



# AIR YORKSHIRE

Number 2



Trans World Boeing 757  
John Wayne  
Orange County  
Photograph Ian Gratton

VOL. 27

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COMMITTEE MEMBERS 1999-2000: MR P WINDSOR, MR D STENNING, MR J DALE,  
MR D BATES, MR A EDWARDS, MR G WARD,  
MR D TENNANT, MR J STANFIELD.

Please note that all membership enquiries should be made to the Treasurer.

MEETINGS 4<sup>th</sup> March 2001  
Dr Paul CONWAY – Radio Communications in Aviation

Society News

In the absence of a replacement chairman, David Bates took the helm and introduced the initial New Year's meeting.

David confirmed speakers for the next two meetings at gate 20, and it appears at the moment the good offices of the airport may extend through to June. On a reserved basis a quiz is being organised, and members who could contribute say 20 slides to a communal slide show (if not a full session) please give details to David Tennant. The latter, along with Jim Stansfield have joined the committee, and with the refreshing approach to the magazine from Cliff Jayne and his able co-pilot we are looking to a positive year ahead. Remember it is your society, contributions are most welcome, any known potential speakers should be passed to a committee member to be pursued.

Ken Cothliff gave an enthralling presentation on the history, and yearly cycle of the Elvington Air Show. Very few of those present would have previously imagined the amount of work, especially as a none operational venue, virtually all the infrastructure needs planning, installing, safety regulations satisfying. Interesting slides were viewed, and as a bonus at the end we were treated to some Warbird shots at Duxford while awaiting the Sparks undimming the lights. - Many thanks to Ken who got the year off to a super start, willingly stepping in at short notice.

The bad news came at the end - it was announced that one of our members has potentially made a problem we could do without, namely information heard on air band relating to an incident at LBA had been put on a Web site. Members have frequently been reminded in the past regarding the regulations that while listening is generally tolerated, subsequent passing on information is illegal! The airport authorities are most displeased; hopefully the person concerned will resolve the oversight with the parties involved.

*David Tennant*

Further to the Internet spotters site problem I outlined at the end of last month's meeting, would all members please note the following: -

1. Whilst technically it is illegal to listen to RTC radio transmissions, a blind eye is turned if it is for your own interest.
2. Passing on information to internet sites, television, radio, press, etc. is illegal and could result in a hefty fine. What's needed here is common sense, so please let's prove we have some.
3. A committee meeting was held on 22<sup>nd</sup> January (the first time I can remember all the officers and committee being present) to discuss this very serious problem for us. It was agreed that a letter should be sent to the person concerned and give him a right to reply.
4. Hopefully our relationship with the LBA will not be affected, but if any other incident like this comes to light, who knows? If it does, I can say now I won't be the one to sort it out, so please once again put your brain into gear before you act.

*David Bates - on behalf of the Committee*

## FROM THE EDITOR

The "*Air Yorkshire*" magazine continues to evolve, with the introduction next month of "glorious technicolour" on the cover, thus giving the magazine a further boost.

Also in the next issue we shall be launching an annual photographic competition, for the best two photographs published on the front and back covers of the magazine during the year, with a prize for each of the two winners.

Entries can be submitted on 35mm slides, 35mm negatives, APS negatives, or prints in colour or black and white.

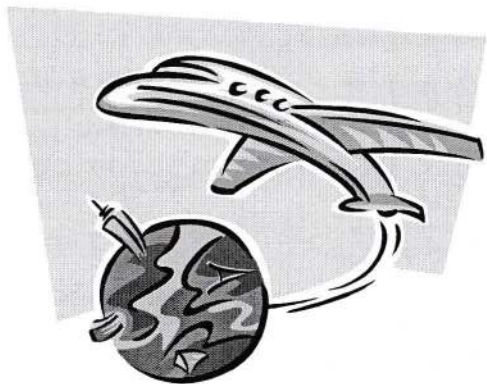
All photographs must be of Aircraft in the Air or on the Ground, but need not be tied to LBA, and must be accompanied by a valid entry form completed by the photographer. The entry form will be printed in the magazine for each month.

That's the competition, so search through your albums or get out your Box Brownies and enter; everyone has a chance to win.

For some reason we are not getting input to our letters page *Free Air*. We have a circulation of over 200 magazines, which means a readership in excess of 200, so there must be someone out there with something to share with us. So come on, please put quill to parchment and get writing.

*Cliff*

Acknowledgement: thank you to everyone who has contributed items for the magazine – your contributions are appreciated.







## LEEDS/BRADFORD NEWS

Once again the airport has issued a press release detailing last years successes.

### New Passenger Figures Confirm Airports On-Going Success

Year-end passenger figures released by Leeds/Bradford International Airport confirm seven years upward climb, and that all round efforts of management and staff are paying off.

In 1994, a total of 811,975 passengers used the airport. There has been an increase in numbers every year since then and in the 12 months just ended, the airport's throughput of passengers reached 1,575,275, the prospects for 2001 look good for a further increase.

Scheduled services totals in December showed strong gains, particularly on domestic routes, without doubt boosted by disgruntled ex-railway passengers taking to the air.

The overall increase on scheduled service passengers in the month was 12.72% (to 71,369), which brought the total for the year to 961,267 (up 6.06%).

Proof that passengers chose to let the plane take the strain rather than the train lies in the 10.39% annual increase on domestic scheduled services to 453,224.

International schedules also enjoyed a boost, carrying 508,043 (up 2.47%).

Inclusive tour totals for 2000 jumped 12.87% to 614,986 with December gaining an increase of 11.81% to 31,974.

Significantly, domestic scheduled services showing year-on-year increases included those normally competing with rail services. London Heathrow (British Midland Shuttle) was up 2.87% to 210,524, Belfast City (British European) was up 7.89% to 80,237, Edinburgh (British Midland) up 79.3% to 30,704, Glasgow (British Midland) up 0.65% to 33,647, Aberdeen (British Regional Airlines) up 1.4% to 19,128, Southampton (British Regional) up 8.88% to 23,305.

The Isle of Man service operated by Manx Airlines increased its passenger loads by 7.15% to 11,700 over the 12 months.

As for the international services, for the first time Sabena, now using all-jet equipment, carried more than 100,000 passengers in a year on its Brussels service, attracting 103,018 (up 13.31%). Other international flights increases included Ryanair's Dublin route, with 158,714 (up 3.71%) and Aer Lingus had an increase of 4.14% (to 58,244) on the same route.

KLMuk carried 132,652 to Amsterdam over the 12 months, British Midland had 54,392 on its Paris (Charles de Gaulle) service and 25,554 holidaymakers went with the airline to Jersey.

## AIRPORT NEWS

**Boston Logan** owners, The Massachusetts Port Authority, has started a unique marketing campaign. It's asking travellers to fly "someplace" else. Officials have acknowledged that Logan cannot simply handle its current traffic and wants travel agencies, tourism groups and airlines to know there are convenient and less busy regional airports. The Authority is to spend \$500,000 on the T.V., print and trade show plan it has called "Fly New England".

**Dublin** airport operator Aer Rianta and Ryanair continue their dispute about fees been charged and the disagreement has now found its way into the courts. The trouble began when Aer Rianta announced plans to hike up the administration fee charged to Ryanair, as well as levy a charge on each of its 14 check in desks, including charges for a computer system Ryanair does not even use. An initial review by the court called Aer Rianta's actions "arrogant" and "unilateral".

**Manchester** will see a new carrier from April in the form of start up South African carrier Star Airlines. The service will be operated by Boeing 747 on a three times a week on Mondays, Wednesdays and Saturdays. The aircraft days stops at Manchester arriving at 0830 and departing at 1715.

Manchester is also seeking more business to coincide with the opening of the second runway. Targeted destinations for scheduled flights include Boston, Cincinnati, Los Angeles and the Caribbean. The airport has also had another aircraft land on the new second runway. On January 11th a Ravenair Aztec apparently landed on it by mistake, narrowly missing lighting engineers who were working on the runway at the time!!

An unconfirmed report in the Mail on Sunday, reported that Manchester has agreed to buy both Bournemouth and East Midlands Airports from express coach company National Express in a deal worth £200 million.

## AIRLINE NEWS

British Midland are to reveal a name change when they unveil a new livery on February 1<sup>st</sup>. Design consultants Landor will show-off the redesign in London. The change will reflect British Midlands break out of the European market into the lucrative North American long haul market.

Ryanair has resubmitted a £200 million expansion plan including 10 new routes. The three year plan includes three new aircraft based at Shannon and two at Dublin. Ten new routes between Ireland, the U.K. and Europe. Five new Shannon routes. And the creation of 500 new jobs over three years.

Trans World Airlines (T.W.A.) is another famous name which is about to disappear from the skies. The St. Louis based carrier has not made a profit since 1998.

In a \$500 million deal American Airlines will take over the company's assets, including routes, gates and aircraft. TWA executives cited a heavy debt load and "staggering" increases in jet fuel prices as the reason for the relief at the take over.

## AIRCRAFT NEWS

In what must be the most important order of the new millennium (that is if you think the new millennium started in 2000 and not 2001), was placed on December 15th by Virgin Atlantic for 6 Airbus A.3xx.

While the order on its own may not be that significant, this brought firm orders for the A.3xx to the magical figure of 50 that Airbus had said it required for final approval of the project.

True to their word, on December 19th Airbus Industrie announced they were to press "the green go button" and the project would go ahead and start production of what will be the world's largest passenger aircraft, and the aircraft will be given the designation A.380. The "8" signifies the double deck nature of the aircraft's passenger cabins.

The aircraft will be a direct competitor to Boeing's dominance of the high capacity market with its Boeing 747 "Jumbo". The A.380 will have a capacity of 555 seats, 35% more than the Boeing 747-400. The A.380 range will be 8,150 miles, compared with the '747's 7,300 miles.

Airbus have stated final design will be completed by the end of 2001, and the aircraft's first flight is expected around mid 2004. The passenger version of the A.380 will enter service in 2006, and the freighter version in 2007.

The implications for the U.K.'s economy are quite significant. British Aerospace as producer of the wings, says 22,000 jobs will be created on wing work alone. The A.380 is expected to generate economic benefits of some £20 billion in net exports.

Firm orders stand at 50 with options on a further 42 aircraft. Airbus claims talks are ongoing with Lufthansa, Cathay Pacific, British Airways, Federal Express and Atlas Air. Airbus estimate demand for airliners with more than 400 seats will be 1,235 units between 2000 and 2019.

Boeing has announced orders for over 600 airliners in 2000, with a record year for '777 sales and second best ever for the '737. Airbus Industrie are closer to 500 orders, giving it about 45% market share, and the total sales will make Y2k the second strongest year in history for the sale of jet airliners. Analysts predict a 20 to 50% drop in sales figures for 2001.

Friday 5th January was the release date for a further interim report by France's Air Investigation Bureau (BEA) on the July 25th Concorde crash that killed 113 people. French Investigators confirm in the report that a thin metal strip suspected of setting off the

Concorde's fatal chain of events, fell from a DC-10 that had taken off from Paris Charles de Gaulle, five minutes before the Concorde departed. The only DC10 that took off in the moments preceding the Concorde belonged to Continental Airlines. BEA experts believe the strop fell from the cowling of a thrust reverser.

The BEA report lists several concerns about wear marks on the strip and missing rivets. "Various questions" about maintenance on the plane had yet to be answered, it said. Continental responded "We disagree with any conclusions that this interim report brings Continental's maintenance procedure into question".

Investigators now say "new" details have led them to change their thinking about what brought the plane down. For months the belief had been that a tyre, shredded by a piece of metal, flung high speed debris that punctured the left fuel tank. The bureau now believes that debris from the tyre struck the tank and created shock waves within the tank that tore it open.

The BEA report notes that British and French Concordes have suffered 57 burst or deflated tyres since entering service in 1976. Of these, on twelve occasions the problem led to structural damage and on six occasions a fuel tank was penetrated.

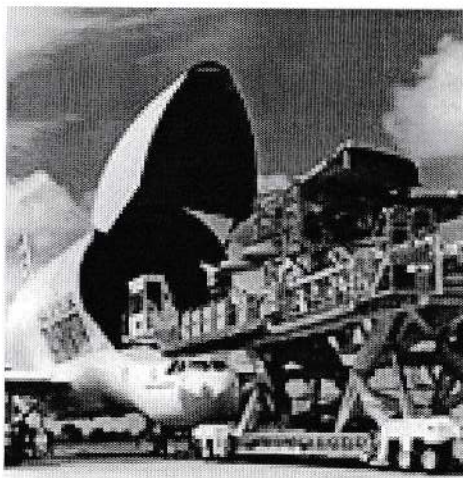
## **OTHER NEWS**

Richard Branson has now reportedly set his sights on Canada, where he met with officials recently to discuss starting up a new domestic low-fare carrier. Canada doesn't allow foreign ownership of domestic airlines, but Branson, fresh from a successful start-up in Australia, figures it's time to change the rules. Branson has already secured permission to add Toronto as a destination for Virgin Atlantic this year.

A new product developed in America is Avturf. Aviation Surface Technologies has introduced the grass replacement after completing trials at Chicago Midway airport. The tufted fibre product looks like grass, but does not require mowing, discourages birds, won't catch fire and can support the weight of an aircraft. If anybody knows of any cheap off-cuts, sounds like just the job to replace my own lawns with!!!

E-mail [Dwooler@EGNM.screaming.net](mailto:Dwooler@EGNM.screaming.net)

CREDITS: ABN, ACW, AI, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Tony Bailey, Lawrie Coldbeck, H. Morrow, P. Linley, P. Smith



**Beluga**  
Downloaded [www.bae.co.uk](http://www.bae.co.uk)



## LEEDS BRADFORD AIRLINE REPORT - DECEMBER 2000

## Notes

## INBOUND DIVERSIONS

10	BRT344	BHD	SZD	G-MAJK	JS41	ABZ	BRT116/11
28	UZB211	TAS	BHX	<u>VP-BUJZ</u>	B763	BHX	UZB211
28	BMA3763	ABZ	MAN	G-RJXA	E145	ABZ	BMA3771
28	BRT954	JER	MAN	G-MANM	ATP	MAN	BRT096/30
28	SWR5770	ZRH	MAN	G-BPNT	BA46	ZRH	SWR5771/29
28	BAW1721	WAW	MAN	<u>G-EMBD</u>	E145	MAN	BRT099P/29
29	BRT099P	LBA	MAN	G-EMBD	E145	MAN	BRT200
29	BRY40M	ABZ	MAN	<u>G-NVSB</u>	DH8	ABZ	BRY06P
29	BRT901	BFS	MAN	<u>G-MABR</u>	BA46	MAN	BRT091/30
29	JKK3125	TFS	MAN	EC-GOU	MD83	SCQ	JKK3126
29	BMA3988	GLA	MAN	G-GNTJ	SF34	GLA	BMA3997
29	BRT912	BOH	MAN	G-MAJJ	JS41	SOU	BRT112
29	BRT363	BHD	MAN	G-MANF	ATP	BHD	BRT100
29	BRY42M	ABZ	MAN	G-NVSB	DH8	BRS	BRY42C
29	SUS447	BLL	MAN	OY-SVS	JS41	BLL	SUS448
29	BRY44M	ABZ	MAN	<u>G-NVSA</u>	DH8	EDI	BRY705/30
29	BMA3867	EDI	MAN	G-RJXF	E145	EDI	BMA3875
29	BMA3763	ABZ	MAN	G-RJXA	E145	ABZ	BMA3771
29	AUR676A	GCI	MAN	G-GNTC	SF34	GCI	AUR677A
29	BRY608	ABZ	MAN	<u>G-BRYZ</u>	DH8	GLA	BRY15G/30

## REGULAR FLIGHTS

AIH313	TFS	01/G-LCRC	08/G-LCRC	15/G-LCRC	22/G-RJGR	29/G-RJGR
AIH317	ALC	23/G-RJGR	30/G-RJGR			
AIH319	AGP	24/G-RJGR	31/G-RJGR			
AIH321	LPA	04/G-LCRC	11/G-LCRC	18/G-RJGR		
AIH323	TFS	05/G-LCRC	12/G-LCRC	19/G-RJGR	26/G-RJGR	
AIH325	FUE	06/G-LCRC	13/G-LCRC	20/G-RJGR	27/G-RJGR	
AIH327	ACE	07/G-LCRC	14/G-LCRC	21/G-RJGR	28/G-RJGR	
BAL045A	ACE	06/G-BYAT	13/G-BYAT	20/G-BYAR	27/G-BYAL	
BAL068A	PMI	01/G-BYAT	08/G-BYAT	15/G-BYAT	22/G-BYAR	29/G-BYAL
BAL232A	LPA	04/G-BYAT	11/G-BYAT	18/DivMAN	25/G-BYAL	
BAL411A	TFS	01/G-BYAT	08/G-BYAT	15/G-BYAT	22/G-BYAR	29/G-BYAL
BAL417A	ALC	07/G-BYAT	14/G-BYAT	21/G-BYAR	28/G-BYAL	
BAL431A	AGP	07/G-BYAT	14/G-BYAT	21/G-BYAR	28/G-BYAL	
BAL443A	ALC	05/G-BYAT	12/G-BYAT	19/DivMAN	26/G-BYAL	
IWD3214	ACE	07/EC-GUR	14/EC-GZE	21/EC-GZE	28/EC-GUR	
IWD3216	TFS	05/EC-GLT	12/EC-GZE	19/EC-GZE	26/EC-GZD	
IWD3368	TFS	01/EC-GZE	08/EC-HCR	15/EC-HCR	22/EC-GUR	29/EC-GZD
TYR906C	INN	23/OE-LFK	30/OE-LFJ			

## OTHER FLIGHTS

01	LZ-NHA	AN26	EPA620/621F	f/t Bergamo	Freight Charter
01	G-MIDZ	A320	BMA4JL/2LJ	f/t Heathrow	Lieu B735
01	G-MIDZ	A320	BMA5JL/4LJ	f/t Heathrow	Lieu B735
01	G-APSA	DC6	AAG690/691	Bergamo - Coventry	Freight Charter
01	G-MANC	ATP	MNX411/093	f/t Isle of Man	Lieu JS41
01	G-MIDZ	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B735
02	LZ-NHA	AN26	EPA621/616F	Bergamo -n/s04- Paderborn	Freight Charter
02	G-BYAK	B752	BAL992F/843A	Manchester - Salzburg	Passenger Charter
02	G-BYAT	B752	BAL847A/847B	t/f Nuremberg	Passenger Charter
02	G-BYAK	B752	BAL843B/994F	Salzburg -n/s- Manchester	Passenger Charter
03	<u>G-CHNX</u>	L188	EXS731P/6567	Jersey -n/s- Köln/Bonn	UPS Freight
03	G-BYAT	B752	BAL847A/847B	t/f Rovaniemi	Passenger Charter
03	HB-IIQ	B737	PTI-IQ/842	Heathrow -n/s- Rome Ciampino	Leeds United FC

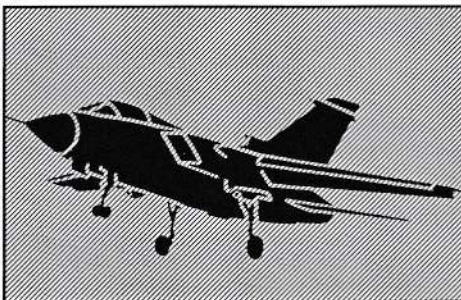
04	G-EMBG	EI 45	BRT093/116	Manchester - Aberdeen	Lieu JS41
04	G-OZBB	A320	MON378P/9378	Gatwick - Rome Ciampino	Football Charter
04	G-EMBG	E145	BRT117/103	f/t Aberdeen	Lieu JS41
04	G-OZBB	A320	MON379P/9380	f/t Rome Ciampino n/s	Football Charter
04	OY-NPE	SW4	NFA101E/101	Aalborg - Trollhattan	Freight Charter
05	<u>G-MARA</u>	A321	MON352P/9352	Gatwick - Rome Ciampino	Football Charter
06	G-MARA	A321	MON9353/353P	Rome Ciampino - Gatwick	Football Charter
06	G-OZBB	A320	MON9381/378P	f/t Rome Ciampino	Football Charter
06	G-BUPS	AT42	BMA9532/1XV	Stansted - Glasgow	Lieu BMA SF34
06	G-BUPS	AT42	BMA1VX/9003	Glasgow - Stansted	Lieu BMA SF34
06	G-OZBB	A320	MON9379/379P	Rome Ciampino - Luton	Football Charter
06	G-BVZI	B735	BMA9533/407	Heathrow - Edinburgh	Lieu SF34
06	HB-IIQ	B737	PTI843	Rome Ciampino - Istanbul	Leeds United FC
06	G-BVZI	B735	BMA408/9535	Edinburgh - Heathrow	Lieu SF34
06	LZ-NHA	AN26	EPA622/623F	Bergamo -n/s08- Coventry	Freight Charter
08	G-APSA	DC6	AAG601/602	Billund - Coventry	Freight Charter
09	G-LCRC	B752	AIH3407/3408	t/f Rome Ciampino	Passenger Charter
09	G-BYAT	B752	BAL804A/804B	t/f Vienna	Passenger Charter
09	<u>PH-KZF</u>	FK70	KLM7875/7876	f/t Amsterdam	Passenger Charter
09	G-MSKC	B735	MSK058/058P	Southampton - Birmingham	Leeds United FC
10	G-BYAT	B752	BAL804A/804B	t/f Kittila	Passenger Charter
11	<u>EL-CSM</u>	B738	RYR152/153	f/t Dublin	Lieu B732
11	G-MIDZ	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B735
13	<u>EL-CSN</u>	B738	RYR156/157	f/t Dublin	Lieu B732
14	<u>UR-SMA</u>	AN12	VRE2403/404F	Bergamo -n/s- Ostend	Freight Charter
16	G-BYAR	B752	BAL842A/842B	t/f Ivalo	Passenger Charter
17	G-RJGR	B752	AIH3381/3382	t/f Barcelona	Passenger Charter
17	G-BYAR	B752	BAL842A	t/f Ivalo	Passenger Charter
17	<u>G-MIDK</u>	A321	BMA7JL/5LJ	f/t Heathrow	Lieu B735
17	G-MIDK	A321	BMA8JL/1LJ	f/t Heathrow n/s	Lieu B735
18	<u>EL-CSJ</u>	B738	RYR152/153	f/t Dublin	Lieu B732
24	G-IJYS	JS31	EZE07/340	Manchester - Bristol	AIH crew change
24	G-IJYS	JS31	EZE341/07	Bristol - Humberside	AIH crew change
31	G-IJYS	JS31	EZE07A/340	Humberside - Bristol	AIH crew change
31	G-IJYS	JS31	EZE341/07B	Bristol - Humberside	AIH crew change

Aircraft making first visits are underlined.



Photograph Cliff Jayne





## Military Matters

Eric Martin



### **BAe SYSTEMS HIT PROBLEMS**

A gap between the end of Tornado production and deliveries of the Eurofighter Typhoon has created problems for BAe Systems. These problems have been compounded by difficulties with at least three other matters:

The upgrade of 21 Nimrod maritime patrol aircraft has run into delays which will involve BAe in cost overruns. Export orders for Hawk trainers are falling drastically. This particularly affects employment at the Brough, East Yorks factory. BAe failed to win MoD orders for battlefield communications and radar systems.

In contrast, the commercial aerospace division of BAe has improved prospects with increasing profits from Airbus.

Credit: Daily Mail  
Lesley Kilbey

### **SPITFIRE IN PRODUCTION AGAIN!**

An Essex firm, Historic Flying, based at Audley End near Saffron Walden, is building Spitfires from salvaged and re-manufactured parts. Although I suggest in the heading that they are "in production" again, manufacture is restricted to just over one per year.

Little concession has been made to modernity in the manufacture of the "new" aircraft, but there have been a few changes: the 70lb valve radio has been replaced by a cigarette-packet sized modern transistor version and large fold-up maps by a satellite navigation system.

Replacement propellers are no longer available in this country, but can be bought from Germany, believe it or not. Radiators are obtained from New Zealand!

I can remember "Spitfire Weeks" during the war, when localities were asked to raise a nominal sum of £5000 each to sponsor a Spitfire. The current version sells at £1.25million each - any takers?

Credit: Daily Mail  
Lesley Kilbey

### **HURRICANE OVER CHRISTCHURCH**

A rebuilt Hawker Hurricane flew over Christchurch, New Zealand in January, after painstaking restoration based on Air New Zealand's engineering base.

The original aircraft, a Mark I, initially flew in the Battle of France in 1940. Later it flew in Britain with 71 (Eagle) Squadron, before being converted to Mark II and being sent to Russia under lend-lease. Recently it was found near Murmansk as a pile of wreckage and was acquired by New Zealand. The fuselage and wings were assembled in Britain and the Merlin 35 engine overhauled in the USA. Total restoration and assembly occupied a period of five years.

The Hurricane is one of only seven now airworthy in the world and is now part of the New Zealand Alpine Fighter Collection. New Zealand has a strong Warbirds tradition, including the renowned Warbirds Over Wanaka airshow.

Credit: New Zealand Press Association  
Ken Zander (our Auckland correspondent)

Please send any information for inclusion on this page to:  
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## KEY DATES IN RAF HISTORY 1918-1998

### 1944

- 11 Jan The strategic offensive, which preceded Operation Overlord, was launched
- 5 Jun RAF 38 Group flew Allied Airborne troops from England to commence preliminary landings for Operation Overlord
- 6 Jun "D" Day Allied seaborne landings took place on the coast of NW France in Normandy; the RAF flew 5656 sorties
- 8 Jun The first Tallboy deep penetration bombs were dropped by 617 Squadron on the Samur tunnel
- 27 Jul The first operational sorties by the RAF's first jet squadron, 616 (South Yorkshire), took place by Gloster Meteors against V1 flying bombs
- 8 Sep The first V2 rockets fell on Paris and London
- 17 Sep Operation Market Garden saw the First Allied Airborne Army land in Holland, with the US Divisions centred on Nijmegen and the British Division centred on Arnhem. The operation proved to be "a bridge too far"
- 14 Oct The largest ever Bomber Command raid took place when 1576 aircraft dropped 5433 tons of bombs, the main target was Duisburg
- 12 Nov The German battleship Tirpitz was destroyed by 617 Squadron in dropping Tallboy bombs on a Norwegian fjord

### 1945

- 13 Feb The notorious firestorm raids on Dresden were carried out by RAF Bomber Command and the US Eighth Air Force
- 13 Mar The first 22000lb Grand Slam bomb was dropped on a viaduct at Bielefeld
- 24 Mar The final airborne operation of World War II took place in the crossing of the Rhine - Operation Varsity
- 31 Mar This day marked the end of The British Commonwealth Air Training Plan, which had trained 137,739 aircrew, including 54,098 pilots
- 26 Apr The first prisoners-of-war were repatriated by air; this continued until 1 Jun, when Bomber Command alone had carried 75,000 POWs
- 29 Apr Food dropping operations commenced on Holland by 250 RAF bombers, Operation Manna; this continued until 8 May
- 1 May The strength of the RAF, including Allied and Commonwealth airmen, amounted to 1,080,000, of whom 190,000 were aircrew. The RAF began to "stand down" from its operational state from this date. As can be seen from the 26 Apr and 29 Apr entries, it began to divert to humanitarian tasks - duties which it continues to the present-day, with ever-increasing strength
- 7 May The 196th and final U-boat was destroyed by Coastal Command by a Catalina
- 8 May The Royal Observer Corps stood down; it was reformed later. At its stand down, it comprised 32,000 observers in 1420 posts
- 6 Aug The first atomic bomb was dropped on Hiroshima
- 9 Aug The second atomic bomb was dropped on Nagasaki
- 14 Aug The unconditional surrender of Japan was announced
- Plans for the demobilisation of the RAF began to be formulated
- 7 Nov A world speed record of 606.25mph was established by a Meteor F4 over Herne Bay

Credit: Brace by Wire to Fly-by-Wire



Photograph Cliff Jayne



## MY SPOTTING YEAR 2000

For the past few years I have written an article for Air Yorkshire about my year's spotting activities. My job as a travel agent means that I do get the opportunity to travel about quite a bit and I make sure that my full compliment of five week holiday is always spent abroad.

My first couple of trips each year are always skiing holidays and the first of these was taken on the 22nd of January when I flew from Manchester to Grenoble aboard Air 2000 Boeing 757 G-OOOM. Manchester was very quiet and dark for my early morning departure and the only aircraft of note for me were new Sabena Airbus OO-SSB and Fed EX Shorts 360 D-CFAO. On landing at Grenoble we were met by a completely empty apron but fortunately when I returned a week later one or two aircraft were present including Twin Otter F-GJDS and rather surprisingly Turkish Airlines TC-JCM, again I returned to Manchester on G-OOOM.

For my second skiing holiday at the end of February I flew from Newcastle to Salzburg again with Air 2000 this time aboard Airbus A320 G-OOAB. The only aircraft of note at Newcastle was Emerald 748 G-BEJD. Salzburg provided Tyrolean OE-LTI, Transavia PH-TZF, Luxair LX-LCG and Air Atlanta TF-ABU. On my return a busier apron was graced by Premier OY-CNP, Transavia PH-HZB, Lauda OE-LNI, Lufthansa D-AVRM, Aerolloyd D-ALAG, Tyrolean OE-LCI, OE-LTH, Falcon SE-DPA, SE-DPB, Air Alpes OE-LKA, SAS SE-DIZ plus a number of British charter aircraft. This time my flight back to Newcastle was aboard another A.320 G-OOAF.

As the weather in the UK got a little warmer and the days lengthened I made my first full day's visit to the excellent Aeropark at Manchester on April 24th, Easter Monday. Nothing too excited visited during the day but worthy of a mention were Airlink Airlines Cessna 310 EI-CIJ, Irish Air Transport Navajo EI-CNM. As I made 26 new registrations during the day it was very worthwhile.

I am fortunate that I have a friend that lives in the United States. For a number of years he lived in Hawaii and I made a number of very enjoyable visits to the island. By last year he had moved to San Jose, California and now he is living at Newport Beach in the Southern suburbs of Los Angeles. I therefore decided to visit him for my main two week holiday in June and travelled down to Heathrow on the 10th June for an afternoon's spotting before staying overnight and flying out the next day. Highlight of the afternoon was Air Algerie Hercules 7T-VHG, along with Korean Cargo HL7454, BAe 125 N41762, and Gulfstream 2 N902MP. The following morning I checked in with Virgin Atlantic within terminal 3 for my Boeing 747-400 flight to LAX aboard G-VHOT. I have flown with many of the world's best airlines but for me the standard of service and comfort aboard Virgin is far superior to any other airline. After a very enjoyable flight I touched down ten and a half hours later at terminal 2 at Los Angeles where after quickly clearing customs and immigration I was met by my friend for the hour's transfer down to Newport Beach.

Newport Beach is situated very close to John Wayne Orange County Airport and all the departing aircraft pass over my friend's apartment just after take off, but very frustratingly as they do not carry underlying registrations, can't be read off. It was however only a five minute drive to the airport and over the next two weeks I was to spend quite a bit of time there.

The airport has a very modern terminal which is glass fronted and provides superb views of the landing aircraft and the apron with its 16 nose in parking stands. Being the closest airport to Disneyland, traffic is brisk all day long. The main carriers and aircraft to be seen are United 737, 757, A.320, Delta MD-80, 757, Southwest 737, Alaska 737, DC-9, Continental 737, American West 737, A.320, Trans World 757, American 757 and ex Reno MD-80s, United Express-Skywest Brasilia and a daily Fed EX and UPS. Beside the terminal are the general Aviation aprons which provided a feast of executive jets, 25 being noted during my first visit.

I had a full day visit to LAX spending the time on the excellent theme building which gives superb views over the whole field. With four runways always in use you are kept busy all day and my log book had over 500 entries in it by the end of the day. Needless to say I logged lots and lots of United, Southwest, American, Alaska, Delta and the other major American domestic carriers and associated commuter carriers. More interesting aircraft seen included Sun Country '727 N2835C, Phillipines A.340 F-OHPJ, China Eastern MD-11 B-2171, Asiana '747 HL7417 and HL7421, Tradewinds A-300 freighters N820SC, N821SC, Legend DC-9s

### DC3 N20TW and Beech 18 Elsinore California





N27500 and N17533, Midwest MD-88 N601ME and DC-9 N205ME, Air Pacific '747 DQ-FJE, Air Tahiti's A.340 F-OITN wearing its superb blue livery, Evergreen '747 N470EV, Alligiant Air DC-9 M14EA, Frontier '737s N303FL and N306FL plus countless Mexican aircraft from Mexicana, Aeromexico and Aerocalif. Freighters were well represented with over 27 logged from Fed Ex, U.P.S., Airbourne, Bax Global, Atlas, Gemini, U.S. Postal, Omni, DHL and Kitty Hawk and to round things off 32 biz jets including John Travolta's ancient Boeing 707 N707JT which was a magnificent sight smoking its way into the distance as it departed over the Pacific Ocean.

I then had a drive inland to visit the Joshua Tree National Park and along the way stumbled on an interesting little airfield at Lake Elsinore. Used mainly for gliding and parachuting I noted N926MA and N923MA Twin Otters of Skydive Elsinore. Beech 18's N933GM, N76PA, N1828D, DC-3 N26MA and another DC-3 the immaculate silver N20TW which I believe has starred in many Hollywood films. Another airfield nearby, at Perris, produced Skyvan N4NE.

I then journeyed south to visit Sea World at San Diego and, of course, visit the airport. Lindbergh International is situated, very attractively, by the harbour close to the city centre. I managed to find a parking spot on the sea front by the coast guard station, with its helicopters, near the threshold of runway 27. Main operators are Southwest, United, American, Alaska, Continental, Northwest and America West plus United Express and American Eagle. Also visiting were the attractive '737s of Frontier, Air Transport International DC-8 N869BX, US Postal '727 N427EX and N417EX, Airbourne Express DC-8 N805AX, Emery DC-8 N832AL, Kitty Hawk '727 N180AX plus a good few business jets.

I managed a couple more short visits to Orange County before spending a last few hours at LAX before boarding my favourite type of aircraft, Virgin Atlantic A.340 Airbus G-VAEL for a very relaxing flight back to Heathrow.

It has always been my ambition, like everybody else's, to fly on Concorde. When I heard that its last visit to Leeds/Bradford would be on the 10th June I decided I had to fly in this magnificent aircraft, it provided the perfect opportunity to fulfil my ambition. My Mother's 75th birthday fell the following day, the 11th, so I decided I would treat her to a flight of a lifetime. I rang up in early March to book two seats and found out that the flight was already full. However they did tell me of another company that was offering seats on a flight from Manchester to Heathrow on the 8th July and so I booked on this.

I managed to keep it a secret right up until we set off for Manchester Airport on the Sunday morning. Concorde 'AA was a superb sight as she slowly taxied to her stand at terminal three, parking nose in. We boarded, found our seats near the front and settled down with a glass of champagne awaiting our departure. On these flights they always carry an extra pilot who gives a commentary on the flight with technical details. I couldn't afford a supersonic flight but one of the features of a subsonic flight is the take-off. As the fuel load is light the take off is much more "sporty" as they say and you can feel yourself really being pinned back in the seat as she speeds down the runway for a very fast take-off and steep climb.

We seemed to be commencing our descent almost before we had levelled out, then came the good news. Due to congestion at Heathrow we went in the stack over Watford for over 30 minutes and continued to sip the champagne as we enjoyed the views of Hertfordshire. We were on finals and landing at a very high speed all too quickly, the braking on landing had us lurching forward straining on our seatbelts. I had not been disappointed the experience was superb, every bit as good as I had expected, worth every penny. Little did I know at the time that, due to the very tragic events that followed in Paris less than two weeks later, I could be one of the last people to fly on this magnificent aircraft. I sincerely hope that Concorde will be allowed to fly again.

The poor weather in the UK during 2000 severely affected my spotting during the summer, as I'm sure it did yours. A visit to the very friendly Bagby Airfield for their fly-in on August 15th was badly affected by high crosswinds. A number of aircraft came, had a look and then departed, but quite a few did turn up to enjoy the hospitality of the club house and I logged a few interesting visitors. I managed a trip to Tees-side and Newcastle plus another full day at Manchester before making a business trip to Southampton and visiting the lovely airport at Eastleigh. Southampton was the scene of my first commercial flight in 1971 to Jersey aboard a B.E.A. Viscount. Since then the airport has been purchased by the B.A.A. who have completely rebuilt not only the terminal but the apron and all the hangers to make a superb little airport. The terminal even contains a spectators gallery with fine views of much of the apron. An Australian registered Jetstream VH-JSW took pride of place along with the local residents and a couple of Aurigny Trislanders. At the end of August the Bank Holiday fly-in at Brighton was another event that was marred by bad weather.

In September I was offered a travel agents trip to South Africa and naturally jumped at the invitation. On 25th September I travelled down to Heathrow again this time to check in with South African Airways for the overnight flight to Johannesburg aboard Boeing

### Thai Boeing 737 HS-TDA Bangkok



747-400 ZS-SAV. During the night I managed to visit the flight deck for a very interesting half hour or so. Aircraft navigation aids are practically non-existent over Africa and it was very interesting listening to all the pilots talking amongst themselves advising each other of turbulence and thunderstorms etc.. The captain also told me some interesting tales of unidentified flying objects which usually turn out to be Russian built cargo aircraft carrying exotic registrations that just do not keep contact with anybody. On arrival at Johannesburg I was able to log a fair amount of S.A.A.'s domestic fleet plus Airlink Swaziland Fokker 100 3D-ALM and Air Botswana ATR F GPYI and a number of other South African domestic carriers. After a short stay I boarded ZS-SHE an S.A.A. Airbus A320 for the short flight to the quiet airport at Durban. On my return to Johannesburg unfortunately it was dark so I only logged a few, including another Air Botswana ATR A2-ABO before boarding '747 ZS-SAM for the return to Heathrow.

November saw me on the move again, this time visiting a friend who is working in Bangkok, Thailand. I arrived at Leeds/Bradford early on Saturday morning 18th November to find to my surprise Air Nove An-26 LZ-NHA gracing the apron before I boarded a packed G-UKTG for the short flight to Amsterdam. I had a couple of hours spotting before boarding China Airlines Boeing 747 B-18272 for the ten and a half hour flight to Bangkok. The flight was 100% full and the service throughout was excellent. I was met by my friend on arrival so not much time for spotting but I did return a couple of days later.

I was interested to read in the November issue of "Air Yorkshire" about Roger Fozzard's experiences at Bangkok as I too had heard before my arrival that photography was not possible unless you have written authority from each airline that you had permission to take photographs of the airline and also paid a fee to the airport authorities for the privilege. In reality my experience was rather different. On arrival at the airport I made my way to the food hall between terminals one and two where I found a number of very reasonably priced restaurants which were popular with airport workers and offered superb views of the apron. By the Thai Airlines restaurant I met up with another English spotter who was happily taking photos and told me this was his third day here and that he had encountered no problems. I therefore joined him, got out my log book, camera and telephoto lens and enjoyed a great day. Not once was I challenged, in fact just the opposite I stayed in the restaurant all day only buying a round of sandwiches and a couple of drinks and enjoyed conversation with a number of security staff and many airport staff.

There were a number of highlights during the day, apart from the many Thai, PB Air Bangkok Airways, including the new exotically painted Boeing 717 HS-PGP, were two Tristars of Kampuchea Airlines XU-600 and XU-700 and the equally exotic BAe 146 of Royal Bhutan A5-RGD. Others included China Airlines '737 B-18603, Indian Airlines A.320 VT-ESJ, United States Navy Gulf 5 970049, Pakistan A.310 AP-BDZ, Cathay Pacific 777's B-HNA, B-HNI & B-HNK, China Southern A.320 B-2352, China Yunnan '737 B-2985, Vietnam A.320 S7-ASD, Thai Air Force '737 55-555 and A.310 44-444, Singapore A.340 9V-SJA and A.310 9V-STB and Air China '767 B-2556. All in all an interesting afternoon's log.

My return to Amsterdam was again aboard China Airlines '747 B-18272 which again was packed, I had a couple of hours at Schipol, which was fairly quiet being a Sunday morning before returning to a very windy Leeds/Bradford aboard a fully laden KLM/UK Fokker 50 G-UKTF.

I have been lucky this year in enjoying a very good year's spotting in some excellent locations. I hope that the year 2001 will see me visiting some equally exotic locations. I thoroughly enjoy my hobby. I hope that you get as much enjoyment from it as well.

Good Spotting.

Ian Gratton January 2001

### China Southern Airbus A-320 B-2352 Bangkok







## RECEIVE ONLY - SCANNERS ETC INFORMATION SHEET

There has been some confusion amongst radio users about what they may or may not receive, within the law, and the legality of receive only equipment, especially scanners.

This information sheet attempts to give guidance on the subject by setting out the general legal position. Readers should note however that in the end it is the courts that interpret legislation. How the legislation will apply in a particular case will depend on the individual circumstances.

This information sheet does not cover television licensing. Any such queries should be directed to the National TV Licence Records Office.

Anyone planning to listen in to radio transmissions should be aware of the following:

**No Licence is Required to use a radio receiver, provided it is not capable of transmitting. However it must be used only for receiving the transmissions meant for general reception, such as authorised sound broadcasts, messages sent by radio amateurs and Citizens' Band Radio and at sea, weather or navigation information.**

**The Wireless Telegraphy Apparatus (Receivers) (Exemption) Regulations 1989 (SI 1989 No. 123) exempted from the requirement for a licence any wireless telegraphy apparatus "which is inherently incapable of transmission".**

### **However it is an Offence to use Radio to Eavesdrop on Other Services**

There are many authorised users of radio, such as the Police, the other emergency services, the Armed Forces, aeronautical and maritime interests and businesses. These users need radio to enable them to carry out their activities and are protected By Law from unauthorised people listening in to their transmissions.

Eavesdropping, or listening to messages that are not intended for you is an offence.

Disclosure of what is heard is also an offence.

Under Section 5(b) of the Wireless Telegraphy Act 1949, it is an offence if a person "otherwise than under the authority of the Secretary of State or in the course of his duty as a servant of the Crown, either -

- (i) uses any wireless telegraphy apparatus with intent to obtain information as to the contents, sender, or addressee of any message whether sent by means of wireless telegraphy or not which neither the person using the apparatus nor any person on whose behalf he is acting is authorised by the Secretary of State to receive; or
- (ii) except in the course of legal proceedings or for the purpose of any report thereof, discloses any information as to the contents, sender or addressee of any such message, being information which would not have to come to his knowledge but for the use of wireless telegraphy apparatus by him or by another person."

It is an offence to listen in to telephone calls, including those made via cellular telephone networks.

With certain exceptions, it is an offence under Section 1 of the interception of Communications Act 1985 if a person "intentionally intercepts a communication in the course of its transmission by post or by means of a public telecommunications system."



## Some Questions Answered

### **Is a licence needed to own a scanner?**

Not if it is inherently incapable of transmission. But its use to listen in to private messages is an offence.

### **Does owning a scanner make a person liable to prosecution?**

No, but its use, except as permitted under section 5(b) of the Wireless Telegraphy Act would.

### **Is it all right to listen as long as what is overheard is not disclosed?**

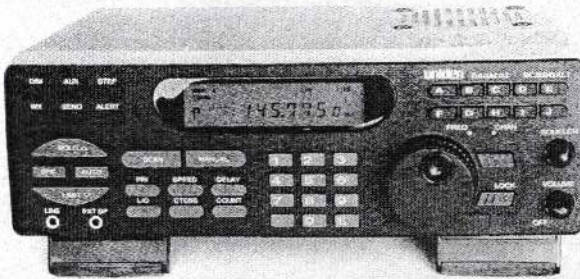
No, using radio equipment to listen in, except as provided for by section 5(b) is an offence, regardless of whether the information is passed on.

### **Could I get "authority" from the Secretary of State to listen to the emergency and maritime and aeronautical services? I am interested in them and wish to help?**

No, the Secretary of State's authority is usually reserved for persons acting at his request and on his behalf. If you wish to listen in to messages, you should obtain the permission of the person sending them.

### **Isn't this all a bit heavy-handed?**

No, no one likes their private conversations to be listened in to. Parliament has passed the laws in question to protect the privacy of radio users.





PRESS RELEASE

12th January 2001

### New Passenger Figures Confirm Airport's On-Going Success

Year-end passenger figures released by Leeds Bradford International Airport (LBA) confirm seven years' upward climb and that the all-round efforts of management and staff are paying off.

In 1994, a total of 811,975 passengers used the airport. There has been an increase in numbers every year since then and in the 12 months just ended, the airport's throughput of passengers reached 1,575,275, the prospects for 2001 look good for a further increase.

Scheduled service totals in December showed strong gains, particularly on domestic routes; without doubt boosted by disgruntled ex-railway passengers taking to the air.

The overall increase of scheduled service passengers in the month was 12.72% (to 71,369); which brought the total for the year to 961,267 (up 6.06%).

Proof that passengers chose to let the plane take the strain rather than the train, lies in the 10.39% annual increase on domestic scheduled services to 453,224.

International schedules also enjoyed a boost, carrying 508,043 (up 2.47%).

Inclusive Tour totals for 2000 jumped 12.87% to 614,986 with December gaining an increase of 11.81% to 31,974.

Significantly, domestic scheduled services showing year-on-year increases included those normally competing with rail services. London Heathrow (British Midland shuttle) was up 2.87% to 210,524; Belfast City (British European) was up 7.89% to 80,237; Edinburgh (British Midland) up 79.30% to 30,704; Glasgow (British Midland) up 0.65% to 33,647; Aberdeen (British Regional Airlines) up 1.40% to 19,128; Southampton (British Regional) up 8.88% to 23,305.

The Isle of Man service operated by Manx Airlines increased its passenger loads by 7.15% to 11,700 over the 12 months.

As for the international services, for the first time Sabena - now using all-jet equipment - carried more than 100,000 passengers in a year on its Brussels service, attracting 103,018 (up 13.31%). Other international flights with increases included Ryanair's Dublin route, with 158,714 (up 3.71%) and Aer Lingus had an increase of 4.14% (to 58,244) on the same route.

KLM UK carried 132,652 to Amsterdam over the 12 months; British Midland had 54,392 on its Paris (Charles de Gaulle) service and 25,554 holidaymakers went with the airline to Jersey.



**LEEDS  
BRADFORD  
INTERNATIONAL  
AIRPORT**

**PRESS RELEASE**

**19th January 2001**

**LBA Launches On-line Airport Shopping Service**

Leeds Bradford International Airport, in conjunction with Alpha Retail, has launched an exciting new project to provide an Airport Shopping service to its passengers over the internet.

Our website allows passengers to pre-order a wide range of Duty Free and Duty Paid goods from our Travel Value retail outlet, at low airport prices.

The site allows you to browse through a selection of fragrances, confectionery, liquor, wine and champagne, tobacco and watches. Cath Mason, executive director at LBA said, "We are delighted to announce the launch of this exciting new service for our passengers. The website enables passengers to browse through an extensive range of products, check the prices and pre-order at leisure. I am sure it will be a service warmly received and appreciated by our passengers."

It couldn't be easier, simply pre-order on-line then you can pick up and pay for your goods before boarding your flight, one less thing to think about when planning your holiday.

Why not take a look on [www.lbia.co.uk](http://www.lbia.co.uk) and just click airport shopping.



**Arrivals October 2000**  
**Downloaded from [www.lbia.co.uk](http://www.lbia.co.uk)**



## The Royal Air Force - Latest News

### Harrier escort for Round the World flier

A retired teacher, Mrs Polly Vacher, recently started a solo round the world flight and received a very unusual escort to see her off...

A Harrier GR7 flown by Squadron Leader Al Pinner of IV(AC) Squadron at RAF Cottesmore escorted the Piper Dakota of retired music teacher Mrs Polly Vacher when she departed Birmingham International Airport on 12th January 2001 at the start of a 29,000 mile round-the-world solo flight. Polly's venture aims to raise money in support of The Royal International Air Tattoo Flying Scholarship for the Disabled, a charity in memory of the legless WW II Spitfire ace, Group Captain Douglas Bader CBE DSO DFC. RAF Cottesmore is the temporary host of the Royal International Air Tattoo whilst reconstruction work takes place on the runways at its regular venue at RAF Fairford. It was fitting, therefore, that a Harrier from one of the Cottesmore squadrons should have represented the RAF's support for Polly's epic journey.

If all goes to plan, Polly is due to touch down back at Birmingham International on 14 May 2001. Day-to-day updates of her progress and further details about Polly and the charity she is supporting can be found at [www.worldwings.org](http://www.worldwings.org). The RAF website will also feature Women in Aviation throughout 2001, please visit regularly for more information.

Polly and Squadron Leader Pinner in (very) close formation!



### Allocation of Squadron number plates

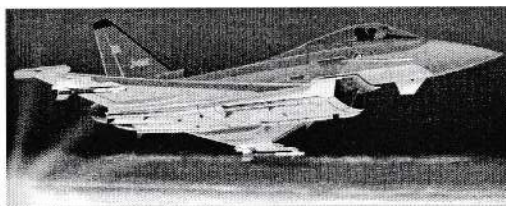
The Air Force Board Standing Committee (AFBSC) has approved the allocation of the following Squadron number plates:

Eurofighter OEU to be No 17 Squadron

Eurofighter OCU to be No 29 Squadron

The Eurofighter OEU is planned to form during 2002. Although there is wartime precedent for the allocation of a squadron numberplate to an OEU, this will be the first time that the honour has been bestowed since 1944.

To reflect the multi-faceted nature of the OEU, the AFBSC has decided to allocate to it the Number 17 Squadron



numberplate, as this is a squadron that has operated in many different roles throughout its distinguished history. Disbanded in 1995, the Number 17 Squadron numberplate was last borne by the Tornado GR1.

The Eurofighter OCU is planned to form in 2004. Allocation to the Number 29 Squadron numberplate to the OCU reflects that Squadron's long-standing affiliation as an air defence fighter squadron and the fact that 4 of the 7 Eurofighter squadrons will be focussed on air defence. Number 29 Squadron last operated the Tornado F3 and was disbanded in October 1998.

The principles that govern decisions on the allocation of numberplates to squadrons have been in place for many years. The fundamental principle is one of seniority, based on operational service (calculated on the length of time that the squadron has been operational, rather than the date on which it was originally formed). New squadrons are generally selected from those that are currently dormant, and service in a particular Command, theatre and role are taken into account.

## 99 Squadron back in the sky

Number 99 returns to the air The Royal Air Force is bringing back one of its historic squadrons after a quarter of a century to operate the latest addition to its transport fleet.

Number 99 Squadron will be reformed at RAF Brize Norton, in Oxfordshire, to fly four giant C-17 cargo aircraft being leased from Boeing for seven years and due for delivery between May and August 2001.

It is a significant move. No 99 was originally formed during the early days of military aviation in 1917, predating the RAF itself. Beginning as a bomber squadron in World War I with the Royal Flying Corps, it saw action continually in the 1920s and 30s, operated against both the Germans and the Japanese in World War 2, and continued afterwards as a transport squadron on routes around the world until being disbanded in 1976. With a staff of 158, the revived 99 will be led by Wing Commander Malcolm Brecht, a former pilot with the Royal Squadron as well as the Tristars of No 216 Squadron. He commented: "It is a great privilege to be given command of a squadron whose history and reputation stretches back to the earliest days of the RAF.



"The squadron will undertake a vital role of providing strategic airlift for the UK's mobile forces. All of us, aircrew and ground crew alike, are looking forward to the challenges that lie ahead in preparing No 99 Squadron for future operations." Some £4.4 million is being spent on a new building and support equipment at Brize Norton, including a squadron headquarters, storage area and tail dock. A mock C-17 fuselage will also be installed at the Joint Air Transport Establishment Unit for load planning and development tasks.

The C-17 is already in service with the US Air Force and was used to support airlift operations in the Balkans. Judged particularly flexible and capable for transporting large military equipment, it was identified in the Government's Strategic Defence Review as the best solution to meet Britain's Rapid



Reaction Force requirements.

The leasing project is being managed by a Defence Procurement Agency team at Abbey Wood. Training for the air and ground crews has already begun, with the senior pilots and air loadmasters attending three-months long conversion courses at Altus Air Force Base in Oklahoma. This will be followed by a further three months spent flying at Charleston Air Force Base. Other aircrews and engineering staff will be sent on courses throughout the year as the squadron builds up.



## The Royal Air Force - C-17.

Also identified in SDR was a short-term requirement for a strategic airlift capability for the RAF. To fill this requirement the British government today announced it has signed a contract for the lease of 4 Boeing C-17 Globemaster aircraft. The initial length of the lease is 7 years with an option for a possible extension to 9 years. The C-17 is already in service with the United States Air Force and has seen action in many areas of the world including Operation Allied Force. The aircraft has an outside load capability which the RAF currently lacks and can operate from rough, forward-line airstrips. Of this, Chief of the Air Staff Air Chief Marshal Sir Peter Squire said: "Had we [the RAF] had C-17s in service now, the recent deployment of the Spearhead Battalion to Sierra Leone could have flown into Lungi airport as opposed to Dakar in Senegal." The RAF aircraft will also be the first C-17s to fitted with an additional fuel tank, mounted in the centre wing area previously left dry. The tank, which can hold up to 10,000 gallons (56,000 pounds) of fuel will add about 15 percent to the average mission unrefueled range. U.S. Air Force C-17s also will have this new tank.



The leased aircraft are scheduled to enter RAF service in mid-2001 and will be based at RAF Brize Norton in Oxfordshire. The station is currently home to the RAF's main strategic transport aircraft, the Tristars of No 216 Squadron, as well as two squadrons of VC10 tanker/transports. The C-17s will be crewed and maintained by RAF personnel and flown in full RAF colours. Aircrew and groundcrew will be trained within the current USAF training programme. The contract to lease the aircraft is valued at some £500 million and will also benefit British industry as some 20 UK companies are involved in the manufacture and supply of various components.

**Powerplant:** Four Pratt and Whitney F117 turbofans each rated at 41,700lb st (185.49 kN)

**Span:** 165ft 0in (50.29m)

**Length:** 174ft 0in (53.04m)

**Max Speed:** 403 mph (648 km/h)

**Armament:** None.

**Accommodation:** Crew of two pilots and one loadmaster. Maximum of 154 troops. Normal load of 102 fully-equipped troops, up to 172,200lb (78,108 kg) on up to 18 standard freight pallets or 48 litters in the medevac role

**Recognition:** In common with many military cargo aircraft, the C-17 features a well-rounded fuselage with shoulder mounted wings and high 'T-tail'. The main wings are mounted well forward on the fuselage and have upturned ends known as 'winglets'. Mainwheels are housed in external 'blisters' to maximise space in the cargo hold and a long, swept rear fuselage has a split rear loading ramp.

Delivery of the four leased aircraft are scheduled to begin to RAF Brize Norton in mid-2001.

## The Royal Air Force - Joint Strike Fighter.

Joint Strike Fighter (JSF) will be a single-seat, supersonic aircraft incorporating stealth technology due to replace RAF Harrier GR7/GR9s and Royal Navy Sea Harrier F/A2s in the early part of the next decade. Capable of performing multi-role operations from aircraft carrier and land, two consortia, one led by Boeing (with the X-32) and the other by Lockheed Martin (the X-35), are in competition to win orders from not only UK forces, but also the US Air Force, Navy and Marine Corps where it will replace the F-16 Fighting Falcon, AV-8 Harrier and F/A-18 Hornet. Possible total production of the JSF is estimated to be some 5,000 aircraft including export models. Current plans call for some 150 aircraft for the RAF and RN.



Each competing design will be available in two versions: Conventional Take-Off and Landing (CTOL) and Short Take-Off Vertical Landing (STOVL). Unlike the Harrier and Sea Harrier with their vectoring engine nozzles, the Boeing and Lockheed Martin designs achieve STOVL by differing methods. The X-32 will have a direct lift system with a down-ward facing outlets under the fuselage, whilst the X-35 will have additional components added to the engine to give a 'lift-fan' system featuring a rotating engine nozzle at the rear of the aircraft.





Affordability is a key criteria of the programme, and so both airframes will feature maximum commonality of components and structures. Also incorporated into each design will be 'stealth' technology to reduced detection by radar, a first for RAF and Royal Navy aircraft. When compared to the Harrier and Sea Harrier, JSF will be a major improvement over both designs, able to carry twice the payload over twice the distance of the GR7 and be capable of supersonic flight.

#### **BOEING X-32**

Powerplant: Single Pratt and Whitney F-119 derivative reheated turbofan with 2-D thrust vectoring of up to 40,000lbs in reheat.

Span: 32ft 0in (9.75m) approx.

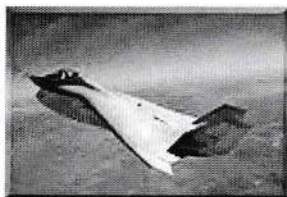
Length: 46ft 0in (14.00m) approx.

Max Speed: In excess of Mach 1

Armament: Internal gun, plus the ability to carry a wide range of weapons both internally and externally.

Accommodation: Single-seat version only.

Recognition: Very stubby, deep fuselage. Prominent chin intake and steeply-canted twin fins. Very broad mainplane and no tail horizontal surfaces



**Boeing X-32 in flight**



**Boeing X-32 in flight**

#### **LOCKHEED MARTIN X-35**

Powerplant: Single Pratt and Whitney F-119 derivative reheated turbofan of up to 40,000lbs in reheat fitted with Rolls Royce designed rotating nozzle for STOVL operations.

Span: 35 ft 0in (10.65m).

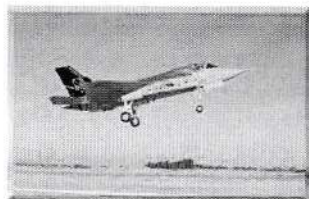
Length: 50 ft 6in (15.37m).

Max Speed: In excess of Mach 1

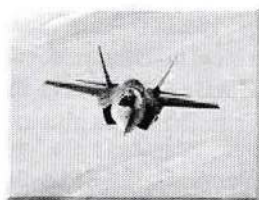
Armament: Internal gun, plus the ability to carry a wide range of weapons both internally and externally.

Accommodation: Single-seat version only.

Recognition: Slimmer profile than X-32, with large forward-angled intakes mounted on fuselage. Large vertical and horizontal rear surfaces extending aft of single jetpipe.



**Lockheed Martin X-35 in flight**



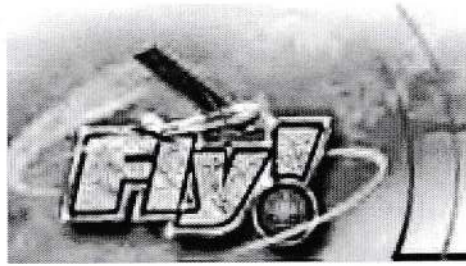
**Lockheed Martin X-35 in flight**

JSF is planned to replace Harrier GR7s and Sea Harrier F/A2s early in the next decade.

Information downloaded from [www.raf.mod.uk](http://www.raf.mod.uk)

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*Cliff Jayne*



## FLY THE WORLD ON YOUR PC.

Just when I was thinking that things couldn't get much better with P.C. based Flight Simulators, "they have".

FLY is in the shops. First released in the States in August 1999, it is now available here. The bench mark so far has been Microsoft Flight 2000 and my particular favourite, Flight Unlimited III which from now onwards I will refer to as (FU3).

In this article I will be making a direct comparison between FU3 and the relative newcomer, FLY.

Both require a fast processor, ideally 333 MH or more, plus masses of free hard disc space, i.e. 2.2GB for a full install on FU3.

FLY really needs a Pentium II 333MMX(200 minimum) or more and 1.6GB of free hard disc space, a 24x(4x minimum) CD-ROM and 64MB(32 minimum) of RAM. FU3 gives a realistic impression of flight. It also has excellent, almost photo real scenery which is based on well detailed, contour relief satellite photographs of an 11,000 square mile area around Seattle, USA. In addition you can add the highly detailed scenery disk of the San Francisco Bay area from FU2 if you have it. In practice though, this scenery has to be manually loaded which means you have to interrupt the flight. Ground detail is quite outstanding with virtually every road and street in S.F. Bay area on view and with the surrounding terrain being shown in some detail. Even tracks on the hills are shown.

The flight handling characteristics are claimed to be faithfully reproduced. It really is a pleasure to use, comprehensive but not too complex. I have enjoyed using FU3 immensely over the past ten months or so even if the highly detailed area available to fly in is limited to around 105 x 105 miles square and with a chunk of that being over the sea. Then along came "the new kid on the block" – **FLY**.

FLY has five highly detailed areas to choose from. New York, Chicago, Dallas, San Francisco and Los Angeles. Each detailed area covers around 14,000 square miles. However, outside of these areas and if you can put up with some fairly basic generic scenery, you have the whole

world to fly in. Included are more than 9,500 airfields each complete with runways, taxiways and approach lighting and airfield lighting systems. Runways, which are complete with markings e.g. 28R are a mottled dark brown. Grassed areas are a realistic shade of green and taxiways are beige. Included in the list is of course, Leeds/Bradford. Some hills are shown but there are almost no buildings and only a quite basic patchwork quilt type of scenery beyond the airfield boundary. This may have been great six or seven years ago but its flat beer now compared to the latest technology. With FU3 the generic scenery is at least realistic, even though it is repetitive. It consists of one area of scenery several miles square and which is very well detailed. Lots of these are then joined together as in a patchwork quilt. Unfortunately, at altitude you can see the pattern repeating ahead of you, especially where the coastline is included.



With FLY, five flyable aircraft are included as opposed to ten in FU3. These are namely the Piper Malibu Mirage, a Beechcraft King Air B200, a Cessna 172 Skyhawk, a Piper Navajo Chieftain and the Raytheon Hawker 800X Business Jet. All have good markings and registrations. Non-pilotable aircraft include, Boeing 737-500, 747-400 and 777-200, plus identical copies of the five light aircraft which you can fly. The big jets have basic colour schemes but no airline or other markings. The smaller aircraft have good colour schemes,

markings and registrations. They are all very well modelled, nicely rounded, shaded and quite realistic, even down to showing reflections of ground markings on the fuselage. I have finally settled on using just two of the detailed scenery areas out of the five available at any one time, San Francisco and Los Angeles. This means that the PC has less work to do and takes up only 0.7GB of memory space. The two areas are geographically adjacent and you can fly between the two in around 144 hours in the 125 Jet. Between the two highly detailed areas there is of course only the generic scenery but at 33,000 feet it doesn't matter too much and the clouds partially mask the ground anyway.

What then makes FLY so special? Well, I'll try to explain.

Without any exaggeration the interior views of all five aircraft are quite outstanding. All five flyable aircraft have authentic and fully equipped cockpits, right down the very last switch, button and dial. What's more, most of them appear to work, even where as far as your PC is concerned, they don't really do anything. Passenger cabin heating and no smoking sign switches are a good example. Press the appropriate button and it moves, clicks and lights up or indicates it's on (or off). All the instrument panels are there. The roof panel, main cockpit centre panel, centre console, floor panel, side panels, parking brake, even some Biros, a pencil and to one side a clipboard, holding some maps. You can even dim the cockpit, cabin and instrument lights. What's more, everything is as sharp and clear as a high quality colour photograph. None of the simplified computer graphics here. The finely detailed instruments





are just as in the real thing right down to the fixing screws holding them to the instrument panel. There are photographs of the real life cockpits in the manual, so you can make comparisons. In the cockpit of the HS 125, there are the Flight Management computers, two of them. The LCD displays of these can be switched on, showing you your chosen way points radio frequencies and lots of airfield data although the keypads don't work. You can file a

flight plan in flight planning before take off and it is automatically transferred into these computers for you to refer to later when in flight.

On all five aircraft there is a fully working Bendix King KLN-89 Global Positioning System, full working communication and navigation radios, transponder unit, automatic direction finder unit and auto-pilot unit, each separate unit being set in a vertical stack. Every one is just as the real thing and what's more, they all work. All adjustable instruments can be and usually need to be changed before or during flight. All control surfaces work, as does the retractable landing gear which is complete with doors (except the Cessna 172) and all can be seen to work from the outside view. Even the airbrakes are shown and work. You can choose how much fuel to take on board and which tanks to store it in. You can then transfer fuel from tank to tank, in flight. You can adjust the aircraft's trim using a conventional trim wheel. Likewise you can adjust the rudder trim in the same manner.

Any "real" pilots out there among you are sure to be very impressed. As one magazine said, "the only thing that's missing is the sick bag". There is a data base of the aircraft, giving dimensions, weights and performance figures. You can even raise or lower the pilot's seat to improve your view of the outside. You can look around the cockpit in any direction and also look out of the various windows, by using the mouse or keyboard. You can look left, right, up or down. The outside view is similar to FU3 but with a slightly softer foreground. However, the scenery image is far more stable, almost 100% seamless, more colourful and arguably, even more realistic. Perspective is excellent.

Various types of cloud cover can be set at three levels, 5000, 10000, and 20000 feet. Clear, few, scattered, broken, overcast etc. From the ground and in the air the clouds are better than FU3, there being more of them. They become increasingly transparent at the edges as you fly through them (like steam). There is also the option of a cloud backdrop. This consists of a 360 degree wrap around photograph of high level cloud and horizon. It never actually changes except in as much that as the aircraft changes direction, you see a different section of it out of the cockpit window. This is an excellent feature adding even more realism. The additional cloud levels if set, don't seem to slow down the frame rate as much as in FU3. Visibility or haze can be set at between one mile (fog) and twenty miles and is a big improvement on FU3. Set at ten miles it gives a realistic gold fish bowl effect at say 10,000 feet. The detailed terrain below

is still visible through the haze and gaps in the cloud. In fog, the runway, airfield lighting and buildings slowly emerge from the gloom in convincing fashion.

The sun is quite realistic, another improvement over FU3 and the moon phase changes day by day. The simulator program takes the time and date from your PC and calculates the exact position of the sun, the moon (and its phase) and stars wherever in the world your aircraft is at that moment, quite clever. In practice they are slowly changing position all the time the simulator is running. All of the main stars are shown.



There is a full screen highly detailed coloured and moving map which covers the entire USA to look at. You access this by pressing M on the keyboard. It shows all available airports, VOR and NDB beacons in the immediate area as well as ground detail. It's just like looking at a real aviators map and is great for finding out what or where you are flying over. Your own aircraft is superimposed on the map in the form of a small white aircraft symbol, along with any others in the same area. If you follow an airliners progress on the map then that now has a red dot superimposed on it, meaning that you

can pick it out from the others. Press shift plus M and you get a full screen coloured radar type display with a black background. All airfields in the area plus VOR, NDB beacons and aircraft call signs are shown. Click on an airfield and a "post it" sized card pops up with all relevant information on it. Radio frequencies, runway headings, lengths, widths, ILS frequencies etc etc. Use the magnifying symbol on an airfield and it shows the runways and taxiways in detail in plan view along with the symbol of your aircraft, showing which direction it is pointing, useful when you are on the ground and are "lost".

When in the air you can use the mouse cursor as a target. Click on a building on the ground and it will tell you its height and your clearance above it. It will also tell you what the building is, if it is a well known landmark. Click on a distant airfield and it will tell you which one it is. Click on a star and it will name it. In the radar map, click on your plane then on an airport or beacon and it will tell you how far away you are and the heading you should fly to put you overhead. Click on the sun, stars or moon and it will tell you the distance in KM.

The light and shadows of the aircraft and buildings change as the day progresses. The sky becomes increasingly lighter after dawn and darker as evening approaches. On take off and as your aircraft accelerates down the runway, wind and tyre noise increase and there are minor rattles and bumps. As you lift off, the noise subsides. Landing gear and flap motors whine and cause wind noise. These sounds change with aircraft type. What I do miss though, are the raindrops and sleet streaking up the windshield as they do so brilliantly on FU3. You do



have both rain and snow on FLY but its not as realistic as on FU3. However on FLY you can have ice forming on the aircraft which affects performance and braking. Wind speed and direction are adjustable and you can choose to have it variable in direction with gusts, another nice touch. Rain and snow affect runway take off performance and landing distance, as does temperature and altitude. As with FU3, all sound effects are actual recordings of the real thing and are in stereo. Air traffic control messages are more comprehensive but FU3 uses more voices including female. However, in FLY the voices are made to sound like those heard over headphones and in this respect are lifelike, especially if you connect headphones to your PC while flying.



All aircraft have landing lights. This adds yet another touch of realism. The first view of a distant approaching aircraft is a tiny white dot in the sky. This grows, until you can see the outline of the aircraft behind the lights along with its coloured navigation lights or strobe lights. Airliners and light aircraft in flight or taking off actually go somewhere and then land. You can follow their progress from start to finish, say from San Francisco to Los Angeles. Their landings are quite interesting to watch. The aircraft's angle of attack periodically changes on final

approach as speed decays. The nose gently rises or falls as airspeed is adjusted and there is "flare out" just before touch down. After landing, the aircraft taxis off the runway to the ramp. However it usually only stays there a couple of minutes before taxiing out to take off again. On a down side, it's a bit of an anti climax to arrive at Los Angeles to find the place almost devoid of aircraft. With FU3 there can be ten aircraft or more on the ground at any one time with five or six of them taxiing about.

That's the easy bit covered, for this simulation is no toy. The A5 size manual, included with the three CD's, runs to 288 pages. All but 52 of these pages are dedicated to explaining the systems on the five aircraft and how to use them. The manual states, "The handling and aerodynamic responses on all the aeroplanes available, have been mathematically modelled with a level of accuracy that approaches (and, in many cases, surpasses) that of full scale airline and military flight simulation systems".

This simulation is definitely not for the faint hearted. It is of necessity quite complex and as such can be both frustrating and difficult to use. Most simulations allow you a considerable amount of leeway where flying is concerned. With this one you are encouraged to go through the correct procedure for such things as engine starts and this takes some time and a thorough understanding of where all the controls are. If you tamper with the aircraft's trim, dive too steeply or allow the airspeed to fall too far, you are in big trouble. The aircraft reacts as a



real one would do. With the larger aircraft for instance a stall or especially a spin are virtually impossible to recover from. FU3 is very forgiving where handling is concerned and at times makes flying almost too easy. With FLY it really is quite hard at times. Every cockpit is different. It is tempting to start off by trying to fly the HS125 Jet. It's wiser though to find your wings on the Cessna 172. This is much easier to control and more forgiving of your mistakes. Mastering something quite difficult though is in itself rewarding.



This program is as close to the real thing as you are likely to get at the present time. I can guarantee that anyone with an interest in aviation and flying will find it compelling. As in real life, when you first take a look at the instrumentation, a battery of push buttons, switches, screens and dials, confronts you. When a warning horn blares out during a flight, you are frantically looking around to find out what's going wrong. There is an annunciator panel to look at. Here a warning light will usually give you a clue. But if say a

cabin pressure warning light comes on, you are left wondering just which of the many instrument panels the appropriate controls are on. You can and should set the cabin pressure during flight. The controls are there and they do work. Use the cursor to make the rotary control spin up or down to the appropriate setting. You can of course just ignore any warnings, (at your peril).

If you just want to "play" with the flight program, there is an easy way out. Choose say Burbank Airport, California for instance. This has nice long runways, excellent surrounding scenery including mountains but is not too busy. Then press Z on the keyboard. This will put your chosen aircraft into an automatic mode. The aircraft will taxi out from the ramp to the holding point of runway in use and also take care of all radio communication with the control tower for you in the process. It will, when cleared to do so, enter the runway, line up, set the flaps and power and execute an auto take off.

Once safely in the air press Z to disengage the auto take off, press G to raise the landing gear, press A to engage autopilot and then try steering the aircraft using the arrow keys on the keyboard. When you have had enough, press Z once more and the aircraft will perform an auto land at the nearest suitable airfield finally entering the ramp for parking. The computer does all the hard work for you. You just have to keep the aircraft straight and level or make gentle turns in between the auto take off and the auto land, as you pass through the clouds and admire the scenery below. This enables you get a feel of the basics of flight. Once you are familiar with all the controls, and instruments, you can carry out a Cat. I coupled approach of

your own at say San Francisco International. Here the auto pilot is linked to the ILS signal just as "Wardair" used to do with the 747 at Leeds Bradford. This will bring you down to 200 ft, in line with the runway. Then disconnect the auto pilot and land the aircraft manually. There is far more to this program than I can possibly describe here, it is just so comprehensive. It has to be seen to be believed especially the instrumentation and aircraft interiors which are of high definition photographic quality.

It's difficult to imagine how much further these "flight simulations" can go. Even the interior trim, carpets and leather seats have stitches and texture. Some would argue that realistic scenery is not important. I feel that it greatly enhances the experience. Only experienced pilots would fully appreciate some of the finer points of the flight dynamics which other much more expensive simulations boast of and which have only very basic scenery.

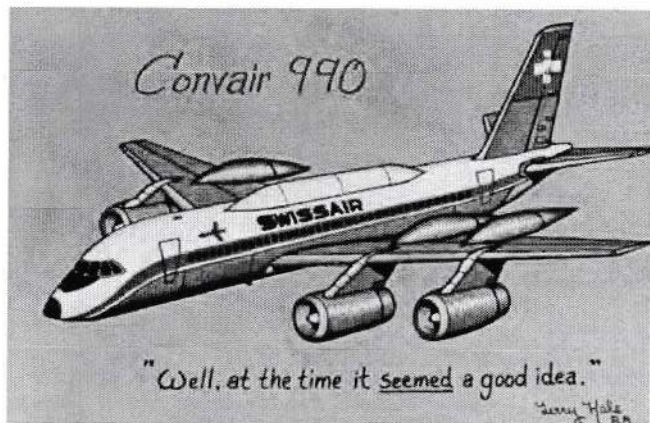
What then would you imagine would be the cost of this elaborate and quite stunning flight simulator program? £40-00 to £100-00? or possibly more.

Like you may be very surprised to find it available at "Game" in Leeds for a mere £14-99 (October 2000).

FLY 2 is now available in the States and to current owners of FLY, can be obtained as a free upgrade, on a fourth CD. I hope this free upgrade eventually appears on the Internet.

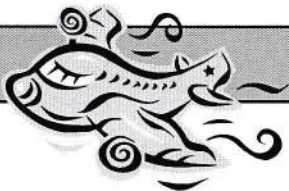
*John Booth*





Downloaded from [www.airlinse.net](http://www.airlinse.net)





## Luxury in the RAF

I joined the RAF in February 1959 and left in February 1970 so I saw a number of changes in those eleven years, from the cessation of National Service to the introduction of the RAF's first supersonic aircraft.

So what are the things that I remember that made my life better in the service? Better pay? Improved food? No! What to me first improved my service life was getting rid of collar studs and starched collars when attached collar shirts were introduced. Then came the introduction of shoes for day-to-day wear - no more boots and spit and polish, except for parades. Finally came the bedspread and ten more minutes in bed - no more bed packs, just make one's bed in the mornings.

Small things but such luxury in the day-to-day life of the Royal Air Force.

*Cliff Jayne*

## V Bombers

After all these years of thinking that the "V" Bombers, Victor, Valiant and Vulcan, were named because they all began with the letter "V", it transpires it was because they all had a "V" plan wing form. Watch out - this could be a quiz question!!

*Dave Bates*

## We're Sorry to Hear

I was sorry to hear that, after the last meeting, Terry Sykes was admitted to hospital in a quite serious condition. I understand he has made good progress and has now been discharged. On behalf of all members I wish him a full and speedy recovery.

*Mike Willingale*

For those who don't know, Terry Sykes was taken into hospital in January. The good news is he is now out and doing fine. We all send our best wishes for a speedy recovery to him. Like Mike Willingale, he is also "Mr Air Yorkshire"! The bad news is the Movements this month are not available.

*David Bates*

**Concorde Flight Deck**  
Photograph Sheila Jayne





**Air Algerie**  
**Boeing 737-2T4**  
**Heathrow**

Photograph Cliff Jayne 9th June 2000



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**China Airlines Boeing 747**  
**B-18272**  
**Bangkok**  
Photograph Ian Gratton

**PHOTO COMPETITION ENTRY FORM: MARCH 2001**

Name \_\_\_\_\_ Tel No: \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Aircraft Type \_\_\_\_\_

Place Taken \_\_\_\_\_ Date Taken \_\_\_\_\_

Entries may be submitted on 35mm slide, 35mm neg, APS neg, or prints.

Each entry must be accompanied by a valid entry form completed by the photographer.

If you require your entry returned, please enclose a stamped addressed envelope.

Each month the entries will be judged by the editor for publication on the cover.

The annual competition will be judged by a selected panel.

In all circumstances the judges' decision will be final.

Send entries to: Cliff Jayne to be received by 20th February 2001