

AIR YORKSHIRE



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MARCH 1992

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FORTHCOMING MEETINGS

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

APRIL 5th : "Pie in the Sky" (In Flight Catering).
MAY 3rd : Slides from the Far East.

CHAIRMAN'S CHAT

I am pleased to say that Membership is back up to last years level, and thanks to everyone for being so prompt with their subscription renewals.
If you have any constructive criticism for improvement to the magazine please let me know, and whilst on the subject of the magazine we would like to include photographs from time to time. So if you have any photos you would like us to publish, please let me have them, especially if taken at the LBA.
A surprise announcement that there is to be a final Air Display at Church Fenton on Sunday July 19th. We will have our usual stand and if you would like to donate any Aviation related items or old books/magazines etc., please bring them along to the meetings.

MEETINGS

In the pipeline. Gordon Dennison, Fokker F.27 Association, Slingsby Aircraft, Aspro Holidays, Airline Catering, Veteran/Vintage Aircraft.

APRIL CONCORDE TIMES

Easter Monday 20th. ETA from Heathrow 12.55 ETD 15.00 Return 16.40.
Tuesday April 21st. Depart for Paris 08.30 Returns 22.00. (This should rattle LACAN.)
Wednesday April 22nd. Depart for Heathrow 11.00.

CREDITS

T.W.Sykes	E.C.Griffiths	S.W.Rigg	R.Fozzard	D.Sharp	D.Ward
J.Stanfield	S & B.Ingham	M.Williamson	Humberside Air Review		

LEEDS/BRADFORD MOVEMENTS - FEBRUARY 1992

		ATA	ATD			ATA	ATD
1.	G-OLCD Bae ATP	DIV	0028	G-NROA Boeing 727	DIV	0039	
	EI-CFC SAAB 340		0854 0941	G-JEAA Friendship		1027	
	G-ODNP Cessna 310R	n/s	1055 0734(3)	G-BSEW Sikorsky S76		1221 1333	
	G-BGFH Cessna F182Q		1346 1404	G-HIEL Robinson R-22		1400 1400	
	G-HIEL Robinson R-22		1507 1507	G-BFVB Boeing 737		1534 1627	
	G-BSEW Sikorsky S76		1547 1613	G-UKSC Bae 146		1646 1723	
	G-BSEW Sikorsky S76	n/s	1753 1147(2)	G-UKRH Bae 146	n/s	2055 1216(2)	
2.	G-BBEV Cherokee 140		1206 1256	G-BARH Beech C.23		1216	
	G-BJXJ Boeing 737		1433 1525	G-BFVB Boeing 737		1706 2046	
	G-JEAA Friendship		1744 1832	OO-DTN Brasilia		1853 1946	
	EI-CFC SAAB 340		1954 2033	G-BJXJ Boeing 737	n/s	2002 0823(3)	
	G-JEAA Friendship	n/s	2043 0723(3)				
3.	G-WACK Short 360		0756 0840	G-BGEL Tomahawk		0758	
	OO-DTG Brasilia		0810 0900	EI-CFC SAAB 340		0851 0944	
	R-GHNY King Air 200	n/s	0858 1707(4)	G-JEAA Friendship		0933 1010	
	G-BLXK Bandeirante		1049	G-BOYC Robinson R-22		1104 1104	
	G-BLND Aztec		1300	G-MCTL Navajo		1336	
	G-IGYJ Boeing 737		1358	G-AXOZ Beagle Pup		1428 1537	
	G-LOGR Jetstream		1438 1532	G-BOYC Robinson R-22		1507 1507	
	G-OSNB Citation II		1547 1602	HB-INB DC9 81		1643 1800	
	HT-IRR DC9 82		1713 1822	G-JEAA Friendship		1743 1824	
	G-WACK Short 360		1801	G-BFVB Boeing 737	n/s	1828 0917(4)	
	GO-MFD Brasilia		1929 1955	EI-CFC SAAB 340		1934 2005	
	G-SMUN Aztec		1947 1957	G-JEAA Friendship	n/s	2032 0723(4)	
4.	OO-DTN Brasilia		0800 0836	G-BMAR Short 360		0804 0838	
	EI-CFC SAAB 340		0900 0940	G-BLXK Bandeirante		0920 1902	
	G-BRIA Lance 300		0940 1608	G-JEAA Friendship		0947	
	G-BOYC Robinson R-22		1039 1039	G-EPSV Cessna 406 Caravan		1044	
	G-MECP Jetranger		1047	G-BPZF Malibu		1056	
	VR-CCT King Air C90		1118	G-OCAN Cessna 340		1217 1534	
	G-BOYC Robinson R-22		1234 1234	EC-EPN Boeing 737-400		1409	
	G-BOYC Robinson R-22		1425 1425	G-LOGV Jetstream		1447	
	G-GRUD Twin Squirrel		1543 1609	G-TIPZ Cessna 310R		1553 1632	
	G-BJXJ Boeing 737		1607 1714	G-BOYC Robinson R-22		1625 1625	
	G-JEAA Friendship		1748 1826	G-BMAR Short 360		1811	
	EI-CFA SAAB 340		1927 1959	G-BFVB Boeing 737	n/s	1929 0732(6)	
	OO-DTG Brasilia		1933 2006	G-JEAA Friendship	n/s	2048 0710(5)	
5.	G-BHLC Short 360		0758 0839	OO-DTL Brasilia		0802 0843	
	40083 C21A		0834 1557	EI-CFB SAAB 340		0900 0936	
	G-BLXK Bandeirante		0906 1904	G-OAKC Navajo		0915 0949	
	G-JLW Duchess		0925 1428	G-JEAA Friendship		0928 0958	
	G-LOGR Jetstream		1452 1535	G-BETS Bonanza		1556 1609	
	G-BHLC Short 360		1758 1857	G-JEAA Friendship		1844 1915	
	OO-DTG Brasilia		1857 1934	EI-CFC SAAB 340		1923 1958	
	G-BPMX Warrior II		2054 2138	G-JEAA Friendship	n/s	2119 0711(6)	
6.	OO-DTL Brasilia		0738 0819	G-INDC Cessna 303		0753	
	G-WACK Short 360		0803 0839	EI-CFC SAAB 340		0900 0935	
	G-JEAA Friendship		0933 1005	G-OPPP Bandeirante		1019 1913	
	G-AXAX Aztec		1106	G-TBZO TB-20 Trinidad		1145	
	G-ZIGG Robinson R-22		1210 1210	C-ANAT Baron		1232 1519	
	G-ZIGG Robinson R-22		1326 1326	G-BFVB Boeing 737		1400 1507	
	G-BONE Seneca		1414 1502	G-BJXJ Boeing 737		1455 1644	

LEADS/BRADFORD FOWLETT'S (Contd.)

	ATA	ATD		ATA	ATD
6. G-IOGT Jetstream	1500	1535	G-ZIGG Robinson R-22	1650	1650
G-PHIL Cessna 152	1706	1852	G-JEAA Friendship	1740	1828
G-WACK Short 360	1806	1833	OO-DTI Brasilia	1906	1938
EI-CFD SAAB 340	1926	1959	G-JEAA Friendship	n/s	2035 0702(7)
G-QJUG Navajo	2156	2239	G-BXJX Boeing 737	n/s	2247 0852(7)
7. G-QJUG Navajo	0541		OO-DTI Brasilia		0740 0818
G-BDGM Warrior	0800	1133	G-WAR Short 360		0803 0838
EI-CFD SAAB 340	0859	0928	G-JEAA Friendship		0922 0956
G-OPPP Bandeirante	0925	1921	G-HEOC Saratoga		1027 1434
G-ZIGG Robinson R-22	1059	1059	G-BHAC Super Cub		1115 1258
G-BPMU Cessna 150L	1142	1230	G-ATPV Cherokee 1400		1316 1411
G-ZIGG Robinson R-22	1326	1326	G-ZIGG Robinson R-22		1413 1417
G-IOGT Jetstream	1452	1538	G-BFFX Jetranger		1538 1542
G-BHEF King Air 200	1610	1652	G-AZLN Cessna F150L		1610
G-AXHX Cessna 182H	1614	1643	G-JEAA Friendship		1744 1830
G-EMAR Short 360	1805	1841	G-ODTP Cessna 310R	n/s	1834 0711(11)
G-BXJX Boeing 737	n/s	1854 0731(8)	OO-DTI Brasilia		1904 1932
EI-CFC SAAB 340		1920 2002	G-BJYG Warrior II		2010 2107
G-JEAA Friendship	n/s	2038 0809(8)			
8. EI-CFC SAAB 340		0902 0934	G-BHEF King Air 200		1013 1028
G-JEAA Friendship	n/s	1023	G-BFFX Jetranger		1132 1230
G-BXJX Boeing 737		1146 1449	G-ZIGG Robinson R-22		1443 1443
G-OLCA BAE 146		1457 1549	G-FINS Jetranger		1610 1631
ZE702 BAE 146	n/s	1726 1146(9)	G-ZIGG Robinson R-22		1735 1735
G-BGLL Warrior II		1803 1908	G-KYIN Cessna 421C	n/s	2031 0847(9)
G-BXJX Boeing 737	n/s	2100 0734(9)			
9. G-HVRS Robinson R-22		0937 0937	G-HVRS Robinson R-22		1202 1202
G-KYIN Cessna 421C	n/s	1236 0830(11)	G-BJYD Cessna 152		1347 1441
G-ZIGG Robinson R-22		1417 1427	G-BXJX Boeing 737		1429 1527
G-HVRS Robinson R-22		1501 1501	G-HVRS Robinson R-22		1724 1724
G-JEAA Friendship		1742 1822	OO-DTI Brasilia		1843 1931
EI-CFD SAAB 340		1924 1954	G-BXJX Boeing 737	n/s	1959 0813(10)
G-JEAA Friendship	n/s	2032 0716(10)			
10. XV181 Hercules		0704 0842	OO-DTI Brasilia		0753 0848
G-DORK Bandeirante		0804 1915	G-EMAR Short 360		0808 0838
EI-CFD SAAB 340		0853 0938	G-JEAA Friendship		0924 0954
G-STAT Cessna U206	n/s	1117 1658(14)	G-AWUT Cessna F150J		1119
G-HVRS Robinson R-22		1158 1158	G-BTZF Boeing 737		1328 1436
G-LOGP Jetstream		1444 1529	G-BRHA Lance 300		1453 1815
G-HVRS Robinson R-22		1631 1631	9H-ABE Boeing 737		1716 1808
G-JEAA Friendship		1742 1821	G-BXJX Boeing 737	n/s	1800 0920(11)
G-EMAR Short 360		1807 1838	OO-DTI Brasilia		1904 1942
EI-CFB SAAB 340		1919 1951	G-JEAA Friendship	n/s	2030 0719(11)
11. OO-DTF Brasilia		0741 0846	G-BLGB Short 360		0801 0838
EI-CFA SAAB 340		0905 0933	G-JEAI Friendship		0943 1009
G-DORK Bandeirante		0951 1855	G-ZIGG Robinson R-22		0959 0959
G-JLRW Duchess		1230	G-FIND Cessna 406 Caravan		1252
G-KYIN Cessna 421C		1313	G-BHLF BAE 125		1350 1502
EC-EPN Boeing 737-400		1355 1516	G-ZIGG Robinson R-22		1407 1407
G-BJYD Cessna 152		1416 1504	G-LOGU Jetstream		1448 1532
G-BADP Boeing 737		1545 1633	G-JEAI Friendship		1741 1820
G-BLGB Short 360		1757 1838	G-JLRW Duchess	n/s	1800

LESTER/SHADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
11. OO-DNY Brasília	1759	1745	G-BADP Cessna 172B	1702	1739
G-BXKX Boeing 737	n/s	1913	0811(13)	01-CFB SAAB 340	1924
G-JEAI Friendship	n/s	2028	0729(12)		2000
12. OO-DTF Brasília	0827	0857	G-BIGB Short 360	0838	0910
F-GHYV King Air 200	0843	1656	01-CFB SAAB 340	0904	0935
G-JOYC Beech F33A	0917		F-GGAK King Air 200	1001	1105
G-OBKH Short 360	1203		G-BNIX Bandeirante	1236	1905
G-DOWE Seneca	1352	1535	G-ZIGG Robinson R-22	1427	1427
G-LOGP Jetstream	1504	1533	G-BHPY Cessna 152	1528	1608
G-BHLP BAE 125	1612	1638	G-BESR Gulfstream 1	1653	1752
G-ZIGG Robinson R-22	1712	1712	G-JEAI Friendship	1750	1825
G-BLGP Short 360	1812	1839	OO-DTF Brasília	1852	1931
01-CFB SAAB 340	1928	2002	G-BSTZ Cherokee 140	1937	2003
G-BESR Gulfstream 1	2025	2040	G-JEAI Friendship	n/s	2028
13. OO-DTL Brasília	0735	0818	G-BHAR Short 360	0807	0840
G-BNYC Cessna 425	0859		01-CFB SAAB 340	0902	0934
G-BNIX Bandeirante	0907	1913	G-JEAI Friendship	0910	
G-SLMT Cessna 340	1006		G-ZIGG Robinson R-22	1038	1038
G-BWVI King Air 100	1135	2210	G-ZIGG Robinson R-22	1304	1304
G-BADP Boeing 737	1420	1606	G-LOTT Jetstream	1449	1529
G-BXKO TP-10 Tobago	n/s	1456	G-BXKJ Boeing 737	1514	1535
G-BNYC Cessna 425	1539	1612	OO-LRY Pavaio	1631	1700
G-JEAI Friendship	1745	1824	G-BHAR Short 360	1810	1837
OO-DTF Brasília	1905	1958	01-CFB SAAB 340	1920	2001
G-BEHI Seminole	1953	2056	G-BXKH Warrior II	n/s	2000
G-JEAI Friendship	n/s	2032	0714(14)	G-BWVI King Air 100	2157
G-BADP Boeing 737	n/s	2208	0922(14)		2209
14. OO-ITD Brasília	0748	0850	G-BLGB Short 360	0801	0838
01-CFB SAAB 340	0902	0936	G-JEAI Friendship	0923	0957
G-BNIX Bandeirante	0952	1909	G-BORI Cessna 152	0953	1653
G-BTGU Seneca	1001	1553	G-ZIGG Robinson R-22	1112	1112
G-TKPZ Cessna 310R	1446	1539	G-LOGP Jetstream	1453	
G-ODHP Cessna 310R	n/s	1458	0723(20)	G-SFHR Aztec	1630
G-ZIGG Robinson R-22	1727	1727	G-JEAI Friendship	1752	1828
G-BLGB Short 360	1814	1856	OO-DTK Brasília	1907	1936
01-CFB SAAB 340	1928	2005	G-BADP Boeing 737	n/s	2009
G-JEAI Friendship	n/s	2045(15)		0713(15)	
15. 01-CFB SAAB 340	0902	0935	G-ZIGG Robinson R-22	0954	0954
G-JEAI Friendship	1022		G-BGGG Seneca	n/s	1112
G-BADP Boeing 737	1132	1434	G-OKTC Aztec	1225	1336
G-BOYC Robinson R-22	1230	1230	G-UKID BAE 146	1405	1512
G-JHAN King Air 200	1449	1509	G-KYIN Cessna 421C	n/s	2029
G-BADP Boeing 737	n/s	2039	0814(16)		0945(16)
16. G-ZIGG Robinson R-22	1010	1010	G-KWIK P-68 Victor	1115	1704
G-OCAL Cessna 340	n/s	1203	1657(18)	G-BADP Boeing 737	1454
G-JEAI Friendship	1738	1820	OO-ITD Brasília	1854	1926
G-KYIN Cessna 421C	1917		01-CFB SAAB 340	1923	2005
G-JEAI Friendship	n/s	2021	0714(17)	G-BADP Boeing 737	n/s
17. G-BNIX Bandeirante	0733	1902	OO-DTF Brasília	0752	0823
G-BLGB Short 360	0800	0839	G-BGEL Tomahawk	0808	
G-JEAI Citation II	0813	0906	01-CFB SAAB 340	0858	0930
G-JEAI Friendship	0919	0956	G-ZIGG Robinson R-22	1042	1042

LEADS/BRADFORD HOVERFLIES (Contd.)

	ATA	ATD		ATA	ATD
17.G-AVKI HS.748	1133		G-BKIE Boeing 737	1320	
G-ZIGG Robinson R-22	1409	1409	G-BEYF Cessna 152	1453	
G-LOGP Jetstream	1457		G-JEAI Friendship	1742	1827
G-BLGB Short 360	1757	1832	G-BADP Boeing 737	1817	
G-ZIGG Robinson R-22	1853	1853	OO-DTI Brasilia	1909	1937
G-HPZF Tomahawk	1913	2004	EO-CFD SAAB 340	1925	2001
G-JEAI Friendship	n/s	2032	G-ZIGG Robinson R-22	2133	2133
18.OO-DTG Brasilia	0759	0905	G-LOGP Jetstream	1507	1533
G-GHMF Lear Jet 35A	1746	1928	G-JEAI Friendship	1815	1845
G-BEIX Short 360	1821	1853	OO-DTF Brasilia	1852	1930
EI-CFC SAAB 340	1925	2001	G-JEAI Friendship	n/s	2049
G-BADP Boeing 737	n/s	2057			0713(19)
19.OO-DTI Brasilia	0804	0838	G-BLGB Short 360	0808	0840
I-CITA Citation	n/s	0902	G-BEIX Bandeirante	0907	1853
EI-CFD SAAB 340	0908	0936	G-JEAI Friendship	0929	1004
OY-AZW Metro II	DIV	1206	G-LOGP Jetstream	1446	1539
G-AYW Jetranger	1502	1531	G-JEAI Friendship	1748	1826
G-BLGB Short 360	1803	1835	OO-DTI Brasilia	1914	1940
EI-CFB SAAB 340	1929	2000	G-JEAI Friendship	n/s	2029
20.OO-MTD Brasilia	0736	0815			0703(20)
G-BEGB Aztec	0814	0835	G-BMAR Short 360	0804	0839
EI-CFA SAAB 340	0901	0937	G-BEIX Bandeirante	0841	1910
G-BNWB Cessna 421C	1046		G-JEAI Friendship	0920	0954
G-BOYC Robinson R-22	1301	1301	G-ZIGG Robinson R-22	1159	1159
G-BADP Boeing 737	1400	1537	G-BEGB Aztec	1349	1438
G-ZIGG Robinson R-22	1437	1437	G-BNWF Boeing 737	1423	
G-LOGP Jetstream	1451	1534	G-HPZF Malibu	1445	1550
G-BOYC Robinson R-22	1547	1547	G-ZIGG Robinson R-22	1526	1526
G-ZIGG Robinson R-22	1744	1744	G-VJCT P-68 Victor	1628	1648
G-BMAR Short 360	1803	1834	G-JEAI Friendship	1752	1823
OO-DTG Brasilia	1853	1945	G-DGTT Cessna 310R	1813	1842
G-WELL King Air 90	2019	2120	EI-CFB SAAB 340	1920	1957
G-BNWF Boeing 737	n/s	2145	G-JEAI Friendship	n/s	2039
21.OO-DTI Brasilia	0732	0818			0704(21)
M18HJ Citation	0834	1300	G-BEIX Short 360	0818	0841
EI-CFD SAAB 340	0858	0937	G-BEIX Bandeirante	0848	1900
G-HIEL Robinson R-22	1042	1042	G-JEAI Friendship	0915	0955
G-HIEL Robinson R-22	1329	1329	G-BDSL Cessna F150H	1248	1351
G-AZLY Cessna F150L	1352	1425	G-BTAV Warrior II	1332	1554
G-LOGP Jetstream	1446	1527	G-CHVA Cherokee 140	1406	1437
G-JEAI Friendship	1742	1828	G-KYIN Cessna 421C	n/s	1718
OO-DTI Brasilia	1850	1946	G-BEIX Short 360		1504(24)
G-ODNP Cessna 310R	n/s	1924	EI-CFB SAAB 340		1805
G-JEAI Friendship	n/s	2030	G-BNWF Boeing 737	n/s	1838
		0803(22)			1921
22.EI-CFD SAAB 340	0857	0943	G-BEIS Twin Squirrel		2000
G-JEAI Friendship	1022		G-BNWF Boeing 737		2021
G-UKAC Bae 146	1353	1445	G-DBII Citation V		0715(22)
F-GEPL Citation	1655	2159	G-CZAR Citation V		
G-BNWF Boeing 737	n/s	2021			1003
		0748(23)			1201
23.G-BEIX Cessna F150H	n/s	0945			1128
G-AYPV Cherokee 140D		1437(28)			1424
G-BNNU Cessna F172N		1115			1637
G-AZFS Cessna F172L		1235			1729
		1243			1913
		1353			
					1001
					1048
					1024
					1324
					1131
					1131
					1325
					1325

LEADS/HEADLOG NOVEMBER (Contd.)

	ATA	ATD		ATA	ATD
23.00-AXIS Cessna 412B	1731	1754	G-TUPZ Cessna 310-4	1708	1742
G-BLHO Cessna 412B	1410	1516	G-BFHE Warrior II	1427	1523
G-BLHO Warrior II	1447	1502	G-BOYC Robinson R-22	1450	1450
G-BHMF Boeing 737	1543	1655	G-BOYC Robinson R-22	1729	1729
G-HVRS Robinson R-22	1735	1735	G-JEAI Friendship	1752	1830
OO-ITD Brasilia	1856	1941	ET-CFB SAAB 340	1924	2004
G-JEAI Friendship n/s	2032	0702(24)	G-BHMF Boeing 737	n/s	2133 0824(24)
24.00-DTF Brasilia	0749	0841	G-LGBY Tomahawk	0754	
G-BEAR Short 360	0807	0839	G-BRPU Duchess	0843	
ET-CFA SAAB 340	0855	0955	G-BFLX Bandeirante	0858	1859
G-JEAI Friendship	0910	0951	G-BNAC Super Cub	1102	
G-BHMF King Air 200	1110		G-BFOI P-68 Victor	n/s	1115 1046(25)
G-HVRS Robinson R-22	1132	1132	G-SACT Cadet	1142	
G-BRPU Duchess	1212		G-TAHT PA-28 Dakota	1255	
G-BHMF Boeing 737	1307	1444	G-HVRS Robinson R-22	1421	1421
G-LOGP Jetstream	1450	1533	G-OMGA Bae 125 600B	n/s	1637 0736(25)
G-JEAI Friendship	1738	1822	G-BEAR Short 360	1812	1840
G-BHMF Boeing 737	1818		OO-DTI Brasilia	1846	1943
G-OHEM AA5 Traveler n/s	1912	1514(25)	ET-CFA SAAB 340	1918	1953
G-JEAI Friendship n/s	2026	0704(25)			
25.00-DTF Brasilia	0751	0828	G-BHLC Short 360	0808	0840
ET-CFD SAAB 340	0857	0930	G-BFLX Bandeirante	0910	1901
PI-CCH Cessna 4210H	0914	1845	G-BFHE Boeing 737 400	0917	1006
G-JEAI Friendship	0925	0956	G-TCTC Arrow IV	0957	1659
G-OAKC Warrior II	1235	1640	G-BRUI Seminole	1326	1456
G-HVRS Robinson R-22	1352	1352	G-KYIN Cessna 421C	n/s	1432
G-LOGV Jetstream	1453	1533	G-BHWE Boeing 737	1539	1639
G-BHRE P-68 Victor	1554	1646	G-HVRS Robinson R-22	1648	1648
G-AWPI Cessna P150H DIV n/s	1754	1922(26)	G-BHLC Short 360	1809	1841
G-OHEM AA5 Traveler n/s	1817		G-BPYG Sundowner n/s	DIV	1830
G-BGWI Tomahawk DIV	1837		OO-DTK Brasilia	1851	1940
G-BHMF Boeing 737 n/s	1854	0732(27)	G-JEAI Friendship	1857	1929
ET-CFC SAAB 340	1925	2007	G-JEAI Friendship	n/s	2131 0710(26)
26.00-DIJ Brasilia	0737	0847	F-GFZM MU-2 Marquise	0748	1842
G-BLGE Short 360	0810	0839	G-BFLX Bandeirante	0851	1912
G-BLKY Baron	0857	1700	ET-CFD Brasilia	0901	
G-JEAI Friendship	0930	0958	OO-KCH Cessna 441	1004	1826
G-BHMF King Air 200	1010		VR-GCT King Air 90	1330	
ZEP00 Bae 146	1407		G-LOGP Jetstream	1451	
G-BPZX Cessna 152	1526	1644	G-AZLY Cessna P150L	1551	
G-BLGE Short 360	1815	1842	G-JEAI Friendship	1829	1859
OO-DTH Brasilia	1924	1956	ET-CFC SAAB 340	1926	2003
G-BSTZ Cherokee 140	2007	2019	G-JEAI Friendship	n/s	2113 0703(27)
27.00-DIJ Brasilia	0744	0337	G-BLGE Short 360	0824	0900
G-BRPU Cessna T182	0829		G-BHMF King Air 200	0834	0906
G-BFLX Bandeirante	0851	1849	ET-CFA SAAB 340	0858	0935
G-JEAI Friendship	0921		G-BOYC Robinson R-22	1216	1216
G-HVRS Robinson R-22	1345	1345	G-BHWE Boeing 737	1410	1537
G-BHMF Boeing 737	1416	1540	G-LOGP Jetstream	1455	1539
G-OMGA Bae 125 600B	1458	1549	G-BAVZ Aztec	1625	1748
G-HVRS Robinson R-22	1713	1713	G-BOYC Robinson R-22	1725	1725
G-JEAI Friendship	1743	1827	G-BHLC Short 360	1840	1913
G-OAKJ Jetstream n/s	1904	1220(29)	OO-DTF Brasilia	1911	1948
ET-CFA SAAB 340	1921	1956	G-JEAI Friendship	n/s	2032 0710(28)
G-BHMF Boeing 737 n/s	2131	0906(28)			

LEADS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
28.00-DPG Brasilia	0737	0838	G-BIAN Short 360	0801	0834
G-OANC Warrior II	0836	1257	G-BLX Bandeirante	0855	1908
EL-CFA SAAB 340	0902	0935	G-JEAI Friendship	0924	0959
G-AGEL Tomahawk	0936	1425	G-BPHL Warrior II	1147	1239
G-BJW Haule 115	1203	1255	G-BJW P-68 Victor	1307	1457
G-OVIG Cessna 401	1325	1337	G-SPEY Jetranger	1354	1524
G-BJW Warrior II	1408	1429	G-BWY Seneca	1431	1541
G-LOGT Jetstream	1454	1536	G-TGIC Arrow IV	1513	1700
G-JEAF King Air 200	1601	1615	G-JEAI Friendship	1752	1827
G-BIAN Short 360	1804	1836	G-ODAT Cessna 310R	n/s	1906
00-DPL Brasilia	1914	1950	BT-CFB SAAB 340	1922	2000
G-BSPZ Cherokee 140	1931	2011	G-DOYL Cessna 152	2003	2122
G-BHME Boeing 737	n/s	2035 0731(29)	G-JEAI Friendship	n/s	2040 0802(29)
29.00-CFD SAAB 340	0900	0931	G-AZZV Cessna F172L	1009	
G-JEAI Friendship	1024		G-HVRS Robinson R-22	1033	1033
G-TFPZ Cessna 310R	1131	1335	G-BHME Boeing 737	1142	1452
G-OANC Warrior II	1157	1311	G-BRTZ Firefly	1243	1411
G-HVRS Robinson R-22	1342	1342	G-BIOJ Rockwell 112TCA	1402	
G-UKAG Bae 146	1525	1624	G-BZC Cessna 421C	1600	1627
G-HVRS Robinson R-22	1659	1659	G-BHME Boeing 737	n/s	2023

OVERSHOOTS

3.ZF287/CFR 03, XX499/FYY71; 4.XX531/TOF 17, XX499/FYY60; 5.XX497/FYY74, XX498/FYY70, XX495/FYY64, XX500/FYY79, XS734/FYY37; 7.XX500/FYY70; 11.XV292/ASCOT761, XX492/FYY75; 12.XX497/FYY71; 13.XX622/UAG90; 14.XX492/FYY82, XV291/ASCOT751; 15.XX543/UAG91, XX690/UAG90; 17.XX499/FYY75; 19.XX496/FYY78; 20.XX264/RED 5, G-BJW, G-TFPZ; 21.XX690/UAG90, XS739/FYY37, G-BLYB, G-TFPZ; 22.XX690/UAG90; 26.XX497/FYY74, XX495/FYY76; 27.XX491/FYY76; 28.G-BAVZ.

FROM/TO

3.F-GHYV/Lille n/s Lille, HB-IRY/Palma-Zurich, HB-IRN/Zurich; 4.VR-CCT/Newcastle; 5.40083/Echterdingen; 8.ZE702/Northolt; 10.XV181/Lyneham; 12.F-GHYV/Lille, F-GGAK/Luton-Cambridge; 13.00-LRY/Carlisle; 19.I-CIPA/F/T Turin, OY-AZH/Esbjerg; 21.B18W/F/T Diege; 22.F-GEPH/Heathrow; 25.PH-OCN/Middelburg; 26.F-GFZH/Troyes, 00-KFW/Hatfield, VR-CCN/Guernsey.

CALLSIGNS

3.G-HGTL/Fieldair85; 4.G-EPSV/Atlantic476, G-BEEP/Dollar34, G-GRID/Grid02; 5.G-OANC/Kilroe 170; 6.G-OJUG/Air International 01P; 7.G-AZLN/Skegair 909, G-AXIX/Skegair 101, G-OJUG/Air International 02; 11.G-FLEH/Atlantic 410P, G-BHLF/Magec 291A; 12.G-BFSR/Grampian 01T, G-BHLF/Magec 291A; 13.G-BEVM/Neatax 701-902; 18.G-CJET/Interflight 118B-218A; 19.G-AYW/Dollar 34; 20.G-BMW/Wayne Air 01, G-WELI/Cega 306; 24.G-OMGA/Magec 334A-B; 27.G-OMGA/Magec 334C-D.

LBA MOVEMENTS REVIEW - FEBRUARY 1992

Foreigners are a bit thin on the ground this month. On the 3rd we had two Balair charters, these were HB-IRN as "Balair 912-3" and HB-IRN as "Balair 928-9", both DOY's. Night stopping the same day was King Air 200 F-GHYV using callsign "FRI 841-2". Solestra's King Air 90 VR-CCT made two visits during the month, first on the 4th and then on the 26th. Another holiday airline has fallen by the wayside, Nortjet has gone out of business and made its last visit with Boeing 737 EC-EPN on the 11th. King Air F-GHYV was back on the 12th as "FRI 841-2" and joining it was King Air 200 F-GGAK. Visiting on the 13th was Navajo 00-LRY of the Latex Co. Night stopping on the 19th was Citation I-CIPA of Soc.Kolemata SpA and diverting in from Humberstone was the Newair Metro OY-AZH with callsign "Newdane 415-6". On the 21st the Citation M18W was booked into Lambda although the register says it belongs to Austin Jet Corp.

LMA MOVEMENTS REVIEW (Contd.)

Citation R-GEPL on the 22nd belongs to Muralair International and visiting on the 25th was Cessna T210R PH-DEM. On the 26th the Mitsubishi Marquise R-GEPL was booked in to Star Service International but again the register disagrees and says it belongs to Ste.Nail Quest, on the same day the Cessna 441 OO-KEM was operated by Begimmo BV. Not much on the military side, two Queen's Flight BAE 146's were ZW702 as "Kitty 2" on the 8th and ZW700 as "Kitty 4" on the 26th. Air Support Command sent in the Hercules XVI31 as "ASCOT 4594" on the 10th and the USAF used G-21A 40083 as "CLUE 42" on the 5th. The Gulfstream 1 G-BESH arrived as "Grampian 01T" on the 12th on loan to Air UK for the day since they were a Short 360 down. As noted above Nortjet went out of business early in the month, their flights are now being operated by Dan-Air with G-BPMZ doing the first one as "Dan-Air 3668" on the 25th. Diverting in with a complete electrical failure on the 27th was Jetstream G-OAKJ as "Kilroe 509". Local Jodel G-PAZN did a ground loop landing on runway 14 on the 22nd and suffered a collapsed port undercarriage and a shortened propeller. The runway was closed for about three quarters of an hour until a trolley was taken out from Yorkshire Light and a troop of volunteers pushed it back to the hangar. Yorkshire Light's Cessna 150 G-BELT which is on loan to the Yorkshire Aeroplane Club has now appeared in the same blue colour scheme as C-BRXJ, rumour has it the entire YAC fleet is to be done the same. The Aero Club Fly-in for 1992 is tentatively set for Saturday June 27th, let's hope the weather turns out like last year.

LEEDS BRADFORD AIRLINE NEWS - FEBRUARY 1992INBOUND DIVERSIONS

01 LOG258	DND	HAN	G-OLCO	BATP	DND	LOG251A
01 DAN1215	TFS	LGN	G-HROA	E727	LGN	DAN890A
01 UKA834	AIS	HUY	G-BEY	FK27	HUY	UKA024/02
01 BND-EM	187	HUY	G-BSEM	S76	Rvs	BND-EM
01 BND-EM	Rvs	HUY	G-BSEM	S76	Rvs	BND-EM
01 BND-EM	Rvs	HUY	G-BSEM	S76	Rvs	BND-EM/02
19 UKA601	EDI	HUY	G-BNAL	FK27	FMI	UKA601
19 UKA831	AIS	HUY	G-BAUR	FK27	AIS	UKA834
19 NAW415	EEJ	HUY	OY-AZN	SW3	EEJ	NAW416
27 AKL509	HAN	187	G-OAKJ	BA31	HAN	AKL-KJ/29

Rvs = Ravenspurn

REGULAR FLIGHTS

BAL019A	TFS	04/G-BFVB	11/G-BJXJ	18/G-BADP	25/G-BHWF	
BAL030A	PHI	03/G-BJYJ	10/G-BTZF	17/G-BADP	24/G-BHWF	
BAL040A	HLA	04/G-BJXJ	11/G-BADP	18/DIVMAN	25/G-BHWE	
BAL056A	ALC	06/G-BJXJ	13/G-BADP	20/G-BHWF	27/G-BHWE	
BAL085A	ALC	06/G-BFVB	13/G-BJXJ	20/G-BADP	27/G-BHWF	
BAL096A	LPA	03/G-BFVB	10/G-BJXJ	17/G-BADP	24/G-BHWF	
BAL128A	TFS	07/G-BJXJ	14/G-BADP	21/G-BHWF	28/G-BHWE	
BAL144A	AGP	02/DIVMAN	09/G-BJXJ	16/G-BADP	23/G-BHWF	
BAL159A	ALC	01/G-BFVB	08/G-BJXJ	15/G-BADP	22/G-BHWF	29/G-BHWE
BAL208A	AGP	06/G-BFVB	13/G-BJXJ	20/G-BADP	27/G-BHWF	
BAL239A	SZG	02/G-BJXJ	09/G-BJXJ	16/G-BADP	23/G-BHWF	
BAL343A	LYS	01/G-BFVB	03/G-BJXJ	15/G-BADP	22/G-BHWF	29/G-BHWE
DAN3668	TFS	18/DIVMAN	25/G-BPMZ			
ENJ3421	TFS	04/EC-EPU	11/EC-EPU			
UKA972	INN	01/G-UCSC	08/G-OLCA	15/G-UKID	22/G-UKAC	29/G-UKAC

Dan-Air Boeing 737-400 G-BPMZ was making a first visit on the 25th DAN3668 having taken over the rptation previously operated by the failed Nortjet.

LEDS BRADFORD AIRLINE NEWS (Contd.)

OTHER FLIGHTS

03 HB-IND	LD82	DD0912/913	Palma-Zurich	First visit
03 HP-IND	LD82	DD0928/929	f/t Zurich	First visit
08 Z-702	LA46	Kitty 2	f/t Northolt n/s	Royal
10 X161	CI30	RRR4594/8582	Lynham-Gibraltar	Trooping
10 91-AHE	R737	AHC596/599	f/t Malta	Pax charter
12 G-ONOH	SH36	JBA731/734	f/t Belfast City	Ideu FX27
12 G-BEER	G159	AAW02T/UKA630	East Midlands-Edinburgh	Ideu UKA SH36
12 G-BEER	G159	UKA647/AAW02T	Edinburgh-East Midlands	Ideu UKA SH36
17 G-AVAT	HE374	-	Stansted-Teesside	Calibration
26 Z-700	LA46	Kitty 4	Denson-Northolt	Royal

HELICOPTER TRAFFIC

February '92

1. <u>Bolton Abbey</u>	G-BOYC R-22	F/T Coney Park
2. <u>Shepley</u>	G-BTFX Jetranger	T Coney Park
3. <u>Selby</u>	G-BRDY R-22	F Macclesfield T York
4. <u>Pryston</u> (Sub-Station)	GRID02 T.Squirrel, G-GRID ?	T/F LBA
<u>Shepley</u>	G-BTFX Jetranger	T Coney Park
5. <u>Shepley</u>	G-BTFX Jetranger	T Coney Park
6. <u>Brough</u>	G-ZIGG R-22	T LBA
<u>Wetherby</u>	G-BTFX Jetranger	T Shepley
7. <u>Scarborough</u>	G-ZIGG R-22	F/T LBA
<u>Gamston</u>	"Tarmac 01" A.109	T Perth
<u>Erighouse</u> (Motor Auctions)	G-ODIP R-22	F Sandtoft T Doncaster
<u>Coney Park</u>	G-DUGY Enstrom	F/T Pool in Wharfedale
<u>South Leeds</u>	"Starspeed 20" Bell 222	F Gamston T Preston
<u>Queensbury</u>	G-WYPA B.105	F/T Carr Gate
<u>Shepley</u>	G-ZIGG R-22	F/T Coney Park
<u>Shepley</u>	G-BTFX Jetranger	T Coney Park
8. <u>Rawdon</u>	G-OCJK Hughes 500	T Oxford
<u>Crofton</u>	G-ONHL R-22	F/T Doncaster
<u>Oxenhope</u>	G-FINS Jetranger	F N/thorpe T LBA
<u>Cxenhope</u>	G-FINS Jetranger	F LBA T Shelf
<u>Sherburn</u>	G-BFAX Enstrom	T Barnsley
<u>Sandtoft</u>	G-ZIGG R-22	F/T LBA
9. <u>Sandtoft</u>	G-HVRS R-22	F/T LBA
11. <u>Rotherham</u>	G-BTIS Twin Squirrel	
12. <u>Hebden Bridge</u>	G-WYPA B.105	F/T Carr Gate
	(To investigate Microlight Crash)	
14. <u>Shelf</u>	G-FINS Jetranger	T Blackpool
15. <u>Brighouse</u>	G-BTHY Jetranger	F Coney Park T W/field
<u>Brighouse</u>	G-BTHY Jetranger	F Wakefield
16. <u>Keighley</u>	G-BTHY Jetranger	F Coney Park T Shepley
17. <u>Coney Park</u>	G-HVRS R-22	T Nottingham
19. <u>Coney Park</u>	G-BTHY Jetranger	T/F Teesside
20. <u>Sandtoft</u>	G-HUEL R-22	T/F Coney Park
<u>Coney Park</u>	G-BTTL Hughes 300	F Blackpool T York
21. <u>Coney Park</u>	G-BTFX Jetranger	F Swanton Morley
<u>Doncaster</u>	G-ZIGG R-22	T Coney Park
23. <u>Odsal</u>	G-DUGY Enstrom	F Pool T Shelf
<u>Sherburn</u>	G-BFAX Enstrom	F/T Barnsley
<u>Rothwell</u>	G-IIRB Jetranger	F/T Blackpool
<u>Sherburn</u>	G-IDWR Hughes 500	T Coney Park

HELICOPTER TRAFFIC (Contd.)

25. <u>Tong</u>	G-BSBW Jetranger	F Sherburn T Sywell
<u>Wakefield</u>	G-MHCC Jetranger	F York
28. <u>Brough</u>	G-HVRS R-22	F/T Coney Park
<u>Coney Park</u>	G-HIEL R-22	F Chesterfield T Sandtoft
29. <u>Pontefract</u>	G-BNRD Jetranger	F Marsden T Crosland Moor
<u>Rawdon</u>	G-GIRO Hughes 300	F Oxford T Oxford (1/3)
<u>Coney Park</u>	G-DUGY Enstrom	F Pool T Ilkley
<u>Castle Howard</u>	G-BEVS A.109	F Sheffield T Battersea

LINLEY HILL, LEVEN (Hull Aero Club)

This is accessed from Leven. Head West along West Lane in the centre of the Village and eventually you come to the airfield. The co-ordinates for keen map reading types are 53,54N - 00,22W. The runway is grass 12/30 708 metres long, 30 metres wide, with parallel grass taxiing. Radio frequency is 123.05. Training flights are undertaken here by Cessna 150's.

Residents noted here on 9/2 were G-AWFJ PA28 (ex Humberside), G-AXUF FA150K (ex Brough), G-BGSV F172N, G-BFWG C150M, G-HULL (ex Brough) and AMF Chevron G-MWUI. Recorded movements here since opening are:- 7/8. G-AZBI D150 f/t Humbleton. 15/9. G-BJZN T67A f/t Burton Constable. 21/9. G-RUIA F172N f/t Humberside. 28/9. G-BJZN T67 Burton Constable also on 8/11, 27/12, 19/1. 4/10. G-BFGW F150 f/t Humberside. 5/10. G-BOJM PA28 f/t Sandtoft. 6/10. G-BDJC Tailwind f/t Wold Newton, G-BEWN/WZ876 DHCI f Netherthorpe t Brighton, G-BMHL Tailwind f Octon Grange t Brighton, G-BJZN T67 Wold Newton t Burton Constable, G-BGWO D112 f Brighton t Doncaster, G-ARHU PA22 f Brighton t Doncaster, G-BPXA PA28 f Burton Constable t Netherthorpe. 12/10. G-OJIM PA28 f/t Bournemouth. 20/10. G-BTHE C150 f/t Brough, G-MWGN Rans f/t Husthwaite, G-AZTS F172 f/t Humberside. 22/10. G-BSML S269C f/t Pickering. 3/10. G-BSHN C152 f/t Wickenby. 5/11. G-BOGM AA5 f/t Brighton. 9/11. G-BFFC PA28, G-EFTE Bo207, G-ATHV C150, G-YORK F172 all f/t Sherburn, G-AYUH PA28 f Sherburn t Wickenby, G-FUZZ PA18 f/t Brighton, G-BOYC R-22 f Leeds T Sandtoft. 10/11. G-AVMD C150, G-ASWL F172 both f Bagby t Sturgate, G-SACS PA28 f/t Sherburn, G-AZXC F150 f/t Netherthorpe. 15/11. G-TBAG Renegade f/t Newton on Rawcliffe. 22/11. G-BTHN Renegade f/t Full Sutton. 23/11. G-AVUG F150, G-JAKE DHCI both f/t Netherthorpe, G-RUIA F172 f/t Humberside. 26/11. G-BCHK F172 f/t Humberside. 6/12. G-AMHJ DC3 Air Atlantique f Coventry t Inverness. 7/12. G-BRZS C172 f/t Blackpool, G-BFXR D112 f Netherthorpe t Brighton. 8/12. G-BKTZ T67 f/t Bagby. 11/12. G-HIEL R-22 f/t Sandtoft, G-BUCS C150 f/t Seething. 24/12. G-AVG V F150 f/t Bagby. 27/12. G-BOYC R-22 f/t Leeds, G-TBAG Renegade f/t Newton on Rawcliffe. 29/12. G-BCHK F172 f/t Humberside, G-AHEC Luscombe f Brighton t Wold Newton, G-HVRS R-22 f/t Leeds. 4/1. G-BDTV M20 f/t Netherthorpe, G-BEWN/WZ876 f Brighton t Netherthorpe, G-RUIA C172 f/t Humberside. 10/1. G-BCOL F172 f/t Anwick, G-BKKO C182 f Sherburn t Crosland Moor, G-SACT PA28 f/t Sherburn. 11/1. G-AYKL F150L f/t Netherthorpe, G-RJMS PA28 f Crosland Moor t Brighton G-AKVP Luscombe f/t Brighton, 14/1. G-OBMS F172 f/t Sherburn. 18/1. G-OBMS F172 f/t Sherburn, G-BPJF PA38 f/t Sandtoft, G-BOGM D120 f Brighton t Wold Newton, G-BDTV M20 f Brunton t Netherthorpe, G-BRPE C120 f/t Burton Constable. 19/1. G-BTHE C150 f Humberside t Brough, G-SACU PA28 f/t Sherburn, G-BNPP C152 f/t Doncaster. 20/1. G-ILTS PA32 f Fadmoor t/f Coventry t Fadmoor. 21/1. G-BCHK F172 f Felixkirk, G-BTJA Luscombe f/t Brighton. 26/1. G-OBMS F172 f/t Sherburn, G-MBGA PA28 f/t Ottringham, G-OWCC Falke f/t Pocklington, G-PIGS Rallye 150ST f/t Fadmoor, G-BIOW T67 f Netherthorpe t Brighton, G-ARAO PA18, G-BHFK PA28 both f Brighton t Lambley, G-BCXD T810 f/t Brough. 6/2. G-MOAC Be33 f Elstree 3x n/s & return. 7/2. G-BTHE C150 f/t Brough. 8/2. G-AVMT PA28 f Barton t Wold Newton, G-AVSA PA28 f Barton t Brighton, G-BLYE T810 f Sandtoft t Blackpool.

Only new arrival noted in the hangar 26/2 was Cessna F,150F G-ATMX, whilst PA-28R Arrow 180 G-AWFJ was not present having departed 16/2 to Gamston.

LINLEY HILL LEVEN (Contd.)MOVEMENTS

11/2. G-BEVG PA-34 Seneca 200T	From and To Bournemouth
G-AWXU Cessna F.150J	From and To Bagby
20/2. G-BSVB PA-28 Archer 181	From Brough To Gamston
21/2. G-BPJD SOCATA Rallye 110ST	From and To Willy Howe Farm
G-BILU Cessna 172RG	From and To Full Sutton
23/2. G-BTHE Cessna 150	From and To Brough
G-BCGM Jodel D.120	From Newby Wiske To Bagby
G-BHPW Robin HR.100/210	From and To Bagby
G-BRPF Cessna 120	From and To Breighton
G-SACT PA-28 Cadet 161	From and To Sherburn

OCTON GRANGE FARM

A new resident arriving here during the first week in February was Rans S.10 G-BRSC. It replaces Rans S.5 G-MWGA which left around the same time. Also still resident at this strip is Tailwind G-BMHL.

WOLD NEWTON - WILLY HOWE FARM

8/2. G-AVWT PA-28R Arrow 180	From Linley Hill To Barton
11/2. G-ASAU MS.880B Rallye Club	From Full Sutton To Humberside
15/2. G-BAIW Cessna F.172M	From and To Humberside
G-BAGB SIAI-Marchetti SF.260	From and To EMA
21/2. G-BPJD SOCATA Rallye 110ST	From Bagby To Linley Hill and Return
23/2. G-BHMI Cessna F.172N	From and To Woodvale
G-BFTH Cessna F.172N	From and To Brough
G-ROWS PA-28 Warrior 151	From Leeds To Liverpool
G-BEWN DHC.1 Chipmunk 22 (WZ876)	From Bagby To Breighton
G-BPJD SOCATA Rallye 110ST	From and To Bagby
G-BKTZ Slingsby T.67M	From and To Bagby
G-BFFM Cessna F.172M	Flyover
29/2. G-BKTZ Slingsby T.67M	From and To Bagby
G-BAGB SIAI-Marchetti SF.260	From and To EMA

BREIGHTON

A new hangar has been constructed and is now in use. Residents are now as follows:- G-AEVS Aeronca C100, G-HPRA Aeronca Chief, G-BTGM Aeronca Champion, G-HPAG Decathlon, G-BJAL/TAFF Jungmann's, G-TAFO Extra 230, G-CWOT Currie Wot, G-AKVP Luscombe 8A, G-BRVJ Motor Tutor, G-BAAD Evans VP-1, G-BFDL Piper IAJ Cub, G-KENM Luscombe 8E, G-ATGP/ATLB Jodels, G-BRPF Cessna 120, G-ARTH PA-12, G-FUZZ PA-18, G-ASVZ PA-28, G-BGCM AA-5A, G-BEKA C.150, G-AVKG C.172, G-BNHT RF-3.

The Flying Flea is still present and the Magister is now about to be assembled and is hoped to be completed during 1992. Due to arrive later this year is a Stearman, whilst rumour has it that 1993 will see the arrival of a Spitfire Mk 1X.

YORK RACECOURSE/NAVESMIRE 23/2/92

The Viking Festival was supposed to incorporate several hot air balloon events on Saturday 22nd but inevitably after a glorious week Saturday turned out to be wet and windy. However on Sunday 23rd the morning turned out to be sunny and the wind calm. Launches were continuous from around 08.30 until 10.00. Many balloons were recovered and relaunched from the site again in the afternoon. Noted were:-

G-BGIP Colt	ex 'Servowarm'	G-BMJN Cameron	
G-BRUE Cameron		G-BSMK Cameron	
G-BFIX Cameron		G-BFNJ Cameron	
G-BFOI Cameron	'Robertsons Jelly'	G-BUBY Thunder	'JORVIK'
G-ERIK Cameron	'JORVIK Erik the Viking'		

YORK RACECOURSE/NAVESMIRE (Contd.)

G-BERD Thunder	TWILLEYS GOLDFINGER
G-BXSM Cameron	'OXY'
G-OWEL Colt	BMW Autohaus

Plus about 20 more....

AIRWAYS - JANUARY 1992

Seen or heard in January:-

1. HZ-MS3 G3	BEL 2125	450	BOV	To LHR
2. N65AR Sabre 65	OTR 0829	350	WAL	To SNN
3. A6-ALI G4	POL 0925	390	MAR	
4. VR-BLR G4	DCS 1825	330	MCT	
5. N584D G4	DCS 1240	410	HON	To LGW
N3M G4	DCS 1943	450	LAM	
10. VR-BLP BAe125	POL 1720	310	MAR	
11. VR-BLP BAe125	DCS 1654	370	MCT	To Hatfield
N5RD G2	DCS 1810	330	MCT	
12. VR-BKZ HS.125	POL 1015	350	59/10	
13. N901FJ F900	DCS 0659	450	MCT	
OE-GAA C560	OTR 2250	370	BPL	Ambulance flight
15. C-FWSC F900	DCS 0650	410	MCT	
18. N375G CL601	DCS 1817	290	MCT	To BHX
25. N182D LJ55	WAL 1910	370	HON	To Luton
26. N700PW TBM700	POL 1915	260	NEW	
VR-CBW G4	DUB 2115	450	WAL	To EMA
29. N16NK G2B	DCS 2220	450	direct	DIEPPE
30. HZ-MS11 DCS	POL 0710	310	56/10	

NEWS

Following on from last month the Aeroflot news is ever changing. Some aircraft are now flying with the number only as a serial, the CCCP having been painted out. The Aeroflot titles are also disappearing and being replaced with the word 'RUSSIA'. The flag on the tail being the state flag of Russia. Lithuania has adopted its own registration series as LY-, all aircraft in the Lithuanian Airlines fleet should have LY-marks by now. The fleet consists of Tu134, Yak42, An24 and An26 types, with two B737s leased from Malev.

The new Manchester based airline 'Crawford Aviation' is set to acquire three A320 aircraft for operation by Air 2000 on their behalf.

Sadly the sight of CSA Tu154s at Manchester this summer now seems a little less likely as Winged Words report that Air France now have a stake in CSA and will give them some operational support and operate F28 Fellowships for them on some services and Manchester-Prague will be one of these.

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.

WHAT IS A PLANE SPOTTER?

Dave Ward

I've classed myself as a "plane spotter" on and off for over 30 years now and have started to think if that really is the correct definition of what I'm doing. In fact if someone asked me to give a talk on the subject of a Plane Spotter I'm not sure what I'd include! Why am I thinking like this? Well, at various times when I've come into contact with a number of "aviation enthusiasts" (notice the careful choice of term!), I've noticed a lot of different aspects to our hobby and views as to what one should be doing or methods of approach. So I hope you'll bear with me as I try to get to grips with what a plane spotter is/should be.

The first thing to ask is do you have to log the numbers? An interesting question in itself because I'm sure there's a lot of people who class themselves as spotters simply getting enjoyment from saying they've seen such a type of aircraft belonging to such an airline etc. However, I'll stick my neck out here and say that a true spotter ~~must~~ have something to do with the recording of registrations. This then leads to the following questions - 1. "What registrations should you get?" and, 2. "How should you get them?"

1. "What registrations should you get"

This covers the aspect of how far you take the spotting business or, what you consider to be the area you'll confine your interest to i.e. first of all will you spot and log civil/military or both? Secondly, what aspects of civil/military i.e. airliners, biz jets, turbo props, light aircraft, helicopters, balloons, microlights? Then when you've decided that you've got to consider which countries they'll be from and finally whether they've got to be in service i.e. do you include those non-flying ones in museums etc.

Quite an interesting starting off point then but it gets even more complicated when you consider how you'll know if you've got all the registrations of the type you're after. Probably the most widely used spotters "marking off" book is Civil Aircraft Markings (CAM) by Ian Allen but this has a number of drawbacks such as only being issued once a year and therefore not up to date at all times because of the constantly changing situation regarding registrations. In fact, because of this point it can also be out of date before it reaches the shops. Also, with regard to its foreign section it only includes "Aircraft most likely to be seen at UK and major European airports on scheduled or charter services" and hence you won't see a listing for a Peruvian Airliner or a Cessna from Uganda etc! Another option (at quite a considerable price) is JP Airline Fleets which will give you, once again at one point in time, a full list of all aircraft belonging to airline fleets throughout the world (as far as I'm aware you can also get on a computer updating disc system for it - once again at quite a cost - to try and keep yourself up to press with changes throughout the year). Drawbacks here being that it won't include those aircraft which are privately owned so although it would include the Peruvian Airliner it won't even have an English Cessna unless it's operated by a business as part of a fleet. In addition, these two books have next to nothing regarding military content so if you're interested in that field you have to start again with getting another series of books! In fact if you really want to do the job right you have to get your hands on a registration list for everything in the world that flies and, keep it updated! - I wonder if such a facility exists?

Overall then, you've got to decide which book or system (maybe a home computer listing) to use as your base for logging off and how you're going to keep it up to date - perhaps by reference to monthly magazines etc.

2. "How Should You Get Them"

You may think there's enough controversy with the first question but believe me it's just as easy to get into an argument about the right way to get registrations. Firstly you get the types who will only accept a registration if they've actually seen the aircraft on the ground and have read the registration themselves. Extend this a little and you have those who will then accept it if it was in the air and they read it themselves, then those who will take the word of others for the registration of a plane they've seen but could not read off. Slightly more adventurous are those who see a plane and surmise that it must be a certain registration because "It's their only one" or "It always comes in at this time" or even "It's the only one in that livery yet". Then of course you get the real cowboys (myself included) who just log flight numbers of overflights and then tie them up from any source they can without actually having read off the registration themselves, and not knowing if the tie up source was a really accurate one or not. I know some of us who won't count such as a definite sighting until they've spotted it that way at least a couple of times - there may be some who set a higher number. So, in the space of a few lines, we've gone from someone who only counts a plane as spotted if they can see the registration while the plane is on the ground, to someone who will count a plane as spotted when they can tie up a sighting of something that's probably over 30,000 feet in the air and they can't see the registration at all - in fact it could be at night and all that's visible is a flashing light! Makes you think doesn't it.

As a further point you've also got the problem of changes of registration i.e. if you've seen a plane with one registration and then it changes fleet etc and is re-registered, do you allow yourself to underline the new registration in your book without actually seeing it again. I must say I do (and get a lot of enjoyment from that aspect!) but know a number of spotters who wouldn't even dream of doing such a thing.

After looking at these various aspects then, the following is a suggestion, from answering the questions, as to how we can judge ourselves in our strivings to be the ideal "Plane Spotter":-

1. Civil Registrations

- | | | |
|----|---|--------------|
| a) | Spot and Log British Isles Airliners | max 2 POINTS |
| b) | " " " " Biz Jets, Light or Helicopters | max 2 POINTS |
| c) | " " " " Microlights, Balloons or Museum | max 2 POINTS |
| d) | " " " Foreign Airliners | max 2 POINTS |
| e) | " " " Biz Jets | max 2 POINTS |
| f) | " " " Other | max 2 POINTS |

Points - 1 for "generally spotting"; 2 for "actively seeking".

2. Military Registrations

- | | | |
|----|-------------------------------|--------------|
| a) | Spot and Log British Military | max 2 POINTS |
| b) | " " " Foreign " | max 2 POINTS |

Points - 1 for "generally spotting"; 2 for "actively seeking".

3. Methods of Obtaining Registration

- a) Only count if clearly read off registration yourself. 3 POINTS
- or
- Count if clearly read off by yourself or registrations obtained from trustworthy third parties (overflight tie ups in this category if sel cal yourself). 2 POINTS
- or
- Count if clearly read off by yourself, obtain from trustworthy or even slightly dubious third party (over-flight tie ups in this category if not sel caled yourself). 1 POINT
- b) Don't consider having seen a plane unless you have logged it with its current registration i.e. won't underline new regn if only seen with previous regn. 1 POINT
- c) Have travelled to more than 3 countries outside the UK and visited airports there to undertake spotting. 2 POINTS

4. Methods of Recording Registrations

- Try to keep a fully "up to date" list of regns your seeking 1 POINT

5. Other Factors

I've added this final part to try and give a bit more recognition to those who take an active part in the hobby and therefore could be classed as being more of an "Overall Plane Spotter" - that's the waffle, really I've put this bit in just so I can get a few more extra marks myself!

- a) Contribute sometimes to an aviation magazine 1 POINT
- b) Are an editor of a regular section in an aviation magazine or take an active part in the club/organisation side i.e. give talks, organise trips etc. 2 POINTS

In order to help explain the marking system I'll do a dummy run through for myself to see how many points out of a maximum of 25 I'd get.

Personally, I consider myself to be primarily a spotter of civil airliners which are likely to visit or fly over this country. I accept registrations which I can tie up from overflights without obviously being able to read the registrations. During the course of trying to spot the civil airliners mentioned I obviously see and log a number of the other types e.g. military, light, fire training statics and have even been known to log the occasional microlight and even a balloon or two! All these registrations, for some reason, I try to get underlined in one book or other - I guess it's just force of habit although I wouldn't think for a moment that I'd like to chase round the country logging every British registered balloon etc. I've also been to more than 3 other countries on spotting trips plus naturally get the 2' marks I've allocated for editors etc! As a final point, I tend to use the CAM as my main logging book (I was hoping to keep quiet about that!) but do strive to update it re foreign airliner info when I can. My tot up then is as follows:-

<u>Question</u>	<u>Explanation</u>	<u>Points</u>
1. a	More actively seek than general, but still not fully	1½
b	Only log for interest while waiting for airliners	1
c	Not really bothered but will log if see	½
d	These are the ones I'm interested in	2
e	Only log for interest while waiting for airliners	1
f	Not really bothered but will log if see	½
2. a	Not really bothered but will log if see	½
b	Not really bothered but will log if see	½
3. a	I do count other's sel cal tie ups so must be third option	1
b	Always underline new regn of plane seen previously - bad!	-
c	Almost frothing at the mouth for such trips!	2
4.	Try and do this but not always fully "up to date"	½
5.	Definitely option b)	2
TOTAL POINTS		13
		===

<u>Points</u>	<u>Classifications</u>
25	A true "Connoisseur of Plane Spotting"
21 - 24	A "Full Spotter" - Congratulations
16 - 20	A "Good Plane Spotter"
11 - 15	A "Normal Plane Spotter"
5 - 10	On average, could just be classed a Plane Spotter
Less than 5	Not really a Plane Spotter yet.

From the marks I've obtained above I'm a bit upset that I appear to be just a "Normal Plane Spotter" - perhaps it's because I specialise a bit - well that's my excuse! Anyway, the main thing is that what I do gives me great enjoyment no matter how I class myself and who knows, I might in the future climb up the ladder a bit nearer to the Full Spotter status! Well, I hope I haven't bored you with this but merely made you think a bit about what you're doing and how far up the ladder you've got. Obviously these are only the views of a mere "Normal Spotter" and if you've got any views on the subject or can even suggest a set of "Rules For Being A Plane Spotter" please let me know and I'll try and come up with some further ideas on a standard for us - who knows it may even give me more marks!

Finally, I'd like to dedicate this article to the likes of "Phil from Manchester" and others I've come into contact with whilst spotting who've told me in great detail about Cubana Tu-154 sightings etc and I've replied "If it's not in the CAM it's not worth spotting" or others who've said that it's not worth them going to the States this year as there's nothing they need! I think you'll see that you come out of this quiz pretty well. Even those who question the aspect of getting tie ups from overflights should be happy!

A WEEKEND AT FRANKFURT AM MAIN

At 0415 hours on a cold, dark Saturday in January we set out for Manchester Airport on the first stage of our journey to Frankfurt. We left the car at Males Garage and arrived at the airport at 0515 in plenty of time to check in and secure good seats towards the front of the aircraft. We then made our way through Passport Control and logged the few aircraft we could see.

At 0705 we boarded our BAC 1-11, G-AVMS, for Speedbird flight No BA5146 to Frankfurt. We pushed back at exactly 0725 but were kept waiting for twenty minutes before being allowed to taxi to the holding point for Runway 24. We had to hold for a further few minutes while two aircraft landed. Very soon afterwards we were rolling down the runway and in forty seconds we were airborne and heading for Ottringham. We climbed to a cruising altitude of 35,000 feet. We were served the usual refreshments after which Mick got permission to visit the flight deck. The Steward had already asked Captain Wayne Scott's permission after having seen the YAC emblems on our jackets and pull-overs. The Captain and First Officer, Yvonne Burford, were both very busy discussing with Air Traffic the possibility of a diversion due to the foggy conditions at Frankfurt so Mick only spent about ten minutes up front. Soon after that we started our descent for the approach into Frankfurt and were able to land at the first attempt, one hour and fifty five minutes after take-off.

We were quickly off the aircraft and into the terminal collecting the bags and depositing them at the 'Left Luggage'. At last we were able to make our way to the Spectator's Viewing Area where everyone is checked and searched for security reasons. By the way, airband radios are not allowed. On payment of 7 D.M. (about £2.50) admission charge we were allowed out onto the roof area where several vintage aircraft are actually parked. Spotting was not ideal due to the misty and foggy conditions, but we managed quite well. Among the more interesting visitors were Air China's B747-456 B-2456, Malaysian DC10 9M-MAW, Viasa DC-10-30 YV-138C, an Adria DC9 re-registered as SL-ABG, Iran Air B747SP-86 EP-IAC and many more too numerous to mention individually. At 1630 after a very good day we made our way to the Railway Station to catch the train for the ten minute journey into Frankfurt and to our hotel. The following day we walked along the side of the river but it was very cold so we popped into the Postal Museum and spent an interesting two hours browsing around. Later as we crossed back over the river we noticed a steam train at the side of the road. On investigation we found it was running pleasure trips, so off we went spending 45 minutes travelling around Frankfurt in old-fashioned first class luxury for only 6 D.M.

By this time although still cool, the sun was shining, so we spent some time wandering around the pedestrian areas admiring the shops and the very intricate architecture. We then decided it was time to pay another visit to the airport. After wasting much time by getting on the wrong train, we eventually made it to the airport. We did not have much time though before it started to get dark so we decided to visit the Graf Zeppelin Restaurant for a meal as this is the only restaurant from where you can see the aircraft.

Monday, our final day, dawned clear and bright with some sunshine although still very cold, around -3C. At last we had a fairly good view of the Rhein/Main Airbase. There were plenty of C-130's, C-141's and C-5's but the most interesting aircraft over the other side was a Russian AN72 CCCP-72963. Other interesting aircraft that day included Ian Chile B767 CC-CEF, African Safari DC8-6 HB-IEF and Syrian Arab Airlines B747SP-94 YK-AHB.

All too soon it was time to check in for our flight back to Manchester. We boarded our BAC 1-11, G-AVMO, for flight No BA5143 and were promptly handed a copy of the Manchester Evening News with the headline "Freezing Fog Closes Ringway". Apparently many aircraft had had to divert to several other airports including the LBA. We joked with the Stewardess asking if we were going to the LBA but we were assured the aircraft was CAT III equipped and we would have no problem landing at Manchester. However a little while later the Captain announced that if we could not land at Manchester, we would be going to the LBA.

A WEEKEND AT FRANKFURT AM MAIN (Contd.)

Mick once again managed to get on to the flight deck as we were approaching the Humber Estuary having routed via Cologne, Dusseldorf, Amsterdam and the North Sea towards Hull and finally to Manchester. Captain Steve Hunt told Mick he had just spoken to Leeds to check their weather in case Manchester was out. The Leeds weather was excellent with CAVOK. He also said Mick could stay up front but they were going to be very busy so he returned to his seat.

As we approached Manchester Captain Hunt announced we would probably make an automatic landing as the aircraft was CAT III equipped. However the RVR was down to 200m and we needed 250m to make an approach so Captain Hunt decided to hold north of Manchester expecting the RVR to increase as it had been fluctuating all day. Some twenty minutes later however Captain Hunt announced if the RVR did not improve within the next five minutes we would be diverting to the LBA. You've guessed it, the RVR deteriorated to only 50m and we had to divert. Great! except for one thing. The car was still at Manchester. Two hours and twenty minutes after pushing back at Frankfurt we landed on Runway 32 at LBA and had to wait in the 14 loop for other landing aircraft.

We eventually arrived at Manchester after a foggy coach journey at 2250 hours some 2½ hours late. We had a quick coffee before collecting the car and making yet another foggy journey across the Pennines before arriving home at 0100 hours. All in all though, the three of us had a very enjoyable three days.

Stuart & Betty Ingham & Mick Williamson.

IF YOU'VE GOT TIME TO SPARE

In the brochure it said please arrive at the airport one and a half hours before your departure time. So we did. In fact, we arrived two hours before, to make sure we got seats together as a family. So with an ETD of 16.25 hrs we arrived at 14.25. A short queue to check in the luggage...any battery operated devices in the suitcases? - no of course not everybody knows that...and we have our boarding cards. Only one hour and twenty five minutes until our flight departs. We'll change some money into pesetas (roll on the common currency), have a cuppa and a bun, watch our incoming plane land and then join our fellow passengers in the International Departure Pen. At 15.20 we start scanning the approach, but no sign of an incoming Dan Air..... Britannia, Capital, Air UK, Spanair but no Dan Air. That approaching black cloud looks threatening, it might be thunder, but who cares we're off to Ibiza in the next hour or so - we hope. No Dan Air arrival, no announcement on the airport p.a. Let's have another cup of tea. Kids getting a bit restless so we buy them a coke and a comic. Some Dan Air stewardesses arrive for a cup of tea - this must be our crew. Let's ask them what is happening and where the aeroplane is. However they don't know either. Things must be bad; groups of Global/Dan Air ticket holders are starting to talk to each other. Someone's heard that we are going to Manchester - is it a rumour? No one really knows, not even the stewardesses. They finish their tea and depart. This must mean we are about to go - but there isn't any aeroplane. They'll tell us something soon, after all it's 17.15 now. Perhaps we're here on the wrong day. Perhaps the plane has gone to Manchester. Perhaps the coach is waiting downstairs. Perhaps nobody knows anything. The Spanair MD80 goes. Still no announcement. There will be some space down stairs now. Shall we go? No, once you're through passport control you are trapped in no-mans land, let's stay here and have another cup of tea. I'll ask at the Information Desk perhaps they might know something...it's funny that there's been no announcement. The man at the Information Desk says it's gone to Manchester, because of the thunder - storm, but it will be here in half an hour. Sounds like good news, or maybe it's just another rumour. Over three hours since we checked in. The time is really dragging now. Just as well we weren't in a hurry. If I have another cup of tea I'll be ill. It was never like this with Clarksons. It will be late when we get there now. Bet it's raining as well. Why can't planes be as punctual as trains? At last a Dan Air B727 lands..this must be ours. Down to the Departure Lounge - there is even an odd spare seat now. Short wait and onto the plane. Slot time 19.15 hrs and we're away.

IF YOU'VE GOT TIME TO SPARE (Contd.)

We only had to wait four hours forty five minutes.....next time it'll be different. At least Captain Hall is apologetic and offers us a drink on the house. Now then how does that jingle go..... "If you've got time to spare, go by air".

Jim Stanfield.

Being the happy owner for approx 4 years now of a Sony 2001D receiver used almost daily for my short wave requirements I noted with interest a few months ago an article advert-tising the forthcoming launch of the new Sony ICF-SW77. From the write up it looked like an even better version of the 2001D so as soon as it arrived at Air Supply I was happy to do an immediate test.

Test Report - Sony ICF-SW77 Receiver - Price £349

Frequency Range 150 - 29,999.9 khz and 76 - 108 MHz. 172.5mm High x 276mm Wide x 46.5mm Deep. Weight 1.48kg. It comes supplied with a 6v AC Mains Adaptor, Stereo Headphones (small type!), Ear Pads, Carrying Belt, Short Wave Compact Antenna (also has built in telescopic antenna), External Antenna Connector, Wave Handbooks, Preset Frequency List and Comprehensive Instruction Manual. The power supply can also be made by 4 x R14 (size C) 1.5v batteries and therefore rechargeables can be used as can a car cigarette lighter adaptor (neither supplied). On first appearance the set has that attractive and quality Sony look to it - well marked and differently coloured controls of a good size. That's only on the front because you'll also find other controls and fittings on the sides and top! Additional ones to those on the 2001D are the tone and bass controls for stereo FM reception which for those of you who want to listen to music are very useful especially if used with the headphones - almost a "ghetto blaster". Sony really do a good job of giving you helpful info in order to get the best from the set - this is evidenced by the "thick" Instruction Manual (mainly so big because of the numerous language sections) and the very useful frequency guide books which might take a bit of getting used to re listening times for stations etc but certainly give you a good idea of what you can hopefully expect to receive over its frequency range. If you do buy the set you may be excused for thinking it should be kept at the side of the bed because of the numerous sleep timer facilities it has - the 2001D is the same but I can't remember ever having taken advantage of them yet - perhaps I'm losing out on something! Onto the mechanics of the set then. The first things I noticed were that it doesn't cover VHF Airband and has no memorised frequency scan. To me this is very upsetting as I've constantly used the 2001D for Airband and, if getting it set up right, have been able to scan a couple of short wave frequencies with it which has been very useful. I really do find it hard to believe that it doesn't cover VHF Airband and checked the full range of SW77 sets available throughout the world from the manual, but none of them have it - perhaps they may in the future! However, on the plus side it has a really clear display which gives you superb information, not only of monitored frequency, but also of other memorised frequencies in the same bank and time etc. By using this display as your base it's very easy to move from one memorised frequency to another by use of the control buttons/dials etc and you even have quick access memory channel facilities as well as normal ones as part of the "memory page" facility. One of the means of frequency change/fine tuning is a nicely sized round dial on the front panel (similar to those jog shuttle dialson new videos) and this is easy to use for those small adjustments which can be a problem with some receivers. A final point re this part though is that when testing new receivers it's very easy to get carried away with them (like test driving a new car) and one should also bear in mind that other "older models"- the 2001D included are also very easy to change from one memorised frequency to another and tune although not as flash in the way it's done! On the performance side is where the SW77 comes into its own - tested alongside my 2001D with their own aerials used for short wave North Atlantic frequencies I found the SW77 was the one I wanted to listen to - you just had those extra means of getting the signal the way you wanted it.

TEST REPORT - SONY ICF-SW77 RECEIVER (Contd.)

I wouldn't say it picked up things that the 2001D didn't but it gave you that slight extra in adjustments (even by way of the treble and bass controls) to make the transmission more decipherable. I was only able to plug my half wave dipole into each in turn but its performance with such an aerial was very good and certainly at least as good as the 2001D in the same circumstances. I was so impressed with its performance that I could use it with confidence in preference to the 2001D and I must have had it on each day for a week. One good point here being that after the weeks test I hadn't used up a set of batteries - can't be bad. Don't get me wrong, those 2001D owners out there - don't throw your sets away and buy a SW77 there's only a very slight difference in performance, in fact most of the time you wouldn't notice.

Well, should you buy the SW77? Personally, although obviously impressed by it, I'd only buy it if it had VHF Airband and perhaps a scan facility and, for those extra features, I'd be happy to pay more than its existing price because it really is a well put together modern receiver with good sensitivity which is a joy to use re the features it has. At present though I'd have to recommend you to buy a 2001D instead because although it's a bit bigger and doesn't have as good a display/features etc it's just about as good on short wave and will give you more features for overall aircraft monitoring, plus it's cheaper! However if you're purely a short wave fan with a need for a general purpose receiver I think this set would be very hard to beat. My thanks again to Andy and Mike of Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA - Tel No (0532 509581) for loaning me the set for a week to carry out the test.

NEW BOOKS

If you didn't win them in the Air Yorkshire Quiz at the last meeting, how about buying the two latest offerings by Ian Allen? These are "Air traffic Control - 4th Edition" and "Air Band Radio Guide", both by Graham Duke, both £4.95, and both very readable, though perhaps a little out of date. But how do you keep the "Air Band Radio Guide" up-to-date when manufacturers are producing new sets at the current rate of 2 (or more) a month?!!

GPS

Global Positioning Systems are becoming more and more widely available, to the state that about £1,500 or so will provide any pilot with a navigational accuracy in terms of 100metres. GPS is based upon the Department of Defence's Navigational Satellite Systems, which can deliver a cruise missile with an accuracy of ± 1 metre, but obviously, the civilian (general aviation) version is not up to that degree of pinpoint positioning. Receivers come in various shapes and sizes, and the readouts vary in detail from precise latitude and longitude to "3 miles S. from Dewsbury town centre". Recent users of the system either landing at LBA or passing through the CRA/CFZ have been PH-SUN and G-BOSM.

E.C.Griffiths.

New Airband Radios The more, the merrier seems to be the manufacturers watchword at present, for there are two more new sets to add to the list this month. The first is the "Alinco DJ-X1" covering 500KHz-1300MHz and with all sorts of scanning facilities, 100 memory channels, turning steps of 5, 9, 10, 12.5, (VERY IMPORTANT for the future 12.5MHz on the VHF airband), 25, 30, 50 and 100KHz, and a weight of 370g or more, depending on the battery pack size added. The price is equally amazing at £269, for what appears to be a small, very sensible scanner. The second is the Yupiteru (Jupiter) VT-225, covering 108-142MHz (civil airband) and 222-391MHz (military airband). Turning steps of 10, 12.5 (VERY IMPORTANT) 25, 50 and 100KHz are provided, plus 100 memory channels and a signal strength meter. The price is £229.