

AIR YORKSHIRE



VOLUME 16 No 3

(FOR PRIVATE CIRCULATION ONLY)

MARCH 1990

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200

CHAIRMAN:- M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19 Guiseley 75137

SECRETARY:- A. Hooley, 45 Coppice Wood Crescent, Yeadon, Leeds LS19 7LN, Guiseley 75745

TREASURER/REGISTRAR:- H.J. Thompson, 1 Breary Rise, Bramhope, Leeds LS16 9AL, 843189

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 14.30 hrs.

- MAY 6th : Mr P. Jackson, the Chief Flying Instructor at Sherburn will be talking about the interesting facets of his work, and also his experiences of being a member of the Battle of Britain Flight,
- JUNE 3rd : AGM and aviation videos.
- JULY 1st : Annual Recognition Contest.

Trips

Rufforth - trips to the York Gliding Centre at Rufforth have been arranged for Friday's 29th June and 6th July, from 17.30 hrs onwards. There will be a detailed look round the facilities, and flights will be available (towed by winch) at a cost of £8.

Elvington - there will be a tour round Elvington Aviation Museum on Thursday 28th June at 18.30 hrs, cost will be approx. £4, including a buffet meal.

Winthorpe - it is proposed to organise a trip round Newark Air Museum at Winthorpe on Sunday Sept. 9th at approx. 14.30 hrs.

All members interested please contact Mike, Adrian or Jim or add names to the list which will be available at the May meeting.

Church Fenton is on Sunday 10th June this year, and it is not too early to ask you to start sorting out Aviation Mags. and paraphenalia that you can spare for us to sell on the Air Yorkshire stand. Thanks for your help.

Next Committee Meeting is Tuesday 15th May at 19.30 hrs.

CREDITS

T.W. Sykes

S.W. Rigg

B. Best

K. Jordan

J.K. Wallis.

LEEDS/BRADFORD MOVEMENTS - FEBRUARY 1990

1.	G-BGNW Boeing 737		0727	G-BOJM Archer		0816	1048
	G-BLKY Baron		0827 0844	G-BWMP Commander 695A		0858	1627
	XS637 Andover		1231 1317	G-BMNF King Air 200		1306	1340
	G-BGNW Boeing 737		1356 1516	G-BRAH Cessna 310	n/s	1405	1706(9)
	G-BWMP Commander 695A		1621 1635	G-BGNW Boeing 737		2120	2159
2.	G-BMNF King Air 200		1148 1240	G-BECG Boeing 737		1259	1440
	<u>EC-EDM Boeing 737-300</u>		1358 1516	G-BMNF King Air 200		1555	1642
3.	G-CALV Twin Comanche		0752 1806	G-BGNW Boeing 737		?	0812
	G-GEIL B.Ac.125		0837 0910	G-BMNF King Air 200		0925	0956
	G-AWYU BAC 1-11		1005 1142	G-BMNF King Air 200		1341	1419
	G-BPCA Islander		1708 1734	G-BADP Boeing 737	n/s	2229	0732(4)
4.	G-BADP Boeing 737		1406 1503	G-STAT Cessna 206	n/s	1447	1617(9)
5.	G-BADP Boeing 737		0713 0837	G-SANB King Air		0834	1527
	G-BADP Boeing 737	n/s	1417 1507(6)	G-BHKJ Cessna 421C	n/s	1700	
	G-BSHL HS.125		1935 2007				
6.	G-ATSR Bonanza		0808 0843	G-BCPK Cessna 172		0813	1324
	<u>F-GHFO Falcon 10</u>		0843 1321	G-JLRW Duchess	n/s	0903	1402(7)
	G-SOAS Aerostar		0909 1324	G-WILO Jetranger		0924	1139
	<u>N506DM Seneca</u>		0937 1413	<u>9H-ABG Boeing 737</u>		0957	1102
	<u>N4006G Cessna 421C</u>		1234 1013	G-ORME Jetranger		1147	1543
	G-BMUZ Warrior		1300 1428	<u>EC-EDM Boeing 737-300</u>		1404	1514
	G-GLOW Twin Squirrel	n/s	1816 0844(7)	G-BSSS Cessna 421C	n/s	2120	1330(15)
	G-BADP Boeing 737	n/s	2131 1045(7)	<u>N4006G Cessna 421C</u>		2152	1903
7.	G-OSAL Cessna 421C	n/s	1023 1811(8)	G-OADY Duchess			1025
	<u>N4006G Cessna 421C</u>		1715 1040	G-BADP Boeing 737	n/s	2101	0728(8)
8.	G-DINA AA-5B		0924 1046	G-FISH Cessna 310		1139	1904
	G-BADP Boeing 737		1353 1514	<u>N300RV King Air</u>		1610	1649
	G-BADP Boeing 737	n/s	2117 1444(9)				
9.	G-BGZW Tomahawk		0757 1147	G-BPJA Baron		0958	1854
	<u>N4006G Cessna 421C</u>		1602 1031	G-BDHL Aztec		1126	1448
	G-WOTS Seneca		1151 1400	G-DINA AA-5B	n/s	1239	1308(10)
	G-BJXJ Boeing 737	n/s	1257 0813(10)	G-OLAF King Air		1400	1710
	<u>EC-EDM Boeing 737-300</u>		1404 1515	G-FISH Cessna 310		1414	1645
	G-DAFS Cessna 404		1612	G-NORS Cessna 425		1633	1642
	G-MOAC Bonanza	n/s	1855 1639(12)				
10.	G-AWYV BAC 1-11		1029 1128	G-IIRB Jetranger		1441	1518
	G-OSEA Islander	n/s	1448 0935(16)	G-WRCF King Air 200		1942	2014
11.	<u>OY-CRG B.Ac.146</u>		0700 1217	G-BADP Boeing 737		?	0740
	G-OJVH Cessna 150	n/s	1050	G-BADP Boeing 737		1404	1518
	G-BHWE Boeing 737	n/s	2055 0914(12)				
12.	G-SNOB Bonanza		1035 1428	G-BHWE Boeing 737		1515	1608
13.	G-WATS Seneca		0913 1118	G-OAKC Chieftain		1125	1307
	<u>9H-ABA Boeing 737</u>		1138 1239	<u>EC-EDM Boeing 737-300</u>		1329	1512
	G-BECG Boeing 737		1622 1717	G-BLZT SD,3-60 (DIV)	n/s	2218	0748(14)
	G-DASI SD,3-60 (DIV)	n/s	2229 0810(14)	G-BECG Boeing 737	n/s	2305	0954(14)
14.	G-FISH Cessna 310	n/s	0909 0858(22)	G-JLRW Duchess		0942	1021
	G-GAMA Baron		1034 1426	G-UBSH King Air 300		1145	1302
	G-AZLY Cessna 150		1346 1435	G-ORCE Citation		1411	1816
	G-BOIO Cessna 152		1421 1512	G-BRJR Tomahawk			1511
	G-OAKZ King Air		1730 1742	G-BECG Boeing 737	n/s	2013	0741(15)

LEEDS/BRADFORD MOVEMENTS (Contd.)

15.	G-OAKZ King Air	n/s	0854	1746(16)	G-BJYC Cessna 425	0930	0952
	G-BHAY Arrow		0949	1250	G-POAV Dauphin	1226	1256
	G-NEXT Twin Squirrel		1322	1501	G-BECG Boeing 737	1405	1508
	G-BJYC Cessna 425		1524	1544	G-BECG Boeing 737	n/s2111	0942(16)
16.	G-OAWY Cessna 340		0716	0802	XZ335 Gazelle	0827	0858
	G-DONS Arrow		0839	1100	G-WOTS Seneca	0938	1419
	G-BRTB Jetranger		?	1013	G-BKMT Saratoga	1032	1605
	G-ANGK Cessna 140	n/s	1044		G-BRTB Jetranger	1140	1206
	G-RUIA Cessna 172		1149	1257	G-OWVA Cherokee	1215	1351
	G-BJXJ Boeing 737		1253	1433	G-BPON Seneca	1305	1330
	<u>EC-EDM Boeing 737-300</u>		1413	1519	G-BJDI Cessna 182	1438	1650
	G-AYCT Cessna 172		1458	1620	G-BPON Seneca	1745	1813
	G-BMMZ Boeing 737	n/s	2051	0810(17)	G-OAKM King Air 200	2113	2136
17.	G-AWYS BAC 1-11		1011	1130	G-HFGP King Air 200		1110
	G-BECG Boeing 737	n/s	2221	0742(18)			
18.	G-BECG Boeing 737		1415	1524	G-AZSZ Aztec	1436	1531
	G-BGXD Tobago			1439	G-BASL Cherokee	1507	1618
	G-BRTB Jetranger		1613	1638	G-OSEA Islander	n/s1715	1259(24)
	G-BRPU Duchess		1813	1912	G-BECG Boeing 737	n/s2009	0844(19)
19.	G-OAKM King Air 200		0719	0750	G-BWMP Commander 695A	n/s0857	0935(20)
	G-BECG Boeing 737	n/s	1425	1517(20)			
20.	<u>F-BVPG Corvette</u>		0804	1648	I-FLYG Learjet 35	0811	1216
	<u>9H-ABF Boeing 737</u>		1001	1121	G-BCWM Jetranger	1123	1509
	G-BPTR Robinson R-22		1256	1417	<u>EC-EDM Boeing 737-300</u>	1317	1504
	G-BECG Boeing 737	n/s	2122	1002(21)			
21.	G-BLKY Baron		0855	1816	G-KFIT King Air	1316	1623
	G-OWVA Cherokee		1434	1548	G-BLNW Islander	1517	1544
	G-BFLV Cessna 172		1609	1806	G-OAKM King Air 200	1713	1729
	G-BECG Boeing 737	n/s	1957	0724(22)			
22.	G-OWVA Cherokee		0808	1523	G-BNNO Warrior	n/s	0818
	G-BGOP Falcon 20	n/s	0934	1921(23)	G-BOTN Warrior		0946
	G-LANE Cessna 172	n/s	1040		G-BHAY Arrow	1130	1408
	G-BPTR Robinson R-22		1246	1425	G-BOPG Cessna 182	n/s1256	
	G-BOYL Cessna 152		1318	1403	G-FISH Cessna 310	1336	1617
	G-BDOE Cessna 172		1337	1434	G-BECG Boeing 737	1352	1516
	G-BPTR Robinson R-22		1457	1558	G-DODS Malibu	1616	1841
	G-OONE Mooney M.20J	n/s	1641	0841(24)	G-BLYM Saratoga	n/s	1649 1206(23)
	G-RUIA Cessna 172		1813	1903	G-BECG Boeing 737	n/s	2106 0834(23)
23.	G-WILK King Air 200			0316	G-BMJT Duchess	0902	1542
	G-RI00 King Air 200		0924	0945	G-BOYE Cessna 182	n/s	1048
	XS790 Andover		1157	1614	G-BNZA King Air 300	1201	1600
	G-ECGC Cessna 172		1222	1425	G-BECH Boeing 737	1233	1434
	G-TEES Cessna 152		1257	1338	G-OJGA King Air 200	1338	1506
	<u>EC-EDM Boeing 737-300</u>		1408	1625	<u>I-ALPT Learjet 35</u>	n/s	1446 1439(24)
	238 HS.125		1714	1741	<u>HB-LPV Cheyenne III</u>	n/s	2013 1924(25)
	G-BFVB Boeing 737	n/s	2108	0809(24)			
24.	G-STVE Twin Squirrel		0748	0825	G-AXLL BAC 1-11	1014	1136
	G-TEES Cessna 152		1035	1112	G-RUIA Cessna 172	1231	1335
	238 HS.125		1435	1604	G-STVE Twin Squirrel	1441	1454
	G-STAT Cessna 206		1725	1740	G-BECG Boeing 737	n/s	2221 0732(25)
25.	G-BBNR Cessna 340	n/s	1017		G-BECG Boeing 737	1409	1515
	<u>N510T Gulfstream 2</u>	n/s	1633	1340(26)	G-BECG Boeing 737	n/s	2012 1548(27)
26.	G-BPKV Short SD.3-60		0728	0819			

LEEDS/BRADFORD MOVEMENTS (Contd.)

27.G-BLST Cessna 421C	0923 0953	00-CVL Mitsubishi Mu-2	0950 1727
9H-ABG Boeing 737	1053 1156		
28.G-BPLA Boeing 737	0825 1002	XX507 HS.125	n/s 0827
G-WATS Seneca	1206 1906	G-BPLA Boeing 737	n/s 2025

Overshoots:- 4.XX491/FYY84, XX499/FYY61; 6.XS736/FYY38; 9.XX499/FYY72; 13.XV178/RRR772; Hercules, XS727/FYY38, XX500/FYY71; 14.XS727/FYY37; 15.XW299/LOP32, XW432/LOP33, XW313/CWL02; 19.XS709/FYY40; 20.XW301/LOP50; 21.XN595/GFNO3.

From & To:- 3.G-BPCA Ambulance flight; 6.F-GHFO F Le Bourget T Amsterdam, N506DM F/T Biggin Hill; 8.N300RV F Edinburgh T Ringway; 11.OY-CRG F Faroe Islè T Vagar; 16.G-OAKM Ambulance flight; 20.F-BVPG F/T Le Bourget, I-FLYG F Milan T Luton; 21.G-BLNW Ambulance flight; 23.G-WILK Ambulance flight, I-ALPT F Milan n/s T Berne, 238 F Dublin T Baldonnell, HB-LPV F Geneva n/s T Lyon; 24. 238 F Baldonnell T Knock; 25.N510T F Heathrow n/s T Asturias/Aviles (Spain); 27.00-CVL F/T Kortrijk.

LEEDS/BRADFORD MOVEMENTS REVIEW - FEBRUARY 1990

Due to the high winds which persisted all month we were very short of foreigners and the UK visitors were not much better. First foreigner of the month was the Falcon 10 F-GHFO on the 6th with callsign "Lider 109", it was joined by Seneca N506DM. On the 8th the well known UK based Beech 90 N300RV was visiting for the first time this year. On the 11th the Atlantic Airways BAe 146 OY-CRG arrived bright and early on three engines. It was in the UK for checks which needed the use of an instrument which the BAe engineers working with Capital were using so it positioned in for its check and then returned to the Faroes in the evening. A gap of nine days occurred then before the Lear 35A I-FLYG and Corvette F-BVPG both visited on the 20th. Another Lear 35A was I-ALPT which was "Eagle002" when it night stopped on the 23rd. Cheyenne HB-LPV also arrived on the 23rd and night stopped until the 25th. Tenneco sent in their Gulfstream II N510T on the 25th and winding up the month on the 27th was the Servisair Mitsubishi MU2L 00-CVL as "SVS 202". On the military side we had Andover XS637 as "ASCOT 8036" on the 1st. Then a large gap until the Gazelle XZ335 "ARMY 508" on the 16th. Another Andover on the 23rd was the Queens Flight XS790 as "Kittynawk 2" with Her Majesty the Queen on board. Also on the 23rd was the Irish Air Corps BAe 125 number 238 and this returned the following day. Finishing off the month was the RAF BAe 125 XX507 "ASCOT 1591" with Prime Minister Thatcher on the 28th. The remainder of the news this month centres around the Northair/Capital hangar, Cessna 421 G-BHJK returned from Pakistan for its annual checks on the 5th and was still present at the end of the month. King Air G-HFGP was repainted as N200AB on the morning of the 13th but in the afternoon it had the reg G-HFGP re-applied on paper stuck over the US reg and it never left the hangar. On the 16th it did an air test and the following day it departed for Prestwick and the US still with N200AB taped over. Arriving on the 16th was Cessna 140A G-ANGK which is in for a new radio and is still present. On the 26th Capital Shorts 360 G-OEEC was damaged when the strong winds blew it over onto one wing tip, when the winds died down it retired hurt to the Capital hangar for major surgery. Also on the 26th the Shorts 360 G-BPKV called in for fuel on its delivery flight back to Belfast from Germany with Capital's Managing Director Adrian Thompson at the helm. The winds were so strong that he landed on Runway 28, shut down into wind on the runway where he was re-fuelled before taking off from where he had stopped. Rumours abound about possible new residents, there may be a seventh Shorts for the Summer season with Capital (G-OCIA?), a Citation One is a possibility, as is a Turbo Commander and the Ogdens Beechjet N1565B should be replaced by a Beechjet 400A later in the year.

LEEDS BRADFORD AIRLINE NEWS - FEBRUARY 1990

INBOUND DIVERSIONS

13 UKA821 AMS HUY G-BLZT SH36 HUY UKA021/14
13 UKA059 NWI HUY G-DASI SH36 HUY UKA022/14

REGULAR FLIGHTS

AMC521	MLA	06/9H-ABG	13/9H-ABA	20/9H-ABF	27/9H-ABG
BAL036A	PMI	02/G-BECC	09/G-BADP	16/G-BJXJ	23/G-BECH
BAL054A	ALC	06/G-BADP	13/G-BECC	20/G-BECC	27/G-BECC
BAL085A	ALC	01/G-BGFW	08/G-BADP	15/G-BECC	22/G-BECC
BAL089A	PMI	05/G-BADP	12/G-BHWE	19/G-BECC	26/DivBHX
BAL144A	AGP	04/G-BADP	11/G-BADP	18/G-BECC	25/G-BECC
BAL159A	ALC	08/G-BGFW	15/G-BJXJ	22/G-BMMZ	24/G-BFVB
BAL178A	TFS	07/G-BADP	14/G-BECC	21/G-BECC	28/G-BPLA
BAL208A	AGP	01/G-BGFW	08/G-BADP	15/G-BECC	22/G-BECC
BAL239A	SZG	04/G-BADP	11/G-BADP	18/G-BECC	25/G-BECC
BAW8628	GVA	03/G-AWYU	10/G-AWYU	17/G-AWYS	24/G-AXLL
CPG1563	PMI	03/G-OSKI	10/G-OSUN	17/G-OSKI	24/G-OSKI
CPG1565	ALC	10/G-OSUN	17/G-OSKI	24/G-OSKI	
CPG1661	SZG	03/G-OSUN	04/G-OSUN	10/G-OSKI	11/G-OSUN
		17/G-OSUN	18/G-OSKI	24/G-OSUN	25/G-OSKI
UNA2752	TFS	06/EC-EDM	13/EC-EDM	20/EC-EDM	27/DivEMA
UNA5754	TFS	02/EC-EDM	09/EC-EDM	16/EC-EDM	23/EC-EDM

OTHER FLIGHTS

61	XS637	HS74	RRR8063	Gutersloh-Northolt	VIP
02	G-BPCA	BN2	IOC-GA	Biggin Hill-Glasgow	Ambulance
11	OY-CRG	BA46	FLI-RG	f/t Vagar (Faroe Islands)	Maintenance at CPG
15	G-WILK	BE20	UKA586P/586	Le Bourget/Brussels	Lieu UKA FK27
18	G-UKJF	BA46	UKA033/824	Guernsey-Amsterdam	First visit
19	G-OIGW	SE36	UKA585/586	t/f Belfast	Lieu UKA FK27
21	G-BLNW	BE2	IOC-NW	f/t Glasgow	Ambulance
23	XS790	HS74	Kittyhawk 2	f/t Heathrow (x2)	HM The Queen

As announced at the March meeting, the Aero Club has now been sold, and the new owner is at present redecorating and refurbishing the Club.
Corporate Membership of the Aero Club is now available through Air Yorkshire at £10 per annum. This is good value, as it entitles the member to park on the South Side, enjoy the bar facilities, and in the near future, obtain a meal.
Will interested members please contact Jim or Mike.

Easter Flight

Flight by Capital 146 on Tuesday, April 17th to Luton (coach to London - optional tour - return coach to Luton) and flight back to Leeds/Bradford Airport, price £45 all in.
Please contact Mike, or Peter Trueman on Bradford 488111 for further details and/or booking.

LEEDS BRADFORD AIRPORT - SUMMER 1990 SCHEDULE

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>FROM/TO</u>	<u>FLIT No</u>	<u>A/C</u>	<u>REMARKS</u>
MoTuWeThFr....	....	0650	Brussels	BZ101	SH6	
MoTuWeThFr....	....	0655	Heathrow	BD411	733	
.....SaSu	....	0655	Heathrow	BD411	DC9	
MoTuWeThFr....	....	0655	Luton	BZ751	146	
.....Sa..	....	0655	Dublin	BZ651	146	From May05
.....Sa..	....	0655	Luton	BZ755	SH6	May05-Oct13
.....Su	0700	....	Palma	BZ1564	146	May06-Oct14
MoTuWeThFr....	....	0700	Belfast City	BZ471	146	
.....Sa..	....	0700	Belfast City	BZ471	146	Until Apr28
MoTuWeThFr....	....	0700	Glasgow	BZ255	SH6	
MoTuWeThFrSa..	....	0700	Paris CDG	UK680	F27	
.....Su	....	0700	Guernsey	UK315	F27	
MoTuWeThFr....	....	0705	Edinburgh	BZ281	SH6	
MoTuWeThFr....	....	0705	Gatwick	BZ701	SH6	
.....Sa..	....	0715	Luton	BZ753	SH6	Until Apr28
MoTuWeThFr....	0720	....	Glasgow	UK822	146	Transit Pax only
.....Sa..	....	0725	Jersey	BZ848	SH6	May05-Oct13
MoTuWeThFr....	....	0730	Amsterdam	UK822	146	
MoTuWeThFr....	....	0730	Belfast International	UK581	F27	
.....Sa..	....	0730	Belfast City	BZ473	146	From May05
.....Sa..	....	0730	Jersey	BZ320	SH6	May05-Oct13
MoTuWeThFrSa..	0800	....	Belfast International	UK580	F27	
.....Sa..	....	0800	Belfast International	UK579	F27	
....We....Sa..	....	0800	Guernsey & Jersey	BZ370	SH6	Until Apr07 & Oct24
.....Sa..	....	0800	Guernsey	BZ380	SH6	From Oct20
....We....	....	0800	Jersey	BZ322	SH6	Apr11-Oct17
.....Sa..	....	0800	Jersey	BZ318	SH6	Apr14-Apr28
.....Sa..	....	0800	Isle of Man	BZ824	SH6	May26-Sep15
.....Su	....	0800	Gatwick	BZ707	SH6	
.....Su	....	0800	Guernsey & Jersey	BZ368	SH6	Apr15-Apr29
.....Su	....	0800	Guernsey & Jersey	BZ368	146	May06-Oct21
.....Su	....	0800	Jersey	BZ842	SH6	May06-Oct14
MoTuWeThFr....	0830	....	Belfast City	BZ472	SH6	
..Tu.....	0830	....	Toronto	OL410	757	From May01
.....Sa..	0830	....	Belfast City	BZ472	SH6	Until Apr28
MoTuWeThFr....	....	0830	Edinburgh & Aberdeen	UK230	F27	
.....Sa..	....	0830	Amsterdam	UK824	F27	
MoTuWeThFrSaSu	0845	....	Dublin	EI362	SH6	
MoTuWeThFrSa..	....	0850	Dublin	BZ653	SH6	
MoTuWeThFr....	0905	....	Aberdeen & Edinburgh	UK201	F27	
.....Sa..	0905	....	Varna	LZ7957	TU5	2Wks May05-Oct06
MoTuWeThFrSaSu	....	0905	Dublin	EI363	SH6	
.....Su	....	0905	Guernsey	UK317	F27	From Apr08
MoTuWeThFr....	0915	....	Edinburgh	BZ282	SH6	
MoTuWeThFr....	0920	....	Glasgow	BZ256	SH6	
.....Su	0920	....	Teesside	UK812	F27	Transit Pax only
MoTuWeThFr....	....	0920	Norwich	UK201	F27	
..Tu.....	0930	....	Toronto & Cardiff	OL434	757	May29-Oct01
.....Th.....	0930	....	Malta	KMG610	737	May24-Oct04

LBA SUMMER SCHEDULE 1990 (Contd.)

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>FROM/TO</u>	<u>FLT No</u>	<u>A/C</u>	<u>REMARKS</u>
.....Sa..	0930	....	Belfast City	BZ474	146	From May05
.....Su	....	0930	Amsterdam	UK812	F27	
MoTuWeThFr....	0935	....	Heathrow	BD412	733	
.....SaSu	0935	....	Heathrow	BD412	DC9	
MoTuWeThFr....	....	0935	Bristol & Cardiff	BZ256	SH6	
MoTuWeThFr....	....	0935	Southampton	BZ282	SH6	
Mo.....	0945	....	Ljubljana	JR2120	DC9	May14-Oct08
.....Su	....	0955	Belfast International	UK575	F27	
..Tu.....	....	1000	Toronto	OL411	757	From May01
.....Sa..	....	1000	Jersey	BZ324	146	From May05
MoTuWeThFr....	1005	....	Belfast International	UK582	F27	
MoTuWeThFr....	....	1005	Heathrow	BD413	733	
.....SaSu	....	1005	Heathrow	BD413	DC9	
.....Sa..	....	1005	Varna	LZ7958	TU5	2Wks May05-Oct06
.....Sa..	....	1010	Belfast City	BZ475	SH6	Until Apr28
.....Th.....	....	1015	Stansted & Malta	KMC611	737	May14-Oct08
..Tu..Th.....	1020	....	Knock	FR494	B11	From May24
MoTuWeThFr....	1025	....	Amsterdam	UK823	146	
.....Sa..	1035	....	Belfast International	UK578	F27	
.....Sa..	1040	....	Jersey	DA382	146	From Apr07
Mo.....	....	1040	Ljubljana	JR2121	DC9	May14-Oct08
MoTuWeThFrSa..	1045	....	Dublin	BZ652	SH6	From May07
MoTuWeThFr....	....	1045	Paris CDG	UK682	F27	
MoTuWeThFr....	1055	....	Brussels	BZ102	SH6	
MoTuWeThFr....	....	1055	Amsterdam	UK826	146	
..Tu..Th.....	....	1100	Knock	FR495	B11	From May24
..Tu.....	....	1100	Cardiff & Toronto	OL435	757	May29-Oct01
.....Su	....	1100	Jersey	BZ330	SH6	May06-Oct14
MoTuWeThFrSa..	1115	....	Dublin	BZ650	SH6	Until May05
MoTuWeThFr....	....	1115	Belfast City	BZ477	SH6	From May07
MoTuWeThFr....	1120	....	Gatwick	BZ702	SH6	
.....Sa..	1120	....	Jersey	DA394	146	May12-Sep29
.....Su	1120	....	Jersey	DA394	146	From Apr01
.....Sa..	....	1125	Belfast International	UK577	F27	
.....Sa..	....	1125	Jersey	DA381	146	From Apr07
MoTuWeThFrSa..	1130	....	Paris CDG	UK681	F27	
.....Sa..	1130	....	Guernsey	BZ383	SH6	From Oct20
.....Su	1130	....	Gatwick	BZ708	SH6	
.....Su	1145	....	Jersey & Guernsey	BZ369	146	May06-Oct21
MoTuWeThFr....	....	1145	Belfast City	BZ487	SH6	Until May04
.....Su	....	1145	Dublin	BZ653	146	Oct21 only
.....Sa..	1150	....	Reus	BY307B	737	From May05
....We.....	....	1150	Guernsey	BZ372	SH6	Apr11-Oct17
.....Sa..	1155	....	Belfast City	BZ476	SH6	Until Apr28
.....Sa..	1200	....	Amsterdam	UK839	F27	
Mo.....Fr....	....	1200	Dublin	BZ655	SH6	
MoTuWeThFr..Su	1205	....	Dublin	EI366	F50	
.....Sa..	....	1205	Guernsey	UK297	F27	From Apr07
.....Sa..	....	1205	Jersey	DA393	146	May12-Sep29
.....Su	....	1205	Jersey	DA393	146	From Apr01
.....Fr....	1210	....	Tenerife	UX254	733	From May04
.....Sa..	1210	....	Alicante	BY223B	737	From May05
.....Su	1210	....	Jersey & Guernsey	BZ369	SH6	Apr15-Apr29
MoTuWeThFr....	1215	....	Bristol & Cardiff	BZ259	SH6	

LBA SUMMER SCHEDULE 1990 (Contd.)

DAYS	ARR	DEP	FROM/TO	FLT No	A/C	REMARKS
MoTuWeThFr....	1215	....	Southampton	BZ283	SH6	
.....Su	....	1220	Jersey	BZ326	SH6	Apr01-Apr29 & Oct21
.....Su	....	1225	Belfast City	BZ479	146	May06-Oct14
MoTuWeThFr....	....	1230	Glasgow	BZ259	SH6	
.....Sa..	....	1230	Guernsey	UK299	F27	
MoTuWeThFr....	1235	....	Heathrow	BD414	733	
.....SaSu	1235	....	Heathrow	BD414	DC9	
MoTuWeThFr....	....	1235	Edinburgh	BZ283	SH6	
Mo.....	1240	....	Ibiza	BY113B	737	From May07
MoTuWeThFr..Su	....	1255	Dublin	EI367	F50	
.....Fr....	....	1300	Tenerife	UX255	733	From May04
.....Th.....	1305	....	Salzburg	BY368B	737	3Wks May17-Sep20
MoTuWeThFr....	....	1305	Heathrow	BD415	733	
.....Su	....	1305	Heathrow	BD415	DC9	
Mo.....	1315	....	Gerona	BY323B	737	From May07
.....Su	1315	....	Amsterdam	UK813	F27	
.....Su	....	1315	Dublin	BZ657	146	Apr01 only
MoTuWeThFr....	1320	....	Amsterdam	UK827	F27	
MoTuWeThFr....	....	1320	Belfast International	UK583	F27	
.....Su	....	1325	Teesside	UK813	F27	Transit Pax only
.....Su	....	1330	Belfast City	BZ479	146	Oct21 only
MoTuWeThFr....	1340	....	Belfast City	BZ478	SH6	From May07
Mo.....	....	1340	Ibiza	BY113A	737	From May07
..Tu.....	1345	....	Palma	BY030B	737	From May01
.....Fr....	1345	....	Palma	BY439B	737	From May04
.....Su	....	1345	Dublin	BZ659	146	Mar25 only
MoTuWeThFr....	....	1350	Amsterdam	UK828	F27	
.....Su	1355	....	Salzburg	BY035B	737	3Wks May27-Sep30
.....Sa..	....	1355	Reus	BY307A	737	From May05
.....Su	1400	....	Palma	BY028B	737	From May06
MoTuWeThFr....	1405	....	Belfast City	BZ488	SH6	Until May04
.....Sa..	1405	....	Jersey	BZ321	SH6	May05-Oct13
.....Fr....	1410	....	Malaga	UKL2016	734	From May04
.....Su	1410	....	Jersey	DA386	B11	May06-Sep30
MoTuWeThFr....	....	1410	Belfast City	BZ481	SH6	
.....Sa..	....	1420	Alicante	BY223A	737	From May05
Mo.....	....	1430	Gerona	BY323A	737	From May07
.....Sa..	....	1430	Jersey	BZ328	SH6	May05-Oct13
Mo.....Fr....	1435	....	Dublin	BZ654	SH6	
..Tu.....	....	1435	Palma	BY030A	737	From May01
.....Su	....	1440	Jersey	DA385	B11	May06-Sep30
Mo.....	1445	....	Palma	AMM812	733	From May07
....We....Sa..	1450	....	Jersey & Guernsey	BZ371	SH6	Until Apr07 & Oct24
....We....Sa..	1450	....	Jersey	BZ323	SH6	Apr11-Apr28
.....Sa..	1455	....	Dublin	BZ656	146	Mar31-Apr28
.....Fr....	....	1455	Malaga	UKL2015	734	From May04
.....Sa..	1500	....	Jersey	BZ323	146	From Oct20
MoTuWeThFr....	....	1500	Dublin	BZ661	SH6	Until May04
.....Su	....	1500	Dublin	BZ661	SH6	Apr01,15,May06
.....Sa..	1505	....	Isle of Man	JE831	SH6	May26-Sep29
MoTuWeThFr....	1515	....	Heathrow	BD416	733	
.....Fr....	....	1515	Palma	BY439A	737	From May04

LBA SUMMER SCHEDULE 1990 (Contd.)

<u>DAYS</u>	<u>ARR</u>	<u>DEP</u>	<u>FROM/TO</u>	<u>FLT No</u>	<u>A/C</u>	<u>REMARKS</u>
...We.....	1520	....	Guernsey	BZ377	SH6	Apr11-Oct17
..Tu.....	1525	....	Alicante	BY198B	737	From May01
.....Th.....	....	1535	Salzburg	BY368A	737	3Wks May17-Sep20
.....Sa..	....	1535	Isle of Man	JE832	SH6	May26-Sep29
MoTuWeThFr...	1540	....	Edinburgh	BZ284	SH6	
MoTuWeThFr...	1540	....	Glasgow	BZ260	SH6	
.....Su	....	1540	Belfast City	BZ483	146	Until Apr29
.....Su	....	1540	Salzburg	BY035A	737	3Wks May27-Sep30
.....Sa..	1545	....	Dublin	BZ656	146	From Oct20
Mo.....	....	1545	Palma	AMM813	733	From May07
.....Su	....	1550	Palma	BY028A	737	From May06
MoTuWeThFr...	....	1555	Bristol & Cardiff	BZ260	SH6	
MoTuWeThFr...	....	1555	Gatwick	BZ705	SH6	
MoTuWeThFr...	....	1555	Heathrow	BD417	733	
.....Sa..	....	1555	Heathrow	BD417	DC9	
.....Su	....	1555	Dublin	BZ663	146	Apr08,22,29
MoTuWeThFr...	1600	....	Belfast International	UK584	F27	
.....Su	1600	....	Bourgas	LZ7925	TU5	Apr22-Oct14
MoTuWeThFr...	....	1600	Southampton	BZ284	SH6	
.....Su	1605	....	Guernsey	UK316	F27	From Apr08
.....Su	1610	....	Jersey	BZ329	SH6	May06-Oct14
..Tu.....	....	1625	Alicante	BY198A	737	From May01
MoTuWeThFr..Su	1630	....	Belfast City	BZ480	SH6	
.....Sa..	....	1630	Guernsey	BZ376	SH6	Apr14-Oct13
MoTuWeThFr..Su	....	1635	Paris CDG	UK684	F27	
MoTuWeThFr...	1640	....	Paris CDG	UK683	F27	
.....Sa..	1640	....	Pula	ADR688	M80	Apr28-Oct13
MoTuWeThFr...	1700	....	Aberdeen & Edinburgh	UK231	F27	
.....Th.....	1700	....	Larnaca	CY708	310	From Apr05
MoTuWeThFr..Su	....	1700	Dublin	BZ665	SH6	From May07
.....Su	....	1700	Bourgas	LZ7926	TU5	Apr22-Oct14
.....Su	1715	....	Belfast International	UK588	F27	
.....Su	1715	....	Guernsey	UK314	F27	
MoTuWeThFr...	....	1715	Belfast International	UK585	F27	
MoTuWeThFr...	....	1715	Brussels	BZ103	SH6	
MoTuWeThFr...	....	1725	Edinburgh	UK234	F27	
.....Sa..	....	1725	Pula	ADR689	M80	Apr28-Oct13
MoTuWeThFr...	1740	....	Dublin	BZ658	SH6	
.....Sa..	1740	....	Dubrovnik	AGX189	737	From Apr07
.....Su	1740	....	Dublin	BZ658	SH6	Mar25, Apr01,15,& From May06
.....Su	....	1745	Belfast International	UK589	F27	
MoTuWeThFr...	1750	....	Amsterdam	UK829	146	
.....Su	....	1750	Amsterdam	UK834	F27	
.....Su	1800	....	Split	AGX189	737	Apr29-Oct14
MoTuWeThFr..Su	....	1800	Belfast City	BZ485	SH6	
.....Th.....	....	1800	Newcastle & Larnaca	CY709	310	From Apr05
MoTuWeThFr...	....	1820	Amsterdam	UK830	146	
.....Su	....	1820	Glasgow & Edinburgh	BZ287	SH6	
MoTuWeThFr..Su	1830	....	Heathrow	BD418	733	
.....Sa..	1830	....	Heathrow	BD418	DC9	
.....Sa..	....	1830	Dubrovnik	AGX190	737	From Apr07
MoTuWeThFr...	1835	....	Bristol & Cardiff	BZ257	SH6	
MoTuWeThFr..Su	1835	....	Norwich	UK210	F27	

LBA SUMMER SCHEDULE 1990 (Contd.)

DAYS	ARR	DEP	FROM/TO	FLT No	A/C	REMARKS
MoTuWeThFr....	1840	....	Southampton	BZ285	SH6	
MoTuWeThFr..Su	....	1850	Edinburgh & Aberdeen	UK210	F27	
.....Su	....	1850	Split	AGX190	737	Apr29-Oct14
MoTuWeThFr....	....	1855	Edinburgh	BZ285	SH6	
MoTuWeThFr....	....	1355	Glasgow	BZ257	SH6	
.....Sa..	1900	....	Belfast International	UK592	F27	
.....Sa..	1900	....	Guernsey	UK298	F27	
MoTuWeThFr..Su	....	1905	Heathrow	BD419	733	
.....Sa..	....	1905	Heathrow	BD419	DC9	
.....Sa..	1910	....	Guernsey	UK296	F27	From Apr07
.....Su	1910	....	Jersey	BZ325	SH6	Apr01-Apr29 & Oct21
MoTuWeThFr....	1950	....	Belfast International	UK586	F27	
MoTuWeThFr....	2000	....	Edinburgh	UK235	F27	
.....Sa..	2000	....	Guernsey	BZ381	SH6	Apr14-Oct13
.....Sa..	2000	....	Isle of Man	BZ825	SH6	May26-Sep15
.....Su	2000	....	Aberdeen & Edinburgh	UK213	F27	
MoTuWeThFrSaSu	2010	....	Dublin	EI368	SH6	
....We.....	2010	....	Jersey	BZ329	SH6	May02-Oct17
.....Su	....	2010	Norwich	UK213	F27	
.....Su	2020	....	Belfast International	UK584	F27	
MoTuWeThFr....	....	2020	Belfast International	UK587	F27	
.....Su	2035	....	Jersey	BZ327	SH6	May06-Oct14
.....Sa..	2045	....	Jersey	BZ329	146	May05-Oct13
.....Su	....	2045	Belfast International	UK597	F27	
.....Su	2050	....	Jersey	BZ843	SH6	May06-Oct14
MoTuWeThFr..Su	2100	....	Belfast City	BZ482	146	
MoTuWeThFr....	2105	....	Brussels	BZ104	SH6	
MoTuWeThFr....	2105	....	Edinburgh	BZ286	SH6	
MoTuWeThFr....	2105	....	Luton	BZ752	146	
.....Su	2105	....	Luton	BZ752	146	Apr01, Oct21
MoTuWeThFr....	2110	....	Gatwick	BZ706	SH6	
.....Sa..	2110	....	Jersey	BZ849	SH6	May05-Oct13
.....Su	2110	....	Glasgow & Edinburgh	BZ288	SH6	
MoTuWeThFrSaSu	....	2110	Dublin	EI369	SH6	
MoTuWeThFr....	2110	....	Amsterdam	UK831	146	
MoTuWeThFr....	2115	....	Glasgow	BZ258	SH6	
MoTuWeThFr..Su	2115	....	Paris CDG	UK685	F27	
.....Su	2115	....	Dublin	BZ662	146	Apr08, 22, 29
.....Su	2115	....	Luton	BZ752	146	Mar25 only
.....Su	2120	....	Amsterdam	UK835	F27	
.....Su	2120	....	Dublin	BZ660	146	May06-Oct14
MoTuWeThFr....	....	2120	Glasgow	UK831	146	Transit Pax only
MoTuWeThFr..Su	2135	....	Heathrow	BD420	733	
.....Sa..	2135	....	Heathrow	BD420	DC9	
.....Su	2135	....	Luton	BZ756	SH6	May06-Oct14
.....Sa..	....	2145	Palma	BZ1563	146	May05-Oct13

ADR Adria
 AGX Aviogenex
 AMM Air 2000
 BD British Midland
 BY Britannia
 BZ Capital

CY Cyprus
 DA Dan Air
 EI Aer Lingus
 FR Ryanair
 JE Jersey European
 JR JAT

KMC Air Malta
 LZ Balkan
 OL Odyssey
 UK Air UK
 UKL Air UK Leisure
 UX Air Europa

AIRWAYS - FEBRUARY 1990

1. N991AS F900	POL	1915	310	MAR	to GOW
2. N731H HS125	DCS	1915	370	MCT	
3. G-FBEL CL601	POL	0935	350	58/10	
N900W F50	OTR	1400	350	WAL	
4. N312HL G4	POL	1230	390	59/10	
5. N3240M Be400	DCS	2030	410	SFD	
10. N57BC C550	TMT	1755	290	WAL	
N600RM Be200	DCS	1840	290	MID	to LBG
14. N777SW G4	DCS	2005	370	POL	to CAMBRIDGE
15. N400J G3	POL	1635	350	MAR	to GOW
N17VK BAC 1-11	POL	2010	350	MAR	
17. F-GGMM F20	DCS	1735	330	HON	
F-GHCR F20	DCS	1750	330	HON	
F-GHEPQ SN601	DCS	1845	330	MCT	
18. N78RP G3	POL	0940	390	56/10	
N125PS CL601	TMT	1020	310	WAL	
20. N64KT WW1124	POL	1815		NEW	
HZ-MSD G2	POL	2140	350	MAR	
22. N914J F900	POL	1030	350	MAR	
N1124K WW1124	POL	1303	390	MAR	
N263C G3	POL	1435	350	MAR	
N204C G2	POL	1438	350	MAR	
23. LAZ1916 An12	OTR	0827	260	WAL	to DUB
24. N49UR CL601	DCS	1010	180	MCT	
25. SE-DHL C650	OTR	1555	390	WAL	
N510T G2	TMT	1600		LBA	
27. N500E G3	OTR	1815	430	WAL	
28. N971AS Jetstar	OTR	2005	390	SNN	

Two good events during the month:-

1. The Scotland - France Rugby Union International is held at Murrayfield in Feb... February every second year and usually results in a great many visitors. From midday Friday the 16th a fair few were seen leaving white stripes in the blue: Air Liberte, Air France, Air Charter, Euralair, Aeromaritime. Saturday was cloudy and the French could have been forgiven for packing up and heading home after a sound defeat, but a great many must have stayed to drown their sorrows as Sunday morning saw over a dozen flights - mostly seeming to be Air Charter - but including the other operators and Europe Air Services plus a selection of F- biz-jets. It will be nice to identify them all at the end of March.
2. The second good event was perhaps the better. On hearing Balkan '1916' I was perplexed by the flight number as it is not in the numerical sequence usually used by the airline. Also an even number would always be an eastbound flight but this one was coming the other way off Ottringham towards me. The level of 260 sounded like an IL18 so I was curious - but not excited, however to see an An 12 ten minutes later was pure delight and nothing else. The aircraft LZ-BAE was inbound to Dublin to pick a second consignment of live mink to transport to Vaasa in Finland. It had carried the first load the previous day and I had missed it, it having routed Sofia-Dublin-Vaasa for its night stop then Vaasa-Dublin-Vaasa on the 23rd before routing Vaasa-Stansted-Riyadh the next day, picking up two horses at Stansted for the Middle East.

AIRWAYS (Contd.)

Tie-ups for Atlantic flights or European IT operations in UK/Irish airfields can be requested from - G.Rigg, 16 Castle Road, Sandal, Wakefield WF2 7LY on enclosure of an S.A.E. and list.

Thanks as usual to David Elam.

Teesside Movements - January 1990

2. D-IFWA Cessna 340 G-BMAM DC-9 (DIV) EI-RPD SD.3-60 (DIV) G-OEEC SD.3-60 (DIV)	G-CSJH B.Ae.146 (DIV) G-BAUR F-27 (DIV) EI-BSP SD.3-60 (DIV) G-BNDM SD.3-60 (DIV)	G-PKBD DC-9 (DIV) G-STAN F-27 (DIV) EI-BEL SD.3-60 (DIV) G-CPTL SD.3-60 (DIV)
4. G-HAMA K.A.200	G-PDES Dauphin	G-BHGK S-76A
8. G-DNVT Gulf 4	G-BMAM DC-9 (DIV)	EI-BVM SD.3-60 (DIV)
9. N5733 Falcon 50	G-UKCA B.Ae.125	G-FLYV T.67M
10. F-GBTL Citation	OY-PEB K.A.200	
11. N53M Gulf 4	SE-IYH Navajo	HB-GHK Commander 695
17. PH-AHK B.757 c/t	ZD703 B.Ae.125	G-DIXI Chieftain
22. N807FR Falcon ?	N908FR Falcon ?	G-JETI
24. SE-DDF Falcon 10	G-ATSR Bonanza	G-BHGK S-76A
25. F-GFHC King Air	F-GIBS Cheyenne III	

2. D-IFWA F/T Bonn; 9. N5733 F Ringway T Bremen; 10. F-GBTL F/T Le Bourget, OY-PEB F/T Billund; 11. N53M F/T EMA, SE-IYH F/T Kastrup, HB-GHK F Lugano T Geneva; 22. N807FR/N908FR F/T Burn; 24. SE-DDF F Gothenburg T Amsterdam; 25. F-GFHC F Nantes T EMA, F-GIBS F Edinburgh T Dieppe.

Teesside Movements - February 1990

7. G-JETT Citation XV212 Hercules	G-MLBU Malibu XS713/736 Dominies	G-BMAL S-76A ZE156/203/809/832 Tornado's
8. XV106 VC-10	XX549 Bulldog	
10. N200VC Cessna 310	ZE368 Sea King (Rescue 128 from Leconfield)	
16. D-IMEL Baron	G-THGS	G-BLEZ Dauphin
20. N125EL B.Ae.125	G-EURP B.737 c/t	G-BHGK S-76A
23. EC-EAK B.737	G-HVRD Chieftain	
24. HB-LLP Mu-2B	XZ590 Sea King	

16. D-IMEL F Humberside T Southend; 20. N125EL F Hatfield T Stansted; 24. HB-LLP F Zurich T Edinburgh.

Ringway - 7/3/90:- CCCP85665 Tu-154 (Aeroflot), TF-VLT B.737 (now replaced TF-ABJ operating Finnair Cargo flights), VT-EKC/EKD B.737's (Air India), F-GCTC Merlin.

Ringway - 19/3/90:- CCCP86522 IL-62 (Aeroflot), N791AL DC-8 (operated Aer Lingus Cargo flight), F-GDFC F-28 (TAT), N53M Gulf 4, N144AD Falcon 50, VT-EQI B.737 (Air India - out on 50 minute test flight) - Apparently the condition of these Indian 737's leaves a lot to be desired and those working on them have needed inoculations galore. However, it looks as if at least one is nearing readiness, although rumour has it that the customer due to get the first two has rejected them because of their condition.

CONVAIRS, COFFEE and COLONIAL HISTORY

There are not many B36s left in the world (4 actually) and the remaining examples are all in the USA. For many years I had promised myself I would see my favourite aircraft 'in the metal' but I had to wait until 1989, with its good exchange rates and improved air services before this dream became reality.

The next question was 'where?'. The trip would be a holiday for my wife Judy as well so we wanted to include plenty of tourist sites. The obvious answer was the USAF Museum at Dayton, Ohio and from there we could drive to Washington and Virginia including plenty of airports en-route. Manchester - Chicago by American Airlines was the only real choice as Dayton is just a steady days drive away, giving time to adjust to the car, roads etc., and there was no way having arrived in America that I would wait more than a day to see my B36!

The culmination of all my planning led to Judy and I waiting in the departure lounge at Manchester on the morning of 3rd May. Sharing the tarmac with our American 767 N355AA were the two leased 146s N406/407XV ex. Presidential being used by BA, LL-AFC Citation, Swissair DC9 HB-INY, KLM 737-3 PH-BDP and a good mix of UK charters including MCKE Monarch 757 and OOOG Air 2000 757.

The flight to Chicago was superb, I was surprised how little sea and how much frozen tundra we flew over, but the excitement rose as we descended over the Great Lakes and made the final approach into O'Hare over the Lake Michigan shoreline with an American Airlines 727 on finals for the parallel runway. Upon landing we taxied past lines of United DC8s and 727s, American DC9s, 727s and several Continental, Delta and TWA types, finally parking away from the terminal amongst a flock of American Eagles (AMR East and Central Shorts 360s N360MQ N383MQ and ATR42s in the range N421MQ to N428MQ). We cleared immigration in about ten minutes (we had visas despite it not now being mandatory) and were then flung into America proper, the International Arrivals Hall is in a car park basement, the signs are not user friendly and the doors are haunted by some very dodgy looking characters offering to get you a taxi. (O'Hare is the world's busiest airport for aircraft movements and all but a handful are domestic so the International side is a poor relation). We rapidly 'phoned our Hotel on the free 'phone and summoned the courtesy coach. We were able to use this service to get to the Hotel near the Airport and also to collect our hire car from the huge Hertz depot on the airport perimeter. I had pre-booked and paid for a Ford Thunderbird through the travel agent so the formalities were nil (credit card ESSENTIAL). I parked the car back at the Motel then Judy and I got the Motel 'bus to drop us back at O'Hare for an evenings spotting.

There are good views from the terminal windows over the aprons but you need to keep moving to avoid missing the constant action. About three hours spotting gave 80 regs logged, mainly AA B727, 737, 767, DC9, DC10; United B727, DC8, the flock of AMR Eagles seen earlier, then a wide variety of domestics; Air Wisconsin F27s and BAe 146s, Great Lakes Metro N6699X and Beech 1900/99s eg. N219GL. My main effort at O'Hare was to come later, so after a very long day we retired to our air conditioned Motel.

Next morning, up bright and early into the adjacent Diner and a huge American breakfast (I feel so sorry for friends who come back from the States and could only manage toast and coffee, one of the greatest pleasures for me was eating ham, eggs, hashbrowns and pancakes on the same plate covered in maple syrup). We set off South through Indiana on Interstate 65 (I65) quickly getting the hang of the car on the almost empty road, making full use of the cruise control set at 65mph to avoid a brush with the State Troopers (the fines start at 66mph). The big engine and soft suspension making easy work of the miles. Our first stop was at a "Denny's" restaurant near Indianapolis, these belong to a national chain, open 24 hours and offer superb value in pleasant surroundings, I recommend them to anyone. We decided to go straight to our Motel at Springfield near Dayton and made it about 4pm. We had pre-booked but as we found throughout our trip, if you can arrive by 4pm there are always places.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

Back to spotting; that evening we called at Dayton International, Air Toronto Jetstream C-GADR being the International bit! Dayton is the base for Emery, only a couple of E727s N432/426EX and a DC8 were present but a steady stream of US Air E737s passed through including N411US and N255AU. Jetstream Int were represented by N821JS and 4 others, Nashville Eagle and Mesaba Metros N614AV/433MA, Aspen CV540 N5823, TWA and Northwest DC9s N954U/9357, plus a few business twins and Lear N144WB filled the aprons, which are only visible from outside the modern terminal.

Enough time-wasting! Friday 5th May, up early, huge breakfast and on to Wright Patterson Airforce Base, one of the largest in the US and home to the USAF Museum. The facility is in fact two airfields which grew into each other, there are as many exits from the Interstate as a small city and it took a couple of attempts to find the Museum entrance. I can't advise you how to get there 'cos I can't work out how we did it! I asked a sentry at one of the gates and, in between saluting officer's cars, spent a lot of effort in making sure I had the right directions, this was something we found all over the Midwest, everybody goes out of their way to help.

As you pull into the car park the area is dominated by the two purpose built hangars, huge smooth arches decorated with USAF insignia. Flanked on the left by two lines of aircraft including C133 Cargomaster, KC97, NKC135 (Laser carrier), EC131 Warning Star (Constellation), B29, B50, and a number of smaller transports; Caribou, C82 Packet and C119 Flying Boxcar.

A tannoy announced that the shuttle 'bus to the annexe was about to depart so I opted for that first. We were driven across the airfield to two large hangars to the left of the Control Tower, their doors painted with images of flight history. We were welcomed by several middle aged gents with "Volunteer" badges (something else you find all over America - willing workers) who, whilst happy to describe all the exhibits, did not intrude. The hangars are packed full of larger aircraft in good condition but some awaiting full restoration, they include the "Airforce Ones"; VC121 Constellation 'Columbine' and VC118 DC6 'Independence' of Presidents Eisenhower and Truman, both of which are open to walk through and have their "executive" interiors preserved.

In the next hangar was the very rare Fisher Eagle mid engined fighter with contra props complete with a spare Allison engine recently found in a crate and only produced for this experimental aircraft. This hangar is split into two and used as a store, but a few aircraft are hung from the roof above the stores, including an early U2 and a Boeing Compass Cope supersonic drone. There are also some one off prototypes such as the YF107 and unmanned aircraft/misssile North American X10. After two hours I managed to see all the exhibits so we took the shuttle 'bus back to the main Museum. The entrance halls are large and modern with help desks and two shops, entrance is free and you are guided chronologically through the history of the Air Force from its early days as the Army Air Force up to the present day (The B1A which came to Farnborough is parked near the entrance together with an early F15). There are approximately 180 exhibits at Dayton so it is impossible to describe the place fully, books detailing the contents are available in this country and I took one with me to check against. There is an example of almost every aircraft that has flown with the Air Force and I must admit that as we rounded the corner in the first hall out of the 1930's era and looked up to see rearward facing props and a double jet pod I took a short cut of several years to see my B36, every bit as impressive as I thought, 'The Peacemaker', 6 turning 4 burning! what a sight. As I said to the bemused volunteer it was worth travelling 4000 miles to see. After several minutes I returned to Earth and continued the tour. Amongst the aircraft there are exhibits relating to all aspects of Air Force history; POW artifacts from WW2 to Viet Nam; Gen; Billy Mitchell's flying suit and the original recording and sheet music of the Air Force Song! Rarer aircraft include the Twin Mustang and Black Widow night fighter. All the classics are present; P38 Lightning, P47 Thunderbolt, Liberator, Fortress then Korea with the Sabre Jet and MIG 15 and on through the years with the F84 Thunderjet family leading to the F105 'Thud' and Phantom and their service in Viet Nam.

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

The second, and newest hangar contains the Modern Flight Gallery. A bright modern interior containing the XB70 Valkyrie as well as several X planes, B47-SAGs first jet bomber, Martin B57 Canberra, B45 Tornado and B66 Destroyer. Floor space is at a premium around the C124 Globemaster so several light aircraft are hung from the roof where good photos are possible of, for example, a Cessna 310 "Blue Canoe" and T37 Dragonfly. We took a full day to get round the aircraft and the more significant artifacts, we could have done with three!

Information is available from the Museum by post for special requirements, the facilities are excellent and handicapped visitors are fully catered for, (with the exception of the annexe which has no facilities but is flat and wheelchairs are available). I did write to the Museum before departure just in case some planned disruption was due to occur!

I had planned to visit Springfield Municipal Airport which was only a few miles from the Motel but thunderstorms, very violent by UK standards, arrived that evening and the added slight threat of tornado's convinced me to sit tight.

The following morning we set off early heading East on I70 to Pennsylvania, Judy took advantage of the quiet roads to get used to the car as we would have to share the driving over such long distances. The first stop was for breakfast at Port Columbus Int. Airport. There are some views from the multi storey car park so I logged the dozen light aircraft on the ramp before checking the terminal. HS125 N72NP and Citation 650 N68HC flanked Sikorski 76 N27431 of Petroleum Helicopters Int. and King Air 200 N6726P. Columbus has a small Museum, closed at this time of day, but Caravelle N920UP ex United Parcels sits outside. From the Cafe you get a good all round view of the Airport and to accompany the usual huge breakfast I had a variety of American domestics; US Air F28 N459US, Continental B737 N7363F, North West DC9 N9332, Britt Brasilia N16710 and Braniff BAC111 EI-BWG. I logged 21 in total before we departed for Pittsburgh, our next nights stop. As we cruised along the interstate I noticed an airfield at Zanesville marked on my trusty Rand McNally road atlas. We drove through a small housing estate (where someone was holding a garage sale), and found the airfield. It is a small air taxi base and on the apron, separated from the public car park only by a 2 foot fence, were Merlin 2 N1907W, Cessna 310 N41159, a Cessna 150 and a Cherokee. (By the way, I logged every aircraft I saw on this trip but I didn't think you'd want to read lists of every Cessna and Piper).

Back on the road we crossed the Ohio River into West Virginia at Wheeling and then after only about ten miles in the State we had crossed the "panhandle" and were into Pennsylvania and approaching Pittsburgh. We had been advised to see the city by some friends and arrived in early afternoon. I knew the city had been rebuilt from the ruins of a failed steel industry but the sight of the glass cathedral skyscrapers and open parkland with huge fountains in the heart of the city surprised me. We shopped in the new trendy malls and took a Funicular railway up the valley side for a panoramic view of the downtown area, built on a triangle of land where the Allegheny and Monongahela Rivers join to form the mighty Ohio. Fans of American sport might recognise the Three Rivers Stadium, home to the Steelers and Pirates.

Greater Pittsburgh Int. Airport is being modernised and the very attractive 1930's marble balconied terminal will be replaced by something new and sterile. Yes, the old building is tatty and the views are not good but it has a lot of atmosphere. You have to dodge around the first floor to see all the action, which on a Saturday evening was hectic.

A steady stream of US Air DC9s, all in the N923VJ to N989VJ block occupied the approach, punctuated by a few BAC111s; N1118J to N1129J and B737s N388US, N512AU and N278AU. Several aircraft were parked about the extensive perimeter, including a first of type for me NAMC YS11 N110PH of Mid Pacific. The freight area was busy with Beech 99 N199NE of CC Cargo and B727s N207UP and N108FE (UPS and FedEx).

CONVAIRS, COFFEE and COLONIAL HISTORY (Contd.)

Pennsylvania Airlines Shorts 360 N711HJ, Allegheny Commuter Beech 1900 N3172A and Ontario Express ATR42 C-FQRP disappeared from view on landing and I thought I had lost them, but upon going outside they were parked in full view next to the main car park. On the far side of the field is a large ANG base. Several KC135s were parked out and just readable, unfortunately my log said most had visited Britain over the years, 63623 was new to me though. Pittsburgh is ringed by several general aviation fields and only Cessna 337 N54335 braved the wake turbulence to call in.

Sunday morning was the Pittsburgh marathon so we did a runner of our own and got out of the area early, heading down the Pennsylvania Turnpike towards Washington DC. The rate is about 2 cents per mile so Leeds to London would only be a couple of pounds. The roads are not as good as UK motorways but traffic is much lighter and drivers more considerate; (overtaking on both sides sounds dangerous but is not and avoids a lot of bunching, it is up to the driver to look both sides before lane changing).

East of Pittsburgh the Turnpike crosses the Appalachian Mountains and in five days we had gone from temperatures in the 80s in Chicago to Tornado's in Ohio and now snow covered Christmas trees for mile after mile.

After crossing the mountains we entered Maryland near Hagerstown, once again the trusty atlas showed an airport (real experts would have known it as the home of Fairchild). Hagerstown proved to be a busy Municipal Airport, I logged about 40 mainly light aircraft. Bellanca's N1269R and N9632E were parked next to the small terminal and Jetstream International N851JS was loading for Washington. Citation N108DB shared a lock up garage with AA5 N9588L and Harvard 115015 (Navy Markings) shared a long line with Cessna 172s and Cherokees.

We entered Washington amongst horrendous traffic, past the CIA HQ at Langley (funny to see a signpost to the CIA) and found our chosen hotel in Crystal City, a short distance from the National Airport.

Once we arrived the car was to be parked up for three days for a well earned rest after covering nearly a thousand miles. The weather was fine so we took the Metro (the new tube system) into town. The Metro is new, clean, cheap and well guarded, used by Federal employees and Military staff and is very safe. We checked out the Mall leading from the Lincoln Memorial to the Capitol building noting the sights to be seen over the next few days, especially the National Air and Space Museum of the Smithsonian Institute. By chance a recruiting display was running near the Capitol displaying Coastguard Dauphin 6590, and OH58 Kiowa 24696, AH64 Apache 25377 and UH60 Blackhawk 24486. That did it! Back to the Metro and on to Washington National Airport for an evenings spotting.

Brian Best.

(To be continued.)
