

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

MAY 1987

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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 14.30 hrs.

JUNE 7th : A.G.M. - film and bookstall.
(JUNE 14th : Church Fenton, SSAFA Air Display).
JULY 5th : Malcolm MacLean - Manchester Airport Slides.
AUGUST 2nd : Mike Willingale - Summer Special - Aviation Videos.

EDITORIAL

Even though we published the Leeds/Bradford Schedules as late as possible to try and eliminate amendments, unfortunately a few changes have taken place - please see the back page for details.

Steve Rigg presented a very interesting look at the changing faces on the British Airline scene at last months meeting, it was fully appreciated by all the members present, many thanks, Steve.

Enclosed with this bulletin is the Application Form for the membership of Air Yorkshire for the twelve months ending 30th June 1988. We have taken the liberty of also enclosing twelve self - adhesive labels which we would appreciate being completed with name, address and postal code, and returning to the Registrar with your Application Form & Subscription fee.

Please note that the Subscriptions have not been increased.

CREDITS

T.W.Sykes	D. Elam	R. Fozzard	S.W. Rigg	I. Morton
J.K. Wallis	K. Glasby	W.K. Jordan	R. Ward	A. Heeley
I. Larkin				

LEEDS/BRADFORD MOVEMENTS - APRIL 1987

1	G-NUIG King Air	0842	0854	G-BECH Boeing 737	0952
	G-AZUY Cessna 310	n/s	1053 1724(7)	G-AWAI Baron	1418
	G-NUIG King Air		1445 1536	G-BJXJ Boeing 737	1447 1553
	G-OABI Cessna 421C		1549	G-ONOR Cessna 425	1659
	G-BJZK Cessna 303		1954	G-BECH Boeing 737	n/s 1948 0749(2)
2	G-NUIG King Air	0852	0910	G-BEEO Short SD.3-30	1125
	D-EOKC Cessna 210		1340	G-BECH Boeing 737	1419 1530
	G-BFFE Cessna 152		1422 1456	G-BMTA Cessna 152	1457
	G-NUIG King Air		1552 1602	G-AZFI Arrow	1610 1704
	G-NORS Cessna 425	n/s	1744 1300(3)	G-BECH Boeing 737	n/s 2120 0836(3)
3	EC-DYZ Boeing 737	0944	1100	G-LYNN Lance	n/s 0957
	G-BAEF Boeing 727		1316 1454	G-BKHE Boeing 737	1727 2012
	EC-DYZ Boeing 737		1833 1937	G-BECH Boeing 737	n/s 2048 0807(4)
	G-BMAE F-27	n/s	2113 1438(5)		
4	G-ATPK BAC 1-11	0956	1058	OO-FLE Seneca	1125 1407
	G-BECH Boeing 737	n/s	2139 0823(5)		
5	G-ATPK BAC 1-11	1007	1057	G-BJCU Boeing 737	1323 1504
	G-BJZK Cessna 303	n/s	1600 2016(8)	G-BIHH Sikorsky S-61N	n/s 1745 0839(6)
	G-WELL King Air		1822 1921	G-BDUN Seneca	n/s 1946 1457(6)
	G-AYLY Aztec	n/s	2030 1120(7)	G-BJCU Boeing 737	n/s 2101 0804(6)
6	G-AXBB BAC 1-11	0700	0740	CF-06 Merlin	n/s 1507 1443(8)
	G-OAUS Sikorsky S-76A		1529 1803	G-BIZZ Citation	n/s 1753 0704(7)
	G-BJCU Boeing 737	n/s	2048 0819(7)		
7	G-BIZZ Citation	n/s	2020 1043(8)	G-BJCU Boeing 737	n/s 2100 0958(8)
8	G-OABI Cessna 421C	n/s	1111 2143(14)	G-TECH Rockwell 114	1136 1643
	G-PENN AA-5B		1145 1337	G-BTWW Jetranger	1216 1343
	G-NUIG King Air		1305 1717	N206WJ Bonanza	n/s 1332 1514(9)
	G-BCDB Seneca		1401 1726	G-BLDE Boeing 737	1423 1525
	G-BHDB Maule M5		1448	G-AZSZ Aztec	n/s 1500 0828(9)
	G-BJCU Boeing 737	n/s	2024 0722(9)		
9	G-BEIC Cessna 310	0944	1901	G-TEFH Citation	1245 1338
	G-ATKU Cessna 172		1328 1435	D-IBAH King Air 200	1343 1840
	G-BJCU Boeing 737		1346 1455	G-AWLP Mooney M.20F	1422 1527
	G-LRII LongRanger		1445 1714	G-YTWO Cessna 172	1722 1830
	G-TEFH Citation		1918 1932	G-AZSZ Aztec	n/s 2043 0827(10)
	G-BJCU Boeing 737	n/s	2110 0838(10)		
10	F-GFVN King Air	0930	1709	EC-DYZ Boeing 737	0956 1051
	SE-IVA Mitsubishi Mu-2		1031 1712	G-AWLP Mooney M.20F	1035 1701
	F-GBFI Falcon 10		1049 1450	G-BPGH King Air 300	n/s 1125
	G-BLXB Tampico		1139 1625	G-JLBI LongRanger	1307 1358
	G-MARR Cessna 421C	n/s	1658 1628(15)	G-BJXJ Boeing 737	1730 1843
	EC-DYZ Boeing 737		1833 1942	G-JETB Citation	1838 1911
	G-BMAE F-27	n/s	2106 ? (12)	G-BJCU Boeing 737	n/s 2127 0810(11)
11	G-KFIT King Air	0815	1018	G-ATPK BAC 1-11	1007 1102
	G-JOKE Jetranger		1155 1239	G-BBHB Navajo	1212 1820
	G-TECH Rockwell 114		1343 1654	G-BAVF Baron	1400 1520
	ZA678 Chinook		1517 1528	G-BBCW Aztec	1544 1621
	G-IPRA King Air 200		1904 2116	G-BJCU Boeing 737	n/s 2234 0822(12)
12	G-ATPK BAC 1-11	1002	1051	G-BHGP Tobago	n/s 1323 1404(13)
	G-BASI Cherokee		1409 1455	G-YIII Cessna 150	1433 1521
	G-BBCW Aztec		1437 1505	G-BGYL Boeing 737	1456 1542
	G-BMTA Cessna 152		1611 1638	G-YTWO Cessna 172	1717 1825
	G-BGYL Boeing 737	n/s	2108 0757(13)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

13	<u>F-GBFI Falcon 10</u>	0702 0728	<u>D-IEAT Cessna 425</u>		1318 1538
	G-PAMI Twin Squirrel	1504 1546	G-BGYL Boeing 737	n/s	2111 0817(14)
14	G-UBSH King Air 300	0931 1358	G-DBAL HS.125		0949 1557
	G-NUIG King Air	1000 1016	<u>EI-BMI Tampico</u>		1148 1501
	G-BGOP Falcon 20	1449 1806	G-BCUJ Cessna 150		1515 1608
	G-DIVA Cessna 172	n/s 1547 1608(16)	G-NUIG King Air		1601 1618
	G-BDIG Cessna 182	n/s 1734 1139(15)	G-BIZZ Citation	n/s	1852 0731(15)
	G-BCPK Cessna 172	n/s 1857 1455(15)	G-BGYL Boeing 737	n/s	2114 1000(15)
15	G-UBSH King Air 300	0811 0821	G-BLFV Cessna 182		1007 1517
	G-HAMA King Air 200	1012 1323	XW291 Jet Provost		1040 1040
	G-OITD Cessna 310	1128 1737	<u>SE-GDI Chieftain</u>	n/s	1155 1011(16)
	G-UBSH King Air 300	1344 1526	G-BLDE Boeing 737		1428 1530
	G-BSSS Cessna 421C	1443 1457	G-WEBB Aztec	n/s	1631 0704(16)
	G-BIZZ Citation	1641 1722	G-AWLP Mooney M.20F	n/s	1800 1334(21)
	G-BMNW Chieftain	1900 2006	G-BGYL Boeing 737	n/s	2114 0723(16)
16	<u>I-KESO Citation</u>	0956 1821	G-ARYH Tri-Pacer	n/s	1059
	G-BKAN Cessna 340	1158	G-DIXI Chieftain		1202 1443
	G-BDOG Bulldog	1205 1246	G-BHOZ Tampico		1231 1231
	G-BIOU Jodel D.117A	1233 1636	G-TEES Cessna 152		1236 1332
	G-BJYD Cessna 152	1238 1330	<u>D-CGVW HS.125</u>		1338 1405
	G-ENAM Cessna 340	1345 1718	G-BGYL Boeing 737		1350 1541
	G-OABI Cessna 421C	n/s 1353	G-APUE Meta-Sokol		1412 1457
	G-EJCB Agusta A.109A	1437 1500	G-DODS Malibu	n/s	1902 1558(17)
	G-BGYL Boeing 737	n/s 2110 1011(17)			
17	G-STAT Cessna 206	1050	G-BMVH Jetranger		1315
	G-JGCL Cessna 414A	1343 1520	G-FTWO Twin Squirrel		1346 1407
	G-BJXJ Boeing 737	1413 1524	G-BJCV Boeing 737		1715 2019
	<u>EC-DYZ Boeing 737</u>	1847 1944	G-BFVA Boeing 737	n/s	2053 0800(18)
	G-BMAW F-27	n/s 2148 1356(19)			
18	G-BGTG Aztec	0951 1143	G-ATPK BAC 1-11		0958 1049
	G-AZAV Cessna 337	1117	G-BTOW Rallye		1133 1423
	G-BJYD Cessna 152	1508 1537	G-BCUJ Cessna 150		1644 1809
	G-BFVA Boeing 737	n/s 2202 0819(19)			
19	G-ATPK BAC 1-11	0959 1054	G-BGYJ Boeing 737		1320 1513
	G-STAT Cessna 206	n/s 1630 0836(25)	G-BGYJ Boeing 737	n/s	2056 0800(20)
20	G-AYPJ Cherokee	1139 1900	G-BBXU Sierra		1231 1723
	G-BCNZ Fuji FA.200	n/s 1424 1519(24)	G-AVGI Cherokee		1427 1452
	G-BKAN Cessna 340	n/s 1617	G-ASPI Cessna 172	n/s	1825 1048(21)
	G-BGYJ Boeing 737	n/s 2114 0809(21)			
21	G-BMDC Saratoga	n/s 1148 1450(24)	G-AWXV Cessna 172		1450 1601
	G-ARJT Apache	1629 1732	G-AWLP Mooney M.20F	n/s	1809 1321(24)
	G-BAWK Cherokee	1813 1909	G-BGYJ Boeing 737	n/s	2049 0943(22)
22	G-BNEK Tomahawk	0944 1742	G-BMNF King Air 200		1018 1458
	G-BCWM Jetranger	1127 1235	G-BHOZ Tampico		1208 1408
	G-BLDE Boeing 737	1405 1524	G-BIZZ Citation		1744 1810
	G-BGYJ Boeing 737	n/s 1925 0725(23)			
23	<u>OO-TJJ Partenavia P.68C</u>	0816 1628	<u>PH-JBW Trinidad</u>		0929 1537
	G-BMHZ Arrow	1132 1454	G-AWAI Baron		1153 1550
	<u>F-GDHS Mitsubishi Mu-2B</u>	1215 1755	G-ARJT Apache	n/s	1340 1339(24)
	G-BGYJ Boeing 737	1418 1530	G-BIZZ Citation		1623 1652
	G-OSEB Bell 222	1644 1715	G-BGYJ Boeing 737	n/s	2125 0839(24)

LEEDS/BRADFORD MOVEMENTS (Contd.)

24	G-BJYC Cessna 425	0924 0939	EC-DYZ Boeing 737	0956 1054
	G-BEZF AA-5	1004 1630	G-BLNG Cessna 172	1120 1225
	G-SONA Tobago	1124 1537	G-BJXJ Boeing 737	1324 1444
	G-FAYE Cessna 150 n/s	1413	G-AVGI Cherokee	1427 1443
	G-BJYC Cessna 425	1548 1607	G-FMFL Falcon 50 n/s	1639 1613(28)
	EC-DYZ Boeing 737	1658 1817	G-BKHF Boeing 737	1701 2022
	G-DODS Malibu n/s	1733 1256(26)	G-AWLP Mooney M.20F n/s	1826
	G-PLMB Ecureuil	1910 1926	G-WILO Jetranger n/s	2004 0902(25)
	G-DGYJ Boeing 737 n/s	2040 0806(25)		
25	G-GEIL HS.125	0834 0848	G-ATPK BAC 1-11	1127 1216
	G-BHDD Maule M.5	1142 1631	G-BKOV Jodel DR.220A	1142 1615
	G-ARRE Jodel DR.1050	1143 1615	G-BGMJ Minicab	1149 1615
	G-BKJF Rallye	1147 1224	G-ASPI Cessna 172	1231 1410
	G-BOAE Concorde	1345 1535	G-BGTG Aztec	1424 1459
	G-BHAY Arrow	1445 1600	G-AZAV Cessna 337 n/s	1612
	G-BGYJ Boeing 737 n/s	2154 0823(26)	G-OSCC Cherokee Six n/s	0953 2110(27)
26	F-GBVB Aiglou	0914 1712	G-BGEM Partenavia P.68B	0946 1736
	G-ATPK BAC 1-11	1106 1148	G-BEWR Cessna 172	1151 1239
	G-MOXY Cessna 441	1200	G-BECH Boeing 737	1339 1502
	G-FIMI LongRanger	1707 1908	G-BECH Boeing 737 n/s	2117 0802(27)
27	G-OOAG King Air	0907 0935	G-BWMP Commander 695	0928 1510
	G-TAPE Aztec	1056 1645	OY-RPD Arrow	1301 1648
	G-BECH Boeing 737 n/s	2047 0810(28)	G-BHNI Cessna 404 n/s	2146
28	G-HAMA King Air 200	0827 1005	G-NUIG King Air	0859 1511
	G-BLFV Cessna 182	1043 1810	XX375 Gazelle	1050 1116
	G-BEOH Arrow n/s	1124	G-AZUM Cessna 172	1211 1341
	G-FISH Cessna 310 n/s	1339	G-ARJT Apache n/s	1439 1636(29)
	G-BJMR Cessna 310 n/s	1609	G-BKTZ Slingsby T.67M	1720 1751
	G-APXJ Comanche n/s	1755	I-CUVI King Air 200 n/s	1853 0700(29)
	G-BECH Boeing 737 n/s	2051 0952(29)	F-GCQH Cessna 335 n/s	2106 1258(29)
	G-WLAD BAC 1-11 n/s	2134 1759(30)		
29	G-FFOR Cessna 310	0803 0834	F-GBMB Learjet 35	0903 1153
	G-JAKY Navajo	0912 1421	XX375 Gazelle	1110 1210
	XW433 Jet Provost	1321 1334	XP825 Beaver	1329 1625
	G-BLDE Boeing 737	1418 1534	OE-FAK King Air n/s	1742 1416(30)
	G-FFOR Cessna 310	1805 1819	G-BECH Boeing 737 n/s	1923 0721(30)
	G-OOAG King Air	2119 2136		
30	G-BCRP Aztec	0938 1453	G-BMTH Boeing 737-300	1349 1349
	G-BECH Boeing 737	1402 1511	G-PKBM DC-9	1558 1627
	G-GAYL Learjet 35 n/s	1633	G-POON Twin Squirrel n/s	1713
	G-BMCJ Chieftain	1744 1808	G-PKBM DC-9	1821 1857
	G-BMTH Boeing 737-300	2018 2018	G-BECH Boeing 737	2112 2154
	I-CUVI King Air 200 n/s	2122	F-BVPS Corvette	0027 0054(1)
			(Ambulance flight)	

OVERSHOOTS:- 2nd.XW409/CFT50; 6th.XX497/FYT83; 8th.XX497/FYT83, XS737/FYN05, XS736/FYN05, XS736/FYN56; 9th.G-HIRE Cougar, G-YTWO C.172; 14th.XS733/FYN44, ?/FYN53; 15th.XW291/FYJ20, ?/LON48; 16th.XW404/LON48, XS729/FYN49, XW366/LON48, XS794/RR727 Andover; 21st.XX498/FYT03, XW410/LON42; 23rd.XX491/FYT83, XW301/LON40; 27th.XW410/LON43; 28th.XW410/LON43; 29th.XX498/FYT83, XX498/FYT90; 30th.XV295/RR767 Hercules, XX498/FYT89.

Finningley - FYJ/FYN/FYT

Church Fenton - CFT

Linton-on-Ouse - LON

XV295 F/T Lyneham, XS794 F/T Northolt.

From & To:- 2nd.D-EOKC T Sturgate; 6th.CF-06 F/T Koksijde n/s; 8th.N206WJ F Dortmund n/s T Luton; 9th.D-IBAH F Birmingham T Dusseldorf; 10th.F-GFVN F/T Lille, SE-IVA F/T Stockholm, F-GBTI F/T Le Touquet, G-JETB F Malaga (Amb.flight); 11th.ZA678 F Otterburn T Odiham; 13th.F-GBTI F Le Bourget T Amsterdam, D-IEAT F/T Cranfield; 14th.EI-BMI F/T Dublin; 15th.SE-GDI F Southampton n/s T Malmo; 16th.I-KESO F/T Bologna, D-CGVW F/T Braunschweig; 23rd.OO-TJJ F/T Antwerp, PH-JBW F/T Hilversum, F-GDHS F/T Le Bourget; 24th.C-FMFL F Amsterdam n/s T Vitoria; 27th.OY-RPD F/T Goodwood; 28th.I-CUVI F Plymouth n/s T Gatwick, F-GCQH F Le Touquet n/s T Humberside; 29th.F-GBMB F/T Le Bourget, OE-FAK F Lubæk n/s T Friedrichshafen; 30th.I-CUVI F Gatwick, F-BVPS F Lyon T Bristol.

LEEDS/BRADFORD MOVEMENTS REVIEW - APRIL

A number of good foreigners this month for a change. Starting with Seneca OO-FLE on the 4th we then had the European based Beech A36 N206WJ night stopping on the 8th. Another Beech was the 200 D-IBAH c/n BB-334 on the 9th. SE-IVA on the 10th is a Mitsubishi MU2-36 it has c/n 666 and has been on the Swedish register for just a year, on the same day the Beech F90 F-GFVN was making its first visit to LBA, this was registered to Ste.La Voix du Nord on 26/12/86 and has c/n LA-166. Falcon 10 F-GBTI c/n 24 visited on the 10th and 13th. Cessna 425 D-IEAT on the 13th turned out to be none other than G-BJET which is going to Germany via the Bob Crowe agency and was having checks with Northair. Slightly smaller was the TB9 EI-BMI on the 14th and night stopping on the 15th was Navajo SE-GDI. Two bizjets on the 16th were Citation II I-KESO and HS125 800 D-CGVW. Another MU2 was F-GDHS on the 23rd and on the same day we had the Partenavia P68 OO-TJJ and TB20 PH-JBW. McCain Foods have changed their Westwind for Falcon 50 C-FMFL c/n 96 and this arrived for the annual visit on the 24th. F-GBVB on the 26th is a Robin 1180T Aiglou with c/n 226 and it was followed on the 27th by PA28R OY-RPD. Two night stoppers on the 28th were Cessna 335 F-GCQH and Beech 200 I-CUVI. A nice end to the month for foreigners was provided on the 29th by Lear 35 F-GBMB and the Beech C90A OE-FAK c/n LJ-1125 which was registered to Alpha Air Charter GmbH in May 1986. Quite a bit of military activity to record as well. Belgian Air Force Merlin CF-06 night stopped from the 6th to the 8th and used callsign 'BAF56'. Chinook ZA678 on the 11th was 'ILG60', Gazelle XX375/G was 'ARMY 382' on the 28th and 29th. Beaver XP825 was 'ARMY370' on the 29th. Two Jet Provosts doing touch and goes were XW291 'FYJ20' on the 15th and XW433 'CFJ60' on the 29th. McAlpines Twin Squirrel G-FTWO on the 17th turns out to be ex G-BMUS. The newly registered Cessna 310 G-FFOR on the 29th is c/n 1889 ex.G-BMGF. On the 22nd Tomahawk G-BNEK called in for some snags to be looked at. The second Concorde to visit the LBA was G-BOAE on the 25th (with room to spare). On the 30th Air Europe's Boeing 737-300 G-BMPH did a couple of touch and goes whilst out crew training. On the same day Midlands DC9 G-PKBM made its first visit. Cessna 441 G-BNDZ c/n 0353 was registered to Northair on March 20th, we understand that this is now stored at Cannes and it will not enter the country until a buyer is found. Sadly the Cessna 441 G-MOXY was destroyed and the Pilot killed when it crashed near Farnboro on the 26th.

LBA Resident Aircraft (02.05.87)

YLA Hangar

G-ATLM Cessna F172G	0252
G-AVEF Beech 95C55A Baron	TE-362
G-AVSE Piper PA-28-180C	28-4196
G-AVWT Piper PA-28R-180	28R-30362
G-AWAJ Beech 95D55 Baron	TD-536

LBA RESIDENT AIRCRAFT (Contd.)

G-AWLP	Mooney M.20F	680200 (Arr.10/4)
G-BAWX	Piper PA-28-180	28-7305248
G-BAZM	Jodel D.11	PFA/915 :: PAL/1416
G-BBJX	Cessna F150L	1017
G-BDCO	Beagle 121 Pup	171
G-BELT	Cessna F150	0409X
G-BERI	Rockwell 114	14234
G-BFFC	Cessna F152	1451
G-BFGL	Cessna FA152	0339
G-BFTF	Grumman AA5B Tiger	0879
G-BFXW	Grumman AA5B Tiger	0940
G-BHIC	Cessna F182Q	0135
G-BISJ	Cessna 340A	0497
G-BKXG	Cessna 303	0195
G-BPLC	Beech 200	BB-1215
G-CSNA	Cessna 421C	0677
G-JURG	Rockwell 114A	14516
G-LYNN	Piper PA-32R	32R-7985070 (Arr.3/4)
G-MTLE	Cessna 501	0170
G-OGDN	Beech 200	BB-669
G-OJVH	Cessna F150H	0356
G-VJCT	Partenavia P68C	327
G-WALK	Cessna F182Q	0028

Northair Hangar

G-BDRB	Grumman AA5B Tiger	0175
G-BLCZ	Cessna 441	0332
G-BLGM	Cessna 425	0199
G-BMWY	Bell 206B JetRanger	3239
G-EAGL	Cessna 421C	0713
G-EVNS	Cessna 441	0264
G-GAME	Cessna T303	0098

OTHERS

G-BRWN Grumman G159 Gulfstream 1 177

LEEDS/BRADFORD AIRLINE NEWS - APRIL 1987

REGULAR FLIGHTS

EX712	PMI	03/EC-DYZ	10/EC-DYZ	17/EC-DYZ	24/EC-DYZ	
EX714	ALC	03/EC-DYZ	10/EC-DYZ	17/DivMAN	24/EC-DYZ	
BY066A	PMI	05/G-BJCU	12/G-BGYL	19/G-BGYJ	26/G-BECH	
BY085A	ALC	02/G-BECH	09/G-BJCU	16/G-BGYL	23/G-BGYJ	30/G-BECH
BY090A	ALC	07/G-BJCU	14/G-BGYL	21/G-BGYJ	28/G-BECH	
BY144A	AGP	05/G-BECH	12/G-BJCU	19/G-BFVA	26/G-BGYJ	
BY145A	PMI	06/G-BJCU	13/G-BGYL	20/G-BGYJ	27/G-BECH	
BY159A	ALC	04/G-BECH	11/G-BJCU	18/G-BFVA	25/G-BGYJ	
BY178A	TFS	01/G-BECH	08/G-BJCU	15/G-BGYL	22/G-BGYJ	29/G-BECH
BY187A	PMI	03/G-BECH	10/G-BJCU	17/G-BGYL	24/G-BGYJ	
BY208A	AGP	02/G-BECH	09/G-BJCU	16/G-BGYL	23/G-BGYJ	30/G-BECH
BY338A	TFS	03/G-BKHE	10/DivMan	17/G-BJCV	24/G-BKHF	
DA421	JER	04/G-ATPK	05/G-ATPK	11/G-ATPK	12/G-ATPK	18/G-ATPK
		19/G-ATPK	25/G-ATPK	26/G-ATPK		
DA1282	PMI	01/G-BJXJ	08/G-BLDE	15/G-BLDE	22/G-BLDE	29/G-BLDE
DA3166	AGP	03/G-BAEF	10/G-BJXJ	17/G-BJXJ	24/G-BJXJ	

Boeing 727 G-BAEF on the 03rd was again substituting for a Boeing 737 on DA3166.

L/B AIRLINE NEWS (Contd.)

OTHER FLIGHTS

North Sea rig crew changes were the cause for British Caledonian Helicopters Sikorsky 61 G-BLHH to position in on the 05th BR49N Aberdeen-n/s-Hermod Rig to collect Spanish nationals who had arrived on the 06th in British Island Airways One-Eleven G-AXBB Santiago-Gatwick KD6536/1653. Further operations over the 06th/07th were thwarted by fog which would have involved the S61, a Bell 212, two more One-Elevens, and a Euroair HS748, but operations were transferred to Teesside and Manchester. British Airways supplied their first ever Concorde for the airport on the 25th when G-BOAE operated BA9025C/9026C f/t Heathrow using the callsign BA-AE and provided flypasts before arrival and after departure. Another first visitor was Air Europe's Boeing 737-300 G-BMTH which was crew training on the 30th and made a total of three 'touch and go' movements;

Liverpool-Newcastle AEO01T, Liverpool-East Midlands AEO02T, and Liverpool-Newcastle AEO02T again.

GENERAL

Brown Air have disposed of their Shorts 330 back to Jersey European and the aircraft positioned to Exeter on the 02nd. Conquest G-MOXY was written off on the 26th while on finals for Blackbushe after operating a positioning flight from Leeds, and this has left the company with just one aircraft namely Gulfstream 1 G-BRWN. British Midland had DC9 shortages towards the end of the month which meant One-Eleven G-WLAD positioning from East Midlands on the 28th BD001P to operate all Heathrow services from BD411 29th to BD416 30th.

DC9-30 G-PKEM paid its first visit on the 30th East Midlands-Heathrow BD-BM/417 to operate the rest of the day's Heathrow schedules and the One-Eleven positioned to Cardiff as CYMO03P.

Virgin Boeing 747 on Thursday June 11th ETA 1900, ETD 2000.

LOCAL MOVEMENTS - APRIL 1987

1	G-BAML Jet Ranger 3B10/OT-ALJ Islander 8Nugget 10 Navajo G-LONG LongRanger	Milshaw (Systime) Church Fenton Brough Barnsley	Huntingdon-Pontefract F/T Warton From Newcastle
11	G-JOKE Jetranger	Harrogate	LBA-n/s-Windsor
12	G-BLLP T.67B G-AVBZ Cessna 172 G-BNBT Robinson R22 G-BHXS Jodel D.120	Crosland Moor Grindale Garforth Crosland Moor	F/T Barton F/T Sherburn F. Penrith
13	G-PAMI Twin Squirrel	Bingley	Garforth-LBA-Newcastle
15	G-BFIG Cessna 172	Sherburn	F/T Barton
17	G-FTWO Twin Squirrel G-VMAX Mooney M20K	Rufforth Crosland Moor	LBA-Milton Keynes F/T Wycombe
18	G-BHDB Maule M.5 G-BCOP Arrow G-AXSD Pup G-BKAE Jodel D.120	Bagby Sherburn Crosland Moor Sherburn	F Oxenhope To Halfpenny Green F/T Teesside F Crosland Moor
20	G-OSEB Bell 222 G-BBNG Jetranger G-AYEH Jodel DR1050 G-AYTV Tempete G-BGMJ Minicab G-BFLO Cessna 172	Scarborough Cow & Calf, Ilkley Kirkbymoorside " " " Bagby Crosland Moor	Ringway-n/s-LBA Newcastle-Rotherham F/T Barton In Formation " " " Over LBA F/T Oxenhope F/T Sherburn
21	G-AXJJ Pup G-BKOV Jodel DR.220A	Felixkirk Bagby	F/T Crosland Moor F Oxenhope
22	G-BHMI Cessna 172	Sherburn	T Woodvale
23	G-BLEJ Cherokee	Doncaster	Carlisle-Blackpool

LOCAL MOVEMENTS (Contd.)

26 G-IDWR Hughes 369	Scarcroft	Ripponden To Green Hammerton
29 G-BBKA Cessna 150	Crosland Moor	F/T Sherburn
30 G-POON Twin Squirrel	Harrogate	Bolton - LBA

GRINDALE MOVEMENTS - MARCH/APRIL 1987

11/3.G-AVKG C.172 F Teesside T Brighton, G-BLRM DG.400 F/T Rufforth, G-BBKA C.150 F/T Sherburn; 14/3.T7281 (G-ARTL) Tiger Moth F Boston T Whitby (and on 19th); 19/3.G-AZXC C.150 F Carlisle T Netherthorpe; 21/3.G-BGTG Aztec F/T Sherburn; 22/3.G-APOD Topsy Belfair F/T Netherthorpe, G-BAZS C.150 F Sherburn T Netherthorpe, G-AXTC PA-28 F/T Strubby, G-RUIA C.172 F/T Humberside; 30/3.G-BLRG T67B F Kirkbymoorside T (crashed 12 m South of Grindale), G-SFTH Gazelle F Kirkbymoorside T Brandesburton (& return), G-BOBI C.152 F/T Humberside; 12/4.G-AVBZ C.172 F/T Crosland Moor, G-AVLS PA-28 F/T Humberside, G-AVKG C.172 F Sherburn T Teesside, G-BDOG Bulldog F/T Netherthorpe, G-BMTA C.152 F/T Doncaster, G-YTWO C.172 F/T Sherburn, G-OPIK PIK-20 F/T Burn; 14/4. G-AVXA PA-25 F/T E.Winch; 15/4.G-OZOI C.182 F/T Staverton; 16/4.G-ATKU C.172 F Doncaster, G-ATID C.337 F Humberside T Stansted; 17/4.G-AZSG PA-28 F/T Netherthorpe; 18/4.G-OSIX PA-32/G-BOBI C.152/G-RUIA C.172 all F/T Humberside, G-BACJ Jodel D.120 F Newcastle T Skegness, G-BCHP Emerald F/T Sproatley, G-AVGV C.150/G-DODD C.172 both F/T Bagby, G-MKAY C.172 F Skegness T Doncaster, G-AVMD C.150 F Crosland Moor, G-AVCE C.172/G-AXUE Jodel DR.105 both F/T Netherthorpe; 19/4.G-AVLS PA-28 F/T Humberside; 20/4.G-BBNJ C.150 F Sherburn T Wickenby; 24/4.G-BLRM DG.400 F Sutton Bank T Rufforth; 25/4.G-AYAV PA-28 F/T Gamston, G-RUIA C.172 F/T Humberside (&26th); 26/4.G-BFPA SF.25 F/T Sutton Bank, G-OSIX PA-32 F/T Humberside; 29/4.G-BING C.172 F/T Humberside.

TEESSIDE MOVEMENTS - APRIL 1987

New name effective 1st April - Teesside International Airport Ltd.

1. HB-VFB Learjet 35	G-SOFE Cessna 441	G-BTWW Jetranger
2. I-GIAZ Falcon 20	G-DIXI Chieftain	G-AVPS T.Comanche
3. XS507 Wessex		
6. LN-AAJ Citation	XR442 Sea Heron	G-BMDU Bell 214ST
G-OJSY SD.3-60 (DIV)	G-BIHH S-61N (DIV)	G-AXBB BAC 1-11 (DIV)
G-BKMN B.Ae.146 (DIV)	G-BIUV HS.748 (DIV)	G-AVMZ BAC 1-11 (DIV)
G-BRWN Gulf 1 (DIV)	G-BHMX F-27 (DIV)	G-BLDE B.737 (DIV)
G-STAN F-27 (DIV)	G-BKHT B.Ae.146 (DIV)	G-BMAI DC-9 (DIV)
G-BHMZ F-27 (DIV)	G-BMXD F-27 (DIV)	G-JANE Cessna 340
7. PH-BDK Boeing 737	G-BIKL B.757 (DIV)	G-BHMW F-27 (DIV)
8. F-BVPG Corvette	ZA681 Chinook	G-OBOH SD.3-60
G-BLKB B.737-300	G-BRWN Gulf 1 (DIV)	G-BEIZ Citation
9. XW917 Harrier	XZ970 Harrier	G-BDWG Islander
11.XV730 Wessex	G-BLKE B.737-300	
12.G-BJNN Tomahawk	G-BKTZ T.67M	G-BDWG Islander
13.ZE411 Agusta A.109A	G-SJAD Do.228	G-BLDE Boeing 737
G-BGVY AA-5B	G-BGGP Cessna 152	G-TAXI Aztec
14.F-BVJK Aztec	XS710 Dominie	XS727 Dominie
XW291 J.Provost	XW428 J.Provost	XW437 J.Provost
G-NORS Cessna 425	G-BHYW Jetranger	G-BCWM Jetranger
15.XS790 Andover	G-BFVI HS.125	G-OCHD K.A.300
16.XW423 J.Provost	G-BMSV Chieftain	G-KMAC Jetranger
17.D-ELPE AA-5B	G-MLNR Do.228	G-JANS Cessna 172
18.G-BFOJ AA-1	G-BGPH AA-5B	G-SEBI Ecureuil
20.D-EOQH Cessna 172	G-UILD Grob G.109B	G-WOSP Jetranger
22.133345 CT-133 (RCAF)	133094 CT-133 (RCAF)	188918 CF-18 (RCAF)
116716 CF-5 (RCAF)	116712 CF-5 (RCAF)	116740 CF-5 (RCAF)
116758 CF-5 (RCAF)	F-BVJK Aztec	

TEESSIDE MOVEMENTS (Contd.)

23.130320 C-130 (RCAF)	G-SJAD Do.228	G-MATT Robin R.2160
25.F-GETI King Air	G-BLDE B.737 (DIV)	G-BJBJ Boeing 737
26.F-GETI King Air	G-BDMG Islander	G-BAZU Arrow
27.ZD621 B.Ae.125	G-BKUM Ecureuil	G-WOSP Jetranger
28.00376 C-130 (USAF)	G-SJAD Do.228	G-BFEB Aztec
G-BGXJ P.68B	G-AVSE Cherokee	G-BAKF Jetranger
29.F-BVJK Aztec	G-BLKY Baron	G-BBCN Robin HR.100
30.G-OBLK SD.3-60	G-HWBK Agusta A.109A	G-AZRH Cherokee

1. HB-VFB F Constantine T Zurich; 2. I-GIAZ F Venice n/s T Birmingham; 6. LN-AAJ F Stavanger T Newcastle; 7. PH-BDK F Amsterdam T Newcastle; 8. F-BVPG F/T Le Bourget n/s; 14. F-BVJK F Calais T Hamburg; 17. D-ELPE F Southend; 20. D-EOQH F Kirkwall T Dusseldorf; 25. F-GETI F Dinard T Ostend (& return on 26th); 29. F-BVJK F/T Calais.
 22. CT-133's F/T Solingen n/s, CF-5's F Bentwaters T Bruggen, CF-18 F/T Solingen;
 23. C-130 F/T Lahr.

 A few aircraft which attended the Jodel Fly-In at Bagby on Saturday 16th May 1987.

G-BFEB Jodel D.150	G-BDJC Wittman Tailwind
G-BJOT Jodel D.117	G-ATNL Cessna F150F
G-BIAH Jodel D.112	G-BBXH Cessna FRI72F
G-BHZV Jodel D.120	G-AZLY Cessna F150L
G-BDMX Jodel D.120	G-ATNL Cessna F150F
G-AZWF Jodel DR.1050	G-AVGK Cessna F150G
G-BKAO Jodel D.112	G-BLDD Wag Aero Cuby
G-BACJ Jodel D.120	G-RASC VP2
G-AZKP Jodel D.117	G-ASCZ Emeraude
G-ARRE Jodel DR.1050	G-AZOE Glos.Airtourer
G-BARF Jodel D.112	G-MATT Robin R2160
G-BKIR Jodel D.117	G-ASFK J/5G Autocar
G-BKJS Jodel D.120	G-AISB Topsy Belfair
G-BIZY Jodel D.112	G-AHBM DH87B Hornet Moth
G-BHVF Jodel D.150	G-NNAC Super Cub
G-AXZT Jodel D.117	G-BHDB Maule Lunar Rocket
G-DISO Jodel D.150	G-AXEO Scheibe Falke
	G-BLRM Glaser Dirks DG400

AIRWAYS

MARCH

7. N2SP	G3	410	POL	1505	MARGO	To Frobisher Bay
14 C-FNOR	G2		WAL	1835	HON	To Luton
N3180T	Be400	410	DCS	1845	MCT	To Luton
N263C	G3	450	OTR	1855	SPL	To AMS
15 N505EE	LJ35	370	POL	0950	MARGO	To KEF
16 HB-VDX	F10	350	POL	1145	MARGO	To EDN
17 D-CEVW	125	370	OTR	1700	DOG	
N74RP	G2B	290	MCT	1715	WCO	
20 VR-BJE	G3	450	DUB	0720	BLUE-FIR	To AMS
N731F	F50	390	POL	1715	MARGO	To Frobisher Bay
21 C-FROC	G2	390	POL	1206	MARGO	
N9300	G2	390	OTR	1419	WAL	
22 N65BE		410	WAL	0831	SPY	
23 Jet Aviation	226	? 390	DCS	1655	MCT	
25 MI320	DC8F	350	OTR	1728	WAL	To DUB
28 N90TC	Jetstar	350	POL	1145	MAR	
HB-VHR	LJ35	350	POL	1240	MAR	
WT747	B707	390	OTR	1916	WAL	To DUB

AIRWAYS

APRIL

4. XB-BBL	Sabre		DCS	2035	MCT	
6. HB-IAM	F50	410	DCS	1635	MCT	
	VR-CLA	F10	370	DCS	1911	POL
10. N86VG	F20	310	ROB	2055	ADN	To Aberdeen
11. N23M	G2	390	POL	0940	MAR	
	HB-VIB	LJ55	410	POL	0950	MAR To KEF
	N65AF	Sabre		POL	0955	DCS To FWK
14. I-PAPE	F10	310	POL	2045	MAR	(a busy 15 mins. to EDN)
16. 4X-CUK	WW1124	350	POL	1645	MAR	To FWK
19. C-FMFL	F50	410	DUB	1749	OTR	To AMS
20. SAM86972	VCL37	310	OTR	1455	WAL	58-6972
21. N727KS	B727	310	POL	1540	MAR	To FWK
22. C-GKRL	125	350	MAR	1035	60/10	To KEF
	SWI4019	B737	DCS	1520	MCT	To EMA Sunworld
	VR-BJD	G2B	390	OTR	1835	POL
24. N301MC	Sabre	310	POL	2010	MAR	To INV
25. N90MD	G2	430	OTR	1205	WAL	To DUB
	A6-HRM	B707	280	POL	1230	MAR
PARAMOUNT	01 DC9-80	370	DCS	1550	WAL	To Bristol G-PATA
28. N5103	G3	450	DUB	0725	SPL	
	IF9176	11-18	280	OTR	1337	WAL To DUB

New sightings for the new Summer season of travelling start now and it has been nice to see and hear new operators Air Europa, Air 2000, Paramount and also to notice Finnair flying across to Ireland with DC9 flights and the Easter Monday Braathens flights into Blackpool 2xB737 - both returning the following Sunday.

Tie-ups are going to become easier again thanks to a new system which is coming into being and means that requests up to the end of April can now be dealt with promptly. If you have any requests for tie-ups, if you can help with any Sel-Cals, or if you can contribute to this column please contact:-

S. Rigg, 16 Castle Road, Sandal, Wakefield, WF2 7LY.

Tie-up information requiring a reply please enclose a stamped, self-addressed envelope.

NOTES

New callsign around is 'Canadian'- heard using numbers in the fifties. This is the callsign of 'Canadian Airlines International' the company formed by Pacific Western's takeover of Canadian Pacific and was effective from May 1st. A new red/blue colour scheme is appearing on the DC10 fleet - the CP flight prefix is unchanged.

I lament the departure of the callsign 'Empress'. Not many companies still have a callsign identity divorced from their corporate name. 'Speedbird' 'Clipper' and 'Dynasty' are all heard frequently but a new one is 'Flamingo' of NFD who operate Hamburg-Manchester on Weekdays with a Metroliner. This routes along Blue One in the early afternoon.

Not yet seen, but delivered, is Martinair's first B747 PH-MCE. This should soon be a regular overhead - a second 747 is due next September.

Also new to look for are DC10s on Northwest routes to Ireland, Germany and Scandinavia. These are the series 40 aircraft with Pratt + Whitney JT9D power as opposed to the standard General Electric CF6 units on all other versions.

D. Elam, S.W. Rigg.

0735, Friday 22nd May, and two coaches set off from the Terminal at Leeds/Bradford Airport, bound for Newcastle Airport. On board were a hundred people who were to become the passengers on Flight BA9053C, a subsonic Concorde Charter Flight back to Leeds/Bradford. The flight was one of a week-long series of Charter Flights from Regional Airports throughout England and Scotland, organised by Goodwood Travel of Canterbury, and the Round Table in order to raise money for charity. After a somewhat tedious drive, we arrived at Newcastle International Airport at 0940, and caught the first glimpse of our aircraft from the road - G-BOAG. We had checked in by 1000, and were told the flight would be called at 1015, so there was just time for a quick visit to the roof terrace to grab one or two photographs of Concorde on a cold, damp apron. Also on the ground were two RAF Chinooks, but not much else of any particular note.

The flight was called at 1015, and we were ushered into a large holding lounge where the Champagne and Bucks Fizz were freely flowing, with a good view of Speedbird Concorde Alpha Golf in the background. At 1030, passengers with seats in the rear cabin were called for boarding. Our seats were 24A and 24B, just three rows from the rear of the aircraft, so we made our way through Gate 7 and out across the tarmac, stopping for the obligatory photographs in front of Concorde, and on the stairs. The two Chinooks also chose this moment to taxi out, so we had a good (but windswept) view of them.

Contrary to popular belief, there is more legroom in Concorde than in modern wide-bodied jets such as the 747 or DC-10. The grey leather-trimmed seats are very comfortable, and match with the grey carpet, which has two slim red stripes down the length of the aisle. Once everyone had boarded, the flight deck crew introduced themselves over the P.A. - Captain John Butterley, First Officer John Phillingham, Flight Engineer Dave MacDonald, and on the jump seat, Ground Engineer Bill Burrige. While we were waiting for engine start-up (a scheduled British Airways 1-11 had priority over us), the Ground Engineer began giving us a commentary which was to last throughout the flight. Concorde's four Rolls-Royce Olympus engines can develop a quarter of a million horsepower, and the usual take-off weight is about 185 tons. However, as our flight's passengers had no luggage, and there wasn't a full load of fuel, our take-off weight would be about 115 tons. Take-off speed would be at 199 M.P.H. which was expected 15 seconds after brakes-off, and as the Pilot said, "I imagine the take-off will be quite sporting".

As we taxied out to the holding point of Runway 07, looking down the whole length of the fuselage, you could actually see it flexing as we rode over the bumps in the tarmac. Then, at 1110, the engines throttled up (it was surprisingly quiet even as close to the engines as we were) and Concorde surged forward. The acceleration was much faster than on other modern jets, and speeds were broadcast over the P.A. - 50mph in about five seconds, 100mph in ten seconds, and sure enough we lifted off at 199mph after about fifteen seconds. The climb-out to 1000 feet was spectacular - steep and fast - then the engines were throttled back for noise abatement. Unfortunately, as the cloud-base was very low, we didn't get much chance to see anything, but no-one seemed to care as was obvious from all the clapping and cheering going on throughout the aircraft.

The commentary continued, and about 15 minutes after take-off, the Pilot told us his DME was indicating 28 miles from the LBA. The original intention had been to do a flypast at LBA but as the cloud-base was down to 700 feet, this was considered too risky, so instead the Pilot had arranged to do a low flypast at R.A.F. Church Fenton, with a climb-out on full re-heat. As we approached Church Fenton, the undercarriage came down with a quiet thud, and we passed over the Airfield at 100 feet. Then the after-burners came in, and we seemed to go almost straight up into the sky - even more impressive than take-off, again there was clapping and cheering.

We then began our approach into Leeds/Bradford, and were told we were going to have Concorde's braking capabilities demonstrated to us on landing. As we crossed the threshold of Runway 32, the height above the Runway was called out Space - Shuttle fashion, and then at 1150 we made a perfect touchdown.

NEWCASTLE - LEEDS/BRADFORD (Contd.)

The brakes and thrust-reversers were applied, and the deceleration was stunning - we came to a halt before we reached the Runway extension. More clapping and cheering broke out, but the First Officer said he thought a Yorkshire crowd could make more noise than the previous day's Scottish passengers - which we duly did given the second chance.

Unfortunately, a Hispania 737-300 had landed just before us and was in the loop, so we taxied straight to the Terminal. This must have been a double disappointment to all the Spectators at the "Cemetery End", who had also been deprived of a flypast. The Captain said he wanted everyone to have a brief visit to the Flight-deck, so all those who hadn't done so whilst in the air could stay aboard and go up a row at a time. We went forward at about 1220, a quick visit with time to take a few photographs, and to appreciate how cramped it is for three flight crew, never mind four. More photographs were taken on the apron at Leeds, to end a thoroughly memorable morning, which hopefully will not be my one and only flight on this beautiful aeroplane.

I would like to take this opportunity to thank Goodwood Travel, and Horsforth & District Round Table for organising the Flight, and lastly the British Airways flight and cabin crews, all of whom took obvious delight in showing off Concorde - what a fantastic way to earn your living.

Steve Auty.

CIVIL JET AIRCRAFT OF THE WORLD REGISTRATIONS

Designed to be the user's permanent record of all sightings, this book gives over 30,600 single line entries for the 16,800 or so Civil Jet Aircraft built to date. A separate entry is given for each civil registration carried, excluding manufacturers' test and not taken up registrations, giving current status (present operator, derelict, stored etc.), but additionally, all aircraft registrations no longer current are given in the same format giving details of disposal (destroyed, scrapped or details of following registration.)

The information given is on a country by country basis, under the tabulated headings of:

Carried Registration
Former Registration
Make and Type
Series
Certificate Number
Operator/Status
Base or Location
Disposal

The publication contains 522 pages on A4 size paper, with a limit of 62 lines per page to give an uncluttered appearance.

Each entry is preceded by a box, and followed by a faint line with space to the right of each entry, so that enthusiasts may choose from three methods of recording their own sightings.

1. By marking the box.
2. By underlining through the existing faint line.
3. By making notes of sightings in the space provided, using the faint dotted line for guidance.

An appropriate number of blank spaces, giving just the box and a faint line are printed after each country for the user to update. For smaller countries, just a few lines are left this way, whereas for the United States of America, a total of seven full pages are available for additions to be entered, sufficient to enable the user to update for some considerable time in the future.

No matter how long you have been spotting, any Civil Registered Jet Aircraft you may have seen will be found within this book. No more 'losing' the ones which change registrations between editions of currently available publications, they are all in this one, from the smaller Biz-Jets to the 747.

CIVIL JET AIRCRAFT OF THE WORLD REGISTRATIONS (Contd.)

The retail price will be £13.95 (UK only).

This register has just been published and can be obtained from Air Yorkshire at the A.G.M., Church Fenton Air Display and at the next few meetings. Cheques should be made payable to "Air Yorkshire".

OUT & ABOUT

Wellesbourne Mountford - 3/4/87 - G-ARIW Emeraude, G-ASUI Terrier, G-AVPJ T.Moth, G-AVWV/AXWZ/AYNF/MTA PA-28s, G-AYLB PA-39, G-BKCY PA-38, G-BBNH/N8386Z PA-34s, G-AWSP Condor, G-AZOF Airtourer, G-BFIN AA-5A, G-BHIT Tampico, G-AYWD C.182, G-BMVJ C.172, G-BMTJ/RICH C.152s, G-VULC (XM655) Vulcan.

Langar, Nr. Bingham, Notts. - 25/4/87 - G-ARUY J1/N Alpha (garaged), G-AYGK Islander.

Gamston - 25/4/87 - G-GBSL Duchess, G-FOOD/OAFB K.A.200s, G-AZUY C.310, G-BUDG C.421C, G-SULL PA-32, G-ROLF PA-28, and G-BCIT Cranfield A1 (visiting for fuel).

Netherthorpe - 25/4/87 - Recent arrivals here are G-AIXA Taylorcraft, G-BMUI/BNDT Colibri's and G-BMZA Commander.

Rochester - 13/4/87 - G-AMTA Auster J/5F, G-AZVE AA-5, N96240 Beech D.18S, G-EXIT Rallye, G-BFAI R.114, G-BDHJ PL.1, G-BAJC VP-1, G-ARGZ Turbulent, G-ATUG/AVXW Condors, G-ANFC (DE363) T.Moth, G-ATKH Luton Minor, G-ASHS SV-4B, G-BLLZ LongEz, G-ATYM C.150, G-ASPI/AVIS C.172s, G-BAMV/BAJZ/BBCH/BDP/BGWC/BIZI/RBIN/ZIPI Robin DR.400s, G-BBDS/ECMA Navajos, WF714 Meteor, 6771 Thunderstreak F-84.

Manston - 14/4/87 - YR-BCR BAC 1-11 (Anglo Cargo), G-DUCH Duchess, G-BFTT C.421C, G-BAPJ C.150, G-BFTX C.172, VP960 Devon, XL386/XM657 Vulcans, XH590/XH616/XL511 Victors, XN855 Argosy, WF413 Varsity, XG327 Lightning, XJ430/XK969 Whirlwinds, XR497 Wessex, and on display WEL68 Canberra, XH764 Javelin, TB752 Spitfire.

Stansted - 15/4/87 - YU-AID An-12, SU-DAD B.707 (Zakani), G-BJZE DC-10 (Cal-Air), HZ-DGI B.727, G-RODS Jetranger, G-HIGS/OHUB C.404, G-ITTU Aztec, G-JAJV P.68C.

Ringway - 13/4/87 - F-GECK F-28 (TAT), OO-TEL B.737 (TEA), EC-ECA B.737 (Air Europa), G-MLNR Do.228.

Heathrow - 18/4/87 - SE-DFZ B.747 (Nigerian), 4X-AXG B.747 (EI Al Cargo), N4711U B.747 (Pan Am), N120KF B.747 (Singapore), LX-LCV B.747 (Cargolux), with BWIA stickers, YU-AID An-12 (JAT), N3016Z DC-10 (Zambia), 9G-ANA DC-10 (Ghana), D-ADMO DC-10 (Lufthansa), YI-AGE B.707 (Iraqi), LX-LGJ F-27 (Luxair), CCCP65862 Tu-134 and 86530 IL-62 (Aeroflot), VR-BJR DC-8, N341TC/N4735/N4748 B.727s, 86970 EC-137B (USAF), 150515 P3A Orion (USMC).

Luton - 20/4/87 - HB-IFZ DC-9 (Balair), 5B-DAO B.707 (Cyprus), PH-KJD Jetstream (Netherlines), EI-BSE HS748/EI-BSS/BSY BAC 1-11 (Ryanair).

Luton - 22/4/87 - N122DU Gulf2, N601TG Challenger, N80F Falcon 50, ZE704 Li011, G-ASZJ Skyvan, G-BNTY SD.3-30.

Stansted - 21/4/87 - HZ-DAT B.707, SU-DAD/DAI B.707 (Zakani), 5Y-BFB B.707 (Jamaharija Air Transport) for Zakani, G-BNGH B.707 (Tradewinds), F-BSJT B.707 (Point Air), HZ-TAS/N707HD B.707s, ST-AJR DC-8 (Trans Arabian), N50UA (ex.N8050U), N21UA (ex.C-FTJU), N23UA (ex.C-FTJW), N22UA (ex.C-FTJV) all DC-8s, A6-ZKM Falcon 50, N275E Learjet 24.

Conington - 29/4/87 - G-BNBY Baron, G-BLWY Robin 2161D, G-RADE C.210, G-AVIR/AXBH/AXDI/AYUV/PARI C.172s, G-BFKF/BGAE/BGNT C.152s, G-BIFD R.114, G-FSPL PA-32R, G-AVNS/BAGX/BAHZ PA-28s, G-AZBC PA-39, G-BUDG C.421C for maintenance.

Bourn - 29/4/87 - G-BPNO Zlin, G-BLZD Robin R.1180, G-BEXR CAP 10, G-BCUB Cub, G-BBND Chipmunk, G-BADZ Pitts, N2706X C.335, G-BETG C.180, G-ASRR C.182, G-ARMO/BIZF C.172s, G-BEXB/BEKN/BFIE C.150s, G-ATJR PA-23, G-BCJP PA-28, G-ATID/AXHA/FAST C.337s, G-BRFC Sea Prince.

OUT & ABOUT (CONTD.)

Great Stukeley, Huntingdon: - 30/4/87- G-AZYZ Wassmer WA.51.

Sibson - 30/4/87- G-BEFH Nord 3202, G-BABE Titch, G-BKGC Maule M.6, G-OVAN Skyvan, G-AXUJ Autocrat, G-BDCT PA-25, G-ARBN Apache, G-ASHH Aztec, G-BJIY C.337, G-BFWF C.421B, G-ATCE/BGED C.206s, G-BJDE C.172, G-AXVC/BAEP/BAPI/BDFJ/BEOE/HIVE C.150s, N620GS C.310 derelict.

Ringway - 7/5/87 - N192AT Tristar (Am.Trans Air), PH-MCA A.310 (Martinair), EC-EAK/EBZ B.737s (Air Europa), N511WP Gulf 2, F-GBRF Falcon 10, N17720 Baron, N47518 PA-28, EI-RMO Robin 2160, G-TWOB Islander (operating Air Furness flight), and unidentified Iraqi Il-76.

Majorca is not only for holidays.

Palma - 18/4/87 - D-AERM L.1011 (LTU), D-ALLB DC-9 (Aero Lloyd), D-AHLK A.300 (Hapag Lloyd), SE-DHC DC-9 (Transwede), N20UA DC-8 (Icelandair), OE-LLT Dash 7 (Tyrolean), F-GHEP SE.210 (EAS), D-AHLS B.727 (Germania), HB-ICO SE-210 (CTA), F-GCMV B.727 (Air Charter), I-DIKS DC-9 (ATI), OH-LAB A.300 (Kar-Air), LN-SUA/B B.737 (Braathens) plus Swissair, SAS, Lufthansa, Air France, Sabena and plenty of the Spanish A/Is - Iberia, Aviaco, Hispania, Spantax etc.

Palma - 30/4/87 - OO-TYC B.707 (TEA), D-ABHD B.737 (Condor), D-AERN L.1011 (LTU), EC-DYY/DZA (CTA Espania), EC-EBZ/ECA B.737-300 (Air Europa), D-CART Learjet 35, D-IGGG Aerostar, EC-BBF T.Comanche, EC-CHF/DDE PA-28s, EC-CUT C.340, F-GDEG Robin DR.400, HB-VHL Learjet 55, 431-15/432-16 Canadair CL215 (Spanish Military), D-3A-1 CASA Aviocar (Search & Rescue); 37885 C-130E (USAF).

Palma - 2/5/87 - EC-ECO MD-83 (Canafrika), F-BPJV B.727 (Air Charter), F-BVFN Nord 262A (Air Limousin), F-GCGQ B.727 (EAS), F-BUAP A.300 (Air Inter), D-AICP A.310 (Condor), HB-INB DC-9 (Balair), OD-AHE B.707 (MEA), OH-LHB DC-10 (Finnair), OO-SBU B.707 (Sobelair), OO-ILG B.737 (Sun d'Or colours), OY-CNL A.300 (Conair), OY-KTF/SBK/SBL/SBM, SE-DBL DC-8s (Scanair), G-PATB MD-83 (Paramount), G-BNCT B.737-300 (Airways Cymru), G-BMZK A.300 (Orion), OY-MMK B.737-300 (Maersk), OO-SCB A.310 (Sabena), D-ICRI C.441, D-ICSK C.337, EC-EAG RC690, N578AC C.421C.

Palma - 5/5/87 - F-GCJT SE.210 (EAS), D-ADQO DC-10 (Condor), OO-TEL B.737 (TEA), HB-VGP Citation, EC-BSR Aztec, G-BLKD B.737-300 (Orion), G-BMLP B.727 (Dan Air), G-BMMZ B.737 (Britannia), G-BMTG B.737-300 (Air Europe), G-MONG B.737-300 (Monarch).

Amendments to Charter and I.T. Summer Schedules.

There will be additional flights on Friday 18th and 25th September of the Worldways 11011, flights WB930 and WB931. ETA 0840-ETD 1000.

Air 2000 have flight number changes, AMM275 is now 479, and AMM274 is now 478 (Sundays).

Aviogenex have flight number changes, JJI69 is now 193, and JJI70 is now 194. (Sundays) This flight now commences on 5th July.

JAT flight JR2768/9 is now extended to 28th June.