

AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 19 No 3

(FOR PRIVATE CIRCULATION ONLY)

MARCH 1993

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TRIPS:- John Jackson, 16 Church Street, Yeadon, Leeds LS19 Leeds 503766

FORTHCOMING MEETINGS

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

APRIL 4th

:A Spokesman from Northern Helicopters, followed by a visit across the road to Coney Park Heli Pad. This is subject to availability of personnel and machines. *After the visit, 15 minute flights in probably a Jet Ranger will be available at £25.

*(Subject to weather it is hoped this would be via Pool, Otley, Burley, Ilkley and turning back over the moor, views of L.B.A. Lower Wharfedale, Harrogate and Menwith Hill could be visible). Please add your name to the list.

MAY 2nd

:Mr Church Fenton "Alan Rowley".

CHAIRMAN'S CHAT

As the March issue goes to print things are beginning to happen. The Airport is getting near to submitting an application for 24 hour availability. If you support this, and think Leeds/Bradford should be comparable with other regional airports, please write a letter of support to your local MP and Councillor.

The summer charter programme is now taking shape and we hope to see many colourful airliners throughout the season. Knight Air is talking about building a hangar to service up to two B757s. This would provide a major engineering facility, and help airlines to base aircraft at the L.B.A. So let us keep our fingers crossed.

Still on the L.B.A. front, Yorkshire European Airways have now started operations using Bandeirante G-BTAA. John Jackson, our trips organiser, has pulled off a deal to charter this aircraft.

Sunday, 2nd May, Depart 1.30pm for a flight over Selby, Goole, Humber Bridge, up the East Coast to Scarborough and back into L.B.A. via York. Flying time approximately forty-five minutes. Cost £28. (Subject to weather). Seats limited to eighteen or a further eighteen at 4.30 after our meeting.

CREDITS

T.W.Sykes

R.Fozzard

L.Scheftsik

LEEDS/BRADFORD MOVEMENTS. February 1993.

01 G-BTZF Boeing 737	0721	00-DTI Brasilia	0738
G-BLGB Short 360	0811	G-BMAG DC9	1232
G-RYAE Boeing 757	1302	G-TKPZ Cessna 310R	1307
G-BDCS Cessna 421B	1503	G-PKBM DC9	1528
G-LOGT Jetstream	1615	G-GRID Twin Squirrel	1622
G-OBOH Short 360	1650	G-LORD Seneca	1703
G-INDC Cessna T303	1734	G-BLZT Short 360	1816
G-BTZF Boeing 737	1827	G-PKBM DC9	1834
OO-DTJ Brasilia	1857	G-BLGB Short 360	1906
EI-CFB SAAB 340	1920	N161WT Falcon 20F-5	1938 1858(2)
G-OBOH Short 360	2052	G-RMCT Short 360	2054
G-PKBM DC9	2123	G-OLAH Short 360	2155
02 OO-DTG Brasilia	0731	G-BMHX Short 360	0804
EI-CFB SAAB 340	0806	9H-ABF Boeing 737	0833
G-PKBM DC9	0925	G-OBOH Short 360	0956
G-BEKE HS 748	1211	G-PKBM DC9	1221
G-DFLT Cessna 406	1314	G-BJCV Boeing 737	1325
OE-FPA Citation II	1417 1511	G-LOGT Jetstream	1446
G-PKBM DC9	1529	G-GRID Twin Squirrel	1636
G-OBOH Short 360	1654	G-BLZT Short 360	1812
G-ELDH DC9	1818	G-BMAR Short 360	1829
OO-DTK Brasilia	1851	G-INDC Cessna T303	1904
G-BTZF Boeing 737	1921	EI-CFB SAAB 340	1924
N59756 Navajo	2032 n/s	G-RMCT Short 360	2050
G-OBOH Short 360	2052	G-ELDH DC9	2126
G-SBAC Short 360	2201		
03 G-BEKE HS 748	0704	00-DTJ Brasilia	0733
G-BLGB Short 360	0811	EI-CFA SAAB 340	0826
G-BLZT Short 360	0830	G-ELDH DC9	0942
G-OBOH Short 360	1001	G-BDFW Rockwell 112A	1124
G-GRID Twin Squirrel	1218	G-ELDH DC9	1304
G-LOGP Jetstream	1457	G-ELDH DC9	1625
G-GRID Twin Squirrel	1629	G-INDC Cessna T303	1640
G-OBOH Short 360	1656	G-BLZT Short 360	1809
G-BLGB Short 360	1836	OO-DTH Brasilia	1900
EI-CFA SAAB 340	1917	G-ELDH DC9	1951
OE-FPA Citation II	2030 2102	G-OBOH Short 360	2109
G-RMCT Short 360	2119	G-ELDH DC9	2244
04 G-BEKE HS 648	0708	G-BLGB Short 360	0808
EI-CFA SAAB 340	0818	F-GCQL Cessna 414	0825
D-IIBB King Air F90	0828	G-CRML Cessna 414	0831
G-BLZT Short 360	0836	G-SHOP BAe 125 400F	0842
G-BTRS Warrior II	0913	G-ELDH DC9	0925
G-OBOH Short 360	0956	G-BLEC BN2B Islander	1010
G-BSCP Cessna 152	1118	G-ELDH DC9	1259
G-BTZF Boeing 737	1353	G-GRID Twin Squirrel	1422

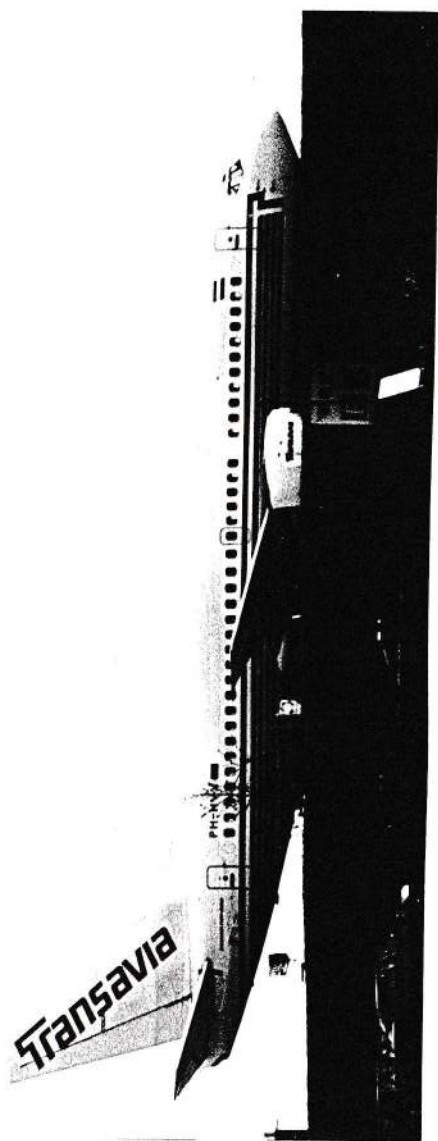
G-LOGT Jetstream	1450		G-LORD Seneca	1456
G-BFRM Citation II	1556	1433(5)	G-AVGI Cherokee 140	1612
G-OBOH Short 360	1641		G-GRID Twin Squirrel	1653
G-ELDH DC9	1701		G-BLZT Short 360	1811
G-BLGB Short 360	1836		OO-DTG Brasilia	1900
EI-CFC SAAB 340	1918		G-ELDH DC9	2000
G-RMCT Short 360	2054		G-OBOH Short 360	2058
G-BTZF Boeing 737	2132		G-SBAC Short 360	2155
G-ELDH DC9	2242			
05 G-BEKE HS 748	0702		OO-DTI Brasilia	0734
G-BMAR Short 360	0759		EI-CFC SAAB 340	0813
G-BLZT Short 360	0821		G-ELDH DC9	0928
G-OBOH Short 360	0955		G-ELDH DC9	1230
G-TKPZ Cessna 310R	1253		G-JHAN King Air 200	1321
G-RODD Cessna 310R	1345		D-11BB King Air F90	1402
G-GRID Twin Squirrel	1440		G-LOGU Jetstream	1450
G-ELDH DC9	1532		G-OBOH Short 360	1649
G-BLZT Short 360	1814		G-ELDH DC9	1818
G-BMHX Short 360	1841		G-BTZF Boeing 737	1855
OO-DTG Brasilia	1859		G-ODNP Cessna 310R	1912
EI-CFC SAAB 340	1925		G-LORD Seneca	1936
G-OBOH Short 360	2050		G-RMCT Short 360	2105
G-ELDH DC9	2127		G-SBAC Short 360	2149
06 G-BEKE HS 748	0701		OO-DTH Brasilia	0728
EI-CFD SAAB 340	0836		G-BMAB DC9	0933
G-BMAB DC9	1303		G-OBOH Short 360	1307
G-BGYK Boeing 737	1310		G-UKLG Boeing 737 400	1314
G-UKSC BAe 146 300	1400		G-BSBW JetRanger	1431
G-LORD Seneca	1559		G-OBOH Short 360	1640
G-BMAB DC9	1826		G-IJYS Jetstream	1830
G-BGYK Boeibg 737	2021		G-BMAB DC9	2111
07 G-ELDI DC9	0926		G-BSBW JetRanger	1129
G-BJMR Cessna 310R	1224		G-ELDI DC9	1232
G-OBOH Short 360	1239		G-BJCT Boeing 737	1350
G-IEAC Boeing 757	1404		G-JHAN King Air 200	1410
G-WYPA Bolkow 105	1437	div	G-BOJM Archer II	1453
G-OBOH Short 360	1657		G-BSNX Archer II	1828
G-ELDH DC9	1840		OO-MTD Brasilia	1857
EI-CFD SAAB 340	1922		G-OBOH Short 360	2012
G-ELDH DC9	2141		G-BTAW Warrior II	2147
08 G-BFVB Boeing 737	0721		OO-DTF Brasilia	0730
G-BMAR Short 360	0815		EI-CFA SAAB 340	0817
G-AXAX Aztec	0829		G-OBHD Short 360	0836
G-BJCV Boeing 737	1325		G-ELDI DC9	1329
G-LOGV Jetstream	1449		G-ELDH DC9	1520
G-AXAX Aztec	1545		N831SR Seneca	1614
G-OBOH Short 360	1651		G-BFVB Boeing 737	1755
G-BRWX Cessna 172P	1800	div	G-BLZT Short 360	1816
G-BMAR Short 360	1842		OO-DTJ Brasilia	1909
EI-CFA SAAB 340	1932		G-ELDI DC9	1937
G-RMCT Short 360	2056		G-OBOH Short 360	2137
G-TBAC Short 360	2207		G-ELDI DC9	2210
09 G-BEKE HS 748	0701		OO-DTK Brasilia	0724
G-BLPV Short 360	0811		EI-CFD SAAB 340	0819
G-BLZT Short 360	0835		9H-ABG Boeing 737	0853
G-ELDI DC9	0935		G-OBOH Short 360	1007
G-ELDI DC9	1226		G-BHWF Boeing 737	1348
G-JDTI Cessna 421C	1445		G-LOGT Jetstream	1505
G-BMAM DC9	1526		G-BLZT Short 360	1823
G-BMAM DC9	1831		G-BLPV Short 360	1846
OO-DTG Brasilia	1853		G-BFVB Boeing 737	1916
EI-CFC SAAB 340	1929		G-RMCT Short 360	2045
10 G-BMAM DC9	0727		OO-DTJ Brasilia	0739
G-BMAR Short 360	0814		EI-CFA SAAB 340	0819
G-BLZT Short 360	0845		G-BMAM DC9	1229
N216FP Falcon 900	1327	1229(11)	G-HOGI AA5A Cheetah	1405
G-OBOH Short 360	1712		G-BLZT Short 360	1818

G-ELDG DC9	1822	OO-DTJ Brasilia	1852
G-BMAR Short 360	1903	EI-CFA SAAB 340	1921
G-RMCT Short 360	2035	G-OBOH Short 360	2055
G-BIUUV HS 748	2114	G-ELDG DC9	2142
G-TBAC Short 360	2146		
11 G-EAGL Cessna 421C	0356	OO-DTN Brasilia	0739
G-BLPV Short 360	0807	EI-CFD SAAB 340	0813
G-BLZT Short 360	0824	G-ELDG DC9	0922
G-OBOH Short 360	0958	XX500 Jetstream	1026 1238
G-ELDG DC9	1220	XX492 Jetstream	1350
G-BFVB Boeing 737	1354	G-ELDG DC9	1529
OO-SBM Boeing 737 400	1551 1655	G-LOGT Jetstream	1603
G-JHAN King Air 200	1646	G-OBOH Short 360	1649
G-BLZT Short 360	1811	G-ELDG DC9	1826
OO-DTK Brasilia	1843	EI-CFD SAAB 340	1916
G-BLPV Short 360	1919	G-OBOH Short 360	2055
G-RMCT Short 360	2059	G-BIUUV HS 748	2059
G-ELDG DC9	2130	G-TBAC Short 360	2144
G-BFVB Boeing 737	2151		
12 OO-DTF Brasilia	0732	EI-CFD SAAB 340	0814
G-BLZT Short 360	0827	G-BLPV Short 360	0846
G-ELDG DC9	1001	G-OBOH Short 360	1033
G-UKRH BAe 146 200	1123	G-ELDG DC9	1324
G-LOGT Jetstream	1459	G-ELDG DC9	1648
G-OBOH Short 360	1653	G-ODNP Cessna 310R	1755
G-BLZT Short 360	1812	G-BLPV Short 360	1836
G-BFVB Boeing 737	1857	OO-DTI Brasilia	1901
EI-CFD SAAB 340	1915	G-ELDG DC9	2005
G-RMCT Short 360	2043	G-OBOH Short 360	2058
G-BIUUV HS 748	2120	G-TBAC Short 360	2150
13 G-ELDG DC9	0713	OO-DTJ Brasilia	0757
EI-CFC SAAB 340	0829	G-ELDG DC9	1324
OO-SBQ Boeing 737	1546 1617	G-BMAG DC9	1814
G-UKHP BAe 146 300	2104	G-BMAG DC9	2149
G-BGYK Boeing 737	2334		
14 ZILCH			
15 G-BMAM DC9	0704	G-BKHE Boeing 737	0714
G-BLPV Short 360	0806	OO-DTK Brasilia	0812
EI-CFC SAAB 340	0816	G-OBHD Short 360	0835
G-BBSU Cessna 421B	0910	G-BMAG DC9	0931
G-OBOH Short 360	0953	EI-CDA Boeing 737 500	1118
N26634 Comanche	1137	G-BMAM DC9	1226
G-TKPZ Cessna 310R	1303	G-BJCVC Boeing 737	1318
G-LOGR Jetstream	1445	G-BMAM DC9	1533
G-OBHD Short 360	1721	G-ODNP Cessna 310R	1729
G-OBOH Short 360	1801	G-BKHE Boeing 737	1816
G-BMAM DC9	1818	G-BLPV Short 360	1833
OO-DTI Brasilia	1859	EI-CFD SAAB 340	1915
G-OBHD Short 360	2054	G-BIUUV HS 748	2058
G-RMCT Short 360	2115	G-BMAM DC9	2118
G-OLAH Short 360	2207		
16 OO-DTO Brasilia	0738	G-BLGB Short 360	0805
EI-CFC SAAB 340	0823	G-OBOH Short 360	0831
9H-ABF Boeing 737	0916	G-BMAM DC9	0938
G-OBHD Short 360	1010	ZE701 BAe 146	1032
N453C Cessna 310	1108 1140(27)	G-ERNI Archer II	1114
G-BMAM DC9	1226	G-BGHP Duchess	1238
G-TKPZ Cessna 310R	1321	G-BFVB Boeing 737	1403
G-LOGT Jetstream	1447	G-BMAM DC9	1528
G-OBHD Short 360	1654	G-OBOH Short 360	1808
G-BMAM DC9	1816	G-WACK Short 360	1905
OO-MTD Brasilia	1910	G-POLO Navajo	1922
EI-CFC SAAB 340	1925	G-BKHE Boeing 737	1935
G-HMES Warrior II	1941 2057	G-RMCT Short 360	2049
G-OBHD Short 360	2052	G-BMAM DC9	2112
G-BIUUV HS 748	2123	G-OLAH Short 360	2159

17	OO-DTG Brasilia	0731	G-BLPV Short 360	0805
	G-BPWI JetRanger	0809	EI-CFA SAAB 340	0817
	G-OBOH Short 360	0830	G-JLRW Duchess	0852
	G-ATYN Cessna F150G	0855	G-BMAM DC9	0927
	G-OBHD Short 360	1002	G-BNYP Archer II	1005
	G-BPZX Cessna 152	1106	G-POAH Sikorsky S76	1115
	G-EXEC Seneca	1143	G-BMAM DC9	1222
	G-BPDZ Cessna 340	1238	G-SADE Cessna F150L	1255
	G-ASNK Cessna 205	1335	G-BNYP Cessna 152	1346
	G-LOGT Jetstream	1446	G-BMAM DC9	1518
	G-OBHD Short 360	1549	G-JHAN King Air 200	1740
	G-OBOH Short 360	1802	G-MEBC Cessna 310I	1809
	G-BMAM DC9	1818	OO-DTF Brasilia	1907
	G-BLPV Short 360	1908	EI-CFA SAAB 340	1918
	G-RMCT Short 360	2050	G-OBHD Short 360	2054
	G-BIUV HS 748	2115	G-BMAM DC9	2124
	G-OLAH Short 360	2147		
18	OO-DTG Brasilia	0736	EI-CFA SAAB 340	0812
	G-BLPV Short 360	0820	G-OBOH Short 360	0830
	G-BMAM DC9	0923	D-ERAW Mooney M20M	1009
	G-OBHD Short 360	1026	EI-BVA Cessna 404	1034
	G-BNUV Aztec	1038	G-BJCW Saratoga SP	1223
	G-BMAM DC9	1227	G-ROLA Seneca	1255
	G-BKHE Boeing 737	1355	G-BAML JetRanger	1357
	G-BAVZ Aztec	1406	G-LOGT Jetstream	1457
	G-BMAM DC9	1604	G-OBHD Short 3260	1658
	G-OBOH Short 360	1809	G-BLPV Short 360	1829
	G-JHAN King Air 200	1840	G-BMAM DC9	1844
	G-ODNP Cessna 310R	1906	EI-CFA SAAB 340	1914
	OO-DTK Brasilia	1917	G-OLDE Cessna 421B	2015
	G-BTAA Bandeirante N/R	2045	G-RMCT Short 360	2117
	G-BIUV HS 748	2123	G-BKHE Boeing 737	2126
	G-OBHD Short 360	2130		
19	OO-DTF Brasilia	0742	G-BLPV Short 360	0754
	EI-CFA SAAB 340	0822	G-OBOH Short 360	0838
	G-BMAM DC9	0931	G-OBHD Short 360	0955
	G-BMAM DC9	1240	G-BMAM DC9	1531
	G-LOGV Jetstream	1534	G-OBHD Short 360	1658
	G-JHAN King Air 200	1713	G-OBOH Short 360	1808
	G-BMAM DC9	1818	G-BMAR Short 360	1843
	G-SACU Cadet	1858	G-BKHE Boeing 737	1906
	OO-DTI Brasilia	1918	EI-CFD SAAB 340	1926
	G-OBHD Short 360	2050	G-BGWN Tomahawk	2056
	G-BIUV HS 748	2101	G-BMAM DC9	2123
	G-BIYG Short 330	2151	G-RMCT Short 360	2212
20	OO-DTJ Brasilia	0752	EI-CFC SAAB 340	0836
	G-BMAM DC9	0933	G-OBHD Short 360	1133
	G-BECG Boeing 737	1137	G-SEAS Navajo	1153
	G-BMAM DC9	1222	G-UKHP BAe 146 300	1345
	G-AZWB Cherokee 140E	1352	G-INDC Cessna T303	1400
	G-BODN Arrow III	1440	EI-BDY Boeing 737	1455
	G-UKLG Boeing 737 400	1620	G-OBHD Short 360	1643
	G-BMAK DC9	1916	G-BECG Boeing 737	2036
	G-BMAK DC9	2138		
21	G-AYRR HS 125 403B	0851	G-BMAC DC9	0927
	G-BPZX Cessna 152	1026	G-BMAC DC9	1228
	G-OBHD Short 360	1236	G-MIMI TB20 Trinidad	1305
	G-IEAC Boeing 757	1412	G-BJCU Boeing 737	1430
	G-OBHD Short 360	1650	G-JHAN King Air 200	1724
	G-ELDH DC9	1825	EI-CFA SAAB 340	1927
	OO-DTJ Brasilia	1929	G-OBHD Short 360	2010
	G-BFVI HS 125 700B	2114	G-ELDH DC9	2133
	G-BECH Boeing 737	2225		
22	G-CRML Cessna 414	0801	OO-DTJ Brasilia	0806
	G-BLPV Short 360	0813	EI-CFC SAAB 340	0832
	G-ATYN Cessna F150G	0838	G-BLZT Short 360	0848
	G-ELDH DC9	0940	G-OBHD Short 360	0959
	PH-HNK Cessna 340	1114	G-BGHP Duchess	1140

	G-FISH Cessna 310R	1200		G-NUTZ Twin Squirrel	1203
	G-ELDH DC9	1221		G-TKPZ Cessna 310R	1252
	G-BKHE Boeing 737	1323		G-BKTZ T67 Firefly	1431
	G-LOGV Jetstream	1526		G-ELDH DC9	1530
	G-BLZT Short 360	1649		G-OBLK Short 360	1816
	G-CRML Cessna 414	1817		G-ELDH DC9	1822
	G-BLPV Short 360	1830		G-BECH Boeing 737	1835
	OO-DTG Brasilia	1918		EI-CFB SAAB 340	1931
	G-BLZT Short 360	2059		G-RMCT Short 360	2118
	G-BIUV HS 748	2124		G-ELDH DC9	2127
	G-TBAC Short 360	2138			
23	OO-DTH Brasilia	0744		G-BLPV Short 360	0800
	G-BGZW Tomahawk	0823		G-BBTS V35B Bonanza	0825
	G-OBLK Short 360	0828		EI-CFB SAAB 340	0848
	G-BAML JetRanger	0856		9H-ABG Boeing 737	0933
	G-ELDH DC9	0943		G-BLZT Short 360	1005
	G-UKRC BAe 146 300	1012		G-BOER Warrior II	1031
	G-ODIL JetRanger	1039		G-JLRW Duchess	1053
	G-BRDO Cessna 177B	1103		G-ASNK Cessna 205	1128
	G-SADE Cessna F150L	1134		G-BOVK Warrior II	1146
	G-ELDH DC9	1235		G-BHWF Boeing 737	1330
	G-LOGV Jetstream	1448		G-ELDH DC9	1517
	G-BLZT Short 360	1649		G-JANE Cessna 340	1709
	G-OBLK Short 360	1810		G-ELDH DC9	1816
	G-BLPV Short 360	1840		OO-DTH Brasilia	1900
	EI-FKE Fokker 50	1917		G-BLZT Short 360	2103
	G-RMCT Short 360	2108		G-BIUV HS 748	2110
	G-BFVB Boeing 737	2118		G-BMAM DC9	2126
	G-TBAC Short 360	2144			
24	OO-DTF Brasilia	0737		G-BMLC Short 360	0811
	EI-CFD SAAB 340	0834		G-OBLK Short 360	0836
	G-BAVZ Aztec	0837		G-BLKY Baron	0902
	G-BNRX Seneca	0936		G-BHAM DC9	0939
	G-BLZT Short 360	1002		G-BOCY Seneca	1215
	G-BHAM DC9	1227		G-AVYT Arrow	1325
	G-AVXJ HS 748	1407	n/s	G-LOGP Jetstream	1453
	G-BHAM DC9	1526		G-BLZT Short 360	1644
	G-JHAN King Air 200	1735		G-OBLK Short 360	1806
	G-BHAM DC9	1816		G-BMAR Short 360	1837
	OO-DTJ Brasilia	1911		EI-CFA SAAB 340	1930
	G-BLZT Short 360	2055		G-RMCT Short 360	2103
	G-BIUV HS 748	2105		G-BHAM DC9	2121
	G-TBAC Short 360	2141			
25	OO-DTG Brasilia	0726		G-BLPV Short 360	0810
	EI-CFD SAAB 340	0836		G-OBLK Short 360	0842
	G-BHAM DC9	0936		22944 C-12A	0947 n/s
	G-BLZT Short 360	1002		N601HC Challenger	1019 n/s
	G-TKPZ Cessna 310R	1124		G-BHAM DC9	1229
	G-SACT Cadet	1341		G-BFVB Boeing 737	1404
	G-LOGP Jetstream	1447		G-BHAM DC9	1520
	G-BLZT Short 360	1650		G-OBLK Short 360	1806
	G-BHAM DC9	1809		G-BLGB Short 360	1835
	OO-DTH Brasilia	1900		G-FISH Cessna 310R	1903
	EI-CFC SAAB 340	1920		G-BLZT Short 360	2052
	G-BIUV HS 748	2111		G-RMCT Short 360	2125
	G-ELDI DC9	2142		G-TBAC Short 360	2145
	G-BFVB Boeing 737	2209			
26	OO-DTK Brasilia	0744		G-BLGB Short 360	0810
	G-OBLK Short 360	0854		EI-CFB SAAB 340	0857
	G-JHAN King Air 200	0911		G-ELDI DC9	0933
	G-BLZT Short 360	1005		G-WYPA Bolkow 105	1043
	G-BANK Seneca	1048		G-TKPZ Cessna 310R	1101
	G-ELDI DC9	1225		G-TKPZ Cessna 310R	1436
	G-LOGP Jetstream	1450		G-ELDI DC9	1534
	G-JANE Cessna 340	1635		G-BLZT Short 360	1648
	G-OBHD Short 360	1807		G-ELDI DC9	1821
	G-BLGB Short 360	1836		G-SACU Cadet	1840
	OO-DTJ Brasilia	1850		EI-CFC SAAB 340	1923
	G-BFVB Boeing 737	2008		G-BIYH Short 330	2038

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G-BLZT Short 360	2044	G-BIUUV HS 748	2114
G-ELDI DC9	2135	G-TBAC Short 360	2201
G-BMAG DC9	2210		
27 OO-DTF Brasilia	0740	EI-FKF Fokker 50	0827
G-JHAN King Air 200	0853	G-BMAG DC9	0930
G-BLZT Short 360	1131	G-BTZF Boeing 737	1213
G-BMAG DC9	1225	G-BFMH Cessna 177B	1233
G-UKLG Boeing 737 400	1257	G-BSBW JetRanger	1430
G-TSGJ Archer II div	1602	G-BLZT Short 360	1637
G-ELDG DC9	1821	G-BTZF Boeing 737	2015
G-ELDG DC9	2118		
28 G-PKBM DC9	0949	G-BOPU Grob 115	1102
G-PKBM DC9	1232	G-SACU Cadet div	1236
G-BLZT Short 360	1713	G-IEAC Boeing 757	1402
G-BGYJ Boeing 737	1407	G-BKHE Boeing 737	1541
G-BLZT Short 360	1713	G-PKBD DC9	1824
G-AZTS Cessna F172L	1833	OO-DTJ Brasilia	1900
EI-CFD SAAB 340	1936	G-BLZT Short 360	2039
G-PKBD DC9	2145		

From (& To where known)

01) N161WT/Edinburgh: 02) OE-FPA/Birmingham-Salzburg; N59756/Toussus-le-Noble: 03) OE-FPA/Salzburg: 04) F-GCQL/Le Havre; D-IIBB/Hannover-Sligo: 05) D-IIBB/Sligo-Hannover: 08) N831SR/Coventry: 10) N216FP/Luton-Hawarden: 11) XX500/f&t Finningley; XX492/f&t Finningley; OO-SBM/Newcastle-Brussels: 13) OO-SBQ/Brussels: 15) N26634/Ronaldsway: 16) ZE701/Northolt; N453C/Norwich n/s Barton: 18) D-ERAW/Kassel; EI-BVA/Dublin: 22) PH-HNK/Deventer: 25) N601HC/Le Bourget; 22944/Cologne:

Overshoots

01) XX482/FYY71; XX491/FYY77; XX499/FYY68: 02) G-BAVZ: 03) XX491/FYY03; CS738/FYY46 XX492/FYY77; G-BAVZ: 04) XS737/FYY36: 05) G-BAVZ: 08) G-BGHP: 09) XX498/FYY74; G-BGHP: 10) XX499/FYY74; XX498/FYY82: 11) XX492/FYY80: 15) G-BAVZ; XX496/FYY74: 16) XX496/FYY75; XX500/FYY73; XX479/NAVY800; XX499/FYY79: 17) XM424/LOP35: 18) XX491/FYY61; XX493/FYY82: 19) XX498/FYY70; XX495/FYY82: 22) XX498/FYY80: 23) G-TKPZ: 24) XX495/FYY74: 25) XR527/Swallow 69; XX496/FYY77; XX491/FYY75: 26) XM424/LOP53T:

Movements review February 1993

Slightly better than January but still a long way from being good. Night stopping on the 1st was the Falcon 20 N161WT of IBM, it used the callsign "Blue 231" and as all you computer buffs will know(!?) IBM is known as Old Blue. Using the callsign "Airlink 11" on the 2nd and 3rd was Citation II OE-FPA and night stopping on the 2nd was the Navajo N59756. Cessna 414A Chancellor F-GCQL arrived from Le Havre on the 4th and on the same day the King Air F90 D-IIBB was from Hannover to Sligo. D-IIBB did the return flight the following day. Diverting in on the 8th due to bad weather at Huddersfield was the Seneca N831SR which stayed till the 10th. Night stopping on the 10th was the Falcon 900 N216FP of Federal Paper. Sobelair did a charter to Brussels on the 11th with Boeing 737 OO-SBM as "Sobelair 4788" the return flight was made on the 13th with Boeing 737 OO-SBQ as "Sobelair 4787". The Isle of Man based Comanche N26634 visited on the 15th and the following day another American arrived in the shape of the Cessna 310 N453C which went into Knightair for servicing, it did an air test on the 24th and departed to Barton on the 27th. Rare at this time of year are German lightplanes so the Mooney M20M D-ERAW on the 18th was most welcome, it was joined by Cessna 404 EI-BVA which used the callsign "Iona 722". PH-HNK on the 22nd was a Cessna 340A and rounding off the month on the 25th was the night stopping Challenger N601HC. On the 11th we had two Jetstreams from Finningley XX500/FYY82 and XX492/FYY33 for checks with the CAA examiner. The Queens Flight were in evidence on the 16th when BAe 146 ZE701 was "Kitty 5". Night stopping on the 25th was Beech C-12 22944 of the USAF as "Lord 39B-A". The police Bolkow G-WYPA diverted in on two occasions during the month with engine failure. Pete Claphams new airline Yorkshire European Airways became a reality on the 18th when Bandeirante G-BTAA arrived from Exeter. An intense programme of crew training began the following day culminating in the first schedule to Southampton which departed at 0720 on March 1st as "Jorvik 201". The three letter code JOR and callsign "Jorvik" had been applied for earlier but unfortunately the paperwork was late arriving so on the 3rd of March the callsign "Raxep" was used, this proved to be another no-no so the aircraft then reverted to using its registration. A second Bandit, G-BKWB, is also due from Exeter and Pete says they are to be re-regd G-YEAA and G-YEAB. On the debit side Cessna 421 G-BCBK has been sold and is to depart - but it will be replaced by a Cayman registered Citation V by the end of March.

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 1993INBOUND DIVERSIONS NILREGULAR FLIGHTS

AMC3211	MLA	02/9H-ABF	09/9H-ABG	16/9H-ABF	23/9H-ABG
BAL244A	ALC	06/G-BGYK	13/DivMAN	20/G-BKHE	27/G-BTZF
BAL299A	TFS	05/G-BTZF	12/G-BFVB	19/G-BKHE	26/G-BFVB
BAL329A	SZG	07/G-BJCT	14/DivMAN	21/G-BJCU	28/G-BGYJ
BAL358A	LPA	01/G-BTZF	08/G-BFVB	15/G-BKHE	22/G-BECH
BAL422A	TFS	02/G-BTZF	09/G-BFVB	16/G-BKHE	23/G-BECH
BAL426A	LYS	06/G-BTZF	13/G-BFVB	20/G-BKHE	27/G-BFVB
BAL428A	PMI	01/G-BYAE	08/G-BJCV	15/G-BJCV	22/G-BKHE
BAL429A	ALC	02/G-BJCV	09/G-BHWF	16/G-BFVB	23/G-BHWF
BAL431A	ALC	04/G-BTZF	11/G-BFVB	18/G-BKHE	25/G-BFVB
BAL466A	AGP	04/G-BTZF	11/G-BFVB	18/G-BKHE	25/G-BFVB
IEA612	LCA	07/G-IEAC	14/DivMAN	21/G-IEAC	28/G-IEAC
LEI5015	INN	06/G-UKLG	13/DivMAN	20/G-UKLG	27/G-UKLG
UKA9922	CMF	06/G-UKSC	13/DivEMA	20/G-UKHP	

OTHER FLIGHTS

11	<u>OO-SBM</u>	B734	SBI4788	Newcastle-Brussels	Passenger Charter
12	<u>G-UKRH</u>	BA46	UKA609	Newcastle-Paris CDG	Lieu FK27
13	<u>OO-SBQ</u>	B737	SBI4787	Brussels-Newcastle	Passenger Charter
15	<u>EI-CDA</u>	B735	EIN304	Dublin-Newcastle	Lieu SF34
16	ZE701	BA46	Kitty 5	f/t Northolt	Royal
20	EI-BDY	B737	EIN4364/4365	f/t Dublin	Passenger Charter
23	G-UKRC	BA46	UKA785	Amsterdam-Newcastle	Lieu FK27
24	G-AVXJ	HS74	-	Edinburgh-Local	Calibration
24	G-AVXJ	HS74	-	Local-n/s-Stansted	Calibration
27	EI-KCF	FK50	EIN362/363	f/t Dublin	Lieu SF34

Aircraft making first visits are underlined. - - - - -

OUT & ABOUT The following aircraft were 'parked up' in the maintenance area:-

Bae 146 300 G-BSNR/S; G-BSYT; G-BTGJ; (ex Meridiana)
 200 G-BSRU; (Transair Cambodia)
 Boe 300 G-OBMB; (British Midland minus titles)
 DC9 Srs 15 G-BMAA; (as above)
 Vickers 953 G-APEP; (air bridge c/s, Hunting titles)
 HS 748 G-11-687; (CS-TAH; (All white c/s)
 Parked on the apron and/or operating services were:-
 DC9 G-BMAI; BAE ATP G-BMYM (British Midland)
 CV 580 OO-DHF; (DHL)
 Saab 340 G-GNTC/E; (Business Air) EI-CFD; (Aer Lingus)
 Boe 737 EI-ASE; (All white ex Aer Lingus)

Linley Hill The new Customs and Excise relaxed requirements have now been extended to Linley Hill allowing direct flights into Europe. Resident M.20J G-FLYA was the first to take advantage of this going to Le Touquet on 3.1. Residents news:- F.150F G-ATMX ret - ured here by 27.1 (last noted 26.9 On departure to Dundee), has been away for the owner to do night rating, FA.150K G-AXUF dismantled and departed by road week commencing 18.1 to Manchester area for rebuild, Airtourer 115 G-AZOE, PA-34 G-AZTO dismantled over a three day period week commencing 18.1 and departed by road to Stapleford for spares use, F.150L G-BATP. F.172N G-BGSV, 150M G-BPWG, Rans S.10 G-BTJX yet to fly, M.20J G-FLYA, F.150M G-HULL, Chevron G-MWUI and an unidentified fuselage of a JT.1. Visitors:- 3.1 G-OWGC T.61F f/t Pocklington, G-BJZN T.67A f/t Burton Constable. 19.1 G-OOLE 172M f/t Brough.

OUT AND ABOUT (Contd.)

WOLD NEWTON - WILLY HOWE FARM A new resident is F.172M G-BDNU arriving 18.1 from Leeds, whilst a temporary resident is AA-1B G-BBFC arriving 1.2 from Headcorn via Linley Hill and still present 7.2. Bensen B.8R G-BOUV had returned from maintenance at Melbourne by early January. Tailwind G-BDJC is up for sale and may be replaced by a Pitts. Movements:- 8.1 G-BCUJ F.150M f/t Sandtoft. 18.1 G-BDNU F.172M f Leeds (new resident). 31.1 G-ASVZ PA-28 f/t Brighton, G-GBUE DR.400 f/o to Bagby, G-BCHK F.172H f Bagby t Teesside, G-BPJD SOCATA 110ST f Brighton t Bagby, G-MWYD Shadow f/t Wombledon, G-BMNL PA-28R f/o, G-MVXN Mistral f/t Peterlee, G-BAZS F.150L f/t Sherburn, G-BKTT T.67M f/o f Bagby, G-OBMS F.172N f/t Sherburn, G-BAMB T.61C f/t Rufforth, G-BLCU SF. 25B f/t Rufforth, G-BRPE 120 f/o f/t Bagby, G-BRPG 120 f Brighton t Ottringham. 1.2 G-BBFC AA-1B f Headcorn via Linley Hill (temp. resident). 4.2 G-BSCP 152 f/t Sandtoft. 6.2 G-AZOE Airtourer 115 f/t Linley Hill, G-AVMD 150G f Bagby t Brighton, G-BJZN T.67A f Linley Hill t Burton Constable, G-AZTS F.172L f/t Humberside. 7.2 G-MWYD Shadow f/t Wombledon, G-AJAO J.3C-65 f Sibsey t Peterlee, G-BJZN T.67A f Burton Constable t Linley Hill, G-MTPV Thruster f/t Hushwaite, G-BMLK G-109B o/s f/t Rufforth, G-BIWN D.112 o/s t Sneaton.

NOSTALGIA - A SIGN OF GETTING OLD

Reading the 'ramblings' of Jim Stanfield reminded me that it has been a while since I wrote an article for my favourite magazine, but they turned me down, so I decided to write for my fellow enthusiasts in Air Yorkshire. Anyway, what else is there to do on a day when every two hours we have a violent snow squall. As you may be aware, I am a heavy metal fan and have been known to travel long distances to take photographs of airliners, but my 'Ramblings' will be confined to nearer at home. With the commencement of services by Yorkshire European Airways, it has sent my mind thinking of the other 'commuter' airlines that have entered the Air Transport Industry who are no longer around.

Air Commuter were based at Coventry during the early eighties on ad-hoc charter work, decided to operate scheduled services in '84 to Paris using Jetstreams leased from Peregrine Air Services. They decided larger equipment was required so a HS.748 was obtained from Dan Air and fitted out with 35 executive seats. They also changed their name to Venture Airways and within three months went bust! Air Leicester and Air Shetland were Bandeirante operators around 1980 on ad-hoc work and oil related services but didn't survive long enough to operate scheduled services. Air Westward operated Cessna Titans from Exeter to Glasgow but were bought out by BIA because the owners - Westward Television - were not allowed to own an airline due to their television franchise agreement. Air Ecosse survived a comparably long time before its demise in 1986. They flew a fairly extensive range of services based on Aberdeen. During the summer of 1986, they operated the Leeds to Gatwick service which ceased when the airline did. Brown Air commenced services from Leeds in 1986 using a Cessna 441 to fly to Oslo. Frankfurt soon followed - including Humberside - but were withdrawn when Short 330 aircraft were introduced to operate Leeds - Glasgow. Most people know that they changed their name to Capital Airlines and operated services from Leeds to Glasgow, Edinburgh, Dublin, Belfast, Gatwick, Bristol, Cardiff, Southampton, Jersey and Guernsey before coming to an end in 1990. Casair were based at Teesside and operated Short 330 to Gatwick and Belfast until they were merged into Genair in 1982. Eastern Airways were based at Humberside and operated to Heathrow and Glasgow initially with DC3's but re-equipped with Short 330 in 1981. They were also merged into Genair in 1982. Genair were initially based at Liverpool, but when they took over Casair and Eastern Airways they moved to Humberside and replaced the Bandeirante with Short 360's. They flew to Gatwick from no less than 7 airports Liverpool, Leeds, Teesside, Blackpool, Norwich, Humberside and Coventry. They also flew to Glasgow, Belfast and Heathrow before collapsing in 1984.

NOSTALGIA - A SIGN OF GETTING OLD (Contd.)

Euroflite were another airline that started life on ad-hoc charters and then started services, with Jetstreams from East Midlands and Luton to Brussels in 1985. They extended the service to start at Edinburgh, but this was soon dropped and then shortly afterwards they collapsed. Euroair started as Alexandria Aviation and then gained Post Office contracts before changing their name in 1983. Bandeirantes were the mainstay of their fleet, but they acquired a Viscount to operate Channel Island Charters and then took over Janus Airways and their Heralds. Their brief foray into schedule services was from Dundee and Carlisle to Heathrow using HS.748 but they quoted the BAA pricing policy for withdrawing the service after approximately a year. They carried on with the charters but folded in 1990. Metropolitan Airways took over the Dan Air "Link City" routes in 1982 using Twin Otters, under Dan Air's control. They then took over the Leeds to Glasgow, Bristol and Cardiff service, in 1984 and operated in their own right using a Short 330. They took the other routes on to their licence but collapsed about a year later. Centreline Air Services operated services under licence to Dan Air in the mid-eighties using a Bandeirante. Connectair started operating from Gatwick to Rotterdam, Dusseldorf and Guernsey using Short 330 and then 360 before being taken over by Air Europe and re-named Air Europe Express. They folded when Air Europe collapsed in 1991, although the routes have been taken over by City Flier Express which was formed by ex-Connectair Directors. Region Airways were based at Southend, operating services to Rotterdam, Ostend and the Channel Islands using Bandeirantes and Short 330/360. National Airlines were also based at Southend, operating services to Amsterdam, Dusseldorf and Paris using Bandeirante and Jetstreams. Both operated towards the end of the eighties and had closed down by 1992. Spacegrand operated from Blackpool to Belfast, Isle of Man and the Channel Islands in the early eighties using Twin Otters and then Short 330. They merged with Jersey European in 1985 and lost its identity. The last airline I want to mention is Severn Airways who were formed in early 1975, based at Bristol, who operated to Leeds using Doves, the aircraft that is. Now how many members can remember seeing them? They only survived about four months before collapsing. I wish to finish at this point but remind members that Air Yorkshire was formed in 1975, let's hope that we can survive to celebrate 20 years, it's a lot longer than some airlines have!! I apologise if I have missed any airlines that you feel should have been included but it was not meant to be a comprehensive article. To those who find any factual errors, well done, at least I wrote the article first!

Roger Fozzard.

BLACKPOOL AIRPORT

For years I avoided Blackpool Airport because few scheduled services operate from there. And after reading that the public observation gallery had closed, there seemed to be less reason than ever for going. But on June 16th, 1990, as I was in Blackpool anyway, I decided to visit the airport. They don't need an observation gallery; at least when it's fine. The short stay car park is by the side of the field, giving a good view of aircraft landing and taking off. When we arrived two planes were preparing to depart; Manx G-UIET for Dublin, and Jersey European G-BGMO for Belfast. Although the destinations seemed incompatible with the names of the operators, that is where they were going. The Manx was a British Aerospace ATP; the other was a Hawker Siddeley 748, Srs.2A. Janes Aviation, who then carried passengers on services to the Isle of Man and Belfast City, were represented by G-LEDN, a Short SD3-30 Variant 100, which looked attractive in a white and blue livery. There were plenty of light aircraft too; also G-BFWW, an SA 365 G-3 Dauphin 2 helicopter operated by Bond Helicopters Limited. The airport's static exhibit is a Vulcan military plane bearing the identification XL391. You can go right up to it - underneath it, in fact - and the size of it is staggering. Before leaving we visited the bar for an orange juice. Coffee would have been more acceptable, but the restaurant had closed, because although it was only four o'clock on a Saturday afternoon, the last scheduled flight had gone. On September 25th, 1992 I again visited Blackpool, this time with a friend and, seeing a notice advertising pleasure flights, we took a trip. It cost £10 each. Below us we easily identified different parts of the town, the tramcars on the sea front and, of course, the Tower. The plane was a Piper 28 Cherokee 140, registered G-ATMW.

BLACKPOOL AIRPORT (Contd.)

The most enjoyable part of the flight was when we were coming in to land, and seeing the runway end-on as we descended; a pilot's view that passengers don't get from the windows of commercial airliners. On the ground again we logged two Hawker Siddeley 748 Srs. 2A cargo planes belonging to Janes Aviation, G-BPDA and G-BIUUV, plus about twenty light aircraft and two helicopters.

My most recent visit to Blackpool was on March 10th this year. A Royal Mail Skynet, G-BEJE, was parked up, resplendent in its red livery. It was a medium sized aircraft with two propellers which, before we left, was towed by a tractor to a different part of the airport. Another scoop was a two engined private jet bearing the Belgium registration OO-OSA. We didn't see it arrive or depart, but it did look smart standing on the apron. Two medium sized Hawker Siddeley cargo planes of Janes Aviation were also there, and one of them, G-BIUUV, was being loaded. Nearby there were two red helicopters, G-BXDD and G-BKXE. Several men climbed into XE which then took off. Finally, in the almost deserted terminal building, I picked up a leaflet about the forthcoming Blackpool Air Show on June 13th, 1993. There is to be a four hour flying display, a large static aircraft park, a trade and exhibition area, and arena displays. Further information can be had by phoning 0989 66765, or by writing to Aviation Events Ltd., P.O.Box 51, Ross-on-Wye, Herefordshire, HR9 5YA.

Leslie Scheftsik.

DISPLAY DIARY 1993

APRIL

25 Brighton Vintage Piper Aircraft Club fly-in

MAY

05 RAF Linton-on-Ouse Provost Memorial Day
 16 Elvington Opening of Sir Barnes Wallis Museum
 29/30 Mildenhall USAF Air Pete

JUNE

04 Rufforth Gliding (Evening)
 06 Skegness Aero Club fly-in
 12 Coningsby Air Display
 13 Squires Gate Blackpool Air Show
 18/19/20 Biggin Hill International Air Fair
 21 RAF Finningley Air Yorkshire Trip (Full)
 26 Aero Club Our own Aero Club's fly-in
 26 Woodford RAFA/BAe Air Show
 27 Sherburn Sherburn Aero Club fly-in and bar-b-que

JULY

03 Waddington Waddington Open Day
 10/11 Brighton Tiger Trophy Aerobatic Competition
 18 Ashcroft Farm (Cheshire) Fly-in and garden party
 18 RAF Church Fenton SSAFA Air Display
 18 Humberside (provisional) Eastern International Air Fair
 25 Duxford Air Yorkshire Trip
 31 Leeming Air Fair 93
 31/01 Doncaster Race Course Noels Garden Party

AUGUST

14/15 Whitburn Bay Sunderland International Air Days
 15 Brighton Jodel/Robin fly-in
 21/22 Sherburn Roy Legg Trophy Aerobatic Competition
 21/22 RAF Alconbury USAF Air Tattoo
 28/29 Carlisle Carlisle Air Show
 28/30 Elvington Elvington '93 Air Spectacular
 29/30 Brighton Classic, Vintage and Flying Flea flea-in

SEPTEMBER

05 Skegness Aero Club Fly-in
 12 Netherthorpe Sheffield Aero Club Charity Fly-in
 12 Southport Southport Beach Air Show
 18 RAF Finningley Battle of Britain at home day

OVER THE HILL

.....

Just two days after our March meeting at the LBA I travelled across to Manchester with fellow member Howard Bell to find a busy scheduled scene, on a spring-like Winters day. Tuesday turned out to be a good choice for the larger of the foreign visitors with the BA (G-BDXA) flight from Islamabad adding to six other 747s. Quantas were present with their 400 series VH- OJO, cheekily sporting a counter-bid logo that claims Sydney (not Manchester !) should host the next Olympic games. Cathay Pacific also had a '400 in VR-HOP, whilst loading up over on the freight side was Air Hong Kong's VR-HKM. South African Airways 200 series ZS-SAL (numbered 001 in the fleet and named Tafelburg) looked distinctly out of place at gate 12 on the right hand end of pier B, but looked more at home when later moved to gate 27 on pier C. Yet another 747-400 departed, just after dark, when Singapore's 9V-SML took the first of the weeks 3 flights out. Before dusk the former Canadian registered 747- 200, AP-BCM of PIA touched down from Islamabad and heralded a noticeable increase in people as many Asian families swelled both the Arrival and Departure areas. American Airlines 10.20 to Chicago and 10.40 to New York, taxied out, one in front of the other with N338AA being accompanied by her bigger sister = N373AA. Another 767' logged was the 'Canadi?n' /300 series G-FCAJ. Delta's Tri-star left for Atlanta with N754DL in charge.

European traffic included the SAS/Swedish registered MD87s= DIB and DIP plus the smaller OY-KGN. Spain added its own colour with IBERIA-A320 = EC-FGR and Futura's 737-400 EC-FLD, whilst KLM supplied 737-300's BDC + BDD. Air France also presented 737's, F-GBYA (200 series) and the '735' = F-GJNA. Air Malta sent 732= 9H-ABG. Lufthansa kicked off with 737/200 = D-ABFS which was later followed by a hat-trick of company landings comprising of another 732=ABMB, a 735= ABJH and a 'City line F50=AFKT. One unusual sight was the late afternoon picture of pier B, devoid of its usual charter jets and eventually put to use for the aforementioned F50. This was later joined by BASE Air's Piper PA 42= PH-JDV (ex-G-BJIZ) and Air Littoral's Brasilia= F-GFEQ, both parked at 90° to the pier. Newair's J31 was OY-CLB whilst Business Air were using SAAB 340= HB-AHB with most of the Crossair colours intact. Other aircraft of note included the Royal family's ZE 702, which was parked at Gate 51 for almost 6 hours, two BA 1-11s!! + 3 Biz-jets:- Falcon 20= N161EU, Falcon 900=N906WK (Kellogs), and Citation? N2000W. Still behind the fire station were Hs 748s= CS-TAO, G-BJTL and V2-LDK all of which have now been resident for over 2 years. For those who have not visited the 16 acre Aviation viewing park on the South side yet, the high viewing mound behind the car park can be recommended. It will get very busy on most fine week-ends, but with the TAS aviation shop and a hot food van, facilities are improving all the time.

Alan Sedgwick.