300	1428	G-BAIK Cessna F150L	1505
EI-CFD SAAB 340	1542	G-OBLK Short 360	1650
G-AZLY Cessna F150L	1724	G-BMAC DC9	1808
G-AYMK Cherokee 140C	1836	G-BNNJ Boeing 737 300	1910
G-OBLK Short 360	2005	G-PKBD DC9	2110
G-BCTF Warrior DIV	2153		
23 G-IEAC Boeing 757	0723	G-BNNJ Boeing 737 300	0748
EI-CFB SAAB 340	0855	G-PKBD DC9	0917
G-ELDH DC9	1039	G-IEAA Boeing 737 300	1047
G-OCDB Citation II	1113 1205	G-BOUE Cessna 172N	1214
G-PKBD DC9	1221	G-BMAH DC9	1244
G-MONB Boeing 757	1311	G-OBLK Short 360	1334
G-BCTF Warrior	1422	OO-DTH Brasilia	1437
EI-CFC SAAB 340	1544	G-OBLK Short 360	1658
LZ-BTN TU154	1751	G-ELDI DC9	1822
G-BLZT Short 360	1827	G-IEAC Boeing 757	1851
EI-CFB SAAB 340	1924	G-BNNJ Boeing 737 300	1931
OO-DTI Brasilia	2010	G-OBLK Short 360	2023
G-ELDI DC9	2125		
24 G-BNNJ Boeing 737 300	0708	G-BMAR Short 360	0814
N80302 Seneca	0901	EI-CFC SAAB 340	0906
G-ELDI DC9	0925	G-OBLK Short 360	1009
OO-DTN Brasilia	1035	G-OWNR King Air 200	1054
G-ELDI DC9	1227	XV103 VC-10 CLK	1243
G-BSBW JetRanger	1254	G-BYAI Boeing 757	1451
G-LOGJ Jetstream 41	1458	G-FISH Cessna 310R	1501
OO-DTI Brasilia	1511	G-ELDI DC9	1524
G-AVEU Wassmer WA.41	1545	EI-CFD SAAB 340	1617
G-OBLK Short 360	1652	G-ELDI DC9	1815
G-BLZT Short 360	1832	G-BMAR Short 360	1835
EI-CFC SAAB 340	1933	G-OBLK Short 360	2008

OO-DTF Brasillia	2015	G-RMCT Short 360	2052
G-BLOE Navaajo	2057 n/s	G-ELDI DC9	2113
G-BIUV HS 748	2121	G-SBAC Short 360	2133
25 G-TEST Seneca	0702	G-BMHX Short 360	0807
G-BLZT Short 360	0820	EI-CFB SAAB 340	0902
9H-ABA Boeing 737	0949	G-ELDI DC9	0952
G-OBLK Short 360	1004	OO-DTG Brasillia	1043
G-ODNP Cessna 310R	1057	G-BNNJ Boeing 737 300	1228
G-OCDB Citation II	1236	G-ELDI DC9	1249
G-BYAF Boeing 757	1313	OO-MTD Brasillia	1434
G-NUTZ Twin Squirrel	1449	G-LOGJ Jetstream 41	1455
G-ELDI DC9	1522	G-BYAH Boeing 757	1551
EI-CFC SAAB 340	1634	G-OBLK Short 360	1653
G-ELDI DC9	1816	G-BMLC Short 360	1829
G-BLZT Short 360	1831	EI-CFC SAAB 340	1931
G-RMCT Short 360	2007	G-OBLK Short 360	2014
OO-DTJ Brasillia	2020	G-ELDI DC9	2127
G-SBAC Short 360	2131	G-BPDA HS 748	2200
26 G-BMAR Short 360	0807	G-BLZT Short 360	0821
G-BGOM Navaajo	0840	EI-CFD SAAB 340	0911
F-GHLC King Air 200	0916 1710	G-ELDI DC9	0930
G-OBLK Short 360	1006	OO-DTH Brasillia	1028
EC-EHT DC9 83	1143	G-ELDI DC9	1300
G-TEST Seneca	1411	OO-DTJ Brasillia	1440
G-BHWF Boeing 737	1451	G-LOGV Jetstream	1501
G-OBMA Boeing 737 300	1534	EI-CFC SAAB 340	1551
G-OBLK Short 360	1709	G-ELDI DC9	1822
G-LOGV Jetstream	1834	G-BLZT Short 360	1843
EI-CFB SAAB 340	1935	OO-DTH Brasillia	2018
G-OBLK Short 360	2021	G-RMCT Short 360	2052
G-BIUV HS 748	2122	G-ELDI DC9	2125
G-SBAC Short 360	2128		
27 G-BMAR Short 360	0811	G-BLZT Short 360	0823
EI-CFD SAAB 340	0917	G-KKDL TB-20 Trinidad	0924
G-ELDI DC9	0936	G-OBLK Short 360	1010
OO-DTI Brasillia	1026	G-BSKT Maule MX-7-180	1207 1150(31)
G-BTZF Boeing 737	1245	G-ELDI DC9	1300
G-SOUL Cessna 310R	1347	OO-DTH Brasillia	1444
G-LOGJ Jetstream 41	1503	G-BMAH DC9	1555
EI-CFB SAAB 340	1558	G-OBLK Short 360	1714
G-PKBD DC9	1817	G-BMHX Short 360	1844
VR-CCT King Air C90	1917 1552(29)	G-OBHD Short 360	1935
OO-DTJ Brasillia	2004	EI-CFC SAAB 340	2036
G-OBLK Short 360	2039	G-RMCT Short 360	2053
G-SBAC Short 360	2117	G-BIUV HS 748	2118
G-PKBD DC9	2132	G-BNNJ Boeing 737 300	2241
28 G-BMLC Short 360	0756	EC-BOZ DC9 83	0858
EI-CFD SAAB 340	0902	G-PKBD DC9	0926
G-OBLK Short 360	1014	CS-TIG Boeing 737 300	1016
OO-DTF Brasillia	1033	G-PKBD DC9	1229

G-BNNJ Boeing 737 300	1305	G-OBLK Short 360	1405
G-PKBD DC9	1523	OO-DTH Brasilia	1537
EI-CFB SAAB 340	1544	G-OBWB BAC 1-11	1654
G-OBLK Short 360	1732	G-PKBD DC9	1829
G-OBHD Short 360	1837	G-BMLC Short 360	1839
G-BUIW Robinson R22	1904	G-OKAG Arrow	1948 1423(29)
G-SWFT King Air 200	2025	OO-DTG Brasilia	2028
G-OBLK Short 360	2043	G-RMCT Short 360	2048
G-BMAI DC9	2102	EI-CFC SAAB 340	2108
G-BIUV HS 748	2117	G-SBAC Short 360	2125
G-PKBE DC9	2308		
29 LZ-BTC TU154	0725	G-BPEA Boeing 757	0831
EI-CFB SAAB 340	0855	G-BMAB DC9	0928
OO-DTN Brasilia	1035	G-OBLK Short 360	1042
G-BMYM BAe ATP	1053	G-BMAK DC9	1125
G-TKPZ Cessna 310R	1137		DIV
G-AWNT BN2 Islander	1251	G-BNNJ Boeing 737 300	1243
G-BUJG Twin Squirrel	1401	G-TKPZ Cessna 310R	1344
G-OBMC Boeing 737 300	1459	G-BMYM BAe ATP	1440
G-BKMX Short 360	1549	G-BALK Cessna F150L	1531
G-AWCM Cessna F150H	1614	G-BJYD Cessna F152	1609
G-OBLK Short 360	1650	G-BAYO Cessna 150L	1615
G-OKAG Arrow	1739 1413(31)	EI-CFD SAAB 340	1653
G-BMYM BAe ATP	1852	G-OBMC Boeing 737 300	1850
ZG888 Lynx AH.9	2050 2113	G-OBLK Short 360	2011
		G-PKBM DC9	2118
30 EI-CFD SAAB 340	0859	G-BMAI DC9	0926
G-IEAA Boeing 737 300	1006	G-ELDI DC9	1027
G-REVS JetRanger	1057	G-BNNJ Boeing 737 300	1148
G-TKPZ Cessna 310R	1156	G-BMAI DC9	1228
G-BMAC DC9	1250	G-MONB Boeing 757	1310
G-OBLK Short 360	1326	OO-DTI Brasilia	1431
EI-CFC SAAB 340	1553	G-OBLK Short 360	1641
LZ-BTT TU154	1741	G-OBHD Short 360	1815
EI-CFD SAAB 340	1920	G-BNGM Boeing 737 300	1943
OO-DTG Brasilia	2002	G-OBLK Short 360	2012
G-ELDI DC9	2018	G-BNNJ Boeing 737 300	2033
G-PKBM DC9	2309		
31 G-BNNJ Boeing 737 300	0725	G-BMLC Short 360	0811
G-PKBM DC9	0925	OO-DTN Brasilia	1035
G-CAPT Taylor Titch DIV	1155 1027(01)	G-AXSZ Cherokee 140B	1236 n/s
G-PKBM DC9	1242	OO-DTJ Brasilia	1442
G-BYAH Boeing 757	1446	G-PKBM DC9	1524
EI-CFC SAAB 340	1539	G-OBLK Short 360	1650
G-PKBM DC9	1811	G-OBHD Short 360	1817
G-BMLC Short 360	1836	EI-CFA SAAB 340	1917
G-OBLK Short 360	2002	OO-MTD Brasilia	2008
G-PKBM DC9	2116		

From (& to where known)

01) XX382/Roundhay Park; XV295/Brize Norton: 03) N56462/Norwich; F-GMGB/Cannes:
 05) EI-BUF/Abbeysrule: 06) F-GKRP/Calais: 07) F-GGMV/Lille; EI-CFY/Abbeysrule;
 F-GEOM/Pontoise: 09) ZE370/Leconfield: 12) ZE702/Northolt to Heathrow:
 13) VR-CCT/Nottingham: 14) N47MJ/Leavesden: 15) N4306Z/Upper Heyford; XR502/
 Benson; ZG994/Alder Grove; 77/Bordeaux: 17) N21899/Antwerp; VR-COG/Glasgow:
 18) N26634/F & T Isle of Man; 00-EJM/F & T Antwerp; XT649/Odiham: 19) ZE701/F & T
 Northolt: 20) XV728/F & T Nostell Priory: 24) N80302/Leavesden; XV103/Gander:
 26) F-GHLC/F & T Le Bourget: 27) VR-CCT/Guernsey: 29) ZG888/Dishforth:

Overshoots

02) G-BSEW: 04) XX497/FYY84; G-BODY: 05) XX495/FYY61; XX494/FYY80: 06) XX495/FYY70
 XX499/FYY79; XV203/Ascot 768: 12) XX500/FYY79: 13) XX496/FYY81; XW361/LOP42; XX498/
 FYY79; XX495/FYY68; XX498 (again); FYY72; G-BTAF: 17) XX496/FYY70: 18) XX494/FYY71:
 19) XX496/FYY75: 20) XX500/FYY71: 23) G-TKPZ: 25) XX491/FYY77; XX492/FYY60:
 26) XX496/FYY71; XX494/FYY74: 27) XX491/FYY71 (twice): 28) XX498/FYY71:

LBA Movements review, May 1993

Another bad month for foreign visitors, we are well down on last year. The first foreigner this month was N56462 on the 3rd which is a Maule M.6-235C Super Rocket, night stopping the same day was the King Air F-GMGB. On the 5th EI-BUF is a Cessna 210 and on the 6th Mooney M20J F-GKRP was on its second visit of the year. Using callsign "FRS801" on the 7th was the King Air 200 F-GGMV with a second Irish visitor from Abbeysrule this month being Cessna 172N EI-CFY on the same day. Also arriving on the 7th was the Flights of Nostalgia DC3 F-GEOM which had been due a week earlier, only three flights were operated by the Dak on the 8th before it was declared u/s. The round the Dales trip and meal at Teesside on the 9th were operated for F-o-N by Yorkshire Europeans Bandeirante and the Dak remained grounded until it departed on the 26th. The UK based King Air VR-CCT visited on the 13th and the 27th. On the 14th N47MJ is a Citation II whilst the following day the US Air Force Aero Club's Warrior II N4306Z made one of its not infrequent visits. Another American registration based far from home was the Turbo Lance N21899 on the 17th which was from and to Antwerp, on the same day the callsign "Hanson 10" was used by the Beechjet 400 VR-COG. 00-EJM on the 18th was a Navajo 310 and keeping it company was the Comanche N26634 from and to its base on the Isle of Man. Another UK based Yank is the Seneca N80302 which visited on the 24th and ending the month on the 26th was King Air 200 F-GHLC using callsign "Alr Lec 105". A bit of variety among the military visitors started with Gazelle XX382 callsign "SYS40" and Hercules XV295 "Ascot5256" on the 1st. Sea King ZE370 called in as "Rescue 128" on the 9th. Transporting VIP's on the 12th was Queens Flight BAe 146 ZE702 "Kitty 5". On the 15th Wessex XR502 was using the tactical callsign "3DS21", Islander ZG994 diverted in as "Army555" and the French Nord 262 No 77/FRBAK was calling "CTM1305". On the 18th Scout XT649 was "Army307", on the following day BAe 146 ZE701 was "Kittyhawk 1". Another Wessex on the 20th was XV728 with yet another tactical callsign "D2J1Z". The VC-10 XV103 on the 24th arrived from Gander as "Ascot 2205" and winding up the military on the 29th was the Lynx ZG888 as "Army 538". Interesting on the 1st was the Jet Provost G-PROV which called in twice to drop somebody off then collect them again. Concorde G-BOAD night stopped on the 2nd. BAC's latest ex Aer Lingus Short 360 G-UBAC was used on the mail flight on the 17th. Diverting in with sick passengers after a pressurization failure on the 29th was Midland DC9 G-BMAK "Midland 52". Another diversion was the Taylor Titch G-CAPT on the 31st due to bad weather en route from Shoreham to Edinburgh. A new resident this month is the Cessna F172N G-BEUX which arrived on the 4th and lives at Knightair.

LEEDS BRADFORD AIRLINE REPORT - MAY 1993

INBOUND DIVERSIONS

29 BMA052 LHR EDI G-BMAK DC9 LHR BMA9564

REGULAR FLIGHTS

AMC3211	MLA	04/9H-ABE	11/9H-ABF	18/9H-ABF	25/9H-ABA	
BAL008A	IBZ	03/G-BYAE	10/G-BYAI	17/G-BYAH	24/G-BYAI	31/G-BYAH
BAL261A	PMI	04/G-BYAE	11/G-BYAH	18/G-BYAH	25/G-BYAF	
BAL408A	CFU	04/G-BYAD	11/G-BYAI	18/G-BYAI	25/G-BYAH	
BAL417A	SZG	27/G-BTZF				
BAL612A	SZG	26/G-BHWF				
BMA1214	JER	08/G-BMAC	15/G-BMAH	22/G-BMAI	29/G-BMAB	
BMA1254	JER	02/G-PKBE	09/G-BMAM	16/G-ELDH	23/G-ELDH	30/G-ELDI
BMA1314	JER	02/G-BMAB	09/G-BMAC	16/G-BMAH	23/G-BMAH	30/G-BMAC
BMA1334	JER	01/G-BMAB	08/G-BMAC			
BMA1554	JER	15/G-OBMJ	22/G-OBMD	29/G-OBMC		
BMA2634	JER	29/G-OBMC				
CKT8925	YYZ	01/G-BPEC	08/G-BPEA	15/G-BPEA	22/G-BPEH	29/G-BPEA
IEA182	PFO	02/G-IEAB	09/G-IEAC	16/G-IEAB	23/G-IEAC	30/G-BNGM
IEA822	LCA	02/G-BNGL	09/G-IEAA	16/G-IEAA	23/G-IEAA	30/G-BNGM
LAZ7926	BOJ	09/LZ-BTA	16/LZ-BTN	23/LZ-BTN	30/LZ-BTT	
LAZ7958	VAR	08/LZ-BTY	15/LZ-BTQ	22/LZ-BTF	29/LZ-BTC	
MNX832	IOM	29/G-BKMX				
MON438	PMI	02/G-MOND	09/G-MONK	16/G-MOND	23/G-MONB	30/G-MONB
SPP364	PMI	07/EC-EJQ	14/DivMAN	21/EC-EJU	28/EC-ROZ	
SPP368	TFS	05/EC-EIG	12/EC-ESJ	19/EC-ESJ	26/EC-EHT	
TAP9647	FAO	07/CS-TIH	14/CS-TIA	21/CS-TIG	28/CS-TIG	
UPA581	ZTH	07/G-BNNJ	14/DivMAN	21/G-BNNJ	28/G-BNNJ	
UPA583	CFU	07/G-BNNJ	14/G-BNNJ	21/G-BNNJ	28/Cancel	
UPA585	RHO	01/G-BNNJ	08/G-BNNJ	15/G-BNNJ	22/G-BNNJ	29/G-BNNJ
UPA587	KGS	01/G-BNNJ	08/G-BNNJ	15/G-BNNJ	22/G-BNNJ	29/DivMAN
UPA589	MLA	02/G-BNNJ	09/G-BNNJ	16/G-BNNJ	23/G-BNNJ	30/G-BNNJ
UPA591	HER	02/G-BNNJ	09/G-BNNJ	16/G-BNNJ	23/G-BNNJ	30/G-BNNJ

OTHER FLIGHTS

02	G-BOAD	CONC	BAW9024C/9025C	Heathrow - n/s - Local	Passenger Chtr
03	G-BOAD	CONC	BAW9025C/9027C	Local - Heathrow	Passenger Chtr
06	SE-DNE	B735	BMA412/413	f/t London Heathrow	Lieu DC9
15	F-RBAK	ND26	CTM1305/1304	Bordeaux - Villacoublay	French AF
19	ZE701	BA46	Kitty 1	f/t Northolt	Royal
21	G-BRAB	BA46	BAF357P/8356	f/t Lourdes	Passenger Chtr
24	XV103	VC10	RRR2205	Gander - Brize Norton	Trooping
27	G-BNNJ	B733	UPA583	t Dublin	Travel Agents
27	G-BNNJ	B733	UPA585	f Coventry	Educational
28	G-OBWB	BA11	BAF8357/357P	Lourdes - TeesSide	Passenger Chtr

Aircraft making first visits are underlined.

A page from the LBA Archives

Foreign visitors to Leeds/Bradford Airport 1966

D-EMFO Cessna 172D	50428	N706L Lear Jet 23	026
D-GAFY Cessna 337A	0389	N3420Q Cessna 320E	0020
D-IBIZ Beech 95	TC-110	N4920F Cessna U206	0620
D-ILCA SPERMA Marquis	26	N6159R Cessna T210	0059
D-ILGE Queen Air 80	LD-114	N6285F Cessna 337A	0285
EI-AJK V808 Viscount	291	N6362U Commander 680FL	142167
EI-AKA Fokker F-27	10105	N8072Z Cessna F172	0200
EI-AKO V808 Viscount	421	OE-AIV Cessna 150C	59754
EI-ALG V805 Viscount	312	OO-NIF Topsy T66 Nipper	6
EI-ANE BAC 1-11	049	OO-NIK Topsy T66 Nipper	9
EI-ANG BAC 1-11	051	OO-VDB Cessna 210F	58726
EI-ANH BAC 1-11	052	OY-BAA Piper PA-27	27-2398
EI-AOE V803 Viscount	177	OY-BAV Douglas DC6B	45198
EI-AOF V803 Viscount	176	OY-BAV Douglas DC6B	45199
EI-AOG V803 Viscount	172	OY-DOY Queen Air 65	LC-15
EI-AOH V803 Viscount	180	OY-EAO Douglas DC6B	43274
EI-AOI V803 Viscount	179	PH-CGD Convair 600	104
EI-AOJ V803 Viscount	173	PH-ILE Beech 95A55	TC-220
EI-AOK Cessna F172G	0208	PH-ILI DH 104 Dove 6	04493
EI-AOR Douglas C54B	10441	PH-ILP Beech 95A55	TC-501
EI-APC Bristol 170	13072	PH-ILS Queen Air 65	LC-48
EI-APD V803 Viscount	174	PH-MAA Douglas C-47B	33213
F-BJSI SPERMA Marquis	02	PH-MAB Douglas C-47DL	4500
F-BNDP Piper PA-27	27-2278	PH-MAE Douglas C54B	10538
F-BNGI SUD Alouette II	1208	PH-MAG Douglas C-47A	12472
F-BNKZ SUD Alouette II	1203	PH-SAN Fokker F-27	10298
HB-GBS Beech 95B55	TC-564	PH-SCC Douglas C-47A	19458
I-GNIS King Air 90	LJ-40	PH-SSM Douglas C-47A	13182
I-SIAA SIAA S.205	002	SE-CYZ Cessna 210B	58078
LN-RTD Douglas C-47B	33186	SE-EKZ Beech 95C55	TE-72
LN-SUG Fokker F-27	10176	VP-LIO HS 748	1535
LN-AIR Piper PA-28	28-10586		

Foreign visitors to Leeds/Bradford Airport 1967

D-EFTH Beech V-35	D.7978	LN-SUL Fokker F-27	10248
D-EHED Cessna F150G	0130	LN-SUV Fokker F-27	10199
D-IBEV Beech E-18S	BA-158	N172C Fairchild F-27J	85
D-IDIH Commander 680F	483 153	N360EJ Lear Jet 23	052
D-IEVA Beech 95B55	TC-767	N1413B King Air	LJ-144
D-ILCA SPERMA Marquis	26	N3251Q Cessna 402	0051
D-ILGE Queen Air 80	LD-114	N3336X Cessna 310L	0186
D-ILLA Queen Air 65	LC-94	N4917F Cessna P206	0319
D-ILME King Air 90	LJ-36	N4958F Cessna U206B	0658
D-IMKU Piper PA-27	27-2095	N6094Y Piper PA-27	27-3300
EI-AOH V803 Viscount	180	N6239P Piper PA-24	24-1344
EI-AOJ V803 Viscount	173	N8148F Cessna 150	64248
EI-AOL V803 Viscount	175	N9605Y Beech 95A55	TC-363
EI-AOM V803 Viscount	178	N1701Z Cessna F172H	0321
EI-AOR Douglas C54B	10441	OO-MDC Piper PA-32	32-343
EI-APC Bristol 170	13072	OO-SIP Cessna F172H	0331
EI-APK Douglas DC4	42911	OY-AFN DH 114 Heron 2	14125
EI-APN Hughes 269B	0284	OY-DMC Piper PA-30	30-564
F-BFDR Beech E-18S	BA-27	PH-CGD Convair 600	104
F-BKRI Free Balloon	3	PH-ILA DH 114 Heron 2	14104
F-BNRS Piper PA-27	27-3348	PH-ILE Beech 95A55	TC-220
F-BNUZ Douglas DC6B	45173	PH-LIP Fokker F-27	10198
F-BOET Piper PA-27	27-3027	PH-LPS Falcon 20	63
HB-GCL Beech 95C55	TE-31	PH-MAA Douglas C-47B	33213
HB-GOC Beech 95B55	TD-237	PH-MAG Douglas C-47A	12472
HB-VAV Falcon 20	3	PH-SCC Douglas C-47A	19458
LN-FOM Douglas DC6A	45375	PH-VRE Jodel D.117	599
LN-FON Douglas DC6A	45521	SE-CKK Jet Commander	51
LN-KAP Convair 240	153	SE-EEL Piper PA-27	27-2345
LN-RTD Douglas C-47B	33186	SE-EKO Beech 95B55	TC-915
LN-SUK Douglas DC6B	45506	XA-SEI HS 748	1576

German for beginners

The Germans have a way of never using a short word when they can combine two or more words into something which means the same. I recently came across this list of aviation terms which may prove of use to any of our members who are going on holiday to Germany this year. (Then again it may not !!!)

Aeroplane	der Fliegenwagon
Propellor	der Airfloggen Fann
Self Starter	der Airfloggen Fann Flinger
Control Column	der Puschenpullen Schtik
Rudder Pedals	der Tailschwingen Werks
Pilot	der Tailschwingen Puschenpullen Werker
Student Pilot	der Dumbkopf Lernen Fliegen
Instructor	der Dumbkopfschtil mit der Dumbkopft Lernen Fliegen
CFI	der Fliegen Fuehrer
Air Traffic Control	der Schwienhund Ubbenzietaur Watchen Aller der Dumbkopfs Fliegen
Ground Studies	der Hedschratches Bukwerken
Link Trainer	der Boksmittaller Fliegenwerks Innit
VFR	Lookenoutenseeln Fliegen
IFR	Lissenwaitenhopen Fliegen
Forced Landing	Triengetbakonnergraund Mittout Kraschen
Precautionary Landing	Triengetbakonnergraund Mittout Kraschen
Crosswind Landing	Triengetbakonnergraund Mittout Kraschen
First Solo	Triengetbakonnergraund Mittout Kraschen
Parachute Jump	Triengetbakonnergraund Mittout der Fliegenwagon
Biplane	der Doubledekker Fliegenwagon
Glider	der Trienschtyupinair Mittout Airfloggen Fann Fliegenwagon
Aerobatics	Fliegen Updownraundund Sirkmakken
Engine Failure	Airfloggen Fann Schtoppenwerken
Radar	Boksmitpiktur fur Schpiennon der Fliegenwagon
Holding Point	der Schtoppenwaitenwatschen Platz
QDM	Ver Die Helistvee
Runway	der Konkreteschtrilpmitleitz fur Getbakonnergraund
Undercarriage	der Schpringenveel Goesunter Fliegenwagon
Retractable Undercarriage	der Foldenveel Goesinner Fliegenwagon

Following a weekend of good Swedish hospitality with friends, we were back at Arlanda for Mondays BA 777 to LHR, the 12.25 departure having 737/4 (yes another one!) G-DOCD in charge. This time I had the chance to check a few reg's;- F-GFLX 737/2K5 = Air France, G-DOCD 737/436 = BA (to LHR), an F100 in BA colours was on the ex TAT service to Paris CDG!! , HB-IVF F100 Swissair, LN-RLP RLS + RLT, DC9/41s = SAS, LN-RML MD81 =SAS, OH-LMC MD/81 = Finnair, OO-SYH 737/529 = Sabena, OY-KHP MD81 = SAS, OY-SHB 757/2J4 = Sterling, PH-BDL 737/306 = KLM, RA 85229 Tu154/B-1 = Aeroflot, SEs(Swedish);- DDP DC9/41 = SAS DGE,DGF,DGS,DGT = F28/4000s = Linjeflyg, DHH 737/3? = SAS, DIY + DMD - MD81s = SAS, DNL- 737/59D = Linjeflyg, DPU-DC9 = SAS, ISO + JSX- Saabs? = Swedair, OGT- F28 = Linjeflyg, TC-JCU A310/203 =THY. All the above were noted in a relatively short period of time from the Airside of Terminal 5 (Intl) at the end of the pier near gates 18-22. With binoculars you can log everything that moves,- landings on R26 taxi past as do line-ups for R19. There is said to be a summer spectators deck above this pier, but heavy rain halted an expedition. On leaving the 3,300m runway 19 we settled down for a return journey of 135 minutes, the clouds cleared somewhere over Denmark and we had reasonable views of the docklands airport and Kew gardens on our descent to LHR's R27L. A visit to the terrace included sighting a Royal Jordanian Cargo 707 - JY-AJK. Our BA 4502 back to MAN went 'Tech' but with little delay we boarded ex-Caledonian 757/236ER G-BPED (complete with European duty free cards) for our 35 minute Northbound Shuttle.

JUST LIKE THE REAL THING

"More jets to more places" (Pan American - the world's most experienced airline). "The magazine that gives you all the 'gen' on air affairs" (Air Pictorial 1s 6p every month). "Rolls Royce powered DC-8 jets to Canada" (Trans Canada Airlines). "Perfection in jet travel on the world's largest airline" (Air France - Caravelle and Boeing 707). "Comet IV direct South America from London" (Aerolineas Argentinas) just a few of the adverts in the 1963 edition of Civil Aircraft Markings. Interesting to contrast the spotter's bible then with the latest edition just to hand and available of course from Air Supply.

There are some obvious immediate differences when you look at the front cover: like the price, 2s 6d in 1963, £4.99 in 1993. It's thicker now, three hundred and thirty six pages as opposed to ninety-six, but the black and white photographs are not as good print quality...I'll leave you to work out whether that's a better deal based on price per page or, as the computer salesman say, 'bangs per buck'. Alan J Wright has replaced J W R Taylor as the editor. In '63 it was called "Ian Allan abc Civil Aircraft Markings" its now "Aircraft Illustrated abc Civil Aircraft Markings". The cover in 1963 has a photograph of a BOAC Vickers VC-10 just lifting off and in '93 it's an Iberia Airbus 300 on finals.

Inside the format is very similar and has changed little in the thirty years in question: registration/type/owner or operator are listed in alphabetical order of registration, the only difference is the 'where and when seen' column which is now headed with the rather prosaic 'notes'. However that doesn't stop us real spotters from still underlining each one we see (no cheating please). The first registration in the '63 edition was G-EBHX, but now there are five more before it. The last registration was G-ASDP V.843 Viscount of CAAC, but it doesn't even appear in the latest....hands up, who knows its fate? Difficult to decide which is the last reg in the '93 edition because of sections like Out of Sequence, Toy Balloons, Microlights, Military/Civil Cross Reference and the BAFC Register, none of which was in the '63 edition.

The overseas section has some interesting contrasts. It is of course bigger: eighty-three pages instead of thirty-eight. In '63 it was called Overseas Airline Fleet Lists and only covered airliners serving the UK. It is now two sections and covers aircraft on scheduled and charter services likely to be seen at UK and major European airports, plus aircraft with foreign regs based in the UK. There are many new countries and airlines and with intercontinental air travel more wide spread, despite the world recession, they need more airliners. In addition, the European countries nearly all have holiday charter companies with fleets of jets.

The entry for Russia in 1963 is under CCCP and gives no individual aircraft information. It talks about Aeroflot operating IL-18s and over one hundred and fifty TU-104s, but gives only an indication of a range of regs for each type. CCCP has now of course disappeared (as from 1 Jan '93) and been replaced by the prefix RA, for which there are several pages of the latest TU and IL jets. The USA entry is also quite different with the four pages, in 1963, being totally dominated by Pan American, TWA and Seaboard World including many prop-liners. The Irish entry is worth a mention. In '63 it was limited to Aer Lingus and Irish International Airlines and covered half a page. In contrast today it covers eight pages with mainly privately owned light aircraft.

Radio spotting was unheard of, or maybe just in its infancy, and consequently there was no need for the '63 edition to have a section on Radio Frequencies or one on Airline Flight Codes. However the popularity of audio spotting now is reflected in the current crop of adverts. Aircraft spotting is good business and the trade is well represented in the '93 issue, both for radios and also aviation publication specialists, societies and groups. Our own area, West Yorkshire, shows the competitive nature of this with prominent adverts from Air Supply and Javation; but in addition TAS, Stansted Aviation Society, the Aviation Data Centre and the Aviation Hobby Shop are all promoting their wares. What happened to the Air-Yorshire advert?

What about the very last page; the back cover? Well with two colour photographs, an ISBN and a computer bar code it can only be 1993. In contrast the '63 version has an advertisement for Airfix kits of the Comet 4B, in BEA colours, and the Caravelle, in Air France colours. Airfix Skyings, it tells us, are 1/144 scale plastic models and they are glued together with polystyrene cement. As the advert says 'just like the real thing!'. What price the advertising standards authority?

One final thought. CAMs sister, or should it be brother, volume, Military Aircraft Markings did not exist at all in 1963....you had to compile your own lists of serial/type/squadron from research and over-the-fence observations. It was a bit dodgy, because some people thought that that was what spies did!!

Just before I stop hitting this keyboard, here's one last question for you.....no cheating please.....for how many years has CAM been published? I'll give you a clue.....the 1963 edition could be unlucky for some.

Jim Stanfield

AVIATION "FIRSTS"

As members of Air Yorkshire, we will all have aviation "firsts", through our love of aircraft, some having more than others, I suppose. It has taken many years for all my aviation "firsts", but suddenly I got two in six weeks.

My earliest aircraft experience was been taken, as a young boy, for a flight in a De Havilland Rapide; years move on to a time, prior to my R.A.F. career, when I was tossed about the skies in a Tiger Moth. Having got myself all excited at the prospect of a flight in a Sunderland flying boat, all I got was taxi-ing trials in Southampton Water. My R.A.F. career brought one or two hair-raising moments, first jet flight in a Canberra bomber; another occasion a pilot officer, whom I played rugby with, asked, "Want a flip". He forgot to tell me until we were airborne that the aircraft was off on a bombing run !!! Sat frozen to death on the flight deck of a Lincoln bomber, is another never-to-be repeated aviation "firsts"

Once a friend invited me to fly with him, whilst he had a lesson, unbeknown to me the No. 1 "dickie" had only been solo a few weeks. "Lrts" practice a stall" suggested No. 1. This turned out to be the most horrendous, sickening experience I have ever had to endure, to fall out of the skies and watch two inexperienced men fight with the controls was not my idea of enjoyable aviation.

An early 60's "sit-in" on the flight deck of a BAC-III, was a new experience; as an ex-rigger, I worried about the noise and vibration whilst flying in a Comet, the flight deck conversation promised me "everthing had been sorted out on the 4B's, now!" As I sat in the cockpit, awaiting my first flight in a jet fighter trainer, a last minute engine problem robbed me of a "flip" in a North American F86 Sabre trainer; meeting famous aircrews, even putting out of action for three weeks a top WW2 fighter ace, when I inadvertently kicked his "goolies" while playing "rugger" — are all to me my personnel aviation "firsts"

After a motor-cycle accident my "Action Man" antics have had to be curtailed somewhat these days, but when the Air Yorkshires Committee announced they were organising helicopter flights, I could see another aviation "first" loomng. I am sure for most of the members who had a 20 minute flight, down, along and up the Wharfe Valley, in a Jet Ranger helicopter, will count that experience as a "first".

A month later, with the help of a very friendly Captain of a 757 of Caledonian Airways, I participated in another "first". Three hours into our flight to Paphos, in Cyprus, I asked to visit the flight deck. During my conversation with the Captain, many topics were discussed, including our respective "first" jet flights and Air Yorkshire. Because other passengers requested to come onto the flight deck I was asked to leave, "But would you like to come back and stay for the landing". "What about me", asked my wife. "You always hold my hand when we are coming into land." — Tuff! Eyes closed, listening to the rock channel, a tap on the shoulder by a stewardess, and I was up on the flight deck again strapping myself into the spare seat. Fifteen minutes on the workings of the 757 and its apparent simplicity, including the small screen with our route, the Cyprus coastline and airfield runway, was all very fascinating. The Captain then informed me that the first officer would be landing the aircraft. I looked at this young man. What do they say about policemen, you can include airline first officers.

Appearing in front of us was a huge mass of white cloud, taking on the appearance of an atomic bomb explosion, the explanation from the convivial Captain was; cloud gathering only over the warm land mass of Cyprus.

"Ever been to Cyprus before," I was asked. "No" I meekly replied. "So you will never have seen the coastline around Paphos," again I said "No." Ask the tower for permission to run down the coastline over Paphos," the pilot told the first officer. After getting the OK, we started droppng through the cloud, the altimeter going "bananas". In minutes the dry, sandy landscape appeared, with the beautiful blue "Med" to our starboard side. On the port side, the captain pointed out the lighthouse Kato Paphos and the tourist area of Paphos and way, way in front of us, the landing strip of Paphos International Airport (???). The 757 banked to starboard and then in a huge turn, to line up with the runway in use. The captain then explained to me the first officer was now in charge.

Watching in fascination as the flight deck crew went through their final checks the captain then sat back in his seat. I looked at the "lad", 100 per cent concentration as he moved the flaps gradually from 5 degrees towards the maximum 25 degrees. With a call for undercarriage down, the "lad" moved a lever (similar

to the old gearlever in a Renault 4) forwards. I watched intently as the lights appeared on "Main down, Nose down". Slight movement on the throttles, then two hands on the "stick", then the captain shouted, "30ft. to go." The "lad" dropped this huge bird perfectly onto the tarmac. "Excellent landing," said the captain. I added my two-pen'th. Having passed the only turning off the runway, we did a very tight U-turn, obviously scrubbing the tyres. "George (maintenance boss) won't be pleased about that," remarked the captain. "It's hard work changing wheels on a big aircraft," I said from experience. We trundled down the peri-track towards a huge unmarked apron. As we passed two TU-154's, the pilot started to laugh, "Look at the manes on those aircraft--- Touch and go Airways." We looked at these tatty, Russian-built aircraft, "There are many of these "Mickey Mouse"" airlines in this part of the world," our jovial captain remarked.

Having got to the apron the first officer asked the captain, "Where do we park?" as this giant 757 aircraft trundled along with not a soul in sight. "Ask the bloody tower for some instructions." In our earphones a lady said there was a marshaller. With me being slightly higher, I could see a small figure frantically waving two orange "bats". I mentioned it to the crew. "Head directly towards him," said No.1. As we approached this small Cypriot, still frantically waving, he turned and started running away from us. The 757 took chase, abruptly the marshaller stopped and held up the "bats". He had manoeuvred us in front of a Nissan pick-up with two men laid on bonnet, one driver, one man sat on the roof and two in the back, all apparently smoking or dozing! "These people are so easy going at times." remarked the pilot with asmile.

Hand-shakes all round and I returned to the cabin to cheering and applause. How often do I fly, ever landed a 757 before, and so on !! This was the end of a beautiful flight and certainly another memorable "first".

ALAN TEMPEST.

VISIT TO MANCHESTER AIRPORT

I had decided the night before after seeing the weather forecast, that as the forecast was not all that good a visit to Manchester looked a good bet. So come 7am, I was in the motor and heading for the M62 motorway. The weather was exactly as predicted and the rain was teeming down. I arrived at my favourite spot on the top of the Terminal 1 carpark by 8am. I had a quick look round and low and behold, there were about 20 other idiots stood in the pouring rain, with their cameras and note books at the ready. I decided that rather than get wet the best option was to get back into the motor and use it as a grandstand seat. As I drive a Land Rover with its height, there is no trouble looking over the parapet. As it was Friday and the start of the Bank Holiday, the main terminal was quite busy. Because I had arrived by 8'ish I was in time for most of the Trans Atlantic traffic. These were mostly made up of Delta Tristars, American 767's, plus all the Canadian 767 and 757' I spent 12 hours spotting and logged over 150 movements. The cost for parking was £5.50. In between the heavy showers there were one or two periods of sunshine, which enabled me to have a move without getting wet. I had a look at the new terminal 2, this is worth having a visit. The airlines using the terminal were, British Airways, Brittania, Singapore Airline, as well as Quantas, plus a few more. Over the apron at the engineering hanger were 2 Trans Cambodian 748 (G -BICK G-JTIS)

J.D.ARUNDEL.

I list below some of the aircraft seen that day Friday 28th May 1993.

Boeing 747 - 400 VH-OJM 9VSMR 747-200 G-BDXC
Boeing 767 G-BKPW, G-BOPB, GBIF/G, GENWB/O/W, G-BNYS, G-UKLH, G-FCAF, G-FOCA, N324AA, N370AA.
Boeing 757 G-BIKG/G/I/F/X/R, G-BPED/E/H, G-BYAC, G-IEAB, G-MONB/E/J, G-000D/C/S/W/U.
Boeing 737-200 G-BGDA/F/G/I/J/K/L/O/T, G-BKYK/O/P, G-BAZF, G-BGJF, G-BTZF, CN-RML, D-ABFU, D-ABHK, F-BGYF, F-GLXH, OO-SDR, 9H-ABF.
Boeing 737-300 G-BNCG, D-ABKN, EC-FKI.
Boein 737-400 G-BSNW, G-BVHL, G-DOCK/X, G-UKLC/D, PH-BDR/V/U, PH-BTC.

VISIT TO MANCHESTER (Cont)

Boeing 737-500 D-ACBB, D-ABIR, EI-CDA/F/G/S, F-GHOL, F-GINL, OO-SYK,
 Tristar G-BBAF/1/J, N-741DA.
 Airbus A300 G-MONR/S, A6-EKD. A310 HBIPB
 A320 G-GACT, G-OOAC, EC-FBQ, F-GFKZ, 9H-ABQ.
 McD Douglas MD83 G-COES, G-JSMC, G-TONW, G-TTPT. MD81 SE-DFR, SE-DIL.
 DC9 OY-KGN
 Bae 146-300 G-BMTU Bae 146-100 G-OJET.
 Bae ATP G-BTPE/K/F/J/O/L, G-LOGA/B/C/E, G-BRLY.
 Jetstream 31 G-OAKS, PH-KJA/B, OY-CLC. Jetstream 41 G-LOGL, G-WAYC.
 Saab 340A G-GWTA/E Dornier 228 G-BMMR, G-BUKT, D-CAAL.
 Brasilia EMB120 F-GFED Fokker 50 EI-FKA/C/E.
 DC 10 G-BHDH. Dash 8 D-BKIS. Citation 500 G-SWET.

J. D. ARNDEL.

"TWO DAYS IN THE LIFE OF A TRUE SPOTTER"

8/3/93 NETHERTHORPE

CESSNA's AVPI, AVIB, BMEF, BOXI, BRNK, AZUZ, BISB, BUOF, AVPI, BCXP, BPBM, AZXC, BIUM, BRNN, BHNA,
 BIZG, AYKL.
 PA28 BPXA, BOOC. JODELS AXXW, AXGG, AZHC. MOONEYS GCKI, BUTW.
 ROBIN BFBE. CHIPMONK WG 472, JAKE. AERONCA BPFM. S/SKYBOLT BRIS.
 MICROLITE MWWE, LUTON 4A AZHU, BRUGGER BMUI. EMERAUDE AYEC, BEECH ASBB.
 SCHEIBE BRWT. PEIL BPHT. CHIPMONK WZ 876. DENNY KITFOX BONY. MUSTANG FB226.

8/3/93 GAMSTON

CESSNA's BHJB, BOBV, BHUG, ORAY, BBYS, BJRW, BSCP. HAVARD TSIX, GT6(G7)
 P.A.'s APJX, ROLA, DARA, AAMS, HCSL, ATZC, LEAM, AVCX, AVNU, BPUI, BGXS.
 BONAZA BMYD, MOONEY BHJI. MOTH AHBL. KINGAIR FOOD, SOGAZO BTAK, BEECH BDWK.
 JODEL EHIC. PLAS :- EI-TCK, NI407J, N31712, N8171X, BKSZ, N4698W, BRDD.

8/3/93 FINNINGLEY

JET PROVOST XW 431, XW 296. METEOR Wk 864. HAWK XX169, XX173, XX309, BULLDOG XX713(Z)
 XX529(W). NIMROD XV 263. JETSTREAM XX497. DOMONIE XS717, XS731.

8/3/93 SANDTOFT

CESSNA's INDC, BNPY, BOYL, BCUJ, BAGO, BKRD, AYSX, RUIA, AWUJ, BTOS, BRWC, BHIN, BPZX, BFEE,
 BSEP, ARCV, ATMY. PA's BGBK, HPRM, BKEK, BPJF. R22 ODJP. PARTNAVIA BHEZ, MOONEY BTOD
 BEECH AVE7, CUB ASAU. HAULE RJWW. Plus BMWV, BSPN, ATZS.

8/3/93 STURGATE

CESSNA'ss BMJR, KYIN, AVCE, BING, AVIB, BNME, BMZC, BFPH, JDIT, BPFM, BONW, BMCN. PA's AZYU,
 BMPR, BAWN, BBCW, NEWR, JTCA, BSKC, LIZI, BGRL, BOIG, AVZR, BNZG, BIUW. ROBIN YOGI, BAJY.
 MONNEY ASUB, AUSTER ALFA, BICD. PUP AWVC. JODEL BDDG.
 Plus:- F-GALL, BNDT, TDFS, BROR, BUIR, AXGZ, N1604K, D-EFFF.

8/3/93 WICKERBURY

CESSNA's BBKE, BHWB, BTYC, BBJZ, PA's VICC, BFEY, BFDG, AUTOCRAT AJIV.

ALL THE ABOVE WERE SEEN ON THE SAME DAY.

9/3/93 SOUTHAMPTON.

BRYN, BAEB, BIPV, BOZZ, LOGK, BNFN, AZBK, BADO, BTGU, OLFR, PK-ALR, BODY, BUTN, TEFH,
 BNSY, BNTW, LOGV, AYBO, BEUL, BHWZ, BREK, BNIJ, BNER, BJTD, CIJB, NASH, BSKT, PRIM, MELD, BLMN
 BADO, BFZV, DHWW, DHVE, DJIW, HB-VKJ, PH-KSA, N125AS, VR-BKK, MAGY, OMOG, HNRY, BHKK, BAUR,
 BDVS, HAMA, LOGU, BEUK, BHWZ, BLYK, WACT, BEPH, BRHA, JETJ, LOGJ, F-GGLR, N31WL.

A good two days spotting.

JOHN JACKSON.

NOT THE WAY TO START A HOLIDAY

Have you ever watched the television news, seen pictures of holidaymakers with long delays sitting in airport lounges and hoped that it never happens to you ? I have and now I know what it feels like

My wife, three children and I had chosen a holiday in Mallorca departing from Leeds Bradford Airport on Friday 21st May. We had flown this route twice before (1990 on a Britannia 737/200 and 1992 on a Monarch 757) both with mid afternoon departures. We were pleased that in 1993 the departure was scheduled for 10.10, on a Spanair MD83, as this should have given us a couple of hours by the pool on arrival at our hotel before the evening meal.

Friday morning was cloudy and dull. We arrived at the airport in good time and were in the international departure lounge when the Spanair MD83, EC-EJU named SUNBIRD, touched down at 09.17. We boarded the aircraft shortly after 10.00 and were just commenting that we would be away fairly close to time when, at 10.25, the cabin steward made a brief announcement. He said that the aircraft had a technical fault and added ominously that the delay was indefinite. Within a few minutes we were asked to disembark and return to the departure lounge. The crew said that they were awaiting instructions from Palma.

Back in the lounge I decided to keep a record of events

11.00 There had been no announcement since we left the plane so I suggested to one of the handling agent staff that they should make an announcement to let all the passengers know what the problem was and what was being done about it.

11.30 The handling agent representative came round to say that she could not tell us anything as she had not been able to find out what was happening.

11.50 Free coffee and biscuits were announced.

12.30 The handling agent came round to announce that the delay was due to the failure of a backup instrument that measured the cloud ceiling. An improvement in the weather along the route was expected and if this occurred the captain would declare the aircraft fit to fly. She added that a free meal was being prepared for serving in the restaurant between 13.00 and 13.30. People living near the airport were told that they could go home as long as they left their telephone number - this did not raise much optimism for an early departure !

13.10 Started serving the meal in the restaurant. The catering staff did well to prepare a hot meal for a full plane load of over 160 passengers at such short notice.

14.30 It was announced that the aircraft was technically fit to fly at a lower altitude taking a longer route, possibly five hours flying time, but as some of the passengers did not want to fly on the plane they were considering chartering a replacement.

15.30 The weather had still not improved when we were all asked to move up to the gate 6 departure lounge where an announcement would be made. Once we had all squeezed in there we were told that Airtours had a replacement part in Manchester and that a mechanic would drive over and fit it. Fitting should take 20-30 minutes so the estimated departure time would be in approximately

two hours time. Questions from passengers as to why this action had not been taken much earlier received no satisfactory answer. We all went back to the international departure lounge.

Seeing a British Air Ferries BAe 146, G-BRAB, arrive and depart on a charter flight to Lourdes was little compensation for the delay so far !

16.45 More free tea and coffee announced. The part had still not arrived from Manchester but we had a departure slot of 17.30.

17.05 Returned from collecting free tea to see a car at the side of the MD83.

17.15 Announcement of boarding was met with a loud cheer followed by a stampede.

17.38 Took off from runway 32. Complimentary drinks were provided on the plane and the service from the cabin crew was good.

21.02 (Local time - one hour ahead of BST) Landed in Palma.

23.15 Arrived at our hotel over seven hours later than expected.

Next morning the frustration of the previous day had evaporated but two lasting impressions remain. Firstly that action should have been taken much sooner to replace the faulty component. Secondly that it is vitally important to keep all the passengers fully and regularly briefed on the situation. If an incoming flight will be five hours late then at least passengers know how long they are going to have to wait but when the delay is 'indefinite' and no positive action is apparent then it can be extremely frustrating for passengers and particularly difficult for those with young children.

Two weeks later we were up early for our return flight. During the coach ride to the airport our courier said that there should be no delay as our aircraft was already on the ground at Palma airport. She probably did not understand the laughter that this statement generated.

A total of eight Spanair MD80s were lined up around the departure terminal including OY-KGT, an MD81 ex SAS, now in Spanair livery. Once aboard the airport bus it headed for EC-EJU, our outward aircraft, but continued to the next in line, EC-EIG named SUNLIGHT. Take off was at 07.45, a little later than advertised. Once airborne the crew circulated an information card and map with details of our flight (quoted here as spelt) :

The Captain	: Mr Borja	Route	: Tarragona
Cabin Chief	: Miss Guervos		: Pirineos
Flying Time	: 2h 30min		: Cognac
Cruising Altitude	: 31000 feet		: Nantes
Outside Temperature	: -50 C		: British Channel
Local Arrival Time	: 9:20h		: Plymtho
Velocity	: 850km/h		: Exmor
Temperature at Destination	: 15 C		: Near Manchester
			: Leeds & Bradford

Touch down at Leeds was on time at 09.10. We were back home in time to see the aircraft climbing from runway 14 for it's return to Palma at 10.17 - no delay today !!!

Peter Martin

LINTON'S TUCANOS AT RONALDSWAY (I.O.M.)

R.A.F. LINTON ON OUSE is the main airfield for No 1 FTS and its superb TUCANO trainer aircraft. Some 9 miles N.W. of York, LINTON really is one of the best aerodromes in England, with two runways (04/22, 1836 x 46m and 10/28, 1339 x 46m; Linton App 129.15 MH3, Tower 122.10 MH3, a good Tacan and an I.L.S. Church Fenton has now been reduced to a satellite airfield for Linton, but it was from CHURCH FENTON two years ago that the first 2 Tucanos flew into RONALDSWAY, Isle of Man, and then to JURBY for its air display. Now as a result of bad weather at Linton, six Tucanos of No.1 FTS have been detached to RONALDSWAY AIRPORT.

In early May, 12 pilots were transferred to the island after the weather in Yorkshire began to deteriorate. Ronaldsway was chosen ahead of four other airfields due to its low charges and the competitive hotel rates in the I.O.M. Five instructors and seven trainees, commanded by Squadron Leader Bob Wren, practised basic flying training for emergencies, spins, aerobatics and instrument flying during their three days at Ronaldsway. The planes used were 5 Shorts TUCANO T1 trainers (including ZF 490 and ZF 492), which were relatively new aircraft, built by Short Bros of Belfast. Facilities for the stay were arrived at with less than a day's notice, so the pilots enjoyed their visit to the island, as well as their real impression with the way that the TUCANOS coped. Even Ronaldsway Airport Director Phillip Park, and Operations Manager Ian Moffett did their best to show that No 1 FTS had an excellent trip around the Isle of Man. At the Airport, three runways could be made available (03/21, 08/26, 17/35) with the usual vhf frequencies of 120.85 MH3 for approach and 118.20 MH3 for tower. However the trip to Ronaldsway was just a one-off situation, normally because RAF Linton on Ouse is still the main airfield for its own TUCANOS.

So many of the Air Yorkshire Group can go flying to the IOM, the best means by Jersey European Shorts 360, Manx Airlines 360 or Jetstream 41 and ATP's or perhaps a Yorkshire European "Bandit" (instead of using a TUCANO or two)!! If they are interested the airport at Ronaldsway has a great deal to show to aircraft enthusiasts (even we can fly there!!) The annual air display at JURBY AIRFIELD (new RAMSEY IOM) is on 8th August 1993, it should be an excellent trip. I can see aircraft flying over the Isle of Man on RED 3 on the IOM, VOR/DME at Spanish Head, and there are lots of other things as well as planes..There are kippers(Manx of course!), theres the Casino (for moneyed trippers), Trams, horse drawn and electric, and the railway is very interesting too. There are sheep (Loughtan Breed) and the noted MANX CATS. The MANX MUSEUM is in DOUGLAS, which is an award winner, theres a real VIKING at "ODING RAVE" in PEEL, and you should know about the LAXEY WHEEL. Gill Jushingham of YAC and the FLYER magazine, 2nd Flyin to the IOM, please note Norman Wisdom is a resident too. Apart from other things, we will see you at Air Yorkshire (and on the island !!)

E.C.GRIFFITHS (With R.E.JONES.)

TRANSATLANTIC JOURNEY

"Nationair have gone bankrupt." When Mike made that announcement at the April meeting, he couldnt have known what a shock he gave Peggy and me. We were booked to fly with them; so next day I hurried to the travel agent. "We're supposed to be flying Nationair to Canada," I told the clerk. "And they've gone bankrupt." "Have they?" she said. "I didnt know." She rang Globespan, the flight agents, who confirmed that the airline had gone into receivership, but that passengers would be rebooked with another airline. So on May 18th, after checking in at Manchester for Caledonian Flight CKT 8935, we did some plane spotting.

Terminal 2 had opened since our last visit to the airport, and scheduled Trans-Atlantic flights were using it; but because ours was a charter we left from Terminal 1 The new rail link had also opened, although I didnt see the station. As far as aircraft were concerned, our list includes the following; C-FCAB, Canadian (767), N7375A, American (767), N312AA, American (767), SS-ABH, Adria (DC9), VR-HOS, Cathay Pacific, (747), VR-HKN, Air Hong Kong, (747), N765DA, Delta, ZS-SAP, South African Airways, (747), VH-OJL, Qantas, (747), and an Air Malta 9H-ABO which was probably a 737. We also saw KLM, SAS Loganair, Air France, Aer Lingus, Airtours, Manx, Britannia, Air 2000, Air UK Leisure and British Airways.

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Some B.A. aircraft now have "British Airways Manchester" painted on the side. I also logged G-OAKI and G-OAKJ (both BAe Jetstreams) of Air Kilroe, and Business Air's Saab, G-GNTB.

At last it was time to board Caledonian 11011 Tristar G-BBAF. I had'n't been on a Tristar before, and the size of it amazed me. Nevertheless, we lifted off easily enough. We flew over Scotland before turning to cross the sea. For most of the way it was either cloudless or cloudy with frequent clear patches, so when Greenland showed up below us, the scenery stood out clearly: mile after mile of snowclad mountains, glaciers and frozen valleys. The Canadian coast was crossed north of Newfoundland; then we flew over desolate Labrador. Finally, Toronto's CN Tower came into view on the port side, and soon the runway was beneath us. It was good to be back; especially when I saw my sister-in-law beyond the arrival barriers.

We stayed overnight in Toronto. Then on to Niagara Falls City. Helicopters were buzzing visitors over the falls for short, sight seeing trips. At 7.00 P.M. we found the helicopter terminal. It had closed, and there was'n't a machine in sight. The next planes we saw were at St. Thomas Airport, Ontario, and there were plenty, although all were light aircraft. Most were monoplanes, although six were biplanes. I could only read one registration. It was a monoplane, CF-CAT. That was strange. All the other aeroplanes I have seen in Canada started C-, but this one definitely began CF - .

We were in the USA before I spotted any more aircraft, and the location was Lenawee County Airport, Michigan. It was a small field with six light aircraft standing on the apron. One was a Piper Warrior II, registered N1460X. I could'n't identify the others, but they were registered N58RJ, N733ML, N5113S and N43356. There was a wide hanger with two doors, and a building bearing the sign, "Jacobs Flying Service Office." The next aircraft spotted was an old military one displayed in front of the American Legion at Blissfield, Michigan. Unfortunately the road was too busy for us to stop and investigate.

Grosse Ile Municipal Airport is a former navel air station, and the disused navel control tower is still standing. British military pilots were also trained there during the Second World War. Unfortunately there were accidents, and there are thirteen British Servicemen's graves in a nearby cemetery. Nowadays Island Aviation work out of Grosse Ile. They operate charter planes, rent out aircraft and give pleasure flights. The fleet consists of Cessna 152, 172 and 303 types, with at least one Piper Pa-28-161. We took a pleasure trip which cost 12 dollars for 25 minutes; the plane being the Piper, registered N40023. The field is on a bank of the Detroit River. We took off from runway 04 heading away from the water; then when we were airborne the pilot dived to fly over Boblo Island, after which he followed the river to the Ambassador Bridge. This bridge connects Windsor, Canada with Detroit, USA. and is the way we had entered the United States. After flying over the bridge we turned back, flew over Downriver and returned to the airfield.

During the holiday we visited the local Detroit Metro Airport and, as usual, the bulk of the traffic was Northwest with a variety of other operators including American Trans Air, TWA, Delta, Leisure Air, Sun Country and KLM. British Airways also go to Detroit, but we didn't see one. On the cargo side we saw Federal Express, Alitalia and Kitty Hawk Air Cargo. UPS (United Parcel Service) still work out of there, but I didn't log one this year; and KLM and Emery Worldwide have warehouses for cargo nearby. Already busy, Detroit will be even busier in the future, because a new terminal and two additional runways are under construction.

Taking a holiday within a holiday, we headed north for several hundred miles. At Iosco County Airport, Michigan, there were seven light aircraft on the ground, but no sign of activity. At St. Ignace several light aircraft took off and landed within a few minutes. Full marks to Peggy. She logged N4758 as it soared skywards while I was still finding my binoculars. As we rushed past Indian River Airfield, Michigan, Peggy saw two yellow biplanes. I didn't even see the airfield !!

It was my turn to drive and, tearing along a freeway at 65 m.p.h. on the "wrong" side of the road whilst searching for a turn off to a rest area, took all my concentration. I did, however, inspect Mackinac County Airport. A Cessna 180 II single engine seaplane, registered N1573F, was parked on the apron on a trailer; whilst nearby was N2736K which was equipped with both floats and wheels. Another unusual plane was N1ZK. This was a Riley high wing light aircraft with two propellers; one at the front and one at the back. It also had twin tails. There were several other light aircraft to log, including one which was partly dismantled.

At the entrance to Sault Ste. Marie Municipal Airport in North Michigan, which is

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also called Sanderson Field, is a notice reading; "No Scheduled Passenger Services At This Airport. Scheduled Service Operates From Chippewa County International Airport, Kinross, MI." As well as planes registered in the USA, there were three Canadian ones: C-FNEE (a Lancair), C-FTZI and C-FZZR. This isn't surprising because you can see Canada from the town.

One evening we sailed from Sault Ste. Marie on a pleasure cruise during which dinner was served. As the ship drifted down St. Mary's River, Canada was on one side and the USA on the other. The sighting of a small seaplane was a bonus. It was moored on the water on the Canadian side of the river. Canada's Ontario Seaplane Base is also sited on the banks of St. Mary's River, but no planes were visible when we sailed past. A few days later we were at Toronto International Airport waiting for Caledonian Flight CKT 8942 home. It was a 757, G-BPEO, named Lake Katrine. As we were waiting to board it, BWIA International's 9Y-THN, took off. And as we taxied to the holding point, as well as an Air Ontario, we saw some cargo planes at the freight terminal. These were Airborne Express N213FE and an Air Canada Cargo plane. Our flight back was up Lake Ontario, past Ottawa, Montreal and Quebec, across Newfoundland, then over Dublin and Liverpool to Manchester. There we disembarked, leaving the plane to complete its journey to LBA.

L. Scherfzik

AIRLINE NEWS

IBERIA Two of the B.727's leased to Argentina have since returned. Have taken delivery of the last of their order for 22 A.320-211's; it is currently registered EC-886 and c/n 356.

LUFTHANSA B.747-230B D-ABZA (23287) suffered a bird strike in No.2. Engine during its take off run at Frankfurt on 20th March. The pilot aborted the take off and overshot the end of the runway. No.1, 2, and 3 engines and the fuselage were damaged but the aircraft is repairable.

LUXAIR have returned B.737 - 209's IX-IGH (21443) and IX-IGI (21444) to the lessors. They have since been leased to TransAero as RA-73000 and RA-73001.

MAERSK AIR Ex VASP B.737 4Y0 PT-WBJ (24911) has been added to the fleet and has been re-registered as OY-MBK.

MARTINAIR sold DC 10-30CF PH-MBT (46985) to the Dutch Air Force on 4th February with immediate lease back.

PALAIR MACEDONIA The Fokker 100 destroyed on 5th March was PH-KXL (11393) on lease from Fokker. It crashed shortly after take off from Petrovac Airport at Skopje operating a flight to Zurich. Of the 97 passengers and crew on board only fifteen survived. The aircraft had previously been a demonstrator with Fokker.

SOUTH EAST EUROPEAN AIRWAYS (quite a long name for an airline) began operations between Gatwick and Athens on 28th March using leased B 737-400 G-UKLB (24344). The aircraft is operated in modified Virgin Atlantic markings.

SUITAIR AIR have added B.737-307 TC-JTB (23781) to their fleet on lease from Polaris. It waers full Sultan Air colours and is ex N 159AW.

TAT EUROPEAN only F 28 and F 100 operating international routes will be painted in full BA colours. The remainder are expected to retain the currant colour scheme.

TADAIR SA of Spain lost DC 3 (C47A) EC-FAH (9336) when it crashed onto the apron at Palma only 200 metres from the terminal and close to the hanger complex just after getting airborne. The aircraft was destroyed.

CANADIAN HERITAGE MUSEUM

Not airline news but information that may be of interest to members. The Canadian Heritage Museum at Hamilton had a hanger fire on 15th February. The Lancaster was in the hanger at the time but only suffered minor superficial damage, it will still be airworthy. Unfortunately though the following aircraft are now known to have been destroyed; TEM-3 C-GCWC (4355); Hurricane XII C-GCWH (42012); Spitfire LF.IXc NX 9BL (CBAP-IX-1514); Stinson 105 C-FBSU (7044); Auster AOP.6 C-FLXT (2590) and Aero Commander 680v C-FFEO (1963-72).

A major blow for the museum, but it could have been much worse if all the efforts on restoration of the Lancaster had been lost.

E.F. Brown