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

SUNDAY, 7TH MAY "AS IT WAS" - Andrew Hill shows slides of the early L.B.A.
 SUNDAY, 4TH JUNE to be announced
 SUNDAY, 2ND JULY "
 AUGUST - NO MEETING

CHAIRMAN'S CHAT - *first of all, my apologies to members and last month's speaker Barrie Cliff. Due to my car going tec I had to leave the meeting when the A.A. arrived. In the "good old days" when the car wouldn't start you used to dry the plugs, rub the points with a match box and the car would usually start. But today, thanks to modern technology like computers and printed circuits, it took the dealer eleven days to rectify the fault. This, to me, shows how advanced and reliable aviation technology is and how few delays are caused by aircraft developing a fault(with, of course, the exception of G-DASI).*

With this magazine we include your summer timetable. This shows for the first time the impact of allowing 24 hour operations. Aircraft can arrive at approx. 04.00, depart at 07.00, return at 13.00, depart 14.00, return 19.30 and then depart at 20.30. This is efficient aircraft utilization, keeping costs low with benefits to both passenger and airport. With the summer season just starting the airport has just issued the first details of the winter charters, and this again looks good.

Over fifty members enjoyed a splendid night on Friday, 7th April at the Pease Hill House Hotel in Rawdon, to celebrate the coming of age of Air Yorkshire. Guest of Honour was Rob Lund, Director of Operations at L.B.A. After a fine meal and short speeches, a toast was drunk to another twenty-one years of Air Yorkshire. Thanks to all who supported this event with special thanks to Rob Lund for giving up his evening to be with us.

Finally, a big "thank you" to our "old" friend Jonathan Hinkles for permission to use his copyright to produce the summer timetable.

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

Leeds/Bradford Movements

March 1995

01 G-DASI Short 360	0133	G-KWIK P68 Victor	0828
G-BVJB Fokker 100	0924	G-MAJA Jetstream 41	0929
EI-CFB SAAB 340	0936	G-JEAI Friendship	0941
G-DASI Short 360	0942	G-WRCF King Air 200	0949
G-UKTE Fokker 50	1026	OO-DTO Brasilia	1034
G-BVMY Short 360	1036	PH-KXG Fokker 50	1120
G-BSBW JetRanger	1133	G-AZTS Cessna F172L	1222
G-JEAI Friendship	1248	G-BVJB Fokker 100	1257
G-BAVZ Aztec	1417	OO-MTD Brasilia	1432
G-UKTC Fokker 50	1440	G-BVJB Fokker 100	1534
PH-KXG Fokker 50	1656	G-MAJA Jetstream 41	1704
G-JEAI Friendship	1714	G-BYAR Boeing 757	1756
G-BVJB Fokker 100	1827	EI-CFD SAAB 340	1932
G-MAJA Jetstream 41	1948	OO-DTN Brasilia	1957
G-JEAI Friendship	2011	G-BVMX Short 360	2014
G-DASI Short 360	2019	G-UKTC Fokker 50	2100
PH-KXG Fokker 50	2112	G-DAAL HS 748	2147
G-BVJA Fokker 100	2152		
02 OY-SVL Citation	0848 1756	EI-CFC SAAB 340	0923
F-GGGT Citation II	0933 1524	G-BVJA Fokker 100	0945
G-UKTE Fokker 50	0953	OO-MTD Brasilia	1030
G-BVMX Short 360	1038	G-LORD Seneca	1045
G-MAJA Jetstream 41	1138	G-JEAI Friendship	1212
G-DASI Short 360	1218	G-BVJA Fokker 100	1248
G-SUZN Warrior II	1325	G-DASI Short 360	1333
PH-KXG Fokker 50	1355	G-BYAK Boeing 757	1414
G-BYAM Boeing 757	1438	OO-DTL Brasilia	1449
G-JEAI Friendship	1508	G-BVJA Fokker 100	1520
G-UKTC Fokker 50	1544	G-BVMX Short 360	1608
G-MAJA Jetstream 41	1654	G-AVMK BAC 1-11	1710 1412(3)
PH-KXG Fokker 50	1741	G-JEAI Friendship	1808
G-BVJA Fokker 100	1815	EI-CFC SAAB 340	1940
G-MAJA Jetstream 41	1949	OO-MTD Brasilia	2002
G-BVMY Short 360	2011	G-DASI Short 360	2024
G-JEAI Friendship	2044	PH-KXG Fokker 50	2119
G-DAAL HS 748	2142	G-UKTC Fokker 50	2155
G-BVJC Fokker 100	2225		
03 G-LJET Lear Jet 35A	0755	G-BSBW JetRanger	0918
G-DASI Short 360	0923	G-MAJA Jetstream 41	0926
G-BVJC Fokker 100	0937	G-JEAI Friendship	0959
EI-FKB Fokker 50	1010	OO-DTN Brasilia	1021
G-BWMW Short 360	1048	PH-KXG Fokker 50	1145
G-BAVZ Aztec	1211	G-SACS Cadet	1216

G-BVJC Fokker 100	1237	G-JEAI Friendship	1302
G-UKTC Fokker 50	1453	G-BVJC Fokker 100	1520
OO-DTO Brasilia	1533	G-BMW Short 360	1608
PH-KXG Fokker 50	1655	G-MAJA Jetstream 41	1657
G-JEAI Friendship	1725	G-BVJC Fokker 100	1821
G-BRFA Navajo	1902	EI-CFC SAAB 340	1918
G-MAJA Jetstream 41	1947	OO-DTG Brasilia	2001
G-DASI Short 360	2020	G-BVMX Short 360	2023
G-JEAI Friendship	2029	G-IFTC HS 125 3F	2100 2131
G-UKTC Fokker 50	2110	PH-KXG Fokker 50	2113
G-BVJC Fokker 100	2122	G-DAAL HS 748	2134
04 EI-CFB SAAB 340	0900	G-BVJC Fokker 100	0932
OO-DTJ Brasilia	0932	XX432 Gazelle AH.1	1034
G-UKTC Fokker 50	1036	G-BFRA Rockwell 114	1110
G-BMW Short 360	1111	G-JEAI Friendship	1114
G-BGXD TB10 Tobago	1134	G-BVJC Fokker 100	1323
PH-KXG Fokker 50	1325	G-SHIV GA7 Cougar	1353
G-BJYD Cessna F152	1419	G-BFFE Cessna F152	1446
G-JEAI Friendship	1707	G-BVJB Fokker 100	1826
G-MAJA Jetstream 41	1833	G-TAXI Aztec	1844
G-BVJB Fokker 100	2121		
05 EI-CFB SAAB 340	0807	N709EL Beechjet 400A	0831 0858
G-BVJB Fokker 100	0916	G-BVJB Fokker 100	1223
G-SHIV GA7 Cougar	1318	G-WYPA Bolkow 105DBS/4	1322
G-JEAI Friendship	1347	OO-DTG Brasilia	1444
G-UKTC Fokker 50	1447	G-BMW Short 360	1627
G-JEAI Friendship	1732	G-BVJB Fokker 100	1818
N708EL Beechjet 400A	1821 1842	G-UKTC Fokker 50	1939
G-AVMK BAC 1-11	1942	OO-DTO Brasilia	1945
G-MAJA Jetstream 41	1951	G-BVMY Short 360	2020
EI-CDT Boeing 737 548	2022	G-JEAI Friendship	2027
PH-KXG Fokker 50	2100	G-BVJB Fokker 100	2123
G-BYAL Boeing 757	2234		
06 G-BNDS Navajo	0829 1702	EI-CFB SAAB 340	0900
G-BSBW JetRanger	0922	G-BVJB Fokker 100	0929
G-DASI Short 360	0934	G-MAJA Jetstream 41	0938
G-JEAI Friendship	0953	G-ATTY Cherokee Six	1017
G-UKTA Fokker 50	1029	OO-DTG Brasilia	1029
G-LORD Seneca	1036	G-BVMY Short 360	1043
PH-KXG Fokker 50	1133	G-BSDO Cessna 152	1210
G-BVJB Fokker 100	1224	G-BYAL Boeing 757	1253
G-JEAI Friendship	1258	G-HCTL Navajo	1332
OO-DTL Brasilia	1448	G-UKTC Fokker 50	1451
G-BVJB Fokker 100	1517	G-ILTS Cherokee Six	1525
G-BVMY Short 360	1605	G-LORD Seneca	1610
PH-KXG Fokker 50	1651	G-MAJA Jetstream	1659
G-JEAI Friendship	1711	G-BVJB Fokker 100	1810
ZE701 BAe 146 CC.2	1858 2251	EI-CFC SAAB 340	1906
G-TAXI Aztec	1942	G-MAJA Jetstream 41	1955
OO-MTD Brasilia	2005	G-BVMX Short 360	2007
G-JEAI Friendship	2019	G-DASI Short 360	2047
G-UKTC Fokker 50	2056	PH-KXG Fokker 50	2111
G-DAAL HS 748	2141	G-BVJB Fokker 100	2219

07	G-BVJB Fokker 100	0933	G-DASI Short 360	0939
	G-MAJA Jetstream 41	0947	G-JEAI Friendship	0953
	G-UKTA Fokker 50	1000	OO-DTL Brasilia	1035
	EI-CFD SAAB 340	1037	G-BVMX Short 360	1044
	G-BSBW JetRanger	1059	PH-KXG Fokker 50	1115
	G-BVJB Fokker 100	1221	G-BAVZ Aztec	1225
	G-JEAI Friendship	1253	G-ODIL JetRanger	1349
	OO-DTG Brasilia	1431	F-GMGB King Air 200	1435
	G-BYAT Boeing 757	1438	G-UKTC Fokker 50	1514
	G-BVJB Fokker 100	1526	PH-KXG Fokker 50	1653
	G-JEAI Friendship	1713	G-BVJB Fokker 100	1832
	EI-CDG Boeing 737 548	1952	G-MAJA Jetstream 41	1956
	OO-MTD Brasilia	2000	G-BVMY Short 360	2008
	G-JEAI Friendship	2017	G-DASI Short 360	2029
	PH-KXG Fokker 50	2110	G-UKTC Fokker 50	2116
	G-BVJB Fokker 100	2128	G-DAAL HS 748	2137
08	G-BYAT Boeing 757	0012	EI-CFC SAAB 340	0855
	ZG994 Islander AL.1	0910	G-DARR Cessna 421C	0914
	G-MAJA Jetstream 41	0918	G-DASI Short 360	0949
	G-JEAI Friendship	0957	G-UKTA Fokker 50	1054
	OO-DTG Brasilia	1103	G-BVMY Short 360	1106
	G-JEAI Friendship	1311	PH-KXG Fokker 50	1316
	G-OBMX Boeing 737 500	1405	G-BSBW JetRanger	1407
	G-UKTC Fokker 50	1430	OO-DTO Brasilia	1437
	G-BVJB Fokker 100	1537	G-ZAPD Short 360	1642
	PH-KXG Fokker 50	1652	G-MAJA Jetstream 41	1655
	G-JEAI Friendship	1715	G-BYAT Boeing 757	1742
	G-TKPZ Cessna 310R	1806	G-BVJB Fokker 100	1816
	G-BTFX JetRanger	1920	EI-CFB SAAB 340	1931
	G-MAJA Jetstream 41	1958	OO-DTJ Brasilia	2000
	G-JEAI Friendship	2016	G-BWMW Short 360	2019
	G-ZAPD Short 360	2024	G-UKTC Fokker 50	2107
	PH-KXG Fokker 50	2115	G-BVJB Fokker 100	2120
	G-DAAL HS 748	2145		
09	G-JLRW Duchess	0843	EI-CFA SAAB 340	0850
	G-BSBW JetRanger	0913	G-MAJA Jetstream 41	0922
	G-BVJB Fokker 100	0932	G-DASI Short 360	0939
	G-AVYM Cherokee 180D	0948	G-UKTA Fokker 50	0951
	OO-DTO Brasilia	1028	G-BWMW Short 360	1030
	PH-KXG Fokker 50	1117	G-BAVZ Aztec	1154
	G-BDTX Cessna F150M	1207 n/s	G-BVJB Fokker 100	1217
	G-JEAI Friendship	1241	G-ARID Cessna 172B	1320
	G-BYAT Boeing 757	1352	G-UKTC Fokker 50	1435
	OO-DTL Brasilia	1454	G-BVJB Fokker 100	1515
	D-ICHS Cessna 425	1528	G-BWMW Short 360	1614
	G-MAJA Jetstream 41	1654	G-BATV Cherokee 180F	1659
	PH-KXG Fokker 50	1701	G-BVJB Fokker 100	1816
	EI-CFC SAAB 340	1913	G-MAJA Jetstream 41	2000
	G-BVMY Short 360	2005	OO-DTJ Brasilia	2008
	G-DASI Short 360	2025	G-JEAI Friendship	2048
	G-UKTC Fokker 50	2051	G-BYAT Boeing 757	2107
	G-UKTC Fokker 50	2121	G-BVJB Fokker 100	2133
	G-DAAL HS 748	2138		
10	EI-CFB SAAB 340	0901	G-MAJA Jetstream 41	0924

G-BSBW JetRanger	0925	G-BVJB Fokker 100	0935
G-DASI Short 360	0935	G-BAHN B58 Baron	0942
G-JEAI Friendship	0943	G-UKTA Fokker 50	1003
OO-DTL Brasilia	1020	G-GENN GA7 Cougar	1034
G-BVMY Short 360	1038	G-UKTG Fokker 50	1117
OO-SXD Xingu	1139	G-BEWR Cessna F172N	1209
G-BVJB Fokker 100	1234	G-JEAI Friendship	1257
OO-DTO Brasilia	1438	PH-KXG Fokker 50	1444
G-BVJB Fokker 100	1518	G-BVMY Short 360	1609
G-JCASA Archer II	1620	G-UKTG Fokker 50	1656
G-MAJA Jetstream 41	1706	G-JEAI Friendship	1736
G-BVJB Fokker 100	1833	EI-CFD SAAB 340	1906
G-MAJA Jetstream 41	2001	OO-DTL Brasilia	2005
G-BWMW Short 360	2006	G-DASI Short 360	2032
PH-KXG Fokker 50	2056	G-UKTG Fokker 50	2118
G-BVJB Fokker 100	2130	G-BIUW HS 748	2134
G-JEAI Friendship	2140		
11 EI-CFA SAAB 340	0852	G-BVJB Fokker 100	0923
OO-DTO Brasilia	1024	G-BVMY Short 360	1027
PH-KXG Fokker 50	1032	G-BORS Tomahawk	1035
G-JEAI Friendship	1100	XX432 Gazelle AH.1	1153 1320
G-BVJB Fokker 100	1224	G-UKTG Fokker 50	1316
G-SHIV GA7 Cougar	1601	G-JEAI Friendship	1708
G-MAJA Jetstream 41	1742	G-BVJB Fokker 100	1804
G-BVJB Fokker 100	2112		
12 EI-CFB SAAB 340	0902	G-BNOJ Warrior II	0956
G-BVJB Fokker 100	0959	G-JPAD Robinson R44	1117
G-FLPI Rockwell 112A	1128	G-OBMY Boeing 737 500	1226
G-JEAI Friendship	1359	PH-KXG Fokker 50	1431
OO-MTD Brasilia	1435	G-VMJM TB10 Tobago	1456
G-BAHX Cessna 182P	1513	G-BVMY Short 360	1611
G-BPHL Warrior II	1702	G-JEAI Friendship	1720
G-BVJA Fokker 100	1814	G-HVRS Robinson R22	1916
EI-CFC SAAB 340	1918	PH-KXG Fokker 50	1935
G-HVRS Robinson R22	1940	G-MAJA Jetstream 41	1942
OO-DTL Brasilia	1950	G-BVMX Short 360	2003
G-JEAI Friendship	2024	G-UKTG Fokker 50	2114
G-BVJA Fokker 100	2116		
13 G-BYAN Boeing 757	0128	G-SHIV GA7 Cougar	0819
G-JLRW Duchess	0850	EI-CFB SAAB 340	0852
G-BVJA Fokker 100	0932	G-DASI Short 360	0935
G-BSBW JetRanger	0937	G-MAJA Jetstream 41	0944
G-UKTA Fokker 50	0947	G-JEAI Friendship	0952
G-BEHU Seneca	1024	G-BWMW Short 360	1100
OO-MTD Brasilia	1112	PH-KXG Fokker 50	1116
G-OBNF Cessna 310K	1121	G-HOPE F33A Bonanza	1230
G-BVJA Fokker 100	1249	G-JEAI Friendship	1256
G-BYAN Boeing 757	1332	OO-DTK Brasilia	1440
G-OLAH Short 360	1442	G-UKTG Fokker 50	1500
G-BVJA Fokker 100	1522	G-BWMW Short 360	1559
G-OBNF Cessna 310K	1629	PH-KXG Fokker 50	1650
G-MAJA Jetstream 41	1653	G-JEAI Friendship	1715
G-BSGL Warrior II	1819	G-TAXI Aztec	1822
EI-CFD SAAB 340	1915	G-BVKA Boeing 737 500	11932

OO-DTG Brasilia	1949	G-MAJA Jetstream 41	1953
G-BVMX Short 360	2007	G-OLAH Short 360	2022
G-JEAI Friendship	2043	G-UKTG Fokker 50	2047
PH-KXG Fokker 50	2119	G-BVJC Fokker 100	2124
G-BEJE HS 748	2135		
14 G-BYAN Boeing 757	0005	G-OLAH Short 360	0742
G-LORD Seneca	0836	EI-CFC SAAB 340	0848
G-MAJA Jetstream 41	0924	G-BSBW JetRanger	0929
G-UKTA Fokker 50	0944	G-BVJC Fokker 100	1021
G-BBGB Aztec	1024	OO-DTK Brasilia	1030
XZ337 Gazelle AH.1	1039	G-KKDL TB20 Trinidad	1045
G-OLAH Short 360	1055	G-UKTG Fokker 50	1132
G-BYAN Boeing 757	1340	G-BVJC Fokker 100	1342
G-BLFZ Navajo	1354	G-LORD Seneca	1415
G-JEAJ BAe 146	1441	OO-DTJ Brasilia	1448
G-BAVZ Aztec	1453	G-TAXI Aztec	1521
G-BVJB Fokker 100	1607	PH-KXG Fokker 50	1618
G-BVMY Short 360	1633	G-MAJA Jetstream 41	1653
G-UKTG Fokker 50	1704	EI-CFC SAAB 340	1904
G-BVJB Fokker 100	1905	G-MAJA Jetstream 41	1946
G-BVMX Short 360	1959	OO-DTK Brasilia	2009
G-OLAH Short 360	2019	G-JEAJ BAe 146	2034
PH-KXG Fokker 50	2052	G-UKTG Fokker 50	2119
G-BVJB Fokker 100	2145	G-BEJE HS 748	2149
G-BYAN Boeing 757	2233		
15 G-OLAH Short 360	0623	N228CX TBM 700	0907
EI-CFA SAAB 340	0913	G-WRCF King Air 200	0938
G-OLAH Short 360	0944	G-UKTA Fokker 50	0950
G-MAJA Jetstream 41	0952	N27495 Navajo	1012 1529
OO-DTO Brasilia	1019	G-BVMX Short 360	1023
G-MANJ BAe ATP	1028	G-BVJB Fokker 100	1041
ZE702 BAe 146 CC.2	1054 1617	OO-DCM Citation	1100 1514
G-UKYG Fokker 50	1116	VR-CPR Cessna 421C	1210
G-MANM BAe ATP	1251	G-BMAC DC9	1313
G-BAKS JetRanger	1323	G-BSBW JetRanger	1408
OO-DTO Brasilia	1441	PH-KXG Fokker 50	1448
G-BVJB Fokker 100	1518	G-UKTG Fokker 50	1650
G-BVMA King Air 200	1653 1748	G-MAJA Jetstream 41	1658
G-JEAI Friendship	1737	G-BYAN Boeing 757	1759
G-BVJB Fokker 100	1825	EI-CFB SAAB 340	1908
G-MAJA Jetstream 41	1950	OO-DTJ Brasilia	1957
G-BRFA Navajo	2013	G-OLAH Short 360	2017
G-JEAI Friendship	2027	G-BVMY Short 360	2035
PH-KXG Fokker 50	2053	G-UKTG Fokker 50	2113
G-BVJB Fokker 100	2134	G-BEJE HS 748	2144
16 G-OLAH Short 360	0633	OO-IBJ HP 137 Jetstream	0839 1630(17)
G-BAML JetRanger	0851	EI-CFC SAAB 340	0859
G-MAJA Jetstream 41	0927	G-OLAH Short 360	0929
G-BVJB Fokker 100	0935	G-UKTA Fokker 50	0943
G-JEAI Friendship	1000	OO-DTO Brasilia	1030
G-EFSM T67 Firefly	1110	G-BFFE Cessna F152	1209
G-BVJB Fokker 100	1228	G-BVMX Short 360	1235
G-JEAI Friendship	1301	G-UKTG Fokker 50	1439
OO-DTH Brasilia	1441	G-BYAT Boeing 757	1508

G-BVJB Fokker 100	1520	G-BVMX Short 360	1602
G-BAML JetRanger	1630	G-MAJA Jetstream 41	1644
PH-KXG Fokker 50	1659	G-JEAI Friendship	1708
G-MOAC F33A Bonanza	1732	G-BVJB Fokker 100	1813
ZG846 Islander AL.1	1833	EI-CFB SAAB 340	1908
G-MAJA Jetstream 41	1950	OO-DTK Brasilia	1954
G-BVMY Short 360	2010	G-JEAI Friendship	2022
G-OLAH Short 360	2029	G-UKTG Fokker 50	2054
PH-KXG Fokker 50	2113	G-BEJE HS 748	2135
G-BVJB Fokker 100	2141	G-BYAT Boeing 757	2233
17 G-ORFH ATR 42	0654	OY-SVL Citation	0659 0737
EI-CFA SAAB 340	0854	D-CHOP Citation II	0910 1148
G-MAJA Jetstream 41	0919	G-BVJB Fokker 100	0927
G-SAMM Cessna 340A	0937	G-JEAI Friendship	0938
G-UKTA Fokker 50	1005	G-SMJJ Cessna 414A	1023
G-BVMY Short 360	1025	OO-DTH Brasilia	1039
G-ORFH ATR 42	1135	G-BLZT Short 360	1158
G-BVJB Fokker 100	1240	G-JEAI Friendship	1315
G-SMJJ Cessna 414A	1434	OO-DTK Brasilia	1443
PH-KXG Fokker 50	1459	OY-SVL Citation	1605
G-BVJB Fokker 100	1609	G-BVMY Short 360	1624
G-MAJA Jetstream 41	1659	G-UKTG Fokker 50	1709
G-JEAI Friendship	1733	EI-CFC SAAB 340	1908
G-MAJA Jetstream 41	1955	G-BVJB Fokker 100	2004
OO-DTO Brasilia	2023	G-BLZT Short 360	2030
G-JEAI Friendship	2037	G-BMW Short 360	2052
G-ZAPG Short 360	2105	PH-KXG Fokker 50	2120
G-UKTG Fokker 50	2127	G-BVJB Fokker 100	2321
18 G-BLZT Short 360	0627	EI-CFA SAAB 340	0844
G-BVJB Fokker 100	0926	G-BRKH PA-28 Dakota	0950
OO-DTK Brasilia	1038	G-UKTG Fokker 50	1045
G-BVMY Short 360	1053	G-JEAI Friendship	1134
G-BVJB Fokker 100	1222	PH-KXG Fokker 50	1442
G-BRKH PA-28 Dakota	1537	VR-CPR Cessna 421C	1607
G-OANC Warrior II	1643	G-JEAI Friendship	1706
G-MAJA Jetstream 41	1748	G-BVJB Fokker 100	1813
VR-BJE Gulfstream III	1832 1858	G-FOOD King Air 200	1838
G-BVJB Fokker 100	2128		
19 EI-CFD SAAB 340	0855	G-BVJB Fokker 100	0919
G-BJYD Cessna F152	1125	G-BVJB Fokker 100	1225
G-JEAI Friendship	1358	G-BSBW JetRanger	1402
OO-DTN Brasilia	1438	PH-KXG Fokker 50	1451
G-BSDO Cessna 152	1500	G-BFVI HS 125 700B	1502 1743
G-BVMY Short 360	1616	G-BYAI Boeing 757	1633
G-JEAI Friendship	1713	G-BVJB Fokker 100	1826
EI-CPC SAAB 340	1909	G-UKTC Fokker 50	1947
OO-DTJ Brasilia	1956	G-MAJA Jetstream 41	2009
G-JEAI Friendship	2024	G-BVMX Short 360	2030
G-UKTG Fokker 50	2055	G-BVJB Fokker 100	2128
20 G-BEWR Cessna F172N	0807	EI-CFA SAAB 340	0850
G-MAJA Jetstream 41	0924	G-BLZT Short 360	0933
G-OBMP Boeing 737 300	0951	G-UKTA Fokker 50	1006
G-JEAI Friendship	1017	G-BVMX Short 360	1043

OO-DTN Brasilia	1045	G-UKTG Fokker 50	1131
G-BVJB Fokker 100	1235	G-BRPL Cherokee 140	1256
G-BYAI Boeing 757	1306	G-JEAI Friendship	1310
G-BMJY YAK 18	1405	OO-MTD Brasilia	1438
G-UKTC Fokker 50	1446	G-BVJB Fokker 100	1523
G-BVMX Short 360	1609	G-MAJA Jetstream 41	1647
G-UKTG Fokker 50	1652	G-BAVL Aztec	1701
G-JEAI Friendship	1708	G-BCYR Cessna F172M	1731
G-BVJB Fokker 100	1822	VR-CPR Cessna 421C	1910
EI-CFB SAAB 340	1912	G-MAJA Jetstream 41	1947
OO-DTH Brasilia	2015	G-BVMX Short 360	2018
G-JEAI Friendship	2021	G-BLZT Short 360	2023
G-UKTC Fokker 50	2116	G-UKTG Fokker 50	2125
G-BVJB Fokker 100	2130	G-BEJE HS 748	2132
G-BYAI Boeing 757	2343		
21 EI-CFC SAAB 340	0855	G-BBRA Aztec	0907
G-BNRX Seneca	0909	G-BLZT Short 360	0925
G-MAJA Jetstream 41	0929	G-BVJB Fokker 100	0935
G-JEAI Friendship	0941	G-UKTA Fokker 50	1003
G-BVMX Short 360	1021	G-BSBW JetRanger	1025
G-BFFE Cessna 152	1028	OO-MTD Brasilia	1047
OY-GAT GA-7 Cougar	1120 1732	G-UKTC Fokker 50	1132
G-BSBW JetRanger	1202	G-BVJB Fokker 100	1217
G-JEAI Friendship	1254	G-BYAAI Boeing 757	1354
G-BDGM Warrior	1432	G-UKTG Fokker 50	1450
OO-DTK Brasilia	1500	G-BVJB Fokker 100	1529
G-MAJA Jetstream 41	1645	G-UKTC Fokker 50	1652
G-NUIG King Air C90	1713	OY-JRO King Air B90	1718 1750
G-JEAI Friendship	1724	G-BVJB Fokker 100	1809
EI-CFA SAAB 340	1913	G-BMPC Archer II	1941
G-MAJA Jetstream 41	1944	OO-MTD Brasilia	2003
G-BVMY Short 360	2018	G-JEAI Friendship	2020
G-BTAW Warrior II	2021	G-BLZT Short 360	2024
G-UKTG Fokker 50	2054	G-BMAC DC9	2117
G-UKTC Fokker 50	2122	G-BVJB Fokker 100	2124
G-BEJE HS 748	2136	G-BYAI Boeing 757	2248
22 G-BMAC DC9	0903	G-BLZT Short 360	0926
G-AVSA Cherokee 180C	0930	G-BVJB Fokker 100	0937
G-UKTA Fokker 100	0943	EI-CFA SAAB 340	0945
G-JEAI Friendship	0947	G-BVMY Short 360	1022
OO-DTK Brasilia	1027	G-DINA AA5B Tiger	1030
G-KIMB Robin DR300/140	1113	G-UKTC Fokker 50	1118
G-BOZI Warrior II	1141	G-BAHI Cessna F150H	1215
G-BVJB Fokker 100	1219	G-JEAI Friendship	1248
G-NJML Seneca	1300	G-BSBW JetRanger	1432
G-UKTG Fokker 50	1433	OO-DTN Brasilia	1439
G-BVJB Fokker 100	1523	G-BMAC DC9	1642
G-UKTC Fokker 50	1646	G-JEAI Friendship	1717
G-BSIM Archer II	1753	G-BYAI Boeing 757	1755
G-BVJB Fokker 100	1813	SE-DVP Falcon 100	1837
EI-CFD SAAB 340	1909	G-BMAC DC9	1936
OO-DTK Brasilia	1950	G-BVMX Short 360	1959
G-JEAI Friendship	2018	G-BLZT Short 360	2021
G-UKTG Fokker 50	2056	G-BMAI DC9	2104
G-UKTC Fokker 50	2109	G-BVJA Fokker 100	2139

G-BEJE HS 748	2141		
23 G-FOOD King Air 200	0820 0826	EI-CFA SAAB 340	0851
G-BSBW JetRanger	0855	G-BMAI DC9	0911
G-BLZT Short 360	0922	G-BVJB Fokker 100	0927
G-JEAI Friendship	0945	G-UKTA Fokker 50	0947
OO-DTO Brasilia	1033	G-BVMX Short 360	1035
G-BSOY Seneca	1042	G-UKTC Fokker 50	1125
G-BVJB Fokker 100	1215	G-JEAI Friendship	1250
G-BYAI Boeing 757	1345	G-UKTG Fokker 50	1433
OO-DTG Brasilia	1438	G-BMNF King Air 200	1444
G-BVJB Fokker 100	1511	G-BVMX Short 360	1557
G-ISFC Navajo	1625	G-BMAI DC9	1635
G-UKTC Fokker 50	1649	G-JEAI Friendship	1719
VR-CPR Cessna 421C	1805	EI-CFC SAAB 340	1909
G-BMAI DC9	1937	OO-DTO Brasilia	1953
G-BVMY Short 360	1955	G-BLZT Short 360	2026
G-JEAI Friendship	2042	G-UKTG Fokker 50	2046
G-BYAI Boeing 757	2100	G-UKTC Fokker 50	2118
G-OBMX Boeing 737 500	2126	G-BEJE HS 748	2128
24 EI-CFB SAAB 340	0845	G-BMAI DC9	0913
G-JEAI Friendship	0934	G-BLZT Short 360	0936
G-UKTA Fokker 50	0955	G-BVMY Short 360	1025
OO-DTG Brasilia	1034	G-BVJA Fokker 100	1109
G-UKTC Fokker 50	1125	G-BODU SF25C Falke	1153
G-BMAI DC9	1222	G-JEAI Friendship	1252
G-UKTG Fokker 50	1453	OO-MTD Brasilia	1500
G-BVJA Fokker 100	1518	G-BVMY Short 360	1604
G-BMAI DC9	1636	G-UKTC Fokker 50	1706
G-JEAI Friendship	1717	G-BVJA Fokker 100	1815
G-BMAI DC9	1941	OO-DTL Brasilia	2013
G-BVMX Short 360	2019	G-BLZT Short 360	2029
G-JEAI Friendship	2107	G-UKTG Fokker 50	2111
G-UKTC Fokker 50	2130	G-BEJE HS 748	2141
G-BVJA Fokker 100	2145		
25 XV177 Hercules C.3P	0640 0753	EI-CFB SAAB 340	0851
G-BVJA Fokker 100	0923	G-UKTG Fokker 50	1035
OO-MTD Brasilia	1038	G-BVMX Short 360	1040
G-BJYD Cessna F152	1044	G-JEAI Friendship	1105
G-BVJA Fokker 100	1223	G-UKTC Fokker 50	1332
G-TBXX TB-20 Trinidad	1347	G-BSBW JetRanger	1509
G-JEAI Friendship	1703	G-NJAG Cessna 207	1709
G-MAJA Jetstream 41	1745	G-BVJB Fokker 100	1817
G-AZRV Arrow	1925	G-BVJD Fokker 100	2133
26 EI-CFD SAAB 340	0851	G-BVJD Fokker 100	0917
G-PDOC Seminole	1006	VR-CPR Cessna 421C	1210
G-BVJD Fokker 100	1237	G-JEAI Friendship	1254
G-BNMW Short 360	1429	OO-DTG Brasilia	1452
G-UKTG Fokker 50	1458	EI-CFB SAAB 340	1542
G-BYAG Boeing 757	1548	G-BVMX Short 360	1612
G-JEAI Friendship	1715	G-BVJD Fokker 100	1814
EI-CFD SAAB 340	1913	G-UKTG Fokker 50	1940
G-MAJA Jetstream 41	1948	OO-DTJ Brasilia	2003
G-BVMX Short 360	2012	G-JEAI Friendship	2042

G-UKTC Fokker 50	2107	G-BVJD Fokker 100	2124
27 EI-CFA SAAB 340	0859	G-AVFU Cherokee Six	0909
G-BNMW Short 360	0925	G-BVJD Fokker 100	0938
G-MAJA Jetstream 41	0946	9H-ABE Boeing 737	0954
G-UKTC Fokker 50	1016	G-BSBW JetRanger	1050
G-NODE AA5B Tiger	1055	G-JEAI Friendship	1059
OO-DTG Brasilia	1111	G-BMW Short 360	1114
G-UKTG Fokker 50	1116	G-BVJD Fokker 100	1242
G-BYAG Boeing 757	1308	G-MAJA Jetstream 41	1345
EI-CCO Seminole	1400 1837	G-UKTC Fokker 50	1452
OO-DTL Brasilia	1513	G-BVJD Fokker 100	1537
G-JEAI Friendship	1540	EI-CFB SAAB 340	1543
G-DOOZ Twin Squirrel	1623	G-BNMW Short 360	1638
G-MAJA Jetstream 41	1648	G-BNMW Short 360	1656
G-UKTG Fokker 50	1706	G-BVJD Fokker 100	1819
G-JEAI Friendship	1830	EI-CFD SAAB 340	1921
G-MAJA Jetstream 41	1944	G-BVMY Short 360	2007
G-BNMW Short 360	2016	OO-DTG Brasilia	2044
G-JEAI Friendship	2106	G-UKTG Fokker 50	2113
G-UKTC Fokker 50	2115	G-BVJD Fokker 100	2126
G-BEJE HS 748	2139	G-BYAG Boeing 757	2346
28 F-GOAL Falcon 50	0922 1721	G-BNMW Short 360	0929
EI-CFD SAAB 340	0932	G-BVJD Fokker 100	0945
G-JEAI Friendship	0949	G-UKTG Fokker 50	1021
G-BVMY Short 360	1127	OO-DTL Brasilia	1130
G-UKTC Fokker 50	1135	G-TOMI HS 125 600B	1140
G-BVJD Fokker 100	1313	G-ZAPD Short 360	1323
G-BYAG Boeing 757	1411	OO-DTK Brasilia	1457
G-UKTG Fokker 50	1501	EI-CFC SAAB 340	1543
G-BVJD Fokker 100	1630	G-UKTC Fokker 50	1658
G-JEAO BAe 146	1700	G-BEZH Navajo	1710
G-ZAPD Short 360	1713	G-BNMW Short 360	1718
EI-CFB SAAB 340	1922	G-BVJD Fokker 50	1926
G-BVMX Short 360	1949	G-ZAPD Short 360	2016
G-RMCT Short 360	2022	G-UKTG Fokker 50	2114
G-JEAI Friendship	2118	G-UKTC Fokker 50	2125
G-BEJE HS 748	2130	OO-DTL Brasilia	2140
G-BVJD Fokker 100	2218	G-BNMW Short 360	2245
G-JEAI Friendship	2343		
29 G-BYAG Boeing 757	0000	G-ZAPD Short 360	0637
G-BBGB Aztec	0807	EI-CFC SAAB 340	0855
G-BNMW Short 360	0915	G-BVJD Fokker 100	0926
G-JLRW Duchess	0932	G-MAJA Jetstream 41	0933
G-UKTC Fokker 50	1009	G-JEAI Friendship	1015
OO-DTK Brasilia	1038	EI-BUF Cessna 210N	1041
G-BVMX Short 360	1105	G-BTSJ Warrior II	1125
G-UKTG Fokker 50	1148	G-BVJD Fokker 100	1226
F-GMGB King Air 200	1253	G-SHIV GA-7 Cougar	1304
G-BSBW JetRanger	1305	G-AYSX Cessna F177RG	1340
G-JEAI Friendship	1409	G-BNFB Short 360	1414
XZ308 Gazelle AH.1	1414	G-UKTC Fokker 50	1434
EI-BUF Cessna 210N	1442	OO-DTL Brasilia	1452
G-BVJD Fokker 100	1521	EI-CFA SAAB 340	1536
G-DARR Cessna 421C	1627	G-UKTG Fokker 50	1649

G-BNFB Short 360	1709	G-JEAI Friendship	1732
G-BYAG Boeing 757	1756	G-MAUD Bae ATP	1757
G-LINC Hughes 369HS	1805	G-BVKC Boeing 737 500	1904
EI-CFC SAAB 340	1919	G-BWMW Short 360	1954
G-BNFB Short 360	2008	G-MAUD Bae ATP	2013
OO-MTD Brasilia	2023	G-JEAI Friendship	2042
G-UKTC Fokker 50	2057	G-UKTG Fokker 50	2101
G-BVJA Fokker 100	2122	G-BEJD HS 748	2141
G-MAJA Jetstream 41	2238		
30 G-SFHR Aztec	0828	EI-CFC SAAB 340	0857
G-BNFB Short 360	0910	G-MAJA Jetstream 41	0923
G-ELDH DC9	0933	G-JEAI Friendship	0936
G-BOVK Warrior II	0943	G-UKTC Fokker 50	1014
G-BWMW Short 360	1056	OO-DTH Brasilia	1107
G-UKTG Fokker 50	1109	XX454 Gazelle AH.1	1141
G-ELDH DC9	1225	G-TRIN TB20 Trinidad	1300
G-BYAG Boeing 757	1356	G-JEAI Friendship	1359
G-UKTC Fokker 50	1434	OO-DTG Brasilia	1442
EI-CFA SAAB 340	1544	G-ELDH DC9	1608
G-BWMW Short 360	1632	G-UKTG Fokker 50	1641
G-BNFB Short 360	1658	G-MAJA Jetstream 41	1701
G-JEAI Friendship	1738	G-BVJB Fokker 100	1816
EI-CFC SAAB 340	1921	G-MAJA Jetstream 41	1957
G-BVMX Short 360	1959	OO-DTH Brasilia	2002
G-BNFB Short 360	2024	G-JEAI Friendship	2040
G-UKTG Fokker 50	2048	G-UKTC Fokker 50	2052
G-BYAG Boeing 757	2114	G-BEJE HS 748	2129
G-BVJB Fokker 100	2150	OY-SUJ Citation	2221
31 EI-CFC SAAB 340	0850	G-BNFB Short 360	0917
G-BVJB Fokker 100	0927	G-MAJA Jetstream 41	0929
G-JEAI Friendship	0939	G-UKTC Fokker 50	1027
G-BVMX Short 360	1056	G-UKTG Fokker 50	1100
G-BNMW Short 360	1141	N319GP Gulfstream 2	1205
G-BVJB Fokker 100	1226	G-BKKN Cessna 182R	1229
OO-DTI Brasilia	1231	G-BFBB Aztec	1252
G-DYNE Cessna 414	1314	G-MAJA Jetstream 41	1344
G-JEAI Friendship	1404	G-UKTC Fokker 50	1442
OO-DTH Brasilia	1457	G-BVJB Fokker 100	1513
EI-CFB SAAB 340	1538	G-BGOL Turbo Arrow III	1554
G-BVMX Short 360	1642	G-UKTG Fokker 50	1655
G-MAJA Jetstream 41	1656	G-BNMW Short 360	1701
G-JEAI Friendship	1729	G-TSAR Baron	1758 1813
G-OLXX RJ70A	1804 1811	G-BVJB Fokker 100	1823
OY-SUJ Citation	1829	G-GAYL Lear Jet 35A	1919
EI-CFA SAAB 340	1925	G-BWMW Short 360	1954
G-MAJA Jetstream 41	1957	OO-MTD Brasilia	2005
G-BNMW Short 360	2008	G-JEAI Friendship	2042
G-UKTG Fokker 50	2100	G-UKTC Fokker 50	2120
G-BVJB Fokker 100	2122	G-BEJD HS 748	2149

From (& to)

- 02) OY-SVL/F & T Tirstrup; F-GGOT/F & T Le Bourget: 04) XX432/Aldergrove:
 05) N709EL/EMA-Gamston and return: 06) ZE701/F & T Heathrow: 07) F-GMGB/Cannes:
 08) ZG994/Aldergrove: 09) D-ICHS/Newcastle-Hamburg: 10) OO-SXD/Antwerp:
 11) XX432/EMA-Carlisle: 14) XZ337/Dishforth: 15) N228CX/F & T Southend; N27495/

Southampton;ZE702/F & T Northolt;VR-CPR/Guernsey: 16) ZG846/Pocklington;00-IBJ/
 F & T Antwerp: 17) OY-SVL/Billund-Trollhatton and return;D-CHOP/Hamburg:
 18) VR-CPR/Erfurt;VR-BJE/Southampton-Birmingham: 20) VR-CPR/Guernsey: 21) OY-GAT
 /Copenhagen;OY-JRO/Esbjerg: 22) SE-DVP/Karlstad: 23) VR-CPR/Erfurt: 25) XV177/
 Lyneham: 26) VR-CPR/Guernsey: 27) 9H-BAE/Luga;EI-CCO/F & T Shannon: 28) F-GOAL/
 F & T Le Bourget: 29) EI-BUF/Abbeysrule-Birmingham and return;F-GMGB/Cannes;
 XZ308/Dishforth: 30) XX454/Dishforth;OY-SUJ/Maastricht: 31) N319GP/Heathrow;
 OY-SUJ/Tirstrup:

Overshoots

05) G-LORD;G-SHIV: 11) G-LORD: 12) XX709/UAG901B;G-AWSM: 13)XS712/FYY35: 14)
 XX482/FYY34;XX482(again)/FYY33: 16) ZG846/Army 338: 18) ZE369/SRG128;G-BBGB:
 22) XX497/FYY76;XX495/FYY75;XS731/FYY35: 23) XX497/FYY74: 24) G-BBGB: 27) XX498/
 FYY77: 29) XX498/FYY76: 30) XX498/FYY76;XX491/FYY74;ZF412/LOP24: 31) XX491/FYY45

LBA Movements review, March 1995

A number of interesting foreigners for you this month but the total for the year is down on this time last year. Starting on the 2nd we had the Citation OY-SVL as "Sunsca1763" joined by the Citation II F-GGGT which is registered to Ste MTS Helicopteres would you believe? Visiting twice on the 5th was the Beechjet 400A N709EL and the following day saw King Air F-GMGB on the first of two visits this month. From Newcastle to Hamburg on the 9th was Cessna 425 D-ICHS. Arriving from Antwerp on the 10th was the Xingu 00-SXD. Night stopping on the 15th was TBM 700 N228CX which appears to be based at Southend, joining it was the Guernsey based Cessna 421C VR-CPR and Navajo N27495 which is also reported as based on Guernsey although it arrived from Southampton. Citation OY-SVL returned on the 17th, this time as "Sunsca1999", and also visiting was Hop Air's Citation II D-CHOP. Noted again on the 18th was Cessna 421C VR-CPR returning from a visit to Erfurt (which is in Germany) and the Gulfstream III VR-BJE which arrived from Southampton and departed to Birmingham. The 20th found VR-CPR arriving from Guernsey yet again. New to us on the 21st was the GA7 Cougar OY-GAT from Copenhagen whilst its more familiar compatriot Beech B90 OY-JRO operated as "Danstrans9733". The Falcon 100 SE-DVP on the 22nd was booked in to Volvo and the Cessna 421C VR-CPR came from Erfurt again on the 23rd and Guernsey on the 26th. Doing a charter to Malta on the 27th was Boeing 737 9H-ABE and Seminole EI-CCO on the same day was from and to Shannon. Falcon 50 F-GOAL on the 28th used callsign "EFS 137" and it was from and to Le Bourget. Cannes based King Air F-GMGB visited again on the 29th when the Cessna 210N EI-BUF was from Abbeysrule to Birmingham and return. Citation OY-SUJ was "Sunsca1796" on the 30th and it arrived from Maastricht. Finishing the month on the 31st was the Gulfstream II N319GP from and to Heathrow and the Citation OY-SUJ returned as "Sunsca1796" again. The last Dutch registered F-50 to operate was PH-KXG which was last seen here on the 19th from then on all the F-50's were UK registered. Muk-Air's Bandeirante OY-BHT completed its check six with Knightair and departed on the 9th, they have put in a quote for work on one of the Muk-Air Short 330's. Visiting from Newbury on the 20th was YAK 18 G-BMJY with an almost unreadable radio. Leeds Central Helicopters have set up an office in the western end of the Aero Club building and are to construct a helipad just opposite on the grass area alongside the Club apron. G-JPAD on the 12th seems to be our first of a Robinson R-44. Knightair have taken over the lease of Bandit G-BLVG for eight weeks and it went into service with them on the 20th, this is to cover for two of their own Bandits which are due for checks which will keep them in the hangar for three weeks each. Finally for all you military buffs we had a few to record as follows. Gazelle XX432 was "Army 905" on the 4th and the 11th. Gazelle XX454 was "Army 328" on the 30th. Gazelle XZ337 was "Army 427" on the 14th and Gazelle XZ308 was "Army 328" on the 29th. BAe 146 ZE701 was "Kitty 2R" on the 6th and ZE702 was "Kitty 5" on the 15th. Islander ZG994 was "Army 338" when it came from Aldergrove on the 8th and Hercules XV177 was "70H11" on the 25th.



Military Matters

Eric Martin



AIRFIELDS FOR SALE!

The Ministry of Defence has released a list of thirteen airfields which are to be sold. Most of them are joint RAF/USAF bases as the size of the United States Air Force in Europe (USAFE) is to be drastically reduced as a result of the end of the Cold War. At present there are 44 such joint bases which will be reduced to ten by the end of the century plus a further ten bases used by the RAF alone. The thirteen airfields currently up for sale are:-

Finningley
 Swinderby
 Binbrook
 Scampton
 Sculthorpe
 Bentwaters
 Bedford
 Hendon
 Upper Heyford
 Greenham Common
 Wroughton
 Old Sarum
 St Davids

Main source: "Financial Mail on Sunday" 26 Mar 1995

BALLOONS FOR SALE?

On 31 March 1995 the RAF disbanded its last Balloon Squadron severing a link with this type of aircraft which dates back to the birth of service aviation in Britain. The Royal Engineers developed the use of balloons alongside the evolution of aeroplanes. Kite balloons were extensively used by the Royal Flying Corps for artillery observation in World War I.

The use of balloons was revived in the 1930s when barrage balloons were adopted as a defence against bombers. In World War II, hundreds of balloon sites (mainly crewed by women) protected major cities and ports; they were also flown from ships at sea to protect convoys and were prominent in the D-Day landings. Their use was such that the RAF formed a separate Balloon Command which took its place alongside the other operational Commands which included Fighter Command, Bomber Command and Coastal Command.

From the middle of 1942, balloons played their part in the training of paratroops as the first two descents of the initial parachute course were completed from cage platforms suspended from balloons as this method offered certain advantages (a stationary platform, a more leisurely procedure) over jumping from aeroplanes. The six subsequent descents were carried out from a variety of aircraft including, at that period, Whitleys and Albemarle.

These first two descents are now to be carried out from Skyvans operated by a civilian contractor. As an ex-Para, I cannot see that this offers any advantages over completing all initial course eight descents from Hercules

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

The threat of industrial action by emergency crews hit the local news headlines in early April. The airport fire-fighters have apparently threatened with the sack if they do not accept new contracts which took into account 24 hour working rosters because of the new hours of operation. The Transport and General Workers Union claimed its members who refused to sign the new contracts received dismissal notices on Saturday April 1st. Airport Managing Director Bill Savage commented changed working patterns had to be introduced with the airport on the threshold of major expansion, but added that crews had been offered better terms and no staff had been dismissed.

Management of the airport car parks has been removed from National Car Parks. The Airport authority is now managing the car parks for itself. Changes have included the introduction of prepayment machines within the terminal before returning to your car. You cannot now pay anywhere in the car park so prepayment in the terminal is essential. You may also like to note the lost ticket charge is £70 - you have been warned! The main car park is now designated the short stay car park. The car park alongside the apron extension is designated the long stay car park. Work is going on in the former staff car park located by the security building. I would guess this is going to be some sort of public car park as well.

Work on the new terminal extension continues to progress well. By the end of March the glass front was in place on the airside of the building and externally the building looked almost complete. Apparently the Yorkshire theme pub will be called "The Yorkshire Hero". The new extension should be complete and operational during May.

Air U.K. The Guernsey flights are now been shown as operated by Fokker 50 (see last months AYCAN), surprise surprise!

British Midland commenced the use of alpha/numeric callsigns on their Leeds services from Sunday 26th March. All outbound Heathrow flight now go out as "Midland (Number) Lima Juliet". Return flights come back as "Midland (Number) Juliet Lima. The Glasgow services were also affected and now are outbound "Midland (Number) X-Ray Victor and return as "Midland (Number) Victor X-Ray". The "number" is allocated on the basis of the first flight of the day is 1 etc. In otherwords BD411 which is the first flight between Leeds and Heathrow

is "Midland 1 Lima Juliet". The return flight BD412 is the first "up" flight so that is "Midland 1 Juliet Lima". BD420 which is the fifth Heathrow to Leeds flight of the day is therefore "Midland 5 Juliet Lima". Confused?, well you should have heard the flight crews on the radio for the first few days!

British Midland had some interesting types in use on the Leeds to Glasgow service during late March. Wednesday March 22nd saw DC-9 Srs 15, G-BMAI, operating the service. This positioned out on the Wednesday evening to be replaced by another "short" DC-9, G-BMAC which operated both Thursday and Fridays flights. Tuesday 28th March saw passenger comfort take a dive when Midland chose to use Titan Airways Shorts SD.3-60, G-ZAPD for the day. Wednesday then saw another change with A.T.P. G-MAUD, (in full B.M. colours) operating the services. Thursday 30th brought back Jetstream 41 G-MAJA.

Gill Air commenced operations on the Leeds to Edinburgh service on Monday 27th March. However Gill Air aircraft operated the flights on behalf of Air U.K. for 2 weeks previous to this. Flights were operated by Short SD.3-60, G-OLAH from 12th to 16th March. On March the 17th G-BLZT operated the service until Friday 24th March. G-BLZT's colour scheme will never win any prizes as it is totally white. Details of the Edinburgh flight numbers and times are as follows (all flights Monday to Friday only). Departures are 9C614 at 0650, 9C618 at 14320 and 9C632 at 1745. Arrivals are 9C601 at 0935, 9C617 at 1720 and 9C619 at 2030. All flight so far have been operated by Shorts SD.3-60.

Jersey European had problems with Friendship, G-JEAI, in late March, mainly I believe because the aircraft was struck by lightning. Several flights were then operated by BAe 146's. Flights have changed slightly because of the midday flights operating to Belfast City via the Isle of Man. JY734 becomes JY764 and departs at 1015. The return JY737 becomes JY765 and now arrives at 1410. On Sundays outbound JY736 has been cancelled and replaced by JY772 departing at 1340, and inbound JY739 is replaced by JY773 arriving at 1735. Both flights again now operate via the Isle of Man.

Knightair ex ATS Vulcan Bandeirante, G-BLVH, entered service on Monday 20th March. The aircraft sports a blue/green cheatline and a white tail with the Knightair square logo on it. It is understood Knightair are only using this aircraft temporarily while G-BVRT under goes a major overall.

An extra Aberdeen service has been introduced NE814 departs at 1020 and returns from Aberdeen at 1645 and NE815. This service operates Monday to Friday.

I now have full details of the Southampton services NE721 departs at 0715 and NE815 at 1705. Return flights are NE814 at 0950 and NE728 at 1935. The NE814 and NE815 flight are through flights from or to Aberdeen. Again the services are weekdays only.

AIRPORT NEWS

Amsterdam has become the first airport in the world to offer an airport casino. Entry is free to passengers over the age of 18 with a boarding card and identification. The casino is open from 7am to 9pm, and has an American roulette table, three blackjack tables and 75 slot machines. The casino has relaxed dress rules to allow the casual attire often worn by travellers.

East Midlands have announced a 18% increase in passenger figures for 1994, after handling 1.62 million passengers. Freight tonnage increased by 89% and the airport is now in the top 100 airports as far as cargo tonnage is concerned. The airport has a £20 million expansion programme. New developments include a new passenger terminal, new cargo apron, extension to cargo terminal two a new fourth cargo terminal and CAT III lighting. The new apron is already in use **AND CANNOT BE SEEN** from the terminal viewing area. However a right turn at the roundabout as you enter the airport (follow signs for the aeropark) and the apron appears on your left. From this road everything on the new apron is easily seen.

Luton work has commenced here on a new access road. The road is scheduled for completion in February 1996 and follows a continuous programme of improvements at Luton, and the completion of a new control tower.

Manchester A new service will commence to Newark on July 15th. The carrier will be **Continental Airlines**. The flight arrives at 0745 and departs at 1120 on a daily basis. Continental hope to exploit the fact that Newark is the closest international airport to downtown Manhattan. (see also under American Airlines)

The airport laid on 15 charter flights between April 11th and May 2nd. The reason was to carry Muslims from the North of England to Mecca in Saudi Arabia for the Hajj pilgrimage. Every Muslim who can afford to, has to make the pilgrimage at least once in his or her lifetime. The flights were operated by Saudi, Sudan Airlines, Egyptair and Pakistan International Airways.

Traffic figures for the worlds airports during 1994 have been released. Chicago remains the worlds top airport in terms of passengers handling a cool 66.4 million in 1994. However Atlanta rockets up the league from 4th to 2nd after seeing a 13.9% increase to 54.1 million passengers. Atlanta is Americas busiest Hub airport with a large percentage of passengers merle using Atlanta to change flights. So much so that a famous American joke is that most Americans are unsure if they will go to Heaven or Hell, but which ever it is they will have to change at Atlanta! Dallas/Fort Worth was 3rd handling 52.6million passengers. Heathrow was 4th with an 8% increase making 51.7million passengers in 1994. Other European airports in the top 15 were Frankfurt (6th with 35.1million) and Charles de Gaulle (11th with 28.6 million).

AIRLINER NEWS

Air U.K. K.L.M. have raised its share holding in Air U.K. from 14.9% to 45%. K.L.M. have purchased 13 million shares in Air U.K. The partnership between the two airlines dates from 1987. Air U.K. flies from 10 U.K. airports into Amsterdam Schiphol, the flights acting as feeders for K.L.M. flights worldwide. Infact that "common" are Air U.K.'s aircraft at Amsterdam that they have the second largest number of aircraft movements and passenger numbers behind K.L.M.! In England Air U.K. are the third largest scheduled carrier behind British Airways and British Midland. The airline also announced a pre-tax trading profit of £2.65 million for 1994. This is particularly important for the airline as it is the first significant profit Air U.K. have made since 1989. 2.6 million passengers were carried in the period which is a 19% increase over the 1993 figure.

American Airlines are to reinstate their Manchester to New York service from June 2nd. However the airline will use Boeing 757 equipment. Because of this Aer Lingus will cease their A.340 service from Manchester to New York via Shannon.

British Airways have started to use Boeing 767's on their shuttle flights to Manchester, Edinburgh, and Glasgow for their more popular timed flights. Seating capacity increases from 195 on the '757's to 247 on the '767.

MacAir is a new carrier who were due to commence operations on the 27th March. The company with a single Jetstream 31 are based at Eglinton/Derry City Airport. Routes planned were Derry to Stansted, Edinburgh and Birmingham.

S.A.S. have announced its largest ever fleet renewal programme. S.A.S. (Scandinavian Airlines System) will purchase 70 Boeing 737-600's, over the next decade. The order is currently for 35 aircraft on firm order, with options of a further 35.

The decision makes S.A.S. the launch customer for the '737-600. The aircraft will carry 90 passengers in a two class layout. Deliveries will take place between mid 1998 and 2002.

The aircraft will replace 19 Fokker Fellowships and 25 DC-9's.

The order came as a surprise to observers who expected S.A.S. to place the order with their traditional medium haul aircraft supplier McDonnell-Douglas. The order was placed after considering bids from Airbus, British Aerospace, Fokker and McDonnell-Douglas.

Jan Stenberg, S.A.S. Chief Executive said the Boeing was "modern, cost effective and has very good environmental qualities".

Thai Airways have announced plans to buy 50 new airliners worth \$4.8 billion. The cost of the order would be partly offset by Thai selling up to 46 aircraft from its 61 aircraft fleet. Thai will drop McDonnell-Douglas types from its fleet and purchase Boeing and Airbus types. This must be very bad news for McDonnell-Douglas given the news from S.A.S. above, and the possibility of closing the MD-11 production line (see March A.Y.C.A.N.). Thai already has already orders pending for eight Boeing 777's and three Airbus A.330's. The new orders will reduce cockpit and engine types from 12 to 5. This will reduce maintenance, operational and training costs which have been high because of the variety of types within the fleet.

Virgin Atlantic Airways boss Richard Branson has refused the offer of a non-executive directorship of The Telegraph newspaper group. The reason for declining the offer is that a certain other board member of The Telegraph happens to be non other than Lord King, British Airways life president. Virgin are claiming multi million pound damages against B.A. in the American Courts. A Virgin spokesman said "It was nothing personal against Lord King, but Richard felt it was better to avoid the situation".

AIRCRAFT NEWS

Airbus Industrie have now publicly stated a target to take 50% of the world airliner sale market. Back in 1975 Airbus Industrie set the objective of taking 30% of the world civil airliner market. "That strategy has been largely achieved" states Jean Pierson, Airbus Industries Chief Executive. It is time for a new strategy to be put in place.

An Airbus spokesperson commented "The original 30% market share objective did carry with it the assumption Boeing was always going to be number one, the dominant player, and what we were saying is we no longer accept that".

March was a record month for Airbus, with 23 new aircraft been delivered. This was a far cry from 1976 when the future of the four nation consortium looked bleak and not a single aircraft was sold. Boeing, is not beaten, but is said to be "badly rattled". Last year for the first time Airbus sold more airliners than Boeing. Many critics state the Boeing 777 is just an imitation of the A.330 and that the '767 is a reply to the original Airbus A.300. For anybody who would like to read further into this issue a new book was realised on April 24th "Birds of Prey" Boeing versus Airbus by Matthew Lynn price £16.99

The first visit of a **Boeing 777** to the U.K. took place on April 18th when a United Airlines example arrived at Heathrow on a publicity visit. As mentioned last month in C.A.N. the first scheduled flight will be from Heathrow on June 7th (Flight UA921). British Airways are scheduled to receive their first example in August of this year. Following delivery, the aircraft will carry out a series of proving flights to the Middle East before entering revenue earning service. The first aircraft for B.A. actually flew for the first time on the 2nd February carrying test registration N77779, however the aircraft should be delivered as G-BZZA.

OTHER NEWS

Several frequency changes have taken place in our area in the past month. The changes only affect that airspace controlled by London Airways, in other words traffic above 16000'. Changes are as follows:-

131.05 has been replaced by 136.2 and secondary frequency 129.1 seems to be used more.

133.7 has been replaced by 131.125

121.02 has been replaced by 127.1

134.25 seems to have been replaced by its secondary frequency 128.125

126.875 is a new frequency which is brought in to use on the old 131.05 sector at busy times.

Did you know it was possible for ice to form on aircraft wings even when the air temperature is as high as 10°C? Well it can (and I never knew either!) This is what happens. When the aircraft is flying at 30,000 feet plus the temperature can drop as low as -50°C, and the fuel in the aircraft wings cools down, but of course does not freeze. On landing the fuel cannot warm up sufficiently to prevent condensation on the aircraft wings turning to ice.

Finally does any member collect in flight magazines? If so please contact me. My colleagues at work are fully briefed to collect any in flight magazines on their travels. I then "lift" any relevant information for this section. However once I have completed this task I simply bin them which seems an awful waste if somebody else has use for them.

CREDITS Aircraft Illustrated, Financial Times, Sunday Times, Telegraph and Argus, J. Gore, P. Smith.

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

Looking East towards the CIS and Russia there has of course been a virtual explosion of 'new' airlines with well over 150 at a glance in Russia alone, be it a solitary Yak 40, or an unknown fleet of Tupolevs. Re-equipping from outside has slowly started though and at the last count Aeroflot had 4 A310s and 2 767s. Estonian Air will soon receive the first of its 737/500s which will replace all but one of the 11 Tupolev 134s, the 4 Yakovlev 40s will depart later following a commuter-type replacement evaluation. The first group of air crew are now due for re-training in Seattle from their base in the state capital of Tallinn.

Swissair have ordered 12 -RJ100s and placed options on 12 more for its Crossair operations, the deal meaning that 10 F100s will go to Avro. This is part of a move to transfer all its routes of less than 100 seats to the smaller carrier which already uses RJ85s and BAe146-300s.

Lufthansa may drop some of its shorter domestic routes due to competition from rail services. This could affect flights from Frankfurt to Cologne, Hamburg and Stuttgart, all are of less than 2 hours duration and losing money. **Eurowings** also expect to drop the Hannover to Berlin service within 4 years, the Hannover to Nuremberg route has reduced by 50% to date.

Gibraltar was found to be a 'little piece of England' on a mid-March first visit by myself. Just 2hrs 25 mins from Manchester (with a tail wind) by 737-200 G-BGDU, newly painted in BA colours with a GB Airways logo on the front. A long final approach over the 'Med' brought a dusk landing on Runway 27, the aircraft turning with about 80% of the extension into the bay of Gibraltar remaining, with water on three sides. For those of you unaware the field of RAF Gibraltar has water at both ends and is almost the dividing line between the rock and Spain, therefore the road and footpath uniquely bisect the middle of the runway and are regulated by lights and barriers. It is not a busy field but during my short stay I saw 737s BGDB and DO in the full GB Airways colour scheme and I understand DS, ECG and ECH (the latter two formerly with Britannia) completed the fleet this winter, with two 737-400s arriving to replace two of the older models. On Friday the 17th Geneva based Citation HB-VJH arrived for an hour whilst Citation PH-VLG was present on the Sunday. Our outward flight from Manchester had started its day heading south from Gatwick at 0800 and was to return back to London from its second visit of the day to the rock, by 21.45. The full winter schedules of GB Airways included 5 return flights per week LGW-GIB, 11 LHR-GIB, 2 MAN-GIB, plus flights from the LHR via the rock to 4 airports in Morocco, to Tunisia from LHR, Madeira from Gatwick, various charters are also operated. Plans for this summer include the addition of LGW flights to Valencia and Murcia. A small

public viewing terrace at the airport adjoining the cafe allows reasonable views of the apron and it was interesting to see a duty free shop in the ARRIVALS / baggage reclaim area. M & S, Safeways and pubs that look English set the scene, whilst the views from the top of the rock are breathtaking. For those with an interest in the masters of flight there are birds all over the rock and just up the road near Estepona we spotted Little Egrets and Cattle Egrets.

Business Travellers under the various sections and guises of First, Executive, Club or whatever certainly contribute a lot more to the revenue of scheduled airlines than the majority of us seem to do sat back in Economy, you only have to look at BMs top fare from LBA to LHR, but for how much longer?. Those of you with an eye on Information Technology and computing developments, will have noticed the increase in availability of so called video conferencing equipment. When linked to the Internet this means that an increasing number of business people can not only pass documents and graphics etc. between each others computers, instantly and all across the world, but also talk to and see each other (in the top corner of the screen) at the same time almost as if they were in the same room, without the need for time consuming and expensive travel!!!. The effect on Air travel may take time but a change in cabin configuration could be on the way. A study in Canada claims that using the various computer and fax facilities now in use, business air-travel has already been reduced by 25% in the U.S.

In Brief KLM have entered a code share agreement with USA's Northwest to cover 120 daily flights, 350 destinations and over 80 countries. From the end of June the addition of the Memphis hub will bring the total of cities in the states served by the Dutch operator from Schipol to 10, and an 11th by NW. SAS have become the first continental European carrier to offer an in-flight credit card telephone service, outgoing calls only to start with. up to April 31 Executive First passengers with Air Canada had the trial use of a Laptop computer on selected services British Midland and Eurostar were said to be exploring the possibilities of honouring each others tickets!..... A system originally designed in Australia for tagging sheep is being tested for baggage handling. Bagtag is said to be an almost foolproof radio frequency based system that identifies several tags at a time, in any position..... Boeing and Raytheon are said to be looking for more job cutsDeutsche BA are thinking of shedding their F100s and going all-'737'KLM and Garuda are to work closer together, the former being tipped as a possible investor in the impending privatisation of the Indonesian carrier.....China and the UK have reached an agreement to establish a corporate body to manage the new Chek Lap Kok airport in Hong Kong..... Debt laden airline Iberia are said to be facing more problems as pressure is mounting for them to increase their shares in both Ladeco and Viasa!.

Did you hear about the unfortunate woman who was *stuck* to the toilet seat in mid-flight?, She mistakenly pressed the flush lever with 3 hours remaining of a transatlantic flight to Heathrow - *before standing up* and had to take her meals 'in private', until the jet landed and the vacuum pressure was released!!!

CREDITS: The European, Europa Times, Flight International.

21
**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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**MASSIVE INCREASE IN WINTER 1995/6
HOLIDAYS FROM
LEEDS BRADFORD INTERNATIONAL AIRPORT**

Major Tour Operators, Thomson, Airtours and First Choice have announced increased programmes for Winter 1995/96 from Leeds Bradford International Airport following the high bookings experienced for Summer 1995.

Thomson have increased the previous Winter programme from 7 flights and 6 destinations to 9 flights and 7 destinations. Airtours have introduced 2 flights and First Choice 3 flights. These flights increase passenger figures by 48%, on Winter 1994/5, identical to the increase in this Summer's flights. Winter destinations include Majorca, Tenerife, Gran Canaria, Costa Blanca, Costa del Sol, Malta and Cyprus. Chair of the Airport Board of Directors, Councillor Denise Atkinson said, "We are delighted with the increase for the forthcoming Winter programme. This shows the continued commitment from the Tour Operators to provide Yorkshire passengers with many more services."

Airport Managing Director, Bill Savage added, "Today's announcement for next Winter comes just as we start the Summer 1995 holiday season. The past twelve months have seen tremendous changes in passenger facilities at Leeds Bradford International Airport. It is particularly pleasing to hear today's news of further services for future passengers."

E N D S

21st April 1995

1995/96
WINTER
HOLIDAYS
FROM
LEEDS
BRADFORD
INTERNATIONAL
AIRPORT

'COPTER OVER CULLINGWORTH

It was from a field by "The Five Flags" that my daughter Stephanie gave me an exciting birthday present: my first flight in a helicopter. "The Five Flags" is at Manywell Heights, between Denholme and the top of Cullingworth Bank. It was not their fault that on Sunday, March 19th, 1995 the field was muddy, and that the pilot had to don Wellington Boots to walk out to the machine; boots that he exchanged for shoes before climbing aboard.

The helicopter was already there when we arrived. It was a Bell 206L-1 Long Ranger 2, registered G-LEEZ. Standing nearby was a support vehicle with a pole on it from which a windsock flew. We retreated into the warmth of the pub while the "booking office" was being erected. This was a canvas construction containing a desk.

I was booked onto the first flight which, according to a lady on the ground staff, was lucky because the first trip was always longer than the scheduled five minutes. Safety precautions were read out to us before we boarded.

It was a six seater. Three passengers sat facing forwards, two sat opposite them facing the rear of the helicopter, and one was in a compartment up front with the pilot. The ground staff insisted on fastening our safety belts themselves.

As the rotor blades gained speed, the aircraft shook more and more until the vibration reminded me of the old pre-war buses we used to go to school on.

At first we only rose a few feet and flew across the fields. In fact, we were so low that I wondered if we were going to clear the fences and walls. Then suddenly we were up and away. It was exhilarating! We flew in the direction of Oxenhope. I looked down to see if I could locate the airfield there, but I couldn't see it. However, I did spot a motor cycle on the "off the road" track between the top of Cullingworth Bank and Flappit Springs. Then we turned and headed for Cullingworth.

The sun had come out, and I could see the shadow of the helicopter below us as I noticed the disused railway viaduct by the crossroads, and recognised other parts of the village.

A helicopter flight is more exciting than a trip in a fixed wing aircraft, because the movement, especially when climbing and turning, is so different. I was also conscious that the wings were missing, and that the huge rotor blades were whizzing round overhead.

We came in to land in much the same way that an aeroplane does. Then, when we were a few feet above the ground, we made a gentle, vertical descent onto the skids. There was no bump whatsoever.

We had been told not to get out until the ground staff came to fetch us, because this time—unlike when we were boarding—the rotor blades would be turning.

They are nine feet above the ground, which should be high enough. But when they are revolving on a windy day, the tip of the blades can sink to as low as five feet above ground level.

Not only did the ground crew tell us to keep our heads down, but they actually held them down for us. A wise precaution. Getting beheaded could really have ruined the day!

Leslie Scheftsik.

ONLY A PART OF OUR ENDURING HOBBY

It is enjoyable, frustrating, satisfying, time consuming, requires a determination fuelled by inspiration which can arise from various sources - a book or magazine a conversation, memories from personal encounters or experiences. Need no consume large sums of money. Can follow changes of interesting and sometimes diverse variations over many years.

Have you got it yet - No? Well I will proceed.

Each year Air Yorkshire organise a Christmas event including various competitions. One of these is the model aircraft competition for the Air Yorkshire Modeller's Trophy. The Chairman, when presenting the trophy and prizes last year, appealed for members to swell the number of entries. My modest efforts in this branch of our hobby have led to me being the holder of the trophy for the past 2 years, so I certainly would support Mike's plea. Many of you will have made models of various kinds over the years. Why not resume now, take it steady, and we could have scores of lovely subjects on display next December! To younger members, why not pick up a box of parts and have a go. When is your birthday!?

Perhaps a little history of my experiences, followed by a few tips, might help.

I find that aviation enthusiasts are really transport enthusiasts. This is certainly true in my case. Living in the industrial north, I grew up surrounded by engineering and its products. Transport was an integral part of this and I was interested at an early age. Woodwork and metalwork, with use of Meccano sets, enabled projects to be realised and sometimes they worked!

Aircraft were aplenty though, and the products of Avro were close at hand. I lived at Horsforth and a bike ride to Yeadon was easy and safe. No cars racing along Scotland Lane then! Dad was in REME doing his bit - usually long hours and a 6½-7 day week in AFV workshops, Antwerp - and often wrote of my needs for tools or parts for the bike and provided finance. There is also mention, in 1945, (I still have the letters) of my aeroplane models. I was carving from the solid or constructing kits if we could get hold of them. There was always plenty of inspiration from noises and shapes overhead. Dad used to mention massive formations passing over where he was to bomb the Rhur.

Towards the end of the War I was churning out parts on my treadle fretsaw machine in partnership with Uncle whose War effort was at Kirkstall Forge, but whose hobby was making children's toys with moving parts. A very satisfying phase. The fretsaw soon came into use making model aircraft - flying and otherwise.

I am not trying to kid you I have been model building continuously since those times - far from it. It keeps coming back and I am glad it does! Those of us in our later years who have experienced redundancy or retirement are grateful for the interesting hobbies we can pursue.

Periods of 'spotting' trains or planes post war maintained interest and meeting fellow AY member, Denis Yeadon, at Yeadon in the late 1940s firmly swung me on to things with wings. National Service in the RAF followed and I wish I still had that Vampire T11 we combined to produce from scraps of wood and perspex in Imphal I RAF Topcliffe. Plastic kits followed and Railway Modelling in the '70s with a stab at radio controlled aircraft in the '80s. Now we are in the wonderful '90s and the modelling hobbies are very well developed. There are now kits and parts from which anyone with keenness, a little knowledge and a fairly steady hand would produce accurate replicas they can be proud of.

I would advise anyone with the necessary interest to make a start by having a look in the model shops. If you have a favourite aircraft subject or two, those are the ones you are most likely to succeed in.

Plastic models have been produced for many years and the number and variety is now almost mind boggling. The quality is still variable and civil subjects are in the minority. Price will tell you the quality. We can still buy 1:72 kits for £3-£6 but these are the simpler ones or produced from old toolings. I actually do not mind these as you can make a good replica, if the shape is right, by recontouring flying surfaces, adding detail etc but that is for later. You could quite cheaply produce your 1:72 (1 inch = 6 ft) favourite, and surprise us in a few months time! There are other common scales of 1:144, 1:48, 1:32 etc but I will restrict my comments to 1:72.

Airfix is not the only name to look for now as a glance at a modelling magazine will show you. 'Scale Aviation Modeller' started in January 1995 and fills the need left by the demise of 'Scale Aircraft Modeller' in October 1994. This carries articles, kit building reviews, news on new products, advertisements and much more - 68 pages for £1.75 monthly. Recommended - and I have no vested interest!

Various mail order operators and shops will gladly send you a catalogue and you could browse for hours:

Try: The Aviation Hobby Shop (No P&P charge) - Free catalogue
Tel: 0895 442123; Fax: 0895 421412

or Hannants - £2.50 for catalogue of 16,000 items
Tel: 0502 517444; Fax 0502 500521

or Maintrack Models
Tel: 0424 437428

Tools - you need sharp small scissors, modeller's knife or scalpel, fine emery paper (wet and dry) 400 and 600 grade, small brushes, small spring clips. Also Mekpak liquid polyglue or similar. A more viscous glue such as Revells 'professional' with fine tube applicator. Masking tape. Filler such as fine filler from DIY shop and paint for the particular model.

Research in your books for the aircraft and get to know it -live with it - get a feeling for it. The kit instructions give the construction paint finish and decal placings.

This is going to look good. Right!

Finally a few tips:

Wash the parts in warm water with one or two drops of washing up liquid.

Take parts from sprue as needed using scissors or clippers carefully.

Remove remains of connections very carefully with knife/abrasive.

Try assembly fit and remove any obstructions or flash until a close fit is achieved, properly aligned.

Use a small brush to apply liquid glue sparingly whilst holding parts together. Keep fingers away or glue on surfaces will spoil the finish.

Progress with main parts and think whether partial painting, eg before wings etc, would be easier.

Often applies on complicated trainer or civil schemes where masking is needed.

Proceed and carefully align flying surfaces.

Do not attempt to attach small pilot heads, aerials etc until later - they are in danger of being broken.
Smooth out all joins, filling if needed.

Rub down as needed.

Paint, keeping clear of points where small parts are to be attached.

Attach undercarriage with, eg Revell, glue and allow overnight drying.

Attach small parts and touch up.

Decals - need gloss or at least semi-gloss surface to stick properly. A solution to fix and set can be used (MicroSol/MicroSet).

Professional (that is not me) spray overall varnish to finish and fix.

Never try to build models when you are tired.

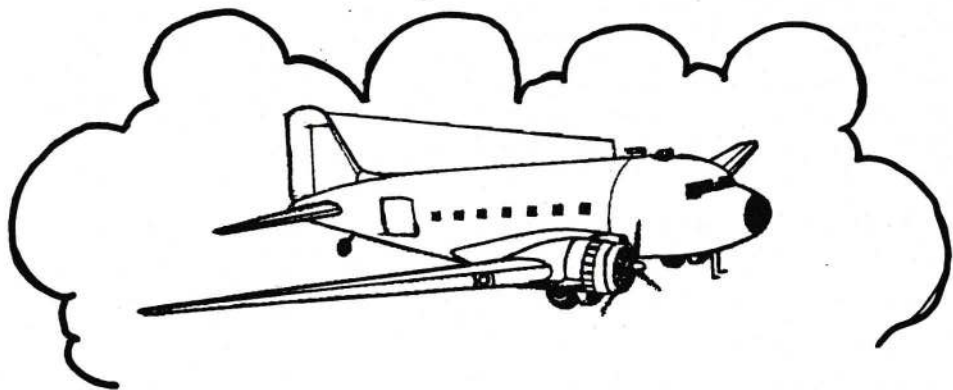
If you have stuck with me through this you have the qualities - good modelling.

Geoffrey Lee

BEVERLEY/LINLEY HILL Resident news:-G-AWXU F.150J departed back to Bagby on 4.3 after lease to Hull Aero Club. A new resident is G-BFFY F.150M which arrived on 25.2 from Liverpool and replaces G-BUJI T.51F which has been sold and departed to Rufforth on 2.2. G-HIEL R.22B departed back to Sherburn early in the new year and finally G-HULL F.150M is still on C of A renewal at Sherburn. Movements:- 2.1 G-JERS R.22B f&t Coney Park. 6.1 G-BTHE 150L f&t Brough. 7.1 G-ATIS PA-28 f&t Swindon. 8.1 G-BMSU 152 f Leeds t Humberside, G-BTOD PA-38 f Netherthorpe t Gamston. 10.1 G-AVEF F.172H f&t Seething. 11.1 G-SACU PA-28 f&t Sherburn, G-BTHE 150L f Teeside t Brough. 14.1 G-BATV PA-28 f&t Sherburn. 15.1 G-BIOR MS.880B f&t Rufforth. 18.1 G-BTHE 150L f Teeside t Sandtoft. 22.1 G-AYKL F.150L f Bagby t Netherthorpe, G-BGXD TB.10 f&t South Cave. 29.1 G-BTHE 150L f&t Brough. 2.2 G-BTWD T.61F. f&t Rufforth. 4.2 G-BHUI 152 f&t Gamston. 5.2 G-BHLH DR.400 f&t Netherthorpe, G-BIZG F.152 f&t Netherthorpe. 8.2 G-SACS PA-28 f&t Sherburn. 20.2 G-BPTP R.22 f&t Sherburn, G-BSER PA-28 f Teeside t Sandtoft. 23.2 G-BTES 150H f Cranfield t Carlisle. 24.2 G-BPTP R.22 f&t Sherburn. 25.2 G-BUGT T.61F f&t Rufforth, G-HVRS R.22B f&t Coney Park, G-AVMD 150G. f Bagby t Brighton, G-BPZX 152 f&t Sturgate. 26.2 G-AVGI PA-28 f Barton t Wickenby, G-ARAI PA-22 f Bagby t Fenland, G-BMCM F.152 f&t Sturgate, G-HIEL R.22B f&t Sherburn, G-ZIGG R.22B f&t Coney Park, G-BJZN T.67A f&t Burton Constable, G-BIOR MS.880B f&t Rufforth, G-BIZG F.152 f&t Netherthorpe. 4.3 G-BUGT T.61F f&t Rufforth, G-BLCU SF.25B. f&t Rufforth, G-FUZZ PA-18-95 f North Coates t Brighton, G-DIZO D.120A f North Coates t Brighton.

WOLD NEWTON/WILLY HOWE FARM Movements:- 18.2 G-BARS/1377 DHC.1 f&t Wombleton, G-BAGB F.260 f&t EMA, G-HMES PA-28 f&t Teeside. 19.2 G-AWXU F.150J f&t Beverley. 23.2 G-BCEO AA-5 f&t Teeside. 24.2 G-RODD 310R f&t Marshland. 26.2 G-BFFY F.150M f&t Beverley, G-ANRP/TW439 Auster 5 f&t Brighton, G-ORAY F.182Q f Brighton t Gamston, G-BRPE 120 f&t Bagby, G-AYGA D.117 f Brighton t Oxenhope, G-BNXM PA-18-95 f&t Gypsy Strip. 2.3 G-ELSA Europa f&t Wombleton. 4.3 G-BCPN AA-5 f&t Full Sutton, G-GCAT PA-28 f&t Humberside, G-AYGC F.150K f Barton t Bagby, G-BUHA/ZA634 T.61F f&t Rufforth. 12.3 G-FMSG PA.150K f&t Humberside, G-BCPN AA-5 f&t Full Sutton, G-PARI 172RG f&t Tatenhill, G-BKAO D.112 f&t Bagby, G-ATHV 150F f&t Sherburn, G-YANK PA-28 f Beverley t Tatenhill, G-MYBW Pegasus XL-Q f&t Full Sutton, G-ELSA Europa f&t Wombleton, G-MZIP Renegade Spirit f&t North Coates, G-IIIX S.1S f&t Wombleton, G-BNZC/671 DHC.1 f&t Wombleton.

Want a flight on a D·C·3 ?



A local travel firm hopes to bring a D·C·3 from Air Atlantique at Coventry to the L·B·A for pleasure flights on Sat 8 July. (Concorde day)

To help with positioning costs approx 30 members could be bussed to Coventry for the 1hr flight to L·B·A
 Interested Contact Mike on 0943-875137 ~ John 0113-2-503766

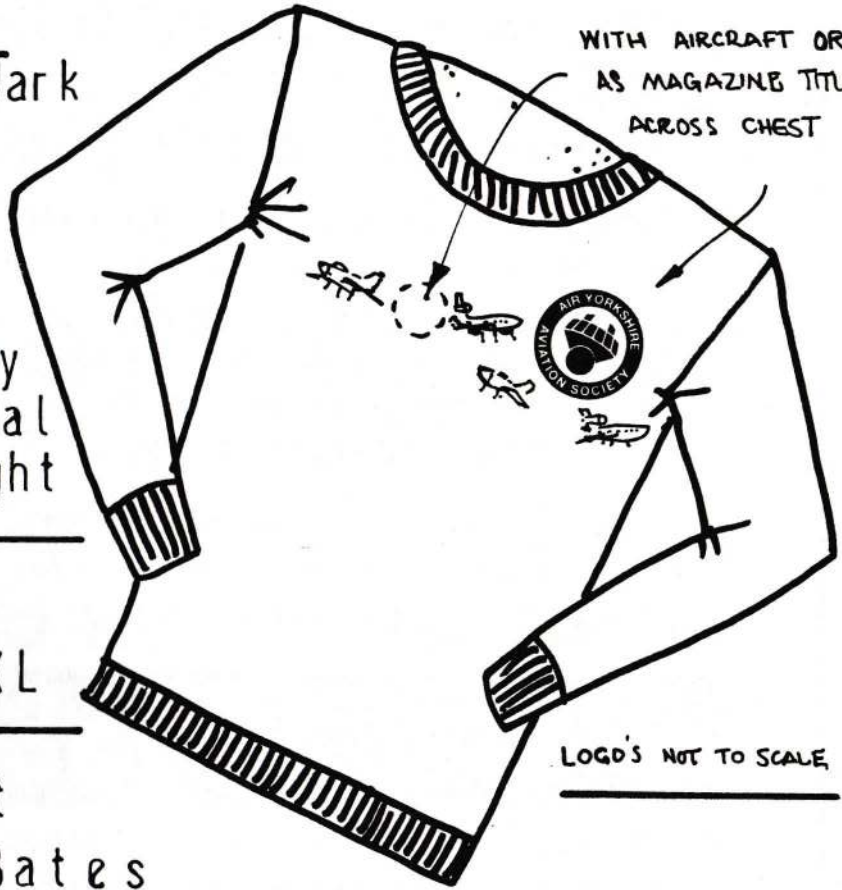
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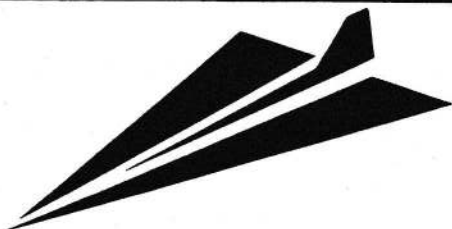
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