



This IBERIA A300 AIRBUS may revisit the L.B.A. in June for Euro '96

VOL. 22

MAY 96

CHAIRMAN: MR.M.WILLINGALE	
17, BANKSFIELD CRESCENT, YEADON, LEEDS LS19	01943 875137
SECRETARY: MR.A.G.HEELEY	
12,LIME GROVE, RAWDON,LEEDS LS19 6BZ	0113 2505114
TREASURER: MR.D.VALENTINE	
8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2582487
P.R.O.: MR.L.COLDBECK	
207.GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947
VISITS ORGANISER: MR.J.JACKSON	
16,CHURCH STREET, YEADON, LEEDS LS19	0113 2503766
EDITORIAL ASSISTANTS	
MRS.D.BLACKWELL	
66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ	
MR.M.SMALL	
13, BEECH AVENUE, HARROGATE. HG2 8DS.	
COMMITTEE	
MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE, MRS.N.BARRETT,	
MRS.A.JOHNSON, MR.P.LEFROY, MR.D.BATES.	

CHAIRMAN'S CHAT

Hi there !, here we are again with probably the most awaited issue of the year. The May edition sees the start of the Summer season with its increase in charter flights. After a Winter of scanning tour operators' brochures to see what may be operating out of the L.B.A., now is the time to observe the reality. Once again, thanks to our old friend Johnathan Hinkles, we are able to give all members a free Summer timetable. However, as usual, by the time it is issued some flights have already been amended or cancelled. If and when we receive an update we will issue this as a loose-leaf supplement.

April the 10th saw Air Yorkshire's first trip of the season to the military bases at Mildenhall and Lakenheath, both in Suffolk. Eighteen members departed from the Aero Club at 06.00 hrs for the four hour journey south. Unfortunately, probably due to an international emergency, the base tour of Mildenhall was cancelled, but many of the base aircraft could be seen from the public viewing area and several more were seen on a drive around the perimeter. Lunch was eaten in the viewing area at Lakenheath, then at 13.00hrs we were met at the gate by our guide Sgt. Steve Bell. After driving through the residential, recreational and administrative areas we went on to one of the squadrons of strike Eagles, where in the briefing room we were shown videos of the aircraft in action by the Squadron Commander. It was then off to a hardened shelter where we were allowed to crawl all over one of the Eagles. The highlight of the trip for most members was a trip out to the end of an active runway where just yards away four aircraft were being given a final check before departing in pairs into the gloom and drizzle. To finish the trip, it was off to "Doughnutland" for coffee and doughnuts. This was a magnificent trip and deserved better support. The society tries to cater for all tastes, but to make any trip, visit or function viable, we need the support of the membership.

MEETINGS.

Sunday, 5th May.	Frank Twitchett (former B.of B Hurricane pilot)
Sunday, 2nd June.	(provisional) Dave Tapping-talk on Ernst Udet ,German WW 1 ace.
Sunday,7th July.	to be arranged.
August	NO MEETING.

Leeds/Bradford Movements



March 1996



01 Friday

EI-FKC Fokker 50	0855
G-OLAH Short 360	0904
G-MANL BAe ATP	0918
G-BXEG ATR-42	0930
G-BVJC Fokker 100	0945
G-SMJJ Cessna 414	1044
OO-DTG Brasilia	1125
EC-PKJ Boeing 737 300	1149
G-LACA Warrior II	1315
G-OSNB Citation II	1429
G-UKTI Fokker 50	1505
EI-PKF Fokker 50	1617
G-BSBW JetRanger	1638
G-OLAH Short 360	1719
G-MAJK Jetstream 41	1735
G-BVJC Fokker 100	1829
G-DRAR Hughes 369E	1920
OO-DTG Brasilia	1956
G-OLAH Short 360	2021
G-MAJK Jetstream 41	2044
G-UKTI Fokker 50	2059
G-BEJD HS 748	2126

G-OALD TB-20 Trinidad	0902
G-MAJB Jetstream 41	0912
G-MAJK Jetstream 41	0924
G-JEAI Friendship	0941
G-UKTI Fokker 50	0959
G-UKTH Fokker 50	1108
G-MAJK Jetstream 41	1128
G-BVJC Fokker 100	1237
G-JEAI Friendship	1355
OO-MTD Brasilia	1449
G-BVJC Fokker 100	1529
G-UKTH Fokker 50	1636
G-MAJB Jetstream 41	1714
G-BXEG ATR-42	1730
G-JEAI Friendship	1753
G-MANL BAe ATP	1916
EI-PKF Fokker 50	1922
G-MAJB Jetstream 41	2009
G-BVJC ATR-42	2025
G-UKTH Fokker 50	2046
G-JEAI Friendship	2105
G-BVJC Fokker 100	2132

02 Saturday

EI-PKF Fokker 50	0855
G-UKTH Fokker 50	0944
OO-DTL Brasilia	1035
G-BLYE TB-10 Tobago	1203
G-HBAP Airbus 320	1345
G-JEAI Friendship	1448
EI-FKC Fokker 50	1617
G-LEAR Lear Jet 35A	2009

G-BVJC Fokker 100	0942
G-JEAI Friendship	1032
G-UKTI Fokker 50	1154
G-BVJC Fokker 100	1255
G-BJYG Warrior II	1402
G-UKTH Fokker 50	1500
G-BVJC Fokker 100	1818

03 Sunday

EI-FKC Fokker 50	0859
G-BVJC Fokker 100	1234
G-MAJB Jetstream 41	1312
OO-DTO Brasilia	1449
G-BMSU Cessna 152	1532
G-MAJK Jetstream 41	1721
EI-PKD Fokker 50	1921

G-BVJC Fokker 100	0922
G-JEAP Friendship	1300
G-BXEG ATR-42	1331
G-UKTI Fokker 50	1504
G-JEAP Friendship	1718
G-BVJC Fokker 100	1821
G-MANL BAe ATP	1928

G-UKTI Fokker 50	1935	OO-DTL Brasilia	1949	
G-BXEH ATR-42	2016	G-MAJK Jetstream 41	2021	
G-UKTH Fokker 50	2046	G-JEAP Friendship	2125	
G-BVJC Fokker 100	2131	G-BYAK Boeing 757	2258	
04 Monday				
EI-FKD Fokker 50	0845	G-BDUN Seneca	0846	
G-OLAH Short 360	0916	G-MAJB Jetstream 41	0920	
G-BUEA ATR-42	0924	G-JEAI Friendship	0933	
G-BVJC Fokker 100	0936	G-MAJK Jetstream 41	0938	
G-MANL BAe ATP	0942	G-UKTH Fokker 50	1024	
N1224S Cessna 425	1032	G-SMJJ Cessna 414	1051	
G-MAJK Jetstream 41	1129	G-UKTI Fokker 50	1137	
G-BJAJ AASB Tiger	1153	G-BVJC Fokker 100	1235	
G-OWAR Warrior II	1237	G-BYAK Boeing 757	1259	
G-BELF BN2A Islander	1305	G-JEAE Friendship	1319	
G-ILTS Cherokee Six	1320	G-JEAI Friendship	1348	
G-7-176 Slingsby T67M	1403	OO-DTG Brasilia	1445	
G-BSBW JetRanger	1452	G-UKTH Fokker 50	1458	
G-BVJC Fokker 100	1516	EI-FKE Fokker 50	1630	
G-AYNJ Cherokee 140C	1638	G-BUEA ATR-42	1714	
G-OLAH Short 360	1718	G-MAJB Jetstream 41	1723	
G-MAJK Jetstream 41	1727	G-JEAI Friendship	1756	
G-BSER Cherokee 160	1758	G-BVJC Fokker 100	1818	
G-MANL BAe ATP	1908	OO-DTO Brasilia	2002	
G-MAJB Jetstream 41	2005	G-OLAH Short 360	2015	
G-MAJK Jetstream 41	2022	G-UKTH Fokker 50	2050	
G-BUEA ATR-42	2056	G-JEAI Friendship	2103	
EI-FKC Fokker 50	2117	G-BVJC Fokker 100	2117	
G-BEJD HS 748	2128	G-UKTI Fokker 50	2235	
G-BYAK Boeing 757	2357			
05 Tuesday				
VR-CTE Citation II	0731	0748	EI-FKD Fokker 50	0858
G-MAJK Jetstream 41	0916		G-BVEF ATR-42	0918
G-OLAH Short 360	0921		G-MANL BAe ATP	0925
G-MAJB Jetstream 41	0927		G-BVJC Fokker 100	0930
G-JEAI Friendship	0933		G-KITE Archer II	0950
G-BMMC Cessna T310Q	1004		9H-ABF Boeing 737	1018
G-UKTI Fokker 50	1022		N27495 Navajo	1025
OO-DTG Brasilia	1031		G-UKTH Fokker 50	1104
G-SHCC JetRanger	1107		G-MAJB Jetstream 41	1118
G-BVJC Fokker 100	1215		G-BYAO Boeing 757	1221
G-TAXI Aztec	1243		G-JEAI Friendship	1353
G-BYAE Boeing 757	1359		OO-DTH Brasilia	1442
G-UKTI Fokker 50	1459		G-JBAC Bandeirante	1502
G-BVJC Fokker 100	1518		G-BYAO Boeing 757	1548
EI-FKC Fokker 50	1618		G-UKTH Fokker 50	1640
G-GLAM Jetstream 31	1644		G-BVEF ATR-42	1710
G-MAJB Jetstream 41	1716		G-OLAH Short 360	1724
G-MAJK Jetstream 41	1727		G-BSER Cherokee 160	1743
G-JEAE Friendship	1753		G-BVJC Fokker 100	1821
G-MANL BAe ATP	1914		EI-FKC Fokker 50	1920
G-BRPU Duchess	1951		G-MAJK Jetstream 41	2008
OO-DTG Brasilia	2011		G-OLAH Short 360	2018
G-MAJB Jetstream 41	2020		G-UKTH Fokker 50	2045
G-UKTI Fokker 50	2057		G-BVEF ATR-42	2058
G-JEAE Friendship	2101		G-BVJC Fokker 100	2119
G-BEJD HS 748	2129			

06 Wednesday

G-JETJ Citation II	0704	EI-FKC Fokker 50	0859
G-OLAH Short 360	0909	G-7-176 Slingsby T67M	0910
G-MAJK Jetstream 41	0912	G-MANL BAe ATP	0916
G-BXEH ATR-42	0923	G-BVJC Fokker 100	0926
G-MAJB Jetstream 41	0931	G-OHOP Navajo	0936
G-JEAE Friendship	0939	G-UKTI Fokker 50	0953
EI-BYK Aztec	1003	G-FAYE Cessna 152	1011
G-AZEG Cherokee 140D	1013	OO-DTH Brasilia	1045
G-UKTH Fokker 50	1125	G-MAJB Jetstream 41	1132
G-BVJC Fokker 100	1222	G-JEAD Friendship	1355
OO-DTO Brasilia	1442	G-UKTD Fokker 50	1453
G-BSER Cherokee 160	1455	G-BVJC Fokker 100	1529
G-JETJ Citation II	1540	G-SMJJ Cessna 414	1547
G-GENN GA7 Cougar	1605	EI-FKB Fokker 50	1613
G-UKTH Fokker 50	1643	G-OLAH Short 360	1712
G-MAJB Jetstream 41	1720	G-MAJF Jetstream 41	1731
G-JEAI Friendship	1744	G-BYAE Boeing 757	1805
G-BVJC Fokker 100	1822	G-BXEH ATR-42	1859
G-MANL BAe ATP	1915	EI-FKB Fokker 50	1923
OO-DTG Brasilia	1958	G-MAJF Jetstream 41	2011
G-OLAH Short 360	2017	G-MAJB Jetstream 41	2021
G-BSKH Cessna 421C	2038	G-UKTH Fokker 50	2049
G-UKTD Fokker 50	2054	G-JEAI Friendship	2110
G-BVJD Fokker 100	2125	G-BUEB ATR-42	2132
G-BEJE HS 748	2141		

07 Thursday

G-BSKH Cessna 421C	0336	EI-FKB Fokker 50	0902
G-MAJF Jetstream 41	0914	G-MAJB Jetstream 41	0920
G-BXEG ATR-42	0923	G-MANL BAe ATP	0928
N8100E Falcon 900	0930	G-BVJD Fokker 100	0932
G-OLAH Short 360	0935	G-JEAI Friendship	0940
G-BHOR Warrior II	0943	G-UKTH Fokker 50	0946
G-BOHO Warrior II	1021	OO-DTO Brasilia	1043
G-UKTD Fokker 50	1105	G-BVJD Fokker 100	1230
G-AVMP BAC 1-11	1323	G-JEAI Friendship	1354
G-BYAE Boeing 757	1358	G-AWSM Cherokee 235	1404
OO-MTD Brasilia	1442	G-UKTH Fokker 50	1447
G-BVJD Fokker 100	1517	EI-FKC Fokker 50	1620
G-UKTD Fokker 50	1633	G-MAJB Jetstream 41	1719
G-OLAH Short 360	1722	G-MAJF Jetstream 41	1728
G-BXEG ATR-42	1735	PH-ECO Navajo	1757
G-JEAD Friendship	1801	G-BVJD Fokker 100	1821
G-DRAR Hughes 369E	1835	G-MANL BAe ATP	1916
EI-FKC Fokker 50	1936	OO-DTO Brasilia	1951
G-MAJF Jetstream 41	2008	G-OLAH Short 360	2014
G-MAJB Jetstream 41	2019	G-UKTH Fokker 50	2053
G-UKTD Fokker 50	2057	G-JEAD Friendship	2107
G-BEJE HS 748	2126	G-BYAE Boeing 757	2131
G-BVJD Fokker 100	2134	G-BUEA ATR-42	2207

08 Friday

EI-FKC Fokker 50	0907	G-BVEF ATR-42	0917
G-OLAH Short 360	0920	G-MAJF Jetstream 41	0922
G-BVJC Fokker 100	0926	G-MANL BAe ATP	0931
G-MAJB Jetstream 41	0934	G-JEAI Friendship	0936
G-UKTH Fokker 50	0940	OO-MTD Brasilia	1030
EC-PYF Boeing 737 300	1100	G-UKTD Fokker 50	1105

G-MAJB Jetstream 41	1126	G-BVJD Fokker 100	1226
G-DARR Cessna 421C	1320	G-JEAP Friendship	1415
OO-DTH Brasilia	1442	G-UKTH Fokker 50	1446
G-BVJD Fokker 100	1525	EI-FKA Fokker 50	1629
G-UKTD Fokker 50	1635	G-GLAM Jetstream 31	1647 N/R
G-SWFT King Air 200	1652	G-BVEF ATR-42	1719
G-OLAH Short 360	1755	G-JEAD Friendship	1813
G-BVJD Fokker 100	1820	G-MANL BAe ATP	1920
EI-FKA Fokker 50	1927	OO-MTD Brasilia	1953
G-MAJB Jetstream 41	2015	G-OLAH Short 360	2026
G-MAJF Jetstream 41	2031	G-UKTH Fokker 50	2039
G-UKTD Fokker 50	2048	G-JEAD Friendship	2115
G-BEJD HS 748	2132	G-BVJD Fokker 100	2136
G-BVEF ATR-42	2213		
09 Saturday			
EI-FKA Fokker 50	0912	G-BVJD Fokker 100	0932
G-UKTD Fokker 50	0957	G-JEAD Friendship	1009
OO-DTH Brasilia	1029	G-UKTH Fokker 50	1130
G-BVJD Fokker 100	1232	VR-CPR Cessna 421C	1310
G-DACR Airbus 320	1403	G-LOGV Jetstream 31	1434 N/R
G-JEAD Friendship	1447	G-AVMP BAC 1-11	1456 1821(10)
G-UKTD Fokker 50	1459	G-OACG Seneca	1510
EI-FKA Fokker 50	1613	G-BYNG Cessna T303	1717
G-BVJC Fokker 100	1818		
10 Sunday			
EI-FKB Fokker 40	0907	G-BVKA Boeing 737 500	0923
G-BGAX Cherokee 140	1156	G-BVJC Fokker 100	1227
G-JEAP Friendship	1258	G-BVED ATR-42	1341
G-BSSE Cherokee 140	1412	OO-DTL Brasilia	1453
G-UKTD Fokker 50	1506	G-JEAP Friendship	1721
G-MAJF Jetstream 41	1730	G-BVJC Fokker 100	1827
G-MANL BAe ATP	1905	G-UKTA Fokker 50	1927
EI-FKE Fokker 50	1931	OO-MTD Brasilia	1956
G-MAJF Jetstream 41	2017	G-BVED ATR-42	2021
G-UKTD Fokker 50	2101	G-JEAP Friendship	2105
G-BVKD Boeing 737 500	2140	G-BYAO Boeing 757	2339
11 Monday			
G-UKTA Fokker 50	1023	G-HANL BAe ATP	1046
G-BVKD Boeing 737 500	1049	OO-DTL Brasilia	1057
G-OLAH Short 360	1106	G-UKTH Fokker 50	1124
G-MAJF Jetstream 41	1129	G-BVZE Boeing 737 500	1237
G-BYAO Boeing 757	1304	G-AYRG Cessna F172K	1332
OO-DTI Brasilia	1454	G-TEST Seneca	1508
G-UKTA Fokker 50	1511	G-BVKD Boeing 737 500	1529
EI-FKA Fokker 50	1615	G-JEAP Friendship	1627
G-BLFZ Navajo	1640	G-UKTH Fokker 50	1646
G-OLAH Short 360	1730	G-MAJF Jetstream 41	1749
G-JEAD Friendship	1758	G-BVEE ATR-42	1807
G-BVKD Boeing 737 500	1813	G-MANL BAe ATP	1911
EI-FKA Fokker 50	1920	OO-DTL Brasilia	2023
G-OLAH Short 360	2027	G-MAJF Jetstream 41	2047
G-UKTH Fokker 50	2104	G-JEAD Friendship	2109
G-UKTA Fokker 50	2114		
12 Tuesday			
G-BUPS ATR-42	0640	G-OLAH Short 360	0931
EI-FKA Fokker 50	0939	G-BUPS ATR-42	1024
G-KKDL TB-20 Trinidad	1058	OO-DTI Brasilia	1125
G-UKTA Fokker 50	1304	G-BVKD Boeing 737 500	1312

OO-DTG Brasilia	1504		G-UKTG Fokker 50	1509
EI-FKC Fokker 50	1627		G-BVKD Boeing 737 500	1632
G-JEAD Friendship	1646		G-UKTA Fokker 50	1651
G-BVEC ATR-42	1725		G-OLAH Short 360	1741
G-BYAO Boeing 757	1744		G-JEAP Friendship	1903
G-MANL BAe ATP	1907		G-BVZG Boeing 737 500	1914
G-BYAW Boeing 757	1948		EI-FKA Fokker 50	1958
OO-DTI Brasilia	2004		G-MAJF Jetstream 41	2025
G-OLAH Short 360	2033		G-UKTA Fokker 50	2055
G-BVEC ATR-42	2126		G-DAAL HS 748	2129
G-UKTG Fokker 50	2156		G-JEAP Friendship	2207
G-BVZG Boeing 737 500	2218			
13 Wednesday				
N25120 PA-46 Malibu	0855	1412(14)	EI-FKA Fokker 50	0907
G-BHOR Warrior II	0927		G-OLAH Short 360	0932
G-BVZG Boeing 737 500	0936		G-BXEG ATR-42	0951
G-MANL BAe ATP	1006		G-MAJF Jetstream 41	1010
N347GS Lear Jet 60	1034	1610	G-UKTG Fokker 50	1102
OO-DTF Brasilia	1122		G-UKTA Fokker 50	1126
G-BVZG Boeing 737 500	1238		G-JEAG Friendship	1400
OO-DTH Brasilia	1503		G-UKTG Fokker 50	1506
G-BVZG Boeing 737 500	1522		EI-FKF Fokker 50	1617
G-BTSK F33C Bonanza	1636		G-UKTA Fokker 50	1650
G-BXEH ATR-42	1716		G-OLAH Short 360	1729
G-MAJF Jetstream 41	1732		G-BYAO Boeing 757	1743
G-JEAD Friendship	1751		G-BVZG Boeing 737 500	1834
EI-FKF Fokker 50	1930		G-MANL BAe ATP	1933
G-HCTL Navajo	1939		OO-DTH Brasilia	2008
G-MAJF Jetstream 41	2024		G-OLAH Short 360	2032
G-BXEH ATR-42	2047		G-UKTA Fokker 50	2051
G-UKTG Fokker 50	2057		G-JEAD Friendship	2101
G-DAAL HS 748	2114		G-BVZG Boeing 737 500	2131
14 Thursday				
G-OFLT Bandeirante	0632		G-JLRW Duchess	0856
EI-FKF Fokker 50	0903		G-MANL BAe ATP	0920
G-MAJF Jetstream 41	0925		G-BVZG Boeing 737 500	0930
G-OLAH Short 360	0935		G-JEAG Friendship	0940
G-UKTG Fokker 50	1001		VR-CDM Citation	1014 1429
OO-DTG Brasilia	1034		G-BVEC ATR-42	1058
G-MAJI Jetstream 41	1134		G-TSAR B58 Baron	1148
G-BVKD Boeing 737 500	1229		G-BYAO Boeing 757	1347
G-JEAG Friendship	1404		OO-DTI Brasilia	1447
G-ARFL Cessna 175B	1450		G-UKTG Fokker 50	1514
G-BVKD Boeing 737 500	1526		EI-FKF Fokker 50	1630
G-BVED ATR-42	1723		G-OLAH Short 360	1728
G-MAJF Jetstream 41	1735		G-JEAG Friendship	1758
G-BVKD Boeing 737 500	1816		G-MANL BAe ATP	1910
EI-FKF Fokker 50	1934		OO-DTL Brasilia	1959
G-MAJF Jetstream 41	2019		G-OLAH Short 360	2026
G-UKTG Fokker 50	2040		G-BVED ATR-42	2057
G-JEAG Friendship	2110		G-DAAL HS 748	2125
G-BYAO Boeing 757	2130		G-UKTA Fokker 50	2138
G-BVKD Boeing 737 500	2142			
15 Friday				
G-BVED ATR-42	0615		EI-FKF Fokker 50	0903
G-MAJF Jetstream 41	0913		G-BVKD Boeing 737 500	0921
G-OLAH Short 360	0925		G-MANL BAe ATP	0928
G-BVEC ATR-42	0931		G-JEAG Friendship	0936

G-BNYJ Cessna 421B	0941
OO-DTI Brasilia	1045
EC-FJR Boeinq 737 300	1113
G-BNOM Warrior II	1207
G-JEAG Friendship	1410
ZE702 BAe 146 CC.2	1444
G-UKTA Fokker 50	1501
EI-PKD Fokker 50	1630
HB-VGP Citation II	1652
G-OLAH Short 360	1723
G-JEAD Friendship	1811
G-BVJC Fokker 100	1834
EI-PKD Fokker 50	1927
G-MAJF Jetstream 41	2019
G-BVEC ATR-42	2057
G-UKTG Fokker 50	2108
G-DAAL HS 748	2134
16 Saturday	
EI-FKC Fokker 50	0906
G-UKTG Fokker 50	0953
OO-DTF Brasilia	1030
G-BVJC Fokker 100	1237
G-UKTG Fokker 50	1450
EI-PKF Fokker 50	1614
17 Sunday	
EI-FKA Fokker 50	1004
G-JEAG Friendship	1258
G-BVZI Boeing 737 500	1317
OO-DTH Brasilia	1444
G-UKTA Fokker 50	1512
G-MANL BAe ATP	1917
EI-PKD Fokker 50	1934
G-BVED ATR-42	2004
G-MAJF Jetstream 41	2134
G-BYAO Boeing 757	2231
18 Monday	
G-UMMI Navajo	0849
G-OLAH Short 360	0909
G-BUEB ATR-42	0927
G-BVJC Fokker 100	0936
G-UKTG Fokker 50	1031
OO-DTH Brasilia	1059
G-BLZT Short 360	1213
G-BVJC Fokker 100	1242
G-JEAG Friendship	1409
G-UKTG Fokker 50	1446
EI-FKA Fokker 50	1617
G-BLZT Short 360	1714
G-MAJJ Jetstream 41	1725
G-BVJC Fokker 100	1813
EI-FKA Fokker 50	1922
G-MAJJ Jetstream 41	1959
G-BUEA ATR-42	2048
G-JEAD Friendship	2103
G-BVJD Fokker 100	2125
G-BYAO Boeing 757	2335

G-UKTA Fokker 50	0958
G-UKTG Fokker 50	1109
N2657N Cessna 421C	1145
G-BVKD Boeing 737 500	1232
XZ331 Gazelle AH.1	1431
OO-DTF Brasilia	1448
G-BVKD Boeing 737 500	1526
G-UKTG Fokker 50	1648
G-BVEC ATR-42	1712
G-MAJF Jetstream 41	1747
G-BJAG Archer II	DIV 1817
G-MANL BAe ATP	1913
OO-DTJ Brasilia	1953
G-OLAH Short 360	2025
G-UKTA Fokker 50	2103
G-JEAD Friendship	2111
G-BVJC Fokker 100	2138
G-BVJC Fokker 100	0930
G-JEAD Friendship	1015
G-UKTA Fokker 50	1152
G-HBAP Airbus 320	1321
G-JEAD Friendship	1454
G-BVJA Fokker 100	1846
G-BVJA Fokker 100	1048
G-UMMI Navajo	1303
G-BVED ATR-42	1332
VR-CPR Cessna 421C	1457
G-BVJC Fokker 100	1832
G-UKTA Fokker 50	1929
OO-DTI Brasilia	1943
G-UKTG Fokker 50	2052
G-BVJC Fokker 100	2137
G-JEAG Friendship	2235
EI-FKE Fokker 50	0906
G-MAJF Jetstream 41	0924
G-MANL BAe ATP	0930
G-JEAG Friendship	0940
G-OWLC Navajo	1049
G-UKTA Fokker 50	1108
G-BNYJ Cessna 421B	1216
G-BYAO Boeing 757	1258
OO-DTG Brasilia	1436
G-BVJC Fokker 100	1521
G-UKTA Fokker 50	1634
G-BXEH ATR-42	1722
G-JEAD Friendship	1744
G-MANL BAe ATP	1916
OO-DTH Brasilia	1953
G-BLZT Short 360	2017
G-UKTG Fokker 50	2059
G-DAAL HS 748	2119
G-DFLT Cessna 406	2329

19 Tuesday

G-BVED ATR-42	1021	G-MANL BAe ATP	1054
9H-ABF Boeing 737	1111	G-UKTA Fokker 50	1118
G-BLZT Short 360	1200	G-UKTG Fokker 50	1206
G-BYAO Boeing 757	1407	G-BVJD Fokker 100	1410
OO-DTI Brasilia	1446	G-MANL BAe ATP	1531
G-JEAG Friendship	1603	G-UKTA Fokker 50	1641
EI-FKD Fokker 50	1654	G-OBNF Cessna 310K	1659
G-BYAP Boeing 757	1703	G-BUEB ATR-42	1717
G-BLZT Short 360	1722	G-MAJJ Jetstream 41	1730
G-JEAD Friendship	1752	G-BVJD Fokker 100	1817
G-MANL BAe ATP	1906	EI-FKD Fokker 50	1942
OO-DTG Brasilia	1956	G-MAJJ Jetstream 41	2005
G-BLZT Short 360	2018	G-UKTA Fokker 50	2037
G-UKTG Fokker 50	2048	G-BVEC ATR-42	2051
G-JEAD Friendship	2112	G-DAAL HS 748	2123
G-BVJC Fokker 100	2134		

20 Wednesday

G-MONK Boeing 757	0630	G-BVJB Fokker 100	0638
EI-FKF Fokker 50	0855	HB-VIA Mitsubishi 300	0857 1618
G-MAJJ Jetstream 41	0908	G-BLZT Short 360	0915
G-BVJB Fokker 100	0917	G-BUEA ATR-42	0929
G-JEAD Friendship	0933	G-BVJC Fokker 100	0937
G-SWFT King Air 200	0948	G-UKTG Fokker 50	1000
G-JBAC Bandelrante	1200	G-BVJC Fokker 100	1241
G-JEAD Friendship	1400	OO-DTL Brasilia	1447
G-UKTG Fokker 50	1456	G-BVJC Fokker 100	1527
G-BVTF Fokker 70	1603	EI-FKB Fokker 50	1612
G-UKTA Fokker 50	1636	G-BUEA ATR-42	1713
G-BLZT Short 360	1722	G-MAJJ Jetstream 41	1725
G-BYAO Boeing 757	1740	G-JEAG Friendship	1750
G-BVJC Fokker 100	1840	G-OBNF Cessna 310K	1845
G-BVTF Fokker 70	1856	EI-FKB Fokker 50	1927
OO-DTI Brasilia	1952	G-MAJJ Jetstream 41	2002
G-BLZT Short 360	2018	G-UKTG Fokker 50	2038
G-UKTA Fokker 50	2039	N25UD Falcon 50	2045 1056(21)
G-JEAG Friendship	2101	G-BUEA ATR-42	2104
G-BEJD HS 748	2125	G-MONK Boeing 757	2128
G-BVJC Fokker 100	2133		

21 Thursday

EI-FKB Fokker 50	0906	G-BLZT Short 360	0918
G-MAJJ Jetstream 41	0923	G-BVEC ATR-42	0927
G-MANL BAe ATP	0935	G-UKTA Fokker 50	0951
G-BVZE Boeing 737 500	0959	G-UKTG Fokker 50	1120
G-BRFA Navajo	1130	OO-DTH Brasilia	1134
G-BVJC Fokker 100	1227	G-BYAO Boeing 757	1415
OO-DTG Brasilia	1434	G-UKTA Fokker 50	1456
G-BVKC Boeing 737 500	1518	EI-FKC Fokker 50	1622
G-UKTG Fokker 50	1635	G-BVEC ATR-42	1716
G-JEAD Friendship	1726	G-BLZT Short 360	1729
G-MAJJ Jetstream 41	1737	G-JEAG Friendship	1801
G-BVKC Boeing 737 500	1815	G-MANL BAe ATP	1931
EI-FKC Fokker 50	1937	OO-DTH Brasilia	2005
G-BVEC ATR-42	2122	G-UKTG Fokker 50	2133
G-UKTA Fokker 50	2136	G-BVKC Boeing 737 500	2141
G-JEAG Friendship	2148	G-BYAO Boeing 757	2157
G-BLZT Short 360	2214		

22	Friday				
	EI-FKC Fokker 50	0858		G-BLZT Short 360	0913
	G-MANL BAe ATP	0930		G-BXEG ATR-42	0938
	G-BVKC Boeing 737 500	0944		G-UKTG Fokker 50	0953
	G-JEAD Friendship	0959		G-BVKC Boeing 737 500	1245
23	Saturday				
	EI-FKD Fokker 50	0856		G-BVKA Boeing 737 500	0926
	N831SR Seneca	1006	1035	G-JEAG Friendship	1012
	OO-DTL Brasilia	1032		G-MANL BAe ATP	1057
	G-BGYT Bandeirante	1136		G-MAJJ Jetstream 41	1150
	G-UKTA Fokker 50	1211		G-BVKA Boeing 737 500	1225
	VR-CCT King Air C90	1240		G-YJBM Airbus 320	1315
	G-UKTG Fokker 50	1334		G-JEAG Friendship	1453
	G-UKTA Fokker 50	1553		EI-FKF Fokker 50	1611
	VR-CPR Cessna 421C	1659		G-BLZT Short 360	1702
	G-BVKA Boeing 737 500	1814		ZG847 Islander AL.1	1843
24	Sunday				
	EI-FKB Fokker 50	0901		G-BVKA Boeing 737 500	0934
	G-BVKA Boeing 737 500	1229		G-JEAG Friendship	1257
	G-BUEA ATR-42	1336		OO-DTL Brasilia	1448
	G-UKTA Fokker 50	1524		N831SR Seneca	1612
	G-BBGB Aztec	1643		G-MAJJ Jetstream 41	1730
	G-BVKA Boeing 737 500	1825		G-JEAG Friendship	1828
	G-SFHR Aztec	1838		G-MANL BAe ATP	1904
	G-UKTA Fokker 50	1929		OO-DTH Brasilia	2012
	G-MAJJ Jetstream 41	2018		G-BUEA ATR-42	2031
	G-UKTG Fokker 50	2059		EI-FKB Fokker 50	2115
	G-BVKA Boeing 737 500	2134		G-JEAG Friendship	2148
	G-BYAK Boeing 757	2340			
25	Monday				
	G-BUPS ATR-42	0645		G-UKTA Fokker 50	1355
	G-UKTG Fokker 50	1451		G-MAJJ Jetstream 41	1757
	G-BIYH Short 330	1815		OO-DTO Brasilia	2004
	EI-FKB Fokker 50	2009		G-MAJJ Jetstream 41	2047
	G-UKTA Fokker 50	2059		G-UKTG Fokker 50	2105
	G-BIYH Short 330	2112		G-BVEC ATR-42	2117
	G-JEAG Friendship	2121		G-BVZE Boeing 737 500	2139
	G-MANL BAe ATP	2146		G-JEAG Friendship	2359
26	Tuesday				
	EI-FKC Fokker 50	0855		G-BVZE Boeing 737 500	0921
	G-MANL BAe ATP	0927		G-BIYH Short 330	0931
	G-BUEB ATR-42	0933		9H-ABF Boeing 737	1030
	OO-DTF Brasilia	1034		G-JEAG Friendship	1040
	G-UKTG Fokker 50	1106		G-UKTA Fokker 50	1120
	G-EFSM T67M Firefly	1123		G-BYAI Boeing 757	1213
	D-IAAC Cessna 441	1231	1621	G-BVJB Fokker 100	1238
	G-WRCF King Air 200	1255		N451GA Gulfstream IV	1338
	G-JEAG Friendship	1424		OO-DTH Brasilia	1444
	G-UKTG Fokker 50	1504		G-BVJB Fokker 100	1527
	G-BYAI Boeing 757	1554		EI-FKC Fokker 50	1615
	G-OBMZ Boeing 737 500	1635		G-BYAK Boeing 757	1656
	G-UKTA Fokker 50	1659		G-BBPY Cherokee 180	1708
	G-BUEB ATR-42	1719		G-MAJJ Jetstream 41	1724
	G-BIYH Short 330	1735		G-BVJB Fokker 100	1834
	G-OBMZ Boeing 737 500	1849		EI-FKC Fokker 50	1938
	OO-DTF Brasilia	2004		G-MAJJ Jetstream 41	2020
	G-BIYH Short 330	2035		G-BUEB ATR-42	2050
	G-UKTA Fokker 50	2052		G-UKTG Fokker 50	2055

G-BEJD HS 748	2121	G-BVJC Fokker 100	2141
G-JEAM Bae 146	2204		
27 Wednesday			
G-BUPS ATR-42	0630	EI-FKC Fokker 50	0858
G-OBMZ Boeing 737 500	0906	G-BLZT Short 360	0910
G-BVED ATR-42	0923	G-BNYJ Cessna 421B	0928
G-JEAG Friendship	0933	G-BNDY Cessna 425	0938
G-BVJC Fokker 100	0942	G-UKTG Fokker 50	1008
G-BEGV Aztec	1014	G-BVEV Seneca	1229
G-BUPS ATR-42	1100	OO-DTH Brasilia	1104
G-BSBA Warrior II	1107	G-BBEV Cherokee 140	1229
G-BVJC Fokker 100	1231	G-MAJJ Jetstream 41	1300
G-AVIA Cessna F150G	1306	G-JEAE Friendship	1350
G-JEAG Friendship	1354	G-BSFP Cessna 152	1415
G-UKTG Fokker 50	1450	G-GENN GA-7 Cougar	1454
OO-DTL Brasilia	1500	G-BSWB JetRanger	1505
G-BVJC Fokker 100	1515	EI-FKB Fokker 50	1608
G-BOPT Grob G.115	1616	G-BSSE Cherokee 140	1620
G-UKTA Fokker 50	1639	G-MAJJ Jetstream 41	1714
G-BVED ATR-42	1722	G-BLZT Short 360	1723
G-JEAG Friendship	1749	G-BVJC Fokker 100	1827
G-BYAK Boeing 757	1839	G-MANL BAE ATP	1841
G-OBMZ Boeing 737 500	1854	EI-FKB Fokker 50	1917
G-MAJJ Jetstream 41	2005	OO-DTH Brasilia	2010
G-BLZT Short 360	2032	G-UKTA Fokker 50	2053
G-JEAG Friendship	2056	G-UKTG Fokker 50	2105
G-BVED ATR-42	2112	G-BVJC Fokker 100	2125
G-DAAL HS 748	2131		
28 Thursday			
G-BYAC Boeing 757	0001	EI-FKB Fokker 50	0908
G-BLZT Short 360	0910	G-JEAG Friendship	0931
G-BVJC Fokker 100	0937	G-MANL BAE ATP	0942
G-UKTG Fokker 50	1003	G-BVEC ATR-42	1014
OO-DTL Brasilia	1037	XZ178 Lynx AH.7	1105
XX454 Gazelle AH.1	1105	G-UKTA Fokker 50	1107
G-MAJJ Jetstream 41	1153	G-BVJC Fokker 100	1245
G-BYAC Boeing 757	1353	G-JEAG Friendship	1401
G-UKTG Fokker 50	1456	G-HCTL Navajo	1528
G-FFRI Twin Squirrel	1531	G-BVJC Fokker 100	1538
G-ORJB Citation	1546	EI-FKA Fokker 50	1611
OO-DTO Brasilia	1613	G-MAJJ Jetstream 41	1718
G-BLZT Short 360	1732	G-BUEA ATR-42	1737
G-JEAE Friendship	1758	G-BVJC Fokker 100	1820
G-MANL BAE ATP	1910	EI-FKA Fokker 50	1916
G-MAJJ Jetstream 41	2000	G-BLZT Short 360	2022
G-UKTA Fokker 50	2051	G-BUEA ATR-42	2101
G-JEAE Friendship	2101	G-UKTG Fokker 50	2103
G-DAAL HS 748	2124	G-BVJC Fokker 100	2131
G-BYAC Boeing 757	2149	OO-DTL Brasilia	2243
29 Friday			
G-AVYM Cherokee 180	0855	EI-FKF Fokker 50	0858
G-BLZT Short 360	0907	G-MAJJ Jetstream 41	0912
G-MANL BAE ATP	0921	G-BVJC Fokker 100	0931
G-JEAG Friendship	0934	G-BVED ATR-42	0939
G-UKTG Fokker 50	0956	G-BJWW Cessna F172N	1018
G-BGOL Turbo Arrow	1042	EC-FKI Boeing 737 300	1049

G-BGEL Tomahawk	1140	G-BCIE Warrior	1217
G-BVJC Fokker 100	1239	G-SFHR Aztec	1316
G-BSKH Cessna 421C	1342	G-BSPN Turbo Arrow	1351
G-JEAG Friendship	1357	OO-DTN Brasilia	1440
G-ORJB Citation	1442	G-BGYT Bandeirante	1443
G-UKTG Fokker 50	1456	G-BVJC Fokker 100	1517
EI-FKB Fokker 50	1612	G-UKTA Fokker 50	1641
G-BTWD T61F Venture	1701	G-MAJJ Jetstream 41	1722
G-BVEF ATR-42	1732	G-BLZT Short 360	1740
G-JEAG Friendship	1749	G-BVJC Fokker 100	1825
N161EU Falcon 20	1827 1852	G-MANL BAe ATP	1908
EI-FKB Fokker 50	1916	G-OAAA Airbus 320	1942
OO-DTF Brasilia	1957	G-MAJJ Jetstream 41	2005
G-BLZT Short 360	2023	G-UKTA Fokker 50	2045
G-BVEF ATR-42	2100	G-JEAG Friendship	2110
G-UKTG Fokker 50	2114	G-BEJD HS 748	2135
G-BVJC Fokker 100	2140		
30 Saturday			
EI-FKB Fokker 50	0851	G-BVJC Fokker 100	0935
EI-CDC Boeing 737 500	0936	G-UKTA Fokker 50	0953
G-JEAG Friendship	1012	OO-DTN Brasilia	1043
G-WRCF King Air 200	1047 1534	G-BSBW JetRanger	1124
G-UKTG Fokker 50	1153	G-BVJC Fokker 100	1244
G-TPTT Airbus 320	1332	G-JEAG Friendship	1451
G-UKTC Fokker 50	1510	EI-FKF Fokker 50	1614
G-BVJC Fokker 100	1809	G-OAKJ Jetstream 31	2128
31 Sunday			
G-BUPS ATR-42	0529	EI-FKF Fokker 50	0754
G-BVJC Fokker 100	0815	G-BUPS ATR-42	0858
G-EENY GA7 Cougar	0955	G-BCEE AA5 Traveler	1022
PH-BYA B58 Baron	1045 1256	G-BVJC Fokker 100	1127
G-BRTN B58 Baron	1130	G-BUEB ATR-42	1246
G-BNOM Warrior II	1251	OO-DTN Brasilia	1344
G-JEAG Friendship	1356	G-UKTG Fokker 50	1403
G-MAUD BAe ATP	1508	G-BVJC Fokker 100	1724
G-JEAG Friendship	1728	G-BKKO Cessna 182R	1736
EI-FKB Fokker 50	1823	G-EENY GA7 Cougar	1830
EI-CDH Boeing 737 500	1849	OO-DTF Brasilia	1854
G-UKTG Fokker 50	1913	G-BUEA ATR-42	1927
G-MANL BAe ATP	2000	G-MAUD BAe ATP	2011
G-BVJC Fokker 100	2041	G-BYAL Boeing 757	2046
G-JEAG Friendship	2124		

From & To

04) N1224S/F & T Birmingham; 05) VR-CTE/Hawarden-Exeter; N27495/Guernsey;
 06) EI-BYK/Shannon; 07) N8100E/Luton; PH-ECO/Rotterdam; 09) VR-CPR/Guernsey;
 13) N25120/Nantes; N347GS/Farnboro-Lugano; 14) VR-CDM/Hawarden; 15) XZ331/Esholt;
 ZE702/Northolt; N2657N/Thurrock; HB-VGP/Heathrow; 17) VR-CPR/Guernsey; 20) HB-VIA/
 F & T Zurich; N25UD/Gander-Luton; 23) N831SR/Jersey-Teesside; VR-CCT/Guernsey;
 VR-CPR/Farnboro; ZG847/F & T Belfast; 24) N831SR/Teesside-Jersey; 26) D-IAAC/
 Saarbrücken; N451GA/Birmingham-Luton; 28) XZ178 & XX454/Wattisham; 29) N161EU/
 Nice-Le Bourget; 31) PH-BYA/Bristol-Prestwick;

Overshoots

01) G-SFHR; 02) XX632/UAG95; XX709/UAG94; 03) XX709/UAG93; 04) ZF348/LOP28;
 05) XX497/CWL71; XX499/CWL69; 06) XX499/CWL61; ZF288/LOP04; 12) XX492/CWL69;
 13) ZF487/LOP54; ZF348/LOP53; XX709/UAG93; 15) ZF492/LOP46; ZF266/LOP43; ZF206/LOP44
 18) XX492/CWL69; XX493/CWL61; 19) XX493/CWL61 & CWL71; 20) XX704/UAG94; 26) XX482
 /CWL73; 27) XX493/CWL73; 29) XX491/CWL75 & CWL79; 31) G-SHIV; ZE370/SRG128;

LBA Movements review, March 1996

Not a vintage month, we have been a little short of foreigners due to the adverse March weather. On the 4th we had the Birmingham based Cessna 425 N1224S visiting Knightair for maintenance. The 5th saw Navajo N27495 arriving from its base down in Guernsey but the star of the day was Citation 2 VR-CTE,, this is ex N4VR with c/n 0716 and it is brand new with Target Express. Aztec EI-BYK on the 6th was visiting from Shannon. The Emerson Capital Falcon 900 N8100E on the 7th was from Luton and the same day saw Navajo PH-ECO of Tulip Air using callsign "Tulip 8A". Making the first of its three visits this month on the 9th was Chris Rycroft's Cessna 421C VR-CPR, it was back on the 17th and 23rd. Malibu N25120 came in from Nantes on the 13th but it is reportedly based at Elstree, joining it that day was the Lear Jet 60 N347GS of Heron 550 Inc. which was once N60LJ. Coming from (and going back to) Hawarden on the 14th was the Duke of Westminster Citation VR-CDM which is based there. Cessna 421C N2657N is c/n 0811 and it visited on the 15th from Thurrock which is near Basildon in Essex. Also noted on the 15th was Cessna Citation 2 HB-VGP with the callsign "JetAviation 101-102".

Another Swiss biz-jet was the Mitsubishi Diamond HB-VIA which visited from and to Zurich on the 20th, night stopping the same day was Falcon 50 N25UD of United Dominion Industries on a flight from Gander to Luton. Jersey based Seneca N831SR was from Jersey to Teesside on the 23rd and it did the return flight back to its base on the 24th. Another one based in the Channel Islands is the Corgi King Air C90 VR-CCT which was from Guernsey on the 23rd. Cessna 441 D-IAAC on the 26th is registered to Harald Kaempf but it was using the Callsign "Topcat122-123" and the flight prefix CCF which is Cologne Commercial Flight.

Gulfstream 4 N451GA was from Birmingham to Luton on the 26th and on the 29th the Falcon 20F N161EU of IBM Credit Corp was from Nice to Le Bourget. Crew training on the 31st was the KLM Beech Baron PH-BYA from Bristol to Prestwick using the callsign "KLM9916". Military visitors have been Gazelle AH.1 XZ331 from Esholt on the 15th as "Army649" with BAe 146 ZE702 as "Kitty5" on the same day. On the 23rd Islander ZG847 was "Army338" when it came from and to Alder Grove. Lynx AH.7 XZ178 and Gazelle AH.1 XX454 were "Army620" when they called in on the 28th.

Airtours used all three of their new A320's this month on the "AIH802" flight on Saturdays, G-HBAP on the 2nd, G-DACR on the 9th and G-TPTT on the 30th. Also new was the City Flyer ATR-42 G-BXEH on the 3rd. City Flyer have also been using the Titan ATR-42 G-BUPS during the month. Jetstream 31's G-GLAM and G-LOGV have now arrived in full BA colours, G-GLAM was delivered on the 8th after route proving was carried out a couple of days earlier and G-LOGV arrived as "Tennant 12" from Prestwick on the 9th. Both these aircraft are leased to Knight Air who have sub leased them to Manx, since they are resident they are not included in the visitor listing. However the Jetstream 41's of Manx are not resident so I am including them in the visitors. The Fairline Bandeirante G-JBAC arrived for maintenance at Knight Air as "Fairline 7002" on the 20th, this is to be changed with Bandeirante G-OBAB in the near future. Another Bandeirante operator using Knight Air for its maintenance is South West Aviation, their G-BGYT arrived as "Pirate 100P" on the 23rd and night stopped and was in again on the 29th as "Pirate 7T". They are due to take over the lease on G-JBAC when it returns from Fairline. Meanwhile G-BVRT is to go to Air Mustique as J8-VAZ. Surprise arrival on the 4th was the Slingsby T67M G-7-176 from Kirkbymoorside, it returned on the 6th but remains unidentified (unless it is c/n 2235 which is to be BDF 04 with the Belize Defence Force?). On the resident front Cherokee G-AVSE has left and it is to be replaced with Cessna 172N G-BMVJ, Baron G-AWAJ is back in YLA's hangar but its status is not known, the Cessna 152 G-BMSU is now back with us to do the traffic news for Radio Aire and Cherokee G-BSER seems to be kept as a back up. Cessna 310 N6834L made its first flight after acceptance checks and engine changes on the 25th and the owner is now busy converting onto it.



Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS III (a mini-series)

TANGMERE MILITARY AVIATION MUSEUM

Based on the site of the famous Battle of Britain fighter station, the Tangmere Military Aviation Museum recounts the story of military aviation from pre-World War I to the present day. In the absence of a guide book or even a simple list I laboriously recorded aircraft and display details by hand. I am no entrepreneur but when will aviation museums be enterprising enough to produce a basic photocopied list which would earn useful revenue?

Outside the Museum are three gate guardians:

Gloster Meteor WA984; Hawker Hunter F51 XF314; Lockheed T33 19252

The Museum itself consists of four halls:

The Tangmere Hall depicts the history of RAF Tangmere from 1917 to 1970. Whilst Tangmere is primarily thought of as a fighter station, a corner is devoted to 138 and 161 (Special Duties) Squadrons which operated Halifaxes and Lysanders respectively, which were engaged in transporting agents and resistance workers to France; 138 Squadron dropping them in by parachute, 161 Squadron landing them by Lysander. More about these 'cloak and dagger' operations in a later issue. Another display commemorates the contribution of the WAAF (Women's Auxiliary Air Force) and yet another the origins of the Royal Flying Corps. A large model of RAF Tangmere as it was in 1939 rounds off the history of the Station.

The Merston Hall (the largest hall) is the aircraft display which exhibits two unique historical aircraft, three replicas and an experimental aircraft:

Gloster Meteor F4 EE549

The aircraft in which Group Captain E M Donaldson set a new world air speed record on 7 September 1946 of 616.81mph.

Hawker Hunter Mk3 WB188

The first prototype Hunter in which Neville Duke broke the world air speed record on 7 September 1953 by flying at 737.63mph.

The presence of the Meteor and the Hunter reflect Tangmere as the home base of the RAF High Speed Flight.

Supermarine Swift FR5 WK281

Hawker Hurricane (replica) L1679

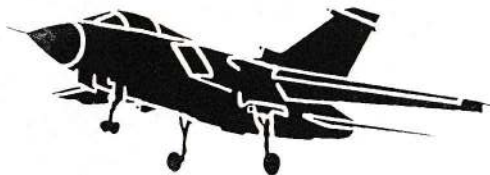
Supermarine Spitfire (replica) BL924

Spitfire Prototype (replica) K5054

The Battle of Britain Hall concentrates on the air battles of 1940 and includes a realistic model of a dispersal hut, aircraft parts, photographs and paintings

The Middle Hall includes a model of the Mohne Dam and a display about 617 Squadron (The Dambusters). Other displays portray the RAF Regiment and the Desert Air Force; there is also an extensive display of uniforms.

Dotted about the Museum, a number of other displays add to the atmosphere: a Canadian corner, a model Royal Observer Corps post, a Link Trainer (I hadn't seen one for over fifty years - now I've seen two in three weeks!), a children's Spitfire simulator (marked "No Adults"!), a rare presentation on the Air Transport Auxiliary, the Home front, US Army Air Forces and engines and propellers.



Military News

Eric Martin.



APOLOGIES

My very sincere and abject apologies for my 'no show' on the Lakenheath-Mildenhall trip. I am suffering from a serious illness and the medication I am taking is causing a number of side effects, including some confusion. I was convinced that the trip was the following Wednesday. The long distances and tight schedule demanded a prompt start and my non-arrival delayed the start by half-an-hour. I hope the delay did not spoil an exciting well-planned trip.

ACKNOWLEDGEMENTS

In preparing the article on the Military Aviation Museum at Tangmere I warmly acknowledge the invaluable assistance of an ex-Fleet Air Arm/Parachute Regiment colleague (since 1944!) - Karl Matthews, who transported me around, admitted me on his family membership card and looked after me in general. Incidentally, as a result of his further efforts on my behalf, an article about RAF Tangmere and its environs will appear in a later issue.

Since the August '95 issue, the clarity of the Military Aviation section has improved beyond belief from the earlier articles. This is entirely due to the 'word-processing' skills of my son-in-law, Bob, who transforms my rough draft into the type-style you see before you. He is not currently an aviation enthusiast, although he was a Master Airman in his Scouting days!

PARACHUTE REGIMENT UPDATE

In the May '95 issue I queried the use of Skyvans for the first two descents of the Forces parachute 'wings' course and commented that I couldn't see the merit of this procedure over carrying out all initial course eight descents from Hercules. Having discussed this with current serving officers of the Regiment I gather that the main benefit is the easier availability of the Skyvans which are operated by a civilian contractor, to quote one of the officers "You whistle and a Skyvan appears"!

I also gained further clarification on the heavier arming of the Paras: they are to have heavier machine guns (50s compared to their current 303s), cannon on their light vehicles and Warrior infantry fighting vehicles & Saxon armoured cars. The Paras used to boast that their TABbing (Tactical Approach to Battle) was the most effective way of getting themselves into action!

HAWKS IN ROOK'S CLOTHING?

Some of the Hawks operated by 100 squadron at RAF Leeming have donned new all-black shiny livery, others remain in the old drab grey. Following the trend of current RAF procurement, perhaps someone had some surplus tins of black paint he wanted to flog?

Sources: The Observer, Soldier, Leeming Air Group magazine.

Please send any information for inclusion on this page to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel. 01274-873336)

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Rumours were circulating around the airport in early April that the Florida service had been axed and that the flights would operate from Manchester. These rumours seemed very positive when the banner advertising the flights was removed from above the tunnel. Then rumours came the flights were back on. However the truth is that the programme has been cut back and only 7 flights will operate from Leeds this summer, the rest operating from Manchester. Sunset have blamed a drop in sales, claiming demand in the first two months after the service was announced were strong, but then it had dipped.

Passengers that are affected will receive £20.00 each compensation. Sunset will provide coach transfer between airports for both out-bound and in-bound journeys.

Bill Savage, commented "We are sorry to see the reduction in flights on this particular route from the airport and for the inconvenience caused to some passengers. We hope that those passengers who are flying from Leeds/Bradford to Orlando will find it so much easier and that in future years more people will book from their local airport. Throughout the industry Summer 1996 bookings are down. We are fortunate in many ways as we will still see a growth in passengers for Summer 1996 compared to Summer 1995, making Leeds Bradford International Airport one of the few airports in the U.K. with an increase."

A new £60,000 screen to enable visitors to Leeds/Bradford to see the position and altitude of aircraft in Leeds/Bradford airspace has been unveiled. The monitor has been installed in the concourse and is believed to be the first time in the U.K. members of the public have had direct access to flight data. The system is been sponsored by Farnell Electronics

British Midland Details of the "new" Paris flights are as follows BD493 departs Monday to Friday at 0705 arriving back at 1115 as BD494 . BD495 operates Saturdays only departing at 0750 and arriving back as BD496 at 1155. The evening sortie is BD 497 departing at 1700 and arriving back at 2105 as (you guessed it!) BD498 This service operates Monday to Friday and Sundays. British Midland have allocated the A.T.P to this service which previously was Leeds based for the Glasgow services and not the Jetstream 41 they had advised

Glasgow services are been operated by Gill Aviation ATR-42 or ATR-72 aircraft

From the 19th April British Midland commenced a Monday, Wednesday and Friday service to Jersey, using the "Skoda" which operates the Paris services.

Ryanair announced in early April they are to commence a twice daily Dublin service. The flights which commence on May 9th are very competitively priced at commence at just £59 return. Provisional times are in at 0815 and depart 0915 and in ar 2100 depart at 2200.

The winter 1996/7 brochures have arrived on the travel agents shelves. Airtours have doubled the number of flights from LBA and Cosmos have introduced a winter holiday programme following their launch of holidays from Leeds this summer.

Thomson have repeated their winter '94/95 programme, except they have "dropped" the Monday Las Palmas, which seems a strange decision as I always thought this destination was popular in Winter. However Airtours have obviously realised this and ceased the opportunity to commence their own Las Palmas holiday programme from Leeds..

Also the Friday Tenerife is shown as operated by Britannia in the brochure, but is believed to be "farmed out" to Air Europa again. Details of flights are as follows.

Time Out	Time In	To/From	Airline	Type	Tour Co.
MONDAY					
0645		PALMA	BY	B757	THOMSON
	1215	LAS PALMAS	AIH	A320	AIRTOURS
	1250	PALMA	BY	B757	THOMSON
1305		LAS PALMAS	AIH	A320	AIRTOURS
TUESDAY					
0715		ALICANTE	BY	B757	THOMSON
1040		MALTA	KMC	B737	THOMSON
	0955	MALTA	KMC	B737	THOMSON
	2145	ALICANTE	BY	B757	THOMSON
WEDNESDAY					
0815		TENERIFE	BY	B757	THOMSON
	1755	TENERIFE	BY	B757	THOMSON
THURSDAY					
0700		MALAGA	BY	B757	THOMSON
	1340	MALAGA	BY	B757	THOMSON
	1450	MALAGA	AIH	A320	AIRTOURS
1510		ALICANTE	BY	B757	THOMSON
1605		MALAGA	AIH	A320	AIRTOURS
	2130	ALICANTE	BY	B757	THOMSON
FRIDAY					
	1110	TENERIFE	AIH	A320	AIRTOURS
	1150	TENERIFE	BY	B757	THOMSON
1210		TENERIFE	AIH	A320	AIRTOURS
1250		TENERIFE	BY	B757	THOMSON

SATURDAY

	1420	ALICANTE	AIH	A320	AIRTOURS
1525		PALMA	AIH	A320	AIRTOURS
	1435	PALMA	AIH	A320	AIRTOURS
1600		ALICANTE	AIH	A320	AIRTOURS

Some of the Airtours flights only operate "part time" over the winter period. The Saturday Palma only operates from 22nd March to 26th April. The Alicante and Malaga flights operate from 1st week in November to end of November. Then from 3rd week in December to 1st in January, and the start again on 2nd week in February until the end of the winter season.

AIRPORT NEWS

British Aerospace, who own, Filton Aerodrome have failed to receive permission to develop the site into a second airport for **Bristol**. Environmental Minister, John Gummer, said he was blocking the plan on the advice of the Planning Inspector who conducted a Public Enquiry last year.

Owners of **Cardiff Airport**, TBI have confirmed they are looking to buy more regional airports. Chief Executive Keith Brooks confirmed there were about six regional airports under consideration but no deals were close to completion.

The airport has also purchased two travel agents. Cardiff based Gwalia Travel and Bristol based Accent Travel. Several U.K. airports run agency businesses within their terminals, but Cardiff is the first to branch out into High Street shops. TBI confirmed they planned to use the agencies to further the interests of the airport.

Gloucester Airport has been saved from closure after a commitment by its joint owners Gloucester City and Cheltenham Borough to continue to run the operation.

London City continues to attract new airlines. Latest interested airline is Malev who are considering using Fokker 70's on a London City to Budapest service. Air France and VLM have stepped up service frequencies while Alitalia is set to launch a service to Milan later this year.

Monchengladbach opened its new airport on April 1st. Called Dusseldorf Express, the airport is a 10 minute FREE bus ride from Monchengladbach Station where trains can be caught to other German Cities. Arriving passengers can be off the aircraft and through the terminal in 5 minutes claims the airport. The airport is 20 km from central Dusseldorf. Belgium airline VLM is operating services to London City with Fokker 50's.

Norwich has gained quite a coup in securing four flights to Jamaica this summer. The flights will be operated by Airtours Boeing 757 via Gatwick and Bangor, Maine. Airport Commercial Director Trevor Eady described the flights as "the most important thing that has happened to Norwich Airport".

AIRLINE NEWS

T.W.A. have announced they are to purchase 20 new Boeing 757's. Some of them will be used to replace T.W.A.'s remaining 14 Tristars.

AIRCRAFT NEWS

Fokker may complete several airliners before the factory doors are shut for good. Daimler-Benz Aerospace Chairman, Manfred Bischoff stated "It is being considered that another 15 planes may still be made at Fokker". Several of the aircraft to be built would be for the Italian airline, Alitalia.

OTHER NEWS

Zimbabwe registered aircraft can no longer fly into the United States after receiving an FAA Category Three rating. Polish Airline L.O.T. have received a Category Two rating, which allows their aircraft to continue to fly services into the United States at their current level, but under heightened FAA operations, inspections and surveillance".

This is part of Americas Federal Aviation Administrations ongoing programme of air safety, which last year banned several South American carriers from flying into the United States.

The current scare over British beef has led to many passengers making enquires about the beef they are about to consume. United Airlines state that all its steaks started out in Chicago and come from "Good Mid-Western Farms". British Airways has withdrawn beef from flights where there was no alternative to British supplied product. Air France says it is serving Scottish, South American or Scottish beef. Singapore Airlines are taking no chances what so ever, they have taken beef off the menu. Meanwhile Japan Air Lines was serving Lamb in first class.....and Guinea Fowl in Business Class.!!

Richard Bransons latest idea to keep the punter happy while waiting to board their flights is to install a ski simulator. The simulator was installed at Heathrow as part of the re-vamp of the Terminal Three Clubhouse for Virgins Upper Class passengers.

The Ski Simulator has a screen which shows the piste ahead, with hazards such as rocks, trees and blizzards. The "Skier" stands on two pads which detect movement and uses two poles for balance. A sound system provides the swish of skies and a blower simulates the rush of air!

Golf more your game? No problem. From later on this month you will also be able to practice putting as the finishing touches are just been put to an indoor green.

CREDITS Pete Gibson, Steve Jones, Harry "Vollyball" Morrow, Pete Smith, Financial Times, Telegraph and Argus, Teletext, Travel Weekly, T.T.G.,

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

Further afield



Global topics by
alan sedgwick

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

POLSKIE LINIE LOTNICZE -better known to us as LOT Airlines of Poland- should have a consultancy installed in the next few weeks who will advise on the details of privatisation. Employing almost 4,000 people, the Warsaw based outfit could be 49% private by the start of 1997, they also hope for a speedy and beneficial outcome to difficulties over safety standards talks between the Polish CA and the U.S. FAA. Established in January 1929 LOT also encompasses ground services, catering and employs almost 700 engineering staff. The net profit published for last year amounts to around £1.330.000. Fleet information is still unclear as to whether they have any Tupolev 134/154s left or not, but the bulk is now Western and includes a mixture of 10=737s, a mix of 4 767s plus 7 ATR 72s.

NEWS FROM DOWN-UNDER Auckland based AIR NEW ZEALAND seem to be having difficulties with their planned purchase of almost half of Australia's ANSETT. The deal worth £175m has upset the New Zealand monopolies watchdog people as ANZ also plans to buy shares in its main competitor - ANSETT NEW ZEALAND. Half ANSETT's shares are owned by Australian forwarders TNT and the other half by someone called R Murdoch! ANZ employ almost 8,000 staff and ANSETT AUSTRALIA 17,000, the latter operating a mixed European/USA fleet of 89 aircraft. Despite the hurdles the deal was still 'alive' when we last heard and SINGAPORE AIRLINES are said to be waiting in the wings if it does fail. ANZ may also get annoyed if they fail to secure all rights on the NZ-ASIA routes as small rival KIWI TRAVEL INT' who lease a 727 for operations to Australia, have applied to fly non-stop from New Zealand to Singapore and Osaka with a leased DC10.

INFORMATION TECHNOLOGY -marches on in Aviation with March '96 figures revealing that almost 130 airlines now had Internet sites compared with 68 before Christmas!. U.K. 'leaders' British Midland however reported a slow start to their Cyberseat system, with just 200 bookings in the first month. BM allow payment for bookings on their service, but their are still fears of fraud when offering anyone your credit card details via a computer, although many big -name U.K. retailers have no such doubts. TRAVELLATITUDES is a new site with a home page on the 'net from Worldspan, the reservations system owned by DELTA, NORTHWEST and TWA. For any enthusiasts still not sure of the capabilities of your home computer linked to the Internet, QANTAS now display their latest departure and arrival times!!

RELAX, THE GERMANS ARE COMING is the news for LUFTHANSA business flyers in new dedicated lounges at Birmingham and Manchester. The facilities include checking-in desks for those without 'heavy' luggage, Fax,

'phones and free beverages. The airline favours an 'Easy boarding' system which has been used in German airports since February and means that passengers join the aircraft in 'length zones'. The window seats are zones one and two, centre seats zones three and four, with aisle seats, 5,6 and 7. Starting at the windows and working-in to the aisle should mean that once seated, passengers will not be disturbed by people wishing to get past them. LH fleet news recently included the sale of DC10s =DAO +DMO to SUN COUNTRY AIRLINES -Minnesota USA, following DBO + DCO's move in December to new operator GEMINI AIR CARGO who are actually operated by SUN COUNTRY. Five 'CITYLINE F27s are in the process of 'drifting' across to CONTACTAIR, the Stuttgart airline that operate services on LHs behalf.

In Brief..... LTU are off-loading their final two Tristars to the Skyexpress charter arm of Rich International for use between the States and Germany..... AIR EUROPA - the growing independent charter and scheduled Spanish operator, recorded a three-fold profit last year to \$10.6m..... Paris is to get a third airport at the expense of re-developing CDG, mooted sites are Amiens to the North or Chartres to the SW..... ROYAL BRUNEI are hoping to start a new LHR-Abu Dhabi-Yangon(Myanmar)-Brunei 767-300ER service in OctoberIn Turkey THY have sold 3 B727s to TOP AIR, whilst BIRKENAIRs 757 TC-JEN 'bit the dust' in February and TAROMs BAC 1-11 YR-BCO was written off, Christmas week in Istanbul..... rumour is that investigations are under way at TRANSWEDE due to suspicions that an MD83 bought back in 1987 may have been paid for twice!!, with the second amount ending up in the Cayman islands!!..... New scheduled transatlantic summer services from Belfast, Dublin and Shannon were due to start on May 4 by AMERICAN TRANS AIR using B757s and Tristars..... DAT Brasilia OO-DTK may not visit the LBA again as it is now with MARTINAIR as PH-MGX..... **a n d finally >>>> who says Antonov AN 74s are not robust, or how embarrassing for a Gaspromavia Airlines machines left main gear to collapse BEFORE it took off from Noviy Urengoy with a heavy load of 4 passengers + 5 crew!!.**

Credits:

*Richard J Anderson, D.R. Tennant,
Flight International, Laurie Caldebeck,
The Aviation Society, Travel Trade Gazette*



IT'S ODD BUT TRUE

Stewardesses are a normal sight on passenger planes, but this was not always so. It wasn't until May, 1930 that the first women flight attendants appeared; and the carrier that introduced them was United Air Lines. There were eight. And they were all nurses. The first route to have these ladies—who had to be 5ft. 2 ins. or shorter, and must be under 26 years of age—was the San Francisco to Cheyenne service. Their work included ensuring that passengers didn't throw rubbish out of the windows, making certain that the seats were securely fixed to the floor, cleaning the aeroplane, and even helping the ground staff to push it into the hangar.

By 1971 things had changed. It was then that Southwest Airlines of America introduced a uniform which included mini-skirts and cowboy boots; and twelve stewardesses posed for a photograph on some mobile steps leading into an airliner.

But to flash back to aviation's early days when runways were unnecessary. The world's first purpose-built aerodrome was officially opened on May 23rd, 1909. It was near Juvisy, about twelve miles from Paris—and it had a circular field. The idea was that it didn't matter which way the wind was blowing because planes could always land in the appropriate direction as the field was round. But on opening day, strong gusting winds made it impossible for anything to land or take off until early evening; a disappointment for thousands of spectators who had turned up early in the morning.

Equally unexpected was a surprise landing in the USA on October 14th, 1910. Claude Grahame-White, an English pilot, landed his biplane in a street in Washington, DC, and there's a photograph in existence of him taking off again.

Aerobatics have been around for years, but Elwyn McAully deserves special mention. On June 27th, 1959 he took off from Lympne, Kent in a de Havilland Tiger Moth, flipped it over and flew across the English Channel upside down. He landed at Le Touquet (right side up, one assumes!)

Parachutes are now commonplace. Yet in 1911 the citizens of Paris gathered at the bottom of the Eiffel Tower to watch in amazement as a parachute, with a dummy dangling from it, floated down from the tower's first storey. Perhaps it was this successful experiment that prompted Franz Reichelt to jump from the Eiffel Tower on February 6th the following year. He was an Austrian tailor who had invented what he called a "parachute suit". It didn't open and Reichelt was killed.

On January 19th, 1919 Parisians saw another experiment. A famous store offered a prize of 25,000 francs to the first pilot to land an aeroplane on the building's flat roof. Jules Védérines accepted the challenge, in a Caudron G-3 biplane. He made it, but crashed into the elevator housings and wrecked the plane. Nevertheless he received the prize.

And finally, in July 1987 Christopher Marshall took off in a Piper Warrior from Oceanside, California, flew across the USA, and made a perfect landing at Fort Lauderdale without any help from the instructor who was with him. The flight took five days because stops were made on the way. So what's special about that? It's Christopher's age. He was only ten years old!

Leslie Scheftsik

A DAY TO REMEMBER

By Alan Tempest

Egypt with its warm, blue February skies was an ideal place for a two-week break from the rigours of a British winter.

The charms of Cairo and Luxor, with history going back many thousands of years, was so awesome; and my lasting memory of the Luxor Temple and the Valley of the Kings (where you can actually touch hieroglyphics put there five thousand years before Christ), was a mind-boggling and an unbelievable experience.

My story this time is not about this most interesting of countries but of something that happened on our departure from Egypt, which reminded me of the most terrifying afternoon of my life.

As we alighted from the bendy-bus at Hurghara airport and formed an orderly queue to climb the stairs to board Monarch Airlines Boeing 757 (M-NONC) to Gatwick, I noticed two mechanics working on one of the huge Rolls-Royce engines, but what caught my eye and made me smile and relive in my mind an afternoon of many, many years ago, was that one of the mechanics had what looked like a "starting handle" in his hand--- they are not having to inertia start these Rolls-Royce motors, I pondered and smiled once again to myself?

I boarded the 757 and sat in my seat near the window to see the same mechanic still working on the engine, "starting handle" still in evidence. I sat back, amused at the thought of the pilot giving the thumbs up and these two mechanics turning furiously away on the handle attempting to inertia start the RB211 engines.

Later, as the 757 climbed away, with a sandstorm looming, I started thinking back to the early days of my RAF career and to the terrifying trial I had to go through the day I was "selected" or "picked on" to show this practice and other aircraft procedures to my flight.

RAF St. Athan in South Wales, was the largest RAF station in Britain. I arrived to start my training as an airframe mechanic (rigger), after been turned down for the same job on carriers. Life was good, the training interesting, and that summer the sun shone every day.

One of the problems with my life (and which happened on that fateful day) was I have a habit of getting on the wrong side of junior or lower authority (staff nurses, office managers, constables, corporals, doormen, traffic wardens and the like).

To give an example. Many years ago, as my wife and I and our young son landed at Eastleigh on a return flight from Jersey, I was the last off the DC3. Carrying my 18-month-old son, juggling with "Teddy" and "Foxy" and a big cumbersome bag, I staggered across the tarmac to pick up our suitcase and then on towards the customs shed.

"Look, an aeroplane," I said to my whimpering offspring. With that he threw the toys away into the wind. Putting down child and bag, I chased and returned rather warm and agitated. We entered the customs hall with nobody else around but us and three officials. I walked past.

"Excuse me, sir."

"Who me,"

"Yes, you. Would you open your suitcase", he said in a very condescending way, his two assistants stood, bland-faced at his rear. After he ravaged the suitcase he picked up Teddy and Foxy, and as he

checked all their appendages, Foxy's tail fell off. The two at the back moved forward, smiled and looked over "Hitlers" shoulders.

"You won't find anything up its arse," I started to shout."

"Thank you, sir," and they left me to re-pack the case, grab my screaming son and depart, to be greeted with "and where have you been, all this time."

A similar kind of situation, happened when my firm asked me to go on a fire-fighting course. After a few days of classroom instruction, 15 or so "budding" firemen (persons), were taken into the outside yard to practise what we had been shown earlier on.

"You sir," asked the instructor.

"Who me,"

"Yes you. Would you put on these overall, boots, helmet and goggles and assist this firemen," and for the next twenty minutes or so I rushed around like a madman, putting out fires and rushing into buildings, while the others looked on.

As I mentioned earlier, life was good at St. Athan. The 6-month course was very interesting, learning about welding, metal structure, fractures and fatigue, rivetting, aircraft hydraulics, anhedral, dihedrals, moving surfaces, controls and aeroplane design, and much, much more (and which has helped me out with many of life's practical problems countless times since). But it was a day towards the end of the course which still lives in my mind, and which still makes me shudder.

On the day in question, the morning had been taken up with "Aircraft familiarity". On a huge field at the back of our hanger were dozens of WW2 twisted and broken fighters and bombers. The idea was for trainee riggers to get to know the way "kites" were made and their components.

I can remember quite vividly one particular Spitfire in which I sat in the cockpit and relived, time and time again an air battle with a ME109 (to help in my fantasy there was a large red patch on a side panel-----was it blood?) And what happened to some brave young flyer; where had the air battle taken place, did he survive?

At a small dispersal outside the hanger when we arrived for our afternoon session, was some obscure tail-dragger and while we were having revision on "Inertia starting an aircraft", "Prop swinging procedure" (light aircraft, only!!!) and "Aircraft marshalling", around the corner of the hanger, a Tiger Moth came plupp-plupp-plupp-plupp, and parked alongside the other aircraft.

Outside!! our sergeant-tech shouted in true military fashion, and we all moved in a group around the aircraft. He commenced by telling us we will go through the inertia starting first.

"You, airman".

"Who, me."

"Yes, you. I want you to assist in this demonstration."

And so for the next ten minutes, I sweated and turned the starting-handle. Shouting instructions to the pilot, who appeared uninterested.

"We didn't do that very well, so let's see what you are like at starting this Moth by swinging the prop."

"Who me."

"Yes, you."

To all those out there in aviation land who have never been close to a propellor, let alone to swing it, I ask you to close your eyes and consider my position.

With the sergeant's help, I took a stance, holding the prop at the correct place for the swing. I screamed in panic, "Contact, ignition, boost, etc., etc swung and departed quickly.

Everybody was laughing as my instructor brought me back to try again. "Don't run away," he tried to reassure me. I had two more goes, without loosing an arm, or the crack of a prop between my legs, before the Moth spluttered into life----to a huge cheer from my fellow "flight" members.

I walked away, relieved that the terror of prop swinging was over.

"You, airman."

"Who, me."

"Yes, you. Here are your marshalling bats, you have started your aircraft----now park it in that dispersal."

Devastated, and with wild cheers from my comrades, I then proceeded to move, at a very discreet distance, the Moth through a path of markers. I stopped, holding the bats high. The aircraft carried on, until its propellor was, I swear, no more than a foot from my face. Crossing the bats in sheer panic, the pilot stopped the engine, smiled and gave the thumbs up. I was wet through and drained. But the last words I remember the sergeant saying as the day finished, were, "When you get posted to a jet squadron." and started to laugh.

My terrifying day was over with, I later slumped on my "pit", not even going for tea, and went to sleep.

Later on I was reminded of the entertainment in the camp theatre for those with tickets, it was for the "The Charlie Chester Show." On a beautiful summer's evening, I forgot about the afternoon's happenings, and changed into my "Best blue" and newly acquired forage cap (circa WW2) and strutted away with the lads.

Two SPs (RAF Police) approached, glaring at me and my new hat.

"You, airman."

"Who, me."

"Yes, you. You sniveling *****. And what have you got on your ***** head, airman."

"A forage cap, corporal."

"And where did you get that ***** hat from."

"My mother sent it to me."

"And did you mother wear that ***** hat in the RAF."

"No, corporal."

The tirade of abuse and expletives went on and on. I later returned to the billet for my beret. It was "overture and beginners" by the time I eventually arrived at the theatre foyer.

As I stood "blathered," an airman told me to wait while he found me a seat. "Leaving it a bit late," a voice at the side of me said. It was Charlie Chester. He asked why I was flushed and late and I related to him my story of the forage cap. He laughed, and I moved away to take my seat.

All the theatre lights went on, the band started to play and Charlie Chester, mike in hand, strolled down the aisle laughing and cracking jokes. He noticed me and stopped, and for the next few minutes related my predicament with the SPs (plus a little artistic licence) over my forage cap episode. The theatre erupted in laughter.

It hadn't been the best of days, but next morning but that's another story.

ALAN TEMPEST

CANADA 1995/96

After two disappointments due to my dear wife having suffered a stroke, it was with some trepidation that we arrived at Manchester's Terminal 2 at 07.10 on 10.12.95 to catch Air Canada Flight 843 to Toronto. We needn't have worried.

Check-in was immediate and the requested seats duly obtained. We had a coffee with our Son and Daughter-in-law and went through to the departure lounge only to find that the incoming flight was 35 minutes late. This gave me time to look at the parked and arriving aircraft of which YL-BAF 727 of Baltic Air and N516MC 747 of Atlas Air were notable.

Our aircraft was the almost obscene Air Canada 767 C-FUCL which is one of two ex Air New Zealand machines. Take off from 24 was at 10.06 with a touchdown at Glasgow 35 minutes later and parking next to G-BVTG (BMA) advertising Zurich and Prague flights. Departure wasn't going to be early as I watched a BAe cage container knocked off a trolley and damaged, resulting in a conference before a replacement was found. However lift-off was at 11.42 and I enjoyed the smoothest trans atlantic flight ever. Views of Greenland were superb and I was able to use binoculars for close ups of the icebergs. A visit to the front office as we passed over Goose Bay revealed an altitude of 39,800ft and radio contact with Schefferville on 112.70. Landing at Toronto was 1.46 local and we taxied in behind F100 N1459A of American and parked at Terminal 2.

A visit to Pearson on 20 December revealed a selection of Canadair RJ100s of Air Canada and Comair and British A320s on lease to Canada 3000/Sky Service/Royal etc. It was bitterly cold and attempts at photography failed because I couldn't hold the camera still enough due to shivering.

A further visit on the 29th produced a little more of interest in the form of Air France A340 F-GLZA and my first sighting of a Beech 1900D. The "Raptors" scheme A320 C-FDSN was in evidence. The Raptors are a basketball team sponsored by Air Canada.

My first sighting of 1996 was on the 6th when I flew to Chicago O'Hare aboard MD-82 N7532A of American. The 68 minute flight as the sun rose was excellent and there were good views over the frozen Lake Michigan.

I knew that O'Hare was busy but was still taken aback by the amount of movements. I arrived at 07.42 and by 10.10 had logged 150+ aircraft. How many I missed due to the complexity of the runway/taxiway system I shall never know. I spent most of my time at the end of Pier K and the intricate ballet of manoeuvring aircraft was incredible. An MD-11 passed in front of me 3 times before arriving at it's gate. American and United are the major users with the other large airlines in evidence. International flights are quite minimal but a Korean 747-400 and Alitalia MD-11 helped the day along.

CANADA 1995/96 (Cont)

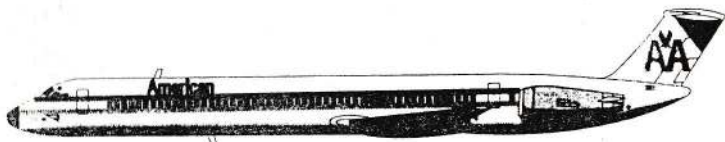
After a very enjoyable night at a holiday inn, I awoke to find a blizzard blowing and snow ploughs clearing the roads. Around 10 am I caught the courtesy bus and as soon as we reached the airport boundary found crystal clear skies. DC-8 EI-CGO of Aer Toras was in the cargo area. The rest of the day was spent on Pier K although periodic walk-about to other piers were productive. I was very happy to find that no less than 4 United 777s put in an appearance. As darkness fell, spotting became difficult and I was about to give up when China Eastern MD-11 B-2172 positioned in a floodlit area.

The flight back to Toronto was aboard MD-82 N486AA and as it was overbooked, I was upgraded to business class. I didn't complain because I had a window seat and the panorama of Chicago at night was a superb sight. It was very clear and as we overflew Kalamazoo and Detroit my nose was glued to the window. As we taxied in, I noticed a lot of parked up aircraft and it wasn't until later that I learned that they were East Coast diversions due to the heavy snowstorms.

And so the holiday came to an end and we boarded Air Canada 767 G-GAVF and endured a very bumpy crossing to land at Glasgow at 06.56. Take-off was just as dawn broke and we could see green grass for the first time in five weeks.

Our Manchester landing at 08.16 brought a very enjoyable Christmas and New Year holiday to an end but I think that next time we go, summer is favourite.

Ian D Morton





Trips & Visits
Contact
John Jackson
0113 - 2503766



Dear Members

With regards to the Heathrow Trip 26th May 1996.

Due to the numerous activities taking place at heathrow to celebrate their 50th Anniversary on the weekend of 1/2 June it has been decided to change our trip to Saturday 1st June.

On this day an aviation enthusiast fair is taking place in a marquee near the runway and I can obtain entrance tickets, which are by invitation ONLY to the Saturday afternoon session (3.30pm).

Having said that, we are very short of persons wishing to go to Heathrow and I hope this will change with a different date being offered. At this moment we only have a possible six persons. We need 21 otherwise yet another trip will be cancelled.

Please contact me immediately if you can make this trip, - we may even go by cars.

Also for members' information, on the Sunday 2nd June at approximately 3pm there will be a 50 plane fly past starting with a Lancaster and finishing with Concorde and the Red Arrows in formation. I understand that this is to be televised by the B.B.C. on that day.

BAE trip Warton Saturday 23rd November 1996

I have to confirm this trip as soon as possible as other groups are wanting this date if we don't.

Can I point out that it is very difficult to get a visit to this factory and it could be several years before the next visit, if at all.

Please contact me as soon as possible re either of these trips.

John 0113 250 3766

EURO '96 - LEEDS BRADFORD INTERNATIONAL AIRPORT

Aircraft **Seats** **Flt No.** **From** **Time** **To** **Flt No.** **Agt** **Slt** **Apr**

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

Tupolev 154	Y157	LZ	(Bulgaria)	08/ 08/	(Bulgaria)	LZ	SA	ATM16
Tupolev 154	Y157	LZ	(Bulgaria)	08/ 08/	(Bulgaria)	LZ	SA	ATM17
Tupolev 154	Y157	LZ	(Bulgaria)	08/ 08/	(Bulgaria)	LZ	SA	ATM18
Airbus 300	Y256	IB3012	Madrid	09/1220	Madrid	IB3013	BD	ATM11
B727-200	Y161	IB3010	Madrid	09/1230	Madrid	IB3011	BD	ATM12

Sunday 09 June - Hillsborough - 1930 - Denmark v Portugal

BAe146-200	Y96	6E701	Billund	07/1855	Billund	6E702	SA	ATM04
BAe146-200	Y96	6E705	Billund	09/0955	Billund	6E706	SA	ATM05
BAe146-200	Y96	6E703	Copenhagen	09/1015	Copenhagen	6E704	SA	ATM06
F27-500	Y48	SRR111	Copenhagen	09/1400	Copenhagen	SRR112	SA	ATM01

Thursday 13 June - St James' Park - 1630 - Bulgaria v Romania

Tupolev 154	Y157	LZ	(Bulgaria)	12/ 12/	(Bulgaria)	LZ	SA	ATM19
Tupolev 154	Y157	LZ	(Bulgaria)	15/ 15/	(Bulgaria)	LZ	SA	ATM20

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

DC-10 Srs30	Y320	IW7581	Paris Cdg	15/0855	15/2130	Paris Cdg	IW7582	SA	ATM03
Saab 2000	Y50	UD	Paris Lbg	15/0930	15/2130	Paris Lbg	UD	BD	ATM24
B Ae146	Y94	BC2580	Paris Orly	15/1100	16/1030	Paris Orly	BC2581	SA	ATM30
B Ae146	Y94	BC2568	Paris Cdg	15/1100	16/1600	Paris Cdg	BC2569	SA	ATM31
B747-100	Y519	CRL	Paris Cdg	15/1115	15/2300	Paris Cdg	CRL	SA	ATM32
Fokker 100	Y107	IJ4661	Paris Orly	15/1225	16/0001	Paris Cdg	IJ4662	SA	ATM10
B Ae111-500	Y104	AZX1647	Stansted	15/1245	15/2230	Stansted	AZX1648	SA	ATM26
ATR72	Y66	IJ4667	Paris Orly	15/1250	16/1400	Paris Orly	IJ4668	SA	ATM09
B Ae146	Y80	AWC183A	Lille	15/1305	15/2200	Lille	AWC183B	SA	ATM33
Fokker 100	Y99	UK3182	Stansted	15/1345	15/2300	Stansted	UK3183	SA	ATM27
ATR42	Y48	IJ4690	Paris Orly	15/1500	16/1200	Paris Orly	IJ4691	SA	ATM08
Airbus 300	Y256	IB3014	Madrid	15/1550	15/2150	Madrid	IB3015	BD	ATM13
B727-200	Y161	IB3012	Madrid	15/1600	15/2200	Madrid	IB3013	BD	ATM14
B757-200	Y200	IB3010	Madrid	15/1610	15/2210	Madrid	IB3011	BD	ATM15

Sunday 16 June - Hillsborough - 1800 - Denmark v Croatia

F27-500	Y48	SR115	Copenhagen	16/1015	17/0800	Copenhagen	SRR116	SA	ATM07
---------	-----	-------	------------	---------	---------	------------	--------	----	-------

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

Airbus 300	Y254	IB3010	Madrid	18/1430	18/2030	Madrid	IB3011	BD	ATM28
B Ae111-500	Y109	RO	Bucharest	18/2000	18/2100	Bucharest	RO	SA	ATM25

Tuesday 18 June - St James' Park - 1630 - France v Bulgaria

Tupolev 154	Y157	LZ	(Bulgaria)	19/	19/	(Bulgaria)	LZ	SA	ATM21
Tupolev 154	Y157	LZ	(Bulgaria)	19/	19/	(Bulgaria)	LZ	SA	ATM22
Tupolev 154	Y157	LZ	(Bulgaria)	19/	19/	(Bulgaria)	LZ	SA	ATM23

Wednesday 19 June - Hillsborough - 1630 - Denmark v Turkey

F27-500	Y48	SRR113	Copenhagen	19/1100	19/2200	Copenhagen	SRR114	SA	ATM02
---------	-----	--------	------------	---------	---------	------------	--------	----	-------

Notes -

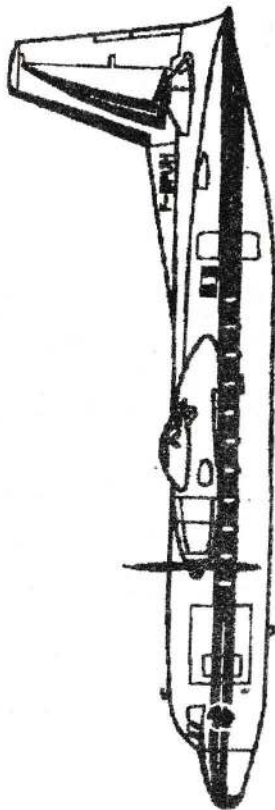
ATM29 cancelled 1641hrs 12/4/96 ref 'Adam'

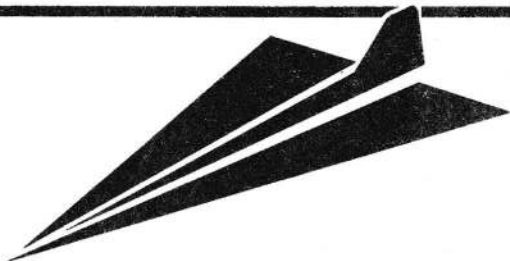
Wednesday 05 June - Spanish Team arrive from Madrid via Santander, times tba.

Thursday 06 June - Bulgarian Team arrive from Sofia, times tba.

h:\atm\timetab\neuro96.doc

13apr96





AIR SUPPLY

YEADON

supporting
Air Yorkshire Aviation Society

**NEW OPENING HOURS FROM 1st
JANUARY 1996: CLOSED MONDAYS
AND OPEN WEDNESDAYS 10.00 TO 5.00**

83B HIGH STREET, YEADON, LEEDS LS19 7SD
Phone 0113 250 9581, Fax. 0113 250 0119

New range of Birthday & Greetings cards now available.

Ask about our Flight Simulators & AirData Software

Professional Typing

**Colour & Black & White
Photocopying**

**Stationery for: Business
office, home and school**

Type Write

An illustration of various stationery items including pens, pencils, a stapler, and a paperclip.

**Stationery
Suppliers**

3A, Ivegate, Yeadon,
Leeds LS19 7RE.
Telephone: (0113) 250 6615
Fax: (0113) 250 0710