

AIR YORKSHIRE



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EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Horsforth, Leeds LS18 5SJ, Tel. 586200
CHAIRMAN:- M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19 Guiseley 75137
SECRETARY:- A. Heeley, 45 Coppice Wood Crescent, Yeadon, Leeds LS19 7LN, Guiseley 75745
TREASURER/REGISTRAR:- H. J. Thompson, 1 Breary Rise, Bramhope, Leeds LS16 9AL, 843189
P.R.O.:- L. Goldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

FORTHCOMING MEETINGS

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

- JANUARY 7th : Rob Lund, the Assistant Director at Leeds/Bradford Airport is giving a talk on operations through LBA in all its aspects.
- FEBRUARY 4th : A presentation of slides of aircraft at LBA over the past twenty years.
- MARCH 4th : An Introduction to Gliding - personnel from the York Gliding Centre at Rufforth will be explaining the principle of gliding and application.
- APRIL 1st : (Provisional) An "Out of Town" meeting at Brighton airfield, near Subwith, Selby. Mr Smith will be talking about his recent trip from Australia to Sherburn in a light aircraft - plus a demonstration flight of the aircraft and look round the airfield's facilities.
- MAY 6th : (Provisional) An informative talk by a representative of Heavylift - the specialised Cargo carrier.

Future LBA Movements

02 February Air Liberte MD83
LIB1009 ARR 1315 From Paris Orly
LIB1010 DEP 1415 To Paris Orly

05 February Air Liberte MD83
LIB1011 ARR 1315 From Paris Orly
LIB1012 DEP 1415 To Paris Orly

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

CREDITS

T.W. Sykes D. Elam S.W. Rigg T. Smith K. Glasby R. Ward
P. Constable Ian Morton A. Heeley A. Lee.

LEEDS/BRADFORD MOVEMENTS - OCTOBER 1989

1. G-BKMN B.Ae.146	1029	1116	G-BFWE Aztec	1201	1353
G-BWAY Bonanza	1208	1507	G-WCEI Rallye		1217
G-BBEI Navajo		1341	<u>N2929W Warrior</u>	1519	1610
G-AXYD BAC 1-11	1618	1720	G-WCEI Rallye	1652	1702
G-BPDL Bandeirante	1653	1722	<u>OY-SUJ Citation</u>	1656	1724
<u>YU-ANX Boeing 737</u>	1952	2050	G-AZXD Cessna 172	2141	2200
2. G-HYLT Saratoga	0842	1746	G-BMEB Cessna 150	1000	1115
G-STVE Twin Squirrel	1009	1200	G-NEXT Twin Squirrel		1028
<u>YU-AJJ DC-9</u>	1037	1243	G-ARIV Cessna 172	1136	1233
G-JDEE Trinidad	1257	1549	G-BNIJ Tobago	1258	1500
G-BFFE Cessna 152	1426	1453	G-OOOC Boeing 757	1430	1610
<u>N13NW Cessna 441</u>	n/s	1528 0830(3)	<u>OY-SUJ Citation</u>	1607	1850
G-BHIN Cessna 152	1646	1704	G-SHBB Jetranger	n/s	1834 1202(3)
ZE705 Tristar	2138	2249			
3. G-WMCC Jetstream 31 (DIV)	0824	0939	G-IADT Agusta A.109A	1003	1138
G-JONS Chieftain	1103	1510	G-BLKE Boeing 737-300	1338	1601
<u>SE-IDM Cheyenne</u>	n/s	1409 1013(6)	G-WGEL Boeing 737	1513	1625
<u>F-GFUD Boeing 737-300</u>	1750	1855	G-FISH Cessna 310	n/s	1755 0954(5)
G-BWTX Cheyenne	1828	2003	G-STAT Cessna 206	n/s	1912 1731(6)
G-KFIT King Air	2110	2128			
4. <u>9H-ABF Boeing 737</u>	0755	0831	G-BLKY Baron	0903	1754
G-TROP Cessna 310	1142	1715	G-ORME Jetranger	1147	1530
<u>EC-EHT MD-83</u>	1148	1457	G-IADT Agusta A.109A	1232	1253
G-BJCU Boeing 737	1420	1514	G-OAKL King Air 200	1429	1503
G-BAZH Boeing 737	1448	1603	G-BKHE Boeing 737	1532	1638
<u>N13253 Cessna 172</u>	1537	1621	G-BMUY King Air 200	1740	1749
G-BOYT Tomahawk	2008	2040			
5. <u>F-GETJ King Air</u>	0857	1328	G-BGSO Navajo	n/s	0906 1547(6)
G-BMNF King Air 200	0921	1005	<u>G-GAWB Boeing 757</u>	0949	1046
G-BNRX Seneca	1059	1639	G-CLRL Agusta A.109A	1255	1344
<u>G-GAWB Boeing 757</u>	1330	1440	G-STVE Twin Squirrel	1347	1550
G-OHOT Viscount	1348	1348	G-HWBK Agusta A.109A	1432	1657
G-BMNF King Air 200	1541	1611	G-AWRL Cessna 172		1826
G-NEXT Twin Squirrel	2058	2117			
6. <u>N185BA Learjet 35</u>	n/s	0653 1013(7)	G-WOTS Seneca	1216	1341
G-AXMG BAC 1-11	1230	1442	<u>HB-LPK Cessna 340</u>	n/s	1348 0912(7)
G-BAZH Boeing 737	1414	1525	G-ASON Twin Comanche	1439	1819
G-UKLE Boeing 737-400	1450	1600	<u>F-GFUD Boeing 737-300</u>	1521	1631
G-OCAN Cessna 340		1537	G-NUIG King Air	n/s	1714 0946(7)
G-BJMR Cessna 310	n/s	1943 1049(8)	XV129 Scout	?	?
7. G-BKMN B.Ae.146	1000	1146	G-BKHT B.Ae.146	1130	1204
G-FISH Cessna 310	n/s	1210 1550(8)	G-IFTD Cessna 404		1356
G-BHWF Boeing 737	1431	1603	<u>F-GFUD Boeing 737-300</u>	1534	1630
G-OCAN Cessna 340	n/s	1753 1644(27)	<u>YU-ANP Boeing 737</u>	1826	1932
<u>YU-AJZ MD-81</u>	1914	1956	<u>LZ-BPU Tu-154</u>	1939	2035
8. <u>F-GERS King Air 200</u>	1017	1105	G-BJYD Cessna 152	1208	1245
G-AYIO Cherokee	1215	1250	G-BNJH Cessna 152	1345	1426
G-BJYD Cessna 152	1444	1526	G-BCXR BAC 1-11	1615	1653
G-BKKO Cessna 182	n/s	1626	G-BOBN Cessna 310	1735	1901
G-BJMR Cessna 310	n/s	1836 1008(9)	<u>YU-ANX Boeing 737</u>	1858	2015
9. G-BMNF King Air 200	0737	0818	G-FISH Cessna 310	n/s	1000 1331(10)
G-WOTS Seneca	1033	1324	<u>YU-AJJ DC-9</u>	1036	1151
G-BILJ Cessna 152	1041	1236	G-BGZW Tomahawk	1137	1754
G-EPBG Cessna 152	1152	1810	G-HFCL Cessna 152	1230	1406
G-OWVA Cherokee	1322	1452	<u>N4306Z Cherokee</u>	1436	1522

LEEDS/BRADFORD MOVEMENTS (Contd.)

9. G-000G Boeing 757	1446 1557	G-AXSG Cherokee	1540 1648
G-DAFS Cessna 404	n/s 1641 1813(10)	G-OLCB B.Ae.146	2124 2130
10. G-HYLT Saratoga	0830 0901	G-WOTS Seneca	0836 1714
G-SITE Twin Squirrel	0857 1757	G-BMNF King Air 200	0900 1010
G-BCTA Warrior	1000 1246	G-NORS Cessna 425	1005 1039
G-BLDR Dauphin	1242 1301	G-BMDF Boeing 737	1314 1419
G-BNRT Boeing 737-300	1351 1551	G-CBOR Cessna 172	1510 1702
G-RIFF Gazelle	1624 1732	G-JFRS Citation	1640 2142
XT632 Scout	n/s 1705 0902(11)	<u>F-GFUD Boeing 737-300</u>	1746 1849
<u>N738GR Cessna 172</u>	1821 1909		
11. G-FIGB Cessna 152	0844 1539	G-OAFB King Air 200	1033 1255
G-WATZ Warrior	1115 1634	G-BATX Aztec	1142 1315
<u>EC-EHT MD-83</u>	1149 1305	G-BOTH Cessna 182	1300 1501
G-BCBW Cessna 182	1301 1540	G-NUTZ Twin Squirrel	1414 1739
G-BGYL Boeing 737	1433 1555	G-BKHF Boeing 737	1453 1705
G-OAFB King Air 200	1510 1515	G-BOJM Archer	n/s 1545 1341(16)
G-WATS Seneca	1552 1616	G-RIFF Gazelle	1621 1702
G-WBPR B.Ae.125	n/s 1652 0900(12)	G-BRKH PA-28 Dakota	n/s 1704 1312(19)
<u>N9168Q Malibu</u>	1712 1829	G-BRJV PA-28 Cadet	1718 1810
G-RIFF Gazelle	1722 1748	<u>HB-VGP Citation</u>	1724 1823
ZG847 Islander	1758 1915	ZG845 Islander	1800 1920
12. G-BOPV Seneca	0912 1239	<u>G-FNBC Boeing 757</u>	0913 1052
<u>N9168Q Malibu</u>	1046 1201	G-BATX Aztec	1127 1512
<u>G-FNBC Boeing 757</u>	1332 1437	G-CLRL Agusta A.109A	1401 1428
G-FISH Cessna 310	n/s 1414 1617(14)	G-RIFF Gazelle	1414 1725
G-RASS LongRanger	1515 1552	<u>HB-VGP Citation</u>	n/s 1629 0935(14)
<u>HB-VGR Citation</u>	n/s 1653 0903(14)		
13. G-BGZW Tomahawk	0820 1258	<u>HB-VEV Falcon 20</u>	0945 1120
G-EPCT LongRanger	1118 1239	G-BEUR Cessna 172	n/s 1137 1510(15)
G-WATS Seneca	1145 1238	<u>N4006G Cessna 421C</u>	1249 1441
G-AXMG BAC 1-11	1349 1501	G-BOPV Seneca	1447 1630
G-BHWE Boeing 737	1457 1552	G-UKLE Boeing 737-400	1511 1625
<u>F-GFUD Boeing 737-300</u>	1520 1703	<u>N738GR Cessna 172</u>	1523 1602
G-BGPU Cherokee	1611 1710	G-BPZH Jetranger	1630 1708
<u>N4006G Cessna 421C</u>	1930 2005	G-NEXT Twin Squirrel	n/s 2034 1231(16)
<u>G-AXMG BAC 1-11</u>	2122 2213		
14. G-EPJD Rallye	0953 1037	G-BKHT B.Ae.146	0955 1057
G-ORCE Citation	1133 1305	G-BOYL Cessna 152	1147 1245
XW283 Scout	1157 1303	G-BGPJ Warrior	1230 1343
G-YBAA Cessna 172	1345 1553	G-BHWF Boeing 737	1401 1521
<u>F-GERS King Air 200</u>	1405 1537	<u>F-GFUD Boeing 737-300</u>	1549 1703
G-BRAK Cessna 172	1634 1757	G-AVKG Cessna 172	1637 1757
<u>YU-ANP Boeing 737</u>	1947 2042	<u>YU-ANG MD-82</u>	2012 2103
15. G-DEXY King Air	1104 1457	<u>D-HOJO Jetranger</u>	1126 1359
<u>EI-ANG BAC 1-11</u>	1223 1337	G-BBNJ Cessna 150	1243 1354
G-BOIO Cessna 152	1323 1409	G-FISH Cessna 310	n/s 1431 1333(17)
G-DFLT Caravan	1440 1604	G-BCWA BAC 1-11	1552 1709
G-BJOT Jodel D.117	1556 1630	G-SACU Cadet	1645 1719
<u>YU-ANX Boeing 737</u>	1918 1951	G-ORCE Citation	1945 2022
16. G-WPLC King Air 200	0703 0732	<u>N4006G Cessna 421C</u>	0811 1026
G-NUIG King Air	0917 1457	<u>N961EL Duke</u>	1033 1536
G-BOJM Archer	1101 1246	G-BCPK Cessna 172	1207 1751
G-BGJB Seminole	1212 1514	G-BEWR Cessna 172	1407 1550
G-BDNR Cessna 150	n/s 1417 1325(31)	G-OOOH Boeing 757	1425 1546

LEEDS/BRADFORD MOVEMENTS (Contd.)

16.	G-LEAM PA-28 Dakota	1714 1826	G-UBSH King Air 300	n/s 1743 0820(17)
	<u>N1565B Beechjet</u>	n/s 2055 0810(18)	<u>N4006G Cessna 421C</u>	n/s 2129 1412(17)
17.	F-GETJ King Air	0726 1628	G-NORS Cessna 425	0746 0807
	G-WATS Seneca	0829 1648	G-NEXT Twin Squirrel	n/s 0842 1156(19)
	G-BCFR Cessna 150	1001 1309	G-BHNM Seminole	n/s 1003
	<u>N790D Citation</u>	1026 1344	XP883 Scout	1111 1148
	G-BONL Jetranger	1207 1327	<u>EI-ANG BAC 1-11</u>	1216 1340
	G-DINA AA-5B	1219 1648	<u>XZ317 Gazelle</u>	1254 1351
	G-BMDF Boeing 737	1317 1423	G-BGPU Cherokee	1330 1413
	G-BPGA Mooney M.20J	1422 1610	G-ATX Bolkow Junior	1431 1635
	G-BOLM Boeing 737-300	1511 1617	G-WOSP Jetranger	n/s 1603 1346(18)
	G-OJJB Mooney M.20K	1603	G-AYPV Cherokee	n/s 1621 1209(23)
	G-AZRH Cherokee	1646 1723	G-DFLT Caravan	1700 1802
	<u>F-GFUD Boeing 737-300</u>	1705 1816	G-RIFF Gazelle	1806 1826
	G-NORS Cessna 425	1812 1821	G-WCEI Rallye	n/s 1836 0822(19)
	<u>N4006G Cessna 421C</u>	n/s 2002 1551(18)		
18.	G-BMNF King Air 200	0753 1111	G-BECH Boeing 737	1437 1533
	G-BHWF Boeing 737	1446 1557	G-WATS Seneca	1500 1718
	G-UBSH King Air 300	1513 1528	G-CLRL Agusta A.109A	1625 1704
	G-RIFF Gazelle	1736 1742	G-CLRL Agusta A.109A	1737 1753
	G-LOVX Cessna 441	n/s 1850 1713(22)	G-OBEL Citation	1917 1946
19.	<u>N125AP B.Ae.125</u>	0817 0922	<u>PH-FWM Mitsubishi Mu-2</u>	0854 1901
	<u>G-GAWB Boeing 757</u>	0956 1036	<u>N9146N Cessna 401B</u>	1015 1125
	<u>D-1KUL Cessna 421C</u>	1148 1542	G-BGPJ Warrior	1157 1346
	G-OANC Warrior	1206 1340	G-BBLA Cherokee	1212 1725
	<u>G-GAWB Boeing 757</u>	1306 1401	XV137 Scout	1323 1416
	G-BAML Jetranger	1457 1605	G-HYLT Saratoga	1520 1532
	G-WCEI Rallye	n/s 1650 1218(21)	<u>XZ317 Gazelle</u>	1654 1720
	<u>N1565B Beechjet</u>	n/s 2145 0831(27)		
20.	G-WICK Partenavia P.68B	0805 0837	G-NUIG King Air	0858 1419
	G-BLAW Archer	1155 1239	G-ORCE Citation	1159 1819
	G-BGVY AA-5B	1212 1320	G-BNSA MD-83	1252 1448
	G-BFGH Cessna 337	n/s 1426 1115(22)	G-BECH Boeing 737	1438 1607
	<u>F-GFUD Boeing 737-300</u>	1527 1626	G-UKLB Boeing 737-400	1640 1740
	G-BNSA MD-83	2040 2125		
21.	G-BKHT B.Ae.146	1000 1050	G-WCEI Rallye	n/s 1352 1455(31)
	<u>G-BJCV Boeing 737</u>	1439 1612	<u>F-GFUD Boeing 737-300</u>	1520 1703
22.	<u>ZE396 B.Ae.125</u>	0842 0931	ZB672 Gazelle	1106 1151
	<u>DDR-SDC Tu-134</u>	1255 1353	G-BCXR BAC 1-11	1543 1643
	G-BJDI Cessna 182	n/s 1654		
23.	G-BWMP Commander 695A	0829 0842	G-MUFF Twin Squirrel	1001 1540
	G-BBLA Cherokee	1111 1247	G-TEES Cessna 152	1227 1253
	G-BPZV Cessna 303	1238 1401	G-BJMR Cessna 310	n/s 1309 1047(26)
	G-SMJJ Cessna 414A	1359 1511	G-NEDD Robin DR.400	n/s 1421
	G-ATHG Cessna 150	1455 1608	G-BJYD Cessna 152	1523 1557
	G-OWVA Cherokee	1611 1651	G-BENT Chieftain	1642 1928
	G-BWMP Commander 695A	1650 1706	G-DCBM Aztec	n/s 1713
	G-UBSH King Air 300	1748 1804	G-HPKA Boeing 737-400	1845 1948
	G-OAKZ King Air	n/s 2037 1856(24)		
24.	G-FAYE Cessna 150	0823 1256	G-JAJV Partenavia P.68C	0854 1533
	G-BRFV Cessna 182	0909 1451	G-BOYF Sikorsky S-76B	1111 1134
	G-BLYB King Air 200	1147 1245	G-IMJI Mooney M.20J	1244 1853
	G-WGEL Boeing 737	1250 1508	XS793 Andover	1326 1543

LEEDS/BRADFORD MOVEMENTS (Contd.)

24.	G-BOLM Boeing 737-300	1357	1610	G-FISH Cessna 310	n/s	1445	1545(26)	
	OO-EOD Bonanza	n/s	1648	1330(25)	F-GFUD Boeing 737-300	1651	1740	
	N101SK Challenger	n/s	1703	1524(26)				
25.	G-EEGE Robinson R-22	?	1000	EC-EJQ MD-83		1141	1316	
	G-BKHE Boeing 737	1340	1521	G-WSSL Chieftain		1344	1434	
	G-BGYK Boeing 737	1422	1548	G-MLEE Citation	n/s	1937	0826(26)	
26.	N125AP B.Ae.125	0754	1659	G-BBLA Cherokee		0828	1645	
	G-JMDD Cessna 340	0918	0928	G-BGEK Tomahawk		0921	1551	
	G-GAWB Boeing 757	0926	1019	N9168Q Malibu		1018	1056	
	G-LANE Cessna 172	n/s	1031	1019(28)	G-WATZ Warrior	1038	1130	
	G-FDGM Duke	1051	1620	G-EWUD Cessna 172		1109	1532	
	G-BGBK Tomahawk	1121	1210	G-TEES Cessna 152		1155	1229	
	G-FWRP Cessna 421C	n/s	1200	G-BNJH Cessna 152		1231	1325	
	G-GAWB Boeing 757	1244	1339	G-UBSH King Air 300		1331	1347	
	XS637 Andover	1350	1416	G-JMDD Cessna 340		1654	1717	
	D-IBFL Cessna 404	1757	1907	G-NEXT Twin Squirrel	n/s	1927	1613(27)	
	N9168Q Malibu	2050	2056					
27.	D-IBAF King Air 200	0937	1437	DDR-SGF Tu-134		1125	1225	
	G-RIOO King Air 200	1520	1818	G-TISH Navajo		1711	1823	
	G-BHNI Cessna 404	n/s	1724	XR808 VC-10		1812	1932	
28.	G-SCHH B.Ae.146	1047	1133	G-BGYJ Boeing 737		1436	1543	
	F-GFUD Boeing 737-300	1510	1644	G-BAML Jetranger		1512	1548	
	YU-ANZ Boeing 737	1813	1944					
GMT re-commences.								
29.	G-BGSO Navajo	1419	1438	G-BTIE Tobago		1430	1534	
	G-CSJH B.Ae.146	1457	1808	G-NUIG King Air		1605	1618	
	N9168Q Malibu	1624	1715	G-ORCE Citation		2025	2048	
	G-CSJH B.Ae.146	n/s	2106	0707(30)	N1565B Beechjet	n/s	2112	1031(30)
30.	G-BOZP Duchess	0857	1537	EI-BYU Short SD.3-60		0915	0948	
	G-BEGV Aztec	0935	1523	G-CSJH B.Ae.146		0945	1033	
	N3036A Seneca	1102	1212	G-AZSZ Aztec		1151	1207	
	ZA670 Chinook	1154	1402	G-BPKA Boeing 737-400		1252	1435	
	G-CSJH B.Ae.146	n/s	1334	0705(31)	G-BBNT Chieftain	1337	1414	
	G-BOVK Warrior	1341	1457	G-JAJV Partenavia P.68C		1556	1816	
	G-BEGV Aztec	1657	1751	N1565B Beechjet	n/s	1659		
	G-AZSZ Aztec	1706	1718	G-CHSR B.Ae.146		1832	1946	
	G-CHSR B.Ae.146	2200	2232					
31.	XV301 Hercules	0853	1008	G-SHUG Arrows		0938	1727	
	G-CSJH B.Ae.146	0946	1047	G-WOTS Seneca		1046	1344	
	G-BGWU Tomahawk	1146	1417	G-AYMW Jetranger		1146	1535	
	G-BEWR Cessna 172	1150	1648	G-FISH Cessna 310		1201	1247	
	G-BLDE Boeing 737	1336	1427	G-CSJH B.Ae.146		1349	?	
	G-BLKD Boeing 737-300	1359	1617	G-BEGV Aztec	n/s	1415		
	G-BFFE Cessna 152	1526	1555	G-JAJV Partenavia P.68C		1539	1628	
	N1541T King Air 200	n/s	1557	G-WOSP Jetranger		1558	1624	
	G-WCEI Rallye	n/s	1700	D-IAOS Cessna 404		1703	1849	
	G-OCAN Cessna 340	n/s	1722	G-CSJH B.Ae.146		1734	1818	
	F-GFUD Boeing 737-300	1747	1840	G-CSJH B.Ae.146	n/s	2106		

Overshoots:- 3. XS732/FYY40, XX492/FYY63, XW419/CFN82, XS711/FYY43; 4. XW404/LOP20, XW432/LOP24; 6. XS738/FYY45, G-SACU; 7. G-ARAY DAN6666; 9. XW366/LOP21, XW365/LOP337; 10. XV183/RRH768 Hercules, XX498/FYY79; 13. XS738/FYY56; 25. XS737/FYY39; 26. XW435/ CW656; 30. XW301/LOP64, XW410/LOP62.

FROM & TO

1. N2929W F/T Denham, OY-SUJ F Copenhagen T Biggin Hill; 2. N13NW F Keflavik n/s T Altenheim, OY-SUJ F Hamburg T Copenhagen; 3. SE-IDM F Esbjerg n/s T Stockholm; 4. N13253 F/T Leavesden; 5. F-GETJ F Kortrijk T Cardiff; 6. N185BA F Keflavik (Amb. Flight) n/s T Biggin Hill, HB-LPK F/T Zurich n/s; 8. F-GERS F Le Bourget T Benbecula; 9. N4306Z F Lakenheath T Upper Heyford; 10. N738GR F/T Thruyton; 11. N9168Q F Stansted T Jersey, HB-VGP F Glasgow T Geneva; 12. N9168Q F/T Jersey, HB-VGP/R F/T Geneva n/s; 13. HB-VEV F Frankfurt T Luton, N4006G F Elstree T Ronaldsway & return, N738GR F/T Thruyton; 14. F-GERS F Benbecula T Le Bourget; 15. D-HOJO F Stansted T Droitwich; 16. N4006G F Luton T Hurn, N961EL F/T Stapleford, N1565B F Reykjavik, N4006G F Hurn T Glasgow; 17. F-GETJ F Lille T Biggin Hill, N790D F/T Hatfield, N4006G F Glasgow n/s T Luton; 19. N125AP F Heathrow T Hatfield, PH-FWM F/T Rotterdam, N9146N F W. Waltham T Gatwick, D-IKUL F/T Arnsberg; 24. OO-EOD F Carlisle n/s T Biggin Hill, N101SK F EMA n/s T Luton; 26. N125AP F Hatfield T Le Bourget, N9168Q F Jersey T Conington, D-IBFL F Dusseldorf T Emden, N9168Q F/T Conington; 27. D-IBAF F/T Nurnberg; 29. N9168Q F Conington T Jersey; 30. N3036A F Bordeaux T Dublin.

LBA MOVEMENTS REVIEW - OCTOBER 1989

The foreign visitors continue to swell the years total, at the end of the month we had already passed the record for a whole year. On the 1st the US Embassy Flying Club's Cherokee N2929W visited along with Citation OY-SUJ. N13NW on the 2nd was a Cessna 441 Conquest and night stopping on the 3rd was the Cheyenne SE-IDM. Cessna 172M N13253 on the 4th has c/n 62613 whilst Beech E-90 F-GETJ on the 5th is c/n LW-296. On the 6th HB-LPK was a Cessna 340A and night stopping was the Lear Jet 35 N185BA. A slightly bigger French Beech was the 200 F-GERS on the 8th and the US Forces Aero Club sent in the Cherokee N4306Z on the 9th. Two UK based Americans were Cessna 172M N738GR on the 10th (and 12th) and the PA-46 Malibu N9168Q on the 11th (and 26th/29th). The 11th saw the start of a Swiss mini invasion when the Citation II HB-VGP came in as "PJS103" to be followed by Citation II HB-VGR as "PJS203" on the 12th and Falcon 20F HB-VEV as "PJS401" on the 13th. The 13th also saw another UK American visitor in the shape of Cessna 421C N4006G and the 14th found Beech 200 F-GERS back again. A rare sight on the 15th was a German heli-copter, this was the Jetranger D-HOJO which appears to be a new registration as I cannot find a c/n for it. Cessna 421C N4006G was back on the 16th along with yet another UK American, Beech Duke N961EL. The 17th found Cessna 421C N4006G and Beech E-90 F-GETJ visiting along with Citation II N790D which used the highly original callsign "Bizjet one". N9146N on the 19th fits neatly into the latest block of PA-28/PA-46 aircraft but it is in fact quite an old Cessna 401B, on the same day D-IKUL was a Cessna 421C, N125AP was (not too surprisingly) a BAe 125-731 and PH-FWM was a Mitsubishi MU21 using the callsign "BAZ843-826". On the 22nd we had the first of two interflug TU-134's to visit this month, this was DDR-SDC, it was followed on the 24th by Challenger N101SK and Beech F-33A Bonanza OO-EOD doing a night stop. Following the Swiss invasion we had a German one with Titan D-IBFL on the 26th, Beech 200 D-IBAF on the 27th and another Titan D-IAOS on the 31st. The second TU-134 was DDR-SDF on the 27th and to end the month we had the new Air Hanson Beech 200 N1541T c/n BB-1324 night stopping on the 31st. The military this month included Tri-Star ZE705 on the 2nd as "Ascot 3333", Scout XV129 "Army421" on the 6th and Scout XT623 "Army506" night stopping on the 10th. The Army has replaced the Beaver with the BN2T and on the 11th we had two visiting, ZG845 was "Army339" and ZG847 was "Army112". On the 14th Scout XW283 was "Army476" and on the 17th we had Gazelle XZ317 as "Army113" and Scout XP883 as "Army506". The 19th saw XV137 as "Army476" and Gazelle XZ317 as "Army113". HS125 ZE396 was "Ascot1530" on the 22nd and ZB672 was "Army504". VC-10 XR808 was "Ascot2563" late on the evening of the 27th and on the 30th Chinook ZA670 used the callsign "7QL40".

LBA MOVEMENTS REVIEW (Contd.)

Doing a flypast on the 7th was the Dan-Air 748 G-ARAY which was on its last flight before retiring, it used the callsign "Dan-Air6666". Noted crew training on the 9th was the Loganair BAe 146 G-OLCB. On the resident scene the Beechjet 400 N1565B c/n RJ-65 arrived for Ogdens on the 16th and it will be operated in US marks. Their Beech 200 G-OGDN went to Staverton for some checks and was then delivered Staverton/LBA/Reykjavik on the 24th en route to the USA. Delivery of Capitals second 146 G-OSUN has been put back until December 4th due to the aircraft being over the acceptance weight, this is a result of it being painted FIVE times in its life - once by BAe, twice by Air Wisconsin, once by Air Nova and once again by BAe for Capital. It will now be stripped and repainted. To fill the gap until its arrival Capital are to use a leased BAC 1-11 of Ryan Air on the Saturday holiday flights. Rallye G-WCEI has been operating out of the LBA most of the month and may have moved in here from Oxenhope. Cessna 421C G-FWRP and Beech 200 G-HFGP are now resident in the Capital/Northair hangar.

LEEDS BRADFORD AIRLINE NEWS - OCTOBER 1989INBOUND DIVERSIONS

03	BEX1601	NCL	BFX	G-WMCC	BA31	SOU	BEX-CC
16	CPG520	BHD	LTN	G-OSKI	BA46	LTN	CPG520

REGULAR FLIGHTS

ADR689	PUY	07/YU-AJZ	14/YU-ANG				
AEL560	PMI	23/G-BPKA	30/G-BPKA				
AGX190	SPU	01/YU-ANX	08/YU-ANX	15/YU-ANX			
AGX194	DBV	07/YU-ANP	14/YU-ANP	21/DivMAN	28/YU-ANZ		
AMC611	MLA	04/9H-ABF					
AMM812	PMI	02/G-000C	09/G-000G	16/G-000H			
BAL054A	IBZ	06/G-BAZH	13/G-BHWE	20/G-BECH	27/DivEMA		
BAL114A	AGP	03/G-BLKE	10/G-BNRT	17/G-BOLM	24/G-BOLM	31/G-BLKD	
BAL157A	ALC	04/G-BAZH	11/G-BGYL	18/G-BECH	25/G-BKHE		
BAL223A	ALC	07/G-BHWF	14/G-BHWF	21/G-BJCV	28/G-BGYJ		
BAL241A	GRO	04/G-BKHE	11/G-BKHF	18/G-BHWF	25/G-BGYK		
BAL2323	PMI	03/F-GFUD	10/F-GFUD	17/F-GFUD	24/F-GFUD	31/F-GFUD	
BAL2353	PMI	06/F-GFUD	13/F-GFUD	20/F-GFUD	27/DivEMA		
BAL2363	PMI	07/F-GFUD	14/F-GFUD	21/F-GFUD	28/F-GFUD		
DAN385	JER	01/G-BKMN	07/G-BKMN	14/G-BKHT	21/G-BKHT		
DAN387	JER	07/G-BKHT	28/G-SCHH				
DAN393	JER	01/G-AXYD	08/G-BCXR	15/G-BCWA	22/G-BCXR		
DAN2912	ALC	03/G-WGEL	10/G-BMDF	17/G-BMDF	24/G-WGEL	31/G-BLDE	
LAZ7958	VAR	07/LZ-BFU					
ODY410	STN	05/G-GAWB	12/C-FNBC	19/G-GAWB	26/C-GAWB		
ODY411	YYZ	05/C-GAWB	12/C-FNBC	19/G-GAWB	26/C-GAWB		
SPP352	TFS	04/EC-EHT	11/EC-EHT	18/DivMAN	25/EC-EJQ		
UKL2015	AGP	06/G-UKLE	13/G-UKLE	20/G-UKLB	27/DivEMA		
YRG2121	LJU	02/YU-AJJ	09/YU-AJJ				

First visits were made by Air Europe Boeing 737-400 G-BPKA AEL560 23rd, and Dan-Air Boeing 737-200 C-WGEL DAN2912 03rd.

OTHER FLIGHTS

01	G-BPDL	E110	TOT959/959P	Exeter-Stansted	Passenger charter
02	ZE705	L101	RRR3333	Gutersloh-Brize Norton	Trooping
15	EI-ANG	BA11	EIN364/365	f/t Dublin	Lieu FK50
17	EI-ANG	BA11	EIN364/365	f/t Dublin	Lieu FK50
22	DDR-SDC	TU34	IFL9070/9071	Edinburgh-Leipzig	First visit, pax chtr.
24	XS793	HS74	Kitty4/Unicorn	Benson-Kemble	HRH Prince of Wales

LBA AIRLINE NEWS (Contd.)

OTHER FLIGHTS

26	XS637	HS74	RRR050	Gutersloh-Northolt	VIP
27	DDR-SDF	TU34	IFL9070	Leipzig-Teesside	Passenger chtr.
27	XR808	VC10	RRR2563	Akrotiri-Brize Norton	Trooping
29	G-CSJH	BA46	UKA038/830	Southampton-Amsterdam	First visit
30	EI-BYU	SH36	EIF362/363	f/t Dublin	First visit
30	G-CHSR	BA46	UKA829/830	f/t Amsterdam	First visit
31	XV301	C130	RRR5595	Lynham-Gutersloh	Trooping

LOCAL MOVEMENTS

Acaster Malbis:- The Alfred McAlpine Be.200 G-BLYB arrived here on 12th with passengers for York Races, departing later back to its Wrexham base.

Aldbrough:- The farm strip here was visited on 1st by Rallye G-BKJF.

Bagby:- Star sighting here on 15th was a French Air Force Alpha Jet using the call-sign Tennant 16. The aircraft made a low flypast before heading south. Noted on Air Test on the 4th was Rallye G-BPJD, however it is not known if this is a new resident. Visitors - 1. G-BKJF Rallye f Sherburn; 4. G-ASWL F.172F f Birmingham; 8. G-AYLA Airtourer f Newcastle, G-BOSM DR.235B f Topcliffe; 9. G-SOOE H.369E f Manchester; 14.G-AVGI Pa.28 f Barton; 15. G-BIBT AA.5B f Kirkbride.

Blyton:- The North Lincs. former RAF station was visited on 6th by Pa.28 G-ATOM which arrived from Kidlington.

Brighton:- Movements - 8.G-AYLA Airtourer f/t Bagby; 13. G-WACV C.182N f/t Wycombe Air Park; 15.G-ASYL C.150E f/t Denby Dale, G-BCER Minicab,

Brough:- A new resident first noted this month is FA.150K G-AXUF. Visitors - 3. G-BDCS C.421B f Dunsfold t Warton; 5.G-ATSR Bonanza f/t Alcester; 12.G-BLKP Jet - stream f Farnboro'; 13.G-FLYV T.67M f/t Kirkbymoorside; 20.G-AZWW Aztec t Warton; 24.G-BWWW Jetstream f Dunsfold.

Carnaby:- A regular visitor here is R.22B G-BNRZ which was noted on 7th,18th and 24th at all times f/t Bedford. Here on 13th was Pa.32R G-BKMT f/t Leicester.

Church Fenton:- Visiting on 16th was Pa.28R G-BNNX f/t Shoreham whilst on 19th United Biscuits Be.300 G-UBSH was f/t Denham.

Coal Aston:- Noted this month were - 8.G-NEDD DR.400 f Sherburn; 9.G-SACF C.152 f Burnaston and the regular C.172P G-BPLX f Cambridge on the 18th.

Coningsby:- Visiting the home of the Battle of Britain Memorial Flight on 31st was newly registered Spitfire HF.IX G-HFIX. This aircraft is ex.G-BLAS having previously operated in Italy and Israel.

Crosland Moor:- Nominally based here is ex. Doncaster resident Hyperbipe G-BPDK, however the aircraft spends a lot of time at Barton. Visitors - 6.G-BGAJ F.182Q f Eastleigh n/s t Teesside; 15.G-ASHA F.172D t Doncaster; 31.G-NNAC Pa.18 to collect a banner.

Doncaster:- A visit here on the 23rd revealed an interesting new shape to grace the Yorkshire skies in the form of Hatz CB.1.N2257J c/n 6. The aircraft is obviously a new import but its base is unknown. Also recently arrived is Pitts Special G-BRJN which is a new resident. Other visitors present on this date were C.152 G-BPZX and F.172H G-AVCE. Other visitors included - 1.G-BMEX A.150K; 8.G-BKAO D.112 f Bagby, G-BJXA T.67B f/t Blackpool, G-ASHA F.172D t Burnaston; 9.G-EEGE R.22B f/t Harden, G-ARLH Auster 6A f/t Burnaston, G-BCIO Pa.39 t Prestwick; 10.G-AZSG Pa.28R, G-SOUL C.310R f Coventry; 11. G-BPDC Malibu t Newcastle, G-BPJA Baron f Fair Oaks; 13. G-BODY C.310R f Coventry; 15.G-BAHE Pa.28, G-AZFC Pa.28 t Biggin Hill, G-BHAF Pa.38 f/t Manchester; 24.G-BPDC Malibu f Wellesbourne; 25.G-BISI R.22B f Sywell; 27. G-BNRX R.22B f Sywell; 31.G-MOGY R.22B t Andrewsfield.

LOCAL MOVEMENTS (Contd.)

Felixkirk:- The fleet of Skyviews and General have started heading back here for their winter hibernation. Arrivals noted so far are F.150L's G-BABH (9th), G-BAEU (13th) and '152's G-BLLS (24th), G-BKAZ (9th) and G-BMHI (9th). Another visitor on 14th was Cozy G-OGJS arrived from Carlisle.

Finningley:- A couple of West German Air Force Dornier 28's noted here were 58+76 on 3rd and 58+15 on 6th. Grob 115 G-RAFA made an ILS and overshoot on 8th.

Gamston:- The more interesting visitors here this time included Cessna 414A N42CE on 18th. This aircraft was inbound direct from Stuttgart but due to a mix up customs were not available hence he had to divert to Humberside before returning later. More successful with customs was Citation G-JETC on 8th from Le Bourget. Overflying the GAM on 7/10 was Pa.34 00-EAM enroute Brussels to Blackpool (12.15 3000'). Others were - 1. G-BFOD F.182Q, G-BFDI Pa.28 f/t Tollerton; 2.G-BDBU F150M f Southend; 3.G-UNIC Squirrel t Blackbushe, G-WROX Pa.31 t EMA; 4.G-BGKV Pa.28 f Shipdham, G-0000 M.20K f Humberside, G-SHBB Jetranger t Biggin Hill; 5.G-BPZX C.150, G-UBSH Be.300 f Cambridge t EMA; 6.G-HYLT Pa.32R f Leavesden, G-BETI Pitts, G-CLRL A.109 t Burnley; 7.G-CJHI Jetranger t Colchester; 8.G-UEST Jetranger f Exton, G-BBRC FA.200 f Wellesbourne, G-FNLD F.172N; 9.G-JVMR P.68B f Booker t Leicester, N5824H Pa.38, G-BAEW F.172M f/t Sywell, G-BLSY Bell 222 t Baslow; 10. G-JVAJ Pa.31T t Stansted, G-HIHI Pa.32R t Cranfield; 11.G-WIZO Pa.34 f Humberside, G-BOZT Pa.28, G-AVOD Husky, G-SACF C.152 f/t Burnaston; 13.G-EMOA F.172F f Andrewsfield; 14.G-BODZ R.22B f Newark, G-BPNI R.22B f Topcliffe, G-BNIJ TB.10 f/t Goodwood, G-BLJD Junior, N5824H Pa.38, G-AYPV Pa.28 f Coventry; 15.G-DYNE C.414A t Tollerton, G-EPFL Davis DA.2; 16.G-0CHD Be.300, N91342 Pa.38 f Lakenheath; 18. G-AWBB Pa.28R t Bourn; 19.G-STVE Squirrel t Denham, G-BFSB C.152 f EMA, G-CDON Pa.28 f EMA; 20.G-LEON Pa.31 t Fair Oaks; 21.G-DDAY Pa.28 f Burnaston; 22.G-AYJU TP.206A t Haversley; 23.G-BGSM Rallye, G-BNSO T.67M t K/Moorside; 24.G-BKFZ Pa.28R f Emfingham, G-BCUF F.172H f Croxby Hall; 25.N70290 Pup f/t Lakenheath, G-GRID Twin Squirrel refuel; 26.G-BMPC Pa.28 f/t EMA; 28.G-BONW C.152 f/t Sturgate; 31.G-BGKY Pa.38 f Manchester, G-BYEE M.20K f Cranfield, G-BPJF Pa.38.

Humberside:- A new resident here is Pa.28 G-VOID which arrived from Staverton on 9/10 with Pa.38 G-BNIG acting as crew ferry. On 11/10 Pa.34 G-WIZO was noted on air test. An interesting visitor on 3/10 was Pa.39 G-FGMM, this machine is a new import and sports a highly modified tail and nose which probably means it will retain its Canadian reg. Also worthy of note on 9/10 was OY-JRK which is a newly registered Skyvan. The aircraft arrived from Denmark and after a refuel continued to Dublin. Pick of the others were - 2. G-BGHU T.6G Texan; 3.G-BFVI HS.125 f Scampton; 4.G-0000 M.20K; 5.F-GECV Be.200; 7.G-BOII C.172N t Cranfield; 8.G-BPYR Pa.31 f/t Conington; 11.F-GGFE Be.200, G-BKAN C.340A f/t Manchester, G-OMEG Pa.31 t Newcastle; 12.G-OXTC Aztec, G-AXVX F.172H f Staverton; 13.OY-BPR Be.200 t Esbjerg; 15. G-AXMP Pa.28 f H/Green; 17.G-BCCE Aztec t Oxford; 18.OO-TST RC.114 f Barton, N83AV TB.20 f Luton, N42CE C.414A f Stuttgart, G-OAFB Be.200 f Malaga (Gam Div), G-BJRZ P.68B f Blackpool; 20.G-AWEZ Pa.28R t Earls Colne; 21.G-OMCL C.550; 24.G-BNRZ R22B t Bedford, G-BOXK T.67M; 25.G-AZOC Pa.28R f/t Gransden, G-BOJK Pa.34; 26.D-1KOB Be.200, G-CSTI F.150M f Wellesbourne t Caenarvon; 27.N1565B Be.400, G-WROX Pa.31; 28, G-DJBE C.550; 30.G-BPTZ R.22B f Oxford.

Kirkbymoorside:- T.67 activity noted this month were both on 13th when G-BLVI arrived from Cranfield with the pilot returning home in G-BNSO. A visitor on 10th was Jetranger G-BAML.

Melbourne:- An arrival here on 4th was Beech A.36 G-BONZ from Blackbushe.

Netherthorpe:- Another new shape in the skies in this area was Cri-Cri G-BPUO which was noted on Air Test from here on 15th. Visitors - 1.G-BFDI Pa.28 f/t Tollerton, G-APVS C.170 f Blackpool; 2.G-CRAY R.22B; 8.G-ATDO Junior f Sproatley, G-BPJF Pa.38, 12.G-ARKK Pa.22 f Felthorpe; 14.G-BJXZ C.172N f Burnaston, G-BNVE Pa.28; 15.G-MAVI/G-ODJP R.22s, G-ARHU Pa.22, G-BKDC Sonera, G-ATMY C.150F all from Doncaster; 24. G-OOLE C.172N, G-BEDP DR.400 n/s t Skegness; 26.G-BGMJ Minicab; 29.G-ATUI Junior f Sibson; 31.G-BHRH FA.150K f Hucknall.

LOCAL MOVEMENTS (Contd.)

Oxenhope:- Confirmed as a new resident here is Pa.18 G-BIZV.

Pocklington:- Only visitor noted this time is G.152 G-BNXC from Coventry on 4th.

Rufforth:- Movements - 3.G-AWTA E.310N t W/Waltham; 8.G-TAGS Pa.28 f/t Blackpool; 11.G-OSLO Sch.269E f Manchester, G-WILL Pa.32R f/t Calcutt, M177CE G.177 f/t Newmarket and 12th; 12.G-BODY C.310R f Coventry; 15.N6829R C.340A n/s t Exeter 18th, G-AZFC Pa.28 t Biggin Hill; 16.G-BDUN Pa.34 f Oxford; 23.G-WOLD Falke; 24.G-BOXK T.67M, G-OMED AA.5B n/s t Finmere.

Sandtoft:- Acrostar G-PAMS was noted early in the month and may now live here.

Newly registered C.310 G-RODD was a visitor towards the end of the month on 26th & 28th. Others - 1.G-BOHM Pa.28 t Blackpool; 6.G-RADE C.210L f Marshland; 8.WZ876 Chipmunk, G-BFDL Cub; 9.G-BONW C.152 f/t Sturgate; 10.G-DJJA Pa.28 f/t Southampton; 12.G-BAPL Aztec f EMA; 14.G-OIMC C.152 f EMA; 18.G-MAGS C.340 f Plymouth, also 19th; 23.G-BGVZ Pa.28 t Blackpool; 25.G-AVWT Pa.28R f Staverton; 26.G-BOZI Pa.28; 27.G-BKRD C.320E f Elstree.

Sherburn:- A new resident arrival is R.22B G-HIEL which was delivered from Luton on 23rd. Noted operating numerous times during the month was Cub G-BFDL so this may also have taken up residence. The Aero Club played host to a party from Goodwood on 14th who arrived in Pa.28's G-HOCK/G-ODDW, Pa.38 G-BGRL, and F.177RG G-AZFP. After an overnight stay they all returned home. Other visitors - 1.G-RUIA F.172M f Humber-side, G-BGMJ Minica; 2.G-AMTD Auster J/5F f Fadmoor; 3. G-BCHK F.172H f Goodwood, G-AXUF FA.150K; 7.G-BNJT Pa.28 n/s t Booker; 8.G-AOYJ J/5G, G-BAFU Pa.28 f/t Cranwell; 14.G-BPGB C.150J f Skegness n/s; 15.G-BBDC Pa.28, G-HULL F.150M f Skegness; 16. G-MALA Pa.28; 17.G-MOY R.22B f Oxford; 24.G-BBYH C.182P f Skegness, G-OOLE C.172N; 26.G-BIZV Pa.18 circuits; 26.G-MEBC C.310I; 31.G-ETON Maule M.5, G-AXUF FA.150K.

Sproatley:- A couple of visitors noted this month with Pa.32 G-ATTV on the 13th & 14th and G.182P G-BBYH arriving from Poplar Farm, Skegness on 16th.

Sutton Bank:- DR.400 G-SELL was noted on 23rd on departure for Coventry.

Waddington:- Making a refuelling stop here on 25th was West German Army CH-53G, 84+24. Civil visitors included - 4.G-ECAV Be.200; 11.G-BPWJ Be.200, ILS & overshoot; 13.G-AZDG Pup f Coventry n/s t Tollerton; 16.G-BPNM C.340A.

Wickenby:- The more interesting of the movements here were - 4.G-BOMZ Pa.38 t W/Waltham; 12.G-BMLK Grob 109; 13.G-ASYZ Airtourer f/t Boscombe Down; 14.G-AVRK Pa.28 f Husbands Bosworth; 22.G-ROY R.22B, refuel.

Wold Newton:- Another new strip has sprung up here, situated about ten miles West of Bridlington. As yet there are no residents but visiting this month were - 16. G-AWXU F.150M f/t Brough; 29.G-BFTC Pa.28R f/t Sherburn.

Wombledon:- A visitor here on 4th was Aztec G-BAED f/t Blackpool after a night stop.

Yearby:- A new resident here is Turbulent G-ASTA. Movements - 10.G-BPCY Pa.34 f/t Newmarket, G-EDRY T.303 f/t Aylesbury; 31. G-WILL Pa.32R f Calcutt, G-BDUN Pa.34 f Newmarket, G-AXFG C.337D.

Bagby/Felixkirk Postscript

The following Skyviews and General Cessnas have now been put out to grass for the winter:-

G-BABH/BAEU/BFRO/BGLG/BILP/BILR/BILS/BKAZ/BMHI/BOGC.

Helicopter Activity (October)

On 22/10 Sea King ZD477 c/s Navy VL was used to ferry "injured" civilians, during an exercise, from Pocklington to the Hospital ship Sir Tristram which was anchored in the mouth of the Humber. Numerous trips were made during the day.

An interesting visitor to Woodhall in Lincolnshire on 25/10 was Air & Space 18A N6106S.

HELICOPTER ACTIVITY (Contd.)

AMPLEFORTH	7/10 G-UEST Jetranger from Gamston, also 8/10.
BARNSELY	19/10 G-BBIV Hughes 369C from Brough.
BILSDALE	4/10 G-SHBB Jetranger f/t Biggin Hill.
BRADFORD	19/10 G-CLRL A.109A f Stretton t Northallerton.
	19/10 G-NEXT Twin Squirrel t London.
	24/10 G-CLRL A.109 Stapleford - Stretton.
BRIGHOUSE	3/10 G-IADT A.109A g/s AUG 03, also 4/10 f Belle Vue.
DONCASTER	11/10 G-BLDR Dauphin(ex.G-TRAF),f Sellafield t Denham.
ECCUP	12/10 G-RIFF Gazelle Harewood - LBA.
GARFORTH	24/10 G-GASC Hughes 369HS.
GOMERSAL	8/10 G-BOSY R.22B f/t Sherburn.
HARROGATE	12/10 G-PLAX Twin Squirrel f Gamston t Scarborough.
HARTLEPOOL	16/10 G-IHSB R.22B t Ipswich.
HUDDERSFIELD	1/10 G-EEGE Robinson R.22 f Oxenhope.
HULL	20/10 G-BLDR Dauphin t Cosby.
	20/10 G-OFAB Jetranger t Barton.
	24/10 G-VJCB A.109A t East Midlands.
ILKLEY	3/10 G-NEXT Twin Squirrel f Enderby (Also 16th).
KIRKBYMOORSIDE	2/10 G-SHBB Jetranger t LBA.
KNOTTINGLEY	23/10 G-GRID Twin Squirrel n/s t Humberside.
LEEDS	23/10 G-HWBK A.109A t Glasgow.
LOUTH	23/10 G-BOPS Twin Squirrel t Biggin Hill.
MALTON	26/10 G-FENI R.22B f/t Pocklington.
MANSFIELD	12/10 G-BODZ R.22B t Newark.
RAWCLIFFE	17/10 G-WOSP Jetranger f/t LBA.
REDCAR	31/10 G-PLAX Twin Squirrel f Netherthorpe.
RIPON	31/10 G-BHTR Jetranger
ROTHERHAM	5/10 G-HWBK A.109 t LBA.
	24/10 G-ZFDB Squirrel, local flying.
SELBY	4/10 G-BPYX R.22B f/t Hemswell, also 9/10, 26/10.
THIRSK	14/10 G-RPNI R.22B f/t Gamston.
THORNE (Syke House)	12/10 G-BAML Jetranger f Walton Wood.
WEETON	15/10 D-HOJO Jetranger f/t LBA, Demonstration.
YORK	6/10 G-EJCB A.109A f East Midlands.
	6/10 VJCB A.109A f East Midlands.
	8/10 G-OJCB Jetranger f Huddersfield.
	8/10 G-IDWR Hughes 369HS f Ripponden.
	11/10 G-KMAC Jetranger f High Meltham t Walton Wood.

On 11/10 Thunder AT-8 G-BOUO was noted leaving Nottingham at 0900 and after a leisurely flight northwards finally put down at 1400 just north of York.

AIRWAYS - OCTOBER 1989

Seen/heard in October....

1. N375CL	F20	DCS	0940	350	MCT	to Luton
N808V	HS125	POL	1015	310	MAR	
4. I-MTDE	F900	POL	2200	350	60/10	
7. XA-FVK	Sabre	POL	1425	390	60/10	
I-TIAL	F20	POL	1435	350	60/10	
N35NP	LJ35	DCS	1530	410	MCT	to LHR
HB-VJF	Sabre	DCS	1550	410	MID	
8. N789FF	G2	POL	1115	390	TLA	
N15AW	C500	DCS	1600	330	MCT	to STN
F-GGAL	C650	DCS	1645	370	MID	
EI-LJG	CL601	OTR	2050	350	WAL	
9. N131WT	F50	POL	0725	450	OTR	
VH-IXL	BAe125	POL	1945	390	57/10	to KEF

AIRWAYS (Contd.)

10.F-GDRN	F10	POL	0920	350	MAR		
	C-GIOH	CL600	DGS	1645	370	MCT	
	N810GS	HS125	DGS	1705	370	MCT	
	N226FC	Merlin 3	POL	1905	260	GOW	
11.EC-EAS	G650	MCT	1350	410	GOSTA		
12.N9180X	?	OTR	0930	210	DOG		
	OY-CGO	G500	POL	1435	310	MAR	to ADN
13.N77D	Jetstar	POL	1230	280	DCS		
14.N685K	G650	POL	0825	390	60/10	to KEF	
	N351WC	Jetstar	POL	0835	260	MAR	
	I-JESA	G551	DCS	1045	370	HON	
	N999PM	F900	DCS	1150	410	MCT	
	C-FROC	G2	TNT	1220	390	61/10	
	N10YJ	F10	DCS	1315	370	MID	
15.N730TK	G2B	POL	1620	390	TAL		
16.N400KC	HS125	DCS	1920	390	MCT		
	N440GA	G4	DCS	2100	450	MCT	
18.F-GELE	F10	DCS	1830		MID		
	N944AD	F900	OTR	1905	390	WAL	
20.N57BC	G550	OTR	1725	280	IOM		
	N404R	F20	OTR	1955	350	WAL	
21.N280BC	F50	POL	1030	390	MAR		
22.VH-MIQ	F20	DCS	0955	410	HON		
	VR-BKN	HS125	POL	1415	310	MAR	
23.N64MQ	Sabre 65	POL	0958	310	TAL		
	N888VT	B727	POL	2040	350	MAR	
25.AFL9124	An124	WAL	0705	290	OTR		
	F-BINR	F50	DCS	1915	410	MID	
26.N101SK	CL600	MCT	1535	250	WCO	LBA to LTN	
27.N344FW	G441	POL	1415	240	GOW		
	N501TW	?	POL	1615	350	MAR	
	N10YJ	F10	POL	1655	330	MAR	
28.N662WG	LJ35	POL	1755	390	MAR		
29.C-FLTL	G650	POL	0955	390	MAR		
	N471SP	CL600	DCS	1645	290	MCT	
	N62WL	HS125	DCS	1840	330	MCT	

NEWS

The An124 on the 25th was noted in the early light along UBI, and this was the first Soviet aircraft seen by me to have white strobes. There are two bright strobes flashing on either end of the aircraft making it the first aircraft ever noted from that country not to have a single, centrally located red strobe.

Manchester News

Cathay Pacific started their twice weekly service to Hong Kong via Frankfurt on Tuesday 31st October, with B747-400 VR-H00. This aircraft has operated several of the Friday services since, the Tuesday flights being operated by B747-200 aircraft for the time being and B747-300 aircraft from Christmas, pending delivery of more -400. CPX289 arrives 0755 and CPX288 departs 1010.

On 8.11 Aviogenex B737 YU-ANZ was rolled out of the splendid new FFV Aerotech (formerly Qualitair) hangars as HR-SHH for Sahsa lease, still in the old Air Europe type scheme.

Wakefield news

West Yorkshire Police are to take delivery of their own MBB105 helicopter in early December. This machine is being bought by them making them one of the very few Police Forces to own their machine as most are leased. Two civilian pilots have been employed and five Sergeants have undergone training at RAF Finningley as Navigators/Flight Assistants.

AIRWAYS (Contd.)

The machine is currently in West Germany being fitted out with the required radio equipment, VASCAR radar for speed checks, giro stabilised binoculars, 'Sky Shout' loud hailer, and high powered spot/searchlights. The machine and its support unit will operate from the Carr Gate, Wakefield M1 junction 41 police dog and horse training base, where a small hangar is being built for it. The support unit consists of a small tanker and a communications unit for sustaining operations away from base.

Tie-ups are available on Westbound Atlantic flights and for European I.T. operations into U.K. airports. Send lists in order, with a stamped, self addressed envelope to:- S.Rigg, 16 Castle Road, Sandal, Wakefield, WF2 7LY.
Thanks as usual to David Elam.

TO IBIZA & BACK (WITH A FEW FACTS & FIGURES)

We would have preferred to have flown from LBA but with Airtours opting out this year, it had to be Manchester. So it was on a Sunday morning in August the wife, son and I set forth at 4am over a deserted M62 for Manchester Airport. Having safely arrived and finally found D.A.2034 check in desk, No.71 we joined the many thousands, all queueing for their boarding cards and getting rid of suit cases etc. We were finally ushered through passport control but with one and a half hours delay, we had time to see what was going on 'outside'.

Apart from the usual array BA 1-11s and 737s, a relatively quiet early Sunday morning gave Novair 737 G-BOPJ, American Airlines 767 N352AA, Balkan Tu-154s, LZ-BTA and BTP, Worldways Tristar G-GIES, D.A.727s G-BMLP and BHVT, Swissair A310 HB-IPB, Air 2000 757 G-000B, Cyprus Air A310 5B-DAX, Wardair 747 C-FDJG, KLM Fokker 100 PH-KIG, Caledonian 757 G-BMRJ, Loganair 146 G-OLCA, At 9.40 we boarded D.A.727-200 G-BMLP, the weather was 230 at 03 Knots Temp. 19 C QNH 1027.

At last at 10.17am we were airborne with a rotate speed of 156 Knots, and a climb out speed of 316 Knots, we soon reached our cruising height of 33,000 and speed of 545mph with an outside air of - 49C.

Bristol Channel was crossed at 10.40, then it was over Exeter, Jersey, Nantes, Cognac, Toulouse, Barcelona, Palma and then Ibiza. Their weather was 200 at 7 Knots 10+Km and 3 Octars at 2'400' and a Temp. of 31C.

We finally landed at 13.33 local after a good flight. Noted on the ground were Aviaco DC9 EC-CGO, Oasis MD83 EC-EOM, Iberia 727's EC-CBE and CBM, Britannia 737 G-BECC, Air Inter A320 F-GGED, Viva 737's EC-EII and EHX.

The holiday was very restful, very very hot, great restaurants, and all in all, a beautiful Island. The holiday passed all too quickly, and once again we were back in the departure lounge waiting for D.A.2035 to be called.

Noted on the apron were LITU Tristar D-AERE, Iberia 727 EC-CFC, Air Inter A300 F-GBEB, Viva 737 EC-ELY, Britannia 737's G-BKHF and BJCX, D.A.737 G-BNNL, D.A.727 G-NROA, Aviaco DC9's EC-CTU and CGR, Air Holland 757 PH-AHI and Gondor 727's D-ABMI and ABEI.

We were finally airborne at 3.12pm on D.A.727-200 G-NROA and arrived back in Manchester after a bumpy flight and through cloud (as usual?) with a perfect landing by our lady First Officer.

After a great holiday, roll on next year and maybe Ibiza again.

Peter Constable.

SUMMER HOLIDAY

The arrival of the summer holidays saw the quite frequent sight in the household of packing the camping trailer ready to head for France. Last year saw us heading down the eastern side of France with the bonus of two excellent spotting sessions at Geneva. This year we decided to head off down the centre, with Paris, in this the bi-centennial year, as the starting point. In addition to the usual sight-seeing in Paris, we managed to have two sessions spotting at Orly, having heard that de Gaul was fairly hopeless for this activity. Our plans saw us at Orly for a couple of hours on a Tuesday evening, followed by a full day on the Wednesday, plus a quick call in on a Sunday lunchtime on our way north homebound.

Orly is easy to get to by car, especially using the *periphérique* and the A6 motorway (free to well south of the airport). If you try, as we did, to get to it other ways, it is advisable to plot your route before trying to negotiate Paris suburban traffic. Fortunately the car park outside Orly Sud (the southern international terminal) was undergoing repairs and a sign directed traffic, if they so wished, to a free car park by the freight terminal. This car park happened to be alongside the threshold to Runway 25, near the Air Inter maintenance hangars, giving excellent views of all landing traffic. The parallel runway (26) is being excavated at the moment, so all traffic was landing on 25. The five minute walk to the terminal passed the freight stands, so the diversion turned out to be a bonus.

The terminal itself is easy to adjust to, with four levels, each with big windows facing onto the aprons. Well decorated, comfortable, and spacious, it is easy to move about in. The airport authorities also provide an impressive printout of all movements for the week, including freight movements. The fourth level gives access to the spectator balcony, which is entirely enclosed with glass. All traffic using Orly Sud can be easily viewed, and if you station yourself at the western end of the balcony, all movements into and out of Orly Ouest (domestic) can be seen with binoculars. All freight and maintenance traffic has to pass in front of the balcony when using R25. The only drawback for photography is that all shots have to be taken through glass, and, for the majority of the day, into the sun.

Reflection therefore tends to spoil the resulting prints. The access to information is in the ground floor, and access to toilets on all floors! There is a relatively cheap coffee shop on the second floor with windows looking directly onto the parked aircraft. Don't believe what published airport guides say about the prices in the basement supermarket. Yes, they are cheap compared to the other shops in the terminal, but very expensive still compared to supermarkets outside the airport. Prepare beforehand and take sandwiches, beer, soft drinks with you onto the balcony. You don't even have to go through the embarrassment of a security check - yes it is embarrassing having your days' supply of sandwiches scrutinized. Orly is the 'Gatwick' of Paris. National carriers from the French ex-colonies the Americas and Africa plus lots of Charter movements. If you want to fill up your AirInterlog quickly, then a couple of visits should do the trick - the most interesting aspect of this fleet being the *Mercures* and *Caravelles* still in sterling service. Air France traffic is quite good, especially B747 freight movements, several with non-French registrations. The 'stars' of course are the ex-colonial national carriers, with Air Maurituais, Air Madagascar and Cameroon B.747s, Naganagani B707s (who?) (answer - from Butino Faso ie ex.Upper Volta), plus Cathay, Egyptair, Syrianair, Kuwait, El Al, Air France, SAA, Philipines, PIA, Aerolineas Argentinas and Continental B747s are very regular, as are B767ER aircraft of American Airlines (3 in at a time) and Delta Tristars.

The charter traffic is interesting for a time, and these include Euralair, Air Liberte, Minerve, Corse Air and EAS. Minerve at the moment has a very interesting fleet, including DC8s, DC10s and a B747 - every one seemingly to be in a different colour scheme. One of the most interesting features of one Air France aircraft which graced Orly during our visits was the amount of leasing going on, including a Tristar from Air Transat (sister ship to the one flying for Odyssey into LBA at the moment), M.E.A's only registered B747 (and that with an 'N' registration)! and several American Transair L1011's.

SUMMER HOLIDAY (Contd.)

Another interesting feature was two Eastern Tristars in Eastern c/s with Air Algerie titles, on the Algeria run.

The cargo area tended to be fairly quiet, but a turnup just as we were leaving on our final visit was an Evergreen International B747 which eventually parked about 50 yards away from the car. The freight area tended to be used for internal traffic mainly, with aircraft from Intercargo Services (including a Hercules), Air France Post Office Transalls, Air Charter Express and T.A.T. On one visit there was a Kuwait Air Force Hercules in, and on another P.I.A. and Iraqi cargo planes. The biz-jet traffic was virtually non-existent, except for Mauritania's only registered biz-jet, which was quite a bonus.

Quite a place to go, but after three or four visits I would think a scrutiny of the timetable would be in order to enable you to see additional aircraft rather than seeing the entire Air Inter, E.A.S., and Minerve fleet again. During our total of about eight hours there we logged 230 aircraft, and free car parking at an International airport!

Later on in the holiday we were able to visit Lyon Satolas, reputedly the best airport to visit in France, outside Paris. If our experience is anything to go by, don't bother! Its plus point is that the airport authority issues an excellent free movements brochure, including freight movements. A superb terminal, unfortunately not much to see there. The freight area is very accessible by car. Although we don't go on holiday specifically to watch aircraft, I don't think we did badly at all this year. Our French Commercial register is certainly filling up nicely.

Selection of Aircraft Seen at Orly

TJ-CAB (Cameroon) B.747, XT-BBF (Naganagani) B.707, KAF 325 Hercules (Kuwait A/F), C-FTNA L.1011 (Air Transat), C-GQBS F28 (TAT), YV-134C DC10 (Viasa), 3B-NAJ B.747SP (Air Mauritius), 5T-UPR Gulf 2 (Mauritanian Govt.), 5R-MFT B.747 (Air Madagascar), N372EA, N334EA L1011's (Air Algerie), EC-ELM DC8-62F (Cargosur), S7-2HM B.707 (Air Seychelles), EI-BRP CL-44 (Aer Turas), LV-MLR B.747 (Aerolineas Argentinas), AP-AXA B.707C (P.I.A. Cargo), YI-AGG B.707C (Iraqi Airways), N14AZ B.707C (Grecoair), SU-GAL B.747 (Egyptair), N473EV B.747F (Evergreen), OD-AHC/AGV/AFD B.707s MEA (looked as if stored), 5B-DAU A320 (Cyprus), EI-BTT/BTF B.737-300 (Corse Air), N204AE B.747 Air France (reg. to MEA).

A. Heeley

SOUTHAMPTON HALL of AVIATION - 14/10/89

Situated across from "Ocean Village" close to the harbour, this Museum is also dedicated as the R.J. Mitchell Memorial Museum. The most prominent exhibit is VH-BRC (N158C) Short Sandringham which is open for viewing of the passenger cabins (upper and lower) and also when accompanied by a member of staff, the Flight Deck. Other exhibits are PK683 Spitfire, K5054 Spitfire replica, N248 Supermarine S6A, XN246 Slingsby Cadet, WZ753 Slingsby Grasshopper, XK740 Folland Gnat, BB807 Tiger Moth, XD596 Vampire, WM571 Sea Venom, XL770 Skeeter AOP12, XJ476 Sea Vixen cockpit, a PAC manpowered aircraft, An Airwave Hang Glider, G-ALZE BN.1F, and the nose section of a Supermarine Seagull.

A comprehensive display of information relating to the development of aviation on the Solent, the Aerocar and Airspeed Companies and the design and development of the Spitfire make this an interesting Museum to visit.

A. Lee.

CANADIAN TRIP

1989 was a year for visiting family and friends in Toronto, so it was great to join Odysseys 757 C-FNBC on May 25th for our trip. The flight was superb with excellent food, service and a very informed Captain. After passing over Belfast, our Northerly track took us over Greenland with superb views of breaking - up pack ice and snow covered mountain ranges and so to Toronto after a 7hr 39min. flight. Our daughter lives near Pearson International and a constant procession of incoming aircraft, with gear being lowered, can clearly be seen from her balcony - but frustration - just a fraction too far away to pick up registrations. Just two exceptions - 747s F-BPVL and PH-BUO. A car was at our disposal so to accustom ourselves to the city traffic a run out to Buttonville was successfully made. This is a 'Spam Can' Airport but a couple of Mu2's a Sikorsky S61N and an R.C.A.F. CH113 Vertol 107 11316 provided some interest whilst my wife sunbathed. Having gained driving confidence, we set off next day for Peterborough, some 70 miles away, and managed to arrive at Oshawa at lunchtime. So it was only natural to call at the airport before finding food. Skycraft Air Transport are based here and of three Bandeirantes parked, one was in ex Genair colours (ex.G-RVIP). Nothing else of any note except Citation C-GMAT. So on to Peterborough which proved to be a small airport with some thirty aircraft parked up. However two Beech 99s and 2 PZL Wilgas were worth seeing but pride of place must go to Piaggio P136LI Seaplane of Canswim Canada. Citation S550 N389L rounded off the visit. On the return trip, we stumbled on Markham field (not shown on any map). Whilst parked up, I was first challenged and then invited to wander at will. What a mixed bag, with Aeroncas Enco's, Champion and a Zenair. There was a Pietenpol Air Camper, Maule, Tri-Zenith, Coot A and a 'Breezy' plus an unmarked Autogyro. If you can go to Toronto, this field is worth a visit.

Island Airport is not very exciting but five Saunders ST 27s lined up together but in various stages of cannibalisation were not to be missed. The 'Skywalker' DHC6 is still hangared there. Next came the trip I was looking forward to - London Air Show. Somewhat disappointing as there were only 11 flying items and two of these were Pitts Specials. The Snowbirds display was O.K. but not a patch on the Red Arrows. Static display was mostly American with 13 F4s, 5 F11s (of various Marques) plus F15s & F16s. Rarities to me were T37 Talons, T38 Tweetie Birds, A4 Skyhawks and a T2C Buckeye. Visitors were Tornado ZD892/AF, 956 Norwegian C130, and 303 Dutch Orion. Canada produced 3 CF5s, a C130, CC144 Challenger, CF188A Hornet, CH136 Kiowa and a CF140 Aurora. Add a C5, C130, C141, B52, S3 Viking and it was a very enjoyable day. Two visits to Pearson International Terminal 2 roof produced the usual Air Canada, C.A.I, Wardair, United, American, North West, and U.S. Air types. The new Balkan Tu134 LZ-BTY was a pleasant surprise, and it was good to see the new Jetstreams of Air Toronto and the Fokker 50 and ATR42 of Canadian Airlines. The amended Air Canada scheme is appearing on many aircraft and the leased DC9 with normal cheatlines and titles but otherwise have metal fuselage kept turning up. I didn't get across to the Cargo/Exec area so was again frustrated by being able to see at a distance business Jets aplenty and a Viscount without any possibility of logging them. Boeing 727s pre-dominate with 737s a close second with only a handful of 747s, DC10s and L1011s. So a Beech 1900 of Mall Airways, Air Ontarios remaining Convairs and a Fairchild F27F of Mobil Oil were goodies.

My final airfield visit was Kingston, again not a very busy place but permission was gained to visit some hangars where numerous helicopters under repair were seen. Amongst them was Bell 222 N3899G in Pan Am colours whilst next door Harvard VF582/C-FLWK was in excellent condition. Another Harvard AJ639 was mounted on a pole at the gate.

Wherever you go in rural Ontario preserved aircraft can be seen either on a factory roof (B26) on a pole Canucks, Sabres, even a Lancaster, and I have to thank my wife and friends for their tolerance and unscheduled stops to let me have a look. And so it was time to come home and I was very happy to find that Odysseys other 757 C-GAWB was rostered for the trip. Take off on the dot; another excellent flight and arrival a few minutes early rounded off a very enjoyable holiday. Roll on 1991.

I.D.Morton.