

AIR YORKSHIRE



VOLUME 17 No 9

(FOR PRIVATE CIRCULATION ONLY)

SEPTEMBER 1991

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FORTHCOMING MEETINGS

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

OCTOBER 6th : Rob Lund Asst. Director (Operations), brings us up to date on the L.B.A.
NOVEMBER 3rd : A Captains Log.
DECEMBER 1st : Christmas Party and Grand Draw.

CHAIRMAN'S CHAT

Many thanks to Andy Rackham (A.T.C. & Air Supply) for giving us a further insight to the many facets of the Air Band Radio at the last meeting. This has prompted our regular scribes to put pen to paper with articles on Air Band listening meant to increase your knowledge and enjoyment of this fascinating subject.

On Wednesday the 4th of September over forty members arrived at the Police Helicopter Base at Carr Gate. Although the unit visited us at the L.B.A. earlier in the year it was over two hours before everyone had seen and heard all they wanted. Thanks to Sgts Dave Sloan and John Ingham.

Saturday 21st saw twenty two members off to Blackpool Airport. After lunch we were met by Airport Director Roy Minear who showed us plans for the Airport development followed by a Bus trip round the Airport including a ride along the main runway. Twelve members went for Pleasure Flights in a Cessna at a special reduced rate. The majority of the group then went to Blackpool, the remainder logged up to 70 aircraft around the field. The day was however, marred for some when the Coach-driver insisted on leaving at 6.00pm. So we were unable to see the Illuminations... We are now preparing for our December meeting in the form of our Christmas Function and draw. This could not take place without your help. So once again we are asking for donations for the draw prizes. Any item will do, from a bottle of falling down liquid to a box of bath cubes, plus mince pies etc on the day. Finally, don't forget your Photographic Competition entries by the November meeting.

CREDITS

T.W.Sykes	J.Hinkles	D.Ward	S.W.Rigg	E.C.Griffiths	J.K.Davy
B.Taylor	M.Stoneley	R.Fozzard	H.J.Black	J.Stanfield	

LEEDS/BRADFORD MOVEMENTS - AUGUST 1991

	ATA	ATD		ATA	ATD
1. <u>OO-MTD Brasilia</u>	0756	0826	G-BLGB Shorts 360	0800	0836
<u>EI-CFA SAAB 340</u>	0839	0918	G-BLKY Baron	0852	1644
G-JLRW Duchess	0913	1633	G-JEAD Friendship	0921	1002
G-DONS Arrow	0931	1558	G-SKKA Navajo	0941	
G-BLZP Cessna F152	1001		G-HIEL Robinson R-22	1049	1049
G-BGK Tomahawk	1134		G-BGZW Tomahawk	1137	
G-TKPZ Cessna 310R	1147	1651	G-GNXI Boeing 757	1156	
ZD282 Lynx	1307		G-HIEL Robinson R-22	1321	1321
G-BPJF Tomahawk	1440	1524	G-HIEL Robinson R-22	1456	1456
G-AZLY Cessna F150L	1504	1541	G-BDHL Aztec	1658	1729
G-BMJO Seneca	n/s	1714 0928(2)	G-HIEL Robinson R-22	1733	1733
G-JEAD Friendship		1740 1818	G-HIEL Robinson R-22	1819	1819
G-BMLC Short 360		1832 1903	OO-MTD Brasilia	1907	1930
<u>EI-CFA SAAB 340</u>		1933 2111	G-BJYG Warrior II	1945	
G-JEAD Friendship	n/s	2025 0701(2)			
2. <u>OO-MTD Brasilia</u>	0740	0814	G-BMAR Short 360	0809	0843
<u>EI-CFB SAAB 340</u>	0841	0918	G-JEAD Friendship	0912	1002
G-BOYC Robinson R-22	1013	1013	G-PRIM Tomahawk	1027	1156
G-BOXX Robinson R-22	1030	1109	G-BGZW Tomahawk	1048	1622
G-OWNR King Air 200	1055	1649	G-ILTS Cherokee Six	1126	1535
G-BNMB Warrior	1138	1303	G-BADP Boeing 737	1210	1434
G-BDHL Aztec	1222	1657	G-BOYL Cessna 152	1230	1309
9H-ABE Boeing 737	1324	1416	N4323C Cessna 340	1358	1801
N3036A Seneca	n/s	1406	G-HIEL Robinson R-22	1411	1411
G-UKLF Boeing 737		1501 1555	G-BSHA Seneca	1534	1609
G-FOOD King Air 200		1559 1645	G-UKLE Boeing 737	1619	
G-FIZZ Warrior II		1652 1838	G-HIEL Robinson R-22	1736	1736
G-JEAA Friendship		1749 1823	G-BMAR Short 360	1759	1839
OO-DTJ Brasilia		1858 1926	G-BOYC Robinson R-22	1900	1900
<u>EI-CFB SAAB 340</u>		1924 2046	G-JEAA Friendship	n/s	2029 0707(3)
X2215 Lynx		2102 2116			
3. <u>LZ-BTE Tu-154</u>	0711	0900	G-BKMB Mooney M20J	0831	0946
<u>EI-CFB SAAB 340</u>	0839	0913	G-JHAN King Air 200	0918	0957
G-JEAA Friendship	0925	1030	EC-ESJ DC9 83	1053	1149
N4355V Saratoga	1033	1302	G-BNME Cessna 152	1318	1427
G-BSDP Cessna 152	1325	1413	G-ATLM Cessna 172	1331	1440
G-KMAC Jetranger	1406	1422	G-BGAA Cessna 152	1430	1522
G-BCXR BAC 1-11	1513	1627	G-AVGV Cessna F150G	1517	1658
G-LBGS Short 360	1549	1632	G-NAIL Cessna 340	1648	1811
G-BKHT Bae 146	1650	1759	G-BSHA Seneca	1736	1815
EC-ESJ DC9 83	1740	1836	G-JHAN King Air 200	1905	1922
G-KMAC Jetranger	1924	1939	EI-CFB SAAB 340	1925	2043
G-JEAA Friendship	n/s	2006 0921(4)	G-FMFL Falcon 50	0927	
4. <u>EI-CFA SAAB 340</u>	0837	0917	G-BCWA BAC 1-11	1029	1157
G-HIEL Robinson R-22	1036	1036	G-BJYD Cessna 152	1101	1145
G-SACT Cadet	1217	1323	G-BSDO Cessna 152	1248	1335
G-BHIN Cessna 152	1400	1439	G-HIEL Robinson R-22	1520	1520
G-BOYL Cessna 152	1531	1625	G-AWWX BAC 1-11	1609	1657
<u>LZ-BTV Tu-154</u>	1655	1923	G-JEAA Friendship	1810	1847
OO-DTK Brasilia	1901	1933	G-HIEL Robinson R-22	1903	1903
N3036A Seneca	n/s	1822 1658(6)	<u>EI-CFA SAAB 340</u>	1928	2038
G-BCUJ Cessna F150M	1947	2014	G-JEAA Friendship	n/s	2052 0704(5)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
5. <u>OO-DTK Brasilia</u>	0743	0832	G-VJCT P68 Victor	0754	1716
G-BMHX Short 360	0800	0836	G-BDHL Aztec	0818	
G-RAMI Jetranger	0822	0927	<u>EI-CFB SAAB 340</u>	0835	0922
G-JEAA Friendship	0921		XX266 Hawk	0932	0932
G-BIPV AA5B Tiger	1106	1709	G-HIEL Robinson R-22	1141	
G-BJYC Warrior II	1227	1734	G-HIEL Robinson R-22	1337	
G-JEAI Friendship	1745		G-BMLC Short 360	1803	
G-NAIL Cessna 340	1831		<u>OO-DTJ Brasilia</u>	1911	1955
<u>EI-CFB SAAB 340</u>	1925	2047	G-JEAI Friendship	n/s	2029 0711(6)
6. <u>OO-DTK Brasilia</u>	0753	0856	G-BMHX Short 360	0804	0836
<u>EI-CFA SAAB 340</u>	0838	0921	G-JEAI Friendship	0924	1003
G-BNMF Jetranger	1242	1341	G-CITI Citation I	1323	1433
G-BECH Boeing 737	1410	1511	G-JLRW Duchess	n/s	1412 1633(7)
G-BSHA Seneca	1420	1541	G-UKLC Boeing 737	1437	1548
G-JEAI Friendship	1754	1829	G-WACK Short 360	1806	1839
G-ODJP Robinson R-22	1825	1853	<u>EI-CFA SAAB 340</u>	1917	2046
<u>OO-DTG Brasilia</u>	1926	1946	G-JEAI Friendship	n/s	2102 0709(7)
7. <u>OO-DTI Brasilia</u>	0750	0851	G-BMHX Short 360	0806	0838
<u>EI-CFB SAAB 340</u>	0843	0922	G-OANC Warrior II	0845	1337
G-JEAI Friendship	0909	1009	G-BOVK Warrior II	0919	1024
G-STAT Cessna U206	1008	1116	G-TART PA-28 Dakota	1245	1657
G-BAJO AA5 Traveler n/s	1247		G-EGBG Archer II	1420	1536
G-BHIN Cessna 152	1510	1610	G-BKTZ Slingsby T67	1530	1716
G-BOYC Robinson R-22	1707	1707	G-JEAD Friendship	1736	1810
<u>N42W Cessna 210 n/s</u>	1808	1714(9)	G-BMAR Short 360	1811	1842
G-BNRX Seneca	1835	1846	<u>OO-DTK Brasilia</u>	1913	1941
<u>EI-CFB SAAB 340</u>	1920	2036	G-JEAD Friendship	n/s	2023 0703(8)
8. <u>OO-DTH Brasilia</u>	0748	0828	G-BMAR Short 360	0759	0837
G-TPHK Bae 125 800	0807	1107	G-BFLV Cessna F172N	0823	
<u>EI-CFB SAAB 340</u>	0845	0930	G-ECAV King Air 200	0907	1511
G-JEAD Friendship	0912	0956	G-HBCO Navajo C/R	1005	1437
G-BOYC Robinson R-22	1022	1022	G-BPFG TB20 Trinidad	1057	1444
G-GNXI Boeing 757	1131	1315	G-BSDP Cessna 152	1135	1156
G-AYPV Cherokee 140D	1137	1242	G-BHUI Cessna 152	1147	1748
G-SACU Cadet	1212	1326	G-BJCU Boeing 737	1227	1526
G-BNME Cessna 152	1259	1350	G-BOYC Robinson R-22	1312	1312
G-BOYC Robinson R-22	1404	1404	G-AZLY Cessna F150L	1551	1623
<u>N56643 Maule M5 180C</u>	1552	1646	D-IEPZ Aztec	1600	1757
G-BOYC Robinson R-22	1646	1646	G-JEAD Friendship	1736	1815
G-BOYC Robinson R-22	1754	1754	G-BMLC Short 360	1853	1915
G-BSYI Twin Squirrel n/s	1903	1111(9)	G-BOYC Robinson R-22	1919	1919
<u>EI-CFB SAAB 340</u>	1921	2042	<u>OO-DTG Brasilia</u>	1927	1958
G-SACU Cadet	1954	2017	G-JEAD Friendship	n/s	2024 0700(9)
9. <u>OO-DTG Brasilia</u>	0756	0851	G-BMLC Short 360	0804	0836
<u>EI-CFA SAAB 340</u>	0842	0920	G-JEAD Friendship	0912	0957
G-JHAN King Air 200	1012	1114	G-BLGV Jetranger	1035	1048
G-HIEL Robinson R-22	1050	1050	G-JLRW Duchess	1118	1252
G-BLNJ BN2B Islander	1205	1305	G-BAZG Boeing 737	1219	
G-BKTZ Slingsby T67	1224	1445	<u>D-ENHA Archer II</u>	n/s	1230 1341(10)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
9. <u>9H-ABE Boeing 737</u>	1324	1455	G-UKLC Boeing 737	1444	1617
G-UKLE Boeing 737	1501	1601	G-HIEL Robinson R-22	1504	1504
G-BGK Tomahawk	1509	1549	G-HIEL Robinson R-22	1611	1611
G-OPRO Hughes 369E	1733	1807	G-PCSN BAe 125 800B	1746	1811
G-JEAI Friendship	1753	1836	G-WACK Short 360	1805	1848
G-HIEL Robinson R-22	1829	1829	EI-CFA SAAB 340	1927	2045
G-ODNP Cessna 310R	n/s	1931 0715(13)	<u>OO-DTL Brasilia</u>	1943	2011
G-JEAI Friendship	n/s	2058 0706(10)			
10. <u>LZ-BTD Tu-154</u>	0702	0759	G-BBVM King Air 100	0836	0903
EI-CFA SAAB 340	0839	0915	G-JEAI Friendship	0932	
EC-ESJ DC9 83	0945		G-HIEL Robinson R-22	1043	1043
N104AJ King Air 90	n/s	1126 0752(11)	G-HIEL Robinson R-22	1325	1325
G-HVRS Robinson R-22	1409	1409	G-BCWA BAC 1-11	1509	1605
OO-VLH NavaJo	1538	1659	<u>F-CELL King Air 90</u>	1548	1655
G-BKMX Short 360	1554	1627	G-BBVM King Air 100	1625	1653
EC-ESJ DC9 83	1642	1806	G-BKMN BAe 146	1658	1746
G-BAML Jetranger	1813	1825	G-BKMB Mooney M20J	1821	1853
EI-CFA SAAB 340	1915	2051	G-JEAD Friendship	n/s	2007 0920(11)
11. <u>EI-CFB SAAB 340</u>	0832	0916	G-BDAT BAC 1-11	1023	1121
G-AZLY Cessna F150L	1058	1138	G-BJYD Cessna F152	1116	1148
G-SACT Cadet	1222	1259	G-BNGT Archer II	n/s	1343
G-AZLY Cessna F150L	1404	1454	G-BFTC Turbo Arrow	1534	1615
G-WYMP Cessna F150J	n/R	1540	G-BCXR BAC 1-11	1549	1648
G-AZLY Cessna F150L	1739	1835	<u>LZ-BTP Tu-154</u>	1750	1903
G-JEAD Friendship	1759	1843	G-JHAN King Air 200	1824	1841
OO-DTI Brasilia	1910	1937	<u>EI-CFB SAAB 340</u>	1914	2041
G-BMJT Duchess	n/s	2049 1959(15)	G-JEAD Friendship	n/s	2056 0704(12)
12. <u>G-BMBE Malibu</u>	0735	0819	G-OAFB King Air 200	0738	0807
OO-DTG Brasilia	0747	0817	G-WACK Short 360	0755	0835
EI-CFC SAAB 340	F/V	0837 0919	G-JLRW Duchess	0904	1647
G-JEAD Friendship	0818	1001	G-BGSI Tomahawk	1031	1548
G-BGK Tomahawk	1210		G-ROCH Cessna 303	1310	1523
G-BSHA Seneca	1408	1543	G-BYEE Mooney M20K	1509	1718
G-ODJP Robinson R-22	1517	1536	G-AYPV Cherokee 140D	1603	1708
G-ZFDB Twin Squirrel	1626	1704	G-JEAI Friendship	1740	1813
G-BMAR Short 360	1804	1840	<u>EI-CFC SAAB 340</u>	1923	2047
G-ODJP Robinson R-22	1931	1950	<u>OO-MTD Brasilia</u>	1948	2012
G-JEAI Friendship	n/s	2020 0704(13)			
13. <u>OO-MTD Brasilia</u>	0750	0901	G-WACK Short 360	0800	0845
EI-CFA SAAB 340	0840	0924	G-JEAI Friendship	0916	0959
G-BOYC Robinson R-22	1002	1002	G-JHAN King Air 200	1036	
G-BOZT Archer II	1040		G-AZLY Cessna F150L	1056	
G-BOYC Robinson R-22	1306		G-BADR Boeing 737	1359	1518
G-SHZZ Jetranger	1401		G-HVRS Robinson R-22	1419	
G-UKLC Boeing 737	1431	1534	G-BPRT Super Emeraude	1439	1612
G-BNEH BAe 125 800B	1511	1703	G-PASY BN2A Islander	1512	1535
G-BHMI Cessna F172N	1539	1649	G-HVRS Robinson R-22	1724	1724
G-JEAI Friendship	1734	1812	G-JHAN King Air 200	1738	1749

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
13. <u>HB-OMZ Warrior</u>	1738	1901	G-BMLC Short 360	1759	1834
G-HVRS Robinson R-22	1904	1904	OO-DTI Brasilia	1904	1952
G-TOTY Robinson R-22 n/s	1924	0947(14)	EI-CFA SAAB 340	1926	2044
G-DAFT Twin Squirrel	1953	2014	G-SVJM Twin Squirrel	2010	2038
G-JEAI Friendship n/s	2025	0701(14)	G-PASY BN2A Islander	n/s	2114 2126(14)
G-BSDO Cessna 152	n/s	2145 0932(14)			
14. <u>OO-DTL Brasilia</u>	0754	0937	G-WACK Short 360	0759	0833
EI-CFA SAAB 340	0837	0921	G-WPLC King Air 200	0912	0927
G-JEAI Friendship	0914	0959	G-SHZZ Jetranger	0950	
G-BNRX Seneca II	1012	1718	G-HIEL Robinson R-22	1106	1106
G-BSDP Cessna 152	1109		G-PLAN Cessna F150L	1147	
G-SLOT Cessna 340	1328	1721	G-BFGD Cessna F172N	1423	1602
G-AYAV Cherokee 180E	1423	1604	G-BIIB Cessna F172M	1425	1603
G-AVNU Cherokee 180	1427	1609	G-HIEL Robinson R-22	1516	1516
G-ROCH Cessna 303	1525	1702	G-BSDO Cessna 152	1531	1553
G-BOTG Cessna 152	1551	1626	G-HIEL Robinson R-22	1615	1615
G-AYUH Cherokee 180F	1755		G-HIEL Robinson R-22	1758	1758
G-WACK Short 360	1807	1845	G-JEAE Friendship	1810	1840
OO-DTI Brasilia	1910	1936	EI-CFC SAAB 340	1921	2048
G-BPEO Cessna 152 n/s	1929		G-WPLC King Air 200	1931	1942
G-ODNP Cessna 310R n/s	2001		G-JEAE Friendship	n/s	2047 0700(15)
15. <u>OO-DTK Brasilia</u>	0759	0926	EI-CFC SAAB 340	0836	0921
G-BLCB Short 360	0813	0841	G-BLKY Baron	0851	1806
G-JEAE Friendship	0911	0951	G-BBTS V35B Bonanza	0938	1830
G-POAV Dauphin 2 n/s	0950		G-BGEE Cessna 310Q	1034	1657
G-HIEL Robinson R-22	1045	1045	G-BSDO Cessna 152	1108	1137
G-GNXC Boeing 757	1139	1322	OO-VFK Archer II	1145	1708
G-BPJF Tomahawk	1207	1244	G-EWMP Rockwell 695A	1347	1404
G-HIEL Robinson R-22	1438	1438	G-BJBI Cessna 414	1457	1646
G-HIEL Robinson R-22	1550	1550	G-JEAE Friendship	1731	1810
G-HIEL Robinson R-22	1755	1755	G-BMAR Short 360	1803	1840
OO-DTH Brasilia	1903	2008	EI-CFB SAAB 340	1919	2042
G-JEAE Friendship n/s	2025	0700(16)			
16. <u>OO-DTH Brasilia</u>	0757	0852	G-BMAR Short 360	0800	0841
EI-CFA SAAB 340	0834	0916	G-JEAE Friendship	0910	
G-HIEL Robinson R-22	1107		G-BOPU Grob G.115	1146	1226
SE-IAD Warrior II	1214	1337	G-BMMZ Boeing 737	1232	
G-BJYD Cessna 152	1258		9H-ABF Boeing 737	1317	
G-HIEL Robinson R-22	1331		G-BSHA Seneca	1349	
G-UKLF Boeing 737	1451		G-UKLE Boeing 737	1503	
G-HIEL Robinson R-22	1512		G-ATJV Cherokee Six	1544	
G-AYSX Cessna F177RG	1557		G-AYUH Cherokee 180F	1610	
G-TKPZ Cessna 310R	1705		G-JEAI Friendship	1738	
G-BMXH Short 360	1801		G-HIEL Robinson R-22	1807	
G-SWFT King Air 200	1848		OO-DTH Brasilia	1859	
EI-CFB SAAB 340	1921		G-BJYD Cessna 152	1924	
G-BFTC Turbo Arrow	1941		G-JEAI Friendship	2034	
17. <u>LZ-BTR Tu-154</u>	0750		EI-CFB SAAB 340	0835	
EC-EHT DC9 83	0839		G-JEAI Friendship	0922	
G-HIEL Robinson R-22	1022		G-BOYC Robinson R-22	1048	
G-OAMG Jetranger	1053		G-BBPX Seneca	1117	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
17. G-HIEL Robinson R-22	1255		G-BOYC Robinson R-22	1330	
G-HIEL Robinson R-22	1338		G-BMBE Malibu	1349	
G-BOYC Robinson R-22	1418		G-BNFX Jetranger	1505	1536
G-BCXR BAC 1-11	1513		G-LEGS Short 360	1549	
EC-EHT DC9 83	1553		G-TKPZ Cessna 310R	1559	
G-BKMN BAe 146	1710		G-HIEL Robinson R-22	1731	
G-BOYC Robinson R-22	1824		G-BJYG Warrior II	1825	
G-BMWB Cessna 421C	1845	1910	EI-CFC SAAB 340	1917	
G-JEAI Friendship	2009		G-BTIS Twin Squirrel	2035	
G-BFTC Turbo Arrow	2038				
18. EI-CFA SAAB 340	0831		G-JHAN King Air 200	0848	
G-BMBE Malibu	0903		G-BOYC Robinson R-22	1028	
G-BCWA BAC 1-11	1034		XX306 Hawk	1207	
XX252 Hawk	1207		XX307 Hawk	1207	
XX227 Hawk	1207		XX237 Hawk	1207	
XX266 Hawk	1207		XX294 Hawk	1207	
XX253 Hawk	1207		XX260 Hawk	1207	
XX308 Hawk	1207		G-BOYC Robinson R-22	1311	
G-NAFH Boeing 737	1335		G-HIEL Robinson R-22	1335	
G-AROO Forney Aircoupe	1347		PH-BOS Warrior	1351	
G-BCUJ Cessna F150H	1439		G-BECC Boeing 737	1457	
G-BDAT BAC 1-11	1545		G-HIEL Robinson R-22	1653	
LZ-BTK Tu-154	1655		G-JEAI Friendship	1740	
G-HIEL Robinson R-22	1831		OO-DTJ Brasilia	1906	
G-BNEH BAe 125 800B	1908		EI-CFC SAAB 340	1920	
G-JHAN King Air 200	1941		G-VIPS Lear Jet 35A	n/s	2026 0842
G-JEAI Friendship	2027				
19. OO-DTK Brasilia	0754		G-TKPZ Cessna 310R	0756	
G-BMHX Short 360	0805		EI-CFB SAAB 340	0836	
G-JEAI Friendship	0926		G-HIEL Robinson R-22	1019	
G-BAAZ Arrow	1046		G-HIEL Robinson R-22	1259	
G-HIEL Robinson R-22	1349		G-BSHA Seneca	1427	
G-TNTE BAe 146	1440		G-HIEL Robinson R-22	1550	
EI-CFI Seneca	1654	1859	G-JEAD Friendship	1736	
G-HIEL Robinson R-22	1758		G-BLGB Short 360	1806	
XX383 Gazelle	1832		G-HIEL Robinson R-22	1847	
G-VIPS Lear Jet 35A	1904		EI-CFB SAAB 340	1920	2236
OO-DTJ Brasilia	2006		G-JEAD Friendship	2018	
EI-FKE Fokker 50	2147	2219			
20. OO-DTL Brasilia	0755		G-BMHX Short 360	0759	
EI-CFA SAAB 340	0835		G-JEAD Friendship	0911	
G-BCBY Tomahawk	0918		G-TNTD BAe 146	0941	
G-BTFX Jetranger	0953		G-WELL King Air 90	1012	
G-AKXD Aztec	1103		G-CPTS Jetranger	1153	
N57BC Citation II	1158	1236	G-MUSO Rutan LongEz	1159	
G-BTWW Jetranger	1219		G-AZWW Aztec	1229	
G-BDGM Warrior	1256		G-BJYD Cessna 152	1307	
G-BSHA Seneca	1408		G-BECC Boeing 737	1411	
G-UKLF Boeing 737	1418		G-OSNB Citation II	1516	
G-BTWW Jetranger	1553		G-BFAR Citation	1613	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
20.G-BBPW Robin HR100/210	1723		G-JEAD Friendship	1735	
G-AVCE Cessna F172H	1740		G-WACK Short 360	1802	
G-DBII Citation V	1819		G-OANC Warrior II	1845	
G-TZAR Malibu n/s	1850		G-BTFX Jetranger	1900	
EI-CFC SAAB 340	1918		OO-DTK Brasilia	1949	
G-JEAD Friendship	2022				
21.OO-MTD Brasilia	0756		G-WACK Short 360	0806	
G-BSHA Seneca	0821		EI-CFA SAAB 340	0833	
G-NUIG King Air C90	0844	0852	G-JEAD Friendship	0924	
G-GEIL BAe 125 800B	0937	1657	G-BOBN Cessna 310R	0942	
OY-BPM SA226T Merlin	0943		VR-CSH King Air 350	1101	
G-HIEL Robinson R-22	1105		G-BMCJ Navajo	1300	
G-HIEL Robinson R-22	1330		G-BOYF Sikorsky S76B	1336	
G-OAUS Sikorsky S76A	1336		G-BSHA Seneca	1357	
G-AYUH Cherokee 180F	1428		G-TMTB BAe 146	1439	
G-HIEL Robinson R-22	1446		022092 UH-1	1517	
G-NUIG King Air C90	1621		G-BTJE Hiller UH-12E4	1715	
G-JEAE Friendship	1737		G-HIEL Robinson R-22	1806	
G-HALC Arrow 200	1817		OO-DTJ Brasilia	1857	
G-BIEY Warrior	1907		G-BBEF Cherokee 140	1933	
EI-CFC SAAB 340	1938		G-JEAE Friendship	2036	
22.OO-DTG Brasilia	0744		G-BMHX Short 360	0817	
EI-CFA SAAB 340	0838		A6-ESH Boeing 737 2WB	0910	0943
G-JEAE Friendship	0918		G-OCAN Cessna 340	0941	
G-CPTS Jetranger	0945		G-HVRS Robinson R-22	1047	
N2929W Cherokee	1052		A6-ESH Boeing 737 2WB	1108	
F-GIJB King Air 200	1112	1139	G-WACW Cessna 172P	1129	
G-CNXC Boeing 757	1243		G-AWAI Baron	1247	
G-TKPZ Cessna 310R	1304		G-HVRS Robinson R-22	1327	
G-IGAR Navajo	1335		G-BOYF Sikorsky S-76B	1343	
G-OAUS Sikorsky S-76A	1343		G-HVRS Robinson R-22	1623	
G-BHIN Cessna 152	1623		F-GIJB King Air 200	1630	1710
G-OLFR BAe 125 403B n/s	1715	1118(24N57BC	Citation II	1742	
G-HVRS Robinson R-22	1745		G-JEAE Friendship	1747	
G-WICK P68 Victor	1810		OO-MTD Brasilia	1856	
G-ODNP Cessna 310R n/s	1916	0720(27EI-CFA	SAAB 340	1936	
G-JEAE Friendship	2035		EI-FKB Fokker 50	2154	2258
23.G-BDGM Warrior	0751		OO-DTI Brasilia	0754	
EI-CFA SAAB 340	0838		G-GFLY Cessna F150L	0851	
G-BLGB Short 360	0906		G-JEAE Friendship	0928	
G-BNRX Seneca	0957		G-BGNG Short 330	1145	
G-BADP Boeing 737	1210		9H-ABB Boeing 737	1326	
G-BHHU Short 330	1330		G-HVRS Robinson R-22	1402	
G-UKLE Boeing 737	1418		G-UKLD Boeing 737	1430	
G-BTFX Jetranger	1450		G-BGNG Short 330	1454	
D-IMOD Cessna 425 n/s	1645	1003(26G-HVRS	Robinson R-22	1656	1656
G-BHHU Short 330	1708		G-BNRX Seneca	1722	1741
G-BMAR Short 360	1805	1840	G-BMOP Turbo Arrow n/s	1837	1233(24)
G-JEAE Friendship	1857	1939	OO-DTF Brasilia	1915	2006
G-BFTC Turbo Arrow	1917	1943	EI-CFB SAAB 340	1920	2047
G-BHHU Short 330	2130	2200	G-JEAB Friendship n/s	2152	0706(24)

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
24. <u>LZ-BTS Tu-154</u>	0716	0930	<u>EI-CFB SAAB 340</u>	0837	0923
<u>EC-EIG DC9 83</u>	0841	1004	<u>G-BCIK AA5 Traveler</u>	0904	1152
<u>G-JEAB Friendship</u>	0922	1028	<u>G-BFFE Cessna 152</u>	1005	1106
<u>G-JHAN King Air 200</u>	1009	1101	<u>G-HIEL Robinson R-22</u>	1045	1045
<u>G-BDSL Cessna F150M</u>	1140	1225	<u>G-WELL King Air B90</u>	1146	1342
<u>HB-GFT Volpar Turboliner</u>	1241	1543	<u>G-VVBK Seneca</u>	1321	1443
<u>G-HIEL Robinson R-22</u>	1329	1329	<u>G-HIEL Robinson R-22</u>	1459	1459
<u>G-BCXR BAC 1-11</u>	1507	1558	<u>G-BKMX Short 360</u>	1545	1624
<u>EC-EIG DC9 83</u>	1609	1754	<u>G-BKHT BAe 146</u>	1659	1757
<u>G-HIEL Robinson R-22</u>	1711	1711	<u>N3036A Seneca</u>	n/s	1752 1807(26)
<u>G-JEAB Friendship</u>	n/s	1949 0846(25)	<u>EI-CFD SAAB 340</u>	F/V	2037 2127
25. <u>EI-CFA SAAB 340</u>	0836	0920	<u>G-BCXR BAC 1-11</u>	1022	1114
<u>G-SACT Cadet</u>	1159	1259	<u>G-ZFDB Twin Squirrel</u>	1226	1358
<u>G-BJYD Cessna F152</u>	1259	1324	<u>G-BJYD Cessna F152</u>	1519	1546
<u>G-BDAE BAC 1-11</u>	1538	1619	<u>G-BNYP Cessna 152</u>	1602	1710
<u>G-BTFX Jetranger</u>	1701	1717	<u>LZ-BTK Tu-154</u>	1732	1851
<u>G-JEAB Friendship</u>	1738	1814	<u>G-CUGA GA7 Cougar</u>	1844	1916
<u>OO-DTL Brasilia</u>	1907	1931	<u>EI-CFD SAAB 340</u>	1925	2041
<u>G-JEAB Friendship</u>	n/s	2028 0714(26)			
26. <u>EI-CFB SAAB 340</u>	0836	0917	<u>G-JEAB Friendship</u>	0915	0957
<u>G-RHCC Navajo</u>	1420	1520	<u>G-TKPZ Cessna 310R</u>	1434	1549
<u>G-AYPV Cherokee 140D</u>	1512	1618	<u>G-SACT Cadet</u>	1513	1637
<u>G-BTFX Jetranger</u>	1619	1655	<u>G-BTIN Warrior</u>	1641	1713
<u>G-VVBK Seneca</u>	1716	1754	<u>G-JEAG Friendship</u>	1741	1814
<u>G-BFDI Archer II</u>	1753	1856	<u>OO-DTK Brasilia</u>	1901	1926
<u>EI-CFD SAAB 340</u>	1922	2040	<u>G-JEAG Friendship</u>	n/s	2027 0709(27)
<u>N59756 Navajo</u>	n/s	2108 1902(27)			
27. <u>OO-DTK Brasilia</u>	0737	0905	<u>G-BKMX Short 360</u>	0805	0840
<u>EI-CFC SAAB 340</u>	0839	0920	<u>G-JAKY Navajo</u>	0901	0923
<u>G-JEAG Friendship</u>	0918	1014	<u>EI-CFA SAAB 340</u>	1002	1152
<u>G-HVRS Robinson R-22</u>	1019	1019	<u>VR-CSH King Air 350</u>	1118	
<u>G-TKPZ Cessna 310R</u>	1201	1545	<u>G-HVRS Robinson R-22</u>	1235	1235
<u>G-BJYD Cessna F152</u>	1245		<u>G-HVRS Robinson R-22</u>	1340	1340
<u>G-BJCT Boeing 737</u>	1413		<u>G-BDGM Warrior</u>	1453	1630
<u>G-HVRS Robinson R-22</u>	1605	1605	<u>G-JEAG Friendship</u>	1738	1815
<u>G-AZFI Arrow 200B</u>	1758	1829	<u>G-WACK Short 360</u>	1801	1844
<u>G-UKLC Boeing 737</u>	1857	1947	<u>OO-DTI Brasilia</u>	1900	1926
<u>G-BFLV Cessna F172N</u>	n/s	1950 1630(29)	<u>G-JEAG Friendship</u>	n/s	2022 0709(28)
<u>EI-CFD SAAB 340</u>	2048	2145			
28. <u>OO-DTK Brasilia</u>	0755	0914	<u>G-BMLC Short 360</u>	0807	0838
<u>EI-CFA SAAB 340</u>	0836	0917	<u>G-JEAG Friendship</u>	0922	
<u>G-AWTA Cessna 310N</u>	0942		<u>G-EYES Cessna 402C</u>	0950	1600
<u>G-TZAR Malibu</u>	1135	1436	<u>G-BSHA Seneca</u>	1206	1623
<u>G-HVRS Robinson R-22</u>	1545	1545	<u>G-AWTA Cessna 310N</u>	1622	1638
<u>G-WACK Short 360</u>	1759	1836	<u>G-JEAF Friendship</u>	1802	1838
<u>G-HVRS Robinson R-22</u>	1829	1829	<u>OO-DTG Brasilia</u>	1908	1931
<u>G-ODNP Cessna 310R</u>	n/s	1926 1510(29)	<u>EI-CFC SAAB 340</u>	1930	2041
<u>G-JEAF Friendship</u>	n/s	2044 0700(29)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
29.00-DTJ <u>Brasilia</u>	0752	0909	G-BOVK <u>Warrior II</u>	0757	1349
G-BMHX <u>Short 360</u>	0801	0836	EI-CFA <u>SAAB 340</u>	0842	0919
G-JEAF <u>Friendship</u>	0916	1002	F-GHDX <u>Falcon 10</u>	0936	1320
G-HVRS <u>Robinson R-22</u>	1021	1021	G-BGFH <u>Cessna 182</u>	1141	1311
G-BDGM <u>Warrior</u>	1211	1524	G-BECH <u>Boeing 737</u>	1225	1541
G-BKTZ <u>Slingsby T67</u>	1251	1439	G-BOUF <u>Cessna 172N</u>	1337	1543
G-GNXC <u>Boeing 757</u>	1342	1515	G-OANC <u>Warrior II</u>	1353	1635
G-DDMV <u>Harvard</u>	1451	1804	G-HVRS <u>Robinson R-22</u>	1455	1455
G-HVRS <u>Robinson R-22</u>	1557	1557	G-AZFI <u>Arrow 200B</u>	1558	1650
G-JHAN <u>King Air 200</u>	1627	1704	G-BGFH <u>Cessna 182</u>	n/s	1649
G-JEAF <u>Friendship</u>	1735	1818	G-BMAR <u>Short 360</u>	1800	1836
G-HVRS <u>Robinson R-22</u>	1830	1830	00-DTF <u>Brasilia</u>	1902	1931
EI-CFC <u>SAAB 340</u>	1928	2047	G-ODNP <u>Cessna 310R</u>	n/s	1957
G-JEAF <u>Friendship</u>	n/s	2102 0707(30)			
30.00-DTG <u>Brasilia</u>	0748	0856	G-BGZW <u>Tomahawk</u>	0752	1517
G-BMHX <u>Short 360</u>	0802	0834	EI-CFA <u>SAAB 340</u>	0855	0928
G-JEAF <u>Friendship</u>	0923		G-HIEL <u>Robinson R-22</u>	1018	1018
G-BHWE <u>Boeing 737</u>	1206	1439	G-HIEL <u>Robinson R-22</u>	1305	1305
9H-ABF <u>Boeing 737</u>	1312	1411	G-NNAC <u>Super Cub</u>	1327	1657
G-BTFX <u>Jetranger</u>	1351		G-BRAZ <u>Brasilia</u>	1420	1500
G-UKLF <u>Boeing 737</u>	1533	1644	G-STAT <u>Cessna U206</u>	1539	1548
G-BNPP <u>Cessna 152</u>	1550	1633	G-UKLE <u>Boeing 737</u>	1632	1742
G-TKPZ <u>Cessna 310R</u>	1750	1819	G-JEAG <u>Friendship</u>	1812	1847
G-GAMA <u>Baron</u>	1814	1914	G-WACK <u>Short 360</u>	1822	1854
EI-CFD <u>SAAB 340</u>	1930	2149	00-DTF <u>Brasilia</u>	1934	1959
G-JEAG <u>Friendship</u>	n/s	2057 0716(31)			
31. EI-CFA <u>SAAB 340</u>	0848	0917	G-JEAG <u>Friendship</u>	0940	1024
G-AYXS <u>STAI S.205</u>	1041	1828	G-ATJV <u>Cherokee Six</u>	1051	1315
EI-BUF <u>Cessna 210N</u>	1100	1123	G-HIEL <u>Robinson R-22</u>	1100	1100
EC-EIG <u>DC9 83</u>	1101		G-BFTC <u>Turbo Arrow</u>	1150	
G-HIEL <u>Robinson R-22</u>	1359	1359	G-BSDO <u>Cessna 152</u>	1436	1504
G-HIEL <u>Robinson R-22</u>	1458	1458	G-OCAN <u>Cessna 340</u>	1523	1757
G-AWWX <u>BAC 1-11</u>	1529	1722	G-ISLE <u>Short 360</u>	1547	1627
G-BKHT <u>BAe 146</u>	1726	1804	EC-EIG <u>DC9 83</u>	1816	2001
G-BTFX <u>Jetranger</u>	1825	1911	G-HIEL <u>Robinson R-22</u>	1909	1909
EI-CFA <u>SAAB 340</u>	1927	2034	G-JEAG <u>Friendship</u>	n/s	2007

OVERSHOOTS:-

2.XX496/FYY80; 7.XX482/FYY79; 8.VP981, XX482/FYY69; 12.XX493/FYY69, XX500/FYY77; 13.XS713/FYY34, G-TKPZ, G-BBEF; 15.XS727/FYY35; 16.XS713/FYY46; 18.G-TKPZ; 19. G-BJYG; 20.XS713/FYY35; 22.XS729/FYY35; 27.XX497/FYY69, XX496/FYY73; 28.XX493/FYY81; 30.XX500/FYY67, XX492/FYY74.

FROM & SOME TO:-

1.2D282/Salisbury Plain. 2.N4323C/Oxford; N3036A/EIPT; XZ215/Salisbury Plain. 3. N4355V/Biggin Hill. 4.N3036A/Blackpool to Dublin. 5.XX266/F&T Scampton. 7.N42W/ Bristol. 8.N56643/Langar; D-IEPZ/Galway. 9.D-ENHA/Monchengladbach. 10.N104AJ/ Luton; F-GELL/Calais to Lille; 00-VLH/Ostend. 13.HB-OMZ/Old Warden to Teesside. 15.00-VFX/Wevelgem. 16.SE-IAD/Benbecula. 18.PH-BOS/Biggin Hill. 19.EI-CFI/F&T Dublin; XJ383/York. 20.N57BC/Cannes to Manchester. 21.OY-BPM/Tirstrup; VR-CSH/ Church Fenton; 022092/Menwith Hill. 22.A6-ESH/Gatwick to Teesside; N2929W/Denham; F-GIJB/Deauville to Rufforth and Rufforth to Deauville; N57BC/Manchester.

LEEDS/BRADFORD MOVEMENTS (Contd.)FROM & SOME TO:-

23.D-IMOD/F n/s T Monchengladbach. 24.HB-GFT/Reims to Prestwick; N3036A/Dublin.
26.N59756/Jersey. 27.VR-CSH/Blackbushe. 29.F-GHDX F Quimper T Caen.

CALLSIGNS:-

1. G-SKKA/Skylane 801. 2.G-OWNR/Roman 03; G-BSHA/Cheshair 07. 4. G-BSHA/Cheshair 7.
6.G-BNKF/Dollar 34. 8.G-TPHK/Box 1; G-BSYI/Linton 10. 10.G-BBVM/Neatax 301-302 and
Neatax 303-304. G-BGLH/STL 01. 12.G-BSHA/Cheshair 07. 13.G-PASY/PLC-Police 02. 14.
G-RANY/Eastex 112. 16.G-SWFT/Swiftair 20. 17.G-BNKF/Dollar 06; G-EMWB/Wayne-air 01A.
18.G-EAGL/Eastex 113P. 19.G-BSHA/Cheshair 07. G-TNTE/Foyle 723-4. 20.G-WELL/Cega498;
G-BTWW/Dollar 34; G-BFAR/Clubair 305; G-TNTD/Foyle 725-6. 21.G-BOYF & G-OAUS/Hanson
04; G-OAUS/Hanson 03. 24.G-WELL/Cega636. 28.G-EYES/Atlantique 448-9. 30.G-BRAZ/Excel
830B-731P; G-GAMA/Gama 967.

LBA MOVEMENTS REVIEW - AUGUST 1991

If you want a star of the month out of that lot you will have to pick it for yourself... Boeing 737 A6-ESH arrived from Gatwick on the 22nd and did a flight to and from Teesside before leaving. On the 24th HB-GFT was a Volpar Turboliner which is a turbo prop tri-gear version of the Beech C45 series. It has c/n AF-171 and was built as a C45G serial 51-11614, in 1958 it was civilianised as N9664C and later converted to Volpar standard before being registered as HB-GFT on 10/10/75. The remainder of the foreigners are more mundane. N4323C on the 2nd was a Cessna 340, on the same day Seneca N3036A made the first of three visits in the month, the other two being on the 4th and the 24th. On the 3rd N4355V was a PA-32 Saratoga and night stopping on the 7th was Cessna T210L N42W. A different type on the 8th was N56643 which is a Maule M.5 180C c/n 8086C, it was joined by the Aztec D-IEPZ. Night Stopping on the 9th was PA-28 Archer D-ENHA. King Air 90 N104AJ on the 10th is a new US registration and is believed to be ex-French, the same day saw the Navajo OO-VLH of Flanair and the new King Air E90 F-GELL of Air Cote d'Opale visiting. Aer Lingus used SAAB 340 EI-CFC for the first time on the 12th and their other new one, EI-CFD, on the 24th. HB-OMZ on the 13th was a PA-28 Warrior and on the 15th PA-28 Archer OO-VFK is new with Vervaeke Fibre NV and reflects their initials in its registration. Yet more PA-28 Warriors were SE-IAD on the 16th and PH-BOS which night stopped on the 18th. New from Ireland was the Seneca EI-CFI from and to Dublin on the 19th. Merak Aviations Citation N57BC visited on the 20th and 22nd. Visiting on the 21st was Swearingen Merlin OY-BPM along with King Air 350 VR-CSH. On the 22nd King Air F-GIJB called in for customs on its way to Rufforth for the racing, and it called again on its way back to Deauville, also visiting was the UK based PA-28 Warrior N2929W. Doing a night stop on the 23rd was Cessna 425 D-IMOD whilst night stopping on the 26th was Navajo N59756. The second foreign biz-jet of the month was Falcon 10 F-GHDX on the 29th. Passing through on its way to Doncaster on the 31st was Cessna 210 EI-BUF. The military this month consisted of Lynx ZD282 "Army535" on the 1st and another of the same breed XZ215 "Army513" on the 2nd. Hawk XX266 did a touch and go on the 5th as "Red One" in preparation for the visit of the Red Arrows on the 18th. On the 19th Gazelle XX383 was "Army355" and on the 21st the USAF UH-1 was "Lord 52A". Notable among the UK visitors was the Harvard G-DDMV arriving from Sywell for a short stay on the 29th. On the 30th Brasilia G-BRAZ brought in the rock group Dire Straits and Status Quo arrived in G-GAMA. Horse freighting from Dublin on the 19th, 20th and 21st were the Air Foyle BAe 146's G-TNTE, G-TNTD and G-TNTB.

LEEDS/BRADFORD AIRLINE NEWS - AUGUST 1991INBOUND DIVERSIONS

13	BMA5322	HER	BFS	G-BOPJ	B73S	BFS	BMA5322
27	BMA5322	HER	BFS	G-BOPJ	B73S	BFS	BMA5322

REGULAR FLIGHTS

AMC571	MLA	02/9H-ABE	09/9H-ABE	16/9H-ABF	23/9H-ABB	30/9H-ABF
BAL035A	SZG	18/G-BEOG				
BAL198A	ALC	06/G-BECH	13/G-BADR	20/G-BEOG	27/G-BJCT	
BAL222A	GRO	02/G-EADP	09/G-BAZG	16/G-BMMZ	23/G-BADP	30/G-BHWE
BAL410A	SZG	08/G-BJCU	29/G-BECH			
DAN381	JER	04/G-BCWA	11/G-BDAT	18/G-BCWA	25/G-BCXR	
DAN383	JER	04/G-AWWX	11/G-BCXR	18/G-BDAT	25/G-BDAE	
DAN385	JER	03/G-BCXR	10/G-BCWA	17/G-BCXR	24/G-BCXR	31/G-AWWX
DAN387	JER	03/G-BKHT	10/G-BKMN	17/G-BKMN	24/G-BKHT	31/G-BKHT
LAZ7926	BOJ	04/LZ-BTV	11/LZ-BTP	18/LZ-BTK	25/LZ-BTK	
LAZ7958	VAR	03/LZ-BTE	10/LZ-BTD	17/LZ-BTR	24/LZ-BTS	31/DIVMAN
MXN832	IOM	03/G-LEGS	10/G-BKMX	17/G-LEGS	24/G-BKMX	31/G-ISLE
NXA417	YYZ	01/G-GNXI	08/G-GNXI	15/G-GNXC	22/G-GNXC	29/G-GNXC
SPP366	PMI	03/EC-ESJ	10/EC-ESJ	17/EC-EHT	24/EC-EIG	31/EC-EIG
SPP368	IBZ	03/EC-ESJ	10/EC-ESJ	17/EC-EHT	24/EC-EIG	31/EC-EIG
UK12015	AGP	02/G-UKLE	09/G-UKLE	16/G-UKLE	23/G-UKLE	30/G-UKLE
UK12303	PMI	02/G-UKLF	09/G-UKLC	16/G-UKLF	23/G-UKLD	30/G-UKLF
UK12321	PMI	06/G-UKLC	13/G-UKLC	20/G-UKLF	27/G-UKLC	

OTHER FLIGHTS

10.G-BMYL	BATP	BMA418/419	f/t London Heathrow	Lieu DC9
10.G-BMYL	BATP	BMA420/411	f/t London Heathrow n/s	Lieu DC9
11.G-BMYL	BATP	BMA412/413	f/t London Heathrow	Lieu DC9
11.G-BMYL	BATP	BMA414/415	f/t London Heathrow	Lieu DC9
11.G-DASI	SH36	UKA872/873	t/f Amsterdam	Lieu FK27
12.EI-CFC	SF34	EIN362/363	f/t Dublin	First visit
17.G-BOAY	DH7	BMA418/419	f/t London Heathrow	First visit
17.G-BOAY	DH7	BMA420/411	f/t London Heathrow n/s	Lieu DC9
18.G-BMYK	BATP	BMA412/413	f/t London Heathrow	Lieu DC9
18.G-BMYK	BATP	BMA414/415	f/t London Heathrow	Lieu DC9
18.G-NAFH	B73S	BAL0353/035BF	Salzburg-Birmingham	Lieu BAL B737
19.G-TNTE	BA46	UPA723/724	f/t Dublin	First visit
19.EI-FKE	FK50	EIN2366/2367	f/t Dublin	Extra flight
20.G-TNTD	BA46	UPA725/726	f/t Dublin	Horse
21.G-TNTB	BA46	UPA727/728	f/t Dublin	First visit
22.A6-ESH	B737	SHJ01	London Gatwick-Teesside	First visit
22.A6-ESH	B737	SHJ01	Teesside-London Gatwick	VIP
22.EI-FKB	FK50	EIN2366/2367	f/t Dublin	Extra flight
23.G-BGNG	SH33	UKA697P/697	Newcastle-Belfast Intl.	Lieu UKA SH36
23.G-BHHU	SH33	UKA701P/701	Cardiff-Belfast Intl.	Lieu UKA SH36
23.G-BGNG	SH33	UKA696/696P	Belfast Intl-Newcastle	Lieu UKA SH36
23.G-BHHU	SH33	UKA700/707	f/t Belfast Intl.	Lieu UKA SH36
23.G-BHHU	SH33	UKA706/706P	Belfast Intl-Cardiff	Lieu UKA SH36
24.EI-CFD	SF34	EIN368/369	f/t Dublin	First visit
27.EI-CFA	SF34	EIN992/994	Dublin-Local	Press launch for SF34
27.EI-CFA	SF34	EIN994/995	Local-Newcastle	" " " "
30.G-BRAZ	EL20	EXX830B/731P	Dublin-Luton	Pax Charter

HELICOPTER ACTIVITY - AUGUST 1991

1. G-MAVI	R-22B	Keighley F	Calverley T	Shelf
G-IDWR	Hughes 500	Shipley F	Knareborough	
3. G-SHUU	Enstrom	Marsden F	Doncaster	
G-BLSY	Bell 222	Thirsk Races	F/T	Sheffield
G-KMAC	Jetranger	Shepley F	Finningley T	Coney Park
G-BSXN	R-22B	Horsforth T/F/T	Sherburn (also 4th)	
G-MAVI	R-22B	Farsley T	Elland	
4. G-OJCB	Jetranger	Wakefield F/T	Doncaster	
G-HIEL	R-22B	Sandtoft F/T	LBA	
G-RAMI	Jetranger	Wakefield F/T	Barton (and also 5th T LBA)	
5. G-BAML	Jetranger	Walton Wood T	Aberdeen	
7. G-ORZZ	R-22B	Barnsley F/T	Sherburn n/s	
G-BLGV	Jetranger	Wakefield F	LBA	
G-WYPA	Bo.105	Otley F/T	Carr Gate	
8. G-ODJP	R-22B	Brighouse Motor Auctions	T Sandtoft	
N9599F	Hughes 500	Thirsk T/F	Buxton	
G-ORZZ	R-22B	Filey F	Sherburn T	Barnsley
G-BSYI	T.Squirrel	York T	LBA	
G-BLGV	Jetranger	Crosland Moor F	Sywell T	Keighley (in formation with G-JERS R-22B)
9. G-OPRO	Hughes 500	Skipton F	Banbury T	LBA
G-BSYI	T.Squirrel	Alwoodley Golf Course	T	Crosland Moor
G-HIEL	R-22B	Beckwithshaw F/T	LBA	
10. G-FENI	R-22B	Rotherham F	Sherburn T	Driffeld
G-HVRS	R-22B	Coney Park F	Sherburn T	LBA
11. G-SHUU	Enstrom	Harrogate Showground	T	Barton
12. G-ZFDB	T.Squirrel	Rotherham F	LBA T	Crieff
G-JERS	R-22B	Fadmoor T/F	Keighley	
13. G-SVJM	T.Squirrel	Pinderfields F	Elstree T	LBA
G-DAFT	T.Squirrel	Todmorden F	LBA	
14. G-HWEK	A.109	Dewsbury F	Middlesbrough	
N109JD	A.109	Keighley F	Lichfield T	EMA
G-BSEW	Jetranger	Gomersal F/T	Sherburn	
G-HWEK	A.109	Sheffield (Grenoside) F	Kirkby - in-	Ashfield
15. G-FENI	R-22B	Garforth T	Driffeld	
G-HWEK	A.109	Dodworth F	Sheffield T	Sleaford
G-HWEK	A.109	Eccup F	Hull T	Dewsbury and T Worksop
23. G-BTFX	Jetranger	Marston Moor T	LBA (also 25th)	
G-STEP	Hughes 500	Rawdon T	Oxford (and return on 25th)	
24. G-HVRS	R-22B	Coney Park T/F	Shobdon	
G-JERS	R-22B	Keighley/Crosland Moor/Keighley/Sherburn		
25. G-SHUU	Enstrom	Brighton F/T	Marsden	
G-RIFC	Gazelle	Elvington T	Manchester	
G-BSEW	Jetranger	Sherburn/Emley Moor/Gomersal/Pontefract		
G-BTFX	Jetranger	Marston Moor F	Coney Park T	Bolton Abbey
G-ISEB	A.109	Kirkbymoorside F/T	Knutsford	
G-HELE	Jetranger	Catterick F	White Waltham	
G-DORB	Jetranger	Sherburn T	Wigan	
26. G-RIFC	Gazelle	Elvington T	Macclesfield	
G-BSEW	Jetranger	Harrogate T	Barrow T	Sherburn
G-COBP	Jetranger	Gamston T	Glasgow	
G-BTFX	Jetranger	Runswick Bay T	Coney Park	
G-JERS	R-22B	Crosland Moor F	Keighley T	Emley Moor
28. G-VQJH	R-22B	Pickering F/T	Barton	
G-BTFX	Jetranger	Easingwold F/T	Coney Park (also 29th)	

BRIGHTON FLY-IN 25.08.91
Terry Sykes and Trevor Smith

G-AEVS Aerona 100
G-AKVP Luscombe BA Silhouette
G-ARTH PA-12 Super Cruiser
G-BAAD Super VP.1 Volksplane
G-BGCM AA5A Cheetaah
G-BJAL CASA 1.131E Jungmann
G-BKIR Jodel D117

G-AHEC Luscombe BA Silhouette
G-AHRD Cessna 140
G-AJEI Auster J/1N Alpha
G-ANLS DH82A Tiger Moth
G-APRR Super Aero 45
G-APYB Topsy T66 Nipper 3
G-ARHU PA-22 Tri-Pacer 160
G-ARNR PA-22 Colt 108
G-ARRE Jodel DR1050
G-ATMY Cessna 150F
G-ATXO SIPA 903
G-AVPI Cessna F172H
G-AVIH Cessna F150H
G-AWAZ PA-28R Arrow
G-AWDA Slingsby T66 Nipper 3
G-AWVC Beagle 121 Pup
G-AXAT Jodel D117A
G-AXCG Jodel D117
G-AXGZ Rollason D62B Condor
G-AYFP Jodel D140
G-AYFV Andreasson BA4B
G-AYGA Jodel D117
G-AYUH PA-28 Cherokee F
G-AZGY CP301B Emeraude
G-AZHC Jodel D112
G-BAFP Robin DR400/160
G-BAHX Cessna 182P
G-BAJY Robin DR400/180
G-BAMB Slingsby T61C Falke
G-BASN Beech C23 Sundowner
G-BATW PA-28 Cherokee 140
G-BBJI Isaacs Spitfire
G-BCYH DAW Privateer Mk2
G-BBBD Wittman W.8 Tailwind
G-BDDG Dornier D112
G-BDJC Wittman W.8 Tailwind
G-BDUL Evans VP.1 Volksplane
G-BDVC PA-17 Vagabond
G-BEZF AA5 Traveler
G-BGWD Jodel D112
G-BICD Auster 5
G-BIGZ Scheibe SF25B Falke
G-BJAG PA-28 Archer
G-BJWT Wittman W.10 Tailwind
G-BKAE Jodel D120

RESIDENTS

G-BRPF Cessna 120
G-BRVJ Slingsby T31 Motor Cadet
G-BTGM Aerona 7AC Champion
G-TAFF CASA 1.131E Jungmann
F-50 Flying Flea Replica
C3011 Super Wot/SESA Replica(G-SWOT)
454537 J3C 65 Cub (G-BFDL)

VISITORS

G-BKKO Cessna 182R
G-BKTZ Slingsby T67M Firefly
G-BLAG Pitts S.1D
G-BLCU Scheibe SF25B Falke
G-BLDP Slingsby T67M Firefly
G-BMLK Grob G.109B
G-BNCZ Rutan LongEz
G-BNXM PA-19 Super Cub
G-BODU Scheibe SF25C Falke
G-BOIG PA-28 Warrior
G-BOJM PA-28 Archer
G-BODK Pitts S.1
G-BOTH Cessna 182Q
G-BOZV CEA DR340
G-BPFM Aerona 7AC Champion
G-BPRA Aerona 11AC Chief
G-BPRT CP328 Super Emeraude
G-BPVA Cessna 172F
G-BPZX Cessna 152
G-BRAR Aerona 7AC Champion
G-BRNK Cessna 152
G-RSXN Robinson R-22
G-BTCI PA-17 Vagabond
G-BTHN Renegade II
G-DCXL Jodel D140C
G-FUZZ PA-19 Super Cub
G-NNAC PA-18 Super Cub
G-OBMW AA5 Traveler
G-SHUU Enstrom 280C Shark
G-USTY Clutton FRED 2
G-WARD Taylor JT.1 Monoplane
G-MNIH Mainair Gemini Flash
G-MVAC CFM Metal-Fax Shadow
G-MVIF Medway Hybrid 44XLR
G-MVZP Renegade Spirit
G-MWVQ Quad City Challenger II
G-MWLO Whittaker MW6
G-MYRK Renegade Spirit
N768WM Boeing Stearman
U-80 Bucker 133 Jungmeister (G-BUKK)
T7909 DH82 Tiger Moth(G-ANDN)
WZ876 DHC 1 Chipmunk(G-BBWN)
XR269 Auster AOP 9(G-BDXY)
XX555/10 Bulldog
XX692/5 Bulldog

Brighton's fly-in and camping weekend was held from the 24th to the 26th of August this year. We elected to visit there on the 25th. Over the afternoon we managed to log a grand total of 104 different aircraft. As will be seen from the list there was a great variety of types present and many of them did impromptu fly pasts for the benefit of the assembled watchers. Aerobatics were performed by G-TAFF, G-BODK and G-APYB. Super Wot G-SWOT is completed as a very convincing two thirds scale SESA replica and painted as C3011, it was delivered to Brighton from the PFA Rally and is now resident. Resident Jungmann G-TAFF was joined by the visiting Jungmann G-BJAL painted in pseudo German civil colour scheme and a radial engined Jungmeister G-BUKK painted as U-80 of the Swiss Air Force. Tiger Moth G-ANDN is still painted as T7909 of the RAF and Chipmunk G-BBWN is in RAF colours as WZ876. Auster AOP 9 G-BDXY is in Army colours as XR269 and Piper Cub G-BFDL is resident as 454537 of the USAF. Three Renegade Spirit microlights were visiting, two of them on the microlight register as G-MVZP and G-MYRK, the third one had an uprated engine and qualified for a full registration as G-BTHN. Just before we departed for home a biplane formation was organised, this found G-TAFF, G-BJAL, G-BUKK, T7909, G-ANLS and C3011 in a loose formation orbiting around the field with G-FUZZ acting as a camera ship followed by a low run down the runway. Altogether a really splendid day out at a nice friendly little airfield. Roll on next years fly-in.

CROSLAND MOOR FLY-IN SEPTEMBER 1st 1991

As I stepped off the 10.25 train in Huddersfield I could barely see more than a kilometre due to mist and low cloud. Was I wasting my time when I could have been going to the Air Yorkshire meeting instead? I certainly thought so at the time... When I arrived at the airfield forty minutes later I was even more convinced that I should have stayed at home. The cloudbase was about 500ft and the visibility just one nautical mile. Since, obviously, nothing was happening, I took the opportunity to record the residents. I had not long finished looking at these aircraft when there was the first call on the radio:- G-BRMT a DR400 from Gransden near Cambridge wishing to drop in. Some hope, I thought, but miraculously, at 11.45 it appeared out of the mist and made a perfect landing on runway 07. Ten minutes later his colleague arrived, also from Gransden in a Cherokee Arrow. However my hopes of seeing more aircraft took a blow when several aircraft failed to locate the airfield and chose to go elsewhere. Amongst them was Tailwind G-BJWT which judging from his RT calls, seemed to identify everything but the airfield.... However, slowly the weather began to improve and aircraft began to arrive. By half past one the cloud had dispersed and the sun was shining. Aircraft arrived from Wycombe Aero Park and Prestwick amongst other distant strips. Finally, things appeared to be moving. Over the next seventy minutes, arrivals averaged one every three minutes. It was not without incident, however. At five past two, G-BNCZ, a LongEz, turned low onto finals. Procedure for runway 07 at Crosland Moor is to land right on the threshold because after about 300 metres the runway takes a steep downslope. Since the LongEz lands at relatively high speeds it is important that touch down is made at the threshold, but unfortunately, the aircraft under-shot, striking a rough bank ten to fifteen yards short of the runway. The undercarriage snapped off and some of the covering was lost. Fortunately, the pilot was unhurt, with damage to the aircraft restricted to the underside. It was left just north of the threshold until half past six when eleven of us lifted it onto a trailer and moved it closer to civilisation, all under the watchful eye of an expert; Ivan Shaw (of TwinEze fame). And believe me, the LongEz is NOT a light aircraft... But apart from this solitary incident everything ran smoothly, and by seven o'clock, just under fifty aircraft had visited including some rare and interesting types.

G-ARRE Jodel DR.1050
 G-ASWL Cessna F172F
 G-ASXR Cessna 210 *
 G-ATDO Bo.208C Junior
 G-ATJN Jodel D.119
 G-ATWB Jodel D.117 *
 G-AVBZ Cessna F172H *
 G-AVSE Cherokee 180
 G-AWOA MS.880B Rallye
 G-AWUU Cessna F150J
 G-AXGS D.62 Condor *
 G-AXJJ B.121 Pup *
 G-AZIB ST.10 Diplomat
 G-AZOA Bo.209 Monsun
 G-AZOG PA-28R Arrow
 G-BAPR Jodel D.11 *
 G-BATT Hughes 269C
 G-BBPY Cherokee 180 *
 G-BBXH Cessna FRL72 *
 G-BCYH DAW Privateer Mk2 *

G-BPEO Cessna 152
 G-BPFM Aeronca 7AC Champion
 G-BPVA Cessna 172F
 G-BPVZ Luscombe 8E Silvaire
 G-BRAR Aeronca 7AC Champion
 G-BRNT Robin DR.400
 G-BRVJ Slingsby T.31 M.Cadet
 G-BSPA QAC Quickie 2
 G-BSTU Rans S.6
 G-BSYV Cessna 150M
 G-BTTH PA-28 Warrior
 G-DISO Jodel D.150
 G-HAIG Rutan LongEZ *
 G-KOTA PA-28 Dakota
 G-LYNN PA-32 Lance
 G-OBMW AA-5
 G-OGJS Puffer Cozy
 G-ORSA Islander*
 G-OWYN Aviamilano F.14 Nibbio
 G-RAEM Rutan Longez

CROSLAND MOOR FLY-IN (Contd.)

G-BDMW Jodel DR.100
 G-BDUL Evans VP.1. *
 G-BEVS Taylor JT.1 Monoplane
 G-BFXW AA-5B
 G-BIFV Jodel D.150
 G-BIZG Cessna F152
 G-BJDF MS880B Rallye
 G-BKKO Cessna 182R *
 G-BMJL Rockwell 114
 G-BMSF Tomahawk *
 G-BNCZ Rutan Longez
 G-BNMC Cessna 152
 G-BOZV CEA DR.340 Major *

G-RANY Cessna 421C
 G-RASC Evans VP.2
 G-SAGA Grob C.109B
 G-SHUU Enstrom 280C
 G-SOOT Cherokee 180
 G-TOTY Robinson R-22B
 G-VARG Varga Kachina
 G-YORK Cessna F172M
 WZ876 /G-BBWN Chipmunk
 NB7KJ Rutan Longez *
 G-BRUO Taylor JT.1 Monoplane
 G-MMOF MBA Tiger Cub 440
 G-MVTE Whittaker MW.6

Aircraft marked with a "*" are believed to be resident.

Credits:- Bruce Taylor, Terry Sykes and Trevor Smith, James K. Davy.

WOLD NEWTON - Willy Howe Movements

July 4. G-AXUF C.150 F/T Brough; 7.G-BHYA C.182 F/T Booker, G-AJAM J/2 Arrow F/T Temple Bruer; 13.G-BAKB T.61C F/T Rufforth, G-BBBC C.150 F/T Humberside; 15. G-BMHL Tailwind F LBA T Octon Grange Farm; 18.G-BOUV Bensen B.8R new resident; 19.G-AVRY PA-28 F Blackbushe n/s T Doncaster; 20.G-BGRI Jodel DR.1051 F/T Burton Constable, G-BPWR C.172 F/T Humberside, G-BCUJ C.150 F/T Sandtoft; 21. G-BCXB Rallye F/T Ketton, G-BOGN Jodel D.120 F Skegness T Bagby, G-AVG V C.150 F/T Bagby; 22.G-OSKY C.172 F/T Wellesbourne; 28.G-BSPA Quickie F/T Sturgate, G-AJAM/OROD/DAVE all F/T Temple Bruer, G-BING C.172 F Limber T Tollerton; August 1. G-ILTS PA-32 F/T Boon Hill Farm, G-GBUE DR.400 F/T Bagby; 3.G-AYKL C.150 F/T Netherthorpe, G-BMNL PA-32R F/T Doncaster, G-BPHN Renegade Spirit II F/T Full Sutton; 4.G-AVOD Husky F Netherthorpe - banner towing - T Doncaster, G-AVMD C.150 F/T Bagby; 8.G-NODE AA-5B F/T Caerterfon via Carnaby; 9.G-BKTZ T.67M F Sandtoft T Bagby; 10.G-BBYS C.182 F/T Gamston, G-BNIJ Tobago F/T Doncaster; 11.G-BBID PA-28 F Aberdeen n/s T Humberside; 12.G-AWPJ C.150 F/T Humberside; 13.G-BTII PA-28 F Bagby T Blackpool, G-AHEC Luscombe 8A F Breighton T Sherburn; 15.G-BSDL Tobago F/T Sherburn; 17.G-BROP Vans RV.4 F/T Kingston n/s; 18.G-BIUW PA-28 F/T Sturgate, G-BCER Minicab F/T Sherburn, G-AWFJ PA-28R & G-ASAU Rallye F/T Humberside, G-BIOW T.67A F Breighton T Sherburn, G-AZOA Monsun F Wickenby T Temple Bruer, G-BJZN T.67A F Bagby T Burton Constable; 21.G-BRPE C.120 F/T Burton Constable; 24.G-ORAY C.182 F/T Doncaster, G-BRNC C.152 F/T Netherthorpe.

Queensgate Park - Bridlington

Noted inflated and giving tethered flights on evening of 26th August was Cameron N-90 Balloon G-BRPJ (Presto).

A correspondent on page 15 of the August issue of Air Yorkshire asked for help in identifying a Constellation in Brittany.

This machine is F-BHBC, a Super Constellation L-1049G c/n 4626. When I saw it in 1980, the registration letters were still clearly visible.

Identification of relics like this aircraft can be greatly aided with monographs such as Midland Counties' European Wrecks & Relics, or by the appendices in Air-Britain registers.

H.J.Black.

For some time now, unless you've bought a second hand model, there's been a big gap in the airband price range from £80 (Signal R-537S and ASA Air Pro) to £180 (Win 108 and Yupiteru VT-125). With this point in mind I was very interested when Andy showed me the new R-550 he'd just received and, even though I'd only have a couple of days to test it, it was too good an opportunity to miss especially coming from such a fine stable as Signal.

Test Report No. 6 - Signal R-550 Airband Scanner - Price £129

Frequency Range 108 - 141.995 MHz. 130mm High x 63mm Wide x 30mm Deep, Weight 250g. It comes supplied with just a whip aerial (BNC connector), earpiece and operation manual. The set is powered by three AA size batteries and has a socket for attaching a 4.5 Volt mains or car cigarette lighter adaptor etc. As can be seen from the specifications, the set is small and light and no problem to carry around with you. The set has 40 memory channels which are stored in 4 banks of 10. In addition, there is a fifth bank with 10 different selections which is used to alter settings for scan delay or hold (from no delay after message to 2 seconds delay or hold) and scan rate (either approx 10 or 15 channels per second).

Its operation and set up is somewhat different to the more expensive scanners as it doesn't have numbered keys for frequency input or memory retrieval. Instead, frequencies are input by choosing the bank, channel and frequency with use of the "Up" or "Down" keys when in the correct setting mode. This may take a little while, but once set up you've done all the work and won't have to repeat - similar to the case with the R-532 & R-535. If you want to quickly input a frequency for just a while and not store it, you obviously have to use these up/down keys to get to the right one. This isn't as easy/quick as just punching in the numbers like on the expensive sets but it shouldn't take you too much longer once you get used to it. This is also true for moving from one memorised frequency to another which is by use of the up/down keys. Scanning can be carried out on any one of the 4 memorised banks and it's pleasing to note that my usual annoyances were not evident i.e. it could be set to commence immediately after a message had ended and it didn't stop on the last frequency in the bank for a little while. Any of the 10 channels can be "skipped" from scan by programming with a switch on the top of the set.

In performance I was extremely impressed with the R-550 as it was just about on par with my R-532 and Air 7 re picking up signals. I wouldn't say it picked up everything that they did but on rare occasions it did pick up faint signals that the Air 7 didn't and overall it was as near enough to their performance to not worry about. One thing I was pleased with is that it didn't pick up any interference on my main frequencies - something which I know the R-537S has been prone to in the past. Other good points were that the background noise, with no squelch, was of a bearable level and at no time did I feel the need to fix another aerial to it to see if I could improve things as I was confident in its performance as it was.

TEST REPORT No.6 (Contd.)

So, overall the R-550 struck me as being a very good set for the price. On the minus side it doesn't have a case (I would think one should be available soon though), it comes with limited accessories, there's no light to the frequency display, only airband coverage and you'll have to train yourself to use it quickly. However, these points are minor ones compared with its fine performance, convenient size and extremely competitive price. To me it fills a big niche in the air-band scanner price range really well and, in some ways, is a better performer than sets I've tested which are over £100 more expensive. In conclusion then I can certainly recommend the set as a very good buy for both beginners to the hobby or for even the professionals amongst us - it may not look like a really impressive thing to carry about with lots of buttons etc, but what is more important is that it does the job... Thanks to Andy and Mike of Air Supply, 83B High Street, Yeadon, Leeds LS19 7TA Tel.No. (0532) 509581 for loaning me the set for a couple of days on the Bank Holiday weekend - I may consider buying one for my next holiday.

IT WAS THIRTY YEARS AGO TODAY

July 1961: my first look round the hangars at Yeadon. I can remember I almost felt like a criminal, but I didn't get caught and escaped to become a paying passenger in later years. Looking at the list in my logbook I can hardly remember some of the aircraft, but others I can still see in my mind's eye like G-AEVS Aeronca 100, G-APSV Chilton DWLA, G-AYPI Caribbean, G-AOXO Topsy Belfair, G-ALFX Proctor and G-ARJA Commander. There were many more: Geminis MME, LUG and JOE; Chipmunks OSU and ORF; Austers JDY, NIK, PAF, MYI; G-ARIG Cessna 310; Apache G-ARMA and Doves OVV, PVX. Yeadon was very much a Dakota airport when it came to passenger/airline traffic. As well as the very regular BKS aircraft I mentioned last time there were G-ANEC of Executive Air Transport, EI-ACE, Westpoint Aviation's G-ALYF, G-ANAE, G-AMWV, G-ALPN, G-AOFZ, LN-PAS and PH-SSM the latter of Fairways Rotterdam. One of the constant topics of conversation was what will replace the Dak. Did we ever get an answer? Another aircraft I noted on numerous occasions going in and out of Yeadon was Bonanza G-ARKJ, which I seem to remember belonged to Stan Stennet a well known comedian and banjo player at the time. On the 28th August I made my first visit to Ringway. My main log entries are nine Viscounts of British European Airways (BEA), who at the time were in the process of changing the fleet colour scheme. There was a Viscount (EI-AKO) and a Friendship (EI-AKC) both of Aer Lingus and a Mk31 Bristol Freighter G-AINL of Dan Air. In October I had a couple of days 'back home' in Newcastle and visited Woolsington. I logged all the usual stuff e.g. Ambassadors G-ALZT and LZW, Gemini KEJ, Dove OUF etc. but in addition a Royal Norwegian Air Force Dakota of 335 Squadron (315613). On the way back to Leeds on 23rd October I called at Leeming and saw the first nine Jet Provosts of the newly reformed No 3 Flying Training School. There were also Hastings and Beverleys at Dishforth. Battle of Britain Day was 16th September and I went to RAF Finningley for the air show. It was big, but nothing like the hype of today. There were, of course, more stations open for the event in 1961. I won't bore you with a full list but some of the highlights were; Me410 USAF B-66 Destroyer, F-100 Super Sabre, F-101 Voodoo, Avro 707c, Valiant B.1 of 18 Sqn, Hunter F.6 of 2290CU, Lysander, Kawasaki Ki 100. In the flying programme there were nine Javelins of 33 Sqn, a V-Bomber scramble, Argosy, three Lincolns in formation, Beverley and a USAF formation consisting of a KB-50 refuelling a B-66, F-100 and F-101. There were many Valiants and Vulcans on the field from the resident units 18 Squadron, 230 OCU and the BCDU (Bomber Command Development Unit). Military overflights during the weeks in question included XL149 Beverley, Lincoln RF461 on 15th August, Anson VM338 27th September, WV677 Provost heading east on 18th September and WP213 Valiant B.1 of 18 Sqn letting down into Finningley on the same day. My last entry for 1961 is a BKS Dakota heading for finals to Runway 28 on 23rd December. If the Editor lets me write another one of these then the next instalment will include changes at Church Fenton and the last SSAFA Display at Yeadon.

Jim Stanfield.

ANOTHER HOLIDAY IN THE ISLE OF MAN

After the delights (and economy) of the Air Yorkshire flying visit to Ronaldsway 1 March, my summer holiday was once again at Port Erin this year, though not with either Jersey European or Manx Airlines, whose fare structures are hardly economic. Manx Airlines have had to respond to continuous complaints from Manx residents in reducing some of their fares (a normal return flight to Heathrow is over £200) and there is still only one flight a week from LBA. So, the car and impedimenta went the "King Orry" and the I.O.M. S.P.Co. Despite that sea journey, Ronaldsway never fails to provide sufficient movements of interest, with a high percentage of light and executive aircraft. By the end of my first day on the Island, only G-GLAM was missing from my Manx Airlines fleet list and where else in the U.K. can you see all British Aerospace's airliners used by one operator? Jersey European were also much in evidence on the Blackpool-Ronaldsway-Belfast route, with G-JEAF and G-JEAH on most days, but the highlights on the airliner front were Dart Herald's G-BEYK (4 Co entry) and G-ATIG (on 20/8 & 22/8) operating cargo flights for the Express Parcels Companies. (By the way, can anyone else remember G-ATIG's first visit to LBA on the Glasgow Service?). G-OJSY of Business Air was in and out on weekdays, carrying mail to Liverpool for the I.O.M. Post Office. Since the weather was excellent for the whole week, traffic on Bravo 3 was clearly visible crossing the "India Oscar Mike" VOR at Spanish Head, with a virtually continuous flow of 747's, DC-10's, 767's and 757's. The VOR and the Chicken Rock Lighthouse are used as reporting points for VF traffic in transit through the Ronaldsway SRA, and the most interesting low over-flight was Mooney 20 F-GIME f Swansea t Londonderry. In close proximity to the VOR and Port Erin is Nigel Mansell's "small" residence at Ballnahoo. Despite missing him last year, I managed to see both his Citation N16NM (ferrying assorted people to the Belgian Grand Prix at Spa on 19/8), and his Range Rover (MAN 51L) on numerous occasions. Mr Mansell is moving from Ballnahoo, and if you have four million pounds to spare, the house and farm are up for sale. Back at Ronaldsway, the week provided a respectable Irish contingent of visitors (EI-EDR f Dublin, EI-BGP also Dublin, EI-BIF and EI-BJJ), a strong LBA representation (G-BPMF, G-BHIC, G-RANY and G-BFFC), and at least three "Cygnets" from the British Aerospace School at Prestwick (G-BOCU, G-BOCW, and G-BOCX). Seneca 'CW was involved in the week's bit of drama but more of that later... The "Cygnets" do regular instrument training using the NDB at Carnane, the I.O.M. VOR and the ILS on "27", as did G-SFHR. On the executive and jet front this year, apart from N16NM, the best on offer were Sea Containers Learjet 5 N95SC and the French Navy Falcon 10 "133", though G-CAYN Do-228 was in again, and Military visitors included Jetstream XX481, Jet Provost XW410, and two Hawks (from Valley doing overshoots). Another rare sighting at Ronaldsway on 20/8 was a fellow enthusiast, who had flown from Luton in G-OJET for two weeks holiday, and who was also enjoying the sunshine and ease of photography. While he filled me in on this year's Jurby Air Show (which I missed), Emeraude G-RIVF was departing to Wigtown, near Newton Stewart in South West Scotland. However, neither of us realized what would happen to 'VF, since we were deep in conversation about the LBA, two Tu-154's every weekend and whether Capital could ever be replaced. The Emeraude developed engine problems over the Irish Sea (perhaps due to a fuel-pipe blockage) and the pilot, Jimmy Coscar, turned back towards the Isle of Man. Unfortunately, he was forced to ditch 'VF just North of the Point of Ayr, after transmitting a rather weak "Mayday". This was received by a Manx ATP, the Seneca 'CW and a Woodgate Nava, who went to Mr Coscar's assistance. The Ramsey Lifeboat and an ASR Sea King from Prestwick were launched to find Mr Coscar and 'VF afloat and awaiting rescue. The Lifeboat towed 'VF back to Ramsey, with the pilot still on board:- he was lifted off by the Sea King for transfer to Noble's Hospital, Douglas and 'VF was beached at Ramsey. The Emeraude was divided into wings and fuselage (I saw the wings on 21/8) for transfer to Ronaldsway to dry out:- since both bits are in good condition, 'VF will fly again soon. Mr Coscar did fly again on 21/8 in a Manx Flyers Aeroclub Cherokee, having been discharged from Hospital with minor injuries.

ANOTHER HOLIDAY IN THE ISLE OF MAN (Contd.)

So, if you want a bit of drama, some interesting visitors and residents I can recommend Ronaldsway. Heading for the boat early on 23/8 to return to Heysham, I was astounded to see an Inter European 737-300 leaving Ronaldsway on what is supposed to be a direct Spanish Charter flight. How it got off "09" (5300ft) was spectacular to say the least:- 4000ft plus of runway used and then an amazing steep climb-out.... This was to be the final surprise of an excellent week's holiday, though I will be back, probably in October, in a Manx ATP from Manchester, for another visit. The Manx ice-cream is superb and they have real meat (from Herefords and Aberdeen Angus); Though I'm not keen on kippers being fried, kipper paté is interesting, and since some people like history, there's everything from stone-age tombs to Viking ship-burials, from an intact Civil War Castle to the oldest continuous democratic parliament in the world, not to mention Dart Herald's and a very wet Emerald.... (And two Air Yorkshire members must remember Jurby Air Races in the 1960's).

Ewan Griffiths.

MILITARY SIGHTINGS DURING AUGUST 1991Menwith Hill Station 21/8/91:- 73-22092 UH-1H 25 AvCoRAF Waddington 25/8/91:- ZH101, 102, 103, 104, 105 & 107 all Sentry AEW1s of 8Sqn.RAF Lakenheath 25/8/91:-

USA			UK		
61-0286	EC-135H	513ACCW	PS853C	Spitfire XIX	BoBMF
66-7947	C-141B	437MAW	VP981	Devon C2	BoBMF
67-0035/UH	EF-111A	66ECW	WE271	Firefly	RNHF
69-7212/SP	F-4G	52TFW	XV342	Buccaneer S2B	208Sqn
70-2384/LN	F-111F	48TFW	XV670/592	Sea King AEW6	706Sqn
70-2391/LN	F-111F	48TFW	XW292/32	Jet Provost T5A	3FTS
70-2401/LN	F-111F	48TFW	XX236	Hawk T1	4FTS
71-0888/LN	F-111F	48TFW	XX317	Hawk T1A	1TWU
71-0894/LN	F-111F	48TFW	XX324	Hawk T1A	1TWU
72-0448/LN	F-111F	48TFW	XX493/L	Jetstream T1	6FTS
74-0180/LN	F-111F	48TFW	XX499/G	Jetstream T1	6FTS
74-0184/LN	F-111F	48TFW	XX965/07	Jaguar GRIA	2260CU
79-0025/BT	F-15C	36TFW	ZA556/Spec	Tornado GR1	TWCU
84-0084	C-21A	89MAS	Germany		
85-0003	C-5B	436MAW	4492	Tornado	JbG33
86-0326/TJ	F-16C	401TFW	Belgium		
86-0330/TJ	F-16C	401TFW	BD04	Mirage 5BD	8Sm

Historic

E2548	?
FE992/G-BDAM	Harvard IIB
FT239/G-BIWX	Harvard IV
HE275/N5063N	C-45 Expeditor II
WE402/G-VIDI FB50	Venom FB50
WR410/N/G-BLKA	Venom FB54
XN637/G-BKOU	Jet Provost T4
54137/69/G-CTKL	Harvard IV
226671/NX47DD	P-47M Thunderbolt
427917/G-HAEC	CAC18 Mustang 23
-/G-BOML	Hispano HA1112
NJC+11/G-ATBG	Nord 1002
N2S-5/33/G-THEA	Stearman
133722/NX1337A	F4U-7 Corsair
124485/G-BEDF	B-17G
N88972	B-25
422/15/G-AVJO	Fokker EIII

BDRT

37610	F-4C
40707	F-4C

+several unidentified Mysteres

MILITARY SIGHTINGS - AUGUST 1991 (Contd.)

There was also a Belgian F16 present, hidden on the flight line at the far side of the airfield, which presumably flew later in the display. The Buccaneer S2B XV342 was seen departing the airfield at about 4.30pm accompanied by an unidentified sand pink Buccaneer.

RAF Mildenhall 26-8-91

The following C-135s were noted:-

62-3501	KC-135A	7BW
57-1493	KC-135R	416BW
61-0264	KC-135R	19ARW
59-1514	KC-135E	55SRW
62-4131	RC-135W	55SRW
64-14849	RC-135U	55SRW
60-0324	KC-135R	319BW
64-14844	RC-135V	55SRW
63-9792	RC-135V	55SRW

The following C-130s were also logged:-

63-7891	C-130E	314TAW
62-1294	C-130E	314TAW
59-1527	C-130B	731TAS
63-7860	C-130H	314TAW

64-0615 C-141B was noted landing at Mildenhall during the course of the Air Display at Lakenheath.

RAF Elvington 26-8-91

Noted at a radio-controlled model aircraft display were the following full size visitors:-

D-EETS	?
G-APYB	Tipsy Nipper
G-AEVS	Aeronca 100
G-TAFF	CASA 1.131E
G-RIFA	Gazelle

XN974 Buccaneer S2B was also noted in the Yorkshire Air Museum compound, having just been delivered the previous week from BAe Warton.

RAF Linton-on-Ouse 26-8-91

Noted with the 642VCS on this date were the following Vigilant Tls:- ZH124, ZH126 and ZH264.

----- M.Stoneley. -----

TRIPSSaturday 26th October 1991.

To British Midlands H.Q. at Donington Hall. Transport by private cars. If a lift can be offered or is required, please advise.

Directions:- South on M1, leave at exit 24 on to the A453 for Ashby - De - La - Zouche, after passing main entrance to East Midlands Airport, turn right (B6540) down to Village. Turn left at Traffic Lights up Park Lane and Donington Hall is on the left.

Through gates bear left to front of building to meet at 11.00am. (Allow two hours for trip).

It is hoped the visit will include the Ops. Room, the Hangar and the Simulator, but all this is at the discretion of British Midland.

NOTES ON AIRWAYS LISTENINGLevels:-

Flight levels are referred to in units of 100 feet above sea level. Therefore flight level 330 is equal to 330×100 or 33000 feet. This is written as FL330. Up to level 280 all levels are used, however after that a 2000 foot separation is used. To avoid collision aircraft travelling in opposite directions fly at different levels. It is possible to tell the direction of an aircraft as a rule by its flight level. The following levels would normally be used by aircraft flying on a bearing of 0 to 179 degrees: 250 270 290 330 370 410. The heading from south round to north clockwise for levels 240 260 280 310 350 390. This may not be true on single direction airways where no opposite direction traffic will be encountered.

Beacons:-

Most new beacons have a five letter designator, eg GOLES, whereas older beacons have only three letters, Pole Hill is POL. These are radio beacons which give an aircraft a point to fly to on a journey. The location of some is self explanatory. Beacons used regularly in the north of England area are as follows:-

<u>Beacon</u>	<u>Code</u>	<u>Nearest town</u>
Pole Hill	POL	Todmorden
Deans Cross	DCS	Carlisle
Talla	TLA	North of Carlisle (Galloway)
Margo	KAR	North of Carlisle (Galloway)
Honiley	HON	Coventry
Trent	TNT	Nottingham
Ottringham	OTR	Hull
Blue FIR	BLUFA	Half way between Hull and Amsterdam
Dogger	DOGGA	Half way between Hull and Amsterdam
Dandy	DANDI	Half way between Hull and Copenhagen
Goles	GOLES	Pontefract
Upton	UPT	Upton
Wallasey	WAL	Wallasey
Brookmans Park	BPK	London (general area)
Wescott	WESCO	London

Airways:-

Routes between beacons. Recently changed from colour names to the letters of the phonetic alphabet. Routings affecting our area:-

UB1	upper bravo one	Amsterdam BLUFA DOGGA OTR WAL Dublin
UR4	upper romeo four	BELfast IOM POL OTR DANDI Copenhagen
UB4	upper bravo four	BPK POL TLA
UA2	upper alpha two	BPK DAVentry POL DCS GlasGOW
UA1	upper alpha one	MAR DCS ManChesTer HON
UBL05	upper bravo 105	POL GOLES BLUFA cutting the corner to OTR
UA25	upper alpha 25	BreCon WAL DCS mostly IT traffic Spain to Scotland, again cutting the corner.

The upper alpha airways are very busy with UA2 being mainly northbound and UA1 mostly southbound. There are exceptions on UA2 but they are quite uncommon.

The biggest help to sorting all this out is listening and perusing a good time-table. I recommend trying to obtain an outdated ABC World Airways Guide from your local friendly travel agent. This is produced monthly and is in two volumes each larger than a telephone directory. It contains a large number of airline time - tables and ALL scheduled movements out of EVERY airport worldwide....

NOTES ON AIRWAYS LISTENING (Contd.)

It is often very difficult when hearing an aircraft call up to know where it is going to appear from and so knowing its departure point and destination will be a help. Sometimes when hearing a call out of the blue like Korean 9825 it will not even be listed as it is unscheduled. Hearing the level as 350 gives you the knowledge that it will be on a particular heading. This would probably mean it was coming north up UAZ or across from OTR. As with everything there are lots of opportunities to be wrong. In actual fact the aircraft was flying from Paris CDG to Seoul via Anchorage and routed BPK POL TLA. This having a heading of 345 degrees it was at the normal level.

Again with biz jets it is the only way to get an idea of the direction if nothing else is heard. Alas, gone are the days of ten or more years ago when an aircraft called up and the pilot said something like this:- "London this is Korean 9825. We passed Brookmans Park four minutes ago at level 350. Estimating Pole Hill at 14.27 and Talla next". Honestly, that was what they did before the advent of SSR. It made life very much easier.

Next month a map will be printed. All enquiries and corrections to this information should be written neatly on the back of a ten pound note and sent to the usual address.

S. Rigg.

LETTERS TO THE EDITOR

In view of this new part of the journal, can I re-iterate some comments made in an open letter last January about the lack of management and foresight at Leeds/Bradford Airport. In the last week, it has been announced that Humberside will be open H24 and that, as a result of its runway extension, it will be taking several services away from LBA. This is only the start of "worst things to come", since plans for the second Manchester runway have actually appeared (rather than rumour) and construction of the Sheffield Aero Centre is now underway. Why can we not have H24 operations at LBA? I know the "noise lobby" is very active, but it seems that the political will of the Airport Authority is lacking. Also, why oh why, can't we have a modern radar system (SSR) to at least keep the SRA and the local area that bit safer? We need a well managed, well equipped airport, but we may have to wait another 18 months for any action, and by then, it will be too late.....

This is to say how much the recent series of articles by Dave Ward on Airband radios has been appreciated. The reviews of the different receivers have been clear, precise and honest, and these qualities should help anyone trying to select what to buy and how much to pay. There are so many receivers around that I wonder if other readers would like to "air" their views on what they own currently. The talk by Andy Rackham on 1st September 1991 provided enough background information on Airband radio. What do other readers think about their sets? How do they judge what to buy and how much do we rely on the superb services of "Air Supply"? For the record, I have a Sony Air-7, with which I'm totally satisfied for airband reception (VHF, that is). It's easy to use, very sensitive with the right antenna, and easily combined with other Sony equipment. Also, if anyone else has memories of pre-PLL-Synthesized, scanning models e.g. Shorrocks, Gauer etc., I would love to hear them.

Ewan Griffiths.

All times and Radio Frequencies etc. published in this Bulletin are for the private enjoyment of Society members only and must not be used for Commercial purposes. They are subject to alteration by the authorities concerned at any time and Air Yorkshire cannot be held responsible for any changes that may occur.

Airline News

A slight alteration has been made to the computer programme this month, which will hopefully result in all the text appearing on the page, rather than off it, as happened last month.

Loganair have now introduced their Jetstream 31s to the Leeds Bradford-Glasgow service as mentioned last month, with G-LOGP and G-LOGU being early visitors (the airline has registered G-LOGP/R/T/Y/V). A Jetstream 31 is also based at Manchester, for the operation of thrice-daily services to Londonderry and a daily frequency to Inverness Dalcross. In another surprising move, Loganair has announced its intention to dispose of its two BAe146-200 aircraft at the end of October. The aircraft, delivered to Loganair in 1988, will be

returned to British Aerospace in part exchange for two new ATPs (to be registered G-LOGA and G-LOGB). A third new ATP will be acquired on lease from British Midland during the next month, and the two existing aircraft have been reregistered, G-OLCC and G-OLCD becoming G-LOGC and G-LOGD.

Birmingham European are another airline withdrawing a type from their fleet: the airline has been operating two Shorts 3-60-300s for just over a year, the specimens involved being G-BPFS and the former Capital G-BNDM, but these are to be returned to Short Brothers in October.

At the same time, the three Jetstreams withdrawn by BEA in 1990 will be restored to service, providing a four-times daily service between

Newcastle and Birmingham and a daily service from Birmingham to Cork. The reason for the increase in frequency on the Birmingham-Newcastle services seems to be that more connections into the new Eurohub would be made available, and the Jetstreams are also considerably faster than the 3-60. Birmingham-Cork services have

however, suffered a two-thirds capacity cut. BEA also sold 1-11-400 G-BBMF to Okada Air recently, reducing its fleet of One Elevens to four. A series 500 is being chartered from British Airways to operate the evening Birmingham-Belfast service on a daily basis.

The number of BAC1-11s finding new homes in Nigeria has suddenly increased. Two ex TACA El

Salvador series 400s, acquired by a British property developer in 1990, have been sold to Kabo Air, while both of the ex-RAAF i-11-200s, also currently on the British register, are destined for Okada Air. Aer Lingus' four i-11 200s have gone to a new carrier named Hold Trade Air, and several other i-11s, including the ex-Airways International Cymru aircraft and a few of Dan-Air's -200s and -300s have also winged their way down to Okada in the last few months.

On the home front, most of the brochures for Summer 1992 have been published. The Thomsons programme is slightly expanded, with the addition of a second Malta flight (on Tuesday evenings with Air Malta) and a Tenerife flight (Wednesday

mornings on a Spanair MD83), but the rest remains much the same as usual. Certain flights have changed days, for example the Saturday Palma will operate on Sunday mornings, and the Saturday Ibiza will now go on Mondays, on a Britannia 737. Other surprises include Leeds-based tour operator Sunworld, who will operate weekly flights to Palma and Tenerife using Inter European's Boeing 737-300 aircraft (Palma on Saturday afternoon, Tenerife on Friday morning) and an increase in Balkan Holidays' programme to three flights, two to Varna and one to Bourgas. All three seem to be operated by Balkan TU154s. The Friday afternoon Malaga service looks as though it will again be Air UK Leisure.

It is now almost certain that it will be next March

before services to Gatwick will commence, due to the rather lengthy CAA processes put into effect when more than one carrier applies for a route licence. A similar scenario surrounds the Bristol route, for which Celtic Airways and Brymon Airways have applied. The latter carrier proposes a twice daily operation between Leeds Bradford and Bristol using 36-seat Dash Eight 100s from next March if successful.

Two more Boeing 757s have come onto the British register recently, one being Air 2000's thirteenth (G-000U), a new aircraft acquired on lease from GPA, and the other is a B757 Package Freighter, registered to Anglo Cargo as G-OB0Z. The aircraft is leased from Ansett Worldwide.
C 1991 JPH