

# AIR YORKSHIRE



AVIATION SOCIETY

VOLUME 19 NUMBER 10

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OCTOBER 1993

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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,NOVEMBER 7th. **MR.S.RIGG**-Aircraft in hybrid schemes and those airlines that have "decayed in a decade"-a warm welcome to a long-standing member of the society.

SUNDAY, DECEMBER 5th **CHRISTMAS PARTY** - probably your first of many !!!

SUNDAY, JANUARY 9TH -THIS MEETING IS A WEEK LATER THAN USUAL -we feel that many members may be suffering from an excess of falling over water and temporary "alcoholic amnesia"if we have our meeting on the regular Sunday (2nd January)Subject : LEEDS/BRADFORD AIRPORT AIR TRAFFIC CONTROL UPDATE - by one of the lads in the ivory tower.

**CHAIRMAN'S CHAT** - we commence this month's chat with the sad news of the sudden death on Monday,4th.October,of our Editor, MR.PETER LEWIS. Peter prepared the September magazine and passed it to me the week before the October meeting. He then rang me on the morning of the meeting to say that due to family commitments he would be unable to attend the meeting.So it was a terrible shock to hear the news the following day. Although Peter had only been Editor for six months he had done a splendid job and will be greatly missed and hard to replace.. Our sympathy goes to his wife and family at this time.

Due to the above I hope you will bear with us if the magazine is not up to its usual standard for the next month or so. Please send all articles, movements etc. to me and we will do our best to have them included in a future edition.

Donations for the Christmas raffle and food for the party are required, so please bring them along with you on the day (Sunday, December 5th)

Photo Competition - 3 prints and/or 3 slides by post to Secretary by Monday,November 15th.

The result will be announced at the Christmas party (Judge : Mr. Les Walton )

Model Competition-also at Christmas Party , entries accepted on the day .

**TRIPS** - see John Jackson's note re Scampton visit on Tuesday,November 9th.

**CREDITS** - Terry Sykes, Brian Best, Leslie Scheftsik

**ANNUAL GENERAL MEETING**- this takes palce on Tuesday,November 30th at 20.00hrs.Please try and attend to express your opinions and views on how you want YOUR society run. All Officer and Committee positions are up for election and nominations can be made on the evening or in writing to the Secretary. All Officers and Committe have worked hard over the past year on your behalf so please show your appreciation and support by attending this important meeting.

# LEEDS/BRADFORD MOVEMENTS, September 1993.

01 G-BMLC Short 360	0757	G-BLZT Short 360	0809
OY-PAL King Air 200	0858	N55BN Baron	0900 1509
OY-PAM King Air 200	0902 1156	G-OSNB Citation II	0907
EI-CFA SAAB 340	0923	PH-KED Aztec	0939
G-OBOH Short 360	0955	23126 C-12C	1032
SE-DNI Boeing 737 500	1038	OO-DTF Brasilia	1042
G-AWNT BN2 Islander	1050	EC-EPL DC9 83	1203
G-BUUD T67M Firefly	1223	G-PKBM DC9	1233
G-NYTE Cessna F337G	1338	ZG848 BN2T Islander	1350
OO-DTH Brasilia	1447	G-LOGV Jetstream	1458
G-PKBM DC9	1519	EI-CFB SAAB 340	1553
G-OBOH Short 360	1651	G-PKBM DC9	1827
G-BMLC Short 360	1829	G-BLZT Short 360	1834
EI-CFA SAAB 340	1927	G-OBOH Short 360	2002
OO-DTL Brasilia	2021	G-RMCT Short 360	2058
G-PKBM DC9	2124	G-OLAH Short 360	2131
G-BEJE HS 748	2148		
02 G-BMLC Short 360	0806	G-BLZT Short 360	0808
EI-CFC SAAB 340	0858	G-PKBM DC9	0942
G-OBOH Short 360	0954	EI-BUF Cessna 210N	1022
G-OAKJ Jetstream 32	1029	OO-DTJ Brasilia	1040
G-PKBM DC9	1230	G-OHOP Turbo Navajo	1316
OO-DTF Brasilia	1454	G-LOGR Jetstream	1509
G-PKBM DC9	1519	EI-CFA SAAB 340	1545
XV140 Scout AH.1	1555	G-BRNN Cessna 152	1613
G-OBOH Short 360	1649	G-BMAK DC9	1822
G-BMLC Short 360	1829	G-BLZT Short 360	1837
EI-CFC SAAB 340	1933	G-OBOH Short 360	2005
OO-DTH Brasilia	2010	G-RMCT Short 360	2052
G-PKBM DC9	2126	G-OLAH Short 360	2130
G-BEJE HS 748	2139		
03 G-BMAR Short 360	0803	G-BLZT Short 360	0827
EI-CFC SAAB 340	0856	EC-485 DC9 83	0910
G-BPEA Boeing 757	0923	G-BLZD Robin R.1180T	0934
CS-TIG Boeing 737 300	0939	G-BNNJ Boeing 737 300	0945
G-OBOH Short 360	1011	G-DFLT Cessna 406	1015
SE-DNE Boeing 737 500	1031	OO-DTK Brasilia	1034
G-BBXX Seneca	1041	G-BRKH PA-28 Dakota	1044
G-BBUJ Cessna 421B	1047	G-OAKJ Jetstream 32	1215
G-PKBE DC9	1226	OY-PAM King Air 200	1241
G-OAKJ Jetstream 32	1326	G-SMJJ Cessna 414	1436
OO-DTJ Brasilia	1451	G-LOGV Jetstream	1512
G-PKBE DC9	1527	EI-CFB SAAB 340	1556
G-BLZT Short 360	1658	G-BMAK DC9	1825
G-ODNP Cessna 310R	1828	G-OBOH Short 360	1833
G-BMAR Short 360	1836	G-BNNJ Boeing 737 300	1908

EI-CFC SAAB 340	1925	G-BLZT Short 360	2004
OO-MTD Brasillia	2007	G-BMAH DC9	2042
G-RMCT Short 360	2104	G-OLAH Short 360	2129
G-BMAH DC9	2136	G-BEJE HS 748	2144
G-ATOS Cherokee 140	2159		
04 LZ-BTL TU 154	0703	G-BNNJ Boeing 737 300	0707
EI-CFC SAAB 340	0909	G-BMAB DC9	0928
G-BMAH DC9	0934	OO-DTH Brasillia	1031
G-BPPB Seneca	1042	G-BLZT Short 360	1044
G-BRPL PA-28 Cruiser	1107	G-BSBW JetRanger	1125
G-BMAH DC9	1236	G-BNGL Boeing 737 300	1313
G-BODY Cessna 310R	1316	G-TKPZ Cessna 310R	1323
G-OBMH Boeing 737 300	1433	G-LEGS Short 360	1551
EI-CFA SAAB 340	1608	G-BLZT Short 360	1719
G-SACT PA-28 Cadet	1801	G-BMAH DC9	1812
G-BLZT Short 360	2017	G-BNNJ Boeing 737 300	2116
G-BMAH DC9	2124		
05 G-BNNJ Boeing 737 300	0744	EI-CFA SAAB 340	0900
G-BMAH DC9	0919	G-PKBE DC9	1024
G-FDAV Gazelle	1059	G-OHOP Turbo Navajo	1151
G-BNGM Boeing 737 300	1232	G-BMAH DC9	1236
G-BEHH Cherokee Six	1259	G-MOND Boeing 757	1303
G-BMAG DC9	1308	OO-DTO Brasillia	1439
G-OBOW Short 360	1523	EI-CFC SAAB 340	1551
G-JEAF Friendship	1644	ZG916 Lynx AH.9	1701
LZ-BTQ TU 154	1725	G-BNNJ Boeing 737 300	1746
G-ELDG DC9	1820	G-OBOW Short 360	1833
EI-CFA SAAB 340	1928	OO-DTJ Brasillia	2012
G-IEAA Boeing 737 300	2101	G-ELDG DC9	2122
06 G-JEAF Friendship	0828	G-BLGB Short 360	0833
EI-CFB SAAB 340	0909	G-ELDG DC9	0948
G-BGZW Tomahawk	1004	G-BLZT Short 360	1015
G-DFLT Cessna 406	1017	OO-DTH Brasillia	1051
G-ELDG DC9	1243	G-UMMI Turbo Navajo	1346
OO-DTF Brasillia	1446	G-BYAD Boeing 757	1450
G-LOGU Jetstream	1503	G-ELDG DC9	1529
EI-CFD SAAB 340	1557	G-BLZT Short 360	1659
G-DFLT Cessna 406	1740	G-ELDG DC9	1820
XV212 Hercules C.3P	1827	G-JEAF Friendship	1830
G-BLGB Short 360	1846	G-BFIE Cessna FRA150M	1855
EI-CFB SAAB 340	1933	G-BLZT Short 360	2013
OO-MTD Brasillia	2016	G-RMCT Short 360	2055
G-ELDG DC9	2123	G-ATMJ HS 748	2136
G-OLAH Short 360	2139		
07 G-ODNP Cessna 310R	0706	G-BMAR Short 360	0822
G-BUMP Archer II	0830	EI-CFB SAAB 340	0906
G-ELDG DC9	0935	9H-ABE Boeing 737	0946
G-OJCB JetRanger	1003	G-BLZT Short 360	1008
OO-DTF Brasillia	1033	G-ELDH DC9	1246
G-BYAK Boeing 757	1303	G-KNAP Warrior II	1304
G-BLZT Short 360	1416	D-EHLI Arrow II	1427
OO-DTJ Brasillia	1439	G-LOGU Jetstream	1459
G-ELDH DC9	1521	G-SMJJ Cessna 414	1535



EI-CFD SAAB 340	1552	G-BYAI Boeing 757	1553
G-BLZT Short 360	1723	G-ELDH DC9	1832
G-OBHD Short 360	1838	G-BMAR Short 360	1841
EI-CFB SAAB 340	1934	XV212 Hercules C.3P	1943
OO-DTK Brasilia	2027	G-BLZT Short 360	2042
G-RMCT Short 360	2101	G-ELDH DC9	2121
G-OLAH Short 360	2139	G-BPDA HS 748	2153
08 G-VVIP Cessna 421C	0753	G-BMAR Short 360	0826
G-OBHD Short 360	0830	EI-CFC SAAB 340	0905
G-ELDH DC9	0939	G-BLZT Short 360	1006
OO-DTO Brasilia	1029	EC-EPL DC9 83	1213
G-BPSV Cessna 406	1218	G-ELDH DC9	1238
OO-DTK Brasilia	1450	G-LOGU Jetstream	1512
G-ELDH DC9	1527	EI-CFD SAAB 340	1605
G-BLZT Short 360	1714	G-ELDH DC9	1824
G-BMAR Short 360	1845	G-OBHD Short 360	1857
EI-CFC SAAB 340	1927	OO-DTG Brasilia	2014
G-BLZT Short 360	2027	G-RMCT Short 360	2054
G-OLAH Short 360	2158	G-BPDA HS 748	2201
G-ELDH DC9	2222		
09 G-BMAR Short 360	0809	G-OBHD Short 360	0821
G-TKPZ Cessna 310R	0829	G-NEWB Navajo	0856
EI-CFB SAAB 340	0901	N424GA Gulfstream IV	0914
G-ELDH DC9	0936	G-BLZT Short 360	1000
G-CTWW Seneca	1005	G-NAIL Cessna 340	1009
OO-DTH Brasilia	1025	G-UKAG BAe 146 300	1044
G-OJAY Bandeirante	1132	G-ELDH DC9	1238
G-BJCT Boeing 737	1303	G-SFHR Aztec	1425
OO-DTO Brasilia	1441	G-LOGU Jetstream	1506
G-ELDH DC9	1532	EI-CFC SAAB 340	1541
G-NEWB Navajo	1650	G-ELDH DC9	1819
G-OBHD Short 360	1841	G-BMLC Short 360	1844
G-ODNP Cessna 310R	1845	OO-DTI Brasilia	2004
G-BLZT Short 360	2015	EI-CFD SAAB 340	2023
G-RMCT Short 360	2052	G-ELDH DC9	2117
G-OLAH Short 360	2137	G-BPDA HS 748	2144
10 G-SFHR Aztec	0735	G-BLGB Short 360	0804
G-OBHD Short 360	0811	G-BPEA Boeing 757	0837
EC-463 DC9 83	0851	EI-CFB SAAB 340	0855
CS-TIF Boeing 737 300	0933	G-ELDH DC9	0935
G-BLZT Short 360	0952	OO-DTK Brasilia	1021
G-BNNJ Boeing 737 300	1036	G-ATEW Twin Comanche	1113
G-FISH Cessna 310R	1213	G-ELDH DC9	1225
OO-DTH Brasilia	1444	G-LOGU Jetstream	1504
G-ELDH DC9	1520	EI-CFA SAAB 340	1547
G-BLZT Short 360	1659	G-BFVI BAe 125 700B	1755
G-ELDH DC9	1821	G-BLGB Short 360	1844
G-OBHD Short 360	1847	EI-CFB SAAB 340	1921
G-BNNJ Boeing 737 300	1948	OO-DTI Brasilia	2011
G-BLZT Short 360	2012	G-BMAB DC9	2046
G-RMCT Short 360	2052	G-ELDH DC9	2113
G-BPDA HS 748	2146	G-OLAH Short 360	2149
11 G-BNNJ Boeing 737 300	0700	LZ-BTT TU 154	0720

EI-CFC SAAB 340	0856	G-BMAI DC9	0922
G-BMAB DC9	0928	OO-DTJ Brasilia	1016
G-BLZT Short 360	1026	G-BOYP Cessna 172N	1143
G-BMAB DC9	1228	G-AVZR Cherokee 180C	1423
G-OBMD Boeing 737 300	1430	EI-CFD SAAB 340	1545
G-ISLE Short 360	1548	G-BLZT Short 360	1648
G-BMAB DC9	1812	EC-EXX DC9 83	2015 2112
G-BNNJ Boeing 737 300	2038	G-BMAB DC9	2103
12 G-BNNJ Boeing 737 300	0747	EI-CFB SAAB 340	0857
G-BMAB DC9	0917	G-BMAM DC9	1017
G-MOOR TB-10 Tobago	1047	G-IEAA Boeing 737 300	1152
G-HERO Lance II	1221 0739(14)	G-BMAB DC9	1233
G-BMAH DC9	1246	G-MONC Boeing 757	1326
G-BLZT Short 360	1334	OO-DTI Brasilia	1431
EI-CFB SAAB 340	1544	G-OBHD Short 360	1652
LZ-BTS TU 154	1712	G-BNNJ Boeing 737 300	1749
G-ELDG DC9	1839	G-BLZT Short 360	1843
G-BAGO Cessna 421B	1928	G-BNGL Boeing 737 300	1940
G-SWFT King Air 200	1949	OO-DTJ Brasilia	2006
G-OBHD Short 360	2011	G-ELDG DC9	2124
13 G-BNNJ Boeing 737 300	0703	G-FISH Cessna 310R	0713
G-SWET Citation	0717	G-BLPV Short 360	0816
G-BLZT Short 360	0831	EI-CDS Boeing 737 500	0903
G-PKBD DC9	0958	G-OBHD Short 360	1022
OO-DTG Brasilia	1026	G-ATWR Twin Comanche	1145
G-ELDG DC9	1240	G-SBAC Short 360	1321
OO-DTI Brasilia	1437	G-LOGU Jetstream	1508
G-NUTZ Twin Squirrel	1512	G-ELDG DC9	1531
EI-CFB SAAB 340	1607	G-OBHD Short 360	1705
G-SBAC Short 360	1709	G-ELDG DC9	1826
G-BLZT Short 360	1846	G-WACK Short 360	1904
G-FISH Cessna 310R	1922	EI-CFA SAAB 340	1933
OO-DTL Brasilia	2002	G-OBHD Short 360	2013
G-RMCT Short 360	2115	G-LOGC BAe ATP	2143
G-BPDA HS 748	2151	G-ELDG DC9	2154
G-OLAH Short 360	2158		
14 G-BLGB Short 360	0809	G-BLZT Short 360	0828
EI-CFD SAAB 340	0900	G-ELDG DC9	0926
9H-ABE Boeing 737	0938	G-JLRW Duchess	0954
G-OBHD Short 360	1013	OO-DTH Brasilia	1036
G-BEHH Lance	1105	G-BAVZ Aztec	1204
G-ELDG DC9	1229	G-BYAK Boeing 757	1256
OO-DTJ Brasilia	1430	G-LOGV Jetstream	1506
G-ELDG DC9	1509	EI-CFC SAAB 340	1547
G-BYAI Boeing 757	1554	G-OBHD Short 360	1654
G-BMAM DC9	1833	G-BLPV Short 360	1838
EI-CFD SAAB 340	1927	G-OBHD Short 360	2015
OO-DTF Brasilia	2019	G-OBHD Short 360	2023
G-BEHH Lance	2031	G-BMAM DC9	2113
G-RMCT Short 360	2119	G-TBAC Short 360	2153
G-BPDA HS 748	2206		
15 G-WACK Short 360	0813	G-OBHD Short 360	0822
EI-CFA SAAB 340	0905	G-ELDG DC9	0924

G-BLST Cessna 421C	0950	G-OBHD Short 360	1005
N677RW Gulfstream IV	1010	G-GRID Twin Squirrel	1020
OO-MTD Brasilia	1021	EC-485 DC9 83	1209
G-BMAB DC9	1220	OO-DTH Brasilia	1438
G-LOGV Jetstream	1509	G-BLST Cessna 421C	1516
G-ELDH DC9	1533	23127 C-12C	1543
EI-CFB SAAB 340	1550	G-SFHR Aztec	1630
G-OBHD Short 360	1650	G-ROWN King Air 200	1737
G-ELDH DC9	1818	G-OBHD Short 360	1840
G-BLGB Short 360	1900	EI-CFA SAAB 340	1931
G-OBHD Short 360	2008	G-RMCT Short 360	2045
OO-DTG Brasilia	2046	G-ELDH DC9	2118
G-OLAH Short 360	2147	G-BPDA HS 748	2157
16 G-BEJM BAC 1-11	0701 0802	G-BLPV Short 360	0805
G-OBHD Short 360	0823	VR-BLK Rockwell 840	0824
G-HRIS Cessna P210N	0852	EI-CFC SAAB 340	0900
G-ELDH DC9	0935	G-BOBN Cessna 310R	0957
G-OBHD Short 360	1014	OO-MTD Brasilia	1038
G-ELDH DC9	1230	G-SFHR Aztec	1308
OO-DTI Brasilia	1438	G-PLYD TB-20 Trinidad	1440
G-ELDH DC9	1508	G-LOGV Jetstream	1512
EI-CFB SAAB 340	1546	XX281 Hawk T.1A	1639
G-OBHD Short 360	1648	G-WYPA Bolkow 105	1712 1713
G-BMAB DC9	1818	G-OBHD Short 360	1836
G-ODNP Cessna 310R	1855	G-BMLC Short 360	1909
EI-CFC SAAB 340	1931	OO-DTJ Brasilia	2007
G-OBHD Short 360	2012	G-RMCT Short 360	2055
G-ELDH DC9	2137	G-TBAC Short 360	2141
G-BPDA HS 748	2149		
17 G-BMLC Short 360	0754	G-OBHD Short 360	0827
G-BPEF Boeing 757	0845	EC-463 DC9 83	0851
EI-CFD SAAB 340	0853	G-BMAM DC9	0931
G-BNNJ Boeing 737 300	0951	OO-DTL Brasilia	1018
G-OBHD Short 360	1153	G-BHMI Cessna F172N	1156
G-BMAM DC9	1223	G-BBNT Navajo	1314
G-SUZU Warrior II	1351	G-BOUJ Cessna 150M	1358
G-SFHR Aztec	1440	OO-DTL Brasilia	1443
G-LOGV Jetstream	1458	CS-TIG Boeing 737 300	1519
G-BMAK DC9	1521	EI-CFC SAAB 340	1542
G-BSSSE Cherokee 140	1609	G-RAMS Saratoga SP	1619
G-OCHL JetRanger	1655	G-GAMA Baron	1656
G-OBHD Short 360	1705	G-BEJM BAC 1-11	1715
LX-SKS Bandeirante	1811	G-BMAK DC9	1819
G-JEAG Friendship	1823	G-BMLC Short 360	1837
G-BNNJ Boeing 737 300	1848	EI-CFD SAAB 340	1923
OO-DTI Brasilia	2016	G-OBHD Short 360	2020
G-RMCT Short 360	2054	G-BMAK DC9	2127
G-BEJD HS 748	2143	G-TBAC Short 360	2146
18 G-BNNJ Boeing 737 300	0715	LZ-BTN TU 154	0719
EI-CFD SAAB 340	0854	G-BMAK DC9	0922
G-BMAG DC9	0929	G-SFHR Aztec	0940
G-OBHD Short 360	1026	OO-DTL Brasilia	1033
G-BJNZ Aztec	1053	G-BEHH Lance	1214
G-BMAK DC9	1233	G-TKPZ Cessna 310R	1255



G-OBMA Boeing 737 300	1436	G-WELL King Air E90	1445
EI-FKC Fokker 50	1540	G-BKMX Short 360	1549
G-BURV BAe 125 800	1631 n/s	G-SFHR Aztec	1701
G-OBHD Short 360	1717	G-BMAB DC9	1824
G-BJNZ Aztec	1848	G-BNNJ Boeing 737 300	1917
G-BSBW JetRanger	1936	G-TSGJ Archer II	1937
EC-EZU DC9 83	1955	G-OBHD Short 360	2023
G-BMAB DC9	2118		
19 G-BNNJ Boeing 737 300	0723	ZE702 BAe 146	0854
EI-CFA SAAB 340	0858	G-BMAB DC9	0927
G-BNGM Boeing 737 300	1018	G-PKBM DC9	1021
G-AYGC Cessna F150K	1042	G-BOPA Archer II	1111
G-BSDY Baron	1115	ZD278 Lynx AH.1	1149 1305
XW846 Gazelle AH.1	1149 1305	XZ329 Gazelle AH.1	1149 1305
XZ327 Gazelle AH.1	1149 1305	XZ344 Gazelle AH.1	1149 1305
XX408 Gazelle AH.1	1149 1305	130324 CC-130E Hercules	1157
XT676 Wessex HC.2	1229 1322	XR502 Wessex HC.2	1229 1322
G-BMAB DC9	1237	G-TKPZ Cessna 310R	1242
G-BMAH DC9	1253	G-MONC Boeing 757	1257
G-OBHD Short 360	1334	G-AZFI Arrow	1350
OO-MTD Brasilia	1447	EI-CFC SAAB 340	1546
G-OBHD Short 360	1647	LZ-BTO TU 154	1700
G-BNNJ Boeing 737 300	1733	G-BNGL Boeing 737 300	1826
G-OBHO Short 360	1834	G-OBMH Boeing 737 300	1845
EI-CFA SAAB 340	1922	G-BAJN AA5 Traveler	1929
OO-DTJ Brasilia	2007	G-OBHD Short 360	2014
G-BMAK DC9	2129		
20 G-OBHO Short 360	0821	G-BLPV Short 360	0830
EI-CFC SAAB 340	0853	OO-EJM Navajo	0856
F-GBTI Falcon 10	0917	G-BMAK DC9	0938
G-OBHD Short 360	1003	OO-MTD Brasilia	1036
G-BGRE King Air 200	1155	G-SHCC JetRanger	1157
G-BMAK DC9	1224	OO-DTK Brasilia	1436
G-BYAI Boeing 757	1440	G-LOGR Jetstream	1505
G-BMAK DC9	1518	EI-CFD SAAB 340	1538
G-OBHD Short 360	1645	G-BMAK DC9	1823
G-BLPV Short 360	1837	G-OBHO Short 360	1839
EI-CFC SAAB 340	1920	G-HVRS Robinson R-22	1956
OO-DTL Brasilia	2005	G-OBHD Short 360	2015
G-BMAK DC9	2109	G-BIYH Short 330	2114
G-OLAH Short 360	2146	G-ATMI HS 748	2149
G-ATPD HS 125/1B	2255		
21 F-GGMV King Air 200	0730	G-LOGR Jetstream 41	0750
G-OBHO Short 360	0808	G-BKMX Short 360	0824
XV222 Hercules C.3P	0827	EI-CFB SAAB 340	0848
G-BMAK DC9	0924	9H-ABF Boeing 737	0930
G-BEZX Cessna F172H	0936	G-OBHD Short 360	0958
G-ZAPD Short 360	1002	G-SHCC JetRanger	1016
OO-MTD Brasilia	1035	G-BCCE AA5 Traveler	1048
G-BMAK DC9	1228	G-BYAF Boeing 757	1258
OO-DTI Brasilia	1439	G-LOGR Jetstream	1503
G-BMAK DC9	1519	G-TKPZ Cessna 310R	1532
EI-CFD SAAB 340	1536	G-BYAD Boeing 757	1640
G-OBHD Short 360	1649	G-BMAK DC9	1819

G-BMAR Short 360	1833	G-OBOH Short 360	1835
G-RMCT Short 360	1842	G-NGBI AA5B Tiger	1848
G-BKMX Short 360	1853	EI-CFD SAAB 340	2000
G-OBHD Short 360	2013	OO-DTG Brasilia	2016
G-BMAK DC9	2116	G-ATMJ HS 748	2127
G-OLAH Short 360	2138	G-SBAC Short 360	2220
22 G-BLPV Short 360	0809	G-OBOH Short 360	0821
EI-CFC SAAB 340	0852	D-IMMJ Cessna 421C	0857 0947
G-BLKY Baron	0901	G-GRID Twin Squirrel	0924
G-ELDI DC9	0928	G-SBAC Short 360	0933
PH-RPN BN2T Islander	0939	XV222 Hercules C.3P	1003 1039(23)
G-OBHD Short 360	1012	G-BSRY Cessna 406	1017
G-BHJZ Bandeirante	1023	OO-DTH Brasilia	1032
G-BTHW F33C Bonanza	1059	G-VVIP Cessna 421C	1137
EC-479 DC9 83	1201	G-BMAK DC9	1231
G-SBAC Short 360	1253	G-BDFW Rockwell 112A	1302
XV292 Hercules C.1P	1359	OO-MTD Brasilia	1446
G-LOGV Jetstream	1502	G-BMAK DC9	1521
EI-CFB SAAB 340	1544	G-BNVI ARV2	1608 1212(23)
G-OBHD Short 360	1652	G-SIGN Seneca	1746
G-DFLT Cessna 406	1755	G-BMAK DC9	1805
G-OBOH Short 360	1833	G-BGHP Duchess	1838
G-BHDP Cessna 182 ??	1848	G-DARR Cessna 421C	1922
EI-CFC SAAB 340	1930	G-DELB Robinson R-22	1933
G-BMLC Short 360	1939	G-HVRS Robinson R-22	1948
G-LJET Lear Jet 35A	1949	G-OBHD Short 360	2009
G-OBEA Jetstream	2054 0923(23)	G-RMCT Short 360	2057
OO-DTK Brasilia	2111	G-HVRS Robinson R-22	2126
G-ATMJ HS 748	2128	G-OLAH Short 360	2135
G-BMAK DC9	2202	G-UKID BAe 146	2209
23 G-OBOH Short 360	0811	EI-CFC SAAB 340	0928
G-BLGB Short 360	0937	G-BMAK DC9	0953
OO-DTJ Brasilia	1022	G-BDGM Warrior	1052
G-OBHD Short 360	1054	G-SBAC Short 360	1059
G-TKPZ Cessna 310R	1156	G-SEXI Cessna 172M	1226
G-OBMC Boeing 737 300	1235	G-BUEP Maule MX7-180	1253
G-BURT Warrior II	1349	G-SBAC Short 360	1402
OO-DTH Brasilia	1449	G-LOGR Jetstream	1458
G-BMAK DC9	1525	EI-CFC SAAB 340	1550
G-BUEX Schweizer 269C	1609	G-OOGA Cougar	1618
G-BRIH Taylorcraft BC12	1642	G-OBHD Short 360	1649
G-BBUJ Cessna 421B	1722	G-BMAK DC9	1811
G-OBOH Short 360	1832	G-BMHX Short 360	1837
EI-CFD SAAB 340	1924	G-OBHD Short 360	2006
OO-DTF Brasilia	2010	G-SBAC Short 360	2016
G-RMCT Short 360	2101	G-BMAK DC9	2120
G-BEJD HS 748	2127	G-OLAH Short 360	2155
24 G-BMLC Short 360	0753	G-OBOH Short 360	0820
EC-463 DC9 83	0848	EI-CFD SAAB 340	0856
G-BPEF Boeing 757	0918	G-BNNJ Boeing 737 300	0922
G-SBAC Short 360	0924	CS-TIH Boeing 737 300	0936
9H-ABE Boeing 737 DIV	0954	G-BTPM BAe ATP DIV	0956 1057
G-GNTD SAAB 340 DIV	1006	OY-RDD Citation II	1010 1644
G-OBHD Short 360	1014	G-LOGK Jetstream 41	1017



OO-DTL Brasilia	1035	G-BMAK DC9	1132
G-TKPZ Cessna 310R	1141	G-SBAC Short 360	1254
G-BSBW JetRanger	1306	G-BJYD Cessna 152	1359
G-BMNF King Air 200	1416	OO-DTJ Brasilia	1445
EI-CFA SAAB 340	1541	G-ELDI DC9	1543
G-LOGR Jetstream	1550	G-BNEN Seneca	1647
G-OBHD Short 360	1651	G-SBAC Short 360	1658
G-PKBM DC9	1702	G-PKBE DC9	1817
G-BNNJ Boeing 737 300	1819	G-BLZT Short 360	1834
G-BMLC Short 360	1844	EI-CFD SAAB 340	1926
OO-DTI Brasilia	2010	G-OBHD Short 360	2014
G-SBAC Short 360	2020	G-PKBM DC9	2123
G-ATMI HS 748	2200	G-TBAC Short 360	2201
G-RMCT Short 360	2205	G-BMAC DC9	2213
25 G-BNNJ Boeing 737 300	0700	LZ-BTV TU 154	0701
EI-CFA SAAB 340	0903	G-BMAI DC9	0928
G-BMAC DC9	0934	OO-MTD Brasilia	1024
G-OBHD Short 360	1031	G-BMAC DC9	1225
G-CZAR Citation V	1245	G-BGGF Tomahawk	1339
G-BSBW JetRanger	1353	G-OBMC Boeing 737 300	1414
G-BSSE Cherokee 140	1455	EI-CFB SAAB 340	1545
G-ISLE Short 360	1550	G-LILI Cessna 425	1609 1549(26)
G-OBHD Short 360	1644	G-RAMI JetRanger	1800
G-BMAC DC9	1821	G-TSGJ Archer II	1927
EC-EXX DC9 83	1953	G-BNNJ Boeing 737 300	1959
G-OBHD Short 360	2007	G-BMAC DC9	2105
26 G-BNNJ Boeing 737 300	0758	EI-CFB SAAB 340	0908
G-BMAC DC9	0917	G-BSDY Baron	0942
G-PKBM DC9	1019	G-IEAA Boeing 737 300	1035
G-BMAC DC9	1230	G-BMAG DC9	1234
G-MONC Boeing 757	1303	G-OBHD Short 360	1325
G-BSTZ Cherokee 140	1436	G-CEGA Seneca	1454
OO-DTO Brasilia	1540	EI-CFC SAAB 340	1548
G-ASVZ Cherokee 140	1555	G-OBHD Short 360	1644
G-BOVK Warrior II	1736	G-BNNJ Boeing 737 300	1741
G-PKBE DC9	1809	G-AZLY Cessna F150L	1821
G-BLZT Short 360	1834	G-BHPZ Cessna 172N	1839
G-BNGL Boeing 737 300	1845	OY-CTR Navajo	1927 1528
EI-CFB SAAB 340	1931	LZ-BTF TU 154	2010
G-OBHD Short 360	2017	OO-DTI Brasilia	2102
G-PKBE DC9	2125		
27 G-BNNJ Boeing 737 300	0702	G-BLGB Short 360	0805
G-BLZT Short 360	0820	EI-CFC SAAB 340	0858
G-PKBE DC9	0921	G-OBHD Short 360	1014
OO-DTK Brasilia	1135	G-AZWS Arrow	1209
G-PKBE DC9	1225	G-BOYL Cessna 152	1333
G-BYAK Boeing 757	1444	G-PKBE DC9	1511
OO-DTJ Brasilia	1533	EI-CFD SAAB 340	1542
G-BSBW JetRanger	1625	G-OBHD Short 360	1645
G-PKBE DC9	1817	G-BLZT Short 360	1827
G-BLGB Short 360	1837	EI-CFC SAAB 340	1935
G-OBHD Short 360	2010	G-RMCT Short 360	2059
OO-MTD Brasilia	2110	G-PKBE DC9	2124
G-BPDA HS 748	2130	G-OLAH Short 360	2140

28 G-BLZT Short 360	0814	EI-CFA SAAB 340	0900
G-BMAR Short 360	0915	G-PKBE DC9	0921
9H-ABE Boeing 737	0941	EI-BUF Cessna 210N	0945
G-OBHD Short 360	1001	OO-DTF Brasilia	1130
G-NNAC Super Cub	1207	G-BDFW Rockwell 112A	1213
G-PKBE DC9	1228	G-WAGI Robinson R-22	1237
G-BYAF Boeing 757	1309	G-PKBE DC9	1512
OO-DTK Brasilia	1529	EI-CFB SAAB 340	1541
G-BYAD Boeing 757	1550	G-OBHD Short 360	1653
G-PKBE DC9	1812	G-BLZT Short 360	1838
G-BMAR Short 360	1840	EI-CFA SAAB 340	1922
G-BSBW JetRanger	1924	G-GRIF Rockwell 112TC-A	1957
G-OBHD Short 360	2009	G-RMCT Short 360	2054
OO-DTG Brasilia	2100	ZD703 HS 125 CC3	2125
G-TBAC Short 360	2129	G-ATMJ HS 748	2133
G-ELDH DC9	2135		
29 G-OBML Boeing 737 300	1232	OO-DTO Brasilia	1235
G-OBHD Short 360	1242	EC-EIG DC9 83	1253
G-ELDH DC9	1529	G-LOGU Jetstream	1537
OO-DTF Brasilia	1545	EI-CFC SAAB 340	1551
G-OBHD Short 360	1705	G-BTRS Warrior II	1724
G-ROWN King Air	1738	G-ELDH DC9	1817
G-BLZT Short 360	1845	G-BLGB Short 360	1932
EI-CFD SAAB 340	1936	N1224S Cessna 425	1946
G-OBHD Short 360	2020	G-RMCT Short 360	2100
G-FISH Cessna 310R	2109	OO-DTJ Brasilia	2114
G-OLAH Short 360	2136	G-ATMI HS 748	2139
G-PKBE DC9	2142		
30 G-BMAR Short 360	0807	G-BLZT Short 360	0821
EI-CFB SAAB 340	0859	G-SHCC JetRanger	0923
G-OBHD Short 360	1010	G-OBMZ Boeing 737 500	1018
PH-LMC King Air 200	1054	G-JLRW Duchess	1112
OO-DTG Brasilia	1121	G-BUUE T76M Firefly	1122
G-BMAC DC9	1228	G-ASJY GY80 Horizon	1453
G-LOGU Jetstream	1507	G-AWTA Cessna 310N	1526
G-BMAC DC9	1532	EI-CFD SAAB 340	1550
OO-DTO Brasilia	1551	G-OAVX King Air 200	1555
G-OBHD Short 360	1704	G-BMAC DC9	1817
G-OBOW Short 360	1836	G-BMHX Short 360	1917
EI-CFB SAAB 340	1929	G-OBHD Short 360	2021
G-RMCT Short 360	2106	G-BPDA HS 748	2128
G-ODNP Cessna 310R	2136	G-ELDG DC9	2139
G-TBAC Short 360	2144	EI-BYE Navajo	2211 2231
OO-DTK Brasilia	2251		

### From (and To where known)

01) OY-PAL/Tirstrup; OY-PAM/Alborg; N55BN/F & T Denham; PH-KED/Rotterdam; 23126/Nurnberg; ZG848/Coventry: 02) EI-BUF/Abbeysrule; XV140/Netheravon: 03) OY-PAM/Kristiansand: 05) ZG916/Dishforth: 06) XV212/Lyneham-Split: 07) D-EHLI/Oldenburger; XV212/Split-Lyneham: 09) N424GA/Farnborough: 15) N677RW/Stansted; 23127/Echterdingen: 17) LX-SKS/Stornoway: 19) ZE702/Benson; 130324/Valkenburg-Trenton; ZD278-XW846-XZ327-XZ329-XZ344-XX408/Leuchars; XT676-ZR502/Benson: 20) OO-EJM/Antwerp; F-GBTI/Toulouse: 21) F-GGMV/Lille; XV222/Lyneham-Split: 22) D-IMMJ/Hartenholm; PH-RPN/F & T Amsterdam; XV222/Split; XV292/Lyneham:

24) OY-RDD/F & T Tirstrup: 26) OY-CTR/F & T Roskilde: 28) EI-BUF/Abbeyshrule;  
ZD703/Hannover: 29) N1224S/Bournemouth: 30) PH-LMC/Lelystad;EI-BYE/Dublin:

### Overshoots

01) XX499/FYY74;XX495/FYY72;XX496/FYY70: 02) ZF449/LOP36: 04) G-TKPZ;G-DASI/  
UK 020: 07) XX491/FYY73: 08) XX497/FYY84;XX500/FYY76: 14) G-BAVZ: 25) G-BAVZ:  
26) G-BAVZ: 27) XX500/FYY81: 28) G-FISH: 29) XX494/FYY84:

### LBA Movements review, September 1993

Starting the month off in style on the 1st was the newly registered Baron N55BN along with the two Danish King Airs OY-PAL and OY-PAM, and the Aztec PH-KED. The following day Cessna 210N EI-BUF made the first of two visits this month, the second being on the 28th. King Air OY-PAM was back on the 3rd and night stopping on the 7th was Cherokee Arrow D-EHLI. Digital Equipments Gulfstream IV N424GA was visiting on the 9th and Cessna 340A N2673D, which had been in Knightair's hangar since last month departed to Staverton on the 10th. Gulfstream IV N677RW on the 15th is believed to be new with the Coca Cola Co. The UK based Rockwell 840 VR-BLK visited on the 16th and was followed on the 17th by the Bandeirante LX-SKS using callsign "SKS 110". Falcon 10 F-GBTI on the 20th is operated by the Society Jetair and noted on the same day was Navajo C 00-EJM. On the 21st the Soc. Ball Equipment King Air F-GGMV was using callsign "FRS 821". The Dutch reserve the PH-RPx series of registrations for the Police and visiting on the 22nd from and to Amsterdam was the Turbine Islander PH-RPN, also noted that day was Cessna 421C D-IMMJ. Citation II OY-RDD appears to be new with Falcks and when it visited on the 24th it was using callsign "Falck-air 624", it possibly replaces Citation II OY-CYV reported sold in Malta. Another Danish visitor was Navajo C OY-CTR which was night stopping on the 25th. Arriving for maintenance at Knightair on the 29th was Cessna 425 N1224S. King Air 200 PH-LMC on the 30th belongs to Turdus Airways and ending the month was the Navajo EI-BYE using the callsign "Export 202-203". The military have been very active this month, starting on the 1st with the USAF C-12 23126 as "CLUE 70B" and the Islander ZG848 as "Army 555". On the 2nd Scout XV140 was "Army 421" and on the 5th Lynx ZG916 was "Army 539". The RAF has done a number of flights to Split with troops, Hercules XV212 was "Ascot 5400" on the 6th and "Ascot 5401" when it returned on the 7th. Hercules XV222 was "Ascot 5404" on the 21st and "Ascot 5405" on the 22nd when it went u/s and Hercules XV292 came in as "Ascot 760" to mend it. The only Queens Flight logged this month was BAe 146 ZE702 "Kitty 5" on the 19th. The RAF's HS 125 ZD703 on the 28th was "Ascot 1725". The RCAF C130 130324 arrived as "Canforce 509" on the 19th from Valkenburg and after a night stop it departed direct to Trenton on a ten and a half hours flight. The 19th also turned out to be helicopter day, arriving as "Silver Eagles" were Lynx ZD278 and Gazelles XW846, XZ329, XZ327, XZ344, XX408. Joining them on the apron were the Wessex's XTR676 and XR502 as "Afghan Formation". Night stopping on the 16th was Hawk XX281 as "CHV06" from its base at Chivenor. The latest Slingsby T67's to call at YLA for compass swings were G-BUUD on the 1st and G-BUUE on the 30th. Yorkshire Europeans Cessna 421 G-OFRH has arrived back from its lease and is now resident again. The JetRanger G-BSBW is spending quite a lot of time parked on the eastern end of the apron and may now be resident, it is using callsigns with the prefix "Pathfinder" and three numbers the last two of which refer to the date. Cessna 421 G-BDYF is operating on callsigns prefixed "AJA". On the 22nd the log has G-BMDP down as arriving from Connaught and the type as a Cessna 182, as G-BMDP is a Partenavia Oscar I believe this is actually the locally based Cessna 182 G-BHDP.



WINGS OVER DISHFORTH

The only time I flew in an RAF plane was before I joined the RAF. I was a leading cadet in no. 387 (Airedale) Squadron of the Air Training Corps, when some of us were invited to visit the Royal Air Force station at Dishforth. This was on Sunday December 13th, 1942, and I was one of those chosen to fly.

I was 18 years old and, because in those days you didn't become "of age" until you were 21, I needed my parents' permission. This was strange, because at 18 you could be called up without anyone's permission. You could then be sent overseas to be shot. But to have a pleasure flight at the RAF's expense you needed a parent's signature. Anyway, this was grudgingly given by my mother who thought that flying was so dangerous that I was crazy even to consider it.

On the appointed day a coach took us to Dishforth where there were problems. ATC cadets were bound by the Official Secrets Act. The coach driver wasn't. So he had to park his bus away from the base and stay with it, bored to tears, while we had the time of our lives.

First a Canadian officer took us, a few at a time, into a bomber. Then we inspected a fighter, after which we did some drilling. Next came a bit of kidology. We were taken into the parachute store where an airman showed us how parachutes were packed. Then he told us we'd be wearing one. "If you have to bale out," he said, "count ten before you pull the release cord, or the 'chute could get tangled up with the aircraft." I'm sure of one thing. Had the plane come hurtling earthwards, I'd have been too scared to jump out, let alone count ten before pulling the cord.

When the lecture ended we were driven onto the field to where an aeroplane was waiting. It was an Airspeed Oxford. A corporal helped us to strap on our parachutes, and warned us that smoking near the aircraft was strictly prohibited. A few minutes later the pilot arrived in a small van, driven by a WAAF. He was wearing a normal officer's uniform: no flying suit, no parachute. And a cigarette was dangling from his mouth. Still smoking, he ushered three of us into the plane. The first one to enter sat next to him. I sat on a raised part of the floor and so did the other cadet.

Take off was smooth, but I realised my hand was gripping the parachute release cord handle. It was a blustery day, and the aircraft swayed a bit as it climbed. We also hit one or two air pockets, but at 18 years of age one doesn't scare easily. However, I was petrified when the pilot put the Oxford into a dive. It felt as though the plane was falling ahead of me, and that I was tumbling through space trying to catch up with it. The ground rushed towards us at an alarming rate and, as I was wondering if he'd left it too late, the pilot pulled us out of the dive.

When the selected cadets had all had a flight we were marched to the cookhouse for tea. We had boiled ham. The only remarkable thing about that, of course, is that civilians rarely saw it in wartime. Yet when I joined the RAF the following April, I discovered it was a regular air force meal.

And how did I enjoy the day? It was smashing! And that's official. It says so in my diary.

Leslie Scheftsik

## IRISH AIR SPECTACULAR 93

Might I assume that many spotters ,myself included, have a good selection of 'numbers' from our nearest European neighbours but a definite shortage from one of our closest - EI the Irish Republic. In twenty odd years I had only seen one Irish Air Corps aircraft (and that was in Brussels, a HS125). There are the Aer Lingus regulars and the usual visitors for the Horse racing but I could never have claimed they were 'common'.

I have seen reports on rare occasions from the Air Spectacular held at Baldonnel airbase (also called Casement) near Dublin but on checking the advance notices in various mags could find no date until a one line entry appeared in Air Britain News showing the 11th July. The tourist office had no information so I checked in my Bottlang Airfield guide with a view to phoning Weston airfield (very close to Baldonnel) and saw a number for the Irish Air Council. I thought they should know so I phoned Dublin and a friendly voice said, "It's not me you want it's my colleague he's the, organiser! but he's out to lunch He'll ring you back" !! and so he did offering all sorts of information and advice.

I wanted time to spot at Dublin and Weston so I booked the Saturday PM flight from LBA with a return on the early Monday flight thus enabling me to take advantage of special weekend rates at the Airport Crest hotel. The one very expensive but unavoidable detail was the hire car (seventy odd quid for 24 hours worth of VW Polo).

My wife Judy dropped me off at LBA (she stayed at home dog- sitting) and I boarded Saab 340 EI-CFC for the short (but noisy) hop over the Irish Sea. The sea was crystal clear and emerald green as we turned onto finals for runway 34 (the most scenic of the approaches, over Dublin bay). We taxied in past TC-CYO Air Bosphorous 737-3, back with the lease company after going bust!

I stayed a couple of hours on the viewing deck before collecting the car and logged my elusive Saab EI-CFB (all 4 were parked up) as well as most of the Fokker 50s and B737s. Ryan Air were well represented by their BAC111s including the newer registered EI-CIB/CIC/CID. Several light a/c were outside the Iona and flying club hangars and the pick of the foreign commercials were G-BUEB ATR42 Cityflyer; F-GHQD, A320 Air Inter; F-GHED MD83 Liberte; F-GTNT and G-TNTE Bael46; F-GCJO FH227 Transvalair. Doing a diplomatic visit? was USAF C137 86971, and alongside in the freight area was OO-DHN B727 of EAT.

I took my expensive little car the hundred yards to the hotel booked in and treated myself to a pint of Guinness. After dinner I walked back past the maintenance hangars where 5N-ANO B707 languishes and a group of Biz jets were parked; HZ-MAL N429SA Gulf 3s and F-GPHH Falcon 10; The following morning I ate a hearty breakfast and set off early for Baldonnel forgetting that all good Irish Catholics go to church and I could have had a lie in as the queues didn't start till after lunch!! I had a pleasant and quiet drive through the centre of this very beautiful city and arrived at Baldonnel at the same time as the workers, after a short wait I found a perfect parking spot near the exit and about ten yards from the static display which was just in the process of being wheeled out (Kon-Marine Lynx 274 starting the process). The static finally consisted of a small but interesting



IRISH AIR SPECTACULAR 93 (Cont)

collection of European Military with a pair of Swedish Drakens 35586/35589 and their C130 84005, German AN26 52+09, Hansa Jet 16+21 and Alphajet 40+45; Kon Marine Orion 310 ;French Mirage 2000s 502/509 and their Transall F222. Complemented by McDonnell (Hughes) 520N VR-CDD and Irish Helicopters S61 SAR EI-BHO.

The most interesting for me however was the I.A.C. contingent which was split between the static and the flying display and consisted of Marchetti SF260 'Warriors' 222/225/229/230/231 ; Cessna 172 (Army co-operation wing Gormanston) 208/210/243; Fouga Magisters 216/219/243; Alouette 111s 197/211 ;Gazelles 237/241 ;Dauphin 245; Chipmunk 168 and the I.A.C. pride and joy CN235 Maritime support- 250.

The show had the usual funfair and several trade stands. While the majority were aviation related the car trade was also well represented and I spent some time looking at a Suzuki Vitara 5 door, I quite fancy one of these for the dogs. In the UK a new one costs about 12 Thousand quid the friendly dealer added with a sigh that in Ireland they are nearer 22 Thousand Quid (no wonder they drive carefully over there!!). During the day about 30 light aircraft arrived and a lively display took place from 1pm to about 4.30 including a Mustang, Mitchell and private Fouga G-PUGA. Aer Lingus showed the flag with a spirited performance by Saab 340 EI-CFC with the same crew that brought me over the day before, brothers Daniel and Connor Rock. The show was closed by the Patrouille de France but I left in time to avoid the very large crowd and made my way to Weston, the major light a/c field for Dublin situated just a few of miles north near the town of Leixlip.

I presented myself to the control cabin where the two lads in charge said that most of the club were at Baldonnel but I was welcome to look round. The members might have been at the show but most left their aircraft behind and I logged about 40 all EI except G-POND a Baby Great Lakes biplane which lives here and a pair of Marchetti 206s which belong to a firm giving you fighter style air combat flights in these very fast and responsive trainers. they wear US regs N405FD and N407FD. There was a good number of Robinson 22s a lovely Ercoupe EI-CCG and residing in a barn (this airfield appears to have been a farmyard) was Evans VP1 EI-BRU (with G-POND). There is a Socata dealer here which probably accounts for the abundance of Rallyes, TB9s and TB10s here. After thanking the staff I made my way back to Dublin but this time I took the car round the perimeter road which has several parking laybys frequented by the local enthusiasts. This gave a view into the "Team Aer Lingus" hangar where B767 EI-CAL was undergoing re spray for leasing out. A fresh group of Biz Jets had appeared overnight; N7070A Citation, N965CC Gulf 2 and the star of the bunch XA-RKY Lear 35. From this side of the airport you have a clear view of all the stands, Bael46 G-MIMA of Manx and DC8-61 N161DB of Buffalo Airways would have been obscured from the terminal.

As my 24 hours ran out I took the car back and had an early dinner before returning to the terminal for the evening. Another batch of Aer Lingus filled odd holes in my log and DC8s EI-CAK/CJO of Aer Turas were a welcome addition.

The last major gaps were filled the next morning when I arrived bright and early for my flight home, B747s EI-ASI/ASJ arrived within minutes along with 'new' DC8 of Translift EI-BZU and Aero Lloyd DC9 D-ALLM. By 9am I was back at LBA (in EI-CFC with the Rock brothers again) after a very enjoyable weekend in a very friendly 'foreign' land.

Brian Best.



## Aircraft manufacturers of the world

R Y L V K T F Z Z O W C F V S Q Y U A J F U G P Q J B V C L D  
 C U A T X A R N E R A H E Q E S E K V U Y E V B E U I K S U  
 S H Z T T S I Z Q I I L B S D T U D E U M C X D X Y B D D V  
 E A O X F J O V R O I A O A Q N P P G N E Z K X G Z G Q J R  
 R K A F K O A S A M S Y D T S W T M E S D E A V U B Y K Z Y  
 S B L B I C P W O N C H C A L F P E S R V C E L P F I F B G  
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 O S D N E M T I Z O M T G Z O A A K B Y O A W O C O G P Z L  
 C D P D P I H H M Y B P R E Q O C O I P D M R O F N H W F C  
 K B A Q O S X X E S L Z F A S C O D U T W B E I I F E S V J  
 H A R S U Q W Z H S W G D G P I C T E D C R L L N C U K F X  
 E Q M Y S B J M U I A S Q X O I L B B L V U S X E E A O V H  
 E C L D A A D M S T V F W X B T S Z G E A K Z N O X K E J X  
 D I M J S A U I R R R R R H O V I R R A E L S V S X K B S D W  
 Y V N Z N W Z L Q U O N K G M L G T Y K N H C Y E H A R F E  
 M J U O F O B L T C R B A A D P V H N G Q K G R Q L S E F Z  
 A Q C V L V P S N J Q A E R K H E V A N N S O I G J Y L G O  
 Z C G O Y G H K U R E A M O V J E H A H R J Y U Q A W R J Q  
 M K J O F O V N M C U V F A G O S R K E E Z O G C G R F B W  
 F A F G R G K O I T A B O O K R G N K K G D S S A W Y P Y A  
 Q L W T R E N E N T L H K F S Q U C J N S N G F E B J Q W G  
 X H S P R I Z I L O R N U C B B I M I H S I B U S T I M H J  
 T E A S E G I R E M T A Z C A V V J M W A Y Q R D X Y U V B  
 H F E W B R V Z A O F N M E U L S V Y A S M L L T J V P L Q  
 T I S G K Y C C K E B Q A H Y U B D S H N K J O I U L C W G  
 E H F K R E O I T J A P R Q J D H U I R D Y S P T R F K U D  
 W K I L Y P R M V D C R V S P F I X V V E C L J O S A S S W  
 P T V L A F R M Z A U Q B P X C H P A H Z P K E A O I K Y J  
 M B K X V W G O M S L S H M B X H W J L S Y I Q G Z L R J Z  
 V I E C J T U L Y O X D F N E T B M G P Y U S P Q Y K E B S

Find these hidden words in the above puzzle:

airspeed	antonov	avro	blackburn	boeing
bristol	canadair	cessna	curtiss	dassault
douglas	embraear	fokker	grumman	hawker
ilyushin	junkers	lockheed	martin	miles
mitsubishi	partenavia	percival	piper	saab
shorts	slingsby	supermarine	tupolev	vickers

.....

TRIPS- The "RED ARROWS" at Scampton trip has been confirmed for 9TH NOVEMBER  
 07.45 Depart Aero Club 10.00 Tour commences (approx 1½ hours)

It is hoped to visit other airfields in the area, arriving back at Yeaddon app 17.30

NO REFRESHMENTS are available at Scampton, SO TAKE YOUR OWN LUNCH !!

ANY PROBLEMS - RING JOHN ON 0532 503766

Please note that any person organising a visit on behalf of Air Yorkshire cannot be held responsible for any cancellation or last minute alterations. That person and Air Yorkshire cannot be held liable in any way for any injuries, extra costs etc, however incurred.

Here is the ANSWER KEY:

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. . . . . S . . . . .
. . . . . A . . . R A E . S . . . . .
S . . . . . I . . . I I L . . . U . . . C . . . . .
. A . . . . . V R . I A . . . P . . . E . . . . .
. . A . . . . . S A M . . . D . . . E S . . . V . . . Y
. . . B . . . P . . . N . . . A . . . S R . . . E . . . B .
L . . . E . . . N . . . E . . . N . . . M L . . . S . . .
O . . . E . . . I . . . T . . . A A . . . O A . . . G . . .
C D . D . H . . . R . . . C . . . P . . . R . . . N . . .
K . A . S . . . S . . . A . . . U . . . I I . . . . .
H . . S U . . . S . . . P . . . T . . . L N . . . F .
E . . Y S . . . I A . . . . . S . . . E . . . O .
E . L . A . . . T V . . . . . . . . . K . . .
D I . . . U . . . R R . . . . . . . . . K . . . S .
. . . . . L . . . U O . . . . . . . . . E . . . A .
. . . . . T C . . . . . . . . . R . . . L . . .
. . . . . S N J . . . . . . . . . S . . . G . . .
. . . . . H . . . U R . . . . . . . . . R . . . U . . .
. . . . . O V N . . . U . . . G . . . E . . . O . . .
. . . R G K O I . . . B . . . R . . . K . . . D . . .
. . . T . . . E N . . . N T . . . K . . . U C . . . . .
. H S P R . . . I . . . O R . . . C . . . I M I H S I B U S T I M .
. . A S E . . . R E . . . T A . . . A V . . . M . . . . .
. . . W . . . A O . . . N M . . . L . . . A . . . L . . .
. . . K . . . C . . . E B . . . A . . . B . . . N . . . O . . .
. . . E . . . I . . . A . . . . . . . . . R . . . T . . .
. . . . . R . . . V . . . R . . . . . . . . . E . . . S . . .
. . . . . . . . . A . . . B . . . . . . . . . P . . . I . . .
. . . . . . . . . L . . . M . . . . . . . . . I . . . R . . .
. . . . . . . . . E . . . . . . . . . P . . . . . B .

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mitsubishi	partenavia	percival	piper	saab
shorts	<del>slingsby</del>	<del>supermarine</del>	<del>tupolev</del>	<del>vickers</del>

EDITOR NEEDED EDITOR NEEDED EDITOR NEEDED EDITOR NEEDED

WE URGENTLY REQUIRE A MEMBER TO TAKE OVER THE POSITION OF EDITOR AFTER THE TRAGIC SUDDEN DEATH OF PETER LEWIS. AS TIME GOES ON THE TASK OF EDITOR GETS LESS ONOROUS - JUST TYPING TWO OR THREE PAGES EVERY MONTH, READY TO MEET THE MONTHLY PRINTING DEADLINE. INTERESTED ?? - RING MIKE FOR FURTHER INFORMATION AND DETAILS