

# AIR YORKSHIRE



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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.

- JAN. 8th : Airship Industries - Commander Reg. Hillsdon will be giving a talk, illustrated with slides, about the present and future production of airships.
- JAN. 17th : Red Arrows - details below.
- FEB. 5th : The Aviation Video Show - an assortment of videos to suit all tastes.
- MARCH 5th : Tony Cole, an avid Hot Air Balloonist, will be talking about his sport, supported with slides, and his connection with Cameron Balloons of Bristol.
- APRIL 2nd : The new style Recognition Contest - more details to follow.

## EDITORIAL

The Grand Christmas Function was just that, everyone I spoke to thoroughly enjoyed it, and thanks are graciously offered to all those members (& members wives) for a never ending supply of mince pies, sweets, cakes, etc, plus the many contributions of prizes for the raffles - in fact, you all helped to make it the success it was. Thank you.

It now seems a long time since New Year, and particularly since the last bulletin, so I hope you haven't forgotten the Red Arrows visit to Air Yorkshire on Tuesday 17th January at 19.30 hrs - don't be late!

## CREDITS

T.W. Sykes

D. Elam

S.W. Rigg

K. Jordan.

LEEDS/BRADFORD MOVEMENTS - NOVEMBER 1988

1.	G-NUIG King Air	0905 0915	G-BFVB Boeing 737	0910 0921
	<u>SE-DEG Citation</u>	n/s 0944 0838(2)	G-BBPJ Cessna 172	1004
	G-BFEC Aztec	1100 1131	G-BBYS Cessna 182	1149 1242
	G-MALS Mooney M.20K	1218 1726	G-OBLK Short SD.3-60	1236 1331
	G-HIHI Saratoga	1339 1400	<u>EC-EIA Boeing 737-300</u>	1421 1544
	G-BJXJ Boeing 737	1646 1755	G-BGYL Boeing 737	n/s 1758 0956(2)
	G-BHWF Boeing 737	1817 1916	<u>EI-BTR Boeing 737</u>	1905 1942
	<u>EI-BTR Boeing 737</u>	n/s 2151 0738(2)	G-BMEV Lance	2248 2353
2.	G-BNNB Seneca	0859 1003	G-BDAL Commander 500S	1141 1609
	G-NEXT Twin Squirrel	1225 1255	G-OBLK Short SD.3-60	1235 1340
	G-BFVG Archer	1433 1624	G-HIHI Saratoga	1516 1851
	G-NUIG King Air	1623 1646	G-OBAL Mooney M.20J	n/s 1826 0823(3)
	G-NEXT Twin Squirrel	1859 1923	G-BJGU Boeing 737	n/s 2045 0733(3)
	<u>EI-BTR Boeing 737</u>	n/s 2116 0750(3)		
3.	<u>F-GFVO Cheyenne</u>	0802 1121	G-BCUJ Cessna 150	1056 1127
	G-BDSL Cessna 150	1110 1138	G-OBLK Short SD.3-60	1239 1333
	G-BBXW Warrior	1311 1528	G-AXBJ Cessna 172	1323 1545
	G-BJYD Cessna 152	1330 1409	G-AZZV Cessna 172	1349 1427
	G-BJGU Boeing 737	1359 1517	G-BJYG Warrior	1536
	<u>N900SJ Falcon 900</u>	n/s 1748 1220(6)	<u>N167A Gulfstream 2B</u>	n/s 1810 1829(5)
	<u>N16NK Gulfstream 2B</u>	n/s 1812 1205(6)	G-BCIK AA-5	1835 1900
	G-OBLK Short SD.3-60	1922 2013	G-OONE Mooney M.20J	n/s 2138 1228(4)
4.	G-BGYJ Boeing 737	0735 0832	G-NUIG King Air	1138 1721
	G-AYIO Cherokee	1158 1307	G-OMNI Arrow	1213 1527
	G-OBLK Short SD.3-60	1236 1333	G-BJCT Boeing 737	1245 1434
	<u>EC-EHZ Boeing 737-300</u>	1310 1448	G-TSGJ Archer	1334
	G-BCPK Cessna 172	1400 1452	G-ROLA Seneca	1536 1555
	G-TYME Commander 690B	1651 1753	G-BNNB Seneca	1719 1749
	<u>EI-BTR Boeing 737</u>	1919 2002	G-OBLK Short SD.3-60	1941 2034
	G-BFTC Arrow	n/s 2022 1513(5)	<u>EI-BTR Boeing 737</u>	2159 2221
5.	G-BGYJ Boeing 737	0701 0810	G-OBLK Short SD.3-60	1040 1114
	G-BGYJ Boeing 737	n/s 2145 0733(6)		
6.	G-OBLK Short SD.3-60	1038 1111	G-JFRS Citation (DIV)	1319 1403
	G-BBNT Chieftain	1343 1518	G-BJYD Cessna 152	1418 1519
	G-BDSL Cessna 150	1424 1520	G-BGHM Aglon	1432 1522
	G-BNPA Boeing 737-300	1441 1550	G-ATKU Cessna 172	n/s 1600 1525(10)
	G-STAT Cessna 206	n/s 1618 1420(11)	G-VRES King Air 200	1622 1647
	G-BJCT Boeing 737	n/s 1653 0841(7)	G-BLZT SD.3-60 (DIV)	n/s 2152 1014(7)
7.	<u>N131WT Falcon 50</u>	1355 1505	G-DIVA Cessna 172	n/s 1417 1451(30)
	G-BJCT Boeing 737	1434 1547	G-AWTA Cessna 310 (DIV)	n/s 1938 1346(8)
8.	G-BJCT Boeing 737	0854 1110	G-SMJJ Cessna 414A	1230 1421
	G-OBLK Short SD.3-60	1233 ?	G-GTPL Mooney M.20K	1239 1452
	<u>EC-EIA Boeing 737-300</u>	1257 1554	G-OWNR King Air 200	1304 1536
	G-BAZG Boeing 737	1552 1724	G-BFVB Boeing 737	1556 1700
	<u>D-IFMU Mitsubishi Mu-2Bn</u>	n/s 1650 0830(9)	<u>HB-IAM Falcon 50</u>	2023 2054
	G-BJCT Boeing 737	n/s 2120 0955(9)	G-BGYV Bandeirante	2145 2157
9.	G-BOBN Cessna 310	1133 1228	G-BODY Cessna 310	1226 1706
	G-OBLK Short SD.3-60	1237 1328	G-NNAC Super Cub	n/s 1622 1034(11)
	G-BOWO Cessna 182	n/s 1646 1249(12)	G-LIDE Chieftain	1714 1748
	G-BOBN Cessna 310	1757 1845	G-BJCT Boeing 737	n/s 2026 0728(10)
10.	G-BBLA Cherokee	1030 1237	G-BNJH Cessna 152	1031 1136
	G-BODY Cessna 310	1134 1410	G-BMCJ Chieftain	1230 1425
	G-OBLK Short SD.3-60	1231 1332	G-BJCT Boeing 737	1356 1517

LEEDS/BRADFORD MOVEMENTS (Contd.)

10. G-LOVX Cessna 441		1455	F-GHBE King Air 200	n/s	1728	1835(12)
G-BOBN Cessna 310	n/s	1813	1559(11)	F-GFMD Falcon 10		2042 2152
C-BJCT Boeing 737	n/s	2115	0833(11)			
11. G-OIFR Cessna 172		0940	1548	G-OCFS Aztec		0944 1518
G-AVKI HS.748		1032	1451	G-TEES Cessna 152		1108 1150
G-BDFY AA-5		1209	1456	G-CWEN Cessna 172		1235 1529
G-BMPR Arrow		1238	1522	G-OBLK Short SD.3-60		1245 1333
EC-EHZ Boeing 737-300		1257	1659	G-BBVM King Air		1314 1340
G-BJYD Cessna 152		1315	1459	G-AXSG Cherokee		1325 1445
G-BFVB Boeing 737		1327	1434	G-AYPJ Cherokee		1603 1725
N532KG Cessna 340	n/s	1642	1352(13)	G-EJCT Boeing 737	n/s	2046 0845(12)
12. G-OBLK Short SD.3-60		1031	1104	G-BNMB Warrior (DIV)		1137 1332
G-OSEB Bell 222		1144	1230	G-BCPF Aztec		1220 2152
G-AVGI Cherokee		1225	1419	G-YIII Cessna 150		1407 1453
G-BOBN Cessna 310		1536	1819	G-BOTV Lance	n/s	1546
PH-MEX Citation		1611	1740	G-AYKA Baron		2008 2154
G-BJCT Boeing 737	n/s	2319	0740(13)			
13. XV101 VC-10		0709	0923	G-ATKU Cessna 172		1033 1135
G-BHSU HS.125		1127	1159	XV108 VC-10		1221 1359
G-BGYJ Boeing 737	n/s	1304	0839(14)	G-TEES Cessna 152		1331 1402
G-BIXT Cessna 182		1450	1530	G-BOBN Cessna 310	n/s	1525 1438(15)
XV101 VC-10		1543	1700	D-ELIT Arrow	n/s	1612 1448(14)
G-BAJY Robin DR.400		2019	2143	G-BFPM Cessna 172		2029 2139
14. G-RHCC Chieftain		0841	1001	G-NUIG King Air		0959 1345
G-DAAH Arrow		1140	1207	G-BCPF Aztec	n/s	1201
G-TALI Twin Squirrel		1202	1404	G-OBLK Short SD.3-60		1226 1328
G-BOFW Cessna 150	n/s	1256	1104(15)	G-BGYJ Boeing 737		1437 1614
G-FIZZ Warrior		1444	1649	G-AZLY Cessna 150		1516 1618
G-UBSH King Air 300		1522	1537	G-IFTD Cessna 404	n/s	1527 1345(22)
G-BMNF King Air 200		1531	1756	G-SWFT King Air 200	n/s	1532 1345(15)
G-JAKY Navajo		1536	1617	G-OJVH Cessna 150	n/s	1606 1622(18)
G-RHCC Chieftain		1812	1906	G-RHIB Cessna 152	n/s	1822 1730(16)
G-OBLK Short SD.3-60		1916	2015	G-BGYJ Boeing 737	n/s	2125 0916(15)
15. G-UBSH King Air 300		0741	0800	G-OBLK SD.3-60 (DIV)		0947 1151
G-BCOE HS.748 (DIV)		0953	1138	G-BUDG Cessna 421C		1009 1100
G-OLCA B.Ae.146 (DIV)		1013	1146	G-RANY Cessna 421C		1018 1639
LN-MOA Cessna 441		1043	1228	G-BLZT SD.3-60 (DIV)		1125 1225
G-GLOR Cessna 425		1209	1421	EC-EHZ Boeing 737-300		1312 1547
G-BFAR Citation		1407	1712	G-MALS Mooney M.20K		1433 1805
N3036A Seneca	n/s	1451	1228(18)	G-BGYK Boeing 737		1535 1706
G-BAZG Boeing 737		1553	1727	G-BOFW Cessna 150	n/s	1604 1500(18)
G-BREW Chieftain		1608	1626	G-BJXO Cessna 441		1645 1750
G-BNZA King Air 300		1707	1732	G-UBSH King Air 300	n/s	1721 1430(16)
G-BOBN Cessna 310	n/s	1725	1155(16)	G-JAKY Navajo		1728 1811
G-PKBE DC-9 (DIV)		1730	1843	G-BLEC Islander		1748 1829
G-BMPA Gulf 1 (DIV)	n/s	1850	1026(16)	G-WELL King Air		1929 2030
G-BGYJ Boeing 737	n/s	1932	1009(16)	G-BUDG Cessna 421C	n/s	2006 1151(16)
G-JTCA Aztec	n/s	2013	0927(16)	G-PKBE DC-9 (DIV)	n/s	2043 1004(16)
G-NEWR Chieftain (DIV)	n/s	2047	1103(16)	G-DASI SD.3-60 (DIV)	n/s	2134 0923(16)
G-BLZT SD.3-60 (DIV)	n/s	2138	1557(16)			
16. G-SMJJ Cessna 414A (DIV)		0848	1533	G-BKWA Cessna 404 (DIV)		0855 1046
G-RANY Cessna 421C		0914	0930	G-BRWN Gulf 1 (DIV)		1027 1820
N78AB Citation		1057	1544	G-NEWR Chieftain (DIV)		1828 1917
G-BGYJ Boeing 737	n/s	1941	0726(17)			

LEEDS/BRADFORD MOVEMENTS (Contd.)

17.G-BUDG Cessna 421C	0719 0732	00-LFL Cessna 441	0952 1042
9H-ABF Boeing 737	1059 1203	G-BNIR Jetranger	1115 1151
G-HAMA King Air 200	1117 1229	G-OBLK Short SD.3-60	1236 1333
G-AYPV Cherokee	1247 1456	G-GLOR Cessna 425	n/s 1316 1627(18)
G-BGYJ Boeing 737	1353 1514	G-BUDG Cessna 421C	1611 1624
G-CJET Learjet 35	1618 1712	F-GHBE King Air 200	1731 1921
G-BFVB Boeing 737	n/s 1812 0717(18)	G-BGYJ Boeing 737	n/s 2117 0830(18)
EI-BTR Boeing 737	n/s 2140 0728(18)		
18.G-FISH Cessna 310	1112 1234	G-ENNO Warrior	1125 1158
G-OBLK Short SD.3-60	1245 1335	G-BKHF Boeing 737	1311 1441
N13NW Cessna 441	n/s 1314 0820(19)	EC-EIA Boeing 737-300	1417 2153
G-BCTR Titch	1427 1511	D-IAFL Cessna 414A	n/s 1440 1214(25)
G-BBEY Aztec	1447 1632	F-GCPO Seneca	n/s 1604 1042(25)
G-OBLK Short SD.3-60	1938 2027	G-BGYJ Boeing 737	n/s 2055 0809(19)
19.G-ROWN King Air 200	0007 0240	G-BDCS Cessna 421B	0907 0940
G-OBLK Short SD.3-60	1037 1106	I-FKET Falcon 20	1057 1125
G-TEES Cessna 152	1350 1433	N91053 Cessna 340	n/s 1409 0913(20)
G-ITUP Hughes 500	1513 1533	G-WWWW Twin Squirrel	1946 2029
G-BGYJ Boeing 737	n/s 2146 0816(20)		
20.G-BLTP B.Ae.125	1007 1141	G-BFVA Boeing 737	n/s 1344 0842(21)
G-BAIW Cessna 172	1358 1457	163843 UC-12M	1557 1620
G-PKBD DC-9	n/s 2137 0730(21)		
21.G-BWMP Commander 695A	0853 1713	G-OTAX Chieftain	1208 1308
G-OBLK Short SD.3-60	1233 1324	EI-BTR Boeing 737	1332 1407
G-BNDY Cessna 425	1429	G-BFVA Boeing 737	1501 1557
163843 UC-12M	1514 1626	HB-DHK Mooney M.20K	1518 1720
G-DAFS Cessna 404	n/s 1549 0726(22)	G-ARVO Super Cub	n/s 1603
G-RAAD Mooney M.20L	n/s 1604	EI-BEG Boeing 737 (DIV)	1751 1928
G-BGYT Bandeirante (DIV)	1755 1904	LN-RLT DC-9 (DIV)	1800 2008
G-BAJW Boeing 727 (DIV)	1819 2057	N91053 Cessna 340	n/s 1939 0913(22)
G-BJYL BAC 1-11 (DIV)	n/s 2038 1302(22)	G-BFVA Boeing 737	n/s 2148 1059(22)
22.G-WEBB Aztec	0855 0859	G-TEES Cessna 152	1106 1136
G-BJYD Cessna 152	1124 1155	G-DHNI Cessna 404	n/s 1157 1244(25)
G-NEXT Twin Squirrel	1224 1331	G-OBLK Short SD.3-60	1230 1330
G-BNUN Baron	1303 1323	EC-EHZ Boeing 737-300	1327 1548
G-BAZG Boeing 737	1541 1700	G-AZZV Cessna 172	1557 1706
G-BADR Boeing 737	1613 1729	G-WEBB Aztec	1709 1713
G-BFGH Cessna 337	n/s 1736 1237(23)	OY-RJO Arrow	n/s 1836 1452(23)
EI-BTR Boeing 737	n/s 2058 0731(23)	G-BFVA Boeing 737	n/s 2104 1001(23)
23.G-BCXR BAC 1-11 (DIV)	0838 1157	G-BGYV Bandeirante (DIV)	0846 1113
G-BLKY Baron	0901 1536	G-VICK Navajo	0939 1608
G-BBDK Viscount (DIV)	0946 1144	G-BKMN B.Ae.146 (DIV)	1013 1047
G-OBLK SD.3-60 (DIV)	1025 1126	G-XMAF Gulfstream 3	1132 1542
G-AXYD BAC 1-11 (DIV)	1223 1305	G-BFFE Cessna 152	1230 1324
G-HAMA King Air 200	1244 1434	EI-ASH Boeing 737 (DIV)	1318 1527
G-AZZV Cessna 172	1418 1608	G-AYAV Cherokee	1535 1625
G-SANB King Air	1548 1601	G-BATV PA-28 (DIV)	n/s 1644 1032(24)
LN-BFB Cessna 310	n/s 1804 1743(24)	G-BFVA Boeing 737	n/s 1955 0729(24)
EI-BTR Boeing 737	n/s 2055 0721(24)		
24.G-BLZT Short SD.3-60	0732 0750	G-BMZD King Air	0800 0831
G-BFFE Cessna 152	1016 1106	G-BUMP Archer	n/s 1059 1051(26)
N3036A Seneca	n/s 1302 1216(26)	N91053 Cessna 340	n/s 1353 0726(25)
G-BFVA Boeing 737	1402 1518	G-AZLY Cessna 150	1409 1441

LEEDS/BRADFORD MOVEMENTS (Contd.)

24.G-EMZD King Air	1717 1800	I-CAFB Falcon 50	1758 1909
G-BFVA Boeing 737	n/s 2108 0831(25)		
25.G-OAUS Sikorsky S-76A	1031 1434	<u>EC-EHJ Boeing 737-300</u>	1252 1414
G-BJCV Boeing 737	1255 1425	G-BDUN Seneca	n/s 1711 ? (26)
G-AWTA Cessna 310	n/s 1913 1052(26)	G-BFVA Boeing 737	n/s 2051 0815(26)
ZE413 Agusta A.109A	2112 2143	ZE410 Agusta A.109A	2113 2143
26.G-BJWW Cessna 172	1016 1109	XV295 Hercules	1026 1120
G-TEES Cessna 152	1122 1203	XV182 Hercules	1135 1211
G-BMTA Cessna 152	1154 1258	ZE413 Agusta A.109A	1208 1320
G-OBLK Short SD.3-60	1243 1336	XV189 Hercules	1519 1624
G-BAPG Viscount	1935 2057	G-BFVA Boeing 737	n/s 2146 0734(27)
27.G-OBLK Short SD.3-60	1041 1106	G-BJYD Cessna 152	1137 1205
G-BEUR Cessna 172	1231 1322	G-BGYJ Boeing 737	n/s 1311 0850(28)
G-BATV Cherokee	1356 1534	G-TEES Cessna 152	1507 1532
G-BOJM Archer	n/s 1618		
28.G-BFGH Cessna 337	1131 1220	G-OBLK Short SD.3-60	1233 1331
G-BGYJ Boeing 737	1440 1549	G-STAT Cessna 206	n/s 1536
G-BGYJ Boeing 737	n/s 2143 0917(29)		
29.G-BJLK Short SD.3-30	0851 0932	G-HFGP King Air 200	1002 1017
G-BJMR Cessna 310	1156	<u>EC-EIA Boeing 737-300</u>	1313 1545
G-BFVB Boeing 737	1533 1700	G-BJCV Boeing 737	1546 1720
G-BGYJ Boeing 737	n/s 1906 0958(30)	G-BGOP Falcon 20	2118 2157
30.G-WEBB Aztec	0938 0945	G-BODY Cessna 310	1058 1541
G-NEXT Twin Squirrel	1119 1208	G-OBLK Short SD.3-60	1245 1333
G-BHTT Citation	1339 2027	G-GWHH Twin Squirrel	1700 1722
<u>F-GCSQ Cessna 340</u>	1935 1959	G-BGYJ Boeing 737	n/s 1941
<u>OO-IBI Citation</u>	2016 2045		

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Overshoots:- 1. XS727/FYT36, XW360/CFJ20; 2. XW409/CFJ20, XW312/LON51, XX496/FYY65; 9. XX497/FYY82, XV210/RRR773 Hercules; 10. XX495/FYY75; 17. XS714/FYY35; 18. XW413/LOY11; 20. G-BHLY S-76A; 21. XX493/FYY72; 22. XX491/FYY76; 28. XS730/FYT48; 30. XX492/FYY67.

From & To:- 1. SE-DEG F Dusseldorf n/s T Madrid, G-BMEV Ambulance flight; 3. F-GFVO F Troyes T Biggin Hill, N900SJ F Luton n/s T Teterborough, N167A F/T Heathrow n/s, N16NK F Teterborough n/s T Luton (all owned by Castor Trading); 7. N131WT F Nice T Montpellier; 8. D-IFMU F Luton n/s T Birmingham, HB-IAM F Montpellier T EMA; 10. F-GHBE F/T Le Bourget n/s, F-GFMD F Sofia T EMA (Ambulance flight); 11. N532KG F/T Gothenburg n/s; 12. PH-MBX F/T Amsterdam; 13. D-ELIT F Reichelsheim n/s T Ringway; 15. LN-MOA F Aalesund T Humberside, G-MALS Full emergency landing, N3036A F/T Dublin n/s; 16. N78AB F Hatfield T Cardiff; 17. OO-LFL F Brussels T Ringway, F-GHBE F/T Le Bourget; 18. N13NW F Reykjavik n/s T Munich, D-IAFL F/T Cologne n/s, F-GCPO F Cardiff n/s T Deauville; 19. G-ROWN Ambulance flight, I-FKET F/T Turin, N91053 F Brussels n/s T Ringway; 20. 163843 F Northolt T Lakenheath; 21. 163843 F Lakenheath T Brize Norton, N91053 F Liverpool n/s T Carlisle; 22. OY-BJO F Stansted n/s T Amsterdam; 23. LN-BFB F/T Stavanger n/s; 24. N3036A F/T Dublin n/s, N91053 F Teesside n/s T Brussels, I-CAFB F/T Turin; 30. F-GCSQ F Hurn T Lille, OO-IBI F Amsterdam T Antwerp.

LEEDS/BRADFORD MOVEMENTS REVIEW - NOVEMBER 1988

The foreign visitors are still mounting up and we are only about five down on this time last year. Starting this month was Citation SE-DEG night stopping on the 1st. The 3rd was very good with Cheyenne F-GFVO and three American night stoppers, Falcon 900 N900SJ c/n 19, Gulfstream IIB N16NK c/n 156 and Gulfstream IIB N167A c/n 53. On the 7th Falcon 50 N131WT visited and on the 8th another Falcon 50 was HB-IAM c/n 164 along with MU2B D-IFMU. A smaller Falcon was the F-10 F-GFMD which was "ROF765" on the 10th, on the same day "DRT1032" turned out to be the newly registered Beech 200 F-GHBE c/n EB-50 which was back on the 17th as "DRT1126". Night stopping on the 11th was Cessna 340 N532KG and noted on the 12th was Citation II PH-MCX "Martinair4303-4". Yet another night stopper was the Cherokee Arrow D-ELIT on the 13th. Diverting in from Humberside on the 15th was Conquest LN-MOA c/n 0167 and visiting for the first time was the Seneca N3036A c/n 34-7970003 which is now technically a resident as the owner has taken out a landing card. It is used to commute between the owners home in Harrogate and his work in Ireland. Another American biz-jet arrived on the 16th in the shape of Citation N78AB and another Conquest was OO-LFL on the 17th. Conquest N13NW on the 18th is c/n 0090 and has recently returned to the US register from Canada where it was G-GVJT. The RAG Rally was based in Harrogate this year and to act as airbourne radio links Cessna 414A D-IAFL c/n 0256 and Seneca F-GCPO arrived on the 18th to be based until the 27th. Cessna 340 N91053 arrived on the 19th to operate the same function as D-IAFL and F-GCPO and Falcon 20 I-FKET brought in some Italians for the same event. Arriving from Reykjavik on the 21st was Mooney M20K HB-DHK c/n 25-1185, after refuelling this carried on to Biggin Hill with the pilot of G-RAAD - of which more later. Diverting in from Manchester on the 21st were SAS DC9 LN-RLT "Scandinavian541-2" and Boeing 737 EI-BEC "EI668" among lots of UK registered aircraft. Night stopping on the 22nd was Cherokee Arrow OY-BJO. Another Aer Lingus diversion on the 23rd was Boeing 737 EI-ASH and night stopper was Cessna 310N LN-BFB. Making its first visit to LBA was the Falcon 50 I-CAFB on the 24th and ending the month were Citation OO-IBI and Cessna 340 F-GCSQ on the 30th. On the 13th VC-10 XV101 was "Ascot2647" and XV108 was "Ascot2646". The USA UC-12M 163843 was "Navy VV8G557" on the 20th and "Navy VV8G659" on the 21st. Two Agusta A109s on the 25th were ZE413"ADY51" and ZE410"ADY98", one returned the following day as ZE413"KUY51". Three more Hercules arrived on the 25th as XV295"Ascot4426", XV182"Ascot4437" and XV189"Ascot5689". Volksplane G-BAPP arrived by road on the 17th for weighing at YLA and promptly departed the same way. Arriving from Reykjavik on the 21st was the Mooney M20L G-RAAD, this is to be used by YLA to gain the UK type certificate for the Porche engined Mooney. At Northair the Cessna 310 G-BJTR has completed its rebuild and it made a test flight on the 25th, it left on the 29th and may have gone for respraying.

LEEDS/BRADFORD AIRLINE NEWS -- NOVEMBER 1988

INBOUND DIVERSIONS

06	UKA059	LHR	HUY	G-BLZT	SH36	HUY	UKA024/07
15	EIN192	DUB	LPL	G-OBLK	SH36	DUB	EIN365
15	BAW5731	GLA	MAN	G-BCOE	HS74	MAN	BAW5731P
15	LOG562	EDI	MAN	G-OLCA	BA46	MAN	LOG562P
15	UKA815	AMS	HUY	G-BLZT	SH36	HUY	UKA815Q
15	BMA246	GLA	EMA	G-PKBE	DC9	GLA	BMA247P
15	PSS705	EDI	EMA	G-BMPA	G159	EDI	PSS700/16
15	BMA248	GLA	EMA	G-PKBE	DC9	BFS	BMA271/16
15	UKA059	NWI	HUY	G-DASI	SH36	NWI	UKA052/16
15	UKA821	AMS	HUY	G-BLZT	SH36	AMS	UKA816/16
16	PSS339Q	ABZ	HUY	G-BKWA	C404	ABZ	PSS338Q
16	PSS339B	ABZ	HUY	G-BRWN	G159	ABZ	PSS338B
21	EIN668	DUB	MAN	EI-BEC	B737	ZRH	EIN668
21	GNT302	DND	MAN	G-BGYT	E110	EDI	GNT-YT

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

21	SAS541	CPH	MAN	LN-RLT	DC9	CPH	SAS542
21	DAN180	LGW	MAN	G-BAJW	B727	LGW	DAN185
21	DAN186	LGW	MAN	G-BJYL	BA11	AGP	DAN1652/22
23	DAN172	LGW	MAN	G-BCXR	BA11	LGW	DAN173
23	GNT300	DND	MAN	G-BGYV	E110	DND	GNT301Q
23	BAF9803	DUS	LPL	G-BBDK	VC8	SEN	BAF9804
23	DAN813	AMS	MAN	G-BKMN	BA46	NCL	DAN842
23	EIN192	DUB	LPL	G-OBLK	SH36	LPL	EIN193P
23	DAN134	LGW	MAN	G-AXYD	BA11	ABZ	DAN134
23	EIN622	DUB	MAN	EI-ASH	B737	MAN	EIN622

Diversions on the 21st were due to the failure of the runway lighting system at Manchester which produced the first ever visit of a Scandinavian Airlines System aircraft. The other diversions were due to fog and first visits were made by BAe146 G-OLCA 15th, DC-9 G-PKBE 15th, and DC-9 LN-RLT 21st.

REGULAR FLIGHTS

AEL838	AGP	06/G-BMPA					
BAL011A	PMI	07/G-BJCT	14/G-BGYJ	21/G-BFVA	28/G-BGYJ		
BAL019A	TFS	01/G-BFVB	08/G-BJCT	15/G-BGYJ	22/G-BFVA	29/G-BGYJ	
BAL036A	PMI	04/G-BJCT	11/G-BFVB	18/G-BKHF	25/G-BJCV		
BAL040A	AGP	01/G-BHWT	08/G-BFVB	15/G-BGYK	22/G-BAZG	29/G-BFVB	
BAL085A	ALC	03/G-BJCU	10/G-BJCT	17/G-BGYJ	24/G-BFVA		
BAL089A	PMI	07/G-BJCT	14/G-BGYJ	21/G-BFVA	28/G-BGYJ		
BAL125A	ALC	01/G-BJKJ	08/G-BAZG	15/G-BAZG	22/G-BADR	29/G-BJCV	
BAL144A	AGP	06/G-BGYJ	13/G-BJCT	20/G-BGYJ	27/G-BFVA		
BAL159A	ALC	05/G-BGYJ	12/G-BJCT	19/G-BGYJ	26/G-BFVA		
BAL178A	TFS	02/G-BGYL	09/G-BJCT	16/G-BGYJ	23/G-BFVA	30/G-BGYJ	
BAL187A	PMI	04/G-BGYJ	11/G-BJCT	18/G-BGYJ	25/G-BFVA		
BAL208A	AGP	03/G-BJCU	10/G-BJCT	17/G-BGYJ	24/G-BFVA		
HSL2327	TFS	01/EC-EIA	08/EC-EIA	15/EC-EHZ	22/EC-EHZ	29/EC-EIA	
HSL2355	TFS	04/EC-EHZ	11/EC-EHZ	18/EC-EIA	25/EC-EHJ		

OTHER FLIGHTS

08	G-BGYV	E110	GNT401P/402P	Liverpool-Birmingham	
13	XV101	VC10	RRR2647	Brize Norton-Dusseldorf	Trooping
13	XV108	VC10	RRR2646	Gutersloh-Dusseldorf	Trooping
13	XV101	VC10	RRR2644	Brize Norton-Dusseldorf	Trooping
17	9H-ABF	B737	AHC678/679	f/t Malta	Passenger charter
20	G-PKBD	DC9	BMA420/411	f/t Heathrow	First visit
24	G-BLZT	SH36	UKA814/814Q	Humberside-Amsterdam	Lieu FK27
26	XV295	C130	RRR4426	Dusseldorf-Lyneham	Trooping
26	XV182	C130	RRR4427	Dusseldorf-Lyneham	Trooping
26	XV189	C130	RRR5689	Wildenrath-Lyneham	Trooping
26	G-BAPG	VC8	HOT49T	f/t Manchester	Training

LOCAL MOVEMENTS - NOVEMBER 1988

2.	G-MICK	Cessna 172	Brough	F/T Blackpool
3.	G-BFUD	Scheibe SF.25	Rufforth	F Barrow
5.	G-STST	Jetranger	Halifax	Lichfield-Skipton
	G-BLJH	Cameron E-77	Roundhay Park	Took off & tracked S.E.
	G-WIRL	Robinson R-22	East Morton	
	G-BNME	Cessna 152	Bagby	F Oxenhope
	G-WIRE	Robinson R-22	Hollins Hill	F Harden Moor
6.	G-IDWR	Hughes 369	Green Hammerton	T Ripponden
7.	G-BADT	Cessna 402	Brough	F/T Warton
8.	G-RANY	Cessna 421C	Linton-on-Ouse	

LOCAL MOVEMENTS - NOVEMBER 1988 (Contd.)

10.G-ARJS Apache	Doncaster	T Blackpool
12.G-BOXX Robinson R-22	Bradford	F/T Barkston Ash
G-NNAC Super Cub	Oxenhope	
G-OSEB Bell 222	Scarborough	T LBA
13.G-BKIR Jodel D.117	Gleckheaton	F Oxenhope T Sherburn
G-AYDZ Jodel DR.200	Oxenhope	F/T Bagby
G-BAWX Cherokee	Bagby	T LBA
14.G-SKYE Cessna 206	Linton-on-Ouse	
G-MICK Cessna 172	Brough	F/T Blackpool
19.G-STST Jetranger	Harrogate	F/T Lichfield
G-ITUP Hughes 500	Harrogate	T LBA
G-WCEI Rallye	Oxenhope	F Sherburn
G-WWWW Twin Squirrel	Dewsbury	Papworth Hospital-LBA
22.G-BORI Cessna 152	Sherburn	Blackpool-Barton
23.G-AYRG Cessna 172	Grindale	F/T Blackpool
26.G-BKKO Cessna 182	Bagby	F. Crosland Moor
G-BNME Cessna 152	Bagby	F Oxenhope
27.G-IDWR Hughes 369	Tadcaster	F Rippenden

The Taylor SMS-7 Hyperbipe N85BL which has been operating out of Doncaster for some months now was registered G-BPDK to R.E.Todd on 6/10/88, it has c/n 242.

TEESSIDE MOVEMENTS - NOVEMBER 1988

1. F-BTCR Baron	G-GEIL B.Ae.125 C/T	G-AVMY BAC 1-11 C/T
2. LN-AFC Citation	G-OAFB K.A.200	G-NORS Cessna 425
3. F-GFEF Gulf 1	G-BGLD Duchess	G-BNBJ Twin Squirrel
4. G-ROLF Saratoga	G-ENAM Cessna 340	G-ATVH BAC 1-11 C/T
6. D-IFWZ Merlin III	G-BCHK Cessna 172	
7. G-BMAB DC-9 (DIV)	G-BMAC DC-9 (DIV)	G-BLFJ F.27 (DIV)
G-OLBA SD.3-60 (DIV)	G-BNDM SD.3-60 (DIV)	G-BMDF B.737 C/T
G-OJCA K.A.200	G-OSEB Bell 222	G-BNKF Jetranger
8. D-IFWZ Merlin III	G-COMM Aztec	G-BLXR Super Puma
9. SE-DEY Citation	G-FDGM Duke	G-LIDE Chieftain
G-BMSR Gulf 1 (DIV)	G-BMAC DC-9 (DIV)	EI-BVM SD.3-60 (DIV)
10.G-IIRR Gulfstream 2	G-HEWT Hughes 500	G-BNKZ Hughes 500
11.G-ATFF Aztec	G-BDFY AA-5	G-OMAF Do.228
12.VR-BKG Falcon 50	G-DLTA T.67	
13.D-BFFB Falcon 50	G-WBPR B.Ae.125	G-BHOL Jodel DR.1050
15.OO-AUD Cessna 310	G-BOBN Cessna 310	
16.G-BIKZ B.757 (DIV)	G-BMAC DC-9 (DIV)	G-OLBA SD.3-60 (DIV)
G-OLTN SD.3-60 (DIV)	G-BNDM SD.3-60 (DIV)	G-OLLY Chieftain
19.N1326J Commander	G-LEON Chieftain	
20.D-BFFB Falcon 50	G-BHMY F.27 (DIV)	G-DAFT Twin Squirrel
21.N109AB Agusta A.109	F-BVJK Aztec	G-WOSP Jetranger
22.LN-VIS Cessna 441	G-OAFB K.A.200	G-BONL Jetranger
24.F-GHPA Falcon 20	F-GBP B King Air	N91053 Cessna 340
G-RI00 K.A.200	G-BMWB Cessna 421C	G-APET Vanguard C/T
25.G-WRCF K.A.200	G-BBXC Seneca	G-TRAF Dauphin

1. F-BTCR F/T Lille; 2. LN-AFC F Edinburgh T Kristiansand; 3. F-GFEF F/T Le Bourget; 9. SE-DEY F/T Ljungbyhed (Sweden); 13. D-BFFB F/T Baden - Baden; 15. OO-AUD F/T Brussels; 19. N1326J F/T Shobdon; 20. D-BFFB F/Faro T Baden - Baden; 21. F-BVJK F/T Calais; 22. LN-VIS F/T Oslo; 24. F-GHPA/GBP B F/T Le Bourget.



## THE YORKSHIRE AEROPLANE CLUB

by T.W.Sykes.

With some justification the Yorkshire Aeroplane Club can lay claim to being the oldest in the country. It was in August 1909 that Mr Herbert Dunn put forward the idea of forming a Flying Club. Early in September a meeting was held in the Yorkshire Post building in Albion Street, Leeds of "gentlemen interested in the advancement of the science of aviation" which resulted in a decision to form the Yorkshire Light Aeroplane Club. An inaugural meeting was held at the Metropole Hotel in Leeds on September 15th 1909 where a committee was formed and Mr Stuart Hirst was elected chairman. Within a month membership had reached over 200 and the Club was firmly established. Meetings took the form of lectures by persons willing to pass on their knowledge of aviation matters. In January 1911 Mr Albert Hunter of Dewsbury, a Club member and reputedly the first Yorkshireman to fly a mile, gave a talk entitled "How I learned to fly in France". Mr Hunter's other claim to fame was that in 1901 he cycled from Skipton to Keighley in 50 minutes..... backwards! The February meeting was a talk by another member, Mr Vaughan Bateson of Bradford, entitled "The future of flight". Eyebrows shot up when he predicted that "some of them would live to see the mails carried across to America in a day" and "the aeroplanes of the future would be made of silvery metal that would glint in the sunshine and the framework of the machine would be of steel. Passengers would be sheltered from the wind in cabins". At another of the 1911 meetings the guest speaker was the famous aviator Colonel Samuel Cody. Records state that some of the members were busy constructing aeroplanes of their own but no definite evidence has come to light of any successes. In July 1911 two Blackburn Mercury II Monoplanes were entered in the Daily Mail circuit of Britain contest on behalf of the Yorkshire Light Aeroplane Club by Mr Stuart Hirst. Further details of the Club up to the outbreak of World War One and subsequent to the War are lost in the mists of time and the first part of its history remains incomplete.

In 1924 a representative of the Air Ministry attended a meeting held in Harrogate on September 10th to explain to local enthusiasts the Government's new scheme to supply grants for the formation of ten flying clubs. This meeting was the spring-board from which the Yorkshire Aeroplane Club was re-established with the aims "to gather together a membership of those interested in flying, to teach flying, to provide and maintain a number of single and two seat aircraft for the members to use and to help those interested to obtain a thorough knowledge of the construction, maintenance and repair of aeroplanes". To this end a delegation of Club members visited the "Daily Mail" Light Aeroplane Trials held at Lympne to choose a suitable two seater for training. It was decided that the aeroplanes exhibited were of insufficient horse power, being only between 3.5 and 12, so no order was placed. Just five months later the problem was solved when, on February 22nd 1925, the prototype de Havilland Moth made its first flight from Stag Lane. It was an ideal aeroplane for the Club and with the aid of the Government grant an order was placed for two of the type. With the order safely placed a suitable landing site somewhere in the Leeds/Bradford/Harrogate area was now needed. Finding such a site was to prove very difficult and consequently when the first Moth was ready for delivery the Yorkshire Aeroplane Club was still without a home. It was decided that the Moth, which was the 5th production machine registered G-EBLS, would carry a letter from the Lord Mayor of London to the Lord Mayor of Harrogate on the delivery flight. Permission was therefore sought to land on the Stray at Harrogate, this permission was not forthcoming. Thus at 10.45 on the morning of August 18th 1925 Mr R.W. Kenworthy took off from Stag Lane with the Club Treasurer Mr I.F. Barnes as his passenger and flew the aeroplane to Soldiers Field in Roundhay, Leeds. Here they were greeted by a welcoming committee headed by the Club President the Earl of Harewood and the letter proceeded to Harrogate by road. Another member of the welcoming committee was Mr Arnold G. Wilson who was to become one of Yorkshire's best known aviators and be associated with the Club for the next forty years. The wings of the Moth were folded and it was pushed into a temporary home in the Olympia branch factory of the Blackburn Aircraft Company.

## THE YORKSHIRE AEROPLANE CLUB (Contd.)

With no suitable site being found in the desired area it was decided to establish the Club at Sherburn-in-Elmet where there already was an aerodrome which had been used for a number of years by the Blackburn Aeroplane Company. On January 10th 1926 the grand opening ceremony was performed by AVM Sir Sefton Brancker and on the 24th flying instruction commenced under the CFI Mr J. West. The second Moth, registered G-EBNN, arrived six months later on July 22nd and was soon pressed into use. In August the Club held an "at home" and among aircraft present was the Avro Aeroplane Company's trainer the 504R Gosport. The aircraft demonstrated was the third one built, G-EBOX, which was sold abroad immediately after the show. On September 26th G-EBLS was taken to the Lancashire Aeroplane Club's display at Woodford by Reg Kenworthy. October 2nd found the Club hosting the Yorkshire Gala at Sherburn and crazy flying, wing walking and parachuting were only part of the display. The first Yorkshire Handicap was held over a 25 miles course from Sherburn, round Selby and Tadcaster and back to Sherburn. An inter-club Handicap Race to Selby and back was won by H.B.L. Dixon of Newcastle Aero Club in the Moth G-EBPT. By November Mr N.S. Norway (better known as the novelist Neville Shute) was flying solo and a lady member, Miss Madelaine Constance Mary Woodhead, was just going solo after eight and a half hours dual. Miss Woodhead was eventually issued with pilots licence number 8142 on August 11th 1927 and became the 16th female licence holder in the UK. In January 1927 the Club fees were £5-0-0 enrolment and £5-0-0 membership for full members and £2-0-0 enrolment and £2-0-0 membership for associate members. Members of HM Forces were charged just £5-0-0. On February 25th 1927 the Moth G-EBNN set off to visit the Norwich flying meeting but became lost. A landing was made to check their position, a second landing was made to verify their position at Elmham and fuel was taken on at the local garage. On take off the aircraft struck a hedge and overturned, this resulted in G-EBNN being taken by road to Stag Lane for de Havillands to repair. In its absence it was replaced by an Avro 548A (believed to be G-EBIU) on loan from the Blackburn Aeroplane Co. at Brough. This arrived on March 16th and was test flown by Mr J. West on the 19th. Just over two weeks later Mr West left the Club to go to the Reserve Flying School at Brough and on April 5th a new CFI, Mr S.R. Beck, took over. In April Alan Cobham was lecturing in Leeds and on the 10th he visited Sherburn and flew G-EBLS. Moth G-EBNN was in the wars again when, on July 13th, it struck a fence at Sherburn and the lower wing was written off. After repairs it was to partake in a different kind of adventure. Arnold G. Wilson, who was a motor agent as well as a Club member, made use of the Moth to fly down to Oxford to pick up a new Morris car on the strict understanding that it was to be back in time for the weekends flying. After a safe landing at Oxford they successfully took delivery of the car but of course the weather clamped on them. Nothing to do but fold the wings of the Moth, hitch it on the back of the car and set off towing! By the time they reached Banbury the weather had started to clear so it was unhitched and wheeled into a handy field where the wings were unfolded and Mr Wilson's companion flew it on whilst he drove the car himself. It was decided to add to the fleet and on economical grounds the choice was the Blackburn Bluebird which was built locally, at Brough, and was therefore close to a spares source. Three were purchased and these were delivered to Sherburn in September 1927. By way of a celebration an Air Display was organised for October 1st which was attended by private owners from all over the country, pleasure flights were supplied by the Handley Page W.10 G-EBMM. The Moth G-EBLS was written off in a crash at Sherburn on February 8th 1928 and was replaced by another Bluebird, delivered in March. Six months later G-EBNN was sold to the Cinque Ports Flying Club. In 1929 S.R. Beck was replaced as CFI by Harry V. Worrall. Sherburn had proved to be a rather bad choice of location for the Club as most members were from the Leeds or Bradford area and so when the Leeds and Bradford Corporations combined to form a Joint Committee with the aim of developing a site at Yeadon the Club offered to run the aerodrome for them.

## THE YORKSHIRE AEROPLANE CLUB (Contd.)

Leeds and Bradford Municipal Airport was opened on October 17th 1931 and the Yorkshire Aeroplane Club moved in, converting two semi-detached houses on the western side of the aerodrome to a spacious club house. Here the Club prospered and many members learned to fly, many going on to purchase their own aircraft. In March 1935 the Short Scion G-ACJI was purchased and used for joy riding around the aerodrome. The Club by this time operated a fleet of de Havilland Gipsy Moths painted in the Club colours of pale blue fuselage, fuel tank, u/c and struts with silver wings, tailplane, fin and rudder. A number of instructors were used and one of these was J.H.Lacey, later to gain fame as "Ginger" Lacey in the RAF during World War 2. In 1935 flying costs were 45 shillings per hour dual and 40 shillings per hour solo for instruction, on obtaining a licence it was then 35 shillings per hour to hire an aircraft reducing to 30 shillings per hour after the new pilot had amassed 50 hours. In 1938 the Club volunteered to become part of the national scheme to train pilots known as the Civil Air Guard. This was a scheme initiated by the Air Ministry after the Munich crisis brought home to them that there was a shortage of trained pilots. The idea was that the Club would train the pilots for a subsidised rate of less than ten shillings per hour up to "A" licence standard and would receive £3 per hour for the first six hours training and £2 when the student gained his licence. This was for a four year contract with the Club providing everything. By the Spring of 1939 the Club had a fleet of 19 aircraft and 9 instructors. On the outbreak of war on September 3rd 1939 all Club and private flying ceased, the Clubs aircraft were impressed and the Club ceased all activity.

With the lifting of the ban on private flying on January 1st 1946 the Yorkshire Aeroplane Club was once again re-formed. As a joint proprietary club it was wholly owned by Mr Ronald H. Braime and the aforementioned Mr Arnold G. Wilson. With Yeadon still under requisition by the Ministry of Aircraft Production the only solution appeared to be a return to Sherburn-in-Elmet. The two owners carried out a survey and found the airfield suitable for their needs and hangarage readily available. However the only building suitable for use as a clubhouse was nearby Lennerton Lodge, which at that time was just a derelict old farmhouse. The situation was complicated by the fact that the airfield was Air Ministry property but the land was leased to the Ministry of Agriculture and the buildings were leased to the Ministry of Works. Eventually agreement was reached for the sub-lease of part of the airfield, Lennerton Lodge and one hangar. Whilst renovation of the farmhouse was under way temporary office accommodation was offered by Messrs Atkinson, Smith & Atkinson at their premises in East Parade in Leeds. A committee was formed by invitation and an inaugural meeting was held in Lennerton Lodge on July 7th 1946, those present being the two co-directors plus D.E.Catton, L.N.Wilson and L.S.Dawson with C.W.Richardson unable to attend. Those present elected Mr Ron Braime as the first Chairman. Staff had been recruited by this time and consisted of Mr J.K.Astin (secretary), Miss Dawson (assistant sec.) Mr Smith (CFI), Mr Brittain (ground engineer), one technician, one steward and one stewardess. A total staff of fourteen was eventually employed and this figure was maintained (albeit with frequent turnover) until 1958. Initially the Club operated two aircraft on lease from Arnold G.Wilson Ltd., these are believed to have been the Austers G-AGTR and G-AGVG. During the early part of 1946 the old Lennerton Lodge was made habitable, with a bar and even meals available to the members. By November the lease of a second hangar had been arranged and a lively Social Committee, comprising A.Catton, C.P.Rigby, J.C.Bidgood, L.N.Wilson, Mrs Arnold G.Wilson and Mrs D.E.Catton, had been formed to look after non-flying activities of the members. In December a sub-committee was formed under J.R.Micklethwaite and was charged with the most important task of drawing up the Club rules and the flying regulations. This duty was speedily performed and the results were approved and put into operation by February 1947. Membership fees at this time stood at £3-3-0 for flying members and £2-2-0 for non-flying members.

## THE YORKSHIRE AEROPLANE CLUB (Contd.)

In order to get Club members around in greater numbers, and also for charter work, it was decided to purchase a larger aircraft. Large numbers of ex military aircraft were now becoming available and a Percival Q6 six seater twin was acquired, it was restored to the register as G-AFFD and received a CofA in March 1947. Now it was time to put the Yorkshire Aeroplane Club back on the aviation map. An open Day and Air Pageant was planned for May 3rd 1947 but the event was marred by the usual inclement weather. A loss of £8 on the event was however turned into a profit of £6 when the participating pilots kindly decided to give their aircraft services free of charge. By June the membership had risen to 85 flying members and 49 non-flying members. A second attempt at a flying meeting was made on July 20th when a dawn patrol and breakfast party was organised, but once again the weather intervened. To foster a spirit of competition between Club members a trophy was donated by Ron Braime in August to be the first prize in an annual navigational competition. Mr Alan Woodhouse had become the CFI but during 1947 he was replaced by Mr Frank Morgan. On August 16th the Q6 was used by members to visit the Strath Tay Aero Club's display at Perth, and on September 27th all the available Club and private aircraft (plus an Aerovan hire from Lockwoods Flying Services at Speeton) participated in a Club Rally to Cowes. Although the Cowes weekend was a social success it proved to be a financial failure to the tune of £35. By October 26th total membership had passed the 150 mark and social events were becoming an organised feature. Clay pigeon shoots and archery contests were held and annual events such as the childrens Christmas party, adults Christmas party, November the 5th bonfire and the Annual Ball were established as part of the calendar. At a meeting in February 1949 it was decided that the Club would host an International Club Rally at Sherburn over the weekend of June 11-13th. This turned out to be a great success with aircraft arriving from Belgium, France Sweden and Switzerland. Since it was necessary for the visitors to clear customs inbound at Lympne it was decided that Club members J.C.Bidgood, C.P.Rigby and D.E.Catton would go down and meet them there. They were then able to help with customs formalities and re-fueling before guiding them north to Sherburn. On the Friday evening a Grand Banquet was held in the Majestic Hotel in Harrogate after the guests had been entertained to tea at Leeds Civic Hall by the Deputy Lord Mayor and his wife. Sunday morning found the guests being escorted round Scarborough where lunch was taken at the Prince of Wales Hotel, after tea the return journey was made via York. Accommodation had been arranged for the guests over the weekend at Monk Fryston Hall where a Farewell Banquet was held on the Sunday evening at which various trophies were presented. Largest attendance was from the Ghent Aero Club and a silver tankard was accepted on their behalf by Mr Freddie van Cheluwe. The trophy for the greatest distance flown to the Rally went to Mr George Lithander who flew his SAAB Safir from Gothenburg, Sweden. The most efficient aircraft was judged to be the Piper Super Cruiser flown from Geneva by M.L'Huillier with two friends. Winner of the Concours was the Piper Clipper of M.& Mme.Menard from Carcassonne. All the gentlemen visitors were presented with souvenir ash trays and the ladies received some chocolate and a basket of toffee's. This was the first of five International Rally's to be held at Sherburn annually until 1953. The event was to become so popular that in 1952 the Club received a letter from South Africa asking about the 1953 event. The 1949 Deauville Rally was attended by no less than eleven aircraft representing the Yorkshire Aeroplane Club and some of these aircraft travelled on afterwards to the Spanish Rally.

To be continued in next month's issue of the Magazine.

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### FLYOVERS - NOVEMBER 1988

In addition to the normal frequencies of 131.050 and 128.050 several additional ones were used this month. 129.100 which is a regular additional frequency, along with 128.125 which is fairly frequent in the area to the East of here, supplementing 134.250. Newly used on a regular basis was 134.425 on the North/South airways - usually instead of 129.1 during peak periods.

FLYOVERS - NOVEMBER 1988 (Contd.)

During the month much conversation took place between pilots and controllers over quality of reception and this could have been the cause of the changes of frequency. For a long time pilots have often commented on a background "hum" in the area between Trent and Pole Hill on 131.050.

Seen and heard in November:-

2.	VR-BJE G3	OTR	1915	390	WAL	
3.	N55AK C500	DCS	2000	370	HON	
5.	YV452CP F50	POL	1025	370	OTR	to AMS
	N167A G2	POL	1835	190	MCT	to LHR
	N611CL CL601	WAL	1920	410	HON	
6.	N80AT G3	POL	0930	310	TLA	
	N16NK G2B	POL	1210	250	MCT	to Luton
	C-GPFC WW1124	POL	1359	350	MARGO	
12.	N185BA LJ35	POL	0920	390	60/10	to KEF
	N146UK BAe 146	POL	1005	280	MARGO	to KEF
13.	N90MD G2	DCS	0755	410	HON	
14.	VR-CDB F20	MCT	1950	250	WCO	
15.	N4323C ?	DCS	1940	170	HON	
	N700DW F10	DCS	2055	370	MCT	to Luton
16.	D-CCMB F20	POL	1810	350	60/10	
	N700DW F10	POL	1845	390	MAR	
18.	EC-EAP C650	POL	1900	390	NEW	
19.	N100T LJ35	POL	1020	390	MAR	
20.	N613CK ?	POL	1650	430	MAR	
	D-BFFB F50	POL	1040	390	TD	
	N808V HS.125	POL	1045	290	MAR	
21.	OY-CPW C550	OTR	0810	350	des	to MAN
	N21NY G3	DCS	0847	430	MCT	
22.	EV817 DC8	IOM	1643	370	POL	to Lakenheath
	N4350M F50	POL	1650	350	MAR	
24.	I-CAFB F50	MCT	1920	370	HON	
	F-GGMM F20	DCS	2000	370	MID	
27.	N8YY LJ55	DCS	0950	410	MCT	to LHR

LOCAL MOVEMENTS - DECEMBER 1988

6th.	G-LINC Hughes 369	Scarcroft	
	G-BORI Cessna 152	Wombledon	To Barton
7th.	STAR 01 Ecureuil	Harewood House	F/T Nottingham
8th.	G-AYUL Aztec	Brough	F/T Warton
	G-BOUY Ecureuil	Long Marston	To Gamston
14th.	G-LEIS LongRanger	Skipton	LBA-Milton Keynes
15th.	G-PAPA Ecureuil	York	From LBA
16th.	G-BADT Cessna 402	Brough	To Warton
19th.	Dollar 04 Jetranger	Settle	Coventry - Garforth
	G-BADT Cessna 402	Brough	F/T Warton
22nd.	G-BOSY Robinson R22	Dewsbury	F/T Sherburn
23rd.	G-BLEV Ecureuil	Doncaster	To LBA
27th.	G-BGSI Tomahawk	Crosland Moor	From Ringway
28th.	G-CJHI Jetranger	Sheffield	To LBA
29th.	G-TEWS Cherokee	Acaster Malbis	To Liverpool

An initial summary of 1989 IT flights-this was correct at mid December. I suspect many alterations to come, and a finalised programme will be published in a couple of months time.

LEEDS/BRADFORD AIRPORT - INCLUSIVE TOUR PROGRAMME - SUMMER 1989

Monday

1000	LJU	ADR134	DC9-30	Y115	1045	LJU	ADR135	01/05-09/10	YU
1415	PMI	AMM	757-200	Y231	1515	PMI	AMM	01/05-30/10	IN
1505	PMI	HSL	737-300	Y148	1600	PMI	HSL	01/05-30/10	TH

Tuesday

1425	AGP	BAL	B	737-200	Y130	1540	AGP	BAL	A	02/05-31/10	TH
1500	ALC	AEL		737-300	Y148	1600	ALC	AEL		25/04-31/10	IN
1630	PMI	HSL		737-300	Y148	1725	PMI	HSL		02/05-31/10	TH

Wednesday

0745	MLA	AMC610		737-200	Y129	0830	MLA	AMC611		24/05-04/10	IN/DS
1200	TFS	SPP		MD83	Y165	1300	TFS	SPP		03/05-25/10	TH
1300	REU	BKT		737-200	Y130	1400	REU	BKT		24/05-04/10	IN
1410	ALC	BAL	B	737-200	Y130	1510	ALC	BAL	A	03/05-25/10	TH
1450	GRO	BAL	B	737-200	Y130	1550	GRO	BAL	A	03/05-25/10	TH
1525	IBZ	DAN2916		737-200	Y130	1625	IBZ	DAN2917		24/05-06/09	IN/SL

Thursday

	YYZ	ODY		757-200	Y2		YYZ	ODY		04/05-(TBA)	
1315	SZG	BAL	B	737-200	Y130	1535	SZG	BAL	A	3 Weekly 'A'	TH

Friday

1220	MAH	BIA		111-500	Y119	1350	MAH	BIA		05/05-27/10	IN/SL
1410	AGP	UKL		737-400	Y180	1455	AGP	UKL		05/05-27/10	IN/SL/DS
1410	IBZ	BAL	B	737-200	Y130	1515	IBZ	BAL	A	05/05-27/10	TH
1510	PMI	HSL		757-200	Y228	1605	PMI	HSL		21/04-27/10	IN
1605	PMI	HSL		737-300	Y148	1715	PMI	HSL		05/05-27/10	TH
2000	AGP	HSL		737-300	Y148	2045	AGP	HSL		16/06-20/10	DS

Saturday

	YYZ	ODY		757-200	Y2		YYZ	ODY		2 Weekly 'B'	
1200	PMI	BIA		111-500	Y119	1345	PMI	BIA		06/05-28/10	IN/SL
1255	REU	BAL	B	737-200	Y130	1355	REU	BAL	A	06/05-28/10	TH
1320	ALC	BAL	B	737-200	Y130	1420	ALC	BAL	A	06/05-28/10	TH
1450	PMI	HSL		737-300	Y148	1545	PMI	HSL		06/05-28/10	TH
1640	PUY	ADR688	A	320	Y167	1725	PUY	ADR689		29/04-14/10	YU
1720	VAR	LAZ929		TU154	Y164	1810	VAR	LAZ930		2 Weekly 'C'	BK/IN
1740	DBV	AGX193		737-200	Y125	1830	DBV	AGX194		25/03-28/10	YU

Sunday

1400	SZG	BAL	B	737-200	Y130	1640	SZG	BAL	A	3 Weekly 'D'	TH
1800	SPU	AGX189		737-200	Y125	1850	SPU	AGX190		30/04-15/10	YU

Frequency Codes

'A' - Operates 01/06, 22/06, 13/07, 03/08, 14/09.  
 'B' - Operates (TBA)  
 'C' - Operates 06/05, 20/05, 03/06, 17/06, 01/07, 15/07,  
 29/07, 12/08, 26/08, 09/09, 23/09, 07/10.  
 'D' - Operates 21/05, 11/06, 02/07, 23/07, 13/08, 03/09, 24/09.

Destination Codes

AGP - Malaga  
 ALC - Alicante  
 DBV - Dubrovnik  
 GRO - Gerona  
 IBZ - Ibiza  
 LJU - Ljubljana  
 MAH - Mahon  
 MLA - Malta  
 PMI - Palma  
 PUY - Pula  
 REU - Reus  
 SPU - Split  
 SZG - Salzburg  
 TFS - Tenerife  
 VAR - Varna  
 YYZ - Toronto

Airline Codes

ADR - Adria Airways  
 AEL - Air Europe  
 AGX - Aviogenex  
 AMC - Air Malta  
 AMM - Air 2000  
 BAL - Britannia Airways  
 BKT - Caledonian Airways  
 DAN - Dan-Air  
 HSL - Hispania  
 LAZ - Balkan Bulgarian Airlines  
 ODY - Odyssey International  
 SPP - Spanair  
 UKL - Air UK Leisure

Tour Operator Codes

BK - Balkan  
 DS - Dave Simpson  
 IN - Intasun  
 SL - Sol  
 TH - Thomson  
 YU - Yugotours