

AIR YORKSHIRE



AVIATION SOCIETY

VOLUME 19 NUMBER 11

for private circulation only

NOVEMBER 1993

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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 (Managing Director)at 1500 hrs.

SUNDAY, DECEMBER 5th **CHRISTMAS PARTY** - probably your first of many !!!

SUNDAY, JANUARY 9TH -**THIS MEETING IS A WEEK LATER THAN USUAL** -we think that some members will probable be suffering from an overdose of alcohol' causing temporary "alcoholic amnesia"if we have our meeting on the regular Sunday (2nd January)Subject : LEEDS/BRADFORD AIRPORT AIR TRAFFIC CONTROL UPDATE - **SPEAKER : MIKE OR ANDY FROM THE TOWER**
SUNDAY, FEBRUARY 6TH - **SCANNERS** - YOUR CHANCE TO LEARN HOW THEY OPERATE AND ALSO SEE THE LATEST MODELS . **GUEST SPEAKER DR PAUL CONWAY.**

CHAIRMAN'S CHAT - this issue opens with the good news that two members have kindly volunteered to take on the position of magazine editor. It is hoped to confirm at the Annual General Meeting that both offers can be accepted and that the editorship can be a joint position (possibly Air Yorkshire's first job share ?)

In the meantime, please continue to send all magazine material to me .

By the time you read this the Annual General Meeting will have taken place and it will have elected a committee and officers to run the society for the next twelve months. The society has now reached a membership of 200 and the past year has had many excellent speakers, meetings and visits. These do not just happen. A lot of time and effort is required to make the society the success it is . Therefore, on behalf of you, the members, I would like to thank officers and committee for the work they have put into the society over the past year. (This next bit is "Secretary's Chat").Most members will also realise how much time and effort Mike Willingale, our Chairman, puts into the society.One of the reasons why our membership is as high as it ever has been is, I am sure, due to his leadership and effort. Once again, thanks Mike .

(Back to "Chairman's Chat " now) Finally, on behalf of the Officers and Committee I would like to wish you and your families a

MERRY CHRISTMAS AND A HAPPY NEW YEAR

CREDITS - Terry Sykes, C.F.Brown, Jim Stansfield, Alan Sedgewick

Leeds/Bradford Movements

October 1993

01 G-BMHX Short 360	0811	G-OBOH Short 360	0819
G-BCTJ Cessna 310Q	0833	G-BPEH Boeing 757	0841
EI-CFB SAAB 340	0857	G-ELDG DC9	0921
G-BNNJ Boeing 737 300	0934	G-BMJT Duchess	0941
G-OBHD Short 360	1007	EC-EOZ DC9 83	1010
G-DFLT Cessna 406	1017	CS-TIF Boeing 737 300	1034
G-BDFW Rockwell 112A	1111	OO-DTJ Brasilia	1127
G-BBPX Seneca	1141	G-ELDG DC9	1242
N816RL King Air E90	1349 1009(02)	G-BJIR Citation II	1400
G-BLOE Navajo	1455	G-LOGU Jetstream	1501
G-BEHH Lance 300	1507	G-ELDG DC9	1528
G-BTRS Warrior II	1532	OO-DTI Brasilia	1536
EI-CFC SAAB 340	1545	G-XSFT Aztec	1643
G-OBHD Short 360	1653	G-FISH Cessna 310R	1656
G-DFLT Cessna 406	1801	G-ELDG DC9	1818
G-OBOH Short 360	1828	G-BMHX Short 360	1842
G-BNNJ Boeing 737 300	1854	EI-CFB SAAB 340	1923
G-OBHD Short 360	2006	G-HVRS Robinson R-22	2011
OO-DTI Brasilia	2115	G-OLAH Short 360	2135
G-ELDG DC9	2139	G-BIUV HS 748	2141
G-BIYH Short 330	2144	G-OBMX Boeing 737 500	2356
02 G-BNNJ Boeing 737 300	0701	EI-CFD SAAB 340	0855
G-BMAH DC9	0925	G-BMAB DC9	0937
G-OBHD Short 360	1028	G-SONY Commander 200D	1116
OO-DTK Brasilia	1123	G-BMAH DC9	1231
G-OBMD Boeing 737 300	1423	EI-CFB SAAB 340	1542
G-OBHD Short 360	1647	G-LORD Seneca	1721
G-SONY Commander 200D	1728	G-BMAH DC9	1809
G-OBHD Short 360	2002	G-BNNJ Boeing 737 300	2007
EC-FEB DC9 83	2100	G-BMAH DC9	2112
03 G-BNNJ Boeing 737 300	0742	EI-CFA SAAB 340	0857
G-BMAH DC9	0921	G-XSFT Aztec	0958
G-BNGL Boeing 737 300	1026	G-BMAK DC9	1029
G-SONY Commander 200D	1120	G-BGVT Cessna R182RG	1231
G-BMAH DC9	1238	G-JLHS A36 Bonanza	1252
G-BMAB DC9	1313	G-OBHD Short 360	1324
G-MONE Boeing 757	1345	EI-CFC SAAB 340	1539
OO-DTI Brasilia	1604	G-OBHD Short 360	1641
G-SONY Commander 200D	1728	G-BNNJ Boeing 737 300	1743
LZ-BTG TU 154	1758	G-PKBM DC9	1812
G-OBOH Short 360	1842	EI-CFA SAAB 340	1925
G-BNGM Boeing 737 300	1952	G-OBHD Short 360	2016
N816RL King Air E90	2042	OO-DTF Brasilia	2111

G-PKBM DC9

2125

04 G-ODNP Cessna 310R	0701	G-BNNJ Boeing 737 300	0704
G-OBOH Short 360	0808	G-BMAR Short 360	0816
EI-CFC SAAB 340	0855	G-PKBM DC9	0916
G-OBHD Short 360	1006	G-BKUY Jetstream	1020 1058
G-OSNB Citation II	1053	G-NODE AA5B Tiger	1104
OO-DTK Brasilia	1139	G-BOGM Turbo Arrow IV	1145
G-BFLV Cessna F172N	1215	G-PKBM DC9	1224
ZD276 Lynx AH.1	1416	G-BYAD Boeing 757	1437
G-LOGV Jetstream	1501	G-PKBM DC9	1516
OO-DTL Brasilia	1543	EI-CFA SAAB 340	1546
G-OBHD Short 360	1650	G-PKBM DC9	1808
G-BMAR Short 360	1833	G-OBOH Short 360	1837
F-GJTE Seneca	1918	EI-CFC SAAB 340	1928
G-OBHD Short 360	2003	OO-MTD Brasilia	2107
G-RMCT Short 360	2115	G-PKBM DC9	2119
G-SBAC Short 360	2145	G-ATMJ HS 748	2217
05 OO-DTI Brasilia	1130	G-OBHD Short 360	1141
G-BYAK Boeing 757	1251	G-BMAM DC9	1303
G-BKUY Jetstream	1431	G-LOGR Jetstream	1458
G-OSNB Citation II	1527	G-BYAI Boeing 757	1545
OO-DTK Brasilia	1550	EI-CFD SAAB 340	1553
G-BMAM DC9	1604	G-OBHD Short 360	1652
XV109 VC-10 C.1	1715	G-BMAM DC9	1834
G-BLGB Short 360	1839	OO-DTJ Brasilia	2103
G-RMCT Short 360	2107	G-BMAM DC9	2113
EI-FKA Fokker 50	2117	G-SBAC Short 360	2140
G-BEJE HS 748	2149		
06 EI-CFB SAAB 340	1013	G-BMAM DC9	1045
OO-DTG Brasilia	1125	G-OBHD Short 360	1132
EC-EIG DC9 83	1257	G-BMAM DC9	1325
G-INDC Cessna T303	1331	G-BMHX Short 360	1517
G-PKBM DC9	1519	G-BNNJ Boeing 737 300	1537
EI-CFC SAAB 340	1551	G-OBHD Short 360	1643
OY-FFV Citation V	1647	G-BCTJ Cessna 310Q	1755
G-BMAM DC9	1813	G-OBOH Short 360	1833
G-WACK Short 360	1840	EI-CFB SAAB 340	1926
G-RMCT Short 360	2059	OO-DTL Brasilia	2101
G-OBHD Short 360	2119	G-BMAM DC9	2132
G-WYPA Bolkow 105DBS-4	2133	G-OLAH Short 360	2135
G-ASVO HPR7 Herald	2138	G-BNNJ Boeing 737 300	2333
07 G-UKLN BAE 146	0719	G-BMLC Short 360	0755
G-OBOH Short 360	0816	EI-CFB SAAB 340	0854
G-BMAM DC9	0924	G-OBHD Short 360	1000
OO-MTD Brasilia	1131	G-NUTZ Twin Squirrel	1200
G-BMAM DC9	1229	G-BAML JetRanger	1236
ZH536 BN2T Islander	1236	G-JLHS A36 Bonanza	1341
G-LOGR Jetstream	1500	G-BMAM DC9	1506
EI-CFD SAAB 340	1536	OO-DTG Brasilia	1539
G-AYFP Jodel D.140	1634	G-OBHD Short 360	1649
G-BMAM DC9	1812	G-OBOH Short 360	1834
G-BLGB Short 360	1846	EI-CFB SAAB 340	1930

G-ODNP Cessna 310R	1936	G-OBHD Short 360	2009
G-INDC Cessna T303	2014	G-RMCT Short 360	2102
OO-MTD Brasilia	2115	G-ASVO HPR7 Herald	2134
G-BMAM DC9	2136	G-OLAH Short 360	2209
08 G-BLGB Short 360	0814	G-OBOD Short 360	0826
EI-CFC SAAB 340	0859	G-BMAM DC9	0919
G-BNNJ Boeing 737 300	0927	G-BPEC Boeing 757	0930
G-OBHD Short 360	1003	G-BOBA Arrow III	1016
EC-EPL DC9 83	1019	CS-TIG Boeing 737 300	1035
G-ODIL JetRanger	1052	OO-DTK Brasilia	1138
G-BMCJ Navajo	1152	N7168B Cessna T337G	1155
G-BMAM DC9	1238	G-BDFW Commander 112A	1244
PH-VDO P68C Victor	1327 1407(10)	N772H Cessna T337G	1407
G-FISH Cessna 310R	1455	G-LOGV Jetstream	1500
G-BMAM DC9	1529	OO-DTF Brasilia	1542
EI-CFD SAAB 340	1546	G-OBHD Short 360	1652
G-BNNJ Boeing 737 300	1825	G-ASVO HPR7 Herald	1830
G-ELDG DC9	1833	G-BLZT Short 360	1840
G-BLGB Short 360	1845	EI-CFC SAAB 340	1924
G-RMCT Short 360	2051	OO-DTI Brasilia	2118
G-ELDG DC9	2131	G-BLZT Short 360	2159
G-BMAI DC9	2311		
09 G-BNNJ Boeing 737 300	0702	EI-CFD SAAB 340	0910
G-BMAI DC9	0919	G-BLZT Short 360	1030
G-UMMI Navajo	1039	OO-DTK Brasilia	1128
LZ-BTP TU 154	1147	G-BMAI DC9	1228
G-BMAB DC9	1306	EI-CFB SAAB 340	1542
G-BAVL Aztec	1626	G-OBHD Short 360	1647
G-BMAI DC9	1806	G-BNNJ Boeing 737 300	1904
G-OBHD Short 360	1959	G-BMAI DC9	2110
10 G-BNNJ Boeing 737 300	0748	EI-CFA SAAB 340	0901
G-BMAI DC9	0930	G-MEBC Cessna 310I	1045
G-BNGL Boeing 737 300	1054	G-BSBW JetRanger	1103
G-BBXL Cessna 310Q	1114	G-GRIF Commander 112TCA	1205
G-BMAI DC9	1223	G-BMAB DC9	1240
G-MOND Boeing 757	1315	G-OBHD Short 360	1323
G-SOOC Hughes 500C	1427 1508	OO-DTN Brasilia	1539
EI-FKE Fokker 50	1539	G-UMMI Navajo	1604
G-OBHD Short 360	1645	G-IEAA Boeing 737 300	1744
G-BNNJ Boeing 737 300	1748	LZ-BTT TU 154	1759
G-BLZT Short 360	1829	G-GRIF Commander 112TCA	1923
EI-CFD SAAB 340	1925	G-ELDG DC9	1955
G-OBHD Short 360	2008	OO-DTO Brasilia	2103
G-PKBM DC9	2115		
11 G-BNNJ Boeing 737 300	0708	G-BLZT Short 360	0828
EI-CFC SAAB 340	0931	G-PKBM DC9	0935
G-OBHD Short 360	1050	OO-DTK Brasilia	1131
G-MEBC Cessna 310I	1216	G-PKBM DC9	1226
G-BYAK Boeing 757	1448	G-LOGU Jetstream	1505
G-PKBM DC9	1514	EI-CFD SAAB 340	1538
OO-DTI Brasilia	1544	I-FLYC Lear Jet 35A	1610 2318
G-OBHD Short 360	1650	G-PKBM DC9	1814

G-BMHX Short 360	1839	G-BLZT Short 360	1845
EI-CFD SAAB 340	1945	G-OBHD Short 360	2027
G-RMCT Short 360	2104	OO-MTD Brasilia	2122
G-TBAC Short 360	2129	G-PKBM DC9	2132
G-BPDA HS 748	2143		
12 G-BMHX Short 360	0807	G-BLZT Short 360	0827
EI-CFD SAAB 340	0905	G-PKBM DC9	0929
9H-ABF Boeing 737	0941	G-OBHD Short 360	1016
OO-DTG Brasilia	1127	G-PKBM DC9	1225
G-BYAK Boeing 757	1255	G-BUUF T67M Firefly	1452
G-LOGU Jetstream	1514	G-PKBM DC9	1518
163837 UC-12M	1532 1702	G-BYAI Boeing 757	1539
OO-DTK Brasilia	1543	EI-CFC SAAB 340	1548
G-OBHD Short 360	1652	G-PKBM DC9	1808
G-BLGB Short 360	1836	G-BLZT Short 360	1840
EI-CFD SAAB 340	1927	N500KJ Falcon 50	1954 0911(13)
G-OBHD Short 360	2020	G-HVRS Robinson R-22	2041
G-RMCT Short 360	2104	OO-DTG Brasilia	2106
G-PKBM DC9	2122	G-BIFH Short 330	2135
G-BPDA HS 748	2150		
13 G-BMHX Short 360	0814	G-BLZT Short 360	0835
EI-CFD SAAB 340	0856	G-PKBM DC9	0936
G-OSDI Baron	0949	G-OBHD Short 360	1014
OO-DTN Brasilia	1125	G-BRDO Cessna 177B	1144
G-PKBM DC9	1236	EC-E0Z DC9 83	1256
G-LOGU Jetstream	1512	G-PKBM DC9	1514
EI-CFC SAAB 340	1533	OO-DTF Brasilia	1538
G-DARE Seneca	1608	G-ZAPF Short 360	1648
G-OBHD Short 360	1722	G-ELDG DC9	1816
G-BMLC Short 360	1833	G-BLZT Short 360	1836
EI-CFD SAAB 340	1928	G-OBHD Short 360	2027
G-RMCT Short 360	2058	OO-DTG Brasilia	2108
G-ELDG DC9	2122	G-ZAPF Short 360	2131
G-BIYG Short 330	2134	G-DAAL HS 748	2147
14 G-BLGB Short 360	0808	G-BLZT Short 360	0822
EI-CFB SAAB 340	0850	G-ELDG DC9	0925
N21899 Turbo Lance	0928 1330	G-BGZW Tomahawk	0953
G-OBHD Short 360	0957	OY-RDD Citation II	1013
G-NATT Commander 114A	1028	G-BGGI Tomahawk	1100
OO-DTO Brasilia	1204	G-ELDG DC9	1222
F-GKAR Falcon 50	1241	G-LOGK Jetstream 41	1457
G-ELDG DC9	1518	EI-CFA SAAB 340	1541
OO-DTN Brasilia	1549	G-OBHD Short 360	1644
G-BAGO Cessna 421B	1739	G-ELDG DC9	1809
G-JEAG Friendship	1822	G-BLGB Short 360	1836
G-NATT Commander 114A	1838 1106	G-ODNP Cessna 310R	1856
EI-CFB SAAB 340	1926	G-OBHD Short 360	2008
G-RMCT Short 360	2102	OO-DTJ Brasilia	2125
G-OLAH Short 360	2129	G-ELDG DC9	2133
G-DAAL HS 748	2147		
15 G-BLGB Short 360	0804	G-BLZT Short 360	0813
EI-CFB SAAB 340	0853	G-BNNJ Boeing 737 300	0911

G-BDPA Warrior	0922	G-ELDG DC9	0926
EC-FJQ DC9 83	0958	G-OBHD Short 360	1002
CS-TIF Boeing 737 300	1041	ZE702 BAe 146	1049
OO-DTI Brasilia	1131	G-ELDG DC9	1219
G-HAGT Airbus A320	1454	G-BDFW Commander 112A	1500
G-LOGU Jetstream	1501	G-ELDG DC9	1513
G-OJET BAe 146	1515	OO-DTO Brasilia	1541
G-BSBW JetRanger	1542	EI-CFD SAAB 340	1549
G-BJYD Cessna F152	1640	G-OBHD Short 360	1702
G-REVS JetRanger	1709	G-ZAPF Short 360	1710
G-GLOS Jetstream	1745	G-ELDG DC9	1809
G-BLZT Short 360	1829	G-BNNJ Boeing 737 300	1837
G-BLGB Short 360	1840	EI-CFB SAAB 340	1923
G-OBHD Short 360	2009	G-RMCT Short 360	2107
OO-DTF Brasilia	2111	G-DAAL HS 748	2128
G-ELDI DC9	2131	G-BMAB DC9	2134
G-ZAPF Short 360	2137	G-BIYG Short 330	2159
16 G-BMAB DC9	0914	EI-CFB SAAB 340	0916
G-OBHD Short 360	1018	N102AB Gulfstream II	1054
OO-DTO Brasilia	1124	G-BFGF Cessna F177RG	1212
G-BMAB DC9	1217	G-NNAC Super Cub	1217
G-SADE Cessna F150L	1235	G-BMAC DC9	1314
G-JENN AA5B Tiger	1403	G-BJYD Cessna F152	1423
EI-CFC SAAB 340	1540	G-BRPL Cherokee 140	1544
G-OBHD Short 360	1640	G-AZLY Cessna F150L	1716
G-BMAB DC9	1818	G-BNNJ Boeing 737 300	1940
G-OBHD Short 360	1958	G-MEBC Cessna 310I	2001
G-ELDH DC9	2221		
17 G-BNNJ Boeing 737 300	0739	G-BMAB DC9	0922
EI-CFC SAAB 340	1001	G-BNGL Boeing 737 300	1106
G-BMAB DC9	1225	G-BMAC DC9	1234
G-MOND Boeing 757	1252	G-ROWS Warrior	1255
G-OBHD Short 360	1326	G-OLMA P68B Victor	1329
G-AZLY Cessna F150L	1414	G-OJET BAe 146	1533
OO-DTG Brasilia	1541	EI-CFA SAAB 340	1551
G-OBHD Short 360	1644	G-BNNJ Boeing 737 300	1722
G-IEAA Boeing 737 300	1734	G-ELDI DC9	1819
G-BLZT Short 360	1830	G-UKLA Boeing 737 400	1915
HB-IKT Challenger	1921	EI-CFC SAAB 340	1926
G-OPRA Navajo	1929	G-OBHD Short 360	2011
OO-DTK Brasilia	2107	G-ELDI DC9	2118
18 G-BNNJ Boeing 737 300	0707	G-BLZT Short 360	0816
G-BMHX Short 360	0823	EI-CFB SAAB 340	0905
G-ELDI DC9	0919	G-OBHD Short 360	1004
G-BJXZ Cessna 172N	1049	G-AVXJ HS 748	1133
OO-DTN Brasilia	1136	G-KJET King Air B90	1217
G-BJYD Cessna F152	1221	G-ELDI DC9	1233
G-DRAI Robinson R-22	1339	G-BYAH Boeing 757	1432
G-LOGV Jetstream	1501	OO-MTD Brasilia	1535
EI-CFC SAAB 340	1543	G-BMAM DC9	1546
G-OBHD Short 360	1651	G-BLZT Short 360	1832
G-BMHX Short 360	1834	G-BMAM DC9	1836
EI-CFB SAAB 340	1923	G-OBHD Short 360	2007

OO-DJJ Bae 146	2052	G-RMCT Short 360	2106
G-BMAM DC9	2122	G-SBAC Short 360	2128
G-DAAL HS 748	2147		
19 G-BMHX Short 360	0802	G-BLZT Short 360	0812
XV179 Hercules C.1P	0843	EI-CFB SAAB 340	0849
G-BMAM DC9	0924	9H-ABF Boeing 737	0945
G-OBHD Short 360	0954	G-BRDO Cessna 177B	1039
G-ODIL JetRanger	1106	OO-DTF Brasilia	1127
G-BYAK Boeing 757	1245	G-DELL Robinson R-22B	1249
G-ELDH DC9	1302	G-LOGV Jetstream	1509
G-BMAB DC9	1515	OO-DTN Brasilia	1535
EI-CFD SAAB 340	1541	G-BYAC Boeing 757 204ER	1550
G-OBHD Short 360	1649	G-PKBM DC9	1817
G-JEAA Friendship	1820	G-BMHX Short 360	1834
EI-CFB SAAB 340	1920	G-OBHD Short 360	2003
G-RMCT Short 360	2058	G-BPDA HS 748	2111
OO-DJJ Bae 146	2016	G-ELDI DC9	2137
G-SBAC Short 360	2210		
20 G-BMHX Short 360	0815	G-OBOH Short 360	0818
EI-CFD SAAB 340	0852	G-BLKY Baron	0856
G-ELDI DC9	0924	G-BSBW JetRanger	0957
G-OBHD Short 360	1004	I-BLUB Citation VI	1019 1648
G-ATCE Cessna U206	1024	OO-DTG Brasilia	1129
G-ELDI DC9	1224	G-NUTZ Twin Squirrel	1235
G-AVXJ HS 748	1246	EC479 DC9 83	1317
G-LOGU Jetstream	1455	G-ELDI DC9	1522
G-CALV Twin Comanche	1542	EI-CFB SAAB 340	1544
OO-DTF Brasilia	1548	G-DELB Robinson R-22B	1556
G-OBHD Short 360	1652	G-BSBW JetRanger	1739
G-ELDI DC9	1814	G-BEOE Cessna FRA150M	1824
G-BMHX Short 360	1827	G-RMCT Short 360	1835
G-JEAA Friendship	1838	EI-CFD SAAB 340	1927
G-OBHD Short 360	2013	OO-MTD Brasilia	2118
G-PKBD DC9	2133	G-BIYH Short 330	2138
G-DAAL HS 748	2147		
21 G-LEAR Lear Jet 35A	0801	G-BMHX Short 360	0805
G-BLZT Short 360	0822	G-ATJR Aztec	0847
EI-CFC SAAB 340	0857	G-ELDI DC9	0931
G-FILE Seneca	0956	G-OBHD Short 360	0958
G-AVGI Cherokee 140	1126	OO-DTJ Brasilia	1139
G-BGRG Duchess	1154	G-ELDI DC9	1228
ZD252 Lynx HAS3S	1344	XZ257 Lynx HAS3	1344
G-LOGV Jetstream	1435	G-OSNB Citation II	1510
G-ELDI DC9	1517	OO-DTG Brasilia	1545
EI-CFB SAAB 340	1547	G-LEAR Lear Jet 35A	1609
G-OBHD Short 360	1646	G-LIDE Navajo	1750
G-ELDI DC9	1819	G-BMHX Short 360	1833
G-SUIT Cessna 210N	1836	G-BLZT Short 360	1839
G-BRIA Cessna 310L	1917	EI-CFC SAAB 340	1933
G-OBHD Short 360	2026	OO-DTN Brasilia	2106
G-RMCT Short 360	2111	G-ELDI DC9	2119
G-OLAH Short 360	2134	G-BPDA HS 748	2142

22	G-BMHX Short 360	0801	G-BLZT Short 360	0816
	EI-CFC SAAB 340	0854	G-ELDI DC9	0956
	G-OBHD Short 360	1003	G-BNNJ Boeing 737 300	1009
	EC-EIG DC9 83	1042	G-BNGR Tomahawk	1042
	CS-TIG Boeing 737 300	1102	G-BGRG Duchess	1113
	G-YUCS Saratoga SP	1126	OO-DTO Brasilia	1131
	G-DORB JetRanger	1135	G-BNAB GA-7 Cougar	1202
	G-ELDI DC9	1220	G-BUUG T67M Firefly	1221
	G-BSIM Archer II	1344	G-LOGV Jetstream	1504
	G-DORB JetRanger	1508	G-ELDI DC9	1521
	EI-CFA SAAB 340	1541	OO-DTK Brasilia	1601
	XZ674 Lynx AH.1	1628	G-OBHD Short 360	1653
	G-BDUN Seneca	1743	G-ELDI DC9	1822
	G-BLZT Short 360	1833	G-ODNP Cessna 310R	1838
	G-BMHX Short 360	1842	G-BNNJ Boeing 737 300	1858
	EI-CFC SAAB 340	1934	G-OBHD Short 360	2024
	G-BMAG DC9	2045	G-BJIR Citation II	2105
	OO-DTF Brasilia	2121	G-BIYG Short 330	2127
	G-ELDI DC9	2138	G-RMCT Short 360	2141
	G-BEJD HS 748	2145		
23	EI-CFB SAAB 340	0858	G-BSDW Cessna 182P	0938
	G-BNNJ Boeing 737 300	1006	G-BMAI DC9	1014
	G-OBHD Short 360	1035	G-TCAR Robin HR100/210	1112
	OO-DTI Brasilia	1116	G-BNGT Archer II	1223
	G-BSDN Seneca	1234	G-BMAI DC9	1302
	G-BGCM AA5A Cheetah	1311	G-BMAH DC9	1318
	G-BODY Cessna 310R	1331	G-AYAA Cherokee 180E	1512
	EI-CFD SAAB 340	1606	G-OBHD Short 360	1642
	G-AYAW Cherokee 180E	1701	G-BMAI DC9	1807
	G-OBHD Short 360	2005	G-BNNJ Boeing 737 300	2045
	G-BMAI DC9	2118		
24	G-BNNJ Boeing 737 300	0702	G-BMAI DC9	0925
	G-BNGM Boeing 737 300	0942	F-GJDG Citation	1129 0711(25)
	G-BMAI DC9	1230	G-BDGM Warrior	1240
	G-BMAH DC9	1246	G-MOND Boeing 757	1300
	G-OBHD Short 360	1329	OO-DTG Brasilia	1441
	EI-CIJ Cessna 340	1502 1626	EI-CFC SAAB 340	1559
	G-OBHD Short 360	1646	G-IEAA Boeing 737 300	1726
	G-BNNJ Boeing 737 300	1736	G-ELDH DC9	1817
	G-BLZT Short 360	1840	EI-CFA SAAB 340	1936
	OO-DTF Brasilia	2003	G-OBHD Short 360	2011
	G-ELDH DC9	2124		
25	G-BLZT Short 360	0821	EI-CFB SAAB 340	0902
	G-ELDH DC9	0923	G-WACK Short 360	0933
	G-OBHD Short 360	1005	OO-DTN Brasilia	1026
	G-BIBW Cessna F172N	1053	G-BNMC Cessna 142	1121
	G-ELDH DC9	1224	G-ODNP Cessna 310R	1345
	G-BYAK Boeing 757	1432	G-YUCS Saratoga SP	1447
	G-BJWI Cessna F152	1450	G-BSBW JetRanger	1455
	G-LOGR Jetstream	1458	OO-DTK Brasilia	1503
	G-ELDH DC9	1520	EI-CFA SAAB 340	1600
	G-XRMC BAe 125 800B	1640	G-OBHD Short 360	1700
	F-GJDG Citation	1816	G-ELDH DC9	1819

G-BLZT Short 360	1839	G-BMLC Short 360	1900
EI-CFB SAAB 340	1927	G-OBHD Short 360	2014
OO-DTI Brasilia	2049	G-RMCT Short 360	2102
G-ELDH DC9	2128	G-BPDA HS 748	2139
G-OLAH Short 360	2146		
26 G-BMLC Short 360	0813	G-BMNF King Air 200	0818
G-BLZT Short 360	0822	9H-ABF Boeing 737	0850
EI-CFC SAAB 340	0903	G-ELDH DC9	0941
G-OBHD Short 360	1008	OO-MTD Brasilia	1032
G-ELDH DC9	1227	G-BYAF Boeing 757	1255
G-AVCE Cessna F172H	1318	G-EMER Seneca	1402
G-RMCT Short 360	1415	OO-DTN Brasilia	1440
G-LOGR Jetstream	1505	G-ELDH DC9	1523
G-BGXD TB10 Tobago	1530	G-BYAL Boeing 757	1542
EI-CFD SAAB 340	1546	G-OBHD Short 360	1652
G-ELDH DC9	1814	G-BMLC Short 360	1826
G-BLZT Short 360	1849	EI-CFD SAAB 340	1924
OO-DTH Brasilia	2006	G-OBHD Short 360	2015
G-ELDH DC9	2117	G-BPDA HS 748	2141
G-TBAC Short 360	2144		
27 G-BMLC Short 360	0808	G-BBSU Cessna 421B	0825
EI-CFA SAAB 340	0902	G-ELDH DC9	0920
G-BJYD Cessna 152	0950	G-BLZT Short 360	0953
G-DARR Cessna 421C	1011	G-OBHD Short 360	1015
OO-DTG Brasilia	1033	EC-EIG DC9 83	1213
G-ELDH DC9	1228	OO-MTD Brasilia	1430
G-LOGR Jetstream	1500	G-ELDH DC9	1516
EI-CFD SAAB 340	1551	G-OBHD Short 360	1659
G-ELDH DC9	1820	G-WACK Short 360	1836
G-BLZT Short 360	1843	EI-CFA SAAB 340	1931
OO-DTK Brasilia	2014	G-OBHD Short 360	2017
OY-SRC Friendship	2053 2220	G-ELDH DC9	2113
G-BPDA HS 748	2142	G-OLAH Short 360	2151
G-BGNG Short 330	2200		
28 G-WACK Short 360	0802	G-BLZT Short 360	0822
HB-LQB MU2B-60 Marquise	0839 1243(29)	EI-CFC SAAB 340	0911
G-ELDH DC9	0921	G-ARFL Cessna 175B	0938
G-OBHD Short 360	1001	G-BJYD Cessna 152	1141
OO-DTG Brasilia	1144	G-ELDH DC9	1222
OO-DTF Brasilia	1444	G-ELDH DC9	1507
G-NUTZ Twin Squirrel	1513	G-ODIL JetRanger	1524
EI-CFB SAAB 340	1603	G-OBHD Short 360	1651
G-ELDH DC9	1813	G-BLZT Short 360	1848
G-BMLC Short 360	1850	EI-CFD SAAB 340	1930
OO-DTN Brasilia	2017	G-OBHD Short 360	2033
G-RMCT Short 360	2112	G-TBAC Short 360	2135
G-ELDH DC9	2140	G-ATMI HS 748	2143
29 G-BMLC Short 360	0801	G-BLZT Short 360	0819
EI-CFB SAAB 340	0851	EC-FJQ DC9 83	0908
CS-TIF Boeing 737 300	0933	G-ELDH DC9	0936
G-GRID Twin Squirrel	0939	G-OBHD Short 360	1006
OO-DTI Brasilia	1025	G-OSNB Citation II	1057

XZ347 Gazelle AH.1	1222	G-ELDH DC9	1223
OO-DTF Brasilia	1440	G-LOGR Jetstream	1503
G-ELDH DC9	1520	EI-CFD SAAB 340	1552
G-BNNJ Boeing 737 300	1649	G-OBHD Short 360	1705
G-ELDH DC9	1809	G-OSNB Citation II	1817
G-BMLC Short 360	1848	G-BLZT Short 360	1851
EI-CFC SAAB 340	1942	OO-MTD Brasilia	2010
G-OBHD Short 360	2033	G-RMCT Short 360	2057
G-BMAG DC9	2104	G-ELDH DC9	2114
G-OLAH Short 360	2139	G-ATMI HS 748	2143
30 G-BNGL Boeing 737 300	0820	EI-CFD SAAB 340	0858
G-VJCT P68 Victor	0902	G-BMAG DC9	0929
OO-DTN Brasilia	1021	G-OBHD Short 360	1027
G-FFRI Twin Squirrel	1156	G-BNGR Tomahawk	1211
G-BMAG DC9	1225	G-BMAH DC9	1303
EI-CFC SAAB 340	1547	G-BAVL Aztec	1550
G-OBHD Short 360	1651	G-BMAG DC9	1812
G-BNNJ Boeing 737 300	1904	G-OBHD Short 360	2005
G-BMAG DC9	2117		
31 G-BNGL Boeing 737 300	0002	G-BMAH DC9	0733
G-BMAH DC9	0954	G-BNNJ Boeing 737 300	1008
G-BNGM Boeing 737 300	1022	G-THSL Arrow	1143
G-BTFP Tomahawk	1200	G-BMAH DC9	1229
G-BMAG DC9	1238	G-MONC Boeing 757	1254
G-OBHD Short 360	1320	OO-MTD Brasilia	1501
G-OBHD Short 360	1721	G-BBXL Cessna 310Q	1729
G-ELDH DC9	1826	G-BSSC Cherokee 140	1839
G-BNNJ Boeing 737 300	1849	G-BMHX Short 360	1907
EI-CFC SAAB 340	1915	OO-DTG Brasilia	2012
G-BVMX Short 360	2022	G-OBHD Short 360	2056
G-ELDH DC9	2123		

From;

01) N816RL/Gamston-Le Bourget; 03) N816RL/Le Bourget-Gamston; 04) ZD276/Dishforth; F-GJTE/Aberdeen; 05) XV109/Split; 06) OY-FFV/Copenhagen; 07) ZH536/Northolt; 08) N7168B/North Weald; PH-VDO/Lelystad-n/s-Lelystad; N772H/Full Sutton; 11) I-FLYC/Turin; 12) 163837/Mildenhall; N500KJ/Stansted; 14) N21899/Antwerp; OY-RDD/Tirstrup; F-GKAR/Hatfield; 15) ZZE702/Northolt; 16) N102AB/Gander; 17) HB-IKT/Ankara; 19) XV179/Lyneham; 20) I-BLUB/Parma; 21) ZD252/Guiseley; XZ257/Guiseley; 22) XZ674/North Wales; 24) F-GJDG/Le Bourget; EI-CIJ/Galway; 25) F-GJDG/Dusseldorf-Le Havre; 27) OY-SRC/Kastrup; 28) HB-LQB/Geneva-n/s-Southampton; 29) XZ347/Dishforth;

Overshoots;

01) G-BAVZ; 02) G-BAVZ; 04) XX498/FYY84; 05) XX492/FYY84; XX494/FYY75; XX491/FYY74 07) XX491/FYY73; G-AVXJ; XX498/FYY84; G-OAKC/Kilro 01T: 08) XX494/FYY84; XX493/FYY78 XX498/FYY45; 10) G-SFHR; 14) XX500/FYY73; 15) XX500/FYY72; 19) XX497/FYY77; G-BGVU; 20) XX491/FYY71; 22) XS736/FYY53; XX497/FYY72; XX493/FYY81; 25) XX482/FYY70; XX496/FYY76; 28) XX492/FYY81; XV293/Ascot 769; XX495/FYY76;

Leeds/Bradford movements review, October 1993

Not a great deal to report on this month with the foreigners slowly dropping off in quantity. On the 1st the King Air E90 N816RL came in from its Gamston base to do a charter for Knightair, returning on the 3rd. Night stopping on the 4th was Seneca F-GJTE. On the 6th the Citation V OY-FFV was using callsign "Falkair 506" when it arrived from Copenhagen Roskilde airport. The 8th was unusual in that we had TWO American registered Cessna 337's visiting, N772H is currently based at Full Sutton whilst N7168B arrived from North Weald and went into Knightair for some work. Partenavia P68 PH-VDO arrived from Lelystad on the 8th and returned there on the 10th. The Soc Eurofly Services Lear Jet 345A I-FLYC was visiting on the 11th and Falcon 50 N500KJ night stopped on the 12th. Falke Air were back on the 14th, this time with the new Citation II OY-RDD as "Falkair 614", also noted that day were the Falcon 50 F-GKAR of Lyon Air as "Lyonair 509" and the Turbo Lance N21899 which arrived from Antwerp. The Gulfstream II N102AB which night stopped on the 16th is operated by the appropriately named 102AB Corp. On the 17th Challenger HB-IKT of Swiss Air-Ambulance Ltd was using callsign "Swiss Ambulance 462" when it arrived from New Delhi via Ankara. I-BLUB on the 20th is a Citation VI. Air Normandie put in an appearance on the 24th with the Citation F-GJDG as "Normandie 824" night stopping. Another medical emergency flight was the Cessna 340 EI-CIJ also on the 24th. A new callsign to the LBA was "Whitestar 252" on the 27th which was used by the Friendship OY-SRC of Star Air A/S. This was followed on the 28th by another new callsign, this time it was "Speedwing 124" which was the Mitsubishi MU2 Marquise HB-LQB of Speedwings SA which did a night stop with YLA. Among the UK visitors was Hughes 500 G-SOOC on the 10th which I have not yet traced. Two more Slingsby T67's for the RAF contract passed through YLA for pre-delivery checks, G-BUUF on the 12th and G-BUUG on the 22nd. Arriving on the 31st was the City Flyer Shorts 360 G-BVMX ready to start the LBA-Gatwick service the following day. Cessna 310 G-BBXL which arrived on the 31st may be a new resident, Cessna 310 G-ODNP of Boston Air spends a lot of time here but is not thought to be resident. Cessna 182 G-BGFH which was damaged in a landing accident at Blackpool on May 16th has not yet returned and its current status is not known. Finally the military (which I almost forgot), on the 4th the Lynx ZD276 was "Army 581". The following day VC-10 XV109 arrived from Split as "Ascot 2237", on the 7th the Islander ZH536 was "Ascot 7957" and it was from Northolt where it belongs to the Station Flight. The US Navy visited on the 12th with the Beech UC-12M Super King Air 163837 using callsign "Navy 8G025". BAe 146 ZE702 was "Kitty 5" on the 15th and another transport was Hercules XV179 as "Ascot 4326" on the 19th. Arriving as "Harp formation" on the 21st were Lynx's ZD252 and XZ257, another Lynx was XZ674 as "Army 528" on the 22nd. Gazelle XZ347 on the 29th was "Army 563".

LEKDS BRADFORD AIRLINK REPORT - AUGUST 1993INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AMC3211	MLA	03/9H-ABF	10/9H-ABF	17/9H-ABF	24/9H-ABF	31/9H-ABF
BAL008A	IBZ	02/G-BYAH	09/G-BYAL	16/G-BYAK	23/G-BYAK	30/G-BYAE
BAL261A	PMI	03/G-BYAH	10/G-BYAC	17/G-BYAL	24/G-BYAK	31/G-BYAF
BAL408A	CFU	03/G-BYAJ	10/G-BYAJ	17/G-BYAK	24/G-BYAL	31/G-BYAG
BAL417A	SZG	19/G-BTZF				
BAL539A	SZG	08/G-BGYJ	29/G-BGYJ			
BMA1214	JER	07/G-BMAG	14/G-BMAH	21/G-BMAC	28/G-BMAI	
BMA1254	JER	01/G-PKBM	08/G-PKBM	15/G-PKBD	22/G-PKBM	29/G-PKBM
BMA1314	JER	01/G-BMAI	08/G-BMAI	15/G-BMAI	22/G-BMAI	29/G-BMAC
BMA1554	JER	07/G-OBMJ	14/G-OBMJ	21/G-OBMH	28/G-OBMH	
BMA2834	JER	07/G-ELDG	14/G-ELDG	21/G-ELDG	28/G-PKBM	
CKT8921	YYZ	20/G-BPEF	27/G-BPEF			
CKT8943	YYZ	06/G-BPEH	13/G-BPKB			
IRA182	PFO	01/G-IRAA	08/G-BNGM	15/G-BNGL	22/G-IRAA	29/G-IRAA
IRA188	PMI	07/G-BNGL	14/G-IRAA	21/G-BNGM	28/G-BNGM	
IRA822	LCA	01/G-BNGL	08/G-IRAA	15/G-BNGM	22/G-BNGL	29/G-BNGL
LAZ7926	BOJ	01/LZ-BTX	08/LZ-BTO	15/LZ-BTA	22/LZ-BTS	29/LZ-BTK
LAZ7958	VAR	07/LZ-BTF	14/LZ-BTO	21/LZ-BTV	28/LZ-BTT	
MNXB32	IOM	07/G-LEGS	14/G-LEGS	21/G-BKMX	28/G-LEGS	
MON438	PMI	01/G-MONC	08/G-MONC	15/G-MCKE	22/G-MONJ	29/G-MOND
SPP364	PMI	06/EC-ESJ	13/EC-485	20/EC-EOZ	27/EC-463	
SPP368	TFS	04/EC-EPL	11/EC-485	18/EC-487	25/EC-485	
TAP9650	FAO	06/CS-TIH	13/CS-TIF	20/CS-TIG	27/CS-TIH	
UPA581	ZTH	06/G-BNNJ	13/G-BNNJ	20/G-BNNJ	27/G-BNNJ	
UPA583	CFU	06/G-BNNJ	13/G-BNNJ	20/G-BNNJ	27/G-BNNJ	
UPA585	RHO	07/G-BNNJ	14/G-BNNJ	21/G-BNNJ	28/G-BNNJ	
UPA587	KGS	07/G-BNNJ	14/G-BNNJ	21/G-BNNJ	28/G-BNNJ	
UPA589	MLA	01/G-BNNJ	08/G-BNNJ	15/G-BNNJ	22/G-BNNJ	29/G-BNNJ
UPA591	HKR	01/G-BNNJ	08/G-BNNJ	15/G-BNNJ	22/G-BNNJ	29/G-BNNJ

OTHER FLIGHTS

01	G-OBMF	B734	BMA414/415	f/t Heathrow	Lieu DC9
02	<u>SE-DNI</u>	B735	BMA412/413	f/t Heathrow	Lieu DC9
02	G-BNIX	SH33	WLO939/940	Southend - Bordeaux	Freight
05	G-JKAB	FK27	JEA743/744	f/t Belfast City	Lieu SH36
06	G-JKAB	FK27	JEA743/744	f/t Belfast City	Lieu SH36
10	XV303	C130	RRR5182	Lyneham - Split	Trooping
10	XV222	C130	RRR5231	Split - Lyneham	Trooping
12	G-OLAH	SH36	UKA9504/630	Newcastle - Edinburgh	Lieu UKA SH36
12	G-OLAH	SH36	UKA647/606	f/t Edinburgh n/s	Lieu UKA SH36
13	G-OLAH	SH36	UKA607/695	Edinburgh - Belfast City	Lieu UKA SH36
13	G-OLAH	SH36	UKA696/9510	Belfast City - Newcastle	Lieu UKA SH36
13	G-JEAA	FK27	JEA743/744	f/t Belfast City	Lieu SH36
15	<u>RA85713</u>	TU54	LSV302	Birmingham - Moscow	Air Ambulance
17	G-TNTE	BA46	UPA510/482	f/t Dublin	Horses
17	G-JEAH	FK27	JEA743/744	f/t Belfast City	Lieu SH36
18	G-TNTE	BA46	UPA510/244	Dublin - Shannon	Horses
18	G-TNTE	BA46	UPA245/482	Shannon - Dublin	Horses
19	G-ZAPD	SH36	UKA630P/630	Stansted - Edinburgh	Lieu UKA SH36
19	G-ZAPD	SH36	UKA647/647P	Edinburgh - Stansted	Lieu UKA SH36
19	EI-FKB	FK50	KIN2362/2363	f/t Dublin	Extra Sched
20	<u>G-TNTA</u>	BA46	UPA510/244	Dublin - Shannon	Horses
21	G-BOAD	CONC	BAW9024/9025	Heathrow - Local	Passenger Chtr
21	G-BOAD	CONC	BAW9025/9027	Local - n/s - Heathrow	Passenger Chtr
24	XV109	VC10	RRR2186	Brize Norton - Split	Trooping
24	XV109	VC10	RRR2187	Split - Brize Norton	Trooping
29	G-JEAD	FK27	JEA743/744	f/t Belfast City	Lieu SH36
30	G-JEAD	FK27	JEA743/744	f/t Belfast City	Lieu SH36

Aircraft making first visits are underlined.

LEKDS BRADFORD AIRLINE REPORT - SEPTEMBER 1993

INBOUND DIVERSIONS

22	BAW8309	GLA	HUY	G-OBKA	BA41	GLA	BAW8300/23
22	UKA843	AMS	HUY	G-STAN	FK27	AMS	UKA830/23
24	AMC3224	MLA	MAN	9H-ABK	B737	MAN	AMC3224
24	BAW53H	KDI	MAN	G-BTPM	BATP	MAN	BAW6761
24	GNT340	KDI	EMA	G-GNTD	SF34	KDI	GNT343P
24	LOG471	GLA	SOU	G-LOGK	BA41	SOU	LOG471A

REGULAR FLIGHTS

AAN201	PMI	11/EC-EXX	18/EC-KZU	25/EC-EXX	
AMC3211	MLA	07/9H-ABK	14/9H-ABK	21/9H-ABF	28/9H-ABK
BAL008A	IBZ	06/G-BYAD	13/DivEMA	20/G-BYAI	27/G-BYAK
BAL261A	PMI	07/G-BYAK	14/G-BYAK	21/G-BYAK	28/G-BYAF
BAL408A	CFU	07/G-BYAI	14/G-BYAI	21/G-BYAD	28/G-BYAD
BAL417A	SZG	09/G-BJCT			
BMA1214	JER	04/G-BMAB	11/G-BMAI	18/G-BMAG	25/G-BMAI
BMA1254	JER	05/G-PKBE	12/G-BMAM	19/G-PKEM	26/G-PKEM
BMA1314	JER	05/G-BMAH	12/G-BMAH	19/G-BMAH	26/G-BMAG
BMA1554	JER	04/G-OBMH	11/G-OBMD	18/G-OBMA	25/G-OBMC
CKT8921	YYZ	03/G-BPEA	10/G-BPEA	17/G-BPEF	24/G-BPEF
IEA182	PFO	05/G-IEAA	12/G-BNGL	19/G-BNGL	26/G-BNGL
IEA188	PMI	04/G-BNGL			
IEA822	LCA	05/G-BNGM	12/G-IEAA	19/G-BNGM	26/G-IEAA
LAZ7926	BOJ	05/LZ-BTQ	12/LZ-BTS	19/LZ-BTO	26/LZ-BTF
LAZ7958	VAR	04/LZ-BTL	11/LZ-BTT	18/LZ-BTN	25/LZ-BTV
MNXB32	IOM	04/G-LEGS	11/G-ISLE	18/G-BKMX	25/G-ISLE
MON438	PMI	05/G-MOND	12/G-MONC	19/G-MONC	26/G-MONC
SPP364	PMI	03/EC-485	10/EC-463	17/EC-463	24/EC-463
SPP368	TFS	01/EC-EPL	08/EC-EPL	15/EC-485	22/EC-479
TAP9650	FAO	03/CS-TIG	10/CS-TIF	17/CS-TIG	24/CS-TIH
UPA581	ZTH	03/G-BNNJ	10/G-BNNJ	17/G-BNNJ	24/G-BNNJ
UPA583	CFU	03/G-BNNJ	10/G-BNNJ	17/G-BNNJ	24/G-BNNJ
UPA585	RHO	04/G-BNNJ	11/G-BNNJ	18/G-BNNJ	25/G-BNNJ
UPA587	KGS	04/G-BNNJ	11/G-BNNJ	18/G-BNNJ	25/G-BNNJ
UPA589	MLA	05/G-BNNJ	12/G-BNNJ	19/G-BNNJ	26/G-BNNJ
UPA591	HER	05/G-BNNJ	12/G-BNNJ	19/G-BNNJ	26/G-BNNJ

29/EC-EIG

OTHER FLIGHTS

01	SE-DNI	B735	BMA412/413	f/t Heathrow	Lieu DC9
06	G-JEAH	FK27	JEA733/734	f/t Belfast City	Lieu SH36
06	G-JEAH	FK27	JEA743/744	f/t Belfast City	Lieu SH36
06	XV212	C130	RRR5400	Lyneham -n/s- Split	Trooping
06	XV212	C130	RRR5401	Split - Lyneham	Trooping
09	G-UKAG	BA46	UKA861/866	f/t Amsterdam	Lieu FK27
13	EI-CDS	B735	KIN364/365	f/t Dublin	Lieu SF34
13	G-SBAC	SH36	UKA9504/695	Newcastle - Belfast Int	Lieu UKA SH36
13	G-SBAC	SH36	UKA696/9507	Belfast Int - Newcastle	Lieu UKA SH36
13	G-LOGC	BATP	UKA647	Edinburgh - Norwich	Lieu SH36
16	G-BEJM	BA11	FOB457/459	Stansted - Maastricht	Private Exec
17	G-BEJM	BA11	FOB461/462	Köln/Bonn - Stansted	Private Exec
17	LX-SKS	E110	SKS110	Stornoway - Maastricht	Passenger Chtr
17	G-JEAG	FK27	JEA743/744	f/t Belfast City	Lieu SH36
17	G-BKMX	SH36	UKA630P/630	Isle of Man - Edinburgh	Lieu UKA SH36
17	G-DASI	SH36	UKA872/875	t/f Amsterdam	Lieu FK27
17	G-BKMX	SH36	UKA647/647P	Edinburgh -n/s- Isle of Man	Lieu UKA
18	EI-FKC	FK50	EIN366/367	f/t Dublin	Lieu SF34
19	ZE702	BA46	Kitty 5	Benson - Northolt	Royal
19	130324	C130	CFC509	Valkenburg -n/s- Montreal	Trooping
19	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu DC9
21	G-LOGK	BA41	LOG291/292	f/t Glasgow	Lieu SH36
21	G-BKMX	SH36	MNX901/902	f/t Isle of Man	Passenger Chtr
21	XV222	C130	RRR5405	Lyneham - Split	Trooping
21	G-BKMX	SH36	MNX903/904	f/t Isle of Man	Passenger Chtr
21	G-ZAPD	SH36	AWC881P/881A	Stansted - Rotterdam	Freight Chtr
21	G-SBAC	SH36	UKA9504/606	Newcastle -n/s- Edinburgh	Lieu UKA
22	G-SBAC	SH36	UKA607/695	Edinburgh - Belfast Int	Lieu UKA SH36
22	G-BHJZ	E110	WLO200/201	f/t Norwich	Passenger Chtr
22	G-SBAC	SH36	UKA696/630	Belfast Int - Edinburgh	Lieu UKA SH36
22	XV292	C130	RRR5405/760	Split - Lyneham	Trooping
22	G-UKID	BA46	UKA647/9701	f/t Edinburgh	Lieu SH36
23	G-SBAC	SH36	UKA607/695	Edinburgh - Belfast Int	Lieu UKA SH36
23	G-SBAC	SH36	UKA696/630	Belfast Int - Edinburgh	Lieu UKA SH36
23	G-SBAC	SH36	UKA647/606	f/t Edinburgh n/s	Lieu UKA SH36
24	G-SBAC	SH36	UKA607/695	Edinburgh - Belfast Int	Lieu UKA SH36
24	G-SBAC	SH36	UKA696/630	Belfast Int - Edinburgh	Lieu UKA SH36
24	G-SBAC	SH36	UKA647/9501	Edinburgh - Newcastle	Lieu UKA SH36
30	G-OBMZ	B735	BMA412/413	f/t Heathrow	Lieu DC9

LEEDS BRADFORD AIRLINE REPORT - OCTOBER 1993INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AAN201	PMI	02/EC-FEB				
AMC3211	MLA	05/DivMAN	12/9H-ABF	19/9H-ABF	26/9H-ABF	
BAL008A	IBZ	04/G-BYAD	11/G-BYAK	18/G-BYAH	25/G-BYAK	
BAL261A	PMI	05/G-BYAK	12/G-BYAK	19/G-BYAK	26/G-BYAF	
BAL408A	CFU	05/G-BYAI	12/G-BYAI	19/G-BYAC	26/G-BYAL	
BMA1214	JER	02/G-BMAB				
BMA1254	JER	03/G-BMAK				
BMA1314	JER	03/G-BMAB	10/G-BMAB	17/G-BMAC	24/G-BMAH	31/G-BMAG
BMA1334	JER	09/G-BMAB	16/G-BMAC	23/G-BMAH	30/G-BMAH	
BMA1554	JER	02/G-OBMD				
CKT8921	YYZ	01/G-BPEH	08/G-BPEC			
IRA182	PFO	03/G-BNGM	10/G-IEAA	17/G-IEAA	24/G-IEAA	31/DivMAN
IRA822	LCA	03/G-BNGL	10/G-BNGL	17/G-BNGL	24/G-BNGM	31/G-BNGM
LAZ7926	BOJ	03/LZ-BTG	10/LZ-BTT			
LAZ7958	VAR	02/DivMAN	09/LZ-BTP			
MON438	PMI	03/G-MONE	10/G-MOND	17/G-MOND	24/G-MOND	31/G-MONC
SPP364	PMI	01/EC-EOZ	08/EC-EPL	15/EC-FJQ	22/EC-KIG	29/EC-FJQ
SPP368	TFS	06/EC-KIG	13/EC-EOZ	20/EC-479	27/EC-KIG	
TAP9650	FAO	01/CS-TIF	08/CS-TIG	15/CS-TIF	22/CS-TIG	29/CS-TIF
UPA581	ZTH	01/G-BNNJ	08/G-BNNJ	15/G-BNNJ	22/G-BNNJ	
UPA583	CFU	01/G-BNNJ	08/G-BNNJ			
UPA585	RHO	02/G-BNNJ	09/G-BNNJ	16/G-BNNJ	23/G-BNNJ	
UPA587	KGS	02/G-BNNJ	09/G-BNNJ	16/G-BNNJ	23/G-BNNJ	
UPA589	MLA	03/G-BNNJ	10/G-BNNJ	17/G-BNNJ	24/G-BNNJ	31/G-BNNJ
UPA591	HER	03/G-BNNJ	10/G-BNNJ	17/G-BNNJ	24/G-BNNJ	31/G-BNNJ

OTHER FLIGHTS

05	G-BKUY	BA31	AFY685	Shannon - Birmingham	Passenger Chtr
05	XV109	VC10	RRR2237	f/t Split n/s	Trooping
05	EI-FKA	FK50	RIN368/369	f/t Dublin	Lieu SF34
06	G-BNNJ	B733	UPA967P/967	Manchester - Norwich	Bradford City
06	G-ASVO	HP7	BAF200P/3200	Stansted - Liverpool	Lieu JAN HS74
06	G-BNNJ	B733	UPA968/968P	Norwich -n/s- Manchester	Bradford City
07	G-UKLN	BA46	UKA890	Edinburgh - Amsterdam	Lieu FK27
07	G-ASVO	HP7	BAF202P/3202	Stansted - Liverpool	Lieu JAN HS74
08	G-ASVO	HP7	BAF204P/3204	Stansted - Liverpool	Lieu JAN HS74
10	EI-FKE	FK50	RIN366/367	f/t Dublin	Lieu SF34
13	G-ZAPF	SH36	UKA872P/872	Stansted - Amsterdam	Lieu UKA FK27
13	G-ZAPF	SH36	UKA875/875P	Amsterdam - Stansted	Lieu UKA FK27
13	G-DAAL	HS74	JAN167P/168	f/t Liverpool	Mail
15	ZE702	BA46	Kitty 5	Northolt - Benson	Royal
15	G-HAGT	KA32	KXC49P/5649	Gatwick - Birmingham	Passenger Chtr
15	G-OJET	BA46	MXE901/902	Isle of Man - Guernsey	Passenger Chtr
15	G-ZAPF	SH36	UKA872P/872	Stansted - Amsterdam	Lieu UKA FK27
15	G-ZAPF	SH36	UKA875/875P	Amsterdam - Stansted	Lieu UKA FK27
17	G-OJET	BA46	MXE903/904	Guernsey - Isle of Man	Passenger Chtr
17	G-UKLA	B734	LEI9228/0144	Birmingham - Stansted	Passenger Chtr
18	G-AVXJ	HS74	-	TeesSide - Local	Calibration
18	G-AVXJ	HS74	-	Local - Birmingham	Calibration
18	OO-DJJ	BA46	SAB701/702	f/t Brussels n/s	Lieu E120
19	XV179	C130	RRR4326	Lyneham - Split	Trooping
19	G-JEAA	FK27	JEA743/744	f/t Belfast City	Lieu SH36
19	OO-DJJ	BA46	SAB701/702	f/t Brussels n/s	Lieu E120
20	G-AVXJ	HS74	-	Birmingham - Local	Calibration
20	G-AVXJ	HS74	-	Local - TeesSide	Calibration
27	OY-SRC	FK27	SRR1252/2252	Copenhagen - Gothenburg	Save Freight
30	G-BNGL	B733	IRA1054P/1054	Manchester - Norwich	Passenger Chtr
31	G-BNGL	B733	IKA1055/614P	Norwich - Malaga	Passenger Chtr

Aircraft making first visits are underlined.

HOLIDAY IN REVERSE

This seemed like the wrong way round! Instead of Peggy and me flying to America to visit my sister-in-law and her husband as usual, they were touring Scotland with us. Airfields were not on the itinerary. But you can't ignore a signpost to Glasgow Airport, can you? The first plane I saw was a Short of Titan Airways, G-ZAPF. Also worth noting were DHL's Cargo Convair registered OO-DHF, and a BAe 146-200 of Delta Air Transport, OO-DJH. We also saw Loganair, British Airways, British Midland and Air UK.

At Oban, where we stayed overnight, a red helicopter was doing pleasure flights from a site on the edge of town; while at nearby North Connel Airfield, which is the home of the Connel Gliding Club, a lone light aircraft was parked up. It was partly covered over, so the registration letters were hidden.

Heading home, we lunched at Edinburgh Airport in a café overlooking an apron. An Aeroflot (or whatever they call themselves now that the USSR has collapsed) drifted past in the distance, and an Aer Lingus SAAB, EI-CFB arrived. A Starair F.27 Friendship, Mk 600, registered OY-SRC was preparing to leave; and we also logged two Air UK BAe 146 jets: G-UKPC and G-UKLN.

It was back home again with no time for plane spotting until the day none of us wanted arrived: October 1st. This was the day Dorothy and Keith flew from Manchester to Toronto on the first part of their journey back to the USA. They went on an Air Transat L.1011-385 TriStar bearing the Canadian registration C-FTNB. Whilst waiting for it to take off I logged Nigeria's Okada Air, 5N-EDO, a French registered Airbus Skylink "Guppy" Cargo plane with "2" on the tail, but couldn't get all the registration, and Manx's G-ISLE (a Short SD3-60). Russia was represented by Tupolev RA-85647 and the Irish Republic by EI-CDT, an Aer Lingus 737.

Among the lesser known British airlines was Gill Aviation's G-BIFH which is a Short SD3-30. British Airways were well represented, whilst I saw four Loganairs: G-LOGB, G-LOGC, G-LOGD and G-LOGG. There were three Boeing 757s of Air 2000 with their distinctive registrations: G-000C, G-000I and G-000S. Airtours had three McD Douglas MD-83s in evidence, whilst I also saw LTE, Air UK, SAS and British World, but was unable to read the registrations. However, I was able to log G-MONE, a Monarch Boeing 757 which has also been to LBA. The Air Transat was now making its take off run on runway 06, but we didn't see it lift off because all the runway can't be seen from the restaurant window.

The next problem was how to get home, because the hired car we'd come in had been handed back at the airport. We decided to travel by train. To reach Manchester Airport Station you cross a long, enclosed bridge which has travelling walkways part of the way. Then you can choose between a lift and escalator to descend to platform level. As the station only opened a few months ago it's modern and smart. So was the train. This was bound for Scarborough, calling at Stalybridge, Huddersfield, Leeds, York and Seamer, and it was the quietest, smoothest running train I've ever been on. During the journey a food and drinks trolley was brought round, and the staff were polite. What didn't impress me, however, was the fare. £6.50 single from Manchester Airport to Huddersfield was more than I'd expected. Thank goodness the bus fare from there to Odsal was a modest 50p—with our Senior Citizens passes, of course.

Leslie Scheftsik.

AIRLINE NEWS

Air Lingus have been operating B.767-3Y0 EI-CAL (24952) in basic Air Aruba colours and B.767-3Y0 EI-CAM (24953) in a white overall finish. One of these aircraft is to be leased to Royal Nepal Airlines for two years.

Air Atlantique is adding two Lockheed L.188CF Electras to its fleet. These are to be used primarily for night operation into noise sensitive German airports. They are G-LOFA (2002) ex F-OGST and G-LOFB (1144) ex N 668F. The two DC6 aircraft will continue to be used on charters and on the services to Brussels. The airline has confirmed that it has no plans to dispose of the DC6 aircraft in the foreseeable future.

Air Bristol is a new airline owned by British Aerospace due to start operations in late 1993 using BAC 111 G-AVMT on flights between Filton and Toulouse.

Air Europa has contracted to lease two new B.737-300 aircraft from ILFC for at least three years. One aircraft to be delivered in November 1993 with the second following in June 1994.

Air France At least three of the five DC 10-30 aircraft previously operated by UTA have been disposed of. F-BTDD (46963) and F-BTDE (46853) are currently being operated by AOM Airlines of France. F-BTDB (46850) is currently operating for LAP of Paraguay. Surprisingly N54649 was rolled out at Paris-Orly on 27th August in full Air France colours and will be used exclusively on services between Papeete (Polynesia) and Tokyo.

Air Terrex have added B.727-2D3 (21021) OK-EGK to their fleet. The aircraft is in basic Dan-Air colours and is ex N 500AV; before this it had been operating as G-BPND.

Airtours are to buy two B.767-300ER aircraft direct from Boeing. The deal is valued at around \$200 million including a spares package and support. they are to be 326 seat one-class aircraft and will be powered by General Electric CFM56-80C2 engines. delivery is scheduled for next spring. The aircraft are likely to be used on Trans-atlantic routes to holiday destinations such as Orlando and the Caribbean.

American Airlines are to start operating the ex US-Air route from Philadelphia to London. Have announced plans to ground a further eleven DC10 aircraft. This means that altogether 42 DC10's are to be grounded or retired.

Belair of Minsk has purchased a second IL-76TD from Aeroflot, it is registered EW-76837 and is operating ad-hoc freight charters.

Britannia Airways Six of its B.737-200 aircraft are due to go to Air New Zealand.

British World Airlines has been awarded the contract for operating trooping flights for the Ministry of Defence carrying service personnel to and from Germany. Britannia will no longer be able to continue flying these charters after disposal of its remaining B.737 aircraft. British World is planning to operate these flights from Stansted using its BAE-146 aircraft.

DHL began operating a Nuremberg to East Midlands service on 28/9/93 using Convair 580's of EAT.

Lufthansa B.747-430 (24715) D-ABTD has been transferred to Condor and has been repainted in an all white colour scheme with the Condor emblem and 'Condor' on the front part of the fuselage and the Condor emblem on white on the tail.

It is to be operated on new services between Frankfurt and Taipei (Taiwan). Now has only six of its A.310-200 fleet operational; a second has recently been leased to Turkish Airlines, one leased to MEA and a further four parked.

Are to sub-lease five B.747-200F aircraft from Federal Express as these are phased out due to the introduction of the converted Lufthansa Airbus reported last month.

All Australian routes are to be transferred to Condor from March 1994. Further aircraft will be transferred from the Lufthansa fleet to allow this.

Commenced a Frankfurt to East Midlands cargo service on 28/9/93 using B.737-200 aircraft.

Skyways of Sweden are planning to upgrade to jet equipment on the Halmstad to Arlanda route to compete with the Fokker 100's being introduced by Transwede on the route. Skyways currently operate SAAB 340's on the route and are looking at the possibility of leasing a BAE 146.

Spanair are currently purchasing some of the aircraft that they have on lease. Two of the DC9-83's were recently purchased, they are EC-463 (49577) ex EC-EHT and EC-479 (49621) ex EC-EJU.

Sterling Airways suspended operations on 22/9/93 and has filed for bankruptcy.

Turkish Airlines took delivery of the first of five ordered Avro RJ100's on July 22nd. It is c/n R.2232 and is registered TC-THA. (it first flew as G-6-232).

United Parcel Service have replaced two DC8 aircraft on Transatlantic freight operations by a B.747-100F.

Virgin Atlantic will begin daily non-stop London to Hong Kong services on 1st February 1994.

HELLO PRAGUE - GOODBYE 'ASPRO'!

Alan Sedgwick

I arrived at LBA very early on Saturday 30 October to check-in in good time for Inter European's flight 1054, a 'Transun' day trip to Prague that had been advertised in local papers around this region. The last news you want to hear on such a venture is that your flight has been delayed from 07.45 to 08.30 due to the late arrival of the in-bound Aircraft, and despite worse news that we would depart at 09.30, G-BNGL lifted just over 60 of us off runway 32 at 09.12. The 737-300 was loaded with half of us in the front section and half in the rear for the 30 minute hop down to Norwich's runway 09. I understand that our original Aircraft had gone 'Tech' in Cardiff and that GOLF LIMA joined us from Manchester from where it was scheduled to fly to Palma. On the ground at Norwich was BP Survey F27 - VR-BLX in front of six unidentified F27s, some where all white with no markings. The Air UK doors were closed but F100 G-UKFB was outside. Having virtually filled the middle section of our Boeing and completely changed our crews, we taxied out past the makeshift car storage area to the West end of the terminal and were informed that the tour operator and carrier had agreed to add 2 hours on to the end of our planned day so as we would not lose-out due to the delay. We took off Eastbound at 10.25, after allowing another mystery white F27 to land, across the North Sea and routing over Belgium to Bonn and Frankfurt at 33,000, during this time we enjoyed a hot breakfast and bar service. The thick English cloud gave way to gradually more broken ones until a hazy but clear sky greeted our SW landing 1½ hrs after departure. We had been given a stand right at the very end of the long apron that stretches in front of the Praha-Ruzyně airport and before we had parked properly besides DELTA 727= N8890Z, up popped a Skoda with POLICE marked on the side from which the occupants sat and watched us all disembark!. Two buses whisked our intrepid travellers back up to the terminal building which allowed only a limited opportunity to note a few of the mainly Tupolev dominated scene of about 10 Aircraft. Those I did (warily) log were;- CSA's Tu134s= OK-HFL + OK-IFN + A310= OK-WAA (named Praha). There was also Polish (LOT) ATR 72= SP-LFD and landing 10 minutes behind us was AIR ALGERIE 727 7T-VEV. The Airport has been in service for 56 years and is the main International Airport of the Czech Republic, although time did not permit, it has an outside viewing deck which I know charged an entrance fee of 3p in 1992! The Czech Airport Management that runs the site is also responsible for the Airports at Brno-Turany, Karlovy Vary and Ostrava-Mosnov. Altogether they employ around 13,000 people with a reported average age of 39.5!! Anyway luck was on our side as the cloudless sky we were witnessing had followed two days of fog that had been bad enough to close the Airport and lead to the cancellation of Transun's Bristol and London day-trippers!. The queue to clear the serious stare of the Immigration official was slow, but it gives you time to use the Airside money exchange facilities (the Koruna cannot be taken in or out of the country!). We were not sure what to expect in

terms of security which was not oppressive, in fact it is probably nowadays more discreet than some Airports further West. It took less than 30 minutes on a very modern coach to reach the City passing many busy trams and billboards where adverts for Skoda cars rubbed shoulders with those for Lion Bars!. Prague itself, as you may have read, is brimming with fine buildings of differing designs untouched by two World Wars, endless cobbled streets and trams enable you to conjure pictures from its varied past. The river Vltava spanned by the 600 years old Charles bridge separates the higher East side, with the Castle and St Vitus Cathedral, from the shops and alleyways of the Old Town which lead you on to Wenceslas square. The square is actually more like a very wide city street that gently rises up to a museum, you can now buy a McDonalds and Levi's, but it has little in the line of "ordinary" clothes shops. There is a lot to see AND even in Autumn a lot of people seeing it. As 20.00 hrs came we had to leave the street entertainers, horse drawn dray carts, stalls selling hats, jewellery and little wooden Russian leaders, the throng of people in the cobbled squares gazing up at the ornate Astrological clock and the splendour of the floodlit castle, for 'Golf Lima' which was sat completely on its own at one frosty end of Ruzyně. Money changed back, we then put our hand luggage (and wooden Gorby's) through an X-ray machine BEFORE we checked-in. The Czech-Ogden Air Handling boarding card issued indicated seat= FREE which meant sit where you did coming!! and after clearing passport control it was straight up to the Cafe/Bar, seeing as the Duty Free staff had already disappeared down town to the beer halls! (well it was Saturday night!). Through the dark I could just make out a pair of ATR 72s= OK-XFA + XFC, but it was getting late and the Budweisser bier (not the American imitation) did not help. Just after 22.00 we were called to the pier but annoyingly had to queue first at another X-ray machine (with 'frame') and then to access a gate lounge. Finally what were probably the only passengers left at the airport, I'm sure I saw them turn the lights out!, eventually boarded and our Aircraft rolled away from the stand, (watched by our obligatory Police Skoda) and into the cold night to lift off at 22.35 (local). Something smelled good as we slowed our climb and that something was? Yes= Fish, Chips and Mushy Peas - Airline style!!, hard to believe at first but tasty all the same. We crossed into Germany after just 20 minutes, with a bar and duty free service also offered to our happy but tiring day trippers The cruise at 35,000 took us back over Frankfurt and Brussels with the English coast reached at Clacton. We greeted Norwich's tarmac at 23.02 and said goodbye to half of Aspro 1055's load, some of which were new found friends for a few hours. With our 'domestic' crew once more installed we trundled out to runway 09 for the fourth and last time, steeply climbing away from Norfolk soil at 23.35. With few turns noted we must have had a direct routeing to LBA's '32' which greeted us just 25 minutes later. The only sad part was the news from a member of the friendly cabin staff that when IEA were absorbed 24 hours later their jobs were to disappear.

A FAYRE DO

A little bit later than usual the Linton Autumn Fayre took place on 6 November 1993. The gates opened at 1300hrs and entrance was £1

My wife enjoyed the event so much last year that she was keen to go again, despite the grey and misty conditions. The weather made photography a interesting, even with 400ASA film, and the visiting aircraft were a bit thin on the ground compared with last year. But these are the challenges that we dedicated spotters relish.

On our arrival we had a quick look around the static aircraft park before adjourning to the main display hangar for lunch. We both opted for the chicken curry and rice, at £1.25 per portion, but could have chosen from hot dogs, burgers, soup and chips at equally reasonable prices.

The afternoon was spent in browsing round the various stands and stalls. We didn't win on the raffle, but won an excellent bottle of wine on the tombola. Some of the stalls were different: the human fruit machine at 10p a go, the unrideable bicycle and a form of bingo operated by two ferrets.

The Fayre ended at about 1700hrs and was followed almost immediately by a bonfire and firework display. Those of us still about at this time also got a chance to look in one of the hangars, full of Tucanos, that had been closed all afternoon.

For all you lovers of military aeroplanes I list the aircraft on view: ZF346 Tucano T.1 of 1 FTS, XX713 Bulldog T.1 "Z" of 6 FTS, ZH197 Grob Vigilant T.1, ZE835 Tornado F.3 "HK" of 111 Sqn, ZD634 Sea King HAS6 "06/CU" of 810 Sqn, XX309 Hawk T.1 no unit marks, ZB603 Harrier T.4 "718/VL" of 899 Sqn bearing 50 years Special Marks, XM479 Jet Provost T.3A ex "54" of 1 FTS. Also a loan civvie G-BONT Slingsby T.67. In the display hangar were: ZD472 Harrier GR.5 (Replica) "01" of 1 Sqn, ZF320 Tucano T.1 of 1 FTS and R60 Grob Astir C5.

Jim Stanfield

A Merry Chirstmas
and a happy 1994 ~
from all at
Air Yorkshire



Mike