

R.A.F. VC10 806 departs L.B.A. on a Trouping Flight

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**CHAIRMAN'S CHAT**

Last month's meeting proved to be rather traumatic ...the arranged speaker ( a licenced engineer working for Knightair) was working in Southampton and, much to my relief, arrived only 15 minutes before the start of the meeting. The second, and more serious, problem was the closure of the Aero Club bar. It was Friday before I got confirmation that we could still have our meeting in the club room. The faces of several members visibly paled when I had to announce that the bar would remain closed and no falling-over water would be available. The meeting was shorter than usual so no members suffered serious withdrawal symptoms.

We are pleased to confirm that the bar reopened on Tuesday, 18th March for the serving of drinks and it is hoped to recommence bar meals and snacks in the near future.

I can think of no other airport of comparable size where you can park for free, have a good view of the apron, the approach, and a close-up of the light aviation operations all from your car or the club terrace. Now that the light nights are coming why not drop by, have a drink and watch the aircraft. We have a good relationship with the Aero Club so please support it whenever you can.

On Thursday,19th March it was announced that L.B.A's Managing Director, Bill Savage, is leaving to take up a post at Manchester Airport (!!!!!\*\*\*\*!!) as Business Development Officer.

As yet I have no idea who is in the running to take over at the L.B.A. I am sure you will all join with me in thanking Bill for all he has done for L.B.A. and wish him every success in his new posting. It is hoped that whoever takes over will continue the good work in pushing for more flights and destinations.

Finally, if you would like to take your better half, partner, wife ( or even someone else's wife) on a good night out you can do no better than at our Annual Dinner on Friday,25th April at the Peasehill House Hotel. Good food, good drink and good company. Still one or two places left so ring David Bates on 0113 2 502694.

**MEETINGS. ( starting at 14.30)****APRIL 6TH. STEVE HAGUE** -talk and slides on Elvington exhibits ( incl the "mossie")**MAY,4TH - TO BE ANNOUNCED.****CREDITS**Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik,  
Denis Yeadon,Geoff Lee, Rodger Fozzard, Jim Stanfield.

# Leeds/Bradford Movements

February 1997

## 01 Saturday

G-ZAPG Short 360	0005	G-BUEA ATR-42	0024
G-RMCT Short 360	0054	EI-CJD Boeing 737	0800
EI-FKB Fokker 50	0807	G-BVJA Fokker 100	0926
G-JEAD Friendship	0951	G-UKTI Fokker 50	1007
PH-SDI DHC-8	1037	G-JEAG Friendship	1155
G-GNTB SAAB 340	1231	G-BVJA Fokker 100	1240
G-BAVZ Aztec	1426	G-UKTI Fokker 50	1504
G-BVJA Fokker 100	1717	G-JEAD Friendship	1758
G-UKTI Fokker 50	1952		

## 02 Sunday

G-BVJA Fokker 100	0921	G-UKTI Fokker 50	0952
EI-CJC Boeing 737	1053	G-BVJA Fokker 100	1233
PH-SDP DHC-8	1442	G-BVEF ATR-42	1447
G-JEAD Friendship	1449	EI-CJD Boeing 737	1516
G-UKTI Fokker 50	1523	G-AYMK Cherokee 140C	1531
G-BAVL Aztec	1609	G-GREN Cessna T310R	1616
EI-FKA Fokker 50	1726	G-JEAG Friendship	1810
G-BVJA Fokker 100	1830	EI-CJC Boeing 737	1931
PH-SDU DHC-8	2002	G-UKTI Fokker 50	2021
G-GNTD SAAB 340	2023	G-GNTB SAAB 340	2111
G-JEAG Friendship	2116	G-BVJA Fokker 50	2120

## 03 Monday

G-BYAE Boeing 757	0040	G-BXEH ATR-42	0632
EI-FKC Fokker 50	0801	EI-CJD Boeing 737	0805
G-BUEA ATR-42	0925	G-BVJA Fokker 100	0940
G-GNTB SAAB 340	0945	G-JEAD Friendship	0946
G-RMCT Short 360	0954	Z6844 Islander AL.1	1003
G-BWXT T76M Firefly	1004	G-BPMF Warrior	1016
G-UKTI Fokker 50	1044	G-MICK Cessna F172N	1055
G-DJIM Turbo Arrow III	1120	EC-FJZ Boeing 737 300	1222
G-BVJA Fokker 100	1235	G-BYAE Boeing 757	1250
G-BJUR Tomahawk	1323	G-REND TB-10 Tobago	1326
G-BWXT T67M Firefly	1404	G-JEAD Friendship	1440
PH-SDU DHC-8	1506	G-UKTI Fokker 50	1523
G-BVJA Fokker 100	1525	EI-FKA Fokker 50	1722
G-BXEH ATR-42	1727	G-JEAG Friendship	1802
G-BVJA Fokker 100	1820	EI-CJD Boeing 737	1843
G-BDYD Rockwell 114	1848	G-BVKB Boeing 737 500	1904
G-RMCT Short 360	1909	PH-SDR DHC-8	2004
G-UKTI Fokker 50	2012	G-BXEH ATR-42	2106
G-JEAG Friendship	2111	G-BVJA Fokker 100	2121
G-BUPS ATR-42	2124	G-GNTD SAAB 340	2128
G-BVKB Boeing 737 500	2133	G-GNTB SAAB 340	2213

**04 Tuesday**

G-ZAPG Short 360	0011	G-RMCT Short 360	0054
G-BAVZ Aztec	0725	EI-FKA Fokker 50	0757
EI-CJG Boeing 737	0801	G-RMCT Short 360	0916
G-BSDN Seneca	0922	G-BVJA Fokker 100	0926
G-BXEG ATR-42	0949	G-GNTB SAAB 340	0953
G-JEAG Friendship	0956	9H-ABT Boeing 737 300	1003
G-UKTI Fokker 50	1009	G-SHCC JetRanger	1026
PH-SDT DHC-8	1105	G-GNTD SAAB 340	1127
G-RMCT Short 360	1211	G-BVJA Fokker 100	1244
PH-SDR DHC-8	1447	G-BAVZ Aztec	1502
G-UKTI Fokker 50	1510	G-JEAG Friendship	1522
G-BVJA Fokker 100	1529	EI-FKF Fokker 50	1727
G-GNTB SAAB 340	1728	G-BXEG ATR-42	1732
G-RMCT Short 360	1739	G-BDYD Rockwell 114	1800
G-JEAD Friendship	1809	G-BASX Seneca	1822
G-BVJA Fokker 100	1834	EI-CJG Boeing 737	1843
G-UKTI Fokker 50	2008	PH-SDI DHC-8	2019
G-RMCT Short 360	2025	G-GNTB SAAB 340	2031
G-BXEG ATR-42	2100	G-JEAD Friendship	2113
G-BVJA Fokker 100	2121	G-BYAE Boeing 757	2133
G-GNTD SAAB 340	2135	EI-DMI Turbo Navajo	2150 0807(05)
G-BUPS ATR-42	2213		

**05 Wednesday**

G-ZAPG Short 360	0001	G-RMCT Short 360	0042
EI-CKR Boeing 737	0804	EI-FKB Fokker 50	0813
G-RMCT Short 360	0914	G-BVED ATR-42	0919
G-GNTD SAAB 340	0925	G-BVJA Fokker 100	0930
G-JEAD Friendship	0947	G-UKTI Fokker 50	0957
PH-SDU DHC-8	1057	G-GNTB SAAB 340	1117
G-RMCT Short 360	1153	G-BODY Cessna 310R	1203
G-BVJA Fokker 100	1232	G-BAVZ Aztec	1307
PH-SDP DHC-8	1441	G-JEAD Friendship	1442
G-BVJA Fokker 100	1514	G-UKTI Fokker 50	1517
G-BVJR Tomahawk	1532	G-GNTD SAAB 340	1730
EI-FKA Fokker 50	1732	G-BVED ATR-42	1736
G-RMCT Short 360	1740	G-BYAE Boeing 757	1753
G-JEAD Friendship	1807	G-BVJA Fokker 100	1822
EI-CKR Boeing 737	1848	G-UKTI Fokker 50	1957
PH-SDI DHC-8	2009	G-GNTD SAAB 340	2023
G-RMCT Short 360	2026	G-BVED ATR-42	2056
G-JEAD Friendship	2109	G-GNTB SAAB 340	2121
G-BVJA Fokker 100	2132	G-BUPS ATR-42	2135
G-GNTH SAAB 340	2216	G-ZAPG Short 360	2354

**06 Thursday**

G-RMCT Short 360	0035	G-BGBY Tomahawk	0725
EI-CJD Boeing 737	0805	EI-FKC Fokker 50	0808
G-RMCT Short 360	0910	G-BVJA Fokker 100	0927
G-BUEB ATR-42	0934	G-JEAG Friendship	0942
G-GNTH SAAB 340	0948	N190RM King Air E90	0949
G-BASX Seneca	1024	PH-SDR DHC-8	1051
G-GNTB SAAB 340	1127	G-KITE Archer II	1133
G-OLAH Short 360	1138	G-UKTI Fokker 50	1146
G-SHIV GA7 Cougar	1152	G-RMCT Short 360	1206
G-BVJA Fokker 100	1237	G-MPBH Cessna FA152	1238
G-KNAP Warrior II	1247	G-VIPI BAe 125 800B	1325
G-BYAE Boeing 757	1343	G-JEAG Friendship	1441
PH-SDI DHC-8	1445	G-UKTI Fokker 50	1523

G-BVJA Fokker 100	1530	G-SHIV GA7 Cougar	1542
G-BGWN Tomahawk	1659	N190RM King Air E90	1711
EI-FKB Fokker 50	1728	G-DLAH Short 360	1749
EI-DWN Cessna 421C	1756	G-BUEB ATR-42	1806
G-JEAD Friendship	1821	G-BVJA Fokker 100	1836
G-GNTC SAAB 340	1840	EI-CJG Boeing 737	1847
G-BBGB Aztec	1913	G-UKTI Fokker 50	1956
PH-SDT DHC-8	2000	G-DLAH Short 360	2043
G-BUEA ATR-42	2108	G-BUPS ATR-42	2113
G-BVAE Boeing 757	2117	G-JEAD Friendship	2119
G-GNTB SAAB 340	2121	G-BVJA Fokker 100	2132
G-GNTC SAAB 340	2201		
<b>07 Friday</b>			
G-DLAH Short 360	0040	G-ZAPG Short 360	0059
G-BBGB Aztec	0302	EI-CKR Boeing 737	0745
EI-FKA Fokker 50	0802	G-BVED ATR-42	0916
G-JEAD Friendship	0935	G-GNTC SAAB 340	0937
G-BVJA Fokker 100	0940	G-DLAH Short 360	0946
G-BDYD Rockwell 114	0958	G-BNEI Seneca	1006
G-UKTI Fokker 50	1015	PH-SDP DHC-8	1046
G-BTFP Tomahawk	1110	G-BYAH Boeing 757	1125
G-GNTB SAAB 340	1133	G-LFSI Cherokee 140C	1232
G-BVJA Fokker 100	1238	F-YDTF Falcon 10	1333 1333
G-BTFP Tomahawk	1355	G-EMAZ Archer II	1410
G-BDYD Rockwell 114	1429	G-JEAI Friendship	1444
PH-SDT DHC-8	1455	G-UKTG Fokker 50	1510
EC-FEE Boeing 757	1515	EI-CJI Boeing 737	1517
G-BVJA Fokker 100	1520	N228CX SOCAT A TBM7	1551
EI-FKC Fokker 50	1722	G-BVED ATR-42	1730
G-GNTH SAAB 340	1731	N321DH Pilatus PC XII	1752 1828
G-JEAG Friendship	1801	G-BASL Cherokee 140F	1813
G-BVJA Fokker 100	1818	G-DLAH Short 360	1902
G-BASX Seneca	1925	EI-CKR Boeing 737	1935
PH-SDU DHC-8	2003	G-UKTG Fokker 50	2009
N321DH Pilatus PC XII	2021 2109	G-GNTH SAAB 340	2032
G-BVEF ATR-42	2104	G-JEAG Friendship	2106
G-GNTB SAAB 340	2118	G-BVJA Fokker 100	2122
G-BUPS ATR-42	2127	G-ZAPG Short 360	2356
<b>08 Saturday</b>			
G-DLAH Short 360	0039	EI-CJD Boeing 737	0751
EI-FKB Fokker 50	0805	G-JEAD Friendship	0933
G-UKTG Fokker 50	1001	G-BVJA Fokker 100	1003
G-AYEF Cherokee 180E	1051	N797HG PA-46 Malibu	1118 1526
PH-SDI DHC-8	1138	G-GNTB SAAB 340	1207
G-BVJA Fokker 100	1316	N584CA Rockwell 114B	1404
G-UKTD Fokker 50	1507	G-JEAD Friendship	1809
G-BVJC Fokker 100	1821	G-UKTD Fokker 50	1945
G-JEAI Friendship	1954		
<b>09 Sunday</b>			
G-BVJC Fokker 100	0942	G-UKTD Fokker 50	1012
EI-CJI Boeing 737	1100	G-BUEB ATR-42	1344
G-OBML Boeing 737 300	1356	G-JEAI Friendship	1445
EI-CKR Boeing 737	1517	G-UKTD Fokker 50	1520
PH-SDU DHC-8	1523	G-GNTI SAAB 340	1644
EI-FKB Fokker 50	1717	G-JEAG Friendship	1805
G-BVJD Fokker 100	1836	EI-CJI Boeing 737	1946
G-UKTD Fokker 50	1955	PH-SDR DHC-8	1005
G-GNTI SAAB 340	2014	G-BUEA ATR-42	2020

G-GNTB SAAB 340	2105		G-JEAG Friendship	2111
G-BVJD Fokker 100	2130		G-BYAG Boeing 757	2321
<b>10 Monday</b>				
N461CA CASA 212 300	0701	1040(15)	G-000U Boeing 757	0717
EI-CJI Boeing 737	0756		EI-FKB Fokker 50	0812
G-BVEF ATR-42	0924		G-JEAG Friendship	0939
G-GNTI SAAB 340	0945		G-OLAH Short 360	0957
G-BVZF Boeing 737 500	1017		G-UKTD Fokker 50	1020
PH-SDI DHC-8	1052		G-GNTB SAAB 340	1214
EC-GGD Boeing 737 300	1237		G-BVJD Fokker 100	1312
PH-SDR DHC-8	1503		G-UKTD Fokker 50	1519
G-OBMP Boeing 737 300	1535		G-BVEF ATR-42	1831
G-OBMP Boeing 737 300	1836		EI-CKR Boeing 737	1902
G-OLAH Short 360	1915		G-UKTD Fokker 50	2013
PH-SDP DHC-8	2018		G-BUPS ATR-42	2135
G-BVEF ATR-42	2159		G-GNTI SAAB 340	2212
G-000U Boeing 757	2237		G-JEAI Friendship	2240
G-BVJA Fokker 100	2256			
<b>11 Tuesday</b>				
G-ZAPG Short 360	0006		G-BYAW Boeing 757	0633
G-BVMX Short 360	0712		PH-DMD Fokker 50	0808
EI-CJG Boeing 737	0811		N864CE Gulfstream IV	0922
G-BVJD Fokker 100	0928		G-BXEH ATR-42	0940
G-JEAI Friendship	0946		G-BVMX Short 360	0948
G-GNTI SAAB 340	0954		G-BTFF Cessna T310R	1012
G-UKTD Fokker 50	1019		9H-ABF Boeing 737	1024
PH-SDU DHC-8	1108		G-SHIV GA7 Cougar	1117
G-MICK Cessna F172N	1122		G-GNTB SAAB 340	1124
G-BVJD Fokker 100	1221		G-BVMX Short 360	1227
I-OTEL Citation	1230	1508(12)	G-BWXU T67M Firefly	1249
ZD982 Chinook HC.2	1252		G-SDL Cessna 310R	1436
G-JEAG Friendship	1438		G-JEAI Friendship	1441
PH-SDP DHC-8	1456		G-UKTD Fokker 50	1506
G-BVJD Fokker 100	1518		G-MICK Cessna F172N	1536
G-BODE GA7 Cougar	1709		G-GNTI SAAB 340	1724
EI-FKA Fokker 50	1726		G-BXEH ATR-42	1731
G-BVMX Short 360	1738		G-JEAG Friendship	1807
G-BVJC Fokker 100	1822		EI-CJI Boeing 737	1842
G-UKTD Fokker 50	2003		PH-SDM DHC-8	2007
G-GNTI SAAB 340	2024		G-BVMX Short 360	2030
G-JEAG Friendship	2112		G-BXEH ATR-42	2119
G-GNTB SAAB 340	2127		G-BUPS ATR-42	2130
G-BVJC Fokker 100	2138			
<b>12 Wednesday</b>				
G-ZAPC Short 330	0014		G-BVMX Short 360	0051
G-BYAM Boeing 757	0630		EI-CKR Boeing 737	0801
EI-FKD Fokker 50	0808		G-BODY Cessna 310R	0823
G-BVMX Short 360	0913		G-BVJC Fokker 100	0927
G-BUEB ATR-42	0935		G-JEAG Friendship	0938
G-GNTI SAAB 340	0943		PH-SDR DHC-8	1052
G-UKTD Fokker 50	1107		G-GNTB SAAB 340	1128
G-CITY Navajo	1145		G-BVMX Short 360	1200
G-BVJC Fokker 100	1232		G-SHIV GA7 Cougar	1252
G-JEAG Friendship	1429		VR-BNZ Gulfstream 3	1434 1527
PH-SDM DHC-8	1449		G-UKTD Fokker 50	1512
G-BVJC Fokker 100	1520		G-ATOU Mooney M20E	1537
EI-FKD Fokker 50	1729		G-GNTI SAAB 340	1732
G-BUEB ATR-42	1738		G-BVMX Short 360	1752

G-BYAM Boeing 757	1809	G-JEAI Friendship	1815
G-BVJA Fokker 100	1836	EI-CKR Boeing 737	1850
PH-SDI DHC-8	1959	G-UKTD Fokker 50	2031
G-BVMX Short 360	2038	G-GNTI SAAB 340	2046
G-JEAI Friendship	2111	G-BUPS ATR-42	2115
G-BXEH ATR-42	2123	G-GNTB SAAB 340	2137
G-BVJA Fokker 100	2146		

**13 Thursday**

G-ZAPG Short 360	0001	G-BVMX Short 360	0039
EI-FKA Fokker 50	0801	EI-CKR Boeing 737	0803
G-DEXY King Air E90	0821	G-GRAM Navajo	0844
G-BVMX Short 360	0907	G-BVJA Fokker 100	0926
G-BVEC ATR-42	0934	G-GNTI SAAB 340	0937
G-JEAI Friendship	0939	G-UKTD Fokker 50	1029
PH-SDP DHC-8	1045	PH-BYA B58 Baron	1113
NE999C Lear Jet 60	1116 1143	G-GNTB SAAB 340	1136
G-BVMX Short 360	1203	G-TSGJ Archer II	1206
G-BVJA Fokker 100	1335	G-MONB Boeing 757	1353
G-BYAM Boeing 757	1403	G-JEAF Friendship	1451
PH-SDI DHC-8	1457	G-TICL Airbus 320	1528
G-UKTD Fokker 50	1534	G-GNTH SAAB 340	1545
G-BVJA Fokker 100	1625	EI-FKF Fokker 50	1730
G-GNTI SAAB 340	1733	G-BVEC ATR-42	1738
G-JEAG Friendship	1816	G-BVMX Short 360	1831
EI-CKR Boeing 737	1900	G-BVJA Fokker 100	1947
G-UKTD Fokker 50	2017	PH-SDU DHC-8	2020
G-GNTI SAAB 340	2044	G-JEAG Friendship	2111
G-BWTL ATR-72	2113	G-BUPS ATR-42	2126
G-BYAM Boeing 757	2142	G-GNTH SAAB 340	2230
G-BVJA Fokker 100	2306		

**14 Friday**

G-ZAPG Short 360	0009	G-BVMX Short 360	0043
G-PEAT Cessna 421B	0128	G-BVEC ATR-42	0616
EI-CJF Boeing 737	0802	PH-DMD Fokker 50	0804
G-SFHR Aztec	0844	G-BVJD Fokker 100	0925
G-BUEB ATR-42	0928	G-GNTI SAAB 340	0931
G-BVMX Short 360	0941	G-JEAG Friendship	0944
G-UKTD Fokker 50	1018	G-BSDL TB-10 Tobago	1027
PH-SDM DHC-8	1042	G-BICP Robin DR.360	1045
G-BYAG Boeing 757	1131	G-GNTH SAAB 340	1136
G-BVJD Fokker 100	1220	G-KNAP Warrior II	1406
G-JEAI Friendship	1443	EI-CJI Boeing 737	1452
PH-SDU DHC-8	1503	G-UKTD Fokker 50	1512
G-BVJD Fokker 100	1529	EI-CKR Boeing 737	1533
EC-FEF Boeing 757	1628	G-WELL King Air E90	1632
G-GNTI SAAB 340	1723	G-BUEB ATR-42	1726
EI-FKB Fokker 50	1748	G-JEAI Friendship	1807
G-BVJC Fokker 100	1857	G-BVMX Short 360	1907
EI-CJF Boeing 737	1939	G-UKTD Fokker 50	1952
PH-SDR DHC-8	2000	EI-CKR Boeing 737	2016
G-GNTI SAAB 340	2019	G-BVEF ATR-42	2056
G-JEAI Friendship	2110	G-BUPS ATR-42	2116
G-GNTH SAAB 340	2121	G-MONB Boeing 757	2159
G-BVJC Fokker 100	2205		

**15 Saturday**

G-ZAPG Short 360	0001	G-BVMX Short 360	0047
EI-CKQ Boeing 737	0756	EI-FKC Fokker 50	0806
G-BVJC Fokker 100	0923	G-JEAG Friendship	0936

G-KNAP	Warrior II	1004	G-UKTC	Fokker 50	1013
G-BPMF	Warrior	1015	PH-SDM	DHC-8	1111
N709EL	Beechjet 400A	1115 1123	G-GNTI	SAAB 340	1157
G-BGWN	Tomahawk	1219	G-BVJC	Fokker 100	1232
G-BAVZ	Aztec	1254	G-BPVA	Cessna 172F	1342
G-LCRC	Boeing 757	1450	G-BPMF	Warrior	1458
G-UKTC	Fokker 50	1521	G-BVJC	Fokker 100	1809
G-JEAG	Friendship	1812	G-UKTC	Fokker 50	1958
<b>16 Sunday</b>					
G-BVJC	Fokker 100	0920	G-UKTC	Fokker 50	1030
EI-CJC	Boeing 737	1059	G-BVJC	Fokker 100	1231
EI-CJI	Boeing 737	1307	G-BUEB	ATR-42	1340
PH-SDM	DHC-8	1436	G-JEAF	Friendship	1446
EI-CJG	Boeing 737	1452	EI-CKS	Boeing 737	1516
G-UKTC	Fokker 50	1533	N709EL	Beechjet 400A	1656 1721
EI-FKF	Fokker 50	1728	G-JEAI	Friendship	1814
G-BVJC	Fokker 100	1822	EI-CJC	Boeing 737	1943
PH-SDM	DHC-8	1956	G-UKTC	Fokker 50	2006
G-GNTI	SAAB 340	2026	G-BUEB	ATR-42	2036
G-GNTH	SAAB 340	2113	G-JEAI	Friendship	2118
G-BVJC	Fokker 100	2127	G-BVMX	Short 360	2135
EI-CJH	Boeing 737	2205			
<b>17 Monday</b>					
G-BYAI	Boeing 757	0001	EI-CJE	Boeing 737	0809
EI-FKC	Fokker 50	0812	G-DRJB	Citation	0830
G-BVEC	ATR-42	0934	G-BVJC	Fokker 100	0936
G-JEAI	Friendship	0947	G-GNTI	SAAB 340	0951
G-BVMX	Short 360	1006	G-UKTC	Fokker 50	1025
PH-SDR	DHC-8	1100	G-GNTH	SAAB 340	1124
EC-FJZ	Boeing 737 300	1226	G-BVJC	Fokker 100	1248
G-JEAI	Friendship	1439	PH-SDM	DHC-8	1500
G-UKTI	Fokker 50	1526	G-JTCA	Aztec	1534
G-BVJC	Fokker 100	1538	G-BVMX	Short 360	1645
G-BVEC	ATR-42	1726	G-GNTI	SAAB 340	1731
G-JEAF	Friendship	1805	G-BVJC	Fokker 100	1837
EI-FKD	Fokker 50	1840	EI-CJE	Boeing 737	1900
G-BVMX	Short 360	1928	PH-SDU	DHC-8	2002
G-UKTI	Fokker 50	2007	G-GNTI	SAAB 340	2028
G-JEAF	Friendship	2110	G-BVEC	ATR-42	2111
G-BUPS	ATR-42	2119	G-GNTH	SAAB 340	2122
EI-CJE	Boeing 737	2130	G-BVJC	Fokker 100	2156
<b>18 Tuesday</b>					
G-BYAW	Boeing 757	0632	EI-CKP	Boeing 737	0758
G-BVMX	Short 360	0919	G-BVJC	Fokker 100	0929
EI-CLI	RAe 148hip	0932	G-GNTI	SAAB 340	0943
G-JEAF	Friendship	0949	G-BUEA	ATR-42	0954
G-UKTI	Fokker 50	1002	9H-ABE	Boeing 737	1025
G-SHCC	JetRanger	1118	PH-SDP	DHC-8	1119
G-GNTH	SAAB 340	1128	G-MEYO	Enstrom 280FX	1211
G-BVMX	Short 360	1215	G-BVJC	Fokker 100	1231
G-JEAF	Friendship	1433	PH-SDU	DHC-8	1452
G-UKTI	Fokker 50	1515	G-BVJC	Fokker 100	1530
G-GNTI	SAAB 340	1717	EI-FKA	Fokker 50	1732
G-BVMX	Short 360	1737	G-BUEA	ATR-42	1741
G-JEAI	Friendship	1807	G-BVJC	Fokker 100	1830
EI-CJD	Boeing 737	1849	G-UKTI	Fokker 50	1956
PH-SDR	DHC-8	2000	G-GNTI	SAAB 340	2023
G-BVMX	Short 360	2027	G-JEAI	Friendship	2117



G-GNTH SAAB 340	2119	G-BUEA ATR-42	2126
G-BUPS ATR-42	2129	G-BVJC Fokker 100	2205
G-BYAI Boeing 757	2223		
<b>19 Wednesday</b>			
EI-FKA Fokker 50	0806	EI-CJH Boeing 737	0807
D-CCCF Citation II	0824	G-BVMX Short 360	0934
G-BVEF ATR-42	0940	G-GNTI SAAB 340	0948
G-BVJC Fokker 100	0953	G-JEAI Friendship	0959
N797HG PA-46 Malibu	1043	PH-SDM DHC-8	1054
G-UKTI Fokker 50	1110	G-GNTH SAAB 340	1133
G-BVJC Fokker 100	1253	G-BVMX Short 360	1400
G-IFTC HS 125 F3B/RA	1423	PH-SDR DHC-8	1459
G-JEAG Friendship	1512	G-UKTI Fokker 50	1533
G-BVJC Fokker 100	1549	G-GNTI SAAB 340	1729
G-BUEB ATR-42	1743	EI-FKA Fokker 50	1801
G-JEAF Friendship	1829	D-ICAB Citation II	1924
G-BVJC Fokker 100	1928	G-UKTI Fokker 50	2013
PH-SDP DHC-8	2033	G-GNTI SAAB 340	2122
G-BUPS ATR-42	2130	G-BVEF ATR-42	2228
G-BVJC Fokker 100	2240		
<b>20 Thursday</b>			
G-GNTH SAAB 340	0648	EI-FKD Fokker 50	0805
EI-CKD Boeing 737	0856	G-BVMX Short 360	0919
G-BVJC Fokker 100	0928	G-BUEA ATR-42	0932
G-JEAF Friendship	0942	G-UKTI Fokker 50	1052
PH-SDU DHC-8	1055	G-GNTB SAAB 340	1103
G-GNTH SAAB 340	1135	G-BVMX Short 360	1210
G-BVJC Fokker 100	1246	G-TIICL Airbus 320	1440
G-JEAF Friendship	1444	G-BYAR Boeing 757	1452
PH-SDP DHC-8	1455	G-UKTB Fokker 50	1525
G-BVJC Fokker 100	1531	G-BUEA ATR-42	1723
G-GNTB SAAB 340	1729	G-BVMX Short 360	1739
G-JEAG Friendship	1823	G-BVJC Fokker 100	1838
EI-CJG Boeing 737	1841	D-ICAB Citation II	1936
G-UKTB Fokker 50	2006	PH-SDM DHC-8	2009
G-BVMX Short 360	2031	G-BUPS ATR-42	2116
G-BXEG ATR-42	2119	G-BVJC Fokker 100	2154
G-GNTB SAAB 340	2214	G-BYAR Boeing 757	2221
G-JEAG Friendship	2239		
<b>21 Friday</b>			
G-GNTF SAAB 340	0743	EI-CJG Boeing 737	0801
EI-FKE Fokker 50	0810	G-BVJC Fokker 100	0944
G-JEAG Friendship	0951	G-BVMX Short 360	0955
G-BVEF ATR-42	1001	G-BWXV T67M Firefly	1031
G-UKTB Fokker 50	1057	PH-SDR DHC-8	1107
G-GNTI SAAB 340	1124	G-GNTB SAAB 340	1140
VR-CAU Boeing 757	1202	G-BVJC Fokker 100	1256
G-JEAI Friendship	1443	PH-SDM DHC-8	1459
G-UKTB Fokker 50	1524	EI-CJE Boeing 737	1527
G-BVJC Fokker 100	1553	G-GNTF SAAB 340	1726
EI-FKA Fokker 50	1729	G-BRLY BAe ATP	1736
G-BVED ATR-42	1809	G-JEAF Friendship	1811
N321DH Pilatus PC XII	1850	G-BVJC Fokker 100	1852
G-BVMX Short 360	1903	EI-CJG Boeing 737	1931
EC-FEF Boeing 757	1958	PH-SDU DHC-8	2004
G-UKTB Fokker 50	2008	G-GNTF SAAB 340	2023
G-BRLY BAe ATP	2038	G-BVEF ATR-42	2109
G-BUPS ATR-42	2116	G-JEAF Friendship	2119

	G-GNTH SAAB 340	2128	G-BVJC Fokker 100	2137
<b>22 Saturday</b>	EI-CKQ Boeing 737	0754	EI-FKC Fokker 50	0800
	G-BVJC Fokker 100	0919	G-JEAG Friendship	0937
	NG21DH Pilatus PC XII	1019	G-UKTB Fokker 50	1036
	PH-SDT DHC-8	1040	G-GNTF SAAB 340	1225
	G-BVJC Fokker 100	1231	G-LCRC Boeing 757	1409
	G-UKTB Fokker 50	1514	G-JEAG Friendship	1805
	G-BVJC Fokker 100	1818	G-UKTB Fokker 50	1952
<b>23 Sunday</b>	G-BVJC Fokker 100	0924	G-UKTB Fokker 50	1002
	EI-CKQ Boeing 737	1058	G-BVJC Fokker 100	1230
	G-BFZD Cessna FR182RG	1324	G-BVED ATR-42	1329
	PH-CFF Fokker 100	1337	PH-SDU DHC-8	1443
	G-JEAI Friendship	1447	G-UKTB Fokker 50	1522
	EI-CJC Boeing 737	1532	G-BUKA Metroliner	1713
	EI-FKE Fokker 50	1726	G-JEAF Friendship	1813
	G-ECAS Boeing 737 300	1828	EI-CKQ Boeing 737	1931
	PH-SDP DHC-8	1954	G-UKTB Fokker 50	2001
	G-BVED ATR-42	2015	G-GNTI SAAB 340	2114
	G-JEAF Friendship	2117	G-GNTF SAAB 340	2124
	G-BVJC Fokker 100	2140		
<b>24 Monday</b>	G-BYAU Boeing 757	0058	EI-FKE Fokker 50	0806
	EI-CJE Boeing 737	0809	G-BUKA Metroliner	0921
	G-BVEF ATR-42	0926	G-TOYZ JetRanger	0930
	G-BVJC Fokker 100	0942	G-BVMX Short 360	0954
	G-GNTI SAAB 340	0958	G-JEAF Friendship	1000
	G-VVIP Cessna 421C	1004	G-UKTB Fokker 50	1021
	F-YETF Falcon 10	1039	PH-SDU DHC-8	1103
	G-BPIT Robinson R22	1128	G-GNTH SAAB 340	1139
	EC-FYF Boeing 737 300	1229	G-BVJC Fokker 100	1245
	G-BYAU Boeing 757	1312	G-BSBW JetRanger	1329
	G-JEAF Friendship	1439	PH-SDP DHC-8	1509
	G-NEWR Navajo	1515	G-BVJC Fokker 100	1533
	G-UKTB Fokker 50	1546	G-LOFT Citation	1649
	G-BUKA Metroliner	1717	EI-FKB Fokker 50	1722
	G-GNTI SAAB 340	1739	G-BUEB ATR-42	1752
	G-JEAI Friendship	1811	G-BVJC Fokker 100	1839
	EI-CKS Boeing 737	1845	G-BVMX Short 360	1907
	G-UKTB Fokker 50	2015	PH-SDR DHC-8	2019
	G-BUKA Metroliner	2023	G-GNTI SAAB 340	2038
	G-JEAI Friendship	2113	G-ZAPJ ATR-42	2130
	G-GNTF SAAB 340	2147	G-BUEA ATR-42	2204
	G-BVJC Fokker 100	2207		
<b>25 Tuesday</b>	EI-CKR Boeing 737	0755	EI-FKB Fokker 50	0815
	G-BVMX Short 360	0913	G-BUKA Metroliner	0923
	F-GIVV Cessna 340	0934	G-BVJC Fokker 100	0936
	G-BUEA ATR-42	0941	G-JEAF Friendship	0951
	G-GNTI SAAB 340	0958	PH-ABF Boeing 737	1006
	PH-SDP DHC-8	1055	G-GNTH SAAB 340	1123
	G-BVMX Short 360	1204	G-RMCT Short 360	1206
	G-UKTB Fokker 50	1213	G-BVJC Fokker 100	1311
	G-JEAF Friendship	1441	PH-SDR DHC-8	1458
	VR-CPR Cessna 421C	1502	G-BVZG Boeing 737 500	1540
	G-UKTB Fokker 50	1601	G-LOFT Citation	1627
	G-MAJF Jetstream 41	1634	G-BUKA Metroliner	1713

G-BUEA ATR-42	1725	EI-FKC Fokker 50	1727
G-GNTI SAAB 340	1733	G-RMCT Short 360	1744
G-JEAF Friendship	1800	G-BVJB Fokker 100	1827
EI-CKR Boeing 737	1835	G-UKTB Fokker 50	1957
G-MAJF Jetstream 41	2005	PH-SDU DHC-8	2010
G-BUPS ATR-42	2025	G-RMCT Short 360	2028
G-BUEA ATR-42	2055	G-JEAF Friendship	2111
G-BVJB Fokker 100	2121	G-GNTH SAAB 340	2126
G-GNTI SAAB 340	2134	G-BYAU Boeing 757	2235
<b>26 Wednesday</b>			
G-GNTF SAAB 340	0622	EI-FKC Fokker 50	0801
EI-CKS Boeing 737	0806	N145GA Cessna 425	0907
G-RMCT Short 360	0914	G-BUKA Metroliner	0918
G-BVJB Fokker 100	0927	G-BVED ATR-42	0931
G-JEAF Friendship	0944	N27495 Navajo	0957
G-ARFL Cessna 175B	1001	F-6GBV SAAB 340	1024
G-UKTB Fokker 50	1106	PH-SDP DHC-8	1108
G-GNTF SAAB 340	1125	G-GRID Twin Squirrel	1134
G-RMCT Short 360	1154	G-BVJB Fokker 100	1249
G-BPRJ Twin Squirrel	1252	G-NBDD Robin DR400/180	1347
G-JEAF Friendship	1448	PH-SDU DHC-8	1453
G-UKTD Fokker 50	1522	G-GRID Twin Squirrel	1546
G-BVJC Fokker 100	1606	G-DCFR Citation II	1609
G-LOFT Citation	1641	G-BUKA Metroliner	1713
EI-FKB Fokker 50	1722	G-BVED ATR-42	1725
G-GNTI SAAB 340	1731	G-RMCT Short 360	1742
G-BYAU Boeing 757	1758	G-JEAI Friendship	1804
EI-CKS Boeing 737	1841	G-BVJC Fokker 100	1848
G-BUKA Metroliner	1958	PH-SDM DHC-8	2003
G-MONJ Boeing 757	2012	G-UKTB Fokker 50	2015
G-RMCT Short 360	2025	G-GNTI SAAB 340	2032
G-BUPS ATR-42	2121	G-BXEH ATR-42	2129
G-JEAI Friendship	2132	G-GNTH SAAB 340	2135
G-BVJC Fokker 100	2146	N190RM King Air E90	2149
<b>27 Thursday</b>			
G-BXEH ATR-42	0615	G-MONB Boeing 757	0740
EI-CJI Boeing 737	0756	EI-FKB Fokker 50	0758
VR-CTE Citation II	0810	G-BWDM Citation II	0837
G-WIZZ JetRanger	0844	G-RMCT Short 360	0920
G-BUKA Metroliner	0928	G-BVEF ATR-42	0932
G-BVJC Fokker 100	0934	G-JEAF Friendship	0942
G-GNTI SAAB 340	0949	G-UKTB Fokker 50	1013
G-BWXW T67M Firefly	1049	PH-SDR DHC-8	1052
G-GNTH SAAB 340	1123	G-BUKA Metroliner	1132
G-RMCT Short 360	1158	G-BVJC Fokker 100	1235
G-BTHW F33C Bonanza	1304	G-TOYZ JetRanger	1328
G-JEAE Friendship	1443	G-BYAU Boeing 757	1450
G-TPTT Airbus 320	1458	PH-SDM DHC-8	1501
G-BVJC Fokker 100	1518	G-UKTB Fokker 50	1524
XZ292 Gazelle AH.1	1540	G-WIZZ JetRanger	1651
G-LOFT Citation	1653	G-HAMA King Air 200	1701
G-BUKA Metroliner	1726	EI-FKA Fokker 50	1730
G-BVEF ATR-42	1733	G-GNTI SAAB 340	1736
G-RMCT Short 360	1747	G-BVJC Fokker 100	1818
G-JEAI Friendship	1829	EI-CJC Boeing 737	1842
G-UKTB Fokker 50	2005	PH-SDU DHC-8	2012
G-RMCT Short 360	2039	G-BUKA Metroliner	2041
G-GNTI SAAB 340	2048	G-GNTH SAAB 340	2109

G-BVEF ATR-42	2116	G-BUPS ATR-42	2120
G-BVJC Fokker 100	2125	G-JEAI Friendship	2143
G-BYAU Boeing 757	2205	N190RM King Air E90	2211
G-MONB Boeing 757	2258		

## 28 Friday

G-BLGE Short 360	0635	G-MAJF Jetstream 41	0650
EI-CKS Boeing 737	0803	EI-FKE Fokker 50	0814
OY-CEV Citation	0903	G-BVED ATR-42	0906
G-BVJC Fokker 100	0922	G-JEAI Friendship	0936
G-MAJF Jetstream 41	0941	G-GNTI SAAB 340	0948
G-BLGE Short 360	0956	G-UKTB Fokker 50	1014
F-YDTF Falcon 10	1016 1017	PH-SDU DHC-8	1107
G-GNTH SAAB 340	1119	G-BYAL Boeing 757	1141
G-MAJF Jetstream 41	1144	G-BVJC Fokker 100	1243
G-JBDB JetRanger	1429	EC-GBX Boeing 757	1445
PH-SDP DHC-8	1448	G-UKTC Fokker 50	1526
EI-CJE Boeing 737	1529	G-BVJC Fokker 100	1538
G-RMCT Short 360	1602	G-JEAD Friendship	1713
G-BVED ATR-42	1725	EI-FKB Fokker 50	1730
G-BWDM Citation II	1733	G-MAJF Jetstream 41	1736
G-JEAE Friendship	1806	G-BILR Cessna 152	1809
F-GGBV SAAB 340	1812	G-BVJC Fokker 100	1832
G-RMCT Short 360	1902	EI-CKS Boeing 737	1929
PH-SDR DHC-8	1953	G-UKTC Fokker 50	2011
G-MAJF Jetstream 41	2045	F-GGBV SAAB 340	2101
G-GNTH SAAB 340	2107	G-BUPS ATR-42	2115
G-JEAE Friendship	2122	G-BVJC Fokker 50	2126
G-BVED ATR-42	2133		

## From & To

03) ZG844/Belfast: 04) EI-DMI/Waterford-Dublin: 06) N190RM/Norwich-North Weald & return; EI-DWN/Waterford: 07) N228CX/Southend; F-YDTF/Landivisiau; N321DH/Farnboro -Prestwick & return: 08) N797HG/Guernsey; N584CA/Coventry: 10) N461CA/Gander-n/s-Heraklion: 11) N864CE/Farnboro; I-OTEL/Luton; ZD982/Odiham: 12) VR-BNZ/Northolt-Coventry: 13) PH-BYA/Groningen; N699SC/Jersey-Birmingham: 15) N709EL/From & To Blackbush: 16) N709EL/Dublin: 19) D-CCCF/Cologne; N797HG/Isle of Man; D-ICAB/F & T Munster: 20) D-ICAB/Munster: 21) VR-CAU/Heathrow; N321DH/Farnboro: 22) N321DH/Farnboro: 24) F-YETF/Landivisiau: 25) F-GIVV/Poutivy; VR-CPR/Guernsey: 26) N146GA /Edinburgh; N27495/Biggin Hill; N190RM/Monchengladbach: 27) VR-CTE/Hawarden; XZ292/Waddington; N190RM/Liverpool: 28) OY-CEV/Tirstrup; F-YDTF/Landivisiau:

## Overshoots

Some of our newer members seem a little puzzled by this section. These aircraft are on training details and do not land, they just run down the ILS (Instrument landing system) and overshoot the airfield. They are usually military types from RAF stations, the callsigns indicate their origins. i.e. LOP=Linton-on-Ouse, CWL=Cranwell, UAX=the University Air Squadron at Churz Fenton.

03) ZF485/LOP43; ZF137/LOP44; ZF318/LOP45: 04) ZF490/LOP56; ZF346/LOP44; XX491/CWL75 ZF418/LOP41; ZF490(again)/LOP43; ZF137/LOP56(again); ZF201/LOP12: 05) XX494/CWL19; XX500/CWL62: 06) ZF162/LOP45; ZF372/LOP45(again); XX709/UAX93; ZF408/LOP45 (and yet again!); ZF164/LOP43: 07) ZF200/LOP45; XX632/UAX92: 08) XX714/UAX90; XX709/UAX91; XX622/UAX94: 09) XX714/UAX90; XX622/UAX92: 12) G-BODY/Exam58; XX709/UAX93: 14) XX491/CWL79: 15) XX621/UAX92: 16) XX714/UAX93: 21) XX399/Army568: 22) F-BJLH:

## LBA Movements Review, February 1997

Not many foreigners to report again this month, but there are one or two special ones among them. Starting off on the 4th we had the Turbo Navajo EI-DMI of Dawn Meats (Waterford) Ltd arriving from its home at Waterford and returning there by

way of Dublin. Going from Norwich to North Weald on the 6th was the King Air E90 N190RM and from Waterford was Dawn Meats new Cessna 421C EI-DWN. The SOCATA TBM 700 N228CX is believed to be based at Southend from where it arrived on the 7th, joining it that day was the Farnboro based Pilatus PC XII N321DH which was also noted on the 21st and 22nd. Guernsey is the home of PA-46 Malibu N797HG noted on the 8th along with Rockwell 114 N584CA from Coventry.

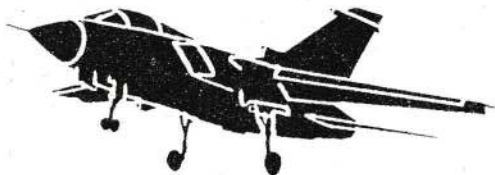
The star of the month must be the CASA 212-300 N461CA which arrived from Gander on the 10th, it was reported to be on delivery to Papua New Guinea and did a couple of "test" flights off the circuit to the north on the 13th and 14th before departing to Heraklion on the 15th. The Gulfstream IV N864CE on the 11th is believed to belong to Coca Cola and it was joined by the night stopping Ital Fly Citation I-OTEL. On the 12th we had Gulfstream III VR-BNZ of Dennis Vanguard Switchgear from Northolt to Coventry. The 13th saw the Beech 58 Baron PH-BYA of the KLM Flying School coming from Groningen whilst the new Lear Jet 60 N699SC was from Jersey to Birmingham. Beechjet 400 N709EL visited on the 15th and 16th.

Using the callsign "Topcat 331-332" on the 19th was the Citation II D-CCCF. Its compatriot, Citation II D-ICAB, joined us from Munster on the 19th and 20th. Going up-market on the 21st we had the Boeing 757 VR-CAU of Diamond International from Heathrow. Making its only visit of the month on the 25th was the Guernsey based Cessna 421C VR-CPR and from Poutivy in France we had the Cessna 340 F-GIVV. From its base at Edinburgh the Cessna 425 N146GA arrived at Knightair on the 26th for maintenance and the same day saw Navajo N27495 visiting from Biggin Hill and the King Air E90 N190RM coming from Monchengladbach. Citation II VR-CTE visited from Hawarden on the 27th and ending the month on the 28th was the Citation OY-CEV as "Falkair 28A" from Tirstrup.

Not much on the military side, Islander AL.1 ZG844 was "Army 338" on the 3rd, the new Chinook H.2 ZD982 was "Lifter 37" on the 11th and the Gazelle XZ292 was "Army 626" on the 27th. The French Navy has been doing touch and go visits with their Falcon 10's, on the 7th F-YDTF was serial 143, on the 24th F-YETF was serial 32 & on the 28th F-YDTF was again serial 143, all of them used callsign "French Navy 55A2".

Four new Slingsby T67M's passed through YLA this month, G-BWXT on the 3rd, G-BWXU on the 11th, G-BWXV on the 21st and G-BWXW on the 27th. The two new Business Air SAAB 340's are now regular visitors, G-GNTH first noted as "Midland 9532" on the 5th and G-GNTI first noted as "Midland 9574" on the 9th. Midland have also used the French SAAB F-GGBV as "Midland 1VX" on the 26th and "Midland 6VX-3VX" on the 28th. They also still have the Fokker 100 PH-CFF on lease but this appeared only once this month when it arrived as "Midland 9772" on the 23rd. Aer Lingus operated the Fokker 50 PH-DMO as "Shamrock 364" on the 11th and 14th and the BAE 146 EI-CLI brought in the pax from "Shamrock 364" on the 18th as "Shamrock 303". Airtours International used their new A320 G-TICL on the 13th and the 20th.

The Air South Navajo G-GRAM which has been on maintenance in Knightair's hangar since November 20th finally departed to Plymouth on the 7th as "Pirate 72T". Our based Cheyenne N809SW has been away for a re-spray and it returned on the 12th. The Jersey European Friendship G-JEAF required a new de-icing boot fitted to the wing this month and on the 13th it was towed round to Knightair where most of it was put into the hangar, the doors were closed leaving just the tail sticking out as it was too tall. On the 25th Friendship G-JEAI was also towed round for some kind of maintenance. Jetstream G-LOGV went u/s on the 20th and was grounded down at Southampton, an engineer was sent down to change an engine and in the meantime Metroliner G-BUKA arrived on the 23rd to act as a replacement. On the resident scene the Cessna 421C N421GQ of Jack Tordoff has now been painted as G-JACK and the new Falcon 900 expected for Pace Electrics will be registered G-MLTI.



# Military News

Eric Martin.



## FALKLANDS RESIDENTS AND VISITORS

Fourteen years after the Falklands conflict, the RAF still has a number of aircraft visiting and based at Mount Pleasant Airport:

78 Squadron: two Sea King HAR3 and two Chinook HC2  
1435 Flight: four Tornado F3  
1312 Flight: one VC10 K4 and one Hercules C1, employed on various duties  
216 Squadron: Operates twice-weekly scheduled passenger service via Ascension.

## OLD RUSKIE JETS FOR SALE

If you are in the market for old Russian jets, have a trip to Glasgow and pop into Cumbernauld Airfield. A former RAF fighter pilot, Geoff Rosenbloom, now an aircraft broker, has acquired a number of trainers, attack helicopters and other jets, which he is selling for between £8000 and £35000. According to Geoff, the jets are proving popular with movie and rock stars and he says "you can now buy a second-hand fighter for the price of a second-hand Cessna".

## CRUISE MISSILE ENGINES TOO!

Another twist in the 'swords into ploughshares' has been provided by General Motors, which is planning to use former Cruise missile engines to power a hybrid concept car. GM claim that the car will be fifty per cent more efficient than a piston-engined car.

## VALETTA VANDALISED

One of three remaining Valettas was vandalised in an arson attack at the North East Aircraft Museum, based at Sunderland. I was interested to see the Valetta in a Society visit to the museum a few years ago, as it was in the process of replacing the Dakota when I served in the Parachute Regiment in 1947. The North East Aircraft Museum is desperately short of funds so the Valetta is unlikely to be rebuilt; it might be 'cannibalised' for the two remaining Valettas.

## AMERICAN AIR MUSEUM NEARS COMPLETION

A visit to Duxford at any time is well worthwhile, but it is going to be even more inviting within three months, with the opening of the American Air Museum - it is to be a memorial to the 30000 Americans who died in World War II while operating from the UK. The following aircraft are promised for display, many are already in situ:

Huey	Liberator	T33	SuperSabre
Flying Fortress	Dakota	U2C	Mustang
Superfortress	Thunderbolt A10	Phantom	Harvard
Stratofortress	F111	Mitchell	P47 Thunderbolt
Stearman PT17	Avenger	Sabre	Spad X111

\*More complete listings will follow what I hope will be an early visit.

Credits: David Tennant, Daily Telegraph, Aeroplane Monthly, Aircraft Illustrated, AirForces Monthly.



# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

Thompsons & Airtours have launched their winter 97/98 brochures. This lists the winter I.T.s for this period details are:-

DAY	DESTINATION	DEPART	RETURN	AIRLINE
MONDAY	Las Palmas	0830	1810	BY
	Las Palmas	1305	1215	AEA
TUESDAY	Alicante	0715	1245	BY
	Palma	1030	0930	FUA
	Tenerife	1215	1210?	AMM
WEDNESDAY	Lanzarote	0815	1745	BY
THURSDAY	Malaga	0700	1340	BY
	Lanzarote	1300	1200	AMM
	Alicante	1510	2130	BY
FRIDAY	Palma	0615	1250	BY
	Tenerife	1210	1110	AEA
	Tenerife	1410	2350	BY
SUNDAY	Malaga	1530	1420	AIH

AIRLINES: AEA = Air Europa      AIH = Airtours      AMM = Air 2000  
 BY = Britannia      FUA = Futura

**Euro Manx** have been plagued with serviceability problems during March. So much so it almost seemed a minor miracle to have both Jetstream 31's on line the same day. To counter this problem, Atlantic Air Transport Metro III, G-BUKA has been operating services for most of the early part of the month, Gill Air Shorts taking over the task as we close for press.

Last month I mentioned the new terminal extension. The extension cost £1 million and is still on time to open in May. It will feature a "High Street" of retail outlets. No details of who these are have yet been given, but it is understood they include some top names.

Airport Managing Director, Bill Savage commented "This further enhancement to the facilities at Leeds/Bradford reflects the growth pattern seen over the past three years. We are committed to giving the people of Yorkshire the best possible start to their holiday or business trip and a Yorkshire airport to be proud of."



According to the 29th January edition of Travelweekly Bill Savage has supported Manchester's successful application for a second runway. The article states Mr Savage as saying news of Manchester's planned expansion was good for business in northern England. He added there was continued scope for both airports to expand their business.

### STOP PRESS

As we close for press I have just read in the press the following article.

Bill Savage, the managing director of Leeds/Bradford Airport, is leaving for a new job at Manchester Airport.

Mr Savage, managing director at Yeadon since January, 1994, will take up a position at Manchester shortly.

Councillor Tony Cairns, chairman of Leeds/Bradford Airport said "Bill has been a very enthusiastic member of a team of people that has brought the airport on tremendously.

"However, the airport will continue to grow and develop and our task now is to progress the achievements we have made. We all thank Bill for his time with us and wish him every success in his future career."

### AIRPORT NEWS

**Egypt** is to build three new airports, at El Alamein, Dahab (south of Sinai) and Mersa Alam on the Red Sea. The Egyptian government has also promised big improvements at six existing international airports, including Luxor and Aswan.

**Hong Kong's** new airport at Chep Lap Kok has just had its first movement on Thursday February 27th. The first movement was a Hong Kong government flying services Super King Air which was carrying Hong Kong officials. The airport is due to officially open in April 1998.

**Humberside** Much to my amazement (or should it be annoyance) the "sneak preview" brochure mentioned under Leeds/Bradford shows Humberside will have a "Florida" flight next winter. It is a one off Boeing 767 flight, departing on Thursday 6th November.

**London City** is claiming to be on track to handle 1 million passengers this year, January passenger figures were 63,900 up 53% on January last year.

**Manchester** Turkish Airlines are returning to Manchester, operating a Boeing 737-400 service every Tuesday, Thursday and Sunday.

### AIRLINE NEWS

**Air U.K.** is reported to be changing the colour scheme on some aircraft to K.L.M. colours. K.L.M. owns 45% of Air U.K., and aircraft in the K.L.M. colours would be used on the airlines U.K. to Amsterdam services.

**British Airways** and **British Mediterranean** are friends again! The franchise deal originally due to commence on flights to the Middle East last October, is now due to commence in the

middle of this month. B.A. will transfer flights from Heathrow to Beirut, Damascus and Amman to British Meditterean.

British Airways is also considering Eastern Europe as a target area for new franchise operators.

**British Regional Airlines** will become the first U.K. operator of the Embreair EMB-145 regional jet, when it receives its first example in June. totla of three of the type have been ordered, with options on a further two. The aircraft will be based at Manchester for use on services to Berlin, Hannover, Glasgow and Edinburgh.

**Easyjet** continue their success story. They have just acquired a fifth Boeing 737, which has enabled them to increase the frequency on some of their routes. Luton to Edinburgh and Glasgow now operates five times a day, Amsterdam four times a day and Nice now twice a day.

**Iberia** have had to step in and save Venezulaian national airline Viasa. Iberia has a majority shareholding in Viasa which has debts of over \$30 million.

**Monarch** are to acquire an Airbus A.321 in April to operate I.T.'s from Birmingham.

**Qatar Airways** have moved operations from Gatwick to Heathrow from March 31st. The airline has also started to serve alcohol in first and business class. From May 4th the airlines A.300 service from Heathrow to Doha will be increased from four a week to a daily service.

**Ryanair** have announced it will commence services to mainland Europe in May. The first services will be Dublin to Paris and Brussels. However Ryanair will fly into Beauvais for Paris and Charleroi for Brussels. Ryanair Chief Executive Michael O'Leary stated the airlines fares would be half those offered by Aer Lingus.

Ryanair are expected to announce the launch low cost flights from Stansted to mainland Europe in the near future.

**South African Airways** are the latest airline to announce a change of colour scheme. This will be SAA's first change in colour scheme for 20 years.

**Translift** the Irish based charter airline, who's aircraft are a familiar sight operating charters on behalf of Unijet, Sunworld and Avro at Gatwick and Manchester, will change their name on May 1st to TransAer.

**Virgin Express** have warned it may have to relocate from its Brussels base because of Belgium's 40% higher social costs.

The tour operators are preparing for the summer season. An analysis by one carrier states the number of aircraft seat available is 30,037 and who am I to argue?

New British aircraft to watch out for this summer include Flying Colours making their debut with four Boeing 757's and a single A.320.

Caledonian plans to add a second DC-10 to its fleet. The airline will operate four Tristars with a further aircraft kept as back up, and a sixth example on lease to Aer Lingus.

Airtours International will receive another Boeing 767 this summer bringing their total to four. The A.320 fleet will be 12 aircraft including 1 leased just for the summer, and one bought over from Canadian carrier Skyservice, which normally flies for Airtours Canadian operation, Sunquest Holidays.

Monarch, Leisure International and Airworld are all to receive A.321 aircraft.

Finally Goldcrest Aviation, the Inspirations owned seat broker, states it will operate five aircraft this summer, three Tristars and two Boeing 737's all from Air Atlanta.

## AIRCRAFT NEWS

Bombardier have announced they are to launch a 70 seater version of the 50 seat regional jet, to be known as the RJ-X. First flight is due in March 1999, with certification in September 2000. Shorts of Belfast will design and manufacture the forward and mid fuselage of the RJ-X, allowing them to replace the work they have lost as a result of the collapse of Fokker.

## OTHER NEWS

Electric wiring of fuel booster pumps in old Boeing 747's must be inspected for arcing, as a result of the crash of a TWA Boeing 747 last July. While no evidence has yet been found of an explosion in the central fuel tank of the crashed '747 as a result of an electrical short circuit, NTSB investigators have concluded the conditions of the tank were potentially explosive.

Wire bundles have been known to chafe as a result of vibration. Further investigations into the crash are continuing including acoustic analysis of the cockpit voice recorder, mapping of the centre tank deformation dynamics, a study into the explosive properties of Jet A1 fuel and possibly the blowing up of an actual tank.

The Royal Air Force (sorry Eric) have investigated the possibility of leasing six McDonnell-Douglas C-17's. The aircraft would be needed as a stop gap to ensure the RAF could meet its obligations to The Joint Rapid Deployment Force. The C-17's would be able to carry the 32 tonne Warrior armoured vehicle, which is too large for the C-130J Hercules the RAF is about to receive. McDonnell-Douglas have submitted a leasing proposal to the MOD. The aircraft would eventually be replaced by the FLA.

A study by Cranfield University has revealed if mans base instincts could be controlled during aircraft emergency evacuation than survival chances would increase. The university staged a number of trials using monetary reward to encourage different types of behaviour. The results revealed that survival is not only dependent on the individuals behaviour, but also of cabin configuration, procedures, and cabin crew presence and behaviour.

In particular cabin crews level of assertiveness was found to have a major impact on evacuation times. If cabin crews were particularly assertive i.e. pulling people through bulkheads, assisting them through doors and been very verbal evacuation times dropped drastically. Cabin crew also indicated when they were assertive they felt much better able to deal with the evacuation.

**CREDITS** David Fox, Harry Morrow, Peter Smith, Aerospace, Aircraft Illustrated, Financial Times, Japan Times, Telegraph and Argus, Travel Weekly, T.T.G.,

Further afield

Global topics by  
alan sedgwick

**air china** were to commence services from Hong Kong to London Heathrow on March 31 as noted last month. The 747/400 weekly flight comes just 3 months before the hand over of the colony, but the route has been looked at for the last three years by AIR CHINA. This service will continue to Beijing and a further flight ( 2 per week are allowed) will be introduced as soon as a slot at LHR becomes available. Until now B.A., CATHAY PACIFIC and VIRGIN AIRWAYS have ruled the roost (route) under a bilateral agreement, which last June was superseded by a new document agreed between the U.K. and China. B.A. can now add extra flights to Beijing and fly a faster route to Hong Kong across northern China.

**anti collision avoidance** equipment has until now proved too expensive for light aircraft to adopt but an innovative system to be launched later this year will change that. The low-level technology from Smith System Engineering works by utilising twelve solar cell anti collision detectors or photodiodes, mounted on the wings and tail of the aircraft. These are all linked to a cockpit mounted data processing unit which gives the pilot a warning noise through his headset, plus a bright flashing light on the instrument panel to indicate the direction of an approaching strobe light.

**air jet** based at Paris Charles de Gaulle whose BAe 146 fleet was in evidence at the Euro 96 LBA extravaganza last summer, may have decided by the time you read this, whether to extend their twice daily London City-Paris CDG service. They have also abandoned a policy of accepting only their own electronic tickets and now accept conventional paper tickets. New technology can take time to be accepted and they found that some customers were happier with a paper ticket in their hand, although their multitrip card is said to have around 21,000 registrations

**an airfield home** is probably out of the question for the majority of us but arriving back from a week-end away or a work related trip and then parking your aircraft next to your garage is a reality for some. An airfield estate called an Airpark or Skypark is not an unusual sight in the United States with more than 500 in existence, mostly built around former military and civilian airfields. In Spruce Creek, Florida 1,600 dwellings with plane-ports have been constructed in one development. The idea has started to gain European interest in Belgium and France, but a scheme in the U.K. has stirred environmental opposition. The proposed 200 acre Airpark on the site of the former RNAS - HMS Dipper in Somerset will include a 25 acre plot

at £300,000 which would include space for a double garage, garden & hangar. The Department of the Environment opened a public enquiry in February.

**royal brunei airlines** celebrate their 22nd anniversary this May by introducing personal video players in First and Business class on long haul flights, plus a new look uniform for the cabin crew. They also have an ambitious expansion plan under way and are launching new routes this year to Honolulu, Muscat, Ho Chi Minh City and Paris, all before November.

**IN BRIEF** . . . . ICELANDAIR are BRITISH MIDLAND'S 16th code share partner . . . . . The Indonesian government is set to sell a 30% stake in Bali-Denpasar airport to the BAA. . . . . long range 777's are now on the BA service to Philadelphia . . . . . DELTA's Express brand has helped Orlando Int. airport up its domestic traffic by 14% and the total increase in passenger figures for the airport in 1996 will be show 2.5 million more than the previous year . . . . . EUROWINGS now have an Airbus A319 for use on charter services . . . . . UNITED AIRLINES will have an extra flight per day this summer between both Chicago and Washington to Frankfurt . . . . . Montreal based ROYAL AIRLINES are a new sight in the UK from this May utilising two ex-AIR AFRIQUE Airbus A310/300 aircraft on charter services from LGW, GLA, MAN and BHX to Toronto plus LGW to Winnipeg and Vancouver. . . . . MAERSK 737/500'S and FINNAIR DC9's are providing a combined assault on the busy SAS route between Stockholm and Copenhagen from the 28th of this month . . . . . RYANAIR are to launch European services next month with Dublin serving Paris (Beauvais), plus Brussels(Charleroi). The low cost operations will also be assisted by hefty rebates on the airport charges by the Irish owners AER RIANTA. . . . . AVAINCA of Columbia start non-stop LHR-Bogotoa 767 flights twice weekly from May 3rd. . . . . QATAR AIRWAYS are starting flights between Abu Dhabi and Trivandrum in India via Dubai and Doha. . . . . AUGSBURG AIRWAYS are increasing franchise flights for LUFTHANSA with new services to Paderborn, Turin, Elba and St. Tropez. . . . . Bangkok Airport are to upgrade facilities this year . . . . . The move of scheduled International flights from Montreal's 'remote' Mirabel airport to the closer Dorval field may not now take place on May 1st due to a court injunction!! . . . . . AERAD the BA aeronautical info' subsidiary is about to be sold. . . . . >>>>>and >>>> f l n a l l y . . . . the new technology of BIOMETRICS which uses computers to establish that you are who you say you are by using DNA, handwriting, or patterns in your retina etc, may not be that far away. A system that checks the geometry of the hand is already in use at San Fransico airport and eliminating the need for all those PIN numbers you need for bank cards etc would certainly help many aspects of travel. However although research shows that hand recognition could be the most reliable form of I.D. it seems a researcher at the University of Adelaide has discovered that the fingerprints of Koala bears are similar to those of humans!!!. -Surely if the bears withdraw their holiday money (fingerprint recognition cash dispenser!!), collect their E-ticket/boarding card and get passed the Biometrics passport machine - the flight attendant won't let them take two seats up, will they !!!!!!!.

Credits: Laurie Coldbeck, The Times, T.A.S., T.T.G.



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26 February 1997

**1500 EXTRA HOLIDAYS FROM LEEDS BRADFORD INTERNATIONAL  
AIRPORT**

Sunworld Holidays, one of Britain's top Tour Operators, have announced an extra 1500 holidays from Leeds Bradford to Majorca for the busy Summer 1997 season.

1997 is the first year that Sunworld have flown holidaymakers from Yorkshire's Own Airport and the additional capacity to Majorca compliments the 5 other destinations already on offer from the Pudsey based Tour Operator, these being Portugal, Tenerife, Minorca and Spain's Costa del Sol and Costa Blanca.

Airport Managing Director, Bill Savage, commented, "Sunworld have had an exciting first year from the Airport and the extra capacity reflects the sales achieved to date on their existing programme which has been particularly well received by the Yorkshire public who are seeing the greatest choice ever from their local Airport."

This coming Winter will also see the first Sunworld brochure featuring Winter Sun destinations from Leeds Bradford International Airport.

E N D S

For further information contact:

Marketing Manager  
Leeds Bradford International Airport

PRESS RELEASE



**LEEDS  
BRADFORD  
INTERNATIONAL  
AIRPORT**

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12th March 1997

**MORE DESTINATIONS, MORE FLIGHTS, MORE CHOICE NEXT WINTER  
FROM LEEDS BRADFORD INTERNATIONAL AIRPORT**

Leeds Bradford International Airport (LBA) received confirmation this week of a significant increase in the Winter 1997/8 season holiday programmes from the launches of the UK's major tour operators. For the first time ever, the top five tour operators - Thomson, Airtours, First Choice, Sunworld and Cosmos - will all offer LBA departing programmes.

Thomson have added Gran Canaria and Lanzarote to their winter programme and a departure to Santa Domingo in the Dominican Republic on 8th March 1998, including the opportunity to cruise. Airtours have increased their programme and now include departures to Cyprus on 8th, 15th and 22nd December 1997 to connect with the MS Seawing for one week cruises to Egypt and the Holyland.

Following the success of their first ever LBA programme in Summer 1997, Sunworld are offering 4 destinations this winter, Tenerife, Gran Canaria, Costa Del Sol and Lanzarote. First Choice have increased their programme and offer flights to Tenerife, Gran Canaria, Lanzarote and the Costa del Sol and Cosmos are keeping prices at or below their Winter '96/7 prices in their Winter Sun and Golden Times Brochures.

Airport Chair, Cllr Tony Cairns commented, "The increase in choice of tour operator and destinations from the Airport comes from the confidence shown by the people of Yorkshire in wanting to choose Leeds Bradford International Airport. Coupled with the enhanced passenger facilities the Airport now offers, holidaymakers can enjoy a wide range of fabulous destinations for both their Winter and Summer holidays from 'Yorkshire's Own Airport'."

ENDS

For further information contact:

Marketing Manager  
Leeds Bradford International Airport

PRESS RELEASE

## ROCKETS IN THE EARLY DAYS

In the 1920s the idea of space travel was, to most people, a science fiction fantasy. But not to Robert Esnault-Pelterie. He took it seriously. And on June 8th, 1927 he gave a lecture entitled "The Exploration by Rockets of the Upper Atmosphere and the Possibility of Interplanetary Travel".

On June 11th the following year the Opel Motor Company of Germany tested a rocket plane. Flown by Fritz Stamer, it was designed by Professor A.M. Lippisch, and remained airborne for seventy seconds to travel 1,400 yards.

Then on September 30th, 1929, Opel were again involved in flying. This time sixteen Sander solid fuel rockets powered a glider. They were fired in stages. The machine's top speed was recorded as being between 95 and 100 miles per hour, and the distance travelled was about a mile. The flight was far from smooth with the machine proving difficult to control. In fact, witnesses reported that it dipped and dived and emitted lots of smoke.

Opel's exploits not only interested the public. They interested the German army as well; especially Colonel Karl Becker who foresaw the possibility of using rockets as weapons. So when a group of German officers met in Berlin on December 17th, 1930 to launch a rocket research programme, the colonel was there.

However, the Americans were not idle either. They had made a rocket eleven feet long, propelled by gasoline and liquid oxygen. When fired from Eden Valley on December 30th, 1930, it rose to 2,000 feet to land some 1,000 feet from where it was launched, and was thought to have reached a speed of 500 miles per hour; no mean feat in those days. So no wonder that its designer, Dr. Robert H. Goddard who had been experimenting for more than fifteen years, was proud of his achievement.

But back to Germany! On March 14th, 1931, a 2 foot rocket was launched. It rose to a height of 1,800 feet; two hundred feet less than the American one. However, this German version, tested by scientist Johannes Winkler, was powered by methane and liquid oxygen fed by compressed nitrogen, and was hailed as the first liquid fuelled rocket to fly in Europe. At Reinickendorf near Berlin, scientists were working to develop this form of aviation, as was another team at a research centre in Austria.

Five years later, in March, 1936, a liquid fuel rocket motor devised by scientist Wernher von Braun was mounted onto a Heinkel He112. While undergoing a test flight in Germany the plane exploded. The pilot, Erich Warsitz, was thrown clear.

So Germany had a setback. But also in the USA things were not progressing as well as the army would have liked. Lieutenant John W. Sessums, in October, 1936, visited scientist Robert Goddard who was engaged in rocket research, to see if his work would be useful to the military. The lieutenant was not enthusiastic. His subsequent report said that liquid fuel rockets seemed to be suitable for certain civilian uses (which he specified), but would be of little value to the army.

Several months later, in July, 1937, Projekt X was set up by the German Air Ministry; its object being to make a rocket powered research aeroplane.

Then came the war with Hitler's eventual V2 rocket attacks on London. The most terrifying thing about those hellish weapons was the lack of warning before they struck.

Since then men have landed on the moon, and rockets have launched people and equipment into space. Where will it end? Perhaps it's as well that we haven't a clue.

Leslie Scheftsik



## MEETING - 2 MARCH 1997

We enjoyed a very interesting talk by a Licensed Aircraft Engineer at present on contract to Knightair.

Jeffery Fisher is one of a reducing number of licensed engineers who were very much a mainstay of aircraft maintenance and repair. These well trained and widely experienced individuals have seen various changes affect their function in the industry. Not that this reduces their ability to provide an expert service in the wide ranging aviation scene. The increasing complexity of modern aircraft means that it has become very difficult to maintain licences for everything but they service and repair smaller and older aircraft much as they always did.

Just back from Southampton after fitting a replacement engine to a Jetstream, Jeffery drove up non stop, in order not to let us down, arriving just in time. We were very grateful for that.

Our speaker started his career at the HQ of the old Bristol Aeroplane Co Ltd in 1967 - then part of the British Aircraft Corporation. He served his apprenticeship in the training school and the factory learning the full range of skills, work on engines was experienced at Rolls Royce nearby.

Whilst he was young the whole family moved to Australia and he continued to build on his training by working on light aircraft there. Many interesting tales of work 'in the bush' followed. Frequent challenges to ingenuity occurred when aircraft suffered accidents. The breadth of tasks from normal maintenance to complete rebuilds brought valuable additional experience. One highlight was working on a Spitfire IX with hydraulic pump failure needed for an airshow next day! The audience sensed the apprehension as Jeff described work continuing throughout that night. The difficulties can be imagined - never having worked on a Spitfire before. The efforts were successful except for a hitch through fluid entering the supercharger housing. The cloud of smoke on start up and whilst running up can be imagined. A spectacular display was enjoyed by all with one or two sighing in relief!

A return to UK found Jeff at Staverton, soon followed by an offer to go to Sudan. This was an even hotter place than Australia, not to mention the nearby war situation. Liberally dousing ones self from the cold water system in the hanger was the only way of keeping cool.

Various contract work in many locations followed amounting to very wide experience.

Numerous questions from the audience concluded the meeting and grateful thanks were expressed.

Geoff Lee and Denis Yeadon

## The City of Leeds.

My husband went to war, in a magnificent flying machine.  
Which was old, and obsolete then, in fact an old has been.

But it did the jobs that more up to date, planes just couldn't do.  
And no matter where they were sent, the jobs were well done too.

Three men flew the aeroplane, the observer, pilot and tag.  
And to help these men the plane was known affectionately, as the old stringbag.

They helped to win the war these lads, that flew this unique plane.  
With only the sky on their shoulders, and no protection from the rain.

Their main defence two small guns, one controlled by the tag in the back.  
And the skill of observer and pilot, to steer them from attack.

It couldn't fly at speed like a spitfire, or roar like a Wellington Bomber.  
But it skimmed the waves to sink the German fleet, these men of courage and honour.

Bits of wood and canvas, lots of skill and care had made a magnificent model,  
A sight to behold in the air.

This Yorkshire terrier of a plane, was assembled outside Leeds.  
With components coming from Appleyards, and Huswell, Tates and from Greens.

At a factory known as Blackburns, they fitted the pieces together,  
Girls sewing the canvas, men doping their work, to shelter it from the weather.

War took it's toll and when peace was regained,  
Very few of the stringbags remained.

And they rotted and rusted in places scattered,  
The years rolled by, the war no longer mattered.

Except to the few who flew these planes,  
And longed to see them airborne again.

So trusts were set up to preserve their history.  
But where to find parts were more of a mystery.

Men laboured again, old skills were reborn,  
As they studied the way the stringbag was formed.

And bit by bit it all came together,  
When hit by red tape the question was whether,

The plane once again be allowed to fly,  
Or all hopes shattered in dust to lie

But they that held the key forgot, the Yorkshire grit which tykes have got.  
They took the stringbag for their own, and had it over their city flown.

Raised the funds towards it's needs,  
The Lord Mayor named it "The City Of Leeds".

My husband is a proud man that he could do his share,  
To save his beloved aeroplane, and know its going where

The future generation can see its grace in flight,  
To understand the nature of those young men at night.

Who flew aloft among the stars, the moon or sun so high,  
Or those who walk a heavenly path, forever, in the sky.

*June Walton Pearce.*

## THAT FAYRE AGAIN

We arrived just as the Gate was opening and joined a short queue of cars awaiting entry. After paying our £1 we proceeded round the perimeter track past Hangars 4 and 5 to a parking spot near Hangar 3, where the Tucanos are normally lined-up awaiting their student pilots.

The annual Linton Autumn Fayre is a delightful little event that takes place on a Saturday near to Bonfire Night. It is an occasion for RAF Linton-on-Ouse to strengthen its close ties with the local community. The Fayre has an aviation theme, but is a social event with the primary aim of raising funds for local, national and service charities.

The weather was fine, but heavy cloud and a brisk breeze were the order of the day. A quick check of the light revealed that 400ASA would be needed for photographing the static aircraft located in the shadow of Hangars 3 and 4. But first things first: the need to satisfy the inner person was pressing.

Replete after a lunch of chicken curry, I left my wife perusing the stalls in Hangar 3 while I strolled down to watch the model aircraft flying display. The brisk breeze made some of the radio controlled landings a feat of skill, but the assembled enthusiasts seemed well up to it and there were no casualties during my stay. I watched a Viggen, a large Hercules, a very large Hercules and a couple of others of uncertain parentage do their stuff. Numerous models were laid out to view, but did not fly. I photographed the very large Hercules (estimate about 2.5 metres long) in the air. Will I be able to spot it as a model and will it qualify for entry in next year's Air Yorks photographic competition?

By this time some brighter sky had arrived from the North West so I sauntered back to the static park to use some film on the following: ZA602 Tornado GR1 coded "TX" of 15 Sqn, ZF488 Tucano T.1 of 1FTS, XX284 Hawk T1A coded "CL" of 100Sqn, XXI74 Hawk T1 of 4FTS(74Sqn), XS729 Dominie T1 coded "G" of 3FTS, ZF206 Tucano T1 of 1FTS and finally XX496 Jetstream T1 coded "D" of 3FTS(45Sqn). ZF488 and XXI74 were both wearing the new high visibility all-black colour scheme now being applied to all training aircraft.

On rejoining my wife I discovered she had won a bottle of wine on the tombola, but she had resisted the temptation to buy too many goodies from the stalls. By this time we both felt the need for a cuppa and a cake. From a strategically located table we watched the now large crowd and generally sampled the ambience while drinking tea and eating cakes from one of the stalls. At the completion of the police dog demo the refreshment area started to fill-up, so we took the opportunity to re-visit the display area to check for late bargains. We failed to guess the correct number of sweets in the jar and didn't score in the raffle. I was quite taken by a stall selling prints of aircraft paintings by a local artist, but not taken enough to make a purchase.

The afternoon passed quickly and by 5pm we were being encouraged by the public address system to head towards the bonfire area for the lighting of the fire. There followed an excellent firework display which rounded off what had been, for us, another delightful Linton Autumn Fayre. This is definitely not an anorak event, but don't let that put you off!!

Jim Stanfield

## "What has happened to the 727?"

I don't know whether anyone else has noticed that the Boeing 727 is an aircraft rarely seen at UK airports nowadays. I do not think that it has been a gradual decline, but a fairly steep one over the last eighteen months to two years.

There has never been a great number of them on the British register, only Dan Air having them in airline service, with a mere handful in executive service. The majority seen at UK airports were operated by the main airlines of European countries. Why haven't there been many UK airlines operating them? I think that when the 727 was designed and built, we still considered ourselves to be a major civil aircraft manufacturer and we had the Trident which was operated by BEA and subsidiary airlines.

The major charter airlines weren't around at that time or were still using turbo prop or British jet aircraft such as the 1-11 and Comet. The European countries had a choice of American aircraft or British aircraft and I am afraid that in the majority of cases the Americans (Boeing) won. The main reason being that the British aircraft were designed for a specific market, ie BEA, and did not fit up to other airline requirements. Therefore, Lufthansa, Air France, Sabena, Iberia, Air Portugal, Alitalia and Olympic Airways bought 727's. (KLM, SAS and Swissair were Douglas customers). Out of all those airlines mentioned, only Iberia still operate the 727 today but they are gradually being phased out.

Obviously the main reason for the 'fadeout' of the 727 is the technical advancement of aircraft/engine design coupled with greater concern for the environment. You will still see the 727 occasionally visit these shores but it will most likely belong to a European charter airline, operate as an executive jet or on an overnight parcel delivery service. This is the area of service where the number of 727's is increasing. In Europe most are operated under contract to two of the major 'players' - TNT and DHL - and can be seen at several UK airports, but only at night! This makes it very difficult to get photographs of them.

Looking on the brightside, there are still plenty of 727 being operated around the world especially in the United States of America where a low cost 727 can operate for three or four different airlines within the space of twelve months. Whilst writing this brief commentary on 'fading' airliners, what has happened to the HS 748, Herald, Bandeirante and Twin Otter, all airliners that used to be regularly seen at UK airports. Answers to the editor on A4 paper, neatly typed up!

# LEEDS BRADFORD INTERNATIONAL AIRPORT

## HOLIDAY FLIGHTS - SUMMER 1997

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
<b>Monday</b>									
0435	PMI	BY077B	757-200	Y235	0730	LPA	BY148A	05/05-27/10	TH
1715	LPA	BY148B	757-200	Y235	1845	HER	BY491A	2-Wkly 05/05-20/10	TH
1715	LPA	BY148B	757-200	Y235	1845	SKG	BY260A	2-Wkly 12/05-27/10	TH
<b>Tuesday</b>									
0245	SKG	BY260B	757-200	Y235	0705	ALC	BY506A	2-Wkly 13/05-28/10	TH
0420	HER	BY491B	757-200	Y235	0705	ALC	BY506A	2-Wkly 06/05-21/10	TH
0955	YYZ	TS204	757-200	Y228	1055	BHX/YYZ	TS205	06/05-21/10	GS
1355	PMI	AMM1445	757-200	Y233	1615	PMI	AMM1444	06/05-28/10	FC
1820	TFS	AIH374	A320	Y180	1920	TFS	AIH373	06/05-28/10	AT/SW/CS
2115	ALC	BY506B	757-200	Y235	2255	TFS	BY268A	2-Wkly 06/05-21/10	TH
2115	ALC	BY506B	757-200	Y235	2255	CFU	BY331A	2-Wkly 13/05-28/10	TH
<b>Wednesday</b>									
0635	CFU	BY331B	757-200	Y235	1005	MAH	BY423A	2-Wkly 14/05-29/10	TH
0835	TFS	BY268B	757-200	Y235	1005	MAH	BY423A	2-Wkly 07/05-22/10	TH
1610	MAH	BY423B	757-200	Y235	1740	RHO	BY199A	2-Wkly 07/05-22/10	TH
1610	MAH	BY423B	757-200	Y235	1740	PFO	BY241A	2-Wkly 14/05-29/10	TH
1730	ADB	AIH378	A320	Y180	1845	ADB	AIH377	07/05-29/10	AT
<b>Thursday</b>									
0315	RHO	BY199B	757-200	Y235	0645	PMI	BY571A	2-Wkly 08/05-23/10	TH
0415	PFO	BY241B	757-200	Y235	0645	PMI	BY571A	2-Wkly 01/05-30/10	TH
0740	BHX	BY999F	767-200	Y273	0935	BGR/SFB	BY550A	22/05 only	TH
1305	PMI	AIH370	A320	Y180	1420	GRO	AIH351	01/05-30/10	AT/CS
1445	FAO	AMM1479	A320	Y180	1550	FAO	AMM1478	01/05-30/10	FC/SW
2005	GRO	AIH352	A320	Y180	2130	PMI	AIH353	01/05-30/10	AT
2040	PMI	BY571B	757-200	Y235	2215	PMI	BY551A	01/05-30/10	TH
<b>Friday</b>									
0340	PMI	AIH354	A320	Y180	0625	MAH	AIH355	02/05-31/10	AT/SW/CS
0420	PMI	BY551B	757-200	Y235	0830	IBZ	BY089A	02/05-31/10	TH
0605	SFB	BY550B	767-200	Y273	0705	CWL	BY990F	06/06 only	TH
2030	MAH	AIH356	A320	Y180	2155	IBZ	AIH357	02/05-24/10	AT
2230	IBZ	BY089B	757-200	Y235	2355	IBZ	BY187A	02/05-24/10	TH
<b>Saturday</b>									
0415	IBZ	AIH358	A320	Y180	0700	ALC	AIH359	03/05-25/10	AT/FC/SW/CS/AV
0610	IBZ	BY187B	757-200	Y235	0740	REU	BY174A	03/05-25/10	TH
0700	VAR	VIM615	TU154	Y151	0800	VAR	VIM616	24/05-04/10	BK
-	-	-	ATR42	Y50	1130	JER	FD624	17/05-27/09	CT
1310	REU	BY174B	757-200	Y235	1440	GRO	BY034A	03/05-25/10	TH
1330	ALC	AIH360	A320	Y180	1445	PMI	AIH361	03/05-25/10	AT
1715	PMI	SPP3193	MD83	Y170	1805	PMI	SPP3194	03/05-25/10	AT
1755	PMI	AEA612	757-200	Y219	1845	PMI	AEA611	03/05-25/10	SW/FC/CS
1815	JER	FD625	ATR42	Y50	-	-	-	17/05-27/09	CT
2105	PMI	AIH362	A320	Y180	2220	LPA	AIH363	03/05-25/10	AT
<b>Sunday</b>									
0315	GRO	BY034B	757-200	Y235	0645	AGP	BY217A	04/05-26/10	TH
0750	LPA	AIH364	A320	Y180	0905	AGP	AIH365	04/05-26/10	AT/FC/SW/CS
0850	AGP	AEA229	737-300	Y144	0940	AGP	AEA231	04/05-26/10	AV
1325	AGP	BY217B	757-200	Y235	1445	PMI	BY077A	04/05-26/10	TH
1340	FAO	AIH372	A320	Y180	1455	FAO	AIH371	04/05-26/10	CS/AT
2300	AGP	AIH366	A320	Y180	2355	PMI	AIH367	04/05-26/10	AT

### Destination Codes

ADB - Izmir  
 AGP - Malaga  
 ALC - Alicante  
 BGR - Bangor Maine  
 BHX - Birmingham  
 CFU - Corfu  
 CWL - Cardiff  
 FAO - Faro  
 GRO - Geron  
 HER - Heraklion  
 IBZ - Ibiza  
 JER - Jersey  
 LPA - Las Palmas  
 MAH - Mahon  
 PFO - Paphos  
 PMI - Palma  
 REU - Reus  
 RHO - Rhodes  
 SKG - Orlando Sanford  
 SKG - Thessaloniki  
 TFS - Tenerife  
 VAR - Varna  
 YYZ - Toronto

### Airline Codes

AEA - Air Europa  
 AIH - Airtours  
 AMM - Air 2000  
 BY - Britannia  
 FD - SpanFlyer Express  
 SPP - Cityair  
 TS - Air Transat  
 VIM - Air Via

### Tour Operator Codes

AT - Airtours  
 AV - Avro  
 BK - Balkan  
 CT - Ch Is Travel Service  
 CS - Cosmos  
 FC - First Choice  
 GS - Globespan  
 SW - Sunworld  
 TH - Thomson

Tenth Edition - 12/03/97

## LEEDS BRADFORD AIRLINE REPORT - JANUARY 1997

### INBOUND DIVERSIONS

03	UKA791	AMS	HUY	G-UKTD	FK50	AMS	UKA792
28	RYR660	DUB	BHX	EI-CJE	B737	DUB	RYR661
28	CDE202C	IOM	BLK	G-BRFA	PA31	BLK	CDE-FA
28	JEA109B	IOM	BLK	G-OBLK	SH36	BLK	JEA109W
28	CDE206C	IOM	BLK	G-BRFA	PA31	BLK	CDE-FA/29
28	MXE114	ORK	MAN	G-MAJA	BA41	MAN	MXE7902/29
28	MXE638	SNN	MAN	G-MAJI	BA41	JER	MXE760/29
28	SAB8814	BRU	MAN	OO-SDR	B737	BRU	SAB8620/29

### REGULAR FLIGHTS

AEA226	TFS	03/EC-FEE	10/EC-FTL	17/EC-FFK	24/EC-FEE	31/DivMAN
AEA259	LPA	06/EC-FXP	13/EC-GHD	20/EC-FYF	27/EC-FYF	
AIH359	ALC	04/G-MCEA				
AIH365	AGP	02/G-TPTT				
AMC4209	MLA	07/9H-ABF	14/9H-ABF	21/9H-ABF	28/9H-ABF	
BAL045A	TFS	01/DivMAN	08/G-BYAP	15/G-BYAI	22/G-BYAS	29/G-BYAG
BAL232A	PMI	06/G-BYAR	13/G-BYAI	20/G-BYAS	27/G-BYAG	
BAL411A	TFS	03/G-BYAG	10/G-BYAI	17/G-BYAP	24/G-BYAG	31/G-BYAP
BAL431A	ALC	02/G-BYAR	09/G-BYAP	16/DivEMA	23/G-BYAS	30/G-BYAG
BAL443A	ALC	07/G-BYAR	14/G-BYAI	21/G-BYAS	28/G-BYAG	
BAL466A	AGP	02/G-BYAR	09/G-BYAP	16/DivMAN	23/G-BYAS	30/G-BYAG
BAL997F	MAN	02/G-BYAR	09/G-BYAP	16/DivMAN	23/G-BYAS	30/G-BYAG

### OTHER FLIGHTS

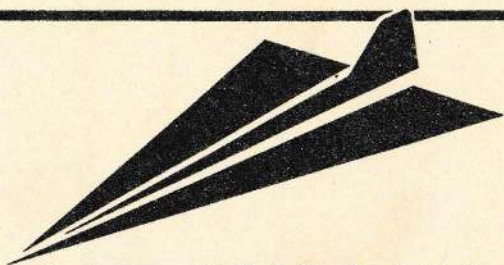
01	G-DAJB	B757	MON226P/9226	Luton - Prague	Passenger Charter
01	G-DAJB	B757	MON9227/227P	Prague - Gatwick	Passenger Charter
03	G-BWTM	AT72	CFE73LA/73NA	Gatwick - Newcastle	Lieu AT42
03	G-BWTM	AT72	CFE76NB/76LB	Newcastle - Gatwick	Lieu AT42
03	PH-DMO	FK50	EIN368/369	f/t Dublin	Lieu EIN FK50
05	G-UKHP	BA46	UKA755/756	f/t Amsterdam	Lieu FK50
05	G-OAKI	BA31	AKL08P/MXE711	Manchester -n/s- Southampton	Lieu MXE BA31
06	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
06	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
06	G-OAKI	BA31	MXE714/711	f/t Southampton n/s	Lieu MXE BA31
06	G-ZAPJ	AT42	AWC25P/25L	Stansted - Liverpool	Shd Mail iso JEM
07	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
07	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
07	G-OBMY	B735	BMA6VX/3XV	f/t Glasgow	Lieu SF34
07	G-OAKI	BA31	MXE714/711	f/t Southampton n/s	Lieu MXE BA31
07	G-OBMY	B735	BMA3VX/9WC	Glasgow - Heathrow	Lieu SF34
08	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
08	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
08	G-OAKI	BA31	MXE714/711	f/t Southampton n/s	Lieu MXE BA31
09	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
09	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31

09	G-OAKI	BA31	MXE714/711	f/t Southampton n/s	Lieu MXE BA31
10	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
10	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
10	G-OAKI	BA31	MXE714/AKL06P	Southampton - Manchester	Lieu MXE BA31
11	PH-DMO	FK50	EIN362/363	f/t Dublin	Lieu EIN FK50
11	G-BVKB	B735	BMA414A/4LJ	TeesSide - Heathrow	Lieu FK10
12	G-OAKI	BA31	AKL09P/MXE711	Manchester -n/s- Bournemouth	Lieu MXE BA31
12	G-BVTJ	AT72	CFE26LA/79NA	Gatwick - Newcastle	Lieu AT42
12	G-BYAJ	B757	BAL757B	Alicante - Luton	Medevac Flight
13	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
13	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
13	G-OAKI	BA31	MXE714/711	f/t Southampton n/s	Lieu MXE BA31
14	G-OAKI	BA31	MXE702/702K	Southampton - Aberdeen	Lieu MXE BA31
14	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
14	G-OAKI	BA31	MXE714/MNX410	Southampton -n/s- Isle of Man	Lieu MXE BA31
15	OO-MTD	E120	SAB697/698	f/t Brussels	Lieu DH8
15	G-OAKI	BA31	MNX411/418	f/t Isle of Man	Lieu MXE BA31
17	G-UKHP	BA46	UKA802	Aberdeen - Amsterdam	Lieu FK50
17	<u>G-BTTP</u>	BA46	UKA721	Amsterdam - Belfast Intl	Lieu FK50
17	G-OAKI	BA31	MXE703/703K	Aberdeen - Southampton	Lieu MXE BA31
17	G-OAKI	BA31	MXE714/AKL02P	Southampton - Manchester	Lieu MXE BA31
19	G-BVZG	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
22	<u>OO-DJY</u>	BA46	SAB697/698	f/t Brussels	Lieu DH8
22	G-BVKC	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
23	G-ZAPK	BA46	BMA9541/1XV	Stansted - Glasgow	Lieu BMA SF34
23	G-ZAPK	BA46	BMA1VX/9542	Glasgow - Stansted	Lieu BMA SF34
23	G-BVKC	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
25	G-BVMX	SH36	GIL382E/383L	t/f Exeter	Passenger Charter
26	G-ECAS	B733	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
26	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
28	G-BVZI	B735	BMA3TW	TeesSide - Heathrow	Lieu FK10
28	G-OBMF	B734	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
29	PH-DMO	FK50	EIN368/369	f/t Dublin	Lieu EIN FK50

Aircraft making first visits are underlined.

WOLD NEWTON/WILLY HOWE FARM Movements:- 13.12 G-SUZN PA-28 f&t Teeside, G-BFXW AA-5B f&t Leeds. 15.12 G-ARDD CP.301C f&t Brighton. 21.12 G-BHAI F.152 f&t Netherthorpe, G-SACT PA-28 f&t Sherburn. 22.12 G-BGWO D.112 f&t Brighton, G-SACT PA-28 f&t Sherburn, G-BRPF 120 f Fishburn t Brighton, G-ANRP/TW439 Auster 5 f Fishburn t Brighton, G-BKKO 182R f/o 14.40 t Crosland Moor.

WOLD NEWTON/WILLY HOWE FARM Movements:- 26.12 G-BKKO 182R f&t Crosland Moor, G-RPIO AMT.200 f Dishforth t Rufforth. 28.12 G-ITON Mx.7-235 f Oxenhope t Goodwood. 8.1 G-BOYI PA-28 f Gamston t Woodvale. 14.1 G-BHCP F.152 and G-BNOE PA-28 both f&t Sherburn. 20.1 G-MVHO Pegasus XL-Q f&t Rufforth. 25.1 G-DERB R.22B f&t Chesterfield. 26.1 G-AVBZ F.172H f Brighton t Crosland Moor. 28.1 G-ATUB PA-28 f&t North Coates. 1.2 G-BMLK G.109B f&t Rufforth. 2.2 G-ANRP/TW439 Auster 5 f Brighton t Beverley, G-AYGD DR.1051 f Sherburn t North Coates, G-GCAT PA-28 f&t Humberside, G-KITE PA-28 f&t Barton. 5.2 G-SACT PA-28 f&t Sherburn. 7.2 G-AZOT PA-34 f&t Leeds. 8.2 G-BNOH PA-28 f&t Sherburn. 9.2 G-BCEO AA-5 f Gamston t Teeside. 14.2 G-BEAC PA-28 f&t Humberside, G-BHGY PA-28R f&t Tollerton. 15.2 G-BCPN AA-5 f Bagby t Full Sutton.



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