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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AERO CLUB, on the south side of LEEDS/BRADFORD AIRPORT, by kind permission of Ms. Jill Tushingham (MD). Times of meetings as indicated below.

SUNDAY, 3RD DEC.(14.30) Xmas Party and Competitions.
 SUNDAY, 7TH JAN (14.30) An illustrated talk by TERRY SYKES

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 articles are not necessarily those reflecting the policy of Society and therefore should be read and accepted as such.

CHAIRMAN'S CHAT - Well, here we are again with the last issue of another year, and possibly the last issue in the current format. It was pleasing to see a good turn-out of members at last month's A.G.M.. The most important decision taken by members at the meeting was to raise the membership subscription by £1, to £11 per annum. This will help us to update the magazine to a common format.

The present Officers and Committee were re-elected with the exception of the following who all declined reelection; David Thornton, Steve Muscroft (Committee) Christine Thornton (Treasurer).I would like to thank these members for their invaluable help in running the society. I would also like to thank all the Officers and Committee for all their help throughout the year. The new Committee met for the first time on the 14th November to finalise arrangements for the Christmas Party and to consider a society dinner for a Friday evening in late March or early April. Please let us know whether you and members of your family would like to attend this function. This is, of course, open to postal members.The centre of this magazine forms your renewal for 1996.Please detach to form and return it complete and intact to our new Treasurer. Please also complete your name and address on all 12 labels enclosed.PLEASE a.do not tear the form or labels 2. use only the labels provided 3.ensure you write on the correct side 4. if you have your own address labels, stick them onto ours. Failure to comply with these requests could hold up your membership processing.

Finally, on behalf of everyone at Air Yorkshire I wish you and your families a Merry Christmas and a Happy New Year.

 Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik ,Roger Fozzard.

Leeds/Bradford Movements

October 1995

01	G-MONZ Airbus 320	0556	LX-MIR TU 154M	0745
	KC-FJR Boeing 737 300	0826	EI-FKD Fokker 50	0855
	G-ELDH DC9	1006	G-BVKB Boeing 737 500	1107
	G-JEAD Friendship	1252	G-BVJA Fokker 100	1429
	G-UKTA Fokker 50	1457	G-BAUR Friendship	1518
	G-UKTF Fokker 50	1527	OO-DTO Brasilia	1556
	G-BVMY Short 360	1606	G-BVTF Fokker 70	1615
	G-JEAD Friendship	1714	N510US Gulfstream II	1810
	G-BVJC Fokker 100	1829	XV102 VC-10 C.1K	1912
	PH-JXM Fokker 50	1918	G-UKTG Fokker 50	1937
	G-BVMY Short 360	2016	G-JEAD Friendship	2036
	G-UKTF Fokker 50	2103	G-MONZ Airbus 320	2110
	OO-DTK Brasilia	2115	G-BVJC Fokker 100	2127
	G-MAUD BAe ATP	2131		
02	G-MONZ Airbus 320	0345	EI-FKA Fokker 50	0850
	G-BPHE Warrior II	0904	G-BNMW Short 360	0913
	G-MAUD BAe ATP	0924	G-JEAD Friendship	0931
	G-BVJC Fokker 100	0937	G-UKTG Fokker 50	0957
	G-BVMY Short 360	1102	G-BAIW Cessna F172M	1106
	G-UKTF Fokker 50	1139	OO-DTO Brasilia	1151
	G-SHJJ Cessna 414	1159	G-BVJC Fokker 100	1225
	G-MONZ Airbus 320	1309	G-MAUD BAe ATP	1350
	G-JEAD Friendship	1357	G-UKTG Fokker 50	1437
	G-ORVR P68 Victor	1457 n/a	G-BGSI Tomahawk	1507
	G-BVJC Fokker 100	1516	OO-DTO Brasilia	1548
	G-PBES Robinson R22	1548	N2188K Seneca	1608
	EI-FKB Fokker 50	1610	G-BVMY Short 360	1634
	G-UKTF Fokker 50	1658	G-BNMW Short 360	1703
	G-JEAD Friendship	1722	G-BVJC Fokker 100	1817
	G-MAUD BAe ATP	1909	EI-FKB Fokker 50	1913
	G-BVMX Short 360	1934	G-BNMW Short 360	2016
	G-JEAD Friendship	2030	G-UKTF Fokker 50	2043
	OO-DTL Brasilia	2104	G-UKTG Fokker 50	2110
	G-BEJD HS 748	2123	G-BVJC Fokker 100	2128
03	G-MONZ Airbus 320	0029	VR-CCT King Air C90	0755
	EI-FKE Fokker 50	0851	9H-ABR Boeing 737 300	0904
	SE-DKD Falcon 10	0908	G-BNMW Short 360	0916
	G-BLHN Robin HR100/285	0919	G-MAUD BAe ATP	0922
	G-JEAD Friendship	0930	SE-DLL 1124 Westwind	0936
	G-BVJC Fokker 100	0941	G-UKTG Fokker 50	1016
	G-BVMX Short 360	1043	G-UKTF Fokker 50	1100
	OO-MTD Brasilia	1137	C-GTSM Boeing 757	1154
	F-GMGB King Air 200	1252	EC-FKS Boeing 737 300	1258

G-BVJC Fokker 100	1302	OO-DTK Brasilia	1555
EI-FKA Fokker 50	1557	G-UKTI Fokker 50	1650
G-BNMW Short 360	1701	G-UKTF Fokker 50	1706
G-JEAD Friendship	1733	G-BSER Cherokee 160B	1751
G-BVJC Fokker 100	1812	G-MAUD BAe ATP	1917
EI-FKA Fokker 50	1928	G-MONZ Airbus 320	1944
G-BVMY Short 360	1947	G-BNMW Short 360	2022
G-JEAD Friendship	2034	G-UKTF Fokker 50	2103
OO-MTD Brasilia	2107	G-BVJC Fokker 100	2135
G-BEJE HS 748	2136	G-UKTI Fokker 50	2155
04 G-MONZ Airbus 320	0407	N2000M Citation V	0833
EI-FKC Fokker 50	0850	G-OBMX Boeing 737 500	0913
G-BNMW Short 360	0924	G-JEAD Friendship	0933
G-UKTF Fokker 50	0957	G-MAUD BAe ATP	1025
G-BVMY Short 360	1055	G-BMJO Seneca	1117
G-UKTI Fokker 50	1125	OO-DTH Brasilia	1138
G-OBMX Boeing 737 500	1240	G-JEAD Friendship	1355
G-MAUD BAe ATP	1418	G-UKTF Fokker 50	1438
G-OMGG BAe 125 800B	1441	G-OBMX Boeing 737 500	1532
OO-DTL Brasilia	1601	EI-FKE Fokker 50	1603
G-ICFR BAe 125 800B	1608	G-BRPL Cherokee 140	1617
N2000M Citation V	1650	G-UKTI Fokker 50	1653
OY-JRO King Air B90	1704	G-BNMW Short 360	1711
G-MONZ Airbus 320	1717	G-TAXI Aztec	1720
G-JEAD Friendship	1733	G-OBMX Boeing 737 500	1825
G-STAT Cessna U206F	1859	G-MAUD BAe ATP	1919
EI-FKC Fokker 50	1930	G-BVMX Short 360	1938
G-BNMW Short 360	2017	G-JEAD Friendship	2038
OO-DTK Brasilia	2058	G-UKTI Fokker 50	2111
G-OBMX Boeing 737 500	2126	G-BEJE HS 748	2139
G-UKTF Fokker 50	2153	EC-FJR Boeing 737 300	2350
05 G-MONZ Airbus 320	0357	EI-FKP Fokker 50	0850
G-JLRW Duchess	0912	G-BNMW Short 360	0916
OO-VFB A36 Bonanza	0916	G-OBMX Boeing 737 500	0922
G-MAUD BAe ATP	0924	G-JEAD Friendship	0934
G-UKTI Fokker 50	0958	G-BHOR Warrior II	1042
G-UKTF Fokker 50	1056	G-BVMX Short 360	1058
OO-DTI Brasilia	1124	G-SFHR Aztec	1212
G-OBMX Boeing 737 500	1223	G-MONZ Airbus 320	1231
G-AZMF BAC 1-11	1307	G-WIRE Twin Squirrel	1315
G-JEAD Friendship	1359	G-UKTI Fokker 50	1422
G-OOAC Airbus 320	1425	G-OANC Warrior II	1434
G-BIBW Cessna F172N	1446	G-BTUW Warrior	1517
G-OBMX Boeing 737 500	1529	OO-MTD Brasilia	1538
KI-FKB Fokker 50	1555	G-BVMX Short 360	1630
G-UKTF Fokker 50	1644	G-DAPT Twin Squirrel	1652
G-BNMW Short 360	1700	G-BBPX Seneca	1703
G-BOXY Archer II	1719	G-JEAD Friendship	1737
G-OZOI Cessna R182RG	1759	G-GHRW Arrow IV	1810
G-OBMX Boeing 737 500	1816	G-MAUD BAe ATP	1909
EI-FKB Fokker 50	1919	EC-FJR Boeing 737 300	1926
G-BVMX Short 360	1948	G-BNMW Short 360	2010
G-JEAD Friendship	2032	G-KART Warrior II	2048
G-UKTI Fokker 50	2057	G-UKTF Fokker 50	2102

OO-DTI Brasilia	2107	G-BEJE HS 748	2135
G-BVJB Fokker 100	2139		
06 EC-FKJ Boeing 737 300	0250	G-MONZ Airbus 320	0302
PH-JXM Fokker 50	0854	G-HSOO Hughes 500	0857
G-BVJB Fokker 100	0921	G-BNHW Short 360	0928
G-MAUD BAe ATP	0934	G-JEAH Friendship	0937
G-UKTF Fokker 50	1011	F-GJLF Mooney M20M TLS	1108
G-UKTI Fokker 50	1116	OO-MTD Brasilia	1132
N2188K Seneca	1140	G-BVMY Short 360	1147
G-BVJB Fokker 100	1244	G-MAUD BAe ATP	1342
G-JEAH Friendship	1418	G-UKTF Fokker 50	1440
G-BVJB Fokker 100	1530	OO-DTL Brasilia	1546
G-ICFR BAe 125 800B	1556	G-OMGE BAe 125 800B	1558
EI-FKF Fokker 50	1601	G-BVMY Short 360	1628
G-UKTI Fokker 50	1653	G-BNHW Short 360	1713
G-JEAH Friendship	1737	G-BVJB Fokker 100	1818
G-MAUD BAe ATP	1908	EI-FKF Fokker 50	1933
G-BVMX Short 360	1956	G-BNHW Short 360	2018
G-JEAH Friendship	2046	G-UKTF Fokker 50	2107
G-UKTI Fokker 50	2111	G-MONZ Airbus 320	2114
G-BEJE HS 748	2120	OO-MTD Brasilia	2126
G-BVTF Fokker 70	2155	G-BVJB Fokker 100	2239
EC-FKJ Boeing 737 300	2323		
07 G-MONZ Airbus 320	0440	EC-FKJ Boeing 737 300	0539
PH-JXM Fokker 50	0848	G-JEAH Friendship	0929
G-BVTE Fokker 70	0940	N576D Sikorsky S-76	1006
G-UKTI Fokker 50	1010	G-SMJJ Cessna 414	1030
G-BVMX Short 360	1058	G-SHIV GA7 Cougar	1119
OO-DTO Brasilia	1131	G-XCEL Twin Squirrel	1149
G-BVTE Fokker 70	1234	G-MONZ Airbus 320	1259
G-LADE Cherokee Six	1303	G-UKTF Fokker 50	1327
G-JEAH Friendship	1353	G-OSAL Cessna 421C	1358
G-BVMX Short 360	1424	EC-FKJ Boeing 737 300	1453
G-AZMP BAC 1-11	1551	EI-FKE Fokker 50	1619
G-BVTE Fokker 70	1628	G-MAJA Jetstream 41	1752
G-BVTE Fokker 70	1926	G-JEAH Friendship	1932
G-MONZ Airbus 320	2124	EC-FKJ Boeing 737 300	2202
08 LZ-MIG TU 154M	0713	G-MONZ Airbus 320	0808
EC-FYF Boeing 737 300	0833	EI-FKA Fokker 50	0853
G-BVTE Fokker 70	0910	G-BMAH DC9	1003
G-STAT Cessna U206F	1147	G-BVTE Fokker 70	1233
LY-AOB YAK 52	1247	G-JEAH Friendship	1255
G-UKTF Fokker 50	1446	G-BAUR Friendship	1528
OO-DTI Brasilia	1541	G-BVMX Short 360	1559
N510US Gulfstream II	1627	G-JEAH Friendship	1724
OE-GSC Falcon 10	1746	G-BVJB Fokker 100	1817
EI-FKA Fokker 50	1925	G-TAXI Aztec	1932
G-UKTF Fokker 50	1950	G-BVMY Short 360	1957
G-UKTI Fokker 50	2054	OO-DTL Brasilia	2105
G-BRJV Cadet	2109	G-MONZ Airbus 320	2123
G-BVJB Fokker 100	2126	G-MANL BAe ATP	2127
G-JEAH Friendship	2211		

09 G-MONZ Airbus 320	0358	N816RL King Air E90	0813
EI-FKC Fokker 50	0856	G-BNHW Short 360	0921
G-BVJB Fokker 100	0924	G-MANL BAe ATP	0929
G-JEAH Friendship	0946	G-UKTI Fokker 50	0955
VR-CPR Cessna 421C	1048	G-UKTF Fokker 50	1054
G-BVMY Short 360	1055	OO-DTI Brasilia	1135
G-BDSL Cessna F150M	1151	G-BVJB Fokker 100	1218
G-MONZ Airbus 320	1304	G-MANL BAe ATP	1329
G-JEAH Friendship	1359	G-UKTI Fokker 50	1435
G-BVJB Fokker 100	1508	OO-MTD Brasilia	1549
EI-FKA Fokker 50	1556	G-WIRE Twin Squirrel	1626
G-BVMY Short 360	1626	G-UKTF Fokker 50	1653
N816RL King Air E90	1654	G-BNHW Short 360	1710
G-JEAH Friendship	1738	G-BVJB Fokker 100	1806
EI-FKA Fokker 50	1914	G-MANL BAe ATP	1917
G-BVMX Short 360	1943	G-BNHW Short 360	2021
G-JEAH Friendship	2047	G-UKTF Fokker 50	2054
OO-DTK Brasilia	2102	G-UKTI Fokker 50	2116
G-BVJB Fokker 100	2119	G-BEJD HS 748	2135
G-BEVG Seneca	2250		
10 G-MONZ Airbus 320	0022	G-BNHW Short 360	0300
G-SENX Seneca	0454	G-CTWW Seneca	0750
EI-FKC Fokker 50	0850	G-BPMH Cessna 177B	0914
G-BVJB Fokker 100	0918	G-BNHW Short 360	0922
G-MANL BAe ATP	0926	G-JEAH Friendship	0934
9H-ABR Boeing 737 300	0939	G-GAUL Citation II	1011
G-SMJJ Cessna 414	1042	G-BVMX Short 360	1048
G-UKTF Fokker 50	1106	G-FOXM JetRanger	1143
ZE701 BAe 146 CC.2	1147	C-GTSE Boeing 757	1201
G-BVJB Fokker 100	1215	OO-MTD Brasilia	1221
G-BDSL Cessna F150M	1255	EC-FJZ Boeing 737 300	1309
G-UKTI Fokker 50	1333	G-JEAH Friendship	1356
G-UKTF Fokker 50	1501	G-BVKD Boeing 737 500	1521
OO-DTH Brasilia	1537	EI-FKE Fokker 50	1550
G-BEVG Seneca	1554	G-UKTI Fokker 50	1704
G-BNHW Short 360	1706	G-JEAH Friendship	1735
G-BVKA Boeing 737 500	1840	G-MANL BAe ATP	1903
EI-FKE Fokker 50	1913	G-AVSC Cherokee 180C	1941
G-BVMY Short 360	1948	G-MONZ Airbus 320	2013
G-BNHW Short 360	2014	ZE413 Agusta 109	2028
G-JEAH Friendship	2041	G-UKTF Fokker 50	2059
OO-MTD Brasilia	2100	G-UKTI Fokker 50	2102
G-BEJD HS 748	2125	G-BVZF Boeing 737 500	2248
11 G-MONZ Airbus 320	0432	EI-FKE Fokker 50	0848
G-MANL BAe ATP	0920	G-BNHW Short 360	0929
G-JEAH Friendship	0936	G-BVJC Fokker 100	0947
G-BNRX Seneca	1031	G-OANC Warrior II	1055
G-BVMY Short 360	1106	G-UKTH Fokker 50	1154
OO-DTL Brasilia	1244	G-BVJC Fokker 100	1246
G-MANL BAe ATP	1338	G-JEAH Friendship	1347
VR-CPR Cessna 421C	1501	ZG844 Islander AL.1	1514
G-BAVE Aztec	1543	G-BVJC Fokker 100	1547
G-WIRE Twin Squirrel	1547	EI-FKC Fokker 50	1555
G-UKTF Fokker 50	1620	F-GIVV Cessna 340	1655

	OO-DTI Brasilia	1658	G-MONZ Airbus 320	1702
	G-UKTI Fokker 50	1713	G-BNMW Short 360	1715
	G-JEAB Friendship	1734	G-BVJC Fokker 100	1850
	G-MANL BAe ATP	1911	EI-FKC Fokker 50	1914
	G-BVMX Short 360	1942	G-BNMW Short 360	2018
	G-JEAB Friendship	2041	G-UKTF Fokker 50	2054
	G-BEJD HS 748	2139	G-UKTI Fokker 50	2144
	G-BVJC Fokker 100	2146	OO-DTL Brasilia	2308
	EC-FJR Boeing 737 300	2345		
12	G-MONZ Airbus 320	0353	EI-FKB Fokker 50	0855
	G-BNMW Short 360	0915	G-MANL BAe ATP	0918
	G-BVJC Fokker 100	0923	G-JEAB Friendship	0933
	G-BNYP Archer II	0943	G-ZEIN Slingsby T67	1044
	OO-DTI Brasilia	1158	G-BHOR Warrior II	1210
	G-MONZ Airbus 320	1219	G-UKTI Fokker 50	1225
	G-WIRE Twin Squirrel	1254	G-BRPL Cherokee 140	1353
	G-BVJC Fokker 100	1355	G-BVMX Short 360	1403
	G-INDC Cessna T303	1414	G-UKTF Fokker 50	1432
	G-OOAD Airbus 320	1435	G-JEAB Friendship	1439
	OO-MTD Brasilia	1550	EI-FKA Fokker 50	1555
	OY-CPW Citation	1615	G-UKTI Fokker 50	1656
	G-BVJC Fokker 100	1703	G-BNMW Short 360	1705
	G-BVMX Short 360	1736	G-JEAB Friendship	1746
	G-MANL BAe ATP	1908	OY-JRK Short Skyvan	1914
	EI-FKA Fokker 50	1921	EC-FJR Boeing 737 300	1933
	G-BVJC Fokker 100	1950	G-BNMW Short 360	2014
	OO-DTI Brasilia	2051	G-JEAB Friendship	2053
	G-UKTF Fokker 50	2102	G-BVMY Short 360	2114
	G-BEJD HS 748	2146	G-UKTI Fokker 50	2203
	G-BVJC Fokker 100	2219		
13	EC-FJR Boeing 737 300	0213	G-MONZ Airbus 320	0305
	G-UKTI Fokker 50	0759	EI-FKA Fokker 50	0900
	G-BVJC Fokker 100	0916	G-BNMW Short 360	0923
	G-MANL BAe ATP	0925	G-WIRE Twin Squirrel	0928
	G-JEAB Friendship	0931	VR-CCT King Air C90.DIV	1113
	OO-MTD Brasilia	1150	G-BVMY Short 360	1216
	G-BVJC Fokker 100	1220	XV106 VC-10 C.1K	1303
	G-BORH Seneca	1313	G-UKTF Fokker 50	1328
	G-MANL BAe ATP	1336	G-JEAB Friendship	1357
	G-BSGK Seneca	1405	N2188K Seneca	1412
	G-BVJC Fokker 100	1516	EI-CIQ ATR 42	1536
	OO-DTK Brasilia	1551	EI-FKE Fokker 50	1603
	G-BNNK Boeing 737 400	1632	G-BVMY Short 360	1639
	G-BNMW Short 360	1709	G-UKTF Fokker 50	1734
	G-JEAB Friendship	1740	OY-CPW Citation	1838
	G-BVJC Fokker 100	1841	G-INDC Cessna T303	1859
	G-MANL BAe ATP	1909	EI-FKE Fokker 50	1925
	G-BVMX Short 360	1938	G-BNMW Short 360	2017
	G-JEAB Friendship	2046	OO-MTD Brasilia	2053
	EI-CIQ ATR 42	2056	G-MONZ Airbus 320	2108
	G-BVKA Boeing 737 500	2134	G-BVOV HS 748	2140
	G-UKTF Fokker 50	2145	EC-FJR Boeing 737 300	2159
	G-BVTF Fokker 70	2204		

14	G-UKTF Fokker 50	1537	G-UKTI Fokker 50	1547
	G-JEAH Friendship	1639	EI-FKF Fokker 50	1642
	N319GP Gulfstream II	1652	G-MONZ Airbus 320	1658
	G-BVJA Fokker 100	1732	G-BVMY Short 360	1736
	G-MAJA Jetstream 41	1746	G-BVTF Fokker 70	1938
	G-BNMW Short 360	1956	G-BVJA Fokker 100	2025
	G-JEAH Friendship	2050	EC-FTT DC9 83	2111
	G-MONZ Airbus 320	2255		
15	EC-FYF Boeing 737 300	0824	EI-FKC Fokker 50	0855
	G-MONZ Airbus 320	0902	G-BVTF Fokker 70	0910
	G-SHIV GA7 Cougar	1050	G-SFTZ T67 Firefly	1204
	G-BVTF Fokker 70	1220	G-JEAH Friendship	1252
	G-BMAH DC9	1327	G-BTOD Tomahawk	1441
	G-UKTF Fokker 50	1444	OO-DTI Brasilia	1543
	G-BAUR Friendship	1547	G-BSER Cherokee 160B	1555
	G-SUZN Warrior II	1558	G-BVMY Short 360	1605
	G-JEAH Friendship	1717	G-OEXC Airbus 320	1801
	G-BVJA Fokker 100	1816	OO-VLN Fokker 50	1854
	G-INDC Cessna T303	1900	EI-FKF Fokker 50	1925
	G-UKTF Fokker 50	1933	G-BVMX Short 360	1955
	OO-DTK Brasilia	2044	G-JEAH Friendship	2046
	G-UKTI Fokker 50	2051	G-MANL BAe ATP	2124
	G-BVJA Fokker 100	2132	G-MONZ Airbus 320	2251
16	G-MONZ Airbus 320	0529	XV192 Hercules C.1K	0752
	EI-FKC Fokker 50	0854	G-BNMW Short 360	0923
	G-MANL BAe ATP	0928	G-BVJA Fokker 100	0933
	G-JEAH Friendship	0944	G-PETR Cherokee 140	1000
	G-WIZO Seneca	1011	G-BVMX Short 360	1107
	G-UKTF Fokker 50	1110	OO-DTI Brasilia	1133
	G-UKTI Fokker 50	1201	G-BYSE JetRanger	1216
	G-BVJA Fokker 100	1218	G-AVWT Arrow	1303
	F-GKBC Falcon 10	1306	G-OPIC Cessna 152	1310
	G-MANL BAe ATP	1341	G-MONZ Airbus 320	1400
	G-JEAH Friendship	1408	G-UKTF Fokker 50	1451
	G-ICFR BAe 125 800B	1453	G-BVJA Fokker 100	1520
	G-BLST Cessna 421C	1553	OO-MTD Brasilia	1558
	EI-FKF Fokker 50	1601	G-BVMX Short 360	1637
	G-UKTI Fokker 50	1648	G-BNMW Short 360	1705
	G-JEAH Friendship	1746	XZ309 Gazelle AH.1	1749
	G-AVYT Arrow	1807	G-BVJA Fokker 100	1811
	G-INDC Cessna T303	1828	G-MANL BAe ATP	1918
	EI-FKF Fokker 50	1923	G-BVMY Short 360	1936
	G-BNMW Short 360	2012	G-TAXI Aztec	2015
	G-JEAH Friendship	2043	G-UKTF Fokker 50	2047
	G-UKTI Fokker 50	2058	OO-DTL Brasilia	2101
	G-DAAL HS 748	2126	G-BVJA Fokker 100	2138
17	G-MONZ Airbus 320	0017	EI-FKF Fokker 50	0850
	7H-AHH Boeing 737 300	0704	G-BNMW Short 360	0924
	G-MANL BAe ATP	0927	G-BVJA Fokker 100	0929
	G-JEAH Friendship	0938	G-UKTI Fokker 50	1033
	G-BVMY Short 360	1042	G-BWGO T67 Firefly	1135
	G-MEAA Arrow	1149	G-UKTF Fokker 50	1153
	OO-MTD Brasilia	1212	G-BVJA Fokker 100	1218

N2188K Seneca	1233	EC-FJR Boeing 737 300	1248
G-JEAB Friendship	1412	G-UKTI Fokker 50	1445
G-BVJA Fokker 100	1518	EI-FKC Fokker 50	1553
OO-DTK Brasilia	1642	G-UKTF Fokker 50	1701
G-BNHW Short 360	1705	G-JEAB Friendship	1735
G-BVJA Fokker 100	1802	G-MANL BAe ATP	1859
EI-FKC Fokker 50	1917	G-MONZ Airbus 320	1954
G-BVMX Short 360	2003	G-BNHW Short 360	2015
G-JEAB Friendship	2043	G-UKTF Fokker 50	2054
G-UKTI Fokker 50	2058	OO-MTD Brasilia	2102
G-BVJA Fokker 100	2122	G-DAAL HS 748	2134
18 G-MONZ Airbus 320	0407	EI-FKC Fokker 50	0856
G-BNHW Short 360	0910	G-BVJA Fokker 100	0929
G-MANL BAe ATP	0932	G-JEAB Friendship	0938
G-UKTF Fokker 50	0952	G-BAOB Cessna F172M	1016
G-BVMY Short 360	1052	G-FAYE Cessna 152	1056
G-UKTI Fokker 50	1111	OO-DTK Brasilia	1135
G-SHIV GA7 Couqar	1205	G-BVJA Fokker 100	1220
OO-VLE Fokker 50	1320	G-MANL BAe ATP	1349
G-JEAB Friendship	1352	G-BOXY Archer II	1425
G-UKTF Fokker 50	1430	G-AYMK Cherokee 140C	1440
G-BVJA Fokker 100	1509	OO-DTI Brasilia	1549
EI-FKA Fokker 50	1600	G-TAXI Aztec	1629
G-UKTI Fokker 50	1650	G-MOAC F33A Bonanza	1658
G-BNHW Short 360	1700	G-JEAB Friendship	1746
G-MONZ Airbus 320	1802	G-BVJA Fokker 100	1809
VR-CPR Cessna 421C	1813	G-BVMA King Air 200	1816
G-OSAL Cessna 421C	1859 n/res	EI-FKA Fokker 50	1922
G-BVMX Short 360	1942	G-BNHW Short 360	2020
G-JEAB Friendship	2039	G-MANL BAe ATP	2042
G-UKTI Fokker 50	2054	G-UKTF Fokker 50	2102
OO-DTK Brasilia	2126	G-BVJA Fokker 100	2130
G-DAAL HS 748	2143		
19 EC-FJR Boeing 737 300	0001	G-MONZ Airbus 320	0418
EI-FKA Fokker 50	0853	G-AZLY Cessna F150L	0903
G-BNHW Short 360	0914	G-BVJA Fokker 100	0919
G-MANL BAe ATP	0932	G-JEAB Friendship	0943
XV106 VC-10 C.1K	1010	G-UKTF Fokker 50	1023
G-BVMX Short 360	1952	N666GA AA5B Tiger	1114
G-UKTI Fokker 50	1131	OO-DTI Brasilia	1139
G-BVJA Fokker 100	1214	G-MONZ Airbus 320	1237
G-JEAB Friendship	1403	G-UKTF Fokker 50	1449
G-OOAB Airbus 320	1451	G-BNMO Cessna R182RG	1522
G-BVJA Fokker 100	1528	OO-MTD Brasilia	1545
EI-FKE Fokker 50	1554	G-BVMX Short 360	1630
G-UKTI Fokker 50	1658	G-BNHW Short 360	1700
G-BAVZ Aztec	1703	G-BMHT Turbo Arrow IV	1708
G-JEAB Friendship	1745	G-BVJA Fokker 100	1810
G-MANL BAe ATP	1912	EI-FKE Fokker 50	1917
G-BVMY Short 360	1948	G-BNHW Short 360	2014
EC-FJR Boeing 737 300	2038	G-JEAB Friendship	2048
G-UKTF Fokker 50	2052	G-UKTI Fokker 50	2111
OO-DTI Brasilia	2115	G-BVJA Fokker 100	2117
G-BEJD HS 748	2138		

20	G-MONZ Airbus 320	0254	EC-FUT Boeing 737 300	0340
	EI-FKE Fokker 50	0901	G-BNHW Short 360	0912
	G-BVJA Fokker 100	0929	G-MANL BAe ATP	0933
	G-JEAE Friendship	0939	XV102 VC-10 C.1K	0958
	G-UKTF Fokker 50	1043	G-BVMY Short 360	1100
	G-UKTI Fokker 50	1110	N2188K Seneca	1133
	OO-MTD Brasilia	1142	G-BVJA Fokker 100	1230
	G-MANL BAe ATP	1354	XV192 Hercules C.1K	1358
	G-JEAE Friendship	1402	G-UKTF Fokker 50	1433
	G-BVJA Fokker 100	1532	OO-DTK Brasilia	1554
	EI-FKD Fokker 50	1602	G-BVMY Short 360	1631
	G-BNHW Short 360	1648	G-UKTI Fokker 50	1700
	G-BSER Cherokee 160B	1702	G-JEAE Friendship	1735
	G-BVJA Fokker 100	1826	G-MANL BAe ATP	1908
	EI-FKD Fokker 50	1921	G-BVMX Short 360	1951
	G-BNHW Short 360	2006	G-JEAE Friendship	2046
	G-UKTF Fokker 50	2056	G-UKTI Fokker 50	2111
	G-MONZ Airbus 320	2117	G-DAAL HS 748	2130
	G-OBMY Boeing 737 500	2159	EC-FUT Boeing 737 300	2225
	G-BVTF Fokker 70	2253		
21	G-MONZ Airbus 320	0417	EC-FUT Boeing 737 300	0528
	EI-FKD Fokker 50	0903	G-JEAE Friendship	0925
	G-BVTF Fokker 70	0931	G-SMJJ Cessna 414	1037
	G-BCTF Warrior	1105	G-BVMY Short 360	1109
	G-UKTF Fokker 50	1115	OO-DTK Brasilia	1126
	G-BVTF Fokker 70	1230	G-SHIV GA7 Cougar	1259
	G-MONZ Airbus 320	1325	G-UKTI Fokker 50	1327
	G-JEAE Friendship	1355	G-BVMY Short 360	1426
	EI-FKF Fokker 50	1602	G-BVTF Fokker 70	1621
	G-MAJA Jetstream 41	1746	EC-FXQ Boeing 737 400	1825
	G-JEAE Friendship	1931	G-MONZ Airbus 320	1941
	G-BVTF Fokker 70	1944	EC-FSY DC9 83	2140
	EC-FUT Boeing 737 300	2317		
22	EC-FZZ Boeing 737 400	0033	G-MONZ Airbus 320	0452
	EC-FKS Boeing 737 300	0809	EI-FKA Fokker 50	0848
	G-BVTF Fokker 70	0921	G-OBMP Boeing 737 300	1134
	G-SHIV GA7 Cougar	1156	G-BVTF Fokker 70	1232
	G-JEAE Friendship	1253	G-BMAH DC9	1324
	XR507 Wessex HC.2	1331	G-BGPJ Warrior II	1344
	G-BSRI Lancair 235	1415	OO-DTH Brasilia	1439
	G-UKTF Fokker 50	1500	G-JEAD Friendship	1525
	G-BVMY Short 360	1559	G-JEAE Friendship	1729
	G-BVJD Fokker 100	1826	EI-FKC Fokker 50	1916
	G-UKTF Fokker 50	1943	OO-MTD Brasilia	1958
	G-BVMY Short 360	2005	G-MONZ Airbus 320	2024
	G-JEAE Friendship	2042	G-UKTI Fokker 50	2048
	EI-CGI DC9 83	2121	G-BVJD Fokker 100	2127
	G-HAUD BAe ATP	2136		
23	G-MONZ Airbus 320	0335	EI-FKP Fokker 50	0852
	G-BNHW Short 360	0920	G-HAUD BAe ATP	0923
	G-BVJD Fokker 100	0934	XV102 VC-10 C.1K	0939
	G-JEAE Friendship	0943	G-UKTF Fokker 50	1008

OO-DTJ Brasilia	1028	G-SMJJ Cessna 414	1039
G-BVMY Short 360	1049	G-UKTI Fokker 50	1109
G-SHIV GA7 Cougar	1124	G-BVJD Fokker 100	1237
G-MONZ Airbus 320	1319	G-MAUD BAe ATP	1348
G-JEAE Friendship	1409	OO-DTL Brasilia	1441
G-UKTF Fokker 50	1507	G-BVJD Fokker 100	1524
EI-FKD Fokker 50	1612	G-AZWD Cherokee 140E	1627
G-BVMY Short 360	1632	G-UKTI Fokker 50	1644
G-BNMW Short 360	1721	G-JEAE Friendship	1732
G-BVJD Fokker 100	1828	G-MAUD BAe ATP	1915
EI-FKD Fokker 50	1922	G-BVMX Short 360	1945
OO-MTD Brasilia	1958	G-BNMW Short 360	2026
G-JEAE Friendship	2046	G-UKTI Fokker 50	2049
G-UKTF Fokker 50	2051	G-BVJD Fokker 100	2143
G-DAAL HS 748	2147		
24 G-MONZ Airbus 320	0015	G-MAJS Airbus 300	0618
9H-ABS Boeinq 737 300	0749	EI-FKD Fokker 50	0856
G-BNMW Short 360	0924	G-MAUD BAe ATP	0926
G-BVJD Fokker 100	0931	G-JEAE Friendship	0944
G-UKTF Fokker 50	0949	OO-DTI Brasilia	1022
G-BVMY Short 360	1050	G-UKTI Fokker 50	1113
G-OPIC Cessna 152	1124	EC-FUT Boeinq 737 300	1142
G-BVJD Fokker 100	1216	G-FWRP Cessna 421C	1342
G-JEAE Friendship	1405	G-CALL Aztec	1418
OO-MTD Brasilia	1451	G-BVJD Fokker 100	1519
G-BUPS ATR 42	1545	EI-FKC Fokker 50	1614
G-UKTI Fokker 50	1651	G-BNMW Short 360	1738
G-JEAE Friendship	1740	G-BVJD Fokker 100	1826
G-BXEG ATR 42	1935	G-MONZ Airbus 320	1953
OO-DTL Brasilia	1959	G-BNMW Short 360	2039
G-JEAE Friendship	2041	G-UKTI Fokker 50	2050
G-BUPS ATR 42	2101	G-MAUD BAe ATP	2118
G-MAJS Airbus 300	2130	G-BVJD Fokker 100	2135
EI-CDC Boeinq 737 500	2137	G-BEJD HS 748	2154
25 G-MONZ Airbus 320	0639	G-BUSJ Airbus 320	0837
G-CALL Aztec	0849	EI-FKE Fokker 50	0852
G-BNMW Short 360	0913	G-BVJD Fokker 100	0918
G-MAUD BAe ATP	0927	G-JEAE Friendship	0933
G-UKTI Fokker 50	1011	XZ608 Lynx AH.7	1019
XZ199 Lynx AH.7	1019	OO-MTD Brasilia	1042
G-BVMX Short 360	1045	G-UKTB Fokker 50	1134
G-BVJD Fokker 100	1229	G-MAUD BAe ATP	1343
G-JEAE Friendship	1352	G-BECG Boeinq 737	1459
G-UKTI Fokker 50	1501	OO-DTH Brasilia	1508
G-BVJC Fokker 100	1518	G-ZAPI Citation	1608
PH-JXM Fokker 50	1614	G-UKTB Fokker 50	1648
G-MONZ Airbus 320	1658	G-BNMW Short 360	1723
G-JEAE Friendship	1731	G-BVJC Fokker 100	1825
G-MAUD BAe ATP	1920	PH-JXM Fokker 50	1926
G-BVMY Short 360	1949	OO-MTD Brasilia	2003
G-BNMW Short 360	2028	G-JEAE Friendship	2042
G-UKTB Fokker 50	2053	G-BEJE HS 748	2121
G-UKTI Fokker 50	2125	G-BVJC Fokker 100	2137
EC-FKI Boeinq 737 300	2254	G-BECG Boeinq 737	2342

26	G-DASI Short 360	0255	G-MONZ Airbus 320	0403
	EI-FKF Fokker 50	0849	G-BKMT Saratoga SP	0913
	G-DASI Short 360	0918	G-BVJC Fokker 100	0921
	G-MAUD BAe ATP	0927	N802GA Gulfstream 3	0935
	G-JEAE Friendship	0938	G-UKTI Fokker 50	0946
	N2188K Seneca	1016	OO-DTH Brasilia	1042
	G-BVMX Short 360	1048	G-UKTF Fokker 50	1055
	G-BVJC Fokker 100	1217	G-MONZ Airbus 320	1218
	G-JEAE Friendship	1352	G-BRTN B58 Baron	1444
	G-OOAD Airbus 320	1446	OO-DTK Brasilia	1448
	G-UKTI Fokker 50	1508	G-BVJC Fokker 100	1522
	EI-FKD Fokker 50	1619	G-BVMX Short 360	1622
	G-UKTF Fokker 50	1651	G-BKMT Saratoga SP	1716
	G-DASI Short 360	1726	G-JEAE Friendship	1737
	G-ZAPI Citation	1804	EC-FKI Boeing 737 300	1815
	G-BVJC Fokker 100	1834	G-MAUD BAe ATP	1916
	EI-FKD Fokker 50	1929	G-BVMY Short 360	1958
	OO-DTH Brasilia	2011	G-DASI Short 360	2030
	G-JEAE Friendship	2046	G-UKTF Fokker 50	2104
	G-UKTI Fokker 50	2106	G-BEJE HS 748	2121
	G-BVJC Fokker 100	2131	G-BBGB Aztec	2248
27	EC-GAZ Boeing 737 400	0221	G-MONZ Airbus 320	0302
	G-OLAH Short 360	0359	EI-FKD Fokker 50	0954
	G-OLAH Short 360	0912	G-BVJC Fokker 100	0917
	G-MAUD BAe ATP	0922	G-JEAE Friendship	0926
	G-UKTI Fokker 50	1002	G-BVMY Short 360	1047
	OO-DTK Brasilia	1049	G-UKTF Fokker 50	1105
	G-BMSU Cessna 152	1107	G-BOIS Navajo	1121
	G-SHIV GA7 Cougar	1126	G-TAXI Aztec	1131
	G-BVJC Fokker 100	1218	G-MAUD BAe ATP	1339
	G-JEAE Friendship	1354	OO-MTD Brasilia	1449
	G-BBGB Aztec	1514	G-BVJC Fokker 100	1518
	G-UKTA Fokker 50	1526	EI-FKA Fokker 50	1632
	G-BVMY Short 360	1644	G-UKTF Fokker 50	1652
	G-OLAH Short 360	1722	G-JEAE Friendship	1734
	G-BVJC Fokker 100	1819	G-MAUD BAe ATP	1915
	EI-FKA Fokker 50	1934	G-BVMX Short 360	1949
	OO-DTK Brasilia	2006	G-OLAH Short 360	2023
	G-JEAE Friendship	2043	G-UKTF Fokker 50	2049
	G-MONZ Airbus 320	2059	EC-GAZ Boeing 737 400	2112
	G-BEJE HS 748	2123	G-UKTA Fokker 50	2128
	G-BVJC Fokker 100	2136	G-BVTF Fokker 70	2218
28	G-MONZ Airbus 320	0347	EC-136 Boeing 737 300	0422
	N709EL Beechjet 400	0820	EI-FKA Fokker 50	0901
	G-BLTT T67M Firefly	0926	G-BVTF Fokker 70	0931
	G-JEAE Friendship	0935	G-UKTB Fokker 50	0953
	OO-MTD Brasilia	1037	G-BVMY Short 360	1047
	G-UKTF Fokker 50	1140	G-BSDO Cessna 152	1215
	G-BVTF Fokker 70	1228	G-MONZ Airbus 320	1249
	G-BTPO Warrior II	1300	EC-136 Boeing 737 300	1358
	G-JEAE Friendship	1402	G-BVMY Short 360	1423
	G-UKTB Fokker 50	1500	G-BVTF Fokker 70	1612
	EI-FKC Fokker 50	1614	N15CK Haule M5	1654

N709EL Beechjet 400	1708	G-IFTB King Air 200	1745
G-MAJA Jetstream 41	1752	G-MONZ Airbus 320	1918
G-JEAE Friendship	1930	G-BVTF Fokker 70	1935
EC-FTT DC9 83	2046	EC-136 Boeing 737 300	2112
29 EC-FUT Boeing 737 300	0241	EC-GCB Boeing 757	0354
G-MONZ Airbus 320	0534	EI-FKF Fokker 50	0858
G-BVJA Fokker 100	0927	G-LACB Warrior II	1048
G-BPYO Archer II	1113	G-BSDO Cessna 152	1126
G-BRRM Cadet	1137	G-BVTF Fokker 70	1233
G-JEAE Friendship	1257	G-BUEA ATR 42	1328
G-BMAH DC9	1330	G-BPYO Archer II	1414
G-BIBW Cessna F172N	1429	OO-DTI Brasilia	1440
G-UKTF Fokker 50	1510	G-JEAD Friendship	1525
G-JEAE Friendship	1721	G-BVJC Fokker 100	1816
EI-FKF Fokker 50	1917	G-UKTF Fokker 50	1954
G-OLAH Short 360	2020	OO-DTO Brasilia	2022
G-MONZ Airbus 320	2041	G-JEAE Friendship	2043
G-UKTB Fokker 50	2050	G-BUEB ATR 42	2110
G-MAJA Jetstream 41	2121	G-BVJC Fokker 100	2123
G-MAUD BAe ATP	2127	F-GHED DC9 83	2141
30 G-MONZ Airbus 320	0336	EI-FKF Fokker 50	0857
G-JGAL King Air E90	0905	G-OLAH Short 360	0916
G-BXEG ATR 42	0923	G-MAUD BAe ATP	0933
G-JEAE Friendship	0935	G-BVJC Fokker 100	0938
G-RODD Cessna 310R	0959	G-BTHU BAe 146	1055
PH-KJG Jetstream 31	1125	G-UKTF Fokker 50	1154
G-UKTB Fokker 50	1159	G-JEAE Friendship	1206
G-SHIV GA7 Cougar	1210	G-BVJC Fokker 100	1239
G-HONG T67M Firefly	1248	G-MONZ Airbus 320	1312
G-BPMF Warrior	1454	G-BVJC Fokker 100	1516
G-BRTN B58 Baron	1528	G-UKTF Fokker 50	1558
EI-FKB Fokker 50	1615	G-UKTB Fokker 50	1652
G-BXEG ATR 42	1723	G-OLAH Short 360	1738
G-JEAE Friendship	1748	G-BVJC Fokker 100	1810
G-MAUD BAe ATP	1910	EI-FKB Fokker 50	1921
OO-DTI Brasilia	2001	G-TAXI Aztec	2008
G-BUEB ATR 42	2016	G-OLAH Short 360	2020
G-UKTB Fokker 50	2052	G-UKTF Fokker 50	2101
G-JEAE Friendship	2106	G-BVJC Fokker 100	2121
G-BEJE HS 748	2140		
31 G-MONZ Airbus 320	0027	9H-ACS Boeing 737 300	0759
G-MAJA Jetstream 41	0812	G-BVJV Airbus 320	0838
EI-FKB Fokker 50	0902	G-OLAH Short 360	0922
G-BUEA ATR 42	0934	G-BVJC Fokker 100	0937
G-MAJA Jetstream 41	1102	F-GMGB King Air 200	1134
D-CASA King Air 300	1137	G-BMCI Cessna F172H	1203
EC-PJR Boeing 737 300	1211	N15CK Maule M5	1229
G-BVJC Fokker 100	1234	G-UKTB Fokker 50	1253
G-JEAE Friendship	1409	OO-DTK Brasilia	1451
G-UKTF Fokker 50	1459	G-BVJC Fokker 100	1526
EI-FKB Fokker 50	1618	G-UKTB Fokker 50	1653
G-BUEA ATR 42	1713	G-OLAH Short 360	1718
G-JEAE Friendship	1748	G-BVJC Fokker 100	1815

G-MAJA Jetstream 41	1910	G-MONZ Airbus 320	1943
G-BXEG ATR 42	2015	OO-DTI Brasilia	2020
G-OLAH Short 360	2021	EI-FKD Fokker 50	2027
G-UKTB Fokker 50	2052	G-JEAE Friendship	2059
G-BEJE HS 748	2118	G-BVJC Fokker 100	2121
G-UKTF Fokker 50	2308		

From & To

01) N510US/Bournemouth-Gander;XV102/Hahn: 02) N2188K/Elstree: 03) SE-DKD/Bromma; SE-DLL/Bromma;VR-CCT/Wellesbourn Mountford;F-GMGB/Cannes: 04) OY-JRO/Luton-Berlin;N2000M/F & T Farnboro: 06) F-GJLF/F & T Caen;N2188K/Brussels: 07) N576D/Baqby: 08) LY-AOB/F & T Rendcomb;N510US/Bournemouth-Gander;OE-GSC/Innsbruck: 09) N816RL/Gamston-Lyneham & return;VR-CPR/Guernsey: 10) ZE701/Northolt;ZE413/F & T Hereford: 11) ZG844/Northolt;F-GIVV/Poutivy: 12) OY-CPW/Gatwick;OY-JRK/Coventry: 13) VR-CCT/Guernsey-Staverton;XV106/Bruggen;N2188K/"EBNB"-Elstree; OY-CPW/Gatwick: 14) N319GP/Manchester-Heathrow: 16) XV192/Lyneham;F-GKBC/Manchester;XZ309/Dishforth: 17) N2188K/Brussels: 18) VR-CPR/Guernsey: 19) XV106/Brize Norton;N666GA/Enniskillen-Isle of Man: 20) XV102/Brize Norton;N2188K/Brussels;XV192/Padderborn: 22) XR507/F & T Valley: 23) XV102/Brize Norton: 25) XZ608 & XZ199/Dishforth: 26) N802GA/Le Bourget-Heathrow;N2188K/Brussels: 28) N709EL/EMA-Gloucester & return;N15CK/Thisted-Rossendale: 31) F-GMGB/Cannes; D-CASA/Birmingham;N15CK/Rossendale:

Overshoots

02) ZF288/LOP06: 03) G-BBGB: 04) XX497/CWL71: 06) XZ347/Army435: 09) ZF135/LOP25
12) XX493/CWL61: 16) XX495/CWL78: 17) ZF418/LOP14: 23) XX493/CWL79: 27) ZF163/
LOP47: 30) XX495/CWL45;ZE368/SRGL28: 31) XS738/CWL96:

LBA Movements review, October 1995

Gulfstream 2 N510US was registered to Lancaster Aviation Inc on July 18th and it made two visits this month, on the 1st and the 8th, both times from Bournemouth to Gander. Seneca N2188K seems to have become a regular here, being noted on the 2nd 6th, 13th, 17th, 20th and 26th usually arriving from Brussels where it may be based. Two Swedish visitors on the 3rd were Falcon 10 SE-DKD and Westwind SE-DLL and they were joined by Corqi's King Air E90 VR-CCT and the King Air 200 F-GMGB of Ste. Novair.

Making two visits on the 4th was the General Electric Capital Corp's Citation V N2000M from Farnboro to St Mawgan and return whilst the King Air 200 OY-JRO was from Luton to Berlin as "Danstrans 323". Visiting from its home base at Caen on the 6th was Mooney M20J F-GJLF. Operating as "JCB 5" on the 7th was the Sikorsky S-76 N576D which arrived from Baqby where it had been visiting. Our first visit of a Lithuanian registered aircraft occurred on the 8th when the yellow and blue YAK 52 LY-AOB was from and to its new base at Rendcomb. The same day saw Falcon 10 OE-GSC on an ambulance flight from Innsbruck.

Gamston based King Air E90 N816RL positioned in to do a charter on the 9th and the Guernsey based Cessna 421C VR-CPR made the first of a number of visits this month on the same day. New to us on the 11th was the Cessna 340A F-GIVV arriving from Poutivy in France. Danish Air Transport's Skyvan OY-JRK was "Danstrans 08P"

on the 12th with Citation OY-CPW operating as "Danstrans 3211-3222". On the 13th King Air E90 diverted in from Huddersfield whilst Citation OY-CPW returned using callsign "Danstrans 3224-321P", however star of the day was ATR 42 EI-CIQ which arrived from Stanstead as "UK730P" to replace a sick Fokker 50. The Gulfstream 2 N319GP was from Manchester to Heathrow when it visited on the 14th.

Fokker 50 OO-VLN of the Dutch airline VLM used the callsign "Ruebens 417" on the 15th when it arrived from Eindhoven. Another company using a callsign instead of a registration is the French firm Darta, their Falcon 10 F-GKBC was "Darta 6906" on the 16th. VLM used a different Fokker 50 on the 18th when OO-VLE arrived from London City Airport as "Ruebens 4322". Grumman AA5B Tiger N666GA on the 19th was from Enniskillen where it has been based for at least two years.

Air Europa 737 400 EC-FXQ diverted in on the 21st to pick up the LBA passengers for Palma, it was the "AEA 178" out of Norwich. Air Liberte MD83 EI-CGI arrived from Edinburgh as "Liberte 813" on the 22nd to do a charter to Monastir. Another charter was the Monarch A300 G-MAJC which arrived as "Monarch 294P" on the 24th and departed to Rome, returning later in the day. Operating the "Shamrock 368" on the same day was Boeing 737 500 EI-CDC. Still in use with Aer Lingus is Fokker 50 PH-JXM which was noted on the "Shamrock 366 & 368" on the 25th. Gulfstream 3 N802GA of the G-3 Charter Corp was from Le Bourget to Heathrow on the 26th.

Boeing 737 400 EC-GAZ operated "AEA 272" at 0221 on the morning of the 27th and was back as "AEA 274" at 2112 that evening. The following day the Boeing 737 300 EC-136, making its first visit, was used on all three Air Europa flights. Beechjet 400 N709EL was also visiting from its base at EMA on the 28th and night stopping was the Maule M5 N15CK which arrived from Thisted in Denmark before going on to the private strip at Rossendale. Air Europa's "AEA 297" at 0354 on the morning of the 29th was operated by Boeing 757 EC-GCB and later in the day Air Liberte's MD83 F-GHED did the return charter from Monastir as "Liberte 812". Chartered in from Eindhoven on the 30th was the BASE Regional A/L Jetstream 31 PH-KJG, it used the callsign "Ghostrider 700". Finishing off the month on the 31st was King Air 200 F-GMGB joined by the King Air 300 D-CASA and the Maule N15CK returning home.

Military movements have included VC-10 XV102 which was "Ascot 2796" on the 1st, "Ascot 2799" on the 13th, "Ascot 2190" on the 30th and "Ascot 2192" on the 23rd. Its stablemate XV106 was "Ascot 2190" on the 19th. The Hercules XV192 was "Ascot 4384" on the 16th and "Ascot 4265" on the 20th. The Army supplied Islander ZG844 from Northolt on the 11th as "Army 452", Gazelle XZ309 as "Army 359" on the 16th and Lynx's XZ199/XZ608 as "Army 582 combine" on the 25th. Calling in for fuel on the 22nd was Wessex XR507 from Valley as "VLL 97" whilst the Aqusta 109 ZE413 on the 10th was "Z9M55". The only VIP flight this month was BAe 146 ZE701 "Kitty3R" also on the 10th.

Partenavia 68 G-ORVR arrived for work at Knightair on the 1st and departed back to Manchester on the 27th. Another departure was Knightair's Bandit G-JBAC, when its lease was up on the 19th it was not renewed and on the 20th it was delivered to Fairline in Holland where it will now be leased. BA have been doing some CAT3 landings to help with the certification, Boeing 737 400 G-BNNK of GB-Air operated as "Speedbird 6960" on the 13th and Airbus 320 G-BUSJ was "Speedbird 9660" on the 25th. New resident is Cessna 421C G-OSAL which arrived on the 18th and took up residence in the YLA hangar, owner is believed to be Northern Helicopters. The Partenavia 68 G-MOET has been present all month living on the taxiway alongside YLA but it is not known if it is resident or on a course. Two POSSIBLE residents to watch out for in the near future are a Jet Provost and an American registered Cheyenne.

Have a NICE day!

I decided that I would treat myself (rather selfish) to a day out when we had to cancel plans to have a holiday at Half Term. Obviously it would be a trip to an airport, but which one? Manchester, Heathrow or why not somewhere I hadn't been before, like Nice. During the summer I had picked up a brochure from Humberside Airport about day trips to European cities and among others, they were offering a trip to Monte Carlo, casino and all.

The booking form was filled in and sent off with payment and I received ticket and information a few days before departure. A pleasant surprise was that the flight was to be on Airtours A320, believe it or not I haven't flown on any aircraft of the Airbus family. The departure time was 07.00 on the 3rd of November so I departed Bridlington at 05.00 via the Humber Bridge (I begrudge paying the toll) to arrive at Humberside to check in just before the rush. Alarm bells rang, no Airtours A320 on the apron, but I was assured by the Airtours rep that it would be in on time for a 07.00 departure.

We eventually took off at 07.20 and after a flight over the Channel, Paris and the Alps, we landed 1 hour and 45 minutes later at Nice Airport with clear blue skies and brilliant sunshine. It was also quite warm - only a jumper required!! I told our courier that I was not joining them on their trip to Monte Carlo and started looking for vantage points. I had done my homework and caught the shuttle bus to Terminal 2, the domestic terminal.

As we approached the terminal we passed an all silver Caravelle with markings for Nice Cote d'Azure Airport. Only problem was that it was surrounded by lamp standards and not photographable. On approach to the terminal, I noticed a poorly used car park at ground level at the end of the Apron and adjacent to the taxiway. I quickly found myself a suitable spot at the side of the fence and even better still there was a barrier around the base of the lamp standard which lifted me high enough to poke my camera between the top of the fence and the barbed wire. It was obviously a well used spot because the top spikes of the fence had been bent over. It was an absolutely superb position as every thing that moved taxied in front of me and you could even photograph a Jetstream 31 with a 200mm lens. One problem - you were looking into the sun!! Never mind it will test my ability as a photographer.

I will include a log of aircraft seen at the end of this article, but I will give a brief resume of the types seen. The main operator is the French internal operator, Air Inter who operate A320, A300 and Canadair Regional Jets to all points within France. They have competition on the Paris Orly route from AOM French Airlines who operate MD83's in a variety of colour schemes and use DC10's at busy times. Air France fly the A320 To Paris CDG. TAT European operate only a few routes but manage to use Fokker 28, Canadair Regional Jets and Brasilias. Air Littoral operate Brasilia and the ATR 42, whilst Brit Air operate a single ATR 42 flight. Flying to Corsica were Compagnie Corse Mediterranee with ATR 72 and to Barcelona were Regional Airlines with Jetstream 31. Air Nostrum competed on this route using the Fokker 50. Other European operators were British Airways, British Midland, Air UK, Lufthansa, Deutsche BA, Swissair, Crossair,

Petrolair, Sabena, Alitalia, KLM and Iberia. From further afield we had Emirates, Saudia and Delta.

The pick of the airliners was a Fokker 28 of Commair of South Africa, whether it was on a charter flight or operating for one of the French airlines, I don't know. There was a shuttle helicopter service to Monte Carlo but these were operating from the far side of the airport and my recognition is not brilliant but I thought they were Long Rangers. There was very little private flying but at the other end of the car park was the executive terminal where the twins and biz-jets were parked. Another highlight was the arrival - in formation - of 3 "Securite Civile" Grumman S-2 Firecats. They took on fuel? and then departed in formation, all within 10 minutes.

As darkness fell I moved back to Terminal 1 but couldn't see a thing!!, so I moved to a security gate where I observed the movements for another hour. I checked in for the return flight to find that they was a small panic on because the main party had not returned from Monte Carlo. They finally arrived at 19.45 for a 20.15 departure and I think we did well to take off at 20.30 for Humberside. The flight back to Humberside was uneventful with the exception of a few passengers complaining that they had not had time to 'raid' the Duty Free shop at Nice Airport!

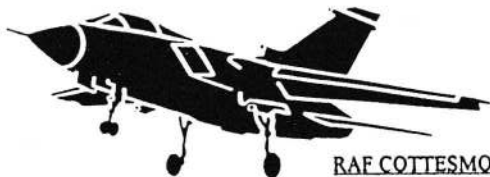
A very enjoyable day, the slides are very good to say they were taken into the sun. It was well worth the money so hopefully I will do it again, but then there is the 'round the world' trip to save up for.

Postscript

During a conversation with a freelance photographer, the local press reporter heard of my hobby and thought it would be interesting to write an article about it. Now there lies another story, some of you may have read or heard about it.

Aircraft Log

A300 F-BUAL;F-BVGB;A6-EKM;
 A320 F-GGEB/C;F-GHQD/E/G/P/Q;F-GJVC/F/W/Z;F-GFKP;F-GKXA;G-CRPH;
 A321 F-GMZD;D-AIRE;
 ATR42 F-GEGF;F-GFES;F-GFYN;F-GGLR;
 ATR72 F-GKPE/F/H;
 B707 HZ-HM2;
 B737 F-GHVM;D-ABWD;G-BGDE;OO-SDA;OO-SYJ;PH-BDE;
 B757 G-BIKU;G-BMRA;HB-IBE;
 B767 N 176DN;
 CRJ F-GLIJ;F-GNME;F-GRJC;
 DC9 F-GGMA/B/E/F;F-GRMH;EC-FEY;HB-IUG;I-DAWI;
 DC10 F-GKMY;
 EM2 F-GFIN;F-GHEX;
 F27 F-BSUN;
 F28 F-GDSK;ZS-NGB;
 F50 EC-GBG;
 F100 G-BVJD;G-UKFA;HB-IVD;PH-KLD;
 J31 F-GMVK;
 LOB G-FIJR;
 S340 D-CDID;
 S200 HB-IZD;
 FAL 3A-MGR;N 50AH;C6-BER; CIT I-PEGA;OB-FNG;VR-BBY; 125 HB-VKW;
 LJ D-CLIP;I-LCJT; CL601 VRCLI; G4 N 917W;



Military Matters

Eric Martin



I recently visited RAF Cottesmore in Rutland, to attend a National Scout Air Activities Conference (I am County Adviser for Air Activities for West Yorkshire Scouts). Cottesmore is currently the base for the Trinational Tornado Training Establishment (TTTE) which trains students from the RAF, German Air Force, German Navy and Italian Air Force to fly the Tornado GR1. The instructors are also from all three nations and the aircraft are 'pooled' in that the instructors and students do not necessarily fly their own country's aircraft. A sample of registrations is given below, but collecting 'reggies' is not my favourite occupation (I don't have the patience!); I have a more complete printed list if anyone is interested.

Cottesmore opened as a grassed airfield in 1938 and initially operated Fairey Battles. It remained active as a bomber flying training station until 1943, operating a variety of aircraft types.

During 1943, the station was transferred to the Us Army Air Force and runways and taxiways were constructed prior to the arrival of Douglas C-47 Skytrains, C-53 Skytroopers and Waco gliders. Troops of the famous 82nd Airborne Division left Cottesmore to take part in the Normandy and Arnhem airborne operations before the return of the base to RAF control after VE Day.

Bomber flying training was resumed with Oxfords, Lancasters and Mosquitos until 1948 when No 7 Flying Training School (more recently based at Chivenor, now disbanded) became the base unit operating Tiger Moths, Harvards, Prentices and Balliols. 7 FTS operated until 1954 when Canberras heralded the arrival of jets.

After a short closure, the base reopened as a V-bomber station; initially Victors, superseded by Vulcans until 1969 when Canberras returned with two squadrons and an Operational Conversion Unit (there is a Canberra 'gate guardian'); a small number of Varsitys and Argosys were also based here. Yet another short closure followed with another reconstruction programme to mark the arrival of the first Tornados in 1980.

The opening of TTTE in 1981 ensured that Cottesmore became one of the main operating bases for Tornados as they have now been in occupation for fifteen years, the longest-serving base for the type. GR1s are in the process of a 'mid-life update', after which they will be designated GR4; this updating will carry the Tornado GR version - and RAF Cottesmore - into the next century!

RAF:	ZA320/B-01,	ZA324/B-02	ZA325/B-03
German:	43+01/G-20,	43+02/G-21,	43+03/G-22
Italian:	MM55001/140, MM55002/141, MM55000/142		

Markings: Black arrowhead outlined in red containing TTTE initials in white on tails, black tail codes outlined in white.

Sources: Laming, T (1994) The Royal Air Force Manual
Station Flying Safety Officer

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

In Septembers AYCAN I expressed my disappointment at the lack of a Leeds to Orlando service next summer. Well great news is that Sunset Holidays are to operate a Leeds to Orlando service. Even better news is that the flight will operate direct. The aircraft will load share with Manchester and arrive from Manchester on a Friday Morning at approximately 0900 and then depart to Orlando direct. The return flight arrives direct from Orlando at 0600 on a Saturday. The flights will be operated by Britannia Airways using their new Boeing 767-300's.

October and November proved excellent months for visiting airliners as I am sure you will read in the movements section. Several carriers carried out practice CATIII ILS approaches, Monarch did more one day charters, Air Europa used a Boeing 757 and Air Belgium Boeing 737's on some of the last flights of the summer schedule, and of course Leeds United (+Bradford City) and following fans attracted a few ad hoc charters. Unfortunately after been thrashed by Eindhoven we will not see any of more of the latter this season.

More good news however is that the runway at Manchester is been closed overnight for runway resurfacing work from Monday November 6th. While this work is ongoing Manchester's ILS will not be CAT III capable at any time during this period, because of the loss of runway centre lighting. In short this means if the visibility at Manchester drops below 600 meters aircraft will have to divert. Apparently British Airways, Monarch and Air 2000 have all shown interest in Leeds as a possible nominated diversion airport. The work will be completed on 9th February 1996.

I have just been sent an article from a trade magazine giving details of a dispute over airport charges between Air U.K. and the airport. Air U.K. apparently lodged a formal complaint in June with the Civil Aviation Authority. Air U.K. accused Leeds/Bradford of "failing to consult users in a reasonable manner" over charges at the airport, adding that some fees were too high. Air U.K. also claim British Midland and Britannia Airways supported the complaint. The CAA are investigating the allegations. The airport claim they have rebutted everyone of the allegations and pointed out that the airport had frozen its charges for the last three years. The airport also added that they have incurred significant costs in the last year improving the infrastructure, and that the airport is a business and cannot afford to run at a loss.

Both sides commented they were eager to resolve the matter without a formal adjudication by the CAA.

Changes have taken place to some of the callsigns used on the ground vehicle frequency. It seems users of the frequency use their occupation as the callsign as opposed to the vehicle they are using. Examples heard include "Sparkey" (presumably the airport electricians), "Rover" (Air Traffic Control). The airport fire vehicles appear not to have changed their callsigns (Fire 1 to 5).

The reason for the change is that taxiways and holding points will be redesignated as part of the CAT III infrastructure. For example the North/South taxiway will become taxiway Delta. With many of the ground vehicles having letter callsigns this may of become confusing hence the change.

Most members will be aware of the major improvement in Radar at Leeds over the last few years with the installation of the Plessey Watchman and associated secondary radar. However I am confident no members are aware of an "optional extra" which has been added to the system. A press leak has revealed that the airport has purchased a *Santa detector*. The airport has not published any details of this system or acknowledged its existence. (probably to avoid humiliation from other airports!). However your ever investigative scribe noticed the following in an advertisement for Santa flights from Leeds. I quote "With the help of Leeds/Bradford Airport Radar we should locate Santa quickly and invite him on board". So there we are, the evidence speaks for itself.

The flights will take place on Saturday 9th December and 16th December at 1300 using the based British Midland Fokker 100. It could make interesting listening on the radio, but don't forget the airport may use a discrete unpublished frequency to vector Santa and the Fokker 100 together, so listening on the published frequency could give you the impression the system does not actually exist!!

Another "Santa related" flight will take place on December 17th to Lapland. The flight is organised by Transun and the Telegraph & Argus, and assumed it will be operated by Monarch once again.

City Flyer Express While the airport publicised very well the launch of the Dusseldorf service with City Flyer, they did not do quite such a good job with the launch of the Guernsey service. The service operates via Gatwick as a through flight on the same principle as the Dusseldorf flight and was also introduced on the same date (October 30th). BA8021 which leaves LBA at 0640 for Gatwick goes on to Guernsey arriving at 0935 on weekdays. For the return flight our BA8026 which arrives at 2025 from Gatwick actually leaves Guernsey at 1730 weekday plus Sunday. Unfortunately **British Midland** did not have so much faith in the Channel Islands and have abandoned their weekday Leeds to Jersey service for the winter at least.

Sabena have just celebrated five years of scheduled services from Leeds/Bradford. The occasion was marked with Champagne and birthday cake at an event attended by Etienne de Nil. Sabenas General Manager. He presented the airport with a framed certificate recognising the support received by the airline from the directors, management and staff.

AIRPORT NEWS

Blackpool opened a new £2 million pound terminal building in August. The terminal is three times larger. Airport Managing Director Roy Minear claimed the new terminal would "pave the way for new services in and out of Blackpool". He went on to claim that a national tour operator is considering Blackpool as a departure airport for Mediterranean and other destinations.

London City has been sold by its owners John Mowlem, the construction group. Mowlem also built the airport originally in 1987. It is estimated cumulative losses and construction cost have added up to cost Mowlem £70 million. The airport was sold for £23.5 million, however only £14.5 million will go to Mowlem the remaining £9 million been paid to the Port of London authority for surrounding land and freehold. The new buyer is Mr Dermot Desmond, an Irish financier and former director of Aer Rianta the Irish airport authority.

Over at **Manchester** three Yorkshire men have been accused of stealing £282,000 from Manchester Airport. One of the accused was John Tarves of Oakworth who was the former boss of Manchester's multi million pound advertising business. He is accused of stealing £120,000.

As well as the runway resurfacing mentioned earlier, construction of an extra six new stands for Terminal Two is underway.

New services announced include All Jamaica with a DC-10 flight to Montego Bay. Air India started a twice a week A.310 service on 17th November to Bombay via Delhi and Rome. Spanish Carrier Centennial commences a weekly service to Palma from December 1st. Uzbekistan Airlines is increasing its IL-62 service to Tashkent to twice weekly. Air Seychelles to commence a Saturday only service to Mahe using Boeing 767's from 21st January. Finally Luxair are to upgrade the equipment used on their service from Brasilia's to Fokker 50's.

Transport group **National Express** have stated it intends to purchase more airports, despite been unsuccessful in its bid for a stake in Birmingham Airport. At a company meeting, Michael Davies, company chairman said the group would focus on airport acquisitions.

AIRLINER NEWS

Aer Lingus have withdrawn its last Boeing 747 from service. EI-ASJ operated its last flight on 2nd October from Boston to Dublin, before put into storage. The type has been replaced by A.330's.

British Airways liveried Boeing 737-500's will soon be seen. Maersk Air a British Airways franchise carrier based at Birmingham will replace some of its 86 seater BAC 1-11's with the 114 seater 737's. The aircraft will be transferred from the companies parent airline, Maersk Air Denmark. It is now possible to see all marks of the Boeing 737, except the Series 100 in B.A. livery.

British Midland have announced they have ordered a further 2 Fokker 70's, making a total of seven.

British World Airlines (Formally British Air Ferries) are to mark its 50th anniversary with a series of commemorative flights with its last passenger carrying Viscount.

Pakistan International Airlines are negotiating with Singapore Airlines about the purchase of six of their Boeing 747-300's. These will replace the airlines six Boeing 747-200's.

Singapore Airlines has just taken delivery of its 34th Boeing 747-400. This makes the carrier the largest operator of the 747-400. The airline is currently evaluating the A.330 and Boeing 777 for its high density regional routes.

United Airlines have targeted both Birmingham and Manchester for transatlantic services in the near future. Chief Executive Gerald Greenwald confirmed United is interested in serving the two cities. He added Stansted is unlikely to see United Aircraft and did not consider it a viable alternative to congested Heathrow. "I have lived in Essex, I know Stansted and we will not be flying there!" he added.

AIRCRAFT NEWS

British Airways have announced they are going to provide wood panelled cubicles for first class passengers. Each cubicle will have seats which fully recline to become beds. Airbus Industrie have taken this idea one stage further by suggesting to airlines they install bedrooms in the aircraft cargo hold.

British Airways argue that passengers would find the bedrooms too claustrophobic, however Airbus argue that B.A.'s idea reduces the number of first class seats per aircraft.

Airbus Industries solution means the number of First Class seats remain as normal. Each aircraft would have five compartments each with two bunks, in the hold. This would be linked to First Class via a staircase. The compartments, designed for A.330 or A.340's would have audio and video facilities and reading lights. The compartments could be fitted in aircraft already in service. The compartments could also be converted into offices.

OTHER NEWS

As this is the last edition of Air Yorkshire before the Christmas festivities begin followed by the seeing in of yet another New Year, it only remains for me to wish each and every one of you a very merry Christmas and a happy new year. I would also like to thank the many of you who have supported the section over the year by sending in reports, and in particular thank Pete Gibson and Steve Jones who have provided vast amounts of gen to make this section happen, thanks lads.

CREDITS Pete Gibson, Steve Jones, Harry Morrow, Peter Smith, Air Britian News, Financial Times, Telegraph and Argus, 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 selection, if you have seen anything interesting away from these shores and only have enough for a FEW lines but want to share it with the members then send it to me at:- 12 Beverley Drive, Dewsbury, West Yorkshire, WF12 7NB.

WORLD AIRLINES are to be a new operator from London City airport with 3 flights a day to Amsterdam starting in January. Routes to Vienna and Nice are to be added, with Copenhagen being served six months later with the arrival of a second aircraft. The base-ing of the Avro RJ85 at the docklands airport will make them the first operator to do so. The sole shareholder is former Holiday Autos Chairman Nick Stolberg who has recruited former Orion Airways joint Managing Director Roy Johnson to help set it all up.

AIR ATLANTA of Iceland who's Tri-star and 747 operations were witnessed (and caused some controversy) at Manchester this Summer and were also seen making a brief Autumn visit to the LBA, are considering basing an aircraft at Gatwick next summer. A Boeing 747 may also have the back-up of a Tri-star for customer Inspirations-owned Goldcrest. The broker also used AirOps Tri-stars this year and is said to be incorporating two peak-period additions (the Transwede MD87s) into Inspirations in-house fleet which is Caledonian. As you read this Caledonian should have already returned 3 Boeing 757' to lessor British Airways.

GB AIRWAYS were noted making the short hop from the LBA to Norwich with the Bradford City football team in October, and for a small airline do seem to keep cropping up in this magazine. As from next May they are to add Malta and Jerez de la Frontera (Southern Spain) to their scheduled network, the former being served using 737/400s. The BA franchise operator will use Gatwick North Terminal and we now understand that the airline is wholly-owned by the Bland transport group.

CONTINENTAL AIRLINES are to make their electronic ticketing service available through some travel agents and 86 U.S. departure points. An automatic telling machine style kiosk enables travellers at the airports to buy a ticket, change a flight, choose a seat and check-in their baggage. UNITED have extended a similar system across its entire domestic network and AMERICAN plus DELTA are now considering their own 'ticketless' systems.

AIR LIBERTE the independent French outfit are axing their weekday Orly-Gatwick service to leave Friday and Saturday only services. The Paris based airline is adding services from Gatwick though and using some of its 10 or so MD83s will serve the French cities of Bordeaux and Toulouse.

VIVA AIR will continue to serve Palma and Alicante from Heathrow until next spring when it will be taken over by Iberia machines. The service to Malaga has just been changed to an Iberia 757 and the Gatwick to Madrid

route also returned to the parent in May. The 737/300 operator is registered in Majorca, was formed by its 98% majority shareholding parent in 1988, and due to cut backs is now expected to limit some of its 9 strong fleet to charter work.

CYPRUS's two main Airports have been given the go-ahead for much needed expansion and re-furbishment work to begin. The work at Paphos is expected to be complete by 1999 with the airport that was meant to be a small regional site when built in 1983, receiving a new terminal building (have you seen the current one!!). A new control tower and taxi-way are planned in a first phase that should create a capacity of 1.9 million passengers per year, a later extension to the terminal increasing that figure to 2.8 million. The work to the east at Larnaca will go on a further 2 years where a new terminal building will be capable of handling 6 million passengers per year. The scheme which will cost £180m will also include a new control tower, cargo terminal, plus a re-surfacing of and 1,000ft extension to the runway. The work should start in 1997 but improvements this winter will upgrade the existing check-in area.

THE INTERNET is now almost a household word!, so here are a few snippets relating some recent Information Technology news to air travel. The **AMERICAN AIRLINES** owned system CRS is to allow travel agents to create their own pages, with customers initially making bookings by E-mail or phone and later using the Sabre (not the airline) service for on-line booking. **AIR UK** now have a Website of 10 pages that provide up to the minute info on flights, routes, offers and latest developments. The opening page proudly claims that as Britains third largest scheduled airline they operate over 1,500 flights every week.. **THOMAS COOK** are about to launch a service on the NET any day now but aim to offer something a little bit different to the 5,000 or so travel companies that are already on. This is just one of its projects from the newly formed Consumer Futures Division, which includes the interactive T.V. High Street in its shops. They are also giving trials to a multimedia CD ROM booking system that can feature pictures of destinations and individual rooms which will also have internet links. **INTERNET TRAVEL SERVICES** have launched Internet Lates, which is a section on their site that offers thousands of holidays and flights available to participating agents through their P.C. **BRITISH AIRWAYS** and **U.S. Air** are offering their U.S. based silver and gold card members free software that will allow them access to the Apollo computer reservations system through the Compuserve network from their own Personal Computer. B.A.s version is called Executive Travel Works and will allow access to 24,000 hotels, 37 rental car companies and the schedules plus fares of 740 airlines. Fledgling airline **EASYJET** became the first in the U.K. to offer booking facilities on the Internet, but for security reasons payment will be made when their staff call back the client. German carrier **LTU** also have a site on the net.

AIRBUS INDUSTRIES are talking to airlines about the idea of fitting beds into cargo holds with up to five cabins with two bunks in each, in the space normally taken up by two containers. The long haul sectors of A340s are being looked at with a view to offering very frequent travellers a private cabin to rest in. Their would also be the option of a fixed container, like the existing crew rest room that is available, or one that can be loaded when required.

GULF AIR have commenced services between London and Geneva as well as an A340 flight from the Gulf to Houston via New York and a '767 service from Abu Dhabi to Kuala Lumpur. They have also launched a new

holiday arm with ski packages to Switzerland and holidays in Malaysia as well as other areas on their route network.

ALITALIA are trying out a new interactive entertainment system on one of their long haul MD11 aircraft. The 'video on demand' system covers 30 of their seats in the new Magnifica class (replacing 1st + business class) and will provide 22 channels in 5 languages. With these capabilities passengers are able to start, fast forward, stop, or rewind their own selections. If the 3 month trial of the system is successful then the Interactive Flight Technologies systems will be installed in a further 7 MD11s.

IN BRIEF..... AIR JAMAICA are said to have leased 6 ex-Delta A310s and are to fly to the UK from April..... UNITED have come up with the ultimate Christmas present whereby the winner of bids - that start at \$100,000 - will have their name across the front of a new United Boeing jetliner for a whole year. The lucky person will also receive 12 months unlimited First Class travel, a trip to the Seattle factory of the manufacturer and a seat on its delivery flight to United's Chicago hub!! ROYAL AIR MAROC are replacing its First Class with an upgraded business class and have ordered ten new jets WASHINGTON National and Dulles international airports are having over \$2billion spent on expansion and modernisation programmes AUSTRIAN AIRLINES have the first of four F70s, will receive three A321s this winter, have two more A340s on order and will switch three of their 20 strong fleet of MD80s to their Austrian Air Transport charter arm next summer..... ASIANA of Korea have started their first ever service to Europe with a twice weekly rostering from Seoul to Brussels via Vienna CYPRUS AIRWAYS are looking at starting new service from Larnaca to Bucharest and Sofia to add further to its 32 scheduled destinations JAPAN AIRLINES have increased their frequency to the U.K. this winter, making it 10 flights a week to Tokyo and 5 to Osaka ZAMBIA AIRWAYS DC10-30 (N3016Z) is earmarked for Monarch's MAN-MCO services this winter INTEROT the Bavarian (Augsburg) based Dash 8 operator plans to commence services between London City and Cologne and Augsburg in November..... Dubai Airport is spending \$200m on expansion with a new terminal complex..... ALITALIA has ordered 15 F70s for its regional brand name- AVIANOVA, with two more 767s due to join its main fleet.... AIR CANADA have upgraded from 767/200 to /300series aircraft on services from the U.K. to Montreal and Ottawa..... AND FINALLY>>>>> China Airlines have had a major re-vamp of their entire operations from check-in to advanced aircraft and flight technology, perhaps even their new logo will soften and relax the sharpest of the worlds travelling, hard-nosed businessmen = 'A fragrant pink plum blossom, flowering against a boundless blue sky' - China Airlines- WE BLOSSOM EVERY DAY<<<<<

Credits: Flight International, Laurie Caldbeck, The Aviation Society, Travel Trade Gazette.

AIR YORKSHIRE AVIATION SOCIETY
ANNUAL GENERAL MEETING
SUNDAY, 5TH NOVEMBER, 1995

The meeting was attended by 56 members, who were given a warm welcome by the Chairman. He reported that the society had enjoyed another successful year both with the monthly magazine and the monthly meetings. He thanked those members who had made contributions to these aspects of the society's life. He thanked David Bates for designing and organising the sale of the sweatshirts which had helped to enhance the society's image.

The Committee had met on four occasions during their year of Office. Another successful aspect of society life this year was the 21st Anniversary Dinner at the Peasehill House. Several members have expressed a wish that this is an annual event, and the new Committee will look into the possibility of holding one in 1996. The Secretary, on behalf of the membership, thanked Mike Willingale for all his hard work in running the society, especially his efforts in maintaining the high standard of the magazine.

The Treasurer presented the annual financial statement, which was published in the November. This was accepted by the membership. As Christine has stated her intention not to stand for re-election, the Chair thanked her for all the hard work she had done for the society over the past three years. The Committee had proposed that the membership fees be held for 1996, but the membership on an amendment proposed an increase of £1, which was largely carried. The social membership fee will remain unchanged at £10.

The meeting was advised that in the new year we would be looking at changing the magazine so that it would appear in a common typed format. The cost would be £12.50 for twelve editions of 32 pages. The new Committee would consider this as soon as possible.

John Jackson, the Events Organiser, expressed disappointment at the number of visits which had had to be cancelled throughout the year due to lack of support. John organises visits on recommendation from the membership, but they are then undersubscribed, making use of hired transport financially unviable. Cancellation is also a drain on society finances. The nature of visits and their frequency will have to be reviewed next year.

Elections - the following were re-elected or elected for the first time. A new Treasurer was found at the meeting, to the immense relief of everyone. He is David Valentine, a retired bank official with 40 years service with the Midland Bank.

OFFICERS.

Mike Willingale (Chair), Adrian Heeley (Secretary), David Valentine (Treasurer), PRO (Laurie Coldbeck), Denise Blackwell and Martin Small (Editorial).

COMMITTEE

Paul Windsor, Dennis Stenning, John Dale, Noreen Barrett, Peter LeFroy, Ann Johnson, David Bates.

Of the old Committee, Steve Muscroft and David Thornton did not seek re-election, and the Chairman thanked them for their services to the society over the years.

After the formal business was concluded, members enjoyed a video about the various operational aspects of Manchester International Airport.

PTEROPHOBIA AND OTHER TOPICS

We were travelling along the M1 to visit Peggy's cousin at Farnborough when I realised I was hungry. Strange, isn't it, that the realisation came to me as we approached East Midlands turn off? So we turned off!

An American registered DHL cargo plane—N805DH—was standing on the apron. It was a Douglas DC-8-73AF. Also worth logging was an Excalibur Airbus which I didn't log because I couldn't see the registration: an inconsiderate pilot had parked it with the nose pointing to the terminal building. But I did record G-LCRC (an Airtours 757), Britannia's G-BYAW (757), also two British Midlands, G-BVTG (Fokker 70) and G-MAUD (ATP). The last time I'd seen G-MAUD it was in Manx Airline's livery, but now it wears British Midland colours.

And next, a question. Ever heard of pterophobia? I hadn't until I picked up a copy of "Flight Scene," the airport's news magazine. It's the name given to the fear of flying; and Britannia are doing something about it. They run courses to help frightened people conquer their fears. It works too, because almost everyone attending the day's lectures and other proceedings, plucks up enough courage to go on a flight which is the climax of the event. And for this they receive a certificate.

That's only one of many reports in the summer, 1995 edition of this attractive, free magazine.

EMA, it states, is to spend £10,000,000 on a new terminal which will have 32 check-in desks. This will not replace, but will be in addition to, the present terminal building which is to be refurbished. Eventually, it is calculated, the airport will be able to deal with about 4½ million passengers per year.

There's plenty of other interest in the magazine. For instance, the Aeropark—now run by Air Trans Ltd—was to be upgraded. Improvements, some of which will probably have been implemented by now, included longer opening hours, enlarging the souvenir shop, and the acquisition of more exhibits.

Another news item concerns Excalibur Airlines who are based at East Midlands, and whose first flight was in May, 1992.

Turning from passengers to cargo, both DHL and UPS are successfully using EMA. But who would imagine that this airport has a connection with Poland? Przemyslaw Nowak is Katowice Airport's operations director; and he spent three weeks at East Midlands to get experience in British Airport operations.

But back to our journey! We returned to the M1, then turned onto the M25, and eventually the Heathrow signpost came up. As usual we headed for terminal 2's multi-storey car park, and drove onto the roof. There we joined other enthusiasts despite a notice prohibiting plane spotting.

The first aircraft logged was an Air New Zealand 747, ZK-NDU. It was soon followed by Air Portugal's Airbus G3-TNE and Iberia's EC-FEO. The latter was also an Airbus. I also saw my first Aerolíneas Argentinas. However, my scoop of the day was a pair of Gulf Air 767s. They were registered A40-GU and A40-GK; A40 being the prefix for Oman.

Other carriers spotted included Scandanavian, Japan Airlines, All Nippon Airways, Royal Air Maroc, Tunisair, KLM, Swissair, Viva, Aer Lingus, Turkish, Virgin Atlantic and, of course British Airways.

FROM NORTH-WEST LEEDS TO PEENEMÜNDE

By Alan Tempest

Reading Geoff Lee's excellent evocative article in October's Air Yorkshire magazine regarding the demise of the Battle of Britain Air Shows in the UK, because we are told, of Government defence cut-backs; reminded me of my first involvement with an RAF airshow. It took place at RAF Hemswell in Lincolnshire during September of '53.

Reaching back in time into my now fading memory of events of that day and of the few days prior, made me once more wallow in nostalgia, elation and disappointment of that particular air show.

I returned back to "camp" on the Sunday, a week prior to the air show, after been on sick leave (because of a motor-cycle accident). My twisted British Small Arms B31 was at Watson Cairns being straightened, so I took a gentle ride on a slow bus to Doncaster, to change then onto a slower Albion-engined bus to Gainsborough. There I was, enjoying the countryside of South Yorkshire, when I was joined by a young lady on her way back to work in the Naffi at an Army camp near Gainsborough. We conversed easily the whole slow journey, but my only recollection now of the things we talked about was setting up a date, that swaddies were uncouth and coarse and we RAF types honourable and honest, and her bra size was 38!!!

As I wearily entered 109 squadrons barrack block, nobody inquired of my health, but greeted me with the news that one of our Canberras was to fly in the air show next week. A great honour.

Monday morning the squadron personnel were ordered to assemble outside the officers' dispersal crew hut, to tell a jubilant crowd, officially, of what was to be. Our squadron-leader related that it was the first time at Hemswell a Canberra would be giving a special display and it had been decided that MY aircraft (914) was the chosen aeroplane to be in the fly-past, and that I was expected to make sure this aircraft was immaculate. "It should be no problem for you, Tempest," I remember him saying.

After the break-up of the meeting, the designated pilot of 914 grabbed my arm, and said, I recall, that we should all do our best----- and I remember standing nodding and saluting in agreement, like a demented Benny Hill. As I had flown with this particular officer before I asked if I could accompany him on this monumental flight. He said "yes".

On the Monday afternoon, as we moved 914 away from its dispersal point to No. 2 hanger to start the cleaning and polishing, I was given the special job of "sitting on the brakes" (a procedure of safety just in case the tractor had problems, one could brake the aircraft).

Later on I wrote home with pride and excitement, to mam and dad, with the news.

Tuesday started with a great buzz. All 109 personnel who could be spared from the normal running of an operational squadron were seconded to help. As I stood back from the tailplane, admiring my spraying handywork of a new 109 motif, the plane was covered with "bods" all beavering and polishing away.

The afternoon "Sally" van arrived, but I was was told the report to a Wing-Co (name forgotten) regarding Wednesday's important Rugby match.

"If you're fit, Tempest, I'm playing you instead of the Station Commander." (Was that a good idea I thought to myself at the time. But orders are orders.)

The station itself was by Wednesday getting its "clean-up." To anyone who has done his (or her) bit for King/Queen and country will remember the outlandish bulls...t and orders that accompanied these occasions: "If it moves, salute it; if it doesn't paint it" was taken to ridiculous measures!!!

Someone decided that 914 would look better with wing-tip drop tanks. As the station had no spares (all on operation aircraft) a "raiding" party shot off down the road to Scampton on Thursday afternoon to beg, borrow or steal a pair. By 6 p.m. we had fitted them up in position for a late photo call.

Friday I got a letter from mam to say she was very pleased with the news and that all my relatives and friends, including, what it appeared "everyman and his dog" of North-West Leeds (plus our local councillor) would be coming to see "our Alan" (had I said I was flying 914).

Saturday morning of the Air Show was electrifying, I remember, and as a young 19-year-old, I was very nervous. Dressed in my best working Blue, I had to borrow a cap because mine was very tatty, having been used in too many "touch-and-pass" matches!!

I have no recollection of the time I had to report to air traffic control to collect my parachute, but I do remember, as I was walking there, one of our squadron sergeant stopped me with the news that I wouldn't be accompanying "914" in the fly-past parade. Shattered and disillusioned, I stood on the edge of the peri-track later and watched our station-commander bowing and scraping to some top-brass, whom he was helping into the cockpit of 914.

Later, I, with another 80,000 people, watched a breathtaking display of flying by Flight-lieutenant Mackenzie, including a slow low-level attack and a screeching, very quick low-level "beat-up".

For quite awhile I pondered on whether our station-commander had taken umbrage at having been dropped for the mid-week rugby match for some "erk", and had invited someone else to fly in 914; or whether somebody had "pulled" rank on him.

I recollect clearly moving away, thinking I will return to our barrack block and get away from the crowds, when I thought of the massive contingent of relatives and friends from North-West Leeds.

My glum story, I repeated many times, and for years I couldn't forgive our station-commander. But later I read that this particular officer, as Squadron Leader Searby, pilot of Lancaster (OL-W) led the first raid to Peenemunde in August, 1943 (this was the site for the launching of Hitler's fearsome new V2 rockets). A reported huge success, but with the loss of 245 aircrew.

The bravery of this officer and what he had achieved, made my bitterness fade into insignificance at not getting to fly in 914.

After a recent short stay in hospital with pains in my chest, my brother gave me the keys to his caravan on the side of Lake Windermere and told me to take my family 'off' for a few days.

The weather being what it has been for the last few weeks made it a wonderful break (Thanks our Kid).

Whilst staying in the lakes it was decided (by me) that one day should be devoted to finding any airfields in the vicinity. Unfortunately, not much luck, as there are few areas suitable for an airstrip in the middle of the Cumbrian Mountains.

Nevertheless we set off to try and find 'Cark' airfield at Grange Over Sands, which turned out to be a bit of a waste of time, after trying and travelling for about 1 1/2 hours from the caravan all we spotted on a rather derelict airstrip was G-BEEG an islander used for parachuting.

Some what dejected we set off to try and find Walney Island, this took about another hour and guess what? not one single aircraft to be seen, although there were two hangers with the doors very tightly closed.

By now the kids were trying to kill each other in the back seat and comments like, you call this a hobby? were coming from my wife.

Anyway as anyone who has been with me on trips knows, I don't like to be beaten when looking for aircraft, so I decided to approach Vickers Shipbuilders who own Walney Island.

There I had some success when I got chatting to a very 'nice chap' who's first name I never got, but he gave me all sorts of information about Walney Airfield. When asked about residents he said he would send me a letter.

I have enclosed his letter (and WARNING) for all the members of the society to read.

May I take this opportunity to thank Mr Rose for his time and effort in compiling this letter on behalf of myself and the society.

Also spotted during our stay at Windermere where numerous jet fighters and Hercules using the lake and hills for low level practice runs and also the following hot air Balloons,

BTOP BSFJ BTPX BSXF SWIV plus others unreadable. Balloon frequency by the way at the lakes is 122.470.

John Jackson

Mr P A Rose
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 LA14 3SJ
 01229 473496

WALNEY AIRFIELD

John,
 When you came to VSEL, DDH Gate 2, you asked for information about the Airfield and the Aircraft based at it, for your society.

Walney Airfield was commissioned for the Second World War and was home of No 10 Air Gunnery School, after W.W.2 it was handed to council to operate, they did nothing with it, eventually Vickers Armstrong Shipbuilding and Engineering LTD became the owners, operating it as a private unlicensed airfield, later they upgraded the airfield, equipped and licensed it to CAT 2 with a night flying capability. VSEL (now part of GEC) own and operate the airfield, and it's aircraft a Beech B200 Super King Air, the aircraft operates a regular, private service to the south of England with company and MOD personnel.

The airfield has had a few operators who have tried to run a regular fair paying service, to regional airports, Manchester, Isle of Man, Carlisle, Glasgow, Aberdeen etc. The only one to make any long term headway at it was "Air Furness" who operated a Britten Norman Islander on a Barrow/Manchester link, later they expanded the service to include Isle of Man and Carlisle. However Air Furness eventually went bankrupt after a failed PLC flotation, and it's assets were sold off. Another small operator is trying to set up some sort of service but at this time details are still sketchy on times and destinations.

I myself am building a Wittman Tailwind W10 and have the fuselage in a porta cabin on a concrete plinth that used to be the RAF Walney Station Office. The wings are in my garage at home, and I still have another 2 to 3 years work left to finish the aircraft, BUT IT WILL FLY !!!.

Private owners and the Lakes Gliding Club also operate out of Walney, the reg's and details are attached to this letter. I hope this letter and information is useful to you and your society, however please inform every one that Walney Airfield is a private airfield on a PPR only basis for aircraft, and that it is not geared up to stalling enthusiasts, so if anyone does visit us by road please abide by the instructions posted at the airfield Main Gate or feel the wrath of the Airfield Manager, and as an Inspector in VSEL's Security Department I can tell you that we have had occasions when we have had to attend due to people not abiding by the rules, Please do not let your members become one of our statistics.

Yours Faithfully

PA Rose

P A Rose.

WALNEY BASED AIRCRAFT

Reg No	Type	Owner
G-VSBC	Beech B200 Super King Air	VSEL
G-JBPR	Wittman Tailwind W10	P A Rose (Part Built)
G-BBOL	PA 18 150 Super Cub	Lakes Gliding Club
G-BFUD	Scheibe SF 25 E Super Falk	Lakes Libelle Syndicate
G-BIPA	Grumman AA 5 Tiger	J Campbell
G-AXSW	Cessna 150 K Aerobat	Furness Aviation LTD
G-WCEI	Socata Rallye 220GT	R A L Lucas
G-BNMN	PA 28R 201 Arrow III	T W Pullin
G-BPMF	PA 28 151 Warrior	L & A Hill

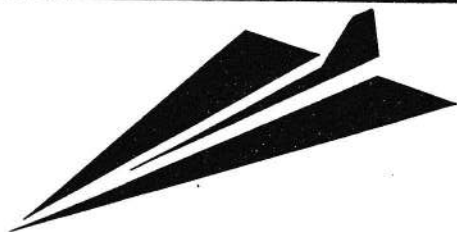
WALNEY BASED GLIDERS

Reg	BGA No	Type	Owner
BUC	1237	Slingsby T49 B, Capstan	Lakes Gliding Club
DQJ	2293	Schleicher K6 CR	Lakes Gliding Club
DZR	2511	ICA IS-28-B2	Lakes Gliding Club
FTR	1518	Grob G102 Antir CS77	Lakes Gliding Club
DQL	2295	Schleicher K8	Lakes Gliding Club
---	D7083	Schleicher K21	Lakes Gliding Club
DSN	2345	Grob G102 Astir CS77	N Brathwaite
DSS	2349	Siebert SIE 3	J B Dalton
FRR	3470	Centrair 101A Pegase	P A Lewis
???	???	ASW (COMP No 23)	P Redshaw

Note:- D 7083 is new to the club this last few months.

P Redshaws ASW is locked away in it's trailer sorry I can't help any further.

WOLD NEWTON/WILLY HOWE FARM Resident news:- G-BDNU F.172M has been sold and departed 11.9 to Elstree. Arriving as temporary resident on 27.8 was G-RUIA F.172N f North Coates which is to stay until October. Movements:- 13.8 G-ANRP /TW439 Auster 5 f&t Brighton, G-BODU SF.25C f&t Rufforth, G-BFIY F.150M f Beverley t Leeds, G-BLLP T.67B f&t Teeside. 14.8 G-BCWB 182P f&t Edinburgh. 15.8 G-BARC FR.172J f Gloucester t 'Thirsk', BGA.3144/FCB Centrair 101 f&t Sutton Bank, G-BJIV PA-18 f&t Sutton Bank (for glider), G-BFXW AA-5B f&t Leeds. 16.8 G-LSFI AA-5A f&t Ottringham, D-ETCK PA-28-181 (28-90187) f Norwich n/s t Tollerton 17.8. 18.8 G-BTCC PA-38 f&t Sandtoft. 19.8 G-BEZI AA-5 f&t Cranfield, G-BMLK G.109D f&t Rufforth x 2, G-RFIO AMT.200 f&t Rufforth, G-AZWS PA-28R f New-castle n/s rtnd. 20.8, G-BIBT AA-5B f Newcastle n/s rtnd. 20.8. 20.8 G-AZFF D.112, G-BSYG PA-12, G-ASML LA.4A all f Bagby t Brighton, G-BRPE 120 f&t Bagby, G-TLME R.44A f Rufforth t Bagby, G-BPXY 11AC f Brighton t Cliffe. 21.8 G-BUGT T.61F f&t Rufforth, G-BBEC F.150L f&t Humberside. 22.8 G-BPYO PA-28 f&t Sherburn.



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