

AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 18 No 9

(FOR PRIVATE CIRCULATION ONLY)

SEPTEMBER 1992

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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 :Veteran & Vintage Aircraft. An illustrated talk.

DECEMBER 6th :Grand Christmas Function.

CHAIRMAN'S CHAT

The last few weeks have been rather hectic running around arranging replacement last minute Speakers, cancelling undersubscribed trips (Amsterdam), and fitting everyone in on oversubscribed trips (Leeming). We are therefore appealing to you, the members, to 1 Suggest Speakers for future meetings, and 2 A volunteer at the A.G.M. to take on the role of Trips Organiser.

Competitions Photographic 3 6"x 4" Prints or Slides to be submitted by hand or post by the November 1st meeting.

Model Making Entries to be brought to the December meeting. Please return this years Trophies by the December meeting.

On Tuesday 22nd September 34 members left the Club for RAF Leeming. The weather was typical LBA i.e. damp, wet, low cloud and mist. It was a little better when we left the A1 slip road and spirits were lifted when we were immediately over flown by a Tornado on an overshoot. Our enthusiasm meant we arrived approximately one hour early, so we had a short wait while our escorting Corporal arrived. We were soon through the main gate and after a short drive the party was split in two. The first party was shown into the Mountain Rescue Section, one hour and twenty minutes quickly passed as we were shown the full set up including the Search dogs. The bus then returned and the parties changed over to visit 25 Squadron. The visit here was to the Operations room with slide show all contained in a bomb proof building. It was then on to a hardened shelter for close ups of two Tornado's. As my knowledge of military aircraft is very limited, I will leave it to other members to give a more detailed account of our visit which I am sure everyone enjoyed.

CREDITS

T.W.Sykes
J.Jackson

R.Fozzard
L.Scheftsik

C.F.Brown
M.Stoneley.

J.Stanfield

B.Taylor

LEEDS/BRADFORD MOVEMENTS - AUGUST 1992

	ATA	ATD		ATA	ATD
1. G-BNGL Boeing 737-300	0701		LZ-ABC Airbus A320	0720	0909
OO-MFD Brasilia	0727		G-LEGS Short 360	0832	
G-OLLY Navajo	0901	1229	G-OBHD Short 360	0906	
EL-FKC Fokker 50	0935		G-BMAG DC9	1006	
G-AZFI Arrow	1011	1140	G-PORK AA5B Tiger	n/s	1056
G-WGEL Boeing 737	1058		G-ORED BN2 Islander	1100	
G-LORD Seneca	n/s	1135	G-AZLY Cessna F150L	1209	
G-EMYK BAe ATP	1312		D-EEAO Cessna P210N	1318	1509(10)
G-WGEL Boeing 737	1521		G-OREX Short 360	1546	
G-BCWA BAC 1-11	1604		G-DMCS Arrow	1640	
G-BLTO Short 360	1734		G-BMAI DC9	1837	
G-JHAN King Air 200	1845		EI-CFC SAAB 340	1912	
G-BMAI DC9	2119				
2. EI-CFA SAAB 340	0858		G-BNGL Boeing 737-300	0910	
G-BMAI DC9	0923		G-WGEL Boeing 737	1007	
G-MAXW Short 360	1010		G-OREX Short 360	1220	
G-BMAI DC9	1233		G-BPJC Robinson R-22	1255	1451
G-KOTA PA-28 Dakota	1259		G-WGEL Boeing 737	1356	
G-OBHD Short 360	1517		EI-CFA SAAB 340	1543	
G-BCWA BAC 1-11	1623		G-BLZT Short 360	1706	
LZ-BTQ TU154	1711	2134	G-ELDI DC9	1830	
G-OBHD Short 360	1847		OO-DTN Brasilia	1855	
EI-CFD SAAB 340	1909		G-BLZT Short 360	2017	
G-BNGL Boeing 737-300	2100		G-ELDI DC9	2129	
3. OO-DTN Brasilia	0733		G-OBHD Short 360	0757	
G-BNGL Boeing 737-300	0801		G-BMHK Short 360	0804	
EI-CFB SAAB 340	0903		I-ATRP ATR 42	0924	1039
G-PKBE DC9	0926		G-BLZT Short 360	0945	
G-BMNF King Air 200	1115	1850	G-PKBE DC9	1230	
G-BFVB Boeing 737	1433		G-PKBE DC9	1513	
G-OBHD Short 360	1519		G-BLZT Short 360	1654	
G-LORD Seneca	1701		G-BJZK Cessna T303	1722	
G-BMHK Short 360	1808		G-PKBE DC9	1822	
G-OBHD Short 360	1847		OO-MFD Brasilia	1903	
EI-CFD SAAB 340	1921		G-BLZT Short 360	2018	
G-PKBE DC9	2138				
4. OO-DTH Brasilia	0743		G-OBHD Short 360	0747	
G-WACK Short 360	0752		G-BRFV Cessna T182	0843	
EI-CFA SAAB 340	0854		G-PKBE DC9	0927	
G-BLZT Short 360	0935		G-KOTA PA-28 Dakota	1051	1326
G-BFWW Jetranger	1117		N47MI Citation II	1151	
G-BMAM DC9	1238		VR-CHR Cessna 340	1337	
G-BYAE Boeing 757	1436		G-BTJL Tomahawk	1451	
G-BFWW Jetranger	1503		G-BMAM DC9	1526	
G-OBHD Short 360	1528		G-BKHE Boeing 737	1533	
G-LORD Seneca	1559		G-WACK Short 360	1813	
G-BMAM DC9	1826		G-BREX Archer II	1846	
G-OBHD Short 360	1850		9H-ABF Boeing 737	1858	
EI-CFD SAAB 340	1916		G-LORD Seneca	1942	
G-BLZT Short 360	2019		OO-DTL Brasilia	2050	
G-PKBD DC9	2124				

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
5. G-TELL Cessna 421C	0716		<u>OO-DTF Brasilia</u>	0751	
G-BMHX Short 360	0756		G-OBHD Short 360	0759	
<u>EI-CFD SAAB 340</u>	0855		G-BSYI Twin Squirrel	0913	
G-BLKY Baron	0923		G-PKBD DC9	0943	
G-BLZT Short 360	0947		G-BNRX Seneca	1004	
G-OAWY Cessna 340	1053		<u>XA-RPH DC9 83</u>	1159	
N85D Falcon 900	1217	1739	G-PKBD DC9	1252	
G-BGSI Tomahawk	1403		G-ELDI DC9	1521	
G-OBHD Short 360	1529		G-WACK Short 360	1819	
G-ELDI DC9	1826		G-TELL Cessna 421C	1839	
G-OBHD Short 360	1848		G-IORD Seneca	1906	
<u>EI-CFC SAAB 340</u>	1918		<u>OO-DTI Brasilia</u>	1920	
G-BLZT Short 360	2023		G-ELDI DC9	2120	
6. <u>OO-DTG Brasilia</u>	0735		G-OBHD Short 360	0745	
G-BMHX Short 360	0755		G-BUDZ Boeing 757	0856	
<u>EI-CFD SAAB 340</u>	0859		G-ELDI DC9	0926	
G-BLZT Short 360	0945		G-BPTL Cessna 172N	1013	
G-IEAD Boeing 757	1054		G-NISR Rockwell 690A	1058	1518(8)
G-OANC Warrior II	1140		G-ELDI DC9	1234	
G-BECC Boeing 737	1253		G-BBEI Navajo	1306	
G-BBNJ Cessna F150L	1422		G-PKBD DC9	1533	
G-OBHD Short 360	1540		G-BLGB Short 360	1757	
G-PKBD DC9	1838		G-OBHD Short 360	1851	
<u>OO-DTK Brasilia</u>	1901		<u>EI-CFD SAAB 340</u>	1924	
G-IORD Seneca	1943		G-IEAD Boeing 757	1953	
G-BLZT Short 360	2023		G-PKBD DC9	2126	
<u>5B-DBB Airbus A320</u>	2130				
7. <u>OO-DTK Brasilia</u>	0735		G-IEAA Boeing 737-300	0805	
G-OBHD Short 360	0808		G-BLGB Short 360	0811	
<u>EI-CFC SAAB 340</u>	0901		G-PKBD DC9	0937	
G-BLZT Short 360	0941		G-MAVI Robinson R-22	1000	
G-AXNC Boeing 737	1206		G-PKBD DC9	1249	
<u>9H-ABE Boeing 737</u>	1300		G-INDC Cessna T303	1308	
XX379 Gazelle	1403		G-TKPZ Cessna 310R	1440	
G-MONK Boeing 757	1454		G-UKLD Boeing 737-400	1509	
G-PKBD DC9	1518		G-OBHD Short 360	1527	
G-BLZT Short 360	1701		G-BLGB Short 360	1813	
G-PKBD DC9	1833		G-IEAA Boeing 737-300	1838	
G-OBHD Short 360	1851		<u>OO-DTF Brasilia</u>	1912	
<u>EI-CFB SAAB 340</u>	1918		G-BLZT Short 360	2021	
G-TONI Cessna 421C	2039		G-PKBD DC9	2146	
8. G-IEAA Boeing 737-300	0701		<u>OO-DTK Brasilia</u>	0734	
G-ISLE Short 360	0841		G-OBHD Short 360	0907	
<u>EI-FKB Fokker 50</u>	0847		G-BMAB DC9	0950	
G-BLDE Boeing 737	1205		G-BMAM DC9	1251	
G-BLZT Short 360	1354		G-OREX Short 360	1527	
G-BLDE Boeing 737	1546		G-BJYL BAC 1-11	1605	
G-MAXW Short 360	1628		G-BLZT Short 360	1726	
G-BMAB DC9	1901		G-BMAI DC9	2150	
9. <u>EC-EJQ DC9 83</u>	1519		G-OBHD Short 360	1541	
<u>EI-CFB SAAB 340</u>	1609		G-TKPZ Cessna 310R	1631	
G-BLZT Short 360	1703		G-BJYL BAC 1-11	1712	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
9. <u>IZ-BFK TU154</u>	1717		<u>OO-MTD Brasilia</u>	1846	
G-OBHD Short 360	1851		<u>EI-CFA SAAB 340</u>	1923	
G-PKBD DC9	1937		G-INDC Cessna T303	1944	
G-BLZT Short 360	2030		G-ELDI DC9	2139	
10. <u>OO-MTD Brasilia</u>	0732		G-OBHD Short 360	0754	
G-BLPV Short 360	0758		<u>EI-CFA SAAB 340</u>	0854	
G-ELDI DC9	0927		G-BLZT Short 360	0936	
G-BGLW Seneca	0939		G-IEAA Boeing 737-300	1141	
G-TKPZ Cessna 310R	1148		G-ELDI DC9	1235	
<u>F-GIDV King Air 200</u>	1254	1347	G-BKTZ T67 Firefly	1304	
G-BASL Cherokee 140F	1356		G-ORZZ Robinson R-22	1424	
G-BSTZ Cherokee 140	1439		G-BEOG Boeing 737	1506	
G-OBHD Short 360	1527		G-ELDI DC9	1531	
G-TKPZ Cessna 310R	1604		G-SOUL Cessna 310R	1628	1645
G-BEWR Cessna F172N	1640		G-BLZT Short 360	1705	
G-BBEF Tomahawk	1721		G-BLPV Short 360	1806	
G-ELDI DC9	1829		G-OBHD Short 360	1843	
<u>OO-DTK Brasilia</u>	1903		G-AZLY Cessna F150L	1918	
<u>EI-CFC SAAB 340</u>	1921		G-OAKC Navajo	2003	2345
G-CZAR Citation V n/s	2010		G-BLZT Short 360	2020	
G-ELDI DC9	2149				
11. <u>OO-DTN Brasilia</u>	0727		G-EMNF King Air 200	0734	
G-TKPZ Cessna 310R	0753		G-BLPV Short 360	0759	
G-OBHD Short 360	0805		G-BRFV Cessna T182	0833	
<u>EI-CFC SAAB 340</u>	0854		G-ELDI DC9	0928	
G-BLZT Short 360	0941		G-ELDI DC9	1243	
G-HPLC Sikorsky S76	1316		G-BTMR Cessna 172M	1345	
G-BTZF Boeing 737	1410		G-BYAC Boeing 757	1423	
G-OBHD Short 360	1533		G-OSUE Jetranger n/s	1543	
G-ELDI DC9	1546		G-HPZC Cessna 152	1601	
G-AVRN Boeing 737	1652		G-BLGB Short 360	1809	
G-BSTZ Cherokee 140	1818		G-ELDI DC9	1826	
<u>9H-ABC Boeing 737</u>	1847		G-OBHD Short 360	1850	
<u>OO-DTF Brasilia</u>	1859		<u>EI-CFA SAAB 340</u>	1923	
G-BSEW Jetranger	1959		G-BLZT Short 360	2024	
G-AVRN Boeing 737	2047		G-ELDI DC9	2135	
12. <u>OO-DTF Brasilia</u>	0749		G-OBHD Short 360	0752	
G-BMAR Short 360	0811		<u>EI-CFD SAAB 340</u>	0851	
G-ELDI DC9	0931		G-BLZT Short 360	0938	
G-JLRW Duchess	0947		G-BTGU Seneca	0959	
G-VVIP Cessna 421C	1019	1222	G-BAVL Aztec	1022	
<u>XA-RPH DC9 83</u>	1131		G-ELDI DC9	1246	
G-TKPZ Cessna 310R	1306		G-BEOG Boeing 737	1445	
G-OBHD Short 360	1534		G-ELDI DC9	1539	
G-AZFM Arrow n/s	1617		G-BWMP Rockwell 695A	1719	
G-BLPV Short 360	1810		G-ELDI DC9	1839	
G-OBHD Short 360	1849		<u>OO-MTD Brasilia</u>	1911	
<u>EI-CFA SAAB 340</u>	1922		G-BLZT Short 360	2011	
G-ELDI DC9	2139				
13. <u>G-WROX Navajo</u>	0115		<u>OO-DTG Brasilia</u>	0742	
G-OBHD Short 360	0755		G-BLGB Short 360	0759	
G-BUDZ Boeing 757	0850		<u>EI-CFB SAAB 340</u>	0859	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
13. G-IEAC Boeing 757	0924		G-ELDI DC9	0931	
G-BLZT Short 360	0943		96606 UH-1N	1003	1030
G-BRDO Cessna 177B	1017		G-IORD Seneca	1100	
G-BRPU Duchess	1124		G-BEWR Cessna F172N	1134	
G-TKPZ Cessna 310R	1141		G-ELDI DC9	1228	
G-AWAJ Baron	1259		G-BELR Cherokee 140	1331	
G-ELDI DC9	1524		G-OBHD Short 360	1528	
G-ROMA Hughes 369HS	1700		G-WACK Short 360	1809	
G-ELDI DC9	1832		G-IEAC Boeing 757	1839	
G-BOHD Short 360	1847		<u>OO-DTN Brasilia</u>	1859	
ET-CFC SAAB 340	1921		G-BLZT Short 360	2016	
<u>5B-DBB Airbus A320</u>	2149		G-ELDI DC9	2155	
14. <u>OO-MTD Brasilia</u>	0738		G-OBHD Short 360	0754	
G-WACK Short 360	0800		G-IEAA Boeing 737-300	0813	
<u>ET-CFB SAAB 340</u>	0857		G-EMWP Rockwell 695A	0912	
G-ELDI DC9	0932		G-BLZT Short 360	0937	
G-BOVK Warrior II	1041		G-BOTN Warrior II	1107	
G-BGBY Tomahawk	1114		G-AXSW Cessna FA150K	1127	
G-DONS Turbo Arrow IV	1152		G-BFLV Cessna F172N	1155	
G-BAIW Cessna F172M	1205		G-AXNC Boeing 737	1244	
G-ELDI DC9	1247		G-MONK Boeing 757	1315	
G-HPLC Sikorsky S76	1320		<u>2H-ABG Boeing 737</u>	1323	
G-TKPZ Cessna 310R	1432		G-UKLA Boeing 737-400	1449	
<u>ET-BVI BAC 1-11</u>	1459	1536	G-OBHD Short 360	1524	
G-ELDI DC9	1540		G-ROMA Hughes 369HS	1557	
G-CRIL Rockwell 114	1635		G-BLZT Short 360	1703	
G-WACK Short 360	1809		G-ELDI DC9	1824	
G-IEAA Boeing 737-300	1838		G-OBHD Short 360	1853	
<u>OO-DTF Brasilia</u>	1903		<u>ET-CFC SAAB 340</u>	1932	
G-BLZT Short 360	2028		G-ELDI DC9	2126	
15. G-IEAA Boeing 737-300	0700		<u>IZ-EFA TU154</u>	0718	
<u>OO-DTF Brasilia</u>	0739		G-BKMX Short 360	0834	
G-BJCW Saratoga SP	0904		G-OBHD Short 360	0908	
<u>ET-FKF Fokker 50</u>	0941		G-EMAB DC9	0948	
G-BFFE Cessna 152	0952		G-BGEL Boeing 737	1103	
G-BEXW Archer II	1149		G-PKBE DC9	1236	
<u>I-FSAH SA227AC Metro IV n/s</u>	1259	1813	G-BOAC Concorde	1332	
G-BLZT Short 360	1345		G-SELL Robin DR400/180	1405	
G-DAFT Twin Squirrel	1502		ZAL68 Sea King n/s	1503	1008
G-BPZX Cessna 152	1525		G-WGEL Boeing 737	1531	
G-MAXW Short 360	1536		G-BFFE Cessna 152	1549	
G-BJYL BAC 1-11	1559		G-BHIN Cessna 152	1646	
G-BLTO Short 360	1649		G-BLZT Short 360	1655	
G-EMAA DC9	1838		<u>ET-CFC SAAB 340</u>	1913	
G-EMAA DC9	2127		G-IEAA Boeing 737-300	2208	
16. G-IEAA Boeing 737-300	0821		<u>ET-CFA SAAB 340</u>	0855	
G-EMAB DC9	0920		G-OREX Short 360	1005	
G-WGEL Boeing 737	1021		G-TNTG BAE 146 300QT	1045	1200
<u>OY-CCG Citation III</u>	1121	1154	G-EMAB DC9	1230	
G-MAXW Short 360	1238		G-TKPZ Cessna 310R	1308	
G-BHWE Boeing 737	1354		<u>EC-EHT DC9 83</u>	1403	
G-WGEL Boeing 737	1412		G-DAAH Arrow	1421	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
16. <u>G-OBHD Short 360</u>	1521		G-IIIG Stearman	1523	
<u>N707J Stearman</u>	1523		<u>EI-CFA SAAB 340</u>	1555	
<u>OO-VLH Navajo</u>	1622	1739	G-BJYL BAC 1-11	1632	
<u>G-BLZT Short 360</u>	1657		ZA168 Sea King	1712	
<u>LZ-BFS T1154</u>	1729		G-OBMJ Boeing 737-300	1823	
G-OBHD Short 360	1852		<u>OO-DTK Brasilia</u>	1915	
<u>EI-CFD SAAB 340</u>	1918		<u>G-BLZT Short 360</u>	1924	
<u>G-IEAA Boeing 737-300</u>	2036		G-OBMJ Boeing 737-300	2123	
17. <u>OO-DFO Brasilia</u>	0737		G-IEAA Boeing 737-300	0744	
G-OBHD Short 360	0752		G-NUIG King Air C90	0753	0813
G-BLPV Short 360	0807		G-TKPZ Cessna 310R	0813	
<u>EI-CFB SAAB 340</u>	0905		<u>G-BLZT Short 360</u>	0935	
<u>G-BJCW Saratoga SP</u>	0942		G-PKBM DC9	1011	
G-ODNP Cessna 310R	1259		G-PKBM DC9	1312	
G-HIEL Robinson R-22	1325		G-BECH Boeing 737	1446	
G-OBHD Short 360	1511		G-PKBM DC9	1554	
G-EPVJ Cessna 152	1555		G-AVIB Cessna F150G	1631	
G-TKPZ Cessna 310R	1650		<u>G-BLZT Short 360</u>	1654	
G-NUIG King Air C90	1720		G-HIEL Robinson R-22	1810	
G-BLPV Short 360	1811		G-PKBM DC9	1828	
G-OBHD Short 360	1842		<u>OO-DTN Brasilia</u>	1910	
<u>EI-CFB SAAB 340</u>	1917		<u>G-LORD Seneca</u>	1959	
<u>G-BLZT Short 360</u>	2015		G-PKBM DC9	2126	
18. <u>G-FISH Cessna 310R</u>	0701		<u>OO-DTK Brasilia</u>	0747	
G-BLPV Short 360	0803		G-OBHD Short 360	0808	
<u>EI-CFD SAAB 340</u>	0858		G-PKBM DC9	0931	
<u>G-BLZT Short 360</u>	0935		G-CITY Navajo	0937	1318
<u>F-GHHV King Air 100</u>	1041		G-CULL Jetranger	1122	
<u>G-BFLV Cessna F172N</u>	1159		G-PKBM DC9	1237	
G-TKPZ Cessna 310R	1251		<u>N421WF Cessna 421C</u>	1315	
<u>N57BC Citation II</u>	1317		G-BGYK Boeing 737	1331	
<u>G-AWAJ Baron</u>	1400		<u>N14BU Rockwell 690</u>	1454	
G-PKBM DC9	1525		G-OBHD Short 360	1528	
G-BYAE Boeing 757	1531		G-BLPV Short 360	1802	
G-PKBM DC9	1828		G-OBHD Short 360	1846	
<u>9H-ABG Boeing 737</u>	1903		<u>OO-DTN Brasilia</u>	1918	
<u>EI-CFB SAAB 340</u>	1925		G-LORD Seneca	1950	
G-PKBM DC9	2126		<u>G-BLZT Short 360</u>	2149	
19. <u>OO-DTH Brasilia</u>	0735		G-OBHD Short 360	0753	
G-BLGB Short 360	0805		<u>EI-CFD SAAB 340</u>	0900	
G-BLKY Baron	0906		G-PKBM DC9	0912	
G-BASM Seneca	0916		<u>G-BLZT Short 360</u>	0936	
G-BHUI Cessna 152	1121		<u>XA-RPH DC9 83</u>	1137	
G-BNVB AASA Cheetah	1156	1645	G-NNAC Super Cub	1159	
G-AVIA Cessna F150G	1216		G-ELDI DC9	1226	
G-BOVK Warrior II	1253		G-BFGG Cessna 414	1357	
G-OBHD Short 360	1533		G-ELDI DC9	1536	
G-CNIS P68 Victor	1547		G-ZFDB Twin Squirrel	1650	
G-HURN Robinson R-22	1807		G-BMHX Short 360	1811	
G-ELDI DC9	1828		G-OBHD Short 360	1844	
G-BIZG Cessna 152	1853		<u>OO-DTK Brasilia</u>	1906	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
19. <u>EI-FKC Fokker 50</u>	1914		G-ARYI Cessna 172C	2009	
G-SWFT King Air 200	2012		<u>N14BU Rockwell 690</u>	2021	
G-BLZT Short 360	2026		G-ELDI DC9	2121	
20. <u>OO-DTI Brasilia</u>	0751		G-WACK Short 360	0805	
G-OBHD Short 360	0811		<u>G-GNXI Boeing 757</u>	0905	
<u>EI-CFD SAAB 340</u>	0908		G-IEAC Boeing 757	0915	
G-ELDI DC9	0939		G-BLZT Short 360	0943	
G-ELDI DC9	1240		G-ELDI DC9	1524	
G-OBHD Short 360	1540		G-JHAN King Air 200	1604	
G-BMAR Short 360	1807		G-ELDI DC9	1827	
G-IEAC Boeing 757	1846		G-OBHD Short 360	1850	
<u>OO-DTJ Brasilia</u>	1856		<u>EI-BIC Cessna F172N</u>	1921	
<u>EI-CFA SAAB 340</u>	1935		G-BLZT Short 360	2025	
<u>5B-DBC Airbus A320</u>	2102		G-ELDI DC9	2126	
<u>EI-FKA Fokker 50</u>	2150	2231			
21. <u>OO-DTL Brasilia</u>	0732		G-OBHD Short 360	0756	
G-BLPV Short 360	0805		G-NUIG King Air C90	0904	
<u>EI-CFA SAAB 340</u>	0908		G-BMCJ Navajo	0914	
G-BNGM Boeing 737-300	0918		G-ELDI DC9	0928	
G-BLZT Short 360	0940		G-FFWD Cessna 310R	1016	
G-TVMM Cessna 310Q	1146		G-ELDI DC9	1235	
G-AXNC Boeing 737	1250		G-MONB Boeing 757	1259	
<u>9H-ABE Boeing 737</u>	1311		G-IEYE Robin DR400/180	1343	
G-OWNR King Air 200	1456		G-BSEW Jetranger	1458	
G-OOOB Boeing 757	1510		G-ELDI DC9	1518	
G-OBHD Short 360	1523		G-BNIJ TB10 Tobago	1557	
G-BLZT Short 360	1653		G-BLPV Short 360	1814	
G-FISH Cessna 310R	1820		G-ELDI DC9	1828	
G-OBHD Short 360	1845		<u>OO-DTH Brasilia</u>	1902	
<u>EI-CFC SAAB 340</u>	1923		G-BNGM Boeing 737-300	1931	
G-BLZT Short 360	2017		G-ELDI DC9	2121	
G-OOOB Boeing 757	2211	2305			
22. <u>G-BNGM Boeing 737-300</u>	0701		<u>LZ-BTY TU154</u>	0731	
<u>OO-DTI Brasilia</u>	0736		G-LEGS Short 360	0839	
G-OBHD Short 360	0910		G-BMAG DC9	0928	
<u>EI-FKD Fokker 50</u>	0945		G-WGEL Boeing 737	1106	
G-BMZC Cessna 421C	1222		G-BMAB DC9	1241	
G-OABC Hughes 369E	1405		G-BLZT Short 360	1438	
G-WGEL Boeing 737	1455		G-MAXW Short 360	1524	
G-BJYL BAC 1-11	1610		G-BLTO Short 360	1712	
G-BLZT Short 360	1737		G-BMAB DC9	1859	
<u>EI-CFA SAAB 340</u>	1927		<u>N59756 Navajo</u>	2021	1432
G-BNGM Boeing 737-300	2117		G-BMAB DC9	2127	
23. <u>G-BNGM Boeing 737-300</u>	0727		<u>EI-CFA SAAB 340</u>	0857	
G-BMAG DC9	0922		G-OREX Short 360	1002	
G-WGEL Boeing 737	1013		G-BMAG DC9	1230	
G-MAXW Short 360	1237		G-BNIJ TB-10 Tobago	1304	
XR525 Wessex	1358		G-WGEL Boeing 737	1400	
<u>EC-DOZ DC9 83</u>	1447		G-OBHD Short 360	1527	
<u>EI-CFA SAAB 340</u>	1547		G-BJYL BAC 1-11	1628	
G-BLZT Short 360	1701		<u>LZ-BTW TU154</u>	1716	
G-BAVZ Aztec	1727		G-PKBM DC9	1824	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
23. <u>G-OBHD Short 360</u>	1844		G-BRFA Navajo	1907	
<u>EI-CFD SAAB 340</u>	1910		<u>OO-DTN Brasilia</u>	1922	
<u>G-BNGM Boeing 737-300</u>	2022		<u>G-BLZT Short 360</u>	2026	
<u>G-PKBM DC9</u>	2139				
24. <u>OO-DTJ Brasilia</u>	0744		<u>G-OBHD Short 360</u>	0757	
<u>G-BMLC Short 360</u>	0805		<u>G-BNGM Boeing 737-300</u>	0809	
<u>G-NUIG King Air C90</u>	0846		<u>EI-CFC SAAB 340</u>	0852	
<u>G-GREN Cessna T310R</u> n/s	0918		<u>G-PKBM DC9</u>	0926	
<u>G-BLZT Short 360</u>	0939		<u>G-MAVI Robinson R-22</u>	1145	
<u>G-PKBM DC9</u>	1239		<u>5114/61-PA Hercules</u>	1357	
<u>G-BAZH Boeing 737</u>	1432		<u>G-OANC Warrior II</u>	1438	
<u>G-PKBM DC9</u>	1523		<u>G-OBHD Short 360</u>	1531	
<u>G-NUIG King Air C90</u>	1636		<u>G-BLZT Short 360</u>	1703	
<u>G-AVVC Cessna F172H</u>	1714		<u>XX457 Gazelle</u>	1734	
<u>G-MAVI Robinson R-22</u>	1809		<u>G-BLPV Short 360</u>	1809	
<u>G-BGPU Cherokee 140F</u>	1814		<u>G-PKBM DC9</u>	1833	
<u>G-OBHD Short 360</u>	1850		<u>G-TVMM Cessna 310Q</u>	1857	
<u>EI-CFD SAAB 340</u>	1915		<u>OO-DTN Brasilia</u>	1926	
<u>G-BLZT Short 360</u>	2013		<u>G-PKBM DC9</u>	2127	
25. <u>G-OBHD Short 360</u>	0759		<u>40083 C21</u>	0801	
<u>G-BLPV Short 360</u>	0803		<u>OO-MTD Brasilia</u>	0818	
<u>G-BRFV Cessna T182</u>	0844		<u>EI-CFB SAAB 340</u>	0857	
<u>G-PKBM DC9</u>	0936		<u>G-BLZT Short 360</u>	0939	
<u>XX457 Gazelle</u>	1151		<u>G-PKBM DC9</u>	1237	
<u>G-BHWF Boeing 737</u>	1307		<u>G-BYAD Boeing 757</u>	1438	
<u>G-OBHD Short 360</u>	1530		<u>G-PKBM DC9</u>	1535	
<u>G-HART Cessna 15 (mod)</u>	1651		<u>OY-BJO Turbo Arrow</u>	1717	1807
<u>G-BLPV Short 360</u>	1806		<u>G-PKBM DC9</u>	1826	
<u>G-OBHD Short 360</u>	1844		<u>OO-DTN Brasilia</u>	1903	
<u>9H-ABE Boeing 737</u>	1907		<u>EI-CFA SAAB 340</u>	1909	
<u>G-BLNJ BN2 Islander</u>	1947		<u>G-BLZT Short 360</u>	2014	
<u>G-PKBM DC9</u>	2130				
26. <u>OO-DTJ Brasilia</u>	0736		<u>G-OBHD Short 360</u>	0758	
<u>G-WACK Short 360</u>	0813		<u>EI-CFD SAAB 340</u>	0855	
<u>G-BLZT Short 360</u>	0933		<u>G-ELDI DC9</u>	0936	
<u>G-ARYI Cessna 172C</u>	1141		<u>XA-RPH DC9 89</u>	1148	
<u>G-ELDI DC9</u>	1232		<u>G-ELDI DC9</u>	1515	
<u>G-BJCV Boeing 737</u>	1538		<u>G-OBHD Short 360</u>	1546	
<u>G-HAMA King Air 200</u>	1603		<u>G-BMLC Short 360</u>	1806	
<u>G-ELDI DC9</u>	1826		<u>G-OBHD Short 360</u>	1851	
<u>OO-DTJ Brasilia</u>	1915		<u>EI-CFA SAAB 340</u>	1918	
<u>G-BLZT Short 360</u>	2022		<u>G-ELDH DC9</u>	2216	
27. <u>OO-DTK Brasilia</u>	0755		<u>G-OBHD Short 360</u>	0805	
<u>G-BMLC Short 360</u>	0811		<u>EI-CFD SAAB 340</u>	0857	
<u>OY-CFW Citation</u>	0924		<u>G-PKBM DC9</u>	0929	
<u>G-BUDZ Boeing 757</u>	0935		<u>G-IEAC Boeing 757</u>	0943	
<u>G-BLZT Short 360</u>	0953		<u>G-SEEK Cessna T210N</u>	1131	
<u>G-PKBM DC9</u>	1256		<u>XS639 Andover</u>	1307	
<u>G-BAZH Boeing 737</u>	1309		<u>G-BSGK Seneca</u>	1350	
<u>G-EMER Seneca</u>	1356		<u>G-OBHD Short 360</u>	1535	
<u>G-PKBM DC9</u>	1603		<u>G-BMHX Short 360</u>	1808	
<u>F-GFEF Gulfstream 1</u>	1831		<u>G-PKBM DC9</u>	1839	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
27. G-OBOH Short 360	1846		G-IEAC Boeing 757	1856	
<u>OO-DTN Brasilia</u>	1902		EI-CFB SAAB 340	1916	
G-BLZT Short 360	2030		<u>5B-DBC Airbus A320</u>	2124	
G-PKBM DC9	2152				
28. G-OPOL HS.125 F3B/RA	0531	0702	<u>OO-DTN Brasilia</u>	0738	
G-OBOH Short 360	0752		G-BMHX Short 360	0759	
G-KFIT King Air F90	0820		G-NUIG King Air C90	0833	
<u>EI-CFC SAAB 340</u>	0855		G-PKBM DC9	0932	
<u>VR-CHR Cessna 340</u>	0935		G-BLZT Short 360	0939	
G-IEAA Boeing 737-300	1035		G-BPWN Cessna 150L	1158	
G-PKBM DC9	1237		G-BKLP Cessna F172N	1240	
<u>2H-ABC Boeing 737</u>	1253		G-AXNC Boeing 737	1259	
G-SAVE Navajo	1333		G-MOND Boeing 757	1407	
G-PKBM DC9	1515		G-OBOH Short 360	1524	
G-UKLA Boeing 737-400	1540		G-BLZT Short 360	1659	
G-KFIT King Air F90	1720		G-BMZC Cessna 421C	1737	
G-BMHX Short 360	1805		G-PKBM DC9	1825	
G-OBOH Short 360	1838		<u>OO-DTJ Brasilia</u>	1902	
G-FISH Cessna 310R	1907		<u>EI-CFA SAAB 340</u>	1917	
G-BIQJ Rockwell 112TC	1935		G-BLZT Short 360	2022	
G-IEAA Boeing 737-300	2101		G-PKBM DC9	2144	
29. G-IEAA Boeing 737-300	0659		<u>LZ-BTF TU154</u>	0707	
<u>OO-DTK Brasilia</u>	0729		G-ISLE Short 360	0837	
G-OBOH Short 360	0859		<u>EI-FKF Fokker 50</u>	0939	
G-EMAI DC9	0952		G-BLDE Boeing 737	1055	
G-BGTG Artec	1103		G-BFPH Cessna F172K	1148	
G-BASL Cherokee 140F	1232		G-BMAG DC9	1241	
G-BSCP Cessna 152	1304		G-EYES Cessna 402C	1331	1426
G-BHIN Cessna 152	1333		G-OBLK Short 360	1351	
G-ATJV Cherokee Six	1411		G-BLTO Short 360	1519	
G-BLDE Boeing 737	1521		G-BHIR Arrow	1544	
G-BJYL BAC 1-11	1622		G-MAXW Short 360	1627	
G-ZFDB Twin Squirrel	1703		G-OBLK Short 360	1710	
G-BMAG DC9	1906		<u>EI-CFB SAAB 340</u>	1921	
G-BMZC Cessna 421C	2131		<u>G-BMAG DC9</u>	2147	
G-IEAA Boeing 737-300	2157				
30. G-IEAA Boeing 737-300	0817		<u>EI-CFA SAAB 340</u>	0903	
G-BMAG DC9	0930		G-OREX Short 360	1009	
G-BLDE Boeing 737	1014		G-BLTO Short 360	1229	
G-BMAG DC9	1253		G-BLDE Boeing 737	1407	
<u>EC-EJQ DC9 83</u>	1511		G-BLZT Short 360	1525	
<u>EI-CFA SAAB 340</u>	1555		G-BJYL BAC 1-11	1648	
G-OBLK Short 360	1659		<u>LZ-BTM TU154</u>	1721	
G-BLZT Short 360	1850		<u>OO-DTL Brasilia</u>	1859	
G-PKBE DC9	1913		<u>EI-CFD SAAB 340</u>	1918	
G-IEAA Boeing 737-300	2017		<u>G-OBLK Short 360</u>	2039	
G-PKBE DC9	2200				
31. <u>OO-DTL Brasilia</u>	0727		G-IEAA Boeing 737-300	0752	
<u>EI-CFC SAAB 340</u>	0852		G-PKBE DC9	0929	
G-BJYD Cessna F152	1032		G-PKBE DC9	1221	
G-BIQJ Rockwell 112TC	1350		ZF202 Tucano	1445	0909
ZF315 Tucano	1445	n/s 0909	G-BPLA Boeing 737	1512	
G-PKBE DC9	1516		G-BLZT Short 360	1532	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
31.G-OBLK Short 360	1659		G-BLPV Short 360	1808	
G-PKBE DC9	1819		G-BLZT Short 360	1841	
OO-ITJ <u>Brasilia</u>	1850		EI-CFD <u>SAAB 340</u>	1915	
G-OBLK Short 360	2014		G-PKBM DC9	2137	

From:-

1.D-EEAO/Galway n/s Hamburg; 3. I-ATRP/Milan; 4. N47MJ/Gamston, VR-CHR/Blackbushe; 5. N85D/East Midlands to Le Bourget; 7. XX379/Netheravon; 10. F-GIDV/F&T Marseilles; 13. 96606/Menwith Hill to Church Fenton; 15. I-FSAH/F&T Bologna, ZA168/Prestwick; 16. OY-CCG/Bremen to Teesside, OO-VLH/Ostend, ZA168/Wakefield; 18. F-GHHV/Deauville, N421WF/Elstree, N57BC/Linton-on-Ouse, N14BU/Edinburgh; 19. N14BU/Zurich; 22.N59756/Dublin; 23. XR525/Leuchars; 24. 5114/61-PA/Orleans, XX457/Wilton; 25. 40083/Echterdingen, XX457/Wittering, OY-BJO/Shoreham to Glasgow; 27. OY-CPW/F&T Billund, XS639/Gutersloh, F-GFEF/Le Mans; 28. VR-CHR/Guernsey; 31. ZF202 & ZF315/Cranwell.

Overshoots:-

4. VP981/Devon 92; 5. XX495/FYY70; 7. G-BSYI/Linton 03; 10. XS714/FYY35, XX500/FYY82, XX496/FYY76; 11. G-BAVZ; 12. XX495/FYY72, XX494/FYY84, G-TKPK, ZF409/Cranwell 36; 13. XX497/FYY76; 18. XX495/FYY76, G-BAVZ; 21. XX497/FYY76; 24. ZF349/Cranwell 12, XX499/FYY79; 28. XX496/FYY61.

Movements Review

The foreign visitors are staying slightly ahead of last years total with 236 up to the end of August. Starting off this month was the Cessna P210N D-EEAO which arrived on the 1st and stayed until the afternoon of the 10th. Arriving on a charter on the 3rd was our first ATR42 I-ATRP of Avianova using the callsign "NOV 8003". Visiting on the 4th was Citation II N47MJ of Conex Aviation and it was joined by Cessna 340 VR-CHR. Falcon 900 N85D on the 5th is registered to Van Nuys based Castle Aviation Inc. but it was booked into Dole Foods. Doing one of the now frequent ambulance flights was the King Air 200 F-GIDV on the 10th. The 15th saw Metro IV I-FSAH night stopping after an inbound charter as "IFS 002". A strange sight on the 16th was Stearman N707TJ, and its partner in the Crunchie formation team Stearman G-IIIG, on finals with each carrying a young lady on top of the wing. They had been performing locally out of Huddersfield but there was no fuel there so they elected to come here. Also on the 16th was the Citation 3 OY-CCG of Alkair using callsign "Alkair 003" and Navajo OO-VLH. Using callsign "RNO 718" on the 18th was King Air 100 F-GHHV and also visiting were Cessna 421C N421WF and the Island Air Citation 2 N57BC along with the Rockwell 690B N14BU which was only registered in June with the c/n 11514 which makes it ex C-GRVJ. Night stopping on the 22nd was the Gamston based Navajo N59756 and visiting on the 25th was Cherokee Arrow OY-BJO. Another Citation was OY-CPW on the 27th and it was joined by the night stopping Gulfstream I F-GFEF of Air Provence which arrived as "Air Provence 1760". Final foreigner of the month was the Cessna 340 VR-CHR from its base at Guernsey. Military visitors have been more varied than usual, Gazelle XX379 on the 7th was "Army343". On the 13th the US VIP UH-1N 96606 was "SPAR 81" and on the 15th and 16th the Royal Navy Sea King ZA168 was "NAVY 703". On the 23rd Wessex XR525 was using one of the funny RAF callsigns, this was "FLJ22" although "FLJ22" on the way in. Doing a touch and go on the 24th was French Air Force Hercules 5114/61-PA, the full code of the aircraft is F-RAPA and it was "CFM 1080". Gazelle XX457 was "Army 467" on the 24th and 25th. The USAF was back with us on the 25th when C-21 40083 visited as "Clue 66". A medical emergency brought the RAF Andover XS739 from Gutersloh on the 27th as "Ascot 7564" and night stopping on the 31st were the Tucano's of the Cranwell Poachers ZF202 and ZF315 as "Poacher formation".

MOVEMENTS REVIEW (Contd.)

A new Cessna 421C noted during the month was G-VVIP on the 12th as "Prestige 01". No sooner do we print a residents list than the residents change. Citation G-ELOT has been sold and departed on the 14th or 15th. Cessna 421 G-KYIN is now confirmed as a resident. Yorkshire Light have dragged the remains of Cessna 150 G-AVES out of the depths of their upstairs storage area and on the 12th it was laid out on the hangar floor with a view to rebuild. Cessna 421 G-BNEZ which arrived on the 31st of July did an air test as G-DARR on the 19th and is reported to be a resident. Twin Comanche G-BKCL arrived back on the 17th but is also spending time down at Grosland Moor. Arrow OY-CEI is still with us and is now considered resident but the status of Seneca G-BBFX which has been in the hangar for some time now is uncertain.

LEEDS/BRADFORD AIRLINE NEWS - JULY 1992INBOUND DIVERSIONS

01 UKA601 EDI HUY G-BAKL FK27 NWI UKA601
04 UKA831 AMS HUY G-BHMW FK27 MME UKA831A

REGULAR FLIGHTS

AAN1903	TFS	<u>01/XA-RPH</u>	08/XA-RPH	15/XA-RPH	22/XA-RPH	29/XA-RPH
AMC3211	MLA	<u>07/9H-ABG</u>	14/9H-ABG	21/9H-ABB	28/9H-ABG	
AMC3213	MLA	<u>03/9H-ABE</u>	10/9H-ABC	17/9H-ABF	24/9H-ABC	31/9H-ABF
BAL035A	SZG	<u>05/G-BPLA</u>	26/G-BHWE			
BAL222A	GRO	<u>03/G-AWSY</u>	10/G-AWSY	17/G-AWSY	24/G-AWSY	31/G-AWSY
BAL408A	ALC	<u>07/G-BHWE</u>	14/G-BJXJ	21/G-BTZF	28/G-BECH	
BAL515A	SZG	<u>16/G-BADP</u>				
BAL534A	PMI	<u>07/G-BYAE</u>	14/G-BYAC	21/G-BYAC	28/G-BYAD	
BAL540A	IBZ	<u>06/G-BEOG</u>	13/G-BPLA	20/G-BHWE	27/G-BEOG	
BAL856A	SZG	<u>01/G-BGYJ</u>	15/G-AWSY	29/G-AWSY		
CFE8063	GCI	<u>04/G-OGCI</u>	05/Cancel	11/G-OREX	12/Cancel	18/G-MAXW
		<u>19/G-BLTO</u>	25/G-MAXW	26/G-MAXW		
CFE8065	JER	<u>04/G-OREX</u>	05/G-BLTO	11/G-MAXW	12/G-MAXW	18/G-OREX
		<u>19/G-OREX</u>	25/G-OREX	26/G-OREX		
DAN381	JER	<u>04/G-BLDE</u>	11/G-BLDE	18/G-BLDE	25/G-BLDE	
DAN383	JER	<u>04/G-BLDE</u>	11/G-BLDE	18/G-BLDE	25/G-BLDE	
DAN385	JER	<u>04/G-BJYL</u>	11/G-BJYL	18/G-BJYL	25/G-BJYL	
DAN391	JER	<u>05/G-BOWR</u>	<u>12/G-BPNT</u>	19/G-BOWR	26/G-BLDE	
DAN395	JER	<u>26/G-BLDE</u>				
DAN397	JER	<u>05/G-BJYL</u>	<u>42/G-BJYL</u>	19/G-BJYL	26/G-BJYL	
ECA847	LCA	<u>02/5B-DBB</u>	09/5B-DBB	16/5B-DBC	23/5B-DBC	30/5B-DBC
IEA526	ZTH	<u>02/G-OAHK</u>	09/G-OAHK	16/G-IEAC	23/DivMAN	30/G-IEAB
IEA527	MAN	<u>02/G-OAHK</u>	09/G-OAHK	16/G-IEAC	23/DivMAN	30/G-IEAB
IEA552	TFS	<u>03/G-BNGM</u>	10/G-BNGM	17/G-BNGL	24/G-BNGM	31/G-BNGL
IEA554	CFU	<u>03/DivMAN</u>	10/G-BNGM	17/G-BNGL	24/G-BNGM	31/G-BNGL
IEA556	PMI	<u>04/G-BNGM</u>	11/G-BNGM	18/G-BNGL	25/G-BNGM	
IEA560	RHO	<u>04/G-BNGM</u>	11/G-BNGM	18/G-BNGL	25/G-BNGM	
IEA562	LCA	<u>05/G-BNGM</u>	12/G-BNGM	19/G-BNGL	26/G-BNGM	
IEA564	PFO	<u>06/G-IEAA</u>	12/G-BNGM	19/G-BNGL	26/G-BNGM	
LAZ7926	BOJ	<u>05/LZ-BTG</u>	12/LZ-BTO	19/LZ-BTO	26/LZ-BTA	
LAZ7958	VAR	<u>04/LZ-BTG</u>	11/LZ-***	18/LZ-BTI	25/LZ-BTL	
MON4832	IOM	<u>04/G-LBGS</u>	11/G-BKMX	18/G-BKMX	25/G-BKMX	
MON456	PMI	<u>03/G-MONJ</u>	<u>10/G-DAJB</u>	17/G-MONJ	24/G-MONK	31/G-MONJ
NXA409	YYZ	<u>02/G-BUDZ</u>	09/G-BUDZ	16/G-BUDZ	23/G-GNXC	30/G-BUDZ
SPP354	PMI	<u>05/EC-EOZ</u>	12/SE-DFT	19/SE-DFT	26/EC-EIG	
UKL5011	AGP	<u>03/G-UKLD</u>	10/G-UKLA	17/G-UKLA	24/G-UKLA	31/G-UKLA

All aircraft making first visits are underlined.

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

Due to a fuel shortage in Bulgaria on the 11th, Airbus 320 LZ-ABB operated from Bourgas as IAZ7957 but a technical problem prevented the departure. Tupolev 154 LZ-BTG diverted in to collect the outbound passengers IAZ7946/7958 Manchester - Varna, and LZ-ABB positioned to Sofia on the 13th as IAZ7950.

OTHER FLIGHTS

01 G-OLAH	SH36	UKA606	t Edinburgh	Lieu UKA SH36
01 G-OLAH	SH36	UKA607/695	Edinburgh-Belfast Intl	Lieu UKA SH36
01 G-OLAH	SH36	UKA696/620	Belfast Intl-Edinburgh	Lieu UKA SH36
01 G-OLAH	SH36	UKA631/630	f/t Edinburgh	Lieu UKA SH36
01 G-OLAH	SH36	UKA647/606	f/t Edinburgh n/s	Lieu UKA SH36
02 G-OLAH	SH36	UKA607/695	Edinburgh-Belfast Intl	Lieu UKA SH36
02 G-OLAH	SH36	UKA696/620	Belfast Intl-Edinburgh	Lieu UKA SH36
02 G-OLAH	SH36	UKA631/630	f/t Edinburgh	Lieu UKA SH36
02 G-OLAH	SH36	UKA647/606	f/t Edinburgh n/s	Lieu UKA SH36
03 G-OLAH	SH36	UKA607/695	Edinburgh-Belfast Intl	Lieu UKA SH36
03 G-OLAH	SH36	UKA696/620	Belfast Intl-Edinburgh	Lieu UKA SH36
03 G-OLAH	SH36	UKA631/630	f/t Edinburgh	Lieu UKA SH36
04 G-BOAC	CONC	BAW9024C/9026C	Heathrow-Local	Pax charter
04 G-BOAC	CONC	BAW9026C/9027C	Local-Heathrow	Pax charter
05 EI-BEE	B737	EIN366/367	f/t Dublin	Lieu SF34
06 OY-MMU	FK50	DMA211/9212	f/t Billund	Pax charter
09 ZE701	BA46	Kitty 4	f/t Lyneham	Royal
11 ZE702	BA46	Kitty 4	Northolt-Benson	VIP
13 <u>CCCP85546</u>	TU54	BIA9001/9002	f/t Riga	Pax charter
14 ZE702	BA46	Kitty 5	Lyneham-Linton-on-Ouse	Royal
21 ZE700	BA46	Kitty 3	Northolt-Benson	Royal
22 ZE701	BA46	Kitty 3	f/t Finningley	Royal
22 G-BNGM	B733	IEA100P/100	East Midlands-Local	Travel Agents
22 G-BNGM	B733	IEA100/100P	Local-East Midlands	Educational
24 G-BITW	SH33	CIC526P/526	Cardiff-Koln/Bonn	Freight
27 <u>CCCP85546</u>	TU54	BIA9001/9002	f/t Riga	Pax charter
28 EI-BEC	B737	EIN364/365	f/t Dublin	Lieu SF34
30 G-OBMA	B733	BMA65E/419	Edinburgh-Heathrow	Lieu DC9
31 I-ATRG	AT42	NOV2067/8002	f/t Genoa	Sampdoria FC

LEEDS/BRADFORD AIRLINE NEWS AUGUST 1992INBOUND DIVERSIONS NILREGULAR FLIGHTS

AAN1903	TFS	05/XA-RPH	12/XA-RPH	19/XA-RPH	26/XA-RPH
AMC3211	MLA	04/9H-ABF	11/9H-ABG	18/9H-ABG	26/9H-ABE
AMC3213	MLA	07/9H-ABE	14/9H-ABG	21/9H-ABE	28/9H-ABG
BAL035A	SZG	16/G-BHWE			
BAL222A	GRO	07/G-AXNC	14/G-AXNC	21/G-AXNC	28/G-AXNC
BAL408A	ALC	04/G-EKHE	11/G-BTZF	18/G-BGYK	25/G-BHWF
BAL515A	SZG	06/G-BECC	27/G-BAZH		
BAL534A	PMI	04/G-BYAE	11/G-BYAC	18/G-BYAE	25/G-BYAD
BAL540A	IBZ	03/G-BFVB	10/G-BECC	17/G-BECH	24/G-BAZH
BAL856A	SZG	12/G-BECC	26/G-BJCV		
CFE8063	GCI	01/G-BLTO	02/G-MAXW	08/G-MAXW	09/DIVMAN
		16/G-OREX	22/G-BLTO	23/G-OREX	29/G-MAXW
		01/G-OREX	02/G-OREX	08/G-OREX	09/DIVMAN
CFE8065	JER	16/G-MAXW	22/G-MAXW	23/G-MAXW	29/G-BLTO
		01/G-WGEL	08/G-BLDE	15/G-WGEL	22/G-WGEL
DAN381	JER	01/G-WGEL	08/G-BLDE	15/G-WGEL	22/G-WGEL
DAN383	JER	01/G-WGEL	08/G-BLDE	15/G-WGEL	22/G-WGEL
					31/G-EPLA
					15/G-BLTO
					30/G-OREX
					15/G-MAXW
					30/G-BLTO
					29/G-BLDE
					29/G-BLDE

LEEDS/BRADFORD AIRLINE NEWS (Contd.)REGULAR FLIGHTS

DAN385	JER	<u>01/G-BCWA</u>	<u>09/G-BJYL</u>	<u>15/G-BJYL</u>	<u>22/G-BJYL</u>	<u>29/G-BJYL</u>
DAN391	JER	<u>02/G-WGEL</u>	<u>09/D1vMAN</u>	<u>16/G-WGEL</u>	<u>23/G-WGEL</u>	<u>30/G-BLDE</u>
DAN395	JER	<u>02/G-WGEL</u>	<u>09/D1vMAN</u>	<u>16/G-WGEL</u>	<u>23/G-WGEL</u>	<u>30/G-BLDE</u>
DAN397	JER	<u>02/G-BCWA</u>	<u>09/G-BJYL</u>	<u>16/G-BJYL</u>	<u>23/G-BJYL</u>	<u>30/G-BJYL</u>
ECA847	LCA	<u>06/5B-DBB</u>	<u>13/5B-DBB</u>	<u>20/5B-DBB</u>	<u>27/5B-DBB</u>	
IEA526	ZTH	<u>06/G-IEAD</u>	<u>13/G-IEAC</u>	<u>20/G-IEAC</u>	<u>27/G-IEAC</u>	
IEA527	MAN	<u>06/G-IEAD</u>	<u>13/G-IEAC</u>	<u>20/G-IEAC</u>	<u>27/G-IEAC</u>	
IEA552	TFS	<u>07/G-IEAA</u>	<u>14/G-IEAA</u>	<u>21/G-BNGM</u>	<u>28/G-IEAA</u>	
IEA554	CFU	<u>07/G-IEAA</u>	<u>14/G-IEAA</u>	<u>21/G-BNGM</u>	<u>28/G-IEAA</u>	
IEA556	PMI	<u>01/G-BNGL</u>	<u>08/G-IEAA</u>	<u>15/G-IEAA</u>	<u>22/G-BNGM</u>	<u>29/G-IEAA</u>
IEA560	RHO	<u>01/D1vMAN</u>	<u>08/G-IEAA</u>	<u>15/G-IEAA</u>	<u>22/G-BNGM</u>	<u>29/G-IEAA</u>
IEA562	LCA	<u>02/G-BNGL</u>	<u>09/D1vMAN</u>	<u>16/G-IEAA</u>	<u>23/G-BNGM</u>	<u>30/G-IEAA</u>
IEA564	PFO	<u>02/G-BNGL</u>	<u>09/D1vMAN</u>	<u>16/G-IEAA</u>	<u>23/G-BNGM</u>	<u>30/G-IEAA</u>
LAZ7926	BOJ	<u>02/LZ-BTK</u>	<u>09/LZ-BTK</u>	<u>16/LZ-BTK</u>	<u>23/LZ-BTK</u>	<u>30/LZ-BTK</u>
LAZ7958	VAR	<u>01/LZ-ABC</u>	<u>08/D1vMAN</u>	<u>15/LZ-BTA</u>	<u>22/LZ-BTK</u>	<u>29/LZ-BTK</u>
MNX832	IOM	<u>01/G-LEGS</u>	<u>08/G-ISLE</u>	<u>15/G-EKMX</u>	<u>22/G-LEGS</u>	<u>29/G-ISLE</u>
MON456	PMI	<u>07/G-MONK</u>	<u>14/G-MONK</u>	<u>21/G-MONB</u>	<u>28/G-MOND</u>	
NXA409	YYZ	<u>06/G-BUDZ</u>	<u>13/G-BUDZ</u>	<u>20/G-GNXI</u>	<u>27/G-BUDZ</u>	
SPP354	PMI	<u>02/D1vMAN</u>	<u>09/EC-EJQ</u>	<u>16/EC-EHT</u>	<u>23/EC-EOZ</u>	<u>30/EC-EJQ</u>
UKL5011	AGP	<u>07/G-UKLD</u>	<u>14/G-UKIA</u>	<u>21/G-000B</u>	<u>28/G-UKIA</u>	

All aircraft making first visits are underlined.

OTHER FLIGHTS

03 I-ATRP	AT42	NOV8003/2068	Milan Linate-Genoa	Sampdoria FC
11 G-AVRN	B737	BAL9944F/952	Gatwick-Gutersloh	Trooping
11 G-AVRN	B737	BAL953/995AF	Gutersloh-Manchester	Trooping
14 EI-BVI	BA11	RYR4573/4573P	Hannover-Stansted	Pax charter
15 G-BOAC	CONC	BAW9024C/9026C	Heathrow-Local	Pax charter
15 G-BOAC	CONC	PAW9026C/9027C	Local-Heathrow	Pax charter
15 I-FSAH	SW3	IFS002/003	f/t Bologna n/s	Pax charter
16 G-TNYG	BA46	UPA510/511	Dublin-Luton	Horse charter
20 EI-FKA	FK50	ETN2362/2363	f/t Dublin	Extra schd
24 F-RAPA	C130	CTM1080	Orleans-Inverness	Training
27 XS639	HS74	RRR7564	Gutersloh-Northolt	VIP
27 F-GFEF	G159	APR1760	Le Mans-n/s-Paris LBG	Pax charter

OUT & ABOUT

Linley Hill:- Movements:- 30/7 G-BJRW U.206G f/t Cuxwold. 1/8 G-BFHR DR.220 n/s t Burton Constable 2.8. 2.8 G-BDJC Tailwind f/t Wold Newton, G-00LE 172M f/t Brough. 7/8 G-OJIM PA-28R f Stapleford 2xn/s t Hum 9.8. 12.8 G-BTGY PA-28 f Stapleford n/s t Stapleford 13.8. 13.8 G-BGLM PA-34 f/t Stapleford, G-G-BEHU PA-34 f/t Newmarket. 14.8 G-BBKE F.150L f/t Wickenby, G-BESA AA-5 f/t Newcastle, G-BJZN T.67A f/t Burton Constable. 15.8 G-BRSC Rans S.10 f/t Full Sutton. 16/8 G-BRVZ D.117 f Brighton t Widmerpool, G-BJZN T.67A f/t Burton Constable. 18/8 XX519 Bulldog T.1 f/t Topcliffe. 22/8 G-AZOT PA-34 f/t Stapleford. 23/8 G-TSGJ PA-28 f/t Teesside. 27/8 G-AZTO PA-34 f Stapleford t DITCH at end of runway! Was removed to the hangar the following day and is still present.

Wold Newton - Willy Howe Farm:- Movements:- 6/8 G-PIGS SOGATA 150ST f/t Boon Hill. 10/8 G-BDNU F.172M f/t Eshott. 11/8 G-BFXW AA-5B f/t Leeds. 14/8 G-AXUF FA.150K f Linley Hill t Bagby then f Yearby t Linley Hill. 15/8 G-BAMB T.61C f/t Rufforth, G-ASAU MS.880B f/t Sandtoft, G-DMCS PA-28R f Sandtoft t Shacklwell. 16/8 G-YTWO F.172M f/t Sherburn, G-AWPJ F.150H f/t Humberside, G-MEGA PA-28R f/t Ottringham,

OUT & ABOUT (Contd.)

Wold Newton - Willy Howe Farm:- G-BTGL Avid Flyer f/t Barton. 18/8 G-BNWK PA-38 f Coventry 2x n/s t Coventry 20.8. 19/8 G-AZTS F.172L f/t Humberside. 21/8 G-BCEO AA-5 f/t Teesside. 22/8 G-CPTM PA-28 f Manchester Ringway n/s t Ringway 23/8, G-AVMD 150G f Bagby n/s t Bagby 23/8. 23/8 G-AVGV F.150G f/t Bagby. 27/8 G-OBLC Beech 76 f/t Staverton via Sibson. 29/8 G-ARLC Auster D.4/108 f Newcastle t Breighton, G-OBMS F.172M f/t Sherburn, G-AZOA Monsun f Sandtoft t Temple Bruer, G-BCEP AA-5 f/t Teesside, G-BUGZ T.61F f/t Dishforth, G-BAGB SF.260 f/t EMA.

Breighton:- Residents as of 23/8:- G-AEVS Aerona 100, G-AIXN M.1C Sokol (dismantled), G-AKAT/T9738 M.14A (on rebuild), G-AKVP Luscombe 8A, G-AOEG SK.1 (stored dismantled), G-ASVZ PA-28, G-ATBP RF.3, G-ATLB DR.1050-ML, G-AVKG F.172H, G-BAAD VP.1, G-BFDI/454-537 J.3C-65 (dism.) G-BGCM AA-5A, G-BOGA Citabria, G-BJAL CASA 1.131E, G-BNHT RF.3, G-BOID Citabria, G-BOIN Citabria, G-BPAG Decathlon, G-BPRA Aerona 11AC, G-BRPF 120, G-BRVA/851 Nord 3202B-1, G-BRVJ T.31N, G-BRXK/30149 SOKO P.2 (damaged), G-BTGM Aerona 7AC, G-DIZO D.120 (on rebuild), G-FUZZ PA-18, G-KENM Luscombe 8A, G-SWOT/C3011 Currie Wot, G-TAFF CASA 1.131, G-TAFO EA.230, XK819 Graddhopper TX.1 (dismantled), ? CASA 1.131 (on rebuild), and F.50 HM.14 Flying Flea.

Recent Visitors:- 2/7 F-GFNK Robin ATL (11) f Bagby. 10/7 F-PYAE D.113 (1026) f Tarbes. 15/7 HB-HFY AS.202 Bravo (135) f Sherburn, ZS-VVO F.24W Argus f Humberside. This aircraft called in for a 50hr check on its way to the EAA Fly-in at Oshkosh. 24/7 Tiger Trophy G-ARUL Cosmic Wind, G-AWDD T.66, G-BLAG Pitts S.1D, G-BRCE Pitts S.1C, G-BRHZ Akro 235, G-BSAJ CASA 1.131E, G-BSRH Pitts S.1C. All these aircraft night stopped. 16/8 Jodel Club Fly-in F-BLFX D.112 (1177), G-ARRE DR.1050, G-ASJZ D.117A, G-ASHT D.150, G-ATDO Bo.208C, G-ATIN D.117, G-AWDA T.66, G-AWVO DR.1050, G-AXAT D.117A, G-AXGZ D.62B, G-AXZT D.117, G-AYDZ DR.200, G-AYEJ DR.1050, G-AYGA D.117, G-AYXW VP.1, G-AZFF D.112, G-AZGY CP.301B, G-AZKP D.117, G-AZWF DR.1050, G-BBWN/WZ876 DHC.1, G-BOGM D.120, G-BCYH Privateer Mk.2, G-BDDG D.112, G-BFFE F.152, G-BFXR D.112, G-BGWO D.112, G-BICS R.2 100A, G-BIDG D.150A, G-BJYK D.120A, G-EKAO D.112, G-EKIR D.117, G-BMJL RC114 G-BNKM PA-18, G-BOZV DR.340, G-BPFM Aerona 7AC, G-HPVZ Luscombe 8E, G-BRIS Skybolt, G-BRPG 120, G-BRVZ D.117, G-BSVN Thorp T.18, G-BSUX Carlson Sparrow II, G-BTOS 140, G-BTFS PA-28, G-BYLL F.8L, G-DRZF DR.360, G-GUCK C.23, G-KDIX D.9, G-YAWW PA-28R. 23/8 International Auster Club Fly-in G-AIJT Auster J/4, G-ALFA Auster 5, G-ARAO/607327 PA-18, G-AVMT PA-28R, G-AXAT D.117A, G-AXGC D.62B, G-AXJJ B.121, G-AYLK F.150L, G-AYLA Airtourer 115, G-BHFK PA-28, G-BIOW T.67A, G-EKIR D.117, G-BOYZ Laser Z.200, G-BPJD SOCATA 110ST, G-HPVZ Luscombe 8E, G-EPWR R.172K, G-IEYE DR.400, G-ORZZ R.22B, G-PARI 172RG, G-RASC VP.2. 29/8 Vintage Aircraft Fly-in G-ABVE Arrow Active 2x n/s, G-APVS 170B, G-ARIG Auster D.4/108, G-ASKL D.150A, G-ATMY 150F, G-AWPE BA.4B, G-AXAT D.117A, G-AYXW VP.1 2x n/s, G-AZOE Airtourer 115, G-BEWN/WZ876 DHC.1, G-BGRI DR.1051, G-BHLH DR.400, G-BKIR D.117, G-BOXY PA-28, G-BPWR R.172K, G-BPXA PA-28, G-BRNN 152, G-BSVH J.3C-65, G-BTGL Avid Flyer, G-BTOS 140, G-BTPT PA-28R, G-BYLL F.8L, G-PIGS SOCATA 150ST, G-USTY FRED Srs.2, N28397 AA-5, 30/8 Nil - Gales. 31/8 G-AJAM J/2, G-ARAO/607327 PA-18, G-ASUB M.20E, G-AWAZ PA-28R, G-AZFI PA-28R, G-BASN C.23, G-BBDV S.903, G-BGWO D.112, G-BHFK PA-28, G-BICD Auster 5, G-BKTF T.67M, G-BLFG/16693 J/1N, G-BOHV Tailwind, G-EPFM Aerona 7AC, G-EPVA 172F, G-BTDP/53319 TMN.3R o/s at 14.23, G-BTHE 150L, G-BUIH T.61F, G-DAVE D.112, G-GCKI M.20K.

Sherburn Residents - August 1992

G-BKMB Mooney M-20, G-BLAG/BRJN Pitts, G-BCER Minicab, G-AHEC Silvaire, G-BARH Sun-downer, G-EFTE Bo.207, G-ESDL Tobago, G-WERY Trinidad, G-AYTK Jodel, G-BAJN/OBWN AA-5's, G-BIOW/BLDP T-67's, G-AZFI/AYUH/BAMM/BATV/BJAG/ENCR/SACR/S/T/U PA-28's, G-BGTG Aztec, G-BBNI Seneca, G-BAZS/BBDT/BDFZ/BFLN/BHCP/YIII C.150/152's, G-YORK/YTWO C.172's.

BRIGHTON

The annual Bank Holiday Fly-in, Camp, and Hangar Bash?!, took place at Brighton between the 29th and 31st August. Unfortunately the weather on the whole was poor, with a lot of wind and rain. A selective list of aircraft includes:-
 29th Arrow Active G-ABVE (built in Leeds in 1932!), G-BOID/N Citabrias (resident), G-TAFO Extra 230 (resident), G-APVS C.170, G-ARLG Auster, G-AWPZ the original Andreasson BA-4, G-AXAT Jodel D.117, G-BHLH DR.400, G-BNHT RF3, G-BSVH J/3 Cub, G-BFGL Avid Flyer (homebuilt), G-USTY A Fred Srs III! Chipmunk W2876 plus a Spitfire which did the most exhibiting flypast I have ever witnessed! Additions on the afternoon of the 31st included:- Auster G-AJAM, Cub G-ARAO, Auster G-BLPG and Jodel G-DAVE. Also present over the weekend were a Nord 3202 marked as 851, with serial No. 53, and a Soko Kraguj 30149. The latter is wingless and while it wears Yugoslavian A.F. colours it possesses the civil registration G-BFKK. Brighton is a very friendly airfield but visits are normally only possible at weekends, and it is often wise to check in advance.

RUFFORTH

The York Races were held towards the end of August. A visit to Rufforth on the 20th produced the following, starting with the residents:-G-RAMB, G-BLCU, G-BMLK, G-BNXL, G-BODU, G-BRRG, G-BTWD, G-BUJX, G-SOOM, all motor gliders of various types, the tug G-BLDG, a Piper Pawnee; a dozen gliders plus the following Microlights based with Sky-trek:- G-MMZM, G-MNSR, G-MPEK, G-MTNK, G-MTZX, G-MVRC/D, G-MVST, G-MWHI, G-MWIH, G-MWXX. All Mainair Gemini/Flash aircraft, G-MTXB Thruster, G-MVEG, G-MMXL Pegasus; G-MVLD Chaser and Mercuries G-MWXJ and G-MWZA. Visiting in connection with the races were:- PA-24 G-ATJL, PA-23, G-AWER, PA-34 G-BEHU, G-BGLW and G-BTUT, PA-44 G-BOFV, Pat Piddery's Cessna 303 G-EDRY, PA-31 G-IFIT, Walter Swinburns Cessna 303 G-PUSI and Willie Carson's Saratoga G-WILL.

Bruce Taylor.

OUT & ABOUT

MANCHESTER:- 4/8/92:- B747 VR-HKM (Air Hong Kong); 9V-SMC (Singapore); ZS-SPE (SAA); AP-BCM (PIA); B767 N399AA (American); G-BNWM (British Airways); B737 D-ABFA/I (Lufthansa); PH-BDK/T (KLM); EC-FMJ (Futura); B727 D-ABKH (Lufthansa); DC9 OY-KHN, SE-DIB (SAS); I-DAVB (ATI); EI-OGA (ex Aviaco); DC8 N795FT (Emery); L1011 N766DA (Delta); N189AT (American Trans Air); DHC8 D-BEIT (Lufthansa Cityliner); F27 OY-MUF (Newair); HS748 G-BJTL (Transair Cambodia)

PALMA 18/8/92:- EI-BTT B737-300 on lease to Corse Air, EC-EJB, EC-FIN and EC-187 Dakota's, OO-ILH B737-400 (Air Belgium), EC-FCU B767 (Spanair).

PALMA 1/9/92:- EC-BGM Falcon 10 (Air Truck), 163842 Beech UC-12M (US Navy), SE-DFT MD-80 srs on lease to Spanair, N91WZ Citation, EC-FMQ B757 (Air Europa), EC-ETZ B757 (LTE), EC-FMP B737-300 (Viva), EC-FNS Dakota (could well be ex EC-187).

Jim Stanfield.

MIDLAND AIR MUSEUM - 7/8/92

EE531 Gloster Meteor F4; VF301 DeHavilland Vampire F1; X1360 Avro Vulcan B2; VT935 Boulton Paul P111A; XA699 Gloster Javelin FAW5; XF382 Hawker Hunter FGA9; WV797 Hawker Sea Hunter FGA6; WS838 Armstrong Whitworth Meteor; XA508 Fairey Gannet T2; XK741 Folland Gnat F1; WF922 E/Electric Canberra PR3; XR771 E/Electric Lightning F6; XD626 DeHavilland Vampire T11;

G-APRL Armstrong Whitworth Argosy 101;

G-APFN Westland Whirlwind Series

51-4419 Lockheed T-33A Shooting Star; 29640 SAAB J-29F;

70 Dassault Mystere IVA; 55-713 E/Electric Lightning T55;

54-2174 N/American F100D S/Sabre; 58-2062 DeHavilland Beaver (DHC2);

64-17756 Lockheed F104 Starfighter;

A7317 Tiger Moth.

John Jackson.

FOUR MORE TO TICK OFF

Coach tours of Scotland aren't intended to include airfields, but I managed to find four I hadn't previously seen. The first was Edinburgh. As we approached, a British Airways plane was landing, to join two more of that operator's aircraft already on the ground. Also visible as we drove past were two light aircraft, two medium sized ones and a British Midland. However, it wasn't possible to get any registrations. All I could read were the words "Edinburgh Airport" on a large building in the distance. We had a long stop at Wick, so I visited the airport although I still didn't get any registrations. Why? Because there wasn't an aircraft in sight! Even the hangar doors were closed. Anyway, the airfield is about a mile out of town and I'd been told that a road crosses it, actually going over the runway. It does, but it's now closed to the public. A gate bars the way on which is a notice warning that unauthorised persons passing this point risk prosecution. So I went to the terminal building. Like the airfield it was deserted - except for four young ladies behind two desks. "Can I help you, sir?" one of the Loganair staff called out. Taken by surprise, I said the first thing that came into my head. "Can you give me details of the flights to the Shetland Isles please?". Apparently there aren't any! You fly Loganair to Kirkwall in the Orkneys, and another operator takes you onward from there although through bookings are available. The two lasses at the other desk ignored me. They were too busy chatting. So I grabbed a Gill Air timetable and left them to it. The address of Gill Aviation Ltd., to give it its registered title, is given as Newcastle International Airport, Northumberland, NE13 8BF; and flights from there to Wick via Aberdeen are made daily except for Saturdays and Sundays. This timetable (effective from March 29th 1992) shows three departures from Newcastle at 0645 hrs, 1335 hrs and 1630 hrs, arriving at Wick at 1010 hrs, 1810 hrs and 2030 hrs respectively. However, the middle departure doesn't operate on Mondays; and on Tuesdays it comes only from Aberdeen. As the first Gill Air flight back from Wick is at 0635 hrs, it appears that one of their aeroplanes must spend the night there. Incidentally, Wick Airport is operated by Highland & Islands Airports Ltd.

The next field I saw was at Dounreay. It's on the north side of the A836, about eight miles west of Thurso, and is operated by the U.K. Atomic Energy Authority. That's logical, because, according to my encyclopedia, Dounreay is the site of a fast nuclear reactor which first generated electricity for the national grid in 1962. However, we whizzed past so fast that all I saw was the control tower.

Luckily, I had a better view of Glasgow on the way home. It's by the side of the M8 Motorway and Loganair's hangar, with the doors wide open, was clearly visible, as were several of their aircraft. A British Airways, a Caledonian and a Lufthansa were also parked nearby. But the stars of the scene were a big American with the "AA" clearly showing on the tail, and a mighty Northwest in its red and grey livery; the latter starting to taxi towards the runway. Again I didn't get any registrations. But at least I can tick off four more airports in the "United Kingdom Airfield Guide".

L.Scheftsk.

GENEVA

Geneva is Switzerland's 2nd airport and is situated in a basin between the Alps and the Jura mountains. Nearly all flights are scheduled and many interesting airline/airliners visit regularly. A viewing terrace is situated airside of the terminal building and is extremely close to many taxiing aircraft. A standard lens is enough for many shots while with a 200mm practically everything can be photographed. The one Swiss franc entry fee (about 40p) is well worth it. Alternatively there is a bar which overlooks the apron/runway area although there is of course glass between you and the aircraft. Geneva is home to many bizjets and a 15 minute walk leads you to the Aero-leasing/Jet Aviation area where up to 40 bizjets can be seen.

GENEVA (Contd.)

On the North side there are many more hangars and a viewing area which looks towards the terminal. While it is very useful for identifying more business aircraft, it is nowhere near as good as the one in front of the terminal.

Some movements for August 3rd :- HB-IEE B.757 Petrolair, SX-BCK B.737 OAL, VR-BSA B.727 (private), 9H-ABO Sabreliner.

August 6th:- Terminal movements:- HB-IPL A310 Balair, A6-SHZ A300 (private), D-ADBA B.737 Deutsche B.A. (owned by British Airways), HZ-AHL L1011 Saudi, HZ-HM3 B.707 Saudi Govt., I-ATRK AT4 Avianova, N806PA A310 Delta, N7036T L1011 TWA, TC-JDF B.737 THY, TU-TAO A300 Air Afrique, 4X-ABO B.737 El Al, + 4x SF340, 2x FK50, 2x BAe 146, of Crossair, 1x B.747, 4x MD11, 3x A310, numerous FK100 + DC9-81 of Swissair, and various European airlines Bizjets:- A6-HBS Gulfstream IV, HZ-AFJ/R Gulfstreams, N113KH Jetstar, XA-RKY Learjet, + another 42 of various types.

August 14th:- HB-ICJ Caravelle Air City (or whoever it's on lease to), A6-KUD A310 Kuwait A/W, CCCP46622 An24 Aeroflot, TU-TAN DC10 Air Afrique, A6-SMR B.747SP (private) A6-ZSN B.747SP (private), touch & goes N707XX B.707 (private).

Overall, while the quantity of movements is far from matching the busy European hub airports, the quality is quite superb and the North facing terminal means it's ideal for photography. I'll certainly be going back!!

"I TAKE BETTER PHOTOS THAN YOU DAD"

Having been in the position where I decide what airports (and when) to visit, I now find myself being 'pressured' by my son. The reason is that he has bought himself a camera. So. on Sunday 9th August, with the car packed with the camping gear and provisions, we set off for London. The first stop was at EMA to snap any BAe 146's parked up. We were not disappointed as there were 3 Meridiana (EC-FGT/FHU/FKF), G-TNFM without titles, G-BSRU Transair Cambodia and 2 ex-Thai which were looking a little 'tatty' as they have been in open store for nearly a year (G-BTXN/ZN). Also there was the aircraft that had been on lease to British Airways (G-BITP) and an all white one without any markings at all. For the icing on the cake, there was an all white Electra, minus titles, reg: EI-CET. EMA is well worth a visit with BAe using it to store 146's. The next stop was Luton which is a lot quieter these days, especially for airliners, but it is only a 5 minute drive off the M1. We arrived just in time to see N816EV, a DC8 in TNT colours, and Aurigny S360 G-OAAS. The rest of the airliners were Bratannia and Monarch. The biz-jets were represented by Gulfstream N1871R, N369CS, VR-BLJ, G-HARV; BAe 125 VR-BMD, HZ-OF2, G-OMGA/E; Falcon 900 I-BEAU; Sabreliner N125BP; B727 VR-CBQ and B737 A6-ESH. I nearly forgot, Ryanair have modified their colour scheme to include a yellow harp on a blue tail, seen on 1-11 EI-BVG. Off we went again via the M1/M25 to the camp site at Laleham which is a very good base for visiting London's attractions. After pitching, a quick visit to Heathrow to check whether our usual spot was still accessible - it was. Highlights were:- B747SP Air Mauritius; B747 Iran Air; B747-400 SAA; B737-400 THY and B757 Royal Air Maroc. On the Monday morning we arrived at Heathrow at 8.30am, cameras at the ready. The A320 is very popular at the moment especially with Air France, Lufthansa, Iberia, Air Portugal, Air Malta and not forgetting British Airways. American and United are very 'common' these days, but MD11 N1750B and B767-300 N643UA were new to me. A rarity for me was Bangladesh Himan DC10 A2-ACP; Thai B747-400 HS-TGJ; Balkan B767 F-GHGD; Royal Air Maroc B737-500 CN-RMW; JAL B747-400 JA8088; THY B727 TC-JEG; Saudia B747-400 HZ-AIL; Gulf Air B767 A6-GH/M/P; Sudan A310 F-OGQN; Kuwait A310 A6-KUE; Kenya B757 5Y-BGI; Icelandair B737-400; Swissair F100 HB-IVC; and Sabena F28 OO-DJA. There were the usual Boeings and Douglas' of the European airlines and the Tupolevs of the Eastern bloc. There are always interesting Biz-Jet movements and these were provided by Gulfstream G-DNVT, VR-EKT, HB-ITW; CL601 N225N, N1045X, VR-BMK; Learjet N55UK, HB-VJL; Citation VR-BUB, D-CIAO; and Falcon N343MG.

"I TAKE BETTER PHOTOS THAN YOU DAD" (Contd.)

British Airways B737-400, B747-400, and B767 were also in abundance. We finally left at 6.30pm in order to prepare dinner having had 10 hours with camera in hand. The following morning saw us at Gatwick which I don't visit very often because of the lack of good photography positions. However, we positioned ourselves at the side of the service road to take landing shots, although the aircraft are a little high the sun is behind you. After about 40 minutes and just about getting the camera going, we were moved on because we were a security risk! No comment. The viewing area on top of the terminal is fine for spotting but not much good for photography. Although Gatwick has lost a lot of long haul movements to Heathrow, there is still a varied selection of airlines to be seen. These included Delta Tristar and A310; Continental B747 and DC10; American DC10; Cathay B747; US Air B767; Northwest B747 and Virgin B747. The highlights were :- Meridiana BAe146 I-FLRW; Maersk B737-500 OY-MAC/E; Transwede MD87 SE-DHI; Norway Airlines MD87 SE-DHG; TAT F100 F-GIOF; Pegasus B737-400 TC-AFM; Zimbabwe B767 Z-WPE; Emirates A310 A6-EKI; RFG ATR42 D-BCRR/T and Excalibur A320 G-KMAM. Dan Air appear to have taken over the role as competitor to British Airways on European routes with new B737-400 G-BVNM/N and BAe 146 G-BUHC. Cityflyer have now received both ATR42's G-BUEA/B as well as S360 G-OREX. Not a bad list for the morning, as we had to be on our way north to pick up my Mum from Burton-on-Trent (that was the reason for the trip).

We journeyed back round the M25, picked the tent up, and then up the M40 to Birmingham - Airport that is. Just as we arrived British Airways cabin crew went on strike! no it wasn't our fault. This reduced the number of movements, but was also responsible for the arrival of two 1-11's (Ryanair and BAF) to operate services. The only aircraft of real interest was an Electra of Channel Express (N343HA) parked on the freight terminal. The other movements were the schedules of Air France (B737), Lufthansa (B737), KLM(F28) and British Airlines. We had an overnight stop at Burton-on-Trent and although it was raining a stop was made at EMA where Air Mistral/TNT BAe146 I-TNTC had arrived since Sunday and a Eurocypria A320 was parked on the apron. A pleasant drive home found my son telling me how many good photographs he had taken and offering advice to me! Now you know the reason for the title.

Roger Fozzard.

DANGEROUS INTRUDERS

I'd just tumbled into bed when I heard the plane, but the engine sounded different. Then came a nerve shattering whistle, followed by a thud as the bomb landed in Heaton Woods. That was my first encounter with the Luftwaffe; late in the evening of August 22nd 1940. I didn't have long to wait for the next. Just after the audience had left Bradford's Odeon Cinema nine days later, the building was struck by a bomb. Damage was extensive, and it couldn't reopen until November 11th. (However, this was the old Odeon in Manchester Road, and not the present cinema of the same name). But the Odeon was not the only casualty on August 31st 1940 when Bradford was raided. Lingard's Departmental Store in Godwin Street was also hit. There were rumours that another bomb had landed in Tyrrel Street, but had failed to explode. I can neither confirm nor deny that report. What I do know though, is that although we lived at Frizinghall just over the Shipley boundary, we could see from the attic window an orange glow in the sky from the fires. So far I had never seen a plane belonging to the German Air Force, but this was remedied on October 12th 1940, when a captured one was on show on waste ground at Broadway, Bradford. The hated swastika was painted on the tail, and it had black crosses on its sides and wings. Bradford suffered little from air raids, although enemy aircraft and gunfire were often heard as the pilots headed for other towns. Leeds for instance, had a visit on the night of March 14th to 15th 1941.

DANGEROUS INTRUDERS (Contd.)

The next incident my diary records happened on the night of May 4th to 5th 1941. A Luftwaffe plane was shot down. It crashed onto a building in Idle Bradford. By the time my pal and I arrived on our bicycles, the wrecked machine had been loaded onto a lorry ready to be driven away. On May 10th 1941 a German aeroplane flew to Scotland on a bizarre mission. It brought a high ranking Nazi official, Rudolph Hess, and he parachuted to the ground. Mystery still surrounds his reason for coming, although it was rumoured that he had brought some kind of peace proposal. Another strange aspect of his arrival was the fact that, according to the newspapers, the aircraft that brought him had insufficient fuel on board for a return flight to Germany.

1943/1944 found me in the R.A.F. and stationed in London, where I was on a radio course. Our billets were a former three storey sports club in Lee Green which, before we moved in, had already been damaged by the Luftwaffe. The indoor swimming pool was now without water, and was open to the sky because part of the roof had been blown off. There were also cracks in the walls. It was here that I learnt how terrifying and devastating air raids could be. Unless we were on fire picket we were supposed to shelter in the cellar, an order never enforced because our officer admitted he didn't want to be responsible for our deaths if the building collapsed on top of us. I felt safer upstairs and couldn't resist the temptation of watching the raids. Searchlights probed the sky to find the bombers, whilst anti-aircraft shells burst around them. It was frustrating to watch, because the planes were surprisingly hard to hit. But my worst fright was when I was dancing in a church hall at Blackheath one evening. Either the sirens didn't sound or the music drowned them, because our first inkling of danger was the whistle of a falling bomb followed by a crash as it landed nearby. The building vibrated. But Ray Ryser's band continued playing and the pretty blonde vocalist never faltered. When the waltz ended my partner and I went outside. An orange glow from many fires lit the sky, whilst search-lights criss-crossed the area seeking out enemy bombers. They found one. As anti-aircraft shells burst round it the pilot dived and zigzagged in a vain attempt to escape from the dazzling beam. Two other search-lights were trained on a falling parachute with a German airman dangling from it. Suddenly night turned into day. The enemy had dropped a flare. Immediately the guns fired at it, trying to shoot it out. And as we watched, a jagged piece of shrapnel crashed to the ground, inches from our feet. My partner grabbed my arm. "Come on Love", she said, "If we're going to die tonight we might as well die dancing".

Soon afterwards I was enjoying the peace of the Outer Hebrides. But I did return to London where I experienced the flying bombs. These devilish weapons made a different noise from manned aircraft. Then suddenly the engine would stop, and people would gaze at the sky in terror. For that was when the flying bomb plunged earthwards and blew up as it hit the ground. The explosions always gave me mixed feelings; relief at still being alive, and sadness for the people who had just been killed.

L.Scheftsik.

LAKENHEATH AIR SHOW - 2/8/92UK

PA474	Lancaster	BoBMF
PM631	Spitfire XIX	BoBMF
PS915	Spitfire PR XIX	BoBMF
WE271	Firefly AS5	FAA Historic Flight
XS644	Ancover C1	115SQN
XS679/WG	Wessex HC2	2FTS
XV227	Nimrod MR2P	Kinloss MRW
XV332	Buccaneer S2B	No unit markings
XX261	Hawk T1A	79SQN, 1TWU
XX280	Hawk T1A	79SQN, 1TWU
XX520/2	Bulldog T1	CFS

LAKENHEATH AIR SHOW (Contd.)

<u>UK</u>		
XX766	Jaguar GR1A	6SQN
ZA369/II	Tornado GR1A	2SQN
/JH	Tornado GR1	27SQN
ZE755	Tornado F3	43SQN
ZG770/AP	Tornado F3	56SQN (F3 OCU)
<u>FRANCE</u>		
E15/7-PI	Jaguar E	EC2/7
E18/7-PF	Jaguar E	EC2/7
267/13-PU	Mirage IIIIBE	EC2/13
275/13-PY	Mirage IIIIBE	EC2/13
<u>BELGIUM</u>		
AT-08	Alpha Jet	9 Wing
<u>DENMARK</u>		
E-599	F-16A	Esk730
ET-205	F-16B	Esk730
<u>USA</u>		
58-0100/D	KC-135R	100ARW
69-7212/SP	F-4G Phantom	52TFW
69-0278/SP	F-4G Phantom	52TFW
70-2373/LN	F-111F	48TFW
70-2374/LN	F-111F	48TFW
70-2405/LN	F-111F	48TFW
70-2415/LN	F-111F	48TFW
71-0890/LN	F-111F	48TFW
72-1448/LN	F-111F	48TFW
72-1450/LN	F-111F	48TFW
74-0178/LN	F-111F	48TFW
77-0100/CR	F-15A	32TFS
77-0113	F-15A	32TFS
82-0655/WR	A-10A	81TFW
90-0248/LN	F-15E	48TFW Special markings
<u>HISTORIC</u>		
54-21261/N33VC	T-33A	
--/G-BOML	HA1112	
HB275/N5063N	C-45 Expeditor II	
463221/G-BTCD	P-51D Mustang	
379/G-ILLE	Stearman	
1180/G-BRSK	Stearman	
/N38940	Stearman	
67543/NX3145	P-38J Lightning	
FR870/NL1009N	Kittyhawk III	
/N88972	B-25 Mitchell	
226671/NX47DD	P-47M Thunderbolt	
FE992/G-BDAM	Harvard IIB	
688/	Harvard	
MK805/B	Spitfire	
133722/NX1337A	F4U-7 Corsair	
F943/G-BKDT	SE5A Replica	
F8010/G-BDWJ	SE5A Replica	

There was also an unidentified 74SQN Phantom FGR2 and a 1 FTS Jet Provost T3A in the flying display. The 27SQN Tornado listed above is believed to be ZA591.

AIR TATTOO - RAF ALCONBURY - 23/8/92UK

PA474/PM-M2	Lancaster I	BoBMF
PM631/N	Spitfire XIX	BoBMF
WJ633/EF	Canberra T17A	360SQN
XL161	Victor K2	55SQN
XS644	Andover E3A	115SQN-Falcons aircraft
XS710/0	Dominie T1	6FTS
XV246	Nimrod MR2	Kinloss MRW
XV254	Nimrod MR2P	Kinloss MRW
XV292	Hercules C1P	LTW- 25th anniversary scheme
XX230	Hawk T1A	2TWU - gloss black scheme
XX???	Hawk T1A	2TWU - gloss black scheme
XX312/CF	Hawk T1A	100SQN - target tower
XX494/B	Jetstream T1	6FTS/45SQN (shadow squadron)
XX745/04	Jaguar GR1A	2260CU
XX892	Buccaneer S2B	208SQN
ZA542/JA *	Tornado GR1	275SQN
ZA553/JE *	Tornado GR1	275SQN
ZD461/01	Harrier GR7	1SQN
ZE339	Tornado F3	25SQN - special scheme
ZE370	Sea King HAR3	202SQN
ZE961/FD *	Tornado F3	25SQN
ZG772/CN	Tornado F3	5SQN

MOROCCO

4336/CNA-NP	Do-28-D2	Green March support a/c - unit unknown
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DENMARK

E-193	F-16A	Esk727
ET-613	F-16B	Esk727

BELGIUM

AT-20	Alpha Jet	9 Wing
AT-??	Alpha Jet	9 W - special scheme, serial u/k
FA-92	F-16A	313SQN
FA-??	F-16A	23SQN - serial unknown

NORWAY

297	F-16A	338Skv
689	F-16B	338Skv

NETHERLANDS

A-253	Alouette III	GPLV - 298SQN
A-324	Alouette III	GPLV - Grasshoppers
A-390	Alouette III	GPLV - Grasshoppers
A-398	Alouette III	GPLV - Grasshoppers
A-465	Alouette III	GPLV - Grasshoppers
J-016	F-16A	313SQN
J-062	F-16A	313SQN

NATO

LX-N90449	E-3A Sentry	NAEWF
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AIR TATTOO - RAF ALCONBURY (Contd.)GERMANY

3829	F4F Phantom	JIG36
4533	Tornado	MFG - 2
4622	Tornado	MFG - 2

USA

63-8019/DY	KC-135A	96W
64-0561	MC-130E	39SOW/7SOS
65-0973	HC-130H	39SOW/67SOS
66-0220	HC-130P	39SOW/67SOS
66-14431	MH-53J	39SOW/21SOS
68-10357	MH-53J	39SOW/21SOS
69-0022	C-5A	439AW/337AS "The Patriot Line"
69-0263/SP	F-4G	52FW
69-7212/SP	F-4G	52FW - Painted as 52FW
69-5826	HC-130N	39SOW/67SOS
69-6606	UH-1N	58MAS
70-2415/LN	F-111F	48FW/494FS
74-0178/LN	F-111F	48FW/494FS
77-0100/CR	F-15A	32FS
77-0113	F-15A	32FS
80-1073	U-2R	9FW/95RS
81-23533	AH-1F	US Army - unit unknown
82-0650/WR	A-10A	81FW - two tone grey scheme
82-0655/WR	A-10A	81FW
86-0049/RS	F-16D	86FW/512FS
86-24554	UH-60A	US Army - unit unknown (tail boom wore "Penguin Airways")
87-0238/RS	F-16C	86FW/512FS painted as 512FS
87-0504	AH-64A	US Army - unit unknown
90-0248/LN	F-15E	48FW - painted as 48FW
158570/LN/2	P-3C	VP-45

HISTORIC

51-11701/AF-258	C-45 Expeditor	"Southern Comfort"
40467/19	F-6F Hellcat	
288/N15798	Zeke Zero replica	
17640/NX55JP	FG-1D Corsair	"Big Hog"
511371/NL1051S	P-51D Mustang	
MH434/C-ASJV	Spitfire HFIXB	

The Moroccan "Green March" aerobatic team were believed to be present with four CAP230 aircraft, but were not seen.

The serials of the aircraft marked "*" above were not confirmed, but were obtained on the codes worn.

Also present but not identified on the display line were two Harrier GR7s of 2330CU sporting specially painted tails.

A.M.Stoneley.

AIRLINE NEWS

Air Export L.188CF Electra EI-CET(1144) has been with Fields at East Midlands during August for modifications before entering service, operating for U.P.S.
Are to lease a Shorts 330 from Celtic Airways for parcel work.

Air France B.727-228 F-GCDD(22084) was transferred to serve with Air Charter on July 7th; the following day saw the transfer of B.727-228 F-GCDB(22082) to Euralair.
Has leased B.747-128 F-BPVJ(20541) to Sabena and it is carrying full Sabena colour scheme.
B.747-128 F-BPVD(19752) has been operating for Nationair of Canada in recent months.

Air UK The five Fokker 100's to be leased from ILFC will be as follows:-

G-UKFA (11246) ex N 602RP
G-UKFB (11247) ex N 602TR
G-UKFC (11263) ex N 602DG - entered service in early July
G-UKFD (11259) ex C-FICP
G-UKFE (11246) ex C-FICQ

all for delivery before the end of the year.

BAe 146-300 G-BRAB (E.3131) is being leased from BAE.

Air Ukraine Two more known ex LOT aircraft are as follows :-
IL-62M CCCP 86582 is known to be C/N 30306253 ex SP-LBC, the other is CCCP 86580; this is known to be ex LOT but the previous registration is not yet known.

Britannia Airways will take delivery of three more B.757-28A's during 1993 these will become G-BYAJ (25623), G-BYAK (26267) and G-BYAL (25626).

CSA of Czechoslovakia received four B.737-55S aircraft during July; these are the aircraft originally allocated to Sabena. These are OK-XGA/B/C/D and are C/N's 26539/40/41/42

Iberia Lockheed L.188CF Electra N 107DH of Transcarga is currently operating cargo flights for Iberia from Madrid to Barcelona and Palma.

Lufthansa With the delivery of its first B.737-430 Lufthansa continues to have operated every version produced.
Is reportedly planning to start a subsidiary called Lufthansa Express to operate in competition with the newly formed Deutsche BA. The new airline may be operating all Lufthansa internal services by next year with a fleet of around 70 aircraft.
Recent Deliveries:-

D-ABKA B.737-430 (27000) delivered 10/06/92
D-ABKB B.737-430 (27001) delivered 16/06/92
D-ABKC B.737-430 (27002) delivered 01/07/92
D-ABKD B.737-430 (27003) delivered 07/07/92

LTE B.757-236 EC-957 (25597) has been re-registered EC-FLY

Meridiana have ceased scheduled operations and are concentrating on charter flights with their MD-80 fleet. Consequently their four BAe 146-300's are being returned to BAE; three have already been returned and have been ferried to East Midlands for storage, the third is expected to follow during September.

Nordic East have taken delivery of MD-82 SE-DID (49615) and have returned leased DC9-21 SE-DBO (47361) to SAS

Orbital Sciences Corporation of the USA have purchased ex Air Canada Tristar 100 C-FTNJ and it has been registered N 140CS. The aircraft will be sent to Marshalls of Cambridge for extensive modifications before being used in the 'Pegasus' trials. These involve the air-launch of a 'Pegasus' winged rocket space booster system to put small satellites into low earth orbit. Trials are due to begin during 1993.

Sabena recent deliveries:

OO-SYJ B.737-529 (26537) delivered 18/05/92
OO-SYK B.737-529 (26538) delivered 20/05/92

SAS MD-82 SE-DFT (49385) is on lease to Spanair
recent deliveries:-

LN-RMR MD-81 (53365) delivered 01/06/92
LN-RMS MD-81 (53368) delivered 29/06/92
SE-DME MD-81 (53366) delivered 29/05/92

Sultan Air Ilyushin IL-86 CCCP 86061 (03028) has recently been operating for this airline. Also in use is B.737-248 TC-VAA (19424), this latter is in a new blue and orange livery.

Swissair took delivery of new MD-11 HB-IWM (48457) in early June.

Tarom BAC 111-487F has been returned to Tarom after being in storage at Shannon for several weeks. This is of course the ex Anglo Cargo machine which had been G-TOMO.

Translift of Eire currently has the following aircraft in service

EI-TLA DC 8-71F (45973) ex N 8038U
EI-TLB DC 8-71 (45995) ex N 8091U
EI-TLC DC 8-71 (45810) ex N 8070U

Trans World Airlines The Tristar 1 destroyed by fire at New York Kennedy Airport on 30th July was N 11002 (1014). Apparently, just after lift-off the 'stick-shaker' system activated indicating that the aircraft was about to stall. The pilot then attempted to land the aircraft again on the remaining runway but was forced to steer to one side to avoid running into a barrier at the end of the runway and ran off catching fire. All 292 passengers and crew were safely evacuated, but the aircraft was completely destroyed by the large fuel fire.

Viva Air B.737-33A EC-970 (25743) has been re-registered EC-FMP