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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB, on the south side of LEEDS BRADFORD AIRPORT, by courtesy of Ms.Jill Tushingham (MD) at 15.00hrs.
SUNDAY, APRIL 3RD - MR MIKE GARDNER FROM THE C.A.A. FIRE SCHOOL AT TEESIDE
SUNDAY, MAY 1ST. - MR ANTHONY CRAWSHAW - an illustrated talk on aerial archeology
SUNDAY, JUNE 5TH - MR BILL SAVAGE - MANAGING DIRECTOR L.B.A.

CHAIRMAN'S CHAT - further to my request for a "Military Correspondent", member Eric Martin has kindly volunteered. His first notes appear in this issue. Should you have any little bits of military news please forward them DIRECT to Eric at 11, Penn Drive, Liversedge. WF15 8DB where, hopefully, Eric will compile them into a regular military page. Last month's magazine was the biggest issue for a long time (32 pages). However, we can only print what we receive, so please continue sending in your articles. I am pleased to say that most past members have now renewed their subscription. These, plus several new members have brought the total membership up to nearly 200. Two-thirds of this total are full members and are therefore entitled to attend the monthly meetings. As space in the room we use at the Aero Club is limited, WE REGRETFULLY HAVE TO ANNOUNCE THAT WE CANNOT ACCEPT ANY MORE FULL APPLICATIONS. However, we can still accept a few more POSTAL APPLICATIONS.

CREDITS - Terry Sykes, Ian Morton, Eric Martin, Rick Ward.

Jim Stansfield Leslie Schefftsik Ken Cothliff.

Leeds/Bradford Movements

February 1994

01 G-BODY Cessna 310R	0817	G-BMAR Short 360	0830
EI-CFB SAAB 340	0844	G-ELDI DC9	0922
G-OBHD Short 360	1008	OO-MTD Brasilia	1037
G-BVMX Short 360	1041	G-BIFZ P-68 Victor	1053
F-GGLA King Air 200	1106 1656	G-ELDI DC9	1225
G-OBHD Short 360	1311	G-BYAN Boeing 757	1344
OO-DTI Brasilia	1446	G-ELDI DC9	1527
G-WIRE Twin Squirrel	1612	G-BMAR Short 360	1702
G-OBHD Short 360	1759	G-ELDI DC9	1822
EI-CFA SAAB 340	1912	40082 C-21A	1936
G-BMHX Short 360	1948	OO-DTO Brasilia	2008
G-BVMY Short 360	2031	G-RMCT Short 360	2059
G-OBHD Short 360	2101	G-ELDI DC9	2120
G-DAAL HS 748	2138	G-TBAC Short 360	2142
G-BYAN Boeing 757	2334		
02 F-GFJD King Air C90	0806 1515	G-BMLC Short 360	0810
G-BGZW Tomahawk	0813	D-IIBB King Air F90	0844 0914
EI-CFD SAAB 340	0846	G-ELDI DC9	0930
G-BNRX Seneca	0940	G-OBHD Short 360	0955
G-BVMY Short 360	1020	OO-DTJ Brasilia	1032
G-BDSL Cessna F150M	1136	G-ELDI DC9	1218
G-FIGA Cessna 152	1232	G-OANC Warrior II	1304
G-OBHD Short 360	1309	OO-DTK Brasilia	1440
G-BTGY Warrior II	1459	G-OBMM Boeing 737 400	1522
G-BMLC Short 360	1648	G-OBHD Short 360	1709
G-BYAN Boeing 757	1744	G-OBMM Boeing 737 400	1833
G-BMHX Short 360	1844	EI-CFB SAAB 340	1914
G-BVMX Short 360	2013	OO-MTD Brasilia	2017
G-OBHD Short 360	2021	G-HAMA King Air 200	2109
G-BUUM Arrow IV	2111	G-RMCT Short 360	2115
G-DAAL HS 748	2131	G-SBAC Short 360	2146
G-ELDI DC9	2154		
03 G-BMLC Short 360	0824	EI-CFB SAAB 340	0905
G-OAVX King Air 200	0913	G-BMAK DC9	0940
G-OBHD Short 360	1037	OO-DTF Brasilia	1044
G-BNXS Cessna 404	1453	G-BVMX Short 360	1635
OY-BPM Merlin 3B	1710	G-BVMY Short 360	2012
EI-CFD SAAB 340	2018	G-BMAK DC9	2121
G-RMCT Short 360	2128	G-BIUV HS 748	2135
G-TBAC Short 360	2243		

04	OO-SXB Xingu	0707	0845	G-OBHD Short 360	0719
	G-BMLC Short 360	0746		G-BMHX Short 360	0813
	G-BODY Cessna 310R	0816		EI-CFC SAAB 340	0842
	G-BYAN Boeing 757	0918		G-BMAK DC9	0930
	G-BVMX Short 360	1001		G-OBHD Short 360	1010
	OO-DTK Brasilia	1020		G-AVXJ HS 748	1026
	G-BMAK DC9	1233		G-OBHD Short 360	1345
	N2000M Citation V	1346	1410	OO-DTF Brasilia	1428
	G-BMNF King Air 200	1453		G-BMAK DC9	1555
	N2000M Citation V	1558	1656	G-BOYL Cessna 152	1623
	G-BMHX Short 360	1706		G-OBHD Short 360	1721
	G-BMAK DC9	1828		OE-FNG Citation	1857
	G-BMLC Short 360	1903		EI-CFB SAAB 340	1916
	G-BVMY Short 360	2012		G-BYAN Boeing 757	2014
	OO-DTH Brasilia	2019		G-OBHD Short 360	2034
	G-BMAK DC9	2121		G-LEDN Short 330	2131
	G-BIUV HS 748	2133		G-OLAH Short 360	2142
05	G-BGYV Bandeirante	0757		EI-PKF Fokker 50	0839
	G-BMAK DC9	0925		OO-DTO Brasilia	1023
	G-OBHD Short 360	1036		G-BMNF King Air 200	1118
	G-BMAK DC9	1223		G-BCEO AA5 Traveler	1307
	G-BRAB BAe 146 300	1557		G-OMGE BAe 125 800B	1633
	G-OBHD Short 360	1710		G-BCPE Cessna F150M	1721 n/s
	G-BMAK DC9	1809		N31712 Seneca	1851 2017
	G-BYAN Boeing 757	2043		G-BMAK DC9	2103
06	G-BMAK DC9	0926		G-BMAK DC9	1218
	OO-DTL Brasilia	1437		G-OBHD Short 360	1706
	G-BVMY Short 360	1744		G-OBMO Boeing 737 400	1821
	G-BLGB Short 360	1854		EI-CFB SAAB 340	1918
	G-BYAN Boeing 757	1950		G-OMGE BAe 125 800B	1954
	OO-DTH Brasilia	2010		G-BVMX Short 360	2018
	G-OBHD Short 360	2024		G-ELDH DC9	2126
07	G-BMLC Short 360	0809		EI-CFA SAAB 340	0844
	G-TRIN TB20 Trinidad	0926		G-ELDH DC9	0937
	G-OBHD Short 360	1004		G-SOUL Cessna 310R	1008
	OO-DTI Brasilia	1041		G-BVMX Short 360	1043
	G-ELDH DC9	1224		G-BYAO Boeing 757	1323
	G-OBHD Short 360	1325		OY-BPM Merlin 3B	1416
	OO-DTK Brasilia	1437		G-BKKO Cessna 182R	1438
	G-ELDH DC9	1517		G-IFLP Seneca	1607
	G-BMLC Short 360	1650		G-OBHD Short 360	1701
	G-ELDH DC9	1808		G-BYAN Boeing 757	1813
	G-BLGB Short 360	1851		EI-CFA SAAB 340	1917
	OO-DTJ Brasilia	2000		G-BVMY Short 360	2005
	G-OBHD Short 360	2028		G-ELDH DC9	2110
	G-BPDA HS 748	2130		G-BJLK Short 330	2145
	G-SBAC Short 360	2149		G-OLAH Short 360	2248
08	G-SCSR Airbus A.320	0802	0935	G-BMLC Short 360	0813
	EI-CFC SAAB 340	0839		G-SOUL Cessna 310R	0901
	G-JLRW Duchess	0923		G-ELDH DC9	0937
	G-OLAH Short 360	0939		G-OBHD Short 360	0955
	G-SHCC JetRanger	0955		OO-DTF Brasilia	1023

G-UKFH Fokker 100	1044	G-BVMY Short 360	1048
G-BKKO Cessna 182R	1115	G-EFSM T67 Firefly	1145
G-TKPZ Cessna 310R	1149	G-BOGM Turbo Arrow IV	1203
G-OLDH DC9	1230	G-OLAH Short 360	1252
G-OBHD Short 360	1304	G-LEAR Lear Jet 35A	1317
G-OAHF Boeing 757	1402	OO-DTL Brasilia	1444
ZD276 Lynx AH.1	1500	G-ELDH DC9	1528
G-SCSR Airbus A.320	1611	G-BMLC Short 360	1655
G-OBHD Short 360	1710	G-ELDH DC9	1825
G-BLGB Short 360	1855	EI-CFA SAAB 340	1911
OO-DTN Brasilia	2013	G-BVMX Short 360	2017
G-OBHD Short 360	2020	G-BOIX Cessna 172N	2034 n/s
G-OLAH Short 360	2039	G-RMCT Short 360	2118
G-ELDH DC9	2127	G-BPDA HS 748	2130
G-SBAC Short 360	2143	G-OAHF Boeing 757	2301
09 G-BMAR Short 360	0803	G-AYPV Cherokee 140D	0831
EI-CFB SAAB 340	0844	G-RLKY Baron	0902
G-ELDH DC9	0922	G-BMMC Cessna T.310Q	0936
G-OLAH Short 360	0938	G-BNYP Archer II	0949
G-OBHD Short 360	1001	OO-DTH Brasilia	1037
G-ELDH DC9	1218	G-BVMX Short 360	1228
G-OBHD Short 360	1307	OO-DTH Brasilia	1454
G-ELDH DC9	1515	G-WACK Short 360	1647
G-OBHD Short 360	1707	G-OAHF Boeing 757	1818
G-ELDH DC9	1819	G-BLGB Short 360	1848
EI-CFB SAAB 340	1909	OO-DTF Brasilia	2015
G-BVMY Short 360	2018	G-OBHD Short 360	2021
G-OLAH Short 360	2023	G-RMCT Short 360	2049
G-ELDH DC9	2115	G-DAAL HS 748	2128
G-SBAC Short 360	2138	G-SWFT King Air 300	2212
10 G-WACK Short 360	0807	EI-CFA SAAB 340	0918
G-BGZW Tomahawk	0925	G-OLAH Short 360	0930
G-ELDH DC9	0939	G-OBHD Short 360	0956
G-BSBW JetRanger	0958	G-BVMY Short 360	1028
OO-DTL Brasilia	1042	G-BAVL Aztec	1100
PH-NVK Cessna 340A	1155	G-ELDH DC9	1220
G-SOUL Cessna 310R	1240	G-OBHD Short 360	1316
G-OAHF Boeing 757	1429	OO-DTN Brasilia	1445
G-ELDH DC9	1523	G-BSBW JetRanger	1551
G-WACK Short 360	1706	G-OBHD Short 360	1712
G-ELDH DC9	1814	G-BLGB Short 360	1850
EI-CFA SAAB 340	1918	G-BVMX Short 360	2018
OO-DTO Brasilia	2020	G-OLAH Short 360	2023
G-OBHD Short 360	2031	G-RMCT Short 360	2104
G-DAAL HS 748	2125	G-PKBM DC9	2128
G-SBAC Short 360	2134	G-OAHF Boeing 757	2202
11 G-WACK Short 360	0803	G-HART Cessna 152	0844
EI-CFB SAAB 340	0853	G-OLAH Short 360	0933
G-ELDH DC9	1003	G-BGTT Cessna 310R	1010
OO-DTK Brasilia	1026	G-BVMX Short 360	1054
G-OBHD Short 360	1057	G-SUZI Baron	1107
G-WYPA Bolkow 107 DIV	1140	G-ELDH DC9	1241
G-OLAH Short 360	1302	G-OBHD Short 360	1359

5114 Hercules(FRAPA)	1407	G-AVCE Cessna F172H	1442
OO-DTJ Brasilia	1445	G-MICK Cessna F172N	1519
G-JGAL King Air E90	1521 1607	G-PKBE DC9	1524
G-RMCT Short 360	1618	G-WACK Short 360	1656
G-OBHD Short 360	1714	G-JETN Lear Jet 35A	1809
G-PKBE DC9	1829	G-BLGB Short 360	1900
EI-CFC SAAB 340	1943	G-OAHF Boeing 757	1947
OO-DTL Brasilia	2013	G-BVMY Short 360	2016
G-OBHD Short 360	2028	G-BMAG DC9	2131
G-PKBE DC9	2135	G-TBAC Short 360	2139
G-BIUUV HS 748	2143		
12 EI-FKC Fokker 50	0838	G-BMAG DC9	0921
OO-MTD Brasilia	1021	G-OBHD Short 360	1049
G-BEHH Cherokee Lance	1214	G-BMAG DC9	1225
G-BOYL Cessna 152	1238	G-LACA Warrior II	1252
G-BRAB BAe 146 300	1322	F-GMGB King Air 200	1330 1100(13)
G-BYAL Boeing 757	1401	G-ARBS Tri-pacer	1458
G-ILTS Cherokee Six	1516	G-OBHD Short 360	1717
G-BMAG DC9	1814	G-BYAL Boeing 757	2100
G-BMAG DC9	2111		
13 G-ONEA King Air 200	0802	G-BMAG DC9	0931
G-BSBW JetRanger	1016	G-BMAG DC9	1229
G-LIZA Cessna 340A	1246	OO-DTL Brasilia	1447
G-BLZT Short 360	1717	G-BMAG DC9	1819
G-WACK Short 360	1850	G-BVMX Short 360	1907
EI-CFC SAAB 340	1922	G-BYAL Boeing 757	1940
OO-DTF Brasilia	2012	G-BLZT Short 360	2040
G-BVMY Short 360	2045	G-PKBM DC9	2127
14 G-BMAR Short 360	0818	G-BBSU Cessna 421B	0828
EI-CFA SAAB 340	0857	G-PKBM DC9	0930
G-OLAH Short 360	0942	G-OBHO Short 360	1023
G-BVMY Short 360	1027	OO-DTH Brasilia	1138
G-PKBM DC9	1235	G-BUJN Cessna 172N	1255
G-OLAH Short 360	1326	G-OBHO Short 360	1335
G-BYAO Boeing 757	1341	OO-DTN Brasilia	1435
G-PKBM DC9	1519	G-BPSV Cessna 406	1552
EI-BYE Navajo	1611	G-BMAR Short 360	1712
G-OBHO Short 360	1748	G-BYAL Boeing 757	1754
G-PKBM DC9	1817	G-WACK Short 360	1903
EI-CFB SAAB 340	1928	G-BVMX Short 360	2020
OO-DTJ Brasilia	2025	G-OLAH Short 360	2031
G-OBHO Short 360	2104	G-RMCT Short 360	2116
G-BMAM DC9	2122	G-BIUUV HS 748	2126
G-TBAC Short 360	2142		
15 G-BMAR Short 360	0825	EI-CFA SAAB 340	0851
G-OLAH Short 360	1000	G-OBHO Short 360	1038
OO-DTN Brasilia	1042	G-BVMY Short 360	1045
G-BMAM DC9	1110	G-FIND Cessna 406	1220
G-OLAH Short 360	1334	G-OBHO Short 360	1354
G-OAHF Boeing 757	1425	OO-DTK Brasilia	1448
G-BMAM DC9	1557	G-OBHO Short 360	1712
G-BMAR Short 360	1734	G-PKBD DC9	1824

G-WACK Short 360	1903	EI-CFC SAAB 340	1919
OO-DTK Brasilia	2005	G-OLAH Short 360	2030
G-OBOH Short 360	2034	G-BVMY Short 360	2037
G-TBAC Short 360	2129	G-BIUV HS 748	2131
G-PKBD DC9	2136	G-OAHF Boeing 757	2327
16 G-OBOH Short 360	1410	OO-DTH Brasilia	1450
G-BMAI DC9	1539	G-BRYB Dash 7	DIV 1600
G-BMAR Short 360	1708	G-OBOH Short 360	1720
G-OAHF Boeing 757	1823	G-WACK Short 360	1901
EI-CFA SAAB 340	1917	G-BMAI DC9	1955
OO-DTN Brasilia	2008	G-OBOH Short 360	2048
G-BVMY Short 360	2058	G-TBAC Short 360	2127
G-PKBD DC9	2143		
17 G-BMAR Short 360	0811	EI-CFA SAAB 340	0843
G-PKBD DC9	0929	G-OBOH Short 360	1001
G-BGYV Bandeirante	1010	OO-DTO Brasilia	1034
G-BVMX Short 360	1100	G-JOYC F33A Bonanza	1152
G-PKBD DC9	1224	G-OBOH Short 360	1314
G-PASV BN2B Islander	1344	G-OAHF Boeing 757	1422
OO-DTG Brasilia	1446	G-PKBD DC9	1515
G-BMAR Short 360	1659	G-OBOH Short 360	1712
G-PKBD DC9	1814	EI-CFC SAAB 340	1939
G-BVMX Short 360	2025	G-PKBD DC9	2132
G-SBAC Short 360	2037	G-OAHF Boeing 757	2147
G-TBAC Short 360	2152	G-ATMJ HS 748	2212
18 G-BMAR Short 360	0811	EI-CFC SAAB 340	0847
G-PKBD DC9	0926	VR-CRI King Air 350	0943
OO-DTH Brasilia	1033	G-BLOE Navajo	1036 1135
G-BVMX Short 360	1039	ZE700 BAe 146	1108
G-OBOH Short 360	1120	G-PLÉE Cessna 182Q	1140
G-PKBD DC9	1218	G-OBOH Short 360	1419
OO-DTK Brasilia	1447	G-PKBD DC9	1515
G-BMAR Short 360	1557	G-BBXX Seneca	1613
G-TBAC Short 360	1621	G-OBOH Short 360	1723
G-PKBD DC9	1816	G-WACK Short 360	1846
G-OAHF Boeing 757	1852	EI-CFB SAAB 340	1916
OO-DTL Brasilia	2007	G-BVMX Short 360	2018
G-OBOH Short 360	2043	G-BPDA HS 748	2121
G-PKBD DC9	2126	G-BMAG DC9	2136
G-SBAC Short 360	2146	G-SWFT King Air 200	2150
19 G-BMAG DC9	0927	EI-CDS Boeing 737 500	0953
OO-DTK Brasilia	1026	G-OBOH Short 360	1054
G-BMAG DC9	1221	G-BRAB BAe 146 300	1359
G-DENW Seminole	1534	G-OBOH Short 360	1709
G-BMAI DC9	1843	G-OAHF Boeing 757	2040
G-BMAG DC9	2136		
20 G-BKTZ T67 Firefly	0926	G-BMAG DC9	0928
VR-CDM Citation	1124	G-BSBW JetRanger	1146
G-BMAG DC9	1233	G-BNPY Cessna 152	1414
OO-DTF Brasilia	1446	G-OBOH Short 360	1716
G-BVMY Short 360	1743	G-BMAG DC9	1827

G-BMHX Short 360	1856	EI-CFB SAAB 340	1918
G-OAHF Boeing 757	1950	OO-DTH Brasilia	2024
G-OBOH Short 360	2053	G-BVMX Short 360	2104
XR520 Wessex HC.2	2147	G-PKBD DC9	2204
21 G-BMLC Short 360	0821	EI-CFC SAAB 340	0848
G-PKBD DC9	0933	G-OBOH Short 360	1018
OO-DTO Brasilia	1028	G-BLTO Short 360	1144
G-PKBD DC9	1229	G-BUJN Cessna 172N	1233
G-OBOH Short 360	1322	G-BYAP Boeing 757	1335
G-PKBD DC9	1520	OO-DTJ Brasilia	1553
G-BMLC Short 360	1704	G-OAHF Boeing 757	1806
G-PKBD DC9	1814	G-BMHX Short 360	1900
G-OBOH Short 360	1902	EI-CFA SAAB 340	1918
G-BVMY Short 360	2010	G-BLPV Short 360	2100
OO-DTL Brasilia	2105	G-BEJE HS 748	2130
G-PKBD DC9	2152	G-SBAC Short 360	2154
G-OBOH Short 360	2159		
22 G-BMLC Short 360	0807	EI-CFD SAAB 340	0841
G-KMAM Airbus A320	0850 0954	G-ELDI DC9	0923
G-OBOH Short 360	1003	D-ISCH Citationjet	1008
G-BVMY Short 360	1041	OO-DTN Brasilia	1107
G-SHCC JetRanger	1110	VR-CAT Citation	1127
G-PEGI Seneca	1148	ZG846 BN2T Islander	1153 1330
G-BOGM Turbo Arrow IV	1204	G-ELDI DC9	1219
G-OBOH Short 360	1313	G-OAHF Boeing 757	1423
OO-DTK Brasilia	1447	G-ELDI DC9	1518
G-HMES Warrior II	1530	G-KMAM Airbus A320	1606 1708
G-BMLC Short 360	1705	G-OBOH Short 360	1716
G-ELDI DC9	1820	G-OSNB Citation II	1859
G-BMHX Short 360	1906	EI-CFA SAAB 340	2016
OO-DTL Brasilia	2024	G-OBOH Short 360	2031
G-BVMY Short 360	2037	G-ELDI DC9	2125
G-ATHI HS 748	2134	G-SBAC Short 360	2135
G-BLPV Short 360	2242	G-OAHF Boeing 757	2336
23 G-BMLC Short 360	0827	EI-CFB SAAB 340	0847
G-ELDI DC9	0956	G-BSRY Cessna 406	1014
G-OMAR Seneca	1504	OO-DTJ Brasilia	1508
G-BMLC Short 360	1721	G-WACK Short 360	1906
EI-CFA SAAB 340	1923	OO-DTO Brasilia	2041
24 G-BMLC Short 360	0818	EI-CFC SAAB 340	0848
G-ELDI DC9	0939	G-OBOH Short 360	1012
OO-DTG Brasilia	1021	G-BSUW Seneca	1035
G-BVMX Short 360	1045	EI-BTH Short 360	1135
G-ELDI DC9	1226	G-OBOH Short 360	1330
G-OAHF Boeing 757	1433	OO-DTL Brasilia	1447
G-ELDI DC9	1520	G-BMLC Short 360	1653
G-OBOH Short 360	1709	G-ELDI DC9	1811
G-WACK Short 360	1848	EI-CFD SAAB 340	1915
G-BYAK Boeing 757	2010	OO-DTJ Brasilia	2012
G-BVMX Short 360	2027	G-BLPV Short 360	2051
G-OBOH Short 360	2059	G-ELDI DC9	2116
G-OLAH Short 360	2136	G-BPDA HS 748	2151

G-OAHF Boeing 757		2206		
25	G-BMLC Short 360	0812	G-MEBC Cessna 310I	0845
	EI-CFA SAAB 340	0847	G-HART Cessna 152	0849
	G-ELDI DC9	0942	G-OBOH Short 360	0958
	G-BVMY Short 360	1036	00-DTG Brasilia	1041
	F-GLXF Boeing 737 200	1222 1406(26)	G-ELDI DC9	1230
	G-OBOH Short 360	1319	G-BSKH Cessna 421C	1347
	00-DTO Brasilia	1455	G-ELDI DC9	1520
	G-BLPV Short 360	1616	G-BMHX Short 360	1659
	EI-FKC Fokker 50	1920	G-WACK Short 360	1938
	G-BLTO Short 360	2030	G-BIUV HS 748	2151
	G-ELDG DC9	2236	G-SBAC Short 360	2251
26 No arrivals				
27	G-BMAH DC9	0930	G-BRFA Navajo	1143
	G-OBHD Short 360	1152	G-BTFX JetRanger	1155
	G-BMAH DC9	1218	G-BTFX JetRanger	1328
	G-RUBB AA5B Tiger	1417	00-DTH Brasilia	1435
	G-OBOH Short 360	1512	G-BRFA Navajo	1550
	G-BVMX Short 360	1748	G-BMAH DC9	1816
	G-OBOH Short 360	1835	EI-CFC SAAB 340	1927
	G-BMHX Short 360	1943	G-BYAN Boeing 757	2002
	00-DTN Brasilia	2009	G-BLTO Short 360	2022
	G-ELDH DC9	2120	G-OBOH Short 360	2159
28	G-BMAR Short 360	0815	EI-CFC SAAB 340	0850
	G-ELDH DC9	0931	G-BGYV Bandeirante	0934 1413
	00-DTF Brasilia	1018	G-BLTO Short 360	1028
	G-OBOH Short 360	1057	G-SFHR Aztec	1217
	G-ELDH DC9	1219	G-BGTT Cessna 310R	1312
	G-OAHF Boeing 757	1325	G-OBOH Short 360	1410
	00-DTG Brasilia	1431	N40DJ Cessna 208	DIV 1512 1554
	G-ELDH DC9	1520	G-BLOE Navajo	1621
	G-BMHX Short 360	1658	G-OBOH Short 360	1712
	G-BYAN Boeing 757	1759	G-ELDH DC9	1814
	G-WACK Short 360	1850	EI-CFB SAAB 340	1950
	00-DTO Brasilia	2005	G-OBOH Short 360	2021
	G-BLTO Short 360	2033	G-BLPV Short 360	2054
	G-ELDH DC9	2113	G-BIUV HS 748	2123
	G-TBAC Short 360	2215		

From (& to)

01) F-GGLA/Weweltgem; 40082/Alconbury: 2) F-GFJD/La Rochelle-Le Bourget; D-IIBB/Hannover-Sligo: 03) OY-BPM/Alborg: 04) 00-SXB/F&T Brussels; N2000M/St Mawgan to Farnboro and return; OE-FNG/Salzburg: 05) N31712/Edinburgh: 07) OY-BPM/Tirstrup: 08) ZD276/Dishforth: 10) PH-NVK/Maastricht: 11) FRAPA/Edinburgh-Dublin: 12) F-GMGB/Cannes n/s Cannes: 14) EI-BYE/Dublin: 18) VR-CRI/Leicester; ZE700/Edinburgh: 20) VR-CDM/Hawarden; XR520/F&T St James hospital: 22) D-ISCH/Nurnberg; VR-CAT/F&T Biggin; ZG846/Wattisham: 24) EI-BTH/Exeter: 25) F-GLXF/F&T Orly: 28) N40DJ/Reykjavik-Biggin:

Overshoots

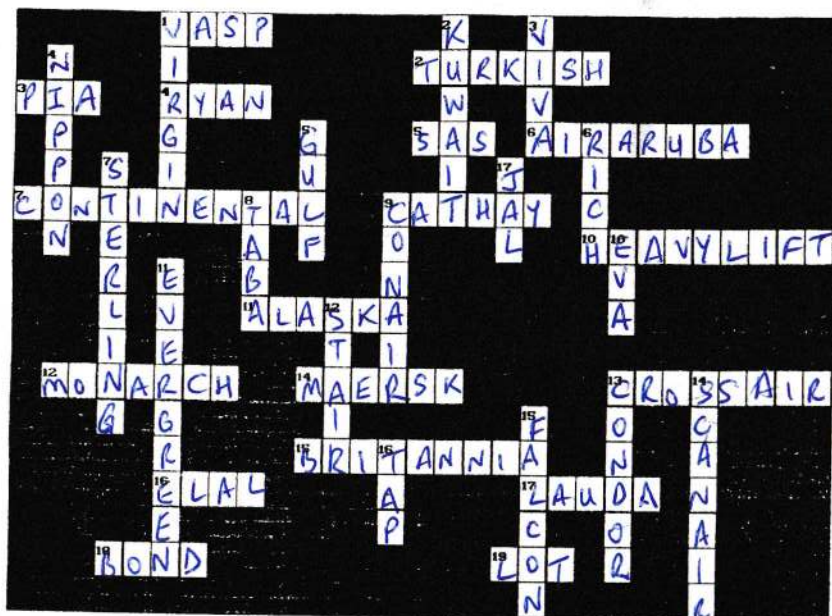
02) XX492/FYY73: 04) XX498/FYY71: 10) G-OXLI/WFD19: 11) XX496/FYY75: 14) G-PEGI;
 XV202/Ascot767: 18) XX496/FYY84;XX494/FYY73;XX495/FYY81;G-OAKL/Kilro 17:
 21) G-PEGI: 22) XX492/FYY77: 24) G-PEGI:

LBA Movements review, February 1994

Some interesting foreigners this month, including a first visit of type. On the 1st we had the King Air 200 F-GGLA and the USAF/HQ USEUCOM C-21A 40082 which was using the callsign "Clue 98". King Air C90 F-GFJD on the 2nd is registered to Ste Loca Cio but it was using the callsign "Air PB 212", it was joined by King Air F90 D-IIBB of Gummi-Hennings GmbH. OY-BPM on the 3rd is a Merlin IIIB and the register says it belongs to K/S Merlin. Embraer Xingu OO-SXB on the 4th is reportedly no longer with the Sabena training fleet but is now in private hands, its owner prefix on the movements was "RVE". Also on the 4th was Citation V N2000M of GEC and the Citation I OE-FNG of Salzburg Aviation which was on an ambulance flight. Seneca N31712 on the 5th is a 1978 vintage machine and it came from Edinburgh. Merlin OY-BPM was back on the 7th, this time from Tirstrup instead of Alborg. Visiting from Maastricht on the 10th was Cessna 340A PH-NVK and from and to Cannes on the 12th was the King Air 200 F-GMGB which is registered to Soc Novair Sari but appears to have strong UK connections. Using the callsign "Export 003-004" on the 14th was Navajo EI-BYE of El Air Exports Ltd. Another callsign was "Roman 2D-2E" which was used by the King Air 350 VR-CRI on the 18th and another refugee from the Cayman Islands was the Citation VR-CDM of the Duke of Westminster on the 20th. D-ISCH on the 22nd is a brand new Cessna 525 Citationjet and it was joined by the Citation VR-CAT which was booked in to Kestrel Aviation. Arriving on the 24th was Short 360 EI-BTH, this is still in the colours of Philippine Airlines and is one of six due to be returned to the UK by Shorts for resale. It is now with Knightair and will follow G-BPFR through the hangar. Doing a rugby charter from and to Orly was the Europe Air Services Boeing 737 F-GLXF which arrived on the 25th and departed the following day. The final foreigner of the month was the Cessna 208 Caravan I N40DJ on the 28th, this called in for fuel en route from Reykjavik to Biggin and is believed to be a first visit of type. Britannia have been very generous this month and have used no less than three new 757's on their routes, first visits were G-BYAN on the 1st followed by G-BYAO on the 7th and G-BYAP on the 21st. The RAF fortnightly trip to Split was done by Excalibur this month, Airbus A320 G-SCSR was from Brize to Split and return on the 8th and A320 G-KMAM did the same on the 22nd. Callsigns used were "Excalibur 5881-2" by G-SCSR and "Excalibur 5883-4" by G-KMAM. Dash 7 G-BRYB diverted in from Newcastle on the 16th as "Speedbird 36U". Air UK Short 360 G-DASI went away for checks on the 7th and it was replaced by the Short 360 G-OLAH which arrived the same day as "UK 9011", they swapped back on the 15th. On the 14th the Air Corbiere Cessna 406 visited as "UK 5000-1". Police helicopter G-WYPA diverted in on the 11th with engine trouble, its fixed wing stablemate BN2 Islander G-PASV arrived as "Special 103" on the 17th and night stopped. Military movements were few this month, on the 8th Lynx ZD276 was "Army 541", on the 18th BAe 146 ZE700 was "Kitty 5", on the 20th Wessex XR520 was on a medical emergency when it called in from and to St James' hospital for fuel as "Rescue 122" and Islander ZG846 was "Army 338" on the 22nd. Star military of the month was French Air Force Hercules FRAPA/5114 which did a touch and go on the 11th using the new callsign "Cotam 1233". Currently in the YLA hangar on a low loader is the Cessna 150F G-ATMX which I have down as based at Full Sutton. At Knightair the Duchess G-OADY and the Cherokee G-AVWD have both appeared in Knightair colours whilst the Short 360 G-BPFR has been sold to City Flyer and departed to Southend to be repainted on the 1st of March as "Flyer 01P".

Airlines Crossword Puzzle

All the answers are airline names



CLUES ACROSS

1. A German Bee (4)
2. This is a delightful Airline (7)
3. This is all in the sky (3)
4. Mr. Giggs Airline? (4)
5. Elite Soldiers (3)
6. Sounds like a Latin dance (3,5)
7. Shelf named after this one (11)
8. "———" come home (6)
10. This will make your knees bend (9)
11. You could have one of these baked (6)
12. King of Airlines (7)
13. This one is not very pleased (8)
14. Belle of the ball could be wearing one (6)
15. Rule "———" (3)
16. Alans done wrong again (2,2)
17. Shout up a bit (5)
18. James, James (4)
19. That's your "———" (3)

CLUES DOWN

1. Not many of these left (6)
2. Stands in line patiently (6)
3. "———" Espana (4)
4. Cramp it (6)
5. You could be on a sandy beach watching their planes come in (4)
6. We would all like to be this (4)
7. A Scottish town with a lot of brass (8)
8. First stop on the typewriter (4)
9. Watch your step with this smart Alec (6)
10. Adam and "———" (3)
11. Spruce tree for example (9)
12. You go up these to bed (5)
13. Lives in the Andes (6)
14. We listen in on these (7)
15. This bird is very fast (6)
16. Sounds like a water carrier (3)
17. Small men with big aircraft (3)

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and Terry Sykes.

Airlines Crossword Puzzle

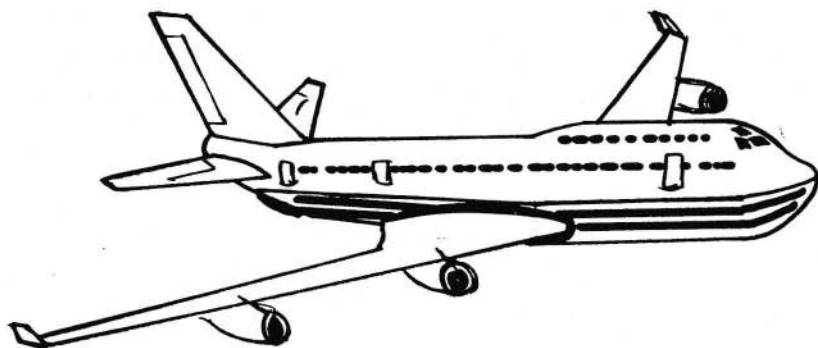
Answers

Across

1. VASP
2. Turkish
3. PIA
4. Ryan
5. SAS
6. Air Aruba
7. Continental
9. Cathay
10. Heavy lift
11. Alaska
12. Monarch
13. Crossair
14. Maersk
15. Britannia
16. El Al
17. Luda
18. Bond
19. LOT

Down

1. Virgin
2. Kuwait
3. Viva
4. Nippon
5. Gulf
6. Rich
7. Sterling
8. TABA
9. Conair
10. EVA
11. Evergreen
12. STair
13. Condar
14. Scanair
15. Falcon
16. TAP
17. JAL



YORKSHIRE'S UNIQUE PAIR

Now for the first time enthusiasts of heavy bombers can see two Handley Page four engine bombers together. Earlier this year, appropriately on Friday 13th August, Yorkshire Air Museum unveiled their Halifax 111 'LV907' Replica 'Friday the Thirteenth'. Based on the fuselage section of HR792, recovered from the Isle of Lewis in 1984, the assembly of this aircraft is now proceeding apace. The Museum staff are now in the course of building the missing nose section, and hoping to have the aircraft externally complete by the 1995 season.

In the meantime with the disposal of the RAF's Victor tanker fleet, last month, came the opportunity to bid for one of the last examples of this worthy successor to the Halifax. With the generous help of Knaresborough businessman, Gerry Tempest, the Museum managed to acquire XL231 'Lusty Lindy', one of three remaining airworthy examples.

At 1310 hrs. on Thursday 25th November, Fl.Lt. Tim Butler lifted XL231 off Marham's runway for the last time. Under the callsign, 'Spartan One', the aircraft made its way north some two hours later than scheduled. At Elvington the low cloud and poor visibility had meant that the Media and the large crowd assembled had been waiting since 1000hrs, in the cold damp conditions. The crew for the last flight included S/Ldr. Steve Jenkins, CO of the Victor Disbandment unit, as co-pilot; S/Ldr. Bill Scragg, the Navigator, and the last AEO in 55 Squadron, S/Ldr. Peter Lambert. The ground crew team from Marham, and Netheravon, were led by Chief Technician Paul Covell, having driven up the previous evening, arriving in the early hours of the morning.

At last, at 1400hrs, through the haze came 'Lusty Lindy'. A hole in the cloud base allowed Fl.Lt. Butler, to bring the aircraft round from the west into the first of four very low and noisy passes over the airfield. Finally at about 1420

'Lindy' touched down for the last time, and with braking chute streaming to the rear came to a halt about halfway down Elvington's 9800 foot runway. Two full length taxi-runs were made down the runway, with Andre Tempest, the son of YAM's benefactor in the co-pilot's seat. The engines were finally shut down, with the aircraft at the east end of the airfield, at 1440 hrs.

However, Lindy had one more surprise, as she wasn't going to relinquish her active service without a 'fight'. Although the taxiway to the Museum had been increased to cope with the 33 foot wide track of the undecarriage, the port mainwheel bogie slipped off the concrete into the soft earth, resisting all attempts at a straight pull by the tractor. Eventually, after some deft work with spades and with two plant vehicles pulling, 'Lindy' was eased back onto the tarmac. As the wintery sun set, 'Lindy' was finally placed at rest in the Museum compound, opposite her illustrious forebear.

As the aircraft was de-commissioned by the ground crew, S/Ldr. Jenkins, and his crew signed the nose of the aircraft. It is the intention of the Yorkshire Air Museum to investigate the possibility of keeping the Victor in a taxiable condition, for a year at least, so that 'Lindy' could be the star at the Museum's fundraising weekend of the Elvington Air Spectacular, next August Bank Holiday.

The Yorkshire Air Museum is now actively looking for a hangar to house both the Handley Page bombers, and the second phase of the fundraising effort is under way, to cover the cost of the building and the completion of 'Friday'. Soon, in Yorkshire, the home of 4 and 6 Bomber Groups, the Yorkshire Air Museum and Allied Air Forces Memorial will be the only place in the world with a unique pair of two generations of Handley Page four engine bombers.

Ken Cothliff Yorkshire Air Museum Elvington.

CANADA 94 - WHERE ELSE?

It was a cold, clear, February morning as I sat at Manchester Domestic waiting to board 757 G-BIKG for Heathrow. Nothing special in the taxi-ing aircraft, although 737-SYO TC-JDY of THY was new to me. Push-back was at 12.31 with take-off from 24 at 12.41. A good day for seeing whatever there was to see. With a left turn just before, then over Thruxton Airfield to pass north of Heathrow, over London with excellent views of the Thames and City Airport, brought us to touch down on 24R at 13.12 and docking at Terminal 1. As my luggage was booked direct to Toronto, I was quickly on to the transfer bus to Terminal 4, logging IL86 RA86136, and A320 CS-TNE on the way. A dash through duty-free for a litre of Bell's and I was at the nearest window for some spotting. I always find Heathrow exciting, probably because I don't get there very often and so I usually get plenty of 'cops'. This day there was an MD11 N1752K of American Airlines, Saudia 747 HZ-AIL and TAJIK Air 747 N149UA. Then I noticed a red tail which didn't quite match the many 747's in the distance. Was I to be lucky?. Just before my flight was called, the aircraft of my interest taxied out and was, as I hoped, A340 Airbus G-VBUS of Virgin! A first.

BA 93 produced 747-136 G-AWNO at Gate 22 which is a very long hike along the new leg of Terminal 4 and not very popular judging by the comments of other passengers. Having booked my seats a month earlier, I knew I was by a window and was soon settled in. Push back came at 14.58 and we taxied to 24R passing Citation Jet HB-VKB, Cessna 500 CS-AYY and 737-539 VR-BOC on the way.

Take-off was 15.18 and a very comfortable journey followed. As we crossed the southern end of Greenland, some fabulous views of snow covered (what else!) mountains were had and this panorama was repeated over Labrador. I've never seen so much snow and ice in all my life, even on final approach to Toronto only the highways stood out black against the snow. A gentle landing followed by taxiing on ice covered taxiways brought us to Terminal 3 where we docked alongside, would you believe, Airbus A340 D-AIGD of Lufthansa.

No delays through immigration and customs so I was soon in the arrivals hall to be greeted by my wife, daughter and son-in-law, together with 10 day old Thomas, wearing a sign saying "HELLO GRANDAD" and holding a paint-brush - the next three weeks were already planned. Out to the car park. My face felt as though I was being slashed by razor blades - it was -15°. My dear wife couldn't understand why I complained as it was -25° when she arrived.

So, should I do any spotting during my visit? A good spotter can face the elements and I went a couple of times taking 72 photo's, logging lots of aircraft and jumping in and out of the car every few minutes. I had planned to park on Terminal 1 roof but a huge snowdrift was blocking the ramp, so I settled for Level 6.

Comair are using the Canadair Region Jet of which N914/5/27CA were seen and Lufthansa supplied A340 D-AIBC and D-AIGC. Canada 3000's fleet of 757 and A320's including the one leased from Monarch, IL62M CU-T1217 and CU-T1218 of Cubana, OK-WAA A310 of CSA and the fleets of Air Transat and Royal Airlines paraded before me.

CANADA 94 - WHERE ELSE? (Cont)

I was down to my last shot - should it be Air Transat or Royal 727 - I chose the latter, re-wound the film and Aeromexico DC-10 N10038 landed, twas ever thus. Air Canada had B767 C-GAUV in new colours as had Air Ontario with -8 C-FGRP - can't say I'm impressed! Because of the sprawl of the airport, unloggable aircraft were 2 x Fedex 727, an NAMC YS11 and six or seven Convairs, plus the numerous biz jets that come and go on runway 24R (way out to the west) but I'm not complaining. A local enthusiast told me that Toronto had been host to numerous New York diversions on the week-end after I arrived. As these were mostly European, there was not much to get excited about.

The worst part of going away is that inevitably, one has to go home and it was with heavy hearts that we said farewell to our new grandson and his parents and boarded BA92 in the shape of B747-136 G-AWNG. Push back 15 mins late plus news that the GPU was faulty meant take-off was not till 20.39. The flight was uneventful and as usual I slept through the film. There was some turbulence but good tail winds had us landing on time at Heathrow. Our instructions on disembarkation were simply to follow the transfer signs and this we did, eventually arriving in the customs hall. Now I was confused because our baggage was routed through to Manchester. However a helpful customs official assured us all was in order and we went through the green channel and boarded a bus, which promptly left the terminal, joined a dual-carriage and followed signs saying 'Gatwick'. Naturally, I didn't panic (immediately) but with Heathrow seeming to recede I felt that a quiet word with the driver might allay my fears. It did, because he assured me that as the tunnels were very congested we were going via the perimeter road. This is certainly the best route between terminals and affords panoramic views of the airport, but I was glad when, with a friendly smile, the driver stopped at Terminal 1.

Not much to be seen as visibility is somewhat restricted, but the very new BA737 G-GBTA, Luxair 737- 5C9 LX-LGP and L.1011 9Y-TGN were amongst those that passed by my window. Our aircraft north was 757-236 G-BIKW and with push back at 09.47 and take-off on 24R at 09-55 Heathrow was quickly left behind. A sprightly up and down saw us land 32 minutes later on Manchester runway 24 and taxi-in passing Continental DC-10 N68047 doing engine runs.

This ended another good trip especially as my wife's ticket was free as a result of collecting Air Miles.

We're going again next christmas!

Ian D Morton

RAILWAY AIR SERVICES

May 10th, 1929 was an important date in aviation history. For on that day, Britain's four major railway companies—Great Western, Southern, LNER and LMS—received Royal Assent granting them the right to operate air services in their own areas; also in Europe as far as 20°E and, would you believe, within the London Metropolitan Police District! However, they were not allowed to manufacture aircraft or aero engines.

But it wasn't until April 12th, 1933 that the first railway company's air route was opened to the public. It mustn't be imagined that engine drivers became pilots or that guards re-mustered as radio operators. The aircraft, G-AAGW, a three engined Westland Wessex monoplane which could carry six passengers, was supplied by Imperial Airways. So were the crew and engineers. But Great Western Railway provided the traffic staff. The route was Cardiff to Plymouth via Haldon, and the original fare for the complete trip was £3.10.0d (£3.50) single, and £6.00 return.

The Southern Railway had a board meeting on April 27th, 1933 to discuss air transport; but it wasn't until March 21st, 1934 that any real progress was made by the railways. On that day Railway Air Services Ltd came into being. This was a joint venture between Great Western, Southern Railway, LNER, LMS and Imperial Airways, although LNER never actually operated any air services.

As the history of RAS is too vast to be condensed into a short article, all that is possible is to select some interesting highlights.

RAS routes included Liverpool to Plymouth, Birmingham to Cowes, and Glasgow to London via Belfast. The last named service also called at Liverpool, Stoke-on-Trent (by request!) and Birmingham. The London terminus was at Croydon Aerodrome. The plane left Glasgow at 7.50 a.m., Belfast at 9.00 a.m., Liverpool at 10.30 a.m., Stoke-on-Trent at 10.50 a.m., Birmingham (Castle Bromwich) at 11.10 a.m., and reached London at noon. As Stoke-on-Trent was a request stop, the aircraft presumably arrived at London a bit earlier if nobody wanted to get on or off there, although the Royal Mail Route timetable, valid from May 25th, 1936, didn't make that clear.

July 28th, 1935 saw the start of a Sunday excursion service onto the Continent. The route was from Shoreham to Le Touquet, for which a Dragon Rapide was used, and the day return fare was £3.10.0d (£3.50). But, Air Yorkshire members may ask, did Railway Air Services ever use Leeds/Bradford Airport? Yes, they did! From May 25th to September 20th, 1936.

Some RAS planes were named. These included Venus, Mercury, Neptune, City of Birmingham, City of Bristol, City of Cardiff, City of Plymouth and Star of Yorkshire. Naming of a different kind took place at certain railway stations. The name of the town was painted on the roof of the station in bold, white capital letters that could be read from the air to help navigation. Examples were Tonbridge, Reading and Slough to name but three.

And what about the planes? RAS had de Havilland DH84 Dragon IIs, DH86s, DH89 Dragon Rapides, AVRO XIX Srs 1s and Douglas C-47As in their fleet. There is no doubt that RAS played a leading part in the foundation of our domestic air routes; and for anybody wishing to study their operations in depth, there is an excellent book by John Stroud called "Railway Air Services". It was published in 1987, and contains some splendid photographs.

Leslie Scheftsik

TOWN AND COUNTRY CLASSIC

The very early departure of my daughter to Germany on a school exchange provided the excuse for a weekend in the Thames Valley visiting my brother and his family. It had of course all been carefully planned: a nice hotel in a nice location by the Thames, but most important of all a route that took us passed several airports/airfields. As my wife says, we use airports like other folk use motorway services.

So first stop East Midlands for, yes you've guessed it, an all day breakfast. Let me lovingly remind you of the two eggs, two rashers of bacon, tomato, fried bread, sausage, mushrooms and of course lashings of hot sweet tea. Oh, and by the way there were the following aeroplanes: G-GNTC Saab SF340 of Business Air, Electras N667F and G-FIJV, Midland 737s G-OBMM and G-BMYK, MD-80 G-TONW of Airtours and G-BYAD B757 Britannia. Sad to say the viewing gallery was closed.

The last time I visited Birmingham Airport was when it was more commonly known as Elmdon, about thirty years ago. It had changed a bit, like to the other side of the aerodrome and much bigger. At first we got into the wrong car park, but disguising ourselves as hapless 'Loiners' we negotiated a transfer. The viewing gallery was open and the Birmingham spotter was in evidence. A pair of 20X binoculars would have been helpful as many flying machines of interest were parked at the far side near the old terminal. However amongst others the following were noted: BAC1-11 G-BBME Brymon, G-BMYM ATP British Midland, BAC 1-11s of BA G-AWYR and G-AXJM plus lots of BA 737s. We didn't stay long and I don't think I will be rushing back.

We now had a long bash down the M40. What a boring motorway this is. Its flat, the countryside is featureless, there are few bridges and only emergency service facilities. However a steady stream of coaches full of rugby league supporters, heading for the Wembley cup final, relieved the otherwise unrelenting tedium.

By late morning we were on approach for Booker, or Wycombe Air Park as it is more properly known. My last visit was for an air show when I had a pleasure flip in G-ADDI (hands up who knows what type of aircraft it was - I'll show you the slide one day). Booker is now a busy general aviation airfield and the base for several flying and gliding clubs. Also the home of a company who specialise in repair, restoration and replica work and there is a Blue Max museum. The sun was shining and there was lots of activity. A chance for photos, but no time for more than a cursory glance at the hangars, which seemed to hold much of interest. As you might expect lots of aircraft with regs starting G-WAC, PH-SYD Arrow II, several PA-28s, seven R.22s, a Sea Heron wreck etc. Just round a corner, as we were leaving, I spied WZ550 Vampire, XM665 Whirlwind, WG789 Canberra cockpit and a Dakota nose all belonging to the Booker Air Museum.

That very early breakfast was long gone by the time we managed a late lunch on a riverside sun terrace by the Thames at Maidenhead. We whiled away a delightful hour or so with one eye

on the river traffic, one on the climb out from Heathrow and a third on my pint.

Now on to White Waltham. This is operated by West London Aero Services and is the home to several flying clubs as well as a busy Saturday afternoon open market. It used to be a base for Fairey Aviation (imagine an aircraft manufacturer called that today!) and saw first flights for such types as the Gannet and the Rotodyne. There was an impressive line up of aeroplanes outside and lots of interest in the hangars. My son, who yawns at any mention of aircraft, was so impressed that he offered to write the log so that Dad could concentrate on photographs. There were lots of Pa-28s, G-AFGI Chilton DW1, G-AGYK Auster Autocrat, G-BGMR Minicab, N43230 ArrowIV, G-AKUO Aeronca Chief, WK611 Chipmunk, Tiger Moth G-AQJJ/DF128, G-LEVI Aeronca Champion a handful of Pitts, a few Jodels, to give you a flavour. This is definitely worth a visit if you are in the area. We particularly enjoyed two airships square dancing in the centre of the field.

We were all beginning to flag now; this getting up at 0430hrs! My brother was expecting us to call for a cuppa before we checked into our Hotel. Tomorrow's arrangements having been made, over a brew in the garden, we headed for the Caversham and the start of our Town and Country Classic weekend break.

Sunday was spent with the family doing the sights - boating at Henley, Windsor Castle etc. But in the background a constant stream of light and heavy aircraft - I'd forgotten how busy the skies were in this part of the world. A delightful day.

Leisurely start on Monday for a slow return journey via Heathrow and East Midlands with some sight seeing interspersed.

We only had an hour on the roof at Heathrow and this was dominated by British Airways; dozens of them. Whatever happened to foreign airlines? Did we strike the wrong time of day? How can BA afford to have so many 747s standing around doing nothing? Time they were privatised! Apart from BA we did see one or two foreigners amongst which were: F-GKTD A310 Sudan, H2-AFR Gulfstream IV, Falcon 20 T.11-5 45-05 Spanish Air Force, HA-LCO Tu-154 Malev, American 767s N378AN and N360AA, OD-AGD B.707 TMA, United 767 N644UA, 9V-SMR B747 Singapore, United 747 N141UA.

A dash north to Blenheim Palace for a very late lunch. What a lovely place - much nicer than I expected. I hadn't realised that Churchill was a 'toff'.

Running low on film, so straight passed Birmingham(yuk) and on to Castle Donnington for a late tea. One or two flight delays here so not many aeroplanes about. Perhaps Birmingham would have been better! So while we watched G-ANTA/NTC SF340s Business Air, G-ARBS Tri-Pacer tail dragger, G-BRLE ArcherII and G-OPPP Bandeirante we had a pizza and coke before heading home.

Two hundred plus flying machines logged! When will I get time to digest and write them up? Hope the camera was working.

Jim Stanfield



Military Matters

Eric Martin.



THE RED EAGLES ARE GROUNDED - AGAIN!

Royal Air Force 23 Squadron was disbanded for the fifth time in its history at a parade at RAF Leeming on 26 February. The squadron was based at Leeming as part of the air defence wing and its disbandment reduces the number of fighters available for the air defence of the UK to ninety - fewer than during the Battle of Britain!

The squadron undertook its first air defence role shortly after its formation at Gosport on 1 September 1915, when it supplied aircraft to defend London against air attack. A movement to France for patrol, reconnaissance and ground attack missions over the Western Front followed in 1916 and the first disbandment occurred after the end of World War I on 31 December 1919.

The first re-formation took place at Henlow in 1925 in a day-fighter role, including a period in the Middle East during the Abyssinian crisis in 1935. At the outbreak of World War II night-fighter duties were adopted and as the RAF developed its offensive capacity after the end of the Battle of Britain in 1940, intruder duties became the primary function until another end-of-war disbandment took place in September 1945.

Re-formation followed a year later when a night-fighter role was resumed (including a posting to RAF Church Fenton) until a one-month disbandment in 1975 was followed by a one-day disbandment in March 1983 when the squadron was re-formed at Stanley as part of the Falkland Islands defence, after which a second posting to Yorkshire took place in a movement to RAF Leeming, although this included a detachment to Kuwait during the Gulf War. At this time, the squadron was equipped with Tornados; other famous aircraft which the squadron has possessed include Avro 504s, Bulldogs, Blenheims, Mosquitos, Lightnings, Javelins and Phantoms.

The squadron's badge is described as "an eagle preying on a falcon"; from this badge is taken the aircraft motif of a red eagle. Below the badge is the motto, "semper aggressus" which is interpreted as "always having attacked".

If it were not already the badge of 56 Squadron, 23 Squadron might adopt the phoenix as its badge. Perhaps it may rise again?

A more complete history, albeit brief, may be found in the source quoted below:

Halley, James J (1980) The Squadrons of the Royal Air Force. Air Britain (through the courtesy of John Clark, DFC).

Eric Martin

PROPOSED FUTURE MOVEMENTS.

4/4	07.15	07.35	B A	ATR 42.
4/4	10.45	11.30	Air Malta	B 737
5/4	07.50	09.20	R A F	Herk
"	16.45	18.15	"	"
6/4	08.30	10.00	British World	1 11
19/4	10.20	11.50	R A F	Herk
27/4	13.05	14.30	B ritania	B 767

CONCORDE IN APRIL

23/4 13.45 Arrives Depart Flight 15.30 Returns 17.10
Night stops.

24/4 Departs 11.00.

25/4 Flight 12.10 14.00.

.....

May 1994. 11th 13th 20th Air Lingus A330 AIR BUS."
No times yet available but could be 13.40 16.25
Flight numbers EI 366/367.

May 27th Fri 08.10 09 00 Europe Air Service B 727 200.

All the above flight plans have been filed but this is no
guarantee that the proposed movements will take place.

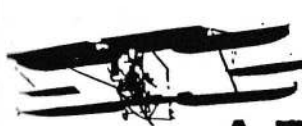
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THINGS AVIATION 94



ONE OF "THE FEW":

Wing Commander Joe Kayll DSO, DFC, recalls Gladiator and Hurricane operations in the Battles of France and Britain; twelve combat victories, Stalag Luft III and the Wooden Horse.

April 8th

OPERATION BLACK BUCK:

The famous long distance bombing raid on Port Stanley airfield by a lone RAF Vulcan, is described in detail by her pilot, Squadron Leader Martin Withers, RAF. (provisional)

May 6th

RAF LINTON-ON-OUSE 1937 - 94:

By Group Captain Tom Eeles BA RAF, the current C.O. of the station.

May 18th

Wed

PARATROOPERS IN ACTION:

On the 50th anniversary of Operation Overlord, three combat veterans from the Parachute Regiment, relive poignant memories of Normandy, Amhem, and the Rhine Crossing.

June 10th

WING COMMANDER R.J. SAGE OBE AFC:

Bobby Sage, the Y.A.M. president, recalls Heyfords, Harts and Wellesleys in the 30's; wartime bombing missions, and crucial Beam Bending experiments, before internment in 1943.

July 1st

VICTOR:

The design, development problems and operation of the final Handley Page Bomber, are profiled by Godfrey Lee, the Handley Page chief designer, and Harry Fraser-Mitchell, the chief Aerodynamicist, with Sqd. Leader Peter Ferguson RAF (retd.).

August 5th

PATHFINDER:

The legendary bomber ace, Group Captain Hamish Mahaddie DSO, DFC, AFC & BAR, reflects on two tours in Whitleys and Stirlings, and his experience as second in command to Air Vice-Marshal 'Pathfinder' Bennett.

September 9th

SINK THE TIRPITZ:

On the 50th anniversary of her death, Jim Shortland, the 617 Sqd. historian, describes the RAF's bombing operations against Germany's serious threat to the Allies' wartime convoys.

October 7th

WINGS OF THE WEIRD AND WONDERFUL:

Returning by popular demand; Captain Eric "Winkle" Brown RN. The best selling author and former Farnborough Chief Naval Test Pilot during 1945, recalls some extraordinary wartime aeroplanes.

November 4th

THE FIRST BATTLE OF BRITAIN:

Tom Jamison, presents a gripping Christmas tale of the strategic attack on Britain, by German Zeppelin Airships and Gotha Bombers, during the First World War.

December 9th

All lectures illustrated with slides or video. Price of admission £3.00 Adults, £1.00 Children under 16. Hot Food, snacks, and bar available from 6.00pm; lectures commence at 7.30pm.

Updated information line 0423 887313.

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Return L B A 12:45

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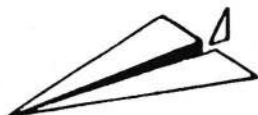
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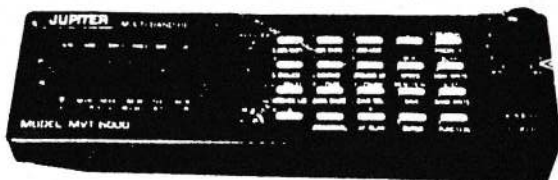
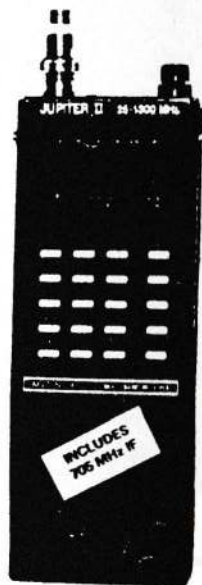
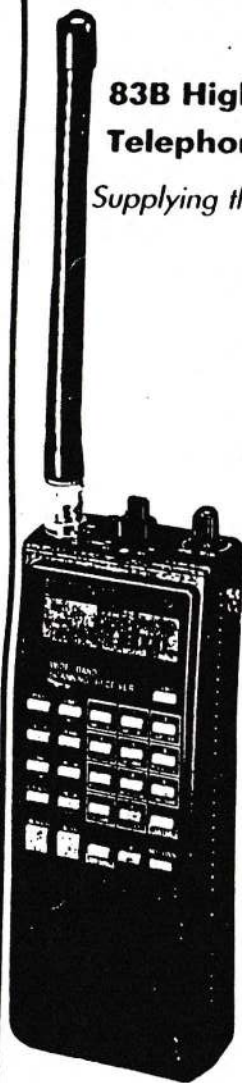
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