



VOLUME 21 NUMBER 3

MARCH, 1995

CHAIRMAN	Mr. M. Willingale, 17. Banksfield Crescent, Yeadon, Leeds LS19	01943 875137
SECRETARY	Mr. A.G. Heeley, 12, Lime Grove, Rawdon, Leeds LS19 6BZ	0113 2505114
TREASURER	Mrs. C. Thornton, 69a, Harrogate Road, Rawdon, Leeds LS19 6NB	0113 2507202
P.R.O.	Mr. L. Coldbeck, 207, Green Lane, Cookridge, Leeds LS16 7JL	0113 2676947
VISITS	Mr. J. Jackson, 16, Church Street, Yeadon, Leeds LS19	0113 2503766
EDITORIAL ASSISTANTS	Denise Blackwell, 66a, Bradford Road, Clayton, Bradford BD14 6EQ	
	Martin Small, 13, Beech Avenue, Harrogate, HG2 8DS	01423 871803

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

SUNDAY, 5TH MARCH Flt. Lt. Peter McNamara of R.A.F. Finningley
SUNDAY, 2ND APRIL Barrie Cliff - memories of an Amazon Floatplane and Bush pilot.
FRIDAY, 7TH APRIL 21st ANNIVERSARY DINNER (see Jan/Feb for details)
SUNDAY, 7TH MAY "AS IT WAS" - Andrew Hill shows slides of the early L.B.A.

CHAIRMAN'S CHAT - first of all, last month's deliberate mistake - the DC3 flight from Coventry takes place on Saturday, 8th July (see correct advert in this issue), sorry if this has caused any inconvenience.

Membership - most members have now renewed membership together with several new members. This means at some future date we may have to limit membership as the Aero Club can only hold about 90 in safety and comfort. So, if you attend meetings and want a good seat; arrive early!! Even though it is still winter, car parking around the Club is becoming difficult on a Sunday, and can only get worse towards summer. We therefore ask that A.Y. members park neatly i.e. straight and close to the adjacent vehicle, so maximising the available space. Other space is available nearer the main entrance and up the drive towards Knightair.

Civil Aviation news - my request last month has resulted in ex-B.I.A.S. editor Dave Wooler becoming our civil news editor and his first contribution appears this month. Also, member Alan Sedgwick has produced another section entitled "Further Afield", featuring world-wide aviation news. Both these new sections will enhance the quality of the magazine, but we still need your contributions. So any articles you may have or thinking of doing are most welcome. Please send ready-typed articles to me. Articles that need typing to Denise; all by the 20th of the month please.

Last month's meeting (February) was a last-minute arrangement which once again featured slides from the Ken Cothliffe collection. Many thanks Ken for a very entertaining show of varied subjects.

Finally, don't forget the Anniversary Dinner on Friday, 7th March at the Peasehill House Hotel in Rawdon. Price £13 per head. If you are interested, and haven't booked yet, please contact the Chairman, Secretary or Treasurer (a booking sheet was enclosed in last month's magazine - please send full payment with application form).

 Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik

Leeds/Bradford Movements

January 1995

01	EI-FKF Fokker 50	0910	G-VDIR Cessna T310R	1052 1141
	G-BVJB Fokker 100	1223	G-BTWD T61F Venture	1319
	G-JEAH Friendship	1354	PH-LXJ Fokker 50	1518
	G-OCST JetRanger	1655	G-JEAH Friendship	1704
	EI-CFC SAAB 340	1907	G-JEAH Friendship	2019
	PH-LXJ Fokker 50	2114	G-BVJB Fokker 100	2127
	G-BYAP Boeing 757	2225		
02	EI-CFC SAAB 340	0904	G-BVJB Fokker 100	0919
	G-BAUR Friendship	1004	G-BVMY Short 360	1043
	G-JEAH Friendship	1101	OO-DTG Brasilia	1122
	G-MOZZ Mudry CAP 10B	1123	G-BVJB Fokker 100	1222
	G-DASI Short 360	1247	G-BYAP Boeing 757	1309
	G-ISFC Navajo	1327	G-OCST JetRanger	1333
	G-JEAH Friendship	1347	PH-KXH Fokker 50	1355
	G-AVGI Cherokee 140	1404	G-NNAC Super Cub	1442
	OO-DTL Brasilia	1446	G-OAHF Boeing 757	1500
	G-BVJB Fokker 100	1516	PH-LXJ Fokker 50	1535
	G-UMMI Navajo 310	1546	G-BVMY Short 360	1612
	EI-CFD SAAB 340	1615	G-BSGL Warrior	1653
	G-JEAH Friendship	1723	PH-KXH Fokker 50	1756
	G-DBAC Bandeirante	1808	G-BTFX JetRanger	1853
	EI-CFD SAAB 340	1918	OO-DTK Brasilia	1957
	G-BVMX Short 360	2010	G-JEAH Friendship	2023
	PH-LXJ Fokker 50	2114	G-BVJA Fokker 100	2137
	PH-KXH Fokker 50	2157		
03	G-OAHF Boeing 757	0127	G-MANC BAE ATP	0846
	EI-CFC SAAB 340	0903	G-BVJA Fokker 100	0921
	G-DBAC Bandeirante	0929	G-DASI Short 360	0942
	G-JEAH Friendship	0952	PH-LXP Fokker 50	0955
	G-BMW Short 360	1019	OO-DTL Brasilia	1036
	PH-LXJ Fokker 50	1128	G-BSBW JetRanger	1138
	G-BVJA Fokker 100	1222	G-JEAH Friendship	1255
	G-OAHF Boeing 757	1341	G-BBCC Aztec	1354
	G-DASI Short 360	1436	OO-DTK Brasilia	1440
	N584CA Rockwell 114	1446	PH-KXH Fokker 50	1457
	G-BMW Short 360	1604	PH-LXJ Fokker 50	1649
	G-IFTB King Air 200	1709	G-JEAH Friendship	1727
	G-MANC BAE ATP	1737	G-BVKD Boeing 737 500	1817
	G-OSPT Navajo 310	1836	EI-CFB SAAB 340	1908
	OO-DTG Brasilia	1952	G-BVMY Short 360	2010
	G-JEAH Friendship	2025	G-DASI Short 360	2037
	PH-KXH Fokker 50	2055	PH-LXJ Fokker 50	2122
	G-BEJE HS 748	2127	G-BVJB Fokker 100	2134
	G-OAHF Boeing 757	2302		

04 G-MANC Bae ATP	0831	EI-CFC SAAB 340	0907
G-DBAC Bandeirante	0910	G-OBMZ Boeing 737 500	0946
G-DASI Short 360	0950	G-JEAM Friendship	1004
G-BHMW Friendship	1016	G-BVMX Short 360	1019
OO-DTK Brasilia	1049	PH-LXJ Fokker 50	1132
G-SSFC Seneca	1224	G-JEAM Friendship	1312
OO-DTJ Brasilia	1440	PH-KXG Fokker 50	1447
G-BVJB Fokker 100	1525	G-DFLT Cessna 406	1527 1718
G-BVMX Short 360	1603	PH-LXJ Fokker 50	1656
G-JEAM Friendship	1708	G-MANC Bae ATP	1733
G-BTFX JetRanger	1735	G-OAMF Boeing 757	1755
G-BVJB Fokker 100	1820	G-DBAC Bandeirante	1909
EI-CFC SAAB 340	1911	OO-DTK Brasilia	1958
G-BMW Short 360	2008	G-JEAM Friendship	2017
G-DASI Short 360	2021	G-BTFX JetRanger	2025
PH-KXG Fokker 50	2058	PH-LXJ Fokker 50	2114
G-BEJD HS 748	2121	G-BVJB Fokker 100	2131
05 G-MANC Bae ATP	0819	G-DBAC Bandeirante	0829
EI-CFC SAAB 340	0859	G-JLRW Duchess	0929
G-BVJB Fokker 100	0932	G-DASI Short 360	0938
G-JEAM Friendship	0945	G-BHMY Friendship	1001
G-BVMX Short 360	1024	OO-DTJ Brasilia	1043
G-ZGBE B58 Baron	1113	PH-KXG Fokker 50	1124
G-BVJB Fokker 100	1230	G-JEAM Friendship	1258
G-OAMF Boeing 757	1359	OO-DTI Brasilia	1434
PH-LXJ Fokker 50	1438	G-BVJB Fokker 100	1530
G-BVMX Short 360	1605	PH-KXG Fokker 50	1649
G-JEAM Friendship	1706	F-GWAE Piaggio Avanti	1722 1522(06)
G-MANL Bae ATP	1732	G-DORK Bandeirante	1805
G-DBAC Bandeirante	1808	VR-COM Citation	1813 1730(07)
G-BVJB Fokker 100	1816	EI-CFB SAAB 340	1906
OO-DTK Brasilia	1959	G-BJLK Short 330	2002
G-BMW Short 360	2014	G-JEAM Friendship	2016
G-DASI Short 360	2020	PH-LXJ Fokker 50	2102
PH-KXG Fokker 50	2110	G-BVJA Fokker 100	2135
G-BEJD HS 748	2137	G-OAMF Boeing 757	2143
06 G-DBAC Bandeirante	0826	G-BTNU Bae 146	0850
G-MANL Bae ATP	0854	EI-CFB SAAB 340	0856
G-BVJA Fokker 100	0914	G-KKDL TB20 Trinidad	0921
G-CTWV Seneca	0924	G-JEAM Friendship	0936
G-DASI Short 360	0940	G-ARPL Cessna 175B	0943
G-BMW Short 360	1109	OO-DTG Brasilia	1130
G-SUZV Warrior II	1145	G-BVJA Fokker 100	1229
G-JEAM Friendship	1252	PH-LXJ Fokker 50	1300
G-AVNS Cherokee 180C	1305 1341(11)	G-AYGA Jodel D.117	1343
PH-KXG Fokker 50	1440	OO-DTL Brasilia	1442
G-BVJA Fokker 100	1515	G-DASI Short 360	1522
G-BMW Short 360	1620	PH-LXJ Fokker 50	1700
G-JEAM Friendship	1715	G-MANL Bae ATP	1730
G-BAGO Cessna 421B	1739	G-DBAC Bandeirante	1814
G-BVJA Fokker 100	1829	EI-CFA SAAB 340	1909
OO-DTI Brasilia	2010	G-BVMX Short 360	2014
G-DASI Short 360	2019	G-JEAM Friendship	2021
PH-KXG Fokker 50	2116	PH-LXJ Fokker 50	2121
G-BVJA Fokker 100	2130	G-BEJD HS 748	2139

ZE411 Agusta A109A		2221	ZE410 Agusta A109A		2221
07	F-GNAE Piaggio Avanti	0815	1744	EI-CFA SAAB 340	0856
	G-BVJA Fokker 100	0917		G-BVMX Short 360	1026
	PH-LXJ Fokker 50	1035		OO-DTL Brasilia	1043
	G-JEAM Friendship	1109		G-BVJA Fokker 100	1225
	G-BSBW JetRanger	1301		PH-KXG Fokker 50	1330
	G-BTNU BAe 146	1336		G-TCTC Turbo Arrow IV	1343
	G-JEAM Friendship	1717		G-BVJA Fokker 100	1814
	G-BVJA Fokker 100	2122		G-BAGO Cessna 421B	2237
08	EI-CFB SAAB 340	0856		G-BVJA Fokker 100	0911
	G-BVJA Fokker 100	1235		G-HMES Warrior II	1241
	G-BOPA Archer II	1256		G-KNAP Warrior II	1352
	G-JEAM Friendship	1355		OO-DTG Brasilia	1443
	PH-KXG Fokker 50	1448		G-AZLY Cessna F150L	1449
	G-BVMX Short 360	1620		G-JEAM Friendship	1714
	G-BCGJ Cherokee 140	1758		G-BVJA Fokker 100	1818
	EI-CFA SAAB 340	1903		PH-KXG Fokker 50	1950
	OO-DTN Brasilia	2008		G-BVMY Short 360	2014
	G-JEAM Friendship	2018		G-BVJA Fokker 100	2128
	G-BYAT Boeing 757	2249			
09	PH-LXJ Fokker 50	0002		G-MAJA Jetstream 41	0826
	G-DBAC Bandeirante	0829		EI-CFC SAAB 340	0855
	G-BVJA Fokker 100	0928		G-JEAM Friendship	0945
	G-DASI Short 360	0949		G-EGLT Cessna 310R	1013
	G-OAVX King Air 200	1019		OO-DTG Brasilia	1040
	G-BVMY Short 360	1044		PH-LXJ Fokker 50	1129
	G-BOPG Cessna 182Q	1145		G-BVOB Friendship	1156
	G-BVJA Fokker 100	1235		G-JEAM Friendship	1252
	G-BYAT Boeing 757	1319		G-DASI Short 360	1440
	OO-MTD Brasilia	1509		PH-KXG Fokker 50	1544
	G-BVJA Fokker 100	1549		G-BVMY Short 360	1600
	G-JEAM Friendship	1718		G-MAJA Jetstream 41	1739
	PH-LXJ Fokker 50	1745		EI-CFA SAAB 340	1909
	G-DBAC Bandeirante	1947		OO-DTG Brasilia	2019
	PH-KXG Fokker 50	2125		PH-LXJ Fokker 50	2142
	G-BEJD HS 748	2147		G-JEAM Friendship	2159
	G-BVJA Fokker 100	2238			
10	G-BYAT Boeing 757	0002		G-MAJA Jetstream 41	0816
	G-OAKJ Jetstream	0825		G-DBAC Bandeirante	0832
	OY-BEB King Air C90	0853	n/s	EI-CFB SAAB 340	0856
	G-DASI Short 360	0934		G-BVJA Fokker 100	0941
	G-JEAM Friendship	0947		G-BVOB Friendship	1014
	G-BMW Short 360	1036		OO-MTD Brasilia	1055
	PH-KXG Fokker 50	1148		G-BVJA Fokker 100	1232
	F-GMGB King Air 200	1245	1313(11)	G-JEAM Friendship	1247
	N935SH Gulfstream IV	1257	1211(11)	G-BYAT Boeing 757	1354
	OO-DTK Brasilia	1504		PH-LXJ Fokker 50	1520
	G-BVJA Fokker 100	1528		PH-KXG Fokker 50	1716
	G-JEAM Friendship	1718		G-MAJA Jetstream 41	1736
	G-BVJA Fokker 100	1816		G-DBAC Bandeirante	1836
	EI-CFC SAAB 340	1910		G-JEAM Friendship	2012
	G-DASI Short 360	2024		OO-MTD Brasilia	2028
	G-BVMX Short 360	2031		G-BVJA Fokker 100	2123

PH-LXJ Fokker 50	2126	PH-KXG Fokker 50	2128
G-DAAL HS 748	2141	G-BYAT Boeing 757	2302
11 G-MAJA Jetstream 41	0820	G-DBAC Bandeirante	0824
EI-CFA SAAB 340	0855	G-BVJA Fokker 100	0924
G-DASI Short 360	0928	G-BRPU Duchess	0933
G-JEAH Friendship	0934	G-BHMW Friendship	1006
G-BSVB Archer II	1010	OO-DTK Brasilia	1037
G-BVMX Short 360	1057	G-BODU SF-25C Falke	1114
G-BGWM Archer II	1129	G-BPRT Super Emeraude	1131
PH-LXJ Fokker 50	1149	G-NNAC Super Cub	1208
G-BVJA Fokker 100	1225	G-JEAH Friendship	1247
G-ROAR Cessna 401	1333	PH-KXG Fokker 50	1458
OO-DTI Brasilia	1517	G-BVJA Fokker 100	1530
G-BCGJ Cherokee 140	1538	G-MOAC F33A Bonanza	1559
G-OAKJ Jetstream	1615	G-BVMX Short 360	1644
PH-LXJ Fokker 50	1658	G-JEAH Friendship	1708
G-MAJA Jetstream 41	1733	G-BYAT Boeing 757	1753
G-BVJA Fokker 100	1816	G-DBAC Bandeirante	1829
G-BNIX Bandeirante	1832	EI-CFA SAAB 340	1909
F-GFVO Cheyenne II	1921	G-SACT Cadet	1926
OO-DTJ Brasilia	2007	G-BVMY Short 360	2012
G-JEAH Friendship	2019	G-DASI Short 360	2024
PH-KXG Fokker 50	2111	G-DAAL HS 748	2138
G-BVJA Fokker 100	2141		
12 G-DBAC Bandeirante	0824	G-BRPU Duchess	0851
EI-CFB SAAB 340	0858	G-BVJA Fokker 100	0927
G-DASI Short 360	0929	G-JEAH Friendship	0938
G-BHMW Friendship	1007	G-MANJ BAE ATP	1025
G-BVMY Short 360	1031	G-BOJX Archer II	1139
OO-DTI Brasilia	1142	PH-KXG Fokker 50	1144
G-TRIN TB20 Trinidad	1201	G-BVJA Fokker 100	1226
G-JEAH Friendship	1253	G-BTOD Tomahawk	1349
G-ROLF Saratoga SP	1353	G-BYAT Boeing 757	1410
PH-LXJ Fokker 50	1448	OO-DTG Brasilia	1451
G-SACU Cadet	1458	G-BVJA Fokker 100	1519
G-BYAP Boeing 757	1535	G-BVMY Short 360	1608
PH-KXG Fokker 50	1653	G-JEAH Friendship	1712
G-MAJA Jetstream 41	1734	G-BVJA Fokker 100	1811
G-DBAC Bandeirante	1829	EI-CFC SAAB 340	1912
G-BVMX Short 360	2008	G-DASI Short 360	2020
G-JEAH Friendship	2024	OO-DTM Brasilia	2029
PH-LXJ Fokker 50	2101	PH-KXG Fokker 50	2120
G-BVJA Fokker 100	2124	G-DAAL HS 748	2128
G-BYAP Boeing 757	2239		
13 G-DBAC Bandeirante	0824	G-MAJA Jetstream 41	0827
EI-CFD SAAB 340	0859	G-DASI Short 360	0920
G-BVJA Fokker 100	0924	G-JEAH Friendship	0942
G-BHMW Friendship	0946	G-BVMX Short 360	1015
OO-DTG Brasilia	1047	PH-LXJ Fokker 50	1130
G-BVJA Fokker 100	1229	G-JEAH Friendship	1258
OO-MTD Brasilia	1441	PH-KXG Fokker 50	1444
G-BAVZ Aztec	1504	G-BVJA Fokker 100	1518
G-BAGO Cessna 421B	1544	G-BVMX Short 360	1604
PH-LXJ Fokker 50	1649	G-JEAH Friendship	1717

G-MAJA Jetstream 41	1733	G-BVJA Fokker 100	1815
G-DBAC Bandeirante	1824	G-WYPA Bolkow 105DBS	1829 n/s(15)
EI-CFA SAAB 340	1917	G-BVMY Short 360	2006
OO-DTG Brasilia	2009	G-JEAH Friendship	2022
G-DASI Short 360	2025	PH-KXG Fokker 50	2100
PH-LXJ Fokker 50	2118	G-BVJA Fokker 100	2129
G-DAAL HS 748	2147		
14 EI-CFA SAAB 340	0853	G-BOBN Cessna 310R	0915
G-BVJA Fokker 100	0922	OO-DTI Brasilia	1030
G-BVMY Short 360	1050	G-JEAH Friendship	1107
G-BVJA Fokker 100	1231	PH-LXJ Fokker 50	1315
G-BTNU BAe 146 300	1335	PH-KXG Fokker 50	1433
G-KNAP Warrior II	1447	G-JEAH Friendship	1711
G-MAJA Jetstream 41	1745	G-BMAG DC9	1819
G-BVJB Fokker 100	2123		
15 EI-CFC SAAB 340	0902	G-BMAG DC9	0939
G-BVJB Fokker 100	1225	G-JEAH Friendship	1351
OO-DTK Brasilia	1446	PH-LXJ Fokker 50	1503
G-BVMY Short 360	1604	G-BAVZ Aztec	1637
G-JEAH Friendship	1708	G-BVJB Fokker 100	1816
EI-CFC SAAB 340	1904	PH-LXJ Fokker 50	1943
OO-DTL Brasilia	1958	G-JEAH Friendship	2015
G-BVMX Short 360	2028	PH-KXG Fokker 50	2052
G-BVJC Fokker 100	2128	G-BYAH Boeing 757	2241
16 G-DBAC Bandeirante	0817	EI-CFD SAAB 340	0900
G-BVJC Fokker 100	0928	G-MAJA Jetstream 41	0946
G-JEAH Friendship	0959	G-BHMW Friendship	1003
G-UMMI Navajo	1006	G-BVMX Short 360	1028
OO-DTK Brasilia	1033	PH-LXJ Fokker 50	1200
G-BVJC Fokker 100	1222	G-JEAH Friendship	1308
G-DASI Short 360	1410	PH-KXG Fokker 50	1438
G-BVJC Fokker 100	1526	OO-MTD Brasilia	1534
G-BVMX Short 360	1612	PH-LXJ Fokker 50	1650
G-MAJA Jetstream 41	1703	G-JEAH Friendship	1716
G-DFLT Cessna 406	1818	G-BVJC Fokker 100	1823
G-DBAC Bandeirante	1827	EI-CFA SAAB 340	1907
OO-DTK Brasilia	1955	G-BWMW Short 360	1959
G-MAJA Jetstream 41	2002	G-JEAH Friendship	2025
G-DASI Short 360	2028	PH-KXG Fokker 50	2039
PH-LXJ Fokker 50	2116	G-BVJC Fokker 100	2123
G-DAAL HS 748	2137		
17 G-BYAC Boeing 757	0305	G-DBAC Bandeirante	0821
G-JEAH Friendship	1339	PH-MEX Citation VI	1351
G-BYAI Boeing 757	1355	PH-KXG Fokker 50	1405
OO-DTJ Brasilia	1434	G-DASI Short 360	1500
PH-LXJ Fokker 50	1516	G-BVJA Fokker 100	1545
G-BVMY Short 360	1635	G-MAJA Jetstream 41	1708
G-JEAH Friendship	1713	G-DBAC Bandeirante	1811
G-BVJA Fokker 100	1917	EI-CFC SAAB 340	1919
G-BNIX Bandeirante	1942	G-MAJA Jetstream 41	1958
OO-DTN Brasilia	2004	G-BWMW Short 360	2007
G-JEAH Friendship	2017	G-DASI Short 360	2034
PH-LXJ Fokker 50	2104	G-DAAL HS 748	2123

PH-KXG Fokker 50	2212	G-BYAI Boeing 757	2257
G-BVJC Fokker 100	2307		
18 G-BBGB Aztec	0815	G-DBAC Bandeirante	0817
EI-CFB SAAB 340	0847	N228CX TBM 700	0852 1046
G-BVJC Fokker 100	0928	G-MAJA Jetstream 41	0936
G-JEAB Friendship	0940	G-DASI Short 360	0942
G-BVOM Friendship	1010	G-BVMW Short 360	1015
N1656H Seneca	1021 1819	OO-DTI Brasilia	1026
PH-LXJ Fokker 50	1110	G-BVJC Fokker 100	1239
G-JEAB Friendship	1245	G-ROAR Cessna 401	1346
G-BGYT Bandeirante	1425	G-AWKP Jodel DR.253	1427 1148(20)
OO-DTL Brasilia	1436	PH-KXG Fokker 50	1442
G-BVJC Fokker 100	1534	G-BBGB Aztec	1601
PH-LXJ Fokker 50	1653	G-MAJA Jetstream 41	1655
G-OTOW Cessna 175BX	1710	G-JEAB Friendship	1711
G-BYAI Boeing 757	1814	G-DBAC Bandeirante	1816
G-BVJC Fokker 100	1826	EI-CFA SAAB 340	1904
G-BNIX Bandeirante	1935	G-MAJA Jetstream 41	1947
OO-DTI Brasilia	1959	G-BVMX Short 360	2003
G-JEAB Friendship	2018	G-DASI Short 360	2022
PH-KXG Fokker 50	2044	PH-LXJ Fokker 50	2110
G-BVJC Fokker 100	2120	OY-JRP Beech 1900	2128 2209
G-BEJD HS 748	2131		
19 G-DBAC Bandeirante	0822	EI-CFB SAAB 340	0857
G-DASI Short 360	0934	G-MAJA Jetstream 41	0944
G-JEAB Friendship	0949	G-BVJC Fokker 100	0951
G-BVOM Friendship	0957	G-BVMX Short 360	1011
OO-DTL Brasilia	1032	PH-KXG Fokker 50	1134
G-KKDL TB20 Trinidad	1209	G-BVJC Fokker 100	1235
G-JEAB Friendship	1301	G-BYAI Boeing 757	1358
PH-LXJ Fokker 50	1442	OO-DTJ Brasilia	1449
G-BVMX Short 360	1455	G-BVJC Fokker 100	1545
G-MAJA Jetstream 41	1659	PH-KXG Fokker 50	1705
G-JEAB Friendship	1716	G-DBAC Bandeirante	1832
G-BVJC Fokker 100	1841	EI-CFC SAAB 340	1934
G-DORK Bandeirante	1940	OO-DTJ Brasilia	2025
G-MAJA Jetstream 41	2029	G-DASI Short 360	2035
PH-KXG Fokker 50	2129	G-BYAI Boeing 757	2135
G-JEAB Friendship	2137	G-DAAL HS 748	2140
G-BVJC Fokker 100	2143	PH-LXJ Fokker 50	2203
20 G-OAVX King Air 200	0818	EI-CFC SAAB 340	0915
G-BVJC Fokker 100	0928	G-DASI Short 360	0932
G-MAJA Jetstream 41	0937	G-JEAB Friendship	0945
G-STAN Friendship	1011	G-BVMY Short 360	1014
OO-DTK Brasilia	1045	PH-LXJ Fokker 50	1122
G-BVJC Fokker 100	1240	G-JEAB Friendship	1317
PH-KXG Fokker 50	1440	OO-DTO Brasilia	1442
G-BVJC Fokker 100	1530	G-BVMY Short 360	1600
G-MAJA Jetstream 41	1646	PH-LXJ Fokker 50	1651
G-JEAB Friendship	1713	G-BNKE Cessna 172N	1725
G-BSGL Warrior II	1744	G-DBAC Bandeirante	1822
G-BVJB Fokker 100	1844	G-OFLT Bandeirante	1852
EI-CFA SAAB 340	1909	G-BBGB Aztec	1937
OO-DTK Brasilia	1944	G-MAJA Jetstream 41	1954

G-BMW Short 360	2012	G-JEAA Friendship	2020
G-DASI Short 360	2032	PH-LXJ Fokker 50	2110
PH-KXG Fokker 50	2112	G-DAAL HS 748	2127
G-BVJB Fokker 100	2130		
21 EI-CFB SAAB 340	0913	G-BVJB Fokker 100	0926
G-ODNP Cessna 310R	0949	OO-DTN Brasilia	1022
G-BMW Short 360	1040	PH-KXG Fokker 50	1042
G-BVJB Fokker 100	1226	G-MAJA Jetstream 41	1255
PH-LXJ Fokker 50	1318	G-BTNU Bae 146	1336
G-OBLK Short 360	1810	G-BVJA Fokker 100	1814
G-BVJC Fokker 100	2126		
22 EI-CFB SAAB 340	0906	G-BRPU Duchess	0919
G-BVJC Fokker 100	0923	G-BODU SF.25C Falke	1111
G-BVJC Fokker 100	1222	G-ODNP Cessna 310R	1224
G-MAJA Jetstream 41	1344	G-SUZN Warrior II	1432
PH-LXJ Fokker 50	1435	OO-DTG Brasilia	1454
G-JEAA Friendship	1532	G-BBMW Short 360	1607
OY-JRP Beech 1900	1729 1935	G-BVJC Fokker 100	1816
G-JEAA Friendship	1830	EI-CFC SAAB 340	1919
G-MAJA Jetstream 41	1955	OO-DTK Brasilia	2002
PH-LXJ Fokker 50	2012	G-JEAA Friendship	2108
G-BVJC Fokker 100	2125	G-BYAS Boeing 757	2220
23 PH-KXG Fokker 50	0017	G-BVTJ ATR 72	0718
G-BAUR Friendship	0803	G-DBAC Bandeirante	0821
G-JLRW Duchess	0857	EI-CFB SAAB 340	0900
G-BVJC Fokker 100	0931	G-MAJA Jetstream 41	0941
OY-SVL Citation	0945	PH-LXR Fokker 50	0955
G-BFLH Seneca	1000	G-BVMY Short 360	1045
OO-DTG Brasilia	1049	G-JEAA Friendship	1056
PH-KXG Fokker 50	1134	G-BVJC Fokker 100	1304
G-BYAS Boeing 757	1342	OO-DTO Brasilia	1441
PH-LXJ Fokker 50	1452	G-BVJC Fokker 100	1546
G-BVMY Short 360	1547	G-MAJA Jetstream 41	1651
PH-KXG Fokker 50	1700	G-JEAA Friendship	1743
G-BVJC Fokker 100	1819	G-DBAC Bandeirante	1907
EI-CFC SAAB 340	1917	G-MAJA Jetstream 41	1952
OO-DTG Brasilia	2001	G-BAUR Friendship	2016
G-BBMW Short 360	2019	G-JEAA Friendship	2029
PH-LXJ Fokker 50	2059	PH-KXG Fokker 50	2125
G-BVJC Fokker 100	2131	G-DAAL HS 748	2147
24 G-BYAS Boeing 757	0043	G-NBAC Bandeirante	0823
EI-CFD SAAB 340	0855	SE-DEY Citation	0913
G-BAUR Friendship	0921	G-MAJA Jetstream 41	0924
D-IFMI King Air C90A	0938	G-BVJC Fokker 100	0945
PH-LXP Fokker 50	0950	G-JEAA Friendship	0952
G-BVMX Short 360	1032	OO-DTI Brasilia	1043
G-BVJC Fokker 100	1225	G-GRID Twin Squirrel	1240
G-JEAA Friendship	1256	G-BTYK Cessna 310R	1337
G-BYAP Boeing 757	1356	OO-MTD Brasilia	1443
PH-KXG Fokker 50	1446	G-BVJC Fokker 100	1521
PH-LXR Fokker 50	1652	G-MAJA Jetstream 41	1656
G-JEAA Friendship	1709	G-BVJC Fokker 100	1813
G-FOOD King Air 200	1817	EI-CFC SAAB 340	1903

G-NBAC Bandeirante	1918	G-MAJA Jetstream 41	1949
G-BJLK Short 330	1953	G-BTHE Cessna 150L	1957
G-BVMY Short 360	2005	OO-DTK Brasilia	2010
G-JEAA Friendship	2013	G-BAUR Friendship	2016
PH-KXG Fokker 50	2049	G-BVJC Fokker 100	2119
PH-LXR Fokker 50	2124	G-BIUV HS 748	2129
G-BYAP Boeing 757	2247		
25 G-NBAC Bandeirante	0824	EI-CFA SAAB 340	0853
PH-LXP Fokker 50	0908	G-MAJA Jetstream 41	0923
G-BVJC Fokker 100	0928	G-BAUR Friendship	0931
G-GRID Twin Squirrel	0940	G-JEAA Friendship	0942
G-BGZW Tomahawk	1026	OO-MTD Brasilia	1038
G-BVMY Short 360	1040	VR-CPR Cessna 421C	1043
G-PLTI King Air F90	1048	G-THSL Arrow III	1112
PH-LXR Fokker 50	1126	G-BJYD Cessna F152	1139
G-BVJC Fokker 100	1231	G-JEAA Friendship	1255
G-BIOB Cessna F172P	1314	OO-DTK Brasilia	1449
PH-KXG Fokker 50	1456	G-BVJC Fokker 100	1520
26 G-OBMO Boeing 737 400	0956	G-BHMW Friendship	1022
OO-DTK Brasilia	1028	G-BVMW Short 360	1037
G-BYAP Boeing 757	1041	EI-CFA SAAB 340	1050
G-JEAA Friendship	1131	PH-KXG Fokker 50	1133
G-ISFC Navajo	1223	G-BVJC Fokker 100	1232
OY-JRO King Air B90	1239	G-DASI Short 360	1249
G-BYAG Boeing 757	1314	G-MAJA Jetstream 41	1322
G-JEAA Friendship	1424	OO-DTK Brasilia	1436
PH-LXR Fokker 50	1452	G-BVJC Fokker 100	1517
G-BVMW Short 360	1607	G-MAJA Jetstream 41	1652
PH-KXG Fokker 50	1704	G-JEAA Friendship	1715
G-BVJC Fokker 100	1814	G-DBAC Bandeirante	1825
EI-CFD SAAB 340	1904	G-BYAP Boeing 757	1947
G-MAJA Jetstream 41	1954	G-BVMY Short 360	2002
G-BJLK Short 330	2007	G-DASI Short 360	2018
PH-LXR Fokker 50	2059	OO-DTK Brasilia	2102
G-JEAA Friendship	2103	PH-KXG Fokker 50	2134
G-BEJE HS 748	2137	G-BVJC Fokker 100	2141
G-BYAG Boeing 757	2149		
27 G-DBAC Bandeirante	0811	EI-CFC SAAB 340	0901
G-MAJA Jetstream 41	0934	G-DASI Short 360	0939
G-JEAA Friendship	0944	G-BVJC Fokker 100	0951
PH-LXP Fokker 50	1010	G-BVMY Short 360	1025
VR-CRI King Air 350	1028	OO-DTK Brasilia	1033
PH-LXR Fokker 50	1141	G-BVJC Fokker 100	1243
G-JEAA Friendship	1258	N400A Beechjet 400	1400
OO-DTK Brasilia	1448	PH-KXG Fokker 50	1459
OY-JRO King Air B90	1524	G-BVMY Short 360	1647
G-BVJC Fokker 100	1654	G-CLAS Short 360	1702
G-ZAPG Short 360	1721	G-JEAA Friendship	2133
G-BVJC Fokker 100	2158	PH-KXG Fokker 50	2310
28 OY-JRO King Air B90	0728	G-WAND Jetstream 41	0734
EI-CFA SAAB 340	0857	G-BVJC Fokker 100	0936
OO-MTD Brasilia	1016	PH-KXG Fokker 50	1024
G-BVMW Short 360	1029	G-JEAA Friendship	1121

G-BVJC Fokker 100	1237	G-WAND Jetstream 41	1314
G-BTNU BAe 146	1331	PH-KXG Fokker 50	1441
G-JEAA Friendship	1712	G-BVJC Fokker 100	1809
G-BVJC Fokker 100	2118		
29 EI-CFC SAAB 340	0853	G-BVJC Fokker 100	0920
G-BVJC Fokker 100	1219	G-JEAA Friendship	1352
PH-KXG Fokker 50	1442	OO-DTG Brasilia	1444
G-BMW Short 360	1606	G-BAVL Aztec	1612
G-JEAA Friendship	1707	G-CLAS Short 360	1724
G-BVJC Fokker 100	1818	N400A Beechjet 400	1825
EI-CFD SAAB 340	1909	OO-MTD Brasilia	1957
G-MAJA Jetstream 41	2001	G-BVMX Short 360	2011
G-JEAA Friendship	2018	PH-KXG Fokker 50	2101
G-BVJC Fokker 100	2122	G-BYAG Boeiinq 757	2345
30 G-DBAC Bandeirante	0820	EI-CFC SAAB 340	0853
G-BVJC Fokker 100	0922	G-MAJA Jetstream 41	0925
G-JEAA Friendship	0938	G-UKTD Fokker 50	0958
G-DASI Short 360	1000	G-BFFE Cessna 152	1024
G-BVMY Short 360	1028	G-BJYD Cessna F152	1040
OO-DTG Brasilia	1053	G-OCAZ AA5B Tiger	1100
G-AZLY Cessna F150L	1105	PH-LXR Fokker 50	1150
G-BING Cessna F172P	1201	G-BVJC Fokker 100	1224
G-KNAP Warrior II	1239	G-JEAA Friendship	1248
G-EENY GA7 Cougar	1304	G-SACT Cadet	1321
G-BYAG Boeiinq 757	1326	G-BJYD Cessna F152	1344
G-KWIK P68 Victor	1410	PH-KXG Fokker 50	1438
G-WATS Seneca	1442	OO-DTH Brasilia	1505
G-BVJC Fokker 100	1521	G-BVMY Short 360	1602
G-MAJA Jetstream 41	1650	G-BKUY Jetstream	1652
PH-LXR Fokker 50	1656	G-JEAA Friendship	1713
G-DBAC Bandeirante	1811	G-BVJC Fokker 100	1811
G-EEAC Navajo	1825	EI-CFB SAAB 340	1906
G-MAJA Jetstream 41	1949	OO-DTG Brasilia	1957
G-BMW Short 360	2005	G-JEAA Friendship	2010
G-DASI Short 360	2023	PH-KXG Fokker 50	2107
PH-LXR Fokker 50	2119	G-BVJC Fokker 100	2124
G-BEJD HS 748	2139		
31 G-BYAG Boeiinq 757	0003	G-DBAC Bandeirante	0814
EI-CFA SAAB 340	0850	G-BVJC Fokker 100	0933
G-DASI Short 360	0935	G-MAJA Jetstream 41	0944
G-JEAA Friendship	0951	G-BAUR Friendship	1006
G-BMW Short 360	1038	OO-DTH Brasilia	1046
G-BVJC Fokker 100	1223	G-JEAA Friendship	1247
G-BYAU Boeiinq 757	1438	OO-DTH Brasilia	1453
PH-KXG Fokker 50	1457	G-BVJC Fokker 100	1522
G-BVEB Saratoqa SP	1607	G-MAJA Jetstream 41	1652
G-JEAA Friendship	1705	G-DBAC Bandeirante	1809
G-BVJC Fokker 100	1823	EI-CFB SAAB 340	1906
G-MAJA Jetstream 41	2004	G-BVMX Short 360	2007
OO-DTI Brasilia	2014	G-JEAA Friendship	2022
G-DASI Short 360	2027	PH-KXG Fokker 50	2051
G-BVJC Fokker 100	2120	G-BEJD HS 748	2149
G-BYAU Boeiinq 757	2336		

From (and to where known)

03) N584CA/Humberside: 05) F-GNAE/Le Bourquet;VR-COM/Southampton: 06) ZE410 and ZE411/Hereford-Newcastle: 07) F-GNAE/Poitiers: 10) OY-BEB/Tirstrup;F-GMGB/Cannes N935SH/Cardiff: 11) F-GFVO/Epinal: 17) PH-MEX/Madrid: 18) N228CX/Southend-Liverpool;N1656H/Luton;OY-JRP/Kastrup-Billund: 22) OY-JRP/F & T Billund: 23) OY-SVL/Tirstrup: 24) SE-DEY/Malmo;D-IFMI/Friedrichshaven: 25) VR-CPR/Guernsey: 26) OY-JRO/Kolding: 27) VR-CRI/Hawarden;N400A/Blackbushe;OY-JRO/Luton: 28) OY-JRO/Luton: 29) N400A/Cannes:

Overshoots

02) G-GLUG: 03) XW664(Nimrod)/P-5G: 04) XX495/FYY61: 05) XX492/FYY61;XX496/FYY78 06) XX499/FYY02: 08) XZ593/SRGL28: 10) XZ653/Army340;G-ROAR: 11) ZF514/LOP11: 13) XX491/FYY75: 22) ZE369/SRGL28: 30) XX491/FYY70:

LBA movements review, January 1995

The first non-scheduled foreigner of the year was Rockwell 114 N584CA arriving from Humberside on the 3rd. Piacqio Avanti F-GNAE arrived as "Enterprise 768" on the 5th and after a night stop it departed as "Enterprise 779", it then returned on the 7th as "Enterprise 779" and departed the same day as "Enterprise 768". On the 5th Citation VR-COM came from in Southampton and night stopped until the 7th when it departed to Blaqin. Nothing then till the 10th when there were no less than three night stoppers, King Air C90 OY-BEB, King Air 200 F-GMGB and the brand new Gulfstream IV N935SH which was only registered on 18/10/94. Arriving on the 11th from Epinal was the Air Service Vosges Cheyenne II F-GFVO. Using callsign "Martinair 3292" on the 17th was the Citation VI PH-MEX. N228CX on the 18th is a TBM 700 which is registered to Turbine Aviation Inc and on the same day N1656H was a 1977 vintage Seneca, whilst Beech 1900C OY-JRP was "Danstrans 813". On the 22nd the Beech returned using the callsign "Danstrans 9813". A different Dane on the 23rd was the Citation OY-SVL which was "Sunscan 999". On the 24th Citation SE-DEY was "Interair 202" and it was joined by King Air C90A D-IFMI registered to Fritz Muller. Cessna 421C VR-CPR arrived from Guernsey on the 25th where it seems to be officially based rather than here so in future I will include it as a visitor. On the 26th King Air B90 OY-JRO arrived as "Danstrans 9701", it is in the tower log as OY-JRD but I think that is a mistake, it returned on the 27th & 28th using callsign "Danstrans 9702" both times. More callsigns on the 27th when King Air 350 VR-CRI was "Roman 2" and Beechjet 400 N400A was "Hanson 10", using the same callsign N400A returned on the 29th. New on the airline scene this month were a number of aircraft. On the 3rd British Midland used Boeing 737 400 G-BVKD and on the 9th they took over operation of the Leeds-Glasgow flight from Manx using Jetstream 41 G-MAJA in full BM livery (with G-WAMD standing in for one day on the 28th). Air UK operated the new Friendship G-BVOB on the 10th with new Fokker 50 PH-LXR appearing for the first time on the 23rd. On the 30th UK753 from Amsterdam was operated by Fokker 50 G-UKTD which should be ex PH-KXT. Other new registrations were the JetRanger G-OCST on the 1st and 2nd which belongs to Polo Aviation and used the appropriate callsign "Chuka 14" and Navajo G-BEAC of Genesis Airways which was "Genesis 131P" on the 30th. Friday the 13th lived up to its name, the Police Bolkow G-WYPA suffered an engine failure and after making a PAN call it diverted in to YLA and stayed for a couple of days. At almost the same time Knightairs Bandit G-OBAA took off as "Knightway 167" and had to return on one engine due to instrument malfunction. Earlier in the month on the 6th the two Agusta 109's ZE410-411 diverted in as "6YC44 combine" when one of them had an engine problem, the u/s one stayed the night and was repaired on site whilst the other carried on to Newcastle - unfortunately I don't know which was which. A chat with the pilot of Cessna 421B G-BAGO confirms this is now resident but the owner is interested in upgrading to a King Air 90. Cessna 182Q G-BOPG has been here most of the month and may be a new resident and finally the Aztec G-TAXI is in a new colour scheme having arrived back on the 30th.

My first flight with Air 2000 was disappointing. At Manchester I requested a window seat and was allocated number 17A. It was at the side of the plane, but not near a window. By row 17 the space between windows was exceptionally wide, and there was solid wall from behind my seat to beyond the back of the one in front; so I couldn't see out of the aircraft. As we taxied to the holding point, there was no chance of logging any planes that we passed.

The worst part was descending at Tenerife. I'd no idea how far above ground we were, and didn't know when to expect the bump as we landed. It was nerve wracking.

One carrier has been exploring the feasibility of ordering airliners without windows because, it is argued, there's nothing to see above the clouds. If any are built, they'll fly without me. It would be too claustrophobic.

But back to Air 2000. The video service didn't impress me. Instead of loaning out the earphones, you had to buy them at a cost of £2.80, so I settled for reading a book; but when the safety film was showing or when announcements were being made, the loudspeakers were deafening. However, it wasn't all bad. The cabin staff were pleasant and the meal was delicious: turkey with seasoning, tiny roast potatoes, carrots and peas, followed by a strawberry mousse.

The inflight magazine gives fleet details. The registrations of the 757s begin G-000 and end with A,B,C,D,G,I,J,M,S (in which we flew), T,U,V,W or X. The Airbus A320s start G-00 followed by AA, AB, AC or AD. The 757s seat 233; the Airbuses seat 180.

Destinations listed in the Winter 94/95 edition of the magazine include Tenerife, Gran Canaria, Fuerteventura, Palma, Ibiza, Mahon, Monastir, Malta, Tel-Aviv, Paphos, Larnaca, Vancouver, Denver, Acapulco, Cancun, Montego Bay, Santo Domingo, Antigua, Nassau, Barbados, Miami, Banjul, Mombasa, Goa and Bangkok.

And what about the cabin crews who fly these routes? To join them you apply to Cabin Crew Recruitment, Air 2000 Limited, 6th Floor, Manchester Airport, M22 5EP; but the chances of acceptance are slim because they get thousands of applications every year. Applicants must be 21 to 31 years old with a minimum height of 5ft.3in. Personality is very important. They must be friendly, caring people with common sense; and whilst being able to speak a foreign language isn't essential, it is an advantage. Training given includes first aid, health and hygiene, as well as cabin service.

So much for information from the magazine. There was much more on the overhead screens. Periodically a route map giving the position of the aircraft appeared, as did speed and external temperature. The route was over Cardiff, the Bristol Channel and Torquay, then across the Bay of Biscay, over the north west tip of Iberia, and across the sea to Tenerife. At one point we were cruising at 500 M.P.H. at a height of 37,000 ft.

The flight, scheduled to take 4 hours and 8 minutes, actually took a few minutes longer. Other information screened included the following: "10,000 meals are served on this aircraft each week." "There are 13 separate computers on board this aircraft controlling everything from fuel flow to navigation." "Each aircraft is painted every three years using 50 gallons of paint." "After a one mile take-off run this aircraft lifts off at 160 m.p.h!"

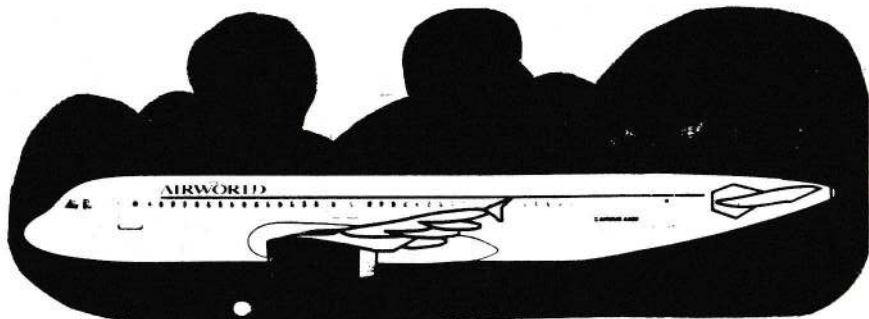
When we arrived at Reina Sofia Airport in Tenerife, there was another Air 2000, G-OOOJ, parked up in company with Iberia's EC-FXU, Futura, Centennial, Oasis, Translift and Domodedovo. But this isn't the only aerodrome on the island. When we were touring we discovered Los Rodeos National Airport. From here Iberia fly to Madrid, and Binter, the local "island hopper" carrier, operates. I don't know what make Binter's planes are, but they are about the size of a Short's SD3-60, with high wings and two propellers. The livery is white with an artistic yellow design towards the front, and a green band along the side. The three I logged were EC-EMK, EC-EYK and EC-ESS. An aero club is also based here, and viewing conditions are good. There is also an excellent restaurant.

One evening we were strolling along the sea front at Playa de Las Americas when we saw a hot air balloon being inflated. Unfortunately it was too dark to read the registration.

I did, however, log a good few registrations on December 6th as we waited for the same aircraft, G-OOOS, to take us home. There's a splendid open-air viewing balcony at Reina Sofia Airport. It's above the cafe. But you can only get onto it if you've booked in and have a boarding card.

From this balcony you can see the apron, taxiway and runway; and my log book lists Air 2000, Monarch, Airtours, Britannia, Iberia, Centennial, Oasis, Futura, Air Europa, Spanair, Transavia and Swedish registered Premiair. We also watched OE-GAA, a Tyrolean Air Ambulance, take off. It was a scoop. But I was sorry it was there, because some poor holidaymaker must have been injured or seriously ill.

Leslie Scheftsik



Military Matters

Eric Martin.



RAF LINTON-ON-OUSE

Like many of the RAF airfields in Yorkshire and Lincolnshire, RAF Linton-on-Ouse was built as a bomber airfield. It opened in 1937 and operated Whitleys at the outset of World War II. During the early-war period such Bomber Command notables as 'Bomber' Harris, Leonard Cheshire and Willie Tate served here. Extensive developments took place in the period 1939-1942 and by 1942 Linton was a major bomber station which participated in the thousand-bomber raids on Cologne and Bremen. In 1943 Linton became part of the famous 6 Group, Royal Canadian Air Force and mainly operated Lancasters which, with the Halifaxes from Skipton-on-Swale and elsewhere, played a major role in the Bomber Command offensive against Germany.

The Canadians departed home in October 1945 when Transport Command took over the base for a brief spell, operating Yorks and Stirlings engaged in repatriating passengers and freight from overseas.

Peace-time brought a transfer to Fighter Command operating Mosquitos, Hornets, Meteors, Sabres and Hunters. In early 1957, the Station was relegated to a 'care and maintenance' basis but reopened later in the same year as the base for No 1 Flying Training School, operating Jet Provosts and Vampires in the basic flying training role. At this time time, 1 FTS also operated from RAF Church Fenton as an alternate but this later became a Flying Training School in its own right. 1 FTS also supported the Royal Navy Elementary Flying Training School which operated Chipmunks from RAF Topcliffe. Topcliffe is, of course, now the home of the Joint Elementary Flying Training School which operates Fireflies under the control of civilian contractors Hunting Aviation.

The civilian contractors role at Topcliffe was preceded at Linton in 1985 when 1 FTS became the first RAF unit to be transferred to a contract basis when engineering and supply services were handed over to civilian control and currently "the entire engineering, supply, motor transport and simulator sections are run by civilians".

1 FTS has operated Tucanos since 1993 when the last of the Jet Provosts was phased out. The Tucano has reverted to the traditional tandem-seating configuration (the Jet Provost has a side-by-side layout) to enable a smooth conversion to the Hawk advanced trainer. The transition is further eased by the two aircraft having similar instrument layouts.

Formal visits to Linton are difficult to arrange but for informal visitors there is an excellent public viewing area (constructed by a Territorial Army Royal Engineers unit) and the official directions for reaching it are:-

"11 miles North East of the city of YORK. Best approached by turning East from the main A19 road at SHIPTON. There is a public viewing area about ½ mile east of the village of Linton-on-Ouse on the road to Aldwark.

A full listing of Station aircraft is not currently available pending the transfer of more Tucanos from elsewhere. Tucano T1s on 1 FTS strength prior to the transfer included: (not a complete listing)

ZF137 ZF145 ZF163 ZF164 ZF170 ZF208 ZF209 ZF211 ZF238 ZF243 ZF244
ZF290 ZF315 ZF320 ZF346 ZF376 ZF308 ZF410 ZF411 ZF412 ZF416 ZF445

Source: Laming, I (1994) The Royal Air Force Manual

Aircraft listing courtesy of Terry Sykes.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS

DAVE WOOLER.



Welcome to the newly restored AIR YORKSHIRE C.A.N. (Commercial Aviation News) section. My aim is to keep this section as readable as possible and limit coverage to the following areas. LEEDS/BRADFORD NEWS will cover items about our "base" airport not covered by Terry in the Leeds/Bradford Movements section. AIRPORT NEWS will cover all other U.K. airports and major European/Worldwide Airports. AIRLINER NEWS This section will cover, in descending order of priority, U.K. Airlines, Major European airlines and finally National Flag carrier airlines from the rest of the world. I intend to limit news on this basis because I am sure the vast majority of our members are not interested that some obscure airline at the other side of the world have ordered another whatever. Those members who are interested most likely already subscribe to a more specialist magazine that covers this anyway. Finally AIRCRAFT NEWS will cover items about particular types of airliners or news from manufacturers.

Now the plea that the section editor makes in 99% of amateur aviation magazines. If you have any snippets of information that can be included in this section please forward these to me. The name and address is:- David Wooler, 2 Rufford Close, Yeadon, Leeds, LS19 7QU. Right that's enough waffle now on to the gen.

LEEDS/BRADFORD NEWS

Work is now underway on the terminal building extension. The extension is taking place at the North East end of the existing terminal building. As we close for press it appears all the erection of the structural steel work is now complete.

Air U.K. A review of Air U.K.'s 1995 plans appeared in February's *Aircraft Illustrated*. It reported that the airline had no plans to change the policy of using its one and only Shorts SD.3-60 in its service, G-DASI, on the Leeds to Edinburgh service. In view of the particularly abysmal serviceability record of this aircraft during 1994 I find this quite surprising. However to the best of my knowledge and much amazement, DASI has yet to go tech' this year. The airline also owns G-BLZT, which up to the end of 1994 was operated and maintained by Jersey European. However the aircraft was transferred on a two year lease to Gill Air from 1/1/95.

Further Fokker 50 delivery details are as follows:-

PH-KXG (c/n 20247 to be G-UKTB) delivered Woensdrect to Stansted 7/11/94 as "UK9702"

PH-LXX (c/n 20271 to be G-UKTF) delivered Woensdrecht to Norwich 14/10/94. Named "City of York".

PH-LXP (c/n 20276 to be G-UKTG) delivered Woensdrecht to Norwich 18/11/94 as "UK9710". First visited Leeds/Bradford 4/12/94.

As a result of these continuing Fokker 50 deliveries Friendship 200's are been withdrawn from service at Norwich. Three of the aircraft concerned are G-BLGW, G-BHMX and G-BHMZ.

British Midland Took over the Leeds to Glasgow service from Manx Airlines on 16/1/95. The service is operated by Jetstream 41 G-MAJA in full British Midland colours. (The aircraft actually operated services on behalf of Manx Airlines during their last week of operation - week commencing 9/1/95). Three rotations operate on a weekday with a Saturday morning and Sunday evening sortie. The aircraft is Leeds based, with line maintenance been carried out by Knightair, consequently the aircraft is a regular visitor to the South side.

Timetable is as follows

BD292	Departs Leeds	0700	Arrives Glasgow	0800	Monday to Saturday
BD291	Departs Glasgow	0830	Arrives Leeds	0930	Monday to Friday
BD293	Departs Glasgow	1200	Arrives Leeds	1300	Saturday Only
BD294	Departs Leeds	1430	Arrives Glasgow	1530	Monday to Friday
BD295	Departs Glasgow	1600	Arrives Leeds	1700	Monday to Friday
BD296	Departs Leeds	1730	Arrives Glasgow	1830	Sunday to Friday
BD297	Depart Glasgow	1900	Arrives Leeds	2000	Sunday to Friday

The new timings have obviously proved popular, particularly the morning and evening flights, to the extent the flights have regularly been overbooked.

The aircraft was slightly damaged on the afternoon of Friday 27th January, when the tail was hit by a de-icing rig. A Manx Jetstream 41 positioned in on Saturday morning to operate the Saturday service.

Delivery details for the two new Fokker 100's which have been seen on the Leeds to Heathrow services recently are as follows:-

G-BVJC (c/n 11497) first flight as PH-EZJ on 11/11/94. Delivered to B.M. 2/12/94. First passenger service "BD414" Heathrow to **Leeds/Bradford** 4/12/94.

G-BVJD (c/n 11503) first flight as PH-EZO on 28/11/94. First passenger service "BD336" Heathrow to Teesside 16/12/94.

Knightair Monday 30th January saw Knightair re hash some of their timetable, presumably to entice additional passengers by offering more convenient times. Full details are not known at the moment. However Belfast International service NE167 departs on weekday evenings at around 1700 instead of the original scheduled 1815. The tea time Isle of Man NE909 now departs around 1730, instead of the originally scheduled departure time of 1830. The NE 816 Aberdeen service also now departs at 1730 instead of the original 1825. Finally the Leeds - Southampton - Leeds, NE813/816 appears to have been cancelled. The cancellation of the Southampton service makes a great deal of sense, as the Knightair and ATS Vulcan service used to leave Southampton at 1700 and 1715 respectively and arrive at Leeds at 1800 and 1815. Hopefully full details of the revised times will appear in next months C.A.N.

AIRPORT NEWS

Bournemouth International has been bought by coach group National Express. The announcement on the 9th February stated National Express will pay £7.13 million for the airport which is been sold by Bournemouth Borough Council and Dorset County Council.

National Express, who already owns East Midlands Airport, believes that Bournemouth offers significant opportunity from congested South East airports.

East Midlands International Airport was officially renamed East Midlands Airport on the 20th December last year!

AIRLINER NEWS

Air Belfast is a new airline which plans to commence services on the 1st March. The airline, which is a subsidiary of Air Bristol, plans a five times daily Belfast to Stansted service using BAC One-Elevens.

Airtours have applied to lease a Boeing 767-3Y0ER from Spanair for the 1995 summer season. The aircraft would either be EC-FCU or EC-FHA.

American Airlines are to introduce a Chicago to Birmingham service on a daily basis. The new service, using Boeing 767's will commence in late May. However American have stated they will cease the service after 12 months should loads not prove satisfactory.

Britannia have warned that passengers who cause disturbances on flights must pay compensation. The airline stated it would not hesitate to take a hard line with disruptive customers. In early February the airline won a civil action against a drunken passenger on a Gatwick to Rhodes flight, who forced the flight to divert to Munich. He has had to pay £17,000 compensation. The week before a man was arrested after a fight on a Britannia flight to Tenerife.

British Midland Noted at East Midlands on the 12th February was BAe A.T.P., G-MANL painted in full British Midland colours. The aircraft is ex Manx Airlines machine G-ERIN. However this particular "Skoda" has already seen service with B.M. in its earlier guise as G-BMYK.

DC-9's noted withdrawn from service include G-BMAM at Southend and G-PKBD at East Midlands. Both examples retained their B.M. livery but all logos and titles had been removed. Incidentally G-BMAM's last passenger service with B.M. was "BD414"

Leeds/Bradford to Heathrow on 2/1/95. G-BMAK departed East Midlands on 2nd January on delivery to Sun City Airways of South Africa.

Cathay Pacific Airways were due to receive their first Airbus A.330 in February. The aircraft will be the first Airbus to be certified with Rolls-Royce Trent 700 engines.

City Air Bus Commenced services between Humberside and London City on 25/11/94. Four services operate each weekday. The fleet consists of two, seventeen seat Dornier Do.228's (G-BVTY & G-BVTZ). The airline was due to commence its second route from Humberside to Belfast City in February.

Jersey European Former regular at LBA, Friendship 500 G-JEAG has been sold in Germany as D-ADAP. It's ex-stable mate, G-JEAE was noted at East Midlands on the 12th February in full Channel Express colours.

Loganair Has once again become a Twin Otter operator. The aircraft is used exclusively on the Glasgow to Barra service, and was scheduled to be painted in full British Airways Express colours. (The title B.A. Express baffles me when it is painted on such slow types as Islanders, Twin Otters and Shorts!). Loganair apparently feel the Twin Otter is more suitable to cope with tides and weather conditions at Barra than the B.N. Islanders it replaces.

Singapore Airlines was rated the worlds best airline in 1994, according to a survey of 46 airlines. Singapore scored 28.85 out of 30 in the Zagat survey which is based on a poll of 9394 frequent flyers. Swissair was second with 23.93 points. Cathay Pacific came third. Top U.S. airline was Midwest Express who rated an overall fourth. British Airways ranked 12th. Booby prize for bottom was Russian airline Aeroflot. In response to the question what would you like changed most? Four in ten of those polled listed more comfort.

AIRCRAFT NEWS

McDonnell-Douglas may consider temporary halting of the production of the MD-11. The reason given is a severe order shortage. McDonnell-Douglas emphasised this was "a worse case scenario". The downturn in airliner business has effected McDonnell-Douglas badly. In 1992 they delivered 126 new airliners. The figure for 1994 was 39. The plant at Long Beach, California employs about 10,000 workers. If McDonnell Douglas did decide to mothball production of the MD-11 it would still maintain production of its other airline types, the MD-80 and MD-90.

This news came just one week after **BOEING** announced it was cutting 7000 jobs and scaling back production of Boeing 737 and Boeing 757's because of order shortages.

Tupolev Tu-204 (Due to operate Balkan flights from LBA this summer). Certification of the type was made on the 29/12/94. This was despite the fact that on 2/11/94 the 1st production aircraft suffered a major compressor failure carrying out the final flight of its programme. The aircraft was returning to Moscow after a presentation with 200 passengers at Sochi airport. The compressor failed in one of the AVIADVICATEL PS-90A Turbofans, causing the aircraft to make an emergency landing at Rostov. Fortunately their were no casualties, but the aircraft suffered extensive damage to the engine nacelle area.

OTHER NEWS Germanys environmental minister, Angela Merkel, is trying to strike a blow for short haul airline travel. She is encouraging Germany to press for international agreement to tax aviation fuel like petrol. This would encourage short haul travellers to take the train rather than fly. She said "We are making the car into the environmental bogeyman, but forgetting the catastrophic effects that growing air traffic has on the climate. Dearer airline tickets would make trains more competitive".

CREDITS Air Britain News, Financial Times, Aircraft Illustrated, Teletext, N. Claughton

YOUR PERSONAL COPY!

Most of us, enthusiasts or not, have probably at some time or other brought the in-flight magazine back home only to throw it away a few weeks later!. Just what we get from reading them varies from one person to another and also depends of course on the content. Knowing a few people who globe trot for one reason or another has enabled me to study mag's from far and wide, here are a few reflections from copies accrued in the last few months

GOLDEN FALCONS December issue from GULF AIR, published in London and printed in Bahrain is both colourful and has some good reading with the about two thirds in English and the last third in Arabic. The main articles cover Bahrain, Wedgwood pottery, an expedition across Greenland and a look at Arabian Horses. News included about the Airline itself told of sponsorship for Footballs Gulf Cup last November, details of generous help with transport and tickets for UNICEF, and a mention of their newest route flying to New York via Larnaca. Details of the fleet at the close of last year amounted to 3- A340/300s, 11- A320s, 1- 737/200, 18- 767/300ERs and 2 TriStars, since early 1993 the 737s have been reduced from 8, 6 TriStars have gone and the first of six A340s have appeared. As part of a US\$10 million investment a multi-channel in flight entertainment system has been introduced to the 767s and A340s. 1994 also saw a Boeing 757 freighter join the fleet. A brief history of the airline reveals that former RAF officer Frederick Bosworth who was backed by local businessmen, turned his joyriding 7 seater Anson Mark 1 into the very start of a commuter service in the Gulf. Gulf Aviation was registered in March 1950, further aircraft were added for services to Doha and Sharja, charter and oil contracts provided steady income and in 1951 BOAC became a major shareholder. With new capital the fleet in 1961 stood at 2 DC3s, 4 Herons and two Doves, then in the mid-sixties two F27s and a pair of Beechcraft B80 Queen Airs were added. In 1969 a BAC 1-11 arrived followed the next year by a chartered BOAC VC -10 for the new service to London. In 1973 Gulf Air was established following the purchase of Boas shares by the governments of Bahrain, Oman, Qatar and the UAE. The Golden Falcon service routes to Beirut, Cairo and Bombay commenced in January 1994 on three VC-10s, later that year a fourth VC-10 came with a third '1-11. Within two years Tri-stars and 737s expanded the fleet and an ever increasing staff were recruited for training and new maintenance facilities. In 1982 and '83 they won the title of 'Best Airline to the Middle East' and by 1985 there were 42 different nationalities, speaking 23 languages amongst the 4,500 personnel. The first two 767s arrived 3 years on, in 1990 Singapore and Sydney appeared in the timetable, 2 years later they took delivery of their initial A320 and opened the new HQ in Bahrain. A flight simulator was installed in Doha, Qatar the year before last by which time a total of 51 cities were being served. Just a final general mention regarding the magazine goes to the watch advertisements!!, a total of 15 different very expensive looking specimens are featured and perhaps reveal something of the wealth of the typical Gulf Air customers?.

THE AUSTRALIAN WAYS 160 October pages from Qantas is another offering with gloss laminated cover but this one has a fold-out world map at the back complete with distances (kms) and journey times on the International routes. The London to Sydney via Singapore route clocking up a total of 17,174 kms with the longest single hop being the 12,050 kms for the 14.45 hrs stretch between Sydney and Los Angeles. Last winter the 747-438 in charge of 'Qantas 11' departed every day at 15.45, with an added service at 22.30 on days 3, 5 and 7. Other types of aircraft also flew on the remaining 8 connections per week between these cities via Auckland and Honolulu. Next to this map comes the domestic routes and for those of us not yet lucky enough to have been 'down under', the busiest areas are down the east side. The longest domestic duration is a healthy 4hrs 10 mins from Brisbane to Darwin by 737, with several hops being less than 30 minutes. The shortest being just 42 kms for a 20 minute twin otter service between Brampton island and Mackay!. During 1994 Qantas increased its flights by 170, amounting to an extra 30,000 seats and in November, the smaller carrier Airlink helped increase the domestic destinations to 53. Meanwhile the international destinations were to climb to 93 in September with services to Osaka, the first of these arriving in the shape, or should it be colours, of the now famous bright red 747-400 complete with giant kangaroos. The design which is called Wunala Dreaming was carried by VH-OJB into the new Kansai airport, situated in Osaka bay and is a blend of contemporary graphic style with traditional aboriginal motifs. It is said that in aboriginal dream journeys, spirit ancestors in the form of Kangaroos (Wunala) made tracks that lead from camps to the waterholes enabling the people to get food and water. Besides the base red of the airline the natural colours of Australia are to be seen on the fuselage with red centre sands, blue purple mountains, green bush from the wet season and rocky creek beds. Digitalised on computer, the design was magnified 100 times to produce 2 kilometres of tracing paper, for 67 patterns needing 800 litres of paint and taking 12-24hr days to apply. The first feature in this magazine covers last years salute by two pilots who set out to re-enact the inaugural flight from England to Australia, made by the brothers Ross and Keith Smith in the Vickers Vimy G-EAOU back in 1919. Hearing about Alcock and Browns triumph across the Atlantic, Billy Hughes the then Prime Minister down-under, offered a prize of \$50,000 for the first to fly from London in no more than 30 days!!. Of the six crews that set out, some vanished, one was imprisoned in Yugoslavia, others were attacked in the desert and only the Smith brothers made it in the allowed time - nine months ahead of a second aircraft!. Flying for 27 days in open cockpits they had to endure amongst other things, frozen sandwiches and snowed-up goggles, Ross Smith was quoted as saying "This sort of flying is rotten, the cold is hell, I am a silly ass for ever embarking on the flight ". Qantas was formed a few months after this flight and the fleet commenced with two war-disposal bi-planes. The first route was between Charleville, Longreach and Cloncurry, the lumbering Armstrong Whitworth completing the 480km journey in 5 hours, the company's first ever passenger used to spend 8 months enduring the same trip on a Bullock cart!

Alan Sedgwick

further afield



*global topics by
alan sedgwick*

Business Jet safety was called into question at the start of this year after a party of industrialists were killed at Le Bourget (Paris) airport, when the Falcon 20 they were travelling in is thought to have suffered a bird strike. The aircraft built by Dassault in 1972 - one of 470 constructed between 1964 and 1983, was operated by Ledair Uni-Jet of Paris and valued at Ffr 12m. The windy weather is thought to have kept the bird flocks low to the ground and a Falcon 50 also reported bird strikes as it took off later, this led to the question why was one aircraft so fatally affected and not the other. One train of thought is that small jet aircraft with rear mounted fans are more vulnerable than those with front mounted fans. Thinking back to the Air Yorkshire trip on British Midlands DC9 it seems we hit a bird that day despite the immense amount of effort that the LBA put into moving away those Lapwings. Figures reveal that since 1976 there have been 38 commercial accidents attributed to bird strikes, of which seven were business jets

Non Smoking Flights on all the services of Delta Airlines were introduced on the first day of 1995 which make them the largest carrier to have brought in a complete ban. American, Australian and Canadian airlines are amongst the leaders in the no-smoking campaign with Qantas having such flights between Sydney and Europe. B.A., Austrian, Air France, Alitalia and Iberia all have domestic route bans, the latter three also include International services of less than 2 hours. Elsewhere the policy is more 'patchy' with Lufthansa, KLM and SAS abandoning trial schemes, although the German operator is said to have re-introduced a ban on selected domestic routes. Across the 'water' USAs Freedom Airlines are actually providing smoker-friendly flights!

FOKKER of Holland appear to have drawn a blank in Europe with their plans to develop a 120 seat twin-jet to follow their F70 and F100 and have had talks with companies in Asia. It seems this region of the Pacific is looking for a Partner to enable less reliance on the large USA and European aircraft manufacturers, but allow them to build using joint expertise. Our own BAe has previously failed in bids to merge 'RJ' operations with Taiwan Aerospace and it is understood that Fokker (51% controlled by Germany's- Daimler-Benz) have looked at joining up with BAe and ATR. Fokker are currently building their two jets at the rate of 40 per annum and have orders for more than 300.

TAP of Portugal who are aiming to be in profit by 1997, -for the first time in 20 years, is said to be no nearer to securing its future despite the injection of around two thirds of one billion pounds in state aid last summer. A plan approved by the European commission would see its fleet of Airbus, Boeing and Lockheed jets trimmed down from 38 to 32, with staff being slashed by more than one quarter.

FRANKFURT = *Das ist nicht gut!*, No, that is not good!, according to some damning reports about the new terminal at Frankfurts busy airport. Following last years horror stories regarding the much delayed new airport at Denver, we now hear that all is not well at the German city's terminal 2 complex, opened last Autumn. Built at a cost of over £1bn it is said that looks have taken precedence over practicality with the absence of any roof over the taxi rank, departure and arrival boards that are too small and toilets, some of which are too small, and are hidden away behind check-in counters. A polished granite floor in the 600m concourse has had to be covered with a film of plastic because it became slippery to wet shoes and a safety body has banned baggage carts from both the escalators and lifts which has led to a lot of manhandling, leading to the provision of special assistants and looks of sheer astonishment!. Chaos also reigns at busy times on the platforms of the overhead link line between the terminals due to passengers having to board and alight at the same side. Designed with the new breed of 600+ seater aircraft in mind there are just eight air-bridged parking slots compared with 39 at Terminal 1, that should keep the busses busy charging out to the rest of the stands!!. Despite all the apparent gloom Frankfurt can still point to its top European spot, handling over 30 million passengers which should rise to 40,000,000 in another 5 years. A further £3bn has been penciled in for expansion towards the year 2000, some of this will be used to put things right, plans for which it is said, were actually made during the current construction!!.

SWISSAIR are hoping to be allowed by the European Union to take more than a 49% share in Belgiums Sabena. Talk of an investment of BF12 billion would enable the purchase of shares held by the Finacta Group that includes Air France. Swissair partners Austrian, Delta, and Singapore are happy with the plan but SAS appear undecided.

AIR FRANCE is shedding some of its aircraft and is said to have cancelled orders for new ones as part of its survival plan. Two thousand jobs have already been lost and a further 2,000 are to go this year. The additions to the fleet were to include seven A340s, four 747s and a half dozen or so 737/767s.

IN BRIEF... Alitalia are to ask the European Union to allow them a state cash injection following similar rescues for Air France, Aer Lingus, Olympic, Sabena and TAP. Approval for Iberia is pending.....**Boeing** deliveries went from 330 to 270 last year whilst a figure of 230 is forecast for this years total. However production of the 767 is up and the 777 should appear this May despite the shedding of 7,000 employees!.....**United's** 'Shuttle by United' division is increasing its frequencies on eight West Coast routes. Last Octobers launch figure of 184 daily departures has now risen to 340.....**McDonnell Douglas** deliveries fell from 126 in 1992 to just 39 last year and manufacture of the MD-11 may be put on to 'Pause'!.....**Samsung** say the purchase of two A340/767s and enquiries about F70/100s are for in-house needs and not with a view to starting up a third South Korean airline, - worrying Asiana and Korean Air.....**Lufthansa** have turned losses of Dm92m in 1992 into an estimated Dm230m for 1994!!.

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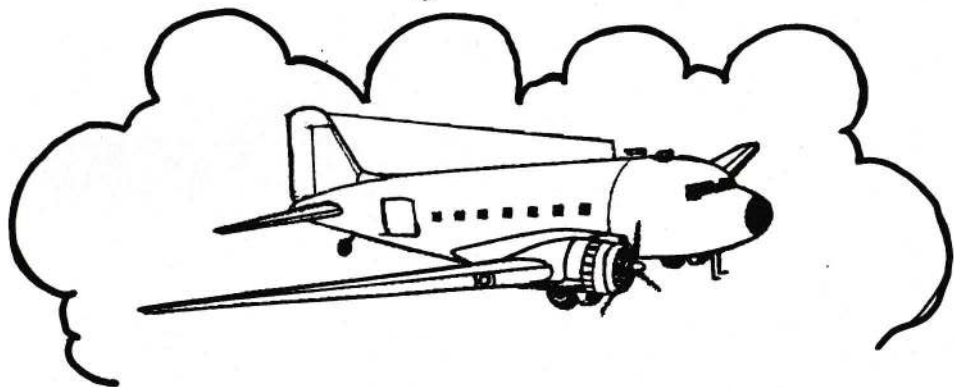
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on 0943-875137 - John 0113-2-503766

SHE FLEW ALONE ACROSS THE WORLD

With Qantas 747s connecting England and Australia, a flight down under is now routine. But when Amy Johnson took off for Australia on May 3rd, 1930 in nothing more robust than a de Havilland Gipsy Moth, the world held its breath. But she made it; landing there on May 24th. The biplane, named Jason and registered G-AAAH, had only one engine; so as might be expected, this long solo flight wasn't without danger.

She took off from Croydon. And between there and Vienna, she had to fly part of the way with her head out of the cockpit because escaping fumes caused an attack of nausea.

The trip nearly ended in Turkey. Clouds reduced visibility to such an extent that Miss Johnson almost crashed into the Taurus Mountains. Later the plane flew into a sandstorm near Baghdad. Amy landed. Then she covered the engine to protect it before waiting for the storm to end. Yet even that wasn't without danger. Wild dogs roamed the area, so she had to keep watch with a revolver handy in case they attacked. But despite these hardships and a faulty plug, Amy Johnson landed at Karachi on May 10th, having beaten the previous London to India record by two days.

The flight from there to Australia had its moments, too. There was Burma. Here she landed in a college sports field; an error that resulted in a buckled wing. But helped by some students, a make-shift repair was effected. In Timor Amy came down in a field containing big anthills, and take-off was impossible until a priest and some natives had constructed a runway.

Australia was reached on May 24th. A tremendous crowd greeted this former lawyer's secretary who was the first woman to fly solo across the world. Telegrams poured in. Senders included King George V, King Albert of Belgium and aviator Louis Blériot. Songs were written about her. One, simply called "Amy," had words by Joseph George Gilbert and music by Horatio Nicholls. But this wasn't the only recognition she received because, on June 3rd, 1930, she was made Commander of the Order of the British Empire.

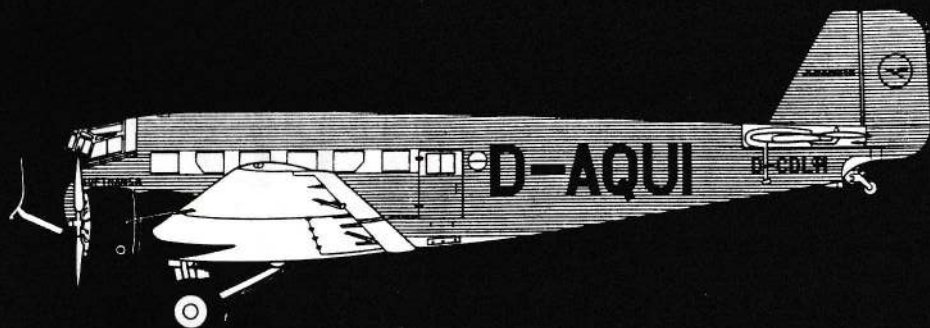
Then on August 4th, when she stepped out of an Imperial Airways airliner in England, the welcoming party included two government ministers. As she was driven into central London, cheering crowds lined the streets, and at the famous Savoy Hotel she was presented with a cheque for £10,000 from the Daily Mail.

Other long flights followed. One was to Japan. But this time Jack Humpreys, a mechanic, went with her. They left Lympne, Kent on July 28th, 1931, and reached Japan on August 6th; the plane being a de Havilland Moth named Jason II.

On May 9th, 1932, Amy Johnson and Jim Mollison, another well known pilot, announced their engagement. The wedding was on July 29th, 1932 at St. George's Church, off Hanover Square, London. Unfortunately the marriage didn't last and eventually divorce proceedings began.

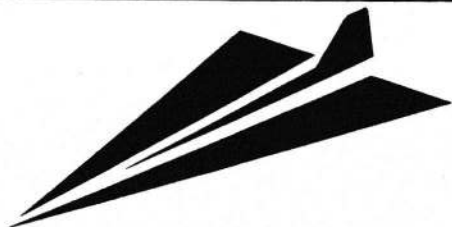
Meanwhile, Amy continued flying. She beat her husband's record from England to Cape Town, South Africa by ten hours; then in May, 1936 broke her own record, landing there after a flight lasting 3 days, 6 hours, 26 minutes.

In 1940 she joined Air Transport Command as a ferry pilot, and died on January 5th, 1941 when the Airspeed Oxford she was flying crashed into the sea.



Visited L·B·A 21·9·94

Manufacturer	Junkers Ju 52/3m	
Registration	(old) D-AQUI	(new) D-CDLH
Engine	3 Nine-cylinder radials Pratt & Whitney PW 1340 S1 H1 Wasp	
HP	3x600	
Crew	Cockpit 2 (+1)	Cabin 1
Passenger seats	16	
Wing span	29.25 m	
Length	18.90 m	
Height	6.10 m	
Max. take-off weight	10.9 t	
Fuel capacity	2100 l	
Take-off speed	120 km/h	
Cruising speed	170 km/h	
Max. range/time	1000 km/5 hours	
Take-off distance	500 m	
Landing distance	350 m	



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