



Back for the Summer, AIR EUROPA B 737-400 EC-EBZ

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### CHAIRMAN'S CHAT

Hi there, the summer charters have now got underway plus new schedule Ryanair B737 to Dublin add to this the MM Midgets (Midland & Manx) things look quite busy. At the L.B.A. as promised in this issue, we publish an update on the Summer Charters (Page 22) also a 3 page update on aircraft expected to use the airport for Euro '96 (Pages 29,30,31).

Due to the way we receive contributions for the magazine we often have a blank space at the bottom of a page, rather than leave a blank space I try and fill it with a picture. Photographs are not as suitable as line drawings, however, I am now running out of these so if any member has any line drawings, computer generated drawings or Airline Stickers. (all returnable if required). All types of aircraft wanted i.e. Vintage, Military, Biz Jets, Light & Airliners.

Congratulations to member David Bates who originally designed our Logo then followed on with Sweatshirts and now A Society Badge (See Page 21) This again features the logo but in blue, gold, grey and black. Whilst retaining all the detail and lettering of the logo it is small and neat to wear on your lapel or tie. Please order direct from David.

Once again we are running low on available speakers, if you know or could suggest any suitable speaker please let me know.

### **SOCIETY MEETINGS**

Sun July 7th - to be arranged  
August - No Meeting



# Leeds/Bradford Movements

April 1996

## 01 Monday

G-BUPS ATR-42	0616	G-BWDA ATR-72	0633
EI-FKB Fokker 50	0851	G-BLZT Short 360	0908
G-BVJC Fokker 100	0936	G-BUEA ATR-42	0939
G-JEAE Friendship	0942	G-BWDA ATR-72	0947
G-BUPS ATR-42	1024	OO-DTL Brasilia	1036
G-SHIV GA-7 Couqar	1103	G-MANL BAe ATP	1122
G-BNOE Warrior II	1339	G-BVZE Boeing 737 500	1352
G-BYAL Boeing 757	1358	OO-DTH Brasilia	1443
G-JEAE Friendship	1453	G-UKTG Fokker 50	1517
G-OBMX Boeing 737 500	1525	EI-FKA Fokker 50	1612
G-EENY GA-7 Couqar	1620	G-BUEA ATR-42	1717
G-BLZT Short 360	1719	G-JEAG Friendship	1809
G-OBMX Boeing 737 500	1820	G-BPTL Cessna 172N	1843
G-BWDA ATR-72	1909	EI-FKA Fokker 50	1922
OO-DTN Brasilia	1939	G-UKTG Fokker 50	1955
G-BLZT Short 360	2011	G-BUEA ATR-42	2105
G-MANL BAe ATP	2114	G-JEAG Friendship	2118
G-BEJD HS 748	2129	G-BVJC Fokker 100	2135

## 02 Tuesday

G-BYAL Boeing 757	0040	G-BWDB ATR-72	0624
OY-ATZ Mitsubishi MU2J	0852	EI-FKD Fokker 50	0859
G-BLZT Short 360	0910	G-BUEA ATR-42	0921
G-BVJC Fokker 100	0925	G-JEAG Friendship	0942
G-BWDB ATR-72	0948	9H-ABT Boeing 737	1015
G-UKTG Fokker 50	1018	OO-DTH Brasilia	1031
G-MAJD Jetstream 41	1035	G-SHCC JetRanqer	1059
G-SHIV GA-7 Couqar	1119	G-SFHR Aztec	1120
G-BEAG Seneca	1132	G-BGSI Tomahawk	1144
G-BYAH Boeing 757	1222	G-BVJC Fokker 100	1252
OY-CPW Citation	1339 1812	G-BYAL Boeing 757	1342
G-BOII Cessna 172N	1411	G-BRIG Boeing 767	1421
G-JEAE Friendship	1448	G-MAUD BAe ATP	1456
G-SHIV GA-7 Couqar	1501	OO-DTL Brasilia	1505
G-UKTG Fokker 50	1515	G-BVJC Fokker 100	1538
G-BYAH Boeing 757	1559	EI-FKB Fokker 50	1605
G-BVED ATR-42	1718	G-BLZT Short 360	1722
G-MAJD Jetstream 41	1724	G-SFHR Aztec	1745
G-JEAE Friendship	1807	G-BVJC Fokker 100	1816
G-BWDB ATR-72	1910	EI-FKB Fokker 50	1919
G-UKTG Fokker 50	1951	OO-DTH Brasilia	1953
G-MAJD Jetstream 41	2008	G-BLZT Short 360	2016
G-BVED ATR-42	2043	G-OGAT King Air 200	2050
G-JEAE Friendship	2121	G-MAUD BAe ATP	2124
G-BVJC Fokker 100	2128	G-BEJD HS 748	2133
G-BNKE Cessna 172N			

03 Wednesday				
G-BWDA ATR-72	0628		EI-FKC Fokker 50	0856
G-BLZT Short 360	0912		G-MAJD Jetstream 41	0915
G-BVJC Fokker 100	0929		G-BVEF ATR-42	0936
G-JEAE Friendship	0938		G-BWDA ATR-72	0942
G-UKTG Fokker 50	0956		OO-DTJ Brasilia	1038
G-MAUD BAe ATP	1111		G-BHGO Cherokee Six	1240
G-BVJC Fokker 100	1241		G-OLAH Short 360	1256
G-JEAG Friendship	1448		OO-DTF Brasilia	1453
G-UKTG Fokker 50	1525		G-BVJC Fokker 100	1528
G-MAUD BAe ATP	1532		EI-FKE Fokker 50	1606
G-BSDO Cessna 152	1617		G-OLAH Short 360	1718
G-MAJD Jetstream 41	1725		G-BVEF ATR-42	1733
G-BYAN Boeing 757	1738		G-JEAG Friendship	1812
G-BVJC Fokker 100	1831		G-BWDA ATR-72	1912
EI-FKE Fokker 50	1920		OO-DTJ Brasilia	1945
G-UKTG Fokker 50	1958		G-MAJD Jetstream 41	2012
G-OLAH Short 360	2023		G-BXEG ATR-42	2054
G-JEAG Friendship	2123		G-BEJD HS 748	2126
G-BVJC Fokker 100	2129			
04 Thursday				
G-ORFH ATR-42	0626		G-FOOD King Air 200	0724
G-OPRA Navajo	0747		G-MAJD Jetstream 41	0905
G-OLAH Short 360	0919		G-BUEB ATR-42	0929
G-BVJD Fokker 100	0932		G-JEAG Friendship	0943
G-ORFH ATR-42	0945		G-UKTG Fokker 50	1002
F-GJGJ Seneca	1021		OO-DTF Brasilia	1034
G-BNMB Warrior	1118		G-BCJM Cherokee 140	1032
G-MAUD BAe ATP	1143		G-BTMK Cessna R172K	1147
LY-ASC YAK 52	1226	1306	G-BVJD Fokker 100	1250
G-OPRA Navajo	1330		G-AZTS Cessna F172E	1335
G-BYAN Boeing 757	1347		G-JEAI Friendship	1447
OO-DTH Brasilia	1451		G-JEAI Friendship	1502
G-UKTG Fokker 50	1512		G-BVJD Fokker 100	1545
EI-FKA Fokker 50	1622		G-BSER Cherokee 160	1657
G-OLAH Short 360	1723		G-MAJD Jetstream 41	1726
G-BUEB ATR-42	1731		G-BSLK Warrior II	1734
G-JEAI Friendship	1817		G-FOOD King Air 200	1826
G-BVJD Fokker 100	1835		G-ORFH ATR-42	1915
EI-FKA Fokker 50	1920		OO-DTF Brasilia	1942
G-UKTG Fokker 50	1954		G-MAJD Jetstream 41	2000
G-OLAH Short 360	2020		G-MAUD BAe ATP	2104
G-BUEB ATR-42	2105		G-MANL BAe ATP	2109
G-BEJD HS 748	2122		G-JEAI Friendship	2129
G-BYAN Boeing 757	2139		G-BVJD Fokker 100	2145
05 Friday				
G-BBUJ Cessna 421B	0809		G-SHIV GA-7 Cougar	0820
EI-FKE Fokker 50	0902		G-BVJD Fokker 100	0921
G-GRID Twin Squirrel	0934		G-JEAI Friendship	0939
G-UKTG Fokker 50	0950		OO-DTH Brasilia	1020
G-BAGR Robin DR400/140	1032		G-MANL BAe ATP	1108
EC-FUT Boeing 737 300	1119		G-TBXX TB-20 Trinidad	1220
G-BGYR HS 125 F600B	1310		OO-DTH Brasilia	1443
G-JEAI Friendship	1458		G-UKTG Fokker 50	1459
G-BVJB Fokker 100	1525		EI-FKE Fokker 50	1604
G-MAJD Jetstream 41	1617		G-BFBE Robin HR100/200	1621
G-BUEB ATR-42	1712		G-BIFY Cessna F150L	1715
G-JEAI Friendship	1805		G-MAJD Jetstream 41	1811
EI-FKE Fokker 50	1914		G-IFTC HS 125 F3B/RA	1922

G-UKTG Fokker 50	1929	OO-DTI Brasilia	1933
G-BVTG Fokker 70	2026	G-MANL BAe ATP	2101
G-JEAH Friendship	2124	G-BVJC Fokker 100	2132
06 Saturday			
G-OOOV Boeing 757	0758	EI-FKA Fokker 50	0901
G-BVTG Fokker 70	0922	G-UKTB Fokker 50	0955
OO-DTH Brasilia	1019	G-JEAI Friendship	1037
G-BSBW JetRanger	1132	G-MANL BAe ATP	1141
G-BVTG Fokker 70	1228	G-BSBW JetRanger	1348
G-SHRR JetRanger	1417	G-CRPH Airbus 320	1432
G-UKTB Fokker 50	1504	EI-FKF Fokker 50	1608
G-BVTG Fokker 70	1612	G-OOOJ Boeing 757	1805
G-JEAI Friendship	1925	G-BVTG Fokker 70	1930
07 Sunday			
G-BVTG Fokker 70	0914	EI-FKC Fokker 50	0919
G-UKTB Fokker 50	0951	G-BVTG Fokker 70	1221
G-BVED ATR-42	1330	G-BVTF Fokker 70	1335
OO-DTJ Brasilia	1435	G-UKTB Fokker 50	1456
F-GMRD B58 Baron	1523	G-FRGN PA-28 Dakota	1527
G-MANL BAe ATP	1625	G-BVEC ATR-42	1716
G-BVJD Fokker 100	1810	G-JEAI Friendship	1816
EI-FKA Fokker 50	1920	OO-DTF Brasilia	1935
G-UKTB Fokker 50	1946	G-BYAH Boeing 757	1954
G-MANL BAe ATP	2102	G-BVJD Fokker 100	2123
08 Monday			
G-BVEC ATR-42	0719	EI-FKA Fokker 50	0901
G-BVJD Fokker 100	0923	G-UKTB Fokker 50	0956
G-SMJJ Cessna 414	1019	OO-DTH Brasilia	1029
G-MANL BAe ATP	1116	G-BYAH Boeing 757	1248
G-JEAI Friendship	1451	OO-DTH Brasilia	1513
G-BVJD Fokker 100	1520	G-BWDB ATR-72	1523
G-UKTB Fokker 50	1531	EI-FKD Fokker 50	1631
G-SHIV GA-7 Cougar	1644	G-BWDM ATR-72	1805
G-JEAH Friendship	1813	G-BWDB ATR-72	1903
EI-FKD Fokker 50	1921	OO-DTJ Brasilia	1939
G-UKTB Fokker 50	1953	G-MANL BAe ATP	2107
G-BVED ATR-42	2118	G-BVJB Fokker 100	2125
G-JEAH Friendship	2128	G-BYAH Boeing 757	2338
09 Tuesday			
G-ORFH ATR-42	0626	EI-FKF Fokker 50	0859
G-OLAH Short 360	0915	G-BVJB Fokker 100	0924
G-BUEA ATR-42	0936	G-JEAI Friendship	0943
G-ORFH ATR-42	0951	G-UKTB Fokker 50	1000
OO-DTH Brasilia	1038	9H-ABF Boeing 737	1041
G-BEYV Cessna T210M	1055	G-BSBW JetRanger	1121
G-MANL BAe ATP	1133	G-BYAN Boeing 757	1208
G-BVJB Fokker 100	1222	G-SHIV GA-7 Cougar	1237
G-ORJB Citation	1304	OO-DTI Brasilia	1431
G-UKTB Fokker 50	1511	G-JEAI Friendship	1514
G-BYAG Boeing 757	1523	G-LIZZ Aztec	1559
G-BYAN Boeing 757	1604	EI-FKF Fokker 50	1607
G-BGNV GA-7 Cougar	1703	G-BUEA ATR-42	1710
G-HCTL Navajo	1719	G-OLAH Short 360	1723
G-BMZD King Air C90	1728	G-JEAH Friendship	1814
G-BVZG Boeing 737 500	1837	G-ORFH ATR-42	1908
EI-FKD Fokker 50	1925	OO-DTH Brasilia	1931
G-UKTB Fokker 50	2009	G-OLAH Short 360	2028
G-BUEA ATR-42	2038	G-MANL BAe ATP	2057
G-BEJD HS 748	2125	G-BVZG Boeing 737 500	2133
G-JEAH Friendship	2135		



## 10 Wednesday

G-MONS Airbus 300	0156	G-BVJP ATR-42	0622
N2000M Citation V	0826 0854	G-OLAH Short 360	0914
EI-FKK Fokker 50	0921	G-BUEA ATR-42	0924
G-BVZG Boeing 737 500	0927	G-JEAF Friendship	0933
G-BVJP ATR-42	0945	G-LINE Twin Squirrel	0950
G-UKTB Fokker 50	1004	OO-DTI Brasilia	1039
G-MANL BAe ATP	1104	G-SHIV GA-7 Cougar	1137
G-BVZG Boeing 737 500	1226	F-OKSI Falcon 50	1228 1322
G-JEAI Friendship	1442	OO-DTJ Brasilia	1451
D-CAMM King Air 350	1504 1644	G-UKTB Fokker 50	1508
G-MANL BAe ATP	1523	G-BVZG Boeing 737 500	1530
EI-FKE Fokker 50	1611	N2000M Citation V	1651
G-BUEA ATR-42	1712	G-OLAH Short 360	1728
G-BYAG Boeing 757	1740	G-JEAI Friendship	1806
G-BVJB Fokker 100	1810	G-SMJJ Cessna 414	1832
G-ORJB Citation	1848	G-BVJP ATR-42	1906
EI-FKE Fokker 50	1915	OO-DTI Brasilia	1950
G-UKTB Fokker 50	1956	G-OLAH Short 360	2023
G-BUEA ATR-42	2043	G-MANL BAe ATP	2114
G-BVJD Fokker 100	2123	G-JEAI Friendship	2125
G-BEJD HS 748	2139	G-MONS Airbus 300	2200

## 11 Thursday

G-ORFH ATR-42	0616	G-OJAC Mooney M.20J	0854
EI-FKE Fokker 50	0900	G-BVJD Fokker 100	0917
G-OLAH Short 360	0926	G-BVED ATR-42	0934
G-BWDB ATR-72	0936	G-JEAI Friendship	0941
N2706X Cessna 335	0945	G-ORFH ATR-42	0955
G-UKTB Fokker 50	1025	G-OBAL Mooney M.20J	1028
G-BOBN Cessna 310R	1033	OO-DTJ Brasilia	1042
G-MANL BAe ATP	1122	G-BVJD Fokker 100	1236
G-BORH Seneca	1330	D-CEIS Beechjet 400A	1342 1330(12)
G-BYAG Boeing 757	1351	OO-DTH Brasilia	1453
G-UKTB Fokker 50	1503	G-BVJD Fokker 100	1606
G-ORFH ATR-42	1609	EI-FKE Fokker 50	1614
G-BUEB ATR-42	1734	G-JEAF Friendship	1723
G-BVZG Boeing 737 500	1834	G-ORFH ATR-42	1915
EI-FKE Fokker 50	1923	G-UKTB Fokker 50	1956
OO-DTI Brasilia	2015	G-BVED ATR-42	2100

## 12 Friday

G-BVJP ATR-42	0636	G-OLAH Short 360	0647
G-MAJK Jetstream 41	0653	G-BVJD Fokker 100	0703
G-MANL BAe ATP	0712	EI-FKK Fokker 50	0909
G-OLAH Short 360	0920	G-BVED ATR-42	0929
G-OBMZ Boeing 737 500	0945	G-BVJP ATR-42	0955
G-MAJK Jetstream 41	0958	G-UKTB Fokker 50	1023
OO-DTH Brasilia	1043	G-JEAF Friendship	1108
EC-FKI Boeing 737 300	1111	G-JEAI Friendship	1119
G-BRTN B58 Baron	1155	G-MANL BAe ATP	1159
G-MAJK Jetstream 41	1205	G-OBMZ Boeing 737 500	1233
G-JEAI Friendship	1500	OO-DTH Brasilia	1508
G-BVJB Fokker 100	1523	G-UKTB Fokker 50	1525
EI-FKK Fokker 50	1617	G-BVEC ATR-42	1720
G-OLAH Short 360	1727	G-JEAI Friendship	1813
G-BVJB Fokker 100	1832	G-BVJP ATR-42	1914
EI-FKK Fokker 50	1917	OO-DTJ Brasilia	1946
G-BPRN Warrior II	1949	G-UKTB Fokker 50	1956
G-OLAH Short 360	2024	G-BUEB ATR-42	2048
G-TAXI Aztec	2052	G-MANL BAe ATP	2116
G-JEAI Friendship	2122	G-BVJB Fokker 100	2135

G-BEJD HS 748	2147	G-BVJA Fokker 100	2229
G-IFTC HS 125 F3B/RA	2350		
13 Saturday			
G-OOAD Airbus 320	0724	G-OOOD Boeing 757	0836
EI-FKB Fokker 50	0904	G-BAVZ Aztec	0909
G-BVJA Fokker 100	0928	G-UKTB Fokker 50	1017
G-JEAI Friendship	1030	OO-DTH Brasilia	1040
G-MANL BAe ATP	1200	G-BNOM Warrior II	1216
G-MAJG Jetstream 41	1221	G-BVJA Fokker 100	1235
G-BMSU Cessna 152	1343	G-OOAD Airbus 320	1457
G-UKTB Fokker 50	1516	G-BSER Cherokee 160	1537
G-BVJA Fokker 100	1607	EI-FKC Fokker 50	1610
G-BAVZ Aztec	1638	G-OOAC Airbus 320	1652
G-CRPH Airbus 320	1703	G-JEAI Friendship	1916
G-BVJA Fokker 100	1925		
14 Sunday			
G-UKTB Fokker 50	1006	G-BUKA SA227AC Metro 3	1229
G-OBMX Boeing 737 500	1235	G-BOHO Warrior II	1255
G-BVTG Fokker 70	1338	G-BVEC ATR-42	1352
OO-DTO Brasilia	1455	G-ORFH ATR-42	1506
G-UKTB Fokker 50	1547	EI-FKA Fokker 50	1611
G-MANL BAe ATP	1623	G-JEAD Friendship	1728
G-BVJB Fokker 100	1826	G-JEAI Friendship	1855
G-MAUD BAe ATP	1906	OO-DTJ Brasilia	1938
EI-FKA Fokker 50	1947	G-UKTB Fokker 50	2002
G-BVEC ATR-42	2030	G-ORFH ATR-42	2044
G-BVKD Boeing 737 500	2142	G-JEAI Friendship	2149
G-MAUD BAe ATP	2348		
15 Monday			
G-OAHF Boeing 757	0043	G-MAJK Jetstream 41	0625
OE-FPA Citation II	0814	G-OLAH Short 360	0913
G-MAJK Jetstream 41	0931	G-BVED ATR-42	0935
EI-FKD Fokker 50	0940	G-ORFH ATR-42	0945
G-BHOR Warrior II	0954	G-FFRI Twin Squirrel	0959
G-BVJB Fokker 100	1001	G-JEAI Friendship	1004
G-UKTB Fokker 50	1007	OO-DTO Brasilia	1032
G-MANL BAe ATP	1119	G-MAJK Jetstream 41	1148
G-OAHF Boeing 757	1255	G-BVJD Fokker 100	1328
OO-DTG Brasilia	1448	G-JEAI Friendship	1455
G-UKTB Fokker 50	1516	G-BVZH Boeing 737 500	1532
EI-FKD Fokker 50	1616	G-BGAX Cherokee 140	1649
G-OLAH Short 360	1732	G-BVED ATR-42	1733
G-JEAD Friendship	1810	G-ISFC Navajo	1819
G-BVJB Fokker 100	1826	G-ORFH ATR-42	1909
EI-FKD Fokker 50	1925	OO-DTO Brasilia	1942
G-UKTB Fokker 50	1956	G-OLAH Short 360	2021
G-BVED ATR-42	2050	G-BODY Cessna 310R	2054
G-MANL BAe ATP	2112	G-DAAL HS 748	2124
G-JEAD Friendship	2128	G-BVJD Fokker 100	2130
G-OAHF Boeing 757	2346		
16 Tuesday			
G-BVJP ATR-42	0642	G-BAVZ Aztec	0719
EI-FKD Fokker 50	0857	G-OLAH Short 360	0917
G-BXEH ATR-42	0926	G-BVJD Fokker 100	0940
G-BVJP ATR-42	0941	G-JEAD Friendship	0945
G-UKTB Fokker 50	1004	9H-ABF Boeing 737	1040
OO-DTG Brasilia	1043	G-MANL BAe ATP	1107
G-AVNU Cherokee 180	1115	G-BYAH Boeing 757	1206
G-BVJD Fokker 100	1220	G-JBAC Bandeirante	1226
G-BAVZ Aztec	1349	G-BYAS Boeing 757	1407

OO-DTF Brasilia	1446		G-JEAD Friendship	1451
G-UKTB Fokker 50	1509		G-BVJD Fokker 100	1514
OE-FPA Citation II	1524	1620	G-BYAH Boeing 757	1554
EI-FKF Fokker 50	1603		G-OLAH Short 360	1734
G-BXEH ATR-42	1741		G-JEAI Friendship	1809
G-BVJD Fokker 100	1815		G-BVJP ATR-42	1917
EI-FKF Fokker 50	1919		G-ORJB Citation	1923
OO-DTG Brasilia	1943		G-UKTB Fokker 50	1957
G-OLAH Short 360	2030		G-BXEH ATR-42	2050
G-MANL BAe ATP	2109		G-JEAI Friendship	2117
G-BEJD HS 748	2126		G-BVJB Fokker 100	2137
17 Wednesday				
G-ORFH ATR-42	0620		D-CBEN Citation V	0843 1635
VR-CJB Citation	0853	0831(18)	EI-FKB Fokker 50	0856
G-OLAH Short 360	0926		G-BVJB Fokker 100	0929
G-BUEB ATR-42	0934		G-JEAI Friendship	0949
G-UKTB Fokker 50	0952		G-ORFH ATR-42	1000
OO-DTF Brasilia	1034		G-MANL BAe ATP	1123
G-BGON GA-7 Cougar	1215		G-BVJB Fokker 100	1224
XZ331 Gazelle AH.1	1318		G-BODY Cessna 310R	1344
OO-DTH Brasilia	1440		G-JEAI Friendship	1452
G-UKTB Fokker 50	1509		G-MANL BAe ATP	1518
G-BVJB Fokker 100	1522		EI-FKC Fokker	1558
G-MAJG Jetstream 41	1651		G-BPMF Warrior	1704
G-BUEA ATR-42	1709		G-OLAH Short 360	1729
G-BYAS Boeing 757	1738		G-JEAD Friendship	1813
G-BVJB Fokker 100	1822		EI-FKC Fokker 50	1906
G-ORFH ATR-42	1910		G-BPMF Warrior	1915
OO-DTO Brasilia	1948		G-MAJG Jetstream 41	2000
G-UKTB Fokker 50	2003		G-OLAH Short 360	2025
G-BXEH ATR-42	2037		G-MANL BAe ATP	2110
G-BVJB Fokker 100	2116		G-JEAD Friendship	2118
G-BEJD HS 748	2129		ZG847 Islander AL.1	2301 2317
18 Thursday				
G-BWDA ATR-72	0638		G-BAVZ Aztec	0746
EI-FKD Fokker 50	0837		G-OLAH Short 360	0923
G-BVED ATR-42	0926		G-BVJB Fokker 100	0928
G-MAJG Jetstream 41	0938		G-JEAD Friendship	0941
G-BWDA ATR-72	1000		G-UKTB Fokker 50	1012
OO-DTH Brasilia	1042		G-MANL BAe ATP	1138
G-BVJB Fokker 100	1254		G-OANC Warrior II	1324
XZ206 Lynx AH.1	1330		G-BUMP Archer II	1332
G-BYAL Boeing 757	1336		ZE700 BAe 146 CC.2	1357
G-BAVZ Aztec	1420		OO-DTJ Brasilia	1441
G-JEAD Friendship	1445		G-UKTF Fokker 50	1506
G-BVJB Fokker 100	1531		EI-FKF Fokker 50	1604
G-OSNB Citation II	1654		G-BUEB ATR-42	1717
OE-GAA Citation V	1728	1939	G-OLAH Short 360	1734
OY-CEV Citation	1736	1148(19)	OY-CYV Citation	1739 1151(19)
G-OHIG Bandeirante	1742		G-JEAI Friendship	1814
G-BVJB Fokker 100	1817		G-MAJG Jetstream 41	1842
G-BWDA ATR-72	1857		EI-FKF Fokker 50	1922
OO-DTH Brasilia	1953		G-UKTF Fokker 50	2002
G-OLAH Short 360	2027		G-BUEB ATR-42	2051
G-MANL BAe ATP	2110		G-JEAI Friendship	2116
G-BVJB Fokker 100	2129		G-BEJD HS 748	2131
G-BYAC Boeing 757	2135			
19 Friday				
G-BWDB ATR-72	0626		G-BNFB Short 360	0631
G-OOOA Boeing 757	0804		EI-FKE Fokker 50	0855



G-BNFB Short 360	0914	G-BVJB Fokker 100	0932
G-BXEG ATR-42	0936	G-JEAI Friendship	0939
G-BWDB ATR-72	0943	G-BNYJ Cessna 421B	1000
G-UKTF Fokker 50	1006	OO-DTJ Brasilia	1035
EC-238 Boeing 737 300	1048	G-TAXI Aztec	1101
G-MANL BAe ATP	1104	G-HCTL Navajo	1112
G-AVUT Cherokee 140	1142	G-BVJB Fokker 100	1230
G-BCCK AA5 Traveler	1246	G-JEAI Friendship	1447
G-MANL BAe ATP	1509	OO-DTO Brasilia	1514
G-BVJB Fokker 100	1522	G-UKTA Fokker 50	1524
EI-FKF Fokker 50	1559	G-BNFB Short 360	1730
G-BXEG ATR-42	1732	G-JEAD Friendship	1811
G-BVJB Fokker 100	1819	G-BWDB ATR-72	1906
EI-FKF Fokker 50	1917	G-UKTA Fokker 50	1950
OO-DTF Brasilia	2006	G-BNFB Short 360	2020
G-BXEG ATR-42	2053	G-MANL BAe ATP	2105
G-JEAD Friendship	2118	G-BEJD HS 748	2131
G-BVJB Fokker 100	2150	G-BVJA Fokker 100	2206
G-OOOA Boeing 757	2234		
20 Saturday			
G-OOAD Airbus 320	0715	EI-FKF Fokker 50	0904
G-BVKC Boeing 737 500	0927	G-UKTA Fokker 50	1002
OO-DTO Brasilia	1024	G-JEAD Friendship	1033
G-BOKA PA-28 Dakota	1213	G-AVUT Cherokee 140	1215
G-MANL BAe ATP	1225	G-HBAP Airbus 320	1333
G-BVKC Boeing 737 500	1346	G-OOAD Airbus 320	1422
G-OOAC Airbus 320	1445	G-BGPH AA5B Tiger	1452
G-UKTA Fokker 50	1516	EI-FKD Fokker 50	1606
G-BVKB Boeing 737 500	1703	G-BBPX Seneca	1841
G-JEAD Friendship	1918	G-BVJB Fokker 100	1935
21 Sunday			
EI-FKF Fokker 50	0901	G-BVJB Fokker 100	0931
G-UKTA Fokker 50	1005	G-MANL BAe ATP	1154
G-SHIV GA7 Cougar	1156	G-BVJB Fokker 100	1223
G-BSBW JetRanger	1334	G-BVEF ATR-42	1335
G-BVTE Fokker 70	1338	G-BGAX Cherokee 140	1343
OO-DTJ Brasilia	1444	G-BVJP ATR-42	1451
G-UKTA Fokker 50	1514	G-JEAD Friendship	1534
G-MANL BAe ATP	1602	EI-FKB Fokker 50	1608
G-TAXI Aztec	1632	G-JEAI Friendship	1812
G-BVJC Fokker 100	1859	OO-DTH Brasilia	1929
EI-FKB Fokker 50	1939	G-UKTA Fokker 50	1956
G-BVEF ATR-42	2017	G-BVJP ATR-42	2102
G-MANL BAe ATP	2106	G-JEAI Friendship	2135
G-BVJC Fokker 100	2138	G-BYAH Boeing 757	2356
22 Monday			
EI-FKB Fokker 50	0858	G-BNFB Short 360	0918
G-BVEC ATR-42	0927	G-BSBW JetRanger	0928
G-BVJC Fokker 100	0933	G-JEAI Friendship	0948
G-BVJP ATR-42	0951	G-UKTA Fokker 50	0959
G-OCDB Citation II	1016	N146GA Cessna 425	1021
OO-DTJ Brasilia	1030	G-HCTL Navajo	1111
G-MANL BAe ATP	1123	G-BVJC Fokker 100	1226
G-BYAH Boeing 757	1300	OO-DTH Brasilia	1444
G-JEAI Friendship	1448	G-UKTA Fokker 50	1515
G-BVJC Fokker 100	1519	G-MANL BAe ATP	1524
EI-FKF Fokker 50	1604	G-BVEC ATR-42	1715
G-BNFB Short 360	1722	G-JEAD Friendship	1815
G-BVJC Fokker 100	1820	EI-FKF Fokker 50	1923
G-BVJP ATR-42	1928	OO-DTJ Brasilia	1943

G-UKTA Fokker 50	1959	G-BNFB Short 360	2017
G-BXEH ATR-42	2034	G-MANL BAe ATP	2102
G-JEAD Friendship	2120	G-BVJC Fokker 100	2123
G-BEJD HS 748	2126	G-BVZU Airbus 320	2310
G-BYAH Boeing 757	2331		
23 Tuesday			
G-BWDA ATR-72	0629	EI-FKB Fokker 50	0855
G-BNFB Short 360	0915	G-BVJC Fokker 100	0925
G-BUEA ATR-42	0936	G-JEAD Friendship	0938
G-BWDA ATR-72	0949	G-UKTA Fokker 50	1011
9H-ABE Boeing 737	1017	OO-DTH Brasilia	1026
G-AZFP Cessna 414	1054	G-MANL BAe ATP	1155
G-BYAL Boeing 757	1201	G-SHIV GA7 Cougar	1217
G-BVJC Fokker 100	1225	G-BYAH Boeing 757	1349
G-AZFP Cessna 414	1410	OO-DTI Brasilia	1434
G-JEAD Friendship	1450	G-UKTA Fokker 50	1517
G-BVJA Fokker 100	1527	G-AYSX Cessna F177RG	1545
G-BYAL Boeing 757	1556	EI-FKE Fokker 50	1602
G-BUEA ATR-42	1730	G-BNFB Short 360	1732
G-BVJA Fokker 100	1816	G-JEAI Friendship	1822
G-BWDA ATR-72	1912	EI-FKE Fokker 50	1916
OO-DTH Brasilia	1932	G-UKTA Fokker 50	1954
G-BNFB Short 360	2020	G-BUEA ATR-42	2032
G-JEAI Friendship	2112	G-MANL BAe ATP	2121
G-BVJC Fokker 100	2129	G-BEJD HS 748	2135
G-BVZU Airbus 320	2304		
24 Wednesday			
G-BVJP ATR-42	0618	VR-CTE Citation II	0728
G-BYAH Boeing 757	0732	G-AVFU Cherokee Six	0826
EI-FKD Fokker 50	0847	G-BVJC Fokker 100	0917
G-BNFB Short 360	0922	G-BVEC ATR-42	0929
G-JEAI Friendship	0940	G-BVJP ATR-42	0944
G-UKTA Fokker 50	1013	OO-DTI Brasilia	1035
G-MANL BAe ATP	1132	ZE380 Lynx AH.9	1136
G-BKMT Saratoga SP	1220	G-BVJC Fokker 100	1223
N37LA Citation	1253 1622	OO-DTF Brasilia	1440
G-JEAI Friendship	1449	G-UKTF Fokker 50	1508
G-BVJC Fokker 100	1523	G-MANL BAe ATP	1533
EI-FKA Fokker 50	1600	VR-CPR Cessna 421C	1622
G-BVEC ATR-42	1703	G-BNFB Short 360	1719
G-BYAH Boeing 757	1741	G-JEAD Friendship	1811
G-BVJC Fokker 100	1828	G-BVJP ATR-42	1914
EI-FKE Fokker 50	1916	OO-DTG Brasilia	1951
G-UKTF Fokker 50	2004	G-BNFB Short 360	2018
G-BXEG ATR-42	2041	G-MANL BAe ATP	2114
G-JEAD Friendship	2120	G-BEJD HS 748	2126
G-BVJC Fokker 100	2138		
25 Thursday			
G-ORFH ATR-42	0409	EI-FKB Fokker 50	0854
VR-CCT King Air C90	0907 1628	G-BNFB Short 360	0913
G-BVJC Fokker 100	0924	G-BJYD Cessna 152	0925
G-BXEG ATR-42	0928	HB-GJA King Air C90	0940 1819
G-ORFH ATR-42	0944	G-JEAD Friendship	0945
G-UKTF Fokker 50	1003	OO-DTF Brasilia	1052
G-MANL BAe ATP	1116	G-BVJC Fokker 100	1221
G-BGLW Seneca	1243	G-TAXI Aztec	1313
G-BYAH Boeing 757	1346	G-FOOD King Air 200	1422
G-VEPI BAe 125-800B	1432	OO-DTL Brasilia	1446
G-JEAD Friendship	1458	G-UKTF Fokker 50	1505
G-BVJC Fokker 100	1520	EI-FKE Fokker 50	1613

G-BNFB Short 360	1717		G-BXEG ATR-42	1730
G-JEAI Friendship	1814		G-BVJC Fokker 100	1822
EI-FKE Fokker 50	1915		OO-DTF Brasilia	1947
G-ORFH ATR-42	1950		G-UKTF Fokker 50	1955
G-BNFB Short 360	2019		G-BUEB ATR-42	2036
G-MANL BAe ATP	2112		G-BEJD HS 748	2120
G-BVJC Fokker 100	2125		G-JEAI Friendship	2128
G-BYAH Boeing 757	2133			
26 Friday				
G-ORFH ATR-42	0352		G-OOOD Boeing 757	0704
EI-FKE Fokker 50	0854		G-BNFB Short 360	0913
G-BVED ATR-42	0916		G-BVJC Fokker 100	0941
G-BVJP ATR-42	0947		G-UKTF Fokker 50	0958
G-JEAD Friendship	1003		G-FOOD King Air 200	1012
G-BAGR Robin DR400/140	1015		OO-DTL Brasilia	1038
G-MANL BAe ATP	1108		EC-FKI Boeing 737 300	1123
D-EOAL B36TC Bonanza	1152	1415	G-BMDK Seneca	1212
G-BVJC Fokker 100	1233		G-CPTS JetRanger	1418
OO-DTH Brasilia	1447		G-JEAD Friendship	1450
G-UKTI Fokker 50	1508		G-BVJC Fokker 100	1524
EI-FKC Fokker 50	1607		G-BVED ATR-42	1708
G-BNFB Short 360	1726		G-JEAD Friendship	1815
G-BVJC Fokker 100	1819		G-BVJP ATR-42	1912
EI-FKC Fokker 50	1914		G-UKTI Fokker 50	2000
OO-DTL Brasilia	2012		G-BNFB Short 360	2018
G-BVED ATR-42	2045		G-OCFR Lear Jet 35	2054
G-MANL BAe ATP	2110		G-BVJC Fokker 100	2122
G-JEAD Friendship	2124		G-BEJD HS 748	2127
G-OOOD Boeing 757	2144		G-BGYT Bandeirante	2233
27 Saturday				
G-OOAD Airbus 320	0713		EI-FKB Fokker 50	0859
G-BVJC Fokker 100	0920		G-UKTI Fokker 50	1006
G-JEAD Friendship	1026		OO-DTH Brasilia	1031
PH-BYA B58 Baron	1130	1345	G-MANL BAe ATP	1148
G-BVJC Fokker 100	1238		G-BFDI Archer II	1311
G-JDFW Airbus 320	1329		G-HALC Arrow 200	1359
G-OOAD Airbus 320	1428		G-TAXI Aztec	1438
G-BOAF Concorde	1445	1216(28)	G-UKTI Fokker 50	1500
G-OAAA Airbus 320	1511		G-ATLA Cessna 182J	1518
G-BVJC Fokker 100	1602		EI-FKD Fokker 50	1613
G-MICZ Malibu	1852		G-BVJC Fokker 100	1920
G-JEAD Friendship	1922		G-NODE AA5B Tiger	2222
28 Sunday				
G-BGZW Tomahawk	0850		EI-FKE Fokker 50	0856
XX456 Gazelle AH.1	0904	0933	G-BVJC Fokker 100	0917
G-UKTI Fokker 50	0957		G-BVTE Fokker 70	1001
G-BVJC Fokker 100	1218		G-BBSA AA5 Traveler	1314
G-BVEC ATR-42	1348		OO-DTL Brasilia	1443
G-JEAD Friendship	1445		G-BYAM Boeing 757	1452
G-UKTI Fokker 50	1508		XX456 Gazelle AH.1	1530
G-MAUD BAe ATP	1610		EI-FKA Fokker 50	1617
G-BPMF Warrior	1724		G-MAJA Jetstream 41	1743
G-JEAI Friendship	1802		G-BVJB Fokker 100	1820
EI-FKA Fokker 50	1922		G-UKTI Fokker 50	1951
OO-DTF Brasilia	1959		G-BVEC ATR-42	2019
G-MAJA Jetstream 41	2039		G-MAUD BAe ATP	2106
G-JEAI Friendship	2126		G-BVJB Fokker 100	2134
29 Monday				
G-OOOD Boeing 757	0019		G-BODY Cessna 310R	0726
G-ORJB Citation	0811	0825	EI-FKE Fokker 50	0854



G-BNFB Short 360	0920	G-JEAI Friendship	0933
G-BVJB Fokker 100	0936	G-BUEA ATR-42	0939
G-MAJA Jetstream 41	0948	G-UKTI Fokker 50	1012
G-SBAS King Air 200	1015	OO-DTL Brasilia	1038
G-BSBW JetRanger	1038	G-BSCE Robinson R-22B	1124 1215
G-MAUD BAe ATP	1126	G-BOAF Concorde	1149 1345
G-BYAO Boeing 757	1219	G-BVJB Fokker 100	1223
G-EEAC Turbo Navajo	1428	G-BSKH Cessna 421C	1433 1840
OO-DTJ Brasilia	1444	G-JEAD Friendship	1447
G-UKTI Fokker 50	1512	G-BVJB Fokker 100	1526
G-WIZZ JetRanger	1557	G-BYAM Boeing 757	1709
G-MAJA Jetstream 41	1719	G-BUEA ATR-42	1724
G-BNFB Short 360	1726	EI-FKD Fokker 50	1751
SE-DDY Citation	1800 2211	G-JEAD Friendship	1806
G-BVJB Fokker 100	1811	G-WIZZ JetRanger	1815
EI-FKE Fokker 50	1923	G-UKTI Fokker 50	1949
OO-DTG Brasilia	1951	G-BNFB Short 360	2014
G-MAJA Jetstream 41	2020	G-BUEA ATR-42	2051
G-BVJB Fokker 100	2113	G-DAAL HS 748	2115
G-MAUD BAe ATP	2118	G-JEAD Friendship	2121
G-OOOD Boeing 757	2132	G-BYAO Boeing 757	2359

## 30 Tuesday

G-NWAC Turbo Navajo	0801	EI-FKE Fokker 50	0853
G-PPCL GA7 Cougar	0907	G-BVMA King Air 200	0913
G-BNFB Short 360	0920	G-BXEG ATR-42	0923
G-BVJB Fokker 100	0931	G-JEAD Friendship	0942
G-UKTI Fokker 50	1002	OO-DTJ Brasilia	1033
9H-ABE Boeing 737	1036	G-AXBJ Cessna F172H	1054
G-MAUD BAe ATP	1104	G-BYAN Boeing 757	1200
G-BNFB Short 360	1225	G-BVJB Fokker 100	1227
OO-DTG Brasilia	1442	G-BYAK Boeing 757	1446
G-JEAD Friendship	1451	G-UKTI Fokker 50	1507
G-BVJB Fokker 100	1513	G-MAJH Jetstream 41	1524
G-BYAN Boeing 757	1531	EI-FKC Fokker 50	1610
G-ZAPD Short 360	1639	G-BXEG ATR-42	1714
G-MAUD BAe ATP	1727	G-BNFB Short 360	1729
G-ORJB Citation	1809	G-JEAD Friendship	1812
G-BVJB Fokker 100	1821	EI-FKC Fokker 50	1920
OO-DTI Brasilia	1931	G-UKTI Fokker 50	1944
G-BNFB Short 360	2024	G-MAUD BAe ATP	2030
G-BXEG ATR-42	2042	G-DAAL HS 748	2109
G-BVJB Fokker 100	2117	G-JEAD Friendship	2121
G-ZAPD Short 360	2150		

## From &amp; To

02) OY-ATZ/Amsterdam; OY-CPW/Tirstrup-Hamburg; 04) F-GJGJ/Wombleton; LY-ASC/Little Gransden; 07) F-GMRD/Orleans; 10) N2000M/Farnboro-Saint Mawgan & return; F-OKSI/Munster-Le Bourget; D-CAMM/Speyer-Munster; 11) N2706X/Elstree; D-CEIS/F & T Nurnberg; 15) OE-FPA/Saltzburq-Innsbruck; 16) OE-FPA/Saltzburq-Biggin Hill; 17) D-CBEN/Hessental-Biggin; VR-CJB/F n/s T Biggin; XZ331/Wattisham; ZG847/F & T Alder Grove; 18) XZ206/Catterick; ZE700/Heathrow; OE-GAA/Linz-Innsbruck; OY-CEV/Blackpool; 22) N146GA/F & T Edinburgh; 24) VR-CTE/Chester; ZE380/Chester; N37LA/Charleroi; VR-CPR/Coventry; 25) VR-CCT/Wellesbourne Mountford; HB-GJA/Geneva-Madrid; 26) D-EOAL/Bremen; 27) PH-BYA/Prestwick-Biggin; 28) XX456/from Leuchars and later from Grantham; 29) SE-DDY/Stockholm;

## overshoots

01) ZA673/Odham65; G-SFHR; 02) XX381/Army340; 03) XX493/CWL66; 04) XX491/CWL66; 07) G-BAVZ/Raven89T; 10) XX622/UAG93; 12) XX714/UAG94; G-SHIV; 13) ZE370/SG128; 14) G-BAVZ/Raven89T; 16) XX496/CWL67; G-SFHR; ZF418/LOP57; 18) ZF348/LOP11; 21) G-BPYO; 22) ZF318/LOP76; 25) XX491/CWL78; 26) G-BAVZ; 28) G-BBSB; 29) XX495/CWL72; XW664/YI:

### LBA movements review, April 1996

The first two foreigners of the month were both Danish, on the 2nd the Mitsubishi MU2J OY-ATZ of Jet Air was "Speedfox 067" and the Citation OY-CPW of Aage Jensen Aviation was "Danstrans 4621". Seneca F-GJGJ was from Wombleton on the 4th when it had been there to visit Europa Aviation but the star of the day was probably the YAK 52 LY-ASC which diverted in for fuel. Another Frenchman was the Beech 58 Baron F-GMRD which arrived from Orleans on the 7th.

On the 10th Citation V N2000M of General Electric Capital Corp was from Farnboro to St Mawgan and return whilst King Air 350 D-CAMM of BASF AG was from Speyer to Munster, but both were outshone by Falcon 50 F-OKSI also of BASF AG which arrived from Munster and departed to Le Bourget. UK based Cessna 335 N2706X on the 11th was joined by the Beechjet 400A D-CEIS which was from and to Nurnberg. Citation 2 OE-FPA of Airlink used the callsign "Airlink 11" on the 15th and 16th. Another Citation V was D-CBEN of Wurth Leasing on the 17th which arrived from somewhere given as EDTY which is the code for "Schwabisch Hall (Hessental)" and departed to Biggin Hill, the same day saw Citation VR-CJB visiting from and to Biggin Hill but I do not know if there was a connection.

More Citations on the 18th when OY-CEV was "Falkair 318" and OY-CYV was "Falkair 418" when they both arrived from Blackpool for a night stop, joining them was yet another Citation V OE-GAA from Linz to Innsbruck. On the 20th Cessna 425 N146GA was from and to its base at Edinburgh when it visited Knight Air for checks. The Citation 2 VR-CTE first noted last month was back again on the 24th and Citation N37LA of Donald L Allyn arrived from Charleroi the same day. Corqi's well known King Air C90 VR-CCT arrived from Wellesbourne on the 25th and the same day found HB-GJA, another King Air C90, visiting from Geneva to Madrid. Visiting from Bremen on the 26th was the Beech B36TC Bonanza D-EOAL whilst the 27th saw KLM's Beech 58 Baron PH-BYA using callsign "KLM9916" on a training flight. Final foreigner of the month was Inter Air's Citation SE-DDY which was calling "Interair 303" on the 29th when it arrived from Stockholm. On the military side there is not much this month, on the 17th we had Gazelle XZ331 as "Army639" and Islander ZG847 from and to its base at Aldergrove as "Army 338". On the 18th Lynx XZ206 was "Army 620" and BAe 146 ZE700 was "Kitty 1". The tower log for the 24th shows a Lynx as ZE724 with callsign "Army 724", the serial is obviously wrong and appears to be a corruption of the callsign, the true serial was in fact ZE380 which was confirmed for me by Dave Valentine. Finally on the 28th Gazelle XX456 visited twice using the callsign "Army 590".

New registrations this month have been the two Gill Air ATR-42's G-BWDA noted on the 1st and G-BWDB noted on the 2nd plus the Cityflyer ATR-72 G-BWYM first noted on the 8th. On the 19th Air Europa used Boeing 737 300 EC-238. Bandit G-JBAC of Fairline in Holland returned to Knight Air on the 16th as "Fairline 702" and was replaced by Bandit G-OEBA which departed as "Fairline 702" the same day, this is to be entered on the Dutch register whilst G-JBAC is to go to South West Avtn. Meanwhile the other Bandit G-BVRT was painted in the colours of Mustique Airways and had the registration J8-VAZ applied on the 9th with the name Kimbers on the nose. Unfortunately the export CoFA paperwork was not completed in time for the delivery flight so on the 25th the req G-BVRT was re-applied over J8-VAZ and it departed the following day. Cessna 337 G-BFGH arrived back from its winter home in Biarritz on the 8th and Cessna 152 G-BMSU and Cherokee G-BSER both seem to be back with us as residents. With the Aero Club Katana G-BFWF arrived on lease on the 4th and is still present whilst the Cessna 172N G-BMVJ arrived on the 9th as a replacement for Cherokee G-AVSE.



# Military Matters

Eric Martin.



## MILITARY AVIATION MUSEUMS IV (a mini-series)

### THE MUSEUM OF THE PARACHUTE REGIMENT AND AIRBORNE FORCES, ALDERSHOT

You are left in no doubt you are heading in the right direction when approaching this Museum as there is a Douglas Dakota (KP208) in 'D' Day markings as a gate guardian. The Museum is housed within Browning Barracks, the Depot of the Parachute Regiment and Airborne Forces. On this, my third visit (previous ones: 1947 and 1975), my companion (ex-fellow Parachute Regiment Lieutenant Karl Matthews) and I were carefully scrutinised by the two young Para Regt recruits in full combat order on sentry outside the Barracks. Our visit coincided with the re-commencement of hostilities by the IRA. There is no love lost between the IRA and the Parachute Regiment as one of the maxims of the Regiment is "retaliate first"!

The Dakota is the only complete aircraft in the Museum, although there are cockpit and nose sections of the General Aircraft Hotspur (mainly used for training) and Airspeed Horsa (one of two British operational types) gliders. I understand that there are no complete Hotspurs or Horsas anywhere in the world, more's the pity.

Other exhibits in the Museum depict the development of the Parachute Regiment and Airborne Forces; the latter term was used to include air-landing (i.e. glider-borne) infantry battalions and other air-landing units. The original briefing models for the Bruneval Raid, Normandy, Arnhem and Rhine Crossing are here, together with a diorama of the capture of the Merville Battery on 'D' Day. There is a myriad of artefacts including artillery and weapons of both British and German airborne units.

A Post-War Room outlines the story of so-called peace-time campaigns since 1945 including S.E. Asia, Malaysia, Palestine (the one in which I took part), Suez, Arabia, Northern Ireland, Brunei and the Falklands. As noted in the April issue, the Parachute Regiment did not take part in the Gulf campaign - the only post-1945 campaign in which the Regiment has not seen action.

The Museum is open daily throughout the year. There are reduced rates for pensioners and ex-members of Airborne Forces; I tried to negotiate a 'double-discount' as I qualify on both counts, but was not successful - only to learn later that I could have had free admission as I have contributed items to the Museum!

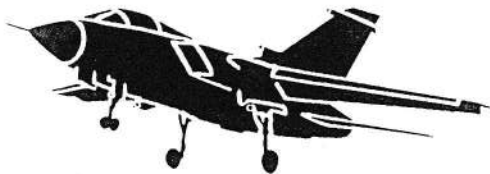
The Depot of the Parachute Regiment and Airborne Forces is now largely an administrative centre. recruit training takes place at Lichfield and infantry training at Catterick, which is also the home of 'P' Company, the pre-parachute selection unit. Parachute training takes place at No 1 Parachute Training School at RAF Brize Norton.

### Battle Honours of the Parachute Regiment (carried on the Regimental Standard):

BRUNEVAL	BREVILLE	RHINE	OUDNA
PRIMOSOLE BRIDGE	NORMANDY LANDING	ARNHEM 1944	
SOUTHERN FRANCE	TAMERA	ATHENS	FALKLANDS



Eric Martin.



### RED ARROWS IN SINGAPORE

The Red Arrows have recently completed a series of displays in Singapore, sponsored by the UK defence industry. These displays were to back up an important exhibition of defence equipment held in Singapore at which the US and French defence industries also exhibited. The Arrows displays follow orders for Bae Hawks placed by Indonesia and Malaysia. The Asia-Pacific region is currently the only growth area in defence procurement, hence the scramble for orders.

### RAF AND RN PLANE LOSSES INCREASE

In the period 10 January to 23 February the RAF lost six aircraft and the Royal Navy two in a spate of crashes. These losses total a greater number than those lost in the Gulf War. A number of explanations have been assigned to the cause of these losses, which are ten times the expected level. Any effective assessment, however, can only follow from a thoroughgoing investigation which is not in the offing at the time of writing.

### LAST OF THE AIR QUARTERMASTERS

The last surviving wearer of the RAF Air Quartermaster (QM) brevet has retired. The QM badge was replaced by the LM badge worn by Air Loadmasters. (An article on RAF aircrew brevets will appear in a forthcoming 'Military Matters'.)

### AEROSPATIALE AND DASSAULT TO MERGE

Yet another sign of the global shake-out in defence production was demonstrated in the news that Aerospatiale and Dassault Aviation have been charged with creating a single group within two years. French defence expenditure has also been cut by ten percent in parallel defence expenditure-cutting measures.

### HELICOPTER UPDATE

The April '95 issue (Vol 21 No 4) included a listing of RAF helicopter units and bases but deliveries of new helicopters and the reduction of British forces in Germany have brought about considerable changes to last year's news. The Support Helicopter Force will be based at Odiham and Benson. The force will acquire fourteen new Chinooks in the period 1997-1999 and twenty-two Westland EH101s in the period 1999-2001 when it finally replaces the Wessex.

### STRIKE COMMAND REORGANISES

RAF Strike Command (Headquarters: High Wycombe) is to be reorganised into three groups: No 1 Group will be responsible for Tornado GR1s, Jaguars, Harriers, Canberras, Chinooks and Pumas. 11/18 Group will command maritime patrol and air defence. 38 Group will administer transport aircraft and the RAF Regiment.

Sources: Straits Times, The Observer, AirForces Monthly, RAF News, Soldier, Daily Telegraph, D R Tennant.

Please send any information for inclusion in this page to:  
ERIC MARTIN, 11 Penn Drive, LIVERSEDGE, WF15 8DB (Tel: 01274-873336)

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

A portable type office has appeared in the middle of the airfield. The exact position is the site of the old 430 radar scanner. Does anybody know the purpose of this building?

Meanwhile a discrete banner change has taken place over the tunnel mouth. Adverts for Florida have been replaced by Dublin for £59 with Ryanair. I wonder what prompted this decision!

**British Midland** are operating a Sunday night overnight charter between 6th May and the end of June to Faro. BD7271 departs at 2220 and arrives back as BD7272 at 0510. The flight is operated by the normally night stopping Fokker 100.

**Jersey European** an Air Accident Investigation Bureau report has been realised on the incident last December when a J.E.A. F-27 had to return to Leeds minutes after takeoff. The report stated the aircraft had suffered an engine fire in the port engine and this particular engine had worn parts and extremely poor quality welding. Investigators also highlighted communication problems between flight staff during the incident.

**Knightair** Unconfirmed reports suggest that the A.I.B. crash report on Knightair Bandeirante, G-OEAA will blame instrument failure. The report on the crash, which happened on May 24th last year, is said to confirm that artificial horizon failed causing the pilot to attempt to return to Leeds/Bradford, but the crew became disoriented and the aircraft subsequently crashed near Dunkswick to the North East of the airfield. An AAIB spokesman said "This is pure speculation. When you undertake these types of investigation you cannot comment under any circumstances until the report is published".

**Ryanair** commenced their new Dublin service on 9th May. Times and flight numbers are as follows Monday to Saturday flight FR152 arrives at 0825 and departs back to Dublin as FR153 at 0855. Monday to Friday FR156 arrives at 1945 and departs at 2015 as FR157. Two services also operate on a Sunday but at different times FR154 arriving at 1625 and departing as FR155 at 1655. FR158 arrives at 2145 and departs at 2215 as FR159. The half around turn around should test Sevisair who are handling the flights. Currently only British Midland

achive this turn round on this size of aircraft on their London service. The £59 return fare is only valid if you stop in Dublin for two nights. The cost of a day return is apparently £99.

On May 9th Ryanair also started new services to Bournemouth and Cardiff from Dublin. The carrier now claims to serve more U.K. airports than Aer Lingus. Ryanair hopes to carry 3 million passenger in 1996. A considerable increase on the 2.25 million carried in 1995.

**Concorde** will visit LBA again on THE WEEKEND of 15/16th June. Other dates for its appearance are August 10/11th and October 26/27th.

### AIRPORT NEWS

**Belfast International** is to lose its only mainland Europe scheduled route when K.L.M. pull off their Amsterdam to Belfast International service on July 19th.

**Bristol** announced in handled 1.5 million passengers in its 1995/6 financial year, an increase of 12%.

**Humberside** has finally recruited a new Managing Director some 8 months after former M.D. John Williams "left" his post. The position is now held by Richard Jenner who was formally General Manager of Prestwick a position he has held for just eight months. Before that he was Chief Executive of Kilmarnock and Loudon Council for 12 years.

**Manchester** El Al are due to upgrade their Manchester to Tel Aviv service from a Boeing 757 to a Boeing 747 this summer. When landings are not possible at Manchester El Al normally divert to Leeds.

South African Airways are also reported to be considering making a comeback at Manchester due to difficulties in obtaining slots at Heathrow.

**Sheffield City Airport** may be opened in late 1997 according to plans unveiled on the 9th May 1996.

### AIRLINE NEWS

**Aer Lingus** as some of you may have noticed are in the process of changing their aircraft livery. The main change is to the white shamrock, which will become light green. The cost is £18 million and according to Chief Executive Gary McGann the change will "Win and Retain customers".

The carrier has also axed its East Midlands to Dublin service.

**Air 2000** How many seats on an Air 2000 Boeing 757??.....233 well unless its chartered by TCS expeditions and then it becomes a 88 seater for 25 days. The US tour operator is operating at least 4 round the world luxury charters using the modified Boeing 757. Conversion takes 36 hours and Air 2000 claim they have already received further enquiry's from potential European clients.

**British Airways** has shelved plans to purchase more than 60 regional aircraft. manufacturers have been told to stop work on their bids. British Airways claim that such a large purchase



would require changes in their regional cost base, and this is taking time to complete". However this has also led to rumours that B.A. have approached Ryanair as becoming a B.A. partner.

**British Midland** have purchased **Business Air** from its Chairman and founder Ian Woodley. Crossair and Lufthansa each sold their 38% stake in the airline back to Mr Woodley in January of this year. British Midland intend to take over the airlines East Midlands to Aberdeen service but still use Business Air crews and aircraft. B.M. also intend to utilise Business Air's SAAB 340's on services from East Midlands to Edinburgh, Amsterdam and Belfast.

Yet another rumour "doing the rounds" is that Richard Branson has made informal approaches to Sir Michael Bishop about a takeover. Just imagine the implications that would have at Leeds/Bradford!

**EasyJet** the low cost Luton based carrier has acquired a third Boeing 737. Unlike the two previous '737's which were ex-Britannia srs 200 aircraft the latest addition is a series 300. The acquisition is for the carriers new Luton to Amsterdam services. Services to Nice and Barcelona from Luton are due to start in June.

**European Aviation** have purchased yet more BAC 1-11's. This time ten Philippine Airlines examples have been purchased. Eight will be used for spares, while the other two will be operated by European Air Charter.

**Laker Airways** suffered a slight setback to the commencement of its services to the U.S. Because his own DC-10 had failed to achieve a set amount of flying hours before entering commercial service, Sir Freddie was forced to lease in an AOM DC-10 for his first charters.

**Trans-Brasil Airlines** are reported to be considering a San-Paulo to Gatwick service twice weekly if bilateral obstacles could be overcome.

**Virgin** have completed a £39 million deal to buy EuroBelgium Airlines from Belgian Hotel group City Hotels. Virgin plan to rename the airline Virgin Express and serve 16 destinations from Brussels on a Low Cost, no frills basis. These destinations possibly include Manchester, Birmingham and Edinburgh.

The carrier will avoid London as this would be in competition with Eurostar Trains in which Virgin have a 17% shareholding.

#### OTHER NEWS

The Palestine Liberation Authority are expected to set up an airline using two Fokker 50's supplied by the Dutch Government. Services are planned between Gaza and the West Bank.

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

-Please send any information for inclusion in this section to:

David Wooler, 2 Rufford Close, Yeadon, LEEDS, LS19 7QU.

*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.*

**SOUTH AFRICAN AIRWAYS** who operate 12 flights per week from Heathrow will add one more in July and hope to make it two per day by October. The Johannesburg based company who are part of Transnet, a fully Government owned operation employing over 11,000 people, are also looking at increasing activity at 4 other U.K. airports which include Gatwick and Manchester. Its associate airline ALLIANCE who are based in Uganda and in whom they have a 40% stake, currently serve Bombay plus Gatwick and are to add services to Europe and the Middle East. Operations of this outfit who are 40% owned by SAA, with 10% each held by Ugandan Airlines and Air Tanzania started up last July and the latest details we had were of a staff of 80, plus one leased (SAA) 747SP. Back at SAA and its thought that they will opt for Rolls Royce Trent engines in their ordered 777/200 aircraft. The fleet in the early months of this year included;- A320s=7, A300s=7, B737s=13, B747s=16(various), B767s=1, DC4=1, DC3=1, JU52=1, plus one Harvard.

**SCANDINAVIAN AIR SERVICES** have introduced a number of new services this summer including two flights per day from Newcastle to Copenhagen. Other new non-stop sectors from the U.K. link Manchester with Helsinki, Oslo and Stockholm - each operating six days per week and there is also a non-stop flight from Edingburgh to Stockholm every Saturday. Dublin also receives extra seats with a non-stop service to Stockholm every Saturday and Sunday. The airline is also looking closer to home for expansion and is said to have held talks with the Estonian Government over acquisition of shares in the Tallinn based ESTONIAN AIR. SAS is currently 'multi-owned' with 50% of its shares in private hands and the remainder with the Governments of Denmark, Norway and Sweden. In 1995 they published pre-tax profits that showed a 75% increase on the previous year. They themselves own a network of hotels (Radisson SAS), plus a 40% shareholding in BRITISH MIDLAND and 49% in SPANAIR. Amongst its fleet news this year was a visit in spring by a Boeing 777 to Stockholm which gave them an insight into its capabilities, although a purchase is not thought imminent. Last month was to see the arrival of a 767/300 for a 3 year lease and a half dozen or so MD 90s are due to arrive shortly before Christmas. The company have also released a report outlining its timetable for the replacement of its noisier aircraft, they also state that they will cut fuel

consumption by 10 % per passenger kilometre by the year 2002, rising to 20% by the year 2015.

**GREYHOUND AIR** - a 'paper' airline to be launched by the bus company Greyhound in Canada, suffered a set back in mid-April when the Canadian aviation authorities insisted that they must hold a licence themselves. The idea of launching a low-cost airline with scheduled services between Canadian cities was to be in conjunction with charter carrier KELOWNA FLIGHTCRAFT AIR CHARTER. The aircraft would carry the bus company's name and they would also sell tickets and market the venture. The 'Airline' was established by the Calgary company in February of this year and hopes to operate from Winnipeg to link the 'western' cities with Hamilton, Ottawa and Toronto using six of KFACs 10 Boeing 727s. KELOWNA FLIGHTCRAFT AIR CHARTER who are based at the British Colombian airport of Kelowna, started up in 1974 and also specialise in the modification of Convairs. They have a subsidiary arm called Ontario flightcraft who can service Dash 8s, F27s, B727 + 737 and the Lockheed 188.

**In Brief.....** TRANSBRAZIL have ideas to link its home base of Sao Paulo twice a week with London Gatwick ..... CSA Czech Airlines are to modernise even further with the order of ten 737-500's ..... The Manila based PHILIPPINE Airlines have ordered a mixture of 24 aircraft from Airbus Industries. The airline already has over 50 mixed-size jets in its fleet and is funded two thirds by a banking consortium with the remainder coming from the Government. .... AMERICAN AIRLINES made all their 238 weekly Transatlantic services non-smoking from June 1st, experiments have been carried out on some U.K. flights since 1994..... QANTAS will increase their services next month from the Queensland city of Cairns with the start of flights to Auckland/Bangkok, plus a service to Seoul. ....Fort Lauderdale/Hollywood airport which is less than 4 miles south of the USA city will receive its first scheduled flight from the U.K. on July 10 when a Laker Airways DC 10 touches down from Gatwick !!, keen enthusiasts using this service may just be on the look out for AMERIJETS dozen or so '727 freighters which have a home here although they seem to base from Miami ..... A CAA report has revealed that air travellers between London and Paris have fallen in numbers by 17% during the first full year of the Eurostar service, the biggest loser being the Heathrow to Charles de Gaulle route which was down 30%..... another report recently put SOUTHWEST AIRLINES at the top of the nine major U.S. carriers when taking safety, baggage handling, financial viability and frequent flyer programmes into account..... CARIB EXPRESS of Barbados have been wound up just over a year after they were formed, with the BAe 146 jets being returned after lease, B.A. held a stake of 20% in Carib Express.....  
**a n d finally.....** TV favourite BERGERAC is said to be partly to thank for the new twice-a-week scheduled service from Oslo to Jersey, BRAATHENS SAFE have stepped up from their charter operation to the Channel island to cope with a 10% per year rise in Norwegian visitors.!!!

*Credits:*

*Flight International, Laurie Caldbeck,  
 The Aviation Society, Travel Trade Gazette.*



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## LEEDS BRADFORD INTERNATIONAL AIRPORT

### HOLIDAY FLIGHTS - SUMMER 1996

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
<b>Monday</b>									
0510	FAO	BD7272	F100	Y91	-	-	-	06/05-01/07	CS
-	-	-	757-200	Y235	0825	SKG	BY010A	06/05-28/10	TH
1630	SKG	BY010B	757-200	Y235	1755	LPA	BY217A	06/05-28/10	TH
<b>Tuesday</b>									
0340	LPA	BY217B	757-200	Y235	0700	PMI	BY031A	07/05-29/10	TH
0955	YYZ	TS204	757-200	Y228	1055	BHX YYZ	TS205	07/05-08/10	TC
1350	PMI	AMM1353	A320	Y180	1720	PMI	AMM1352	07/05-29/10	FC
1830	TFS	AH1976	A320	Y180	1945	TFS	AH1975	07/05-29/10	AT/CS
2000	MLA	KM4208	A320	Y168	2050	MLA	KM4209	07/05-29/10	TH
2050	PMI	BY031B	757-200	Y235	-	-	-	07/05-29/10	TH
<b>Wednesday</b>									
-	-	-	757-200	Y235	0830	DLM	BY123A	01/05-30/10	TH
<b>Thursday</b>									
0510	DLM	BY123B	757-200	Y235	0715	AGP	BY082A	02/05-31/10	TH
0600	BHX	AH1518P	A320	Y180	0800	GRO	AH1351	02/05-31/10	AT/CS
1355	AGP	BY082B	757-200	Y235	1525	PMI	BY283A	02/05-31/10	TH
1515	FAO	AMM1359	757-200	Y233	1705	FAO	AMM1358	02/05-31/10	FC
2035	GRO	AH1352	A320	Y180	2140	PMI	AH1353	02/05-31/10	AT
2130	PMI	BY283B	757-200	Y235	2300	ALC	BY186A	02/05-31/10	TH
<b>Friday</b>									
0350	PMI	AH1354	A320	Y180	0600	MAH	AH1355	03/05-25/10	AT
0530	ALC	BY186B	757-200	Y235	0630	DUB	BY997F	03/05-25/10	TH
0845	MAN	BY656A	767-200	Y273	0945	BGR MCO	BY656A	03,17,24,31/05, 09,16/08, & 11/10.	SS
1520	PMI	AEA145	737-400	Y168	1610	IBZ	AEA175	03/05-25/10	TH
1945	MAH	AH1356	A320	Y180	2130	IBZ	AH1357	03/05-25/10	AT
2200	IBZ	AEA176	737-400	Y168	2250	PMI	AEA142	03/05-25/10	TH
<b>Saturday</b>									
0350	IBZ	AH1358	A320	Y180	0655	ALC	AH1359	04/05-26/10	AT/CS
0615	MCO	BY656B	767-200	Y273	0715	MAN	BY656B	18/05, 01,08,15/06, 24,31/08, & 26/10.	SS
0905	MAH	AEA182	737-400	Y168	0955	GRO	AEA191	04/05-26/10	TH
1335	ALC	AH1360	A320	Y180	1455	PMI	AH1361	04/05-26/10	AT/CS
1505	GRO	AEA192	737-400	Y168	1555	MAH	AEA183	04/05-26/10	TH
1725	LIN	MON874P	757-200	Y235	1825	RHO	MON3874	04/05-21/09	TH
1745	PMI	SPP3193	MD83	Y170	1835	PMI	SPP3194	04/05-26/10	AT
2105	PMI	AH1362	A320	Y180	2220	LPA	AH1363	04/05-28/09	AT
<b>Sunday</b>									
0400	RHO	MON3875	757-200	Y235	0540	GLA	MON875P	12/05-29/09	TH
0730	BOJ	VIM709	TU154	Y157	0825	BOJ	VIM710	2-Wkly 26/05-29/09	BK
0735	LPA	AH1364	A320	Y180	0850	AGP	AH1365	05/05-27/10	CS/AT
0740	LGW	BY994F	757-200	Y235	0915	TFS	BY007A	2-Wkly 12/05-27/10	TH
0740	LGW	BY994F	757-200	Y235	1210	LCA	BY168A	2-Wkly 05/05-20/10	TH
1855	TFS	BY007B	757-200	Y235	-	-	-	2-Wkly 12/05-27/10	TH
-	-	-	F100	Y91	2220	FAO	BD7271	05/05-30/06	CS
2240	AGP	AH1366	A320	Y180	2310	MAN	AH1366P	05/05-27/10	AT
2255	LCA	BY168B	757-200	Y235	-	-	-	2-Wkly 05/05-20/10	TH

**Destination Codes**

AGP - Malaga  
 ALC - Alicante  
 BGR - Bangor Maine  
 BHX - Birmingham  
 BOJ - Bourgas  
 DLM - Dalaman  
 DUB - Dublin  
 FAO - Faro

GLA - Glasgow  
 GRO - Girona  
 IBZ - Ibiza  
 LCA - Larnaca  
 LGW - Gatwick  
 LPA - Las Palmas  
 MAH - Mahon  
 MAN - Manchester

MCO - Orlando  
 MLA - Malta  
 PMI - Palma  
 RHO - Rhodes  
 SKG - Thessaloniki  
 TFS - Tenerife  
 YYZ - Toronto

**Airline Codes**

AEA - Air Europa  
 AHI - Airtours  
 AMM - Air 2000  
 BD - British Midland  
 BY - Britannia  
 KM - Air Malta  
 MON - Monarch  
 SPP - Spanair

TS - Air Transat  
 VIM - Air Via

**Tour Operator Codes**

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

Twentieth Edition - 15/05/96

HE LED THE LUFTWAFFE TO DEFEAT

Although we usually remember Goering for his part in the Second World War, he was active during World War I when he was a pilot in the German Air Force. A report dated February, 1917 states that Lieutenant Hermann Goering had been wounded, and had "recently" spent several months recovering. He'd shot down a British plane, but had then been machine gunned by Allied aircraft. He made an emergency landing in a cemetery. On June 2nd, 1918 he was decorated; the award being the Blue Cross of the order, "Pour le Mérite."

It was also in 1918, about four months before the war ended, that Hermann Goering was put in command of the Jagdgeschwader (Fighter Group) 1. This group had been headed by Manfred von Richthofen who was known as the Red Baron. Von Richthofen had died after a career that made him famous, not only to his fellow Germans, but to the British as well. However, by the time he succeeded the Red Baron, Goering had become a bit of a legend himself, with a record of at least twenty Allied planes shot down. But it was between the wars and during the Second World War that this pilot—renowned for his recklessness—really gained world fame and promotion.

In March, 1935 when he was put in charge of the new Luftwaffe, Goering's real power began. He had 1,800 aircraft and 11,000 men under his command, and yet everything was not plain sailing. Chief of Staff Walther Wever wanted bombers to be built, whereas Erhard Milch, who was Goering's deputy and founder of the airline Deutsche Luft Hansa, favoured planes suitable for use in a short war as back-up for the army.

On March 1st, 1938, Field Marshall Hermann Goering acquired the title of Chief of Staff of the Luftwaffe. The date was significant. It was German Air Force Day. And on October 18th of the same year, Goering, representing Adolf Hitler, awarded the Order of the German Eagle with star to Colonel Charles Lindbergh in commemoration of the American airman's tour of German aircraft factories and facilities.

The slaughter inflicted on Poland at the beginning of the Second World War is well known. So are the later air attacks on British targets. When the Battle of Britain had taken its toll of the RAF, Goering wanted to continue bombing our airfields until they were all destroyed. Hitler thought otherwise. His order to concentrate on London gave the RAF a breathing space. This, and blunders by Goering himself, plus the swiftness of many German aircraft to the Russian front, contributed to Germany's defeat.

But what else do we know about Goering? He was born in Bavaria in 1893 and, after World War I ended, became a civilian pilot. In 1922 he joined the National Socialist German Workers' Party. Unlike many Nazis who were little better than thugs, Goering was an educated man. A judge's son, he was a flamboyant person who liked hunting, good food and a comfortable lifestyle.

But there was nothing comfortable about his last days. Captured by the Allies, he was tried at Nuremberg for war crimes, found guilty and sentenced to death. He died in 1946, having cheated the executioner. He got hold of some poison in prison, and committed suicide.

Leslie Scheftsik



## LONDON CALLING

The following trip has now become a yearly event. Myself and three other enthusiasts leave our trouble and strife's at home and have a "total aviation week-end" in London. This always happens on a weekend just after Easter and this year was no exception with the weekend of 20th and 21st of April been the dates chosen.

0540 arrives on the 20th and my alarm clocks going barney. This time does not normally exist in the "World of Wooley". First pick-up is Martin Nelson at 0615. I arrive at his house at five past six and there is no sign of life. He's slept in.....again!

Next pick-up was Paul and Robin at six thirty in Shipley. Both of them work shifts and are used to these ungodly hours. They both look "bright eyed and bushy tailed" which is more than can be said for me.

Our first stop is normally East Midlands, however fellow enthusiast Harry Morrow had informed me the previous week of two Lithuanian IL-76's which were supposed to be temporarily based at Manchester for 3 weeks. Therefore a "small detour" seemed in order.

We arrived at Manchester at half past seven and drove up to level 13 on the multi-storey car park. Of course, no sign of any IL-76's (cheers Harry). However, Manchester was quite lively with a respectable number of landings and take-offs taking place. Highlights were a Reno Air MD-82 (N881RA) which is ex Airtours, A Crossair SAAB 2000 (HB-IZI - My first - Slack Spotter or what?). 9V-SPA B.747-400 Singapore, F-GEAI Supper Guppy, N12114 B.757 Continental and one of Leeds/Bradford's latest residents, G-LOGV Jetstream. We left Manchester at the strategic time of 0825, therefore paying for just under an hours parking.

Next stop was Birmingham, and this was a waste of time. 50p each to get on the viewing area, which in fairness to Brum is very good, especially if you intend to spend some time here, however we didn't. Only interesting airliner among the B.A. 1-11's, 737's and a '757 was an American Airlines Boeing 767, N368AA. Just before we left a K.L.M. F-28 (PH-CHD) landed.

At the Car Park exit everybody's worst fear happened. I put the ticket in the machine at the barrier and it promptly spat it out. I re-tried several more times, but no joy. The machine just kept giving me my ticket back. Time for Plan B. I then tried to back out and use the next barrier. Too late, somebody was just about to pull in behind me. At this point Robin (who had paid at the Payment Station) then said "Oh, I think I've given you the receipt ticket, try this one". Several expletives later, and we were on our way.

Onto a very busy M42 and M40. They say the M40 is Britain's most boring Motorway, and I agree. I think it must also be one of the fastest. We were cruising at 70 (ish) and we were overtaken by many more cars than we overtook.

We arrived at Heathrow by Eleven Thirty. A quick look round Cargo and B.A. maintenance which produced nothing of interest. We parked up at my "secret" parking place near the end of Runway 09 Left, which was the runway in use for landings. As we "de-bused" a B.A. Boeing 777 (G-ZZZD) landed, followed immediately by a United example (N775UA).

From the parking spot to the field at the end of 09 Left is about a 400 yard walk, but carrying a cool box filled with 2 days food and drink, a fold away chair, and a typical enthusiasts "kit" of Cameras, Telephoto Lenses, Radio, Telescopes etc. that's far enough. I am sure the Royal Marines, Yomp with less gear.

We set up for the day, and better things among the inbounds were TF-FIK, Icelandair B.757, RA-85779 Tu-154 Aeroflot, F-OGYM A.310 of Diamond Sakha Airlines, PH-BZB B.767 K.L.M. (767's now replacing A.310's). C-FCPE DC-10 Canadian.

The surface wind was given as 180 degrees, which means it is blowing straight across the runway. More and more inbounds were complaining about tailwinds on finals. Sure enough at quarter past two we started to hear aircraft been instructed to taxi to runway 27 Left for departure. This of course meant a change to 27 Right for landings was imminent. So we gathered all the gear and returned to the car. A drive down the North side of Heathrow and we parked among the industrial units at the side of 27 Right approach.

Those who know this spot will testify it is the worst runway at Heathrow as far as the enthusiasts who takes photos are concerned, due to some ill placed lampposts. Many of you will also know that when the Runways in use at Heathrow are 27's the landing and take-off runway as swapped over at three in the afternoon to give the residents an equal share of noise. However we were confident today as the change had only taken place at 2:15 this would be it for the day.

More interesting arrivals were EZ-A0002 B.737-400, PH-RRV F-28 Air France, LY-BSG B.737 Lithuanian Airways (now using more than LY-GPA) and Police Twin Squirrel G-SEPC obviously searching for something or somebody over by the A4.

Three O' Clock arrived and guess what. Yes they changed to landing on Runway 27 Left. Once again we packed everything away and drove across to the field at the end of 27 Left, negotiating the re designed roundabout outside Hatton Cross Underground Station. (This appears to be based on the infamous Magic Roundabout in Swindon).

Once again we get all the gear out of the car and settledown. At least you don't have to worry about positioning the aircraft between lampposts on your photographs on this runway.

Best arrival here was F-BPVV, an Air France Cargo Boeing 747.

At about quarter to four it suddenly become apparent on the radio that they are setting up everything to "change ends" and start landing on 09 Left again. As Victor Meldrew says "I don't believe it". Somebody else suggests Noel Edmunds was doing

a mass "Gottcha". So into the routine of packing everything into the car, drive round to 09 Left. A 400 yard walk with all the gear and we are back where we left 75 minutes earlier! I am pleased to say that the tower decided that was it for runway changes this particular day - cheers lads!

Amongst the more mundane arrivals were French Falcon 50 F-OKSI, 7T-VHG Air Algerie Hercules, N369G H.S. 125, OO-DJN BAe 146 Sabena and finally a Boeing 707, unfortunately it was A7-AAA which is a regular here, but nice to see anyway.

Approaching seven O' Clock we decided it was time to call it a day and retire to our B & B. We use an establishment known as "Gertrudes House" which is situated on the A4 between Hounslow and Heathrow. However it is owned by a Polish couple who have not quite grasped the English language. Once again our booking for two twin rooms with en-suite facility had been chosed up. The 4 of us ended up with two twin rooms, 3 toilets and 1 bathroom! Still at £19 each you can't complain.

I had booked a table at the local "Beefeater" for 9 O'clock, so it was a quick shower and out. The thing about the Beefeater menu is caters for everybody's appetite from petite eaters to competition eaters - like me! Sure enough Martin and I made total gannets of ourselves (having a starter each which is supposed to be shared by two people), while Paul and Robin stuck to a more modest size meal. What they gave up in food, they made up for in ale. The total bill including four three course meals and drinks (14 pints of larger and a litre of mineral water - guess who was driving) came to a reasonable £84.00. Back to the B & B and good night.

I woke up just before Eight O'Clock, to a glorious day. Another shower and down for breakfast for ten minutes past Eight. I noticed aircraft were taking off on 09 Right, therefore landings would be on 09 Left. Robin and Paul were already tucking into a substantial breakfast, but I could face no more than a bowl of cereal after my previous nights "trough". During breakfast Paul and Robin informed me they had been up at some disgustingly early time and had been out to buy a newspaper. At this time they were landing on runway 27 Right, and among the things I'd missed was an Air Mauritius A.340!

By 9 O'clock we were in position at the end of 09 Left, and the stream of inbounds was endless. First highlight was F-GLIY an Air Inter Regional Jet. Others were TF-ABR B.747 Saudia, D-AVRJ BAe 146 Lufthansa, 9K-ANB A.340 Kuwait F-GHQP A.320 Air Inter (now regular visitors since their merger with Air France)

By 11 O'clock the surface wind had backed to 160 degrees, which gave me the reassurance they were not going to change ends, the temperature was +21, and I was applying suntan oil. Not bad for Mid April.

One thing you realise at Heathrow these days is the way Airbus products are becoming more dominant with European operators. Both traditional Boeing and McDonnell operators are making the change such as Iberia with A.320's been very frequent arrivals, Swissair and Alitalia with A.321's and Lufthansa using both A.320's and A.321's into Heathrow in a big way. Even B.A. manage the occasional flight by "minibus".



More inbounds included N768UA B.777 United, F-GLLE B.737 T.A.T. but in full B.A. colours, G-ZZZE B.777 B.A., RA-86067 IL-86 Aeroflot, D-ABUC DC-8 German Cargo.

At half past Three all of a sudden the wind direction changes, or so the tower reckons to 180 to 210 degrees and they promptly change landings to runway 27 Left. My interpretation of the wind was it was still blowing at around 160 degrees. We planned to leave Heathrow for home at about five O'clock, and I was not going to start running about like "A blue rear ended fly" again. I was confident they would change back to 09's again, and anxiously awaited somebody complaining about a tailwind on the 27 Left approach. We spent about 20 minutes talking to a very knowledgeable German enthusiasts and one of the locals. Meanwhile the take-offs from 27 Right were roaring over our heads.

About 4 O'clock we decided they seemed fairly committed to landing on 27 Left, so we elected to depart for Luton. The M25 and M1 were chocker and it took us over an hour to get to Luton. As is normal Luton produced a "clutch" of Biz Jets, including N2PK Gulf II, N67WB Falcon 50, VR-BUC Falcon 50, N137CL & N55AR Challengers, N93CX Gulf III and 9M-TRI Gulf. A good selection of interesting airliners were also present, G-OITB B.767 Alitalia, G-UKLK and G-UKLL A.320 for Air U.K. Lesiure - or what ever they call themselves these days, OO-HUB Convair 580 D.H.L. and HB-IKM MD-83 of Edelweiss - awful name, great colour scheme! (again ex Airtours machine).

Next stop was EMA. The M1 had quietened down a bit now. First we had a look at the maintenance area at East Mid's, which produced an obviously ex B.M.A. DC-9 with no titles or registration and based Hercules ZS-RSI. Next to the terminal. Things have certainly changed here over winter. The new terminal was the only building entrance open (It was only officialy opened 4 days earlier). Unfortunately there is no windows in this glorified shed so we made our way by a makeshift corridor into the old terminal. This was been ripped apart and no access was available to upstairs or any airside facing windows. So back to the car. East Midlands have re-introduced free parking for the first 30 minutes, so as we had been here less than 30 minutes I picked up the tab for the car park here! A quick drive to look was in cargo produced the mandatory U.P.S. DC-8 (N851US) plus G-CEXA F-27 Channel Express and their Electra, N343HA.

Back home for nine O'clock. An excellent week-end, made by the good weather - Don't you just hate Heathrow when its raining? The total cost including accommodation, evening meal with drinks and splitting the petrol costs was £50 each. Not bad at all. Now all I have to find is the cash to pay for the developing of the 5 36 exposure films I used.....I wonder if 'Er Indoors will let me have an advance on my pocket money.

David Wooler

### ANNUAL DINNER - FRIDAY 26TH APRIL

Over forty members enjoyed an excellent meal and good company on this occasion which it is hoped will become a fixture. The Peasehill Hotel, Rawdon certainly provided the right atmosphere and efficient service to leave those members attending in no doubt that a good choice had been made.

Following the meal came introduction and comment by the Chairman who then handed over to our guest the Director of Operations Leeds Bradford International Airport - R A Lund. Mr Lund gave a short address on recent developments and some difficulties encountered in the operations sphere. Comment was made on the unfortunate reduction in the Florida rotations which is now common knowledge. Nevertheless a good year is in prospect overall and whatever one thinks of football, extra income will be generated when charters arrive carrying supporters for international teams playing in the area during the European Cup competition. One or two amusing stories from our guest followed by a questions session brought this part of the evening to a close. The Chairman expressed thanks to our guest and his partner who received a bouquet and a member said a few words of thanks on behalf of everyone. The bar was kept busy for quite a while and the writer remembers being "Moved on" by the staff (very nicely) who had to complete reorganising the room for the next event. So good was the chat.

### MONTHLY MEETING - 5TH MAY

After the usual monthly business a good attendance welcomed Frank Twitchett with his memories of flying as a pilot during those desperate far off days of World War II. Frank's account of those times was delivered in a very straightforward and uncomplicated style which was appreciated by his audience. No "line shooting" here just a story to transport one back to another era.

Our speaker joined the RAFVR in 1938 and trained on Tiger Moths, passing through OCU to qualify on the famous Hurricane just in time to take part in the latter stages of the Battle of Britain in October 1940 with 229 Squadron at Northolt after a spell at Usworth with 43 Squadron "The Fighting Cocks". His description of "readiness" was graphic and a particular memory of a battle on 6th November ending in a forced landing on a waterlogged Hatfield airfield put the listeners into the cockpit. Various moves followed always accompanied by lashings of tea and toast or cocoa, bread and jam at dispersals. On to the Spitfire and Baders Wing then overseas via Durban to the Canal zone, living it rough, retreating and trying to maintain contact with ground crew. Frank was operational tour expired after the Battle of El Alemein but there was mention of a video made from material shot during the campaign from their via Tunis into Italy. The Allies had superior air power but great difficulties lay ahead in the land battles to come.

We are hoping for a return of our speaker in the autumn period. Don't miss it.

Following the talk we were grateful to be able to chat with Frank and his wife and inspect two of his Log Books and Photo Albums with the latter ongoing as they show visits through membership of the Spitfire Society. A question session and a raffle of items brought to the dinner by Rob Lund concluded a very enjoyable afternoon.

EDITED AIRCRAFT REPORT FROM KEN BROWNLOWELSTREE 27 FEBRUARY 1996:

CESSNA 421C	N421JK, N5NN, NSG1	DC3 DAKOTA	N47FK, N47FL
CHEROKEE	N2929W	ARROW 3	N38273
COUGAR	TANI, CYMA	MOONEY	N72FG, BWJG
JODEL	AXLS	COMANCHE	N7832P
BULLDOG	BPCL	PITTS S2A	I-ALAT
PUP	AXDU, AZDA, PUPP	CESSNA 340	N2673D
KATANA	BWGY	MONSUN	AZTA
CONDOR	ATVW	CHIPMUNK	WP857 [BDRJ]
SENECA	N1427T BLWD		

SANDTOFT 29 MARCH 1996:

R22	OBIL	AZTEC	JASP
TOMAHAWK	BTGC	NAVAJO	BPYR
MAULE	RJWW	CESSNA 207	JCGR
RC680/685	BVMO, WGCL	CESSNA 172	BOMS, BCOL

STURGATE 29 MARCH 1996:ON FIELD

NAVAJO	EPED	CESSNA 337	BMJR
AA TIGER	BGPH	SENECA	HCSL
MOONEY	BHJI	AZTEC	JTCA
CESSNA 152	BONW, BRNN [DAMAGED]		

AERO CLUB HANGAR

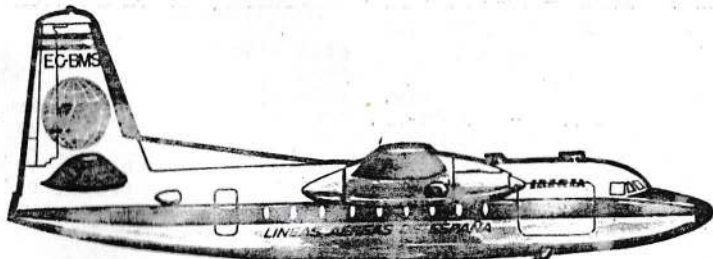
NAVAJO	NEWR	RANS COYOTE	MYMH
AUSTER 5	ALFA, BICD	MUSKETEER	AYYU
CESSNA 152	BMCN	PUP	AWYC
CESSNA 172	BFPH, BFPM	COLIBRI	BNDT
CHEROKEE	AVZR, BIUW	CUB	BROR
RALLYE	AVZX		

EASTERN AVIATION HANGAR

JODEL	BAJY, BDDG	TRI Q	BUBC
QUICKIE Q2	BSPA	AVID SPEEDWING	BUIR
CESSNA 150	BDTX + 3 OR 4 OTHERS	SILVAIRE ? UNMARKED FUSELAGE	

PAINT SHOP

TURBO SARATOGA	BPVN
TOMAHAWK	BNKH [BARE METAL]





## EURO '96

The latest information on the European Cup football charters to the LBA is listed below as supplied by the airport on May 23rd. It was amended whilst I was actually typing it up so there may be further changes before the events. Apart from the listed airlines there will be an unknown number of biz-jets and private aircraft visiting and aircraft will be dispersed all over the airfield for parking. The only runway available will be 14/32 as the north-south taxiway and runway 28/10 will be used for parking and visiting aircraft will be by prior permission only.

TYPE	FLT No	FROM	ARR	DEP	TO	FLT No
<b>Wednesday 05 June</b>						
B737-400	AEA968	Santander	1800	1850	Madrid	AEA969P
<b>Friday 07 June</b>						
BAe 146-200	6E701	Billund	1855	n/s		
<b>Saturday 08 June</b>						
Tupolev 154	LZ????	Sofia	0910	1000	Bourgas	LZ????
Tupolev 154	LZ????	(Bulgaria)			(Bulgaria)	LZ????
Tupolev 154	LZ????	(Bulgaria)			(Bulgaria)	LZ????
<b>Sunday 09 June</b>						
BAe 146-200	6E705	Billund	0955	2355	Billund	6E706
BAe 146-200	6E703	Copenhagen	1015	2355	Copenhagen	6E704
Airbus 300	IB3012	Madrid	1220	1840	Madrid	IB3013
B727-200	IB3010	Madrid	1230	1830	Madrid	IB3011
F27-500	SRR111	Copenhagen	1400	n/s		
Airbus 320	MON100P	Gatwick	2359	n/s		
<b>Monday 10 June</b>						
BAe 146-200				0001	Billund	6E702
Airbus 320	MON078P	Birmingham	0015	0055	Copenhagen	MON8078
Airbus 320				0055	Billund	MON8100
F27-500				0055	Copenhagen	SRR112
<b>Wednesday 12 June</b>						
Tupolev 154	LZ????	(Bulgaria)			(Bulgaria)	LZ????
B757-200	AEA968	Madrid	1305	1405	Madrid	AEA969P
<b>Friday 14 June</b>						
737-300	AEA???	Madrid	0010	0100	Madrid	AEA???
Airbus 320	IB3010	Madrid	2305	2355	Madrid	IB3017
<b>Saturday 15 June</b>						
B737-300	AEA307	Madrid	0135	0225	Alicante	AEA308P
DC-10 srs 30	IW7581	Paris CdG	0925	2130	Paris CdG	IW7582
BAe 146	BC2580	Paris Orly	1100	n/s		
BAe 146	BC2568	Paris CdG	1100	n/s		
B747-200	CRL888	Paris CdG	1115	2200	Paris CdG	CRL889
BAC 1-11 500	VF7356	Stansted	1155	1250	Stansted	VF356P
BAC 1-11 500	VF7398	Barcelona	1200	1255	Maastricht	VF398P
BAC 1-11 500	VF7400	Madrid	1205	1300	Stansted	VF400P

Fokker F-28	IJ4667	Paris Orly	1250	n/s		
BAe 146	AWC183A	Lille	1305	2200	Lille	AWC183B
BAC 1-11 500	AZX1647	Stansted	1315	2230	Stansted	AZX1648
MD-88	AO8130	Madrid	1325	2135	Madrid	AO8131
DC-9 30	AO8132	Madrid	1330	2140	Madrid	AO8133
MD-88	AO8138	Malaga	1340	2130	Malaga	AO8139
Fokker 100	UK3182	Stansted	1345	2300	Stansted	UK3183
MD-88	AO8134	Barcelona	1410	2150	Barcelona	AO8135
MD-88	AO8140	Seville	1440	2145	Seville	AO8141
Airbus 320	SF622	Paris CdG	1445	2330	Paris CdG	SF623
Airbus 300	IB3014	Madrid	1450	2150	Madrid	IB3015
ATR42	IJ4690	Paris Orly	1500	n/s		
B757-200	IB3010	Madrid	1500	2210	Madrid	IB3011
B727-200	IB3012	Madrid	1510	2200	Madrid	IB3013
BAe 146 300	VF357P	Stansted	2340	n/s		

### Sunday 16 June

BAe 146 300				0035	Stansted	VF7357
F27-500	SRR115	Copenhagen	1015	n/s		
BAe 146				1030	Paris Orly	BC2581
DC-9 30	AO8128	Madrid	1050	1140	Madrid	AO8129
ATR42				1200	Paris Orly	IJ4691
Fokker F-28				1400	Paris Orly	IJ4668
BAe 146				1600	Paris CdG	BC2569
Airbus 320	IB3010	Madrid	2305	2355	Madrid	IB3011

### Monday 17 June

F-27 500				0800	Copenhagen	SRR116
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### Tuesday 18 June

MD-88	AO8136	Valencia	1145	1235	Madrid	AO8131
Airbus 300	IB3010	Madrid	1430	2030	Madrid	IB3011
BAC 1-11 500	RO5391	Bucharest	2000	2100	Bucharest	RO5392
B737-300	AEA307P	Palma	2045	2135	Valencia	AEA308

### Wednesday 19 June

B757-200	AEA301P	Tenerife	0830	0930	Madrid	AEA969
F27-500	SRR113	Copenhagen	1100	2200	Copenhagen	SRR114
Tupolev 154	LZ???	(Bulgaria)			(Bulgaria)	LZ???
Tupolev 154	LZ???	(Bulgaria)			(Bulgaria)	LZ???
Tupolev 154	LZ???	Bourgas	2120	2210	Sofia	LZ???

### Airline decode

AEA = Air Europa	IJ = TAT European Airlines
AO = Aviaco	IW = AOM French Airlines
AWC = Titan Airways	MON = Monarch
AZX = Air Bristol	RO = Tarom
BC = Air Jet	SF = Air Charter
CRL = Corsair International	SRR = Star Air
LZ = Balkan	UK = Air UK
IB = Iberia	VF = British World Airways
	6E = Malmo Aviation





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