

# AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 19 No 5

(For Private circulation only)

MAY 1993

EDITOR	Peter Lewis, 70, Springfield Mount, Horsforth, Leeds, LS18 5QE	Leeds 584510
CHAIRMAN	M.Willingale, 17, Banksfield Crescent, Yeadon, Leeds LS19	Guiseley 875137
SECRETARY	H.Heeley, 29, Victoria Rd., Guiseley, Leeds LS20 8DQ	Guiseley 876261
TREASURER	C.Thornton, 69A Harrogate Road, Rawdon, Leeds LS19 6NB	Tele 507202
P.R.O.	L.Coldbeck, 207, Green Lane, Cookridge, Leeds LS16 7JL	Leeds 676947
TRIPS	John Jackson, 16, Church Street, Yeadon, Leeds LS19	Leeds 503766

## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 1500hrs.

SUN JUNE 6th Ewan Griffiths Slides of L.B.A.

SUN JULY 11th Ex Flight Commander Bill Whamond who served in 106 Sqd, with "Dambuster" Guy Gibson.

SUN AUG 1st NO MEETING

SUN SEPT 5th Mike Alexander talks about Wrecks/Relics of Northern England.

SUN OCT 3rd Paul Isherwood with more of his wonderful slides of European Airports and Airlines.

SUN NOV 7th Steve Rigg with slides of Airliners in unusual Colour Schemes.

SU DEC 5th XMAS PARTY

NOTE WILL ALL MEMBERS PLEASE NOTE THAT THE MEETING FOR JULY IS ON SUNDAY 11th

## CHAIRMAN'S CHAT

The summer schedule and charter flights are now well under way, with one or two new liveries being seen, including BALKANS TU154 and SUNSEEKERS B 737. With this issue is your Summer Time Table, which seems to change week to week, hence the delay. Sunday the 2nd of May, saw an old friend Alan Rowley with yet more antidotes from his long association with aviation. Many thanks to Alan and we hope that it won't be too long before he pays us another visit. Both before and after the MAY meeting over 30 members enjoyed a flight on Yorkshire Europeans Banderanti (G - BKWB) piloted by Capt. Peter Clapham. After departing the LBA it was out over Selby to the Humber Bridge, north to Beverly, followed by an overshoot at Willy How, and on to break the coast just north of Filey. On up the coast, with good views of Scarborough, Robin Hoods Bay and Whitby. Banking then to the left, it was back via the North Yorks Moors, York, and rejoining the LBA zone at Eccup, followed by a steep right hand bank over Adel and Holt Park, for a perfect touch down on 32. Thanks to Capt Clapham and his crew (excellent Coffee) for a fantastic flight, and we hope to have further trips, i.e. Air Shows, Blackpool, 1.0.M. with Yorkshire European. The same weekend saw the arrival of Classic Airways DC 3, for a series of pleasure flights, alas due to crewing problems the flights never took place. The following weekend further crewing and TEC problems again grounded the aircraft, and Yorkshire European's 'Bandit' carried out some of the sick DC 3's flights. At the time of writing the DC 3 is parked at the far end of the apron.

## CREDITS

T.W.Sykes	R.Fozzard	L.Scheftsik	J.Jackson	E.C.Griffiths
R.E.Jones	A.Sedgwick	C.F.Brown		

# LEEDS/BRADFORD MOVEMENTS. April 1993.

01 G-BMHX Short 360	0803	G-OBOH Short 360	0808
EI-CFD SAAB 340	0851	G-PKBD DC9	0930
G-OLAH Short 360	0936	G-JETC Citation II	0941
G-OBLK Short 360	0955	OO-DTJ Brasilia	1032
G-PKBD DC9	1241	G-OLAH Short 360	1249
G-OILX Twin Squirrel	1415	G-BHWE Boeing 737	1422
OO-DTK Brasilia	1429	G-LOGR Jetstream	1501
G-PKBD DC9	1531	EI-CFC SAAB 340	1543
G-JETC Citation II	1554	G-OBLK Short 360	1702
G-BAGO Cessna 421B	1712	G-OAVX King Air 200	1717 1754
G-OBOH Short 360	1837	G-PKBD DC9	1841
G-BLPV Short 360	1853	EI-CFD SAAB 340	1918
OO-DTH Brasilia	1957	G-OBLK Short 360	2019
5B-DBC Airbus A320	2059	G-BIUV HS 748	2116
G-PKBD DC9	2124	G-BIYG Short 330	2127
G-SBAC Short 360	2143	G-BHWE Boeing 737	2151
02 G-WACK Short 360	0806	G-OBOH Short 360	0816
EI-CFB SAAB 340	0854	G-PKBD DC9	0928
G-BAVZ Aztec	0942	F-GMGB King Air 200	1002
G-BOET Arrow IV	1005	G-OBLK Short 360	1007
G-SBAS King Air 200	1026	OO-DTG Brasilia	1031
G-BFLV Cessna F172N	1105	G-NUTZ Twin Squirrel	1212
G-PKBD DC9	1222	F-GMGB King Air 200	1238
G-TKPZ Cessna 310R	1413	OO-MTD Brasilia	1440
G-LOGR Jetstream	1459	G-BNPP Cessna 152	1509
G-PKBD DC9	1534	EI-CFC SAAB 340	1544
G-TKPZ Cessna 310R	1622	G-OBLK Short 360	1652
G-OBOH Short 360	1835	G-PKBD DC9	1840
G-WACK Short 360	1854	G-BHWE Boeing 737	1900
G-ODNP Cessna 310R	1903	EI-CFB SAAB 340	1926
G-OBLK Short 360	2009	OO-MTD Brasilia	2019
G-BIUV HS 748	2116	G-TBAC Short 360	2129
G-PKBD DC9	2139	G-SBAC Short 360	2155
03 EI-CFC SAAB 340	0905	G-PKBD DC9	0954
OO-DTJ Brasilia	1024	G-OBLK Short 360	1040
G-AVSA Cherokee 180	1044	G-BHWE Boeing 737	1138
G-TKPZ Cessna 310R	1238	G-AZUM Cessna F172L	1253
G-BMAI DC9	1303	G-PKBD DC9	1315
G-UKID BAe 146	1348	G-BGSV Cessna F172N	1512
G-ASVZ Cherokee 140	1526	EI-CFD SAAB 340	1552
G-OBLK Short 360	1651	G-BMAH DC9	1819
G-OBHD Short 360	2016	G-BJCV Boeing 737	2051
G-BMAH DC9	2125		
04 EI-CFC SAAB 340	0856	G-AZUM Cessna F172L	0903
G-BMAH DC9	0924	G-BMAH DC9	0924

G-IEAG Airbus A320	1110	G-BMAH DC9	1225
G-BMCI Cessna F172H	1259	G-BFVB Boeing 717	1321
G-OBHD Short 360	1330	OO-DTH Brasilia	1436
G-AXKW Bell 47G-4A	1531	G-BSCP Cessna 152	1533
EI-CFA SAAB 340	1543	G-AYGC Cessna F150K	1608
XT676 Wessex	1609	XR523 Wessex	1628
G-OBHD Short 360	1643	G-ELDI DC9	1829
G-JEAG Friendship	1836	G-GRIF Rockwell 112TCA	1901
EI-CFC SAAB 340	1921	OO-DTG Brasilia	2000
G-OBHD Short 360	2011	G-ELDI DC9	2119
05 G-WACK Short 360	0814	EI-CFC SAAB 340	0845
G-ELDI DC9	0935	G-OBHD Short 360	1018
N1224S Cessna 425	1032 n/s	OO-DTL Brasilia	1041
G-TKPZ Cessna 310R	1200	G-ELDI DC9	1243
G-AWDP Cherokee 180	1303	G-BKHE Boeing 737	1330
G-OBHD Short 360	1408	OO-MTD Brasilia	1452
G-LOGK Jetstream 41	1500	G-ELDI DC9	1529
G-TKPZ Cessna 310R	1532	EI-CFA SAAB 340	1613
G-OBHD Short 360	1712	9H-ABG Boeing 737	1730
G-BFVB Boeing 737	1755	G-ELDI DC9	1815
G-OJCB JetRanger	1816	G-OBLK Short 360	1844
EI-CFD SAAB 340	1922	G-BMLC Short 360	2006
G-OBHD Short 360	2010	OO-DTG Brasilia	2052
G-ELDI DC9	2125	G-BIUV HS 748	2128
G-OLAH Short 360	2139	G-TBAC Short 360	2159
06 G-WACK Short 360	0755	G-OBLK Short 360	0817
EI-CFA SAAB 340	0853	G-ELDI DC9	0938
G-BLZT Short 360	1004	9H-ABF Boeing 737	1017
OO-DTJ Brasilia	1050	ZE702 BAe 146	1117
G-ATID Cessna 337	1133	G-TKPZ Cessna 310R	1136
G-ELDI DC9	1251	G-BPLA Boeing 737	1334
G-OLAH Short 360	1424	OO-DTL Brasilia	1449
G-TKPZ Cessna 310R	1504	G-ELDI DC9	1526
EI-CFD SAAB 340	1538	G-JEAA Friendship	1625
G-ELDI DC9	1820	G-WACK Short 360	1836
G-OBOH Short 360	1854	EI-CFA SAAB 340	1920
G-BFVB Boeing 737	1949	G-BLZT Short 360	2009
OO-DTJ Brasilia	2014	G-OLAH Short 360	2017
G-BIYG Short 330	2103	G-HVRS Robinson R-22	2110
G-ELDI DC9	2122	G-BIUV HS 748	2130
07 G-WACK Short 360	0759	G-OBOH Short 360	0817
EI-CFC SAAB 340	0851	G-BLKY Baron	0856
G-BONR Cessna 172N	0913	G-BMJO Seneca	0928
G-PKBD DC9	1003	G-BLZT Short 360	1007
OO-DTH Brasilia	1030	G-PKBD DC 9	1235
G-LOGJ Jetstream 41	1503	OO-DTK Brasilia	1509
G-SACU Cadet	1521	G-PKBD DC9	1528
G-WERY TB 20 Trinidad	1542	EI-CFB SAAB 340	1548
G-BMJO Seneca	1650	G-BLZT Short 360	1658
G-PKBD DC9	1821	G-WACK Short 360	1832
G-OBHD Short 360	2005	G-BLZT Short 360	2011
OO-DTF Brasilia	2031	EI-CFD SAAB 340	2103
G-BIUV HS 748	2122	G-PKBD DC9	2128



G-BIYH Short 330	2146	G-SBAC Short 360	2152
08 G-WACK Short 360	0804	G-OBHD Short 360	0823
EI-CFA SAAB 340	0856	G-BMNF King Air 200	0911
G-BMAI DC9	0943	G-BLZT Short 360	1008
OO-DTG Brasilia	1029	G-BMAI DC9	1239
G-BFVB Boeing 737	1356	OO-DTH Brasilia	1446
G-LOGL Jetstream 41	1508	G-BMAI DC9	1531
EI-CFB SAAB 340	1550	G-BLZT Short 360	1710
G-BMAI DC9	1823	G-WACK Short 360	1844
G-OBHD Short 360	1847	G-ODNP Cessna 310R	1928
EI-CFA SAAB 340	1933	OO-MTD Brasilia	2014
G-BLZT Short 360	2038	G-BIUV HS 748	2116
G-BMAI DC9	2132	G-BFVB Boeing 737	2135
G-SBAC Short 360	2158	G-BIYG Short 330	2201
09 EI-CFC SAAB 340	0904	G-OBHD Short 360	0907
G-BMAI DC9	0937	G-BLZT Short 360	1018
OO-DTP Brasilia	1026	G-BMAI DC9	1233
OO-DTG Brasilia	1443	G-BMAI DC9	1525
EI-CFA SAAB 340	1548	G-BLZT Short 360	1653
G-WACK Short 360	1844	G-BFVB Boeing 737	1904
G-PKBD DC 9	2129		
10 OO-DTL Brasilia	0828	EI-CFA SAAB 340	0921
G-PKBD DC9	0931	OO-DTJ Brasilia	1013
G-UKLF Boeing 737 400	1136	G-WATS Seneca	1157
G-BGYK Boeing 737	1218	G-PKBD DC9	1224
G-BMAC DC9	1255	G-HMES Warrior II	1431
G-BDSL Cessna F150M	1504	EI-CFD SAAB 340	1547
G-BLZT Short 360	1650	G-BMAG DC9	1816
G-BLZT Short 360	2004	G-BGYK Boeing 737	2029
G-ELDG DC9	2116		
11 G-ELDG DC9	1330	G-BLZT Short 360	1332
OO-DTJ Brasilia	1427	EI-CFC SAAB 340	1552
G-BLZT Short 360	1650	G-ELDH DC9	1816
G-OBHD Short 360	1826	EI-CFA SAAB 340	1932
G-BLZT Short 360	2016		
12 OO-DTK Brasilia	1030	G-OBHD Short 360	1159
G-BKVZ Boeing 767	1207	G-ELDH DC9	1226
N1656H Seneca	1251	G-BJCV Boeing 737	1323
OO-DTI Brasilia	1431	G-BMAG DC9	1527
EI-CFD SAAB 340	1543	G-OBHD Short 360	1701
G-BGYK Boeing 737	1748	G-BMAG DC9	1824
G-BLZT Short 360	1828	EI-CFB SAAB 340	1929
G-OBHD Short 360	2018	G-BMAG DC9	2120
13 G-BLPV Short 360	0811	G-BLZT Short 360	0834
G-CYLS Cessna T303	0902	EI-CFB SAAB 340	0937
9H-ABE Boeing 737	0953	G-BMAG DC9	0956
G-OBHD Short 360	1023	OO-DTL Brasilia	1158
G-BMAG DC9	1231	G-BFVB Boeing 737	1425
OO-DTK Brasilia	1436	G-LOGK Jetstream 41	1436
G-BMAG DC9	1525	G-CYLS Cessna T303	1534

EI-CFD SAAB 340	1546	G-OBHD Short 360	1653
G-BLGB Short 360	1827	G-BMAG DC9	1830
G-BGYK Boeing 737	1855	EI-CFB SAAB 340	1922
G-MOAT King Air 200	1932 2216	G-OBHD Short 360	2004
OO-MTD Brasilia	2017	G-BIUV HS 748	2108
G-BMAG DC9	2129	G-SBAC Short 360	2130
G-TBAC Short 360	2148		
14 G-BMAR Short 360	0802	G-BLZT Short 360	0810
G-BMAG DC9	0945	G-OBHD Short 360	1009
OO-DTJ Brasilia	1028	G-AVXJ HS 748	1047
EI-FKA Fokker 50	1059	F-GHVE SA227AC Metro 3	1141
F-GGAF SA226AT Merlin 4	1150	G-BMAG DC9	1223
G-BSLD Arrow IV	1232	OO-DTH Brasilia	1436
G-LOGK Jetstream 41	1505	G-BMAG DC9	1513
EI-CFC SAAB 340	1623	G-HELE JetRanger	1654
G-OBHD Short 360	1655	G-OSFT Navajo	1728
G-BMAG DC9	1824	G-BLZT Short 360	1835
G-BMLC Short 360	1845	G-AWXU Cessna F150J	1939
EI-CFD SAAB 340	1944	OO-DTI Brasilia	2005
G-OBHD Short 360	2009	G-BIUV HS 748	2119
G-BMAG DC9	2125	G-SBAC Short 360	2139
G-OLAH Short 360	2147		
15 G-BLGB Short 360	0803	G-BLZT Short 360	0815
EI-CFA SAAB 340	0849	G-BMAG DC9	0932
G-OBHD Short 360	0956	G-BING Cessna F172P	1012
G-BSBW JetRanger	1016	G-HCTL Navajo 350	1022 1142
OO-DTL Brasilia	1033	ZE700 BAe 146	1129
G-BSBW JetRanger	1205	G-AWAJ Baron	1405
G-BGYK Boeing 737	1423	OO-DTJ Brasilia	1433
G-TVMM Cessna 310Q	1443	G-LOGK Jetstream 41	1508
G-BMAG DC9	1512	EI-CFD SAAB 340	1546
G-DIVA Cessna R172K XP	1548	G-OBHD Short 360	1650
G-BMAG DC9	1823	G-BLZT Short 360	1826
G-BLPV Short 360	1834	EI-CFA SAAB 340	1930
G-HAMA King Air 200	1933	OO-DTK Brasilia	2005
G-MOAT King Air 200	2008	G-OBHD Short 360	2011
5B-DBD Airbus 320	2113	G-BIUV HS 748	2118
G-BMAG DC9	2122	G-SBAC Short 360	2139
G-OLAH Short 360	2142	G-BGYK Boeing 737	2143
16 G-BLPV Short 360	0814	G-BLZT Short 360	0820
EI-CFA SAAB 340	0857	SE-DNC Boeing 737 500	0927
G-OBHD Short 360	1021	OO-DTF Brasilia	1030
SE-DNC Boeing 737 500	1235	G-BCJM Cherokee 140	1309
OO-DTJ Brasilia	14348	G-ASVZ Cherokee 140	1458
G-LOGK Jetstream 41	1500	SE-DNC Boeing 737 500	1511
EI-CFA SAAB 340	1552	G-OBHD Short 360	1658
G-PKBM DC9	1826	G-BGYK Boeing 737	1840
G-BLPV Short 360	1846	G-BLZT Short 360	1855
G-ODNP Cessna 310R	1905	EI-CFD SAAB 340	1919
G-OBHD Short 360	2014	OO-DTH Brasilia	2017
G-BMAG DC9	2048	G-ROWN King Air 200	2108
G-BIUV HS 748	2124	G-PKBM DC9	2132
G-OLAH Short 360	2134	G-SBAC Short 360	2155

17 EI-CFC SAAB 340	0901	G-BHTT Citation	1000
OO-DTK Brasilia	1027	G-BMAG DC9	1030
G-OBHD Short 360	1033	G-BSBW JetRanger	1112
G-BGYK Boeing 737	1121	G-BMAI DC9	1245
G-BMAH DC9	1350	EI-CFD SAAB 340	1608
G-OBHD Short 360	1639	G-BMAI DC9	1819
G-OBHD Short 360	2005	G-BGYK Boeing 737	2031
G-BMAI DC9	2115		
18 EI-CFD SAAB 340	0856	G-BMAG DC9	0924
G-IEAG Airbus 320	1109	G-BMAG DC9	1227
G-PKBD DC9	1308	G-OBHD Short 360	1340
G-ZFDB Twin Squirrel	1417	G-AXZU Cessna 182N	1441
OO-DTF Brasilia	1448	EI-CFA SAAB 340	1623
G-OBHD Short 360	1701	G-PKBM DC9	1829
G-OBHD Short 360	1849	EI-FKC Fokker 50	1947
OO-MTD Brasilia	2011	G-OBHD Short 360	2014
G-PKBM DC9	2030		
19 G-BMHX Short 360	0816	G-OBHD Short 360	0819
EI-CFD SAAB 340	0858	G-BHTT Citation	0918
G-PKBM DC9	0933	G-OBHD Short 360	1011
OO-DTK Brasilia	1041	G-BPER Tomahawk	1242
G-PKBM DC9	1245	G-BYAD Boeing 757	1300
G-BBGB Aztec	1438	OO-DTH Brasilia	1443
G-LOGJ Jetstream 41	1506	G-PKBM DC9	1511
EI-CFA SAAB 340	1541	G-ASNK Cessna 205	1623
G-OBHD Short 360	1651	G-OJCB JetRanger	1709
G-BGYK Boeing 737	1743	G-PKBM DC9	1811
G-BMHX Short 360	1832	G-OBHD Short 360	1834
EI-CFD SAAB 340	1922	OO-DTH Brasilia	2008
G-OBHD Short 360	2012	G-TBAC Short 360	2108
G-PKBM DC9	2118	G-BIUV HS 748	2121
G-SBAC Short 360	2137		
20 G-BMHX Short 360	0800	G-OBHD Short 360	0813
G-BTFX JetRanger	0813	EI-CFA SAAB 340	0857
G-JLTW Duchess	0911	9H-ABF Boeing 737	0935
G-PKBM DC9	0944	G-OBHD Short 360	1013
OO-DTI Brasilia	1036	G-JOYC F33A Bonanza	1213
G-PKBM DC9	1225	G-BJCU Boeing 737	1320
G-TEPH Citation	1427	OO-DTK Brasilia	1443
G-KJET King Air B90	1502	G-LOGJ Jetstream 41	1504
G-PKBM DC9	1529	EI-CFB SAAB 340	1542
G-OBHD Short 360	1649	G-BTFX JetRanger	1811
G-OBHD Short 360	1827	G-PKBM DC9	1831
G-BMHX Short 360	1836	EI-CFA SAAB 340	1921
OO-DTL Brasilia	2008	G-BGYK Boeing 737	2011
G-OBHD Short 360	2014	G-OLAH Short 360	2101
G-BIUV HS 748	2112	G-PKBM DC9	2129
G-SBAC Short 360	2143		
21 G-BMHX Short 360	0805	G-OBHD Short 360	0808
G-AVFU Cherokee Six	0847	EI-CFC SAAB 340	0859
G-PKBM DC9	0910	G-ORJB Citation	0959

G-OBHD Short 360	1003	OO-DTF Brasilia	1027
N26634 Comanche	1029 1249	G-BING Cessna F172P	1121
G-PKBM DC9	1240	OO-DTI Brasilia	1439
G-BOLF Tomahawk	1456	G-LOGK Jetstream 41	1512
G-PKBM DC9	1519	EI-CFD SAAB 340	1541
G-OBHD Short 360	1646	G-OBOD Short 360	1820
G-PKBM DC9	1823	G-BMAR Short 360	1841
EI-CFC SAAB 340	1921	G-OBHD Short 360	2008
OO-DTH Brasilia	2017	G-OLAH Short 360	2111
G-PKBM DC9	2120	G-BIUV HS 748	2136
G-SBAC Short 360	2148	G-BJCT Boeing 737	2213
22 G-BMAR Short 360	0810	G-OBOD Short 360	0812
EI-CFB SAAB 340	0854	G-PKBM DC9	0926
F-GICR A36 Bonanza	0937 1656	G-BLVI T67M Firefly	0939
G-TELL Cessna 421C	0951	G-OBHD Short 360	1000
G-BPDZ Cessna 340	1006	OO-MTD Brasilia	1024
G-LAKH Navajo	1107 1140	G-PKBM DC9	1220
G-BJCT Boeing 737	1406	OO-DTF Brasilia	1433
G-LOGJ Jetstream 41	1502	EI-CFC SAAB 340	1544
G-TEFH Citation	1555	G-OBHD Short 360	1658
G-PKBM DC9	1815	G-OBOD Short 360	1829
G-WACK Short 360	1839	OO-DTK Brasilia	2009
EI-FKC Fokker 50	2101	G-BIUV HS 748	2128
G-ELDH DC9	2136	G-BJCT Boeing 737	2138
G-SBAC Short 360	2141	G-OLAH Short 360	2148
23 G-OBOD Short 360	0817	G-WACK Short 360	0820
G-THGS Dauphin 2	0845	EI-CFB SAAB 340	0852
G-VVIP Cessna 421C	0854	G-BDZU Cessna 421C	0908
G-ELDH DC9	0938	G-BLZT Short 360	1016
OO-DTJ Brasilia	1030	G-XGBE Cessna 340	1106
G-ELDH DC9	1230	OO-MTD Brasilia	1437
G-LOGK Jetstream 41	1512	G-ELDH DC9	1525
EI-CFA SAAB 340	1535	G-BLZT Short 360	1701
XS674 Wessex	1703	XR525 Wessex	1744
G-ELDH DC9	1823	G-DOOZ Twin Squirlrel	1833 1431(25)
G-BJCT Boeing 737	1834	G-OBOD Short 360	1838
G-VVIP Cessna 421C	1845	G-WACK Short 360	1849
G-ODNP Cessna 3109R	1903	EI-CFB SAAB 340	1925
OO-MTD Brasilia	2009	G-BLZT Short 360	2012
G-ELDH DC9	2119	G-BIUV HS 748	2129
G-TBAC Short 360	2135	G-SBAC Short 360	2141
24 G-YTWO Cessna F172M	0842	EI-CFB SAAB 340	0904
G-ELDH DC9	0929	OO-DTN Brasilia	1017
G-BLZT Short 360	1025	G-BPBM Warrior II	1102
G-ELDH DC9	1229	G-BMAI DC9	1256
G-BPJF Tomahawk	1413	G-NNAC Super Cub	1420
EI-CFD SAAB 340	1546	G-BJYD Cessna F152	1554
G-BLZT Short 360	1651	G-ODNP Cessna 310R	1752
G-BMAC DC9	1809	XR525 Wessex	1902
XS674 Wessex	1902	G-BLZT Short 360	2002
LN-ATR Archer II	2037 1432(25)	G-BJCU Boeing 737	2122
G-BMAC DC9	2131		



25 EI-CFB SAAB 340	0902	G-BMAC DC9	0919
G-BHAM DC9	1029	G-IEAF Airbus 320	1100
G-BMAC DC9	1220	G-BLZT Short 360	1337
OO-DTI Brasilia	1431	EI-CFC SAAB 340	1558
G-BLZT Short 360	1647	G-OBOW Short 360	1835
G-ELDH DC9	1849	EI-CFB SAAB 340	1927
G-BLZT Short 360	2035	G-ELDH DC9	2157
26 OO-DTK Brasilia	0703	G-JLRW Duchess	0757
G-OBOW Short 360	0816	G-BMHX Short 360	0819
G-AYIG Cherokee 140	0834	ZG847 BN2T Islander	0846
EI-CFA SAAB 340	0909	G-ELDH DC9	0935
N917W Gulfstream 4	0938	G-BNNJ Boeing 737 300	1010
G-OBHD Short 360	1020	OO-DTJ Brasilia	1031
G-ELDH DC9	1239	G-BECH Boeing 737	1326
OO-MTD Brasilia	1428	G-OSNB Citation II	1514
G-ELDH DC9	1422	G-LOGU Jetstream	1527
EI-CFC SAAB 340	1551	G-OBOW Short 360	1835
G-BJCU Boeing 737	1909	EI-CFA SAAB 340	1936
G-BIUV HS 748	2127	G-OLAH Short 360	2131
G-SBAC Short 360	2153	G-OBHD Short 360	2221
G-ELDH DC9	2334		
27 G-OBMO Boeing 737 400	0940	EI-CFB SAAB 340	0949
9H-ABF Boeing 737	0952	G-JEAI Friendship	1003
G-JEAG Friendship	1009	OO-DTL Brasilia	1035
ZH536 BN2T Isl. n.d.c.r	1047	G-OSNB Citation II	1058
F-GKRP Mooney M20J	1145 n/s	G-ELDH DC9	1245
G-BECH Boeing 737	1337	N61422 Navajo	1343 1808
OO-DTJ Brasilia	1443	G-BLFI Archer II	1458
G-LOGJ Jetstream 41	1509	G-ELDH DC9	1524
EI-CFA SAAB 340	1543	G-OBHD Short 360	1659
G-JOYC F33A Bonanza	1709	G-BNNJ Boeing 737 300	1815
G-ELDH DC9	1826	G-OBOW Short 360	1837
G-WACK Short 360	1841	G-BJCU Boeing 737	1909
EI-CFB SAAB 340	1925	G-HAMA King Alr 200	1948
OO-DTH Brasilia	2006	G-OBHD Short 360	2016
G-FWRP Cessna 421C	2019	G-BIUV HS 748	2127
G-SBAC Short 360	2132	G-ELDH DC9	2143
G-OLAH Short 360	2146		
28 EI-CFD SAAB 340	1027	OO-DTI Brasilia	1030
G-OBHD Short 360	1214	XS794 Andover	1226 1661
G-ZFDB Twin Squirrel	1233	G-ELDH DC9	1311
OO-DTL Brasilia	1442	G-LOGR Jetstream	1527
CF-02 Merlin IIIA	1532 n/s(30)	EI-CFD SAAB 340	1551
G-ELDH DC9	1604	G-BORK Warrior II	1629
G-OBHD Short 360	1655	G-KFIT King Alr F90	1818
G-ELDH DC9	1824	G-JOYC F33A Bonanza	1828
G-OBOW Short 360	1834	G-BLGB Short 360	1840
EI-CFA SAAB 340	1935	G-BLEJ Warrior II	1957 1134(30)
G-OBHD Short 360	2015	OO-MTD Brasilia	2019
G-BJCV Boeing 737	2022	G-KFIT King Alr F90	2058 2313
G-OLAH Short 360	2111	G-BIUV HS 748	2114
G-ELDH DC9	2126	G-SBAC Short 360	2138



29 G-BLGB Short 360	0809	G-OBOH Short 360	0817
EI-CFC SAAB 340	0857	G-ELDH DC9	0921
G-OBHD Short 360	0959	OO-DTK Brasilia	1019
G-SAMA Navajo	1048	G-BOJK Seneca	1054
G-KKES TB20 Trinidad	1107	G-BRPU Duchess	1140
G-ELDH DC9	1229	G-YOGI Robin DR400/120B	1352
G-REFI Enstrom 280C-UK	1330	G-BNGR Tomahawk	1350
G-BJCV Boeing 737	1407	OO-DTL Brasilia	1440
G-BING Cessna F172P	1447	G-LOGJ Jetstream 41	1501
G-ELDH DC9	1513	G-BNNO Warrior II	1526
EI-CFB SAAB 340	1546	G-JLRW Duchess	1636
SE-GNA Navajo	1654	G-OBHD Short 360	1726
G-ODNP Cessna 310R	1812	G-ELDH DC9	1822
G-OBOH Short 360	1842	G-BLPV Short 360	1848
G-CSNA Cessna 421C	1924	EI-CFC SAAB 340	1928
OO-DTJ Brasilia	1959	G-OBHD Short 360	2049
G-OLAH Short 360	2108	G-BIUH HS 748	2123
G-BJCV Boeing 737	2133	G-SBAC Short 360	2135
G-BHAM DC9	2149		
30 G-WACK Short 360	0810	G-OBOH Short 360	0816
EI-CFA SAAB 340	0854	G-BLCA JetRanger	0914
G-BUMP Archer II	0920	G-BSKH Cessna 421C	0941
G-BHAM DC9	0959	G-OBHD Short 360	1005
G-BEHV Cessna F172N	1023	G-BNNJ Boeing 737 300	1026
OO-DTF Brasilia	1028	G-BODY Cessna 310R	1142
G-BMAC DC9	1240	G-BGZW Tomahawk	1344
OO-DTK Brasilia	1436	G-CPTS JetRanger	1445
G-BTII Warrior	1452	G-LOGJ Jetstream 41	1458
G-BNNJ Boeing 737 300	1518	G-BHAM DC9	1528
EI-CFC SAAB 340	1556	G-OBHD Short 360	1659
G-BNNJ Boeing 737 300	1716	G-BHAM DC9	1833
G-BNNJ Boeing 737 300	1836	G-OBOH Short 360	1837
G-BJCV Boeing 737	1852	G-WACK Short 360	1856
EI-CFA SAAB 340	1934	OO-DTL Brasilia	2002
G-OBHD Short 360	2029	G-OLAH Short 360	2039
G-BIUH HS 748	2121	G-BHAM DC9	2127
G-TBAC Short 360	2137		

## OVERSHOTS

01) G-SVSS;G-TKPZ;G-BPYR;XZ331/Army335: 02) XS714/FYY34: 05) XX498/FYY60:  
 13) XX499/FYY73: 15) XX495/FYY77: 20) XX491/FYY68: 26) XS713/FYY36;XV177/ASCOT  
 760;XX494/FYY60: 27) XX495/FYY72: 30) XX499/FYY70

## FROM (and to-where known)

02) F-GBMB/F & T Humberstone(twice): 04) XT676/Leuchars;XR532/Boulmer: 05) N1224S  
 02) Birmingham: 06) ZE702/Northolt: 12) N1656H/Antwerp: 14) F-GHVE/Lille;F-GGAF/  
 Lille: 15) ZE700/Northolt: 21) N26634/Ronaldsway: 22) F-GICR/Reims: 23) XS674 &  
 XR525/Benson: 24) XS674 & XR525/near Carlisle: LN-ATR/Ostend to Jersey: 26)  
 ZG847/Blackpool;N917W/Le Bourget: 27) ZH536/Rotterdam;F-GKRP/Manchester;N61422/  
 Birmingham to Kortrijk?: 28) XS794/Leeming to Shawbury;CF-02/Koksijde:  
 29) SE-GNA/Trollhattan:

## Movements review

Not a lot to talk about with the foreigners this month, King Air F-GMGB on the  
 2nd is the UK owned specimen which seems to have Humberstone connections. Cessna  
 425 N1224S arrived on the 5th for maintenance at Knightair then there was a  
 weeks gap before Seneca N1656H visited on the 12th. Night stopping on the 14th  
 were Merlin IV F-GGAF as "FEU504" and Metro III F-GHVE as "FEU503A" on a charter  
 flight. British Midland used one of their leased Boeing 737's on the LBA-LHR  
 route on the 16th, this was SE-DNC. The Isle-of-man based Comanche N26634 visited  
 on the 21st and noted on the 22nd was Bonanza F-GICR. Night stopping on the 24th  
 was the Cherokee Archer LN-ATR and arriving from its base at Le Bourget on the  
 26th was Gulfstream IV N917W. Another night stopper was Mooney M20J F-GKRP on  
 the 27th and on the same day N61422 was a Navajo 310. Last foreigner of the  
 month was another Navajo, SE-GNA, on the 29th. Callsign tie-ups for the military  
 are as follows. On the 4th Wessex XT676 was "Afghan 1" and its companion XR523  
 was "Afghan 2". Queens Flight BAe 146's were ZE702 as "Kitty 4" on the 6th and  
 ZE700 as "Kitty 3" on the 15th. More Wessexes were XS674 as "L3J23" and XR525 as  
 "L3J10" on the 23rd, they returned on the 24th as "Afghan 2" and "Afghan 1". The  
 only Army visitor this month was Islander ZG847 "Army 497" on the 26th. Another  
 Islander was ZH536 of the RAF which was "Ascot 7970" on the 27th. Andover XS794  
 was "Ascot 1661" on the 28th and night stopping on the same day was the Belgian  
 Air Force Merlin CF-02 with callsign "Belgian Air Force 675". Making its first  
 appearance at the LBA on the 26th was the Boeing 737 G-BNNJ which has been  
 leased for Sunseeker Holidays by Yorkshire European Airways from Air Foyle. The  
 Yorkshire Aeroplane Club 1993 Fly-in has been confirmed for June 26th. On the  
 resident scene Cessna 421C G-EAGL has departed, Cessna 421C G-BDYF is currently  
 in Belfast u/s and AJA's other Cessna 421 G-DARR is on CofA so they have leased  
 in Cessna 421 G-CSNA.

## LEEDS BRADFORD AIRLINE REPORT - APRIL 1993

## INBOUND DIVERSIONS

N11

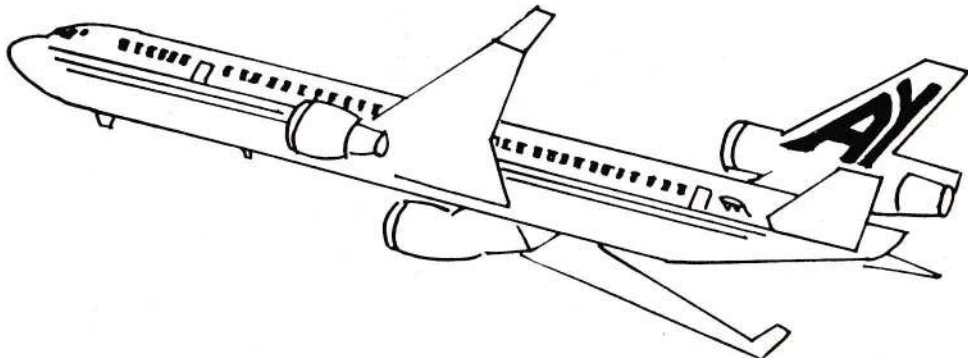
## REGULAR FLIGHTS

AMC3211	MLA	06/9H-ABF	13/9H-ABF	20/9H-ABF	27/9H-ABF	
BAL244A	ALC	03/G-BHWE	10/G-BGYK	17/G-BGYK	24/G-BJCT	
BAL299A	TFS	02/G-BHWE	09/G-BFVB	16/G-BGYK	23/G-BJCT	30/G-BJCV
BAL358A	LPA	05/G-BFVB	12/G-BGYK	19/G-BGYK	26/G-BJCV	
BAL422A	TFS	06/G-BFVB	13/G-BGYK	20/G-BGYK	27/G-BJCV	
BAL426A	LYS	03/G-BHWE	10/G-BFVB	17/G-BGYK		
BAL428A	PMI	05/G-BKHE	12/G-BJCV	19/G-BYAD	26/G-BECH	
BAL429A	ALC	06/G-BPLA	13/G-BFVB	20/G-BJCV	27/G-BECH	
BAL431A	ALC	01/G-BHWE	08/G-BFVB	15/G-BGYK	22/G-BJCT	29/G-BJCV
BAL466A	AGP	01/G-BHWE	08/G-BFVB	15/G-BGYK	22/G-BJCT	29/G-BJCV
BMA1254	JER	04/G-BMAM	11/DivMME	18/G-PKBD	25/G-BMAM	
BMA1334	JER	03/G-BMAI	10/G-BMAC	17/G-BMAH	24/G-BMAI	
ECA847	LCA	01/5B-DBC	15/5B-DBD			
IRA318	LCA	04/G-IEAG	11/DivMAN	18/G-IRAG	25/G-IRAF	
LE15015	INN	10/G-UKLF				
UKA9907	INN	03/G-UKID				

## OTHER FLIGHTS

04	G-JEAG	FK27	JEA741/1743	Belfast City - Birmingham	Lieu SH36
06	ZE702	BA46	Kitty 4	f/t Northolt	Royal
06	G-JEAA	FK27	JEA636/740	TeesSide - Belfast City	Lieu SH36
08	G-LOGL	BA41	LOG295/296	f/t Glasgow	
12	G-BKVZ	B767	BAL991A/952	Gatwick - Munster	Trooping
14	EI-FKA	FK50	EIN364/365	f/t Dublin	Lieu SF34
14	F-GGAF	SW3	FEU504/504A	f/t Lille n/s 16	Passenger Chtr
14	F-BHVE	SW3	FEU503A	f/t Lille n/s 16	Passenger Chtr
15	ZE700	BA46	Kitty 3	Northolt - Linton-on-Ouse	Royal
16	SE-DNC	B735	BMA412/413	f/t Heathrow	Lieu DC9
18	EI-FKC	FK50	EIN368/369	f/t Dublin	Lieu SF34
26	G-BNNJ	B733	UPA737T	East Midlands - Manchester	Training
28	XS794	HS74	RRR1661	Leeming - Shawbury	VIP

Aircraft making first visits are underlined.





## TRIPS

JUNE 21st "FINNINGLEY" Depart Aero Club at 11.30a.m. Back about 5.30p.m. Payments mst be made by June 12th. After that date stand-by persons will be invited to go. Cheques payable to "Air Yorkshire" and sent to John Jackson.

JULY 3rd WROUGHTON WEEKEND (still awaiting information ) contact John if you want to see 100's of Aircraft.

JULY 25th "DIXFORD AVIATION MUSEUM" Historic Aircraft Flying. £16 each (includes entrance)

SEPT 26th LONDON HEATHROW DAY TRIP £16.00 Each (Based on 35 Persons)

NOV 9th RAF SCAMPTON DAY TRIP (RED ARROWS) £10.00 each Payment secures place.

AIR YORKSHIRE, ITS COMMITTEE AND JOHN JACKSON CAN NOT BE HELD LIBEL IN ANY WAY WHATSOEVER FOR ANY INJURIES, INCONVIENCE AND COST HOWEVER INCURRED WHILST PARTICIPATING IN ANY ACTIVITIES BY ANY OF THE ABOVE.

## YORKSHIRE AERO CLUB FLY IN

Would you like to help out at the "FLY IN" at The Yorkshire Aero Club on SATURDAY 26th June 1993.

If you can help, please contact JILL or STAFF at the club ( Phone 502435 )

## OUT AND ABOUT

BAGBY Visited on 6.4 when an additional resident to last months report was PA-24 G-ARLK, whilst 150M G-BSJU and FRED G-BSSJ were possible new residents. Visiting was 269C N9599F from Teeside.

BEVERLEY - LINLEY HILL Resident news :- A new resident arriving 3.4 from Leeds was TB.10 G-BGXD (ex Brough). Visitors:- 3.4 G-BAIP F.150L f&t Ottringham. 4.4 G-JERS R.22B f&t Leeds, G-BCEP AA-5 f&t Teeside, GBJZN T.67A f&t Burton Constable.. 7.4 G-BTHE 150L f&t Brough.. 10.4 G-BAIP F.150L f&t Ottringham. 12.4 G-BFMX F.172N f Penland to Sherburn, G-BJZN T.67A f&t Burton Constable. 14.4 G-AWUT F.172N f Sherburn t Gamston, G-BJZN T.67A f&t Burton Constable. 17.4 G-BJZN T67A f&t Sherburn, G-AZOE Airtourer f&t Wold Newton, G-BMPP PA-28W f&t Humbleton.

WOLD NEWTON - WILLY HOWE FARM Movements :- 10.4 G-MWYD Shadow f&t Brighton. 14.4 G-MWXX Mercury f&t Full Sutton. 17.4 G-BFMH 177B f&t Newcastle, G-BRDO 177B f&t Teeside, G-AWUT F150J f&t Sherburn. 23.4 G-BFMX F.172N f Prestwick n/s t Prestwick 24.4. 24.4 G-ORAY F182Q f&t Gamston, G-ARTI/T7281 Dh.82A f&t Egton G-PIGS SOCATA 150ST f&t Boon Hill Farm, G-WERY TB.20 f&t Sherburn, G-MVRD Gemini Flash 2A f Burton Constable t Rufforth. 2.5 G-BKWB EMB-110P.2 3 x overshoots only f&t Leeds (see note below), G-BJZN T67A f&t Burton Constable, G-WERY TB.20 f&t Sherburn. 3.5 G- MVIN Snowbird f&t Ottringham, G-AZTS F.172L f Humberside t Crosland Moor, G-BHCP F.152 f&t Sherburn, G-AWUT F 150J f&t Sherburn, G-BCEO AA-5 o/s only t Teeside, G-BCEP AA-5 o/s only t Teeside, 5.5 G-AVUG F.150H f&t Netherthorpe G-MWHD Spectrum f&t Wombledon. 6.5 G-AZTS F.172L f&t Humberside, G-BCEP AA-5 f&t Teeside, G-BCEO AA-5 f&t Teeside. 7.5 ? lynx f&t Dishforth. 8.5 G-DAVE D.112 f&t Temple Bruer. 9.5 G-AXMP PA-28 2 x o/s f Stapleford could not land due to cross wind diverted to Humberside. Note: The Bandeirante on 2.5. carried out overshoots at 14.02, 14.06, and 17.20. It was on pleasure flights out of Leeds/Bradford carrying aviation enthusiasts from Another Society !! (It was Air Yorkshire, Editor)

MEETER - 2nd MAY. G-JEAF J European F27, G-DORK Emb110 Aero Services; G-BEYF and G-CEAS Heralds of Channel Express; G-BNTX + G-BNTY SD330s, G-OEEC + G-ZAPC SD 360s both still with CAPITAIS red and yellow lines but no titles. G-BKZRI + G-BPFS (ex Birm Epn), both SD 360s; G-SAVE PA 31 of Merlin Air; G-AJMJ Hs 748. The terrace out from the upstairs bar was open on the above visit and good general views were possible through to smartly painted steel framed windows. Car park= 80p for 2 hours Summer Chaters are; Sundays= Faro + Larnaca, Mon = Luqa and Monastir, Tues = Heraklion, Larnaca + Tenerife, Fri = Malaga + Palma + Tenerife, Sat = Faro + Palma.



EAST COAST SPECIAL

Yorkshire European Airways Bandeirante G-BKWB was parked near the entrance to the Yorkshire Aeroplane Club when I arrived there on Sunday, May 2nd. It had already done one pleasure flight, and was waiting to do another when the Air Yorkshire meeting was over. So I joined the second party. Bandeirantes are, of course, small aircraft. There are double seats on one side of the gangway and single seats on the other. The gangway is narrow, which doesn't make life easy for the stewardess; and neither does the low, arched roof. Our stewardess was not particularly tall, but when she stood up straight, her head just touched the ceiling. Also, because of the odd seating, the gangway isn't in the centre of the aircraft, so when she walked down the plane there was less headroom from the curved roof on one side than on the other. Despite this she succeeded in serving coffee efficiently. However, there is no "let Down" tray to put the cup on, and holding it whilst peeling back the top of the milk container and tearing open the sugar envelope, is difficult to say the least. But enough about the aircraft. Now for the flight. Ecup Reservoir was soon visible. Shortly afterwards we flew over Church Fenton, its runway easily recognisable. As we overflew North Yorkshire I was surprised at the east areas without towns; a contrast to the overcrowded industrial parts of West Yorkshire. Soon we sighted Brough Airfield, and not long afterwards we were above the Humber estuary, crossing the Humber Bridge. We were flying quite low, and traffic going across the bridge was easily distinguishable. As we swung left soon afterwards, the city of Hull was away to the right. Beverly was next, with its nearby aerodrome. We were still over land when Filey Brigg came into view to the right of the plane; but between there and Scarborough we crossed the coast, flying over the sea with land to our left. That's the beauty, of a Bandeirante, it's narrow and the windows are adequate, so it is easy to see the scenery on both sides. I know Scarborough well, and recognised the Grand Hotel, Futurist Theatre, the sea front and the Castle. The journey north continued, eventually to reveal Whitby Harbour in the foreground with the town behind it and the abbey perched on the hill. Still we continued heading up the coast for a number of miles until at or near Redcar we turned inland to return home. Soon the North York Moors unfolded beneath us and, until I saw them from the air, I hadn't realised how vast they were. In due course York, dominated by the Minster, appeared on our right, soon to be followed by the sight of a glider in flight, presumably from Rufforth Airfield. After crossing the A1 near Wetherby and sighting Harewood House, it wasn't long before we were descending onto runway 32. The entire trip was enjoyable. But for me the highlight was a low level flight over the short, grass runway at Willie Howe Farm which is about a mile from Wold Newton Village. We were expected. And as we swooped down, a man at the end of the runway waved. The flight, which lasted for more than an hour, cost £28.00. It was excellent value for money.

Leslie Scheftsik.

---

A FIRE FIGHTING DAY AT TEESIDE

The weather was terrific as eight members met at the Aero Club for a nice relaxed one and a quarter hour drive to Teeside Airport. The main purpose of the trip was to visit the Civil Aviation Fire Fighting Service.

On arrival at the Airport all that could be seen in the way of aircraft was G-IEAD B757 being stored with part of its engine's missing, a citation 500 reg PH-CTD and one of the C.A.A. HS748's in all its nice new colours a great improvement on the old boring colour scheme we keep seeing, doing calibrations at LBA.

We made our way to the C.A.A.'s office block on the airport where we were made very welcome with coffee and biscuits by Mike Garner the Chief Instructor, he gave us a short but very interesting talk on the role of the C.A.A. and all that it encompasses before moving onto his own division, the Fire Fighting School. With the aid of overhead visual displays and video he gave us in depth view of different causes of fires in aircraft and how the Fire Fighters have to deal with not only fighting fires but with the psychological and fitness side of being

Also mentioned (and I've got witnesses !!) was the latest plans already on the drawing board for the next generation of Jumbo's. The triple (yes I said (TRIPLE) deck, 1500 seat aircraft currently under consideration.

12.30 pm soon came and we were taken to the canteen for a terrific three course meal with, coffee and soft drinks.

We met outside at 1.30 pm to be fitted with hard hats and all climbed into a mini bus for our trip into the field of practice. What a show it was !! We were shown all round the burnt out Tridents, Helicopters, Jet Fighters and various other things that go into the every day life of what is referred to as the best Fire Fighting School in the world.

Then came the bonus of watching on site, a team of Fire Fighters set fire to oil tanks causing black smoke to fill the sky and proceeded to try and put the fire out with water, foam etc.. This was repeated three/four times and was thoroughly enjoyed by all.

After extending our thanks to all concerned we made our way across to Cleveland Aero Club where they were kind enough to show us around their hangers and aircraft. One aircraft that caused much conversation and discussion was a fabulous painted Pitts Special with snakes all down the side, hence the reg G-HISS. The owner who re-built the aircraft after it was written off some time ago, told us all about the re-building. I mentioned to him about bringing it to Leeds one Sunday, he said he'd love to, another speaker for a further meeting maybe ??

Our next port of call was Bagby, a little grass strip near Thirsk where some 40 odd aircraft were spotted. A good finish to a brilliant day enjoyed by all. We must repeat it next year.

Finally I mentioned to Mike Garner about coming to Leeds to give us a talk at a club meeting and he agreed it was a good idea !!

John Jackson.

Teeside 11/5/93 1100 - 1430 hrs

#### Fire School

Tridents	G-ARPO, AVFJ, AWZR, AWZS.
Viscounts	G-AZLP, AZLS.
Wirlwind	XP -330

#### AIRPORT

PH - CTD	Citation 500	HISS	Pitts Sp	CUGA	GA 7
G - BNCR	PA 38	BCED	AA5	BRDO	C 177
BPTL	C 172	BANK	PA 34	HMJB	PA 34
BJYD	C 152	AZZV	C 127	BPUC	QAC Quickie
HMES	PA 28	TSGJ	PA 28	AZLY	C 150
TTHC	R 22	BCEP	AA 5	BRNV	PA 28
BPFL	PA 28	MAVI	R 22	BLLP	Slingsby
AVZP	Pup	WYTE	Bell 47	OJCB	J/Ranger
BHSA	C 152	BCLS	C 170	IEAD	B 757 (No Engine)
BOLF	PA 38	RJBS	R 22	PKBE	DC 9 BMA
BGGG	PA 38	BRFL	PA 38	BHME	F 27 Air UK
BAVL	PA 23	BCHW	C 128	RYD	C 150
				XS 738	Dominie

Bagby 11/5/93 1500 - 1730 hrs

G- AZBI	Joder	IEYE	Robin	YPSY	Andreasson
ASWB	109 Airedale	N9599F	Helicopter	BUOK	Rans Coyote
BSDS	(118) Boeing Stearman	ARLK	PA 24	BGBY	PA 38
BSSJ	Fred Srs 2	AVGV	C 150	BRXH	C 172
BBBW	Fred 2	AVMD	C 150	NNAC	PA 18 S/Cub
BUGH	Rans S10	BKCL	PA 30	AYYX	Rallye Cub
BSUX	Carlson Sparrow	BBHX	MS 893 Rallye	BSMU	Rans S 6
BRPE	Cizo	BBCN	Robin	AXUA	Pup
AMJP	Luscombe	BUGX	MS 880B Rallye Cub	BIMW	Jodel
AGVN	J/1 Autocrat	EPJD	Socata Rallye	BBFW	Robin
AVGZ	Jode	ASWL	C 172	BKTZ	Slingsby
AVBS	PA 28	BPYJ	Wittman Tailwind	BEII	PA 25
AXSD	Pup	BPFL	Davis DA 2	VANS	Vans RV4
BCHK	C 172			AVZP	Pup

John Jackson



THE LAST FLYING VULCAN

Avro Vulcans have been flying with us for a good few years - thirty years plus, to say the least. They have only flown in war once, in the Falklands War in 1982, but now there is just one flying Vulcan left (XH 558). The R.A.F. Vulcan Display Flight has been in several shows from Woodford and Finningley in 1992, though it has always still returned to its own base at Waddington.

As a last plan, it was announced in November 1992 by Mr. Jonathan Aitken, the Defence Procurement Minister, that XH 558 was for sale, and that invitations to tender would be issued to prospective buyers. In the next 3 months, into March 1993, saving the Vulcan from scrapping was left to the "Save the Vulcan" campaign. Its petition was signed by 200,000 people and presented to Mr. Malcolm Rifkin, the Defence Secretary. Bids were put in to the Defence Ministry on 9th March 1993, with the fate of XH 558 still in the balance.. These sealed bids have been prepared for the Vulcan to be kept flying, and for the RAF, to overhaul the aircraft (£2.5 million) and to running costs of £300,000 per year for its upkeep. Instead the Ministry of Defence decided that it could not afford the costs of XH 558 being airbourne. So of these 11 bids made, finally on 18th March 1993, C.Walton Ltd., bid was accepted at £25,000 for the surviving Vulcan, to be kept on show at its aviation museum at Bruntingthorpe aerodrome, near Lutterworth, Leics. The aircraft would be able to taxi regularly, but it would no fly. As soon as all details had been confirmed, XH 558 took off from Waddington on 23rd March 1993, for its new home at Bruntingthorpe. This is a good airfield with one runway (06/24 3000x 60M) and with aradio call sign of 122.825 all controlled by the Walton family. So will the Vulcan survive?. It will still be there and available for people to see it, it will not be flying, but there is the real possibility that the "Save th Vulcan" campaign may well have XH 558 in the air again.

Instead of waiting for this Vulcan, what about keeping some of the other Vulcans in other museums?. For example XM 594 is at the Newark Air Museum at Winthorpe and XM 603 as at BAe Woodford for the Avro Aircraft Restoration Society. In the meantime we must thank the RAF Vulcan Display Flight crews at Waddington for many hours by XH 558, and keep our fingers crossed, XH 558 could be in the air again soon. That would require some further possibilities, for the WALTON family is having a superb airshow on 18th JULY 1993, at BRUNTINGTHORPE AERODROME, called "BIG THUNDER". Finally if the Vulcan does not fly again, there are still private high performance jets which can- for example, there is a LIGHTING at BINBROOK (XR 724) and now you can see a CANBERRA flying at DUXFORD, so there are other makes to be seen and remember.

We remember the early test flying days of the Vulcan from WOODFORD and its sheer elegant form over the skies of the North West was quite breathtaking. Its new home is conveniently situated in the East Midlands, being not to far from East Midl.nds Airport, Coventry and even Birminham Airport.

Credits

E.C.GRIFFITHS

R.E.JONES

NEW REGISTRATIONS

New Registrations of the new Slingsby T-67M's for Hunting Aircraft Ltd., for use on the RAF training scheme. These are G-BUUA to G - BUUL with C/n's 2111 to 2122 respectively. They were registered on 17/03/93.

The T - 67's for the Canadian order so far registered are C -GSTB(2079); C -GSTC(2080) C-GSTH(2084); C-GSTI(2085); C-GSTQ(2086); C-GSTR-S-T(2102-3-4); C-GSTV(2105); C-GSTX(2106) and C-GSTY(2107)

QUESTIONS AND ANSWERS.

If you have aquestion relating to  
avation especially with regards to Air Traffic Control,  
Air Band Radio, Airways etc Please send it in and we  
will try and print your question and our experts reply.



# "TULIPS FROM AMSTERDAM"

Although I have travelled 'far and wide' to take photographs of aircraft, Amsterdam has not been on the itinerary. When the Daily Telegraph introduced a 'Two-for-the-price-of-one' offer in conjunction with Air UK, I decided that this was the opportunity to remedy the omission. My son would be my travelling companion and he did not take much persuading.

It would have to be a brief visit, so it was decided to fly out on Saturday morning and return Sunday evening. This enabled us to get the cheapest possible flight. This still gave us the opportunity to see the majority of airliners that use Amsterdam Airport.

We arrived at LBA on Saturday 17th April in ample time to check in for Air UK flight 860 to find a queue that wasn't moving very fast. However, another check-in desk was opened for 'Amsterdam Only' passengers and formalities were soon completed. The flight was uneventful, couldn't see a thing! On landing it took 8 minutes to taxi to the commuter apron, where we were bused to the terminal. Whilst taxiing we passed one of the freight aprons with a Heavylift Belfast and a Fred Olsen Electra parked up.

The commuter apron was packed with KLM CityHopper Fokker 50's and Saab 340's, 4 Air UK F27's, a Tyrolean Dash 8, Crossair Saab 340 and a Maersk Fokker 50 in Lufthansa CityLine c/s. There is a superb viewing area on the top of the terminal where you can see practically all the aircraft movements - and it's FREE!! The problem was the weather - overcast and dull and it became worse as the weekend went on. Let's not dwell on the weather even though it rained all day on the Sunday!!!

The obvious sight that hits you straight away is the predominance of KLM aircraft and to a lesser extent Transavia and Martinair. Although the viewing is good for seeing what's happening it is not that good for photography. The taxiways are too far away even with a 200mm lens, but any aircraft that park on the three piers in front of you, can be photographed.

Anyway, back to the aircraft that can be seen. KLM Boeing 737.300/400; 747.300/400; A.310 and Douglas DC10 have been seen elsewhere but not Fokker 50, 100 and Saab 340. The Fokker 50 and Saab 340 are operated in CityHopper titles whilst the Fokker 100 is still in Air Littoral c/s with PH-KLE still having Air Littoral titles. One thing I did notice was that the 'KLM' written on the tail was light blue on some aircraft and dark blue on others. Practically the whole Martinair fleet was seen which nowadays consists of Boeing 767.300, a couple of DC10's and an A.310. They have acquired another DC10 to replace the one that crashed in Faro which is ex-Balair. Transavia aircraft, like Martinair, mainly operate charter flights but do use a couple of Boeing 737.200's on services to Gatwick and the eastern Mediterranean. The majority of their flights are operated by Boeing 737.300 and 757 aircraft. Air Holland Charter have a small presence with two Boeing 757.200 and a single 737.300.

The 'commuter' airlines were represented by Air Exel EMB.120; Tyrolean Dash 8; Crossair Saab 340 and Schreiner Airways Dash 8.

Now to the 'foreign' visitors: Air UK operate Fokker 100, BAE 146 and F27; British Midland use DC 9's and Boeing 737 including one of the 500 series SE-DNC; British Airways use Boeing 737.400's and Brymon European operate BAC 1-11's including the 500 series G-AWYS. The major European Airlines - Lufthansa, SAS, Alitalia, Iberia, Air France, Sabena, Air Malta, Finnair, Austrian Airlines and Icelandair were all represented by aircraft that can be seen in this country. Eastern European countries were using their newly acquired 'western' aircraft in the shape of Boeing 737.500 SP-LKC/E(LOT); Boeing 737.200 HA-LEA/A(Malev); Airbus 320 LZ-ABC/D(Balkan); but there was also plenty of Russian airliners in the form of TU 134 ES-AAN(Estonia Air); TU 154 RA 85769,85669,CCCP 85696; IL 62 RA 86524; IL 76 CCCP 76443(Aeroflot); YAK 42 LY-AAS(Lithuanian Airlines) and IL 62(Tarom).

Aircraft from the eastern Mediterranean/North Africa consisted of Boeing 737.400 of Olympic; Douglas MD-87 of Z.A.S Egypt; Airbus 320 of Egypt Air and Cyprus Airways; Boeing 737.200 of Croatia Airlines, Tunisair and Royal Air Maroc; Boeing 727 of THY and Istanbul Airlines; Boeing 737.300 of Sultan Air; Boeing 737.500 of THY. Long-Haul services were represented by Boeing 767.300(United, Air Aruba); Boeing 747.400(China Airlines, Cathay Pacific, Singapore); Boeing 747.200(Malaysian, Garuda, Varig); Douglas DC10(Viasa, Northwest); Tristar(Alia); Airbus 310(Delta, Equatoriana);

There was a varied selection of aircraft operating cargo flights ranging from Boeing 707(Phoenix, Alia, Avistar); Boeing 747(Nippon Cargo Airline, Cargo Airlines); to Hercules(Southern Intl.).

There wasn't very much executive traffic - it was the weekend - but two Cayman registered Boeing 727's, a couple of Citations and a Gulfstream 4 were seen. Parked in front of the Fokker hangars were two F.50's of Avianca and a SAS Commuter. I had written to Fokker requesting a tour, but I didn't receive a reply. Apparently they don't do tours on a weekend but it is possible during the week. One movement that caused great excitement to everyone except me, was the arrival of an Avianca Boeing 747 for maintenance, I had seen it at Miami in April last year!

An interesting two days soon passed by and it was time to check in for Air UK flight 873 for LBA only to find that it was delayed. Actually, the aircraft was in on time but we had to wait for the crew from the delayed Humberside flight! It was dark and wet during the flight so I was glad that it took us only 70 mins to get back to Leeds. The service was good for a short flight and if it hadn't been for the special offer there would have been two empty seats and Air UK 142 worse off.

Roger Fozzard

# AIRLINE NEWS

AER LINGUS B.767-3Y0 EI-CAM (24953) has been leased to Middle East Airlines from April to July. It is thought that sister aircraft EI-CAL (24952) will be leased to Air Jamaica after it returns from lease with Air Aruba.

AIR ATLANTIS B.737-3Q8's CS-TII (24986) and CS-TIJ (24987) have been returned to ILFC on completion of lease. Two B.737-2K9's have been leased to Damania Airlines of India; these are CS-TET (22415) as VT-DPA and CS-TEU (22416) as VT-DPB.

AIR FRANCE took delivery of its first Airbus A340-211 on 26th February; it as c/n 007 and has been registered F-GLZB.

AIRLINES OF BRITAIN GROUP have ordered five 50 seat Regional Jets from Canadair with an option on a further five. It is not yet known which of the groups airlines, Manx, Loganair or BMA will be getting the aircraft, but British Midland are known to have been looking at a major expansion of services from the Midlands are these may be the required aircraft. Delivery of the first is scheduled for August/September and crews are reported to be already in training in Canada. What are the chances of seeing these at Leeds/Bradford on winter weekend services from Heathrow ?.

AMERICAN AIRLINES DC 10-30 N139AA (46711) suffered an undercarriage collapse on landing at Dallas/Fort Worth from Honolulu, thankfully without fatality. The aircraft although apparently not a total write off is not expected to be repaired. It had 74831 hours and 17920 landings. Is expected to stop using DC 10 equipment on trans-Atlantic services from the end of the year. Leaving only MD11 and B767 aircraft to the UK and Europe.

BRITANNIA AIRWAYS B.737-3T5 G-BLKE left the fleet on 20th February on sale to Morris Air of America as N 752MA. Have taken delivery of a further B.757:-  
B.757-28A G-BYAJ (25623) ff 17.02 del 04.04

BRITISH AIR FERRIES have been renamed British World Airlines. This explains why the ex Dan-Air BAC 111's have been registered in the G-OBWx series. They are also to introduce a new colour scheme of Burgundy and White with an emblem of a stylised lion in silver.

Are to move a large part of their operations from Southend to Stansted.

Viscounts G-AOYG, G-AOYL (remember when it was a regular at Leeds/Bradford) and G-LOND are being broken up at Southend.



**BRITISH AIRWAYS** have donated BAC 111-510 G-AVMU (148) to the Duxford museum where it joins other ex BA aircraft, namely a Comet, Trident and VC-10. Another BAC 111 is thought to be shortly on its way to the collection at Cosford.

A visit to Birmingham on 8th May showed that all noted Birmingham based BA regional flights are now operated by B.737-236 aircraft registered G-BKYX.

Only two BA BAC 111's were noted in the afternoon, both were Glasgow based aircraft. But there are still plenty of 111's flying from Birmingham though, but in Brymon European Colours. Further deliveries as follows:-

B.737-436 G-DOCK (25857) ff 16.04 del 29.04

B-767-336 G-BNWU (25829) ff 06.04 del 16.04

**BRYMON EUROPEAN AIRWAYS** has added a further ex British Airways BAC 111-501 to its Birmingham based fleet, it is G-AWYS (175).

**CENTENIAL AIRLINES** is a new Spanish charter airline planning to begin operations using two B.737's. The company formed by the ex general manager of Air Europa has a very strange aim for an airline, to remain as small as possible ?.

**CRETAN AIRLINES** of Greece is another new charter airline planning to start operations this summer. They are to use two ex Adria A.320-231's on lease.

**DEUTSCHE BA** has contracted to lease a Fokker 100 from TAT to operate from Berlin-Tegel this summer. TAT is of course now a BA partner airline with them.

**EL-AL** have a new B.757-258 to watch out for it is c/n 26053 and registered 4X-EBU.

**FINNAIR** have leased DC 9-51's OY-LYR (47736), OY-LYS (47737) and OY-LYT (47738) to Aeropostal of Venezuela for 12 months. MD 11 OH-LGC (48512) was delivered new on 18th February.

**GB AIR** sold B.737-2M8 G-IBTX ((21736) to Europe Air Services on February 10th. It has been registered F-GLXG.

**HAPAG LLOYD** have taken delivery of a new B.757-4K5, it is c/n 27102, registered D-AHLM and was delivered on 19th March.

**LAR** of Portugal are to begin scheduled services in early May under the name of **EUROAIR** using three leased A.320-231's. Points to be served include London, Paris, Rotterdam, Dusseldorf and Frankfurt.

Two of their returned ATP's are currently parked on the British Midland apron at East Midlands registered G-BUUP and G-BUUR but still wearing LAR colour scheme. Noted still present on 9th May by myself.

**IRAN AIR TOURS** Tu 154M EP-ITD crashed shortly after take off Tehran airport. It was reportedly vectored into the path of two Su-24 aircraft taking part in an Air Force flypast. One of the Su-24's struck the Tu 154 in the tail section, both aircraft lost control and crashed with no survivors.

# PFA INTERNATIONAL AIR RALLY 1993

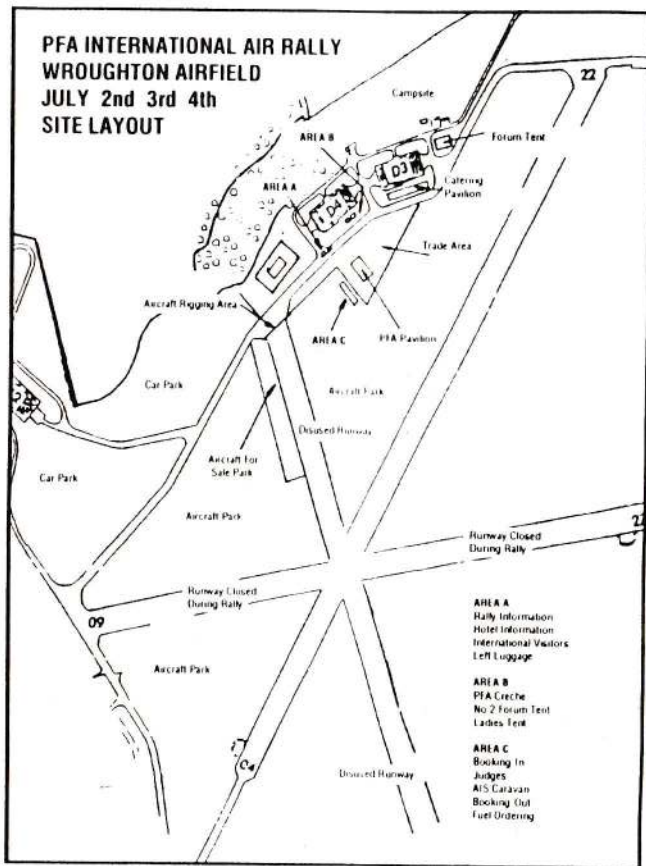
## INFORMATION LEAFLET

By the kind permission of the Director and Trustees of the Science Museum, this year's Rally will be held at Wroughton Airfield near Swindon 2nd, 3rd, 4th July 1993

### INTRODUCTION

The PFA International Air Rally is a gathering of like-minded enthusiasts and light aircraft. While it is of special interest to those who would like to own, maintain or build their own aeroplane it also provides the visitor, whether by air or road, the opportunity to see the largest gathering of light aircraft outside the USA. Many of the aircraft that visit the Rally are fine examples of homebuilt or rare vintage aircraft, these will be competing for the various prestigious awards given at the Rally.

There will be a continual stream of arriving and departing aircraft throughout the event, except for a short time during Sunday afternoon when the airfield is closed for a flying demonstration of PFA aircraft types. With a large number of aircraft remaining on-site until the end of the demonstration, the "mass departure", which will start at 3.30pm on Sunday, is an amazing spectacle where, for a brief while, Wroughton becomes the busiest airport in Europe! It is testimony to the skill and expertise of these amateur flyers that the movement of almost 1,000 aeroplanes in less than two and a half hours is accomplished in complete radio silence, control being exercised by marshals on the ground, and a good lookout in the air!



Over the weekend well in excess of 1,000 aircraft are expected to attend, given good weather this number could well be nearer 2,000. The aircraft will be parked on display for all visitors, and the purchase of an airside ticket will allow them to enter the parking areas for a closer look and photographs.

Throughout the Rally there will be upwards of 100 trade stands advertising and selling everything connected with recreational flying, from a window sticker to a complete aeroplane.

A series of lectures and talks on aviation subjects will be given throughout the Rally. Continuous running demonstrations of building techniques by the builders themselves will be open to the public and a full on site catering team will have everything from a three course meal to an ice cream on sale. Full details of the forum programme and the traders will be in the FREE Rally catalogue, which you can pick up at the Rally.

P.F.A INTERNATIONAL AIR RALLY

JULY 2nd 3rd & 4th

1993

WHY NOT TAKE THE OPPORTUNITY OF SEEING THE  
LARGEST GATHERING OF LIGHT AIRCRAFT  
OUTSIDE THE USA

By contacting me on  
0532 503766

Day trip by coach depart early  
Sunday morning approx £20.00 each

AND/OR

Weekend by car 1 or 2 Nights  
E/B + Petrol

(I'm going and looking for person's to share costs)  
calling at other airports on route

COSTS APPROX £40.00 EACH

These trips can only be arranged providing  
sufficient interest is shown and on  
the availability of transport  
and accommodation.

THE SOONER YOU CONTACT ME THE BETTER !!

JOHN 0532 503766

Above costs do not include entrance,  
food, extra's etc...

P.F.A. INTERNATIONAL AIR RALLY

JULY 2nd 3rd & 4th

1993

Gates Open - 0800 hrs

ADMIN CHARGES

Public Entrance - £5.00 per day

Public Entrance plus Airside - £10.00 per day

Two Day Pass - £15.00

SCIENCE MUSEUM - £1.00 per day

Aerial Demonstration - Sunday Afternoon

Mass departure - Sunday 3.30 pm

ALL THE USUAL FACILITIES OF  
LARGE SHOWS

Ring me for further details NOW !!!

JOHN 0532 503766

oooooooooooooooooooo