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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB,on the south side of LEEDS BRADFORD AIRPORT,by courtesy of Ms.Jill Tushingham (Managing Director)at 1500 hrs.

SUNDAY, FEBRUARY 6TH - SCANNERS - YOUR CHANCE TO LEARN HOW THEY OPERATE AND ALSO SEE THE LATEST MODELS . GUEST SPEAKER DR PAUL CONWAY.

SUNDAY, MARCH 6TH -

To be arranged.

SUNDAY, APRIL 3RD - SUBJECT TO CONFIRMATION -MR. MIKE GARDNER FROM THE C.A.A.FIRE SCHOOL AT TEESIDE

CHAIRMAN'S CHAT - 1994 begins with changes.The first is, obviously, our new heading.The old A.Y symbol has been with us for many years and the Committee decided to commission a new heading. Member David Bates has done a splendid job for us and we hope soon to have the circular logo available as a lapel badge, car sticker and on a sweatshirt. As both civil and military aircraft are shown on the new heading it would be good if we could have some military news re. what is happening at local bases such as Leeming and Finningley. If any member can give a regular military update, PLEASE GET IN TOUCH. The second major change at the L.B.A. took place on Friday, 7th.January, when long-time Director,Gordon Dennison, retired and the new Director ,Bill Savage, took over. We wish Gordon a long and happy retirement and Bill a long and successful career at Leeds. Bill's new term got off to a "flying start" (pardon the pun) when on Tuesday,18th January, the DoE announced that it would not call in the application for 24 hour availability at the L.B.A. Consequently ,on Wednesday 19th January, a meeting of the full Leeds Council approved the application (On Wednesday night my sleep was disturbed by the wails and moans from the direction of Menston and Horsforth by members of LACAN).Although 24hour availability is now approved it is too late to affect the coming season.It is also tied to many conditions,including road junction improvements, noise insulation schemes and the number of permitted movements by Chapter 2 and 3 aircraft (full report available at meetings).So it may be 1995 season before things start to happen.

With this magazine we have enclosed two lists of radio information(local and northern frequencies and an list of approx. frequency allocations)

THIS IS THE LAST MAGAZINE YOU WILL RECEIVE UNLESS YOU HAVE RENEWED

YOUR MEMBERSHIP FOR 1994 -REMEMBER ! THE PRICE HAS NOT RISEN.

CREDITS - Terry Sykes, Leslie Schefftsik,John Jackson,Ian Gratton,Roger Fozzard,J.D.Carter, Jim Stanfield,Rick Ward.

Leeds/Bradford Movements

December 1993

01	G-BMAR Short 360	0757	EI-CFC SAAB 340	0839
	G-BEHH Lance 300	0841	G-BLKY Baron	0855
	G-BMJO Seneca	0858	G-NUTZ Twin Squirrel	0919
	EI-BUF Cessna 210N	0920	G-BMAM DC9	0934
	G-GRID Twin Squirrel	0958	G-OBLK Short 360	1008
	G-BVMY Short 360	1042	G-BMAM DC9	1221
	G-OBLK Short 360	1312	G-BMAM DC9	1521
	OO-MTD Brasilia	1549	G-BMAR Short 360	1656
	G-BMJO Seneca	1704	G-OBLK Short 360	1730
	G-OAHF Boeing 757	1802	G-BMAM DC9	1826
	G-BLGB Short 360	1852	EI-CDS Boeing 737 500	1959 2033
	G-BVMX Short 360	2015	G-OBLK Short 360	2024
	OO-DTK Brasilia	2105	G-BMAM DC9	2123
	G-DAAL HS 748	2131	G-OLAH Short 360	2205
02	G-UKPC BAe 146	0705	G-WACK Short 360	0800
	G-CTWW Seneca	0831	EI-CFC SAAB 340	0834
	G-BMAK DC9	0937	G-OBLK Short 360	1009
	G-BVMY Short 360	1033	OO-DTO Brasilia	1107
	G-UKPC BAe 146	1132	G-BMAK DC9	1229
	G-BYAI Boeing 757	1300	G-SFHR Aztec	1301
	G-OBLK Short 360	1321	G-AWOU Cessna 170B	1409
	G-OAHF Boeing 757	1417	OO-DTL Brasilia	1453
	G-BMAK DC9	1516	G-BLGB Short 360	1653
	G-OBLK Short 360	1726	G-BMAK DC9	1815
	F-GKGL Citation V	1844 1740(04)	G-WACK Short 360	1856
	EI-CFD SAAB 340	1909	G-BVMY Short 360	2019
	OO-DTK Brasilia	2021	G-OBLK Short 360	2039
	G-RMCT Short 360	2100	G-BIUUV HS 748	2116
	G-BMAK DC9	2125	G-OAHF Boeing 757	2150
	G-SBAC Short 360	2203		
03	G-BLGB Short 360	0803	EI-CFD SAAB 340	0837
	D-CHOP Citation II	0843	G-FISH Cessna 310R	0858
	G-BMAK DC9	0920	G-OBLK Short 360	0955
	G-BVMY Short 360	1033	G-BUUM Arrow IV	1038 1225(05)
	G-NEWB Navajo	1054	OO-DTH Brasilia	1056
	G-BMAK DC9	1215	G-OBLK Short 360	1326
	OO-DTI Brasilia	1443	G-BMAK DC9	1530
	G-BLGB Short 360	1651	G-BTIB Falcon 900	1654 1404
	G-RMCT Short 360	1700	G-OBLK Short 360	1726
	G-BMAK DC9	1820	G-OAHF Boeing 757	1838
	G-WACK Short 360	1854	G-FISH Cessna 310R	1909
	EI-CFA SAAB 340	1913	G-BVMX Short 360	2019
	OO-DTO Brasilia	2029	G-OBLK Short 360	2032
	G-BIUUV HS 748	2126	G-ELDH DC9	2145
	G-OLAH Short 360	2224		

04	EI-CFC SAAB 340	0836	PH-TVU Boeing 737	0927 1816
	G-ELDH DC9	0932	OO-DTI Brasilia	1036
	G-OBLK Short 360	1048	G-ELDH DC9	1252
	G-BJYD Cessna 152	1301	G-BSBW JetRanger	1322
	G-NEWR Navajo	1436	G-OBLK Short 360	1703
	G-OBMJ Boeing 737 300	1814	G-BYAC Boeing 757	2055
	G-ELDH DC9	2116		
05	G-ELDH DC9	0918	G-BAAZ Arrow 200D	1008 n/s
	G-BTFX JetRanger	1059	XX454 Gazelle AH.1	1221
	G-ELDH DC9	1228	G-OBOH Short 360	1302
	G-BSBW JetRanger	1344	G-BLOE Navajo	1355
	OO-DTK Brasilia	1447	XX454 Gazelle AH.1	1545
	G-OBLK Short 360	1719	G-BVMY Short 360	1749
	G-PKBD DC9	1822	G-BLGB Short 360	1852
	G-AVZR Cherokee 180	1910	EI-CFD SAAB 340	1912
	OO-DTN Brasilia	2000	G-OBLK Short 360	2030
	G-BVMX Short 360	2044	G-ELDH DC9	2137
06	G-BMAR Short 360	0811	EI-CFD SAAB 340	0835
	G-ELDH DC9	0923	G-OBLK Short 360	1016
	G-BVMX Short 360	1018	G-GRID Twin Squirrel	1030
	OO-DTG Brasilia	1031	G-ELDH DC9	1222
	G-BGAX Cherokee 140	1225	G-BYAI Boeing 757	1307
	G-OBLK Short 360	1316	G-BUUK T67M Firefly	1351 n/s
	OO-DTI Brasilia	1450	G-ELDH DC9	1517
	G-BMAR Short 360	1655	G-OBLK Short 360	1710
	G-ELDH DC9	1811	G-BYAC Boeing 757	1833
	G-BLGB Short 360	1913	EI-CFB SAAB 340	1921
	OO-DTH Brasilia	2015	G-OBLK Short 360	2020
	G-BVMY Short 360	2023	G-ELDH DC9	2117
	G-BIUV HS 748	2135	G-BGNG Short 330	2220
	G-FIND Cessna 406	2306 2328		
07	G-BMAR Short 360	0803	EI-CFA SAAB 340	0835
	G-BMAM DC9	0931	G-OBLK Short 360	0952
	G-BVMY Short 360	1025	OO-DTO Brasilia	1036
	G-BODY Cessna 310R	1050	G-KNAP Warrior II	1126
	G-JLRW Duchess	1212	G-BMAM DC9	1220
	G-OBLK Short 360	1306	G-BYAC Boeing 757	1354
	OO-DTJ Brasilia	1457	G-BMAM DC9	1526
	G-BMAR Short 360	1652	G-OBLK Short 360	1711
	G-BMAM DC9	1832	G-BLOE Navajo	1845
	G-BLGB Short 360	1852	EI-CFD SAAB 340	1911
	G-BVMX Short 360	2020	G-OBLK Short 360	2023
	OO-DTN Brasilia	2029	G-AMPZ DC3 Dakota	2111
	G-BMAM DC9	2126	G-BIUV HS 748	2133
	G-OLAH Short 360	2135		
08	G-BYAC Boeing 757	0013	G-BMAR Short 360	0804
	EI-CFD SAAB 340	0845	G-BMAM DC9	0946
	G-BMJO Seneca	1004	G-OBLK Short 360	1007
	F-GKCC Falcon 10	1017	G-BVMX Short 360	1051
	OO-DTL Brasilia	1055	I-PIAH King Air 200	1113 1345
	G-OBLK Short 360	1312	G-BMAM DC9	1318
	OO-MTD Brasilia	1449	G-BMAM DC9	1641
	G-BMAR Short 360	1707	G-OBLK Short 360	1722

G-BYAC Boeing 757	1752	G-BMAK DC9	1818
G-BLGB Short 360	1855	OO-DTO Brasilia	2022
G-OBLK Short 360	2048	G-OLAH Short 360	2141
G-BIUV HS 748	2144		
09 G-BVMY Short 360	0740	G-BMAR Short 360	0826
EI-CFB SAAB 340	0920	G-BMAM DC9	0932
G-BMJO Seneca	0942	G-BLTO Short 360	1039
G-BMAM DC9	1218	G-ZAPF Short 360	1320
G-OBLK Short 360	1341	OO-DTN Brasilia	1502
G-BMAM DC9	1515	G-GRID Twin Squirrel	1531
G-BODY Cessna 310R	1608	G-BYAC Boeing 757	1643
G-BMAR Short 360	1654	G-OBLK Short 360	1719
G-ZAPF Short 360	1726	G-BMAM DC9	1823
G-BLGB Short 360	1845	EI-CFC SAAB 340	1916
G-SWFT King Air 200	1925	G-UKLN BAe 146	1932
OO-DTL Brasilia	2014	G-UKHP BAe 146	2019
G-BVMX Short 360	2021	G-OBLK Short 360	2034
N717GA Bandeirante	DIV 2104 2223	G-BMAM DC9	2117
G-BIUV HS 748	2132	G-ZAPF Short 360	2134
G-SBAC Short 360	2147	G-BJLK Short 330	2303
10 G-ZAPF Short 360	0704	G-LOGV Jetstream	0756
EI-CFB SAAB 340	0838	N1224S Cessna 425	0857 n/s
G-BMAM DC9	0929	G-ZAPF Short 360	0944
G-OBLK Short 360	1015	OO-DTI Brasilia	1035
G-BVMX Short 360	1118	G-PKBD DC9	1225
G-ZAPF Short 360	1246	G-BLOE Navajo	1316
G-OBLK Short 360	1319	OO-DTJ Brasilia	1444
G-BMAM DC9	1550	G-RMCT Short 360	1646
G-BMLC Short 360	1702	G-DAFY Baron	1709 n/s
G-OBLK Short 360	1725	G-BMAM DC9	1838
G-BLGB Short 360	1844	G-BYAC Boeing 757	1849
G-ODNP Cessna 310R	1905	EI-CFA SAAB 340	1911
OO-DTJ Brasilia	2016	G-ZAPF Short 360	2020
G-BVMY Short 360	2025	G-BMAK DC9	2132
G-BIUV HS 748	2137	G-TBAC Short 360	2143
G-BYAC Boeing 757	2359		
11 EI-CFB SAAB 340	0841	G-ELDH DC9	0930
OO-DTH Brasilia	1021	G-ELDH DC9	1224
G-BLZT Short 360	1510	G-OBLK Short 360	1708
G-ELDH DC9	1820	G-BYAC Boeing 757	2102
G-ELDH DC9	2112		
12 G-ELDH DC9	0923	G-ELDH DC9	1236
G-BVMX Short 360	1820	G-ZAPF Short 360	1853
G-BMHX Short 360	1857	OO-DTN Brasilia	2056
13 G-BLGB Short 360	0821	EI-CFB SAAB 340	0842
F-GBTI Falcon 10	0928	G-ELDH DC9	0938
G-ZAPF Short 360	0944	G-BLTO Short 360	1030
OO-DTJ Brasilia	1146	G-ELDH DC9	1248
G-ZAPF Short 360	1302	G-BYAK Boeing 757	1316
G-OBLK Short 360	1431	OO-DTH Brasilia	1434
G-ELDH DC9	1521	G-LOGR Jetstream	1653
G-OBLK Short 360	1731	G-BYAC Boeing 757	1802
G-ELDH DC9	1808	G-BMHX Short 360	1917

EI-CFC SAAB 340	1923	OO-DTL Brasilia	2002
G-BVMY Short 360	2023	G-ZAPF Short 360	2028
G-OBLK Short 360	2033	G-BJLK Short 330	2040
G-ELDH DC9	2114	G-BEJD HS 748	2144
G-OLAH Short 360	2209	G-RMCT Short 360	2354
14 G-BMLC Short 360	0811	XV101 VC-10 C.1K	0820
EI-CFC SAAB 340	0842	G-ELDH DC9	0927
G-ZAPF Short 360	0931	ZG848 BN2T	0945
G-OBLK Short 360	1001	HB-VKS Citation II	1011 1709
OO-DTG Brasilia	1036	G-BLTO Short 360	1042
G-SHCC JetRanger	1100	G-BANK Seneca	1100
G-BUUL T67M Firefly	1113	G-AZBK Aztec	1158
G-ELDH DC9	1228	G-ZAPF Short 360	1245
G-OBLK Short 360	1311	G-BYAD Boeing 757	1500
G-ELDH DC9	1526	G-BMHX Short 360	1656
G-OBLK Short 360	1713	XV101 VC-10 C.1K	1757
G-ELDH DC9	1822	G-BYAK Boeing 757	1839
G-BMAR Short 360	1857	EI-CFB SAAB 340	1915
G-BVMX Short 360	2017	OO-DTI Brasilia	2021
G-ZAPF Short 360	2024	G-OBLK Short 360	2028
G-BIUV HS 748	2134	G-BMAM DC9	2145
G-OLAH Short 360	2154		
15 G-BYAG Boeing 757	0032	G-BMHX Short 360	0809
G-CTWW Seneca	0820	EI-CFD SAAB 340	0838
G-BMAM DC9	0934	G-ZAPF Short 360	0938
G-OBLK Short 360	1011	G-BAML JetRanger	1018
OE-GLF Falcon 20	1024	G-BVMY Short 360	1028
OO-DTJ Brasilia	1036	G-BMVE Arrow IV	1202
G-APVV Cherokee 180	1230	G-BMAM DC9	1237
G-OBLK Short 360	1307	G-TKPZ Cessna 310R	1323
OO-DTF Brasilia	1439	G-BMAM DC9	1514
G-NUTZ Twin Squirrel	1515	G-WACK Short 360	1701
G-OBLK Short 360	1710	G-CTWW Seneca	1723
G-BGLW Seneca	1732	G-BYAG Boeing 757	1810
G-BMAM DC9	1812	EI-CFB SAAB 340	1917
G-BMHX Short 360	1958	G-BVMX Short 360	2011
OO-DTK Brasilia	2015	G-OBLK Short 360	2028
G-RMCT Short 360	2107	G-BMAM DC9	2119
G-TBAC Short 360	2139	G-BIUV HS 748	2146
16 G-BMAR Short 360	0753	EI-CFC SAAB 340	0844
G-BMAM DC9	0928	G-OBLK Short 360	1000
G-BVMY Short 360	1037	G-JEAB Friendship	1040
OO-DTF Brasilia	1051	G-BKKN Cessna 182R	1113
G-EWFN TB-20 Trinidad	1126	G-LILI Cessna 425	1205
G-BMAM DC9	1227	G-OBLK Short 360	1316
G-BYAG Boeing 757	1438	OO-DTH Brasilia	1450
G-BLOE Navajo	1453	G-OHOP Navajo	1511
G-BMAM DC9	1515	G-BMAR Short 360	1654
G-OBLK Short 360	1716	G-BMAM DC9	1817
EI-CFB SAAB 340	1912	G-BMAR Short 360	2020
OO-DTG Brasilia	2024	G-BVMX Short 360	2027
G-OBLK Short 360	2031	G-RMCT Short 360	2047
G-ATMJ HS 748	2055	G-OLAH Short 360	2138
G-BMAM DC9	2143	G-BYAG Boeing 757	2238

17	G-BMAR Short 360	0813		PH-KED Aztec	0819
	EI-CFD SAAB 340	0837		G-BMAM DC9	0931
	G-OBLK Short 360	0952		G-BSOY Seneca	1003
	G-TKPZ Cessna 310R	1024		G-BTGN Cessna 310R	1035
	G-BVMY Short 360	1041		OO-DTI Brasilia	1055
	G-BKEK Cherokee Six	1226		G-BMAM DC9	1236
	G-BBSB C23 Sundowner	1254		G-OBLK Short 360	1309
	G-OJAY Bandeirante	1340		G-BLOE Navajo	1420
	OO-DTG Brasilia	1455		G-BMAM DC9	1557
	G-BMNF King Air 200	1610		G-BMLC Short 360	1649
	G-RMCT Short 360	1706		G-OBLK Short 360	1728
	G-FISH Cessna 310R	1828		G-BMHX Short 360	1845
	G-ELDH DC9	1849		G-BYAG Boeing 757	1936
	EI-CFA SAAB 340	1951		G-BIUV HS 748	2018
	G-BVMX Short 360	2021		OO-DTF Brasilia	2025
	G-OBLK Short 360	2040		G-ELDH DC9	2141
	G-SBAC Short 360	2213			
18	EI-CFA SAAB 340	0837		G-BMAB DC9	0926
	G-BGYV Bandeirante	1004	1712(19)	G-OBLK Short 360	1050
	OO-DTG Brasilia	1055		G-UKHP BAe 146	1122
	G-BMAB DC9	1224		G-OBLK Short 360	1432
	G-OBLK Short 360	1738		G-ELDH DC9	1813
	G-ELDH DC9	2101			
19	G-ELDH DC9	0932		G-CZAR Citation V	1014
	G-BMAB DC9	1224		G-BYAE Boeing 757	1301
	G-OBLK Short 360	1326		G-ILTS Cherokee Six	1431
	OO-DTJ Brasilia	1506		G-OBLK Short 360	1721
	G-BVMX Short 360	1759		G-PKBE DC9	1813
	EI-CFA SAAB 340	1907		G-WACK Short 360	1945
	OO-DTH Brasilia	2040		G-FRAG Cherokee Six	2045 n/s
	G-BLTO Short 360	2059		G-OBLK Short 360	2122
	G-ELDI DC9	2126			
20	G-BMHX Short 360	0808		EI-CFA SAAB 340	0840
	G-AWIT Cherokee 180D	0851		G-ELDI DC9	0944
	G-OBLK Short 360	0959		OO-DTF Brasilia	1040
	G-BJYD Cessna 152	1055		G-TKPZ Cessna 310R	1109
	G-GREN Cessna T310R	1111		G-BAGO Cessna 421B	1136
	G-BVMX Short 360	1205		G-ELDI DC9	1232
	G-OBLK Short 360	1309		G-BYAJ Boeing 757	1322
	G-RMCT Short 360	1328		G-BJMR Cessna 310R	1342
	OO-MTD Brasilia	1446		G-ELDI DC9	1532
	G-WACK Short 360	1659		G-OBLK Short 360	1712
	G-BYAE Boeing 757	1743		G-ELDI DC9	1824
	G-BMAR Short 360	1855		EI-CFB SAAB 340	2023
	OO-DTI Brasilia	2026		G-OBLK Short 360	2033
	G-BVMY Short 360	2043		G-BPDA HS 748	2123
	G-ELDI DC9	2133		G-SBAC Short 360	2200
21	G-BMHX Short 360	0811		D-CCAY Lear Jet 35A	0842
	G-CLAS Short 360	0849		EI-CFA SAAB 340	0857
	G-HART Cessna 152	0901		G-ELDI DC9	0923
	G-BFJI Robin HR100/250	0948	n/s	G-OBLK Short 360	1000
	G-BAVZ Aztec	1023		OO-DTG Brasilia	1041
	G-BSBW JetRanger	1058		G-OWLC Navajo	1102 1146
	G-BVMY Short 360	1128		G-ELDI DC9	1223

G-BT2P TB9 Tampico	1229	G-AZLY Cessna F150L	1235
G-OBLK Short 360	1311	G-BYAE Boeing 757	1355
OO-DTL Brasilia	1440	G-BKTZ T67M Firefly	1443
G-ELDI DC9	1521	G-BAGO Cessna 421B	1610
G-BMHX Short 360	1645	G-OBLK Short 360	1723
G-ELDI DC9	1830	G-BMAR Short 360	1926
EI-CFD SAAB 340	2001	RA85409 TU154B2	2013 1407(22)
OO-DTN Brasilia	2016	G-BVMY Short 360	2025
G-OJAY Bandeirante	2027	G-OBLK Short 360	2033
G-RMCT Short 360	2106	G-ELDI DC9	2133
G-BEJD HS 748	2146	G-TBAC Short 360	2217
G-BYAE Boeing 757	2301		
22 G-LOGU Jetstream	0759	OY-BPM SA226T Merlin 3B	0824
G-MPWT Seneca	0838	EI-CFD SAAB 340	0849
G-ELDI DC9	0929	G-OBLK Short 360	1009
F-GMGB King Air 200	1017 1257	OO-DTN Brasilia	1047
G-GREN Cessna T310R	1216 n/s	G-ELDI DC9	1241
G-BLTO Short 360	1255	G-OBLK Short 360	1326
G-TKPZ Cessna 310R	1353	G-NUTZ Twin Squirrel	1432
G-BSPG Seneca	1440	OO-DTH Brasilia	1442
G-HUBB P68B Victor	1502	G-ELDI DC9	1537
G-LOGV Jetstream	1634	G-OBLK Short 360	1721
G-BAVZ Aztec	1757	G-BYAE Boeing 757	1806
G-PKBM DC9	1841	G-BMAR Short 360	1846
EI-CFC SAAB 340	1910	OO-DTK Brasilia	2013
G-BVMX Short 360	2043	G-OBLK Short 360	2045
G-RMCT Short 360	2112	G-SBAC Short 360	2136
G-BPDA HS 748	2146	G-PKBM DC9	2150
23 EI-CFC SAAB 340	0845	G-LOGV Jetstream	0917
G-PKBM DC9	0936	G-OBLK Short 360	1002
G-BVMY Short 360	1053	OO-DTJ Brasilia	1056
G-OWLC Navajo	1149	G-UKLC BAe 146	1156
G-PKBM DC9	1221	G-OBLK Short 360	1315
G-BPFR Short 360	1349 n/s	G-OAKL King Air 200	1356
G-BLOE Navajo	1401	G-BYAE Boeing 757	1422
OO-DTI Brasilia	1453	G-PKBM DC9	1526
G-RMCT Short 360	1606	G-BMHX Short 360	1656
G-OBLK Short 360	1744	G-UKJF BAe 146	1751
G-PKBM DC9	1828	G-ODNP Cessna 310R	1836
EI-CFD SAAB 340	1942	OO-DTN Brasilia	2002
G-BVMX Short 360	2021	G-OBLK Short 360	2053
G-PKBM DC9	2111	G-UKJF BAe 146	2130
G-TBAC Short 360	2133	G-ATMJ HS 748	2138
G-BYAE Boeing 757	2200		
24 EI-CFC SAAB 340	0847	G-PKBM DC9	0923
G-OBLK Short 360	1006	G-BVMX Short 360	1053
G-PKBM DC9	1219	G-OBLK Short 360	1316
OO-DTF Brasilia	1431	G-PKBM DC9	1524
G-LOGU Jetstream	1639	G-OBLK Short 360	1717
EI-CFD SAAB 340	1904	G-BYAE Boeing 757	1909
G-OBLK Short 360	2014	G-ELDH DC9	2116
25 Closed for Christmas			
26 G-BMAK DC9	0927	G-AYAA Cherokee 180E	1109

G-BMAK DC9	1216	G-MWRH Gemini Flash IIA	1355
OO-DTJ Brasilia	1448	G-OBLK Short 360	1713
G-BMAK DC9	1826	EI-CFA SAAB 340	1915
G-BYAE Boeing 757	1925		
27 EI-CFA SAAB 340	0841	G-BMAK DC9	0901
G-OBLK Short 360	0953	G-BMAK DC9	1224
G-BSBW JetRanger	1232	G-SACU Cadet	1312
G-OBLK Short 360	1318	G-MWRH Gemini Flash IIA	1328
OO-DTG Brasilia	1433	G-BYAJ Boeing 757	1517
G-BOAA Concorde	1603	G-BMCI Cessna F172H	1610 n/s(29)
G-NROY Lance 300	1622	G-OBLK Short 360	1713
G-BMAK DC9	1802	G-BYAE Boeing 757	1849
EI-CFD SAAB 340	1910	G-OBLK Short 360	2030
G-AMPZ DC3 Dakota	2100		
28 G-BPSV Cessna 406	1200	OO-MTD Brasilia	1439
G-OBLK Short 360	1457	G-TKPZ Cessna 310R	1542
G-LOGV Jetstream	1639	G-BVMY Short 360	1753
G-OBLK Short 360	1830	EI-CFB SAAB 340	1907
OO-MTD Brasilia	2005	G-BVMX Short 360	2011
G-BMAK DC9	2107	OY-SUN Cessna 402C	2110 2229
G-OBLK Short 360	2130	G-BYAF Boeing 757	2234
G-BYAE Boeing 757	2304		
29 EI-CFB SAAB 340	0840	G-PKBD DC9	0925
G-OBLK Short 360	0957	G-BVMX Short 360	1148
G-PKBD DC9	1219	G-OBLK Short 360	1319
G-HUBB P68B Victor	1418	OO-DTH Brasilia	1440
G-PKBD DC9	1510	XR807 VC-10 C.1	1536 1640
G-LOGR Jetstream	1638	G-OBLK Short 360	1726
G-BYAE Boeing 757	1756	EI-CFC SAAB 340	1913
OO-DTG Brasilia	2012	G-OBLK Short 360	2036
G-BEJD HS 748	2127	G-BIYG Short 330	2200
G-FIND Cessna 406	2230		
30 EI-CFA SAAB 340	0835	G-PKBD DC9	0927
G-OBLK Short 360	0951	G-TKPZ Cessna 310R	1202
G-UKLA Boeing 737 400	1214	G-PKBD DC9	1228
G-BVMX Short 360	1230	F-GHIU B58 Baron	1241 1337(01)
G-AVSA Cherokee 180C	1254	G-OJCB JetRanger	1427
G-OBLK Short 360	1429	G-BYAE Boeing 757	1438
OO-DTL Brasilia	1452	G-PKBD DC9	1519
G-LOGR Jetstream	1632	G-OBLK Short 360	1745
EI-CFB SAAB 340	1908	OO-DTN Brasilia	2013
G-OBLK Short 360	2054	G-RMCT Short 360	2056
G-BPDA HS 748	2139	G-OLAH Short 360	2207
G-BYAE Boeing 757	2225		
31 EI-CFB SAAB 340	0842	G-BVMX Short 360	1020
G-BJYD Cessna 152	1113	G-DARR Cessna 421C	1158
G-PKBD DC9	1217	G-OBLK Short 360	1313
OO-DTF Brasilia	1445	G-PKBD DC9	1522
G-LOGR Jetstream	1638	G-OBLK Short 360	1712
EI-CFC SAAB 340	1909	G-BYAE Boeing 757	2120

From & To:

01) EI-BUF/Abbeyshrule: 02) F-GKGL/Newcastle: 03) D-CHOP/Nurnberg: 04) PH-TVU/F & T Amsterdam: 05) XX454/West Freugh and Watton: 08) F-GKCC/Manchester; I-PIAH/Turin-Lille: 09) N717GA/Montpellier-Glasgow: 10) N1224S/Birmingham: 13) F-GBTI/Toulouse: 14) XV101/Brize Norton-Split and return; 2G848/Aldergrove; HB-VKS/Nice-Zurich: 15) OE-GLF/Basle: 17) PH-KED/Emmeloord: 21) D-CCAY/Nurnberg; RA85409/F & T Krasnodar: 22) OY-BPM/Tirstrup; F-GMGB/Humberside-Cannes: 28) OY-SUN/Billund-Gothenberg: 29) XR807/Split-Brize Norton: 30) F-GHIU/Jersey:

Overshoots:

05) G-BAVZ: 07) G-TKPZ: 09) G-BODY: 14) G-TKPZ: 15) XX496/FYY45; XX493/FYY79; XX498/FYY70: 17) XX497/FYY81: 27) XZ595/Rescue 128:

LBA Movements review, December 1993

Well that's it for 1993, the total of foreign registered visitors ended up well in arrears of last year as you can read elsewhere in the magazine. This month we did manage to get a couple of interesting ones. Starting on the 1st we had the now regular Cessna 210 EI-BUF and, operating as "Shamrock 209", the Boeing 737-500 EI-CDS. These were followed by a couple of biz-jets, Citation V F-GKGL which did a night stop on the 2nd and Citation II D-CHOP on the 3rd. Doing a charter from and to Amsterdam with shoppers on the 4th was Boeing 737 PH-TVU using callsign "Transavia 7711-12". King Air 200 I-PIAH on the 8th belongs, strangely enough, to Soc. Piaggio and it was joined by Falcon 10 F-GKCC which is registered to the Ste. Alodis but which was operating on the Europe Falcon Services callsign "EFS 206A-B". On the 9th Bandeirante N717GA diverted in for fuel whilst en route from Montpellier to Glasgow, I can find no trace of this on the US register so it may be on delivery from somewhere to new owners in America. Night stopping on the 10th was the Cessna 425 N1224S and visiting on the 13th was another French Falcon 10 F-GBTI. Citation II HB-VKS on the 14th used callsign "JetAviation 601-602" and was only our third Swiss of the year. Going one better was Falcon 20E OE-GLF on the 15th which was our fourth Austrian. The final German of the year was Lear Jet 35A D-CCAY on the 21st. Star of the month must be the Tupolev 154 RA85409 which night stopped on the 21st, this arrived with an exchange crew for a ship in some east coast port. It was operated by SP Air and used the callsign "PAR 3869-70". OY-BPM on the 22nd was a Merlin IIIB and also noted that day was the King Air 200 F-GMGB. Calling in to collect some aircraft spares on the 28th was the Cessna 402C OY-SUN using the callsign "Sunscan 1391". Beech Baron F-GHIU night stopped on the 30th and was flown by an English sounding pilot, this may be a new UK resident. There were a number of interesting UK registrations in the movements this month, on the 3rd there was the sole UK registered Falcon 900B G-BTIB of the Glaxo Corp night stopping. Crew training on the 17th and 21st was the Bandeirante G-OJAY of Orientair as "Orient 02T" and "Orient 12T". Arriving for checks with Knight Air on the 18th was the Bandeirante G-BGYV of Air Camelot as "AirCam 17T". Another arrival at Knight Air was the Short 360 G-BPFR on the 23rd, this had been operating in Taiwan as B-12277 until its last flight there in February 1991 when it was put into storage at Tainan. It was restored to the UK register on 10/05/91 but remained at Tainan until prepared for the 5 day flight to the LBA for what is known as a check D. This will take about five weeks after which it will be delivered to a customer that Shorts have for it. Microlights do not usually enter LBA airspace so it was a surprise to me when Mainair Gemini Flash G-MWRH landed here on the 26th and again on the 27th. Cherokee Six G-NROY on the 27th turned out to be our ex resident G-LYNN in a new guise. The last of the Slingsby Firefly's for the RAF contract passed through YLA this month, G-BUUK on the 6th and G-BUUL on the 14th. The ex Yorkshire European Bandeirantes have been repainted in the colours of Knight Air Scheduled Services and they are due to start services some time in January on the ex YEA routes.

Foreign Visitors to Leeds/Bradford 1993

A6-AAA Boeing 737 2P6	21613	EI-CFY Cessna 172N	68902
C-FLTL Citation III	0007	EI-CIJ Cessna 340	0304
CS-TIA Boeing 737 382	24364	EI-EEC PA-23 250 Aztec	27-7554045
CS-TIF Boeing 737 3K9	24212	EI-FKA Fokker 50	20118
CS-TIG Boeing 737 3K9	24213	EI-FKB Fokker 50	20119
CS-TIH Boeing 737 3K9	24214	EI-FKC Fokker 50	20177
D-CCAY Lear Jet 35A	112	EI-FKD Fokker 50	20181
D-CFAI Falcon 20F	335	EI-FKE Fokker 50	20208
D-CHOP Citation II	0609	EI-FKF Fokker 50	20209
D-EFCH PA-46 301P Malibu	46-8608037	EI-SNN Citation III	0183
D-EFOO Cessna T210N	64269	F-GAMU Cessna 402B	1030
D-EHLI PA-28R 200 Arrow II	28R-7435260	F-GBTI Falcon 10	24
D-ERAW Mooney M20M	27-0092	F-GCQL Cessna 414A	0470
D-GBTF B76 Buchess	ME-341	F-GEOM Douglas C-47A	9798
D-IAAC Cessna 441	0073	F-GGAF SA226AT Merlin 4A	AT-043
D-IATC Citation	0116	F-GGMV King Air 200	BB-616
D-IAWK King Air F90	LA-105	F-GHDB SAAB 340A	117
D-IIBB King Air F90	LA-202	F-GHFB Falcon 10	169
D-IMKE Cessna 414	0909	F-GHIU Beech 58 Baron	TH-986
D-IMMJ Cessna 421C	0057	F-GHLC King Air 200	BB-737
EC-EHT DC9 83	49577	F-GHOC King Air 200	BB-406
EC-EIG DC9 83	49579	F-GHVE SA227AC Metro 3	AC-519
EC-EJQ DC9 83	49672	F-GIAC SA226AT Merlin IV	AT-036
EC-EJU DC9 83	49621	F-GICR Beech A36 Bonanza	E2354
EC-EOZ DC9 83	49627	F-GJDG Citation	0312
EC-EPL DC9 83	49630	F-GJMJ King Air B200	BB-1032
EC-ESJ DC9 83	49790	F-GJTE PA-34 200 Seneca	34-7350218
EC-EXX DC9 87	49398	F-GKAE Falcon 10	213
EC-FEB DC9 83	49619	F-GKAR Falcon 50	204
EC-FJQ DC9 83	49900	F-GKCC Falcon 10	201
EC-463 DC9 83	49577	F-GKGL Citation V	0058
EC-479 DC9 83	49621	F-GKJV SOCATA TBM-700	11
EC-485 DC9 83	49622	F-GKRP Mooney M.20J	24-3211
EC-487 DC9 83	49672	F-GLBE SOCATA TBM-700	1
EI-BDY Boeing 737 2E1	21112	F-GMGB King Air 200	BB-1390
EI-BIC Cessna F172N	1965	F-PDAB Rutan Cozy	E-717
EI-BUF Cessna 210N	63070	F-WYMD AS.332L Super Puma	2338
EI-BUM Cessna 404	0650	HB-IKT CL600 Challenger	5003
EI-BVA Cessna 404	9237	HB-LQB MU-2B-60 Marquise 1512SA	0441
EI-BYE PA-31 350 Navajo	31-7305118	HB-VKS Citation II	0216
EI-BYK PA-23 250 Aztec	27-7305075	I-BLUB Citation VI	298
EI-CAY Mooney M.20C	690074	I-FLYC Lear Jet 35A	31T-8004052
EI-CDA Boeing 737 548	24878	I-LIAT PA-31T-1	BB-777
EI-CDC Boeing 737 548	24968	I-PIAH King Air 200	28-7990093
EI-CDS Boeing 737 5Q8	26287	LN-ATR PA-28 181	110381
EI-CDX Cessna 210K	59329	LX-SKS EMB 110.P1	026
EI-CFA SAAB 340B	248	LZ-BTA TU154A	036
EI-CFB SAAB 340B	251	LZ-BTC TU154B	077
EI-CFC SAAB 340B	255	LZ-BTF TU154B	091
EI-CFD SAAB 340B	257	LZ-BTG TU154A	

LZ-BTH TU154M	754	N9790G Cessna 172N	73636
LZ-BTI TU154M	706	N21899 PA-32RT 300T	32R-7887239
LZ-BTK TU154B	144	N23840 Beech C.24R Sierra	MC-556
LZ-BTL TU154B	208	N26634 PA-24	24-3551
LZ-BTM TU154B	209	N50755 Boeing A.75N-1	75-4020
LZ-BTN TU154M	832	N56462 Maule M.6 235C	7409C
LZ-BTO TU154B-1	258	N59756 PA-31 325	31-7612007
LZ-BTP TU154B-1	278	N61422 PA-31 310	31-7612034
LZ-BTQ TU154M	743	N80302 PA-34 220T	34-8233055
LZ-BTS TU154B-2	422	OE-FPA Citation II	0552
LZ-BTT TU154B-2	483	OE-FHW Citation	0121
LZ-BTV TU154B-2	569	OE-GLF Falcon 20E	323/520
LZ-BTW TU154M	707	OE-GSC Falcon 10	122
LZ-BTX TU154M	744	OK-DKH King Air 90	
LZ-BTY TU154M	800	OO-DFC PA-31 325	31-8012041
LZ-MIG TU154M	822	OO-DJH BAE 146 200	E.2172
N45PH CL601 Challenger	3004	OO-DJJ BAE 146 200	E.2196
N47MJ Citation II	0010	OO-DTF EMB 120RT	120-082
N55BN Beech 55 Baron	TC-1572	OO-DTG EMB 120RT	120-087
N74JA CL600S Challenger	1060	OO-DTH EMB 120RT	120-104
N102AB Gulfstream III	53	OO-DTI EMB 120RT	120-121
N161WT Falcon 20F-5	478	OO-DTJ EMB 120RT	120-123
N216FP Falcon 900	65	OO-DTK EMB 120RT	120-149
N235KK Citation III	0175	OO-DTL EMB 120RT	120-176
N299FB Gulfstream IV	1099	OO-DTN EMB 120RT	120-235
N424GA Gulfstream IV	1004	OO-DTO EMB 120RT	120-253
N453C Cessna 310Q	0411	OO-EJM PA-31 310 Navajo	31-7912069
N500KJ Falcon 50	197	OO-GBL Lear Jet 35A	284
N584D Gulfstream IV	1065	OO-HPD Cessna U206F	02340
N601HC CL601 Challenger	5088	OO-IBK PA-34 200T Seneca	34-7770019
N602PM PA-62P Aerostar	09208165044	OO-JRD Cessna F177RG	0046
N677RW Gulfstream IV	1177	OO-KNM Cessna 441	0344
N707TJ Boeing A75N1	75-950	OO-MTD EMB 120RT	120-213
N717GA EMB 110 Bandeirante		OO-SBM Boeing 737 429	25729
N772H Cessna TP337G	P337-0265	OO-SBQ Boeing 737 229	21596
N816RL King Air E90	LW-187	OO-TLS King Air A100	B-188
N831SR PA-34 200T	34-7770416	OY-BEB King Air C90	LJ-971
N840LE Rockwell 690C	11709	OY-BPM SA226T Merlin IIIB	T-410
N917W Gulfstream IV	1158	OY-CCG Citation III	0003
N961JC BAE 125-800A	258062	OY-CEI PA-28RT 201T	28R-7918107
N1024L Beech 60 Duke	P.78	OY-CEV Citation	0329
N1224S Cessna 425	0211	OY-CTR PA-31 310 Navajo	31-8012066
N1351H PA-32 300	32-7740034	OY-FFV Citation V	0138
N1565B Beechjet 400	RJ-65	OY-JRO King Air B90	LJ-327
N1656H PA-34 200T Seneca	34-7770131	OY-PAL King Air 200	BB-575
N2673D Cessna 340A	0755	OY-PAM King Air 200	BB-557
N3715B Beech 58 Baron	TH-1200	OY-RDD Citation II	0621
N4306Z PA-28 161	28-8316073	OY-SRC F-27 Friendship 600	10576
N4360U PA-46 310 Malibu	46-8408049	OY-SUN Cessna 402C	0461
N5057V Boeing A75N1	75-5598	PH-ABD PA-31 350	31-7305048
N6829R Cessna 340A	1236	PH-BOS PA-28 151	28-7615375
N7168B Cessna TP337G	P337-0218	PH-DUS King Air 200	BB-1296
N9146N Cessna 401B	0010	PH-FWT EMB 110P1	110.272
N9329R Sikorsky S-52	129616(?)	PH-HNK Cessna 340A	0546

VRCTT

13/5

PH-IDA PA-31 350	31-7852160	VR-CAT Citation	0232
PH-KED PA-23 250 Aztec	27-7305116	VR-CCT King Air C90	LJ-1028
PH-LMC King Air B200	BB-988	VR-CCK Agusta A109A Mk 2	7357
PH-RPN BN2T Islander	2191	VR-CDB Boeing 727 89	19139
PH-TVU Boeing 737 2K2	22906	VR-CHR Cessna 340A	0990
PH-VDS Mooney M.20K	25-1001	VR-CMO Citation	0070
PH-VDO Partenavia P68C	354	VR-COG Beechjet 400A	RK-7
RA85409 TU154B2	409	VR-CSH King Air 350	FL-9
RA85713 TU154M	889	5B-DBC Airbus A320 231	295
SE-DNC Boeing 737 59D	24754	5B-DBD Airbus A320 231	316
SE-DNE Boeing 737 59D	25065	9H-ABA Boeing 737 2Y5	23038
SE-DNI Boeing 737 59D	26419	9H-ABE Boeing 737 2Y5	23847
SE-GNA PA-31 310	31-7612034	9H-ABF Boeing 737 2Y5	23848
SE-KKK Beech 60 Duke	P.330	9H-ABG Boeing 737 2Y5	24031
VR-BLK Gulfstream 840	11672		

The total for 1993 appears to be 237 which is 65 down on last year. This is the lowest total of foreigners since 1986 when we had 217. The reason for this seems to be twofold, we have lost some of our foreign operators such as the Yugoslavs and the new ruling about flights between EEC countries not requiring customs as they used to. Comparison totals for the last four years are listed below;

	1990	1991	1992	1993
January	31	45	50	27
February	10	19	15	21
March	26	21	24	22
April	34	25	11	13
May	45	40	39	29
June	31	42	39	31
July	29	18	35	15
August	22	23	23	27
September	37	33	19	16
October	23	14	22	19
November	37	16	17	6
December	22	7	8	11
TOTALS	347	303	302	237

There is an obvious decline from 1990 which was our record year but there are still some quality registrations appearing. This year we had two Russians and a Czechoslovakian plus a French ultralight (F-P****) and a French class B (F-W****) among the visitors. The Cayman Islands (VR-C**) are now very common although it is doubtful if any of these aircraft have ever been anywhere near the Caymans! The largest block of foreign airliners is once again the Bulgarians with Balkan supplying no fewer than 20 different TU154's. Lets hope that 1994 shows a large increase in foreigners and we once again climb over the 300 mark.

HAWAII RE-VISITED

Following my superb holiday last year in Hawaii, a report of which you might of read in a previous edition of Air Yorkshire, I decided to do the same thing again this year.

Last time I flew with United via San Francisco on the outward returning via Los Angeles. This year I managed a good deal through my travel agency connections with American Airlines. I booked outward from Heathrow to New York/JFK, transferred and overnighed at New York/Newark and then flew Newark-Chicago/O'hare-Los Angeles and finally Honolulu. The return some three weeks later was Honolulu-Dallas/Fort Worth (with a five hour stop)-Boston and home to Heathrow.

With a routing like that the prospects were great for some aircraft spotting. I checked in at 0900 hours on Monday 25 October for flight AA105 departing at 1100 hours. I managed a window seat on the front left side by the emergency exit of the fully laden MD-11 (N1759).

push back was 25 minutes late at 1125 due to five passengers being delayed by a fire scare in the terminal which had brought down some steel fire doors blocking their passage to the aircraft. We then proceeded to runway 09R for an 1138 take off towards London. Our flight routed outward leaving England by Bristol over Ireland, across the Atlantic arriving over the pond at Nova Scotia, down the eastern seaboard by Boston, Long Island and into JFK at 1432 hours local time some 6 hours 54 minutes later.

Customs and Immigration were cleared very quickly (20 mins) and within 40 minutes of landing I was on the airport bus to Manhattan with the twin towers of the World trade Centre, and the Empire State building in the distance. Instead of a straight transfer between airports I chose to go via the centre in order that i could get a quick look at the sights of this famous city. A quick change of buses and I was soon at Newark, and my overnights Hilton Hotel near the airport.

After a hearty full American breakfast I caught the shuttle back to the airport and checked in for flight AA161 scheduled to depart at 0929. Push back was dead on time, but, as Newark is very busy at this time it was not until 50 minutes later that we got airborne. Unbelievably there were over 30 aircraft before us queuing to get off the ground. The DC-10 flight (N167AA) to Chicago taking just 1 hour 50 minutes. We touched down at O'hare just 15 minutes late so obviously the schedule has waiting time at Newark built into it. The first thing that you notice on arrival at Chicago as the sheer size of the airfield, it is a vast spread out place with at least four runways in use at the same time. We taxied round to American's superb new terminal, where i had an hour on the ground to log the mainly American Airlines aircraft.

Departure from Chicago was scheduled for 12 noon and we pushed back again exactly on time having made up the slight delay on the turn round. We taxied out to runway 32R and after waiting for ten aircraft in front of us took off at 1230 hours for the 3 hour 28 minute flight to Los Angeles. Lunch was served about an hour into the flight and on the menu was a first for an inflight meal for me, Chicago deep pan pizza, different and not bad at all. Our decent into Los Angeles was quite bumpy due too the strong Santa Ana winds blowing towards the coast from the desert. We also caught a glimpse of the disastrous fires which were raging through-out the area causing destruction to brushland and property. After landing and taxiing to the American terminal I again had an hour on the ground.

The last leg of the journey was just five hours duration and the DC-10 was now packed to capacity. The aircraft had only been about 25% full leaving Newark and about 50% full from Chicago to Los Angeles but now every seat was taken. On arrival in a temperature of 80+ despite it being early evening I was greeted by my friends and whisked away to their apartment on the outskirts of town to begin my hard earned three weeks in the sun.

During my stay I managed a couple of quick visits to the airport. It's difficult to say which is the best place for spotting. If you stay in the terminal and clear security (no ticket required) you can get access to most gates, including the new inter-island terminal, but you can't see a lot of the smaller inter-island aircraft, the based aircraft or the cargo terminal. As I had a car I opted for Lagoon Drive which means you can drive round the various hangers, cargo sheds etc. and there are plenty of these, and then you can park at the end of Lagoon Drive. Here they have built a car park and it is right next to the take off point of the main runway. Also many small inter-island craft land here on a cross runway and the light aircraft hangers are here also, so it's a pretty good spot. The only problem is it's quite a long way from the terminal and almost impossible to log any incoming flights and when you see something like an Air Polynesia Boeing 767 landing it can be quite frustrating.

the best sight at Honolulu for me are the two Carvairs of Hawaii Pacific Air. These fine old birds still look in remarkably good condition but, unfortunately, I didn't see them flying this year. During the morning most arrivals are from the Pacific area (Japan, Korea, Australia). The American flights start arriving late afternoon and continue into the late evening with the inter-island flights of Aloha and Hawaiian coming and going all day.

The three weeks went all too quickly and with the temperatures always above 80 the tan developed quickly. For the flight home on 13 November American Airlines provided DC-10 N141AA which was scheduled to depart Honolulu at 2000 hours for the 6 hour 40 minute flight to Dallas/Fort Worth where we arrived at 0650 local time the following morning. I managed a few hours sleep on the flight so on arrival I had a quick breakfast before logging the many aircraft around. Again as the airport is so big with I don't know how many terminals most aircraft seen were either American or Delta.

The flight from Dallas was classed as a through flight to Heathrow with a stop in Boston and as I had only one coupon in my ticket for it I expected to be boarding a Boeing 767 so I was quite surprised to see a MD82 (N219AA) on ramp for the flight. The flight to Boston took exactly three hours and as it was dark on arrival I couldn't see much. I had less than an hour on the ground before I transferred to Boeing 767 N358AA for the final leg of my journey back to London Heathrow and a further 6 hours 40 minutes of flying.

The highlights of the log are as follows:-

London/Heathrow 25 October.

9K-AMB, 9K-AJB Kuwait, F-GKTD Airbus Sudan, 5Y-BEN Airbus Kenya, A40-GU 767 Gulf Air V5-SPF 747SP Air Namibia.

New York/JFK 26 October

CC-CEY Boeing 767 Lan-Chile, N31029 Tri-star TWA, N363BE Saab 340 Business Exp/Delta

New York/Newark 26 October

N54354 B.727 TWA, N901AW B.757 America West, N900ME DC-9 Midwest, N402KW B.737 Carnival, N360PA, N259US, B.727 Kiwi, N674UP, N677UP B.747 United parcels.
 N108FE, N493FE B.727 Fed. Express, XA-MXC B.727 Mexicana, N32KA Convair.
 6 x Northwest, 11 x U.S. Air, 4 x U.S. Air express, 5 x United, 3 x United Express.
 8 x American, 5 x Delta.

Chicago/O'hare 26 October

N183NA North American, HL7480 B.747 Korean A/L, JA8185 B.747 Japan A/L
 American A/L 3 x B.727, 1 x Airbus, 12 x MD-82, 3 x B.757, 4 x F.100
 1 x DC-10. American Eagle Central/Simmons 5 x ATR 42/72 2 x Shorts 360.
 3 x Delta, 4 x United. N611AW, N614AW Bae 146 Air Wisconsin/United Exp.

Los Angeles/International 26 October

ZK-NBU B.747 Air NZ, D-ABVD B.747 Lufthansa, HL7416 B.747 Asiana, HS-TGE B.747 Thai, N165SW Air LA, N822RA, N871RA, MD-80 Reno, N172MV Beech 1900 Mesa Air
 3 x Delta, 2 x Continental, 3 x Northwest, 10 x United, 6 x American.
 3 x United express, 11 x American express, 6 x Alaska.

Honolulu 08 November

F-BVFA Concorde Air France, N3498C, N999CR, N4544Q, N770Q Cessna 400 Transair,
 6 x Cessna 208, N608FE MD-11 Fed. Express, N38MR, N26MR, N28MR Islander Circle
 Rainbow Air, N789US, N330SB Shorts Corporate Air, JA8114, JA8169 B.747 JAL
 N801CK DC-8 American International, N224NW, N624US, Northwest, HL7443 B.747
 HL7373 MD-11 Korean, N159NW, N158NW, N223NW DC-10 Northwest, N3123K Cessna 402
 Air Molokai, N4573V, N6604C Cessna 402 Hawaiian Air Ambulance, N98812, N99799
 Beech 18 Scenic Air Tours, N187R Beech 18 Polynesian Airlines, N873SJ DC-8
 Southern Air Transport, N5459M, N5459X Carvair Hawaiian Pacific Air,
 7 x Hawaiian, 6 x Aloha, 5 x Twin Otter Aloha Islander Air.

Honolulu 10 November

N880UP, N804UP DC-8 United Parcels, N5403M Cessna 402 Air Molokai, PK-GIA DC-10
 Garuda, N634US, N162US Northwest, N155UA B.747 United, JA8149, JA8163 B.747 JAL
 N980MA, N981MA F-27 Air Mohakl, HL7264 B.767 Asiana, N743PR B.747 Philippine
 VH-OGE B.767 Qantas, C-FBEG B.767 Polynesian, N724DA, N718DA, N719DA Tri-star
 Delta. 6 x Hawaiian, 7 x Aloha, 3 x Twin Otter Aloha Islander Air.
 There are also around 200 light aircraft and helicopters.

Dallas/Fort Worth 14 November

XA-SGW bus. jet, N340AE, N355AE Metro III Lone Star, N230NE B.727 Express one,
 XA-RXJ B.727 Aerorecursos, N632AW Airbus America West, 2 x Banderante, 7 x
 Brasillia, Delta 6 x B.757, 10 x DC-9, 5 x B.727, 3 x B.737, 4 x Tri-star.
 American 52 x MD-82, 14 x B.757, 7 x F.100, 6 x DC-10, 21 x B.727, 3 x MD-11
 25 x various American Eagle, 4 x Saab 340 Metroflight, 18 x Delta Express.

Boston 14 November

N242AT, N277AT ATR American Eagle, N480DA, N2811W B.727 Delta, OO-SCA Airbus Sabena

RANDOM SIGHTINGS

"Turn left!" said Peggy. "There's an airfield." I swung the car in the direction that my wife and the signpost indicated, and four miles later we found Staverton Airport. Also known as Gloucestershire Airport, it's south of the B4063 and north of the A40 Gloucester to Cheltenham road, with access from the former. It was bigger and busier than I'd expected. During the twenty minutes we were there several light aircraft took off and landed, and a helicopter went up, too; whilst a notice painted on a building read: 'Daily Flights. Orient Air. Glos. to Dublin.' Scenic flights were also advertised, and the Cotswold Aero Club is located there, as is the Gloucester and Cheltenham Flying School. Car parking was free, but two spaces were reserved for Customs Officers. Aircraft logged were G-BIMT, G-BEZO, G-SUIT (all Cessnas) plus G-MALA and G-BRNJ (both Pipers) and G-ATBI (a Beech A.23 Muskateer).

During our long weekend we also passed Hullavington Airfield, which is by the side of the A429 about a mile north of junction 17 of the M4 Motorway. Another aerodrome we whizzed past was Kemble which is five miles south west of Cirencester. We hadn't time to stop. But I've ticked them both off in the "United Kingdom Airfield Guide."

Full Sutton, which we visited on October 3rd, 1993 is nearer home. Head for Garrowby Hill on the A166, but before you get there turn right, following the signpost for Full Sutton Industrial Estate. The hangar is quite easy to find, and when we arrived several aircraft were parked up. The ones whose registrations I could read were G-BCPN (AA-5 Traveler), G-ATMX (Cessna F.150F), G-MVXV (Aviasud Mistral Microlight) and G-MWPH (Microflight Spectrum Microlight). Another microlight landed whilst we watched, but it was too far away to identify.

Rufforth is usually deserted when we pass. But on August 18th, 1993, two microlights were flying. Both came so low over the lay-by where I was parked that I could read the registrations without binoculars. G-MTXB was a Thruster TST Mk.1, whilst the other, G-MMVP was a Mainair Gemini Flash.

On our last visit to Blackpool we saw an unusual type of light aircraft. It was an Evans VP.1, registered G-BAPP; whilst an earlier trip to Blackpool last August revealed a helicopter giving pleasure flights from the end of the North Pier.

Although I know virtually nothing about military aviation I sometimes go RAF plane spotting. So when we were near Linton-on-Ouse I went to have a look. There's a spotters' car park in a country lane which gives an excellent view of the airfield. It was a weekday afternoon with aeroplanes constantly taking off and landing. Don't ask me what they were. I just haven't a clue. Those I logged included ZF 407, ZF 408, XW 270, ZF 412, ZF 488 and XX 491. The date was March 22nd, 1993. One day I might buy myself a book of military registrations, but I doubt it.

That only leaves Cark. Located in Cumbria the field is on the outskirts of the village, and is the base for a parachute club. Again it was a weekday afternoon, but this time the place was deserted. One solitary aircraft was parked on the runway, but there was no way that I could get the registration.

Leslie Scheftsik.

"MANCHESTER"SATURDAY 19TH MARCH 1994DEPARTURE

7.00

AERO CLUB

Spend the morning at leisure on the viewing terrace of Britain's third busiest Airport

11.00

As things quieten down with Airlines we'll take a trip to the South side for a look around those Hangers you can't quite see into from the Airport

12.30

A short run to the new viewing area where we'll park for packed lunches (not provided)

1.30

On the move again, this time into the City for a visit to the Science Museum and the "Air and Space" Gallery

Departing about 4.00 pm should get us back to LBA approximately 5.00 pm

COSTS

£9.50 per person
includes entrances

TO BOOK THE ABOVE TRIP
CONTACT JOHN JACKSON
ON
0532 503766

- * Payments are based on the number of persons going on trips and must be received by John no later than 2 weeks prior to the trip date, after which, places will be offered to stand-by persons.

RESULTS OF THE QUESTIONNAIRE

Many thanks to the few (29) who took the time to show interest.

All figures are based on 29 answers

WOULD LIKE TO VISIT/SEE:-

Large Airports	19	Private Airfields	15	Military	15	Civilian	18
Private Planes	14	Airlines	22	Vintage	12	Modern	17
Airshows	10	Fly-Ins	12	Museums	12		
Talks/Lectures	12	Micro-lites/Gliders	7				

I AM INTERESTED IN:-

Registrations	10	Photo Collecting	12	Pleasure Flights	12
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I COULD TRAVEL:-

Midweek	19	Weekends	22	Overnight (2 Days)	9
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AGE GROUP:-

Up to 20:	0	20/30:	1	30/40:	3	40/50:	7	50/60:	7	Over 60:	11
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SUGGESTED TRIPS IN ORDER OF PREFERENCE:

- 1) BAe/Maintenance/Operations/Engines
- 2) Shuttleworth/Hendon/Paris/Birmingham
- 3) Most Military Bases

I am always interested in comments and suggestions. Please contact me, you never know, somebody else may also be interested in your ideas.

John

SPECTATORS WELCOME HERE

The twenty-fifth wedding anniversary of some friends provided an excuse to pay a visit to a thriving regional airport. A copy of the Airport's free newspaper 'Airmail' made interesting reading:

- "Airport smashes magic figure to soar into top ten"
- "Completion of £2m aircraft parking area extension"
- "Tour operators increase flights by 15% next summer"
- "Work starts on major terminal developments"
- "Detailed plans for 85000 sq ft freight village"
- "Major new route to Dusseldorf announced"

We only had time to call for a late lunch on the way home, but the arrivals board looked good for an hour or so of entertainment and the weather was delightful. No all-day breakfast today: the hangover couldn't face it.

The walkways to the Terminal were full of people pushing trolleys loaded with suitcases and the departure lounges were busy with smiling Geordies. The sun was shining and the Spectators Roof Terrace beckoned me along with many others. There are plenty of seats in which to relax and enjoy the excellent view. A childrens soft-play area was an addition since my last visit (already cossetting future passengers - smart marketing).

From past experience I knew the Spectator Terrace to be an excellent photographic vantage point, even when crowded. This was possibly my last chance to get that winning shot for the 1993 photo competition. Will the winner be from one of the following: G-BRIF B767 Britannia, G-CEXP Herald Channel, G-BHWF B737 Britannia, OH-LMV MD80 Airtours, G-UKFC F100 Air UK, G-BLOE Navajo Chieftan, G-BIYG SD3-30 Gill Air, G-OLAH SD3-60, G-OGAT Super King Air.

I bet there are many spectators tempted back here as passengers!

Jim Stanfield

A QUICK TRIP TO NEWCASTLE

A quick trip to Newcastle to drop somebody off for their holiday reveals the following aircraft about and all before 08.00am Saturday!

G-BRYG	Dash	in BA C/S	G-CEAS	Herald	Channel Express
G-BUPS	ATR	City Express (BA)	G-BUDZ	757	Ambassador
G-BPKW	767	BY	G-BHMZ	F27	UK
G-BOPB	767	BY	G-BIKR	757	BA
G-BKWF	737	BY=(might be last)	G-000M	757	AMM
G-UKAG	146	UK (one to see)	G-BHHU	S330	GILL
G-BIFK	S330	GILL	G-OLAH	S360	GILL
G-SBAC	S360	GILL	G-TBAC	S360	GILL
G-BIOE	S330	GILL Also SUNJET 737 /IEA		737 U/D	

00-DTF E120 ER DAT

OH-LMU 9 Airtours (Finnair C/S)

Rick Ward

AIRLINE NEWS

AIR UK: New scheduled services to be introduced from the end of March 1994 are:-

Stanstead	- Copenhagen	Twice Daily
"	- Munich	Twice Daily
"	- Belfast (City)	Frequency not known

Negotiations are taking place with four unnamed manufacturers for eight turboprop aircraft to replace the ageing Friendships.

KNIGHT AIR: From 31 January 1994, the charter company will operate scheduled services from Leeds/Bradford. Services to Aberdeen, Cardiff and the Isle of Man will be flown twice daily and to Southampton once daily. All flights will operate Monday to Friday only.

Roger Fozzard

L B A SUMMER 1994

MONDAY	Ibiza	Britannia	757
TUESDAY	Palma	Spanair	767
	Malta	Air Malta	737
	Corfu	Britannia	757
WEDNESDAY	Mahon	Britannia	757
	Tenerife	Spanair	757
FRIDAY	Palma	Britannia	767
	Palma	Britannia	757
SUNDAY	Palma	Britannia	757
	Larnaca	Eurocypria	A320

C.D. J.D. Carter

OUT AND ABOUTCarnaby Airfield, Bridlington

A surprise visitor on 15 September 1993 was Citation G-SWET, the first ever jet visitor as far as I am aware. It arrived at 11.45am and departed at 4pm and did a local flight at 12.15pm of around 10 minutes. I believe it had brought visitors to Lada Cars. Other visits were by the Robinson R22 G-BNRZ and 6 & 8 October. Visitors to Carnaby on 18/11 G-BMBE PA-46 Malibu f/t Blackpool, visitor to East Yorkshire College at Carnaby.

R Fozzard

OUT AND ABOUT (Cont)

BEVERLEY/LINLEY HILL Resident News:- A new resident arriving 12.9 was MS.880B G-AZEE. F.150L G-BAIP continues its regular visits from and to Ottringham being present on 28.8, 2.4, and 11.9. Visitors:- 26.8 G-AZLY F.150L f&t Teeside, G-MWOO Renegade Spirit UK f&t Full Sutton. 27.8 G-BBMJ PA-23 f ? t Seppe. 28.8 G-BTHE 150L f Brough t Brighton. 1.9 G-ATMX F.150F f&t Full Sutton, G-BUGT T.61F f Rufforth t Full Sutton, N4008J 150G f&t North Coates. 2.9 G-MWRG Gemini Flash IIA f&t Full Sutton. 5.9 G-BSER PA-28 f&t Leeds, G-BCEO AA-5 f North Coates t Teeside, G-SACT PA-28 f North Coates t Sherburn. 7.9 G-BRIW H.269C f Withernsea t Preston Nr.Hull. 11.9 G-BTSK F.33C f White Waltham n/s t White Waltham 12.9. 18.9 G-BTUW PA-28 f Brighton t Sherburn, G-ANRP/TW439 Auster 5 f&t Brighton, G-RJMS PA-28R f&t Crosland Moor, G-BUGT T.61F f Sherburn t Rufforth, G-DELB R.22B f&t Sherburn.

BEVERLEY/LINLEY HILL Resident News:- TB.10 G-BGXD t Leeds 26.10 for maintenance, F.150M G-HULL t Sherburn 21.10 for maintenance, both are still away. Avid flyer G-BWCI is up for sale and T.61F G-BUJI has moved into its own purpose built hangar on the field. Visitors:- 21.9 G-DELB R.22B f&t Preston. 23.9 G-ATMX F.150F f&t Full Sutton. 24.9 G-AZOT PA-34 f&t Stapleford, G-TAFF CASA 1.131 f&t Brighton, G-TAFI Bu.133 f&t Brighton, G-BPKI Acrosport f Brighton t sandtoft, G-IDDY DHC.1 f Brighton t Sandtoft. 25.9 G-ATMX F.150F f&t Full Sutton, G-ANRP/TW439 Auster 5 f&t Brighton, G-FUZZ PA-19-95 f&t Brighton G-DELB R.22B f&t Sherburn, G-HART 152 f Humberside t ?. 30.9 G-BOZI PA-28 f&t Conington, G-AZTS F.172L f North Coates t Humberside. 2.10 G-SADE F.150L f&t Humberside, G-BOJM PA-28 f&t Humberside. 3.10 G-EDJC W.8 f&t East Leys Farm Grindale, G-JERS R.22B f&t ?. 10.10 G-ATMX F.150F f&t Full Sutton, G-LANE F.172N f&t Carton, G-BJZN T.67A f&t Burton Constable, G-BAIP F.150L f&t Ottringham. 16.10 G-BPGM 152 f&t Netherthorpe, G-BAIP F.150L f&t Ottringham, G-BJZN T.67A f&t Burton Constable, G-SACT PA-28 f&t Sherburn, G-BGPJ PA-28 f&t Woodvale, G-BEWN/WZ876 DHC.1 f Bagby t Netherthorpe. 17.10 G-BFDL/454537 J.3C-65 f&t Brighton, G-BJZN T.67A f&t Burton Constable, G-MVUO Chevrone f&t Cliffe?, G-BPFM 7AC f&t Netherthorpe, G-BMLK G.109B f&t Rufforth, G-BFFH F.172K f Wold Newton t Sturgate, G-HSVB PA-28 f Stapleford t Redhill. 23.10 G-BRPG 120 f Ottringham t Brighton, G-BEWN/WZ876 DHC.1 f Netherthorpe t Bagby, G-BOII 172N f&t Bournemouth, G-BRPG 120 f Full Sutton t Ottringham, G-BRJC 120 f&t Tollerton, G-BPGM 152 f&t Netherthorpe, G-BAIP F.150L f&t Ottringham. 24.10 G-BJZN T.67A f&t Burton Constable.

BEVERLEY/LINDLEY HILL As of 21.11 TB.10 G-BGXD still away at Leeds, F.150M G-HULL returned from Sherburn on 11.11. Visitors:- 28.10 BAIK F.150L f&t Wickenby, 30.10 BAIP F.150L f&t Ottringham, 31.10 BUGT T.61F f&t Rufforth, BAIK F.150L f&t Wickenby, BRPG C.120 f&t Ottringham, BPRT CP.328 f&t Netherthorpe, SUZN PA.28 f&t Wickenby, 12.11 BBKE F.150L f&t Wickenby, BUGT T.61F f Netherthorpe, t Rufforth, 20.11 BAIP F.150L f&t Ottringham, 21.11 AKVP Lusc.8A f&t Brighton.

BEVERLEY/LINLEY HILL Resident news:- As of 2.1.94 TB.10 G-BGXD was still away at Leeds. There has been very little flying here over the last month due to the field being water logged and NOTAMed as Closed. Visitors:- 27.11 G-BAIP F.150L f&t Ottringham. 2.12 G-DELB R.22B f&t Sherburn. 4.12 G-BAIP F.150L f&t Ottringham, G-DELB R.22B f&t Sherburn, G-BTHE 150L f&t Brough. 5.12 G-BAIP F.150L f&t Ottringham, G-BGCM AA-5A f Brighton t Brough, G-ANRP/TW439 Auster 5 f&t Brighton.

WOLD NEWTON/WILLY HOWE FARM Movements:- 18.9 G-BARZ SF.28A f/o west bound at 13.05, G-PROP AA-5A f Rufforth n/s t Blackbushe. 19.9, G-BTRT PA-28R f&t Barton, G-BMLK G.109B f&t Rufforth, G-BBCN HR.100 f&t Bagby, G-BKUR CP.301A f/o north bound at 15.49. 21.9 G-BFMH 177B f Garmondsway t Bagby. 22.9 G-BMLK G.109B f&t Rufforth, G-WERY TB.20 f&t Sherburn. 24.9 G-BAZM D.11 f&t Leeds. 29.9 G-NNAC PA-18-135 f Bagby, local banner towing flight t Bagby. 30.9 G-MWHD Spectrum f & t Wombledon. 3.10 G-BCPN AA-5 f&t Full Sutton, G-ATUB PA-28 f&t Binbrook.

OUT AND ABOUT (Cont)

WOLD NEWTON/WILLY HOWE FARM Movements:- 10.10 G-BSPA Q.2 f&t Sturgate, G-WERY TB.20 f&t Sherburn. 16.10 G-CPTM PA-29 f Ringway n/s t Ringway 17.10. 17.10 G-BCPN AA-5 f&t Full Sutton, G-BFPH F.172K f North Coates t Sturgate, G-CTHM PA-38 f&t Tollerton, G-SADE P.150L f&t Humberside. 18.10 G-MVXV Mistral f&t Full Sutton. 19.10 G-MYKW Mercury f&t Full Sutton. 23.10 G-BFOM IS.28M2A f&t Sandtoft, G-BOWO R.152RC f Sherburn t Sandtoft, G-BPWD 120 f Sturgate t Hucknall. 24.10 G-YTWO F.172M f Sherburn t North Coates, G-GREN T.310R f&t Sherburn. 26.10 G-RODD 310R f&t Marshland. 28.10 G-MYCS Flash f&t Hushwaite. 31.10 G-BALW F.172M, G-BOJM PA-28 both f&t HBR, G-WERY TB.20 f&t Sherburn, G-BDNU F172M f&t Burton

WOLD NEWTON/WILLY HOWE FARM Visitors 8.11 RODD 310R f&t Marshland, 11.11 MYGG Mercury f&t Full Sutton, 12.11 BGSV F.172N f&t Linley Hill, 15.11 BGWO D.112 f&t Brighton. Airtourer AZOE is back at Wickenby for further maintenance, that leaves B.8R BOUV as the only resident here.

WOLD NEWTON/WILLY HOWE FARM Resident news:- Airtourer G-AZOE did not return here but went direct from maintenance at Wickenby to take up winter residence in the hangar at Wombledon by 5.12. Movements:- 5.12 G-BGSV F.172N f&t Linley Hill. 6.12 G-BARS DHC.1 f Bagby t Wombledon. 21.12 G-BTSP J.3C-65 f&t Bagby. 27.12 G-AZTS F.172L f Humberside t Sandtoft. 1.1.94 G-BTHE 150L f&t Brough.

R Fozzard





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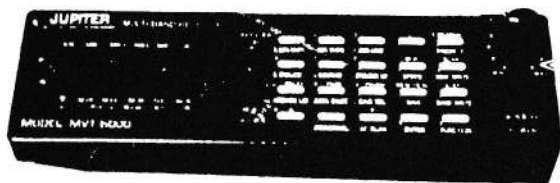
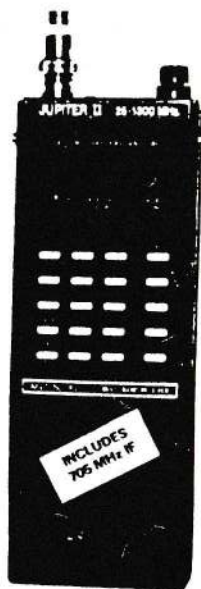
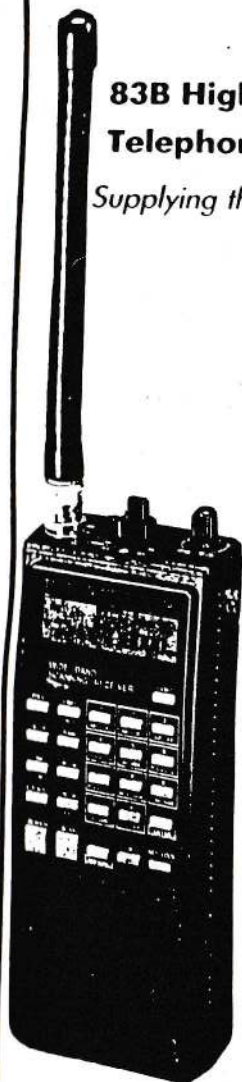
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10.00 AM - 5.00 PM TERMINAL BUILDING

FREE ADMISSION TO ENTHUSIASTS & VISITORS
Radio and Local Newspaper Coverage

Licensed Bar and Refreshments Available

* POSTCARDS * PHOTOGRAPHS * SLIDES * VIDEOS * MAPS * BOOKS * MODELS *
* PRINTS * ART * CLUB STANDS * DISPLAY STANDS * STICKERS * RADIOS *

PHANTOM DISPLAY COCKPIT WILL BE ON SHOW FOR INSPECTION

By kind permission of the EAST MIDLANDS AIRPORT AUTHORITIES, three photo-bus trips will be arranged for photographers on the day.