

AIR YORKSHIRE



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(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1990

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TREASURER/REGISTRAR:- C. Hunter, Residence 2, High Royds Hospital, Menston
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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 15.00 hrs.

DECEMBER 2nd : Grand Christmas Meeting.
JANUARY 6th : Colin Addison with a particularly interesting picture show of "Worldwide Jet Airlines".
FEBRUARY 3rd : A video taken on the Flight Deck of a Capital 146, introduced by a 146 Captain.
MARCH 3rd : AGM & Video.

CHAIRMAN'S CHAT

Over 70 members attended last month's meeting and enjoyed an excellent talk and Impromptu Striptease by Wing Commander Martin from R.A.F. Leeming. Once the Gulf crisis is resolved we have to arrange a visit to Leeming. We have made enquiries about a flight from Leeds/Bradford, similar to the flights we had with Capital last year. The proposal is a British Midland DC-9 for a one hour flight on a Saturday afternoon in approx. late February/early March. The trip would also be open to non members, in order to fill the 110 seats. Approx. cost would be between £25-£30. This is extremely good value for a flight on a Jet Airliner, and the route, dependant upon the weather, would be LBA/Wallasey/IOM/Deans Cross/Lake District and back to LBA. In order to go ahead with this trip, we need to know how many members would be interested. Please let me have your name and the number of seats required. Please note this is not a firm booking. As you will see, the layout of this month's Newsletter has changed. We are evaluating this new format as our old stencil copier is like yours truly, getting a bit long in the tooth and in need of attention. This new method is more costly to produce so it will have to be monitored very closely if we are to avoid the fate of B.I.A.S. If any members have any suggestions or criticisms, please let us know. Finally, on behalf of the Committee and myself we would like to wish you and your families a Merry Christmas and a Happy New Year.

A NOTE FROM THE EDITOR:- Contributions to the bulletin are diminishing, and we need more articles, local aviation news and a more comprehensive list of A.T.D's of aircraft from LBA to complete our movements. Can you help?

CREDITS

T.W. Sykes E.W. Griffiths R. Fozzard L. Wood R. Ward A.M. Stoneley.

LEEDS/BRADFORD MOVEMENTS OCTOBER 1990

2

	ATA	ATD		ATA	ATD
1. G-EMLC Short 360	0804		N161WT Falcon 20F	0937	
F-GIMP Rockwell 690B	0939		G-NUIG King Air C90	0943	
G-HIEL Robinson R-22	1027		G-BOUE Cessna 172N	1054	
G-BECH Boeing 737	1224		G-AZZV Cessna F172L	1235	
G-EYES Cessna 402	1327		YU-AHV DC9	1354	
G-BFLV Cessna F172N	1417		G-BJGV Boeing 737	1327	
G-BDHL Aztec	1454		G-BPTR Robinson R-22	1506	
G-BPRT Emeraude	1519		SE-DEG Citation I	n/s	1538 1546(3)
G-BWMP Rockwell 695A	1620		G-HIEL Robinson R-22	1638	
G-BBZV Arrow	n/s	1657	G-SACU Cadet	1719	
G-BPTR Robinson R-22	1724		G-EMLC Short 360	1751	1820
F-GIMP Rockwell 690B	1805	1844			
2. G-EMLC Short 360	0804		G-FNEC Boeing 757	0808	
G-JLRW Duchess	n/s	0900 0749(3)	G-BDAL Rockwell 500S	1012	
G-NUIG King Air C90	1146		G-NEEP Jetranger	1206	
G-BPTR Robinson R-22	1317		G-AXKD Aztec	1343	
G-BECH Boeing 737	1352		ZF537 Lynx	1413	
G-BGYJ Boeing 737	1525		G-STAT Cessna 206	1548	
G-EMLC Short 360	1754	1826	G-BMTX Cheyenne 3	1808	2012
3. G-EMLC Short 360	0812	0838	G-BWMP Rockwell 695A	0901	0959
F-EXPY King Air C90	0912	1758	G-JVAJ Cheyenne I	0953	
G-BMBB Cessna F150L	1250	1334	G-7-139 Firefly	1352	
G-BFFE Cessna 152	1458	1600	G-BPTR Robinson R-22	1532	
G-HIEL Robinson R-22	1700		G-CSNA Cessna 421C	1715	
G-EMLC Short 360	1750	1822	G-CSNA Cessna 421C	1838	
G-HIEL Robinson R-22	1900				
4. G-ARKJ Bonanza	0818		G-BLGB Short 360	0824	
G-BGPK Cessna F172M	0853		9H-ABG Boeing 737	0909	
G-AZTS Cessna F172L	0942		G-SVJM Twin Squirrel	1236	
PH-AHK Boeing 757	1315		G-HIEL Robinson R-22	1424	
ZE700 Bae 146	1436		G-WERY Trinidad	1728	
G-EMLC Short 360	1750	1822	5B-DAR Airbus A310	1904	1959
G-ARKJ Bonanza	1920	2015			
5. G-FOOD King Air 200	0714		G-BLGB Short 360	0754	
G-EKMB Mooney	0839		G-ROWN King Air 200	0901	1816
F-GHFM King Air 200	1117		EC-EST Boeing 737	1328	
G-BAZG Boeing 737	1441		G-WILX Ecureuil	1455	
G-BLGB Short 360	1811	1844	G-FOOD King Air 200	1940	
6. G-BFLL HS.748	0920		LZ-BTD Tu-154	1258	
G-BAZG Boeing 737	1328		G-BAVZ Aztec	1338	1505
G-BFLL HS.748	1713		YU-AOG Boeing 737	1819	1938
YU-ANB MD-82	1844	1943			
7. G-OLCD Bae ATP	0849	0958	G-BPFS Short 360	1020	
G-BBNG Jetranger	1032	1037	G-BPTR Robinson R-22	1055	
G-WERY Trinidad	1303		G-BNYP Archer	1334	
G-BFLV Cessna F172N	1240		G-CBIL Cessna 182	1423	
G-BKOA Rallye 180GT	1436		G-BBNG Jetranger	1513	
G-SACV Cadet	1523		G-PLYD Trinidad	1540	1845
G-BFVB Boeing 737	1550		OO-BVC Cessna T210M	1714	
G-OLCD Bae ATP	1737		G-BGZW Tomahawk	1752	
G-BPTR Robinson R-22	1758		G-BETI Pawnee	1825	1841
YU-ANU Boeing 737	1833	2008	G-BGZW Tomahawk	1913	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
8. G-BMLC Short 360	0759		G-BPFS Short 360	1013	
G-BGEK Tomahawk	1022	1801	YU-AHU DC9	1033	
G-AXBH Cessna F172H	1103		G-DONA Cessna 152	1122	
G-BRJV Cadet	1127		G-BCEW Cessna 182	1128	
G-BOVK Warrior	1203		G-BADR Boeing 737	1237	
G-BJCV Boeing 737	1307		G-WOTS Seneca	1336	
EI-BIJ Aeronca Sedan	1338		G-CZAR Citation V	1402	1852
XS790 Andover	1439		G-HIEL Robinson R22	1718	
G-BMLC Short 360	1752	1819			
9. G-BMLC Short 360	0756		G-GAWB Boeing 757	0801	
G-ERIC Rockwell 112TC	1122		G-BDIG Cessna 182P	1123	
G-BADR Boeing 737	1359		G-BJXJ Boeing 737	1525	
G-BMLC Short 360	1800	1831	G-JLFW Duchess n/s	2021	
10. G-BMLC Short 360	0803		G-AZTS Cessna F172L	0827	
G-BLKY Baron	0901	1736	F-BXPY King Air C90	0926	1817
G-OXEC Citation I	1018		G-FOOD King Air 200	1032	
F-GHFM King Air 200	1105		G-JLCY Agusta 109	1116	
G-AXKD Aztec	1143		G-WATS Seneca	1159	
G-AXFG Cessna 337D	1646		G-BPTR Robinson R22	1718	
G-BMLC Short 360	1750	1813			
11. G-BMHX Short 360	0804		G-NUIG King Air 200	0902	
G-FOOD King Air 200	0942		XS790 Andover	1009	
OY-CCA King Air 100	1010		F-GKBE Falcon 50	1115	
G-BSKM Cessna 182	1158		G-BPFS Short 360	1241	
G-BSFT Navajo	1302		G-TKPZ Cessna 310R	1322	1758
G-MARR Cessna 421C	1441		G-BWMP Rockwell 695A	1554	
G-NUIG King Air C90	1641		G-BSHA Seneca	1649	
5B-DAX Airbus A310	1651	1803	G-ROWN King Air 200	1715	1944
G-BMHX Short 360	1751	1818	G-MARR Cessna 421C	2056	2105
12. G-BWMP Rockwell 695A	0806		G-BMHX Short 360	0809	
G-BFRM Citation II	0928		G-BPFS Short 360	1005	
G-BDHL Aztec	1128		G-BILLR Cessna 152	1130	
N125EC HS.125	1144		G-JETC Citation II	1225	
G-DMCS Arrow	1242		EC-EHA Boeing 737	1308	
G-BPTR Robinson R22	1319		G-BPFS Short 360	1414	
G-BAZG Boeing 737	1422		G-BOYL Cessna 152	1533	
G-TKPZ Cessna 310R	1618		G-HIEL Robinson R22	1622	
G-BSHA Seneca	1643		G-BHMT Citation I	1726	
G-BPTR Robinson R22	1748		G-FOOD King Air 200	1751	1806
G-BMHX Short 360	1827	1855			
13. G-GLOW Twin Squirrel	1248	1545	G-HIEL Robinson R22	1256	
G-BSDL Tobago n/s	1302		G-BAZG Boeing 737	1322	
G-BOYL Cessna 152	1651		G-HIEL Robinson R22	1712	
G-CSNA Cessna 421C	1731		G-AZSU HS.748	1739	
YU-ANC MD-82	1804		YU-AOF Boeing 737	1825	
14. G-OLCC Bae ATP	0851	0949	G-BJAG Archer	1041	1132
G-BFHU Cessna 152	1056	1144	G-BRIW Hughes 369C	1159	1500
G-BDWP Lance 300	1228	1314	G-TKPZ Cessna 310R	1304	1340
G-OLCC Bae ATP	1337	1420	G-AXBH Cessna F172H	1402	1449
G-BPFS Short 360	1422	1434	G-BHWE Boeing 737	1508	
G-BMUZ Warrior	1549		LZ-BTD Tu-154	1824	1928
G-OANC Warrior n/s	1829		YU-ANU Boeing 737	1836	1952

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		
15.G-BMLC Short 360	0831		G-BODY Cessna 310R	1007
G-BDHL Aztec	1112		G-RUIA Cessna F172M	1210
G-BFVB Boeing 737	1228		G-BGYJ Boeing 737	1253
G-BODY Cessna 310R	1420		G-BDHL Aztec	1511
G-BMLC Short 360	1757	1825		
16.G-BMLC Short 360	0759		VR-CSH King Air 350	0959
I-SAMI Beech 400	1004	1900	G-BDHL Aztec	1105
G-BSHA Seneca	1151		G-ORME Jetranger	1153
G-WATZ Warrior	1202		ZD574 Chinook	1336
G-TKPZ Cessna 310R	1357		SE-IDM Cheyenne n/s	1407
G-BFVB Boeing 737	1417		G-GMXL DC8	1440
G-BAZG Boeing 737	1518		G-BOYL Cessna 152	1531
G-EDHL Aztec	1639		G-HIEL Robinson R22	1729
G-BFTH Cessna F172N	1735	1835	G-BMLC Short 360	1751 1826
G-BPBG Cessna 152 n/s	2028	1523(17)		
17.G-BMLC Short 360	0805	0823	G-TKPZ Cessna 310R	0814
G-BODY Cessna 310R	0854	1435	G-BOSY Robinson R22	1702
G-BMLC Short 360	1755	1828	G-IPRA King Air 200 n/s	2029
18.EI-BEC Boeing 737	0823		OY-SRZ Friendship	0826
G-BHMW Friendship (DIV)	1023		G-DASI Short 360 (DIV)	1112
G-BAKL Friendship (DIV)	1116		G-OLCC Bae ATP	1155
G-AOYP Viscount (DIV)	1420		G-BCDN Friendship (DIV)	1636
G-EMNF King Air (DIV)	1652		G-EAGL Cessna 421C (DIV)	1723
OY-SRZ Friendship	1757		5B-DAR Airbus A310	1833 1954
G-BHMW Friendship (DIV)	1850		G-AOYP Viscount (DIV)	2004 2053
19.OY-SRZ Friendship	0801		G-BLSY Bell 222	0832
G-EMNF King Air 200	1236		EG-EHA Boeing 737	1339
G-BHWE Boeing 737	1346		G-EMAR Short 360	1822 1858
20.No Visitors				
21.G-TKPZ Cessna 310R	1258		G-HIEL Robinson R22	1456
G-UIET Bae ATP	1501	1546	G-BADR Boeing 737	1529 1725
G-BOSY Robinson R22	1732		G-HIEL Robinson R22	1826
YU-ANP Boeing 737	1828	1957		
22.G-BMLC Short 360	0810		G-BLST Cessna 421C	0858
XS790 Andover	0954		G-LANE Cessna F172N	1026
EC-EXY Boeing 737	1037		G-BEXY Cherokee 140	1041
XX495 Jetstream	1122		G-BHIB Cessna 182	1150
G-BADR Boeing 737	1227		G-BJYD Cessna 152	1258
G-FULL Arrow	1504		G-MAVI Robinson R22	1554
G-HIEL Robinson R22	1705		G-BMLC Short 360	1755
23.G-BLGB Short 360	0810		G-FNBC Boeing 757	0815
G-BODY Cessna 310R	0831		G-BPBG Cessna 152	0858
G-WOTS Seneca	1034		N380TT Gulfstream III	1041
N60FC Challenger	1153		G-BKSB Cessna T310Q	1233
G-OANC Warrior	1250		N380TT Gulfstream III	1305
G-BADR Boeing 737	1351		OO-KLC Aerostar 601P	1413
G-MLBU Malibu n/s	1451		G-HIEL Robinson R22	1500
G-BJCU Boeing 737	1529		N380TT Gulfstream III	1549
G-BOYL Cessna 152	1553		XW788 HS.125	1614
OO-VTA Seneca	1639	1956	D-IMEK Cessna 421C n/s	1653
G-BMLC Short 360	1758			
24.G-WACK Short 360	1755	1826		

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
25.G-EMAR Short 360	0812		G-KFIT King Air F90	0816	
G-BNRH Baron	0946		G-MAYO Warrior	0954	
G-BRFV Cessna 182	0958		G-BNRX Seneca	1000	
G-JLRW Duchess	1010		G-BOSY Robinson R22	1056	
G-BFJR Cessna 337	1058		G-AVGI Cherokee 140	n/s 1152	
G-WOTS Seneca	1238		G-AXZU Cessna 182	1323	
G-NUIG King Air C90	1421		G-HIEL Robinson R22	1431	
PH-RWM Rockwell 112	n/s 1650		5B-DAS Airbus A310	1732 1821	
G-HIEL Robinson R22	1755		G-EMAR Short 360	1803 1829	
G-BOSY Robinson R22	1816		G-OSNB Citation II	1845	
26.G-EMAR Short 360	0810		G-WATS Seneca	0819	
G-OGRV Navajo	0915		G-RIFA Gazelle	0952	
SE-IVA MU2B	0954		G-BOXR Cougar	1029	
G-OWVA Cherokee 140	1252		G-BBFX Seneca	n/s 1309	
EC-ECS Boeing 737	1312		G-BKHF Boeing 737	1319	
G-OJGA King Air 200	1349		G-RIOO King Air 200	1350	
G-OSNB Citation II	1359		G-TKPZ Cessna 310R	1452	
VR-EMB HS.125	n/s 1535		G-HIEL Robinson R22	1711	
G-CSNA Cessna 421C	1727		G-BOSY Robinson R22	1737	
G-EMAR Short 360	1802 1836		G-BLCM Tampico	1814 1901	
27.G-BSJC Jetranger	1244 1307		G-TKPZ Cessna 310R	1253 1334	
G-BFVB Boeing 737	1331		G-BDHL Aztec	1337 1503	
G-HIEL Robinson R22	1735		G-BOSY Robinson R22	1802	
YU-AOG Boeing 737	1812		SE-IVA MU2B	2024 2101	
28.G-TKPZ Cessna 310R	0832 1226		G-JHAN King Air 200	0916 0948	
G-OATP Bae ATP	1152 1227		XS789 Andover	1156 1614	
G-STAT Cessna 206	n/s 1218		G-ATJV Cherokee Six	1249 1354	
G-BJCT Boeing 737	1515 1606		G-BLGB Short 360	1522 1609	
YU-AOF Boeing 737	1724 1806		G-JHAN King Air 200	1803 1831	
OO-DTI Brasilia	1853 1959		G-ORCL Cessna 421C	2010 2023	
29.OO-DTI Brasilia	0740		G-EMAR Short 360	0801	
D-IMOS Cessna 404	0943		EC-EXY Boeing 737	1019	
G-BLWD Seneca	1041		G-BJCT Boeing 737	1259	
G-BAVZ Aztec	1443		G-EMAR Short 360	1556	
G-EMAR Short 360	1847		OO-DTF Brasilia	1920 1949	
30.OO-DTF Brasilia	0748		G-EMAR Short 360	0809	
G-BETS Bonanza	0919		G-VJCT P68B	1130	
G-CULL Jetranger	1136		G-AXKD Aztec	1158	
G-BJCT Boeing 737	1343		18030 U-21A	n/s 1453	
G-BFVB Boeing 737	1525		G-BLGB Short 360	1533	
G-BFJR Cessna F337G	n/s 1555		G-MEBC Cessna 310I	1637	
G-NUIG King Air C90	1657		G-BLGB Short 360	1846 1921	
OO-DTG Brasilia	1858 2017		G-JLRW Duchess	n/s 1958	
31.OO-DTF Brasilia	0754		G-BLGB Short 360	0804	
G-CSNA Cessna 421C	0903		VR-CSH King Air 350	0912	
G-BELT Cessna F150	1035		G-PAMI Twin Squirrel	1229	
G-WICK P68B	1319		G-BMLC Short 360	1527	
G-WICK P68B	1618		G-CSNA Cessna 421C	1740	
G-GCAT Cherokee 140B	1752		G-MEBC Cessna 310I	1819	
G-DBAR King Air 200	1831		G-BMLC Short 360	1836 1918	
OO-DTK Brasilia	1918 1943		G-BHWE Boeing 737	n/s 2129	

LEEDS/BRADFORD MOVEMENTS (Contd.)

FROM (AND SOME TO'S)

1. N161WT/Heathrow, F-GIMP/Luxembourg-Newcastle & Glasgow Luxembourg, SE-DEG/Trolhatten; 2. ZF537/Newcastle; 3. F-EXPY/La Roche Sur Yon; 4. PH-AHK/Gatwick, ZE700/Luton; 5. F-GHFM/Le Havre; 7. OO-BVG/Antwerp; 8. EI-BJJ/Kilkeel, XS790/Benson; 10. F-EXPY/La Roche Sur Yon, F-GHFM/Le Havre; 11. XS790/Newcastle, OY-GCA/Tirstrup, F-GKEB/Le Bourget; 12. N125EC/Jerez; 16. VR-CSH/Denham, ZD574/F-T Odiham, SE-IDM/Karlstad, I-SAMI/Milan; 18. OY-SRZ/F-T Glasgow; 19. OY-SRZ/F-T Glasgow; 22. XS790/F-T Northolt, XX495/F-T Finningley; 23. N380TT/F-T Aberdeen (x3), N60FC/Luton, OO-KLC/Ostend, XW788/Northolt-Lyneham, OO-VTA/Wevelgem, D-IMEK/Leutkirch; 25. PH-RWM/Rotterdam-N/S-Rotterdam; 26. SE-IVA/Dublin, VR-EMB/Wevelgem; 27. SE-IVA/Torp-Belfast; 28. XS789/Chivenor; 29. D-IMOS/Ostend; 30. 18030/Ringway;.

OVERSHOTS

3. XX493 Jetstream; 4. G-AVGK Cherokee; 7. G-BRLY ATP; 9. XX498/XX499 Jetstream; 10. XX496/XX498 Jetstream; 11. XX527 Bulldog; 12. XX498 Jetstream; 16. XX494 Jetstream; 17. XX523/TOF 05 Bulldog, XS737/FYY40 Dominie, G-AXAX/Atlantic 43 Aztec; 18. XS714 Dominie; 19. G-SOUL Cessna 310; 22. G-BFJR Cessna 337; 23. XS727 Dominie, XX482/XX491/XX496 Jetstream; 24. XX493/XX496 Jetstream; 25. XX496 Jetstream; 26. XX482/XX496 Jetstream; 29. XX496 Jetstream; 30. XX519/TOF 79 Bulldog.

LBA MOVEMENTS REVIEW - OCTOBER 1990

Starting the month's foreigners we had the IEM Falcon 20F N161WT, Tecnavia's Rockwell 690B F-GIMP and Falcon Executive's Citation SE-DEG all on the 1st. The King Air 90 F-EXPY visited on the 3rd and was back on the 10th. The Boeing 757 PH-AHK on the 4th was using the Air Holland callsign "Orange 014" but was in the full Britannia Airways colour scheme. Air Normandie's King Air 200 F-GHFM was in on the 5th and again on the 10th. Visiting from Antwerp on the 7th was Cessna T210M OO-BVG and unusual on the 8th was the Aeronca Sedan EI-BJJ. King Air 100 OY-GCA of Nor Fly A/S visited on the 11th and was joined by the new Falcon 50 F-GKEB. Old friend HS 125 N125EC arrived from Jerez on the 12th and was booked in to B.Walker. Another new biz-jet was the Beech 400 I-SAMI on the 16th, also noted that day were United Biscuits King Air 350 VR-CSH, Cheyenne SE-IDM and the Nationalair DC8 G-GMXL standing in for the Boeing 757 of Odyssey. On the 18th Aer Lingus substituted a Boeing 737 EI-BEC on the early morning flight and Loganair used Friendship OY-SRZ on their morning and evening flights. The Friendship also did the first Loganair flight on the 19th. New on the 22nd was the Futura Boeing 737-400 EC-EXY. The 23rd turned out to be very busy, Universal's Challenger N60FC c/n 5062 visited along with their Gulfstream III N380TT c/n 437. The G-III did 3 return flights to Aberdeen during the day. Also visiting were the Skyservice Seneca OO-VTA, Aerostar OO-KLC and Cessna 421C D-IMEK c/n 1028 night stopped. The Rockwell 112 PH-RWM on the 25th seems to be a new one as I can't find a c/n for it. The newly registered HS 125 VR-EMB on the 26th is c/n 25240, and MU2 SE-IVA visited on the 26th and 27th. Sabena started their twice a day Brussels flight on the 28th with Brasilia OO-DTI, the two flights on the 29th were done by OO-DTI and OO-DTF, on the 30th it was OO-DTF and OO-DTG and on the 31st they used OO-DTF and OO-DTK. The 29th also saw the Rheinland A/S Cessna 404 D-IMOS visiting. The military presence was quite strong, on the 2nd "Army 222" was Lynx ZF537. Two of the Queens Flight were Bae 146 ZE700 "Kitty8" on the 4th and Andover XS790 as "Kitty2" on the 8th and 11th. On the 16th Chinook ZD574 was "ITK98" and XS790 was "Kitty2" again on the 22nd. Bringing in an instructor for the local CAA inspector to test on the 22nd was Jetstream XX495 "FYY65". HS 125 XW788 on the 23rd was "Ascot7699" and Andover XS789 on the 28th was "Ascot 1725". Ending the month was the US Army U21A 18030 night stopping as "Lord 31" on the 30th. On the 3rd the Firefly G-7-139 visited YLA for pre delivery work, it carried the Dutch registration PH-SGD on the dashboard and under the taped on class B registration but no c/n was visible.

LBA MOVEMENTS REVIEW (Contd.)

Crew training during the week commencing the 7th was the new Birmingham European Airways Short 360 G-BPFS. Overshooting on the 7th was the new ATP G-BRLY "Avro One" in BA colours. The ex Northair Cessna 421C G-BHKJ has been sold to Bob Crowe and it departed to Cranfield on the 11th. The Capital Short 360 G-BNDM moved into the Knight Air hangar on the 18th and departed to Exeter on the 19th, it is to be the second for BEA. Northern Helicopters seem to be basing two Robinson R22's here, for a while it was G-BJUC and G-BPTR but now we have G-HIEL and G-BOSY. Twin Comanche G-BKCL is reported to be a probable new resident in the near future.

LEEDS/BRADFORD AIRLINE NEWS - OCTOBER 1990INBOUND DIVERSIONS

17	UKA601	MME	HUY	G-BHMY	FK27	MME	UKA600P/18
18	UKA217	ABZ	HUY	G-BHMW	FK27	NWI	UKA217
18	UKA053	LHR	HUY	G-DASI	SH36	HUY	UKA028
18	BAF3468	GLA	HUY	G-AOYP	VC8	BFS	UKA585
18	UKA220	NWI	HUY	G-BCDN	FK27	ABZ	UKA220

REGULAR FLIGHTS

AAW526	JER	06/G-BFLL	13/G-AZSU		
ADR689	PUY	06/YU-ANB	13/YU-ANC		
AEA255	TFS	05/EC-EST	12/EC-EHA	19/EC-EHA	26/EC-ECS
AEA269	PMI	22/EC-EXY	29/EC-EXY		
AGX190	SPU	07/YU-ANU	14/YU-ANU	21/YU-ANP	28/YU-AOF
AGX194	DBV	06/YU-AOG	13/YU-AOF	20/DivMAN	27/YU-AOG
AMC611	MLA	04/9H-ABG			
AMM812	PMI	01/G-KKUH	08/G-KKUH	15/G-KKUH	
BAL028A	PMI	07/G-BFVB	14/G-BHWE	21/G-BADR	28/G-BJCT
BAL030A	PMI	02/G-BECH	09/G-BADR	16/G-BFVB	23/G-BADR 30/G-BJCT
BAL113A	IBZ	01/G-BECH	08/G-BADR	15/G-BFVB	22/G-BADR 29/G-BJCT
BAL198A	ALC	02/G-BGYJ	09/G-BJXJ	16/G-BAZG	23/G-BJCU 30/G-BFVB
BAL223A	ALC	06/G-BAZG	13/G-BAZG	20/DivMAN	27/G-BFVB
BAL323A	GRO	01/G-BJCV	08/G-BJCV	15/G-BGYJ	
BAL439A	PMI	05/G-BAZG	12/G-BAZG	19/G-BHWE	26/G-BKHF
CYP709	LCA	04/5B-DAR	11/5B-DAX	18/5B-DAR	25/5B-DAS
DAN381	JER	06/G-EKMN	13/G-EKMN	20/DivMAN	27/G-EKHT
DAN385	JER	07/G-EKMN	14/G-EKMN	21/G-EKMN	
LAZ7926	BOJ	14/LZ-BTD			
LAZ7958	VAR	06/LZ-BTD			
LOG861	JER	07/G-OLCD	14/G-OLCC		
NXA1405	YYZ	02/G-FNBC	09/G-GAWB	16/G-GMXL	23/G-FNBC
UKL2015	AGP	05/G-UKLE	12/G-UKLA	19/G-UKLC	26/G-UKLE
YRG2121	LJU	01/YU-AHV	08/YU-AHU		

First visits were made by Nationair DC--8--61 G-GMXL 16th NXA1405 and Futura Boeing 737-400 EC-EXY 22nd sub-chartered by Air Europa AEA269.

OTHER FLIGHTS

04	PH-AHK	B757	AHD014	Gatwick-Teesside	Training
04	ZE700	BA46	Kitty 8	Luton-Northolt	Royal
08	XS790	HS74	Kitty 2	Benson-Northolt	Royal
11	XS790	HS74	Kitty 2	f/t Northolt	Royal
18	OY-SRZ	FK27	LOG291/292	f/t Glasgow	Lieu LOG SH36
18	G-AOYP	VC8	UKA586/BAF468P	Belfast-Glasgow	Lieu UKA FK27

LEEDS/BRADFORD AIRLINE NEWS (Contd.)OTHER FLIGHTS

21	G-UIET	BATP	MX454P/9861	Edinburgh-Jersey	Passenger Charter
22	XS790	HS74	Kitty 2	f/t Northolt	Royal
28	G-OATP	BATP	MX4810/4811	f/t Jersey	First visit, pax. chtr.
28	XS789	HS74	RRR1725	Chivenor-Northolt	VIP
28	OO-DTI	E120	SAB577/578	f/t Brussels	First visit
29	OO-DTF	E120	SAB577/578	f/t Brussels	First visit
30	OO-DTG	E120	SAB577/578	f/t Brussels	First visit
31	OO-DTK	E120	SAB577/578	f/t Brussels	First visit

Helicopter Traffic

3/9	G-WYPA	Bo.105	Boston Spa T Carr Gate
4/9	G-GWHH	T.Squirrel	York T Crewe
	G-GAZZ	Gazelle	Sheffield
	G-WYPA	Bo.105	Holmfirth F/T Carr Gate
7/9	G-GLOW	TSquirrel	Temple Newsam Golf Course T Crewe
	G-BJUC	R-22B	Queensbury F Clitheroe T Harden
9/9	G-BOFA	R-22B	Marston Moor T Clitheroe
	G-IDWR	Hughes	Halifax T Site Nr.Sutton Bank
	G-BPYX	R-22B	Menston T Hemswell
	G-HIEL	R-22B	Farsley/Sherburn/Elland/Farsley
11/9	G-BLSY	Bell 222	Garforth F Battersea T Sheffield
12/9	G-WYPA	Bo.105	Bradford F Carr Gate
14/9	G-WYPA	Bo.105	Huddersfield F Carr Gate
15/9	ZD626	Sea King	F LBA T Halifax
	G-BRTB	Jetranger	York T Crewe
20/9	G-WILX	Ecureuil	Sheffield (Fulwood) T/F LBA
	G-HPLC	S-76	Constable Burton (8m.S of Catterick) T Andover
	N109JD	A.109	Bolton Abbey F LBA T Lichfield
21/9	G-DORB	Jetranger	Sherburn T Manchester
23/9	G-HIEL	R-22B	Gisburn T LBA
24/9	G-RASS	LongRanger	Morley T Battersea
30/9	G-REVS	Jetranger	Knaresborough T Gamston
	G-DAFT	T.Squirrel	Ripon T LBA
3/10	G-HIEL	R-22B	Scarborough F LBA
4/10	G-SVJM		Garforth T Fairroaks
7/10	G-BPTR	R-22B	Shelf T Low Moor
12/10	G-BOSY	R-22B	Gomersal T Wyke

OUT & ABOUT

Dubrovnik - 15/9/90:- CCCP 87214/LZ-DOM Yak 40's; YU-AMA DC-10/YU-ANV B737-300, YU-AJH/J DC-9's (JAT); OE-GCN Citation.

Ringway - 15/9/90:- F-GBOX B.747 (UTA Cargo), N189AT Tristar (Am.Trans Air), VH-OJA B.747-400 (Qantas).

Gatwick - 9/10/90:- 4R-ULB Tristar (Air Lanka), TJ-CAB B.747 (Cameroon), F-GGEB A.320 (Air Inter), D-ALLC DC-9 (Aero Lloyd), F-GGAV Do.228 (Air Vendee), F-OGQA F.100 (Hamburg A/L), TC-SEN Hansa Jet.

Heathrow - 9/10/90:- N3140D Tristar (B.W.I.A.), CS-TTE Tristar (TAP), D-AIPL A.320 (Lufthansa), F-GDUU F.28 (TAT).

Palma - 27/10/90:- F-GHEB B.727 (Air Littoral), F-GGVP B.737-300 all white scheme, F-GDGR B.727 (EAS), F-GFUG B.737-300 (Aeromaritime), SE-DHT DC-10 (Scanair), OH-LAA A.300 (Kar-Air), D-AMUZ B.757 (LTU), D-AEWC B.737-300 (Condor), D-AHLA/V/X A.310 (Hapag Lloyd), LN-BRA B.737-400 (Braathens), OO-ILH B.737-400 (Air Belgium), PH-ZGM/N F.100's (AE), F-OGQA F.100 (Hamburg A/L), OY-STF Caravelle (Sterling), G-BNGL/IEAA B.737-300 (IEA).

R.A.F. FINNINGLEY

The following were noted on the 21st September 1990 arriving at RAF Finningley for the Battle of Britain display on the 22nd.

UK			France		
WH646/EG	Canberra T17A	360SQN	11/13-PH	Mirage 5F	EC2/13
WK118/CQ	Canberra TT18	100SQN	36/13-PN	Mirage 5F	EC2/13
XL565	Hunter T7	2370CU	58/13-PP	Mirage 5F	EC2/13
XM715	Victor K2	55SQN	83	Xingu	ES11
XV333/333	Buccaneer S2B	208SQN			
XV724	Wessex HC2	22SQN	Netherlands		
XW862/D	Gazelle HT3	2FTS	H81	Alouette III	SAR Flt
XW864/54	Gazelle HT2	705SQN			
XW868/50	Gazelle HT2	705SQN	Belgium		
XX105	BAC 1-11/201	RAE	FA76	F16A	31Sm
XX117/06	Jaguar GR1A	2260CU	FA77	F16A	23Sm
XX191/191	Hawk T1A	1TWU			
XX235/235	Hawk T1	4FTS	Denmark		
XX475/572	Jetstream T2	750SQN	AT152	Sk-35XD	Esk729
ZA170/584	Sea King HAS5	706SQN	E178	F16A	Esk727
ZA406/DN	Tornado GR1	31SQN	ET613	F16B	Esk730
ZA492/FE	Tornado GR1	16SQN			
ZA556/-	Tornado GR1	TWCU/Spcl	USA		
ZA677/EU	Chinook HC1	7SQN	80-0271/WR	A10A	81TFW
ZA712/ER	Chinook HC1	7SQN	82-0655/WR	A10A	81TFW
ZD347/K	Harrier GR5	2330CU			
ZD842/842	Tornado GR1	TWCU	Historic		
ZE340/AG	Tornado F3T	2290CU	Z7381/XR:T	Hurricane XII	G-HURI
ZE352/G	Phantom F4J	74SQN	ML417/21:T	Spitfire LFIx	G-BJSG
ZE762/CA	Tornado F3	5SQN	XF877/JX	Provost T1	G-AWVF
ZE809/EZ	Tornado F3	23SQN	80483	F7F-3 Tigercat	N6178C
ZE838/-	Tornado F3	25SQN/Spcl	/NV:A	Spitfire(Unidentified)	
ZF145/-	Tucano T1	7FTS/Spcl			
ZF209/209	Tucano T1	7FTS			
ZG708/C	Tornado GR1A	13SQN			
ZG969	PC9	BAe			

The following were also visiting but did not take part in the display:

UK		
XV412/P	Phantom FGR2	92SQN
XV723/Q	Wessex HC2	72SQN + one other
XW750	HS748/107	RAE

Belgium

CF04	Merlin IIIA	21Sm
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France

46	Nord 262	56S
95/AR	Nord 262	ETE41

A WC-135B (61-2667) from 10ACCS Mildenhall is known to have displayed on the Saturday.

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"ALL GOOD THINGS MUST COME TO AN END"

I have been fortunate enough to have two aircraft photography holidays in Florida with my very good friend Chris.....(just can't remember his surname), As the title suggests, I have been to Florida this Summer with my other very good friend Tricia.....(can't remember her surname either), and two other younger friends of mine. If you are still wondering what I am talking about - I took my family this time! This was a tourist holiday ie Disney World etc, but I did manage a visit or two to aviation establishments. We had booked a holiday with Thomsons (in my opinion, the best) which included a flight from East Midlands to Orlando. The flight was uneventful except for a short stop at Prestwick - for passengers! Yes! - and a visit to the flight deck. I must comment that I thought that there was more leg room on the B.767 than the B.747's I had flown on before.

We had booked a coach trip to Kennedy Space but the coach never turned up so I suggested we went for a drive in the "limo" to Lake Wales. The "purist" will know that Lake Wales Air Service have 3 Daks registered. Having found the airfield without too much difficulty it was disappointing to find that there were no Daks there - they had been damaged in the hurricane last Summer. However, the helpful receptionist in the Lake Wales Air Services office said that there was a Dak at Avon Park about 20 miles down the road, so off we went. The operator of the Dak was waiting for us as we arrived at Avon Park and gave us full access to take photographs. A bonus was an immaculate Dove N248J - any details Terry? - parked in the sun. Having been forgotten by the tour company we arranged our own trip to the Space Centre and the two hour coach trip around the facilities was - at \$4 - the best value trip we experienced. However after the visit, we motored up to Daytona Beach, not for the racetrack but to the airport to see the Trans Florida Convairs. No disappointment this time, there were 6 of them parked on the South side of the airport next to the Control Tower. What a let down; when we found the site it was locked up and no one around. (Well it was Saturday teatime). Not to be outdone, the fence was low and with a zoom lens I managed to 'snap' 4 of them, plus a Viscount N7450D. The aircraft were - N1020C, N1022C, (N7761 derelict), N24927, N91237 all Convair 240's and N22913 a Convair T29B. I did manage a couple of visits to Orlando International and found a very good vantage point for photography as aircraft took off and landed on 18R. All the main American Airlines - Delta, US Air, American, American Trans Air, Continental, Eastern, TWA and Pan Am - were represented by B.727, B.737, B.757, B.767, DC9, MD80; Federal Express had a B.727 based and United Parcel Service a DC8 c/n 70.

'Exotic' visitors were Sun Country DC10 N144JC; First Air B.727 C-GVFA; Canadian B.737 C-GEPA and an unknown Intair (Canada) F.100. Not to forget Trump Shuttle with their B.727. The Commuter Airlines were represented by Comair (Delta Connection) with Bandeirante and Brasilia and Bar Harbour (Continental Express) with SAAB 340. The main interest for me, was the aircraft parked on the maintenance side. Since Braniff collapsed earlier this year, (I think) their BAC One Eleven fleet have been parked. Some were in the old Florida Express scheme but some were in the Braniff scheme, with others in a hybrid scheme. Although access to the apron was not allowed I managed to get a variety of 'shots'. Other aircraft parked on the freight terminal were Emery B.727, Airborne Express DC9, United States Postal Service DC9, Connie Kallita DC9 and a couple of executive B.727.

The return journey was a lot quicker and even with the stop at Prestwick, we arrived at East Midlands Airport twenty five minutes early. How about this for a record - time taken from landing to leaving airport by taxi, twenty minutes!! Well done, East Midlands Airport.

Considering that I had been on a family holiday, I managed to use a couple of rolls of film on aircraft. Guess what. Chris has just suggested that we pencil in Easter 92..... Maybe some good things don't come to an end.

Roger Fozzard.

AIRLINE NEWS -

I apologise if this section seems to be composed almost wholly of aircraft changes this month, but many aircraft of note have changed hands, either through lease or sale, and it is important to document these changes.

Aer Lingus Aircraft deliveries for the next year are :

EI-BXF	Boeing 737-548	St. Albert	Del 12/90
EI-BXG	Boeing 737-548	St. Munchen	Del 01/91
EI-BXH	Boeing 737-548	St. Phelim	Del 02/91
EI-BXI	Boeing 737-448	St. Finnian	Del 05/91
EI-BXJ	Boeing 737-548	St. Jarlath	Del 05/91
EI-CAL	Boeing 767-3Y0ER	St. Kevin	Del 03/91
EI-CAM	Boeing 767-3Y0ER	St. Ibar	Del 12/91

Aerolineas Argentinas The Argentinian national carrier was privatized in early November, and it was sold as a whole to Cielos del Sur, a consortium put together by Iberia Airlines of Spain and rival Argentinian domestic carrier Austral.

Air Holland The leasing arrangement with Britannia has been changed yet again. The situation with regard to Air Holland is that 757s PH-AHE has gone to Sterling as OY-SHE, PH-AHF to Sterling as OY-SHF, PH-AHL to Condor as D-ABNX, PH-AHI to G-OAHI with Britannia and PH-AHK has come to Britannia as G-OAHK. In the other direction, B767 G-BRIF has been registered PH-AHM, G-BRIG will be leased by Air Holland in May as PH-AHN, and newly-delivered G-BYAA will go to Air Holland for two years next June.

Airtours have selected the MD83 as being their aircraft type, and are now actively recruiting all ex Paramount and BIA MD83 pilots. One can only hope that they have more success in operating the type than the last two UK airlines had !!

Austrian Airlines have ordered seven A320s and six A321s for delivery from 1995 onwards. In a similar move to that taken by Swissair, Austrian will replace its MD81/82/87 fleet with the Airbus product. Austrian also flies two Airbus A310-300s.

Braathens SAFE have leased three of their new Boeing 737-500s to Lufthansa on five year leases. The aircraft, which have been transferred to the new German register, are to be based in Berlin for the inauguration of new routes from there.

Britannia Airways Boeing 737-3T0 G-BOLM was returned to ILFC at the end of October, and is now in service with America West. The airline's flights to Australia now route Luton-Karachi-Singapore-Australasia, with Karachi replacing the stop at Bahrain for obvious reasons.

British Airways I am sorry to upset so many readers with this, but the aircraft stranded in Kuwait is B747-136 G-AVND, which operated the first 747 flights from Leeds Bradford on 4th November 1984, under the guise of *Spirit of Yorkshire*. The aircraft is a high-time machine, and the Iraqi Airways will not release it unless BA returns a number of Boeing 747 engines of Iraqi Airways which it has on overhaul deep in South Wales. This will not happen, and BA do not expect the aircraft to re-enter service ever again. Brymon Airways have announced that they intend to take over the Humberside-Norwich-Heathrow route next March using 46-seat Dash Sevens on a thrice-daily service. In the press release, Brymon Managing Director Malcolm Naylor commented that Brymon was hopeful that it could make a success of the operation. Brymon's new Bristol hub, serving Plymouth, Glasgow,

Edinburgh, Paris and Dublin, opened on November 5 using newly-delivered Dash Eight One Hundred G-BRYG.

Cubana have acquired an Airbus A310-300 on a three-year lease from Trans European Airways France. The aircraft will be used on services from Hanava to Milan, Basle and Paris Orly.

Dan-Air BAel46-100 G-SCHH was returned to British Aerospace in part exchange for 146-300 G-BTNU. The airline is considering a deal which would see six of their 1-11s being returned to BAe in exchange for six BAel46s of different versions. Winter leases are Boeing 727-46s G-BAEF and G-BCDA to SAM Colombia, and B727-200s G-BHVT and G-BNNI to Sun Country.

Istanbul Airlines will lease two Boeing 757-200s from GPA in May 1991.

Jersey European Airways have introduced a new livery to their aircraft, consisting of a basically all-white fuselage with two coloured triangle motifs on the underside at the front and on the tail. The airline has reserved the registrations G-JEAE to G-JEAF for its new fleet of Fokker F27-500s, acquired from East-West Airlines.

Monarch Airlines have leased two Boeing 737-33As from Aeromaritime, the charter subsidiary of UTA. The aircraft, registered F-GFUB and F-GFUC, have become G-MONU and G-MONT respectively, and have been acquired for operation on behalf of Euroberlin France.

Nationair Canada have re-registered the two ex-Odyssey International Boeing 757s. C-FNBC has become C-GNXC, while C-GAWB has become C-GNXI. The airline has also acquired Boeing 747-129B OO-SGB from SABENA.

Pan American have sold most of their routes ex-Heathrow to United Airlines, along with aircraft and staff to cover their operation. The routes covered are Heathrow into Europe, Seattle, San Francisco, Los Angeles, New York and Washington DC. However, Pan Am intend hanging on to their licences to serve London from Miami and Detroit, and their operations will be moved to Gatwick as a result. The sale agreement to United has been signed by Pan Am chairman Thomas Plaskett, but is still subject to ratification by the CAA/UK Government and the US Department of Transport.

Spanair The Palma-based charter airline, currently operating a fleet of six MD83s, will lease two Boeing 767-300ERs from Guinness Peat Aviation next year. The aircraft, which will be operated in 285-seat configurations, are on five and seven year leases.

Swissair has ordered seven A320s and nineteen A321s for delivery between January 1995 and March 1998. Options have been taken on a further twenty six aircraft, and the type will be used to replace the DC9-81/82s currently in service, some of which will be 15 years old by the time they are retired in 1995.

THY Turkish Airlines has signed agreements to lease six Boeing 737-400s from ILFC, for delivery from May 1992 onwards, and also for another four 737-400s for lease from GPA.

Trans European Airways will sell its first batch of Boeing 737-300 aircraft to its subsidiary companies pending delivery of another load. The aircraft to be sold are OO-LTA (to I-TEAA) and OO-LTC to TEA Italia, OO-LTB to TEA Basel and OO-LTD and OO-LTE to TEA France. TEA UK will not be replacing their Boeing 737-200 (G-BTEB) before next summer unless a good opportunity to do so arises.

Universair The Spanish charter company has decided to re-equip with McDonnell Douglas MD83s, as opposed to the current B737-300s. 737 EC-EGQ was returned to ILFC, and is now in service with America West, while ex-Jet Alsace and British Island MD83 F-GFUV has become EC-546 for Universair.

Worldways Canada ceased operations in October due to cash flow problems. It is understood that the airline has debts of C\$54m, including C\$6 to the State of Ontario. The airline's fleet of two TriStars and three Boeing 727-200s is up for sale, the DC8-63s having been sold to a US leasing company in September.

AIRCRAFT NEWS —

Aircraft moves are sales unless otherwise indicatd.

<u>Boeing 707</u>	-323B	N708PC	to OD-AHF	Middle East Airlines
<u>Boeing 737</u>	-248C	EI-ASC	to F-GGJF	Aer Lingus to TAT
	-204C	G-AXNA	to F-GGPC	Britannia to TAT
	-204	G-BADP & G-BADR		Britannia - leased to Aloha till 5/91
	-204	G-BFVA	to HP-1163	Britannia to COPA Panama
	-3Q8	G-KKUH	to SE-DLN	Air 2000 to Linjeflyg
	-4S3	G-BPKB	to 9M-MLA	Air Europe leased to Malaysian
	-4S3	G-BPKE	to 9M-MLB	Air Europe leased to Malaysian
	-35B	G-EURP	to D-AGEG	Monarch returned to Germania
	-4Y0	G-UKLA	to 9M-MLC	Air UK Leisure leased to Malaysian

SQUAWKS

* Rapidly expanding America West Airlines' latest advertising campaign landed them in serious trouble in their new markets in Japan and Korea. The American version of the advert said "It's you we serve" - unfortunately, when translated into Korean, it read "You are on the menu" !

LEEDS BRADFORD NEWS -

A number of diversions arrived on 22 November, as Manchester, Liverpool, Humberside and Blackpool were all fogged out. Aircraft visiting included two BA 1-11s from Frankfurt and Amsterdam to Manchester, , two Loganair 146s from Belfast City and Edinburgh to Manchester, a SABENA 146 from Brussels to Manchester, Suckling's Dornier 228 from Cambridge to Manchester, a Ryanair ATR42 from Dublin to Liverpool, a Jersey European F27 from Belfast City to Blackpool and also an Air UK SD3-60 from Heathrow to Humberside. Registrations will follow when they have been obtained.

Jersey European's plans for the new Leeds Bradford operation includes basing a Fokker F27 to operate a thrice-daily Belfast City service and a daily Jersey service will also operate.

Aer Lingus took the deplorable step of reducing the Leeds-Dublin service to a twice-daily SD3-60 operation in late November, at very short notice. I hope to have obtained details of why this move was taken by the time of the next AY bulletin.

Loganair and Air Europe Express have both gained the licences which they had applied for, these being Leeds Bradford-Glasgow/Belfast City and Leeds Bradford to Gatwick, Guernsey and Jersey respectively when all opposition to the licence applications was dropped by Capital Airlines' receivers. A decision is still pending on JEA's application to serve Belfast City and Jersey.

Things have gone very quiet on the new airline front - following the announcement that the ex-Capital people were to set up a new airline, there has been no further statements about what aircraft types and routes the airline - tentatively named Yorkshire European Airways - will operate.

Sabena are said to be very pleased with their new Brussels-Leeds Bradford operation, with load factors averaging 65% in the first four weeks.

FRANCE, AGAIN!

Those of you who have regularly read this newsletter or are one of those persons who bother to read past the Leeds-Bradford movements section, will perhaps recall that for the past few years now I have written a "holiday slot" focusing on major French airports. So as not to disappoint regular readers, here is another episode!

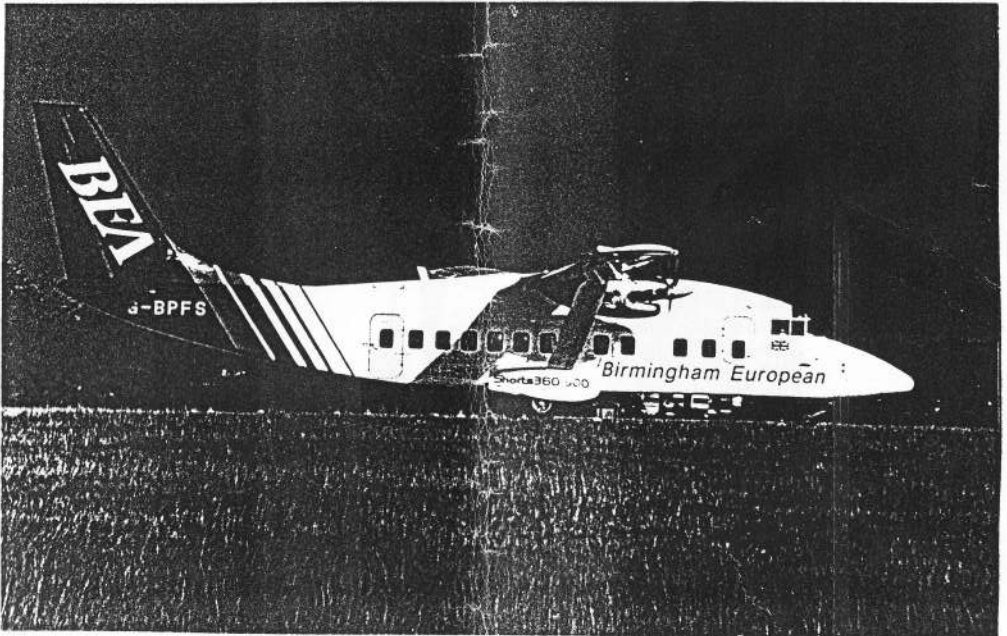
There was one major provincial airport left to cover at the beginning of this year - Bordeaux Merignac. So, at the beginning of August, the car and trailer was seen heading from Boulogne in roughly a south-westerly direction with a few days stop-over in the Charentes (alias cognac country!) Situated 12km. west of the city, Merignac is very easy to get to by road using the toll-free motorway which circumnavigates the city. Parking is dead easy, and if you pick your carpark, the first half hour is free. Just a pity all this effort to get there for very little to see. The Ian Allan "European Airports" publication quotes "...a busier than usual regional airport"; this is true-at least there are some aircraft there. Our experience of regional airports in France is very few aircraft! Unfortunately the spectator terracing was closed on our visits due to redecoration (or is this a polite way of saying "Closed until further notice"?) Unless it is open there is no chance of seeing any terminal traffic, or of anything using the main 05/23 runway. From the carparks you do, however, have an unrestricted view of the freight apron and general aviation ramp. The Falcon works and military base on the other side of the airfield are just a little too far away to be of any use.

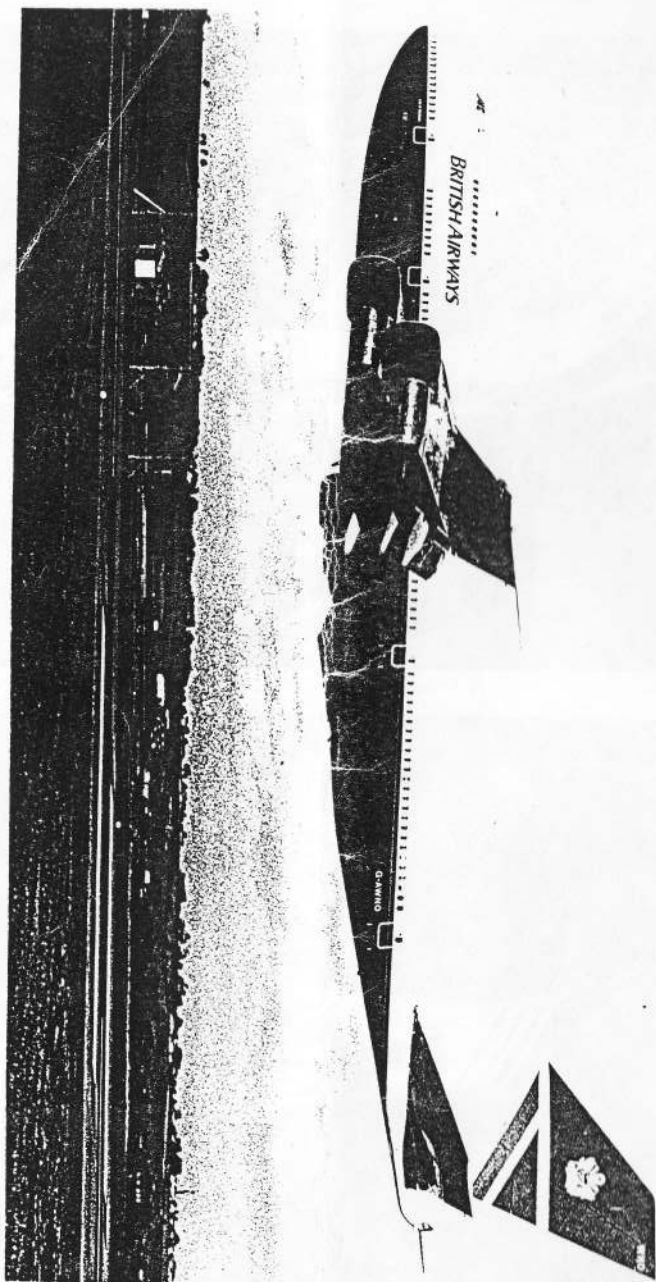
Like most French provincial airports you have to pick your moments to visit, and they do produce a very informative, and free, movements book. Go at random and you pay the penalty! During the four days we were in the area we called in three times, and neither occasion warranted more than an half-hour's free car park's worth! Aircraft of note were few and far between but those that were included:- A9C-BB (Gulf3), TU-TAM (DC 10 Air Afrique) 5Y-MAG (c5 Buffalo Kenyan A/F) N551DP (Learjet 25D), plus various regional commuter machines.

At least Orly doesn't change! On the way home, managed a good 5 hours there, and as last year Car park 16 next to the freight ramp is still free! Anyone going there, by whatever means, go in the vicinity of this car park. The approach views are superb. Examples of Orly traffic (18.8.90) TC-MAB (DC8 Birgenair) N317EA (L1011 Air Algeria) XA-AMR (DC 10 Aeromexico) F-ODLX (DC 10 Air Outre Mer), EI-BRP (CL 44 Heavylift) LV-OPA (B747 Aerolineas Argentinas) CU-T1209 (IL62 Cubana).

If you are travelling north on N1 from Paris and you are passing Beauvais, carry on driving. This once busy charter airport is now very sadly deserted except for the odd charter that arrives in the early hours of the morning. Don't be fooled by those cheap week-end flights to Paris, they end up here and you've got a good journey by road before you even sniff Paris. Experience says that if you are visiting French regional airports-do your homework first or you could be disappointed.

At the L.B.A 12.10.90. Air Europa B737
EC-EHA & Short 360 G-BPFS. Mike Willingale





British Airways display their new livery on B 747
G-AWNO City of Durham Over 32 Spring 1985 Colin Addison.