



VOLUME 21 NUMBER 8

AUGUST, 1995

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

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

SUNDAY, 3RD SEPT. Roger Fozzard - U.S.A. slides
SUNDAY, 1ST OCT. Manny Imperial - Airport Security
SUNDAY, 5TH NOV. A.G.M. and video
SUNDAY, 3RD DEC. Xmas Party

Please note- The Editorial Staff reserve the right to shorten or otherwise edit any article which is received for publication. The views and opinions expressed in members' articles are not necessarily those reflecting the policy and opinions of the Society and therefore should be read and accepted as such.

CHAIRMAN'S CHEAT - following last month's piece on the use of Air Band Radios, Leeds Bradford Airport have decided to try and control the use of radios with ear pieces at the airport. An application must be made to the Airfield Services Manager who will then issue a pass which must be produced if requested by airport staff or security. Full details will be in next month's issue. Applications will be able to be made via me.

On Saturday, 8th July 24 members departed from the Aeroclub at 0630 hours by coach for Coventry. The only thing of interest on the journey was the distant departure of a B757 from East Midlands. Arrival at Coventry was at 0900 hours with everybody eager to get out onto the ramp to photograph the two Electras and the DC6. Soon the familiar, unmistakable drone of a DC3 could be heard as a G.AMPZ taxied over to give everyone a photographic opportunity before boarding. A short taxi out saw us departing runway 05. The square glass windows of the DC3 gave excellent views of the Electras, DC6 and several military Caribous and a Shackleton. A short climb to our set cruising height of 2500ft, and then we were on a direct course for the L.B.A. During the 45 min. flight everyone had a flight deck visit. This seemed like entering a time warp after my last visit to the glass cockpit of an A320 Airbus! After chasing our shadows over the Peak District and Sheffield, our shadow fell away as we made a turn to port followed by a full starboard turn bringing runway 14 right on the nose. It was then back to earth with a bump (mentally), as I then remembered I had to go shopping with my wife. What better way to spend a Saturday morning!

Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Ian Gratton, Geoff Crowther, Ewan Griffiths.

Leeds/Bradford Movements

June 1995

01	G-MONZ Airbus 320	0350	EI-FKF Fokker 50	0847
	G-BNFB Short 360	0913	G-BVJD Fokker 100	0917
	G-MANL BAe ATP	0921	G-JEAM Friendship	0926
	G-UKTC Fokker 50	1000	OO-DTJ Brasilia	1022
	G-BPAU Warrior II	1034	G-BOJK Seneca	1044
	G-BVMY Short 360	1049	G-UKTH Fokker 50	1107
	G-OOPS JetRanger	1202	G-BRFA Navajo	1204
	G-BVJD Fokker 100	1217	G-MONZ Airbus 320	1222
	G-JEAM Friendship	1352	G-BDXT Cessna F150M	1401
	G-OOAB Airbus 320	1432	G-UKTC Fokker 50	1438
	OO-DTH Brasilia	1513	G-BSDO Cessna 152	1516
	G-BVJC Fokker 100	1519	OY-CPW Citation	1627
	G-BVMY Short 360	1636	G-UKTH Fokker 50	1642
	G-BNFB Short 360	1711	G-JEAM Friendship	1733
	EC-FJZ Boeing 737 300	1824	G-BVJC Fokker 100	1826
	G-OPLT Bandeirante	1901	EI-FKE Fokker 50	1920
	G-BVMX Short 360	1946	G-MANL BAe ATP	1952
	OO-DTJ Brasilia	2001	G-BNFB Short 360	2021
	XX381 Gazelle AH.1	2033	G-JEAM Friendship	2043
	G-UKTH Fokker 50	2047	G-BVJC Fokker 100	2119
	G-UKTC Fokker 50	2122	G-BIUH HS 748	2128
02	EC-FJZ Boeing 737 300	0133	G-MONZ Airbus 320	0300
	G-BSOK Warrior II	0825	EI-FKC Fokker 50	0856
	G-BNFB Short 360	0907	G-BVJC Fokker 100	0926
	G-MANL BAe ATP	0929	G-JEAM Friendship	0931
	G-UKTC Fokker 50	0957	OO-DTI Brasilia	1041
	G-UKTH Fokker 50	1059	G-BVMY Short 360	1101
	G-OBHX Cessna F172H	1139	G-BVJC Fokker 100	1219
	G-WERY TB20 Trinidad	1254	G-MANL BAe ATP	1349
	G-JEAM Friendship	1404	G-UKTC Fokker 50	1436
	OO-MTD Brasilia	1449	G-BVJC Fokker 100	1411
	G-KNAP Warrior II	1621	G-UKTH Fokker 50	1647
	G-MANL BAe ATP	1658	G-BVMY Short 360	1700
	G-BNFB Short 360	1706	G-JEAM Friendship	1737
	G-BVJC Fokker 100	1807	EI-FKD Fokker 50	1925
	G-BVMX Short 360	1944	G-MANL BAe ATP	1947
	OO-DTI Brasilia	2011	G-BNFB Short 360	2013
	G-JEAM Friendship	2037	G-UKTH Fokker 50	2050
	G-UKTC Fokker 50	2052	G-BVTF Fokker 70	2117
	G-BVJC Fokker 100	2118	G-MONZ Airbus 320	2121
	G-BMAH DC9	2126	G-BEJD HS 748	2129
	EC-FJZ Boeing 737 300	2225		
03	G-MONZ Airbus 320	0418	EC-FJZ Boeing 737 300	0528
	G-BJYD Cessna F152	0810	EI-FKE Fokker 50	0855
	G-JEAM Friendship	0922	G-BMAH DC9	0924
	G-ZAPD Short 360	0954	G-UKTH Fokker 50	1003
	G-BMAC DC9	1009	OO-MTD Brasilia	1049
	G-BVMY Short 360	1113	G-BRYI DHC 8	1118

G-BNMW Short 360	1137	G-PASE Twin Squirrel	1159
G-BMAH DC9	1225	N4291P Cessna F172H	1256
G-MONZ Airbus 320	1316	G-UKTC Fokker 50	1323
EC-FJZ Boeing 737 300	1359	G-JEAH Friendship	1403
G-BOJK Seneca	1450	G-BVMY Short 360	1457
EI-PKD Fokker 50	1609	G-BMAH DC9	1647
G-MAJA Jetstream 41	1754	G-UKTH Fokker 50	1816
G-ZAPI Citation	1847	G-BMAH DC9	1931
G-ZAPD Short 360	1936	G-JEAH Friendship	1939
G-MONZ Airbus 320	1944	EC-PXY DC9 83	2058
EC-FJZ Boeing 737 300	2115	G-BMAC DC9	2316
04 G-BOBN Cessna 310R	0528	G-MONZ Airbus 320	0600
LZ-MIS TU 154	0714	EC-FJZ Boeing 737 300	0756
EI-FKA Fokker 50	0858	G-BMAC DC9	0931
G-ELDH DC9	1004	G-BMAC DC9	1230
G-JEAH Friendship	1254	OO-DTI Brasilia	1432
G-UKTC Fokker 50	1445	G-JEAD Friendship	1510
G-BOBN Cessna 310R	1518	G-UKTH Fokker 50	1528
G-BVMY Short 360	1612	G-BVTF Fokker 70	1631
G-JEAH Friendship	1735	ZS-NNF Falcon 2000	1819
G-WELL King Air E90	1822	G-BVJC Fokker 100	1853
G-WERY TB20 Trinidad	1904	EI-PKB Fokker 50	1921
G-GATI King Air 200	1926	G-UKTC Fokker 50	1929
OO-MTD Brasilia	2006	G-BVMY Short 360	2015
G-MONZ Airbus 320	2039	G-JEAH Friendship	2050
G-UKTH Fokker 50	2120	G-MAJA Jetstream 41	2123
G-BVJC Fokker 100	2136	G-MANL BAe ATP	2318
05 G-MONZ Airbus 320	0352	G-GATI King Air 200	0618
EI-FKE Fokker 50	0849	G-BNMW Short 360	0915
G-BVJC Fokker 100	0930	G-WAIR Saratoga	0930
G-JEAH Friendship	0936	N2706X Cessna 335	0938
G-MANL BAe ATP	0940	G-UKTH Fokker 50	0952
OO-DTI Brasilia	1047	G-BVMX Short 360	1057
G-UKTC Fokker 50	1103	G-BVJC Fokker 100	1221
G-PETR Cherokee 140	1231	G-BMTC Cessna 172N	1318
G-MONZ Airbus 320	1320	G-ASBB Musketeer	1336
G-MANL BAe ATP	1347	G-JEAH Friendship	1402
G-UKTH Fokker 50	1438	OO-DTN Brasilia	1442
G-BVJC Fokker 100	1514	G-UKTC Fokker 50	1642
G-BVMX Short 360	1651	G-BNMW Short 360	1659
G-MANL BAe ATP	1703	G-JEAH Friendship	1727
G-BVJC Fokker 100	1807	EI-PKD Fokker 50	1914
OO-DTI Brasilia	1942	G-BVMY Short 360	1950
G-MANL BAe ATP	2005	G-BNMW Short 360	2012
G-JEAH Friendship	2038	G-UKTC Fokker 50	2048
G-UKTH Fokker 50	2051	G-BVJC Fokker 100	2115
G-BEJD HS 748	2140		
06 G-MONZ Airbus 320	0037	G-HART Cessna 152	0827
EI-FKC Fokker 50	0852	G-BNMW Short 360	0911
G-MANL BAe ATP	0920	9H-ACS Boeing 737 300	0925
G-BVJC Fokker 100	0927	G-JLRW Duchess	0937
G-JEAH Friendship	0951	C-GTSE Boeing 757	0957

G-BVMA King Air 200	1002	G-UKTH Fokker 50	1006
G-BJYD Cessna F152	1050	G-BVMY Short 360	1058
G-UKTC Fokker 50	1109	OO-DTH Brasilia	1116
EC-FUT Boeing 737 300	1223	G-BVJC Fokker 100	1227
G-BGNZ Cessna PRA150L	1312	G-JEAH Friendship	1359
G-UKTC Fokker 50	1410	OO-DTL Brasilia	1450
G-BVJC Fokker 100	1525	G-VJCB Agusta A109	1528
G-NNAC Super Cub	1557	G-BVMY Short 360	1635
G-OHCP Twin Squirrel	1651	G-BNMW Short 360	1654
G-MANL BAe ATP	1656	G-UKTC Fokker 50	1659
G-JEAH Friendship	1729	G-BVJD Fokker 100	1817
XW903 Gazelle AH.1	1828	EI-FKC Fokker 50	1922
N86077 Cessna 182	1949	G-MONZ Airbus 320	1950
G-MANL BAe ATP	1953	G-BVMX Short 360	1959
OO-DTN Brasilia	2010	G-BNMW Short 360	2015
G-JEAH Friendship	2038	G-UKTC Fokker 50	2052
G-UKTD Fokker 50	2053	G-GVJD Fokker 100	2122
G-ATMJ HS 748	2136		
07 G-MONZ Airbus 320	0438	OY-SUJ Citation	0751
EI-FKD Fokker 50	0852	G-BNMW Short 360	0910
G-MANL BAe ATP	0915	G-JEAH Friendship	0924
G-BVJD Fokker 100	0931	G-BNRX Seneca	0958
G-BTWD T-61 Falke	1000	G-ONAV Navajo	1003
G-UKTC Fokker 50	1035	G-BVMX Short 360	1107
G-DNCS Turbo Arrow III	1108	OO-MTD Brasilia	1122
G-BJYD Cessna F152	1124	G-UKTD Fokker 50	1139
G-SHIV GA7 Cougar	1224	G-BVJD Fokker 100	1240
G-AWTA Cessna E310N	1313	G-MANL BAe ATP	1346
G-JEAH Friendship	1348	G-UKTC Fokker 50	1433
OO-DTH Brasilia	1449	G-BVJD Fokker 100	1521
G-BRDG Warrior II	1524	G-BGVU Cherokee 180	1624
G-BVMX Short 360	1639	G-NODE AA5B Tiger	1642
G-UKTD Fokker 50	1644	G-BNMW Short 360	1702
G-MANL BAe ATP	1707	G-MONZ Airbus 320	1724
G-JEAH Friendship	1729	G-BVJD Fokker 100	1828
EI-FKE Fokker 50	1916	G-MANL BAe ATP	1946
G-BVMY Short 360	2000	G-BNMW Short 360	2010
OO-DTL Brasilia	2018	G-JEAH Friendship	2034
G-UKTD Fokker 50	2054	G-UKTC Fokker 50	2101
G-BVJD Fokker 100	2132	G-BVOV HS 748	2140
EC-FUT Boeing 737 300	2254		
08 G-MONZ Airbus 320	0358	G-BHJI Mooney M20J	0846
EI-FKE Fokker 50	0910	G-BNMW Short 360	0912
G-MANL BAe ATP	0922	G-BVJD Fokker 100	0925
G-JEAH Friendship	0929	G-AVYM Cherokee 180	0937
G-UKTC Fokker 50	0956	OO-DTH Brasilia	1031
G-BTNH Warrior II	1050	G-BVMX Short 360	1057
G-UKTD Fokker 50	1103	G-OFLT Bandeirante	1134
G-BVJD Fokker 100	1223	G-MONZ Airbus 320	1232
G-BWDE Navajo	1317	G-JEAH Friendship	1406
G-OOAC Airbus 320	1430	G-UKTC Fokker 50	1441
OO-DTK Brasilia	1448	G-EENY GA7 Cougar	1457
G-OCDB Citation II	1501	G-BVJD Fokker 100	1526

G-BVMX Short 360	1636	G-UKTD Fokker 50	1647
G-MANL BAe ATP	1657	G-BNMF Short 360	1705
G-BNOM Warrior II	1731	G-JEAF Friendship	1739
G-BVJD Fokker 100	1815	EC-FUT Boeing 737 300	1822
EI-PKF Fokker 50	1929	G-MANL BAe ATP	1953
G-BVMY Short 360	1957	OO-DTN Brasilia	2004
G-BNMF Short 360	2009	G-JEAF Friendship	2045
G-UKTC Fokker 50	2116	G-UKTD Fokker 50	2120
G-BVJD Fokker 100	2123	G-BEJE HS 748	2133
09 EC-FUT Boeing 737 300	0133	G-MONZ Airbus 320	0245
EI-PKE Fokker 50	0901	G-BNMF Short 360	0908
G-MANL BAe ATP	0923	G-JEAF Friendship	0939
G-BVJD Fokker 100	0940	G-UKTC Fokker 50	1002
G-AZEU Beagle Pup	1010	OO-DTI Brasilia	1034
G-BVMY Short 360	1059	G-UKTD Fokker 50	1104
G-AYND Cessna 310Q	1209	G-BVJD Fokker 100	1231
G-BJYD Cessna F152	1248	PH-ALO Cessna 406	1259
G-BOZZ AA5B Tiger	1303	G-WINS Cherokee Six	1331
G-MANL BAe ATP	1346	G-JEAF Friendship	1358
ZE702 BAe 146 CC.2	1423	G-UKTC Fokker 50	1436
OO-DTN Brasilia	1453	G-BIYH Short 330	1511
G-BVJD Fokker 100	1526	G-BVMY Short 360	1638
G-MANL BAe ATP	1648	G-UKTD Fokker 50	1654
G-BNOM Warrior II	1706	G-BNMF Short 360	1707
G-JEAF Friendship	1740	G-BVJD Fokker 100	1830
EI-PKF Fokker 50	1929	G-MANL BAe ATP	1953
OO-DTI Brasilia	1957	G-BNMF Short 360	1959
XW911 Gazelle AH.1	2029	G-JEAF Friendship	2033
G-BVTF Fokker 70	2040	G-UKTD Fokker 50	2057
G-UKTC Fokker 50	2101	G-MONZ Airbus 320	2117
EC-FUT Boeing 737 300	2121	G-BVMY Short 360	2125
G-BVJD Fokker 100	2130	G-BEJE HS 748	2133
10 G-MONZ Airbus 320	0417	EC-FUT Boeing 737 300	0425
EI-PKC Fokker 50	0903	G-BVJD Fokker 100	0923
G-JEAF Friendship	0930	G-BMAC DC9	0953
G-UKTD Fokker 50	1002	OO-DTN Brasilia	1028
G-DFLT Cessna 406	1032	G-OWLC Navajo	1035
G-BVMY Short 360	1114	G-BVJD Fokker 100	1230
G-MONZ Airbus 320	1258	G-BKHZ Cessna F172P	1301
G-UKTC Fokker 50	1329	G-BSBW JetRanger	1341
EC-FUT Boeing 737 300	1355	G-JEAF Friendship	1406
G-BVMY Short 360	1440	N41PR Gulfstream IV	1551
G-PORK AA5B Tiger	1555	EI-PKD Fokker 50	1613
G-MANJ BAe ATP	1633	G-BVJD Fokker 100	1634
G-MAJA Jetstream 41	1754	G-UKTD Fokker 50	1818
G-JEAF Friendship	1930	G-BVJD Fokker 100	1934
G-MONZ Airbus 320	2013	EC-FTS DC9 83	2038
EC-FUT Boeing 737 300	2111	G-BMAC DC9	2128
11 G-MONZ Airbus 320	0622	LZ-MIR TU 154	0703
EC-FJZ Boeing 737 300	0743	EI-PKB Fokker 50	0853
G-BVJD Fokker 100	0923	G-ELDH DC9	1010
G-BVJD Fokker 100	1224	G-BSBW JetRanger	1247

G-JEAH Friendship	1258	XZ254 Lynx HAS.3S	1407
G-BBWB JetRanger	1432	OO-DTH Brasilia	1440
G-UKTD Fokker 50	1444	G-JEAD Friendship	1525
G-UKTC Fokker 50	1528	G-BVMX Short 360	1627
G-TAXI Aztec	1724	G-JEAH Friendship	1730
G-BVTF Fokker 70	1732	G-BVJA Fokker 100	1818
EI-FKA Fokker 50	1928	G-UKTD Fokker 50	1938
G-BVMX Short 360	2015	OO-DTK Brasilia	2022
G-JEAH Friendship	2048	G-UKTC Fokker 50	2051
G-MONZ Airbus 320	2057	G-BVJA Fokker 100	2125
G-MANL BAe ATP	2204		
12 G-MONZ Airbus 320	0514	N5670R Maule M.5	0807
EI-FKB Fokker 50	0900	G-BNMW Short 360	0911
G-MANL BAe ATP	0924	G-BVJA Fokker 100	0930
G-JEAH Friendship	0937	G-OGET Seneca	0957
G-UKTD Fokker 50	1001	G-BCWB Cessna 182P	1009
VR-CPR Cessna 421C	1018	OO-DTH Brasilia	1036
G-UKTC Fokker 50	1104	G-BVMX Short 360	1111
G-BDGM Warrior	1144	G-BVJA Fokker 100	1225
G-MONZ Airbus 320	1308	G-AWTA Cessna E310M	1328
G-JEAH Friendship	1401	G-MAUD BAe ATP	1421
OY-CPW Citation	1436	G-UKTD Fokker 50	1440
OO-DTN Brasilia	1443	G-BVJA Fokker 100	1530
EI-FKD Fokker 50	1608	G-BVMX Short 360	1640
G-UKTC Fokker 50	1646	G-BNMW Short 360	1659
G-MANL BAe ATP	1727	ZE702 BAe 146 CC.2	1732
G-JEAH Friendship	1733	G-BVJA Fokker 100	1823
EI-FKD Fokker 50	1919	G-TAXI Aztec	1923
OO-DTH Brasilia	1950	G-BVMX Short 360	1953
G-BNMW Short 360	2010	G-MANL BAe ATP	2015
G-JEAH Friendship	2038	G-UKTC Fokker 50	2047
G-UKTD Fokker 50	2118	G-BVJA Fokker 100	2131
G-BIUV HS 748	2135		
13 G-MONZ Airbus 320	0107	EI-FKC Fokker 50	0903
G-BNMW Short 360	0916	C-GTSJ Boeing 757	0918
F-GFGB Falcon 10	0921	9H-ABT Boeing 737 300	0925
G-OBMX Boeing 737 500	0928	G-MAUD BAe ATP	0929
G-JEAH Friendship	0936	G-BBUJ Cessna 421B	0940 N/R
G-BHCT Aztec	1005	G-UKTC Fokker 50	1007
OO-DTN Brasilia	1029	G-BVMX Short 360	1053
G-UKTD Fokker 50	1055	G-BNKW Tomahawk	1129
EC-FYF Boeing 737 300	1212	G-OBMX Boeing 737 500	1217
G-JEAH Friendship	1406	G-UKTC Fokker 50	1436
OO-MTD Brasilia	1443	G-OBMX Boeing 737 500	1516
G-VOID Arrow IV	1552	F-GKJS Citation VI	1605
EI-FKF Fokker 50	1608	G-BVMX Short 360	1637
G-UKTD Fokker 50	1648	G-MAUD BAe ATP	1657
G-BNMW Short 360	1712	G-MERI Archer II	1715
G-JEAH Friendship	1736	XZ341 Gazelle AH.1	1758
G-OBMX Boeing 737 500	1811	EI-FKF Fokker 50	1923
OO-DTN Brasilia	1945	G-BVMX Short 360	1952
G-MAUD BAe ATP	2002	G-BNMW Short 360	2014
G-JEAH Friendship	2034	G-UKTD Fokker 50	2038

	G-AWTA Cessna E310N	2040	G-UKTC Fokker 50	2056
	G-BVJA Fokker 100	2120	G-MONZ Airbus 320	2124
	G-BEJD HS 748	2137		
14	G-OZBB Airbus 320	0549	G-MONZ Airbus 320	0555
	G-JDTI Cessna 421C	0735	EI-PKF Fokker 50	0900
	G-BNWX Short 360	0921	G-BVJA Fokker 100	0924
	G-MAUD BAe ATP	0927	G-JEAB Friendship	0931
	G-JLRW Duchess	0938	G-DAFY B58 Baron	0940
	G-TWEL Archer II	1000	G-UKTD Fokker 50	1003
	OO-MTD Brasilia	1036	G-BVMX Short 360	1056
	G-UKTC Fokker 50	1111	G-SHIV GA7 Cougar	1127
	G-BVJA Fokker 100	1219	G-BGAX Cherokee 140	1317
	OY-BPM Merlin IIIB	1322	G-BNWX Short 360	1340
	G-MAUD BAe ATP	1345	G-JEAB Friendship	1353
	OO-DTL Brasilia	1448	G-UKTD Fokker 50	1459
	G-BVJA Fokker 100	1529	G-JDTI Cessna 421C	1544
	EI-FKD Fokker 50	1608	G-BVMA King Air 200	1619
	G-BUPS ATR 42	1625	G-BVMX Short 360	1635
	G-UKTC Fokker 50	1646	G-MAUD BAe ATP	1653
	G-BNWX Short 360	1703	G-JEAB Friendship	1736
	G-OZBB Airbus 320	1737	G-BVJA Fokker 100	1820
	F-GFGB Falcon 10	1931	G-BVMY Short 360	1953
	OO-MTD Brasilia	1955	G-MAUD BAe ATP	1958
	EI-PKF Fokker 50	2003	G-BNWX Short 360	2006
	G-JEAB Friendship	2043	G-UKTD Fokker 50	2044
	G-BUPS ATR 42	2052	G-BVJA Fokker 100	2117
	N86077 Cessna 182	2126	G-BEJD HS 748	2137
	EC-FYF Boeing 737 300	2302		
15	G-OZBB Airbus 320	0404	N347GS Lear Jet 60	0719
	EI-FKB Fokker 50	0853	G-BNWX Short 360	0907
	D-IHLK Cessna 421B	0925	G-BVJA Fokker 100	0926
	G-MAUD BAe ATP	0932	D-IATH Cessna 414	0935
	G-JEAB Friendship	0938	G-UKTC Fokker 50	1023
	OO-DTL Brasilia	1025	G-RLMC Cessna 421C	1028
	G-BVMX Short 360	1051	OY-JRO King Air B90	1056
	G-BAWK Cherokee 140	1104	G-UKTD Fokker 50	1206
	G-OZBB Airbus 320	1228	G-BVJA Fokker 100	1244
	G-JEAB Friendship	1359	G-OOAC Airbus 320	1419
	G-UKTC Fokker 50	1441	OO-DTK Brasilia	1508
	G-BVJA Fokker 100	1540	EI-PKF Fokker 50	1604
	G-BGPJ Warrior II	1613	G-BVMX Short 360	1633
	G-UKTD Fokker 50	1645	G-MAUD BAe ATP	1656
	G-BNWX Short 360	1705	G-BSCK Seneca	1725
	G-JEAB Friendship	1736	G-BVJA Fokker 100	1825
	EI-PKF Fokker 50	1919	G-MAUD BAe ATP	1951
	G-BVMY Short 360	1956	EC-FYF Boeing 737 300	2003
	OO-DTH Brasilia	2006	G-BNWX Short 360	2010
	G-JEAB Friendship	2039	G-UKTD Fokker 50	2044
	G-UKTC Fokker 50	2107	G-BEJE HS 748	2137
	G-BVJC Fokker 100	2239		

16 EC-FYF Boeing 737 300	0234	G-OZBB Airbus 320	0304
EI-FKA Fokker 50	0852	G-BNMF Short 360	0919
G-MAUD BAe ATP	0924	G-BVJB Fokker 100	0927
G-JEAB Friendship	0932	XW903 Gazelle AH.1	1003
G-UKTC Fokker 50	1004	30500 C20A	1010
OO-DTK Brasilia	1041	G-BVMX Short 360	1051
G-UKTD Fokker 50	1100	G-BPMR Warrior II	1112
G-SUZN Warrior II	1154	G-BVJB Fokker 100	1222
G-AWLP Mooney M20F	1233	G-JETN Lear Jet 36	1340
G-MAUD BAe ATP	1345	G-BWDO Sikorsky S76	1401
G-JEAB Friendship	1405	G-UKTC Fokker 50	1449
OO-DTN Brasilia	1512	G-BVJD Fokker 100	1526
EI-FKC Fokker 50	1600	G-BVMX Short 360	1636
G-BNMF Short 360	1703	G-MAUD BAe ATP	1706
G-UKTD Fokker 50	1621	G-BOUL Seneca	1725
G-JEAB Friendship	1739	G-BVJD Fokker 100	1819
G-BSMP Seneca	1826	G-BMZC Cessna 421C	1905
EI-FKC Fokker 50	1916	OY-AZN Navajo	1922
OO-DTK Brasilia	1957	G-MAUD BAe ATP	1959
G-BNMF Short 360	2014	G-JEAB Friendship	2031
G-BVTE Fokker 70	2052	G-BVMX Short 360	2106
G-UKTC Fokker 50	2112	G-OZBB Airbus 320	2114
G-BVJD Fokker 100	2122	G-BEJE HS 748	2137
G-UKTD Fokker 50	2153	EC-FYF Boeing 737 300	2155
17 G-OZBB Airbus 320	0409	EC-FYF Boeing 737 300	0435
G-RMCT Short 360	0734	EI-FKC Fokker 50	0852
XW911 Gazelle AH.1	0910	G-BVJD Fokker 100	0919
G-JEAB Friendship	0930	G-EENY GA7 Cougar	0936
G-BMAC DC9	0952	G-UKTC Fokker 50	1011
OO-DTH Brasilia	1040	OY-AZN Navajo	1057
G-BVMX Short 360	1116	G-BVJD Fokker 100	1225
G-BWDB ATR 72	1245	G-OZBB Airbus 320	1318
G-UKTD Fokker 50	1323	G-CAFB Navajo	1331
G-JEAB Friendship	1402	G-BVMX Short 360	1442
EC-FYF Boeing 737 300	1450	G-BJYD Cessna F152	1515
EI-FKC Fokker 50	1612	G-BVJD Fokker 100	1657
G-BTTO BAe ATP	1736	G-MAJA Jetstream 41	1829
G-UKTB Fokker 50	1849	G-JEAB Friendship	1929
G-OWLC Navajo	1932	G-OZBB Airbus 320	1939
G-BVJD Fokker 100	1942	G-LPSI Cherokee 140	2038
EC-835 DC9 83	2055	G-BMAC DC9	2145
EC-FYF Boeing 737 300	2205		
18 G-OZBB Airbus 320	0541	LZ-MIR TU 154	0713
EC-850 Boeing 737 400	0824	EI-FKD Fokker 50	0857
G-BVJD Fokker 100	0921	G-ELDG DC9	1004
G-BJYD Cessna F152	1102	G-AZLY Cessna F150L	1108
G-BVJD Fokker 100	1230	G-JEAB Friendship	1249
ZB684 Gazelle AH.1	1355	G-BSBW JetRanger	1414
G-AZLY Cessna F150L	1447	G-UKTE Fokker 50	1453
OO-DTH Brasilia	1503	G-JEAD Friendship	1508
G-UKTD Fokker 50	1521	G-BVMX Short 360	1609
G-BVTE Fokker 70	1613	G-JEAB Friendship	1715
G-BSBW JetRanger	1814	G-BVJA Fokker 100	1817

G-TAXI Aztec	1838	EI-FKA Fokker 50	1924
G-UKTB Fokker 50	1938	OO-DTL Brasilia	1957
G-BVMY Short 360	2009	G-INDC Cessna T303	2027
G-JEAH Friendship	2039	G-OZBB Airbus 320	2053
G-RMCT Short 360	2110	G-UKTD Fokker 50	2113
G-BVJA Fokker 100	2116	G-ELDH DC9	2228
G-MAUD BAe ATP	2257		
19 G-OZBB Airbus 320	0412	G-SHIV GA7 Cougar	0825
OO-GBL Lear Jet 35	0852	EI-FKB Fokker 50	0857
G-RMCT Short 360	0920	G-MAUD BAe ATP	0923
G-BVJA Fokker 100	0927	G-JEAH Friendship	0938
G-IIRG Glasair IIRGS	1006	G-UKTD Fokker 50	1014
OO-DTH Brasilia	1045	G-UKTB Fokker 50	1102
G-BVMY Short 360	1124	G-TSAR B58 Baron	1216
G-BVJA Fokker 100	1219	G-BBPY Cherokee 180	1230
G-OZBB Airbus 320	1251	G-AYAA Cherokee 180E	1301
G-MAUD BAe ATP	1337	G-UKTD Fokker 50	1437
G-JEAH Friendship	1441	OO-DTN Brasilia	1454
G-BVJA Fokker 100	1509	G-AXMS Beagle Pup	1511
EI-FKF Fokker 50	1556	G-BVMY Short 360	1632
G-UKTB Fokker 50	1701	G-MAUD BAe ATP	1702
G-RMCT Short 360	1704	G-JEAH Friendship	1738
G-BVJA Fokker 100	1810	EI-FKF Fokker 50	1916
G-BVMX Short 360	1941	G-MAUD BAe ATP	1955
G-AVWR Cherokee 180	1958	OO-DTH Brasilia	2001
G-RMCT Short 360	2017	G-JEAH Friendship	2044
G-UKTB Fokker 50	2049	G-UKTD Fokker 50	2054
G-BVJA Fokker 100	2110	G-BEJE HS 748	2132
20 G-OZBB Airbus 320	0254	OO-SXE Xingu	0818
G-BSDO Cessna 152	0831	9H-ACT Boeing 737 300	0857
EI-FKF Fokker 50	0917	G-BVJA Fokker 100	0920
G-RMCT Short 360	0923	G-MAUD BAe ATP	0928
G-JEAH Friendship	0932	C-GTSE Boeing 757	0937
G-UKTB Fokker 50	1003	G-BHET TB-10 Tobago	1006
OO-DTN Brasilia	1031	G-BAOB Cessna F172M	1041
G-BNRP Archer II	1042	G-BVMY Short 360	1050
G-ASNK Cessna 205	1053	G-UKTD Fokker 50	1055
G-BVJA Fokker 100	1219	EC-FKJ Boeing 737 300	1224
G-BVEB Saratoqa	1320	G-BJYD Cessna F152	1324
G-JEAH Friendship	1354	G-UKTB Fokker 50	1442
OO-MTD Brasilia	1452	G-BVJA Fokker 100	1509
G-BPHU Cessna F152	1515	EI-FKE Fokker 50	1556
G-BVMY Short 360	1636	G-UKTD Fokker 50	1644
G-MAUD BAe ATP	1659	G-RMCT Short 360	1704
G-ORJB Citation	1719	G-JEAH Friendship	1733
G-BVJA Fokker 100	1810	OY-JRO King Air B90	1820
G-SFHR Aztec	1847	EI-FKE Fokker 50	1916
G-OZBB Airbus 320	1954	G-BVMX Short 360	1955
G-MAUD BAe ATP	2000	OO-DTL Brasilia	2012
G-RMCT Short 360	2017	G-JEAH Friendship	2040
G-UKTG Fokker 50	2047	G-UKTD Fokker 50	2051
G-BVJA Fokker 100	2115	G-BEJE HS 748	2131

21	G-MONZ Airbus 320	0311	G-OZBB Airbus 320	0411
	G-RMCT Short 360	0911	G-BVJA Fokker 100	0916
	G-BHUI Cessna 152	0921	G-MAUD BAe ATP	0923
	G-JEAA Friendship	0927	EI-CLG BAe 146	1000
	G-UKTD Fokker 50	1010	G-BRRN Warrior II	1015
	OO-MTD Brasilia	1032	G-BBPY Cherokee 180	1050
	G-UKTB Fokker 50	1054	G-BVMY Short 360	1100
	G-BJYD Cessna F152	1106	G-BVJA Fokker 100	1220
	G-WACB Cessna F152	1242	G-BBZH Arrow 200	1254
	G-MAUD BAe ATP	1345	G-BFNI Warrior II	1350
	G-JEAA Friendship	1358	G-BNFB Short 360	1441
	G-UKTD Fokker 50	1452	G-BVJA Fokker 100	1513
	OO-DTL Brasilia	1520	EI-FKD Fokker 50	1604
	G-BSER Cherokee 160	1616	G-BWDB ATR 72	1642
	G-BVMY Short 360	1646	G-UKTB Fokker 50	1648
	G-MAUD BAe ATP	1652	G-BDGM Warrior	1702
	G-BNFB Short 360	1712	G-MONZ Airbus 320	1734
	G-JEAA Friendship	1737	G-BVJB Fokker 100	1823
	EI-FKD Fokker 50	1922	G-BCIK AA5 Traveler	1938
	OO-MTD Brasilia	1949	G-MAUD BAe ATP	1956
	G-BNFB Short 360	2010	G-BVMX Short 360	2024
	G-JEAA Friendship	2035	G-LEAR Lear Jet 35	2041
	G-UKTB Fokker 50	2048	G-UKTD Fokker 50	2122
	G-BVJB Fokker 100	2129	G-BEJE HS 748	2132
	EC-FKJ Boeing 737 300	2307	G-GJET Lear Jet 35	2357
22	G-MONZ Airbus 320	0416	EI-FKD Fokker 50	0859
	G-BNFB Short 360	0909	G-BVJB Fokker 100	0923
	G-MAUD BAe ATP	0927	G-JEAA Friendship	0937
	G-UKTD Fokker 50	1000	G-HAMA King Air 200	1005
	G-BAMS Robin DR400/160	1009	G-PLTI King Air P90	1025
	OO-DTL Brasilia	1041	G-BVMY Short 360	1055
	G-UKTB Fokker 50	1105	G-SHIV GA7 Cougar	1148
	G-BJYD Cessna F152	1212	G-MONZ Airbus 320	1225
	G-BVKC Boeing 737 500	1306	D-CFCF Lear Jet 35	1311
	OY-JRO King Air B90	1402	G-JEAA Friendship	1404
	G-OOAB Airbus 320	1415	G-BEGV Aztec	1423
	G-OANC Warrior II	1432	G-BBGI Fuji 200	1443
	G-BRDO Cessna 177	1445	G-UKTD Fokker 50	1450
	OO-DTK Brasilia	1520	EI-FKE Fokker 50	1603
	G-BVKC Boeing 737 500	1609	G-SUZN Warrior II	1628
	G-BVMY Short 360	1640	G-UKTB Fokker 50	1649
	G-MAUD BAe ATP	1657	G-OANC Warrior II	1706
	G-BNFB Short 360	1710	G-JEAA Friendship	1743
	G-BVJB Fokker 100	1815	G-PLTI King Air P90	1831
	EC-FKJ Boeing 737 300	1850	EI-FKF Fokker 50	1926
	G-MAUD BAe ATP	1954	G-BVMX Short 360	2001
	OO-DTL Brasilia	2003	OY-JRO King Air B90	2008
	G-RMCT Short 360	2012	G-JEAA Friendship	2049
	G-UKTB Fokker 50	2100	G-UKTD Fokker 50	2116
	G-BVJB Fokker 100	2120	G-BEJE HS 748	2127
23	G-GATI King Air 200	0004	EC-FKJ Boeing 737 300	0139
	G-MONZ Airbus 320	0341	G-BPMF Warrior	0832
	EI-FKE Fokker 50	0859	G-TAYS Cessna 152	0901

G-RMCT Short 360	0913	G-MAUD BAe ATP	0920
G-BVJB Fokker 100	0931	G-JEAM Friendship	0938
G-UKTB Fokker 50	1007	G-OHCP Twin Squirrel	1023
OO-DTK Brasilia	1027	N26MJ Jetstar 731	1029
G-BVMX Short 360	1059	G-UKTD Fokker 50	1107
G-BVJB Fokker 100	1243	G-MAUD BAe ATP	1349
G-JEAM Friendship	1405	G-GRIF Rockwell 112TCA	1407
G-UKTB Fokker 50	1444	OO-DTN Brasilia	1451
G-BNNT Warrior	1454	G-FOOD King Air 200	1511
G-BWDB ATR 72	1515	G-BVJB Fokker 100	1527
EI-FKC Fokker 50	1611	G-BSER Cherokee 160	1634
G-BPMF Warrior	1637	G-BVMX Short 360	1640
G-UKTD Fokker 50	1645	G-MAUD BAe ATP	1656
G-RMCT Short 360	1714	G-JEAM Friendship	1757
G-BVJB Fokker 100	1824	G-LEEZ JetRanger	1953
G-MAUD BAe ATP	1953	OO-DTK Brasilia	1956
G-BVMY Short 360	1958	G-RMCT Short 360	2016
EI-FKA Fokker 50	2034	G-JEAM Friendship	2047
G-UKTD Fokker 50	2051	G-MONZ Airbus 320	2122
G-BVTE Fokker 70	2124	G-BVJB Fokker 100	2125
G-UKTB Fokker 50	2129	G-ATMI HS 748	2131
EC-FKJ Boeing 737 300	2137		
24 G-MONZ Airbus 320	0426	EC-FKJ Boeing 737 300	0431
EI-FKA Fokker 50	0902	G-BVJB Fokker 100	0936
G-JEAM Friendship	0938	G-BVTE Fokker 70	0954
G-SACS Cadet	1015	G-UKTI Fokker 50	1020
OO-DTN Brasilia	1029	G-BVMY Short 360	1112
G-BKTZ T67 Firefly	1125	G-BLDP T67 Firefly	1209
G-BRFA Navajo	1210	G-BVJB Fokker 100	1231
G-MONZ Airbus 320	1251	G-AYSX Cessna F177RG	1330
G-UKTB Fokker 50	1333	G-JEAM Friendship	1401
EC-FKJ Boeing 737 300	1437	G-BVMY Short 360	1441
EI-FKB Fokker 50	1618	G-BKKO Cessna 182R	1621
G-BMSU Cessna 152	1637	G-BVJB Fokker 100	1650
G-BWDB ATR 72	1731	G-WERY TB20 Trinidad	1752
G-MAJA Jetstream 41	1758	G-MANM BAe ATP	1817
G-UKTI Fokker 50	1845	G-MONZ Airbus 320	1929
G-JEAM Friendship	1941	G-BVJB Fokker 100	1944
G-BSGL Warrior II	2031	EC-FKJ Boeing 737 300	2108
EC-835 DC9 83	2151	G-BMAC DC9	2152
25 G-ELDG DC9	0931	G-BVJD Fokker 100	1012
EI-FKF Fokker 50	1015	EC-FZZ Boeing 737 400	1044
XV295 Hercules C.1P	1110	G-MONZ Airbus 320	1124
G-ELDG DC9	1233	G-JEAM Friendship	1419
G-UKTB Fokker 50	1442	OO-MTD Brasilia	1445
G-JEAM Friendship	1521	G-UKTI Fokker 50	1529
OY-JRP Beech 1900	1602	G-BVTF Fokker 70	1627
G-BVMY Short 360	1630	G-JEAM Friendship	1815
G-BVJA Fokker 100	1836	G-UKTB Fokker 50	1936
OO-DTH Brasilia	1955	G-BVMX Short 360	2015
G-FOOD King Air 200	2027	EI-FKC Fokker 50	2036
G-UKTI Fokker 50	2054	G-JEAM Friendship	2125
G-BVJA Fokker 100	2139	G-MANL BAe ATP	2207

26	G-MONZ Airbus 320	0059	G-BVJA Fokker 100	0922
	G-MANL BAe ATP	0939	G-RMCT Short 360	0949
	G-JEAD Friendship	1013	D-IOWA Cheyenne	1023
	EI-FKE Fokker 50	1024	OO-MTD Brasilia	1030
	G-UKTB Fokker 50	1042	G-UKTI Fokker 50	1107
	G-BVMX Short 360	1114	G-BVJA Fokker 100	1226
	G-MANL BAe ATP	1350	G-JEAD Friendship	1418
	G-BVEB Saratoga	1422	G-AZKN Robin HR100/200	1427
	G-UKTB Fokker 50	1438	RA44470 YAK 18	1444
	OO-DTN Brasilia	1449	G-BJYD Cessna F152	1454
	G-BVJA Fokker 100	1512	G-FOOD King Air 200	1559
	EI-FKF Fokker 50	1616	G-BVMX Short 360	1641
	G-OBBA Robin DR400/180	1647	G-UKTI Fokker 50	1651
	G-RMCT Short 360	1658	G-MANL BAe ATP	1704
	G-MONZ Airbus 320	1717	G-JEAD Friendship	1742
	G-BSER Cherokee 160	1802	G-BVJC Fokker 100	1821
	EI-FKE Fokker 50	1922	G-BVMY Short 360	1941
	G-MANL BAe ATP	2001	G-RMCT Short 360	2010
	OO-MTD Brasilia	2016	G-UKTB Fokker 50	2043
	G-UKTI Fokker 50	2048	G-JEAD Friendship	2049
	G-BVJC Fokker 100	2120	G-BEJE HS 748	2134
27	G-MONZ Airbus 320	0330	9H-ABT Boeing 737 300	0910
	G-RMCT Short 360	0919	G-BVJC Fokker 100	0921
	G-BUUP BAe ATP	0929	G-JEAD Friendship	0937
	G-UKTB Fokker 50	1007	OO-DTN Brasilia	1028
	G-BVMY Short 360	1054	G-UKTI Fokker 50	1103
	EC-FJR Boeing 737 300	1209	G-BVJC Fokker 100	1246
	C-GTSJ Boeing 757	1250	G-RMCT Short 360	1301
	G-JEAD Friendship	1357	OO-DTK Brasilia	1438
	G-UKTB Fokker 50	1451	G-BVJC Fokker 100	1533
	EI-FKE Fokker 50	1605	G-FOOD King Air 200	1635
	G-BSER Cherokee 160	1642	G-BVMY Short 360	1645
	G-UKTI Fokker 50	1648	G-MANL BAe ATP	1659
	G-RMCT Short 360	1702	N86077 Cessna 182	1718
	G-JEAD Friendship	1736	G-BVJC Fokker 100	1814
	EI-FKE Fokker 50	1926	G-BVMX Short 360	1943
	G-MONZ Airbus 320	1953	G-MANL BAe ATP	2003
	OO-DTN Brasilia	2007	G-RMCT Short 360	2012
	G-JEAD Friendship	2041	G-UKTI Fokker 50	2053
	G-UKTB Fokker 50	2058	G-BVJC Fokker 100	2119
	G-BEJE HS 748	2139		
28	G-MONZ Airbus 320	0430	EI-FKE Fokker 50	0858
	G-RMCT Short 360	0922	G-MANL BAe ATP	0928
	G-BVJC Fokker 100	0930	G-JEAD Friendship	0934
	G-UKTI Fokker 50	1004	OO-DTK Brasilia	1025
	G-BVMX Short 360	1045	G-UKTB Fokker 50	1050
	G-OILX Twin Squirrel	1109	G-BVJC Fokker 100	1237
	G-OILX Twin Squirrel	1255	G-BSDO Cessna 152	1328
	G-MANL BAe ATP	1348	G-JEAD Friendship	1354
	G-UKTI Fokker 50	1444	OO-DTO Brasilia	1453
	G-BVJC Fokker 100	1524	EI-FKE Fokker 50	1606
	G-BVMX Short 360	1635	G-MANL BAe ATP	1656
	G-UKTB Fokker 50	1703	G-RMCT Short 360	1708

G-MONZ Airbus 320	1735	G-JEAD Freindship	1738
G-WERY TB20 Trinidad	1758	G-BVJC Fokker 100	1819
G-AVZR Cherokee 180	1823	EI-FKE Fokker 50	1920
G-BVMY Short 360	1940	G-MANL BAe ATP	1954
G-RMCT Short 360	2018	OO-DTK Brasilia	2023
G-UKTI Fokker 50	2045	G-JEAD Friendship	2045
G-TACK Grob G.109B	2049	G-UKTB Fokker 50	2054
G-BVJC Fokker 100	2135	G-BEJE HS 748	2139
G-BFLH Seneca	2227	EC-FJR Boeiinq 737 300	2253
29 G-MONZ Airbus 320	0354	EI-FKE Fokker 50	0858
G-RMCT Short 360	0913	G-MANL BAe ATP	0926
G-LIDE Navajo	0930	G-JEAD Friendship	0941
G-BVJC Fokker 100	0943	G-BLTT T67 Firefly	0955
G-UKTB Fokker 50	1003	OO-DTO Brasilia	1022
G-BVMX Short 360	1052	G-UKTI Fokker 50	1110
G-FOOD King Air 200	1112	G-MONZ Airbus 320	1216
G-BVJC Fokker 100	1237	G-CYLS Cessna T303	1306
G-SHIV GA7 Cougar	1327	G-BNVZ Baron	1331
N2668Z Cessna 340A	1347	G-BJYD Cessna F152	1354
G-JEAD Friendship	1405	G-RAAD Mooney M.20J	1412
G-KKDL TB20 Trinidad	1416	G-UKTB Fokker 50	1441
G-FLEN Warrior II	1448	G-OOAB Airbus 320	1449
OO-MTD Brasilia	1450	G-HONG T67 Firefly	1456
G-BVJC Fokker 100	1520	EI-FKE Fokker 50	1604
G-BMHC Cessna T310Q	1612	G-JOYS Baron	1614
G-BVMX Short 360	1636	G-UKTI Fokker 50	1652
G-MANL BAe ATP	1654	G-RMCT Short 360	1707
G-JEAD Friendship	1735	G-CYLS Cessna T303	1818
G-BVJC Fokker 100	1826	EC-FJR Boeiinq 737 300	1844
EI-FKE Fokker 50	1921	G-MANL BAe ATP	1955
G-BJDT TB9 Tampico	1956	G-BVMY Short 360	2002
G-BGNT Cessna 152	2007	G-RMCT Short 360	2009
OO-DTO Brasilia	2016	G-JEAD Friendship	2044
G-UKTI Fokker 50	2049	G-UKTB Fokker 50	2056
G-BVJC Fokker 100	2125	G-BEJE HS 748	2129
G-SWFT King Air 200	2149		
30 EC-FXP Boeiinq 737 300	0144	G-MONZ Airbus 320	0252
G-BUUP BAe ATP	0900	G-RMCT Short 360	0919
G-BVJC Fokker 100	0925	G-JEAD Friendship	0933
G-MANL BAe AATP	0939	OE-KAD Cessna 207	1000
G-UKTB Fokker 50	1016	OO-MTD Brasilia	1050
G-UKTI Fokker 50	1102	G-HONG T67 Firefly	1208
G-BVJC Fokker 100	1224	G-OCAA HS 125 700B	1311
G-BVMY Short 360	1337	G-MANL BAe ATP	1343
G-JEAD Friendship	1401	G-UKTE Fokker 50	1443
G-ISPC Navajo	1448	G-SFHR Aztec	1456
OO-DTN Brasilia	1507	G-BGOL Turbo Arrow III	1515
G-BVJC Fokker 100	1522	G-BANK Seneca	1525
EI-FRC Fokker 50	1600	G-BVMY Short 360	1639
G-UKTI Fokker 50	1649	G-MANL BAe ATP	1657
G-RMCT Short 360	1707	G-JEAD Friendship	1750
G-HART Cessna 152	1834	G-BVJC Fokker 100	1838
EI-FRC Fokker 50	1923	G-MANL BAe ATP	1951

OO-MTD Brasilia	2011	G-RMCT Short 360	2016
G-JEAD Friendship	2050	G-BVMY Short 360	2052
G-UKTE Fokker 50	2102	G-UKTI Fokker 50	2104
G-MONZ Airbus 320	2118	G-BVJC Fokker 100	2125
G-BEJE HS 748	2133	EC-FXP Boeing 737 300	2222
G-BVTF Fokker 70	2354		

From (& to where known)

01) OY-CPW/Billund;XX381/Wattisham: 03) N42291P/Hilversum-Wevelgem: 04) ZS-NMF/Farnboro-Bordeaux: 05) N2706X/Elstree: 06) XW903/Dorchester;N86077/Antwerp: 07) OY-SUJ/Tirstrup: 09) PH-ALO/Twenthe;ZZE702/Northolt;XW911/Brize Norton: 10) N41PR/F & T Gatwick: 11) XZ254/Ripley: 12) N5670R/Twyneham(?);VR-CPR/Guernsey;OY-CPW/Billund;ZE702/F & T Northolt: 13) F-GFGB/Le Bourget;F-GKJS/Nimes XZ381/Ripon Barracks: 14) OY-BPM/Manchester;F-GFGB/Le Bourget;N86077/Antwerp-Elstree: 15) N347GS/Le Bourget;D-IHLK/Twenthe;D-IATH/Twenthe;OY-JRO/Aberdeen: 16) XW903/Norwich;30500/Northolt;OY-AZN/Bergen: 17) XW911/Newton;OY-AZN/Bergen: 18) ZB684/Belfast: 19) OO-GBL/Brussels: 20) OO-8XE/Wevelgem;OY-JRO/Luton: 22) D-CFCF/Coloqne(?);OY-JRO/Luton-Kolding & Kolding-Sonderborg: 23) N26MJ/F & T Gander: 25) XV295/Brize Norton;OY-JRP/Kolding-Billund: 26) D-IOWA/Luton;RA44470/F & T Oaksey Park: 27) N86077/Antwerp: 29) N2668Z/Manchester: 30) OE-KAD/Sandtoft:

Overshoots

01) XX496/FYY71: 02) ZB692/Army413;XX492/FYY72;XX495/FYY74;XX500/FYY71: 06) G-VJCB/JCB5;XZ588/SRG129: 08) XX500/FYY78;XX482/FYY69: 10) G-INDC: 14) ZE369/SRG128;XX496/FYY84;G-AVSA: 15) G-ECOS;XX498/FYY71;XX496/FYY76: 16) ZF492/LOP55;ZF417/LOP57;ZF266/LOP50;ZF412/LOP62;ZF512/LOP14;ZF212/LOP57: 18) XX453/Army541: 19) XX493/FYY45: 20) ZF492/LOP14Y;ZF320/LOP10Y: 22) XX500/FYY34;XX500(again)/FYY32;XZ588/SRG128;ZF373/LOP11: 26) XX497/FYY32;XX496/FYY34;XX491/FYY38: 27) ZF512/LOP50;XX496/FYY45;XX494/FYY32;G-BBCN: 28) ZF348/LOP21: 29) ZF414/LOP25 XZ589/SRG128:

LBA Movements Review, June 1995

The foreigners seem to be slowing down in quantity although there are still some quality ones to record. Citation OY-CPW on the 1st was operating as "Danstrans 778P" whilst on the 3rd N4291P was a Cessna F172H. Night stopping on the 4th was probably the star of the month,ZS-NMF is a brand new Falcon 2000 with c/n 2 and it staged in from South Africa via Farnboro. The ancient Cessna 335 N2706X was a visitor on the 5th from Elstree and the following day saw Cessna 182P N86077 on a visit from Antwerp where it seems to be based. Also noted on the 6th was newly registered Boeing 737 9H-ACS of Air Malta making its first visit (its stablemate 9H-ACT was noted on the 20th). Citation OY-SUJ on the 7th was "sunscan 1862" and visiting Knightair on the 9th was Cessna 406 Caravan PH-ALO as "FLS701". Gulf IV N41PR on the 10th is registered to Prime Resources Inc and it was f & t Gatwick. Two night stoppers on the 12th were Cessna 421C VR-CPR from Guernsey and Maule MX7 Star Rocket N5670R from (according to the tower log) Twyneham,they were kept company by the Citation OY-CPW as "Danstrans783P". Two French biz-jets noted on the 13th were Falcon 10 F-GFGB and Citation VI F-GKJS. The 14th found Falcon 10 F-GFGB back again and also the Cessna 182P N86077,they were joined by Merlin 3B OY-BPM. On the 15th Cessna 414 D-IATH and Cessna 421 D-IHLK were both visiting from Twenthe which is in Holland,King Air 90 OY-JRO was "Danstrans791P" and the Lear Jet 60 N347GS was from Le Bourget. Navajo OY-AZN was down in the log with

callsign "VLF 01" on the 16th when it came from Bergen, but the following day there is no callsign logged on its second visit from Bergen. The Spaniards are at it again, on the 17th the Spanair MD83 was EC-835 and the following morning the Air Europa Boeing 737 was EC-850. Lear Jet 35A OO-GBL on the 19th belongs as you may guess to GBL Air SA. Old faithful King Air OY-JRO was "Danstrans 796P" on the 20th and it was joined by Xinqu OO-SXE as "Skyservice 12B". On the 21st Aer Lingus operated their new BAe 146 EI-CLG inbound as "Shamrock 263" to pick up the passengers for the "Shamrock 365" outbound flight. Lear Jet 35A D-CFCF on the 22nd was using callsign "Senator 123", it was also using a registration last seen at the LBA on an HS 125, the King Air 90 OY-JRO was "Danstrans 401P" on this day also. Operating a medical emergency flight on the 23rd was Jetstar N26MJ of Medjet International Inc, it was from and to Gander as "Medjet 26". The 25th saw a change when the Beech 1900 OY-JRP operated from Kolding to Billund using the callsign "Danstrans403P". The second most interesting visitor was the YAK 18 on the 26th with registration RA44470 which was from Oaksey Park, the same day found Cheyenne D-IOWA visiting from Luton. Cessna 182P N86077 was back again on the 27th once again arriving from Antwerp. A different American was Cessna 340A N2668Z which crossed the divide from Manchester on the 29th and the final foreigner of the month was Cessna 207 OE-KAD which came from Sandtoft on the 30th. On the UK front JetRanger G-OOPS booked in from Pickering on the 1st. The police operated Twin Squirrel G-PASE was "Special 40" on the 3rd. Knightair had the Bandit that was leased from BAC, G-BLVG, taken away when it was sold by them, the Bandit G-DBAC arrived as "Knightway 401P" on the 4th as a replacement. Arriving at Knightair on the 9th was the Gill Airways Short 330 G-BIYH for a major overhaul said to be going to take 12 weeks. A brand new registration on the 16th was carried by the Sikorsky 76 G-BWDO which used callsign "Hanson 03" giving a strong clue about the owner. Operating the "Manx 9624" flight on the 17th was the BAe ATP G-BTTO and on the same day Gill Airways did some crew training with G-BWDB one of their new ATR72's as "Gill 111T", it also operated as "600T" on the 21st, "112T" on the 23rd and "113T" on the 24th. Knightair were using Citation G-ORJB as "Knightway 605" on the 20th. Lear Jet 35A G-GJET was "Gamma 701" on the 21st and this is ex G-CJET thus requiring a minimum of repainting. Operating the Aer Lingus morning flight on the 27th and 30th was the BAe ATP G-BUUP of Manx. The ex Hong Kong T67 G-HONG used callsign "Provost 1" on the 29th but no callsign is recorded for the flight on the 30th. Finally the military, on the 1st Gazelle XX381 was "Army627". On the 6th Gazelle XW903 was "Army559". BAe 146 ZE702 was "Kitty 4" on the 9th and Gazelle XW911 was "Army368" the same day. A change on the 11th was the Lynx XZ254 which was "Navy308". Back to 32 (the Royal) Squadron on the 12th when ZE702 was again "Kitty 4". XZ341 was a Gazelle calling "Army336" on the 13th. The USAF sent C-20A 30500 as "Spar 65" on the 16th and it was joined by the Gazelle XW903 once again this time as "Army593". Gazelle XW911 was back on the 17th as "Army 415". A slightly newer Gazelle was ZB684 which was "Army440" on the 18th and the month ended with Hercules XV295 as "Ascot4288" on the 25th. New resident is the Cessna 421B G-BBUJ, possibly only temporary whilst G-BDYF is on CofA. On the 27th the impounded King Air G-OAVX, which has been parked on the north eastern corner of the main apron since it was seized on February 24th by the airport, moved over to the south side and it is now parked outside the back of the YLA hangar. It is not yet known if this means it has been sold off or if it was just in the way on the apron. Twin Comanche G-BKCL remains parked on the taxiway stub south of the YLA hangar since its take-off accident in May although the starboard engine has now been removed. The Aero Club fly-in on the 24th was a complete disaster again due to adverse weather, the same thing happened at Brighton, Sherburn and Rufforth which all had fly-ins the same weekend. Maybe next year we'll manage to get it right.



Military Matters

Eric Martin



LEEMING UPDATE

(An addendum to the article in the June issue)

Resident aircraft

11 Squadron (Tornado F3)

Markings: Eagle emblem on tail, yellow and black rectangles either side of nose roundel, codes in black on tail.

ZE164/DA ZE200/DB ZE??/DC ZE204/DD ZE159/DE ZE788/DF ZE763/DG
 ZE764/DH ZE969/DI ZE887/DJ ZE942/DK ZE936/DL ZE982/DM ZE983/DN
 ZE201/DO *****/DP *****/DQ *****/DR *****/DS ZE205/DT *****/DU
 ZE160/DV ZE934/DX ZE964/DY ZE966/DZ

25 Squadron (Tornado F3)

Markings: Hawk and gauntlet emblem on tail, silver tail band edged in black, white tail codes.

ZE808/FA ZE210/FB ZE908/FC ZE961/FD ZE941/FE ZE737/FF ZE161/FG
 *****/FH *****/FI ZE962/FJ ZE162/FK ZE199/FL ZE907/FM ZE168/FN
 ZE165/FO ZE791/FP *****/FQ *****/FR *****/FS ZE963/FT ZE967/FU
 ZE888/FV *****/FW *****/FX *****/FY ZE257/FZ
 ZE206/um (ex-FH) ZE203/um (ex-FI)

11 Air Experience Flight (Chipmunk T10)

WK638/83 WK517/84 WP844/85 WZ878/86

Northumbrian University Air Squadron (Bulldog T1)

XX533/U XX692/V XX631/W XX633/X XX636/Y XX550/Z

The information about 100 Squadron ('target facilities') Hawks in the June issue was a little precipitate. Current information is that the Squadron is not now due to move from Finningley to Leeming until the autumn (rumoured move 18 September).

Sources: Leeming Aviation Group magazine: Issue No. 11 - June 1995
 Laming, T (1994) The Royal Air Force Manual

ARMY AIR CORPS IN BOSNIA

The four Lynx of Army Air Corps 664 Squadron detached from Dishforth to Bosnia have been operating in weather conditions ranging from extreme blizzards to extreme heat. Two of the aircraft are based at Gornji Vakuf and the other two at Split. Backing up the Army Air Corps contingent of 41 (aircrew, groundcrew and signallers) is a 25-strong support section at Split which consists of troops from the Royal Electrical and Mechanical Engineers and Royal Logistic Corps.

Source: Soldier: Vol 51/13 - 26 June 1995

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

For those local members who have Teletext on their televisions you will be pleased to learn that page 546 on BBC now shows Leeds/Bradford arrivals.

Work commenced on Monday 22nd May on the new helipad next to the Yorkshire Light apron. The helipad is now fully operational

Air U.K. have reported a 17% increase in passengers using their Amsterdam service and an 8% increase in passengers using the Leeds to Paris service. Air U.K. Managing Director commented "Our two routes from LBA are an important part of our regional network and are showing excellent growth".

British Midland unconfirmed reports suggest B.M.A. are to withdraw their dinnertime Heathrow - Leeds - Heathrow service. (Flight Numbers BD 414 and BD415).

Knightair have pledged to continue to use Bandeirante aircraft despite the tragic loss of G-OEAA on May 24th. Commercial Director Tim Russel commented the Bandeirante is very reliable and appropriate for this type of service. He added "There is no reason why the tragedy should have any financial implications on the company. We will obviously have to rebuild confidence and plans are underway to address that. Russel reported that flight cancellations after the crash were in single figures.

The airline has plans to introduce up to six new routes in the British Isles and to purchase 30 and 35 seat aircraft to add to its Bandeirantes.

Sabena General Manager in the U.K., Etienne de Nil, has made a commitment to introduce larger aircraft on their successful Leeds to Brussels service. Sabena intends to replace the 28 seat Brasilia as soon as a larger aircraft becomes available in the Sabena fleet.

AIRPORT NEWS

Birmingham A.Y. member Mark Teale has kindly sent me an update of the goings on here. Tajikistan International Airlines began a new Birmingham to Delhi via Stockholm and Dushanbe service in June using an Air Ops Tristar. However use of this aircraft was short

lived due to a dispute between Air Ops and T.I.A. over the Stockholm routing, which was used to supposedly position crews back to Sweden after working ex U.K. flights.

T.I.A. then commenced using their own Tupolev Tu-154, EY-85440, which operated via Moscow and Dashanbe on a twice weekly basis. However once again this was short lived after a safety examination of the aircraft. The check revealed welded up emergency exits, missing life jackets and no cabin oxygen supply for use in the event of de pressurisation!

The service has now gone back to a weekly service using an Air Portugal Tristar.

Air Canada have applied to operate a Montreal - Birmingham - New Delhi service commencing next summer on a weekly basis using A.340 equipment.

London Gatwick is the first airport to launch a frequent users reward scheme, based on the frequent flyer scheme operated by many airlines. Users of the airport who park at the airport, shop there, change currency or eat can earn Bonus Points awarded by Gatwick's owners BAA. The bonus points can be then exchanged at the airport car parks, shops etc. 1000 points will be worth £5.

Manchester has been putting across its case for a second runway at the Public Enquiry into the proposed developments at Liverpool Airport. Liverpool is opposed to a second runway at Manchester, because they view it as detrimental to their own expansion plans.

Manchester Airport claimed at the public enquiry that it was in favour of expansion at Liverpool, and was quick to add that airlines would go into an already congested London or even abroad if they did not get their second runway and not transfer to Liverpool.

Liverpool's plan include realigning Liverpool's runway and construction of a terminal building and associated infrastructure capable on handling up to 12 million passengers per year.

AIRLINER NEWS

Air 2000, Airtours and Britannia Airways have all brought in foreign registered aircraft to help cover their summer programmes.

Air 2000 are using aircraft from sister airline Canada 3000, under an arrangement they have had for several years the aircraft will be Manchester based.

Airtours have leased in an MD-83 to cover for the one example which had the undercarriage collapse at Manchester earlier this year. Once this aircraft returns to service, Airtours will then review its fleet and make a decision if it needs to return the extra MD-83.

Britannia have leased in an American Trans Air Tristar. The aircraft will be Manchester based and be used in case of serious flight delays or aircraft unservicability. The aircraft will not be used simply to give Britannia extra capacity.

Air U.K. may take over U.K. regional routes to Amsterdam currently operated by K.L.M. City hopper. Air U.K. have already taken over the Manchester to Amsterdam service from K.L.M.

Britannia have announced an order for eight Boeing 767 series 300's. Four aircraft will be delivered in 1996. The remaining four will be delivered at the rate of one a year to 2000.

British Airways chairman Sir Colin Mitchell has told Britain's regional airports they must attract more passengers before B.A. will use them.

The comment was a result of criticism from Manchester Airport after B.A. has axed eight destinations from Manchester in six years, and accused B.A. of concentrating services on Heathrow and Gatwick.

British Mediterranean Airways has announced ambitious plans to commence services to Riyadh, Jeddah, Dhahran and Kuwait City. The airline was only launched in October and currently operates a single 126 seat A.320 (G-MEDA). The new routes would be operated by either Boeing 767 or A.310 aircraft.

B.M.A. had planned on 50% load factors on its Heathrow to Beirut service during its first year of operation. However the airline is reporting many full loads this summer.

Genesis Airways is the latest U.K. carrier to cease trading. The East Midlands based operator operated a single Jetstream on a Belfast service since last September. Genesis put the decision by British Midland to recommence their E.M.A. to Belfast service using DC-9's as playing a large part in their downfall.

K.L.M. have introduced Boeing 767's on their Heathrow to Amsterdam service, replacing the smaller capacity Airbus A.310's.

OTHER NEWS

Passengers refused to board their aircraft for a flight to Las Palmas at Glasgow on 10th July. The holidaymakers had been delayed for two nights after their Oasis A.310 had a suspected engine fire. A Servisair spokesman said "The original aircraft has been fixed after an engine problem but the passengers refused to fly in it again."

Airbags may not only be a feature of your new car (I should be so lucky!!). Tests are underway at the Millbrook Safety test Laboratory in Bedford to see how passengers react at different stages in an accident. The current "lap strap" allow passengers to move around from the waist upwards, so any airline airbag would have to be larger to cushion passengers across a greater area. It is thought an airbag would offer a much greater protection of passengers if an aircraft crashes.

CREDITS Pete Gibson, Steve Jones, Gerard Langelloti,, Neil Martlan d,Harry Morrow. Mark Teale, David Tennant?(sorry couldnt read your signature!!),Financial Times, 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 ramble around the sphere, if you have seen anything interesting away on your travels but only have enough for a line or two then you may like to jot it down for inclusion, I attend most meetings or you can pass it on via Mike!

AIR CANADA continued their fleet modernisation programme when they received the first two of eight A340's during June, a pair will follow next year with the final batch the year after. The first revenue earning sortie for the type with the North American carrier was due for the end of June, routing Toronto-Vancouver-Seoul. Privatised in 1989, the airline which now carries a mainly white colour scheme with red lettering, maple leaves and brown tail, already has other Airbus Industrie examples with a fleet of 34 - A320's. Further improvements to their services should come with the delivery of 32 Canadair regional jets. Air Canada has many alliance partners and agreements with other airlines as well as a 19.6% shareholding in Continental Airlines. Eleven destinations in the Caribbean are served along with 11 cities in Europe, plus routes to the Middle East and India, in March of this year it also won the right to serve Hong Kong. The Air Canada Connector network delivers domestic feeder services and is made up of small carriers operating with all or most of the shares in the hands of their parent airline. These comprise of Air BC, Air Nova, Air Ontario and NWT Air who collectively have around 80 aircraft in service

SAUDIA - The National airline of Saudi Arabia and the largest in the Middle East are also looking to invest in new aircraft with an order for 23- 777/200's, 5- 747/400's, plus almost 30 MD 90's and four MD11 freighters. We understand that these orders were announced at a Saudia 50th anniversary dinner in June for the Airline which appears to currently operate a 'mixed bag' of around 85 aircraft in the form of 18 types/variants. Operating since 1947 it employs a staff of 24,000 and serves 25 domestic plus 52 International destinations. It would be a fair assumption that the existing block of the 'older' 20- 737/200s with registrations that neatly run from HZ-AGA to AGS, plus HM4 (which is part of the 24- Royal Family and Government fleet) would in time make way for the new arrivals.

T C A S - the traffic collision avoidance system that is already law in America for aircraft of more than 30 seats and a video of which was seen at an Air Yorkshire meeting some time ago, has been recommended for implementation in the year 2000 by Eurocontrol. The ruling on this side of the Atlantic wants to add a second stage by 2005 whereby aircraft of 19+ seats and a maximum take-off weight of over 5,700 kg will be included, unlike the U.S. this will bring in cargo aircraft. The step has been supported by the European civil aircraft conference (ICAO) plus the European joint airworthiness authorities, indeed TCAS 2 has been under test with the CAA for some months now. British Airways are currently looking at the packages submitted by the three U.S. suppliers of the system with a view to fitting it to around 300 aircraft. TCAS 2 is already required on the Europe - Atlantic route.

ALLIANCE a new African long-haul airline was due for launch in July with a leased SAA 747SP (ZS-SPA) after operating a few charter services earlier this year. Routes will originate from Entebbe (Uganda) and Dar es Salaam (Tanzania) and serve Heathrow, Bombay, Dubai and Johannesburg. The fledgling airline has also Brussels, Frankfurt and Rome as possible destinations. The Boeing is not thought to going to be used for long and on the freight side a converted A300 has been mentioned. SAA weighed in with the largest shareholding of 40% when Zambia backed out of the negotiations, although the latter could still be one of other future investors. According to airline lists Zambia appear to have a total of one Beech 1900 and a 737/200, with Tanzania and Uganda hosting around a dozen airliners each, the latter having 4- 707's with one outfit.

GARUDA INDONESIA AIRLINES service was sampled by a colleague this summer on return flights from Gatwick to Jakarta and found to be without too many frills, but value for money (if that's possible?). An outline of the return journey that actually started in Bali and finished 30 hours later in Halifax (UK) follows: - The first stage was by one of Garuda's six DC10s which must have been on its last leg of an international journey as this sector from the recently lengthened Ngurah Rai runway, Denpasar in Bali took just 85 minutes to reach Jakarta. From there the 747/200 to Gatwick was boarded with the 2,432km first stage to Bangkok being completed in 3 hours where I am told the Don Muang International Airport has an impressive duty free. Though not by any means as stylish as the duty free area at Abu Dhabi International (or New ADIA for short - it replaced the older airport in 1982) which was reached 5097kms and 6 hours later. The final 6099 kms to London took 7 hours - almost a long enough day flying for most Air Yorkshire members!! Back to the Airline itself which I understand has ordered 9- A330's, 8- 737/300's and 2 more 747/400's. An increase in its Indonesian network from 12 to 32 destinations is planned and using 737's it will replace DC9s on services formerly operated by sister company Merpati Nusantara, as well as open up four new routes using 737's from Jakarta to airports in Sumatra.

HUNTING AVIATION are flying our flag commendably with contracts to supply interior kits to Bombardier for their Dash 8 aircraft, SAAB of Sweden have placed two similar orders for interior fittings of 340's. Fokker, United and B.A. are amongst those being supplied in-flight systems and the Avionics and Accessories division was named Lockheed's 'Supplier of the Year' for 1994 work on Hercules Aircraft. The Cargo aircraft that you may have seen at East Midlands have responded to a 20% growth in the overnight parcels market in Europe with the establishment of a fleet of 3 Boeing 727's, with three more expected this year, some of which will be seen in the colours of T.N.T.. From an enthusiasts point of view the demise of Hunting's Electra fleet seems inevitable as the company have suffered recurring problems with the developing of cracks in the wings which has naturally reduced their reliability.

In Brief... AOM of France are increasing their MD 83 fleet to ten with the arrival of two more of the type next March..... TRANSASIA of Taiwan are adding further A320's and A321's which will eventually shape the Taipei based airline, formerly known as Foshing Airlines, into an all European fleet comprising of 14 Airbus machines, plus a mix of 18 ATR 42/72's..... VALUJET the budget American outfit based in Atlanta has ordered 4 more DC9's to bring the fleet to over 30 of the type. Along with a second operational hub at Washington DC, the airline that was only 'born' in 1993 now serves over 20 U.S. cities..... British Airways were second to Singapore Airlines in the recently published figures of those topping the profits in 1994, followed by Cathay Pacific, Northwest and KLM. As for the heavy loss makers;- the USAir group were followed by Continental, Trans-World and not surprisingly Air France and Iberia. The top five in descending order for European scheduled passengers were B.A., Lufthansa, Air France, KLM and Alitalia? Finnair in 12th spot registered the largest traffic change with an additional 22%. The biggest European freight carrier with a 16% increase was Lufthansa although way behind, T.A.P. who showed a 41% increase. AIR SEYCHELLES, NORTHWEST, UNITED and VIRGIN are all looking at new services into Manchester..... AERO LLOYD are to off load all of their MD80's and replace them with A320/321's starting next January SWISSAIR have launched Swissair Asia operated initially by MD11= HB-IWNFINNAIR have ordered 3 of possibly 17 MD80's to replace their DC9's..... SUNWAY of Turkey are now legally obliged not to use the title SUNWAYS!! EMBRAER are set to take to the skies in August with their prototype of the 50 seat EMB-145 regional jetLUFTHANSA are now flying two A320's per week on a new route from Frankfurt to Baku, the capital of Azerbaijan ILYUSHIN have rolled out a 'new' 6.6m stretched version of their Il-76 CANDID freighter, some 24 years and 850 examples later! aaaaannd finally - if you happen to be in the duty free at ABU DHABI Airport before the end of August - then be prepared to pay 375 UAE Dirham's for your 250 grams of fresh Iranian Beluga Caviar!!! - that is possibly a few Dirhams 'dirha' than Netto!!!



Credits: The European, Flight International, Hunting Aviation, The Aviation Society.

LEEDS BRADFORD AIRLINE REPORT - JUNE 1995

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA226	TFS	06/EC-FUT	13/EC-FYF	20/EC-FKJ	27/EC-FJR	
AEA264	PMI	04/EC-FJZ	11/EC-FJZ	18/EC-B50	25/EC-FZZ	
AEA265	GRO	01/EC-FJZ	08/EC-FUT	15/EC-FYF	22/EC-FKJ	29/EC-FJR
AEA271	PMI	01/EC-FJZ	08/EC-FUT	15/EC-FYF	22/EC-FKJ	29/EC-FJR
AEA273	MAH	02/EC-FJZ	09/EC-FUT	16/EC-FYF	23/EC-FKJ	30/EC-FXP
AEA281	IBZ	02/EC-FJZ	09/EC-FUT	16/EC-FYF	23/EC-FKJ	30/EC-FXP
AEA289	PMI	03/EC-FJZ	10/EC-FUT	17/EC-FYF	24/EC-FKJ	
AEA294	ALC	03/EC-FJZ	10/EC-FUT	17/EC-FYF	24/EC-FKJ	
AEA296	LPA	03/EC-FJZ	10/EC-FUT	17/EC-FYF	24/EC-FKJ	
AMC6239	MLA	06/9H-ACS	13/9H-ABT	20/9H-ACT	27/9H-ABT	
AMM910	FAO	01/G-OOAB	08/G-OOAC	15/G-OOAC	22/G-OOAB	29/G-OOAB
BMA1214	JER	03/G-BVTF	10/G-BVTF	17/G-BVTE	24/G-BVTE	
BMA1234	JER	04/G-ELDH	11/G-ELDH	18/G-ELDG	25/G-BVJD	
BMA1314	JER	04/G-BMAH	11/G-BMAC	18/G-BMAC	25/G-BMAC	
BMA1614	JER	03/G-BMAC	10/G-BMAC	17/G-BMAC	24/G-BVTE	
BMA1714	JER	03/G-BMAH	10/G-BVJD	17/G-BVJD	24/G-BVJB	
BRY465	JER	03/G-BRYI				
MXN9625	JER	10/G-MANJ	17/G-BTTO	24/G-MANM		
MON7414	GRO	03/G-MONZ	10/G-MONZ	17/G-OZBB	24/G-MONZ	
MON7418	PMI	04/G-MONZ	11/G-MONZ	18/G-OZBB	25/G-MONZ	
MON7424	DLM	07/G-MONZ	14/G-OZBB	21/G-MONZ	28/G-MONZ	
MON7426	PMI	05/G-MONZ	12/G-MONZ	19/G-OZBB	26/DivMAN	
MON7432	MAH	03/G-MONZ	10/G-MONZ	17/G-OZBB	24/G-MONZ	
MON7436	ALC	01/G-MONZ	08/G-MONZ	15/G-OZBB	22/G-MONZ	29/G-MONZ
MON7442	IBZ	02/G-MONZ	09/G-MONZ	16/G-OZBB	23/G-MONZ	30/G-MONZ
MON7448	TFS	07/G-MONZ	14/G-OZBB	21/G-MONZ	28/G-MONZ	
MON7458	LPA	05/G-MONZ	12/G-MONZ	19/G-OZBB	26/G-MONZ	
MON7460	AGP	01/G-MONZ	08/G-MONZ	15/G-OZBB	22/G-MONZ	29/G-MONZ
MON7462	LCA	06/G-MONZ	13/G-MONZ	20/G-OZBB	27/G-MONZ	
MON7464	PMI	04/G-MONZ	11/G-MONZ	18/G-OZBB	25/G-MONZ	
MON7478	CFU	06/G-MONZ	13/G-MONZ	20/G-OZBB	27/G-MONZ	
MON7482	PMI	02/G-MONZ	09/G-MONZ	16/G-OZBB	23/G-MONZ	30/G-MONZ
MON7490	RHO	03/G-MONZ	10/G-MONZ	17/G-OZBB	24/G-MONZ	
SPP3320	PMI	03/EC-FXY	10/EC-FTS	17/EC-835	24/EC-835	
TSC205	YYZ	06/C-GTSE	13/C-GTSJ	20/C-GTSE	27/C-GTSJ	
VIM710	BOJ	04/LZ-MIS	11/LZ-MIR	18/LZ-MIR	25/DivMAN	

OTHER FLIGHTS

01	G-OFLT	E110	FLT901P/901	Southend - Koln/Bonn	Freight Chtr
02	G-BMAH	DC9	BMA9851/1LJ	E Midlands -n/s- Heathrow	Lieu FK10
03	G-BMAH	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
03	G-ZAPD	SH36	AWC574B/574C	f/t Isle of Man	Passenger Chtr

03	G-BMAH	DC9	<u>EMA5JL/4LJ</u>	f/t Heathrow	Lieu FK10
03	G-MAJA	BA41	<u>EMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
03	G-BMAH	DC9	<u>EMA7JL/1314</u>	Heathrow -n/s- Jersey	Lieu FK10
03	G-ZAPD	SH36	<u>AWC574D/574E</u>	f/t Isle of Man	Passenger Chtr
03	G-BMAC	DC9	<u>EMA1204/1LJ</u>	Jersey -n/s- Heathrow	Lieu FK10
04	G-BMAC	DC9	<u>EMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
04	G-BMAC	DC9	<u>EMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
07	<u>G-BVOV</u>	HS74	<u>JAN167P/168</u>	f/t Liverpool	Mail
08	G-OFLT	E110	<u>FLT902P/902</u>	Southend - Cardiff	Freight Chtr
10	G-MAJA	BA41	<u>EMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
13	G-OBMX	B735	<u>EMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
13	G-OBMX	B735	<u>EMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
13	G-OBMX	B735	<u>EMA6JL/4LJ</u>	f/t Heathrow	Lieu FK10
13	G-OBMX	B735	<u>EMA7JL/5LJ</u>	f/t Heathrow	Lieu FK10
14	OY-BPM	SW3	-	Manchester - Prestwick	Passenger Chtr
14	G-BUPS	AT42	<u>UKA758P/758</u>	Stansted - Amsterdam	Lieu FK50
14	G-BUPS	AT42	<u>UKA763/763P</u>	Amsterdam - Stansted	Lieu FK50
17	<u>G-BWDB</u>	AT72	<u>GIL111T</u>	f/t Newcastle	Training
17	G-MAJA	BA41	<u>EMA4VX/3XV</u>	f/t Glasgow	Lieu BATP
17	<u>G-UKTB</u>	FK50	<u>UKA262/754</u>	Guernsey -n/s- Amsterdam	
21	<u>EI-CLG</u>	BA46	<u>EIN263</u>	Birmingham - Dublin	Lieu FK50
21	G-BWDB	AT72	<u>GIL600T</u>	f/t Newcastle	Training
22	G-BVKC	B735	<u>EMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
22	G-BVKC	B735	<u>EMA6JL/4LJ</u>	f/t Heathrow	Lieu FK10
24	G-MAJA	BA41	<u>EMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
25	G-ELDG	DC9	<u>EMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
27	<u>G-BUUP</u>	BATP	<u>EIN364/365</u>	f/t Dublin	Lieu EIN FK50
27	G-RMCT	SH36	<u>EMA292/291</u>	t/f Glasgow	Lieu EMA BATP
30	G-BUUP	BATP	<u>EIN362/363</u>	f/t Dublin	Lieu EIN FK50

Aircraft making first visits are underlined.

Netherthorpe

When visited on June 14th Netherthorpe contained, among others, the following 27 aircraft. Most are known to be resident here, the US registered Comanche having not flown for some time. The Cessna 150's and Cessna 152's are operated by the Sheffield Aero Club.

G-AJIT Auster Kingsland	G-BMUD Cessna 182P
G-AVIB Cessna F150G	G-BMUI Brugger MB2 Colibri
G-AVUG Cessna F150H	G-BOXY Piper Archer II
G-AXXW Jodel D.117	G-BPFM Aeronca 7AC Champion
G-AYGC Cessna F150K	G-BPRT CP 328 Super Emerald
G-AYGG Jodel D.120	G-BPXA Piper Archer II
G-AYKL Cessna F150L	G-BRIS Steen Skybolt
G-AZHU Luton LA4A Minor	G-BTNS PZL-104 Wilga
G-AZUZ Cessna FRA150L	G-YTWO Cessna F172M
G-AZXC Piper Aztec	G-BVEY Denney Kitfox
G-BDOG SAL Bulldog	G-BVWX VPM M-16 Tandem Trainer
G-BISB Cessna F152	G-GEAR Cessna FR182Q
G-BIUM Cessna F152	N7348P Piper PA-24 Comanche
G-BIZG Cessna F152	

Geoff Crowther.

THE SPANISH CIVIL WAR

The Spanish Civil War raged from 1936 to 1939, and for the first time hundreds of European civilians died in air raids. Of course, London, Paris and other places were bombed during World War I, but casualties were on a much lesser scale.

General Franco, Spain's future dictator, was in virtual exile in the Canary Islands until Captain Cecil Bebb flew him secretly to Morocco on July 19th, 1936. Bebb was a pilot for the British carrier Olley Air Service, and was hired for this mission by Juan de La Cierva (who invented the autogyro) and a Spanish journalist called Luis Bolin. Franco wasted no time. He soon organized the airlifting of Nationalist troops and equipment to Seville, Spain. These fighters were Moroccan soldiers and Spanish Foreign Legionnaires.

Perhaps in view of future events, it's not surprising that Adolf Hitler supported Franco by providing Junkers Ju 52/3m aircraft for this operation, and later by sending six Heinkel He 51 fighters to help the Nationalist cause.

Hitler's puppet Mussolini, anxious to get into the act, despatched some Fiat CR.32 fighters from Italy to Spain. The first ones arrived on August 14th. On the same date German volunteer aircrew joined the combat by dropping bombs onto the Republican battleship Jaime I. The vessel wasn't sunk; just put out of action. Stalin was also eager to get involved, so in October, 1936, some Soviet I-15 biplane fighters were sent to Spain, although these were to support the Republicans. The Italians realised that the Russians had arrived when, on November 4th, two Fiat fighters were shot down by Soviet airmen.

A few days later, sustained bombing of Madrid began. Day and night the air raids continued, exploding the theory that air attacks alone could win a war. Despite appalling casualties and damage, Madrid refused to surrender.

The German, Italian and Russian pilots were not the only foreign flyers taking part in the Spanish Civil War. Volunteers from other countries joined one side or the other, both on the ground and in the air. Ben Leider was an American pilot flying for the Republicans. He was killed in February, 1937. He'd had an aerial fight with three German Heinkels when, after surviving this, he crashed into a hillside, thus gaining the distinction of being the first United States pilot to be killed in the war. However, not all the aerial activity was over land. On April 30th, 1937, the Nationalist battleship España was sunk by bombs dropped from Republican aeroplanes.

One hardly associated Mickey Mouse with a vicious war. But there was a surprising connection. On May 8th, 1937, Oberleutnant Adolf Galland reached Spain in a Panamanian registered ship to command the Kondor Legion's 3rd Staffel (Squadron) whose mascot was Mickey Mouse! It was the Kondor Legion—created to support Franco's Nationalists—that blitzed the country town of Guernica on April 26th, 1937. The church bells rang out a warning at about 4.30 p.m., and almost immediately low-flying Heinkel He 51 fighters were overhead, spraying the streets with machine gun bullets. Next came Heinkel He 111s and Junkers Ju 52s to drop heavy loads of bombs. Then incendiaries followed. The merciless onslaught lasted about four hours, and during this time the raiders encountered no opposition from either anti-aircraft guns or fighter aircraft.

Other towns were also raided. But military experts thought that the attack on Guernica was an experiment, instigated by Hitler, to discover the effect of saturation bombing on civilians. In the light of what followed during World War II, those experts were probably right. Guernica could have been a rehearsal.

Leslie Scheftsik.

AAIB Bulletin

SPECIAL

S 3/95

AAIB Bulletin No: S3/95 **Ref:** EW/C95/5/6 **Category:** 1.2

Aircraft Type and Registration: Embraer EMB-110 Bandeirante, G-OEAA

No & Type of Engines: 2 Pratt & Whitney PT6A-34 turboprop engines

Year of Manufacture: 1980

Date & Time (UTC): 24 May 1995 at 1651 hrs

Location: Dunkeswick, near Leeds, North Yorkshire

Type of Flight: Scheduled Public Transport

Persons on Board: Crew - 3 Passengers - 9

Injuries: Crew - Fatal Passengers - Fatal

Nature of Damage: Aircraft destroyed

Commander's Licence: Air Transport Pilot's Licence

Commander's Age: 49 years

Commander's Flying Experience: 3,257 hours (of which 1,026 were on type)
Last 90 days - 157 hours
Last 28 days - 36 hours

Information Source: AAIB Field Investigation

This bulletin contains facts which have been determined up to the time of issue. This information is published to inform the aviation industry and the public of the general circumstances of accidents and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

Extracts can be published without specific permission providing that the source is duly acknowledged.

History of the flight

On the morning of the accident flight, the aircraft had completed a scheduled passenger flight from Leeds-Bradford to Aberdeen and return. The aircraft, which had no reported defects on landing, then underwent routine maintenance before being prepared for a scheduled passenger flight to Aberdeen. The weather at Leeds-Bradford was poor with a Runway Visual Range of 1,100 metres, cloud down to 400 feet and a light south easterly wind. It was raining and the airfield had recently been affected by a thunderstorm. The freezing level was at 8,000 feet and both strong wind and thunderstorm warnings were in force for the Leeds-Bradford area.

On takeoff from Runway 14 at 1647 hrs, the aircraft was instructed to maintain runway heading but began to turn gently to the left very shortly after becoming airborne. Two minutes after takeoff, the First Officer reported a problem with an artificial horizon and requested a recovery to Leeds-Bradford. The aircraft was cleared to 3,000 feet and given a radar heading of 360°. During the next three and a half minutes, the aircraft maintained a steady speed and rate of climb but failed to respond correctly to the radar headings passed by the controller. On two occasions, the pilot asked the controller if the aircraft were on a steady heading and at 1651 hrs he acknowledged an instruction to turn right. However the aircraft immediately began to turn left and shortly thereafter entered a tightening descending spiral to the left from an altitude of 3,600 feet.

Several witnesses saw the aircraft engulfed in flames falling rapidly out of a low cloudbase some six miles to the north east of Leeds-Bradford Airport. The aircraft exploded on impact and all on board died instantly. Initial examination of the wreckage indicated that there had been some break-up of the aircraft before impacting at high speed in a steep nose down attitude.

Additional information

The aircraft was not fitted with either a Cockpit Voice Recorder or an Flight Data Recorder nor were either of these required to be fitted. The aircraft's Weather Radar was unserviceable but this was allowable under the conditions of the aircraft's Minimum Equipment List.

The Chief Inspector of Air Accidents has ordered a Formal Investigation into this accident. The Brazilian aviation authorities and the aircraft manufacturer will be participating in the investigation after the aircraft wreckage has been recovered to the AAIB facility at Farnborough for detailed examination.

SHEFFIELD (CITY) AIRPORT - FROM 1990 ON TO 1992 AND IN THE FUTURE

With the recent possibility that Sheffield's proposed airport would be constructed at Tinsley and that it should be operational in early 1996, the efforts of the Sheffield Development Corp. and its participating Companies seemed to be assured at last. From 1990 onwards, the S.D.C. has continued to support the concept and the resilience, of its City to promote its own airport at a site where disaster struck in 1992 and the Company, A F Budge (Mining) Ltd (which mined opencast coal at Tinsley), went into receivership. Work continued very slowly until 1995, when it was announced on 19 April 1995, that Sheffield City Council, the S.D.C. and Glenlivet Properties Ltd were to start on construction of the new airport (see 'Air Yorkshire' Vol 21, No 6 1995).

Now, however, the Secretary of State for Trade and Industry, Richard Page, has confirmed that the S.D.C. (and in reality, Sheffield City Council) must take the blame for the loss of A F Budge (Mining) Ltd in 1992. In comments to Clive Betts, Sheffield Attercliffe MP, in the House of Commons on 18 May 1995, (or slightly earlier?), Mr Page has claimed that the opencast mining and the airport deal were not linked and that there would be NO call for a public inquiry into the collapse of A F Budge, but that he considered the S.D.C. to be responsible for that loss of the Tinsley Airport and the mining site. The reality exists that the two political parties are actually fighting one another and that the proposed airport plan for Sheffield is a waste of time, effort and money.

It is worth reinforcing the statement (A.Y. Vol 21, No 6) that no one needs the Tinsley Airport (or airfield, Aerocentre or Stolport):- £6 million suggested by Glenlivet Properties is not worth the sort of industrial effort involved. Leeds Bradford Airport is H24:- a EU Commissioner of Transport, Mr N Kinnock himself, flew in recently (18 May 1995?) to officially open the facilities to 24 hour use and 'the LBA' is improving (as are East Midlands and Manchester) at a time when Teesside and Humberside are having their own difficulties. Finningley should be ready for civilian passenger usage in 1996 if Doncaster, Sheffield and other Councils need the best 10,000 ft runway in Yorkshire.

At the moment, Sheffield City itself is being assessed for helicopter sites at this time, since the BO 105 G-PASC of the Lincolnshire Air Ambulance landed at Northern General Hospital to test for new landing sites and prospective traffic availability on 19 May 1995. So, if members of A.Y. are that interested in the affairs of Yorkshire's Airport (the LBA) and its airfields, any comments that they have on the future of Tinsley, Sheffield and elsewhere would be very useful indeed. The summer is approaching, but we should look forward to some superb conversation now and in the autumn, in that event and in others aswell.

E C Griffiths

Sources:- The Star, 19/20 April and 17/20 May 1995.

HUDDERSFIELD-Crossland Moor 24 June 1995

Due to the poor weather at the LBA fly-in I decided to salvage something from the day and paid a first ever visit to Crossland Moor. Many people say the airfield is hard to find but I managed to find the small farm track down to the hangers with no trouble at all. A friendly chap tending one of the aircraft gave me permission to wander around. Present were the following:-

GARYH Pa-22, GATUH Nipper, GAVBZ C-172, GBCYH Cadet, GBDTB, GBDUL Evans, GBGFF Fred, GBKKO C-182, GBMSF PA-38, GBNYM C-172, GBRUO Taylor, GHAIG Long-ez, GOEYE Sakota, GOSEA BN-2A, GRJMS PA-28, GSTYL Pitts. All residents.

RUFFORTH - Fly-n 25 June

Another fly-in affected by the bad weather, present were:-
GBLCU Falke, GBLDG Pawnee, GBMLK Grob 109, GBODU Falke, GBPXB GD400, GBTWD, GBUGT, GBUHA GBUJI GBUJB Ventures, GSOOM GD400, GBIOR Rallye, GRFIO Super Ximango all residents plus visitors GAXEO, GFEFE Falkes

SHERBURN-IN-ELMET 25 June

Yet another fly-in which fell victim of the weather. Present were:-
GANON T Moth, GASJZ Jodel, GATHV C-150, GATOU Mooney, GAWUT C-150, GAYKT Jodel, GAYUH PA-28, GAZFI PA-28, GBAZS C-150, GBBDT C-150, GBBNJ C-150, GBCER Minicab. GBFVP PA-23, GBGTG PA-23, GBHCP C-152, GBIOW T-61a, GBJAG PA-28, GBKMB Mooney, GBLDP T-67a, GBRJN Pitts, GBSDL Tobago, GBTUW PA-28, GBYLL Falco, GEFT E Bo-207, GHIEL R-22, GNBDD Regent, GOBMS C-172, GOBMW AA-5, GROUT R-22, GSACR, S, T, U PA-23, GBIWP Mooney, GBPMB Maule, GFRAG PA-32, GASJY Horizon, GASJZ Jodel, GAYFX Yankee, GBARH Beech c23, GBGWU Pa-38, GBIZN T-67, GBPJF Pa-38, GBUKT Silvaire, GOJAS Pa-39, GMEYO Shark, GBNOE, GBNOM PA-28, GBJFK PA-23 all residents.
Visitors :- GBKAZ C-152, GBKYZ T-61, GBGNV Cougar, GAOIS T.Moth, GKARA ???
GBSVR Hughes 269, GBKKO C-182, GATMY C-150, GAYEC Emerald.

BAGBY 02 July

I love going to this friendly airfield, once again the man in the club house who appears to be barman, cook and air traffic controller all rolled into one gave permission to look around. Some hangers were locked but a number of aircraft were present:-

GASWB Airedale, GASWL C-172, GATCJ Luton, GAVGV C-150, GAVGZ C-150, GAVGZ Jodel, GAVMD C-150, GAXSD Pup, GAXUA Pup, GBBCN Safari, GBDWX Jodel, GBIFO Evans, GBKYZ T-67, GBPRE C-120, GBSMU Coyote, GBSSJ Fred, GIEYE Regent, GNNAC Pa-18, GBCHK C-172, GTAXI Pa-23, GASMZ/VF516 Auster, all residents.
Visitors GBBNW Chipmunk, GAYLA Airtourer, GBOPD Bede, GBOHV Tailwind,, GRUIA C-172, GBHEH C-310, GOBNF C-310 (minus left wing) GMRK, GMWAU Micros.

FUTURE DIARY DATES

Saturday 02 September Bagby fly-in
Sunday 03 September Crossland Moor fly in

Ian Gratton

FROM THE MODELLING ROOM

My introductory article in the May magazine was intentionally that, hoping that one or two members might find a latent interest aroused. Summer is not the ideal time to build models although the keenest exponents - members of the International Plastic Modellers Society etc for instance - do so all the year round. My modelling room happens to face south and the recent truly summer weather saw the thermometer register 90°F in the shade. Quite honestly there is only one place to be then - outside with the binoculars!

Cooler times will arrive soon but thoughts turn to building something long before then. So why not think of a theme or two now.

To take the introductory a little further I ought to point out to those not in the know that the advent of moulding in materials other than plastic is becoming common. Use of resin and metals allow a greater range of aircraft types to be produced with the added advantage of variations and modifications on type. The demands of the super-detail modeller have encouraged marvellous etched brass parts to detail cockpits, engines, undercarriage etc. Of course all these materials require gluing with 'instant' or 'epoxy' types.

Mention of glues reminds me to emphasize that any of the materials used in modelling can be harmful if not handled properly. Small quantities of some of them can be extremely so. Always take heed of the warnings on the container and invariably work in a well ventilated area. The Health and Safety era we live in has brought this to the fore but for most of my time modelling there was no such thing and I'm still healthy! Do take care though.

The 'theme' in my first paragraph can be a fascinating stage in thoughts for the future. Admittedly many builders have favourite machines which they build to satisfy their interest. In this case aircraft can come from any era in aviation history and I have nothing against that! More commonly one finds that a theme is decided up, if it is only WWI or WWII - perhaps the most common eras. There are many more we can utilise and I have a few suggestions which might interest you. It is now far easier to fulfil the demands of a theme as manufacturers seek to find a gap in the ranges available and plug it with something new to 'corner that market'. Just one example is Magna Models filling the need for Fleet Air Arm aircraft by making kits in resin with white metal parts, conversion kits to adapt existing plastic kits and even recognising an opportunity by making a set of seats to improve the Airfix Heron! The larger firms are not asleep as Revell have recently kindly provided a Fairy Fulmar - a type long neglected. It is a really good model. How about these themes:

WWI and before	Bombers
Early RAF - the 20s Biplanes	Desert Air Force
Junkers Aircraft	Russian Front
Racing Seaplanes	Fleet Air Arm Atlantic or Pacific Fleets
30s Biplanes	German Innovation - WWII
Early Monoplanes	Early Jets
Any of the <u>truly British</u> manufacturers	Post War RAF
Spanish Civil War	Helicopters
RAF expansion 1936-1939	Post War Fleet Air Arm
Early WWII - 1942	United States of America in Quest for Speed
Spitfires - Prototypes to MK24	1950s Airliners
Variations on a Mosquito	1960 Jet Airliners
Record Breakers	They Operated by Moonlight - Supplying and Supporting
Modern Fighters/Bombers	the Resistance

and so on - there are opportunities for hours of research which can be very enjoyable, whilst the modelling room is still too hot.

Many thanks to Gerald Myers of 'Mother Worked at Avro' fame for his kind remarks following my first journalistic effort. Also to Eddy Johnson who confided that he does possess three kits but no glue! You inspired me by proving there is someone out there.

Good modelling.

Geoff Lee

ANYONE FOR TENNIS?

Interest or not we are only too aware of the Wimbledon fortnight. The old Beeb gives this sport such full and lengthy coverage it seems one cannot escape. I found this year that the mind wandered as ace after ace won points or the comments of those on duty became more and more predictable.

I also found myself thinking on the aviation subject, what else! Many years have passed since I first viewed Wimbledon or listened to Max Robertson trying to match the speed of Laver and Rosewall on radio whilst holidaying at Bournemouth. There has always been a common factor competing with the commentary. The sounds picked up by OB effects microphones were sometimes more interesting. Apart from the Ambulances and Police cars, aircraft on approach or climb out from Heathrow must always have been a problem to the sound man.

So far as this year is concerned he struggled to cope during the first week or did the traffic pattern mean high power overhead? Certainly we were hearing everything as though it was at 1,500 feet agl and they cannot all have been Concordes. Aviation must be so mundane to the cameraman and directors because we don't get a chance to see the aircraft, not even the fast one, spoil sports. Recognition by sound is far more difficult than 30 years ago - pretty impossible some say. We might expand on this in a separate article. This did not stop us from trying and the quiet types around LBA are certainly much appreciated after hearing many early jets amongst the CFM56s, RR RBs etc.

During the second week there was still noise but was it low power, a different pattern or had the Beeb got it taped? You could still imagine the old 707 from Africa, or the DC8 freighter but just how many early jets operate into Heathrow now? Perhaps someone can enlighten us.

Geoff Lee

TRIPS ~ VISITS

JOHN 0113 - 2503766



FORTHCOMING TRIPS

SUNDAY 6TH AUGUST 1995

PLEASURE FLIGHTS OVER YEADON
BY LIGHT AIRCRAFT

20-30 MINUTES APPROXIMATELY £19.00 EACH

SUNDAY 20TH AUGUST 1995

THE SHUTTLEWORTH COLLECTION
OLD WARDEN
BIGGLESWADE

APPROXIMATELY £20.00 EACH

DEPART AERO CLUB 07.00 HOURS

A RARE OPPORTUNITY TO VISIT THE UNIQUE WORLD FAMOUS MUSEUM

SUNDAY 24TH SEPTEMBER 1995

AEROSPACE MUSEUM
COSFORD

DEPART 07.00 AERO CLUB

FOUR MUSEUMS IN ONE

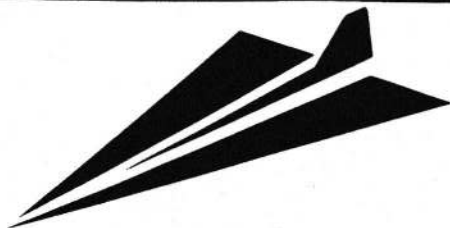
£17.00 EACH

MIDWEEK IN OCTOBER

BRITISH AEROSPACE FACTORY VISIT
PLUS BLACKPOOL AIRPORT TRIP AND ILLUMINATIONS

£11.50 EACH

THESE TRIPS ARE STILL TO BE CONFIRMED
AND WILL DEPEND ON THE NUMBER OF PEOPLE GOING.



AIR SUPPLY

**83B, HIGH STREET, YEADON, LEEDS
LS19 7TA. Fax: 0113-2 500119**

OPENING HOURS: 10-5pm DAILY
CLOSED WEDNESDAY & SUNDAY

*Supplying the Aviation Industry – Airlines,
Aviators, Enthusiasts and Listeners*

**BOOKS – MODELS – TIES – PINS
FLIGHT BAGS – MAPS – CHARTS
PILOTS PRODUCTS
CAA PUBLICATIONS**

*Specialists in Airband Scanners,
Monitors, Aerials & Accessories*

PHONE KEN COTHLIFF ON:

0113-2 509581

OR SEND £1.50 INC. P&P FOR CATALOGUE,
REFUNDABLE WITH FIRST ORDER

AGENTS FOR: AIRTOURS –
TRANSAIR – AFE – PILOTS PRODUCTS