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

- SUNDAY, 5TH FEBRUARY Ken Cothliffe (of Air Supply) - slide show
- SUNDAY, 5TH MARCH Flt.Lt.Peter McNamara of R.A.F. Finningley
- SUNDAY, 2ND APRIL to be arranged
- FRIDAY, 7TH APRIL 21<sup>st</sup> ANNIVERSARY DINNER (see inside for details)

**CHAIRMAN'S CHAT** - I wonder how many of you spotters out there have spotted a slight difference in our front cover this month? Those of us who read Roger Fozzard's article last month, about our anniversary, started to think "Why is the Air Yorkshire magazine always dated one month behind the month of issue?" i.e. the issue dated March is issued at the beginning of April. This is because of two reasons:-1. all the LBA movements are, by necessity, the previous month's, 2. this is pure speculation -in that we think the first meeting of Air Yorkshire didn't have a magazine and that the first magazine (Volume 1 Number 1) was issued at the second meeting (confusing, ain't it !!)

Now, after 21 years of being out of step, we bring ourselves up to date. This issue is Volume 21, numbers 1 and 2 for January and February. The March edition (No.3) will be issued at the meeting on the 5th March.

**CIVIL AVIATION NEWS** - this page, previously produced by Jonathan Hinkles and C.F.Brown has not appeared for over six months, and is missed by many readers. Is there anyone out there who can collate the civil airline news and produce a sheet of information and send it in by the 20th of the month? It can be either typed or hand written, and contain items on British airlines (schedule or charter), information on new routes, fleet changes, news from other Northern airports i.e. Liverpool, Manchester, Teeside etc., news of any special or controversial movements (e.g. the recent live animal charters).etc etc. One final source is the Civil Information Update published by Aircraft Illustrated magazine. The society would reimburse you for any costs ( telephone calls, postage etc)

**DON'T FORGET THIS IS YOUR LAST MAGASINE, UNLESS YOU RENEW YOUR ANNUAL SUBSCRIPTION.**

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Credits - Terry Sykes, Eric Martin, John LLoyd-Martin, Dennis Yeadon, Leslie Schefstik, Ian Gratton, Roger Fozzard.

# Leeds/Bradford Movements

## December 1994

01	G-JBAC Bandeirante	1448	G-BVJB Fokker 100	1457
	PH-KXT Fokker 50	1547	PH-LXJ Fokker 50	1605
	G-BWMW Short 360	1614	G-OLXX BAe RJ70	1631
	G-JEAI Friendship	1719	G-MANA BAe ATP	1732
	N816RL King Air E90	1800	G-DBAC Bandeirante	1911
	EI-CFA SAAB 340	1919	G-BVMX Short 360	2008
	G-JEAI Friendship	2020	OO-DTH Brasilia	2053
	PH-LXJ Fokker 50	2105	PH-KXT Fokker 50	2117
	G-DAAL HS 748	2129	G-BVJB Fokker 100	2207
02	G-BYAL Boeing 757	0013	G-BVJB Fokker 100	1306
	PH-KXT Fokker 50	1422	OO-DTL Brasilia	1444
	PH-LXJ Fokker 50	1450	G-JEAI Friendship	1511
	G-MANA BAe ATP	1745	G-BMAM DC9	1817
	G-JEAI Friendship	1821	N816RL King Air E90	1932
	G-RAGO Cessna 421B	1944	OO-DTF Brasilia	1954
	EI-CFD SAAB 340	1957	G-BVMY Short 360	2006
	PH-LXJ Fokker 50	2108		
03	EI-CFD SAAB 340	0855	PH-KXT Fokker 50	0900
	OO-VLM Fokker 50	0928 1745	OY-AZW Metro II	0933 1735
	G-ELDG DC9	0940	G-BVMX Short 360	1011
	OO-DTL Brasilia	1019	PH-LXJ Fokker 50	1102
	G-BYAR Boeing 757	1225	G-BVJB Fokker 100	1232
	G-JEAI Friendship	1233	PH-KXT Fokker 50	1317
	G-LFSA Tomahawk	1458	G-JEAI Friendship	1703
	G-BVJB Fokker 100	1811	G-GAUL Citation II	1817
	G-PKBD DC9	2116		
04	EI-CFD SAAB 340	0910	G-BVJB Fokker 100	0921
	G-BVJC Fokker 100	1306	G-JEAI Friendship	1357
	G-ASVZ Cherokee 140	1411	OO-DTH Brasilia	1440
	PH-LXP Fokker 50	1445	G-BVMX Short 360	1607
	G-JEAI Friendship	1710	G-BVJB Fokker 100	1755
	EI-CFC SAAB 340	1908	G-WELL King Air E90	1944
	PH-LXP Fokker 50	1951	G-BWMW Short 360	2004
	OO-DTI Brasilia	2007	G-JEAI Friendship	2024
	PH-KXT Fokker 50	2053	G-BVJB Fokker 100	2121
05	G-DBAC Bandeirante	0820	G-MANA BAe ATP	0827
	G-JLRW Duchess	0847	EI-CFA SAAB 340	0857
	G-BOVK Warrior II	0919	G-BVJB Fokker 100	0932
	N4647J Arrow	0946	G-JEAI Friendship	1003
	G-BWMW Short 360	1011	OO-DTH Brasilia	1029
	PH-KXT Fokker 50	1115	G-BDAL Rockwell 500S	1136
	G-BAVZ Aztec	1213	G-BVJB Fokker 100	1238
	G-JEAI Friendship	1320	G-FLYA Mooney M20J	1338
	G-BYAP Boeing 757	1347	G-BYAJ Boeing 757	1442

PH-LXP Fokker 50	1446	OO-DTN Brasilia	1450
G-BVJB Fokker 100	1523	G-BWMW Short 360	1601
PH-KXT Fokker 50	1658	G-JEAI Friendship	1737
G-MANA Bae ATP	1740	G-BOZP Duchess	1747
G-DBAC Bandeirante	1823	G-BVJB Fokker 100	1826
EI-CFD SAAB 340	1930	OO-DTH Brasilia	1952
G-JEAI Friendship	2020	G-BVMX Short 360	2039
PH-KXT Fokker 50	2112	PH-LXP Fokker 50	2119
G-BVJB Fokker 100	2127	G-ATMI HS 748	2138
06 G-BYAF Boeing 757	0023	G-DBAC Bandeirante	0823
G-MANA Bae ATP	0827	EI-CFD SAAB 340	0859
G-BDGM Warrior	0922	G-BVJB Fokker 100	0932
G-SFHR Aztec	0939	G-JEAI Friendship	0941
G-BVMX Short 360	1024	OO-DTN Brasilia	1028
G-EENY Cougar	1050	PH-KXT Fokker 50	1115
G-ROUT Robinson R22	1202	G-BVJB Fokker 100	1220
G-NNAC Super Cub	1255	G-JEAI Friendship	1258
G-BSFP Cessna 152	1312	G-BYAR Boeing 757	1332
EI-BYE Navajo	1428	PH-LXP Fokker 50	1443
OO-DTH Brasilia	1445	G-BVMX Short 360	1453
G-BAGO Cessna 421B	1505	G-BVJB Fokker 100	1514
G-ROUT Robinson R22	1515	PH-KXT Fokker 50	1652
G-JEAI Friendship	1713	G-MANM Bae ATP	1736
G-GJAN Cessna 340	1809	G-BVJC Fokker 100	1813
G-BYRN Navajo	1836	G-BVMY Short 360	1955
OO-DTN Brasilia	1957	G-JEAI Friendship	2018
EI-FKB Fokker 50	2034	PH-LXP Fokker 50	2103
PH-KXT Fokker 50	2124	G-BVJC Fokker 100	2128
G-BIUV HS 748	2135	G-BYAR Boeing 757	2238
07 G-DBAC Bandeirante	0818	G-MANM Bae ATP	0825
EI-CFC SAAB 340	0859	G-CTWW Seneca	0909
G-DARR Cessna 421C	0915	G-JEAI Friendship	0937
G-BVJC Fokker 100	0942	OO-DTG Brasilia	1036
G-BWMW Short 360	1042	PH-KXT Fokker 50	1114
G-BVJC Fokker 100	1231	G-JEAI Friendship	1248
PH-LXP Fokker 50	1438	G-BOPA Archer II	1442
OO-DTI Brasilia	1448	N340AC Cessna 340	1520
G-BVJC Fokker 100	1529	G-BWMW Short 360	1533
PH-KXT Fokker 50	1650	G-BAGO Cessna 421B	1652
G-JEAI Friendship	1715	G-BJIR Citation II	1717
G-MANM Bae ATP	1739	G-BYAR Boeing 757	1810
G-DBAC Bandeirante	1826	G-BVJC Fokker 100	1844
EI-CFD SAAB 340	1904	OO-DTK Brasilia	2004
G-BVMX Short 360	2009	G-JEAI Friendship	2020
PH-KXT Fokker 50	2120	G-BEJD HS 748	2132
PH-LXP Fokker 50	2134	G-BVJC Fokker 100	2156
G-ATMJ HS 748	2231		
08 G-BYAR Boeing 757	0746	G-DBAC Bandeirante	0825
G-MANM Bae ATP	0831	EI-CFC SAAB 340	0856
G-JEAI Friendship	1020	G-BVJC Fokker 100	1032
OO-DTI Brasilia	1050	PH-KXT Fokker 50	1143
G-BWMW Short 360	1145	G-KKDL TB20 Trinidad	1231
G-HCTL Navajo	1253	G-JEAI Friendship	1315
G-BVJC Fokker 100	1403	PH-LXP Fokker 50	1447
OO-DTK Brasilia	1449	G-BYAR Boeing 757	1526



G-ELDG DC9	1604	G-BWMZ Short 360	1608
PH-KXT Fokker 50	1702	G-JEAI Friendship	1710
G-BAGO Cessna 421B	1733	G-MANM BAe ATP	1736
G-BVJC Fokker 100	1815	G-DBAC Bandeirante	1823
EI-CFD SAAB 340	1907	G-JEAI Friendship	2012
G-BVMY Short 360	2020	OO-DTN Brasilia	2025
G-SWFT King Air 200	2058	PH-KXT Fokker 50	2121
G-DAAL HS 748	2134	PH-LXP Fokker 50	2136
G-BVJC Fokker 100	2142	G-BYAR Boeing 757	2316
09 G-DBAC Bandeirante	0815	G-MANM BAe ATP	0820
EI-CFD SAAB 340	0857	G-BVJC Fokker 100	0927
G-JEAI Friendship	0940	G-BWMZ Short 360	1012
G-ATUB Cherokee 140	1017	G-BBCW Aztec	1019
G-BRRM Cadet	1030	OO-DTK Brasilia	1032
G-EMMS Tomahawk	1055	G-BSBW JetRanger	1124
PH-KXT Fokker 50	1128	G-BSDO Cessna 152	1204
G-BVJB Fokker 100	1228	G-JEAI Friendship	1255
G-BLTT Firefly	1309	G-SFHR Aztec	1407
OO-DTN Brasilia	1436	PH-KXF Fokker 50	1447
G-BVJB Fokker 100	1521	VR-CEC Agusta 109	1539
G-AWAJ Baron	1611	G-BWMZ Short 360	1613
G-OACG Seneca	1622	PH-KXT Fokker 50	1649
G-JEAI Friendship	1707	G-BFVI HS 125 700B	1714
G-MANM BAe ATP	1735	G-BSDO Cessna 152	1746
G-DBAC Bandeirante	1828	G-BVJC Fokker 100	1830
G-FRAG Cherokee Six	1836	EI-CFA SAAB 340	1901
OO-DTK Brasilia	1949	G-BVMY Short 360	1957
G-JEAI Friendship	2019	PH-LXP Fokker 50	2117
PH-KXT Fokker 50	2123	G-DAAL HS 748	2134
G-BVJC Fokker 100	2142		
10 EI-CFC SAAB 340	0858	G-OBMX Boeing 737 500	0923
G-BVMY Short 360	1027	OO-DTN Brasilia	1029
G-JEAI Friendship	1115	PH-LXP Fokker 50	1156
G-BVJC Fokker 100	1222	VR-CEC Agusta 109	1242
PH-KXT Fokker 50	1321	G-ZGBE Baron	1609
G-JEAI Friendship	1708	G-BVJC Fokker 100	1807
G-BVJC Fokker 100	2115		
11 PH-LXJ Fokker 50	0840	EI-CFA SAAB 340	0849
G-ZGBE Baron	0907	G-BVJC Fokker 100	0926
G-WSFT Aztec	1028	G-BGSV Cessna F172N	1221
G-BVJC Fokker 100	1225	G-BODX Duchess	1307
EI-CJU Dornier 28D	1315 1520	G-JEAI Friendship	1354
OO-DTG Brasilia	1444	PH-LXJ Fokker 50	1507
G-BVMY Short 360	1603	G-JEAI Friendship	1709
G-BVJC Fokker 100	1820	EI-CFC SAAB 340	1910
PH-LXJ Fokker 50	1945	OO-DTH Brasilia	1956
G-BVMX Short 360	2018	G-JEAI Friendship	2021
G-SWFT King Air 200	2026	PH-KXT Fokker 50	2058
G-BVJC Fokker 100	2127	G-BYAR Boeing 757	2224
12 G-MANF BAe ATP	0828	G-DBAC Bandeirante	0832
EI-CFB SAAB 340	0859	G-BVJC Fokker 100	0944
G-JEAI Friendship	0953	G-BVMY Short 360	1034
OO-DTG Brasilia	1043	PH-KXT Fokker 50	1128
G-BGRG Duchess	1139	G-BVJC Fokker 100	1240

G-JEAI Friendship	1257	G-BYAR Boeing 757	1303
G-BYAG Boeing 757	1431	N102MU Gulfstream IV	1449
PH-LXJ Fokker 50	1457	OO-DTN Brasilia	1518
G-BVJC Fokker 100	1536	G-BVMY Short 360	1557
G-DFLT Cessna 406	1613	PH-KXT Fokker 50	1700
G-JEAI Friendship	1706	G-MANF BAe ATP	1735
G-BVJC Fokker 100	1807	G-DBAC Bandeirante	1819
EI-CFC SAAB 340	1908	OO-DTG Brasilia	2018
G-BMW Short 360	2021	PH-LXJ Fokker 50	2104
G-BVJC Fokker 100	2124	G-DAAL HS 748	2128
PH-KXT Fokker 50	2132	G-JEAI Friendship	2142
13 G-BYAG Boeing 757	0042	G-MANF BAe ATP	0817
G-DBAC Bandeirante	0824	G-JLRW Duchess	0847
EI-CFC SAAB 340	0859	G-KKDL TB20 Trinidad	0912
G-BVJC Fokker 100	0925	G-JEAI Friendship	0943
G-BMW Short 360	1026	OO-DTN Brasilia	1032
G-SHCC JetRanger	1033	PH-KXT Fokker 50	1114
G-BVJC Fokker 100	1219	G-JEAI Friendship	1245
G-BYAG Boeing 757	1333	PH-LXJ Fokker 50	1453
OO-DTJ Brasilia	1508	G-BVJC Fokker 100	1524
PH-KXT Fokker 50	1704	G-MANE BAe ATP	1736
G-JEAI Friendship	1757	G-BVJC Fokker 100	1820
G-DBAC Bandeirante	1830	EI-CFD SAAB 340	1904
OO-DTN Brasilia	2014	G-BVMX Short 360	2018
G-JEAI Friendship	2035	PH-KXT Fokker 50	2117
G-BEJD HS 748	2128	G-BVJC Fokker 100	2154
PH-LXJ Fokker 50	2202	G-BYAG Boeing 757.	2245
14 F-GJAF King Air 200	0731	G-DBAC Bandeirante	0815
G-EMMS Tomahawk	0816	G-MANE BAe ATP	0835
EI-CFA SAAB 340	0905	G-JEAI Friendship	0939
G-BVJC Fokker 100	0941	G-SSPC Seneca	0947
G-BKII Cessna F172M	1000	G-BNJR Turbo Arrow IV	1025
G-FLPI Rockwell 112A	1047	OO-DTF Brasilia	1053
G-BUHA T61F Venture	1057	G-BTFP Tomahawk	1157
G-BVJC Fokker 100	1232	G-JEAI Friendship	1241
G-BING Cessna F172P	1304	G-BAGO Cessna 421B	1336
OO-DTJ Brasilia	1449	PH-LXJ Fokker 50	1457
G-BVJC Fokker 100	1525	PH-KXT Fokker 50	1654
G-JEAI Friendship	1711	G-BYAG Boeing 757	1718
G-BVMX Short 360	1726	G-MANE BAe ATP	1733
G-BVJC Fokker 100	1815	G-DBAC Bandeirante	1819
EI-CFA SAAB 340	1911	OO-DTF Brasilia	2013
G-JEAI Friendship	2016	G-BMW Short 360	2101
PH-KXT Fokker 50	2114	PH-LXJ Fokker 50	2117
G-BVJC Fokker 100	2124	G-BEJD HS 748	2145
15 G-DBAC Bandeirante	0812	G-MANE BAe ATP	0828
EI-CFD SAAB 340	0852	G-BVJC Fokker 100	0951
G-JEAI Friendship	1029	G-BMW Short 360	1042
PH-KXT Fokker 50	1113	OO-DTH Brasilia	1114
G-NUTZ Twin Squirrel	1132	G-OBML Boeing 737 300	1306
G-BSBW JetRanger	1314	G-JEAI Friendship	1334
G-BYAG Boeing 757	1351	PH-LXJ Fokker 50	1439
G-BSGK Seneca	1443	OO-DTJ Brasilia	1445
G-BAGO Cessna 421B	1506	G-BVJC Fokker 100	1539
G-BMW Short 360	1601	PH-KXT Fokker 50	1700

G-JEAI Friendship	1715	G-MANC BAe ATP	1733
G-DBAC Bandeirante	1829	G-BVJC Fokker 100	1844
EI-CFC SAAB 340	1945	G-BVMX Short 360	2005
OO-DTH Brasilia	2012	G-JEAI Friendship	2015
ZG844 Islander AL.1	2030	PH-LXJ Fokker 50	2058
G-BYAG Boeing 757	2126	G-BVJC Fokker 100	2126
G-DAAL HS 748	2133	PH-KXT Fokker 50	2149
16 G-BGZW Tomahawk	0815	G-MANC BAe ATP	0817
EI-CFC SAAB 340	0855	G-BVJC Fokker 100	0921
G-JEAI Friendship	0935	G-DBAC Bandeirante	0938
G-BSBW JetRanger	1021	G-BVMX Short 360	1026
OO-DTJ Brasilia	1044	PH-KXT Fokker 50	1118
G-OBWE BAC 1-11	1148	G-SFHR Aztec	1155
G-BMNF King Air 200	1203	G-BVJC Fokker 100	1224
G-JEAI Friendship	1249	G-KKDL TB20 Trinidad	1306
OO-DTL Brasilia	1451	PH-LXJ Fokker 50	1454
G-BVJC Fokker 100	1521	G-BVMX Short 360	1601
G-BAGO Cessna 421B	1640	PH-KXT Fokker 50	1703
G-JEAI Friendship	1713	G-MANC BAe ATP	1729
G-BVJC Fokker 100	1816	G-DBAC Bandeirante	1818
EI-CFA SAAB 340	1905	G-JEAI Friendship	2007
G-BVMY Short 360	2011	OO-DTJ Brasilia	2024
G-OOOM Boeing 757	2109 n/s	PH-LXJ Fokker 50	2114
PH-KXT Fokker 50	2120	G-BVJC Fokker 100	2123
G-BEJD HS 748	2133		
17 EI-CFD SAAB 340	0850	G-OBMX Boeing 737 500	0945
OO-DTL Brasilia	1027	G-BVMY Short 360	1030
G-BSBW JetRanger	1043	G-MANS BAe 146	1106
G-JEAI Friendship	1116	PH-LXJ Fokker 50	1127
G-BSBW JetRanger	1156	G-BVJC Fokker 100	1222
PH-KXT Fokker 50	1327	G-JEAI Friendship	1708
G-BVJC Fokker 100	1819	G-BVJC Fokker 100	2137
G-OOOM Boeing 757	2155 2335		
18 EI-CFD SAAB 340	0851	G-BVJC Fokker 100	0923
G-EMMS Tomahawk	0939	G-BVJC Fokker 100	1223
G-JEAI Friendship	1348	G-CPTS JetRanger	1424
PH-LXJ Fokker 50	1434	OO-DTG Brasilia	1438
G-BJYD Cessna F152	1502	G-BOXR GA7 Cougar	1509
G-BVMY Short 360	1559	G-JEAI Friendship	1711
G-BVJC Fokker 100	1821	EI-CFC SAAB 340	1906
PH-LXJ Fokker 50	1932	OO-DTI Brasilia	1957
G-BWMW Short 360	2000	G-JEAI Friendship	2017
PH-KXT Fokker 50	2102	G-BVJC Fokker 100	2122
G-BYAU Boeing 757	2227		
19 G-MANA BAe ATP	0822	G-DBAC Bandeirante	0830
EI-CFA SAAB 340	0854	G-CMAC Cessna 340	0922
G-JEAI Friendship	0936	G-BVJC Fokker 100	0946
G-BAGO Cessna 421B	0950	G-BVMY Short 360	1032
PH-KXT Fokker 50	1034	OO-DTG Brasilia	1036
G-SAIR Cessna 421C	1208	G-SSFC Seneca	1244
G-BVJC Fokker 100	1250	G-JEAI Friendship	1258
G-BIOJ Rockwell 112TCA	1300	G-BYAU Boeing 757	1304
G-BSBW JetRanger	1317	OY-SVL Citation	1420 2112
PH-LXJ Fokker 50	1434	OO-DTL Brasilia	1437



G-BVJC Fokker 100	1529	G-BVMY Short 360	1603
PH-KXT Fokker 50	1642	G-JEAI Friendship	1720
G-MANA Bae ATP	1732	G-BVJC Fokker 100	1812
G-DBAC Bandeirante	1822	EI-CFB SAAB 340	1914
OO-DTN Brasilia	1948	G-BVMX Short 360	2008
G-JEAI Friendship	2017	PH-LXJ Fokker 50	2056
PH-KXT Fokker 50	2111	G-BVJC Fokker 100	2118
G-DAAL HS 748	2130		
20 G-BYAU Boeing 757	0002	G-MANA Bae ATP	0818
G-DBAC Bandeirante	0824	EI-FKF Fokker 50	0858
G-JEAI Friendship	0939	G-BVJC Fokker 100	0942
G-BVMX Short 360	1020	OO-DTL Brasilia	1022
G-TSAR Baron	1115	EI-FKE Fokker 50	1118
G-BAGO Cessna 421B	1121	G-EMMS Tomahawk	1123
PH-KXT Fokker 50	1130	G-BOXR GA7 Cougar	1158
G-BOXK Firefly	1159	G-BVJC Fokker 100	1234
G-BJYD Cessna F152	1238	G-JEAI Friendship	1258
G-BOJX Archer II	1309	G-JONZ Cessna 172P	1324
G-JEAI Friendship	1330	G-BYAU Boeing 757	1415
OO-DTN Brasilia	1443	G-BVJC Fokker 100	1529
G-MOAC F33A Bonanza	1537	G-OLLY Navajo	1553
G-BVMX Short 360	1609	PH-KXT Fokker 50	1648
G-JEAI Friendship	1720	G-MANF Bae ATP	1743
G-BVJC Fokker 100	1814	G-DBAC Bandeirante	1821
ZH536 Islander CC.2	1904	EI-CFA SAAB 340	1918
G-BWMW Short 360	2005	G-JEAI Friendship	2012
OO-DTL Brasilia	2015	PH-KXT Fokker 50	2058
G-BEJD HS 748	2131	G-BVJC Fokker 100	2204
G-BYAU Boeing 757	2329		
21 PH-LXP Fokker 50	0730	G-DBAC Bandeirante	0818
G-MANF Bae ATP	0835	EI-CFC SAAB 340	0903
G-BFMH Cessna 177B	0920	G-BVJC Fokker 100	0924
G-JEAI Friendship	0942	OO-DTN Brasilia	1028
G-BWMW Short 360	1032	F-GMGB King Air 200	1105 1305(22)
G-SUZN Warrior II	1134	G-BKKO Cessna 182	1206
G-BVJC Fokker 100	1236	G-JEAI Friendship	1309
PH-LXP Fokker 50	1341	G-BPGM Cessna 152	1343
G-BCGJ Cherokee 140	1430	OO-DTI Brasilia	1442
PH-KXT Fokker 50	1444	G-BVJC Fokker 100	1527
G-WAYR Jetstream 41 DIV	1607	G-TSAR Baron	1615
G-BWMW Short 360	1617	G-JEAI Friendship	1724
PH-LXP Fokker 50	1728	G-BYAU Boeing 757	1804
G-DBAC Bandeirante	1818	G-BVJC Fokker 100	1822
EI-CFD SAAB 340	1915	G-BVMX Short 360	2012
G-MANM Bae ATP	2019	OO-DTO Brasilia	2022
G-JEAI Friendship	2026	G-BEJD HS 748	2035
PH-KXT Fokker 50	2056	G-BVJC Fokker 100	2124
PH-LXJ Fokker 50	2131		
22 G-OAVX King Air 200	0751	G-BGRG Duchess	0810
G-DBAC Bandeirante	0828	EI-CFD SAAB 340	0859
G-BSBW JetRanger	0919	G-BVJC Fokker 100	0927
G-JEAI Friendship	0942	G-MANM Bae ATP	0953
G-BVOM Friendship	1013	OO-DTF Brasilia	1040
G-BVMY Short 360	1055	PH-KXT Fokker 50	1128
G-BVJC Fokker 100	1227	G-JEAI Friendship	1258

G-BYAU Boeing 757	1352	PH-LXJ Fokker 50	1426
OY-JRO King Air B90	1439	OO-DTO Brasilia	1441
G-BVJC Fokker 100	1533	G-BVMY Short 360	1622
PH-KXT Fokker 50	1653	G-JEAH Friendship	1703
G-MANO BAe ATP	1738	G-BVJC Fokker 100	1816
G-DBAC Bandeirante	1827	EI-CFC SAAB 340	1913
OO-DTF Brasilia	2005	G-BVMX Short 360	2010
G-JEAH Friendship	2022	PH-LXJ Fokker 50	2101
G-BVJC Fokker 100	2113	G-BYAU Boeing 757	2116
PH-KXT Fokker 50	2125	G-BEJD HS 748	2138
23 G-DBAC Bandeirante	0843	EI-CFB SAAB 340	0851
G-BSBW JetRanger	0941	G-BVJC Fokker 100	1034
OO-DTI Brasilia	1039	G-JEAH Friendship	1041
G-BSNR BAe 146	1111	PH-LXJ Fokker 50	1116
G-BBCW Aztec	1154	G-JEAH Friendship	1346
OO-DTL Brasilia	1440	G-BVMX Short 360	1512
G-TSGJ Archer II	1553	G-MANO BAe ATP	1737
G-DBAC Bandeirante	1812	PH-LXJ Fokker 50	1816
G-BVMX Short 360	1841	OO-DTF Brasilia	1945
EI-CFD SAAB 340	1951	PH-KXT Fokker 50	2053
G-JEAH Friendship	2119	G-DAAL HS 748	2129
PH-LXJ Fokker 50	2223	G-BVJC Fokker 100	2234
24 G-JEAH Friendship	0019	EI-FKA Fokker 50	0852
N584CA Rockwell 114	1004	PH-LXJ Fokker 50	1054
OO-DTL Brasilia	1056	G-JEAH Friendship	1113
G-BRTZ Firefly	1158	G-BAGO Cessna 421B	1252
G-BTNU BAe 146	1258 1427	G-BNNT Warrior	1308
PH-KXT Fokker 50	1322	G-JEAH Friendship	1502
G-JEAH Friendship	1748	G-BVJC Fokker 100	1949
G-BYAL Boeing 757	2036	G-BVJC Fokker 100	2219
25 Closed			
26 EI-CFB SAAB 340	0851	G-BVJC Fokker 100	0925
PH-LXJ Fokker 50	1053	G-GCAT Cherokee 140B	1133
G-BVJC Fokker 100	1226	G-BYAL Boeing 757	1253
G-JEAH Friendship	1256	OO-DTI Brasilia	1435
PH-KXT Fokker 50	1709	EI-CFA SAAB 340	1902
OO-DTL Brasilia	2000	G-JEAH Friendship	2015
PH-LXJ Fokker 50	2058	G-BVJA Fokker 100	2124
G-BYAL Boeing 757	2316		
27 EI-CFB SAAB 340	0856	G-BVJA Fokker 100	0927
G-JEAH Friendship	0938	G-BVMX Short 360	1014
PH-LXJ Fokker 50	1055	PH-KXT Fokker 50	1136
G-BVJA Fokker 100	1232	G-JEAH Friendship	1246
G-BYAL Boeing 757	1344	OO-DTF Brasilia	1445
G-BVMX Short 360	1602	PH-KXT Fokker 50	1705
G-JEAH Friendship	1716	EI-CFD SAAB 340	1913
G-DBAC Bandeirante	1936	OO-DTN Brasilia	2002
G-JEAH Friendship	2030	G-BVEF ATR 42	2123 2155
G-BVJA Fokker 100	2136	G-BYAL Boeing 757	2239
28 G-BVED ATR 42	0630	G-DBAC Bandeirante	0818
EI-FKE Fokker 50	0852	G-BVJA Fokker 100	0918
G-JEAH Friendship	0939	G-BVMY Short 360	1021



G-OJCB JetRanger	1039	PH-LXJ Fokker 50	1043
PH-KXT Fokker 50	1129	N1224S Cessna 425	1154
G-BVJA Fokker 100	1227	G-JEAH Friendship	1303
OO-DTK Brasilia	1439	PH-LXJ Fokker 50	1551
G-BVMY Short 360	1611	PH-KXT Fokker 50	1654
G-JEAH Friendship	1718	G-BYAL Boeing 757	1743
G-DBAC Bandeirante	1825	EI-CFD SAAB 340	1906
OO-MTD Brasilia	1956	G-JEAH Friendship	2034
G-BVJC Fokker 100	2127	G-SWFT King Air 200	2138 2354
G-BEJE HS 748	2144		
29 G-DBAC Bandeirante	0812	EI-CFD SAAB 340	0856
G-BVJC Fokker 100	0922	G-JEAH Friendship	0945
G-BAGB SIAI SF260	1008	PH-LXJ Fokker 50	1041
PH-KXT Fokker 50	1131	G-BVJC Fokker 100	1215
G-BVMY Short 360	1218	G-JEAH Friendship	1250
G-BYAL Boeing 757	1346	OO-MTD Brasilia	1435
G-BVMY Short 360	1628	PH-KXT Fokker 50	1701
G-JEAH Friendship	1716	G-DBAC Bandeirante	1819
EI-CFC SAAB 340	1859	OO-DTL Brasilia	1944
G-JEAH Friendship	2020	G-BYAL Boeing 757	2121
G-BVJD Fokker 100	2131	G-BEJE HS 748	2134
30 G-DBAC Bandeirante	0826	EI-CFC SAAB 340	0910
G-PKBM DC9	0924	PH-KXG Fokker 50	0937
G-JEAH Friendship	0942	G-BWMW Short 360	1038
PH-KXT Fokker 50	1121	G-PKBM DC9	1222
G-JEAH Friendship	1256	PH-LXJ Fokker 50	1443
OO-MTD Brasilia	1453	G-BWMW Short 360	1551
PH-KXT Fokker 50	1654	G-JEAH Friendship	1710
G-OSFT Navajo	1901	EI-CFB SAAB 340	1920
OO-DTG Brasilia	1949	G-JEAH Friendship	2014
G-BVJD Fokker 100	2117	G-BEJE HS 748	2126
31 EI-CFB SAAB 340	0902	G-ELDI DC9	0926
OO-MTD Brasilia	1017	PH-LXJ Fokker 50	1115
G-JEAH Friendship	1119	G-OBMX Boeing 737 500	1307
G-BTNU BAe 146	1317	PH-KXT Fokker 50	1321
G-JEAH Friendship	1707	G-BVJB Fokker 100	2119

### Overshoots

03) XZ593/SRG128: 04) XX492/FYY81: 13) XX500/FYY71;XX497/FYY69: 20) XX499/FYY02; XX482/FYY45;G-BOXR/Exam 17:

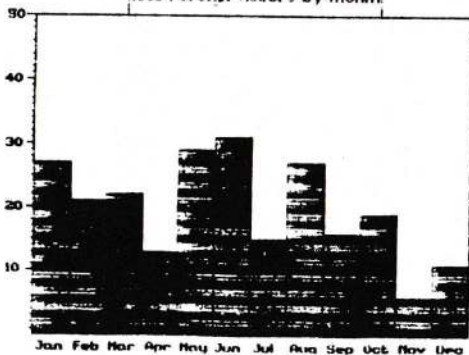
### From (& to where known)

01) N816RL/Gamston: 02) N816RL/Bristol: 03) OO-VLM/F & T Rotterdam;OY-AZW/F & T Rotterdam: 05) N4647J/Barton: 06) EI-BYE/Dublin: 07) N340AC/Elstree: 09) VR-CRC/ Fairoaks: 10) VR-CEC/Doncaster: 12) N102MU/Tees-side: 14) F-GJAF/Le Bourget: 15) ZG844/Northolt: 19) OY-SVL/F & T Tirstrup: 20) ZH536/Northolt: 21) F-GHGB/ F & T Cannes: 22) OY-JRO/Southend: 24) N584CA/Coventry: 28) N1224S/Birmingham:

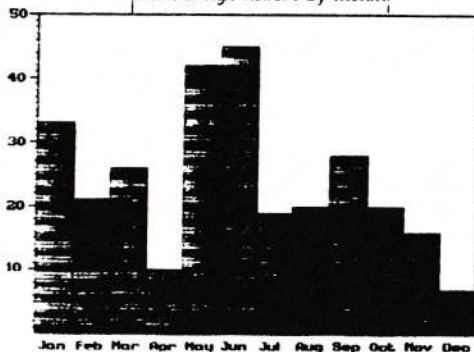
## LBA movements review, December 1994.

Another year has gone by, this years total of foreign visitors ended up at 287 as far as I can tell. December produced seven new ones and one problem, listed in the movements log for the 9th was Fokker 50 PH-LXF but I am pretty certain that this was really PH-KXF. On the 1st and 2nd we had the Gamston based King Air 200 N816RL visiting. Doing a charter from and to Rotterdam on the 3rd were the Metro OY-AZW as "Rijnmond 841" and the Fokker 50 OO-VLM as "Reubens 91-92". Making its first visit on the 5th was the Barton based Cherokee Arrow N4647J. EI Air Exports Navajo EI-BYE used callsign "Air Export300" when it visited on the 6th and noted on the 7th was the Cessna 340 N340AC. Agusta A109A VR-CEC on the 9th is the Alan Mann Helicopters demonstrator and was down in the log as on demo, it returned the following day from Doncaster. From and to Hibbaldstowe on the 11th was the Do-28 EI-CJU of the parachute club, this is to be joined by another one also imported from Nigeria, 5N-AYE, which is due to arrive at Humber side on January 8th where it will be given engineering checks before going to Hibbaldstowe. The Gulfstream IV N102MU of the Wilmington Trust arrived from Tees-side on the 12th and new on the 14th was King Air 200 F-GJAF using callsign "Darta 5293". A long gap then until the Sunscan Citation OY-SVL on the 19th. King Air F-GMGB arrived from Cannes on the 21st and returned there on the 22nd. Operating as "Dantrans9519" on the 22nd was King Air 390 OY-JRO and visiting from its home at Coventry on the 24th was Rockwell 111 N584CA. Cessna 425 N1224S arrived at Knightair on the 28th for work on the engines and props and it will be here until late January at least. There are only two military visitors to mention this month, both Islanders. On the 15th ZG844 was "Army 338" and on the 20th ZH536 was "Ascot 742". As for the rest, the BAe RJ70 G-OLXX on the 1st was believed to be transporting the Indian Prime Minister to Heathrow. On the 7th the mail flight was to have been done by G-BEJD but this went u/s on arrival so another N3748 in the shape of G-ATMJ was sent in to take over. On the 23rd Fokker 50 PH-KXT went u/s so the inbound flight from Amsterdam (UK753) was done by BAe 146 G-BSNR and engineers arrived in the Aztec G-BBCW as "UK5000" to fix the Fokker. ATR42 G-BVEF called in on the "Flyer29LA" on the 27th and carried on to Newcastle as "Flyer79NA", the following morning ATR 42 G-BVED positioned in at 0630 as "Flyer 001P". Two new Fokker 100's this month with British Midland, G-BVJC first visited on the 4th and G-BVJD arrived on the "Midland420" on the 29th. Not to be outdone Air UK used Fokker 50 PH-LXP for the first time here on the 4th and Friendship G-BVOM first visited on the 22nd. That appears to be it for 1994, a list of the foreign visitors should appear elsewhere plus (hopefully) a couple of barcharts if I can find room so a Happy New Year to all our readers and good spotting.

1993 Foreign visitors by month



1994 Foreign visitors by month





## Foreign visitors to LBA 1994

A6-HHH	Gulfstream IV	1011	EI-TLE	Airbus	320 231	429
C-GTSE	Boeing 757 23A	25488	EI-TLG	Airbus	320 232	448
C-GTSF	Boeing 757 23A	25491	F-BPVE	Boeing	747 128	20355
C-GTSJ	Boeing 757 23A	24777	F-BYFB	HS 125	700B	257166
C-GTSN	Boeing 757 236	24543	F-GBTI	Falcon	10	24
CS-TKC	Boeing 737 33A	23830	F-GELL	King Air	E90	LW-88
CS-TKD	Boeing 737 33A	23827	F-GENJ	TB-20	Trinidad	499
D-CCAY	Lear Jet 35A	35-112	F-GEPY	King Air	200	BB-779
D-CDLH	Junkers 52/3m	130714	F-GFCO	King Air	C90A	LJ-1098
D-CFUX	Lear Jet 55	55-061	F-GFJD	King Air	C90	LJ-610
D-CHOP	Citation II	0609	F-GFPR	SA226AT	Merlin IV	AT-069
D-CREW	Lear Jet 55	55-011	F-GFVO	PA-31T	Cheyenne	31T-7920049
D-EFBJ	TB-9 Tampico	1041	F-GGCP	Falcon	50	9
D-EKMV	TB-20 Trinidad	724	F-GGLA	King Air	200	BB-744
D-IAGT	Cessna 425	0061	F-GGMV	King Air	200	BB-616
D-IATA	King Air E90	LW-224	F-GHIU	Beech	58 Baron	TH-986
D-ICRI	Cessna 441	0146	F-GHUV	King Air	E90	LW-278
D-IEIR	Citation I	0259	F-GHYV	King Air	200	BB-364
D-IHMO	P.180 Avanti	1009	F-GILB	King Air	200	BB-477
D-IIBB	King Air F90	LA-202	F-GINB	King Air	200	BB-367
D-IIHA	King Air C90	LW-562	F-GIND	King Air	200	BB-822
D-IKOB	King Air 200	BB-921	F-GIVV	Cessna	340A	1520
D-IMMS	Cessna 340A	0064	F-GJAF	King Air	200	BB-167
D-ISCH	Citationjet	0040	F-GKID	Citation I		0319
D-IWAS	Cessna T303	0111	F-GKPB	Falcon	100	207
EC-BIG	DC9 83	49579	F-GLXF	Boeing	737 219	22657
EC-EPL	DC9 83	49630	F-GMGB	King Air	200	BB-1390
EC-ESJ	DC9 33	49790	HR-GJB	King Air	350	FL-75
EC-ETB	Boeing 737 4Y0	24545	HB-IAI	Falcon	900	75
EC-EXY	Boeing 737 4Y0	24689	HB-IUD	DC9 87		49641
EC-FEE	Boeing 757 236	25053	HB-VIA	MU-300	Diamond	A.087SA
EC-FJQ	DC9 83	49900	HB-VJI	Lear Jet	31	31-011
EC-FQP	Boeing 737 348	23809	HB-VJK	Lear Jet	35A	35-651
EC-FRV	Gulfstream II	237	HB-VJL	Lear Jet	35A	35-653
EC-FSC	Boeing 737 348	23810	HB-VJV	Falcon	20D	237/476
EC-FSY	DC9 83	49577	HB-VKI	Lear Jet	60	60-019
EC-FTS	DC9 33	49621	HB-VKO	Falcon	20F-5	257
EC-FTT	DC9 83	49622	HB-VKS	Citation II		0441
EC-FTU	DC9 83	49672	I-AIRW	Lear Jet	31	31-025
EC-FVR	DC9 83	49574	I-ALJK	Cessna	337A	0471
EC-FVT	Boeing 737 3Y0	23495	I-MPIZ	Beechjet	400	RJ-25
EC-FXA	DC9 83	49938	I-TIAR	DC9 15F		47015
EC-FXI	DC9 83	49630	I-VIGI	MU-300	Diamond	A.013SA
EC-FXY	DC9 83	49627	LX-SKS	Bandeirante		110-381
EC-591	DC9 83	49938	LZ-ABD	Airbus	320 231	314
EC-592	DC9 83	49574	LZ-BTA	TU154B		026
EC-638	DC9 83	49630	LZ-BTC	TU154B		036
EC-646	DC9 83	49627	LZ-BTF	TU154B		077
EI-BFF	A23-24 Musketeer	MA-352	LZ-BTH	TU154M		754
EI-BTH	Short 360	SH-3717	LZ-BTI	TU154M		706
EI-BTI	Short 360	SH-3718	LZ-BTK	TU154B		144
EI-BTK	Short 360	SH-3720	LZ-BTM	TU154B		209
EI-BUF	Cessna 210N	63070	LZ-BTN	TU154M		832
EI-BUN	Beech 76 Duchess	ME-371	LZ-BTO	TU154B-1		258
EI-BYE	PA-31 Navajo 350	31-7305118	LZ-BTQ	TU154M		743
EI-CDF	Boeing 737 548	25737	LZ-BTS	TU154B-2		422
EI-CDS	Boeing 737 508	26287	LZ-BTT	TU154B-2		483
EI-CDT	Boeing 737 548	25165	LZ-BTU	TU154B-2		484
EI-CFA	SAAB 340	248	LZ-BTW	TU154M		707
EI-CFB	SAAB 340	251	LZ-BTX	TU154M		744
EI-CFC	SAAB 340	255	N3HB	CL600S Challenger		1059
EI-CFD	SAAB 340	257	N5NN	Cessna 421C		0446
EI-CJF	Boeing 737 204	22967	N9PC	Gulfstream IV		1210
EI-CJG	Boeing 737 204	22058	N10MR	Mitsubishi MU-2P		351SA
EI-CJU	Dornier Do28D-1	4337	N11HJ	Citation I		0034
EI-FKA	Fokker 50	20118	N16NK	Gulfstream IIB		156
EI-FKB	Fokker 50	20119	N35UK	Lear Jet 35A		35-662
EI-FKC	Fokker 50	20177	N40DJ	Cessna 208		00141
EI-FKD	Fokker 50	20181	N45SJ	Falcon 900		37
EI-FKE	Fokker 50	20208	N50DT	Lear Jet 36		36-004
EI-FKF	Fokker 50	20209	N60UK	Lear Jet 60		60-004
EI-SHN	Airbus 330 301	054	N71CK	Lear Jet 36A		36-035



N71HB	Citation I	0275	OO-RSE	Sabreliner 65	465-72
N74JA	CL600S Challenger	1060	OO-SXB	EMB 121 Xingu	121040
N75RD	Falcon 50	220	OO-SXC	EMB 121 Xingu	121042
N102MU	Gulfstream IV	1145	OO-VLM	Fokker 50	30135
N121C	Citation II	0354	OY-ARV	Mitsubishi MU-2B-35	635
N202W	PA 28 160	28-337	OY-ATZ	Mitsubishi MU-2J	626
N228CX	TBM-700	84	OY-AVT	PA-18 Super Cub 95	18-3202
N299FB	Gulfstream IV	1099	OY-AZW	SA226TC Metro II	TC-252
N303MK	Cessna T303	0107	OY-BEB	King Air C90	LJ-971
N319GP	Gulfstream II	150	OY-BPM	SA226T Merlin 2B	T-410
N340AC	Cessna 340A	1521	OY-BZN	Cessna 421C	0045
N369G	BAe 125 700A	257125	OY-CCG	Citation III	0003
N375PK	CL601 Challenger	3054	OY-CEV	Citation I	0329
N400KC	HS-125 400F	25198	OY-CGO	Citation I	0287
N425HS	Cessna 425	0044	OY-CIE	ATR-42 300	082
N501CG	Citation I	0102	OY-CPW	Citation I	0120
N507MM	Avro RJ-100	E-3245	OY-CTR	PA-31 Navajo 310	31-8012066
N553M	BAe 125 800A	258027	OY-DLY	PA-31 Navajo 300	31-229
N548D	Gulfstream IV	1065	OY-GEA	Beech 2000 Starship	NC-8
N584CA	Rockwell 114	14548	OY-JRK	Short SC7 Skyvan	SH.1901
N601HC	CL601 Challenger	5088	OY-JRO	King Air B90	LJ-327
N701QS	CL600S Challenger	1066	OY-JRP	Beech 1900C	UB-56
N797HG	PA-46 Malibu 310P	46-8408064	OY-KIE	DC9 21	47306
N804JW	1125 Astra 3P	069	OY-OCM	P68B Victor	180
N816RL	King Air E90	LW-187	OY-PET	PA-34 Seneca 200T	34-7570011
N900SJ	Falcon 900	19	OY-SUJ	Citation I	0121
N917W	Gulfstream IV	1158	OY-SVF	BAe Jetstream 31	686
N979RA	Gulfstream IV	1191	OY-SVL	Citation I	0049
N1224S	Cessna 425	0211	OY-TTC	B60 Duke	P-482
N1351H	PA-32 Cherokee Six	32-7740034	PH-ANH	Cessna F172P	2244
N1565B	Beechjet 400	RJ-65	PH-ECO	PA-31 Navajo 350	31-8052174
N1656H	PA-34 Seneca	34-7770131	PH-EEF	PA-31 Navajo 350	31-7552017
N1848U	Falcon 50	227	PH-FWM	Mitsubishi MU2B	1548SA
N2000M	Citation V	0146	PH-GVN	PA-32 Cherokee Six	32-582
N2187V	Cessna 140	14416	PH-IDA	PA-31 Navajo 350	31-7852160
N2250X	PA-28RT Arrow 201	28R-7918097	PH-KXF	Fokker 50	20246
N2356X	PA-31T1 Cheyenne	31T-8104003	PH-KXG	Fokker 50	20247
N2657N	Cessna 421C	0811	PH-KXH	Fokker 50	20249
N2659F	Cessna 421C	0837	PH-KXT	Fokker 50	20256
N4647J	PA-28R Arrow 180	28R-30541	PH-LXJ	Fokker 50	20270
N5775N	Rockwell 114	14359	PH-LXP	Fokker 50	20276
N6220X	Beech 58P Baron	TJ-403	PH-MEX	Citation V	0217
N7776	Gulfstream IV	1121	PH-NVK	Cessna 340A	1018
N8100E	Falcon 900	34	PH-OAL	PA-31 Navajo 310	31-7812037
N9790G	Cessna 172N	73636	PH-RPN	BN2T Islander	2191
N27495	PA-31 Navajo	31-7812041	RA85436	TU154B-2	436
N31712	PA-34 Seneca 200T	34-7870260	SE-CPL	Ryan Navion A	4-1786
N43069	PA-28 Warrior II	28-8316075	SE-DEG	Citation I	0276
N43230	PA-28RT Arrow 201	28R-8431003	SE-DEY	Citation I	0370
N60526	Beech E55 Baron	TE-1159	SE-DPX	L.1011 Tri-star	1091
N69516	Cessna 340	0350	SE-IBD	Cessna F172N	1695
N80302	PA-34 Seneca 220T	34-8233055	SE-KYE	EMB110 Bandeirante	110-304
OE-FNG	Citation I	0301	VR-BKY	HS 125-3F	25150
OE-GAA	Citation V	0111	VR-CAT	Citation I	0232
OO-CJP	Cessna 414A	0229	VR-CBW	Gulfstream IV	1096
OO-CTD	Robin DR400/140B	2201	VR-CTR	King Air C90	LJ-1028
OO-DTF	EMB 120 Brasilia	120082	VR-CDC	MDN 520 Notar	LN-050
OO-DTG	EMB 120 Brasilia	120087	VR-CDM	Citation I	0084
OO-DTH	EMB 120 Brasilia	120105	VR-CEC	Agusta A.109A	7411
OO-DTI	EMB 120 Brasilia	120121	VR-CEZ	Falcon 50	138
OO-DTJ	EMB 120 Brasilia	120133	VR-CHR	Cessna 340A	0990
OO-DTK	EMB 120 Brasilia	120149	VR-CMO	Citation I	0070
OO-DTL	EMB 120 Brasilia	120176	VR-COM	Citation I	0318
OO-DTN	EMB 120 Brasilia	120235	VR-CPR	Cessna 421C	0837
OO-DTO	EMB 120 Brasilia	120253	VR-CRI	King Air 350	FL-66
OO-EJM	PA-31 Navajo 310	31-7912069	5B-DBB	Airbus 320 231	256
OO-ING	Airbus A300B4-2C	066	5B-DBC	Airbus 320 231	295
OO-LFH	Cessna 421C	0064	5B-DBD	Airbus 320 231	316
OO-LFR	Lear Jet 25D	25D-320	9H-ABE	Boeing 737 2Y5	23847
OO-LCM	Citation I	0036	9H-ABF	Boeing 737 2Y5	23848
OO-MTD	EMB 120 Brasilia	120213	9H-ABG	Boeing 737 2Y5	24031
OO-MJE	BAe 146 200	E-2192			

# Military Matters

Eric Martin



## WHITHER CENTRAL FLYING SCHOOL, ETC?

A Ministry of Defence press release, as reported in "The Yorkshire Post", has announced the relocation of several units and aircraft, following the closure of RAF Finningley and RAF Scampton.

Fifty Tucanos will relocate to RAF Linton-on-Ouse; 1 FTS will then presumably continue to share the basic flying training function with 3 FTS at Cranwell. Linton will obviously have the major role with seventy-eights Tucanos; certainly the skies of North Yorkshire is going to be full of them!

As noted in the October issue, a number of Tucanos are to be based at RAF Topcliffe, but they are to be the 'fast-jet navigator stream' Tucanos rather than merely overflow from Linton. It seems likely that Jetstreams and Dominies will also be based at Topcliffe if total Air Navigator training is to be based there but, currently, information is incomplete.

One Hundred Squadron, with its 'target facilities' Hawk T1 and T1As are to be based at Leeming, to serve alongside 11 Squadron and 25 Squadron Tornados. 100 Squadron has distinctive blue and yellow checks on the tail and skull and crossbones devices on the nose, which makes them easy to distinguish from any other Hawks which might be around - although I don't think that the Hawks from 4 FTS at Valley stray so far!

RAF Church Fenton is to have yet another minor resurrection in that the Bulldogs of Yorkshire Universities Air Squadron and Chipmunks of 9 Air Experience Flight are to be based there. This might give scope for further economies by combining them with Northumbrian Universities Air Squadron and 11 Air Experience Flight respectively. The latter two units are currently based at Leeming and they don't really fit in with the Tornados!

The MOD press release, however, leaves as many questions unanswered as it answers; there is no mention of the final relocation of the following units and courses:

Central Flying School

Joint Elementary Flying Training School

Multi-Engine Training Squadron

Initial Airman Aircrew Training Course

Air Engineer, Air Electronics and Air Loadmaster training

## MILITARY NEWS

The competing claims of the C130J and the FLA as the Hercules replacement has led to a compromise. The Ministry of Defence has ordered 25 C130Js from Lockheed but Britain is to remain a participant in the FLA project. Presumably, this might leave scope for an order for FLAs at some time in the future? Hopefully, it will not be the worst of both worlds but it could be an unhappy compromise - only time will tell!

A quiet month for military aviation activity with most Service personnel taking either Christmas or New Year seasonal leave.



## Danish Holiday

Quiet roads, pleasant scenery, good food & beer, and an Air Rally - sounds like all the necessary ingredients for a good holiday. So for the middle two weeks in June, we packed the car full of camping equipment, & with a ferry booked from Newcastle, set off. The crossing to Hamburg is nearly 24 hours long, but as it was a fine, sunny day when we set off at about 1pm, we were able to sunbathe on deck most of the afternoon and early evening, before having a meal in the cafeteria, and then a couple of drinks in the bar, listening to the band, until a pleasant night's sleep in our own, if rather small, cabin.

A comfortable night then breakfast & back on deck to watch our progress up the River Elbe, but unfortunately, as we neared Hamburg, it started to rain. The local Police Bolkow helicopter came down to have a look at us, & soon we were in dock, in the car, and out onto the German roads.

Road works & bad signing didn't help, but we did eventually manage to find our way into Hamburg, Fulsbuttel, airport. The restaurant gives access to the terrace, & having paid our 3Dm (about £1.20) and been given a quick check-down for concealed weapons, we were able to get quite a good view across the international ramp. The only problem is that aircraft on the light park, were parked square-on & but for a few, it was impossible to read registrations.

Lufthansa were obviously well represented with mainly Airbus & Boeing 737s, but others included Hapag Lloyd 737, LTU 757, Fokker 50s & Regional Jets of Lufthansa Cityline, new LOT 737 ( SP LKF ) & IL76 ( UR76694 ).

The coffee was good, & within an hour or so, I had logged nearly 30 aircraft, so we moved on to a campsite north of Lubeck, on the south west corner of the Baltic. Here I was able to practice a little of the German I had been learning at night-school, and we had two very pleasant nights, before we took the ferry from Puttgarden to Rodby, on the south of Zealand, and our first taste of Denmark.

As I said, the roads are quiet and the scenery is rather flat, mainly farmland and with little villages all looking rather alike. We made our way north of Copenhagen, up the coast which was quite attractive, and to a campsite at Niva, where we stayed three days. If you are used to camping in the UK then you would find Germany & Scandinavia far in advance of here. The site we were on had its own lake, and that brought our only problem - mosquitoes. I can cope with the bites fairly well, but Helen seems to be particularly attractive to mossies - she suffered a little.

On the Saturday evening, we went back to Copenhagen, to find the place nearly deserted. We wanted to visit the Tivoli Gardens, and that's where we found all the people. It was busy, but it is a superb place with a real carnival-like atmosphere. Fairground rides, live entertainment, a good choice of eating places, and towards dusk the lights come on. Unfortunately we couldn't stay till the fireworks at the end. We went back into the City to eat, and that was a mistake. There is a far greater choice in Tivoli, and at what seemed like more sensible prices.

I should have mentioned we had called at Copenhagen, Kastrop, but I was very disappointed, no good view, few aeroplanes & only Gulf 2 N903SD of any note.



On the Sunday we headed for Roskilde, the main light a/c field of Denmark. If you ask at Security in the Airport Office, to the left inside the terminal, you should have no problem with access to all parts of the field. I logged over 100 aircraft, mostly light types but including Metros of Jetair, Jetstreams of Sun-Air, LET 410s OK TDB & TDG, Jetstream TF ODN, Do228 SE KTM, the Beech Starship OY GEA and what I think was a second Starship, probably the N-, being repaired after a landing accident.

Monday was a day without planes. We drove to Helsingor and went as foot passengers to Helsingborg in Sweden. The ferry was luxurious and only cost 25 DKr, a little over £2.50, for the return fare. The journey time is about 15 mins and leaves exactly on time every trip as they close the terminal gates just prior to departure to ensure punctual timing. We changed DKr for SKR, & had a beer, something to eat and a walk around the shops. No planes was not strictly correct as Danish Navy Lynx S170 flew over the harbour at Helsingor before we left.

Our next plan was to take the ferry from Zealand, via Odense to Jutland, but we did intend to stop one night on Odense and we finally settled on a campsite at Bogense, where we were told a strong gale was expected. We did finally get the tent up and although the wind did not materialise, the following morning we did get rain, five minutes before we finally got the tent down.

On the south of the island of Odense, near to Kvaerndrup, is the superb Egeskov Castle. It really is in a picturesque setting, with its own moat, immaculate gardens - one of which is all fuschias -, a maze which we got into and out of by the same route but never found the centre, and a museum. The museum contains cars, bicycles & motor bikes, horse drawn carriages, farm equipment, domestic items such as televisions & vacuum cleaners, and, believe it or not, just a few aeroplanes.

The main attraction is the only existing (as far as I know) Saab B17, but also includes Chipmunk, Alouette, Tiger Moth, Pou du Ciel & other items. Egeskov is well visited by coachloads of tourists, and I can highly recommend it, even if you DON'T like planes. Odense airport had 3 aircraft.

When we got onto Jutland, we decide to camp at Billund, purely because it was central to everywhere we wanted to visit. on our arrival it was raining & so we hired a wooden hut for one night, and by the following day the weather was fine again & we put the tent up. We spent a total of five nights there.

Billund has its own airport, a large transport museum, and of course one of Denmark's biggest attractions - Legoland.

We called at the airport on several occasions - the parking is free if you can find a spot, & you can take your coffee and Danish pastry up to the viewing area. Maersk are the main users, but over the five days I also saw several visiting & resident light aircraft, KLM Saab 340s, Braathens SAFE Boeing 737, Premiair Airbuses, Boeing 757 EC ENG of LTE International, Convairs OO HUB & DHB, TNT 146s G Tnte & 'G and many others. By driving to either side of the main terminal it is possible to get reasonable views of the hangars & light park where there were more Sun Air Jetstreams, F27 OY MUF of Newair & a Cessna on floats, which seemed to spend all day doing very noisy circuits around our tent.

Billund 'Center Mobilium' is a transport museum in three sections. It includes the Car Museum of Denmark which goes from vintage to modern including model T Fords, Rolls & De Loreans, & motorcycles of all types; the Falck or Rescue Service Museum, like our Fire Brigade & Ambulance Service all in one, and has hanging from the ceiling a bright red DH Dragon Rapide; and also the Aviation Museum of Denmark. This has both indoor and outdoor exhibits with some 30 - 40 aircraft. All periods of aviation are covered from a replica of a plane in which Jacob Christian Ellehammer is credited with being the first European to succeed in taking off from the earth, through Avro 504 & Hawker Dancok, to Meteor & Hunter, and up to recently-retired Starfighter & Drakens. It has engines, balloons, gyro gliders, primary gliders & man-lifting jet-packs of the 'James Bond' type. Two of my favourites were the KZIII OY ACT & Monospar, OY DAZ. This place is well worth the visit.

For many people, THE place in Denmark to visit must be Legoland. Yes, Lego is a child's toy, but you definitely don't need to have children with you to visit. The first model we saw was the airport where the planes taxi, the helicopters almost seem to fly from the terminal roof & the scene is set for the whole park.

The Statue of Liberty has 1.4 million pieces (that's the only one we remembered - some have 2.5 million ! ), Sitting Bull the Red Indian chief is 30 feet high, and the Mt. Rushmore presidents total 30 metres long. When you look at the Dutch towns, the lock gates on the canals open, the ships pass by, the bridges lift, and the lorries & cars run run along on their way.

It's amazing what 21 computers & 130 miles of electronics can do. All the trains leave on time on their various journeys, the sharks circle round your boat when you go to see the Pirate island, and the giraffes & zebras & lions & monkeys just seem to be having a marvellous time watching the tourists on safari.

From the observation car which rises up the tower, you get superb views of the surrounding countryside, & we must have been the only adults that day to go on the monorail without children. Inside, there is Titania's Palace - a dolls' house without comparison and a collection of old, mechanical toys.

There is a choice of eating establishments - the waffles are super, you can pan for gold, or if you're under 14 learn to drive, take a walk round Legoredo - the Western town, or even stand and watch the live entertainment - we saw a small concert of folk-singing. The entry charge is 95DKr, nearly £10, but we thought it worth every bit of that sum. My only comment is you can buy Lego cheaper in Leeds, but my helicopter is genuine Danish Lego from Legoland. If the chance arises, go and see it.

Whilst at Billund we went across to Esjberg, the alternative ferry terminal if you want to visit this area, but not go through Hamburg. The airport was quiet, the best being Super Puma OY HMF of Maersk. Round the back road, you can get a view of Newair Jetstreams OY CRP, CRR, CRS & CRT parked up. G ZAPD of Tital was also visiting. We did see a couple of gliders overhead near Starup, and by following the signs, found the local Gliding Club, with about half a dozen residents on view. That was on a Friday - weekends could be busier.



One of the highlights of the holiday was the proposed visit to Stauning. As you are probably aware, there is an Annual Rally held here to bring together the various examples of a range of planes designed & built by Messrs Kramme & Zeuthen, and Saturday was the day we had set aside to visit the 27th International KZ Rally.

I could tell things weren't going quite to plan, when I woke up at 4am to hear the delicate sounds of rain on the tent. Never mind, I thought, it will stop before we go out. But it didn't, it just seemed to get heavier. Having come all this way, I certainly wasn't going to miss it, so we packed waterproofs, an umbrella and sandwiches and set off. We missed one signpost but eventually found the Museum and Rally and paid our money & parked up. It was still just raining when we got out of the car, but at least there were some aeroplanes, the first one I saw being an Antonov AN2, OK VHJ.

It was obvious that the adverse weather had deterred a lot of visitors, but there were at least 150. Planes park right up to the access road, so photography was good but some were very difficult to see for logging purposes. There was only one answer and that was to get 'airside', which didn't seem very easy. Luckily, I made friends with a Danish 'Special' Police Sergeant, and was then able to visit all areas of the field, including being able to look into most of the hangars.

The Rally attracts a lot of foreign visitors to Denmark, and the Germans were there in large numbers, along with Swiss, Norwegians, Swedes, Finns and even a few Brits and Yanks.

Many of the Museum aircraft are flyable and during the course of the day, they made their way out onto the field, before all taking off and flying several times around the rally in two large formations.

KZ aircraft of all types were present and other highlights included Beech Staggerwing N69H, Waco N29353, Cessna Caravan OY TCB, Yak C11 OK JZE, Auster 4 OH AUF & Turbo Porter LN VIT. In August of last year, we went to Zurich and one aircraft I logged, I could not identify for months, and it was only about April or May when I finally sorted it out, so when I saw LN VIT again, I was most surprised.

In a dark corner of one hangar there were two orange-coloured MIL 8s CCCP27008 & '9, which I was told were for sale, and if you wanted, you could pay for them with food, or other suitable goods. We had no spare room in the car.

Having had a good look round and got rather damp, we made our way to the Museum, and found that on this occasion, the entry fee had been included in our initial payment. The two hangars looked very empty as most of the inmates were still out displaying themselves, but all the non-flying types were still present along with one or two in the process of being rebuilt. As with the other collections we had visited, this is one I would recommend as a 'must'.

I knew that on the Sunday there was an Airshow being held at Arhus, which is on the east coast of Jutland, and as the weather showed no signs of improving for sightseeing, we settled on a visit there. Billed as the 'Scandinavian Historic Airshow 94', it cost 100DKr each to get in (£10+) which I suppose by IAT standards is quite reasonable, but I was rather disappointed by the numbers of aircraft present. A few of the British regulars were there like Nord G ATBG (NJ C11), Mustang N167F ( 473877 - 'Old Crow' ) and Spitfire G MKXI ( PL 965 ) but others included OE EAS Corsair & OE ESA T28 Trojan, Harvard LN TEX, Piper Cubs LN RAP & KLT & DH Vampire SE DXY.



The Slovakian White Albatrosses, did their display, along with a local F16, and others. C47A SE CFP, in SAS colour scheme looked attractive, parked alongside Danish counterpart OY 8PB which had also been at Stauning, and a yellow, silver and blue 9Q CUK. It didn't take us long to see what there was to see and as the weather brightened up towards the afternoon, we left to have a drive around some of the centre of Jutland. Silkeborg, described as the Danish Lakeland, is a nice area, and is a change of landscape from the farmland, as it has woods and lakes.

The following morning, we packed up at and paid our dues at Billund and drove south, heading for Germany for a night again, so that we could be within a reasonable distance of Hamburg, for the ferry on Tuesday afternoon.

With dual carriageway nearly all the way, it wasn't long before we passed into Germany and made our way to Kiel, where we camped at a site north of the town, right on the coast, and it was only a walk through the campsite to be on the water's edge where we could watch the boats going in and out heading for the Kiel canal.

We had to go shopping for essential supplies and got lost in a large housing estate, but eventually found we could buy beer at the local petrol station, and so on the way back had a look at Kiel, Holtenau, airport.

The first sight I saw was of a Junkers Ju52, D CLDH, but painted as D AQU1, doing pleasure flights from the airport. It being near the end of the holiday, money was getting tight, but I should have loved to have been able to afford a flight. The plane was obviously doing a tour of airports, offering pleasure flights and was supported by a sales stand selling souvenirs, so at least my collection of Schabaks increased by one.

VFW614 17+02 took off just after we arrived, and Sea Kings 89+51 & 89+63 were both in evidence flying SAR around the local waterways. In fact all the Sea Kings of MFG5 are based at Holtenau on the military side of the airfield along with Dornier Skyservants but we didn't get around to that side, and no others were visible from the civil side.

It seemed quite a busy place with an active flying club and amongst the locals were Dornier Do27s D EFZM & EKFG, new Robinson R22 D H11H Schleicher glider D 0078, and an assortment of twins & singles with OY CID ATR42 flying a scheduled service. When we went back to the campsite, from our viewpoint on the edge of the water, with chilled beer in hand, we had good views of all the aircraft flying in and out of the airport.

It being the last night under canvas, we treated ourselves to an excellent meal in the site restaurant, which saved unpacking all the cooking equipment, and did likewise with a full breakfast the following morning. Then it was off to Hamburg and another coffee on the terrace at the airport. More Regional Jets & F50s of Lufthansa Cityline, Hapag Lloyd Airbus, Delta B767 N181DN and a few lights.

As we approached the docks, we had the only driving incident of the holiday, when I realised that the road I needed was to my left, but with a three-lane underpass emerging between us and it and traffic travelling at speed. I ended up pulling in on the offside, watching for a gap, and then doing a full revs, racing start to accelerate across to where I needed to be. We made it safely.

Unfortunately the ferry crossing home was not quite as smooth as the one going, and it was 10am by the time we surfaced, having missed breakfast and in any case, not wanting to face anything more than a tomato juice. It is a long trip back to Newcastle and we seemed to be in sight of land for hours before we could finally make out features on the coast, and eventually docked at about 3.30pm. Customs was no problem and we were soon home via a busy A1.

I would say that there is a big advantage in having only a short journey to and from Newcastle, as opposed to travelling to a Channel port, or even Harwich, but it is a long crossing with not a great deal to do, especially if the weather isn't too kind.

Hamburg is obviously well sited if you are heading for either northern Germany or Denmark and beyond, and Esjberg is even closer if you want to miss out Germany.

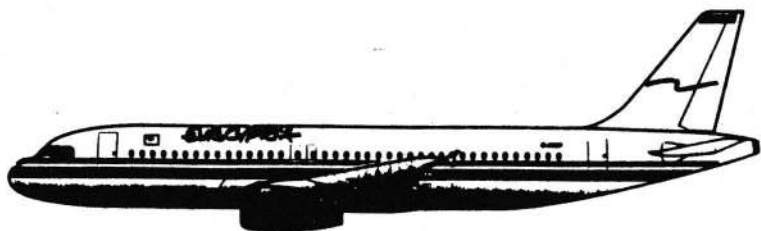
Like most airfields abroad, polite enquiring is usually met with a positive answer and access can be gained to most places.

Foreign hospitality is good and most people speak English even if we can't speak their language. For me, it will be back to night-school again this winter to improve my German even more, because I think we shall almost certainly be over there again, if not next year, in the very near future.

AUF WIEDERSEHN.

John Lloyd-Martin

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VINTAGE STUFF! - THE DE HAVILLAND MOTH CLUB RALLY

For some reason I have always had a soft spot for aircraft from the de Havilland stable. Perhaps this goes back to watching, at an impressionable age, the numerous Tiger Moths which were based at Yeadon in 1941, buzzing around in seemingly endless circuits. Or, more particularly, because my first flight was in a Dragon Rapide from Whitchurch (Bristol) to Cardiff, a year after the end of World War 2. Twelve years later, I sampled a short pleasure flight from Southport Sands in a Fox Moth. Four passengers were sandwiched in a small cabin between the engine bulkhead and the pilot's open cockpit - which solved the C.G. problem - and there was a sliding window which could be opened in flight.

Blessed as we are nowadays with such a wide choice of air displays and events, the desire to see a lot of de Havilland aeroplanes readily resolved itself. We decided to combine a camping weekend with a visit to the 15th International Moth Rally, which was held in the grounds of Woburn Abbey, Bedfordshire on 20-21 August.

Why is the Rally held at this particular stately home? It commemorates the Flying Duchess of Bedford (wife of the 11th Duke), who added prestige to the ranks of pioneering women aviators in the nineteen twenties. She made several expeditions in her Moth, including a flight from Croydon to Cape Town in ten days. She was made a D.B.E. for her services to flying.

As the campsite at Woburn proved to be fully booked, we spent two nights at Cosgrove Leisure Park, a few miles from Milton Keynes. From there it was an easy journey to Woburn Abbey, guided by the occasional biplane descending some way ahead.

We entered the grounds of the Abbey and drove along a narrow road winding through idyllic parkland and frequent clusters and avenues of trees, helped by the occasional "To the Moths" sign. If the aeroplane had been invented two hundred years earlier, I mused, Humphry Repton might have designed quite different landscapes for some of his noble patrons!

This train of thought was abruptly shattered as the road emerged from trees to cross flat grassland. The sound of a high-revving aero-engine somewhere behind us brought the realisation that, a) this was indeed the airstrip, b) that our road was crossing the end of it and c) that an aircraft was bounding along the turf, full frontal and getting larger rapidly. Prudence demanded a prompt dab on the accelerator, and a few seconds later a venerable Puss Moth, just airborne, roared past our offside windows. For a machine aged sixty plus, it was happily still sound in wind and limb!

Resuming a more sedate speed, we could now see lots of double wings on the far side of the airstrip. More circuitous driving through the estate eventually brought us to the brow of a low hill on which there was ample space for car parking. From this vantage point we had a clear view of the airstrip and all the assembled aircraft and were within earshot of the public address system.

VINTAGE STUFF! (Cont)

Getting out the camping chairs, knitting for my wife and binoculars and notebook, we settled down happily to watch several hours of non-stop flying. A walk along the line demarcating the airside allowed inspection of the aircraft, which were nearly all of pre World War 2 vintage and were immaculately presented, including Tigers in successive RAF trainer schemes of yellow, camouflage and silver. There were also refreshment tents, Moth spare part and book stalls, with everything you ever wanted to know about the D.H. enterprise.

Further along, one could watch various Moths coming in to land, some side-slipping deftly over the grazing herds of deer to achieve perfect three-pointers followed by a short landing roll.

At the other end of the strip were a placid lake and clumps of mature trees. Clearing these in take-off presented no problems for the Moths, but a Dragonfly, a rare twin-engined biplane, performed gentle turns to right then left as soon as it was airborne to fly through a gap in the woodland.

There were aerobatics by Tigers, including a competition for 'The Perfect Loop', parachute descents from Tigers and to conclude a flypast by the Diamond Nine Formation Team of Tigers.

Fifty-two examples of D.H. aircraft were present, comprising:-

D.H. 53 Humming Bird EBHX	D.H. 89 Dragon Rapide AEML
D.H. Go Moth EBLV, AAMY	D.H. 90 Dragonfly AEDU
AAWO, ATBL	D.H.C1 Chipmunk BDDD, WG348,
D.H. 80A Puss Moth AAZP	WP843, 18013 (R.C.A.F.)
D.H. 85 Leopard Moth ACOJ	- and 35 D.H. 82A Tiger Moths,
D.H. 87B Hornet Moth ADNE,	from ACDJ to TIGA, plus PH-TYG
ADLY, AELO	Thrupton Jackaroo (Tiger hybrid)
	AOIR

There were only four non - D.H. types - Cub PH-VCY, Stearman A75N-1 ERIX, SV-4E BNYZ and a parasol morane MS.230 'M573' (AVEB).

A sighting of the Blenheim flying over completed a splendid day in the company of vintage aeroplanes, in lovely surroundings. As the sweet sound of the Diamond Nine Formation's Gypsy engines died away in the calm evening air and the Woburn airstrip was closed to operations, I'm sure I wasn't alone in thinking of Sir Geoffrey de Havilland and his many-sided and lasting contribution to British aviation. Long live the Moths!



HULL WAS AN RAF STATION

Today you can walk round Hull without seeing any RAF uniforms. But in 1944—although there was no aerodrome there—airmen were billeted with civilians in various parts of the town. I was at Mrs. Goodrum's in Hutt Street. Her boarding house consisted of two adjoining houses; and besides myself there were two other airmen, two ATS girls and some civilians. It was home from home. The food was plentiful and, when we went to work, we took a packed meal with us.

Our job was to check RAF supplies reaching Hull, usually from the USA in American ships under the Lease-Lend Agreement. As civilians unloaded the equipment into railway wagons, we had to ticket the trucks to ensure that they were directed to the right airfields or maintenance units. One night the engine driver set off before we were ready; so we had to run alongside the slowly accelerating train, putting labels under the spring clips. We failed to catch the last wagon, and I've often wondered where it went to.

When army, navy or civilian goods were being unloaded, we'd nothing to do, so we played cards, wrote letters or dozed by the office fire.

We were on board the SS Robert S. Lovett when the ship was ordered to move from King George's Docks to Alexandra Docks. LAC Smith and I were heading for the gangway when a naval officer stopped us and asked where we were going. "To Alexandra Docks, Sir," Smith replied.

"Don't you trust us to find the way?" retorted the officer. And that's how two RAF men came to sail with the American Merchant Navy.

Another time I was switched to a different job in the middle of the night. An air force van picked me up, and we tore along the deserted road from Marfleet towards city centre. Suddenly the van's horn began blaring and wouldn't stop. Victoria, the young WAAF driver, pulled up and peered anxiously into the engine.

"Don't sit there grinning," she yelled. "Do something!" I did the only thing I could think of. I jerked the wire off the horn, putting it out of action.

We often had Saturday afternoon and evening free. It was too far to go home to Shipley, so Peggy travelled to Leeds where I met her for a meal and cinema show. But there was a snag. I had to be back in the billets for 11.00 p.m., and the train didn't reach Hull until later, although Mrs. Goodrum didn't care when I got there. However, I was friendly with a military policeman who told me that the RAF police never stayed to check the last train into Hull station. Then one day, as I was queueing for the Leeds express, I saw my army pal. "Get off at Hessele," he said quietly as he walked past. He meant, of course, coming back.

I did; thumbing a lift from there to Hull. One of my mates didn't—and was put on a charge. The RAF police had put on a night shift.

It seemed strange for airmen to do firewatching. But because the RAF had premises in Walton Street and Calvert Lane, these had to be guarded during the night like civilian buildings were. Only one man was on watch. So it was a lonely duty unless a friend dropped in for a chat.

There were no air raids while I was at Hull. The damage had already been done. But during one night when I was checking imports on the docks, the sirens sounded a false alarm. Out went the lights, leaving us in pitch darkness; and three foreign soldiers, newly arrived in England, panicked. They set off running. Three separate screams were followed by three separate splashes. The soldiers were in the water. Fortunately they could swim, and lifebuoys and ropes were thrown to them. Then they were hauled out by torchlight.

Perhaps the fact that Hull was such a happy posting was because we were not on an airfield or camp. We lived with civilians. We worked with dockers and LNER railwaymen. When no RAF lorry was going our way we travelled to and from work by bus, and claimed back the fares.

The NCOs were as relaxed as their charges. We addressed the sergeant as "George" and the flight sergeant as "Dick." There were neither parades nor marches, and we rarely saw an officer.

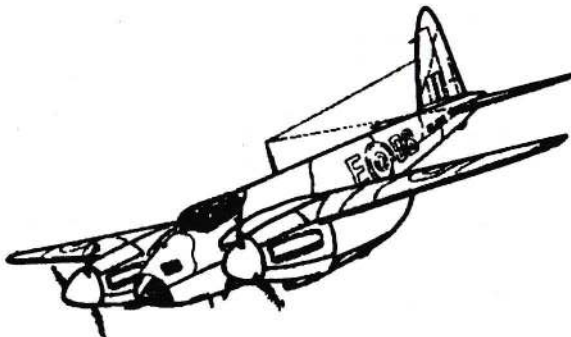
Although life in Hull was enjoyable, we always welcomed our leaves. But one began badly. I left Alexandra Docks in good time to catch the train. Then on reaching headquarters to collect my leave pass, ration card and free travel warrant, I learnt that the sergeant clerk had gone for tea, and nobody could find the documents.

"Borrow the runner's bike," the corporal suggested. I jumped onto the ancient cycle and pedalled furiously to the sergeant's billets.

"Oh!" he gasped. "I'd forgotten about you." We flung the bike into the back of his van and returned to headquarters. I collected the documents, just managed to catch a bus as it was pulling away from the stop and caught the train with seconds to spare. I returned from leave on Sunday, September 17th, 1944; the day blackout restrictions were eased. It was thrilling to step out of Paragon Station to see the street lamps burning quite brightly again.

Hull wasn't the only place that I worked as an imports checker. I also spent happy hours on the docks at Middlesbrough, Immingham and Grimsby. But Hull was the best of the lot!

Leslie Scheftsik.





Once again this year I have been fortunate enough to holiday for the third year running in the Hawaiian Islands. My friends live on the main island in the group, Oahu, just on the outskirts of the main city, Honolulu. In my report this year I thought that you may be interested in the history and activity of the airlines to be found at Honolulu International Airport.

Most parts of the world have seen a dramatic increase in air travel over the last couple of decades in Hawaii it has been even more dramatic. Air travel has grown at a tremendous rate since the arrival of the jet engine in the early 1960's.

The Hawaiian group are the most isolated group of islands in the world being over 5 hours flying time from mainland USA and 7 hours from Japan, Sydney is 11 hours away and Singapore 17 hours. The first inter-island flights began in November 1929 when Inter Island Airways began operations with 2, 8 seater Sikorsky S-38s linking Honolulu with Maui, Kauai and Hilo, Hawaii on a regular basis and other islands on request. An inter island mail flight started in 1934 using Sikorsky S-43 amphibians. In 1941 Inter-Island acquired three DC-3s and changed its name to Hawaiian Airlines, a name it still uses to-day, in fact they celebrated their 65th anniversary during my stay. In 1935 Pan American started trans-Pacific scheduled mail flights using a Martin M130 from San Francisco and continuing on to Midway. After the second world war Trans Pacific Airlines was formed in 1949 and since then there has been strong competition between them and Hawaiian.

In 1959 Hawaii became the 50th state of the Union, TPA introduced Fokker F.27s and changed its name to Aloha, Viscounts joined in 1963 and Hawaiian introduced Convairs in 1965. Inter island jet flights arrived in 1966 when Aloha purchased the BAC 1-11 followed three years later by the Boeing 737. Hawaiian responded by introducing the DC-9 which forms the backbone of its fleet to-day while Aloha fly the '737 with examples of the 200, 300 and 400 series.

Additional competition arrived in 1992 when Mahalo Air started up using 3 F.27s duplicating routes already served by the jet aircraft of the other two airlines. Already they have found the going tough but have now re-equipped with ATR-42s in the hope of a successful future. All three airlines operate from the brand new Inter-island terminal adjoining the main terminal which opened last year. Lower density routes to smaller airports and islands are served by Aloha Island Air with a fleet of Twin Otters, Air Molokai and Transair Hawaii use Cessna 402s.

Most of America's major airlines fly into Honolulu, F.A.A. regulations do not permit twin engine jet operations from the mainland and even the very reliable Boeing 767 is banned. Tri-stars, DC-10s and Boeing 747s are always found in front of the terminal wearing the colours of American, Northwest, Delta, United, TWA, Continental and American Transair. Regulations are a little different in Canada and therefore Canadian fly DC-10 and 767, and the familiar colours of Air 2000 can be seen in the form of Canada 3000 Boeing 757s which is a rare aircraft type in Honolulu.

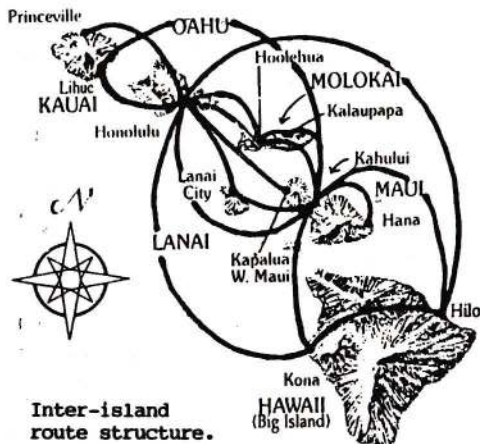
Many of the American flights continue onwards to Asia, Japan in particular, where Northwest has many daily flights. Japan Airlines are a very common sight with around a dozen flights a day. Other Asian carriers are Korean, Philippines, Asiana, Eva and Garuda bringing both holidaymakers and friends/relatives of the many settlers who now live in the islands.



Australasia is served by both Qantas and Air New Zealand whilst the smaller South Pacific islands supply an Air Marshall Islands DC-8 and a Continental Micronesia Boeing 727.

Air Freight plays a very important role in the islands, the cargo area being located on Lagoon Drive across the other side from the terminal and easily accessible to the spotter with a car. Daily visitors bringing in a variety of goods including food and cars and exporting pineapples and cattle. Daily visitors are the dedicated cargo aircraft of Federal Express with B.747 and DC-10. United Parcels with DC-8 and American International/Connie Kaletta with B.747. Once the cargo has been deposited in Honolulu it is then uplifted again and despatched to the other smaller islands in a variety of smaller aircraft. Federal Express employs the largest fleet using ten Cessna 276s and a Shorts 330 of Corporate Air to deliver the goods and bring back a full load for the return jet to the mainland. Other aircraft used include a DC-3 of Genavco corporation, and an unmarked DC-3/C-117 N9796N named Donna Lee. A new airline Kamaka Air with 2 Beech C-45s and Inter Island Airways with two Skyvans and a Shorts 330, using the call sign 'Ugly van'. complete the operation..

Low level sightseeing flights are a very popular tourist attraction and a number of companies specialise in this type of business. One of the most successful is Circle Rainbow Air with a fleet of seven Islanders, while Scenic Air Tours use a fleet of brightly coloured Beech 18s rather similar of Court Line days. Each aircraft wears a different all over fuselage colour, with titles in a contrasting colour, during my stay I spotted examples in Red, blue, purple, lime green and yellow. Transair Hawaii uses Cessna 402s, while Papillon Hawaiian Helicopters uses a very large fleet of Astar and Jet Rangers plus a Cessna 337. World Airline Fleets also lists Island Airlines with four DC-3s, and two Beech C-45s but in three visits to the islands I've not managed to see any of their fleet so one wonders if they are still around. Another company Hawaii Air Ambulance uses four Cessna 402s on Inter-island medical flights.



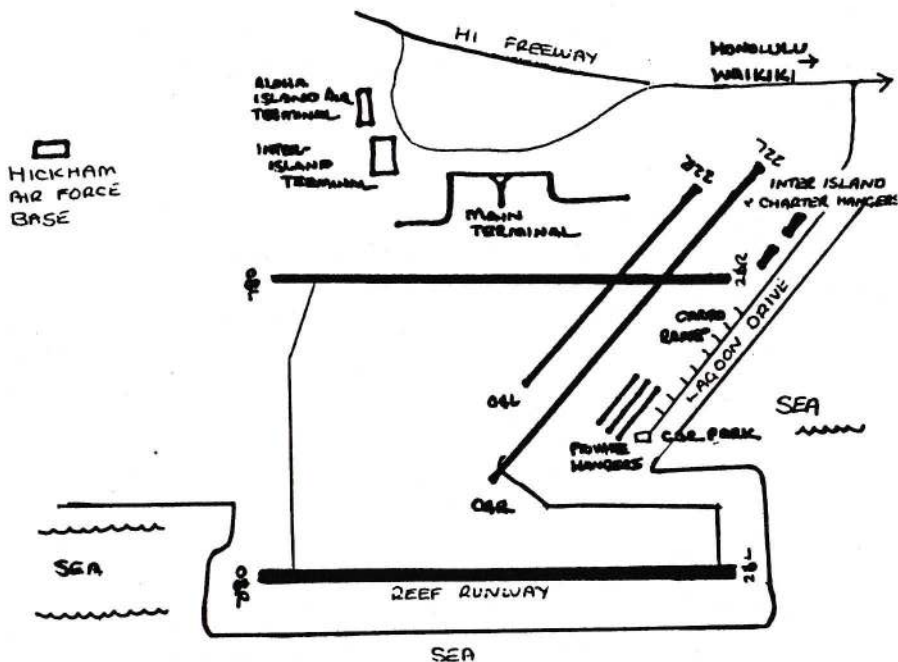
Inter-island route structure.

The airport also houses a wealth of light aircraft. The hangers are at the end of Lagoon drive and consist of about six long rows of individual hangers, rather reminiscent of garages by a block of flats. It is almost impossible to view the contents except when the individual owners come to get out their respective aircraft. Cessnas and Pipers of every description form the majority of aircraft but Pitts Special, Boeing Stearman, Lake Amphibian were among some of the more unusual types to be seen at a major International airport. Helicopters especially Jet Ranger, Bell 47 and Robinson R22 are also very popular with around fifty examples dotted around

Executive jets are not as common as in other parts of America, but a number do pass through the islands and I spotted a number of Falcons, Gulfstream 3 & 4s including

one belonging to the Mexican Government and a superb Saudi Boeing 727 in immaculate condition.

I am sure that you will agree Honolulu Airport offers more variety than any other major international airport. Where else can you see a Pitts, DC-3, Beech 18, DC-10, Boeing 747s by the dozen and over a hundred light aircraft and helicopters all in a days spotting. Honolulu offers something for everybody, jet, piston, turboprop and rotary.



Rough plan of Honolulu International Airport.

If that's not enough I have mentioned only half of what you can see, Honolulu shares its runways and doubles up as Hickham AFB. The military have a separate ramp out of sight from most of the airfield. Due to the massive military presence on the island of Oahu, 60,000 personnel and of course Pearl Harbour, many aircraft of different types frequently come and go. I am not a big military buff but I spotted Galaxy, Starlifter, Hercules, KC-135, Boeing AWACS, Lear Jet, F-15s and E-16s almost every day. In fact one day I took a twenty minute flight in an Aloha Boeing 737 to neighbouring Kauai and we lined up for take off behind a pack of eight USAF E-15s. Just to round things off a couple of days before my departure who should arrive, but the president himself, Bill Clinton in Air Force One- Yes I think you can say Honolulu has absolutely everything for the aircraft enthusiast.

Ian Gratton.

Highlights of Hawaii aircraft log, stopover en -route.

01 NOVEMBER 1994 LOS ANGELES INTERNATIONAL

UNITED A/Ls. 20 x B.737, 7 x DC-10, 4 x B.747, 2 x B.767, 6 x B.757, 2 x Airbus.  
 UNITED EXPRESS. 9 x Jetstream.  
 UNITED EXPRESS/MESA VALLEY. 5 x Beech 1900.  
 DELTA A/Ls 9 x B.727, 4 x B.767, 9 x B.757, 3 x Tri-star, 2 x MD-11.  
 CONTINENTAL. 2 x B.737, 3 x B.727, 2 x DC-9, 2 x DC-10, 2 x B.757.  
 SKYWEST. 11 x Brasilia, 9 x Metro.  
 SOUTHWEST. 28 x B.737.  
 US AIR. 9 x B.737, 2 x B.757, 1 x F-100, 2 x B767.  
 AMERICAN A/Ls. 3 x DC-9, 5 x B.757, 2 x DC-10, 2 x B.767.  
 AA Express. 2 x Saab 340 , 8 x Jetstream.  
 AMERICAN WEST. 7 x B.737, 1 x B757.  
 TRANS WORLD. 1 x DC-9, 2 x B757, 2 x Tristar. 1 x B727  
 TRANS STATE (TW Exp) 6 x Jetstream.  
 NORTHWEST 4 x Airbus, 3 x B.747, 2 x DC-10, 1 x B,727  
 ALASKA. 10 x DC-9  
 RENO 5 x DC-9  
 Biz Jets, N199HF Astra, N605Y Sabre, N631N Bae 125, N100BC Westwind, N711MC G.2,  
 N44MD B.727, N331MC Falcon, n18TM G.3, N933H Bae 125, N40AS Falcon, N550HM Citation,  
 N56L G.4, N691RC G.2.  
 plus representatives of the following airlines:- JAL x 1, Thai x1, MGM Grand x 2,  
 Am. Trans Air x 1, Virgin x 1, Alitalia x 1, midwest x1, Air Canada x 2, Eva x 1,  
 Canadian x 2, Lan-Chile x 1, North American x 1, Qantas x 3, Air NZ x 3,  
 Singapore x 1, Lufthansa x 1, KLM x 1, Roadway x 1, Aeromexico x 4, Swissair x 1,  
 Mexicana x 4, ANA x 2, Tower x 1, Aero Calif x 1, Markair x 2 Asiana x 1,  
 Korean x 2 , China Eastern x 1, Leisure Air x 1.

All these were logged from the theme building between the hours of 1000-1600.

One other log of interest, much nearer home:-

RAF Dishforth 27 September 1994.

Gazelle XX449, XX453/3, XZ298, XZ347, ZB692, XX454, XZ292/4, XZ337/5, XZ318, ZA771/D  
 ZB691.

Lynx. XZ171, XZ178, XZ214, ZD274, XZ216/4, XZ616/Z, ZD276/6, XZ208, XZ608/1, XZ653  
 XZ670/0

Fimfly, in circuit, G-BUUA/UC/UE/UG/UL

RAF LEEMING 15 SEPTEMBER

Tornado. ZE200/DB, ZE201/DD, ZE737/FF, ZE907/FM, ZE963/FT, ZE969/DI  
 Nimrod. VV233



PROPOSED TRIPS FOR 1995

The following trips are not yet confirmed, but hopefully will give some idea of the dates and places available.

Please bear in mind, all trips and prices are based on the number of persons travelling and will be cancelled if insufficient persons book seats.

ELVINGTON	SUN	9 APRIL
R A F HENDON	SUN/MON	7 OR 8 MAY BANK HOLIDAY
R A F COSFORD	SUN	9 JULY
SHUTTLEWORTH	SUN	10 SEPTEMBER
DAY TRIP TO HEATHROW	}	BY CAR
GLIDING AND BBQ EVENING		
AIR BRITAIN FLY-IN		
P F A		
SOUTH OF ENGLAND AIRFIELDS		

Contact me with ideas, I may be able to put a trip together with other persons wanting company on car trips etc.

Rawdon 503766

John

# Linley Hill & Willy Howe

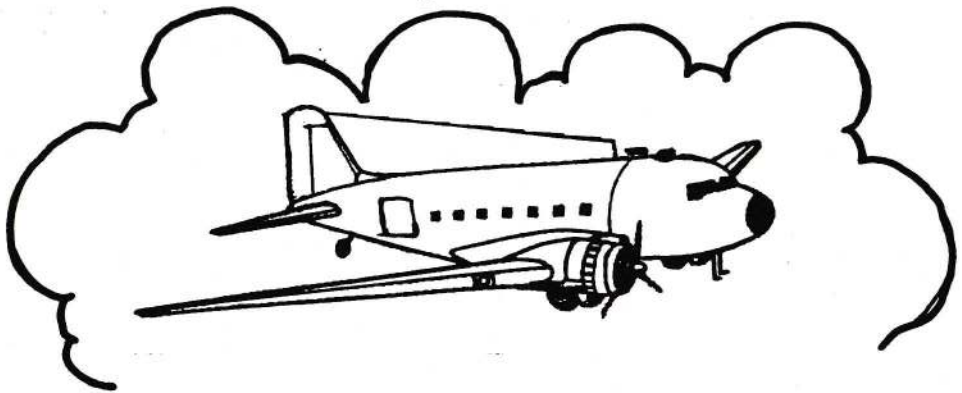
NEVERLEY/LINLEY HILL Resident update to 1.12:- G-AWXU F.150J lease to Hull Aero Club finished and aircraft returned to Bagby 15.11, G-BAIP F.150L, G-BGCM AA-5A, G-BGSV F.172N now returned from CofA renewal, G-BGXD TB.10 the info given last month was incorrect the aircraft having actually moved to South Cave and not Leeds, G-BTJX Rans S.10 departed by road in early November to Felixkirk to be made airworthy it will then move to Wold Newton, G-BUJI T.61F returned from lease at Pocklington on 2.11, G-DELB R.22B, G-FLYA M.20J, G-HULL F.150M still at Sherburn on CofA renewal, G-MYAV Mercury, G-SEXI 172M. A Fly-in is planned for New Years Day. Movements:- 30.10 G-ASVZ PA-28 f Sherburn t North Coates, G-BMLK G.109B f&t Rufforth. 1.11 G-BODU SF.25C f Rufforth t North Coates. 2.11 G-NNAC PA-18 f&t Bagby, G-BHCP F.152 f&t Sherburn, G-BODU SF.25C f Rufforth t North Coates. 15.11 G-OTRG TR.182RG f Cambridge t Little Shelford. 17.11 G-BHOR PA-28 f&t Biggin Hill, G-HIEL R.22B f&t Sherburn, G-BDIX F.150M f North Coates t Skegness/Water Leisure Park, G-YTWO F.172M f&t Sherburn. 18.11 G-HIEL R.22B f&t Sherburn. 19.11 G-BDIX F.150M f&t Skegness/WLP, G-BTHE 150L f&t Brough. 24.11 G-OBMS F.172N f&t Sherburn, G-BRPF 120 f Brighton t Sherburn. 26.11 G-NNAC PA-18 f&t Bagby, G-BTHE 150L f&t Brough, G-AYYU G.23 f&t Sturgate. 28.11 G-BODU SF.25C f Rufforth t Sandtoft, G-DIZO D.120A f&t Brighton, G-BMLK G.109B f&t Rufforth.

NEVERLEY/LINLEY HILL Resident news:- Just a couple of changes to note since the full list given last month G-AWXU F.150J arrived back here on 6.12 from Bagby on lease to Hull Aero Club to cover for G-HULL which is still at Sherburn at CofA renewal and G-DELB R.22B returned to Sherburn on 9.12 and was replaced here by similar machine G-HIEL. Movements:- 12 G-BUXT T.61F f&t Rufforth, G-WTNO 7AC f&t Netherthorpe. 14.12 G-BKOV DR.220A f&t Becknall, G-BUXT T.61F f&t Rufforth. 15.12 G-BRNB 152 f&t Netherthorpe. 19.12 G-BHUB 150K f&t Hucknall. 24.12 G-BEUX F.172N f&t Leeds. 29.12 G-OJH PA-28R f Liverpool t Burnmouth. 1.1 New Years Day Fly-in G-BJZN T.67A f&t Burton Constable, G-BGRI DR.1050 t Burton Constable, G-BHEZ D.150 f&t Brighton, G-RODU SF.25C f&t Rufforth, G-BRIF 120 t Brighton.

WOLD NEWTON/WILLY HOWE FARM A new resident arriving 9.12 from Felixkirk was G-BTJX Rans S.10, this aircraft has finally flown after being complete but stored unflown for over two years at Linley Hill since construction at its owners home in Bridlington. It will now live here in a shelter next to the Auster hangar. Movements:- 28.10 G-RASC VP.2 f Croft t Bagby, G-BTSP J.3C-65 f Bagby t Peterlee, G-BMUZ PA-28 f&t Newcastle. 29.10 G-RUIA F.172N f&t North Coates. 30.10 G-GREN T.310R f&t Sherburn. 6.11 G-GCAT PA-28 f&t Humberside. 19.11 G-BUJI T.61F f&t Linley Hill, G-BFTL 172N f&t Teeside. 20.11 G-ANRE/TW439 Auster 5 f&t Brighton. 28.11 G-MTGH Gemini Flash 2 f&t Full Sutton, G-BJZN T.67A f&t Burton Constable. 5.12 G-BHOR PA-28 f&t Biggin Hill. 9.12 G-BDWM D.120A f&t Bagby (crew ferry for G-BTJX).

WOLD NEWTON/WILLY HOWE FARM Resident G-BDNU F.172M went to Bagby for maintenance 20.12 and as of early 1995 has not returned. Movements:- 15.12 G-MYPR Cyclone AX.3 f Wombledon Fishburn. 18.12 G-SACS PA-28 f Sherburn went u/s and remained here over night returning to Sherburn 19.12, G-BFTL 172N o/s only f&t Teeside, G-BGXD TB.10 f&t South Cave. 19.12 G-ANUT F.150J f&t Sherburn (bringing engineer to sort out G-SACS). 21.12 G-BGWO D.112 f Sherburn t Brighton. 23.12 G-ROWO R.182RG f&t Sandtoft. 26.12 N30051 MX.7-180 (11096C) Blackpool t Balne Croft, G-BJZN T.67A f&t Burton Constable. 6.1.95 G-BHDF F.182q f&t Leeds.

Want a flight on a D·C·3 ?

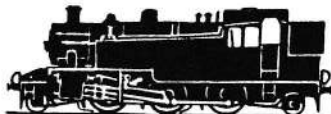


A local travel firm hopes to bring a D·C·3 from Air Atlantique at Coventry to the L·B·A for pleasure flights on Sat 29th April (Concorde day)

To help with positioning costs approx 20 members could be bussed to Coventry for the 1hr flight to L·B·A  
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19th Mar	Pudsey Civic Centre
25th Mar	York Racecourse
26th Mar	Morley Leisure Centre, Queensway, Morley

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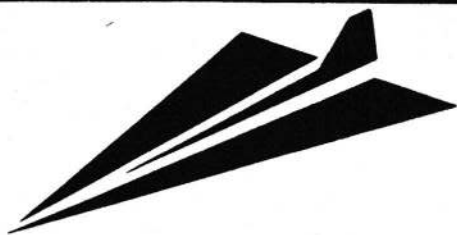
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