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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB,on the south side of LEEDS BRADFORD AIRPORT,by courtesy of Ms.Jill Tushingham (MD) at 15.00hrs.

SUNDAY ,JULY 3RD. - H.M. CUSTOMS AND EXCISE

THERE IS NO MEETING HELD IN AUGUST - all magazines will be posted

SUNDAY, SEPTEMBER 4TH. - **British Commuter Airlines R Fozzard C Harper.**

CHAIRMAN'S CHAT - Sunday, the 5th June saw one of our biggest meetings yet when over 100 members turned out to hear Mr. Bill Savage, Leeds/Bradford's new Managing Director.

Bill explained that although LBA had now got 24 hour opening it could not be brought into use until various other conditions have been met e.g. noise insulation schemes and improvements to the local road infrastructure. Probably one of the first things to happen will be earlier morning slot times to ease the 0700 hrs dash to be first off the tarmac. These earlier flights would also make more connections possible at airports such as London and Amsterdam. Talks are ongoing with the travel trade and charter airlines to attract new business for the 1995 season, although this coincides with airlines opting to reduce the number of flights in preference to bigger capacity aircraft.

Also ongoing are the plans for Cat III installations on R32 (due to the lump called The Chevin, R14 is not suitable for this upgrading), enlarging the terminal building, developing an airport hotel by private developers and other general improvements to give the whole of Yorkshire the airport it needs to bring into into the next millenium. Not only did Bill give up his Sunday afternoon to talk to us, but he had to dash off to see Sue, his wife, in hospital. Many thanks to him, and we hope his wife has now fully recovered.

In September, 1992 approx 30 members visited R.A.F.Leeming for a base tour, pasrt of which included the Mountain rescue Unit. We are now arranging for the M.R.Team to visit US. This would probably be an extra Tuesday evening meeting in October.

Finally, don't forget there is NO MEETING IN AUGUST. All magazines will be posted. If you are going on holiday , have a good time and don't forget that it may inspire an article for the magazine.

CREDITS - Terry Sykes, Roger Fozzard, Mark Teale, Leslie Schefftsik

Since there is a bit of space left, a note from the Secretary.

Most of you will probably know it is Air Yorkshire's 21st Anniversary next year. To mark the occasion we though we would have a celebratory dinner with a guest speaker. If you have any suggestions for a suitable venue (fairly central) that does a good evening dinner and/or suggestions for a guest speaker, please mention it to me over the next few weeks.Arrangements will have to be started within the next two or three months.

Leeds/Bradford Movements

May 1994

01	EI-CFA SAAB 340	0828	G-ELDH DC9	0932
	G-BJYD Cessna F152	1024	G-BMAC DC9	1059
	G-ELDH DC9	1218	G-00AA Airbus 320	1235
	G-TKPZ Cessna 310R	1420	G-LACB Warrior II	1422
	G-KHAM Airbus 320	1425	G-BYAI Boeing 757	1433
	00-DTG Brasilia	1445	EI-CFA SAAB 340	1536
	G-BMAG DC9	1600	G-BLTO Short 360	1630
	G-OBOH Short 360	1709	G-BKTZ T-67 Firefly	1722
	G-BJAG Archer II	1745	G-BHAM DC9	1817
	EI-PKF Fokker 50	1956	00-DTJ Brasilia	1958
	G-OBOH Short 360	2025	G-BVMX Short 360	2039
	G-BHAM DC9	2122		
02	G-BVEF ATR 42	0721	EI-CFR SAAB 340	0831
	G-BHAM DC9	0923	00-DTH Brasilia	1033
	G-BTFX JetRanger	1201	G-BHAM DC9	1224
	G-BTFX JetRanger	1301	G-MPCD Airbus 320	1307
	G-OBOH Short 360	1315	G-IFLP Seneca	1339
	G-BVMX Short 360	1438	G-BYAO Boeing 757	1444
	G-AXDK Jodel DR315	1536	EI-CFC SAAB 340	1538
	G-BSDO Cessna 152	1600	G-BTFX JetRanger	1716
	G-GREN Cessna T310R	1749	G-BJMR Cessna 310R	1756
	G-BHAM DC9	1809	G-BKMX Short 360	1901
	EI-CFA SAAB 340	1921	00-DTN Brasilia	1948
	G-BWMW Short 360	2024	G-OBOH Short 360	2035
	G-BHAM DC9	2134		
03	G-LEGS Short 360	0839	EI-CFD SAAB 340	0844
	EC-646 DC9 83	0849	G-BHAM DC9	0927
	G-CTWW Seneca	0932	9H-ABE Boeing 737	0955
	G-BLPV Short 360	1005	G-OBOH Short 360	1011
	G-OEBA Robin DR400	1018	G-BGYV Bandeirante	1020
	00-DTI Brasilia	1025	G-BWMW Short 360	1053
	G-BHAM DC9	1223	G-OEDD Jetstream	1303
	G-OBOH Short 360	1329	G-RYAC Boeing 757	1355
	G-BWMW Short 360	1438	00-DTF Brasilia	1440
	G-BHAM DC9	1511	EI-CFC SAAB 340	1539
	G-TKPZ Cessna 310R	1632	G-OBOH Short 360	1713
	G-YJBM Airbus 320	1721	G-BKMX Short 360	1724
	G-BHAM DC9	1805	G-LEGS Short 360	1904
	EI-CFB SAAB 340	1911	00-DTN Brasilia	1955
	G-OBOH Short 360	2033	G-BVMX Short 360	2034
	G-BLPV Short 360	2102	G-BHAM DC9	2124
	G-BPDA HS 748	2138		

04 G-BLGB Short 360	0809	N917W Gulfstream IV	0821 1312
EI-CFD SAAB 340	0834	G-BMAM DC9	0926
XV298 Hercules C.1P	1016 1132	G-ODIL JetRanger	1022
OO-DTJ Brasilia	1031	G-OBOW Short 360	1034
G-BVMX Short 360	1044	G-BGPA Cessna 182Q	1047
EC-592 DC9 83	1223	G-BMAM DC9	1226
G-BGOM Navajo	1228	G-OEDD Jetstream	1250
G-BYAE Boeing 757	1304	G-OBOW Short 360	1329
G-BVMX Short 360	1434	OO-DTG Brasilia	1438
G-BMAM DC9	1513	EI-CFA SAAB 340	1541
G-ZAPG Short 360	1702	G-BLPV Short 360	1706
G-BMAR Short 360	1708	G-OBOW Short 360	1712
G-FFHI Twin Squirrel	1735	G-BMAM DC9	1814
G-BKMX Short 360	1854	EI-CFC SAAB 340	1919
OO-MTD Brasilia	1952	G-OBOW Short 360	2019
G-BVMY Short 360	2028	G-BLPV Short 360	2038
G-BPDA HS 748	2107	G-PKBE DC9	2132
05 OY-CPW Citation	0702	G-BMLC Short 360	0758
G-JLRW Duchess	0823	EI-CFB SAAB 340	0837
F-GGMV King Air 200	0906	G-PKBE DC9	0932
G-BGYV Bandeirante	0949	G-OBOW Short 360	0954
G-VIPI BAe 125 800B	0958	OO-DTG Brasilia	1043
G-BVMY Short 360	1058	G-GRID Twin Squirrel	1101
G-BRHJ Seneca	1135 1710	G-BRJV Cadet	1208
G-TKPZ Cessna 310R	1232	G-PKBE DC9	1235
G-OEDD Jetstream	1315	G-OBOW Short 360	1318
G-OOAB Airbus 320	1346	G-BVMY Short 360	1429
OO-DTJ Brasilia	1453	G-PKBM DC9	1525
EI-CFA SAAB 340	1556	G-BKMX Short 360	1724
G-OBOW Short 360	1738	G-BVJA Fokker 100	1822
G-LEGS Short 360	1847	EI-CFC SAAB 340	1933
OO-DTO Brasilia	2016	G-BLTO Short 360	2045
G-OBOW Short 360	2056	G-PKBM DC9	2126
G-BPDA HS 748	2144	G-BLPV Short 360	2232
G-ZAPF Short 360	2238		
06 G-UKLD Boeing 747 400	0747	G-BBSU Cessna 421B	0802
G-BKMX Short 360	0807	EI-CFC SAAB 340	0832
G-BOJX Archer II	0841	G-ELDI DC9	0939
XX498 Jetstream T.1	0952	G-BUZI Twin Squirrel	0953
SE-DEG Citation	0955	G-OBOW Short 360	0957
OO-DTJ Brasilia	1039	G-BWMW Short 360	1044
G-TVMH Cessna 310Q	1051	G-SACT Cadet	1124
G-GRID Twin Squirrel	1126	G-SHED Archer II	1138
G-PKBM DC9	1220	G-BYAC Boeing 757	1228
G-OEDC Jetstream	1256	G-OBOW Short 360	1319
G-BPFV Boeing 767	1357	G-BUZI Twin Squirrel	1419
G-BWMW Short 360	1428	OO-DTN Brasilia	1448
G-PKBM DC9	1515	EI-CFA SAAB 340	1537
G-BMAR Short 360	1658	G-OBOW Short 360	1715
G-TKPZ Cessna 310R	1755	G-PKBM DC9	1812
G-AVUL Cessna F172H	1830	G-BKMX Short 360	1855
EI-CFB SAAB 340	1919	G-MONW Airbus 320	1938
OO-DTH Brasilia	1957	G-OBOW Short 360	2030
G-BWMW Short 360	2039	G-BLPV Short 360	2049
G-BMAM DC9	2127	G-BPDA HS 748	2139

07 LZ-BTX TU 154	0705	EI-CFA SAAB 340	0835
OY-KIE DC9	0923 1009	G-BMAC DC9	0940
EC-FQP Boeing 737 300	1001	G-OPRA Navajo	1016
OO-DTG Brasilia	1022	G-BMLK Grob G.109B	1042
G-OBOH Short 360	1121	G-BVMY Short 360	1127
OY-KIE DC9	1218	G-BJYD Cessna F152	1432
G-BMAC DC9	1501	EI-CFD SAAB 340	1538
G-BVMY Short 360	1543	G-AZLY Cessna F150L	1545
G-OBOH Short 360	1757	G-BJYD Cessna F152	1809
G-BMAK DC9	1813	G-KMAM Airbus 320	1821
G-ELDH DC9	2117	G-BECG Boeing 737	2338
08 G-KMAM Airbus 320	0740	EI-CFA SAAB 340	0831
G-BMAK DC9	0918	G-BMAH DC9	1011
G-VIPI BAe 125 800B	1035 1116	G-PKBD DC9	1250
G-BJYD Cessna F152	1307	G-OBOH Short 360	1402
OO-DTG Brasilia	1427	G-BYAH Boeing 757	1431
G-BECG Boeing 737	1526	G-KMAM Airbus 320	1536
EI-CFA SAAB 340	1540	G-BMAI DC9	1618
G-BVMY Short 360	1639	LZ-BTM TU 154	1644
G-OBOH Short 360	1718	G-PKBE DC9	1807
G-LACB Warrior II	1838	G-LEGS Short 360	1855
G-BSBW JetRanger	1937	G-YUCS Saratoga SP	1940
EI-FKF Fokker 50	1942	OO-DTO Brasilia	1948
G-BVMX Short 360	2023	G-OBOH Short 360	2030
G-PKBE DC9	2108		
09 G-JETN Lear Jet 35A	0800	G-TKPZ Cessna 310R	0814
G-BKMX Short 360	0816	EI-CFA SAAB 340	0836
G-PKBE DC9	0926	G-OBOH Short 360	1001
OO-DTI Brasilia	1024	G-BVMX Short 360	1041
G-BPHL Warrior II	1214	G-PKBE DC9	1220
G-TKPZ Cessna 310R	1235	G-OEDD Jetstream	1255
G-GRID Twin Squirrel	1304	G-OBOH Short 360	1314
G-MPCD Airbus 320	1317	OO-DTH Brasilia	1425
G-BYAO Boeing 757	1441	G-BVMX Short 360	1444
G-PKBE DC9	1522	EI-CFB SAAB 340	1542
G-BAVZ Aztec	1556	G-OBOH Short 360	1708
G-LEGS Short 360	1711	G-PKBE DC9	1819
G-BMBB Cessna F150L	1848	G-BKMX Short 360	1853
EI-CFD SAAB 340	1936	OO-DTO Brasilia	1959
G-OBOH Short 360	2027	G-BVMY Short 360	2029
G-BLPV Short 360	2111	G-PKBE DC9	2116
G-BPDA HS 748	2141		
10 G-PEGI Seneca	0733	G-LEGS Short 360	0817
EI-CFB SAAB 340	0840	N375PK Challenger	0846
EC-FTS DC9 83	0904	G-BGLW Seneca	0915
G-PKBE DC9	0930	9H-ABE Boeing 737	0955
G-OBOH Short 360	1007	OO-DTH Brasilia	1031
G-BVMY Short 360	1048	G-PKBE DC9	1220
G-BRND Cessna 152	1244	G-BMLK Grob G.109B	1258
G-OEDC Jetstream	1307	G-OBOH Short 360	1319
G-BYAN Boeing 757	1430	G-BVMY Short 360	1440
OO-DTG Brasilia	1446	G-PKBE DC9	1514
EI-CFC SAAB 340	1552	G-BAVZ Aztec	1554
G-ISLE Short 360	1657	G-OBOH Short 360	1715
G-YJBM Airbus 320	1721	G-BSBW JetRanger	1739

G-BAOS Cessna F172M	1809	G-PKBE DC9	1821
I-AIRW Lear Jet 31	1838 1530(11)	G-LEGS Short 360	1901
EI-CFA SAAB 340	1924	OO-DTN Brasilia	1948
G-OBOH Short 360	2038	G-BVMY Short 360	2040
G-BLPV Short 360	2052	G-BPDA HS 748	2128
G-ELDI DC9	2223		
11 G-ISLE Short 360	0814	N9PC Gulfstream IV	0834 1338
EI-CFA SAAB 340	0849	G-ELDI DC9	0927
HB-VKO Falcon 20F-5	0938	G-BGYV Bandeirante	0952
EI-SHN Airbus 330	0958	G-OBOH Short 360	1010
OO-DTG Brasilia	1045	G-BVMY Short 360	1102
VR-BKY HS 125-3F	1105	G-MAIL Cessna 340	1108
G-BMPC Archer II	1127	EI-SHN Airbus 330	1159
EC-ETB Boeing 737 400	1206	G-ELDI DC9	1228
G-BSDL TB-10 Tobago	1237	G-BGZW Tomahawk	1322
G-OBOH Short 360	1327	G-OEDA Jetstream	1333
G-BYAO Boeing 757	1342	G-BNXX Cessna 404	1349
G-WYPA Bolkow 105DBS/4	1411	OO-MTD Brasilia	1436
G-BNYL Cessna 152	1438	G-BVMY Short 360	1442
G-ELDI DC9	1512	EI-CFA SAAB 340	1546
G-LEGS Short 360	1659	G-OBOH Short 360	1715
G-BGLW Seneca	1726	G-BVJA Fokker 100	1824
G-ISLE Short 360	1901	EI-CFB SAAB 340	1929
OO-DTJ Brasilia	2013	G-OBOH Short 360	2037
G-BVMX Short 360	2040	G-BLPV Short 360	2107
PH-IDA Navajo	2124 2143	G-ELDI DC9	2127
G-BPDA HS 748	2132		
12 G-LEGS Short 360	0828	EI-CFC SAAB 340	0844
G-JLRW Duchess	0849	N340AC Cessna 340	0854
N979RA Gulfstream IV	0912	N8100E Falcon 900	0930 1828
G-ELDI DC9	0945	G-JEAB Friendship	1001
G-OBOH Short 360	1014	OO-MTD Brasilia	1018
G-BVMX Short 360	1049	G-BLTT T-67 Firefly	1147
G-BCEE AA5 Traveler	1210	G-ELDI DC9	1235
RA05436 TU-154	1246 2308	SE-IBD Cessna F172N	1255
G-OEDA Jetstream	1302	G-MELD AA5A Cheetah	1326
G-OBOH Short 360	1334	G-HWKN Navajo P	1400
G-OOAB Airbus 320	1414	OO-DTF Brasilia	1433
G-BVMX Short 360	1450	G-ELDI DC9	1518
EI-CFD SAAB 340	1608	G-OMGC HS 125 600B	1610
G-ISLE Short 360	1709	G-MAIL Cessna 340	1726
G-OBOH Short 360	1737	G-ELDI DC9	1816
G-LEGS Short 360	1902	OO-DTI Brasilia	1938
EI-CFB SAAB 340	1939	G-BWMW Short 360	2037
G-OBOH Short 360	2058	G-BLPV Short 360	2113
G-ELDI DC9	2119	G-BPDA HS 748	2129
13 G-BHJI Mooney M20J	0711	G-UKLD Boeing 737 400	0746
G-BKMX Short 360	0817	EI-CFB SAAB 340	0840
G-BMCC Cessna T310Q	0935	G-ELDI DC9	0951
G-OBOH Short 360	1005	G-BWMW Short 360	1103
OO-DTJ Brasilia	1112	G-BPZX Cessna 152	1212
G-BYAS Boeing 757	1236	G-ELDI DC9	1241
G-OEDC Jetstream	1257	G-OBOH Short 360	1327
G-BPFV Boeing 767	1403	G-BWMW Short 360	1437
G-ELDI DC9	1518	EI-CFC SAAB 340	1541

G-WACK Short 360	1705	G-OBOH Short 360	1723
G-ELDI DC9	1825	G-BHJI Mooney M20J	1827
G-BKMX Short 360	1858	EI-CFA SAAB 340	1930
OO-DTH Brasilia	1949	G-MONW Airbus 320	2018
G-BVMY Short 360	2031	G-OBOH Short 360	2036
N2659F Cessna 421C	2050	G-BLPV Short 360	2113
G-PKBM DC9	2128	G-BPDA HS 748	2139
14 LZ-BTF TU 154	0715	EI-CFB SAAB 340	0858
G-ELDI DC9	0931	G-BMAH DC9	0934
EC-FSC Boeing 737 300	0954	OO-DTG Brasilia	1020
G-OGEM Archer II	1115	G-OBOH Short 360	1135
G-BVMY Short 360	1138	G-ELDI DC9	1226
G-PKBM DC9	1542	EI-CFD SAAB 340	1548
G-BVMY Short 360	1602	G-BRKH PA-28 Dakota	1618
G-OEXC Airbus 320	1659	G-OBOH Short 360	1803
G-BMAG DC9	1809	G-WYPA Bolkow 105DBS/4	1835
G-UKLC Boeing 737 400	2220	G-BECH Boeing 737	2338
15 G-ELDG DC9	0006	EI-CFA SAAB 340	0858
G-ELDG DC9	0915	G-BMAH DC9	1010
G-BVJA Fokker 100	1241	G-OBOH Short 360	1402
G-BVJV Airbus 320	1409	OO-DTI Brasilia	1436
XZ328 Gazelle AH.1	1442	G-BECH Boeing 737	1523
EI-CFA SAAB 340	1537	G-BYAN Boeing 757	1542
G-BMAI DC9	1546	G-BVMY Short 360	1636
XZ194 Lynx AH.7	1641	G-BSBW JetRanger	1650
LZ-BTM TU 154	1705	G-TAXI Aztec	1713
G-OBOH Short 360	1716	G-BVJA Fokker 100	1821
G-ISLE Short 360	1857	EI-CFC SAAB 340	1938
OO-DTO Brasilia	1949	G-BLTO Short 360	2026
G-OBOH Short 360	2116	G-BVJA Fokker 100	2126
G-UKLD Boeing 737 400	2139	5B-DBB Airbus 320	2229
16 G-ONEX King Air 200	0702	G-LEGS Short 360	0804
EI-CFC SAAB 340	0847	G-BVJA Fokker 100	0934
G-OBOH Short 360	1007	OO-DTF Brasilia	1049
G-BLTO Short 360	1104	XZ207 Lynx AH.7	1223 1321
G-BVJA Fokker 100	1228	G-OEDA Jetstream	1259
G-OZBB Airbus 320	1304	G-OBOH Short 360	1318
G-BLTO Short 360	1440	G-EWFN TB-20 Trinidad	1445
G-BYAH Boeing 757	1450	OO-DTN Brasilia	1455
ZE700 BAe 146 CC2	1511	G-BVJA Fokker 100	1521
EI-CFB SAAB 340	1533	G-TKPZ Cessna 310Q	1546
G-ISLE Short 360	1704	G-OBOH Short 360	1716
G-BSBW JetRanger	1825	G-BVJA Fokker 100	1826
G-ZAPD Short 360	1841	G-WACK Short 360	1854
EI-CFA SAAB 340	1927	G-UKAG BAe 146 300	1930
OO-MTD Brasilia	2014	G-OBOH Short 360	2027
G-BVMX Short 360	2037	G-BVJA Fokker 100	2126
G-BPDA HS 748	2136	G-BLPV Short 360	2203
G-ZAPD Short 360	2239		
17 G-BAVZ Aztec	0750	G-ISLE Short 360	0809
EI-CFC SAAB 340	0834	EC-EPL DC9 83	0854
G-CTWW Seneca	0929	9H-ABF Boeing 737	0934
G-BVJA Fokker 100	0935	G-OBOH Short 360	1001
G-SHCC JetRanger	1013	OO-DTK Brasilia	1025

G-BVMX Short 360	1057	G-BGGI Tomahawk	1158
G-BGYV Bandelrante	1241	G-BVJA Fokker 100	1248
G-OEDC Jetstream	1257	G-YAWW Turbo Arrow IV	1304
G-OBOH Short 360	1322	OO-DTL Brasilia	1434
G-BVMX Short 360	1440	G-BYAC Boeing 757	1501
G-BVJA Fokker 100	1528	EI-CFB SAAB 340	1538
G-ONEX King Air 200	1553	G-WACK Short 360	1706
G-JEAF Friendship	1724	G-OBWB BAC 1-11	1933 0852(18)
G-BVJA Fokker 100	1830	G-ISLE Short 360	1856
EI-CFD SAAB 340	1929	G-BSSW JetRanger	1950
OO-DTJ Brasilia	2000	G-JEAF Friendship	2023
G-AVMH BAC 1-11	2025 1117(18)	G-BVMY Short 360	2034
G-SUEE Airbus 320	2048	G-BLPV Short 360	2104
G-BVJA Fokker 100	2127	G-BPDA HS 748	2134
G-BPEH Boeing 757	2253		
18 G-ATJR Aztec	0718	G-BKMX Short 360	0806
EI-CFD SAAB 340	0833	G-BGGI Tomahawk	0855
G-BVJA Fokker 100	0950	G-JEAF Friendship	0953
G-BVMY Short 360	1100	OO-DTN Brasilia	1103
G-AWKP Robin DR253	1204	EC-ESJ DC9 83	1219
G-BVJA Fokker 100	1239	ZE440 Jetstream T.3	1244
G-PEGI Seneca	1306	G-BYAO Boeing 757	1312
G-OEDC Jetstream	1313	G-JEAF Friendship	1319
G-BUTT Cessna FA150K	1416	OO-MTD Brasilia	1431
G-BVMY Short 360	1444	G-BVJA Fokker 100	1523
EI-CFA SAAB 340	1552	G-ISLE Short 360	1711
G-BGGI Tomahawk	1716	G-JEAF Friendship	1807
G-BVJA Fokker 100	1818	G-TAXI Aztec	1848
G-BKMX Short 360	1858	EI-CFB SAAB 340	1922
OO-DTG Brasilia	1955	G-ATJR Aztec	2010
G-BLTO Short 360	2034	G-BLPV Short 360	2100
G-JEAG Friendship	2102	G-BVJA Fokker 100	2121
G-BPDA HS 748	2140		
19 G-ISLE Short 360	0803	G-AYDG Rallye Minerva	0835
EI-CFD SAAB 340	0844	G-BVJA Fokker 100	0926
G-JEAG Friendship	0958	EI-TLE Airbus 320	1006
G-BDAL Rockwell 500S	1012	G-MATZ Cherokee 140F	1014
OO-DTL Brasilia	1043	G-BLTO Short 360	1054
G-BVJA Fokker 100	1221	OY-SUJ Citation	1225
G-TAPE Aztec	1244	G-OEDD Jetstream	1248
G-JEAG Friendship	1320	OO-DTN Brasilia	1435
G-BLTO Short 360	1448	G-OOAA Airbus 320	1454
G-BVJA Fokker 100	1525	EI-CFC SAAB 340	1544
G-TAXI Aztec	1656	G-BKMX Short 360	1700
G-JEAG Friendship	1702	G-BVJA Fokker 100	1817
G-OBWB BAC 1-11	1842	G-LEGS Short 360	1901
EI-CFB SAAB 340	1916	G-MOAC F33A Bonanza	1923
OO-DTF Brasilia	1950	G-JEAG Friendship	2024
G-BLTO Short 360	2045	G-BLPV Short 360	2106
G-BVJA Fokker 100	2127	G-BPDA HS 748	2141
EI-TLE Airbus 320	2308		
20 G-ISLE Short 360	0813	EI-CFC SAAB 340	0841
G-BVJA Fokker 100	0932	G-TART PA-28 Dakota	0939
G-JEAG Friendship	0958	G-BSSW Warrior II	1000
ZB691 Gazelle AH.1	1008	OO-DTN Brasilia	1020

G-BVMX Short 360	1059	G-AYMO Aztec	1158
G-BVJA Fokker 100	1233	G-BYAC Boeing 757	1243
G-OEDC Jetstream	1258	OO-MTD Brasilia	1431
G-BRIG Boeing 767	1441	G-BVMX Short 360	1451
G-BVJA Fokker 100	1519	EI-CFA SAAB 340	1558
G-BKMX Short 360	1706	G-BSSW Warrior II	1720
G-BLPV Short 360	1759	EI-TLE Airbus 320	1806
G-BVJA Fokker 100	1825	G-ISLE Short 360	1854
EI-CFD SAAB 340	1948	OO-DTI Brasilia	1950
G-JEAL Friendship	2032	G-BWMW Short 360	2036
G-BVJA Fokker 100	2128	G-BIUV HS 748	2131
G-BMAC DC9	2158	G-BLZT Short 360	2209
21 LZ-BTX TU 154	0705	EI-TLE Airbus 320	0716
EI-CFC SAAB 340	0838	XZ328 Gazelle AH.1	0856
ZG887 Lynx AH.9	0914 0932	G-BMAH DC9	0935
G-BMAC DC9	0937	G-BHTT Citation	0942
EC-FQP Boeing 737 300	1005	OO-DTK Brasilia	1011
G-BRFA Navajo	1045	ZR382 Lynx AH.9	1138 1231
G-BLZT Short 360	1140	G-BWMW Short 360	1143
G-BMAC DC9	1214	G-VIPP Navajo	1255
F-BPVE Boeing 747 128	1424 1649	XZ303 Gazelle AH.1	1431 1558
G-ELDH DC9	1528	EI-CFA SAAB 340	1543
G-BWMW Short 360	1549	OO-CJP Cessna 414A	1721
G-OBOH Short 360	1805	G-BMAK DC9	1823
G-BRFA Navajo	1836	EI-TLE Airbus 320	1917
G-BHTT Citation	2017	G-BMAC DC9	2129
G-JEAB Friendship	2132		
22 G-BECH Boeing 737	0040	EI-CFC SAAB 340	0904
G-BMAK DC9	0929	G-BMAG DC9	1018
G-BMAK DC9	1218	G-WATS Seneca	1328
G-OBOH Short 360	1409	G-BVJV Airbus 320	1425
OO-MTD Brasilia	1506	EI-CFC SAAB 340	1549
G-BMAH DC9	1605	G-BECH Boeing 737	1625
G-BWMW Short 360	1644	G-OBOH Short 360	1714
LZ-BTM TU 154	1733	G-BVJA Fokker 100	1826
G-LEGS Short 360	1906	PH-KXT Fokker 50	1940
OO-MTD Brasilia	1959	EI-CFD SAAB 340	2004
G-BYAH Boeing 757	2030	G-OBOH Short 360	2036
G-BWMW Short 360	2041	G-BVJA Fokker 100	2123
EI-TLE Airbus 320	2213	5B-DBB Airbus 320	2222
23 G-BKMX Short 360	0816	EI-CFB SAAB 340	0848
G-BVJA Fokker 100	0924	G-OBOH Short 360	1024
OO-DTN Brasilia	1031	G-WRCF King Air 200	1037
PH-KXT Fokker 50	1118	G-BWMW Short 360	1135
G-BVJA Fokker 100	1223	G-BHZE Archer II	1247
G-OEDC Jetstream	1255	G-OZBB Airbus 320	1259
G-OBOH Short 360	1341	OO-DTF Brasilia	1427
G-BWMW Short 360	1441	G-BYAH Boeing 757	1446
G-BVJA Fokker 100	1515	EI-CFA SAAB 340	1551
PH-KXT Fokker 50	1651	G-LEGS Short 360	1705
G-OBOH Short 360	1713	G-ORJB Citation	1720
G-BDLO AA5A Cheetah	1746	G-BVJA Fokker 100	1823
G-BSRY Cessna 406	1831 1856	G-BKMX Short 360	1852
EI-CFC SAAB 340	1917	OO-DTN Brasilia	1957
G-BVMY Short 360	2028	G-OBOH Short 360	2037

G-BLPV Short 360	2102	PH-KXT Fokker 50	2107
G-BVJA Fokker 100	2122	G-DAAL HS 748	2144
G-ORJB Citation	2215		
24 G-ISLE Short 360	0806	G-SFHR Aztec	0840
G-JLRW Duchess	0844	EC-FTS DC9 83	0852
EI-CFB SAAB 340	0900	G-VVIP Cessna 421C	0918
G-DAPY Baron	0936	9H-ABP Boeing 737	0940
G-BVJA Fokker 100	0949	OO-EJM Navajo	0952 1629
G-BSBW JetRanger	0959	OO-DTG Brasilia	1031
G-OBOH Short 360	1035	G-BVMY Short 360	1049
G-BTWD T61F Venture	1130	PH-KXT Fokker 50	1131
G-LEAR Lear Jet 35A	1157	G-BGRG Duchess	1242
G-BVJA Fokker 100	1246	G-LACB Warrior II	1316
G-OEDA Jetstream	1320	G-OBOH Short 360	1329
G-BYAS Boeing 757	1437	G-BVMY Short 360	1441
OO-DTI Brasilia	1446	G-WATS Seneca	1512
G-BVJA Fokker 100	1543	EI-CFB SAAB 340	1545
PH-KXT Fokker 50	1651	G-BKMX Short 360	1713
G-OBOH Short 360	1716	G-SUEE Airbus 320	1753
G-BDSB Archer II	1810	G-SFHR Aztec	1817
G-BVJA Fokker 100	1843	G-ISLE Short 360	1854
EI-CFA SAAB 340	1924	OO-DTK Brasilia	1955
G-BBSA AA5 Traveler	2021	G-OBOH Short 360	2031
G-BVMX Short 360	2042	G-BLPV Short 360	2056
PH-KXT Fokker 50	2112	G-BPDA HS 748	2125
G-BVJA Fokker 100	2127		
25 G-BKMX Short 360	0813	G-BBGB Aztec	0844
EI-CFA SAAB 340	0846	OY-SUJ Citation	0851 1701
G-BVJA Fokker 100	0930	G-BMJO Seneca	0957
G-OBOH Short 360	1004	OO-MTD Brasilia	1046
G-BVMX Short 360	1108	PH-KXT Fokker 50	1121
EC-646 DC9 83	1202	G-BVJA Fokker 100	1227
G-BYAK Boeing 757	1250	G-OEDA Jetstream	1255
G-OBOH Short 360	1328	G-BVMX Short 360	1437
G-BBHF Aztec	1439	G-LEAR Lear Jet 35A	1441
OO-MTD Brasilia	1445	N340AC Cessna 340	1517 2014
G-BVJA Fokker 100	1521	G-MONW Airbus 320	1524
EI-CFD SAAB 340	1545	G-ISLE Short 360	1656
G-OBOH Short 360	1711	G-BBGB Aztec	1718
PH-KXT Fokker 50	1741	G-BVJA Fokker 100	1822
G-OAVX King Air 200	1834	G-BKMX Short 360	1857
EI-CFB SAAB 340	1922	OO-DTL Brasilia	1954
G-OBOH Short 360	2033	G-BWMW Short 360	2040
G-BLPV Short 360	2108	PH-KXT Fokker 50	2117
G-BVJA Fokker 100	2127	G-BPDA HS 748	2128
26 G-BGLW Seneca	0702	G-TKPZ Cessna 310R	0808
G-ISLE Short 360	0812	EI-CFD SAAB 340	0840
G-BMJO Seneca	0931	G-OBOH Short 360	0954
G-BVJA Fokker 100	1002	G-BJIR Citation II	1004
OO-DTI Brasilia	1021	G-NUIG King Air C90	1039
G-BLTO Short 360	1051	C-GTSN Boeing 757	1106
PH-KXT Fokker 50	1123	G-BEHH Cherokee Lance	1304
G-OEDD Jetstream	1307	G-BVJA Fokker 100	1309
G-OBOH Short 360	1317	G-BSBA Warrior II	1333
G-WCEI Rallye 220GT	1416	G-BMLK Grob 109	1418 1801

G-BLTO Short 360	1439	OO-DTO Brasilia	1442
G-OOAB Airbus 320	1451	EI-CFB SAAB 340	1537
G-TKPZ Cessna 310R	1543	G-BVJA Fokker 100	1604
EI-TLE Airbus 320	1625	PH-KXT Fokker 50	1657
G-BKMX Short 360	1710	G-OBOH Short 360	1716
G-BGLW Seneca	1726	G-BVJA Fokker 100	1846
G-BIOW T67 Firefly	1852	G-ISLE Short 360	1856
EI-CFA SAAB 340	1917	OO-MTD Brasilia	1958
G-BVMY Short 360	2041	G-BLPV Short 360	2104
PH-KXT Fokker 50	2117	G-BVJA Fokker 100	2145
G-BIUV HS 748	2147	G-OBLK Short 360	2218
27 G-BBGB Aztec	0135	G-LEGS Short 360	0810
EI-CFA SAAB 340	0832	N369G BAE 125 700A	0834 0908
G-BVJA Fokker 100	0937	G-OBLK Short 360	0956
G-BRRJ Turbo Arrow IV	1001	G-BOGM Turbo Arrow IV	1007
OO-DTL Brasilia	1028	G-BLDG Pawnee	1056
G-BVMY Short 360	1111	G-BPZX Cessna 152	1130
G-KNAP Warrior II	1200	G-BYAS Boeing 757	1240
G-BVJA Fokker 100	1245	G-BGON Cougar	1249
G-OEDD Jetstream	1254	G-AVIB Cessna F150G	1301
G-BSXW Warrior II	1312	G-OBLK Short 360	1319
G-BEHH Cherokee Lance	1325	G-BVMY Short 360	1440
OO-DTN Brasilia	1443	G-KNAP Warrior II	1520
A6-HHH Gulfstream IV	1528 1545	EI-CFD SAAB 340	1538
G-BVJA Fokker 100	1542	G-BPFV Boeing 767	1611
G-BKMX Short 360	1658	G-NUIG King Air C90	1701
SE-DPX Tristar	1707 1909	G-OBLK Short 360	1719
EI-TLE Airbus 320	1747	G-TSAM BAE 125 800B	1800
G-BVJA Fokker 100	1839	G-WELL King Air E90	1844 0905(28)
G-ISLE Short 360	1911	EI-CFB SAAB 340	1921
OO-DTG Brasilia	1953	G-BWMW Short 360	2029
G-OBLK Short 360	2035	G-BLPV Short 360	2107
PH-KXT Fokker 50	2111	G-BIUV HS 748	2130
G-BVJA Fokker 100	2140		
28 LZ-BTQ TU 154	0710	EI-TLE Airbus 320	0712
EI-CFA SAAB 340	0837	G-BSBW JetRanger	0913
G-BMAC DC9	0923	G-BMAG DC9	0934
G-BLTH Robin HR200/100	0942	EC-FQP Boeing 737 300	1004
OO-DTI Brasilia	1028	HB-VKS Citation II	1029 1526(29)
G-BCEP AA5 Traveler	1035	G-BWMW Short 360	1132
G-OBLK Short 360	1137	G-BSBW JetRanger	1152
G-BMAC DC9	1240	G-WAFT Jetstream 41	1255
G-BLTH Robin HR200/100	1327	G-OOLE Cessna 172M	1336
G-BJYD Cessna F152	1343	G-AZLY Cessna F150L	1359
G-BUUM Arrow IV	1400	G-BMAC DC9	1526
EI-CFD SAAB 340	1534	G-BWMW Short 360	1549
XV307 Hercules C.3P	1641 1026(29)	G-TKPZ Cessna 310R	1654
G-OBLK Short 360	1755	G-BMAC DC9	1819
EI-TLE Airbus 320	1857	PH-KXT Fokker 50	1940
G-BMAC DC9	1945	G-CJET Lear Jet 35A	1950 2151
G-ELDG DC9	2126		
29 EI-TLE Airbus 320	0729	G-BUKT Luscombe 8E	0740
EI-CFA SAAB 340	0835	G-ELDI DC9	0920
G-BMAG DC9	1019	G-KNAP Warrior II	1040
G-BSBW JetRanger	1118	G-VMJM TB-10 Tobago	1148

G-TKPZ Cessna 310R	1152	G-ELDI DC9	1243
G-OBLK Short 360	1350	PH-KXT Fokker 50	1438
OO-DTF Brasilia	1442	G-BBUE AA5 Traveler	1519
EI-CFA SAAB 340	1540	G-BHAB DC9	1607
G-BWMW Short 360	1630	G-BVJW Airbus 320	1648
LZ-BTK TU 154	1720	G-BYAM Boeing 757	1728
G-BVJA Fokker 100	1825	EI-CFD SAAB 340	1927
OO-DTO Brasilia	1956	9H-ABF Boeing 737	2010
G-OBLK Short 360	2023	G-BVMY Short 360	2044
5B-DBB Airbus 320	2223		
30 EI-CFD SAAB 340	0841	G-BVJA Fokker 100	0938
OO-DTG Brasilia	1032	G-BFEK Cessna F152	1034 1208
PH-KXT Fokker 50	1127	G-TKPZ Cessna 310R	1159
G-BVJA Fokker 100	1221	G-OEDD Jetstream	1251
G-OZBB Airbus 320	1340	G-TKPZ Cessna 310R	1425
I-ALJK Cessna 337A	1432 1132(31)	OO-DTI Brasilia	1438
G-BVMY Short 360	1441	G-BYAK Boeing 757	1448
EI-CFC SAAB 340	1539	G-BKUE TB9 Tampico	1547
G-OBLK Short 360	1718	G-BVJA Fokker 100	1818
G-BKMX Short 360	1848	G-BBBW JetRanger	1902
EI-CFA SAAB 340	1920	OO-DTO Brasilia	1954
G-OBLK Short 360	2027	G-BVMY Short 360	2039
PH-KXT Fokker 50	2126	G-BVJA Fokker 100	2129
31 N369G BAe 125 700A	0700	G-BLGB Short 360	0807
G-TJHI Citation	0817 1049	EI-CFD SAAB 340	0839
EC-PTS DC9 83	0849	G-BVJA Fokker 100	0930
G-BGYV Bandeirante	0947	G-OBLK Short 360	0954
9H-ABF Boeing 737	1000	OO-DTI Brasilia	1035
G-BRDD Super Emeraude	1036	G-BBEI Navajo	1036
G-BVMY Short 360	1101	G-BVJA Fokker 100	1225
G-OEDA Jetstream	1256	G-OBLK Short 360	1312
G-BYAE Boeing 757	1419	G-AZHK Robin HR100/220B	1429
OO-DTI Brasilia	1438	G-BVMY Short 360	1440
G-BVJA Fokker 100	1515	EI-CFC SAAB 340	1536
G-BKMX Short 360	1658	G-OBLK Short 360	1727
PH-KXT Fokker 50	1800	G-BVJA Fokker 100	1812
G-BHAR Short 360	1853	EI-CFA SAAB 340	1919
OO-MTD Brasilia	1950	G-SUEE Airbus 320	1953
G-BLTO Short 360	2026	G-OBLK Short 360	2046
G-BPDA HS 748	2115	G-BVJA Fokker 100	2126
PH-KXT Fokker 50	2134	G-RMCT Short 360	2238

From & To

04) N917W/Le Bourget-Shannon; XV298/Split-Lyneham; 05) OY-CPW/Billund; F-GGMV/Lille; 06) XX498/F & T Finningley; SE-DEG/Gothenberg; 10) N375PK/Edinburgh; I-AIRW/Milan; 11) N9PC/Prague-Chatanooaga; HB-VKO/Munich; EI-SHN/F & T Dublin; VR-BKY/F & T Staverton; PH-IDA/F & T Rotterdam; 12) N340AC/Elstree; N979RA/Frankfurt; N8100E/F & T Heathrow; RA85436/F & T Krasnodar; SE-IBD/Isle of Man; 13) N2659F/Reykjavik; 15) XZ328/Manston; XZ194/Brize Norton; 16) XZ207/Middle Wallop-Newcastle; ZE700/Benson; 18) ZE440/Yeovil; 19) OY-SUJ/Billund; 20) ZB691/Dishforth; 21) XZ328/Otterburn; ZG887/South Leeds-Otterburn; ZE382/Shipley-Otterburn; XZ303/Stafford; F-BPVE/Orly-Tarbes; OO-CJP/Ostend; 24) OO-EJM/Antwerp; 25) OY-SUJ/F & T Tirstrup; N340AC/Glasgow-Elstree; 27) N369G/Manchester; A6-HHH/Inverness-Farnborough; SE-DPX/Tarbes-Gatwick; 28) HB-VKS/F & T Geneva; XV307/Mildenhall-Blackpool; 30) I-ALJK/Coventry; 31) N369G/Stansted;

Overshoots

02) G-TKPZ: 03) XX498/FYY76: 05) XX498/FYY81: 06) XX493/FYY45: 09) XV182/Ascot752: 11) XV177/Ascot768: 13) G-TKPZ: 17) ZF415/Cranwell 03;XX445/Army538: 18) XX482/FYY73;G-BSDL: 19) XX495/FYY81/ 23) XX494/FYY77;XS734/FYY36;XX499/FYY78: 24) XX496/FYY72: 25) XX498/FYY77: 26) XX495/FYY76;G-BAVZ: 31) G-TKPZ; G-BAVZ:

LBA Movements review, May 1994

The foreigners are keeping ahead of last years running total with some quality ones again this month. On the 4th Gulfstream IV N917W called in en route from Le Bourget to Shannon. Two with callsigns on the 5th were Citation OY-CPW "DTR 151" and the Beech 200 F-GGMV "FRS 1130". Volvo's Citation SE-DEG visited on the 6th whilst on the 7th BMA used the SAS DC9 OY-KIE on the two midday flights from and to Heathrow. Night stopping on the 10th was Lear Jet 31 I-AIRW and also visiting was the Challenger N375PK. Arriving as "Shamrock 992" on the 11th was the newly delivered Airbus 330 EI-SHW, this did a local demo flight before departing to its Dublin base. Also noted on the 11th were Gulfstream IV N9PC en route from Prague to Chattanooga, the UK based BAe 125 VR-BKY, Navajo PH-IDA as "Tulip 4A" and night stopping Falcon 20 HB-VKO which was "Aeroleasing 157". The 12th was busy with a Cessna F172N SE-IBD being the smallest and Aeroflot TU154 RA85436 doing a ships crew exchange being the largest, in between there was Cessna 340 N340AC plus the Gulfstream IV N979RA and Falcon 900 N8100E. Citation OY-SUJ made two visits this month, on the 19th it was "Sunscan 1512" and on the 25th it was "Sunscan 1526". A surprise on the 21st was the Corsair Boeing 747 F-BPVE which was originally down to be a Tristar doing a flight to Lourdes, it was "OOE123" whilst the return trip on the 27th WAS done by a Tristar, SE-DPX, as "OOE124". On the 24th OO-EJM was a Navajo. Short stays were the order of the day on the 27th with the BAe 125 N369G being on the ground for only 34 minutes whilst the Gulfstream IV A6-HHH "Dubai4" was only here for 17 minutes. Citation II HB-VKS was "JetAviation 601" when it arrived for a night stop on the 28th, night stopping on the 30th was Cessna 337A I-ALJK which had been on photo-survey work over Leeds and Bradford before coming in for fuel. Quite a few military to record this month, on the 4th the Hercules XV298 did what appears to be the last of the Split flights as "Ascot 4101". Not often seen on the ground here are the Jetstreams of the RAF, on the 6th XX498 was "FYY70" when it called in for the instructor to be checked out by the resident CAA examiner. Two army helicopters on the 15th were Gazelle XZ328 "Army 739" and Lynx XZ194 "Army767". On the 16th Lynx XZ207 was "Army 760" and BAe146 ZE700 was "Kitty 3". Gazelle ZB691 was "Army 538" on the 20th. The army supplied us with a total of four helicopters on the 21st, Gazelle XZ328 was back as "Army 734", Lynx ZG887 was "Army 611", Lynx ZE382 was "Army 777" and Gazelle XZ303 was "Army 620". Final military of the month was Hercules XV307 "Ascot 4269" which night stopped on the 28th. Visiting quite often during the month for maintenance was the Air Cam Bandeirante G-BGYV which usually arrives as "Air Cam 603M" and goes round to Knightair. The police Bolkow 105 G-WYPA diverted in twice with engine trouble, on the 11th and the 14th. On the 8th LBA based Cherokee G-AVSE made a safe forced landing in a field north of Keighley due to a lack of fuel, the field proved too small to fly it out of so it finally arrived back by road on the 13th. Cessna 182 G-BHIC has been away for a respray, it arrived back from Little Staughton on the 7th. Cessna F150L G-BMBB arrived on the 9th and is now resident. The Aztec G-TAXI and the Twin Comanche G-BKCL are still resident but they tend to be away a lot operating from where the work is. Short 360 EI-BTI was painted as G-BNFB and departed to Guernsey on the 23rd, apparently an engine was needed from it for the one which went there last month and the easiest way to get it there was to take the whole aeroplane. As promised the new Cessna 421C to replace VR-CHR duly arrived on the 13th from Reykjavik, it was registered N2659F and has c/n 0837. On the tail under a sheet of gelatin was the registration VR-CPR just visible from the right angle. It was air tested on the 20th as VR-CPR. British Midland began using the Fokker 100 on the Heathrow service on the 15th and Air UK started with the Fokker 50 PH-KXT on the 22nd.

LEEDS BRADFORD AIRLINE REPORT - APRIL 1994

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

BAL022A	LPA	04/G-BYAO	11/G-BYAR	18/G-BYAR		
BAL051A	TFS	06/G-BYAO	13/G-BYAR	20/G-BYAR	27/G-BYAP	
BAL066A	MLA	05/G-BYAO	12/G-BYAR	19/G-BYAR	26/G-OAHF	
BAL244A	ALC	02/G-BYAC	<u>09/G-BYAT</u>	16/G-BYAR	23/G-BYAS	
BAL299A	TFS	01/G-BYAR	08/G-BYAO	15/G-BYAR	22/G-BYAS	29/G-BYAR
BAL409A	MAH	<u>27/G-BYAA</u>				
BAL428A	PMI	04/G-BYAG	11/G-BYAO	18/G-BYAO	25/G-BYAN	
BAL431A	ALC	07/G-BYAO	14/G-BYAR	<u>21/G-BYAS</u>		
BAL443A	ALC	05/G-BYAO	12/G-BYAR	19/G-BYAR	26/G-BYAH	
BAL466A	AGP	07/G-BYAO	14/G-BYAR	21/G-BYAR	28/G-BYAP	
BMA1314	JKR	03/G-BMAC	10/G-BMAC	17/G-BMAG	24/G-BMAI	
BMA1554	JKR	02/G-ELDG	09/G-ELDG	16/G-BMAK	23/G-BMAK	30/G-PKBD
UKL9433	RHO	30/G-UKLC				

OTHER FLIGHTS

04	G-BVKD	AT42	CFK72NB/72LB	Newcastle - Gatwick	Lieu SH36
04	G-IJYS	BA31	AKL81/82	Gatwick - Newcastle	Passenger Chtr
04	9H-ABE	B737	AMC5232/5233	f/t Malta	Passenger Chtr
04	G-IJYS	BA31	AKL83/84	Newcastle - Gatwick	Passenger Chtr
04	G-BVKD	AT42	CFK79LA/29NA	Gatwick - Newcastle	Lieu SH36
05	XV209	C130	RRR5488	Lyneham - Split	Trooping
05	XV297	C130	RRR5491	Split - Lyneham	Trooping
06	G-OBWB	BA11	BWL952P/952	Stansted - Munster	Trooping
11	<u>G-OOOU</u>	B757	AMM836P/836	Gatwick - Keflavik	Passenger Chtr
11	<u>G-OKDD</u>	BA31	EUD106/107	f/t Bournemouth	New service
11	G-OOOU	B757	AMM837/848P	Keflavik - n/s- Aberdeen	Passenger Chtr
12	XV176	C130	RRR5945	Split - Lyneham	Trooping
13	<u>G-OKDC</u>	BA31	EUD106/107	f/t Bournemouth	
13	RI-FKF	FK50	EIN366/367	f/t Dublin	Lieu SF34
18	<u>HB-IUD</u>	MD87	UNO302/BBB5303	Split - Geneva	Trooping
18	G-ZAPF	SH36	AWC773	East Midlands - Edinburgh	Mail
19	XV207	C130	RRR5492	Lyneham - Split	Trooping
21	<u>G-OKDA</u>	BA31	EUD106/107	f/t Bournemouth	
21	HB-IUD	MD87	UNO302/BBB5303	Split - Zurich	Trooping
23	G-BOAD	CONC	BAW9020C/9021C	Heathrow - Local	Passenger Chtr
23	G-BOAD	CONC	BAW9021C/9022C	Local - n/s- Newcastle	Passenger Chtr
25	G-BOAD	CONC	BAW9024C/9025C	Newcastle - Heathrow	Passenger Chtr
25	G-OBWB	BA11	BWL6682/682P	Split - Luton	Trooping
26	XV290	C130	RRR5946	Lyneham - Split	Trooping
27	<u>G-BVJA</u>	FK10	BMA9931/9932	East Midlands - TeesSide	Press Demo
28	G-OBWC	BA11	BWL7000/700P	Split - Stansted	Trooping

Aircraft making first visits are underlined.

LEKES BRADFORD AIRLINE REPORT - MAY 1994

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AIH279	LCA	03/G-YJEM	10/G-YJEM	17/G-SUEK	24/G-SUEK	31/G-SUEK
AMC5231	MLA	03/9H-ABE	10/9H-ABE	17/9H-ABF	24/9H-ABF	31/9H-ABF
AMC5233	MLA	29/9H-ABF				
AMM848	FAO	05/G-QOAB	12/G-QOAB	19/G-QOAA		
AMM946	FAO	26/G-QOAB				
AMM998	AGP	01/G-QOAA				
AWD602	AGP	15/G-BVJV	22/G-BVJV	29/G-BVJW		
BAL033A	PMI	06/G-BYAC	13/G-BYAS	20/G-BYAC	27/G-BYAS	
BAL090A	PMI	01/G-BYAI	08/G-BYAH	15/G-BYAN	22/G-BYAH	29/G-BYAM
BAL092A	IBZ	02/G-BYAO	09/G-BYAO	16/G-BYAH	23/G-BYAM	30/G-BYAK
BAL390A	PMI	06/G-BPFV	13/G-BPFV	20/G-BRIG	27/G-BPFV	
BAL408A	CFU	03/G-BYAC	10/G-BYAN	17/G-BYAC	24/G-BYAS	31/G-BYAK
BAL507A	MAH	04/G-BYAE	11/G-BYAO	18/G-BYAO	25/G-BYAK	
BMA1214	JER	07/G-BMAC	14/G-BMAH	21/G-BMAH	28/G-BMAG	
BMA1234	JER	01/G-BMAC	08/G-BMAH	15/G-BMAH	22/G-BMAG	29/G-BMAG
BMA1314	JER	01/G-BMAI	08/G-ELDH	15/G-BMAG	22/G-BMAC	29/G-ELDG
BMA1554	JER	07/G-BMAC	14/G-PKEM	21/G-ELDG	28/G-BMAK	
BMA1614	JER	28/G-BMAK				
KCA825	LCA	15/5B-DBB	22/5B-DBB	29/5B-DBB		
EXC715	LCA	01/G-KMAM				
EXC6027	RHO	07/G-KMAM	14/G-ORXC			
EXC6043	AGP	08/G-KMAM				
FUA145	PMI	07/EC-FQP	14/EC-FSC	21/EC-FQP	28/EC-FQP	
GBL752	MLA	01/G-BECH	08/G-BECG	15/G-BECH	22/G-BECH	
LAZ7926	BOJ	08/LZ-BTM	15/LZ-BTM	22/LZ-BTM	29/LZ-BTK	
LAZ7958	VAR	07/LZ-BTX	14/LZ-BTF	21/LZ-BTX	28/LZ-BTQ	
LEI7359	KGS	14/G-UKLC				
LEI7601	ZTH	06/G-UKLD	13/G-UKLD			
LEI7699	HRH	15/G-UKLD				
MNX844	IOM	28/G-WAFT				
MON3916	CFU	06/G-MONW	13/G-MONW			
MON5836	PMI	02/G-MPCD	09/G-MPCD	16/G-OZBB	23/G-OZBB	30/G-OZBB
SPP322	PMI	03/EC-646	10/EC-FTS	17/EC-RPL	24/EC-FTS	31/EC-FTS
SPP368	TFS	04/EC-592	11/EC-ETB	18/EC-RSJ	25/EC-646	
TLA952	ZTH	20/RI-TLE	27/RI-TLE			
TLA954	CFU	20/RI-TLE	27/RI-TLE			
TLA956	RHO	21/RI-TLE	28/RI-TLE			
TLA958	KGS	21/RI-TLE	28/RI-TLE			
TLA964	HRH	22/RI-TLE	29/DivMAN			
TSC241	YYZ	26/C-GTSN				

OTHER FLIGHTS

01	EI-FKF	FK50	EIN234	Dublin - Glasgow	Lieu SF34
03	G-BLPV	SH36	RPX430	Glasgow - Biggin Hill	Passenger Chtr
04	XV298	C130	RRR4101	Split - Lyneham	Trooping
04	G-ZAPG	SH36	AWC846P/846P	f/t Stansted	Spurs FC Chtr
04	G-BLPV	SH36	RPX431	Biggin Hill - Glasgow	Passenger Chtr
05	G-ZAPF	SH36	AWC846P/846	Norwich - Stansted	Spurs FC Chtr
07	OY-KIE	DC9	BMA412/413	f/t Heathrow	Lieu BMA DC9
07	OY-KIE	DC9	BMA414/415	f/t Heathrow	Lieu BMA DC9
11	EI-SHN	EA33	EIN992/993	Dublin - Local	Press Demo
11	EI-SHN	EA33	EIN993/995	Local - Dublin	Press Demo
12	RAB5436	TU54	AFL3011/3012	f/t Krasnodar	Ships Crew
16	G-ZAPD	SH36	UKA758P/758	Stansted - Amsterdam	Lieu UKA FK27
16	G-UKAG	BA46	UKA845	Amsterdam - Newcastle	Lieu FK27
16	G-ZAPD	SH36	UKA763/763P	Amsterdam - Stansted	Lieu UKA FK27
17	G-OBWB	BA11	BWL721P/6614	Munster -n/s- Jersey	Passenger Chtr
17	G-AVMH	BA11	EAF089P/2084	Birmingham -n/s- Munich	Passenger Chtr
17	G-BPEH	B757	AIH280/280P	Larnaca - Gatwick	Lieu AIH EA32
19	EI-TLE	EA32	TLA980P/980	Manchester - Amsterdam	Agents Demo
19	G-OBWB	BA11	BWL6615/954F	Jersey - Munster	Passenger Chtr
19	EI-TLE	EA32	TLA981/952	Amsterdam -n/s- Zakynthos	Agents Demo
20	G-JKAL	BA46	JEA418/418A	Birmingham - Belfast City	Lieu SH36
21	F-BVPE	B747	OOE123P/123	Paris Orly - Lourdes	Passenger Chtr
22	PH-KKT	FK50	UKA763/720	Amsterdam -n/s- Paris CDG	Lieu FK27
23	G-BNFB	SH36	SBL02T	t Guernsey	Kx EI-BTI
25	G-MONW	EA32	MON8015/015P	Rotterdam - Gatwick	Passenger Chtr
27	SE-DPX	L101	OOK124/124P	Lourdes - Gatwick	Passenger Chtr

Aircraft making first visits are underlined.



Birmingham Reportage

Summer in Brum means many hundreds of charter flights per week. Birmingham International Airport handles more outbound charters in a day than does Leeds/Bradford in a week, with no less than ten aircraft based at the Midlands airport:

1 Britannia 767, 3 Britannia 757, 2 Air 2000 757,
1 Airtours MD83 plus 1 Spanair MD83 (for AIH)
1 UK Leisure 737 and 1 Ambassador aircraft.

Supplementary to this are regular visits by Air Malta, Eurocypria and a number of Spanish carriers. So far, Ambassador flights have been operated by a host of aircraft, the most interesting being OY-SAU Boeing 727 of Sterling European Airways, the resurrected Danish airline. No comment about it's colour scheme!. Similarly N444RX A320 of Leisure Air on lease to Translift has provided capacity for Ambassador. The weekly Oasis flight from Tenerife has been sub-contracted to various operators and on the 17th May SU-RAA A320 of Shorouk Air, the Egyptian carrier, was a welcome visitor.

The Birmingham based Britannia fleet "W" into Leeds/Bradford on at least two occasions in the week.
Mon. BAL092B/A from Ibiza originates BHX at 0635 as BAL547A(757)
Fri. BAL390B/A from Palma originates BHX at 0745 as BAL509A(767)
Therefore, if you monitor 131.675, Britannia Ops, you may hear these aircraft give their departure messages from Birmingham, including the registration. Thus if it is a wet day you'll know whether it's going to be worthwhile turning out at the cemetery, although 767s and 757s in the spray are a sight to behold!.

Summer '94 is good though at Leeds/Bradford with an interesting selection of operators and a whole host of A320 debuts.

Hopefully the 24 hour Summer of 1995 will be even better and offer a range of destinations, more comparable with Birmingham.

On a final note, in March I received confirmation that Leeds/Bradford is to fit CAT III ILS equipment to Runway 32 from Bill Savage, LBA's M.D.. Installation will occur over the summer and who knows, when you read this it might be underway!.

The future at Leeds/Bradford is looking very healthy and Yorkshire should finally have the airport it deserves.

Yours faithfully Mark Teale

FRANKFURTER & CHIPS

When the weather starts to improve, you get the camera out and give it a 'MOT' ready for the summer season. Having not been abroad this winter, (I always prefer to go to the sunspots in the winter), my shutter finger was a little rusty to say the least. I had a practice with a trip to East Midlands and Birmingham, as a birthday treat for my son, on Easter Tuesday but the main event was a weekend in Frankfurt on 16/17 April.

We again took advantage of the Two-flights-for-the-price-of-one offer in the Daily Telegraph and booked to fly from Stansted (can't fly to Frankfurt from Leeds) with Air UK. The outbound flight was scheduled for a 07.00 hrs departure, so we stopped overnight at Saffron Walden. (only 2 miles from Audley End, but nothing happening at 05.30) The flight was operated by Fokker 100 G-UKFG (nice - never flown in one before) and we left Stansted at 07.05 and with a flight time of 65mins arrived at Frankfurt 20 mins early and at an Air Bridge. The Senior Hostess said that the aircraft was usually parked on an outside stand and the passengers bussed to the terminal.

Now being used to air travel and actually enjoying the flight, I don't worry too much about security but what happened next, did. We took the first flight of stairs down to the baggage reclaim to find that we were in the area for German internal flights. We were then told to exit in to the main terminal and re-enter the International Baggage Hall from the ground side!! This we did and nobody challenged us, we could have been up to no good - but fortunately we weren't.

Anyway, you don't want to know about such triviality, what about the aircraft? As we landed the initial sight was the predominance of Lufthansa and USAF Hercules as Frankfurt is a USAF base. Most of you will be aware that I don't have much interest in military aircraft but I did find that watching a C5 Galaxy take off was pretty impressive. As I said there were Hercules by the dozen, a few 'Lifters' and a couple of Learjets and Kingairs. (apologies to our military buffs, I don't know the military names)

The spectator terraces are very similar to Amsterdam (overlooking the piers, taxiways in front of you, facing into the sun) with one exception. You had to pay!! Being a Yorkshireman, I am 'careful' with money and Dm 12 (5) is a little expensive, the flight didn't cost much more! Never mind, it did enable you to observe all the movements and there was a museum (Air Classic) with DC3, Junkers JU52, Antonov AN2, Sikorsky S55, DC8 nose section and a few other aircraft that didn't extract any interest from me. Oh, I nearly forgot, there was a 'shuttle' that transported people around the Terraces (quite useful on Sunday morning when it was raining).

Examples of all the Lufthansa fleet were seen including the recently delivered Airbus 321 (an imitation of the B757). These included B747 200 & 400 srs; B767 300 srs (leased from Condor); B737 200, 300, 400 & 500 srs; A 300, 310, 320, 340; Some of the Airbus and B737 were painted with Lufthansa Express titles which we were informed by a 'local' (English, lived in Germany 12 years) was set up purely to introduce a new fares structure and now they were deleting the 'Express' from the titles. Lufthansa Cityline were conspicuous by their

absence, no Fokker 50, no Canadair RJ, but a Dash 8 of Contact Air which now operates in Contact Air colour scheme and Lufthansa stickers. Most of the regional services are operated by Eurowings with ATR 42 and 72, one example D-ANFC was still in NFD colour scheme. The only other German operator was Ratioflug using F27 D-ADEP and recently delivered D-ADOP.

The German charter carriers were represented by Condor (B747, B757, B767 and DC10); Hapag Lloyd (B737 and A310); LTU-SUD (B757 and B767); Aero Lloyd (MD83) and Air Berlin (B737 400). Other European charter operators were Sun Express B737 300/400 srs; Onur Air A320; Transavia B737 300 srs; TEA Italy B737 300 srs and Britannia B757 on a sub-charter to Air Europa.

European schedule airlines - SAS, Air France, Austrian, Finnair, Iberia, KLM, Swissair, Alitalia, British Airways and British Midland all used aircraft that can be seen in the UK (with the exception of Olympic A/W B737 400). The European regional carriers were represented by Crossair (Saab 340); Luxair (Fokker 50); Tyrollean (Dash 8); Business Air (BAe 146); Cimber Air (ATR 42);

As most people are aware, the 'Eastern Bloc' countries are re-equipping with 'Western' airliners including LOT (B737 400/500 and ATR 72); CSA (B737 500 and ATR 72); Balkan (B737 500) and Tarom (B737 300). With the break up of the USSR a great number of states are operating to Frankfurt with ex-Aeroflot aircraft including Air Ukraine (TU 154); Uzbekistan Airlines (IL 76); Air Moldova (TU 134); Lithuanian Airlines (Yak 42) and Air Estonia (TU 134).

The transatlantic services were operated by Air Canada (B747); Canadian (DC 10); TWA (L1011); United (B767); Northwest (DC10); American (B767), but by far the biggest operator was Delta with 6 Tristar and 4 B767 flights each day and they also operate feeder services to the Eastern Bloc countries with B727 - which is becoming a rare aircraft in the UK -. The only cargo flight was a DC 8 of Southern International. A real treat was to see a LAN Chile B767 and an Aeromexico B767 as they do not operate into the UK. Also Varig were represented by B747 and Aerolineas Argentina B747 which in fact was leased from Varig.

The only aircraft of interest from Africa were from Egypt in the form of ZAS (A300) and Egypt Air (B767 & A320). Other operators were Tunis Air (A320); Air Zimbabwe (B767); SAA (B747) oh, I nearly forgot a cargo DC 8 of African International Airways (Swaziland). The Far East use the same aircraft that operate into this country with the exception of Saudia, who operate Tristars. Royal Nepal Airlines were using a German registered A310.

Enough of my ramblings, I am beginning to suffer from withdrawal symptoms, so I hope this has given you a good idea of the different Airlines to be seen at Frankfurt. If you interested in Airliners, then you must make a visit and I think it is better than Amsterdam.

Oh before I sign off, when we booked in for the return flight, we found it was a BAe 146 - great never flown in one before - which took us back to Stansted in 70 mins but the drive back to Yorkshire was a killer! Anyway, if Air UK do the same offer next year, you can get to Paris from LBA.

TORONTO—AND SMALLER PLACES!

On Thursday May 26th, the regular weekly service from LBA to Toronto began again—with yet another airline.

My first memories of this route are when Wardair worked it. They used Jumbo Jets; and to me there's nothing to equal the sight of a 747 lumbering into the air. Then came Odyssey. The first I logged was C-FNBC which opened the 1989 season on May 4th; and although it was a 757 instead of a Jumbo, it still looked impressive on take-off.

But Odyssey didn't last, making way for Nationair. Another 757 operator, their C-GNXU took me from LBA to Canada on May 7th, 1992. It arrived from Gatwick with passengers already on board; but when I returned to Leeds/Bradford on C-GNXC three weeks later, we called at Exeter on the way.

Exit Nationair, leaving Caledonian to take over. However, back to May 26th and the start of this year's service.

The first radio call to Leeds Approach was at 10.54 a.m., and Air Transat's C-GTSN landed at 11.06 a.m. It was a Boeing 757 and looked good in its attractive livery.

So what do I know about Air Transat? Not much!

Their 757s include C-GTSE, C-GTSF, C-GTSJ and C-GTSN, whilst their TriStars include C-FTNA (which I once logged at Toronto), C-FTNB, C-FTNC, C-FTNH and C-GTSZ assuming, of course, that none of these has been sold since the 1994 edition of "Civil Aircraft Markings" was published.

There was little else worthy of note at LBA either before or after the Air Transat landed, although I was surprised to see an Air UK bearing the Dutch registration PH-KXT.

So much for plane spotting. But what about airfield spotting?

During a trip to Lincolnshire I found two. The first was Cuxwold (also known as Caistor Airfield); and I was interested in finding it because I'd occasionally heard aircraft calling it on 122.35 MHz. It's about half a mile south-east of Cuxwold Village, with access along a narrow track which looks as if it might be private, so I didn't drive in. A hedge at the far end of this track screens the airfield, so all I saw was the windsock.

The village was delightful. There were daffodils galore, not only in the centre of the place, but also lining both sides of one of the approach roads.

The county's other aerodrome that I found was RAF Scampton which is on the west side of the A15 about 5 miles north of Lincoln. There were planes flying nearby and several on the ground; one of the latter being a big, grey one. It might have been a Hercules, but it was too far away and parked at the wrong angle for me to be certain.

Back in Yorkshire, I located Acaster Malbis. This is part of a disused military airfield about 1½ miles south of the village. It was a weekday afternoon and there was nothing on the ground to see, although I drove right up to the end of the runway on which is painted a warning to keep out of the airfield.

Still in Yorkshire, according to the "United Kingdom Airfield Guide," there's an airstrip near Whitby which is adjacent to Lady Cross Caravan Park, south of the A171.

Having passed the place several times over the last few years and inspected the fields adjoining it—without seeing anything more exciting than grass—I assumed that this airfield must have closed.

Apparently not! Someone I know who stayed at the caravan park recently reported seeing the occasional aeroplane taking off and landing there. So it's just a matter of being at the right place at the right time. But isn't that always the case with plane spotting?

Leslie Scheftsik

OUT AND ABOUT

NORWICH 29.05.94

Two all white F27s = 5N-BAU, ZK-D??, plus one of two ex-Busy Bee F27s = LN-AKD plus F27s PH-FND, VR-BLX-Survey, G-BHMZ = Air UK and EI-CAZ = Iona/DHL. Two FH227s of Malmo Aviation/Sweden Airways were SE-KBP/KGB. Three BAe 146s were BKHT = Dan Air colours, UKLN = Air UK plus UKPC = all white.

Norwich 1 June 1994

F27	G-STAN	Air UK	S330	G-ZAPC	Titan
	G-BHMW	"	J31	G-BRGN	Interline
	G-BHMX	"	A320	5B-DBB	Eurocypria
	G-BHMZ	"	C406	G-DFLT	Directflight
	*SE-KGA	Sweden Airways		G-BSRY	"
	*SE-KGB	"	LOE	G-CEXS	Channel Express
	*SE-KBP	"	146	*G-UKPC	Air UK
	*SE-KZD	Air Nordic		*G-UKLN	"
	*LN-AKD	Busy Bee		*G-BKHT	Dan Air
	*VR-BLX	BP Petroleum			
	*5N-BAU	?			
	*EI-CAZ	?			
	*PH-FND	?			

* Aircraft parked up.

Great Yarmouth Heliport 1 June 1994

S76A	G-BIEJ	Bristow	S76A	G-BSEW	Bond
	G-BITR	"		G-DRNT	"
	G-BJGX	"	SA365	G-NT00	"
	G-BJVX	"			
AB206	G-AVII	"			

Humberside 2 June 1994

B737	EC-FLD	Futura
F27	G-JEAB	Air UK
KA	G-SBAS	Bond
	G-BPPM	"
CE500	G-C7AR	



Military Matters

Eric Martin.



RAF PILOT TRAINING 1994

This year has seen the implementation of three fundamental changes in RAF pilot training: the phasing out of the Jet Provost, privatisation of elementary flying training and consolidation of advanced flying training with weapons training.

The long-serving Jet Provost has, of course, been replaced by the Tucano, which now provides basic flying training at 1 FTS at Linton, 3 FTS at Cranwell and partially equips 6 FTS at Finningley and Central Flying School Headquarters at Scampton. (More about all of these in later articles).

The privatisation of elementary flying training does not merely reflect the tendency of the present Government to privatise everything in sight. There is a long history of this phase of flying training being conducted by the private sector. All of the elementary training for pre-World War II short-service commissioned officers was carried out by this means. Similarly, World War II Elementary Flying Training Schools were privately-run, including those overseas.

In 1993, two strands of elementary training came together in the Joint Elementary Flying Training School, operated by Hunting Aircraft at Topcliffe. The two strands were the EFTS which flew Chipmunks at Swinderby and the Royal Navy EFTS which was operated by the RAF at Topcliffe, flying Bulldogs. The JEFTS operates Fireflies, not far from their place of manufacture at Kirbymoorside (see April issue).

The consolidation of advanced flying training with weapons training is, again, a reversion to WWII practice, as Service Flying Training Schools were invariably linked to Bombing and Gunnery Schools at which embryo operational pilots practised air-to-air and air-to-ground firing and low-level bombing.

The three main aircraft currently used in RAF pilot training are, therefore, the Firefly, Tucano and Hawk. The Jetstream, Dominie, Gazelle and Wessex are also in use.

MILITARY AVIATION NEWS

British Aerospace at Warton saw the flight of the first British-assembled Eurofighter 2000 on 4 May when the two-seater version was also rolled out. There was also a fly-past of current RAF BAe aircraft. There are whispers of a Society visit to Warton - and of enquiries to Brough; keep your eyes on John Jackson!

The skies over the Hampshire coast witnessed a 'D' Day fly-past on 5 June; aircraft from Australia, Belgium, Canada, Czechoslovakia, France, Greece, Norway and USA took part, in addition to representatives from all three British services.

If you are in Lincolnshire in the first week of June watch out for Swiss Air Force Mirage F1s and Northrop F5s which are being based at RAF Waddington to make use of the nearby ranges. Is payment being made from a Swiss bank numbered account?

ASSRAM missiles are currently being fitted to Harriers in preparation for later fitting to the Eurofighter. ASSRAMs will replace Sidewinders.



WHAT A 'WHOPPER

It was early in the year that the idea was conceived - with both the Middle Wallop & North Weald Airshows falling over the same weekend, then why not make a good job of it & fit both in - with a couple of evenings to enjoy ourselves.

Brian Best and I have been known to make our plans well in advance, & so it was this time. We have got beyond the stage of getting up at 5am (unless it's for work) and driving long distances to arrive at an Airshow and join a long line of traffic, thus missing the first hour's flying, so we make use of the Trusthouse Forte Lodge facilities, most of which we have found so far have good eating establishments close by, other than the Little Chef or Happy Eater, & also tend to be reasonably close to where we want to be. To be able to get up at a nearly sensible hour, have a good breakfast before setting off, and still get to the Show before the main crowds is much more acceptable. Brian arranged the overnight stays as you can only book a maximum of three months in advance, and I sent off for the Advance Tickets, which also saved a few pounds.

The itinerary was to be:-

Friday 13th am from Leeds via Stansted, London City, Biggin Hill & Gatwick to the Lodge at Sutton Scotney;

Saturday 14th Middle Wallop & then Heathrow & on to the Baldock Lodge;

Sunday 15th North Weald & then Stansted, to arrive home in Leeds for about 8pm.

Despite the date, the first morning was clear, bright & sunny & we set off shortly before 10am. A good trip down to Stansted & after a 'comfort break' and a visit to the Burger King, where one of our number managed a quick Double Whopper, Large Fries & Large Coke, a step into the sunshine revealed a fair smattering of Air UK & TNT & other locals, plus one or two better offerings-

UK76448 IL76 of Uzbekistan,

RA85768 TU154 of Aeroflot

N344HA Electra of Channel Express,

EI CJG & 'H B.737s of Ryanair &

a privately-owned 737, HZ MIS.

The next task was to navigate from the end of the M11 to London City & as Brian does the driving, that's my job! As another of my interests is London buses, it was quite a good thing that the Airport is signposted all the way. Car parking is easy, right outside the terminal doors, but the view from inside is nil. We managed to find a side road where we could see across the ramp but the three visitors at this time were

F GHPY ATR 72 Brit Air

EI CTY BAE146 Cityjet &

HB IXB BAE146, still in Business Air colours.

This place on a busy day could be very interesting.

More red buses & on through a busy Bromley, heading for 'green bus' land and Biggin Hill. As we had no real time to start looking to get a guided tour, a quick check revealed a few Cessna & Piper residents, and we were reliably informed by a local, who had travelled from Shoreham, that the Astra parked by the tower, was N82RT.

Next stop was the dreaded M25, but by some skillful navigating (and the fact that I spent some 18 years of my youth living very close by) we managed to find our way across to Gatwick, avoiding the traffic, and so onto the Spectators' terrace, very bright & sunny if a little windy. First stop, for one, a large Cheese Hotdog, Danish pastry & coffee.

Quite a good mix of British airlines, BA, GB Airways, Caledonian, Ambassador, Jersey European, Air 2000, British World & so on.

Some of the better class goodies were:-

LZ MIS TU154 of VIA,

PP VMX & 'Y, both of Varig but in GARUDA titles,

ZK NBT B.747 400 srs of Air New Zealand

UR GAA B.737 of Ukraine International

N5103 Gulf 3

& D COSY Learjet 35.

The conversation with one local went

Local - "What's the reg of that Learjet?"

(There's a Gulf 3 right in front of us).

Us - "D COSY"

Local - "Is it based here?"

Us - "Don't think so. By the way the Gulf3 is N5103, as well"

Local - "Which Gulf 3?"

Us - "That one, the one right in front, the one we can see. The Learjet's over there, hidden behind that Boeing."

Local - "Oh. That Learjet. I hadn't seen THAT Learjet"

Eventually, we decided that as we had quite a good drive in front of us on the A272, to get to Sutton Scotney, near Winchester, we ought to be moving on. Bearing in mind one fact (significant for this particular weekend) that I am from South of the Thames - in fact a Londoner - I still like to see southern villages in Spring and we had a good, virtually traffic-free trip in some beautiful Sussex and Hampshire countryside.

Booked into the Lodge, a quick wash, phone home to our respective other halves, and off for dinner.

HELP! The pub's closed down since we were last here.

Luckily, there was another round the corner, and we both managed a good plate of ham, egg & chips washed down with three or four pints of good beer - no driving tonight.

6am Saturday, up and ready, & then waiting for the Little Chef to open at 7am. We were first in the queue at 6.50, and we stood & watched the staff, standing talking between themselves, watching us and looking at watches, until the very dot of 7am, before they could open the door for us. Talk about "...Job's worth, mate...". The usual order on such occasions, one large Olympic breakfast & tea, one standard Early Starter Breakfast & coffee - I don't drink tea.

Back for the luggage & a quick change of clothing.

I did say it was Saturday 14th May, I am a Londoner.....(Wembley?)

I had to show my support for the Blues, especially as I couldn't be there in person. I threatened to take a portable TV with me, but was banned from doing so, so at least I could look the part.

Straight into Middle Wallop show & the car parked within a very short distance of the Static Park.

I won't bore you with all the details of all the aircraft, because I am sure they will be reported elsewhere.

The Photobus tour was a good £2's worth, the sight of about 90 Lynx & Gazelles in massed approach from over the tree tops, was quite spectacular & we had a nearly totally private demonstration from the South African, Atlas 'Rooivalk' helicopter before it took off away from the crowded areas & went off somewhere on its own.

I was nearly convinced that we had raided an Italian takeaway on the way to Middle Wallop, whilst I must have dropped off to sleep. I had a small box of sandwiches with me, but Brian kept pulling pieces of Pizza out of a cool box, sandwiches, Danish Pastries, coffee, fruit, biscuits...

Soon enough, we were off and onto the M3, heading for the M25 & Heathrow. It rained non stop from the moment we left Wallop. At the same time, we switched the car radio on. I think by the time we decided to call at Fair Oaks, I'd heard enough. I certainly didn't want to listen to all the after-match commentary - and I certainly am not planning to take any more holidays anywhere near anybody French.

The first penalty was bad enough, but two - & then 4-0, oh dear.

Fairoaks was wet

- we saw two of the three Atlantic Survey Twin Otters VP FAZ & another,

C.425 VR BNM,

Aerostar HB LIN & a number of residents.

The M25 was wet - Heathrow was very wet.

Like any day at Heathrow, there was a fair selection of aircraft inc F WWDK, Airbus 320 in Gulf Air colours no. 459,

LY GPA B.737 Lithuanian

F OGGY A.310 of Uzbekistan

HL7486 B.747 Korean Air

HZ MAL Gulf 3 & HZ SJP2 HS125

By the time we left Heathrow for Baldock, the rain was easing off.

An hour's journey again saw us checking-in, prior to the expected phone-calls home, wash & brush up, & out on the road.

The road, by the way is the A1, and you have to cross it both ways to get to the restaurant. If you're ever down that way, The Tudor Oaks is well worth a visit.

Fillet steaks with French (why French?) Fries, sickly sweets, half a gallon each of Marstons Pedigree, & 2 liqueur coffees apiece to finish with. There were even Man U fans in there - I'm glad I'd swapped shirts again.

Sunday morning, we allowed ourselves a lay-in till 0630 hours before getting up. The same sort of Breakfasts as the previous day, but apparently Little Chef ones are better than Happy Eater. I don't think I could tell the difference - perhaps LCs are bigger.

An easy ride down to North Weald - we had our advance tickets ready but the traffic jams only started inside the gate, after they'd taken our tickets. We got parked, again very close to the static park & all the other facilities.

We decided to get the Photobus out of the way early again & there was no queue at all. We opted not to get off at Aces High, but as soon as the bus set off again we realised the hangars were open, and perhaps we should have had a better look.

Having been disappointed by the lack of trade stands at Middle Wallop, North Weald was a great improvement. Air Britain, Aviation Hobby Shop, Flypast were all there along with a wide choice of cars, double glazing, cameras & aviation-related pictures. How on earth we would have got the new garage door in the car if Brian had decided to buy one there, I don't know. We both added to our art collections & libraries.

Of course, in addition to all the above, there were food stalls. I have to admit that the hog-roast sandwiches were very good, but I did only eat one.

It would be difficult to pick out the aircraft highlights. Belgian & Danish F16s, French Mirages, New Zealand Hercules, Dutch F27 & Norwegian F16A and B were the Foreign participants with British Tornado F3, Hawks, Jaguar & Harrier GR7s.

Amongst the civil side were

OO IBJ Jetstream

OO SEU C.172

PH LIN C.172

PH BNK Be Bonanza

LN KLT P Cub marked 480551.

However, it was the Warbirds that were doing most of the flying and provided the greatest variety - Thunderbolts, Mustangs, Harvards, Mitchells, Sea Fury, Corsair, Grumman Avenger & Spitfires. That is only a selection of well over one hundred aircraft that we logged.

As we wanted another look at Stansted on the way home, we left North Weald by about 2.30pm and headed up the M11. We were slightly more adventurous on this occasion and apart from the main terminal, also visited the old terminal & GA side. Again, there were a few locals but in addition, some far better foreigners;

N1009X Gulf 3

N369G BAE125

N322FE DC10 of Federal Express

Z WZL DC8 of Affretair

159115 RX MD C9B Skytrain of the US Navy

&, possibly one of the best of the weekend EI SHN A.330 of Aer Lingus.

As you have probably realised, no visit to any airport or airshow is complete without a visit to an eating establishment & this occasion was no exception - back to the Burger King. Now, Brian will swear that he only ordered and paid for a Single Whopper with Large Fries, but if YOU know anybody that was at Stansted Airport on Sunday 15th May 1994, & didn't get the Double Whopper that they had paid for, then I can give you the phone number of where they can enquire.

We made it back to Kippax for about 7.45pm.

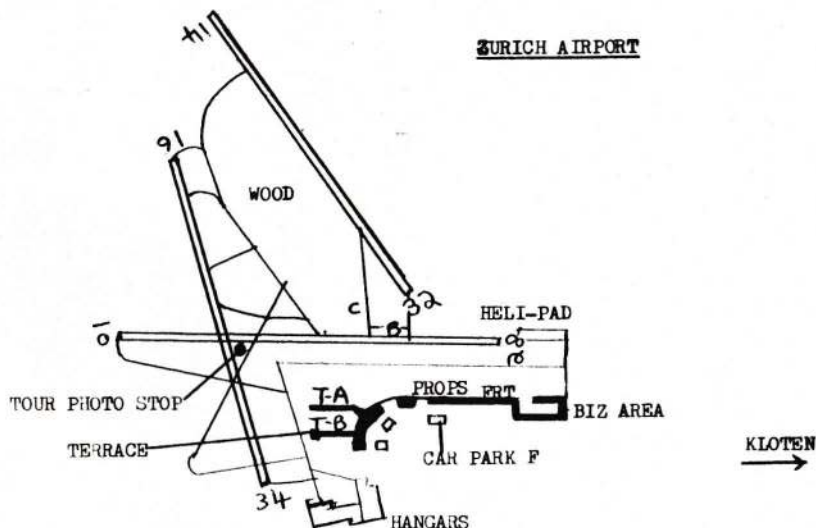
It was an excellent weekend, 600 or more miles and some 400+ aircraft logged in total, one or two beers, and the odd little snack to keep us going.

A full list of A/c seen is available if anybody is interested.

A very interesting first visit to Zurich's busy Kloten airport commenced on Friday May 6th as I joined 40 other members of The Aviation Society, in what was the first of two consecutive week-end forays by TAS enthusiasts. Clutching a multi-linguaged Emirates ticket I boarded flight EK 036 at gate 208 (T2) and being my first trip with TAS, I had to look twice when I thought that I recognised the person sitting next to me!. On making conversation I found my travelling partner was fellow Air Yorkshire member Dave Whittaker, whom I had seen before at meetings (LBA) but not spoken to!. Anyway our Dubai bound Airbus A310-300, AG-EKI lifted off R24 at 14.05 and we were immediately given a hot towel to 'freshen up'!. Seated in the larger Economy section we still saw the hallmarks of scheduled travel, pillows, footstools etc and your own 4 inch (approx) personal video screen, fitted into the back of the seat in front. This service in conjunction with the headphones provided offers you the choice of 6 'Emirates T.V.' programmes on the shorter section, with 6 films on the second sector. Selections being made by using the 4 touchpads;- ON/OFF, MODE (brightness contrast, colour, volume, audio=language, tint and channel) all which can be adjusted by the other two + or - pads. Eight audio channels are also available. The Economy class menu itself was impressive with a colour painting and Gold embossed logo on a cover that enclosed a 12 paged multi-linguaged guide to the bar and food service on board. For our sector the light meal consisted of a fresh fruit (4) appetiser, Roast loin of Veal with air dried Beef, a Javanaise salad, and soft fruit topped with a Strawberry. A specially boxed Emirates chocolate was accompanied by Tea/Coffee. In between this indulgence we were to cruise at FL290 passing over Paris at 14.40 and heading North of Auxerre towards Basle. We touched down on what was the main landing runway for the week-end Runway (Piste/Rennweg) 14 after 1hr.25, the trees at either side strangely obscure the rest of the airport from vision for some time. After checking in at the nearby hotel a puzzled courtesy bus driver had us back at the Airport within 30 mins and most of us made our way along the spectators terrace. Access to the terrace is from the check-in level of Terminal B in the far right corner behind the shop, look for the signs- Zuschauer Terrasse. You pay SF2 (£1), are screened by security and then you are free to peer over the nose-ends of most of the international traffic, just like you once could at Manchester!!!. A cafe is located at the end as well as the kiosk for the ramp tours (Rundfahrten Rundflüge) which cost SF3 and at one point the bus allows you to alight in a low fenced area at the apex of Runways 10/28 and 16/34!. At 20.00 the terrace closes, but with another good hour of daylight we made straight for the top of car park F (Freight/Fracht). This is a very popular spot and with 'bins' you can log the aircraft parked on the North side of Terminal A, the domestic and business movements, plus all that arrives on the main landing runway(subject to weather)= R14, all missed from the

terrace. You can also get some good photo's (105mm+ lens) of the line-ups on R28, which was the main take-off runway all week-end (take plenty of film). As for spotting it is so busy that it should suit most tastes, a good idea is to have a Swissair/Crossair fleet list as it is easier to cross them off rather than keep writing them all down! - when you add Balair CTA and Switzerland TEA it totalled up to over 100 reg's in the 'locals' alone!. Alas no SAAB 2000s for Crossair until Autumn due to the re-build of the tailplane!. If you have a car or like long walks (the shortest is round the other side of the R28 threshold) there are many vantage points around the Airports perimeter, a cafe and car park can be found at the end of R14. The afternoon of the following day we had our own Mega-ramp tour which lasted a full 90 minutes where our driver, an airport policeman and aviation photographer took us to just about every area possible within the boundary. The first photo stop was at the end of the Southern off-pier parking area near the hangars, where the previous evening the Flightline Bae 146-G-OLHB and all white MD 11-F-GHOI had stood. Here at the end of a line of Swissair Fokker 100s we alighted by Oasis A310-300 VR-BOU. We then went across R34 past an impressive Fire station and buildings where they blow up suspect baggage! to an unused taxiway where two jets were parked. Air Ukraine Tupolev 154B-1 UR-85179 arrived Thursday from Kiev and departed Sunday and for sale was SEABECO (NY-USA) F28 1000 VR-BNC. On a spot to the North side of R10/28 and about half way down were parked Junkers 52 HB-HOP (A703) of JU AIR (IWC), this is one of 3 beautifully restored 'sightseeing' specimens (one starred in 'Where Eagles Dare') which are usually found at Dubendorf, about 10km to the South East. 100 yards from it stood Antonov 2 OK-RIE which is marked Fan Club Schweiz and Aeroklub Cech a Moravy. Even further away was St Moritz based Air Engiadina (who can now be seen in the U.K. with a Dornier 328 at Stansted!) Jetstream HB-AEA (exG-BKTN) and right at the western tip of R16 is Ex Air Afrique DC8 c/n 45568. I am informed that this had been there since 1985 with previous reg's= TU-TCP, F-BJLB (UTA), EC-CMT (TAE). The Airport site is unusual in that it includes farmed fields, a forest and a protected area of animals and rare birds, a strip of Oil Seed rape really glowed in the sharp swiss sunlight between R14s taxiways Charlie and Bravo, another photo stop on our tour. From here we could 'snap' unobstructed ground level shots of aircraft that had just landed, amongst those were Crossair Saab-AHD that depicted a young schoolgirls 'winning' painting that celebrated 700 years of the Swiss Confederation. It has the familiar white cross on a red tail with a light blue fuselage, white cloud, red and blue striped balloon and the sun over its nose, that looks like a large egg has just been broken over the top!. Also seen from here at close quarters were Crossair 146-IXY (ex-Meridiana), Cyprus A310-DAQ and Swiss/TEA 733-IIA, IIB/C and D were also seen during the weekend, the first 3 have spent some time with Vietnam Airlines. Many light aircraft were present at the eastern end of the field and a quick look at the business enclosure revealed Turkish Citation=FMB of Sancaka Air, Ciga

HS125=CIGH from Milan, Fort Worth Citation=N900SE (Ziegler Air) and inside a hangar, Saudi MU-2 Marquise HZ-AMA. HB-VIA is a local Diamond 1A, while Swiss Air Ambulance displayed VIK/L= both Hs 125s plus Challenger IKT, another 125 was I-CASG from Foggia. Citations were a plenty in HB-VIZ,VGS,VKT + VKH, CS-AYS from Oporto, N13BT=San Jose, N66EH= Detroit. Learjets from Germany= CREW,CVIP,DITY. 'Pick of the props' were King Air D-IZZZ(ex-G-OAFB), TC-DHB(King Air?) and Pitts special= N101BJ. A note of humour was introduced towards the end of the ramp tour when a taxiing United 767s(N657UA) first officer waved us in front as he gave way to our bus!! Moving up in size it was interesting to see both Classic Air/ Kloten based DC47s= ISB and ISC in use, as well as Adria Dash 7 =S5-ACA(ex SL-ACA/YU-AIE) and CSA ATRs= XFB/C/N, 2 German ATRs being ANFD (NFD) and BDDD-Eurowings. From Slovakia we saw SAAB 340= OM(exOK)- UGT of Tatra Air. On to a little more power and ex BA, 1-11 (G-BJRU) now YR-JBB of Jaro International Romania, operating for Air Alfa departed on Saturday, Tarom 1-11s BCI+ BCL(exEI-BVG) also visited. Aero Jet had Caravelle HB-ICJ, two 727s= TC-TUR and Tunisairs=JHW, whilst the 737s included;-LOT 735=LKE, TURKISH 734s=JED/E/F, ALGERIA 732=VEQ, and OLYMPIC 732=BCA. A bunch of Tupolevs included 2 134s- BELAVIA =EW65149 + CSAs HFM. The many DC9 variants produced SU-DAM of ZAS, SX-BAV(Venus) and I-SMEP=Meridiana. The most colourful of the F100 bunch was all red F-OLGA of Palair Macedonia and Portugalia pair= CS-TPB/D. Amongst the many 'Heavy's were 3 747SPs- B2442=Air China, HL7457=Korean and 3B NAQ=Air Mauritius. The 400 versions came from Cathay = HOU, Malaysian=MHL + Singapore= SMS, with MD11s of Garuda= EI-CDK, Thai= TMD, and Varig= VPK. Largest of the freighters came with a Sunday lunchtime appearance of Trans Mediterranean Airways (Beirut) B707= OD-AGS in Kuwait Airways colours. A not unwelcome (to us) delay brought a generous £15 meal voucher before A300= A6-EKF made the 85 minute return flight.

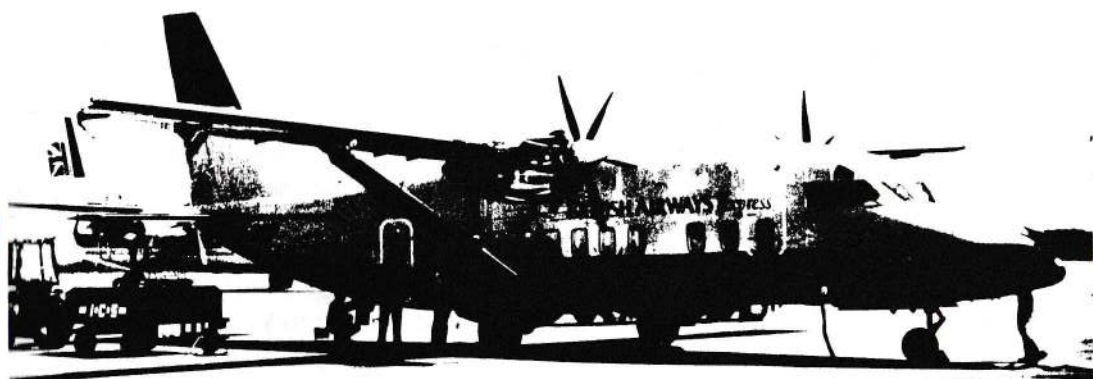


BEVERLEY - LINLEY HILL Resident news:- AA-5A G-BGCM is a new resident arriving 16.4 from Brighton (as predicted last month), TB.10 G-BGXD arrived back here on 10.4 from Leeds to take up residence again, 150M G-BPWG is still in use with the club although it is for sale, Avid G-BWCI arrived back here on 7.4 from its winter storage and is flying again, F.150M G-HULL went to Sherburn 29.4 for a check and has not yet returned. Finally T.61F G-BUJI was noted in the hangar on 30.4 with its wings removed. Movements:- 3.4 G-BTHE 150L f&t Brough, G-BJZN T.67A f&t Burton Constable. 6.4 G-BUGT T.61F f&t Rufforth, G-BMPR PA-28R f&t Humbleton. 7.4 G-SACT PA-28 f&t Sherburn. 9.4 G-BOIN 7ECA f&t Brighton. 10.4 G-BGCM AA-5A f Brighton t Teeside, G-BSER PA-28 f Teeside t Sandtoft. 15.4 G-OJIM PA-28R f Bournemouth 2x n/s t Bournemouth 17.4. 16.4 G-BTHE 150L f&t Brough, G-AVWT PA-28R f&t Barton, G-JONZ 172P f&t Tollerton. 19.4 G-BKVL DR.400/160 f Gloucester 2x n/s t Humberside 21.4. 20.4 G-BFFC F.152 f&t Leeds, G-BOID 7ECA f Wold Newton t Brighton. 21.4 G-EDRY T.303 f&t Aylesbury, G-GOMM PA-32R f&t Newmarket. 22.4 G-BJZN T.67A f&t Burton Constable. 24.4 G-SACS PA-28 f&t Sherburn, G-BGTG PA-23 f Wickenby t Sherburn. 26.4 G-BOIN 7ECA f&t Wakefield. 29.4 G-BMPR PA-28R f&t Humbleton. 30.4 G-BRPF C.120 f&t Brighton, G-BWVN/WZ876 DHC.1 f Netherthorpe t Bagby, G-ANRP/TW439 Auster 5 f&t Brighton.

BEVERLEY/LINLEY HILL Resident news:- F.150J G-AWXU is a new resident on lease to the Aero-club, arriving 12.5 from Bagby. 150M G-BPWG has now been sold and departed to its new owner at Brighton on 12.5. T.61F G-BUJI had its wings back on and was flying again by 27.5. F.150M G-HULL returned from maintenance at Sherburn on 14.5. Movements:- 30.4 G-BRPF C.120 f&t Brighton, G-BBWN/WZ876 DHC.1 f Netherthorpe t Bagby, G-ANRP/TW439 Auster 5 f&t Brighton, G-SACU PA-28 f&t Sherburn, G-BTGL Avid f Temple Bruer t Wombledon, G-AWOU C.170B f&t Ringway. 1.5 G-BTHE 150L f&t Brough, G-ALFA Auster 5 f Sturgate t North Coates, G-AZTS F.172L f&t Humberside. 2.5 G-BOZT PA-28 f Tatenhill t Egginton, G-BDDG D.112 f Sturgate t Wold Newton, G-BMPR PA-28R f&t Humbleton, G-BHEN FA.152 f&t Leicester, G-BAJN AA-5 f&t Sherburn. 4.5 G-BSER PA-28 f Teeside t Sandtoft. 6.5 G-EDRY T.303 f&t Aylesbury, G-BRPG C.120 f Ottringham t Brighton. 7.5 G-WILL PA-32R f&t Calcot, G-BRPG C.120 f Yearby t Ottringham, G-YTWO F.172M f Brighton t Sherburn, G-BUGZ T.61F f&t Dishforth. 8.5 G-YTWO F.172M f Sherburn t Brighton, G-BFDL/454537 J.3C-65 f Brighton t Carton, G-BTNO 7AC f Brighton t Netherthorpe. 19.5 G-BSYW 150M f&t Barton. 25.5 G-BUGT T.61F f&t Rufforth. 26.5 G-BIOW T.67A f&t Sherburn.

WOLD NEWTON - WILLY HOWE FARM Arriving back here as resident from C of A renewal at Bagby on 26.4 was F.172M G-BDNU. It is to be based here for the time being rather than at its own strip at Burton Fleming/Maidensgrave Farm. Movements:- 4.4 G-BUHA/ZA634 T.61F f&t Rufforth. 6.4 G-BEZF AA-5 f&t Leeds. 11.4 G-BKAO D.112 f&t Bagby, G-MYGG Mercury f&t Full Sutton, G-BAIW F.172M f&t Humberside. 16.4 G-BKKO 182R f Sherburn t Crosland Moor. 17.4 G-BHLH DR.400/180 f&t Netherthorpe. 20.4 G-BOID 7ECA f&t Brighton. 22.4 G-AZTS F.172L f&t Humberside. 24.4 G-BTHE 150L f&t Brough, G-AYRS D.120A o/s only t Brighton. 26.4 G-BGRI DR.1051 f&t Burton Constable. 28.4 G-JLRW Beech 76 f Kilstree t Leeds. 29.4 G-AVMD 150G f&t Bagby, G-BUGZ T.61F f&t Dishforth, G-AJRC J/1 o/s only t Sherburn. 30.4 G-AYRS D.120A f&t Brighton, G-BUGT T.61F f&t Rufforth, G-FTIN DR.400/100 f Wombledon t Blackpool, G-BTPT PA-28R f&t Barton, G-BOYL C.152 f&t Sandtoft, G-GBUE TR.400/120A f Fenland t Bagby, G-BCPN AA-5 f&t Full Sutton, G-ATHV 150F f&t Sherburn. 1.5 G-MYGG Mercury f&t Full Sutton, G-MVIN Snowbird f&t Ottringham, G-BRVJ T.31M f&t Brighton, G-BLCU SF.25B f&t Rufforth, G-ANRP/TW439 Auster 5 f Wombledon t Brighton, G-BHLW C.120 f&t Thorne. 2.5 G-BGXS PA-28 f&t Gamston, G-BDDG D.112 f Beverley t Burton Constable.

WOLD NEWTON /WILLY HOWE FARM Movements:- 4.5 G-BMLK G.109B f&t Rufforth. 7.5 G-BHLW C.120 f&t Thorne. 8.5 G-BEZF AA-5 f&t Leeds, G-BGWO D.112, G-ATBP RF.3, G-ORAY F.182Q, G-AYRS D.120A all f&t Brighton. 9.5 G-BKAO D.112 f&t Bagby, G-DLTA T.67M f Wombledon t Bagby. 16.5 G-BKAO D.112 f&t Bagby, G-BCEO AA-5 f&t Teeside. 18.5 G-TSGJ PA-28 f&t Teeside, G-BCEO AA-5 f&t Teeside. 24.5 G-SACT PA-28 f Sherburn t Sandtoft. 26.5 G-BFMH 177B f Newcastle t Fishburn. 27.5 G-BUJI T.61F f&t Beverley. 28.5 G-BMLK G.109B f&t Rufforth, G-BEZI AA-5 f&t Cranfield, G-AYRS D.120A f&t Brighton, G-MYSL Mistral f Eshott n/s t Eshott 29.5, G-BFHR DR.220 f&t Burton Constable. 29.5 G-BAZM D.11 f&t Leeds, G-AZTS F.172L f Humberside t Teeside, G-BJZN T.67A f&t Burton Constable, G-FENI R.22B f Brighton t Middleton. 30.5 G-MWYD Shadow f&t Brighton, G-BRVJ T.31M f Brighton t Burton Constable, G-BNYM 172N f Sherburn t North Coates, G-BRDO 177B f&t Teeside, G-ANRP/TW439 Auster 5 f Sherburn t Brighton. 31.5 G-AYYX MS.880B f&t Bagby.



"This is Doncaster (Finningley) Airport 1994"

Do you remember Finningley - RAF Finningley, as it was : an airshow at the Battle of Britain display some of us can still enjoy, a trip there and back by car, Vulcans, a Spitfire, the "Red Arrows"? Well, that was September 1965 ; the A.Y. Chairman can really remember it - and so can I!! Now, in 1994, Finningley is the RAF airfield : - all the same personnel and planes (Jetstreams, Dominies and Hawks, as well as Shorts Tucanos) are still there, there is a single runway (02/20 ; 8993ft ; MATZ/APP 120.35 MHz , TWR 122.1 MHz ; PAR 123.3 MHz ; ILS (20) 111.5 MHz), and flying continues from Monday to Friday, 08.00 to 16.00 hrs. plus. If anyone wants past details, there is a lot to look at on Finningley. However, did you know that Doncaster (City or County) Council, and some other companies perhaps, are about to change that, for the RAF airfield is supposed to be turned into both a military and a CIVILIAN airport. Doncaster Council is saying nothing, but it seems likely that the airfield is being converted to civil use, and that it will be given H24 flying ability. Airlines are being invited to use the new departure and arrival halls for passengers to be checked by Customs staff and then flown off on their holidays. Which airlines, though - and which companies (other than Doncaster, that is)? No one knows!! There are lots of good airports in the North of England that are (or were) better than Finningley : - Leeds-Bradford and Humberside, Teeside, Newcastle, East Midlands, Manchester, Liverpool and Blackpool are all well-known. Airfields are still there, too, such as Sandtoft, Sturgate, Wickenby, Gamston, Netherthorpe, Burton Constable and Sherburn, in case some 'planes fly in, rather than go to Finningley. So, what in the event is Doncaster Council up to? No-one knows - neither does no-one know about the Ministry of Defense, the Government and what they are doing about RAF Finningley. If you, or other members of Air Yorkshire, have any information, please let me or the Chairman in on the picture : - July, August or September will do.

Ewan Griffiths.

(E.C. Griffiths B.Sc. Ph.D.)