

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1991

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SECRETARY:- A. Heeley, 29 Victoria Road, Guiseley, Leeds LS20 8DQ, Guiseley 876261

TREASURER/REGISTRAR:- C. Hunter, Residence 2, High Royds Hospital, Menston

P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

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.

NOVEMBER 3rd : A Captains Log.

DECEMBER 1st : Christmas Party and Grand Draw.

CHAIRMAN'S CHAT

First of all, many thanks for all your good wishes, cards and gifts during my enforced tech stop. New parts have now been fitted to my undercarriage and I hope to get three greens very shortly.

I understand I missed a very good meeting at which Rob Lund brought us up to date on the LBA.

Plans are well in hand for our Christmas meeting on Sunday December 1st. If you hold any trophies will you please return them for this meeting.

As in past years the success of the Christmas Draw depends on your generosity, so please bring along any items suitable for Draw prizes, together with mince pies etc. on the day. It is also hoped that Air Supply will have a display of Aviation items, from which you can choose your Christmas present from your wife.

Finally, on Tuesday the 3rd of December at 7.30pm we hold our Annual General Meeting. We hope most of you will attend in order to express your opinions, and vote for your Committee and Officers.

CREDITS

T.W. Sykes
D. Ward

E.C. Griffiths
R. Ward

S.W. Rigg
R. Fozzard

J. Hinkles
A. Lee

R.T. Whitaker
J. Jackson.

LEEDS/BRADFORD MOVEMENTS - SEPTEMBER 1991

	ATA	ATD		ATA	ATD
1. EI-CFA SAAB 340	0845	0920	G-BCWA BAC 1-11	1030	1117
G-BOYC Robinson R-22	1047	1047	N3HB Challenger 600S n/s	1210	1626(15)
G-BOYC Robinson R-22	1323	1323	G-MOAC F33A Bonanza n/s	1423	
G-BOYC Robinson R-22	1427	1427	G-TKPZ Cessna 310R	1537	1622
G-BCXR BAC 1-11	1542	1638	LZ-BTF Tu-154	1657	1854
G-BOYC Robinson R-22	1715	1715	37796 C-130	1723	1827
G-JEAG Friendship	1740	1820	OO-DTJ Brasilia	1903	2010
EI-CFB SAAB 340	1918	2043	G-JEAG Friendship n/s	2036	0717(2)
G-JLRW Duchess n/s	2050	1614(2)			
2. OO-DTK Brasilia	0753	0818	G-BPPM King Air 200	0821	
G-WACK Short 360	0829	0852	EI-CFB SAAB 340	0839	0916
G-JEAG Friendship	0928		OY-SUL Cessna 421C n/s	0958	
G-FOOD King Air 200	1012		ZG845 BN2T Islander	1017	
G-BDHL Aztec	1115		G-ILTS Cherokee Six	1137	1156
G-BJYG Warrior	1141		G-BILU Cessna 177	1151	
G-EJET Citation II	1226		G-LOGU Jetstream	1510	
G-BPTR Robinson R-22	1539		G-TKPZ Cessna 310R	1554	1715
G-AVYT Arrow n/s	1651		N9469P Comanche	1703	1750
G-BBKB Cherokee 140	1712	1741	G-JEAF Friendship	1748	1832
G-BLGB Short 360	1808	1824	OO-DTJ Brasilia	1859	
EI-CFA SAAB 340	1927	2039	HB-DGU Mooney M20.K n/s	1931	
G-ILTS Cherokee Six	1936	1948	G-JEAF Friendship n/s	2035	0716(3)
3. PH-MDX Citation II	0747	1835	G-BMLC Short 360	0819	0905
EI-CFA SAAB 340	0853	0940	PH-IDA Navajo	0902	1827
PH-GYN Navajo	0919	1824	G-OFIT Bandeirante	0936	1611
G-JEAF Friendship	0940		18010 U21A	0947	1132
G-BMSW Cessna T210M	0953	1928	G-BNYJ Cessna 421B	0958	
G-BDHL Aztec	1047		OO-LRY Navajo	1125	1918
G-BNXF Jetranger	1217		G-TKPZ Cessna 310R	1248	1519
G-UKLF Boeing 737	1430	1528	G-BECC Boeing 737	1440	1538
G-LOGU Jetstream	1457	1531	G-NUTZ Twin Squirrel	1618	1645
G-JHAN King Air 200 n/s	1625	0810(4)	G-JEAF Friendship	1742	1830
G-BMLC Short 360	1811	1838	OO-DTI Brasilia	1902	1934
G-BLZN Jetranger	1932	1959	EI-CFD SAAB 340	1933	2042
G-JEAF Friendship n/s	2035	0704(4)	XX522 Bulldog	2038	2038
4. OO-DTI Brasilia	0732	0906	G-BMLC Short 360	0815	0848
OO-CJV Navajo	0825	1840	OO-LRY Navajo	0827	1847
EI-CFD SAAB 340	0845	0921	G-JEAF Friendship	0929	
OO-LTE Boeing 737	0938	2006	F-GERN King Air C90	0946	
OO-IBS Sabrelliner 60A n/s	0948	1724(5)	G-TKPZ Cessna 310R	1023	
G-MLBU Malibu	1142		G-BORS Archer II	1234	1532
G-HIEL Robinson R-22	1253	1253	G-BRFV Cessna T182	1400	1934
G-AYPV Cherokee 140D	1449	1611	G-LOGU Jetstream	1451	1535
G-TELY Agusta 109	1453	1549	G-HIEL Robinson R-22	1549	1549
G-JLRW Duchess n/s	1605	1551(5)	D-IFOS Cessna 404	1635	2028
G-JEAG Friendship	1740	1822	G-WACK Short 360	1803	1838
G-JHAN King Air 200	1906	1916	OO-DTI Brasilia	1914	1950
G-ODNP Cessna 310R n/s	1931	1447(5)	EI-CFA SAAB 340	1932	2045
G-JEAG Friendship n/s	2031	0717(5)	OY-CUL Cessna 421C	1414	1539

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
5. <u>OO-CJV Navajo</u>	0834	1729	G-JEAG Friendship	1933	1007
<u>F-GETJ King Air E90</u>	0938	1813	G-BKCB Arrow	0956	1747
<u>EI-CFA SAAB 340</u>	1001	1037	G-BOYC Robinson R-22	1109	1109
<u>C-GNXI Boeing 757</u>	1134	1316	<u>D-ICAS Cessna F406</u>	1138	1352
<u>G-CZAR Citation V</u>	1147	1438	G-GABD Cougar	1207	1646
G-BGFT Seneca	1209	1330	G-BPAW Cessna 150M	1227	1540
<u>G-WICK P68 Victor</u>	1340	1912	G-BOYC Robinson R-22	1418	1418
<u>G-LOGR Jetstream</u>	1506	1537	G-BPFC Mooney M20.C	1522	1630
<u>G-HIEL Robinson R-22</u>	1627	1627	G-JEAG Friendship	1746	1821
<u>G-BGGI Tomahawk</u> n/s	1750	1012(6)	G-BMLC Short 360	1808	1844
<u>G-HIEL Robinson R-22</u>	1923	1923	<u>OO-DTF Brasilia</u>	1925	1951
<u>EI-CFC SAAB 340</u>	1933	2051	G-JEAG Friendship	n/s	2031 0700(6)
<u>XX540 Bulldog</u>	2056	2056			
6. <u>OO-DTK Brasilia</u>	0753	0836	G-BMAR Short 360	0801	0841
<u>EI-CFA SAAB 340</u>	0840	0918	G-JEAG Friendship	0911	1006
<u>F-GJAD King Air E90</u>	0916	1633	G-BMFW Hughes 369E	0917	
<u>G-GAMA Baron</u>	1038		G-OANC Warrior	1203	1550
<u>G-BJYD Cessna F152</u>	1203	1501	G-BHWE Boeing 737	1217	1454
<u>G-BOMU Archer</u>	1222	1446	<u>9H-ABC Boeing 737</u>	1328	1504
<u>VR-CCT King Air 90</u>	1333		G-WELL King Air E90	1346	
<u>G-HMES Warrior</u>	1432	1514	G-BASL Cherokee 140	1444	
<u>G-UKLF Boeing 737</u>	1450	1548	G-LOGR Jetstream	1459	1535
<u>G-UKLE Boeing 737</u>	1527	1625	G-BGAA Cessna 152	1530	1612
<u>G-AXDC Aztec</u>	1604	1704	G-ODNP Cessna 310R	n/s	1636
<u>G-BPBM Warrior</u>	1658	1736	G-JEAF Friendship	1757	1833
<u>G-BMAR Short 360</u>	1807	1843	<u>OO-MTD Brasilia</u>	1915	1938
<u>EI-CFC SAAB 340</u>	1925	2041	G-JEAF Friendship	n/s	2050 0718(7)
7. <u>LZ-BTA Tu-154</u>	0713	0816	<u>EC-EIG DC9 83</u>	0837	0957
<u>EI-CFA SAAB 340</u>	0838	0927	G-OMGE Bae 125	0849	1755
<u>G-JEAF Friendship</u>	0924		G-HIEL Robinson R-22	0953	0953
<u>G-BFFE Cessna 152</u>	1122	1110	G-HVRS Robinson R-22	1013	1013
<u>G-BPRN Warrior</u>	1126	1216	G-BHIN Cessna 152	1147	1255
<u>G-BJYD Cessna F152</u>	1213	1311	G-BSDO Cessna 152	1235	1326
<u>G-HIEL Robinson R-22</u>	1240	1240	G-HVRS Robinson R-22	1246	1246
<u>G-BTFX Jetranger</u>	1435	1457	G-BBBK Cherokee 140	1447	
<u>G-AWXX BAC 1-11</u>	1503	1603	G-HVRS Robinson R-22	1510	1510
<u>G-BKMX Short 360</u>	1546	1623	<u>EC-EIG DC9 83</u>	1548	1803
<u>G-BKMN Bae 146</u>	1711	1801	G-HVRS Robinson R-22	1748	1748
<u>G-BSYW Cessna 150M</u> n/s	1825	1205(8)	<u>EI-FKA Fokker 50</u>	1927	2040
<u>G-JEAA Friendship</u> n/s	1946	0852(8)			
8. <u>EI-CFC SAAB 340</u>	0845	0924	G-BEKA BAC 1-11	1016	1113
<u>G-BLCC TB-10 Tobago</u>	1124	1642	G-BOYC Robinson R-22	1318	1318
<u>G-BPLA Boeing 737</u>	1335	1548	G-BHIN Cessna 152	1349	1420
<u>G-BDAE BAC 1-11</u>	1535	1625	G-BOYC Robinson R-22	1656	1656
<u>LZ-BTS Tu-154</u>	1700	1831	G-BBPW Robin HR100/210	1725	1822
<u>G-JEAA Friendship</u>	1735	1813	<u>OO-DTI Brasilia</u>	1846	1929
<u>G-FOOD King Air 200</u>	1915	1939	<u>EI-CFC SAAB 340</u>	1927	2046
<u>G-STAT Cessna U206F</u> n/s	2009		G-JEAA Friendship	n/s	2029 0718(9)
<u>G-JLRW Duchess</u> n/s	2044	1609(9)	G-HALC Arrow	2100	2157

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
9. 00-MTD Brasilia	0747	0843	G-BMAR Short 360	0812	0845
EI-CFB SAAB 340	0837	0919	G-JEAA Friendship	0922	1010
G-BMNF King Air 200	1025		G-BGZW Tomahawk	1030	1647
G-BPGU Archer	1106		G-BHIN Cessna 152	1213	
G-BPZX Cessna 152	1321		G-BGPU Cherokee 140	1325	
G-BDGM Warrior	1348	1748	G-BOYC Robinson R-22	1443	1443
G-LOGR Jetstream	1451	1529	G-LUXE Bae 146	1552	1552
G-BOYC Robinson R-22	1707	1707	G-BNPY Cessna 152	1716	1824
G-JEAE Friendship	1731	1811	G-BMHX Short 360	1759	1834
00-DTK Brasilia	1923	1956	EI-CFD SAAB 340	1924	2045
G-JEAE Friendship	n/s	2018 0709(10)			
10. 00-DTG Brasilia	0743	0848	G-BMLC Short 360	0810	0840
G-BMNF King Air 200	0831	0851	EI-CFA SAAB 340	0909	0943
G-JEAE Friendship	0920	1001	G-OCAN Cessna 340	0930	
EI-BUF Cessna 210N	1020	1028	G-GRID Twin Squirrel	1105	
G-EGEL Tomahawk	1240	1837	SE-IDM Cheyenne	1250	
G-BPLA Boeing 737	1343	1511	G-LOGU Jetstream	1455	1536
G-UKLD Boeing 737	1506	1612	G-NUTZ Twin Squirrel	1513	1543
G-JEAE Friendship	1738	1812	G-BMLC Short 360	1822	1849
G-JHAN King Air 200	n/s	1847 0800(11)	00-MTD Brasilia	1854	1930
EI-CFD SAAB 340	1926	2047	G-JEAE Friendship	n/s	2018 0701(11)
11. 00-DTK Brasilia	0755	0827	G-BMHX Short 360	0805	0838
EI-CFD SAAB 340	0840	0923	G-JEAE Friendship	0920	1002
G-BNRX Seneca	0947		63 Nord 262	0954	
G-HIEL Robinson R-22	1102	1102	G-BDGM Warrior	1136	1642
G-BEWR Cessna F172N	1146	1733	G-BFFE Cessna 152	1214	
G-HIEL Robinson R-22	1235	1235	G-JHAN King Air 200	1244	
G-LOGR Jetstream	1446	1535	G-BJYD Cessna F152	1428	1616
G-YAWW Turbo Arrow	n/s	1636 1553(13)	G-AYSX Cessna F177RG	1723	
G-BGAA Cessna 152	1752	1818	G-BMHX Short 360	1802	1833
G-JEAG Friendship	1805	1839	EI-CFB SAAB 340	1922	2042
G-ODNP Cessna 310R	n/s	1936 1239(12)	G-BGGI Tomahawk	n/s	1950 0850(14)
00-DTJ Brasilia	2007	2044	G-JEAG Friendship	n/s	2040 0713(12)
G-ROWN King Air 200	n/s	2141 1204(12)			
12. 00-DTJ Brasilia	0738	0813	G-RUIA Cessna F172M	0755	1523
EI-CFD SAAB 340	0837	0926	G-BLGB Short 360	0840	0911
G-JEAG Friendship	0921	0959	G-JLRW Duchess	0955	1619
G-BJYD Cessna F152	1023	1049	G-BEHU Seneca	1045	1407
G-BIIT Warrior	1048	1713	G-TAIR Seneca	1059	1508
ZE701 Bae 146	1105	1330	G-GNXC Boeing 757	1117	1342
G-BSEW Jetranger	1305	1328	G-AYPV Cherokee 140D	1307	1515
G-BHIN Cessna 152	1356	1447	G-BOYC Robinson R-22	1410	1410
G-BSDO Cessna 152	1425	1506	G-LOGR Jetstream	1452	1530
ZE701 Bae 146	1505	1632	G-BOYC Robinson R-22	1517	1517
G-BSCP Cessna 152	1721	1759	G-JEAG Friendship	1743	1816
G-WACK Short 360	1756	1837	N404MA Citation	n/s	1903 1701(13)
00-DTI Brasilia	1927	1957	G-JEAG Friendship	n/s	2023 0709(13)
13. 00-DTI Brasilia	0731	0817	G-BKGB Short 360	0801	0838
G-BSDP Cessna 152	0802		EI-CFA SAAB 340	0834	0921

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
13. G-JEAG Friendship	0917	1004	G-BMMC Cessna T310Q	n/s	1039 0915
G-BOII Cessna 172N	1053	1808	G-BOYC Robinson R-22		1058 1058
G-BWMP Rockwell 695A	1110	1549	G-BDHL Aztec		1134 1601
G-BJCV Boeing 737	1203	1436	G-AYGC Cessna F150K		1304
G-BCUJ Cessna F150M	1317	1614	<u>9H-ABE Boeing 737</u>		1323
G-BOYC Robinson R-22	1349	1349	<u>PH-RVG Archer</u>	n/s	1413 1032(15)
G-AWAZ Arrow	1424	1532	VR-COG Beech 400		1438 1558
G-LOGU Jetstream	1456	1536	G-UKLF Boeing 737		1512 1608
G-AYPV Cherokee 140D	1521	1719	G-UKLE Boeing 737		1524 1624
G-JEAF Friendship	1740	1816	G-BLGB Short 360		1800 1836
OO-DTF Brasilia	1906	1957	<u>EI-CFC SAAB 340</u>		1918 2048
G-JEAF Friendship	n/s	2024 0709(14)			
14. LZ-HTA Tu-154	0707	0835	EI-CFD SAAB 340		0826 0919
EC-EJQ DC9 83	0850	1007	G-OAKL King Air 200		0924 0953
G-JEAF Friendship	0925	1024	G-HIEL Robinson R-22		0927 0927
G-HIEL Robinson R-22	1219	1219	G-BOYC Robinson R-22		1237 1237
G-ROCH Cessna 303	n/s	1341 1733(15)	G-HIEL Robinson R-22		1434 1434
G-BFKA BAC 1-11	1509	1601	G-BOYC Robinson R-22		1520 1520
G-LEGS Short 360	1552	1623	G-HIEL Robinson R-22		1553 1553
EC-EJQ DC9 83	1557	1731	G-BKMN Bae 146		1652 1804
G-HIEL Robinson R-22	1749	1749	G-BOYC Robinson R-22		1758 1758
G-BEPY Cherokee 180	n/s	1910 1124(15)	EI-CFA SAAB 340		1926 2050
G-WELL King Air E90	2017	2058	G-JEAF Friendship		2019 2143
G-JEAF Friendship	n/s	2156 1004(15)			
15. G-JEAA Friendship	0744	0855	EI-CFD SAAB 340		0829 0927
G-BOTG Cessna 152	1017	1110	G-HIEL Robinson R-22		1042 1042
G-BCXR BAC 1-11	1052	1141	G-OAKL King Air 200		1145 1157
G-SACR Cadet	1152	1251	G-BHRM Cessna 152		1303 1420
G-HIEL Robinson R-22	1333	1333	G-AYMW Jetranger		1431 1500
G-BOYC Robinson R-22	1432	1432	G-BHMI Cessna F172N		1453 1643
G-SACU Cadet	1513	1610	G-BPJF Tomahawk		1621 1707
G-BOYC Robinson R-22	1654	1654	G-BDAT BAC 1-11		1705 1814
G-EGEL Tomahawk	n/s	1708 1259(17)	<u>LZ-BTT Tu-154</u>		1711 1834
G-CPTS Jetranger	1745	1816	<u>G-BSDL TB-10 Tobago</u>		1747 1828
G-JEAA Friendship	1840	1920	OO-MTD Brasilia		1900 1929
N399BB Sikorsky S-76	1910	1936	G-BTOD Tomahawk		1915 2037
EI-CFC SAAB 340	1925	2046	G-JEAA Friendship	n/s	2124 0810(16)
16. G-FOOD King Air 200	1708	0727	G-BLGB Short 360		0759 0838
OO-DTF Brasilia	0801	0842	EI-CFA SAAB 340		0831 0918
F-GBTI Falcon 10	0847	1753	G-BDHL Aztec		0857
F-GICQ A36 Bonanza	1001		G-JEAA Friendship		1018
G-JHAN King Air 200	1046		G-LOGR Jetstream		1527
G-GRID Twin Squirrel	1546		G-JEAG Friendship		1747 1825
G-BMLC Short 360	1801	1841	G-JHAN King Air 200		1844 1904
G-BNUV Aztec	n/s	1915	EI-CFC SAAB 340		1923 2044
OO-DTG Brasilia	1937	1955	<u>G-BEWR Cessna F172N</u>	n/s	1946 1118(17)
G-JEAG Friendship	n/s	2036 0707(17)			
17. G-BMAR Short 360	0759	0838	OO-DTK Brasilia		0800 0828
EI-CFA SAAB 340	0832	0916	G-JEAG Friendship		0928 1005
F-BXOL King Air 200	0942	1310	G-OCAN Cessna 340	n/s	1025 1036(19)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
17. G-AYMO Aztec	1059	1625	G-HPLC Sikorsky S-76B	1127	1400
G-BHUI Cessna 152	1151	1344	G-CULL Jetranger	1205	1328
G-AXJX Cherokee 140B n/s	1221	1537(19)	G-JLRW Duchess n/s	1225	
G-ENAM Cessna 340	1323	1609	G-BADP Boeing 737	1401	1512
G-UKLF Boeing 737	1428	1534	G-BPPB Seneca n/s	1431	
G-LOGT Jetstream	1451	1528	G-AWUT Cessna F150J	1702	1755
G-STAT Cessna 206 n/s	1707		G-JEAG Friendship	1740	1817
G-BMLC Short 360	1759	1836	G-JHAN King Air 200 n/s	1825	0831(18)
OO-DTJ Brasilia	1917	1949	EI-CFC SAAB 340	1924	2041
G-JEAG Friendship n/s	2021				
18. OO-DTJ Brasilia	0754	0829	G-BMLC Short 360	0803	0838
EI-CFD SAAB 340	0832	0918	G-BLKY Baron	0858	1806
G-OJGA King Air 200	1006		G-BTII Warrior	1035	
G-BDHL Aztec	1051	1514	G-BDLT Rockwell 112A	1234	
G-HVRS Robinson R-22	1434	1434	G-LOGT Jetstream	1456	1534
G-HPLC Sikorsky S-76B	1613	1635	G-JLRW Duchess	1646	1652
G-HVRS Robinson R-22	1743	1743	G-BMLC Short 360	1758	1836
G-HIEL Robinson R-22	1815	1815	G-BDGM Warrior n/s	1822	1533(19)
G-OBOH Short 360	1849	1900	OO-DTF Brasilia	1915	1938
EI-CFA SAAB 340	1918	2039	G-JHAN King Air 200 n/s	2030	0957(19)
G-JEAG Friendship n/s	2128	0709(19)			
19. OO-DTF Brasilia	0750	0819	G-BLGB Short 360	0758	0835
EI-CFB SAAB 340	0830	0916	G-JEAG Friendship	0924	1004
G-BAML Jetranger	0940	1003	G-SPEY Jetranger	0950	1030
G-BHTS V35B Bonanza	0952	1743	G-EPBM Warrior	1029	1256
G-BOYC Robinson R-22	1115	1115	G-GNXI Boeing 757	1138	1329
G-BOWK Warrior	1206	1710	G-BNRY Cessna 152	1220	1315
G-BADR Boeing 737	1225	1528	G-BAJN AA5 Traveler n/s	1237	1136(21)
G-BOYC Robinson R-22	1303	1303	G-BDSL Cessna F150M	1344	1443
G-BOYC Robinson R-22	1424	1424	G-LOGT Jetstream	1458	1536
G-AYMO Aztec n/s	1532		G-VAUK Navajo	1613	1814
G-JEAG Friendship	1736	1813	G-NUIG King Air C90	1738	1752
G-BAML Jetranger	1757	1811	G-EMAR Short 360	1810	1840
G-BOYC Robinson R-22	1846	1846	OO-DTF Brasilia	1859	1927
EI-CFA SAAB 340	1920	2036	G-JEAG Friendship n/s	2022	0706(20)
20. OO-DTF Brasilia	0736	0809	G-EMHX Short 360	0804	0840
G-BEWR Cessna F172N	0808	1003	EI-CFA SAAB 340	0832	0923
G-AZUK BAC 1-11	0843	1621	G-JEAG Friendship	0910	0957
G-ATMW Cherokee 140	0919		G-OCAN Cessna 340	1049	1624
G-BFVB Boeing 737	1217	1438	QH-ABG Boeing 737	1309	1416
G-BOYC Robinson R-22	1410	1410	G-UKLE Boeing 737	1445	1613
G-UKLD Boeing 737	1502	1633	G-LOGT Jetstream	1516	1555
G-GWHH Twin Squirrel	1522	1603	D-EBLW Arrow	1713	1832
G-BOYC Robinson R-22	1730	1730	G-JEAB Friendship	1745	1825
G-BMHX Short 360	1804	1841	OO-MTD Brasilia	1914	1936
EI-CFC SAAB 340	1917	1936	G-JEAB Friendship n/s	2042	0705(21)
21. LZ-BTT Tu-154	0718	0921	EI-CFC SAAB 340	0834	0923
G-JEAB Friendship	0913		EC-EIG DC9 B3	0924	1113
G-HIEL Robinson R-22	0928	0928	G-JERY Jetranger	1004	
G-BOYC Robinson R-22	1009	1009	D-ICEK Cessna 425	1104	1241

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
21. G-HIEL Robinson R-22	1212	1212	G-BOYC Robinson R-22	1232	1232
G-HIEL Robinson R-22	1247	1247	G-BOYC Robinson R-22	1258	1258
G-TOMI BAE 125	1350	1518	G-HIEL Robinson R-22	1425	1425
G-BOYC Robinson R-22	1455	1455	G-BEKA BAC 1-11	1501	1558
G-BIKG Sikorsky S-76A	1509	1537	G-BPRN Warrior	1540	1638
G-BKMX Short 360	1546	1620	EC-EIG DC9 83	1654	1813
G-BOYC Robinson R-22	1738	1738	G-ATVH BAC 1-11	1741	1849
G-HIEL Robinson R-22	1747	1747	EI-CFA SAAB 340	1924	2037
G-JEAB Friendship	n/s	1946 0909(22)			
22. EI-CFD SAAB 340	0828	0917	G-BPWG Cessna 150M	0928	1011
G-BEKA BAC 1-11	1016	1114	D-EBLW Arrow	1207	1340
XT646 Scout	1323	1432	XX392 Gazelle	1323	1432
XZ325 Gazelle	1323	1432	XZ661 Lynx	1323	1432
G-ATRR Cherokee 140	1326	1402	G-HIEL Robinson R-22	1415	1415
G-AWWX BAC 1-11	1543	1625	G-JERY Jetranger	1549	1834
G-HIEL Robinson R-22	1619	1619	LZ-EFD Tu-154	1730	1850
G-JEAB Friendship	1753	1823	OO-DTK Brasilia	1853	1932
EI-CFC SAAB 340	1916	2051	G-JEAB Friendship	n/s	2045 0703(23)
23. G-BMX Short 360	0809	0841	OO-DTH Brasilia	0817	0912
G-OPPP Bandeirante	0825		EI-CFB SAAB 340	0838	0921
G-BWMP Rockwell 695A	0849	1658	G-JEAB Friendship	0920	
G-JERY Jetranger	0927		18027 U-21	1039	
HB-GIH King Air C90	1058	1707	G-AYPV Cherokee 140D	1104	
G-BBCW Aztec	1127	1642	OY-AZW SA226TC Metro	1135	
D-ICEK Cessna 425	1155		VR-BLQ BAE 125	1302	1722
G-HIEL Robinson R-22	1340		G-LOGR Jetstream	1456	1537
G-OSNB Citation II	1615	1623	G-HIEL Robinson R-22	1720	1720
G-JEAG Friendship	1757	1828	G-BLGB Short 360	1800	1837
OO-DTL Brasilia	1926	2000	EI-CFD SAAB 340	2012	2058
G-JEAG Friendship	n/s	2048	G-OSNB Citation II	2111	2212
24. OO-DTJ Brasilia	0755	0827	G-BLGB Short 360	0800	0837
G-BPWZ Warrior	0827	1118	EI-CFD SAAB 340	0832	0914
G-JLRW Duchess	n/s	0910	G-JEAG Friendship	0917	1001
G-UKLD Boeing 737	1414	1523	G-BADP Boeing 737	1435	1546
G-LOGU Jetstream	1457	1539	G-JEAG Friendship	1731	1811
G-BMAR Short 360	1758	1838	OO-DTK Brasilia	1857	1930
EI-CFC SAAB 340	1913	2044	G-HALC Arrow 200	1946	2127
G-JEAG Friendship	n/s	2021 0704(25)			
25. G-EJET Citation II	0719	0833	D-CCCB Lear Jet 35	0726	0826
OO-DTK Brasilia	0735	0836	G-WACK Short 360	0801	0839
EI-CFD SAAB 340	0829	0917	G-BMSW Cessna 210	n/s	0910 0959(27)
G-JEAG Friendship	0915		G-BLEC BN2 Islander	0950	1607
G-ENAM Cessna 340	1032		OY-AZW SA226TC Metro	1141	
G-BJYD Cessna 152	1153		G-BGKV Arrow III	1200	1822
OY-CFK Cessna 421C	1212	1257	G-TKPZ Cessna 310R	1238	
C-HVRS Robinson R-22	1416	1416	G-TKPZ Cessna 310R	1433	
G-HELE Jetranger	1453		G-HVRS Robinson R-22	1458	1458
G-LOGR Jetstream	1502	1538	G-BLKY Baron	n/s	1551 1554(26)
G-ENAM Cessna 340	n/s	1645 1550(26)	G-HVRS Robinson R-22	1652	1652
G-JEAA Friendship	1733	1815	G-EJET Citation II	1741	1804

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
25. G-WACK Short 360		1803 1835	G-HALC Arrow 200	1907	1952
G-STAT Cessna 206	n/s	1912 1517(27)	EI-CFB SAAB 340	1936	2041
OO-DTK Brasilia		1947 2010	G-JEAA Friendship	n/s	2025 0700(26)
OO-WEG Cessna 340	n/s	2105 1302(26)	G-WERY TB-20 Trinidad	n/s	2143 0813(26)
26. OO-DTH Brasilia		0739 0814	G-BGGE Tomahawk	0744	1306
G-BMHX Short 360		0806 0838	EI-CFA SAAB 340	0833	0916
G-JEAA Friendship		0918 1000	G-TONI Cessna 421C	0923	1126
G-ZAPC Short 330		1011 1612	D-ILCU Baron	1013	1122
G-VMAX Mooney M20K		1032 1338	G-GNXC Boeing 757	1116	1329
OY-CFK Cessna 421C		1124 1204	G-BFNC Ecureuil	1216	1231
G-POLO Navajo		1223 1646	G-CZAR Citation V	1406	1502
G-SBAS King Air 200		1435 1535	G-LOGR Jetstream	1523	1557
G-JVAJ Cheyenne		1710 1933	G-JEAA Friendship	1742	1814
G-BMHX Short 360		1807 1837	OO-DTG Brasilia	1922	2008
EI-CFA SAAB 340		1928 2043	G-JEAA Friendship	n/s	2032 0922(27)
27. OO-DTG Brasilia		0740 0831	G-BMLC Short 360	0814	0840
EI-CFC SAAB 340		0839 0918	G-JLRW Duchess	0856	1631
G-HVRS Robinson R-22		0955 0955	G-KYIN Cessna 421C	1015	1030
G-RLMC Cessna 421C		1115 1415	G-JEAA Friendship	1126	
OY-AZW SA226TC Metro		1131	G-AYGX Cessna FR172G	1157	
G-BAJN AA5 Traveler		1201 1441	G-BJCV Boeing 737	1205	1518
D-ILCU Baron		1213	G-TKPZ Cessna 310R	1219	1444
9H-ABC Boeing 737		1308 1406	G-UKLE Boeing 737	1455	1604
G-LOGT Jetstream		1457 1536	G-CBGA Seneca	1502	1639
G-UKLF Boeing 737		1523 1629	G-JEAF Friendship	1755	
G-BMLC Short 360		1810 1839	G-CZAR Citation V	n/s	1814 1931(29)
OO-MTD Brasilia		1856 1936	G-KYIN Cessna 421C	1907	1915
G-HALC Arrow 200		1919 2014	EI-CFA SAAB 340	1924	2042
G-JEAF Friendship	n/s	2048 0713(28)			
28. EI-CFB SAAB 340		1015 1045	G-JEAF Friendship	1034	1104
G-HVRS Robinson R-22		1057 1057	G-HIEL Robinson R-22	1214	1214
G-HVRS Robinson R-22		1328 1328	G-BOYC Robinson R-22	1406	1406
40083 G-21	n/s	1417 0955(29)	G-HVRS Robinson R-22	1436	1436
G-AWWX BAC 1-11		1513 1605	G-BKMX Short 360	1547	1629
G-BOYC Robinson R-22		1644 1644	G-HVRS Robinson R-22	1732	1732
G-BEKA BAC 1-11		1756 1848	EC-EOZ DC9 83	1902	2011
EI-CFA SAAB 340		1928 2035	G-JEAF Friendship	n/s	2041 0924(29)
29. EI-CFA SAAB 340		0840 0921	G-AXYD BAC 1-11	1025	1121
G-TONI Cessna 421C		1513 1602	G-BDAT BAC 1-11	1549	1717
G-JEAF Friendship		1752 1830	LZ-BFM Tu-154	1805	1927
EI-CFA SAAB 340		1923 2039	OO-MTD Brasilia	1948	2031
G-JEAF Friendship	n/s	2037 0722(30)			
30. G-BGZW Tomahawk		0749	G-BMLC Short 360	0803	0836
EI-CFD SAAB 340		0828 0930	OO-DTJ Brasilia	0848	0915
G-BFBA Jodel DR100A		0852 1724	G-JEAF Friendship	0926	1005
G-BNBY Baron		1000	G-OAHC Beech 33	1158	
G-BKTZ Slingsby T-67		1255	G-ODNP Cessna 310R	1310	
G-CZAR Citation V		1330	G-AWNT BN2 Islander	1407	
G-BJYD Cessna 152		1414	G-LOGR Jetstream	1450	
G-AYPV Cherokee 140D		1455	G-BDTV Mooney M20F	1459	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
30.G-HRJU Warrior	1510	1742	G-BOYC Robinson R-22	1523	1523
G-BDHL Aztec	1529		G-JEAA Friendship	1741	1810
G-BOYC Robinson R-22	1745	1745	G-BMAR Short 360	1808	1837
EJ-CFA SAAB 340	1921	2038	OO-DTH Brasilia	2005	2029
G-JEAA Friendship	n/s	2027			

FROM & TO:-

1.N3HR/F Teterboro n/s T Heathrow (15th), 37796/Incirlik-Mildenhall; 2.ZG845/Middle Wallop, N9469P/WET Guernsey, HB-DGU/Bad Ragaz; 3.PH-MDX/Amsterdam, PH-IDA/Rotterdam, PH-GYN/Rotterdam, 18010/Coleman (Germany), XX522/Linton on Ouse, OO-LRY/Wevelgem; 4.OO-CJV/Wevelgem, OO-LRY/Wevelgem, OO-LTE/Brussels, F-GERN/Bourges, OO-IBS/Wevelgem, D-IFOS/Oberpfaffenhofen; 5.OO-CJV/Wevelgem, F-GETJ/Birmingham, D-ICAS/Koln-Bonn, XX540/Linton on Ouse; 6.F-GJAD/Toussus, VR-CCT/Nottingham; 10.EI-BUF/Abbeyshrule, SE-IDM/Vasteras; 11.63/Lorient; 12.ZE701/Northolt (twice), N404MA/Biggin Hill; 13.PH-RVG/Southern, VR-COG/Blackbushe; 15.N399BB/Burton Constable; 16.F-GHFI/Toulouse, F-GICQ/Peronne; 17.F-BXOI/Toussus; 20.D-EBLW/Ostend-Carlisle; 21.D-ICEK/Leutkirch; 22.D-EBLW/Carlisle-Munster, XT646-XX392-XX325-XX2661/Leuchars; 23.18027/Coleman, HB-GIH/Dinard-Geneva, OY-AZW/Esbjerg, D-ICEK/Leutkirch, VR-BLQ/Farnborough-Biggin Hill; 25.D-CCCB/Nurnberg, OY-AZW/Esbjerg, OY-CFK/Krusa-Padborg to Manchester, OO-WEG/Biggin Hill; 26.D-ILCU/Stadtlohn, OY-CFK/Manchester; 27. OY-AZH/Esbjerg, D-ILCU/Aldergrove; 28.40083/Coburg.

OVERSHOOTS:-

1. G-SFHR; 2.XX495/FYY79, XX495 (again)FYY71, G-BEFT/Lencon 01; 3.ZF244/CFN51, XX492/FYY84; 4.XX492/FYY76, XX499/FYY71; 6.XX495/FYY70; 9.XX495/FYY77; 10.XX499/FYY74, XX495/FYY83; 11.XX497/FYY67, XX491/FYY73, XX497/FYY79; 12.XV295/Ascot756; 16.XX492/FYY65; 17.XX497/FYY63; 24.XS709/Exam 22; 25.G-HAMA; 30.G-NEWR.

LBA MOVEMENTS REVIEW - SEPTEMBER 1991

Carpet Fair month, but not as good as previous years. A lot of other good stuff to make up for it though. Arriving on the 1st was the Challenger N3HB which sat on the eastern end of the apron for two weeks until it departed to Heathrow on the 15th. This is the same aircraft which came at the same time last year when it was registered N227GL. Night stopping on the 2nd were Cessna 421C OY-SUL and Mooney M20 HB-DGU, visiting the same day was the ancient Comanche N9469P which was from and to Guernsey. The Carpet Fair started on the 3rd and we had Martins Citation II PH-MDX as "Martin-air4485" along with the Tulip Air Navajo's PH-IDA "Tulip04A" and PH-GYN "Tulip 01A" plus the Sky Service Navajo OO-LRY. The Sky Service Navajo OO-LRY was back on the 4th along with their other Navajo OO-CJV, they were joined by the Ibis Sabreliner OO-IBS and Boeing 737 OO-LTE as "Belgair4809". The same day saw two new callsigns visiting, King Air C90 F-GERN was "Proteus 123" and Cessna Titan D-IFOS was "Witchcraft 405". On the 5th OO-CJV was back and Cessna F406 Caravan D-ICAS was "Witchcraft 407", the Chalais King Air E90 F-GETJ was "Charlie 222". Another French King Air E90 was F-GJAD on the 6th and it was joined by another King Air 90 VR-CCT. Coming from Abbeyshrule in Ireland on the 10th was Cessna 210 EI-BUF and the same day saw Cheyenne SE-IDM arriving from Vasteras in Sweden. Night stopping on the 12th was Citation N404MA of Squirrel UK Ltd. Piper Archer PH-RVG night stopped on the 13th and this was another repeat of last year as it was logged on September 16th then. The Beech 400A VR-COG originally intended for Ogdens as a replacement for N1565B visited on the 13th using the callsign "Hanson 10", on the 15th there was another foreign aircraft on a Hanson callsign, this time it was Sikorsky S76 N399BB as "Hanson 9" coming from Burton Constable.

LBA MOVEMENTS REVIEW (Contd.)

Two French visitors on the 16th were Falcon 10 F-GBTI and Bonanza F-GICQ. King Air 200 F-BXOL on the 17th used the callsign "EXU 2603" and arrived from Toussus le Noble. On the 20th Piper Arrow D-EBLW went from Ostend to Carlisle then on the 22nd it was from Carlisle to Munster. Noted on the 21st and 23rd was the newly registered Cessna 425 D-ICEK. The 23rd also saw the Swiss King Air 90 HB-GIH visiting along with the EP International Bae 125 VR-BLQ. Making three visits during the month was the Newair Metro OY-AZW as "Newdane 1415" on the 23rd, 25th and 27th. Cessna 421C OY-CFK was from Krusa-Padborg to Manchester on the 25th and returned on the 26th, also noted on the 25th were Cessna 340A OO-WEG and the new Lear 35A D-CCCB. Finally the Beech 58 Baron D-ILCU called in on the 26th and 27th. Star military of the month was the USAF Hercules 37796 on the 1st from Incirlik in Turkey to Mildenhall with the callsign "MAC 300501". BN2 ZG845 on the 2nd was "Armyll5". The US military were back on the 3rd with U21A 18010 as "Lord 49A-B" whilst doing a touch and go was Bulldog XX522 "TOF81". Another touch and go was Bulldog XX540 "TOF89" on the 5th, French Navy Nord 262 No.63 was "FMN 028" on the 11th and Bae 146 ZE701 was noted on the 12th as "Kitty 2". Using the collective callsign "Eagle formation" on the 22nd were Scout XT646, Gazelles XX392 and XZ325 and Lynx XZ661. Two more US military to wind up the month were U21A 18027 "Lord 45A-B" on the 23rd and C-21 40083 "Clue 53" which night stopped on the 28th. On a test flight out of Woodford on the 9th was Bae 146 G-LUXE "WTO 14" but not recorded in the ATC log was the Harrier "WIT 11" which did a low run down 32 on the 20th. The rock group Status Quo arrived from their gig at Sheffield in S-76 G-BIEG on the 21st and departed for Glasgow in Bae 125 G-TOMI.

LEEDS/BRADFORD AIRLINE NEWS - SEPTEMBER 1991
INBOUND DIVERSIONS

02 UKA831	AMS	HUY	G-DASI	SH36	AMS	UKA032
23 NAW1415	EBJ	HUY	OY-AZW	SW3	HUY	NAW1415
25 NAW1415	EBJ	HUY	OY-AZW	SW3	HUY	NAW1415
27 NAW1415	EBJ	HUY	OY-AZW	SW3	HUY	NAW1415

New Air Metroliner OY-AZW made its first visit on the 23rd and will divert in whenever the Humberside runway's reduced landing distance precludes an arrival with a high landing weight.

REGULAR FLIGHTS

ANC571	MLA	06/9H-ABC	13/9H-ABE	20/9H-ABC	27/9H-ABC	
BAL035A	SZG	08/G-EPLA				
BAL198A	ALC	03/G-BECC	10/G-EPLA	17/G-BADP	24/G-RADP	
BAL222A	GRO	06/G-BHWE	13/G-BJCV	20/G-BFVB	27/G-BJCV	
BAL410A	SZG	19/G-BADR				
DAN381	JER	01/G-BCWA	08/G-BEKA	15/G-BCXR	22/G-BEKA	29/G-AXYD
DAN383	JER	01/G-BCXR	08/G-BDAE	15/G-RDAT	22/G-AWXX	29/G-RDAT
DAN385	JER	07/G-ATFX	14/G-BEKA	21/G-BEKA	28/G-AWXX	
DAN387	JER	07/G-BEYF	14/G-FKNN	21/G-ATV4	28/G-BEKA	
LAZ7926	BOJ	01/LZ-BTF	08/LZ-BTS	15/LZ-BIT	22/LZ-BTD	29/LZ-BTM
LAZ958	VAR	07/LZ-BTA	14/LZ-BTA	21/LZ-BIT	28/D1vMAN	
MNX832	LOM	07/G-BKX	14/G-LECS	21/G-BKX	28/G-BKX	
NXA417	YYZ	05/G-BKX	12/G-GNXC	19/G-GNXC	26/G-GNXC	
SPP366	PMI	07/EC-BIG	14/EC-EIQ	21/EC-BIG	28/EC-FCZ	
SPT368	TBZ	07/EC-BIG	14/EC-EIQ	21/EC-BIG	28/D1vFMA	

LEEDS/BRADFORD AIRLINE NEWS (Contd.)REGULAR FLIGHTS

UKL2015	AGP	06/G-UKLE	13/G-UKLE	20/G-UKLE	27/G-UKLE
UKL2303	PMI	06/G-UKLF	13/G-UKLF	20/G-UKLD	27/G-UKLF
UKL2321	PMI	03/G-UKLF	10/G-UKLD	17/G-UKLF	24/G-UKLD

OTHER FLIGHTS

01	37796	C130	MAC300501	Incirlik-Mildenhall	Military USAF
02	G-LOGU	BA31	LOG295/296	f/t Glasgow	First visit
03	G-OFLT	E110	FLT101/102	Staverton-Edinburgh	Pax charter
04	00-LTE	B73S	TEA4809/4810	f/t Brussels	Pax charter
05	G-LOGR	BA31	LOG295/296	f/t Glasgow	First visit
07	EI-FKA	FK50	EIN368/369	f/t Dublin	Lieu SF34
09	G-LUXE	BA46	WTC14	f/t Woodford	Flight test
11	63	ND26	FKK028	Lorient-Kinloss	Military FAF
12	ZE701	BA46	Kitty 2	f/t Northolt x2	Royal
17	G-LOGT	BA31	LOG295/296	f/t Glasgow	First visit
18	G-OBOH	SH36	JEA031/032	f/t Manchester	G-JEAG spares
20	G-AZUK	BALL	BAF5455/5456	f/t Stansted	Pax charter
26	G-ZAPC	SH33	AWC345	f/t Stansted	Pax charter

HELICOPTER ACTIVITY - SEPTEMBER 1991

1.	G-BSXN	R-22B	Horsforth F/T Sherburn
	G-HMBB	Bo-117	Carr Gate T Glasgow
3.	G-WIRE	T.Squirrel	Ferrybridge F Stretton
	G-SHUU	Enstrom	Marsden F Doncaster
	G-BLZN	Jetranger	Huddersfield F LBA
	G-NUTZ	T.Squirrel	Harrogate T LBA
4.	G-BTFX	Jetranger	Brough T Coney Park
5.	G-BRMH	Jetranger	Walton Wood F Doncaster T York Race Course
	G-TOTY	R-22B	Horbury F Blackpool
6.	G-OHHL	R-22B	Dewsbury F/T Doncaster
	G-TOTY	R-22B	Brighton F/T Wakefield
	G-EPTR	R-22B	Oxenhope F Blackpool
7.	G-BRBY	R-22B	Barnsley F Macclesfield
	G-ROUT	R-22B	Methley F/T Sherburn
	G-BSEW	Jetranger	Denby Dale F Sherburn T Pontefract
	G-IDWR	Hughes 500	Coney Park F Ripponden T Pateley Bridge
8.	G-BSEW	Jetranger	Systime (Leeds) F Ripon T Sherburn
	G-ROUT	R-22B	Sherburn T/F Wigan
9.	G-MHCC	Jetranger	Harrogate (filming 'Treasure Hunt' at Harewood House on 10/9/91)
10.	G-BAML/G-BSEW	Jetrangers	Nidd Hall, Ripley
	G-KMAC	Jetranger	Mexborough T Halifax
	G-FENI	R-22B	Gildersome F Sherburn T Pocklington
	G-MHCC	Jetranger	Wetherby T Barton
11.	G-BAML	Jetranger	Walton Wood/Teesside/Ilkley/Walton Wood
12.	G-BSEW	Jetranger	Sherburn/Systime/Ripon Race Course/LBA
13.	G-BTWW	Jetranger	Bedale F Gamston T Coventry
	G-WIRE	T.Squirrel	Ferrybridge F Bristol (& return on 15th)
14.	G-IMLH	Jetranger	Harrogate F/T Coventry
15.	G-BAML	Jetranger	Harewood House F/T Walton Wood
	G-OJCB	Jetranger	Doncaster T stranraer
	G-OHHL	R-22B	Shadwell F/T Doncaster
16.	G-CRID	T.Squirrel	Monk Fryston T Harrogate

HELICOPTER ACTIVITY (Contd.)

18.G-TOTY R-22B	Oxenhope F Costock
G-OCJK Hughes 500	Rawdon F Oxford
19.G-SHUU Enstrom	Emley Moor F Marsden
G-JERY Jetranger	Crosland Moor F Wellesbourne T Wakefield
G-SPEY Jetranger	Harrogate/LBA/Barnsley/Sheffield - filming
21.G-JERY Jetranger	Cullingworth/LBA/Thorner/Keighley
G-ROUT R-22B	Sherburn T/F Rossendale
G-HVRS R-22B	Denholme F Ilkley
22.G-OCJK Hughes 500	Rawdon T/F Oxford
G-MHCC Jetranger	Harewood House F/T Barton
G-JERY Jetranger	Wakefield T/F Barton
23.G-JERY Jetranger	Kirby Overblow F Keighley T Wetherby
25.G-MAVI R-22B	Doncaster T Dumfries
G-JERY Jetranger	Keighley T Booker
27.G-MHCC Jetranger	Halifax T Middleton-on-the-Wolds
28.G-ISEB T.Squirrel	Scarborough T Lymm (Cheshire)
30.G-WIRE T.Squirrel	Ferrybridge T Cark

OUT & ABOUT

Heathrow 24/8/91:- B.747's VR-HOP (Cathay), VH-OJB (Qantas), HS-TGD (Thai), N203AE (MEA), 9V-SMJ (Singapore); B767's A40-CG (Gulf Air), VR-RBD (Brunei), 9K-AIA (Kuwait); B.707 A6-HRM (UAE), OD-AHD (MEA); DC-10 PH-DTL (in Viasa colour scheme); A.320 EC-FDB (Iberia), D-AIPD/X/Z (Lufthansa); A.310 5Y-BEL (Kenya), MD-80 I-FLYZ (Eurofly), IL-86 CCCP86110.

Ringway 8/10/91:- LZ-MIK Tu-154 (VIA), VR-HKM B.747 (Air Hong Kong), 9V-SKM B.747 (Singapore), AP-BCO B.747 (Pakistan), VR-HOS B.747 (Cathay), 4R-ULB Tristar (Air Lanka), G-GNXC E.757 (Nationair), 5B-DAX A.310 (Cyprus), FC-EXY B.737 (Futura) D-AFKM F.50 (DLT), F-CHIA Brasilia (Air Littoral), C-FCAB B.767 (Canadian) and B.767's N173DN/N315AA/N362AA.

Barton 8/10/91:- G-AYGE/BEUS Stampe's, G-AWBU MS.50, G-BPKI EAA, G-BSUT Rans S.6, G-AZOS Jurca, G-BRAR Aeronca 7AC, G-BDED Tailwind, G-BEYW Taylor Monoplane, G-BLAF Stolp SA.900, G-BSVN Thorp T-18, G-AYSK Luton Minor, G-BPDK Hyperbipe, G-BOPT/U Grob G.115, G-BHEK/BKNZ Emeraudes, G-BGGA/BGGD Bellanca's, G-BMJL R.114, G-BEVO RF-5, G-ARRE/ATIN/ASJZ/AWVO/AYEH/BDEI/BEZZ/BIDG/BIFV/BITO/BKAE all Jodels, G-AREV/ARYH PA-22's, plus the usual PA-28's and Cessna's, Enstroms G-BBPM/BRZS/SHDD.

CHARLWOOD (SURREY) OPEN DAY - 12/10/91

VZ638 (G-JETH) Gloster Meteor T7; G-JETH (XE489) Hawker Sea Hawk FGA6; E-430 Hawker Hunter F51; XP398 WS. Whirlwind HARLO (8794M); N46EA (XK885) Percival Pembroke C1; G-GACA/572CU P.57 Sea Prince T1; G-DACA P.57 Sea Prince T1; WH773 EE Canberra PR7 (8696K); J-1605 G-BLID DH.Venom FB50; X1472/044R Fairey Gannet AEW3; XN923 HS. Buccaneer S1; WR982/J Avro Shackleton MR3 (8106M); XS587 (G-VIXN DH. Sea Vixen FAW(TT)2; WR974/K Avro Shackleton MR3 (8117M).
Visiting aircraft were G-BOGI Robin DR.400; G-ROLO Robinson R-22B and G-PDHJ Cessna T182R.

The field is located near the western end of Gatwick runway thus allowing most of the arriving and departing aircraft to be noted.

A.Lee.

TRAVELLING LIGHT (AND CHEAP)

The Summer holiday trip was a family 'male only' excursion to Heathrow via as many airports as possible. To make this an "economical experience" the tent was packed in the boot along with a list of camp sites near Heathrow Airport, provisions from the pantry and some pocket money from Mum.

The first port of call was at East Midlands around mid morning, a quick call round at Fields for BAe 146 G-BXSL parked up and a TW Express Jetstream in front of the hangars. A drive round to the terminal and on to the viewing deck to take a 'pickie' of Aberdeen Airways HS748 G-AZSU in their own colour scheme. Nothing much else of interest so we whizzed off down the M1 to Luton.

Arriving just after midday, we did a 'recce' around by Maglev Aviation and were promptly moved on by Airport Security. They do not like people parking their cars on that side of the airport even for a few seconds. Fear not, there is a good car park at the side of the taxiway although you are facing the sun. There were two executive B727s parked up on the pan near the spectator area - VR-CBQ and VR-BHN and Anglo Cargo 1-11 G-TOMO. Pick of the biz-jets were Citations PH-CTD, N78AB, I-INCZ, N13HJ; Gulfstream 2/3 N600BL, N5RD and Falcon 50 VR-BKG and C-FWSC. The majority of airline movements were Britannia and Monarch with a visit by BAF 1-11 G-DBAF. Ryanair have a much reduced presence (transferred flights to Stansted) and the only aircraft seen was 1-11 EI-BVH.

We wanted to beat the rush hour around the M25 and we resisted the temptation of going to Heathrow so that we could pitch our tent reasonably early and visit a local airfield. We camped by the side of the Thames about 7 miles from Heathrow, a nice site with reasonable facilities. The local airfield visited was Fair Oaks about 15 miles away. There is a small area near the club buildings where you can see most of the parked aircraft and hangar but you must not step out of this area. Most of the aircraft were the usual Pipers, Cessna's etc. but there were three Twin Otters of the British Antarctic Survey parked nicely in the sun. Citation G-ORCE taxied right up to the apron in front of us and it was a little excruciating the noise it created; I suppose I'm not used to being within 20 yards of a jet aircraft. Back to the campsite for supper and an early night for the main purpose of the trip... A full day at the end of Runway 27 at Heathrow. As most of you are aware Pan Am and TWA have been replaced by United and American respectively. I have seen United B727 and B767 in the States and American B767 and DC10 elsewhere in this country, but the sight of United and American B747SP was a real joy to me. The other thing that I really noticed was the increasing presence of A.320 aircraft of British Airways, Air France, Lufthansa, Iberia and Air Malta. Swissair have been using their MD-11 into Heathrow and we weren't disappointed with the visit of two examples HB-IWA/F. These were examples of all the Aer Lingus 737 fleet ie. 200s, 300s, 400s and 500s - I believe the only airline that uses all the 737 family. New to me were British A/W B767 and B747-400, Royal Jordanian A310, F-ODVE/H and Kuwait B767 9K-AIA. A total of 300 + aircraft seen and Heathrow must rate as one of the best airports in the world for variety of aircraft and airline.

No visit to an airfield in the evening as we decided to cook Paella - very tasty. The following morning we journeyed to Manchester via Oxford - no entry to field but all movements can be seen from the road adjacent to the field. Coventry very quiet and Birmingham; the usual BA, BEA and BMA aircraft. As we left Birmingham the weather, which had been glorious, changed to dreary and overcast. We pitched the tent first and arrived at the airport at 5pm for the evening 'rush hour'. The usual BA, Loganair, KLM, Lufthansa, SAS flights were there, but the real interest for me was the Sabena 146 OO-DJG, Business Air SAAB 340 G-GNTA, Air Littoral F.100 F-GIDM and best of all, Air Liberte Tunis MD-83 F-GHED.

On the following morning we arrived just in time to see the American Transair B757 N752AT depart, followed quickly after by Emery DC8 N791FT. The Qantas 747-400 was 'JF', the American 767s were parked up to the International Pier with their Regs' covered up, and the Delta 767 was N179DN.

TRAVELLING LIGHT (AND CREAM) Contd.

Interesting movements were Saudi Air Force Herc 1605 and Air Holland B757 PH-AHN, and a couple of Taron Tu-154 YR-TPE/K. The weather wasn't very good, a little chilly sitting on top of the terminal, so we decided to make for home just after lunch. A most enjoyable break - and relatively cheap - which I arranged to suit Adam. Ironically, when we arrived home, he told Mum he had enjoyed himself but "I only went to keep Dad company".....

R. Fozzard.

IN THE HEAT OF THE NIGHT

Saturday 31/8 To Sunday 1/9

When I said to my wife I'm going to Manchester to spend the night out and I will see her Sunday teatime, there were no questions about being a dirty stopout, she knew it would be at the Airport for yet another visit.

Looking at the timetables I had noticed all these Spanish and freighter movements in the bewitching hours, so I thought I would go and see if what you read is correct. It was very warm, and landing on 06, so off I went armed with camera, tripod and flask etc. straight onto the car park roof. On arrival at 8.30pm LOT SP-LCL a 154 had gone Tec' and SP-LCN was hurried from Warsaw empty due to arrive at midnight. Not every day do you see two LOT 154's together at Manchester.

Nortjet EC-EPN was awaiting its holiday makers for their trip to the sun. Good start, I thought, also Air Toulouse F-BMKS in all white was calling up, a bit late this one; it was due in about 17.00hrs.

9.30 and the freighters start to call up. ABC Vanguard G-APEJ, TNT 146 G-TNTE and the lovely drone of a DC-6 of Instone G-APSA, and all this before the Spanish invasion. Time was marching on and Air Malta's Boeings were on their way with three machines 9H-ABC/E/F, then it started. About 11pm it was Sunwing, the callsign for Spanair in the shape of SE-DFT DG9, this was followed by four other machines EC-EOZ/EHT/EJU/EIC, out came the tripod for another masterpiece. Oasis were sending in a couple of DC9s or MDs, whatever they are called these days in EC-FFF, nice green tail on this one plus EC-EXX.

Midnight job now. You could tell because the pubs had shut and the yobs were driving and skidding on the top deck, having a quick look then screeching off.

Futura sent in 737/4 EC-FEP for good measure, the box was still rattling with AIR SUL CS-TMB a 737 and AIR COLUMBUS CS-TKA a 727 both of Portugal, time for the tripod again. It was the time of night you wonder what you are doing there at three in the morning; just you and a couple of other nutters. Then 4am you hear Air Hong Kong call up; it's either Fridays flight late or Sundays early but who cares, it's a B747 in full colours, hope it stays till the sun comes up; VR-HKM touches down on 06 round to the apron, Air Holland PH-AHE 757 makes a quick visit.

05.30 arrives and time for breakfast. It was down to the cafe for a fry up for £4.60. At least Dick Turpin wore a mask when he took that kind of money off people, and then you had to queue with the Reebok and Puma brigade.

Then round to 06 for morning arrivals. A few airliners of note:- G-FXOK, 9V-SMC, N355AA, N791FT, G-WENT, N175DN, N112WA, CCCP 85634. Time was pressing on and I thought I must get back to the LBA for the AIR YORKSHIRE meeting. You never know, there might be something good in.....

Rick Ward.

AIRWAYS AUGUST 1991

Seen or heard in August:-

1. N1159K	G2	POL	1900	370	59/10	
3. N45SJ	F900	POL	1045	390	60/10	
9. N434AN	Jetstar	POL	2248	350	MAR	
10. N45SJ	F900	DCS	1850	370	MCT	
11. N600BL	G3	OTR	1940	450	DANDI	
21. HZ-KA7		POL	1655	350	MAR	
23. N71RP	G2	OTR	0647	390	IOM	
24. NN33WB	LJ35	POL	0845	350	MAR	
25. N555CS	G2	OTR	1231	390	IOM	
28. C-FWSC	F900	POL	0650	350	56/10	
29. N30PR	G2	OTR	0745	350	WAL	
31. N100CX	G3	DCS	2018	450	HON	to LHR

NEWS:-

Aeroflot:- The order for A.310s is probably delayed owing to the countries current political status and economic situation. The airline is building its own village complex close to Shannon where its long haul flights refuel. There are regularly over 100 crew night stopping here and hotel accommodation is proving a problem.

Manchester News:-

An Air Lanka Tristar was due to arrive for FFV maintenance on 22nd September. Rumour is also suggesting another arrival of ex Indian Airlines Boeing 737's. Metrolink, the new Manchester tram system, is equipping with Italian manufactured trams and has taken delivery of the first by road. This caused problems and further deliveries are to be made by An124. The final negotiations are being made and hope - fully many flights are to be needed as the system will require lots of trams. SAS will be starting a second daily service to Manchester this winter, the flight is then to and from Dublin. This is a change to the existing SAS539/540 service to BHX and DUB. AFR will start a third service to and from Paris this winter with B737-500, and possibly a fourth next summer. CSA are also to start to Prague next year with Tu-154's.

Thanks as usual to David Elam and also Ken Brownlow and Chris Harper for providing me with the identity of the Connie, now known to be F-BHEG. Thanks chaps.

Seen or heard in September:-

1. N127GP	PA31T	DCS	0938	250	HON	
4. OO-IBS	Sabre 60	TNT	0932	240	LBA	
	SE-DLZ	C500	CTR	1925	330	DAN
8. N601AF	CL600	DCS	0905	330	MCT	
	PH-PBM	C560	TNT	1744	330	POL
9. N94DE	C500	DCS	0650	290	MCT	
	N501TW	LJ55	POL	1648	350	MAR
11. VR-BKJ	CL600	OTR	1818	390	WAL	
	OY-GKC	C550	CTR	1846	310	DENBY to BHX
12. N404MA	C500	TNT	1840	240	LBA	
	OY-GKC	C550	OTR	1842	350	DENBY to BHX
	F-GHAQ	F50	POL	1855	350	MAR
	N121C	C550	POL	2000	350	DCS
13. N55UK	LJ55	OTR	1700	390	IOM	
	N54GL	LJ35	OTR	1738	430	DENBY to LHR
14. N501MM	BAe125	POL	0955	390	MAR	
15. C-FROC	G2	POL	1130	390	59/10	
	N807CC	G2TT	DCS	1912	410	MTD
	VR-BMF	F50	POL	2020	280	TAL to EDN

SEEN OR HEARD (Contd.)

17. VR-BMF	F50	DCS	1815	410	MCT	
	N71RP	G2B	POL	1815	410	MAR
18. N221CM	G3	WAL	1645	450	OTR	
	N71RP	G2B	POL	1910	410	MAR
19. C-GYPJ	F50	DCS	0635	330	MCT	to EDN
20. N807CC	G2	POL	1750	350	60/10	
	EI-SNN	C650	OTR	1730	350	WAL
	HB-IMX	G3	DCS	1740	430	MCT
22. KAF321	DC9	DCS	0815	350	NCT	to LHR
	SE-DPG	C560	OTR	1051	410	WAL
25. D-CCCB	LJ35	OTR	0712		UPT	to LBA
26. N55UK	LJ55	POL	1925	390	MAR	to EDN
28. N10AT	F50	POL	0956	390	60/10	
29. N4UP	G4	DCS	1906	450	HON	to LGW
30. N104AR	G3	POL	0930		MAR	to EDN

News:- Little to report this month. The large numbers of United, American and Delta flights have settled down and several new A310s are seen with East European operator CSA. Swissair have an MD11 on their SWR138.

Following the collapse of T.E.A.(UK), and not the parent T.E.A., an interesting statistic occurs. Two of the airlines B737-300 aircraft, G-DIAR and G-NAFH were ferried to Dublin for storage, being ILFC owned. This is the second time this year that this has occurred as both were stored there after the collapse of Air Europe at the beginning of the year before being leased to T.E.A.

Requests for flyer tie-ups should be sent in date/alphabetical order to:- S.Rigg, 16 Castle Road, Sandal, Wakefield WF2 7LY.

AIRWAYS LISTENING EXPLAINED

Identifying what you hear:-

This is helped by experience. If, for example, you hear "London, this is TWA 815, good afternoon." How do you know where to look for it? Well, as mentioned last month a knowledge of the timetables will be a good start, the level will be a key to its direction but it is a help to know more. The following airlines all travel across the pond from Europe using ODD flight numbers.

TWA PAA UAL AAL KLM MSR AFR NWA SAB ACA USA COA CDN ELY BAW IBE MPH FIN AUA FDX AIC
EWA NXA SAS AMX CUB VIR ANZ ROT THY QKL MON RJA OAL AFL PIA TSC DAL.

Even numbers are used by:-

AZA DLH CFG JAL JAT SWR LTU CSA KAC. LOT are both odd and even numbers on west - bound flights... W/B flts are LOT 1/6/8/15 and odd numbered flights 5***. Other ad hoc operators, use a variety of numbers which may be odd or even. I think they bear a resemblance only to the birthdays of members of the family of somebody in the airlines operations department....

For European IT traffic into the UK the following are users of even numbers:-

AIA FUA AMC AEA CYP ENJ RAM VIV. The following use odd numbers inbound to UK airports:- SPP AGX LAZ ROT SUL. This could be a help with scheduled and charter traffic, and this is the less interesting part. When the unexpected occurs then all of us are in the same boat looking for clues in every word. The frequency used, the level, signal strength, any waypoints mentioned.... There is no easy way when you are unable to hear the Controller.

The frequency:- Time of day affects the traffic volume and therefore the numbers of ATC staff required and the number of control suites that will be used. Assuming a busy time around midday. 131.050 MHz. This will be used by aircraft as they cross DCS to MCT. At this point they will change to 133.7 (or 129.2 or 121.025 or 133.6 depending on where they are going). 133.6 normally DCS, WAL, WRExham, Berry Head for Spain bound IT traffic.

AIRWAYS LISTENING EXPLAINED (Contd.)

129.1 MHz:- Call up means an aircraft is just passing either OTR or TNT. OTR traffic will be routing towards DUB along UBL or towards BEL along UR4. Aircraft at TNT will be going north up UA2/UB4 to POL and into Scottish airspace. The change to Scottish is to 135.85 when the aircraft is roughly over the southern end of the Lake District. Usually about ten minutes is elapsed from call up to POL on this route and then five minutes to the call to Scottish. Aircraft crossing OTR will be heading basically west or slightly north-west and take about ten to twelve minutes to pass POL towards BEL, or to pass south of POL if routing to WAL and DUB. At this point they change to 128.05 MHz.

If traffic is not heavy this frequency will not operate and all its area will be covered by 131.05.

128.05 MHz

Flights in both directions on the following:-

BEL IOM WAL HON	UR4/UR3
BEL IOM POL	UR4
DUB WAL HON	UBL/UR3
DUB WAL OTR	UBL
DCS WAL BHD	UA25

This frequency is used virtually 24 hours. Approaching BEL change to 135.85. Approaching DUB change to Shannon on 135.6 or 131.15 or a new one of 134.275. After passing WAL southbound change to London 133.7 or perhaps a new frequency of 121.025 or 129.2. Southbound on UA25 change to 133.6 after WAL. Aircraft coming eastbound towards OTR may change to 131.05 or 129.1 if they conflict with traffic on UAL or UA2/UB4, however if not they go to 134.25 as they approach UPT or GOLES. However if traffic volume is heavy then an additional frequency of 128.125 may be in use on this sector which has aircraft in the NEW/OTR/DOGGA area.

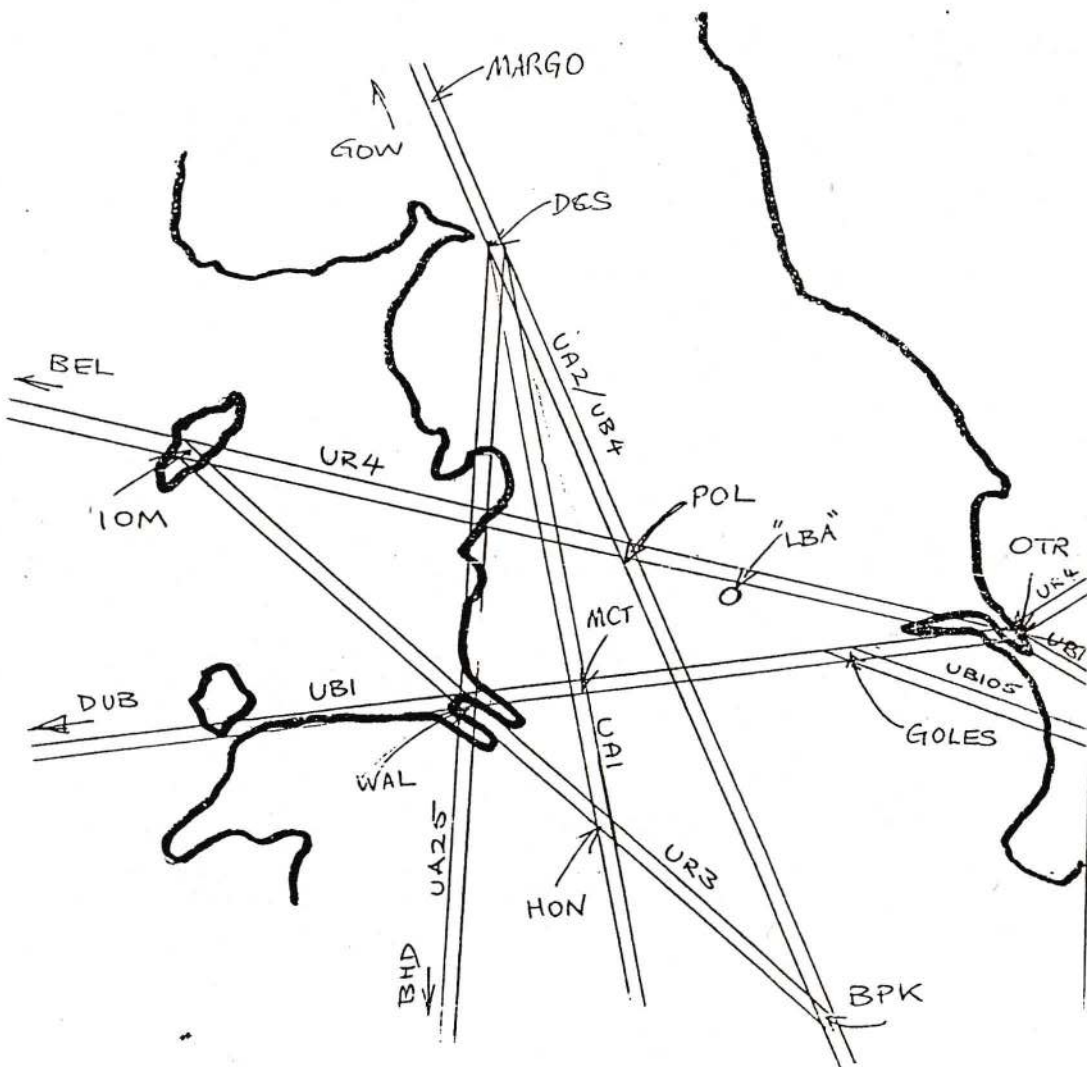
As you can see from these attempts at explanations, the complexity of who is working what frequency, where they are now and where they are going is far from straightforward. Also things do change regularly; new frequencies, new routings, and new beacons. At the moment I am trying to discover the location of a beacon I've started to hear called 'CHELT', or something similar. By the time these words are in print I should know where it is....I hope.

A note also with tie-ups. Do not assume that if you saw UAL 930 going to LHR in the morning it will be the same aircraft on UAL 931 in the afternoon, it wont. If there are more than one of the airline's aircraft at an airport then the chance is they will change them around. Last week TWA 816 was going south as TWA 817 was passing northbound, both routing out of and into Paris. However USA 816 is the only USAir flight into FRA and will return as USA 817. Again the timetables will help.

All the information given here is correct....apart from the bits I have got wrong...

Stephen Rigg.

SIMPLE AIRWAYS MAP



Frequencies:

- | | |
|--------|---|
| 129.1 | Area to East of UA1. Peak traffic daytime use |
| 131.05 | UA1 southbound in peak time
Other times combines areas of this and 129.1 |
| 128.05 | Area to West of UA1. 24 hours. |

Airline News

Firstly, an update on the current situation with regard to the Winter 1991/92 schedules. Air UK has announced that it will be dropping direct services from Leeds Bradford to Aberdeen and Norwich when the winter schedules come into effect: Aberdeen will still be reachable by means of a connection at Edinburgh, but services to Norwich will be terminated completely. Edinburgh services will now be operated by a Leeds Bradford-based Shorts 360, with departures at 0700, 1415 and 1750. The fourth Amsterdam daily return has been re-introduced, and day return facilities on the route have been considerably improved. Paris and Belfast services remain unchanged. Jersey European have added an extra weekly return to their Belfast City services, with the new flight operating on Sunday afternoons. The weekday schedules

remain at a thrice-daily level.

A licence hearing for the Gatwick and Jersey routes, contested by Jersey European, Executive Airlines and Euroworld will take place at the CAA in London on 22nd and 23rd December, which should result in a decision being made public in late January. One would then presume that the successful airline(s) would commence operations on the routes in March.

One more charter for Summer 1992 has been forthcoming in the form of a fortnightly Salzburg service for Inghams. This will be operated on Wednesday afternoons throughout the summer by Britannia Boeing 737-200 aircraft.

British Midland are set to reintroduce the B737-300 aircraft to the Leeds Bradford Heathrow service this winter. Another specimen was due for delivery to the airline on November 1.

registered G-OBML, the aircraft has been acquired on lease from ILFC, and is an ex-Linjeflyg machine which has also served with Hispania. Four more 737s are also en-route to BM, namely G-OBMM (a - 4Y0 for December delivery), G-OBMP (a - 3Q8 for February delivery), G-OBMO (a - 4Q8 for March delivery) and G-OBMK (again a - 4Q8 for delivery in April). B737-468 G-BOPJ will change its registration to G-OBMN shortly. Liverpool-Heathrow services have been downgraded to ATP aircraft for the winter, following unsatisfactory loadings to justify DC9 operations on the route.

Staying with the Airlines of Britain Group, Loganair is also undergoing some major fleet changes. As reported last month, the BAe146s are to be returned to BAe, while ATP G-BMYL is being acquired from British Midland, receiving the marks G-IOGE in the process. Another

ATP is being transferred from Manx, and this will be replaced by another aircraft from the British Midland fleet next summer when it trudges back to Ronaldsway.

Trans European Airways UK ceased operations on 27 September following financial troubles. The airline, which employed around 225 people, was thought to have failed to secure a cash injection from its Belgian parent company, which itself is in the Belgian equivalent of Administration, to keep it alive for the winter season. Its four Boeing 737-300 aircraft, all leased from Guinness Peat, have been repossessed and are now parked at Shannon and Dublin awaiting disposal. Flights were taken over mainly by Adria Airways until the Yugoslav Government withdrew permission for all aircraft registered in that country to fly, at which point Varna International Airways took over, with its garish TUI54s.

Dan Air's fleet reprogramming continues. The airline is to sell four of its Boeing 727-200 aircraft to ILFC in November, the aircraft involved being G-BKAG, G-BHVT, G-BHNE and G-BHNF. The latter pair are to receive the VALSAN hushkitting treatment before embarking on three-year leases to Sun Country Airlines, while the fate of the former two is unknown. The two BAC1-11-200s, G-ATTP and G-ATVH, left for new homes in Chile, flying for LADECO. Lease agreements for three more Boeing 737-400s have been signed with ILFC, for delivery in March 1993, 1994 and 1995, while three more B737-300s are being delivered next year.

Airtours International has announced that it will lease three more MD83s in time for the start of the next summer season. The aircraft, which will supplement the existing fleet of five aircraft, will be based at

Manchester (the airline's home base), one as-yet-unannounced regional airport and Gatwick, where Airtours (the tour operator) has centralised its southern operations. Flights from Stansted are now basically non-existent. On the airline side of things, flights to Luxor will begin this winter, with the return flight tech-stopping at Rhodes; other new routings include Manchester-Fuerteventura-Liverpool and Manchester-Las Palmas-Glasgow.

Across the North Sea, Holland's last remaining pure charter company, Air Holland, ceased operations just a few days after TEA UK. The airline's bankers had put together an unsuitable refinancing package, so it claimed, which would not have enabled it to recommence operations. Its operations have been taken over by Transavia and Martinair, while a Boeing 767 has returned home to Britannia.

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