

TNT 146 Freighter G-TNTH at L.B.A.

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CHAIRMAN'S CHAT

First of all this month I would like to extend a warm welcome to all new members, both full and postal.

Having joined Air Yorkshire in January this may be the first time you have actually heard from us, so a word or two here might help explain the situation. Our financial year runs from January 1st until December 31st, thus making membership renewal due on the 1st January. The January 1997 magaazine was prepared late in December for our first meeting of the new year on January 5th. It was at this meeting that membership renewals started to arrive. Air Yorkshire members traditionally have very deep pockets and wallets which are allergic to daylight, making it well into February before most renewals are passed on to me by the Treasurer along with the twelve self-addressed labels. These are brought into use with the March issue of the magazine. So, although your membership expires on 31st. December 1997, your magazine will continue until the February, 1998 issue. I hope this explanation helps both new and existing members understand the system. If you have not read the above this is because YOU have not yet renewed your membership!

A name from the past. Reading in the December issue of British Airways' Concorde/ B747 Classic Fleet newsletter, amongst new personnel to the Concorde fleet is Adrian Thompson ("*the Adrian Thompson*") ex. Capital!

Initial response to our Annual Dinner has been good but a few more participants would help. ALL members and their guests are welcome, so contact David Bates (0113 2502694) now and book your seats.

MEETINGS. (starting at 14.30)

APRIL 6TH. STEVE HAGUE -talk and slides on Elvington exhibits (incl the "mossie")

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheffsik,

Leeds/Bradford Movements

January 1997

01 Wednesday

G-DAJB Boeing 757	0716	G-BVJB Fokker 100	0808
EI-FKC Fokker 50	0831	G-UKTF Fokker 50	1033
G-GNTF SAAB 340	1221	G-BVJB Fokker 100	1226
G-PEGI Seneca	1334	PH-SDP DHC-8	1439
G-BRPU Duchess	1450	G-JEAD Friendship	1455
G-UKTF Fokker 50	1501	EI-CJC Boeing 737	1507
G-BVEC ATR-42	1617	EI-FKB Fokker 50	1738
G-JEAD Friendship	1819	EI-CKP Boeing 737	1855
G-UKTF Fokker 50	1932	PH-SDR DHC-8	1950
G-BYAR Boeing 757	2128	G-JEAD Friendship	2132
G-BVJB Fokker 100	2134	G-DAJB Boeing 757	2152
G-GNTG SAAB 340	DIV 2305		

02 Thursday

EI-CJD Boeing 737	0830	EI-FKA Fokker 50	0919
G-BVJB Fokker 100	0920	G-JEAD Friendship	0943
G-UKTF Fokker 50	0958	PH-SDP DHC-8	1030
G-GNTG SAAB 340	1112	G-BVJB Fokker 100	1233
G-BSBW JetRanger	1306	N709EL Beechjet 400	1330
G-MOLL Turbo Saratoga	1349	G-BYAR Boeing 757	1401
PH-SDM DHC-8	1443	G-JEAD Friendship	1455
G-UKTF Fokker 50	1504	G-TPTT Airbus 320	1507
G-GNTG SAAB 340	1524	G-BRPU Duchess	1721
EI-FKB Fokker 50	1737	G-BVEC ATR-42	1744
G-BVJB Fokker 100	1829	G-JEAI Friendship	1833
EI-CJD Boeing 737	1909	PH-SDT DHC-8	1940
G-UKTF Fokker 50	2038	G-BVEC ATR-42	2105
G-JEAI Friendship	2139	G-BVJB Fokker 100	2143
G-BYAR Boeing 757	2200	G-AYYG HS 748	2204

03 Friday

G-ZAPD Short 360	0031	G-BVMX Short 360	0043
EI-FKF Fokker 50	0815	EI-CKP Boeing 737	0828
G-JBAC Bandeirante	0848	G-BVJB Fokker 100	0933
G-GNTG SAAB 340	0941	G-BVMX Short 360	0945
G-JEAI Friendship	0956	G-UKTF Fokker 50	1005
G-BWMT ATR-72	1011	PH-SDR DHC-8	1040
G-TKPZ Cessna 310R	1047	G-BYAG Boeing 757	1154
G-BAVZ Aztec	1208	G-BVJB Fokker 100	1249
G-BRSI PA-28 Cadet	1253	N560WE Citation V	1332
G-JEAD Friendship	1452	PH-SDT DHC-8	1505
G-BMHF Navajo 325 C/R	1514	G-UKTF Fokker 50	1522
G-UKTD Fokker 50	DIV 1535	EI-CJH Boeing 737	1551
G-BWMT ATR-72	1625	EC-FEE Boeing 757	1710
G-GNTG SAAB 340	1734	PH-DMD Fokker 50	1746
G-JEAD Friendship	1821	G-BVJB Fokker 100	1825
G-GNTC SAAB 340	1932	G-UKTF Fokker 50	1947
PH-SDR DHC-8	1948	G-MAJJ Jetstream 41	1959

EI-CKP Boeing 737	2011	G-BVMX Short 360	2017
G-BVEF ATR-42	2058	G-GNTF SAAB 340	2122
G-BVJB Fokker 100	2126	G-JEAD Friendship	2132
G-AYIM HS 748	2202		
04 Saturday			
G-WYPA MBB 105DBS DIV	0008	G-ZAPD Short 360	0015
G-BVMX Short 360	0058	EI-CKP Boeing 737	0805
EI-FKD Fokker 50	0826	G-JEAI Friendship	0953
G-UKTF Fokker 50	0956	G-BVJB Fokker 100	1000
PH-SDP DHC-8	1100	G-AYGC Cessna F150K	1154
G-GNTC SAAB 340	1155	G-BVJB Fokker 100	1408
G-MCEA Boeing 757	1436	G-UKTF Fokker 50	1459
G-GNTC SAAB 340	1658	G-BRPU Duchess	1750
G-JEAI Friendship	1829	G-BVJB Fokker 100	1838
G-UKTF Fokker 50	1947		
05 Sunday			
G-BVJC Fokker 100	0924	G-UKTF Fokker 50	1108
G-BSBW JetRanger	1122	EI-CKQ Boeing 737	1127
G-AXJX Cherokee 140B	1209	G-BVJC Fokker 100	1247
PH-SDR DHC-8	1450	G-JEAD Friendship	1453
G-UKHP BAe 146	1500	G-BXEH ATR-42	1531
G-DAKI Jetstream 31	1542	EI-CJE Boeing 737	1557
EI-FKD Fokker 50	1734	G-JEAI Friendship	1830
PH-SDT DHC-8	2004	G-UKTI Fokker 50	2016
EI-CKQ Boeing 737	2018	G-BVED ATR-42	2026
G-WRCF King Air 200	2035	G-JEAI Friendship	2135
G-BVJC Fokker 100	2203	G-BYAR Boeing 757	2343
06 Monday			
G-BVJA Fokker 100	0118	EI-CKQ Boeing 737	0814
EI-FKA Fokker 50	0822	G-DAKI Jetstream 31	0928
G-BXEH ATR-42	0932	G-NAVO Navajo	0941
G-JEAI Friendship	0947	G-GNTC SAAB 340	0948
G-BVJC Fokker 100	0951	G-BVMX Short 360	0954
G-UKTI Fokker 50	1021	PH-SDR DHC-8	1031
G-BVJA Fokker 100	1050	G-DRJB Citation	1117
VR-CPR Cessna 421C	1159	EC-FXP Boeing 737 400	1222
G-BVJC Fokker 100	1248	G-BYAR Boeing 757	1258
PH-SDT DHC-8	1446	G-JEAI Friendship	1456
G-UKTI Fokker 50	1516	G-GNTF SAAB 340	1523
G-BVJC Fokker 100	1536	G-BUEA ATR-42	1725
G-GNTC SAAB 340	1727	G-DAKI Jetstream 31	1730
EI-FKC Fokker 50	1734	G-JEAD Friendship	1819
G-BVJC Fokker 100	1825	EI-CKQ Boeing 737	1848
G-BVMX Short 360	1900	PH-SDM DHC-8	1939
G-UKTI Fokker 50	1943	G-GNTC SAAB 340	2018
G-DAKI Jetstream 31	2026	G-GNTF SAAB 340	2102
G-BVEF ATR-42	2107	G-BVJC Fokker 100	2118
G-ZAPJ ATR-42	2120	G-JEAD Friendship	2124
G-ZAPD Short 360	2357		
07 Tuesday			
G-BVMX Short 360	0032	EI-CJI Boeing 737	0757
EI-FKB Fokker 50	0814	G-BVMX Short 360	0911
G-DAKI Jetstream 31	0928	G-BVEC ATR-42	0931
G-BVJC Fokker 100	0934	G-GNTC SAAB 340	0944
G-UKTI Fokker 50	0956	9H-ABF Boeing 737	1019
G-SHCC JetRanger	1031	PH-SDT DHC-8	1052
G-JEAI Friendship	1055	G-BWXP T67M Firefly	1103

XX335 Hawk T.1A	1130	G-GNTF SAAB 340	1138
G-PLMB Ecureuil	1157	G-BVMX Short 360	1205
G-BVJC Fokker 100	1254	G-JEAI Friendship	1443
PH-SDM DHC-8	1448	G-GNTF SAAB 340	1452
G-PLMB Ecureuil	1502	G-UKTB Fokker 50	1509
G-BVJC Fokker 100	1530	G-DAKI Jetstream 31	1716
G-BVEC ATR-42	1723	EI-FKE Fokker 50	1734
G-BVMX Short 360	1742	G-JEAI Friendship	1812
G-BVJC Fokker 100	1816	EI-CJI Boeing 737	1836
G-OBMY Boeing 737 500	1844	G-UKTF Fokker 50	1941
PH-SDP DHC-8	1944	G-DAKI Jetstream 31	2015
G-BVMX Short 360	2024	G-GNTF SAAB 340	2047
G-BVEC ATR-42	2059	G-OBMY Boeing 737 500	2104
G-JEAI Friendship	2115	G-ZAPJ ATR-42	2119
G-BVJC Fokker 100	2129	G-GNTC SAAB 340	2133
G-BYAP Boeing 757	2148		
08 Wednesday			
G-ZAPD Short 360	0024	G-BVMX Short 360	0047
EI-CJC Boeing 737	0804	EI-FKC Fokker 50	0810
G-TILI JetRanger	0843	G-BVMX Short 360	0910
G-GNTF SAAB 340	0929	G-DAKI Jetstream 31	0934
G-BUEB ATR-42	0937	G-JEAI Friendship	0941
G-BVJB Fokker 100	0947	G-UKTF Fokker 50	0956
G-LACB Warrior II	1011	PH-SDM DHC-8	1039
G-GNTC SAAB 340	1120	XWB99 Gazelle AH.1	1147
G-BVMX Short 360	1200	G-BVJB Fokker 100	1238
G-BWXP T67M Firefly	1316	G-JEAI Friendship	1444
PH-SDP DHC-8	1447	G-UKTF Fokker 50	1509
G-BVJB Fokker 100	1522	G-BUEB ATR-42	1721
G-DAKI Jetstream 31	1724	G-GNTF SAAB 340	1728
G-BVMX Short 360	1733	EI-FKB Fokker 50	1738
G-JEAD Friendship	1807	G-BYAP Boeing 757	1813
G-BVJB Fokker 100	1819	EI-CJC Boeing 737	1850
G-UKTF Fokker 50	1950	PH-SDR DHC-8	1953
G-DAKI Jetstream 31	2006	G-BVMX Short 360	2020
G-GNTF SAAB 340	2039	G-BUEB ATR-42	2057
G-ZAPJ ATR-42	2112	G-GNTC SAAB 340	2115
G-JEAD Friendship	2120	G-BVJB Fokker 100	2132
09 Thursday			
G-ZAPD Short 360	0005	G-BVMX Short 360	0030
VR-CSP Citation	0755	EI-CJC Boeing 737	0810
EI-FKE Fokker 50	0812	G-BVMX Short 360	0916
G-DAKI Jetstream 31	0930	G-BXEG ATR-42	0935
G-JEAD Friendship	0948	G-GNTC SAAB 340	0955
G-BVJB Fokker 100	1010	G-UKTF Fokker 50	1015
G-PEAT Cessna 421B	1019	PH-SDP DHC-8	1030
G-WIZZ JetRanger	1110	G-GNTF SAAB 340	1115
G-BVMX Short 360	1206	G-BVJB Fokker 100	1336
G-BYAP Boeing 757	1353	G-SFHR Aztec	1430
G-JEAD Friendship	1440	PH-SDR DHC-8	1443
G-UKTF Fokker 50	1458	G-BVJB Fokker 100	1622
ZG994 Islander AL.1	1705	G-DAKI Jetstream 31	1710
G-GNTC SAAB 340	1728	EI-FKF Fokker 50	1732
G-BVMX Short 360	1737	G-BXEG ATR-42	1741
G-JEAD Friendship	1806	G-PEAT Cessna 421B	1818
EI-CJE Boeing 737	1840	G-BVJB Fokker 100	1927
G-UKTF Fokker 50	1954	PH-SDT DHC-8	1957

G-DAKI Jetstream 31	2018	G-BVMX Short 360	2031
G-GNTC SAAB 340	2039	G-BXEG ATR-42	2104
G-ZAPJ ATR-42	2116	G-JEAD Friendship	2119
G-GNTF SAAB 340	2125	G-BYAP Boeing 757	2131
G-BVJB Fokker 100	2233		
10 Friday			
G-ZAPD Short 360	0008	G-BVMX Short 360	0103
G-GNTC SAAB 340	0737	EI-CJI Boeing 737	0800
EI-FKD Fokker 50	0812	G-BWXR T67M Firefly	0923
G-DAKI Jetstream 31	0926	G-BVJB Fokker 100	0932
G-BUEA ATR-42	0935	G-JEAD Friendship	0938
G-BVMX Short 360	0946	G-UKTF Fokker 50	1007
G-BSBW JetRanger	1028	PH-SDR DHC-8	1048
G-GNTC SAAB 340	1055	G-GNTF SAAB 340	1149
G-BYAI Boeing 757	1153	G-KNAP Warrior II	1230
G-BVJB Fokker 100	1241	G-JEAD Friendship	1444
PH-SDT DHC-8	1453	G-UKTF Fokker 50	1519
G-BSBW JetRanger	1521	EI-CJF Boeing 737	1524
G-BVJB Fokker 100	1529	EC-FTL Boeing 757	1534
G-JETU Twin Squirrel	1717	EI-FKC Fokker 50	1725
G-GNTC SAAB 340	1727	G-BUEA ATR-42	1733
G-DAKI Jetstream 31	1737	G-FPCL GA-7 Cougar	1804
G-JEAI Friendship	1825	G-BVJB Fokker 100	1903
G-BVMX Short 360	1907	EI-CJI Boeing 737	1939
G-UKTF Fokker 50	1958	PH-SDM DHC-8	2008
G-DAKI Jetstream 31	2037	G-JEAI Friendship	2117
G-GNTC SAAB 340	2121	G-BUEA ATR-42	2127
G-GNTF SAAB 340	2200	G-BVJC Fokker 100	2208
11 Saturday			
G-ZAPD Short 360	0015	G-BVMX Short 360	0047
EI-CJF Boeing 737	0806	PH-DMO Fokker 50	0824
G-UKTF Fokker 50	1036	PH-SDP DHC-8	1042
G-BVKB Boeing 737 500	1430	G-UKTF Fokker 50	1509
G-GNTC SAAB 340	1545	G-BVJC Fokker 100	1851
G-JEAD Friendship	1859	G-UKTF Fokker 50	1955
12 Sunday			
G-KMCD King Air 200	0720 0814	G-BVJC Fokker 100	0927
G-UKTF Fokker 50	1025	EI-CJH Boeing 737	1055
N797HG PA-46 Malibu	1210 1550	G-BSIM Archer II	1214
G-BVJC Fokker 100	1237	G-BTZR TB9 Tampico	1346
G-BVEC ATR-42	1412	G-JEAD Friendship	1439
PH-SDI DHC-8	1449	G-DAKI Jetstream 31	1515
EI-CJF Boeing 737	1533	G-UKTF Fokker 50	1606
EI-FKC Fokker 50	1728	G-BASX Seneca	1735
G-JEAI Friendship	1803	G-BVJC Fokker 100	1824
EI-CJH Boeing 737	1933	G-UKTF Fokker 50	2005
PH-SDT DHC-8	2023	G-GNTC SAAB 340	2025
G-GNTF SAAB 340	2057	G-BVTJ ATR-72	2111
G-JEAI Friendship	2114	G-BYAJ Boeing 757	2137
G-BVJC Fokker 100	2217	G-BYAI Boeing 757	2317
13 Monday			
G-BXEG ATR-42	0008	EI-CJE Boeing 737	0759
EI-FKC Fokker 50	0807	G-WIZZ JetRanger	0824
G-BUEB ATR-42	0919	G-JEAD Friendship	0933
G-BVJC Fokker 100	0941	G-GNTC SAAB 340	0946
G-BVMX Short 360	0953	G-ISEH Cessna 182R	1038
PH-SDM DHC-8	1043	G-GNTF SAAB 340	1114

G-OAKI Jetstream 31	1141	EC-GHD Boeing 737 300	1143
G-HCTL Navajo	1228	G-UKTF Fokker 50	1232
G-BYAI Boeing 757	1236	G-BVJC Fokker 100	1239
G-DAKJ Jetstream 32	1406	G-JEAH Friendship	1434
PH-SDT DHC-8	1448	G-BVJC Fokker 100	1522
XZ304 Gazelle AH.1	1533	G-UKTF Fokker 50	1621
G-BUEB ATR-42	1716	EI-FKD Fokker 50	1720
G-OAKI Jetstream 31	1726	G-GNTC SAAB 340	1728
G-JEAI Friendship	1758	G-BVJC Fokker 100	1813
EI-CJE Boeing 737	1842	G-BVMX Short 360	1907
PH-SDM DHC-8	2001	G-OAKI Jetstream 31	2008
G-UKTF Fokker 50	2012	G-GNTC SAAB 340	2021
G-GNTF SAAB 340	2100	G-JEAI Friendship	2112
G-BXEG ATR-42	2118	G-BVJC Fokker 100	2120
G-ZAPJ ATR-42	2124	G-ZAPD Short 360	2353
14 Tuesday			
G-BVMX Short 360	0028	EI-CKR Boeing 737	0805
EI-FKA Fokker 50	0807	G-WIZZ JetRanger	0815
G-BVMX Short 360	0913	G-BVJC Fokker 100	0920
G-OAKI Jetstream 31	0924	9H-ABF Boeing 737	0928
G-BWXR T67M Firefly	0936	G-JEAI Friendship	0942
G-GNTC SAAB 340	0945	G-UKTF Fokker 50	1003
PH-SDP DHC-8	1031	G-BSBW JetRanger	1033
SE-IVD Seneca	1034	G-BJBO Jodel DR250/160	1103
G-GNTF SAAB 340	1107	G-LFSI Cherokee 140C	1111
G-EMMS Tomahawk	1131	G-BVMX Short 360	1203
G-VICE Hughes 369E	1227	G-ECAS Boeing 737 300	1243
PH-SDM DHC-8	1439	G-JEAI Friendship	1442
G-HIEL Robinson R22B	1507	G-BVJC Fokker 100	1510
G-UKTF Fokker 50	1519	G-BWRP Beech 58 Baron	1600
XZ304 Gazelle AH.1	1616	G-BXEH ATR-42	1713
G-OAKI Jetstream 31	1726	EI-FKF Fokker 50	1730
G-BVMX Short 360	1745	G-GNTC SAAB 340	1752
G-JEAH Friendship	1802	G-BVJC Fokker 100	1818
G-BGHH Robin R.1180T	1831	EI-CKR Boeing 737	1836
G-UKTF Fokker 50	1957	PH-SDP DHC-8	2003
G-OAKI Jetstream 31	2019	G-BVMX Short 360	2025
G-GNTC SAAB 340	2037	G-GNTF SAAB 340	2104
G-JEAH Friendship	2107	G-BVEC ATR-42	2110
G-BVJC Fokker 100	2118	G-ZAPJ ATR-42	2120
G-BYAI Boeing 757	2144	G-ZAPD Short 360	2350
15 Wednesday			
G-BVMX Short 360	0038	EI-CJF Boeing 737	0800
EI-FKF Fokker 50	0804	G-UKTF Fokker 50	1052
OO-MTD Brasilia	1056	G-GNTF SAAB 340	1145
G-BVMX Short 360	1235	G-BVJC Fokker 100	1241
G-OAKI Jetstream 31	1301	G-BWVG Rallye 235E	1307
PH-SDP DHC-8	1508	XZ304 Gazelle AH.1	1517
G-UKTF Fokker 50	1527	G-JEAH Friendship	1537
G-BVED ATR-42	1718	G-BVJC Fokker 100	1723
16 Thursday			
G-BVJC Fokker 100	0634	G-BVJC Fokker 100	1522
G-JEAH Friendship	1524	G-BVMX Short 360	1605
17 Friday			
G-BYAP Boeing 757	1154	G-UKHP BAe 146	1158
G-BVJC Fokker 100	1235	G-PEGI Seneca	1245
G-BVMX Short 360	1253	G-UKTD Fokker 50	1324

G-GNTB SAAB 340	1330	G-JEAI Friendship	1342
G-ATPD HS 125 1B/522	1417	G-JEAH Friendship	1445
PH-SDR DHC-8	1447	G-BTTP BAe 146	1454
G-BAIW Cessna F172M	1500	EI-CKP Boeing 737	1516
G-BVJC Fokker 100	1530	G-BGLW Seneca	1638
EC-FFK Boeing 757	1651	G-GNTD SAAB 340	1728
G-DAKI Jetstream 31	1737	EI-FKC Fokker 50	1740
G-BVEF ATR-42	1744	G-JEAI Friendship	1809
G-BVJA Fokker 100	1850	G-BVMX Short 360	1904
EI-CJI Boeing 737	1924	PH-SDR DHC-8	1946
G-UKTD Fokker 50	2004	G-DAKI Jetstream 41	2023
G-GNTD SAAB 340	2026	G-JEAI Friendship	2111
G-GNTB SAAB 340	2122	G-ZAPJ ATR-42	2129
G-BVEF ATR-42	2136	G-BVJA Fokker 100	2150
18 Saturday			
G-ZAPD Short 360	0001	G-BVMX Short 360	0047
EI-CKQ Boeing 737	0758	EI-FKD Fokker 50	0759
G-BVJA Fokker 100	0922	G-JEAD Friendship	0959
PH-SDT DHC-8	1038	G-UKTI Fokker 50	1107
G-BVJA Fokker 100	1235	G-BWVW JetRanger	1238
G-GNTD SAAB 340	1256	G-SHIV GA7 Cougar	1412
G-FTIN Robin DR400/100	1502	G-UKTI Fokker 50	1509
G-JEAD Friendship	1803	G-BVJA Fokker 100	1834
G-UKTI Fokker 50	2005		
19 Sunday			
G-BVZG Boeing 737 500	0953	G-BYAS Boeing 757	1447
EI-FKE Fokker 50	1743	G-BVJC Fokker 100	1858
G-JEAI Friendship	1919	EI-CKQ Boeing 737	1932
N180GC Lear Jet 36	1940 2026	G-BVEC ATR-42	2010
G-GNTD SAAB 340	2036	PH-SDT DHC-8	2056
G-GNTB SAAB 340	2129	G-BVJA Fokker 100	2148
G-JEAI Friendship	2159	G-UKTI Fokker 50	2204
N180GC Lear Jet 36	2235(QRF)		
20 Monday			
G-MAJA Jetstream 41	0625	EI-CJI Boeing 737	0759
EI-FKE Fokker 50	0811	G-WIZZ JetRanger	0828
G-BFLH Seneca	0853	G-BXEH ATR-42	0921
G-MAJA Jetstream 41	0937	G-GNTD SAAB 340	0939
G-JEAI Friendship	0941	G-BVJD Fokker 100	0946
G-VVIP Cessna 421C	0948	G-BVMX Short 360	0951
G-UKTI Fokker 50	0957	G-BJUR Tomahawk	0957
PH-SDP DHC-8	1048	G-GNTB SAAB 340	1135
G-MAJA Jetstream 41	1140	EC-FYF Boeing 737 300	1214
G-PEGI Seneca	1230	G-BYAS Boeing 757	1245
G-BVJD Fokker 100	1247	G-WIZZ JetRanger	1302
G-BSBW JetRanger	1328	G-BRPU Duchess	1419
G-DMAR Seneca	1426	PH-SDR DHC-8	1442
G-JEAI Friendship	1448	G-UKTI Fokker 50	1506
G-JEAH Friendship	1535	G-BVJD Fokker 100	1538
G-BXEH ATR-42	1721	G-GNTD SAAB 340	1728
EI-FKA Fokker 50	1741	G-JEAI Friendship	1811
G-BVJD Fokker 100	1827	EI-CJE Boeing 737	1845
G-BVMX Short 360	1907	G-UKTI Fokker 50	1948
PH-SDP DHC-8	1953	G-GNTD SAAB 340	2022
G-BXEH ATR-42	2058	G-ZAPJ ATR-42	2110
G-JEAH Friendship	2113	G-BVJD Fokker 100	2123
G-GNTB SAAB 340	2132		

Temp/Res

21 Tuesday

G-ZAPD Short 360	0003	G-BVMX Short 360	0048
EI-CKR Boeing 737	0759	G-EAGL Cessna 421C	0818
G-BRPU Duchess	0830	G-JLRW Duchess	0909
G-BVMX Short 360	0918	G-BVEF ATR-42	0922
G-BVJD Fokker 100	0934	9H-ABF Boeing 737	0948
G-UKTI Fokker 50	0951	G-GNTD SAAB 340	0952
G-JEAI Friendship	0955	G-SHCC JetRanger	1027
G-SHIV GA7 Cougar	1041	PH-SDT DHC-8	1042
G-BSBW JetRanger	1043	G-GNTB SAAB 340	1122
G-BVMX Short 360	1156	N321DH Pilatus PC XII	1215
G-BVJD Fokker 100	1235	G-SHCC JetRanger	1300
G-SHIV GA7 Cougar	1418	PH-SDR DHC-8	1441
G-JEAI Friendship	1448	G-UKTI Fokker 50	1506
G-BVJD Fokker 100	1515	G-BVEF ATR-42	1714
G-MAJA Jetstream 41	1717	G-GNTD SAAB 340	1726
G-BVMX Short 360	1747	G-JEAI Friendship	1809
G-EAGL Cessna 421C	1822 1845	G-BVJA Fokker 100	1828
EI-FKB Fokker 50	1837	EI-CKR Boeing 737	1844
PH-SDM DHC-8	1948	G-UKTI Fokker 50	1953
G-GNTD SAAB 340	2024	G-MAJA Jetstream 41	2027
G-BVMX Short 360	2038	G-BVEF ATR-42	2053
G-GNTB SAAB 340	2101	G-ZAPJ ATR-42	2120
G-JEAI Friendship	2124	G-BVJA Fokker 100	2127
G-BYAS Boeing 757	2132		

22 Wednesday

G-ZAPD Short 360	0001	G-BVMX Short 360	0044
G-GNTD SAAB 340	0958	G-BUEB ATR-42	1010
G-JEAI Friendship	1018	00-DJV BAe 146	1029
G-BVKC Boeing 737 500	1045	G-GNTB SAAB 340	1120
G-BVMX Short 360	1125	G-BVJA Fokker 100	1233
PH-SDM DHC-8	1445	G-JEAG Friendship	1448
G-UKTI Fokker 50	1518	G-BVJA Fokker 100	1522
G-GNTD SAAB 340	1726	EI-FKA Fokker 50	1735
G-BVMX Short 360	1740	G-BUEA ATR-42	1748
G-BYAS Boeing 757	1757	G-JEAI Friendship	1806
G-BVJA Fokker 100	1819	EI-CKR Boeing 737	1846
G-UKTI Fokker 50	1951	PH-SDI DHC-8	2005
G-GNTD SAAB 340	2027	G-BVMX Short 360	2033
G-BUEA ATR-42	2104	G-JEAI Friendship	2111
G-ZAPJ ATR-42	2115	G-GNTB SAAB 340	2119
G-BVJA Fokker 100	2136	G-ZAPD Short 360	2355

23 Thursday

G-BVMX Short 360	0029	G-PEGI Seneca	0727
EI-CJI Boeing 737	0758	EI-FKD Fokker 50	0811
G-ZAPK BAe 146	0830	G-BVMX Short 360	0903
G-BVED ATR-42	0913	G-JEAG Friendship	0940
G-UKTI Fokker 50	1004	G-BVJA Fokker 100	1012
PH-SDM DHC-8	1035	G-ZAPK BAe 146	1050
G-BVMX Short 360	1208	G-PEGI Seneca	1219
G-GNTB SAAB 340	1228	G-BVKC Boeing 737 500	1232
G-BYAS Boeing 757	1333	G-SHIV GA7 Cougar	1414
G-JEAI Friendship	1436	PH-SDI DHC-8	1443
G-UKTI Fokker 50	1512	G-BVJA Fokker 100	1518
G-GNTD SAAB 340	1723	G-BVED ATR-42	1726
EI-FKE Fokker 50	1728	G-BVMX Short 360	1736
G-JEAI Friendship	1819	G-BVJA Fokker 100	1833

	EI-CJI Boeing 737	1640	G-UKTI Fokker 50	1952
	PH-SDT DHC-8	1955	G-GNTD SAAB 340	2027
	G-BVMX Short 360	2033	G-BVEC ATR-42	2051
	G-JEAI Friendship	2108	G-ZAPJ ATR-42	2115
	G-GNTB SAAB 340	2120	G-BYAG Boeing 757	2123
	G-BVJA Fokker 100	2126	G-ZAPD Short 360	2357
24	Friday			
	G-BVMX Short 360	0043	EI-CJH Boeing 737	0754
	EI-FKF Fokker 50	0803	G-BVJA Fokker 100	0921
	G-BVEC ATR-42	0934	G-GNTD SAAB 340	0939
	G-BVMX Short 360	0946	G-JEAI Friendship	1015
	G-UKTI Fokker 50	1104	N228CX TBM 700	1214
	G-GNTB SAAB 340	1216	G-BVJA Fokker 100	1235
	G-BYAG Boeing 757	1255	G-JEAI Friendship	1440
	PH-SDP DHC-8	1447	EC-FEE Boeing 757	1450
	G-BVJA Fokker 100	1514	EI-CJI Boeing 737	1522
	G-UKTI Fokker 50	1641	G-GNTD SAAB 340	1724
	EI-FKA Fokker 50	1729	G-BVEC ATR-42	1732
	G-JEAI Friendship	1809	G-BVJA Fokker 100	1834
	G-BVMX Short 360	1913	EI-CJH Boeing 737	1926
	PH-SDT DHC-8	1942	G-GNTD SAAB 340	2026
	G-BVEC ATR-42	2049	G-GNTB SAAB 340	2110
	G-ZAPJ ATR-42	2117	G-JEAI Friendship	2122
	G-BVJA Fokker 100	2127	G-UKTI Fokker 50	2211
	G-ZAPD Short 360	2337		
25	Saturday			
	G-BVMX Short 360	0025	EI-CKQ Boeing 737	0814
	EI-FKC Fokker 50	0819	G-BVJA Fokker 100	0929
	G-JEAD Friendship	0935	G-UKTI Fokker 50	1018
	PH-SDT DHC-8	1059	N797HG PA-46 Malibu	1206
	G-BVJA Fokker 100	1239	G-UKTI Fokker 50	1457
	G-JEAG Friendship	1535	G-JCAS Archer II	1812
	G-JEAD Friendship	1817	G-BVJA Fokker 100	1820
	G-UKTI Fokker 50	1944	G-BVMX Short 360	2118
26	Sunday			
	G-BVJA Fokker 100	0926	G-UKTI Fokker 50	1005
	G-BVJA Fokker 100	1224	N3036A Seneca	1301
	G-BUEB ATR-42	1350	G-PDOC PA-44 Seminole	1354
	PH-SDR DHC-8	1428	G-JEAD Friendship	1440
	G-BSPI Warrior II	1453	G-UKTI Fokker 50	1504
	EI-CKP Boeing 737	1525	G-BVJC Fokker 100	1618
	EI-FKE Fokker 50	1733	G-JEAG Friendship	1809
	G-ECAS Boeing 737 300	1820	G-BAHI Cessna F150H	1858
	EI-CKQ Boeing 737	1930	G-UKTI Fokker 50	1951
	PH-SDI DHC-8	2007	G-GNTD SAAB 340	2014
	G-BVEF ATR-42	2059	G-JEAG Friendship	2112
	G-GNTB SAAB 340	2118	G-BVKA Boeing 737 500	2127
	G-BYAG Boeing 757	2344		
27	Monday			
	EI-FKF Fokker 50	0819	EI-CKQ Boeing 737	0821
	G-BVED ATR-42	0927	G-MICK Cessna F172N	0931
	G-BVJA Fokker 100	0936	G-GNTD SAAB 340	0942
	G-BVMX Short 360	0950	G-JEAD Friendship	0954
	G-UKTI Fokker 50	1001	G-BPWI JetRanger	1031
	G-BWXS T67M Firefly	1046	PH-SDR DHC-8	1105
	G-GNTB SAAB 340	1152	EC-FYF Boeing 737 300	1221
	G-BYAG Boeing 757	1251	G-BVJA Fokker 100	1256

G-RMCT Short 360	1302	PH-SDI DHC-8	1439
G-JEAD Friendship	1447	G-UKTI Fokker 50	1511
G-BVJA Fokker 100	1559	G-BUEB ATR-42	1717
G-GNTD SAAB 340	1725	EI-FKA Fokker 50	1730
G-JEAG Friendship	1800	G-BVJA Fokker 100	1832
EI-CKQ Boeing 737	1852	G-RMCT Short 360	1901
G-BSGK Seneca	1954	PH-SDM DHC-8	2000
G-UKTI Fokker 50	2002	G-GNTD SAAB 340	2022
G-GNTB SAAB 340	2106	G-JEAG Friendship	2109
G-ZAPJ ATR-42	2119	G-BVJA Fokker 100	2123
G-BUEB ATR-42	2144		
28 Tuesday			
G-ZAPD Short 360	0008	G-RMCT Short 360	0420
EI-CJG Boeing 737	0802	EI-FKD Fokker 50	0811
EI-CJE Boeing 737 DIV	0853	G-RMCT Short 360	0912
G-BVEC ATR-42	0924	G-BVJA Fokker 100	0934
G-GNTD SAAB 340	0939	G-JEAD Friendship	0948
9H-ABF Boeing 737	0956	G-BRFA Navajo DIV	1030
PH-SDI DHC-8	1037	G-UKTI Fokker 50	1053
G-GNTB SAAB 340	1141	G-RMCT Short 360	1203
G-BVJA Fokker 100	1230	N560WE Citation V	1248
G-RJWW Maule M-5 235C	1323	G-BVZI Boeing 737 500	1400
G-JEAD Friendship	1443	PH-SDM DHC-8	1447
G-UKTI Fokker 50	1515	G-OBMF Boeing 737 400	1523
G-BSGK Seneca	1538	G-TOYZ JetRanger	1631
G-GNTD SAAB 340	1721	EI-FKC Fokker 50	1731
G-BVEC ATR-42	1735	G-RMCT Short 360	1741
G-JEAG Friendship	1813	G-BVJA Fokker 100	1826
EI-CJG Boeing 737	1841	G-DBLK Short 360 DIV	1907 2006
G-UKTI Fokker 50	1958	G-BRFA Navajo DIV	2010
PH-SDT DHC-8	2013	G-RMCT Short 360	2020
G-GNTD SAAB 340	2022	N180GC Lear Jet 36 DIV	2056 2203
G-GNTB SAAB 340	2109	G-JEAG Friendship	2112
G-ZAPJ ATR-42	2113	G-BVEC ATR-42	2117
G-BYAG Boeing 757	2135	G-MAJA Jetstream 41 DIV	2138
G-MAJI Jetstream 41 DIV	2146	G-BVJA Fokker 100	2227
00-SDR Boeing 737 DIV	2259	G-ZAPD Short 360	2351
29 Wednesday			
G-RMCT Short 360	0042	G-BVEC ATR-42	0617
EI-CJH Boeing 737	0758	EI-FKB Fokker 50	0810
G-LIDE Navajo	0819	G-WIZZ JetRanger	0836
G-RMCT Short 360	0913	G-BVJA Fokker 100	0923
G-BUEB ATR-42	0931	G-GNTD SAAB 340	0941
G-JEAG Friendship	0947	G-UKTI Fokker 50	1046
VR-CPR Cessna 421C	1047	PH-SDR DHC-8	1110
G-GNTB SAAB 340	1128	G-RMCT Short 360	1155
G-BVJA Fokker 100	1218	G-BODY Cessna 310R	1224
G-BCCF Archer	1302	N560WE Citation V	1320 1719(30)
G-JEAG Friendship	1445	G-UKTI Fokker 50	1504
G-BVJA Fokker 100	1513	G-BUEA ATR-42	1719
G-GNTD SAAB 340	1729	PH-DMD Fokker 50	1732
G-RMCT Short 360	1736	G-BYAG Boeing 757	1749
G-JEAD Friendship	1812	G-BVJA Fokker 100	1828
EI-CJH Boeing 737	1840	G-UKTI Fokker 50	1948
G-GNTD SAAB 340	2016	G-RMCT Short 360	2020
PH-SDR DHC-8	2024	G-BXEG ATR-42	2103
G-GNTB SAAB 340	2108	G-ZAPJ ATR-42	2122

G-JEAH Friendship	2124	G-BVJA Fokker 100	2131
G-ZAPD Short 360	2342		
30 Thursday			
G-RMCT Short 360	0030	EI-CJE Boeing 737	0806
EI-FKE Fokker 50	0813	G-RMCT Short 360	0912
G-BUEB ATR-42	0919	G-BVJA Fokker 100	0925
G-GNTD SAAB 340	0939	G-JEAH Friendship	0948
G-UKTI Fokker 50	0951	G-GNTB SAAB 340	1115
G-RMCT Short 360	1157	G-BVJA Fokker 100	1222
G-BAVZ Aztec	1337	G-BYAG Boeing 757	1358
PH-SDR DHC-8	1444	G-JEAH Friendship	1452
G-UKTI Fokker 50	1502	G-BVJA Fokker 100	1543
G-HAMA King Air 200	1654	G-GNTD SAAB 340	1720
G-BUEB ATR-42	1722	EI-FKB Fokker 50	1723
G-RMCT Short 360	1737	G-JEAG Friendship	1822
EI-CKQ Boeing 737	1840	G-BVJA Fokker 100	1844
G-UKTI Fokker 50	1953	PH-SDI DHC-8	2008
G-RMCT Short 360	2020	G-GNTD SAAB 340	2025
G-ZAPJ ATR-42	2106	G-GNTB SAAB 340	2109
G-BUEB ATR-42	2112	G-JEAG Friendship	2120
G-BVJA Fokker 100	2124	G-BYAG Boeing 757	2132
G-ZAPG Short 360	2354		
31 Friday			
G-RMCT Short 360	0031	EI-CJC Boeing 737	0802
EI-FKF Fokker 50	0813	G-WIZZ JetRanger	0818
G-BVJA Fokker 100	0927	G-BUEA ATR-42	0935
N27495 Navajo	0943 1655	G-JEAG Friendship	0946
G-UKTI Fokker 50	1001	G-RMCT Short 360	1016
PH-BYB B58 Baron	1037	G-BTFF Cessna T310R	1040
PH-SDT DHC-8	1057	G-BGXD TB-10 Tobago	1101
G-GNTB SAAB 340	1125	G-BYAP Boeing 757	1142
G-BVJA Fokker 100	1219	G-DBLC Duchess	1439
PH-SDI DHC-8	1450	G-JEAG Friendship	1454
G-UKTI Fokker 50	1510	G-BVJA Fokker 100	1513
EI-CKR Boeing 737	1517	G-UKTI Fokker 50	1956
PH-SDR DHC-8	2004	G-ZAPJ ATR-42	2115
G-RMCT Short 360	2122	G-GNTB SAAB 340	2124
G-GNTD SAAB 340	2208	G-BVJA Fokker 100	2228

From & To

02) N709EL/East Midlands: 03) N560WE/Jersey: 06) VR-CPR/Guernsey: 07) XX335/Leeming: 08) XW899/Catterick: 09) VR-CSP/Gloucestershire;Z6994/Brize Norton: 12) N797HG/Guernsey: 13) XZ304/Shawbury: 14) SE-IVD/Gothenburg: 19) N1806C/Athens: 21) N321DH/Farnboro: 24) N228CX/Southend: 25) N797HG/Guernsey: 30) N3036A/Birmingham: 28) N560WE/Jersey;N1806C/Tenerife(South): 29)VR-CPR/Guernsey;N560WE/Jersey: 31) N27495/F & T Guernsey;PH-BYB/Humberside:

Overshoots

03) G-BAVZ;G-SFHR: 05) G-BPHL: 06) ZF348/LOP10: 07) ZF488/LOP70: 09) ZF266/LOP50
 10) ZF203/LOP32;ZF411/LOP33: 14) ZF169/LOP66;ZF268/LOP67;ZF320/LOP56;ZF512/LOP19
 15) ZF408/LOP66: 17) ZF384/LOP65;ZF320/LOP60;ZF165/LOP65: 18) XX709/UAX90:
 20) ZF137/LOP60;XX482/CWL19;XX416/Army 568: 21) 133/French Navy 55A2: 23) XX709/
 UAX91;ZF266/LOP18;ZF408/LOP75: 24) XX709/UAX93;XX622/UAX91: 25) XX622/UAX93:
 26) XX714/UAX90: 28) G-BNOE: 29) ZF418/LOP64;XX491/CWL72: 30) XX500/CWL75;
 ZF143/LOP08:

LBA Movements review, January 1997

A quiet month to start the year off with very few foreigners to report. Beechjet 400 N709EL arrived from its base at EMA on the 2nd and Citation V N560WE on the 3rd was from Jersey. Guernsey based Cessna 421C VR-CPR arrived on the 6th whilst the Biggin Hill based Citation VR-CSP came from Gloucestershire (Staverton to us older spotters!) on the 9th. Another Guernsey based American is the PA-46 Malibu N797HG which visited on the 12th and the 25th.

The first real foreigner of the month (apart from the airliners) was the Seneca SE-IVD which came from Gothenburg on the 14th. Lear Jet 36 N180GC is operated by Global Air Rescue on ambulance flights and on the 19th it arrived from Athens at 1940 and departed for Rotterdam at 2026. However it returned at 2235 and the log from the tower has a QRF (the Q code for a return to field) alongside it and the point of departure given as EGNM which is Leeds? On the 21st the Pilatus PC XII N321DH came in from its base at Farnboro and night stopping on the 24th was the SOCAT A TBM-700 N228CX which is based at Southend.

Seneca N3036A arrived from Birmingham on the 26th but it is reported to be based Stapleford Tawney. Returning on the 28th was Citation V N560WE and diverting in due to fog at Manchester was the Lear Jet 36 N180GC from Tenerife, also diverting from Manchester that day was the SABENA Boeing 737 OO-SDR as "SABENA 8814". Back again on the 29th were Cessna 421C VR-CPR and Citation V N560WE. Last foreigners of the month were Navajo N27495 and Baron PH-BYB both on the 31st.

Aer Lingus have the Fokker 50 PH-DMD on lease again and it was noted on the 3rd as "Shamrock 368", the 11th as "Shamrock 364" and the 29th as "Shamrock 368". The "SABENA 697" flight on the 22nd was done by the BAe 146 OO-DJV instead of their more usual Schreiner Dash Eight. Not to be out-done by these changes the British Midland flight "Midland 5JL" on the 14th was operated by the new Boeing 737-3Y0 G-ECAS.

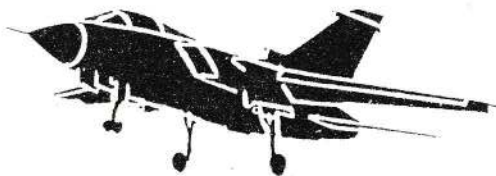
Military notes are few but interesting, on the 7th the Hawk XX335 arrived from Leeming as "I2P95". On the 8th we had the Gazelle XWB99 from Catterick without a callsign in the log. On the 9th Islander AL.1 Z6994 came from Brize Norton with the callsign "Army 338" and visiting on the 13th, 14th and 15th as "Army 384" was the Gazelle AH.1 XZ304.

On the smaller side the Bandeirante G-BGYT of Air South West which had been in Knightair's hangar on checks since 13 Dec departed on the 2nd and the Fairlines Bandeirante PH-FVB which had been at Knightair since 22 Dec departed on the 5th. Another departure from knightair was the Citation N501CF which had been present since 23 Dec and which left on the 17th. LongRanger G-GFRY has been away having maintenance somewhere else and the JetRanger G-BWVW arrived as a temporary stand in on the 18th, G-GFRY returned on the 28th but G-BWVW has remained at Knightair. The Twin Comanche N8816Y which diverted in with electrical failure on November 21st has now moved into the Knightair hangar for repairs.

The latest Slingsby T67M's to pass through YLA have been G-BWXP/G-BWXR/G-BWXS on the 7th, 10th and 27th respectively. G-BWXD seems to be missing but this may have been the one reported in the tower log as G-BWXD on December 13th. The Slingsby T67 G-OPUB reported as resident at YLA has not been seen since so it may be that it was only in for checks. The Cessna 421C N421DD has now been reregistered to a local owner as G-MUVG and it was flying as such in mid January with AJ Aviation.

Military Matters

Eric Martin.



UK POLICE AIR SUPPORT UNITS

Recent years have seen a growth in police air support units and the majority of constabularies in the UK now have aircraft as part of their 'armoury'. According to my research, there are currently twenty such units, as detailed below:

Central Counties Air Operations Unit
(West Mercia and Stafford Constabularies)
Base: Halfpenny Green Airfield, Birmingham
Type: Eurocopter AS355F1

Cheshire Police Air Support Unit
Base: Liverpool Airport
Type: BN-26-2A Islander

Chiltern Air Support Unit
Base: Kidlington, Oxford
Type: Eurocopter AS355F1

Cumbrian Police Air Support Unit
Base: Carlisle Airport
Type: Cessna 337D

Devon & Cornwall Police Air Support Section
Base: Middlemoor, Exeter
Type: Eurocopter BO 105 DBS4

Dyfed Powys Police Air Support Unit
Base: Carmarthen, Dyfed
Type: Eurocopter AS355N

East Midlands Air Support Unit
Base: Sulby, Northants
Type: Eurocopter AS355N

Essex Police Air Support Unit
Base: Boreham, Chelmsford
Type: Eurocopter AS355F2

Greater Manchester Police Air Support Unit
Base: Eccles
Type: Eurocopter AS355F2

Hampshire Police Air Support Unit
Base: Lee-on-Solent Airfield
Type: BN-2B Islander

Lancashire Constabulary Air Support Unit
Base: Wharton Airfield, Preston
Type: Eurocopter AS355N

Merseyside Police Air Support Group
Base: Liverpool Airport
Type: Eurocopter AS355N

Metropolitan Police Air Support Unit
Base: Loughton, Essex
Types: Two Bell 222
Two Eurocopter AS355N

North East Air Support Unit
Bases: Newcastle Airport (i)
Teeside Airport (ii)
Types: Eurocopter AS355F1 (i)
PBN Islander (ii)

Strathclyde Police Air Support Unit
Base: City Heliport, Glasgow
Types: Two Eurocopter BO 105
One Eurocopter AS355F1

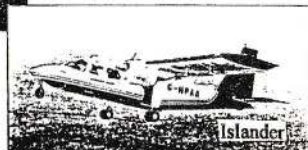
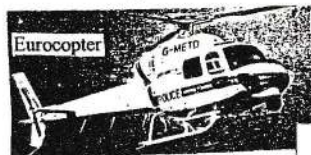
Sussex Police Air Support Unit
Base: Shoreham Airport
Type: Eurocopter BO 105 DBS4

West Midlands Air Operations Unit
Base: Birmingham Airport
Type: Eurocopter AS355F2

West Yorkshire Police Operations Division
Base: Carr Gate, Wakefield
Type: Eurocopter BO 105 DBS4

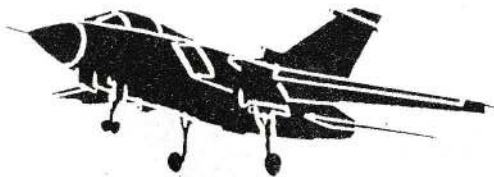
Western Counties Air Operations Unit
Base: Filton Airfield
Type: Eurocopter AS355F2

Wiltshire Constabulary Air Support Unit
Base: Devises, Wiltshire
Type: MBB 05 DBS4



Military News

Eric Martin.



ARMY AIR CORPS UNITS

The Army Air Corps is composed of a number of Regiments, each of which consists of three squadrons. In addition, there are a number of independent flights.

1 Regiment	Gutersloh	Lynx Mk 7s & Gazelle Mk 1s	1 Armoured Division
3 & 4 Regiments	Wattisham	Lynx Mk 7s & 9s & Gazelle Mk 1s	24 Airmobile Brigade
5 Regiment	Aldergrove	Lynx Mk 7s & Gazelle Mk 1s	Security Forces, NI
7 Regiment (TA)	Netheravon	Gazelle Mk 1s	HQ Land Forces
9 Regiment	Dishforth	Lynx Mk 7s & Gazelle Mk 1s	3 Division
1 Flight	Aldergrove	Islanders	Security Forces, NI
7 Flight	Brunei	Bell 212s	
8 Flight	Hereford	Augusta A109s	Special Air Service
12 Flight	Bruggen	Gazelle Mk 1s	
16 Flight	Cyprus	Gazelle Mk 1s	
25 Flight	Belize	Gazelle Mk 1s	
BATUS Flight	Canada	Gazelle Mk 1s	Army Training facilities in North America

The Army has 14 Lynx Mk 7s and 4 Gazelle Mk 1s detached in Bosnia for peacekeeping duties. The Army Aviation Centre (currently at Middle Wallop, but see also below) is equipped with Lynx Mk 7s and Gazelle Mk 1s for flying training.

FUTURE OFFENSIVE AIR SYSTEM

The MOD is to launch a £35million study to examine options to replace the Tornado GR4 around 2015. Amongst the options to be examined include variants of the Eurofighter, a new design combat aircraft, adaptation of existing aircraft, unmanned air vehicles and stand-off air-to-ground missiles launched from transport aircraft.

RAF LEAVES THE EAST

Former members of the Far East Air Force will shed a tear at the news that the RAF has closed its last base in the Far East, Sek Kong, in the New Territories in Hong Kong. The Wessex helicopters of 28 Squadron will transfer to Kai Tak Airport until the handover of the colony to China in July this year.

DEFENCE HELICOPTER FLYING SCHOOL

Yet another tri-service flying training school has been mooted to follow in the steps of the Joint Elementary Flying Training School (JEFTS) in the Defence Helicopter Flying School, which is being opened at RAF Shawbury in April. The School is to be operated by a private consortium and will operate Eurocopter AS350BA Squirrels and Bell Textron 412s. It will take over RAF and RN basic rotary instruction at Shawbury and similar Army courses at Middle Wallop. Pilots from all three services, therefore, will undertake their basic rotary instruction together.

Credits: Air Cadet; Aircraft Illustrated; RAF News
Please send any information for inclusion on this page to:
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AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

The steelwork is now complete in the latest terminal extension at LBA. The extension is added to the new extension at the East end of the terminal, and will further increase the capacity of LBA's departure area.

Air U.K. are to increase the frequency of their Leeds to Amsterdam service to five per day. One report suggests KLM Fokker 70's will be used on the more popular flights.

Cityflyer Express are to introduce a mid-afternoon Gatwick service

Euromanx is due to replace its two Jetstream 31's (G-LOGV and G-GLAM), based at Leeds with Jetstream 41's this month (March).

Ryanair had a bumper week-end between 14th and 16th February, due to the Ireland v England rugby match in Ireland. On Friday 14th we had a total of five flights, one of which was operated by Britannia Boeing 757. Again on the Sunday a total of five flights were operated. Also look out for "new" Boeing 737's the airline has begun to receive from Lufthansa, the first example is registered EI-CNT. The airline was advertising for flight deck crew in Flight International for both Boeing 737-200 and 300.

Titan Airways In edition of AYCAN I reported that Titan had commenced a mail flight into LBA every weekday evening and that this was to run until mid January. Well good news is that the service is actually operated up to Friday 14th February. Titan have also taken over the **Emerald Airways** Liverpool mail service using ATR-42's following the demise of the former carrier.

AIRPORT NEWS

Manchester Airport received approval to construct its second runway in January. The decision to allow the new runway will confirm Manchester will stay third in the league of U.K. airports behind Heathrow and Gatwick. The airport management claims, while only handling 15 million passengers a year, the airport has already reached capacity at peak times. The airport hopes to be handling 30 million passengers by 2005.

The £172 million investment is only part on the capital which has been or is to be spent on the airport. The new Terminal two opened in 1993 cost £265 million. £96 million is been invested in refurbishing terminal one, including £7.5 million on the "superhub" which was opened in September last year. The airport, is owned by 10 local authorities, prides itself on its profitability. Last year the airport made a profit of £44.5 million.

In order to gain the approval for the second runway, the airport had to present a very strong environmental package. These include planting 6 trees for every tree destroyed, creation of 43 new ponds and new footpaths are to be created. No night flights will be allowed from the new runway and strict noise limits imposed. However environmental campaigners have already occupied the new site and warned that the construction would be fought on similar lines to that of the Newbury by-pass. Mr Chris Mailne of the Green Party claimed "This will destroy three woods and part of the Cheshire countryside which is as scenic as anything in Kent. We are looking at camps along the route of the runway as well as marches". Environmentalists are also seeking a judicial review of the government decision.

The runway will be the first new runway built in Britain for 20 years, and is due to be completed in three years. The 3050 metre runway should create an extra 7000 jobs at the airport and a further 43,000 in-direct jobs in the region. Mr Graham Stringer, Chairman of Manchester Airport said "The second runway is the biggest post-war economic boost to the region. It will create 50,000 new jobs - the equivalent employment potential of 10 Nissan car plants." The contract for the runway construction has been won by Tarmac and AMEC.

The airport even took out full page advertisements in many local and national newspapers, listing all the advantages the second runway would offer, and how environmentally balanced the project was.

AIRLINE NEWS

British Airways celebrated 10 years of privatisation on February 11th. To mark the occasion they offered 200 tickets on Concorde to New York at £10.00 All you had to do was ring the Newcastle booking centre at 10:00 P.M. on the 11th and beat the other alleged 20 million people who B.A. claimed made the call from all over the world.

The airline is to apply a new interim livery over the next few months to some of its fleet. The main changes will be the removal of the red speedbird from the blue of the fuselage, the use of a slightly lighter blue for the fuselage, which does not come as far up the side of the aircraft. The fuselage is painted in a "whiter" white, and a different typeface for the airlines title. The final redesign is still been finalised.

The airline has been warned they must surrender 168 take-off and landing slots at Heathrow as a condition of their merger with American Airlines.

Continental Airways are to commence a new Birmingham to Newark service on 2nd July. The airline will use Boeing 757 equipment on the flights.

Delta and Continental Airlines have confirmed they are holding talks which could lead to the formation of the worlds largest airline.

Eurolot is the name of a new airline set up by LOT to operate domestic services in Poland from April. The airline is expected to use Jetstream 31's.

Federal Express have placed an order for 50 Ayres Loadmaster LM200 Cargo Aircraft. You maybe will of not heard of this type...I certainly hadn't before I read a news article. Ayres are better known for manufacturing cropspraying aircraft. The LM200 uses the wings of the Thrush Commander cropsprayer. It will be powered by two LHTEC CTP800 Turboprop engines driving a single propeller via a common gearbox. The aircraft will have a payload of 3400kgs. First flight is due by the end of 1998. It is planned to use the type mainly in North America, but it may possibly be used in Europe if rules governing "single" turboprops on commercial flights are relaxed.

AIRCRAFT NEWS

Boeing have announced they are no longer proceeding with the development of the Boeing 747-500X or 747-600X, dubbed the "Super Jumbo". Instead Boeing intends to concentrate on new models of its 747, 767 and 777. As a result of cancelling the project Boeing is boasting it will now expect to secure more orders for its 747-400. Boeing have also announced it is to increase production of the 737 to 21 per month from the fourth quarter of this year.

Boeing unveiled its first Boeing 737-700 on December 8th, and by now it should have flown for the first time. Boeing are claiming that they are "ten years ahead" of Airbus Industrie in short range airliner technology. FAA certification for the 737-700 is expected in September. The aircraft features a new larger wing, and new engines (CFM56-7's), which Boeing claim will allow the aircraft to fly faster and further. The aircraft has a modernised flightdeck with liquid controlled displays, however the aircraft will not be fly by fire.

Airbus have confirmed the launch date for their "Super Jumbo" the A3XX is still 1998. The consortium is continuing to hold talks with other risk sharing partners with the intention of placing 40% of the A.3XX work with outside companies. Airbus considers the market for very large aircraft over the next twenty years to be 1,380, Boeing says there is only demand for 470. Aerospatiale has also stated it is still in talks with Lockheed Martin about the U.S. manufacturer joining the Airbus consortium.

Concorde celebrated 21 years of commercial service on 21st January. Since the first example first flew in 1969, Concorde's have accumulated 800,000 hours in the air, of which 500,000 have been supersonic.

OTHER NEWS

If you are due to travel on an American Airline, you will soon be able to check on the safety of that airline on the Internet. From April 1st all lapses of procedure or maintenance which warrant a fine of more than \$50,000 will be listed on a FAA website www.FAA.gov.

CREDITS Pete Gibson, Harry Morrow, Pete Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

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.

FELLOWSHIPS- the 'pocket' workhorses that I am sure already have a cult following, have been moving around in the past few weeks with two versions being prominent. Two F28- 1000's were returned to TAT of France from SABENA following a lease arrangement, the aircraft F-GBBR/S many years ago carrying the letters D-AGAD/C. These turbofan powered short/medium range jet airliners were first mooted as an idea in 1960, with plans being released in 1962. Development commenced in 1964 and the first prototype (PH-JHG) flew in May 1967. Another model this time a /4000 version also left SABENA to join MONTENEGRO AIRLINES as YU-AOH last October. OO-DJB was with the Belgian flag carriers subsidiary- DELTA but was at one time TY-BBN in Benin. Two more examples- PH-CHD/F have left KLM (NLM) for MERPATI AIRLINES in Jakarta Indonesia, the latter formerly carrying the name ISLAND of GUERNSEY!! MERPATI were also to add six of these type that are ex-ANSETT machines which should make a fleet of around 30?. A pair have also left AIR OSTRAVA the Czech Republic set-up to return to the lessor and leave the Prague based airline with an all-turboprop fleet.

FUERTEVENTURA should have their modern airport terminal up and running this summer having for the first time, 5 air bridges which are built now. The main structure for the 40,000 sq.m. looked to be nearing completion on my return (18 Feb.), but the inside views on local T.V. revealed unfinished surfaces with fittings still in packing cases. The main runway direction used is the 2,400m R01 (ILS Cat 1.), and the field has IACO fire protection CAT VII. In 1996 it handled 2,500,000 passengers with 22,000 take offs/landings and for one of the quieter of the 'big four' Canary Islands, it does have some busy spells. When the Germans come, they seem to land all day long especially on Monday's with LTU, CONDOR, HAPAG LLOYD, AIR BERLIN, AERO LLOYD, GERMANIA etc. etc. To be fair there are plenty of BRITANNIA, MONARCH, AIRTOURS and FLYING COLOURS also but it is nice to see mixed in=, a CROSSAIR MD80, SUNWAYS 757 and LUXAIR 737. Daily there are up to 7 flights to Gran Canaria and two to Tenerife North with the BINTER ATR's, who also send in CASA and DC9 equipment occasionally. AVIACO and VIVA were also seen. I also glimpsed what looked like a METRO with AIR _____? on the side on some days. For those who have not been,

the resort of Caleta de Fuste which is 10 mins South of the airport, is just to the side of the glide slope!! and was not noisy day or night!!.

TRANSAERO *who were the first non-AEROFLOT outfit to be granted permission to operate scheduled services in Russia, have confirmed plans to operate a twice weekly service from Moscow to Manchester. The aircraft type is expected to be Boeing 737/300 series, they also had five 737/200 models in their fleet last year. Last news was that they had 5 - 757's with orders for some DC10's. Based at Moscow Sheremetyevo, where they also have maintenance facilities, they were actually established as a company on Dec 28 1990 and went 'International' (to Tel Aviv) in Nov 1993.*

IN BRIEF.... *VASP of Brazil may take over AEROLINEAS ARGENTINAS.... CROATIA AIRLINES have ordered six A319's AIR CHINA will launch Hong Kong-LHR weekly flights using 747/400's to celebrate the hand over of the Colony BA are to serve Pisa and St Petersburg from March 30th ex-Gatwick Washington Dulles airport (No 8 in the US) is undergoing major building work to expand and the City's domestic airport is adding a new 34 gate extension CROSSAIR have passed on two F100's to ALPI EAGLES of Italy, and two to ROYAL BRUNEI AIRLINES the AERO JET Caravelle = HB-ICJ appears to have gone to Zaire!! after a six year break- RYANAIR will link the south of England from June 13 with Kerry but this time from Stansted instead of Luton over in France REGIONAL AIRLINES have ordered five EMB 145 for delivery in the next 12 months ... LUFTHANSA besides off-loading their 737/200's to RYANAIR, have placed one with ALOHA and 3 with LAN CHILE two Tri-stars that arrived at Cambridge in November in AIR INDIA colours are AIR PORTUGAL's CS-TEF/G, both previously with ROYAL JORDANIAN?? whilst TEB is stored at LISBON as CARIBJET's V2-LEOthe Canadian charter jets of AIR CLUB will not be seen in the UK next year! PHILIPPINES AIRLINES are to take 33 new aircraft over the next 3 years GULF AIR are selling six Boeing 767's and axing their Bahrain to Durban, Geneva, Johannesburg and New York services **and finally** a story emerged some time ago (but you may not all have heard it!!) -attached to a report from LUFTHANSA that a survey of 500 businessmen who had flown in Russia etc, found bribery to be rife. Two English Directors may agree as one was offered the chance to change the name of a Russian city, whilst another was offered something else!. The latter was on a flight from Vladivostok to Moscow that had been delayed 36 hours due to a fuel shortage and not being fluent in the language - he caught the stewardess and pointed to his watch!!, She mentioned \$50 and promptly took the puzzled man to the first class toilet!!!*

Credits: Laurie Coldbeck, David Tennant, T.A.S., T.T.G. Flight International.

RAF MIDDLESBROUGH

By Leslie Scheftsik

RAF Middlesbrough was a sub-unit of RAF Hull where I'd previously been stationed. There were only fourteen of us plus a sergeant and a flight lieutenant. The officer was responsible to the CO at Hull.

The job was the same as I'd done at Hull: working on the docks checking RAF supplies being unloaded, usually from United States merchant navy ships. Then, in the railway marshalling yards, we had to ensure that they were loaded into the correct wagons. We ticketed the wagons, and it was up to the LNER railwaymen to shunt them onto the right goods train.

The work was easy, but it could be dangerous. There was often shunting in progress. When the engine had pushed a truck into motion, the truck ran along the rails by itself, guided by points operated by the railwaymen, to join its train. It ran swiftly and silently, giving no warning of its approach; and we were told that several men had been run down and killed over the years.

By the end of 1944 the blackout had been partly lifted, although the dock lighting was inadequate. The lamps were dim and too far apart. One night a merchant seaman fell into the water and drowned. I was on duty next day when his body was hauled out, dangling from the hook of a crane. It was not a pleasant sight.

Shortly before Christmas our officer discovered there would be no RAF supplies arriving for a few days, so we wouldn't be needed from December 23rd to 25th. However, off duty troops were forbidden to travel by train over holiday periods, and most long distance bus routes had been axed for the duration of the war. Also, the maximum period of leave allowed at Christmas was twenty-four hours. But that didn't daunt our officer. He issued us with three consecutive twenty-four hour passes, cautioning us to produce the correct one if we were stopped by the RAF police.

So how did I get home? United to Darlington, United to Ripon, West Yorkshire to Harrogate and B & B Tours to Bradford. Because I had to return on the 25th, we made Christmas Eve our Christmas Day. Going back I used the same bus routes in the reverse order. Travelling on Christmas Day was no problem in 1944, because restricted bus services were running.

Soon afterwards something happened that our officer had been dreading. A Middlesbrough bound ship, with RAF supplies on board, was diverted to Immingham where we had neither a camp nor civilian billets organised. But there was a US Army base. Would the Americans have three airmen? They did. And an interesting week began.

The GIs were friendly but happy-go-lucky. They rarely saluted, strolled about with their hands in their pockets, and addressed their officers in a friendly, informal way. They seemed to be able to say what they liked as long as they added "sir" at the end. Meal times were a revelation. RAF personnel were forbidden to enter the dining hall wearing overalls, but the Americans did. And how they could eat! They couldn't understand why we didn't want three or four fried eggs with our bacon for breakfast, or couldn't

face the huge helpings of meat, vegetables or whatever. The syrup poured over the puddings was too sweet for us, too; but we loved their ice cream. That was a luxury in wartime Britain.

We slept in tents. They had square bases with low wooden sides, above which the canvas rose to a point at the top. There was no heating in them, and they were lit by a small electric light bulb which was barely bright enough for reading. I was glad to return to Middlesbrough and my comfortable civilian billets.

A few days later I was detailed to report for an inoculation. The one that I'd had at Padgate training centre had gone septic, and I had nearly lost my left arm. So I refused to have another jab.

"It's unlikely to happen again," the MO said. "Sorry, sir," I replied. "I'm not taking any chances." There was nothing he could do because, contrary to popular belief, an airman could not be made to have an inoculation against his will. So the words "inoculation refused" were written in red ink in my paybook.

Sometimes we needed to cross the water at Middlesbrough. I forget whether it was a river or an estuary. Anyhow, we used the Transporter Bridge. An iron framed contraption spanned the water and, suspended from it, was a moving platform which travelled from one bank to the other. It was massive. The driver was high up in a compartment among the girders, and I wondered how he could judge exactly when to stop.

One day he didn't. As we approached the shore it was obvious that he couldn't brake in time. So a split second before we crashed into the bank, I jumped into the air. My feet were off the ground at the moment of impact; but other foot passengers were thrown against the cars and lorries, or fell onto the floor.

We were not allowed to wear civilian clothes except on leaves longer than forty-eight hours. But our uniforms were thick and uncomfortable to dance in. I'd joined a small local dance club, and my landlady let me keep some civilian clothes in a part of the house that was not inspected by the RAF. It was risky to go out in civvies without permission; but as the dance hall was within walking distance I chanced it, and was never found out.

The RAF had an office in the centre of the town, and I sometimes worked there either doing clerical work or cleaning the rifles, bayonets and other equipment that we never used. As it was acivilian building we had to have a firewatcher on duty throughout the night. All that meant was going to sleep in the office unless there was an air raid, in which case you stood by with a stirrup pump, water and sand ready to tackle a fire. But it's difficult to see how we could have put out anything bigger than a smouldering cigarette with that equipment.

Middlesbrough was my last RAF posting. "Sorry, Scheftsik," said Flight Lieutenant Grimwade. "You're transferred to the army unless you sign on as a regular for at least three years." If I hadn't been engaged to be married I'd have signed, but as it was I wanted to be out of the services as soon as possible.

The discipline in the East Yorkshire Regiment came as a shock. But it didn't last. I was medically downgraded as unfit for the infantry, and finished my service as a Royal Signals clerk.

Guess where I went for Christmas?

by Terry Sykes

Monday December 16th and Dave Valentine arrived to take me up to the airport for the first leg of my epic Christmas trip. I waved goodbye to my suitcase when it disappeared through the check-in desk and hoped we would finally meet up again in Auckland. Then it was up to the BMA lounge for a short while until the flight was ready to board. At 1025 the Fokker 100 G-BVJD lifted off runway 32 and only 37 minutes later I was landing at Heathrow. I now had a wait of over four hours before my next flight but as Heathrow is not one of my favourite places to watch aircraft I spent my time looking around the terminals. At last the Air New Zealand flight was called and I boarded Boeing 747-400 ZK-SUH for the journey to our first stop which was Los Angeles.

Heading up over Greenland, down across Canada and into US airspace over Chicago I found myself landing in darkness at LAX - 10 hours and 6 minutes out of LHR. The stop-over in LAX was just four hours during which time we were kept in a transit lounge and no spotting was possible. Back onto ZK-SUH and I settled down for the longest leg of the journey, 11 hours and 49 minutes across the Pacific to land at Auckland at 0540 local time on December 18th.

Auckland has two terminals, the International one and the Domestic one. I found my suitcase at the luggage carousel and promptly booked it back in at the flight transfer desk for the next two flights. Then onto the inter-terminal coach for a five minute trip to the Domestic terminal, here I had just short of three hours to kill so I did my first bit of logging. Three Bandeirantes of Eagle Airways on the apron were ZK-ERU/FHX and -KIP, there was a Great Barrier Airlines DHC6 Twin Otter ZK-FQK and an Ansett New Zealand Bae 146 ZK-NZC. Air New Zealand Boeing's noted were the 737-200's ZK-NAA/NAB/NQC and the 767 ZK-NBJ. The Air New Zealand internal flights are operated by a number of smaller companies under the NZ Link banner and noted were NZ Link/Air Nelson SAAB 340's ZK-FXB/NLP/NSK and the SA227 Metroliner ZK-NSZ. Also noted was the Cessna T188C ZK-WAS. Then it was onto the Boeing 737-200 ZK-NAA for the 1 hour 6 minute flight down to Christchurch.

Christchurch is ideal for spotters, there is an old fashioned viewing deck on top of the terminal building with no restrictions and you can get good photos of the parked aircraft with a standard lens and there is a good view of the runway for telephoto shots. I had six hours to wait for my connection during which time I logged 63 aircraft, these included ten 737's of Air New Zealand, six Bae 146's and three DHC-8's of Ansett New Zealand, three Metroliners and two SAAB 340's of NZ Link/Air Nelson and seven ATR-72's of NZ Link/Mount Cook. On the larger side I logged Boeing 747's 9V-SMW of Singapore Airlines, VH-OJO of QANTAS along with ZK-NZV and -SUI of Air New Zealand plus the MD-11 HL-7374 of Korean Air. A short trip outside the terminal and down the road brought me to the hangar complex and I logged C-130's 8320/XD and 8321/XD of the USAF which operate down to the snow and ice of the Antarctic. Parked near them were another USAF Hercules 31096 and a USAF C-141B 50231. Withdrawn from use in the same area were Aircruising Fokker Friendship VH-NLS and Mount Cook HS 748 ZK-DES. Back to the terminal and just in time to see Dakota ZK-AMS of Pionair Adventures taxi out for a pleasure flight, also to log the Air Freight NZ Convair 580 ZK-KFL. The Canterbury Aero Club keep their aircraft on the opposite side of the runway but they are easy to spot with small binoculars, I noted twelve of their Cherokee's, Cessna's, Tomahawks and quite

a few private aircraft. Then it was onto the NZ Link/Air Nelson SA227 Metroliner ZK-NSY for the 28 minute flight over the Southern Alps to my final destination Hokitika.

The flight over the Southern Alps is spectacular, it is done at 14,000 feet which is high enough to clear the mountains but low enough for some good photo's. The Metroliner seats 19 with every-one getting a window seat but the cabin is barely 5ft high so it is not easy to walk through. The locals all call it the pencil as it is so long and thin. The terminal at Hokitika has just the one check-in desk and handles just three Metroliner flights per day - all from and to Christchurch and there are over a dozen smaller aircraft resident. The local Air New Zealand representative is Jim Jameson who does the air traffic control for the Metro and then dashes down to the apron to off-load the luggage, check the aircraft, fuel it and do the paperwork before loading it again and sending it on its way. He is a keen modeller and a fanatic about the P-51 Mustang. I was met by my sister and her family and whisked away the mile or so to her house so I did not log any of the locals that day.

The following day I was told I was going shopping in Greymouth (about 40Km North and about three times the size of Hokitika), they have a small airfield there and I convinced my niece, who was driving, that it would be a nice place to visit. The only aircraft noted however were Cessna 177B ZK-DIH, Cessna 172M ZK-FMP, Tomahawk ZK-JFE and Cheyenne ZK-ROM. Back at Hokitika I made a visit to the airport where I logged most of the aircraft that were supposed to be there. Housed in a small glass sided building by the entrance is a replica of the Fox Moth ZK-ADI which was built by the local council workers in 1994 to commemorate the formation of the first licenced scheduled air service in New Zealand at Hokitika in 1934. Operating out of here on pleasure flights to the mountains are aircraft of Wilderness Wings, a Beaver ZK-BXN, a Cessna 180 ZK-BJY (also used for parachuting) and the Cessna 180 ZK-BYI which did not fly all the time I was there. There is an Aero Club with a couple of microlights, both are Micro B.22 Bantams ZK-JEV and ZK-VFR. Privately owned aircraft include two Super Cubs, one is ZK-BTI and the other is a specially modified three seater ZK-BJG, a Cessna 172 ZK-CSU, Tomahawk ZK-ESG, Cherokee ZK-ESG an AESL Airtourer T6 ZK-WBW and two helicopters ZK-HFI a Robinson R-22 and ZK-HSG which is a JetRanger. A peculiarity of New Zealand's air registration board is that they allow aircraft which do not intend to leave the islands to omit the national registration prefix ZK, so the Cessna 172 ZK-CSU for instance carries only the letters CSU on the tail. Not all aircraft do this but there are quite a few that do, and in the case of helicopters since they are all in the ZK-Hxx range most of them omit the letter H as well so the Robinson R-22 ZK-HFI only carries the letters FI !!

During my stay there I logged a number of visitors and quite a few of the daily Metroliners. A second trip to Greymouth on Dec 24th found three new aircraft for me to log, Apache ZK-BUA, Cessna 150H ZK-CTE and Cherokee ZK-CWS. I had mentioned before I left home that it was one of my ambitions to visit the Alpine Fighter Collection at Wanaka but I realised it was too far away. Well the brother-in-law thought differently, so on Dec 29th we set off bright and early travelling south down the coast along route 6. Traffic was non-existent and we made good time on the flat but when it came to turning inland and heading through the Haast Pass over the Alps it was a lot slower. About an hour from Wanaka we pulled in to a wayside garage for fuel and there parked on a landing strip alongside the road was Cessna 185F ZK-FMA of Air Makarora.

On arrival at Wanaka the first aircraft noted was PZL Wilga ZK-PZO parked by the gate. Mustang 473420 (ZK-PLI) was outside the hangar ready for flight whilst displayed inside were Curtiss P-40K NZ3108 (ZK-PXL), Spitfire XVI TB863/P-FU (ZK-XVI), Nakajima Ki43 Oscar with just a number 750 on it and a YAK 3M with no serial but ex NX915LP and due to be ZK-YAK eventually. Hanging from the roof was an SE5A replica E1294 which was previously on display as F5459 but must have been repainted recently. Outside again and we were greeted by the Pitts S-2 ZK-PTO doing aerobatics whilst we moved along to the small private hangar where we found Cessna 180J ZK-DXW and Cessna U206F ZK-DXZ of the local skydivers being serviced. Also scattered around were various Cessna's and Pipers plus Fletcher FU-24 ZK-CMM for sale. Inside the hangar was a Mooney M20C ZK-CKF and a totally unexpected MIG 15UTI painted as red 501 with VH-NZM faintly visible on the tail which means it should be ZK-MIG. Travelling back towards the workshop hangar we passed the apron where Islanders ZK-EVO and -EVT of Aspiring Air were parked and we reached the hangar just as it was opened for the afternoon viewing session.

I was not sure what to expect but it turns out that there is a viewing balcony on which you are allowed and which overlooks the hangar floor. From here there are over a dozen aircraft visible and photographable, including Avenger NZ2518 (ZK-TBM), Corsair NZ5201 (ZK-FUI), Tiger Moth NZ1459 (ZK-BRB), Fox Moth ZK-AEK, YAK 50 YA-C (ZK-YAC), Harvard N15798 converted to a Zero with the serial 288, Chipmunk WB568 (ZK-MUH) and the stars of the day two (count 'em TWO) Polikarpov I-16 Rata aircraft recently imported from Russia with serials 9 and 26.

Adjacent to the airfield is a Transport Museum which has a large collection made up of cars, fire engines, buses and farm vehicles - also a few aircraft. Visible on outdoor display were Australian Air Force Canberra A84-207 (minus engines and in a very bad state) and Lockheed Lodestar VH-XUS painted as 18-2388 of the USAF and named "Flew the Coop". In their hangar were some really nice aircraft, first off there was Antonov 2 LY-AKH then Auster J/1 ZK-BJL, airworthy Prentice ZK-DJC, a beautiful scale SE5A replica ZK-SET painted as B4863 and the remains of Victa Airtourer ZK-COW. But my attention was drawn straight away to a RNZAF Devon with the serial INST-214, this was last noted at Nelson as NZ1804 with the ATC and had only moved here recently. The INST serial indicates that it had been relegated to an instructional airframe. Whilst the brother-in-law and my nieces 11 years old son were looking round the cars I was chatting with the museum operator and his sister, suddenly young David came dashing up saying he had found an aeroplane I had missed. Sure enough hidden away behind a gaggle of motor bikes was a dusty and badly battered Flying Flea registered ZM-AAC, one of only about half a dozen registered in the ZM-series in the 1930's. The return journey was notable only for the AS350 Squirrel ZK-HJQ seen in a paddock at the roadside north of Franz Joseph Glacier.

Since this was not intended to be an aviation trip I was by now more than happy with what I had seen but to add to the 852km round trip to Wanaka the following Sunday, Jan 5th, I was taken to the RNZAF Museum at Wigram near Christchurch which has now been re-named Air Force World. I had visited here on my last trip out to New Zealand but the display aircraft had changed slightly and it is now possible to go round the workshop hangars. The main display hangar contained eleven fully restored aircraft and the remains of the Douglas Dauntless NZ5037 posed in among a jungle landscape in a crashed condition. Other aircraft were Avro 626 NZ2203, Anson NZ406/G (built from three different ones), Harvard NZ1087 painted as NZ948, Spitfire TE288 with no serial just the codes OU-V, Mustang NZ2410, Beaver ZK-CMW painted NZ6001, Auster 7C with the dual serials NZ1707/WE563, Bell UH-1H Iroquois

NZ3800 was new and ex 69-15923,C47B Dakota NZ3551,Australian Air Force Canberra A84-240 and my favourite the Devon NT.1 NZ1803. The restoration hangars are now open to visitors by way of organised tours at set intervals,luckily we arrived in time for one of them so I took young David and left my sister and the brother in law in the restaurant. The first hangar contained the Stearman ZK-STM/N53403 and Tiger Moth ZK-BRL/NZ1443 which do pleasure flights plus the Turbulent ZK-CFX which is privately owned. There were also the wings of a Mosquito being restored and the Sopwith Pup replica N6160 ex G-BIAT being rebuilt.

The second hangar was more productive but far more crowded. The dismantled Canberra B.(I)8 WT346 (ex 8197M) was piled in a heap in one corner waiting for restoration,an Avenger NZ2504 (painted NZ2521) is parked in front of it. Next to these is the fully restored and painted Lockheed Hudson NZ2013/RV-Z awaiting a place in the museum,under its wing is the BAC 167 Strikemaster NZ6373 and the DH Vampire T.11 NZ5710. Next comes the restored Bristol Freighter NZ5903 which is open to visitors who want to look inside and then the strangely out of place USAF Cessna O-2A-CE (Cessna 337) 69-7639. This we were told is representative of aircraft operated in Viet Nam by the RNZAF. Finally we came to the partially restored fuselage of Catalina VH-SBV. Back in the entrance hall of the museum I logged the three aircraft dangling from the roof,a Bleriot XI-2 monoplane with no reg,Tiger Moth NZ1481 (painted NZ825) and the Vampire FB5 NZ5757 plus the Douglas A-4L Skyhawk N402FS (painted NZ6207) on the ground. The newly delivered Andover NZ7621 stands outside on the apron and in the distance I could see the Friendship ZK-BXG minus its outer wings. Standing guard on the gate is the Harvard IIA NZ1050 on a pole.

Finally it was Jan 9th and I clambered back into the Metroliner,this time it was ZK-NSV,for the trip to Christchurch - only 24 minutes. An hour and a half before my connection so I booked my suitcase in and it was checked right through to LBA much to my surprise then it was back up to the viewing deck. Only time to log 12 aircraft and these were mainly NZ Link/Air Nelson and NZ Link/Mount Cook nothing outstanding. The next leg up to Auckland lasted 1 hour 4 minutes in the Air New Zealand Boeing 737 ZK-NAF and this gave me four hours to wait but it was getting dark by now. I only logged eight but there were some interesting ones,the first one was Polynesian Airlines Boeing 737 5W-ILF,then there was another Korean Air MD-11 HL-7375 two QANTAS 747's VH-OJM/OJO,two Westwinds VH-AJJ/AJP and the Air New Zealand 737 ZK-NQC and their 747 ZK-NBS. I was loaded on to ZK-NBS and after a flight of 11 hours 20 minutes we reached Los Angeles where we parked alongside two more of the same breed,ZK-NBT and the 200 series ZK-NZZ. Also noted here was a Virgin 747 G-VHOT,a Lufthansa one D-ABVK and a KLM one PH-BFPB. The remainder of the ones I managed to see from transit were all US ones including Southwest's Boeing 737's N642WN,N675AA and N648WN,US Air's 737 N589US and 767 N652US. There were also three Trans World Express Jetstream 32's N859AE,N860AE and N875JX seen from ZK-NBS as we taxied out for take off. The flight to Heathrow took 9 hours and 53 minutes flying NE across the USA and out over the Atlantic via the Gander overhead. The groundspeed readout on the cabin TV screen whilst over the USA was at one point over 1200km per hour so we landed at LHR at 1045 local,almost half an hour early and I once again roamed around the terminals until it was time to board the Fokker 100 G-BVJB for the 36 minute flight to LBA. I had been away for just short of a month,I had done a total of 47 hours and 23 minutes flying in 8 different aircraft of 4 different types,now it was back to typing the movements for the next magazine - good job its winter here and not much to report !

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MEETING - 2 FEBRUARY 1997

A very comprehensive slide show was presented by Rod Whittaker, based on his visits to Manchester and to other UK airports.

The first part of the programme was devoted to the nineteen seventies and eighties, including studies of 707s, 727s, Caravelles and a Carvair. The sight of these aircraft and of liveries of now defunct airlines drew quite a few sighs of nostalgia from members. It is interesting to know how photographers set about recording their subjects. Choice of location, time of day, the aircraft's proximity etc, all affect the image presented. Rod has one opportunity of which colleagues were appreciatively envious - his mother-in-law lives near the end of Manchester's runway, and some fine shots of airliners on finals taken from the comfort of a deckchair in her garden were proof of his good fortune! Conversely, some late evening studies in other places testified to those long vigils which occasionally test the enthusiast's dedication.

Many of the slides showed aircraft in the context of their airfield landscapes. Rod's successive visits to airports over two decades indicated how the favoured spots for photography have become increasingly restricted. Tighter security and extensions to buildings, for example, reduce the vantage points which were available several years ago. His comments brought back memories of our dear old pre-war terminal building at Yeadon, long since demolished, with its open-air roof top views of Runway 10/28!

Finally, Rod showed the proposed location of Manchester's newly-approved second runway. Hopefully this will present the photographer with new possibilities - and material for a future show?

Denis Yeadon

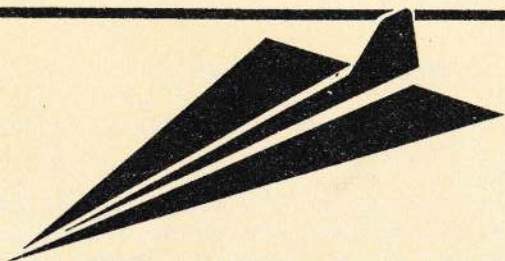
Humberside Aviation Society

1997 Airfield Review

Since there will be no Air Yorkshire Airfield Review this year it may interest people to know that the Humberside Aviation Society have just published the 1997 issue of their review which can be purchased for £3 (inc postage) from the address below;

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