

AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 19 No 9 (For Private Circulation Only) September 1993.

EDITOR P.Lewis, 70, Springfield Mount, Horsforth, Leeds. LS18 5QE Leeds 584510
CHAIRMAN M.Willingale, 17, Banksfield Crescent, Yeadon, Leeds LS19 Guiseley 875137
SECRETARY A.Heeley, 28, Victoria Gardens, Horsforth, Leeds, LS18 4PH Leeds 580473 **
TREASURER C.Thornton, 69A, Harrogate Road, Rawdon, Leeds LS19 6NB Tele 507202
P.R.O. L.Coldbeck, 207, Green Lane, Cookridge, Leeds, LS16 7JL Leeds 676947
TRIPS. John Jackson, 16, Church Street, Yeadon, Leeds LS19 Leeds 503766

** Please note change of address and Telephone No of Secretary.

FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors commencing at 1500hrs.

SUN OCT 3rd Paul Isherwood with more of his wonderful slides of European Airports and Airlines.

SUN NOV 7th Steve Rigg with:-

1. British Airlines/Aircraft in hybrid schemes. (leases/sub-leases/purchases/promotions)
2. Decayed in a decade, a look at the very many UK airlines to come to grief over the last ten years.

SUN DEC 5th XMAS PARTY.

CHAIRMAN'S CHAT

It is not long since we were looking forward to the Summer Charter Season, however by the time you read this, the season will be just about over. Air Yorkshire, hope to make the forthcoming winter pass more enjoyable, by arranging some good and interesting meetings.

One thing to look forward to is the Xmas party on Sun 5th Dec. To make this the usual success we require donations of items for the Raffle, and mince pies etc on the day. Also on that day, we award the Photo and Model (Gillians) Competition. The Photo Competition (3 Slides, 3 6" x 4" Prints), should be brought to the November Meeting or posted to Adrian by Mon 15th Nov. Model Competition entries on the day. I understand the Heathrow trip was cancelled, due to lack of support and failures to pay deposits by some who had booked. We can only arrange trips if they are supported and paid for on time..

Just as we go to press, we learned that Bill Savage has been appointed as the LBA's new Managing Director, to take over when Gordon Dennison retires in March 1994. Bill is currently in charge at Humberside, but he is no stranger to Leeds/Bradford, as he was previously Director of Operations at the L.B.A.

TRIPS Please see page 16

CREDITS T.W.Sykes, A.Brewer, R.Fozzard, R.Ward, I.Hale, L.Scheftsik, M.Teale, C.F.Brown.

LEEDS/BRADFORD MOVEMENTS. August 1993.

01 G-BNNJ Boeing 737 300	0806	G-BMPC Archer II	0847
EI-CFD SAAB 340	0903	G-PKBM DC9	1031
G-BOPT Grob 115	1048	G-BBSA AA5 Traveler	1052
G-BNGL Boeing 737 300	1101	G-BMAC DC9	1104
G-BMAI DC9	1243	G-OBMF Boeing 737 400	1313
G-OBOW Short 360	1323	G-FINS JetRanger	1345
G-MONC Boeing 757	1438	OO-DTL Brasilia	1441
EI-CFA SAAB 340	1543	G-OBOW Short 360	1640
G-IEAA Boeing 737 300	1704	G-BOMO Tomahawk	1724
G-ELDH DC9	1814	G-OBHD Short 360	1834
LZ-BTX TU154	1908	EI-CFD SAAB 340	1921
OO-DTG Brasilia	2005	G-OBOW Short 360	2009
G-BNNJ Boeing 737 300	2043	G-BSBW JetRanger	2110
G-ELDH DC9	2113		
02 G-BNNJ Boeing 737 300	0712	G-OBHD Short 360	0815
G-BLPV Short 360	0819	EI-CFD SAAB 340	0850
G-BUUB Slingsby T67M	0919	SE-DNI Boeing 737 500	0935
G-BBDP Robin DR400/160	0940	G-OBOW Short 360	1001
OO-DTK Brasilia	1030	G-BBNI Seneca	1252 n/s
G-OBOW Short 360	1325	G-BYAH Boeing 757	1445
OO-DTO Brasilia	1449	G-ELDH DC9	1518
EI-CFC SAAB 340	1538	G-OBOW Short 360	1641
G-ELDH DC9	1822	G-BBDP Robin DR400/160	1826
G-BLPV Short 360	1833	G-OBHD Short 360	1837
G-BNIX Bandeirante	1849	EI-CFD SAAB 340	1917
G-OBOW Short 360	2006	OO-DTI Brasilia	2012
G-RMCT Short 360	2114	G-ELDH DC9	2116
G-OLAH Short 360	2129	G-ATMJ HS 748	2143
03 G-BIYO Navajo	0735	G-BMHX Short 360	0805
G-OBHD Short 360	0813	XZ667 Lynx AH.7	0844
EI-CFA SAAB 340	0850	G-ELDH DC9	0920
9H-ABF Boeing 737	0950	G-OBOW Short 360	0956
OO-DTO Brasilia	1019	G-ELDH DC9	1234
G-SADE Cessna F150L	1239	G-BYAH Boeing 757	1251
G-OBOW Short 360	1319	OO-DTJ Brasilia	1450
G-ELDH DC9	1511	EI-CFB SAAB 340	1540
G-BYAJ Boeing 757	1557	G-OBOW Short 360	1641
G-ELDH DC9	1806	G-BMHX Short 360	1832
G-OBHD Short 360	1834	G-RMCT Short 360	1920
EI-CFA SAAB 340	1931	OO-DTK Brasilia	2003
G-OBOW Short 360	2005	G-ELDH DC9	2108
G-SBAC Short 360	2130	G-ATMJ HS 748	2144
04 G-BMHX Short 360	0806	G-OBHD Short 360	0811
EI-CFC SAAB 340	0845	G-ELDH DC9	0922
G-OBOW Short 360	0951	OO-DTJ Brasilia	1022
G-CUGA AA7 Cougar	1140	G-MAVI Robinson R-22	1200
G-MEBC Cessna 310I	1249	G-PKBD DC9	1253
EC-EPL DC9 83	1401	G-BARG Cessna 310Q	1439
OO-DTK Brasilia	1449	G-PKBD DC9	1530

EI-CFB SAAB 340	1552	G-OBOH Short 360	1647
G-GREN Cessna T310R	1741	G-PKBD DC9	1809
G-OBLK Short 360	1835	G-BMHX Short 360	1840
EI-CFC SAAB 340	1928	G-BSBW JetRanger	1945
OO-DTO Brasilia	2007	G-OBOH Short 360	2010
G-RMCT Short 360	2057	G-ELDI DC9	2116
G-OLAH Short 360	2127	G-ATMJ HS 748	2146
05 G-BMLC Short 360	0755	G-OBLK Short 360	0811
EI-CFD SAAB 340	0853	G-ELDI DC9	0928
G-OBOH Short 360	0949	G-ILTS Cherokee Six	1024
OO-DTL Brasilia	1027	G-OPST Cessna 182R	1046
G-ARFL Cessna 175	1154	F-GMGB King Air 200	1215
G-ELDI DC9	1222	N1224S Cessna 425	1319 n/s(14)
G-OBOH Short 360	1330	OO-DTH Brasilia	1449
G-ELDI DC9	1513	EI-CFB SAAB 340	1541
G-ILTS Cherokee Six	1624	GOOBOH Short 360	1642
G-ELDI DC9	1826	G-WACK Short 360	1842
G-JEAB Friendship	1846	G-ODNP Cessna 310R	1857
EI-CFD SAAB 340	1924	G-OBOH Short 360	2007
OO-DTJ Brasilia	2013	G-RMCT Short 360	2112
G-ELDH DC9	2119	G-OLAH Short 360	2134
G-ATMJ HS 748	2142	G-MOAT King Air 200	0012 n/s
06 G-WACK Short 360	0804	G-OBHD Short 360	0806
EC-ESJ DC9 83	0849	G-BPEH Boeing 757	0854
EI-CFC SAAB 340	0856	G-ELDH DC9	0919
G-BNNJ Boeing 737 300	0942	OO-DTH Brasilia	1029
G-BFXD Warrior II	1108	G-OBOH Short 360	1146
G-ELDH DC9	1230	CS-TIH Boeing 737 300	1235
G-BAGG Cherokee Six	1341	G-OBOH Short 360	1444
OO-DTG Brasilia	1450	G-BJMR Cessna 310R	1454
G-ELDH DC9	1526	EI-CFB SAAB 340	1540
G-OBOH Short 360	1742	G-ELDH DC9	1821
G-BNNJ Boeing 737 300	1836	G-JEAB Friendship	1844
EI-CFC SAAB 340	1923	G-TSGJ Archer II	1926
G-WACK Short 360	2006	OO-DTL Brasilia	2021
G-OBOH Short 360	2043	G-RMCT Short 360	2056
G-ELDH DC9	2112	G-BMAC DC9	2128
G-OLAH Short 360	2136	G-BPDA HS 748	2138
07 LZ-BTF TU 154	0703	G-BNNJ Boeing 737 300	0708
EI-CFB SAAB 340	0848	G-BMAC DC9	0923
G-BMAG DC9	0929	G-ELDG DC9	1003
OO-DTJ Brasilia	1033	G-BODY Cessna 310R	1202
G-BMAC DC9	1227	G-BRKH PA-28 Dakota	1306
G-OBMJ Boeing 737 300	1417	G-BNGL Boeing 737 300	1432
EI-CFC SAAB 340	1548	G-LEGS Short 360	1554
G-BMAC DC9	1821	G-BNNJ Boeing 737 300	1925
G-OBHD Short 360	2105	G-BMAC DC9	2113
08 G-BNNJ Boeing 737 300	0812	EI-CFC SAAB 340	0859
G-BMAC DC9	0921	G-IEAA Boeing 737 300	1002
G-PKBM DC9	1021	G-TKPZ Cessna 310R	1218
G-BMAC DC9	1222	G-MONC Boeing 757	1250
G-BMAI DC9	1306	G-OBHD Short 360	1323

G-BGYJ Boeing 737	1419	OO-DTI Bvrasilla	1443
G-FWRP Cessna 421C	1504	G-BJDT TB9 Tampico	1515
EI-CFA SAAB 340	1544	F-PDAB Rutan Cozy	1642 0935(13)
G-OBHD Short 360	1652	G-BNNJ Boeing 737 300	1740
LZ-BTO TU 154	1753	G-BNGM Boeing 737 300	1756
G-ELDH DC9	1815	G-OBOW Short 360	1827
EI-CFC SAAB 340	1928	OO-DTJ Brasilia	2007
G-OBHD Short 360	2010	G-ELDH DC9	2118
09 G-BNNJ Boeing 737 300	0719	G-WACK Short 360	0803
G-OBOW Short 360	0815	EI-CFD SAAB 340	0851
G-ELDH DC9	0930	OO-DTG Brasilia	1034
G-OBHD Short 360	1122	G-ELDH DC9	1229
G-BJMR Cessna 310R	1342	G-OBHD Short 360	1420
N4360U Malibu	1432 1929	G-BYAL Boeing 757	1446
OO-DTO Brasilia	1448	G-ELDH DC9	1521
EI-CFB SAAB 340	1536	G-OBHD Short 360	1724
G-ELDH DC9	1817	G-BHTA PA-28 Dakota	1827
G-WACK Short 360	1840	G-OBOW Short 360	1906
EI-CFD SAAB 340	1920	G-OBHD Short 360	2013
OO-DTH Brasilia	2031	G-ODNP Cessna 310R	2101
G-ELDI DC9	2120	G-RMCT Short 360	2123
G-SBAC Short 360	2138	G-BTMJ HS 748	2156
10 G-WACK Short 360	0807	G-OBOW Short 360	0810
EI-CFD SAAB 340	0855	XV303 Hercules C.3P	0908
G-ELDI DC9	0927	G-AZTS Cessna F172L	0944
G-OBHD Short 360	0949	9H-ABF Boeing 737	1004
OO-DTO Brasilia	1032	G-MERG Mooney M20J	1033
G-OJCB JetRanger	1141	G-ELDI DC9	1230
G-BYAC Boeing 757	1254	G-OBHD Short 360	1318
G-ELDI DC9	1521	EI-CFA SAAB 340	1537
OO-DTL Brasilia	1539	G-BODY Cessna 310R	1556
G-BYAJ Boeing 757	1627	G-OBHD Short 360	1645
XV222 Hercules C.3P	1821	G-OBOW Short 360	1830
G-ELDI DC9	1833	G-WACK Short 360	1836
EI-CFD SAAB 340	1924	G-OBHD Short 360	1957
OO-DTG Brasilia	2015	G-RMCT Short 360	2054
G-ELDI DC9	2115	G-SBAC Short 360	2135
G-ATMJ HS 748	2146		
11 G-BOPA Archer II	0745	G-BMLC Short 360	0807
G-OBOW Short 360	0810	EI-CFB SAAB 340	0850
G-BLKT Baron	0905	G-ELDI DC9	0933
G-OPED P-68 Victor	0937	G-OBHD Short 360	0954
G-JLRW Duchess	1025	G-BODY Cessna 310R	1033
OO-MTD Brasilia	1044	G-ELDI DC9	1231
G-OBHD Short 360	1318	EC-485 DC9 83	1356
G-BMJT Duchess	1404	OO-DTI Brasilia	1443
G-ELDI DC9	1516	EI-CFA SAAB 340	1547
G-OBHD Short 360	1639	G-OPED P-68 Victor	1743
G-ELDI DC9	1807	G-OBOW Short 360	1821
G-BLGB Short 360	1831	EI-CFB SAAB 340	1919
G-OBHD Short 360	2000	OO-DTO Brasilia	2023
G-RMCT Short 360	2048	G-ELDI DC9	2111
G-ATMJ HS 748	2130	G-SBAC Short 360	2135

12	G WACK Short 360	0753	G-OBOH Short 360	0812
	EI-CFD SAAB 340	0851	G-ELDI DC9	0931
	G-BODY Cessna 310R	0959	G-OBHD Short 360	1001
	OY-BEB King Air C90	1003 1419(13)	OO-DTI Brasilia	1035
	G-ELDI DC9	1250	G-OBHD Short 360	1330
	OY-CCG Citation III	1341 1446	OO-DTL Brasilia	1443
	G-ELDI DC9	1527	EI-CFC SAAB 340	1537
	G-OLAH Short 360	1615	G-OBHD Short 360	1658
	G-GPMW Turbo Arrow IV	1712	G-ODNP Cessna 310R	1716
	G-ELDI DC9	1818	G-WACK Short 360	1829
	G-OBOH Short 360	1832	EI-CFD SAAB 340	1919
	G-OBHD Short 360	2006	OO-MTD Brasilia	2011
	G-OLAH Short 360	2015	G-RMCT Short 360	2057
	G-ELDI DC9	2122	G-SBAC Short 360	2136
	G-ATMJ HS 748	2156		
13	G-BLPV Short 360	0758	G-OBOH Short 360	0809
	G-BODY Cessna 310R	0825	G-TELL Cessna 421C	0838
	G-BGZW Tomahawk	0841	EI-CFD SAAB 340	0845
	EC-485 DC9 83	0848	G-BPEB Boeing 757	0912
	G-BNNJ Boeing 737 300	0915	G-OLAH Short 360	0923
	G-ELDI DC9	0927	CS-TIF Boeing 737 300	0930
	G-BLOE Navafo	0949 n/s	G-OBHD Short 360	1001
	G-DFLT Cessna 406	1010	OO-DTL Brasilia	1024
	G-SADE Cessna F150L	1151	G-BHTA PA-28 Dakota	1214
	G-ELDI DC9	1223	G-CZAR Citation V	1226
	G-OLAH Short 360	1255	G-MATZ Cherokee 140F	1323
	G-OBHD Short 360	1328	OY-CCG Citation III	1440
	OO-DTJ Brasilia	1447	G-BJAG Archer II	1449
	G-ELDI DC9	1518	EI-CFB SAAB 340	1541
	G-BEHH Lance 300	1617	G-OBHD Short 360	1647
	G-HMES Warrior II	1732	G-BBPX Seneca	1742
	G-DFLT Cessna 406	1757	G-ELDI DC9	1811
	G-BLPV Short 360	1832	G-TELL Cessna 421C	1834
	G-BNNJ Boeing 737 300	1836	G-JEAA Friendship	1851
	G-ARLR Terrier 2	1802 n/s	EI-CFD SAAB 340	1924
	G-OBHD Short 360	2002	OO-DTI Brasilia	2016
	G-BMAB DC9	2044	G-OLAH Short 360	2058
	G-ELDI DC9	2116	G-TBAC Short 360	2139
	G-ATMJ HS 748	2150		
14	G-BNNJ Boeing 737 300	0703	LZ-BTO TU 154	0713
	EI-CFA SAAB 340	0855	G-BMAB DC9	0922
	G-BMAH DC9	0930	G-ELDG DC9	1010
	G-OBHD Short 360	1033	OO-MTD Brasilia	1038
	G-BF2D Cessna FR182RG	1226	G-BMAB DC9	1238
	G-IEAA Boeing 737 300	1329	G-OBMJ Boeing 737 300	1437
	G-BCUJ Cessna F150M	1512	EI-CFD SAAB 340	1552
	G-LEGS Short 360	1601	VR-CDB Boeing 727	1750 2319
	G-BMAB DC9	1822	G-OBHD Short 360	2004
	G-GREN Cessna T310R	2028	G-BNNJ Boeing 737 300	2045
	G-HELE JetRanger	2056	G-BMAB DC9	2108
15	G-BNNJ Boeing 737 300	0806	EI-CFA SAAB 340	0859
	G-BMAB DC9	0920	G-BNGM Boeing 737 300	0926
	G-PKBD DC9	1028	G-BSBW JetRanger	1034
	G-BMAB DC9	1226	G-BMAI DC9	1259

G-MCKE Boeing 757	1311	G-ORHD Short 360	1325
G-FUGA Fouga Magister	1412	OO-DTO Brasilia	1437
G-BSBW JetRanger	1446	G-BJAG Archer II	1520
EI-CFA SAAB 340	1546	N707TJ Stearman	1647
N5057V Stearman	1647	G-BJMR Cessna 310R	1756
G-ELDI DC9	1818	G-OBOW Short 360	1827
G-ORHD Short 360	1843	LZ RTA TU 154	1925 2110
RA85713 TU 154	1937 2113	EI-CFC SAAB 340	1943
OO-DTH Brasilia	2006	G-BNGL Boeing 737 300	2045
G-ELDI DC9	2125		
16 G-BNNJ Boeing 737 300	0728	G-BLPV Short 360	0801
G-OBOW Short 360	0819	EI-CFC SAAB 340	0849
G-ELDI DC9	0926	G-BHSA Cessna 152	0931
G-FISH Cessna 310R	0950	G-ORHD Short 360	1003
OO-DIL JetRanger	1006	OO-DTL Brasilia	1028
G-JDTI Cessna 421C	1115	F-GMGB King Air 200	1219
G-ELDI DC9	1226	G-ORHD Short 360	1326
G-RJWW Maule M.5 235C	1353	G-BORI Cessna 152	1430
OO-MTD Brasilia	1436	G-BYAK Boeing 757	1440
G-ELDI DC9	1514	EI-CFB SAAB 340	1545
G-ORHD Short 360	1647	G-ELDI DC9	1818
G-OBOW Short 360	1823	G-BLPV Short 360	1847
EI-CFC SAAB 340	1925	OO-DTJ Brasilia	2006
G-ORHD Short 360	2010	G-OLAH Short 360	2056
G-ELDI DC9	2113	G-SBAC Short 360	2128
G-BEJE HS 748	2148		
17 G-BMAR Short 360	0758	EI-CFA SAAB 340	0853
G-ELDI DC9	0922	G-TNTE BAe 146	0925 1023
9H-ABF Boeing 737	0954	G-OBHD Short 360	0957
OO-MTD Brasilia	1024	G-ECAV King Air 200	1041 1120
G-OAKL King Air 200	1230	G-BYAL Boeing 757	1244
G-BOYF Sikorsky S76B	1313	G-ORHD Short 360	1318
G-ELDI DC9	1338	G-BHJB Cessna 152	1416
G-AWLF Cessna F172H	1446	OO-DTL Brasilia	1459
G-PKBM DC9	1417	G-HPLC Sikorsky S76B	1538
EI-CFC SAAB 340	1549	G-BYAK Boeing 757	1616
G-ORHD Short 360	1646	G-PKBM DC9	1827
G-BMHX Short 360	1835	G-JEAM Friendship	1840
EI-CFA SAAB 340	1920	G-ORHD Short 360	1956
OO-DTK Brasilia	2023	G-OLAH Short 360	2058
G-PKBM DC9	2117	G-SBAC Short 360	2133
G-BEJE HS 748	2149		
18 G-BHJI Mooney M20J	0721	G-OBOW Short 360	0810
F-GKAE Falcon 100	0820 1304	G-BMHX Short 360	0826
EI-CFD SAAB 340	0911	G-PKBM DC9	0918
G-BOPC Warrior II	0921	G-TNTE BAe 146	0940 1050
OO-DTF Brasilia	1029	G-BODY Cessna 310R	1137
G-HELE JetRanger	1216	G-PKBE DC9	1223
G-TNTE BAe 146	1341	EC-487 DC9 83	1412
G-BOXY Archer II	1432	OO-MTD Brasilia	1438
G-PKBM DC9	1519	G-BONC Arrow IV	1520
EI-CFB SAAB 340	1539	G-BHJI Mooney M20J	1553
G-BUHO Cessna 140	1557	G-BEHH Lance 300	1606
G-ORHD Short 360	1653	G-BONC Arrow IV	1803

G-PKBM DC9	1811	G-BEHH Lance 300	1816
G-OBOH Short 360	1832	G-BMAR Short 360	1950
G-ECAV King Air 200	1921	G-OBHD Short 360	2002
EI-CFA SAAB 340	2008	OO-DTO Brasilia	2012
G-RMCT Short 360	2056	G-PKBM DC9	2131
G-OLAH Short 360	2136	G-BEJE HS 748	2153
19 G-BMAR Short 360	0759	G-OBOH Short 360	0802
D-CCAY Lear Jet 35A	0848	EI-CFC SAAB 340	0859
G-PKBM DC9	0919	G-OBHD Short 360	0950
OO-DTH Brasilia	1036	EI-SNN Citation III	1134
G-PKBM DC9	1222	G-BTZF Boeing 737	1237
G-OBHD Short 360	1321	OO-DTF Brasilia	1440
G-PKBM DC9	1515	EI-CFD SAAB 340	1553
G-OBHD Short 360	1646	G-JDTI Cessna 421C	1758
G-ZAPD Short 360	1807	G-OBOH Short 360	1824
G-BMAR Short 360	1839	G-ODNP Cessna 310R	1857
G-PKBE DC9	1901	EI-CFC SAAB 340	1922
G-OBHD Short 360	2005	OO-DTF Brasilia	2038
G-RMCT Short 360	2044	G-ZAPD Short 360	2046
EI-FKB Fokker 50	2126	G-PKBE DC9	2139
G-TBAC Short 360	2141	G-BEJD HS 748	2156
20 G-WACK Short 360	0804	G-OBOH Short 360	0811
EC-EOZ DC9 83	0845	G-BPEF Boeing 757	0854
EI-CFB SAAB 340	0856	G-SKKB Navajo	0907
G-BNNJ Boeing 737 300	0914	XV306 Hercules C.1P	0917
G-PKBE DC9	0922	CS-TIG Boeing 737 300	0925
G-OBHD Short 360	0950	OO-DTO Brasilia	1031
G-ATOU Mooney M20E	1035	G-TNTA BAe 146	1222 1341
G-PKBE DC9	1228	D-IAAC Cessna 441	1253 1336
G-OBHD Short 360	1319	OO-DTH Brasilia	1449
G-PKBE DC9	1512	EI-CFA SAAB 340	1541
G-OBHD Short 360	1653	G-BCJO Arrow	1702
G-OAKL King Air 200	1708	G-BOVK Warrior II	1806
G-PKBE DC9	1810	G-BNNJ Boeing 737 300	1813
G-OBOH Short 360	1823	G-BMHX Short 360	1840
D-IAAC Cessna 441	1845	EI-CFB SAAB 340	1930
G-OBHD Short 360	2001	OO-DTI Brasilia	2016
G-BMAB DC9	2030	G-RMCT Short 360	2050
G-PKBE DC9	2117	G-TBAC Short 360	2130
G-BEJD HS 748	2152		
21 G-BNNJ Boeing 737 300	0704	LZ-BTV TU 154	0708
EI-CFB SAAB 340	0900	G-BMAB DC9	0921
G-BMAC DC9	0952	G-OBHD Short 360	1025
OO-DTF Brasilia	1033	G-ELDG DC9	1054
G-BMAB DC9	1223	G-BRAV Aztec	1238
G-JDTI Cessna 421C	1308	G-BOAD Concorde	1356 n/s
G-DFLT Cessna 406	1401	G-GREN Cessna T310R	1416
G-OBMH Boeing 737 300	1431	G-BNGH Boeing 737 300	1445
EI-CFA SAAB 340	1540	G-BKMX Short 360	1556
G-OBHD Short 360	1646	G-BSBW JetRanger	1749
G-BMAB DC9	1852	G-BNNJ Boeing 737 300	2002
G-OBHD Short 360	2006	G-BMAK DC9	2124
22 G-BNNJ Boeing 737 300	0753	EI-CFB SAAB 340	0858

G BMAB DC9	0838	G BNGL Boeing 737 300	0951
G PKBM DC9	1018	G BMAB DC9	1223
G BODY Cessna 310R	1239	G MONJ Boeing 757	1307
G OBHD Short 360	1330	G BMAI DC9	1350
OO-DTG Brasilia	1442	EI-CFD SAAB 340	1545
G OBHD Short 360	1642	LZ BTS TU 154	1720
G AYGC Cessna F150K	1805	G OBOH Short 360	1830
G BMAM DC9	1832	G BNNJ Boeing 737 300	1848
G IEAA Boeing 737 300	1852	G BKAR Tomahawk	1927
EI-CFB SAAB 340	1937	OO-DTL Brasilia	2009
G OBHD Short 360	2011	G BMAM DC9	2121
23 G-BNNJ Boeing 737 300	0701	G-BMHX Short 360	0811
G OBOH Short 360	0813	G BODY Cessna 310R	0817
EI-CFA SAAB 340	0902	G-BHAM DC9	0932
G OBHD Short 360	1004	OO-DTK Brasilia	1032
G-BSTM Cessna 172L	1051	G BFIG Cessna FR172K	1100
G-BHAM DC9	1226	G OBHD Short 360	1331
OO-DTG Brasilia	1442	G-BYAK Boeing 757	1445
G-BHAM DC9	1518	EI-CFD SAAB 340	1542
G-XGBE Cessna 340	1544	G-BSBW JetRanger	1549
G OBHD Short 360	1643	G BMAM DC9	1815
G OBOH Short 360	1827	G-BMHX Short 360	1831
N59756 Navajo	1904	EI CFA SAAB 340	1926
OO-DTF Brasilia	2005	G OBHD Short 360	2006
G-RMCT Short 360	2052	G-BHAM DC9	2114
G-DLTA T67M Firefly	2116	G-TBAC Short 360	2131
G-BPDA HS 748	2205		
24 G-BMLC Short 360	0801	G OBOH Short 360	0813
VR-CCK Agusta 109	0818	EI-CFB SAAB 340	0900
G-BMAK DC9	0922	9H-ABF Boeing 737	0945
G-OJCB JetRanger	0947	XV109 VC 10 C.1	0948 1146
G OBHD Short 360	0953	OO-DTO Brasilia	1021
G BODY Cessna 310R	1028	G TKPZ Cessna 310R	1154
G-BMAK DC9	1236	G-BYAK Boeing 757	1238
G-AVIB Cessna F150G	1250	G-OAKL King Air 200	1258
OO-DTL Brasilia	1500	G-BMAK DC9	1535
EI-CFA SAAB 340	1541	G-BYAL Boeing 757	1559
EI-BIC Cessna F172N	1612	G OBHD Short 360	1645
G-BMAK DC9	1824	G OBOH Short 360	1829
G-BLPV Short 360	1832	XV109 VC-10 C.1	1842 1935
EI-CFB SAAB 340	1929	OO-DTJ Brasilia	2005
G OBHD Short 360	2008	G-RMCT Short 360	2100
G-PKBE DC9	2119	G-SRAC Short 360	2145
G-BPDA HS 748	2215		
25 G-BMHX Short 360	0757	G OBOH Short 360	0810
G-HERO Lance 300	0821	EI-CFC SAAB 340	0858
G-PKBE DC9	0942	G OBHD Short 360	0953
OO-DTG Brasilia	1033	G BOTV Lance 300	1112
G-HYLT Saratoga SP	1155	G-VICH F33C Bonanza	1216
G-PKBE DC9	1235	G TKPZ Cessna 310R	1312
G-RAGO Cessna 421B	1321	EC 485 DC9 83	1359
OO-DTF Brasilia	1443	G-PKBE DC9	1522
EI-CFD SAAB 340	1542	G OBHD Short 360	1642
G-IFLP Seneca	1744	G-PKBE DC9	1820

G-OBOW Short 360	1823	G-BLGB Short 360	1825
G-BSBW JetRanger	1826	N602PM Aerostar	1917
EI-CFC SAAB 340	1928	G-OBHD Short 360	2007
OO-DTH Brasilia	2025	G-RMCT Short 360	2054
G-PKBE DC9	2119	G-SBAC Short 360	2132
G-BPDA HS 748	2149		
26 G-BLPV Short 360	0754	G-OBOW Short 360	0814
G-BLKY Baron	0902	EI-CFB SAAB 340	0904
EI-EEC Aztec	0907	G-PKBE DC9	0933
G-BPAS TB20 Trinidad	1000	G-OBHD Short 360	1005
OK-DKH King Air 90	1035 n/s	OO-DTL Brasilia	1037
G-TKPZ Cessna 310R	1127	G-XGBE Cessna 340	1219
G-PKBE DC9	1228	G-BTWD T61F Venture	1312
G-BFIG Cessna FR172K	1319	G-NUTZ Twin Squirrel	1328
N1224S Cessna 425	1328	G-AVIB Cessna F150G	1340
OO-DTJ Brasilia	1443	G-BOBV Cessna F150M	1456
F-GHFB Falcon 10	1500 1742	G-PKBE DC9	1516
EI-CFD SAAB 340	1547	G-OBHD Short 360	1652
G-PKBE DC9	1827	N602PM PA62P Aerostar	1831
G-OBOW Short 360	1836	G-BHRM Cessna 152	1840
G-BSBW JetRanger	1841	G-BLPV Short 360	1845
EI-CFB SAAB 340	1930	OO-DTG Brasilia	2015
G-OBHD Short 360	2019	G-RMCT Short 360	2046
G-PKBE DC9	2115	G-SBAC Short 360	2135
G-ATMI HS 748	2152		
27 G-BLPV Short 360	0755	G-OBOW Short 360	0808
EI-CFA SAAB 340	0853	EC-463 DC9 83	0901
G-BPEF Boeing 757	0914	G-BNNJ Boeing 737 300	0919
D-CFAI Falcon 20	0935	G-PKBE DC9	0938
CS-TIH Boeing 737 300	0946	G-OBHD Short 360	1004
OO-DTO Brasilia	1021	G-BBPX Seneca	1038
G-BOYL Cessna 152	1046	G-AXSG Cherokee 180E	1222
G-PKBE DC9	1230	G-OBHD Short 360	1331
G-SADE Cessna F150L	1346	G-BCUJ Cessna F150M	1353
G-BRHA Lance 300	1406	G-BOYL Cessna 152	1430
OO-DTL Brasilia	1447	D-GBTF Duchess	1509
G-PKBE DC9	1523	EI-CFC SAAB 340	1550
G-DELB Robinson R22	1559	G-OBHD Short 360	1659
G-OBMW AA5 Traveler	1723	G-PKBE DC9	1814
G-BNNJ Boeing 737 300	1830	G-OBOW Short 360	1833
G-BLPV Short 360	1836	G-ODNP Cessna 310R	1913
EI-CFA SAAB 340	1929	OO-DTF Brasilia	2009
G-OBHD Short 360	2010	G-RMCT Short 360	2051
G-PKBE DC9	2120	G-BMAG DC9	2128
G-TBAC Short 360	2134	G-BEJD HS 748	2156
28 G-BNNJ Boeing 737 300	0700	LZ-BTT TU 154	0707
EI-CFC SAAB 340	0858	G-BMAG DC9	0929
G-BMAI DC9	0930	G-PKBM DC9	1012
G-BAGO Cessna 421B	1024	OO-DTK Brasilia	1029
G-RPTL Cessna 172N	1054	G-OBHD Short 360	1138
G-OBMH Boeing 737 300	1420	G-BNGM Boeing 737 300	1452
G-BOYL Cessna 152	1522	G-BUOI PA-20 Pacer	1524
G-LEGS Short 360	1555	G-BTFP Tomahawk	1600
EI-CFB SAAB 340	1605	G-BCPG Arrow	1652

G OBHD Short 360	1704	G BMAG DC9	1810
G BSBW JetRanger	1829	G BHRN Cessna 152	1846
G-BNNJ Boeing 737 300	2101	G BMAG DC9	2105
29 G-BNNJ Boeing 737 300	0735	EI-CFC SAAB 340	0859
G-BMAG DC9	0918	163840 UC-12H	0938
G-PKBM DC9	1021	G-BNGL Boeing 737 300	1040
G-BTFP Tomahawk	1113	G BMAG DC9	1231
G-BMAC DC9	1253	G-MOND Boeing 757	1257
G-OBOW Short 360	1321	EI-CAY Mooney M20C	1348
G-BGGG Tomahawk	1352	G-BTFP Tomahawk	1428
G-BGYJ Boeing 737	1431	OO-DTH Brasilia	1450
G-MAIL Cessna 340	1508	G-ASVN Cessna U206	1533
EI-CFB SAAB 340	1558	G-BGWN Tomahawk	1701
G-IEAA Boeing 737 300	1716	G-BNNJ Boeing 737 300	1739
G-PKBE DC9	1811	LZ-BTK TU 154	1822
G-ONEX King Air 200	1830	G-JEAD Friendship	1925
EI-CFC SAAB 340	1931	G-OBOW Short 360	2011
OO-DTJ Brasilia	2018	G-PKBE DC9	2109
30 G-BNNJ Boeing 737 300	0702	EI-CFB SAAB 340	0856
G-PKBE DC9	0921	G-BRPL Cherokee 140	0950
OO-DTH Brasilia	1032	G-SFHR Aztec	1033
G-BASM Seneca	1144	G-BORK Warrior II	1151
G-BJNZ Aztec	1157	G-BUEP Maule MX-7 180	1221
G-PKBE DC9	1225	G-BBSA AA5 Traveler	1245
G-OBOW Short 360	1319	G-ASVN Cessna U206	1435
G-BYAE Boeing 757	1441	OO-DTH Brasilia	1448
G-BUEP Maule MX-7 180	1530	EI-CFA SAAB 340	1541
G-NYTE Cessna F337G	1615	G-TAYS Cessna 152	1647
G-OBOW Short 360	1650	G-CPTS JetRanger	1726
G-BPHL Warrior II	1817	G-BSBW JetRanger	1827
G-PKBE DC9	1830	G-BMLC Short 360	1833
G-MAIL Cessna 340	1838	G-SFHR Aztec	1908
G-JEAD Friendship	1913	EI-CFB SAAB 340	1927
G-OBOW Short 360	2007	N2673D Cessna 340	2023
G-PKBE DC9	2116	OO-DTH Brasilia	2157
31 G-BLZT Short 360	0815	G-BMAR Short 360	0817
EI-CFD SAAB 340	0904	G-PKBE DC9	0931
9H-ABF Boeing 737	0952	G-OBOW Short 360	0955
OO-DTK Brasilia	1026	G-PKBE DC9	1230
G-BYAF Boeing 757	1302	OO-DTH Brasilia	1447
G-LOGU Jetstream	1521	G-PKBE DC9	1528
G-BILU Cessna 172RG	1546	EI-CFC SAAB 340	1549
G-BYAG Boeing 757	1601	F-GMGB King Air 200	1644
G-OBOW Short 360	1648	G-AZFI Arrow	1732
G-PKBM DC9	1824	G-BMAR Short 360	1830
G-BLZT Short 360	1835	EI-CFD SAAB 340	1926
G-OBOW Short 360	2002	OO-DTH Brasilia	2005
G-RMCT Short 360	2050	G-PKBM DC9	2124
G-SBAC Short 360	2133	G-BEJE HS 748	2202

From & To (where known)

03) XZ667/Belfast: 05) F-GMGB/Cannes; N1224S/Birmingham: 08) F-PDAB/F & T Biggin:
 09) N4360U/F & T Pontoise: 10) XV303/Lyneham-Split; XV222/Split-Lyneham:
 12) OY-BEB/Tristrup; OY-CCG/Stockholm-Karup: 13) OY-CCG/Karup: 14) VR-CDB/F & T
 Stanstead: 15) N707TJ & N5057V/Newcastle; RA-85713/Birmingham-Moscow: 16) F-GMGB/
 Cannes: 18) F-GKAE/Norwich-Gatwick: 19) D-CCAY/Nuremberg; EI-SNN/Shannon:
 20) D-IAAC/Cologne-Jersey and return; XV306/Lyneham: 23) N59756/Gerona:
 24) VR-CCK/Morley; XV109/Brize Norton-Split and return; EI-BIC/Coventry:
 25) N602PM/Fairoaks: 26) N602PM/Glasgow; OK-DKH/Prague; N1224S/Birmingham; F-GHFB/
 F & T Le Bourget: 27) D-CFAI/Nuremberg; D-GBTF/Altenrhein: 29) 163840/Mildenhall;
 F-CAY/Dublin: 30) N2673D/Isle-of-Man: 31) F-GMGB/Cannes:

Overshoots

03) G-TKPZ; XS734/FYY46: 06) XX499/FYY79: 12) XX497/FYY77; ZG487/LOP22: 16) XX494/
 FYY78: 17) G-BUUX: 20) XX499/FYY74: 23) XV306/Ascot 771: 26) XS709/FYY35; XX491/
 FYY71; XV306/Ascot 767: 31) XX498/FYY768:

LBA Movements review, August 1993

Once again not many foreigners to report, however among the ones noted there were some interesting new ones. On the 5th the King Air F-GMGB made the first of three visits this month from Cannes where it is possibly based. Also arriving on the 5th was the Cessna 425 N1224S from Birmingham which went into Knightair for maintenance and finally departed on the 14th. Another long stay visitor was the Rutan Cozy F-PDAB which arrived on the 8th and stayed in YLA until the 13th. It is owned by an ex engineer from YLA and is believed to be based in Strasbourg. On the 9th the Halibu N4360U was from and to Pontoise in France. A mini Danish invasion on the 12th consisted of King Air C90 OY-BEB which night stopped plus the Citation III OY-CCG which used the callsign "Alkalr 003". Doing two orbits of Roundhay Park at 1500ft on the way in on the 14th was the Boeing 727 VR-CDB operated by Triljet. The Crunchie Stearman formation called in on the 15th prior to a local display, this year the old faithful N707TJ was joined by a different partner in N5057V. Star of the 15th however was the TU 154 RA85713 in the colour scheme of ALAK and operated by Hannover Aviation bringing in hospital cases from Bosnia. Falcon 100 F-GKAE on the 18th is registered to Ste.Natiolocation but it was using the callsign "Alr enterprise910". On the 19th Lear Jet 35A D-CCAY was joined by the Irish Citation III EI-SNN. The Conquest D-IAAC of Kaempf used the callsigns "Tomcat 151-2-3-4" on its flights on the 20th, I don't know what the significance of Tomcat is. The Agusta 109 VR-CCK on the 24th operates with the callsign "Tarmac 1" and on the same day Cessna F172 EI-BIC was visiting. New on the 25th was the Piper PA62P Aerostar N602PM, this is ex D-INFW and was only put on the US register on July 1st. Another new registration was OK-DKH on the 26th, the tower log gives this as a King Air 90 but so far I have been unable to trace it. Joining it on the 26th was Falcon 10 F-GHFB and Aztec EI-EEC. Two more Germans on the 27th were Duchess D-GBTF and the Falcon 20F D-CFAI. A different Irish visitor on the 29th was the Mooney M20C Ranger EI-CAY which belongs to Ranger Flights Ltd. at Dublin. Ending the month was the Cessna 340 N2673D which arrived on the 30th and went into YLA for some kind of maintenance and staying into September, the owner was given as Oscar Aviation Ltd. Military visitors have been sparse again, on the 3rd Lynx XZ667 was "Army741". On the 10th the Hercules XV303 was "Ascot 5182P" from Lyneham to Split whilst the return flight was done by Hercules XV222 as "Ascot 5231". Another Hercules was XV306 on the 20th using the training callsign "Ascot 758". On the 24th the flights to and from Split were done by the VC-10 XV109 as "Ascot 21867". Calling in from Mildenhall where it is based the Beech UC 12H 163840 used callsign "Navy 8G853" on the 29th. The new Cessna 421C G-OFRH of Yorkshire European departed to Redhill on the 6th on lease, their Chiefcaptain G BRFA returned on the 11th and is now in use as back-up to the Bandits. Stearman N50755 made its first flight since arriving on the 7th but has now disappeared. Lance G-TOGA was sold to Comed Aviation at Blackpool on the 18th but was destroyed in a crash on the 31st.

OUT AND ABOUTRHODES INTERNATIONAL WED 28 July 1993

A Day when Greek A.T.C. were playing silly beggars. Lengthy delays and quite irate Captain's made quite interesting listening. List of aircraft present looked more like Manchester than Rhodes.

G-000J (AMH 757), G-ULKA (LEI 734), G-MONC-D (MON 757), G-BUCU (732 BY), G-BUDX (AMY 757), G-IEAA (ASP 733), G-IEAG (ASP 320), G-BBAJ (CKT 11011), G-TONW (AIH MD 83), G-BKFW (BY 767 (ours)).
G-LJET came in and departed to Ben Gurion. Only two were Non British, Scanair (SE-DHT DC10) and Olympic (SX-BHC Dornier 28).

Al Brewer.

SANDTOFT Noted flying out of here on September 1st and 2nd, was Jet Provost XN 461 which is possibly a new resident there.

WOLD NEWTON/WILLY HOWE FARM Resident news:- Tailwind G-BDJC moved out 29.7 and flew down the road to Grindale. That leaves residents as Airtourer 115 G-AZOE, F.172M G-BONU and Bensen B.8R G-BOUV. The Lynx which visited on 5.7 has now been identified from a photograph as AH.9 ZG885 of 672 Sqdn. Movements:- 16.7 G-BFXW AA-5B f&t Leeds. 17.7 G-BIZG F.152 f&t Netherthorpe, G-AVRS CY.80 o/s only t Bagby. 18.7 G-ARHN PA-22 f&t Sandtoft. 20.7 G-ASVZ PA-28 f&t Brighton. 21.7 G-MVUO Chevron f&t Wombledon (twice), G-BULH 172N f&t Blackpool, G-MVPB Gemini Flash IIA f&t Hushwaite. 22.7 G-ATUB PA-28 f&t Binkbrook, G-BFXW AA-5B f Leeds t Bagby. 24.7 G-BUJI T.61F f&t Linley Hill. G-BUYD F.152 f&t Teeside, G-BWVD T.61F f&t Rufforth, G-BKKO 182R f Crosland Moor t Sherburn, G-RODD 310R o/s only, G-BFHR DR.200 f&t Burton Constable. 25.7 G-BAZN D.11 f Leeds t Fenland. 27.7 G-ATUB PA-28 f&t Binkbrook. 31.7 G-BARC FR.172J f Defford t Humberside then Humberside t Defford. 1.8 G-SACS PA-28 f Bagby t Sherburn, G-BJZN T.67A f Brighton t Burton Constable. G-BTSP/N41013 J.30-65 f Bagby t Peterlee. 2.8 G-SEJW PA-28 f&t Tollerton. 4.8 G-SACT PA-28 f&t Sherburn. 6.8 G-MWCK MW.5 Sorcerer f&t Wombledon, G-AZLY F.150L f&t Teeside. 7.8 G-BUGT T.61F f&t Rufforth. 8.8 G-ANRP/TW439 Auster 5 f&t Brighton, G-BHIC F.182Q f/o t Leeds. 13.8 G-BPTL 172N f&t Teeside, G-MVON Shadow f&t Full Sutton. 14.8 G-FTIN DR.400 f&t Blackpool, G-OSPS PA-18-95 f Felthorpe n/s t Felthorpe. 15.8 G-BMLK G.109B f&t Rufforth, G-BHNA F.152 f Netherthorpe t Brighton, G-BOKX PA-28 f Headcorn 2x/s t Headcorn. 16.8 G-AZLY F.150L f&t Teeside, G-BCEP AA-5 f&t Bagby. 17.8 G-BFSB F.152 f&t Tatenhill, G-BCVH FRA 150L f&t Leeds, G-MVCU Pegasus XL-R arr. by road for local flying. 18.8 G-AZTS F.172L f&t Humberside, G-MBVV Skystrike f&t Wombledon, G-AMUT F.150J f&t Sherburn, G-MWHD Spectrum f&t Wombledon, G-MVCU Pegasus XL-R arr. by road for local flying, G-BSDO Marco J.5 arr. by road for local flying. 20.8 G-BBCN A.R.100 f&t Bagby, G-HMES PA-28 f&t Teeside. 21.8 G-ANRP/TW439 Auster 5 f&t Brighton. 23.8 G-MWCG Gemini Flash IIA f&t Full Sutton. 28.8 G-PIGS Rallye 150ST f&t Boon Hill Farm, G-MWYD Shadow f Wombledon t Brighton, G-BNKM PA-19-95 f&t Brighton, G-BJZN T.67A f Brighton t Burton Constable, G-BMLK G.109B f&t Rufforth, G-BOYP 172N f Rufforth t Andrewsfield, G-BFLN 150M f&t Sherburn. 29.8 G-BPIZ AA-5B f&t Boon Hill Farm, G-BUUX PA-28 f&t Netherthorpe. 30.8 G-AVVD PA-28 f&t Leeds, G-BHHS F.172M f Bagby t North Coates, G-BCEP AA-5 f&t Bagby, G-BUUX PA-28 f&t Netherthorpe. 31.8 G-CTD DR.400 f&t Humberside, G-BFGL FA.152 f Leeds t Bagby, G-MVKE Pegasus XL-R f&t Wombledon, G-BHCT PA-23 f&t Biggin Hill, G-BRUX F.150L f&t Leeds. 1.9 G-MWHD Spectrum f&t Wombledon, ZG848 BN.2T Islander AL.1 (c/s AAC555) f Leeds t Lossiemouth, G-MWCK MW.5 Sorcerer f&t Wombledon, G-BOCH NC.854S f Fenland n/s t Brighton. 2.9 G-MTJL Gemini Flash IIA f&t Brighton. 5.9 G-PIGS Rallye 150ST f&t Boon Hill Farm. 11.9 G-WERY TB.20 f Bagby t Sherburn, G-BJZN T.67A f Bagby t Burton Constable. 12.9 G-YTWO F.172M f&t Sherburn, G-TBAG Renegade Spirit o/s only t Newton on Rawcliffe, G-BFTC PA-28R o/s only t Sherburn, G-BATW F.172M o/s only t Humberside. Resident News:- F.172M G-BONU moved out 5.9 to a new strip at the owners residence which is Maidensgrave Farm between Burton Fleming and Grindale.

R.Fozzard

BRIGHTON 29th Aug 1993 (FLY IN)

G-MVHY Pegasus X1-Q
 G-BAML JetRanger
 T7909 Tiger Moth
 G-KENM Luscombe 8A
 G-BEHT Andreasson BA4B
 G-BRPG Cessna 120
 G-AXAT Jodel D.117A
 G-HISS Pitts S.2A
 G-MVIN Snowbird Mk.IV
 G-BFOP Jodel D.120
 607327 PA-18 95
 G-BCHV Chipmunk
 G-BAND Cessna 182
 G-WINS Cherokee Six
 G-POIN Citabria
 G-AVKJ T.66 Nipper
 G-ATLB Jodel D 1050M.1
 G-BTGM 7AC Champion
 G-BOYZ Laser Z.200
 G-AEKR Flying Flea
 G-BFDL Piper J.3C-65
 G-EFTE Bolkow 207
 G-BATW PA-28 140
 G-BOID Citabria
 G-BRSH Jungmann
 G-BLVK CAP 10B
 LY-AKV Yak 52

G-BSVH Piper J.3C-65
 G-AXED PA-25 Pawnee
 G-RENE Renegade Spirit
 G-MWPP Streak Shadow
 G-BRPE Cessna 120
 G-ARHU PA-22 Tri-pacer
 G-BAAD Evans VP.1
 G-BHCP Cessna F152
 G-EYLL FBL Falco
 G-AZHC Jodel D.112
 G-ARKK PA-22 Colt
 G-AKVP Luscombe 8A
 T9738 Magister
 G-BSPA Quickie Q.2
 G-AGPK Tiger Moth
 G-AYRS Jodel D.120A
 G-MVRR Shadow HD
 G-BSZC Beech C-45H
 G-SWOT Super Wot
 G-AIXD Tiger Moth
 G-AEVS Aerona 100
 G-BPFM 7AC Champion
 G-AVKG Cessna F172M
 G-MYII Team Minimax
 454537 Piper J.3C-65
 G-BEII PA-25 Pawnee
 RA-02166 Sukhoi SU26M

G-NNAC PA-18 135
 G-ATBP Fournier RF3
 G-MWOO Renegade Spirit
 G-BDDG Jodel D.112
 G-BRPF Cessna 120
 G-FUZZ PA-19 95
 G-BKNZ CP301A Emeraude
 G-BJAL Jungmann
 G-IETE Robin DR400/180
 TW 439 Auster 5
 G-AZBI Jodel D.150
 G-BCGA Citabria
 G-TAFF Jungmann
 G-BRNN Cessna 152
 G-AJAO Piper J.3C-65
 G-BGWO Jodel D.112
 G-AZKP Jodel D.117
 G-BROR Piper J.3C-65
 G-AFFI Flying Flea
 G-TAFI Jungmeister
 G-BSFV Woody Pusher
 G-BFID JT.2 Titch
 G-MWRF Gemini Flash
 G-AEBJ Blackburn B.2
 W5856 Swordfish
 G-BLDG PA-25 Pawnee
 BGA1846 Cobra

T.W.Sykes

BEVERLEY/LINLEY HILL Resident news:- 150M G-BPWG has been sold within the Club and will remain as resident, it departed to Sherburn 6.7 for its annual check returning 10.8 when F.150M G-HULL went to Sherburn for its check. F.150L G-BAIP continues to visit regularly f&t Ottringham being noted on 17,22,24,29,30,31.7 and 1 and 7.8. Visitors:- 21.7 G-BFGW F.150H f&t Humberside. 22.7 G-AZLY F.150L f Teeside t Leeds. 24.7 G-AZOE Airtourer 115 f&t Wold Newton. 31.7 G-BOYP 172N f Andrewsfield t Brighton. 1.8 G-BOXY PA-28 f&t Netherthorpe. 3.8 XZ667 Lynk AH.7 f&t Dishforth. G-BTHE 150L f&t Brough. 7.8 G-AZOE Airtourer 115 f Wold Newton t North Coates. G-BTHE 150L f&t Brough. 8.8 G-BGNT F.152 f Humberside t North Coates. G-AYYU C.23 f&t Sturgate. G-BCEP AA-5 f North Coates t Bagby. G-BJZN T.67A f&t Burton Constable. 10.8 G-OPAL R.22B f Rutland Water t Goathland. 11.8 N7133J M.20C (3116) f Newmarket t Fairloaks.
 Resident News:- F.150M G-HULL had arrived back from Sherburn by 25.8. 150L G-BAIP was present on 13,14,18, & 19/8 f&t Ottringham on each occasion. Visitors:- 12.8 G-FKXN PA-28RT f&t Fowlmere, N7133J M.20C(3116) f&t Fairloaks. G-BLPP FR.172G f&t Prestwick. G-BTWD T.61F f&t Rufforth. 13.8 G-BOXY PA-28 f&t Netherthorpe. G-BDAP Tailwind f&t Bagby. 14.8 G-AZOE Airtourer 115 f Wold Newton t Hucknall. G-BHNA F.152 f Netherthorpe t Wold Newton. 18.8 G-BTNO Aerona 7AC f Bagby t Brighton. G-BAZS F.150L f&t Sherburn. 20.8 G-BTHE 150L f&t Brough. 21.8 G-BUGT T.61F f&t Rufforth. G-BPTL 172N f Tollerton t Teeside. 24.8 G-TAYS F.152 f Dundee t Crowfield.

R.Fozzard.

MANCHESTER 25th Aug 93 N338 AA (767), HB INX (DC9), TF ABM (L1011), OY CNA (A300)
 PH BHT (737), OO SIM (737), G-HLEF (Belfast), F-GHUL (737), EI-EZU (DC8), G-BUMP (ATP),
 VH OJO (747), EC FLY (757), YR ECB (1-11), YR BCI (1-11), YR BCL (1-11), PH KJB (JS),
 D-ABIC (737), LZ-BTC (154), LZ-BTS (154), LZ-BTH (154), LZ-BTM (154), LZ-BTO (154),
 EC-BFK (757), EC-FEE (757), EC-FCU (320), VR-HKN (747), G-JEAK (146), PH-BTC (737),
 LN-BLP (DC9), PH-TVS (737), D-ABIH (&37), 9V-SMB (747), VR-HOX (747), S5 -ABA (DC9),
 OK-XGC (737), N39364 (767), N17380 (1011), G-FOOA (757).

R.Ward.

MY FLIGHT TO DUXFORD

It was time for my annual visit to Duxford Air Museum, the only difference being that I was to fly in with two friends which is always a pleasant way to indulge in one's hobby of Air craft and anything connected with them.

AUGUST 8/93 Arrived and having met my two colleagues at Sherburn in Ely airfield the first job was to get the aircraft out of its hangar, and it took three of us to haul it out ready for pre-flight checks, with a special observation of the engine grills where they are a natural target for birds nests.

G-BKMB A Mooney 20, looked superb in the sun and the weather forecast was good, so a trip to the fuel pump to take on 50 gallons was our first priority.

Whilst there, a Pitts special G-BRJN was just taxiing out using the zig-zag method to enable its pilot to get a better view of what was ahead, and he duly took off-the final comment on this aircraft was, that on our return and leaving Sherburn by road about. 7PM It was returning, somewhat ignominiously, on a low loader after having to put down somewhere - any ideas on where, anybody?

Anyway, whilst Peter was re-fuelling, I was in the hangars getting the details of all aircraft present and this appears at the end of my article, as does details of visiting aircraft only at Duxford and not exhibits.

We had decided that I would be up front with Peter on the trip down to Duxford and my friend would accompany Peter on the return leg. I usually find that being up front requires a working knowledge of maps to pass to Peter, and to have the "Pooleys" available for reference, as this is an annual publication that gives lay out of diagrams for all airfields in the UK and other details re radio details, runways, cost to land position etc.

We taxied along to the holding point for runway 29, and completed our final checks, "T and Ps" being the main areas to watch for ie temperatures and pressures. We were ready at the end of the runway, and Sherburn Radio said "Clear to take off Mike Bravo" and the throttle opened up and very soon we were climbing, aiming to miss the local villages in order to keep over flying to a minimum. Flaps were lifted and the throttle eased back and the "Gear Up" was established

MY FLIGHT TO DUXFORD (Cont)

The aircraft is fully Airways equipped and Peter was putting the Co-ordinates of Duxfords position into the Aircrafts computing which then placed a directional beacon over Duxford. So enabling him to use navigational equipment for direction accuracy.

Automatic pilot was put into operation, but as we encountered cloud as we climbed to our cruising height of 4,000 feet, Peter cancelled autopilot and flew the aircraft, as he concentrated on his straight and level dial, because it is easy to become dis-orientated in cloud.

Thankfully the cloud didnt last long.

Our take off time from Sherburn was 12.26pm and our speed was 160 knots as we made our first radio call to Finningley, but as it was a Sunday, nobody replied as it was "inactive".

We flew just east of Doncaster, near Marsh Power Station, and we called up Waddington, who told us to "Squawk 1755", this was put into the computer and we know Waddington would be receiving a radio signal from our plane and this would appear on their radar screen, so they could ensure a safe passage through their area.

They also told us that "The Barnsley is 1014" which is recorded on the planes altimeter kit, to compensate for different barometric pressures. Sounds good, doesnt it, but that is the extent of my knowledge on this topic !

Very soon we were overhead Gamston, near Retford, and we had used this beacon to fly to, and Peter now used the Duxford setting for the next beacon.

Newark appears, and Grantham followed at 12.50pm and soon a great view of RAF Cottesmore and shortly after RAF Wittering could be seen.

Alconbury was passed at 1.04pm and Cambridge four minutes later and Peter was now coming down and flying in the direction the needle was pointing for Duxford, which we could not make out- it is surprising how difficult it is to establish airfields until you are nearly on top of them, but the big hangar at Duxford could clearly be seen and air traffic control had told us "Right hand circuit for runway 24, the Duxford pressure 1014" - The same as the Barnsley setting.

Peter then took us on a long final, over the M11 and did a perfect landing and we were told to park at the side of the control tower.

MY FLIGHT TO DUXFORD (Cont)

Engine off, out we clambered, reported to the control tower which ended a perfect run down from Sherburn in 48 minutes and looked forward to our tour of Duxford and its great range of aircraft. Our return journey was straight forward and took us 50 minutes and our landing at sherburn was straight in for runway 29 and another perfect landing from Peter, just to show he could do two in a day. The aircraft was manouvered into the ahngar and we made our way for a pint to discuss our great day at Duxford - and where could we go next time ?.....

Ian Hale.

SHERBURN IN ELMET AIRFIELD August 8/93

PA 28 AZFI, AYUH, BFUW, BJAG, BFTC, BATV. SIPA 903 ATXO. CESSNA 150 AWUT, ATHV, BFLN, BBOT, BAEU, BAZS. D117 AYKT. D140 AYFM. MICROLIGHTS MYJM, MYJN. MOONEY BKMB, ATOU. LUSCOMBE SYLVAIRE AHEC. GY80 ASJY. CESSNA 310 AWTG, GREN. (New Resident). R22 BSZS, DELB. PITTS BRJN. CESSNA 120 BRJC RALLYE TOBAGO BSDL T67 BIOW. CESSNA 172 BHCP, OBMS. PA23 BFVP. BEECH C23 BARH. SCHWEIZER 269C OCJK. DR 400 NBDD. RALLYE TRINIDAD WERY. TIGER MOTH ANON (T7909).

DUXFORD VISITING AIRCRAFT ONLY - AUGUST 8/93

AIYR (Rapide Pleasure Flights), AGTO (Auster). AELO (Hornet Moth), AZWW (PA23), BAFI (C177), BEGV (PA23), BNPN (PA28), BULR (PA28), BMHC (C206), HTFG (PA23), PFAB (COLOMBAN CRI CRI) Like Radio controlled Model !!

Ian Hale.

TRIPS

SCAMPTON RED ARROWS TUESDAY 9th NOV 1993

This date cannot be confirmed until October, but if it has to be changed, monies could be returned. Places are limited to 24 and priority will be given by payment only and not necessarily in order of names on the list.

Please. send or bring payments to me (address On front of Mag) Cheques made payable to "Air Yorkshire".

RING ME IF YOU HAVE ANY PROLEMS. JOHN 0532 503766

AIR YORKSHIRE, ITS COMMITTEE AND JOHN JACKSON CAN NOT BE HELD LIBEL IN ANY WAY WHATSOEVER FOR ANY INJURIES, INCONVINCENCE AND COSTS, HOWEVER INCURED WHILST PARTICIPATING IN ANY ACTIVITIES BY ANY OF THE ABOVE.

THE FYLDE FLYER

I haven't seen the Fylde Flyer take off from Blackpool. That's because I've not been there at 7.30 a.m. on a Monday, Wednesday or Friday. However, I did get the advertising material the last time I visited the airport.

Operated by Westair, this three times weekly service from Blackpool to Stansted began on April 5th, 1993, and is worked by an eight seater plane. The one pictured on the leaflet is G-OLAF which, according to the Civil Aircraft Markings 1993, is a Beech C90 King Air; but I don't know if this is the only aircraft in use. Check in time is at 7.15 a.m., a quarter of an hour before departure time, and the flight takes about an hour. The return plane leaves Stansted at 6.30 p.m.

Stansted, of course, is not in the heart of London; but there are fast trains from the airport to London's Liverpool Street Station, with connections from there via the Underground railway to all parts of the capital.

And how much is the air fare? Day return is shown as £165, period return (for up to fourteen days) is £178, and the single fare is £89. However, these prices are described as an introductory offer, so they may be out of date by the time this gets into print.

Westair give the cruising speed of the aircraft as 250 mph, say that it flies between 13,000ft and 15,000ft, and that smoking is not allowed on the Fylde Flyer. So what do we know about Westair? They have been established for more than 50 years, and chiefly do executive charter and operate "corporate aircraft" for business travellers. Their address is given as Blackpool Airport, Blackpool, FY4 2QX, and the telephone number for enquiries and reservations is (0253) 404925.

Leslie Scheftsik

DEDICATION OR WHAT ?

After sampling the delights of the Wroughton PFA rally, I thought it was about time for a decent military number crunch. The Fairford International Air Tattoo is arguably the most important military air show in the world, so wide is its appeal that aviation enthusiasts from abroad find it a must. The most numerous of which are the Dutch (who are second great nation of spotters after ourselves) and actually charter Fokker 50's and Saab 340's to day visit. The obvious problem with Fairford though is the distance, which makes it a long trek out. Combine this with the queues to get in (and out), and you're talking about two drivers and a bit of shut eye during the journey. Leaving Baldon at midnight Sunday 25th July the first port of call was Manchester Ringway. After crossing the Pennines in torrential rain.

Thankfully, there was a lot to see:-

Air Malta 9H-AES (737-300), Spanair OY-KGT! , EC-FJQ (MD-83), Air Europa EC-FEF, EC-FFK (757), Air Europa EC-FRP (737-300), Air Liberte F-GHEB (MD-83), Translift N161DB (DC-8).

With time marching on we headed south on the M6. Thankfully, the rain ceased and by the time we hit the M5, the sky was totally clear. Finding RAF Fairford was no problem since the signposts began to appear before Cirencester. It had just turned 5.30 a.m. when we arrived at the entrance and were surprised to find a queue of 20 cars. By the time the gate opened at 6.15 the queues were already quite lengthy, however that didn't matter to the early birds.

Flying at the I.A.T. commences about 9.30 due to the vast number participating aircraft. This means that we had a tough job looking at the 220 statics spread over a wide area. Before even attempting to log any aircraft, a check list was

DEDICATION OR WHAT ? (Cont)

purchased which was an accurate publication of all the identities of aircraft on the ground and in the flying display. There was a strong British presence in the static display, with at least one example of every aircraft operated by the RAF. Frontline aircraft were much in evidence with 13 Tornados, 7 Harriers, and 7 Hawks present. There was also a large MoD contingent with the 'Raspberry Ripple' colour schemes of the Aeroplane and Armament Experimental Establishment (A&AEE), and the ETPS (Empire Test Pilots School). From this collection the Comet 4C 'Canopus' must have been the rarest aircraft, since it is now the only airworthy example of the type. Also present was the Hercules W2 of the Meteorological Office, resplendent in white and blue with pointed nose cone. It would be far too exhausting to catalogue each and every foreign static aircraft but here are some of the best:-

Royal Australian AF (Hercules), Brazilian AF (KC-135), Czech AF (Antonov 12), French Navy (Falcon 10), German AF (Cambera), German Navy (Mil-8T ex E.German, Tornado IDS), Italian AF (727-100), Portuguese AF (G-91 in Tiger Colours), Russian AF (IL-78 Tanker, TU-95 Bear), Swedish AF (Saab Viggen), Turkish AF (F104 Starfighter), USAF (B1-B Lancer, B-52 Stratobomber, C-5 Galaxy), US Navy (A6 Intruder, F-14 Tomcat, P3 Orion), US Army (Apache).

The flying display as well as being extensive was also of very high quality. An interesting participant was an RAF Tucano in an all over blue colour scheme. However it was once more the foreign aircraft which stole the show. Former Eastern Bloc countries supplied some real goodies. One of the strangest choices of formation display aircraft was that of the Czech AF, which employed 4 Let 410 Turbojets which are about the same size as a Shorts Skyvan, however most will remember the spectacular displays of their Mig-21 and Su-25 fighters. A trio of Mig-21's from Hungary performed a dog fight flown at full reheat for the full flight duration. Unfortunately the Russian Mig-29 accident denied us of what was by all accounts an exciting display. However, for me the Saab Viggen display had to be the best individual performance, being agile whilst rather a bulky airframe.

There was an excellent turn-out of formation display teams:-
 Los Halcones (Chile) Extra 300's, Patrouille de France Alpha Jets, Grasshoppers (Netherlands) Alouette III's, Freccie Tricolori (Italy) MB339's, White Albatross (Slovakia) L-39 Albatross, Team Agulic (Spain) Casa Aviojets, Patrouille Suisse (Switzerland) Hunters, Jordanian AF Display Team Extra 300's.

The Chilean AF won the team display competition and deservedly so for a breath taking performance. Also present were the Red Arrows which with a revised 1993 display were as excellent as ever. There were also a number of special formation fly-pasts to commemorate the 75th Anniversary of the RAF. Firstly some 25 Hawks flew in the form of the figure 75. There were then flypasts by historic aircraft such as the Hind, Tiger Moth, Magister, Blenheim and also the BEMF. There were also formations of aircraft such as a Tristar and 2 VC10's and 6 Hercules. As a finale the Red Arrows, a Harrier GR7 and Tornado F3 flew along the crowd line to finish the show.

Leaving Fairford was a problem, we only cleared the airfield at about 9.30pm and it wasn't until 3.00 am that we arrived home due in part to the car misbehaving. The IAT at Fairford is certainly a must for aviation buffs, but a day visit is somewhat exhausting, but like most of you, nothing is too much where aircraft are concerned.

Mark Teale.

AIRLINE NEWS

Air Columbus B.757-236 G-IEAD (24771) was repainted in June to full Air Columbus markings, but it has recently been seen at Southend in plain white overall finish and is reportedly destined for a Chinese operator.

Air Kona is a new Bulgarian airline that plans to acquire a fleet of three Tu-154M's and two AN-12 freighters. Its first Tu-154M registered LZ-MNA was immediately leased to Macedonian on delivery.

Air Ops of Sweden have leased Tristar 100 HR-AMC (1231) for a five year period. It is ex SE-DPR and has been sub-leased to Sultan Air of Turkey.

American Airlines Many of their DC10-10 fleet are now out of service. Several being placed in store at Tulsa.

ARM the DC3 operator based in Palma ceased operations on June 20th due to financial difficulties. The company is now for sale. Anybody interested ?.

Baltic Airlines began services between Riga and Gatwick on 5th August using DC9-15 YL-BAA leased from Whitestone Capital of Dublin.

British Airways have sold some more of the BAC 111-500 fleet. Two have been sold to Oriental Airlines of Nigeria and a further two have gone to a new Romanian airline called JARO International. The two to JARO are G-BJRT (234) and G-BJRU (238)

British Midland is considering the introduction of either B.757 or Airbus A321 aircraft during the next two years. In the near future they are expected to announce what will be replacing the DC9 fleet. It is rumoured that the choice is between the Canadair Regional Jet, B.757-500 and Fokker 100.

Caledonian Airways Tristar 50 G-BEAL (1145) was brought out of storage to provide extra capacity during the peak summer months.

Cretan Airlines of Greece are operating A.320-231's SX-BAS and SX-BAT, these aircraft are ex S5-AAA (043) and S5-AAB (113) respectively.

CSA have sold two Il-62's to newly formed Aspe Air of Prague.

Exacalibur Airways have been using B.707-321B HR-AMV (18839) to cover a capacity shortfall this summer. It is owned by Omega Air and is ex C5-GOC.

SAS are currently operating two of the Falcon Air B.737-300QC aircraft on daytime passenger operations. Unfortunately they are only likely to be used on Domestic services.

It is thought that German Cargo are to be absorbed by its parent company as DC8-73AF D-ADUE (46044) has been seen wearing Lufthansa Cargo titles.

Hunting Cargo Airlines The latest Electra to enter service is EI-CHW. It has c/n (2003) and is ex SE-ICS.

Iberia It is now known that the first revenue service operated by B.757 aircraft was Madrid to Las Palmas on 20th June.

Jersey European Airways are to drop the 'Jersey' reference from their name and become just European Airways.

KLM will take delivery of their first MD11 during December this year, it is to be registered PH-KCA.

Lufthansa are to lease 13 Airbus A.310-203 aircraft to Federal Express. All will be delivered as freighters after conversion by Deutsche Aerospace. The first will be delivered in July 1994 with the remainder following at the rate of one per month. Delivery dates for the first Canadair regional jets were D-ACLF (7015) 29/04/93, D-ACLG (7016) 20/05/93, and D-ACLN (7007) on 28/05/93.

Russian International has been operating Moscow to New York services with Il-96-300 aircraft since the 14th of July.

Translift of Ireland has contracted to lease up to five A.320 aircraft for its european charter network. The first from September, the second in May 1994. The other three may follow later. Presumably this will mean the demise of at least some of its passenger DC8-71 fleet.

The airline has also contracted to lease a DC10-30 for its Transatlantic operations.

Transwede have ordered five Fokker 100 aircraft for use on its domestic network. These will replace larger MD80 aircraft.

Turkish Airlines have taken delivery of the first of five A.340-311 aircraft on July 26th. It has c/n 023 and is registered CS-JDJ. Before entering service it was officially named 'Istanbul'. The type will be used mainly on long haul services to the far east and the U.S.A. but will also appear on some high density european routes, perhaps including Heathrow ??.

China Northwest Airlines BAe 146-300 B-2716 (E3215) stalled on take off from Yinchuan Airport and crashed into a lake. Unfortunately 55 of the 113 on board were killed. It was the aircrafts second take off attempt on its departure to Beijing.