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MAY 1994

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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB,on the south side of LEEDS BRADFORD AIRPORT,by courtesy of Ms.Jill Tushingham (MD) at 15.00hrs.

SUNDAY ,JUNE 5TH - MR BILL SAVAGE - MANAGING DIRECTOR L.B.A.

SUNDAY ,JULY 3RD. - H.M. CUSTOMS AND EXCISE

CHAIRMAN'S CHAT - following the Committee meeting on 10th.May the following minutes were adopted:-

1. that the Society would NOT have a stand at this year's Church Fenton Air Display on Sunday, 19th July
2. that all monies due to the Society be paid, whenever possible,by cheque payable to "Air Yorkshire"

We apologise to any member hanging about the Airport or Cemetary Road waiting for the Tristar on Saturday,21st May. However, their wait was more than compensated with the arrival of Corsair's B747 F-BPVE early in the afternoon.It departed at app.16.45 on runway 14 together with a magnificent spurt of flame from the outer starboard engine,disappearing within seconds into a cloud of spray, only to rise a few heart-stopping moments later drifting slightly in a cross-wind before quickly entering a low cloud base.

The B747 was not the only "biggy" this month. The 11th May saw the arrival of Aer Lingus' A330. Again it was typical LBA weather. I was given an ETA of 08.45 so was up at Cemetary Road at 08.15 only to be told by more knowledgeable enthusiasts that it would not arrive until 9.45.In the meantime we were entertained by the RAF with a "Herc" doing two overshoots out of the mist. Finally out of the gloom came the A330 to land on R14 and then taxi to the terminal.It was then boarded by members of the local travel trade, press and airport staff to go on a short demo flight .In order to let the passengers consume all the in-flight goodies the plane was heard to be orbiting Ripon before returning to land ! The aircraft was also scheduled to do the EI366 flight on Friday,13th !! - this turned out to be the usual Saab .I understand from heresay that when returning on R14 and landing well down it,the captain did some hard breaking to prevent another "Molly McGready Rose".I understand some passengers suffered heads bumps.So despite having a large lump of shamrock on the tail, the company decided not to push their luck on Friday the 13th !

CREDITS - Terry Sykes, Peter Martin, Eric Martin,Barrie M Box, Leslie Scheftsik.

* WATCH OUT FOR TWO SPITFIRES ON WED.15TH JUNE(possibly landing at LBA)- late afternoon. This is in conjunction with the Spitfire Aircrew Assoc. Golf Trophy at Northcliffe Golf Club, Shipley.

Yorkshire aero club "FLY IN" Sat 25th
June. Help needed Ring club 502435

Leeds/Bradford Movements

April 1994

01 EI-CFC SAAB 340	0841	G-AWIT Cherokee 180D	0923
G-ELDG DC9	0927	OO-DTL Brasilia	1040
G-OBOH Short 360	1107	G-BVMY Short 360	1111
G-ELDG DC9	1227	G-OBOH Short 360	1440
G-BVMY Short 360	1441	OO-DTF Brasilia	1445
G-ELDG DC9	1514	EI-CFA SAAB 340	1622
G-OBOH Short 360	1748	G-BYAR Boeing 757	1839
EI-CFD SAAB 340	1919	OO-DTL Brasilia	1952
G-BMAC DC9	2035	G-OBOH Short 360	2100
G-ELDG DC9	2117		
02 EI-CFB SAAB 340	0848	G-BMAC DC9	0919
OO-DTJ Brasilia	1031	EI-BTK Short 360	1052
EI-BTI Short 360	1115	G-OBOH Short 360	1127
G-BMAC DC9	1224	G-BYAC Boeing 757	1329
G-BSBW JetRanger	1449	G-ELDG DC9	1510
G-BVMY Short 360	1533	EI-CFD SAAB 340	1535
G-OBOH Short 360	1753	G-BMAC DC9	1819
G-BYAO Boeing 757	2115	G-ELDI DC9	2123
03 EI-CFA SAAB 340	0836	G-ELDI DC9	0918
G-AYGA Jodel D.117	1049	G-TSAR B58 Baron	1215
G-ELDI DC9	1218	G-YUCS Saratoga 301	1335
G-OBOH Short 360	1351	OO-DTN Brasilia	1446
EI-FKE Fokker 50	1527	G-BVMY Short 360	1621
G-PKBE DC9	1812	EI-CFD SAAB 340	1917
G-OBOH Short 360	2033	G-BVMX Short 360	2049
G-BYAO Boeing 757	2103		
04 G-BVED ATR 42	0708	G-PKBE DC9	0921
G-JEAB Friendship	0947	OO-DTH Brasilia	1030
9H-ABE Boeing 737	1044	G-IJYS Jetstream	1133
G-AWVC Beagle Pup	1306	G-BYAG Boeing 757	1318
G-OBOH Short 360	1321	G-GEDS Ecureuil	1336
G-OANC Warrior II	1414	G-BVMX Short 360	1437
OO-DTF Brasilia	1440	G-PKBM DC9	1527
EI-CFB SAAB 340	1542	G-SACS Cadet	1544
G-BYAO Boeing 757	1806	G-PKBM DC9	1823
G-IJYS Jetstream	1824	G-LEGS Short 360	1904
G-BSBW JetRanger	1908	EI-CFD SAAB 340	1916
OO-DTN Brasilia	1952	G-OBOH Short 360	2036
G-BVED ATR 42	2106	G-PKBM DC9	2118
05 XV209 Hercules C.3P	0730 0927	G-BKMX Short 360	0832
EI-CFC SAAB 340	0837	G-PKBM DC9	0941
G-OBOH Short 360	0945	G-BANK Seneca	0954
G-JEAB Friendship	1002	OO-DTO Brasilia	1034
G-AVGI Cherokee 140	1039	G-BVMY Short 360	1104
G-PKBM DC9	1223	G-OBOH Short 360	1305
G-BYAO Boeing 757	1402	G-BVMY Short 360	1430

OO-DTL Brasilia	1440	G-PKBM DC9	1517
EI-CFA SAAB 340	1536	XV297 Hercules C.1P	1622
G-OBOH Short 360	1707	G-LEGS Short 360	1725
G-BSBW JetRanger	1731	G-PKBM DC9	1812
G-TSAR B58 Baron	1814	G-BKMX Short 360	1848
EI-CFB SAAB 340	1915	OO-DTK Brasilia	1957
G-OBOH Short 360	2021	G-BVMY Short 360	2046
G-BLPV Short 360	2108	G-PKBM DC9	2123
G-BPDA HS 748	2137	G-SBAC Short 360	2141
G-BYAO Boeing 757	2334		
06 G-LEGS Short 360	0710	G-HART Cessna 152	0833
EI-CFA SAAB 340	0837	G-BUHO Cessna 140	0845
G-PKBM DC9	0929	G-OBWB BAC 1-11 518FC	0947 1110
G-OBOH Short 360	0952	G-SHCC JetRanger	1038
OO-DTF Brasilia	1040	G-BVMY Short 360	1043
G-ATEW Twin Comanche	1218	G-PKBM DC9	1225
G-BUIF Warrior II	1238	G-OBOH Short 360	1314
G-BAPJ Cessna FRA150L	1325	G-SHRR JetRanger	1347
G-BFEC Aztec	1352	G-BVMY Short 360	1432
OO-DTL Brasilia	1437	G-BJYD Cessna F152	1511
G-PKBM DC9	1516	EI-CFB SAAB 340	1545
G-BKMX Short 360	1708	G-OBOH Short 360	1711
G-ELDG DC9	1809	G-BYAO Boeing 757	1826
G-LEGS Short 360	1847	EI-CFC SAAB 340	1918
G-OBOH Short 360	2031	G-BLTO Short 360	2034
G-BLPV Short 360	2052	G-ELDG DC9	2110
G-BPDA HS 748	2143	G-OLAH Short 360	2206
07 G-BKMX Short 360	0806	EI-CFD SAAB 340	0837
G-ELDG DC9	0935	G-BMDK Seneca	0958
G-OBOH Short 360	1000	OO-DTL Brasilia	1026
G-KKDL TB20 Trinidad	1102	G-BVMX Short 360	1106
G-ELDG DC9	1219	G-OBOH Short 360	1318
G-ZFDB Twin Squirrel	1323	G-BYAO Boeing 757	1414
G-BVMX Short 360	1433	OO-DTJ Brasilia	1441
G-ELDG DC9	1519	EI-CFB SAAB 340	1536
G-OBOH Short 360	1708	G-LEGS Short 360	1711
G-ELDG DC9	1813	G-BKMX Short 360	1900
EI-CFA SAAB 340	1922	OO-DTH Brasilia	1946
G-OBOH Short 360	2022	G-BWMW Short 360	2029
G-BLPV Short 360	2103	G-SBAC Short 360	2139
G-ELDG DC9	2146	G-BYAO Boeing 757	2204
G-BEJE HS 748	2206		
08 G-WACK Short 360	0810	G-BCIF Cherokee 140	0831
EI-CFA SAAB 340	0842	G-AVYM Cherokee 180D	0854
G-ELDG DC9	0921	G-BGYV Bandeirante	0953
G-OBOH Short 360	1002	OO-DTF Brasilia	1036
G-BWMW Short 360	1051	G-SHRR JetRanger	1146
G-ELDG DC9	1219	G-OBOH Short 360	1329
G-BWMW Short 360	1430	OO-DTN Brasilia	1447
G-ELDG DC9	1515	EI-CFC SAAB 340	1544
G-BCIF Cherokee 140	1647	G-OBOH Short 360	1714
G-BKMX Short 360	1734	G-ELDG DC9	1808
G-RAMI JetRanger	1812	G-BYAO Boeing 757	1854
G-BMAR Short 360	1904	EI-CFB SAAB 340	1916
OO-DTO Brasilia	1949	G-BMAC DC9	2039
G-BVMY Short 360	2041	G-BLPV Short 360	2053

G-ELDG DC9	2129	G-OBOH Short 360	2134
G-BEJD HS 748	2137	G-SBAC Short 360	2142
09 G-BGYV Bandeirante	0713	EI-CFB SAAB 340	0834
G-ELDH DC9	0928	OO-DTF Brasilia	1029
G-OBOH Short 360	1214	G-ELDH DC9	1227
G-BWMW Short 360	1316	G-BYAT Boeing 757	1434
G-ELDG DC9	1514	EI-CFD SAAB 340	1531
G-BWMW Short 360	1649	G-OBLK Short 360	1807
G-BMAC DC9	1813	G-OCFR Lear Jet 35A	1920
G-BSBW JetRanger	1923	G-PKBE DC9	2117
G-BYAT Boeing 757	2155		
10 EI-CFB SAAB 340	0851	G-PKBE DC9	0930
G-BJMR Cessna 310R	1113	G-BGPH AA5H Tiger	1152
G-PKBE DC9	1224	G-BJYD Cessna F152	1327
G-OBLK Short 360	1358	G-BNYM Cessna 172N	1414
OO-DTO Brasilia	1430	G-NAIL Cessna 340	1445
EI-CFD SAAB 340	1550	G-BMAG DC9	1603
G-BOYL Cessna 152	1617	G-BWMW Short 360	1635
G-OBLK Short 360	1737	G-PKBM DC9	1816
G-BKMX Short 360	1905	EI-CFC SAAB 340	1924
OO-DTJ Brasilia	2007	G-OBLK Short 360	2035
G-BWMW Short 360	2117	G-ELDI DC9	2126
G-BYAR Boeing 757	2220		
11 G-000U Boeing 757	0702 0810	G-ISLE Short 360	0831
EI-FKF Fokker 50	0835	G-ELDH DC9	0953
G-OBLK Short 360	0958	G-AVNU Cherokee 180	1043
OO-DTG Brasilia	1045	OO-LCM Citation	1056
G-BWMW Short 360	1100	G-ELDH DC9	1221
G-AVUL Cessna F172H	1236	G-OEDD Jetstream	1253
G-OBLK Short 360	1312	G-BYAO Boeing 757	1339
G-BWMW Short 360	1432	OO-DTL Brasilia	1440
G-BMAC DC9	1524	G-OBMW AA5 Traveler	1540
EI-CFB SAAB 340	1546	G-BKMX Short 360	1708
G-OBLK Short 360	1710	G-AYGA Jodel D.117	1728
G-BYAR Boeing 757	1809	G-BMAC DC9	1822
G-ISLE Short 360	1853	EI-CFD SAAB 340	1921
OO-MTD Brasilia	2013	G-OBLK Short 360	2021
G-BVMX Short 360	2039	G-PKBM DC9	2119
G-SBAC Short 360	2117	G-BLPV Short 360	2130
G-ATMI HS 748	2140	G-000U Boeing 757	2226 n/s
12 G-BKMX Short 360	0815	EI-CFB SAAB 340	0842
G-HPLC Sikorsky S76B	0846	G-HERO Lance II	0900
G-PKBM DC9	0930	G-OBLK Short 360	1017
OO-DTL Brasilia	1035	G-BVMX Short 360	1052
G-BGWN Tomahawk	1150	G-PKBM DC9	1224
G-OEDD Jetstream	1305	G-OBLK Short 360	1317
G-BYAR Boeing 757	1344	G-BVMX Short 360	1429
OO-DTO Brasilia	1439	G-PKBM DC9	1515
EI-CFC SAAB 340	1541	G-ISLE Short 360	1659
G-OBLK Short 360	1704	XV176 Hercules C.3P	1728 1826
G-PKBM DC9	1821	G-BKMX Short 360	1849
EI-CFA SAAB 340	1916	OO-DTI Brasilia	1956
G-OBLK Short 360	2027	G-BLTO Short 360	2041
G-BLPV Short 360	2113	G-PKBM DC9	2124
G-BPDA HS 748	2141	G-OLAH Short 360	2202

G-BYAR Boeing 757		2249		
13	G-ISLE Short 360	0801	EI-CFB SAAB 340	0842
	G-PKBM DC9	0927	G-OBLK Short 360	0951
	G-BHMI Cessna F172N	1011	OO-DTO Brasilia	1032
	G-BWMW Short 360	1104	G-SOUL Cessna 310R	1105
	G-PKBM DC9	1225	G-BSBW JetRanger	1244
	G-OEDC Jetstream	1301	G-OBLK Short 360	1309
	G-MALL Saratoga SP	1333	G-BHRB Cessna 152	1414
	OO-DTN Brasilia	1443	G-BWMW Short 360	1446
	G-PKBM DC9	1526	EI-FKF Fokker 50	1537
	G-AZLY Cessna F150L	1607	G-BKMX Short 360	1657
	G-OBLK Short 360	1709	G-BYAR Boeing 757	1756
	G-BAHI Cessna F150H	1801	G-ELDG DC9	1816
	G-ISLE Short 360	1852	SE-DEY Citation	1915
	EI-CFD SAAB 340	1921	OO-DTI Brasilia	2020
	G-OBLK Short 360	2031	G-BVMX Short 360	2042
	G-SBAC Short 360	2125	G-ELDG DC9	2127
	G-ATMJ HS 748	2141	G-BLPV Short 360	2147
14	G-BKMX Short 360	0802	EI-CFD SAAB 340	0847
	G-ELDG DC9	0940	G-OBLK Short 360	1003
	OO-DTN Brasilia	1027	G-BVMX Short 360	1110
	G-DIZY Turbo Arrow III	1143	G-ELDG DC9	1226
	G-OBLK Short 360	1318	G-BDOE Cessna FR172J	1402
	G-BYAR Boeing 757	1425	OO-DTJ Brasilia	1435
	XX508 HS 125 CC.2	1442 1453	G-BVMX Short 360	1444
	G-ELDG DC9	1544	EI-CFB SAAB 340	1555
	G-SHRR JetRanger	1619	G-ISLE Short 360	1701
	G-OBLK Short 360	1712	G-ELDG DC9	1827
	G-BKMX Short 360	1855	EI-CFC SAAB 340	1923
	OO-DTG Brasilia	1957	G-OBLK Short 360	2034
	G-BLTO Short 360	2040	G-BLPV Short 360	2055
	G-OLAH Short 360	2106	G-ATMI HS 748	2135
	G-ELDG DC9	2140	G-BYAR Boeing 757	2155
15	G-ORJB Citation	0742	G-ISLE Short 360	0802
	EI-CFB SAAB 340	0850	G-ELDG DC9	0931
	G-OBLK Short 360	1004	OO-DTJ Brasilia	1023
	G-BLTO Short 360	1059	G-ELDG DC9	1222
	G-OEDD Jetstream	1303	G-BSKH Cessna 421C	1324
	G-OBLK Short 360	1336	OO-MTD Brasilia	1431
	G-BLTO Short 360	1452	G-BUIF Warrior II	1455
	G-BTAW Warrior II	1507	G-ELDG DC9	1517
	EI-CFA SAAB 340	1553	G-ISLE Short 360	1659
	G-OBLK Short 360	1721	G-ELDG DC9	1816
	G-BYAR Boeing 757	1837	G-ISLE Short 360	1904
	G-ORJB Citation	1921	EI-CFC SAAB 340	1924
	OO-DTL Brasilia	1958	G-OBLK Short 360	2035
	G-BVMX Short 360	2041	G-OLAH Short 360	2128
	G-ELDG DC9	2131	G-BLPV Short 360	2137
	G-BMAG DC9	2210		
16	EI-CFB SAAB 340	0843	G-BMAG DC9	0930
	G-BUUM Arrow IV	0959	OO-DTO Brasilia	1024
	G-OBLK Short 360	1131	G-BVMX Short 360	1143
	G-BJYD Cessna F152	1227	G-BMAG DC9	1235
	G-BSBW JetRanger	1405	G-BMAK DC9	1506
	EI-CFD SAAB 340	1544	G-BVMX Short 360	1554

XV192 Hercules C.1K	1605 1801	G-BSPI Warrior II	1720
G-OBOH Short 360	1759	G-BMAG DC9	1814
EI-BYE Navajo	1830	G-BYAR Boeing 757	2047
G-ELDH DC9	2120		
17 EI-CFA SAAB 340	0842	G-BMAI DC9	0930
G-BMAI DC9	1222	G-BSDO Cessna 152	1228
G-OBOH Short 360	1351	G-BLFZ Navajo	1414
OO-DTF Brasilia	1450	EI-CFA SAAB 340	1538
G-BPJF Tomahawk	1541	G-BMAH DC9	1543
G-KNAP Warrior II	1601	G-BVMX Short 360	1630
G-BSKH Cessna 421C	1702	G-OBOH Short 360	1714
G-ELDG DC9	1816	G-BSBW JetRanger	1857
EI-CFD SAAB 340	1921	OO-DTJ Brasilia	1951
G-BKMX Short 360	1953	G-OBOH Short 360	2026
G-BVMX Short 360	2043	G-BMAM DC9	2121
18 G-ISLE Short 360	0803	EI-CFA SAAB 340	0845
G-BMAM DC9	0953	G-BPZX Cessna 152	0959
G-OBOH Short 360	1001	G-BOTG Cessna 152	1009
OO-DTN Brasilia	1043	G-BVMX Short 360	1130
G-BMAM DC9	1218	G-OBOH Short 360	1305
G-BYAO Boeing 757	1315	HB-IUD DC9-87	1431
G-OEDD Jetstream	1433	G-BVMX Short 360	1435
OO-DTG Brasilia	1440	G-BMAM DC9	1517
EI-CFC SAAB 340	1542	G-RAMI JetRanger	1551
G-ISLE Short 360	1656	G-OBOH Short 360	1706
G-BYAR Short 360	1758	G-BMAM DC9	1814
G-AYGA Jodel D.117	1850	G-BKMX Short 360	1854
EI-CFD SAAB 340	1913	OO-MTD Brasilia	1949
G-OBOH Short 360	2024	G-BVMY Short 360	2043
G-BMAM DC9	2124	G-OLAH Short 360	2127
G-BLPV Short 360	2133	G-ZAPF Short 360	2200
G-BAVZ Aztec	2223		
19 G-ISLE Short 360	0807	EI-CFC SAAB 340	0835
G-BMAM DC9	0933	G-OBOH Short 360	1003
G-SHCC JetRanger	1013	XV207 Hercules C.3P	1025 1201
OO-DTJ Brasilia	1050	G-BMOP Turbo Arrow IV	1056
G-BLTO Short 360	1110	G-BMAM DC9	1218
G-OBOH Short 360	1310	G-BYAR Boeing 757	1322
G-OEDD Jetstream	1417	G-BLTO Short 360	1431
OO-DTF Brasilia	1436	G-BMAM DC9	1516
EI-CFB SAAB 340	1535	G-BKMX Short 360	11657
G-OBOH Short 360	1704	G-BPZX Cessna 152	1741
G-BMAM DC9	1808	G-ISLE Short 360	1849
EI-CFA SAAB 340	1917	OO-DTL Brasilia	1954
G-OBOH Short 360	2019	G-BVMY Short 360	2032
G-BLPV Short 360	2109	G-BMAM DC9	2119
G-OLAH Short 360	2123	G-ATMI HS 748	2141
20 G-BYAR Boeing 757	0026	G-ATJR Aztec	0732
G-BKMX Short 360	0811	EI-CFA SAAB 340	0838
G-BMAM DC9	0938	G-OBOH Short 360	0957
G-BLFZ Navajo	0958	N816RL King Air E90	1004
OO-DTF Brasilia	1032	G-BVMY Short 360	1057
G-BMAM DC9	1227	G-BIFZ P68 Victor	1302
G-OBOH Short 360	1309	G-BVMY Short 360	1435
OO-DTN Brasilia	1440	G-BMAM DC9	1513

G-ORJB Citation	1516	EI-CFD SAAB 340	1541
G-ISLE Short 360	1656	G-OBOH Short 360	1705
G-ATJR Aztec	1708	G-AZRV Arrow	1754
G-BYAR Boeing 757	1802	G-BMAM DC9	1811
G-BKMX Short 360	1855	F-GFCO King Air C90A	1913
EI-CFC SAAB 340	1919	OO-DTO Brasilia	1959
G-BWMW Short 360	2024	G-OBOH Short 360	2025
G-BLPV Short 360	2108	G-BMAM DC9	2116
G-OLAH Short 360	2142	G-ATMJ HS 748	2158
21 G-LEGS Short 360	0819	EI-CFC SAAB 340	0840
G-FOEL Navajo	0850	G-BMAM DC9	0935
G-OBOH Short 360	0959	G-BOUE Cessna 172N	1005
G-KKDL TB20 Trinidad	1015	OO-DTG Brasilia	1048
G-BWMW Short 360	1053	G-BMAM DC9	1219
G-OEDA Jetstream	1301	OO-CTD Robin DR400/140B	1309 0855(22)
G-OBOH Short 360	1314	G-ORJB Citation	1318
G-BWMW Short 360	1435	OO-DTJ Brasilia	1438
G-BYAS Boeing 757	1447	G-BMAM DC9	1516
HB-IUD DC9-87	1526 1638	EI-CFB SAAB 340	1529
G-BKMX Short 360	1654	G-OBOH Short 360	1712
N816RL King Air E90	1751	G-BMAM DC9	1807
OY-BPM SA226T Merlin 3B	1831	G-LEGS Short 360	1858
EI-CFD SAAB 340	1916	XX419 Gazelle AH.1	1937
XW913 Gazelle AH.1	1937	XZ645 Lynx AH.7	1937
XZ190 Lynx AH.7	1937	OO-DTL Brasilia	1953
G-BVMX Short 360	2029	G-OBOH Short 360	2033
G-BLPV Short 360	2100	G-ELDG DC9	2123
G-ATMI HS 748	2132	G-SBAC Short 360	2134
G-BYAS Boeing 757	2156		
22 G-BKMX Short 360	0810	EI-CFC SAAB 340	0842
G-ELDG DC9	0928	G-OBOH Short 360	0956
OO-DTJ Brasilia	1030	G-B500 Cessna 172F	1030
G-BVMX Short 360	1058	G-ELDG DC9	1228
G-OEDD Jetstream	1301	G-OBOH Short 360	1313
G-BVMX Short 360	1436	OO-MTD Brasilia	1440
G-ELDG DC9	1527	G-KNAP Warrior II	1530
EI-CFA SAAB 340	1535	G-CAFZ Navajo	1614
G-ISLE Short 360	1709	G-OBOH Short 360	1718
G-ELDG DC9	1816	G-LEGS Short 360	1853
EI-CFD SAAB 340	1817	G-BYAS Boeing 757	1932
OO-DTG Brasilia	1953	G-OBOH Short 360	2034
G-BVMY Short 360	2041	G-BLPV Short 360	2101
G-ELDG DC9	2124	G-SBAC Short 360	2129
G-ATMI HS 748	2134		
23 EI-CFD SAAB 340	0847	G-ELDG DC9	0929
OO-DTF Brasilia	1023	G-OBOH Short 360	1141
G-BVMY Short 360	1144	G-ELDG DC9	1227
G-BOAD Concorde	1443 1642	G-BMAK DC9	1513
G-BVMY Short 360	1533	EI-CFB SAAB 340	1544
G-LACB Warrior II	1616	G-BMAB DC9	1805
G-OBOH Short 360	1807	G-BOAD Concorde	1811 n/s
G-BYAS Boeing 757	2042	G-BMAI DC9	2122
24 G-SFHR Aztec	0810	EI-CFC SAAB 340	0843
G-BMAB DC9	0920	G-BMAB DC9	1224
G-LACB Warrior II	1301	G-OBOH Short 360	1307

G-AZLY Cessna F150L	1315	OO-DTF Brasilia	1430
G-OANC Warrior II	1524	G-BMAG DC9	1534
EI-CFC SAAB 340	1538	G-BVMY Short 360	1625
G-OBOH Short 360	1705	G-ELDG DC9	1816
G-ISLE Short 360	1858	EI-CFD SAAB 340	1918
G-TSGJ Archer II	1922	OO-DTO Brasilia	1953
G-BVMY Short 360	2025	G-OBOH Short 360	2028
G-BTRP Hughes 369E	2052	G-ELDG DC9	2127
25 G-FWRP Cessna 421C	0810	G-BKMX Short 360	0814
EI-CFC SAAB 340	0830	G-ELDG DC9	0923
G-OBOH Short 360	1007	G-BSRY Cessna 406	1010
G-BTIM Cadet	1038	G-BGEL Tomahawk	1045
OO-MTD Brasilia	1047	G-BVMY Short 360	1055
G-KNAP Warrior II	1144	G-BOYL Cessna 152	1147
G-ELDG DC9	1213	G-OEDC Jetstream	1251
G-BOAD Concorde	1310 1537	G-OBOH Short 360	1318
G-AVIB Cessna F150G	1323	G-SUSY P-51D Mustang	1337
G-BYAN Boeing 757	1341	G-OLLY Navajo	1349
G-BVMY Short 360	1437	OO-DTG Brasilia	1453
G-ELDI DC9	1521	EI-CFB SAAB 340	1531
G-BMHX Short 360	1702	G-OBOH Short 360	1709
G-ELDG DC9	1811	G-OBWB BAC 1-11	1822 1919
G-BKMX Short 360	1849	EI-CFD SAAB 340	1914
G-BYAH Boeing 757	1930	OO-DTJ Brasilia	1956
G-OBOH Short 360	2015	G-BWMW Short 360	2042
G-BLPV Short 360	2104	G-BPDA HS 748	2120
G-ELDG DC9	2123	G-SBAC Short 360	2132
26 XV290 Hercules C.3P	0700	G-LEGS Short 360	0804
EI-CFD SAAB 340	0834	G-ELDG DC9	0933
G-BSTZ Cheerookee 140	0939	G-OBOH Short 360	1002
OO-DTG Brasilia	1033	G-AXAX Aztec	1101
G-BLTO Short 360	1119	G-AVDA Cessna 182K	1124 n/s
G-ELDG DC9	1215	G-OANC Warrior II	1217
G-OEDD Jetstream	1250	G-OBOH Short 360	1319
G-OALD TB-20 Trinidad	1354	G-OAHF Boeing 757	1400
OO-DTF Brasilia	1438	G-BLTO Short 360	1448
G-ELDG DC9	1508	EI-CFC SAAB 340	1531
G-BPRN Warrior II	1712	G-ELDG DC9	1811
G-OBOH Short 360	1815	G-BKMX Short 360	1839
G-LEGS Short 360	1854	EI-CFD SAAB 340	1911
G-BYAP Boeing 757	1916	XV290 Hercules C.3P	1942 2009
OO-DTL Brasilia	2012	G-BVMX Short 360	2034
G-OBOH Short 360	2107	G-BLPV Short 360	2110
G-ELDG DC9	2122	G-ATMI HS 748	2133
G-SBAC Short 360	2142	G-OAHF Boeing 757	2325
27 G-BKMX Short 360	0812	G-BBGB Aztec	0828
EI-CFA SAAB 340	0831	G-ELDG DC9	0928
G-OBOH Short 360	0955	EI-BUF Cessna 210N	1033 1735
OO-DTF Brasilia	1044	G-BVMX Short 360	1056
G-BVJA Fokker 100	1111	G-ELDG DC9	1223
G-OEDC Jetstream	1302	G-SCPL Cherokee 140	1307
G-BYAA Boeing 767	1312	G-OBOH Short 360	1315
G-ATJR Aztec	1430	G-BOES Cessna 152	1433
G-BVMX Short 360	1437	OO-MTD Brasilia	1443
G-ELDG DC9	1522	EI-CFD SAAB 340	1539
G-BGGI Tomahawk	1545	G-BFMX Cessna F172N	1633

G-OBOH Short 360	1704	G-BYAP Boeing 757	1805
N1656H Seneca	1809	G-LEGS Short 360	1811
G-ELDG DC9	1816	G-BKMX Short 360	1851
G-OANC Warrior II	1855	EI-CFC SAAB 340	1925
OO-DTN Brasilia	1955	G-OBOH Short 360	2030
G-BLTO Short 360	2037	G-BLPV Short 360	2112
G-ELDG DC9	2115	G-DAAL HS 748	2141
G-SBAC Short 360	2156		
28 G-LEGS Short 360	0801	G-BDCS Cessna 421B	0817
EI-CFC SAAB 340	0832	G-ELDG DC9	0929
G-OBOH Short 360	0956	OO-MTD Brasilia	1035
G-REEN Cessna 340	1042	F-GFPR SA226AT Merlin 4	1046 1147
G-BHOR Warrior II	1049	G-BVMY Short 360	1107
G-JVMD Cessna 172N	1154	G-BCCD Cessna F172M	1156
G-ELDG DC9	1228	G-OBOH Short 360	1316
G-OEDC Jetstream	1321	G-BYAP Boeing 757	1415
G-BVMY Short 360	1435	OO-DTI Brasilia	1442
G-OBWC BAC 1-11	1510 1610	G-ELDG DC9	1513
G-ATJR Aztec	1521	EI-CFA SAAB 340	1533
G-BKMX Short 360	1708	G-OBOH Short 360	1720
G-ELDG DC9	1806	G-LEGS Short 360	1903
EI-CFD SAAB 340	1912	OO-DTN Brasilia	1955
G-BVMX Short 360	2025	G-OBOH Short 360	2045
G-BLPV Short 360	2056	G-ELDG DC9	2116
G-BPDA HS 748	2140	G-OLAH Short 360	2143
G-BYAR Boeing 757	2158		
29 G-BFLV Cessna F172N	0800	G-ISLE Short 360	0809
EI-CFD SAAB 340	0835	G-MOON Mooney M20K	0910
G-BSKH Cessna 421C	0918	G-ELDG DC9	0929
G-OBOH Short 360	1004	OO-DTI Brasilia	1033
G-BVMX Short 360	1051	G-BGGI Tomahawk	1054
G-BGYV Bandeirante	1114	G-OEDD Jetstream	1158
G-BUJN Cessna 172N	1202	G-ELDG DC9	1214
G-OBOH Short 360	1314	G-BBPX Seneca	1316
G-ARID Cessna 172B	1358	OO-DTJ Brasilia	1438
G-BVMX Short 360	1444	G-ELDG DC9	1507
EI-CFC SAAB 340	1539	G-DARR Cessna 421C	1549
G-BTRS Warrior II	1552	G-OBOH Short 360	1724
G-ISLE Short 360	1726	G-ELDG DC9	1808
G-BYAR Boeing 757	1834	G-LEGS Short 360	1855
EI-CFB SAAB 340	1917	OO-DTG Brasilia	2004
G-BVMY Short 360	2033	G-BSBW JetRanger	2034
G-OBOH Short 360	2041	G-BLPV Short 360	2058
G-ELDG DC9	2121	G-BPDA HS 748	2138
G-SBAC Short 360	2141		
30 EI-CFD SAAB 340	0841	G-ELDG DC9	0928
OO-DTO Brasilia	1033	G-BMAC DC9	1120
G-OBOH Short 360	1127	G-BLTO Short 360	1143
G-ELDG DC9	1225	G-TKPZ Cessna 310R	1515
G-PKBD DC9	1519	EI-CFC SAAB 340	1531
G-BLTO Short 360	1538	G-BUFH Warrior II	1548
G-BECH Boeing 737	1652	G-AZKN Robin HR100/200	1722
G-OBOH Short 360	1755	G-BMAI DC9	1812
G-UKLC Boeing 737 400	1823	G-BYAL Boeing 757	2045
G-ELDH DC9	2122		

From (& to)

02) EI-BTK & EI-BTI/Ostend: 05) XV209/Lyneham-Split; XV297/Split-Lyneham:
 11) OO-LCM/Eindhoven: 12) XV176/Split-Lyneham: 13) SE-DEY/Lidköping: 14) XX508/
 Leuchars: 16) XV192/Lyneham; EI-BYE/East Midlands: 18) HB-IUD/Split-Zurich:
 19) XV207/Lyneham-Split: 20) N816RL/Gamston; F-GFCO/Bremen: 21) OO-CTD/Blackpool;
 HB-IUD/Split-Zurich; N816RL/Strasbourg; OY-BPM/Tirstrup; XX419-XW913-XZ645-XZ190
 all from Eshott: 26) XV290/F & T Lyneham(twice): 27) EI-BUF/Abbeyshrule; N1656H/
 Luton: 28) F-GFPR/Le Bourget-Liverpool:

Overshoots

05) G-BAVZ; XX494/FYY78; XX492/FYY72: 07) XS711/FYY75; XX492/FYY72; XX496/FYY81;
 XX495/FYY45: 08) XX500/FYY33: 12) G-BAVZ; G-BONT: 15) G-BAVZ: 18) G-BAVZ:
 19) G-BAVZ: 20) G-BLVI/TOF12: 22) G-BLVI/TOF90: 25) XZ679/Army496: 26) G-BAVZ:
 27) XX496/FYY78: 28) XX491/FYY78; XX497/FYY84; XX482/FYY76: 29) G-TKPZ; G-BAVZ:

LBA Movements review, April 1994

Not much in the foreign line this month, the first one being Citation OO-LCM on the 11th. Another Citation was Interair's SE-DEY on the 13th which arrived from Lidköping as "Interair 202". The Air Exports Navajo EI-BYE was "Export 102 when it arrived from EMA on the 16th. The Balair MD-87 HB-IUD was on a UN charter as "UNO302" on the 18th from Split to Zurich. The Gamston based King Air E90 N816RL did a charter on the 20th and returned the following day, also noted on the 20th was King Air C90 F-GFCO arriving from Bremen. On the 21st the same Balair MD-87 was back doing the same charter with the same call sign, whilst the Merlin IJH OY-BPM was visiting and the new Robin DR400 OO-CTD was night stopping. Our old friend Cessna 210N EI-BUF was inbound from Abbeyshrule on the 27th and the PA-34 N1656H was en route to Luton. Finally we had the Merlin IVA F-GFPR on the 28th as "Aerocom 537". Military visitors have been mainly Hercules, on the 5th XV209 was "Ascot5488" from Lyneham to Split and XV297 was "Ascot 5491" doing the trip back. On the 12th XV176 was "Ascot5945" from Split to Lyneham, on the 19th XV207 was "Ascot5492" from Lyneham to Split and on the 26th XV290 was "Ascot5946" from and to Lyneham twice. Other military was HS125 CC2 XX508 as "Ascot7749" on the 14th, XX419/XW913 Gazelles as "Army635 combine" and XZ645/XZ190 Lynx as "Army636 combine" on the 21st. Odd one out was the Hercules XV192 on the 16th which used the tactical call sign "5XP11". Among the UK visitors the Baron G-TSAR on the 3rd is new and arrived from its base in Jersey. On the 4th Cityflyer used the ATR-42 G-BVED on two flights. In for maintenance on the 6th was the Cessna 140 G-BUHO from Eshott. Britannia Boeing 757 G-BYAT made its first visit on the 9th and on the same day Lear Jet 35 G-OCFR was "Chauffair 162". AA5 G-BGPH arrived from the new strip at Mount Airy Farm where it is based on the 10th. The Air 2000 Boeing 757 G-000U was "Kestrel 836" on the 11th when it did a shopping charter to and from Keflavik. Eurodirect began their Leeds-Bournemouth daily service on the 11th with the Jetstream G-OEDD, first visits for their other two were G-OEDC on the 13th and G-OEDA on the 21st. Doing an ambulance flight from Lyon on the 22nd was the British Medical Navajo G-CAFZ as "British Medical 200". Golden oldie of the month was the P-51 Mustang G-SUSY which arrived from Sywell on the 25th and joined Concorde G-BOAD on the apron, on departure it did a low run down the main runway. At Knightair the Philipines Shorts 360's EI-BTI and EI-BTK arrived on the 2nd from Ostend and went into open storage with the one already here, EI-BTH. On the 20th EI-BTH was re-registered G-BNFA and went to Exeter, the following day EI-BTK became G-BNFD and departed to Guernsey, this just leaves EI-BTI sitting outside the Knightair hangar. Cessna 421 G-BAGO has returned after maintenance over at Manchester and D117 G-AYGA is temporarily resident whilst the owner does a course. Cessna 150 G-ATMX is now confirmed as a new resident with Yorkshire Light Aircraft who bought it after it was blown over and damaged by strong winds at Full Sutton last December. The new Cessna 421 to replace VR-CHR is now known to be N2659F and it will become VR-CPR. Finally as a preview to the Summer schedules the Midland Fokker 100 G-BVJA was demonstrated here on the 27th, and on the 30th the GB Air Boeing 737 G-BECH arrived to do the early Sunseeker flights.

THE CHANGING SCENE ON I.T. FLIGHTS AT LEEDS BRADFORD AIRPORT

Peter Martin

British Midland and Air UK will be introducing new aircraft types on their Heathrow , Amsterdam and Paris scheduled services during the summer. Fokker 100s and Fokker 50s will replace the familiar DC9s and F27 Friendships.

Studying the Leeds Bradford 1994 summer timetable which was included in the April Air Yorkshire magazine I noted a significant change in the aircraft scheduled for the Inclusive Tour Programme. Boeing 737s, for many years the most common aircraft on IT flights from Leeds, will this year appear only twice a week - a series 200 to Malta and a series 300 to Palma.

Searching out my old timetables I decided to tabulate the aircraft, airlines and destinations served over the last six summers.

The aircraft table below shows the A320 Airbus jumping into the top spot after only occasional appearances in previous years. The Boeing 757, a familiar sight last winter, is in second place with six appearances per week. After operating more than 50% of all IT flights during the last five summers, the 737s have shown a rapid decline.

A study of destinations served also reveals some interesting changes. The total number of destinations and flights operated has not changed much in the last six seasons apart from a significant drop in 1991. More seats are now available due to the larger aircraft being operated. Palma de Mallorca remains the most popular destination. As well as the loss of the Yugoslavian destinations, the regular Alicante, Gerona and Salzburg flights have been dropped over the last couple of seasons. The increasing number of flights to the Greek islands appear to roughly balance these losses.

The table of airlines operating flights from Leeds reveals some interesting names from the past. First place for consistency is shared by Air Malta (Boeing 737-200) and Balkan (TU-154) who have operated the same aircraft each year, closely followed by Spanair (MD83) who only missed out in 1990. Britannia has been a major operator from Leeds each year, changing recently from 737-200 to 757 and 767 aircraft.

The tables have been compiled from the planned schedules and do not take account of suspension of services (e.g. Yugoslavia) or airline changes (e.g. Hispania). The Salzburg flights have been 'averaged' to one per week. Positioning flights to Manchester have been excluded.

With the imminent change in airport operating hours it will be interesting to see how the counts increase over the next few years.

AIRCRAFT	1994	1993	1992	1991	1990	1989
Airbus A310					1	
Airbus A320	12		1	1		
BAC 1-11 - 500					2	3
BAe 146 - 200					1	
Boeing 727						1
Boeing 737-200	1	2	6	5	12	10
Boeing 737-300	1	10	8		1	5
Boeing 737-400			1	3	1	1
Boeing 757-200	6	5	3	1	2	3
Boeing 767-200	1					
Douglas DC9-50						1
Douglas DC9-80				1	1	
MD83	2	2	2	2		2
Tupolev TU-154	2	2	2	2	2	1
AIRCRAFT TYPES	7	5	7	7	9	9
FLIGHTS	25	21	23	15	23	27

DESTINATION	1994	1993	1992	1991	1990	1989
Alicante			1	1	2	3
Bourgos	1	1	1	1	1	
Corfu	2	2	1			
Dubrovnik				1	1	1
Faro	1	1				
Gerona			1	1	1	1
Heraklion	1	1				
Ibiza	1	1	1	1	1	2
Karpathos			1			
Knock	1				2	2
Kos	1	1				
Larnaca	2	1	2		1	
Ljubljana						1
Mahon	1					1
Malaga	1		1	1	1	3
Malta	2	2	2	1	1	1
Palma	6	4	4	3	5	5
Paphos		1	1			
Pula				1	1	1
Reus					1	1
Rhodes	1	1	1			
Salzburg		1	1	1	1	1
Split				1	1	1
Tenerife	1	1	2		1	1
Toronto	1	1	1	1	1	1
Varna	1	1	1	1	1	1
Zante	1	1	1			
DESTINATIONS	17	16	17	13	17	17

AIRLINES	1994	1993	1992	1991	1990	1989
Adria				2	1	1
Air 2000	1				1	1
Air Foyle		6				
Air Malta	1	1	2	1	1	1
Airtours International	1					
Air Transat	1					
Air UK Leisure			1	3	1	1
Airworld	1					
Aviogenex				1	2	2
Balkan Bulgarian	2	2	2	2	2	1
Britannia	6	4	5	3	9	7
British Island Airways						1
Caledonian		1				
Capital					1	
Cyprus Airways					1	
Dan Air						2
EuroCypria	1		1			
Futura	1					
Hispania						5
Inter European Airways		3	8			
Jugoslovenski Aerot'pt						1
Monarch	1	1	1			
Nationair			1	1		
Oasis			1			
Odyssey					1	1
Ryanair					2	2
Spanair	2	2	1	2		1
TAP Air Portugal		1				
Translift Airways	7					
Universair					1	
AIRLINES	12	9	10	8	12	14



Military Matters

Eric Martin.



RAF STATIONS IN YORKSHIRE

Catterick opened as a military airfield in 1914 for home defence duties and was later used for squadrons 'working up' for deployment on the Western Front. Being adjacent to the Army Garrison ensured its retention as an RAF airfield between the wars, it became a fighter station during World War II and was the home of the Royal Air Force Regiment 1945-94. Still used for communications flights the only unit currently based there is 645 Volunteer Gliding School which operates Grob Viking TX1 gliders.

Church Fenton was built as a fighter station in 1937 and during World War II provided fighter protection for Yorkshire's industrial cities. It passed to Training Command in 1959 and was the home of 7 Flying Training School providing basic flying training with Jet Provosts until its closure in 1992; it is now merely a relief landing ground for RAF Linton. Fortunately for we air buffs, the future of the SSAFA Airshow seems assured (1994 date: Sunday, 17 July).

Finningley was opened in 1936 as a bomber base but, apart for a period of twelve years 1957-69, when it operated Vulcans, has been a training station in the post-war era. It is now the main RAF Station for aircrew training, using Tucano T1s, Hawk T1s and Dominie T1s to train navigators, air engineers and air electronics operators. It also plays its part in pilot training in the shape of 45 (Reserve) Squadron, formerly the Multi-Engine Training Squadron, which operates Jetstream T1s for twin-engine pilot conversion. A recent newcomer is 100 Squadron with its Hawk T1s and T1As for target duties. Finningley is also the home of the Initial Airman Aircrew Training Course, hence the large number of young Acting Sergeants visible on Battle of Britain Airshow Day (1994 date: Saturday, 17 September). The presence of the Bulldog T1s of Yorkshire Universities Air Squadron and the Chipmunk T10s of 9 Air Experience Flight ensure that Finningley is one of the busiest RAF Stations.

Leeming also opened as a bomber station, in 1940, but has had a varied life since then and has successively housed night-fighter training, fighter squadrons, 3 Flying Training School and Central Flying School. It is now the base for the two UK air-defence squadrons 11 and 25 which operate Tornado F3s. As with Finningley, Leeming also hosts a University Air Squadron, Northumbrian, and an Air Experience Flight, No 11, which operate Bulldog T1s and Chipmunk T10s respectively. As an operational station, organised visits are difficult; the best means of visiting are the Station Airshow and Summer Fair (1994 date: Saturday, 30 July) which has now developed into a superbly event from a simple summer fair.

Linton-on-Ouse again opened pre-war, 1937, as a bomber station but transferred to Fighter Command in 1946-59 after which 1 Flying Training School operated Jet Provosts for basic pilot training. This role has, of course, been assumed by Tucano T1s which share Leeming with Venture T2 powered gliders of 642 Volunteer Gliding School.

Future issues will include articles on University Air Squadrons, Air Experience Flights, Volunteer Gliding Schools, Flying Training Schools, Central Flying Schools, aircrew training and military pilot training.

Source: Royal Air Force Yearbook 1994.

Eric Martin

The RAF replacement for the Hercules looks like being another Hercules

" I'VE ONLY JUST BEGUN "

I've always enjoyed flying, getting on or off aircraft either for business or pleasure has always given me a thrill. One of my first visits to Leeds/Bradford Airport was for a holiday in 1982, with my family, on our return we experienced the worst landing we've ever had, a very windy February day, a 737 landing on Runway 14 before the extension. I was not put off and other visits to LBA was, of course, for the first BA 747 to land at Leeds, after the runway extension, I took my camera on that occasion along with my eldest son, who was just five, he sat on my shoulders, the dog we had then, his lead was wrapped round my ankle, standing on the hill opposite the airport and the hundreds of other people that had come along to witness the occasion. The photos that I took, some with a telephoto lense, came out reasonably well considering the circumstances. Other visits weren't that many although I did try and see, during the summer, the weekly WARDAIR "JUMBO" in the years that it flew into Leeds Bradford.

Early 1987 a workmate showed me his airband radio, it got me interested, and at the first opportunity I went and purchased a cheap TANDY model, which at the time was all I could afford. Visits to the airport then were all that more interesting, listening to the tower and the incoming and departing aircraft. But it was limited to the airfield. With a change in my job I met people who had receivers and a couple of them that had their Private Pilots Licence. Naturally the conversation was about flying and airband listening. I decided it was time for something better, so in July '91, with cheque book in hand and some birthday money I made a visit to AIR SUPPLY (where else) and bought a Signal Airband Radio, the R 537 S, complete with two tuned crystals, one for the approach, the other for the tower. With my new set I could listen to aircraft in the comfort of my home.

A few weeks later a folded "J" high gain aerial was purchased, reception greatly improved, fantastic, I was in my element. That set went everywhere with me, to work, and of course on holiday, listening at the airport and whilst away any thing else I could pick up. Having to tune it did have disadvantages, the local gas board or a taxi firm did interfere with some of the frequencies I wanted to listen to but I didn't mind it was still giving me a great deal of enjoyment, until one day a friend of mine lent me his SONY AIR 8, which he had bought from the USA. That did it, scanning, channels dedicated to one frequency, greater sensitivity, all of a sudden my SIGNAL airband left a lot to be desired. Nine months after I'd bought it I was on my way once again to AIR SUPPLY. I knew exactly what I wanted. Originally I was going to order the AIR 8 from the States, but decided against it. Another friend had just bought a YUPITERU 125 and that was what I was going to get. I got a very good part exchange allowance on my old set and I left the shop a proud owner of my new YUPITERU.

AIR SUPPLY saw quite a lot of me in the months that followed. A MAG MOUNT aerial was bought for the car. THE POCKET AIRBAND FREQUENCY GUIDE and two AERAD books, one for Europe the other for the USA, were other items purchased giving me frequencies that I could tune to at home and abroad. It wasn't long before I'd tuned in frequencies to all 30 channels that the set has. I could listen to the BRITISH MIDLAND getting its clearance from the tower and hear it all the way to Heathrow. I have a speaker from an old Hi Fi which I've plugged into the set and that does improve listening quality. As well as the serious stuff there are the lighter moments. Two I recall:- Air Traffic asked a pilot what he was doing, his cheeky reply was "Well were up here, chatting, drinking cups of coffee, not a bad way of earning a living".

Another time ATC asked a pilot if certain facilities were still done for them, "No" was the reply "we have to do it all ourselves these days". Immediately an unidentified Irish voice came on and said "Ahh, that's all very well but has the money gone up". I've had my YUPITERU 2 years now and have "plumbed in" frequencies that I find the most interesting. In the car I can put the output of the set through the CD input on my car radio, which gives good quality listening. Updating the set? Well its on the "cards", but I'm going to have to wait until the "pennies" become available.

Just over a year ago I bought a video camera, and have spent many a happy day at the end of Runway 32 listening and videoing aircraft arriving and departing, also Manchester Aviation Park has been another of my favourite places for taking video. It's not as easy as I thought, when I've got some decent footage I might give it a showing.

Last October I was invited to one of the club meetings, really enjoyed it so I became a member at the beginning of this year. It's made me realise that there's a lot more to aviation and aircraft than just listening to airband. Noting aircraft registration and aircraft movement is something that had never interested me up till now. Being aware of the rare and unusual and being able to spot it when I see it I am finding interesting. As yet I'm not into Military aircraft, (sorry to the Military Matters people), but I'm hoping to go on a trip, that the club organises, to a military establishment and see if that fuels my interest. Having joined AIR YORKSHIRE I feel that I have only just begun, there's so much to learn, but I'm going to take it one step at a time and enjoy every minute of it.

Barrie M. Box

A trip to Kirkbymoorside

Terry Sykes

The Air Yorkshire trip to Slingsby's was arranged by private cars so on Tuesday May 10th I arrived at the Aero Club at eleven forty-five to find Geoff Ward, my designated driver, waiting along with Dave Whitaker and Eric Martin. We decided to call at Sutton Bank on the way to Kirkbymoorside to see what we could log. When we arrived we found T-61F G-BUIH on the grass, Pawnee G-BETM just landing and two gliders out in the distance. One was Schleicher ASK-21 BGA3639/FYV and the other appeared to be tailcode (K)EF, the first letter was unclear. The hangars contained G-BJIV Super Cub, the remains of Pawnee G-BFRX, Glaser Dirks DG-300 BGA3708/206 and BGA3303/257, Grob 102 BGA3795/P3, Centrair 101 BGA3144/FCB, two more Schleichers BGA1445/CCW (an ASK-13) and BGA2167 (a K-8B), two Slingsby's BGA945/BFY (a T-21) and BGA904 (a T-8), and BGA3609/FXP a Super Blanik. Also logged was BGA4031/HLP which I did not find a type for. Leaving there we headed straight for Kirkbymoorside where the first thing we saw was a Slingsby SAH2200 hovercraft by the main entrance. This is for an Indian customer and carries the registration GH2117 (plus VI3698TA on the nose). We only saw one complete T-3A on the production line, this was N30744 painted in full USAF colours and ready to be put in its crate. The only number we could find on it was "No 35" which should make it c/n 2155. The hovercraft production line had two which were almost complete and were identified as SAH1100's with c/n's 308/226 and 308/227, in for overhaul was an SAH2200 from America with the US registration DL8829M, this is an executive model which normally operates in Manhattan. Also present were the two ex RHKAAF T-67 240's VR-HZP and VR-HZR which are to be G-KONG and G-HONG. The company demonstrator T-67 G-BOXK was also there along with the visiting T-67 G-FLYV from Wombleton. After thanking Mike Rutter for a very interesting two hours we left the other seven members of Air Yorkshire and set off for Wombleton. When we arrived the place looked deserted, we eventually found somebody in the old control tower who said the hangar was locked (it was also half a mile away across the airfield) but if we set off round the taxi-way there was a blister hangar with one aircraft in it we could see and by the time we reached the main hangar he would be there with the keys. We logged Cyclone Ax3/903 G-MYFW and unidentified G-MYPR by the tower and Flexiform Streak G-MMAN on its trailer in the car park before setting off for the blister hangar where we found Spectrum G-MWHD and Noble Hartman Snowbird G-MVIM. The taxi-way then wound through a small wood before ending up at the hangar which was now open, inside we found a further 13 aircraft. These were Aeronca Champion G-BRAR, Mainair Scorcher G-MNRE and G-MNRG, Pegasus XL-R's G-MTKP and G-MWSG, Chipmunk 671/RCAF which is G-BNZC, Rallye 150ST G-PIGS, Evans VP-2 G-BUKZ (complete but in a very dusty state), Mainair Gemini Flash G-MNFM, Europa G-YURO, AASB Tiger G-BPIZ, Cessna 150G G-AVGW and new Pegasus XL-R G-MYPH all of which are resident. We were told that Chipmunk G-BARS and Pitts Special G-IIIX were out. After expressing our thanks for the tour we set off for Felixkirk which was unfortunately closed for the day, Dave peered through a crack in the door and noted a Rans Coyote G-MYPK and the Pitts G-IIIX plus one from which he could only read G-MYP*. A good day out and my thanks go to Geoff for the driving.

ZEPPELINS

I'm just old enough to remember seeing a Zeppelin. "Come quickly!" shouted grandma, already at the door. For once I did as I was told; and although I was only about nine years old, I vividly recall seeing the long, silvery monster over Shipley. It was a sight that kindled an interest in airships that has lasted all my life.

However, it's not the luxurious, civilian versions that this article is about. It concerns the other kind: the ones where crews shivered in open gondolas under enormous gas filled envelopes, carrying a cargo, not of rich, pampered passengers, but of bombs. Bombs that were intended for England.

The evening of Sunday June 6th., 1916, when the First World War was raging, was so foggy that shipping in the English Channel eventually stopped because it was too dangerous to proceed. And it seemed logical for the British forces to assume that on such a night, no aerial activity would have been planned.

The fact that the authorities had such early warning that this was not the case, and that three Zeppelins were heading for England, was thanks to a barrister called Russel Clarke. He was an amateur radio enthusiast who lived on the Norfolk coast.

In those days, German air to ground contact was carried on by means of Morse Code, using short wave radio. And Mr. Clarke was scanning the short wavebands. What he heard made him rush to the telephone to ring the Admiralty. In fact, about half an hour was to elapse before a naval radio station reported to Whitehall that they, too were monitoring the German transmissions.

The Royal Naval Air Service sent up four planes from an air base on the Continent: two Morane-Saulnier Parasol monoplanes and two Farman bombers.

The three German Zeppelins, flying steadily across the Straits of Dover, were at a height of 12,000 ft. These were army airships, 536 ft. long. They had four engines and were slower than the aeroplanes, but they could climb faster; this being achieved by shedding the water ballast. Up went the nose, and the craft could ascend to 23,000 ft. if necessary at a speed in excess of 1,200 ft. per minute.

Between the three of them they had 15 bombs and 150 incendiaries. To survivors of air raids in the Second World War, such a raid would have seemed almost trivial. But before World War I began, Londoners had never experienced death from the sky, and one can imagine the terror that these airships aroused.

As far as defending themselves was concerned, each Zeppelin had five machine guns.

They didn't reach London. They were instructed by radio to abandon the mission because of the weather, but were also told to find an alternative target.

They chose a railway junction on the Continent. It was vital for the Allies, and was behind the British front line.

The two small British Morane-Saulnier Parasols headed for the last known position of the enemy airships, although the chances of locating them were slim because of the weather. In fact, one of the two British machines crashed; but the pilot, Lieutenant John Rose, escaped without serious injury.

The other aeroplane, piloted by Lieutenant Alexander Warneford, flew on and eventually found one of the Zeppelins. For a time he followed it from what he thought was a safe distance. Finally he was seen and the Germans opened fire, so Warneford took evasive action by climbing, and keeping the enemy in sight from above.

Then the Zeppelin began to descend, giving Warneford his chance. The Lieutenant turned his aeroplane, flew above the airship, dived after it, released his bombs and sped away; as Zeppelin LZ-37 blew up.

The little aeroplane was tossed upwards by the terrific blast, and turned upside down. Recovering from the shock, Lieutenant Warneford regained control of his aircraft and watched the remains of the Zeppelin falling to the ground. Sadly, part of the blazing wreckage landed on a convent, setting the building alight. Two orphan children and two nuns died in the inferno. Many others were injured.

But soon Warneford was in trouble. The plane had been damaged, necessitating an emergency landing in a field. After doing some makeshift repairs, the Lieutenant took off again; although he later had to make another forced landing.

This time it was impossible to get the machine airborne, and he had to hitch-hike back to base—an anticlimax to an adventure that won him the Victoria Cross.

Leslie Scheftsik.

T R I P S

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Test Report No. 22 - Yupiteru MVT-7100 Multiband Receiver - Price £395

Seems rather strange to be writing a report again as, owing to work commitments, it's been about 18 months since I compiled my last one. To be honest though it doesn't seem as if there has been a lot of great developments in that period and I recall that my "Test Report No 21" covered the Yupiteru MVT 7000 - presumably the previous model to the one tested here. The MVT 7100 has an extended frequency range, more memory channels and a wider receive mode than the MVT 7000 and therefore costs over £100 more. Frequency Range 530 kHz - 1650 MHz (tunable in 50ks steps). 155mm High x 64.4mm Wide x 38.2mm Deep (nice pocket size), Weight 320g. Receive modes are WFM, FM, AM, USB and LSB ("great so I'll be able to hear the North Atlantic short wave transmissions" I hear you say!). It comes supplied with a full set of accessories comprising AC Mains Adaptor/Charger, Adaptor/Charger for Car Cigarette Lighter, 4 AA size Nicads, Telescopic (BNC) Antenna, Hand Strap, Belt Clip and Screws, Earpiece and a very Comprehensive Instruction Manual. Note that there's no protective case as standard to help protect your investment but I understand that one could be available as an extra - sorry but I have no further information.

On first seeing and holding the set I was really impressed as it looked and felt as though it would be excellent and something I would be happy to own. The comprehensive frequency display (with superb light) and operating buttons were excellent. It has 1,000 memorised frequency channels (10 scan banks of 100 channels) of which you can scan any number you wish (by "passing" the ones you don't want) at an excellent scan speed. When in scan mode it's similar to countless other tested sets in that it holds on a busy station after a message has been received for either 2 or 4 seconds by using the selectable delay facility. After a while away from testing my first thoughts were that it would be like being an operating novice again but I must say it was really user friendly after a short while. The main operating knobs are the Volume, Squelch, Tuning Dial and Attenuator Switch which are on the top of the set (so useful for top pocket operation). The tuning dial allows you to either move between memorised channels in scan mode or shift frequencies up or down by a programmed step in manual mode. The attenuator switch brings in about 15dB of attenuation for use when receiving strong signals or interference etc. Common to just about every recent set I've tested it still requires a number of key depressions or clicks of the tuning dial to move between memorised frequencies. I must say you do get used to doing this quickly though and you should still be able to beat the pilots/radio operators. There's the background then and with regard to performance lets look at it in two separate stages. Stage 1 - VHF Airband - reception here was very good and certainly on par with my old and trusty Air 7. Messages were clear and the background noise was acceptable even after monitoring for lengthy periods. As with the MVT 7000 it gives you the confidence that it was giving you the transmissions it should be doing so excellent coverage of VHF. Stage 2 - Short Wave - this was where it let itself down as not once during a the 3 day test did I receive a transmission, even when it was attached to my half wave dipole. During the same period though I was able to pick up transmissions with my 2001D so they were there to be heard. I must say I tried everything, even travelling to Cumbria and trying to receive transmissions from high points to the west of Scafell! At one point I thought I might have it in the wrong receive mode but can assure you that everything was set up OK. In my mind it just wasn't up to the job, sure it covers the frequency range/receive mode but it's no good if it doesn't pick up the signals. Apologies though to those of you who might own a 7100 and have no problems with it - I can only speak for myself and what I find from the set I test.

Should you buy it then? Well, it's certainly one of the most sensitive receivers I've tested with regard to VHF Airband and should get you everything you could expect to be able to hear for that range. It's small, light and easy to use and as well as civil airband it also covers military frequencies and a whole host of other interesting ones including the fact of being able to argue Radio 1 coverage to the wife etc (I must have used that excuse many times before!). However, what it doesn't do in my view is give you value for money on the short wave aviation frequencies and, for that reason I honestly can't recommend it. I feel you would be better off paying over £100 less for the MVT 7000 (civil + military) or over £150 less for the Air 7 (VHF Civil Airband only ie no Military). It's a pity really because I still long to see the introduction of a truly portable full VHF/short wave receiver but, alas, it's not here yet. Once again, thanks to Ken (new owner) Andy and Mike, Air Supply, 83B High Street, Yeardon, Leeds LS19 7TA tel no (0532) 509581 for loaning me the set for a few days.

Air Show Information Hotlines for 1994

presented by
Seán Maffett

on behalf of
The RAF Benevolent Fund Enterprises
RAF Fairford, Gloucestershire GL7 4DL

Event Date	Event	Hotline Number	Notes
11-12 June	Great Warbirds Air Display	0891 122918	10p a minute to Sally B
18-19 June	Biggin Hill International Air Fair	0891 664423	10p a minute to Royal Air Forces Association
19 June	RAF Cosford Open Day	0891 122993	10p a minute to RAF Benevolent Fund
25 June	RAF St Athan At Home Day	0891 664514	10p a minute to RAF Benevolent Fund
16 July	RNAS Yeovilton International Air Day	0891 664505	10p a minute to Naval Charities
30-31 July	International Air Tattoo	0891 122999	10p a minute to RAF Benevolent Fund
30 July	RAF Valley International Air Day	0891 664407	10p a minute to RAF Benevolent Fund
30 July	RAF Leeming Air Fair	0891 664421	10p a minute to RAF Benevolent Fund
3 August	RAF St Mawgan International Air Day	0891 664506	10p a minute to RAF Benevolent Fund
17 September	RAF Leuchars Air Show	0891 446895	10p a minute to RAF Benevolent Fund
17 September	RAF Finningley Air Show	0891 122961	10p a minute to RAF Benevolent Fund

Calls cost up to 39p a minute at cheap rates, up to 49p a minute at any other time, of which Telecom Information donates 10p to the charity shown in 'notes' column.

*** THE REDS HOTLINE ***

Did you know that the Red Arrows' schedule is only a phone call away? By calling The Reds Hotline on 0891 664424, you can keep track of the Reds throughout their display season, and find out when and where they'll be doing their dazzling shows. The line is regularly updated, and you can check up on any particular period you want from the Reds' busy calendar.

Calls to The Reds Hotline cost up to 39p a minute cheap rate, or up to 49p a minute at any other time - but the good news is that part of the proceeds will be donated to a very worthwhile charity, the Red Arrows Trust.

*The Reds Hotline
is presented by
Seán Maffett
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12 Digby Drive, Melton Mowbray, LE13 0RQ.*

THE REDS HOTLINE - 0891 664424