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**FORTHCOMING MEETINGS** -which are held at the **YORKSHIRE AERO CLUB**, on the south side of **LEEDS/BRADFORD AIRPORT**, by courtesy of Ms Jill Tushingham (MD) at 14.30 hrs.

**SUNDAY, 2ND APRIL** Barrie Cliff-memories of an Amazon Floatplane and Bush pilot.  
**FRIDAY, 7TH APRIL** **21<sup>st</sup> ANNIVERSARY DINNER** (see Jan/Feb for details)  
**SUNDAY, 7TH MAY** "AS IT WAS" - Andrew Hill shows slides of the early L.B.A.  
**SUNDAY, 4TH JUNE** to be announced

**CHAIRMAN'S CHAT** - *First of all, some members have been enquiring about the Leeds/Bradford airline reports, diversions, regular flights etc. This section of the magazine is produced at the airport by Terminal Manager Andy Barker. Due to the vast amount of work involved in the terminal extension and alterations currently being undertaken Andy has not been able to keep up to date with this section. However, we look forward to a quick return of this popular feature.*

*The March meeting was one of the best for some time with over eighty members giving their full attention to Flt.Lt.Peter McNamara of R.A.F.Finningley. Peter arrived with a selection of slides and kit including inflatable knickers, flying suit, wet suit, bone dome, rubber dinghy and emergency kit (which included wire snares for North Sea rabbits). Many thanks to Peter for his talk and good luck to him in his future posting.*

*By the time you read this the Anniversary Dinner (Friday, 7th April) will only be a few days away. We still have quite a few members who have their names down but have not yet paid. Please pay or cancel your provisional booking.*

*Next month we should be able to publish the first details of the 1995 summer charter programme, including aircraft which are to be based at the L.B.A. Let us hope that this summer is only a foretaste of what is to come.*

*We are always on the lookout for interesting speakers on aviation related subjects. So if you know anyone e.g. if your granny was on a barrage balloon unit in the last war, I am sure the members would like to hear about it. Please let us have any contact names and addresses, and we will do the rest.*

Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Ken Cothliff. D J D Carter.

FREE GIFTS! 2 FREE AIRCRAFT  
POST CARDS WITH THIS ISSUE

# Leeds/Bradford Movements

## February 1995

01	G-NBAC Bandeirante	0815	EI-CFD SAAB 340	0849
	G-MAJA Jetstream 41	0925	G-DASI Short 360	0929
	G-BVJC Fokker 100	0937	G-JEAA Friendship	0939
	PH-KXF Fokker 50	0949	G-SUZN Warrior II	1027
	G-BVMX Short 360	1035	OO-DTO Brasilia	1049
	G-BVJC Fokker 100	1233	G-JEAA Friendship	1247
	G-NAAS Twin Squirrel	1420	OO-DTI Brasilia	1451
	PH-KXG Fokker 50	1456	G-BVJC Fokker 100	1525
	PH-LXP Fokker 50	1530	G-MAJA Jetstream 41	1656
	G-JEAA Friendship	1706	G-DASI Short 360	1723
	G-BYAU Boeing 757	1758	G-NBAC Bandeirante	1804
	G-BVJC Fokker 100	1820	G-BEHH Lance	1837
	EI-CFA SAAB 340	1911	G-MAJA Jetstream 41	1950
	OO-DTO Brasilia	2002	G-JEAA Friendship	2012
	G-BVMY Short 360	2020	G-DASI Short 360	2023
	PH-KXG Fokker 50	2051	G-BVJC Fokker 100	2120
	PH-LXP Fokker 50	2124	G-BEJO HS 748	2130
02	G-TRIN TB20 Trinidad	0816	G-DBAC Bandeirante	0819
	G-JLRW Duchess	0847	EI-CFA SAAB 340	0900
	G-HNRY Citation VI	0912	G-MAJA Jetstream 41	0920
	G-BVJC Fokker 100	0927	G-DASI Short 360	0936
	G-JEAA Friendship	0942	G-BHNA Cessna 152	0947
	PH-KXF Fokker 50	0948	G-KKDL TB20 Trinidad	0957
	G-WIZO Seneca	1034	G-GYMM Arrow	1040
	G-BVMY Short 360	1045	OO-DTI Brasilia	1050
	G-SACT Cadet	1141	G-BVJC Fokker 100	1222
	G-JEAA Friendship	1250	PH-KXG Fokker 50	1253
	G-BPMB Maule M-5 235C	1319	G-BUTZ Cherokee 180C	1333
	G-BYAU Boeing 757	1359	G-BHJB Cessna 152	1414
	PH-LXP Fokker 50	1450	OO-DTL Brasilia	1452
	G-BVJC Fokker 100	1523	G-BVMY Short 360	1601
	G-MAJA Jetstream 41	1643	PH-KXG Fokker 50	1702
	G-JEAA Friendship	1714	G-SACT Cadet	1732
	G-BDGN AA5B Tiger	1754	G-BVJC Fokker 100	1820
	G-DBAC Bandeirante	1826	EI-CFD SAAB 340	1913
	G-MAJA Jetstream 41	1954	OO-MTD Brasilia	2007
	G-JEAA Friendship	2021	G-BVMX Short 360	2026
	G-DASI Short 360	2031	PH-KXG Fokker 50	2122
	G-BYAU Boeing 757	2126	G-BVJB Fokker 100	2134
	G-DAAL HS 748	2136	PH-LXP Fokker 50	2236
03	G-DBAC Bandeirante	0808	EI-CFB SAAB 340	0847
	G-MAJA Jetstream 41	0912	G-BVJB Fokker 100	0918
	G-DASI Short 360	0924	G-JEAA Friendship	0936
	PH-KXF Fokker 50	0951	G-BWMW Short 360	1013
	OO-DTK Brasilia	1032	VR-CRI King Air 350	1116
	G-OCAA HS 125 700B	1121	G-TVMM Cessna 310Q	1145

G-JEAA Friendship	1249	PH-LXP Fokker 50	1440
OO-DTN Brasilia	1444	G-BVJB Fokker 100	1521
G-BWMW Short 360	1603	G-MAJA Jetstream 41	1648
PH-KXG Fokker 50	1705	G-JEAA Friendship	1713
G-DBAC Bandeirante	1813	G-BVJC Fokker 100	1815
EI-CFB SAAB 340	1943	G-MAJA Jetstream 41	1946
OO-DTL Brasilia	1955	G-BVMY Short 360	2013
G-JEAA Friendship	2015	G-DASI Short 360	2026
PH-KXG Fokker 50	2120	G-BVJC Fokker 100	2125
G-DAAL HS 748	2128	PH-LXP Fokker 50	2224
04 EI-CFD SAAB 340	0856	G-BVJC Fokker 100	0915
OO-DTN Brasilia	1027	PH-KXG Fokker 50	1037
G-BVMY Short 360	1054	G-JEAA Friendship	1106
G-BVJC Fokker 100	1231	G-MAJA Jetstream 41	1248
G-AZFI Arrow	1315	G-BTNU Bae 146	1338
PH-LXP Fokker 50	1436	G-JEAA Friendship	1702
G-BVJC Fokker 100	1814	G-ATPD HS 125 1B/522	1854 2046
G-BVJC Fokker 100	2125		
05 G-BVJC Fokker 100	0914	N3715B B58 Baron	0942 1027
EI-CFA SAAB 340	1034	G-BVJC Fokker 100	1242
G-BDGN AA5B Tiger	1245	G-BARC Cessna FR172J	1337
G-BOPG Cessna 182Q	1342	G-WATS Seneca	1346
G-JEAA Friendship	1354	G-EMAZ Archer II	1416
OO-MTD Brasilia	1438	PH-LXP Fokker 50	1446
G-BVMY Short 360	1615	G-JEAA Friendship	1714
G-OBML Boeing 737 300	1835	EI-CFC SAAB 340	1910
PH-LXP Fokker 50	1945	G-MAJA Jetstream 41	1948
OO-DTK Brasilia	1958	G-BVMX Short 360	2010
G-JEAA Friendship	2026	G-BVJC Fokker 100	2134
PH-KXG Fokker 50	2232	G-BYAO Boeing 757	2250
06 OY-SVL Citation	0843	EI-CFA SAAB 340	0854
G-DBAC Bandeirante	0911	G-BVJC Fokker 100	0925
G-DASI Short 360	0935	G-MAJA Jetstream 41	0939
G-JEAA Friendship	0945	PH-KXF Fokker 50	1001
OO-MTD Brasilia	1033	G-BVMX Short 360	1040
G-SFTZ T67 Firefly	1115	G-TART PA-28 Dakota	1143
F-GMGB King Air 200	1146	PH-LXP Fokker 50	1157
G-BVJC Fokker 100	1219	G-JEAA Friendship	1247
XX507 HS 125 CC.2	1250	G-BYAG Boeing 757	1411
OO-DTN Brasilia	1437	PH-KXG Fokker 50	1441
G-BSBW JetRanger	1456	G-BVJC Fokker 100	1519
G-BVMX Short 360	1609	PH-LXP Fokker 50	1647
G-MAJA Jetstream 41	1700	G-BSBW JetRanger	1703
G-JEAA Friendship	1714	G-DBAC Bandeirante	1807
G-BVJC Fokker 50	1812	EI-CFB SAAB 340	1902
G-MAJA Jetstream 41	1947	OO-MTD Brasilia	1958
G-BVMX Short 360	2012	G-JEAA Friendship	2019
G-DASI Short 360	2023	G-BVJC Fokker 100	2118
PH-LXP Fokker 50	2121	G-BEJD HS 748	2129
PH-KXG Fokker 50	2230		

07	G-BYAG Boeing 757	0043	G-DBAC Bandeirante	0811
	EI-CFC SAAB 340	0856	G-BBGB Aztec	0858
	N6840T Cessna 441	0924	G-DASI Short 360	0927
	G-BVJC Fokker 100	0929	G-MAJA Jetstream 41	0936
	G-JEAA Friendship	0940	PH-KXF Fokker 50	1003
	G-ODNP Cessna 310R	1022	G-BVMX Short 360	1024
	OO-DTN Brasilia	1039	PH-LXP Fokker 50	1155
	G-DNCS Turbo Arrow	1208	G-BVJC Fokker 100	1221
	G-JEAA Friendship	1252	G-BYAG Boeing 757	1329
	OO-DTL Brasilia	1445	PH-KXG Fokker 50	1503
	G-BVJC Fokker 100	1511	G-MAJA Jetstream 41	1650
	PH-LXP Fokker 50	1701	G-JEAA Friendship	1717
	G-BVJC Fokker 100	1809	G-DBAC Bandeirante	1816
	G-TSAR B58 Baron	1838	EI-CFD SAAB 340	1911
	G-MAJA Jetstream 41	1953	OO-DTN Brasilia	1959
	G-BWMW Short 360	2008	G-JEAA Friendship	2013
	G-DASI Short 360	2022	PH-LXP Fokker 50	2116
	G-BVJD Fokker 100	2123	PH-KXG Fokker 50	2126
	G-BEJD HS 748	2131	G-BYAG Boeing 757	2223

08	G-DBAC Bandeirante	0810	EI-CFB SAAB 340	0902
	G-MAJA Jetstream 41	0930	G-DASI Short 360	0945
	G-BVJD Fokker 100	1000	PH-KXF Fokker 50	1008
	G-JEAA Friendship	1010	G-BWMW Short 360	1024
	OO-DTL Brasilia	1031	G-BVJD Fokker 100	1249
	G-JEAA Friendship	1300	G-ODNP Cessna 310R	1401
	OO-DTO Brasilia	1436	PH-LXP Fokker 50	1442
	G-BVJD Fokker 100	1522	EI-WDC HS 125 600B	1527 1714
	G-MAJA Jetstream 41	1653	PH-KXG Fokker 50	1656
	G-JEAA Friendship	1711	G-DBAC Bandeirante	1819
	G-BVJD Fokker 100	1825	EI-CFC SAAB 340	1909
	G-MAJA Jetstream 41	1945	G-BVMY Short 360	2006
	G-JEAA Friendship	2011	OO-DTL Brasilia	2014
	G-DASI Short 360	2020	PH-KXG Fokker 50	2117
	G-BVJA Fokker 100	2135	G-DAAL HS 748	2140
	G-BYAG Boeing 757	2153	PH-LXP Fokker 50	2157

09	G-BFVI HS 125 700B	0026	G-DBAC Bandeirante	0814
	G-JLRW Duchess	0835	OO-SXE Xingu	0854
	EI-CFA SAAB 340	0857	G-DASI Short 360	0926
	G-BVJA Fokker 100	0937	G-JEAA Friendship	0940
	PH-KXF Fokker 50	0955	G-ECOS Twin Squirrel	1019
	OO-DTO Brasilia	1035	G-BVMY Short 360	1045
	G-BRFA Navajo	1059	G-MAJA Jetstream 41	1114
	PH-KXG Fokker 50	1132	G-LINE Twin Squirrel	1207
	G-KKDL TB20 Trinidad	1229	G-BVJA Fokker 100	1237
	G-JEAA Friendship	1253	G-BYAG Boeing 757	1353
	OO-MTD Brasilia	1442	PH-LXP Fokker 50	1449
	G-ECOS Twin Squirrel	1502	G-BVJA Fokker 100	1519
	G-BIOR MS880B Rallye	1522	G-JENN AA5B Tiger	1537
	G-BVMY Short 360	1608	G-MAJA Jetstream 41	1652
	PH-KXG Fokker 50	1658	G-JEAA Friendship	1714
	G-DBAC Bandeirante	1814	G-BVJA Fokker 100	1816
	EI-CFC SAAB 340	1908	G-MAJA Jetstream 41	1943
	OO-DTK Brasilia	1959	G-BWMW Short 360	2008

G-DASI Short 360	2018	G-JEAA Friendship	2022
G-BYAG Boeing 757	2059	PH-KXG Fokker 50	2121
G-BVJA Fokker 100	2128	G-BEJD HS 748	2132
PH-LXP Fokker 50	2135		
10 G-DBAC Bandeirante	0820	EI-CFB SAAB 340	0902
G-MAJA Jetstream 41	1020	G-DASI Short 360	1026
PH-KXF Fokker 50	1030	G-BVJA Fokker 100	1039
OO-MTD Brasilia	1049	G-JEAA Friendship	1314
G-BVJA Fokker 100	1338	OO-DTN Brasilia	1435
PH-LXP Fokker 50	1439		
11 EI-CFC SAAB 340	0859	G-OBMX Boeing 737 500	0922
OO-DTG Brasilia	1033	G-JEAA Friendship	1122
G-DASI Short 360	1132	PH-LXP Fokker 50	1202
G-BVJA Fokker 100	1227	G-MAJA Jetstream 41	1342
G-BTNU BAe 146	1417	PH-KXG Fokker 50	1527
G-JEAA Friendship	1708	G-BVJA Fokker 100	1808
G-BVJA Fokker 100	2118		
12 G-BVJA Fokker 100	0917	EI-CFB SAAB 340	0927
G-BSCR Cessna 172M	1215	G-BVMX Short 360	1215
G-BVJA Fokker 100	1223	G-JEAA Friendship	1356
PH-LXP Fokker 50	1440	OO-DTN Brasilia	1542
G-BVMX Short 360	1610	G-JEAA Friendship	1710
G-HAMA King Air 200	1718	G-BVJA Fokker 100	1818
EI-CFC SAAB 340	1916	PH-LXP Fokker 50	1934
G-MAJA Jetstream 41	1947	OO-DTN Brasilia	1952
G-BWMW Short 360	1959	G-JEAA Friendship	2020
PH-KXG Fokker 50	2041	G-BVJA Fokker 100	2112
G-BYAU Boeing 757	2137		
13 G-DBAC Bandeirante	0819	EI-CFB SAAB 340	0851
G-MAJA Jetstream 41	0920	G-DASI Short 360	0933
G-JEAA Friendship	0938	G-BVJA Fokker 100	0944
PH-KXF Fokker 50	1000	OO-DTG Brasilia	1025
G-BWMW Short 360	1037	G-OACG Seneca	1102
PH-KXG Fokker 50	1145	G-BVJA Fokker 100	1238
G-JEAA Friendship	1253	G-BYAU Boeing 757	1300
G-AMRA DC3 Dakota	1402	PH-LXP Fokker 50	1427
OO-DTL Brasilia	1432	G-BFFZ Cessna FR172K	1456
G-BVJA Fokker 100	1514	SE-DRZ Citation	1556 1800
G-BWMW Short 360	1559	PH-KXG Fokker 50	1650
G-MAJA Jetstream 41	1705	G-JEAA Friendship	1708
G-BVJA Fokker 100	1819	G-DBAC Bandeirante	1822
EI-CFA SAAB 340	1938	G-MAJA Jetstream 41	1945
OO-DTG Brasilia	1955	G-BVMY Short 360	2005
G-JEAA Friendship	2013	G-DASI Short 360	2021
PH-LXP Fokker 50	2037	G-SWFT King Air 200	2114
PH-KXG Fokker 50	2115	G-BVJA Fokker 100	2118
G-DAAL HS 748	2131	G-BYAG Boeing 757	2353
14 G-DBAC Bandeirante	0814	EI-CFD SAAB 340	0846
G-KKDL TB20 Trinidad	0911	G-MAJA Jetstream 41	0917
G-DASI Short 360	0928	G-BVJA Fokker 100	0933

PH-KXF Fokker 50	0942	G-JEAA Friendship	0946
G-ASAU MS880B Rallye	0954	OY-BEB King Air C90	1022 2018
G-BVMX Short 360	1029	OO-DTL Brasilia	1047
PH-LXP Fokker 50	1124	G-BVJA Fokker 50	1225
G-JEAA Friendship	1251	G-BYAG Boeing 757	1353
PH-KXG Fokker 50	1441	OO-DTN Brasilia	1449
XZ313 Gazelle AH.1	1459	N1224S Cessna 425	1510
G-BVJA Fokker 100	1528	G-KKDL TB20 Trinidad	1605
PH-LXP Fokker 50	1702	G-MAJA Jetstream 41	1711
G-JEAA Friendship	1717	G-BVJA Fokker 100	1816
G-DBAC Bandeirante	1830	EI-CFA SAAB 340	1906
G-MAJA Jetstream 41	1958	OO-DTL Brasilia	2006
G-BWMW Short 360	2014	G-JEAA Friendship	2021
G-DASI Short 360	2026	PH-KXG Fokker 50	2107
G-BVJA Fokker 100	2118	PH-LXP Fokker 50	2136
G-DAAL HS 748	2138	G-EWEL Sikorsky S-76A	2201
G-BYAG Boeing 757	2312		
15 G-DBAC Bandeirante	0819	EI-CFD SAAB 340	0856
G-MAJA Jetstream 41	0921	G-BVJA Fokker 100	0928
G-DASI Short 360	0929	G-JEAA Friendship	0941
PH-KXF Fokker 50	1000	G-BTGZ Archer II	1038
OO-DTN Brasilia	1042	G-BVJA Fokker 100	1231
G-JEAA Friendship	1301	G-BVMX Short 360	1331
G-MAJA Jetstream 41	1339	G-KNAP Warrior II	1350
PH-LXR Fokker 50	1445	OO-DTH Brasilia	1454
G-BVJA Fokker 100	1523	PH-LXP Fokker 50	1655
G-MAJA Jetstream 41	1656	G-JEAA Friendship	1716
G-BYAG Boeing 757	1804	G-OAVX King Air 200	1815
G-BVJA Fokker 100	1820	EI-CFC SAAB 340	1913
G-MAJA Jetstream 41	2004	G-JEAA Friendship	2016
G-DASI Short 360	2028	G-BWMW Short 360	2056
PH-LXR Fokker 50	2118	PH-LXP Fokker 50	2124
G-BVJA Fokker 100	2128	G-DAAL HS 748	2130
OO-DTJ Brasilia	2132		
16 G-FOOD King Air 200	0651	G-DBAC Bandeirante	0822
G-BSDH Robin DR400/180	0851	EI-CFB SAAB 340	0856
G-BVJA Fokker 100	0925	G-DASI Short 360	0934
G-MAJA Jetstream 41	0937	G-JEAA Friendship	0948
PH-KXF Fokker 50	0952	G-BWMW Short 360	1035
G-EYES Cessna 402	1049	PH-LXR Fokker 50	1139
G-BVJA Fokker 100	1228	OO-DTL Brasilia	1243
G-JEAA Friendship	1255	N953A Seneca	1317
G-BYAG Boeing 757	1401	OO-DTG Brasilia	1446
PH-LXP Fokker 50	1458	G-BVJA Fokker 100	1515
G-BWMW Short 360	1609	PH-LXR Fokker 50	1659
G-MAJA Jetstream 41	1702	G-JEAA Friendship	1715
G-FOOD King Air 200	1746	G-DBAC Bandeirante	1817
G-BVJC Fokker 100	1831	EI-CFC SAAB 340	1904
G-MAJA Jetstream 41	1947	G-DASI Short 360	2045
PH-LXP Fokker 50	2106	G-JEAA Friendship	2118
PH-LXR Fokker 50	2123	G-BYAG Boeing 757	2126
G-DAAL HS 748	2131	G-BVMX Short 360	2145
OO-DTH Brasilia	2150	G-BVJC Fokker 100	2234

17 G-DBAC Bandeirante	0817	EI-CFC SAAB 340	0851
G-BVJC Fokker 100	0917	G-MAJA Jetstream 41	0920
G-DASI Short 360	0925	G-JEAA Friendship	0947
N27495 Navajo	0948	G-BVMY Short 360	1022
PH-KXF Fokker 50	1028	PH-LXP Fokker 50	1128
G-BVJC Fokker 100	1223	G-JEAA Friendship	1251
G-MAJA Jetstream 41	1332	G-SHIV GA7 Cougar	1424
PH-LXR Fokker 50	1435	ZE700 BAe 146 CC.2	1439
OO-DTK Brasilia	1453	G-BRNC Cessna 152	1459
G-BSBW JetRanger	1505	G-BVJC Fokker 100	1516
G-BVMY Short 360	1609	G-BSDO Cessna 152	1642
G-MAJA Jetstream 41	1647	PH-LXP Fokker 50	1658
G-JEAA Friendship	1713	G-BTFX JetRanger	1803
G-BVJC Fokker 100	1819	G-DBAC Bandeirante	1821
G-EYES Cessna 402C	1827	EI-CFB SAAB 340	1906
G-MAJA Jetstream 41	1930	G-BMW Short 360	2014
G-JEAA Friendship	2019	G-DASI Short 360	2023
OO-DTG Brasilia	2058	G-BTFX JetRanger	2104
PH-LXR Fokker 50	2107	PH-LXP Fokker 50	2119
G-DAAL HS 748	2126	G-BVJC Fokker 100	2132
18 EI-CFB SAAB 340	0858	G-BVJC Fokker 100	0919
PH-LXR Fokker 50	1033	OO-DTK Brasilia	1059
G-JEAA Friendship	1107	G-BMW Short 360	1118
G-LORD Seneca	1155	G-BPZX Cessna 152	1157
G-BVJC Fokker 100	1237	G-MAJA Jetstream	1251
PH-LXP Fokker 50	1326	G-BTNU BAe 146	1330
PH-KXG Fokker 50	1344	G-JEAA Friendship	1705
G-BVJC Fokker 100	1812	G-BVJC Fokker 100	2119
19 EI-CFB SAAB 340	0857	G-BVJC Fokker 100	0918
G-BVJC Fokker 100	1222	G-JANT Archer II	1238
G-JEAA Friendship	1351	VR-CPR Cessna 421C	1420
OO-DTL Brasilia	1447	PH-KXG Fokker 50	1459
G-BMW Short 360	1615	G-JEAA Friendship	1708
G-BVJC Fokker 100	1817	EI-CFC SAAB 340	1913
PH-KXG Fokker 50	1946	G-MAJA Jetstream 41	1955
OO-DTJ Brasilia	2006	G-BVMX Short 360	2010
G-JEAA Friendship	2030	PH-LXP Fokker 50	2103
G-BVJC Fokker 100	2128	G-BYAN Boeing 757	2243
20 G-BBSU Cessna 421B	0811	G-DBAC Bandeirante	0822
EI-CFD SAAB 340	0853	G-MAJA Jetstream	0926
G-DASI Short 360	0930	G-BVJC Fokker 100	0935
G-JEAA Friendship	0943	G-UKTE Fokker 50	1003
G-BVMX Short 360	1009	G-BSRY Cessna 406	1019
G-BGZW Tomahawk	1040	OO-DTL Brasilia	1105
PH-KXG Fokker 50	1130	G-BVJC Fokker 100	1216
G-JEAA Friendship	1251	G-BYAN Boeing 757	1300
OO-KNM Cessna 441	1308	G-BOXR GA7 Cougar	1320
G-BNEN Seneca	1329	OO-MTD Brasilia	1442
PH-LXP Fokker 50	1446	G-BVJC Fokker 100	1515
G-KWIK P68 Victor	1545	G-BVMX Short 360	1605
G-MAJA Jetstream 41	1657	PH-KXG Fokker 50	1708
G-JEAA Friendship	1711	G-BVJC Fokker 100	1809

G-DBAC Bandeirante	1814	EI-CFA SAAB 340	1904
G-MAJA Jetstream 41	1952	OO-DTI Brasilia	2007
G-JEAA Friendship	2022	G-DASI Short 360	2025
G-BVMY Short 360	2037	PH-LXP Fokker 50	2116
PH-KXG Fokker 50	2119	G-BVJB Fokker 100	2121
G-DAAL HS 748	2128	G-BYAN Boeing 757	2348
21 G-DBAC Bandeirante	0814	G-AXLG Cessna 310K	0901
EI-CDF Boeing 737 500	0911	G-MAJA Jetstream 41	0924
G-BVJB Fokker 100	0927	G-DASI Short 360	0929
G-JEAA Friendship	0939	D-ERAW Mooney M20M	0948
G-UKTE Fokker 50	1001	G-BVMX Short 360	1039
ZE700 BAe 146 CC.2	1043	PH-LXP Fokker 50	1115
G-BOXR GA7 Cougar	1130	G-BVJB Fokker 100	1227
G-JEAA Friendship	1250	G-BYAN Boeing 757	1324
G-MAJA Jetstream 41	1343	PH-LXR Fokker 50	1451
OO-DTK Brasilia	1456	G-BTJJ Tomahawk	1458
G-BVJB Fokker 100	1518	G-MAJA Jetstream 41	1659
PH-LXP Fokker 50	1700	G-JEAA Friendship	1716
G-BVJC Fokker 100	1812	G-DBAC Bandeirante	1815
EI-CFB SAAB 340	1919	G-MAJA Jetstream 41	1952
G-JEAA Friendship	2010	G-BWMW Short 360	2022
G-DASI Short 360	2025	OO-MTD Brasilia	2058
PH-LXR Fokker 50	2106	PH-LXP Fokker 50	2114
G-BVJC Fokker 100	2121	G-DAAL HS 748	2125
G-BYAN Boeing 757	2222		
22 N767MD Mitsubishi MU2M	0813 1812	G-DBAC Bandeirante	0824
G-BVCM Citationjet	0831	EI-CFC SAAB 340	0856
G-BVJC Fokker 100	0932	G-MAJA Jetstream 41	0934
G-DASI Short 360	0938	G-JEAA Friendship	0943
G-UKTE Fokker 50	0947	OO-DTJ Brasilia	1027
G-BWMW Short 360	1031	G-MAJA Jetstream 41	1221
G-BVJC Fokker 100	1236	G-JEAA Friendship	1259
PH-LXP Fokker 50	1448	OO-DTO Brasilia	1519
G-BVJC Fokker 100	1525	PH-LXR Fokker 50	1701
G-MAJA Jetstream 41	1705	G-JEAA Friendship	1727
OY-JRO King Air B90	1803	G-BYAN Boeing 757	1805
G-BVJC Fokker 100	1826	G-DBAC Bandeirante	1830
EI-CFD SAAB 340	1905	VR-CPR Cessna 421C	1950 0927(23)
G-MAJA Jetstream 41	1954	G-BVMX Short 360	2024
PH-LXP Fokker 50	2059	PH-LXR Fokker 50	2122
G-DAAL HS 748	2129	OO-DTK Brasilia	2133
G-JEAA Friendship	2145	G-BVJC Fokker 100	2150
23 G-DBAC Bandeirante	0829	G-TRIN TB20 Trinidad	0838
EI-CFB SAAB 340	0846	OO-KNM Cessna 441	0911
G-MAJA Jetstream 41	0914	G-AZLH Cessna F150L	0929
G-BVJC Fokker 100	0935	G-JEAA Friendship	0939
G-UKTE Fokker 50	0947	G-BVMX Short 360	1021
OO-MTD Brasilia	1028	G-OPME Aztec	1036
G-BVCM Citationjet	1051	PH-LXR Fokker 50	1131
G-BCBK Cessna 421B	1142	G-BVJC Fokker 100	1227
G-JEAI Friendship	1255	G-BYAN Boeing 757	1401
OO-DTN Brasilia	1439	PH-LXP Fokker 50	1443



D-ERAW Mooney M20M	1448	G-LORD Seneca	1458
G-BVJC Fokker 100	1517	G-BVMX Short 360	1602
PH-LXR Fokker 50	1649	G-MAJA Jetstream 41	1652
VR-CPR Cessna 421C	1714	G-JEAI Friendship	1727
G-BVJC Fokker 100	1814	G-DBAC Bandeirante	1818
EI-CFC SAAB 340	1908	G-UKID Bae 146	1911
G-DASI Short 360	1914	G-MAJA Jetstream 41	1949
G-BVMY Short 360	2004	OO-DTJ Brasilia	2007
G-JEAI Friendship	2017	PH-LXP Fokker 50	2052
PH-LXR Fokker 50	2111	G-BVJC Fokker 100	2117
G-DAAL HS 748	2135	G-SFHR Aztec	2148
G-BYAN Boeing 757	2152	G-BRFA Navajo	2154
24 G-DBAC Bandeirante	0832	EI-CFA SAAB 340	0859
G-MAJA Jetstream 41	0912	G-BVJC Fokker 100	0921
G-DASI Short 360	0923	G-JEAI Friendship	0939
G-UKTE Fokker 50	0949	G-BVMY Short 360	1017
OO-DTN Brasilia	1026	PH-LXR Fokker 50	1128
G-BVJC Fokker 100	1211	G-BJYD Cessna F152	1216
G-OFLT Bandeirante	1240	G-JEAI Friendship	1250
G-BMPC Archer II	1434	G-AVDA Cessna 182K	1447
PH-KXG Fokker 50	1452	OO-DTG Brasilia	1507
G-BVJC Fokker 100	1515	G-BSDO Cessna 152	1557
G-BVMY Short 360	1609	G-MAJA Jetstream 41	1656
PH-LXR Fokker 50	1701	G-JEAI Friendship	1719
G-BVJC Fokker 100	1814	G-BRPL Cherokee 140	1825
G-DBAC Bandeirante	1829 n/s	EI-CFC SAAB 340	1920
G-BLVG Bandeirante	1924 n/s	G-MAJA Jetstream 41	1945
OO-DTN Brasilia	2017	G-JEAI Friendship	2019
G-DASI Short 360	2022	G-BVMX Short 360	2025
G-OAVX King Air 200	2034 n/s	PH-KXG Fokker 50	2103
G-OACG Seneca	2109	G-BVJC Fokker 100	2120
PH-LXR Fokker 50	2122	G-DAAL HS 748	2143
25 EI-CFD SAAB 340	0850	G-BVJC Fokker 100	0930
OO-DTO Brasilia	1019	G-BWMW Short 360	1027
G-MAND Warrior II	1033	PH-KXG Fokker 50	1049
G-JEAI Friendship	1114	G-BVJC Fokker 100	1227
PH-LXR Fokker 50	1333	G-BEWR Cessna F172N	1353
G-BSER Cherokee 160B	1438	G-HMES Warrior II	1504
G-BTNU Bae 146	1601	G-JEAI Friendship	1710
G-MAJA Jetstream 41	1746	G-BVJC Fokker 100	1808
G-BVJC Fokker 100	2120		
26 G-OBNF Cessna 310K	0808	EI-CFD SAAB 340	0856
G-BVJC Fokker 100	0919	G-BGZW Tomahawk	1027
G-BPZX Cessna 152	1102	G-BVJC Fokker 100	1220
G-EYES Cessna 402C	1245	G-MWRH Gemini Flash 2A	---- 1427
G-BFZD Cessna FR182RG	1258	G-KWIK P68 Victor	1347
G-JEAI Friendship	1352	OO-DTG Brasilia	1436
PH-LXR Fokker 50	1453	G-ASNK Cessna 205	1529
G-UKTC Fokker 50	1624	G-BOXR GA7 Cougar	1628
OY-BHT Bandeirante	1649 n/s	G-BWMW Short 360	1651
G-OBNF Cessna 310K	1713	G-JEAI Friendship	1744
G-BVJC Fokker 100	1818	EI-CFD SAAB 340	1910

PH-LXR Fokker 50	1945	G-MAJA Jetstream 41	1949
G-BVMY Short 360	2005	OO-DTJ Brasilia	2017
G-JEAI Friendship	2027	G-UKTC Fokker 50	2104
G-BVJC Fokker 100	2121	G-BYAS Boeing 757	2333
27 G-CTWW Seneca	0652	VR-BLK Rockwell 690C	0656
G-HNRY Citation VI	0832	EI-CFD SAAB 340	0852
G-MAJA Jetstream 41	0921	G-BVJC Fokker 100	0926
G-JEAI Friendship	0944	G-DASI Short 360	0949
G-ASSE PA-22 Colt	1001	G-UKTE Fokker 50	1032
OO-DTK Brasilia	1044	G-BVMY Short 360	1054
PH-LXR Fokker 50	1152	G-BVJC Fokker 100	1224
G-JEAI Friendship	1257	G-BYAS Boeing 757	1317
VR-BLK Rockwell 690C	1320	G-CTWW Seneca	1335
G-MAJA Jetstream 41	1358	G-UKTC Fokker 50	1445
OO-DTO Brasilia	1452	G-BVJC Fokker 100	1517
G-BVMY Short 360	1610	G-MAJA Jetstream 41	1651
G-JEAI Friendship	1725	G-DASI Short 360	1733
G-BVJC Fokker 100	1814	EI-CFD SAAB 340	1904
G-MAJA Jetstream 41	1955	OO-DTJ Brasilia	2011
G-JEAI Friendship	2013	G-BVMX Short 360	2019
F-GMGB King Air 200	2037	G-DASI Short 360	2051
G-WELL King Air E90	2054	G-UKTC Fokker 50	2059
PH-KXG Fokker 50	2124	G-BVJC Fokker 100	2130
G-DAAL HS 748	2139	G-ISFC Navajo	2232
G-BYAS Boeing 757	2358		
28 G-EYES Cessna 402C	0843	EI-CFA SAAB 340	0853
G-DASI Short 360	0926	G-MAJA Jetstream 41	0933
G-BVJC Fokker 100	0942	G-JEAI Friendship	0946
G-UKTE Fokker 50	0957	G-BWMX Short 360	1030
OO-DTO Brasilia	1034	G-UKTC Fokker 50	1122
G-BYSE JetRanger	1152	G-BVJC Fokker 100	1228
G-JEAI Friendship	1253	G-BYAR Boeing 757	1352
XX392 Gazelle AH.1	1411 1501	G-EYES Cessna 402C	1429
OO-DTN Brasilia	1434	PH-KXG Fokker 50	1446
G-MAJA Jetstream 41	1647	G-JEAI Friendship	1714
EI-CFB SAAB 340	1920	G-MAJA Jetstream 41	1956
G-BVMY Short 360	2012	G-JEAI Friendship	2018
PH-KXG Fokker 50	2118	G-BVJB Fokker 100	2130
G-UKTC Fokker 50	2228		

### From (and to)

03) VR-CRI/Leicester: 05) N3715B/F & T Isle-of-Man: 06) OY-SVL/Tirstrup;F-GMGB/F & T Cannes;XX507/Finningley: 07) N6840T/Antwerp: 08) EI-WDC/Manchester-Dublin  
 09) OO-SXE/Wevelgem: 13) SE-DRZ/Angleholm-Stockholm: 14) OY-BEB/Tirstrup;XZ313/Wattisham;N1224S/Birmingham: 16) N953A/Maastricht-Brussels: 17) N27495/Isle-of-Man;ZE700/Benson: 19) VR-CPR/Guernsey: 20) OO-KNM/Antwerp: 21) D-ERAW/Kassel;ZE700/Northolt: 22) N767MD/Antwerp;OY-JRO/Luton;VR-CPR/Bergamo: 23) OO-KNM/Antwerp;D-ERAW/East Midlands;VR-CPR/Swansea: 26) OY-BHT/Kastrup: 27) VR-BLK/Welshpool(twice);F-GMGB/Cannes: 28) XX392/Middle Wallop-Catterick:

### Overshoots

01) XX498/FYY37;XX494/FYY76: 02) XX494/FYY73;ZF286/SAP57;ZF238/LOP50: 03) ZF367/Cranwell155;ZF288/SAP45;XZ617/Army484: 07) XX495/FYY78: 08) XX498/FYY81:

09) XV294/Ascot752: 14) XX494/FYY02: 15) XV189/Ascot773;XX482/FYY75;XV178/Ascot 763;G-EYES/Atlantique403: 16) G-EYES/Atlantique403: 17) XX499/FYY78: 19) G-BBGB: 20) XX500/FYY02;G-LORD: 21) XV191/Ascot766: 27) XV189/Ascot772:

### LBA Movements review, February 1995

This months foreigners are a mixture of some old friends and some which are new to their various registers. King Air 350 VR-CRI on the 3rd used callsign "Roman 2" and is, of course, UK based. On the 5th N3715B was a Baron from and to its base on the Isle-of-Man. The Citation OY-SVL on the 6th is officially registered to a firm called Pharma North but it used the callsign "Sunscan 1740", also noted that day was the King Air 200 F-GMGB night stopping. Arriving from Antwerp on the 7th was Cessna 441 N6840T which is registered to Thunderskies Inc. New on the 8th was the HS 125 EI-WDC of Westair using the callsign "Emerald 25". Using callsign "Skyservice 12E" on the 9th was the ex Sabena Xingu OO-SXE. The elderly Citation SE-DRZ on the 13th is new in Sweden and was previously N555H. Visiting Knightair for checks on the 14th was the Birmingham based Cessna 425 N1224S, arriving from Tirstrup the same day was King Air C90 OY-BEB. Seneca N953A on the 16th came in from Maastricht and departed to Brussels so it may be a new resident somewhere in Europe, it is an old 1977 model. Navajo N27495 on the 17th is a year younger than N953A and it is also an expatriate, reportedly based in Guernsey it arrived from the Isle-of-Man. Guernsey is also the base of Cessna 421C VR-CPR from where it arrived on the 19th. Cessna 441 OY-KNM on the 20th belongs to Begimmo NV and it visited again on the 23rd. A German light aircraft is becoming rare here but the Mooney M20M D-ERAW visited twice this month, once on the 21st and again on the 23rd. New to the LBA was the Mitsubishi MU-2M N767MD on the 22nd which came from Antwerp and is registered to Lastek-Air Inc. Visiting on the same day was the Danish King Air B90 OY-JRO and Cessna 421C VR-CPR which arrived from Bergamo in Italy. The Bandeirante OY-BHT which arrived on the 26th belongs to Muk Air and is with Knightair for two weeks for a check six, Muk Air have 3 more Bandits in their fleet plus two Short 330s and a Short 360 so there is a chance of more work for Knightair. Visiting twice on the 27th was the Welshpool based Rockwell 690C VR-BLK and we also had the King Air F-GMGB back again. On the military side HS 125 XX507 was "Ascot1686" on the 6th, Gazelle XZ313 was "Army 360" on the 14th Gazelle XX392 was "Army 240" on the 28th and the redundant Queens Flight sent us BAe 146 ZE700 as "Kitty 2" on the 17th and "Kitty 3" on the 21st. Operating with callsign "Minair 55B-C" on the 3rd was HS 125 G-OCAA whilst the following day we had HS 125 G-ATPD of Aeromedicare operating as "Lifeline 01". Air Atlantique DC3 G-AMRA visited as "Atlantique 342P" on the 13th. Night stopping on the 14th was Sikorsky S-76 G-EWEL with the callsign "Linton 1" whilst the Sheppley based JetRanger G-BTFX visited on the 17th using the new callsign "Seltex 1". New with Air UK this month were the Fokker 50's G-UKTE on the 20th and G-UKTC on the 26th. On the 24th Knightair were contacted by BAC Leasing and asked if they had a spare Bandit crew they could borrow, the crew went to Liverpool and repossessed the ATS Vulcan Bandit G-BLVG for BAC and brought it to the LBA where it joined G-DBAC which had been siezed when it arrived on the evening schedule. They both moved into Knightairs hangar for storage and when the King Air G-OAVX arrived to see what was happening the airport siezed it and parked it on the eastern end of the apron. Another airline bites the dust. Not noted in the movements was cessna 335 G-RIND which arrived by road on the 6th for rebuild by Knightair after being severely damaged in an accident at Rochester. Mainair Gemini Flash G-MWRH also came by road on the 26th and departed to Rufforth after being assembled outside the YLA hangar. On the resident scene Cessna 182 G-BOPG now seems to be ours and the Baron G-AWAJ is now back in the YLA hangar, Aztec G-TAXI is reported to have moved out to Sandtoft.

*Further afield*



*Global topics by  
alan sedgwick*

**IN-FLIGHT CATERING** has often been the butt of some cruel jokes, especially when reference is made to the delicate flavour or size of the portions. However if you heard someone remark that what they had on their last flight was peanuts, they were not necessarily complaining and may have literally had that. Peanuts or crackers on the US carrier Southwest Airlines were introduced with the companies view that an average 60 minute flight time makes a full meal service impracticable. The savings and improvements in efficiency and turn-round times have won the Airline awards and brought lower costs for passengers. Similar bites have been taken out of meals sizes with Continental and Valuejet, fast food has now reared its ugly head as United are trying a well known cheeseburger, whilst American look to a pizza deal. Long flights appear safe though as U.S. carriers can spend up to 6 times the domestic meal cost per head on transatlantic routes. On this side of the 'pond' the research says that Europeans insist on a quality long-haul product and will not take kindly to anything less. Reflecting on short hops how many readers have felt decidedly pushed, fiddling with little containers, rushing the hot coffee and guzzling down that 'short' whilst you wrestle with your paper between LBA or MAN and LHR, knowing that 15 mins into the flight you are on descent!!.

**MUNICH** still has two airports to head for as far as the after dark revellers of this city are concerned, for they are both competing for the DMs of the young and fashionable. The old Reim field is the nearest to city at just 7 miles to the north east and now houses four dance halls, one of which holds rock concerts. Not to be outdone the new Franz Josef Strauss airport can attract 5,000 to its two dance floors, restaurant, 6 bars and swimming pool. At weekends those with stamina can dance through the night, then tuck into a wheat beer and white sausage breakfast before heading home.

**DENVER INTERNATIONAL** airport finally opened for business on Feb. 28 with the arrival of its 'first' passenger, the airways manuals pioneer, Elrey Jepperson. Sixteen Months behind schedule it replaced the old Stapleton field which had been in use since 1929, but at a cost of almost \$3bn extra it is now the subject of an FBI investigation. The idea of the City's former Mayor and now U.S. transport secretary Frederico Pena, it has been surrounded with horror stories of cracking runways and a \$230m baggage handling system that shredded luggage with ease. Belongings are now passing through the systems more safely with the help of a traditional cart system at an extra \$40m cost and if you need a rental car, we understand there are around 23,000!

# Military Matters

Eric Martin



## MILITARY HELICOPTER NEWS

Yet another choice has to be made in defence procurement and, once more, a compromise appears to be in the offing to complement the C130J/FLA compromise. The choice for an Army support helicopter lies between Westland's Anglo-Italian EH101 and the Boeing Chinook. Current indications are that two squadrons of the EH101 and one squadron of Chinooks are to be ordered.

The RAF seems to be keen to procure the Chinook to add to its current fleet of thirty, plus three already on order. RAF preference is for the heavy-lift capability of the Chinook with its compatibility with US and NATO forces.

The opposing Army argument for the EH101 is that it would more obviously replace the Wessex and the Puma, both medium-lift utility helicopters. Westland also argue that the EH101 can fly search and rescue missions, deliver a 24-man Army team in severe conditions and fly from ships, none of which the Chinook can accomplish. In connection with the latter role, Westlands have already secured an order from the Royal Navy for 44 Merlins, the marine version of the EH101.

Information is also not yet forthcoming about the choice for the new attack-helicopter. This procurement is not expected to take place until later in the year whereas the support-helicopter announcement is due within the next month.

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The Army and the RAF are to provide a combined force of eighteen helicopters to supplement the United Nations Protection Force (UNPROFOR) in Bosnia-Herzegovina, although some will remain on standby. The Army is to supply six Lynx and six Gazelles and the RAF six Chinooks.

Four Lynx Mark 7 from 9 Regiment Army Air Corps, based at Dishforth, have already arrived in Bosnia. They were transported by RAF Hercules, long with aircrews, ground crews, support staff and light stores. Heavy stores were transported by road in a convoy of eight heavy support vehicles which travelled by road via Germany, Austria and Slovenia.

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### RAF Helicopter Squadrons and Units:

7 Squadron	Odiham	Chinook		<u>Sources</u>
18 Squadron	Laarbruch	Chinook	Puma	The Observer
22 Squadron	Valley, etc.	Sea King		12 Feb 1995
23 Squadron	Boulmer, etc.	Sea King		Soldier
27(R) Squadron	Odiham	Chinook	Puma	6 Mar 1995
28 Squadron	Hong Kong	Chinook		The RAF Manual
33 Squadron	Odiham	Puma		Laming 1994
60 Squadron	Benson	Wessex		
72 Squadron	Alder Grove	Wessex		
78 Squadron	Mount Pleasant	Sea King	Chinook	
84 Squadron	Akrotiri	Wessex		
2 FTS	Shawbury	Wessex	Gazelle	
CFB	Shawbury	Gazelle		

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

WELCOME

## LEEDS/BRADFORD NEWS

Next summer sees several football European championship matches played in Yorkshire. The resident football expert at work tells me there will be three matches played at Leeds, Elland Road and three matches at Sheffield Hillsborough. I have been promised further details (such as who will play who, dates etc.) as they become available. Lets hope they attract some interesting airliners.

By early March the roof had been completed on the new terminal extension. Construction is being undertaken by Wiltshire Construction (Yorkshire) Ltd. As well as doubling the size of international departures a new food court will offer outlets such as Pizza Hut, Upper Crust and a Yorkshire themed pub. One report even suggests the airport has spent £8000 on a piano which plays itself! A mezzanine level will feature an executive departure area. The extension will also enable the domestic departure lounge to double in size.

Quite a few of the scheduled flights have changed this month. details are shown under the appropriate airline.

**Aer Lingus** have reintroduced the afternoon Dublin service from 26th March. EI366 arrives at LBA from Dublin at 1440 (1455 on Sundays). The return flight EI367 departs at 1635 every day. The length of time the aircraft spends on the ground seems a little suspect. Flights are SAAB 340 operated.

**Air U.K.** several changes to the Leeds - Amsterdam timings. Major changes are UK752 departs at 0635 instead of 0655 every morning Mon. to Sat. UK 758 arrives home at Leeds at 2100 instead of the original 2130. Minor changes to other Amsterdam departures are UK754 now departs at 1035 instead of 1025 and UK758 is now scheduled to leave at 1730 instead of 1735. Return flights from Amsterdam which have changed are UK753 arriving at 1005 instead of 1000 and UK755 arrives at 1445 instead of 1500. Changes are effective from 26th March onwards.

Guernsey services commence on 8th April and are shown as operated by F-27's. UK259 departs at 1130 on Saturdays returning as UK260 at 1930. Sunday, UK257 departs at 0830 arriving back at LBA at 1445 as UK260.

**ATS Vulcan** unfortunately this airline ceased operations on Friday 24th February. This of course means the demise of their Leeds - Southampton service. However this should be good news for Knightair. Their two leased in aircraft G-BLVG and G-DBAC both arrived at Leeds on the 24th and were parked at the rear of Knightair, during the following Sunday. One was operating the evening sortie from Southampton when it was impounded. The other one positioned in from Liverpool.

On Saturday ATS Vulcan sent their King Air, G-OAVX, to collect the stranded crews. However the airport also impounded this aircraft! It has been parked on the far Eastern end of the apron from this date.

**British Midland** commence their Monday, Wednesday and Friday Jersey service on 27th March. The service departs Leeds as BD1174 at 1015. The flight arrives in Jersey at 1140. The return leg leaves Jersey at 1220 arriving at Leeds/Bradford at 1345 as BD1184. Details for the initial weekend Jersey flights are as follows BD1714 leaves LBA on Saturdays from 1st April at 1335 and arrives back from Jersey at 1625 as BD1724. On Sundays from April 2nd BD1504 arrives at 1340 and departs back at 1410 as BD 1514. Usually these flights only operate for a month before been retimed to fit into the summer programme proper. The Saturday Glasgow to Leeds service now arrives back at 1800. This is because the aircraft flies a Glasgow - East Midlands - Glasgow service in between its Leeds flights.

**Cityflyer/British Airways Express** Have sold SD.3-60, G-BVMZ to Loganair.

The remaining three SD.3-60's will be phased out over the next 12 months. Routes which are currently operated by SD.3-60's will be operated by ATR-42's as the phase out takes place.

Dublin departures are 15 minutes later from 26th March BA8125 leaving at 1130 instead of 1115 Monday to Saturday and at 1330 instead of 1315 on Sundays. Inbound BA8126 arrives 30 minutes later at 1645.

Gatwick changes are the early morning departure BA8122 now departs at 0715 instead of 0645 from 27th March. The teatime BA8128 departure is also put back from 1700 to 1730 from this date. No change is made to the evening inbound from Gatwick (BA8129 at 2015). However the morning arrival BA8123 arrives at 1100 instead of 1025.

**Gill Air** will take on board G-DASI, (despite what I published last month), and will take over the Leeds to Edinburgh service operating it three times each weekday commencing on the 27th March. As we close for press it seems unclear if Gill Air will continue to use SD.3-60's or upgrade the service to ATR-42 equipment.

A report passed to me states that Gill Air have been advertising for Leeds based cabin crew who can speak French and German. This unconfirmed report states they are to take-over the Leeds to Brussels service from Sabena.

**Jersey European** Are to route their mid day JY734 Belfast City service via Isle of Man. The return JY737 will also operate back via "the island". Start date is given as March 26th.

**Knightair** As Mentioned In Last Months C.A.N. there has been quite drastic changes to Knightairs timetable. In an article in the *Telegraph and Argus* Knightair describe this as "timetable tightening".

No changes to the Aberdeen morning flights but NE816 now departs at 1725 instead of 1825 and the return NE817 Arrives Back At 2005 Instead Of 2105.

Belfast International outbound NE161 now departs at 0730 as oppose to original 0705 and NE167 now departs at 1705 instead of 1815. A new Sunday teatime service is NE169 Which departs At 1815. Return flight details are NE162 now arrives at 1000, was 0940. NE168 now arrives at 1935 was 2050. The new NE170 on Sunday evenings arrives at 2050.

Isle of Man services have been amended as follows. NE907 off Leeds at 1600 only now operates Sundays (was Fridays and Sundays). NE909 which used to depart at 1830 and return at 2020 as NE910 every weekday now departs as 1730 and returns at 1920. Days of operation and flight numbers remain unchanged. I mentioned last month the 1800 arrival from Southampton had been cancelled. This is not quite the case. The original planned change retimed the service to arrive an hour earlier at 1700 and retain its flight number NE816, which goes onward to Aberdeen. However in light of ATS Vulcans demise the Southampton services have once again been revised. Exact details are not clear but we have at least a breakfast and teatime departure to Southampton. For the return flights the NE816 operates as above and a new flight NE728 arrives back mid-evening.

This extra work means the 4th "Bandit" allocated for Teesside to Belfast services is not available. So the aircraft operates from Teesside to Leeds as NE161A to go on to Belfast as the NE161. On an evening NE168 continues up to Teesside as NE168A. Time will tell if this is a temporary arrangement or not.

Knightair have apparently won a maintenance contract to work on Muk Air's Bandeirantes, so these should become regular visitors.

Rumours of course abound around the airfield that Knightair will take control of the two impounded ATS Vulcan Bandeirantes.

## AIRPORT NEWS

**Denver (U.S.A.)** is the first new United States airport to open for 21 years. The new airport replaces the old airfield at Stapleton. The airport was due to open in October 1993 but a new baggage handling system, which was of British manufacture delayed the opening. The revolutionary system allocated each piece of baggage its own cart and was suppose to get the baggage to the reclaim area before the passenger. However the main problem with the system was that the bags travelled so fast that they got thrown out of the cart at every corner. The airport finally opened on February 27th after installation of an old type conveyor system. The airport has spent \$7.5 million on works of art such as a gallery lined with banks of turning propellers and a roof of 34 white peaks which are suppose to mirror the Rockie mountains which provide a backdrop to the airport. The airport also has the tallest control tower in the world. In terms of area the airport is 10 times the size of Heathrow and will be the eighth busiest in the world. The airport features five runways, which are at least one mile apart with no intersections, which means no backlog of aircraft trying to cross one active runway to get to another. However the only scheduled flight from the U.K. is a once a week Continental flight from Gatwick.

**Humberside** Has now been allocated its own airspace in the form of a special rules zone. The justification for this was the increase in traffic, however with the demise of both City Air Bus and Euro-Direct (see below) this may no longer be applicable!



**Manchester** is to impose a ban on all night operations by non Category Three noise standard aircraft from November of this year.

The airport lost £3 million as a result of the collapse of Bearings Bank. Manchester had £3 million invested in one of the banks investment trusts.

### AIRLINER NEWS

**City Air Bus** February was certainly the month for airlines to go bust. City Air Bus stopped flying from their Humberside base the last week of February.

**Euro-Direct** another victim who ceased operations on Sunday 19th February after just 10 months of operations. The airline which operated BAe A.T.P.'s and Jetstreams blamed high costs for its failure. The airline attempted to set up an outstation at Humberside and at its peak operated flights from here to Bournemouth, Brussels, Dublin, Hamburg and Paris. The airline set up a Leeds to Bournemouth service last spring, but this was extremely short lived. Bournemouth airport in particular will be badly hit (see last months Airport News) as Euro-Direct were the only operator of scheduled passenger flights from Bournemouth. The airline had 160 employees.

**United Airlines** have developed a new boarding system to try to prevent "aisle clogging". Passengers on the airlines shuttle services will now be boarded window seats first, followed by middle seats and finally isle seats. The idea is that window seat passengers will no longer have to ask other passengers to leave their seats and block the isle so they can sit down.

### AIRCRAFT NEWS

The **Boeing 777** is due to make its first ever scheduled flight on June 7th. The United Airlines flight will be from Heathrow to Washington. The aircraft features many novel features for passenger. Each seat will have its own fax machine, video and telephone. *The Sunday Times* says the type is "Guaranteed to send plane spotters into a swoon"!

### OTHER NEWS

Alak Krishnan, who claimed to be Britain's "unluckiest" traveller was jailed for 18 months for insurance fraud during February. Mr Krishan lost at least one suitcase everytime he flew, or so he claimed. He had made claims totalling more than £85,000 for lost or damaged baggage on international flights over two years. He would lose bags by checking in several empty cases, then packing them one inside the other at baggage claim counters at the journeys end.

CREDITS Teletext, Sunday Times, TTE, Pete Gibson, Steve Jones, Pete Smith, Mark Teale (thanks for the compliments!).

Please sent any information for inclusion in this section to:-  
David Wooler, 2 Rufford Close, Yeadon, LEEDS, LS19 7QU.

AVIATION QUIZ.

1. Did Alan Cobham ever give an air display at Yeadoon?
2. The BOAC flying boat bringing Winston Churchill back from a conference with President Roosevelt in 1942 almost came to grief as it approached Plymouth. Why?
3. Adrienne Bolland was the first woman pilot to fly over the Andes. She flew from Argentina to Chile in 1921. What nationality was she?
4. Which country uses the registration letters (a) PP (b) OO (c) N ?
5. On November 16th, 1954 a Douglas DC-6B landed at Los Angeles from Copenhagen, thereby completing the first scheduled passenger flight over the Arctic. Which airline was it?
6. Argentina lost more than 100 planes in the Falkland Islands War, either shot down or captured. True or false?
7. Is Croydon aerodrome still used for private flying?
8. Name the first capital city to be bombed from the air.
9. Has anyone ever flown across the English Channel in an upside down aircraft?
10. Who did the famous pilot, Amy Johnson marry on July 29th, 1932?
11. The first mid-air crash in civil aviation happened on April 7th, 1922 over France. One of those killed was a young Daimler Airways steward. How old was he?
12. Which airline inaugurated the world's first scheduled international passenger helicopter service?
13. Name the location of what was billed as the "First Aviation Meeting in England, 15th to 23rd October, 1909."
14. In 1954 the Hungarian airline Maszovlet changed its name on passing from Soviet to Hungarian control. What was the new name?
15. During World War II, film star Clark Gable was a USAAF Captain, and took part in air raids on Germany. True or false?
16. On August 7th, 1980, Janice Brown flew the monoplane "Gossamer Penguin" for two miles at Edwards Air Force Base, California. What was special about the flight?
17. Is or was (a) Seagreen Air Transport (b) Scenic Airlines (c) Sterling Airways a USA based company?
18. Did the Belgian carrier Sabena start operating before or after 1920?
19. May 29th, 1987 was the date when an aircraft, flown by a West German called Mathias Rust, landed illegally in Red Square, Moscow. What type of aeroplane was it?
20. Which airline was officially created on November 15th, 1948?

ANSWERS TO AVIATION QUIZ

1. Yes.
2. Some RAF Hurricane pilots at first mistook it for a German bomber, and nearly opened fire.
3. French.
4. (a) Brazil (b) Belgium (c) USA.
5. SAS.
6. True.
7. No. It no longer exists.
8. Paris—during World War I.
9. Yes.
10. The well known flyer Jim Mollison.
11. Sixteen.
12. Sabena.
13. Doncaster.
14. Malév.
15. True.
16. The plane was solar-powered, and this was the first sustained flight using solar power.
17. (a) No (b) Yes (c) No.
18. After—May, 1923).
19. Cessna 172.
20. El Al.

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## SALON AERONAUTIQUE DU PARIS 1961

Back in the 'Swinging Sixties' there was a very active aviation Society based at Speke Airport, Liverpool, called the Merseyside Group of Aviation Enthusiasts, later called the Merseyside Aviation Society. The MGAE was active in the publishing field being the originator of 'Wrecks and Relics' and other such specialist books, of which there are now so many. I joined in the spring of 1960, and used to attend our club room in the original Flying Club Hangar, outside of which was our proud possession, the fuselage of Avro Avian G-EBZM, now on display in Manchester. I was an Art Student at the time, and didn't really have much cash to spare, but when it was mooted that we should charter an aircraft for a day trip to the Paris Air Show at Le Bourget in June 1961, I just had to go! I didn't even have a camera, so my birthday present was cadged from my parents two months early, and I bought a Kodak Brownie 44B.

When the time came a ticket was purchased for the HUGE sum of £14:17:6d (£14:72½p), plus 7/6d (37½p) landing fees at Paris. We were there early on 3 June 1961, to see our aircraft, Starways Douglas DC4 G-APEZ, taxi out to the old terminal building and apron, to the north of the current airport site. Gossip was that the DC4 had turned back from London on the previous day, due to a loose wing panel, but we weren't going to let a little thing like that ruin our day! If I remember rightly we took off about 0830, and had an uneventful two hour flight to Paris Orly. This was my second civil flight, the first was a BEA Pionair (DC3) G-AKNE London to Dinard in 1955, and a spin in an RAF Varsity with the Royal Observer Corps in between, and for many of us this was the first flight.

There was a great buzz of excitement as the DC4 taxied in and we could see the other visitors on the Ramp, including an Aeroflot Tu104, BOAC Britannia, and an El Al Boeing 707. As soon as the aircraft came to a halt and the crew opened the door, there was a stampede, and the apron had a hoard of spotters running around, like ants, scribbling away furiously logging numbers. The ground crew didn't even get a chance to rig the tail-post at the rear of the aircraft (The DC4 had a tendency to tip up if that wasn't in position!), and the Police were thrown into a quandry with these strange goings on!

Eventually we were 'rounded up' on to the buses that would take us to Le Bourget. Even that part of the day was eventful; as we rounded a corner in the Paris suburbs, we came across a Junkers JU52 fuselage being used as a combined home and advertising hoarding. The driver was coerced into stopping and there was a deafening clatter of lens shutters. About midday we eventually arrived at Le Bourget, to see quite the largest collection of aircraft any of us had ever seen; at that time Paris was a much bigger event than Farnborough. There was even a Swedish Air Force C47 Dakota in the Carpark, surrounded by vehicles.

The highlight of the Static was most definitely a TU 114 Rossiya, NATO 'Cleat', a civil version of the Bear seen all those years later at Fairford. There was a good contingent from the US Sixth Fleet in the Med. including a Tracer, (AEW Tracker), F4H Phantom, A4D Skyhawk, and an F4U Crusader! New from Italy a Fiat G-91T, and the French were showing the

Mirage IV Bomber for the first time, along with the Max Holste Broussard, and MH260 Super Broussard, a new aircraft soon to be familiar as the Nord 262. There was also two versions of a Potez design, the Potez 941, a four engine STOL freighter, with a mock-up of the 942 civil version in the static. This was one of those designs which came to nothing, and disappeared into oblivion. Towering over all in the static, except the 'Cleat', was the Hurel Dubois HD34 high wing Survey aircraft. The British contingent was headed by a Javelin of 23 Sqn., a Vulcan B1 of 10 Sqn., and a Victor B1 of 83 Sqn. I can remember being over-awed at the sight of my first F104 Starfighter, in brilliant shiny metal finish, looking like a guided missile! Some of our group managed to find their way around to the far side of the airfield, where they found some French A.F. Lancasters, and a few AAC 1 'Toucan' (Licence-built Junkers 52). I preferred to stay in the display area and watch the flying display, as this was my first Air show, and I was determined to take in as much as I could.

The flying display took all day from 0953 to 1815! There were so many highlights I just can't do them all justice. Sadly the B58 Hustler had crashed the day before, so I had to wait until Mildenhall 1969 to see one of those at its only UK display. The flying started in the morning with the light aircraft, and the inimitable Roland Porteous, as always in an Auster, this time an Airedale, followed by a succession of French lights such as the Rallye, Wassmer Super IV, and Emeraude, and then a massed fly-by of C172, PA18, and Colt! Slowly the size of the display items increased through Cessna 185, DO 27, and Aero Commander, and (yes, Terry!) a DH 104 Dove and Heron, and DHC Otter to the military and large aircraft in the afternoon. I think I am right in saying I have never seen a DC8 displayed since! Five different Beechcraft from V-tailed Bonanza to Queenair and Baron were displayed together, and at 1440 came the first of the military jets, a Jet Provost T3 of the RAF. Bill Bedford put on a spectacular display with the Hunter T7 and after the European debut of the T38 Talon, there was a mass flypast by 18 Sea Vixens, and Scimitars from HMS Hermes in the Channel. The Avro 748, was displayed before the F27 and H.P. Herald came together, and then item 58 on the programme, the staggering Nord 1500 Griffon, flown by Andre Turcat, the design so similar to the F16 of two decades later. Two Caravelles were flown together, one in the markings of United Air Lines, and the Short SC1 XG500 showed the British research into VTOL.

Then the French put on a spectacular display with all the different versions of the Mirage III and IV, including a 12 ship flypast, and followed by the Patrouille de France in Mystere IVs taking off for their display after the 'Yanks'. The Americans show was lots of noise from the F104 Starfighter, F4H Phantom, F105 Thunderchief, (I'd forgotten I'd seen one of those in the air!), and the F8U Crusader, and A3J Vigilante. The P1 Lightning did its usual stuff with a screaming climb out of sight flown by W/Cdr. Jimmy Dell, followed by the Tigers, 74(F) Sqn. in their Lightnings. That was quite the noisiest Aerobatic team I have ever seen, only at Binbrook at the 'Last Lightning Show' did we ever see such a sight again.

Some of us missed the massed flypast at the end, after the Vulcan and Victor, as we opted for a long way round trip back to Orly, via the Champs Elysses, and the city centre. It was the time of the OAS crisis between France and Algeria, and I will never forget the Police in twos on every corner, and armed with sub-machine guns. Sadly a sight we are almost used

to here now! At the Place du Concorde there were Sherman Tanks and Field Guns pointing up to the Arc de Triomphe. All around were Motor Cycle Cops on their Triumph Tiger Cubs, (This was the time when we still had a motor cycle industry.) and security was everywhere.

I was shattered and slept most of the flight home, but one more adventure awaited. Speke was closed, as we were half an hour late, but somehow the Airport managed to find a sleepy Controller, and we landed at about 0030, where my Father was beside himself with worry, waiting to take me and two chums back to Crosby.

That trip went down in 'Spotters's Legend'. It was the first such charter, and really put MGAE on the map. Such was the respect for the Society, that when FlyPast Magazine came out years later, the large 'P' was put into the titling to differentiate from our Group Magazine, Flypast. Sadly the MAS has passed into history, now the Group is part of Air Britain, but those days were definitely amongst the most interesting and innovative for Aviation Enthusiasts.



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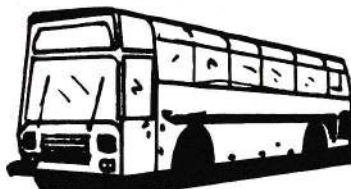
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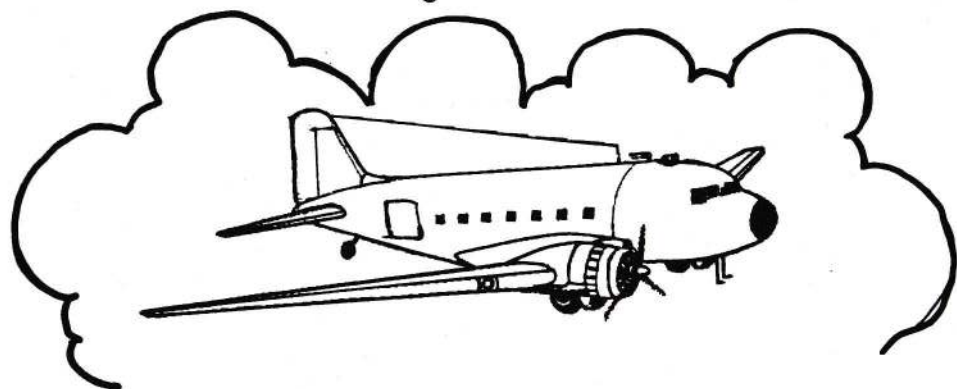
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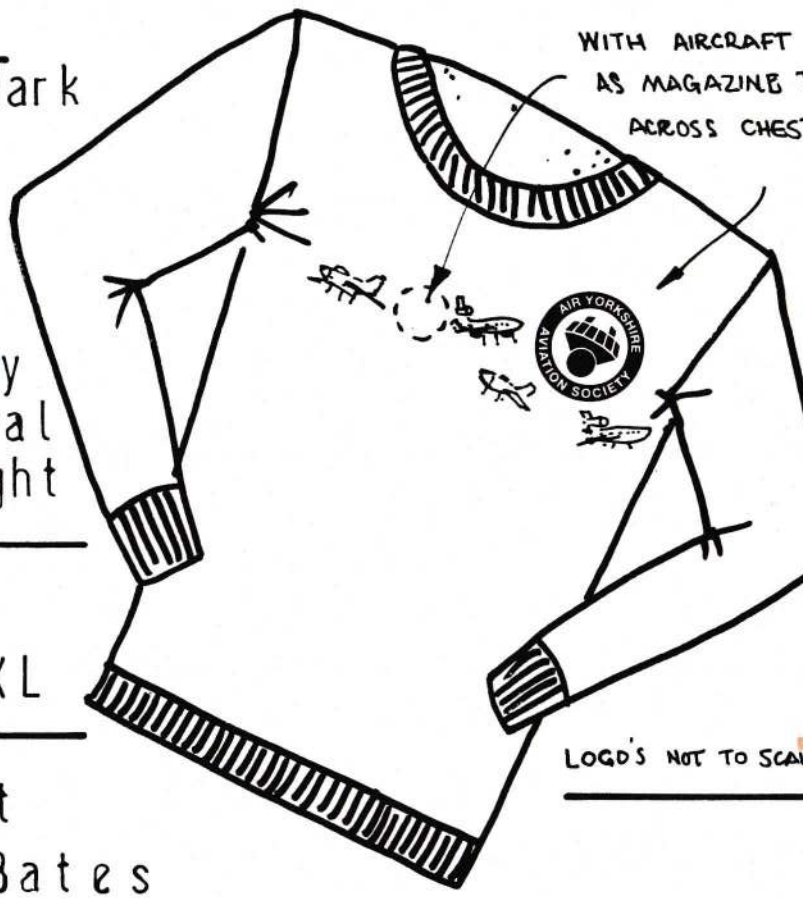
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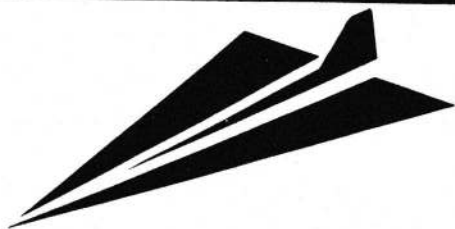


## Monarch programme L.B.A 95

<u>DAY</u>	<u>FLIGHT NO.</u>	<u>TO</u>	<u>FROM</u>	<u>TIME: G.M.T.</u>
MON	7426	PMI		06.15
	7427		PMI	12.20
	7458	LPA		14.15
	7459		LPA	23.45
TUES	7462	LCA		06.00
	7463		LCA	16.30
	7478	CFU		17.55
	7479		CFU	01.40 (WED)
WED	7424	DLM		06.30
	7425		DLM	16.20
	7448	TFS		17.40
	7449		TFS	03.15 (THUR)
THUR	7460	AGP		05.00
	7461		AGP	11.25
	7436	ALC		12.25
	7437		ALC	02.15 (FRI)
FRI	7442	IBZ		06.30
	7443		IBZ	17.35
	7482	PMI		21.30
	7483		PMI	03.35 (SAT)
SAT	7432	MAH		06.00
	7433		MAH	12.05
	7414	GRO		13.05
	7415		GRO	18.25
	7490	RHO		19.30
SUN	7491		RHO	05.10 (SUN)
	7418	PMI		07.00
	7419		PMI	20.05
	7464	PMI		21.15
	7465		PMI	03.20 (MON)

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