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|---|--------------|
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**COMMITTEE**

Mr.P.Windsor, Mr.D.Stenning, Mr.J.Dale, Mrs.N.Barrett, Mrs.A.Johnson, Mr.P.LeFroy, Mr.D.Bates.

**CHAIRMAN'S CHAT**

This months chat is mainly IMPORTANT NOTICES.

**FIRST**

The April meeting is to be held on Sunday 14th April i.e. the second Sunday in the month. (Sunday 7th is Easter).

**SECOND**

Following last years very successful 21st Anniversary Dinner we decided not to wait until 2024 (fifty years), but to have a Dinner this year. It will be held on Friday 26th April, 7.30 for 8.00pm. at the same venue (The Peasehill House Hotel, Rawdon). The cost is £14.00 per head. If you wish to book please contact David Bates on 0113 250 2694.

**THIRD**

Your new membership cards are enclosed with this issue, please check your envelope carefully.

**FOURTH**

The first main trip of 1995 takes place on Wednesday 10th April 1995 to Mildenhall and Lakenheath, Max. 25 persons. See page 24 for full details, this should be an excellent visit so please give it your full support.

Terry Sykes has produced a 16 page listing of Yorkshire Airfield Resident Aircraft and this is available to all members for £1.00. This is invaluable to members visiting local airfields.

Finally our Treasurer is monitoring our finances very carefully. The new style magazine, including postage, envelope and label cost about £1.03. Twelve of these for £11.00 represents very good value, but we will have to hold the odd raffle and rattle the begging bowl at future meetings if we want to balance the books in November.

**SOCIETY MEETINGS**

March 3rd (14.30) Bob Nash, former S.A.T.C.O. at L.B.A.

April 14th (note the date) Dave Tappin, an illustrated talk on Ernst Udet, German WWI fighter ace, barnstormer and architect of the Luftwaffe in WWII.

5th May Frank Twitchett, former Battle of Britain Hurricane Pilot, talk and video.

**CREDITS**

Terry Sykes, Eric Martin, Dave Wooler, Alan Sedgwick, Andy Barker, Leslie Scheftsik, Geoff Lee.

# Leeds/Bradford Movements

January 1996

|                       |      |                       |      |
|-----------------------|------|-----------------------|------|
| 01 Monday             |      |                       |      |
| G-BYAK Boeing 757     | 1335 |                       |      |
| 02 Tuesday            |      |                       |      |
| G-BYAK Boeing 757     | 0115 | G-BVZG Boeing 737 500 | 1041 |
| G-BVKA Boeing 737 500 | 1332 |                       |      |
| 03 Wednesday          |      |                       |      |
| EI-FKE Fokker 50      | 1637 | G-UKTA Fokker 50      | 1645 |
| G-ORJB Citation       | 1657 | G-BXEG ATR-42         | 1822 |
| G-OBMD Boeing 737 300 | 1832 | EI-FKE Fokker 50      | 1937 |
| G-JEAG Friendship     | 1954 | OO-DTI Brasilia       | 1958 |
| G-BVEF ATR-42         | 2044 | G-UKTA Fokker 50      | 2053 |
| G-ATMI HS 748         | 2124 | G-OBMY Boeing 737 300 | 2143 |
| G-BLZT Short 360      | 2149 | G-BYAC Boeing 757     | 2154 |
| G-UKTC Fokker 50      | 2233 | G-JEAG Friendship     | 2253 |
| 04 Thursday           |      |                       |      |
| G-UKTA Fokker 50      | 1038 | G-BVJC Fokker 100     | 1251 |
| G-BLZT Short 360      | 1343 | OO-MTD Brasilia       | 1441 |
| ZE701 BAe 146 CC.2    | 1459 | G-MAUD BAe ATP        | 1503 |
| G-UKTC Fokker 50      | 1509 | G-BVZI Boeing 737 300 | 1517 |
| G-JEAG Friendship     | 1603 | EI-FKA Fokker 50      | 1633 |
| G-UKTA Fokker 50      | 1647 | G-BVEC ATR-42         | 1719 |
| F-GILM Corvette       | 1725 | G-ELDH DC9            | 1819 |
| G-ORJB Citation       | 1843 | G-MAUD BAe ATP        | 1916 |
| G-JEAG Friendship     | 1924 | EI-FKA Fokker 50      | 1940 |
| OO-DTG Brasilia       | 1955 | G-BLZT Short 360      | 2032 |
| G-BUEA ATR-42         | 2037 | G-UKTC Fokker 50      | 2044 |
| G-UKTA Fokker 50      | 2050 | G-BVJC Fokker 100     | 2127 |
| G-BEJD HS 748         | 2133 | G-JEAG Friendship     | 2203 |
| 05 Friday             |      |                       |      |
| G-UKTA Fokker 50      | 1611 | G-BUEB ATR-42         | 1715 |
| OO-DTI Brasilia       | 2003 | G-UKTC Fokker 50      | 2104 |
| G-UKTA Fokker 50      | 2119 | G-BEJD HS 748         | 2125 |
| G-BVKA Boeing 737 300 | 2130 | G-BLZT Short 360      | 2141 |
| 06 Saturday           |      |                       |      |
| G-BOXR GA-7 Cougar    | 1228 | G-BOXR GA-7 Cougar    | 1345 |

|                      |           |                       |           |
|----------------------|-----------|-----------------------|-----------|
| 07 Sunday            |           |                       |           |
| G-UKTA Fokker 50     | 1130      | G-BVZH Boeing 737 500 | 1312      |
| G-GREN Cessna T310R  | 1320      | G-BUEB ATR-42         | 1343      |
| G-JEAG Friendship    | 1433      | OO-DTI Brasilia       | 1441      |
| G-UKTA Fokker 50     | 1512      | G-UKTC Fokker 50      | 1542      |
| G-MAUD BAe ATP       | 1642      | G-JEAG Friendship     | 1835      |
| G-UKTA Fokker 50     | 1942      | EI-FKB Fokker 50      | 1944      |
| OO-MTD Brasilia      | 1949      | G-BVJC Fokker 100     | 2003      |
| G-BUEB ATR-42        | 2016      | G-UKTC Fokker 50      | 2050      |
| G-JEAG Friendship    | 2131      | G-ELDH DC9            | 2207      |
| G-BYAK Boeing 757    | 2231      |                       |           |
| 08 Monday            |           |                       |           |
| G-BFLH Seneca        | 0837      | G-UKLC Boeing 737 400 | 0848      |
| EI-FKE Fokker 50     | 0858      | G-BLZT Short 360      | 0917      |
| G-MAUD BAe ATP       | 0930      | G-BVJA Fokker 100     | 0934      |
| G-BVEF ATR-42        | 0937      | G-JEAG Friendship     | 0943      |
| XZ641 Lynx AH.7      | 0945      | OO-DTI Brasilia       | 1041      |
| G-UKTA Fokker 50     | 1115      | G-UKTC Fokker 50      | 1202      |
| G-BVJA Fokker 100    | 1250      | G-BYAK Boeing 757     | 1301      |
| G-JEAG Friendship    | 1424      | OO-DTL Brasilia       | 1451      |
| G-UKTA Fokker 50     | 1507      | G-BVJA Fokker 100     | 1535      |
| EI-FKD Fokker 50     | 1624      | OE-FAY King Air 200   | 1633 1918 |
| G-UKTC Fokker 50     | 1644      | G-BVEF ATR-42         | 1714      |
| G-BLZT Short 360     | 1740      | G-JEAG Friendship     | 1800      |
| G-BVJD Fokker 100    | 1825      | G-MAUD BAe ATP        | 1923      |
| EI-FKD Fokker 50     | 1928      | G-UKLC Boeing 737 400 | 1938      |
| OO-DTI Brasilia      | 1955      | G-BUEB ATR-42         | 2015      |
| G-BLZT Short 360     | 2037      | G-UKTA Fokker 50      | 2055      |
| G-UKTC Fokker 50     | 2102      | G-JEAG Friendship     | 2111      |
| G-BVJD Fokker 100    | 2132      | G-DAAL HS 748         | 2138      |
| 09 Tuesday           |           |                       |           |
| G-BYAK Boeing 757    | 0020      | G-BYAP Boeing 757     | 0622      |
| EI-FKD Fokker 50     | 0854      | G-BLZT Short 360      | 0912      |
| G-BVEC ATR-42        | 0915      | G-MAUD BAe ATP        | 0924      |
| G-JEAG Friendship    | 0931      | OE-FAY King Air 200   | 0935 1233 |
| G-BVJD Fokker 100    | 0938      | 9H-ABF Boeing 737     | 0940      |
| G-UKTC Fokker 50     | 1017      | OO-DTG Brasilia       | 1046      |
| G-BLMX Cessna FR172H | 1058 1235 | G-UKTA Fokker 50      | 1110      |
| G-BBEF Tomahawk      | 1115      | G-BGZW Tomahawk       | 1215      |
| G-BVJD Fokker 100    | 1228      | G-KONG T67 Firefly    | 1231      |
| G-ARFL Cessna 175B   | 1245      | G-BYAW Boeing 757     | 1356      |
| G-JEAG Friendship    | 1400      | OO-DTO Brasilia       | 1443      |
| G-UKTC Fokker 50     | 1501      | G-BVJD Fokker 100     | 1522      |
| EI-FKC Fokker 50     | 1611      | G-UKTA Fokker 50      | 1642      |
| G-BVEC ATR-42        | 1706      | G-JCFR Citation II    | 1709      |
| G-BLZT Short 360     | 1727      | G-JEAG Friendship     | 1748      |
| G-BVJC Fokker 100    | 1816      | G-MAUD BAe ATP        | 1912      |
| EI-FKC Fokker 50     | 1922      | OO-DTL Brasilia       | 1958      |
| G-BUEB ATR-42        | 2014      | G-BLZT Short 360      | 2021      |
| G-UKTA Fokker 50     | 2049      | G-UKTC Fokker 50      | 2051      |
| G-JEAG Friendship    | 2059      | G-AVMP BAC 1-11       | 2102      |
| G-BVJC Fokker 100    | 2126      | G-DAAL HS 748         | 2134      |
| 10 Wednesday         |           |                       |           |
| G-BYAW Boeing 757    | 0033      | G-SWET Citation       | 0701      |
| EI-FKC Fokker 50     | 0819      | G-BLZT Short 360      | 0919      |
| G-MAUD BAe ATP       | 0920      | G-BVED ATR-42         | 0931      |
| G-BVJC Fokker 100    | 0934      | G-JEAG Friendship     | 0939      |
| G-UKTC Fokker 50     | 0952      | OO-DTG Brasilia       | 1040      |

|                       |              |                     |           |
|-----------------------|--------------|---------------------|-----------|
| G-UKTA Fokker 50      | 1114         | G-BVJC Fokker 100   | 1222      |
| G-BOXR GA7 Cougar     | 1251         | G-JEAG Friendship   | 1354      |
| OO-DTI Brasilia       | 1444         | G-UKTI Fokker 50    | 1506      |
| VR-CPR Cessna 421C    | 1524         | G-BVJC Fokker 100   | 1536      |
| EI-FKE Fokker 50      | 1610         | G-SWET Citation     | 1645      |
| G-UKTA Fokker 50      | 1648         | G-BVED ATR-42       | 1709      |
| G-BLZT Short 360      | 1718         | G-JEAG Friendship   | 1752      |
| G-BYAW Boeing 757     | 1756         | G-BVJA Fokker 100   | 1821      |
| G-AVMP BAC 1-11       | 1845         | G-HAUD BAe ATP      | 1909      |
| EI-FKE Fokker 50      | 1925         | OO-DTG Brasilia     | 2002      |
| G-BVED ATR-42         | 2024         | G-BLZT Short 360    | 2030      |
| G-UKTA Fokker 50      | 2042         | G-UKTI Fokker 50    | 2050      |
| G-JEAG Friendship     | 2057         | G-BVJA Fokker 100   | 2129      |
| G-DAAL HS 748         | 2134         |                     |           |
| 11 Thursday           |              |                     |           |
| G-BUEB ATR-42         | 0952         | G-BVJA Fokker 100   | 1001      |
| N2657N Cessna 421C    | 1006         | G-UKTA Fokker 50    | 1010      |
| G-HAUD BAe ATP        | 1016         | ZE396 BAe 125 CC.3  | 1032 1105 |
| G-UKTI Fokker 50      | 1118         | G-ICFR BAe 125 800B | 1121      |
| G-OBMX Boeing 737 300 | 1234         | G-BOXR GA7 Cougar   | 1259      |
| G-BLZT Short 360      | 1323         | G-BYAW Boeing 757   | 1357      |
| ZE396 BAe 125 CC.3    | 1402         | N80CP Cheyenne II   | 1420      |
| N2657N Cessna 421C    | 1429         | OO-DTL Brasilia     | 1441      |
| G-UKTA Fokker 50      | 1505         | G-JEAG Friendship   | 1516      |
| G-BVJA Fokker 100     | 1533         | EI-FKF Fokker 50    | 1614      |
| G-UKTI Fokker 50      | 1644         | G-BVEC ATR-42       | 1715      |
| G-BLZT Short 360      | 1727         | G-JEAG Friendship   | 1816      |
| G-BVJA Fokker 100     | 1830         | G-BVED ATR-42       | 2042      |
| G-BLZT Short 360      | 2047         | G-UKTI Fokker 50    | 2050      |
| G-UKTA Fokker 50      | 2059         | EI-FKB Fokker 50    | 2101      |
| G-JEAG Friendship     | 2106         | G-DAAL HS 748       | 2139      |
| G-HAUD BAe ATP        | 2145         | G-BVJA Fokker 100   | 2152      |
| G-BYAW Boeing 757     | 2156         |                     |           |
| 12 Friday             |              |                     |           |
| G-BLZT Short 360      | 0919         | G-HAUD BAe ATP      | 0924      |
| G-BVJA Fokker 100     | 0927         | G-BUEA ATR-42       | 0934      |
| G-JEAG Friendship     | 0944         | G-UKTI Fokker 50    | 1002      |
| OO-DTL Brasilia       | 1039         | G-UKTA Fokker 50    | 1121      |
| EC-FJZ Boeing 737 300 | 1124         | G-BVJA Fokker 100   | 1233      |
| G-OJCB JetRanger      | 1301         | G-JEAD Friendship   | 1410      |
| OO-MTD Brasilia       | 1442         | G-UKTG Fokker 50    | 1455      |
| G-BVJA Fokker 100     | 1526         | EI-FKB Fokker 50    | 1615      |
| G-UKTA Fokker 50      | 1654         | G-BXEG ATR-42       | 1716      |
| G-BLZT Short 360      | 1753         | G-JEAD Friendship   | 1757      |
| G-BVJA Fokker 100     | 1825         | G-HAUD BAe ATP      | 1915      |
| EI-FKB Fokker 50      | 1921         | OO-DTL Brasilia     | 1955      |
| G-BLZT Short 360      | 2025         | G-UKTA Fokker 50    | 2056      |
| G-UKTG Fokker 50      | 2100         | G-JEAD Friendship   | 2105      |
| G-BUEB ATR-42         | 2116         | G-BEJD HS 748       | 2132      |
| G-BVJA Fokker 100     | 2134         |                     |           |
| 13 Saturday           |              |                     |           |
| EI-FKB Fokker 50      | 0856         | G-BVJA Fokker 100   | 0925      |
| G-UKTG Fokker 50      | 1008         | G-JEAD Friendship   | 1014      |
| OO-DTG Brasilia       | 1038         | G-UKTA Fokker 50    | 1138      |
| G-JBAC Bandeirante    | 1200         | G-BVJA Fokker 100   | 1231      |
| G-SHIV GA7 Cougar     | 1311         | G-JEAD Friendship   | 1439      |
| G-UKTG Fokker 50      | 1457         | EI-FKE Fokker 50    | 1609      |
| N809SW Cheyenne II    | 1711 New res | G-BVJA Fokker 100   | 1818      |

## 14 Sunday

|                   |      |                   |      |
|-------------------|------|-------------------|------|
| EI-FKE Fokker 50  | 0857 | G-BVJA Fokker 100 | 0927 |
| G-BVJA Fokker 100 | 1228 | G-SHIV GA7 Cougar | 1253 |
| G-JEAD Friendship | 1303 | G-BVEF ATR-42     | 1328 |
| OO-DTG Brasilia   | 1440 | G-UKTG Fokker 50  | 1519 |
| G-BFTF AA5B Tiger | 1635 | G-JEAD Friendship | 1731 |
| G-BVJA Fokker 100 | 1824 | G-MAUD BAe ATP    | 1915 |
| EI-FKE Fokker 50  | 1930 | G-UKTA Fokker 50  | 1938 |
| OO-DTL Brasilia   | 1951 | G-BVEF ATR-42     | 2002 |
| G-UKTG Fokker 50  | 2052 | G-JEAD Friendship | 2117 |
| G-BVJA Fokker 100 | 2128 | G-BYAS Boeing 757 | 2235 |

## 15 Monday

|                  |      |                   |      |
|------------------|------|-------------------|------|
| EI-FKD Fokker 50 | 0928 | G-BYAS Boeing 757 | 1236 |
| EI-FKD Fokker 50 | 2004 | G-BVJC Fokker 100 | 2013 |
| G-UKTG Fokker 50 | 2107 | G-BYAS Boeing 757 | 2341 |

## 16 Tuesday

|                    |          |                     |               |
|--------------------|----------|---------------------|---------------|
| G-BLZT Short 360   | 0734     | G-MAUD BAe ATP      | 0754          |
| EI-FKB Fokker 50   | 0849     | G-MAJC Jetstream 41 | DIV 0852      |
| G-BKYP Boeing 737  | DIV 0911 | G-BUWP BAe ATP      | DIV 0920      |
| G-GNTE SAAB 340    | DIV 0924 | G-GMTA SAAB 34      | DIV 0925      |
| G-GNTG SAAB 340    | DIV 0931 | G-MANH BAe ATP      | DIV 0933      |
| G-BWEX Dornier 228 | DIV 0935 | G-BXEG ATR-42       | 0944          |
| G-ELDH DC9         | DIV 0946 | OY-CLC Jetstream    | DIV 0955 1333 |
| G-DOCO Boeing 737  | DIV 0959 | G-BGDF Boeing 737   | DIV 1003      |
| G-UKTC Fokker 50   | DIV 1013 | EI-CDS Boeing 737   | DIV 1016      |
| G-MAUD BAe ATP     | 1017     | HB-IZG SAAB 2000    | DIV 1022 1243 |
| 9H-ABE Boeing 737  | 1025     | G-BTPF BAe ATP      | DIV 1029      |
| G-BVJC Fokker 100  | 1033     | G-BTPE BAe ATP      | DIV 1035      |
| G-BLZT Short 360   | 1038     | OO-MTD Brasilia     | 1040          |
| G-UKTG Fokker 50   | 1048     | G-BTPG BAe ATP      | DIV 1056      |
| G-BUHK Boeing 737  | DIV 1058 | G-BGDA Boeing 737   | DIV 1110      |
| OO-SDR Boeing 737  | DIV 1115 | G-BGDI Boeing 737   | DIV 1228      |
| G-JEAO Friendship  | 1236     |                     |               |

## 17 Wednesday

|                   |      |                   |          |
|-------------------|------|-------------------|----------|
| G-BVJA Fokker 100 | 0638 | G-MAUD BAe ATP    | 0646     |
| G-BYAS Boeing 757 | 0728 | EI-FKF Fokker 50  | 0852     |
| G-BVED ATR-42     | 0943 | G-BVKB Boeing 737 | 500 1022 |
| OO-DTL Brasilia   | 1053 | G-UKTC Fokker 50  | 1125     |
| G-UKTG Fokker 50  | 1235 | G-BVJA Fokker 100 | 1339     |
| G-JEAD Friendship | 1417 | G-BLZT Short 360  | 1430     |
| N1224S Cessna 425 | 1445 | OO-DTO Brasilia   | 1455     |
| G-UKID BAe 146    | 1504 | G-BVJD Fokker 100 | 1531     |
| G-MAUD BAe ATP    | 1601 | EI-FKE Fokker 50  | 1624     |
| G-BLZT Short 360  | 1718 | G-BVED ATR-42     | 1721     |
| G-BYAS Boeing 757 | 1748 | G-JEAD Friendship | 1753     |
| G-BVJD Fokker 100 | 1830 | G-UKTG Fokker 50  | 1902     |
| G-MAUD BAe ATP    | 1908 | EI-FKE Fokker 50  | 1927     |
| G-BVEC ATR-42     | 2011 | G-BLZT Short 360  | 2027     |
| G-UKTC Fokker 50  | 2059 | OO-DTO Brasilia   | 2110     |
| G-BEJD HS 748     | 2119 | G-JEAD Friendship | 2134     |
| G-BVJD Fokker 100 | 2140 | G-UKTG Fokker 50  | 2252     |

## 18 Thursday

|                      |      |                   |      |
|----------------------|------|-------------------|------|
| EI-FKD Fokker 50     | 0853 | G-BLZT Short 360  | 0924 |
| G-MAUD BAe ATP       | 0930 | G-BUEB ATR-42     | 0937 |
| G-BVJD Fokker 100    | 0957 | G-JEAD Friendship | 0957 |
| G-UKTC Fokker 50     | 1001 | OO-DTG Brasilia   | 1031 |
| PH-RAZ SA226TC Metro | 1058 | G-UKTG Fokker 50  | 1142 |
| G-BYAS Boeing 757    | 1355 | G-JEAD Friendship | 1402 |

|                       |           |                     |      |
|-----------------------|-----------|---------------------|------|
| G-MAUD Bae ATP        | 1408      | G-OLAH Short 360    | 1425 |
| OO-MTD Brasilia       | 1448      | G-UKTC Fokker 50    | 1457 |
| G-BVJD Fokker 100     | 1543      | G-UKTG Fokker 50    | 1640 |
| G-BXEG ATR-42         | 1712      | EI-CLH Bae 146      | 1715 |
| G-OLAH Short 360      | 1732      | G-JEAD Friendship   | 1748 |
| G-BVJD Fokker 100     | 1853      | G-MAUD Bae ATP      | 1921 |
| EI-FKA Fokker 50      | 1925      | OO-DTG Brasilia     | 1954 |
| G-BUEA ATR-42         | 2023      | G-OLAH Short 360    | 2038 |
| G-UKTC Fokker 50      | 2055      | G-UKTG Fokker 50    | 2104 |
| G-JEAD Friendship     | 2137      |                     |      |
| 19 Friday             |           |                     |      |
| G-UKTG Fokker 50      | 1203      | G-BUEB ATR-42       | 1810 |
| 20 Saturday           |           |                     |      |
| G-UKTG Fokker 50      | 1328      | G-OLAH Short 360    | 1422 |
| EI-FKF Fokker 50      | 1612      | G-UKTC Fokker 50    | 1635 |
| G-BVJA Fokker 100     | 1653      | G-JEAD Friendship   | 1729 |
| G-BVJA Fokker 100     | 1935      |                     |      |
| 21 Sunday             |           |                     |      |
| EI-FKA Fokker 50      | 0911      | G-BVJA Fokker 100   | 0937 |
| G-BRTN Baron          | 1144      | G-BVJA Fokker 100   | 1247 |
| G-JEAD Friendship     | 1301      | G-BVEF ATR-42       | 1330 |
| G-MAUD Bae ATP        | 1423      | OO-DTL Brasilia     | 1438 |
| G-UKTC Fokker 50      | 1453      | G-JEAD Friendship   | 1744 |
| G-BVJA Fokker 100     | 1820      | G-MAUD Bae ATP      | 1906 |
| EI-FKD Fokker 50      | 1926      | G-UKTC Fokker 50    | 1932 |
| OO-DTL Brasilia       | 2008      | G-BVEF ATR-42       | 2037 |
| G-JEAD Friendship     | 2106      | G-BVJA Fokker 100   | 2136 |
| G-UKTG Fokker 50      | 2153      | G-BYAH Boeing 757   | 2300 |
| 22 Monday             |           |                     |      |
| G-MAUD Bae ATP        | 0937      | G-BVED ATR-42       | 0941 |
| G-OLAH Short 360      | 1007      | G-BVJA Fokker 100   | 1010 |
| G-UKTC Fokker 50      | 1024      | G-JEAD Friendship   | 1039 |
| OY-JRP Beech 1900     | 1053 1624 | G-UKTG Fokker 50    | 1103 |
| OO-DTI Brasilia       | 1106      | G-BVJA Fokker 100   | 1302 |
| OO-MTD Brasilia       | 1438      | G-JEAD Friendship   | 1446 |
| G-UKTC Fokker 50      | 1451      | G-BVJA Fokker 100   | 1534 |
| EI-FKA Fokker 50      | 1623      | G-UKTG Fokker 50    | 1634 |
| G-BVED ATR-42         | 1707      | G-MANL Bae ATP      | 1723 |
| G-OLAH Short 360      | 1731      | G-JEAD Friendship   | 1805 |
| G-BVJA Fokker 100     | 1835      | EI-FKA Fokker 50    | 1952 |
| OO-DTI Brasilia       | 1955      | G-MANL Bae ATP      | 2006 |
| G-OLAH Short 360      | 2033      | G-BXEG ATR-42       | 2045 |
| G-UKTC Fokker 50      | 2050      | G-JEAD Friendship   | 2113 |
| G-BVZF Boeing 737 500 | 2130      | G-BVOV HS 748       | 2135 |
| G-UKTG Fokker 50      | 2138      |                     |      |
| 23 Tuesday            |           |                     |      |
| G-BYAI Boeing 757     | 0630      | EI-FKA Fokker 50    | 0904 |
| G-OLAH Short 360      | 0920      | G-MANL Bae ATP      | 0929 |
| G-BVZF Boeing 737 500 | 0933      | G-BVEC ATR-42       | 0937 |
| 9H-ABE Boeing 737     | 0956      | G-JEAD Friendship   | 0959 |
| G-UKTC Fokker 50      | 1006      | OO-MTD Brasilia     | 1041 |
| G-ZEIN T67M Firefly   | 1045      | G-BVJA Fokker 100   | 1144 |
| G-BVZF Boeing 737 500 | 1229      | G-UKTA Fokker 50    | 1314 |
| G-AWAJ Baron          | 1323      | G-AVUT Cherokee 140 | 1347 |
| G-BYAI Boeing 757     | 1350      | G-JEAD Friendship   | 1400 |
| OO-DTL Brasilia       | 1446      | G-UKTC Fokker 50    | 1504 |
| G-BVZH Boeing 737 500 | 1528      | EI-FKA Fokker 50    | 1615 |
| G-UKTA Fokker 50      | 1651      | G-BVEC ATR-42       | 1710 |

|                       |               |                       |               |
|-----------------------|---------------|-----------------------|---------------|
| G-OLAH Short 360      | 1722          | G-JEAD Friendship     | 1759          |
| G-BVZH Boeing 737 500 | 1822          | OY-JRP Beech 1900     | 1832 1934     |
| G-BVJA Fokker 100     | 1903          | EI-FKA Fokker 50      | 1932          |
| G-BXEG ATR-42         | 2013          | G-OLAH Short 360      | 2021          |
| OO-DTG Brasilia       | 2125          | G-UKTA Fokker 50      | 2044          |
| G-UKTC Fokker 50      | 2057          | G-JEAD Friendship     | 2102          |
| G-BVZH Boeing 737 500 | 2133          | G-DAAL HS 748         | 2139          |
| 24 Wednesday          |               |                       |               |
| G-BYAI Boeing 757     | 0030          | G-WRCF King Air 200   | 0710          |
| EI-FKA Fokker 50      | 0908          | G-BVJA Fokker 100     | 0915          |
| G-BVEF ATR-42         | 0919          | G-OLAH Short 360      | 0923          |
| G-OBMY Boeing 737 500 | 0938          | G-JEAD Friendship     | 1000          |
| G-UKTA Fokker 50      | 1008          | OO-DTL Brasilia       | 1045          |
| G-UKTC Fokker 50      | 1102          | G-MAUD BAe ATP        | 1216          |
| G-OBMY Boeing 737 500 | 1222          | G-DASI Short 360      | 1334          |
| SE-DRV BAe 125 800A   | 1356 1649     | G-JEAD Friendship     | 1406          |
| OO-DTI Brasilia       | 1450          | G-UKTA Fokker 50      | 1504          |
| G-WRCF King Air 200   | 1524          | G-OBMP Boeing 737 300 | 1603          |
| EI-FKD Fokker 50      | 1624          | G-UKTC Fokker 50      | 1638          |
| N451GA Gulfstream IV  | 1718 1705(25) | G-DASI Short 360      | 1728          |
| G-BVEF ATR-42         | 1731          | G-JEAD Friendship     | 1755          |
| G-BYAI Boeing 757     | 1759          | G-BVZH Boeing 737 500 | 1816          |
| G-MAUD BAe ATP        | 1917          | EI-FKD Fokker 50      | 1925          |
| OO-DTL Brasilia       | 2008          | G-DASI Short 360      | 2023          |
| G-BXEG ATR-42         | 2026          | G-UKTC Fokker 50      | 2053          |
| G-UKTA Fokker 50      | 2100          | G-JEAD Friendship     | 2105          |
| G-DAAL HS 748         | 2111          | G-BVZH Boeing 737 500 | 2136          |
| G-BLFZ Navajo         | 2205 2220     | G-ATPD HS 125 1B/522  | 2230          |
| 25 Thursday           |               |                       |               |
| EI-FKF Fokker 50      | 0902          | G-DASI Short 360      | 0915          |
| G-BUEB ATR-42         | 0926          | G-BVZH Boeing 737 500 | 0929          |
| G-MAUD BAe ATP        | 0932          | G-JEAD Friendship     | 0954          |
| G-UKTA Fokker 50      | 1016          | N501AT Citation       | 1115 1535     |
| OO-MTD Brasilia       | 1138          | PH-YES Cessna P210N   | 1244 1715     |
| G-BVZH Boeing 737 500 | 1254          | G-JEAD Friendship     | 1412          |
| G-BYAP Boeing 757     | 1422          | OO-DTL Brasilia       | 1449          |
| G-UKTA Fokker 50      | 1505          | G-BBGI Fuji FA200     | 1522          |
| G-BVZH Boeing 737 500 | 1534          | EI-FKB Fokker 50      | 1608          |
| G-UKTC Fokker 50      | 1637          | G-BUEB ATR-42         | 1726          |
| G-DASI Short 360      | 1729          | G-JEAD Friendship     | 1752          |
| OY-JRS Beech 1900     | 1754 1901     | G-BVZH Boeing 737 500 | 1845          |
| G-MAUD BAe ATP        | 1916          | OY-JRS Beech 1900     | 1919 0805(26) |
| EI-FKB Fokker 50      | 1926          | OO-DTO Brasilia       | 1956          |
| G-DASI Short 360      | 2025          | G-BXEG ATR-42         | 2041          |
| G-UKTC Fokker 50      | 2049          | G-JEAD Friendship     | 2108          |
| G-BEJE HS 748         | 2140          | G-BVZH Boeing 737 500 | 2150          |
| G-BYAP Boeing 757     | 2157          | G-UKTA Fokker 50      | 2315          |
| 26 Friday             |               |                       |               |
| G-LEAR Lear Jet 35A   | 0722 0756     | EI-FKC Fokker 50      | 0908          |
| G-DASI Short 360      | 0917          | G-MAUD BAe ATP        | 0928          |
| G-BUEB ATR-42         | 0931          | G-BVZH Boeing 737 500 | 0934          |
| G-UKTC Fokker 50      | 0951          | G-JEAD Friendship     | 1009          |
| EC-FJZ Boeing 737 300 | 1112          | OO-DTL Brasilia       | 1129          |
| SE-DRV BAe 125 800A   | 1139          | G-UKTA Fokker 50      | 1154          |
| G-BVZH Boeing 737 500 | 1235          | G-OLAH Short 360      | 1418          |
| OO-DTO Brasilia       | 1454          | G-JEAD Friendship     | 1515          |
| G-BVZH Boeing 737 500 | 1709          | G-OLAH Short 360      | 1742          |
| EI-FKA Fokker 50      | 1851          | G-UKTA Fokker 50      | 1936          |



|    |                       |      |      |                       |               |
|----|-----------------------|------|------|-----------------------|---------------|
|    | G-JEAD Friendship     | 1938 |      | G-MAUD BAE ATP        | 1949          |
|    | G-OLAH Short 360      | 2040 |      | G-BXEG ATR-42         | 2045          |
|    | G-BEJE HS 748         | 2141 |      | G-BVZH Boeing 737 500 | 2146          |
|    | G-JEAD Friendship     | 2312 |      | OO-DTL Brasilia       | 2316          |
| 27 | Saturday              |      |      |                       |               |
|    | G-UKTC Fokker 50      | 0003 |      | G-UKTA Fokker 50      | 0035          |
|    | G-BAML JetRanger      | 1334 |      |                       |               |
| 28 | Sunday                |      |      |                       |               |
|    | EI-FKE Fokker 50      | 0859 |      | G-BVJD Fokker 100     | 0943          |
|    | G-BVJD Fokker 100     | 1242 |      | G-JEAD Friendship     | 1305          |
|    | G-BXEG ATR-42         | 1336 |      | OO-DTG Brasilia       | 1435          |
|    | G-UKTA Fokker 50      | 1457 |      | G-MANL BAE ATP        | 1649          |
|    | G-JEAD Friendship     | 1726 |      | G-BVJB Fokker 100     | 1821          |
|    | G-UKTA Fokker 50      | 1924 |      | EI-FKA Fokker 50      | 1929          |
|    | G-MANL BAE ATP        | 1935 |      | OO-MTD Brasilia       | 1951          |
|    | G-BXEG ATR-42         | 2019 |      | G-UKTC Fokker 50      | 2050          |
|    | G-JEAD Friendship     | 2107 |      | G-BVJB Fokker 100     | 2128          |
|    | G-BYAG Boeing 757     | 2245 |      |                       |               |
| 29 | Monday                |      |      |                       |               |
|    | EI-FKC Fokker 50      | 0907 |      | G-NAVO Navajo         | 0911          |
|    | G-BVKB Boeing 737 500 | 0922 |      | G-BOIZ Seneca         | 0927          |
|    | G-OLAH Short 360      | 0932 |      | G-BUEB ATR-42         | 0936          |
|    | G-MANL BAE ATP        | 0940 |      | G-JEAD Friendship     | 0955          |
|    | G-ZULU Warrior II     | 1007 |      | G-UKTA Fokker 50      | 1011          |
|    | OO-DTG Brasilia       | 1044 |      | G-UKTC Fokker 50      | 1113          |
|    | G-ZAPI Citation       | 1222 |      | G-BVKB Boeing 737 500 | 1226          |
|    | G-BYAG Boeing 757     | 1246 |      | G-JEAD Friendship     | 1356          |
|    | OO-DTN Brasilia       | 1434 |      | G-BVKB Boeing 737 500 | 1514          |
|    | G-UKTC Fokker 50      | 1518 |      | G-BUEB ATR-42         | 1715          |
|    | G-MAUD BAE ATP        | 1718 |      | G-OLAH Short 360      | 1727          |
|    | G-JEAD Friendship     | 1750 |      | G-OPHJ Cessna 441     | 1813          |
|    | G-OBMY Boeing 737 500 | 1825 |      | EI-FKA Fokker 50      | 2003          |
|    | EI-CDH Boeing 737 500 | 2013 |      | G-MAUD BAE ATP        | 2017          |
|    | OO-DTG Brasilia       | 2020 |      | G-OLAH Short 360      | 2024          |
|    | G-BXEG ATR-42         | 2027 |      | G-UKTA Fokker 50      | 2039          |
|    | G-UKTC Fokker 50      | 2044 |      | G-JEAD Friendship     | 2105          |
|    | G-BVKB Boeing 737 500 | 2124 |      | G-BEJE HS 748         | 2132          |
|    | G-BYAG Boeing 757     | 2354 |      |                       |               |
| 30 | Tuesday               |      |      |                       |               |
|    | HB-VKW BAE 125 800A   | 0840 | 0905 | EI-FKA Fokker 50      | 0907          |
|    | G-BVKB Boeing 737 500 | 0917 |      | G-OLAH Short 360      | 0922          |
|    | 9H-ABT Boeing 737 300 | 0928 |      | G-BVEC ATR-42         | 0932          |
|    | G-JEAD Friendship     | 0943 |      | G-MAUD BAE ATP        | 0946          |
|    | G-UKTA Fokker 50      | 0954 |      | OO-DTN Brasilia       | 1056          |
|    | G-BVKB Boeing 737 500 | 1237 |      | G-BYAM Boeing 757     | 1327          |
|    | G-JEAD Friendship     | 1402 |      | OO-DTL Brasilia       | 1432          |
|    | G-UKTC Fokker 50      | 1452 |      | G-BVKB Boeing 737 500 | 1515          |
|    | EI-FKD Fokker 50      | 1616 |      | G-UKTA Fokker 50      | 1635          |
|    | F-GHPI ATR-42         | 1713 |      | G-OLAH Short 360      | 1729          |
|    | G-JEAD Friendship     | 1748 |      | G-BVKB Boeing 737 500 | 1815          |
|    | EI-FKD Fokker 50      | 1919 |      | G-MAUD BAE ATP        | 1923          |
|    | OO-DTN Brasilia       | 1949 |      | G-BVEC ATR-42         | 2020          |
|    | G-OLAH Short 360      | 2028 |      | G-UKTC Fokker 50      | 2053          |
|    | G-JEAD Friendship     | 2103 |      | G-BVKB Boeing 737 500 | 2117          |
|    | G-BEJE HS 748         | 2133 |      |                       |               |
| 31 | Wednesday             |      |      |                       |               |
|    | G-BYAM Boeing 757     | 0158 |      | OY-BEB King Air C90   | 0816 1535(01) |
|    | EI-FKC Fokker 50      | 0854 |      | G-BUEA ATR-42         | 0921          |

|                       |               |                         |           |
|-----------------------|---------------|-------------------------|-----------|
| G-BVKC Boeing 737 500 | 0924          | G-OLAH Short 360        | 0927      |
| G-MAUD Bae ATP        | 0931          | G-JEAD Friendship       | 0948      |
| G-UKTC Fokker 50      | 1001          | OO-DTG Brasilia         | 1030      |
| G-UKTA Fokker 50      | 1156          | G-BVKC Boeing 737 500   | 1227      |
| G-OBLC Duchess        | 1309          | G-JEAD Friendship       | 1356      |
| OO-DTG Brasilia       | 1441          | G-FFRI Twin Squirrel    | 1445      |
| G-UKTH Fokker 50      | 1452          | G-BVKC Boeing 737 500   | 1517      |
| EI-FKB Fokker 50      | 1616          | G-UKTA Fokker 50        | 1637      |
| G-BVEC ATR-42         | 1707          | G-OLAH Short 360        | 1728      |
| VR-BNZ Gulfstream III | 1732 1559(01) | G-BYAM Boeing 757       | 1743      |
| G-JEAD Friendship     | 1749          | N202MC Mitsubishi MU-2P | 1801 1831 |
| G-BVKC Boeing 737 500 | 1821          | G-MAUD Bae ATP          | 1922      |
| EI-FKA Fokker 50      | 1946          | OO-MTD Brasilia         | 2006      |
| G-BXEG ATR-42         | 2012          | G-OLAH Short 360        | 2021      |
| G-UKTH Fokker 50      | 2041          | G-JEAD Friendship       | 2105      |
| G-BVZF Boeing 737 500 | 2135          | G-BEJE HS 748           | 2139      |

## Diversions inbound on the 16th

The following list shows where the aircraft came from and where it was diverted from;

|                       |           |                       |           |
|-----------------------|-----------|-----------------------|-----------|
| G-MAJC Euromanx 41RM  | EHRD-EGCC | G-BGDF Speedbird 463J | LEMD-EGKK |
| G-BKYP Speedbird 49DE | EBBR-EGCC | G-UKTC UK 789         | EHAM-EGNJ |
| G-BUWP Speedbird 57T  | EGPD-EGCC | EI-CDS Shamrock 661   | LSZH-EGCC |
| G-GNTE Granite 380    | EGPH-EGCC | HB-IZG Crossair 880   | LFSB-EGCC |
| G-GNTA Granite 372    | EGPD-EGCC | G-BTPF Speedbird 55T  | EGPF-EGCC |
| G-GNTG Granite 342    | EGPD-EGNX | G-BTPE Speedbird 53J  | EGPH-EGCC |
| G-MANH Euromanx 00BM  | EGAC-EGCC | G-BTPG Speedbird 592  | EGAA-EGCC |
| G-BWEX Suckling 301   | EHAM-EGCC | G-BUHK Speedbird 34A  | EGKK-EGCC |
| G-ELDH Midland 203A   | EGAA-EGNX | G-BGDA Speedbird 33AM | EHAM-EGCC |
| OY-CLC Newdane 421    | EKBI-EGCC | OO-SDR Sabena 8816    | EBBR-EGCC |
| G-DOCO Speedbird 34C  | EGKK-EGCC | G-BGDI Speedbird 83DM | EDDM-EGCC |

## DECODE

|                         |                    |                |
|-------------------------|--------------------|----------------|
| EBBR Brussels           | EGNJ Humberside    | EHRD Rotterdam |
| EDDM Munich             | EGNX East Midlands | EKBI Billund   |
| EGAA Belfast Aldergrove | EGPD Aberdeen      | LEMD Madrid    |
| EGAC Belfast City       | EGPF Glasgow       | LFSB Basle     |
| EGCC Manchester         | EGPH Edinburgh     | LSZH Zurich    |
| EGKK Gatwick            | EHAM Amsterdam     |                |

## From &amp; To

04) ZE701/Dundee;F-GILM/Le Bourget: 08) XZ641/Middle Wallop;OE-FAY/F & T Graz: 09) OE-FAY/F & T GRAZ: 10) VR-CPR/Guernsey: 11) N2657N/Southend-Gamston return; ZE396/Lyneham-Northolt return;N80CP/Prestwick: 13) N809SW/Glasgow: 17) N1224S/Newcastle: 18) PH-RAZ/F & T Rotterdam: 22) OY-JRP/Dagali-Tirstrup: 23) OY-JRP/F & T Tirstrup: 24) SE-DRV/Stockholm;N451GA/Birmingham-Milan: 25) N501AT/F & T Galway;PH-YES/Biggin;OY-JRS/Tirstrup: 26) SE-DRV/Luton-Stockholm: 30) HB-VKW/Zurich-EMA: 31) OY-BEB/F & T Tirstrup;VR-BNZ/Hawarden-Geneva;N202MC/Dusseldorf-Humberside:

## Overshoots

05) G-SHIV: 08) XX493/CWL76: 09) XX622/UAG93;XX491/CWL78;XX497/CWL70;ZF266/LOP08 11) ZF268/LOP44: 12) XX497/CWL69;XX709/UAG96;XX714/UAG93;XX497(again)/CWL45J; XX493/CWL71;XX620/UAG92Y: 23) XX495/CWL79: 24) XX492/CWL71;XX499/CWL79;XV295/Ascot766: 25) ZF346/LOP19;ZF406/LOP06: 30) XX495/CWL??;ZF450/LOP24: 31) XX709/UAG94:

## LBA movements review, January 1996

A much easier month to type with all the bad weather closing the airport quite a lot, however the quality of what remains is very good. We did manage one good day of inbound diversions (the 16th) when we had 22 logged, these have been listed at the end of the movements with the relevant details of where they were diverted from. This month's foreigners started in style on the 4th with the Corvette 100 F-GILM which arrived as "Air Enterprise 2748". Visiting on the 8th and 9th was the King Air 200 OE-FAY of Air Styria and on the 10th the Guernsey based Cessna 421C VR-CPR made its only visit of the month. Another Cessna 421C was N2657N on the 11th which visited twice that day along with the Cheyenne N80CP which came from Prestwick.

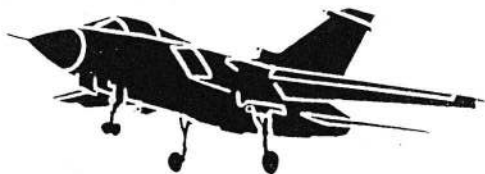
Another Cheyenne arrived from Glasgow on the 13th, this was N809SW which has now replaced Cessna 421 G-BAGO with Demolition Services and which now lives here in the Knight Air hangar. Visiting Knight Air on the 17th was the Cessna 425 N1224S from Birmingham. Using the callsign "Rijnmond 505" on the 18th was the Metro II PH-RAZ from and to Rotterdam.

Danstrans were back on the 22nd with their Beech 1900 OY-JRP arriving with the callsign "Danstrans392P" from Dagali for a flight to Tirstrup. The following day it operated from and to Tirstrup as "Danstrans3922". New on the 24th was BAe 125 800A SE-DRV making the first of two visits this month, the second was on the 26th when it returned from Luton to Stockholm. Gulfstream IV N451GA on the 24th was from Birmingham to Milan, it is registered to Dana Commercial Credit Corp despite still carrying the original Gulfstream Aerospace registration.

The 25th saw another American biz-jet visiting, this time it was the Cessna 501 Citation N501AT of Owners Jet Services Ltd which was from and to Galway, it was joined by two new registrations. The Cessna P210N PH-YES was registered in May 1995 and the Danstrans Beech 1900 OY-JRS which arrived as "Danstrans 3924" is so new I have not yet traced it. OY-JRS departed as "Danstrans 363P" on the 25th to Tirstrup but returned after about 20 minutes with an engine snag and moved round to Knight Air for repairs overnight. Another BAe 125 800A was HB-VKW on the 30th which was from Zurich to East Midlands. To end the month we had Beech 90 OY-BEB and Gulfstream III VR-BNZ both night stopping on the 31st with Mitsubishi MU-2P N202MC passing through en route from Dusseldorf to Humberside.

The military has been sparse this month, BAe 146 ZE701 was "Ascot1923" on the 4th and Lynx XZ641 was "Army 060" on the 8th. BAe 125 ZE396 was "Kitty 24R" when it visited twice on the 11th. Citation II G-JCFR of the Colt Car Co operated from Alicante on an ambulance flight on the 9th as "Chauffair 322" and on the 24th we had HS 125 G-ATPD on another ambulance flight from Oporto as "Lifeline 01". The Cessna 310 G-GREN arrived at Knight Air for maintenance on the 7th and departed on the 23rd. Also in for maintenance was the Bandeirante G-JBAC which arrived on the 13th as "Fairline 701". Yorkshire Light Aircraft handled the Slingsby T67M G-KONG on the 9th which also used the callsign HKG-10 to taxi for a compass swing. Another T67M at YLA was the one destined for the Middle East G-ZEIN which came in on the 23rd from Kirkbymoorside.

The Cessna 335 G-FITZ which has been on rebuild in the Knight Air hangar finally departed on the 31st. Work continues on the new resident Cessna 310 N6834L which is having two new engines and new upholstery among other things but will remain US registered. Seneca G-BOIZ has now gone, it is believed to have departed on the 20th as "Clifton 09". For the Summer things are looking good with the European Football Championships using Elland Road, confirmed for June 15th is an Air Outre Mer DC-10 in at 0855 and out at 2130 and 10 other foreign airlines have enquired about handling for supporters aircraft.



### MILITARY MATTERS AND MILITARY NEWS

From this issue of our magazine, the Military Aviation feature will consist of two pages; Military Matters and Military News. Military Matters will continue to consist of a one-page 'article' on some aspect of military aviation, much as in most previous issues. Military News will consist of snippets of information on the lines of Page 15 of the January '96 issue (Vol 22 No 1).

Any items for inclusion in Military News would be welcomed - and acknowledged. I regularly see Air Forces Monthly, Airforces Research, Strobe magazine, Air Mail (the magazine of The Royal Air Forces Association), Pegasus (the journal of The Parachute Regiment and Airborne Forces), Intercom (the magazine of the Aircrew Association) and the bulletin of the Leeming Aviation Group. I find it impossible, however, to scan all the daily and Sunday press; any items on military aviation from your newspaper would be appreciated. For example, the excellent item 'Dark Blues v Light Blues' in the January issue was kindly supplied by David Tennant from the Daily Telegraph.

### F16s or F22s for the RAF?

The Ministry of Defence is reported to be considering the purchase of either F16 Flying Falcons from General Dynamics or F22 Stealth fighters from Lockheed Martin. Current analysis suggests that the European Fighter Aircraft will not now be ready to enter service until 2006, leaving a gap in the air defence capability of the RAF in that it does not possess a true dogfighter even though the Tornado F3 is a superb interceptor. Estimates reveal that the F16 will be on sale for about £20 million each, the F22 for £71 million. It is alleged that the F22 is being made available at a special price as a favour to America's principal ally, if you believe that, watch out for pigs on the circuit at LBA! I bow to no-one in my admiration for the Americans and their superb country but if you trust them commercially and industrially you are asking for trouble. Lockheed Martin, McDonnell Douglas and Boeing et al would love to squeeze out British Aerospace and the other European aircraft manufacturers. The global shake-out in defence suppliers hinted at in the October '95 issue (Vol 21 No 10) continues apace. (I appreciate that I am making a political point which constitutes my sincerely and strongly-held personal view and not necessarily that of the Society).

### BRITAIN'S CARRIER 'FLEET'

The return of HMS INVINCIBLE from the Adriatic to Portsmouth served as a reminder that the Royal Navy's active carrier fleet currently consists of only two vessels: HMS ILLUSTRIOUS and HMS INVINCIBLE. The Navy's other carrier, the famously-named HMS ARK ROYAL is temporarily inactive as it is undergoing a massive refit. An article about The Ark will appear shortly in Military Matters when up-to-date information about the refit is received.

### ARMY AIR CORPS OUT EAST

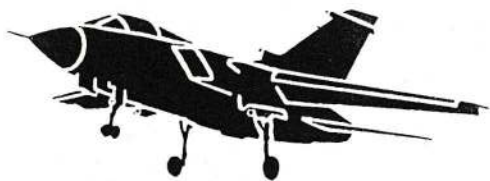
The Army's most easterly aviation detachment is 7 Flight, Army Air Corps. It is also the only British Forces unit to be equipped with the Bell 212 helicopter. Based at Pekan Seria, Brunei, the flight operates in a jungle environment with three of the twin-engined Bell 212s, which are leased from Bristow Helicopters under a four-year contract, carrying up to thirteen lightly-equipped or eight fully-equipped Army personnel. 7 Flight supports a resident battalion of the Royal Gurkha Rifles and alongside the Royal Brunei Armed Forces, also equipped with the Bell.

Sources: Airforces Monthly, Soldier, The Observer, The Mail on Sunday.

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

# 13 Military Matters

Eric Martin.



## MILITARY AVIATION MUSEUMS I (a mini-series) INTREPID SEA-AIR-SPACE MUSEUM, NEW YORK

Moored in the Hudson River on Manhattan's West Side is a unique military aviation museum, based on the former Essex-class USS INTREPID, a 900-foot long aircraft carrier. Launched in 1943, it saw action in the Pacific 1943-45 and was placed in reserve in 1947. In 1951, however, it was renovated and considerably rebuilt, being recommissioned in 1954 and assigned to the Atlantic and the Med; three combat tours of Vietnam followed before final decommissioning in 1970. It was the official Bicentennial Exposition vessel at Philadelphia in 1981 and was preserved as a museum at its present location in 1982.

The official Museum leaflet states that there are forty-plus in the aircraft collection but I only discovered twenty-nine, listed below. In the regrettable absence of a museum guide or even an aircraft list, I laboriously recorded them by hand (not my favourite occupation, hence my aversion to collecting registrations!). In addition to aircraft, the carrier houses a sea museum and a space museum. On the same complex there are five other vessels: the nuclear missile submarine GROWLER, the destroyer EDSON, Coast Guard lightship NANTUCKET, destroyer-escort SLATER and research-survey ship ELIZABETH M. FISHER.

On the carrier a number of displays are devoted the history of Naval Aviation. Wearing my Union Flag, I was delighted to see the caption "most of the naval aviation progress during this period (. . . 1900-1920) was made by Great Britain, at war with Germany" and another caption noted "the end of World War One positioned Great Britain as the undisputed leader in Naval Aviation". There is also an extensive display on lighter-than-air development, as undoubtedly the USA led the way in the naval application of this type of aircraft with airships, blimps and the like. A superb twenty minute film, which runs continuously, "Air Power at Sea" rounds off the exhibits. As befits one of the major manufacturers of naval aircraft, it is sponsored by Grumman.

Bell AH1J Sea Cobra

Bell AH1M Huey

Curtiss Pusher

Grumman A6 Intruder

Grumman F6F5 Hellcat

Grumman TBF1 Avenger (titled "Barbara" and captioned "Lt (jg) George Bush" but I don't believe it although he did fly Avengers!)

Grumman TS2 Tracker

Ling-Temco-Vought A7C Corsair II

Lockheed A12 Blackbird

McDonnell F3B Demon

McDonnell-Douglas A4 Skyhawk

North American F3J Fury

Rockwell International RA5C Vigilante

Sikorsky HH52 Seaguard

Vickers-Supermarine Scimitar F1 (XD220)

(other Scimitars in this XD sequence are listed in "Military Aircraft Markings".)

Bell UH1A Huey

Boeing Vertol H21C Shawnee

Douglas F3D Skynight

Grumman E1B Tracer

Grumman F11F1 Tiger (two aircraft)

Hawker Siddeley AV8C Harrier (British-built but in US Marine Corps Markings)

Lockheed SP2E Neptune

McDonnell-Douglas A4 Skywarrior

McDonnell-Douglas A4D Skyhawk

Republic F84F Thunderstreak (two aircraft)

Sopwith SE5A (replica)

Sikorsky UH34 Seahorse

Acknowledgement With thanks to Allen H Cobert, a volunteer member of the museum staff.

Reference Garrison, P (1990) CARRIER AVIATION Berkley

As far as I am aware, this paperback is not sold in the UK but I would be happy to loan my precious copy to anyone particularly interested in Naval Aviation.

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

The airport has announced that in 1995 930,000 passengers used Leeds/Bradford, the highest ever annual figure. For 1996 the prediction is the airport will at long last break through the magical figure of 1 million passengers.

In a separate announcement the airport reported it has increased its employees by 10% from 1161 in December 1994 to 1276 in December 1996.

June 15th is **THE DAY** to be at Leeds/Bradford this year. This is the date that France plays against Spain at Elland Road. If all the rumours come true I think the Car Parks at Morrisons, Yeadon Dam, The Stoops etc. will all be full of parked French airliners! I will give details as soon as everything gets confirmed, but to give you a taste an Aer Outre Mer DC-10 looks certain.

BBC Teletext re-organised the Air Travel pages at the beginning of February. As a consequence of this Leeds/Bradford arrivals have moved to page 541, and unfortunately we share this page with Newcastle British Airways arrivals (ugh!).

**Air U.K.** reported a total of 62,000 passengers used the Leeds to Amsterdam service in 1995. This represents a 13% increase on the previous year.

**Cityflyer Express** are to cease to operate their flights to Guernsey via Gatwick. The reason is because of the aircraft having to divert away frequently from Leeds the previous night. This means the first flight to Gatwick the next morning is late, while the passengers or aircraft are moved around. This then delays the Gatwick to Guernsey service. When this happens the passengers simply transfer on to Jersey Europeans rival service which leaves Gatwick five minutes after Cityflyer's scheduled departure time. One report states the Leeds flight will go onto Cologne instead from March 3rd.

**Karlog Air** Details of this service are now confirmed as flight 2L101 leaves Billund at 1115 and arrives Leeds/Bradford at 1200. Flight 2L110 leaves Leeds/Bradford at 1230 to arrive Billund at 1515. The service only operates Monday, Wednesday and Fridays. However, presumably because of lack of demand many flights have been cancelled.

**AIRPORT NEWS**

**Belfast City Airport** has had to re-open talks with bidders after the Monopolies and Merger commission ruled against the acquisition plans of neighbouring Belfast International.

The MMC ruled that if both airports were owned by the same company it was a monopoly and would lack competition.

**Birmingham** has had its expansion plans postponed by Solihull's council planning committee. The committee has asked the airport to provide environmental guarantees, including a ban on night flying. Birmingham expects to expand its passenger throughput from the current 5.3 million a year to 9.4 million by 2005.

**Luton** has obtained a £2.8 million grant for the construction of a new railway station to be called Luton Airport Parkway Station. The new station is scheduled to open in 1997. A new link road to the terminal buildings is scheduled to open this month.

**AIRLINE NEWS**

**British Airways** had to ground its newly delivered Boeing 777's for several days in early February. The problem was "kiss" seals of the aircraft's engine thrust reversers had deteriorated more quickly than had been expected and required to be replaced.

**Eurobelgium Airlines** are understood to be in discussion with Virgin chairman Richard Branson. A Virgin spokesman said that a high-speed rail link to Brussels with onward flights to Europe's major cities would fit the company's expansion strategy. Virgin are part of the London and Continental Railways consortium, which is bidding for the Eurostar link. Eurobelgium currently operate 11 Boeing 737's from Brussels, serving many cities on a low cost, no frills basis.

**Malaysia Airlines** have announced a major fleet upgrade. The airline has ordered 15 Boeing 777's and 10 Boeing 747's. Options have been placed on a further 2 '777's and 3 '747's.

**Sabena** commenced services from Humberside to Brussels on January 2nd.

**Scandinavian Airlines** have launched a twice Daily Newcastle to Copenhagen service using Fokker 50's. S.A.S. Fokker 50's are somewhat of a rarity, so it could be worth the trip to see one.

**AIRCRAFT NEWS**

News about aircraft manufacturers this month has been dominated by the financial problems of Dutch manufacturer Fokker. Daimler Benz the majority shareholder announced on January 22nd it was withdrawing financial support to the company. The announcement followed the failure of Emergency talks between the Dutch government and Daimler Benz about injecting cash into the failing company.

Daimler Benz have been keeping Fokker afloat since last August when Fokker announced a first half loss of £260 million. This result was despite the company having delivered some 40 airliners last year. The problem is blamed on the Dutch Guilder to U.S. Dollar exchange rate and the failure of Fokker to replace labour with machines were possible.

Daimler Benz acquired a 51% share holding of Fokker in 1993. Fokker currently employees 7900 employees, but the implications for job losses may also effect Rolls-Royce who supply the Tay engines for Fokker 70's and 100's. Short Brothers of Belfast also supply the wings. Short Brothers parent company, Bombardier of Canada has been named as one of several companies listed as showing interest as been a potential buyer for the company.

Hyundai, of South Korea, who are best known in Britain as a car manufacturer are to move into the aircraft business. In a \$1.1 billion deal with McDonnell-Douglas the company will manufacture wings for the MD-95.

Long term Hyundai hope to develop their own 30 seat airliner and a medium sized helicopter.

Production of the Britten-Norman Trislander is to commence again, albeit in a limited number. Once again the aircraft will be built on a U.K. island, but not the Isle of Wight but Guernsey. Anglo Normandy Aero-Engineering have bought two kits from the U.S.A. where they have been stored since production ceased in 1981. The first aircraft will go to Anglo Normandys sister company Aurigny Air Services, the other has been sold to an unnamed buyer. It is understood further kits are in store should more orders be forthcoming.

Airbus Industrie have announced the launch of the A.330-200, which is an extended range version of the "standard" A.330. A typical aircraft will carry 256 passengers in a three class layout for over 6400 miles. The aircraft will be 5.33 meters shorter than the existing A.330, which can carry 355 passengers over 4,500 miles.

### OTHER NEWS

Thomson, the U.K.'s number one holiday operator in terms of the number of holidays sold, has announce it is to commence offering holidays originating in The Republic of Ireland. The company will commence the summer 1997 season by offering 40,000 holidays from Dublin to the Canary Islands, Mediterranean and Florida Thomson have stated they will use Britannia aircraft for the Florida flights, and the rest would be operated by an Irish airline. It is thought that rival operator Airtours may also enter The Republic market in 1997.

CREDITS Pete Gibson, Steve Jones, Alec Kinghorn, Harry Morrow, Pete Smith, David Tennant, Aircraft Illustrated, Daily Telegraph, Financial Times, Telegraph and Argus, Travel Weekly, T.T.G.,

-Please sent any information for inclusion in this section to:  
David Wooler, 2 Rufford Close, Yeadon, LEEDS, LS19 7QU.



Further afield



Global topics by  
alan sedgwick

Welcome to another months jottings, If you have any news that you think would go in this section then send it to me at:- 12 Beverley Drive, Dewsbury, West Yorkshire, WF12 7NB.

**SALZBURG** Airport has seen an increasing number of British visitors in the past few years and although they are now nearing the end, the winter timetables and info that were recently given to me by a colleague proved interesting all the same. No fewer than eight different U.K. airports dispatch charters to Salzburg this winter, with 5 different airlines flying from Gatwick. Eleven other European or Scandinavian airports also send holiday makers. The Austrians themselves also like to travel and charters venture away to Cuba, four of the Canary Islands, Cyprus, the Dominican Republic, Kenya, Mexico, Portugal and Turkey and the U.K. Used greatly for alpine holidays both in summer and winter it is situated just 4 km south west of the city and has one 2,550 metre runway (16/34) R34 also has an extra 300m stopway and other specifications include ILS/DME Cat 1, VOR/DME, NDB, EFAS, PAPI, runway centre lights and radar. The full hours of operation are 0700-2200, but for scheduled flights this is extended from 0600 to 2300, mainly for the Tyrolean Airways services to/from Innsbruck, Linz, Vienna and Dusseldorf and return from Frankfurt - all operated by Dash-8s and F50's, plus the Lauda Air -Canadair RJ operations to/from Frankfurt and from Paris Orly. Visiting passenger aircraft produce over 18 types including the variants, from the humble J31 up to Boeing 767's and A310's. Further details of the airport reveal a passenger throughput of 1.1 million last year and a facility on site to maintain Dash 8's plus Canadair regional jets.

**AIRTOURS PLC** seem to have gone at such a pace of expansion that it is a wonder how travel agents can keep up with them, it certainly seems a long time ago now that aviation enthusiasts witnessed those first five MD83s. As we entered 1996 their aircraft fleet numbered 2-767s, 6-757s and 10-A320s, plus a 50 per cent ownership in Copenhagen based PREMIAIR. Figures from last year show that this operation, launched in January 1994 when CONAIR and SCANAIR merged, comprised of 3-A300s, 6-A320s and 4-DC10s. To drift away from aviation for a moment, the 'empire' now also includes over 700 Going Places shops in the UK, the tour operators Aspro, Tradewinds and Eurosites, 3 tour operators and a chain of shops in Scandinavia, two more tour operators in Canada plus 2 cruise ships and cruise availability from all 3 countries, with more on the horizon. The total value is said to be £500m!!

**LONDON CITY** airport seems to constantly be affected by changes to the companies using it and recent news includes a planned twice daily service by ALITALIA subsidiary AVIANOVA to Milan. A Fokker 70 jet will be used with a

June start, whilst the parent company will launch another new route from LGW to Florence on April 1. AUGSBURG AIRWAYS are to add another flight to their weekday service to Cologne from the end of March, two of the three will continue on to Augsburg. Belgian carrier VLM will add Dusseldorf to its services from LCY this summer, using the former Monchengladbach Airport which is to be re-named Rhein-Ruhr Express Airport. VLM also plan to re-start the service from the Docklands strip to Liverpool before the end of this year and are increasing their Fokker 50 fleet from 3 to 5 very soon. A change from Paris Orly's South, to the West terminal has been made for the AIR FRANCE flights from London City.

**LANZAROTE** airport, out at the north eastern end of the Spanish ruled Canary Islands is currently in the process of large scale re-building with a projected investment of 14m Pesetas up to 1999. Arrivals are currently in a separate (adequate) building 100m or so North of the existing building near the light aircraft apron, but I found the work at the original Departures area of no real problem to travellers in mid February. Although most of us now know it as ACE (Arrecife), it was not until I read the islands British Holiday Gazette that I realised as we call the LBA Yeadon, locals call the airport Guasimeta, after the nearest urbanization. The BINTER CANARIAS DC9 - EC-BIR that was damaged last October when it ran off the runway and into a ditch, is now being repaired under a canopy on the apron almost opposite the military compound. Its sister ATR 72 and CASA CN235 aircraft of the Las Palmas based operation flit between the islands all day long although I'm not sure about that green and yellow colour scheme yet!! The flight from the UK may still seem long (although episodes of 'One foot in the grave' never seem to age), but not as long as some people have to endure. Some friends of mine flew down from Arlanda (Stockholm) on a DC10 of PREMIAIR and the routing via Fuerteventura made for a journey of almost six and a half hours. Noted also was a EUROBERLIN flight to Brussels that had to set down in Tenerife on its homeward leg.

**In Brief....** MALAYSIA AIRLINES are to spend \$4 billion on 15 -777s, plus 10-747s..... CONTINENTAL AIRLINES achieved an average 65.6 per cent load factor in 1995..... AIR LIBERTE TUNISIA changed its name on January 1st to NOUVELAIR TUNISIA and operates 3 MD83s..... business through AMSTERDAM SCHIPOL airport increased 7 per cent last year to 25.3 million passengers.... IBERIA have cancelled an order for eight 757/200s... INTEROT of Germany are now called AUGSBURG AIRWAYS..... CARGOSUR have been swallowed up by IBERIA.... AIR LIBERTE have acquired the scheduled services and 3 737s of EURALAIR..... BALKAN BULGARIAN Airlines have now received a \$54m loan from its government to re-equip!..... TAROM have off-loaded 4 ROMBAC 1-11s to Karachi based AERO ASIA..... AIR JAMAICA will commence its first its first flights from the island to Heathrow for more than a decade at the end of March. The A310-300 in new livery was later to add Manchester but bi-lateral agreements could not be reached..... and finally PREMIAIR currently offer scandinavian passengers pre-ordered duty free goods, can you spot the link with a British operators Summer offer!!.

*Credits: Flight International, Laurie Caldbeck, TAS, Travel Trade Gazette.*



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### **ROUND UP OF 1995 AT LEEDS BRADFORD INTERNATIONAL AIRPORT**

Leeds Bradford International Airport have today forecast that during 1996 they will achieve their first ever one million passengers using the Airport in a 12 month period.

Passenger figures for the calendar year 1995 reached 930,000 an increase of 14% over 1994. Scheduled passengers were up 11% and inclusive tour traffic 21%. Following the multi-million pound expansion airlines have upgraded aircraft, services and frequencies.

With the growth of traffic using Leeds Bradford International Airport the Airport Company have carefully monitored the noise made by aircraft in their continued efforts to protect the environment. The noise monitoring system has been upgraded and shortly an Aircraft Flight Tracks and Noise System (AFTNS) will be on public display within the terminal building.

Managing Director of the Airport Bill Savage summarised. "As the Airport is able to attract many more of the super quiet environmentally friendly aircraft, passenger services improve and the noise decreases. Compared with the same 10 month period last year the proportion of quiet-technology jet aircraft using LBA increased from 63% to 92%. As a consequence there was a significant reduction in the average jet noise exposure levels around the Airport."

Chairman of the Airport Cllr Brian Lynch added, "As the Airport goes from strength to strength, a greater choice of services become available from 'Yorkshire's Own Airport'. The brand new modern aircraft are much quieter than aircraft used to be. Noise monitoring is something that Leeds Bradford International Airport do constantly to ensure that noise is kept to a minimum."

ENDS

For further information contact: Bev Amos  
Marketing Co-ordinator  
Leeds Bradford International Airport

29th January 1996

PRESS RELEASE

## MONTHLY MEETING - 4th February 1996

A good attendance was present to welcome Group Captain Milne-Smith the Commanding Officer of one of our favourite local RAF stations - Linton-on-Ouse.

During a career spanning over 30 years our speaker has been largely employed as a squadron pilot or flying instructor on jet aircraft. After training whilst a 'thin stripe Pilot Officer' he rose in rank eventually commanding the famous 41 Squadron flying Jaguars. Over 6000 hours have accumulated in his log book mainly in the Ground Attack role and the talk was based on the technical developments associated with delivering ordinance on target. From the days of manual bombing of the 60s and early 70s to the laser-guided weaponry shown to the world during the Gulf War. We were taken through three decades of changes of equipment fitted to aircraft to increasingly assist the pilot to achieve accuracy of navigation and delivery culminating in the fantastic precision available using the military version of the GPS system.

Outlining his flying experiences and illustrating these with short video clips we were shown operations in Oman, Germany, the UK and Norway including the very difficult technique of flight refuelling.

A highlight was a spell in the USA flying the F16 experiencing fly-by-wire with advanced head up display and laser guidance in the one package not forgetting the great agility and 9g capability when the pilot certainly needs his inclined ejector-seat! In those days McDill AFB had 76 F16s on line every morning.

The types flown might interest you:-

1. Chipmunk, Jet Provost, Gnat and Hunter in training phase.
2. Hunters on squadron including Middle East.
3. Jet Provost - instructing at Leeming.
4. Strikemaster and Beaver -whilst seconded to the Sultan of Oman's Air Force in the 70s.
5. Jaguar - Bruggen, Germany and UK with FOB Bardufoss, Norway.
6. F16 - Langley AFB and McDill AFB.
7. F5 - with Norwegian Air Force on exchange.

After an enjoyable afternoon thanks were expressed by our Chairman and may I add appreciation of the assistance of Ken Cothliff in making this visit possible and we trust enjoyable for the Group Captain and his Wife.

Geoff Lee

## ALMOST AN AIRMAN

"Get into line! And take your hands out of your pockets!" We were still in civilian clothes; just inside the gates of RAF Padgate training centre, and this corporal with a 'Station Police' armband was bawling at us already. He ushered us into a hut inside which a flight sergeant, with the ugliest face I've ever seen, glared at us. But if his face was repulsive, his language was even worse. "Easter Parade" was playing on the radio, and he started to sing the words. I've hated that song ever since.

My training lasted ten days. Then an inoculation went septic, my left arm resembled a swollen sausage, and I was whisked into the camp hospital. After marching, drill, parades and kit inspections, it was four weeks of heaven with WAAF orderlies as ministering angels, radios instead of harps and matron deputizing as God. There were male orderlies, too. But we preferred the girls. They tucked us in at nights and, if we were lucky, even gave us a goodnight kiss.

1943 was one of those summers you dream about. Blue skies. Sun almost scorching the grass. When I was well enough I was allowed to sit outside, and later the MO let me wander round the camp with the other up-patients. We looked like characters from a Charles Dickens novel in our hospital clothes: ill-fitting light blue suits, white shirts and red ties. To complete the picture my arm was in a sling.

I loved that sling. "Sit down, dear," said the NAAFI girl. "I'll bring your coffee to you." "Make way for this lad!" bellowed a corporal outside the camp cinema. "Don't queue, son. Go straight to the pay desk." Sister took a more realistic view. "Don't come the old soldier with me. Use your good arm. You won't have that sling for long." Soon afterwards the sling came off, and I was posted to No. 1 Airmen's Convalescent Depot at Blackpool.

The sun continued behaving as we lived in luxury on the sea front. The 'Danum' Hotel and its staff had been taken over by the RAF. All we did was sleep in comfortable beds, eat delicious meals and report for remedial exercises twice daily. Our ACD passes admitted us for half price to the town's cinemas and dance halls, and we travelled for half fare on the tramcars. Hospital clothes had been discarded, and we strolled round Blackpool in our best uniforms.

One day the sun didn't shine and mist rolled in from the sea. An old lady I was escorting across the road said, "You won't be flying today, love." "No," I agreed. It would have spoilt the glamour to tell her I was ground staff!

But the biggest laugh was when the CO received some free tickets for a show at the ice rink. A sergeant was put in charge. He was less than enthusiastic. "We'll have to march there," he said. "What!" gasped an LAC who was leaning on a pair of crutches and who, in addition, had one leg in plaster. "Well, those of us who can," the sergeant relented. "We'll keep stopping for the others to catch up." We'd only marched a short distance when the sergeant, looking back at the stragglers, tripped over the causeway edge. The sight of a senior NCO lying full length on the pavement was too much to endure in silence. We roared with laughter. Fortunately he had a sense of humour, and we all walked slowly for the rest of the way until we reached the ice rink.

The month flashed by. Then I had a medical. "Leave?" echoed the MO. "You've only been in the air force ten weeks. It's back to Padgate for you." "Now, sir?" I said. "Why not?" he asked suspiciously. "Got a date tonight?" "Yes, sir" I lied. "All right," he replied. "First train after breakfast."

This time the Padgate SP didn't shout. He examined my route form. "Been poorly, have you? Report to Pool Flight company office. Take your time. There's no need to rush."

"There's no training starting for at least three weeks," the clerk told me. "Till then you'll be doing odd jobs-and you'll get a pass every weekend, too." It was easy. I did a bit of dusting, sweeping and suchlike. He was right about the passes: home every weekend. Then I was resquadded. Our NCO was a corporal whose name was Sargent, and I liked him from the start. About thirty years old, he was a cheerful Londoner. And when, at last, his new squad was on parade, his first words were encouraging: "I'll never ask you to do anything I'm not willing to do myself."

He didn't. When other squads went over the assault course their instructors cursed them to greater efforts from the side. Our NCO came with us; climbing walls, jumping ditches, and once getting caught in a barbed wire tunnel from which we had to free him. When we were ordered to wade across a river, the NCOs walked across a bridge-except corporal Sargent. He was knee deep in water with us, and we admired him for it.

One day a recruit from another squad said, "Our instructor's a sergeant. Yours is a stupid Cockney corporal." The lad measured his length on the grass so fast that he never knew who'd hit him.

Even route marches were fun. We always seemed to lose the other squads; ending up by ourselves in country lanes singing such favourites as "Pack Up Your Troubles in Your Old Kit Bag," or the more modern "We Had To Join Old Churchill's Army." It was never long before we received the command to fall out for a smoke. Then he was one of the boys; rank forgotten as he clowned with us.

He never pushed us too hard, and the weeks flew. Soon it was the morning of our passing out parade. "There'll be a stick man," we were told. "Know what that means?"

We did. He was the airman who, in the inspecting officer's opinion, was the smartest man on parade. He would be immediately dismissed, and would be off duty for the rest of the day.

Even when Flying Officer Bentley told our corporal: "Stick man's number five from the right, front row," I didn't really believe he could mean me.

"Scheftsik," bellowed Corporal Sargent, "You're the stick man. Fall out!"

I stamped the two regulation paces forward, right turned and saluted.

And as I marched off the parade ground alone, the sun seemed to shine a bit brighter. For not only was I the smartest airman of them all, but my square bashing days were over.

Leslie Scheftsik

**FAVOURITE FLIGHTS by Geoff Lee**

I suppose there are many members who could write of their experiences and I for one love to read of them. Perhaps with the Editor's help we might see a series develop but meanwhile I can only attempt to kick-start the idea by my own further offering.

The first inclination is to get the diaries out, having chosen the above title. Former aircrew would, of course, be working from their log books to choose favourite flights. In fact, speaking personally every flight I have experienced has been enjoyable because I am always happy when airborne. I appreciate this might not be the same for everyone. For instance, crew members in difficult weather, but even then conquering the elements might elevate the flight in a list of 'favourites'. An impression of the contemporary times can also be included. Even a flight that eventually didn't 'come off' can produce an interesting story. The enjoyable 'From North West Leeds to Peenemunde' by Alan Tempest - December 1995 magazine, for instance.

As far as I know I was first airborne courtesy of the RAF in early 1953. After initial training I was post to Topcliffe as an Operations Clerk and our duties in the tower brought us into contact with aircrew who often called in to liaise with the DATCO or SATCO. I soon realised it was 'just a question of asking' to fly. The typical 'laid back' aircrew of the day usually agreed. Not that they were other than well trained, disciplined and 'professional'. "Collect yourself a parachute and report at ..... for ..... hours" was the usual reply. This meant you were supernumerary aircrew, whatever that means.

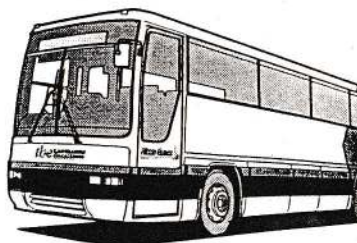
I cannot remember whether a parachute was needed for my first flight nor have I the exact date. The Transport Command Hastings crew constantly trained for their tasks and to remain current had to 'flog the circuit' as well. So it was that I joined Flt Lt Coates and crew in the Hastings C2 WD486 'J' for night circuits. This might seem quite boring but not to me.

On boarding, the fuselage was found to be bare, except for 4 seats that remained at the forward end. We strapped in and engines started with much rumbling and vibration. Remember this was the 1950s equivalent of the current workhorse, the Hercules. The following 1 hour 30 mins of overshoots, landings and touch and goes, asymmetric, flapless etc seemed very busy. All this left a lasting impression of the large piston engine, tail-wheel type aircraft. Every landing accompanied by jolts, noises and smells, vibrations and the changes of angle, one, sometimes two screams from the main-wheel tyres and that poor little tail-wheel some time later!

So ended my first flight and I wanted more, parachute or not.



Trips & Visits  
 Contact  
 John Jackson  
 0113 - 2503766



MILDENHALL

(Headquarters 100th Air Refueling Wing)

and

LAKENHEATH

48th Fighter (USAFE)  
 Wednesday 10th April 1996

05.45 Depart Aero Club

Our coach has to depart early in order to get us to Mildenhall in time for the first of two very interesting tours.

09.30 - Mildenhall

The 2 hour tour will consist of a visit to one of the Squadrons on the Base, plus a trip out on to the flight line and a look around a KC-135 Strato Tanker.

11.30

Packed lunch (not provided) on the move.

or 12.00

Lunch at the Liberty Club Lakenheath (£5.00 Extra)

13.00

The Second tour takes us on a windscreen tour of the Base, a visit to the Fighter Squadron and a close up look at a F-15E Strike Eagle. This tour lasts for approximately 2 hours and should see us heading home (after a visit to Donutland £1 for 2 Donuts and coffee Extra) at 15.30 hopefully arriving at the Aero Club at about 19.00

COSTS

£15.50 per person  
 (Cheque payable to Air Yorkshire)  
 As this very popular trip is limited to 25 persons it is important to book and pay early

CONTACT JOHN JACKSON on 0113 250 3766 for further details



# LEEDS BRADFORD INTERNATIONAL AIRPORT

## HOLIDAY FLIGHTS - SUMMER 1996

| MON              |     |           |         |      |      |      |           |                      |  |       |
|------------------|-----|-----------|---------|------|------|------|-----------|----------------------|--|-------|
| -                | -   | -         | 757-200 | Y235 | 0825 | SKG  | BY010A    | 06/05-28/10          |  | TH    |
| 1630             | SKG | BY010B    | 757-200 | Y235 | 1755 | LPA  | BY217A    | 06/05-28/10          |  | TH    |
| TUE              |     |           |         |      |      |      |           |                      |  |       |
| 0340             | LPA | BY217B    | 757-200 | Y235 | 0700 | PMI  | BY031A    | 07/05-29/10          |  | TH    |
| 0955             | YYZ | TS204     | 757-200 | Y228 | 1055 | YYZ* | TS205     | 07/05-08/10          |  | TC    |
| 1025             | MLA | KM4206    | 737-200 | Y129 | 1110 | MLA  | KM4207    | 07/05-29/10          |  | TH    |
| 1225             | TFS | AEA225    | 737-300 | Y148 | 1315 | TFS  | AEA226    | 07/05-29/10          |  | AT/CS |
| 1230             | PMI | AMM       | A320    | Y180 | 1330 | PMI  | AMM       | 07/05-29/10          |  | FC    |
| 2050             | PMI | BY031B    | 757-200 | Y235 | -    | -    | -         | 07/05-29/10          |  | TH    |
| Note - * via BHX |     |           |         |      |      |      |           |                      |  |       |
| WED              |     |           |         |      |      |      |           |                      |  |       |
| -                | -   | -         | 757-200 | Y235 | 0830 | DLM  | BY123A    | 01/05-30/10          |  | TH    |
| 1000             | ADB | OHY311    | A320    | Y180 | 1100 | ADB  | OHY312    | 24/04-30/10          |  | SQ    |
| THU              |     |           |         |      |      |      |           |                      |  |       |
| 0245             | BHX | AIH518P   | A320    | Y180 | 0800 | GRO  | AIH351    | 02/05-31/10          |  | AT    |
| 0510             | DLM | BY123B    | 757-200 | Y235 | 0715 | AGP  | BY082A    | 02/05-31/10          |  | TH    |
| 1355             | AGP | BY082B    | 757-200 | Y235 | 1525 | PMI  | BY283A    | 02/05-31/10          |  | TH    |
| 1425             | FAO | AMM       | A320    | Y180 | 1535 | FAO  | AMM       | 02/05-31/10          |  | FC    |
| 2035             | GRO | AIH352    | A320    | Y180 | 2155 | PMI  | AIH353    | 02/05-31/10          |  | AT    |
| 2130             | PMI | BY283B    | 757-200 | Y235 | 2300 | ALC  | BY186A    | 02/05-31/10          |  | TH    |
| FRI              |     |           |         |      |      |      |           |                      |  |       |
| 0405             | PMI | AIH354    | A320    | Y180 | 0630 | MAH  | AIH355    | 03/05-25/10          |  | AT/CS |
| 0530             | ALC | BY186B    | 757-200 | Y180 | 0630 | DUB  | BY (posn) | 03/05-25/10          |  | TH    |
| 0845             | MAN | BY656A    | 767-300 | Y328 | 0945 | MCO* | BY656A    | 03/05-25/10          |  | SS    |
| 1420             | PMI | AEA145    | 737-400 | Y168 | 1510 | IBZ  | AEA175    | 03/05-25/10          |  | TH    |
| 2005             | MAH | AIH356    | A320    | Y180 | 2130 | IBZ  | AIH357    | 03/05-25/10          |  | AT    |
| 2100             | IBZ | AEA176    | 737-400 | Y168 | 2150 | PMI  | AEA142    | 03/05-25/10          |  | TH    |
| Note - * via BGR |     |           |         |      |      |      |           |                      |  |       |
| SAT              |     |           |         |      |      |      |           |                      |  |       |
| 0350             | IBZ | AIH358    | A320    | Y180 | 0655 | ALC  | AIH359    | 04/05-26/10          |  | AT/CS |
| 0615             | MCO | BY656B    | 767-300 | Y328 | 0715 | MAN  | BY656B    | 11/05-26/10          |  | SS    |
| 0710             | VAR | LZ7957    | TU154   | Y157 | 0800 | VAR  | LZ7958    | 11/05-05/10          |  | BK    |
| 0900             | MAH | AEA182    | 737-400 | Y168 | 0950 | GRO  | AEA191    | 04/05-26/10          |  | TH    |
| 1335             | ALC | AIH360    | A320    | Y180 | 1455 | PMI  | AIH361    | 04/05-26/10          |  | AT/CS |
| 1500             | GRO | AEA192    | 737-400 | Y168 | 1550 | MAH  | AEA183    | 04/05-26/10          |  | TH    |
| 1635             | PMI | SPP3193   | MD83    | Y170 | 1735 | PMI  | SPP3194   | 04/05-26/10          |  | AT    |
|                  |     | BY (posn) | 757-200 | Y235 | 2210 | RHO  | BY241A    | 04/05-26/10          |  | TH    |
| 2105             | PMI | AIH362    | A320    | Y180 | 2220 | LPA  | AIH363    | 04/05-26/10          |  | AT    |
| SUN              |     |           |         |      |      |      |           |                      |  |       |
| 0730             | BOJ | VIM709    | TU154   | Y157 | 0825 | BOJ  | VIM710    | 26/05-06/10          |  | BK    |
| 0735             | LPA | AIH364    | A320    | Y180 | 0850 | AGP  | AIH365    | 05/05-27/10          |  | CS/AT |
| 0745             | RHO | BY241B    | 757-200 | Y235 | 0915 | LCA  | BY168A    | 2-Weekly 05/05-20/10 |  | TH    |
| 0745             | RHO | BY241B    | 757-200 | Y235 | 0915 | TFS  | BY007A    | 2-Weekly 12/05-27/10 |  | TH    |
| 1700             | FAO | AEA       | 737-300 | Y148 | 1800 | FAO  | AEA       | 05/05-27/10          |  | CS/AT |
| 1855             | TFS | BY007B    | 757-200 | Y235 | -    | -    | -         | 2-Weekly 12/05-27/10 |  | TH    |
| 2000             | LCA | BY168B    | 757-200 | Y235 | -    | -    | -         | 2-Weekly 05/05-20/10 |  | TH    |
| 2240             | AGP | AIH366    | A320    | Y180 | 2310 | MAN  | AIH366P   | 05/05-27/10          |  | AT    |

## Destination Decode

ADB - Izmir  
 AGP - Malaga  
 ALC - Alicante  
 BGR - Bangor Maine  
 BHX - Birmingham  
 BOJ - Bourgas

DLM - Dalaman  
 FAO - Faro  
 GRO - Gerona  
 IBZ - Ibiza  
 JER - Jersey

LCA - Larnaca  
 LPA - Las Palmas  
 MAH - Mahon  
 MAN - Manchester  
 MCO - Orlando  
 MLA - Malta  
 PMI - Palma  
 RHO - Rhodes  
 SKG - Thessaloniki  
 TFS - Tenerife  
 VAR - Varna  
 YYZ - Toronto

## Airline Codes

AEA - Air Europa  
 AIH - Airtours  
 AMM - Air 2000  
 BY - Britannia  
 KM - Air Malta  
 LZ - Balkan  
 OHY - Onur Air  
 SPP - Spanair  
 TS - Air Transat  
 VIM - Air Via

## Tour Operator Codes

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 BK - Balkan  
 CS - Cosmos  
 FC - First Choice  
 GS - Globespan  
 SQ - Sunquest  
 SS - Sunset  
 TH - Thomson



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**LEEDS BRADFORD AIRLINE REPORT - JANUARY 1996****INBOUND DIVERSIONS**

|    |                |     |     |               |      |     |             |
|----|----------------|-----|-----|---------------|------|-----|-------------|
| 16 | <u>MXE41RM</u> | RTM | MAN | <u>G-MAJC</u> | BA41 | MAN | MXE10LM     |
| 16 | <u>BAW49DE</u> | BRU | MAN | <u>G-BKYP</u> | B737 | FRA | BAW5152     |
| 16 | <u>BAW57T</u>  | ABZ | MAN | <u>G-BUWP</u> | BATP | EDI | BAW5762     |
| 16 | <u>GNT380</u>  | EDI | MAN | <u>G-GNTE</u> | SF34 | ABZ | GNT347P     |
| 16 | <u>GNT372</u>  | ABZ | MAN | <u>G-GNTA</u> | SF34 | GLA | GNT291B     |
| 16 | <u>GNT342</u>  | ABZ | EMA | <u>G-GNTG</u> | SF34 | EDI | GNT345      |
| 16 | <u>MXE00BM</u> | BHD | MAN | <u>G-MANH</u> | BATP | BHD | MXE03LB     |
| 16 | <u>SAY301</u>  | AMS | MAN | <u>G-BWEX</u> | DO28 | AMS | SAY302      |
| 16 | <u>BMA203A</u> | BFS | EMA | <u>G-ELDH</u> | DC9  | EMA | BMA9623     |
| 16 | <u>NAW421</u>  | BLL | MAN | <u>OY-CLC</u> | BA31 | BLL | NAW421B     |
| 16 | <u>BAW34C</u>  | LGW | MAN | <u>G-DOCO</u> | B734 | LGW | BAW2003     |
| 16 | <u>BAW463J</u> | MAD | LGW | <u>G-BGDF</u> | B737 | LGW | BAW2463W/17 |
| 16 | <u>UKA789</u>  | AMS | HUY | <u>G-UKTC</u> | FK50 | AMS | UKA754      |
| 16 | <u>SAB8816</u> | BRU | MAN | <u>OO-SDR</u> | B737 | BRU | SAB8616     |
| 16 | <u>EIN661</u>  | ZRH | MAN | <u>EI-CDS</u> | B735 | DUB | EIN661      |
| 16 | <u>CRX880</u>  | BSL | MAN | <u>HB-IZG</u> | SB20 | BSL | CRX5881     |
| 16 | <u>BAW55T</u>  | GLA | MAN | <u>G-BTPF</u> | BATP | MAN | BAW-PF      |
| 16 | <u>BAW53J</u>  | EDI | MAN | <u>G-BTPE</u> | BATP | ABZ | BAW5792     |
| 16 | <u>BAW59Z</u>  | BFS | MAN | <u>G-BTPG</u> | BATP | BFS | BAW58G      |
| 16 | <u>BAW34A</u>  | LGW | MAN | <u>G-BUHK</u> | B734 | LGW | BAW2005     |
| 16 | <u>BAW33AM</u> | AMS | MAN | <u>G-BGDA</u> | B737 | CDG | BAW5006     |
| 16 | <u>BAW83DM</u> | MUC | MAN | <u>G-BGDI</u> | B737 | BRU | BAW76EF     |

**REGULAR FLIGHTS**

|         |     |           |           |           |           |           |  |
|---------|-----|-----------|-----------|-----------|-----------|-----------|--|
| AEA225  | TFS | 05/DivMAN | 12/EC-FJZ | 19/DivMAN | 26/EC-FJZ |           |  |
| AIH801  | ALC | 06/DivMAN |           |           |           |           |  |
| AMC4207 | MLA | 02/DivMAN | 09/9H-ABF | 16/9H-ABE | 23/9H-ABE | 30/9H-ABT |  |
| BAL022A | LPA | 01/G-BYAK | 08/G-BYAK | 15/G-BYAS | 22/DivEMA | 29/G-BYAG |  |
| BAL051A | TFS | 03/DivLPL | 10/G-BYAW | 17/G-BYAS | 24/G-BYAI | 31/G-BYAM |  |
| BAL066A | TFS | 02/DivMAN | 09/G-BYAW | 16/DivNCL | 23/G-BYAI | 30/G-BYAM |  |
| BAL232A | PMI | 01/DivMAN | 08/G-BYAK | 15/G-BYAS | 22/G-BYAH | 29/G-BYAG |  |
| BAL431A | ALC | 04/DivEMA | 11/G-BYAW | 18/G-BYAS | 25/G-BYAP |           |  |
| BAL443A | ALC | 02/G-BYAK | 09/G-BYAP | 16/G-BYAS | 23/G-BYAI | 30/G-BYAG |  |
| BAL466A | AGP | 04/G-BYAC | 11/G-BYAW | 18/G-BYAS | 25/G-BYAI |           |  |

**OTHER FLIGHTS**

|    |        |      |              |                  |                |
|----|--------|------|--------------|------------------|----------------|
| 02 | G-BVZG | B735 | BMA4JL/2LJ   | f/t Heathrow     | Lieu FK10      |
| 02 | G-BVKA | B735 | BMA5JL/3LJ   | f/t Heathrow     | Lieu FK10      |
| 03 | G-OBMD | B733 | BMA7JL/5LJ   | f/t Heathrow     | Lieu FK10      |
| 03 | G-OBMY | B735 | BMA8JL/1LJ   | f/t Heathrow n/s | Lieu FK10      |
| 04 | G-BVZI | B735 | BMA6JL/4LJ   | f/t Heathrow     | Lieu FK10      |
| 04 | G-ELDH | DC9  | BMA7JL/5LJ   | f/t Heathrow     | Lieu FK10      |
| 05 | G-BVKA | B735 | BMA8JL/1LJ   | f/t Heathrow n/s | Lieu FK10      |
| 07 | G-BVZH | B735 | BMA5JL/3LJ   | f/t Heathrow     | Lieu FK10      |
| 07 | G-ELDH | DC9  | BMA8JL/1LJ   | f/t Heathrow n/s | Lieu FK10      |
| 08 | G-UKLC | B734 | LEI0647/9315 | Gatwick - Tours  | Passenger Chtr |

|    |        |      |              |                         |                |
|----|--------|------|--------------|-------------------------|----------------|
| 08 | G-UKLC | B734 | LEI9316/0650 | Tours - Manchester      | Passenger Chtr |
| 09 | G-AVMP | BA11 | EAF733P/2734 | Norwich -n/s- Tours     | Passenger Chtr |
| 10 | G-AVMP | BA11 | EAF2735/735P | Tours - Edinburgh       | Passenger Chtr |
| 11 | G-OBMX | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 17 | G-BVKB | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 17 | G-UKID | BA46 | UKA817       | Amsterdam - Edinburgh   | Lieu FK50      |
| 18 | G-MAUD | BATP | BMA2LJ/5JL   | t/f Heathrow            | Lieu FK10      |
| 18 | PH-RAZ | SW4  | RAZ505       | f/t Rotterdam           | Medical Chtr   |
| 18 | EI-CLH | BA46 | EIN207       | Manchester - Dublin     | Lieu FK50      |
| 22 | G-BVZF | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 23 | G-BVZF | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 23 | G-BVJA | FK10 | BMA9523/3XV  | Heathrow - Glasgow      | Lieu BATP      |
| 23 | G-BVZF | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 23 | G-BVZH | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 23 | G-BVJA | FK10 | BMA3VX/1XV   | f/t Glasgow n/s         | Lieu BATP      |
| 23 | G-BVZH | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 23 | G-BVZH | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 24 | G-BVJA | FK10 | BMA1VX/9534  | Glasgow - East Midlands | Lieu BATP      |
| 24 | G-OBMY | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 24 | G-OBMY | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 24 | G-OBMP | B733 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 24 | G-BVZH | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 24 | G-BVZH | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 25 | G-BVZH | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 25 | G-BVZH | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 25 | G-BVZH | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 25 | G-BVZH | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 25 | G-BVZH | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 26 | G-BVZH | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 26 | G-BVZH | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 26 | G-BVZH | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 26 | G-MAUD | BATP | BMA5LJ       | t Heathrow              | Lieu FK10      |
| 26 | G-BVZH | B735 | BMA7JL/4LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 29 | G-BVKB | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 29 | G-BVKB | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 29 | G-BVKB | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 29 | EI-CDH | B735 | EIN234       | Dublin - Glasgow        | Lieu FK50      |
| 29 | G-OBMY | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 29 | G-BVKB | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 30 | G-BVKB | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 30 | G-BVKB | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 30 | G-BVKB | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 30 | F-GHPI | AT42 | CFE92LA/97LB | f/t Gatwick             | Lieu CFE AT42  |
| 30 | G-BVKB | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 30 | G-BVKB | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |
| 31 | G-BVKB | B735 | BMA4JL/2LJ   | f/t Heathrow            | Lieu FK10      |
| 31 | G-BVKB | B735 | BMA5JL/3LJ   | f/t Heathrow            | Lieu FK10      |
| 31 | G-BVKB | B735 | BMA6JL/4LJ   | f/t Heathrow            | Lieu FK10      |
| 31 | G-BVKB | B735 | BMA7JL/5LJ   | f/t Heathrow            | Lieu FK10      |
| 31 | G-BVZF | B735 | BMA8JL/1LJ   | f/t Heathrow n/s        | Lieu FK10      |

Aircraft making first visits are underlined.

# EURO '96 - LEEDS BRADFORD INTERNATIONAL AIRPORT

Sunday 09 June - Elland Road - 1430 - Spain v Bulgaria

Nil

Sunday 09 June - Hillsborough - 1930 - Denmark v Portugal

|            |     |        |            |         |         |            |        |
|------------|-----|--------|------------|---------|---------|------------|--------|
| BAe146-200 | Y96 | 6E701  | Billund    | 07/1855 | 10/0001 | Billund    | 6E702  |
| BAe146-200 | Y96 | 6E705  | Billund    | 09/0955 | 09/2355 | Billund    | 6E706  |
| BAe146-200 | Y96 | 6E703  | Copenhagen | 09/1015 | 09/2355 | Copenhagen | 6E704  |
| F27-500    | Y48 | SRR111 | Copenhagen | 09/1400 | 10/0030 | Copenhagen | SRR112 |

Saturday 15 June - Elland Road - 1800 - Spain v France

|              |      |        |             |         |         |             |        |
|--------------|------|--------|-------------|---------|---------|-------------|--------|
| DC-10 Srs.30 | Y320 | IW7581 | Paris - CdG | 15/0855 | 15/2130 | Paris - CdG | IW7582 |
|--------------|------|--------|-------------|---------|---------|-------------|--------|

Sunday 16 June - Hillsborough - 1800 - Denmark v Croatia

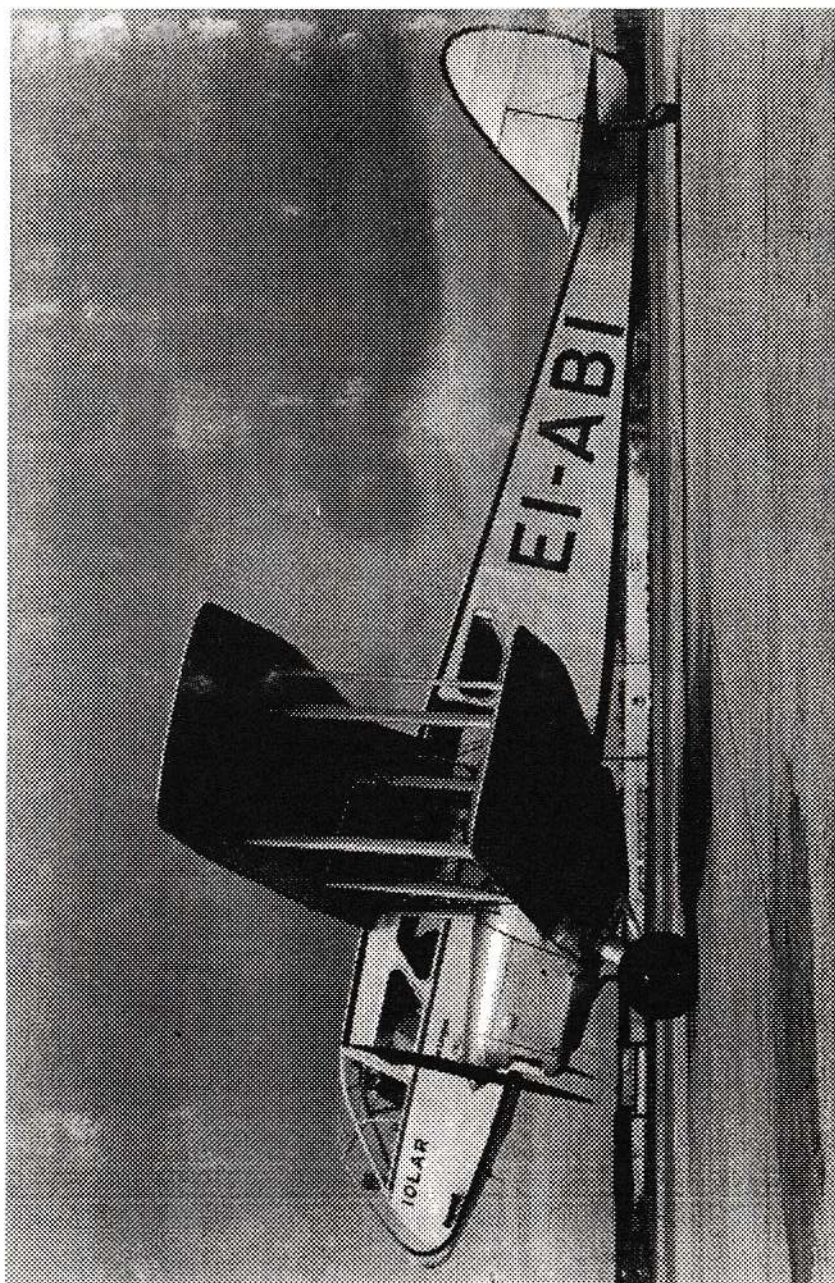
Nil

Tuesday 18 June - Elland Road - 1630 - Spain v Romania

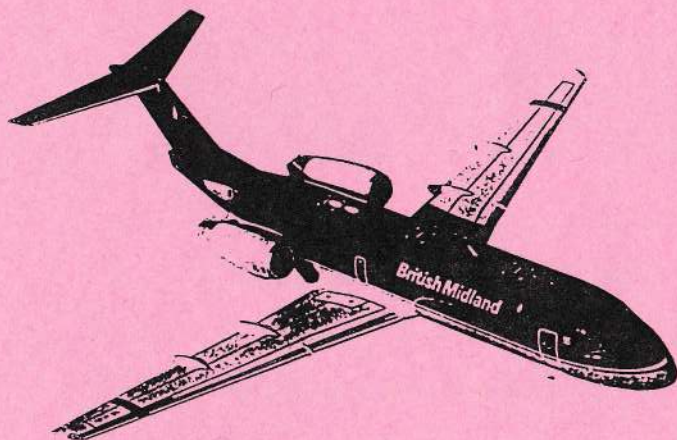
Nil

Wednesday 19 June - Hillsborough - 1630 - Denmark v Turkey

|         |     |        |            |         |         |            |        |
|---------|-----|--------|------------|---------|---------|------------|--------|
| F27-500 | Y48 | SRR113 | Copenhagen | 19/1100 | 19/2130 | Copenhagen | SRR114 |
|---------|-----|--------|------------|---------|---------|------------|--------|



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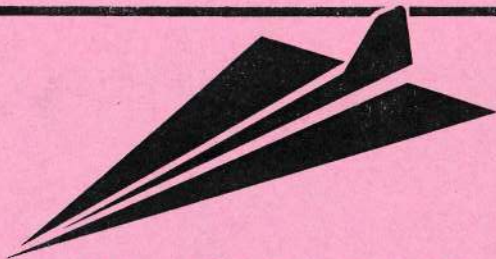
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