

L.B.A. FIRST CONCORDE VISIT

VOL. 23

FEBRUARY 1997

CHAIRMAN: MR.M.WILLINGALE
 17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY 01943875137
SECRETARY: MR.A.G.HEELEY
 12,LIME GROVE, RAWDON,LEEDS LS19 6BZ 0113 2505114
TREASURER: MR.D.VALENTINE
 8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY 0113 2288143
P.R.O.: MR.L.COLDBECK
 207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL 0113 2676947
VISITS ORGANISER: MR.J.JACKSON
 16,CHURCH STREET, YEADON, LEEDS LS19 0113 2503766
EDITORIAL ASSISTANTS
MRS.D.BLACKWELL
 66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ
MR.M.SMALL
 13, BEECH AVENUE, HARROGATE. HG2 8DS.

COMMITTEE

MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MRS.N.BARRETT,
 MR.P.LEFROY, MR.D.BATES. MR.M.ELLIOT, MR.A.EDWARDS

CHAIRMAN'S CHAT

In my capacity as magazine producer, I have now reached the last set of your envelope labels. Therefore, unless you renew your membership before the 14th February this is the last magazine you will receive. Due to the cost of magazine production no spare copies will be available- hence no back numbers. So, RENEW YOUR MEMBERSHIP NOW !

In this issue you will find full details of our Annual Dinner. This started off as a celebration o our 21st. Anniversary, but was so popular it became an annual event.. Members who have attended before will confirm that it is a brilliant evening and one not to be missed. Binoculars and radios are banned !! - so treat your wife, husband, partner or friend to a good night out.

I regret that once again, at the time of going to press, I am unable to give details of March's meeting. Hopefully ,I am trying to get someone from Elvington to talk about the reconstruction of Halifax "Friday the 13th"

Arranging speakers is a major headache. Directors, ATC personnel, pilots etc. are all very busy people, often working shift patterns or working abroad. Understandably, many want to spend their limited time-off with their families. But, rest assured, we will always do our best to give you an interesting meeting. However, please tell us if you, or anyone else , knows of anyone who could give us a talk.

MEETINGS. (starting at 14.30)

FEBRUARY 2ND. Dave Whittaker presents slides on Manchester Past and Present.

MARCH 2ND to be announced. (see above)

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Ian Morton, Gerald Myers.

Leeds/Bradford Movements

December 1996

01 Sunday

G-BVJD Fokker 100	0939	G-UKTB Fokker 50	1004
G-BSBW JetRanger	1031	EI-CKQ Boeing 737	1056
G-BJYD Cessna F152	1120	G-BVJD Fokker 100	1238
G-BVEC ATR-42	1342	G-JEAD Friendship	1438
PH-SDP DHC 8	1454	G-UKTB Fokker 50	1516
G-OJCB JetRanger	1524	EI-CKQ Boeing 737	1607
G-GNTB SAAB 340	1654	G-BNOE Warrior II	1731
G-JEAD Friendship	1820	G-BVJD Fokker 100	1827
G-JETU Twin Squirrel	1852	EI-FKD Fokker 50	1900
EI-CKS Boeing 737	1956	G-UKTB Fokker 50	2010
G-GNTB SAAB 340	2023	PH-SDT DHC 8	2027
G-BVEC ATR-42	2031	G-JEAD Friendship	2109
G-GNTC SAAB 340	2115	G-BVJD Fokker 100	2134
G-DAJB Boeing 757	2219	G-MAJB Jetstream 41	2317
G-BYAG Boeing 757	2330		

02 Monday

EI-CKQ Boeing 737	0753	OE-FPA Citation II	0836
G-MAJB Jetstream 41	0924	G-JEAD Friendship	0940
G-BVJD Fokker 100	0946	G-RMCT Short 360	0949
G-BUEA ATR-42	0952	G-GNTC SAAB 340	1030
G-UKTB Fokker 50	1039	PH-SDP DHC 8	1046
G-GNTB SAAB 340	1139	G-MANM Bae ATP	1144
EC-GHD Boeing 737 300	1221	G-BVJD Fokker 100	1302
G-BYAG Boeing 757	1308	G-BGMO HS 748	1322
G-JEAI Friendship	1434	N624TC Cessna T303	1448
PH-SDT DHC 8	1456	G-UKTB Fokker 50	1515
G-OLAH Short 360	1547	G-BVJD Fokker 100	1603
G-MAJA Jetstream 41	1712	G-GNTC SAAB 340	1722
EI-FKA Fokker 50	1724	G-BUEA ATR-42	1734
G-JEAI Friendship	1812	G-OSNB Citation II	1817
EI-CKQ Boeing 737	1843	G-BVJD Fokker 100	1852
G-OLAH Short 360	1903	N425HS Cessna 425	1932 2026
G-UKTB Fokker 50	2012	G-GNTC SAAB 340	2017
PH-SDI DHC 8	2022	G-MAJA Jetstream 41	2029
G-BXEG ATR-42	2106	G-GNTB SAAB 340	2108
G-JEAI Friendship	2110	G-BVJD Fokker 100	2136
G-BEJD HS 748	2147		

03 Tuesday

G-ZAPG Short 360	0008	G-OLAH Short 360	0037
EI-CKR Boeing 737	0820	PH-SDT DHC 8	1129
G-MAJA Jetstream 41	1139	G-MANH Bae ATP	1233
G-OBMZ Boeing 737 500	1237	G-GNTC SAAB 340	1255
G-OLAH Short 360	1343	OE-FPA Citation II	1451 1525
PH-SDI DHC 8	1456	G-JEAI Friendship	1504
G-BVJD Fokker 100	1523	G-UKTB Fokker 50	1642
EI-FKA Fokker 50	1725	G-BUEA ATR-42	1730

G-MANH Bae ATP	1738	G-GNTB SAAB 340	1744
G-BVJD Fokker 100	1817	G-JEAI Friendship	1823
EI-CKR Boeing 737	1911	PH-SDP DHC 8	2016
G-GNTB SAAB 340	2031	G-UKTB Fokker 50	2040
G-MANH Bae ATP	2055	G-BUEA ATR-42	2101
G-GNTC SAAB 340	2111	G-JEAI Friendship	2118
G-BPDA HS 748	2135	G-BVMX Short 360	2206
G-BVJD Fokker 100	2215		
04 Wednesday			
G-ZAPG Short 360	0022	G-BVMX Short 360	0153
G-BYAG Boeing 757	0708	EI-CJC Boeing 737	0800
VR-CJB Citation	0856	G-BVMX Short 360	0908
G-JEAI Friendship	0932	G-MANH Bae ATP	0935
G-BVEF ATR-42	0938	G-BVJC Fokker 100	0940
G-GNTC SAAB 340	0953	G-UKTB Fokker 50	1010
G-BTYI Archer II	1012	PH-SDI DHC 8	1041
G-BGTJ Archer	1049	G-GNTB SAAB 340	1114
G-MAJA Jetstream 41	1138	G-BVMX Short 360	1200
G-BVJC Fokker 100	1230	G-SHIV GA7 Cougar	1245
G-JEAI Friendship	1440	PH-SDP DHC 8	1442
G-BVJC Fokker 100	1517	G-UKTB Fokker 50	1532
G-FFRI Twin Squirrel	1637	G-MAJA Jetstream 41	1719
G-BVEF ATR-42	1722	EI-FKB Fokker 50	1726
G-GNTC SAAB 340	1729	G-BVMX Short 360	1740
G-BYAG Boeing 757	1751	G-JEAI Friendship	1804
G-BVJC Fokker 100	1822	EI-CJC Boeing 737	1838
G-UKTB Fokker 50	1947	PH-SDR DHC 8	2007
G-GNTC SAAB 340	2029	G-BVMX Short 360	2043
N27FP Citation II	2048	G-BVEF ATR-42	2050
G-GNTB SAAB 340	2110	G-BVJC Fokker 100	2123
G-MAJA Jetstream 41	2126	G-BVOV HS 748	2131
G-JEAI Friendship	2134		
05 Thursday			
G-ZAPG Short 360	0001	G-BVMX Short 360	0040
EI-CKP Boeing 737	0808	EI-FKB Fokker 50	0821
G-BVMX Short 360	0905	G-BVED ATR-42	0914
G-BVJC Fokker 100	0929	G-MAJA Jetstream 41	0934
G-GNTC SAAB 340	0939	G-JEAI Friendship	0943
G-UKTB Fokker 50	0951	G-SHIV GA7 Cougar	1000
G-WEND Arrow IV	1020	G-BWXN T67M Firefly	1025
PH-SDP DHC 8	1031	G-BGYT Bandeirante	1035
G-GNTB SAAB 340	1115	G-BPMF Warrior	1132
G-BVMX Short 360	1207	G-BVJC Fokker 100	1223
G-MAJA Jetstream 41	1326	G-BYAG Boeing 757	1331
PH-SDR DHC 8	1441	G-JEAI Friendship	1444
G-UKTB Fokker 50	1511	G-BVJC Fokker 100	1514
G-MAJA Jetstream 41	1715	G-BVED ATR-42	1718
EI-FKA Fokker 50	1727	G-GNTC SAAB 340	1731
G-BVMX Short 360	1748	G-JEAI Friendship	1807
G-BVJD Fokker 100	1822	EI-CKP Boeing 737	1848
G-KART Warrior II	1910	G-UKTB Fokker 50	1948
G-MAJA Jetstream 41	2020	G-BVMX Short 360	2026
G-GNTC SAAB 340	2041	G-GNTB SAAB 340	2104
G-BUEA ATR-42	2106	G-JEAI Friendship	2117
G-BEJE HS 748	2126	G-BYAG Boeing 757	2130
G-BVJD Fokker 100	2132	PH-SDI DHC 8	2157

06 Friday

G-ZAPG Short 360	0005	G-BVMX Short 360	0100
G-BHKY Cessna 310R	0807	EI-CKP Boeing 737	0826
F-GKIS Falcon 20E	0829 1757	EI-FKB Fokker 50	0837
G-BVEF ATR-42	0919	G-BVJD Fokker 100	0929
EI-CMY BAe 146	0938	G-JEAI Friendship	0947
G-GNTC SAAB 340	0950	G-BVMX Short 360	1010
G-UKTB Fokker 50	1015	PH-SDR DHC 8	1036
G-GNTB SAAB 340	1139	G-BYAH Boeing 757	1158
G-BGWN Tomahawk	1251	G-OBMP Boeing 737 300	1259
G-JEAD Friendship	1450	PH-SDI DHC 8	1453
G-UKTB Fokker 50	1511	N797HG PA-46 Malibu	1522 1301(07)
G-BVJA Fokker 100	1529	EC-FFK Boeing 757	1611
EI-CJD Boeing 737	1630	G-BLZT Short 360	DIV 1649
G-BVEF ATR-42	1721	EI-FKA Fokker 50	1727
G-GNTC SAAB 340	1730	G-OBMY Boeing 737 500	1830
G-JEAD Friendship	1837	G-UKTB Fokker 50	1951
G-BLZT Short 360	2005	PH-SDP DHC 8	2013
EI-CKP Boeing 737	2031	G-GNTC SAAB 340	2034
G-GNTB SAAB 340	2108	G-BVEF ATR-42	2123
G-AYIM HS 748	2127	G-BVJC Fokker 100	2139
G-JEAD Friendship	2141	G-GNTA SAAB 340	DIV 2354

07 Saturday

G-GNTE SAAB 340	DIV 0001	G-ZAPD Short 360	0019
G-BLZT Short 360	0151	EI-FKE Fokker 50	0827
PH-TTA DHC 8	0911 1730	G-OBMX Boeing 737 500	1011
G-JEAI Friendship	1024	PH-SDT DHC 8	1042
G-UKTB Fokker 50	1045	G-UKTC Fokker 50	DIV 1150
G-GNTB SAAB 340	1158	G-GNTC SAAB 340	DIV 1223
G-BVJC Fokker 100	1230	G-BHKY Cessna 310R	1238
N6315X Cessna 421C	1319	G-BDGM Warrior	1328
G-UKTB Fokker 50	1507	XZ596 Sea King	DIV 1601
G-BVJD Fokker 100	1819	G-UKTB Fokker 50	1955
G-JEAD Friendship	2053		

08 Sunday

G-BVJD Fokker 100	0918	G-UKTC Fokker 50	DIV 1003
G-UKTB Fokker 50	1026	G-BVJD Fokker 100	1310
G-BXEH ATR-42	1348	PH-SDR DHC 8	1434
G-JEAD Friendship	1452	EI-CKR Boeing 737	1613
G-UKTB Fokker 50	1625	EI-FKB Fokker 50	1736
G-JEAD Friendship	1820	G-BVJD Fokker 100	1914
EI-CJC Boeing 737	1934	PH-SDT DHC 8	2003
G-UKTC Fokker 50	2014	G-BVED ATR-42	2019
G-GNTC SAAB 340	2048	G-BVMX Short 360	2103
G-GNTB SAAB 340	2112	G-JEAD Friendship	2120
G-MAJF Jetstream 41	DIV 2134	G-BYAK Boeing 757	2354

09 Monday

G-BVJD Fokker 100	1017	PH-SDR DHC 8	1038
G-BUEA ATR-42	1044	G-UKTC Fokker 50	1122
G-BVMX Short 360	1128	G-GNTC SAAB 340	1132
G-GNTB SAAB 340	1137	G-BYAK Boeing 757	1256
PH-SDT DHC 8	1454	G-OBMR Boeing 737 500	1615
G-OBMR Boeing 737 500	1935		

10 Tuesday

G-OBMR Boeing 737 500	0632	EI-CKS Boeing 737	0759
EI-FKD Fokker 50	0816	G-OLAH Short 360	0906
9H-ABR Boeing 737 300	0917	PH-SDT DHC 8	1108
G-UKTF Fokker 50	1209	G-JEAD Friendship	1216

G-GNTC SAAB 340	1220	G-OBMZ Boeing 737 500	1228
PH-SDI DHC 8	1500	G-JEAD Friendship	1505
G-OBMZ Boeing 737 500	1531	G-BVED ATR-42	1729
G-GNTB SAAB 340	1746	G-JEAD Friendship	1819
G-OBMZ Boeing 737 500	1830	EI-CKS Boeing 737	1852
G-RMCT Short 360	1920	PH-SDP DHC 8	1954
G-UKTF Fokker 50	1958	G-BUEB ATR-42	2056
G-GNTB SAAB 340	2102	G-GNTC SAAB 340	2109
G-BVOV HS 748	2128	G-JEAD Friendship	2130
G-BVJD Fokker 100	2134	G-RMCT Short 360	2207
G-BYAK Boeing 757	2215		
11 Wednesday			
G-ZAPD Short 360	0028	G-RMCT Short 360	0154
EI-CJI Boeing 737	0808	EI-FKC Fokker 50	0816
5B-CGS Cessna 340A	0909	G-BVJD Fokker 100	0935
G-JEAD Friendship	0938	G-GNTC SAAB 340	0943
N420MA Cessna 425	0945	G-BXEG ATR-42	0947
G-UKTF Fokker 50	1026	PH-SDI DHC 8	1038
G-GNTB SAAB 340	1143	G-RMCT Short 360	1214
G-BVJD Fokker 100	1235	PH-SDP DHC 8	1435
G-JEAD Friendship	1443	G-BVJD Fokker 100	1528
G-UKTF Fokker 50	1543	N420MA Cessna 425	1630
G-BXEG ATR-42	1720	G-GNTC SAAB 340	1725
EI-FKF Fokker 50	1737	G-BYAK Boeing 757	1754
G-RMCT Short 360	1805	G-BVJD Fokker 100	1815
G-JEAD Friendship	1819	EI-CJE Boeing 737	1841
PH-SDR DHC 8	2001	G-UKTF Fokker 50	2011
G-GNTC SAAB 340	2021	G-RMCT Short 360	2034
G-GNTB SAAB 340	2105	G-BXEG ATR-42	2107
G-JEAD Friendship	2114	G-BVOV HS 748	2131
G-BVJD Fokker 100	2138		
12 Thursday			
G-ZAPD Short 360	0016	G-RMCT Short 360	0035
EI-CKP Boeing 737	0752	EI-FKF Fokker 50	0823
G-RMCT Short 360	0907	G-BVJD Fokker 100	0935
G-BXEG ATR-42	0937	G-JEAD Friendship	0940
G-GNTC SAAB 340	0945	G-EMER Seneca	0955
G-UKTF Fokker 50	1016	N27495 Navajo	1027
PH-SDP DHC 8	1045	G-BAVZ Aztec	1126
G-RMCT Short 360	1157	G-BAIW Cessna F172M	1247
G-BVJD Fokker 100	1250	N797HG PA-46 Malibu	1310
G-BYAK Boeing 757	1334	G-OBLC Beech 76 Duchess	1342
PH-SDR DHC 8	1444	G-JEAD Friendship	1447
G-BODY Cessna 310R	1454	G-UKTF Fokker 50	1541
G-BVJD Fokker 100	1543	EI-FKA Fokker 50	1730
G-GNTC SAAB 340	1732	G-BXEG ATR-42	1738
G-RMCT Short 360	1756	G-JEAD Friendship	1814
EI-CKP Boeing 737	1837	G-BVJD Fokker 100	1847
PH-SDT DHC 8	1956	G-UKTF Fokker 50	2023
G-GNTC SAAB 340	2025	G-RMCT Short 360	2037
G-BXEG ATR-42	2107	G-BYAK Boeing 757	2128
G-BVOV HS 748	2134	G-BVJD Fokker 100	2152
G-JEAD Friendship	2244		
13 Friday			
G-ZAPG Short 360	0016	G-RMCT Short 360	0046
EI-CJC Boeing 737	0811	G-BODY Cessna 310R	0839
EI-FKE Fokker 50	0841	G-GNTB SAAB 340	0931
G-JEAD Friendship	0933	G-RMCT Short 360	0937

G-BVJD Fokker 100	0941	G-BVED ATR-42	0944
G-BWXD T67M Firefly	0946	G-UKTF Fokker 50	1103
PH-SDR DHC 8	1106	G-PLMB Ecureuil	1143
G-BYAG Boeing 757	1150	EI-CLJ BAe 146	1219
G-BVJD Fokker 100	1252	G-GNTC SAAB 340	1307
G-GREN Cessna T310R	1336	G-JEAD Friendship	1443
PH-SDT DHC 8	1451	EC-GCB Boeing 757	1455
G-UKTF Fokker 50	1510	EI-CJE Boeing 737	1518
G-BVJD Fokker 100	1543	G-BBCW Aztec	1547
G-GNTB SAAB 340	1721	EI-FKD Fokker 50	1729
G-BVED ATR-42	1741	F-GNAE Piaggio Avanti	1804 1832
G-JEAD Friendship	1808	G-BVJD Fokker 100	1844
G-RMCT Short 360	1908	EI-CJH Boeing 737	1933
PH-SDI DHC 8	1952	G-UKTF Fokker 50	1956
G-BGYT Bandeirante	2013	G-GNTB SAAB 340	2019
G-GNTC SAAB 340	2058	G-BVED ATR-42	2103
G-BEJE HS 748	2114	G-JEAD Friendship	2116
G-BVJD Fokker 100	2135		
14 Saturday			
G-ZAPG Short 360	0018	G-RMCT Short 360	0054
EI-CKR Boeing 737	0801	EI-FKD Fokker 50	0817
G-BVJD Fokker 100	0931	G-UKTF Fokker 50	1003
PH-SDT DHC 8	1046	G-JEAI Friendship	1104
G-GNTC SAAB 340	1202	G-BVJD Fokker 100	1228
G-BUKA SA.227AC Metro	1309	G-BAIW Cessna F172M	1339
G-UKTF Fokker 50	1509	G-BVJD Fokker 100	1829
G-JEAI Friendship	1853	G-UKTF Fokker 50	1948
15 Sunday			
G-KMCD King Air 200	0703	G-BVJD Fokker 100	0926
G-UKTF Fokker 50	0959	G-BEHV Cessna F172N	1207
G-BVJD Fokker 100	1222	G-BUEB ATR-42	1326
G-JEAD Friendship	1440	PH-SDR DHC 8	1450
G-GNTD SAAB 340	1500	G-UKTF Fokker 50	1510
EI-CJG Boeing 737	1520	EI-FKD Fokker 50	1726
G-BVJD Fokker 100	1812	G-KMCD King Air 200	1814 1827
G-JEAD Friendship	1821	EI-CKS Boeing 737	1930
PH-SDI DHC 8	1959	G-UKTF Fokker 50	2006
G-BUEB ATR-42	2008	G-GNTD SAAB 340	2024
G-JEAD Friendship	2113	G-GNTC SAAB 340	2117
G-BVJD Fokker 100	2120	G-BYAP Boeing 757	2317
16 Monday			
EI-CJC Boeing 737	0804	EI-FKE Fokker 50	0813
G-BUEA ATR-42	0915	G-GNTC SAAB 340	0935
G-BVJD Fokker 100	0941	G-JEAD Friendship	0948
G-VVIP Cessna 421C	0950	G-BJUR Tomahawk	0956
G-RMCT Short 360	1000	G-UKTF Fokker 50	1018
PH-SDR DHC 8	1057	G-BSBW JetRanger	1103
G-GNTD SAAB 340	1125	EC-PYF Boeing 737 300	1202
G-PLMB Ecureuil	1224	G-BYAP Boeing 757	1245
G-BVJD Fokker 100	1254	G-BVMX Short 360	1316
G-JEAI Friendship	1438	PH-SDP DHC 8	1450
G-UKTF Fokker 50	1458	G-PLMB Ecureuil	1458
N560WE Citation V	1538	G-BVJD Fokker 100	1550
G-GNTC SAAB 340	1719	EI-FKB Fokker 50	1731
G-BUEA ATR-42	1738	G-JEAI Friendship	1802
G-BVZH Boeing 737 500	1821	EI-CJC Boeing 737	1848
G-BVMX Short 360	1907	G-UKTF Fokker 50	1952
PH-SDP DHC 8	2009	G-GNTC SAAB 340	2018

G-BUEA ATR-42	2054	G-JEAI Friendship	2114
G-BVOV HS 748	2122	G-GNTD SAAB 340	2125
G-BVJD Fokker 100	2128		
17 Tuesday			
G-ZAPG Short 360	0028	G-BVMX Short 360	0035
G-BVEF ATR-42	0934	G-BVMX Short 360	0946
9H-ABE Boeing 737	0959	G-BVJD Fokker 100	1009
G-JEAI Friendship	1011	PH-SDU DHC 8	1044
G-BWDT Seneca	1048	G-GNTC SAAB 340	1128
G-GNTD SAAB 340	1159	G-BVMX Short 360	1230
G-UKTF Fokker 50	1234	G-BVJD Fokker 100	1314
PH-SDR DHC 8	1443	G-JEAI Friendship	1448
G-GNTC SAAB 340	1729	EI-FKE Fokker 50	1737
G-BVMX Short 360	1749	G-JEAI Friendship	1828
G-OBMH Boeing 737 300	1833	EI-CKR Boeing 737	1841
PH-SDI DHC 8	2116	G-BVZH Boeing 737 500	2259
18 Wednesday			
EI-FKE Fokker 50	0826	G-BVZH Boeing 737 500	1011
G-UKTF Fokker 50	1237	G-BVZH Boeing 737 500	1317
G-GNTD SAAB 340	1439	G-BVMX Short 360	1445
PH-SDI DHC 8	1452	N321DH Pilatus PC XII	1459
G-OBMR Boeing 737 500	1529	EI-FKC Fokker 50	1738
G-BUEA ATR-42	1747	G-GNTC SAAB 340	1801
G-BVMX Short 360	1819	G-OBMR Boeing 737 500	1847
EI-CJI Boeing 737	1941	PH-SDR DHC 8	1959
G-UKTF Fokker 50	2034	G-GNTC SAAB 340	2106
G-GNTD SAAB 340	2108	G-BUEA ATR-42	2112
G-BVMX Short 360	2119	G-JEAI Friendship	2130
G-BVOV HS 748	2136	G-OBMR Boeing 737 500	2140
G-BYAP Boeing 757	2249		
19 Thursday			
G-ZAPG Short 360	0015	G-BVMX Short 360	0053
EI-CJC Boeing 737	0805	EI-FKF Fokker 50	0823
N190RM King Air E90	0848	G-BVMX Short 360	0922
G-BXEG ATR-42	0924	G-JEAI Friendship	0942
G-GNTC SAAB 340	0948	G-OBMR Boeing 737 500	0952
N560WE Citation V	1026	VR-CPR Cessna 421C	1042
OO-DTF Brasilia	1047	G-VIPI BAe 125 800B	1103
G-GNTD SAAB 340	1203	G-BVMX Short 360	1207
G-BVJB Fokker 100	1227	G-BYAP Boeing 757	1412
G-GNTF SAAB 340	1447	G-JEAI Friendship	1453
G-TPTT Airbus 320	1459	PH-SDR DHC 8	1502
G-UKTF Fokker 50	1520	G-BVJB Fokker 100	1532
G-GNTC SAAB 340	1731	G-BVMX Short 360	1837
G-BXEG ATR-42	1839	G-JEAI Friendship	1842
EI-CJC Boeing 737	1903	EI-FKE Fokker 50	1908
PH-SDU DHC 8	1955	G-UKTF Fokker 50	2020
G-GNTF SAAB 340	2116	G-GNTC SAAB 340	2123
G-BVMX Short 360	2141	G-BVZE Boeing 737 500	2148
G-BYAP Boeing 757	2155	G-BVOV HS 748	2206
G-BVEC ATR-42	2208	G-JEAI Friendship	2229
20 Friday			
G-ZAPD Short 360	0005	G-BVMX Short 360	0052
OY-CPW Citation	0642	EI-CKP Boeing 737	0759
EI-FKF Fokker 50	0823	G-BVEF ATR-42	0944
G-GNTC SAAB 340	0948	G-BVZE Boeing 737 500	0953
G-BVMX Short 360	1005	G-JEAI Friendship	1019
PH-SDR DHC 8	1052	G-BYAG Boeing 757	1135

G-GNTF SAAB 340	1145	G-UKTF Fokker 50	1152
G-BVZE Boeing 737 500	1258	EC-GBX Boeing 757	1447
PH-SDU DHC 8	1456	G-JEAH Friendship	1508
G-BVMX Short 360	1523	G-BDSH PA-28 Cruiser	1527
EI-CJE Boeing 737	1533	G-UKTF Fokker 50	1557
G-BVJB Fokker 100	1620	G-GNTC SAAB 340	1730
EI-FKF Fokker 50	1733	G-BVEF ATR-42	1803
G-JEAH Friendship	1820	G-BSER Cherokee 160B	1838
G-BVMX Short 360	1908	G-BVJB Fokker 100	1954
G-UKTF Fokker 50	2002	PH-SDI DHC 8	2013
G-GNTC SAAB 340	2026	EI-CKP Boeing 737	2104
G-GNTF SAAB 340	2108	G-JEAH Friendship	2124
G-BVEF ATR-42	2129	G-BEJD HS 748	2202
G-BVJB Fokker 100	2248		
21 Saturday			
G-ZAPJ ATR-42	0007	G-BVMX Short 360	0045
EI-CKQ Boeing 737	0807	EI-FKF Fokker 50	0830
G-BVJB Fokker 100	0937	G-JEAH Friendship	0945
G-UKTF Fokker 50	1018	G-PBAC Bandeirante	1109
PH-SDU DHC 8	1112	G-OFLG TB-10 Tobago	1204
G-GNTF SAAB 340	1222	G-GFRY LongRanger	1244
G-GNTC SAAB 340	1256	G-BVJB Fokker 100	1307
G-JALC Boeing 757	1502	G-UKTF Fokker 50	1509
G-JEAI Friendship	1601	G-GNTF SAAB 340	1621
G-JEAH Friendship	1812	G-GFRY LongRanger	1817
G-BVJB Fokker 100	1941	G-UKTF Fokker 50	2009
22 Sunday			
G-BVZI Boeing 737 500	0932	G-UKTF Fokker 50	0953
EI-CJI Boeing 737	1053	G-BJYD Cessna 152	1102
G-BSDO Cessna 152	1115	G-BVJB Fokker 100	1234
G-BDSL Cessna F150M	1306	G-BUEA ATR-42	1343
G-BSDO Cessna 152	1413	PH-SDI DHC 8	1437
G-JEAI Friendship	1442	G-UKTF Fokker 50	1507
N180GC Lear Jet 36	1509	EI-CJG Boeing 737	1520
G-GNTC SAAB 340	1705	EI-FKB Fokker 50	1735
G-JEAI Friendship	1817	EI-CJI Boeing 737	1943
G-UKTF Fokker 50	1947	PH-SDU DHC 8	1952
G-GNTC SAAB 340	2019	G-BVED ATR-42	2023
PH-FVB Bandeirante	2051	G-GNTF SAAB 340	2104
G-JEAI Friendship	2112		
23 Monday			
G-BYAD Boeing 757	0623	EI-CJF Boeing 737	0803
EI-FKB Fokker 50	0822	G-ORJB Citation	0829
G-BVJB Fokker 100	0941	G-UKTF Fokker 50	0950
G-BVMX Short 360	0952	N501CF Citation	1010
G-BVTK ATR-72	1022	PH-SDI DHC 8	1045
G-TAIR Seneca	1146	G-GNTF SAAB 340	1154
G-JEAM BAe 146	1159	G-BBGB Aztec	1210
EC-PYF Boeing 737 300	1223	G-BVJB Fokker 100	1253
G-BYAD Boeing 757	1313	PH-SDU DHC 8	1443
G-JEAH Friendship	1449	G-UKTF Fokker 50	1458
G-PEGI Seneca	1527	G-GNTF SAAB 340	1604
G-BVTK ATR-72	1647	G-GNTC SAAB 340	1729
EI-FKA Fokker 50	1738	G-JEAH Friendship	1822
G-BVMX Short 360	1857	EI-CKS Boeing 737	1900
G-UKTF Fokker 50	1942	PH-SDI DHC 8	1953
G-BUEA ATR-42	2108	G-JEAH Friendship	2113
G-GNTF SAAB 340	2115	G-BEJD HS 748	2156

24 Tuesday				
G-ZAPD Short 360	0007	G-BVMX Short 360	0038	
EI-CJI Boeing 737	0802	EI-FKD Fokker 50	0829	
G-BVJB Fokker 100	0923	G-JEAB Friendship	0938	
N709EL Beechjet 400	0940	G-UKTF Fokker 50	0944	
G-BVMX Short 360	0951	9H-ABF Boeing 737	0955	
G-ODIL JetRanger	1016	G-BVTJ ATR-72	1021	
G-GNTF SAAB 340	1117	N146GA Cessna 425	1318	
PH-SDI DHC 8	1443	G-JEAI Friendship	1447	
G-UKTF Fokker 50	1452	G-AYSX Cessna F177RG	1501	
G-BVJB Fokker 100	1516	G-GLUG Navajo	1522	
F-GMRD B58 Baron	1727	EI-FKB Fokker 50	1734	
G-JEAI Friendship	1809	EI-CJI Boeing 737	1845	
G-BVMX Short 360	1858	G-UKTF Fokker 50	1934	
G-GNTF SAAB 340	2021	G-JEAI Friendship	2107	
G-BYAD Boeing 757	2116			
25 Wednesday				
Christmas Day. No movements				
26 Thursday				
EI-FKC Fokker 50	0813	G-BVJB Fokker 100	0927	
G-UKTI Fokker 50	1006	PH-SDI DHC 8	1036	
G-WEND Arrow IV	1049	G-GNTC SAAB 340	1237	
G-BVJB Fokker 100	1242	G-JEAD Friendship	1250	
EI-CJD Boeing 737	1420	G-BYAD Boeing 757	1427	
N146GA Cessna 425	1434	G-JEAI Friendship	1438	
PH-SDP DHC 8	1445	G-UKTF Fokker 50	1505	
G-GNTF SAAB 340	1719	EI-FKE Fokker 50	1730	
PH-SDU DHC 8	1946	G-UKTF Fokker 50	1950	
G-JEAD Friendship	2110	G-GNTC SAAB 340	2121	
G-BVJB Fokker 100	2124	G-BYAD Boeing 757	2138	
27 Friday				
EI-CJG Boeing 737	0806	G-BOVK Warrior II	0820	
EI-FKB Fokker 50	0824	G-BVJB Fokker 100	0934	
G-BVMX Short 360	0940	G-JEAD Friendship	0950	
G-UKTF Fokker 50	0953	N560WE Citation V	1019	
G-BWTL ATR-72	1028	PH-SDP DHC 8	1032	
G-GNTF SAAB 340	1128	G-BYAG Boeing 757	1138	
G-BEHV Cessna F172N	1219	G-TAIR Seneca	1250	
G-BSBW JetRanger	1315	G-CDON Warrior II	1326	
G-BVJC Fokker 100	1402	PH-SDU DHC 8	1450	
G-JEAB Friendship	1451	G-UKTF Fokker 50	1516	
G-GNTF SAAB 340	1547	G-BWTL ATR-72	1640	
EI-CJC Boeing 737	1715	EC-FEF Boeing 757	1724	
EI-FKC Fokker 50	1759	G-JEAB Friendship	1814	
G-BVMX Short 360	1908	G-MAJB Jetstream 41	1929	
PH-SDI DHC 8	1937	G-UKTF Fokker 50	1939	
G-GNTC SAAB 340	2025	G-GNTF SAAB 340	2056	
EI-CJG Boeing 737	2103	G-BVEC ATR-42	2118	
G-JEAB Friendship	2121	G-MAJB Jetstream 41	2145	
G-BVJC Fokker 100	2155			
28 Saturday				
G-ZAPD Short 360	0003	G-BVMX Short 360	0051	
EI-CJH Boeing 737	0807	EI-FKC Fokker 50	0825	
EI-BYE Navajo	0909	G-BVJC Fokker 100	0921	
G-UKTF Fokker 50	0950	G-JEAD Friendship	1001	
PH-SDU DHC 8	1034	ZG846 Islander AL.1	1038	
N709EL Beechjet 400	1048	N210MP Cessna T210N	1118	
G-GNTF SAAB 340	1212	G-BVJC Fokker 100	1234	

G-RMCT Short 360	1303	G-MCEA Boeing 757	1441
G-UKTF Fokker 50	1456	G-GNTC SAAB 340	1632
G-JEAD Friendship	1816	G-BVJB Fokker 100	1821
G-UKTF Fokker 50	1941		
29 Sunday			
G-BWHF Navajo	0842	G-BVJC Fokker 100	0931
G-UKTF Fokker 50	1029	EI-CJI Boeing 737	1111
G-BVJB Fokker 100	1229	G-BVEC ATR-42	1341
PH-SDR DHC 8	1436	G-JEAF Friendship	1453
G-UKTF Fokker 50	1519	EI-CJE Boeing 737	1535
G-GNTF SAAB 340	1630	EI-FKC Fokker 50	1736
G-JEAF Friendship	1832	EI-CJI Boeing 737	1938
G-UKTF Fokker 50	1955	PH-SDT DHC 8	2003
G-BVEC ATR-42	2030	G-GNTF SAAB 340	2114
G-BVJB Fokker 100	2126	G-JEAF Friendship	2133
G-BYAR Boeing 757	2335		
30 Monday			
EI-CJI Boeing 737	0810	G-BVJB Fokker 100	0918
G-BVMX Short 360	0939	G-JEAF Friendship	0948
G-UKTF Fokker 50	0951	G-BVTJ ATR-72	1010
PH-SDR DHC 8	1052	G-JEAF Friendship	1156
EI-FKA Fokker 50	1205	G-BVJB Fokker 100	1238
G-BYAR Boeing 757	1248	EC-GHD Boeing 737 300	1344
PH-SDI DHC 8	1441	G-JEAD Friendship	1452
G-UKTF Fokker 50	1459	G-GNTF SAAB 340	1514
G-BVTJ ATR-72	1626	EI-FKP Fokker 50	1741
G-JEAD Friendship	1837	EI-CJI Boeing 737	1856
G-BVMX Short 360	1902	G-UKTF Fokker 50	2004
PH-SDI DHC 8	2010	G-GNTC SAAB 340	2024
G-BVTJ ATR-72	2122	G-BIUV HS 748	2126
G-BVJB Fokker 100	2131	G-JEAD Friendship	2206
31 Tuesday			
G-ZAPD Short 360	0001	G-BVMX Short 360	0036
G-UKTF Fokker 50	1041	G-BVTJ ATR-72	1044
PH-SDT DHC 8	1054	G-GNTC SAAB 340	1503
G-UKTF Fokker 50	1510	G-ODIL JetRanger	1529
PH-SDP DHC 8	1942		

From & To

02) OE-FPA/Salzburg;N624TC/Carlisle;N425HS/Antwerp: 03) OE-FPA/Salzburg:
 04) VR-CJB/Biggin Hill;N27FP/F&T Antwerp: 06) F-GKIS/F & T Le Bourget;N797HG/
 Guernsey: 07) PH-TTA/Rotterdam;N6315X/Glasgow;XZ596/Leconfield: 11) 5B-CGS/
 Thisted;N420MA/F & T Prestwick(twice): 12) N27495/Biggin Hill;N797HG/Guernsey:
 13) F-GNAE/F & T Le Bourget: 16) N560WE/Jersey: 18) N321DH/Parnboro: 19) N190RM/
 Norwich;N560WE/Jersey;VR-CPR/Guernsey: 20) OY-CPW/Tirstrup: 22) N180GC/Heraklion
 23) N501CF/Birmingham: 24) N709EL/East Midlands;N146GA/Edinburgh;F-GMRD/Orleans:
 26) N146GA/Edinburgh: 27) N560WE/Bournemouth: 28) EI-BYE/Cork;ZG846/Belfast;
 N709EL/Dublin;N210MP/Compton Abbas:

Overshoots

02) XZ585/SRG129;ZF411/LOP06: 05) XX622/UAX92;G-BFVP;XX494/CWL68A;G-SHIV:
 11) G-OBLC: 12) XZ596/SRG128;XX491/CWL65: 13) xz346/LOP17: 16) XX498/CWL74;
 XX491/CWL72;XX498(again)/CWL73;ZF212/LOP70: 20) XX499/CWL71;XX494/CWL01;XX491/
 CWL71: 21) XX621/UAX92(twice): 22) XX714/UAX93(twice): 30) G-BAVZ:

LBA Movements review, December 1996

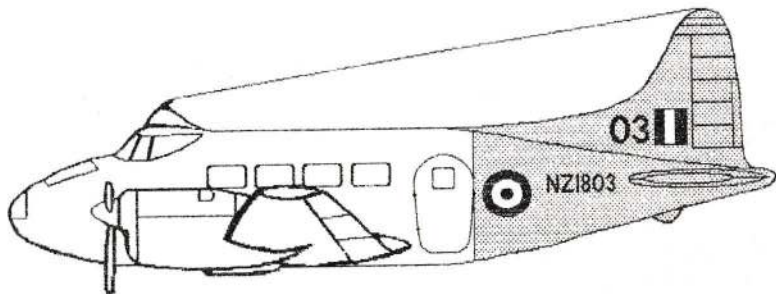
Not a lot in the foreign visitor line to end the year. Starting on the 1st with the Citation II OE-FPA using the callsign "Air Link 11" which was joined by the Cessna T303 N624TC from its base at Carlisle and the Cessna 425 N425HS arriving from Antwerp. OE-FPA was back on the 3rd with the same callsign. Two more Citations on the 4th were VR-CJB from Biggin Hill and N27FP from Antwerp. Falcon 20E F-GKIS arrived from Le Bourget on the 6th and on the same day PA-46 N797HG night stopped before returning to its base in Guernsey. Doing a shopping charter from and to Rotterdam on the 7th was the newly registered DHC 8 PH-TTA using the callsign "Schreiner 301-2", also visiting was the Glasgow based Cessna 421C N6315X.

The Cessna 340 5B-CGS arrived from Thisted in Denmark on the 11th whilst the Cessna 425 N420MA was using the callsign "Duke 01" on the same day. Navajo N27495 came from Biggin on the 12th and the PA-46 N797HG was back from Guernsey. From and to Le Bourget on the 13th was the Piaggio 180 Avanti F-GNAE using the callsign "Air Enterprise 3323". Another Jersey based aircraft is the Citation V N560WE which visited on the 16th, 19th and 27th.

The Farnboro based Pilatus PC XII N321DH made only one visit this month and this was on the 18th. Two more regulars making only one visit each were the King Air E90 N190RM and Cessna 421C VR-CPR both noted on the 19th. Citation OY-CPW on the 20th was "Danstrans 3161" when it arrived from Tirstrup and visiting on the 22nd from Heraklion was the Lear Jet 36 N180GC. Citation N501CF was booked in on the 23rd to Knightair when it arrived from Birmingham. Only two visits this month by the Beechjet N709EL, on the 24th and 28th.

Two visits also by the Glasgow based Cessna 425 N146GA on the 24th and 26th. Beech Baron F-GMRD arrived from Orleans on the 24th and ending the month on the 28th were the Navajo EI-BYE and Cessna 210 N210MP. On the military side we have been very quiet with just two to report this month. Sea King XZ596 diverted in as "SRG128" on the 7th and Islander ZG846 was "Army 349" when it came from Aldergrove on the 28th.

Twin Squirrel G-ECOS moved in on the 2nd and is now resident at Knight Air as is the LongRanger G-GFRY which is believed to have arrived on the 21st. News of the expected Sikorsky S-76 (N76TL) is that there is currently no room for it so they have been asked to delay moving it in. This lack of space is due to Knight Air being rather busy with maintenance on various aircraft.



Foreign visitors to the LBA in 1988

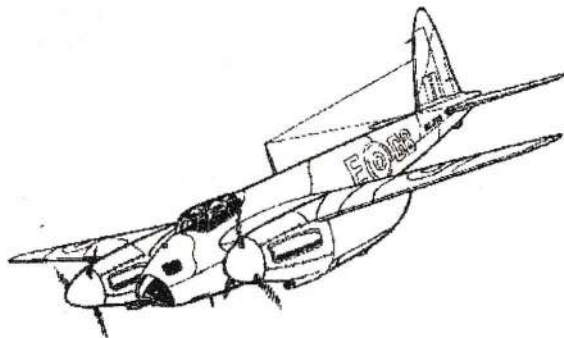
5B-CGS	Cessna	340A	0078	EC-GHE	DC9-83		49398
9H-ABE	Boeing	737 2Y5	23847	EC-238	Boeing	737 3M8	24376
9H-ABF	Boeing	737 2Y5	23848	EC-245	DC9-83		49398
9H-ABT	Boeing	737 3Y5	25615	EC-262	Boeing	737 3M8	25071
9H-ABP	Airbus	320 211	0112	EC-440	DC9-83		49708
9H-ABQ	Airbus	320 211	0293	EI-BIS	Robin R1180TD	Aiglon	268
A6-HEH	Gulfstream	III	356	EI-BYE	PA-31 Navajo	350	31-7305118
C-GPDO	Lear Jet	35A	35-168	EI-BYK	PA-23 Aztec	250	27-7305075
C-GTDC	Airbus	320 281	0496	EI-CDA	Boeing	737 548	24878
C-GTDE	Lear Jet	35	35-057	EI-CDB	Boeing	737 548	24919
C-GTSE	Boeing	757 23A	25488	EI-CDC	Boeing	737 548	24968
C-GTSE	Boeing	757 23A	25491	EI-CDF	Boeing	737 548	25737
C-GTSJ	Boeing	757 28A	24772	EI-CDH	Boeing	737 548	25739
C-GTSN	Boeing	757 28A	24543	EI-CDS	Boeing	737 548	26287
D-ALLT	DC9	82	49440	EI-CHJ	Cessna	FR172K	0611
D-AZUR	BAe	146 200	E.2060	EI-CJC	Boeing	737 204	22640
D-CAMM	King Air	350	FL-64	EI-CJD	Boeing	737 204	22966
D-CBEN	Cessna	560 Citation V	0282	EI-CJE	Boeing	737 204	22639
D-CBNA	Falcon	20C	63	EI-CJF	Boeing	737 204	22967
D-CEIS	Beechjet	400A	RK-10	EI-CJG	Boeing	737 204	22058
D-CFCF	Lear Jet	35A	35-413	EI-CJH	Boeing	737 204	22057
D-COOL	Lear Jet	55	55-052	EI-CJI	Boeing	737 2E7	22875
D-EFCH	PA-46	310P Malibu	46-8608037	EI-CKP	Boeing	737 2K2	22296
D-EHGT	F33A Bonanza		CE-1148	EI-CKQ	Boeing	737 2K2	22906
D-EHTM	Cessna	172P	76212	EI-CKR	Boeing	737 2K2	22025
D-EOAL	B36TC Bonanza		EA-301	EI-CKS	Boeing	737 2T5	22023
D-GASK	PA-34 Seneca II		34-7970117	EI-CLG	BAe	146 300	E.3131
D-IAAC	Cessna	441	0073	EI-CLH	BAe	146 300	E.3146
D-ICOA	King Air	200	BB-1065	EI-CLJ	BAe	146 300	E.3155
D-IHAP	King Air	B200	BB-1202	EI-CLO	Boeing	737 2C9	21444
D-IKRP	Cessna	421C	0274	EI-CMY	BAe	146 200	E.2039
D-INWG	Cessna	425	0039	EI-CNB	BAe	146 200	E.2046
D-ISCH	Cessna	525 Citationjet	0040	EI-CRI	King Air	350	FL-66
D-IXXH	Cessna	421C	0879	EI-ETC	Aeronca	15AC Sedan	15AC-429
EC-CBA	Boeing	727 255	20595	EI-FKA	Fokker	50	20118
EC-DGE	DC9-34		48106	EI-FKB	Fokker	50	20119
EC-DLF	Airbus	300B4-120	133	EI-FKC	Fokker	50	20177
EC-DNQ	Airbus	300B4-120	156	EI-FKD	Fokker	50	20181
EC-FEF	Boeing	757 236	24794	EI-FKE	Fokker	50	20208
EC-FFK	Boeing	757 236	24122	EI-FKF	Fokker	50	20209
EC-FIG	DC9-88		53195	EI-JTC	PA-31 350 Navajo		31-7852143
EC-FJR	Boeing	737 3Y0	24462	EI-TLB	Airbus	300B4 103	012
EC-FJZ	Boeing	737 3Y0	23923	F-BSIM	HS 125-3B		25130
EC-FKD	Airbus	320 211	264	F-BUQP	SN.601 Corvette		4
EC-PKH	Airbus	320-211	246	F-BXSN	King Air E90		LW-175
EC-PKI	Boeing	737 375	23707	F-GCVM	SE 210 Caravelle 12		270
EC-PKJ	Boeing	737 3Y0	23749	F-GDUS	Fokker F-28 Fellowship		11053
EC-PND	DC9-88		53305	F-GEKP	Robin DR400/160		1741
EC-FOF	DC9-88		53307	F-GFAA	King Air 200C		BL-16
EC-FOZ	DC9-88		53308	F-GFKF	Airbus 320-111		0020
EC-FPJ	DC9-88		53310	F-GFPV	Falcon 10		68
EC-FTL	Boeing	757 236	22176	F-GPPV	PA-31T Cheyenne II	31T-7820006	
EC-FTS	DC9-83		49621	F-GGBV	SAAB 340A		086
EC-FTU	DC9-83		49672	F-GGLA	King Air 200		BB-744
EC-FUT	Boeing	737 3Q8	26293	F-GGLG	SA-227AT Merlin IV		AT-493
EC-FVR	DC9-83		49574	F-GGPR	King Air 200		BB-681
EC-FXA	DC9-83		49938	F-GGPT	King Air 200		BB-436
EC-FXP	Boeing	737 4Y0	24706	F-GGRH	Falcon 900		5
EC-FXQ	Boeing	737 4Y0	24707	F-GHER	Falcon 10		88
EC-FXU	Boeing	757 256	26240	F-GHOC	King Air 200		BB-406
EC-FXY	DC9-83		49627	F-GHPB	Falcon 10		215
EC-FYF	Boeing	737 3Q8	26301	F-GHPI	ATR-42 300		214
EC-FZC	DC9-83		49790	F-GHSI	Beech 1900C-1		UC-173
EC-FZZ	Boeing	737 4Y0	24686	F-GIFK	King Air F90		LA-62
EC-GAT	DC9-83		49709	F-GIJB	King Air 200		BB-113
EC-GAZ	Boeing	737 4Y0	24906	F-GILM	SN.601 Corvette		32
EC-GBA	DC9-83		49626	F-GILO	King Air 200		BB-658
EC-GBN	Boeing	737 4Y0	24912	F-GILV	Cessna 340A		1520
EC-GBU	Boeing	737 36E	26317	F-GJBA	Mooney M20J		24-3132
EC-GBX	Boeing	757 236	25597	F-GJCD	King Air 300		FA-7
EC-GCA	Boeing	757 236	22185	F-GGJJ	PA-34 Seneca III	34-8133001	
EC-GCB	Boeing	757 236	23227	F-GJJJ	King Air A100		B-196
EC-GCM	Boeing	727 256	20606	F-GJLF	Mooney M20M TLS		27-0068
EC-GGV	DC9-83		49791	F-GJPN	SA-227AC Metro III		AC-757B
EC-GHD	Boeing	737 3MB	25071	F-GJXX	Cessna 560 Citation V		0070

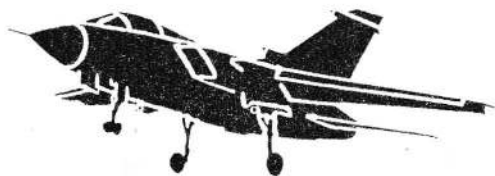
F-GKGL	Cessna 560 Citation V	0058	N414FZ	Cessna 414	0175
F-GKHL	Cessna 560 Citation V	0059	N420MA	Cessna 425	0116
F-GKID	Cessna 500 Citation	0319	N421DD	Cessna 421C	1064
F-GKII	King Air 200	BB-515	N421GQ	Cessna 421C	1411
F-GKIS	Falcon 20	307	N425HS	Cessna 425	
F-GKNC	ATR-42 300	230	N451GA	Gulfstream IV	1221
F-GLNI	BAe 146 200QC	E.2188	N501AT	Cessna 500 Citation	0208
F-GLNL	Falcon 20C	94	N501CF	Cessna 500 Citation	0128
F-GLPE	SA-227AC Metro III	AC-432B	N532KG	Cessna 340A	0114
F-GMCF	PA-28 181 Archer II	28-9290155	N541JA	Beech 60 Duke	P.163
F-GMMP	BAe 146 200QC	E.2176	N560WE	Cessna 560 Citation V	0100
F-GMPR	Falcon 2000	18	N584CA	Rockwell 114B	14584
F-GMPT	Partenavia P-68B	62	N624TC	Cessna T303	0130
F-GMRD	Beech 58 Baron	TH-1459	N709EL	Beechjet 400A	RK-52
F-GMVJ	BAe Jetstream 3206	976	N730CE	King Air 200	BB-452
F-GNAE	Piaggio P.180 Avanti	1020	N735CX	Cessna 182Q	65329
F-GOAL	Falcon 50	131	N777MW	Gulfstream III	485
F-GOMA	BAe 146 200QC	E.2211	N797HG	PA-46 301P Malibu	46-8408064
F-GOJT	Falcon 200	501	N799SC	Lear Jet 60	60-067
F-GPAK	Gulfstream IV	1061	N809SW	PA-31T Cheyenne II	31T-8020080
F-GPKZ	PA-46 301P Malibu	4608108	N816RL	King Air E90	LW-187
F-GRSA	Boeing 737 33A	25011	N831SR	PA-34 Seneca 2	34-7770416
F-GTOM	Boeing 747SP 44	21253	N836TP	Beech A36 Bonanza	B-2124
F-ODLX	DC-10 30	46872	N861CE	BAe 125 800A	258006
F-OKSI	Falcon 50	241	N862CE	Gulfstream II	109
HB-CDS	Cessna F172M	1153	N900SJ	Falcon 900	19
HB-FOE	Pilatus PC-XII	102	N917W	Gulfstream IV	1158
HB-GJA	King Air C90	LJ-992	N935SH	Gulfstream IV SP	1223
HB-IAD	Falcon 900	9	N1040	Gulfstream IV SP	1206
HB-IZG	SAAB 2000	010	N1224S	Cessna 425	0211
HB-VGP	Cessna 550 Citation II	0189	N1351H	PA-32 Cherokee Six	32-7740034
HB-VIA	Mitsubishi MU300	A087SA	N1565B	Beechjet 400	RJ-65
HB-VIF	Lear Jet 36A	057	N2000M	Cessna 560 Citation V	0146
HB-VKW	BAe 125 800A	258246	N2017A	American Blimp A60+	003
HB-VLN	Beechjet 400A	RK-94	N2657N	Cessna 421C	0811
I-KWYJ	Cessna 501 Citation	0040	N2706X	Cessna 335	0018
LX-YKH	Cessna 500 Citation	086	N6315X	Cessna 421C	1003
LY-ASC	YAK 52		N6834L	Cessna T310R	2137
LZ-BTG	Tupolev TU154A	091	N7223B	Beech 58P Baron	TJ-470
LZ-BTN	Tupolev TU154M	832	N8100E	Falcon 900	340
LZ-MIG	Tupolev TU154M	822	N8300E	Falcon 50	33
LZ-MIK	Tupolev TU154M	844	N8816Y	PA-30 Twin Comanche	160 30-1974
LZ-MIL	Tupolev TU154M	845	N25120	PA-46 310P Malibu	46-8508097
LZ-MIS	Tupolev TU154M	863	N27495	PA-31 Navajo	31-7812041
N2CL	PA-28R 201T Arrow	28R-8131054	N56462	Maule M-6 235 Rocket	7409C
N3CX	Sukorsky S-76B	760342	N80302	PA-34 Seneca 220T	34-8233055
N4NM	Agusta A109C	7672	OE-AHO	HOAC DV-20 Katana	20138
N5NN	Cessna 421C	0446	OE-FAY	King Air 200	BB-224
N11AB	Cessna 551 Citation II	0117	OE-FMS	Cessna 501 Citation	0239
N16NK	Gulfstream III	354	OE-FPA	Cessna 551 Citation II	0552
N25UD	Falcon 50	248	OE-FSA	Cessna 340A	1231
N26ET	AS.355 Twin Squirrel	5455	OE-GAA	Cessna 560 Citation V	0111
N27FP	Cessna 550 Citation II	0027	OE-GIL	Cessna 550 Citation II	0060
N30XX	Cessna 550 Citation II	0182	OE-9493	HK-36R Super Dimona	36393
N37LA	Cessna 501 Citation	0080	OO-DTF	EMB 120ER Brasilia	120082
N46WB	Cessna 560 Citation V	0320	OO-DTG	EMB 120ER Brasilia	120087
N48FU	CL601-3A Challenger	5021	OO-DTH	EMB 120RT Brasilia	120104
N60UK	Lear Jet 60	60-004	OO-DTI	EMB 120ER Brasilia	120121
N70EW	Falcon 900	25	OO-DTJ	EMB 120ER Brasilia	120123
N80AT	Gulfstream IV	1151	OO-DTL	EMB 120RT Brasilia	120176
N80CP	PA-31T Cheyenne II	31T-7920040	OO-DTN	EMB 120RT Brasilia	120235
N86Y	King Air 200	BB-302	OO-DTO	EMB 120RT Brasilia	120253
N89XL	IAI 1123 Westwind	171	OO-EDA	BAe Jetstream 31	838
N99MX	Maule MX-7 180	11096C	OO-FVR	AgBell 206B JetRanger	8590
N146GA	Cessna 425	0074	OO-IBI	Cessna 500 Citation	0238
N160GC	Lear Jet 36A	36A-030	OO-JOT	DC-10 30	46850
N161EU	Falcon 20F-5	485	OO-LTL	Boeing 737 3L8	25041
N180GC	Lear Jet 36	36-004	OO-LTU	Boeing 737 33A	27455
N190RM	King Air E90	LW-1	OO-MTD	EMB 120RT Brasilia	120213
N202MC	Mitsubishi MU-2P	369SA	OO-SDR	Boeing 737 229C	21738
N210MP	Cessna T210N	63193	OO-SXD	EMB 121 Xingu	121043
N321DH	Pilatus PC-XII	116	OY-APA	Boeing 737 5L9	28083
N340SC	Cessna 340	0363	OY-ATZ	Mitsubishi MU-2B 35	626
N347GS	Lear Jet 60	60-026	OY-AZU	Robin DR400/180	1144
N399JF	Cessna 182P	60835	OY-BEB	King Air C90	LJ-971

OY-BJO	PA-28RT Turbo Arrow	28R-7931051	PH-MEX	Cessna 650 Citation VI	0217
OY-BPM	SA-226T Merlin IIIB	T-410	PH-PME	SOCATA TB-10 Tobago	188
OY-BSF	PA-34 Seneca	34-7350073	PH-PTE	PA-31 350 Navajo	31-8052116
OY-CCG	Cessna 650 Citation III	0003	PH-RAZ	SA-226TC Metro II	TC-252
OY-CCJ	Lear Jet 35A	35A-468	PH-SDI	DHC-8 311	216
OY-CEV	Cessna 500 Citation	0329	PH-SDM	DHC-8 311	298
OY-CLC	BAe Jetstream 31	604	PH-SDP	DHC-8 311	300
OY-CNG	Airbus 320 231	0169	PH-SDR	DHC-8 311	283
OY-CPW	Cessna 501 Citation	0120	PH-SDT	DHC-8 311	276
OY-CRE	Mooney M20K	25-0209	PH-SDU	DHC-8 311	232
OY-CTR	PA-31 310 Navajo C	31-8012066	PH-TTA	DHC-8 102A	237
OY-CVX	Cessna 550 Citation II	0440	PH-XPI	PA-31 350	31-7752187
OY-DVG	PA-32 Cherokee Six	32-455	PH-YES	Cessna P210N	0085
OY-EBA	Fairchild FH-227B	529	RA-44470	YAK 18T	18-33
OY-EGU	Cessna F172H	0396	SE-DDY	Cessna 550 Citation II	0115
OY-FFC	Cessna 500 Citation	0397	SE-DRA	BAe 146 200	E.2115
OY-IDB	PA-28 236 Dakota	28-8011043	SE-DRB	BAe 146 200	E.2057
OY-JEY	Cessna 500 Citation	0405	SE-DRJ	BAe 146 200	E.2058
OY-JRO	King Air B90	LJ-327	SE-DRV	BAe 125 800B	258079
OY-JRP	Beech 1900C	UB-56	SE-DSA	Falcon 20F-5	339
OY-JRS	Beech 1900C	UB-72	SE-GDB	PA-28 Challenger	28-7305304
OY-MAU	Boeing 737 2L9	27025	SE-IBD	Cessna F172N	1695
OY-MEI	PA-28 181 Archer III	2843036	SE-KEE	Beech 36TC Bonanza	EA-484
OY-NPB	SA 227AC Metro III	AC-420	S5-AAB	Airbus 320 231	0113
OY-SBR	SN 601 Corvette	23	TF-ABM	L-1011 Tri-star	1072
OY-SBT	SN 601 Corvette	33	VR-BLK	Gulfstream 840	11672
OY-SRD	Fokker F-27 500	10637	VR-BNZ	Gulfstream III	452
PH-AST	PA-31 350 Navajo	31-7752046	VR-BOO	DC9 87	49778
PH-BNK	Beech F33C Bonanza	CJ-140	VR-CAU	Boeing 757 2J4	25220
PH-BSX	Cessna F177RG	0095	VR-CBM	Cessna 550 Citation II	0729
PH-BYA	Beech 58 Baron	TH-1609	VR-CCT	King Air C90	LJ-1028
PH-BYB	Beech 58 Baron	TH-1613	VR-CCV	Cessna 560 Citation V	0320
PH-CFE	Fokker 100	11327	VR-CDM	Cessna 501 Citation	0084
PH-CFF	Fokker 100	11328	VR-CJB	Cessna 501 Citation	0155
PH-DMO	Fokker 50	20103	VR-CJR	Cessna 550 Citation II	0354
PH-DZI	Cessna P210N	00621	VR-CMO	Cessna 500 Citation	0070
PH-ECO	PA-31 Navajo 350	31-8052174	VR-CPR	Cessna 421C	0837
PH-EEF	PA-31 35 Navajo	31-7552017	VR-CTE	Cessna 550 Citation II	0716
PH-FVB	EMB 110 P2 Bandeirante	110199	YL-BAB	Boeing 737 236	22032
PH-FWM	MU-2B 60 Marquise	1548SA	YR-BCK	BAC 1-11 525FT	254
PH-IDA	PA-31 350 Navajo	31-7852160	YR-BRE	ROMBAC 1-11 561RC	405
PH-ILR	Falcon 50	15	YR-JBA	BAC 1-11 528FL	234

Notes on the 1996 total of foreign visitors

This years total of foreign registrations handled at the LBA is 384 which is the highest number we have ever had. This can be attributed in no small measure to the influx of airliners for the European Football in the early summer. Another plus was the start of services by Ryan Air with their extensive fleet of Boeing 737's and we must not forget Sabena changing from Delta's Brasilias to the dash eights of Schreiner. Many of the listed aircraft although being registered in a foreign country are in fact UK based for tax or other purposes, for instance most of the Cayman Island registrations will never see that country. There are some 26 countries represented above covering much of Europe but this year we did not manage to get a representative from Norway (LN-) which is surprsing. Without the football charters 1997 will not reach the large total of 1996 - or will it ??





Military Matters

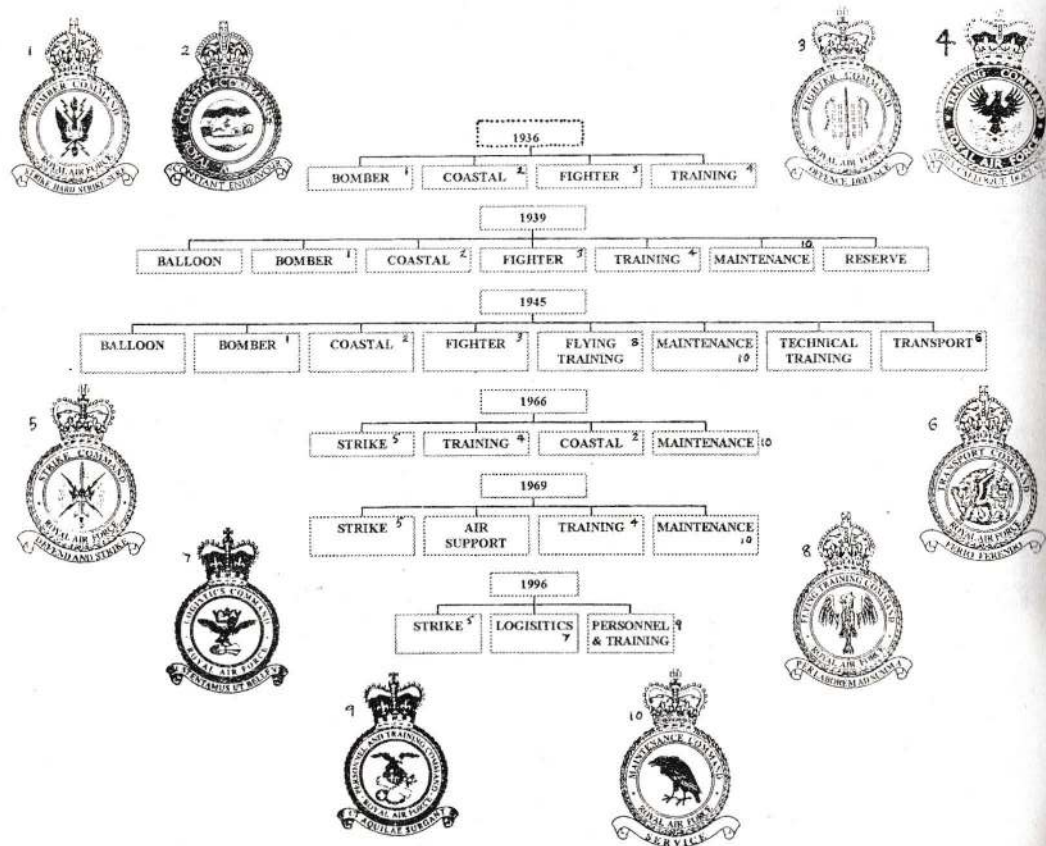
Eric Martin.



RAF COMMANDS 1936-39-45-66-69-96

In July 1936 the RAF introduced a new operational structure which became the pattern for the future - Commands. The four Home Commands which were established at that time survived until the 1960s: Bomber, Coastal, Fighter, Training. A separate structure existed for Overseas Commands.

To outline fully the development of the Command structure would be unduly cumbersome. I have, therefore, highlighted the structure in the six 'snapshot' years which form the title of these notes.

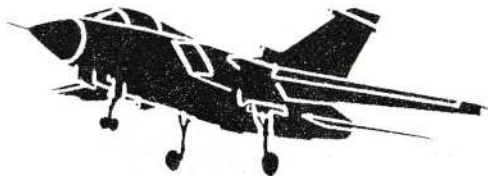


Other Commands which have existed include Home, Army Co-operation, Ferry, Support and Signals.

Credits: RAF Museum Guide [Hendon]
 Congdon, P (1987) Per Ardua Ad Astra
 Delve, K (1994) The Source Book of the RAF

Military News

Eric Martin.



IS IT MILITARY?

The inclusion of information about the International Fire Training Centre under the heading 'Military Aviation' has been queried. I am happy to confirm that aviation fire fighting, albeit civilian-based, is included under this heading, as are air ambulance services and police aviation. I am hoping to include information about the latter two services in imminent issues, when I have completed the research.

My apologies that the reports of the three military aviation visits in the last issue were severely abbreviated. This was primarily due to the fact that I had a spell in hospital in November. If you wish to have precise information about the aircraft seen on these visits, Paul will supply details for a modest fee!

AIR COMMODORE CYNTHIA TOPS THEM ALL

Following my notes about Flight Lieutenant Helen Gardner, Flight Lieutenant Sarah Heycock and Lieutenant Jenny Firth in the December issue, comes news of the appointment of Air Commodore Cynthia Fowler as Director of Recruiting & Selection and Initial Officer Training. In the best traditions of the RAF, laid down by Lord Trenchard, Air Commodore Fowler achieved air rank after entering the service as an airwoman, although despite his brilliant foresight, Trenchard could never have envisaged a female reaching air rank. Heartiest congratulations to Air Commodore Fowler on achieving her new post, which follows appointments as an adjutant at an Operational Conversion Unit, as a Station Commander and a staff appointment at Personnel and Training Command. Incidentally, there have been 'moans' from some RAF male officers about the publicity given to Flight Lieutenants Gardner and Heycock: they argue that they are merely carrying out the kind of duty which males have been carrying out for years without special mention. How chauvinistic can you get?

INITIAL OFFICER TRAINING ON VIEW

Hope you managed to catch some of the four TV-clips presented on "Look North" before Christmas. It was presented unannounced, which did not help a prepared and studied viewing. I have written to the editor of "Look North" suggesting that the material might be broadcast as a single continuous programme on "Close Up North".

Initial Officer Training 'converts' potential pilots, navigators, chaplains, medical officers and others into officers. The course is carried out at the RAF College, Cranwell.

WHAT'S IT LIKE TO BE A RED ARROW?

In a recent lecture to business managers, Squadron Leader Les Garside-Beattie described flying with the Red Arrows: "Imagine driving down the outside lane of the motorway with eight other cars, all travelling at 200 miles an hour, bumper to bumper, knowing that no one would do anything silly, each relying on the others to do their job".

A note in the journal of the Institute of Personnel and Development (*) comments that the example of the Red Arrows is contributing to management theory on teamwork, particularly the process and dynamics of high performance teams.

Credits: RAF News, *People Management, BBC North, AirForces Monthly.

Please send any information for inclusion on this page to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB. (Tel: 01274-873336)

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

The new year period certainly brought about some drama for two of Leeds/Bradford's flights. On New Years Eve, the Morning Euro-Manx, Jetstream flight to Aberdeen turned back with engine problems. To make matters worse once the aircraft was established on the I.L.S. it had a glideslope failure and had to overshoot. Fortunately the visibility and cloudbase were good enough to enable the crew to perform a visual "teardrop" circuit onto Runway 14.

Then on New Years day the evening British Midland, SAAB 340 Paris flight was returning from Paris to Leeds, when it too had engine problems and had to make a precautionary landing at Gatwick on one engine.

Concorde is provisionally scheduled to visit LBA over the following dates this year. April 19/20, June 27/28, August 16/17 and November 1/2.

Ryanair have brought some colour to the airport over the last few weeks. One Boeing 737 has visited in a new Jaguar car colour scheme of Green and Silver with a Jaguar on the tail. On Monday 23rd December, Boeing 737, EI-CJE visited complete with smiling face, Santa's hat and lots of balloons and toys painted on the side with the logo "Happy Christmas" - very seasonal, especially as I watched it depart in the middle of a snow blizzard!

AIRPORT NEWS

Amsterdam has a limit of 44 million passengers a year. Once this figure is reached environmental pressures will prevent any further expansion. Because of this the Dutch Government has reviewed the possibility of building a new airport on one of three sites. All the potential sites would be on reclaimed land. The three sites under consideration are at IJsselmeer, Rotterdam and actually in the North Sea. If the new airport gets a go-ahead it will be required between 2005 and 2010.

Newcastle has announced it is planning a £26 million facelift. Planning permission is been sought for a new extension to the existing terminal.

Sheffield City Airport had its first movement in December. However before you all rush off down the M1 it was only a Piper Seneca. The Airport is now advertising for staff to "help set up this new and exciting development". No firm opening date has yet been announced, but from the television report on the arrival of the first movement all taxiways and the runway appear to be complete. Sheffield was the largest European City without its own Airport.

AIRLINE NEWS

Air Atlantique has had its contract for Marine Pollution Control renewed for a further five years. The contract calls for four DC-3's and two DC-6's. The DC-6's will retain their cargo capability but will be converted to allow palletised spray equipment to be installed. The companies Cessna 404's will continue to fly pollution patrols.

Air Portugal has placed an order for 18 A.319's to replace Boeing 737-200 and 300's.

Airworld are to lease in two A.321's for the summer 1997 season. The airline is owned by tour operator Sunworld.

Air 2000 has announced it is to change its colour scheme to reflect that of its parent group, First Choice Holidays. The cost of repainting the aircraft will be limited to £650,000 by only repainting in coincidence with aircraft maintenance schedules. I must say this approach makes much more sense than the millions spent by some airlines on new liveries, with justification being given by such bull as to "enhance the image" and "Create customer loyalty"

American Airlines and **Federal Express** have come to an agreement where Fed-Ex will obtain at least 14 of American's DC-10's. In exchange FedEx will supply American with hushkits for up to 81 Boeing 727's. The DC-10's are currently in storage at Amarillo in Texas. FedEx will convert the aircraft into freight configuration and long term convert them to MD-10 standard. (Install two man crew MD-11 type cockpit instrumentation).

British Airways have announced it will place an order by mid 1997 for up to 28 regional type aircraft to replace 18 Boeing 737-200's and 10 A.T.P.'s. Deliveries would expect to commence in mid-1998.

Centennial Airlines The Spanish charter airline ceased operations and filed for bankruptcy on 25th October. The airline operated five MD-83's leased from GPA.

Continental are the latest U.S. Carrier to apply to operate services from Heathrow. Plans call for services to Cleveland, Newark and Houston. The carrier is claiming it would still continue Newark and Houston flights into Gatwick if approval to use Heathrow was given.

Jersey European have received a further two BAe 146's Both examples are Series 100's and will be painted in Air France colours as part of the carriers franchise agreement. One of the examples was formally in service with Malmo Aviation as SE-DRH, which of course visited LBA in connection with Euro '96.

AIRCRAFT NEWS

Boeing has announced an order from American Airlines for 103 airliners, a mixture of Boeing 737's, 757's, 767's and 777's. However Boeing has also given details of an arrangement where American Airlines will buy a further 527 aircraft over the next 20 years. The agreement means that the price of the aircraft is set and allocations have already been made in Boeings production line. American Airlines is restricted to buying only Boeing equipment until the year 2018. Lead time will be about 15 months which is a lot faster than the Boeing "norm" of 24 to 36 months.

The Tupolev Tu-144 (or "Concorski" as it became known as in the mid '70's) has taken to the skies again. Tu-144 RA-77114 flew on the 29th November from Zhukovsky flight test centre as part of a joint Russian/U.S. high speed research programme. The aircraft is one of 17 Tu-144's built and had been in storage for over 10 years.

OTHER NEWS

The loss of the Dutch Dakota Associations DC-3, PH-DDA has been blamed on an engine oil leak. The pilot was unable to feather the propeller of the failing engine and lost control. The aircraft was carrying a party of 26 passengers and six crew. There were no survivors. The Dutch Government has questioned the further operation of vintage aircraft in the Netherlands.

The increase announcement by the Government in the last budget that airport departure tax is to double has angered airlines, who claim the U.K. now has the highest rates in Europe. The tax is now equivalent of \$16 for flights in Europe and \$32 for international flights. Norway's is the next highest with tax been set at \$22, followed by Belgium at \$17. The European average is \$10.

British Airways is claiming in the financial year 1995/6 it collected £94 million in tax, and that was before the tax doubled. The airline claims that the high price is affecting Traffic.

The Guild of Air Traffic Control Officers, is among those pushing for the tax to be used to fund investment in Air Traffic infrastructure.

Airlines may be made to fit easier to open emergency exits. The current exits which have to be pulled inward, swivelled and then thrown out through the exit are awkward and cumbersome for an untrained member of the public to use. Cabin Staff are suppose to ensure that people sitting by the exits are strong enough to cope with them in emergency. Concern over exits has been a 10 year issue, since the Manchester disaster, when during the evacuation of the British Airtours Boeing 737 an overwing exit fell back under its own weight and trapped a passenger.

CREDITS Pete Gibson, Harry Morrow, Peter Smith, Aircraft Illustrated, Financial Times, Telegraph and Argus, Travel Weekly, T.T.G.,

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.

AIR LIBERTE the troubled French airline that will celebrate its tenth birthday in July, looks to have been rescued after suffering a final loss of funds last September. The shareholders included Banque Rivaud, Banque Indosuez, Club Mediterranee plus ILFC, -the receivers being called in when 15% of the shareholders refused to inject further cash. October saw the return of the leased A300/310 aircraft and a suspension of some 30% of the routes. British Airways will take a 68% stake investing Fr440m, whilst Banque Rivaud claim another 28% from Fr190m. Although they were the two winning bidders last November, they had to wait until the new year for a French tribunal to rubber stamp the go-ahead. Plans already in place will guarantee over 1,200 jobs with the Paris Orly based operator and keep the fleet of 13 aircraft that include 3 DC10-30's, 7 MD83's and 3 Boeing 737's. The new chairman may be of no surprise as he is head of TAT European Airways.

TAM based in Sao Paulo Brazil are planning to extend their routes to neighbouring country's, plus the States and Europe with the formation of TRANSPORTES AEREOS MERIDONAES In 1976 the Integrated System of Regional Air Transportation allocated TAM one of the five regions of Brazil to commence its operations, since then the airline has collected no less than 22 Fokker 100's, 12 variants of the F27/F50 and 22 Cessna Caravan's. Three quarters of its set-up is currently geared to operating shuttle type services with a main base in Sao Paulo, but 20 % of its staff are engineers who service all its fleet under the name TAM Linhas Aereas. This new arm of the TAM group is expected to open international competition with TRANSBASIL, VARIG and VASP, who all oppose it on the Sao Paulo Congohas(downtown) to Rio route.

ACCIDENT figures for last year have not made good reading for the aviation industry with unwanted records emerging from recently published reports. Fifty seven fatal accidents amassed a loss of 1,840 souls which includes passenger traffic, freight and those unlucky enough to be 'in the way' on the ground. Analysis of the details compared to 1995, the previous worst year, taking into account the increase in traffic, does however indicate that the deaths did not increase 'pro-rata' therefore reducing the already small risk to each passenger!! A notably large amount of fatalities on the ground came in January last year when 300 out of the total of 364 occurred as the SCIBE AIRLIFT An- 32 Freighter aborted its take-off at Kinshasa, Zaire and careered on into a busy marketplace. In October a MILLON AIR Boeing 707 suffered

serious engine problems after taking off from Manta in Ecuador, then coming down in a residential area killing 30 and injuring a further 60. Incidents involving these non-passenger services have caused concern and account for over 1/3 of the fatal airliner accidents last year and the loss of over 150 aircrew. Of the 57 fatal accidents 20 were non-passenger and 23 of a Commuter/regional type service, perhaps not surprisingly -45 involved airlines from developing and 'third world' countries.

AIRLINER ORDERS were above the 1,000 figure last year, which was the best recorded since the late 1980's. Boeing topped the league with proceeding orders for 559 aircraft of which the most popular were the latest 737 variants = 6/7/800 series (297 orders). In second spot with the Seattle giant were 'triple seven's' with 88 orders, topped-up in December with ASIANA's need for 15. The net orders for Airbus Industrie came to 301 with the A320 (126 orders) being by far their best seller, next came the A319 and 57 orders. McDonnell Douglas received 38 net orders which include MD80's (17), MD90's (12) and MD11's (9).

IN BRIEF.... January 10 saw the first ever flights of Palestinian Airways when 2 Fokker 50 aircraft departed on the two hour flight from Port Said in Egypt to Saudi Arabia with pilgrims Another airline operating a fleet of the same machines - AIR NOSTRUM will from this month (Feb) operate under IBERIA flight codes and eventually with the National flag carriers paint scheme. The Valencia based outfit are planning to add Canadair or EMB145 equipment to its 12 F50's later this year and in the more recent future a further 6 F50's from LUFTHANSA CITYLINE JASON AIR are a new airline for B 707 aficionados if you are anywhere near the sleepy location of Ostend airport in the future, registered in Ghana 9G-JNR is the former AMED AIR of Nigeria example UZBEKISTAN AIRWAYS should now have Boeing 767's on its London to Tashkent route, the first of two -300 series models replacing the Airbus A310 Norwegian WIDEROE who already reach Scotland from its home base should commence a new route in May when it links Oslo with the Shetland Isles Belgian operator VLM are expected to take on the flag carriers route from Antwerp to London City as a franchise agreement AIR FRANCE have ordered 5 more Airbus A340's and changed the mixed order of 15 Boeing 757/767's to ten B777's BA partner TAT European Airlines now serve Nantes, Perpignan and Toulon from Paris Orly with F100 jets whilst another partner - MAERSK now fly 6 days per week from Birmingham to Berlin and GB AIRWAYS will take on services from London to Faro, Malaga and Oporto this spring FOKKER should announce this month which engine it will use to re-fit the targeted 160- F28's that are in use and would benefit from various upgrades DEUTSCHE BA could move all its SAAB fleet to REGIONAL AIRLINES in France and set up a subsidiary under the BA title!! SWISS WORLD AIRLINE NETWORK may be the title for a new Geneva based 767 operator AIR ATLANTA Tristar=TF-ABM was moved from MAN to Bruntingthorpe museum 2.11.96. ... VENUS AIRLINES of Greece returned 727/200's= CAO/AR to SAFAIR last October and they could end up with LAC Canarias.

Credits: Laurie Coldbeck, , T.A.S., T.T.G. Flight International.

MEETING - 5 JANUARY 1997

After the usual notices and seasonal greetings our Chairman introduced the speakers for the afternoon from the Swordfish Heritage Trust.

As you will know from the publicity in September when W5856 was named "The City of Leeds" the essential fund raising to keep these aircraft flying is quite a task and "every little helps".

We started with a few words from Bill Brand, a local worker for the Trust, who then handed over to Ben Pearce who flew many hours in Swordfish. Whatever you think of the aircraft in these contrasting days of sleek shapes, history has proved that certain aircraft were survivors. Just like ourselves really some are tougher than others.

Ben outlined the amazing story of how an 'old fashioned' biplane of the '30s survived all the savages of war with great distinction. His description of those times only modestly glossed over the hardships of those who flew the missions from land or sea in all conditions, but we must have every regard for the way the crews stuck to their tasks. Imagine being exposed in an open cockpit for many hours at 90 or 100 mph in all weathers!

Swordfish were built locally (nearly 2,000 assembled at Sherburn from parts manufactured in motor garages, joiners shops etc) and we should feel a strong affinity with them. This was an amazing story. A 1933 biplane should have been obsolete by 1939 but at the end of the war there were still 26 squadrons and they flew in all theatres of war.

Our speaker took us through Malta, North Africa, Albania operations and described how one crew's 'single handed' capture of Lampadusa made a story for history. The well known Taranto raid when the Italian fleet was virtually destroyed. The Bismark operation - attacks were made at low speed and altitude and it was later learned that the anti-aircraft armament had been calibrated for higher and faster aircraft!

The Swordfish eventually sunk a greater tonnage of shipping than any other single design and no fully adequate replacement for the 'stringbag' came into service.

Ben's wife read a moving poem dedicated to the aircraft and crews. This was followed by a video telling the full story.

A collection was made. We have since had a letter of grateful thanks from the Trust and an appreciation of the welcome afforded Ben and Bill and their wives.

Should you wish to take a part in the preservation of the aircraft of RN Historic flight - surely no enthusiast wants to see them disappear from our airshow scene - your contribution by membership of the Trust and/or by fund raising is welcomed and invited

Helpline 01403 753736 - Annual subscription £15 - or Deed of Covenant for a sum of your choice where the charity claims tax refund.

Swordfish Appeal Office, The Granary, Fritchfold Farm, Loxwood, West Sussex, RH14 0RH.

GEOFF LEE

LEEDS BRADFORD INTERNATIONAL AIRPORT

HOLIDAY FLIGHTS - SUMMER 1997

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
Monday									
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
Tuesday									
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	06/05-07/10	GS
1255	PMI	AMM1445	757-200	Y233	1355	PMI	AMM1444	06/05-28/10	FC
1820	TFS	AIH374	A320	Y180	1920	TFS	AIH373	06/05-28/10	AT/SW/CS
2120	ALC	BY506B	757-200	Y235	2255	TFS	BY268A	2-Wkly 06/05-21/10	TH
2120	ALC	BY506B	757-200	Y235	2255	CFU	BY331A	2-Wkly 13/05-28/10	TH
Wednesday									
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
Thursday									
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
Friday									
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
Saturday									
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
0705	VAR	VIM	TU154	Y151	0805	VAR	VIM	24/05-04/10	BK
-	-	-	ATR42	Y50	1130	JER	FD624	17/05-28/09	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
1640	PMI	VIV	737-300	Y148	1730	PMI	VIV	03/05-25/10	SW/FC/CS
1815	JER	FD625	ATR42	Y50	-	-	-	17/05-28/09	CT
1835	PMI	SPP	MD83	Y170	1935	PMI	SPP	03/05-25/10	AT
2105	PMI	AIH362	A320	Y180	2220	LPA	AIH363	03/05-25/10	AT
Sunday									
0315	GRO	BY034B	757-200	Y235	0645	AGP	BY217A	04/05-26/10	TH
0730	BOJ	VIM	TU154	Y151	0825	BOJ	VIM	25/05-05/10	BK
0750	LPA	AIH364	A320	Y180	0905	AGP	AIH365	04/05-26/10	AT/FC/SW/CS
0855	AGP	AEA	737-300	Y144	0945	AGP	AEA	04/05-26/10	AV
1325	AGP	BY217B	757-200	Y235	1445	PMI	BY077A	04/05-26/10	TH
1330	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
 BOJ - Bourgas
 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
 SFB - Orlando Sanford
 SKG - Thessaloniki
 TFS - Tenerife
 VAR - Varna
 YYZ - Toronto

Airline Codes

AEA - Air Europa
 AIH - Airtours
 AMM - Air 2000
 BY - Britannia
 FD - CityFlyer Express
 SPP - Spanair
 TS - Air Transat
 VIM - Air Via
 VIV - Viva Air

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

Sixth Edition - 08/01/97

WARTIME MEMORIES OF THE ISLE OF MAN

The piece by E C Griffith, on Hall Caine Airport, in the December issue of Air Yorkshire Magazine, has promoted recollections of the four months I spent on the Isle of Man during 1942.

The previous year, at the ripe old-age of thirty five, my father was called up into the RAF and, after training at various establishments, including No.1 Radio School, Cranwell, he acquired 'sparks' on his sleeve, and, thereafter, was posted to a 'Radio Location' unit a Cregneish in the south-west corner of the island.

The unit was housed in a collection of buildings situation on a hill-top above Port St Mary and overlooking the Calf of Man - currently the location of the Manx Village Folk Museum, Cregneash (note different spelling) - but its innocuous sounding title was a pseudonym to hide its real identity- a radar station. It was, in fact a chain home low site which was a detached unit of No. 77 (Signals) wing (HQ at Walton, Liverpool) within No. 60 Group; built in 1940 to detect low-flying aircraft and, in April, 1941, 'Given the highest priority for upgrading in preparation for the battle of the Atlantic'; but, of course, this was not widely known then.

Initially, personnel were billeted in the Golf Links Hotel, Port St Mary, but, in due course, those who were married were permitted to obtain civilian accommodation and have their wives and families with the, where feasible. This, my father confirmed post war, was a ruse to create the impression, locally, that the unit was nothing out of the ordinary; radar, then, still being very much on the secret list and especially so on the island as it was crammed with internees, of whom more later.

Thus, in the Spring of 1942, I found myself accompanying my parents on an overcrowded train to Fleetwood where we embarked upon the Isle of Man Steam Packet Company's ship: 'Snaefell'. To an 8 year old, and particularly one born of that era and thus unused to such excursions and moreover, because it was wartime, this was a real adventure. The 'Snaefell' appeared huge until we began the crossing of a very rough Irish Sea whence its size diminished or seemed to, in comparison to the waves all around us. The majority of those on board - almost exclusively service personnel - suffered accordingly and, ever since, sea travel has remained on of my lower priorities! I do, however, recall being quite impressed that the ship was armed and camouflaged and that we were required to wear life-jackets throughout the 4 hour journey. Younger readers should bear in mind that 1942 was a desperate year for Britain, one in which its fortunes were, arguably, at their lowest ebb. On the high seas

German U Boats were sinking allied shipping at an alarming rate and despite my youth and sea sickness, I was well aware of the tension among the adults around me as we made our slow, lone progress across a seemingly endless grey and hostile sea. For those who have not experienced it I can assure them that 4 hours can seem an awfully long time when one imagines an enemy submarine might be lurking nearby! Relief was tangible when we reached Douglas which, up to the outbreak of war, had been one of the most popular holiday resorts - 'abroad' then, being only for the rich and famous.

After docking we travelled the 12 miles to Port St Mary through pleasant, undulating countryside, aboard a train of the Isle of Man Railway, made up of tiddly sized carriages pulled along a narrow, three feet wide track by an equally diminutive Bayer, Peacock 2-4-0 tank engine and approximately half-way into our journey we passed, on our seaward side, an aerodrome upon which stood several biplanes. My joy knew no bounds! The aircraft were identified, subsequently, as being Wallaces and Gauntlets and the aerodrome (yes, that is what we called such places in those days) was Ronaldsway: not the busy, important place it is today but a Ground Defence Gunnery School (I learned later) which had a few buildings, and I think a canvas covered hanger.

We were billeted with the homely and welcoming Mrs Driscoll in an end terrace house in Port St Mary, its tiny harbour on one side and open fields stretching away to higher ground on the other. It was truly rural - in every sense of the word - and the contrast between it and a mill-chimneyed, smoke filled West Riding was almost beyond belief.

My father and his RAF and WAAF colleagues worked in 'watches', of I think, twelve or so personnel, which operated in sequence throughout each 24 hour period. Sometimes he would be away from the house for longer periods - no doubt when there was some 'flat' on! He never discussed what he did up at Cregneish - 1.5 miles from the village - until after the war when he explained that 'radio location' had been a cover name for radar.

The unit appeared to have within its rank quite a number of 'older' men and there were others besides father who had wives and in some cases their children with them, one a snooty girl from South Wales who was slightly older than myself and in her opinion, also considerably superior! Hazel Davies was her name and she and I, and the other RAF children were, of course, compelled to continue our education and thus we were duly enrolled in the village school at Port Erin (pronounced Airun by the locals) a couple of miles away.

I have no clear recollection of the journey thereto or therefrom but, I suspect we walked both ways. What I do recall clearly is the school had several surprises in store for me. Firstly, the number of pupils per class was half that at 'South View, Yeadon' and astonishingly also contained girls. Worse was to follow, however, for not many days had passed before I was informed that, I

was being 'put down' a year - advocates of smaller class sizes duly record! Oh dear, I shall never forget my anguish and it was not only the aforementioned Hazel Davies who had a field day at my expense. It occurs to me now, though, I might be eligible to £250,000 or more if I were to sue the West Riding County Council (via its successor) for failing to educate me up to the acceptable junior school standard and, thus, causing me much post traumatic stress. Modern day lawyers with the current cash register glint in the eyes please note!!

Despite my set back I soon settled in and made friends, one being a local lad, Nigel Mathers and along with him and others whose names I cannot, regrettably, now recall, I enjoyed to the full what I only remember as being an endlessly sunny summer within a small fishing and farming community, the lifestyle of which was completely new to me the, including the birth and death of a variety of animals, and what seemed to me, the somewhat rigorous treatment required to keep some of them alive. It was there I learned what a long day can be the lot of a farmer and similarly how tough and dangerous can be that of a fisherman. From the harbour at Post St Mary I ventured forth on my first fishing trip - at the invitation of the local representative of The House of Keys, Mr Kelly and among other things, learned that a nasty beast is a conger eel!

In addition, we spend hours walking through fields and by the sea-shore (which was not mined or barb-wired), unavoidably learning of nature's wonders and being exposed to good fresh air and wonderful vistas of cliffs, rocks and the sea. In the skies above there seemed to be an incessant toing and froing of all manner of aircraft from biplanes to the most modern monoplanes; although, initially, I had little idea of the identity of many of them. As time went by, however, my knowledge grew from the expertise of others and by the time for me to leave the island came the following types had been scribbled down in notebooks: Spitfire, Defiant, Henley, Hampden, Blenheim, Hereford, Wellington, Stirling, Hurricane, Harrow, Anson (I wonder how many of them were built at Yeadon?), Whitley Lysander, Liberator, Wallace, Gauntlet, Sunderland, Catalina and Walrus. From whence they came or went I knew not, although there were mutterings about some place called Jurby, twenty five miles away in the north of the island and, of course, Ronaldsway, but it was not until several years after the war that I heard of RAF Andreas (near Jurby) and the likelihood of it having been the source of the Spitfires (from Nos. 453 and 93 Squadrons). Similarly, it only became evident later that many of the aircraft I saw were simply overflying the island.

Regrettably, I did not record squadron codes or serial numbers of any of the aircraft - but then how many eight or nine year olds do? (mind you, had she been so inclined, Hazel Davies would have had in a neat hand too!) - but,

nonetheless, my summer of 'spotting' imbued in me a wider interest in aircraft which continues unabated.

In the summer of 1942, however, there was more to hold the interest than such aerial activity for, as mentioned briefly earlier, the island had the very dubious distinction of being 'home' for hundreds of internees (known, more usually, as 'aliens'): men, women and children of German, Austrian and Italian origin (mainly) who were living in Britain at the fall of France and who, because of the activities of nazi sympathisers there and in other occupied countries, were considered to pose a similar threat to the security of the United Kingdom. Thus, they were rounded up and shipped off to the Isle of Man to suffer internment, behind barbed wire, in camps, hotels and boarding houses. It was, of course, a panic measure for, in truth, the vast majority posed no threat whatsoever and, indeed, a substantial number of them had more reason to fear the nazis than we did. At the time, however, this was not common knowledge and the presence of the internees was always menacing, made more so, now and then, by more direct contact.

In Port St. Mary they were allowed out once a week (I think?) in small supervised groups and on one occasion we were coming out of a shop when two of them entered - they were young fair-haired women - bumping into mother and almost making her drop her purchases. Startled, she said "Oh be careful", to which came the stinging reply; "When we win the war you will not dare speak to us like that": a brief, but chilling - and never forgotten - reminder of what life would be like if our roles were reversed! There were other 'incidents' to which my parents were witness - or had knowledge of - and they remain convinced that, despite what post-war apologists have maintained, there were among the internees some who, given the opportunity, would have offered active support to an invader!

It would be wrong, however, to create an impression that such thoughts darkened my every waking hour; far from it, for the presence of the internees added a measure of excitement to what I had already realised was a very special interlude in my life.

Some twenty years later, I was introduced to the young wife of a business colleague and in conversation, it transpired that, when a girl, she too had been in Port St. Mary during my time there and said, in effect, the experience was, similarly, unique for her. When I expressed surprise that we had not met she said "Well, that wasn't possible. You were on one side of the wire and I was on the other!"

All too soon my sojourn on the island came to an end and my departure therefrom was made with some reluctance; but, fittingly, it was a beautiful August day as we sailed aboard "The Lady of Man" to Fleetwood. She, too, was armed and camouflaged and as four months previously on the "Snaefell",

we were required to wear life-jackets; yet, strangely, the tenseness so evident then was absent..... I wonder why?

This was not, however, the end of my summer of surprises for, within days of reaching home my maternal grandmother whisked me off to visit relatives in Scotland; and as a result, among other things I came face to face with the rigours and delays of rail travel in wartime and the devastation caused by enemy bombing - a far cry from the delights of the Isle of man. Damage was extensive, especially around Clydebank, and I was shown one vast hole made by the explosion of a landmine which, quite comfortably, would have accommodated several vehicles. Ships of every size and type lined the river for miles, while above bobbed barrage balloons by the dozen. On the trains and buses and trams were service personnel of what appeared to me to be every nation fighting on 'our side': the pom-pommed headgear of French sailors and the shiny tricorne shaped caps of Polish officers being memorable.

Later, at Prestwick, I was 'introduced' to the Blackburn Botha and a Fortress and a Dakota but, in the case of the latter two aircraft, frustratingly now, I did not record if they were adorned with RAF roundels or American stars!

Just down the road, the back window of a house of a relative afforded an excellent view of the runways of RAF Ayr - which, then, adjoined those of Prestwick but, now, lie largely under a housing estate - from which Spitfires, Austers and my first Mustangs made regular forays.

The young lad who returned to South View School, Yeadon in September was a very different one to he who had left four months before. It had been quite a summer!

Gerald Myers

SPRAYERS AND HELICOPTERS IN THE VIETNAMESE WAR

Many Americans felt that the war in Vietnam was none of their business. But the government made it their business, and the United States Air Force played an important part.

Spraying from the air is usually associated with farming. However, it has more sinister uses. Fairchild C-123 Providers were used to spray defoliating herbicides onto trees and vegetation that were hiding tracks and roads used by the Viet Cong.

Another spraying operation concentrated on food supplies. By this time the USAF had a Special Operations Aerial Spray Unit which flew UC-123 transport planes. They were twin-engined machines equipped with big tanks which had spray nozzles on the wings. They carried chemicals capable of preventing the Viet Cong from growing food. These planes also stripped away cover from enemy troops hiding in the jungle.

The "Ranch Hands", as these aircrew were nicknamed, had no parachutes because, flying at about 150 mph in formation only 100 feet above the ground, they would have been useless as a means of escape. However, additional flak vests were carried. The airmen sat on these to protect themselves from small arms fire.

Spray flying is not the safest form of aviation; and the first three US airmen to die in the Vietnamese War were killed when a C-123 spray plane crashed on February 2nd, 1962. Only two days later the Americans lost their first helicopter which was ferrying troops into battle. It was shot down at Hong My.

Other such losses followed; and it wasn't until fifteen armed Bell UH-1A Iroquois were delivered to the Utility Tactical Transport Helicopter Company in September, 1962, that the number of troop-carrying helicopters shot down by ground fire began to decrease. These gunships, as they came to be called, were equipped with sixteen 2.75in. rockets and two .30in. machine guns. And one of their tasks was to escort helicopters carrying soldiers. In November, 1962, eleven UH-1Bs were added to the fleet. These were more powerful and more heavily armed than the As, having the 2.75in. rockets in clusters of eight, as well as being armed with four M-60 machine guns.

But helicopters didn't only carry troops into battle. They also flew them out. Rescue operations were particularly hazardous when the casualties were behind enemy lines. The helicopter was escorted by fighters which, while the 'copter was on the ground picking up the wounded, circled the area with guns blazing to prevent an enemy attack. Even if the injured soldiers were not behind enemy lines, helicopters were invaluable because of the bad state of the tracks and roads between the front line and the hospitals. Yet not all rescue attempts were successful.

In 1970 news reached the USA that Americans in Son Tay prisoner of war camp were dying, so President Nixon authorised a rescue attempt. But before the helicopters could get there, the enemy's radar and air defences had to be dealt with. To do so the USAF used F-105 Wild Weasel radar-suppression aircraft against sites from which surface to air missiles were launched. Enemy airfields were watched, and the Navy had planes flying to divert enemy radar.

The US helicopters took off and successfully landed inside the POW camp, only to find it deserted. The prisoners had been moved.

Of course, fighters and bombers were also used in Vietnam. But theirs is another story.

Leslie Scheftsik

LEEDS BRADFORD AIRLINE REPORT - DECEMBER 1996

INBOUND DIVERSIONS

06	EIN661	ZRH	MAN	EL-CMY	BA46	DUB	EIN661
06	GNT726	EDI	EMA	G-GNTA	SF34	EDI	GNT726
07	GNT723	EDI	EMA	G-GNTE	SF34	EDI	GNT724
07	UKA789	AMS	HUY	G-UKTC	FK50	AMS	UKA790
07	BMA304	DUB	EMA	G-GNTC	SF34	GLA	BMA3XV/08
08	UKA789	AMS	HUY	G-UKTC	FK50	AMS	UKA790
08	MXE638	SNN	MAN	G-MAJF	BA41	EDI	MXE7905

REGULAR FLIGHTS

AEA226	TFS	06/EC-FFK	13/EC-GCB	20/EC-GBX	27/EC-FEF	
AEA259	LPA	02/EC-GHD	09/DivMAN	16/EC-FYF	23/EC-FYF	30/EC-GHD
AIH359	ALC	21/G-JALC	28/G-MCEA			
AIH365	AGP	19/G-TPTT				
AMC4209	MLA	03/DivMAN	10/9H-ABR	17/9H-ABE	24/9H-ABF	31/DivMAN
BAL045A	TFS	04/G-BYAG	11/G-BYAK	18/DivMAN		
BAL232A	PMI	02/G-BYAG	09/G-BYAK	16/G-BYAP	23/G-BYAD	30/G-BYAR
BAL411A	TFS	06/G-BYAH	13/G-BYAG	20/G-BYAG	27/G-BYAG	
BAL431A	ALC	05/G-BYAG	12/G-BYAK	19/G-BYAP	26/G-BYAD	
BAL443A	ALC	03/G-BYAG	10/G-BYAK	17/G-BYAP	24/G-BYAD	31/G-BYAR
BAL466A	AGP	05/G-BYAG	12/G-BYAK	19/G-BYAP	26/G-BYAD	
BAL997F	MAN	05/G-BYAG	12/G-BYAK	19/G-BYAP	26/G-BYAD	

OTHER FLIGHTS

01	G-DAJB	B757	MON9201/201P	Vienna - Gatwick	Passenger Charter
02	G-MANM	BATP	MNX411/418	f/t Isle of Man	Lieu BA31
02	G-BGMO	HS74	JEM1184/1185	Liverpool - Exeter	Passenger Charter
02	G-OLAH	SH36	GIL650P/651L	t/f Stansted	Extra Mail
03	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
03	G-MANH	BATP	MNX411/418	f/t Isle of Man	Lieu BA31
03	G-OBMZ	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
03	G-MANH	BATP	MNX419/MXE704	Isle of Man - Aberdeen	Lieu BA31
03	G-MANH	BATP	MXE705/700	f/t Aberdeen n/s	Lieu BA31
03	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
04	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
04	G-MANH	BATP	MXE701/MNX410	Aberdeen - Isle of Man	Lieu BA31
04	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
05	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
05	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
06	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
06	G-OBMP	B733	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
06	G-OBMY	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
06	G-BLZT	SH36	GIL650P/651L	t/f Stansted	Extra Mail
07	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
07	PH-TTA	DH8	SCH301/302	f/t Rotterdam	Passenger Charter
07	G-OBMX	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10

07	G-BVJC	FK10	BMA8861	t/f Local	Santa Flight
09	G-OBMR	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
09	G-OBMR	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
10	G-OBMR	B735	BMA9621/1LJ	East Midlands - Heathrow	Lieu FK10
10	G-OBMZ	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
10	G-OBMZ	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
10	G-OBMZ	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
10	G-RMCT	SH36	GIL650P/651L	t/f Stansted	Extra Mail
11	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
11	G-RMCT	SH36	GIL650P/651L	t/f Stansted	Extra Mail
12	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
12	G-RMCT	SH36	GIL650P/651L	t/f Stansted	Extra Mail
13	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
13	EI-CLJ	BA46	EIN992/365	f/t Dublin	Lieu FK50
13	G-RMCT	SH36	GIL650P/651L	t/f Stansted	Extra Mail
14	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
14	G-BVJD	FK10	BMA8861	t/f Local	Santa Flight
14	G-BVJD	FK10	BMA8863	t/f Local	Santa Flight
14	G-BUKA	SW3	AAG143/144	f/t Stansted	Passenger Charter
16	G-BVZH	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
16	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
17	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
17	G-OBMH	B733	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
17	G-BVZH	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
18	G-BVZH	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
18	G-BVZH	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
18	G-OBMR	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
18	G-OBMR	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
18	G-OBMR	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
18	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
19	G-ZAPG	SH36	AWC949/94P	t/f Stansted	Extra Mail
19	G-OBMR	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
19	OO-DTF	E120	SAB697/698	f/t Brussels	Lieu DH8
19	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
19	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
20	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
20	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
20	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
20	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
21	G-ZAPJ	AT42	AWC949/94P	Gatwick - Stansted	Lieu SH36
21	G-PBAC	E110	PIE100/101	f/t Cork	Passenger Charter
21	G-BVJB	FK10	BMA8861	t/f Local	Santa Flight
21	G-GNTC	SF34	BMA8701	t/f Local	Santa Flight
21	G-BVJB	FK10	BMA8863	t/f Local	Santa Flight
22	G-BVZI	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
23	G-BVTK	AT72	CFE73LA/73LB	Gatwick - Newcastle	Lieu AT42
23	G-JEAM	BA46	JEA733/734	f/t Belfast City	Lieu FK27
23	G-BVTK	AT72	CFE76NB/76LB	Newcastle - Gatwick	Lieu AT42
23	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
24	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
24	G-BVTJ	AT72	CFE73NA/73LA	Gatwick - Newcastle	Lieu AT42
27	G-BWTL	AT72	CFE73LA/73NA	Gatwick - Newcastle	Lieu AT42

27	G-BWTL	AT72	CFE76NB/76NB	Newcastle - Gatwick	Lieu AT42
27	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
28	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
30	G-BVTJ	AT72	CFE73LA/73NA	Gatwick - Newcastle	Lieu AT42
30	G-BVTJ	AT72	CFE76NB/76LB	Newcastle - Gatwick	Lieu AT42
30	G-BVTJ	AT72	CFE38LA/79NA	Gatwick - Newcastle	Lieu AT42
30	G-BVMX	SH36	GIL650P/651L	t/f Stansted	Extra Mail
31	G-ZAPD	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
31	G-BVTJ	AT72	CFE73LA/73LA	Gatwick - Newcastle	Lieu AT42

Aircraft making first visits are underlined.

Wold Newton / Willy Howe farm

WOLD NEWTON/WILLY HOWE FARM Movements:- 17.9 5 x Gazelle and 3 x Lynx between 20.30 and 22.00hrs. all f&t Dishforth on night exercise all unidentified. 18.9 XZ647 Lynx AH.7 f&t Dishforth plus one other, G-BUVA PA-22 f Rufforth t Oaksey Park. 22.9 G-GCAT PA-28 f&t Humberside, G-BPMB M.5-235C f Brighton t Sherburn, G-MYUJ Maverick f&t Full Sutton. 23.9 G-SACT PA-28 f&t Sherburn, G-BBJX F.150L f&t Leeds. 24.9 G-BTWD T.61F f&t Rufforth. 27.9 G-BARH C.23 f&t Sherburn. 28.9 G-SUZN PA-28 f&t Teeside, G-RFIO AMT.200 f&t Rufforth, G-BUHA/ZA634 T.61F f&t Rufforth, G-BPMB M.5-235C f&t Sherburn. 1.10 G-RSEBZ 150M f Newtonards via Sherburn t Sherburn, 2.10 G-BATV PA-28 f&t Sherburn, G-AYEF PA-28 f Brighton t Bagby, G-WERY TB.20 f&t Sherburn, G-RFIO AMT.200 f&t Rufforth. 5.10 G-FTIN DR.400 f Sherburn t Sturgate, G-BUJG AS.350B2 f&t Oxford, G-BFXW AA-5B f&t Leeds. 9.10 G-SACT PA-28 f&t Sherburn. 10.10 G-BNOE PA-28 f&t Sherburn, G-BEAC PA-28 f&t Humberside, G-MVFS Pegasus XL-R f&t Rufforth, G-MVMM Chaser S f&t Hushwaite, G-ATUB PA-28 f&t North Coates. 12.10 G-BGED U.206F f&t Staverton. 13.10 G-BDIG 182P f&t Gamston. 17.10 G-BNVT PA-28R f&t Glasgow.

WOLD NEWTON/WILLY HOWE FARM Movements:- 19.10 G-BUJI T.61F f&t Rufforth, G-RFIO AMT.200 f&t Rufforth. 21.10 G-UNIT P.68B f&t Leeds, G-OPUB T.67M f&t Bagby. 23.10 G-BBVJ B.24R o/s only f&t Gamston. 26.10 G-BIOW T.67A f&t Sherburn, G-BHCP F.152 f&t Sherburn. 7.11 G-BNVT PA-28R f&t Glasgow, G-BFHR DR.220 f&t Garton. 9.11 G-SACR PA-28 f&t Sherburn.

WOLD NEWTON/WILLY HOWE FARM Back tracking to OC410 the two Lynx AH.7 which visited on 18.9 were XZ674 (not 647 as given) and ZD274. These were identified from photographs taken by the airfield owner. Movements:- 21.11 G-BRPE 120 f&t Bagby, G-BGWO D.112 f Brighton t Sherburn. 23.11 G-PIGS Rallye 150ST f&t Wombleton. 28.11 G-DAVE D.112 f&t Temple Bruer. 29.11 G-BMVJ 172N f&t LBA. 30.11 G-TSGJ PA-28 f Sherburn t Teeside.

Santa Special

Being someone who is addicted to flying, I was very pleased when G.C. Pleasure Flights were handing out leaflets to advertise proposed flights in a SAAB 340. OK, so it was going to be a 'Santa Special' but that didn't matter, I was going for the experience.

The flight was confirmed for December 21st 1996 at 13.30 hours and on arrival at LBA I found the aircraft was going to be G-GNTC and the flight No. BD8701. The Departure Lounge was somewhat chaotic as a Fokker 100 was doing a similar flight at the same time, but we were bussed out first to our waiting plane.

I was pleasantly surprised at the comparative roominess of the Cabin with its single and double seating arrangement. My seat was 7A and over the wing but as I later found out viewing was good. I was very comfortable with ample legroom. We left the ramp at 13.56 hours and taxied out to back track and take off from 14 at 14.03 hours. The climb out was quite spirited and a bank to the left soon had us over Eccup Reservoir, Knotford Nook and Otley Gravel Pits were clearly seen before we entered cloud.

The Father Christmas in the shape of the First Officer appeared and did an excellent job handing out presents to the children and leading the Cabin in a sing song. There was also a raffle for the adults. Whilst all this was going on the steward was doing a sterling job serving coffee and mince pies.

We broke cloud over Eccup and were then treated to an orbit over Leeds city centre, as we passed abeam the Airport on the downwind leg. We saw the Fokker 100 was already on stand, touch down on 14 was at 14.43

Whilst I had been down with 'flu all the previous, I have to say that I thoroughly enjoyed my first SAAB 340 flight and must congratulate all those who made it possible.

I D Morton





ANNUAL DINNER

Friday the 25th April 1997

at the

PEASE HILL HOUSE HOTEL
Harrogate Road, Rawdon

7:30 for 8:00pm

All Members (Full and Postal) Welcome
as well as Partners/Guests

Choice of Menu on the Night

3 Starters

3 Main Course

3 Sweets

Cost Approx. £14.00

Places Limited so Book NOW (£5 Deposit)

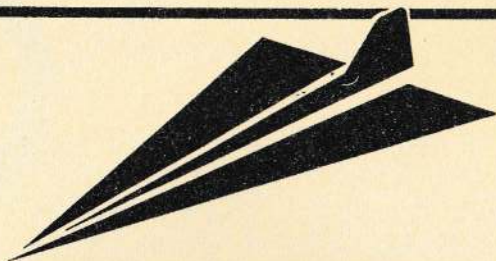
Contact: David Bates

9 Layton Mount

Rawdon

Leeds LS19 6PQ

Tel: (0113) 250 2694



AIR SUPPLY

YEADON

supporting
Air Yorkshire Aviation Society

PHONE : 0113 250 9581

97 HIGH STREET, YEADON, LS19 7TA

**OPENING HOURS CLOSED SUNDAY
AND MONDAY. AND OPEN TUESDAY TO
SATURDAY 10.00 TO 5.00**

**New range of FLYING JACKETS AND CLOTHING now
available. Ask about our Flight Simulators.**

Professional Typing

**Colour & Black & White
Photocopying**

**Stationery for: Business
office, home and school**

Type Write



**Stationery
Suppliers**

3A, Ivegate, Yeadon,
Leeds LS19 7RE.
Telephone: (0113) 250 6615
Fax: (0113) 250 0710