

AIR YORKSHIRE



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JUNE 1985

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FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 14.30 hrs.

JULY 7th. : Films & videos from Westland.
AUGUST 4th. : Members slides/prints.
SEPTEMBER 1st. : G. Dennison - LBA Airport Director.
OCTOBER 6th. : Allen Rowley, of Yorkshire Post Newspapers, will be telling us of his experiences as an Aviation Correspondent over the years, supported by a selection of his many interesting relevant slides.

EDITORIAL

The B.Ae. films were very successful at last month's meeting, and we anticipate that the Westland 'show' at this coming meeting will be even better - thanks for the presentation, Adrian.

The Fuji Airship you may have seen floating about recently is registered D-LDFO, and was based at Doncaster during week commencing June 10th. It has probably now gone to 'fields' anew.

TRIPS-TRIPS-TRIPS

U.S.A.F. Lakenheath

A minibus for a Guided Base Tour on Wednesday 25th Sept. 1985 has been arranged. Cost is anticipated as £8 per head (age 12 and over only). Bookings and deposit as soon as possible to John Lloyd-Martin (address & phone above). Time and place of departure to be arranged. Please contact John urgently so that arrangements can be finalised.

CREDITS

T. W. Sykes	D. Elam	R. Fozzard	S. W. Rigg	S. Jones
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Leeds/Bradford Movements - May 1985

1	G-BLTM Robin HR.200	1007 1648	G-BIRS Cessna 182	1026 1539
	G-RNCO Commander 690C	1308 1704	G-SILV Cessna 340 n/s	1432 1034(2)
	G-BKUN Cessna 404	1611	G-BEHG Jetranger	1649 2033
	G-BJIG Slingsby T67A n/s	1803 1622(2)	G-TYGA AA-5B	1823
2	G-BEHG Jetranger	0843 1341	G-JLCO Twin Squirrel	0922 1022
	XX372 Gazelle	1057 1203	G-ROUP Cessna 172	1241 1807
	G-BILU Cessna 172	1326	G-BLKW Boeing 767	1402 1513
	G-BADR Boeing 737	1544 1650	G-BFLV Cessna 172	1617 1707
	G-BGTG Aztec	1652 1738	G-ATKU Cessna 172	1709 1816
	G-BDNU Cessna 172 n/s	1743 1421(3)		
3	G-BJBJ Boeing 737	0739 0827	G-BCWA BAC 1-11	0807 1638
	G-BBCM Aztec	0941 1719	G-BFTG AA-5B n/s	0942
	G-WYMP Cessna 150 n/s	1230 1139(18)	G-BHWF Boeing 737	1249 1443
	G-BGJH Boeing 737	1344 1553	G-BAZG Boeing 737	1413 1538
	G-BEYV Cessna 210 n/s	1420 1808(31)	G-ASWB Airedale n/s	1501 1635(7)
	G-BFFE Cessna 152	1527 1619	G-BHIN Cessna 152	1546 1620
	G-ASYL Cessna 150	1618 1638	G-BLWV Cessna 152	1714
	<u>PH-VCM Cessna 421C</u> n/s	1929 1539(4)	G-BIRO Cessna 172	2045
4	G-BAZH Boeing 737 n/s	1411 1706(5)	G-BRJS B.Ae.146	1639 1722
	G-AOYL Viscount	1704 1743	<u>LZ-HTA Tu-154</u>	1738 1835
5	G-ATPK BAC 1-11	1124 1215	G-BADP Boeing 737	1304 1415
	G-BGVU Cherokee	1347 1455	G-CSZB Viscount	1423 1503
	G-AWX BAC 1-11	1443 1556	XV191 Hercules	1602 1746
	<u>YU-AGI Boeing 707</u>	1607 1720	G-BJCV Boeing 737	2008 2032
6	G-BIED King Air	0808 1359	G-BBAI Tristar	1335 1559
	G-BBBC Cessna 150	1458 1535	G-AZLY Cessna 150	1727 1807
	<u>YU-AHP DC-9</u>	1800 1917		
7	G-BKAN Cessna 340	0824	G-JLCO Twin Squirrel	0914 0927
	G-TBIO Tobago	0931 1601	G-BIYO Navajo	0934 1022
	G-BDYF Cessna 421C n/s	0941 1454(10)	G-BCXR BAC 1-11	1439 1606
	G-BDSL Cessna 150	1454 1530	G-BIYO Navajo	1632 1653
	G-BBSB Sundowner	2040		
8	G-BUDG Cessna 421C	0944 1652	G-BLTH Cessna 404	1055 1138
	G-BJFK Short SD.3-30	1122 1143	90 Xingu	1125 1329
	G-BGJL Boeing 737	1353 1557	G-BKAN Cessna 340 n/s	1831 0810(18)
	G-BLGM Cessna 425 n/t	2052		
9	G-BLKY Baron	0900 1657	G-BGNU King Air	0956 1004
	<u>N4OAS BAC 1-11</u>	1008 1431	<u>N9418R Cessna 206</u>	1018 1210
	G-AWAI Baron	1251 1510	G-BLKV Boeing 767	1332 1453
	G-BHCP Cessna 152	1500 1601	G-ONOR Cessna 425	1501 1724
	G-BKHO Boeing 737	1522 1702	G-BEOG Boeing 737	1524 1641
	G-GASB Hughes 500	1537 1617	G-BLKP Jetstream 31	1616 1637
	G-BSHL HS.125 n/s	1643 1652(10)	<u>D-CFCF HS.125</u>	1651 1736
	G-BGNU King Air	1653 1740	G-BFVA Boeing 737	1704 1830
	G-BRIT Cessna 421C	1725 1747	G-MALK Cessna 172	1903 2012
	G-FLCH Jetranger	1903 1925		
10	<u>D-CDRB Diamond</u>	0714 0810	G-BHVH Boeing 737	0730 0815
	G-BJYB Cessna 441	0803 0831	G-BIFZ Partenavia P.68C	0843 0938
	G-FOOD King Air 200	0845 1203	G-RAMS Saratoga	0937 1001

Leeds/Bradford Movements (Contd.)

10	G-BJHB Mooney M.20J	1004 1728	G-ATXD T.Comanche	1037 1632
	G-AZTF Cessna 177 n/s	1138 1320(11)	G-ATKS Cessna 172	1209 1254
	G-BECG Boeing 737	1231 1446	G-BGJL Boeing 737	1416 1545
	G-SORR Ecureuil	1425 1442	G-BADR Boeing 737	1428 1535
	G-BCXR BAC 1-11	1556 1715	G-BIFZ Partenavia P.68C	1647 1653
	G-RAMS Saratoga	1722 1748		
11	D-CFCF HS.125	0835 1011	G-BLML F-27	1053 1153
	G-YTWO Cessna 172	1441 1543	G-BRJS B.Ae.146	1452 1557
	G-BLML F-27 n/s	1630 1716(12)	G-AOYF Viscount	1703 1736
	G-AZAV Cessna 337 n/s	1724 1900(17)		
12	G-ATPJ BAC 1-11	1026 1119	G-BFTE AA-5A	1146 1316
	G-BNPD Aztec	1217 1813	ZA711 Chinook n/s	1223 1438(13)
	G-CSZB Viscount	1238 1322	G-BADP Boeing 737	1255 1426
	G-BJYM BAC 1-11	1437 1554	G-BAJN AA-5	1459 1606
	G-BAJO AA-5 n/s	1538 1708(25)	YU-AGI Boeing 707	1545 1713
	G-BADR Boeing 737	1551 1652	G-AVUI Cherokee	1558 1700
	G-OBMW AA-5	1623 1718	G-AXMG BAC 1-11 n/s	1630 0754(13)
	G-BAMM Cherokee	1748 1814	G-BKHE Boeing 737	1959 2034
	G-BLML F-27 n/s	2137 0715(13)		
13	No Movements.			
14	G-AXMG BAC 1-11	0739 0811	G-BGNU King Air	1019 1631
	G-AXMG BAC 1-11	1034 1104	G-SALA Cherokee Six n/s	1044 1405(15)
	G-ASOH Baron	1211 1703	XS790 Andover	1237 2157
	G-BDAS BAC 1-11	1445 1609	G-FISH Cessna 310	1520 1730
	G-AZWW Aztec n/s	1533 1140(15)	N37984 Learjet 35 n/s	1727 1454(15)
15	G-BIED King Air	0905 0912	G-BHYB Sikorsky S-76A	1022 1223
	G-BBPX Seneca	1101	G-TRAF Dauphin	1301 1341
	G-AYCM Jetranger	1309 1420	G-DFIN Dauphin	1314 1427
	G-BGAK Cessna 182	1318 1753	G-BXYZ Commander 690C	1339 1427
	N917J Jetstar	1403 1622	G-BGJF Boeing 737	1406 1555
	XT443 Wasp	1532 1545	G-AYCM Jetranger	1606 1636
	G-BIED King Air	1635 1641	G-FISH Cessna 310	1709 1738
	G-BGOH Cessna 182 n/s	2011 0953(16)		
16	G-BCXF HS.125	0806 1607	G-BLLM Aztec	1023 1604
	G-VJGT Partenavia P.68	1102	G-WIZZ Jetranger	1113 1503
	G-HIRE Cougar n/s	1221 1522(18)	G-AWAI Baron	1311 1628
	G-JMVB Jetranger	1323 1502	G-BKSZ Cessna 210 n/s	1333
	G-BKVZ Boeing 767	1340 1500	G-BGTH Aztec	1450 1853
	G-ATFK T.Comanche n/s	1507 1434(18)	G-BKHE Boeing 737	1526 1652
	G-BDNU Cessna 172 n/s	1605 1410(17)	G-AZTF Cessna 177	1723 1818
	G-BKTN Jetstream 31	1728 1800	G-BAML Jetranger	1754 1911
	G-BGOH Cessna 182	1859 1917	G-BKUN Cessna 404 n/s	1937 1507(17)
17	G-BLML F-27	0831 0848	G-BKHO Boeing 737	0833 0920
	G-ONOR Cessna 425	0858 0950	G-BHLA Cessna 421C	1034 1406
	G-BGJF Boeing 737	1417 1545	G-BAZH Boeing 737	1424 1535
	G-BDAS BAC 1-11	1547 1645	G-BHDB Maule M5	1630 1916
	G-ONOR Cessna 425	1652 1718	G-SEEK Cessna 210 n/s	1654
	G-BHVH Boeing 737	1927 2017		

Leeds/Bradford Movements (Contd.)

18	G-BEVG Seneca	1128 1203	G-BRJS B.Ae.146	1457 1549
	XV191 Hercules	1535 1721	G-BLOA Viscount	1659 1737
	G-AVLS Cherokee	1748 1853	<u>LZ-BTL Tu-154</u>	1819 1926
	G-BCJM Cherokee n/s	2056 1625(20)		
19	ZE 395 HS.125	0905 1446	G-ATPL BAC 1-11	1037 1131
	G-AOYL Viscount	1247 1329	G-BGYJ Boeing 737	1335 1440
	G-BJYL BAC 1-11	1433 1553	G-FISH Cessna 310 n/s	1530 1045(22)
	G-AVRN Boeing 737	1600 1700	<u>YU-AGI Boeing 707</u>	1716 1816
	G-STAT Cessna 206 n/s	1944	G-AXNB Boeing 737	2015 2050
20	G-BAKS Jetranger	0933 1054	G-BLCZ Cessna 441	1027
	G-MILB Cessna 340 n/s	1036 1603(22)	G-BBAI Tristar	1344 1600
	G-BJYM BAC 1-11	1457 1702	G-BAKS Jetranger	1523 1528
	G-BFBD Partenavia P.68B	1552 2019	<u>YU-AJK DC-9</u>	1931 2037
	<u>N4683Y Navajo</u> n/s	1940 1651(23)	G-BGTG Aztec	2004 2030
	G-BLML F-27	2017 2039		
21	G-BFDK Cessna 421B	0739 0817	G-ONOR Cessna 425	0830 0841
	G-NEWR Chieftain	0833 0905	G-BGNU King Air	0909 0925
	G-BFDN Chieftain	0932 1150	G-BAKS Jetranger	0950 1256
	G-OSDI Baron	1015 1604	G-OLLY Chieftain	1109 1623
	G-BATN Aztec	1147 1407	G-BJMR Cessna 310 n/s	1357
	G-BDAS BAC 1-11	1443 1633	G-ONOR Cessna 425	1511 1520
	G-BGNU King Air	1519 1533	XS790 Andover	1601 1902
	G-HIRE Cougar	1607 1851	G-OAKL King Air 200 n/s	1720 0722(22)
	G-NEWR Chieftain n/s	1727 0915(22)	G-BLCZ Cessna 441 n/s	1844 1256(22)
	G-BFDK Cessna 421B	1853 1910		
22	G-BAGO Cessna 421B	0740 0811	G-IBLL Commander 690D	0710 1112
	G-BLML F-27	0759 0856	G-BIYO Navajo	0829 0917
	G-BLKY Baron	0903 1528	G-BAKS Jetranger	1203 1550
	G-AXEC Cessna 182	1228 1846	G-ONOR Cessna 425	1301 1511
	G-DBAL HS.125	1316 1627	G-BGDP Boeing 737	1404 1552
	<u>N260LB Bonanza</u> n/s	1532	G-NEWR Chieftain n/s	1545 0905(23)
	G-BIYO Navajo	2021 2044	G-OAKL King Air 200	2116 2128
23	<u>HB-VHA Citation</u>	0925 1624	G-IBLL Commander 690D	1203 1228
	G-BLZZ Citation n/s	1230 1457(24)	<u>PH-RPI Cessna 182</u> n/s	1306 1034(24)
	G-BKFW Boeing 767	1435 1551	G-BLCA Jetranger	1453 1617
	G-BJCF Boeing 737	1521 1647	G-NEWR Chieftain	1720 1744
	G-BECG Boeing 737	1726 1830	G-BLCZ Cessna 441 n/s	1733 1503(30)
	G-BGTY Boeing 737	1739 1910	G-IBLL Commander 690D n/s	1749 1524(24)
24	G-BGTY Boeing 737	0716 0813	G-BGTG Aztec	0846 0927
	G-BAKS Jetranger	0913 1322	G-BAZU Arrow	0939 1453
	G-BNAB Cougar	1003 1424	G-HPVC Partenavia P.68n/s	1031
	G-GASB Hughes 500	1115 1213	G-GFLY Cessna 150	1228 1710
	G-BFVA Boeing 737	1241 1441	<u>PH-ADG Cessna 303</u> n/s	1247 0941(25)
	G-BFGH Cessna 337	1309 1546	G-BECG Boeing 737	1429 1536
	G-BGJK Boeing 737	1436 1611	G-BDAT BAC 1-11	1530 1652
	G-BBZI Navajo	1803 1925	G-BAGO Cessna 421B	1842 1929
	G-BLKB Boeing 737	2041 2124	G-BHIM Cessna 421C	2109 2140
25	G-BGAX Cherokee	0907 0932	G-BIZF Cessna 172	1024 1201
	G-YIII Cessna 150	1121 1222	G-BKUN Cessna 404 n/s	1144 1529(26)

Leeds/Bradford Movements (Contd.)

25	G-BHWF Boeing 737	1256 1553	G-SCHH B.Ae.146	1505 1551
	G-ATMW Cherokee	1622 1709	G-BAJY Robin DR.400	1639 1727
	G-APIM Viscount	1748 1827	<u>LX-YES Cessna 210</u> n/s	1942 1503(28)
26	G-ATPL BAC 1-11	1021 1112	G-BGNW Boeing 737	1250 1427
	G-AOYL Viscount	1300 1331	G-BKHE Boeing 737	1359 1536
	G-AXYD BAC 1-11	1435 1600	G-AVLS Cherokee	1503 1615
	<u>HB-VFW Challenger</u>	1547 1705	G-BECG Boeing 737	1603 1656
	G-BJYD Cessna 152	1613 1657	<u>YU-AGI Boeing 707</u>	1717 1827
	XR501 Wessex	1935 2010	G-AOYP Viscount	1948 2023
	G-AXNC Boeing 737	2000 2040		
27	G-OFBL King Air	1230 1617	G-BBAI Tristar	1324 Overran
	G-BGTG Aztec	1647 1729	G-BFGH Cessna 337 n/s	1829
	G-BKAN Cessna 340 n/s	2038		
28	G-BDOG Bullfinch	1110 1215	G-YORK Cessna 172	1146 1243
	G-BDSB Archer	1242 1804	G-AWAW Cessna 150	1509 1622
	G-AWLP Mooney M.20F	1530 1907	G-JTIE Cessna 421C	1731 1746
	G-DAFS Cessna 404 n/s	2145 1800(31)		
29	G-BJXO Cessna 441	0853 1522	G-BIUI Cessna 152	1037 1111
	XP778 Beaver	1225 1335	G-LKOW King Air 200	1342 1822
	<u>F-RBWK Noratlas</u>	1440 1526	G-BGJK Boeing 737	1442 1608
	G-ATBK Cessna 172	1534 1707	G-JLCO Twin Squirrel	1813 2114
	G-AWAW Cessna 150	2029 2119		
30	G-JLCO Twin Squirrel	0903 0905	G-BAKS Jetranger	0911 1315
	G-BJYD Cessna 152	1120 1146	G-FLGH Jetranger	1212 1257
	<u>EI-BLJ Cessna 210</u> n/s	1255 1742(31)	G-AWAI Baron	1331 1617
	G-BLKW Boeing 767	1344 1512	G-OFBL King Air	1431 1728
	G-BAZG Boeing 737	1532 1642	G-BHAF Tomahawk	1537 1632
	G-JLCO Twin Squirrel	1606 1608	G-BHCP Cessna 152	1703 1737
	G-BFFE Cessna 152	1720 1754	G-OMAV Twin Squirrel	1836 1848
31	G-BGTY Boeing 737	0726 0826	G-FISH Cessna 310	0857 0903
	G-BJET Cessna 425	0935 1129	G-FOUX AA-5A	1010 1813
	<u>OO-BVT AA-5A</u>	1026 1619	G-BIUI Cessna 152	1029 1110
	G-BGBK Tomahawk	1030 1127	G-BKIH Twin Squirrel	1034 1129
	G-JLCO Twin Squirrel	1121 1339	G-BJCT Boeing 737	1250 1445
	G-BAKS Jetranger	1325 1413	G-BLCZ Cessna 441 n/s	1347
	G-BECG Boeing 737	1412 1531	G-BDCK AA-5	1614 1749
	G-BJYL BAC 1-11	1615 1714	G-BGJK Boeing 737	1648 1756
	G-BAWB Aztec n/s	1702	G-FISH Cessna 310	1739 1804
	G-BBBC Cessna 150	2024 2055	G-BLKE Boeing 737	2128 2202

Leeds/Bradford Movements Review - May 1985

Almost a disastrous month.

British Airtours started operations with the Tri-star on the 6th when G-BBAI came in. The same aircraft operated the flight on the 20th and was inbound on the 27th when it over-ran the end of runway 14 and ended up halfway down the banking with the nosewheel collapsed. There were no serious injuries but the aircraft is extensively damaged. Runway 14-32 was blocked for the rest of the day and operated at a reduced length until the Tri-star could be moved to the main apron late on the 29th. It will be resident for some time as it will be necessary for Lockheeds to manufacture some replacement parts.

Leeds/Bradford Movements Review (Contd.)

Moving on to the Foreign visitors we started the month on the 3rd with Cessna 421G PH-VCM c/n 1212 night-stopping. Then the bigger metal started to arrive. Balkan opened up their services with Tu-154 LZ-BFA c/n 026(?) on the 4th and JAT supplied Boeing 707 YU-AGI on the 5th and DC9 YU-AHP on the 6th. The Boeing visited again on the 12th and 26th, with YU-AGJ doing the flight on the 19th. The DC9 was diverted on the 13th, it was YU-AJK on the 20th and the runway was, of course, blocked on the 27th. Visiting on the 9th was BAC 1-11 N40AS c/n 17-061 joined by the Cessna Brussels runabout U206 N9418R and the Condor HS125 D-GFCF. The 10th saw the first visit of a Mitsubishi Diamond in the shape of D-CDRB c/n A.053SA. Learjet 35A N37984 on the 14th is the one that Northrop Aviation uses as a lead ship on its fighter ferry flights and it has c/n 35A-384. Yet another American biz-jet was Jetstar N917J c/n 5082 on the 15th. Balkan's second Tu-154 of the month was LZ-BTL on the 18th believed to have c/n 208. Navajo N4683Y which night-stopped on the 20th is a very old one with c/n 31-678 and used to fly as F-BRQJ. Beech C.33 N260LB which arrived at Northair for checks on the 22nd belongs to a US citizen resident in Spain. Citation HB-VHA on the 23rd was joined by Cessna 182R PH-RPI. Night-stopper on the 24th was Cessna T303 PH-ADG c/n 298, and arriving for its annual visit on the 25th was Cessna 210 LX-YES. Only the second Challenger to use the airport was HB-VFW which did an ambulance flight on the 26th. Night-stopping at Northair for checks was Cessna 210 EI-BLJ on the 30th and the final foreigner for the month was AA5 00-BVT on the 31st. The UK visitors have been mainly first visits for airliners, Boeing 767's G-BLKW(2), G-BLKV(9), G-BKVZ(16) and G-BKPW(23). HS146 G-BRJS(4). Friendship G-BLML(11). Boeing 737-300 G-BLKB(24) and numerous Dan-Air 1-11's. Northair have apparently sold Cessna 425 G-BJYC and it left on the 1st. Cessna 152 G-BLWV departed to Doncaster on the 4th and the rebuilt Cessna 172 G-BIRO also departed on the 4th. Coming the other way was Cessna 303 G-INDC which came back from Leavesden on the 16th in a much better colour scheme than the one it left in. Also arriving on the 16th was Jack Tordoff's new Partenavia P68 G-VJCT c/n 327 which replaces G-OJCT although this is still present. It was acquired for him by Northair and they are said to be getting P68 Observer G-OBSV for the Dept of Fisheries to back up G-DAFS the Cessna 404. Plenty of military activity at the airport this month, starting on the 2nd with Gazelle XX372/Army337. Hercules XV191 visited twice, the 5th (Ascot 4977) and the 18th (Ascot 4979). French Navy Xingu No90 was FA051 on the 8th. Diverting in with engine trouble on the 12th was Chinook ZA711/ET with callsign GGP96, after a n/s it left as FMH96. Variety was provided by Navy Wasp XT443 coded 422/PO of 829 Squadron which was "Navy 422" on the 15th. The Prime Minister arrived in HS125 ZE395/Ascot 1689 on the 19th. Wessex XR501 was "Rescue28" late on the 26th, and the Army sent us Beaver XP788/Army112 on the 29th. Two Andovers were XS790/Kitty2 on the 14th and XS790/Kitty4 again on the 21st. The star military must surely have been French Air Force Noratlas N0157 coded 63-WK on the 29th with callsign "FM0215".

Callsign Tie-ups:- 7th. G-BIYO/Neatax 801-2; 8th. G-BJFK/Spacegrand 73P-1177P; 9th. G-BSHL/McLine 182A; G-BRIT/McLine 228A; 10th. G-BJYI, 'McLine 104; 16th. G-BLLM/Wessex 216; G-BKTN/McLine 298A; 21st. G-BFDN/Topflite 351-2; G-OSDI/Swiftair 863; G-OAKL/Kilroe 01; 22nd. G-BIYO/Neatax 701-2; G-IBLL/Cocktail 731-2; 23rd. G-IBLL/Cocktail 741-2-3; 26th. HB-VFW/FR302-3; 29th. G-LKOW/Speedbird 9699E.

Overshoots:- 1st. XX491/FYT89, XW366/LOX55 J. Provost; 2nd. XW434/CFT54, XW326/CFT65, XM414/CFT66 J. Provost, XS710/FYN05 Dominie, XX498/FYT96, XX500/FYT94; 3rd. XX498/FYT92, XS739/FYN05 Dominie; 7th. XW326/CFT66 J. Provost, G-AVKJ, XS726/FYN53 Dominie; 8th. XX496/FYT93, XW419/CFX32 J. Provost, XS734/FYN51 Dominie; XX491/FYT82; 16th. XX493/FYT87, XS712/FYN46, XS726/FYN06 Dominies; 20th. XS738/FYN48 Dominie, XX499/FYT03; 21st. XX499/FYT03, XX498/FYT93, XW366/LOY58 J. Provost; 22nd. XW351/LOY40, XW366/LOY58, XW351/LOY55, XW366/LOY50 J. Provosts; 23rd. XX498/FYT90, XS733/FYN08 Dominie; 30th. XW237/MTR22 Puma; 31st. XX491/FYT10.

Leeds/Bradford Movements (Contd.)

From & To:- 2nd, XX372 F Netheravon T Binbrook; 3rd, PH-VCM F/T Rotterdam n/s; 5th, XVI91 F Lyneham T Jersey; 9th, N40AS F Heathrow T Shannon, N9418R F Brussels T EMA, D-CFCF F/T Dusseldorf; 10th, D-CDRB F/T Dusseldorf; 11th, D-CFCF F/T Dusseldorf; 12th, ZA711 F Leeming n/s T Odiham; 14th, N37984 F Barcelona n/s T Hawarden; 15th, N917J F/T Le Bourget; 20th, N4683Y F Rotterdam n/s T Frankfurt; 21st, XS790 F Lyneham (Princess Anne on board); 22nd, N260LB F Kidlington; 23rd, HB-VHA F/T Frankfurt, PH-RPI F Amsterdam n/s T Lelystad; 24th, PH-ADG F Brussels n/s T Bristol; 25th, LX-YES F/T Luxembourg; 26th, XR501 F Airedale T Ingleborough; 29th, XP778 F/T Middle Wallop, F-RBWK F Villaroche T Hurn; 31st, 00-BVT F/T Kortrijk.

Grindale Movements - May 1985

4th, G-MALA PA-28 F/T Sandtoft; 6th, G-BBXT/BFIU C.172s, G-BDOG Bullfinch, G-BFXR Jodel D.112 F/T N'thorpe; G-BCER Minicab, G-AZFL/CHIP PA-28s, G-AYRS Jodel D.120A, G-BAJN AA-5, G-YORK C.172, G-ANON (T7909) T. Moth, G-BFLO C.172 F/T Sherburn; G-ATUF C.150 F/T Langar; G-AVUH C.150 F Bagby T Teesside; G-AXXW Jodel D.117 F/T Sandtoft; G-BGRO C.172 F/T Humberside; G-LUCK C.150 F Full Sutton T Brighton; G-BAWX PA-28 F/T LBA; 10th, G-AVUG C.150 F T N'thorpe; G-ATUF C.150 F/T Langar; 12th, G-AVOD Beagle D.5 F/T N'thorpe; 20th, G-BQUJ C.150 F/T Humberside; 23rd, G-BGBK PA-38 F/T Sandtoft; 25th, G-AYKL C.150 F/T N'thorpe; G-BLLH Jodel DR.220 F N'thorpe T K'moorside; G-CHIP PA-28 F/T Sherburn, G-BBXT C.172 F/T N'thorpe; 26th, G-BDOG Bullfinch F/T N'thorpe; 27th, G-MKAY C.172 F/T Doncaster; 28th, G-ATKF C.150 and G-ATFD Jodel DR.1050 F/T N'thorpe; G-BJCY T.67A F/T Sherburn; 29th, G-AVUH C.150 F/T Teesside; G-AZOU Jodel DR.1051 F Blackpool T Horsham; G-AVUG C.150 F/T N'thorpe; 31st, G-AVGV C.150 F/T Bagby; G-BOBI C.152 F/T Sherburn; G-BJGH T67A F/T Teesside.

Teesside Movements - May 1985

1 G-GCAA HS.125 G-WOSP Jetranger	G-BJAJ AA-5B G-OFBL King Air	G-FOOD K.A.200 G-BUDG Cessna 421C
2 G-RMAE Navajo	G-OCAP Jetranger	
3 OY-BTP Chieftain G-APUR Tri-Pacer	G-BTFC Cessna 152 G-BDNX AA-1B	G-AVRF HS.125
4 YU-AJU DC-9 (Inex Adria)	G-FFLY T.67M	G-BHTR Jetranger
7 N38D Learjet 55 G-BHYW Jetranger	G-BCNT P.68B G-BUDG Cessna 421C	G-BGOM Navajo
8 G-FTAX Cessna 421C	G-GASB Hughes 500	
10 PH-SAD F-27 G-BBIC Cessna 310	PH-KFE F-27 G-BIFZ P68C	F-BUUB Chieftain G-TRAF Dauphin
11 YU-AHX Tu-134 (Aviogenex)	EC-CGO DC-9 (Aviaco)	G-CALL Aztec
12 ZE412 Agusta A.109 XS790 Andover	ZE413 Agusta A.109 G-BAWB Aztec	XV212 Hercules
13 G-JAKY Navajo G-AXMG BAC 1-11 (DIV) G-BHMW F-27 (DIV) G-BGNA SD.3-30 (DIV)	G-JICO T.Squirrel G-BLPY SD.3-60 (DIV) G-BDVS F-27 (DIV) G-MOXY C.441 (DIV)	G-REAT Cougar EI-BEM SD.3-60 (DIV) G-BIML F-27 (DIV)
15 XR807 VC-10	LN-PAI Chieftain	G-BGOH Cessna 182
16 F-BXAE Cessna 182 G-OCAP Jetranger	EI-BMK Cessna 310 G-ONOR Cessna 425	G-LATC Bandeirante

Teesside Movements (Contd.)

17 XT765 Wessex XS515 Wessex	XT445 Wessex PH-KFE F-27	XT480 Wessex G-JRMM Commander 690B
18 EC-BIP DC-9 (Aviaco)	PH-KFK F-27	G-IPRA K.A.200
21 HB-VGU Learjet 35 XV109 VC-10	LN-MAM Cessna 441 XS417 Lightning	LN-PAI Chieftain
22 D-ECNJ Cessna 172	F-GEBH Cheyenne	G-TBIO Tobago
23 SE-GXV Merlin	F-GEBH Cheyenne	G-TOPF HS.125
24 G-BLNB Viscount G-JONS Chieftain	G-MPWI Robin HR.100 G-BBHB Navajo	G-ANUO Heron G-GASB Hughes 500
25 YU-AHX Tu-134 (Aviogenex) G-AOYN Viscount	EC-CGR DC-9 (Aviaco) G-MOBL Bandeirante	PH-KFK F-27 G-BGPH AA-5B
26 OO-AFK Arrow	PH-KFK F-27	G-NEWS Jetranger
28 G-SFTF Gazelle	G-GAMA Baron	G-ATEG Cessna 150
29 G-ATRR Cherokee G-BAIN Cessna 150	G-BCXR BAC 1-11 G-BBTK Cessna 150	G-BREW Chieftain G-BFGG Cessna 150
30 F-BVJK Aztec		

3rd.OY-BTP F/T Kristiansand;7th.N38D F Brussels T Reykjavik; 10th.F-BUUB F Leicester T Brussels;15th.LN-PAI F/T Kristiansand;16th.F-BXAE F Southend n/s T Dundee; 21st.HB-VGU F Valcava T Kirmington, LN-MAM and LN-PAI F/T. Haugesund;22nd.D-ECNJ F/T Newcastle, F-GEBH F LeBourget T Chateauroux;23rd.SE-GXV F/T Angelholm, F-GEBH F/T Chateauroux;26th.OO-AFK F Ostend T Aberdeen;30th.F-BVJK F/T Calais.

Local Movements - May 1985

1st G-BKUM Ecureuil G-BEHG Jetranger	Rothwell Ilkley	From Pontefract F/T LBA
3rd G-BHAF Tomahawk G-BJIG T.67A G-BHIN C.152	Humberside Humberside Humberside	From Sandtoft From Sherburn F/T Doncaster
4th G-BHLC King Air	Humberside	From Leavesden
5th XW906/SYN46 Gazelle	Roundhay Park	F/T Scampton
6th G-AREV Tri-Pacer	Sherburn	F/T Barton
7th G-JLCO T.Squirrel G-AYCM Jetranger G-ASMG Dove N366F Falcon 50	Bolton Abbey Coal Aston Brough Humberside	LBA-Scarborough F/T Whinmoor From Dunsfold
8th G-BZAC S-76A	Humberside	From North Denes
9th G-BGOM Navajo	Leeming	From Lyneham
10th Colt06 Ecureuil	Parkway Hotel Lds.	To Cirencester
11th G-JOKE Jetranger G-AYKK Jodel D.117	Harrogate Sherburn	Staverton to Hull From Huddersfield

Local Movements (Contd.)

15	G-TRAF Dauphin G-AZZV C.172	Guiseley Humberside	To Wakefield From Teesside
16	G-IDWR Hughes 369 G-SFTE Gazelle	Wetherby Hull Crest Hotel	To Ripponden F/T EMA
27	G-BKKO C.182	Huddersfield	From Sherburn
28	G-BFMS Rallye G-BLDP T.67M	Rufforth Huddersfield	F/T Barton From K'moorside To Sandtoft
29	G-JLCO T.Squirrel	Ilkley	
30	G-OMAV T.Squirrel	York	To LBA
31	G-AWXU C.150	Huddersfield	To Brough

S.S.A.F.A. Air Display - Church Fenton - 9/6/85

Flying Display

P7350	Spitfire IIA	XZ680/F	Lynx AH.1
LF363	Hurricane IIC	ZA167/273	Sea King HAS.5
PA474	Lancaster B.1	ZB626/L	Gazelle HT.3
JV928	Catalina (G-BLSC)	ZD251/631	Lynx HAS.3
WA669	Meteor T.7	E157/8-NI	Alpha Jet (French A.F.)
XH304	Vampire T.11	FA34	F-16A (Belgian A.F.)
XS507/RN	Wessex HU.5	68-557/AR	RF-4C (U.S.A.F.)
XW320/71	J.Provost T.5A	80-184/WR	A-10A (U.S.A.F.)
XW799/Y	Scout AH.1	80-563/HR	F-16A (U.S.A.F.)
XW860/44	Gazelle HT.2	G-AVMM	BAC 1-11 (British Airways)
XW863/42	Gazelle HT.2	G-AYNN	Cessna 185B(Para Drop)
XW886/48	Gazelle HT.2	G-BIRD	Pitts S-1C
XW907/40	Gazelle HT.2	G-FFLY	Slingsby T.67M
XX308	Hawk T.1	G-MOXY	Cessna 441
XX310	Hawk T.1	G-ZSOL	Zlin Z.50L
451/000	Sea Harrier FRS.1	NI344	Ryan PT-22

Red Arrows

Static Display

TE311	Spitfire LF.16	XX843	Jaguar T.2
XM419/102	J.Provost T.3A	XZ331	Gazelle AH.1
XP359	Whirlwind HAR.10	E112/8-NQ	Alpha Jet (French A.F.)
XS713/G	Dominie T.1	FB 13	F-16B (Belgian A.F.)
XW405/61	J.Provost T.5A	132001	Dash 7 (Canadian A.F.)
XW854/46	Gazelle HT.2	AT-156	Draken (Danish A.F.)
XX236	Hawk T.1	82-659	A-10A (U.S.A.F.)
XX493/L	Jetstream T.1	G-MMRD	Microlight
XX621/D	Bulldog T.1		

Elsewhere on Field

XX234	Hawk T.1	FA17	F-16A (Belgian A.F.)
XZ344	Gazelle AH.1		

S.S.A.F.A. Display (Contd.)

Other

XV249 Nimrod MR.1 - Arrived 1045, did two flypasts & then departed. ZA296/VF, ZA291/VB, ZD477/VC Sea King HC.4's - These are three of the four which did a single fly-past at 1220. (The other one unidentified - any ideas?).

Visiting Light Aircraft

G-BFFF AA-5B

G-BKXO Rutan Longeze

A typical Church Fenton Air Display! But despite that and the blustery weather, the Air Yorkshire stand did some good trade, and more importantly, interested many potential new members.

Report of the Special A.G.M. held on 12-5-85

It was very pleasing to see such a large turn out for an A.G.M., especially when it was the second one in seven months. Perhaps it is an indication of the healthy state of Air Yorkshire in 1985. The Officers of the Society were re-elected en-bloc, to serve for another twelve months.

The rule changes, as proposed and printed in the March edition of the Society's journal were all passed, with the amendment to Section 9 which now reads "The financial period shall end on 30th April of each year".

When time permits an edited version of the rules will be available to all members. Membership of the Society is healthy, and is still growing week by week.

At the time of the meeting we have 123 full members and 24 family members. The subscription levels for 85/86 were decided at the meeting and are now £6.50 full membership due on 1st July for 12 months, or £3.50 for 6 months full membership. Family membership remains at £1 for 12 months, or 50p for 6 months.

Under the new rules there is no limit to the number of Committee members other than Officers. There were changes at the meeting. Retiring members and members not re-elected were Mr C. Pontefract and Mr D. Senior. Many thanks to them for the various ways they have helped the club during their term of office. The new Committee members are as follows:-

Mr I.D. Morton (re-elected) 'Homecroft', Parsons Road, Bradford BD9 4DN

Mr S. Jones, (re-elected) 47, Cedar Close, Armley, Leeds 12

Mr G. Newbould (re-elected) 14, Fossdale Close, Knarborough HG5 0LW

Mrs T. Thompson (new member) 1, Breary Rise, Bramhope, LS16 9AL

Mrs N. Barrett (new member) 53, Highwood Avenue, Moortown, Leeds

Mr P. Mitchell (new member) 21, Merton Gardens, Farsley, Leeds LS28 5DZ

Nice to see two ladies on the Committee. Hopefully this will provide a much needed point of contact with our growing female membership. Welcome aboard, ladies!

Finally, things are going great with Air Yorkshire - please give us all the support and help you can over the coming year.

Flyovers - May (or Murky May)!

During May several new services could have been seen if weather had permitted. Many of these are the North Atlantic charters using their regular aircraft but new routes and operators were Continental with a DC10 service to LGW - regular up UA1 around 12.45, Nationair (NX) with DC8 flights to lots of destinations. Delta and American with lots of extra flights each.

Flyovers - (Contd.)

LOT seem to have made a re-appearance along UBI after very irregular flights over the last year or two.

Freight flights have some new (or different) aircraft. LH are still using UTA B747F F-GBOX on its freight flights (LH478, 460, 462). This aircraft is in UTA colours and easily recognised. The Emery DC8 flights from MIA go out to AMS along Blue One using call signs RAX5--- or OV-----.

El Al are again using a B747F in a colour scheme of which nothing is known. It has a wide dark blue stripe along the fuselage and a lighter blue fin.

European IT operations began with a vengeance - Hispania (Se210, B737), Spartax (B737, DC8), Aviaco (B747, A300, DC9), Air Portugal (B737), Adria (DC9-all types), Balkan (Tu154), Tarom (Tu154), Aeroflot (Tu154), Aviogenex (Tu134, B727), Cyprus (A310).

1	PW010	370	BTN	2035	WCO	B737
4	N419W	350	POL	1135	60/10	WW1124
	N457JA	370	BTN	1955	HON	LJ24
5	N117MR	350	POL	1130	60/10	1-11
	N27TT	370	BTN	1200	WCO	LJ35
	SE-DDG	370	OTR	1850	WAL	LJ35
o	PW005	350	POL	1950	60/10	B737
18	N585A	330	BTN	1015	HON	G2B
	OY-GKL	430	OTR	1035	WAL	C650
19	G-GTCB	390	POL	1055	60/10	G2
	N118B	370	BTN	1610	HON	Jetstar
	SAM86972	370	BTN	1825	HON	VC137(58-6972)
21	F-BYFB	350	POL	1845	GOW	HS125
23	OH-KNE	330	BTN	1920	WCO	Mu300
24	F-BVPS	310	ROB	0708	POL	SN601
	F-GESL	410	DCS	1855	MID	B Ae125
	N490CC	370	DCS	1940	BTN	C551
25	N137M	390	POL	1040	60/10	C650
	N700PD	310	POL	1110	60/10	HS125
	HB-VFS	390	POL	1700	TAL	LJ36
27	OO-GBL	410	POL	1810	LAM	LJ35
28	SAM24126	330	POL	1630	57/10	VC135(62-4126)
29	N95W	in both directions - North/South				WW1124
30	XA-BNQ	180	DCS	1630	BTN	Aerostar
1	N500AL	450	POL	0748	TAL to EDN	G3
	N301FE	370	WAL	1010	MLD	DC10

LEEDS/BRADFORD AIRLINE NEWS - MAY 1985

Regular Flights

BY074A/PMI	02/G-BLKW	09/G-BLKV	16/G-BKVZ	23/G-BKPW	30/G-BLKW
BY096A/IBZ	03/G-BAZG	10/G-BADR	17/G-BAZH	24/G-BECC	31/G-BECC
BY097A/REU	26/G-BHWF				
BY119A/ALC	05/G-BADP	12/G-BADP	19/G-BGYJ	26/G-BGNW	
BY166A/GRO	03/G-BHWF	10/G-BECC	17/G-BGNW	24/G-BFVA	31/G-BJCT
BY207A/ALC	02/G-BADR	09/G-BECC	16/G-BKHE	23/G-BJCT	30/G-BAZG
BY210A/PMI	05/G-BAZH	12/G-BADR	19/G-AVRN	26/G-BECC	
BY210BF/MAN	05/G-BJCV	12/G-BKHE	19/G-AXNB	26/G-AXNC	
BY263A/CFU	09/G-BFVA	23/G-BECC			
BY336A/MUC	26/G-BKHE				
DA421/JER	04/G-AZSU	05/G-AZSU	11/G-AZSU	12/G-AZSU	18/G-ARMW 19/G-ARMW
	25/G-BIUV	26/G-ARMW			
DA423/JER	05/G-ATPK	12/G-ATPJ	19/G-ATPL	26/G-ATPL	
DA431/JER	04/G-BRJS	05/G-AWWX	11/G-BRJS	12/G-BJYM	18/G-BRJS 19/G-BJYL
	25/G-SCHH	26/G-AXYD			

Leeds/Bradford Airline News (Contd.)

DA433/JER	25/G-BIUV					
DA448/GCI	04/G-BFLL	05/G-BFLL	11/G-BFLL	12/G-BFLL	18/G-BFLL	19/G-BFLL
	25/G-BFLL	26/G-BFLL				
DA4042/AGP	03/G-BCWA	10/G-BCXR	17/G-BDAS	24/G-BDAT	31/G-BJYL	
DA4044/ALC	07/G-BCXR	14/G-BDAS	21/G-BDAS	28/Divert		
DA4326/VCE	20/G-BJYM	27/Divert				
DA7012/RTM	03/G-AZSU					
JR2107/LJU	06/YU-AHP	13/Divert	20/YU-AJK	27/Divert		
JR2759/PUY	05/YU-AGI	12/YU-AGI	19/YU-AGJ	26/YU-AGI		
KG143/MAH	03/G-BJBJ	10/G-BHVH	17/G-BKHO	24/G-BGTY	31/G-BGTY	
KG144F/GLA	17/G-BHVH					
KG144F/MAN	24/G-BLKB	31/G-BLKE				
KG147/FAO	09/G-BKHO	23/G-BGTY				
KG149/CFU	27/Divert					
KT100/PMI	06/G-BBAI	13/Divert	20/G-BBAI	27/G-BBAI		
KT102/PMI	03/G-BGJH	10/G-BGJL	17/G-BGJF	24/G-BGJK	31/G-BGJK	
KT104/GRO	08/G-BGJL	15/G-BGJF	22/G-BGDP	29/G-BGJK		
L2930/VAR	04/LZ-BTA	18/LZ-BTL				
VF7522/JER	05/G-CSZB	12/G-CSZB	19/G-AOYL	26/G-AOYL		
VF7744/JER	04/G-AOYL	11/G-AOYP	18/G-BLOA	25/G-APIM		
VF7756/JER	26/G-AOYP					

Euroair provided Viscount G-CSZB for sub-charters to British Air Ferries on the 05th and 12th, and G-BLOA on the 18th still carried basic Manx Airlines livery but no titles. The fleet of Britannia's Boeing 767s visited during the month with other new technology being Orion's Boeing 737-300s on the 24th and 31st. The first Tupolev 154 to visit arrived on the 04th to start the Balkan Holiday series off and Jugoslovenski Aerotransport still sent their Boeing 707s on the Sunday Pula flights in lieu of the promised Boeing 727s. TriStar G-BBAI on the 27th was inbound only as it over-ran Runway 14 ending up on the embankment of Runway 32 threshold. It was finally pulled out on the 29th and towed to the apron extension where it will be repaired - current estimates indicate three to four months. Jet diversions on the 27th and 28th were due to the TriStar blocking the approach to Runway 32 and a reduced landing length being available on Runway 14.

Other Flights

Dan-Air used HS748 G-BIUV on the 15th to operate a passenger charter DA6217/6218 Newcastle - Exeter and DA6219/6220 Exeter - Newcastle.

General

Due to a technical Friendship, Spacegrand were sub-chartered by Air UK to operate the UK581 service as SGLO73P/1277 Blackpool - Belfast Harbour with Shorts 330 G-BJFK on the 08th. Ex-Air Niugini Friendship G-BIML paid its first visit with Air UK on the 11th on UK825/2000 Humberside - Haugesund.

Monarch Airline's One-Eleven G-AXMG was sub-chartered by British Midland to operate BD411 on the 13th and BD411/412/413 on the 14th. Air Ecosse commenced their Gatwick service on the 20th with Shorts 330 G-BKDO which is painted in BCAL Commuter colours, but on the 24th G-BKDN was substituted which still retains an Air UK livery without the red stripe.

Future Flights

None at present.

PHILADELPHIA INTERNATIONAL AIRPORT

For anyone intending to venture West in the near future, here is a run down of what can be expected as found out on my recent visit - 20th. May.

Generally a busy airport with plenty happening to hold your attention. Some indication as to the stature of this airport can be seen from the passenger totals between April '84 and March '85, when 10,540,863 people used the airport.

Arriving aircraft tend to arrive in fits and starts, but when they do start coming your pen is kept quite busy. From my day here it would seem that the only quiet period is around 2 to 3pm. Even then, arrivals appeared every 10 to 15 minutes. The all out rush traffic being mid morning, lunchtime and early evening.

1. CARGO HANDLING AREA

Don't pick a hot day to look around. The complex must extend for approximately 2 miles with the ramp space equally as long. Aircraft can be seen from the following airlines; Federal Express, Flying Tigers, Emery, U.P.S., Zantop, Summit, T.I.A., Perlator Courier, plus others, I would imagine, although not represented at the time of my visit.

Security seemed to be quite tight in that the Police are continuously driving up and down the area, however nothing more than a few stern looks as they drove past. I would imagine problems the moment you tried looking round buildings etc. I kept to the main road and saw most of the aircraft.

2. TRAIN LINK FROM CITY CENTRE

At the time of writing, this link had only just opened. Journey time being around 20 minutes. Trains run every 30 minutes from both airport and City Centre being run by 'SEPTA' - South East Pennsylvania Transport Authority. The trains leave 3 stations in the downtown area namely; Market East Station, Suburban Station and 30th. Street Station. Cost of the journey being 3 dollars 50 during the peak time (06-0920/1540-1800), 2 dollars otherwise.

3. TERMINAL AREA

Terminal B - Air Virginia

Allegheny Commuter
Business Express
Mexicana (depts. only)
T.W.A.
US Air

Terminal C - Continental

Eastern
Midway Metrolink
Pilgrim
Republic

Terminal D - Brockway

Henson
MAC (overseas depts.)
Ozark
Piedmont
Precision
United
Wings

Terminal E - American

Arrow
Bar Harbour
Best
Delta
Jetstream International
Northwest Orient
Pan Am
Ransome
Resorts

4. On the day of my visit, aircraft were landing on runway 26R whilst departures being effected on 26L. Ideal viewing was obtained at the T.W.A. departure gate 8 in Terminal B. This point is located at the intersection of the in-use runways. All departing aircraft have to taxi past whilst arriving aircraft are turning off prior to this area. During the peak periods aircraft are moving all over the place. Photography was excellent with a 135mm lens being more than adequate, however the windows have a lightly shaded glass. A constant watch has to be kept for 'Rogue' aircraft ie. commuter and biz-jets as they sometimes sneaked in between arriving aircraft on 26R and departed rather hurriedly.

PHILADELPHIA INTERNATIONAL AIRPORT (Contd.)

5. ATLANTIC AVIATION This outfit seem to be the handlers for all biz-jet and general aviation movements. Probably between 50-100 aircraft parked on ramp and in large hangars. A good view of the ramp can be obtained from Terminal E. I asked for permission to have a look round but was refused - 'clients privacy' being used as the argument. Not to worry, a little more walking and you can see into the large hangars from an adjacent car-park. There is no cover from the Sun so take care not to be too enthusiastic and over do it.

6. INTERNATIONAL TERMINALS All aircraft can be seen here from Terminal E, however on a hot day, heat haze can cause problems. Served by; Arrow, American Trans Air, Air Jamaica, B.A., Lufthansa, Mexicana (arrivals), MAC (arrivals) and TWA (International). Biz-jets and general aviation along with arriving commuter aircraft tended to use runway 16/34 all the time. Thus when sat in Terminal B you can only watch in despair as biz-jet after biz-jet takes off. Having said that if you've walked around the hangars at Atlantic Avn. you should have logged the majority. In conclusion, a very worth while visit with the commuter airlines adding the variety. Busiest users of the airfield appear to be; US Air, Eastern, Allegheny Commuter, Delta, Precision, Ransome, Wings, United (although at the time of my visit, the pilots were on strike). In a visit that lasted from 0830 to 1500 220 different aircraft were logged. 'Foreign' aircraft noted were: XA-MEB/MEF B727s (Mexicana), VR-JMD B727 (Air Jamaica), D-ADMO DC-10 (Lufthansa), G-AWNB B747 (BA).

I. D. Gordon.

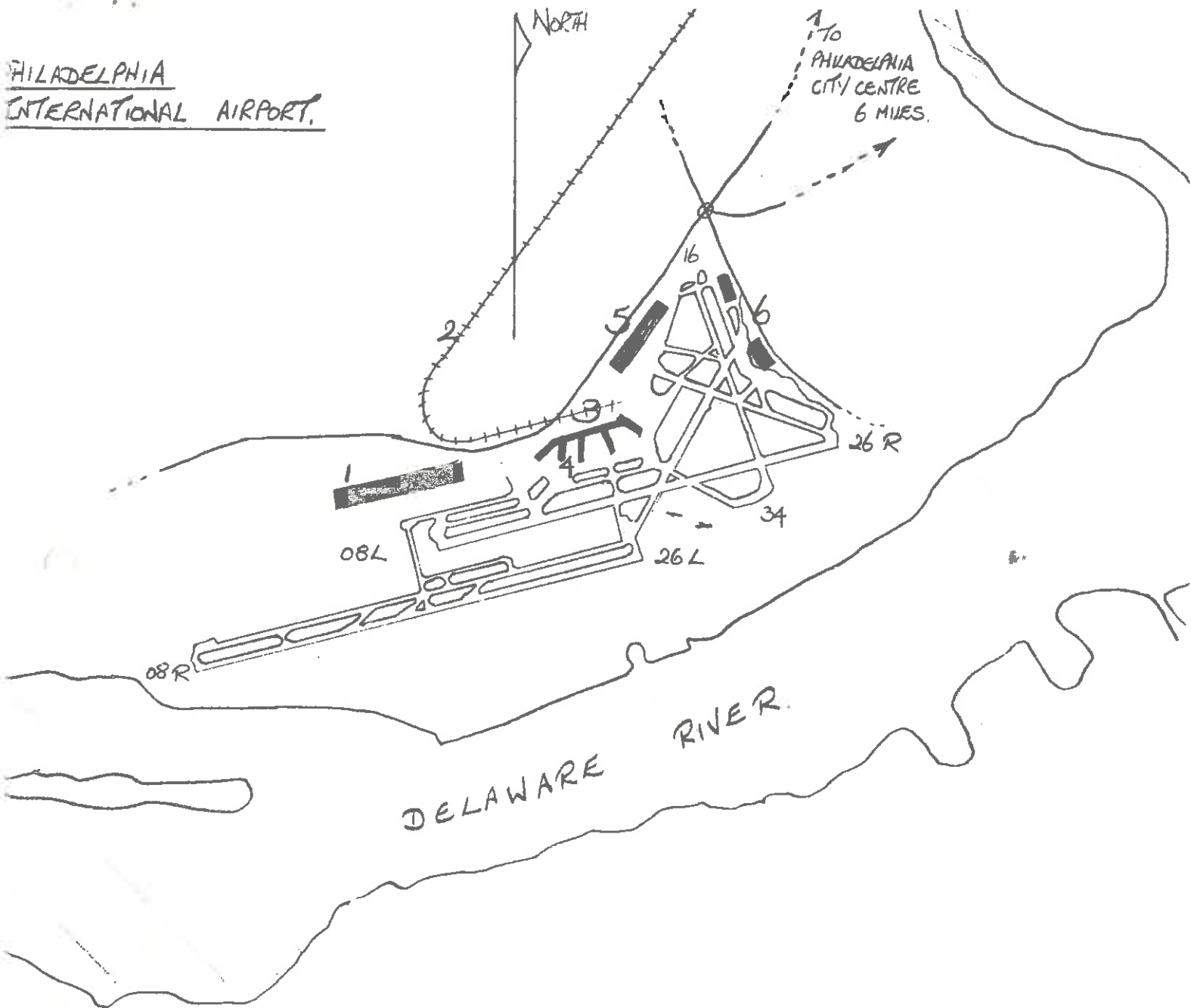
'AIR YORKSHIRE' TRIP - Tues. 28th May - RAF CONINGSBY - and others

A cheery bunch of twelve set off on a sunny morning to look at aeroplanes older than most of us. First stop at Netherthorpe where our illustrious and portly (Chairman) Chair person obtained permission for the party to have a 'look around'. Quite an interesting selection of light planes here with various homebuilts, a few examples of the American singles and even a 'brand new' T67. After a cooling ice-cream we set off again - next stop was RAF Waddington which was covered with the visiting USAF ANG A7's - twenty-seven in view - twelve logged along with two E3A's and a few Vulcans - some Jet Provosts in the circuit and a mile or two away the Vintage Pair flying around. After giving up the remaining A7's due to heat haze we set off for Coningsby to visit the Battle of Britain flight. It was easy to find Coningsby - from about 10 miles we could see a Hurricane wheeling around above it. A Spitfire was flying too - new pilots needing to be checked out - they were more excited than us! Watching Spitfires and Hurricanes sharing the circuit with the based Phantoms and Tornado. F2's was slightly odd - to say the least. The B of B Flight have their own hangar containing 5 Spitfires, 3 Hurricanes (one on a long term rebuild) Lancaster, Chipmunk (tail wheel trainer) and Dove. A selection of engines were also located in the hangar - a problem for the flight - but nothing that will keep them grounded. Lots of information was forthcoming from our guide - too much to repeat - but the Flight should have no trouble existing into the next century.

The Lancaster is limited to 75 flying hours a year and airframe life should see me drawing my pension and still able to watch it flying around. By now we were all feeling very hot and satisfied with our visit so we set off back to Leeds via Humberside, first having a quick look at the Lincolnshire Aviation Museum at Tattershall - home of the oldest existing Dove and at the Tattershall Thorpe complex, where only a couple of choppers (F28 and Whirlwind) could be seen apart from a wrecked Pembroke. At Humberside a couple of bigger choppers were evident one of BAH W.30's departed as we arrived and an S61 in B. Cal. colours with BAH titles was parked. Visiting Danish Be 200 OY-CBP was also parked. Returning home we were able to consider a very enjoyable outing, well arranged (Thank you John) and very interesting. Where next?

Stephen Rigg.

PHILADELPHIA
INTERNATIONAL AIRPORT.



KEY.

CARGO HANDLING AREA.

TRAIN LINK FROM CITY CENTRE.

TERMINAL AREA : LEFT TO RIGHT; TERMINALS B, C, D, E.

PROBABLY BEST VANTAGE SPOT IF AIRCRAFT LANDING FROM EAST.

'ATLANTIC AVIATION' :- BIZ JET AND GENERAL AVIATION PARKING.

INTERNATIONAL ARRIVALS / DEPARTURES TERMINALS

