

AIR YORKSHIRE

AVIATION SOCIETY



VOLUME 18 No 11

(FOR PRIVATE CIRCULATION ONLY)

NOVEMBER 1992

EDITOR:- Trevor Kinghorn, 51 Moseley Wood Walk, Cookridge, Leeds LS16 7HQ, Tel. 614262

CHAIRMAN:- M. Willingale, 17 Banksfield Crescent, Yeadon, Leeds LS19, Guiseley 875137

SECRETARY:- A. Heeley, 29 Victoria Road, Guiseley, Leeds LS20 8DQ, Guiseley 876261

TREASURER:- C. Thornton, 69a Harrogate Road, Rawdon, Leeds LS19 6NB, Tel. 0532 507202

P.R.O.:- L. Coldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL, Leeds 676947

FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing 15.00 hrs.

DECEMBER 6th

: Christmas Party.

JANUARY 3rd

: Members Mark Teal and Bruce Taylor show Frankfurt Slides.

FEBRUARY 7th

: Veteran - Vintage. Mr J. Bishop.

CHAIRMAN'S CHAT

Last months meeting, arranged at the last minute, was a huge success. The Speakers from Air Atlantique gave us a detailed account of the Company's operations, backed up with a wonderful selection of slides. As a result, it is hoped to arrange a Springtime visit to their H.Q. at Coventry Airport.

The A.G.M. took place at the Aero Club on Tuesday 24th of November at 8.00pm, and I would like to thank all the thirty odd members who attended. The meeting agreed that although we had our ups and downs in 1992, on the whole the year had been successful. Membership was at an all time high of 189, and despite some problems the financial side appears to be in a reasonable situation.

It was, however, with sadness and regret that the meeting accepted the resignation of our long time Editor. Trevor has done a wonderful job over the last twelve years and will be hard to replace. I am sure we all wish Trevor well for the future and hope he will accept, along with our thanks, an Honorary membership. The Magazine is the focal point around which the Society operates and we are therefore looking for a member to take on the position of Editor. Trevor will be around to help with the first few issues. So if you would like to help, please contact Trevor or myself.

Due to health problems we also received the resignation of our Treasurer, Colin Hunter. Again, Colin has been with the Society for many years, serving as Chairman, Committee member and Treasurer. The Sunday meetings just don't seem complete without the familiar bearded figure complete with pint in one hand and his ever present "Deaf Aid". We hope you make a speedy recovery and accept an Honorary membership. Our newly elected Treasurer is Christine Thornton and all future transactions should be sent to her. Laurie Coldbeck, Adrian Heeley and myself were all re-elected, as P.R.O., Secretary and Chairman. Also the present Committee and several new members were elected. It was also agreed that the existing subscriptions remain the same for the coming year. IE. Air Yorkshire £10 plus £1 extra for each family member, and £10 per individual for Social membership of the Yorkshire Aeroplane Club. Finally, on behalf of Officers and Committee, we wish you and your families a Merry Christmas and a happy 1993.

CREDITS T.W.Sykes R.Fozzard J.Stanfield L.Scheftsik M.Haywood

LEEDS/BRADFORD MOVEMENTS OCTOBER 1992

2.

	ATA	ATD		ATA	ATD
1. C-FNXY Boeing 757	0700		G-BIUUV HS.748	0703	
G-OBHD Short 360	0803		G-RPVJ Cessna 152	0834	n/s
OO-DTI Brasilia	0837		EI-CFA SAAB 340	0905	
G-ELDG DC9	0922		G-BLZT Short 360	0927	
G-IFAC Boeing 757	0934		G-WACK Short 360	0944	
N453C Cessna 310	1009		G-BLEC BN2 Islander	1014	
G-TVMM Cessna 310Q	1040		G-RAAD Mooney M20L	1058	
G-CHIP Archer II	1103		G-RJYD Cessna 152	1120	
G-TONI Cessna 421C	1132		G-ELDG DC9	1227	
G-BAMM Cherokee 235	1232		G-BYRD Mooney M20K	1334	
G-BFDI Archer II	1439		G-BLPV Short 360	1502	
G-ELDG DC9	1517		G-OBHD Short 360	1530	
G-LORD Seneca	1540		G-STON Tomahawk	1551	
G-BWFR Cessna F172N	1631		F-GGPQ TR20 Trinidad	1735	
G-BLGB Short 360	1808		G-IEAC Boeing 757	1821	
G-ELDG DC9	1838		G-OBHD Short 360	1844	
G-BKXG Cessna T303	1851		G-ARYI Cessna 172C	1903	
EI-CFD SAAB 340	1917		OO-DTH Brasilia	2002	
G-NAIL Cessna 340	2013	n/s	G-BLZT Short 360	2016	
5B-DEB Airbus A320	2108		G-BKIE Short 330	2112	
G-ELDG DC9	2136		G-SBAC Short 360	2153	
2. G-BIUUV HS.748	0702		G-OBHD Short 360	0759	
G-BMAR Short 360	0806		OO-DTF Brasilia	0838	
EI-CFD SAAB 340	0906		G-BNGM Boeing 737-300	1017	
G-BMAC DC9	1237		G-DRJC Boeing 757	1336	
G-LOGP Jetstream	1503		G-BMNF King Air 200	1522	
G-ELDG DC9	1525		G-BLZT Short 360	1528	
G-BARB Seneca	1610	n/s	G-UKLA Boeing 737-400	1614	
G-OBHD Short 360	1708		G-ODNP Cessna 310R	1812	
G-BMHX Short 360	1818		G-ELDG DC9	1839	
G-BLZT Short 360	1845		EI-CFB SAAB 340	1923	
OO-DTO Brasilia	2000		G-OBHD Short 360	2028	
G-BNGM Boeing 737-300	2043		G-BKIE Short 330	2105	
G-BMAC DC9	2150		G-SBAC Short 360	2202	
3. G-BNGM Boeing 737-300	0701		G-BIUUV HS.748	0704	
IZ-HTQ TUI 54	0811		OO-DTO Brasilia	0824	
G-JHAN King Air 200	0845		G-BLZT Short 360	0905	
G-BMAC DC9	0929		EI-FKC Fokker 50	0944	
G-WGEL Boeing 737	1101		G-BRZS Cessna 172P	1131	
G-FERI Beech 33	1137		G-ELDI DC9	1239	
G-BLZT Short 360	1351		G-WGEL Boeing 737	1505	
G-OREX Short 360	1516		G-BLZT Short 360	1709	
G-OAKM King Air 200	1820		G-BMAC DC9	1826	
EI-CFB SAAB 340	1924		G-BNGM Boeing 737-300	2112	
G-BMAC DC9	2137				
4. G-OAKM King Air 200	0153		G-BNGM Boeing 737-300	0815	
EI-CFB SAAB 340	0909		G-BMAC DC9	0928	
G-BOWR Boeing 737-300	1015		G-BSPI Warrior II	1132	
G-BMAC DC9	1236		G-BNME Cessna 152	1248	
G-RUIA Cessna F172N	1358		XX375 Gazelle	1440	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
4. XX383 Gazelle	1440		40161 C-12	1510	
EC-FJQ DC9 83	1523		G-OBHD Short 360	1531	
G-BJYL BAC 1-11	1627		G-BSBW Jetranger	1643	
G-BLZT Short 360	1708		G-TERI Beech 33	1812	
G-PKBM DC9	1825		G-OBHD Short 360	1846	
IZ-BTH TU154	1859		OE-GAF Lear Jet 35	1915	2011
EI-CFB SAAB 340	1924		OO-DTH Brasilia	2003	
G-BNGM Boeing 737-300	2022		G-BLZT Short 360	2029	
G-JHAN King Air 200	2032		G-PKBM DC9	2142	
5. G-BNGM Boeing 737-300	0747		G-LORD Seneca	0756	
G-WACK Short 360	0759		G-OBHD Short 360	0809	
OO-DTH Brasilia	0836		G-AVFU Cherokee Six	0906	
EI-CFB SAAB 340	0913		G-PKBM DC9	0930	
G-BLZT Short 360	0948		G-LORD Seneca	1226	
G-PKBM DC9	1230		PH-GJD Seneca	1320	n/s
G-FPGL AA7 Cougar	1352		G-BADR Boeing 737	1435	
G-LOGP Jetstream	1446		G-PKBM DC9	1515	
G-OBHD Short 360	1613		G-BLZT Short 360	1708	
G-WACK Short 360	1807		G-PKBM DC9	1829	
G-BNYJ Cessna 421B	1833		G-OBHD Short 360	1903	
EI-CFA SAAB 340	1916		OO-DTN Brasilia	2003	
G-BLZT Short 360	2021		XX370 Gazelle	2046	2134
G-BKIE Short 330	2122		G-PKBM DC9	2139	
G-SBAC Short 360	2152				
6. G-ODNP Cessna 310R	0701		G-BAVZ Aztec	0802	
G-OBHD Short 360	0803		G-BIUV HS.748	0819	
G-BMHX Short 360	0822		OO-DTF Brasilia	0836	
G-JANE Cessna 340	0848		EI-CFA SAAB 340	0908	
G-PKBM DC9	0930		G-BLZT Short 360	0940	
ZG845 BN2 Islander	1152		VR-HKN Boeing 747	1235	
G-PKBM DC9	1242		G-BNMN Arrow	1258	
G-BJCL Boeing 737	1321		HB-LNN Cessna T303	1353	n/s
G-BYAC Boeing 757	1439		G-LOGU Jetstream	1448	
G-PKBM DC9	1513		G-OBHD Short 360	1524	
G-PKBM DC9	1825		G-BMAR Short 360	1828	
9H-ABC Boeing 737	1834		G-OBHD Short 360	1851	
EI-CFB SAAB 340	1926		OO-DTH Brasilia	2016	
G-BLZT Short 360	2027		G-BKIE Short 330	2117	
G-SBAC Short 360	2149		G-PKBM DC9	2152	
7. G-OBHD Short 360	0808		G-WACK Short 360	0812	
G-BIUV HS.748	0823		OO-DTH Brasilia	0828	
EI-CFA SAAB 340	0910		G-PKBD DC9	0935	
G-BLZT Short 360	0950		G-BOYF Sikorsky S76	1222	
G-PKBD DC9	1254		EC-FMY DC9 83	1258	
G-NAIL Cessna 340	1410		F-GIDN Fokker 100	1439	1533
G-LOGU Jetstream	1459		G-PKBD DC9	1525	
G-OBHD Short 360	1733		G-BMHX Short 360	1817	
G-PKBD DC9	1832		G-VICM Beech F33C	1848	n/s
EI-CFD SAAB 340	1927		OO-DTH Brasilia	1959	
G-ARYI Cessna 172C	2011		G-BLZT Short 360	2022	
G-OBHD Short 360	2027		G-BKIE Short 330	2110	
G-PKBD DC9	2135		G-SBAC Short 360	2150	

LEEDS/BRADFORD MOVEMENTS (Contd.)

4.

	ATA	ATD		ATA	ATD
8. G-OBHD Short 360	0801		G-BLPV Short 360	0807	
G-BIUV HS.748	0818		OO-DTI Brasilia	0825	
EI-CFC SAAB 340	0904		G-IEAC Boeing 757	0941	
G-BLZT Short 360	0943		G-ELDH DC9	0945	
G-ATSL Cessna F172G	1020		G-ELDH DC9	1246	
G-BEPX Seneca	1251		G-BHWF Boeing 737	1259	
F-GEJV King Air A100	1319	1406	G-LOGV Jetstream	1454	
ZE701 BAe 146	1515		G-BMAA DC9	1523	
G-OBHD Short 360	1529		G-BDNU Cessna F172M	1531	
N2187V Cessna 140	1630	1555	G-BLGB Short 360	1807	
G-IEAC Boeing 757	1812		G-ODNP Cessna 310R	1825	
G-BLZT Short 360	1849		G-PKBM DC9	1859	
EI-CFD SAAB 340	1922		OO-DTF Brasilia	2001	
G-OBHD Short 360	2024		5B-DEB Airbus A320	2057	
G-BKIE Short 330	2116		G-SBAC Short 360	2150	
G-PKBM DC9	2200				
9. G-BLGB Short 360	0800		G-BLZT Short 360	0803	
G-BNGL Boeing 737-300	0807		G-BFLV Cessna F172N	0826	
OO-DTL Brasilia	0841		F-CKGT King Air C90A	0852	1749
EI-CFD SAAB 340	0906		G-BSFT Navajo	0932	
G-OBHD Short 360	0938		G-PKBM DC9	0945	
G-GDQD Teal Amphibian	0952	1141	G-BGVU Cherokee 180D	1118	
G-BIUV HS.748	1144		G-BFVB Boeing 737	1209	
G-BBSB Beech C23	1215		G-BPBM Warrior II	1219	
G-PKBM DC9	1239		G-MONK Boeing 757	1300	
9H-ABE Boeing 737	1315		G-TAYI Grob G.115	1353	
G-BPKF Grob G.115	1355		G-AVRS GY80 Horizon	1431	
G-BTMR Cessna 172M	1432		G-LOGU Jetstream	1450	
G-PKBM DC9	1518		G-BLZT Short 360	1531	
G-OBHD Short 360	1657		G-BSTZ Cherokee 140	1724	
G-BLGB Short 360	1804		G-BNGL Boeing 737-300	1844	
G-PKBM DC9	1849		G-BLZT Short 360	1853	
EI-CFC SAAB 340	1938		OO-MTD Brasilia	2003	
G-OBHD Short 360	2029		G-BKIE Short 330	2100	
G-SBAC Short 360	2147		G-BMAA DC9	2152	
10. G-BNGL Boeing 737-300	0702		G-BIUV HS.748	0708	
OO-DTL Brasilia	0818		LZ-FTO TU154	0829	
G-OBHD Short 360	0907		G-BMAA DC9	0929	
EI-CFD SAAB 340	0955		G-BSBW Jetranger	1154	
G-ELDH DC9	1233		G-BPHL Warrior II	1325	
G-OBHD Short 360	1412		G-BAZH Boeing 737	1423	
G-BKNH Boeing 737	1453		G-OREX Short 360	1550	
G-LEEZ LongRanger	1606		G-BSBW Jetranger	1630	
G-OBHD Short 360	1708		G-BMAC DC9	1833	
EI-CFB SAAB 340	1941		G-BMAC DC9	2121	
11. G-BNGL Boeing 737-300	0806		EI-CFB SAAB 340	0908	
G-BMAC DC9	0933		F-GIDN Fokker 100	1127	1241
G-BMAC DC9	1237		G-BKNH Boeing 737	1406	
G-ZFDB Twin Squirrel	1430		VR-CHR Cessna 340	1450	
G-OBK Short 360	1528		G-BSFT Navajo	1620	1711
XX370 Gazelle	1624		G-OBHD Short 360	1700	
EC-FJQ DC9 83	1732		G-PKBM DC9	1827	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
11. <u>IZ-BIH TU154</u>	1842		G-OBLK Short 360	1853	
<u>EI-CFB SAAB 340</u>	1919		<u>OO-DTG Brasilia</u>	1956	
G-BNGL Boeing 737-300	2005		G-OBHD Short 360	2027	
G-PKBD DC9	2144				
12. <u>G-NUIG King Air C90</u>	0745		G-BNGL Boeing 737	0753	
G-BMAR Short 360	0802		G-OBLK Short 360	0806	
<u>OO-DTH Brasilia</u>	0832		<u>EI-CFA SAAB 340</u>	0911	
G-PKBD DC9	0932		G-BSEW Jetranger	0937	
ZG886 Lynx	1120		G-JEAA Friendship	1128	
G-BPJF Tomahawk	1209		G-PKBD DC9	1228	
G-BPKF Grob G.115	1420		G-BGYK Boeing 737	1433	
G-TAYI Grob G.115	1443		G-LOGT Jetstream	1452	
G-PKBD DC9	1524		G-BSKJ Mooney M20J	1528	
G-OBLK Short 360	1535		<u>G-GDQD Teal Amphibian</u>	1550	
G-BBKW Warrior	1612		<u>G-WAIR Saratoga</u>	1645	
G-OBHD Short 360	1700		G-BMAR Short 360	1810	
G-PKBD DC9	1826		G-OBLK Short 360	1846	
<u>EI-CFB SAAB 340</u>	1925		<u>OO-DTG Brasilia</u>	2009	
G-OBHD Short 360	2023		G-BKIE Short 330	2108	
G-PKBD DC9	2140		G-SBAC Short 360	2155	
13. <u>G-BMLC Short 360</u>	0700		G-OBLK Short 360	0802	
G-BIUV HS.748	0826		<u>OO-MTD Brasilia</u>	0841	
<u>EI-CFD SAAB 340</u>	0903		G-BOVK Warrior II	0916	
G-BECC Rallye 150ST	0928		G-PKBD DC9	0933	
G-OBHD Short 360	0938		G-AVXJ HS.748	n/s 1051	
G-BPKF Grob G.115	1127		G-BGEY Tomahawk	1141	
G-TAYI Grob G.115	1151		G-DONS Turbo Arrow IV	1201	
G-PKBD DC9	1238		G-BJCU Boeing 737	1331	
G-BFWW Jetranger	1340		G-BNYS Boeing 767	1436	
G-LOGR Jetstream	1454		G-PKBD DC9	1521	
G-OBLK Short 360	1534		<u>PH-FWT Bandeirante</u>	1603	1711(14)
G-BLGB Short 360	1805		<u>9H-ABB Boeing 737</u>	1825	
G-PKBD DC9	1830		G-OBLK Short 360	1844	
G-BKIE Short 330	1852		<u>EI-CFB SAAB 340</u>	1921	
G-POAH Sikorsky S76	n/s 1934	0803	<u>OO-MTD Brasilia</u>	2012	
G-OBHD Short 360	2015		G-BOJM Archer II	2107	
G-PKBD DC9	2146		G-OLAH Short 360	2151	
14. <u>G-BIUV HS.748</u>	0745		G-OBLK Short 360	0754	
G-BLGB Short 360	0801		<u>OO-DTL Brasilia</u>	0843	
<u>EI-CFB SAAB 340</u>	0903		G-BLKY Baron	0905	
G-PKBD DC9	0928		G-MARR Cessna 421C	0942	
G-OBHD Short 360	0945		<u>EI-BIF Rallye 235E</u>	0951	
G-TKPZ Cessna 310R	1113		<u>G-MAIA Archer II</u>	1120	
G-BJLK Short 330	1203		G-PKBD DC9	1241	
<u>EC-FEB DC9 83</u>	1254		G-LOGR Jetstream	1455	
G-PKBD DC9	1511		G-OBLK Short 360	1534	
G-BMLC Short 360	1800		G-PKBD DC9	1836	
G-OBHD Short 360	1855		G-BSEW Jetranger	1902	
<u>EI-CFC SAAB 340</u>	1913		<u>OO-DTH Brasilia</u>	2005	
G-OBLK Short 360	2030		G-BKIE Short 330	2107	
G-PKBD DC9	2144		G-SBAC Short 360	2152	
15. <u>G-FNXY Boeing 757</u>	0725		G-BIUV HS.748	0738	
G-BMAR Short 360	0759		G-OBHD Short 360	0802	
<u>OO-DTG Brasilia</u>	0836		G-BGEK Tomahawk	0842	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
15. <u>EI-CFA SAAB 340</u>	0900		G-IEAB Boeing 757	0910	
G-OBK Short 360	0941		G-BNYJ Cessna 421B	0955	
G-PKBD DC9	1001		G-BFDI Archer II	1053	
G-BWMP Rockwell 695A	1104		G-PKBD DC9	1307	
G-RUIA Cessna F172M	1320		G-BMAK DC9	1514	
G-OBHD Short 360	1537		G-BMHX Short 360	1803	
G-IEAB Boeing 757	1811		G-BMAK DC9	1824	
G-MARR Cessna 421C	1828		G-OBK Short 360	1845	
<u>EI-CFC SAAB 340</u>	1918		<u>OO-DTL Brasilia</u>	2000	
<u>G-OBHD Short 360</u>	2020		G-BKIE Short 330	2101	
<u>5B-DBB Airbus A320</u>	2142		G-BMAK DC9	2153	
<u>G-SBAC Short 360</u>	2155				
16. <u>G-BIUV HS.748</u>	0745		G-BMHX Short 360	0800	
G-OBK Short 360	0801		G-IEAA Boeing 737-300	0810	
G-ODNP Cessna 310R	0814		<u>OO-DTF Brasilia</u>	0835	
<u>EI-CFD SAAB 340</u>	0910		G-BMAK DC9	0924	
G-OBHD Short 360	0948		G-JANE Cessna 340	1024	1249
G-NUTZ Twin Squirrel	1132		<u>SE-IGB Navajo</u>	1150	1314
G-BAZH Boeing 737	1224		G-BMAK DC9	1226	
<u>D-EIMX Cessna 182R</u>	1247		G-MONC Boeing 757	1301	
<u>9H-ABF Boeing 737</u>	1308		G-LOGU Jetstream	1444	
G-BPCK Warrior II	1501		G-KJET King Air B90	1508	
G-AVNU Cherokee 180C	1522		G-BMAK DC9	1528	
G-RUIA Cessna F172M	1533		G-BLZT Short 360	1536	
G-BTIB Falcon 500	1649	n/s	G-BPLV Short 360	1809	
G-BMAK DC9	1823	1115	G-OBHD Short 360	1827	
G-BLZT Short 360	1848		G-IEAA Boeing 737-300	1859	
G-ODNP Cessna 310R	1908		<u>EI-CFB SAAB 340</u>	1920	
G-BTLN Cessna T303	1954	DIV	<u>OO-DTH Brasilia</u>	2000	
G-BKIE Short 330	2102		G-OBHD Short 360	2131	
G-BMAK DC9	2145		G-OLAH Short 360	2150	
17. <u>G-IEAA Boeing 737-300</u>	0701		G-BIUV HS.748	0705	
G-JHAN King Air 200	0814	0831	<u>OO-DTJ Brasilia</u>	0826	
G-BLZT Short 360	0900		G-BMAH DC9	0927	
<u>EI-FKE Fokker 50</u>	0938		G-AXZF Cherokee 180E	1011	
G-BSCP Cessna 152	1045		G-BTAW Warrior II	1050	
G-AYPV Cherokee 140D	1131		G-BMAM DC9	1244	
G-BSSR Warrior	1326		G-OBHD Short 360	1344	
G-BKNH Boeing 737	1456		G-OBHD Short 360	1700	
G-WACL Cessna F172N	1813	n/s	G-ELDI DC9	1820	
<u>EI-CFB SAAB 340</u>	1915		G-IEAA Boeing 737-300	2122	
<u>G-ELDI DC9</u>	2127				
18. <u>G-IEAA Boeing 737-300</u>	0804		<u>EI-CFD SAAB 340</u>	0901	
G-PKBD DC9	0934		G-BOAA Concorde	1142	
G-BGGS Arrow	1203		G-AYYX Rallye Club	1258	
G-BHST Hughes 369D	1310		G-BHCP Cessna 152	1347	
G-BKNH Boeing 737	1401		G-BLZT Short 360	1521	
G-BLOE Navajo	1559		G-BMJT Duchess	1650	
G-OBHD Short 360	1659		G-ZFDB Twin Squirrel	1714	
<u>VR-CHR Cessna 340</u>	1752		G-ELDH DC9	1822	
G-BLZT Short 360	1843		<u>EI-CFC SAAB 340</u>	1910	
G-JHAN King Air 200	1951		<u>OO-DTN Brasilia</u>	2004	
G-IEAA Boeing 737-300	2012		G-OBHD Short 360	2016	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
	2055			2128	
18. <u>EC-EJU DC9 83</u>			G-ELDH DC9		0801
19. <u>G-IEAA Boeing 737-300</u>	0747		G-BLZT Short 360		0839
<u>OO-DTN Brasilia</u>	0835		G-BLGB Short 360		0928
<u>EI-CFB SAAB 340</u>	0855		D-IAED Cessna 414		0946
<u>G-ELDH DC9</u>	0940		G-OBHD Short 360		1058
22549 <u>G-12C</u>	1015		G-OJCB Jetranger		1231
<u>G-OJCB Jetranger</u>	1218		G-BMAC DC9		1435
<u>G-ERNI Archer II</u>	1432		G-BADR Boeing 737		1447
<u>G-TAYI Grob.115</u>	1440		G-BPKF Grob.115		1521
<u>G-LOGP Jetstream</u>	1455		G-BLZT Short 360		1627
<u>G-BMAC DC9</u>	1528		G-BSCP Cessna 152		1732
<u>G-OBHD Short 360</u>	1655		G-MOAC F33A Bonanza		1834
<u>G-BLGB Short 360</u>	1812		G-ELDH DC9		1916
<u>G-BLZT Short 360</u>	1839		<u>EI-CFC SAAB 340</u>		2017
<u>OO-DTO Brasilia</u>	2001		G-OBHD Short 360		2140
<u>G-BKIE Short 330</u>	2049		G-ELDI DC9		
<u>G-OLAH Short 360</u>	2153				
20. <u>G-BIUV HS.748</u>	0736		G-BLZT Short 360		0803
<u>G-WACK Short 360</u>	0813		<u>OO-DTO Brasilia</u>		0834
<u>EI-CFA SAAB 340</u>	0900		G-ELDI DC9		0936
<u>G-OBHD Short 360</u>	0941		G-BKSZ Cessna P210N		0948
<u>G-BPHE Warrior II</u>	0957		G-BWMP Rockwell 695A		1112
<u>G-ELDI DC9</u>	1239		G-JHAN King Air 200		1247
<u>G-BJCT Boeing 737</u>	1342		G-BNCW Boeing 767		1424
<u>G-BFFE Cessna 152</u>	1433		G-PENN AA5B Tiger		1435
<u>G-OLAH Short 360</u>	1505		G-ELDI DC9		1517
<u>SE-IGB Navajo</u>	1522		G-OBK Short 360		1539
<u>G-LOGU Jetstream</u>	1541		G-BMIX Short 360		1810
<u>G-PKBM DC9</u>	1834		G-OBK Short 360		1850
<u>9H-ABA Boeing 737</u>	1922		<u>EI-CFC SAAB 340</u>		1925
<u>G-BSVL Citation V</u>	1927	2012	<u>OO-DTJ Brasilia</u>		2001
<u>G-OBHD Short 360</u>	2020		G-BKIE Short 330		2105
<u>G-TBAC Short 360</u>	2200		G-ELDI DC9		2208
21. <u>G-BIUV HS.748</u>	0721		G-OBK Short 360		0751
<u>G-BLGB Short 360</u>	0806		<u>OO-DTF Brasilia</u>		0837
<u>G-BTFF Cessna T310R</u>	0852		<u>EI-CFA SAAB 340</u>		0858
<u>G-OBMJ Boeing 737-300</u>	0941		G-OBHD Short 360		0943
<u>G-ODAM AA5A Cheetah</u>	1119		G-ELDI DC9		1225
<u>N121C Citation II</u>	1228		G-OAKM King Air 200		1240
<u>EC-FGQ DC9 82</u>	1245		G-BPBM Warrior II		1344
<u>G-LOGR Jetstream</u>	1451		G-BHIN Cessna 152		1500
<u>G-ELDI DC9</u>	1524		G-OBK Short 360		1534
<u>G-BLGB Short 360</u>	1802		G-ELDI DC9		1839
<u>G-OBK Short 360</u>	1846		<u>EI-CFD SAAB 340</u>		1922
<u>G-BFFF Cessna T310R</u>	1949		<u>G-BDSL Cessna F150M</u>		1954
<u>OO-DTN Brasilia</u>	2018		G-OBHD Short 360		2022
<u>G-BKIE Short 330</u>	2044		G-JHAN King Air 200		2130
<u>G-ELDI DC9</u>	2144		G-TBAC Short 360		2154
<u>G-AZXD Cessna F172L</u>	2202	2258			
22. <u>G-OLAH Short 360</u>	0045		G-OBK Short 360		0755
<u>G-BLGB Short 360</u>	0809		G-TSAM HS.125 800B		0822
<u>OO-DTH Brasilia</u>	0832		G-BIUV HS.748		0840

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
22. <u>EI-CFC SAAB 340</u>	0906		<u>F-GETJ King Air E90</u>	0908	1640
<u>G-ELDI DC9</u>	0932		<u>G-AVIF Cessna F150G</u>	0938	
<u>G-OBHD Short 360</u>	0945		<u>G-BMJO Seneca</u>	1019	
<u>G-SOUL Cessna 310R</u>	1040	1126	<u>G-BIXB TB9 Tampico</u>	1146	
<u>G-ELDI DC9</u>	1227		<u>G-IEAC Boeing 757</u>	1243	
<u>G-TSAM HS.125 800B</u>	1453		<u>G-LOGV Jetstream</u>	1458	
<u>G-ELDI DC9</u>	1518		<u>G-OBK Short 360</u>	1531	
<u>G-BCWN Tomahawk</u>	1651		<u>G-MEBC Cessna 310I</u>	1737	
<u>G-WACK Short 360</u>	1816		<u>G-ELDI DC9</u>	1832	
<u>G-BBXW Warrior</u>	1836		<u>G-IEAA Boeing 737-300</u>	1841	
<u>G-OBK Short 360</u>	1849		<u>EI-CFD SAAB 340</u>	1921	
<u>OO-DTO Brasilia</u>	1959		<u>G-OBHD Short 360</u>	2024	
<u>G-BKIE Short 330</u>	2052		<u>5B-DBC Airbus A320</u>	2117	
<u>G-IEAC Boeing 757</u>	2136		<u>G-ELDI DC9</u>	2146	
<u>G-SBAC Short 360</u>	2149				
23. <u>G-BNGL Boeing 737-300</u>	0742		<u>G-OBK Short 360</u>	0754	
<u>G-BMHX Short 360</u>	0806		<u>OO-DTL Brasilia</u>	0834	
<u>EI-CFB SAAB 340</u>	0854		<u>G-ELDI DC9</u>	0937	
<u>G-OBHD Short 360</u>	1009		<u>G-BIUV HS.748</u>	1118	
<u>PH-JAF Cessna T303</u>	1125	1723	<u>G-AXNC Boeing 737</u>	1213	
<u>G-ELDI DC9</u>	1232		<u>G-BPKF Grob.115</u>	1302	
<u>9H-ABG Boeing 737</u>	1314		<u>XW913 Gazelle</u>	1318	
<u>G-MCKE Boeing 757</u>	1441		<u>G-LOGU Jetstream</u>	1449	
<u>G-ELDI DC9</u>	1521		<u>G-OBK Short 360</u>	1534	
<u>G-OLMA P68 Victor</u>	1556		<u>G-TERI F33A Bonanza</u>	1602	
<u>G-WICK P68 Victor (25)</u>	1606	1608	<u>G-OBHD Short 360</u>	1701	
<u>G-BMHX Short 360</u>	1810		<u>G-ELDI DC9</u>	1829	
<u>G-OBK Short 360</u>	1841		<u>G-BNGL Boeing 737-300</u>	1848	
<u>G-ODNP Cessna 310R</u>	1851		<u>EI-CFA SAAB 340</u>	1914	
<u>N106U TB-10 Tobago</u>	1940	n/s	<u>N83196 Arrow</u>	1946	2120
<u>OO-DTF Brasilia</u>	2000		<u>G-OBHD Short 360</u>	2022	
<u>G-BKIE Short 330</u>	2058		<u>G-ELDI DC9</u>	2146	
<u>G-OLAH Short 360</u>	2201				
24. <u>G-BNGL Boeing 737-300</u>	0702		<u>G-BIUV HS.748</u>	0708	
<u>OO-MTD Brasilia</u>	0824		<u>G-OBK Short 360</u>	0849	
<u>EI-PKF Fokker 50</u>	0933		<u>G-BMAC DC9</u>	0937	
<u>G-BLDE Boeing 737</u>	1157		<u>G-BMAM DC9</u>	1238	
<u>G-OBHD Short 360</u>	1343		<u>G-BHIN Cessna 152</u>	1404	
<u>G-OBHD Short 360</u>	1659		<u>G-BMAC DC9</u>	1829	
<u>EI-CFA SAAB 340</u>	1911		<u>G-BMAC DC9</u>	2125	
<u>G-BNGL Boeing 737-300</u>	2203				
25. <u>G-BNGL Boeing 737-300</u>	0740		<u>G-BMAC DC9</u>	1026	
<u>G-OBHD Short 360</u>	1305		<u>G-ELDI DC9</u>	1323	
<u>G-OBHD Short 360</u>	1606		<u>EG-EJU DC9 83</u>	1622	
<u>G-BHST Hughes 369D</u>	1631		<u>G-BJYL BAC 1-11</u>	1645	
<u>G-PKBD DC9</u>	1825		<u>OO-DTN Brasilia</u>	1901	
<u>EI-CFA SAAB 340</u>	1915		<u>G-OBHD Short 360</u>	2023	
<u>G-BNGL Boeing 737-300</u>	2054		<u>G-PKBD DC9</u>	2136	
26. <u>OO-DTN Brasilia</u>	0736		<u>G-BMHX Short 360</u>	0812	
<u>G-BOVK Warrior II</u>	0827		<u>EI-CFC SAAB 340</u>	0829	
<u>G-OBHD Short 360</u>	0834		<u>G-PKBD DC9</u>	0928	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
26. G-BNGL Boeing 737-300	0930		G-BOUL Seneca	1003	
G-OBHD Short 360	1007		G-OLMA P68 Victor	1040	
G-SOUL Cessna 310R	1050		ZE702 Bae 146	1128	
G-BBKU B24R Sierra	1158		G-PKBD DC9	1229	
G-LOGV Jetstream	1437		G-BEGH Boeing 737	1442	
G-PKBE DC9	1525		G-OBHD Short 360	1652	
G-OBOH Short 360	1807		G-BMAM DC9	1836	
G-BMHX Short 360	1838		EI-CFC SAAB 340	1914	
OO-MTD Brasilia	1925		G-OBHD Short 360	2037	
G-BIYH Short 330	2103		G-BMAM DC9	2123	
G-SBAC Short 360	2150				
27. OO-MTD Brasilia	0737		G-BMTT Duchess	0741	
G-BIUV HS.748	0756		G-BMHX Short 360	0804	
EI-CFC SAAB 340	0828		G-OBOH Short 360	0841	
G-THGS Dauphin 2	0906		G-BMAM DC9	0931	
G-OBHD Short 360	0957		G-FIMI Jetranger	1051	
G-BMAM DC9	1239		G-BJCT Boeing 737	1331	
G-SMAF Sikorsky S76	1344		G-BYAE Boeing 757	1436	
G-LOGU Jetstream	1455		G-BMAM DC9	1533	
G-OBHD Short 360	1646		9H-ABE Boeing 737	1721	
G-OBOH Short 360	1804		G-BMAM DC9	1817	
G-BMHX Short 360	1838		EI-CFC SAAB 340	1918	
OO-DTL Brasilia	1923		G-OBHD Short 360	2040	
G-BIYH Short 330	2058		G-BMAM DC9	2130	
G-SBAC Short 360	2146				
28. G-UKAC Bae 146	0730		G-BIUV HS.748	0735	
OO-DTL Brasilia	0748		G-BLPV Short 360	0808	
G-OBOH Short 360	0828		G-POLO Navajo	0841	
EI-CFD SAAB 340	0842		G-BIKY Baron	0900	
G-BMAM DC9	0930		G-OBHD Short 360	1006	
F-CFFP Falcon 10	1122		EC-FEB DC9 83	1208	
G-BMAM DC9	1238		N81314 Cherokee	1249	
G-BHMI Cessna F172N	1256		G-KFIT King Air F90	1340	
G-BHIN Cessna 152	1404		G-LOGV Jetstream	1447	
G-BMAM DC9	1520		G-OBHD Short 360	1640	
G-BRPU Duchess	1706		G-BBKU B24R Sierra	1746	
G-OBOH Short 360	1812		G-BMAM DC9	1832	
G-BLPV Short 360	1838		OO-DTJ Brasilia	1906	
EI-CFB SAAB 340	1918		G-OBHD Short 360	2031	
G-BIYH Short 330	2111		G-BMAM DC9	2125	
G-SBAC Short 360	2146		G-IEAE Boeing 737-400	2330	
29. OO-DTN Brasilia	0746		G-BIUV HS.748	0750	
G-BLPV Short 360	0809		G-OBOH Short 360	0828	
EI-CFB SAAB 340	0834		G-BMAM DC9	0932	
G-BAVZ Aztec	1048		G-OBHD Short 360	1050	
G-CZAR Citation V	1113		G-KWAX Cessna 182E	1137	
G-BHIN Cessna 152	1148		G-BMAM DC9	1232	
G-BGGE Tomahawk	1336		G-LOGT Jetstream	1445	
G-BMAM DC9	1522		G-CZAR Citation V	1537	
G-SARH Warrior II	1559		F-GKGB Baron	1640	
G-OBHD Short 360	1654		G-IEAC Boeing 757	1710	
G-BDGM Warrior	1745		G-OBOH Short 360	1818	

LEEDS/BRADFORD MOVEMENTS (Contd.)

	ATA	ATD		ATA	ATD
29.G-BMAM DC9	1831		G-BLPV Short 360	1834	
OO-DTC Brasilia	1901		EI-CFB SAAB 340	1915	
5B-DBB Airbus A320	2042		G-IEAE Boeing 737-400	2043	
G-OBHD Short 360	2046		G-BIYH Short 330	2105	
G-BMAM DC9	2132		G-TBAC Short 360	2153	
30.OO-DTL Brasilia	0733		G-BLPV Short 360	0801	
G-BPJF Tomahawk	0810		G-BIUV HS.748	0814	
G-OB0H Short 360	0826		EI-CFC SAAB 340	0842	
G-IEAA Boeing 737-300	0911		XZ331 Gazelle	0920	
G-BMAM DC9	0926		G-OBHD Short 360	0959	
D-IMMA Cessna 340	1115		G-BNKS Cessna 152	1138	
9H-ABE Boeing 737	1159		G-BFLV Cessna F172N	1217	
G-BMAM DC9	1227		G-CMDR Rockwell 114	1231	
G-BNFK Seneca	1252		G-MONB Boeing 757	1256	
G-TNTB Bae 146	1358		G-FRST Seminole	1515	
G-BMAM DC9	1522		G-LOGU Jetstream	1543	
G-OBHD Short 360	1648		G-ZIPP Cessna E310Q	1712	
G-BLZT Short 360	1809		G-ODNP Cessna 310R	1818	
G-BMAI DC9	1825		G-WACK Short 360	1833	
OO-DTF Brasilia	1854		EI-CFB SAAB 340	1918	
G-CBGA Seneca	1925		G-IEAA Boeing 737-300	2016	
G-OBHD Short 360	2041		G-BIYH Short 330	2110	
G-BMAI DC9	2137		G-SBAC Short 360	2149	
31.G-IEAA Boeing 737-300	0705		G-BIUV HS.748	0721	
OO-DTN Brasilia	0750		EI-CFC SAAB 340	0834	
G-BMAI DC9	0936		G-OBHD Short 360	1137	
G-BGPJ Warrior II	1155		EI-BVA Cessna 404	1202	
G-BMAI DC9	1245		G-EMER Seneca	1459	
G-BLDE Boeing 737	1507		G-OBHD Short 360	1644	
G-BMAC DC9	1808		G-BMAG DC9	2115	
G-IEAA Boeing 737-300	2147				

FROM/TO:-

1. N453C/Barton, F-GGPQ/LeHavre; 4. XX375 & XX383/Netheravon, 40161/Ramstein, OE-GAF/Wien; 5. PH-GJD/Hilversum, XX370/East Midlands; 6. ZG845/Middle Wallop, VR-HKN/F/T Ringway, HB-LNN/Zurich; 7. F-GIDN/Orly; 8. F-GEJV/LeHavre, ZE701/Northolt, N2187V/F/T Little Gransden; 9. F-GKGF/Dijon, G-GDQD/Crosland Moor to Dublin; 11. F-GIDN/Beziers, XX370/Alconbury; 12. ZG886/Dishforth, G-GDQD/Dublin to Crosland Moor; 13. PH-FWT/F/T Eindhoven; 14. EI-BIF/Weston; 16. SE-IGB/???, D-ETMX/Varrelbusch; 19. D-TAED/Munster, 22549/Mildenhall; 20. SE-IGB/Gothenburg; 21. N121C/Prestwick; 22. F-GETJ/Caen; 23. PH-JAF/Rotterdam, XW913/Dishforth, N106U/Luton, N83196/F/T Luton; 26. ZE702/Benson; 28. F-GFFP/Biggin Hill, N81314/Woodvale; 29. F-GKGB/F/T Cannes; 30. XZ331/Dishforth, D-IMMA/Gatwick; 31. EI-BVA/Dublin.

OVERSHOOTS:-

5. XX498/FYY71, XV292/Ascot761; 6. XX494/FYY80, XX482/FYY79; 8. XZ220/Army361, XX497/FYY77; 9. XX482/FYY72Q; 11. N831SR (Seneca); 12. XX493/FYY68, XX493/FYY03, XX500/FYY71, XX522/TOF17; 13. XW437/LOP54; 15. XX699/TOF17, XX494/FYY75, XX541/TOF18, XX482/FYY71; 16. XS736/FYY44; 19. XX494/FYY77, XX496/FYY82, G-BAVZ; 20. XS735/FYY73, G-BAVZ; 21. XX493/FYY69, G-BPDZ; 22. XX492/FYY79, XX497/FYY68, XX494/FYY33, XX492/FYY77; 23. XX492/FYY82, XX500/FYY38, XX494/FYY61, XS731/FYY36, XX497/FYY79, XX494/FYY38; 24. G-BPDZ; 26. XX498/FYY80, G-BAVZ; 27. G-BPDZ; 28. G-BAVZ, XX496/FYY76; 29. XX482/FYY82, XX492/FYY70, XX492(again)/FYY76; 30. XX482/FYY81, G-BAVZ.

LBA MOVEMENTS REVIEW - OCTOBER 1992

The quantity of foreigners has declined this month but the quality is still very good; the running total for the year was eleven down at the end of October. The leased Nationalair Boeing 757 G-BUDZ has been registered in Canada at last and it made its first appearance here on the 1st as G-FNXY. Also noted that day was the Cessna 310 N453C along with a TB-20 Trinidad F-GGPQ. Operating as an ambulance on the 4th was the Aerzteflugambulanz GmbH Lear Jet 35A OE-CAF. Making a first visit on the 5th was the Seneca PH-GJD. Air Hong Kong decided they needed some crew training on the 6th and they flew the Boeing 747 VR-HKN over from Ringway to do a couple of circuits; slightly smaller was the Cessna T303 HB-LNN on the same day. Air Littoral did two flights during the month, both were with Fokker 100 F-GIDN - on the 7th as "Littoral 272" and on the 11th as "Littoral 173". The King Air 100 F-GEJV visited as "Normandie 600" on the 8th and Cessna 140 N2187V was from and to its UK base at Little Gransden the same day. Another King Air was the C90A F-GKGT on the 9th, this is registered to Ste MTS Helicopters. The Crosland Moor based Thurston Teal Amphibian C-GDQD made its first touchdown at the LBA on the 9th when it cleared outbound to Dublin, it returned inbound on the 12th. Night stopping on the 13th was the Freeway Air Bandeir - ante PH-FWT which was "Freeway 351" inbound and "Freeway 352" outbound to Eindhoven the following day. Based at Weston is the Rallye 235 EI-BIF which visited on the 14th and the same day saw Oasis using the DC9 83 EC-FEB instead of the more usual XA-RPH. Two visits by the Navajo SE-IGB were on the 16th and 20th, joining it on the 16th was the night stopping Cessna 182R D-EIMX. Another German was the Cessna 414 D-IAED on the 19th. Using the callsign "Digit 032-033" on the 21st was the Citation I N121C of the Digital Equipment Corp of Prestwick. Becoming quite a regular is the King Air E90 F-GETJ of Challenge Air which was "Challair 221" on the 22nd. Operated by Medair BV was the Cessna T303 PH-JAF on the 23rd, arriving late on the same day were the Cherokee Arrow N83196 and the Tobago N106U. The Tobago did a night stop and the Arrow took the pilot back to Luton where they are believed to be based. On the 28th N81314 was an Archer II and F-GFFP was a Falcon 10. The Baron F-GKGB on the 29th was operated by an English pilot but it was from and to Cannes. Night stopping on the 30th was the German Cessna 340 D-IMMA and ending the month on the 31st was the Iona National Airways Cessna 404 ET-BVA which was "Iona 741-2". On the military side we had the Army with Gazelles XX375 and XX383 as "Army 355" on the 4th, XX370 as "Army 360" on the 5th then again as "Army 543" on the 11th, XW913 as "Army 567" on the 23rd and XZ331 as "Army 567" on the 30th. Lynx ZG886 was "Army 389" on the 12th. ZG845 was an Islander when it visited on the 6th as "Army 120". The Queens Flight provided BAe 146's ZE701 as "Kitty 5" on the 8th and ZE702 as "Kitty 3" on the 26th. Two US military aircraft were the Beech C12F 40161 as "Spar 93" on the 4th and Beech C12C 22549 as "Clue 60" on the 19th. The residents are still in a state of confusion; Cessna 152 G-BPVJ came in from Oxenhope on the 1st and has been living in Knight Air's hangar all month with a lot of circuit work being done. The Cessna 172 N9790G is also operating out of the Knight Air hangar and is believed resident here. Cessna 310 G-MEBC is also operating out of the LBA after arriving from Fadmoor on the 22nd. Tobago G-BKTY is now back at Crosland Moor. Cessna 340 VR-CHR has been present most of the month and may now be resident. New at Coney Park is the LongRanger G-GFXY which arrived on the 10th. Visiting quite a lot during the month were the Grob 115's G-TAYI and G-BPKF of the Tayside Aero Club using "Tayside" callsigns.

LEEDS/BRADFORD AIRLINE NEWS - OCTOBER 1992INBOUND DIVERSIONS

22	UKA601	EDI	HUY	G-BCDN	FK27	NWI	UKA601
22	UKA829	AMS	HUY	G-BHMW	FK27	AMS	UKA834
22	IEA741	LCA	BFS	G-IEAA	B733	BFS	IEA741

LEEDS/BRADFORD AIRLINE NEWS (Contd.)

REGULAR FLIGHTS

AAN1903	TFS	07/EC-EMY	<u>14/EC-FEB</u>	21/EC-FGQ	28/EC-FEB	
AMC3211	MLA	06/9H-ABC	<u>13/9H-ABB</u>	20/9H-ABA	27/9H-ABE	
AMC3213	MIA	02/DiYMAN	09/9H-ABE	16/9H-ABF	23/9H-ABG	30/9H-ABE
BAL222A	GRO	02/DiYMAN	09/G-BFVB	16/G-BAZH	23/G-AXNC	
BAL408A	ALC	06/G-BJCU	<u>13/G-BJCU</u>	20/G-BJCT	27/G-BJCT	
BAL534A	PMI	06/G-BYAC	<u>13/G-BNYS</u>	20/G-BNCW	27/G-BYAE	
BAL540A	IBZ	05/G-BADR	<u>12/G-BGYK</u>	19/G-BADR	26/G-BECH	
CFE8065	JER	03/G-OREX	<u>10/G-OREX</u>			
DAN225	JER	<u>31/G-BLDE</u>				
DAN243	JER	<u>25/G-BJYL</u>				
DAN381	JER	03/G-WGEL	10/G-BKNH	17/G-BKNH		
DAN383	JER	03/G-WGEL	<u>24/G-BLDE</u>			
DAN391	JER	04/G-BOWR				
DAN395	JER	<u>11/G-BKNH</u>	<u>18/G-BKNH</u>			
DAN397	JER	04/G-BJYL				
ECA847	LCA	01/5B-DBC	08/5B-DBC	15/5B-DBB	22/5B-DBC	29/5B-DBB
IEA526	ZTH	01/G-IEAC	08/G-IEAC	15/G-IEAB	22/G-IEAC	
IEA527	MAN	01/G-IEAC	08/G-IEAC	15/G-IEAB	22/G-IEAC	29/G-IEAC
IEA552	TFS	02/G-BNGM	09/G-BNGL	16/G-IEAA	23/G-BNGL	30/G-IEAA
IEA554	CFU	02/G-BNGM	09/G-BNGL	16/G-IEAA	23/G-BNGL	30/G-IEAA
IEA556	PMI	03/G-BNGM	10/G-BNGL	17/G-IEAA	24/G-BNGL	31/G-IEAA
IEA560	RHO	03/G-BNGM	10/G-BNGL	17/G-IEAA	24/G-BNGL	31/G-IEAA
IEA562	LCA	04/G-BNGM	11/G-BNGL	18/G-IEAA	25/G-BNGL	
IEA564	PFO	04/G-BNGM	11/G-BNGL	18/G-IEAA	25/G-BNGL	
LAZ7926	BOJ	04/LZ-HTH	<u>11/LZ-HTH</u>			
LAZ7958	VAR	03/LZ-BTQ	<u>10/LZ-BTQ</u>			
MON456	PMI	<u>02/G-DRJC</u>	09/G-MONK	16/G-MONK	23/G-MCKE	30/G-MONB
NXA409	YYZ	<u>01/G-FNXY</u>	<u>15/G-FNXY</u>			
SPP354	PMI	<u>04/EC-FJQ</u>	<u>11/EC-FJQ</u>	18/EC-EJU	25/EC-EJU	
UKL5011	ACP	<u>02/G-UKLA</u>				

All aircraft making first visits are underlined. Boeing 767s were substituted on the BAL534A for the 13th and 20th.

OTHER FLIGHTS

06	VR-HKN	B747	AHK01T	f/t Manchester	Training
07	F-GIDN	FK10	LIT272/372	Paris Orly-Beziers	Passenger charter
08	G-BHWF	B737	BAL990A/882A	Stansted-Barcelona	Leeds United
08	ZE701	BA46	Kitty 5	f/t Northolt	Royal
10	G-BAZH	B737	BAL882B/990B	Barcelona-Luton	Leeds United
11	F-GIDN	FK10	LIT173/273	Beziers-Paris Orly	Passenger charter
13	G-AVXJ	HS74	-	Stansted-n/s-Prestwick	Calibration
13	PH-FWT	E110	FWC351/352	f/t Eindhoven n/s	Passenger charter
14	G-BJIK	SH33	CIC535/536	f/t Edinburgh	Passenger charter
18	G-BOAA	CONC	BAW9024C/9025C	Heathrow-Local	Passenger charter
18	G-BOAA	CONC	BAW9025C/9026C	Local-Heathrow	Passenger charter
20	G-OLAH	SH36	GIL20P/20G	Newcastle-Glasgow	Leeds United
20	G-TBAC	SH36	GIL104P/104L	Newcastle-Gatwick	Mail
21	G-OBMJ	B733	BMA412/413	f/t Heathrow	Lieu DC9
22	G-OLAH	SH36	GIL21G/21P	Glasgow-Newcastle	Leeds United
26	ZE702	BA46	Kitty 3	Benson-Northolt	Royal
26	G-BLYH	SH33	-	Bristol-East Midlands	Mail
28	G-UKAC	BA46	UKA792A/792	Glasgow-Amsterdam	Lieu FK27
28	G-IEAE	B734	IEA925P/940	Bournemouth-n/s-Keflavik	Passenger charter
29	G-IEAE	B734	IEA941/941P	Keflavik-Cardiff	Passenger charter
30	G-TNTB	BA46	UPA510/511	f/t Dublin	Horse charter

THE LINTON AIR FAYRE

Held on Saturday 17th October RAF Linton-on-Ouse hosted this annual event on what proved to be a wonderful sunny day. How many sunny Saturdays did 1992 manage? The Fayre is essentially a local fund raising event for charity and is not an air show in the "mega" sense of today; there is no flying display. The catering is local and therefore good value, the stalls are local and therefore good value, in fact it's like a village autumn fayre. However there are enough aeroplanes to make it interesting to a plane spotter, although I have to warn you they are all military (apart from one).

This year the gates opened at 1300hrs and would you believe there was a queue, although those who went to Finningley wouldn't have described it so. Entrance is £1 per person and parking is easy and a short stroll from the "centre". You can get a burger for 65p and a cuppa for 20p. Can't be any good if it's so cheap, or can it? Events staged during the afternoon were a Police Dog Team from RAF Coningsby, the Royal Signals White Helmets Motorcycle Display Team and the Merlin Parachute Club. The aeroplanes are a mixture of visitors from local airfields, friends and some of the based machines. One of the nice things is how easy it is to take photographs. The list is below.

ZG914 Lynx AH.9 Army Air Corp
 XW227 Puma HC.1 DN/33 Sqn based at Odiham
 XX519 Bulldog T.1 I/1 FTS based at Linton
 XM466 Jet Provost T.3A 1 FTS sporting special marks
 XZ930 Gazelle HT.3 Q/2 FTS based at Shawbury
 ZF145 Tucano T.1 145/1 FTS based at Linton
 XX252 Hawk T.1 from the Red Arrows Aerobatic Team based at Scampton
 XS736 Dominie T.1 S/6 FTS based at Finningley
 XX494 Jetstream T.1 B/45 Sqn based at Finningley
 XW323 Jet Provost T.5A 86/1 FTS based at Linton
 XR521 Wessex HC.2 WD/2 FTS based at Shawbury
 XZ398 Jaguar GR.1 A/54 Sqn in special marks 1916-1991 based at Coltishall
 ZE342 Tornado F.3 unmarked but from 23 Sqn at Leeming. This aircraft is on loan from 29 Sqn at Coningsby and will be swapped back on 29 Sqn's return from Red Flag in the USA.
 XX169 Hawk T.1 4 FTS based at Valley
 XX889 Buccaneer S.2B 12 Sqn based at Lossiemouth. This aircraft had fourteen mission symbols, thirteen black bombs and one red, painted below the cockpit, presumably from the Gulf War.
 G-BDWG Islander Merlin Parachute Club Display
 ZH123, ZH129, ZH249 Vigilant T.1 gliders in a hangar

On the door of the hangar, open for Fayre events, were two posters. The first said "Quality and Reliability Concern You" and the second "Today's Quality is Your Reputation Tomorrow".

My wife won a bottle of wine and some beer on the tombola. I'm helping her to drink her prizes as I write this news item; see if you can spot the deliberate errors?

Jim Stanfield.

A WEEKEND'S SPOTTING

It started well; a telephone call from my brother-in-law some weeks ago - "Would you like to have a free weekend away to do a little plane spotting?" It sounded a good idea to me! It appeared that he was to play in a concert at Goodwood on the Saturday, and had convinced his employers that he would need to spend both Friday and Saturday nights in the Post House at Gatwick;- they agreed to pay too!

A WEEKEND'S SPOTTING (Contd.)

Friday 23rd October dawned cold and wet, and we left Cheadle Hulme at 6.00am, well before light, and made our way to High Wycombe, Booker, to see what was about - very little at 9.00am on a cold morning, but we managed to log nineteen including a couple of helicopters. We had written to Fair Oaks for permission to visit but, as usual, they were most unhelpful. Still, we called and managed to log thirty-two including RC690 LN-FAH, and Dornier 228 demonstrator G-OALF. From Fair Oaks, we decided to visit Brooklands Museum - despite what the book says, it was closed, so we decided to look for Epsom, a small farm strip which yielded eleven including G-BIYU Fokker S11 Instructor and Let Morava G-BNEZ.

We had previously written to Biggin Hill requesting a visit and so we were looking forward to the next couple of hours. We were not disappointed! We were met by Les Dickson, Head of Security at Biggin Hill and loaded into the Airport Land Rover. For the next hour and a half, Les took us round all the hangars, and crawled about all over the place to find registrations for us, then took us back to the car. The visit gave us more than two hundred and twenty registrations including G-AAOK Curtiss Wright Travel Air, G-ABNT Civilian Coupe, G-AEOF Hearwin 8500, RM221 Proctor, together with a collection of Apaches, Doves and Heaven only knows what else. A really super visit, well organised by Biggin Hill.

Anything following this was going to be a let-down, so a quick visit to Redhill, yielding some nine aircraft, then on to Gatwick for an hour before it became too dark. For the information of anyone thinking of visiting Gatwick, it is pretty busy from 06.00 to about 11.30, but the rest of the day is a real drag - now that Dan Air is winding down, it will become even more so. I spent the whole of the Saturday daylight hours there, and only managed nineteen 'cops'. Sunday, the weather was atrocious, so we left Gatwick alone and went to Heathrow. I don't know about anyone else, but I get a real 'buzz' at Heathrow. You never know what to expect, and with Egyptian Government SU-BGU, a Kuwait B707 freighter and the highlight - call sign (and registration) FAC-0001 turned out to be a Fokker F.28 of the Colombian Air Force. Although the weather was lousy, we had a good day, and set off home in the pouring rain after a really good weekend.

Mike Haywood.

PLANE SPOTTING DOWN SOUTH

An invitation to visit Peggy's cousin at Farnborough raised the obvious question: which airports shall we visit? We decided upon Luton and Heathrow. It was our first visit to Luton, which we reached on the afternoon of November 5th. There's a spotters car park for which the fee is £1.00. But I discovered this after I'd gone into the short stay one which cost £2.00 for the 65 minutes we parked there. There was little happening at Luton, although the terminal building impressed me. It's clean and modern; but I was surprised to see armed police patrolling inside the building. We visited the Little Chef in the airport for coffee, and asked if there was a viewing area. They directed us to a place outside which, through a wire fence, one has a reasonable view of part of the runway and the apron. Parked up were a Celtic Shorts, registered G-BJIK, a Cessna 152 with the registration G-BMM, and Britannia's G-AVRN and G-BYAC. But there was a much more interesting Britannia: a Piper PA-28 Cherokee 180 light aircraft with a tail in the company's livery. However, star of the show was N796FT, an Emery Worldwide Douglas DC-8-73AF cargo plane with four jet engines. We saw this monster take off. It was a splendid sight, especially when the aircraft banked and the last rays of the setting sun caught the port side wing tip.

PLANE SPOTTING DOWN SOUTH (Contd.)

Next day found us at Heathrow's Terminal 3. Whilst eating cheeseburgers and chips at a table by the window of the Burger King Restaurant, we had a good view of planes taking off; in fact, we were opposite the point where many of the aircraft actually left the ground. The cafe wasn't busy, and even after we'd finished our meal, the staff didn't ask us to move. I saw my first Varig: a Boeing 747 registered PP-VPG. Other 747s logged included Saudi Arabian Airlines HZ-AIL and United's N643UA. Other worthwhile sightings included S.A.S. OY-KHM (a Mc D. Douglas MD-81 named "Mette Viking"), Aeroflot RA 86110 (Ilyushin IL-86), Air France F-GEMF (Airbus A.310-203) and Olympic SX-BEE (Airbus A.300B4 named "Nestor". Jordan's JY-HZH was also worth seeing. It was a jet of the type normally called business jets. It stood well away from the normal loading bays, and was being loaded with luggage whilst two men looked on. There was a crown painted on the tail. The inscription on the side was, "The Hashemite Kingdom of Jordan", and it certainly was not on a routine scheduled service. We also saw Lufthansa, British Midland, British Airways, KLM, Air Canada, American Airlines, Brymon and an Air UK F.27 Friendship. "And that," I said as we left Heathrow, "is the end of plane spotting." But next day when we went into the Prince's Meade Shopping Precinct at Farnborough, I could not believe my eyes. Hanging from the ceiling was an old RAF SE-5A biplane with an 'A' on the fuselage and wings, and the number D276 on the tail. Unfortunately it was only a replica - but I've still put it in my log book.

Leslie Scheftsik.

OUT & ABOUTLINLEY HILL

As of 21.10 the wreck of PA-34 G-AZTO was still present in the hangar. Of the other residents F.150F G-ATMX dept. 26.9 to Dundee and has not yet returned; PA-28R G-AWFJ has been sold and dept. 16.10 to Barton; F.150M G-HULL is away at Sherburn on annual dept. 4.10, and Chevron G-MWUI has returned to the manufacturers for some modifications. A new resident arriving 12.9 from Southampton is Mooney M.20J G-FLYA. Movements:-

12.9 G-BDJC Tailwind f/t Wold Newton, G-BJZN T.67A f/t Burton Constable, G-BTFX Bell 206 f Sandtoft t Emley Moor. 13.9 G-LEAM PA-28 f/t Gamston, G-BGPJ PA-28 f Woodvale t Newcastle, G-YTWO F.172M f Sherburn t Sandtoft, G-BRPG 120 f Ottringham t Brighton. 16.9 G-BEHU PA-34 f/t Newmarket, G-AZTS F.172L f Humberside t Wold Newton, G-BOXY PA-28 f/t Netherthorpe. 17.9 G-BHRC PA-28 f/t Tollerton. 19.9 G-AJKB Luscombe 8E. 1.10 G-BESA AA-5 f/t Newcastle, G-AWVA F.172H f/t Barton, G-BPVA 172F f Barton t Bagby, G-MWVA Pegasus XL-Q f Wombledon t Wold Newton. 4.10 G-ASVZ PA-28 f/t Brighton. 8.10 G-OOLE 172M f Sherburn t Brough, G-BPEM PA-28 f Sherburn t Sandtoft. 10.10 G-BPAW 150M f/t Skegness. 15.10 G-QJIM PA-28R f Bournemouth n/s t Bournemouth 16.10, G-IMPX RC.112B f/t Southampton. 16.10 G-ARMR 172B f/t Barton. 17.10 G-BATV PA-28 f/t Sherburn, G-YORK F.172M f/t Sherburn. 18.10 G-BJZN T.67A f/t Burton Constable. 21.10 G-AZTS F.172L f Humberside t Wold Newton. WOLD NEWTON - WILLY HOWE FARM

Movements:-1.10 G-BAMB T.61C f/t Rufforth, G-YORK F.172N f/t Sherburn. 2.10 G-ESBO Marco J.5 arr. by road as temp resident. 4.10 G-AVWT PA-28R f/t Barton, G-BATV PA-28 f/t Sherburn, G-WERY TB.20 f/t Sherburn, G-BHPW HR.100/210 f Sherburn t Bagby, G-BCEO AA-5 f/t Teesside, G-SACU PA-28 f/t Sherburn, G-AYYX MS.880B f Sherburn t Bagby. 8.10 G-MWVA Pegasus XL-Q f/t Wombledon. 10.10 G-BMLK G.109B f/t Rufforth. 11.10 G-BLCU SF.25B f/o. 17.10 G-BAMB T.61C f/t Rufforth, G-MWAF Pegasus XI-R f/t Hush - waite, G-BMLK G.109B f/o, G-BAIW F.172M f/o t Humberside, G-BSEP 172 f/t Doncaster, G-ASAU MS.880B f Sherburn t Sandtoft, G-ESBO Marco J.5 dept. by road. 21.10 G-AZTS F.172L f Linley Hill t Humberside. 22.10 G-SACU PA-28 f/t Sherburn. 24.10 G-AZOE Air-tourer 115 f Brighton t Linley Hill, G-PIGS SOCATA 150ST f/t Boon Hill Farm, G-BFPH F.172K f/t Sturgate, G-BCEP AA-5 f/t Teesside, G-AXUF FA.150K f/o. 31.10 G-BKCO 182R f Crosland Moor t Teesside, G-BMLK G.109B f/t Rufforth, G-BGGA Citabria f/t Brighton.

THE CO's QUERY

Famous Test Pilot Alex Henshaw air-tested Spitfire Mk IX MJ730 from its birthplace at Castle Bromwich on December 10, 1943. Apart from a malfunctioning supercharger warning lamp, the check flight was satisfactory. On the 12th MJ730 was ferried to 33 Main Maintenance Unit (MU) at Lyneham, for the installation of operational equipment. Eleven days later it was flown to 222 MU at High Ercall in Shropshire where it was dismantled and crated for shipment to North Africa. With around fifty other Spitfires, MJ730 was placed on board the SS Leeds City operating out of Liverpool docks. On January 22nd 1944 the ship set sail for Casablanca, only to make a diversionary return to the UK. It eventually reached its destination on February 17th. Following reassembly at Cazes, MJ730 was air-tested by the unit test pilot Sgt (later F/L) J.V. Corky Caulkett, early in March 1944. The Spitfire was then ferried to the Italian mainland to await allocation to its first operational unit. This was 417 (City of Windsor) Squadron, Royal Canadian Air Force, based at Marcianise. MJ730 arrived here on April 6th and was given the unit codes 'AN-T'. It flew two sorties that day and a few days later was in a section that chased and shot down a Messerschmitt Bf 109 near Rome. The Spitfire's regular pilot during its service with 417 was F/O C Cam Everett who flew it mainly on Anzio bridge-head patrols, sometimes using Nettuno airstrip. 417 moved nearer to Cassino in mid-April, taking up residence at Vanafro. On April 30th, MJ730 flew its last sortie for the Canadian unit. Its pilot that day, F/L J Jake Woolgar found the Merlin to be losing power.

Next unit was to be the one with which MJ730 served the longest during World War Two - 154 (Motor Industries) Squadron, RAF, based at Poretta in Corsica. Arriving on May 6th MJ730 received the code letters 'HI-W'. On the 12th, the Spitfire survived unscathed when the Luftwaffe carried out a major raid on Poretta, damaging all but four of 154 Squadron's Mk IXs. Shortly after this incident, F/Sgt (later F/O) L.E. Len Brookes, was allocated MJ730, eventually flying the Spitfire on 34 of the machine's total of 95 sorties with the Squadron. Flying with his section on May 18th Len met a group of Bf 109s in the ensuing dogfight, two of the enemy were shot down. One of these kills was initially credited to Len, but this was later rescinded. (The pilot eventually credited with the kill, Flt Sgt Brian Doyle RNZAF, recently admitted that he was never sure that he had actually hit the Messerschmitt himself!)

During its service with 154 MJ730 was engaged mainly on bomber escort and fighter reconnaissance duties. These operations continued throughout the summer of 1944 from Poretta and, from July, from Calenzana. Just prior to the Allied landings in southern France, during the early part of August, MJ730 also took part in strafing attacks on coastal radar stations. At the end of August, 154 Squadron moved to Frejus in the south of France. MJ730 parted company with the unit at this point and, before it arrived at its next operational unit, had been fitted with bomb racks. Since this was not a quick modification it must be assumed that the work was carried out at a suitable mainland MU, possibly Brindisi, since this was a large RAF facility and also on a direct route to MJ730's next base. By October 1944 MJ730 was on the strength of 32 Squadron, RAF, based at Kalamaki in southern Greece. Here, the CO, S/L George Silvester DFC, adopted the aircraft as his personal machine. As he was in neither 'A' Flight nor 'B' Flight he casually remarked to the ground crew that there was a question mark regarding which letter should be used on his new machine. His rigger, Cpl (later Sgt) Graham Tyl-ee painted on a question mark where the code letter would normally appear. George appreciated the humour and thus MJ730 became the first of several aircraft to be coded 'GZ' and known as The CO's Query. Operational flying with 32 Squadron was restricted by a very severe winter and by the unstable political situation which then prevailed in Greece. After a few weeks at Kalamaki, the Spitfire found itself on a new base, Sedes, in northern Greece. It was from here that it flew for the first time as a fighter bomber. During one sortie in this role, MJ730 flown by P/O Alan Oates, suffered a 'hang up': Unable to jettison his bombs, Alan recalls a very delicate landing back at Kalamaki! When 32 Squadron moved to Palestine in February 1945 MJ730 was taken over by 32s sister unit, 94 Squadron, RAF, and it remained at Sedes.

THE CO's QUERY (Contd.)

Once again the Spitfire attracted the attention of a senior pilot when F/O R Wog Simmonds, a Rhodesian and 94s 'B' Flight Commander, chose MJ730 for himself. It received the code letters 'GO-Y', but was also 'personalised' by Rodney Simmonds as Woggie VI - it being the sixth fighter aircraft that he had 'owned'. Operational flying during MJ730's time on 94 Squadron was limited to a few armed reconnaissance sorties in the Sedes area. Disbanding in April 1945, 94 Squadron's aircraft were ferried to 249 Squadron, RAF, based at Prkos in Yugoslavia. Here MJ730 became 'GN-Y'. By this date hostilities were effectively over in the region and MJ730 flew very few sorties, mainly reconnaissance on shipping and land force movements. Its last operational flight with the RAF was in the hands of F/L John Younie DFC, on May 5th, 1945. Later that month, 249 moved to Biferno, where its Spitfires were replaced with North American Mustangs. The Spitfires were ferried to the MU at Brindisi, MJ730 being flown across on June 18th by Lt M Mike Pitcher, South African Air Force. Here MJ730 lay awaiting a decision on its fate.

During 1946, it was agreed to supply the Italian Government with Mk IX Spitfires. MJ730 formed part of the final order together with associated spares and ground equipment, dispatched to the Italians in June 1946. The Spitfires were refurbished by Aeronautica Macchi.

MJ730 was accepted by the Italian Air Force in December 1950, with the serial number MM4094. In February 1951 it was assigned to the Italian Air Force Headquarters unit, the Reparto Volo dello Stato Maggiore - at Centocelle Airport, Rome. MM4094 was not long with the Italians, being sold as a batch of Mk IXs to the Israeli Government in later 1951. Given the temporary Israeli serial 0606 (later changing to the permanent series as 2066), the Spitfire was ferried to its new home, by then an independent state of less than two years. During its time with the Israeli Defence Force/Air Force 2066 was in an Operational Training Unit environment and served first with 105 Squadron and then 107 Squadron both based at Ramat David. 2066 underwent a major refurbish in the hands of Badek Aviation in the latter half of 1954. The post rebuild test-flight was carried out by the American Buck Feldman, an ex RAF fighter pilot and holder of the DFC.

For the second time in its life, MJ730 was replaced by a Mustang and in 1956 it was pensioned off and placed in the playground of a Kabri kibbutz. There it remained for over twenty years before being discovered by Robs Lamplough and shipped back to the UK in 1978. A tentative start was made on restoring the Spitfire soon after it arrived back in the UK. It was not until August 1986, when Trent Aero Engineering, based at East Midlands Airport, took over the task that any real progress was made. Within twenty-four months the machine had completed its ground tests and was ready for its initial test flight.

In the hands of Rolls Royce test pilot Dave Moore, MJ730 - now civilian registered as G-BLAS - took to the air again on November 12th 1988. In 1989 the aircraft was acquired by its current owner, David Pennell, and reregistered as G-HFIX. David chose a 154 Squadron colour scheme for the Spitfire, with the original codes "HT-W" and during 1990 the aircraft was very active, helping to raise a substantial sum for the Royal Air Force Benevolent Fund's Reach for the Sky appeal.

In October 1990 a Hangar Reunion was held at East Midlands where many of the aircraft's former pilots and ground crew were given the opportunity to reacquaint themselves with 'their' aircraft. It was an enjoyable and nostalgic occasion.

During February 1991 the opportunity was taken to fit MJ730 with an aerial mast and wire to the fin and to paint the aircraft in its most distinctive code letters, as "GZ-? - The CO's Query.

- - - - -

AIRLINE NEWS

Air Malta A.320-231 9H-ABX (289) ended its lease on October 25th and was returned to GATX. British Aerospace ATP CS-TGL (2019) has been leased from SATA of the Azores and entered service on the same day as the departure of the A.320. The ATP is in full Air Malta colours.

Britannia Airways are to reduce their fleet of B.737's for the winter season. It is leasing two of the series 200 aircraft to South America and its four remaining B.737-300's are to go to Morris Air of the United States.

British Airways is to create a new subsidiary based at Gatwick to operate low cost short haul services; this will combine its existing operations with those operations of Dan-Air which it is going to retain.

The entire fleet of DC-10 aircraft has been offered for sale.

British Midland are to lease three more B.737-500's for delivery in February, April and June of next year. One is a new aircraft, the other two are currently on lease with IOT of Poland.

Conti-Flug of Germany are now operating into London City following delivery of a new BAe 146-200 which has been registered D-ACFA (E.2200)

Dan-Air I assume that everybody already knows that Dan-Air effectively ceased to exist on October 23rd/24th on the acceptance of the takeover bid from British Airways.

At the time of the takeover they were operating scheduled services to 28 destinations and numerous air charter flights using a fleet of 38 aircraft. Of these aircraft only its twelve B.737's will be taken on board by British Airways, all the others will presumably be put up for sale (Anybody want to buy any cheap BAC 111's ??) or returned to the lessors.

Only twelve of the scheduled routes (11 from Gatwick and 1 from Heathrow) are being taken on by British Airways although I assume that their will be no shortage of bidders for the remaining routes. (already see Virgin European - below)

British Airways actually paid £1 for Dan-Air but assumed the debts of the group, estimated at around £70 million.

Deutsche BA have leased new B.737-3L9 OY-MAN (27061) from Maersk Air. This airlines livery is very similar to the British Airways pattern but using the colours of the German flag.

EI Air Export of Ireland now have two aircraft in service on overnight freight operations. They are Electra EI-CET (1144) and Shorts 330-100 EI-EXP (SH-3092).

Euro Wings is a new German airline to be formed in the new year following a merger between RFG and NFD.

Imperial Airways is a new Gatwick based charter airline which plans to commence operations next May using A.320-200 equipment.

Inter European Airways further to the news last month; have contracted to lease two A.320-231 aircraft from the GPA group for delivery early next year.

Jet Fret of France have added DC 8-71F F-GNFM (45945) to their fleet. They are contemplating the introduction of an Airbus A.300-600 in freighter configuration.

Manx Airlines are to return to turbo-prop power for the Isle of Man to Heathrow service for the winter. BAe 146-100 G-OJET (E-1004) will be returned to British Aerospace and a BAe ATP will be used for the winter. G-BRLY (ex TC-THP) is thought likely to used for several weeks initially. The service is expected to return to jet equipment next March.

Norway Airlines ceased operations on October 13th and its two DC 9-80's (MD-80's) have been returned to Transwede.

Oasis Airlines have returned DC 9-83 XA-RPH (49792) to Aerocancun at the end of its lease, it departed on Oct 1st.

Olympic Airways B.727-230 SX-CBI (20791) has been converted to VIP configuration for operation on behalf of the Greek government.

Ryan Air have decided to replace its BAC 111's with DC 9-83's. It is likely to have a requirement for up to nine aircraft which it proposes to lease from the GPA group. Deliveries may start as early as later this year.

Virgin European Airways has applied for licences to serve Paris, Brussels and a number of other european destinations in the wake of the demise of Dan-Air. It is thought to be considering the use of A.320-200 aircraft.

Antonov An-124 Further to news last month concerning withdrawal of operating licences in the west due to non civil certification of the type. During the test flying programme in Russia CCCP-82002 (0103) crashed near Kiev on October 13th killing eight of the nine crew members on board. Apparently its nose door began to break away during a controlled high speed descent and the aircraft came down in a wooded area. This is likely to further delay any civil certification of the type for perhaps some considerable time.

A S H O R T I N T R O D U C T I O N

As you will be aware from last months magazine, I have recently been accepted as "TRIPS ORGANISER" and so thought it only right to introduce myself to you all.

A lot of you may already know me or at least heard my name mentioned. I live at 16 Church Street, Yeadon (Telephone 0532 503766) and have lived in Yeadon all my life and was associated with the airport in the days of BKS/SILVER CITY and NORTHEAST and still retain a massive interest in the airport having being connected with the travel trade for many years.

I can usually be found at the end of runway 14 off Cemetary Road in a white Sierra Sapphire reg H219 SVH, please make yourselves known to me if you're 'up that way'.

Hopefully, I will be able to attend some future meetings and get to meet everybody, but meantime feel free to ring me at home if you have any ideas and suggestions.

I'd like to thank those persons concerned who accepted me as Trips Organiser and I look forward to putting some interesting trips together for next year.

A few things that spring to mind are:

COVENTRY AIRPORT (Air Atlantic)
and
MIDLANDS AIR MUSIUM (Next to Airport)

DUXFORD AIR MUSIUM
and
STANSTEAD (Air UK/Heavylift)

MANCHESTER NEW TERMINAL

Comments and ideas please

Kind Regards

JOHN JACKSON