

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

MAY 1992

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FORTHCOMING MEETINGS

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

JUNE 7th :To be arranged
JULY 5th :To be arranged

CHAIRMAN'S CHAT

Apologies for lack of the meeting programme. Someone is lined up for every month, but despite many letters and 'phone calls we have not yet received firm confirmation dates. However, rest assured, we will always provide a meeting to interest you. Last month's meeting was enjoyed by everyone with Paul Usherwood showing some magnificent slides of his tour to the Far East.

The Aero Club is staging another "Fly-in" on Saturday 27th of June and we hope many of you will call in and see the mixed variety of light aircraft expected. Should any of you wish to help the Flying Club on the day please let us have your name.

Following last week's Committee Meeting some trips have been suggested:-

DIARY DATES

Saturday July 4th. Trip to the Model Aviation Centre Nottingham. Depart Aero Club 9.00am.

Thursday July 9th. Gliding Rufforth 7pm.

Sunday July 19th. Church Fenton Air Display. Helpers wanted for our stand.

Tuesday Sept. 22nd. Base visit to RAF Leeming by coach.

Notices will be on display at our meetings* to add your name should you wish to go on any of these outings.

The first three trips will be by private car, please indicate on the lists if you require or can offer a lift.

Cox Travel are trying to arrange a DC-3 from Air Atlantique to give pleasure trips at the LBA on Fathers Day, June 21st. Flights will be approx. £40 for 30 minutes. However the aircraft has to position from Coventry and it is hoped to find enough support to get 20-30 to go by coach to Coventry on Sunday morning, see the DC3/DC6/Shackleton and take the 50min flight back to Leeds at a cost of approx. £49. Please let me know if interested. Airline News. Thanks to member C.F. Brown it is good to see the return of the popular section of the Magazine. A full house of over 70 members were at the Club on Thursday May 21st to hear Leeds/Bradford Director Gordon Dennison bring us up to date on the LBA. Reluctantly, we had to bring the meeting to a close after 2 hours, but we hope to have Mr Dennison back again in the future.

CREDITS T.W.Sykes S.W.Rigg R.Fozzard C.F.Brown N.Preston A.Sedgwick L.Scheftsk.

LEEDS/BRADFORD MOVEMENTS - APRIL 1992

2.

| | ATA | ATD | | ATA | ATD |
|---------------------------|------|------|----------------------|------|----------|
| 1. <u>00-DTF Brasilia</u> | 0755 | | G-OBOH Short 360 | 0801 | |
| G-BMLC Short 360 | 0811 | | EI-CFC SAAB 340 | 0906 | |
| G-JLRW Duchess | 0910 | | G-ELDH DC9 | 0940 | |
| G-BLZT Short 360 | 0951 | | G-JHAN King Air 200 | 1011 | |
| G-BTIA BAe 146 | 1046 | | F-CGVH King Air 200 | 1230 | 1402 |
| G-ELDH DC9 | 1248 | | G-LOGT Jetstream | 1508 | |
| G-OBOH Short 360 | 1532 | | G-ELDH DC9 | 1540 | |
| G-BMLC Short 360 | 1812 | | G-JHAN King Air 200 | 1824 | |
| G-ELDH DC9 | 1834 | | G-OBOH Short 360 | 1854 | |
| G-BHWE Boeing 737 | 1857 | | 00-DTG Brasilia | 1901 | |
| EI-CFC SAAB 340 | 1912 | | G-BLZT Short 360 | 2029 | |
| G-ELDH DC9 | 2130 | | | | |
| 2. <u>00-DTG Brasilia</u> | 0732 | | G-OBOH Short 360 | 0804 | |
| G-EMBI Navajo 350 | 0805 | | G-BMLC Short 360 | 0812 | |
| EI-CFA SAAB 340 | 0911 | | G-ELDH DC9 | 0935 | |
| G-BLZT Short 360 | 0950 | | G-BSOY Seneca | 1059 | |
| G-BPYC Cessna 310R | 1205 | | G-ELDH DC9 | 1257 | |
| G-BJYG Warrior II | 1305 | | G-BEOG Boeing 737 | 1423 | |
| G-BHWE Boeing 737 | 1430 | | G-LOGV Jetstream | 1502 | |
| G-OBOH Short 360 | 1530 | | G-ELDH DC9 | 1540 | |
| G-BMLC Short 360 | 1759 | | G-ELDH DC9 | 1849 | |
| G-OBOH Short 360 | 1859 | | 00-DTK Brasilia | 1901 | |
| EI-CFA SAAB 340 | 1925 | | G-BLZT Short 360 | 2031 | |
| G-ELDH DC9 | 2138 | | G-BEOG Boeing 737 | 2205 | |
| 3. <u>00-DTK Brasilia</u> | 0738 | | G-BEOG Boeing 737 | 0746 | |
| G-OBOH Short 360 | 0803 | | G-BMLC Short 360 | 0805 | |
| EI-CFD SAAB 340 | 0859 | | G-ELDH DC9 | 0932 | |
| G-BMSW Cessna T210M | 0935 | | G-BLZT Short 360 | 0942 | |
| G-ATYN Cessna F150G | 1004 | | G-BBEV Cessna 340 | 1047 | 1929 |
| G-AVYT Arrow 180 | 1130 | | G-BFLV Cessna F172N | 1213 | |
| G-ELDH DC9 | 1237 | | G-BPER Tomahawk | 1356 | |
| G-LORD Seneca | 1425 | 1620 | G-LOGT Jetstream | 1453 | |
| G-BSXW Warrior II | 1507 | | G-ELDH DC9 | 1520 | |
| G-OBOH Short 360 | 1534 | | G-SVJM Twin Squirrel | 1613 | |
| G-BMLC Short 360 | 1809 | | G-ELDH DC9 | 1835 | |
| G-OBOH Short 360 | 1854 | | 00-MTD Brasilia | 1915 | |
| G-ODNP Cessna 310R | 1918 | | EI-CFD SAAB 340 | 1921 | |
| G-BEOG Boeing 737 | 2022 | | G-BLZT Short 360 | 2032 | |
| G-BMAG DC9 | 2116 | | G-ELDH DC9 | 2138 | |
| 4. <u>00-DTI Brasilia</u> | 0725 | | G-OBOH Short 360 | 0856 | |
| G-BMAG DC9 | 0927 | | EI-FKB Fokker 50 | 0944 | |
| G-JHAN King Air 200 | 1014 | | G-BKNH Boeing 737 | 1057 | |
| G-BJAG Archer II | 1104 | | G-MOAC Bonanza F33A | 1126 | |
| G-AVCE Cessna F172H | 1159 | | G-PKBM DC9 | 1251 | |
| G-BGYL Boeing 737 | 1317 | | G-BLZT Short 360 | 1340 | |
| G-UKID BAe 146 | 1422 | | G-BKNH Boeing 737 | 1448 | |
| EI-BVS Cessna 172RG | 1516 | | G-BPZX Cessna 152 | 1628 | |
| G-BLZT Short 360 | 1659 | | G-BMAG DC9 | 1830 | |
| G-BRFA Navajo | 1833 | | G-BGSL Warrior II | 1912 | n/s |
| EI-CFA SAAB 340 | 1919 | | G-BGYL Boeing 737 | 2028 | |
| G-BMAG DC9 | 2130 | | | | |
| 5. <u>EI-CFA SAAB 340</u> | 0858 | | G-BMAG DC9 | 0935 | |
| G-RJWW Maule M5 | 0953 | | G-WGEL Boeing 737 | 1006 | |
| G-AVSA Cherokee 180 | 1037 | | G-TECH Rockwell 114 | 1218 | |
| G-BOYL Cessna 152 | 1233 | | G-BMAG DC9 | 1238 | |
| G-RUIA Cessna F172M | 1342 | | VR-CGT King Air 90 | 1344 | 1217(10) |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | ATA | ATD | | ATA | ATD |
|----------------------|------|------|----------------------|----------|------|
| 5. G-WGEL Boeing 737 | 1356 | | G-BMMC Cessna T310Q | 1434 | |
| G-OBOH Short 360 | 1519 | | G-BJCT Boeing 737 | 1525 | |
| G-BEKA BAC 1-11 | 1620 | | G-BLZT Short 360 | 1730 | |
| G-LORD Seneca | 1817 | | G-ELDH DC9 | 1826 | |
| G-OBOH Short 360 | 1845 | | OO-DTI Brasilia | 1855 | |
| EI-CFD SAAB 340 | 1917 | | G-JHAN King Air 200 | 1931 | |
| VR-CHR Cessna 340 | 1944 | | XW223 Puma | n/s 2009 | 0747 |
| G-BLZT Short 360 | 2029 | | G-ELDH DC9 | 2128 | |
| 6. G-BGNG Short 330 | 0710 | | OO-DTI Brasilia | 0752 | |
| G-OBOH Short 360 | 0801 | | G-BMLC Short 360 | 0808 | |
| EI-CFA SAAB 340 | 0901 | | G-ELDH DC9 | 0935 | |
| G-BLZT Short 360 | 0948 | | G-BGNG Short 330 | 1010 | |
| G-ELDH DC9 | 1246 | | G-BGNG Short 330 | 1315 | |
| G-BECC Boeing 737 | 1320 | | G-LOGV Jetstream | 1448 | |
| G-OBOH Short 360 | 1533 | | F-GKGB Baron | 1542 | |
| G-ELDH DC9 | 1603 | | G-BGNG Short 330 | 1651 | |
| G-BMLC Short 360 | 1758 | | G-OBOH Short 360 | 1837 | |
| G-ELDH DC9 | 1843 | | G-BJCT Boeing 737 | 1856 | |
| OO-DTK Brasilia | 1900 | | EI-CFA SAAB 340 | 1923 | |
| G-BLZT Short 360 | 2017 | | G-BGNG Short 330 | 2044 | |
| G-ELDH DC9 | 2137 | | | | |
| 7. G-OBOH Short 360 | 0817 | | G-BMHX Short 360 | 0819 | |
| OO-DTK Brasilia | 0832 | | G-WACV Cessna 182N | 0843 | |
| EI-CFB SAAB 340 | 0912 | | G-PKBE DC9 | 0957 | |
| G-BGNG Short 330 | 1004 | | G-BLZT Short 360 | 1018 | |
| G-PKBE DC9 | 1244 | | G-BGNG Short 330 | 1312 | |
| G-LOGV Jetstream | 1451 | | G-TWEL Archer II | 1505 | |
| G-OBOH Short 360 | 1533 | | 022337 Bell UH-1 | n/s 1538 | |
| G-PKBE DC9 | 1539 | | G-JLFW Duchess | 1620 | |
| G-BJXJ Boeing 737 | 1649 | | G-BGNG Short 330 | 1652 | |
| G-BMHX Short 360 | 1805 | | G-IFTD Cessna 404 | n/s 1807 | 1052 |
| G-PKBE DC9 | 1830 | | G-HPLC Sikorsky S76B | 1837 | |
| G-OBOH Short 360 | 1846 | | OO-MTD Brasilia | 1911 | |
| EI-CFB SAAB 340 | 1922 | | G-BJCT Boeing 737 | 1930 | |
| G-BLZT Short 360 | 2024 | | G-BGNG Short 330 | 2049 | |
| G-PKBE DC9 | 2139 | | | | |
| 8. OO-MTD Brasilia | 0737 | | G-BMHX Short 360 | 0807 | |
| G-OBLK Short 360 | 0812 | | D-INRR Cessna 414 | n/s 0853 | 1134 |
| G-BLKY Baron | 0857 | | EI-CFB SAAB 340 | 0906 | |
| 40165 Beech C-12F | 0948 | 1020 | G-PKEM DC9 | 0951 | |
| G-BLZT Short 360 | 1001 | | G-BNFX Seneca | 1043 | |
| G-AWAI Baron | 1135 | | G-PKEM DC9 | 1241 | |
| G-LOGV Jetstream | 1451 | | G-PKEM DC9 | 1528 | |
| G-OBLK Short 360 | 1533 | | ZE702 BAe 146 | 1754 | 2204 |
| G-BMHX Short 360 | 1802 | | G-BRPU Duchess | 1813 | |
| G-PKEM DC9 | 1833 | | XX375 Gazelle | 1848 | 1908 |
| G-OBLK Short 360 | 1851 | | OO-DTN Brasilia | 1908 | |
| EI-CFB SAAB 340 | 1916 | | G-BLZT Short 360 | 2020 | |
| G-PKEM DC9 | 2133 | | G-BJCT Boeing 737 | 2307 | |
| 9. OO-DTN Brasilia | 0725 | | G-OBLK Short 360 | 0806 | |
| G-BMLC Short 360 | 0818 | | EI-CFA SAAB 340 | 0906 | |
| G-BLZT Short 360 | 0946 | | G-PKEM DC9 | 0952 | |
| G-BTDC Cessna 421C | 1125 | | G-BGEL Tomahawk | 1153 | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

4.

| | ATA | ATD | | ATA | ATD |
|----------------------------|------|------|-------------------------|------|------|
| 9. G-PKBM DC9 | 1251 | | G-BAZH Boeing 737 | 1408 | |
| G-BJCT Boeing 737 | 1421 | | G-HPZX Cessna 152 | 1442 | |
| G-LOGV Jetstream | 1454 | | G-BSJU Cessna 150M | 1500 | |
| G-PKBM DC9 | 1528 | | G-OBLK Short 360 | 1533 | |
| G-POLO Navajo | 1800 | | G-PKBM DC9 | 1836 | |
| G-OBLK Short 360 | 1844 | | <u>OO-DTO Brasilia</u> | 1904 | |
| <u>EI-CFA SAAB 340</u> | 1919 | | G-BLGB Short 360 | 1938 | |
| G-SFHR Aztec | 2016 | | G-BLZT Short 360 | 2025 | |
| XV301 Hercules | 2130 | 2149 | G-PKBM DC9 | 2133 | |
| G-BAZH Boeing 737 | 2152 | | | | |
| 10. <u>OO-DTO Brasilia</u> | 0732 | | G-BLGB Short 360 | 0756 | |
| G-OBLK Short 360 | 0807 | | G-BJBI Cessna 414 | 0819 | |
| G-SVJM Twin Squirrel | 0841 | | <u>EI-CFD SAAB 340</u> | 0904 | |
| G-PKBM DC9 | 0932 | | G-AVFU Cherokee Six | 0941 | |
| G-OTMC Beechjet 400 | 0944 | | G-BLZT Short 360 | 0947 | |
| G-OBMD Boeing 737-300 | 1301 | | G-BLTK Cessna 421C | 1424 | |
| G-LOGV Jetstream | 1451 | | G-PKBM DC9 | 1547 | |
| G-OBLK Short 360 | 1619 | | G-BLGB Short 360 | 1801 | |
| G-PKBM DC9 | 1838 | | G-BAZH Boeing 737 | 1845 | |
| G-ODNP Cessna 310R | 1900 | | <u>OO-DTF Brasilia</u> | 1902 | |
| G-OBLK Short 360 | 1912 | | <u>EI-CFC SAAB 340</u> | 1920 | |
| G-ASUB Mooney M20E | 1921 | | G-BOYI Warrior II | 1928 | n/s |
| G-BLZT Short 360 | 2029 | | G-WELL King Air 90 | 2103 | 2204 |
| G-BMAG DC9 | 2112 | | G-PKBM DC9 | 2201 | |
| 11. <u>OO-DTK Brasilia</u> | 0731 | | G-OBLK Short 360 | 0908 | |
| G-BMAG DC9 | 0932 | | <u>EI-FKA Fokker 50</u> | 0944 | |
| G-BLDE Boeing 737 | 1059 | | G-ENAM Cessna 340 | 1155 | |
| G-BMAM DC9 | 1244 | | G-BLZT Short 360 | 1349 | |
| G-UKRC BAe 146 | 1353 | | G-BLZT Short 360 | 1700 | |
| G-BMAH DC9 | 1823 | | <u>EI-CFB SAAB 340</u> | 1917 | |
| G-BAZH Boeing 737 | 1945 | | G-BMAH DC9 | 2111 | |
| 12. <u>EI-CFB SAAB 340</u> | 0851 | | G-BMAH DC9 | 0927 | |
| G-BMAH DC9 | 1237 | | G-ASUB Mooney M20E | 1330 | |
| G-BLDE Boeing 737 | 1356 | | G-BAZH Boeing 737 | 1443 | |
| G-OBLK Short 360 | 1513 | | G-BRFA Navajo | 1550 | |
| G-BLZT Short 360 | 1720 | | G-ELDG DC9 | 1823 | |
| G-OBLK Short 360 | 1840 | | <u>OO-DTK Brasilia</u> | 1904 | |
| <u>EI-CFD SAAB 340</u> | 1909 | | G-BLZT Short 360 | 2020 | |
| G-BPLA Boeing 737 | 2111 | | G-ELDG DC9 | 2118 | |
| 13. <u>OO-DTH Brasilia</u> | 0742 | | G-OBLK Short 360 | 0756 | |
| G-BMLC Short 360 | 0804 | | <u>EI-CFA SAAB 340</u> | 0857 | |
| G-ELDG DC9 | 0949 | | G-BLZT Short 360 | 1034 | |
| G-ELDG DC9 | 1303 | | G-BGYJ Boeing 737 | 1328 | |
| G-ELDG DC9 | 1533 | | G-LOGR Jetstream | 1606 | |
| G-GWHH Twin Squirrel | 1610 | | G-OBLK Short 360 | 1612 | |
| G-BMLC Short 360 | 1755 | | G-ELDG DC9 | 1823 | |
| <u>R-GGFC Merlin IIIB</u> | 1849 | | G-BPLA Boeing 737 | 1805 | |
| <u>EI-CFB SAAB 340</u> | 1910 | | <u>OO-DTI Brasilia</u> | 1924 | |
| G-OBLK Short 360 | 1928 | | G-BLZT Short 360 | 2033 | |
| G-ELDG DC9 | 2137 | | | | |
| 14. G-ODNP Cessna 310R | 0700 | | <u>OO-DTI Brasilia</u> | 0735 | |
| G-OBLK Short 360 | 0806 | | G-WACK Short 360 | 0809 | |
| G-WACV Cessna 182N | 0837 | | <u>EI-CFC SAAB 340</u> | 0854 | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | ATA | ATD | | ATA | ATD |
|----------------------|------|------|----------------------|------|----------|
| 14. G-BLZT Short 360 | 0953 | | G-BGRE King Air 200 | 1038 | |
| G-ELDG DC9 | 1044 | | G-CULL Jetranger | 1058 | |
| G-AYSX Cessna F177RG | 1150 | | G-BMAG DC9 | 1256 | |
| G-TKPZ Cessna 310R | 1303 | | G-LOGR Jetstream | 1446 | |
| F-GCFC Merlin IIIB | 1511 | | G-OBLK Short 360 | 1531 | |
| G-BPZX Cessna 152 | 1536 | | G-ELDG DC9 | 1539 | |
| G-BJXJ Boeing 737 | 1644 | | G-WACK Short 360 | 1808 | |
| G-ELDG DC9 | 1832 | | G-OBLK Short 360 | 1844 | |
| OO-DTH Brasilia | 1857 | | G-BPLA Boeing 737 | 1912 | |
| EI-CFC SAAB 340 | 1916 | | G-BLZT Short 360 | 2023 | |
| G-ELDG DC9 | 2132 | | | | |
| 15. OO-DTH Brasilia | 0743 | | G-OBLK Short 360 | 0805 | |
| EI-CFB SAAB 340 | 0903 | | G-XGBE Cessna 340 | 0908 | |
| G-BLZT Short 360 | 0944 | | G-ELDG DC9 | 0950 | |
| G-ENAM Cessna 340 | 1135 | | G-ELDG DC9 | 1238 | |
| G-UKID BAe 146 | 1456 | | G-LOGR Jetstream | 1505 | |
| G-ELDG DC9 | 1518 | | G-OBLK Short 360 | 1553 | |
| G-OBLK Short 360 | 1856 | | G-ORCE Citation II | 1901 | 2012 |
| G-ELDG DC9 | 1904 | | EI-CFB SAAB 340 | 1921 | |
| OO-DTK Brasilia | 1824 | | G-BLZT Short 360 | 2028 | |
| G-BPLA Boeing 737 | 2123 | | G-ELDG DC9 | 2151 | |
| 16. OO-DTK Brasilia | 0731 | | G-OBLK Short 360 | 0803 | |
| G-BMHX Short 360 | 0843 | | G-BGEL Tomahawk | 0851 | |
| EI-CFA SAAB 340 | 0903 | | G-ELDG DC9 | 0929 | |
| G-BLZT Short 360 | 0945 | | G-ELDG DC9 | 1230 | |
| G-BECH Boeing 737 | 1441 | | G-LOGR Jetstream | 1444 | |
| G-BJXJ Boeing 737 | 1503 | | G-ELDG DC9 | 1526 | |
| G-OBLK Short 360 | 1534 | | OY-CEI Arrow IV | 1612 | 1141(19) |
| G-TECH Rockwell 114 | 1650 | | G-AYKX Cherokee 140C | 1720 | |
| G-BMHX Short 360 | 1759 | | G-ELDG DC9 | 1831 | |
| G-ODNP Cessna 310R | 1845 | n/s | G-OBLK Short 360 | 1900 | |
| OO-DTL Brasilia | 1910 | | EI-CFA SAAB 340 | 1925 | |
| G-BLZT Short 360 | 2056 | | G-ATRX Cherokee Six | 2113 | (20) |
| G-ELDG DC9 | 2148 | | G-BECH Boeing 737 | 2206 | |
| G-BTVS Twin Squirrel | 2311 | 2335 | | | |
| 17. OO-DTL Brasilia | 0739 | | G-LOGR Jetstream | 0754 | |
| G-OBLK Short 360 | 0759 | | EI-CFB SAAB 340 | 0905 | |
| G-ELDG DC9 | 0933 | | G-BLZT Short 360 | 0939 | |
| F-GKGB Baron | 1054 | | G-OAKZ King Air 90 | 1145 | |
| G-ELDG DC9 | 1226 | | G-JLFW Duchess | 1245 | |
| G-ELDG DC9 | 1513 | | G-MIMI TB20 Trinidad | 1521 | 1244(20) |
| G-OBLK Short 360 | 1550 | | G-LOGV Jetstream | 1753 | |
| G-ELDG DC9 | 1825 | | OO-MTD Brasilia | 1902 | |
| EI-FKB Fokker 50 | 1911 | | G-BECH Boeing 737 | 1945 | |
| G-BLZT Short 360 | 2035 | | G-ELDG DC9 | 2119 | |
| G-BMAB DC9 | 2138 | | | | |
| 18. G-OBHD Short 360 | 0858 | | G-BMAB DC9 | 0919 | |
| EI-FKF Fokker 50 | 0938 | | G-BLDE Boeing 737 | 1051 | |
| G-JEAB Friendship | 1059 | | G-BMAB DC9 | 1223 | |
| G-BLZT Short 360 | 1343 | | G-CPTS Jetranger | 1701 | |
| G-BMAB DC9 | 1823 | | EI-CFC SAAB 340 | 1914 | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | ATA | ATD | | ATA | ATD |
|------------------------------|------|------|------------------------|------|-----|
| 18. <u>G-BECH Boeing 737</u> | 1974 | | G-BMAC DC9 | 2129 | |
| 19. <u>EI-CFB SAAB 340</u> | 0845 | | G-BMAC DC9 | 0932 | |
| G-BLDE Boeing 737 | 1013 | | VR-CHR Cessna 340 | 1146 | |
| G-BFFE Cessna 152 | 1210 | | G-BGTG Aztec | 1212 | |
| G-BMAC DC9 | 1224 | | G-BLDE Boeing 737 | 1403 | |
| G-BATV Cherokee 180F | 1432 | 0917 | G-AYLA AESL Airtourer | 1448 | |
| G-BECH Boeing 737 | 1452 | | G-OBHD Short 360 | 1513 | |
| G-BEKA BAC 1-11 | 1624 | | G-BMAK DC9 | 1821 | |
| G-OBHD Short 360 | 1839 | | <u>EI-CFA SAAB 340</u> | 1911 | |
| G-BMAK DC9 | 2115 | | | | |
| 20. <u>G-LOGP Jetstream</u> | 0741 | | <u>EI-CFA SAAB 340</u> | 0900 | |
| G-BMAK DC9 | 0924 | | G-OBHD Short 360 | 0937 | |
| G-BOAG Concorde | 1218 | 1404 | G-BMAK DC9 | 1227 | |
| G-WERY TB20 Trinidad | 1248 | | G-BNMB Warrior | 1342 | DIV |
| G-BQJM Cherokee 140 DIV | 1345 | | G-BADP Boeing 737 | 1349 | |
| G-BOAG Concorde n/s | 1523 | | G-BMAM DC9 | 1534 | |
| G-BLZT Short 360 | 1538 | | G-LOGP Jetstream | 1758 | |
| G-BMAK DC9 | 1901 | | <u>OO-DTL Brasilia</u> | 1912 | |
| <u>EI-CFA SAAB 340</u> | 1915 | | G-BECH Boeing 737 | 1959 | |
| G-BLZT Short 360 | 2034 | | G-JEAF Friendship | 2115 | |
| G-BMAK DC9 | 2129 | | | | |
| 21. <u>OO-DTL Brasilia</u> | 0726 | | G-OBHD Short 360 | 0754 | |
| G-BMHX Short 360 | 0759 | | <u>EI-CFD SAAB 340</u> | 0852 | |
| G-JEAF Friendship | 0929 | | G-BMAK DC9 | 0938 | |
| G-BMWB Cessna 421C | 0954 | | G-BMAC DC9 | 1242 | |
| G-BFHU Cessna 152 | 1252 | | G-BGTG Aztec | 1253 | |
| G-LOGP Jetstream | 1439 | | G-BMAC DC9 | 1510 | |
| G-HMES Warrior II | 1522 | | G-OBHD Short 360 | 1527 | |
| G-BEPW Robin HR100/210 | 1529 | | G-BPWE Warrior II | 1607 | |
| G-BNME Cessna 152 | 1625 | | G-BAZH Boeing 737 | 1640 | |
| G-SACR Cadet | 1649 | | G-BMAK DC9 | 1828 | |
| G-EMLC Short 360 | 1840 | | G-OBHD Short 360 | 1846 | |
| <u>OO-MTD Brasilia</u> | 1906 | | G-BECH Boeing 737 | 1912 | |
| <u>EI-CFD SAAB 340</u> | 1914 | | G-JEAF Friendship | 2028 | |
| G-BMAK DC9 | 2116 | | | | |
| 22. <u>OO-MTD Brasilia</u> | 0734 | | G-ORCL Cessna 421C | 0801 | |
| G-EMLC Short 360 | 0806 | | G-OBHD Short 360 | 0810 | |
| G-WACV Cessna 182N | 0847 | | <u>EI-CFC SAAB 340</u> | 0904 | |
| G-JEAF Friendship | 0925 | | G-BMAK DC9 | 0932 | |
| <u>OO-WAT Rockwell 690A</u> | 0953 | | G-ORCL Cessna 421C | 1206 | |
| G-BMAK DC9 | 1238 | | G-OAKM King Air 200 | 1440 | |
| G-LOGP Jetstream | 1454 | | G-BMAC DC9 | 1530 | |
| G-OBHD Short 360 | 1543 | | G-AVXJ HS.748 | 1704 | n/s |
| <u>QK-WDL LET 1410</u> | 1756 | 1653 | G-ICED Citation | 1808 | |
| G-WACK Short 360 | 1818 | | G-BMAK DC9 | 1830 | |
| G-OBHD Short 360 | 1857 | | <u>OO-DTN Brasilia</u> | 1903 | |
| <u>EI-CFC SAAB 340</u> | 1921 | 2253 | G-JEAF Friendship | 2009 | |
| G-BECH Boeing 737 | 2044 | | G-PKEM DC9 | 2136 | |
| <u>EI-FKA Fokker 50</u> | 2151 | 2220 | | | |
| 23. <u>OO-DTN Brasilia</u> | 0727 | | G-OBHD Short 360 | 0801 | |
| G-EMLC Short 360 | 0804 | | <u>EI-CFD SAAB 340</u> | 0900 | |
| G-BUWY Cherokee 140E | 0921 | | G-PKEM DC9 | 0926 | |
| G-JEAF Friendship | 0929 | | G-BJRZ P68 Victor | 1041 | |
| G-BGBY Tomahawk | 1052 | | G-BHDP Cessna F182Q | 1139 | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | ATA | ATD | | n/s | ATA | ATD |
|----------------------------|------|-----------|---------------------------|-----|------|----------|
| 23. G-PKEM DC9 | 1232 | | G-BNRD Jetranger | | 1249 | 1325 |
| G-BAZH Boeing 737 | 1359 | | G-SMJJ Cessna 414 | | 1430 | |
| G-BECH Boeing 737 | 1441 | | G-LOGP Jetstream | | 1456 | |
| G-AWAI Baron | 1513 | | G-PKEM DC9 | | 1514 | |
| G-OBHD Short 360 | 1543 | | G-ETOD Tomahawk | | 1559 | 1658 |
| G-BWMP Rockwell 695A | 1628 | | G-HPWN Cessna 150L | | 1706 | |
| G-BMLC Short 360 | 1813 | | G-PKEM DC9 | | 1826 | |
| G-OBHD Short 360 | 1852 | | <u>EI-CFD SAAB 340</u> | | 1919 | |
| <u>OO-DFO Brasilia</u> | 1923 | | G-BTFF Cessna T310R | | 1935 | 2153 |
| G-JEAF Friendship | 2006 | | G-PKEM DC9 | | 2122 | |
| G-BAZH Boeing 737 | 2131 | | | | | |
| 24. <u>OO-DFO Brasilia</u> | 0734 | | G-OBHD Short 360 | | 0802 | |
| G-BMLC Short 360 | 0813 | | <u>EI-CFC SAAB 340</u> | | 0850 | |
| G-PKEM DC9 | 0928 | | G-JEAF Friendship | | 0934 | |
| G-BOYI Warrior | 1211 | | G-WACV Cessna 182N | | 1220 | 1457(26) |
| G-PKEM DC9 | 1230 | | G-BGRC Cherokee 140B | | 1259 | |
| G-LOGP Jetstream | 1454 | | G-PKEM DC9 | | 1515 | |
| G-OBHD Short 360 | 1540 | | G-OPED P68 Victor | | 1547 | |
| G-BWMP Rockwell 695A | 1552 | | G-BARB Seneca | n/s | 1617 | |
| G-BMLC Short 360 | 1806 | | G-PKEM DC9 | | 1824 | |
| G-ODNP Cessna 310R | 1854 | | G-OBHD Short 360 | | 1900 | |
| <u>OO-MTD Brasilia</u> | 1904 | | G-BAZH Boeing 737 | | 1909 | |
| <u>EI-CFC SAAB 340</u> | 1912 | | G-JEAF Friendship | | 2016 | |
| G-BMAH DC9 | 2111 | | G-PKEM DC9 | | 2140 | |
| 25. <u>OO-DFO Brasilia</u> | 0728 | | G-OBHD Short 360 | | 0902 | |
| G-BMAH DC9 | 0933 | | <u>EI-FKK Fokker 50</u> | | 0939 | |
| G-JEAF Friendship | 1047 | | G-BLDE Boeing 737 | | 1054 | |
| G-PIGS Rallye 150ST | 1109 | | G-BMAG DC9 | | 1249 | |
| G-BSTZ Cherokee 140 | 1309 | | G-JEAF Friendship | | 1337 | |
| G-BJYD Cessna 152 | 1430 | | G-BLDE Boeing 737 | | 1501 | |
| G-BGTG Aztec | 1507 | | G-BMUT Seneca | | 1613 | 1739 |
| G-JEAF Friendship | 1658 | | G-BIOJ Rockwell 114 | | 1711 | 1734 |
| G-BMAA DC9 | 1822 | | <u>EI-CFA SAAB 340</u> | | 1910 | |
| G-BAZH Boeing 737 | 1956 | | G-BMAA DC9 | | 2111 | |
| 26. <u>EI-CFB SAAB 340</u> | 0854 | | G-BMAA DC9 | | 0947 | |
| G-JHAN King Air 200 | 1050 | 1114 | G-BMAA DC9 | | 1243 | |
| G-BARB Seneca | 1302 | | G-BLDE Boeing 737 | | 1357 | |
| ZE370 Sea King | 1400 | 1417 | G-BGCF Tomahawk | | 1525 | 1644 |
| G-OBHD Short 360 | 1530 | | G-BAZH Boeing 737 | | 1540 | |
| G-JEAF Friendship | 1727 | | G-ELDH DC9 | | 1839 | |
| G-OBHD Short 360 | 1847 | | <u>OO-DTF Brasilia</u> | | 1903 | |
| <u>EI-CFC SAAB 340</u> | 1930 | | G-JEAF Friendship | | 2015 | |
| G-ELDH DC9 | 2148 | | | | | |
| 27. G-BAZH Boeing 737 | 0025 | | <u>OO-DTF Brasilia</u> | | 0742 | |
| G-WACK Short 360 | 0804 | | G-OBHD Short 360 | | 0812 | |
| <u>EI-CFD SAAB 340</u> | 0856 | | G-SHUG Turbo Arrow III | | 0936 | |
| G-JEAF Friendship | 0940 | | G-AXDK Robin DR315 | | 0942 | 1836 |
| G-OBMH Boeing 737-300 | 0946 | | G-BEXH Cessna FR172 | | 1029 | |
| G-ELDH DC9 | 1248 | | G-BADP Boeing 737 | | 1337 | |
| G-LOGR Jetstream | 1445 | | G-ELDH DC9 | | 1531 | |
| G-BWMP Rockwell 695A | n/s | 1557 1538 | G-WACK Short 360 | | 1812 | |
| G-ELDH DC9 | 1826 | | <u>HB-VJI Lear Jet 31</u> | | 1836 | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | ATA | ATD | | ATA | ATD |
|--------------------------------|--------------|-----|-----------------------------|-----------|-----|
| 27. <u>G-OBHD Short 360</u> | 1851 | | <u>EI-CFD SAAB 340</u> | 1917 | |
| <u>00-DTF Brasilia</u> | 1943 | | <u>G-BAZH Boeing 737</u> | 1950 | |
| <u>G-JEAD Friendship</u> | 2018 | | <u>G-ELDH DC9</u> | 2124 | |
| 28. <u>00-DTN Brasilia</u> | 0737 | | <u>G-BLGB Short 360</u> | 0811 | |
| <u>G-OBHD Short 360</u> | 0818 | | <u>EI-CFD SAAB 340</u> | 0900 | |
| <u>G-EMJO Seneca III</u> | 0914 | | <u>G-JEAD Friendship</u> | 0935 | |
| <u>G-ELDH DC9</u> | 0947 | | <u>G-AYUH Cherokee 180F</u> | 1034 | |
| <u>G-NEEP Jetranger</u> | 1116 | | <u>G-BGBY Tomahawk</u> | 1119 | |
| <u>G-ELDH DC9</u> | 1231 | | <u>G-LOGR Jetstream</u> | 1451 | |
| <u>G-ELDH DC9</u> | 1514 | | <u>G-OBHD Short 360</u> | 1529 | |
| <u>G-AYUH Cherokee 180F</u> | 1702 | | <u>G-WRCF King Air 200</u> | 1802 | |
| <u>G-BADR Boeing 737</u> | 1805 | | <u>G-BLGB Short 360</u> | 1809 | |
| <u>G-ELDH DC9</u> | 1829 | | <u>G-OBHD Short 360</u> | 1844 | |
| <u>00-DTK Brasilia</u> | 1859 | | <u>EI-CFD SAAB 340</u> | 1914 | |
| <u>G-BAZH Boeing 737</u> | 1923 | | <u>G-JEAD Friendship</u> | 2004 | |
| <u>G-ELDH DC9</u> | 2152 | | | | |
| 29. <u>00-DTG Brasilia</u> | 0738 | | <u>G-OBHD Short 360</u> | 0752 | |
| <u>G-EMHX Short 360</u> | 0800 | | <u>G-SFHR Aztec</u> | 0807 | |
| <u>G-VJCT P68 Victor</u> | 0815 | | <u>G-BYSE Jetranger</u> | 0846 | |
| <u>EI-CFC SAAB 340</u> | 0857 | | <u>G-BLKY Baron</u> | 0901 | |
| <u>G-JEAD Friendship</u> | 0918 | | <u>G-ELDH DC9</u> | 0936 | |
| <u>G-BHRB Cessna 152</u> | 1006 | | <u>G-BRBF Cessna 152</u> | 1029 | |
| <u>G-ATYN Cessna F150G</u> | 1107 | | <u>G-ROUS Seneca</u> | 1110 | |
| <u>G-FTIL Robin DR400/180R</u> | 1117 | | <u>G-BFFE Cessna 152</u> | 1124 | |
| <u>G-EXEC Seneca</u> | 1142 | | <u>G-BELR Cherokee 140</u> | 1156 | |
| <u>G-BHCP Cessna 152</u> | 1203 | | <u>G-ELDH DC9</u> | 1249 | |
| <u>G-ASUL Cessna 182G n/s</u> | 1253 | | <u>G-AVET Baron</u> | 1328 | |
| <u>G-SMJJ Cessna 414</u> | 1357 | | <u>G-AXJJ Beagle Pup</u> | 1430 | |
| <u>G-BJYD Cessna 152</u> | 1432 | | <u>G-LOGP Jetstream</u> | 1439 | |
| <u>G-ELDH DC9</u> | 1522 | | <u>G-OBHD Short 360</u> | 1527 | |
| <u>G-RULA Cessna F172N</u> | 1610 | | <u>G-ATJA Jodel DR 1050</u> | 1657 | |
| <u>G-BLZT Short 360</u> | 1734 | | <u>G-BMHX Short 360</u> | 1801 | |
| <u>G-ELDH DC9</u> | 1830 | | <u>G-OBHD Short 360</u> | 1845 | |
| <u>EI-CFC SAAB 340</u> | 1912 | | <u>00-DTF Brasilia</u> | 1920 | |
| <u>G-BJYD Cessna 152</u> | 1948 | | <u>G-JEAD Friendship</u> | 2005 | |
| <u>G-BJXJ Boeing 737</u> | 2015 | | <u>G-ELDH DC9</u> | 2135 | |
| 30. <u>00-DTI Brasilia</u> | 0750 | | <u>G-WACK Short 360</u> | 0759 | |
| <u>G-OBHD Short 360</u> | 0802 | | <u>EI-CFD SAAB 340</u> | 0903 | |
| <u>G-BLZT Short 360</u> | 0941 | | <u>G-ELDH DC9</u> | 0945 | |
| <u>G-UKLE Boeing 737-400</u> | 1111 | | <u>ZE700 Bae 146</u> | 1126 | |
| <u>G-BNNX Turbo Arrow IV</u> | 1136 | | <u>G-ELDH DC9</u> | 1233 | |
| <u>G-BJXJ Boeing 737</u> | 1446 | | <u>G-LOGT Jetstream</u> | 1452 | |
| <u>G-BTZF Boeing 737</u> | 1500 | | <u>G-OBHD Short 360</u> | 1515 | |
| <u>G-ELDH DC9</u> | 1522 | | <u>ZE700 Bae 146</u> | 1549 1609 | |
| <u>G-BNNX Turbo Arrow IV</u> | 1646 | | <u>G-GRID Twin Squirrel</u> | 1652 | |
| <u>N110MT Gulfstream III</u> | 1710 1244(1) | | <u>G-WACK Short 360</u> | 1816 | |
| <u>G-ELDH DC9</u> | 1821 | | <u>G-OBHD Short 360</u> | 1844 | |
| <u>00-DTN Brasilia</u> | 1912 | | <u>EI-CFD SAAB 340</u> | 1915 | |
| <u>G-CZAR Citation V</u> | 1934 | | <u>G-BLZT Short 360</u> | 2041 | |
| <u>G-ELDH DC9</u> | 2135 | | <u>G-BTZF Boeing 737</u> | 2215 | |

FROM

1. F-CGVH/Dusseldorf; 4. EI-BVS/Connaught; 5. VR-GCT/Guernsey, XW223/Liverpool n/s to Scotland; 6. F-GKGB/Humberside; 7. 022337/Ostend; 8. D-INRR/F&T Munster, 40165/Bitburg, ZE702/Northolt, XX375/Netheravon; XV301/Gutersloh to Lyneham;

LEEDS/BRADFORD MOVEMENTS (Contd.)FROM

13.F-GCTC/Lorient; 14.F-GCTC/Pau; 17.F-GKGB/Humberside; 19.VR-CHR/Guernsey; 22.OO-WAT/Wevelgem, OK-WDL/Rotterdam to Stansted; 26.ZE370/Leconfield; 27.HB-VJI/Teeside; 30.ZE700/from Warton Twice, N110MT/Munster.

OVERSHOOTS

1. XV207/Ascot5769, G-BJRZ; 6.XV210/Ascot765; 8.G-BAVZ; 9.XX491/FYY71, XX497/FYY67, XV210/Ascot765; 10.XV303/Exam 07-08, XW317/LOP53, XW354/LOP44, XW299/LOP46, G-BAVZ; 13.XS733/FYY46, XW299/LOP44, VP981/Devon??, G-BAVZ; 15.XX496/FYY65, XX491/FYY72, XX494/FYY69, XV306/Ascot769; 16.XW354/LOP42, XW368/LOP40, XW299/LOP45, XW436/LOP44, XX491/FYY73, XW637/LOP33, XW313/LOP46Y, XX495/FYY75, XW301/LOP31, XW359/LOP33; 21.ZF375/CWL65; 22.ZF267/CWL68, XW299/LOP46, XS738/FYY40, G-OAKZ, XW367/LOP96Y, XS735/FYY48, G-BSTZ; 25.G-WERY; 28.XW336/LOP09, XX522/TOF73; 30.XS729/FYY43, XX492/Exam 07, XX497/FYY79, XX497/FYY69.

Other Callsigns

1. G-BFIA/BAF8094; 2. G-BSOY/AYR46-Cygnets 03, G-BPYC/ATZ88; 7.G-IFTD/IFT 107, G-HPLC/AHL 07; 8. G-IFTD/IFT 108; 9. G-POLO/RCM506; 10. G-WELL/CEGA 752; 14. G-BGRE/Roman 04, G-CULL/Dollar 31; 21.G-BMW/Wayne 01; 22. G-OAKM/Kilro 04; 28. G-WRCF/GAMA 324; 29. G-BYSE/Dollar 06; 30. G-GRID/Grid 02.

LBA Movements Review - April 1992

An unusually quiet month for foreigners. On the 1st, King Air 200 F-GGVH booked in to "Epag" and it arrived from Dusseldorf. Visiting from Connaught on the 4th was the retractable undercarriage Cessna 172RG EI-BVS. Two Guernsey based Cayman Islands registered aircraft were noted on the 5th, one was the Cessna 340 VR-CHR and the other was the Corgi Ltd. King Air C90 VR-GCT which night stopped. On the 6th Beech Baron F-GKGB had me puzzled, everybody knows this registration has been on a Corvette for some time. However it turns out the Corvette is now F-GLEC and the Baron took over its old registration on February 19th; it was booked into a firm called Novair to whom it is registered but it has been operating out of the Humberside airport with a British sounding pilot. Night stopping on the 8th was the Cessna Chancellor D-INRR and visiting on the 13th and 14th was the Merlin 3 F-GCTC. Cherokee Arrow OY-CEI arrived on the 16th and night stopped on stand one until the 19th. Baron F-GKGB was back from Humberside on the 17th and Cessna 340 VR-CHR visited again on the 19th. Rockwell Commander 690A OO-WAT was a good visitor on the 22nd but it was no match for the star of the month on the same day. LET I410UVP-E20C OK-WDL. This arrived from Rotterdam and after a night stop it departed to Stansted; it was booked in to Lusiana and the c/n is believed to be 912533. Using callsign "Aeroleasing 249" on the 27th was Lear Jet 31 HB-VJI and ending the month on the 30th was the night stopping Gulfstream III N110MT of Morton International. On the military side we had the RAF Puma XW223 arriving as "C3X17" on the 5th and after a night stop departing as "9WZ17". From the US military we had the Bell UH-1 022337 on the 7th as "Lord 52B" and the Beech C-12 40165 on the 8th as "Spar 91". The Queens Flight supplied two BAe 146's during the month, ZE702 as "Kitty 5" on the 8th and ZE700 as "Kitty 4" on the 30th. From the Army we had Gazelle XX375 "Army 543" on the 8th and more from the RAF were Hercules XV301 as "Ascot 5875" on the 9th and Sea King ZE370 as "SRC 128" when it called in for fuel on the 26th. The Concorde G-BOAG was night stopping on the 24th but these are now old hat. Doing a fly-past down runway 28 on the 19th was the Walton Wood based Stearman N768WM. The latest Yorkshire Aeroplane Club G.150 to appear in the new blue colour scheme is G-OJVH and the newly painted ones are now wearing the titles "Yorkshire Aeroplane Club" in white. Rumour has it that a new resident due in May is an American registered Stearman (not the one above) and visitors for July are TUI's of Baltic Airlines on the 13th and 27th; these should be carrying registrations in the RY- series by then. The Aero Club fly-in for this year is confirmed as June 27th.

LEEDS/BRADFORD AIRLINE NEWS - APRIL 1992INBOUND DIVERSIONS

NIL

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| BA019A | TFS | 07/G-BJCT | 14/G-BPLA | 21/G-BECH | 28/G-BAZH | |
| BA030A | PMI | 06/G-BEOG | 13/G-BGYJ | 20/G-BADP | 27/G-BADP | |
| BA040A | MLA | 07/G-BJXJ | 14/G-BJXJ | 21/G-BAZH | 28/G-BADR | |
| BA056A | ALC | 02/G-BEOG | 09/G-BAZH | 16/G-BJXJ | 23/G-BAZH | 30/G-BTZF |
| BA085A | ALC | 02/G-BHWE | 09/G-BJCT | 16/G-BECH | 23/G-BECH | 30/G-BJXJ |
| BA096A | LPA | 06/G-BJCT | 13/G-BPLA | 20/G-BECH | 27/G-BAZH | |
| BA1128A | TFS | 03/G-BEOG | 10/G-BAZH | 17/G-BECH | 24/G-BAZH | |
| BA1144A | AGP | 05/G-BGYL | 12/G-BAZH | 19/G-BECH | 26/G-BAZH | |
| BA1199A | ALC | 04/G-BGYL | 11/G-BAZH | 18/G-BECH | 25/G-BAZH | |
| BA1208A | AGP | 02/G-BHWE | 09/G-BJCT | 16/G-BPLA | 23/G-BECH | 30/G-BJXJ |
| DAN381 | JER | 04/G-EKNH | 11/Cancel | 18/G-BLDE | 25/G-BLDE | |
| DAN383 | JER | 04/G-EKNH | 11/G-BLDE | 18/Cancel | 25/G-BLDE | |
| DAN391 | JER | 05/G-WGEL | 12/Cancel | 19/G-BLDE | 26/Cancel | |
| DAN395 | JER | 05/G-WGEL | 12/G-BLDE | 19/G-BLDE | 26/G-BLDE | |
| DAN397 | JER | 05/G-BEKA | 12/Cancel | 19/G-BEKA | 26/Cancel | |
| UKA972 | INN | 04/G-UKID | 11/G-UKRC | | | |

OTHER FLIGHTS

| | | | | |
|------------|------|----------------|------------------------|---------------|
| 1. G-BTIA | BA46 | BAF8094/095P | Heathrow-East Midlands | Labour Party |
| 6. G-BGNG | SH33 | GIL20P/UKA606 | Newcastle-Edinburgh | Lieu UKA SH36 |
| 6. G-BGNG | SH33 | UKA607/695 | Edinburgh-Belfast Intl | Lieu UKA SH36 |
| 6. G-BGNG | SH33 | UKA696/620 | Belfast Intl-Edinburgh | Lieu UKA SH36 |
| 6. G-BGNG | SH33 | UKA631/630 | f/t Edinburgh | Lieu UKA SH36 |
| 6. G-BGNG | SH33 | UKA647/606 | f/t Edinburgh n/s | Lieu UKA SH36 |
| 7. G-BGNG | SH33 | UKA607/695 | Edinburgh-Belfast Intl | Lieu UKA SH36 |
| 7. G-BGNG | SH33 | UKA696/620 | Belfast Intl-Edinburgh | Lieu UKA SH36 |
| 7. G-BGNG | SH33 | UKA631/630 | f/t Edinburgh | Lieu UKA SH36 |
| 7. G-BGNG | SH33 | UKA647/GIL21P | Edinburgh-Newcastle | Lieu UKA SH36 |
| 8. ZE702 | BA46 | Kitty 5 | Northolt-Heathrow | Royal |
| 9. XV301 | CI30 | RRR5875 | Gutersloh-Lyneham | Medivac |
| 15. G-UKID | BA46 | UKA783/783A | Glasgow/Amsterdam | Tech UKA870 |
| 20. G-BOAG | CONC | BAW9024C/9025C | Heathrow-Local | Pax charter |
| 20. G-BOAG | CONC | BAW9025C/9027C | Local-n/s-Heathrow | Pax charter |
| 22. OK-WDL | 0410 | - | Rotterdam-n/s-Stansted | Opr-Lusiana |
| 30. ZE700 | BA46 | Kitty 4 | Northolt-Barrow | Royal |
| 30. G-UKLE | B734 | UKL0060/IEA711 | Gatwick-Larnaca | Cypriana pax |
| 30. ZE700 | BA46 | Kitty 4 | Barrow-Northolt | Royal |

0410 = Let L-410 Turbolet.

MOVEMENTS

LINLEY HILL 28/3. G-AYSXF.177RG f/t Sandtoft, G-BKTZ T.67M f/t Bagby. 4/4. G-AYKL F.150L f/t Netherthorpe, G-BAJE 177 f Wickenby t Skegness, G-BRSC Rans S.10 f Full Sutton t Willy Howe Farm, G-BTHE 150 f/t Brough, G-BJZN T.67A f Netherthorpe t Burton Constable, G-BPGW F.150H f/t Humberside, G-BCPN AA-5 f/t Full Sutton, G-BTBC PA-28 f/t Wellesbourne. 5/4. G-AREV PA-22 f Barton t Skegness, G-HPVA 172F f Barton t Brighton, G-AWOA MS.880B f Barton t Brighton, G-YORK F.172M f/t Sherburn, G-BAJY DR.400 f Sturgate t Sandtoft, G-SACS PA-28 f/t Sherburn. 11/4. G-BEWN/WZ876 DHG.1 f Netherthorpe t Brighton. 16/4. G-BPLN 150M f/t Sherburn. 17/4. G-BSTJ DH.82A f Brough t Sywell. 19/4. G-AZTS F.172L f/t Humberside. 20/4. G-ORZZ R.22B f/t Sherburn, G-YTWO F.172M f/t Sherburn. 21/4. G-OBMS F.172N f/t Sherburn, G-DOGS R.182RG f/t Brough. 22/4. G-BTNO/N84441 Aeronca 7AC f Brighton t Willy Howe Farm.

MOVEMENTS (Contd.)

OCTON GRANGE FARM Rans S.10 G-BRSC departed to Full Sutton 15/3 on a temporary basis, it is expected to eventually take up residence at Willy Howe Farm.

WOLD NEWTON-WILLY HOWE FARM 3/4. G-BHRH FA.150K f Skegness t Hucknall. 4/4. G-EPJD SOCATA 110ST f/t Bagby, G-BBWN/WZ876 DHC.1 f Brighton t Bagby, G-BRSC Rans S.10 f Linley Hill t Full Sutton, G-BBEC F.150L f/t Humber-side, G-BFXW AA-5B f/t Leeds. 5/4. G-BHAX F.28C-UK-2 f/t Sherburn, G-BFTC PA-28R f/t Sherburn, G-AVMD 150G f/t Bagby. 9/4. G-BDNU F.172M f Bagby t Eshott. 11/4. G-BBYS 182P f/t Gamston, G-AVSA PA-28 f Marston Moor t Brighton, G-BKKO 182R f Sherburn t Crosland Moor, G-BOUV Bensen B.8R arr. by road f Melbourne to take up residency, G-ROUT R.22B f Great Heck t Sherburn. 12/4. G-BEPW HR.100 f/t Bagby. 13/4. G-DNCS PA-28R f/t Barton. 16/4. G-TECH RC.114 f Leavesden t Leeds. 19/4. G-BHAX F.28C-UK-2 f/t Barnsley, G-ATLB DR.1050 f/t Brighton, G-SACR PA-28 f/t Sherburn, G-SACU PA-28 f Sherburn t Brighton, G-BLDP T.67M f/t Sherburn. 22/4. G-BTNO/N84441 Aeronca 7AC f Linley Hill n/s t Netherthorpe. 23/4. G-BOIL 172N f/t Liverpool, G-PIGS SOCATA 150ST f/t Boon Hill Farm. 25/4. G-ATMX F.150F f/t Linley Hill, G-BIUM F.152 f/t Netherthorpe, G-DMCS PA-28R f Shacklewell t Bagby. 28/4. G-BMSU 152 f/t Leeds. 3/5. G-BHAX F.28C-UK-2 f/t Barnsley, G-BYLL F.8L f Sherburn t Skegness, G-BJZN T.67A f/t Burton Constable, G-BFTY F.150M f/t Leeds, G-ASAU MS.880B f/t Humber-side, G-SWOT/C3011 Currie Super Wot/SE.5A Replica f/t Brighton, G-YPY BA.4B f Sherburn t Bagby, G-EKAO D.112 f/t Bagby, G-AZTS F.172L f/t Humber-side, G-BBWN/WZ876 DHC.1 f Bagby t Netherthorpe, G-BMK G.109B f/t Rufforth, G-ASWL F.172F f/t Bagby. 4/5. G-BSDS/118 Stearman f/t Bagby, G-BFFG F.152, G-AVSE PA-28, G-BCVH FRA.150L, G-BFTY F.150M, G-BGFL GA.152, G-BBUX F.150L, G-BEIT F.150J, G-OJVH F.150H all f/t Leeds, G-EPJD SOCATA 110ST f/t Bagby, G-BRSC Rans S.10 f/t Full Sutton, G-BJZN T.67A f Bagby t Burton Constable, G-BCXB SOCATA 100ST f Linley Hill t Ketton, G-BAMB T.61C f/t Rufforth.

The Stearman and all the Leeds visitors on 4/5 arrived between 07.45 and 08.30 for a Breakfast Patrol.

A Heli Pad has now been marked out at Willy Howe Farm.

On Sunday March 29th, fourteen seats were taken by Air Yorkshire on BD411 to Heathrow. Everyone looked slightly "Bog Eyed" after losing an hours sleep due to the clocks going forward and having to check in at approx. 6pm on a damp misty morning. However faces brightened as Captain Alan Wilson lifted DC9 G-BMAB off 14 at 07.19 with the RVR down to 250m. I left my breakfast to go up to the Flight Deck and confirmed that it was the usual routing of Westcot, Bovingdon to LHR. The climb was levelled at 25000ft with a speed of 265 knots. Several other members came up to the Flight Deck before I settled myself in the jump seat for the descent into Heathrow. The cloud base over London was higher than Leeds/Bradford and you could see the ribbon of the river Thames winding its way through London with the Dock Lands Airport just visible on our left. Captain Wilson put the radio transmissions through the loudspeaker and we were soon established on the I.L.S. for 27 left. It was, however, slightly disconcerting to hear an American Airlines B767 immediately behind us. The DC9's are not fitted with wing mirrors so we just had to hope that the American Captain stayed the required distance behind!

On landing, we crossed the Runway to our allocated stand. We then were told to hold on the taxiway as one of Lord King's B737s was still sitting on our stand. Despite Captain Wilson going on the radio direct to BA's Ops it was still twenty minutes before we were cleared to move onto stand N92. Those in the cabin spent twenty boring minutes wondering what was happening whilst up front I had close up views of B747 of Virgin, South African and Middle East Airlines together with several smaller types passing along the taxiways. Most of the morning was spent on the roof of the Queens Building, plus a visit to Hatton Cross. Late afternoon saw us in the Terminal One Cafeteria overlooking the domestic piers. It was then rather surprising when both an EL Al and a S.A.S. B747 were towed on to the domestic piers and prepared for departure.

AIR YORKSHIRE TRIP (Contd.)

Our departure time was 20.40 so an early check-in secured us good seats for the return. At 19.30 hrs we made our way to the domestic departures to join a queue of several hundred people trying to narrow down to four security desks. Tempers became frayed when people at the back claimed they had only a few minutes to board. However, despite Ski's being pushed in unmentionable places, bottles of duty free dropped on ones foot and rucksacks in ones face, we finally settled in the comfort of BMs Lounge. After a delay of thirty minutes we were bussed out to a waiting DO9,DH for our return to Leeds. At approx. 22.00 hrs with Anne Johnson in the jump seat (no don't tell the Captain to watch out for the Chevin) Delta Hotel touched down on One Four. So ended sixteen hours of spotting, plus two flights, two meals. All for £69. Not bad. How about doing it again in early October?

M.Willingale.

LITTLE FIELDS ARE BIG FUN

In my early plane spotting days I only visited International Airports. Then I bought a copy of the "United Kingdom Airfield Guide", slung it into the car, and became hooked on the little fields.

Crosland Moor near Huddersfield is accessible. A public right of way not only leads to it, but actually crosses the runway. And I even saw a horse being led across! My first visit was on a weekday evening when the only thing flying was a model plane. But on fine Sunday afternoons there's a fair amount of activity. I saw two interesting aircraft. One was G-OSEA, a twin engined Islander formerly registered G-EKOL which, by comparison, made the single engined planes look small. The other was a biplane. The fact that no registration letters were visible made me wonder if it was being done up. It emerged from the hangar, took off clumsily, did a small circuit, landed, then returned to the shed. Bagby is further away. It's near Thirsk. A narrow track with a notice saying, "Toll Road. 20p", leads to the grass apron where ten aeroplanes were parked. My 20p was waved aside, and we were invited to look round. There was a hangar, inside which a mechanic was working. Felixkirk, also near Thirsk, is not so friendly. There is a bar across the entrance and a warning that there are guard dogs. To make it crystal clear that plane spotters are unwelcome, the sign also says "KEEP OUT". However, a helicopter took off seconds before we stopped, and there was another machine on the field; but it was on the far side and partly hidden, so it could have been a helicopter or an aeroplane. We found Sturgate accidentally. A road runs alongside this aerodrome, and there isn't even a fence. I could have walked to the apron but, as the registrations of the seven aircraft were readable through binoculars, I didn't. They included G-MARR, a Cessna which later appeared on television when a lady, aged 109, had a pleasure flight in it. Skegness, also known as Ingoldmells, is in Lincolnshire, too. It's on the north side of the A52 about 2½ miles from town centre. Like Sturgate it was unnecessary to go in, because the two parked aircraft were within binocular range. They were Cessna G-BGPK, and G-ARJT which is a PA-23 Apache 160G. Heading north there's Sutton Bank. To get there, ascend this famous steep hill. Just beyond the top a minor road on the right leads to it. When we went on a winter weekday it was deserted, but a notice said that visitors are welcome; however, they are requested to report their arrival. So Sutton Bank seems worth visiting on a sunny weekend when Yorkshire Gliding Club are flying.

Whilst you don't usually find scheduled services operating from small aerodromes, Barrow is an exception. According to last winter's Blackpool Airport timetable, Northern Airlines work a service from Barrow to Blackpool. The plane then continues to Manchester. According to the timetable there are two departures daily, leaving Barrow at 6.45am and 4.00pm. Arrival time in Blackpool is 20 minutes later for the morning service and 15 minutes later for the afternoon one, but there's no service on Saturdays or Sundays. The letters before the flight number are WZ, although no indication of the aircraft type is given.

LITTLE FIELDS ARE BIG FUN (Contd.)

As routes and operators appear and vanish with seeming regularity, it would be advisable to telephone Blackpool Airport to check if the plane is still operating before dashing to Barrow or Blackpool to log it.

Staying on the left hand side of the map, there's Carlisle. In less than an hour one Saturday we recorded eight movements. One was helicopter G-OJCB, a Jet Ranger 2 with "Lada Cars" painted on it. You can see perfectly from a side road and, as a bonus, there's a military aircraft on display, its number is XJ823. I've never studied military types, so I don't know what it is.

Then there's Bridlington which our first search failed to reveal. However, our second attempt was successful. The location is Carnaby. An industrial estate covers most of the former airfield, leaving only a small section for present use. We drove right through the industrial estate and, as we were giving up hope, we spotted G-SULL, a Saratoga, abandoned and alone. There were no gates, no fences and, as far as we could see, no security either. You could walk up to the plane and look into it. Three people were doing so. And so the search continues. Sometimes it's unrewarding. Despite trying every road out of Wold Newton we could find neither Willy Howe Farm nor its airstrip; whilst two attempts to locate the landing ground at East Knapton were equally unproductive. But the one that fascinates me is Gregory Farm at Mirfield. There's no street address, and it's mentioned inside the back cover of the guide under the heading: "Known Strips That Do Not Appear On The Ordnance Survey Maps". So where does one start? At Mirfield library or the police station? On reflection, perhaps not the police. A non-plane spotting copper might think I was up to no good.

L.Scheftsik.

AIRWAYS - APRIL 1992

Seen or Heard in April:-

| | | | | | |
|---------------|--------|----------|-----|-------|---------------------|
| 4. XA-SIM | F50 | OTR 1145 | 390 | DUB | |
| N317CC | Mu300 | OTR 1800 | 350 | CORK | |
| N22BM | LJ36 | POL 1945 | 390 | 60/10 | |
| 5. VR-CVP | C650 | DCS 2120 | 350 | MCT | |
| 11. HZ-SJP2 | | POL 1335 | 370 | MAR | |
| 15. N110BR | G3 | POL 1639 | 390 | 57/10 | |
| 16. N844X | F50 | WAL 0740 | 330 | HON | to STN |
| 18. N728A | DC8 | POL 1231 | 350 | 61/10 | |
| F-GHEA | F900 | DCS 1945 | 410 | MID | |
| 19. N750CC | Sabre | WAL 0944 | 410 | MID | |
| 22. India2025 | G3 | POL 1105 | 430 | 60/10 | Italian AF. MM62025 |
| 23. F-GKTV | F50 | POL 0815 | 350 | ADN | |
| SE-DBK | F10 | OTR 1850 | 370 | DANDI | |
| 24. F-GHCR | F20 | POL 1710 | | MAR | to EDN |
| 25. India2026 | F50 | POL 1010 | 390 | MAR | MM62026 |
| I-JESE | C500 | DCS 1232 | 330 | HON | |
| N25SR | CL600 | OTR 1420 | 390 | DUB | |
| N818AA | Falcon | POL 1745 | 350 | DCS | |
| 26. VR-BRS | HS125 | TNT 1015 | 390 | 60/10 | |
| F-GHCR | F20 | DCS 1745 | 330 | HON | EDN to LBG |
| N613CK | G2 | POL 2028 | 390 | 60/10 | |

NEWS

AFR and UTA (or is it the same thing) seemed to have changed all their flight numbers to even numbers.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into northern 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.

AIRWAYS (Contd.)

Other northern dates for your diary if you like the spectacle of balloons:-

| | | |
|--------------|------------------------------|----------------|
| August 14-16 | Northampton Balloon Festival | The Racecourse |
| August 22-29 | The Nationals | Clumber Park |

Two years ago when the Nationals were held at Clumber well over forty balloons were flown. There are two tasks flown each day with early morning and late afternoon launches. Flying is most often into the park to land at a specific target or from a central site in the centre of the park out and away. If you wish to go and watch you are always welcome to do so and fuller details can be had from Austin Spindler, Tel. 0577 62802.

OUT AND ABOUT

24.04 Stansted

Not a great deal seen in the drizzle and late in the evening, but apart from the old terminal area (where do you park?) and the new terminal area (what can you see) does anybody know a good viewing spot at the 'new' airport?.

VR-BMV B707, VR-CCB B727, G-HEVY B707, CCGP82042 & 043 An124, CCGP76758 IL76.

25.04 Luton

VR-CCY Baron, VR-CBQ B727, VR-CVP Ce660, OO-IBI Ce500, N384U F900, N63LE LJ35, HA-ACB Ce421, LX-RVR F50, N373LB G2, N1SL G4, G-HARF G4, G-TOMO/BLDH 1-11, EC957 B757 ITE.

25.04 EMA

Doing circuits was the VERY new Excalibur A320 G-HAGT. EMA's new B737's G-OEMN/O, ABR Electras F-OGST and N667F.

The new viewing area at Manchester opened on May 1st. This is the area of the old brickworks close to the 06 threshold with a reasonable view of the airport on most occasions and an excellent spot if 06 happens to be in use. The area has been landscaped and asphalted and even has 'facilities' and a TAS shop. The gates open at 8.00am and close around dusk, and, wait for it.....IT'S FREE.. like the roof. (E.M.A. please note. They charge £2 at the Aeropark although it is next to the threshold for photography).

Some More Fly-Over's For April 1992

| | | | | | | | |
|------------|-----------|------------|-----------|------------|-----|---------------------|------------|
| 8. N368AA | B767 | POL | 1050 | 350 | MAR | AAL87 | |
| 9. N461GT | Gulf III | POL | 1425 | 390 | MAR | | |
| 10. C-GTXV | CL600 | POL | 0920 | 350 | MAR | | |
| 11. D-AIDL | A310 | WAL | 0400 | 370 | OTR | DLH433 | |
| | N6885P | POL | 1340 | 190 | TIA | | |
| 13. YU-AMB | DC10 | OTR | 1120 | 350 | WAL | JAT526 | |
| | D-CBWW | OTR | 1530 | 330 | WAL | | |
| | HZ-OFK | HS.125 | GOLES1605 | Descending | UPT | | |
| | D-CDRB | MU300 | UPT | 1805 | 290 | OTR | |
| | F-GCTC | Merlin | TNT | 1840 | 200 | POL | To LBA |
| 14. N86AK | Falcon 50 | POL | 1410 | 350 | MAR | | |
| | HZ-WBT | B727 | POL | 1533 | 290 | IOM | |
| | OY-CPW | | UPT | 1555 | 160 | MAN | Into MAN |
| | HZ-MS3 | Gulf III | WAL | 1625 | IOM | | |
| | VR-BJE | Gulf III | TNT | 1640 | 350 | WAL | |
| | N90EW | Falcon 900 | POL | 1850 | MAR | | |
| | N14AZ | B707 | DOGA2210 | 350 | NEW | Seagreen Air Trans. | |
| 15. N150PG | | TNT | 0935 | 410 | WAL | | |
| | VR-BLW | | TNT | 0945 | 280 | POL | To Leeming |
| | N1C | Gulf III | TNT | 1045 | 390 | WAL | |

CAPITAL AIRLINES

by
Terry Sykes

Based at Poole-in-Wharfedale the Brown Group had been formed in the mid 1960's to collect and distribute animal foodstuffs for the agricultural industry. This developed into the Brown Group International and became a major manufacturer of heavy construction and excavation equipment. Links were established with the Norwegian company Hoxby Dumptrucks and in June 1981 they began flying staff and customers between the LBA and the Hoxby plant at Molde using a Cessna 421B, G-BCSV, operated by Northair.

When the Norwegian company folded it was acquired by Browns and to cope with more passengers between the Head Office and the plant in Norway the 8 seater Cessna 421B was replaced by an 11 seater Cessna 441 G-BHLM which arrived on 13 June 1983. On the 27th of September this was repainted as the much more appropriate G-HOXY. At this time Brown Air Services was set up in a bid to exploit the new Cessna and offer it for air taxi and charter work when it was not operating to Norway. Further to this scheduled services to Oslo began on December 3rd 1984 using the Cessna 441. The flight was scheduled to depart LBA at 0800hrs each weekday and arrive in Oslo at 1110hrs local time. The return flight departed Oslo at 1520hrs and was back at LBA at 1635hrs. Such was the success of the venture that Browns were already looking at a larger aircraft by January 1985, this was N12GP a 24 seater Gulfstream I then hangared in Chicago. With this in prospect a new route was opened on May 1st from LBA to Frankfurt via Humberstone.

On September 10th 1985 the Gulfstream I arrived from Chicago via Goose Bay and Keflavik with another appropriate registration, this time G-BHAM. It was not an auspicious arrival, on landing a tyre on the port mainwheel burst and the aircraft was stranded on the runway and effectively closed the airport for some time! To complete the CoFA and conversion work the aircraft was flown to Fields at East Midlands on September 18th. Since it was the first Gulfstream I to be operated in the public transport category on the UK register the certification was thorough and a number of problems arose which delayed the return of the aircraft. To fill the gap a Shorts 330 was leased from Jersey European Airways and G-BEEO duly arrived from Jersey on April 1st 1986. This was immediately put into use operating the LBA to Glasgow route for which Browns had applied for the licence after Dan-Air stopped operating it. The Gulfstream I was finally returned to Browns on July 24th complete with CoFA and a comprehensive crew training session started, this culminated in its introduction into service on the Oslo route on August 12th.

Brown Air was now becoming an expanding airline but it was soon realised that the equipment they had was not really suitable for the routes they were operating. A decision was made to concentrate on domestic routes and the international routes were dropped by the start of the Summer 1987 season. The airline was put in the care of operations manager Captain Allan Gaunt and Captain Adrian Thompson and the Gulfstream was put on the Glasgow route with another leg added from LBA to Cardiff making a through flight. This released the Cessna 441 for air taxi and charter work but it was tragically lost when it crashed at Blackbushe on April 26th killing the pilot. During the Summer of 1987 Adrian Thompson became the Managing Director of Brown Air and Allan Gaunt moved on to fly with TNT.

Once again new equipment was on the way, this time it was to be a brand new aircraft - the Shorts 360. It was also time to create a new image, Brown Air became Capital Airlines in October 1987 and the first Shorts 360-300, G-BNDM, arrived on October 9th. This was acquired on a lease-purchase agreement over three years and it was put into service on October 12th. Capital now started to build up a network of routes from LBA to Glasgow, Edinburgh, Bristol, Cardiff and down as far as Southampton. Expansion was the name of the game and 1988 saw the arrival of four more Shorts 360-300's, G-OLBA on March 12th, G-OLTM on April 22nd, G-CPTL on June 30th and G-OLGM on October 31st. Reflected in the registrations were the three letter designators of two new routes in the Capital timetable, Luton and Gatwick. Another new destination in 1988 was Belfast City Airport, won after a battle with Air UK who already had a service operating to Belfast Aldergrove.

January 1st 1989 saw Brown Group International taking over Northair Aviation at LBA and moving into their hangar on the south side of the airfield. They now had engineering facilities available for their aircraft and the Northair hangar had its floor resurfaced, a dividing wall removed and a complete new front with wider and higher doors fitted. This enabled them to get two Shorts into the hangar at a time along with other aircraft operated by Northair who maintained their separate identity. A sixth Shorts 360-300 joined the fleet on April 27th 1989 when G-OEEC arrived and services to the Isle-of-Man commenced. By this time Capital were also operating a hub of services out of Luton as well as LBA. In May 1989 Capital went International again when services were started to Brussels and plans to operate inclusive tours to Austria for winter sports enthusiasts were announced.

Once again new and bigger aircraft were needed, this time Capital went for the latest technology and bought two second hand BAe 146 aircraft previously in use with Air Wisconsin in America. The first to arrive was G-OSKI on August 14th 1989 and the second was G-OSUM which arrived on November 30th 1989. These were the first jet airliners to be based at LBA and the line maintenance was done in the Northair hangar on the south side with the Shorts 360's. Amsterdam was now added to the long list of routes out of LBA and the company, which had operated one route with 15 staff and one aircraft two years earlier, now had eight aircraft operating some 17 routes with a staff in excess of 250. However disaster was just around the corner.

Brown Group International had sustained losses of a reputed £6.8m and by June 1990 their Norwegian bankers were becoming concerned. Finally on June 27th they withdrew their support and called in their money. The eight Capital aircraft were recalled by their operations room and they all arrived at LBA on the evening of June 27th leaving passengers stranded at various airports. Receivership of the Brown Group was instigated on the 28th and the receivers moved in to Capital. It was hoped that the airline could be sold off as a separate concern but after much negotiation with various groups nothing came of this and Capital Airlines passed into history. The eight aircraft stood on the main apron for some considerable time taking up valuable parking space, eventually the two BAe 146's departed on August 3rd and the Shorts' were moved to the pan on the end of the old north/south runway until they were flown out to Exeter for storage in November 1990.

Aircraft Operated By Capital Airlines

| | |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------|
| <u>G-BCSV</u> | <u>Cessna 421B</u> c/n 0745 previously N5416J. Leased from Northair. |
| <u>G-BHLM</u> | <u>Cessna 441</u> c/n 0154 previously N2628Z. Arrived 13 June 1983. |
| <u>G-MOXY</u> | <u>Cessna 441</u> c/n 0154 previously G-BHLM/N2628Z. 16 September 1983. Crashed near Blackbushe 26 April 1987. |
| <u>G-BRMN</u> | <u>Gulfstream I</u> c/n 177 previously N12GP/OV-BEG/MPC/N307K/N751G. Arrived 10 September 1985. Traded in to Shorts in 1987. |
| <u>G-BEEO</u> | <u>Shorts 330</u> c/n SH-3006 previously G-CTAW/G-14-3006. Leased from Jersey European Airways 01 April 1986. |
| <u>G-BNDW</u> | <u>Shorts 360</u> c/n SH-3716 previously G-14-3716. Arrived 09 October 1987. Departed to Exeter 19 October 1990. |
| <u>G-OLBA</u> | <u>Shorts 360</u> c/n SH-3737 previously G-BQFG/G-14-3737. Arrived 12 March 1988. Departed to Exeter 16 November 1990. |
| <u>G-OLTN</u> | <u>Shorts 360</u> c/n SH-3738 previously G-BQFH/G-14-3738. Arrived 22 April 1988. Departed to Exeter 19 November 1990. |
| <u>G-CPTL</u> | <u>Shorts 360</u> c/n SH-3739 previously G-BQFI/G-14-3739. Arrived 30 June 1988. Departed to Exeter 13 November 1990. |
| <u>G-OLGW</u> | <u>Shorts 360</u> c/n SH-3741 previously G-BQFK/G-14-3741. Arrived 31 October 1988. Departed to Exeter November 1990. |
| <u>G-OEEC</u> | <u>Shorts 360</u> c/n SH-3755 previously G-BPKY/G-14-3755. Arrived 27 April 1989. Departed to Exeter 07 November 1990. |
| <u>G-OSKI</u> | <u>BAe 146</u> c/n E-2018 previously N603AM. Arrived 14 August 1989. Departed to Cambridge 03 August 1990 and became G-BSRU. |
| <u>G-OSUN</u> | <u>BAe 146</u> c/n E-2020 previously C-FEDQ/N604AM. Arrived 30 November 1989. Departed to Cambridge 03 August 1990 and became G-BSRU. |

AIRLINE NEWS

Air Columbus has leased in two B.737-33A's for the summer; they are LN-NOR(23827) and LN-NOS(23830) both of Norway Airlines.

Air Espana has leased B.737-3T0 EC-EID(23941) from Meridiana for seven months.

Air Exports of Dublin has leased Electra EI-CET (ex N668F)

Air UK are to lease five Fokker 100's this year, the first three arriving between June and August. All five are believed to be ex Intair of Canada.

Are to operate two B.767's on behalf of Unijet, they will be used initially on flights from Gatwick and Manchester to Orlando Florida.

Aviaco DC-9-32 EC-BYH(47556) may have been damaged beyond repair in a very heavy landing at Granada Airport. It appears that its tail assembly became completely detached and the aircraft may have broken its back. (some heavy landing !!!)

Currently have a total of five MD88's, they are :-

EC-FGM(53191) ex EC-751; EC-FHG(53194) ex EC-752;

EC-FIG(53195) ex EC-753; EC-FIH(53196) ex EC-754;

EC-FJE(53197) ex EC-755.

Birgenair have taken B.757-225 TC-GUL(22209) into their fleet, it is ex Eastern and was previously N519EA.

Are planning to lease two Airbus 320-231's for the summer.

British Airways has created a new division, 'British Airways Regional' to operate its regional services from Manchester, Birmingham and Scotland. It is to operate using 23 111's and 13 ATP's.

Will lease two Tristars to Kuwait Airways.

Is leasing four B.737-236's to GB Airways these are

G-BGDB(21791); G-BGDO(21803); G-BGDS(21808) and G-BGDU(21808)

consequently B.737-2E3 G-IBTY(22703) and B.737-2U4

G-IBTZ(22576) have been returned to the GPA group.

B.737-3L9 G-BOZA has been returned to Maersk Air and has subsequently been leased to Air Holland.

More recent deliveries :-

G-BNLU B.747-436(25406) 28.01.92

G-BNLV B.747-436(25427) 20.02.92

G-DOCK B.737-436(25841) 25.02.92

CSA are to take delivery of five B.737-500's which were originally allocated to Sabena, they will replace Tu 134's this coming winter. They have also taken options on a further three additional B.737's.

Dan-Air B.727-217 G-BKAG(21055) has been sold to Conifair of Canada and re-registered C-GRMU.

Took delivery of B.737-4Q8 G-BSNV(25168) on 5.2.92.

Emirates Air Service The two ex British Airways HS748's recently overhauled at Manchester are in service on a shuttle service between Abu Dhabi and Dubai.

Iberia has sold three DC-9-32's to Airborne Express :-

EC-BPF(47364) to N987AX in March
EC-BIL(47084) to N988AX in April
EC-BIU(47314) to N989AX also in April

Icelandair are in the process of replacing all their F27 fleet used on internal services by a fleet of Fokker 50's.

Istanbul Airlines The five ex Lufthansa B.727-230's mentioned last month are as follows :-

D-ABKM(21442) to be TC-AFP; D-ABKN(21618) to be TC-AFT;
D-ABKP(21620) to be TC-AFN; D-ABKQ(21620) to be TC-AFO;
D-ABKR(21621) to be TC-AFR.

Luxair B.737-229 LX-LGN(20907) has been returned to Sabena and has since been leased to Sobelair.

Took delivery of B.737-4C9 LX-LGF(25429) on 21.2.92.

Manx Airlines have ordered three BAe Jetstream 41's.

Nortjet of Spain ceased all operations during February.

SAS are leasing out two MD82's for the summer :-

SE-DFS(49384) is with Scanair and SE-DFT(49385) has gone to Spanair.

Sterling Airways Caravelle 10B OY-STI has gone on lease to Air Toulouse and has been registered F-GHKN.

TAT are to change their name to TAT European Airlines to accentuate their new international image. They are due to start services from Gatwick to Paris and Lyon and plan many new services to other parts of Europe from Paris.

Time Air Sweden are operating DC8-71F SE-DLM(45971) on lease from GPA; it is ex N8081U.

Transavia are to lease two ex Air Europe B.757-236's for the summer season; they are PH-TKY(24118) ex G-BNSD and PH-TKZ(24119) ex G-BPSN.

Newly formed Translift of Shannon are to operate a total of four DC8-71's leased from GPA. DC8-71F EI-TLA(45973) is already in service. EI-TLB has been reserved for another freighter.

EI-TLC(45995) and EI-TLD however are both expected to be delivered with a passenger interior.

Turkish Airlines took delivery of B.737-4Y0 TC-JDG(25181) during February.

LANZAROTE BREAK

.....
 It was the end of March and a dry and bright Friday morning in West Yorkshire, but emerging through the thick cloud at the top of the M62 we were later to find Manchester Airport in damp and dreary mood. Following our usual early arrival (we were first to the desk!), breakfast and a rumage through WH. Smiths - have you seen how many paperbacks they have now? - my wife and I proceeded to the part where everybody empties their flight bags and the security people try to re-pack them. It is of course a personally welcome operation in the name of safety and security who, will point out that they are not obliged to replace what in our case seemed to be a 'quart' back into a PINT POT!, but they did and without fuss. Following the visit to the duty free shop we made our way down to the usually quiet viewing windows which are at the apex of, and look onto one side of piers B and C and across to the maintenance hangars. The west side of pier B had but a solitary RAF Vc 10 whilst pier C (the one where you don't have to walk out into the rain!) was to host an all white DELTA A310 and an AMERICAN 767 amongst the usual charter aircraft. Two visitors of differing stature must have shared the same feelings of relief in getting away from Ringways drizzle when Kilo Mike 551, headed home for Malta (737-200). With Cathay Pacifics' 747-400 gliding gracefully up into grey cloud, it new would be left behind after a stop in Frankfurt.

Anyway back to the holiday and the arrival right in front of us on stand 2 of Kestrel 552 from Beauvais which was to be ours for the flight down to Arrecife and had G-JSMC in charge. Mike Charlie I understand was the second of the Airtours MD 83 fleet and was delivered in early March 1991. It did of course make an unscheduled visit to the LBA back in January from Edinburgh! and after 6 hours on the ground eventually departed for what was reported to be Faro. Although the flight number of Kestrel 559 was a MAN-TFS winter route number?. The day we travelled - March 20th, was actually the first anniversary of the airlines operation with what was a fleet of five MD-83s, but as you will now know is 8. The 167 seater jets recorded a 98% technical - dispatch reliability record in the first year with 15 hours flying time per day during the summer months. We pushed back off the ramp at 11.32 to make our way past the domestic pier, on taxiway 1 and after a short delay, lined up at the 24 end of the 10,000 foot runway. Captain John Kendrick and First Officer Colin Fray started us rolling and 37 seconds later (11.45) we were airborne and heading for low cloud.

We were at FL 290 when we reached the coast of Spain just West of Santander (13.15) and routed west of Madrid (13.40), to Seville, passing west of Cadiz at 14.10 (FL 330). A word here can be said about the cabin comforts, we were in general agreement with other reports that the service on board is good, as is the legroom. Although you are presented with a menu (a nice touch) you can't usually expect too much much from a Holiday flight meal. We were happy however with a tray of Seafood Hors D'Oeuvre, Lamb Kebab with Mint Sauce, Rice and Seasoned Vegetables or Turkey and Ham in a Creamy Leek Sauce

with Potatoes and mixed Veg, English Trifle, Cheese and Biscuits, an After Dinner Chocolate and Tea or Coffee. Not forgetting a warm bread roll for the main course, and a warm moist tissue to clean up afterwards. As we commenced our descent (15.10) Captain Kendrick informed us that it was 23° in Lanzarote and that we would be landing into a slight breeze. Twenty minutes later after we had flown over the island to turn on a base leg east of Fuerteventura's north-east tip, I caught part of a message that informed the Cabin crew to secure for 7 mile final!. An uneventful (?) landing followed on Arrecifes Runway 04 where we eventually were on- blocks 4 hrs and 6 minutes after pushing back in England, which made a flight time of 3 hours 49 mins. A look out across the apron revealed very little activity with Binter Canarias CN 235 EC-EMO about to depart past Sterlings recent SAW 619 (a727) arrival from Gardermoen. An Aero Lloyd MD80 later arrived as did Hernando De Soto! (Aviaco DC 9, EC-CLD).

Resort preferences must always be down to personal taste but despite the wind and mixed weather, we found the Costa Tegüise attractive and well supplied with restaurants (about 40!), beaches and shops. I do feel however that Puerto Del Carmen may have the edge for Air band reception!!. For those who have not been to the island of over 300 volcanoes (the last one erupted in 1824!), a visit to the Parque Nacional De Timanfaya towards the east side, and the Montañas Del Fuego = Fire Mountain to us, is well worth a visit. A 50 minute narrated coach tour takes you through some very interesting lunar landscape and demonstrations of the volcanic heat that is just feet below are illustrated when you see the restaurant cooking on a grill over what appears at first sight to be a wishing well, but is actually a hole down into the rock!. Other attractions include the breathtaking views from the cliffs of Mirador Del Rio, and the cave and lake of Jameos Del Agua with its small white blind crabs, both in the north. Whilst in the centre the Sunday market at Tegüise is well worth a visit and the sight of vines that make the tasty Lanzarote wine, growing from volcanic ash and protected from the wind by funnel shaped pits surrounded by a wall of larvastones (called zocos), looks remarkable. In the south, the El Golfo lake, Janubio salt beds!!, resort of Playa Blanca with its attractive but quiet promenade and well known beaches of Papagayo are all worth a visit.

Back to 'our hobby' -, tuning in to Las Palmas Volmet not only keeps you informed of the local temperatures but also covers the rest of the Canaries plus Casablanca, Marrakesh, Lisbon and Madrid. Its also possible to add Faro, Funchal, Oporto, Porto Santo and Seville from Lisbon Volmet which is clear from the car park near the restaurant Helechos, just above the viewing point at the Mirador Del Harir. Good views of virtually all the incoming aircraft can be had from the beach at Playa Matagorda which is south of the Airport and runs almost to the threshold of runway 04. It is reached from the coast road from Arrecife to Puerto Del Carmen down a dirt track from where the road bends away from the coast. Photography of

aircraft without a telephoto lens is possible as is sunbathing in your own little 'zocos', which will protect you from the 'breeze'. A variety of European visitors can be logged, but expect regular and often quiet spells.

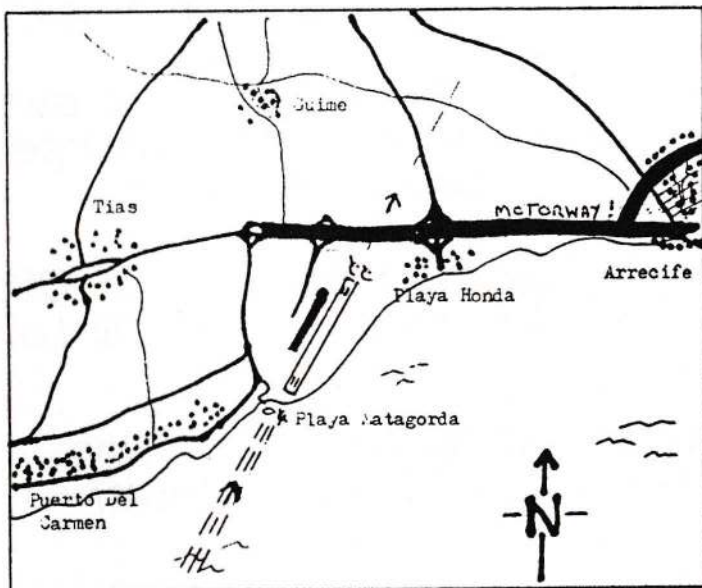
As the week came to an end we found ourselves back in one of those infuriating queues waiting to check-in for AIH 554. Like other terminals in the area, it was bright and clean looking with one feature being the wave-effect green and white striped canvas (suspended) ceiling!. Other departures that afternoon were to Gothenberg via Malmo-Transwede, Hamburg=Aero Lloyd, Hannover=Hapag Lloyd 733 D-AHLE, and Sterlings flights to Stockholm and Gardermoen, the latter having 727 OY-SBE in charge. Local deps were Binter Canarias Cn235 EC-EMJ to Tenerife North and Aviaco DC9 EC-BIK to Gran Canaria. D-EBKZ (light) was also parked up. Our return Aircraft G-RJER arrived just ten mins later than we had the week before, the journey from Manchester having burned 29,000 lbs of fuel. As we waited to taxi we were informed that due to 100/120 mph headwinds, added to Lanzarotes runway length (7874) and natural obstacles, we would have to re-fuel in Faro. After a 35 second burst down 04, Captain Rex Taylor and First Officer Bowie lifted us away from the island and a departure of 16.48. The first leg was to be 584 nautical miles and we made 31,000 for a time above the Moroccan coast. At 17.55 we started our descent which was to be slowed due to other traffic having to re-fuel at Faro. We were able then to make a straight-in approach from the east into a blustery wind, over the marshland and eventually touched down in late sunshine on Runway 29 (18.21). Sterling's Bravo Echo was there along with 737s of Britannia, Columbus, TAP and Transavia, BALs - BPLA later arrived. The 'fun' then started as the local fuel agents (TAP) denied knowledge of our booking and were not prepared for us!. Our Captain was understandably not amused and did all he could to hurry things along, after a further delay waiting for a slot in Air traffic, we taxied in the evening gloom past the fire station, complete with two amphibious vehicles!!, and lined up on 29.

Kestrel 554 Alpha as we now were, was replenished and ready for the final estimated 1060 N miles to MAN. At 21,000 feet we could see the lights of Lisbon over to the left and we crossed the Vizcaya (Biscay) at 31,000. By Lisbon we were starving and the sight of Claire Sorrell's Cabin crew with the food trolleys, - who did a great job, taking into account that the whole crew had 'clocked-in' at 10.30 that morning, was more than welcome. On the menu was a Pasta starter followed by a warm roll, plus a choice of Beef in Red wine and Mushroom sauce, potatoes and mixed veg. Or Chicken Kiev, Parisienne potatoes, carrots and green beans. Plus Coffee Charlotte, Cheese and Biscuits, a mint chocolate, Tea/coffee. A visit to the 'sharp end' found the flight crew were very helpful indeed as they explained the wonders of the high-tech MD83 and its computer systems. Captain Taylor, I found out had previously been with Paramount and Jersey European and had once delivered an aircraft for Brown Air, into LBA (my local) from the USA. Having been brought up near Exeter it was easy for him to point

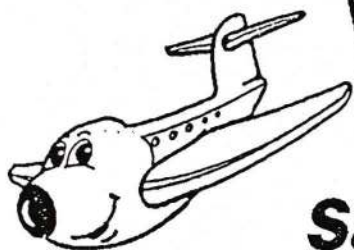
its light out, dead ahead, whilst a clear night also gave a good view of Plymouth to the left as we headed for Berry Head. First Officer Bowie had just arrived back from Long Beach, two days earlier with Juliet Mike - the companies 8th Aircraft, also bringing back Company executives via Gander and Iceland. Back to the journey and the hand over to Manchester approach (119.4) which my Brother Arthur heard, was made at 22.20, 554 Alpha was 3,000 feet QNH - 5 mins later and established on the localiser at 22.29. I understood that we would make a fully automatic landing on 24, part of an occasional certification requirement, and really you would not know unless told. We were on blocks back on ramp 2 at 22.40 and as we walked to the pier, the crew change were waiting to take Echo Romeo or Kestrel 555 down to Tenerife.

The control centres used on the return journey were Canarias, Casablanca, Lisbon, Madrid, Brest, London and Manchester. Some frequencies - Arrecife twr=120.7, Fuerteventura twr= 118.5 Gran Canaria app =124.3, Tenerife South app= 120.3, Las Palmas Volmet= 126.2, Lisbon Volmet= 125.5 (approx).

Alan Sedgwick.



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