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JUNE, 1995

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FORTHCOMING MEETINGS - which are held at the YORKSHIRE AERO CLUB, on the south side of LEEDS/BRADFORD AIRPORT, by courtesy of Ms Jill Tushingham (MD) at 14.30 hrs.

SUNDAY, 4TH JUNE Ian Morton - Canadian slides
SUNDAY, 2ND JULY Airport security - Head of Security,
 L.B.A. Manny Imperial.
AUGUST - NO MEETING
SUNDAY, 3RD SEPT. Roger Fozzard - U.S.A. slides
SUNDAY, 1ST OCT. **Elevington Y.A.M talk**
SUNDAY, 5TH NOV. A.G.M. and video
SUNDAY, 3RD DEC. Xmas Party

CHAIRMAN'S CHAT - at the committee meeting on Tuesday, 16th May, the following important decisions were taken. Membership is now standing at 197, with approximately 150 being full members with social membership of the Aero Club - entitled to attend Sunday meetings. At the present time, average attendance at meetings is up to 80 - 90 members. At this level of attendance the room is quite full and all seats are taken. In view of this, it was decided to limit membership to 200 and also, starting with the July meeting, to revert to a 3 o'clock (1500hrs) start. This will enable us to maximise the number of seats available, from the dining area. In Winter, we will return to the 2.30 (14.30) start, i.e. Nov., Dec., Jan., and Feb.

It is quite pleasing to find the society is doing so well, but as all the organizing: i.e. magazine, trips, T. shirt sales etc., is done in members' spare time, we feel that a limited membership will enable us to maintain the high standard already set.

Any members interested in military aviation may like to know more about a group called Leeming Aviation Group which publishes a monthly magazine similar to ours, covering all Leeming movements and news. For further details contact Stephen Gable on 01677 425421, or Paul Greig on 01609 776724.

Our magazine is now beginning to adopt a regular format of: Movements (Terry Sykes), Military (Eric Martin), C.A.N. - Civil Aviation News (David Wooler) and Further Afield (Alan Sedgwick). Other regular scribes, like Leslie Scheftsik, Roger Fozzard, Geoff Lee, Ewan Griffiths, Ian Morton, Denis Yeadon, all combine to make a magazine that contains all the information you want plus readable articles. If you have any information/news but cannot write your own article, forward it to any of the above and they may be able to use it in their section.

Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Geoff Lee, Denis Yeadon, Ewan Griffiths.

Leeds/Bradford Movements

April 1995

01	EI-CFA SAAB 340	0908	G-BVJB Fokker 100	0928
	G-JEAI Friendship	0953	G-UKTG Fokker 50	1015
	OO-DTL Brasilia	1100	G-BMW Short 360	1110
	G-BOWO Cessna R182RG	1217	G-BVJB Fokker 100	1223
	G-DYNE Cessna 414	1233	G-UKTG Fokker 50	1345
	G-JEAI Friendship	1354	EI-CFD SAAB 340	1546
	G-BVJB Fokker 100	1614	G-MAJA Jetstream 41	1743
	G-OBMJ Boeing 737 300	1756	G-PEAK JetRanger	1800
	G-BVJB Fokker 100	1924	G-JEAI Friendship	1926
02	EI-CFC SAAB 340	0844	G-BVJB Fokker 100	0918
	G-BJYD Cessna F152	1025	G-SACS Cadet	1211
	G-BVJB Fokker 100	1219	G-JEAI Friendship	1254
	G-BJYD Cessna F152	1328	G-MANS Bae 146	1413
	G-AZLY Cessna F150L	1426	G-UKTG Fokker 50	1446
	OO-DTG Brasilia	1448	EI-CFB SAAB 340	1535
	G-BMW Short 360	1603	G-OPJD Turbo Arrow IV	1658
	G-GYAV Cessna 172N	1704	G-JEAI Friendship	1723
	G-BVJD Fokker 100	1818	EI-CFA SAAB 340	1920
	G-MAJA Jetstream 41	1948	G-UKTD Fokker 50	2002
	OO-DTK Brasilia	2008	G-BMW Short 360	2016
	G-JEAI Friendship	2036	G-UKTG Fokker 50	2101
	G-BVJC Fokker 100	2126	G-BYAL Boeing 757	2129
03	EI-CFC SAAB 340	0851	G-BMW Short 360	0919
	9H-ABF Boeing 737	0934	G-JEAI Friendship	0941
	G-MAJA Jetstream 41	0944	G-BVJC Fokker 100	0948
	G-UKTD Fokker 50	1010	G-BORH Seneca	1023
	OO-DTG Brasilia	1038	G-BMW Short 360	1050
	G-UKTG Fokker 50	1123	G-BSBW JetRanger	1141
	G-BYAL Boeing 757	1255	G-BVJC Fokker 100	1300
	G-MAJA Jetstream 41	1339	G-JEAI Friendship	1357
	G-WIRE Twin Squirrel	1402	G-SHIV GA7 Cougar	1404
	G-UKTD Fokker 50	1435	OO-DTO Brasilia	1440
	G-BSBW JetRanger	1518	G-ELDI DC9	1527
	EI-CFA SAAB 340	1536	G-BVCM Citation Jet	1540
	G-BMW Short 360	1639	G-MAJA Jetstream 41	1657
	G-BMW Short 360	1703	G-JEAI Friendship	1730
	G-BVJC Fokker 100	1815	EI-CFD SAAB 340	1919
	G-BVMX Short 360	1948	G-MAJA Jetstream 41	1955
	G-BMW Short 360	2005	OO-DTG Brasilia	2014
	G-OPLF Bandeirante	2017 2332	G-JEAI Friendship	2037
	G-UKTD Fokker 50	2057	G-BVJC Fokker 100	2124
	G-BEJD HS 748	2140	G-UKFD Fokker 100 DIV	2231
	G-UKTF Fokker 50	2312	G-BYAL Boeing 757	2344

04	EI-CFD SAAB 340	0915	G-BNMM Short 360	0919
	G-MAJA Jetstream 41	0930	G-BVJC Fokker 100	0933
	G-JEAI Friendship	0936	G-BSSE Cherokee 140	0942
	G-UKTD Fokker 50	1016	OO-DTO Brasilia	1039
	G-WIRE Twin Squirrel	1105	G-UKTF Fokker 50	1106
	G-BVMX Short 360	1108	G-OLAH Short 360	1124
	G-BVJC Fokker 100	1225	OY-JRO King Air B90	1234
	N228CX TMB 700	1313	G-BYAL Boeing 757	1340
	F-GLJA Citation	1346 1917	G-JEAI Friendship	1349
	G-ROCH Cessna T303	1358	G-BJYD Cessna F152	1400
	OO-MTD Brasilia	1444	G-BFAC Cessna F177RG	1454
	G-UKTD Fokker 50	1502	G-BVJC Fokker 100	1517
	G-SHIV GA7 Cougar	1529	EI-CFB SAAB 340	1538
	G-BNOJ Warrior II	1544	G-WIRE Twin Squirrel	1550
	G-MAJA Jetstream 41	1650	G-UKTF Fokker 50	1702
	G-OLAH Short 360	1704	G-JEAI Friendship	1740
	G-BVJC Fokker 100	1818	EI-CFC SAAB 340	1923
	G-MAJA Jetstream 41	1951	G-BNMM Short 360	1959
	G-OLAH Short 360	2015	OO-DTO Brasilia	2023
	G-JEAI Friendship	2043	G-UKTD Fokker 50	2047
	G-UKTF Fokker 50	2058	G-BVJC Fokker 100	2120
	G-BEJD HS 748	2139	G-BYAL Boeing 757	2228
05	EI-CFC SAAB 340	0847	G-OLAH Short 360	0916
	G-BVJC Fokker 100	0924	G-MAJA Jetstream 41	0928
	G-JEAI Friendship	0934	OO-MTD Brasilia	1037
	G-BNMM Short 360	1043	ZE702 BAe146 CC.2	1045
	G-DFLT Cessna 406	1057	G-UKTF Fokker 50	1112
	G-BVJC Fokker 100	1217	G-TSAR B58 Baron	1252
	G-AVGA Comanche	1334	G-MAJA Jetstream 41	1336
	G-JEAI Friendship	1400	G-UKTF Fokker 50	1449
	OO-DTJ Brasilia	1450	G-BVJC Fokker 100	1525
	EI-CFA SAAB 340	1539	G-BSBW JetRanger	1624
	G-BNMM Short 360	1638	G-MAJA Jetstream 41	1658
	G-UKTD Fokker 50	1705	G-OLAH Short 360	1710
	G-JEAI Friendship	1732	G-BYAL Boeing 757	1740
	G-ELDI DC9	1817	EI-CFC SAAB 340	1920
	G-MAJA Jetstream 41	1953	G-BVMX Short 360	2002
	OO-MTD Brasilia	2005	G-OLAH Short 360	2012
	G-JEAI Friendship	2037	G-UKTF Fokker 50	2057
	G-UKTD Fokker 50	2101	G-BEJD HS 748	2119
	G-BVJC Fokker 100	2130		
06	EI-CFC SAAB 340	0851	G-OLAH Short 360	0909
	G-BVJC Fokker 100	0923	G-MAJA Jetstream 41	0928
	G-JEAI Friendship	0931	G-NUTZ Twin Squirrel	0938
	G-BNYJ Cessna 421B	0944	G-UKTF Fokker 50	1003
	OO-DTJ Brasilia	1041	G-BVMX Short 360	1051
	G-UKTD Fokker 50	1058	G-KKDL TB20 Trinidad	1143
	G-BSCS Archer II	1212	G-AZLY Cessna F150L	1214
	G-BVJC Fokker 100	1227	G-BVZU Airbus 320	1317 1346
	G-KNAP Warrior II	1326	G-BYAT Boeing 757	1342
	G-JEAI Friendship	1353	G-BBZI Turbo Navajo	1402
	G-BSDO Cessna 152	1433	OO-DTG Brasilia	1445
	G-UKTF Fokker 50	1448	G-BVJB Fokker 100	1534
	EI-CFB SAAB 340	1541	G-WIRE Twin Squirrel	1622

G-BVMX Short 360	1626	G-UKTD Fokker 50	1644
G-MAJA Jetstream 41	1652	G-OLAH Short 360	1706
G-JEAI Friendship	1742	G-BVJB Fokker 100	1815
EI-CFC SAAB 340	1915	G-MAJA Jetstream 41	1950
G-BSBW JetRanger	1952	00-DTJ Brasilia	2011
G-OLAH Short 360	2012	G-JEAI Friendship	2037
G-UKTF Fokker 50	2050	G-UKTD Fokker 50	2056
G-BWMW Short 360	2104	G-BYAT Boeing 757	2116
G-BEJD HS 748	2130	G-BVJB Fokker 100	2137
07 EI-CFC SAAB 340	0854	N87RR B5B Baron	0904
G-OLAH Short 360	0910	G-MAJA Jetstream 41	0917
G-BVJB Fokker 100	0927	G-ROKA PA-28 Dakota	0936
G-JEAI Friendship	0938	F-GBTI Falcon 10	0942
G-UKTD Fokker 50	1024	00-DTG Brasilia	1047
G-BVMX Short 360	1108	G-UKTF Fokker 50	1123
G-WIRE Twin Squirrel	1139	G-BTDW Cessna 152	1142
G-BVJB Fokker 100	1227	G-BGYT Bandeirante	1229
G-JEAI Friendship	1401	G-UKTD Fokker 50	1500
G-BMNW Navajo 350	1505	G-BVJC Fokker 100	1516
00-DTI Brasilia	1537	EI-CFA SAAB 340	1541
N797HG Malibu	1625	G-BVMX Short 360	1637
G-MAJA Jetstream 41	1657	G-OLAH Short 360	1700
G-UKTF Fokker 50	1708	G-JEAI Friendship	1742
G-BVJC Fokker 100	1822	EI-CFB SAAB 340	1920
G-MAJA Jetstream 41	1945	G-OLAH Short 360	2011
G-JEAI Friendship	2042	G-BVMX Short 360	2050
G-UKTF Fokker 50	2103	G-BRFA Navajo	2105
G-UKTD Fokker 50	2113	G-BEJD HS 748	2131
00-DTL Brasilia	2136	G-BVJC Fokker 100	2145
08 EI-CFB SAAB 340	0905	G-BVJC Fokker 100	0925
G-JEAI Friendship	0931	G-UKTG Fokker 50	1009
G-MAJA Jetstream 41	1042	00-DTO Brasilia	1057
G-BWMW Short 360	1104	G-BRKH PA-28 Dakota	1115
G-BJYD Cessna F152	1210	G-BVJC Fokker 100	1229
G-JEAI Friendship	1350	G-BBFD Arrow	1413
G-MAJA Jetstream 41	1437	G-BWMW Short 360	1442
G-AZLY Cessna F150L	1459	G-BHIR Arrow	1502
G-AVZR Cherokee 180C	1519	G-UKTF Fokker 50	1530
EI-CFC SAAB 340	1539	G-BPMF Warrior	1609
G-PKBM DC9	1626	G-MANL BAe ATP	11759
G-PKBM DC9	1925	G-JEAI Friendship	1926
G-BSBW JetRanger	1944	G-BRKH PA-28 Dakota	2013
09 G-OBMP Boeing 737 300	0013	G-AVMN BAC 1-11	0844 0928
EI-CFA SAAB 340	0856	G-OBWC BAC 1-11	0918
G-PKBM DC9	0924	G-DANC Warrior II	0958
G-DNAV Navajo	1030	G-BNRX Seneca	1103
G-AXMP Cherokee 180D	1119	G-OAKI Jetstream	1120 1637
G-WIZO Seneca	1124	G-OBWB BAC 1-11	1132
VR-BNJ Falcon 900	1141 1627	G-BBPW Robin HR100/210	1156
G-IRPC Cessna 182Q	1200	N4109B Cessna 421B	1213
G-ISFC Navajo	1215	N30XX Citation 2	1220 1610
G-PKBM DC9	1222	G-JEAI Friendship	1251
G-BGLW Seneca	1258	G-MANS BAe 146	1342

	00-DTG Brasilia	1440	G-UKTF Fokker 50	1448
	G-AXMP Cherokee 180D	1533	EI-CFB SAAB 340	1551
	G-BMMW Short 360	1607	G-AVMW BAC 1-11	1647
	G-JEAI Friendship	1725	G-BVJC Fokker 100	1816
	G-BYAT Boeing 757	1851	EI-CFD SAAB 340	1924
	G-MAJA Jetstream 41	1950	G-UKTF Fokker 50	1956
	G-BVMY Short 360	2005	00-DTN Brasilia	2023
	G-JEAI Friendship	2038	G-UKTG Fokker 50	2106
	G-BVJC Fokker 100	2119		
10	G-SHIV GA7 Cougar	0817	EI-CFA SAAB 340	0855
	G-OLAH Short 360	0912	G-MAJA Jetstream 41	0929
	G-JEAI Friendship	0930	G-BVJC Fokker 100	0940
	N4647J Arrow	0949	OY-AUS Navajo	0958
	G-UKTF Fokker 50	1016	G-BVMX Short 360	1053
	00-DTG Brasilia	1112	G-UKTG Fokker 50	1118
	G-SHIV GA7 Cougar	1215	G-HCTL Navajo	1241
	G-BVJC Fokker 100	1248	G-BYAT Boeing 757	1301
	G-KKDL TB20 Trinidad	1323	G-MAJA Jetstream 41	1344
	G-JEAI Friendship	1357	VR-CPR Cessna 421C	1404
	G-UKTF Fokker 50	1450	00-DTN Brasilia	1453
	G-BVJC Fokker 100	1533	EI-CFA SAAB 340	1537
	G-BSDD Cessna 152	1547	G-BVMX Short 360	1637
	G-UKTG Fokker 50	1649	G-MAJA Jetstream 41	1653
	G-OLAH Short 360	1655	G-JEAI Friendship	1733
	G-BVJC Fokker 100	1811	EI-CFD SAAB 340	1923
	G-BMMW Short 360	1942	G-MAJA Jetstream 41	1946
	00-DTJ Brasilia	2010	G-OLAH Short 360	2012
	G-JEAI Friendship	2038	G-UKTF Fokker 50	2050
	G-UKTG Fokker 50	2058	G-BEJE HS 748	2135
	G-BVJC Fokker 100	2144	G-BYAT Boeing 757	2324
11	EI-CFD SAAB 340	0843	G-BVJC Fokker 100	0920
	G-MAJA Jetstream 41	0933	G-JEAI Friendship	0935
	G-OLAH Short 360	0937	G-AXDK Jodel DR315	0940
	G-UKTG Fokker 50	1014	G-BDFY AA5 Traveler	1023
	00-DTN Brasilia	1030	G-BMMW Short 360	1052
	G-BSGL Warrior II	1145	G-BBBC Cessna F150L	1202
	G-BMMW Short 360	1208	G-UKTF Fokker 50	1211
	G-BVJC Fokker 100	1214	G-BYAT Boeing 757	1338
	G-JEAI Friendship	1356	G-UKTA Fokker 50	1437
	00-MTD Brasilia	1445	G-BRLD Tomahawk	1447
	G-BVJC Fokker 100	1517	EI-CFD SAAB 340	1537
	G-JLRW Duchess	1553	G-BMMW Short 360	1627
	G-UKTF Fokker 50	1653	G-MAJA Jetstream 41	1655
	G-BMMW Short 360	1700	G-JEAI Friendship	1728
	G-BVJC Fokker 100	1810	EI-CFB SAAB 340	1919
	G-BVMX Short 360	1948	G-MAJA Jetstream 41	1951
	00-DTN Brasilia	2000	G-BMMW Short 360	2010
	G-JEAI Friendship	2038	G-UKTF Fokker 50	2048
	G-UKTA Fokker 50	2108	G-BVJC Fokker 100	2119
	G-BEJE HS 748	2141	G-BYAT Boeing 757	2242
12	EI-CFB SAAB 340	0856	G-BMMW Short 360	0918
	G-MAJA Jetstream 41	0922	G-BVJC Fokker 100	0924
	G-JEAI Friendship	0932	G-UKTA Fokker 50	1005

00-MTD Brasilia	1032	G-BVMY Short 360	1048
G-UKTF Fokker 50	1103	G-EMMS Tomahawk	1143
G-BEWR Cessna F172N	1209	G-BVJC Fokker 100	1215
G-BGPU Cherokee 140F	1233	G-LFSI Cherokee 140C	1341
G-JEAI Friendship	1401	G-MAJA Jetstream 41	1403
G-DBAC Bandeirante	1440	G-UKTA Fokker 50	1443
00-DTI Brasilia	1447	G-BVJC Fokker 100	1519
EI-CFA SAAB 340	1554	G-BNDE Warrior II	1602
G-BGPU Cherokee 140F	1629	G-BVMY Short 360	1640
G-UKTF Fokker 50	1650	G-BNMW Short 360	1656
G-MAJA Jetstream 41	1700	G-JEAD Friendship	1742
N6315X Cessna 421C	1744	G-BOVK Warrior II	1749
G-BYAT Boeing 757	1751	G-BBPW Robin HR100/210	1819
G-BVJC Fokker 100	1824	EI-CFD SAAB 340	1932
G-MAJA Jetstream 41	1953	G-BNMW Short 360	1959
00-MTD Brasilia	2002	G-BNMW Short 360	2010
G-JEAD Friendship	2042	G-UKTF Fokker 50	2054
G-UKTA Fokker 50	2107	G-BVJC Fokker 100	2126
G-DAAL HS 748	2140		
13 EI-CFD SAAB 340	0904	G-BVJC Fokker 100	0918
G-MAJA Jetstream 41	0926	G-BNMW Short 360	0927
G-JEAD Friendship	0935	G-UKTA Fokker 50	1003
G-BNKC Cessna 152	1032	00-DTI Brasilia	1040
G-BMMW Short 360	1112	G-WIZZ JetRanger	1130
G-BKVL Robin DR400/160	1133	G-UKTF Fokker 50	1211
G-BVJC Fokker 100	1244	G-BOIL Cessna 172N	1342
G-JEAD Friendship	1401	G-SMJJ Cessna 414	1426
G-BYAT Boeing 757	1435	G-NNAC Super Cub	1440
G-UKTA Fokker 50	1455	00-DTL Brasilia	1457
G-OCJK Hughes 269C	1506	G-BVJC Fokker 100	1521
N6315X Cessna 421C	1525	EI-CFB SAAB 340	1546
G-BIZF Cessna F172P	1549	G-BSDD Cessna 152	1625
G-BMMW Short 360	1639	G-UKTF Fokker 50	1654
G-BNMW Short 360	1700	G-MAJA Jetstream 41	1702
G-JEAD Friendship	1734	G-BSER Cherokee 160B	1756
F-GGLA King Air 200	1810	G-BLSF AA5A Cheetah	1821
G-BVJC Fokker 100	1828	EI-CFD SAAB 340	1918
G-MAJA Jetstream 41	1951	G-BVMX Short 360	1958
G-BNMW Short 360	2009	00-DTI Brasilia	2012
G-JEAD Friendship	2048	G-UKTA Fokker 50	2052
G-UKTF Fokker 50	2100	G-BVJC Fokker 100	2127
G-BEJE HS 748	2136	G-BYAT Boeing 757	2145
14 G-000T Boeing 757	0625	EI-CFD SAAB 340	0902
G-MAJA Jetstream 41	0921	G-BVJC Fokker 100	0924
G-JEAD Friendship	0932	G-UKTA Fokker 50	1044
00-DTL Brasilia	1049	G-UKTF Fokker 50	1131
G-BVMX Short 360	1202	G-BNTC Turbo Arrow IV	1213
G-OPWS Mooney M20K	1215	G-BVJC Fokker 100	1225
G-ATOT Cherokee 180C	1225	G-BSDL TB10 Tobago	1236
G-AWNT BN2 Islander	1253	G-AVND Cherokee 180C	1254
G-MAJA Jetstream 41	1350	G-JEAD Friendship	1402
G-UKTA Fokker 50	1440	G-BVJC Fokker 100	1515
EI-CFA SAAB 340	1539	G-BRTN B58 Baron	1544
00-DTN Brasilia	1550	G-MAJA Jetstream 41	1640

G-BVMX Short 360	1644	G-UKTF Fokker 50	1658
G-AYSY Cessna F177RG	1709	G-MERI Archer II	1720
G-JEAD Friendship	1737	EI-CFD SAAB 340	1926
G-BNMM Short 360	1956	OO-DTL Brasilia	1959
G-JEAD Friendship	2043	G-UKTF Fokker 50	2050
G-UKTA Fokker 50	2100	G-000T Boeing 757	2112
G-BVJC Fokker 100	2116		
15 EI-CFD SAAB 340	0855	G-BVJC Fokker 100	0914
G-JEAD Friendship	0931	G-UKTF Fokker 50	1035
OO-DTN Brasilia	1037	G-BVMX Short 360	1053
G-BVJC Fokker 100	1221	G-BPWD Cessna 120	1232
G-BJIR Citation 2	1248	G-BPTP Robinson R22	1301
G-UKTA Fokker 50	1337	G-JEAD Friendship	1356
G-BJYD Cessna F152	1451	G-BVMX Short 360	1459
G-BPTP Robinson R22	1522	G-AZLY Cessna F150L	1527
G-BPHL Warrior II	1532	EI-CFB SAAB 340	1540
G-BVJC Fokker 100	1620	G-BSTZ Cherokee 140	1637
G-JEAD Friendship	1922	G-BVJC Fokker 100	1927
G-BMUZ Warrior II	2129		
16 G-AZWS Arrow	0827	EI-CFB SAAB 340	0901
G-BVJC Fokker 100	0921	G-BSBW JetRanger	1120
G-BVJC Fokker 100	1222	G-AZLY Cessna F150L	1235
G-JEAD Friendship	1254	G-MANS Bae 146	1343
G-UKTA Fokker 50	1502	OO-DTN Brasilia	1503
EI-CFC SAAB 340	1538	G-BVMX Short 360	1602
G-BSBW JetRanger	1714	G-JEAD Friendship	1717
G-BYAG Boeing 757	1937	G-UKTA Fokker 50	1946
EI-CFB SAAB 340	1951	OO-DTK Brasilia	2006
G-JEAD Friendship	2036	G-UKTF Fokker 50	2057
G-BVJC Fokker 100	2121		
17 G-BVEC ATR 42	0715	EI-CFD SAAB 340	0850 1342
G-BVJC Fokker 100	0921	G-MAJA Jetstream 41	0928
G-UKTF Fokker 50	1018	OO-DTN Brasilia	1051
G-UKTA Fokker 50	1104	EI-FKA Fokker 50	1239 1304
G-BYAG Boeing 757	1310	G-MAJA Jetstream 41	1357
G-JEAD Friendship	1401	G-UKTF Fokker 50	1444
OO-DTH Brasilia	1506	G-BVJD Fokker 100	1524
EI-CFC SAAB 340	1537	G-BVMX Short 360	1632
G-UKTA Fokker 50	1659	G-JEAD Friendship	1729
EI-CFD SAAB 340	1917	G-BVMY Short 360	1956
OO-DTN Brasilia	2004	G-BNMM Short 360	2014
G-JEAD Friendship	2038	G-UKTA Fokker 50	2055
G-UKTF Fokker 50	2059	G-BVJC Fokker 100	2134
G-BYAG Boeing 757	2357		
18 G-OBMO Boeing 737 400	0652	EI-CFD SAAB 340	0914
G-BNMM Short 360	0918	G-MAJA Jetstream 41	0921
G-BVJC Fokker 100	0926	G-JEAD Friendship	0936
400B1 C21A	1015	G-UKTF Fokker 50	1016
OO-DTL Brasilia	1039	G-UKTA Fokker 50	1111
G-SHIV GA7 Cougar	1205	G-BVJC Fokker 100	1240
G-BVMX Short 360	1257	N1224S Cessna 425	1316
G-BYAG Boeing 757	1345	G-JEAD Friendship	1355

G-UKTF Fokker 50	1444	00-DTN Brasilia	1447
G-BAXY Cessna F172M	1449	G-BVJC Fokker 100	1514
EI-CFA SAAB 340	1601	G-SHIV GA7 Cougar	1635
G-BVMX Short 360	1640	G-MAJA Jetstream 41	1654
G-UKTA Fokker 50	1702	G-BNMW Short 360	1706
G-JEAD Friendship	1730	G-BSBW JetRanger	1802
G-BVJC Fokker 100	1819	EI-CFD SAAB 340	1919
G-UKTA Fokker 50	2005	00-DTJ Brasilia	2033
G-BNMW Short 360	2036	G-BVMX Short 360	2042
G-UKTF Fokker 50	2053	G-JEAD Friendship	2106
G-BVJC Fokker 100	2122	G-BEJD HS 748	2135
G-MAJA Jetstream 41	2153	G-OBMO Boeing 737 400	2159
G-BYAG Boeing 757	2231		
19 OY-SVL Citation	0856	EI-CFD SAAB 340	0858
G-BNMW Short 360	0915	G-MAJA Jetstream 41	0920
G-JEAD Friendship	0923	G-UKTA Fokker 50	1004
G-BVMX Short 360	1049	00-DTK Brasilia	1053
G-UKTF Fokker 50	1056	G-ELDI DC9	1059
G-OMAP Rockwell 685	1213	N6315X Cessna 421C	1225
G-SHIV GA7 Cougar	1234	G-BVJC Fokker 100	1309
G-SMJJ Cessna 414	1340	G-MAJA Jetstream 41	1344
G-JEAD Friendship	1352	G-UKTA Fokker 50	1442
EI-CFA SAAB 340	1543	G-BVJC Fokker 100	1608
G-TEST Seneca	1636	G-BVMX Short 360	1640
N6315X Cessna 421C	1644	G-MAJA Jetstream 41	1648
G-UKTF Fokker 50	1653	00-DTK Brasilia	1656
G-BNMW Short 360	1701	G-BYAG Boeing 757	1735
G-JEAD Friendship	1739	N71VE Rockwell 690	1805
G-BVJC Fokker 100	1832	EI-CFC SAAB 340	1922
G-MAJA Jetstream 41	1950	G-BVMY Short 360	2000
00-DTJ Brasilia	2007	G-BNMW Short 360	2011
G-BPYH Robinson R22	2035	G-JEAD Friendship	2045
G-UKTF Fokker 50	2051	G-UKTA Fokker 50	2106
G-BVJC Fokker 100	2122	G-BEJD HS 748	2126
OY-JRO King Air B90	2130 2208		
20 EI-CFB SAAB 340	0855	G-BNMW Short 360	0910
G-MAJA Jetstream 41	0920	G-ROWN King Air 200	0927
G-JEAD Friendship	0931	G-BVJC Fokker 100	0938
G-BHOR Warrior II	0944 0953(21)	N27495 Navajo	0945
G-TSAR B58 Baron	1016	G-UKTA Fokker 50	1023
G-KKDL TB20 Trinidad	1026	00-DTH Brasilia	1045
G-BVMY Short 360	1058	G-UKTF Fokker 50	1132
G-BVJC Fokker 100	1227	G-JEAD Friendship	1355
G-IIRB JetRanger	1438	G-BYAG Boeing 757	1440
G-UKTA Fokker 50	1442	00-DTG Brasilia	1510
G-BVJC Fokker 100	1520	G-BSBW JetRanger	1534
EI-CFD SAAB 340	1541	G-BVMY Short 360	1639
G-UKTF Fokker 50	1641	G-MAJA Jetstream 41	1651
G-NJML Seneca	1701	G-BNMW Short 360	1703
G-JEAD Friendship	1728	G-BVJC Fokker 100	1828
G-DWLC Turbo Navajo	1830	EI-CFB SAAB 340	1924
G-BXEG ATR 42	1938	G-MAJA Jetstream 41	1954
00-DTH Brasilia	1956	G-BNMW Short 360	2018
OH-LMY DC9 82	2038	G-JEAD Friendship	2041

G-UKTF Fokker 50	2050	G-UKTA Fokker 50	2103
G-BEJD HS 748	2123	G-BVJC Fokker 100	2127
G-BYAC Boeing 757	2154		
21 G-MAJA Jetstream 41	0631	G-SHIV GA7 Cougar	0817
G-EMER Seneca	0831	EI-CFB SAAB 340	0902
G-BVJC Fokker 100	0913	G-BNMW Short 360	0917
G-MAJA Jetstream 41	0921	G-JEAD Friendship	0931
G-BRPL Cherokee 140	1006	G-UKTA Fokker 50	1009
00-DTG Brasilia	1031	G-UKTF Fokker 50	1109
G-BOVK Warrior II	1157	G-BVMX Short 360	1216
G-BVJC Fokker 100	1223	G-DMGE BAe 125 800B	1325
G-MAJA Jetstream 41	1329	G-JEAD Friendship	1400
00-DTH Brasilia	1444	G-UKTA Fokker 50	1506
G-BSLK Warrior II	1539	EI-CFA SAAB 340	1543
G-ELDI DC9	1605	G-BVMX Short 360	1640
G-UKTF Fokker 50	1653	G-MAJA Jetstream 41	1658
G-BNMW Short 360	1711	G-JEAD Friendship	1735
G-BSER Cherokee 160B	1749	G-BRPL Cherokee 140	1835
G-ELDI DC9	1856	G-TSGJ Archer II	1907
EI-CFD SAAB 340	1921	G-MAJA Jetstream 41	1945
G-BVMY Short 360	1947	00-DTG Brasilia	2008
G-BCED AA5 Traveler	2021	G-BNMW Short 360	2027
G-JEAD Friendship	2043	G-UKTA Fokker 50	2057
G-UKTF Fokker 50	2101	G-BEJD HS 748	2133
G-BVJB Fokker 100	2135		
22 EI-CFD SAAB 340	0900	G-JEAD Friendship	0932
G-BVJB Fokker 100	0939	00-DTH Brasilia	1018
G-UKTF Fokker 50	1022	G-MAJA Jetstream 41	1046
G-BVMX Short 360	1110	G-BVJB Fokker 100	1317
G-UKTA Fokker 50	1327	G-JEAD Friendship	1402
G-BVMX Short 360	1447	EI-CFB SAAB 340	1555
G-BVJB Fokker 100	1647	G-MANL BAe ATP	1806
VR-CPR Cessna 421C	1904	G-BVJB Fokker 100	1929
G-JEAD Friendship	1943	G-IFTB King Air 200	1946 2243
23 G-BOBN Cessna 310R	0005	EI-CFA SAAB 340	0910
G-BVJB Fokker 100	0936	G-BVJB Fokker 100	1244
G-SHIV GA7 Cougar	1250	N30XX Citation II	1258 1848
G-JEAD Friendship	1302	G-BVTE Fokker 70	1326
00-DTI Brasilia	1438	G-UKTF Fokker 50	1548
EI-CFC SAAB 340	1549	G-BVMX Short 360	1607
G-BJVD Cessna F152	1629	G-BSER Cherokee 160B	1713
G-JEAD Friendship	1725	G-BVJD Fokker 100	1827
EI-CFB SAAB 340	1921	G-UKTA Fokker 50	1930
OY-CIB ATR 42	1948	G-MAJA Jetstream 41	1951
00-MTD Brasilia	2004	G-BVMX Short 360	2011
OY-JRO King Air 890	2019	G-JEAD Friendship	2048
G-UKTF Fokker 50	2115	G-BVJC Fokker 100	2159
24 G-BYAW Boeing 757	0036	G-BUPS ATR 42	0634
OY-JEY Citation	0716 0854	EI-CFA SAAB 340	0859
G-BNMW Short 360	0925	G-BVJC Fokker 100	0927
G-MAJA Jetstream 41	0933	G-JEAD Friendship	0946
G-JTCA Aztec	0953	00-DTI Brasilia	1035

	G-BVMX Short 360	1054	G-UKTA Fokker 50	1122
	G-BUPS ATR 42	1204	G-BVJC Fokker 100	1234
	G-BYAW Boeing 757	1259	G-MAJA Jetstream 41	1335
	G-JEAD Friendship	1403	G-BVJW Airbus 320	1411
	00-DTK Brasilia	1437	G-BVJC Fokker 100	1529
	G-UKTA Fokker 50	1537	EI-CFB SAAB 340	1540
	G-BVJW Airbus 320	1601	G-BVMX Short 360	1654
	G-UKTF Fokker 50	1655	G-MAJA Jetstream 41	1659
	F-GMGB King Air 200	1707	G-BNMW Short 360	1720
	G-JEAD Friendship	1742	OY-JEY Citation	1811 1851
	G-BVJC Fokker 100	1824	EI-CFC SAAB 340	1932
	G-MAJA Jetstream 41	1956	00-DTI Brasilia	1958
	G-BVMY Short 360	2001	G-BNMW Short 360	2018
	G-UKTF Fokker 50	2051	G-JEAD Friendship	2053
	G-UKTA Fokker 50	2102	G-BVJC Fokker 100	2132
	G-DAAL HS 748	2149		
25	G-BYAW Boeing 757	0021	EI-CFB SAAB 340	0855
	G-JLRW Duchess	0906	G-MAJA Jetstream 41	0921
	G-BNMW Short 360	0925	G-JEAD Friendship	0943
	G-BVJC Fokker 100	0946	G-UKTF Fokker 50	1015
	G-BKNA Cessna 421	1025	00-DTK Brasilia	1041
	G-NNAC Super Cub	1058	G-BVMY Short 360	1113
	G-UKTA Fokker 50	1123	G-BVJC Fokker 100	1236
	G-NJML Seneca	1320	G-BYAW Boeing 757	1340
	G-JEAD Friendship	1406	G-UKTF Fokker 50	1433
	00-DTJ Brasilia	1438	G-BVJC Fokker 100	1520
	EI-CFA SAAB 340	1543	G-UKTA Fokker 50	1649
	G-MAJA Jetstream 41	1657	G-BNMW Short 360	1702
	F-GCCB Cessna 310Q	1706	G-JEAD Friendship	1735
	G-BSER Cherokee 160B	1817	G-BVJA Fokker 100	1829
	EI-CFD SAAB 340	1928	D-ADDP Friendship	1944 2038
	G-BVMX Short 360	1956	G-MAJA Jetstream 41	1959
	00-DTN Brasilia	2013	G-BNMW Short 360	2017
	G-UKTA Fokker 50	2046	G-JEAD Friendship	2057
	G-UKTF Fokker 50	2058	G-BVJD Fokker 100	2126
	G-DAAL HS 748	2151	G-BYAW Boeing 757	2223
26	EI-CFD SAAB 340	0856	G-BNMW Short 360	0919
	G-MAJA Jetstream 41	0925	G-BVJD Fokker 100	0929
	G-JEAD Friendship	0933	G-BPWR Warrior II	0945
	G-UKTF Fokker 50	1002	00-DTJ Brasilia	1037
	G-BVMX Short 360	1043	G-SSFC Seneca	1045
	G-BVJD Fokker 100	1232	XW911 Gazelle AH.1	1239
	G-BVZU Airbus 320	1302	G-MAJA Jetstream 41	1346
	G-JEAD Friendship	1357	G-UKTF Fokker 50	1451
	00-MTD Brasilia	1452	G-BVJD Fokker 100	1518
	G-BVZU Airbus 320	1524	EI-CFA SAAB 340	1533
	G-TSAR B58 Baron	1620	G-BUPS ATR 42	1644
	G-BVMX Short 360	1650	OY-JRD King Air B90	1653 1812
	G-MAJA Jetstream 41	1658	G-BNMW Short 360	1702
	G-JEAD Friendship	1734	G-BYAW Boeing 757	1806
	G-WELL King Air E90	1820	G-BVJB Fokker 100	1827
	G-AMPZ DC3 Dakota	1830 2021	EI-CFD SAAB 340	1928
	G-BVMY Short 360	1953	G-MAJA Jetstream 41	1956
	00-DTI Brasilia	2002	N804JW 1125 Astra SP	2010 2043

G-BNMM Short 360	2011	G-JEAD Friendship	2042
G-BUPS ATR 42	2058	G-BKCL Twin Comanche	2102
G-UKTF Fokker 50	2112	G-BVJB Fokker 100	2127
G-BEJD HS 748	2140		
27 G-SHIV GA7 Cougar	0803	D-ICHS Cessna 425	0829
G-IOWA Cheyenne II	0855	EI-CFA SAAB 340	0859
G-BNMM Short 360	0910	G-MAJA Jetstream 41	0923
G-BVJB Fokker 100	0929	G-JEAD Friendship	0932
G-BUMP Archer II	0940	G-GGLA King Air 200	1000
00-EOD F33A Bonanza	1015	G-UKTA Fokker 50	1022
G-BODY Cessna 310R	1032	00-MTD Brasilia	1041
G-UKTF Fokker 50	1100	G-BVMY Short 360	1103
G-BTIH Warrior	1145	G-BVJB Fokker 100	1228
G-BBPX Seneca	1321	G-BYAW Boeing 757	1345
G-JEAD Friendship	1401	G-UKTA Fokker 50	1451
00-DTJ Brasilia	1504	EI-CFC SAAB 340	1532
G-BVJB Fokker 100	1536	VR-CPR Cessna 421C	1539
G-BVMY Short 360	1640	G-MAJA Jetstream 41	1653
G-UKTF Fokker 50	1702	G-BNMM Short 360	1707
N709EL Beechjet 400A	1712 1732	G-JEAD Friendship	1730
G-TSAR B5B Baron	1735	G-AMPZ DC3 Dakota	1736
G-BVJA Fokker 100	1825	G-NSGI Cessna 421C	1912
EI-CFA SAAB 340	1919	G-BVMX Short 360	1956
G-MAJA Jetstream 41	2000	G-BNMM Short 360	2010
00-MTD Brasilia	2015	G-JEAD Friendship	2044
G-UKTF Fokker 50	2051	G-BKCL Twin Comanche	2113
G-UKTA Fokker 50	2116	G-BVJA Fokker 100	2130
G-BEJD HS 748	2134	G-BYAW Boeing 757	2146
28 G-HAMA King Air 200	0732	EI-CFA SAAB 340	0858
G-BNMM Short 360	0907	G-MAJA Jetstream 41	0924
G-BMMW Navajo 350	0931	G-JEAD Friendship	0936
G-BVJA Fokker 100	0939	G-UKTF Fokker 50	1009
00-DTI Brasilia	1043	G-UKTA Fokker 50	1050
G-BVMX Short 360	1100	G-HERB Arrow III	1106 n/s
G-BJUR Tomahawk	1110	G-SHIV GA7 Cougar	1118
G-BVJA Fokker 100	1222	G-BNOE Warrior II	1237
G-MAJA Jetstream 41	1333	G-JEAD Friendship	1358
G-UKTC Fokker 50	1446	00-DTK Brasilia	1451
G-BVJA Fokker 100	1525	G-OKAG Arrow	1528
EI-CFC SAAB 340	1537	G-BJYD Cessna F152	1540
G-OMAP Rockwell 685	1601	G-BHAI Cessna 152	1647
G-BVMX Short 360	1647	G-MAJA Jetstream 41	1653
G-UKTA Fokker 50	1656	G-BNMM Short 360	1706
G-JEAD Friendship	1734	G-BSBW JetRanger	1743
G-BSER Cherokee 160B	1757	G-BSBW JetRanger	1802
G-BVJA Fokker 100	1818	G-BVMD Rockwell 685	1831
G-NSGI Cessna 421C	1838	G-VSBC King Air 200	1843
EI-CFA SAAB 340	1916	G-BVMY Short 360	1948
G-MAJA Jetstream 41	1953	00-DTN Brasilia	1959
G-BNMM Short 360	2009	G-SHIV GA7 Cougar	2035
G-JEAD Friendship	2049	G-UKTA Fokker 50	2053
G-UKTC Fokker 50	2055	G-DAAL HS 748	2129
G-BVJB Fokker 100	2131		

29 EI-CFC SAAB 340	0854	G-BMMP Seneca	0920
G-BVJD Fokker 100	0929	G-BBSA AA5 Traveler	0936
G-JEAD Friendship	1001	G-UKTA Fokker 50	1018
G-SHIV GA7 Cougar	1027	G-MAJA Jetstream 41	1043
00-DTK Brasilia	1046	G-BVMY Short 360	1101
G-BVJD Fokker 100	1229	G-UKTC Fokker 50	1322
G-NSGI Cessna 421C	1348	G-JEAD Friendship	1356
G-WIZO Seneca	1359	G-SHIV GA7 Cougar	1410
G-BVMY Short 360	1431	G-MANS BAe 146	1505
EI-CFB SAAB 340	1536	G-BOAD Concorde	1547
G-BVJD Fokker 100	1617	G-MANL BAe ATP	1749
G-BHAI Cessna 152	1843	G-JEAD Friendship	1925
G-BVJD Fokker 100	1932		
30 G-MANS BAe 146	0625	EI-CFB SAAB 340	0901
G-BVJD Fokker 100	0926	G-BMAC DC9	0959
G-BODY Cessna 310R	1031	G-BSBW JetRanger	1122
G-ORSP A36 Bonanza	1132	G-BVJD Fokker 100	1231
G-BSDL TB10 Tobago	1242	G-JEAD Friendship	1255
G-UKTA Fokker 50	1443	00-DTG Brasilia	1446
EI-CFD SAAB 340	1534	G-BVMY Short 360	1613
G-PKBM DC9	1621	G-JEAD Friendship	1718
G-BSER Cherokee 160B	1747	G-ELDH DC9	1821
EI-CFB SAAB 340	1921	G-UKTA Fokker 50	1937
00-DTJ Brasilia	1947	G-MAJA Jetstream 41	1952
G-BVMY Short 360	2007	G-JEAD Friendship	2038
G-BVJC Fokker 100	2148	G-UKTC Fokker 50	2304
G-BVJB Fokker 100	2316		

From (and To)

04) OY-JRO/Luton; N228CX/F & T Southend; F-GLJA/Bremen-Le Bourget; 05) ZE702/Northolt; 07) N87RR/Amsterdam; F-GBTI/Toulouse; N797HG/Guernsey; 09) VR-BNJ/Luton; N4109B/North Weald; N30XX/F & T Luton; 10) N4647J/Barton; OY-AUS/Billund; VR-CPR/Swansea; 12) N6315X/Gamston; 13) N6315X/Manchester; F-GGLA/Biqin; 18) 40081/Munich; N1224S/Birmingham; 19) OY-SVL/Tirstrup; N6315X/F Nantes & T & F Tatemhill; N71VE/Sandtoft; OY-JRO/Billund; 20) N27495/Isle-of-Man; OH-LMY/Helsinki; 22) VR-CPR/Luton; 23) N30XX/Luton; OY-CIB/F & T Sonderborg; OY-JRO/Tirstrup-Sonderborg; 24) OY-JEY/F & T Sonderborg (twice); F-GMGB/Cannes; 25) F-GCCB/F & T Caen; D-ADOP/Cologne; 26) XW911/Netheravon; OY-JRO/Kolding; N804JW/Gdansk-Farnboro; 27) D-1CHS/Hamburg; D-IOWA/Luton; F-GGLA/Wewelgem; 00-EDD/Wewelgem; VR-CPR/Luton; N709EL/Edinburgh;

Overshoots

02) XX492/FYY76; XX499/FYY74; 06) XX492/FYY70; 10) XX493/FYY76; 11) XX488/Navy809
18) ZF166/LOP27; ZF411/LOP25; 23) G-BODY/Atlantique41; 25) ZF200/LOP70; ZF487/
LOP77; ZF490/LOP75; ZF487 (again)/LOP70; 26) ZF516/LOP75; ZF346/LOP92; G-BUUM;
27) G-SHIV; 30) G-BODY/Atlantique41;

LBA Movements review, April 1995

Foreigners have picked up a bit this month with one or two newcomers to report. On the 4th we had the first Danstrans of the month when Beech B90 OY-JRO was "Danstrans 9505", the Southend based TBM700 N228CX also visited as did the elderly Citation F-GLJA. New on the 7th was the Beech 58 Baron N87RR which is ex

G-WALL and it was Joined by the Falcon 10 F-GBTI and Malibu N797HG. Arriving on the 9th for a football semi-final at Elland Road were Falcon 900 VR-BNJ (with Alan Sugar) from Luton and Cessna 421B N41098 from North Weald plus the first visit of two this month from Citation 2 N30XX. Bartons resident Cherokee Arrow N4647J visited on the 10th as did the Cessna 421C VR-CPR and the Navajo OY-AUS which is of 1968 vintage and used the callsign "KLG301". On the 12th Cessna 421C N6315X arrived from Gamston, it is believed to be replacing Cessna 421B G-BAGO which has now departed, the c/n is 1003, it was logged again on the 13th and 19th but then seems to have been replaced by Cessna 421C G-NSGI whilst it is being Anolicised. King Air 200 F-GGLA visited on the 13th and again on the 27th. Cessna 425 N12245 was visiting Knightair from its base at Birmingham on the 18th. Beech B90 OY-JRD was back on the 19th as "Danstrans9741" and was joined by the Citation OY-SVL as "Sunscan999", making a first visit that day was the Cooper Aerial Survey Rockwell 695 N71VE which is based at Sandtoft with their two other Rockwells G-OMAP and G-BVMD. Navajo N27495 on the 20th was an old friend but the same day saw Finnair operating DC9 B2 OH-LMY as "Finnair5735" on a charter. The Cessna 421C VR-CPR arrived on the 22nd and after a n/s departed on the following afternoon only to return after three quarters of an hour with the port engine shut down. Making its second visit of the month on the 23rd was the Citation 2 N30XX along with the Beech B90 OY-JRD as "Danstrans9742", new on the same day was Cimber Airs ATR 42 OY-CIB as "Cimber 397E". Visiting twice on the 24th was the Citation I OY-JEY using the callsign "Air Als 419" both times whilst the King Air 200 F-GMGB came from Cannes, the latter has been reported as sold so we may be getting a replacement in the near future. The 25th was notable for a visit from the German airline WDL when Friendship D-ADDP did a charter as "WDL 242-3". Also noted on the 25th was Cessna 310R F-GCCB as "CLG 111" which was better known to us some years ago as G-BBKK. Beech B90 OY-JRD made its last appearance of the month on the 26th as "Danstrans9745" when the Astra NB04JW was visiting from Gdansk to Farnboro. Two Germans on the 27th were Cessna 425 D-ICHS and the Cheyenne D-IOWA, VR-CPR was also back again and they were joined by Beechjet 400A N709EL and Beech F33A Bonanza OO-EOD. A lot of airline interest among the rest of the visitors, crew training as "Envoy04T" on the 6th was Air World Airbus 320 G-BVZU and doing a charter to Venice on the 14th as "AMM 284P-285" was the Air 2000 Boeing 757 G-000T. Calling in on its way to Newcastle as "CFE70NB" on the 17th was ATR42 G-BVEC of Cityflyer. Also on the 17th Aerlingus had a bit of bad luck when SAAB 340 EI-CFD arrived on "Shamrock 364" and went u/s, engineers were sent over on Fokker 50 EI-FKA as "Shamrock 990" and this departed as "Shamrock 365" with the pax from the SAAB340 and after repairs the 340 departed with the callsign "Shamrock 991". Replacing the Shorts 360 on "CFE29LA" on the 20th was the new ATR42 G-BXEG and making its first appearance on the 23rd was the British Midland Fokker 70 G-BVTE. Another new aircraft was Britannia, s Boeing 757 G-BYAW which arrived at 0036 on the 24th and on the same day Air UK were using the ATR42 G-BUPS. Airbus 320 G-BVZU was back training on the 26th as "Envoy 06T" and we also had two visits from DC3 G-AMPZ on the 26th and 27th. Military visitors were few this month, BAe 146 ZE702 was "Ascot 1807" on the 5th, C21A of the USAF was "Clue 70" on the 18th and Gazelle XW911 was "Army398" on the 26th. Residents are becoming confusing. Twin Comanche G-BKCL, Aztec G-TAXI and Cessna 152 G-BMSU are all believed to have moved to Sandtoft. Cherokee G-BSEK which has been away for some time appears to be back again. Cessna 150's G-BBKA and G-WYMP are both departures and are operating out of Full Sutton now. Bass's Beechjet G-BRBZ has been advertised for sale so should be leaving soon. Nothing seems to be arriving to replace all these departures.



Military Matters

Eric Martin



RAF LEEMING

Early in 1938 parts of two farms in North Yorkshire, not too distant from Leeming Bar, were made into an airfield for Yorkshire Air Services. 1938 was the year of Chamberlain's "peace in our time" Munich Agreement. The agreement at least 'bought time' for some much-needed RAF expansion and later in the year the Air Ministry acquired the airfield and a larger area for the construction of a permanent bomber station.

RAF Leeming was officially opened on 3 June 1940 and was initially equipped with a detached squadron of Blenheims followed shortly afterwards with the first resident unit, a squadron of Whitleys. The introduction of four-engined bombers ensued, Stirlings and later Halifaxes. Concrete runways were not laid until 1941, this improved the station's all-weather capacity and provided better facilities for the Halifaxes.

A succession of Royal Canadian Air Force Squadrons followed, all equipped originally with Halifaxes but a conversion to Lancasters took place in 1945 and after VE Day the units were primarily tasked to ferry Allied troops and ex-prisoners-of-war from Italy to the UK. The Station reverted to RAF control on 30 June 1946 remaining active by becoming the home of an Operational Conversion Unit (OCU) flying Brigands and Mosquitos. Following improvement and extension of the main runway, Meteor NF11s appeared to be replaced by Javelins; Valetta radar trainers were also introduced, to be replaced, in turn, by Canberra T11s.

After the disbandment of the OCU, the station was transferred to Training Command by becoming the home of 3 Flying Training School which operated pilot training on Jet Provost T3s. The Jet Provosts were joined by Bulldogs of the Royal Navy Elementary Flying Training School, Northumbrian Universities Air Squadron and the Bulldog Squadron of Central Flying School and by the Jetstreams of the Multi Engine Training Squadron (METS) followed by becoming the main base of Central Flying School.

Another complete change of role occurred in 1982 when Strike Command took control of the station as the home of the air defence wing, equipped with Tornado F3s; initially the wing was composed of three squadrons but was reduced to two last year with the disbandment of 23 Squadron (see Vol. 20, No. 3 of March 1994). A further recent development took place in the transfer of 100 Squadron from Finningley, with its 'target facilities' Hawks.

Leeming has survived 55 years of changing defence needs, having hosted bomber, fighter and training units. We can only hope that it continues to survive further changes as one of the dwindling number of RAF Stations in Yorkshire!

Current units: 11 Squadron, 25 Squadron, 100 Squadron.

Source: Laming, T (1994) The Royal Air Force Manual.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Call to close airport runway read the headlines of *The Wharfedale Observer* on Friday 20th April. Apparently Yeadon pensioner Albert Smith, 68 a resident of Yeadon High Street has written to the European Commission of Human Rights to try and get the runway closed. Mr Smith claims that local residents are suffering from pollution and aircraft noise. Mr Smith says "Motorists can be punished for polluting the air with fumes from their exhausts but an aircraft can spew out more fumes and nothing seems to happen". He is particularly upset about night flying and claims to have been woken up early in the mornings by aircraft taking off and landing.

Councillor Denise Atkinson, chairman of the Leeds/Bradford Airport Board said flying in and out of the airport was closely monitored. A recently published report shows that noise levels continue to decrease despite a 12% increase in transport movements. Councillor Atkinson also added "Companies who supply the oil are doing their bit to help keep pollution down".

On a more positive note the new terminal extension was opened on May 19th by Neil Kinnock, who now enjoys the title of European Union Transport Commissioner. Also present was Sir Michael Bishop chairman of British Midland (tows about a Leeds to Germany scheduled service Michael?).

I am pleased to report that the much publicised threat of industrial action by the airport firemen never happened. The situation has been resolved and involves the employment of only two baggage handlers during the overnight period. These two persons will handle the landside of things e.g. wheelchairs etc. and the firemen will do the actual aircraft loading and unloading.

The fireman now have 4 shifts and each shift does four days on four days off. Shift times are 7:30 to 7:30

It appears Summer has finally arrived, or at least it has on the day I'm typing this (May 3rd outside air temperature +26!!). However many of us are now turning our thoughts to winter as the winter travel brochures hit the shelves of the travel agents. The initial issue of the various brochures shows the winter I.T. programme looking like this:-

<u>DAY</u>	<u>ETA</u>	<u>ETD</u>	<u>FROM/TO</u>	<u>AIRLINE</u>	<u>TYPE</u>	<u>OPERATOR</u>	<u>DATES</u>	
MON		0645	PALMA	BRITANNIA	B.757	THOMSON	6/11-22/4	
	1250		PALMA	BRITANNIA	B.757	THOMSON	6/11-22/4	
		1300	LAS PALMAS			IST CHOICE	6/11-22/4	
		1415	LAS PALMAS	BRITANNIA	B.757	THOMSON	6/11-22/4	
	2235		LAS PALMAS			IST CHOICE	6/11-22/4	
TUE	2355		LAS PALMAS	BRITANNIA	B.757	THOMSON	6/11-22/4	
		0715	ALICANTE	BRITANNIA	B.757	THOMSON	7/11-23/4	
	1000		MALTA	AIR MALTA	B.737	THOMSON	7/11-23/4	
		1100	MALTA	AIR MALTA	B.737	THOMSON	7/11-23/4	
	1230		LARNACA	EUROCYPRIA	A.320	THOMSON	7/11-28/11 12/3-23/4	
		1330	LARNACA	EUROCYPRIA	A.320	THOMSON	7/11-28/11 12/3-23/4	
	1335		ALICANTE	BRITANNIA	B.757	THOMSON	7/11-23/4	
		1505	TENERIFE	BRITANNIA	B.757	THOMSON	7/11-23/4	
	WED	0045		TENERIFE	BRITANNIA	B.757	THOMSON	8/11-24/4
		0815		TENERIFE	BRITANNIA	B.757	THOMSON	1/11-17/4
	1755		TENERIFE	BRITANNIA	B.757	THOMSON	1/11-17/4	
THUR		0700	MALAGA	BRITANNIA	B.757	THOMSON	2/11-18/4	
	1340		MALAGA	BRITANNIA	B.757	THOMSON	2/11-18/4	
		1510	ALICANTE	BRITANNIA	B.757	THOMSON	2/11-18/4	
	2130		ALICANTE	BRITANNIA	B.757	THOMPSON	2/11-18/4	
FRI	1245		TENERIFE			AIRTOURS	3/11-27/4	
		1345	TENERIFE			AIRTOURS	3/11-27/4	
		2355	TENERIFE			IST CHOICE	3/11-27/4	
	SAT	1210		ALICANTE			IST CHOICE	6/4-27/4
		1310	ALICANTE			IST CHOICE	6/4-27/4	
	1320		ALICANTE			AIRTOURS	4/11-25/11 23/12-6/1 17/2-20/4	
		1455	ALICANTE			AIRTOURS	4/11-25/11 23/12-6/1 17/2-20/4	
	1445		PALMA			IST CHOICE	4/11-25/11 13/4-27/4	
		1545	PALMA			IST CHOICE	4/11-25/11 13/4-27/4	

Unfortunately the 1st Choice and Airtours brochure do not specify airline or type operated on their services. It would be easy to assume 1st Choice will use Air 2000 A.320's and Airtours will also use their A.320's. If you have any confirmed information on these flights please let me know.

I have obtained ski brochures for both Thomson and Crystal neither of which appear to be operating any form of ski flights from LBA next winter. However the Crystal brochure (page 3), shows you can fly from Leeds/Bradford to Aspen, Vail, Beaver Creek, Reno and Steamboat/Hayden in the States and Calgary or Vancouver in Canada. However the catch is

the holidays on offer involve using the Leeds to Amsterdam or Heathrow scheduled flights, and then changing planes!

On the subject of I.T. flights may I appeal in particular for any updated information of the winter programme. It seems a lot of enthusiasts "get the gen" on what seems one of my weak areas for information. Please enable me to share this with your fellow members.

More good football news for next year. Leeds United are through to Europe. Lets hope they did better than last time they got through.

Aer Lingus are to sell their SAAB 340's. As a result of this move the Leeds to Dublin services will be operated by Fokker 50's from June onwards.

British Midland Unfortunately between handing my section in to Mike, and the magazine been distributed British Midland chose to alter their callsign system again. The alteration concerns the "number" and for example BD420 is now "Midland 8 Juliet Lima. What the significance of the 8 is I am afraid I have not worked out.

The airline has introduced BAe A.T.P 's on the Leeds to Glasgow services. G-MANL commenced operating services on May 8th.

Knightair have ceased operations from Tees-side. The low passenger figures on their Belfast service did not apparently justify the continuation of paying for a crew to night stop here. This of course means the all Knightairs Belfast International services now commence from Leeds/Bradford rather than arriving first from Tees-side.

AIRPORT NEWS

Heathrow Airport is to reduce the intervals between take offs from two minutes to one minute in an attempt to release more runway capacity. Initially pilots from both British Airways and British Midland will be given the option to depart after 1 minute on a trial basis. If this proves successful the initiative will be extended to other airlines.

Currently only aircraft of a similar size are permitted to depart in less than two minutes, i.e. if one Boeing 737 is following another Boeing 737. However if a '737 is following a '747 a statutory two minutes must be allowed. However if the wind is strong enough the vortex left by the larger aircraft can be dissipated quickly of the smaller aircraft can lift off at a point on the runway before the larger aircraft and climb quicker therefore avoiding the vortex.

Last year the distance between landing aircraft was reduced to two and a half miles for appropriate types on a trial basis. Again smaller aircraft following large aircraft are kept further apart E.G. a biz-jet following a Boeing 747 is kept a distance of 7 miles behind the "Jumbo". The changes have increased the number of landings possible from 74 per hour to 78. However Heathrow's own record last year was 95 landings in one hour. Roger Budgen, general manager of Air Traffic services at Heathrow says in order to achieve the record "I have to have the right weather, the right aircraft mix, and my 'A' team on duty!"

Meanwhile the much publicised public enquiry for Terminal five has got underway....but we don't need another runway.....honest gov!!

AIRLINER NEWS

Aer Lingus are to sell their four SAAB 340's as mentioned under Leeds/Bradford news. The airline is to lease three BAE 146's which will replace Fokker 50's on services where rival airlines are already using Jet equipment. The Fokker 50's will then in turn be used on services currently operated by the SAAB's.

Swissair have bought a half share in Belgium flag carrier Sabena. Swissair paid Belgium Francs 6 billion (about £131 million) for a 49.5% shareholding.

The remaining 50.5% of the shares are held by the Belgium State and Belgium investors. However the agreement allows Swissair the option to raise its holding, subject to E.C. approval.

AIRCRAFT NEWS

McDonnell-Douglas have stated they have no plans to close the MD-11 production line in 1996. McDonnell-Douglas made the statement following press reports the line could stop temporarily next year. Current firm orders for the MD-11 stand at 45, with options held on a further 85.

OTHER NEWS

I.A.T.A. (International Air Transport Association) celebrated their 50th anniversary in late April. Founded in Cuba in 1945, the association is a club for 230 of the worlds airlines. However at their conferences in New York and Montreal most of the member airlines had little to celebrate other than the 50th anniversary. Many of the worlds airlines are still reporting losses, including such respected airlines as Swissair, Qantas and Air France. Many national carriers such as Iberia and Air France demand endless state subsidy's in order to continue in business. Some airlines blame political interference for them been in an unprofitable situation in the first place. An example is Air France, who the French Government force to operate unprofitable routes to parts of Africa just so France can maintain its zone of influence.

It is not all doom and gloom however, airlines with healthy profits were British Airways, Singapore Airlines and Cathay Pacific. However most of the profits were reported by budget fare operators such as Americas Valujet, Irelands Ryanair and of course Virgin Atlantic. *The Sunday Times* describes these as "low-cost airlines using battered older aircraft"!!

Plans to privatise The U.K.'s Air Traffic Control network have been shelved indefinitely. The government has decided it will make enough "dosh" from the sale of Nuclear Power, Railtrack etc. and can therefore avoid yet another controversial sell-off. The civil aviation authorities National Air Traffic Services was valued at £500 million.

CREDITS Financial Times, Sunday Times, Wharfedale Observer, D.J.D. Carter, 'Er Indoors (and all the Travel Agents she raided of Winter Brochures!!), P. Gibson, P.W. Smith

Please sent any information for inclusion in this section to:-
David Wooler, 2 Rufford Close, Yeadon, LEEDS, LS19 7QU.

Further afield



*Global topics by
alan sedgwick*

Welcome to another collection of Aviation related snippets which I hope compliments the magazine as well as the other 'new' excellent section by Dave Wooler.

China and South Korea are reported to be upset at Boeing's plans to build a 108 seat 737-600 aircraft, despite joint studies between the Aviation Industries of China and the U.S. giant. The pair may now look to forge European partnerships and a South Korean team headed by Samsung Aerospace has agreed with Daimler-Benz/Fokker to look at a 100 seat jet, whilst AVIC were talking to Aerospatiale. With South Korea and China also looking to study the possible manufacture of a 150 seat Airliner, we may have at least 3 new types here to recognise in the future, even if its just in magazine pictures!?

Boeing meanwhile had a little more than a 'paper' aircraft on show in April when their new product the 777 visited Heathrow on the 20th, (see also last months C.A.N.) It became the first of their aircraft to receive both a type/design and production certificate at the same time at a ceremony in Seattle on the previous day. Seven examples have been used for testing since last June and the company were hoping to have clearance for ETOPS before the first of 34 deliveries to United commence in mid May. June should see United bring their 303 seat versions on to its route between Heathrow and New York as well as replacing the 767s the following month. on its LHR-Newark service, with British Airways introducing it to the Far East, Gulf and USA Pacific coast routes by September. Korean Air are another taker, with eight 777s on order plus a further 8 options. The 777 is Boeings first fly-by-wire machine and the largest ever twin engined airliner, it is in fact over 1 metre wider than a 767 in the fuselage.

Southampton's new terminal building was explored by yours truly in mid-May, the interior being perhaps a little bland for some (a-la Stansted), but with all the public areas housed in one oblong building, I am sure its simplicity will function well. A steep but rewarding 35 step brings you to a viewing gallery with most of the parked aircraft right below you and the full length of the runway beyond. Nineteen destinations are served by mainly propeller aircraft, parking in a new area is £1 up to 2 hours (first 1/2 hour free) and expect the beer to be devoid of any head!, its still worth a visit though!.

Swissair and Sabena finally agreed a deal on May 4th that gave the former a 49.5% stake in the Belgian airline following 6 months of public negotiations. The group from the country with the chocolate box scenery image now has foothold in a market which up to now has effectively been barred by their non E.C. status. Their capital loan to the Belgian Government of BFr4 billion is just part of the deal and shares held by Air France are now expected to be re-attained. The separate identities are expected to remain and their joint annual turnover will see them attain fourth spot in Europe.

Airbus Industrie are reported to gaining encouraging results in studies of the A3XX new large aircraft (NLA), but the costs on extensive future research on such a large jet may now require massive funding. The initial model is said to be the A3XX-100 with seating for up to 570 and a range of 7,400nm. a larger -200 version will take a further 100 passengers. Next month Airbus, Boeing and BAe will conclude the current feasibility studies of a very large commercial transport aircraft (VLCT) and further immediate meetings of all the group members are in question.

Air Europa got off to a good start at LBA when their 'first' summer flight to Tenerife on behalf of Airtours holidays departed bang on time. Waiting in the lounge it intrigued me to know that if this was the first flight then where had the disembarking passengers come from?. Further investigation of the brochure leads me to believe that they had departed East

Midlands 1 or 2 weeks earlier on a Spring Saver holiday!! The journey to Reina Sofia (TFS) took 4 hours and 20 minutes with the almost full 737/300 = EC-FKJ and very helpful, if not always clearly understandable all Spanish crew. The food in both directions was not impressive but full marks for the return timings on another 737/300 = EC-FJZ. With approx 35 seats empty we lifted off the sunny island 1 week later on the stroke of 08.00 for a return landing on LBAs R32 at 12.05. According to the flight magazine - Primer edicion No 6, the Air Europa fleet now consists of 11 - 737/300s, 3 - 737/400s and 4 - 757/200s and detailed information reveals that in 1993 they carried 2,868,224 passengers and earned 29,625,205 pesetas, -well you have to read something on a 4 hour flight without a film?. The privately owned airline that is based in Palma De Mallorca and also known as Air Espana SA lists destinations across the globe and in recent years has commenced scheduled services. According to a Tenerife newspaper dated 28 March, Air Europa operated in that month from a mixture of TFS and TFN to 13 airports on the mainland plus Gran Canaria and Palma. If anyone else was interested like myself, to know what services still operate from Los Rodeos (TFN) this paper revealed that the combined operations of Aviaco, Binter and Iberia serve routes to 5 of the other Canary Islands, perhaps soon to be all 6?, plus 7 mainland cities + Palma de Mallorca.

Atlanta USA is the venue for next years Olympic Games and a dozen Helicopter landing sites are now being considered to instigate a short haul air transport system. The idea is arousing interest from the U.K. as well as China, France and Japan and is said to need finance from local businesses who need to operate smoothly during this busy period. Unfortunately they may be the ones to suffer under proposed tight security measures that include a ban on any aircraft except police and emergency, within 3 miles of the stadium. An agreement is set to be signed next month with a 'dry' trial run towards the end of this year.

Unleaded please -may be heard outside the club at LBA at sometime in the distant future as unleaded aviation gasoline (avgas) becomes established. Cessna and fuel suppliers Phillips 66 Aviation are currently working to develop 82UL avgas and say that the availability will grow with the demand. Cessna is to re-start production of single piston engined aircraft in 1996 and new Cessna 172 and 182 models with Textron Lycoming low compression ratio engines will be able to run on 82UL as well 100 octane low lead (100LL) avgas.

In Brief.... The long range Gulfstream 5 biz-jet is due to have its first trial in November with production planned for late next year. Northrop Grumman are building the wings and the tail is being produced by Fokker. Advance sales are nearing US\$2bn and break-even point is beyond the 60th sale Turkish airline Sunways are new to Manchester this summer and have already caused a little confusion with one MD83 = TC-INA carrying the title SUNWAY and another = TC-INB (EX-Airtours HCRP) - SUNWAYS. Cubana will also be seen at MAN this summer with a Thursday DC10 operation to Havana and Kingston Jamaica French regional airline Brit air will receive their first Canadair Regional Jet this month, five more are to follow next April, they currently have 16 ATRs and 6 SAABs. Incidentally their passengers are offered the usual tea, coffee, juice etc. and FRENCH biscuits?? All 450 aircraft in the United fleet are now said to have the Advanced Digital Airfone system which allows passengers to send and receive phone calls and faxes British Airways and British Midland are competing once again but this time as two of the three nominees hoping to win the award for best Corporate Strategy to be presented at a ceremony on June 12 during the Paris air show Daewoo! - that sounds familiar - aim to be part of two projects to develop the aviation industry in their part of the world (South Korea). The first is connected with a new twin turboprop commuter along with Samsung and Korean Air, and the second enlarges this group to encompass Chinese experts in the build of a 100 seat regional jet (see first para) French enthusiasts mourned the passing of the 'nome grown' Air Inter Dassault Mercuries on April 29, since 1974 their 11 machines have transported 44 million passengers Manchester has jumped to 14th busiest airport in the world and 9th busiest in Europe according to a 1994 review just out A familiar site at MAN has for a long time been the all white Hs/BAe 748 = V2-LDK, following a sojourn to Southend as G-BKAL we understand that it now belongs to Necon Air of Nepal

Credits: The European, Flight International and The Aviation Society.

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 1995INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

BAL022A	LPA	06/G-BYAG	13/G-BYAU	20/G-BYAN	27/G-BYAS
BAL051A	TFS	01/G-BYAU	08/G-BYAG	15/G-BYAG	22/G-BYAN
BAL066A	MLA	07/G-BYAG	14/G-BYAG	21/G-BYAN	28/DivMAN
BAL232A	PMI	06/G-BYAO	13/G-BYAU	20/G-BYAN	27/G-BYAS
BAL431A	ALC	02/G-BYAU	09/G-BYAG	16/G-BYAG	23/G-BYAN
BAL443A	ALC	07/G-BYAG	14/G-BYAG	21/G-BYAN	28/G-BYAS
BAL466A	AGP	02/G-BYAU	09/G-BYAG	16/G-BYAG	23/G-BYAN
BWL235	CMF	04/G-BTNU	11/G-BTNU	18/G-BTNU	25/G-BTNU

OTHER FLIGHTS

05	<u>G-OBML</u>	B733	BMA418/419	f/t Heathrow	Lieu FK10
12	G-OBMX	B735	BMA412/413	f/t Heathrow	Lieu FK10
13	G-AMRA	DC3	AAG342P/342	Coventry - Cardiff	Freight Chtr
20	<u>G-UKTE</u>	FK50	UKA753/754	f/t Amsterdam	
21	<u>EI-CDF</u>	B735	EIN362/363	f/t Dublin	Lieu SF34
23	G-UKID	BA46	UKA565A	Stansted - Edinburgh	Lieu SH36
24	G-DBAC	E110	AVT436	f Southampton	Last AVT flt
26	<u>G-UKTC</u>	FK50	UKA9503/730	Stansted - Paris CDG	'City of Bradford'

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - MARCH 1995INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

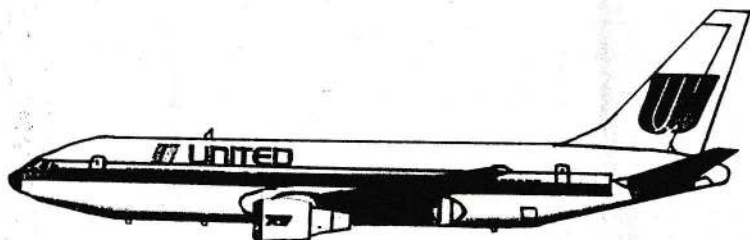
BAL022A	LPA	06/G-BYAL	13/G-BYAN	20/G-BYAI	27/G-BYAG	
BAL051A	TFS	01/G-BYAR	08/G-BYAT	15/G-BYAN	22/G-BYAI	29/G-BYAG
BAL066A	MLA	07/G-BYAT	14/G-BYAN	21/G-BYAI	28/G-BYAG	
BAL232A	PMI	06/G-BYAL	13/G-BYAN	20/G-BYAI	27/G-BYAG	
BAL431A	ALC	02/G-BYAK	09/G-BYAT	16/G-BYAT	23/G-BYAI	30/G-BYAG
BAL443A	ALC	07/DivEMA	14/G-BYAN	21/G-BYAI	28/G-BYAG	
BAL466A	AGP	02/G-BYAR	09/G-BYAT	16/G-BYAN	23/G-BYAI	30/G-BYAG

OTHER FLIGHTS

02	G-AVMK	BA11	BAF392P/2392	Liverpool -n/s- Belfast	Passenger Chtr
03	EI-FKB	FK50	EIN362/363	f/t Dublin	Lieu SF34
05	G-AVMK	BA11	BAF2393/342P	Belfast -n/s09- Glasgow	Passenger Chtr
05	EI-CDT	B735	EIN368/369	Newcastle - Dublin	Lieu SF34
06	G-UKTA	FK50	UKA753/754	f/t Amsterdam	'City of Norwich'
07	EI-CDG	B735	EIN209	Manchester - Dublin	Lieu SF34
08	G-ZAPD	SH36	UKA658P/658	Stansted - Edinburgh	Lieu UKA SH36
08	G-ZAPD	SH36	UKA657/657P	Edinburgh - Stansted	Lieu UKA SH36
09	G-JEAI	BA46	JEA737/734	f/t Belfast City	Lieu FK27
09	G-UKTG	FK50	UKA763/720	Amsterdam -n/s- Paris	'City of Durham'
12	G-OBMY	B735	BMA414/415	f/t Heathrow	Lieu FK10
13	G-OLAH	SH36	UKA9002/658	Newcastle - Edinburgh	Lieu UKA SH36
13	G-OLAH	SH36	UKA657/GIL136P	Edinburgh - Newcastle	Lieu UKA SH36
14	G-OLAH	SH36	GIL137P/UKA650	Newcastle - Edinburgh	Lieu UKA SH36
14	G-BVTJ	AT72	CFE73NA	Gatwick - Newcastle	Lieu SH36
14	G-OLAH	SH36	UKA655/658	f/t Edinbrough	Lieu UKA SH36
14	G-OLAH	SH36	UKA657/650	f/t Edinbrough n/s	Lieu UKA SH36
15	G-OLAH	SH36	UKA655/658	f/t Edinbrough	Lieu UKA SH36
15	G-MANJ	BATP	JEA733/734	f/t Belfast City	Lieu JEA FK27
15	G-MANM	BATP	JEA737/740	f/t Belfast City	Lieu JEA FK27
15	G-EMAC	DC9	BMA414/415	f/t Heathrow	Lieu FK10
15	G-OLAH	SH36	UKA657/650	f/t Edinbrough n/s	Lieu UKA SH36
16	OO-IBJ	BA31	-	f/t Antwerp n/s	Passenger Chtr
16	G-OLAH	SH36	UKA655/658	f/t Edinbrough	Lieu UKA SH36
16	G-OLAH	SH36	UKA657/9701	Edinburgh -n/s- Newcastle	Lieu UKA SH
17	G-ORFH	AT42	GIL042P/UKA720	Newcastle - Paris CDG	Lieu UKA FK50
17	G-ORFH	AT42	UKA721/GIL590P	Paris CDG - Newcastle	Lieu UKA FK50
17	G-BLZT	SH36	UKA9502/658	Newcastle - Edinburgh	Lieu UKA SH36
17	G-BLZT	SH36	UKA657/GIL136P	Edinburgh - Newcastle	Lieu UKA SH36
17	G-ZAPG	SH36	AWC476P/476	f/t Stansted	Extra Mail
20	G-OBMP	B733	BMA412/413	f/t Heathrow	Lieu FK10
21	G-EMAC	DC9	BMA9522/292	East Midlands -n/s- Glasgow	Lieu BA41
22	G-EMAC	DC9	BMA291/294	f/t Glasgow	Lieu BA41

22	G-BMAC	DC9	<u>BMA295/296</u>	f/t Glasgow	Lieu BA41
22	G-BMAC	DC9	<u>BMA297/9535</u>	Glasgow - East Midlands	Lieu BA41
22	G-BMAI	DC9	<u>BMA9531/292</u>	f/t Glasgow n/s	Lieu BA41
23	G-OBMX	B735	<u>BMA420/411</u>	f/t Heathrow n/s	Lieu FK10
24	G-BMAI	DC9	<u>BMA291/413</u>	Glasgow - Heathrow	Lieu BA41/FK10
24	G-BMAI	DC9	<u>BMA414/294</u>	Heathrow - Glasgow	Lieu FK10/BA41
24	G-BMAI	DC9	<u>BMA295/296</u>	f/t Glasgow	Lieu BA41
24	G-BMAI	DC9	<u>BMA297/292</u>	f/t Glasgow n/s	Lieu BA41
26	G-BNMW	SH36	<u>GIL164P/614E</u>	Newcastle -n/s- Edinburgh	New schedule
27	9H-ABE	B737	<u>AMC5248/5249</u>	f/t Malta	Passenger Chtr
28	G-ZAPD	SH36	<u>BMA9524/2XV</u>	Aberdeen - Glasgow	Lieu BMA BA41
28	G-JEAO	BA46	<u>JEA630/740</u>	Stansted - Belfast City	Lieu FK27
28	G-ZAPD	SH36	<u>BMA2VX/3XV</u>	f/t Glasgow	Lieu BMA BA41
28	G-ZAPD	SH36	<u>BMA3VX/1XV</u>	f/t Glasgow n/s	Lieu BMA BA41
29	G-MAUD	BATP	<u>BMA9555/3XV</u>	East Midlands - Glasgow	Lieu BA41
29	G-BVKC	B735	<u>BMA4JL/5LJ</u>	f/t Heathrow	Lieu FK10
29	G-MAUD	BATP	<u>BMA3VX/9545</u>	Glasgow -n/s- East Midlands	Lieu BA41
30	G-ELDH	DC9	<u>BMA1JL/2LJ</u>	f/t Heathrow	Lieu FK10
30	G-ELDH	DC9	<u>BMA2JL/3LJ</u>	f/t Heathrow	Lieu FK10
30	G-ELDH	DC9	<u>BMA3JL/4LJ</u>	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.



LEEDS BRADFORD AIRLINE REPORT - APRIL 1995INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

BAL022A	LPA	03/G-BYAL	10/G-BYAT	17/G-BYAG	24/G-BYAW
BAL051A	TFS	05/G-BYAL	12/G-BYAT	19/G-BYAG	26/G-BYAW
BAL066A	MLA	04/G-BYAL	11/G-BYAT	18/G-BYAG	25/G-BYAW
BAL232A	PMI	03/G-BYAL	10/G-BYAT	17/G-BYAG	24/G-BYAW
BAL431A	ALC	06/G-BYAT	13/G-BYAT	20/G-BYAC	27/G-BYAW
BAL443A	ALC	04/G-BYAL	11/G-BYAT	18/G-BYAG	25/G-BYAW
BAL466A	AGP	06/G-BYAL	13/G-BYAT	20/G-BYAG	27/G-BYAW
BMA1214	JER	30/G-MANS			
BMA1234	JER	30/G-BMAC			
BMA1514	JER	02/G-MANS	09/G-MANS	16/G-MANS	23/G-BVTE
BMA1714	JER	01/G-BVJB	08/G-BVJC	15/G-BVJC	22/G-BVJB

OTHER FLIGHTS

01	G-OBMJ	B733	BMA8367	Glasgow - Faro	Passenger Chtr
03	9H-ABF	B737	AMC5248/5249	Malta - Edinburgh	Passenger Chtr
03	G-ELDI	DC9	BMA3JL/4LJ	f/t Heathrow	Lieu FK10
03	G-UKFD	FK10	UKA159	Amsterdam - Manchester	Lieu FK50
03	G-UKTF	FK50	UKA9501/720	Norwich -n/s- Paris CDG	'City of York'
05	G-ELDI	DC9	BMA4JL/5LJ	f/t Heathrow	Lieu FK10
08	G-MANL	BATP	BMA4VX/9962	Glasgow - East Midlands	Lieu BA41
08	G-OBMP	B733	BMA8368	Faro -n/s- Edinburgh	Passenger Chtr
09	G-AVMN	BA11	AZX1377/258	f/t Stansted	Football Chtr
09	G-OBWC	BA11	BWL7012/7013	f/t Stansted	Football Chtr
09	G-OBWB	BA11	BWL7014/7015	f/t Stansted	Football Chtr
09	G-AVMN	BA11	AZX255/1378	Frankfurt - Stansted	Football Chtr
14	G-OOOT	B757	AMM284P/284	Glasgow - Venice	Passenger Chtr
14	G-OOOT	B757	AMM285/104P	Venice -n/s- Geneva	Passenger Chtr
17	G-BVRC	AT42	CFE70NB	Newcastle - Gatwick	Lieu SH36
17	EI-FKA	FK50	EIN990/365	f/t Dublin	Lieu SF34
18	G-OBMO	B734	BMA9521/6211	Heathrow - Venice	Passenger Chtr
18	G-OBMO	B734	BMA6212/9522	Venice - East Midlands	Passenger Chtr
19	G-ELDI	DC9	BMA9535/2LJ	Edinburgh - Heathrow	Lieu FK10
20	G-BXRG	AT42	CFE29LA/22LB	f/t Gatwick n/s	Lieu SH36
20	OH-LMY	MD80	FIN5735/5736	f/t Helsinki	Passenger Chtr
21	G-ELDI	DC9	BMA3JL/4LJ	f/t Heathrow	Lieu FK10
21	G-ELDI	DC9	BMA4JL/5LJ	f/t Heathrow	Lieu FK10
22	G-MANL	BATP	BMA4VX/9962	Glasgow - East Midlands	Lieu BA41
23	OY-CIB	AT42	CIM397E/398	f/t Sonderborg	Freight Chtr
24	G-BUPS	AT42	UKA720P/720	Stansted - Paris CDG	Lieu UKA FK50
24	G-BUPS	AT42	UKA721/721P	Paris CDG - Stansted	Lieu UKA FK50
24	G-BVJW	EA32	AWD002T/004T	Newcastle - Humberside	Training
24	G-BVJW	EA32	AWD006T/007T	Newcastle - Humberside	Training

25	<u>D-ADOP</u>	FK27	WDL242/241	f/t Koln/Bonn	Freight Chtr
26	<u>G-BVZU</u>	EA32	AWD003T/007T	Newcastle - Humberside	Training
26	G-BVZU	EA32	AWD006T/007T	Newcastle - Humberside	Training
26	G-BUPS	AT42	UKA758P/758	Stansted - Amsterdam	Lieu UKA FK50
26	G-AMPZ	DC3	AAG386P/386	Coventry - Brussels	Freight Chtr
26	G-BUPS	AT42	UKA763/763P	Amsterdam - Stansted	Lieu UKA FK50
29	G-BOAD	CONC	BAW-AD	Heathrow - Local	Passenger Chtr
29	G-MANL	BATP	BMA4VX/9962	Glasgow - East Midlands	Lieu BA41
29	G-BOAD	CONC	BAW-AD	f/t Local n/s	Passenger Chtr
30	G-BOAD	CONC	BAW-AD	Local - TeesSide	Passenger Chtr
30	G-ELDH	DC9	BMA7JL/5LJ	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.



Are you military minded?

Contact



LEEMING AVIATION GROUP

Paul 01609 776724

Stephen 01677 425421

LEEDS BRADFORD AIRPORT - INCLUSIVE TOUR PROGRAMME - SUMMER 1995Monday

0420 PMI	MON7465	A320	Y180	0715	PMI	MON7426	01/05-31/10	TH
1320 PMI	MON7427	A320	Y180	1515	LPA	MON7458	01/05-31/10	TH

Tuesday

0045 LPA	MON7459	A320	Y180	0920	LCA	MON7462	02/05-24/10	TH
0910 MLA	KM6238	737-300	Y148	0955	MLA	KM6239	02/05-24/10	TH
0950 YYZ	TS204	757-200	Y228	1050*YYZ	TS205		23/05-20/06	GS
1135*YYZ	TS204	757-200	Y228	1305	YYZ	TS205	27/06-10/10	GS
1225 TFS	AEA225	737-300	Y148	1315	TFS	AEA226	02/05-24/10	AT
1950 LCA	MON7463	A320	Y180	2050	CFU	MON7478	02/05-24/10	TH

Note - "*" Operates via BHX

Wednesday

0435 CFU	MON7479	A320	Y180	0730	DLM	MON7424	03/05-25/10	TH
1720 DLM	MON7425	A320	Y180	1840	TFS	MON7448	03/05-25/10	TH
2310 PMI	AEA263	737-300	Y148				03/05-25/10	AT

Thursday

0415 TFS	MON7449	A320	Y180	0600	AGP	MON7460	04/05-26/10	TH
		737-300	Y148	0700	GRO	AEA265	04/05-26/10	AT
1225 AGP	MON7461	A320	Y180	1325	ALC	MON7436	04/05-26/10	TH
1425 FAO	AMM911	A320	Y180	1535	FAO	AMM910	04/05-26/10	FC
1855 GRO	AEA266	737-300	Y148	1945	PMI	AEA271	04/05-26/10	AT

Friday

0145 PMI	AEA272	737-300	Y148				05/05-27/10	AT
0315 ALC	MON7437	A320	Y180	0730	IBZ	MON7442	05/05-27/10	TH
		737-300	Y148	0745	MAH	AEA273	05/05-27/10	AT
2115 IBZ	MON7443	A320	Y180	2230	PMI	MON7482	05/05-27/10	TH
2135 MAH	AEA274	737-300	Y148	2225	IBZ	AEA281	05/05-27/10	AT

Saturday

0435 PMI	MON7483	A320	Y180	0700	MAH	MON7432	06/05-28/10	TH
0435 IBZ	AEA282	737-300	Y148	0735	ALC	AEA294	06/05-28/10	AT
1055 JER	BA6464	DH8	Y050	1125	JER	BA6465	13/05-20/05 + 30/09	MD
1305 MAH	MON7433	A320	Y180	1405	GRO	MON7414	06/05-28/10	TH
1355 ALC	AEA295	737-300	Y148	1450	PMI	AEA289	06/05-28/10	AT
1550 JER	JE9624	ATP	Y064	1630	JER	JE9625	27/05-23/09	MD
1925 GRO	MON7415	A320	Y180	2030	RHO	MON7490	06/05-28/10	TH
2000 PMI	SPP3319	MD83	Y165	2100	PMI	SPP3320	06/05-28/10	FC
2050 PMI	AEA291	737-300	Y148	2140	LPA	AEA296	06/05-28/10	AT

Sunday

0610 RHO	MON7491	A320	Y180	0800	PMI	MON7418	07/05-29/10	TH
0730 BOJ	VIM709	TU154	Y157	0830	BOJ	VIM710	07/05-08/10	BK
0735 LPA	AEA297	737-300	Y148	0900	PMI	AEA264	07/05-29/10	AT
2105 PMI	MON7419	A320	Y180	2215	PMI	MON7464	07/05-29/10	TH

our Operator CodesAirline CodesDestination Codes

- Airtours	ARA - Air Europa
- Balkan	AMM - Air 2000
- First Choice	BA - Brymon
- Globespan	JR - Manx Europe
- Modern Airways	KM - Air Malta
- Thomson	MON - Monarch
	SPP - Spanair
	TS - Air Transat
	VIM - Air Via

AGP - Malaga	LPA - Las Palmas
ALC - Alicante	MAH - Mahon
BOJ - Bourgas	MLA - Malta
CFU - Corfu	PMI - Palma
DLM - Dalaman	RHO - Rhodes
FAO - Faro	TFS - Tenerife
GRO - Gerona	YYZ - Toronto
IBZ - Ibiza	
JER - Jersey	

6.5.95

A DAY AT THE RACES (1950)

Amongst the aviation memorabilia around the walls of the room in the Yorkshire Aeroplane Club where Air Yorkshire meetings take place is a framed poster, just to the right of the four-bladed propeller from the Blackburn Kangaroo. It announces the High Speed Air Races and Display held at Sherburn on 22 July 1950. This event, which was organised by the Club, was a milestone in aviation history in the North of England and it provided a great day out for fellow Air Yorkshire member Geoffrey Lee and myself.

As our combined memories of the event are by now a bit patchy, Geoffrey did some research in the Leeds Reference Library recently and emerged triumphantly with photocopies of relevant articles and photographs from the "Yorkshire Post" and "Yorkshire Evening Post" for 22 and 24 July 1950. Both newspapers gave good coverage of the Air Races and also gave strong support in the form of some of the prize monies. Thus, with these photocopies, my carefully preserved programme and notes on some of the aircraft made at the time, we have been able at least in part to put some flesh on that evocative poster.

On that Saturday we forsook our regular weekend spotting pitches at the ends of Yeadon's runway 10/28, or on the viewing area of the now long-demolished pre-war terminal and cycled to Sherburn, propelled by eager anticipation! The heroic age of jet propulsion was still much in evidence in 1950. First generation jet fighters were in service, many prototypes were taking to the air and the achievements of test pilots caught the public imagination. The potential problems facing both pilots and machines in high-speed flight at very low level resulted in an ideal requirement for calm air and clear visibility of five miles or more. Hence the decision to fly the jet race was quite a cliff-hanger in view of the weather forecast.

We arrived at the airfield in good time to survey the many visiting aircraft. Sherburn's facilities still offered the expanse of its war-time runway, etc, before the shrinkage to the present grass airfield. Compared with present day air display arrangements, the organisation of road traffic and crowds seemed to be much more open. Geoffrey distinctly remembers giving way to a taxiing Vampire as we cycled on the perimeter track which led to the public area!

Short pleasure flights were available in a variety of aircraft, including two D.H. 86B four-engined biplanes of Bond Air Services. Parliamentary, ministerial and civic representatives were among those present, together with a crowd estimated at around 50,000. Despite low cloud and showers of rain, most of the advertised programme was able to take place. The arrival of the Lord Mayor of Leeds in the second prototype Bristol Sycamore Helicopter VL963, which had taken off from Woodhouse Moor, was the signal for the proceedings to begin.

The first event, at 14.00 hrs, was the Yorkshire Aeroplane Club Trophy Race, flown over three laps of a triangular circuit, Sherburn-Burn-Cawood-Sherburn, a total distance of 52.74 statute miles. The subtle art of handicapping involved an assessment of each aircraft's performance by a panel of four experts. The outcome determined the order of take-off at carefully calculated intervals. In theory, all aircraft should then cross the

A Day at the Races - Cont.

finishing line at the same time! Once in the air, however, much depended on strategy and skill in cornering and in using height, as well as asking the engine for that little bit extra. Before the race, several of the already pristine aircraft were to be seen being given a final polish!

So, after two laps of throttle-bending and some very crisp flying, all eyes strained in the direction of a distant hum of engines. To the surprise of many, the first aircraft to take off was the first over the line - a silver Tiger Moth entered by Newcastle-upon-Tyne Aero Club!

Results:	First	(Trophy and £100):	S/Ldr. W Evans Tiger Moth	107.5 mph
	Second	(£50):	D H Wyatt (Yorks Aero Club) Auster J/I G-AJUD	110 mph
	Third	(£25):	R R Paine Miles Hawk Speed Six G-ADGP	178.5 mph

Other participants were Topsy B G-AFJT, Proctor III G-AIHD, Proctor IV G-AJMI, Auster V G-AJXX and Gemini G-AKDC.

As the excitement subsided, aerobatics were provided by Leeds University Air Squadron, followed by formation flying by Spitfire LF XVI's of 609 Squadron, R Aux AF and more aerobatics by four Meteors of 257 Squadron.

At 15.20 hrs the Air League Challenge Cup Race for piston engined aircraft with top speed at sea level in excess of 150 mph got under way. It was flown over two laps of the 100 km (62,248 statute miles) circuit, Sherburn-Burn-Brighton-East Moor-Marston Moor-Sherburn. Each turning point was manned by members of the Royal Observer Corps and was marked by smoke flares. This handicap race brought into contention five civil and three military aircraft, the latter in the distinctive shapes of a Sea Fury Trainer, a Firebrand piloted by Blackburn's test pilot P G Lawrence, and one of the Griffon-powered Supermarine Seagull amphibian prototypes, PA147.

Once again there was no predicting the outcome as the aircraft turned over the airfield at the end of the first lap, and the results:

First	(Trophy & £100):	S/Ldr W I Lashbrook Proctor III G-AIHD	161.5 mph
Second	(£50):	C G Alington Miles Sparrowhawk G-ADNL	-
Third	(£25):	F Murphy Sea Fury Trainer	366 mph
Fourth		L R Colquhoun Seagull I	-
Fifth		J N Somers Gemini G-AKDC	-

Other entrants were the Hawk Speed Six G-ADGP and the

A Day at the Races - Cont.

An entertaining display of aerobatics was then provided by Stampe SV4 biplanes of the French Air Force's "Patronille d' Etampes", equipped for inverted flying.

The climax of the day, the Society of British Aircraft Constructors' Challenge Cup Race, limited to aircraft powered by gas turbine engines, took place at 17.05 hrs as scheduled despite a cross wind and banks of heavy cloud. It was flown over two laps of the 100 km circuit used in the previous race. De Havilland had entered a Venom, piloted by John Derry; Gloster, a Meteor T7 flown by S/Ldr J Zurakowski; Hawker, a Seahawk, flown by S/Ldr T S Wade, (not the swept-wing P1052 suggested by our poster) and Vickers Armstrong, an Attacker, piloted by M J Lithgow.

It is now necessary to go back twenty-four hours to the Friday - practice day, when the pilots were familiarising themselves with the course. The Venom, flying at over 600 mph suddenly experienced engine failure. Derry, with masterly understatement, told the 'Yorkshire Post' reporter afterwards, "I was on the Selby side of the airfield when the defect developed. I got some extra height and brought the aircraft down". Down safely, moreover, on the main runway!

The 'Yorkshire Post' of 24 July picks up the subsequent action - "A few hours later a new engine for the Venom was loaded on a lorry at the De Havilland works at Hatfield and engineers were roused from their beds to travel with it to Sherburn. Then began a race against time to fit the new engine. As the engineers worked in relays, Mr John Cunningham, pilot of the record-breaking Comet jet airliner, who was having a busman's holiday at Sherburn, took off for Hatfield and flew back a Vampire fighter as substitute for the Venom, if the new engine could not be installed in time.

At 4 o'clock on the Saturday afternoon, one of the engineers told me that the controls on the Venom were being set, but he was afraid that the work could not be completed in time for the race. Shortly afterwards it was announced that S/Ldr Derry would pilot the substitute aircraft".

The race took place without further mishap and was won by Mike Lithgow. John Derry, who had been first away, held the lead until a few miles from the finish, when his Vampire was overtaken by the Attacker. Interviewed after the race, Lithgow commented, "A very nice ride, a bit bumpy but very pleasant. I could see all the turning points clearly and there were no difficulties of any kind". Results were as follows:

<u>Position</u>	<u>Aircraft</u>	<u>Handicap</u>	<u>Av Speed</u>
First (Trophy & £100)	Attacker	1min 34secs	533 mph
Second (£50)	Vampire 5 (VZ831)	Scratch	472 mph
Third (£25)	Meteor T7	2min 5secs	536 mph
Fourth	Seahawk	2min 11secs	536.5 mph

By way of consolation, the Seahawk won the £50 prize for the fastest lap, at 584 mph.

A Day at the Races - Cont.

What could follow an event such as this? In complete contrast, the display closed with the appearance of the 1912 Blackburn Monoplane, marking Yorkshire's contribution to those early formative years of aviation. An article by Robert Blackburn himself, entitled "The First Yorkshireman to fly a 'Plane'" (in 1909) appeared in that Saturday's "Evening Post".

Pleasure flying was then available "from 1800 hrs until sunset". Regretfully, we have no notes of the serials of the military aircraft present apart from the few mentioned, but in conclusion, here is my list of civil aircraft logged (not necessarily complete), in addition to those taking part in the races. It gives a flavour of the post-war scene, a decade or so before the invasion of American machines. In fact, apart from the French Air Force Stampes and a supporting Noralpha, practically every aircraft present was designed and/or built in the United Kingdom. Checking my 1994 Civil Register, I was intrigued to find that five of them are still around and airworthy, with three more preserved in museums.

G-ABUS Comper Swift	AGBN G A Cygnet
AKEZ Messenger	ACLD Blackburn B2
AKGE Gemini	ACPP Rapide
AHKA Rapide	ADUH DH 86B
AHKB Rapide	ALBF Dove
ADVJ DH 86B	AHGD Rapide
ALFU Dove	AFHH BA Swallow II
AIGZ Auster J/4	ALZF Rapide
AFRV Topsy Trainer	AJLW Dove
AHAE Taylorcraft Plus D	AKRW Hawk Trainer III Coupe

Warm tributes were paid at the end of the day to the officials and members of the Yorkshire Aeroplane Club who had been responsible for the organisation of the Display and the Races, which were held under the competition rules of the Royal Aero Club and the Fédération Aéronautique Internationale.

Geoffrey and I doubtless pedalled back to Leeds more slowly than on the outward journey. I think it was raining by then. If it was, we didn't notice!

Denis Yeadon
 Geoffrey Lee
 "The Yorkshire Conservative Newspaper Co"

We'd been invited to spend Easter with Peggy's uncle in Farnborough, and were travelling along the M25. But you can't ignore a direction sign to Heathrow, so we headed for terminal 2. From the top of the multi-story car park we had a good view of planes taking off, although the ones landing were hidden by buildings. Those we logged were:-

9G-ANA Ghana Airways. DC-10-30
 YU-ANK JAT. Boeing 737
 S2-ACP Bangladesh Airlines. DC-10-30. "The City of Dhaka"
 CS-TED TAP. L1011 TriStar. "Bartolomeu de Gusmao"
 V8-RBG Royal Brunei Airlines. Boeing 767
 HB-IOA Swissair. Airbus A.321-111
 LX-LGP Luxair. Boeing 737
 F-GBYD Air France. Boeing 737

There were others whose registrations we couldn't see. They included Air India, Airlanka, Air New Zealand, Air Canada, American Airlines, United, SAS, Virgin, Aer Lingus, British Midland and British Airways.

There was no more time to linger, so we continued to Farnborough where, on the following day I heard an aeroplane, glanced up, and saw Concorde.

On Easter Saturday Peggy's cousin arrived. He's also an aviation enthusiast, and asked me, "Would you like to go to Blackbushe?" A superfluous question if ever I heard one! This aerodrome is alongside the A30 between Camberley and Basingstoke. There's room to park by the side of the field, the fence is low, giving excellent visibility, and there were plenty of light aircraft taking off, landing or parked up. In the twenty minutes we were there I logged 21 registrations, and there were more aircraft on the ground whose letters I couldn't read.

Standing out from among the single engined Cessnas, Pipers and what-have-you, was a twin engined Beech 200 Super King Air bearing the title "Manhattan Air." However, despite its American sounding name, it was registered G-BVMA.

Blackbushe, according to my companion, used to be bigger than it is today; and he told me that at one time holiday charters flew from and to this aerodrome. A flying school is located there, and the tower, which is old fashioned, is near to the road. For anyone interested in light aircraft, Blackbushe is worth a visit.

When it was time to return to Bradford we varied the route, and found two more airfields on the way. The first was Bicester. This is at the side of the A421, Bicester to Buckingham road in Oxfordshire, and is used by gliders. I saw two on the ground and one in the air.

Our second discovery was more interesting. It was Turweston. The field is located down a side road off the A43 about 1½ miles north east of Brackley in Northamptonshire; and the detour was worth while because, in the five minutes or so we watched, one light aircraft took off and two landed. There were also several other planes on the ground.

A few days later we were again heading south, but this time along the A1 when we saw a signpost to Peterborough Business Airport. Not far from Holme village, it is sometimes listed as Conington. There's a flying school here; and I logged ten light aircraft; three of them operated by Klingair Ltd., and based at this airfield.

Again we called at Heathrow, and this time the highlights of the visit were YV-139C VIASA (Venezuela), 9K-AMC Kuwait Airways, RAB6088 Aeroflot, 5Y-BEL Kenya Airways, TC-JED Turkish, SP-LLC LOT, C-GAGA Air Canada and OH-LMZ Finnair.

It has recently been announced in the local press that yet again, Sheffield is to have it's own airport at the same site originally planned some five years ago at Tinsley. Close to the M1, (Junction 34), a runway of 1,200 metres length is to be constructed with apron, control tower and terminal areas, as well as a business park called the Aerocentre, all next to the Tinsley Park Golf Course and the Railway Sidings. Details available suggest that the runway will be 09/27, using the ICAO location EGSY and the callsign 'Sheffield (City)'.

At present, Sheffield Development Corporation and a new partner, Glenlivet Properties Ltd are involved in the venture, with about £6 million to be spent over the coming two years. Glenlivet Properties expects the new airport to be in operation by September or October 1996 and the S.D.C. has been in contact with at least two interested airlines, though not the now deceased Euro Direct and City AirBus. However, the S.D.C. has not received a formal application for planning permission and an operator's licence yet, but it has designated Mr Michael Shield with interests previously in the Doncaster and Gamston airfields, as the City's Airport Chief Executive.

The real problem is - can Sheffield as a city, still be associated with a new, small airport, when it has money, time and experience all committed to its Super Tram project? Other attempts to continue with the airport have cost the City Council at least five years' loss of work, including the demise of A F Budge (Mining) Ltd, which was at that time producing sufficient opencast coal around Tinsley.

Sheffield, as well as Doncaster, should be involved in the conversion of the soon-to-be-decommissioned RAF base at Finningley, into a proper civilian airport - the best 10,000 feet runway in Yorkshire is still there and could be within 30 minutes driving time (or less) in 1996 at least. That is, if a new airport is required, for the four main airports of LBA, Humberside, East Midlands and Manchester continue to function very well without it. Instead, Sheffield should have a much better heliport, with facilities within one mile of the city centre and the Parkway linking on the M1, via Tinsley for example.

In the meantime, it will be very interesting and entertaining to see what the S.D.C. and Glenlivet Properties will be up to with the Tinsley site. There are still campaigners, like the Tinsley Park Action Group and the Don Valley Forum, opposing the controversial plans for the new airport - they will need the help and experience of somebody like Brightside MP David Blunkett to sort out what is to happen in the future. He was involved with the possibility of Finningley being transferred into a civil airport last July (1994), so he will be very interested in both sides of the bargain.

In any case, I am looking forward (and so will other A.Y. members) to what started in 1990 with the Sheffield Development Corporation and to what will take place at Tinsley, Finningley, or both, in 1996.

Sources: 'The Star', 19/20 April 1995; 2 articles sent to A.Y. 5.4.90 and 21.5.90.

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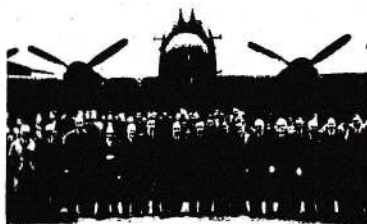
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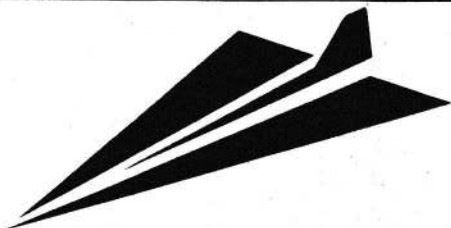
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