

A PAST REGULAR TO L.B.A. - B747 C-GXRA

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CHAIRMAN'S CHAT

Hi there, this month has been a six week month, this was due to the first Sunday of the month, the 7th, also being Easter Sunday, so the magazine was prepared for the meeting on the Sunday 14th of April. Still, only 3 weeks to the May magazine. Much of this month has been taken up by John Jackson, David Bates and myself chasing up members to confirm they were going on trips or to the Annual Dinner. Trips and Functions are only arranged if there appears to be sufficient support. we then have to spend a lot of time on the phone trying to confirm if members are in fact coming. Please if you add your name to an outing list please try and confirm your booking and pay as soon as possible. Lack of support will lead to the outimg being cancelled. I would like to add that postal members are more than welcome to join us on functions and trips, also on most functions/outings members (full or postal) may be accompanied by non-member friends and companions.

Now is the time for all enthusiasts to come out of hibernation, the nights are lighter, the summer charters start in May which also sees the publication of Timetables, routing etc.. so lets see you out and about this summer, but don't forget behave reponsibly. Don't be a nuisance and if listening to your airband in public please use an earpiece.

SOCIETY MEETINGS

Friday April 26 - Annual Dinner, space still available
 Sun May 5th - Frank Twitchett, former Battle of Britain Hurricane Pilot, talk and video.
 Sun June 2nd - to be arranged
 Sun July 17th - to be arranged
 August - no meeting

CREDITS

Terry Sykes, Eric Martin, Dave Wooler, Alan Sedgwick, Geoff Lee, John Lloyd Martin .

Leeds/Bradford Movements

February 1996

01 Thursday

EI-FKF Fokker 50	0847	G-BUEB ATR-42	0907
G-BVZF Boeing 737 500	0922	G-MAUD BAe ATP	0929
G-OLAH Short 360	0935	G-JEAD Friendship	0942
G-UKTH Fokker 50	0955	OO-DTG Brasilia	1024
ZG844 BN2T Islander	1057	G-OPST Cessna 182R	1204
G-BVZF Boeing 737 500	1226	G-BSBW JetRanger	1255
G-AVMS BAC 1-11	1307	G-JEAD Friendship	1401
G-BYAP Boeing 757	1438	OO-DTN Brasilia	1440
G-UKTH Fokker 50	1449	G-BVKA Boeing 737 500	1523
EI-FKA Fokker 50	1621	G-BUEB ATR-42	1705
G-UKTA Fokker 50	1717	G-OLAH Short 360	1724
G-JEAD Friendship	1751	G-BVKA Boeing 737 500	1816
G-MAUD BAe ATP	1912	EI-FKA Fokker 50	1929
OO-DTG Brasilia	1952	G-BXEG ATR-42	2012
G-OLAH Short 360	2025	G-UKTA Fokker 50	2048
G-UKTH Fokker 50	2058	G-JEAD Friendship	2107
G-BVKA Boeing 737 500	2128	G-BEJE HS 748	2144
G-BYAP Boeing 757	2202		

02 Friday

EI-FKA Fokker 50	0901	G-OLAH Short 360	0909
G-BUEA ATR-42	0925	G-MAUD BAe ATP	0926
G-BVKA Boeing 737 500	0930	G-JEAD Friendship	0940
G-UKTH Fokker 50	0943	N89XL 1123 Westwind	0950 1909(17)
OO-DTN Brasilia	1032	EC-FZZ Boeing 737 400	1112
G-UKTA Fokker 50	1115	N27495 Navajo	1135 1621
G-BVKA Boeing 737 500	1225	G-OBLC Duchess	1240
G-JURG Rockwell 114A GT	1256	G-JEAD Friendship	1406
G-UKTB Fokker 50	1508	G-BVKA Boeing 737 500	1523
OO-DTJ Brasilia	1547	EI-FKE Fokker 50	1613
G-UKTA Fokker 50	1642	G-OLAH Short 360	1719
G-BUEA ATR-42	1725	G-JBAC Bandeirante	1732
G-JEAD Friendship	1750	G-BVKA Boeing 737 500	1822
G-MAUD BAe ATP	1905	EI-FKE Fokker 50	1924
OO-DTN Brasilia	2009	G-BXEG ATR-42	2019
G-OLAH Short 360	2021	G-UKTA Fokker 50	2050
G-UKTB Fokker 50	2054	G-JEAD Friendship	2057
G-BVKA Boeing 737 500	2123	G-BEJE HS 748	2126

03 Saturday

EI-FKC Fokker 50	0857	G-BMSU Cessna 152	0901
G-BVKA Boeing 737 500	0925	G-UKTB Fokker 50	0954
G-JEAD Friendship	1015	OO-DTJ Brasilia	1027
G-SMJJ Cessna 414	1043	G-UKTA Fokker 50	1138
N584CA Rockwell 114	1151	G-BOXR GA7 Cougar	1352
G-UKTB Fokker 50	1449	G-JEAD Friendship	1459
G-BNRL Cessna 152	1501	G-AVMS BAC 1-11	1601
EI-FKF Fokker 50	1627	G-BMSU Cessna 152	1713
G-FFRI Twin Squirrel	1756	G-BVKA Boeing 737 500	1822

04 Sunday

EI-FKD Fokker 50	0859	G-BVKA Boeing 737 500	0926
G-BVKA Boeing 737 500	1222	G-JEAD Friendship	1259
G-BVEF ATR-42	1326	G-BFMH Cessna 177B	1429
OO-DTG Brasilia	1445	G-UKTB Fokker 50	1455
G-BOXR GA7 Cougar	1502	N584CA Rockwell 114	1536
G-TSGJ Archer II	1601	G-JEAD Friendship	1720
G-BVKA Boeing 737 500	1823	G-MAUD BAe ATP	1902
EI-FKE Fokker 50	1922	G-UKTB Fokker 50	1926
OO-DTI Brasilia	1948	G-BVEF ATR-42	2011
VR-CPR Cessna 421C	2025	G-UKTA Fokker 50	2053
G-JEAD Friendship	2105	G-BVKA Boeing 737 500	2124
G-BYAK Boeing 757	2232		

05 Monday

G-GAUL Citation II	0709	EI-FKC Fokker 50	0847
G-OLAH Short 360	0917	G-BVEC ATR-42	0930
G-MAUD BAe ATP	0933	G-JEAD Friendship	0937
G-BVKA Boeing 737 500	0940	G-UKTA Fokker 50	0953
OO-DTG Brasilia	1048	G-SMJJ Cessna 414	1058
G-UKTB Fokker 50	1136	G-BVKA Boeing 737 500	1223
G-BOXR GA7 Cougar	1239	G-BYAK Boeing 757	1253
G-JEAD Friendship	1408	OO-DTJ Brasilia	1459
G-UKTA Fokker 50	1506	G-KWIK P68 Victor	1521
G-BVKA Boeing 737 500	1526	EI-FKB Fokker 50	1623
G-BOXR GA7 Cougar	1702	G-BXEG ATR-42	1708
G-OLAH Short 360	1726	G-UKTB Fokker 50	1750
G-BVKA Boeing 737 500	1816	G-MAUD BAe ATP	1914
OO-DTG Brasilia	1954	EI-FKA Fokker 50	1956
G-BVTJ ATR-72	2024	G-OLAH Short 360	2029
G-UKTA Fokker 50	2053	G-UKTB Fokker 50	2111
G-BVKA Boeing 737 500	2128	G-JEAK BAe 146	2158
G-BXEG ATR-42	2214	G-BYAK Boeing 757	2350

06 Tuesday

EI-FKC Fokker 50	0856	G-BVKA Boeing 737 500	0929
G-BUEB ATR-42	0943	9H-ABE Boeing 737	0948
G-UKTA Fokker 50	0951	G-MAUD BAe ATP	1107
G-OLAH Short 360	1154	G-BRTN B58 Baron	1200
G-NAVO Navajo	1208	G-OBLK Short 360	1214
G-BVKA Boeing 737 500	1232	G-BYAK Boeing 757	1357
G-BOXR GA7 Cougar	1416	G-UKTA Fokker 50	1510
G-BVKA Boeing 737 500	1523	G-OBLK Short 360	1555
EI-FKF Fokker 50	1609	G-UKTB Fokker 50	1649
G-BYAG Boeing 757	1704	G-BUEB ATR-42	1734
G-OLAH Short 360	1752	G-BVKA Boeing 737 500	1841
G-GAUL Citation II	1918	G-MAUD BAe ATP	1925
EI-FKF Fokker 50	1936	G-BUEA ATR-42	2032
G-OLAH Short 360	2054	G-UKTA Fokker 50	2122
G-ATMJ HS 748	2126	G-OBLK Short 360	2149
G-JEAR BAe 146	2158	G-BVZE Boeing 737 500	2214

07 Wednesday

D-CBNA Falcon 20C	0640 0840	VR-CJR Citation II	0811 0845
EI-FKF Fokker 50	0908	G-OLAH Short 360	0916
G-MAUD BAe ATP	0925	G-BXEG ATR-42	0930
G-BVZE Boeing 737 500	0936	G-UKTA Fokker 50	0955
G-JEAE Friendship	1013	G-UKTB Fokker 50	1116
G-BOXR GA7 Cougar	1211	G-BVZE Boeing 737 500	1228

G-IFTB King Air 200	1334	G-HAMA King Air 200	1417
G-UKTA Fokker 50	1501	G-BVZE Boeing 737 500	1530
EI-FKE Fokker 50	1623	G-UKTB Fokker 50	1640
VR-CJR Citation II	1643	G-OBLK Short 360	1700
G-BXEG ATR-42	1707	G-OLAH Short 360	1718
G-BVZE Boeing 737 500	1815	G-BYAK Boeing 757	1836
EI-FKE Fokker 50	1922	G-MAUD BAe ATP	1926
G-OLAH Short 360	2017	G-BUEA ATR-42	2022
G-BSER Cherokee 160B	2026	G-UKTA Fokker 50	2056
G-JEAP Friendship	2109	G-BVZE Boeing 737 500	2131
G-BEJD HS 748	2138		
08 Thursday			
G-BLZT Short 360	0706	G-ZAPI Citation	0811
EI-FKA Fokker 50	0900	G-MAUD BAe ATP	0926
G-BVZE Boeing 737 500	0930	G-BLZT Short 360	0953
G-JEAP Friendship	0958	G-UKTB Fokker 50	1000
G-BVEF ATR-42	1003	G-RMCT Short 360	1019
G-OJCB JetRanger	1124	G-BOXR GA7 Cougar	1159
G-BVZE Boeing 737 500	1231	G-JEAP Friendship	1352
G-BYAK Boeing 757	1407	OY-CYV Citation II	1449
G-UKTA Fokker 50	1451	G-BVZE Boeing 737 500	1525
EI-FKA Fokker 50	1614	G-UKTB Fokker 50	1643
G-BVEF ATR-42	1712	G-BLZT Short 360	1716
G-BSER Cherokee 160B	1816	G-BVZE Boeing 737 500	1822
G-JEAP Friendship	1908	G-MAUD BAe ATP	1912
EI-FKA Fokker 50	1927	G-BLZT Short 360	2013
G-BVEC ATR-42	2026	G-UKTB Fokker 50	2050
G-UKTA Fokker 50	2108	G-DAAL HS 748	2116
G-BVZE Boeing 737 500	2120	G-BYAK Boeing 757	2137
OE-GIL Citation II	2143	G-JEAP Friendship	2148
09 Friday			
G-BLZT Short 360	1023	G-BVZH Boeing 737 500	1031
G-BVED ATR-42	1036	G-UKTB Fokker 50	1046
G-JEAP Friendship	1056	G-UKTA Fokker 50	1122
G-MONV Boeing 737 300	1156	G-BNFB Short 360	1211
OO-DTN Brasilia	1213	G-BVKD Boeing 737 500	1322
OO-DTI Brasilia	1446	G-UKTB Fokker 50	1510
G-JEAP Friendship	1515	G-BVZG Boeing 737 500	1531
OY-CEV Citation	1547 1704	G-BOXR GA7 Cougar	1614
EI-FKD Fokker 50	1628	G-MANL BAe ATP	1639
G-UKTA Fokker 50	1657	G-BVED ATR-42	1721
G-BLZT Short 360	1727	G-JEAP Friendship	1815
G-BVJA Fokker 100	1845	EI-FKD Fokker 50	1945
OO-DTH Brasilia	1951	G-BLZT Short 360	2029
G-BVEC ATR-42	2035	G-BVTF Fokker 70	2047
G-UKTB Fokker 50	2050	G-UKTA Fokker 50	2110
G-JEAP Friendship	2126	G-BEJD HS 748	2130
G-BVJC Fokker 100	2206	G-MONV Boeing 737 300	2339
10 Saturday			
EI-FKB Fokker 50	0851	G-BVJC Fokker 100	0932
G-JEAP Friendship	1010	OO-DTG Brasilia	1033
G-UKTA Fokker 50	1042	G-UKTB Fokker 50	1133
G-BVJC Fokker 100	1229	G-BOXR GA7 Cougar	1417
G-UKTA Fokker 50	1456	G-JEAP Friendship	1458
G-OSAB Enstrom 280FX	1529	EI-FKF Fokker 50	1608
G-BVJC Fokker 100	1809		

11 Sunday			
EI-FKA Fokker 50	0849	G-BVJC Fokker 100	0914
G-BOXR GA7 Cougar	1209	G-JEAP Friendship	1314
F-GHPI ATR-42	1330	OO-MTD Brasilia	1434
G-UKTB Fokker 50	1506	G-MAUD BAe ATP	1558
G-BOXR GA7 Cougar	1617	G-BVJC Fokker 100	1811
G-JEAP Friendship	1839	G-MAUD BAe ATP	1910
EI-FKD Fokker 50	1920	G-UKTB Fokker 50	1932
OO-DTI Brasilia	1952	F-GHPI ATR-42	2016
G-UKTA Fokker 50	2054	G-BVJC Fokker 100	2127
G-JEAP Friendship	2138	G-BYAH Boeing 757	2253
12 Monday			
EI-FKE Fokker 50	0854	G-BLZT Short 360	0922
G-BVEC ATR-42	0928	G-BVJC Fokker 100	0930
G-MAUD BAe ATP	0939	G-JEAP Friendship	0954
G-UKTA Fokker 50	1020	G-SMJJ Cessna 414	1053
G-UKTB Fokker 50	1111	OO-MTD Brasilia	1145
G-BYAH Boeing 757	1249	G-BVJC Fokker 100	1252
G-JEAP Friendship	1418	G-OGAT King Air 200	1434
OO-DTN Brasilia	1437	G-UKTA Fokker 50	1452
OY-JEY Citation	1504 1756	G-BVJC Fokker 100	1525
EI-FKC Fokker 50	1617	G-UKTB Fokker 50	1645
G-BVEC ATR-42	1716	G-TAXI Aztec	1724
G-BLZT Short 360	1726	G-JEAP Friendship	1753
G-BVJC Fokker 100	1816	G-MAUD BAe ATP	1909
EI-FKC Fokker 50	1922	OO-DTO Brasilia	1950
G-BVED ATR-42	2011	G-BLZT Short 360	2019
G-JEAP Friendship	2107	G-UKTA Fokker 50	2110
G-BVJC Fokker 100	2122	G-BEJD HS 748	2132
G-BYAH Boeing 757	2358		
13 Tuesday			
OY-JRO King Air B90	0701	G-BOXR GA7 Cougar	0810
EI-FKC Fokker 50	0858	G-BLZT Short 360	0922
G-BVEF ATR-42	0925	G-MAUD BAe ATP	0929
G-BVJC Fokker 100	0931	G-JEAP Friendship	0936
9H-ABE Boeing 737	1010	G-UKTA Fokker 50	1036
OO-DTG Brasilia	1047	G-BLDG PA-25 Pawnee	1148
G-BBGB Aztec	1214	G-BYAR Boeing 757	1219
G-BVJC Fokker 100	1227	G-DASI Short 360	1257
G-BGWC Robin DR400/180	1309	G-BYAH Boeing 757	1351
G-JEAP Friendship	1359	OO-DTJ Brasilia	1440
G-UKTA Fokker 50	1450	G-BVJC Fokker 100	1513
OY-CPW Citation	1540	G-BYAR Boeing 757	1607
EI-FKB Fokker 50	1618	G-BMBE Malibu	1628
G-LEAR Lear Jet 35	1637	G-TAXI Aztec	1650
G-BVEF ATR-42	1710	G-DASI Short 360	1728
G-HCTL Navajo	1746	G-JEAP Friendship	1803
G-BVJC Fokker 100	1815	G-OGAT King Air 200	1826
G-UKLC Boeing 737 400	1839	G-MAUD BAe ATP	1911
EI-FKB Fokker 50	1926	OO-DTL Brasilia	2003
G-DASI Short 360	2022	G-BVED ATR-42	2027
G-UKTA Fokker 50	2051	G-JEAP Friendship	2107
G-BVJC Fokker 100	2126	G-BEJE HS 748	2144
14 Wednesday			
OY-JRO King Air B90	0807	EI-FKD Fokker 50	0854
G-DASI Short 360	0906	G-BVJC Fokker 100	0917

G-BXEG ATR-42	0923		G-MAUD BAe ATP	0927
G-JEAP Friendship	0935		G-BMBE Malibu	1032
G-UKTA Fokker 50	1055		G-BOXK T67M Firefly	1141
OO-DTJ Brasilia	1156		G-BGZW Tomahawk	1201
G-BVJC Fokker 100	1231		G-AWPJ Cessna F150H	1232
G-OANC Warrior II	1303		G-BNRL Cessna 152	1312
F-BXSN King Air E90	1327	1737	G-JEAP Friendship	1401
G-UKTA Fokker 50	1450		OO-MTD Brasilia	1454
G-BVJC Fokker 100	1524		EI-FKE Fokker 50	1615
G-BVED ATR-42	1714		G-DASI Short 360	1722
G-BYAH Boeing 757	1754		G-JEAP Friendship	1756
G-BVJC Fokker 100	1825		G-MAUD BAe ATP	1917
EI-FKE Fokker 50	1919		OO-DTJ Brasilia	2005
G-DASI Short 360	2015		G-BXEG ATR-42	2027
G-UKTA Fokker 50	2042		G-JEAP Friendship	2055
G-BVJC Fokker 100	2122		G-BEJE HS 748	2133
G-UKFB Fokker 100	2139		G-UKLC Boeing 737 400	2215
15 Thursday				
N816RL King Air E90	0737	0814	EI-FKE Fokker 50	0855
163843 Beech UC-12M	0911		G-DASI Short 360	0915
G-KKDL TB20 Trinidad	0925		G-MAUD BAe ATP	0925
G-BVJC Fokker 100	0929		G-BUEA ATR-42	0932
G-JEAP Friendship	0939		G-UKTA Fokker 50	0959
OO-DTL Brasilia	1039		G-BVJC Fokker 100	1221
G-HFTG Aztec	1303		G-GNTF SAAB 340	1315
G-MANO BAe ATP	1326		G-BYAH Boeing 757	1355
G-JEAP Friendship	1412		OO-DTN Brasilia	1447
G-UKTA Fokker 50	1506		G-BVJC Fokker 100	1516
F-BXSN King Air E90	1527	1725	N816RL King Air E90	1617
EI-FKA Fokker 50	1622		G-UKTI Fokker 50	1631
G-OSNB Citation II	1636		G-GNTF SAAB 340	1702
G-BUEA ATR-42	1715		G-DASI Short 360	1720
G-BVJA Fokker 100	1814		G-JEAP Friendship	1817
G-MANO BAe ATP	1926		EI-FKA Fokker 50	2001
OO-MTD Brasilia	2012		G-BVEC ATR-42	2024
G-DASI Short 360	2029		G-UKTI Fokker 50	2059
G-UKTA Fokker 50	2106		G-JEAP Friendship	2117
G-BVJA Fokker 100	2126		G-BYAH Boeing 757	2130
G-BEJE HS 748	2155			
16 Friday				
OY-JRO King Air B90	0632		G-OOOM Boeing 757	0657
EI-FKF Fokker 50	0853		G-BRPL Cherokee 140	0907
G-DASI Short 360	0910		G-BVJA Fokker 100	0927
G-BVEF ATR-42	0936		G-MANO BAe ATP	0944
OO-DTN Brasilia	1052		G-UKTI Fokker 50	1126
G-UKTA Fokker 50	1129		OO-LTL Boeing 737 300	1132
G-JEAG Friendship	1204		G-BVJA Fokker 100	1230
OO-DTL Brasilia	1506		G-BVJA Fokker 100	1526
G-UKTA Fokker 50	1543		EI-FKD Fokker 50	1617
G-JEAG Friendship	1638		G-UKTI Fokker 50	1710
G-ATPD HS 125 1B/522	1716	2122	G-BVEF ATR-42	1729
G-DASI Short 360	1732		VR-BLK Gulfstream 840	1805
F-BXSN King Air B90	1827		G-BVJA Fokker 100	1832
G-MANO BAe ATP	1930		EI-FKD Fokker 50	1934
OO-DTN Brasilia	2023		G-JEAG Friendship	2026
G-BXEG ATR-42	2030		G-DASI Short 360	2034

G-UKTI Fokker 50	2113	G-BVJA Fokker 100	2132
G-UKTA Fokker 50	2151	OO-LTL Boeing 737 300	2313
G-JEAG Friendship	2333		
17 Saturday			
EI-FKD Fokker 50	0857	G-BVJA Fokker 100	0920
G-JEAG Friendship	1008	G-UKTA Fokker 50	1044
OO-DTL Brasilia	1047	G-LIZI Cherokee 160	1128
G-BDZD Cessna F172M	1144	G-BVJA Fokker 100	1233
G-UKTI Fokker 50	1240	G-SUEE Airbus 320	1426
G-UKTA Fokker 50	1459	G-JEAG Friendship	1504
EI-FKC Fokker 50	1611	G-DASI Short 360	1651
G-BMSU Cessna 152	1721	G-BNOJ Warrior II	1725
G-BVJA Fokker 100	1808		
18 Sunday			
EI-FKF Fokker 50	0902	G-BVJA Fokker 100	0921
G-BABC Cessna F150L	1204	G-BVJA Fokker 100	1228
G-JEAG Friendship	1302	G-BUEB ATR-42	1333
OO-DTH Brasilia	1440	G-DASI Short 360	1504
G-UKTI Fokker 50	1513	G-JEAG Friendship	1741
G-BVJA Fokker 100	1817	G-MANO BAe ATP	1912
EI-FKC Fokker 50	1920	G-UKTI Fokker 50	1948
OO-DTG Brasilia	1957	G-BUEB ATR-42	2024
G-UKTA Fokker 50	2113	G-JEAD Friendship	2120
G-BVJA Fokker 100	2131		
19 Monday			
G-BYAT Boeing 757	0029	G-BHKY Cessna 310R	0821
G-BBZI Navajo	0934	EI-FKE Fokker 50	1005
G-DASI Short 360	1008	N816RL King Air E90	1013
G-BVEC ATR-42	1017	G-JEAG Friendship	1030
G-MANO BAe ATP	1042	OO-DTH Brasilia	1045
G-UKTA Fokker 50	1146	G-UKTI Fokker 50	1149
G-BVJA Fokker 100	1226	G-BYAT Boeing 757	1258
OO-DTG Brasilia	1534	G-MANO BAe ATP	1622
G-JEAG Friendship	1625	G-UKTC Fokker 50	1631
EI-FKC Fokker 50	1637	G-UKTI Fokker 50	1644
N816RL King Air E90	1738	G-DASI Short 360	1749
G-DASI Short 360	2040	OO-DTG Brasilia	2110
20 Tuesday			
G-BYAT Boeing 757	0038	G-DASI Short 360	0918
G-BUEA ATR-42	0947	G-OBML Boeing 737 300	0949
G-JEAG Friendship	0952	9H-ABF Boeing 737	1001
G-UKTI Fokker 50	1017	OO-DTL Brasilia	1113
G-ODIL JetRanger	1118	G-MANO BAe ATP	1127
G-BYAG Boeing 757	1223	G-BHKY Cessna 310R	1229
G-BVJA Fokker 100	1232	EI-CDF Boeing 737 500	1315
G-BYAT Boeing 757	1348	G-JEAG Friendship	1358
G-UKTI Fokker 50	1458	OO-DTG Brasilia	1510
G-SHIV GA7 Cougar	1556	G-BVJA Fokker 100	1558
G-BYAG Boeing 757	1610	EI-FKB Fokker 50	1628
G-DASI Short 360	1725	G-BVED ATR-42	1732
G-JEAG Friendship	1801	G-MANO BAe ATP	1912
EI-FKB Fokker 50	1926	G-BXEG ATR-42	2014
OO-DTL Brasilia	2017	G-DASI Short 360	2020
G-BVJA Fokker 100	2022	G-JEAG Friendship	2111
G-BEJE HS 748	2135	G-BYAO Boeing 757 DIV	2257
G-UKTI Fokker 50	2303	G-MANO BAe ATP	2315

21 Wednesday

EI-FKB Fokker 50	0901	G-DASI Short 360	0912
G-BVJA Fokker 100	0927	G-MANO BAe ATP	0935
G-BUEA ATR-42	0938	G-UKTI Fokker 50	0945
G-SHIV GA7 Cougar	1041	G-BBLU Seneca	1049
G-BGPJ Warrior II	1051	G-JEAG Friendship	1059
G-OANC Warrior II	1136	OO-DTG Brasilia	1150
G-BVJA Fokker 100	1220	G-UKTA Fokker 50	1254
G-JEAI Friendship	1312	G-BSSE Cherokee 140	1343
G-SHIV GA7 Cougar	1452	OO-MTD Brasilia	1454
G-UKTI Fokker 50	1458	G-JEAG Friendship	1517
G-BVJA Fokker 100	1525	EI-FKB Fokker 50	1616
G-UKTA Fokker 50	1642	G-DASI Short 360	1725
G-BUEA ATR-42	1731	G-BYAT Boeing 757	1803
G-JEAI Friendship	1815	G-BVJD Fokker 100	1818
G-MANO BAe ATP	1911	EI-FKB Fokker 50	1919
G-DASI Short 360	2019	G-BUEB ATR-42	2041
OO-DTH Brasilia	2044	G-UKTI Fokker 50	2053
G-JEAI Friendship	2113	G-BVJD Fokker 100	2130
G-BEJD HS 748	2136		

22 Thursday

G-SHIV GA7 Cougar	0832	F-GKII King Air 200	0856 1705(23)
EI-CDS Boeing 737 500	0909	F-GGPR King Air 200	0912 1709(23)
G-DASI Short 360	0915	G-MANO BAe ATP	0929
G-JEAI Friendship	0936	G-BVEC ATR-42	0937
G-BVJD Fokker 100	0942	G-OACG Seneca	0951
G-TAXI Aztec	0955	G-UKTI Fokker 50	0958
OO-DTN Brasilia	1030	G-TSAR B58 Baron	1054
G-UKTA Fokker 50	1112	OY-CEV Citation	1129 1403
G-BVJD Fokker 100	1245	G-MANL BAe ATP	1300
G-JEAI Friendship	1351	G-BYAT Boeing 757	1411
G-UKTI Fokker 50	1453	OO-DTH Brasilia	1457
G-BVJD Fokker 100	1522	EI-FKA Fokker 50	1612
VR-CCT King Air C90	1625	G-UKTA Fokker 50	1639
G-BVEC ATR-42	1717	G-DASI Short 360	1720
G-JEAG Friendship	1753	G-BVJD Fokker 100	1812
G-MANL BAe ATP	1913	EI-FKA Fokker 50	1920
OO-DTN Brasilia	1955	G-BUEB ATR-42	2012
G-DASI Short 360	2017	G-UKTA Fokker 50	2047
G-JEAG Friendship	2056	G-BVJD Fokker 100	2123
G-BEJD HS 748	2126	G-BYAT Boeing 757	2137
OY-CEV Citation	2219	G-UKTI Fokker 50	2334

23 Friday

G-CTWW Seneca	0816	EI-FKA Fokker 50	0855
G-DASI Short 360	0912	G-BXEG ATR-42	0915
G-MANL BAe ATP	0919	G-BGYT Bandeirante	0924
G-SFHR Aztec	0927	G-BVJD Fokker 100	0933
G-JEAI Friendship	0936	G-UKTA Fokker 50	0954
OO-DTL Brasilia	1047	OO-LTU Boeing 737 300	1121
G-UKTI Fokker 50	1153	G-BNMB Warrior	1223
G-BVJD Fokker 100	1230	G-JEAI Friendship	1402
G-BWDE Navajo	1448	OO-DTO Brasilia	1458
G-UKTH Fokker 50	1508	G-BVJD Fokker 100	1518
EI-FKC Fokker 50	1621	G-UKTI Fokker 50	1648
G-CTWW Seneca	1720	G-DASI Short 360	1726
G-OACG Seneca	1730	G-BXEG ATR-42	1732

G-000M Boeing 757	1752	G-JEAG Friendship	1758
G-BVJD Fokker 100	1813	G-MANL BAe ATP	1912
EI-FKC Fokker 50	1926	OO-DTL Brasilia	2002
G-DASI Short 360	2026	G-BVEC ATR-42	2030
G-UKTI Fokker 50	2046	G-UKTH Fokker 50	2051
G-JEAG Friendship	2103	G-OXTC Aztec	2112
OO-LTU Boeing 737 300	2122	G-BVJD Fokker 100	2123
G-DAAL HS 748	2138		
24 Saturday			
EI-FKC Fokker 50	0851	G-BVJD Fokker 100	0921
G-UKTH Fokker 50	0944	G-JEAI Friendship	1015
OO-DTO Brasilia	1035	G-UKTI Fokker 50	1133
G-BVJD Fokker 100	1231	G-SUBB Airbus 320	1324
G-TSAR B58 Baron	1414	G-UKTH Fokker 50	1453
G-JEAI Friendship	1456	EI-FKE Fokker 50	1610
G-BVJD Fokker 100	1821		
25 Sunday			
EI-FKF Fokker 50	0853	G-BVJD Fokker 100	0931
G-ISFC Navajo	1032	G-BVJD Fokker 100	1223
G-JEAI Friendship	1258	G-BUEA ATR-42	1340
OY-JRP Beech 1900	1408	G-BSTZ Cherokee 140	1436
OO-DTL Brasilia	1448	G-UKTI Fokker 50	1509
G-BGLW Seneca	1520	G-AYMK Cherokee 140C	1607
G-JEAI Friendship	1711	G-BVJD Fokker 100	1818
G-MANL BAe ATP	1906	G-UKTH Fokker 50	1933
EI-FKE Fokker 50	1936	OO-DTG Brasilia	1951
G-BUEA ATR-42	2013	G-UKTI Fokker 50	2051
G-JEAI Friendship	2053	G-BVJD Fokker 100	2121
G-BYAI Boeing 757	2351		
26 Monday			
EI-FKD Fokker 50	0853	G-DASI Short 360	0916
G-BVED ATR-42	0933	G-MANL BAe ATP	0940
G-BVJD Fokker 100	0946	G-UKTI Fokker 50	0953
G-JEAG Friendship	1003	G-DSID Seneca	1018
OO-DTL Brasilia	1027	G-UKTH Fokker 50	1126
G-BVJD Fokker 100	1239	G-BYAI Boeing 757	1309
G-BPRN Warrior II	1322	G-JEAG Friendship	1406
G-BFMH Cessna 177B	1424	G-OLAH Short 360	1437
OO-DTH Brasilia	1456	G-UKTI Fokker 50	1503
G-BVJD Fokker 100	1520	VR-CPR Cessna 421C	1559
EI-FKE Fokker 50	1608	G-UKTH Fokker 50	1643
G-BVED ATR-42	1713	G-OLAH Short 360	1721
G-JEAI Friendship	1755	G-BVJC Fokker 100	1816
G-MANL BAe ATP	1907	EI-FKE Fokker 50	1921
F-GJXX Citation V	1937	OO-DTL Brasilia	1942
G-BUEA ATR-42	2011	G-OLAH Short 360	2024
G-UKTH Fokker 50	2041	G-UKTI Fokker 50	2047
G-JEAI Friendship	2101	G-BVJC Fokker 100	2119
G-BEJD HS 748	2133	G-UKLC Boeing 737 400	2233
27 Tuesday			
G-BYAI Boeing 757	0009	G-ORJB Citation	0834
VR-CCT King Air C90	0841	EI-FKE Fokker 50	0851
G-OLAH Short 360	0907	G-MANL BAe ATP	0917
G-BVJC Fokker 100	0926	G-BXEG ATR-42	0932
G-JEAG Friendship	0947	G-CTWW Seneca	0952
G-GFCB Cadet	1002	9H-ABF Boeing 737	1013

OO-DTH Brasilia	1040	G-UKTH Fokker 50	1057
OE-AHO DV-20 Katana	1115	G-ARYR Cherokee 180B	1147
G-BGZW Tomahawk	1150	G-BYAK Boeing 757	1224
G-BTSJ Warrior II	1230	G-BVJC Fokker 100	1233
G-FLIP Cessna 152	1245	G-UKTI Fokker 50	1301
G-BNRL Cessna 152	1356	G-BYAI Boeing 757	1400
G-JEAG Friendship	1402	OO-DTN Brasilia	1436
G-UKTH Fokker 50	1500	G-BVJC Fokker 100	1514
G-BYAK Boeing 757	1609	EI-FKB Fokker 50	1615
G-BSER Cherokee 160B	1638	G-UKTI Fokker 50	1640
G-BXEG ATR-42	1718	G-OLAH Short 360	1720
G-ORJB Citation	1745	OY-JRP Beech 1900C	1804 1832
G-JEAG Friendship	1810	G-BVJC Fokker 100	1821
G-DRAR Hughes 500	1852	G-MANL BAe ATP	1909
EI-CLG BAe 146	1946	OO-DTH Brasilia	2003
G-BVED ATR-42	2022	G-DRAR Hughes 500	2026
G-OLAH Short 360	2027	G-JEAG Friendship	2054
G-UKTH Fokker 50	2059	G-BVJC Fokker 100	2120
G-BEJD HS 748	2129	G-BRPU Duchess	2140
G-UKLC Boeing 737 400	2229 2340	N99MX Maule M-7	2240
28 Wednesday			
G-XRMC BAe 125 800B	0850 1426	EI-FKC Fokker 50	0854
G-OLAH Short 360	0908	G-BUEB ATR-42	0927
G-MANL BAe ATP	0945	G-BVJC Fokker 100	1004
G-JEAG Friendship	1021	OO-DTG Brasilia	1025
G-UKTH Fokker 50	1033	G-UKTI Fokker 50	1107
G-AXLG Cessna 310K	1144	F-GJCD King Air 300	1220 1218
G-JEAI Friendship	1228	G-MANL BAe ATP	1253
G-JEAP Friendship	1431	OO-DTL Brasilia	1439
G-PEKT TB-20 Trinidad	1446	G-UKTH Fokker 50	1451
G-BGXD TB-10 Tobago	1455	G-JBAC Bandeirante	1518
G-BVJC Fokker 100	1529	EI-FKB Fokker 50	1621
G-UKTI Fokker 50	1645	G-BGOL Turbo Arrow III	1659
G-BUEB ATR-42	1712	G-OLAH Short 360	1718
G-BYAI Boeing 757	1753	G-JEAI Friendship	1757
G-BVJC Fokker 100	1812	G-MANL BAe ATP	1908
EI-FKB Fokker 50	1926	G-BVEC ATR-42	2013
G-OLAH Short 360	2020	G-UKTH Fokker 50	2047
G-JEAI Friendship	2107	G-BEJD HS 748	2117
G-BVJC Fokker 100	2131		
29 Thursday			
G-OBMM Boeing 737 400	0639	EI-FKD Fokker 50	0905
G-OLAH Short 360	0907	G-MANL BAe ATP	0926
G-JEAI Friendship	0934	G-BDAP Wittman Tailwind	0935
G-BUEA ATR-42	0937	G-OBMM Boeing 737 400	0940
G-BTPJ BAe ATP	DIV 0948	OO-DTH Brasilia	1035
G-UKTH Fokker 50	1102	G-EYES Cessna 404	1105
G-UKTI Fokker 50	1117	G-BRZS Cessna 172P	1128
G-BVJC Fokker 100	1239	N816RL King Air E90	1336
G-BYAI Boeing 757	1345	G-JEAI Friendship	1350
G-BDAP Wittman Tailwind	1434	G-MAJK Jetstream 41	1443
G-UKTH Fokker 50	1502	G-BSER Cherokee 160B	1513
G-BVJC Fokker 100	1522	OO-DTL Brasilia	1551
EI-FKB Fokker 50	1616	G-MAJB Jetstream 41	1630
G-UKTI Fokker 50	1646	N816RL King Air E90	1714
G-OLAH Short 360	1723	G-BUEA ATR-42	1730

G-GLAM Jetstream 31	1741	G-JEAP Friendship	1754
G-BVJC Fokker 100	1828	G-MANL Bae ATP	1906
EI-FKB Fokker 50	1928	G-DRAR Hughes 500	1939
OO-DTI Brasilia	2003	G-BVEC ATR-42	2017
G-OLAH Short 360	2021	G-UKTH Fokker 50	2056
G-UKTI Fokker 50	2101	G-JEAP Friendship	2108
G-BVJC Fokker 100	2127	G-BEJD HS 748	2130
G-BYAI Boeing 757	2159		

From & To

01) ZG844/Belfast: 02) N89XL/Biarritz-n/s-Lisbon;N27495/Biggin: 03) N584CA/F & T Coventry: 04) N584CA/Coventry;VR-CPR/Guernsey: 07) VR-CJR/Manchester-Wick;D-CBNA Braunschweig-Madrid;VR-CJR(again)/Wick: 08) OY-CYV/Odense;OE-GIL/Graz: 09) OY-CEV/Odense-Graz: 12) OY-JEY/Sonderberg-Graz: 13) OY-JRO/Luton;OY-CPW/Billund: 14) OY-JRO/Luton-Graz;F-BXSN/Toussus-Graz: 15) N816RL/Gamston-Metz and return; 163843/F & T Northolt;F-BXSN/Augsburg-Graz: 16) OY-JRO/Luton;VR-BLK/Angouleme; F-BXSN/Lyon: 19) N816RL/Gamston-Biggin and return: 22) F-GKII/F & T Lyon;F-GGPR/F & T Le Bourget;OY-CEV/Odense-Tirstrup;VR-CCT/Wellesbourne: 25) OY-JRP/Billund-Roskilde: 26) VR-CPR/Guernsey;F-GJXX/Northolt: 27) VR-CCT/Wellesbourne;OE-AHO/Gloucestershire;OY-JRP/Billund-Rotterdam;N99MX/Zurich-Pollington: 28) F-GJCD/Manchester-Toussus: N816RL/Birmingham-Newcastle:

Overshoots

01) G-HMJB;XX692/UAG94;ZF162/LOP44: 02) XX498/CWL77;XV199/Ascot772: 03) XX692/UAG95;XX622/UAG91;G-HMJB;XX620/UAG92: 04) XX709/UAG95;XX714/UAG94;G-HMJB;G-BBGB: 05) XW665(Nimrod)/8LH;XX492/CWL04: 06) XX499/CWL72: 10) XX621/UAG95: 11) XX692/UAG92: 12) XX492/CWL77: 13) ZF406/LOP11: 14) ZF200/LOP11: 16) XW665(Nimrod)/8VS: 21) ZF263/LOP75: 22) ZF488/LOP11;XX490/Navy805;ZF348/LOP12;ZF488(again)/LOP19: 26) ZF406/LOP52: 27) XV291/Ascot767: 28) G-OMAP/Survey 01: 29) XX498/CWL70:

LBA Movements review, February 1996

We seem to be doing extremely well for foreigners this year with the total up to 71 for the first two months. Starting February was the Westwind N89XL which went to Knightair on the 2nd and stayed until the 17th, during this time it made a few flights off the circuit to the north. Before each flight it parked in the pan at the end of the north-south taxiway for about twenty minutes "checking equipment" which gave rise to rumours about the operator being based in Langley, Virginia in the USA. According to the scriptures it belongs to Cleanseas Inc and is based at Lanseria in South Africa, though why they would need an airborne command post is not clear. The Biggin Hill based Navajo N27495 was also noted on the 2nd whilst Rockwell 114 N584CA came from Coventry on the 3rd and 4th.

Guernsey based Cessna 421C VR-CPR has only made two visits this month, on the 4th and on the 26th. On the 7th Citation 2 VR-CJR visited twice and it was joined by the Falcon 20C D-CBNA which used to be with Phillips NV as PH-LPS. Operating as "Falkair 408" on the 8th was Citation 2 OY-CYV from Odense and it was joined by another Citation 2 OE-GIL of Air Styria from Graz. Citation OY-CEV was "Falkair 309" on the 9th whilst on the 12th the Citation OY-JEV of Air Alsie was "Air-Als 918". On the 13th the King Air 90 OY-JRO of Danish Air Transport was "Danstrans 408P" when it positioned in from Luton and the same company's Citation OY-CPW was "Danstrans 411" on a flight from Billund. OY-JRO was back on the 14th using

callsign "Danstrans 413P" inbound from Luton for a flight to Graz and joining it was another King Air in the shape of F-BXSN of Air Picardie from Tousus Le Noble to Graz.

The Gamston based King Air E90 N816RL was from Gamston to Metz on the 15th when King Air 90 F-BXSN returned on a flight from Augsburg to Graz. F-BXSN was back once more on the 16th from Lyon and it was joined by the King Air 90 OY-JRO with callsign "Danstrans 415P" and the Gulfstream 840 VR-BLK arriving from Angouleme. On the 19th King Air 90 N816RL was from Gamston to Biggin and return. Two French King Air 200's night stopping on the 20th were F-GKII as "Quick-speed 597" plus F-GGPR as "Aeroservice 715", whilst Citation OY-CEV was back as "Falkair 322" and the Corqi Toys King Air C90 VR-CCT arrived from Wellesbourne Mountford.

Doing a flight from Billund to Roskilde on the 25th was Beech 1900C OY-JRP with the callsign "Danstrans 409P". The Citation V F-GJXX on the 26th is registered to a J.C.Decaux and it arrived from Northolt. Doing demonstrations for the Aero Club on the 27th was the HOAC DV-20 Katana OE-AHO which arrived from Staverton, the same day saw Corqi's King Air 90 VR-CCT back again and Beech 1900C OY-JRP as "Danstrans 4093" on a flight from Billund to Rotterdam. However the star of the day was the Maule MX7 N99MX which arrived from Zurich at 2240 and night stopped before departing to Pollington/Balne Croft where it has been based for some time as N30051 before taking up its current registration late last year. King Air 300 F-GJCD on the 28th is registered to J.C.Decaux (see the Citation V above) and it was from Manchester to Toussus on the 28th and ending the month on the 29th was King Air 90 N816RL again.

BAC 1-11 G-AVMS arrived as "Eurocharter836P" on the 1st for a charter flight to Gothenberg. On the 6th Short 360 G-OBLK was noted operating flights for Jersey European in lieu of the F-27. Air Europa have been using chartered aircraft on their Friday flight, on the 9th it was Monarch Boeing 737 G-MONV, on the 16th it was Euro Belgian Boeing 737 OO-LTL and on the 23rd it was another Euro Belgian Boeing 737 OO-LTU. City Flyer's French ATR-42 F-GHPI operated two flights for them on the 11th and on the 13th UK Leisure Boeing 737 G-UKLC was positioned in as "Leisure 0727" to do a charter to Pisa the following day. On the 14th Air UK Fokker 100 G-UKFB arrived from Amsterdam as "UK 159" carrying the passengers who should have been on the "UK 763". More trouble for UK on the 15th when Business Air's SAAB 340 G-GNTP arrived to do the Amsterdam flight as "UK 756P".

Aer Lingus used their Boeing 737 EI-CDF on the 20th and Boeing 737 EI-CDS on the 22nd, just for a change they used BAE 146 EI-CLG on the 27th. Britannia's Boeing 757 G-BYAO diverted in from Newcastle on the 20th due to snow on the runway and had to night stop. SFT Air Taxi's Navajo G-ISFC diverted in from Tees-side using callsign "Stapleford 203" on the 25th and BAE ATP G-BTPJ was "Speedbird 57T" on the 29th when it diverted in from Manchester. Knight Air ceased operating their scheduled flights on the 29th and on that day Euromanx positioned in a Jetstream 31 (G-GLAM) and two Jetstream 41's (G-MAJB/G-MAJK) ready to take over on the 1st of March. Military visitors were limited to two, Islander ZG844 from its base at Aldergrove on the 1st as "Army 909" and the Beech UC-12M 163843 of the US Navy which is based at Mildenhall but was from and to Northolt as "8G324". Partenavia P68 G-KWIK arrived on the 5th and was noted having some work done on it in YLA's hangar later that week, it was still present at the end of the month parked near the petrol pumps alongside the YLA hangar. Janes HS 748's on the night mail run have been using the callsign "Janes" since they started last year but from the 6th they have changed to using "Gemstone" which seems more appropriate with them actually being Emerald Airways.

Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS II (a mini-series)

THE SOUTH YORKSHIRE AIRCRAFT MUSEUM, FIRBECK

The first museum described in this mini-series is 3,000 miles away; there are other contrasts: money seems to be no object at the Intrepid Museum, the Firbeck Museum is about 50 miles away and is run on a shoe-string. It is funded by donations from the public, there is certainly scope for the application of some Millennium Fund cash> Donations of suitable items (as well as cash!) are welcome; does anyone have a spare Lysander, Tiger Moth or Hotspur? Admission is FREE; a museum guide is not yet available but there is an excellent duplicated leaflet* (also FREE) and I have some spare copies if anyone is interested.

The Museum is located at Home Farm, Firbeck, on the site of the Officers' Mess at the former war-time RAF Station. The original airfield at Firbeck was built in 1935 as one of the facilities of Firbeck Hall Country Club. Pre-war it was used by private owners and by Sheffield Aero Club.

The airfield was taken over by the RAF in 1939 and was used by 613 (City of Manchester) Squadron, 654 (Air Observation Post) Squadron, 659 (AOP) Squadron, 25 Elementary Flying Training School and 24 Elementary Gliding School before being closed at the end of 1945. Aircraft operated during this period included Lysanders, Austers, Tiger Moths and Hotspurs.

The Museum contains a large collection of aero engines including an American Liberty engine of 1918, Rolls Royce Merlin and Griffon and a Bristol Pegasus vectored thrust engine which powers the Harrier. Engines are a closed book to me but they were a delight to one of my travelling companions, and e--Fleet Air Arm Leading Air Mechanic (engines) who had worked on Merlins and Griffons during World War II.

There are also displays of flying clothing, uniforms, memorabilia, photographs, a Royal Observer Corps post, radio and radar equipment and a 'home front' exhibition. There is an 'Aladdin's cave' atmosphere about the indoor exhibits, you turn a corner and there is something of interest. Personally, I was particularly fascinated to come across a working Link Trainer (an early simulator used for blind-flying instruction) which I had last 'flown' in Canada in 1945.

On outdoor display are parts recovered from war-time crash sites including Spitfires, Lancaster, Flying Fortress and Me109. The aircraft on outdoor display include:

de Havilland Vampire T2	XE935	Hawker Hunter F51	E424
Hunting Jet Provost	XP557	E E Lightning F Mk6	XS897
Westland Scout	XP190	Saro Skeeter	XM561

Cockpit Sections:

Hawker Hunter T7 ET272; Gloster Meteor NF11 WM267; Canberra T4 XH584

Restoration Projects:

Vampire NF10 WP255; Vampire FB5; SE5a replica; Jet Provost T3 XN59

If you like your aviation museums with the plush 'spit-and-polish' atmosphere of the RAF Museum (of which, more later) this is not for you, but if you like the approach of a friendly bunch of dedicated enthusiasts, albeit in a somewhat rough-and-ready environment, this is your cup of tea!

Talking of which, a cafe sells tea and buns (char and wads to you ex-RAF types) and snacks. Adjacent is an excellent shop with reasonably-priced items.

*Source: the above is largely extracted from the Museum leaflet.

Military News

Eric Martin.



THE NEW LOGO

(Squeezed out from the last issue due to pressure of space; I still think in foolscap, A4 is too short!) The new logo for the Military Aviation features, the crest of the Ministry of defence, reflects the tri-service basis of Britain's military aviation: the Fleet Air Arm, Army Air Corps and Royal Air Force.

DIRECTIONS TO FIRBECK

(squeezed out from this month's Military Matters; see above item)

The Museum is close to Exit 1 on the M18, then A631[east] and A634[south]. From the A634 follow minor road signed "Firbeck", the track to the Museum is first LEFT - if you reach a hospital entrance, you've gone too far like I did!

SOCIETY MILITARY VIDEOS

As Mike announced at the January meeting, the Society has three new videos of military aircraft in the video library. The printed information on the video cases does not list the aircraft depicted on the video; I have, therefore, listed them on cards which may be found on the inside of the case. Each aircraft shown on the video has accompanying technical information and some excellent flying and static shots.

FLA IN DOUBT

After all the heart-searching about the procurement of the replacement for the current RAF fleet of Hercules which led to orders for 25 C130Js and a possible order for about 40 FLA when this became possible, the withdrawal of the French from the Future Large Aircraft project has put the whole programme in doubt. Airbus was allocated the management of the programme and the Airbus partners (Daimler-Benz Aerospace, Aerospatiale, British Aerospace and CASA) were hoping for profitable military work to make up for the shortfall in civil work. Apparently France is hoping that a smaller FLA will become available: what about the C130J? British Service chiefs are still hoping for the continuation of the FLA which was being designed to carry helicopters and larger tanks too big for the C130J to carry; is the Galaxy too big?

PARAS TO HAVE HEAVIER WEAPONS

The three battalions of the Parachute Regiment are to receive heavier weapons to fit them for a world-wide peace-keeping or active combat role. To the chagrin of the Regiment, these duties have been taken over by the Royal Marines (the Parachute Regiment and the Royal Marines have long been rivals although they fought together in the Falklands) as evidenced by their service in the Gulf and Bosnia. The heavier equipment, however, puts the Paras parachuting role in doubt. In fact, doubts have been expressed at how appropriate parachuting into action is in modern warfare; is the airmobile intervention by helicopter more appropriate? I am visiting the Parachute regiment Depot in early March and hope to return with some further thoughts after that.

EFA BREAKTHROUGH

In contrast to the FLA problems, a breakthrough has occurred in the deadlock between the UK and Germany about workshare arrangements; Germany having accepted a 30% share compared with a UK share of 38%. the compromise arose when the four remaining participants (Italy and Spain in addition to the UK and Germany), revised their requirements for future orders for the EFA. Rumour has it, however, that the debate about the possible procurement of F16s continues.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

The airport has been experimenting with new aircraft parking arrangements. (see also under Manx Airlines). Most of the trials carried out involve aircraft parking nose in to the terminal.

Last month I reported that Saturday 15th June was "the" day this year to be at Leeds/Badford because on the expected influx of French Airliners. Well this is still the case, but matches will also take place at Elland Road on the following dates. Sunday 9th June Spain v Bulgaria, kick off 14:30. Tuesday 18th June Romania v Spain, kick off 16:30. The Spain v France match of the 15th June is due to kick-off at 18:00.

Charters in addition to those mentioned last month are as follows :-

Saturday 15th June

T.A.T.	Fokker 100	In at 1225	Out at 2359
T.A.T.	ATR-42	In at 1500	Night Stops
T.A.T.	ATR-72	In at 1250	Night Stops
Iberia	Boeing 727	In at 1600	Out at 2200
Iberia	Boeing 727	In at 1610	Out at 2210
Iberia	Airbus A.300	In at 1550	Out at 2150

In addition to the above a British Airways Concorde is also due to operate pleasure flights!

Wednesday 19th June

Three Balkan Tu-154's are due...hopefully times available for next months AYCAN.

Air Europa The more observant of you will have noticed in last months latest view of this summers I.T. flight programme that the Britannia Boeing 757 is not permanently based at Leeds this summer. The aircraft will position out to Dublin on a Thursday evening and re appear at Leeds on Saturday. The Friday Tompson flights to and from both Ibiza and Palma will be operated by Air Europa Boeing 737.

Air U.K. have pulled off the Leeds to Paris service. The last service operated on Saturday March 30th (see under British Midland). The move is claimed to be a result of poor loads. The poor exchange rate is said to have damaged the leisure market, while business loads have been affected by Eurostar.

This only leaves Air U.K. operating a single Fokker 50 from Leeds on their Amsterdam service. It does not seem too many years ago when the airline had four F-27's based at Leeds to serve Dublin, Belfast, Edinburgh, Aberdeen as well as Amsterdam and Paris. They even operated a Brussels service for a while until they agreed to pull off this service if Capital gave up its Leeds to Amsterdam service. The Fokker 50 will be redeployed to Stansted to operate a Stansted to Hamburg flight, a route currently flown by a Gill Air ATR-42, which in turn will now be used on the Stansted to Paris service.

This seems to fit in with Air U.K.'s current philosophy of if it don't go from Stansted we don't want to know. I am sure the only reason that Air U.K. serve Amsterdam from so many regional airports is because of pressure from their major shareholder K.L.M. The routes of course feeding passengers into their hub at Amsterdam. I will be interested to see how long Air U.K. stay on routes out of Gatwick or carry on their Heathrow - Guernsey service.

British Midland commenced a Leeds to Paris service of Sunday 31st March. The airline have taken over the service from Air U.K. Initially flight timings are similar to those operated by Air yuck and will be operated by Jetstream 41, which of course means reduced capacity on this service.

A regional newspaper brought news of the announcement with the opening sentence Leeds-Bradford airport is to have its own direct service to Paris!! The fact the airport has had a direct service for the last 21 years does not seem to have registered with them. The newspaper also states that the news will come as a boost to the airport. How they arrive at this conclusion when the capacity reduces from 1200 passengers a week to 673 they do not make clear.

Karloq Air have abandoned the Leeds to Billund service. Did it actually run??

Manx Airlines commenced operations on the former Knightair services on March 4th. The services to Aberdeen and Southampton use BA flight numbers in the seven thousand seven hundred range. The Isle of Man service is operated by Manx on their own behalf and have flight numbers JE410 etc. The airline have not taken on Knightair's Leeds to Belfast International service leaving the Jersey European service into Belfast City unopposed. Full details of the flights are as follows

ABERDEEN BA7700 departs at 0650, BA7702 departs at 0940 (thru' flight from Southampton) and BA7704 departs at 1740, Arrivals are BA7701 at 0930, BA7703 at 1620 and BA7705 at 2020. All operate weekdays only except BA7703/5 which also operates on a Sunday

SOUTHAMPTON BA7711 departs at 0655 and BA7703 departs at 1745 (thru' flight from Aberdeen). Arrivals are BA7702 at 0920 and BA7714 at 2005. All operate weekdays only.

ISLE OF MAN JE410 departs at 0945 and JE418 departs at 1545. Arrivals are JE411 at 1125 and JE419 at 1725. The morning flights are weekdays only while the afternoon sortie also operates on a Sunday.

The Isle of Man flight uses flight numbers as callsigns in the traditional manner e.g. "Manx 418". Unfortunately the flights operated on behalf on British Airways express use those silly alpha numeric callsigns. However at least the letters make sense Alpha been Aberdeen, Lima Leeds/Bradford and Sierra Southampton. Therefore callsign "Euro Manx One One Alpha Lima" is a flight from Aberdeen to Leeds.

The aircraft to operate the services arrived on February 29th. Two Jetstream 41's arrived at about 1500, these been G-MAJB and G-MAJK. A Jetstream 31 arrived from Liverpool at 1730, this been G-GLAM. The Jetstream 41's were used to operate the services while the 31 was used for crew training. A further Jetstream 31 arrived the following week in the guise of G-LOGV. It is understood the Jetstream 41's will only be used while the ex-Knightair crews convert to the Jetstream 31.

One novel feature of Manx's operations is their parking routine. The aircraft park nose in to the terminal. After starting their engines the aircraft asks Air Traffic for permission to "Powerback". The aircraft then backs off the stand under its own power, using reverse pitch.

AIRPORT NEWS

Birmingham has finally won approval for a £400 million expansion plan. As reported last month the airport has had to make certain environmental commitments including a limit on the number of night flights and agreeing to fund research into respiratory problems among nearby residents. The expansion will double the size of Birmingham's main terminal and increase the number of aircraft stands by 50%. I only hope this expansion does nothing to degrade the superb viewing facilities available to the enthusiast at Birmingham, both inside and outside.

Liverpool is planning to improve its terminal facilities to meet extra demand. The airport will have a Monarch Boeing 757 based this summer operate 18 rotations per week, mainly for tour operator Direct Holidays. Flights will also be operated to Turkey by Suntours in house carrier Sunway. The airport is also hopeful of attracting an operator to re-commence a scheduled service to London.

The worlds airports handled 2.2 billion passengers in 1995 and increase over 1994 of 4.7%. The biggest increase was at airports in the pacific region, where passengers increased by 7.6%. The world busiest airport remains Chicago O'Hare which handled 67.3 million. London Heathrow was third with 54.5 million.

AIRLINE NEWS

Air OPs The Swedish Tristar operator, which based most of its fleet in U.K. last summer faces closure unless a buyer can be found unless its owner Dutch bank ILG receives an acceptable offer by April 30th.

British Airways have named their '777's after famous aviation pioneers. The first aircraft has been named Sir Charles Edward Kingsford-Smith. Of course been keen aviation enthusiast's you all know what he is famous for.....Don't you?

Brymon is to renew its fleet by leasing in five Dash 8 aircraft. The aircraft are all due for delivery before this summers schedules commence and will replace two older Dash 8's and three dash 7's.

Gulf Air have axed their service from Manchester to Abu-Daubi . The service has run for three years but has not met the expected passengers using the high yield business fares.

Pam Am the famous U.S. carrier which collapsed in 1992 is set to make a come back this summer, but not over this side of the Atlantic. Plans are to serve New York, Los Angeles, San Francisco, Chicago, Miami and San Juan with a fleet of A.300 Airbuses.

AIRCRAFT NEWS

Once again Fokker is the most important news this month, after losing its battle for survival. This was despite its attempts to suitor a new financial partner. A statement issued by the Dutch company, who was the worlds oldest aircraft manufacturer, declared they were bankrupt on the morning of the 15th March. This followed a deadline for offers to be received by Fokker on March 14th

"This means the end of 77 years of aircraft history in the Netherlands" Fokkers Chairman, Ben Van Schaik, said. The company was hopeful of receiving a last minute bid from South Korea's Samsung. A second potential saviour, The Taiwan based China Aviation Industries had earlier announced it was not bidding.

British Aerospace is aiming to increase its share in the Airbus consortium. Currently BAe has a 20% stake in Airbus Industrie. Aerospatiale and Daimler-Benz each hold 37.9%. The remaining share is held by CASA of Spain.

Concorde celebrates 20 years in passenger service this year. However just to prove there is life in the old dog yet, it has broken its own record for the fastest crossing of the Atlantic. The new record time achieved by Captain Leslie Scott on 7th February, from J.F.K. to Heathrow was two hours 52 minutes and 59 seconds, an average speed of 1250 miles per hour. This was 90 seconds faster than the previous record. The aircraft was G-BOAD.

OTHER NEWS

Police have arrested 33 British Airways staff following an investigation into theft of duty free items from aircraft. All the arrested employees were from B.A.'s catering operation at Heathrow. It is suspected that the items were removed from trolleys waiting to be loaded onto aircraft at Heathrow.

Mickey Mouse has ditched Air France in favour of British Airways - and that's official! Eurodisney has given Air France the push as its preferred U.K. to France carrier and replaced it with British Airways . The reason given is that B.A. have a more powerful brand image in U.K. which is important because more people travel to Eurodisney by air from the U.K. than anywhere else.

CREDITS Pete Gibson, Steve Jones, Neil Martland, Harry Morrow, Pete Smith, Financial Times, Telegraph and Argus, Teletext, Travel Weekly, T.T.G.,

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further afield



*Global topics by
alan sedgwick*

Welcome to another months jottings. If you have any news that you think would go in this section then send it to me at:- 12 Beverley Drive, Dewsbury, West Yorkshire, WF12 7NB.

CONTINENTAL AIRLINES who are based in Houston Texas USA, are continuing to expand their services and will this summer operate 429 daily flights at Houston, 359 at Newark New Jersey and 235 from its fast growing third hub of Cleveland Ohio. The carrier already serves Gatwick from its two main bases and is thinking of adding a non stop service from Cleveland in 1997. The LGW DC10 link to New Jersey will be increased from 14 to 24 this summer and a DC10 is planned to replace the Manchester 757 service from September 5th. The company now serves 118 US cities and from June will code-share with WORLD AIRWAYS. Reported profits for 1995 were \$224m, a performance figure which perhaps tempted the purchase by six senior Managers of shares worth up to \$100,000 each!.

AIR ZIMBABWE the Harare based airline that was known from 1962 to 1978 as Air Rhodesia and to 1980 as Air Zimbabwe Rhodesia, has not had a good start to 1996. Two F-50s leased for ten years last summer to replace Viscounts on the tourist run from the capital to Victoria falls via Kariba are proving to be unreliable. Unfortunately the airlines 737-200s cannot use Kariba airport so their BAe146-200 has had to be recalled from Government service. To make matters worse traffic has increased due to overbooking by the independent rival ZIMBABWE EXPRESS!! It also appears that US safety Inspectors from the FAA have given the country a category 3 rating thereby preventing airlines from Zimbabwe flying into the United States!!.

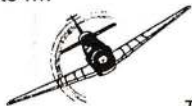
DENVER INTERNATIONAL which was the subject last year of much controversy, celebrated its first birthday in February after making \$8.5 million profit. A recent statement from the Deputy Aviation Director revealed that the new airport that is 25 miles outside the city, had managed to cut delays by a figure of 81% compared to the original field at Stapleton. Last years claims of cracks in the runway and chaos with the baggage handling system were said to have been exaggerated. UNITED AIRLINES have their second largest U.S. operation here with 422 daily departures to 58 destinations, these movements make up approaching 70% of DIA's traffic. BRITISH AIRWAYS have looked into a Gatwick service and the airport is also talking with LUFTHANSA.

TECHNOLOGY items this month include:- Belfast, Cork, Dublin and Shannon airports will be more easily identified to Irish travel agents as First Choice have brought in new booking/Computer Software that will separate the airports from the mass of GB options. MERIDIANA say they will be the first

regional carrier to offer a significant number of satellite telephones, when they install two GTE sets per row on their BAe 146 jets this May. LUFTHANSA have announced a U.K. Internet site, with information only to start with. AIR CANADA now have computers with Internet access and Fax machines at their new business centre in Toronto's L.B. Pearson airport.

In Brief.... KOREAN AIR aim to cut 80 minutes off their Heathrow-Seoul service by routing over Mongolia instead of Siberia..... NORTHWEST have signed for 20 A320's to be delivered in 1998 and 1999..... new Turkish airline TAYFUNAIR have a former ARROW AIR 727-200 freighter..... another 727-200F has joined the DHL fleet.... In Canada - GREYHOUND AIR plan a spring start-up with six wet leased 727-200's..... AUSTRALIAN CONNECTION AIRLINES hope to commence 747 operations to Athens via India..... The European Football Championships will see Manchester bound charters by AIR JET, AIR OPs, CROSSAIR, CSA, EURO BELGIAN, LUFTHANSA, MAERSK, PORTUGALIA and PREMIAIR, the 15-22 of June looks busy!!..... former CITY FLYER Shorts= BMWW has gone to AIR KENYA..... AIR BALTIC now have two ex-BUSINESS EXPRESS (Portsmouth USA) RJ70's, the first of 4 this year!..... L A X airport handled almost 54 million passengers last year (up 5.6 %) with 732.639 take-offs.... TNT World-wide Express appear to be moving its main European hub from Cologne to a planned new £45m set-up at Liege airport in Belgium for spring 1998..... SAAB AIRCRAFT of Sweden are thought to be about to reduce their workforce by 9% or 540 staff..... AER LINGUS are spending IRE18m on a new corporate image which includes a new light green Shamrock in the colour scheme.....In Havana= EMPRESA CONSOLIDADA CUBANA DE AVIACION or CUBANA to me and you, have lost tour operator- All Jamaica's summer contract from the UK to the island after just one year. The service (via Havana) was described as sub-standard and will now be in the hands of Excalibur DC10s.....Oslo based BRAATHENS SAFE celebrated its 50th birthday (March) in style when the company's pre-tax profits for last year were announced at £78m..... a new scheduled service by ICELANDAIR from Reykjavic to Halifax in Canada will commence in May and hope to attract UK passengers..... BALAIR CTA the Geneva charter operation has now ceased with the last few MD80s going mainly to Crossair/Swissair..... ALIADRIATICA are now known as AIR ONE in Italy..... AKDENIZ AIRLINES of Turkey are said to have ceased operations..... 1995 profits for CATHAY PACIFIC were up 25% TO £252m, with turnover up 12%..... all staff at AIR OPs have been handed redundancy notices..... passenger numbers at airports across the world grew by 5% to 2.2 billion in 1995. Chicago O'Hare was again the worlds busiest with 67.2 million passengers.....

a n d finally new Dutch 'outfit' DENIM AIR hope to start LCY-Eindhoven F50 services on April 26 - and YES the crew WILL wear jeans, plus leather flying jackets !!!!



Credits:
Richard J Anderson,
Flight International, Laurie Caldbeck,
The Aviation Society, Travel Trade Gazette.

WAY OUT EAST

Just prior to Christmas 1994, my good friend, colleague and fellow spotter Brian Best was sat in my house telling me about the George Pick Tour he had booked to go on to the Malaysian Aerospace Show in Singapore in February 1996. I decided almost immediately that I would not be able to stand looking at all the photos afterwards, & hearing the tales of exotic places and planes, so I made up my mind and decided I would go as well.

As things turned out the actual Tour was cancelled through lack of interest, but by then we had made the bookings to spend three nights in Singapore, with a full day at the Aerospace Show, and three nights on the way there in Hong Kong, giving us the opportunity to make the spectacular approach into Kai Tak airport, before the new one opens at Chek Lap Kok, on the island of Lantau.

Departure was to be from Manchester on Cathay Pacific on Friday 2nd February 1996, to arrive Hong Kong the following day, leaving there on Tuesday 6th for Singapore, and finally departing Singapore on Friday 9th, travelling home via Bangkok and Hong Kong back to Manchester on Saturday.

We left Leeds by train for Manchester Airport after lunch on Thursday 1st February, as not wanting to risk the weather and roads on the following morning, we had booked into the Forte Hotel for Thursday night.

We did manage a little time spotting on Thursday afternoon, and into the evening, before we had a meal in the Lancaster Restaurant. The afternoon was fairly quiet but the tea time rush hour, produced a reasonable mix, including Aer Lingus 146, Crossair Saab 2000, Lauda Regional Jet, Lufthansa 737s, Air France and Air Littoral, BASE and SAS, Ryanair & the usual British selection. One better offering was IL62M of Uzbekistan UK86579.

Friday morning saw us up soon after 0500, courtesy bus across to the airport and into the check-in queue, which at about 0615 consisted of just the two of us. That enabled us to book the rearmost seats on the starboard side of the plane. We ate breakfast, looked around the duty-free lounge and watched a few of the morning arrivals, before boarding Cathay 747-400 VR HUE, flight CX270, which pushed back from stand just some five minutes behind schedule.

Having previously only flown on charter flights to Spain, I am not the most qualified person to talk about airlines, but I liked Cathay Pacific. Hot towels as soon as you board in cold countries, and cold towels in warm places; overnight comfort kits of oversocks, toothbrush & paste and eyeshades; sandwiches and any drinks available throughout the flight; and meals served at very regular intervals.

Less than an hour after take off we were on the ground at Amsterdam, where after boarding more passengers and a short delay whilst the crew off-loaded the baggage of one passenger who did not check himself in, we were off again.

From the plane we managed to see several KLM 747s and 767s, two Jordanian Tristars, a Turkish Alfa Airbus, Estonian Air 737 and an MD11 of Mandarin Airways - B151. That was only the second Chinese registration I had ever seen - how things were soon to change.

Our route took us over northern Germany, Poland, into Russia and south of Moscow, western Siberia, dawn near Tashkent and the Hindu Kush, across Pakistan and India, then Burma, southern China and over the South China Sea en route to Kai Tak.

As we neared the airport I started the video camera running, filming the descent down through the high-rise flats, and then the near 90 degree turn to line up onto the runway, and land out towards the water on what looks like quite a narrow strip of land. Although spectacular, it is not quite as hair-raising as I had been led to believe.

We left the plane, were reunited with our luggage, cleared Customs & Immigration - who allowed us to stay a year if we wished - and located our courtesy car, which turned out to be a Smart Mercedes, to take us to Kowloon and the Salisbury Hotel, or YMCA as it is also known. It was very far from the hostel image that I had of the YMCA, a very reasonable mid-range hotel, excellent facilities, and very acceptable en-suite twin accommodation. We were slightly early, & our room was not quite ready so we had a walk to the famous cross-harbour Star Ferry terminal to get our bearings, located the MacDonaldis for future use if necessary, then back to the hotel for coffees and pastries, before occupying our room. There was no time for down-time on this holiday; so it was a shower, a change, and onto the A1 Airport Express bus, back to Kai Tak.

The total flight time had been about fourteen hours, we had gone through an eight hour time change, and here we were, at about 1200 local, some 24 hours elapsed time gone, and off, spotting.

We spent most of the afternoon at the airport, some of it in the coffee lounge which has a reasonable view, and some of it on the roof of the car park, where the planes seem to be landing virtually straight over your right hand shoulder.

I will not list all the aircraft we saw, just some of the highlights and overall figures, but I do have a comprehensive log if anybody is that interested.

Naturally, at their home base, Cathay Pacific were well represented by Tristars, 747s and A330s - nearly 30 in total.

Dragonair is another based airline with A320s, Japanese Airlines and All Nippon aircraft included 747 & 767, DC10S and MD11s.

A KLM 747 must have followed us from Amsterdam, and also a Lufthansa of the same type sat there. Gulf Air 767, Emirates A310, and an A320 of Vietnam - unfortunately registered F GFKZ.

American 747s included Northwest, United Parcels and United Airlines, with a 767 of the last as well. We saw the first of many Thai 747s and A330, along with Malaysian 747s and a 737, and also Asiana 767 HL7247.

Of course you cannot go to Hong Kong without seeing Chinese aircraft, and here, my list started a rapid rise - the following were represented; China Airlines, China Southern, China Eastern & Air China. Types included 737, 747, 757, A300, MD11 & MD87, and one China Airlines 747 registered 3B SMC (Mauritius).

There were also one or two light aircraft at the Aero Club, and an American HS125 N95, with a couple of Hong Kong S76s, on the main airport. We logged some 80 - 90 aircraft in total.

That evening we had a meal in a very nice restaurant - Jimmy's' Kitchen, in Kowloon. It is Western style, well known and fairly expensive, but we enjoyed Oriental style starters, before main meat courses and sweets, with beers, wine and liqueur coffees to end with. The town is alive at night with nearly all shops open until 10pm. We managed to avoid buying handmade suits and shirts, watches of all descriptions and most other things - but we did buy six genuine silk ties between us, for only £5 !

We had planned to do some sight-seeing on Monday and booked a half-day coach tour , and decided that Sunday would be a fairly touristy day as well. We caught the Star Ferry across the harbour, and walked across the town to the terminus of the Peak Tram, to take the ride the 1300' up the Peak for spectacular views back across to Kowloon side and of the harbour. The Tram is just a couple of carriages long, but like most things over there, gets quite busy and Sunday is a family day out. The views from the top certainly were excellent, If a little hazy, and we did some souvenir shopping, and sat in the sun drinking cold beer and eating warm noodles.

We had a relaxing afternoon, a Chinese meal out in the evening, and another ride back across the Star Ferry to take some photographs and video by night. Sunday was a fairly early night as we had to be on the coach on Monday morning at 0815.

We had breakfast at 0710, and Brian's comment, as he went bright red in the face was " My, this chilli's hot " - at breakfast !

The coach took us across to Hong Kong Island, this time via the Cross Harbour Tunnel, and we went back up on the Tram again, but no time for beers or shopping on this occasion. We continued on to the south side of the Island, to Repulse Bay & Deepwater Bay, to Stanley Market where we bought more souvenirs, and then to the fishing village of Aberdeen, where we took a sampan ride around the harbour to see the fishing boats, the huge floating restaurant and the house boats, where people actually live in what looked less than primitive conditions. Final stop was a high class jewellery factory where we managed to resist the temptation to buy, and we were back at the Hotel for about 1500.

Where next ? Let's do the airport again.

Not quite so many new aircraft this time, only about 60. flore of the sorts we had seen on the Saturday, but also including Swissair 747, Alitalia DC10, Qantas 767 & 747, Air Lanka A340, Mandarin 747SP, and most interestingly, a Pacific East Asia Cargo (TNT) BAe146 - RP C4BI - not many of those at Yeadon.

It took us until Monday night to find that we could eat in the hotel, where the cost of 198HK\$, about £18 or so, bought us a buffet meal which included in the price as many soft drinks or beers as you wanted. The buffet was superb, with plenty of choice of Eastern or Western, hot and cold food, fresh fruit, sweets etc, and we worked out that our actual food didn't really cost us a great deal, compared with the drinks we had - all soft, of course. We rounded off the evening with another venture into the shopping area.

Tuesday was another very early start, breakfast at 0700 & out for our car to the airport for 0730. The flight for Singapore was delayed slightly and after an hour or two's spotting, which included RP C482, sister ship to the earlier 146, we left at about 0930.

Another Cathay 747-400, this time VR HUF, and after about four hours flying, and more good food, we were approaching Singapore Changi Airport, only to be told by the captain that we were having to hold off & extend, due to "a flying display and airshow". We were nearly there at last.

Once on the ground, and again having been allowed to enter the country, we parked our cases and found our way straight to the viewing area.

Here, naturally Singapore Airlines 747s and A310s were predominant, along with Silk Air 737s, 2 more French registered Vietnamese A320s, Qantas 767s and Air New Zealand 767. Also and much more of interest, we saw Merpati Fokker 28s, Pelita Fokker 70, Sempati 737, Chinese DC10 and 747 both of EVA.

Apart from these few goodies, there was also a 777 of Cathay, and at the Aerospace Show which we could see in the distance, Boeing's own 777. The star however, we were most lucky to catch.

We had not been in the terminal long, when there was a stampede of people, mostly non-aeroplane locals, to the front of the viewing area. We gathered that there must be something happening, which there was. The B2 Stealth bomber had visited the show, and was now leaving. It taxied slowly past the front of us, then took off again past us, came back and did a low flypast, and was gone. It had spent about an hour and a half at the Show, on that one day only, the crew never turned the engines off, and it was not seen by most of the people attending the Show over the several days. I think it was the first visit of an aircraft of that type to the Pacific Asian area.

We eventually decided that we should go and find our hotel. For the first time since we had landed, we left the airport into the open air, and immediately realised how hot it was. We took a taxi from the airport, and were pleased to step back inside into the air-conditioned comfort of the hotel. We checked in, found our room and had a shower and changed, and then found the bar outside the hotel, where for the next three days we became regulars.

Beer came cheapest by the jug-full, but at over 20S\$, about £10, a jug, which gave you just three smallish glasses each, we soon spent 40+dollars. In fact the excellent buffet meal at the hotel wasn't much more expensive than the beer.

As we were approaching the Chinese New Year, and our hotel was in the Chinatown area of Singapore, the whole area was getting dressed up for the celebrations, and some streets were completely closed to traffic and given over to street markets, so we had a stroll in the evening, taking in the atmosphere.

Wednesday gave us the luxury of a sleep-in, and after breakfast, we caught a taxi back to the Airport, but this time to the end furthest from the terminal, to the Aerospace Show, where we had soon collected our pre-paid tickets, and signed in, and made our way into the main exhibition hall. It was a very hot day, and the coolest places were inside, but the planes were outside, so we had to suffer.

The static display was about 50 aircraft strong, some of which we had seen the previous day, giving their flying displays. So it did not take us too long to walk around, take the photographs and some video footage, and make our way back into the display halls. At one point, I think Brian was well down the road to buying a new helicopter for our employers, but I was able to drag him away before he spent too much of their rather stretched budget. Anyway, I don't know how he 'd have got it back to England.

I suppose the static aircraft were much as you might see at either Farnborough or Paris - nearly. The French Mirage 2000 and Russian SU27, we had seen before but I don't think I am likely to see a CATIC K8, or a Y7 over here in a hurry. Dornier 328 of Formosa and Jetstream 41 of Seoul Air International added some bright colour schemes, and Regional Jet of SAEAGA or Learjet of Singapore Airlines may not visit Heathrow. A Thai registered Piper Malibu, stood near an Australian registered Beech Super King Air, whilst IL96 & TU204 looked on from afar. Luxury executive jets and heavily armed helicopters stood on opposite sides of the display, joined by Canadair CL415 waterbomber and Belgian Air Force Hercules. Perhaps we might see them all again later in the year at Farnborough - perhaps ?

Before too long the heat got to us, and we sought the comfort of a taxi back to the cool of the main terminal, where we ate cheeseburgers and waffles before going back to the serious business of logging aeroplanes. The mix was very similar to the previous day but adding A310s of Air India & CSA (Czechoslovakia), American DC8 of Southern Air Transport & BAC111 of Indonesian Air Transport, Thai & Swissair MD11s. We managed about 30 in total before leaving for the hotel. The day ended with another buffet and back to the bar for another jug.

Whilst sitting discussing the day's events, we actually witnessed a road accident, and wondered what the possibilities were of giving our details, so we could go back to give evidence in Court, maybe in the Summer.

Thursday was the day we had set aside to be 'normal' tourists, so after breakfast we caught the MRT Metro train, from near our hotel up to Raffles Place, and then walked across the Singapore River, through the gardens and found the world famous Raffles Hotel. It is still what you might call an imposing place, but the fact that the front entranceway is nothing more than the carpark, detracts from its appearance somewhat, and I think we were both a little disappointed. Anyway, we had made up our minds that we would go back in the evening for a drink, and had also selected a nearby restaurant for our evening meal. We saw some of the city sights, shopped for more souvenirs, and watched a display of traditional dancing in one of the many large shopping malls. A bit of bartering even saved Brian an extra 40\$* off the 'special for you' price of a rather nice watch.

The heat of walking and shopping was starting to take its toll, so we took the Metro back to the hotel and another jug, before we donned our smart clothes to go back on the train to Raffles bar. We needn't have bothered dressing up. The place is full of tourists by the coachload, the floor is inches deep in discarded peanut shells, and two drinks each set us back over 50\$, that's about £6 for a Scotch with a splash of lemonade. We were a little unsure when we saw that the restaurant was virtually empty as well, but that was not a problem as we had an excellent meal. Finally, another train home, and before retiring.....
yes, that's right - well it was pleasant sat outside watching the world go by, and the waitress wondered why we weren't going to call in on her home country of Vietnam on our way to the UK.

I am not quite sure how either of us managed to close our suitcase on Friday morning, but we did, and had soon eaten, checked out and made our way by taxi back to Changi, where we checked in the luggage, before having one last look at the viewing area. Royal Brunei 757 & 767, Bouraq and Sempati 737s were added to the list along with a Gulf 4 of Transindo, and a Falcon 900 of the Japanese Maritime Safety Agency, whose crew were apparently visiting the Aerospace Show.

Our return flight was scheduled via Bangkok briefly, Hong Kong for fuel, then Amsterdam and Manchester. When we landed at Bangkok, we were told we would stay on the plane, so we did not expect to see a great deal, but then the decision was made that we would disembark, and should make our way to the transit lounge. When we arrived there, we weren't expected, and for a while, confusion reigned. It was apparent that our plane, Cathay 747 VR HOZ, was having to be refuelled, so we spent well over an hour in the lounge. This gave us the chance of logging about 30 aircraft, mainly Thai a300s, but also two Bangkok Air ATR72s, China Yunnan Airlines 737, an A320 of Vietnam but this time bearing a Seychelles registration, Alitalia 747 and Finnair MD11 On taxiing for take off, we also saw three or four Thai registered light aircraft.

In the darkness of Hong Kong we could only see a few planes but they included BA & Virgin, Lufthansa & Air France and Canadian Airlines - all 747s.

The flight back to Amsterdam was another long one, and was not helped when we landed at Schiphol on several inches of snow. Our take off for Manchester was delayed whilst the runway was cleaned and the plane thoroughly de-iced. We finally touched down at Manchester at about 0800 Saturday. Surprisingly, all our luggage, turned up there as well - well, not so surprising, as it had been on the same plane all the way home.

We caught the train back to Leeds, where we were reunited with our welcoming, respective other halves. At this point I should say " thank you Helen & Judy ", for the transport, and for letting us go, and for putting up with the innumerable conversations both face to face and courtesy of BT, between myself & Brian in the months between the planning & execution stages of the trip - and for that matter, since.

To sum up the trip it was a marvellous experience. The two countries we stayed in are totally different places from each other, and literally nearly, a world apart from home. I hope that the opportunity remains for Westerners to visit Hong Kong with no hassle, and I certainly intend to go back to Singapore.

Although we never actually met a George Pick tour, or George himself, his firm made all our arrangements for travel, accommodation, transfers and the Show, and I could not fault those arrangements in any way. I'd use the company again.

In all, I think we logged nearly 400 aeroplanes, in addition to those at the Aerospace. As a complete aside, we also saw some 20 species of foreign birds on the trip - birdwatching, or ornithology, happens to be the second hobby of both of us.

We even watched Kingfishers out of the hotel bedroom window in Singapore.

Despite the impression I may give, we did not overdose on alcohol and we ate well. The only question that I never did get an answer to was ' who was the mystery female who left a message at the Hotel in Singapore for Brian? '. I don't think he will ever know either.

John Lloyd-Martin

MEETING 3.3.96

It is certain that whenever a 'local' speaker graces us with his presence the attendance is such that we are left with a 'standing room only' situation. This was so when Bob Nash, LBA's former Senior Air Traffic Controller spoke of his experiences during 34 years service at Yeadon.

Bob was an enthusiast in his work and from humble beginnings in the 1960s took us through the decades with impressions of how things have changed in ATC. With only very rudimentary equipment to aid them in attempts to safely guide aircraft, the 1960s Controllers were not necessarily licensed (at that time the Airport Superintendent was the only licensed ATCO) and considering everything did a good job.

The Direction Finding Homer was not a foolproof aid but could be efficient in the hands of experienced RAF personnel. Early Radar was not a scanning beam but had to be pointed at the A/c to get a reading. Yeadon was a busy place and remember that there was no Control Zone so even non-radio A/c were nearby.

Bob told us many amusing tales from the old days when Flight Deck Crews would meet aerodrome staff in the Club bar for 2 or 3 drinks after duty. Everyone knew one another and there was a friendly rapport. These days and ways are largely disappearing.

The increasingly strict procedure of recent years with licensing of all Controllers, constant testing to maintain standards, vastly improved equipment and security considerations means many differences in the way ATC is now performed.

Obviously Bob misses his daily involvement in LBA which he found thoroughly absorbing and enjoyable during all those years. An A/B radio is no substitute!

The Chairman expressed grateful thanks for the talk and many questions and chat followed.

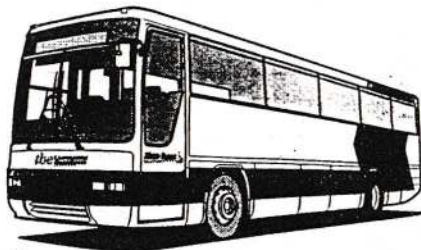
Geoff Lee

Air Events North '96

APRIL		
20-21	British Aerobatic Association Training Camp	BREIGHTON
MAY		
19	Battle of Britain Trophy Handicap Air Race	CARLISLE
25-26	Vintage Piper Aircraft Club Fly-in & Aerojumble	BREIGHTON
26	Spring Air Fair & Lancs Aero Club Fly-in	BARTON
27	Wings & Wheels Fly-in	SHERBURN
JUNE		
14-16	Castle Howard Revisited Balloon Meet	CASTLE HOWARD
15	Photocall Day	RAF LEEMING
22	RAFA/BAe Airshow	WOODFORD
29-29	British Aerobatic Association Tiger Trophy } & Air Squadron Aerobatic Competitions }	BREIGHTON
29	Yorkshire Aeroplane Club Fly-in	LEEDS/BRADFORD
29-30	At Home Days	RAF WADDINGTON
JULY		
13-14	Taff's 50th Birthday Fly-in & Hangar Bash	BREIGHTON
29-4 Aug	Northern Regional Gliding Competition	SUTTON BANK
AUGUST		
17-18	Jodel Club Fly-in	BREIGHTON
18-24	Two Seater Gliding Competition	POCKLINGTON
24-25	Carlisle Air Show	CARLISLE
24-26	August Bank Holiday Fly-in & Hangar Bash	BREIGHTON
24-26	Yorkshire Air Spectacular	ELVINGTON
24-26	American Yankee Ass. European Grumman Fly-in	SHERBURN
SEPTEMBER		
1	11th Annual Fly-in and Bar-B-Q	CROSLAND MOOR
8	Lancs Aero Club Autumn Fair	BARTON
21	Aeronca Fly-in	SHERBURN
OCTOBER		
26	PFA Birthday Fly-in	BREIGHTON



Trips & Visits
Contact
John Jackson
0113 - 2503766



LONDON HEATHROW

SUN 26th MAY

Depart Aero Club 06.00

£17.50

May get chance to call at Luton/E. Midlands on return

C.A.A. FIRE FIGHTING SCHOOL

TEESIDE

TUES 10th SEPT

Depart Aero Club 08.00

£11.50

BRITISH AEROSPACE

WHARTON (Military)

SAT 23RD NOV

Depart Aero Club 08.00

£10.00

Limit 15 persons (first come first served)

OTHER TRIPS

June 21st Amsterdam - £49.00each

(Ostend/Schipol/Rotterdam)

August 23rd Frankfurt - £89.00 including Hotel

(Ostend/Frankfurt/Cologne/Dusseldorf)

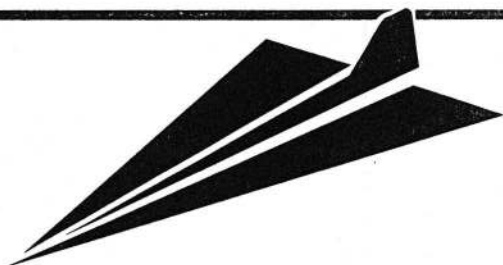
Sept 20th Paris - £75.00 including Hotel

(De Gaulle/Orly/Le Bourget)

A car trip to most airfields and airports around the M25 is being planned. This will include Luton/Heathrow/Gatwick along with Elstree, North Weald, Farnborough, Biggin Hill, Red Hill, Fair Oak, White Waltham, Benson, Booker, Denham plus others.

Costs would be shared petrol plus 2 nights Bed/Breakfast

Date to be arranged - depends when YOU can go



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