

AIR YORKSHIRE



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FEBRUARY 1990

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

FORTHCOMING MEETINGS

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

- MARCH 4th :An Introduction to Gliding - personnel from the York Gliding Centre at Rufforth will be explaining the principal of gliding and application.
- APRIL 1st :An "Out of Town" meeting at Brighton Airfield, near Bubwith, Selby. Please arrange to get there by own transport or "sneak" a lift if possible. Take the A19 from Selby towards York and then turn right on A163 to Bubwith. In centre of Bubwith village turn right on road signposted Brighton and Wressle. Airfield is two miles down this road on the left. Mr Smith will be talking about his flight last year from Australia to Sherburn in a light aircraft, plus a look around the airfields facilities.
- MAY 6th :To be confirmed. (Heavylift will now be October).
- JUNE 3rd :AGM, plus aviation videos.

EDITORIAL

A new Modellers Trophy has kindly been made available to us by one of our members. This has instigated a Modellers Competition, to be held for Aviation Models constructed in 1990, and split into two categories - Plastic Kits and Scratch built models. Models are to be handed in at the November meeting for the results to be announced at the December meeting. It would be appreciated if Members wishing to enter would contact Mike or Adrian so we can gauge the interest in this type of competition.

CREDITS

T.W. Sykes D. Elam S.W. Rigg T. Smith
C. Pontefract J. Stanfield I.D. Morton.

LEEDS/BRADFORD MOVEMENTS - JANUARY 1990

| | | | | |
|-----|------------------------------|-------------------|----------------------------|-------------------|
| 1. | G-BGNW Boeing 737 | 0835 | G-BGNW Boeing 737 | n/s 1408 0731(2) |
| | G-AWTA Cessna 310 | n/s 1655 0957(3) | <u>EI-FKB Fokker 50</u> | 1901 2011 |
| 2. | <u>N4006G Cessna 421C</u> | 1408 | G-BGNW Boeing 737 | 1411 1523 |
| 3. | G-BGNW Boeing 737 | 0810 1031 | G-WATS Seneca | 0831 1438 |
| | G-BRTB Jetranger | 1159 1301 | G-WIZO Seneca | 1311 1508 |
| | G-BPTR Robinson R-22 | 1318 1334 | G-ZAPA Cessna 404 | 1329 1440 |
| | G-BDHL Aztec | 1347 1648 | G-ZAPB Cessna 404 | 1420 1510 |
| | G-BPTR Robinson R-22 | 1456 1523 | G-BGNW Boeing 737 | n/s 2016 0728(4) |
| 4. | G-BBLA Cherokee | 0930 1713 | G-BGNW Boeing 737 | 1353 1515 |
| | G-BPRN Warrior | 1414 1547 | G-AMRA Dakota | 1502 1746 |
| | G-BCPK Cessna 172 | n/s 1508 1306(5) | G-BGNW Boeing 737 | n/s 2111 0853(5) |
| 5. | <u>F-GJCD King Air 300</u> | 0845 1711 | G-WATS Seneca | 0921 1445 |
| | G-BOSD Seneca | 1119 | G-STAT Cessna 206 | 1207 |
| | G-BRAH Cessna 310 | n/s 1211 1727(12) | G-BAZH Boeing 737 | 1244 1434 |
| | <u>EC-EDM Boeing 737-300</u> | 1332 1536 | G-BOUS Arrow | 1349 1425 |
| | G-IFTD Cessna 404 | n/s 1401 | G-AMRA Dakota | 1513 1758 |
| | G-BEZF AA-5 | n/s 1549 | G-JETA Citation | 1645 1738 |
| | G-BOSD Seneca | n/s 1745 1123(7) | G-BGNW Boeing 737 | n/s 1821 0812(6) |
| 6. | <u>N4006G Cessna 421C</u> | 0709 0928 | G-BYOL Cessna 340 | 1146 1247 |
| | G-IIRB Jetranger | 1256 1310 | <u>N4006G Cessna 421C</u> | n/s 1607 0913(8) |
| | G-BGNW Boeing 737 | n/s 2138 0724(7) | | |
| 7. | G-BGNW Boeing 737 | 0931 1546 | <u>N1556W Beechjet</u> | 1032 1206 |
| | <u>EI-BKD Mooney M.20J</u> | 1242 1429 | <u>ZE369 Sea King</u> | 1441 1445 |
| | G-BBDS Navajo | 1443 1458 | G-GYAV Cessna 172 | 1506 1544 |
| | G-FISH Cessna 310 | 1527 1727 | <u>N1556W Beechjet</u> | 1640 1714 |
| | G-STAT Cessna 206 | n/s 1703 0907(13) | G-BGNW Boeing 737 | n/s 2022 0847(8) |
| 8. | <u>N9168Q Malibu</u> | 1020 1553 | G-IIRB Jetranger | n/s 1042 1357(15) |
| | G-WATS Seneca | 1152 1448 | G-FISH Cessna 310 | 1309 1753 |
| | G-HFGP King Air 200 | 1411 1524 | <u>HB-LPV Cheyenne III</u> | 1413 1441 |
| | G-BGNW Boeing 737 | n/s 1433 0729(9) | G-BBXW Warrior | 1459 1541 |
| | D-GETF Duchess | n/s 1533 1134(12) | G-AMRA Dakota | 1920 2045 |
| | <u>N4006G Cessna 421C</u> | n/s 2005 1056(9) | | |
| 9. | G-BBLA Cherokee | 0840 1216 | G-BOTN Warrior | n/s 0903 |
| | <u>9H-ABG Boeing 737</u> | 1000 1119 | G-NEEP Jetranger | 1035 1323 |
| | G-BNNO Warrior | 1148 1227 | G-AVGK Cherokee | 1342 1513 |
| | <u>EC-EGQ Boeing 737-300</u> | 1359 1501 | G-BGNW Boeing 737 | n/s 1402 0958(10) |
| | <u>PH-MBX Citation</u> | 1518 1555 | G-WROX Chieftain | 1521 1543 |
| | <u>N4756K Cessna 210</u> | n/s 1621 1557(10) | G-FISH Cessna 310 | 1826 1852 |
| | <u>N4006G Cessna 421C</u> | n/s 1829 1141(10) | G-ATHG Cessna 150 | 1843 1908 |
| 10. | G-BHIB Cessna 182 | n/s 1524 1322(13) | G-BGOL Arrow | n/s 1726 1543(11) |
| | <u>N4006G Cessna 421C</u> | n/s 1935 0940(12) | G-BGNW Boeing 737 | n/s 2045 0925(11) |
| 11. | G-OPEE Cessna 421C | 0948 1930 | G-JEET Cessna 152 | 0957 1434 |
| | <u>OC-IEA Learjet 24</u> | 1000 1736 | G-FISH Cessna 310 | 1011 1439 |
| | G-BBBM Jetranger | 1023 1045 | G-AVUH Cessna 150 | 1134 1206 |
| | G-BRFA Chieftain | 1144 1230 | G-RUIA Cessna 172 | 1432 1454 |
| | G-BOJM Archer | n/s 1545 1107(12) | G-BGNW Boeing 737 | 1553 1703 |
| | G-AMRA Dakota | 1714 2003 | G-ATKU Cessna 172 | n/s 1755 1313(27) |
| | G-BGVT Cessna 182 | n/s 2035 1302(13) | G-BGNW Boeing 737 | n/s 2306 0913(12) |
| 12. | G-STVE Twin Squirrel | 0843 1620 | G-TNTB B.Ae.146 | 1041 1307 |
| | <u>HB-VGS Citation</u> | 1129 1538 | G-RIOO King Air 200 | 1146 1438 |
| | G-WATS Seneca | 1153 1639 | G-BAZH Boeing 737 | 1248 1435 |
| | <u>EC-EGQ Boeing 737-300</u> | 1417 1555 | G-FAVI King Air | 1644 1716 |
| | <u>N4006G Cessna 421C</u> | 2100 2144 | | |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | | | |
|-------------------------------|-------------------|------------------------------|-------------------|
| 13.G-BADP Boeing 737 | 0714 0812 | G-BEWR Cessna 172 | 0816 1247 |
| G-FISH Cessna 310 | 0902 1322 | G-BFFE Cessna 152 | 1223 1253 |
| G-OKYM Cherokee | 1251 1455 | G-ETDC Cessna 172 | 1324 1418 |
| G-AYCT Cessna 172 | 1335 1454 | G-CDON Warrior | 1346 1435 |
| G-AVUH Cessna 150 | 1415 1503 | G-AWXV Cessna 172 | 1516 1543 |
| G-TEES Cessna 152 | 1553 1613 | G-FISH Cessna 310 | n/s 1602 1842(15) |
| G-BSHL HS.125 | 1847 1907 | G-BDYD Rockwell 114 | 1851 2204 |
| G-BDOE Cessna 172 | 1900 2155 | G-BBXW Warrior | 1904 2157 |
| G-REIS Arrow | 1918 2147 | G-BRKU Cherokee | 1928 2151 |
| G-BATV Cherokee | n/s 1946 1443(14) | G-BAJN AA-5 | n/s 1948 1102(14) |
| G-BAZG Boeing 737 | n/s 2210 0754(14) | | |
| 14.G-ORCL Cessna 421C | 1007 1613 | G-BRTB Jetranger | 1045 1123 |
| G-BOJM Archer | 1107 1258 | G-BAZG Boeing 737 | 1435 1537 |
| G-BOJM Archer | 1505 1539 | | |
| 15.G-AWSY Boeing 737 | 0722 0840 | G-TEES Cessna 152 | n/s 1030 1236(26) |
| <u>N9146N Cessna 401B</u> | 1108 1455 | G-BRTB Jetranger | 1214 1216 |
| G-WOTS Seneca | 1229 1533 | G-BYNG Cessna 303 | n/s 1256 1359(20) |
| G-AWSY Boeing 737 | 1442 1603 | <u>N4006G Cessna 421C</u> | n/s 1614 1219(16) |
| G-STVE Twin Squirrel | 1641 1656 | G-BHNI Cessna 404 | n/s 1753 1447(19) |
| 16.G-NUIG King Air | 0955 1648 | G-BBEI Navajo | 0957 |
| G-IIRB Jetranger | 1005 1243 | <u>9H-ABB Boeing 737</u> | 1015 1122 |
| <u>OO-CJA Bonanza</u> | 1101 1422 | G-BOJM Archer | n/s 1233 |
| <u>N4006G Cessna 421C</u> | n/s 1316 1032(17) | G-TAXI Aztec | 1341 1327 |
| <u>EC-EGQ Boeing 737-300</u> | 1326 1455 | G-WPLC King Air 200 | 1557 1620 |
| <u>N42CE Cessna 414A</u> | n/s 1612 1313(17) | G-BAZH Boeing 737 | n/s 2238 1006(17) |
| 17.G-BLKY Baron | 0902 1739 | G-BPFC Mooney M.20C | 0929 1227 |
| G-NUIG King Air | 0952 1553 | G-WPLC King Air 200 | 1028 1048 |
| G-GLOW Twin Squirrel | 1224 1313 | <u>N4006G Cessna 421C</u> | n/s 1904 1000(19) |
| G-BAZH Boeing 737 | n/s 2110 0723(18) | | |
| 18.G-BMZD King Air | 0819 0900 | G-BEWR Cessna 172 | 0824 1359 |
| G-NNAC Super Cub | 0936 1153 | G-FOOD King Air 200 | 0943 1007 |
| G-BRTB Jetranger | 1006 1044 | G-BPIT Robinson R-22 | n/s 1018 1642(26) |
| G-BLTM Robin R.200 | 1034 1421 | G-WATS Seneca | 1058 1554 |
| G-TOGA Saratoga | 1108 1210 | G-FISH Cessna 310 | 1230 1750 |
| G-IIRB Jetranger | 1336 1408 | G-BCPK Cessna 172 | n/s 1346 |
| G-BPRN Warrior | 1400 1458 | G-GRID Twin Squirrel | 1419 1436 |
| G-BKEM Tampico | 1436 1545 | G-BAZH Boeing 737 | 1439 1543 |
| XZ345 Gazelle | 1508 1538 | G-TONI Cessna 421C | 1513 1632 |
| G-TOGA Saratoga | n/s 1516 | G-BEGV Aztec | 1845 1527 |
| G-BMZD King Air | 1712 1744 | G-DAFS Cessna 404 | n/s 1753 |
| G-POSN B.Ae.125 | 1758 1832 | G-BRDO Cessna 177 | 2035 2127 |
| G-UKPC B.Ae.146 | n/s 2134 0715(19) | G-BAZH Boeing 737 | n/s 2145 0838(20) |
| 19. <u>N4006G Cessna 421C</u> | 1232 1348 | G-BAZG Boeing 737 | 1252 1433 |
| <u>40165 C-12F</u> | 1322 1617 | <u>EC-EGQ Boeing 737-300</u> | 1505 1731 |
| <u>N4006G Cessna 421C</u> | n/s 1652 1314(20) | | |
| 20.G-BOXX Robinson R-22 | 1119 1244 | G-IIRB Jetranger | 1224 1228 |
| G-ATJV Cherokee Six | 1259 1320 | G-THSL Arrow | 1313 1432 |
| <u>N4006G Cessna 421C</u> | n/s 1735 0916(23) | G-BGNW Boeing 737 | n/s 2151 0733(21) |
| 21.G-BPRN Warrior | 1240 1328 | G-TONI Cessna 421C | 1326 1508 |
| G-BGNW Boeing 737 | 1410 1516 | G-BGNW Boeing 737 | n/s 2003 0844(22) |
| 22.G-ONEA King Air 200 | 0846 1540 | G-IIRB Jetranger | 1009 1250 |
| G-BFGH Cessna 337 | n/s 1305 | G-BGNW Boeing 737 | n/s 1429 1153(24) |

LEEDS/BRADFORD MOVEMENTS (Contd.)

| | | | | | | | |
|-----|-------------------------------|------|---------------|--------------------------|-----|------|----------|
| 22. | <u>D-IAAZ Cessna 404</u> | 1437 | 1528 | <u>I-FLYA Citation</u> | n/s | 1440 | 0736(23) |
| | G-BRTB Jetranger | 1517 | 1601 | G-WYPA Bo.105 | | 1708 | 1718 |
| | G-HFGP King Air 200 | 1739 | 1846 | | | | |
| 23. | G-BALC Jetranger | 1015 | 1350 | <u>9H-ABF Boeing 737</u> | | 1020 | 1118 |
| | G-BGZW Tomahawk | 1137 | 1500 | G-MUPF Twin Squirrel | | 1235 | 1619 |
| | G-HFGP King Air 200 n/s | 1236 | | G-MHIH B.Ae.125 | | 1239 | 1605 |
| | G-BEGV Aztec | 1819 | 1250 | <u>D-IAAZ Cessna 404</u> | | 1342 | 1509 |
| | G-MANT Cessna 210 | 1447 | 1610 | G-BKTW Cessna 404 | | 1555 | 1648 |
| | <u>N4006G Cessna 421C</u> n/s | 1825 | | | | | |
| 24. | G-BAML Jetranger | 1151 | 1214 | G-JLRW Duchess | | 1730 | 1807 |
| | <u>I-FLYA Citation</u> n/s | 1857 | 0800(25) | G-BGNW Boeing 737 | n/s | 2305 | 0730(25) |
| 25. | G-BRAZ Brasilia | n/s | 0916 1012(26) | G-BGNW Boeing 737 | | 1411 | 1928 |
| 26. | G-BMNF King Air 200 | 0833 | 1150 | G-TAXI Aztec | | 1347 | 0914 |
| | G-NEXT Twin Squirrel | 0928 | 1042 | G-GRID Twin Squirrel | | 1123 | 1146 |
| | G-HELO Jetranger | 1129 | 1157 | G-AVRN Boeing 737 | | 1259 | 1440 |
| | <u>EC-EDM Boeing 737-300</u> | 1359 | 1521 | G-BKHF Boeing 737 | n/s | 2253 | 0813(27) |
| 27. | G-WICK Partenavia P.68B | 1303 | 1339 | G-ATJV Cherokee Six | | 1306 | 1317 |
| | G-BHIN Cessna 152 | 1348 | 1548 | G-OOLE Cessna 172 | | 1352 | 1455 |
| | G-BEGV Aztec | 1726 | 1432 | G-BOIO Cessna 152 | | 1438 | 1539 |
| | G-BGVT Cessna 182 | 1449 | 1606 | G-BPJF Tomahawk | | 1527 | 1534 |
| 28. | G-BOVK Warrior | 1244 | 1334 | XT638 Scout | | 1302 | 1342 |
| | G-BGVT Cessna 182 n/s | 1428 | 1222(31) | G-BGNW Boeing 737 | | 1631 | 1732 |
| | G-BGNW Boeing 737 | n/s | 2202 0840(29) | | | | |
| 29. | G-BGNW Boeing 737 | n/s | 1415 1518(30) | | | | |
| 30. | G-JLRW Duchess | 0903 | 0923 | <u>9H-ABF Boeing 737</u> | | 1002 | 1114 |
| | <u>EC-EDM Boeing 737-300</u> | 1306 | 1502 | G-JLRW Duchess | | 1339 | 1822 |
| | G-POLO Chieftain n/s | 1749 | 1447(31) | G-BGNW Boeing 737 | n/s | 2114 | 1000(31) |
| 31. | <u>OE-LDG DC-9</u> | 1012 | 1105 | G-BEWR Cessna 172 | | 1311 | 1547 |
| | G-HLEL Robinson R-22 | 1541 | 1609 | G-BNRX Seneca | | 1751 | 1805 |
| | G-BGNW Boeing 737 | n/s | 2056 | | | | |

Overshoots:- 9.XS709/FYY51; 15.XW309/CFN82; 19.XX498/FYY67; 22.XX492/FYY84, XX495/FYY78; 28.G-BDWG Islander; 30.XW358/CFN82, XX482/FYY64; 31.XS734/FYY40.

From & To:- 5.F-GJCD F/T Toussus-Le-Noble; 7.N1556W F Blackbushe T Geneva, EI-BKD F Waterford T Weston; 8.HB-LPV F Le Bourget T Luton, D-GBTF F Neubiberg n/s T Ipswich; 9.N4756K F/T Dusseldorf n/s, PH-MBX F/T Amsterdam; 11.OO-LFA F/T Brussels; 12.HB-VGS F/T Zurich; 13.G-BDYD/BDOE/BEXW/REIS/BRKU F/T Sleaford; 15. N9146N F Glasgow T EMA; 16.OO-GJA F Kortrijk T Biggin Hill, N42CE F/T Stuttgart n/s; 19. 40165 F/T Mildenhall; 22.D-IAAZ F/T Emden (& 23rd), I-FLYA F/T Gatwick n/s; 24. I-FLYA F/T Gatwick n/s T Lugano.

LEEDS/BRADFORD MOVEMENTS REVIEW - JANUARY 1990

The month started well but faded out after about the 16th. On the 5th F-GJCD was a King Air 300. A new Beechjet on the 7th was N1556W c/n RJ-56 which may be the UK demonstrator replacing N1550Y which became G-OTMC; on the same day we had the Mooney M20J EI-BKD visiting. Making its first visit of the year on the 8th was Malibu N9168Q and also noted were Cheyenne IIIA HB-LPV and the night stopper D-GBTF which was a Beech Duchess. On the 9th we had the pressurised Cessna P210N N4756K and the Martinair Citation PH-MBX callsign "Martinair5303-4". A golden oldie on the 11th was the Lear Jet 24D OO-LFA and another Citation on the 12th was HB-VGS callsign "Jetaviation 302". UK based was the Cessna 401B N9146N on the 15th.

LBA MOVEMENTS REVIEW (Contd.)

Two new visitors on the 16th, Beech A36 Bonanza OO-CJA and N42CE which is registered as a Cessna 414A c/n 0634 but which I am told is a RAM conversion with winglets. On the 22nd we logged yet another German Cessna 404 when D-IAAZ visited and the Italian Citation I-FLYA was also visiting this day and on the 24th. Ending the month in style was the Austrian Airlines DC9-32 OE-LDG. Lurking among the UK visitors we have the Air Atlantique DC3 G-AMRA doing some charters for Ford at the beginning of the month. BAe 146 G-TNTB was horse freighting when it visited on the 12th as "Foyle 719-720". A new registration on the 13th was Cessna 172 G-ETDC which is believed to be the better known N738GR which was a regular visitor last year. The West Yorks Police Bolkow 105 G-WYPA made its debut at the LBA when it came in to do some night circuits on the threshold of runway 28 on the evening of the 22nd. On the military side Sea King ZE369 came in as "SKE 128" on the 7th, the USAF sent in C-12F 40165 on the 19th as "Spar95" and the Army used Scout XT638/N as "Army 421" on the 28th. On the resident scene we have gained another Aztec G-TAXI which arrived on the 8th. This means the resident list is now as follows:-

| | | | | |
|------------------------|-------------|---------------------------|--------------|-------------|
| G-ASMW Cessna 150D | 60247 | G-BOMM Beech 200 | * | BB-1089 |
| G-ATLM Cessna F172G | 0252 | G-BOYG Cessna 421C | * | 0146 |
| G-AVSE PA-28 180C | 28-4196 | G-BPMF PA-28 151 | | 28-7515050 |
| G-AVWT PA-28R 180 | 28R-30362 | G-BRBZ Beech 400 Beechjet | | RJ-60 |
| G-AWAJ Beech 95D55 | TD-536 | G-CPTL Short 360 | + | SH.3739 |
| G-AWLP Mooney M20F | 680200 | G-CSNA Cessna 421C | * | 0677 |
| G-BAWX PA-28 180 | 28-7305248 | G-ELOT Cessna 550 | | 0601 |
| G-BAZM Jodel D.112 | PFA/915 | G-FWRP Cessna 421C | * | 0418 |
| G-BBJX Cessna F150L | 1017 | G-INDC Cessna T303 | * | 0122 |
| G-BCBK Cessna 421B | 0565 | G-JACT Partenavia P68C | | 0366 |
| G-BCVH Cessna FRA150L | 0258 | G-JURG Rockwell 114A | | 14516 |
| G-BEGV Piper PA-23 250 | 27-7654174 | G-LICK Cessna 172N | | 70631 |
| G-BEHH PA-32R Lance | 32R-7680323 | G-LYNN PA-32RT Lance | | 32R-7985070 |
| G-BEZM Cessna F182Q | 0028 | G-MAGS Cessna 340A | | 0905 |
| G-BFFC Cessna F152 | 1451 | G-OCAN Cessna 340A | * | 0990 |
| G-BFGL Cessna FA152 | 0339 | G-OEEC Short 360 | + | SH.3755 |
| G-BFIY Cessna F150M | 1381 | G-OLBA Short 360 | + | SH.3737 |
| G-BFTF AA5B Tiger | 0879 | G-OLGW Short 360 | + | SH.3741 |
| G-BFXW AA5B Tiger | 0940 | G-OLTN Short 360 | + | SH.3738 |
| G-BHIC Cessna F182Q | 0135 | G-OSKI BAe 146 200 | + | E.2018 |
| G-BLGM Cessna 425 | * 0199 | G-OSUN BAe 146 200 | + | E.2020 |
| G-BMSU Cessna 152 | 79421 | G-TAXI PA-23 250 | * 27-7305085 | |
| G-BNDM Short 360 | + SH.3716 | G-WILK Beech 200 | + | BB-955 |
| G-BNDS Piper PA-31 350 | 31-8052038 | N1565B Beech 400 Beechjet | | RJ-65 |
| | | N4006G Cessna 421C | + | 0424 |

Aircraft marked * live in or around Northairs hangar, aircraft marked + live on the north side in the open, and the rest live in or alongside YLA's hangar. The derelict Cessna 414A OY-CGC is also present. The cockpit section of Cessna F150F G-ATNC is used as an engine testbed by YLA and they have the fuselage of Cherokee G-AVGG in their hangar. Avian G-ACGT has been removed to the owners home for its rebuild. Rallye G-WCEI is based temporarily during the winter from Oxenhope.

LEEDS/BRADFORD AIRLINE NEWS - JANUARY 1990

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| AMC521 | MLA | 02/DivMAN | 09/9H-ABC | 16/9H-ABC | 23/9H-ABC | 30/9H-ABC |
| BAL036A | PMI | 05/G-BAZH | 12/G-BAZH | 19/G-BAZH | 26/G-AVRN | |
| BAL043A | TFS | 05/G-BGNW | | | | |
| BAL054A | ALC | 02/G-BGLW | 30/G-BGNW | | | |
| BAL085A | ALC | 04/G-BGNW | 11/G-BGNW | 18/G-BAZH | 25/G-BGNW | |
| BAL089A | PMI | 01/G-BGNW | 08/G-BGNW | 15/G-AWSY | 22/G-BGNW | 29/G-BGNW |
| BAL144A | AGP | 07/G-BGNW | 14/G-BAZH | 21/G-BGNW | 28/DivMAN | |
| BAL159A | ALC | 06/G-BGNW | 13/G-BADP | 20/G-BAZH | 27/G-BKHF | |
| BAL178A | TFS | 03/G-BGNW | 10/G-BGNW | 17/G-BAZH | 24/G-BGNW | 31/G-BGNW |
| BAL206A | AGP | 02/G-BGNW | 09/G-BGNW | | | |
| BAL208A | AGP | 04/G-BGNW | 11/G-BGNW | 18/G-BAZH | 25/G-BGNW | |
| BAL239A | SZG | 07/G-BGNW | 14/G-BAZH | 21/G-BGNW | 28/G-BGNW | |
| CPG1565 | ALC | 06/DivLPL | | | | |
| CPG1567 | AGP | 07/G-OSUN | | | | |
| CPG1661 | SZG | 06/G-OSUN | 13/G-OSKI | 14/G-OSUN | 20/G-OSKI | 21/G-OSUN |
| | | | 27/G-OSKI | 28/G-OSUN | | |
| UNA2752 | TFS | 02/DivMAN | 09/EC-EGQ | 16/EC-EGQ | 23/DivMAN | 30/EC-EDM |
| UNA5754 | TFS | 05/EC-EDM | 12/EC-EGQ | 19/EC-EGQ | 26/EC-EDM | |

OTHER FLIGHTS

| | | | | | |
|----|--------|------|--------------|-------------------------|------------------------|
| 01 | EU-FKB | FK50 | ELM368/369 | f/t Dublin | Lieu SH36 |
| 03 | G-OLBA | SH36 | UKA234/235 | t/f Edinburgh | Lieu UKA FK27 |
| 04 | G-AMRA | DC3 | AAG369P/369 | Coventry-Maastricht | Freight charter |
| 05 | G-AMRA | DC3 | AAG371P/371 | Coventry-Maastricht | Freight charter |
| 08 | G-AMRA | DC3 | AAG377P/377 | Coventry-Brussels | Freight charter |
| 11 | G-AMRA | DC3 | AAG379P/379 | Coventry-Brussels | Freight charter |
| 12 | G-TNTB | BA46 | UPA719/720 | Luton-Dublin | Horse charter |
| 18 | G-UKPC | BA46 | UKA028/822 | Edinburgh-n/s-Amsterdam | First visit |
| 25 | G-BRAZ | EL20 | EXX125/026A | Heathrow-n/s-Oxford | First visit, pax chtr. |
| 31 | OE-LDG | DC9 | AAT2829/2830 | f/t Vienna | First visit, pax chtr. |

HELICOPTER ACTIVITY

| | |
|----------------------|---|
| BRADFORD | 9. G-CLRL A.109 t Bristol, also 26th |
| 11 | 12. G-NEXT Twin Squirrel f Battersea, also 15,16,22,26. |
| | 17. G-GLOW Twin Squirrel f Stafford |
| | 26. G-GRID Twin Squirrel Knottingley - LBA |
| DONCASTER | 12. G-DAFT Twin Squirrel landed north of City centre. |
| EGGBOROUGH | 15. N9599F Hughes 269 f Middlesborough t Gamston. |
| GAINSBOROUGH | 15. G-OKAT Squirrel f/t Oxford |
| GARFORTH (LEEDS) | 18. G-MEAN A.109, Vickers, to Newcastle. |
| GOOLE | 9. G-SOOE Hughes 500 f Manchester |
| HARROGATE | 11. G-BBBM Jetranger f Battersea |
| | 15. G-STVE Twin Squirrel f Sheffield t Talla |
| ILKLEY | 17. G-NEXT Twin Squirrel f Bradford t Gamston |
| LEEDS (Vickers Site) | 18. G-MEAN A.109 Nottingham-Fairoaks |
| | 29. G-OCHL Jetranger, landed at site SE of LBA |
| MONK FRYSTON | 24. G-GRID Twin Squirrel, powerling survey. |
| NORTHALLERTON | 27. G-OJCB Jetranger f Doncaster |
| PONTEFRACT | 13. G-PLAX Twin Squirrel f Gamston |
| RAWCLIFFE | 9. G-WOSP Jetranger, f Sheffield t Humberside |
| SELBY | 12. G-STVE Twin Squirrel f LBA t Sheffield |
| SHEFFIELD | 4. G-RAHM Squirrel t Ipswich, also 21. |
| | 9. G-WOSP Jetranger t Rawcliffe |
| SKIPTON | 23. G-POAV Dauphin f/t Fairoaks |
| WENTBRIDGE | 4. G-OCJK Schweizer 300, f/t Rawdon |
| | 18. G-SHNN Enstrom Shark, t Felixkirk |

LOCAL MOVEMENTS JANUARY 1990

Bagby:- Noted departing here on 9th for Hurn, after a brief stop at Sandtoft, was G.150 N6337K. On 14th a trio of visitors arrived from the Teesside Aero Club in the shape of F.152's G-RJYD/G-TEES and F.172L G-AZZV. Others included - 7. G-GYAV C.172N f Doncaster; 14. G-BFDL Cub, G-BKIR D.117, G-BGVT R.182 f/t Felixkirk; 20. G-ATHG C.150F t Brough, G-ARHN Pa.22; 17. G-BDGM Pa.28 f/t Blackpool, G-AYCT F.172H f Barton.

Bentley (Doncaster):- R.E.Todd has opened a new strip here and will base his air - craft once a hangar has been completed. His latest import, Hatz N2257J has been registered G-BRSY and is currently at Barton for conversion.

Brighton:- A notable new import to here is Bolkow 207 G-EFTE (ex.D-EFTE) which arrived in December in West German markings. Noted on high-speed taxi trials on the 13th was recently built Gyrocopter G-BOUV. On the same date CFM Shadow G-MVAC was noted hangared along with GAP 21 G-BLZZ and both are now resident along with the remains of Sokol G-AIXN. Visitors noted are almost exclusively from Sherburn and include:- 1. G-BKIR D.117; 7. G-BYLL Falco, also 8; 13. G-BRJN Pitts, G-EIST R.22B, G-BCER Minicab, G-FUZZ Pa.18; 14. G-AYFP D.140; 20. G-BRBN Pitts, G-AVSA Pa.28 t Barton, G-ATCP DR.1050, G-BATV Pa.28, G-BAJN AA.5.

Brough:- Only visitors noted this month were - 5. G-BBIF Aztec f Warton; 12. G-AWWW C.401 t Warton; 23. G-FALC Jetranger c/s DOL 32, refuel.

Carnaby:- Visiting on 16th were Pa.32R G-BKMT f/t Shobdon along with C421C N4006G.

Crosland Moor:- Now resident is former Doncaster based Hyperbipe G-BPDK. Visitors - 7. G-BOXY Pa.28 f Gamston; 9. G-TWEL Pa.28 f Cranfield; 10. G-WYPA Bo.105 c/s Police 42, f/t Carr Gate; 20. G-BGPJ Pa.28 t Woodvale, G-BBBC F.150L.

Doncaster:- R.22B G-TTHC is new resident with the Yorkshire Helicopter Centre. Previously unrecorded resident is Kitfox G-BONY which lives in a hut in the fenced compound. Visitors - 6. G-WCEI Rallye f/t LBA, G-CBOR F.172N; 7. G-BIZG C.152; 8. G-BNKX R.22B t Kidlington, G-BGZW Pa.38 t Manchester; 10. G-AVRY Pa.28 t Hurn; 14. G-BOGO Pa.32R; 16. G-SOUL C.310R t Coventry; 17. G-PATW Jetranger t Newcastle; 19. G-BHIR Pa.28R f Manchester; 27. G-GEDES Squirrel f/t Fair Oaks.

Fadmoor:- Visiting on 7th was D.117 G-BKIR whilst on 20th Pa.28 G-AVSA arrived from Barton.

Felixkirk:- A new resident here is R.182 G-BGVT.

Gamston:- Firstly a correction to last month, the new resident Pa.28 should read G-ATEZ. Air Tested on 11th was Baron G-BDWK after months of inactivity. Amongst the visitors this time no less than three foreign Cessna 414's namely PH-MZL on 12th, N5372C f/t Stuttgart (n/s from 18th until 21st), and N42CE to Luton on 23rd. Movements:- 1. G-MISR RC.690 f/t Stansted, N4173T C.320 f Leavesden, N9168Q Pa.46 f EMA; 3. G-SEAS Pa.31 f/t Eastleigh, G-AVSA Pa.28 f/t Barton, G-OJCB/G-PATW Jet - rangers; 4. G-PDES Dauphin t Newcastle, G-OCHD Be.300, G-AYPV Pa.28 t Cranfield; 6. G-BMIG C.172N t Sibson; 7. G-JLRW Be.76 f Leavesden, G-TOAK TB.20 f/t Humberside; 8. G-BPZX C.152, G-CDON Pa.28 f/t EMA; 9. G-BHRC Pa.28 f/t Tollerton; 10. G-USSY Pa.28 f/t Thruxton, G-BPJF Pa.38; 11. G-DAAH Pa.28R f Dundee, G-NUIG King Air t Norwich, G-BODZ R.22B, G-THGS Dauphin, refuel; 12. G-AVCE F.172H, G-DAFT Twin Squirrel t Doncaster, G-BGPH AA.5B; 13. G-BHAJ DR.400 f Rochester, G-AZOA Monsun, G-BKFPZ Pa.28R f/t Birmingham, G-BIOB F.172P f Leavesden; 14. G-BONW C.152, G-GMSI TB.9 t Burnaston, G-DIGH Be.76 f Tollerton, G-YUCS Pa.32R; 15. N9599F H.269 f Eggborough, G-OKAT Squirrel f/t Gainsboro'; 16. G-BGVU Pa.28 f/t Manchester; 17. G-BAIW F.172M, G-NEXT Squirrel t Bradford; 18. G-FOEL Pa.31 f/t Luton, G-GBSL Be.76 f Wellesbourne with Pa.38 G-BGZJ, G-AXTA Pa.28 f Shoreham, G-TELL C.421C f/t Thurrock, G-RMSZ C.152 f Cranfield; 19. G-JFRS C.550 c/s Roman 04, G-BKRD C.320E; 20. G-DDAY Pa.28R f Tatenhill, G-BBDL AA.5 f Coventry, G-BOTY C.150 f/t Coventry, G-IMPW Pa.32R; 21. G-RAHM Squirrel t Sheffield, G-BFAP SIAL 208 t Stukeley;

LOCAL MOVEMENTS (Contd.)

22.G-BMPC Pa.28 t EMA; 23.G-DARA Pa.34 t Sturgate, G-STVE Twin Squirrel, refuel; 24.G-SANB King Air t Blackpool, G-BKAM T.67M t EMA; 28.G-MEBC G.310I f Fadmoor with AA.5B G-BPIZ; 29.G-LEON Pa.31 f Leavesden; 30.G-BNDD Pa.31 f Fair Oaks, G-AZTS F.172L f Tollerton, G-BMIJ TB.10 f Goodwood, G-LAMS C.152 f Southend; 31.G-BJYC G.425 f EMA, G-GLOW Twin Squirrel f Baslow, n/s, G-BFGW F.150H.

Humberside:- A trio of interesting Biz-Jets here this month were on 4th, Gulf 4 N366F noted departing for Antwerp, whilst on 19th Beechjet I-ALSI arrived followed on 28th by Falcon 20 OE-GSG. Amongst the others were - 3.G-BIXV Bell 212 f Redhill; 4.G-OMOB R.22B f/t Booker; 6.G-BYOL C.340A; 8.D-IBAC Be.200, G-CMNF B.Ae.146 LBA Div; 13.N43062 Pa.28 f/t U/Heyford, G-AZBC Pa.39 f Sibson; 17.G-BJOP Islander, Ambulance; 19.G-BSTA B.Ae.146 t RAF Northolt; 21.G-BFAP S.205 f Stukeley; 23.D-IBNK Be.300 f B/Hill; 29.LN-TSH Be.200G, G-BDYZ Bo.105; 31.LN-VIU Be.200, G-TAXI Aztec, training.

KIRKBYMOORSIDE:- T.67A G-BIOW is currently on offer to a consortium at Sherburn where several people have formed a group. Air Tested on 18th was T.67M G-BNSP after maintenance. Arriving the same day from Granfield was T.67M G-BLLS and G-BKAM from EMA. 'LS returned home on 31st with the pilot ferrying G-BNSR, another T.67M, back here for checks. Walton Wood based Jetranger G-BAML visited on 30th.

Leeming:- The Bo.105 G-WYPA c/s Police 42 diverted here on 27th after being caught in a snow storm whilst on task from Carr Gate. T.67M G-FLYV visited on 31st.

Marston Moor:- The airfield here is reported to have been purchased by the Brown Group who intend to move their HQ from Pannal. Taking up residence here is Pa.38 G-BGWU, whilst a visitor on 7th was FR.172F G-BEXH.

Netherthorpe:- Visitors - 7.G-AZEE Rallye f S/Scarle, G-AVBZ F.172H, G-ARHU Pa.22, G-BONW C.152; G-BFPH F.172K/G-BFPH F.172M f/t Sturgate, G-AXGZ Condor, G-BRPS C.177B; 11.G-STVE Twin Squirrel; 13.G-BCUJ F.150M, G-ODJP R.22B f Doncaster, G-BANW Emerald f Burton Con. 18.G-BEOE FRA 150M f Sibson; 20.G-AVOA DR.1050 f/t Waddington, G-ARHU Pa.22 f Walton Wood; 21.G-APVS C.170 f E/Kirkby; 27.G-SHED Pa.28 f/t Fenland with F.150J G-BFSR.

Rufforth:- Falke G-BODU arrived here from Coventry on 8th and has been noted active most of the month so is assumed resident. Another new resident is T.61C G-BAMB. Only visitors noted were Pa.34 G-TAIR on 15th f/t Hurn and Cougar G-HIRE on 30th to Biggin Hill.

Sandtoft:- After a couple of months storage here the Skyview and General C.152 G-BOGC returned to Felixkirk on 9th. An interesting visitor that day was C.150 N6337K which called enroute Bagby to Hurn. Movements - 3.G-RJWW Maule; 7.G-BPBO Pa.28, G-BFPH F.172M t Sturgate with Condor G-AXGZ; 13.G-BGTG Aztec; 14.G-TEWS Pa.28 t Liverpool, G-BAJY DR.400 f Sturgate, G-BJMR C.310R; 16.G-TAXI Aztec; 18.G-BCGT Pa.28, G-BKWU Pa.38 f Marston Moor; 20.G-BICD Auster f Sturgate, G-BKKO C.182R; 21.G-BMZ; Pa.28R f Sturgate, G-ATHG C.150F; 22.G-BRID Pa.28 t Elstree.

Sherburn:- Following an accident at Brighton last year Tiger Moth G-ANON/T7909 arrived back here on 7/1. The Sherburn Aero Club took delivery of their latest Cadet G-SACV on 17th with Pa.28 G-ASLV arriving from Oxford as crew-ferry. A visit on 13th revealed Pa.28 G-MALA on maintenance along with Pawnee G-AXED, R.2160 G-MATT and Hawk XP G-BEWR. Movements - 7.G-ASAU Rallye f Gamston, G-BFDL Cub, G-AXNS Pup, G-TOCA Pa.32R, G-BOXX R.22B; 8.G-ODJP R.22B, G-OCJK Sch.269 t Kidlington, G-AXUF Pa.150K f/t Brough; 11.G-WOLD SF.25B, G-SKAN F.172M f/t Humberside; 13.G-BGMJ Minicab f/t Sibson, G-BPPB Pa.34, G-WCEI Rallye, G-FUZZ Pa.18, G-CBOR F.172N, G-BHDE TB.10 f Brough; 14.G-EFTE Bolkow 207; 18.G-AVZV F.172H f Blackpool, G-SEJW Pa.28 f Tollerton; 20.G-BRBN Pitts f Brighton with Jungmann G-TAFF, G-AXGZ Condor t Sturgate, G-RJXZ C.172N f Skegness t Burnaston; 21.G-AVKG F.172H, G-BODU Falke f Rufforth; 27.G-OBMS F.172N t Birmingham, G-BRAK C.172P, G-BHAW F.172M f Sandtoft; 30.G-AXUA Pup; 31.G-FENI R.22B.

Sproatley:- Confirmed as new resident is Pa.28R G-AWFJ which moved from Sherburn late last year. Visitors-20.G-BBWN/WZ876 Chipmunk; G-BRID U.206A f Langar; 24.G-RJWW Maule f/t Walton Wood; 27.G-BLHW Kachina f/t Spilsby.

TRIP TO TENERIFE

When the Boss said "Do you fancy a week in Tenerife?" I thought - O.K. why not! The Boss sells Skoda's, it was the Annual Conference and two places were awarded to the Firm. However the Boss's wife won't fly, so someone had to take her place or he couldn't go either. - So I went.

Take off was at 08.50 on flight BY043A, the aircraft was G-BGYL and our route was Pole Hill, Wallasey, Dublin then due South to avoid French Air Space - Yes they were on strike again. An excellent flight, cruising at 33,000ft and reaching a ground speed of 600 over Biscay. A visit to the front office gave us the sight of Mount Teide from 1300ft with a Company 767 cruising just above and ahead of us. The downwind approach leg is over the sea and a clear view of Reina Sophia Airport with its single runway sited on bare volcanic rubble is quite impressive. Touch down was at 13.00 and as we taxied in OO-LFY Learjet, OO-ILH B.737 (Air Belgium), D-AGEE B.737 (Germania) and PH-MBZ DC-9 (Martinair) were among the goodies. Monday was Conference day so I borrowed the car and had the morning at the Airport. Viewing is not easy, photography virtually impossible - straight into the sun. However a corner of the car park sufficed but I only saw ten aircraft, all of which were EC registered - EC-EHT & EPL MD-83s of Spanair, EC-EOM MD-83 of Oasis & EC-EMG MD-83 of L.A.Canarias were of note.

The hire car was shared with a couple from Castleford and it was agreed we would visit Puerto and as none of my companions were good navigators, it just so happened that we were approaching Los Rodeos Airport at coffee - time and I was able to suggest a stop. Only a handful of aircraft to be seen but pride of place must go to Catalina C-GFFH. The others were an Aviaco F-27, a PA-28, PA-38 and the two stored Viscounts of L.A.C.

The viewing is good, if only there were 'planes to see. However next day we "inadvertantly" arrived at the field again and discovered a small Army Unit up a road round the far side. Here were three Bolkow Bo.105s (ET-162, ET-171 + one) and Bell 212 ET-279. Whilst drinking coffee in the terminal, CN235s EC-EMK & EMO of Binter Canarias arrived as did Spanair MD-83 EC-EIG.

And suddenly it was Friday again and we were at the Airport, only to find our flight 1½ hours late. Shame!!! Glistening in the sun were Lauda Air's brand new 767 OE-LAV and an equally brand new 757 OO-ILI of Air Belgium. Most of the equipment was new including B737-4KS, D-AHLL (Hapag Lloyd), D-AMUY B.757 (LTU SUD), PH-HVG/HVJ B.737-3K2 (Transavia), OE-LML MD87 (Austrian) and D-ABWA/H B.737-330's (Condor). Our Britannia 737 G-BGYL (again) seemed quite ancient. And so to LBA where a very interesting sideways approach (it was very windy) to 14 completed an enjoyable week.

I.D.Morton.

AIRWAYS - JANUARY 1990

Seen or heard this month:-

| | | | | | |
|------------------|-----|------|-----|-------|----------------------|
| 1. N9BF G2TT | POL | 1440 | 390 | 59/10 | |
| 5. N366F G4 | OTR | 1905 | 390 | DUB | |
| 7. N1566W Be.400 | TNT | 1015 | 240 | DENBY | to LBA |
| 9. PH-HVJ B737.3 | WAL | 1250 | 330 | OTR | |
| SE-DHL C650 | OTR | 1700 | 410 | WAL | to DUB returned 10th |
| 10. F-GBTL C550 | POL | 1525 | 310 | TD | |
| EC-EAS C650 | POL | 1535 | 430 | MAR | to EDN |
| OH-FFA F20 | DCS | 1710 | 330 | MCT | |
| 11. N5733 F50 | POL | 1615 | 270 | NEW | |
| OO-LFA LJ24 | OTR | 1740 | 410 | DOG | |
| 13. N555SR F10 | DCS | 0823 | 390 | MCT | to LHR |
| N767NY LJ55 | POL | 1270 | 330 | MAR | |
| 15. N118CD C650 | OTR | 1550 | 410 | WAL | |
| 16. N728A DC8 | POL | 1410 | 330 | 56/10 | |
| N522SB G3 | POL | 1450 | 390 | 59/10 | |

AIRWAYS (Contd.)

| | | | | |
|-----------------|----------|-----|-------|--------------------|
| 18.N18CG LJ55 | OTR 0835 | 390 | WAL | |
| N501TW LJ35 | POL 1920 | 350 | MAR | to EDN |
| F-GJFB - | DCS 1955 | 370 | MID | |
| 19.IAC249 G3 | OTR 1525 | 430 | WAL | to DUB see notes |
| 20.N16AJ C650 | POL 1100 | 390 | 61/10 | |
| HZ-MA1 Sabre | POL 1230 | 280 | TAL | to EDN |
| 21.N750AC G3 | POL 0850 | 390 | TAL | |
| 22.EI-LJG CL601 | OTR 1705 | 350 | WAL | |
| N900WT F900 | DUB 1935 | 430 | WAL | to MAN - Kellogg's |
| 23.N636MF G4 | POL 1250 | 390 | 58/10 | |
| F-GIDE F900 | POL 1510 | 390 | MAR | |
| N57BJ G3 | POL 1545 | 430 | MAR | |
| 24.N900WK F900 | MAR 1710 | 390 | 59/10 | |
| N57BJ G3 | DCS 1735 | 290 | MCT | to LHR |
| N74JA HS.125 | ROB 2145 | 280 | NEW | |
| 25.N863BD F50 | OTR 0920 | 390 | WAL | |
| N90CP G2TT | POL 1035 | 390 | 60/10 | |
| OY-SVL C501 | OTR 1315 | 370 | DAN | |
| SE-DDF F10 | MCT 1615 | 290 | WCO | to LHR |
| IAC249 G3 | OTR 1720 | 430 | DUB | |
| OY-CYD C501 | POL 2200 | 390 | 61/07 | to VAGAR |
| 26.N955GC G2B | POL 1650 | 410 | 60/10 | |
| N375G CL601 | DCS 1705 | 370 | MGR | to LHR |
| N602CC CB600 | IOM 1810 | 410 | OTR | |
| 27.VR-BOB G3 | POL 1000 | 390 | 59/10 | |
| N9BF G2TT | POL 1105 | 390 | MAR | |
| N83FJ F50 | POL 1720 | 430 | 59/10 | |
| C-GCIB B.Ae.125 | DCS 2005 | 330 | MCT | to LHR |
| 28.VR-BHM DC8 | OTR 1435 | 350 | WAL | |

IAC249 is a Gulfstream 3 c/n 413 the former N8226M/N1/N778SW/N77SW and was acquired by the Irish Air Corps on 04 Jan. on a six months lease from Gulfstream Aerospace. This is to give more VIP capacity during the remainder of Ireland's presidency of the EEC. The aircraft is in its former livery of blue/white.

Manchester News

1. During March a new operator will be South African Airways with a Tuesday B747-200 service extended on from Paris, Orly.
 2. Air India are the next to make an announcement - watch this space.
 3. American Airlines B767-300 service will become 2xB767-200 flight daily to Chicago from 02 April.
- AAL52/53 Arr 09.25 Dep 13.20
AAL54/55 Arr 06.30 Dep 09.30
4. AFL to have a charter slot on Sundays for Thompsons.
 5. LOT flights to Warsaw with Tu-154 LOT346/7 15.45 - 17.00 on Saturdays from 02 June.
 6. Emirates from Dubai via Frankfurt from 05 September. Wednesday and Friday EK5 arr 12.10 departs as EK6 13.30.
 7. To compete with Cathay Pacific's B747-400 flights to Hong Kong, British Airways are upgrading their existing service to B747-400 via Gatwick on Wed. and Friday.
 8. FFV news.
- A. With the closure of West Malling (where Saab 340 are painted) there is a very good chance of FFV getting the work from them. FFV is a Swedish company which could help. One 340 has currently arrived.
- B. Lufthansa had A300-600 D-AIAP repainted here in February. Due to change to D-AIAR on the DLH1662 flight 13-02-90 - more to follow.
- C. 6x Indian Airlines B737 due for overhaul in rotation over the next few months. Tuesday will make MAN look quite International with B747 of SIA, SAA, PIA around!

Thanks as usual to David Elam.

Stephen Rigg.

HOLIDAY IN HAWAII (Contd.)

A trip along Lagoon Drive takes you round to the 'trade' side of Honolulu Airport. Parked up in the compounds are a mixed bag of aircraft in different states of cannibalisation. On a pontoon on the Lagoon are the fuselages of two old airliners but they had no markings at all. As we passed the Airport on our trip to Pearl Harbour, we were pleased to see a B.A. Concorde and later in the week Air France also had a Concorde in, presumably on World tours. We took a fly drive to the neighbouring Island of Kauai where South Pacific and Fantasy Island were filmed. We boarded our Hawaiian DC-9 for our flight and from push back to take off took longer than our twenty minute flight! On landing at Kauai Airport there were a few private Cessna's etc. plus two ex. Navy 'planes with wings folded up. Unfortunately I could not find out what they were, recognition is not my best subject. Helicopters take tourists flying around the spectacular Waimea Canyon, judging by the number we saw there are an awful lot of them on this Island. On our way back to the Airport we stopped at a Helicopter site and parked near the fence. I got a few regs and went to sit in the car, then an eighteen stone female Security Guard in stocking feet came over. "Hey Buddie, what you want? You can't stay here and I'm taking your number". "Fine", says I. "Give it to Dollar Car Rental the car will be there in five minutes". "Have a nice day". She had a gun as well!!

Flights between the Islands seem to be on an hourly basis. Arriving back at the Airport a United DC-10 was landing but parked in a position that did not allow the reg to be seen. On our return trip no coffee was served as turbulence was a bit severe so we all stayed belts tight.

Schofield Barracks in the centre of Oahu seemed to have Army helicopters of all types, and they could be seen daily performing their duties.

All too soon our holiday was over. We left Honolulu at 07.30 for Seattle on the first stage of our flight home. The flight over the Pacific was uninspiring, just a film to watch and a meal and drinks. Arriving over the American coast the Pilot gave us a good commentary on the sights, which included Mt. St Helens looking resplendent being snow capped in glorious sunshine. We landed at Seattle for re-fuelling and this was really the first time on holiday I could get some registrations. After an hour we reboarded and took off for Frobisher Bay. We again flew over the Boeing factory, in daylight you can see the true size of it, and the countryside around Seattle looked superb, with all the lakes, rivers and mountains. Flying the length of Canada is also rewarding for the sights and scenery. One day we must try it by land. We landed at Frobisher Bay for refuelling. The temp was - 11c and nighttime. The Canadian F16's were still there and a couple of Bradley Air Twin Otters. We saw the sun rise over the North Atlantic and flew above cloud until we reached the Coast of Scotland. From then we had a good view until landing at MCR at 12.00 Wednesday. We were back home at Farsley at 13.30 and slept for three days. Jet lag!!

Honolulu - 9/10/89:- N673/674AC/669/674/679/699 HA DC-9s (Hawaii), N301/725/729AL/70723/70724 B.737's (Aloha).

Honolulu - 17/10/89:- N768BE Tristar (Hawaiian) which we flew home on, N605PE/N606PE B.747's and N68060 DC-10 (Continental), N4719U B.747 (United), N655PA B.747 (PanAm), N718DA Tristar (Delta), N213JL B.747-300 (JAL).

Seattle - 17/10/89:- C-GTAU SD.3-60 (Time Air), N328AS/939AS B.727's and N795JA/937AS DC-9's (Alaska), N178AW B.737 (Am. West Air), N587US B.737, N272US B.727, N503US B.757, N982US DC-9, N639US B.747C (Northwest), N849HA/816NY DC-9 (Continental), N4766U/7286U B.737's (United), N513UA B.737 (U.S.Air), N373PH/385PH Metro's and N815PH/822PH Dash 8's (Horizon), C-FPAE Twin Otter (Air BC).

Colin Pontefract.

I'M ONLY HERE FOR THE ALL DAY BREAKFAST

A J.A.T. B737-300 YU-ANK was departing Runway 25 as I arrived. I quickly parked my British Aerospace Marina and headed for the Terminal building, in search of the great British all day breakfast (airport variety). I was at Newcastle International Airport to mix pleasure with pleasure and sample a Geordie breakfast and watch some aeroplanes.

Newcastle International Airport has 24 hour operations and also offers two options on the all day breakfast menu. The cheapest option is in the "Free Flow" buffet and costs £1-92. For this you get bacon, egg, sausage, tomato and fried bread. Tea, toast etc. is extra. However for the connoisseur (or alternatively the expense account) the Flarepath Restaurant provides an excellent all day breakfast in convivial and quiet surroundings with superb views of the apron, the light aircraft park and the Aero Club and cargo area in the distance. The new colour coded Arrivals/Departures screen indicated plenty of activity so I chose the relaxing venue of the Restaurant for my meal.

As I sat down G-SALU Short 3-60 of Manx was departing for the I.O.M. and a Scout A.H.1 XV134 of the Army Air Corps was arriving from Otterburn. My all day breakfast arrived as two Britannia I.T. flights landed; G-EKHE from Palma followed by G-BADP from Reus both B737's, of course; I attacked my breakfast of two fried eggs, two rashers of back bacon, several mushrooms, two sausages, grilled tomato and fried bread plus a pot of tea. While savouring this, G-BKMN B.Ae.146 of Dan Air departed to Jersey and G-BUUV HS.748 arrived from Guernsey. As the waitress brought part two of my breakfast Dan Air B.737 G-BLDE landed from Ibiza and a short time later G-AVMK BAC 1-11 of British Airways from Heathrow. Part two was a rack of toast with butter and jam. By now the arrivals were departing and as I had wiped the platter clean, I paid my £4-55 and ascended to the roof top observation terrace. From the extensive roof terrace you get an excellent view of the airport and the Runway Approaches (Leeds/Bradford, please note). There are good facilities for the spectator including some open air seating. Also provided is a refreshment room where you can get a "cuppa" and a sticky bun. Noted on the apron were G-BNTY and G-BJLK of Gill Air plus G-RNMO unmarked, all Shorts SD.3-30s. There were many Cessna's etc. parked on and near the Aero Club apron and maintenance hangars but my "8x30's" couldn't penetrate the heat haze. You can also see the recent development eg. the lengthened pier plus extra stands and the fuel farm. Just agreed but not yet started is a £3m taxiway to relieve Runway backtracking delays. It's obviously a busy and fast developing airport.

I left impressed by the facilities for passengers and spectators. The latter are obviously welcomed as potential future passengers. The all day breakfast was excellent and must be the best around..... unless of course you know better.....

Jim Stanfield.

Yorkshire Airfields Guide - 2nd Edition

The 2nd edition of this popular Airfields Guide, compiled by Trevor Smith and Terry Sykes, is now available at the nominal cost of 50p from the Editor or Treasurer. (Please enclose a full bulletin size stamped addressed envelope). This Guide is dated January 1990 and completely updates airfield residents. It has added five newly located sites which hold light aircraft, plus four new locations which house helicopters. New lists of aircraft at Yorkshire's RAF bases appear, including the Tucano's at Church Fenton. This most comprehensive publication is not to be missed, send for it now, or get one at the meeting.