

VOL 22

FEB 96

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COMMITTEE

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CHAIRMAN'S CHAT

Hello! Here we are in our new regular position on page 2. What did you think of the new look magazine? Write in or let a committee member know your views. The January Issue was produced in a rush after the New Years holiday in time for the Sunday meeting. Despite the rush the printing is a big improvement i.e. we can now read all the magazine instead of half the text looking like the movements from Athens or Moscow Airports. The photo requires some improvement or some spying up at Leeming Aviation Group to see how they produce photo's for their magazine.

In Dave Woolers C.A.N. section he reports on the L.B.A's new CAT III SYSTEM and refers to R.V.R.s and P.A.P.I's. This got me thinking about aviation terms and abbreviations and how many new members are puzzled by what they see written down or hear on their air band radios. Have we any member out there who could write a series of short articles, "back to basics"? These could be on radio frequencies, navigation beacons, altimeter setting regions, airways, radio terminology, abbreviations and air traffic control etc. The subject is vast and obtainable in full in the many books published on the subject, but I feel a few basic notes with emphasis on local procedure would be a big help to new members, also where to watch and listen to local military traffic.

Note: R.V.R's, this is runway visual range, usually passed to or requested by aircraft in fog. (Fog is the opaque substance found in abundance around Leeds Bradford Airport during the months of November to February).

P.A.P.I's are red and white lights at the approach end of the runway. If the aircraft is on the correct slope the Pilot would see both red & white. If he sees only red he is too low, if all white he is too high and if the lights have a green glow he is probably in a farmers field on Scotland Lane.

That explains a couple of abbreviations but there are many more, so if anyone can write us some lists or notes get in touch as I am sure many members would benefit from any information that other members can provide.

SOCIETY MEETINGS

February 4th (14.30) Station Commander, R.A.F. Linton-on-Ouse

March 3rd (14.30) Bob Nash, former S.A.T.C.O. at L.B.A.

CREDITS

Terry Sykes, Eric Martin, Dave Wooler, Alan Sedgwick, Andy Barker, Leslie Scheftsik, D.R. Stenning.

Leeds/Bradford Movements

December 1995

01 OY-BZT Citation II	0827	EI-FKB Fokker 50	0903
G-DASI Short 360	0920	G-MAUD BAe ATP	0928
G-BVEF ATR-42	0935	G-JEAH Friendship	0937
G-BVJC Fokker 100	0941	G-UKTI Fokker 50	0953
02 No arrivals			
03 OO-DTG Brasilia	1445	G-UKTI Fokker 50	1509
G-MAUD BAe ATP	1524	G-UKTA Fokker 50	1546
G-ELDG DC9	1835	G-MAUD BAe ATP	1905
EI-FKC Fokker 50	1927	G-UKTI Fokker 50	1943
G-JEAH Friendship	1947	G-UKTA Fokker 50	2151
G-BXEG ATR-42	2159	G-BVJD Fokker 100	2204
G-JEAH Friendship	2225		
04 G-DASI Short 360	0648	G-BYAU Boeing 757	0707
EI-FKD Fokker 50	0902	G-BVED ATR-42	0918
G-MAUD BAe ATP	0929	G-JEAH Friendship	0932
G-BVJD Fokker 100	0941	G-DASI Short 360	0944
G-UKTA Fokker 50	1002	G-BWDD Sikorsky S76	1006
OO-DTG Brasilia	1051	G-UKTI Fokker 50	1110
G-BVJD Fokker 100	1302	G-BSIM Archer II	1311
N6834L Cessna T310R	1323	G-BTJI F33C Bonanza	1349
G-JEAH Friendship	1356	G-BYAU Boeing 757	1406
G-UKTA Fokker 50	1458	OO-DTJ Brasilia	1536
G-BVZE Boeing 737 300	1544	EI-FKA Fokker 50	1623
G-UKTI Fokker 50	1642	G-DASI Short 360	1728
G-BVED ATR-42	1730	G-JEAH Friendship	1743
G-BVJD Fokker 100	1828	G-TAXI Aztec	1856
G-MAUD BAe ATP	1907	EI-FKA Fokker 50	1926
G-DASI Short 360	2021	OO-DTJ Brasilia	2026
F-GHPI ATR-42	2030	G-UKTA Fokker 50	2048
G-UKTI Fokker 50	2050	G-JEAH Friendship	2056
G-BVOV HS 748	2131	G-BVJD Fokker 100	2135
05 G-DASI Short 360	0027	G-BYAU Boeing 757	0108
G-SWET Citation	0651 0723	F-GKID Citation	0812 1608(6)
EI-FKE Fokker 50	0900	G-DASI Short 360	0916
G-MAUD BAe ATP	0924	G-BUEA ATR-42	0941
G-BVJD Fokker 100	0946	G-JEAH Friendship	0948
G-UKTA Fokker 50	0954	9H-ABE Boeing 737	1002
OO-DTG Brasilia	1044	SE-DRT Citation	1047 1210
G-UKTI Fokker 50	1116	G-BVJD Fokker 100	1252

G-BYAU Boeing 757	1340	G-JEAH Friendship	1355
OO-DTO Brasilia	1438	XZ309 Gazelle AH.1	1441
G-UKTA Fokker 50	1456	G-ORJB Citation	1459
G-BVJD Fokker 100	1535	EI-FKA Fokker 50	1621
G-UKTI Fokker 50	1638	G-SWET Citation	1722
G-DASI Short 360	1737	G-JEAH Friendship	1750
G-BUEA ATR-42	1821	G-BVJC Fokker 100	1843
G-MAUD BAe ATP	1909	EI-FKA Fokker 50	1924
OO-DTN Brasilia	1954	G-DASI Short 360	2031
G-UKTA Fokker 50	2041	G-UKTI Fokker 50	2044
G-JEAH Friendship	2103	G-BVOV HS 748	2126
G-BVEF ATR-42	2138	G-BVJC Fokker 100	2142
G-BUEA ATR-42	2339		
06 EI-CIQ ATR-42	0010	G-BYAN Boeing 737	0103
EI-FKD Fokker 50	0904	G-BVJC Fokker 100	0925
G-MAUD BAe ATP	0927	F-GHPI ATR-42	0943
G-JEAH Friendship	0947	G-SHIV GA7 Cougar	1008
G-UKTI Fokker 50	1011	G-BLZT Short 360	1213
G-UKTA Fokker 50	1228	G-BVJC Fokker 100	1241
G-JEAH Friendship	1400	G-UKTI Fokker 50	1456
G-BVJC Fokker 100	1548	EI-FKD Fokker 50	1622
G-UKTA Fokker 50	1636	G-DASI Short 360	1722
G-JEAH Friendship	1753	G-BYAN Boeing 757	1815
G-BVJC Fokker 100	1906	G-MAUD BAe ATP	1914
G-BUEA ATR-42	1920	EI-FKD Fokker 50	1929
G-DASI Short 360	2030	G-UKTA Fokker 50	2047
G-BVED ATR-42	2054	G-JEAH Friendship	2100
G-BVOV HS 748	2130	G-UKTI Fokker 50	2203
G-BVJB Fokker 100	2210	G-MAUD BAe ATP	2234
07 G-DASI Short 360	0018	EI-FKD Fokker 50	0906
VR-CCT King Air C90	0915	G-DASI Short 360	0928
G-BVJB Fokker 100	0931	G-JEAH Friendship	0942
G-MAUD BAe ATP	0949	D-IDVL Queen Air 65	0953
G-BVEF ATR-42	0959	G-UKTI Fokker 50	1024
OO-DTG Brasilia	1045	G-ORJB Citation	1106
G-UKTA Fokker 50	1205	G-BVJB Fokker 100	1225
G-JEAH Friendship	1400	G-BYAN Boeing 757	1422
OO-MTD Brasilia	1445	G-UKTF Fokker 50	1454
G-BVJB Fokker 100	1513	EI-FKA Fokker 50	1608
G-UKTA Fokker 50	1638	G-ECOS Twin Squirrel	1647
G-DASI Short 360	1730	G-JEAH Friendship	1750
G-BVEF ATR-42	1755	G-BRFA Navajo	1828
G-BVJD Fokker 100	1834	G-MAUD BAe ATP	1915
EI-FKA Fokker 50	1917	OO-DTG Brasilia	1946
G-DASI Short 360	2024	G-UKTA Fokker 50	2048
G-BVEF ATR-42	2120	G-BVOV HS 748	2134
G-JEAH Friendship	2155	G-UKTF Fokker 50	2211
G-BVJD Fokker 100	2218	G-BYAN Boeing 757	2238
G-BRFA Navajo	2256	G-DASI Short 360	2343
08 G-OJSY Short 360	0028	EI-FKF Fokker 50	0924
G-VIPI BAe 125 800B	0927	G-DASI Short 360	0931
G-BVJD Fokker 100	0938	OO-MTD Brasilia	1102
EC-FKI Boeing 737 300	1136	G-UKTF Fokker 50	1155

G-BUUP BAe ATP	1158		G-BVJD Fokker 100	1238
N27495 Navajo 350	1344	0958(9)	OO-DTL Brasilia	1447
G-BVJD Fokker 100	1527		G-ELDG DC9	1603
G-JEAH Friendship	1918		EI-FKE Fokker 50	1925
OO-MTD Brasilia	1951		G-DASI Short 360	2016
G-BVEF ATR-42	2022		G-UKTF Fokker 50	2053
G-UKTA Fokker 50	2106		G-BEJE HS 748	2128
G-BVJD Fokker 100	2137		G-JEAH Friendship	2151
G-BRFA Navajo	2254	0908(9)	G-DASI Short 360	2354
09 G-BIYH Short 330	0026		G-OJSY Short 360	0051
EI-FKD Fokker 50	0856		G-BVJD Fokker 100	0922
PH-KVD Fokker 50	0927	1807	G-JEAH Friendship	1014
XV197 Hercules C.3P	1023	1136	G-UKTA Fokker 50	1034
OO-DTL Brasilia	1044		G-KNAP Warrior II	1103
G-UKTF Fokker 50	1133		G-BVJD Fokker 100	1231
G-JEAH Friendship	1442		G-UKTA Fokker 50	1446
G-SHIV GA7 Cougar	1504		G-TAXI Aztec	1559
EI-CDH Boeing 737 500	1624		G-BVJD Fokker 100	1808
G-WYPA Bolkow 105DBS/4	1818			
10 EI-CDS Boeing 737 300	0844		G-BVJD Fokker 100	0943
G-BSRI Lancair 235	1243		G-JEAH Friendship	1300
G-BVEC ATR-42	1334		G-BAEZ Cessna FRA150L	1346
G-BOHS Cessna 172N	1411		G-ORJB Citation	1439
OO-DTK Brasilia	1452		G-UKTA Fokker 50	1505
G-MANL BAe ATP	1607		G-JEAH Friendship	1725
G-BVJC Fokker 100	1801		G-MANL BAe ATP	1903
EI-FKC Fokker 50	1944		G-ELDG DC9	2005
G-UKTA Fokker 50	2019		G-BVED ATR-42	2105
G-JEAH Friendship	2106		G-UKTF Fokker 50	2117
G-BYAK Boeing 757	2210		G-BVEC ATR-42	2306
11 EI-FKC Fokker 50	0906		G-DASI Short 360	0919
G-MANL BAe ATP	0924		G-VIPP Navajo	0927
G-BMXD Friendship	DIV 0943		G-WMCC Jetstream 31	DIV 0955 1110
G-BVJA Fokker 100	DIV 1018		G-BVEC ATR-42	1037
G-ELDG DC9	1043		G-MANL BAe ATP	1319
OO-DTL Brasilia	1442		G-UKTF Fokker 50	1609
EI-FKA Fokker 50	1635		G-BUEA ATR-42	1729
G-DASI Short 360	1752		G-JEAH Friendship	1828
G-ELDG DC9	1900		G-MANL BAe ATP	1949
G-UKTA Fokker 50	2111		G-DASI Short 360	2114
G-JEAH Friendship	2157		G-BVKB Boeing 737 500	2216
G-BXEG ATR-42	2254			
12 G-BHHU Short 330	0035		G-OJSY Short 360	0042
G-DASI Short 360	0140		G-BYAK Boeing 757	0144
EI-FKF Fokker 50	0858		G-BVKB Boeing 737 500	0926
G-BVEC ATR-42	0936		G-DASI Short 360	0940
G-OICE Citationjet	DIV 0941		G-MANL BAe ATP	0946
G-JEAH Friendship	1003		G-MAJI Jetstream 41	DIV 1014
G-MAJD Jetstream 41	DIV 1024		G-BRLY BAe ATP	DIV 1027
G-BUWP BAe ATP	DIV 1029		G-UKTA Fokker 50	1032
9H-ABF Boeing 737	1037		OO-DTL Brasilia	1054
PH-KJG Jetstream 31	DIV 1113		G-MANG BAe ATP	DIV 1131

G-BKYN Boeing 737	DIV	1147	G-BKYP Boeing 737	DIV	1206
G-BGDG Boeing 737	DIV	1227	G-BVKB Boeing 737	500	1326
F-GMGB King Air 200		1351	G-BYAK Boeing 757		1400
OO-DTG Brasilia		1439	G-UKTA Fokker 50		1500
G-JEAD Friendship		1523	EI-FKA Fokker 50		1620
G-BVKB Boeing 737	500	1642	G-ORJB Citation		1649
G-ZAPI Citation		1928	G-BVEC ATR-42		1829
G-BVZF Boeing 737	500	1844	G-MANL BAe ATP		1917
G-UKTC Fokker 50		1923	EI-FKA Fokker 50		1929
OO-DTL Brasilia		2000	G-OBLK Short 360		2006
G-BVED ATR-42		2021	G-DASI Short 360		2041
G-UKTA Fokker 50		2044	G-JEAD Friendship		2116
G-BVZF Boeing 737	500	2131	G-AYIM HS 748		2141
OO-SYH Boeing 737	DIV	2348			
13 G-DASI Short 360		0012	G-BHHU Short 330		0024
G-BYAK Boeing 757		0059	G-BBGB Aztec		0748
EI-FKA Fokker 50		0912	G-DASI Short 360		0916
G-BUEB ATR-42		0924	G-MANL BAe ATP		0929
G-BVZF Boeing 737	500	0934	N1224S Cessna 425		0957
G-JEAD Friendship		1003	G-UKTA Fokker 50		1029
OO-DTG Brasilia		1045	G-UKTC Fokker 50		1122
G-SHIV GA7 Cougar		1129	G-BVZF Boeing 737	500	1229
G-ORJB Citation		1233	G-JEAD Friendship		1356
OO-MTD Brasilia		1445	G-BHJS P68B Victor		1448
G-UKTA Fokker 50		1454	G-BVZF Boeing 737	500	1526
EI-FKA Fokker 50		1617	G-UKTC Fokker 50		1637
G-HCTL Navajo		1713	G-DASI Short 360		1720
G-BUEB ATR-42		1742	G-JEAD Friendship		1806
G-BYAK Boeing 757		1823	G-BVKC Boeing 737	300	1841
G-MANL BAe ATP		1917	EI-FKE Fokker 50		1925
OO-DTG Brasilia		2007	N48HB Falcon 50		2018
G-BVED ATR-42		2027	G-DASI Short 360		2033
G-UKTC Fokker 50		2037	G-UKTA Fokker 50		2044
G-JEAD Friendship		2102	G-AYIM HS 748		2140
G-BVKC Boeing 737	300	2145	G-DASI Short 360		2350
14 G-BNFB Short 360		0020	G-OJSY Short 360		0031
G-DARR Aztec		0855	EI-FKE Fokker 50		0901
G-DASI Short 360		0914	G-OBLC Duchess		0924
G-BXEG ATR-42		0926	G-BVKC Boeing 737	500	0937
G-MANL BAe ATP		0953	G-JEAD Friendship		0955
G-BVZM Cessna 210M		1018	G-UKTC Fokker 50		1044
OO-MTD Brasilia		1051	G-UKTA Fokker 50		1103
G-BPMF Warrior		1212	G-BGWN Tomahawk		1219
G-BVKC Boeing 737	500	1237	G-BYAK Boeing 757		1353
G-JEAD Friendship		1402	OO-DTK Brasilia		1509
G-SHIV GA7 Cougar		1520	G-BVKC Boeing 737	500	1549
G-UKTC Fokker 50		1557	EI-FKD Fokker 50		1621
G-UKTA Fokker 50		1646	G-BXEG ATR-42		1731
G-JEAD Friendship		1800	G-BVKC Boeing 737	500	1835
G-BNFB Short 360		1838	G-MANL BAe ATP		1915
EI-FKD Fokker 50		1931	OO-MTD Brasilia		2030
G-UKTA Fokker 50		2042	G-BVEF ATR-42		2050
F-GILE King Air 200		2054	G-UKTC Fokker 50		2058
G-JEAD Friendship		2112	G-BNFB Short 360		2117

G-BVOB Friendship	2128	G-BVVC Boeing 737 500	2140
G-BYAK Boeing 757	2154	G-HAMA King Air 200	2205
15 G-OLAH Short 360	0015	G-BNFB Short 360	0020
G-OJSY Short 360	0023	EI-FKC Fokker 50	0900
F-GKEL King Air A100	0907	G-BNFB Short 360	0914
G-BUEA ATR-42	0920	G-MANL BAe ATP	0938
G-BVVC Boeing 737 500	0943	G-JEAD Friendship	1013
G-UKTC Fokker 50	1017	G-UKTA Fokker 50	1105
G-BSBW JetRanger	1116	OO-DTI Brasilia	1120
EC-FJR Boeing 737 300	1123	G-BRFA Navajo	1141
OE-FFL Cessna 340	1157	G-BFHU Cessna 152	1207
OE-GIL Citation II	1214	G-BGWN Tomahawk	1243
G-BVVC Boeing 737 500	1306	G-SHIV GA7 Cougar	1334
G-JEAD Friendship	1430	OO-DTG Brasilia	1436
G-BTFT Baron	1444	G-UKTC Fokker 50	1500
G-BVJC Fokker 100	1548	EI-FKF Fokker 50	1630
G-UKTA Fokker 50	1638	VR-CPR Cessna 421C	1646
G-BUEA ATR-42	1730	G-BNFB Short 360	1734
G-JEAD Friendship	1812	G-BVJC Fokker 100	1904
G-ELDH DC9	1909	EI-FKF Fokker 50	1932
OO-DTI Brasilia	1949	G-BVEF ATR-42	2020
G-BNFB Short 360	2029	G-UKTA Fokker 50	2048
G-UKTC Fokker 50	2051	G-JEAD Friendship	2113
G-BVOV HS 748	2140	G-ELDH DC9	2144
G-BVJC Fokker 100	2217	G-BVTE Fokker 70	2306
G-BNFB Short 360	2351		
16 G-DASI Short 360	0018	G-OJSY Short 360	0038
EI-FKE Fokker 50	0907	G-BVJC Fokker 100	0936
G-UKTC Fokker 50	0958	G-BMCN Cessna 152	1018
G-JEAD Friendship	1020	OO-DTG Brasilia	1033
G-UKTA Fokker 50	1134	G-SHIV GA7 Cougar	1233
G-BVJC Fokker 100	1259	G-BWCO Dornier 28	1320
G-JEAD Friendship	1455	G-UKTC Fokker 50	1458
G-OJMR Airbus 300	1552	G-BBGB Aztec	1601
EI-FKD Fokker 50	1628	G-BVJC Fokker 100	1844
17 EI-FKB Fokker 50	0904	G-BVTE Fokker 70	0923
G-BOXR GA7 Cougar	1201	G-BPTL Cessna 172N	1227
G-BVTE Fokker 70	1249	G-VVIP Cessna 421C	1258
G-JEAG Friendship	1303	G-BUEA ATR-42	1330
G-JEAG Friendship	1358	G-BJYD Cessna F152	1436
G-UKTI Fokker 50	1515	OO-DTI Brasilia	1520
OE-GIL Citation II	1534	G-JEAP Friendship	1704
G-JEAO BAe 146	1745	G-MANL BAe ATP	1914
G-BVJB Fokker 100	1918	G-NJML Seneca	1927
EI-FKC Fokker 50	1930	G-UKTI Fokker 50	1935
OO-DTK Brasilia	1951	G-BUEA ATR-42	2013
G-UKTC Fokker 50	2050	G-JEAO BAe 146	2130
G-OJMR Airbus 300	2155	G-BVJB Fokker 100	2206
G-BYAR Boeing 757	2233		
18 EI-FKF Fokker 50	0858	G-BNFB Short 360	0907
G-BUEB ATR-42	0925	G-MANL BAe ATP	0928
G-BVJB Fokker 100	0954	G-JEAP Friendship	1003

G-UKTC Fokker 50	1043	G-BCGT Cherokee 140	1102
G-UKTI Fokker 50	1105	00-DTG Brasilia	1107
G-BVJB Fokker 100	1249	G-HCTL Navajo	1253
G-BYAR Boeing 757	1257	G-JEAG Friendship	1403
00-DTN Brasilia	1453	G-UKTC Fokker 50	1507
G-BVJB Fokker 100	1514	OE-GIL Citation II	1523
G-BSBW JetRanqer	1533	EI-FKB Fokker 50	1617
G-UKTI Fokker 50	1637	G-BUEB ATR-42	1703
G-BNFB Short 360	1718	G-JEAG Friendship	1754
G-BVJB Fokker 100	1814	G-MANL BAe ATP	1913
G-BNFB Short 360	2013	00-DTI Brasilia	2019
G-BVED ATR-42	2025	EI-CLG BAe 146	2027
G-UKTI Fokker 50	2053	G-JEAG Friendship	2100
G-UKTC Fokker 50	2104	G-BVOV HS 748	2122
G-BVJD Fokker 100	2134	N9123X Saratoga	2259 0852(19)
G-BYAR Boeing 757	2354		
19 G-BNFB Short 360	0026	G-OJSY Short 360	0029
OE-GIL Citation II	0830	EI-FKD Fokker 50	0901
G-BNFB Short 360	0909	G-MANL BAe ATP	0919
G-BVEC ATR-42	0926	G-BVJD Fokker 100	0931
G-JEAG Friendship	0949	G-UKTI Fokker 50	0955
9H-ABT Boeing 737 300	1008	G-KNAP Warrior II	1032
G-UKTC Fokker 50	1109	G-BDAL Rockwell 500S	1130
G-BVJD Fokker 100	1244	G-JEAG Friendship	1356
G-BYAR Boeing 757	1400	G-UKTI Fokker 50	1508
G-BVJD Fokker 100	1531	EI-FKE Fokker 50	1620
G-UKTC Fokker 50	1647	G-BXEG ATR-42	1717
G-BNFB Short 360	1720	G-JEAG Friendship	1755
G-BDGM Warrior	1806	G-BVJB Fokker 100	1833
G-INDC Cessna T303	1837	EI-FKE Fokker 50	1921
G-MANL BAe ATP	1928	G-BDAL Rockwell 500S	1939
00-DTO Brasilia	2005	G-BNFB Short 360	2020
N9123X Saratoga	2025	G-BUEB ATR-42	2044
G-UKTI Fokker 50	2054	G-JEAG Friendship	2054
G-BVOV HS 748	2123	G-BVJB Fokker 100	2142
G-UKTC Fokker 50	2208		
20 G-OJSY Short 360	0009	G-BNFB Short 360	0028
G-RMCT Short 360	0031	G-BYAR Boeing 757	0036
EI-FKE Fokker 50	0856	G-BNFB Short 360	0911
G-MANL BAe ATP	0917	G-BVJB Fokker 100	0931
G-JEAG Friendship	0953	N79Z TBM 700	1003
G-UKTC Fokker 50	1007	G-BVED ATR-42	1009
G-UKTI Fokker 50	1111	G-BJYD Cessna F152	1131
G-BBGB Aztec	1151	G-BVJB Fokker 100	1238
G-HMES Warrior II	1314	G-JEAG Friendship	1353
G-UKTC Fokker 50	1520	G-BVJB Fokker 100	1535
EI-FKA Fokker 50	1620	G-BNFB Short 360	1718
F-GHPI ATR-42	1724	G-BYAR Boeing 757	1747
G-JEAG Friendship	1753	G-BVJC Fokker 100	1830
G-MANL BAe ATP	1909	EI-FKA Fokker 50	1916
G-BNFB Short 360	2018	G-UKTC Fokker 50	2104
G-UKTI Fokker 50	2106	G-JEAG Friendship	2109
G-BEJD HS 748	2124	G-BVEF ATR-42	2128
G-BVJC Fokker 100	2131		

21	G-BNFB Short 360	0007	G-OJSY Short 360	0018
	G-BLZT Short 360	0022	G-EEAC Navajo	0656
	EI-FKA Fokker 50	0902	G-BNFB Short 360	0914
	G-MANL BAe ATP	0924	G-BVJC Fokker 100	0935
	G-UKTC Fokker 50	1005	G-BXEG ATR-42	1036
	OO-DTN Brasilia	1047	G-UKTI Fokker 50	1114
	G-BVJC Fokker 100	1322	G-JEAO BAe 146	1333
	G-BYAR Boeing 757	1410	N161WT Falcon 20	1428
	OO-DTN Brasilia	1500	G-UKTC Fokker 50	1511
	EI-FKC Fokker 50	1620	G-BVJC Fokker 100	1640
	G-UKTI Fokker 50	1702	G-BNFB Short 360	1737
	G-BUEB ATR-42	1739	G-JEAD Friendship	1851
	G-BVZF Boeing 737 500	1903	EI-FKC Fokker 50	2012
	OO-DTG Brasilia	2016	G-AYIM HS 748	2115
	G-UKTC Fokker 50	2145	G-BVJC Fokker 100	2151
	G-UKTI Fokker 50	2154	G-JEAD Friendship	2158
	G-BNFB Short 360	2207		
22	G-BNFB Short 360	0803	EI-FKE Fokker 50	0905
	G-BVJC Fokker 100	0929	G-BUEA ATR-42	0933
	EC-FJR Boeing 737 300	1020	OO-DTN Brasilia	1032
	G-MANL BAe ATP	1044	G-UKTI Fokker 50	1056
	G-UKTC Fokker 50	1119	G-BNFB Short 360	1124
	G-BVJC Fokker 100	1404	G-JEAD Friendship	1410
	OO-DTK Brasilia	1446	G-UKTI Fokker 50	1604
	EI-FKA Fokker 50	1639	G-UKTC Fokker 50	1649
	G-BNFB Short 360	1736	G-BUEA ATR-42	1746
	G-JEAD Friendship	1809	G-JEAG Friendship	1814
	G-BVJC Fokker 100	1839	OO-DTL Brasilia	1950
	EI-FKA Fokker 50	1955	G-BVED ATR-42	2047
	G-UKTC Fokker 50	2103	G-UKTI Fokker 50	2109
	G-BNFB Short 360	2115	G-DAAL HS 748	2126
	G-JEAD Friendship	2129	G-BVTF Fokker 70	2145
	G-BVJC Fokker 100	2157		
23	G-BVJC Fokker 100	0917	G-MAUD BAe ATP	0931
	EI-FKE Fokker 50	1001	G-SMJJ Cessna 414	1003
	G-UKTC Fokker 50	1011	OO-DTK Brasilia	1030
	G-JEAD Friendship	1039	G-TSAR B58 Baron	1131
	G-BVJC Fokker 100	1244	G-ZGBE B58 Baron	1318
	G-JDFW Airbus 320	1326	G-UKTI Fokker 50	1431
	G-JEAD Friendship	1452	G-UKTC Fokker 50	1507
	G-MAUD BAe ATP	1553	EI-FKF Fokker 50	1608
	G-JEAD Friendship	1936		
24	EI-FKD Fokker 50	0854	G-BVJC Fokker 100	0926
	EI-BYE Navajo	1042 1647	G-BYAS Boeing 757	1214
	G-BVJC Fokker 100	1223	G-BPVA Cessna 172F	1248
	G-JEAD Friendship	1258	OO-DTG Brasilia	1452
	G-UKTI Fokker 50	1502	G-BMSU Cessna 152	1519
	G-JEAD Friendship	1707	EI-FKF Fokker 50	1914
	G-JEAD Friendship	2050		

25 No movements

26	G-BVJC Fokker 100	0917		EI-FKA Fokker 50	0939
	9H-ABF Boeing 737	0945		G-UKTC Fokker 50	1004
	OO-DTG Brasilia	1028		G-BVJC Fokker 100	1224
	G-BYAS Boeing 757	1329		G-BPYO Archer II	1356 1435
	N210MP Cessna T210N	1417	1248(27)	G-CPTS JetRanger	1439
	OO-DTL Brasilia	1442		EI-FKA Fokker 50	1615
	G-SUIT Cessna 210N	1632	1434(27)	G-UKTC Fokker 50	1655
	G-JEAD Friendship	1705		G-MAUD BAe ATP	1911
	EI-FKA Fokker 50	1943		G-JEAD Friendship	1955
	OO-DTG Brasilia	1959		G-UKTC Fokker 50	2109
	G-BVJA Fokker 100	2124		G-JEAD Friendship	2241
27	G-BYAS Boeing 757	0038		G-BVJA Fokker 100	0928
	G-UKTC Fokker 50	1003		G-UKTI Fokker 50	1101
	EI-FKA Fokker 50	1103		OO-DTK Brasilia	1218
	G-BVJA Fokker 100	1306		G-JEAD Friendship	1333
	XV177 Hercules C.3P	1447	1045(28)	OO-MTD Brasilia	1452
	G-BUFH Warrior II	1538		G-MAUD BAe ATP	1557
	EI-FKB Fokker 50	1608		G-BVTK ATR-72	1642
	G-UKTI Fokker 50	1645		XV199 Hercules C.3P	1647
	G-BXEG ATR-42	1711		G-BYAS Boeing 757	1744
	G-MAUD BAe ATP	1909		EI-FKB Fokker 50	1920
	G-ORCL Cessna 421C	1932	1954	OO-MTD Brasilia	1943
	G-BEJE HS 748	2131		G-BVJA Fokker 100	2133
28	G-FOOD King Air 200	0817		EI-FKB Fokker 50	0855
	G-GNTE SAAB 340	DIV 0907		G-GNTG SAAB 340	DIV 0911
	G-GNTB SAAB 340	DIV 0914		G-GNTD SAAB 340	DIV 0917
	HB-IZG SAAB 2000	DIV 0920	1152	G-BVJA Fokker 100	0928
	G-BTPA BAe ATP	DIV 0936		G-JEAP Friendship	1013
	OO-DTN Brasilia	1030		G-TREN Boeing 737	DIV 1034
	G-UKTC Fokker 50	1041		G-SMJJ Cessna 414	1047
	G-UKTI Fokker 50	1114		G-LENI Twin Squirrel	DIV 1121
	G-NAAS Twin Squirrel	DIV 1144		G-UKTH Fokker 50	DIV 1149
	G-BXEG ATR-42	1205		G-AZLY Cessna F150L	1210
	G-BVJA Fokker 100	1245		G-BYAS Boeing 757	1350
	G-MAUD BAe ATP	1427		OO-DTG Brasilia	1448
	G-DEVR DC9 83	DIV 1500		G-JEAP Friendship	1616
	EI-FKB Fokker 50	1620		G-BMSU Cessna 152	1625
	G-BNCY Friendship	DIV 1634		G-BUEA ATR-42	1641
	G-FOOD King Air 200	1736		G-BFTC Turbo Arrow	1746
	OO-MTD Brasilia	2031			
29	G-BVKB Boeing 737 500	0941		G-UKTA Fokker 50	DIV 1046
	OO-DTG Brasilia	1052		EC-FJZ Boeing 737 300	1101
	G-UKTC Fokker 50	1103		G-BVKB Boeing 737 500	1248
	G-BUEA ATR-42	1523		G-JEAG Friendship	1604
	G-MAUD BAe ATP	1615		G-UKTA Fokker 50	1639
	G-ZGBE B58 Baron	1658		EI-FKB Fokker 50	1726
	G-UKTC Fokker 50	1810		G-JEAG Friendship	1910
	G-MAUD BAe ATP	1918		G-BLZT Short 360	DIV 1925
	EI-CLH BAe 146	1928		G-DASI Short 360	DIV 1931
	G-BIYH Short 360	DIV 2005		G-ORFH ATR-42	DIV 2025
	G-BRYC DHC 7	DIV 2027	2116	OO-DTG Brasilia	2030
	G-BWDB ATR-72	DIV 2114		G-BRYH DHC 8	DIV 2127
	G-DAAL HS 748	2133		G-BVZF Boeing 737 500	2153

G-JEAG Friendship	2207	G-OLAH Short 360	DIV 2349
30 EI-FKA Fokker 50	0855	G-BVJD Fokker 100	0927
G-JEAG Friendship	1015	00-MTD Brasilla	1023
G-UKTA Fokker 50	1047	G-UKTC Fokker 50	1139
G-JDFW Airbus 320	1328	G-BVJD Fokker 100	1352
G-UKTA Fokker 50	1449	G-JEAG Friendship	1517
G-HAUD BAe ATP	1541	EI-FKE Fokker 50	1609
G-BVJD Fokker 100	1834		
31 G-OBMY Boeing 737 300	1020		

From & To (where known)

01) OY-BZT/Tirstrup: 04) N6834L/Elstree: 05) F-GKID/F & T Grenoble;SE-DRT/
 Angleholm-Stockholm;XZ309/Huddersfield: 06) EI-CIQ/Stanstead: 07) D-IDVL/Speyer;
 VR-CCT/Coventry: 08) N27495/Guernsey-Biqgin: 09) XV197/Glasgow: 12) F-GMGB/
 Cannes: 13) N1224S/Luton;N48HB/Gander: 14) F-GILE/Le Bourget-EMA: 15) F-GKEL/
 Brest;OE-FFL/Ostend;OE-GIL/F & T Graz;VR-CPR/Guernsey: 17) OE-GIL/F & T Graz:
 18) OE-GIL/F & T Graz;N9123X/Toussus le Noble: 19) OE-GRAZ/F & T Graz;N9123X/
 Le Bourget: 20) N79Z/Gloucestershire: 21) N161WT/Northolt: 24) EI-BYE/Dublin:
 26) N210MP/Compton Abbas: 27) XV177 & XV199/Lyneham-Split: 28) HB-IZG/Basle:

Overshoots

04) XX493/CWL73;XX491/CWL72;XX498/CWL68;G-SHIV: 05) ZF162/LOP19: 07) XX499/CWL61
 08) XX498/CWL45;G-BBGB/Raven99T: 11) XX499/CWL73: 13) XX500/CWL77;ZF266/LOP42;
 ZF212/LOP28: 15) XX494/CWL71: 19) G-BBGB: 20) ZF450/LOP44:

Diversions

In the following list of diversions inbound the first four letter code is the
 airfield from which the aircraft set off and the second four letter code is the
 airfield to which it was headed and from where it diverted.

11 G-BMXD/UK601 (EGPH-EGNJ)	G-WHCC/Bluestar390 (EGBB-EGNT)
G-BVJA/Midland5WT (EGLL-EGNV)	
12 G-MAJI/Euromanx41RM(EHRD-EGCC)	G-BUWP/Speedbird57T (EGPD-EGCC)
G-MAJD/Euromanx9317(EGGW-EGCC)	G-BKYN/Speedbird75DL(EDDL-EGCC)
G-BRLY/Euromanx31SM(EGHI-EGCC)	G-BKYP/Speedbird33AM(EHAM-EGCC)
G-MANG/Euromanx00BM(EGAC-EGCC)	G-BGDG/Speedbird5147(EDDF-EGCC)
G-OICE (EGNR-EGCC)	00-SYH/Sabena7814 (EBBR-EGCC)
PH-KJG/Ghostrider600(EHRD-EGCC)	
28 G-GNTE/Granite372 (EGPD-EGCC)	G-BTPA/Speedbird5731(EGPF-EGNH)
G-GNTG/Granite039 (EGPF-EGCC)	G-TREN/Speedbird34A (EGKK-EGCC)
G-GNTB/Granite330 (EGAA-EGCC)	G-UKTH/UK789 (EHAM-EGNJ)
G-GNTD/Granite380 (EGPH-EGCC)	G-BNCY/UK643 (EGNV-EGNJ)
HB-IZG/Crossair880 (LFSB-EGCC)	G-LENI/Linton5 (EGXU-EGLD)
G-NAAS/Medic 02 (Sunderland-EGSC)	G-DEVR/Tourjet878 (LEMG-EGNJ)

DECODE

EBBR Brussels	EGHI Southampton	EGNV Tees-side	EGXU Linton
EDDL Dusseldorf	EGKK Gatwick	EGPD Aberdeen	EHAM Amsterdam
EGAA Aldergrrove	EGLD Denham	EGPF Glasqow	EHRD Rotterdam
EGAC Belfast/City	EGLL Heathrow	EGPH Edinbuqh	LEMG Malaga
EGBB Birmingham	EGNJ Humber-side	EGPK Prestwick	LFPG Charles de G.
EGCC Manchester	EGNR Hawarden	EGSC Cambridge	LFSB Basle
EGGW Luton	EGNT Newcastle	EGSS Stanstead	

LBA movements review, December 1995

A fairly quiet month to end the year, with the foreign visitors total finally up to 298. Starting the month on the 1st we had the Citation 2 OY-BZT of the Alebco Corp from Tirstrup. On the 4th Cityflyer operated their leased ATR-42 F-GHPI on the "Flyer 26LA". Using callsigns on the 5th were Citation F-GKID of Cie Sinair as "Sinair 051" and Citation SE-DRT as "EAP517". The Brit Air ATR-42 EI-CIQ used the callsign "AWC 900A" when it arrived from Stanstead on the 6th and the same day saw Cityflyer using the ATR-42 F-GHPI again, this time as "Flyer 90LA".

Corqi Toys made their last visit of the year on the 7th when King Air C90 VR-CCT came from Coventry, also noted was the ancient Queen Air 65 D-IDVL which has carried this registration since December 4th 1964. Operating from Guernsey to Biggin on the 8th was the 1978 Navajo N27495. Fokker 50 PH-KVD of CityHopper arrived from Amsterdam on a shopping charter on the 9th as "KLM 4643" and Aer Lingus put the Boeing 737 500 EI-CDH on the "Shamrock 366" the same day. The following day Aer Lingus again substituted a Boeing 737 this time it was the 300 EI-CDS doing the "Shamrock 364". On the 11th we took three diversions inbound and on the 12th the King Air 200 F-GMGB visited but was lost in the middle of eleven more diversions inbound to Manchester.

Cessna 425 N1224S of Inductotherm visited Knightair again on the 13th from Luton although it is based at Birmingham, coming from a bit further off on the same day was the Falcon 50 N48HB of Huntington Bancshares Inc which booked in from Gander. Night stopping on the 14th was the King Air 200 F-GILE as "Airlec 101". The 15th was fairly busy with King Air 100 F-GKEL operating from & to Brest as "Locavia 73EP-73BA" being joined by Cessna 421C VR-CPR and Austrian pair OE-PFL a Cessna 340 and Citation 2 OE-GIL of Air-Styria. This Citation came in again on the 17-18-19th from and to Graz. On the 18th Aer Lingus used the BAe 146 EI-CLG as "Shamrock 275" to bring in the passengers booked on the "Shamrock 368" and night stopping that day was the Saratoga N9123X which did a flight to and from Paris on the 19th.

Cityflyers ATR-42 F-GHPI operated as "Flyer 92LA" on the 20th and arriving from Gloucester was the UK based TBM 700 N79Z. Using the callsign "Blue 231" on the 21st was the IBM Falcon 20 N161WT whilst using "Air Export 001" on the 24th was Navajo EI-BYE. Cessna 210 N210NP is reported to be based at Southend but on the 26th it arrived from Compton Abbas for a night stop and on the 27th the two RAF Hercules also night stopped. The 28th and 29th found us taking diversions again and I have listed all these elsewhere along with the ones from earlier in the month.

Other news is the arrival of a new resident with a foreign registration, Cessna 310 N6834L arrived from Elstree on the 4th and it is to live in Knightairs hangar. Knightairs Bandit G-BVRT went u/s with a crack in the windscreen on the 7th so they used Navajo G-BRFA of Comed for a couple of days. In fact it all seems to be bad news this month, Bolkow G-WYPA of the police diverted in on the 9th with an engine fire and retired hurt into the Knightair hangar from where it left by road on the 13th. On the 17th Friendship G-JEAG had to return with an engine fire and blocked the runway for about an hour. To cover for the damaged G-JEAG Jersey European flew in the Friendship G-JEAP which was on its first visit to the LBA. Finally the CAT 3 became operational on runway 32 on the 22nd and it was used "in anger" for the first time on the 28th when Boeing 737 G-BVKB operated "Midland 4JL" inbound from Heathrow.

LBA Foreign visitors 1995

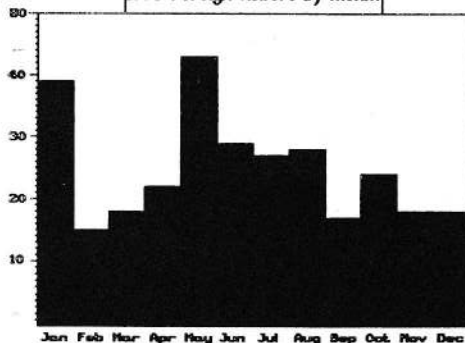
9H-ABE Boeing 737-2Y5	23847	EC-136 Boeing 737-375	23808
9H-ABF Boeing 737-2Y5	23848	EC-835 DC9 83	49709
9H-ABR Boeing 737-3Y5	25613	EC-850 Boeing 737-4Y0	24906
9H-ABS Boeing 737-3Y5	25614	EC-894 DC9 82	53165
9H-ABT Boeing 737-3Y5	25615	EI-BYE PA-31 Navajo 350	31-7305118
9H-ACS Boeing 737-33A	23827	EI-BUF Cessna 210N	63070
9H-ACT Boeing 737-33A	23830	EI-CCO PA-44 Seminole	44-7995190
C-FKWD Cessna 310Q	0827	EI-CDC Boeing 737-548	24968
G-GLRS Lear Jet 60	60-002	EI-CDE Boeing 737-548	25115
C-GTDE Lear Jet 35	35-057	EI-CDF Boeing 737-548	25737
C-GTSE Boeing 757-23A	25488	EI-CDH Boeing 737-548	25749
C-GTSP Boeing 757-23A	25491	EI-CDS Boeing 737-548	26287
C-GTST Boeing 757-28A	24772	EI-CDT Boeing 737-548	25166
C-GTSN Boeing 757-236	24543	EI-CEC PA-31 Navajo 350	31-7652017
D-ADOP Fokker F-27 600	10316	EI-CFA SAAB 340B	248
D-CASA King Air 300	FA-76	EI-CFB SAAB 340B	251
D-CFCF Lear Jet 35A	35-413	EI-CFC SAAB 340B	255
D-CHOP Cessna 550 Citation II	0609	EI-CFD SAAB 340B	257
D-EJFG PA-28RT Turbo Arrow	28R-8531008	EI-CGI DC9 83	49624
D-ERAW Mooney M.20M	27-0092	EI-CIQ ATR-42 312	113
D-FBPS TBM 700A	74	EI-CJI Boeing 737-2E7	22875
D-IACC B55 Baron	TC-1737	EI-CJU Dornier 28D-2	4337
D-IATH Cessna 414	0914	EI-CKY Cessna 406 Caravan II	0018
D-ICHS Cessna 425	0233	EI-CLG BAe 146 300	E. 3131
D-IDVL Queen Air 65	LC-148	EI-CLH BAe 146 300	E. 3146
D-IFMI King Air C90A	LJ-1101	EI-CLI BAe 146 300	E. 3159
D-IHLK Cessna 421B	0451	EI-FKA Fokker 50	20118
D-IOAA Cessna 421C	0861	EI-FKB Fokker 50	20119
D-IOWA PA-31T Cheyenne II	31T-8120003	EI-FKC Fokker 50	20177
D-ISCH Cessna 525 CitationJet	0040	EI-FKD Fokker 50	20181
EC-EAP Cessna 650 Citation III	0125	EI-FKE Fokker 50	20208
EC-EIG DC9 83	49579	EI-FKF Fokker 50	20209
EC-FJR Boeing 737-3Y0	24462	EI-TLE Airbus 320-231	0429
EC-FJZ Boeing 737-3Y0	23923	EI-WDC HS 125-3B	25132
EC-FKI Boeing 737-375	23707	F-BUQP SN601 Corvette	4
EC-FKJ Boeing 737-3Y0	23749	F-GBTI Falcon 10	24
EC-FKS Boeing 737-3L9	23331	F-GCCB Cessna 310Q	0925
EC-FSY DC9 83	49577	F-GDLR Falcon 10	121
EC-FTS DC9 83	49621	F-GEPY King Air 200	BB-779
EC-FTT DC9 83	49622	F-GRQM MU-2B 60 Marquise	7903A
EC-FTU DC9 83	49672	F-GETJ King Air E90	LW-296
EC-FUT Boeing 737-3Q8	26293	F-GEXL King Air 200	BB-202
EC-FVC DC9 83	49629	F-GFGB Falcon 10	177
EC-FVJ Boeing 737-3Y0	24256	F-GFVO PA-31T Cheyenne II	31T-7920049
EC-FXA DC9 83	49938	F-GGGT Cessna 550 Citation II	0611
EC-FXP Boeing 737-4Y0	24706	F-GGLA King Air 200	BB-744
EC-FXQ Boeing 737-4Y0	24707	F-GHED DC9 83	49576
EC-FXY DC9 83	49627	F-GHPI ATR-42 300	214
EC-FYF Boeing 737-3Q8	26301	F-GILE King Air 200	BB-311
EC-FZC DC9 83	49790	F-GIVV Cessna 340A	1520
EC-FZZ Boeing 737-4Y0	24686	F-GJCH PA-46 Malibu 310P	46-8508082
EC-GAT DC9 83	49709	F-GJDL Boeing 737-210C	20440
EC-GAZ Boeing 737-4Y0	24906	F-GJLF Mooney M20M	27-0066
EC-GBN Boeing 737-4Y0	24912	F-GKBC Falcon 10	99
EC-GBY DC9-83	49642	F-GKEL King Air A100	B-228
EC-GCB Boeing 757-236	23227	F-GKID Cessna 500 Citation	0319

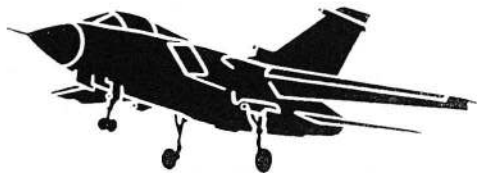
X F-GKJS Falcon 20	307 N767MD Mitsubishi MU-2H	328 X
X F-GKJV TBM 700	11 N797HG PA-46 Malibu 310P	46-8408064 X
X F-GLJA Cessna 500 Citation	0264 N802GA Gulfstream III	357 X
X F-GMCR King Air 200	BB-424 N804JW 1125 Astra SP	069 X
X F-GMGB King Air 200	BB-1390 N816RL King Air E90	LW-187 X
X F-GMRD B58 Baron	TH-1459 N900SJ Falcon 900	19 X
X F-GNAE Piaggio Avanti	1020 N917W Gulfstream IV	1158 X
X F-GOAL Falcon 50	131 N935SH Gulfstream IV	1223 X
X F-GOJT Falcon 200	501 N951SF Beech 56TC Baron	TG-83 X
X F-GRAN King Air 200	BB-392 N953A PA-34 Seneca 200T	34-7770335 X
X HB-IZG SAAB 2000	010 N1224S Cessna 425	0211 X
X HB-LRX Cessna 421C	0217 N1565B BeechJet 400	RJ-65 X
X HB-VFS Lear Jet 36A	36-042 N1656H PA-34 Seneca 200T	34-7770131 X
X HB-VGS Cessna 550 Citation II	0183 N2000M Cessna 560 Citation V	0146 X
X HB-VKI Lear Jet 60	60-019 N2022B American Blimp A-60+	04 X
X I-MPIZ Beechjet 400	RJ-25 N2188K PA-34 Seneca 200T	34-7970093 X
X LX-GHL Cessna TR182RG	00860/0002 N2668Z Cessna 340A	0731 X
X LX-SKS Bandeirante	110-381 N2673D Cessna 340A	0755 X
X LY-AOB YAK 52	N2706X Cessna 335	0018 X
X LZ-MIG TU 154M	822 N3715B Beech 58 Baron	TH-1200 X
X LZ-BAC Antonov 12	3708 N4081J Cessna 150G	65381 X
X LZ-MIK TU 154M	844 N4291P Cessna F172H	X
X LZ-MIL TU 154M	845 N4647J PA-28R Arrow 180	28R-30541 X
X LZ-MIR TU 154M	851 N5670R Maule MX-7-235	10050C X
X LZ-MIS TU 154M	863 N5733 Falcon 900	39 X
X N5NN Cessna 421C	0446 N6315X Cessna 412C	1003 X
X N15CK Maule M7 235	10012C N6834L Cessna T310R	2137 X
X N16NK Gulfstream III	354 N6840T Cessna 441	0299 X
X N26MJ L1329 Jetstar 731	5101 N7070A Cessna 550 Citation II	0068 X
X N27FP Cessna 550 Citation II	0027 N8014Q Beechjet 400A	RK-37 X
X N30XX Cessna 550 Citation II	0182 N9123X PA-32 Saratoga 301T	3229003 X
X N37HE Gulfstream III	466 N25120 PA-46 Malibu	46-8508097 X
X N41PR Gulfstream IV	1226 N26634 PA-24 Comanche	24-3551 X
X N48HB Falcon 50	233 N27495 PA-31 310	31-7812041 X
X N71VE Rockwell 690	11043 N41098 Cessna 421B	0448 X
X N73BS PA-34 Seneca 220T	3448078 N86077 Cessna 182P	61908 X
X N77FK Gulfstream III	363 OE-DOX Cessna T210M	62757 X
X N79Z TBM 700	19 OE-FPL Cessna 340A	0021 X
X N87RR Beech 58P Baron	TJ-34 OE-GAA Cessna 560 Citation V	0111 X
X N125XX BAe 125 700A	257075 OE-GHS BAe 125 800B	258078 X
X N151SP Cessna 501 Citation	0021 OE-GIL Cessna 550 Citation II	0060 X
X N160GC Lear Jet 36A	36A-030 OE-GSC Falcon 10	122 X
X N161WT Falcon 20F-5	478 OE-KAD Cessna T207	00110 X
X N206WJ Beech A36TC Bonanza	EA-A-206 OH-LMY DC9-82	53244 X
X N210MP Cessna T210N	63193 OO-CXD Robin DR400/180RP	1817 X
X N228CX TBM 700	84 OO-DCM Cessna 500 Citation	0182 X
X N235KK Cessna 650 Citation III	0175 OO-DTG EMB 120R Brasilia	120087 X
X N319GP Gulfstream II	150 OO-DTH EMB 120R Brasilia	120104 X
X N321DH Pilatus PC-XII	116 OO-DTI EMB 120R Brasilia	120121 X
X N347GS Lear Jet 60	60-026 OO-DTJ EMB 120R Brasilia	120123 X
X N400A BeechJet 400A	RK-66 OO-DTK EMB 120R Brasilia	120149 X
X N510US Gulfstream IISP	223 OO-DTL EMB 120R Brasilia	120176 X
X N576D Sikorsky S-76B	76-0342 OO-DTN EMB 120R Brasilia	120235 X
X N584CA Rockwell 114	14548 OO-DTO EMB 120R Brasilia	120253 X
X N666GA AA5B Tiger	1136 OO-EOD Beech F33A Bonanza	CE-291 X
X N709EL BeechJet 400A	RK-52 OO-GBL Lear Jet 35A	35A-284 X

X00-IBI Cessna 500 Citation	0238	PH-KJG BAE Jetstream 31	690
X00-IBJ HP.137 Jetstream	215	PH-KVD Fokker 50	20197
X00-ILJ Boeing 737 468	25262	PH-KXF Fokker 50	20246
X00-KNM Cessna 441	0344	PH-KXG Fokker 50	20247
X00-LFR Lear Jet 25D	250-320	PH-KXH Fokker 50	20249
X00-LFV Lear Jet 35A	35A-481	PH-LXJ Fokker 50	20270
X00-MTD EMB 120R Brasilia	120213	PH-LXP Fokker 50	20276
X00-OSA Cessna 550 Citation II	0147	PH-LXR Fokker 50	20277
X00-SXD EMB 121A Xingu	121043	PH-MEX Cessna 650 Citation VI	0217
X00-SXE EMB 121A Xingu	121045	PH-PIE PA-28RT Turbo Arrow 28R-8031165	
X00-SYH Boeing 737 529	25418	RA44470 Yak 18T	18-33
X00-VFB Beech A36 Bonanza	E-1910	SE-CPL Ryan Navion A	4-1786
X00-VLM Fokker 50	20135	SE-DEY Cessna 500 Citation	0370
X00-VLN Fokker 50	20145	SE-DKD Falcon 10	60
X0Y-AUS PA-31 Navajo 350	31-647	SE-DLL IAI 1124 Westwind	205
X0Y-AZN PA-31 Navajo 310	31-491	SE-DRT Cessna 500 Citation	0311
X0Y-BEB King Air C90	LJ-971	SE-DRZ Cessna 500 Citation	0315
X0Y-BHT EMB 110P Bandeirante	110161	SE-DSB Lockheed 1011	1059
X0Y-BLW PA-34 Seneca 200T	34-7670341	SE-DVP Falcon 10	224
X0Y-BPH SA226T Merlin IIIB	T-410	SE-KIX PA-28 181 Archer II	2890133
X0Y-BZN Cessna 421C	0045	SE-KMU PA-28 181 Archer II	2890160
X0Y-BZT Cessna 550 Citation II	0259	TF-ABZ Boeing 747-133	20014
X0Y-CIB ATR-42 300	007	VR-BJE Gulfstream III	347
X0Y-CPW Cessna 501 Citation	0120	VR-BLK Rockwell 690C	11672
X0Y-GAT Grumman GA7 Cougar	0048	VR-BMZ Gulfstream 900	15033
X0Y-JER SA-226TC Metro II	TC-273	VR-BNJ Falcon 900B	120
X0Y-JEY Cessna 500 Citation	0405	VR-BNW HS 125 600B	256057
X0Y-JRK Short SC-7 Skyvan	SH.1901	VR-CAU Boeing 757-2J4	25220
X0Y-JRO King Air B90	LJ-327	VR-CCT King Air C90	LJ-1028
X0Y-JRP Beech 1900C	UB-56	VR-CDM Cessna 501 Citation	0084
X0Y-SUJ Cessna 500 Citation	0121	VR-CJB Cessna 501 Citation	0155
X0Y-SVL Cessna 501 Citation	0049	VR-CHO Cessna 500 Citation	0070
XPH-ALO Cessna 406 Caravan II	0001	VR-COM Cessna 500 Citation	0318
XPH-ATH King Air 200	BB-123	VR-CPR Cessna 421C	0837
XPH-BWD Beech A36AT Bonanza	E-2611	VR-CRI King Air 350	FL-66
XPH-BWH Beech A36AT Bonanza	E-2621	XA-CHR Gulfstream IV	1195
XPH-JXM Fokker 50	20237	ZS-NWF Falcon 2000	002

	1990	1991	1992	1993	1994	1995
January	31	45	50	27	33	39
February	41	64	65	48	54	54
March	67	85	89	70	80	72
April	101	110	100	83	90	94
May	146	150	139	112	132	137
June	177	192	178	143	177	166
July	206	210	213	158	196	193
August	228	233	236	185	216	221
September	265	266	256	201	244	238
October	288	280	278	220	264	262
November	325	296	295	226	280	280
December	347	303	303	237	287	298

1995 Foreign visitors by month





Military Matters

Eric Martin.



AIR EXPERIENCE FLIGHTS (AND OTHER UPDATES)

The August 1994 issue (Vol 40 No 8) included a list of RAF experience flights with their locations and which, with one exception, operated Chipmunks. These units, established in 1958, exist to provide flying opportunities for Air Cadets. Incidentally, my 1994 article deplored the fact that the facilities of the flights were not available to members of other appropriate youth organisations; I had, in mind, of course, members of the Scout movement. I have recently learned, however, that members of Scout groups which have RAF recognition (this involves a series of rigorous inspections) may fly with AEFs.

The flights are being completely reorganised in a programme planned for completion by 1 April 1996 (the RAF's 78th anniversary!). This date will also mark the final retirement of the venerable and beloved Chipmunk. The oldest flying Chipmunk T10, WB550, served with 6 AEF at Benson prior to the Flight converting to Bulldogs. The redundant Chipmunks are being stored at RAF Newton prior to being sold on the civil market. This will leave the two Chipmunks of the RAF Memorial Flight, WK518 and WG486, as the surviving Chipmunks in authentic RAF livery. The Army Air Corps Centre at Middle Wallop will also relinquish its Chipmunks. The Army has carried out its own primary flying training at Wallop but potential Army pilots are now to receive this training alongside potential Royal Air Force and Royal Navy candidates, presumably at the Joint Elementary Flying Training School?

The reorganisation of the Flights involves conversion to Bulldogs or, in some cases, disbandment. Those Flights which survive will be located with a University Air Squadron (see Vol 20 No 9) as envisaged in an earlier article, and a pooling system for the operation of aircraft will be adopted. The current situation is as follows although, as with all 'Options for Change' operations, anything can happen!

1 AEF Manston	Disbanding
2 AEF Hurn	Moving to Boscombe Down and locating with Southampton UAS
3 AEF Colerne	Converting to Bulldogs
4 AEF Exeter	Disbanded
5 AEF Cambridge	Converting to Bulldogs and locating with Cambridge UAS
6 AEF Benson	Converted to Bulldogs and locating with London UAS
7 AEF Newton	Converted to Bulldogs and locating with East Midlands UAS
8 AEF Shawbury	Moving to Cosford and locating with Birmingham UAS
9 AEF Church Fenton	Converted to Bulldogs and locating with Yorkshire UAS
10 AEF Woodvale	Converting to Bulldogs and locating with Liverpool UAS
11 AEF Leeming	Converted to Bulldogs and locating with Northumbrian UAS
12 AEF Turnhouse	Moving to Leuchars and locating with Aberdeen & St Andrews UAS
13 AEF Sydenham	Planned for disbandment

Logically, the new reorganised units (including other University Air Squadrons) should be re-equipped with Slingsby Fireflies (see Vol 20 No 4) thereby creating a common primary trainer, but I don't suppose the money will run to it! Good news for Slingsby Aviation, however, which has recently received an order for seventeen T67 M260 Fireflies from Hunting Aviation, for use in new contracted primary flying training programmes for the Royal Air Force, Royal Navy and the Army Air Corps; presumably for use at the Joint Elementary Flying Training School which operates Fireflies. The JEFTS has moved to Barkston Heath (a satellite of RAF Cranwell) from Topcliffe which, as previously noted, now operates Tucanos for basic Air Navigator Training.

Phew! I find it difficult to keep up with all these changes in my seventieth year - my only consolation is that RAF Personnel & Training Command is having similar difficulties!

Sources: Air Forces Monthly
Jackson, P. (1995) ABC Royal Air Force

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

At long last I can report that Leeds/Bradford is now I.L.S. CAT III capable. The first aircraft to use the system "in anger" was a British Midland Boeing 737 operating service "BD 412" on the morning of December 29th landing in conditions of 125 meters R.V.R. The system has since been utilised by both British Midland and Britannia Airways. Most other airlines using Leeds can take advantage of CAT II landings requiring a minimum R.V.R. of 350 meters. Only exceptions heard so far are Kightair and Gill Air who seem to be only CAT I equipped. However the required R.V.R.'s for CAT I aircraft has reduced from 600 meters to 550 meters probably because of the improved lighting.

Both British Midland and Britannia Airways have elected not to use the system if their is any tailwind component present. This could well be due to the system landing the aircraft about 500 meters passed the PAPI's.

Unfortunately for the first few weeks of 1996 when R.V.R.'s of less than 200 meters were the norm, Leeds "enjoyed" a surface wind that always favoured 14, hence the majority of even CAT III operated flights were lost during this period, despite our CAT III capability.

A new scheduled service from Leeds started on January 15th (or at least it would have if the airport was not fog bound!). The destination is Billund in Denmark, and is operated by Danish carrier Karlog Air. As we close for press details are a little unclear. It seems the flight arrives at 12:00 each weekday, and is operated by either a Cessna 406 Caravan or a Swearingen Metro.

Dates are now available for the European Football which will take place at Elland Road as part of Euro 96. Teams will be drawn from Bulgaria, Romania, France and Spain. Matches will take place between June 8th and June 26th.

Dates for more one day charters are as follows. Wednesday **February 14th** to Florence, Tuesday **February 27th** to Reykjavik, Wednesday **20th March** to Prague and Wednesday **10th April** to Naples. All depart early morning and return mid-evening.

The Telegraph and Argus is advertising a Holiday in South Africa departing on June 3rd, from Leeds/Bradford on **DIRECT** Return **SCHEDULED** flight. Do they know something we don't!!!

British Midland because the new CAT III I.L.S. does not function correctly with Fokker 100 aircraft (yet), British Midland are now using Boeing 737's on their Leeds to Heathrow service when poor weather is forecast.

Knightair announced on the 10th January they are to become a British Airways partner in conjunction with Manx Airlines from March 1st. Lambson Aviation, parent company of Knight Air has decided to concentrate on the development of aircraft maintenance at Leeds/Bradford.

Under the deal Knightairs services will be leased to Manx who will provide two Jetstream 31's for the services. Knightair will provide maintenance and support services for the aircraft. Press reports specify the new agreement will apply to the Aberdeen, Belfast International and Southampton services. No mention is made of what will happen to the Isle of Man service. It is understood that the Bandeirantes will be "disposed" of with G-BVRT been returned to BAC and G-OEAB been sold in Holland.

Sabena have announced they are to increase the number of their flights to 4 a day. Equipment will also be upgraded to Dash 8 aircraft.

Finally member Alec Kinghorn has asked if I can publish the monthly passenger and freight figures. I think this would make an interesting part of the Leeds/Bradford section, however I need somebody to provide this information. Can you help??

AIRPORT NEWS

The results of the Government enquiry into the expansion plans of both Manchester and Liverpool airports may not be realised until the end of this summer. Although the projects were discussed at two separate enquiry's the government has said it will make a decision on the projects at the same time. A commons transport select committee has begun investigations into the national provision of airport capacity. Its results will be known "well into 1996."

AIRLINER NEWS

Easyjet the new low cost airline which commenced services with a £29 fare on its Luton to Edinburgh and Glasgow services late last year, have now commenced a Luton to Aberdeen service. The airline is claiming an 80% load factor on its services.

Europe Elite is a new airline which plans to operate three A.320's from Heathrow to Kiev, Alma Ata, Tashkent and Budapest. The paper airline has already obtained slots at Heathrow and plans to apply shortly for its own U.K. air operators licence. The identities of Europe Elite's financial backers are not known at the moment, but one of the directors is former Dan-Air pilot Delphine Gray-Frisk.

Excalibur are to commence services to Australia in April. Excalibur announced last August it was to acquire two DC-10's to exploit the shortage of wide body aircraft for long haul routes in particular Florida. However since August many others have seen the potential on U.K. to Florida services. Virgin are to commence a Manchester to Orlando service, Monarch are to

acquire a DC-10 and of course Sir Freddie is relauncing Laker Airways with three DC-10's. Globespan will be the sole client for Excalibers Australian services.

Gill Air plans to float on the alternative stock market this Spring. The Newcastle based carrier started operations 25 years ago as an air taxi business, and has slowly expanded to a fleet of 14 aircraft, which are a mixture of Shorts, ATR-42's and ATR-72's. Profits for this year are expected to increase from £400,000 to £1 million.

Manx Airlines is to have a new livery and logo applied to its aircraft. The airline will retain its basic colours of red and green. This is the first revamp of the airlines colour scheme since it was formed 13 years ago.

World Airways have announced they are to re-launch scheduled flights to Europe. Destinations served will include Belfast, Shannon, Dublin and Manchester. The Washington based airline is planning to dedicate 60 to 70% of its capacity to tour operators, but sell the remaining seats as scheduled services. The Manchester service will be operated to and from San Juan and is aimed at the Cruise Ship market.

AIRCRAFT NEWS

Boeing claims to have captured 70% of the market for jet airliners in 1995. Airbus only managed 15%, with the remaining 15% been shared between McDonnell-Douglas, British Aerospace and Fokker. Asia had proved the lead market for sales, followed by Europe. Only 12% of orders came from U.S. Airlines, and out of the 76 orders received 61 were for Boeing 737's.

Total jet airliner orders received by Boeing in 1995 were for 346 aircraft, comprising of 176 Boeing 737's, 39 Boeing 747's, 13 Boeing 757's, 26 Boeing 767's and 92 Boeing 777's.

OTHER NEWS

Food critic Egon Ronay and a fellow inspector carried out a survey of four food outlets at each of the following airports, Paris - Charles de Gaulle, Heathrow, Amsterdam and Frankfurt.

The conclusion was that Heathrow caterers make better coffee, better chips and even better croissants than their European competitors. He stated dishes at Charles de Gaulle were fit for "people who had damaged their palate in some way", and described a croissant as "rather laughable". Amsterdam was little better, and was described as been "for the food masochist" and described a hot dog as "like a piece of leather". Frankfurt was better but he said "All the catering, including the food, exudes inefficiency".

CREDITS Pete Gibson, Steve Jones, Alec Kinghorn, Harry Morrow, Pete Smith, Financial Times, Telegraph and Argus, 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.

VLAAMSE LUCHTTRANSPORTMAATSCHAPPIJ (or VLM to us over here) - the Belgium Airline that was launched in 1992, is the subject of yet another funded-by Government agreement that has been annoying U.K. carriers. Airlines from these shores have complained in the past about the unfair situation when a European state or indeed the EEC funds ailing carriers and although BA and British Midland have not been successful with complaints in the past, the start of 1996 seems to have seen something of a breakthrough for CITY FLYER EXPRESS. The BA franchise operator has got the EC to tell VLM that they must pay interest on a sum of £439,000 that they received from the Flemish regional Government, following an objection made back in 1994. We understand that the amount due will not affect VLMs operations, but it may perhaps be seen as a 'levelling of the playing field' in this case at least. The Belgian outfit plies the routes from Gatwick to Antwerp and Rotterdam and in 1995 operated and maintained 3 Fokker 50s. Meanwhile CITY FLYER are to continue their route expansion when they commence a three times a day service from LGW to Cologne using an ATR 42 aircraft with a 2 class cabin.

FLY WITH US-INCENTIVES seem to come in many guises nowadays with ground transport and dedicated departure lounges figuring highly especially for business people. In fact SOUTH AFRICAN AIRWAYS have both departure and arrival lounges at Heathrow and IBERIA plan to open a large business lounge at LHRs T2 this summer. CONTINENTAL have a selection of benefits that include hotel rooms at LGW and a chauffeur service within 40 miles of any British airport that connects with Gatwick. JAPAN AIRLINES have 8 options that include 7 days free parking at LHR, gifts, business cards, Limousines and special hotel rates in Japan. BRITISH MIDLAND have recently created an elite group within their Diamond members called a Gold level This third tier will be launched from 1,700 Silver card holders and beyond that qualification will be by reaching 20 return business class flights per year. Benefits include car hire discounts, pre-assigned seats and membership of the Hilton Club. Cheaper fares are not unheard of either with similar deals to the 'bulk buying' of trips as between the LBA and LHR. Danish operator MAERSK have an offer to the end of March that enables the spouse or partner of a business fare paying passenger to purchase a similar ticket at just 10% of the first fare!!.

UNITED AIRLINES who cancelled options on 50 A320s have decided to extend the life of its 80+ Boeing 727s along with some of its 70- 737/200s. Hushkits and extensive re-furbishment of the flight deck which will make it ready to accept the Future Air Navigation Systems (FANS) will take the jets through to the next century. This spring a United 727 will be flown with a Sextant Avionique head up display (HUD), Lear Astronics millimetre wave radar and a forward looking infra red sensor (FLIR) in the worlds first demo of an enhanced vision system (EVS) - on a commercial airliner!. The tests are part of a U.S. Government programme, but the HUD/EVS or automatic landing system are the only options for reducing the CAT3 minima to which the aircraft are restricted.

VIETNAM AIRLINES who are based at Gailem airport Hanoi, are about to take 3 ex-CONTINENTAL AIRLINES 767-300ERs in a five year lease arrangement with agent- GECAS. Engineering support is on the table from Air France, flight support from REGION AIR of Singapore and a deal to provide both comes from Ansett Worldwide Aviation Services, all of whom are currently doing business in Vietnam. The state airline of Vietnam are still talking to Region Air about leasing ten A320s and 7 are due to be returned to Air France and GECAS. Recent information also reveals a fleet of two 767-300ERs and a /200ER, one of the former needing to be returned to ROYAL BRUNEI AIRLINES shortly for heavy maintenance. Info last year indicated the fleet also included 14- Antonov AN24s, 4- ATR72s, 2- Boeing 707s, 3- Ilyushin Il-18s, 9- Tupolev Tu-134s and 3- Yakolev Yak40s.

In Brief.... ANSETT WORLDWIDE AVIATION SERVICES have= sold a new 737-300 specially fitted out in Zurich to the Malaysian Golf resort of Country Heights + leased another of the type to YUNNAN AIRLINES of China and delivered a fifth of the type to SILK AIR of Singapore new airline AIR MACAO is looking to add two Airbus aircraft every year to its two A321s AIR OSTRAVA is adding two SAAB 340s to its ATP, Jetstream and Let L410 fleet THAI AIRWAYS will delay aircraft orders amid rumblings in the boardroom and allegations of corruption !!! LUFTHANSA and ADRIA AIRWAYS are to co-operate with services from Frankfurt and Munich to Ljubljana. MAERSK has added Paris CDG to its services from the ever developing airport at Billund in Western Denmark from which it also serves Amsterdam, Brussels, Frankfurt, London and Stockholm. The first week in January saw ALITALIA operate its inaugural internal flight within France following the de-regulation of the monopoly in the French skies. LAKER are now offering pre-airport seat allocation, 20 mins max. wait on check-in, meals when you want them! and individual 6 inch video/movie screens!! AIR BALTIC have ordered 3 RJ70s to replace two older 727s the airport at Krakow in Poland has re-opened after re-furbishment..... forget last months news about Virgins new domestic airline-Cityair= they have changed their minds! **and finally** > the worst charter delays last summer were to 4 airports in Greece with an average of 51 minutes, but TRANSLIFTs Alicante service took the biscuit with average 210 minute delays, some SABRE, AIRTOURS and AIR OPs sectors were also amongst the worst according to a Holiday Which study of CAA figures.

LEEDS BRADFORD INTERNATIONAL AIRPORT HOLIDAY FLIGHTS - SUMMER 1996

MON										
0555	CFU	BY272B	757-200	Y235	0825	SKG	BY010A	06/05-28/10		TH
1630	SKG	BY010B	757-200	Y235	1755	LPA	BY217A	06/05-28/10		TH
TUE										
0340	LPA	BY217B	757-200	Y235	0700	PMI	BY031A	07/05-29/10		TH
0955	YYZ	TS204	757-200	Y228	1055	YYZ*	TS205	07/05-08/10		TC
1225	TFS	AEA225	737-300	Y148	1315	TFS	AEA226	07/05-29/10		AT/CS
1230	PMI	AMM	A320	Y180	1330	PMI	AMM	07/05-29/10		FC
2050	PMI	BY031B	757-200	Y235	2230	MLA	BY237A	07/05-29/10		TH
Note - * via BHX										
WED										
0615	MLA	BY237B	757-200	Y235	0830	DLM	BY123A	01/05-30/10		TH
1000	ADB	OHY	A320	Y180	1100	ADB	OHY	24/04-30/10		SQ
THU										
0245	BHX	AIH518P	A320	Y180	0800	GRO	AIH351	02/05-31/10		AT
0510	DLM	BY123B	757-200	Y235	0715	AGP	BY082A	02/05-31/10		TH
1355	AGP	BY082B	757-200	Y235	1525	PMI	BY283A	02/05-31/10		TH
1425	FAO	AMM	A320	Y180	1535	FAO	AMM	02/05-31/10		FC
2035	GRO	AIH352	A320	Y180	2155	PMI	AIH353	02/05-31/10		AT
2130	PMI	BY283B	757-200	Y235	2300	ALC	BY186A	02/05-31/10		TH
FRI										
0405	PMI	AIH354	A320	Y180	0630	MAH	AIH355	03/05-25/10		AT/CS
0530	ALC	BY186B	757-200	Y180	0700	IBZ	BY118A	03/05-25/10		TH
0845	MAN	BY656A	767-300	Y328	0945	MCO*	BY656A	03/05-25/10		SS
2005	MAH	AIH356	A320	Y180	2130	IBZ	AIH357	03/05-25/10		AT
2115	IBZ	BY118B	757-200	Y235	2300	PMI	BY206A	03/05-25/10		TH
Note - * via BGR										
SAT										
0350	IBZ	AIH358	A320	Y180	0655	ALC	AIH359	04/05-26/10		AT/CS
0505	PMI	BY206B	757-200	Y235	0735	MAH	BY136A	04/05-26/10		TH
0615	MCO	BY656B	767-300	Y328	0715	MAN	BY656B	11/05-26/10		SS
0705	VAR	VIM	TU154	Y157	0805	VAR	VIM	11/05-05/10		BK
1340	MAH	BY136B	757-200	Y235	1510	GRO	BY321A	04/05-26/10		TH
1335	ALC	AIH360	A320	Y180	1455	PMI	AIH361	04/05-26/10		AT/CS
1440	PMI	SPP3193	MD83	Y170	1540	PMI	SPP3194	04/05-26/10		AT
2040	GRO	BY321B	757-200	Y235	2210	RHO	BY241A	04/05-26/10		TH
2105	PMI	AIH362	A320	Y180	2220	LPA	AIH363	04/05-26/10		AT
SUN										
0730	BOJ	VIM709	TU154	Y157	0825	BOJ	VIM710	26/05-06/10		BK
0735	LPA	AIH364	A320	Y180	0850	AGP	AIH365	05/05-27/10		CS/AT
0745	RHO	BY241B	757-200	Y235	0915	LCA	BY168A	2-Weekly 05/05-20/10		TH
0745	RHO	BY	757-200	Y235	0915	TFS	BY168A	2-Weekly 12/05-27/10		TH
1700	FAO	AEA	737-300	Y148	1800	FAO	AEA	05/05-27/10		CS/AT
1855	TFS	BY168B	757-200	Y235	2215	CFU	BY272A	2-Weekly 12/05-27/10		TH
2000	LCA	BY168B	757-200	Y235	2215	CFU	BY272A	2-Weekly 05/05-20/10		TH
2240	AGP	AIH366	A320	Y180	2310	MAN	AIH366P	05/05-27/10		AT

Destination Decode

ADB - Izmir
 AGP - Malaga
 ALC - Alicante
 BGR - Bangor Maine
 BHX - Birmingham
 BOJ - Bourgas
 CFU - Corfu
 DLM - Dalaman
 FAO - Faro
 GRO - Gerona
 IBZ - Ibiza
 JER - Jersey

LCA - Larnaca
 LPA - Las Palmas
 MAH - Mahon
 MAN - Manchester
 MCO - Orlando
 MLA - Malta
 PMI - Palma
 RHO - Rhodes
 SKG - Thessaloniki
 TFS - Tenerife
 YYZ - Toronto

Airline Codes

AEA - Air Europe
 AIH - Airtours
 AMM - Air 2000
 BY - Britannia
 OHY - Onur Air
 SPP - Spanair
 TS - Air Transat
 VIM - Air Via

Tour Operator Codes

AT - Airtours
 BK - Balkan
 CS - Cosmos
 FC - First Choice
 GS - Globespan
 SQ - Sunquest
 SS - Sunset
 TH - Thomson

LEEDS BRADFORD AIRLINE REPORT - DECEMBER 1995**INBOUND DIVERSIONS**

11	UKA601	EDI	HUY	G-BMXD	FK27	NWI	UKA601
11	MSK390	BHX	NCL	G-WMCC	BA31	NCL	MSK390A
11	BMA5WT	LHR	MME	G-BVJA	FK10	LHR	BMA3LJ
12	MXE41RM	RTM	MAN	<u>G-MAJI</u>	BA41	ORK	MXE41LO
12	MXE9317	LTN	MAN	<u>G-MAJD</u>	BA41	STN	MXE03LS
12	MXE31SM	SOU	MAN	G-BRLY	BATP	MAN	MXE04LM
12	BAW57T	ABZ	MAN	<u>G-BUWP</u>	BATP	GLA	BAW5734
12	BRO600	RTM	MAN	PH-KJG	BA31	RTM	BRO601
12	MXE00BM	BHD	MAN	G-MANG	BATP	MAN	MXE05LM
12	BAW75DL	DUS	MAN	<u>G-BKYN</u>	B737	MAN	BAW-YN
12	BAW33AM	AMS	MAN	G-BKYP	B737	MAN	BAW-YP
12	BAW5147	FRA	MAN	<u>G-BGDG</u>	B737	MAN	BAW-DG
12	SAB7814	BRU	MAN	<u>OO-SYH</u>	B735	BRU	SAB8620/13
28	GNT372	ABZ	MAN	<u>G-GNTE</u>	SF34	GLA	GNT139B
28	GNT390	GLA	MAN	<u>G-GNTG</u>	SF34	ABZ	GNT373
28	GNT330	BFS	MAN	G-GNTB	SF34	BFS	GNT331
28	GNT380	EDI	MAN	<u>G-GNTD</u>	SF34	EDI	GNT381
28	CRX880	BSL	MAN	<u>HB-IJG</u>	SB20	BSL	CRX881
28	BAW5731	GLA	MAN	G-BTPA	BATP	GLA	BAW5659P
28	BAW34A	LGW	MAN	G-TREN	B734	LGW	BAW2005P
28	UKA789	AMS	HUY	G-UKTH	FK50	AMS	UKA792
28	AIH878	AGP	HUY	<u>G-DEVR</u>	MD83	AGP	AIH877
28	UKA643	MME	HUY	G-BNCY	FK27	MME	UKA644
29	UKA781	AMS	MME	G-UKTA	FK27	AMS	UKA756
29	GIL733B	BHD	NCL	G-BLZT	SH36	EDI	GIL14E/03
29	GIL776A	ABZ	NCL	G-DASI	SH36	NCL	GIL360P/30
29	GIL748A	ABZ	NCL	G-BIYH	SH33	NCL	GIL330P/31
29	GIL595C	STN	NCL	G-ORFH	AT42	NCL	GIL100P/30
29	BRY36W	ABZ	NCL	G-BRYC	DH7	BRS	BRY36X
29	GIL737B	BHD	NCL	G-BWDB	AT72	BFS	GIL734B/30
29	BRY589	CDG	NCL	G-BRYH	DH8	NCL	BRY01P/30
29	GIL740B	PIK	NCL	G-OLAH	SH36	NCL	GIL361P/30

REGULAR FLIGHTS

AEA225	TFS	01/DivMAN	08/EC-FK1	15/EC-FJR	22/EC-FJR	29/EC-FJZ
AIH801	ALC	23/G-JDFW	30/G-JDFW			
AMC4207	MLA	05/9H-ABE	12/9H-ABF	19/9H-ABT	26/9H-ABF	
BAL022A	LPA	04/G-BYAU	11/DivMAN	18/G-BYAR		
BAL051A	TFS	06/G-BYAN	13/G-BYAK	20/G-BYAR	27/G-BYAS	
BAL066A	TFS	05/G-BYAU	12/G-BYAK	19/G-BYAR	26/G-BYAS	
BAL232A	PMI	04/G-BYAU	11/G-BYAK	18/G-BYAR		
BAL431A	ALC	07/G-BYAN	14/G-BYAK	21/G-BYAR	28/G-BYAS	
BAL443A	ALC	05/G-BYAU	12/G-BYAK	19/G-BYAR	26/G-BYAS	
BAL466A	AGP	07/G-BYAN	14/G-BYAK	21/G-BYAR	28/G-BYAS	

OTHER FLIGHTS

03	G-ELDG	DC9	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
04	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
04	F-GHPI	AT42	CFE21LB/26LA	f/t Gatwick n/s	Lieu CFE AT42
04	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
04	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
05	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
06	EI-CIQ	AT42	AWC900A/900B	f/t Stansted	Lieu GIL SH36
06	F-GHPI	AT42	CFE90LA/91LB	f/t Gatwick	Lieu CFE AT42
06	G-MAUD	BATP	BMA5JL/8JL	t/f Heathrow	Lieu FK10
06	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
06	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
07	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
07	G-OEAB	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
08	G-OJSY	SH36	RPX321/322P	Bristol - East Midlands	Xmas Mail
08	G-BUUP	BATP	JEA733/101P	Belfast City - Manchester	Lieu JEA FK27
08	G-ELDG	DC9	BMA9552/3XV	East Midlands - Glasgow	Lieu BATP
08	G-ELDG	DC9	BMA3VX/9551	Glasgow - Heathrow	Lieu BATP
08	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
09	G-BIYH	SH33	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
09	G-OJSY	SH36	RPX321/322	Bristol - East Midlands	Xmas Mail
09	PH-KYD	FK50	KLM4637/4647	f/t Amsterdam	Passenger Chtr
09	G-BVJD	FK10	BMA8601/8603	t/f Local x 2	Santa Flights
09	EI-CDH	B735	EIN366/367	f/t Dublin	Lieu FK50
10	EI-CDS	B735	EIN364/365	f/t Dublin	Lieu FK50
10	G-ELDG	DC9	BMA9573/411	f/t Southampton n/s	Lieu FK10
11	G-MANL	BATP	BMA413/414	t/f Heathrow	Lieu FK10
11	G-ELDG	DC9	BMA4JL/4LJ	f/t Heathrow	Lieu FK10
11	G-ELDG	DC9	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
11	G-BVKB	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
11	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
11	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
12	G-BHHU	SH33	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
12	G-OJSY	SH36	RPX321/322P	Bristol - East Midlands	Xmas Mail
12	G-BVKB	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
12	G-BVKB	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
12	G-BVKB	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
12	G-BVZF	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
12	G-OBLK	SH36	JEA743/744	f/t Belfast City	Lieu FK27
12	G-BVZF	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
12	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
12	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
13	G-BHHU	SH33	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
13	G-BVZF	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
13	G-BVZF	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
13	G-BVZF	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
13	G-BVKB	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
13	G-BVKB	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
13	G-DASI	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
13	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
14	G-BNFB	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
14	G-OJSY	SH36	RPX321/322	Bristol - East Midlands	Xmas Mail

14	G-BVKC	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
14	G-BVKC	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
14	G-BVKC	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
14	G-BVKC	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
14	G-BVKC	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
14	G-BNFB	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
14	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
15	G-OLAH	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
15	G-OJSY	SH36	RPX321/322	Bristol - East Midlands	Xmas Mail
15	G-BVKC	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
15	G-BVKC	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
15	G-ELDH	DC9	BMA247/247B	East Midlands - Glasgow	Lieu BATP
15	G-ELDH	DC9	BMA248/248B	Glasgow - East Midlands	Lieu BATP
15	G-BNFB	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
15	G-OEAB	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
15	G-BVTE	FK70	BMA9553/1LJ	Birmingham -n/s- Heathrow	Lieu FK10
16	G-DASI	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
16	G-OJSY	SH36	RPX321/322	Bristol - East Midlands	Xmas Mail
16	G-BVJC	FK10	BMA8601/8603	t/f Local x 2	Santa Flights
16	<u>G-OJMR</u>	EA30	MON767P/9304	Gatwick -n/s- Rovaniemi	Passenger Chtr
17	G-BVTE	FK70	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
17	G-BVTE	FK70	BMA5JL/9572	Heathrow - East Midlands	Lieu FK10
17	G-MANL	BATP	BMA8703/8705	t/f Local x 2	Santa Flights
17	<u>G-JEAP</u>	FK27	JEA032T/1730	Exeter -n/s- Belfast City	
17	G-JEAO	BA46	JEA773A/744	f/t Isle of Man	Lieu FK27
17	G-JEAO	BA46	JEA747/033E	f/t Belfast City	Lieu FK27
17	G-OJMR	EA30	MON9305/305P	Rovaniemi - Gatwick	Passenger Chtr
18	EI-CLG	BA46	EIN275	Birmingham - Dublin	Lieu FK50
18	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
18	G-BNFB	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
19	G-BLZT	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
19	G-OJSY	SH36	RPX321/322P	Bristol - East Midlands	Xmas Mail
19	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
19	G-BNFB	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
20	G-OJSY	SH36	RPX321/322P	Bristol - East Midlands	Xmas Mail
20	G-RMCT	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
20	F-GHPI	AT42	CFE92LA/97LB	f/t Gatwick	Lieu CFE AT42
20	G-BVRT	E110	KNT525P/525	t/f Edinburgh	Xmas Mail
20	G-BNFB	SH36	GIL153L/154L	t/f Stansted	Xmas Mail
21	G-OJSY	SH36	RPX321/322P	Bristol - East Midlands	Xmas Mail
21	G-BLZT	SH36	GIL151N/152N	Gatwick - Newcastle	Xmas Mail
21	G-JEAO	BA46	JEA031A/764	Belfast City - Isle of Man	Lieu FK27
21	G-BVZF	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
23	G-BVJC	FK10	BMA8601/8605	t/f Local x 2	Santa Flights
27	G-BVTK	AT72	CFE76NB/76LB	Newcastle - Gatwick	Lieu AT42
29	G-BVKB	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
29	G-BVKB	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
29	EI-CLH	BA46	EIN368/369	f/t Dublin	Lieu FK50
29	G-BVZF	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
31	G-OBMY	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.

BALLOONS AND BALLOONISTS

Ask most people when aviation began, and they will probably reply that it started when Wilbur and Orville Wright made their successful flights. But the truth is that intrepid balloonists were soaring aloft years before that.

As long ago as August 8th, 1709, a model of a hot air balloon was demonstrated to King John V of Portugal. It was designed by father Laurenço de Gusmao. This event took place at the royal court in Lisbon. Then in November 1782 at Avignon, France, Joseph Montgolfier filled a silk bag with hot air, causing it to rise to the ceiling of the room.

Working with his brother Etienne, Joseph Montgolfier continued experimenting until on April 25th, 1783 they launched a 35ft. wide balloon which rose to 1,000ft. This balloon, kept aloft by a fire burning old shoes, rotten meat and straw, covered three-quarters of a mile before coming down. It carried no passengers. However, animals were sent up on later flights and a man, Pilâtre de Rozier, ascended in a tethered balloon on October 15th, 1783. Just over a month later, on November 21st, this same adventurer, with the Marquis d'Arlandes as a companion, went up from Paris in a balloon that certainly wasn't tethered. It drifted across the River Seine to land approximately five miles from the point of departure. There was drama on the way. The fire burnt holes in the fabric, and wet sponges were used to quench the flames.

It was also in France - on June 4th, 1784 at Lyon - that Elisabeth Thible became the first woman to ascend in an untethered balloon. On this side of the English Channel the honour of being the first British Aeronaut went to James Sadler on October 4th, 1784. The balloon in which he flew had a circumference of 170ft.

As well as hot air, hydrogen was used as a lifter even more than two hundred years ago; for on September 15th, 1784 an Italian called Vincenzo Lunardi, who was a diplomat in Britain, ascended in a balloon filled with this gas.

The military were also interested in balloon ascents. France successfully used them for observation during their war with Austria in 1794, and other armies, including our own, acquired balloons in later years. On September 23rd, 1870, when Paris was besieged by German forces, Jules Durouf used the balloon 'Le Neptune' to fly mail and government documents out of the capital.

It was inevitable that carrying mail by air would also be tried in peacetime. One example was on June 18th, 1877 when an airmail flight from Nashville to Gallatin, USA took place. The balloon was called 'Buffalo'. It was flown by Samuel Archer King over the 26 mile route.

But back to the military! At Chatham, Kent a balloon complex was established by the British army in 1883. This comprised an equipment store, a school of instruction and a factory. The first balloon manufactured at Chatham was the 'Sapper' with a capacity of 56,000 cubic ft. Balloons were used by the British army during the Boer War, and a picture exists of one hovering above the battlefield of Paardeberg for observation purposes.

What, one may ask, have gliders to do with ballooning? On July 18th, 1905, at San José, California, USA, Daniel Maloney was experimenting with a glider that was to be launched from a balloon. Unfortunately one of the ropes holding the balloon damaged the glider's tail. Maloney, unaware of this, released the glider as planned. It crashed to the ground and killed him.

Turning to sporting events, aeroplanes race. So why not balloons? The first Gordon Bennett International Balloon Race took place in 1906. It was won by an American Army Officer, Lieutenant Frank Lahm, who ascended from Paris on September 30th. He landed near York after crossing the English Channel during the night. The flight time was 22 hours. Appropriately the balloon was called the 'United States'.

Before the Second World War an annual gala was held at Peel Park, Bradford. The main attraction was a balloon ascent with a parachute in the basket. When a high enough altitude was reached, he stepped into space and drifted down to earth. I remember waiting for a train on Frizinghall Station and watching the descent. In later years, although the balloon still ascended, there was no parachute jump. It was considered to be too dangerous in a built up area.

During the Second World War barrage balloons flew over London. The theory was that the cables by which they were tethered would make dive bombing or spraying the streets with bullets impossible, and that aircraft would have to fly so high that accurate bombing of strategic targets would also be impossible. This was true. But that didn't prevent hundreds of innocent civilians being killed by indiscriminate bombing. I was on an RAF course in London, and vividly recall the terror and feeling of helplessness as explosive and incendiary bombs crashed down despite the balloons, anti-aircraft guns and RAF fighters employed to defend the capital.

The United States Navy also used balloons. On November 6th, 1956 Lieutenant Commander Morton Lewis and Malcolm Ross reached a height of 76,000ft. The gondola in which they were encapsulated was pressurised, and the balloon was made of polythene. High altitude experiments should have been carried out, but a faulty valve meant an earlier than intended descent and the abandonment of the project.

On February 18th, 1974 Colonel Thomas Gatch, who was a United States Army Reservist, took off from Pennsylvania in a balloon in an attempt to cross the Atlantic. Three days later he was reported missing.

Another attempt to cross this ocean in 1987 was more successful. The flyers were Richard Branson and Per Lindstrand. They took off from Sugar Loaf Mountain in the USA on July 2nd in a hot air balloon marked 'Fly Virgin'. Named the 'Virgin Atlantic Flyer', it touched ground at Limavady in Northern Ireland, then lifted up again. Finally it ditched in the Irish Sea. Although the balloonists had to be rescued, they can truthfully claim to have crossed the Atlantic!

And what about nowadays? We've all seen hot air balloons floating in the countryside, their envelopes brightly painted, and the flame adding a fairyland touch. Ballooning for pleasure is in - if you can afford it. I've never been up in one, although I know two people who have. Both said how peaceful it was up there without the roar of engines, and how clearly sounds drifted up from the ground. There's only one snag. Every landing is, in effect, a controlled crash landing. One of my friends was lucky. The basket touched down gently, but the other had a bumper landing. The basket tipped over, throwing her and her companion off their feet. I prefer something that lands on wheels. Being tipped head first into a field full of cows isn't my idea of adventure.

Leslie Scheftsik

"Just for the Day" - ICELAND.

Who could have thought when you mention a "day out" that this could mean to Iceland - a place most of us would only know by inference as a land of Ice - not so however.

Iceland just below the Arctic Circle is warmed by the Gulf Stream, is one of Europe's last great wilderness's, pushed up from the North Atlantic seabed by volcanic forces which are still active today - often shrouded in mist and steam.

Using our local International Airport the Monarch Airbus A320 left on time at 0730 with a full 180 load on Monday 22nd November 1995, a greyish though fine morning. After 2½ hrs and breakfast (no views as too cloudy), we touched down at Keflavik the modern airport at the S.W. tip of Iceland some thirty miles from Reykjavik, the capital. The climate was similar to that we left in Leeds although the runway was wet after an earlier shower - we had fitful sunny periods throughout the day.

For those of us - two coach loads - who paid extra for an extended tour and lunch, it was an enthralling day. Our first stop, a few miles from Keflavik was the "Blue Lagoon" a Geothermal small lake, naturally light blue from the salts from "below" in the superheated water managed by the large pumping station alongside (one of many in the Island pumping hot water for heating purposes all over). Many of us spent half an hour immersed in hotter than bath water in the Lagoon - our cooked torso's felt the difference when we got out into the keen wind.

There followed a tour of the volcanic plateaux and lavafields - almost a lunar landscape - black, bleak and treeless. Jets of steam from the bowels of the earth and boiling mud ponds made a fascinating hellish looking area.

Lunch in a restaurant on the outskirts of Reykjavik was heralded, when we arrived there at 1445, by two sword waving horselkin clothed "Norsemen". What could we expect for lunch but Icelandic haddock? Costwise for instance, a glass of wine or beer took 400 Krona (£4 just about).

There was also a most interesting tour by coach in and around Reykjavik covering the President's residence etc., a sight of the snow and glacier covered mountains to the seat of the capital and of course not forgetting the shops where we spent only a short time before returning to the airport.

Leaving at 2030, with dinner on the plane, we finished a most rewarding day out landing at Leeds/Bradford approx. 2300, (with a couple of bumpy drops some 20/30 miles before landing).

D.R. Stenning.

MONTHLY MEETING - 7 JANUARY 1996

A 'Full House' was present to hear our Chairman wish everyone a Happy New Year. Mention was then made of coming events and activities and Mike appealed for solid and committed support in view of the great effort which goes into organising monthly speakers and interesting trips.

We were then treated to a thoroughly interesting and nostalgic slide show of 'foreign' aircraft which have visited LBA. The selection was divided between light aircraft, airliners, business jets and military between the 1960s and 1990s. Our respected long-time member, Terry Sykes, had obviously put many hours into his preparation, giving additional information on numerous aircraft. Humour was not absent either - a particular aircraft was on a long journey when the crew asked for approach, but it seemed they only dropped in because they were hungry!

As the show progressed there were many Oohs and Aahs as favourite shapes appeared on the screen, none more unanimous than for the Constellation.

On behalf of all those present, 'thanks Terry', your dedication to your hobby over so many years is admirable.

Geoff Lee

REMEMBER THE 'SKYTRAIN' CARRIER

February 8th, 1966 was an important date in aviation history; especially for people who couldn't afford the high fares then being charged. For at a press conference at Gatwick, the launch of Laker Airways was announced.

This carrier, which was based in Jersey, was initially to operate two Bristol Britannia Aircraft. They were mainly to be used for inclusive tour holidays from Gatwick.

But Freddie Laker was ambitious. On June 30th, 1971, he confirmed that his airline had applied to the British Air Transport Licensing Board for permission to start a scheduled route from London to New York. The cheapest fare that any operator then charged was £94.20. The lowest price Laker Airways ticket, it was announced, would cost £32.50 single in the winter, and £37.50 during the summer. This would be achieved by cutting costs.

There would be no advanced booking. Passengers would turn up and queue. Meals would not be included in the price of the ticket, but would be charged as an extra.

An all night wait was not uncommon when flights to America got under way.

On November 12th, 1972, Freddie Laker took delivery of a McDonnell Douglas DC-10-10; the first of two on order. This pair were to be used to fly holiday makers to and from Mediterranean destinations. But even now, more than a year after applying for a licence to get his no reservations 'Sky Train' transatlantic service started, permission had not been granted.

Then in August, 1974, Laker Airways were involved in an unexpected event. Court Line - a charter operator - had collapsed, leaving thousands of travellers stranded abroad. So Laker Airways, along with Dan Air, British Airways and British Caledonian, mounted a rescue operation to fly them home.

But to return to the transatlantic 'Skytrain' venture. At last it got under way when, at 5.00p.m. on September 26th, 1977, a DC-10 named 'eastern Belle' lifted off from Gatwick Airport on its way to New York. However, instead of the fare originally anticipated, passengers paid £59.00 single for the trip. Even so it was good value, and some people stood in line for up to 48 hours to buy a ticket. Then suddenly other carriers realised what an impact Laker's low fares would have on the travelling public, so some began offering cut-price flights too.

Less than a year later, on June 3rd, 1978, Freddie Laker's services to aviation were recognised when he was knighted.

Yet Sir Freddie wasn't content to just connect Britain with New York. On November 27th, 1978, Los Angeles was added to his destinations, using DC-10's. On January 6th, 1981 his first Airbus was received; and on April 1st 1981 Laker Airways inaugurated a service to Zurich from Manchester.

But money problems developed. The receivers were called in, and on February 5th 1982 at ten o'clock in the morning, operations stopped. One airliner, on the way to Tenerife, was recalled by radio as it flew over the Bay of Biscay, and other carriers rallied round to fly passengers home.



THE YORKSHIRE AIR MUSEUM, ELVINGTON, YORK
TELEPHONE: 01904 608595

THINGS AVIATION INTERNATIONAL 1996.

- FRI. MARCH 1st **SECRET WEAPONS OF THE THIRD REICH:**
BEST SELLING AVIATION AUTHOR, ROBERT JACKSON, EXAMINES THE ASTONISHING PROJECTS UNDER DEVELOPMENT IN NAZI GERMANY, AS THE THIRD REICH TOTTERED.
- SAT. MARCH 16th **ACE OF THE BLACK CROSS:*** (ticket only: £8.00):
UNIQUE LECTURE BY GENERALLEUTNANT GUNTHER RALL, THE WORLD'S HIGHEST SCORING SURVIVING FIGHTER ACE, WITH 275 CONFIRMED COMBAT VICTORIES TO HIS CREDIT.
- FRI. APRIL 5th **AIR RACING AT RENO:**
DR GILES JACKSON UNRAVELS THE MYSTERIES OF THE FASTEST MOTOR SPORT ON EARTH; THE RENO UNLIMITED CLASS. PLUS THE T6 HARVARD, FORMULA ONE, AND BIPLANE RACES.
- FRI. MAY 3rd **JEJ: THE LEGEND RETURNS: *** (ticket only: prov. £6.00)
AIR VICE MARSHAL 'JOHNNIE' JOHNSON, DISCUSSES AIR FIGHTING FROM THE START OF WW2, TO THE PRESENT DAY, WITH PERSONAL MEMORIES OF HIS WARTIME EXPERIENCES.
- MAY (DATE TBA) **MEMPHIS BELLE:** (ticket only: £6.00
WE PROUDLY PRESENT A LECTURE BY COLONEL ROBERT MORGAN, PILOT OF THE LEGENDARY 'MEMPHIS BELLE'; THE FIRST B17 TO COMPLETE 25 OPERATIONS. PLUS A SHOWING OF THE 1943 WILLIAM WYLER COLOUR FILM. SHOT FROM THE AIRCRAFT DURING OPERATIONS IN 1943
- WED. JUNE 5th **ONE DAY IN A LONG WAR:**
BEST SELLING AUTHOR, DR ALFRED PRICE, PROFILES PHANTOM-V- MIG ACTION OVER HANOI, AS THE AIR WAR OVER VIETNAM CLIMAXED ON 10th MAY 1972.
- FRI. JULY 5th **HARVEST OF BOMBER COMMAND / THE GREAT ESCAPE:**
'GERRIE' ZWANANBERG ILLUSTRATES THE RECOVERY OF DOZENS OF ALLIED AIRCRAFT FROM THE IJSSSELMEER LAKE IN HOLLAND. BRUIN NOORDHAM AND BOB DE GRAAFE, FEATURE DUTCH RESISTANCE AND THE ALLIED AIRCREW ESCAPE ROUTE.
- FRI. AUGUST 2nd **LAND ON THAT!**
FLYING FROM ESCORT CARRIERS IN WW2:
LT JIM SPENCER RN, RELATES GRIPPING EXPERIENCES BETWEEN 1942 AND 1945, WITH GRUMMAN AVENGERS ON THE RUSSIAN AND NORWEGIAN CONVOYS
- FRI. SEPT 6th **THE WOODEN WONDER, THE LEGENDARY MOSQUITO**
AIR MARSHAL SIR IVOR BROOM KCB DSO DFC** AFC. FORMERLY A LEADING MOSQUITO PILOT APPRAISES ONE OF THE WORLD'S GREATEST WARPLANES. THIS LECTURE WILL CONCLUDE A DAY OF CELEBRATION AT YAM TO MARK THE FORMAL UNVEILING OF TONY AGAR'S FAMOUS MOSSIE MK 2 RESTORATION
- FRI. OCT 4th **THE WORLD'S WORST AIRCRAFT:**
BILL GUNSTON OBE, WORLD-RENOWNED AVIATION AUTHOR & AUTHORITY, CONSIDERS SOME OF THE EXTRAORDINARY AND SAD AIRCRAFT WHOSE EPITAPHS WOULD BE BEST SUMMED UP BY THE WORDS "OH DEAR!"
- FRI. NOV 1st **FLYING THE HAWKER PROTOTYPES**
BILL BEDFORD OBE AFC FRaEe. ONE OF BRITAIN'S MOST EXPERIENCED AND RESPECTED TEST PILOTS, VIVIDLY DESCRIBES HIS EXPERIENCES AT THE CONTROLS OF HUNTER, KESTREL & HARRIER PROTOTYPES.
- FRI. DEC 6th **MOONLIGHT RENDEZVOUS:**
RAF SECRET LANDINGS IN FRANCE, 1940-1944
GROUP CAPTAIN HUGH VERITY DSO* DFC LEG. D'HONN. CROIX DE GUERRE SHARES HIS EXPERIENCES OF LYSANDER AND HUDSON CLANDESTINE PICKUP, NIGHT OPERATIONS IN OCCUPIED FRANCE. THE SPEAKER'S BEST SELLING BOOK "WE LANDED BY MOONLIGHT" WILL BE ON SALE.

- Subject to amendments, additions etc. Admission £3.00 unless stated otherwise -
All lectures normally illustrated with slides.

Video presentations; £1.00p surcharge for large screen hire
Hot food, snacks and bar available from 6.00pm; lectures commence at 7.30pm.
Updated information line 01423 887313

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