

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.

DECEMBER 6th : Christmas Special - Members Slides and Slide Auction - with wine and mince pies etc. Come and join in the Christmas festivities.

Provisional Programme 1988

- JANUARY 3rd : British Propellor Transport Aircraft - a continuation of last years excellent illustrated talk by Chris Harper & Roger Fozzard.
- FEBRUARY 7th : Yorkshire Air Museum, Elvington - Mr John Potter, Secretary of the Museum will be giving a lecture about the work going on at Elvington, including the restoration of a Halifax bomber. It is hoped later in the year to visit the Museum as one of our "out of town" visits.
- MARCH 1st : Committee Meeting.
- MARCH 6th : Florida - Again, Harper and Fozzard entertain. This is a slide show of their observations during a visit to Florida earlier this year - the nearest some of us will get to Florida is coming to the meeting!
- APRIL 3rd : "Fly 'em or Fry 'em"- How many of you notice the engines on an aircraft. Well, they are important! How have they developed during the decades of aviation history? Dr Colin Small, Senior Metallurgist from Rolls Royce, Derby, will be explaining the development of the jet engine. This should be a must for every member - please give your support to this long-distance guest speaker.
- MAY 1st : Australia - After too long an interval, Chris Warn will be making the journey over from Accrington to show us the results of a recent journey to Australia, concentrating on down-under aircraft - always worth turning up for!
- JUNE 5th : A.G.M.
- JULY 3rd : Recognition Trophy
- AUGUST 7th : Mike's Summer Video Show.
- SEPTEMBER 4th : Air 2000 - Mr Angus Kinnear, Director of Ground Operations for Air 2000 is our guest speaker. What is it like to be involved at the birth of one of Britains newest airlines with the latest Technology?

LEEDS/BRADFORD MOVEMENTS - OCTOBER 1987

1. <u>EC-EBX Boeing 737</u>	0810 0930	G-BMTW Archer	1017 1610
G-BMZY King Air 200	1042 1430	G-BATW Cessna 172	1128 1413
LN-SUV Boeing 737	1149 1230	G-WILO Jetranger	1624 1705
G-IPTD Cessna 404	1652	G-OJFR Jetranger n/s	1752 1150(2)
G-IEPF Robinson R-22	1823 1838		
2. <u>EC-EBX Boeing 737</u>	0914 1036	G-BGJK Boeing 737	1324 1456
G-BJBJ Boeing 737	1406 1520	G-OMCL Citation	1420 1715
G-RSUL Cessna 303	1530 1640	G-BLST Cessna 421C	1605 1906
<u>EC-EBX Boeing 737</u>	1616 1740	G-BGYK Boeing 737	1642 1819
G-HIGS Cessna 404	1703 1722	<u>EC-ECR Boeing 737</u>	1707 1825
G-LEAR Learjet 35	1842 1904	G-JENI Cessna 182 n/s	1929 1158(3)
3. G-BSHL HS.125	0818 0901	G-ATPL BAC 1-11	0954 1053
<u>EC-DUB Boeing 737</u>	1011 1137	G-BNEW Cessna 421C	1048 1055
G-ORCL Cessna 421C	1050 1127	G-OJFR Jetranger n/s	1246 1144(6)
G-BGJK Boeing 737	1336 1740	G-BEWR Cessna 172	1605 1707
<u>LZ-BTR Tu-154</u>	1655 1753	G-ATPL BAC 1-11	1704 1808
G-BAYO Cessna 150	1716	G-AOYR Viscount	1920 1954
<u>EC-EEG Boeing 737</u>	1929 2306		
4. G-BMON Boeing 737	1253 1701	G-AXYA Navajo	1341 1401
G-BKHE Boeing 737	1454 1554	G-OPOL HS.125	1941 2005
5. G-BMZD King Air	1706 1807	G-BLZT Short SD.3-60	1810 1833
G-ORCL Cessna 421C	1936 2002		
6. G-STAT Cessna 206	0937 1554	G-OAKL King Air 200	1122 1226
G-AWAI Baron	1230 1516	G-BKDA Jetranger	1248 1402
G-7-119 Slingsby T-67	1331 1703	G-IPRA King Air 200 n/s	1427 0822(7)
G-ORCL Cessna 421C	1549 1656	G-BLYB King Air 200	1743 1845
G-BLOE Chieftain	1801 1812	G-NEWR Chieftain	1908 1935
G-BDUN Seneca n/s	1924 0940(7)		
7. G-NUIG King Air	0820 1034	G-BPCN King Air 300	0908 1315
<u>9H-ABC Boeing 737</u>	0935 1053	<u>EC-ECS Boeing 737</u>	0948 1103
G-POON Twin Squirrel	1053 1146	<u>OY-PRW Partenavia P68Br/s</u>	1338 1237(14)
<u>N59HA Gulfstream III</u>	1413 1511	G-AXNB Boeing 737	1426 1522
G-BJYL BAC 1-11	1430 1547	G-ILFC Boeing 737	1528 1639
<u>EC-CTR DC-9</u>	1609 1704	G-HBCO Navajo n/s	1830 0740(8)
G-BLYB King Air 200	1851 1911	G-BSSM Twin Squirrel	1956 2014
8. G-BNYA Short SD.3-30	0715 0737	<u>EC-EBX Boeing 737</u>	0826 0924
G-NUIG King Air	0925 0939	G-BNYA Short SD.3-30	1029 1052
G-BCYR Cessna 172	1056 1601	<u>OY-ARJ Cessna 414</u> n/s	1102 1553(9)
<u>F-BTCR Baron</u>	1125 1825	G-NUIG King Air	1251 1329
G-BNYA Short SD.3-30	1332 1350	G-SHAW T.Comanche	1541
<u>N4025S Ayres S2R</u> n/s	1542 1204(11)		
9. G-BJLK Short SD.3-30	0704 0723	G-COWI Cessna 414A	0801 1717
<u>EC-EBX Boeing 737</u>	0930 1039	G-BJLK Short SD.3-30	0956 1020
G-JLCO Twin Squirrel	1057 1528	G-LOVX Cessna 441 n/s	1126 1645(12)
G-BJLK Short SD.3-30	1254 1306	G-BGJE Boeing 737	1307 1527
G-BFVB Boeing 737	1415 1521	G-CJET Learjet 35	1524 1633
G-OJFR Jetranger n/s	1545 0741(13)	<u>EC-EBX Boeing 737</u>	1619 1743
G-BJCT Boeing 737	1639 1809	G-EXEX Cessna 404	1709 1727
<u>EC-ECR Boeing 737</u>	1719 1833		
10. G-ATPL BAC1-11	0959 1058	<u>EC-DTR Boeing 737</u>	1015 1135
G-BBNT Chieftain	1104 1114	<u>F-GERS King Air 200</u>	1413 1508
G-BCIT Cranfield A1	1440 1510	G-BNJH Cessna 152	1505 1613
<u>OO-JET T.Comanche</u>	1509 1556	G-BGJE Boeing 737	1551 1802
G-AOYR Viscount	1902 1941	<u>EC-EEG Boeing 737</u>	1947 2040
G-AVRU Cherokee n/s	2003 1316(11)		

LEEDS/BRADFORD MOVEMENTS (Contd.)

11.	G-PSVS Baron	0844 1845	G-ATPL BAC 1-11	1001 1059
	YU-ANP Boeing 737	1035 1138	OO-LLM Mooney M.20K	1055 1126
	YU-AGK Boeing 727	1123 1227	G-YIII Cessna 150	1144 1214
	G-BMON Boeing 737	1243 1416	G-ARYH Tri-Pacer	n/s 1259
	G-NNAC Super Cub	1301 1500	G-BFBB Aztec	1310 1724
	G-OOOB Boeing 757	1320 1453	G-BHRC Warrior	1344 1457
	G-BKHE Boeing 737	1510 1614		
12.	G-AVYM Cherokee	0836 1412	G-BJXB Slingsby T.67A	0857 1207
	D-IBAH King Air 200	0859 1751	G-FDJC Boeing 747	0958 1303
	YR-BCK BAC 1-11	1107 1155	G-BAZH Boeing 737	1241 1425
	G-ONAD Cessna 421C	n/s 1248 1131(14)	G-BFFE Cessna 152	1405 1444
	G-RUIA Cessna 172	1509 1636	G-JETB Citation	1546 1814
	EC-DVN Boeing 737	1555 1700	G-BBVJ Sierra	1637 1727
	G-OAUS Sikorsky S-76A	1721 1744	G-CJET Learjet 35	1818 1846
	G-BBTL Aztec	1914 1948		
13.	G-CJET Learjet 35	0858 0935	G-BHNI Cessna 404	0914 1622
	G-AXZU Cessna 182	n/s 1147 1852(26)	G-AWAI Baron	1302 1453
	G-BHWF Boeing 737	1547 1805	G-RUIA Cessna 172	1606 1707
	G-SCAT Cessna 150	n/s 1637		
14.	9H-ABB Boeing 737	0941 1036	XZ312 Gazelle	0948 1011
	EC-ECR Boeing 737	0951 1051	G-BFAR Citation	1007 1330
	G-RASS LongRanger	1041 1128	G-BFFE Cessna 152	1148 1233
	G-MRFB HS.125	1159 1731	G-BKHE Boeing 737	1323 1455
	G-BCXR BAC 1-11	1431 1544	G-BGOP Falcon 20	1433 1500
	EC-DGC DC-9	1439 1535	G-BLVI Slingsby T.67M	1447 1721
	G-ATKU Cessna 172	n/s 1455 1704(15)	G-BFFE Cessna 152	1502 1549
	G-BHIN Cessna 152	1530 1605	G-BKNH Boeing 737	1551 1641
	XZ312 Gazelle	1714 1725	G-OJFR Jetranger	n/s 1719 1637(19)
	G-NEWR Chieftain	n/s 1735 0716(15)	G-AZUK BAC 1-11	1744 1818
	G-CETA Cessna 310	n/s 1904 1333(16)	G-CJET Learjet 35	2042 2101
15.	EC-EBX Boeing 737	0829 0933	G-ONAD Cessna 421C	1132 1511
	G-BHTV Cessna 310	1404 1444	G-BNJM Warrior	1437 1654
	G-NEWR Chieftain	1954 2016		
16.	EC-EBX Boeing 737	0938 1035	G-BGJG Boeing 737	1323 1445
	G-BJCU Boeing 737	1405 1521	EC-EBX Boeing 737	1612 1735
	G-AZUK BAC 1-11	1625 1730	G-BGYK Boeing 737	1634 1816
	EC-ECR Boeing 737	1718 1830	G-EXEX Cessna 404	1737 1758
	G-BDUN Seneca	n/s 1943 0755(17)		
17.	EC-DTR Boeing 737	1023 1132	G-ATTP BAC 1-11	1114 1216
	G-BGJG Boeing 737	1352 1509	G-DAFS Cessna 404	n/s 1451 1301(18)
	G-BMTG Boeing 737	1531 1934	LZ-BTK Tu-154	1735 1831
	G-BDUN Seneca	n/s 1819 0748(18)	G-BLNB Viscount	1849 1929
	EC-EEG Boeing 737	1918 2008		
18.	G-ATTP BAC 1-11	1031 1129	YU-ANP Boeing 737	1048 1229
	G-HBCA Agusta A.109A	1224 1410	G-BMON Boeing 737	1228 1425
	G-OOOB Boeing 757	1328 1450	G-AXYA Navajo	1332 1349
	G-BJCU Boeing 737	1454 1547	G-BGVZ Archer	1640 1652
19.	G-NEXT Twin Squirrel	0934 1047	G-GAMA Baron	1052 1444
	G-BIYO Navajo	1131 1233	G-BAZH Boeing 737	1238 1558
	G-CEGB Twin Squirrel	1402 1448	EC-DXV Boeing 737	1552 1711
	G-BIYO Navajo	1758 1805	G-OJFR Jetranger	n/s 1801 1235(26)
	G-WACR Archer	n/s 1940 1041(20)	G-BIYO Navajo	2104 2114

LEEDS/BRADFORD MOVEMENTS (Contd.)

20.	G-BAVL Aztec	1257 1623	G-AVRN Boeing 737	1535 1727
	SE-ILL Chieftain n/s	1602 1615(23)		
21.	G-BLYB King Air 200	0939 1006	G-FISH Cessna 310	0954 1659
	PH-GYN Chieftain	1016 1402	G-BHIN Cessna 152	1041 1131
	G-CEGB Twin Squirrel	1044 1444	EC-ECQ Boeing 737	1108 1206
	G-BFGP Twin Otter	1258 1754	EC-DGE DC-9	1356 1525
	G-BKHE Boeing 737	1423 1546	G-BKNH Boeing 737	1518 1638
	G-BEKV Cessna 150	1533 1620	EI-BGH Cessna 172 n/s	1640 0938(23)
	G-UBSH King Air 300	1718 2140	EI-BEB Boeing 737	2049 2127
22.	EC-EBX Boeing 737	0827 0924	G-BNNW Cessna 210	1027 1345
	G-OAKS Cessna 421C	1036 1721	G-PENN AA-5B	1044 1641
	G-BMHJ Cessna 152	1102 1245	G-CEGB Twin Squirrel	1127 1210
	G-AVCV Cessna 182	1311	G-BHIN Cessna 152	1342 1437
	G-BBTJ Aztec (DIV) n/s	1441 1022(23)	G-BIOW Slingsby T.67A	1638 1715
	F-GGBB Cessna 310 n/s	1832 0859(23)		
23.	EC-EBX Boeing 737	0912 1020	G-STAN F-27 (DIV)	0923 0950
	G-BDIG Cessna 182	1041 1557	G-KBCA King Air 200	1050 1117
	G-BGJF Boeing 737	1322 1506	G-BHWF Boeing 737	1402 1519
	G-BGYK Boeing 737	1636 1815	EC-EBX Boeing 737	1647 1812
	G-EXEX Cessna 404	1653 1711	G-OLDN LongRanger n/s	1656 1042(24)
	EC-DZB Boeing 737	1716 1830	G-IEPF Robinson R-22	1743 1754
	G-NEXT Twin Squirrel n/s	1807 1124(24)	G-ORCL Cessna 421C	2005 2144
24.	G-AZRG Aztec	0957 1033	EC-DYZ Boeing 737	1002 1130
	G-ATVH BAC 1-11	1007 1106	G-BNJH Cessna 152	1046 1120
	G-ENAM Cessna 340	1132 1153	G-RUIA Cessna 172	1249 1401
	G-BGJF Boeing 737	1340 1520	G-FMFL Falcon 50	1358 1434
	40081 G-21A	1433 1501	G-MICK Cessna 172	1515 1605
	G-BMHT Arrow	1522 1620	G-TVKE Cessna 310 n/s	1715 1016(25)
	G-OJPW Navajo n/s	1729 1058(25)	G-VICK Navajo n/s	1732 1059(25)
	EC-ECM Boeing 737	1744 1847	G-BLNB Viscount	1851 1929
	GMT re-commences.			
25.	G-BMKO Archer	1147 1441	G-BGAE Cessna 152	1248 1320
	G-BMON Boeing 737	1250 1425	G-AXYA Navajo	1306 1325
	G-BGTG Aztec	1309 1414	G-BFGH Cessna 337	1312 1418
	G-OOOB Boeing 757	1314 1408	G-BHWF Boeing 737	1423 1546
	G-BDRB AA-5B	1528 1630		
26.	G-BWMP Commander 695A	1057 1525	N9418X Cessna 182 n/s	1113 0844(27)
	G-BJCU Boeing 737	1255 1403	N41TV King Air 200	1302 1647
	G-MARR Cessna 421C	1307 1723	G-IGAR Navajo	1454 1629
	G-CEGB Twin Squirrel	1457 1526	EC-DVN Boeing 737	1537 1654
27.	G-AXNC Boeing 737	1512 1701	LN-BWN Convair 580	1918 1936
	G-AXMU BAC 1-11	2010 2029		
28.	G-BLKY Baron	0856 1639	G-GEAR Cessna 182 n/s	0859 1624(29)
	G-AVCV Cessna 182	1115 1458	G-OJVH Cessna 150 n/s	1118 1742(29)
	G-7-120 Slingsby T.67	1135 1352	G-CEGB Twin Squirrel	1207 1247
	G-BOAC Concorde	1239 1655	G-AWRL Cessna 172	1250 1433
	EC-DGC DC-9	1314 1425	G-BGYJ Boeing 737	1329 1445
	G-BDYF Cessna 421C n/s	1456 0731(29)	OO-BOS Cessna 425	1509 1933
	G-BIYO Navajo	1523 1601	N41TV King Air 200 n/s	1526
	EC-ECR Boeing 737	1605 1650	G-MUFF Twin Squirrel	1644 2145
29.	EC-EBX Boeing 737	0837 0941	G-HBCO Navajo	1005 1550
	G-AWAI Baron n/s	1134	OE-FKG Cheyenne	1239 1459
	G-BBIC Cessna 310	1307 1349	G-BBTS Bonanza	1416 1537

LEEDS/BRADFORD MOVEMENTS (Contd.)

29.G-BIBB Mooney M.20C	n/s	1612	G-BDYF Cessna 421C	n/s	1628 1047(30)
G-ASUB Mooney M.20E	n/s	1700 1113(30)			
30.G-BLYB King Air 200		0801 0824	EC-EBK Boeing 737		0908 1019
G-ONOR Cessna 425		0921 1812	G-KMAC Jetranger		1012 1331
G-BGPU Cherokee		1252 1501	G-BGJF Boeing 737		1302 1529
G-BLTH Cessna 404		1303 1659	G-BEUR Cessna 172	n/s	1317
G-RANY Cessna 421C		1415 1447	G-BKHE Boeing 737		1423 1538
G-BFGH Cessna 337	n/s	1603	EC-EBK Boeing 737		1621 1748
G-HIGS Cessna 404		1705 1821	G-BADP Boeing 737		1746 1839
EC-DVN Boeing 737		2054 2158			
31.G-ONOR Cessna 425	n/s	1525	G-BLNB Viscount		1926 1957

Overshoots:- 7. XX500/FYT96; 12. XW334/CFT61 Jet Provost; 13. XX527/LOU79 Bulldog, 2102/Tarnish 50 Jetstream (R.Saudi A.F.); 14. XX498/FYT98; 15. XN595/CFT58 Jet Provost; 20. XX482/FYT96, XX500/FYT84; 28. XV181/RR760 Hercules; 29. XN595/CFX83 Jet Provost; 30. XX495/FYT83.

From & To:- 7. OY-PRW F/T Odense n/s; 8. OY-ARJ F/T Stauning n/s; 10. F-GERS F Benecula T Le Bourget, OO-JET F/T Kortrijk; 11. OO-LLM F/T Kortrijk; 12. D-IBAH F Cologne T Luton; 20. SE-ILL F Aalborg n/s T Stockholm; 21. PH-GYN F Rotterdam T Edinburgh, EI-BGH F/T Dublin n/s; 22. F-GBGB F Glasgow n/s T EMA; 24. C-FMFL F/T Luton, 40081 F Echterdingen T Northolt; 25. N9418X F Brussels n/s T Hurn, N41TV F Reykjavik T Humberside; 28. OO-BOS F Blackpool T Antwerp, N41TV F Humberside; 29. OE-FKG F Birmingham T Glasgow.

LEEDS/BRADFORD MOVEMENTS REVIEW - OCTOBER 1987

Some very interesting foreigners this month, starting on the 1st with the Boeing 737 LN-SUV and the TU154 LZ-BTR on the 3rd both making their first visit of the year. Night stopping on the 7th was Partenavia P68 OY-PRW and the same day brought Gulfstream III N59HA. On the 8th we had the Beech 95 F-BTCR and Cessna 414 OY-ARJ, which used callsign 'Midtfly281' inbound and '282' outbound the following day. But the star of the 8th was the AYRES S2R-T34 N4025S c/n 048DC which diverted in due to bad weather en route from Glasgow to Spain. It went into Northair for a bit of work and finally departed to Bilbao on the 11th. Beech 200 F-GERS visited on the 10th after it had diverted to Ringway earlier in the week and Twin Comanche OO-JET was also in. Noted on the 11th was Mooney M20K OO-LLM, Beech 200 D-IBAH on the 12th is not uncommon but the BAC 1-11 YR-BCK on the ADRIA flight that day was in the colours of Marmara with TAROM titles!! Night stopping on the 20th was Navajo SE-ILL. On the 21st there was another Navajo PH-GYN and two Irish visitors were EI-BEB a Boeing 737 on the Aer Lingus and Cessna F172 EI-BGH which night stopped. I was baffled by the callsign 'FG240XC' on the 22nd but it turned out to be the French Government Cessna 310R F-GBGB which night stopped. McCain Foods Falcon 50 C-FMFL visited again on the 24th. Two American visitors on the 26th were of interest. The first was the Cessna T182R N9418X c/n 68517 which is a 1985 model operated by the Cessna Sales Rep from Brussels, the other was Beech 200 N41TV c/n BB-749 which was on delivery from Reykjavik to Humberside for Hughes Frozen Foods as a replacement for Cessna 310 G-FISH. N41TV returned on the 28th and was moved into Northair for Anglification. Another visitor on the 28th was Cessna 425 OO-BOS which visits the country practically every day but comes here only infrequently. Final foreigner of the month was the Cheyenne OE-FKG on the 29th. There has been quite a lot of quality in the UK visitors as well this month. Stars must be the two Slingsby T-67's, G-7-119 on the 6th was painted in the colours of the Royal Hong Kong Auxiliary Air Force with the serial HKG-10 on the fin, G-7-120 on the 28th is also for the RHKAAF and had serial HKG-11.

LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

These will presumably replace the Bulldogs they already have. G-OJFR the Jetranger arrived on the 1st and has been semi-resident ever since with trips to Halifax and Manchester being frequent. A more definite resident is the Short 360-300 G-BNDM which arrived in the colours of Capital Airways on the evening of the 9th and went into service on the 12th. Capital are now advertising for air-crews and ground staff for their new hangar which is to be built off the southern taxiway east of Northair. Beech 200 G-MDJI was destroyed on the 19th when it was positioning in to do a charter for Knight Air and it undershot the 14 threshold crashing into the Chevin about a mile out. The same day saw the first visit of a newly registered Twin Squirrel G-NEWT Air Europe Boeing 737 G-BMTG was crew training on the 17th and Concorde G-BOAC became the fourth of the type to visit when it did pleasure flights on the 28th. Only two military visitors to report, Gazelle XZ312 'ARMY449' on the 14th and G-21A 40081 using 'CLUB67' on the 24th. Star on the ILS was the Saudi Air Force Bae Jetstream 2102 on the 13th as 'Tarnish50'.

LEEDS/BRADFORD AIRLINE NEWS - OCTOBER 1987INBOUND DIVERSIONS

23 UK201 EDI HUY G-STAN FK27 NWI UK201Q
30 BD411 LBA LHR G-BMAI DC9 LHR BD413

REGULAR FLIGHTS

AMM478	FAO	04/DivMAN	11/G-000B	18/G-000B	25/G-000B	
A01781	TFS	07/EC-CTR	14/EC-DGC	21/EC-DGE	28/EC-DGC	
BX746	PMI	03/EC-BEG	10/EC-BEG	17/EC-BEG	24/EC-ECM	31/DivMAN
BX842	AGP	03/EC-DUB	10/EC-DTR	17/EC-DTR	24/EC-DYZ	31/DivMAN
BY054A	IBZ	02/G-BJBJ	09/G-BFVB	16/G-BJCU	23/G-BHWF	30/G-BKHE
BY113A	GRO	05/DivMAN	12/G-BAZH	19/G-BAZH	26/G-BJCU	
BY345A	PMI	06/Cancel	13/G-BHWF	20/G-AVRN	27/G-AXNC	
BY353A	ALC	07/G-AXNB	14/G-BKHE	21/G-BKHE	28/G-BGYJ	
BY369A	CFU	02/G-BGYK	09/G-BJCT	16/G-BGYK	23/G-BGYK	30/G-BADP
BY372A	AGP	04/G-BKHE	11/G-BKHE	18/G-BJCU	25/G-BHWF	
DA421	JER	03/G-ATPL	04/DivMAN	10/G-ATPL	11/G-ATPL	17/G-ATTP
		18/G-ATTP	24/G-ATVH			
DA427	JER	04/DivMAN				
DA429	JER	03/G-ATPL				
DA2626	IBZ	07/G-ILFC	14/G-BKNH	21/G-BKNH		
DA2890	GRO	07/G-BJYL	14/G-BCXR			
JJ194	DBV	04/DivMAN	11/YU-ANP	18/YU-ANP		
JP149	LJU	05/DivMAN	12/YR-BCK			
JR2763	PUY	04/DivMAN				
JR2762	PIK	11/YU-AKG				
KM603	MLA	07/9H-ABC	14/9H-ABB			
KT110	AGP	02/G-BGJK	09/G-BGJE	16/G-BGJG	23/G-BGJF	30/G-BGJF
KT116	ALC	03/G-BGJK	10/G-BGJE	17/G-BGJG	24/G-BGJF	31/DivMAN
LZ930	VAR	03/LZ-BTR	17/LZ-BTK			
OM442	ALC	04/G-BMON	11/G-BMON	18/G-BMON	25/G-BMON	
UX153	PMI	07/EC-ECS	14/EC-ECR	21/EC-ECQ	28/EC-ECR	
UX155	PMI	02/EC-ECR	09/EC-ECR	16/EC-ECR	23/EC-DZB	30/EC-DVN
VF7744	JER	03/G-AOYR	10/G-AOYR	17/G-BLNB	24/G-BLNB	31/G-BLNB
WD819	BHX	05/DivMAN	12/G-FDJC			
XF2313	PMI	05/DivMAN	12/EC-DVN	19/EC-DXV	26/EC-DVN	
XF2341	PMI	01/EC-EBX	08/EC-EBX	15/EC-EBX	22/EC-EBX	29/EC-EBX
XF2351	PMI	02/EC-EBX	09/EC-EBX	16/EC-EBX	23/EC-EBX	30/EC-EBX
XF2353	PMI	02/EC-EBX	09/EC-EBX	16/EC-EBX	23/EC-EBX	30/EC-EBX

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

First visitors were Balkan Tupolev 154 LZ-BTR 03rd LZ930, and Tarom One-Eleven YR-BCK 12th JP149 which appeared in a two tone blue colour scheme. Sub-charters among the Spanish airlines towards the end of the month saw Air Europa's Boeing 737-300 EC-ECM operating BX746 24th, and Hispania Boeing 737-200s EC-DZB 23rd and EC-DVN 30th operating UX155.

OTHER FLIGHTS

British Airways Concorde G-BOAC paid a first visit on the 28th when it operated f/t Heathrow with a North Sea supersonic trip in between BA-AC. Other first visitors were Braathens Boeing 737 LN-SUV 01st BU333/8374 Stavanger - Munich which was bringing in a party for British Petroleum, and Air Europe Boeing 737-300 G-BMTG which came for four hours of crew training on the 17th AEO02T Manchester-Gatwick. Mediterranean Express One-Eleven G-AZUK took a party out to Germany on the 14th MEE4351/4352 Luton-Hannover and brought them back on the 16th MEE4355/4356 Hannover-Southampton, and South East Air Twin Otter G-BFGP on the 21st operated Gatwick-Isle of Man SEE189/JY444P.

GENERAL

Capital Airlines (ex Brown Air) received their Shorts 360-300 G-BNDM (c/n 3716) on the 09th from Belfast Harbour and entered regular service from the 12th. Gill Aviation were sub-chartered at the end of the previous week when Shorts 330 G-BNYA on the 08th and G-BJLK on the 09th operated BZ255P/255/256/259/250P Newcastle-Glasgow-Cardiff-Newcastle. Air UK had various substitutions for Friendships with Shorts 360 G-BLZT on the 05th UK818Q Humberside-Amsterdam, Convair 580 LN-BWN UK845/845Q Amsterdam-Glasgow and One-Eleven G-AKMU UK829/857Q Amsterdam-Edinburgh both on the 27th. Aer Lingus Boeing 737 EI-BEB made a welcome visit on the 21st when operating a combined Yorkshire and Merseyside schedule as EI368Q/369Q Dublin-Liverpool.

LOCAL MOVEMENTS - OCTOBER 1987

1. G-UBSH	K.A.300	Acaster Malbis	To EMA
3. G-BJOT	Jodel D.117	Oxenhope	F/T Bagby
6. G-OJFR	Jetranger	Halifax	LBA/Manchester
9. G-OJFR	Jetranger	Halifax	Booker/MCR/Halifax/LBA
	G-KBCA	K.A.200	Elvington
	G-JLCO	Twin Squirrel	Halifax
10. G-ATJL	Comanche	Rufforth	T/F LBA, T Elstree
11. G-AVMD	Cessna 150	Sherburn	F White Waltham
	G-AVKG	Cessna 172	F/T Crosland Moor
	G-BHDB	Maulé M4	F/T Netherthorpe
	G-ARTH	PA-12	F/T Oxenhope
14. G-RASS	LongRanger	Denby Dale	Crosland Moor/Sherburn
	Army449	Gazelle	Battersea/LBA
			Topcliffe/Catterick
15. G-RANY	Cessna 421C	Morley	
17. G-AWXV	Cessna 172	Emley Moor	
	G-BAML	Jetranger	F/T Blackpool
	G-NNAC	Super Cub	F Walton Wood
21. G-CEGB	Twin Squirrel	Oxenhope	F/T Bagby (for banner tow)
23. Army	338 Beaver	Ferrybridge	To LBA
		Elvington	To Middle Wallop
24. G-BKOV	Jodel DR.220A	Melbourne	From Oxenhope
	G-NODE	AA-5B	From Elstree
25. G-BASI	PA-28	Rufforth	F/T Blackpool
30. G-KMAC	Jetranger	Sherburn	From LBA
		Thorpe Audlin	

GRINDALE MOVEMENTS - SEPTEMBER 1987

1. G-AZTS C.172 F/T Humberside; 6. G-APXJ PA-24 F Netherthorpe; 7. G-RSUL C.303 F/T Gamston, G-BDWB Rallye F/T Boonhill, G-AWAW C.150 F/T Humberside; 9. G-BIPU AA-5B F Netherthorpe T Skegness; 13. G-BBYH C.182 F/T Croft; 15. G-BNJH C.152 F/T Doncaster, G-ASFK Auster J/5G F/T Newcastle; 18. G-BKBP Bellanca Scout F Gamston; 19. G-BKAO Jodel D.112 F Bagby T Sutton Bank; 20. G-ATKU C.172 F/T Doncaster; 23. G-FLCH Jetranger F/T Rush Green; 24. G-BFXW AA-5B F/T LBA; 26. G-DAVE Jodel D.112 F Temple Bruer T Gamston, G-WAGY C.172 F/T EMA, T5854 (G-ANKK) Tiger Moth F/T Halfpenny Green, G-AVMD C.150 F/T Crosland Moor; 27. G-AXZT Jodel D.117 F Markington T Sherburn, G-BBVJ Sierra/G-AZHC Jodel D.112 both F/T Netherthorpe; 29. G-BMSU C.152 F/T Teesside; G-HULL C.150 F/T Brough; 30. G-AYTA Rallye F/T Skegness.

OCTOBER 1987

3. G-BLWV C.172 F Netherthorpe T Boston, G-BJOT Jodel D.117 F Sherburn T Bagby, G-BFXR Jodel D.112 F Bagby T Netherthorpe; 4. G-ARHN PA-22 F/T Doncaster; 6. G-FFUC C.185 Turbo F CYNJ? T Fadmoor; 9. G-BIBT AA-5B F/T Newcastle; 11. G-DAVE Jodel D.112 F Temple Bruer, G-BLCU SF-25B F/T Rufforth, G-AXJJ Pup F/T Crosland Moor; 13. G-ECBH C.150 F/T Fenland; 14. G-BAJY Robin DR.400 F/T Sturgate, G-YIII C.150 F/T Sherburn; 22. G-BFXW AA-5B F LBA T Pocklington; G-BMHN Robinson R-22 F/T Sherburn n/s; 23. G-BBPY PA-28 F Crosland Moor T Bagby; 24. G-MNEG Microlight F Granswick T Full Sutton; 25. G-AVGV C.150 F/T Bagby; 29. G-BLRM DG.400 F Sutton Bank T Rufforth.

Yes, a Canadian registered Turbo Cessna 185! Apparently the owner is a part-time Professor at Sunderland Polytechnic and the aircraft is fitted out for aerial photography. It has three still cameras and two cine cameras, with a VDU in the cockpit. The exhaust/oil spillage from the engine is 'piped' along the underneath of the fuselage to discharge away from the cameras.

He is trying to prove to NASA that his photography is better (and cheaper) than the satellites!

Resident News

G-BRID Cessna 206	British Skysports
G-ASVN Cessna 206	British Skysports
G-BCHK Cessna 172	North Yorks. Aviation
G-BGIK Taylor JT.1	Been sold, but still based, as owner works on rigs.
G-AYAN Motor Cadet	Left to unknown destination.

TEESSIDE MOVEMENTS - OCTOBER 1987

1. F-BVJK Aztec	ZE700 B.Ae.146	G-SOFE Cessna 441
2. G-BMYC Tobago	G-BCBW Cessna 182	G-PENN AA-5B
3. G-GASC Hughes 500	G-BAVZ Aztec	YU-AHX Tu-134
4. N50FJ Falcon 50	G-SKAN Cessna 172	YU-AHV DC-9
6. G-IJET B.Ae.125	G-JVMR P.68B	G-LONG LongRanger
7. G-TRAF Dauphin	G-BBCW Aztec	
8. G-BLYK Seneca	G-BKUM Ecureuil	G-BAKS Jetranger
9. G-BELP Warrior	G-BHFL Cherokee	G-WWHL K.A.200
10. XR808 VC-10	G-TOMI HS.125	G-NUTZ Twin Squirrel
11. ZE426 Sea King	G-BLUX T.67M	G-BHYW Jetranger
12. XX507 HS.125	G-OABI Cessna 421C	G-JTCA Aztec
13. XW213 Puma	F-BVJK Aztec	G-OAUS S-76A
14. D-COMM K.A.300	G-BNIR Jetranger	
15. G-IJET B.Ae.125	G-OESX Aztec	G-GRAY Cessna 172
17. G-BMUZ Warrior	G-AZEG Cherokee	
G-AVZP Pup	G-AXSD Pup	
18. LN-MOB K.A.200	G-BBCW Aztec	
19. G-OMAF Do.228	G-AXUK Jodel DR.1050	G-BAKT Jetranger
20. G-BKHE B.737 (DIV)	G-BMAI DC-9 (DIV)	G-BNDM SD.3-60 (DIV)
G-STAN F-27 (DIV)	G-BCDO F-27 (DIV)	G-BLFJ F-27 (DIV)

TEESSIDE MOVEMENTS (Contd.)

21.XV571 Phantom G-OMEG Navajo	G-EDRY Cessna 303 G-BDUN Seneca	G-SALV King Air G-GWHH Twin Squirrel
22.XV193 Hercules	G-OABI Cessna 421C	G-BCEW Cessna 182
23.F-GCJJ Seneca XM405 Jet Provost	G-IJET B.Ae.125 G-BDFY AA-5	G-BNKE Cessna 172 G-BDRD Cessna 150
24.G-PRMC HS.125	G-POON Twin Squirrel	CH-12 Hercules (Belgian AF)
25.LN-BWN Convair 580	G-BBCW Aztec	
26.XX252 Hawk	G-BMAI DC-9 (DIV)	G-BAKT Jetranger
28.SE-IFR Cessna 182	G-NORS Cessna 425	G-BKKO Cessna 182
29.N1454H Gulfstream 3 G-OCHD K.A.300	N717RD Gulfstream 1 G-BNIR Jetranger	G-MELT Cessna 172

1. F-BVJK F Calais T Biggin Hill; 4. N50FJ F Dulles Int. T Goteborg; 13. F-BVJK F/T Calais; 14. D-COMM F/T Mosenberg; 18. LN-MOB F/T Alesund; 25. LN-BWN F Amsterdam T Glasgow (UK845Q); 28. SE-IFR F Shoreham T Landskrona; 29. N1454H F Newcastle T Heathrow, N717RD F Le Bourget.

The Surcharge "Con": Part Two

Last month it was revealed that the Leeds/Bradford holiday flight surcharges are not as penal as some would have us believe. Further brochures now available confirm this. Tabled below are the Horizon and Thomson flights from Leeds/Bradford with surcharges and in brackets the surcharge on the nearest equivalent from Manchester.

<u>DAY</u>	<u>DESTINATION</u>	<u>STD</u>	<u>STA</u>	<u>COMPANY</u>	<u>SURCHARGE</u>	
Sun	Malaga	1615	1445	Thomson	£50	(£41)
Mon	Gerona	1615	1515	Thomson	£39	(£35)
Tues	Palma	1045	0945	Thomson	£44	(£35)
Tues	Reus	1430	1330	Thomson	£37	(£28)
Tues	Corfu	1700	1545	Thomson	£44	(£32)
Thur	Palma	1045	0945	Thomson	£44	(£35)
Thur	Palma	1415	1300	Horizon	£47	(£35)
Fri	Palma	1645	1545	Thomson	£53	(£37)
Fri	Palma	0945	0845	Thomson	£53	(£37)
Fri	Ibiza	1515	1415	Thomson	£47	(£36)
Sat	Alicante	1345	1300	Thomson	£59	(£47)

So when you go to a Travel Agents INSIST on a Leeds flight - if enough people do it they'll need more flights and bigger aeroplanes using Leeds/Bradford. Let's be positive about the Airports advantages.

Jim Stanfield.

'CONCORDE' AT LAST

The day we had been waiting for arrived, the 28th October. The day planned to fly in the worlds most majestic aeroplane, Concorde, from LBA to Heathrow. Arriving with my friend at 15.00 hrs, we checked in and were shown to the VIP lounge. Earlier this month we had had the pleasure of flying from Manchester to Leningrad, train to Moscow and flight home to Manchester. I myself also had the pleasure of flying from Gatwick to LBA by 'Virgin Atlantic' 747. But this was the day we had been waiting for. We were delighted when the boarding call came and were able to climb into the sleek 'Concorde'. Relaxing in arm-chair comfort we braced ourselves for take off, it was totally different from the others with its speed and thrust, and we lifted up without need of the extension. Our climb was steep and rapid and we climbed to 25,000 feet without effort. We enjoyed the excellent views of the ground below and lights twinkling in the evening sunshine.

'CONCORDE' (Contd.)

Champagne was served throughout the flight, and to add to the excitement we were able to walk up to the cockpit and enjoy the view. Our Captain had to slow down owing to the volume of traffic on approach to Heathrow, and as we were on the descent, we could see the lights of London glistening a warm welcome. A truly memorable flight in an aircraft we can all be proud of.

After the 45 minute flight, a comfortable coach awaited us. But we seemed to be going round in circles, owing to traffic problems. We were due at the L.B.A. at 10pm, but like being on a mule train, arrived at 01:00am. A journey so unlike the Concorde trip.

Lawrie Coldbeck.

AIRWAYS - OCTOBER 1987

The frequencies used on our upper airways 'seem' to have settled down again and 128.125 and 134.425 'seem' to have fallen out of use. 128.125 is occasionally used on North Sea sectors when traffic routings are heavy. For our area - the airways which can be seen from West Yorkshire - we have now a fairly regular pattern of frequency 128.05 being the fallback frequency when traffic is very slack. This being 20-00 to 06-00 or around those times, when all traffic from the Scottish border (DCS/TLA) down to the Midlands (TNT/HON/ROB) with the East Coast (OTR) and the Irish Sea (IOM/BEL/DUB) in the West. As traffic builds up so this area is divided and the secondary frequency of 131.05 is opened up. This is then used in the eastern portion of this area for traffic routing North along Amber 2/Blue 4 and South along Amber 1, as well as the section of Blue 1 /Red 4 to the East of these airways. 128.05 then handles traffic along Red 3, Red 4 and Blue 1 which is to the West of Manchester.

The situation only becomes complicated at peak times when a third frequency is introduced to work along with 131.05 and share the load of this sector. This frequency is usually 129.1 and is usually working only at peak morning times to deal with the large volume of domestic traffic coupled with Trans Atlantic aircraft bound for Europe and Britain. At these times 129.1 will probably take traffic arriving at OTR and being westbound and northbound traffic along Blue 4/Amber 2 leaving 131.05 for Southbound Amber 1 traffic - but as ever these two are sometimes reversed. This three sector system usually ends at around 10.00 hrs as loads fall and the 129.1 is then handled by 131.05. This marvellous piece of information is obviously as clear as mud - and is no doubt incorrect by the time these words are read. So onto some October sightings:-

1. F-GEPQ SN601	290	DCS	1805	HON	
F-BVPA SN601	330	DCS	1810	HON	
2. D-CJET HS.125	330	OTR	1645	DOG	
EI-GPA CL600	350	ROB	2200	SNN	
5. N970H LJ55	310	POL	1710	MAR	
6. F-GBTI F10	370	DCS	1735	BPK	
9. F-BIHY F20		DCS	1730	HON	
11. N39LG Jetstar	350	ROB	0830	59/10	to KEF
A6-HRM B707	310	POL	1005	MAR	to INV
N377GA G3	390	ROB	1505	58/10	
12. N131WT F50	410	DCS	1810	HON	
A6-HRM B707	330	DCS	1520	MCT	
15. PH-ILY F20	350	OTR	1935	WAL	to DUB
N162GA LJ55	390	DCS	2205	BPK	
17. N23M G2	390	POL	0935	60/10	
I-CAFB F50	350	POL	1055	MAR	
20. F-BIHY F20	330	POL	1450	HON	
21. VR-BJK G501	280	POL	1555	DCS	to PWK
22. HB-IAE F50	410	ROB	0910	POL	to EPL
F-GDCP LJ35	390	GOSTA	1650	CREWE	to Finningley (Ambulance Flight).

AIRWAYS (Contd.)

24.N828G C650	390	POL	1240	MAR	
25.N678BC Jetstar	350	POL	1020	MAR	to KEF
PA1362 B727	350	POL	1215	57/10	N362PA
N5SJ G2	330	DCS	1620	MAR	to LTN
F-GKIS F20	350	ROB	1655	TAL	to ADN
26.VR-CBU LJ35	390	DCS	1755	HON	to LGW
28.A6-HPZ B707	310	POL	1353	DCS	
N731H HS.125	370	DCS	1707	MCT	
29.N1454H G3	270	POL	1700	MCT	to LHR
30.I-ERDN F50	370	DCS	1645	MCT	to STN
N522SB G3	390	POL	1855	MAR	
31.VR-CLA F10	350	POL	1305	60/10	

Tie-ups of Westbound Atlantic sightings can be obtained (hopefully) by sending a date order alphabetical list for the month with a stamped self-addressed envelope to:-

S.Rigg, 16 Castle Road, Sandal, Wakefield WF2 7LY. Thanks to D.Ham.

CANADA 1987

Wardair WD819 C-FTOB on 7th September was what I had been eagerly awaiting and our 27 minutes flight to Birmingham started the trip. Delayed due to a lost passenger, the second leg of 7 hours 20 minutes to Toronto meant that the journey seemed long. The highlight was to see an Olympic 747 on track to L.A. off the Port side. Pearson Int'l is a very hectic airport but I managed to glimpse N115AA DC-10-10 & N725AA 727-227 of American plus one or two of the locals.

On the 12th as a birthday treat, my daughter took me to Niagara where I took an 8 minute flight in Bell 206A C-GSEE over the falls - quite an experience. Two other Niagara Helicopters Craft were LongRanger 206L C-GDCA & 206A C-GPXX.

Our host's son, a Streetcar driver, offered to take me to Pearson on his day off. Unfortunately, he is extremely good at following the tram tracks, but not very good about finding his way in a car. Nevertheless we got there finally and I was able to get him to the business side of the field. Here Millardair have their H.Q. and there were four DC-3s and four C-54s together with Questor Airways DC-3C 'Pinocchio' C-FYED, Skyvan C-GDRG & BN-2As C-GMKW & C-GOXZ. Millardair also had at least four Beech 18s. Biz Jets abound, far too many to list here but there are 'goodies' round every corner - Saunders ST27s C-GCML & C-GCAT & Sikorsky S58ET C-FOIA being among them. Just as we were leaving a rather decrepit looking Dakota N9382 taxied-in. Terminal One is circular & the fourth car-park deck is an excellent viewing and photographing area. Apart from the Air Canada and C.A.I. regulars, the new Jet-streams were well in evidence plus -8s and Convair 580s of Air Ontario, together with a smattering of United, U.S.Air, Northwest and Eastern aircraft. Comair SAAB 340 N359CA, TAP L1011 CS-TED, Olympic 747 SX-OAB, Air France 747 N1289E and Luft-hansa DC-10 D-ADDO almost completed the picture. Bonuses to me were Emery 727 N421EX, Fedex 727 N119FE and the 'plum' L188 N864U of North West Territorial.

A trip to Buttonville provided only 'Spam Cans' so on to Island where City Express are based with their DASH 7s and 8s, and five ST27s - two of which are being Cannibalised. Air Muskoka and Skywalker have a Twin Otter each and had I had my passport to hand, I would have taken the latter's flight to Buffalo and back. However, a check on the departure board showed that City Express had a flight to London (ONT) and the aircraft just happened to be ST27 C-FIOL. A quick flash of the plastic and I had a return ticket. The Booking Clerk said she wouldn't fly on it as it was very bumpy and she was right. Outward, I spent a lot of the flight trying to get a glass of orange to my mouth. The Stewardess later told me that on the early morning flight no drinks had been served simply because she couldn't leave her seat even though everyone was sick. Both flights lasted 35 minutes and the views through the panoramic windows were superb. I suspect the ST27 hasn't long to live and probably won't be in service next time I visit so it was an opportunity not to be missed.

CANADA (Contd.)

Unbeknown to me, a further trip had been planned and I was taken to Brampton where a friend of a friend was about to take his IFR rating and thus I found myself in the back seat of Ce 172 C-GMSJ for two hours. A touch & go was made at Waterloo/Kitchener but an attempt at Hamilton became a sudden "missed approach" and the instructor quickly taking charge. A flight along the lakeside brought a successful touch & go at Island in the dark and a return to Brampton. The view of the City lights was breathtaking and when we passed over the Centreline of Pearson Int'l at 2500ft, I was almost ecstatic.

Finally, the dreaded day arrived and we climbed aboard WD818 C-FTOB (again) only to be told there would be a long delay as the refuellers had stopped work because of a sudden electric storm. We taxied to the hold and the Captain opened the bar. Planes were landing in procession but as none were leaving, it must have been chaos for ground handling. We finally got away at 11.24 (109 minutes late) and headed home taking 6 hours 5 minutes to Birmingham and 34 minutes to the L.B.A. arriving at 11.51am. Wardair service as ever was superb and I'm now saving madly for next time.

I.D.Morton.

OUT & ABOUT

Arrecife Airport (Lanzarote)

The airport is situated 5Km. from Arrecife and 10Km. from the main resort of Porto del Carmen, on the South side of the island.

A single runway designated 04/22 is connected with a taxiway from either end to the apron in front of the terminal building. An extended taxiway from the holding point of runway 04 runs onto a ramp operated by the Guardia Civil consisting of four small hangars which house Do.27 aircraft.

The majority of take off movements are on runway 22 whilst landing aircraft, after joining overhead the island, use 04. Consequently most aircraft can be seen whilst holidaying in Porto del Carmen. As usual for a holiday island, the majority of movements are the I/T operators from Britain and Germany. Air Europe B757/B737, Britannia B767/737, British Airways (Airtours) L1011/B737, Dan Air A300/B727, Monarch B757/B737, Condor A300/B727/B737, Hapag Lloyd B727 and Lufthansa L1011. Iberia and Aviaco are also frequently in and out on I/T's and inter-island hops as was the LAC (Lineas Aereas Canarias) Viscount. Scandinavian charters were by Braathens B737 and Scanair DC.8, whilst once a week Nationair had a flight routed via Manchester.

21/09/87 D-EMSU MS.885, EC-DYC Viscount (LAC), SE-DBK DC.8 (Scanair).
24/09/87 EC-CFV PA-28, EC-BMT F.27 (Aviaco).
25/09/87 EC-CIY PA-31, 4017 Do.27
28/09/87 SE-DDU DC.8 (Scanair), EC-DTC Viscount (LAC).
29/09/87 G-BFVI HS.125
30/09/87 EC-CJL PA-31
01/10/87 4041 Do.27, EC-BND PA-32, EC-DSD PA-28, G-GMXB DC.8 (Nationair).

OUT & ABOUT

Luton - 2/10/87:- the list includes some British visitors for the Sale which took place on the 3rd:- G-BNVU/OWEB/HZ-Bo1/LX-MJM HS.125s, N16NK/N1625 Gulf 2Bs, N601TG/N711SR Challengers, VR-BEG B.737, G-BNVC/GAZE R-22s, G-RYOB/OLDN Bell 206s, G-PTWO Pilatus P2, G-TOWN Piaggio FWP.149, G-BMYP Gannet, G-OONE Mooney M.20, N4143G C.340, G-BNJR/BMNM Arrows, G-BNNW C.210.

Parham Park (Nr.Storrington, Sussex) - 3/10/87:- G-ASKV/BAUC Pawnees, G-BEOI S.Cub all for glider towing.

OUT & ABOUT (Contd.)

Shoreham - 3/10/87:- at least 100 British residents including G-AAOR DH.60 Moth, G-APTH Bell 47, G-BEPI/BBZS/BGMX/MEAD/TOYS Enstroms, G-BLIW Provost, G-BLTF/EEGE R-22s, G-BNGW/BNGX/BNQY ARV 2s, G-DEVN Devon, G-BNEL/BNNX/BNNZ/FULL/OBUS PA-28s, PH-RLK Safir.

Goodwood - 3/10/87:- G-ADIA/ANRM Tiger Moths, G-BLKZ Pilatus P2, G-OODE Stampe, G-BMWG ARV 2, G-SFTD Gazelle.

Lasham - 3/10/87:- G-AREO/ATRG S.Cubs, G-BLGS/BFUG Rallyes, G-BDFM Caudron Luciole, G-BJUD Robin DR.400, G-BHAG Falke, plus dozens of gliders.

Heathrow - 4/10/87:- G-BMFB (the latest 757), A6-CKZ/A6-HEH/G-BSAN Gulf 3s, N105Y/VR-BHR Gulf 2s, A6-ESH B.737, A7-AAB B.727, HZ-HM3 B.707, N3600X Falcon 10, N375PK/PH-WMS Falcon 20s, SE-DDZ Falcon 200, G-IJET/HZ-SJP HS.125s, HB-VIC Citation, CCCP 86087 Il-86 (Aeroflot).

Gatwick - 5/10/87:- G-BPNP B.Ae.146 (Dan Air), G-BNPA B.737 (Air Europe), A6-EKA A.310 (UAE), N808V HS.125, N991CH Learjet 55, PH-ILX Falcon 20, VR-CTM BAC 1-11, N603P B.767 (Piedmont), OY-BPH Metroliner, F-GCTP/GECV King Airs.

Heathrow - 5/10/87:- A6-HHS/HZ-MAL Gulf 3s, CN-ANL/N1929Y Gulf 2s, N300DK B.727, N88ZL B.707, HB-VEV Falcon 20, N471EV B.747 (Air India Cargo), OO-DJA (DAT) F-28.

Anyone requiring complete lists of aircraft seen on the above dates at Luton, Denham, Elstree, Shoreham, Goodwood, Lasham, Popham or Blackbushe, please contact:- J.K.Wallis, 20 Copley Mount, Wakefield Road, Halifax.

Palma - 11/10/87:- SE-DEB Caravelle (Transwede), PH-MCA A.310 (Martinair), HB-IHK DC-10, HB-IFZ DC-9 (Balair), D-AICP A.310 (Condor), D-AHLJ A.300 (Hapag Lloyd), PH-TVC B.737 (Transavia), LX-LGH B.737 (Luxair), N29UA DC-8, N43060 PA-28.

Palma - 12/10/87:- G-HIHO B.747 (Highland), N67AB B.737 (Air Berlin), F-GDUZ F-28 (TAT), SE-DBL DC-8, SE-DFK A.300 (Scanair), OO-SBT B.737 (Sobelair).

Heathrow - 10/10/87:- N117KC B.747 (Singapore - scheme change), CCCP 86506 Il-62, CCCP 85153 Tu-154 (Aeroflot), SP-LCD Tu-154 (LOT), 5N-ARQ B.707 (G.A.S.Air), A6-AAA B.737, A6-HEH/HB-ITM/N77SW/N272JS/VR-BHR/3D-AAC Gulf 3s, N871D Gulf 2B, N137AD Citation, N375PK Falcon 20, I-FLYC Learjet 35.

Ringway - 20/10/87:- LN-PAA C-580 (Partnair), D-CABB Metroliner (NFD), F-GERP Metroliner, N131WT Falcon 20, F-GCID King Air, G-BFNV Islander (Loganair - still operating Air Furness).

Ringway - 24/10/87:- D-ADUC DC-8 (German Cargo), F-GFAS Hercules (Sfair), N957R DC-8 (Emery), 9H-ABB/F B.737s (Air Malta), 5B-DAS A.310 (Cyprus), OO-TEH B.737 (TEA), F-BVGN A.300 (Air France).

Luton - 24/10/87:- G-BGXZ/BMM/BMJ/JONI C.152s, G-BNEW/BBSB C.421s, G-THAM C.182, G-BMTS C.172, G-BMSD/BELR PA-28s, G-OLFT Commander, G-AZCK Pup, G-AZMB Bell 47, G-BNXJ Robinson R22, G-AOYP Viscount (Virgin), LN-RLW DC-9AF (SAS Cargo), PH-FKT F.27 (XP Parcel Services), EI-BSS Rombac 1-11, EI-BSE HS.748 (Ryan Air), G-BNIH BAC 1-11 (London European), G-BAXL/BOCB HS.125s, N500VS/511WP Gulfstream 2s, VR-CBQ B.727, G-BEYK Herald (Channel Express), G-DRJC B.757 (Monarch), G-TOMO BAC 1-11 (Anglo Cargo), G-BEKG HS.748 (No Titles).

Gatwick - 24/10/87:- 9H-ABE B.737 (Air Malta), VR-HIC B.747 (Cathay Pacific), OO-SGA B.747 (Sabena), PH-TVH B.737 (Transavia), I-ATIA DC.9 (ATI), LZ-BTM/BTU Tu-154s (Balkan), Z-WKS B.707 (Air Zimbabwe), 5N-ATY DC.8 (Flash Airlines), CCCP 86070 Il.86 - CCCP 85236 Tu-154 (Aeroflot), N19072/13066 DC.10s - N608PE B.747 (Continental), N63US B.747 (Northwest), N606TW B.767 (TWA), N138AA DC.10 (American Airlines), N737D TriStar (Delta), A6-EKB Airbus (Emirates Airlines), G-VIRG/VGIN B.747s (Virgin), G-BMSR Gulf.1 (Peregrine), G-ATDS Herald (Euroair), F-BXAS Aero Commander.

OUT & ABOUT (Contd.)

Birmingham - 25/10/87:- G-BMWD DC.9 - G-BMHY SD 3-60 - G-BMAE F.27 (BMA), G-BMAP F.27 (Loganair - BMA flight), G-HDBB HS.748 (BA), 9H-AAK B.720 (Air Malta), G-AVRN B.737 (Britannia), CS-TBK B.727 (Air Atlantis), G-BNVE/BGOL/WEND PA-28s, G-BFAR/BHTT Citations, G-BGNR/AZXD C.172s, G-BEMR Islander.

Manchester - 19/11/87:- G-AZED BAC 1-11 (No titles - to become N174FE for Federal Express), G-GFHX DC.10 (Wardair), PH-BDC B.737 (KLM), OY-KGB DC.9 (SAS), G-BDVS F.27 (Loganair), OY-BTR Beech 200, PH-IPH C.421, G-BMUP PA-31, G-BMNF Beech B200, G-RANY C.421.

Church Fenton - 20/11/87:- XM473/81, XN595/82, XN577/83, XM465/85, XM425/88, XN586/91, XM370/93, XM634/94, XN582/95, XN376/97, XN582/99, XN551/100, XM414/101, XN548/103, XM459/104, XN409/123, all Jet Provost T3s, XW433/124, XW419/125, XW303/127, XW360/129, XW327/134; all Jet Provost T5s.

AIRWAYS - DECEMBER 1987

It has been widely reported, even in this column, that the designator codes used by airlines are to alter with effect from now. I will now try to give a run down of the new codes as they effect us in this part of the country whether we are listeners to overflights or visitors to our nearest airport. It would be a very long job to include the Air-Taxi companies and the less common European Airlines so they are omitted from this list.

Airlines with 'Natural' code:-

TWA	UTA	SAS	KLM	LTS	LTU	DLT	NFD	MEA	UAE	CSA	JAL	JAT	LOT
TMA	THY	SIA	PIA	TEA									

U.K. Airlines

AAG	DG	Air Atlantique
ABR		Air Bridge
AEL	AE	Air Europe
AMM	AMM	Air 2000
ANC	ML	Anglo Cargo
BAF	VF	British Air Ferries
BAL	BY	Britannia
BAW	BA	British Airways
BEX	BEX	Birmingham Executive
BIS	KD	British Island Airways
BKT	KT	British Airtours
BMA	BD	British Midland
BRW	BZ	Brown Air/Capital (?)
BRY	BC	Brymon
CAI	EN	Cal Air
CAX	CAX	Connectair
CYM	CYM	Airways Cymru
DAN	DA	Dan Air
EXS		Channel Express
GER	GE	Guernsey Airlines
GIL	GIL	Gill Aviation
HLA	NP	Heavylift
IKA	IK	Tradewinds
JEA	JE	Jersey Airlines
LOG	LC	Loganair
LON	LON	London European
MEE	MEE	Mediterranean Express
MXN	JE	Manx
MON	OM	Monarch
ORN	KG	Orion
PAT	PAT	Paramount

AIRWAYS (Contd.)

U.K. Airlines

PSS	PG	Peregrine
UKA	UK	Air UK
URO	EZ	Euroair
VIR	VS	Virgin
RFR	RR	Royal Air Force
RRR	RR	RAF 1 Group

Foreign Airlines:-

AAL	AA	American Airlines
ACA	AC	Air Canada
AEA	UX/DQ	Air Europa
AFL	SU	Aeroflot
AFR	AF	Air France
AGX	JJ	Aviogenex
AIC	AI	Air India
AMC	KM	Air Malta
AMT	TZ	American Trans Air
ANZ	TE	Air New Zealand
AZA	AZ	Alitalia
BBB	BB	Balair
BBE	BS	Busy Bee
BRA	BU	Braathens
BXS	BX	Spantax
CFG	DF	Condor
CLX	CV	Cargolux
CUB	CU	Cubana
CYP	CY	Cyprus Airways
DAL	DL	Delta
EIN	EI	Aer Lingus
ELY	LY	El Al
FIN	AY	Finnair
FDE	MB	Federal Express
FTL	FT	Flying Tiger
HSL	XF	Hispania
IAA	JP	Adria
IBE	IB	Iberia
ICE	FI	Icelandair
KAL	KE	Korean
LAZ	LZ	Balkan
MPH	MP	Martinair
NWA	NW	Northwest Orient
PAA	PA	Pan American
PAI	PI	Piedmont
QBA	QB	Quebecair
QFA	QF	Qantas
RJA	RJ	Alia
ROT	RO	Tarom
RYR	IW	Ryanair
SAW	NB	Sterling
SAB	SN	Sabena
SVA	SV	Saudia
SWR	SR	Swissair
TOW	NC	Tower Air
TRH	HV	Transavia
UAL	UA	United
WDA	WD	Wardair
WOA	WO	World Airways
WWC	WB	Worldways

AIRWAYS (Contd.)

These codes are to be used for air traffic operations and will not, as I understand it, be used for booking or ticketing. In other words for 'airside' operations. I am sure that I will have missed out some important ones but I believe all these to be correct.

S.W.Rigg

L.B.A. VISITS

On Tuesday and Thursday evenings the 27th and 29th of October 1987 over forty members had a look behind the scenes at the L.B.A. After meeting at the information desk we commenced with a look at the check - in facilities; these are all now computerised and any message can be displayed whereas the old system was destination boards only. This system is controlled from A.T.C, and also controls the TV monitor screens, which display all arrivals and departures. These change colour when further information is received i.e. definite ETA, Aircraft landed or departure gate. After check-in, passengers can then proceed to departure lounges and on International flights via the duty free area. This was viewed from the new first floor gallery; from there we were shown around the new first floor lounges overlooking the new apron. In the future these lounges will become spectator viewing areas and should give wonderful opportunities for photography of wide bodied aircraft not visible from the existing viewing area. The Thursday trip was then given a brief resume of Flight Planning, then onto one of the highlights of the evening - a trip down the runway on a 'bus. Tuesday's trip was held in the loop whilst an Air UK 1-11 landed and the Thursday trip had to hold for an Aer Lingus Short 360 departure. Then with the runway fully lit a high speed dash down 32, despite much encouragement and flapping of arms V1 and rotate were never attained. Our next stop was at the Fire Station where we were made welcome and had a close up of these wonderful giant machines (cost £250,000 and tyres at £1,000 a time). One member was dressed in boots, over trousers, jacket, helmet and breathing apparatus but failed to run the required 100 yards to rescue a damsel in distress. A short walk from the Fire Station past Brown Air's (Capitals) new Short 360, looking magnificent under the flood lights, brought us to baggage handling and finally onto the L.B.A's best kept secret - the underground disco (is this where A.T.C. unwind when the airport is fog bound ?). We understand that due to limited space and security the Tower could not be included in the tour but in spite of this I am sure everyone had a most enjoyable and informative evening. Special thanks must go to Brian Hardacre and Malcolm Wood who conducted the tours.

Footnote - any vehicle or aircraft missing it's strobe lights might find a visit to the disco worthwhile!

LBA Snippets

The passenger figures at LBA for the month of September, which was a record month, was 74,945 (57,909) up 29,41%. The total for the first nine months this year was 494,665 (395,648) up 25.03%.

Wardair are up 25% to 30% for the year, and next year will be using a 747 on a Monday again. They have also applied for a scheduled service from Leeds/Bradford and other airports.

LBA now has planning permission for doubling the size of the Departure Lounge by May next year at a cost of £300,000, plus a new snow - clearing garage at £100,000 and over £120,000 for re-grooving Main 32/14 Runway.

A Very Merry Christmas and a Happy New Year to all members from the Air Yorkshire Committee.

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