

# AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 18 No 10

(FOR PRIVATE CIRCULATION ONLY)

OCTOBER 1992

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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 1st : Slides and Spokesman from Air Atlantique (Coventry).  
DECEMBER 6th : Christmas Party.  
JANUARY 3rd : Members Mark Teal and Bruce Taylor show Frankfurt Slides.  
FEBRUARY 7th : Veteran - Vintage. Mr J. Bishop.

## CHAIRMAN'S CHAT

At this time of year the Summer Charters are coming to an end and the Airport scene reverts mainly to Scheduled flights. However, Air Yorkshire has two major items to deal with before the year ends.

The first is the Annual General Meeting. This is to take place at the Aero Club on Tuesday the 24th of November 1992 at 8.00pm. Please try and make the effort to attend. We average sixty to seventy members at Sunday Meetings but only twenty or thirty at the A.G.M. The Officials and Committee have done a wonderful job running the Society, arranging visits and meetings, and the A.G.M. is your chance to show your approval (or otherwise) of their efforts over the past year. Also your opportunity to have your say on the running of the Society, and vote for the election of Officers and Committee. So please support the Society and attend this important meeting.

I am sure the other item will be very well attended. This is our annual Christmas Function. Over the past few years this has grown into an excellent effort with plenty of food, wine and Grand Draw. Please give your support by donating any suitable prizes for the draw plus food on the day.

At the last Committee meeting a draft programme of meetings for 1993 was set in motion and promises to provide some excellent meetings. Also the offer from member John Jackson to take on the position of Trips Organizer was accepted and it is hoped to arrange some interesting trips for the Spring and Summer.

Committee Meeting 7.30pm Aero Club Tuesday 10th November.

## CREDITS

T.W. Sykes  
A. Rowley

R. Fozzard  
J. Stanfield

M. Stoneley

C.F. Brown

## LEEDS/BRADFORD MOVEMENTS SEPTEMBER 1992

2.

	ATA	ATD		ATA	ATD
1. <u>OO-DTO Brasilia</u>	0723		G-BLZT Short 360	0755	
G-BLPV Short 360	0800		G-BRIF Boeing 767	0827	0907
EI-CFB SAAB 340	0903		G-PKRD DC9	0940	
G-OBLK Short 360	0957		G-BORH Seneca	1110	
G-BJIR Citation II	1136		G-EFSM T76M Firefly	1143	
G-PKRD DC9	1244		G-BECH Boeing 737	1419	
G-BYAE Boeing 757	1433		G-LOGP Jetstream	1456	
G-OBHD Short 360	1522		G-ELDG DC9	1525	
G-7-150 T67M Firefly	1530		G-HIEL Robinson R-22	1620	
G-HART Cessna 152	1621		G-BLPV Short 360	1811	
G-ELDG DC9	1827		G-HIEL Robinson R-22	1831	
G-OBHD Short 360	1843		<u>OO-DTK Brasilia</u>	1907	
<u>EI-CFB SAAB 340</u>	1918		<u>9H-ABG Boeing 737</u>	1939	
G-OBLK Short 360	2026		<u>G-ATJR Aztec</u>	DIV	2113
G-ELDG DC9	2135				
2. <u>OO-DTF Brasilia</u>	0748		G-OBHD Short 360	0755	
G-BMLC Short 360	0809		<u>EI-CFC SAAB 340</u>	0858	
G-BLKY Baron	0918		<u>G-GAMA Baron</u>	0927	1705
G-ELDG DC9	0938		G-OBLK Short 360	0945	
<u>XA-RPH DC9 83</u>	1147		G-BTWW Jetranger	1236	
G-ELDG DC9	1246		G-LOGP Jetstream	1451	
G-ELDG DC9	1534		G-OBHD Short 360	1537	
G-HIEL Robinson R-22	1639		G-VVIP Cessna 421C	1708	
G-BMHX Short 360	1801		G-ELDG DC9	1826	
G-OBHD Short 360	1847		<u>OO-MTD Brasilia</u>	1913	
<u>EI-CFB SAAB 340</u>	1916		G-FISH Cessna 310R	1917	
G-OBLK Short 360	2026		G-ELDG DC9	2148	
3. <u>OO-DTH Brasilia</u>	0740		G-BMHX Short 360	0752	
G-OBHD Short 360	0800		<u>G-GNXI Boeing 757</u>	0858	
<u>EI-CFA SAAB 340</u>	0900		<u>G-NAIL Cessna 340</u>	0918	0951
G-IEAC Boeing 757	0926		G-PKBE DC9	0942	
G-OBLK Short 360	0947		G-MAVI Robinson R-22	1031	
G-BGGE Tomahawk	1033		EI-BYN Citation II	1038	1335
G-BJAJ AA5B Tiger	1057		<u>G-BTFY Jetranger</u>	1126	
<u>OO-IBC Sabreliner</u>	1129		G-BHMY Arrow	1209	
G-GEDS Ecureuil	1214		G-PKBE DC9	1246	
G-BJYD Cessna 152	1305		G-LOGP Jetstream	1443	
G-BPZX Cessna 152	1511		G-PKBE DC9	1530	
G-OBHD Short 360	1542		G-BTFY Jetranger	1610	
G-NAIL Cessna 340	1733		<u>N3HB Challenger</u>	1744	0957(04)
G-BMAR Short 360	1758		G-FISH Cessna 310R	1827	
G-PKBE DC9	1835		G-OBHD Short 360	1846	
G-IMLH Jetranger	1853		<u>OO-MTD Brasilia</u>	1857	
<u>EI-CFB SAAB 340</u>	1921		G-IEAC Boeing 757	1939	
G-OBLK Short 360	2022		<u>5B-DBC Airbus A320</u>	2120	
G-PKBE DC9	2132				
4. <u>OO-DTO Brasilia</u>	0726		G-OBHD Short 360	0756	
G-BLPV Short 360	0758		G-OANC Warrior II	0841	
<u>EI-CDE Boeing 737-500</u>	0850		G-PKBE DC9	0941	
<u>VR-CHR Cessna 340</u>	0945		G-OBLK Short 360	0955	
G-BNGL Boeing 737-300	1010		<u>N23659 Baron</u>	1052	

## LEEDS/BRADFORD MOVEMENTS (Contd.)

3.

	ATA	ATD		ATA	ATD
4. G-BGPU Cherokee 140F	1131		G-PKBE DC9	1240	
G-AXNC Boeing 737	1309		G-MOHJ Boeing 757	1313	
<u>9H-ABC Boeing 737</u>	1328		G-AVBZ Cessna F172H	1329	
G-BRTZ T67C Firefly	1356		G-LOGU Jetstream	1446	
G-AYCJ Cessna TP206D	n/s 1501		G-UKIA Boeing 737-400	1521	
G-OBHD Short 360	1524		G-THSL Arrow	n/s 1532	
<u>D-EIIF Cessna F177HG</u>	n/s 1537	1354	<u>D-IBMJ Cessna 310Q</u>	n/s 1549	1442(00)
G-EGJM Turbo Arrow	n/s 1555		G-BMAB DC9	1600	
G-BBKU Beech Sierra	1627		G-ATHT Twin Comanche	n/s 1657	
G-OBLK Short 360	1659		<u>D-EOQP Cessna 182P</u>	n/s 1707	1421(00)
<u>F-GCFJ Saratoga</u>	n/s 1804	1607	<u>G-BLPV Short 360</u>	1807	
<u>N4756K Cessna 210N</u>	n/s 1818	1554	G-BRTZ T67C Firefly	1831	
G-ELDH DC9	1845		G-OBHD Short 360	1850	
<u>EI-CFB SAAB 340</u>	1917		<u>OO-DTF Brasilia</u>	1923	
<u>F-GENR TB20 Trinidad</u>	n/s 1934	1505	G-BNGL Boeing 737-300	2017	
G-OBLK Short 360	2021		G-GALA Cherokee 180E	2125	
G-BMAB DC9	2128				
5. G-BNGL Boeing 737-300	0701		<u>IZ-BFE TU154</u>	0720	
<u>OO-DTF Brasilia</u>	0821		G-ISLE Short 360	0835	
G-OBHD Short 360	0902		G-BMAB DC9	0930	
<u>EI-FKA Fokker 50</u>	1009		G-BLDE Boeing 737	1058	
G-BOBN Cessna 310R	1211		G-PKBM DC9	1244	
G-OBLK Short 360	1352		G-AVIB Cessna F150G	1429	
G-BPWN Cessna F150L	1448		G-BTGT Aztec	1458	
G-BLDE Boeing 737	1516		G-MAXW Short 360	1525	
G-OREX Short 360	1633		G-BJYL BAC 1-11	1656	
G-OBLK Short 360	1708		G-MOAT King Air 200	1825	2039
G-BMAC DC9	1848		G-BSBW Jetranger	1901	
<u>EI-CFD SAAB 340</u>	1923		<u>LN-FAP Twin Otter</u>	1932	0936(00)
G-BMAC DC9	2112		G-BNGL Boeing 737-300	2146	
6. G-BNGL Boeing 737-300	0808		G-CULL Jetranger	0810	1141
<u>EI-CFB SAAB 340</u>	0906		G-BMAC DC9	0932	
<u>G-BLDE Boeing 737</u>	1017		ZA712 Chinook	1031	1141
G-JHAN King Air 200	1201		G-MAXW Short 360	1228	
G-BMAC DC9	1246		G-BPLA Boeing 737	1340	
G-BSBW Jetranger	1402		<u>EG-FIQ DC9 83</u>	1406	
<u>N3HB Challenger</u>	1541		G-OBHD Short 360	1552	
<u>EI-CFD SAAB 340</u>	1556		G-JHAN King Air 200	1652	
G-BJYL BAC 1-11	1655		G-OBLK Short 360	1700	
<u>IZ-BFE TU154</u>	1814		G-PKBE DC9	1830	
G-OBHD Short 360	1856		<u>OO-DTF Brasilia</u>	1906	
<u>EI-CFA SAAB 340</u>	1918		<u>N4306Z Warrior II</u>	2022	
G-BNGL Boeing 737-300	2025		G-OBLK Short 360	2030	
G-PKBE DC9	2157				
7. <u>OO-DTF Brasilia</u>	0735		G-BNGL Boeing 737-300	0750	
G-OBHD Short 360	0756		G-BLPV Short 360	0800	
<u>EI-CFA SAAB 340</u>	0903		G-BBNI Seneca	0912	
G-BRKH Piper Dakota	0927		G-OBLK Short 360	0947	
G-PKBE DC9	0959		G-BNRX Seneca	1019	
G-BGBY Tomahawk	1128		G-BDUY Robin DR400/140B	1131	
G-PKBE DC9	1300		G-LOGT Jetstream	1450	



## LEADS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
7. G-BAZH Boeing 737	1501		G-OBHD Short 360	1511	
G-BSGR Cessna 172M	1517		G-PKBE DC9	1533	
G-BLJI Mooney M20J	1636	1717	G-OBLK Short 360	1701	
G-SMJJ Cessna 414	1704		G-GRID Twin Squirrel	1744	
G-BLPV Short 360	1806		G-PKBE DC9	1823	
G-OBHD Short 360	1840		<u>OO-DTJ Brasilia</u>	1905	
EI-CFC SAAB 340	1913		G-OBLK Short 360	2017	
G-PKBE DC9	2130				
8. <u>OO-DTH Brasilia</u>	0729		G-OBHD Short 360	0747	
G-BLPV Short 360	0755		G-BFLV Cessna F172N	0810	1600
G-OWNR King Air 200	0847		<u>EI-CFB SAAB 340</u>	0900	
G-PKBE DC9	0931		G-OBLK Short 360	0941	
G-BHIN Cessna 152	1019		G-BTIM Cadet	1037	
G-PKBE DC9	1241		G-BGYK Boeing 737	1319	
G-LOGR Jetstream	1447		G-OANC Warrior II	1516	
G-PKBE DC9	1527		G-OBHD Short 360	1529	
G-BYAC Boeing 757	1539		G-GRID Twin Squirrel	1635	
G-OWNR King Air 200	1755		G-BLPV Short 360	1810	
G-PKBE DC9	1831		<u>9H-ABB Boeing 737</u>	1844	
G-OBHD Short 360	1846		<u>HB-VJI Lear Jet 31</u>	1857	1959
<u>OO-DTK Brasilia</u>	1907		<u>EI-CFC SAAB 340</u>	1909	
G-OBLK Short 360	2023		G-PKBE DC9	2137	
9. <u>OO-DTF Brasilia</u>	0734		G-BLPV Short 360	0755	
<u>EI-CFA SAAB 340</u>	0858		G-JEAA Friendship	0916	
G-PKBE DC9	0932		G-OBLK Short 360	0950	
G-BPZX Cessna 152	1147		G-SING Duke	1159	
<u>XA-RPH DC9 83</u>	1207		G-PKBE DC9	1235	
<u>B-ICHO Cessna 337</u> n/s	1414	0957	G-BECH Boeing 737	1424	
G-GRID Twin Squirrel	1430		G-LOGR Jetstream	1455	
G-BPWN Cessna 150L	1515		G-PKBE DC9	1520	
G-BLZT Short 360	1536		G-MHSL Bolkow 105DBS/4	1649	
G-BBEF Cherokee 140	1657		G-DAFT Twin Squirrel	1802	
G-BMAR Short 360	1808		G-PKBE DC9	1826	
G-OBLK Short 360	1851		<u>OO-DTL Brasilia</u>	1919	
<u>EI-CFD SAAB 340</u>	1921		G-BLZT Short 360	2024	
G-PKBE DC9	2141				
10. <u>OO-DTG Brasilia</u>	0736		G-OBLK Short 360	0801	
G-BMAR Short 360	0806		G-IEAB Boeing 757	0849	
<u>EI-CFC SAAB 340</u>	0905		<u>G-GNXU Boeing 757</u>	0910	
G-JLRW Duchess	0914		G-BPSX Cessna 406	0923	
G-BLZT Short 360	0948		G-PKBE DC9	0953	
G-BMUT Duchess	1010		G-BFLV Cessna F172N	1135	
G-PKBE DC9	1246		G-LOGR Jetstream	1453	
G-PKBE DC9	1517		G-OBLK Short 360	1556	
ZE700 BAe 146	1716		G-IEAB Boeing 757	1824	
G-BLGB Short 360	1827		G-PKBM DC9	1830	
G-OBLK Short 360	1853		<u>OO-DTL Brasilia</u>	1859	
<u>EI-CFB SAAB 340</u>	1922		<u>G-ODNP Cessna 310R</u>	1947	
G-BLZT Short 360	2029		<u>5B-DBB Airbus A320</u>	2120	
G-PKBM DC9	2154				

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
11. <u>OO-DTI Brasilia</u>	0743		G-BNGL Boeing 737-300	0807	
G-BLGB Short 360	0812		G-OTMC Beechjet 400	0833	
<u>EI-CFB SAAB 340</u>	0900		G-PKBM DC9	0936	
G-BLZT Short 360	1000		G-AZXD Cessna F172L	1146	
G-AWSY Boeing 737	1240		G-BMAA DC9	1256	
G-SWET Citation	1305		<u>911-ABC Boeing 737</u>	1307	
G-MONJ Boeing 757	1345		G-LOGT Jetstream	1513	
G-PKBD DC9	1546		G-UKLA Boeing 737-400	1711	
G-BLZT Short 360	1714		G-OBLK Short 360	1733	
G-ODNP Cessna 310R	1808		G-BLGB Short 360	1821	
G-PKBM DC9	1827		G-OBWV AA5 Traveler	1836	1855
G-BNGL Boeing 737-300	1851		<u>OO-DTF Brasilia</u>	1906	
<u>EI-CFA SAAB 340</u>	1911		G-BLZT Short 360	2022	
G-OBLK Short 360	2045		G-BMAM DC9	2153	
12. <u>G-BNGL Boeing 737-300</u>	0708		<u>1Z-BFW Tu154</u>	0733	
<u>OO-DTF Brasilia</u>	0743		G-LEGS Short 360	0832	
G-BLZT Short 360	0903		G-BMAM DC9	0931	
<u>N59756 Navajo</u>	0939	1018	<u>EI-FKE Fokker 50</u>	0940	
G-BNME Cessna 152	1015		G-BPWN Cessna 150L	1041	
G-WGEL Boeing 737	1055		G-BMAM DC9	1232	
G-OBLK Short 360	1346		G-BNGR Tomahawk	1430	
G-WGEL Boeing 737	1502		G-BLTO Short 360	1514	
G-BJYL BAC 1-11	1606		G-BNME Cessna 152	1633	
G-MAXW Short 360	1634		G-OBLK Short 360	1709	
G-BMAI DC9	1829		<u>EI-CFA SAAB 340</u>	1916	
G-BSEM Jetranger	1953	2005	G-BMAI DC9	2126	
G-BNGL Boeing 737-300	2145				
13. <u>G-BNGL Boeing 737-300</u>	0800		<u>EI-CFA SAAB 340</u>	0844	
G-BMAI DC9	0928		G-WGEL Boeing 737	1015	
G-BPVJ Cessna 152	1200		G-BLTO Short 360	1229	
G-BMAI DC9	1240		<u>EC-EHT DC9 83</u>	1413	
G-WGEL Boeing 737	1422		G-BLZT Short 360	1518	
<u>EI-CFA SAAB 340</u>	1551		G-BHPW Robin HR100/210	1609	
G-BJYL BAC 1-11	1627		G-OBLK Short 360	1712	
G-OTMC Beechjet 400	1718		<u>1Z-BFE Tu154</u>	1746	
G-AZXD Cessna F172L	1751		G-BMAM DC9	1828	
G-BLZT Short 360	1843		<u>OO-DTL Brasilia</u>	1908	
<u>EI-CFC SAAB 340</u>	1914		G-OBLK Short 360	2022	
G-BNGL Boeing 737-300	2054		G-BMAM DC9	2146	
14. <u>OO-DTK Brasilia</u>	0742		G-BLZT Short 360	0753	
G-BLGB Short 360	0801		G-BNGL Boeing 737-300	0810	
<u>EI-CFB SAAB 340</u>	0858		G-BMAM DC9	0938	
G-OBLK Short 360	0956		G-BTEJ Boeing 757	1020	
G-WERY TB-20 Trinidad	1033		G-BNUV Aztec	1139	
<u>N59756 Navajo</u>	1215		G-CULL Jetranger	1222	
G-BMAM DC9	1232		G-BORH Seneca	1427	
G-BPLA Boeing 737	1444		G-LOGR Jetstream	1453	
G-BMAM DC9	1520		G-BLZT Short 360	1522	
G-OBLK Short 360	1712		G-BLGB Short 360	1802	
G-BMAM DC9	1829		G-BLZT Short 360	1835	
<u>EI-CFC SAAB 340</u>	1909		<u>OO-DFO Brasilia</u>	1918	
G-OBLK Short 360	2029		G-BMAM DC9	2132	

## LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
15. <u>OO-DTG Brasilia</u>	0758		G-BLZT Short 360	0800	
G-BLPV Short 360	0814		G-ROWN King Air 200	0819	
ET-CFC SAAB 340	0900		G-BMAM DC9	0936	
G-OBLK Short 360	0951		G-BMAM DC9	1255	
G-BADR Boeing 737	1329		<u>N421WF Cessna 421C</u>	1418	
G-LOGU Jetstream	1452		G-BLZT Short 360	1536	
G-BMAM DC9	1545		G-BLPV Short 360	1803	
G-BMAM DC9	1823		G-BDUN Seneca	1850	
G-OBLK Short 360	1852		<u>ET-CFD SAAB 340</u>	1914	
OO-DTI Brasilia	1922		G-BLZT Short 360	2024	
<u>9H-ABF Boeing 737</u>	2033		G-BMAM DC9	2125	
16. <u>OO-DTJ Brasilia</u>	0732		G-BMHX Short 360	0802	
F-GHNV King Air 200	0810		G-BPJF Tomahawk	0851	
<u>ET-CFD SAAB 340</u>	0856		G-BLKY Baron	0902	
G-BMAM DC9	0935		G-BLZT Short 360	0946	
G-BSDL TB-10 Tobago	0953		G-OBLK Short 360	1103	
G-BNPY Cessna 152	1124		G-BLOE Navajo	1136	
<u>XA-RPH DC9 83</u>	1144		G-OBMH Boeing 737-300	1233	
G-AWAI Baron	1247		G-TKPZ Cessna 310R	1256	
G-BONZ V35B Bonanza	1325		G-BPEM Warrior II	1407	
G-FCBY Tomahawk	1439		G-OANC Warrior II	1446	
G-LOGV Jetstream	1451		G-BMAB DC9	1520	
G-BLZT Short 360	1522		G-BHIN Cessna 152	1538	
G-SFTZ T-67 Firefly	1618		<u>ZG846 BNZT Islander</u>	1700	
G-BAGB SIAI SF260	1720		G-BMHX Short 360	1801	
G-PKBD DC9	1832		G-OBLK Short 360	1855	
<u>OO-DTI Brasilia</u>	1908		<u>ET-CFB SAAB 340</u>	1919	
G-BRGT Cherokee Six	1955		G-BLZT Short 360	2023	
G-PKBD DC9	2149		G-OLAH Short 360	2230	
17. <u>OO-DTF Brasilia</u>	0754		G-OBLK Short 360	0800	
G-BMHX Short 360	0803		<u>G-GNXU Boeing 757</u>	0900	
<u>ET-CFA SAAB 340</u>	0905		G-NUIG King Air C90	0912	
G-OLAH Short 360	0934		G-PKBD DC9	0936	
G-IEAB Boeing 757	0955		G-JHAN King Air 200	1005	
G-BLZT Short 360	1009		G-BSEW Jetranger	1013	
G-PKBD DC9	1248		G-BADP Boeing 737	1259	
G-OLAH Short 360	1305		G-TKPZ Cessna 310R	1406	
<u>N831SR Seneca</u>	1443	DIV	G-LOGU Jetstream	1447	
G-PKBD DC9	1524		G-OBLK Short 360	1543	
G-OLAH Short 360	1703		G-NMLC Short 360	1821	
G-PKBD DC9	1839		G-IEAB Boeing 757	1853	
G-OBLK Short 360	1856		<u>OO-DTG Brasilia</u>	1904	
<u>ET-CFB SAAB 340</u>	1919		G-BLZT Short 360	2028	
G-OLAH Short 360	2048		<u>5B-DBC Airbus A320</u>	2106	
G-PKBD DC9	2138				
18. <u>OO-DTH Brasilia</u>	0806		G-BMLC Short 360	0839	
G-BNGM Boeing 737-300	0919		G-OLAH Short 360	0941	
G-PKBD DC9	0944		G-BLZT Short 360	0959	
<u>ET-CFD SAAB 340</u>	1004		G-OFIT Bandeirante	1007	
G-OWNR King Air 200	1105		G-AWSY Boeing 737	1213	
G-TEPH Citation	1222		G-PKBD DC9	1235	
<u>9H-ABE Boeing 737</u>	1256		G-OLAH Short 360	1305	



## LEEDS/BRADFORD MOVEMENTS (Contd.)

7.

	ATA	ATD		ATA	ATD
18. G-MCKE Boeing 757	1309		G-ERNI Archer II	1407	
G-TKPZ Cessna 310R	1449		G-LOGU Jetstream	1512	
G-OBLK Short 360	1523		G-BMAA DC9	1528	
G-UKLD Boeing 737-400	1537		<u>N9790G Cessna 172</u>	n/s	1614 1339(30)
G-OLAH Short 360	1649		G-BSIM Jetranger	1653	
G-BLZT Short 360	1714		G-BIYG Short 330	1716	
<u>VR-CSH King Air 350</u>	1812	2249	G-BMLC Short 360	1815	
<u>G-BMAA DC9</u>	1834		<u>OO-DTJ Brasilia</u>	1846	
G-OBLK Short 360	1850		<u>ET-CFD SAAB 340</u>	1919	
G-BNGM Boeing 737-300	1940		G-BLZT Short 360	2036	
G-OLAH Short 360	2043		G-BMAA DC9	2204	
19. G-FOOD King Air 200	1028	1052	G-BLDE Boeing 737	1102	
G-OBLK Short 360	1106		G-ELDG DC9	1111	
<u>ET-EKE Fokker 50</u>	1114		G-ELDG DC9	1407	
G-JHAN King Air 200	1427		G-BLZT Short 360	1455	
G-BLDE Boeing 737	1501		G-MAXW Short 360	1535	
G-WELL King Air 290	1557		G-BJYL BAC 1-11	1559	
G-BLTO Short 360	1653		G-BHST Hughes 369D	1747	0959
G-BLZT Short 360	1755		G-FINS Jetranger	1816	
G-BMAH DC9	1822		<u>ET-CFC SAAB 340</u>	1917	
G-POLO Navajo	1933	2310	G-BIYG Short 330	1944	
G-BMAH DC9	2116				
20. <u>ET-CFA SAAB 340</u>	0903		G-BMAH DC9	0926	
<u>G-BLDE Boeing 737</u>	1010		G-BNGM Boeing 737-300	1101	
G-LANE Cessna F172N	1138		G-MAXW Short 360	1217	
G-BMAH DC9	1223		G-BNPF Cessna 152	1324	
G-BPHL Warrior	1344		G-BLDE Boeing 737	1410	
<u>EC-EJQ DC9 83</u>	1417		G-TKPZ Cessna 310R	1501	
G-OBLK Short 360	1525		G-OWNR King Air 200	1527	
<u>ET-CFA SAAB 340</u>	1549		G-BJIR Citation II	1611	
<u>G-BJYL BAC 1-11</u>	1629		G-BLZT Short 360	1659	
<u>N9790G Cessna 172</u>	1703		G-FOOD King Air 200	1712	
<u>IZ-BFH TH154</u>	1730		G-ELDI DC9	1828	
G-OBLK Short 360	1851		<u>OO-DTJ Brasilia</u>	1854	
<u>ET-CFC SAAB 340</u>	1912		G-BLZT Short 360	2024	
G-ELDI DC9	2126		G-BNGM Boeing 737-300	2207	
21. <u>OO-DTJ Brasilia</u>	0735		G-BGBY Tomahawk	0801	
G-OBLK Short 360	0805		G-BMHX Short 360	0816	
<u>ET-CFD SAAB 340</u>	0901		G-BNGM Boeing 737-300	0913	
G-OLAH Short 360	0930		G-BLZT Short 360	0936	
G-ELDI DC9	0939		G-BRPU Duchess	1153	
G-BAVZ Aztec	1244		G-ELDI DC9	1246	
G-OLAH Short 360	1304		G-TKPZ Cessna 310R	1341	
G-BADP Boeing 737	1429		G-LOGV Jetstream	1455	
G-ELDI DC9	1513		G-LJET Lear Jet 35	1604	
G-OBLK Short 360	1606		G-WAIR Saratoga	1611	
G-OLAH Short 360	1655		G-BLZT Short 360	1729	
G-BMHX Short 360	1803		<u>N400KC BAE 125 400F</u>	n/s	1811 0703
G-ELDI DC9	1830		G-OBLK Short 360	1901	
<u>OO-DTJ Brasilia</u>	1917		<u>ET-CFC SAAB 340</u>	1932	
G-BLZT Short 360	2036		G-OLAH Short 360	2041	
G-ELDI DC9	2130				

## LEEDS/BRADFORD MOVEMENTS (Contd.)

8.

	ATA	ATD		ATA	ATD
22. G-OLAH Short 360	1146		G-TKPZ Cessna 310R	1240	
G-ELDI DC9	1243		G-BAVZ Aztec	1249	
G-IMMP Rockwell 695A	1311		G-BPLA Boeing 737	1313	
G-BLZT Short 360	1404		G-OAHF Boeing 757	1448	
G-JLRW Duchess	1458	1752	G-LOGV Jetstream	1504	
G-BRAV Aztec	1516		G-ELDI DC9	1519	
G-OBLK Short 360	1528		G-AXAX Aztec	1530	
G-OLAH Short 360	1654		N400KC Bae 125 400F	1726	1746
G-WACK Short 360	1818		G-ELDI DC9	1831	
G-OBLK Short 360	1834		G-OSEA BN2 Islander DIV	1845	1557(23)
OO-DTO Brasilia	1858		9H-ABG Boeing 737	1901	
EI-CFB SAAB 340	1920		G-BLZT Short 360	2022	
G-OLAH Short 360	2041		G-ELDI DC9	2141	
23. OO-MTD Brasilia	0725		G-OBLK Short 360	0804	
G-WACK Short 360	0806		EI-CFD SAAB 340	0902	
G-OLAH Short 360	0938		G-ELDI DC9	0945	
G-BLZT Short 360	1017		G-TKPZ Cessna 310R	1146	
XA-JPH DC9 83	1212		G-OSEA BN2 Jetstream	1229	
G-ELDI DC9	1254		G-OLAH Short 360	1258	
G-BECH Boeing 737	1434		G-BLPV Short 360	1501	
G-BFFE Cessna 152	1511		G-OBLK Short 360	1531	
G-ELDI DC9	1539		G-BAVZ Aztec	1559	
G-OLAH Short 360	1648		G-OWNR King Air 200	1710	
G-BMLC Short 360	1808		G-BRAV Aztec	1812	
G-ELDI DC9	1815		G-OBLK Short 360	1845	
OO-DTI Brasilia	1901		G-BRSA AA5 Traveler	1945	
G-BLZT Short 360	2022		G-OLAH Short 360	2038	
G-ELDI DC9	2128		EI-BUE Boeing 737-300	2158	2229
24. OO-DTF Brasilia	0732		G-OBLK Short 360	0803	
G-BMLC Short 360	0805		EI-CFB SAAB 340	0906	
G-GNXC Boeing 757	0912		G-OLAH Short 360	0931	
G-ELDG DC9	0936		G-BLZT Short 360	0946	
G-IEAC Boeing 757	1009		G-OLAH Short 360	1308	
G-ELDG DC9	1311		G-BLZT Short 360	1415	
G-LOGP Jetstream	1458		EI-EIO Seneca	1529	1803
G-OBLK Short 360	1531		G-ELDG DC9	1602	
G-OLAH Short 360	1649		G-BSW Jetranger	1709	
G-WACK Short 360	1821		G-ELDG DC9	1832	
G-OBLK Short 360	1851		OO-DTL Brasilia	1902	
EI-CFC SAAB 340	1921		G-IEAC Boeing 757	1954	
G-BLZT Short 360	2022		G-OLAH Short 360	2043	
G-ELDG DC9	2134		5B-DEB Airbus A320	2143	
25. OO-DTH Brasilia	0724		G-IEAA Boeing 737-300	0759	
G-OBLK Short 360	0802		G-WACK Short 360	0804	
G-MUIG King Air C90	0833		G-MCPI Jetranger	0856	
EI-CFD SAAB 340	0858		G-AVUT Cherokee 140	0902	
G-FOOD King Air 200	0925		G-OLAH Short 360	0930	
PH-XPI Navajo	0943	1712	G-BGRE King Air 200	0945	
G-ELDG DC9	0947		G-BLZT Short 360	0951	
G-AVYT Arrow	1047		163840 C-12	1126	
G-BECH Boeing 737	1211		G-ELDG DC9	1239	



## LEADS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
25. G-MONE Boeing 757	1254		G-OLAH Short 360	1258	
<u>911-ABE Boeing 737</u>	1323		G-BEHR Cessna P172H	1441	
G-UKLD Boeing 737-400	1459		G-LOGT Jetstream	1501	
G-OBLK Short 360	1526		G-ELDG DC9	1529	
G-FRST Seminole	1637		G-BLZT Short 360	1706	
G-FOOD King Air 200	1744		G-WACK Short 360	1813	
G-ELDG DC9	1830		G-JEME BAE 125 800B	1833	
OO-DPN Brasilia	1850		G-OBLK Short 360	1853	
G-IEAA Boeing 737-300	1909		G-GAUL Citation II	1915	
<u>EI-CFA SAAB 340</u>	1923		G-BLZT Short 360	2027	
G-BMAI DC9	2203				
26. G-IEAA Boeing 737-300	0721		OO-DPN Brasilia	0732	
G-OBOH Short 360	0912		G-BMAG DC9	1006	
<u>EI-MKD Fokker 50</u>	1009				
27. OO-DPL Brasilia	2000		<u>EI-CFA SAAB 340</u>	2007	
28. G-BIUV HS.748	1454	2225	<u>E-GBTI Falcon 10</u>	1456	
G-LOGU Jetstream	1457		G-ODHP Cessna 310R	1530	
G-PKBD DC9	1622		G-LORD Seneca	1726	
G-BGYK Boeing 737	1738		G-BLZT Short 360	1759	
G-BMAH DC9	1833	DIV	G-BAIR Friendship	1909	DIV
G-PKBD DC9	1912		G-DOCK Boeing 737	1924	2116
<u>EI-CFB SAAB 340</u>	1926		G-OBHD Short 360	1933	
G-TIGS Dauphin 2	1936	DIV	<u>EI-CFC SAAB 340</u>	1951	2040
29. G-BLGB Short 360	0815		OO-MTD Brasilia	0842	
<u>EI-CFD SAAB 340</u>	0928		G-BMAH DC9	0944	
<u>N444PE BAE 125 600A</u>	1048		G-BLZT Short 360	1104	
G-BIUV HS.748	1201		G-BTWW Jetranger	1234	
G-BMAM DC9	1241		G-AVWN Arrow	1254	
G-BGYJ Boeing 737	1326		ZC922 Lynx	1401	
G-BMAH DC9	1517		G-OBHD Short 360	1536	
G-BSTZ Cherokee 140	1543		G-BYAE Boeing 757	1609	
G-BMAR Short 360	1808		G-BMAH DC9	1829	
G-OBHD Short 360	1858		<u>EI-CFB SAAB 340</u>	1919	
OO-DTO Brasilia	1956		<u>9H-AHG Boeing 737</u>	2010	
G-BLZT Short 360	2023		G-BKIE Short 330	2055	2236
G-SBAC Short 360	2126		G-BMAH DC9	2134	
30. G-BIUV HS.748	0701		VR-BLK Gulfstream 840	0800	
G-OBHD Short 360	0806		G-BMAR Short 360	0826	
OO-DTO Brasilia	0835		G-BLZY Baron	0852	
<u>EI-CFC SAAB 340</u>	0908		G-BLZT Short 360	0944	
G-DONS Turbo Arrow	0946		G-PKBE DC9	0949	
G-BRPU Duchess	1120		G-ATXD Twin Comanche	1123	
SL-ABC DC9 82	1237	1200	G-PKBE DC9	1248	
<u>XA-RPH DC9 83</u>	1302		G-BMBE Palibu	1412	
VR-GHR Cessna 340	1414		G-BPDI Archer II	1459	
G-LOGU Jetstream	1503		G-ELDH DC9	1533	
G-OBHD Short 360	1542		<u>N979OG Cessna 172</u>	1615	
G-LORD Seneca	1645		G-BMAR Short 360	1806	
G-ELDG DC9	1826		G-OBHD Short 360	1900	
EI-CFB SAAB 340	1919		OO-DPL Brasilia	2002	
G-BLZT Short 360	2015		G-ELDG DC9	2129	
G-BKIE Short 330	2133		G-OLAH Short 360	2155	

LEADS/BRADFORD MOVEMENTS (Contd.)

FROM (&amp; TO):-

3. OO-IBC/Ostend, N3HB/Heathrow to Manchester, EI-BYN to Newcastle; 4. VR-CHR/Guernsey, N23659/Elstree, D-EIPE/F/T Monchengladbach, D-IBMJ/F/T Monchengladbach, D-EOQP/Ostend, F-GCPJ/F/T Cherbourg, N4756K/F/T Dusseldorf, F-GENR/Southampton; 5. LN-FAP/Laugesund; 6. N3HB/Carlisle, N4306Z/Upper Heyford, ZA712/Edinburgh - Odham; 8. HB-VJI/Geneva; 9. D-ICHO/Mengen; 10. ZE700/Dundee; 12. N59756/Gamston; 14. N59756/Belfast; 15. N421WF/Elstree; 16. F-GHNV/Lille, ZG846/Liverpool; 17. N831SR/Little Staughton; 18. N9790G/Manchester - Sandtoft, VR-CSH/Northolt - Heathrow; 20. N9790G/Sherburn; 21. N400KC/Higgin Hill; 22. N400KC/Metz; 24. EI-EIO/Liverpool; 25. PH-XPI/F/T Rotterdam, 163840/Northolt; 28. F-GBTI/Manchester; 29. N444PE/Keflavik; 30. VR-BLK/Luton?, VR-CHR/Guernsey, N9790G/Sandtoft.

OVERSHOOTS:-

1. XX500/FYY76, XX491/FYY68, XX494/FYY61; 2. XX496/FYY03; 4. XX499/FYY68; 7. XX498/FYY78, XV230/"61A"; 10. XS713/FYY35; 12. G-MEDG; 14. G-BAVZ; 15. ZF342/CWL25; 16. G-BAVZ, XZ913/Army340, ZF292/CWL24, ZF315/CWL68; 17. XW370/LOP46; 18. G-TYPZ; 23. XS739/FYY44, XX496/FYY79, XX493/FYY71, G-BDHL; 24. XS729/FYY44, XX498/FYY03, XX499/FYY69; 29. G-BAVZ; 30. XV300/Ascot775.

LMA MOVEMENTS REVIEW - SEPTEMBER 1992

Two nice biz-jets to start the month on the 3rd, EI-BYN is a Citation II and the Challenger N3HB night stopped. The annual Harrogate Carpet Fair has been held for the last time but this year we were lucky to get some visitors for the flying doctors conference to compensate. Not as many as the Carpet Fair but still most welcome. They arrived on the 4th and the foreigners were Cessna 182P D-EOQP, Cessna F177 D-EIPE, Cessna 310Q D-IBMJ, Saratoga F-GCPJ, TB-20 Trinidad F-GENR and the Dusseldorf based Cessna 182N N4756K. All of them night stopped on the main apron until the 6th. Others on the 4th were the Cessna 340 VR-CHR from its base in Guernsey and the Beech Baron N23659. Night stopping on the 5th was the Twin Otter LN-FAP of Vestfly A/S. Challenger N3HB was back for another night stop on the 6th and also visiting was the US Air Force Flying Clubs Upper Heyford based Warrior N4306Z. Using the callsign "Aeroleasing 898" on the 8th was Lear Jet 31 HB-VJI. Cessna T337GP D-ICHO arrived on the 9th and stayed here until the 17th. Gamston based Navajo N59756 visited on the 12th and was back again on the 14th. Cessna 421 N421WF on the 15th has been based at Elstree for some time now. Using the callsign "Normandie 816" on the 16th was the Air Normandie King Air F-GHNV. Diverting in from its base at Huddersfield on the 17th, and making its first trip to the LMA, was the Seneca N831SR. Arriving from Manchester on the 18th was the Cessna 172 N9790G, this had diverted into Manchester the previous evening at 2300 on an emergency. It stayed with Knight-air until the 20th when it made a trip to Sandtoft and then returned via Sherburn, it also visited again on the 30th from Sandtoft which may be its new base. Night stopping on the 21st and 22nd was the Kimberley Clark Bae 125 N400KC. Seneca EI-EIO on the 24th does NOT belong to an old Irish farmer called MacDonald!! The Navajo Chieftain PH-XPI on the 25th used the callsign "Rijnmond 822". F-GBTI on the 28th was a Falcon 10 of Jetair and on the 29th N444PE was a Bae 125. Finishing the month on the 30th was the Gulfstream 840 VR-BLK and DC9 SL-ABC of Jet Alsace using the callsign "Alsace 6402-3". On the 1st the newly registered T67M G-EFSM of Slingsby Engineering was at YLA along with the class B registered specimen G-7-150 which is due to become G-GSTH for the Canadian order. New on the 2nd was the Cessna 421C G-VVIP using the callsign "Prestige 01". On the military side we had the Chinook ZA712 as "J5S38" on the 6th. The Queens Flight used Bae 146 ZE700 as "Kitty 4" on the 10th. The Army supplied Islander ZG846 as "Army555" on the 16th and Lynx ZC922 as "Army 534" on the 29th. From the US Navy we had G-12 163840 as "Navy 8G938" on the 25th. On the residents front we now seem to have gained the Navajo G-BRFA and Tobago G-BKTY seems to have moved back from Huddersfield. The Cessna 421's G-BDYF and G-DARR are now flying with callsigns prefixed "AJA".



LEEDS/BRADFORD AIRLINE NEWS - SEPTEMBER 1992INBOUND DIVERSIONS

28 BMA338	LHR	MME	G-BMAM	DC9	LHR	BMA411/29
28 UKA640	CDG	NCL	G-BAUR	FK27	GLA	UKA640
28 BAW12Q	LHR	NCL	<u>G-DOCK</u>	<u>B734</u>	LHR	BAW-CK
28 EIN308	DUB	NCL	<u>ET-CFC</u>	<u>SF34</u>	DUB	EIN2361

REGULAR FLIGHTS

AAN1903	TFS	02/XA-RPH	09/XA-RPH	16/XA-RPH	23/XA-RPH	30/XA-RPH
AMC3211	MLA	01/9H-ABG	08/9H-ABB	15/9H-ABF	22/9H-ABG	29/9H-ABG
AMC3213	MLA	04/9H-ABG	11/9H-ABG	18/9H-ABE	25/9H-ABE	
BAI035A	SZG	06/G-BPLA	27/DivMAN			
BAL222A	GRO	04/G-AXMC	11/G-AWSY	18/G-AWSY	25/G-BECH	
BAL408A	ALC	01/G-BECH	08/G-BGYK	15/G-BADR	22/G-BPLA	29/G-BGYJ
BAL515A	SZG	17/G-BADP				
BAL534A	PMI	01/G-BYAE	08/G-BYAC	15/DivMAN	22/G-OAHF	29/G-BYAE
BAL540A	IEZ	07/G-BAZH	14/G-BPLA	21/G-BADP	28/G-BGYK	
BAL856A	SZG	09/G-BECH	23/G-BECH			
CFE8063	GCI	05/G-OREX	06/Cancel	12/G-MAXW	13/Cancel	19/G-BITO
CFE8065	JER	05/G-MAXW	06/G-MAXW	12/G-BITO	13/G-BITO	19/G-MAXW
		20/G-MAXW	26/DivMAN	27/DivMAN		
DAN381	JER	05/G-BLDE	12/G-WGEL	19/G-BLDE	26/DivMAN	
DAN383	JER	05/G-BLDE	12/G-WGEL	19/G-BLDE	26/DivMAN	
DAN385	JER	05/G-BJYL	12/G-BJYL	19/Cancel	26/Cancel	
DAN391	JER	06/G-BLDE	13/G-WGEL	20/G-BLDE	27/DivMAN	
DAN395	JER	06/G-BLDE	13/G-WGEL	20/G-BLDE	27/Cancel	
DAN397	JER	06/G-BJYL	13/G-BJYL	20/G-BJYL	27/DivMAN	
ECAB47	LCA	03/5B-DBC	10/5B-DBB	17/5B-DBC	24/5B-DBB	
IEA526	ZTH	03/G-IEAC	10/G-IEAB	17/G-IEAB	24/G-IEAC	
IEA527	MAN	03/G-IEAC	10/G-IEAB	17/G-IEAB	24/G-IEAC	
IEA552	TFS	04/G-BNGL	11/G-BNGL	18/G-BNGM	25/G-IEAA	
IEA554	CFU	04/G-BNGL	11/G-BNGL	18/G-BNGM	25/G-IEAA	
IEA556	PMI	05/G-BNGL	12/G-BNGL	19/DivMAN	26/G-IEAA	
IEA560	RHO	05/G-BNGL	12/G-BNGL	19/DivMAN	26/DivMAN	
IEA562	LCA	06/G-BNGL	13/G-BNGL	20/G-BNGM	27/G-DivMAN	
IEA564	PFO	06/G-BNGL	13/G-BNGL	20/G-BNGM	27/DivMAN	
LAZ7926	BOJ	06/LZ-BTE	13/LZ-BTE	20/LZ-BTH	27/DivMAN	
LAZ7958	VAR	05/LZ-BTE	12/LZ-BTW	19/DivMAN	16/DivMAN	
MMX832	IOM	05/G-ISLE	12/G-LEGS	19/DivBLK	26/DivMAN	
MON456	PMI	04/G-MONJ	11/G-MONJ	18/G-MCKE	25/G-MONK	
NXA409	YYZ	03/G-GNXI	10/G-GNXU	17/G-GHXU	24/G-GHXC	
SPP354	PHI	06/EC-FJQ	13/EC-EHT	20/EC-EJQ	27/DivMAN	
UKL5011	AGP	04/G-UKLA	11/G-UKLA	18/G-UKLD	25/G-UKLD	

All aircraft making first visits are underlined.

OTHER FLIGHTS

01 G-BRIF	B767	BAL990A/952	Manchester-Gutersloh	Trooping
07 XV230	NIN	61A	f/t Kinloss	IIS
10 ZE700	BA46	Kitty 4	Dundee-Avignon	Royal
14 G-BTEJ	B757	BAL990A/884A	Glasgow-Stuttgart	Leeds United
16 G-OLAH	SH36	UKA9011/606	Newcastle-n/s-Edinburgh	Lieu UKA SH36
18 G-BIYG	SH33	GII20P/20L	Newcastle-Southampton	Leeds United
19 G-BIYG	SH33	GII21/21P	Southampton-Newcastle	Leeds United



LEEDS/BRADFORD AIRLINE NEWS (Contd.)OTHER FLIGHTS

23	G-OBEA	BA31	BEA002T	f/t Humberside	Training
23	ET-BUE	B733	EIN219	Manchester-Dublin	Ileu SF34
28	G-BTUV	HS74	JAV168P	Blackpool-Liverpool	Mail
29	G-BKIE	SH33	-	Newcastle-East Midlands	Mail
29	G-SBAC	SH36	GIL103P/104L	Manchester-Gatwick	Mail
30	SI-ABC	MD82	JLS6402/6403	f/t Stuttgart	Football charter

LINLEY HILL

As of 9/9 the wreck of PA-34 G-AZTO was still present in the hangar. Movements:-  
29.8 N28397 AA-5 f Denham t Brighton, G-BSVB PA-28 f Redhill 2x n/s t Redhill 31.8  
5.9 G-BTHE 150L f Wold Newton t Brough, G-AWVO DR.1050 f Wold Newton t Barton,  
 G-BBDT 150H f/t Sherburn, G-BJZN T.67A f Skegness t Burton Constable.

WOLD NEWTON - WILLY HOWE FAIRM

Movements:- 1.9 G-YTWO F.172M f/t Sherburn. 5.9 G-MTST Thruster f Snainton t Newton on Rawcliffe, G-BTHE 150L f Brough t Linley Hill, G-ATMY 150F f/o, G-AWVO DR.1050 f Barton t Linley Hill, G-AVRM GY.20 f/t Hucknall, G-BAMB T.61C f/t Rufforth, G-BMLK G.109B f/t Rufforth, G-BFTC PA-28R f/o, G-BAZM D.11 f Skegness t Leeds, G-MWZH Gemini Flash f/t Wombledon, G-BCEP AA-5 f/t Teesside. 7.9 G-BURH PA.150K f/t Hucknall. 11.9 G-OZOT R.182 f Luton t Elstree. 12.9 G-BAMB T.61C f/t Rufforth, G-BMLK G.109B f/t Rufforth. 13.9 G-BUKD R.22 f Wetherby t Lebberton then f Lebberton t Leicester, G-BKAO D.112 f/t Bagby, ZE370 Sea King HAR3 low level f/o, G-PIGS SOGATA 150ST f/o, G-BIWN D.112 f/o, G-BGSV F.172N f/o, G-BCED AA-5 f/t Teesside, G-MWHD Spectrum f/t Wombledon, G-MWAF Pegasus XL-R f/t Hushwaite. 16.9 G-AZTS F.172L f Linley Hill t Humberside, G-MWRH Gemini Flash f Sandtoft t Full Sutton, G-BCED AA-5 f/t Teesside. 20.9 G-BCED AA-5 f/t Teesside, G-BMLK G.109B f/t Rufforth.

R.Fozzard.

OUT & ABOUT

In search of sunshine and that allusive winning shot for this year's photographic competition, I braved the rigours of the M62 and paid a visit to Manchester Airport on 23rd September. I noticed many differences, as it was some years since I had last been spotting, at what used to be a regular haunt for me. For a start bi-planes had been replaced by mono-planes, but not only that, nearly all the mono-planes had jet engines!! Some of interest to me (and I hope to you also) were:-  
 ET-TLD DC-8 Translift, C-FOCA B767 Canadian Airlines, VR-HKN B747 Air Hong Kong, N736DY Tri-Star Delta, N193AT Tri-Star American Trans Air, OS-TAO and V2-LDK HS748's, 9V-SMK B747 Singapore Airlines, N701GS Challenger, A6-EKG A320 Emirates, LZ-JXC A310 (unmarked all white scheme), M6070U PA-60 Aerostar (late of Ted Smith fame) and D-CAAL Do28 (unmarked but operating for Suckling Airways). There were of course dozens of 73s, 75s and 76s and I copped just about everyone....but then if you only go once a flood!! Skylink, the Airport's free newspaper, made interesting reading over lunch, but there was disappointingly no all day breakfast (one up to LMA)....but I'm afraid only one, when you read about the money that is being spent at Manchester. The new terminal is due to open next March, and they certainly seem to need the extra stands that this will give them. The direct rail link to Leeds is still being worked on and is due in 1995, I think....should make spotting trips easier and also of course package holidays for the folk of West Yorkshire. Skylink also mentions new or increased services: SAA Jo'burg, KLM, SAS, American to New York, Cathay Pacific, Gulf Air and Emirates.  
 Don't think I'll go again...can't stand seeing so many mono-planes.

Jim Stanfield.

## UK

WD955/EM	Canberra T17A	360SQN special scheme
WK638/83	Chipmunk T10	11AEF
XF967/B	Hunter T7	2370CU all black scheme
XH558	Vulcan B2	Vulcan Display Team
XH671	Victor K2	55SQN
XL563	Hunter T7	DRA/ IAN Farnborough
XH424	Jet Provost T3A	1FTS special scheme
XH466	Jet Provost T3A	1FTS special scheme
XS794	Andover CC2	32SQN c/s RRR7551
XT910	Phantom FGR2	74SQN
XV123	Scout AH1	AAC (on trailer)
XV227	Nimrod MR2P	Kinloss MR Wing
XV231	Nimrod MR2P	Kinloss MR Wing
XV300	Hercules C1P	LTW c/s RRR775
XV393	Phantom FGR2	74SQN
XV670/592	Sea King HAS6	706SQN
XV724	Wessex HC2	22SQN
XW231/FD	Puma HC1	2400CU
XW306/0	Jet Provost T5A	6FTS
XW884/41	Gazelle HT2	705SQN The Sharks
XW886/48	Gazelle HT2	705SQN The Sharks
XX224	Hawk T1	4FTS
XX226	Hawk T1	4FTS-74SQN special all black scheme
XX312/CF	Hawk T1	100SQN
XX419/A	Gazelle AH1	AAC
XX441/38	Gazelle HT2	705SQN The Sharks
XX451/58	Gazelle HT2	705SQN The Sharks
XX507	HS 125 CC2	32SQN c/s RRR1563
XX520/2	Bulldog T1	CFS
XX543/F	Bulldog T1	Yorkshire UAS
XX /05	Jaguar GR1A	2260CU
XX893	Buccaneer S2B	208SQN
XX900	Buccaneer S2B	12SQN
XX965	Jaguar GR1A	2260CU 16SQN special scheme
XZ431	Buccaneer S2B	12SQN
ZA101/G-HAWK	Hawk 100	BAE Warton
ZA410/EZ	Tornado GR1	17SQN
ZA460/JG	Tornado GR1	27SQN
ZA491/JN	Tornado GR1	27SQN
ZB615	Jaguar T2A	DRA/ IAN Farnborough
ZB647/59	Gazelle HT2	705SQN The Sharks
ZD329/M	Harrier GR5	2330CU
ZD377/AE	Harrier GR5	2330CU
ZD379/H	Harrier GR5	2330CU 20SQN shadow markings
ZD613/712	Sea Harrier FRSL	899SQN
ZD809/BA	Tornado GR1	17SQN
ZD /EH	Chinook HC1	73QH
ZE161/FG	Tornado F3	25SQN
ZE339	Tornado F3	25SQN special scheme

BATTLE OF BRITAIN DAY FINNINGLEY (Contd.)UK

ZE396	BAe 125 CC3	32SQN grey c/s RRH1563
ZF162	Tucano T1	?
ZF202	Tucano T1	3FTS
ZF295	Tucano T1	3FTS
ZF522	Navajo Chieftain 350	DRA Farnborough
ZG730/CC	Tornado F3	5SQN
ZG770/AP	Tornado F3	F3 OCU/56SQN
ZG885	Lynx AH9	AAC

USA

56-3658	KC-135E	117ARS Kansas ANG
67-0012	C-141B	437MAW
80-0042/IS	F-15C	57FS
80-0046/IS	F-15C	57FS AFI markings
86-0303/RS	F-16C	86FW/526FS
86-0313/RS	F-16C	86FW/526FS
148893?	KC-130F	Blue Angels support
160627/BH	KC-130R	VMGR-252 USMC
161952/6	FA-18A	FDS Blue Angels
161955/4	FA-18A	FDS Blue Angels
161957/5	FA-18A	FDS Blue Angels
161973/1	FA-18A	FDS Blue Angels
161978/2	FA-18A	FDS Blue Angels
161984/3	FA-18A	FDS Blue Angels
/7	FA-18B	FDS Blue Angels
/8	FA-18B	FDS Blue Angels

FRANCE

51	Nord 262E	ES56, Aeronavale
81	Xingu	ES52, Aeronavale

NETHERLANDS

C-5	F-27-300M	334SQN
J-213	F-16A	323SQN special scheme
J-226	F-16A	322SQN special scheme

NORWAY

666	F-16A	334Skv
712	F-16B	331Skv

BELGIUM

FA-111	F-16A	1SQN special scheme
FA-114	F-16A	2SQN
FA120	F-16A	2SQN special scheme

DENMARK

A-011	A-35XD Draken	Esk729
AT-158	Sk-35XD Draken	Esk729 (Esk725 on a/c)
E-607	F-16A	Esk726
ET-197	F-16B	Esk726



BATTLE OF BRITAIN DAY FINNINGLEY (Contd.)PORTUGAL

2601	T-38A Talon	103Esq
2611	T-38A Talon	103Esq
5511	A-7P Corsair	304Esq
5522	A-7P Corsair	302Esq

HISTORIC

JV928/G-BLSC	PBY-5A Catalina	Plane Sailing, Duxford
124485/G-BEDF	B-17G	B-17 Preservation Duxford

2. The Blue Angel coded 8 departed early in the morning of the 19th and had not returned up to 6.00pm. The support Hercules (adorned with "Fat Albert Airlines" titles) requires confirmation, as do the second Jaguar (coded 05 - possibly XX723), an additional Hawk T1 from 4FTS, an additional Phantom in 74SQN markings and the Chinook of 7SQN.

3. A mock airfield attack was carried out in the afternoon by 4 Harrier GR5s from 2330CU and 2 Tornado GR1s from TITE Cottesmore believed to be using the radio call-signs Striker 1 to 6.

4. The gate guardian at Finningley is Meteor F8 WK864/C, which is really W1168 and on the fire dump at the far side could be seen F4J Phantom ZE351/I.

5. Finally mention must be made of the penultimate air show appearance of the last airworthy Vulcan XH558, complete with a wing wave to the crowd and adorned with the message "FAREWELL" on one of her bomb bay doors. The following day should see her final appearance at Cranfield and then it's back to Waddington to await her fate.

M.Stoneley.

AIR LINES

The news that Leeds and Bradford Airport's Managing Director, Gordon Dennison "stood by" an independent report which "found overwhelming support among local residents for 24-hour flying at the airport", had the anti-noise brigade jumping up and down like a team of Masai at a bungee contest. Among these latching on to these decibels of protest was the Wharfe Valley Times which, no doubt, found it worthwhile to turn up the wick under this pot-boiling story. Biggest bone of contention among the protesters was, it seems, that "they" had not been amongst the people consulted by the 14-strong team of interviewers; nor did they know of anyone who had actually spoken to any members of the team from Leeds Polytechnic's Policy Research Unit, which produced the report. In a two page spread on the report, the Wharfe Valley Times quoted the views of various local residents. One lady said she had lived in Guiseley for 56 years and had not once been asked what she thought. In the last General Election, opinion polls conducted by national organisations were based on samples which, in many cases, were not much bigger percentage-wise than that used by the Policy Research Unit. But apart from one or two passing comments, I don't recall anyone going on via any form of national media that they hadn't been consulted about the Election, nor had anyone they knew. Yet in these instances, over 50 million people were not involved in the surveys, including a fair number well into the senior citizens' league. The protesters cast suspicion on the report because it was commissioned by the airport authorities. But seriously, having patiently steered the 24-hour issue (hopefully) toward a decision over a long period of time, would they be cuckoo enough to foul their own nest at this stage? As in almost every case when this issue - and others regarding the airport - have arisen over the years, the plain facts of the matter are again being blurred by minority groups with axes to grind.

AIR LINES (Contd.)

If these people are genuinely concerned about possible risks through airport development, why is it their protests are not heard for long periods - at least outside their immediate ranks - but they become extremely vociferous every time the airport authorities plan some positive moves. If there is a basic problem, surely it is there all the time. The wishy-washy thinking of some of the protesters is no better illustrated than in quotations to the Wharfe Valley Times. e.g. "Why do they want night flying when the airport is so under-used during the day-time?" asks a Horsforth resident. Says a Menston resident: "They are talking about using Chapter Three planes (i.e. Airbuses, Boeing 757s, 767s and late-model 737s) but if they don't have them during the day, are they going to have them at night?" As this column has indicated previously, 24-hour availability does not necessarily mean intensive round-the-clock flying. For instance, the number of aircraft using Manchester Airport between midnight and 6am last year was 4.6 percent of the 24-hour total. So I put these points to the Horsforth and Menston residents: if they cast their eyes toward what is happening in European skies, it must be obvious that every airline cannot operate every flight between 6am and (say) 11pm. The current air traffic control system simply could not handle them. But the ability to use larger, Chapter Three aircraft means that the number of aircraft using airports in a given period could actually fall and, as these types are already in service at Leeds-Bradford, it might well appear that the place is less busy. One of, if not the most important reasons why the airlines - and not just the airport authority - would like 24-hour operation is so that some of these larger (and much quieter) aircraft can be based at, or regularly overnight at Leeds-Bradford, thus allowing them to provide better services. To do this, the economics of the business require them to get in three return flights in each 24-hour period; but if experience elsewhere is anything to go by, the majority will operate between 6am and midnight. This allows them to get in late, if necessary, and get out on time next morning; from the airport where they were scheduled to be, and not and not from some airport to which they were diverted because of fixed hours rules. It is also a fact that the knock-on effects of aircraft diverted through airport close-downs can range from huge inconvenience and expense, to horrendous personal problems for innocently-involved airline staffs and passengers alike. They are not all "returning bloated from Majorca", as one thoughtless critic put it. I know of several people with emergency family medical problems which required them to be home as rapidly as possible. But this sort of thing, it appears, is of little concern to some of those safely abed in Horsforth and Menston. Of course some flights will operate between midnight and 6am if 24-hour operation is granted. And yes, most of the aircraft will be of the Chapter Three variety because the airport authority will only permit airlines to plan to use Chapter Three aircraft overnight. The European Parliament has proposed that all Chapter Two aircraft be phased out by the end of the century and the Airport Association Council International is pressing for all European commercial aircraft to be Chapter Three by 1995. When the Leeds - Bradford people went to the Public Inquiry in 1987, only two percent of planes using the airport were Chapter Three. More recently, levels of 70 percent have been achieved. However, because the 24-hour opening issue has not been resolved, and partly because British Midland has replaced its late model 737s with the older DC-9s until recession hit load factors improve, the number of Chapter Three aircraft using the airport has fallen back to 30 percent. Let's face it, airlines are not going to commit their latest aircraft to an airport where they cannot get full use out of them. Aircraft do, after all, earn their keep in the air not standing around on aprons. So, in a way the protesters are damaging their own case because the more they delay 24-hour opening, the less chance there is for all of us benefiting from the use of quieter planes. I will give (almost) the last word to Gordon Dennison, the man at the centre of the controversy: "Leeds and Bradford is not on some easy wicket," he says. "There has to be the traffic if we are to justify the investment. But it could be up to two years after a grant of 24-hour opening for us to get a significant increase in traffic," continues Dennison.



AIR LINES (Contd.)

"Most of that will comprise Chapter Three aircraft. It is likely that we will attract some Royal Mail flights at night, but they would be operated by small, twin-engined aircraft".

Finally, before anyone accuses me of taking sides: I live just over a mile off the end of Leeds-Bradford's main runway. Quite often, the sound of Chapter Three aircraft using it barely reaches me and my neighbours. Even Chapter Two jets taking off generate only an average of nine seconds noise or moderate vibration on take-off.

Allen Rowley. (Yorkshire Business).

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AIR LINES

Visiting Amsterdam Airport Schiphol recently, I received a briefing of such clarity and confidence on the progress of the Dutch mega-airport's plans for the future that, along with other UK newsmen and women there, I was left with the disturbing feeling that the UK's policy relating to some of our major national airports is running into a swamp; let alone Maplin Sands where a previous major project lies sunk.

It reminded me of the time when, with the threat of the de Havilland Comet leaving the Americans standing in the transatlantic jet airliner race, top brass from the Port of New York Authority and the Boeing Company gathered at what was then known as Idlewild Airport to figure out how to get the "monster" new Boeing 707 safely into and out of the airport which was later to be re-named John F Kennedy. There was little doubt that the Comet would be able to use its existing runways, but there was a feeling that the main one was "marginal" for the 707. Was America to lose the race on its home ground? The experts and the brass huffed and puffed, squinted into the sun, raised wet fingers in the wind, shook their heads, called in more experts and so it went on.

The real problem lay in the fact that one end of the runway in question ended almost at the water's edge. The story goes that during a pause in the arguments, a comparatively minor official from Boeing stunned the experts with a bit of good old-fashioned American straight talking; "So let's fill in the lousy bay..." he said. They did - and extended the runway, and the honours went to PanAm.

Idlewild had, even then, more than one runway; Schiphol now has four, with another planned; Heathrow has two which are operated simultaneously and one for crosswind conditions; Gatwick has one.

We might well question the sense of constantly adding to the last named airport's other facilities considering that simple fact. And considering that the average Londoner thinks anything beyond the end of the Tube line is akin to the tundra, the urge is there to squeeze another runway into Heathrow in the hope that Stansted will take some of the pressure this being known as the "keep it all down south" syndrome. Schiphol's authorities claim that their developments will extend its catchment area to anywhere within a radius of 190 miles (about the distance from Heathrow to Leeds) and their recent promotional campaign in Britain to tempt UK regional travellers to use their airport, in preference to Heathrow for onward connections, stretches even that boundary.

Does the undeniable and heavily promoted threat of Schiphol to Heathrow mean, therefore, that any new intercontinental airport in Britain should sensibly (if anyone thinks that way any more) be north of Watford? More pointedly, north of Doncaster? Manchester will immediately raise their proud standard and say "We're here already"!



AIR LINES (Contd.)YORKSHIRE CLAIMS

But East of the Pennines there are still those who feel they have a stronger claim. Among them are those who feel that Leeds-Bradford's very position precludes further runway lengthening; others who feel the airport has a lopsided population weighting from south-east to south-west. Then there is the "Church Fenton is ready to be developed into an intercontinental airport with handy rail links" brigade. Yet Fenton's infrastructure is not even up to handling most current wide-bodied jets without countless millions being spent. Now, more determinedly, long term campaigners are reported as wanting to see Elvington airfield, near York, become a site for a new intercontinental airport, equipped "to handle a new generation of jumbo jets". They want the Ministry of Defence to "keep the giant runway as a relief landing ground", possibly in the hope that their time will come.

In this respect, Elvington has been widely reported recently as having "been built by the Americans just after the Second World War". It wasn't. It was a bomber station during that war with a Free French contingent as its most famous occupants; and not just because their superb "Esquire - style" pin-ups in the Nissen huts were probably the finest on any airfield. It fell into dis-use when they went home in October, 1945. Elvington's new fine runway was built in some secrecy for the Americans in the 1950s (I broke the story in the Yorkshire Evening News on August 13, 1957). Major Ted Ireland, USAF, the man in charge at one stage, was the son of an engineer who was an associate of Howard Hughes, so Ted knew quite a bit about load-bearing, drilling and soil-stability; which he needed considering part of the runway ran through a near-bog.

IT RIVALLED HEATHROW

When completed, the "new" Elvington had a better runway than anything at Gatwick; it even rivalled Heathrow. It was 10,000 ft long with 1,000 ft overshoots each end. There were 40 acres of aircraft parking spaces and the apron was equipped with the latest underground refuelling points. In fact, its ground hardware made the then Gatwick look like a backwater. What was it all for? The idea was to operate from there USAF B-47 and B-52 atom bombers as part of NATO's contribution to the Cold War. It could also have been used as a photo-reconnaissance base under General Eisenhower's "Open Skies" programme. But as surely as Idlewild, JFK, were overhauled by other American airports in terms of runways and facilities, Elvington was killed stone dead before a single B-52 tyre kissed its concrete when it was decided that missiles would replace the atom bombers.

Subsequently, I flew to Vandenberg, California, to see the first RAF Thor rocket test-fired. I saw the first group of them delivered to a Yorkshire airfield and saw the last one flown back from a Lincolnshire airfield to America; obsolete in a decade. The B-52s, meanwhile, still flew H-bomb laden on "deterrent patrols" for years afterwards around the Arctic Circle, whilst that massive runway which could have been the basis for a truly intercontinental Yorkshire airport lay wasting, used by Chipmunks and Jet Provosts on training flights, and the occasional Army Air Corps Beaver, its crew out to see if they could take-off and land 10 times in its massive length. If only someone had been blessed with the foresight of the Dutch and the Ministry of Defence could have been ordered to let go of a national asset which, so often, it has held on to for no sustainable reason...

Allen Rowley. (Yorkshire Business).

# AIRLINE NEWS

Aeroflot The Tu-134A lost on approach to Ivanovo in Russia on the 27th August was CCCP-65058; all 84 on board were killed. Its starboard wing apparently caught some trees in a tight turn on final approach causing total loss of control.

Air 3000 are to operate a Sunday B.757 charter into Manchester from Toronto on Sundays.

Air Bridge Carriers have been renamed Hunting Cargo Airlines. At least one Electra G-FIJV is in service in a new colour scheme which includes a 'flying horn' emblem on the tail. The repainting being done by Fields at East Midlands.

Air Sofia of Bulgaria has added three more An-12's to its fleet. They are all believed to be ex Aeroflot and have been registered LZ-SFE, LZ-SFG and LZ-SFK.

Air Toulouse has been purchased by Europe Air Service and is believed to be going to add several Caravelles to its fleet. Is expected to begin charter operations to the UK next year, probably using B.737 aircraft.

American Airlines Its two B.747SP-31 aircraft will no longer be visiting Heathrow, They were phased out of service on July 20th and are currently at Kansas City in storage.

Arrow Air Douglas DC 8-63F was substantially damaged at Miami during the passage of Hurricane Andrew when the hanger in which it was parked collapsed.

British Airways in partnership with GATX-AIRLOG is to have all 15 B.747-136 aircraft converted to full freighter configuration before sale. The agreement allows both BA and GATX to advertise the aircraft for sale before they are removed from revenue service with BA.

Cargo Lion is a newly formed cargo airline, registered in Guernsey but based in Ostend. It is currently operating ex Minerve DC-8-62CF F-GDJM on cargo charters to Africa.

Corsair is setting up a new subsidiary in Italy to be called surprisingly Corsair Italy. It intends to begin charter operations for the summer season next year using B.737-300 aircraft.

Croatia Airlines has had to re-register its three B.737-230 aircraft due to the prefix 'RC-' not being acceptable to I.C.A.O. These aircraft are now registered 9A-CTA (22119), 9A-CTB (22116) and 9A-CTC (22118).

Emirates A.300 will be operating from Manchester to Dubai via Paris every Wednesday, Friday and Sunday. Arriving 12-30 and departing 13-45.



Gulf Air are to begin operations into Manchester on Wednesdays and Sundays.

The flights will operate to Abu Dhabi via Frankfurt and will arrive at Manchester at 08-40 departing at 10-15.

Heavylift Cargo Airlines The licence to operate Tu-124 aircraft in association with Volga Dnieper has been withdrawn due to insufficient certification paperwork. (This presumably also explains why the Michael Jackson Tour aircraft was banned). This ruling also affects operations of the type by Air Foyle and may take in excess of six months to rectify.

Inter European Airways are considering introducing A.320 Airbus aircraft onto some of their charters for next summer.

JAT Although its fleet remains grounded it has changed its name to Aeropot which was its name before 1939. This of course removes the reference to Yugoslavia from its name.

KLM has sold B.747-206B PH-BUE (20399) to Corsair of France for delivery later this year. This aircraft is one of the two currently in storage at Mojave.

Lauda Air are to operate two ski-charters into Manchester each Saturday this winter. The first arrival being at 10-00 departing at 10-45, the second arriving at 15-15 departing at 16-00. B.737-300 aircraft will be used (I assume that one aircraft will operate both flights).

Lufthansa Have leased A.310-304 D-AIDA (434) to Sabena for three months; it is carrying full Sabena livery.

Maersk Air B.737-3L9 (25125) has returned from its lease to VASP and has returned to OY-MMW from PP-SOR.

Monarch Airlines are to lease two Airbus A.320-212's from the GPA group for five years. The aircraft will be delivered for the start of the summer season next year.

Newair are to operate twice daily services from Manchester to Billund (Monday to Friday) for the winter season using F27 aircraft.

Qantas are to operate daily into Manchester throughout the winter. The flights are by B.747-400 aircraft arriving at 07-40 and departing at 10-00.

S.A.S. Three Douglas DC-9-82's (or MD-82's if you prefer) have gone to Compass Airline/ Southern Cross. They are to be re-registered as follows:

LN-RLF (49383) will become VH-LNL

LN-RLG (49424) will become VH-LNK

and LN-RLR (49437) will become VH-LNJ

South African are to operate twice a week into Manchester for the winter season. B.747-300 aircraft on a Tuesday to Johannesburg via Lisbon and B.747-200 aircraft on a Thursday to Johannesburg via Paris.

Tarom are to purchase seven B.737-300 aircraft from Boeing and have taken options on a further six aircraft. The aircraft will be used to replace Tu-154 aircraft on European routes.