

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1991

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FORTHCOMING MEETINGS

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

DECEMBER 1st : Christmas Party and Grand Draw.
JANUARY 5th : Under the Southern Cross. (Slides from Down Under).

CHAIRMAN'S CHAT

The last outing of the year took place on Saturday 26th October, with over fifty members visiting British Midlands H.Q. at Castle Donington. Although not many aircraft were about, the visit to the maintenance hangar was excellent. Members had a close look at engines from a B.737 & ATP, wheels, tyres and braking systems were next. It was then back to Donington Hall for a tour of the H.Q. including the Ops Room, Reservations and Flight Planning. A pleasant feature of the visit was the number of lady members present. Thanks to all members who gave lifts, and a special thank you to Captain Bill Gillmore and his colleagues at British Midland. Sunday 3rd of November saw a return visit to our Meeting by Captain Jack Long. (Ex. Capital/RAF). Jack kept us entertained and amused for almost two hours with his exploits in everything from Chipmunks to V-Bombers. Thanks to Jack and we hope to have him back in the future.

After our Christmas function on Sunday 1st of December we have our A.G.M. on Tuesday 3rd at 7.30pm. Please try to attend so you can voice your opinion on the Society, and how it is being run. Nominations and Election of all Officers and Committee will take place. So you could be writing this column next month... With this in mind I would like to place on record my thanks to our Secretary, Treasurer and Committee for their support over the past year. Approx 50% of members attend the monthly meeting with the other 50% receiving their news via the Magazine. The Magazine has now had twelve months in its new format and it is a lot easier to print and distribute. Although smaller in size, the content has increased so on behalf of all members I would like to say a special thanks to our Editor Trevor and his wife, plus all contributors to the Magazine. Without a Magazine, there would be no Society. Finally, as our next meeting will be on Sunday 5th of January, I would like on behalf of Air Yorkshire, to wish you and your families a Merry Christmas and a Happy New Year.

CREDITS

T.W.Sykes	E.C.Griffiths	S.W.Rigg	J.Hinkles	R.Fozzard	D.Ward
J.Jackson	J.Stanfield	R.Ward	B.Taylor	A.Light	

LEEDS/BRADFORD MOVEMENTS - OCTOBER 1991

	ATA	ATD		ATA	ATD
1. G-BMIX Short 360	0807	0843	EI-FKA Fokker 50	0830	0922
G-JLRW Duchess n/s	0912	0855(2)	G-JEAA Friendship	0922	1003
OO-DTH Brasilia	0949	1012	G-BTWW Jetranger	1203	1535
SE-IDM Cheyenne	1355		G-BJCT Boeing 737	1404	1511
G-UKLF Boeing 737	1439	1538	G-LOGU Jetstream	1452	1530
G-HFTG Aztec n/s	1710		G-RNGR Jetranger	n/s	1722
G-BMAR Short 360	1801	1839	G-JEAA Friendship	1806	1837
EI-CFB SAAB 340	1927	2045	G-JEAA Friendship	n/s	2058 0709(2)
OO-DTG Brasilia	2107	2134			
2. G-BMAR Short 360	0803	0847	EI-CFA SAAB 340	0834	0920
EI-BUF Cessna 210M	0909	1627	PH-TUR Navajo	0916	1537
G-JEAA Friendship	0919	1004	G-BAEZ Cessna FRA150L	0933	
OO-DTG Brasilia	0937		G-BHYG Seneca	1006	1117
G-BOYC Robinson R-22	1013	1013	G-ENAM Cessna 340	1040	
G-BJYD Cessna 152	1055		G-BDGM Warrior	1139	1639
G-BSDP Cessna 152	1151		G-RUIA Cessna F172M	1153	1524
G-AYPV Cherokee 140D	1310		G-OPJD Turbo Arrow	1415	1506
G-BOYC Robinson R-22	1535	1535	G-JEAG Friendship	1740	1819
G-RNGR Jetranger n/s	1743	1458(3)	G-BMAR Short 360	1757	1832
G-ODNP Cessna 310R n/s	1914		EI-CFB SAAB 340	1927	2042
OO-DTL Brasilia	2013	2056	G-JEAG Friendship	n/s	2031 0711(3)
3. G-BMLC Short 360	0808	0838	EI-FKB Fokker 50	0825	0919
OO-DTL Brasilia	0918	0951	G-JEAG Friendship	0922	1003
G-BOYC Robinson R-22	1015	1015	G-GNXC Boeing 757	1136	
G-BLWD Seneca	1148		G-TOMI BAe 125	1217	2027
G-BOYC Robinson R-22	1300	1300	G-BOYC Robinson R-22	1332	1332
G-RNGR Jetranger	1422		G-LOGR Jetstream	1450	1534
G-BOYC Robinson R-22	1501	1501	N127GP Cheyenne II XL	n/s	1646 1722(4)
G-JEAG Friendship	1732	1811	G-BNRX Seneca	n/s	1801 1658(4)
G-BOYC Robinson R-22	1810	1810	G-RNGR Jetranger	1844	1846
EI-CFB SAAB 340	1916	2039	OO-DTK Brasilia	2011	2041
G-JEAG Friendship n/s	2016				
4. G-BPWZ Warrior II	0736		G-WACK Short 360	0756	0837
EI-CFC SAAB 340	0834	0916	OO-DTK Brasilia	0909	
G-JEAG Friendship	0913	0959	G-BMSW Cessna T210M	0938	
G-BOYC Robinson R-22	1002	1002	G-AVGI Cherokee 140	1012	1437
G-JLRW Duchess	1019	1644	G-BGGI Tomahawk	1043	1656
G-BMNF King Air 200	1108		G-HIEL Robinson R-22	1111	1111
G-AXJX Cherokee 140B	1142		G-BHWF Boeing 737	1201	
9H-ABG Boeing 737	1313	1419	G-BFFE Cessna 152	1346	1438
G-SSJT Cessna 210L n/s	1421		G-UKLD Boeing 737	1500	1632
G-LOGT Jetstream	1503	1549	G-BOYC Robinson R-22	1514	1514
G-UKLE Boeing 737	1530	1652	G-HIEL Robinson R-22	1657	1657
G-JEAA Friendship	1734	1817	G-BLCM TB9 Tampico	1755	1838
EI-CFD SAAB 340	1915	2044	G-LOGR Jetstream	1955	2030
G-BMIG Cessna 172N	2009	2102	G-JEAG Friendship	n/s	2023 0709(5)
OO-DTK Brasilia	2029	2138			
5. EI-CFB SAAB 340	0831	0915	G-JEAG Friendship	0913	1030
EC-EIG DC9 83	0939	1103	G-BOYC Robinson R-22	1039	1039
G-RUIA Cessna F172M	1043	1132	G-HIEL Robinson R-22	1048	1048
LZ-BTU Tu-154	1049	1139	G-BOYC Robinson R-22	1153	1153
G-ATRR Cherokee 140	1247	1325	G-BOYC Robinson R-22	1352	1352
G-TYPZ Cessna 310R	1358	1622	G-HIEL Robinson R-22	1419	1419

LEEDS/BRADFORD MOVEMENTS (Contd)

		ATA	ATD			ATA	ATD
5.	G-BDSL Cessna F150H	1437	1515	G-HIEL Robinson R-22		1524	1524
	G-DIVA Cessna 1172K n/s	1602	0909(6)	G-BOYC Robinson R-22		1642	1642
	G-BCWA BAC 1-11	1719	1825	EC-EIG DC9 83		1728	1832
	G-HIEL Robinson R-22	1848	1848	EI-CFC SAAB 340		1920	2040
	G-JEAA Friendship n/s	0931	0849(6)	G-PLAX Twin Squirrel		2053	2119
6.	EI-CFA SAAB 340	0832	0915	G-BMOF Cessna U206G		0934	1048
	G-BOYC Robinson R-22	1028	1028	G-BBXH Cessna FRI72F		1100	1152
	G-HIEL Robinson R-22	1113	1113	G-SACU Cadet		1235	
	G-BEAC Seneca	1248	1510	G-BOYC Robinson R-22		1314	1314
	G-BNYP Cessna 152	1319	1404	G-BJYD Cessna F152		1331	1402
	G-HIEL Robinson R-22	1341	1341	G-BOYC Robinson R-22		1447	1447
	G-HIEL Robinson R-22	1506	1506	G-BSPG Seneca		1542	1616
	G-AWWX BAC 1-11	1609	1701	163840 Beech UC-12M		1623	1639
	G-BMSW Cessna T210H	1653	1722	G-JEAA Friendship		1745	
	G-BOYC Robinson R-22	1806	1806	LZ-BTR Tu-154		1827	2006
	G-HIEL Robinson R-22	1829	1829	EI-CFC SAAB 340		1949	2053
	OO-MTD Brasilia	2003		G-BPBM Warrior II		2019	
	G-JEAA Friendship n/s	2023	0703(7)				
7.	G-WACK Short 360	0819	0844	EI-CFB SAAB 340		0838	0917
	OO-MTD Brasilia	0905	0924	G-JEAA Friendship		0930	1005
	G-BGLW Seneca	1017	1407	G-SACU Cadet		1129	
	G-BNJR Turbo Arrow	1232	1438	G-LOGP Jetstream		1502	1531
	163840 Beech UC-12M	1558	1627	G-JEAG Friendship		1742	1822
	G-BLGB Short 360	1809	1845	G-FISH Cessna 310R	n/s	1813	0722(8)
	EI-CFA SAAB 340	1923	2042	G-JEAG Friendship	n/s	2033	0711(8)
	OO-DTK Brasilia	2059	2127				
8.	G-EMLC Short 360	0811	0838	EI-CFD SAAB 340		0835	0916
	G-JLRW Duchess	0859	0914	OO-DTK Brasilia		0925	0952
	G-BAVZ Aztec	1001	1602	G-JEAB Friendship		1031	
	G-ATXD Twin Comanche	1356	1658	G-BJCT Boeing 737		1405	1531
	G-UKLC Boeing 737	1413	1547	G-BOBN Cessna 310R		1444	1550
	G-LOGU Jetstream	1514		G-JLRW Duchess	n/s	1521	1632(9)
	F-GJGB Falcon 10	1554	1618	G-RICO King Air 200		1616	1624
	VR-CSH King Air 350	1725	1732	G-JEAB Friendship		1737	1816
	G-BLGB Short 360	1803	1838	EI-CFB SAAB 340		1934	2049
	OO-DTJ Brasilia	2044	2108	G-JEAB Friendship	n/s	2053	0703(9)
9.	OO-DTJ Brasilia	0848	0917	F-CERN King Air C90		0900	1723
	G-JEAB Friendship	1013		OO-DTL Brasilia	DIV	1026	
	G-BIUV HS.748 2A	1214		G-LOGP Jetstream		1456	1532
	G-BNYP Archer n/s	1531	1544(10)	OO-DTJ Brasilia	DIV	1619	1935
	G-BMNF King Air 200	1637	2145	G-TREN Boeing 737	DIV	1740	1844
	G-JEAB Friendship	1746	1822	G-BLGB Short 360		1807	1836
	N425HS Cessna 425 n/s	1850	1902(10)	G-FISH Cessna 310R	n/s	1929	
	EI-CFD SAAB 340	1934	2047	OO-DTH Brasilia		1959	2030
	G-JEAB Friendship n/s	2044	0710(10)	G-ELDI DC9	DIV	2245	2245
	G-BLFJ Friendship DIV	2249					
10.	OO-DTH Brasilia	0958	1031	OO-MTD Brasilia	DIV	1015	1232
	G-BKMN Bae 146 DIV	1018	1058	G-JEAB Friendship		1035	1108
	G-BOYC Robinson R-22	1042	1042	G-BOYC Robinson R-22		1130	1130
	G-GNXC Boeing 757	1210	1418	G-LJET Lear Jet 35		1233	1244
	G-BHHU Short 330	1325		G-AXDM Bae 125		1409	1647

LEEDS/BRADFORD NOVELLETS (Contd.)

	ATA	ATD		ATA	ATD
10. G-LOGP Jetstream	1457	1533	G-BHHU Short 330	1721	
G-BPLA Boeing 737	DIV 1728	1759	G-JEAB Friendship	1740	1822
G-WACK Short 360	1819	1847	G-JLRW Duchess	n/s 1822	
EI-CFD SAAB 340	1930	2049	OO-DTG Brasilia	2008	2047
G-JEAB Friendship	n/s 2035	0745(11)	G-BHHU Short 330	2052	
11. G-WPLC King Air 200	1105	1158	G-BJXJ Boeing 737	1212	1522
G-BOYC Robinson R-22	1314	1314	9H-ABF Boeing 737	1314	1422
G-HIEL Robinson R-22	1432	1432	G-UKLE Boeing 737	1445	1536
G-UKLF Boeing 737	1455	1559	G-LOGP Jetstream	1504	1538
G-HIEL Robinson R-22	1614	1614	G-BIUV HS, 748 2A	1646	1657
G-FRST Seminole	1652	1722	G-JEAA Friendship	1757	1832
G-JHAN King Air 200	n/s 1822	1126(12)	G-BMAR Short 360	1828	1855
EI-CFA SAAB 340	1948	2047	G-ODNP Cessna 310R	n/s 1957	
G-JEAA Friendship	n/s 2050	0703(12)	OO-DTL Brasilia	2106	2140
12. LZ-BTU Tu-154	0816	0906	D-IEFB King Air 200	1235	1656
G-BKMN BAE 146	1702	1756	EI-CFB SAAB 340	1920	2037
EC-EJQ DC9 83	1944	2052	G-JEAA Friendship	n/s 2010	0921(13)
13. G-BOYC Robinson R-22	1238	1238	G-BOYC Robinson R-22	1325	1325
G-BCXR BAC 1-11	1502	1647	LZ-BTS Tu-154	1634	1841
G-JEAA Friendship	1813	1845	EI-CFD SAAB 340	1919	2038
OO-DTH Brasilia	1957	2029	G-JHAN King Air 200	n/s 2001	1052(14)
G-WPLC King Air 200	2045	2108	G-JEAA Friendship	n/s 2059	0705(14)
14. G-BMAR Short 360	0803	0838	EI-CFD SAAB 340	0836	0919
G-TONI Cessna 421C	0902	1004	G-JEAA Friendship	0920	
G-LOGT Jetstream	1452	1536	G-OJCW Lance II	n/s 1552	
G-JEAB Friendship	1740	1819	G-WACK Short 360	1800	1834
EI-CFC SAAB 340	1927	2045	OO-MTD Brasilia	1950	2025
G-JEAB Friendship	n/s 2138	0707(15)			
15. G-WACK Short 360	0801	0842	EI-CFD SAAB 340	0831	0919
F-CBTI Falcon 10	0840		OO-MTD Brasilia	0848	0914
G-JEAB Friendship	0913	1001	G-BIPV AA5B Tiger	0918	1820
F-GHYV King Air 200	1004	1747	HB-VFS Lear Jet 36A	1045	1636
G-BYSE Jetranger	1123		G-ROWS Warrior	1130	1636(18)
G-HIEL Robinson R-22	1342	1342	G-TKPZ Cessna 310R	1405	
G-BAZH Boeing 737	1411	1531	G-UKLC Boeing 737	1444	1549
G-LOGU Jetstream	1452	1533	G-SHUG Turbo Arrow III	1459	1612
G-HIEL Robinson R-22	1735	1735	G-JEAB Friendship	1741	1815
G-BMX Short 360	1809	1847	G-JLRW Duchess	n/s 1920	1543(16)
EI-CFB SAAB 340	1922	2044	OO-DTK Brasilia	1951	2031
G-JEAB Friendship	n/s 2021	0715(16)	G-BGEK Tomahawk	2026	2152
16. G-BMHX Short 360	0807	0836	EI-CFA SAAB 340	0828	0921
OO-DTK Brasilia	0919	1036	G-JEAB Friendship	0935	1004
G-BTFX Jetranger	1406		G-LOGU Jetstream	1453	1533
G-JEAB Friendship	1805	1850	G-BTIS Twin Squirrel	1829	1939
EI-CFD SAAB 340	1921	2042	G-ODNP Cessna 310R	n/s 1928	0659(17)
G-BMAR Short 360	2031	2131	OO-DTG Brasilia	2129	2204
G-JEAB Friendship	n/s 2216	0708(17)			
17. G-BMAR Short 360	0801	0838	EI-CFD SAAB 340	0829	0918
OO-DTL Brasilia	0843	0915	G-JEAB Friendship	0925	1004
G-WROX Navajo 350	1238	1556	G-LOGT Jetstream	1452	1537

LEEDS/BRADFORD LOWESTS (Contd.)

	ATA	ATD		ATA	ATD
17.G-BWMP Rockwell 695A	1530	1551	G-BMLC Short 360	1805	1843
G-JEAB Friendship	1811	1847	EI-CFC SAAB 340	1925	2039
OO-DTJ Brasilia	2046	2115	G-JEAB Friendship	n/s	2104 0714(18)
18.G-BLGB Short 360	0758	0840	EI-CFA SAAB 340	0828	0912
OO-LFA Lear Jet 24D	0850	1602	G-JEAB Friendship	0916	1003
OO-DTJ Brasilia	0931	0958	G-PACE Robin R.1180T	1036	1512
G-ROUS Seneca	1053	1633	G-HVRS Robinson R-22	1113	1113
G-PICS Cessna 182F	1113	1505	G-AVGI Cherokee 140	1124	
G-BHWE Boeing 737	1223	1438	9H-ABF Boeing 737	1332	1416
G-HVRS Robinson R-22	1401	1401	G-UKLF Boeing 737	1422	1543
G-UKLF Boeing 737	1432	1546	G-LOGT Jetstream	1502	1536
G-TKPZ Cessna 310R	1508	1550	G-HVRS Robinson R-22	1539	1539
G-CALL Aztec	1554	1649	G-JEAB Friendship	1746	1814
G-HVRS Robinson R-22	1751	1751	G-BLGB Short 360	1801	1838
G-ODNP Cessna 310R	n/s	1847	EI-CFC SAAB 340	1920	2038
OO-MTD Brasilia	2006	2034	G-JEAB Friendship	n/s	2021 0713(19)
19.EI-CFC SAAB 340	0846	0922	G-JEAB Friendship	0917	
EC-EPL DC9 83	1000		G-HVRS Robinson R-22	1118	1118
G-OGJS Puffer Cozy	1329	1436	G-HVRS Robinson R-22	1404	1404
G-BOAC Concorde	n/s	1409	G-BOYC Robinson R-22	1427	1427
G-HVRS Robinson R-22	1500	1500	G-CHEM Seneca	1505	1602
EC-EPL DC9 83	1653	1755	G-BKMN Bae 146	1658	1746
G-OGJS Puffer Cozy	n/s	1704 1730(20)	G-HVRS Robinson R-22	1757	1757
G-BOYC Robinson R-22	1811	1811	EI-CFB SAAB 340	1921	2041
G-JEAB Friendship	n/s	2002 0915(20)			
20.EI-CFD SAAB 340	0826	0908	G-BOYC Robinson R-22	1008	1008
G-HVRS Robinson R-22	1028	1028	G-BGEK Tomahawk	1100	1203
G-SACT Cadet	1207	1330	G-BJYD Cessna F152	1221	1258
G-BOYC Robinson R-22	1242	1242	G-TKPZ Cessna 310R	1251	1434
G-HVRS Robinson R-22	1253	1253	G-AWAJ Baron	1314	
G-EPRT Super Emerald	1320	1359	G-AYNF Cherokee 140C	1328	1423
G-BOYC Robinson R-22	1400	1400	G-BRPF Cessna 120	1424	1632
G-EDAT BAC 1-11	1534		G-BFFE Cessna 152	1539	1608
G-BGZW Tomahawk	1613	1728	G-BOYC Robinson R-22	1712	1712
G-WBPR Bae 125	1716	1935	G-JEAD Friendship	1759	1831
EI-CFB SAAB 340	1925	2043	OO-MTD Brasilia	1949	2029
G-JEAD Friendship	n/s	2039 0708(21)			
21.G-TKPZ Cessna 310R	0809		G-BLGB Short 360	0811	0843
EI-CFD SAAB 340	0856	0932	OO-DTF Brasilia	0858	0924
G-JEAD Friendship	1005		G-BOYC Robinson R-22	1024	1024
G-BGGI Tomahawk	1204	1542	G-AYMO Aztec	1215	1708
G-AVXJ HS.743	1355	1700	G-BDGM Warrior	1413	
G-BHIN Cessna 152	1442		G-LOGV Jetstream	1449	1538
G-BNME Cessna 152	1617	1657	G-BOYC Robinson R-22	1729	1729
G-JEAD Friendship	1750	1824	G-BMLC Short 360	1757	1840
G-WSFT Aztec	1859	1940	G-BLNJ BN2 Islander	1921	1948
EI-CFC SAAB 340	1925	2042	OO-DTL Brasilia	2003	2035
G-JEAD Friendship	n/s	2030 0712(22)			
22.G-BMAR Short 360	0803	0839	EI-CFA SAAB 340	0834	0926
OO-DTL Brasilia	0859	0941	G-JLRW Duchess	0917	0934

LEEDS/BRADFORD PROV. JETTS (Contd.)

		ATA	ATD			ATA	ATD
22.	PH-KJB Jetstream	DIV	0922 1211	G-JEAD Friendship		0925	
	G-NROA Boeing 727	DIV	0936 1258	D-CAPO Lear Jet 35A	DIV	0947	
	G-OABI Cessna 421A		1006 1815	G-BTPG Bae ATP	DIV	1038	
	G-BTPA Bae ATP	DIV	1041	G-LOGU Jetstream	DIV	1043	
	G-TCTC Arrow IV		1053	G-BTPC Bae ATP	DIV	1056	
	G-HDSL Cessna F150M		1204 1501	G-HVRS Robinson R-22		1216 1216	
	G-BAEU Cessna F150L	n/s	1220 1247(23)	G-PSDO Cessna 152		1249	
	G-BHIN Cessna 152		1304	G-JLRW Duchess	n/s	1350 1546	
	G-BEHU Seneca		1418	G-UKLC Boeing 737		1435 1539	
	G-BAZH Boeing 737		1446 1610	G-LOGV Jetstream		1452 1533	
	G-PASY BN2 Islander	n/s	1634 1634(23)	VR-CCT King Air 90	n/s	1735 1706(23)	
	G-JEAD Friendship		1741	G-BMLC Short 360		1800 1844	
	G-HVRS Robinson R-22		1803 1803	EI-CFB SAAB 340		1923 2039	
	OO-DTJ Brasilia		2007 2051	G-JEAD Friendship	n/s	2026 0714(23)	
23.	EI-CFD SAAB 340		0839 0920	OO-DTK Brasilia		0847 0917	
	EI-CDO BAC 1-11		0915 1829	G-JEAD Friendship		0923 1001	
	G-BGHP Duchess		0935 1323	G-BMLC Short 360		0938 1008	
	EI-BYN Citation II		1027 1713	G-AZFI Arrow 200B		1501 1531	
	G-LOGR Jetstream		1647 1721	G-JEAD Friendship		1748 1824	
	G-BMLC Short 360		1804 1837	EI-CFC SAAB 340		1927 2047	
	G-BRFX Archer II		1932 2009	G-JEAD Friendship	n/s	2027 0722(24)	
	OO-DTJ Brasilia		2056 2133				
24.	G-WACK Short 360		0805 0837	EI-CFD SAAB 340		0842 0923	
	OO-DTJ Brasilia		0856 0925	G-OWNR King Air 200		0929 1800	
	G-JEAD Friendship		0931 1002	G-HVRS Robinson R-22		1038 1038	
	G-PASY BN2 Islander		1138	G-HVRS Robinson R-22		1408 1408	
	G-SMJJ Cessna 414A		1443 1531	F-CELT Falcon 100		1452	
	G-LOGP Jetstream		1502 1534	G-BOYC Robinson R-22		1621 1621	
	VR-CSH King Air 350	n/s	1712 1752(25)	G-JEAD Friendship		1742 1815	
	G-HVRS Robinson R-22		1745 1745	G-BOYC Robinson R-22		1758 1758	
	G-BMAR Short 360		1759 1840	EI-CFC SAAB 340		1929 2045	
	OO-DTG Brasilia		2010 2047	G-JEAD Friendship	n/s	2029 0706(25)	
25.	EI-CFB SAAB 340		0838 0919	G-BRHA Lance II		0841 1627	
	OO-DTH Brasilia		0853 0921	G-BMHX Short 360		0909 0935	
	G-JEAD Friendship		0924 1001	G-FOOD King Air 200		1146 1730	
	G-BHWE Boeing 737		1220 1411	G-BBPX Seneca	n/s	1304	
	9H-ABC Boeing 737		1319 1420	G-BOYC Robinson R-22		1320 1320	
	G-UKLF Boeing 737		1417 1539	G-UKLF Boeing 737		1435 1546	
	G-LOGR Jetstream		1457 1544	G-BBKA Cessna F150L		1549 1634	
	G-BTNV Warrior II	n/s	1552 1354(26)	G-BOYC Robinson R-22		1651 1651	
	G-JEAD Friendship		1745 1829	G-BMHX Short 360		1816 1849	
	G-ODNP Cessna 310R	n/s	1850 0711(29)	EI-CFA SAAB 340		1926 2038	
	OO-DTL Brasilia		2010 2052	G-JEAD Friendship	n/s	2041 0714(26)	
26.	G-JEAD Friendship		0951	EC-ESJ DC9 83		1612 1710	
	G-BKMN Bae 146		1646 1750	EI-CFD SAAB 340		1917 2038	
	G-JEAD Friendship	n/s	1936 0849(27)				
27.	G-HVRS Robinson R-22		1114 1114	G-TAPE Aztec		1132 1444	
	G-HVRS Robinson R-22		1215 1215	G-BHNM Seminole		1234 1312	
	G-OCAN Cessna 340	n/s	1324 1524(29)	G-BTNV Warrior II		1405 1433	
	G-HVRS Robinson R-22		1406 1406	G-BOYC Robinson R-22		1420 1420	
	G-BAML Jetranger		1444 1509	G-HVRS Robinson R-22		1651 1651	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
27.G-BOYC Robinson R-22	1655	1655	G-JEAD Friendship	1733	1823
OO-DTG Brasilia	1844	1925	EI-CFC SAAB 340	1938	2013
G-BFVG Archer II	1949	2020	G-JEAD Friendship	n/s	2040 0711(28)
28.OO-DTL Brasilia	0740	0816	D-IAQA Cheyenne II-XL	0807	
G-BMLC Short 360	0815	0843	G-BWMP Rockwell 695A	0849	0911
EI-CFC SAAB 340	0916	0947	G-BAML Jetranger	0921	0956
G-JEAD Friendship	0928	1003	ZE382 Lynx	0941	0943
G-JVMR P68B Victor	1136		G-SMJJ Cessna 414A	1315	1437
G-JEAD Friendship	1801	1839			
29.OO-DTL Brasilia	0751	0838	G-WACK Short 360	0818	0848
G-BRHA Lance II	0822	1823	PH-IDA Navaajo	0904	1648
G-JLRW Duchess	0914	1808	EI-CFC SAAB 340	0929	0953
G-BAML Jetranger	0933		G-BOYC Robinson R-22	1004	
G-JEAI Friendship	1047		G-BHYE Seneca	1357	
G-UKLC Boeing 737	1413	1522	G-HHWE F33C Bonanza	1435	1833
G-LOGU Jetstream	1455	1536	G-BAML Jetranger	1515	1537
G-JEAD Friendship	1749	1826	G-WACK Short 360	1822	1850
OO-DTK Brasilia	1907	1935	EI-CFC SAAB 340	1933	2014
G-JEAD Friendship	n/s	2046 0702(30)			
30.OO-DTK Brasilia	0731	0813	G-BMLC Short 360	0812	0848
G-BDGM Warrior	0831		G-BLKY Baron	0901	1817
EI-CFD SAAB 340	0902	0939	G-JEAD Friendship	0924	0957
G-HIEL Robinson R-22	0955	0955	G-BTAB Bae 125	1006	1749
G-BNKF Jetranger	1124		G-OAUS Sikorsky S76	1150	
G-ASHK Cherokee 180	1209		G-HIEL Robinson R-22	1240	1240
G-BAML Jetranger	1313		G-HVRS Robinson R-22	1400	1400
G-LOGP Jetstream	1458	1533	G-HVRS Robinson R-22	1713	1713
G-JEAD Friendship	1751	1829	G-BMHX Short 360	1818	1848
OO-DTL Brasilia	1853	1947	XV219 Hercules	1904	1952
G-TMMC Twin Squirrel	1906	1945	EI-CFD SAAB 340	1932	2007
G-DBII Citation V	n/s	1939 0911(31)	G-ODNP Cessna 310R	n/s	2022 0717(31)
G-JEAD Friendship	n/s	2033 0706(31)			
31.OO-DTL Brasilia	0808	0827	G-BMLC Short 360	0817	0844
EI-CFC SAAB 340	0910	0937	G-JEAD Friendship	0929	1000
F-GHOA King Air 200	1022	1642	G-BOUM Seneca	1136	
G-UKLD Boeing 737	DIV	1419 1836	G-LOGU Jetstream	1503	
G-ODNP Cessna 310R	1635		N900SJ Falcon 900	n/s	1651 1315(3)
G-JEAD Friendship	1752		G-BMLC Short 360	1829	1904
OO-DTG Brasilia	1911	1943	EI-CFB SAAB 340	1925	2010
G-HAMA King Air 200	2008	2255	G-JEAD Friendship	n/s	2044

From & To:- SE-IDI/Kronoberg; 2.EI-BUF/Abbeyshrule, PH-TUR/Lelystad; 3.NL27GP/New castle to Luton; 6.163840/Mildenhall; 7.163840/Mildenhall; 8.F-GJGB/Aldergrove, VR-CSH/Blackbushe; 9.F-GERM/Bourges, N425HS/F & T Antwerp; 12.D-IEFB/Ringway; 15.F-GHTI/Toulouse, F-GHYV/Lille, HB-VFS/Zurich to Geneva; 18.OO-LFA/Connaught to Brussels; 22.PH-KJR/F & T Eindhoven, D-CAPO/Munchen, VR-CGT/Ringway; 23.EI-CDO/Dublin, EI-BYN/Weston; 24.F-CELT/Le Bourget, VR-CSH/Blackbushe; 28.D-IAQA/Eindhoven, ZE382/Topcliffe; 29.PH-IDA/F & T Eindhoven; 30.XV219/Gutersloh to Lyneham; 31.F-GHOA/F & T Le Bourget, N900SJ/Hatfield to Teterboro.

LEEDS/BRADFORD FOWN NEWS (Contd.)OVERSHOTS:-

1.XX513/TOF97; 2.C-... ???/5GJ19 (Agusta 109 RAF); 7.XX492/FYY72; 9.XS710/FYY35, XX492/FYY71; 10.XZ275/Army361; 11.XW370/LOP95, XX491/FYY71, XW320/LOP12; 14.XW299/LOP92, XW432/LOP91, XX491/FYY75; 15.XX492/FYY??; 19.G-TKP2; 20.G-BMAL; 22.XM378/LOP15, XX495/FYY71, XW436/LOP95, XW359/LOP97, XV207/Exam 07, XM378/LOP10, XW354/LOP??, XN552/LOP??, XW430/LOP??; 23.XS726/FYY37, XX538/TOF965; 25.XX523/TOF18, XS738/FYY41, G-TCPB; 29.XV219/Ascot761; 31.G-TCTC.

LBA MOVEMENTS REVIEW - OCTOBER 1991

Not an inspiring month for foreigners, on the 1st we had Cheyenne SE-IDM and on the 2nd there was the Dutch Navajo PH-TUR and Cessna 210 EI-BUF from its base at Abbeyshrule. Cheyenne XL27GP on the 3rd is registered to Motor Sport Aviation Inc. and it night stopped. King Air 350 VR-CSH on the 8th is of course UK based and the same day saw Falcon 10 F-GJGE of Chaillotine Air Services using callsign "CIS 501", this is c/n 47 and was registered on 19/04/91 ex N79PB. On the 9th the King Air C90 F-GERN was using callsign "Proteus 323-333" and Cessna 425 N425HS, which is registered to Scholfield-Hatchett Inc, was operating for Travail. The same day found Newcastle closed due to fog and Sabena operated Brasilias OO-DTL and OO-DTJ through LBA as "Sabena 671-2" and "Sabena 673-4" respectively. It was still bad at Newcastle on the 10th and we had Brasilia OO-MTD operating "Sabena 671-2" in the morning. Visiting on the 12th was King Air 200 D-IEFB. King Air 200 F-GHYV on the 15th was booked in to Flandre Air and used callsign "FRI 700" whilst the Executive Jet Aviation Lear Jet 36A ED-VMS called itself "Executive 718" on an ambulance flight from Zurich to Geneva, Falcon 10 F-GMTI was content to fly on his registration. Lear Jet 24D OO-LFA on the 18th is one of the Abelag fleet of aircraft. The 22nd found us taking diversions from Manchester, the only foreigners amongst them were the Phoenix Air Lear Jet 35A D-CAPO and a new airline, Business Air, with the Jetstream PH-KJE. The Jetstream was calling what sounded like "Multi 600-1". Also visiting on the 22nd was the Guernsey based King Air C90 VR-CCT which is ex G-BKPY and this night stopped. A couple of Irish visitors on the 23rd were the BAC 1-11 EI-CDO of Ryanair which was "Ryanair 4838" and replaced an ATR42 and the Citation II EI-BYN of GPA. Back again on the 24th for a night stop was the King Air 350 VR-CSH, and also noted was the Falcon 100 F-GEIS. On the 28th D-IAQA was a Cheyenne and the following day Navajo PH-IDA was "Tulip 4B-4C. King Air F-GHOA on the 31st is registered to Ste Soder Bail and it used callsign "AEN 957", arriving for an extended stay on the same day was the Falcon 900 N900SJ of SRB Holdings Inc which was however entered in the log as Richardson Aviation; it departed to Teterboro on November 3rd. Not much on the military side, the star must have been the Beech UC-12M 163840 of the US Navy on the 6th as "Navy 8G025" and on the 7th as "Navy 8G027". Then there was a big gap until the Lynx ZE362 as "Army 543" on the 28th. Finally we had Hercules XV219 as "Ascot 5877" on the 30th. Concorde was back again on the 19th and 20th in the shape of G-BOAC. Making what is believed to be a first visit of type on the 20th was the Cessna 120 G-BNPF of Air Yorkshire member Dave Sharp; nice one Dave.

LEEDS/BRADFORD AIRLINE NEWS - OCTOBER 1991INBOUND DIVERSIONS

09 SAB671	BRU	NCL	CC-DTL	EL20	BRU	SAB-TL
09 SAB673	BRU	NCL	CC-DTJ	EL20	BRU	SAB674
09 DAN4349	PFO	NCL	C-TREN	B734	NCL	DAN4349
09 BMA340	LHR	MME	C-MEDI	DC9	MME	BMA9643/10

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

09	UKA789	AMS	NCL	G-BLFJ	FK27	AMS	UKA784/10
10	SAB671	BRU	NCL	OO-ITD	EL20	BRU	SAB672Q
10	DAN102	LGW	NCL	G-BEJN	BA46	NME	DAN102
10	BAL256B	KGS	MAN	G-TIA	B737	MAN	BAL256B
22	ATQ600	EIN	MAN	TH-KJB	BA31	EIN	ATQ601
22	DAN2963	IZM	MAN	G-BROA	B727	MAN	DAN890A
22	BAW731L	GLA	MAN	G-BTPG	BATP	GLA	BAW8992
22	BAW283N	BFS	MAN	G-BTPA	BATP	MAN	BAW8994
22	LOG582	LDY	MAN	G-LOGU	BA31	MAN	LOG582
22	BAW5781	ABZ	MAN	G-BTPC	BATP	ABZ	BAW8993
31	UKL2036	FAO	MAN	G-BEED	B734	MAN	UKL0044
31	UKA621	ABZ	IRVY	G-BEY	FK27	NWI	UKA621
31	UKA629	ABZ	IRVY	G-BEY	FK27	ABZ	UKA624
31	UKA839	AMS	IRVY	G-BLFJ	FK27	AMS	UKA840

First visits were made by Dan-Air Boeing 737-400 G-TREN DAN4349 09th, BASE Business Airlines Jetstream 31 PH-KJB ATQ600 22nd, and British Airways ATP G-BTPA BAW283N 22nd.

REGULAR FLIGHTS

AMC571	MLA	04/9H-ABC	11/9H-ABF	18/9H-ABF	26/9H-ABC	
BAL198A	ALC	01/G-BJCT	08/G-BJCT	15/G-BAZH	22/G-BAZH	29/G-BHWF
BAL222A	GRO	04/G-BHWF	11/G-BJXJ	18/G-BHWE	25/G-BHWE	
DAN383	JER	06/G-AMHX	13/G-BCXR	20/G-BDAT		
DAN387	JER	05/G-BCUA	12/G-BKMN	19/G-BKMN	26/G-BKMN	
LAZ7926	BOJ	06/LZ-BTR	13/LZ-BTS			
LAZ7958	VAR	05/LZ-BTU	12/LZ-BTU			
NXA417	YYZ	03/G-GKXC	10/G-GKXC			
SPP366	PMI	05/EC-EIG	12/EC-EJQ	19/EC-EPL	26/EC-ESJ	
SPP368	IBZ	05/EC-EIG	12/DivMAN	19/EC-EPL	26/DivEMA	
UKL2015	AGP	04/G-UKLE	11/G-UKLE	18/G-UKLE	25/G-UKLE	
UKL2303	PMI	04/G-UKLF	11/G-UKLF	18/G-UKLF	25/G-UKLF	
UKL2321	PMI	01/G-UKLF	08/G-UKLC	15/G-UKLC	22/G-UKLC	29/G-UKLC

OTHER FLIGHTS

03	EI-FKB	FK50	RRR362/363	f/t Dublin	Lieu SF34
04	G-LOGR	BA31	LOG297/298	f/t Glasgow	Lieu SH36
07	G-LOGP	BA31	LOG295/296	f/t Glasgow	First visit
09	G-BIUV	HS74	DAN6360	London Gatwick-Brussels	Pax charter
10	G-BHHU	SH33	UKA601P/701	Cardiff-Belfast Intl	Lieu UKA SH36
10	G-BHHU	SH33	UKA700/707	f/t Belfast Intl	Lieu UKA SH36
10	G-BHHU	SH33	UKA705/706P	Belfast Intl-Cardiff	Lieu UKA SH36
11	G-BIUV	HS74	DAN6361	Brussels-London Gatwick	Pax charter
19	G-BOAC	CONC	BAW9002C/9003C	London Heathrow-Local	Pax charter
19	G-BOAC	CONC	BAW9003C/9004C	f/t Local n/s	Pax charter
20	G-BOAC	CONC	BAW9004C/9005C	f/t Local	Pax charter
20	G-BOAC	CONC	BAW9005C/9006C	Local-London Heathrow	Pax charter
21	G-LOGV	BA31	LOG295/296	f/t Glasgow	First visit
21	G-AVXJ	HS74	-	f/t London Stansted	Calibration
23	EI-CDO	BALL	RYR483C/4839	f/t Dublin	First visit
30	XV219	C130	RRR5877	Gutersloh-Lyneham	Trooping

LEEDS BRADFORD AIRPORT - WINTER 1991/1992 SCHEDULE

DAYS	ARR	DEP	FROM/TO	FLT No	A/C	REMARKS
MoTuWeThFr....	0655	0655	London Heathrow	BD411	733	
.....Sa..	0655	0655	London Heathrow	BD411	DC9	
MoTuWeThFr....	0700	0700	Amsterdam	UK860	F27	
MoTuWeThFrSa..	0700	0700	Paris CDG	UK720	F27	
MoTuWeThFr....	0700	0700	Belfast City	JY730	F27	
MoTuWeThFr....	0700	0700	Belfast International	UK691	SH6	
MoTuWeThFr....	0700	0700	Edinburgh	UK606	SH6	
.....Sa..	0710	0710	Lyon	BY343A	737	From 21Dec
.....Th.....	0715	0715	Malaga	BY208A	737	
.....Su	0720	0720	London Heathrow	BD411	DC9	
.....Su	0720	0720	Malaga	BY144A	737	
MoTuWeThFr....	0740	0740	Brussels	SN697	EM2	
.....Sa..	0800	0800	Amsterdam	UK862	F27	
.....Sa..	0800	0800	Belfast City	JY732	F27	
.....Sa..	0800	0800	Belfast International	UK693	SH6	
MoTuWeThFr....	0810	0810	Glasgow	LC291	SH6	
MoTuWeThFr....	0815	0815	Brussels	SN698	EM2	
Mo.....	0815	0815	Las Palmas	BY096A	737	
MoTuWeThFr....	0835	0835	Glasgow	LC292	SH6	
.....Fr....	0850	0850	Tenerife	BY128A	737	
MoTuWeThFrSa..	0905	0905	Dublin	EI362	SF3	
..Tu.....	0905	0905	Tenerife	BY019A	737	
MoTuWeThFr....	0925	0925	Belfast City	JY731	F27	
MoTuWeThFrSa..	0925	0925	Dublin	EI363	SF3	
.....Su	0930	0930	Amsterdam	UK864	F27	
MoTuWeThFr....	0935	0935	London Heathrow	BD412	733	
.....SaSu	0935	0935	London Heathrow	BD412	DC9	
MoTuWeThFr....	0940	0940	Amsterdam	UK861	F27	
MoTuWeThFr....	0945	0945	Edinburgh	UK607	SH6	
MoTuWeThFr....	0950	0950	Belfast City	JY734	F27	
MoTuWeThFr....	1005	1005	Belfast International	UK690	SH6	
MoTuWeThFr....	1005	1005	London Heathrow	BD413	733	
.....SaSu	1005	1005	London Heathrow	BD413	DC9	
MoTuWeThFr....	1005	1005	Amsterdam	UK866	F27	
.....Sa..	1025	1025	Belfast City	JY733	F27	
MoTuWeThFr..Su	1030	1030	Belfast International	UK695	SH6	
.....Sa..	1110	1110	Belfast International	UK692	SH6	
.....Sa..	1130	1130	Amsterdam	UK863	F27	
.....Sa..	1135	1135	Lyon	BY343B	737	From 21Dec
MoTuWeThFrSa..	1150	1150	Paris CDG	UK721	F27	
MoTuWeThFr....	1215	1215	Belfast City	JY735	F27	
MoTuWeThFr....	1220	1220	Paris CDG	UK724	F27	
MoTuWeThFr....	1235	1235	London Heathrow	BD414	733	
.....SaSu	1235	1235	London Heathrow	BD414	DC9	
MoTuWeThFr....	1305	1305	London Heathrow	BD415	733	
.....SaSu	1305	1305	London Heathrow	BD415	DC9	
MoTuWeThFr....	1315	1315	Amsterdam	UK867	F27	
Mo.....	1325	1325	Palma	BY030B	737	
.....Su	1330	1330	Amsterdam	UK869	F27	
.....Sa..	1345	1345	Innsbruck	UK973	146	From 21Dec
MoTuWeThFr....	1350	1350	Amsterdam	UK780	F27	
.....Sa..	1355	1355	Belfast International	UK697	SH6	
MoTuWeThFr..Su	1400	1400	Belfast International	UK696	SH6	
.....Th.....	1405	1405	Malaga	BY208B	737	
..Tu.....	1410	1410	Tenerife	ENJ3420	734	

LEEDS BRADFORD AIRPORT - WINTER 1991/1992 (Contd.)

DAYS	ARR	DEP	FROM/TO	FLT No	A/C	REMARKS
.....Su	1410	....	Malaga	HY144B	737	
.....Th	1415	....	Alicante	BY085B	737	To 28Nov & F 30Jan
MoTuWeThFr	1415	Edinburgh	UK620	SH6	
.....Sa	1420	Alicante	BY159A	737	
.....Sa	1420	Innsbruck	UK972	146	From 21Dec
MoTuWeThFr	1425	Belfast International	UK699	SH6	
Mo	1435	Palma	HY030A	737	
MoTuWeThFr	1505	Glasgow	LC295	J31	
.....Th	1505	Alicante	BY085A	737	To 28Nov & F 30Jan
.....Su	1505	Salzburg	HY239A	737	From 22Dec
..Tu	1510	Tenerife	ENJ3421	734	
MoTuWeThFr	1515	London Heathrow	BD416	733	
..Tu	1525	Malta	BY040B	737	
MoTuWeThFr..Su	1530	Belfast City	JY736	F27	
MoTuWeThFr	1530	Glasgow	LC296	J31	
.....Th	1530	Alicante	BY056A	733	
MoTuWeThFr	1555	London Heathrow	BD417	733	
MoTuWeThFr	1630	Paris CDG	UK725	F27	
..Tu	1635	Malta	BY040A	737	
MoTuWeThFr	1700	Edinburgh	UK631	SH6	
.....Sa	1705	Belfast International	UK698	SH6	
MoTuWeThFr..Su	1705	Paris CDG	UK730	F27	
MoTuWeThFr	1730	Amsterdam	UK871	F27	
MoTuWeThFr	1730	Belfast International	UK700	SH6	
.....Su	1730	Belfast International	UK703	SH6	
MoTuWeThFr..Su	1750	Edinburgh	UK630	SH6	
MoTuWeThFr..Su	1755	Belfast City	JY737	F27	
MoTuWeThFr	1755	Belfast International	UK705	SH6	
MoTuWeThFr..Su	1805	Amsterdam	UK872	F27	
MoTuWeThFr	1810	Glasgow	LC297	SH6	
Mo	1825	Las Palmas	BY096B	737	
MoTuWeThFr..Su	1820	Belfast City	JY738	F27	
MoTuWeThFr	1830	London Heathrow	BD418	733	
.....SaSu	1830	London Heathrow	BD418	DC9	
MoTuWeThFr	1835	Glasgow	LC298	SH6	
MoTuWeThFr..Su	1855	Brussels	SN699	EM2	
.....Fr	1900	Tenerife	BY128B	737	
MoTuWeThFr	1915	London Heathrow	BD419	733	
.....SaSu	1915	London Heathrow	BD419	DC9	
..Tu	1920	Tenerife	BY019B	737	
MoTuWeThFr..Su	1930	Brussels	SN700	EM2	
MoTuWeThFr..Su	1935	Dublin	EI368	SF3	
MoTuWeThFr..Su	1955	Dublin	EI369	SF3	
.....Su	2005	Salzburg	BY239B	737	From 22Dec
MoTuWeThFr..Su	2045	Belfast City	JY739	F27	
.....Sa	2045	Alicante	BY159B	737	
MoTuWeThFr..Su	2050	Edinburgh	UK647	SH6	
MoTuWeThFr	2100	Amsterdam	UK873	F27	
MoTuWeThFr	2100	Belfast International	UK706	SH6	
MoTuWeTh	.....Su	2130	London Heathrow	BD420	733	
.....FrSa	2130	London Heathrow	BD420	DC9	
.....Su	2140	Amsterdam	UK875	F27	
MoTuWeThFr..Su	2140	Paris CDG	UK731	F27	
.....Th	2155	Alicante	BY056B	737	

Su 2035

BFS

UK 704

SH6

HELICOPTER ACTIVITY - OCTOBER 1991

1. G-RNGR Jetranger	Pontefract Race Course F/T Wakefield then T LMA
3. G-RNGR Jetranger	Keighley F LBA T Barton
4. G-BPTR R-22B	Shelf F Blackpool T Gamston
G-RNGR Jetranger	Wakefield/Keighley/Barton
5. G-ORZZ R-22B	Penistone F/T Sherburn
G-BSEW Jetranger	Emley Moor F/T Sherburn
G-RAMI Jetranger	Crosland Moor F Gamston T Coney Park
G-PLAX T.Squirrel	Coney Park/York/Coney Park/Liverpool
6. G-DUGY Enstrom	Todmorden T/F Pool-in-Wharfedale
G-OCJK Hughes 500	Rawdon T EMA & Oxford
G-BTFX Jetranger	Crosland Moor F Swanton Morley T Coney Park
G-BSEW Jetranger	Gomersal F Doncaster T Sherburn
G-IDWR Hughes 500	Sherburn T Ripponden
9. G-IDWR Hughes 500	York Race Course T Ripponden
13.G-WYPA Bo.105	Coney Park F/T Carr Gate
18.G-ETIS T.Squirrel	York
G-TOTY R-22B	Crofton F Wakefield
20.G-DUGY Enstrom	Ilkley/Skipton/Pool/Collingham
G-BTFX Jetranger	Bolton Abbey T Coney Park
21.G-OJCB Jetranger	Doncaster T Dumfries
G-OFAS R-22B	Gamston T Edinburgh
23.G-LAXO A.109	Leeds (Vickers Factory) F/T Newcastle
27.G-SHUU Enstrom	Doncaster T Huddersfield
28.G-WIRE T.Squirrel	Fryston F Manchester
29.N109JD A.109	Wakefield F Humber-side T Leavesden
30.G-BPPC R-22B	Oxenhope F/T Blackpool
G-GRID T.Squirrel	Ferrybridge T Barton
G-BAML Jetranger	Garforth (Hilton) F/T Walton Wood

WOLD NEWTON - WILLY HOWE FARM - SEPTEMBER/OCTOBER MOVEMENTS 1991

22.G-AWUT Cessna F.150J	F/T Doncaster
27.G-BCIF PA-28 Cherokee 140	F/T East Midlands
30.G-BACJ Jodel D.120	F Bagby T Newcastle
3. G-SFTZ Slingsby T.67H	F/T Kirkbymoorside
4. G-BRPE Cessna 120	F/T Burton Constable
5. G-SACU PA-28 Cadet 161	F/T Sherburn
G-YORK Cessna F.172H	F/T Sherburn
6. G-AZBI Jodel D.150	F Humbleton T Hall Farm Leven
G-AYUH PA-28 Cherokee 180F	F/T Sherburn
G-BSPA Quickie Q.2	F/T Sturgate
G-BJZN Slingsby T.67A	F Burton Constable T Hall Farm Leven
G-AYYX MS.880B Rallye Club	F Wickenby T Marston Moor
G-BPFM Aerona 7AC Champion	F Bagby T Sherburn
G-AVPI Cessna F.172H	F/T Netherthorpe
G-AWUT Cessna F.150J	F/T Doncaster
G-BRMH Bell 206B Jetranger	F Doncaster, present all week, departed T Doncaster 11/10. Helicopter operated from farmyard rather than the airfield itself.
20.G-EKAO Jodel D.112	F/T Bagby
G-SACT PA-28 Cadet 161	F Brough T Sherburn
G-ASWL Cessna F.172F	F/T Bagby
21.G-BRPE Cessna 120	F/T Burton Constable
22.G-BPJD SOCATA Rallye 110ST	F/T Bagby
G-BSDS Boeing E.75 Stearman	F/T Bagby

AIRWAYS OCTOBER 1991Seen or heard in October:-

1. N55UK	LJ55	OTR	1930	390	POL	Hamburg - Belfast
4. N54GL	LJ35	POL	0929	390	TAL	To EDN
	N701QS	PGL	1710	350	TAL	
6. SAM60204	G-203	OTR	0945	430	DUB	
	N15AW	C500	POL	0947	MAR	
	N601WM	CL6	POL	1610	MAR	To Inverness
	JES 201	A310	OTR	1635	IOM	JesAir Sofia T JFK
	N500MM	POL	1701	410	MAR	
7. N141M	C650	POL	2125	410	MAR	
8. PH-LEM	F50	OTR	2118	390	WAL	
	N200PC	LJ55	DCS	2122	HON	
11. N42HP	LJ35	POL	2230	390	60/10	
12. N900MJ	F900	POL	1157	370	MAR	
13. N1901M	G4	DCS	1040	290	MCT	To Luton
15. N63LE	LJ35	POL	1840		MAR	To EDN
16. C-GBJA	CL6	POL	2205	350	58/10	
18. N900BR	G2	POL	1610	390	WICK	
	VR-BLT	F900	DCS	1625	MCT	
	N4CP	F50	POL	1650	MAR	
	N63LE	LJ35	POL	2050	59/10	
19. N1901M	G4	POL	1226	310	TAL	To EDN
20. PH-MCX	C550	GOLES	1345	370	BLUFA	
21. N500E	G3	POL	2240	450	PAM	
24. SE-DDG	LJ35	OTR	1825	390	BCN	To Bristol
25. F-BTML	F20	POL	2053	350	MAR	
26. N730TK	G2B	DCS	1425	270	MCT	
	N357H	DCS	1711	330	HON	
27. F-GGGT	C550	POL	1000		MAR	
30. N112CF	Sabre 65	POL	1900	310	60/10	

NEMS

JesAir, as seen above, are operating two A310 aircraft, LZ-JXA & LZ-JXB, on both North Atlantic flights and on charter work. LZ-JXB seen along UEL on 14th October as JES1505 into Dublin.

The Irish Air Corps Gulfstream 4, serial 251, is due to be delivered in December. Constructors number is 1159.

Air2000 continue to get new B757s. G-000U is a 2Y0 from GPA. G-000V and G-000W are ex Eastern, leased from GATX. These arrived at Luton on 4th & 23rd Oct. respectively. Airtours have three more MD83 for 1992 and are looking at long haul aircraft.

Manchester's American and Delta flights are regularly full and Delta are likely to operate Tristars and American MD11 on the AAL55 to Chicago.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into U.K. airports. Send lists in order, with a stamped self addressed envelope to:- S.Rigg, 16 Castle Road, Sandal, Wakefield. WF2 7LY.

Thanks as usual to David Mlam.

Radio Report

As there doesn't appear to be any new portables on the market at the moment it makes a nice change this month to go back to testing a base station. Overall, base stations don't appear to be as popular as the portable sets with only about approx a tenth of the overall airband radio sales. However, they do provide a useful service for at home/in the car and with the arrival of a couple of brand new Yupiteru MVT-8000s at Air Supply I thought I'd try one out.

TEST REPORT No. 7 - YUPITERU MVT-8000 - PRICE £299

Frequency Range 8 - 1300 MHz (no USB though so don't expect to receive short wave North Atlantic transmissions etc). 45mm High x 160mm Wide x 160mm Deep, Weight 330g. It comes supplied with a mains Adaptor, Car Cigarette Lighter Adaptor, Fused Wiring for direct contact to a car 12v DC supply, Mounting Bracket for Car, Telescopic Aerial (BNC connector) and a "Slightly Hybrid Instruction Manual". The highlighting of the instructions is due mainly to the fact that it is a 20 page booklet aimed at Yupiteru MVT-7000 owners and chunks of it (not all that should be) which don't apply to the MVT-8000 are crossed out by hand... It's true the functions/controls are operated the same as for the MVT-7000 but, it's a bit off-putting when the only illustrations inside the manual are of a portable set - surely, if you're paying £299 you deserve a bit better.

The set itself though is modern and stylish to look at with a sloping front and top, black casing and clear display. It has 200 memory channels which are stored in 10 banks of 20 and any number of these banks can be scanned at approx 15 channels per second. Delay of scan after a message is set at 2 seconds but can be adjusted to four seconds by activating the delay setting and channels can be omitted from scan by using the memory pass facility. Of the twenty operating buttons on the front of the set, 11 have 3 functions 5 have 2 functions and 4 have just one function so you can get an idea of the facilities available. In addition to the usual volume/squelch knob and key lock switch, there is also a tuning dial for changing of frequency/memory channel on the front and an attenuator switch at the rear. Even with all these facilities you should find the set up of memory channels/scan banks to be relatively easy and, with the use of the tuning dial, changing memorised frequencies is fairly quick. The only thing I wasn't too keen on here was the fact that the squelch control is a wider and lower dial placed around the volume knob which makes it harder to get that "exact setting" with compared to if the knob is separate, as on the MVT-7000. This you may think is a small point but for a set of this price I'm looking for the best of all worlds. One feature that particularly interested me was the "Non-modulation Pass" (AF Scan) which could be used if you were in scan or search mode and the receiver would only stop on a blank carrier for 3 seconds before carrying on to find a transmission. This saves a lot of operating time for the listener and can make monitoring frequency ranges you don't usually bother tuning into a lot less bother.

In operation I was immediately impressed with the MVT-8000 as when I set it to scan my local flyover frequencies (using approx 33% squelch) it gave me the controller on 134.25 MHz, something which my Air 7 couldn't achieve with no squelch... On other frequencies I couldn't detect superior sensitivity and would class it on those as exactly the same as the Air 7. The quality of transmission was on the whole very good with loud and clear signals but it did, on rare occasions, tend to give an annoying amount of background noise with the message. Although not as pronounced as some recent sets, it also suffers from that background noise problem when you're monitoring a frequency with no squelch. I did find though that I was happy to leave it monitoring a station with the background noise squelched and it gave me confidence that it would still pick up everything I wanted to hear. Maybe this is as a result of the 134.25 MHz example above but I did test it against the Air 7 on a number of other frequencies and there were only very rare occasions when the Air 7 picked up faint messages which the MVT didn't. The real proof of the pudding though was that after a couple of days I turned on the MVT, in preference to the Air 7, to monitor flyovers at home and in no way did I even think of trying another aerial etc to improve things.

On the whole then, the MVT-8000 is a very impressive base station for use mainly at home or in the car (with regard to permanent wiring to the car I wouldn't recommend it though as personally I'd go for a R-535 or second hand R-532 because of their larger control knobs and clearer display).

TEST REPORT No. 7 YUPITERU EMT-8000 (Contd.)

The set has good modern looks, wide frequency coverage, many features and impressive sensitivity. On the minus side it has a slight amount of background noise, a built in scan delay and the modern 2 or 3 button/dial etc to change memorised channels. From my wanting to use the EMT-8000 in preference to "my beloved Air 7" I can certainly recommend it. However, do bear in mind that it's primarily a base station and you're a bit restricted as to where you can use it i.e. not much good while you're sunbathing by the pool on the Emmantina roof etc.... But used at home, perhaps with a specialised roof aerial etc, it should give you all you could wish for. If a hand portable set came out with the EMT's features I think I'd find it hard to resist. As a final point this month it's nice to see a new monthly magazine about scanners called "Radio Active" appearing on the stands - let's hope this reflection of interest in our hobby also leads to developments in hardware and therefore my "ideal set" will not be too far away. Thanks to Andy and Mike of Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA Tel No (0532) 509581, for loaning the set to me for a week.

OUT & ABOUT

EMA - 23/9/91:- G-EXXI/EMJT/EMFI B.Ae.146's, LZ-MIR Tu-154 (Varna), G-BMFA Gulf 1 & G-BFLL HS.748 (Aberdeen A/W).

Luton - 23/9/91:- OO-D'D Cv.580 (EAT), OO-EEE Beech 99A, N29RP/C-OMGB/OPOL HS.125's, VR-CCG/G-TOMO BAC 1-11, G-BRAZ Brasilia, G-CMCM/OMOB/RENT R-22Bs, G-BPRI T.Squirrel.

Stansted - 23/9/91:- VR-CDE/VR-CCB B.727's, G-BSZA B.707 Exec. Avn), N4226C C.421C, N1JN Gulfstream, CCGP82042 An-124, G-ZAPA C.404 & G-ZAPC S-330 (Titan A/W), G-CLFT Jetranger.

Manchester - 29/10/91:- ZS-SAT (SAA), VR-HOX (Cathay), N124KK (Singapore), AP-AYV (PIA) all B.747's, F316AA/N39364 B.767's (American), D-AFKG F.50 (DLT), F-GFEQ Brasilia (Air Littoral), F-GDSG Guppy.

LETTERS TO THE EDITOR

Once again the pressure is on for 24 hour flying at LBA. If a decision is made to apply for longer hours, then I feel it will be a make or break effort this time. The airport is on the down at the moment, whether 24 hour flying will solve the problem is debatable but it has got to happen to give it a chance. My interest in LBA is sentimental. Manchester and Teesside are as handy and as I do not reside within the area of the local authorities which maintain it, I do not feel I am in a position to take up the cudgel directly in support. However, it is time that someone got together a Pro-airport lobby and co-ordinated all those in favour of longer hours to combat LACAN and their cronies.

The poll carried by a local paper showed a near even split of people for and against. In fact Yeadon actually voted for 24 hour flying. I'm sure a poll of the 5 million people within the catchment area would provide an overwhelming vote in favour. It is time that everybody was considered and not just the few who moan. If all those in favour united i.e. Business people, Chambers of Commerce and Trade, Joe Public etc, and put one strong case to the Planners and Public Enquiry if it came to that, refusal would be that much harder. Why should everybody have to face the M62/63 nightmare to Manchester or similar journey elsewhere be they on business or pleasure. Maybe someone nearer the centre of things feels strongly enough to initiate it.

Alan Light
Pateley Bridge.

A LETTER FROM FRANCE

Now the nights are long and the days cold there is little enjoyment to be found in spotting, so it is perhaps time to reflect on past pleasures.... Over the last few years my holidays have been spent exploring the wonders of France, the food, the wine and, of course, the aeroplanes... Unfortunately, since France is such a large, relatively sparsely populated country, one can never guarantee being near a regional airport. There are however, many smaller aerodromes spread throughout the countryside - each one a box of delights in its own right. The reason for their abundance is a law which states that all aircraft must use licenced aerodromes. Microlights are exempt - but we then return to the argument of whether or not they can be classified as aircraft...? This has prevented the growth of farm strips, which are so popular here in Britain, and created a demand for friendly, good value aerodromes. The restrictions to licenced airfields does have at least one advantage - they all appear in the country's atlases.. Not only that, but even the smallest of fields is actually signposted by road for miles around. It seems the French take pride in their airfields, rather than spending (wasting?) so much time campaigning for their closure... There is, however, one thing that worries me a little about French Aviation - the number of aircraft wrecks.. An airfield is not an airfield without at least one bent fuselage hidden amongst other bits and pieces at the back of a hangar.

At Montargis (100km south of Paris), there were four when I last visited. Perhaps it is a warning to us - maybe they do fly planes as crazily as they drive cars after all. Mind you, they'll never quite match the English crop-spraying pilot who, being so used to skimming low over fields, tried to fly his Mercedes saloon car over a farmers gate...

As those of you who have spotted abroad will know, it is always great fun trying to predict what response will ensue your request to look around an airfield. Fortunately, after a funny look, I have nearly always been made welcome even to the point of being directed to the bar on my departure where, of course, they then ripped me off at exorbitant prices but it's all part of the holiday.

Roanne, a regional airport (?) northwest of Lyon with two flights a day by Beech 200 to Orly, offered a unique greeting; it's the first time I have ever been suspected as a spy. A deep conversation between two aeroclub officials followed my request to look around their hangar. It finally ended with the phrase 'I don't think we have any secrets to hide' and I was tentatively given the go ahead, but I couldn't help checking the walls for hidden cameras...

Overall, I would imagine that for pleasure fliers looking for a holiday, France has everything - good weather, friendly airfields and masses of open airspace, while for the enthusiast it can offer some new airlines and a wide variety of rare and obscure aircraft types which have (literally..) never quite made it across the Channel....

Bruce Taylor.

RAF LINTON ON OUSE CHARITY FAYRE

This years event was brought forward from November to October in the hope of better weather. As it turned out it was warm and fine, but misty. Gates opened at 12.20pm with a queue of twenty or so cars waiting. After the appalling commercialisation of RAF Finningley this was a delight. There is of course no flying programme and it is aimed primarily at the local folk - no candy floss, discos or trade stands. The aircraft based at Linton were tightly locked away in the hangars and the draught sealer meant you can't easily see what's inside. However I logged thirteen aeroplanes and a glider during a two hour visit. It's nice to be able to get close to the aircraft and 'touch' them, but it makes photography difficult and some patience is needed. However I got some good shots and next time we have a members slide show I will bring them along. For the officianado I append a list.

RAF LINTON ON OUSE CHARITY PAYRE (Contd.)

XF545 Provost T.1 "K" Gate Guardian; XN510 Jet Provost T3A 40/1FTS Hangar; XV474 Phantom FGR.2 R/56Sqn Wattisham; XZ494 Sea Harrier 1 "716"/899Sqn; XX198 Hawk T.1A 1 TWU based Brawdy; XX538 Bulldog T.1 "D"/1FTS (RNEFTS); XZ231 Lynx HAS 3 "604"/829 Sqn based Portland; XX499 Jetstream T.1 "C"/6FTS based Finningley; ZF208 Tucano T.1 7FTS based Church Fenton; XV676 Sea King HAS 6; XZ357 Jaguar GR1A "K"/41Sqn; MM55003 Tornado "I-43"/TITE based Cottesmore; ZG751 Tornado F.3 "CW"/5Sqn RAF Glider hangar display.

Incidentally, Linton is a very active airfield and you get a good view of the action from the public enclosure. The enclosure is only small but it's free and there are information boards to help you identify the aeroplanes. (Leeds/Bradford please note).

Jim Stanfield.

A VISIT TO HEATHROW

Whoever tried to persuade me that the 23.20hrs National Express 325 Service is the best way to Heathrow needs shooting. But they succeeded (am I really so open to persuasion?) and on Wednesday October 23rd, I found myself boarding the latest in coach technology at Bradford Interchange. They are so advanced, in fact, that anyone listening to a personal stereo four rows behind the driver has the power to change gear for him and render his controls useless... Fortunately, I was sitting across the aisle and with a seat to myself I did not even risk infuriating my fellow passengers with the boom, boom of Meat Loaf.

A tour of the country and seven sleepless hours later we alighted at a cold, damp Heathrow Airport. Since the Queen's Building wasn't due to open until 9am we spent a couple of hours on the car parks trying to ignore the unfriendly notices which kept telling us that we shouldn't be there. Unfortunately, it was dark for the first hour or so, which meant that the Cathay Pacific freighter departed unidentified. However, after I returned from breakfast (a bowl of cornflakes in Terminal 3) sunlight was just beginning to pierce the thick grey cloud and the log was started. 9K-AIA a Kuwait Airways B.767 being the first entry. Over the day about 250 aircraft were noted with the following being the highlights:- G-DOCB B.737-400 (BA), A40-AA Gulfstream 2 A40-GG/GK/GL B.767 (GF), EC-FBQ/FGU A320 (IBE), EC-FET/FFB, EC-704 B.737 (all Viva Air), EI-BED B.747 (Air Lingus), EP-IAC B.747SP (Iran Air), HB-GPB Rockwell 690, HB-IWH MD11 (SWR), HZ-AFI Gulfstream 2, HZ-AIR B.747 (Both Saudi), HZ-HE4 B.727, JY-HZH Gulfstream IV (in full Royal Jordanian colours - very nice..) JA8190 B.747 (all Nippon), OD-AHD B.707 (MEA), OK-UCF Tu-154 (CSA), OO-SYF B.737 (SAB), SP-LCC Tu-154 (LOT), ZS-SAP B.747 (SAA), 4R-ULM L1011 (Air Lanka), 9H-ABP A320 (Air Malta), 9J-AFO B.757 (Zambia Airlines), 552 BAC 1-11 Oman Air Force - All inscription was in Arabic - fortunately a spotter from Germany knew his Arabic.. Also recorded were :- 2xRJA A310, 7xDLH A320, 4xAFR A300 (not the B2's for a change) 8xAZA DC9/A300, 9xALAL (DCL0 B.747SP B.767), 14xUAL (B.747 B.767 B.727), another 15 biz jets and numerous SWR, IBE, FIN, SAS, KLM etc etc.

For those who are interested, a reserved ticket costs just over £30 return, though standby tickets are available for £20 or so and appear to be much better value - I have not yet seen anyone being turned away.

Bruce Taylor.

LISBOA BOUND

If you're like me, looking forward to your holidays is usually the best thing about it, especially if the destination is new and you're travelling by air. Well, it was my turn to join the Puma and Reebok brigade or, in my case, a mix and match from the local Army and Navy store.

LISBOA BOUND (Contd.)

Cas Cai near Lisbon was chosen so we were speeded there by DA 727 C-NROA after a one and a half hours delay, but that's a long story. Coming into land at Lisbon from the sea you seem to fly very low with office blocks on either side of you, and you wonder if you're going to fall short, but you see the radar spinning which is a welcome sight; the trip takes about two and a half hours.

Coming over the threshold PA310 and TAP 737 were lining up, as we taxied; a lot of aircraft seem to park in the middle of the field, today were DC6 G-APSA, ACl 737, Finnair MD, Portugalias F100 and Air Atlantis 737. Passing the main terminal, 4 TAP L1011s could be seen and this is the only time you can see them until they come out along with the other long hauls which park round this corner, we pulled up along side LH 737 D-ABEB, IAR ATP CS-TGA, and two Portugalias F100s. Well, that's all three Portugalias in the book, while on the bus taking us to the terminal Varig 767 dropped in. I thought, nice place is this Lisbon.

My next trip to the airport was on a Wednesday afternoon and lasted for three hours. My lot were going to sun bathe on the hotel roof and I'm not into that, so I told them I was going to look around Lisbon, which is only a half hour train ride away and they run every quarter of an hour from six in the morning until two the next morning. The price is 375E return, 250 to the pound which is very cheap. I arrived at Sodre railway/bus station and stood in the taxi rank. I was 5th in line when this taxi driver approached me and asked where I was going. I told him Aero - porto and he led me to his Merc. I was told to pay 1000E for this trip but he wanted 2000. I must have looked easy meat in my shorts, camera bag etc; I told him no since yesterday I paid 1000E for the same trip, so we agreed on that.

The four pounds I saved should have been invested in a life policy. Talk about stock car racing. We arrived forty minutes and 13Km later. It's a small fronted building and the viewing is up the stairs left of the PO building, and this will cost you 100E, 70p, to enter. You are looking onto the domestic apron and the two runways, and the overspill park in the middle of the field. Parked today were only Balkan 737 LZ-BOA, Fed X H511FE 727, Somalia 727 60-SCG, Stair SE210 F-GJDM plus one SUL 737/TAP/737.

There is a glass front to the balcony and a lot of reflection from the cafes white chairs, and you're looking into the sun so photography is not very good at all. The glass is only 7' high so it acts as a wind break while you drink and sun yourself. As mentioned before, long haul jets come from around the corner and you never know what's going to appear; today's examples were:- CS-TMC/SE-DIF/4X-EBL/HB-IPB/CS-TEC (Angola), plus the usual TAPs AB310's, 737's, L1011's. Later on I-DAWU/CP85637/D-ABFA, not bad for three hours, I thought. 10x Bino are a must. Time to make my way back. I was told No 44/45 bus back to Sodre. I could see the buses stopping every twenty minutes and the cost was 135E, 60p; it takes about one hour but you do see Lisbon and its sights. Back onto the train and back to my sun - burnt family and friends after my cultural visit to the Capital.

I did not tell anybody about my real intension of going into Lisbon because my official day at the airport was the coming Saturday and I'm not allowed too much pleasure on holiday, but my friend had me sussed out.

Saturday arrived and after doing my groundwork it was off to the railway station-Sodre-Bus-Airport, it's easy when you know how. I arrived at seven thirty. Looking onto the domestic apron of TAP/SUL Air 737's plus all the Portugalias F100's IAR ATP's parked up through the fence; the viewing does not open until 9.30 or so I was told, but when I checked the door at 8.30 it had been open since eight o'clock. (Slipped up there). Aircraft of note till 4pm. Two Varig 767 PP-VOL/J OK/VCG/CN-RMJ/F-GEMB/EC-FDA/N814FA/I-DAWR/HB-INOX/I-BUSH/D-ABQI/D-AHLE/EC-587/F-GDUY/11-24 1162 in Interflug c/s but no titles. Plus the TAP fleet of 310's, 737's, L1011's. Things can be a little slow and half an hour without anything moving is common so a copy of War and Peace would go down well. The Cafe supplies all you need and is cheap, so what with Train/Bus/Viewing fees plus eating you can have a nice day out for £6. Back on DA727 G-EAG. The place was busting. The check-in desk being an area about the size of LRA, the people were on the pavement with their cases. Lisbon is a charming city with beautiful buildings and delightful people. I hope to return.

Rick Ward.

AIRLINE NEWS

British Airways have begun the arduous process of withdrawing their BAC1-11-500 aircraft from service, with the first bona fide 1-11 to leave the fleet being G-AVMZ, which operated its last service between Birmingham and Edinburgh on 31 October. The aircraft left Edinburgh for Glasgow the following day, and after some remedial work it was ferried to Bournemouth to be stored on 4 November. A further five of the original 1-11s are to be withdrawn by the end of January, namely G-AVMJ/L/M/R/X/Y.

The reason for the departure of these 1-11s is their displacement within the fleet by the slightly larger 737-200 machines.

The airline has recently taken delivery of its first B737-400s, which are being used on services ex-Heathrow replacing the -200s until a new schedule can be introduced in March. Two of the -300s, G-CMMP and G-CMMR have returned to Maersk Air of Denmark after lease, and have now gone on to Germania under a five year contract.

The two Boeing 767-300ER aircraft which were stored at Mojave have now re-entered service, allowing BA to operate its last TriStar service on 28 October from New York to Glasgow. All of the BA TriStars are now in store at Mojave, with the only aircraft remaining in service being Caledonian Airways' -1s.

Britannia's fleet is also

undergoing some minor changes at present.

A Boeing 737-200 has been sold to COPA Panama (G-BADP), while all three of the ex-Air Holland 757s have returned to their lessor following Air Holland's demise.

Boeing 737-300 G-BOWR has returned to ILFC for onward lease to Dan-Air Services, and the former Air Mali 737-200 G-BMMZ has been returned to its lessors, only to be stored at Luton. G-AXNC was ferried back from Tel Aviv after storage, and is now plying the airline's sole remaining scheduled route, from Luton to Belfast International.

While on the subject of Luton, that airport has become a temporary home for Air 2000's latest acquisitions, a pair of ex-Eastern 757-200s. The aircraft will be in the Monarch hangars undergoing major modifications prior to entering service with the airline in December and February as G-OOOV and G-OOOW respectively, becoming the airline's fourteenth and fifteenth examples of the type.

Still at Luton, Monarch have also been swapping their fleet around. 737-300 G-MONG has now gone on lease to EuroBerlin, replacing G-MONL, on which the aircraft lease expired.

This aircraft will enter storage at Dublin or Shannon upon return to GPA. Three of the former IEA UK 737-300s

have now left the UK register, with G-DIAR and G-NAFH becoming N841LF and N851LF respectively, and G-IEAB becoming EI-CEE.

The latter aircraft will apparently be the first aircraft for a new Spanish charter operator.

The rapidly increasing number of lease returns GPA and ILFC are experiencing can only be attributed to the general depression afflicting short-haul and charter operations not only in Europe, but around the world.

Airlines are being forced to increase aircraft utilization of the aircraft they own outright, while those on lease are being returned with a polite thank-you to their lessors.

The large number of aircraft these leasing companies have on order at the present time may well herald the downfall on one or two of them unless the leasing market picks up considerably.

Returning to British Airways temporarily, talk in the Financial Times and a few other newspapers suggested that a merger or amalgamation of British Airways and KLM Royal Dutch Airlines was becoming more of a possibility by the day.

The two sides have reportedly held talks to determine whether such a tie-up would create a viable proposition. The two airlines are similar in structure, and also have reasonable fleet commonality: KLM flying 747s, DC10-30s, B737-300/400s and A310s, and BA flying 747s, DC10-30s,

B/3/-200/300/400s, A320s, B/5/5s and B/6/6s. Some rationalisation in the middle ranks would be necessary, but the concept is not impossible. Northwest Airlines, in which KLM holds a 10% stake, is also seen as being a pawn in the merger game.

The end of an era in France dawned at the end of September, when Air Inter flew its last scheduled Caravelle service. All eight of the remaining SE210s are now parked at Orly awaiting disposal, as are the first three Dassault Mercurys which have been retired in favour of Airbus A320s.

British Midland opened three new routes on 28 October, with all three being radical departures from the airline's recent policy of concentrating expansion on Heathrow. Each route is served by a daily DC9-15 service, and the three are Paris to Belfast International and Edinburgh, and Amsterdam to Belfast International, the latter being flown as an extension of the morning Amsterdam-East Midlands service. All three services have been introduced to maximise utilization of the DC9-15 fleet, and further new services, possibly in the form of an Aberdeen-Edinburgh-East Midlands service, have been earmarked for DC9 operation.

On the home front, Dan-Air have said that they intend to return to the Leeds Bradford to Jersey route next summer with an increased frequency operating as a result of the excellent traffic returns the airline has seen during operations this summer. A new licence application to serve Birmingham has been submitted by Celtic Airways, whom of course also wish to serve Bristol. A wide

range of other licences, mainly from Bristol, Cardiff and Southampton to northern France have been applied for.

It is a fairly quiet time of year for airline news at present, but I hope to be able to bring a provisional charter programme for Summer 1992 next month.

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Loganair's Jetstream 31 aircraft have revolutionized travel on the new routes to which they have been introduced. The aircraft, of which there are five in the Loganair fleet, really have brought new levels of comfort to the passenger. Two of the routes which are proving particularly successful are the former Capital Airlines runs from Glasgow and Edinburgh to Southampton. Since its introduction on 2 Sept this year, frequency on the route has been doubled from 2 to 4 flights every weekday, with aircraft now being based at Southampton to operate the early morning departures. Services now leave in either direction at 0700, 0910, 1700 and 1910: the airline had not envisaged introducing based aircraft at Southampton until well into next year. A parallel service to Southampton has now been opened from Edinburgh, operating initially at a twice daily frequency. After a slow start, the airline is now achieving full peak time use of all five Jetstreams. The fourth and fifth aircraft are actively employed on services from Glasgow to Kirkwall and Manchester to Inverness Dalcross and Londonderry.

The Londonderry route is a prime example of how a previously leisure-oriented route can turn into a mainstream route, requiring both peak time and off-peak timings. The aircraft can also be used as a second-string on more developed routes, as has been the case with the Leeds Bfd-Glasgow route. Sister airline Manx has recently added a third Jetstream to its Cardiff operations, flying a twice daily service to Paris Charles de Gaulle. All in all, the use of the Jetstream allows routes which would otherwise have remained at a low service level to be opened up.

Jetstream 31 routes

