

AIR YORKSHIRE



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MAY 1991

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FORTHCOMING MEETINGS

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

JUNE 2nd : British Midland Airways, its history and current operations,
presented by two of its senior Captains.
JULY 7th : Ark Royal Special - with Flight Deck "sound effects".
AUGUST 4th : Provisional visit to Doncaster.
SEPTEMBER 1st : Air Band Radio.

CHAIRMAN'S CHAT

We start this month with many apologies for the "duff" information given in the last bulletin. Church Fenton Air Display is on Sunday June 9th, hope to see many of you there.

Last months magazine was another good issue and thanks go to all contributors. Especially Terry Sykes for his interesting history of the magazine & Air Yorkshire. The Cox 22 DC-3 flight has now been rescheduled for Sunday June 30th, so there is still time to go on this vintage aircraft. Book direct with Cox on 0274-488111. Cost £35, state Air Yorkshire member.

Trips A board will be displayed at future meetings on which you may add your name to the following trips:-

Sunday July 14th - Cosford Air Museum, Nr. Wolverhampton.

Sunday August 4th - Due to holidays there is no meeting at LBA, but it is hoped to form a party to visit Yorkshire Helicopters at Doncaster.

Saturday September 21st - Conducted visit to Blackpool Airport followed by illuminations.

A midweek evening visit to Police 42 H.Q. at Carr Gate, Wakefield.

Gliding at Rufforth, a weekday evening to be arranged July - August.

Transportation to all above trips will be arranged once we know how many members are interested.

CREDITS

T.W.Sykes
J.Stanfield

J.Hinkles
I.D.Morton

E.C.Griffiths
A.Sedgewick

S.W.Rigg
R.Fozzard

LEEDS/BRADFORD MOVEMENTS - APRIL 1991

	ATA	ATD		ATA	ATD
1. G-JEAE Friendship	0924	1008	G-BAZG Boeing 737	n/s	1439 0912(2)
G-JEAB Friendship	1740	1824	G-BMAR Short 360		1840 1928
OO-DTJ Brasilia	1857	1933	G-JEAB Friendship	n/s	2039 0712(2)
G-BNEH BAe 125	2135	2152			
2. OO-DTF Brasilia	0738	0814	G-BMAR Short 360		0803 0839
G-JEAB Friendship	0916	0959	9H-ABE Boeing 737		1135 1228
G-BGTG Aztec	1402	1525	G-BECG Boeing 737		1547 1657
G-BMAR Short 360	1550	1618	G-COMB Twin Comanche	n/s	1650 1713(3)
G-JEAE Friendship	1730	1812	G-BAZG Boeing 737		1854 1956
G-BMAR Short 360	1858	1930	OO-DTI Brasilia		1910 1934
G-JEAE Friendship	n/s	2023 0715(3)	G-ODNP Cessna 310R		0721
3. OO-DTG Brasilia	0742		G-BMLC Short 360		0758
G-AZTS Cessna F172L	0802	1643	G-SOUL Cessna 310R		0829
OY-CEV Citation I	0903	1912	G-JLRW Duchess		0907
OY-CYV Citation II	0910		G-JEAE Friendship		0914
G-OCAN Cessna 340	1103		G-BONL Jetranger		1115
G-BJYD Cessna 152	1119		G-BMNF King Air 200		1146
G-AXNX Cessna 182M	1218		G-WACK Short 360		1629
G-JEAB Friendship	1728	1811	OO-DTL Brasilia		1852 1928
G-WACK Short 360	1918		G-ODNP Cessna 310R	n/s	1921 0721(9)
G-BGYJ Boeing 737	n/s	1946 0730(4)	G-JEAB Friendship	n/s	2059 0710(4)
G-BPEM Warrior	2115	2148	G-COMB Twin Comanche	n/s	
4. OO-DTH Brasilia	0741	0813	G-TKPZ Cessna 310R		0817
G-WACK Short 360	0822	0849	G-JEAB Friendship		0931
OY-CEV Citation I	n/s	1044 1335(5)	ZE410 Agusta 109		1048
G-TOMI BAe 125	1150		G-SLOT Cessna 340		1302 1940
G-BGYJ Boeing 737	1410		G-BLGB Short 360		1543
G-ORCE Citation II	1553	1713	G-JEAB Friendship		1745 1821
G-BNEH BAe 125	1842	1900	OO-MTD Brasilia		1850 1937
G-BLGB Short 360	1854	1934	G-JEAB Friendship	n/s	2026 0704(5)
G-BGYJ Boeing 737	n/s	2120 0959(5)			
5. OO-DTI Brasilia	0733	0809	F-GIMD King Air 200		0741 1736
G-BLGB Short 360	0806	0841	G-JEAB Friendship		0922 0956
G-HIEL Robinson R-22	1110	1110	G-AWSM Cherokee 235		1219 1523
G-OCCC BAe 125	1332	2053	G-AVWH Cherokee 140		1450 1745
G-BMAR Short 360	1540	1618	G-HIEL Robinson R-22		1604 1604
G-ECBH Cessna F150K	n/s	1627	G-JEAE Friendship		1748 1830
G-BEPY Rockwell 112B	n/s	1756	G-BMAR Short 360		1858 1929
OO-DTF Brasilia	1917	1947	G-BGYJ Boeing 737	n/s	2025 0725(6)
G-JEAE Friendship	n/s	2051 0704(6)			
6. G-TOTY Robinson R-22	0849	1034	G-JEAE Friendship		0915 1034
G-HIEL Robinson R-22	0937		G-HIEL Robinson R-22		1233
G-HIEL Robinson R-22	1404		G-HIEL Robinson R-22		1720 1722
G-JEAE Friendship	n/s	1929 0843(?)	G-BCWA BAC 1-11		2008 2049
G-BECH Boeing 737	n/s	2104 0735(?)	G-KFIT King Air F90		2110 2136
7. G-BFTH Cessna F172N	1243	1313	G-CSNA Cessna 421C		1330
G-BCXR BAC 1-11	1552	1648	G-JEAE Friendship		1724 1847
OO-DTI Brasilia	1902	1927	G-BECH Boeing 737	n/s	2032 0901(8)
G-JEAE Friendship	n/s	2055 0717(8)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
8. G-ROMA Hughes 369S	0710	0745	00-DTL Brasilia	0757	0830
G-EMAR Short 360	0826	0857	G-BGVZ Archer II	0856	1553
G-JEAE Friendship	0919		G-BECH Boeing 737	n/s	1450 0923(9)
G-CBOR Cessna F172N	1523	1605	G-BLGB Short 360	1551	1617
G-BPYX Robinson R-22	n/s	1739 0824(9)	G-JEAF Friendship	1810	1839
G-BLGB Short 360	1845	1930	00-DTI Brasilia	1904	1927
G-JEAF Friendship	n/s	2041 0718(9)			
9. 00-MTD Brasilia	0732	0808	G-EMAR Short 360	0759	0838
G-OANC Warrior	0812	1700	G-JEAF Friendship	0921	
G-EPWE Warrior	1035	1658	G-GAMA Baron	1937	
9H-ABF Boeing 737	1048		G-TKPZ Cessna 310R	1306	
G-BPWR Cessna F172K	n/s	1322	G-TKPZ Cessna 310R	1515	1634
G-BAZG Boeing 737	1539	1708	G-EMAR Short 360	1543	1616
G-BGPH AA5B Tiger	1551	1602	G-JEAF Friendship	1751	1820
G-BECH Boeing 737	n/s	1858 0735(11)	G-EMAR Short 360	1900	1925
G-SAMM Cessna 340A	n/s	1904	00-DTJ Brasilia	1924	2007
G-JEAF Friendship	n/s	2026 0708(10)			
10. G-BGZW Tomahawk	0729		00-DTJ Brasilia	0739	0812
G-EMAR Short 360	0804	0837	G-JEAF Friendship	0918	
G-BLKY Baron	1004	1709	EI-BIF Rallye 235E	1042	1738
G-ILTS Cherokee Six	1100		G-BDHL Aztec	1200	
G-HIEL Robinson R-22	1232		G-WROX Navajo 350	1423	
G-TKPZ Cessna 310R	1427	1523	G-CZAR Citation V	n/s	1430 1616(11)
G-BBEV Cherokee 140	1539	1655	G-WACK Short 360	1542	1612
G-HIEL Robinson R-22	1551	1551	G-JEAE Friendship	1738	1818
00-NEC Mooney M20	n/s	1748 0941(11)	G-WACK Short 360	1855	1930
G-ILTS Cherokee Six	1912	1930	G-ODNP Cessna 310R	n/s	1917 0739(11)
G-ROMA Hughes 369S	1936	2006	00-DTI Brasilia	1950	2024
G-JEAE Friendship	n/s	2026 0701(11)			
11. 00-DTJ Brasilia	0753	0844	G-WACK Short 360	0806	0838
G-SOUL Cessna 310R	0838		G-BOXR Cougar	0846	
G-JEAE Friendship	0913		G-HIEL Robinson R-22	0948	
G-MOAT King Air 200	1005		G-BNME Cessna 152	1057	
G-AVXJ HS.748	1117	1551	G-HIEL Robinson R-22	1259	
G-BBPX Seneca	n/s	1339	G-ITDA Saratoga SP	1351	1722
G-HIEL Robinson R-22	1403		G-BECH Boeing 737	1435	1559
G-BNMM Jetranger	1518	1556	G-BMHX Short 360	1553	1622
G-DFLT Cessna 406	1624	1657	G-HIEL Robinson R-22	1705	1705
G-JEAE Friendship	1744	1827	G-DBAR King Air 200	1825	1834
G-BMHX Short 360	1857	1929	00-DTH Brasilia	1908	1948
G-JEAE Friendship	n/s	2032 0700(12)	G-BECH Boeing 737	n/s	2200 0958(12)
12. 00-DTI Brasilia	0733	0807	G-BMHX Short 360	0805	0838
G-TKPZ Cessna 310R	0812	1224	G-JLRW Duchess	0912	1612
G-JEAE Friendship	0914	1001	G-BBHG Cessna E310Q	1318	1633
G-HIEL Robinson R-22	1322	1326	G-DFLT Cessna 406	1407	1434
G-BPUZ Cessna 150M	1541	1639	G-CSNA Cessna 421C	1551	
G-BLGB Short 360	1555	1621	G-JEAF Friendship	1813	1853
G-BLGB Short 360	1859	1932	00-DTG Brasilia	1908	1941
G-BECH Boeing 737	n/s	2047 0716(13)	G-JEAF Friendship	n/s	2054 0712(13)
13. N48Y BAe 125	0814	1529	G-JEAF Friendship	0922	
G-BEEL Turbo Navajo	1652	1721	G-ATVH BAC 1-11	1700	1819
G-JEAF Friendship	n/s	1945 0853(14)	G-BGYJ Boeing 737	n/s	2117 0733(14)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
14.G-RIFA Gazelle	1201	1236	G-TKPZ Cessna 310R	1303	1400
G-BGYJ Boeing 737 n/s	1426	0854(15)	G-BMYK ATP	1429	
D-EOKC Cessna P210N n/s	1435	1519(18)			
G-BPZX Cessna 152	1453	1557	G-BLDP Slingsby T-67	1531	1623
G-EDAT BAC 1-11	1547	1632	G-BELR Cherokee 140	1618	1656
G-PASY BN2 Islander n/s	1727		G-JEAF Friendship	1734	
OO-DTJ Brasilia	1854	1928	G-JEAF Friendship n/s	2029	0718(15)
15.OO-DTJ Brasilia	0730	0819	G-BMNF King Air 200	0741	0816
G-BLGB Short 360	0807	0840	G-JEAF Friendship	0921	1002
G-OTSL Agusta 109	0926	0936	G-BFTH Cessna FL72N	1102	
G-IBAK Cessna 421C	1129		G-BYRD Mooney M20	1413	1604
G-BDHL Aztec	1446	1610	G-ODNP Cessna 310R n/s	1448	0718(16)
G-BGYJ Boeing 737 n/s	1510	0918(16)	G-BNYP Cessna 152	1519	1622
G-WACK Short 360	1544	1620	HB-VGR Citation II	1553	1836
G-SACV Cadet	1558	1711	G-TKPZ Cessna 310R	1609	1649
G-BMNF King Air 200	1646	1717	G-JEAF Friendship	1742	1818
G-BFGH Cessna F337G	1806		G-WACK Short 360	1854	1930
OO-DTG Brasilia	1922	2002	G-JEAF Friendship n/s	2023	0705(16)
16.G-BLGB Short 360	0804	0841	G-BFLV Cessna FL72N	0826	
G-OGRV Navajo 350	0829		D-ICCC Citation I	0840	1704
OO-DTL Brasilia	0748	0837	G-JEAF Friendship	0915	
G-BRFV Cessna T182	1006		9H-ABG Boeing 737	0937	
G-BCWM Jetranger	1132		G-HGPI TB20 Trinidad	1203	1620
G-RUIA Cessna FL72M	1244		G-BDHL Aztec	1258	1622
G-BRIN TB20 Trinidad	1332	N/Res	G-DODS Malibu	1350	1630
G-BNYY Turbo Arrow	1350	1627	G-MALK Cessna FL72N	1401	
G-IFLI AA5A Cheetah	1418		G-BMHX Short 360	1539	
G-BAZH Boeing 737	1554	1701	G-OGRV Navajo 350	1714	1801
G-JEAF Friendship	1740	1826	G-BMHX Short 360	1844	1928
G-BNEH BAE 125 n/s	1853		G-BGYJ Boeing 737 n/s	1908	0737(18)
OO-DTI Brasilia	1926	1959	G-CSNA Cessna 421C	2024	
G-JEAF Friendship n/s	2040	0708(17)			
17.OO-DTG Brasilia	0753		G-BLGB Short 360	0801	
G-BHMI Cessna FL72N	0813		G-BRPU Duchess	0858	
G-FIGB Cessna 152	0900		G-JEAF Friendship	0924	
F-GFHV Seneca	1043	1734	N3254X Cessna 421C	1101	1607
G-AZVG AA5 Traveler	1127	1832	G-BJYD Cessna FL52	1243	
G-BHYG Seneca	1456		G-BPEM Warrior II	1506	1608
G-BMLC Short 360	1538	1618	G-JEAF Friendship	1752	1828
G-BMLC Short 360	1848	1932	G-ODNP Cessna 310R n/s	1917	
OO-DTL Brasilia	1925	1952	G-JEAF Friendship n/s	2030	0712(18)
18.OO-DTH Brasilia	0749	0817	G-BMLC Short 360	0755	0835
G-AXNX Cessna 182M	0815	1343	G-JEAF Friendship	0915	1008
G-PASY BN2 Islander n/s	0949	1709(19)	G-JLRW Duchess	0955	1815
G-ROCH Cessna T303	1101	1453	G-SKYH Cessna 172N	1215	
G-SOUL Cessna 310R	1246	1612	G-HIEL Robinson R-22	1347	1347
G-BGYJ Boeing 737	1422		G-NUIG King Air C90	1527	
G-WACK Short 360	1543	1613	G-HIEL Robinson R-22	1725	1725
G-JEAF Friendship	1805	1845	OO-MTD Brasilia	1848	1924
G-WACK Short 360	1928	2001	G-JEAF Friendship n/s	2047	0702(19)
G-BGYJ Boeing 737 n/s	2134	1035(19)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
19. <u>OO-DTI Brasilia</u>	0735	0818	G-WACK Short 360	0801	0835
G-MOAT King Air 200	0816	1552	G-JEAF Friendship	0918	1006
G-WPLC King Air 200	0925	1009	XX508 Bae 125	1125	1216
G-WPLC King Air 200	1405	1536	G-RUIA Cessna F172M	1412	1501
G-BMHX Short 360	1542	1614	G-OCCC Bae 125	1726	2154
G-JEAF Friendship	1744	1816	G-BMHX Short 360	1847	1935
OO-DTG Brasilia	1907	1938	G-BGYJ Boeing 737	n/s	2024 0847(20)
G-JEAF Friendship n/s	2025	0754(20)			
20. G-JEAF Friendship	0957	1036	G-NNAC Super Cub	1051	1504
F-GKAR Falcon 50	1104	1138	G-RUIA Cessna F172M	1328	1401
<u>OY-BZE Cessna F172N</u>	1638	1824	G-ATJV Cherokee Six	1649	1700
G-ATTP BAC 1-11	1705	1751	G-HIEL Robinson R-22	1726	1727
G-VRES King Air 200	1913	1925	G-JEAF Friendship	n/s	1942 0853(21)
G-AWBP Cessna 182L n/s	2015	1517(21)	G-BPLA Boeing 737	n/s	2115 0728(21)
21. G-NUIG King Air C90	1043	1110	G-ENAM Cessna 340	1051	1057
G-ATJV Cherokee Six	1127	1144	<u>LN-BRE Boeing 737</u>	1221	1404
G-BPLA Boeing 737 n/s	1402	0836(22)	G-BPBO Turbo Arrow	1512	1633
G-BEKA BAC 1-11	1533	1627	F-GKAR Falcon 50	1545	1632
G-JEAF Friendship	1729		<u>EI-SNN Citation III</u>	n/s	1732 1237(22)
OO-MTD Brasilia	1910	1949	G-STAT Cessna 206	n/s	1915
G-JEAF Friendship n/s	2030	0718(22)			
22. <u>OO-DTG Brasilia</u>	0747	0811	G-BKMX Short 360	0809	0842
G-PASY BN2 Islander	0851	1707	G-BWMP Rockwell 695A	0906	1515
G-BOVK Warrior II	0912		G-JEAF Friendship	0934	1007
G-CZAR Citation V n/s	1011	1631(23)	G-BGBY Tomahawk	1013	1054
G-BBXH Cessna FR172F	1020		G-BJXA Slingsby T67	1050	1531
G-SACV Cadet	1056		G-BGGF Tomahawk	1101	1707
G-BING Cessna F172P	1105		<u>N80302 Seneca</u>	1212	
G-BDGM Warrior	1250	1511	G-GRID Twin Squirrel	1258	
G-BAEZ Cessna FR150L	1339		G-BPLA Boeing 737	n/s	1436 0919(23)
G-AXJX Cherokee 140B	1457		G-AWVO Jodel DR1050	1501	1632
G-BMHX Short 360	1538	1615	G-SACV Cadet	1552	1651
G-BOTN Warrior II	1622	1730	G-JEAF Friendship	1736	1817
G-GAMA Baron n/s	1741	0744(23)	G-CSNA Cessna 421C	1758	
G-STAT Cessna 206 n/s	1804	0832(27)	G-BAHI Cessna F150H	1810	1912
G-BMHX Short 360	1846	1928	<u>OO-DTI Brasilia</u>	1910	1942
G-JEAF Friendship n/s	2017	0706(23)	G-BOYL Cessna 152	2046	2146
G-PASY BN2 Islander n/s	2112	1710(23)			
23. G-BMNF King Air 200	0737	0759	<u>OO-MTD Brasilia</u>	0748	0820
G-BGBY Tomahawk	0752		<u>F-GEJV King Air A100</u>	0755	1706
G-BKMX Short 360	0808	0844	G-BHMT Cessna F172N	0810	1529
G-AYRR Bae 125	0857	1721	G-JEAF Friendship	0916	1000
G-JLRW Duchess n/s	0949	0801(24)	G-GRID Twin Squirrel	1058	
<u>9H-ABF Boeing 737</u>	1104		G-BDHL Aztec	1110	1656
G-BGKV Arrow III	1141	1514	G-HBCO Navajo 325 C/R	1223	
G-BKTZ Slingsby T67	1224		G-ERIC Rockwell 112	1324	
G-HIEL Robinson R-22	1340		G-TKPZ Cessna 310R	1431	1750
G-BGAA Cessna 152	1457	1556	G-WACK Short 360	1542	1615
G-BHWF Boeing 737	1600	1713	G-JEAF Friendship	1733	1808
G-HIEL Robinson R-22	1816	1816	G-BPTR Robinson R-22 n/s	1834	
G-WACK Short 360	1850	1939	G-HBCO Navajo 325 C/R	1854	1917
G-BPLA Boeing 737 n/s	1908	0729(25)	<u>OO-DTH Brasilia</u>	1911	1945
G-AZFI Arrow	1933	2058	G-JEAF Friendship	n/s	2011 0712(24)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
24.00-DTL <u>Brasilia</u>	0745	0815	G-BMAR Short 360	0809	0835
G-OANC Warrior II	0819	1756	G-JEAH Friendship	0919	
G-TKPZ Cessna 310R	1127	1157	G-AXNX Cessna 182M	1128	1645
G-JLRW Duchess	1134	1142	G-HIEL Robinson R-22	1253	1253
OY-BVJ Navajo 310C n/s	1436	1341(26)	G-SACU Cadet	1526	1617
G-BMHX Short 360	1526	1628	G-BOXY Archer II	1603	1702
G-BNME Cessna 152 n/s	1706	1213(25)	G-EMNF King Air 200	1719	1750
G-HIEL Robinson R-22	1734	1734	G-JEAB Friendship	1735	1815
G-BMHX Short 360	1857	1931	OO-DTH <u>Brasilia</u>	1902	1942
G-JEAB Friendship n/s	2027	0705(25)			
25.00-DTK <u>Brasilia</u>	0728	0816	G-BHUI Cessna 152	0801	0958
G-BMHX Short 360	0807	0837	G-HBCO Navajo 325 C/R	0848	1013
G-JEAB Friendship	0916	0954	G-GRID Twin Squirrel	0930	0946
G-DONS Turbo Arrow	1001	1645	XW648 Lynx	1037	1107
G-HIRS Cessna 182P	1040	1534	G-TKPZ Cessna 310R	1147	1631
XV732 Wessex	1214	1319	G-SOUL Cessna 310R	1242	1426
G-BPLA Boeing 737	1408	1508	D-ILSW Cheyenne III	1438	1810
G-HIEL Robinson R-22	1454	1454	G-JVAJ Cheyenne I	1522	1843
G-BWMP Rockwell 695A	1526	1610	G-BMLC Short 360	1541	1619
G-JEAB Friendship	1740	1818	G-HBCO Navajo 325 C/R	1826	1855
G-HIEL Robinson R-22	1840	1941	G-BMLC Short 360	1852	1929
OO-DTH <u>Brasilia</u>	1857	1927	G-JEAB Friendship n/s	2028	0710(25)
G-BPLA Boeing 737 n/s	2103	0950(25)	G-BARB Seneca n/s	2146	1005(25)
26.00-DTI <u>Brasilia</u>	0730	0806	G-BMLC Short 360	0810	0832
F-GFJL Citation II	0831	1611	G-KYIN Cessna 421C	0836	0909
G-JEAB Friendship	0927	1013	G-BWMP Rockwell 695A	1008	1638
G-MOAT King Air 200	1020	1713	XX507 HS.125	1026	1624
G-SOUL Cessna 310R	1116	1547	G-HIEL Robinson R-22	1253	1253
G-PASY BN2 Islander	1328	1544	G-EDWY Cherokee 140	1344	1433
G-SOUL Cessna 310R	1507		G-BMHX Short 360	1541	1616
G-ISEB Agusta 109	1614	1618	G-HIEL Robinson R-22	1630	1630
G-BGKY Tomahawk	1659	1829	G-KYIN Cessna 421C	1728	
G-JEAH Friendship	1745	1819	G-AZFI Arrow	1835	1904
G-BLGB Short 360	1849	1927	G-NAIL Cessna 340 n/s	1856	1709(28)
OO-DTG <u>Brasilia</u>	1910	1937	G-ODNP Cessna 310R n/s	1930	
G-BPLA Boeing 737 n/s	2011	0715(27)	G-JEAH Friendship n/s	2128	0711(27)
27. G-JEAH Friendship	0925		G-HIEL Robinson R-22	0939	0939
YU-ANU Boeing 737	0951	1041	G-BBPW Robin HR100/210	1033	1114
G-HIEL Robinson R-22	1318	1318	G-HIEL Robinson R-22	1403	1403
G-AZTS Cessna F172L	1502	1556	G-AZLY Cessna F150L	1512	1615
G-BNPF Cessna 152	1535	1630	G-BDWY Cherokee 140	1607	1735
G-ATTP BAC 1-11	1653	1748	G-HIEL Robinson R-22	1902	
G-JEAB Friendship n/s	1935	0910(28)	G-BAZG Boeing 737 n/s	2113	0749(28)
28. G-COWI Cessna 414	0851	0919	G-ATTP BAC 1-11	1016	1119
G-BKOA Rallye 180GT	1037	1140	G-BSXW Warrior II	1046	1143
N4894W <u>Rockwell 114</u>	1157	1348	G-BNPF Cessna 152	1242	1312
G-BDAE BAC 1-11	1249	1324	G-PORT Jetranger	1314	1402
G-BAZG Boeing 737 n/s	1423	0837(29)	G-AZTS Cessna F172L	1509	1557
G-HISB Cessna 152	1513	1606	G-BDAE BAC 1-11	1632	1700
G-JEAH Friendship	1739	1818	G-HMES Warrior II	1758	1912
G-BBFW Robin HR100/210	1856	1933	OO-MTD <u>Brasilia</u>	1911	1928
G-STAT Cessna 206 n/s	2009		G-JEAH Friendship n/s	2025	0716(29)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
29.00-DTG <u>Brasilia</u>	0747	0815	G-BMLC Short 360	0814	0849
G-JEAG Friendship	0936	1007	G-BDHL Aztec	0943	1418
G-GRID Twin Squirrel	1103	1303	G-HIEL Robinson R-22	1350	1350
G-BAZG Boeing 737 n/s	1451	0913(30)	G-BMAR Short 360	1550	1618
G-GRID Twin Squirrel	1602	1613	N50FJ Falcon 50	1613	
G-JEAG Friendship	1740	1816	G-HIEL Robinson R-22	1839	1839
G-BMAR Short 360	1859	1937	<u>OO-DTL Brasilia</u>	1916	1941
G-JEAG Friendship n/s	2031	0701(30)			
30.00-DTH <u>Brasilia</u>	0732	0754	G-BMHX Short 360	0809	0842
G-JLFW Duchess	0901	1712	G-JEAG Friendship	0921	
PH-TVB Navajo 310	1020	1708	<u>9H-ABG Boeing 737</u>	1050	
G-ORME Jetranger	1103		G-RUIA Cessna FL72M	1156	
G-BLXX Aztec	1342		G-HIEL Robinson R-22	1403	
G-BLGB Short 360	1542	1621	G-BAZH Boeing 737	1603	1709
G-GAZZ Gazelle	1656	1728	G-HIEL Robinson R-22	1702	1702
G-HBCO Navajo 325 C/R	1720		G-JEAG Friendship	1734	
<u>OO-MTD Brasilia</u>	1847	1928	G-BLGB Short 360	1849	1925
G-BAZG Boeing 737	1854	1942	G-JEAG Friendship n/s	2038	

FROM:-

3. OY-CEV/Hamburg; OY-CYV/Hamburg. 4. OY-CEV/Hamburg; ZE410/Catterick. 5. F-GIMD/Merville. 10. EI-BIF/Weston; OO-NEC/Cardiff. 13. N48Y/Le Bourget. 14. D-EOKC/Stuttgart. 15. HB-VGR/Staverton. 16. D-ICCC/Dusseldorf. 17. F-GFHV/Rennes; N3254X/Mannheim. 19. XX508/Northolt. 20. F-GKAR/Le Bourget; OY-BZE/Ostend. 21. LN-BRE/Stockholm (Arlanda); F-GKAR/Lyon; EI-SNN/Shannon. 22. N80302/Leavesden. 23. F-GEJV/Le Havre. 24. OY-BYJ/Odense. 25. XW648/Middle Wallop; XV732/Ilkley; D-ILSW/Cologne. 26. F-GFJL/Hannover. 28. N4894W/Leicester East. 29. N50FJ/Newcastle. 30. PH-TVB/Antwerp.

OVERSHOTS:-

1. G-BDHL. 3.G-TKPZ; G-BDHL. 4.G-11-034/Avro 7, BAe ATP. 5.G-BDHL; G-TKPZ. 9.XX493/FYY81; XX482/FYY67. 10.XX493/FYY82; XW299/LOP66; XM378/LOP78; ZF238/CFN31; XX493/FYY74. 11.XX494/FYY82. 12.G-BGRC; XX500/FYY83; XX496/FYY??; 13. G-OLDS. 15.XX541/TOF74; XS727/FYY40. 16.VP981/Devon94; G-ORMP; XX533/TOF97; XX529/TOF97. 17.XX497/FYY64; XX519/TOF89; XX538/TOF97; G-WERY. 18.XX540/TOF97; G-ORMP. 19.VP981/Devon94. 22.XX482/FYY75; XX492/FYY75; XW438/FYY05. 24.XS726/FYY46; XW317/LOP27; XV302/Ascot 765. 25.XS714/FYY37; XS709/FYY40; XX519/TOF73; XX492/FYY73. 29.XX499/FYY80. 30. ZF242/CFN51; ZF184/CFN62; XW312/LOP26; XX551/TOF99; XX541/TOF96.

LBA MOVEMENTS REVIEW - APRIL 1991

The month started with Falcks showing the Danish flag, on the 3rd Citation OY-CEV was "Falckair303" and Citation II OY-CYV was "Falckair403", on the 4th OY-CEV was back again as "Falckair304". On the 5th we had the Aerope King Air 200 F-GIMD. From Weston on the 10th we had the Rallye 235 EI-BIF of the IF Group and doing a night stop was the Mooney OO-NEC of Air Dynamic. Visiting on the 13th was HS125 N48Y of the Manville Sales Corp. Cessna 210 D-EOKC arrived on the 14th and night stopped until the 18th on stand one. Using the callsign "JetAviation203" on the 15th was Citation II HB-VGR. Another Citation was D-ICCC on the 16th which used callsign "Flight Services 2060". Cessna 421C N3254X arrived from Mannheim on the 17th and was booked into a firm called Reargenta, on the same day we had Print Airs Seneca F-GFHV. The Lyon Air Falcon 50 F-GKAR visited on the 20th along with Cessna 172 OY-BZE. The Falcon 50 was back again on the 21st when Braathens were doing a charter with Boeing 737 LN-BRE and Westair Aviation Citation III EI-SNN was night stopping.

LBA MOVEMENTS REVIEW (Contd.)

The UK based Seneca N80302 visited on the 22nd. Using the callsign "RN0623" in-bound on the 23rd was the Air Normandie King Air A100 F-GEJV although outbound it used its registration. Navajo OY-BYJ on the 24th belongs to Air Alpha whilst the Cheyenne D-IISW on the 25th was booked in to Schutz GMBH. Air Affaires used Citation II F-GFJL on the 26th and on the 28th Rockwell 114 N4894W is believed to be a new UK resident. Arriving from Newcastle on the 29th was the Falcon 50 N50FJ and ending the month on the 30th was Navajo PH-TVB. Not much on the military side actually landed this month, Agusta 109 used the callsign "4VH88" on the 4th. Two RAF 125's were XX508 "Ascot1725" on the 19th and XX507 "Ascot1456" on the 26th. The sole Army callsign was "Army226" used by Lynx XW648 on the 25th. A bit of excitement on the 22nd when local Twin Comanche G-BKCL suffered an undercarriage malfunction and after circling for an hour and a half it made a landing on runway 28 which resulted in an u/c collapse. No one was injured and the aircraft was towed round to the Knight Air hangar for repair the following morning. On the resident scene Glasair G-TRUK has departed as has the Cessna 340 G-OCAN, Baron G-AWAJ has been spending the winter at Blackpool but is expected to return. New arrival on the 16th was Trinidad G-BRIN believed for Peter Fletcher. Expected soon is the Cessna 421 G-EAGL which has been bought from Sturgate and is due for a respray before delivery. The airports new policy of not allowing helicopters to land on the south side resulted in the Northern Helicopters fleet moving out earlier this year, however Northern Helicopters were not easily put off and they have now opened an office and helipad half a mile to the north of the airport on the western side of the A658 road. Robinson G-HIEL first booked in from the pad which is called Coney Park on the 11th, on the 22nd a low loader was noted parked outside with what appeared to be a Hughes on the back with just the letters...61S showing. G-BPTR visited there on the 23rd and G-CDAY was noted on the 24th. The Cessna 421C at Knight Air, N4005X, has been sold in Germany and it departed on the 5th. It is now owned by the people who visited in the Cessna 441 N4YA on March 3rd. Cox Travel are advertising another DC3 flight from the LBA on Sunday June 23rd.

LEEDS/BRADFORD AIRLINE NEWS - MARCH 1991INBOUND DIVERSIONS

30 LAZ7969 PDV MAN LZ-BTV TU54 PDV LAZ7970
 30 EIN601 AMS MAN EI-BEE B737 DUB EIN601

REGULAR FLIGHTS

AEAL55	TFS	01/EC-ECS			
AMC521	MLA	05/9H-ABG	12/DivMAN	19/9H-ABG	26/9H-ABC
BAL019A	TFS	05/G-BECH	12/G-BHWE	19/G-BECH	26/G-BHWE
BAL026A	ALC	05/G-BAZH	12/G-BFVB	19/G-BFVB	26/G-BGYJ
BAL085A	ALC	07/DivEMA	14/G-BHWE	21/G-BECH	28/G-BHWE
BAL089A	PMI	04/G-BECH	11/DivMAN	18/G-BECH	25/G-BHWE
BAL128A	TFS	01/G-BJXJ	08/DivMAN	15/G-BHWE	22/G-BECH 29/G-BHWE
BAL144A	AGP	03/G-BECH	10/G-BHWE	17/G-BECH	24/G-BHWE 31/G-BAZG
BAL159A	ALC	02/G-BJXJ	09/G-BJCT	16/G-BHWE	23/G-BECH 30/G-BHWE
BAL208A	AGP	07/G-BECH	14/G-BHWE	21/G-BECH	28/G-BHWE
BAL239A	SZG	03/G-BECH	10/G-BHWE	17/G-BECH	24/G-BHWE 31/G-BAZG
DAN381	JER	31/G-ATVH			
DAN385	JER	30/G-BOWA			
UKA928	INN	02/G-UKSC	09/G-UKSC	16/G-UKID	23/G-UKHP 30/G-UKAC

LEEDS/BRADFORD AIRLINE NEWS - MARCH 1991 (Contd.)OTHER FLIGHTS

10 G-OGIL SH33	GIL252P/252	f/t Newcastle	Passenger charter
11 G-OGIL SH33	GIL255/255P	f/t Newcastle	Passenger charter
12 ZE700 BA46	Kitty 2	Northolt-Newcastle	Royal
12 ZE700 BA46	Kitty 2	Newcastle-Northolt	Royal
19 ZE701 BA46	Kitty 4	f/t Northolt	Royal
22 XS794 HS74	RRR7625	Gutersloh-Northolt	Trooping
24 G-JEAE FK27	JEA031/730	Exeter-n/s-Belfast	City First visit
26 G-DASI SH36	UKA033/034	Newcastle-n/s 29-	Humberside Training
27 G-BHWE B737	BAL880A	t Lourdes	Passenger charter
27 G-BNCW B767	BAL885B/885A	f/t Lourdes	Passenger charter
29 G-BLZT SH36	UKA033/695	Humberside-n/s 31-Belfast Int	First SH36 to BFS

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LEEDS/BRADFORD AIRLINE NEWS - APRIL 1991INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AGX194	PUY	27/YU-ANU				
AMC521	MLA	02/9H-ABE	09/9H-ABF	16/9H-ABG	23/9H-ABF	30/9H-ABG
BAL019A	TFS	02/G-BAZG	09/G-BECH	16/G-BGYJ	23/G-BPLA	30/G-BAZG
BAL026A	ALC	02/G-BECG	09/G-BAZG	16/G-BAZH	23/G-BHWF	30/G-BAZH
BAL085A	ALC	04/G-BGYJ	11/G-BECH	18/G-BGYJ	25/G-BPLA	
BAL089A	PMI	01/G-BAZG	08/G-BECH	15/G-BGYJ	22/G-BPLA	29/G-BAZG
BAL128A	TFS	05/G-BGYJ	12/G-BECH	19/G-BGYJ	26/G-BPLA	
BAL144A	AGP	07/G-BECH	14/G-BGYJ	21/G-BPLA	28/G-BAZG	
BAL159A	ALC	06/G-BGYJ	13/G-BECH	20/G-BGYJ	27/G-BPLA	
BAL208A	AGP	04/G-BGYJ	11/G-BECH	18/G-BGYJ	25/G-BPLA	
BAL239A	SZG	07/DivMAN				
DAN237	JER	28/G-BDAE				
DAN381	JER	28/G-ATTP				
DAN383	JER	07/G-BCXR	14/G-BDAT	21/G-BEKA		
DAN387	JER	06/G-BCWA	13/G-ATVH	20/G-ATTP	27/G-ATTP	

OTHER FLIGHTS

01 G-JEAB	FK27	JEA737/738	f/t Belfast City	First visit
04 G-11-034	BATP	WFD07	f/t Woodford	Training
08 G-JEAH	FK27	JEA737/738	f/t Belfast City	First visit
11 G-AVXJ	HS74	-	f/t Stansted	Calibration
12 G-JEAF	FK27	JEA737/738	f/t Belfast City	First visit
14 G-BMYK	BATP	BMA414/415	f/t London Heathrow	Lieu DC9
21 LN-BRE	B734	BRA8139/1140	Stockholm-Oslo Gardermoen	First visit
22 G-JEAI	FK27	JEA737/738	f/t Belfast City	First visit
27 G-BOPJ	B734	BMA412/413	f/t London Heathrow	Lieu DC9
29 G-JEAG	FK27	JEA737/738	f/t Belfast City	First visit

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HELICOPTER ACTIVITY - APRIL 1991

2. G-BBEM Jetranger	Harewood House T Fair Oaks
G-RIFA Gazelle	Wetherby Race Course F Nottingham T Burton on Trent
3. G-JERS R-22B	Keighley F Sherburn
G-WYPA Bo.105	Westwood, Leeds F Carr Gate. (Also 4th & 5th.)
5. G-WIRE T.Squirrel	Ferrybridge T Barton
G-TOTY R-22B	Wakefield F Blackpool T LBA
G-RIFA Gazelle	Shepley (Huddersfield) T Costock
6. G-WYPA Bo.105	Addingham F Carr Gate
G-JERS R-22B	Keighley F Sherburn
8. G-BPYX R-22B	Hemswell T LBA
G-JERS R-22B	Pudsey F Keighley T Wakefield
10. G-ROMA Hughes 369	Oxenhope F/T LBA
G-WYPA Bo.105	Leeds City Centre F/T Carr Gate
G-JERS R-22B	Pudsey F/T Keighley (& 11th.)
11. G-ROUT R-22B	Sherburn T Manchester
12. G-IHSC R-22B	Shelf T/F Oxenhope
G-JERS R-22B	Crosland Moor F/T Keighley
14. G-RIFA Gazelle	Bolton Abbey T LBA
G-WYPA Bo.105	Bradford F/T Carr Gate
G-HIEL R-22B	Harden/Huddersfield/Coney Park
G-RIFA Gazelle	Harrogate F/T Clitheroe
15. G-OTSL A.109	Sheffield T/F LBA
16. G-CPTS Jetranger	Skipton F Newmarket
G-WYPA Bo.105	Halifax F Carr Gate
18. G-BGSN Enstrom	York T Barton
G-BBNG Jetranger	Pontefract T Newcastle
19. G-WYPA Bo.105	Crofton F Carr Gate
G-DWMI Jetranger	Sheffield
G-BLCA Jetranger	Harrogate F/T Lichfield
20. G-BSXN R-22B	Horsforth F/T Sherburn
G-BPPC R-22B	Wakefield F Blackpool (& return on 21st.)
G-HIEL R-22B	Marston Moor T Coney Park
21. G-JIMI Hughes 500	Barnsley F Doncaster
G-BPPC R-22B	Wakefield F Crosland Moor T Blackpool
G-BSXN R-22B	Horsforth F/T Sherburn
G-HIEL R-22B	Bolton Abbey F Horsforth T Farsley
22. G-BAML Jetranger	Walton Wood-Photographic detail S. Leeds
G-CPTS Jetranger	Netherthorpe T Blackpool
23. G-WIRE T.Squirrel	Harrogate F Bradford West
G-HIEL R-22B	Bagby F Farsley T Coney Park
G-WYPA Bo.105	Eccleshill F Carr Gate
24. G-IHSC R-22B	Shelf/Blackpool/Oxenhope
25. G-ODJP R-22B	Brighouse F/T Sandtoft
G-WIRE T.Squirrel	LBA/Ferrybridge/Bradford West
G-EPTR R-22B	Selby F Blackpool T Oxenhope
26. G-ISEB A.109	Newcastle/Garforth/LBA/Manchester
G-IDWR Hughes 500	Ripponden/Harrogate/Northallerton
27. G-BAML Jetranger	Walton Wood T Preston
28. G-SHUU Enstrom	Crosland Moor F Sandtoft
G-IIRB Jetranger	Barlborough (J30, M1) T Blackpool
30. G-TUBE Hughes 500	Pontefract T Wakefield
G-GAZZ Gazelle	Skipton F Battersea T LBA
G-BAML Jetranger	Temple Newsam T Walton Wood

OTHER MOVEMENTS - APRIL 1991

1.G-BDWG Islander, Topcliffe T Manchester; 2.G-LEAP Islander, Topcliffe T Nether -
 avon; 6.G-ILTS Saratoga, Fadmoor T/F Manchester, G-BBYS C.182 Doncaster T Barton;
 12.G-BARB Seneca Doncaster T Blackpool, G-BKKO C.182 Sherburn F Crosland Moor; 14.
 N21OMP C.210 Crosland Moor F Cranfield T Blackpool, G-ARZX C.150 Bagby F Canter -
 bury; G-BIUM C.152 Crosland Moor F/T Netherthorpe, G-BDWK Baron Gamston F Black -
 pool; 20.G-BGGB Citabria Brighton F/T Barton, G-BKKO C.182 Willy Howe F/T Cros -
 land Moor, G-DEXY King Air Rufforth F Nottingham n/s T Coventry; G-AYGC C.150
 Sandtoft T Blackpool; 21.G-BCUL Rallye Harewood T/F Marston Moor, G-BIYM Saratoga
 Doncaster T Blackpool; 23.G-AVGI PA-28 Wickenby T Barton; 24.G-BAJN AA-5 Crosland
 Moor F/T Sherburn; G-BFBA Jodel Sherburn F Crosland Moor T Oxenhope; 25.G-ILTS
 PA-32 Bagby T Barton; 26.G-BIOW T.67 Sherburn F/T Blackpool; 27.G-GYAV C.172
 Crosland Moor F/T Liverpool, G-AXJJ Pup Wickenby F/T Crosland Moor, G-MEBC C.310
 Wombledon F Defford, G-BCHK C.172 Crosland Moor F/T Humberside, G-BKIR Whinmoor
 (new private strip, near Helli-Leeds) F/T Brighton; 28.G-EWUD C.172 Sherburn F
 Barton T Crosland Moor, G-BDAI C.150 Gamston T Teesside, G-PIGS Rallye Nether -
 thorpe T Fadmoor, G-BFDI Archer Crosland Moor T Nottingham; 29.G-ORMP C.414A
 Brough T/F Warton.

WILLY HOWE AIRFIELD

Roger Fozzard has made contact with Peter Botterill of East Yorkshire Light
 Aviation who operates this airfield. As you can see it is popular especially on
 Saturday and Sunday. There is a very good pub that offers Bar Meals in Wold New -
 ton village, ten minutes walk away. On Sunday (28th) seven aircraft came to go to
 the pub for lunch. There is one resident - G-BDJC Tailwind - which is hangared at
 the farm above the strip. The runway has been extended to 707 metres (grass) and
 it is very even. There are no landing fees but donations are welcome. This air -
 field must not be confused with a strip at a farm one mile west on the very edge
 of the village. This also has a Tailwind resident.

APRIL MOVEMENTS

12.G-MOAC Bonanza f/t Elstree n/s T 14th, G-BKKO C.182 F Sherburn T Crosland Moor;
 13th.G-AWUT C.150 F Sherburn T Doncaster; 14.G-AZOE Airtourer F/T Brighton,
 G-BPXB DG 400 F/T Rufforth, G-AWUT C.150 F/T Doncaster, G-BPFL Davis DA2 F/T Bagby,
 G-GBUE Robin DR400 F/T Bagby, G-BJAG Cherokee F Sherburn T Fenland, G-PIGS Rallye
 F/T Fadmoor, G-ASWL C.172 F/T Bagby; 20.G-AZOE Airtourer F/T Brighton, G-BKKO
 C.182 F Crosland Moor T Sherburn; 21. G-MKAY C.172 F Brighton T Doncaster; 23.
 G-BILS C.152 F/T Bagby, G-AYKL C.150 F/T Netherthorpe; 26.G-PIGS Rallye F/T Fad -
 moor; 27.G-BIOW T.67 F Humberside T Sherburn, G-BGRI Jodel DR1051 F Fadmoor T
 Burton Constable, G-AWUT C.150 F Doncaster T Sherburn, G-BSEP C.172 F/T Doncaster,
 G-AVMD C.150 F/T Bagby, G-OJIM Arrow F/T Brough, G-SACU Cadet F/T Sherburn, G-BJAG
 Cherokee F/T Sherburn, G-TSGJ Archer F/T Teesside; 28.G-ASWL C.172 F/T Bagby,
 G-BAJN AA-5 F/T Sherburn, G-BIOW T.67 F/T Sherburn, G-BKMB Mooney M20 F/T Sherburn,
 G-DAVE Jodel D.112 F/T Temple Bruer, G-AZKP Jodel D.117 F/T Temple Bruer, G-AJAM
 J/2 Arrow F/T Temple Bruer, G-OROD Super Cub F/T Temple Bruer, G-BIER Minicab F/T
 Sherburn, G-ATGP Jodel DR.1050 F/T Sherburn, G-BKAO Jodel D.112 F/T Bagby, G-AVZP
 Pup F/T Bagby, G-AYYX Rallye F Bagby T Fadmoor, G-SACU Cadet F/T Sherburn.

AIRWAYS - LATE NEWSAIR 2000

G-BRJJ ex Air Europe, departed store at Manchester on 12.05 for Luton as JetSet
 757P and is shortly to join Air 2000 as G-000S or G-000T both of which will be
 ex Europe aircraft. (Whatever happened to G-000P & G-000R?).

AIRWAYS - LATE NEWS (Contd.)Britannia

Have registered a new B737-200 as G-BTZF, (Former G-BKHF) seen at BHX in Early May... Will use LHR to fly to Australia more effectively as the longer runways will allow a full load of both passengers and fuel and this could mean less technical stopping along the route.

Dan Air

New B737-300/400 aircraft, ex Air Europe, are G-GESS and G-TREN, again seen at BHX early May. G-TREN is series -400 ex G-BRKG, G-GESS possibly ex G-BNPA a -300.

Aer Lingus Commuter

Will sell their Shorts 360 fleet as the Saab 340B aircraft are delivered. The first Saab is due to enter service on 17.06 so we will see them this month....

Manchester NewsRoutes:-

Delta and American are due to start their new flights late June and early July respectively.

North American is a new carrier to fly Tel Aviv-Manchester-New York this summer using B757 N757NA.

A Bulgarian charter operator is due to start Sunday afternoon flights to and from MAN this summer with a Tu154.

The European Cup Winners Cup Final in Rotterdam produced a lot of extra traffic through MAN on the 15th and 16th of May, mostly Caledonian, Inter European, Loganair, Air 2000 doing to and fro AMS all day but also noted were Air Holland B767 G-BRIF, Monarch A300 G-OMJR, Martinair A310 PH-MCB and a couple of Trans -avia flights.

And if that wasn't enough we won too....just the thing to cheer us exiled Mancunians.

The Irish Air Corps have ordered a Gulfstream 4 for delivery later this year and have reserved the serial 251 for it, so we will know exactly what it is when we see and hear it along UEL.

Finally, Airtours use the callsign 'Kestrel' and the code AIH but who uses the callsign 'Sapphire'? I keep hearing it but have not yet managed to work it out,... not that that means very much....

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AIRWAYS - APRIL 1991

Seen or heard in April:-

2. F-GEPQ	SN601	DCS	1800	330	HON	
4. F-BIHY	F20	DCS	1810	370	HON	
5. VR-BLP	Bael25	DCS	1746	350	MCT	to Hatfield
VR-BLQ	Bael25	DCS	1758	370	HON	to Farnborough
6. NL06VS	LJ25	DCS	1435	410	HON	
7. N900W	F50	DCS	0855	370	EPK	
N18ZD	LJ55	DCS	2149	370	MCT	to Luton
8. N95SC	LJ55	DCS	2009	330	MCT	
10. N55UK	LJ55	OTR	1408	390	POL	to BEL (Shorts)
VR-CBW	G4	DCS	2009	410	MCT	
12. N23AC	G4	POL	1420	390	59/10	
N315JM	WW1124	POL	1457	350	MAR	to REK
13. N979RA	G2B	OTR	0842		DEN	to Manchester??
N23M	G4	OTR	1223	390	POL	
14. N35TL	C501	POL	1455	310	MAR	to EDN
17. F-BIHY	F20	DCS	1806	410	MCT	
N685TA	G4	POL	1927	390	MAR	to EDN

AIRWAYS - APRIL 1991 (Contd.)

20.NLPG G3	WAL 0740	370	HON	
N22 G4	OTR 0740	390	POL	57/10
PH-LEM F50	WAL 0810	390	OTR	
23.F-CKDB F20	POL 1700	350	MAR	to EDN
24.N36NP HS.125	MCT 1808	290	WCO	
ET-BYN C550	OTR 1840	350	WAL	
25.N54H F10	MCT 1730	250	WCO	to LHR
27.N94DE C500	MCT 1715	290	HON	
28.N894CA F10	DCS 0826	390	HON	to LGW
N900WK F900	OTR 0850	260	UPT	to MAN (Kellogg's)
29.N120S WW1124	POL 2025	350	MAR	

NEWS:-New flights/aircraft:-

United have lots of flights and seem to be using their 747's and 767's on them. Into LHR are UAL902/3, 930/1, 950/1 all B747, also UAL918/9 usually a B767. By the time these words are read the timetable calls for 13 flights a day from LHR, starting 8.6 and including B747SP, -100 & -200, DC10-10 & -30, B767-200 & -300.

Four B727's were positioned into LHR on 18.04 to operate the European connections, these were N7638/45/46/47U.

American services start in June and will include B747SP, B767 and MD11s.

Pan Am used an A310 N805PA on their last scheduled flight out LHR on 3.4.91.

The number of airlines moving into LHR, or negotiating to do so, is a very long list indeed, it includes All Nippon, Britannia, Delta, Cathay Pacific, Brymon, Air 2000, Virgin, A.T.I., Emirates, Air Lanka....

CSA are using their new A310 OK-WAA.

Cubana are using the leased A310 F-GKTD operated for them by TEA France.

Air New Zealand are using B747-400 on most services into LGW, ZK-NBS/T.

More A310-300 new aircraft, for Air France with the delivery of F-GEMP and MQ. They use A310s on flights AFR015/017/035/055/079 but some are operated by B747 on different days.

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.

Elder Joust Exercise - April 23RAF Coningsby

F-16As J-138, J-142, J-144, J-363 RNeAF;
Tornado F3s ZEL66/AF, ZE793/AK, ZE340/AG, ZE202/AH, ZE343/AI, ZE292/AU, ZE291/AZ,
ZE787/AV, ZE293/AC, ZEL54/AD, ZE728/AN, ZE205/AA, ZE911/Unmarked, ZE735/AL,
ZE785/AO, ZE760/AP all 2290CU;
F-111F 70-2372/LN 48TFW overshoot.

RAF Waddington

F-16As J-005, J-006, J-009, J-367 RNeAF;
E3D Sentries ZH101, ZH103 8SQN;
Tornado GR1As ZA400/T, ZA404/W 2 Sqn (no squadron markings, desert pink).

TEST REPORT No.3 - ASA AIR PRO II MULTI BAND RECEIVER - PRICE £49

Frequency Range 520 - 1650 KHz (AM), 88 - 108 MHz (FM), 118 - 136 MHz (Air) and 162.5 MHz (Weather). 210mm High x 82mm Wide x 61mm Deep, Weight 500 grams. It comes supplied with two antennas (1 telescopic + 1 helical) - note that these are screw in types and not BNC. The only other accessories are the belt clip and instruction manual, so no power source or earpiece etc. It can be run by either a 12v DC external power source (AC Adaptor or Car Cigarette Lighter Adaptor etc) or 6 x AA batteries i.e. 9 volts. As can be seen from the dimensions the set is similar to the larger of the portable receivers and therefore has a kind of "sturdy" look to it. It also has a very clear LED display but, this just gives a four figure frequency readout for Airband + the decimal point. So, as you tune in with the analog tuner at the side of the set to 131.05 MHz for instance, you'll have to settle for 131.0 or 131.1 showing on the display. Actually, after a while, you do get used to this and depending on the individual sets configuration you'll soon find the position giving optimum reception. The only other controls to worry about are the band selector and volume knobs on the top and the LED Display on/off switch on the side - no squelch control is included. That's the technical stuff then so how does it perform? Like a lot of sets in this price bracket if you do get it set right on a station you'll certainly get a number of clear transmissions blasting out at you. This may sometimes seem really impressive in a shop but as you'll appreciate may not give the true picture of its overall capabilities, as where it tends to fall down is in its ability to pick up all transmissions from the frequency you're monitoring. Naturally, it didn't pick up all the transmissions that my Air 7 did on like frequencies but to be honest it certainly didn't perform badly, in fact I'd say it had an overall pick up of up to 75% of the transmissions - not bad when you consider that it's nearly £200 cheaper.. When set on to a particular frequency I didn't notice any fading away, however it did pick up interference from local police etc at some times, but not enough to annoy you or prevent you from hearing the airband transmissions. The instructions advise use of the helical aerial for airband but I tended to find that it performed better with the telescopic aerial and was less prone to interference. Unfortunately, I wasn't able to test it with different aerials because of the screw in format for them. Moving from one frequency to another is by the analog tuner control and this is sometimes a bit fiddly to set straight away to the correct decimal place as shown on the display. In fact, at the start, it was downright frustrating but you soon learn to have a "deft touch" with it. Overall then what you're getting for your money is a "basic set" which doesn't have luxuries like squelch, scan, memory or priority facilities but will give you "fair" performance for its price. You won't pick up all the messages on the frequency you're monitoring and you might have to fiddle about to change from one frequency to another etc. However, what it does do is give you a basic service on airband plus normal VHF for Radio 1 etc and, if you're happy with that, it's worth buying. If you do purchase it though it's worth noting that it does tend to go through batteries pretty quickly if you use it with the LED Display on all the time, so I'd recommend its use with an external power source or, at worst, nicads in order to save yourself a bit of money in the long term. Probably its nearest competitor of the ones I've tested is the Signal R-537S of a couple of months ago and really there's not a lot in it. I know some experts in the trade may think "Does Dave really mean it's worth buying?" Well, for the professional I wouldn't recommend it because of its inability to give the standard of pick up on frequencies required but, if you've only got a £50 budget or would be thinking of a cheap set as an introduction to the hobby, I'd certainly say have a look at it and make your own mind up as once again these are my personal views from the machine I tested. Finally, my thanks 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 fortnight to carry out the test.

AMSTERDAM WEEKEND

When my friend telephoned to say he was taking his wife on a surprise weekend to Amsterdam and did we want to go, I immediately agreed. Decisions, decisions. So it was that on March 23rd, we boarded F-27 G-BLGW on Flight UK 872. Take off was from 32 at 18.14 hours and a pleasant flight saw us touch down at Schipol at 19.23 hours and park alongside Fokker 50's PH-KVA and KVC, EMB120 OO-DTG, and 146 G-UKAG. Being dark, I wasn't able to see much of the Airport but it certainly was impressive.

Amsterdam is a fine City and well worth a weekend visit. There are some super buildings and the Canal trip gives some good sights which might otherwise be missed. My friend was sure he knew his way to the 'Red Light' District, but he didn't, so we had to buy a map outside the Railway Station. Oh yes, we found it on the way back.

I always carry my binoculars and so on the two days walking round the City I was able to log a few light aircraft plus 747's PH-BUH and AP-BAT. Unfortunately, the smaller Jets have already climbed high enough to be out of range. The obvious highlight for me was the two hour Check-in at Schipol for the return flight and once through Passport Control, dumped my wife and friends at the duty free shops and hot-footed along Pier C.

This Pier accommodates many of the KLM DC-10's and 747's and has an excellent seating area at the end where many of the taxiing aircraft could be seen. A friendly Security Guard told me that more action was to be seen from Pier A and as we were due to leave via Gate A6, that's where I went. Viewing is not as good there but I could still see everything that landed. I won't give a long list but goodies for me were IL76 CCCP 76523 of Metro Cargo; 767's N174DN (Delta), N609TW (TWA), 747's HL7468 (Korean), N121KG (Singapore), 4X-AXA (EL AL), Dash 8 OE-LLM (Tyrolean), 727 SX-CBA (Olympic) and F50 OY-MMI (Maersk).

Whilst there, a very affable policeman came to check me out but he had to admit that whilst doing so, we were looking at a public road alongside the Main runway with many parked cars. It is still very re-assuring to know that Security, although quite low key, is there.

So, back to the gate, board a bus, pass Martinair 767 PH-MCG and a vast array of KLM City Hopper F50's and Saab 340's (great) and arrive at G-BLGW (again) for Flight UK 867. We seemed to taxi half-way across Holland before lining up for take off but with a quick left turn when airborne, were rewarded with a very panoramic view of Schipol. The North Sea crossing gave good views of oil platforms and shipping but it was back to cloud when approaching the English Coast.

The flight lasted sixty-eight minutes with a good landing on 14, much to the relief of the Stewardess who quietly told us that a trainee was in charge and that the previous landing had been somewhat bouncy.

Although the F-27 has only forty-four seats, those girls work darn hard serving a meal, free drinks, duty free etc. together with their other duties on such a short flight, and I enjoyed every minute.

That was my 97th flight. Where to next?

I.D.Morton.

OUT & ABOUT - BRISTOL & EXETER

A quick visit to Exeter airport on March 13th of this year was to be in freak Winter conditions -59 degrees, you can take to a place like that easily. Anyway to get there you turn off the A30 at Clyst Honiton where it is signposted, as it is from Jcn 29 westbound on the M5. An Airport-Link bus also serves local coach and rail stations, whilst a Taxi from Exeter St Davids railway station is around £6. Parking is close to the Terminal building on the left and was 25p per hour. Although smaller and older in appearance than the LBA the facilities inside have been modernised with a shop and self service buffet on the ground floor. Upstairs a bar affords views of the apron and across to the North side, but the Balcony in front was closed on this visit. Looking to this Summer scheduled destinations are to include:- Belfast, Dinard (via JER) Guernsey, Jersey, Manchester and Paris (via JER) = all with Jersey European, plus London Gatwick with Brymon. Further afield charters will serve Cyprus, Faro, Dubrovnik, Palma, Malaga, Malta, Pula, Tenerife and Toronto. Whilst there HS 748 G-BGMO was on the edge of the apron still in the old colours of Jersey European, with F27 G-JEAG out in front prior to its departure to Bristol and Manchester with JY 453, in the new livery. Also nearby were PA31's - G-BTAX and G-VTAX in identical colours, an HS 125 of Streamline Aviation, G-ODNP of Boston Air, Cessna 421 G-TONI and Helicopter G-OLDN. In front of the hangars to the east of the building Cessnas = G-AYOZ, G-BAEU and G-ATGO were noted along with PA 28's = G-BATW and G-AVEP. Across on the North side the five former Capital SD-360's were still in their original colours, with HS 748 G-EPDA alongside. (One time Scottish European). Seven SD-330's were also there with G-BNTX and G-BEEO, G-METP (ex.National), G-BJLK (ex.Gill Air), G-BNYA, G-BITW + ?. Bae 146 ZE 700 also added interest with two low passes.

A rainswept Bristol (Lulsgate) was visited two days later and easily found right next to the A38, 8 miles SW of Bristol - parking is 60p up to two hours and 2-5 hours is £1.50p. By bus = 4 different companies pass through the City. A similar size building to the LBA this with adjoining buffet and bar both giving good first floor views over the apron and most of runway 09/27 which is over to the left and at a right angle to the terminal building. A small outside terrace runs along this left side of the restaurant. While there, CS-TKA of Air Colombus left for Faro, new F50 EI-FKE headed for Dublin, DHC 8s G-BRYG (City of Bristol) left for Paris, and G-BRYH represented Brymon whilst Sabena's OO-DTH (Emb 120) was on the Brussels service. Also present were Air Europa's EC-ECR (737/3), Dan Air 1-11 G-BJYL and PA 28 G-EMAZ. Scheduled destinations for the Summer include BFS, EDI, GLA, GCI, JER, MAN and PLH in the UK with Amsterdam, Brussels, Cork, Dublin, Paris, Dusseldorf and Zurich further afield. Winter regional airliners seen in addition to those I saw included the ATR42, F27 + 28, HS 748, SF340 and SD 360. The Summer charters are due to fly to over 30 destinations.

A, Sedgwick.

ON THE ROAD AGAIN

Its 0645 hrs, its March and we're on the road again. Its the first trip of the season and we hope to see some aeroplanes. Down the A,1 and turn left that's where they are.

The first port of call is RAF Wittering. Several Harriers can be seen from the main road as we join the circuit. We park round the back. They are flying, the sun is shining and its a beautiful morning. There are several Harriers in the circuit. A Red Arrow's Hawk lands (just for Dave) followed by a Phantom of the West German Air Force. We log 12 Harrier GR Mk5's of the resident 1 Squadron and 233 Operational Conversion Unit (OCU) plus two Harrier GR Mk2's of the OCU. Just as we are leaving G-BSDW overflies, heading south. We "fly" south to Alconbury. There's a Lockheed TR.1 in the circuit doing approaches and go-rounds but we can't see anything on the ground. The sun is still shining but the wind is cold.

ON THE ROAD AGAIN (Contd.)

Where are all the A-10's? - still in the Gulf?. Another TR.1 taxis out and takes off. An Andover is doing circuits to Bedford to the south of us; "Eagle-eye" makes it as XW750. A rare bird appears out of a hangar and taxis round for take-off. Its a Lockheed U-2R (serial 10331) - definitely could be scoop of the day. Some A-10's arrive in the circuit and land. They are followed by some more and then some more. This is more like it. We get fourteen in all including the CO's aircraft; not bad. After a cuppa and a bag of Hula Hoops its off to Wyton.

On approach to RAF Wyton we see two Canberras circling the airfield. The main road is closed because of the Canberra crash on Monday. We can see the remains in the distance near the hedgerow. A Canberra PR.9 joins in the overhead and lands. Super King Air G-IPRA is parked on the apron. There's only one Canberra on the gate now; there used to be three. Its part of the cut-backs you know. We log nine Canberras from the resident units i.e. 1 PRU, 100 Squadron and 360 Squadron. Now off to Mildenhall.

Plenty of aeroplanes at the "Hall" but not as many as we expected. Someone says "....you should have been here yesterday...", must be a Blackpool landlady. Pause here for an early bite of lunch - I'm glad I brought that hot soup. I'll keep my "growler" for tea, it might be snowing by then its so cold. Eight Hercules, five Starlifters, 70122 a KC-10A, FAA Sabreliner N62, N1806 DC-8 with no markings, 51-13 Transall of the West German Air Force and seven C-135's of various sorts. The urge to go to Lakenheath is fed by the active circuit in the distance. What are we missing?.

A few minutes and we're there. A few of the resident F-1-11 are scattered about and there is a little bit of flying going on. The rumours about Myrtle Beach A-10's were rumours. Thick dark cloud now and the wind is even colder. Back to Mildenhall that's where all the aeroplanes must be.

Back at the "Hall" the public viewing area is busy with spotters. Its raining by now and the rest of my hot soup has gone cold. We log a few more Hercules and KC-135's. I am tempted into taking a photograph of a Starlifter taxiing in the gloom with its lights on. We have a quick committee meeting and decide to head back via Marham, Coningsby and Waddington.

Twilight at Marham. The lights are on at the 27 Squadron hardened shelters. They must be night flying. Should we wait? No sign of the Tornados its too cold for them. Even my flask of tea is barely warm by now. Paul gets the Vic - tors of 55 Squadron on the far side of the airfield with his telescope. We drive slowly past the shelters of 617 Squadron but there is nothing to be seen. 2000 hrs at Coningsby and they are flying. Lots of activity. Never seen so many Tornados on the ground. We log two visiting Hawks and twelve residents of 2290CU. Time is pressing now so we depart for our final port of call.

Floodlights are on at Waddington. We can easily see the two Boeing Sentry aircraft of 8 Squadron. They are ZH101 and ZH102.

Quick 'phone call ".... we're going to be late - don't wait up." We're on the road again but this time for home.

Jim Stanfield.

The Slingsby File

c/n's 2035 to 2101

We have not had an in depth look at the Slingsby production line for some time. The last listing we did was back in the January 1985 issue, with just a few lines in April 1988. A request to Slingsby's for information has brought no reply so the following list is compiled from some reports in Air-Britain along with notes from the Humberside Air Review and radio "sightings" by Trevor Smith and myself.

As will be seen two of the listed T-67's have already been written off. Tying up the class "B" markings with particular aircraft has proved difficult between G-7-126 and G-7-138. The two T-67M's for

the Royal Hong Kong Auxiliary Air Force fit in at 128 and 129 with G-FLYV as a possible candidate for G-7-127. The Turkish ones do not appear to have used any class "B" markings and the first two for the Dutch RLS, PH-SGA/B, were presumably G-7-136 and -137. This still leaves G-7-130 to -135 unaccounted for. Since this is not an official list we welcome any comments from readers who can fill in any of the missing information. And now on with the list.

Works No.	Type	Registrations	First flight	Delivery	Customer
2035	T67C	G-BOCL			
2036	T67C	G-BOCM			
2037	T67B	G-BONU	26.05.88	06.88	
2038	T67M	G-7-116/PH-KAI	16.05.87	27.05.87	L.A.Gravemaker
2039	T67M	G-7-117/PH-KAJ	18.04.87	26.05.87	L.A.Gravemaker
2040	T67M	G-7-118/PH-KAU	03.06.87	09.06.87	L.A.Gravemaker
2041	T67M	G-7-119/HKG-10	02.10.87	10.11.87	RHKAAF
2042	T67M	G-7-120/HKG-11	28.10.87	10.11.87	RHKAAF
2043	T67B	JA4055			Diamond Lease
2044	T67M	G-BNSP	03.12.87	08.12.87	Trent Aviation
2045	T67M	G-7-121/LN-TFA			Statens Tra Fikk
2046	T67M	G-7-122/LN-TFB			Statens Tra Fikk
2047	T67M	G-BNSR			Trent Aviation
2048	T67M	G-7-123/LN-TFC			Statens Tra Fikk
2049	T67M	G-7-124/LN-TFD			Statens Tra Fikk
2050	T67M	G-7-125/LN-TFE			Statens Tra Fikk
2051	T67M	G-7-126/LN-TFF			Statens Tra Fikk
2052	T67M	G-FLYV	03.88		Firefly Aerial Prom.
2053	T67C	G-BODJ/G-GAFG			S.J.Donkin
					Cra, Denham 30.06.89
2054	T67M	G-BONT			Trent Aviation
2055	T67M	G-BOFP/TC-CBF		10.05.88	Turk Hava Kurumu
2056	T67M	G-BOFR/TC-CBG		26.05.88	Turk Hava Kurumu
2057	T67M	G-BOFS/TC-CBH	23.05.88	26.05.88	Turk Hava Kurumu

Works No.	Type	Registrations	First flight	Delivery	Customer
2058	T67M	G-BOFT/TC-CBJ	24.06.88	04.07.88	Turk Hava Kurumu
2059	T67M	G-BOFU/TC-CBK	29.06.88	04.07.88	Turk Hava Kurumu
2060					
2061					
2062	T67M	JA4056			Diamond Lease: Cra, Tachikawa 05.11.89
2063	T67C	G-BOXK			Slingsby Aviation
2064					
2065					
2066	T67M	G-BOXL/TC-CBL		23.05.89	Turk Hava Kurumu
2067	T67M	G-BOXM/TC-CBM		14.06.89	Turk Hava Kurumu
2068	T67M	G-BPET/TC-CBN		27.04.89	Turk Hava Kurumu
2069	T67M	G-BPEU/TC-CBP		09.05.89	Turk Hava Kurumu
2070					
2071					
2072	T67C	G-BPLK			Slingsby Aviation
2073					
2074	T67C-3	G-7- /PH-SGA		14.09.90	RLS
2075	T67M	G-BPEV/TC-CBR		09.05.89	Turk Hava Kurumu
2076	T67C	G-RAFG			S.J.Donkin
2077	T67C-3	G-7- /PH-SGB		14.09.90	RLS
2078	T67M	G-BPMZ/TC-CBT		26.06.89	Turk Hava Kurumu
2079					
2080					
2081	T67C-3	G-7-138/PH-SGC			RLS
2082	T67C-3	G-7-139/PH-SGD			RLS
2083	T67C-3	G-7-140/PH-SGE	04.11.90		RLS
2084					
2085					
2086					
2087	T67C-3	G-7-141/PH-SGF	04.11.90		RLS
2088					
2089	T67C-3	G-7-142/PH-SGG			RLS
2090					
2091					
2092					
2093					
2094					
2095					
2096					
2097					
2098					
2099					
2100	T67C-3	G-7-143/PH-SGH	01/03/91		RLS
2101	T67C-3	G-7- /PH-SGI			RLS
????	T67M	G-7-128/HKG-12	22.07.88		RHKAAP
????	T67M	G-7-129/HKG-13	22.07.88		RHKAAP

Compiled by T.Sykes April 1991

PHAREWELL TO THE FANTOM?

That wizard with words Paul had done it again. This time a base visit to RAF Wattisham in Suffolk, the last Phantom base in the UK. Not only that but he had arranged perfect weather; blue skies and a warm balmy day. It had meant an early start but there we were, all twenty five of us, outside the main Gate at Wattisham wearing our Rossendale Aviation Society "badges" and going through the security checks. Cameras were allowed. First stop was the Gate Guardian. This is a splendid example of a Lightning F.1a (XM192) in 111 Squadron markings. We then boarded our bus to start the tour of the Station. Our Guide for the afternoon explained that he had arranged a flexible programme in order to take in as much as possible of what we wanted. We had two and a half hours on the Station. Wattisham opened in 1939. It has a history associated with fighter aircraft and is currently the home of 56 Squadron and 74 Squadron, both operating Phantom FGR 2's. It also holds a number of Phantoms in store pending disposal. On the day of our visit part of 74 Sqn. was in Holland on an exchange visit and part of 323 Sqn. Royal Netherlands Air Force was resident at Wattisham. 323 Sqn. operate the ubiquitous F-16. I was sorry to learn that all of the Phantom F-4J (UK)'s, that 74 Sqn. have recently relinquished had been dispersed to various "homes" in the UK e.g. Finningley and Manston for fire practice.

Next stop was the ASF Hangar. An exchange USAF Captain was our guide for this. We were told that we couldn't photograph any aircraft with its nose cone open, otherwise no problem. The hangar housed three Phantoms. One with no unit marks (XT906) and one each from 74 Sqn (XT895 "Q") and 56 Sqn (XT894 "X"). Our guide explained that the scheduled service took between twenty-three and thirty-two days depending on what was found when the bonnet was lifted. Outside at each end of this hangar were derelict Lightnings: an F.3 (XR718 ex "DA" of the Lightning Training Flight) bearing Sqn Ldr Rowley's name and an F.6 (XS922) with Sqn Ldr J. Aldington's name inscribed below the cockpit. A quick glance in a neighbouring hangar, to note four stored Phantoms, and then over to the apron in front of the Tower. Here we were able to photograph the visiting pair of F-4F Phantoms from JG-71 Squadron of the West German Air Force. These were taken in almost perfect conditions for photography.

Everybody back on the bus and down to the dump. Wow - nine Phantoms and a Canberra B.2. All these were in various states of dereliction having been withdrawn from use (wfu). The useful equipment had been removed and the airframes put out to "die". These Phantoms are the original FG.1 mark and were operated latterly by 111 Sqn, before it converted to the Tornado. The Canberra was in poor shape and had obviously been used for fire practice, but its 100 Sqn markings were still discernable. Dumps are sad places and this one was no exception, but it provided a final opportunity to photograph these aircraft - so mixed feelings. Our Guide explained to us that if we hurried we could if we wished watch the afternoon's flying programme. There were about fourteen movements scheduled in the next hour or so. So would we like a photo opportunity near the runway threshold? On a beautiful, warm, sunny afternoon how could we refuse? Back on the bus again and off to the end of Runway 23. Then a short walk to the Controllers Caravan where we found a good spot on the grass, a safe distance from the action (forty yards or so). Just as we were settling in the first aircraft began arriving. What an hour... Phantoms and F-16s, plus a visiting Puma. Take-offs, landings, low passes, wheelies. It was superb... The noise, the blast, the smell, the vibration, the spectacle. Pairs of Phantoms taking-off on full after-burner. It made a Dan Air 1-11 struggling off 14 over Horsforth seem docile. I only hope the photographs can recapture the moment.

All too soon our time was up and our Guide and bus returned. A quick call at the QRA (Quick Reaction Alert) Hangar, to note an old 43 Sqn Phantom FG.1 being used for weapons loading training, and then near the apron a 56 Sqn machine doing compass swings, and that was it.

We made our thanks and bade our farewells. What an afternoon... Thanks Paul, thanks Wattisham. When is the next one?

Jim Stanfield.

AIRLINE NEWS -

Aberdeen Airways will emerge from administration on 3 June, having been put there on 8 January following financial troubles. The airline is now owned by French regional airline Air Provence (50%) with a consortium of businessmen, including the man who set up Alia Royal Jordanian Airlines, holding the other 50%. Air Provence themselves operate seven Gulfstream One aircraft plus one Caravelle, while Aberdeen Airways' fleet is four Gulfstreams and two HS748s.

The airline commenced a new service from TeesSide to Gatwick on May 20, providing a twice-weekdaily and once on Sundays service over the route using Gulfstream Ones. Christened the Northeast Express, departures from TeesSide are at 0800 and 1725, with the journey time to Gatwick being seventy five minutes.

Aer Lingus' new Saab SF340s will be registered EI-CFA, EI-CFB, EI-CFC and EI-CFD, and the date for introduction has been put back to 17th June. The first flight is scheduled to be the EI362 Dublin-Leeds Bradford service that day, but please note that this is subject to change !

The airline has reregistered its Boeing 737-500s, with these now featuring in the EI-CD* series, and the -500s are now regular visitors to Manchester. The first 1-11-200 left for a new home in Nigeria with Hold Trade Air, and the other three will follow, while the 767-300ERs are about to make a long voyage to Mexico, where they have been leased to Aeromexico until 1993.

Air Europa The incredible mess left behind by Air Europa is now beginning to be cleared up. The fleet details are now as follows :

Fokker 100 : all aircraft repossessed by Fokker. Some now stored at Cranfield, others have returned to Holland.

Boeing 737-300 : G-BNPA has been acquired by Trans European Airways UK, and it has been reregistered G-DIAR.

G-BNXV has been returned to Norway Airlines G-BRXJ is stored at Gatwick. G-BNFB is stored at Lasham

Boeing 737-400 : G-BPKC/D both now stored at Bournemouth

G-BOPK stored at Manchester

G-BRKG to Dan-Air Services as G-TREN via ILFC Others not known

Orders for seven Boeing 737-400s have been redistributed as follows :

3 to ILFC, 3 to AOF Leasing (Bermuda) and 1 cancelled

Boeing 757-200 : G-BNSD stored at Lasham

G-BPSN stored at Gatwick EX-ELA & EC-EXH both returned to the UK : stored at Bournemouth according to current information.

G-BRJG stored at Luton G-BRJH returned from Italy, is now with Air Europa as EC-669.

Orders for fourteen Boeing 757s have been redistributed as follows : 5 to ILFC, 2 to American Express, 2 to AOF Leasing (Bermuda), 2 to Sunrock Aircraft (Ireland), 2 to Air Europa, 1 cancelled.

Air Littoral The French regional carrier looks set to launch services from Newcastle to Paris Charles de Gaulle on 3 June using ATR42 aircraft.

The airline is also looking to commence Manchester-Paris and Manchester-Nice services towards the latter end of the year to complement its existing links from Manchester to Bordeaux, Strasbourg, Lyon and Toulouse.

Manchester-Paris services would almost certainly be operated by Fokker 100 aircraft.

Britannia Airways Boeing 737-200 G-AVRN is back in service for an amazing 24th summer season in the UK, despite rumour to the contrary ! Boeing 737-200 G-BKHF has been reregistered G-BTZF. Boeing 757 aircraft will be based at Gatwick, Luton, Glasgow and East Midlands this summer (one each).

British Airways have nearly completed the process of withdrawing their TriStar fleet, and the first aircraft have already left the UK for storage at Mojave, California.

The withdrawal of the BAC1-11 fleet is being reviewed, and it is possible that some aircraft may remain in service for a considerable time, and the 737-200s may now be withdrawn and sold. Deliveries of Boeing 737-400 aircraft start in October, with two aircraft per month arriving from then on.

Croatia Airways are a new Yugoslav company, which has been formed to operate scheduled services from Zagreb to Split. The carrier, equipped with two MD82s leased from Adria Airways, hoped to start operations during May.

Dan-Air BAC1-11-300 G-ATPK left the fleet in April for a new home in Nigeria with Okada Air.

EuroCyprus Airlines are the new charter subsidiary of Cyprus Airways. The new airline has been set up in response to tour operator demand, as many operators have found it difficult to obtain aircraft to fly Larnaca and Paphos sectors this summer.

EuroCyprus will be based at Larnaca, and it plans to take delivery of two or three Airbus A320-200 aircraft next March, either from the parent company or Bavaria Flug leasing company.

Inter European Airways are flying their Boeing 757-200 aircraft this summer, as opposed to it being leased out. The aircraft, G-IEAB, is based at Bristol. IEA's 737 fleet comprises three aircraft this summer.

Meridiana The new Spanish charter airline, formed by the merger of Lineas Aereas Canarias, Universair and Euravia, has ordered four BAE146-300 aircraft. The airline, which currently flies MD83 aircraft, also holds options on ten more, and the first delivery has already taken place. Italian charter line Alisarda has taken a 5% stake in the company.

Monarch Airlines took delivery of their two latest Airbus A300-600R aircraft in April. The new pair, registered G-OJMR and G-MAJS, have replaced G-MONR and G-MONS, which have been leased out in Australia for three years. The Airbus will be making their transatlantic debut this year, with new flights from Gatwick to Orlando Florida via Bangor Maine, where the aircraft stop to refuel.

Monarch have also taken delivery of a brand new Boeing 737-300, which is registered G-MONV. The new aircraft has been acquired on lease from Ansett Worldwide, and it is replacing G-MONT which is being returned to Aeromaritime.

LEEDS BRADFORD NEWS

All outbound Cyprus flights were cancelled with effect from 23 May, after tour operator Cypriana failed to find an aircraft to operate the service. British Midland Boeing 737-300s continued to operate until 30 May, bringing back passengers who had travelled out earlier in the month. Also seen operating the service was a TEA Boeing 737-300 (OO-LTK) which visited on May 9th. Passengers are now being offered alternative flights from Manchester on Wednesdays with Caledonian Airways on a TriStar. A Cypriana spokesman confirmed that it had been difficult to find an aircraft to operate the flight, but that every avenue open to the company had been explored before cancellation notices were sent out to passengers. The company hopes to be able to operate through Leeds Bradford next summer.

The winter tour programme is beginning to take shape, and two new destinations have been added by Thomson Holidays, namely Lyon and Las Palmas, both of which are flown by the based Boeing 737 aircraft. Britannia will also be flying to Alicante, Malta and Palma on non-based aircraft, with Nortjet flying a weekly Tenerife service using 737-400s. Inghams have contracted Air UK to operate the weekly Leeds Bradford-Innsbruck ski flight, and this will be identical to last year's operation (ie Saturday afternoon with a 146-300 from December 21).

There have been some slight alterations to the Air Yorkshire timetable as printed two months ago, and these are set out below :
Tuesday : Missing Air UK Leisure flight numbers are UKL2323 inbound and UKL2322 outbound.

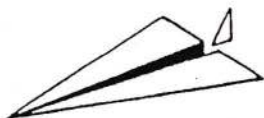
Friday : Missing Air UK Leisure flight numbers are UKL2304 inbound and UKL2303 outbound for the Palma flight : the Malaga flight remains as the UKL2016/2015.

Saturday : The Manx Airlines flight operates one hour later than published, at 1555/1625.

The British Midland timetable has been amended so that the 1305 BD415 departure operates on Saturdays. The BD417 at 1555 is thus cancelled, but the rest of the schedule remains as published.

The Yugoslav flights have been rather hit-and-miss recently, with a variety of aircraft being seen : Adria Airways have yet to make an appearance this summer, though. AvioGenex have operated two flights using 727-200s (YU-AKD in full colours, and YU-AKO in hybrid Icelandair/AvioGenex colours), while most others have been operated by the usual Boeing 737-200s. JAT have also operated one flight, using a 727-200.

Air UK's SD3-60 has been suffering from severe bouts of technical unreliability over the last month, and both BAF Viscounts and Celtic Airways SD3-30s have been seen operating the Belfast flights in lieu of the 3-60. Jersey European also had to resort to using their SD3-60 G-OBOH on one flight when the F27 was stranded in Jersey by poor visibility. Aberdeen Airways were contracted by Air UK to operate one Guernsey flight, which again was carrying passengers stranded in the Channel Islands by fog.



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