

AIR YORKSHIRE



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MARCH 1991

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FORTHCOMING MEETINGS

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

APRIL 7th : Their latest Florida slides, presented by Chris Harper and
 Roger Fozzard.
 MAY 5th : Yorkshire Helicopters.

CHAIRMAN'S CHAT

First of all I would like to thank all members who turned up for the A.G.M. It is good to know there is a lively interest in the Society. All Officers and most of the Committee were re-elected and hope to provide a varied and interesting programme during the coming year.

After the A.G.M. it was learned that the Aero Club has altered its financial year to end December 31st 1991. In order to fit in with this, the following subscriptions will apply.

Air Yorkshire £7.00 to December 31st 1991. Yorkshire Aeroplane Club £10.00 to December 31st 1991; i.e. a combined subscription of £17.00. By the time you read this your subscriptions will be due. All members wishing to be Aero Club members must join through Air Yorkshire. Therefore, all cheques should be made payable to Air Yorkshire and returned with the fully completed membership form enclosed with this issue.

British Midland Flight This was a great success. (The only complaint was from a Lapwing left with an oversize headache after being struck on take off). All passengers paid on time, checked in on time and so helped the flight go smoothly. A £5 refund was given to all children, and with an excellent raffle we were left with a useful sum for Club funds. Fancy another flight in early October?

Magazine Last month's issue was one of the most readable so far. This is thanks to members sending in articles and reports. Keep it up. I would also like to welcome to the Society Dave Ward, who we hope will contribute articles and test reports on Air Band Radios.

CREDITS

T.W. Sykes
 S.W. Rigg

J. Hinkles
 D. Ward

E.C. Griffiths
 K. Glasby

P. & D. Mitchell
 D. Ellis

LEEDS/BRADFORD MOVEMENTS - FEBRUARY 1991

	ATA	ATD		ATA	ATD
1. OY-JEV Citation II	1509	1803	G-BMLC Short 360	1537	1623
D-IEEF Cheyenne IIIA	1543		G-HIEL Robinson R-22	1624	
G-BMNF King Air 200	1645	1730	G-CEGA Seneca	n/s	1729 1913(3)
G-FFLT HS.125	1743	2002	G-BMLC Short 360	1652	
OO-DTG Brasilia	1916	1950	G-BJCV Boeing 737	n/s	1945 0744(2)
SE-KND King Air 200	1708		SE-IXA King Air 200	1736	
2. G-UKHP BAe 146	1509	1556	G-BPLA Boeing 737	n/s	2135 0729(3)
3. G-TKPZ Cessna 310R	1314	1630	G-BPLA Boeing 737	1420	1517
G-RUSO Robinson R-22	1518		OO-DTK Brasilia	1902	1933
G-BPLA Boeing 737	n/s	1951 0846(4)			
4. OO-DTJ Brasilia	0753	0828	G-BLGB Short 360	0813	0849
G-PAMI Twin Squirrel	0903	0909	G-TZAR Malibu	1051	
G-ZFDB Twin Squirrel	1118	1509	G-BGSY Cougar	1150	
G-ORMP Cessna 414A	1321	1603	G-BEFT Cessna 421C	1345	
G-BAVZ Aztec	1448		G-BRLG Turbo Arrow IV	1509	1606
G-BPLA Boeing 737	n/s	1523 0907(5)	G-BMLC Short 360	1525	1608
G-TEAA Boeing 737	n/s	1649 1842(6)	G-BMLC Short 360	1840	1919
OO-DTK Brasilia	1932	1956			
5. G-TKPZ Cessna 310R	0806		G-BMLC Short 360	0814	0842
OO-DTK Brasilia	0818	0836	F-GJJJ King Air A100	0826	1719
N461GT Gulfstream III	n/s	0937 0906(6)	9H-ABB Boeing 737	1010	
G-BFIN AA5A Cheetah	1054		G-BGZW Tomahawk	1058	
G-CULL Jetranger	1103		G-JLRW Duchess	1142	
G-BRPU Duchess	1201	1620	G-SAGV Cadet	1229	
G-NATT Rockwell 114	1256		G-BHAF Tomahawk	1325	
EC-EMY Boeing 737	1431	1613	G-EMAR Short 360	1533	
G-BGYL Boeing 737	1548	1701	G-HIEL Robinson R-22	1650	
G-EMAR Short 360	1846	1923	G-BPLA Boeing 737	n/s	1856
OO-MTD Brasilia	1911	1955			
6. OO-DTL Brasilia	0804	0843	G-BODY Cessna 310R	0840	1203
G-EMAR Short 360	1538		G-TUBE Hughes 369E	n/s	1640
G-EMAR Short 360	1849	1935	OO-DTG Brasilia	2007	2038
G-DASI Short 360	n/s (DIV)	2208			
7. OO-MTD Brasilia	0745	0821	G-EMAR Short 360	0815	0849
G-BLKP BAe Jetstream	1552	1700	G-EMAR Short 360	2038	
8. Snow - closed					
9. No visitors					
10. G-HIEL Robinson R-22	1435		OY-PEH King Air 200	1917	1942
11. G-THGS Agusta 109	1011	1554	G-EMAR Short 360	1842	1928
12. G-ODNP Cessna 310R	0709	0725	OO-DTL Brasilia	0813	
G-TZAR Malibu	1238	1842	G-BNEH HS.125	1254	
EC-EMY Boeing 737	1415	1819	G-BAVZ Aztec	1434	1609
G-BLW Friendship	(DIV)	1451 1530	XX498 Jetstream	n/s (DIV)	1527 1225(13)
OO-DTI Brasilia	1916	1942	G-BDVS Friendship	(DIV)	1934
G-WACK Short 360	1948	2047			
13. OO-DTJ Brasilia	0756	0828	G-WACK Short 360	0800	0844
I-PALP Citation	n/s	0937 1928(14)	G-BDCS Cessna 421B	n/s	1020
G-BQJM Cherokee 140	1108	1121	G-PASY BN2 Islander	1154	1437
G-BBTS Bonanza V35B	1202	1551	G-BAVZ Aztec	1215	1514
G-IFTD Cessna 404	1333	1340	G-AXNX Cessna 182M	n/s	1337
G-ONVA Cherokee 140	1351	1506	G-ORGL Cessna 421C	1406	1421
G-BEFT Saratoga SP	n/s	1511	G-BLGB Short 360	1536	1616

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
13.G-BMNF King Air 200	1555	1624	G-BKHE Boeing 737	n/s	1609 0803(14)
G-BLGB Short 360	1847	1926	G-ODNP Cessna 310R		1917 1935
<u>OO-DTL Brasilia</u>	1941	2018	G-BGZW Tomahawk	n/s	1409
G-PASY BN2 Islander	1442	1938	G-PASY BN2 Islander		2048
G-BPBM Warrior	1544	1637			
14.G-BMHX Short 360	0802	0832	<u>OO-DTF Brasilia</u>		0810 0836
EI-FKK Fokker 50 F/V	0844		G-OGRV Navajo 350		1125
<u>F-GCTC Merlin IIIB</u>	1136	1802	G-AXSC Cherokee 180		1141 1424
G-BRPU Duchess	1205		<u>F-GGAK King Air 200</u>		1316 1516
G-BJVM Cessna 172M	1347		G-BAVZ Aztec		1459
G-BKHE Boeing 737	1513		G-BLGB Short 360		1532
G-BLGB Short 360	1846	1923	<u>OO-DTL Brasilia</u>		1932 1957
G-BKHE Boeing 737	n/s	2233 1222(15)			
15. <u>OO-DTK Brasilia</u>	0836	0911	G-JHAN King Air 200		0846 0936
G-BFOL King Air 200	1511	1538	G-BMLC Short 360		1534 1614
G-BMLC Short 360	1841	1923	<u>OO-DTF Brasilia</u>		1951 2023
G-BKHE Boeing 737	n/s	2208 0729(16)			
16.G-AYIO Cherokee 140C	1022	1108	G-GYAV Cessna 172N		1039 1115
G-RUIA Cessna F172M	1205	1312	<u>N8333S Turbo Arrow</u>	n/s	1324 1552(17)
G-MERI Archer II	1443	1516	G-UKAC BAe 146		1509 1603
G-GYAV Cessna 172N	1532	1552	G-ROWN King Air 200		1732 2058
G-KASS HS.125	1805	2020	G-BAZH Boeing 737	n/s	2249 0939(17)
G-UKHP BAe 146	n/s	2251 1505(17)			
17.40083 C21A	0756	0910	G-BDHL Aztec		1015 1208
G-AYPV Cherokee 140D	1030	1102	G-BGEE Cessna 310Q		1152 1246
G-BRHR Tomahawk	1225	1309	G-TKPZ Cessna 310R		1352 1516
G-BMNF King Air 200	1354	1429	G-BAZH Boeing 737		1617 1721
<u>OO-MTD Brasilia</u>	1843	1924	G-BAZH Boeing 737	n/s	2155 0832(18)
18. <u>OO-DTL Brasilia</u>	0741	0814	G-BGZW Tomahawk		0802
G-WACK Short 360	0805	0836	<u>N881M Falcon 50</u>	n/s	0842 0740(19)
<u>F-EXPY King Air 90</u>	0915	1714	G-BODY Cessna 310R		1045
G-BNEH HS.125	1049	1718	G-JHAN King Air 200		1051
G-BGSY Cougar	1123		G-BEWR Cessna F172N		1222 1733
G-BLKP BAe Jetstream	1238		<u>SE-IUL Navajo 350</u>		1411
G-BMNF King Air 200	1418		G-BPDL Bandeirante		1524
G-BAZH Boeing 737	n/s	1557 0914(19)	G-BJWW Cessna F172N		1604 1645
G-BODY Cessna 310R	1643		G-HIEL Robinson R-22		1715
G-BLGB Short 360	1845	1922	<u>OO-DTL Brasilia</u>		1910 1940
G-KINE AA5A Cheetah	n/s	2032 1147(22)	G-GASC Hughes 369HS	n/s	2052 1655(19)
19. <u>OO-DTJ Brasilia</u>	0745	0819	G-EMHX Short 360		0807 0838
G-LJET Lear Jet 35	0855	1018	<u>9H-ABB Boeing 737</u>		1013
G-KWIK P68B Victor	1151	1633	G-BTWW Jetranger		1158
G-BRPU Duchess	1203		G-TKPZ Cessna 310R		1215
G-BGGE Tomahawk	1219	1602	EC-EMY Boeing 737		1433 1716
G-BMHX Short 360	1531	1612	G-BEOG Boeing 737		1553 1656
G-BODY Cessna 310R	1633		G-BIRS Cessna 182P	n/s	1637 1114(22)
G-BIEY Warrior	n/s	1732 0819(20)	G-EMHX Short 360		1842 1928
<u>OO-DTH Brasilia</u>	1851	1930	G-BAZH Boeing 737	n/s	1942
20. <u>OO-DTL Brasilia</u>	0736	0811	G-BMLC Short 360		0808 0840
G-BNRX Seneca	0915	0941	G-CZAR Citation V	n/s	1019 0900(21)
G-TELL Cessna 421C	1039	1645	G-TKPZ Cessna 310R		1218 1559
G-JLRW Duchess	1229		G-EWEL S-76		1247 1443
G-BODY Cessna 310R	1425	1607	G-BNRX Seneca		1628 1647
G-BIEY Warrior	n/s	1729 0743(22)	G-BLGB Short 360		1847 1926
<u>OO-DTL Brasilia</u>	1936	2011	<u>VR-CSH King Air 350</u>	n/s	1945

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
21.G-ODNP Cessna 310R	0712	0728	OO-DTG Brasilia	0748	0954
G-AXAX Aztec	0827	1243	PH-ARD Navajo 350	0909	2044
G-CSNA Cessna 421C	1159		G-HIEL Robinson R-22	1443	
G-BAZH Boeing 737	1450		G-BMHX Short 360	1533	1608
G-BMHX Short 360	1844	1922	OO-DTG Brasilia	1917	2003
G-ODNP Cessna 310R	1920	1937	G-BAZH Boeing 737	n/s	2206 1001(22)
22.OO-MTD Brasilia	0741	0813	G-EMUZ Warrior II	0745	1207
G-EMAR Short 360	0756	0834	G-BOVK Warrior II	0810	1250
EI-FKE Fokker 50 F/V	0842		EC-EHA Boeing 737	1018	1243
G-AVXJ BAe 748	1049	1109	G-BATX Aztec	1158	1421
G-LJET Lear Jet 35	1335	1413	G-JGCL Cessna 414A	1345	1525
G-BNEH HS.125	1404	1423	G-BMHX Short 360	1851	1932
OO-DTH Brasilia	1941	2018	G-BAZH Boeing 737	n/s	2030 0731(23)
23.G-UKHP BAe 146	1503	1603	G-BJOP BN2 Islander	1741	1812
G-BJXJ Boeing 737	n/s	2128 0757(24)			
24.F-GILF King Air 200	0846	1300	F-GGLN King Air 200	1039	1834
G-BJXJ Boeing 737	1423	1527	OO-DTF Brasilia	1902	1928
G-BJXJ Boeing 737	n/s	2015 0843(25)			
25.G-OFIT Bandeirante	0857		OO-DTJ Brasilia	0910	
G-BWMP Rockwell 695A	0913		G-BMLC Short 360	0917	
G-TKPZ Cessna 310R	0949		G-VERT Robinson R-22	1043	
G-BAVZ Aztec	1054		G-AWSM Cherokee 235	1226	
G-BSCP Cessna 152	1245		G-AWNT BN2 Islander	1246	
G-BELR Cherokee 140	1315		G-BPMT Warrior II	1446	
G-BJXJ Boeing 737	n/s	1455 0918(26)	G-BNNO Warrior II	1543	1628
G-BJCR P68 Victor	1633	1852	G-BSHA Seneca	1639	1824
G-ONEA King Air 200	1752	1817	G-BMHX Short 360	1848	1928
OO-DTJ Brasilia	1855	1934			
26.G-ONEA King Air 200	0141	0149	OO-MTD Brasilia	0801	0840
G-BAVZ Aztec	0926		9H-ABG Boeing 737	0959	
G-BNEH HS.125	1041		N60FC GL601 Challenger	1106	1623
G-ESVB Archer II	1121	1517	G-BMNF King Air 200	1152	
G-BGYJ Boeing 737	1532	1654	G-WACK Short 360	1539	1610
G-DBII Citation V	1759	1840	G-WACK Short 360	1842	1917
OO-DTG Brasilia	1851	1932	G-BJXJ Boeing 737	n/s	1922 0755(28)
27.G-BMHX Short 360	1540	1606	G-CSNA Cessna 421C	1623	
OO-DTF Brasilia	1926	1957	G-CZAR Citation V	n/s	1957 0808(28)
28.OO-DTG Brasilia	0735	0818	G-BLGB Short 360	0803	0839
G-JLRW Duchess	0926		G-BODY Cessna 310R	1014	1428
G-DONS Turbo Arrow IV	1040	1612	G-BLVS Cessna 150M	1113	1536
G-OJCB Jetranger	1131		G-GRID Twin Squirrel	1144	1639
G-HIEL Robinson R-22	1235		G-ZFDB Twin Squirrel	1241	1521
G-BRPU Duchess	1346	1513	G-BGZW Tomahawk	1435	1703
G-BJXJ Boeing 737	1456	1556	G-WACK Short 360	1528	1609
G-HIEL Robinson R-22	1734	1741	G-WACK Short 360	1843	1918
OO-DTG Brasilia	1910	1943	G-CSNA Cessna 421C	2024	
G-BJXJ Boeing 737	n/s	2158			

From & To:- 1.OY-JEV/Stockholm; D-IEEF/Hannover. 5.F-GJJJ/Nantes; N461GT/Teterboro. 10.OY-PFH/Odense. 12.XX498/f/t Finningley. 13.I-PALP/Biella. 14.F-GCTC/Le Havre; F-GGAK/Glasgow. 16.N8333S/f/t Luton. 17.40083/Echterdingen. 18.N881M/White Plains (New York); F-BXPY/Birmingham; SE-IUL/Borlange. 20.VR-CSH/Blackbushe. 21.PH-ARD/Rotterdam. 24.F-GILF/Le Bourget; F-GGLN/Montpellier. 26.N60FC/East Midlands. Overshots:- 1.XX494/FYY72 Jetstream; XX498/FYY79 Jetstream. 4.XX482/XX498/XX491 Jetstreams. 5.XX498 Jetstream. 6.XX491/FYY79 Jetstream. 11.G-JGCL Cessna 414A; G-BAVZ Aztec. 13.G-JGCL. 15.G-BAVZ. 17.G-BAVZ. 18.X6727 Dominie. 19.XX498; G-JGCL; G-BAVZ. 21.XX499/XX498/G-BAVZ. 26.XX497. 28.XS726/FYY37 Dominie.

LBA MOVEMENTS REVIEW - FEBRUARY 1991

Not really a lot to write about this month, the heavy snow closed the airport on one day and curtailed movements on several other days. On the 1st the Citation 2 OY-JEV of Falck's was back again as "Falck-air 501", also noted was the Cheyenne 3 D-IEEF. Arriving all the way from Teterboro in the USA on the 5th was the Gulf 3 N461GT, on a shorter trip from Nantes was the King Air A100 F-GJJJ using the call-sign "Challenge-air 30PM-31PM". King Air 200 OY-PEH on the 10th is new to the LBA. Night stopping on the 13th was the Citation 1 I-PALP of Soc. PAL. Two French visitors on the 14th were the Merlin 3 F-GCTC of Trouvay & Cauvin and the King Air 200 F-CGAK of Ste. Accor. Making its first visit to the LBA on the same day was the new Fokker 50 EI-FKK of Aer Lingus. A possible candidate for the UK register is the Turbo Arrow N8333S c/n 28R-8131054 which night stopped on the 16th from and to Luton. It arrived in the UK on 26/11/90 via the Azores. Another long distance visitor was the Falcon 50 N881M of the International Paper Co. on the 18th which arrived from New York's White Plains airport, keeping it company were the Navajo SE-IUL and King Air C90 F-EXPY. United Biscuits King Air 350 was visiting on the 20th and this is now known to be c/n FI-9. Another Navajo was PH-ABD on the 21st whilst on the 22nd Aer Lingus used their other new Fokker 50 EI-FKE for the first time at the LBA. Two King Air 200's on the 24th were F-GGLN of Air Locamic and F-GILF of Air Lec using callsign "ARL 106". Ending the month on the 26th was the Challenger N60FC which is registered to the First National Bank of Chicago. Only two military to record this month, Jetstream XX498 used the callsign "FYY82" when it diverted in from Finningley on the 12th; after a night stop it went back to Finningley on the same callsign. Passing through early on the morning of the 17th was the USAF C-21 40083 callsign "Glue 97". Arriving on the 13th was the police Islander G-PASY, this has been present ever since doing occasional flights off the circuit. Two new helicopters noted have been the S-76 G-EMEL on the 20th and Robinson R-22 G-VERT on the 25th. Speaking of helicopters reminds me that the airport now does not allow them to land on the south side at all which means that the Northern Helicopters fleet no longer has a presence on the airfield. Due to this the R-22 G-BOSY is operating out of Wyke and the R-22 G-HIEL is operating out of Farsley. The police at Carr Gate are operating Bolkow 105 G-PASA but so far it is not known if this is in addition to their G-WYP or instead of it. The Knight Air hangar has had a clean out and the two dismantled Robinson R-22's G-EEGE and G-EPTR have departed by road as has the Cessna 414 OY-CGC. Cessna 421C N4006G is reported sold in the USA and will depart soon.

LEEDS/BRADFORD AIRLINE NEWS - FEBRUARY 1991INBOUND DIVERSIONS

06 UKA917 AMS HUY G-DASI SH36 HUY UKA031/13
 12 UKA638 NWI HUY G-EDVS FK27 ABZ UKA638

REGULAR FLIGHTS

AEA155	TFS	01/DivMAN	08/DivMAN	15/DivLPL	22/EC-EHA
AMC521	MLA	05/9H-ABB	12/DivMME	19/9H-ABB	26/9H-ABG
BAL019A	TFS	05/G-EPLA	12/DivMAN	19/G-BAZH	26/G-BJXX
BAL026A	ALC	05/G-BGYL	12/DivMAN	19/G-BHCG	26/G-BGYJ
BAL085A	ALC	07/DivMAN	14/G-BKHE	21/G-BAZH	28/G-BJXX
BAL089A	PMI	04/G-EPLA	11/DivMAN	18/G-BAZH	25/G-BJXX
BAL128A	TFS	01/G-BJCV	08/DivMAN	15/G-BKHE	22/G-BAZH
BAL144A	AGP	03/G-EPLA	10/DivBHX	17/G-BAZH	24/G-BJXX
BAL159A	ALC	02/G-BJCV	09/DivMAN	16/G-BKHE	23/G-BAZH
BAL208A	AGP	07/G-EPLA	14/G-BKHE	21/G-BAZH	28/G-BJXX
BAL239A	SZG	03/G-EPLA	10/DivMAN	17/G-BAZH	24/G-BJXX
ENJ3421	TFS	05/EC-EMY	12/EC-EMY	19/EC-EMY	
UKA928	INN	02/G-UKHP	09/DivMAN	16/G-UKAC	23/G-UKHP

OTHER FLIGHTS

01	G-BLZT	SH36	UKA030/868	Humberside-Amsterdam	Lieu FK27
01	G-BLZT	SH36	UKA869/031	Amsterdam-Humberside	Lieu FK27

LBA AIRLINE NEWS (Contd.)OTHER FLIGHTS

04	G-BLZT	SH36	UKA030/868	Humberside-Amsterdam	Lieu FK27
04	G-BLZT	SH36	UKA861/031	Amsterdam-Humberside	Lieu FK27
04	G-TEAA	B73S	TUK74P/5439	Cardiff-n/s-Rotterdam	First visit
14	EI-FKF	FK50	EIN362/363	f/t Dublin	First visit
18	G-BPDL	EL10	AWC031/034	Newcastle-Heathrow	Passenger charter
22	EI-FKE	FK50	EIN362/363	f/t Dublin	First visit
23	G-BJOP	BN2	LOG-OP	Aberdeen-Glasgow	Ambulance

HELICOPTER ACTIVITY - FEBRUARY 1991

1. G-HIEL R-22B	Brough F/T LBA (& 5th)
3. G-WYPA Bo.105	High Royds, Menston F Carr Gate
4. G-PAMI T.Squirrel	Sheffield (Fulwood) T/F LBA
G-BPPC R-22B	Oxenhope F Newcastle
5. G-BSML Schweizer 269	Driffield T/F Brighouse
G-OJCB Jetranger	Crosland Moor F Doncaster
9. G-BJKA Dauphin	Strubby F/T Blackpool
G-STEP Hughes 500	Rawdon - local flights (& 10th/13th)
G-HIEL R-22B	Horsforth F Keighley T LBA
G-WYPA Bo.105	Bramhope F/T Carr Gate
10. G-WIRE T.Squirrel	Ferrybridge T Barton
11. G-BPPC R-22B	Oxenhope
G-OJCB Jetranger	Crosland Moor T Doncaster
13. G-ODJP R-22B	Rothwell Motor Auctions F/T Doncaster
G-BOSY R-22B	Oxenhope/Crosland Moor/Low Moor/Skipton
14. G-N109JD A.109A	EMA/Dewsbury/Lichfield
G-OJCB Jetranger	Doncaster/Emley Moor (Powerline survey)
16. G-HIEL R-22B	LBA/Sherburn/Keighley/LBA
18. G-OJCB Jetranger	Doncaster/Brighouse (Powerline survey)
G-HIEL R-22B	Sherburn F/T LBA
20. G-EWEL S-76	Teesside/Wakefield/LBA/Birmingham
G-WYPA Bo.105	Crosland Moor F/T Carr Gate
21. G-HIEL R-22B	Garforth F/T LBA
22. G-OJCB Jetranger	Bingley/Keighley/ (Powerline survey)
G-WYPA Bo.105	Holmfirth F/T Carr Gate
24. G-TUBE Hughes 500	Gomersal F Sherburn T Thornhill
G-BOSY R-22B	Oxenhope/Wyke/Skipton/Shelf
28. G-ZFDB T.Squirrel	Rotherham F LBA

Recent Sightings at Ringway

3/3/91:- VR-HKK Boeing 707 (Air Hong Kong), EC-EJQ MD-83 (Spanair), G-VJFK Boeing 747 (Virgin), G-COES MD-83 (Airtours).

6/3/91:- A6-EKA A.310-300 (Emirates), 5B-DAV A.320 (Cyprus), TF-ABJ B.737 (Finnair Cargo), F-GKTB B.737-300 (TEA, France), G-IBTX B.737 (G.B.Airways), G-JSMC/COES MD-83's (Airtours), EI-BXH B.737-500 (Aer Lingus), F-GIDM/O Fokker 100's, F-GEED ATR42, F-GFEN Brasilia (all Air Littoral), OY-CRR Jetstream (Newair), F-GGGT Citation, 469 C-130 R.Saudi A.F., ZE731/CH Tornado.

LEEDS/BRADFORD AIRPORT - SUMMER 1991 SCHEDULE

DAYS	ARR	DEP	FROM & TO	Flt No	A/C	REMARKS
MoTuWeThFrSa..	.....	0655	London Heathrow	BD411	DC9	
MoTuWeThFrSa..	.....	0700	Amsterdam	UK860	F27	
MoTuWeThFrSa..	.....	0700	Paris CDG	UK720	F27	
MoTuWeThFr....	.....	0700	Belfast International	UK691	SH6	
MoTuWeThFrSa..	.....	0700	Belfast City	JY730	F27	
.....Sa..	0705	.....	Varna	LZ7957	TU154	
.....Su	.....	0720	London Heathrow	BD411	DC9	
MoTuWeThFr....	0740	.....	Brussels	SN697	EM2	To 27Sept
MoTuWeThFr....	0755	.....	Norwich	UK600	F27	
.....Sa..	.....	0800	Belfast International	UK693	SH6	
.....Sa..	.....	0805	Varna	LZ7958	TU154	
MoTuWeThFr....	.....	0810	Brussels	SN698	EM2	To 27Sept
MoTuWeThFr....	.....	0810	Edinburgh/Aberdeen	UK600	F27	
MoTuWeThFr....	0810	.....	Glasgow	LC291	SH6	
MoTuWeThFr....	.....	0835	Glasgow	LC292	SH6	
MoTuWeThFr,...	0840	.....	Brussels	SN697	EM2	From 29Sept
.....Su	.....	0840	Jersey	JY703	F27	
MoTuWeThFrSaSu	0850	.....	Dublin	ET362	SH6	
.....Sa..	0850	.....	Palma	SPP365	MD83	
MoTuWeThFr....	0905	.....	Aberdeen/Edinburgh	UK601	F27	
MoTuWeThFr....	.....	0910	Brussels	SN698	EM2	From 29Sept
MoTuWeThFrSaSu	.....	0910	Dublin	ET363	SH6	
MoTuWeThFr....	.....	0920	Norwich	UK601	F27	
..Tu.....	0920	.....	Palma	SPP371	MD83	
MoTuWeThFrSa..	0925	.....	Belfast City	JY731	F27	
.....Su	.....	0930	Amsterdam	UK862	F27	
MoTuWeThFrSaSu	0935	.....	London Heathrow	BD412	DC9	
.....Sa..	.....	0950	Ibiza	SPP368	MD83	
.....Su	.....	1000	Belfast International	UK695	SH6	
MoTuWeThFr....	.....	1000	Belfast City	JY732	F27	
MoTuWeThFr....	1005	.....	Belfast International	UK690	SH6	
MoTuWeThFrSaSu	.....	1005	London Heathrow	BD413	DC9	
..Tu.....	.....	1020	Palma	SPP372	MD83	
.....Sa..	.....	1020	Jersey	JY705	F27	
.....Su	1020	.....	Jersey	DA382	BL1	
.....Sa..	1025	.....	Dubrovnik	ADR610	DC9-80	
MoTuWeThFrSa..	1030	.....	Amsterdam	UK861	F27	
MoTuWeThFr....	.....	1030	Belfast International	UK697	SH6	
.....Th.....	1045	.....	Toronto	NXA316	757	
.....Su	.....	1105	Jersey	DA381	BL1	
.....Sa..	1110	.....	Belfast International	UK692	SH6	
.....Sa..	.....	1110	Dubrovnik	ADR611	DC9-80	
.....Sa..	.....	1130	Guernsey	UK257	F27	
.....Th.....	.....	1140	Toronto	NXA317	757	
MoTuWeThFrSa..	1150	.....	Paris CDG	UK721	F27	
MoTuWeThFr....	.....	1150	Paris CDG	UK724	F27	
.....Th.....	1230	.....	Salzburg	BY410B	737-200	
MoTuWeThFrSaSu	1235	.....	London Heathrow	BD414	DC9	
.....Su	1245	.....	Jersey	UK386	146-200	
.....Fr....	1250	.....	Gerona	By222B	737-200	
.....Su	.....	1300	Guernsey	UK259	F27	
MoTuWeThFr....	.....	1305	London Heathrow	BD415	DC9	
.....Su	1310	.....	Belfast International	UK694	SH6	

LEEDS/BRADFORD AIRPORT - SUMMER 1991 SCHEDULE

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>FROM & TO</u>	<u>Flt No</u>	<u>A/C</u>	<u>REMARKS</u>
.....Su		1315	Jersey	UK387	146-200	
.....Fr.... 1320		....	Malta	KMC570	737-200	
MoTuWeThFr....		1330	Amsterdam	UK868	F27	
.....Su 1335		....	Amsterdam	UK865	F27	
.....Su 1335		....	Salzburg	BY035B	737-200	
.....Sa....		1355	Belfast International	UK699	SH6	
MoTuWeThFr....	1400	....	Belfast International	UK696	SH6	
.....Fr....		1405	Malta	KMC571	737-200	
..Tu..... 1405		....	Alicante	BY198B	737-200	
MoTuWeThFr....		1425	Belfast International	UK701	SH6	
.....Fr....		1430	Gerona	BY222A	737-200	
.....Sa.. 1455		....	Isle of Man	JE831	SH6	
..Tu.....		1505	Alicante	BY198A	737-200	
.....Sa.. 1510		....	Jersey	DA386	Bl1	
MoTuWeThFr....	1515	....	London Heathrow	BD416	DC9	
.....Sa..		1525	Isle of Man	JE832	SH6	
.....Sa.. 1530		....	Guernsey	UK256	F27	
.....Th.....		1535	Salzburg	BY410A	737-200	
.....Su		1540	Salzburg	BY035A	737-200	3Wkly 16/6 to 08/9
.....Su 1540		....	Jersey	DA384	Bl1	
.....Sa....		1550	Jersey	DA385	Bl1	
.....Sa.. 1550		....	Ibiza	SPP367	MD83	
MoTuWeThFr....	1550	....	Glasgow	LC295	SH6	
MoTuWeThFrSa....		1555	London Heathrow	BD417	DC9	
.....Su		1615	Jersey	DA383	Bl1	
MoTuWeThFr....		1615	Glasgow	LC296	SH6	
MoTuWeThFr....	1630	....	Paris CDG	UK725	F27	
.....Sa.. 1640		....	Pula	ADR688	A320	
.....Sa....		1650	Palma	SPP366	MD83	
.....Su 1700		....	Bourgas	LZ7925	TU154	
.....Su 1700		....	Guernsey	UK258	F27	
.....Sa.. 1700		....	Jersey	DA388	146	
.....Sa.. 1705		....	Belfast International	UK698	SH6	
MoTuWeThFr..Su	....	1705	Paris CDG	UK730	F27	
MoTuWeThFr....	1720	....	Aberdeen/Edinburgh	UK605	F27	
.....Sa..		1725	Pula	A320	ADR689	
.....Su		1730	Belfast International	UK705	SH6	
MoTuWeThFr....	1730	....	Belfast International	UK700	SH6	
MoTuWeThFr....	1735	....	Amsterdam	UK869	F27	
MoTuWeThFr....	1740	....	Belfast City	JY737	F27	
.....Su 1740		....	Jersey	JY706	F27	
.....Sa....		1745	Jersey	DA387	146	
MoTuWeThFr....		1745	Edinburgh	UK608	F27	
MoTuWeThFr....		1755	Belfast International	UK707	SH6	
MoTuWeThFr..Su	....	1800	Amsterdam	UK872	F27	
.....Su 1800		....	Split	AGX189	737-200	
MoTuWeThFr..Su	....	1810	Belfast City	JY738	F27	
.....Su		1820	Bourgas	LZ7926	TU154	
MoTuWeThFrSaSu	1830	....	London Heathrow	BD418	DC9	
MoTuWeThFr..Su	1840	....	Norwich	UK606	F27	
.....Su		1850	Split	AGX190	737-200	
MoTuWeThFr..Su	....	1855	Edinburgh/Aberdeen	UK606	F27	

LEEDS/BRADFORD AIRPORT - SUMMER 1991 SCHEDULE

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>FROM & TO</u>	<u>Flt No</u>	<u>A/C</u>	<u>REMARKS</u>
MoTuWeThFr..Su	1855	....	Brussels	SN699	EM2	To 27Sept
MoTuWeThFr....	1900	....	Glasgow	LC297	SH6	
MoTuWeThFrSaSu	....	1905	London Heathrow	BD419	DC9	
MoTuWeThFr..Su	....	1925	Brussels	SN700	EM2	To 27Sept
MoTuWeThFr....	....	1925	Glasgow	LC298	SH6	
.....Sa..	1930	....	Jersey	JY708	F27	
MoTuWeThFrSaSu	1940	....	Dublin	EI368	SH6	
MoTuWeThFr..Su	1955	....	Brussels	SN699	EM2	From 29Sept
.....Su	2015	....	Aberdeen/Edinburgh	UK607	F27	
MoTuWeThFr....	2020	....	Edinburgh	UK609	F27	
MoTuWeThFr..Su	....	2025	Brussels	SN700	EM2	From 29Sept
MoTuWeThFr....	....	2030	Norwich	UK609	F27	
.....Su	....	2030	Norwich	UK607	F27	
MoTuWeThFr..Su	2035	....	Belfast City	JY739	F27	
.....Su	2035	....	Belfast International	UK704	SH6	
MoTuWeThFrSaSu	....	2040	Dublin	EI369	SH6	
MoTuWeThFr....	2100	....	Belfast International	UK706	SH6	
MoTuWeThFrSaSu	2120	....	London Heathrow	BD420	DC9	
MoTuWeThFr..Su	2140	....	Paris CDG	UK731	F27	
MoTuWeThFr..Su	2140	....	Amsterdam	UK873	F27	

IT Airline Codes:-

ADR	Adria	LZ	Balkan Bulgarian
AGX	Aviogenex	NXA	Nationair
BY	Britannia	SPP	Spanair
KMC	Air Malta	UK	Air UK

Amendments are expected and an update will be published in the next magazine.

Winter at London's Airports

Heathrow - 5/1/91:- 9M-MHN B.747-400 (MAS), N315FE DC-10 (Federal Express), A40-GM B.767-300 (Gulf Air), SU-GAT A.300 (Egyptair), CCCP86088 IL-86 and CCCP85646 Tu-154 (Aeroflot), SP-LGM Tu-154 (LOT), HB-IVA F100 (Swissair).

Heathrow - 6/1/91:- SU-GAM B.747-300 (Egyptair), VH-OJI B.747-400 (Qantas), 9V-SME B.747-400 (S.I.A.), 5Y-BGI B.757 (Kenya Airways), CS-TEA Tristar (TAP), CCCP86095 IL-86 and CCCP86521 IL-62 (Aeroflot), F-GIAJ F.28 (T.A.T.), 7T-BJA B.737 (Air Algerie), D-AIPH A.320 (Lufthansa), YU-ANL B.737-300 (JAT).

Gatwick - 19/1/91:- JA8181 B.747 (All Nippon), Z-WPF B.767 (Air Zimbabwe), N158US DC-10 (Northwest), OY-MAB B.737-500 (Maersk), PH-HVJ B.737-300 (Transavia), N109TA SF-340 (Templehof Airways), D-BOBA DHC-8 (Hamburg Airlines).

Heathrow - 21/1/91:- HS-TGJ B.747-400 (Thai), VR-HVZ B.747F (Cathay Pacific), D-ABID B.737-500 (Lufthansa), HZ-AGS B.737 (Saudia), HA-LBN Tu-134 (Malev-new colours), I-BUST A.300 (Alitalia).

AIRWAYS - FEBRUARY 1991

Seen or heard in February:-

4. N272GS G3	TNT	2000	390	WAL	to Dublin
5. D-CAPO	WAL	1555	370	OTR	
8. N62MS CL601	OTR	1520	390	DUB	
9. N95SC LJ55	DCS	1149	???	MCT	to Hatfield
VR-CSS C551	DCS	1453	370	HON	
10. N440GA G4	POL	0853	390	59/10	
N55UK LJ55	OTR	1635	390	DUB	New UK resident
C-GKPM HS.125	DCS	2105	330	MCT	
13. N55UK LJ55	OTR	0730	390	DUB	
N1123J WW1123	DCS	1640	330	MCT	to Gatwick
16. N1125V Astra	POL	1400	390	60/10	
N66510	OTR	1736	350	WAL	
19. N881M F50	MAN	0740	climb	OTR	off Manchester
20. N816M F50	POL	2000	350	ADN	
22. EI-LJG CL601	OTR	1726	350	WAL	to Dublin
24. N90MD G3	POL	1542	390	MAR	
25. VR-BLQ HS.125	POL	0740	350	MAR	
N393U G3	TNT	1722	410	WAL	
28. I-ALKA C550	DCS	1856		HON	

There are certainly a large number of VR- registered aircraft around at present. I know that big business finds it cheaper to operate its assets from these tax havens and that the countries are to aviation what Liberia is to shipping but I had been given to understand that we were in a recession at the moment... Not only are the numbers increasing but also most of them seem to be based here with a large contingent living around the London area, particularly Hatfield.

Seen at Manchester over the weekend 16/17th March were Air Europe aircraft G-BOPK and G-BRJJ, both looking forlorn, the former still all white. Also flying lots of circuits and then disappearing for several hours to warmer places were the three MD83s of Airtours (G-COES, G-JSMC, G-TTPT) who, along with Dan Air will probably do well from the ILG collapse...still...it's an ill wind.... The colour scheme for the new airline is nothing very special, mostly white with green and blue bits. I don't know what I expect from colour schemes these days they seem to be much more imaginative it is true but there are still a lot I do not like. I don't know if I dare say this, but one of my favourites probably won't be seen on these shores for a longish time, and the colours are green and white.... Perhaps we ought to have a survey of everybody's favourite five schemes and the five which you most dislike. I'll sort out anybody's opinions if you wish to send them to me. Keep it to airlines seen in the U.K. and I shall look forward to hearing from you all, your opinions will appear here in due course if you care to respond.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into U.K. airports. Send lists in order, with a stamped, self addressed envelope to :-

S.Rigg, 16 Castle Road, Sandal, Wakefield. WF2 7LY.

Thanks as usual to David Elam.

MIDLAND EIGHT FIVE THREE ONE

110 passengers, mostly Air Yorkshire readers, boarded British Midland's Douglas DC9-32 G-ELDI *The Regent Diamond* for the one hour pleasure flight on Saturday 9 March.

Planning for the flight had begun in November 1990, and following payment of the deposit in late December, bookings opened in early January. It was not until late February were all the seats filled, by which time British Midland had been notified of the final passenger list.

A routing out to the Isle of Man was requested when British Midland were undertaking the final flight planning, and the final arrangements were confirmed with the airline one week before departure.

The day arrived, and the weather was not as good as hoped. While the weather never became too bad to operate the flight, there was some concern both among the flight crew and staff that the conditions over Liverpool would preclude use of the Wallasey beacon. Nonetheless, check-in opened at 1150, and the majority of passengers had completed the formalities and made their way up to Gate Six by 1300.

The aircraft to operate the flight, one of three acquired from Austrian Airlines little over a year ago, arrived from Heathrow at 1250 as the BMA414. The crew, who had been on the aircraft since 0630 that morning, sat down to partake in some lunch on board, while the engineers attempted to fix a problem with the rear toilet on board; the problem solved, the engineers disembarked, leaving the cabin crew to offload the trays from the Heathrow sector, and onload the catering stock for this flight.

Captain Pat Cunningham and First Officer (F/O) Neil Lewis began the preparations for the flight shortly after completing their lunch, with F/O Lewis performing the exterior preflight check and confirming the amount of fuel required with the fuelling man. Capt Cunningham had settled into the flightdeck, and began to sort out the navigation charts required for the flight. The cabin crew were struggling to accommodate a rather large cardboard box of coffee trays, eventually giving up hope and pushing it out of the way into a capacious cupboard seconds before the first passengers arrived.

Boarding took about ten minutes to perform, and the dispatcher left the flightdeck not long afterwards, leaving the cabin crew to retract the airstair and close the doors. The take-off speeds were bugged on the speed indicators by use of small plastic bugs set into the outer rim of the instrument (when the needle passes the bug, that speed has been reached, and so on), and taxi to the holding point for Runway 32 was forthcoming at 1346.

Take off clearance for the BMA8531 followed, and the V_1 (go or no-go speed) was called at 128kts, with Rotate at 140kts and V_2 (minimum safe speed in the air if an engine fails after V_1) being reached only twenty eight seconds after the take-off run began. The undercarriage was selected up, and the aircraft entered cloud at 800ft, heading for Pole Hill. While no passengers noticed this, and it was not until ATC at

Leeds Bradford advised the crew did they realise, a lapwing had strayed into the path of the aircraft during the take-off run, hitting the fuselage just behind the nosewheel.

The tops of the cloud and Pole Hill were reached at 14 700ft (FL147), and the aircraft headed for Fleetwood, while still climbing to FL180 (18 000ft). The aircraft was then handed over to Isle of Man Approach on 120.85MHz, where an ILS approach was to be carried out.

Descent was commenced under the instruction of the Isle of Man tower, heading for the Carnane beacon on the island. The gear was selected down by F/O Lewis at 1800ft, only twenty nine minutes after leaving Leeds Bradford.

With only a slight wind blowing at Ronaldsway, it was likely that a smooth approach could be made. Capt Cunningham descended further, and the aircraft dropped out of the cloud at 800ft, from where the runway was only just visible from the cockpit. F/O Lewis called out the airspeeds to the Captain during the final approach to Runway 27, and the flaps were selected down to 25°. Capt Cunningham held the aircraft steady while overflying the runway, and began the climb back up to FL70 (7 000ft) when the aircraft had overflown the small headland on which the airport is situated. Most of the resident Manx fleet was visible on the ground, including both ATPs (G-OATP and G-UIET), the 146 (G-OJET), two SD3-60s and one of the two newly-delivered Jetstreams, which was G-WENT for those who are interested.

The flaps were gradually retracted, the gear having been brought in at 100ft, and the aircraft banked onto a heading of 130°, and later to 060°. A course back to Pole Hill was set, with descent down into Leeds Bradford commencing shortly afterwards. The weather at Leeds Bradford had neither deteriorated nor improved, with the cloud cover being 1/8 at 800ft and 6/8 at 1800ft. The conditions favoured an approach to Runway 14, and this was executed, with the aircraft touching down right on the threshold markers at 1450 local.

I am sure that all the passengers on board the flight thoroughly enjoyed themselves, and would like to express their sincere thanks to Captain Cunningham and his crew for their efforts.

Jonathan Hinkles.

AIRLINE NEWS --

Jersey European commenced their thrice-daily Leeds Bradford to Belfast City service on 25 March, with the inaugural flight being operated by F27-500 G-JEAE. The airline's Marketing Director, Mr Jim French, commented that the launch represented a major investment by the airline. "We have identified several demand areas which match our new F27 fleet. With the many business and industrial links between Northern Ireland and Yorkshire, and the popularity of Belfast City Airport, the Leeds Bradford service was an obvious choice for us."

The Belfast City link operates three times every weekday, with departures at 0700, 1000 and 1810, and weekend flights are at 0700 on Saturday and 1810 on Sunday. Fares begin at £50 single, which may appear to be a lot when compared to Capital, but Mr David McCulloch, the airline's

Managing Director, said that, "It is my own opinion that the level of fares charged by Capital Airlines on the majority of its scheduled services were totally uneconomical and I would suggest that this is one of the reasons why the airline failed."

Jersey European is hoping to carry 45 000 passengers on the route this year, which averages 1 000 passengers per week. It had sold 500 of the seats available in the first week of operations by the time the service commenced.

The Jersey link will commence at a twice weekly frequency on 6th April, and following the demise of Air Europe Express, the airline has also applied for the Leeds Bradford to Guernsey route licence. "However, if the CAA has not been forthcoming with the licence by mid-April, I would say that we will have a severe problem in operating that route this summer. We are therefore pressing them for an early decision regarding traffic rights," said Mr French when questioned about the airline's strategy in the wake of the collapse. "We have already taken over Air Europe Express' Gatwick-Guernsey service with a provisional licence, and are operating four F27 flights per day on that route."

The airline did have two of its SD3-60s leased to Air Europe Express, and has paid to have the aircraft released by the authorities at Gatwick. Both have been put up for sale by JEA's leasing associate, Guide Leasing.

Air Europe ceased operations on Friday 8 March following heavy financial troubles. The airline, which operated a fleet of thirty seven Boeing 757s, Boeing 737s and Fokker 100s, had taken on a rapid expansion programme which had caused a drain on the cashflow.

All of the airline's aircraft were grounded at 4am in the morning, and the news broke at Gatwick as passengers were checking in for the early morning departures. Passengers were offered free seats by other airlines, namely Dan-Air between Gatwick, Jersey and Paris and Jersey European between Gatwick and Guernsey.

Many charter airlines, such as TEA UK, Inter European, Britannia and Monarch were drafted in to uplift the vast numbers of charter passengers stranded by the collapse. The International Leisure Group, which owns Intasun, Club 18-30, Global, Lancaster, Airways, Quest, Airlines of Europe and Air Europe was placed into Administrative Receivership later that day.

The long-term effects are that most airlines stand to gain from the Air Europe collapse, but not from the ILG demise. Dan-Air have benefitted enormously, and have now taken on the Gatwick-Brussels and Gatwick-Copenhagen services, and increased frequency over most other routes which were operated in competition with Air Europe. Dan-Air also had no charter contracts with ILG, which would have made a great difference a year ago.

While airlines like Air UK Leisure and Monarch have lost charter contracts with ILG for this summer, other tour operators are adding extra flights to cope with the massive demand. Owners Abroad, now the UK's second largest tour operator, are predicting a "holiday famine", but not doing anything to take advantage of the shortage!

Thomson Holidays have added two extra Leeds Bradford-Palma flights using Air UK Leisure Boeing 737-400 aircraft this summer, operating on Tuesdays and Fridays, while Dave Simpson Travel and Unijet have taken over the former ILG Malaga service.

British Airways have indicated that their entire BAe1-11 fleet will be withdrawn by October 1992. The aircraft will be replaced by Boeing 737-200s, which are in turn being replaced by Boeing 737-400s. The first aircraft to be withdrawn are the BAe1-11-539GLs, G-PARK/F/G, which have already left service. The majority of the TriStar fleet, except six Caledonian Airways aircraft, will also be withdrawn by October. Princess Air ceased operations on 27 February and entered liquidation. The airline, which operated one BAe140-200QC, and had another one on order, was based at Southend, and was a subsidiary of Burstins Travel, which itself has entered receivership. The BAe146, G-PRIN, has been repossessed by British Aerospace.

Euroworld is a new Gatwick-based carrier, formed by a management buy-out of Air Europe Express. The airline has applied to serve Antwerp, Birmingham, Guernsey and Rotterdam from Gatwick, and Guernsey and Jersey from Manchester.

Manx Airlines' new hub from Cardiff includes twice daily flights from Cardiff to Brussels (0645 and 1610) and Glasgow (0700 and 1700), a daily flight to Dusseldorf (1115) and to Belfast City (1100) all using Jetstream 31s, and a daily Isle of Man-Dublin-Cardiff-Jersey service using an ATP. A weekend Isle of Man service is also operated, to position the Jetstream flights per week to Guernsey on the Jetstream, three to Jersey on an SD3-60 and the twice weekly IOM service using Jetstream and SD3-60. The airline will also be flying Cardiff-Jersey and Isle of Man-Dublin-Blackpool as charter routes, in addition to the Cork-Jersey scheduled service, which it has taken over from Dan-Air.

Viva Air will commence twice weekly Manchester-Malaga services this summer, using either DC9-32 or 737-300 aircraft. The flights operate on Thursdays and Saturdays, arriving at 0950 and departing at 1050.



DAVID WARD - RADIO REPORTS.

Welcome to the new section and first of all a quick introduction to what I'll be covering. For a number of years I've been writing for Aviation News and Review, initially covering North Atlantic Flyovers including Selective Calling Codes (Sel Cals) and then moving on to carry out tests on all kinds of radios from small VHF Airband ones up to "all signing/dancing" scanners and including sophisticated short wave receivers. The main intention being to try and give readers a "general" insight into the sets available and help them make the right purchase for themselves, in what can be a costly business and one where, with perhaps a little more knowledge of the market, a better and more suitable choice can easily be made. So far I've carried out about 17 such tests and following a request from your Chairman Mike Willingale I'll be sending in copies of some of these reports for inclusion in the magazine - naturally these tests will only be for radios which are still available or haven't been superseded by an updated model. I'll also include tests which I've recently carried out in order to try and keep you abreast with latest models which, I'm pleased to say, seem to be appearing quite frequently in what appears to be a keen market for the suppliers. Throughout the reports you'll see references to Andy and Mike of Air Supply who I'm pleased to say have been very helpful to me with the loaning of equipment and should anyone require further info on the sets mentioned I'm sure they'd be happy to supply it.

Lets get started then, the first report is one carried out late last year which made a nice change from my usual testing of all signing/dancing scanners from £180 upwards because, with going on a weeks holiday in Italy, I thought it would be nice to take along and test a smaller and less expensive model. Seemed a lot of sense because I was only going to be doing a bit of spotting and it didn't really warrant taking the Sony Air 7. Air Supply had a number of such sets in but the one that appeared the best of them was the Signal R537S (the 'S' means that it has the squelch control) and it was quite interesting to see two of them being sold during the 20 minutes I was in the shop.

Test Report No. 1 - Signal R-537S Airband Receiver - Price £69.50

Frequency range 118 - 136MHz. 115mm High x 62mm Wide x 28mm Deep, Weight 300 grams (inc battery + aerial). It comes supplied with a telescopic antenna, earpiece and a short but comprehensive list of operating instructions. Accessories which you may like to consider adding are as follows:- Rubber Duck Aerial (£4.60); Case (£3.68); 9v Mains Adaptor (£8.50) and Crystals for frequencies of your choice @ £6.85 each. I took the opportunity of adding the rubber duck aerial and the case as I felt these would be more suitable for my travelling/packing etc. The first thing you notice is that the set is really small, light and easy to hold - it has a dial on the top for setting the frequency you want to monitor and facility for inserting any two crystals of your choice which can then be directly listened to by using a separate switch. This means that you can insert the two most popular crystals for your needs, so as to obtain accurate and easy coverage, and then also manually adjust the dial to listen to any other frequencies within the airband range. I didn't bother with the crystals - just merely tuned in by using the dial and, when you get used to it, this was easier than I'd thought it would be to get an accurate setting. On the performance side I was somewhat apprehensive at first because I'd heard of people buying the set and then getting a lot of interference (local radio and police) on various frequencies. As mentioned, I used it with the rubber duck aerial and didn't get at any time such

interference in the Leeds and Manchester area on the main flyover and airport frequencies. However, when I fitted it to my car mounted aerial (the set has a jack plug aerial port so you'll need to get the necessary converter to fit BNC or other aerial connections to it) I did pick up what sounded like the local police on 131.05, but not so much as to make me want to stop listening for the aircraft transmissions. When matched against my Air 7 the Signal performed very well and was getting the same transmissions, although not always as clearly but I was very impressed with it. It sometimes appeared that you needed to just turn it round a bit to pick up a better message and you also got the impression that it might just be wandering off a station for a little while but these points are maybe somewhat harsh as the set was certainly giving better reception at times than some ones I've tested which are nearly £200 more expensive. Where it does lose out is in its features such as smaller frequency range, lack of direct frequency input, scan and memorised frequencies etc. However, I certainly think that it does give value for money but, before buying it, I would definitely check that you don't get intolerable interference on the frequencies you'll be wanting to listen to. One point to note is that if you'll be wanting to get a few crystals + accessories you may well be over the £100 mark anyway so why not consider getting a second hand set with more features i.e. I've seen WIN 108s in good condition going for £120. Personally I did enjoy having it with me on holiday and it was certainly useful at Naples airport and no problem to carry around and get out when you needed it. I was also confident enough to have it on at home for monitoring flyovers which is not a bad recommendation. Actually it's very tempting to buy as a back up to the Sony - we'll have to see!

Thanks to Andy and Mike, Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA tel no (0532) 509581 for lending me the set and accessories for a fortnight.

As a final point this month I list a few general points of interest:- I recommend the Sony Air 7 as the best Civil Airband scanner to have (that'll probably get a few of you going!). If you have to use an aerial or accessory from another set to obtain better performance it does work but you're really having to go to extremes - either get the other set or wait till a suitable set with the performance you want comes out. There's a good market for second hand sets so do think of trading in for a better model when you can afford to go up the scale and finally....."Test Before Purchase".

G-ELDI Refuels after Air Yorkshire's flight

