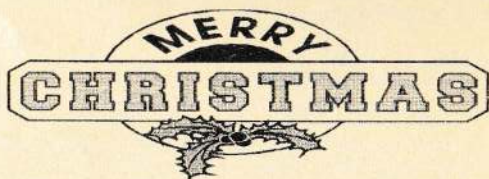


FINNAIR DC9 OH LYY AT L.B.A.



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**CHAIRMAN'S CHAT**

The society's A.G.M. took place on the 3rd November and it was pleasing to see over 50 members present. Reports were made by the Chairman, Secretary and Treasurer as well as reports on the magazine and visits. All reported a healthy state of the society with record membership and a bit left over in the bank. Two important agenda items were the proposal to increase membership fees to £12.50 per year and the change in status of our social membership of the Y.A.C. pending the premises being bought by new owners. It was accepted by the meeting that social membership is discontinued after this month and is replaced with a £10 fee being paid by full members into the Society's account from which we will pay a monthly rental for the use of the meeting room. Full members will still have the use of the club and bar facilities seven days a week, but are advised to carry their new A.Y. membership cards with them to prove status. This means that should we lose the use of the club facilities we will be holding the funds to (a) find an alternative venue (b) carry funds forward, or make a rebate. All these suggestions were approved unanimously. At least with this arrangement we do not lose the use of the facilities on the south side for the foreseeable future. As always, we expect members to behave in a responsible manner whilst visiting this location.

The A.G.M. then closed with a 30 min video of the aircraft visiting the L.B.A. on 15th June for Euro'96. This video was produced by David Bates and copies of it on a 180 min length tape are available from him at a cost of £6.00. With last month's magazine we issued our free winter timetable and I would like to thank Jonathan Hinkles for allowing us to waive his copyright. Your membership ends on 31st December, and renewal forms and labels will be available in the January edition.

Finally, on behalf of the Society, I would like to wish you and your families a Merry Christmas and a Happy New Year

**MEETINGS. ( starting at 14.30)****JANUARY 5TH** TO BE ANNOUNCED**FEBRUARY 2ND.** Dave Whittaker presents slides on Manchester Past and Present.

Credits : Thanks to all for making 1996 the most successful society magazine yet. So to Terry Sykes, Eric Martin, David Wooler, Alan Sedgwick, Leslie Scheltsik, Geoff Lee, Denis Yeadon, Jim Stanfield, Ian Morton, Alan Tempest and all others who have contributed to the magazine over the past year, thank you all again.

# Leeds/Bradford Movements

October 1996

## 01 Tuesday

G-BYAL Boeing 757	0350	G-ZAPJ ATR-42	0651
LX-YKH Citation	0744 0808	G-BWRP B58 Baron	0813
EI-CJH Boeing 737	0826	G-ASRR Cessna 182G	0837
EI-FKB Fokker 50	0900	G-BLZT Short 360	0903
G-BVEF ATR-42	0924	G-JEAD Friendship	0950
G-BVJD Fokker 100	0952	G-ZAPJ ATR-42	0954
C-GTSN Boeing 757	0958	OO-DTF Brasilia	1031
G-UKTB Fokker 50	1034	G-ODIL JetRanger	1103
G-MAUD BAe ATP	1211	G-VICE Hughes 369E	1224
G-BVJD Fokker 100	1258	G-BNRL Cessna 152	1359
G-BRPL Cherokee 140	1419	G-OOAA Airbus 320	1422
G-BLZT Short 360	1445	G-JEAD Friendship	1452
OO-DTJ Brasilia	1458	G-UKTB Fokker 50	1516
G-OOAB Airbus 320	1531	G-BVJD Fokker 100	1553
G-ALIJ PA-17 Vagabond	1716	G-ZAPJ ATR-42	1727
G-BVEF ATR-42	1731	G-BLZT Short 360	1735
G-HAMA King Air 200	1737	G-JEAD Friendship	1804
G-TPTT Airbus 320	1841	G-BVJD Fokker 100	1853
OO-DTF Brasilia	1943	EI-CJH Boeing 737	1945
EI-FKD Fokker 50	1947	G-UKTB Fokker 50	1958
9H-ABQ Airbus 320	2008	G-BYAL Boeing 757	2016
G-ZAPJ ATR-42	2024	G-BLZT Short 360	2032
G-BVEF ATR-42	2049	G-JEAG Friendship	2107
G-MAUD BAe ATP	2110	G-BIUV HS 748	2122
G-BVJC Fokker 100	2147		

## 02 Wednesday

EI-CJI Boeing 737	0831	G-BYAG Boeing 757	0852
EI-FKB Fokker 50	0907	G-BLZT Short 360	0909
G-BXEG ATR-42	0924	N560WE Citation V	0940
G-BVJC Fokker 100	0941	OO-DTJ Brasilia	0958
G-UKTB Fokker 50	0959	G-MAJA Jetstream 41	1003
G-DLTA T67M Firefly	1034	G-JEAR BAe 146	1043
G-BWDO Sikorsky S76	1045	G-BICP Robin DR.360	1112
G-MAUD BAe ATP	1115	G-BUVA Tri-Pacer	1154
G-BWXG T67M Firefly	1213	G-BVJC Fokker 100	1230
G-BWRP B58 Baron	1327	XW913 Gazelle AH.1	1333
G-MAJA Jetstream 41	1420	G-BLZT Short 360	1445
G-JEAR BAe 146	1452	OO-DTI Brasilia	1455
G-BIOR MS880B Rallye	1504	G-UKTB Fokker 50	1506
G-BVJC Fokker 100	1533	G-BUXS Bolkow 105DBS/4	1633
G-BNOH Warrior II	1636	G-MAJA Jetstream 41	1714
G-BUEA ATR-42	1744	G-BLZT Short 360	1757
G-JEAG Friendship	1809	G-BVJC Fokker 100	1832
EI-FKE Fokker 50	1935	EI-CKP Boeing 737	1938
G-UKTB Fokker 50	1957	OO-DTJ Brasilia	2000
G-MAJA Jetstream 41	2011	G-BLZT Short 360	2034

	G-BTFX JetRanger	2047	G-BUEA ATR-42	2052
	G-WRCF King Air 200	2055	G-MAUD BAe ATP	2105
	G-JEAG Friendship	2123	G-BVJC Fokker 100	2129
	G-BEJE HS 748	2133		
03	Thursday			
	G-BYAM Boeing 757	0511	G-SUEE Airbus 320	0655
	EI-CJD Boeing 737	0825	EI-FKB Fokker 50	0852
	G-BLZT Short 360	0918	G-HMPH JetRanger	0932
	G-BVJC Fokker 100	0934	G-JEAG Friendship	0945
	G-BXEH ATR-42	0947	G-MAJA Jetstream 41	0951
	G-UKTB Fokker 50	1018	OO-DTI Brasilia	1052
	G-MAUD BAe ATP	1119	G-GLAM Jetstream 31	1151
	G-BVJC Fokker 100	1239	N4NM Agusta 109A	1330 N/res
	G-BYAM Boeing 757	1342	N5NN Cessna 421C	1353
	G-BLZT Short 360	1456	OO-DTH Brasilia	1458
	G-JEAG Friendship	1502	G-000J Boeing 757	1512
	G-UKTB Fokker 50	1522	G-BVJC Fokker 100	1534
	G-MAJA Jetstream 41	1728	G-BLZT Short 360	1733
	G-JEAG Friendship	1822	G-BVJC Fokker 100	1847
	G-BVED ATR-42	1919	EI-FKA Fokker 50	1934
	OO-DTI Brasilia	1953	EI-CKS Boeing 737	1956
	G-UKTB Fokker 50	2005	G-MAJA Jetstream 41	2024
	G-BLZT Short 360	2027	G-DAAL HS 748	2119
	G-MAUD BAe ATP	2122	G-SUEE Airbus 320	2124
	G-JEAG Friendship	2127	G-BYAS Boeing 757	2133
	G-BVJC Fokker 100	2153	G-BXEH ATR-42	2224
04	Friday			
	G-SUEE Airbus 320	0505	G-BYAS Boeing 757	0530
	EI-CJG Boeing 737	0816	G-BLZT Short 360	0911
	G-BVJC Fokker 100	0925	G-MAJA Jetstream 41	0940
	G-JEAG Friendship	0944	EI-FKC Fokker 50	0956
	PH-IDA Navajo	1002	ZG848 Islander AL.1	1004 1156(05)
	G-DLTA T67M Firefly	1011	G-ILTS Cherokee Six	1015
	G-UKTB Fokker 50	1048	G-BXEG ATR-42	1050
	OO-DTH Brasilia	1052	G-MAUD BAe ATP	1127
	EI-CJH Boeing 737	1138	G-OEJA Citation	1216
	G-BVJC Fokker 100	1246	G-OCDB Citation II	1314
	G-BSYI Twin Squirrel	1322	G-BWXI T76M Firefly	1340
	G-MAJA Jetstream 41	1414	OO-DTO Brasilia	1444
	G-JEAG Friendship	1447	G-UKTB Fokker 50	1530
	G-BVJC Fokker 100	1538	G-BRLY BAe ATP	1554
	G-BSDY B58 Baron	1620 N/res	G-BXEG ATR-42	1717
	G-MAJA Jetstream 41	1720	ZG844 Islander AL.1	1740
	G-BLZT Short 360	1744	G-OCDB Citation II	1759
	G-BRLY BAe ATP	1803	G-SUEE Airbus 320	1901
	G-BVJC Fokker 100	1912	EI-FKF Fokker 50	1938
	G-UKTB Fokker 50	1948	EI-CJG Boeing 737	1950
	OO-DTH Brasilia	1955	F-GKHL Citation V	2000 0840(05)
	G-BLZT Short 360	2015	G-MANP BAe ATP	2021
	G-MAJA Jetstream 41	2029	G-BXEG ATR-42	2050
	G-BYAS Boeing 757	2105	G-BRLY BAe ATP	2107
	G-BVTE Fokker 70	2108	G-MAUD BAe ATP	2112
	G-BEJE HS 748	2128	G-JEAF Friendship	2226
	G-BVJD Fokker 100	2249		
05	Saturday			
	G-SUEE Airbus 320	0322	G-BYAS Boeing 757	0452
	EI-CKP Boeing 737	0818	EI-FKB Fokker 50	0854
	G-BVTE Fokker 70	0930	G-UKTB Fokker 50	0959

OO-DTO Brasilia	1024	G-JEAF Friendship	1026
G-MAJA Jetstream 41	1148	G-BTFO Warrior II	1226
G-BVTE Fokker 70	1230	G-BAML JetRanger	1254
G-SUEE Airbus 320	1331	G-BSER Cherokee 160B	1357
G-BYAS Boeing 757	1401	G-BDIG Cessna 182P	1411
G-BPAS TB-20 Trinidad	1432	G-UKTB Fokker 50	1508
G-BODU SF.25C Falke	1543	G-BNOJ Warrior II	1552
EI-FKD Fokker 50	1607	G-BVTE Fokker 70	1614
EC-GBA DC9 83	1751	G-JEAF Friendship	1920
G-BVTE Fokker 70	1934	G-UKTB Fokker 50	1940
G-BYAS Boeing 757	2012	G-SUEE Airbus 320	2112
G-MAUD BAe ATP	2124		
06 Sunday			
G-BYAS Boeing 757	0726	G-SUEE Airbus 320	0810
G-ILTS Cherokee Six	0827	EI-FKC Fokker 50	0855
G-BVTE Fokker 70	0927	G-UKTB Fokker 50	1007
G-BNOH Warrior II	1140	G-BVTE Fokker 70	1230
G-BVTF Fokker 70	1318	G-BUEB ATR-42	1444
OO-DTJ Brasilia	1448	G-JEAF Friendship	1450
G-UKTB Fokker 50	1502	G-MAUD BAe ATP	1651
G-BSER Cherokee 160B	1707	EI-CKQ Boeing 737	1739
G-JEAF Friendship	1809	G-BVJB Fokker 100	1814
G-ATPD HS 125 1B/522	1834	EI-FKA Fokker 50	1941
OO-DTO Brasilia	1948	G-UKTB Fokker 50	2000
G-BUEB ATR-42	2052	G-MAJA Jetstream 41	2055
G-BVJB Fokker 100	2139	G-MAUD BAe ATP	2144
EI-CJH Boeing 737	2207	G-BYAS Boeing 757	2234
G-JEAF BAe 146	2236		
07 Monday			
G-SUEE Airbus 320	0447	EI-CJH Boeing 737	0818
G-KMCD King Air 200	0828	EI-FKA Fokker 50	0906
G-BLZT Short 360	0911	G-BVJB Fokker 100	0931
G-BUEB ATR-42	0934	G-MAJA Jetstream 41	0947
G-UKTB Fokker 50	0955	G-JEAF Friendship	1004
OO-DTJ Brasilia	1056	G-MAUD BAe ATP	1121
G-BLZT Short 360	1201	G-BVJB Fokker 100	1221
G-BDGM Warrior	1310	G-MAJA Jetstream 41	1406
143 Falcon 10	1421	OO-DTG Brasilia	1435
G-JEAG Friendship	1447	G-UKTB Fokker 50	1500
G-BVJB Fokker 100	1512	G-BUUP BAe ATP	1535
G-BYAS Boeing 757	1621	G-KMCD King Air 200	1630
G-BUEB ATR-42	1721	G-OCFR Lear Jet 35A	1723
G-MAJA Jetstream 41	1725	G-JEAG Friendship	1811
G-BVKA Boeing 737 500	1819	G-BLZT Short 360	1903
EI-FKA Fokker 50	1933	OO-DTJ Brasilia	1936
EI-CJH Boeing 737	1950	G-UKTB Fokker 50	1956
G-MAJA Jetstream 41	2019	G-BUEB ATR-42	2038
G-JEAG Friendship	2114	G-BUUP BAe ATP	2119
G-BEJD HS 748	2123	G-BVJA Fokker 100	2128
08 Tuesday			
G-BYAS Boeing 757	0325	EI-CJH Boeing 737	0818
EI-FKE Fokker 50	0855	G-GHCL JetRanger	0904 0917(09)
G-BLZT Short 360	0909	N60UK Lear Jet 60	0924 1657
G-BUEB ATR-42	0927	G-BVJA Fokker 100	0934
C-GTSF Boeing 757	0944	G-MAJA Jetstream 41	0950
G-TJHI Citation	0954	G-UKTB Fokker 50	1006
G-MISH Cessna 182R	1013	G-JEAG Friendship	1016
PH-AST Navajo	1028 1712	OO-DTG Brasilia	1032

G-BUUP Bae ATP	1129	N414FZ Cessna 414	1219 1651
G-BVJA Fokker 100	1227	G-OOAB Airbus 320	1339
OO-DTL Brasilia	1444	G-JEAE Friendship	1450
G-BVJA Fokker 100	1514	G-UKTB Fokker 50	1516
G-DASI Short 360	1537	G-MAUD Bae ATP	1642
G-MAJA Jetstream 41	1722	G-BUEB ATR-42	1729
G-OLDZ King Air 200	1742 2258	G-JEAE Friendship	1814
G-BLFZ Navajo	1819 2225	G-BVJA Fokker 100	1823
G-BLZT Short 360	1841	G-TPTT Airbus 320	1900
OO-MTD Brasilia	1944	EI-CJH Boeing 737	1946
G-UKTB Fokker 50	1949	9H-ABQ Airbus 320	2005
G-MAJA Jetstream 41	2022	EI-FKE Fokker 50	2026
G-BUEB ATR-42	2044	G-BYAI Boeing 757	2047
G-BUUP Bae ATP	2113	G-JEAE Friendship	2122
G-BVJA Fokker 100	2128	G-BLZT Short 360	2134
09 Wednesday			
N935SH Gulfstream IV	0538	EI-CKP Boeing 737	0814
EI-FKD Fokker 50	0854	G-BLZT Short 360	0911
G-BVJA Fokker 100	0923	G-JEAE Friendship	0935
G-MAJA Jetstream 41	0938	N560WE Citation V	0945 1748
G-BUEB ATR-42	1013	G-BSBW JetRanger	1028
OO-DTL Brasilia	1028	G-UKTB Fokker 50	1038
G-SUZN Warrior II	1101	G-BFMH Cessna 177B	1117
G-MAUD Bae ATP	1119	XZ311 Gazelle AH.1	1147
G-BVJA Fokker 100	1227	G-MAJA Jetstream 41	1414
OO-DTL Brasilia	1432	G-JEAE Friendship	1442
G-BLZT Short 360	1448	G-BVJA Fokker 100	1513
G-UKTB Fokker 50	1516	G-BDSL Cessna F150M	1533
G-CPTS JetRanger	1558	G-MAJA Jetstream 41	1719
G-BUEB ATR-42	1724	F-GFPV Navajo	1726 0839(10)
G-BLZT Short 360	1746	G-BGYT Bandeirante	1754
G-JEAE Friendship	1809	G-BVJA Fokker 100	1835
EI-FKF Fokker 50	1933	OO-DTF Brasilia	1948
EI-CKP Boeing 737	1953	G-UKTB Fokker 50	1958
G-MAJA Jetstream 41	2017	G-BLZT Short 360	2029
G-BEJD HS 748	2057	G-MAUD Bae ATP	2105
G-BVTK ATR-72	2106	G-JEAE Friendship	2112
G-BVJB Fokker 100	2132	G-BWTM ATR-72	2236
10 Thursday			
G-BYAI Boeing 757	0513	G-RAFF Lear Jet 35A	0623
G-DACR Airbus 320	0644	G-OJMR Airbus 320	0716
XZ311 Gazelle AH.1	0808	EI-CJD Boeing 737	0814
EI-CKD Fokker 50	0859	G-BLZT Short 360	0901
G-BUEA ATR-42	0922	G-BVJB Fokker 100	0933
G-JEAE Friendship	0942	G-MAJA Jetstream 41	0943
N27495 Navajo	0951	G-UKTB Fokker 50	1006
G-AZRH Cherokee 140D	1040	OO-DTL Brasilia	1044
G-TRIN TB20 Trinidad	1117	G-MAUD Bae ATP	1128
G-AZLY Cessna F150L	1133	G-BVJB Fokker 100	1227
ZG847 Islander AL.1	1241 0737(11)	G-BWXF T67M Firefly	1245
G-BYAI Boeing 757	1348	G-BLZT Short 360	1440
G-JEAE Friendship	1454	OO-DTO Brasilia	1456
G-UKTB Fokker 50	1510	G-BVJB Fokker 100	1534
G-BPMF Warrior	1543	G-OOOC Boeing 757	1551
G-BOLF Tomahawk	1657	G-BUEA ATR-42	1713
G-RAFF Lear Jet 35A	1715	G-MAJA Jetstream 41	1722
G-BLZT Short 360	1739	G-JEAE Friendship	1816
G-BVJB Fokker 100	1829	G-BTFX JetRanger	1830

EI-CJD Boeing 737	1948	G-UKTB Fokker 50	1952
OO-DTG Brasilia	1956	G-DACR Airbus 320	2027
G-MAJA Jetstream 41	2028	G-BLZT Short 360	2032
G-MAUD BAe ATP	2052	G-JEAE Friendship	2118
G-BYAI Boeing 757	2123	G-BVJB Fokker 100	2128
G-BEJE HS 748	2134	G-OJMR Airbus 320	2212
11 Friday			
G-DACR Airbus 320	0349	G-BYAI Boeing 757	0515
EI-CKR Boeing 737	0815	G-BYAB Boeing 767	0900
G-BLZT Short 360	0904	EI-FKE Fokker 50	0907
G-BUEB ATR-42	0920	G-BVJB Fokker 100	0923
G-JEAE Friendship	0936	G-MAJA Jetstream 41	0940
G-BPBO Turbo Arrow IV	1044	G-UKTB Fokker 50	1047
OO-DTO Brasilia	1057	G-MAUD BAe ATP	1122
G-BSBW JetRanger	1148	EI-CKP Boeing 737	1150
XW913 Gazelle AH.1	1228	G-BVJB Fokker 100	1231
G-MAJA Jetstream 41	1404	OO-MTD Brasilia	1446
G-JEAE Friendship	1451	G-BVJB Fokker 100	1524
G-UKTB Fokker 50	1540	G-CITY Navajo	1547
G-MAJA Jetstream 41	1722	G-BUEB ATR-42	1727
G-BLZT Short 360	1744	G-JEAE Friendship	1812
G-BVJB Fokker 100	1822	G-DACR Airbus 320	1913
EI-FKE Fokker 50	1935	OO-DTO Brasilia	1953
EI-CKR Boeing 737	1955	G-UKTG Fokker 50	2010
G-BLZT Short 360	2025	G-BNFB Short 360	2027
G-MAJA Jetstream 41	2030	G-BVTF Fokker 70	2045
G-BEJE HS 748	2051	G-BYAU Boeing 757	2113
G-MAUD BAe ATP	2118	G-JEAE Friendship	2124
G-BVED ATR-42	2130	G-BVJB Fokker 100	2133
12 Saturday			
G-DACR Airbus 320	0304	G-BYAU Boeing 757	0436
EI-FKB Fokker 50	0856	G-BVTF Fokker 70	0924
G-UKTG Fokker 50	1015	OO-MTD Brasilia	1028
G-JEAE Friendship	1040	G-MAJA Jetstream 41	1153
G-BSBW JetRanger	1205	G-BOXK T67M Firefly	1214
G-BVTF Fokker 70	1221	G-TBXX TB20 Trinidad	1229
G-DACR Airbus 320	1305	G-BYAU Boeing 757	1348
G-WACJ Duchess	1351	EI-CKP Boeing 737	1403
G-BSER Cherokee 160B	1411	G-BNRL Cessna 152	1435
G-UKTG Fokker 50	1510	G-BVTF Fokker 70	1557
EI-FKC Fokker 50	1608	G-BOOF Archer II	1655
G-MAUD BAe ATP	1747	EC-GGV DC9 83	1754
G-JEAE Friendship	1915	G-BVTF Fokker 70	1933
G-UKTG Fokker 50	1948	G-BYAU Boeing 757	2012
G-BNFB Short 360	2035	G-DACR Airbus 320	2132
13 Sunday			
G-BYAU Boeing 757	0658	G-DACR Airbus 320	0809
EI-FKF Fokker 50	0859	G-BVTF Fokker 70	0935
G-UKTG Fokker 50	1006	G-HMPH JetRanger	1227
G-BVTF Fokker 70	1237	PH-CFF Fokker 100	1329
G-BVEC ATR-42	1331	OO-DTF Brasilia	1437
G-JEAE Friendship	1454	G-UKTG Fokker 50	1515
G-MAUD BAe ATP	1619	EI-CJH Boeing 737	1655
G-XRMC BAe 125 800B	1759	G-JEAE Friendship	1818
G-BVJB Fokker 100	1826	G-RAFF Lear Jet 35A	1829
G-BYAU Boeing 757	1837	OO-DTG Brasilia	1938
G-UKTG Fokker 50	1958	G-BVEC ATR-42	2031
G-BNEN Seneca	2035	EI-FKE Fokker 50	2044

G-MAJA Jetstream 41	2054	G-MAUD BAe ATP	2057
G-BVJB Fokker 100	2124	G-JEAE Friendship	2127
EI-CJH Boeing 737	2152	G-DACR Airbus 320	2256
14 Monday			
G-BYAH Boeing 757	0752	EI-CHJ Cessna FR172K	0920
G-BVEF ATR-42	0932	G-BVZH Boeing 737 500	0940
G-MAJA Jetstream 41	0954	EI-FKB Fokker 50	1013
G-BNFB Short 360	1018	G-BPBO Turbo Arrow IV	1034
G-UKTG Fokker 50	1043	OO-DTF Brasilia	1054
EI-CKR Boeing 737	1118	G-JEAE Friendship	1124
G-MAUD BAe ATP	1129	ZA673 Chinook HC.2	1156
G-BVJB Fokker 100	1224	SE-DRV BAe 125 800B	1230 1832(16)
G-BNFB Short 360	1239	G-BLKY B58 Baron	1243
G-SBAS King Air 200	1320	G-MAJA Jetstream 41	1408
G-BHIC Cessna 182Q	1413	OO-DTJ Brasilia	1439
G-JEAE Friendship	1454	G-UKTG Fokker 50	1521
G-BVJB Fokker 100	1524	G-BYAU Boeing 757	1709
G-MAJA Jetstream 41	1719	G-BVEF ATR-42	1723
OY-CEV Citation	1750 0737(15)	G-JEAE Friendship	1817
G-BVJC Fokker 100	1824	G-BDPA Warrior	1901
G-BNFB Short 360	1904	OO-DTI Brasilia	1940
EI-CKS Boeing 737	1947	G-UKTG Fokker 50	2002
G-MAJA Jetstream 41	2021	EI-FKB Fokker 50	2034
G-BVEF ATR-42	2042	G-MAUD BAe ATP	2102
G-BEJD HS 748	2110	G-JEAE Friendship	2123
G-BVJC Fokker 100	2132		
15 Tuesday			
G-BNFB Short 360	0054	G-BYAU Boeing 757	0332
EI-CJH Boeing 737	0820	EI-FKA Fokker 50	0854
G-BNFB Short 360	0916	G-BVEF ATR-42	0924
G-BVJC Fokker 100	0929	G-JEAE Friendship	0943
G-MAJA Jetstream 41	0943	OO-DTJ Brasilia	1026
G-OJCB JetRanger	1040	G-UKTB Fokker 50	1050
G-MAUD BAe ATP	1128	G-BVJC Fokker 100	1221
G-OOAB Airbus 320	1333	OO-MTD Brasilia	1430
G-JEAE Friendship	1451	G-BNFB Short 360	1501
G-BVJC Fokker 100	1513	G-UKTB Fokker 50	1517
G-BVTE Fokker 70	1519	G-RAFF Lear Jet 35A	1626
G-BVEF ATR-42	1711	G-MAJA Jetstream 41	1720
G-BNFB Short 360	1742	G-JEAE Friendship	1813
G-BVJC Fokker 100	1817	G-TPTT Airbus 320	1831
EI-FKC Fokker 50	1927	EI-CJH Boeing 737	1939
OO-DTJ Brasilia	1944	G-UKTB Fokker 50	1946
9H-ABQ Airbus 320	2007	G-MAJA Jetstream 41	2018
G-BYAW Boeing 757	2023	G-BNFB Short 360	2029
G-BVTE Fokker 70	2032	G-BVEF ATR-42	2046
G-BEJE HS 748	2114	G-BVJC Fokker 100	2121
G-JEAE Friendship	2128		
16 Wednesday			
G-BNFB Short 360	0047	EI-CJH Boeing 737	0820
EI-FKD Fokker 50	0852	G-BNFB Short 360	0914
G-BVEF ATR-42	0924	G-BVJC Fokker 100	0936
G-JEAE Friendship	0938	G-MAJA Jetstream 41	0945
G-BGLW Seneca	0948 1425	G-UKTB Fokker 50	1008
OO-MTD Brasilia	1024	G-AZOT Seneca	1152
G-BVTE Fokker 70	1214	G-BVJC Fokker 100	1236
G-BMPC Archer II	1300	G-OBIG Twin Squirrel	1312
G-MAJA Jetstream 41	1405	G-BMDK Seneca	1416



OO-DTL Brasilia	1438	G-JEAE Friendship	1442
VR-CPR Cessna 421C	1445	G-BNFB Short 360	1458
G-BVJC Fokker 100	1517	G-UKTB Fokker 50	1520
G-OSCA Citation	1700	G-BVEF ATR-42	1712
G-MAJA Jetstream 41	1722	G-ODIG JetRanger	1730
G-BNFB Short 360	1739	G-JEAE Friendship	1808
G-BVJC Fokker 100	1818	EI-FKD Fokker 50	1931
EI-CJH Boeing 737	1944	OO-MTD Brasilia	1948
G-UKTB Fokker 50	1950	G-BNFB Short 360	2030
G-BVTE Fokker 70	2033	G-BVEF ATR-42	2051
G-MAJA Jetstream 41	2059	G-JEAE Friendship	2111
G-BEJD HS 748	2121	G-BVJC Fokker 100	2124
17 Thursday			
G-BNFB Short 360	0029	G-AVMY BAC 1-11	0511 1111
G-BYAW Boeing 757	0518	G-RRJE Airbus 320	0649
EI-CJF Boeing 737	0824	EI-FKB Fokker 50	0857
G-BNFB Short 360	0911	G-BVJC Fokker 100	0932
G-MAJA Jetstream 41	0936	G-JEAE Friendship	0941
G-BUEB ATR-42	1015	OO-DTL Brasilia	1035
G-UKTB Fokker 50	1052	G-BFLX AA5A Cheetah	1101
G-BVJC Fokker 100	1230	G-BRPL Cherokee 140	1233
G-BMIG Cessna 172N	1234	N321DH Pilatus PC-XII	1237
G-BKDI Robin DR400/120	1243	G-ZEIN T67M Firefly	1335
G-AJIT Auster Kingsland	1350	G-UNIT P68 Victor	1431
G-BYAW Boeing 757	1440	OO-DTO Brasilia	1443
G-BNFB Short 360	1447	G-JEAE Friendship	1450
G-BGEL Tomahawk	1459	G-UKTB Fokker 50	1510
G-BVJC Fokker 100	1513	G-OOOT Boeing 757	1538
G-BWXA T67M Firefly	1605	G-MAJA Jetstream 41	1717
G-BUEB ATR-42	1730	G-BNFB Short 360	1738
G-JEAE Friendship	1811	G-BVJC Fokker 100	1819
G-RAFF Lear Jet 35A	1841	EI-FKB Fokker 50	1936
OO-DTL Brasilia	1938	EI-CJI Boeing 737	1949
G-UKTB Fokker 50	1950	G-MAJA Jetstream 41	2021
G-BNFB Short 360	2029	G-BUEB ATR-42	2048
G-JEAE Friendship	2115	G-BIUW HS 748	2118
G-RRJE Airbus 320	2121	G-BVJC Fokker 100	2132
G-BYAW Boeing 757	2208		
18 Friday			
G-BNFB Short 360	0036	G-RRJE Airbus 320	0422
G-BYAW Boeing 757	0522	G-BXEG ATR-42	0610
EI-CKR Boeing 737	0810	EI-FKB Fokker 50	0859
G-BNFB Short 360	0911	PH-XPI Navajo	0927
G-BVJC Fokker 100	0938	G-JEAE Friendship	0943
G-MAJA Jetstream 41	0947	G-BVED ATR-42	0949
G-BSBW JetRanger	1002	G-UKTB Fokker 50	1023
G-BVTE Fokker 70	1045	N190RM King Air E90	1047
G-BSBW JetRanger	1100	OO-DTL Brasilia	1101
G-BSBW JetRanger	1126	EI-CJH Boeing 737	1146
G-BVJC Fokker 100	1232	G-BDGM Warrior	1245
G-BSBW JetRanger	1256	G-MAJA Jetstream 41	1407
G-GFRY LongRanger	1429	OO-DTJ Brasilia	1443
G-JEAE Friendship	1446	G-BSBW JetRanger	1521
G-BVJC Fokker 100	1528	G-UKTB Fokker 50	1535
G-CHIS Robinson R22B	1537	G-BSBW JetRanger	1620
G-BSBW JetRanger	1652	G-MAJA Jetstream 41	1719
G-BNFB Short 360	1743	G-BVED ATR-42	1811
G-JEAE Friendship	1813	G-RRJE Airbus 320	1859

OO-DTG Brasilia	1942	EI-FKD Fokker 50	1944
EI-CKR Boeing 737	1946	G-OBMZ Boeing 737 500	1949
G-UKTB Fokker 50	1953	G-MAJA Jetstream 41	2014
G-BNFB Short 360	2033	G-BVTE Fokker 70	2038
G-BYAW Boeing 757	2105	G-BEJE HS 748	2112
G-JEAE Friendship	2125	G-BVED ATR-42	2139
G-OBMZ Boeing 737 500	2302		
19 Saturday			
G-BNFB Short 360	0042	G-RRJE Airbus 320	0348
G-BYAW Boeing 757	0443	EI-CKQ Boeing 737	0814
EI-FKC Fokker 50	0847	G-OBMZ Boeing 737 500	0930
PH-FVB Bandeirante	0931	XZ335 Gazelle AH.1	0953
G-BWXH T67M Firefly	1000	G-UKTB Fokker 50	1005
G-JEAE Friendship	1026	OO-DTG Brasilia	1038
G-MAJA Jetstream 41	1149	G-SHIV GA7 Cougar	1154
G-BVJC Fokker 100	1234	G-RRJE Airbus 320	1333
G-BYAW Boeing 757	1349	G-PEGI Seneca	1501
G-UKTB Fokker 50	1518	G-BVJC Fokker 100	1559
EI-FKB Fokker 50	1606	G-UKTB Fokker 50	1636
G-BVTE Fokker 70	1722	EC-GGV DC9 83	1733
G-JEAE Friendship	1913	G-TAXI Aztec	1923
G-BVJC Fokker 100	1935	G-UKHP BAe 146	1938
G-BYAW Boeing 757	2028	G-RRJE Airbus 320	2242
20 Sunday			
G-BYAW Boeing 757	0729	N709EL Beechjet 400A	0754
EI-FKD Fokker 50	0851	G-BVJC Fokker 100	0929
G-RRJE Airbus 320	1002	G-UKTB Fokker 50	1018
G-BSBW JetRanger	1033	N321DH Pilatus PC XII	1159
G-BVJC Fokker 100	1234	G-BNJD Cessna 152	1254
G-BXEG ATR-42	1357	PH-CFE Fokker 100	1357
G-UKTB Fokker 50	1501	OO-DTJ Brasilia	1539
G-BVTE Fokker 70	1600	G-JEAE Friendship	1605
EI-CJF Boeing 737	1617	G-BVJC Fokker 100	1817
G-JEAE Friendship	1905	EI-FKD Fokker 50	1918
OO-DTG Brasilia	1942	N709EL Beechjet 400A	2001
G-UKTB Fokker 50	2002	G-BVTE Fokker 70	2022
G-BXEG ATR-42	2024	G-TAXI Aztec	2029
G-MAJA Jetstream 41	2059	G-BVJC Fokker 100	2147
EI-CJF Boeing 737	2150	G-JEAE Friendship	2202
G-BYAW Boeing 757	2246	G-HBAP Airbus 320	2256
21 Monday			
EI-GJG Boeing 737	0812	EI-FKD Fokker 50	0847
G-BNFB Short 360	0910	G-BUEA ATR-42	0932
G-MAJA Jetstream 41	0939	G-JEAE Friendship	0945
N27495 Navajo	0952	G-VVIP Cessna 421C	0954
G-BVJC Fokker 100	0957	G-BDGM Warrior	1001
G-UKTB Fokker 50	1016	G-BSBW JetRanger	1028
G-BVTE Fokker 70	1051	OO-DTJ Brasilia	1057
G-BNFB Short 360	1157	G-BVJC Fokker 100	1257
G-GRAM Navajo	1324	G-MAJA Jetstream 41	1405
G-OSCA Citation	1417	G-JEAE Friendship	1445
OO-MTD Brasilia	1451	G-UKTB Fokker 50	1530
G-BVJC Fokker 100	1533	G-BYAW Boeing 757	1631
G-MAJA Jetstream 41	1715	G-BUEA ATR-42	1720
G-JEAE Friendship	1806	G-BVJB Fokker 100	1816
G-BNFB Short 360	1905	EI-FKA Fokker 50	1931
EI-CJG Boeing 737	1944	G-UKTB Fokker 50	1952
OO-DTJ Brasilia	1954	G-MAJA Jetstream 41	2013

G-BVTE Fokker 70	2038	G-BUEA ATR-42	2053
G-BEJD HS 748	2113	G-BVJB Fokker 100	2121
G-JEAE Friendship	2124		
22 Tuesday			
G-ZAPD Short 360	0024	G-BNFB Short 360	0040
G-BYAW Boeing 757	0326	EI-CJF Boeing 737	0816
G-OAAA Airbus 320	0831	D-IKRP Cessna 421C	0840 0924
EI-FKD Fokker 50	0852	F-GIJB King Air 200	0901
G-BNFB Short 360	0905	N560WE Citation V	0918
G-BVED ATR-42	0932	G-BVJB Fokker 100	0940
G-JEAE Friendship	0942	G-MAJA Jetstream 41	0945
G-BVJI BAe 125 800B	1013	D-EFCH PA-46 Malibu	1015 1121
G-UKTB Fokker 50	1041	OO-MTD Brasilia	1043
G-BVTE Fokker 70	1051	G-BDGM Warrior	1104
G-PLMB AS350 Ecureuil	1150	G-JTCA Aztec	1156
G-BVJB Fokker 100	1235	G-LORD Seneca	1428
G-ROUS Seneca	1444	G-JEAE Friendship	1446
G-BNFB Short 360	1449	OO-DTF Brasilia	1451
G-UKTB Fokker 50	1507	G-BVJB Fokker 100	1521
G-MAUD BAe ATP	1608	G-BVED ATR-42	1710
G-MAJA Jetstream 41	1717	G-BNFB Short 360	1743
G-JEAE Friendship	1812	G-TPTT Airbus 320	1817
G-BVJB Fokker 100	1821	G-BBGB Aztec	1839
EI-FKD Fokker 50	1935	EI-CJF Boeing 737	1954
G-UKTB Fokker 50	2002	9H-ABP Airbus 320	2005
OO-MTD Brasilia	2013	G-MAJA Jetstream 41	2022
N99MX Maule MX-7 180	2027 1715(23)	G-BYAW Boeing 757	2031
G-BNFB Short 360	2035	G-BEJE HS 748	2105
G-BXEH ATR-42	2116	G-MAUD BAe ATP	2121
G-JEAE Friendship	2124	G-BVJB Fokker 100	2130
G-OAAA Airbus 320	2148		
23 Wednesday			
G-ZAPD Short 360	0001	G-BNFB Short 360	0045
G-BYAG Boeing 757	0803	EI-CKQ Boeing 737	0810
EI-FKE Fokker 50	0854	G-BNFB Short 360	0917
G-BVJB Fokker 100	0933	G-BVEC ATR-42	0941
G-JEAE Friendship	0945	G-MAJA Jetstream 41	0947
G-UKTB Fokker 50	1006	G-SHIV GA7 Cougar	1039
OO-DTF Brasilia	1042	G-MAUD BAe ATP	1134
G-BVJB Fokker 100	1226	G-BDGM Warrior	1302
G-BLTT T67M Firefly	1306	G-WELL King Air E90	1403
G-MAJA Jetstream 41	1406	OO-DTJ Brasilia	1441
G-JEAE Friendship	1447	G-BSER Cherokee 160B	1451
G-BNFB Short 360	1456	G-UKTB Fokker 50	1510
G-BVJB Fokker 100	1518	G-BRRN Warrior II	1555
D-EFCH PA-46 Malibu	1656 1815	G-MAJA Jetstream 41	1722
G-BVED ATR-42	1725	D-IKRP Cessna 421C	1740
G-BNFB Short 360	1743	G-JEAE Friendship	1809
G-JBAC Bandeirante	1811	G-BVJB Fokker 100	1821
EI-FKD Fokker 50	1939	G-UKTB Fokker 50	1948
OO-DTF Brasilia	1950	EI-CKQ Boeing 737	1959
G-MAJA Jetstream 41	2029	G-BNFB Short 360	2046
G-BEJD HS 748	2113	G-BVED ATR-42	2116
G-MAUD BAe ATP	2118	G-JEAE Friendship	2124
G-BVJB Fokker 100	2128	G-ZAPD Short 360	2348
24 Thursday			
G-DASI Short 360	0122	G-BYAG Boeing 757	0503
G-JDFW Airbus 320	0716	EI-CJI Boeing 737	0819

EI-FKB Fokker 50	0848	G-BVJB Fokker 100	0924
G-BXEH ATR-42	0927	G-DASI Short 360	0929
G-MAJA Jetstream 41	0939	G-JEAE Friendship	0947
G-UKTB Fokker 50	1004	G-LORD Seneca	1029
G-BPPM King Air 200	1038	OO-DTJ Brasilia	1040
G-BHCP Cessna 152	1145	G-BVJB Fokker 100	1222
G-BYAG Boeing 757	1359	OO-DTO Brasilia	1439
VR-CBM Citation II	1446	G-JEAF Friendship	1448
G-DASI Short 360	1451	G-OOOA Boeing 757	1453
G-OCAA HS 125 700B	1458	G-UKTB Fokker 50	1511
G-BVJB Fokker 100	1526	VR-CPR Cessna 421C	1634
G-MAJA Jetstream 41	1721	G-BXEG ATR-42	1725
G-DASI Short 360	1738	G-JEAF Friendship	1818
G-BVJC Fokker 100	1830	EI-CLJ BAe 146	1943
G-UKTB Fokker 50	1952	OO-DTJ Brasilia	1957
G-MAJA Jetstream 41	2021	EI-CKS Boeing 737	2025
G-JDFW Airbus 320	2049	G-BYAG Boeing 757	2103
G-BXEG ATR-42	2107	G-BEJE HS 748	2110
G-BVJC Fokker 100	2136	G-JEAF Friendship	2150
PH-CFF Fokker 100	2215 2250	G-BUUP BAe ATP	2240
25 Friday			
G-ZAPC Short 330	0000	G-DASI Short 360	0059
G-JDFW Airbus 320	0341	G-BYAG Boeing 757	0510
EI-CJI Boeing 737	0826	EI-FKC Fokker 50	0853
G-DASI Short 360	0914	G-BVJC Fokker 100	0929
G-MAJA Jetstream 41	0943	G-JEAF Friendship	0947
G-BXEG ATR-42	0955	G-UKTB Fokker 50	0958
G-BWXJ T67M Firefly	1027	OO-DTO Brasilia	1043
G-JOYT Archer II	1128	G-BUUP BAe ATP	1148
G-OCAA HS 125 700B	1231	G-BVJC Fokker 100	1250
ZET02 BAe 146 CC.2	1254 1448	240 King Air 200	1258
G-BNFB Short 360	1351	G-MAJA Jetstream 41	1419
OO-DTO Brasilia	1443	G-JEAF Friendship	1508
G-UKTB Fokker 50	1523	G-BVJC Fokker 100	1540
G-AVMZ BAC 1-11	1554	G-BCTA Warrior	1631
G-BUUP BAe ATP	1702	G-MAJA Jetstream 41	1722
G-BNFB Short 360	1740	G-BXEG ATR-42	1804
G-JEAF Friendship	1808	G-BVJA Fokker 100	1834
G-JDFW Airbus 320	1914	EI-FKE Fokker 50	1946
OO-DTG Brasilia	1948	EI-CJI Boeing 737	1957
G-UKTB Fokker 50	2003	G-FRAG Cherokee Six	2020
G-BNFB Short 360	2027	G-MAJA Jetstream 41	2044
G-BXEH ATR-42	2050	G-BVTF Fokker 70	2053
G-BYAG Boeing 757	2059	G-BIUU HS 748	2103
G-JEAF Friendship	2122	G-BUUP BAe ATP	2154
G-BVJA Fokker 100	2306	G-ZAPD Short 360	2352
26 Saturday			
G-BNFB Short 360	0038	G-JDFW Airbus 320	0257
G-BYAG Boeing 757	0430	G-BYAB Boeing 767	0438
EI-CJI Boeing 737	0824	EI-FKB Fokker 50	0859
G-LJET Lear Jet 35A	0913	G-BVJC Fokker 100	0922
G-UKTB Fokker 50	0957	G-JEAF Friendship	1027
OO-DTO Brasilia	1031	G-BSER Cherokee 160B	1108
G-ONAV Navajo	1125	N560WE Citation V	1222
G-BVTF Fokker 70	1321	G-BYAG Boeing 757	1332
G-JDFW Airbus 320	1338	G-BSBW JetRanger	1349
G-BOAD Concorde	1451	G-UKTB Fokker 50	1508
G-LIDE Navajo	1600	G-BVTG Fokker 70	1602

EI-FKC Fokker 50	1605	G-BSER Cherokee 160B	1620
EC-FVR DC9 83	1749	G-BUUP Bae ATP	1752
G-JEAF Friendship	1917	G-UKTB Fokker 50	1949
G-BYAG Boeing 757	2023	N6315X Cessna 421C	2036 1227(27)
G-BVTF Fokker 70	2046	G-BNFB Short 360	2049
G-JDFW Airbus 320	2052	G-TKPZ Cessna 310R	2157 2220
27 Sunday			
G-TKPZ Cessna 310R	0630	G-BYAG Boeing 757	0635
G-JDFW Airbus 32	0711	G-BVJC Fokker 100	0932
G-UKTB Fokker 50	1012	G-BSBW JetRanger	1016
G-BVTF Fokker 70	1248	G-BVEC ATR-42	1343
G-BVJD Fokker 100	1427	G-JEAG Friendship	1502
G-UKTB Fokker 50	1530	PH-SDP DHC 8	1533
N797HG PA-46 Malibu	1546 1439(29)	EI-CKQ Boeing 737	1622
G-GNTB SAAB 340	1653	G-BVTF Fokker 70	1742
G-JEAG Friendship	1823	G-BYAG Boeing 757	1848
G-BVJD Fokker 100	1916	EI-FKD Fokker 50	1920
PH-SDI DHC 8	2026	G-UKTB Fokker 50	2040
G-MAJA Jetstream 41	2046	G-BVEC ATR-42	2050
G-BVYF Navajo	2123 2222	G-JEAG Friendship	2128
G-GNTB SAAB 340	2157	EI-CKQ Boeing 737	2200
G-BVJD Fokker 100	2241	G-OLLY Navajo	2352
28 Monday			
G-JDFW Airbus 320	0038	EI-FKF Fokker 50	0820
EI-CKS Boeing 737	0823	N584CA Rockwell 114	0833
G-BXEG ATR-42	0935	G-JEAG Friendship	0937
G-BVJD Fokker 100	0939	G-MAJA Jetstream 41	0944
G-BNFB Short 360	0950	G-UKTB Fokker 50	1011
PH-SDT DHC 8	1057	G-GNTB SAAB 340	1214
G-BVJD Fokker 100	1419	PH-SDI DHC 8	1504
G-JEAG Friendship	1514	G-TAXI Aztec	1545
EI-CJF Boeing 737	1640	G-UKTB Fokker 50	1709
G-MAJA Jetstream 41	1726	G-BXEG ATR-42	1744
G-JEAG Friendship	1821	G-BVJD Fokker 100	1826
G-BNFB Short 360	1909	EI-FKE Fokker 50	1937
EI-CJD Boeing 737	1955	PH-SDM DHC 8	2011
G-MAJA Jetstream 41	2037	G-UKTB Fokker 50	2112
G-GNTB SAAB 340	2131	G-BPDA HS 748	2134
G-BXEG ATR-42	2202	G-JEAG Friendship	2213
G-BVJD Fokker 100	2217		
29 Tuesday			
G-ZAPG Short 360	0041	G-BNFB Short 360	0107
G-BYAP Boeing 757	0325	EI-FKE Fokker 50	0817
EI-CKS Boeing 737	0823	N8300E Falcon 50	0835
G-BJWW Cessna F172P	0910	G-BNFB Short 360	0912
G-BFMH Cessna 177B	0916	G-BVJD Fokker 100	0930
G-MAJA Jetstream 41	0933	G-JEAG Friendship	0938
G-BVEC ATR-42	0946	G-BEMY Cessna FRA150M	0948
G-UKTB Fokker 50	1007	PH-SDI DHC 8	1047
G-BDGM Warrior	1054	G-SHCC JetRanger	1055
G-GNTB SAAB 340	1133	G-BODU SF25 Falke	1153
G-BNFB Short 360	1200	N8300E Falcon 50	1224
G-BVJD Fokker 100	1229	N501CF Citation	1240
G-BREP Arrow IV	1247	G-SUIT Cessna 210N	1420
G-RAFC Robin R.2112	1434	G-JEAD Friendship	1455
PH-SDM DHC 8	1457	G-BVJD Fokker 100	1521
G-UKTB Fokker 50	1524	G-MACK Arrow II	1555
G-MAJA Jetstream 41	1714	G-GFRY LongRanger	1715

G-BUEB ATR-42	1728	G-BNFB Short 360	1734
G-JEAD Friendship	1811	G-BVJD Fokker 100	1828
9H-ABP Airbus 320	1912	EI-FKE Fokker 50	1925
G-TPTT Airbus 320	1936	EI-CKS Boeing 737	1948
PH-SDT DHC 8	2002	G-UKTB Fokker 50	2009
G-BNFB Short 360	2018	G-MAJA Jetstream 41	2020
G-BYAP Boeing 757	2034	G-BUEB ATR-42	2111
G-GNTB SAAB 340	2118	G-JEAD Friendship	2120
G-TAXI Aztec	2123	G-BVJD Fokker 100	2125
G-BEJD HS 748	2145	G-OOAB Airbus 320	2159
30 Wednesday			
G-ZAPG Short 360	0024	G-BNFB Short 360	0103
OY-CCG Citation III	0751 1015	EI-CKS Boeing 737	0821
EI-FKE Fokker 50	0826	G-BNFB Short 360	0913
G-BXEH ATR-42	0927	G-BVJD Fokker 100	0928
G-MAJA Jetstream 41	0933	G-JEAD Friendship	0946
G-BDGM Warrior	1004	G-UKTB Fokker 50	1010
G-TRIN TB20 Trinidad	1019	ZA737 Gazelle AH.1	1040
PH-SDM DHC 8	1121	G-GNTB SAAB 340	1130
G-MAJL Jetstream 31	1137	G-BNFB Short 360	1154
G-BVJD Fokker 100	1246	G-BOLF Tomahawk	1338
G-BSXE JetRanger	1434	G-JEAD Friendship	1445
PH-SDT DHC 8	1501	G-UKTB Fokker 50	1526
G-BVJD Fokker 100	1528	ZG921 Lynx AH.9	1529
G-BSER Cherokee 160B	1546	G-MAJA Jetstream 41	1717
G-BXEH ATR-42	1724	G-VIPI BAe 125 800B	1730
G-BNFB Short 360	1738	G-JEAD Friendship	1815
G-BVJD Fokker 100	1819	EI-FKA Fokker 50	1927
EI-CKS Boeing 737	1946	G-UKTB Fokker 50	1953
PH-SDT DHC 8	2006	G-MAJA Jetstream 41	2016
G-BNFB Short 360	2031	G-BXEH ATR-42	2119
G-GNTB SAAB 340	2121	G-BVJD Fokker 100	2123
G-JEAD Friendship	2125	G-BEJD HS 748	2134
31 Thursday			
G-ZAPG Short 360	0016	G-BNFB Short 360	0042
G-BYAJ Boeing 757	0523	G-DRVE Airbus 320	0706
EI-FKA Fokker 50	0815	EI-CKQ Boeing 737	0819
N70EW Falcon 900	0853	G-BNFB Short 360	0914
G-BXEC ATR-42	0921	G-BVJD Fokker 100	0928
G-MAJA Jetstream 41	0934	G-BNOE Warrior II	0935
G-JEAD Friendship	0940	G-UKTB Fokker 50	1014
PH-SDP DHC 8	1055	G-BBFX Seneca	1126
G-GNTB SAAB 340	1137	G-BNFB Short 360	1157
G-BVJD Fokker 100	1242	G-OMAR Seneca	1253
G-BSXE JetRanger	1258	G-BYAJ Boeing 757	1435
PH-SDT DHC 8	1446	G-JEAD Friendship	1448
G-OOOB Boeing 757	1522	G-UKTB Fokker 50	1525
G-BVJD Fokker 100	1538	OY-CCG Citation III	1611 1649
N900SJ Falcon 900	1647	N16NK Gulfstream III	1709
G-MAJA Jetstream 41	1726	G-BNFB Short 360	1744
G-BUEB ATR-42	1759	G-JEAD Friendship	1834
G-BVJD Fokker 100	1840	EI-CKQ Boeing 737	1951
EI-FKE Fokker 50	1957	G-UKTB Fokker 50	2000
G-MAJA Jetstream 41	2017	PH-SDI DHC 8	2024
G-BNFB Short 360	2030	G-DRVE Airbus 320	2036
G-BEJE HS 748	2123	G-GNTB SAAB 340	2136
G-BUEB ATR-42	2139	G-JEAD Friendship	2142
G-BVJD Fokker 100	2151	G-BYAT Boeing 757	2252

## From & To

01) LX-YKH/Luxemburg-Manchester: 02) N560WE/Jersey;XW913/Liverpool: 03) N4NM/Denham;N5NN/Elstree: 04) PH-IDA/Rotterdam;ZG848/Aldergrove;ZG844/Aldergrove; F-GKHL/Munich-Heathrow: 07) 143(F-YDTA)/F & T Landivisiau: 08) N60UK/Northolt-Brussels;PH-AST/Rotterdam;N414FZ/Wick-Southampton: 09) N935SH/Wilmington(USA); N560WE/F & T Jersey;XZ311/Shawbury;F-GFPV/Nantes-Lille: 10) XZ311/York;N27495/Guernsey;ZG847/Blackpool: 11) XW913/Wattisham: 14) EI-CHJ/Dublin;ZA673/Odiham; SE-DRV/F & T Angleholm;OY-CEV/Glasgow-Tirstrup: 16) VR-CPR/Guernsey: 17) N321DH/Manchester: 18) PH-XPI/Rotterdam;N190RM/Shoreham: 19) XZ335/Ripon: 20) N709EL/East Midlands and Birmingham;N321DH/Farnboro: 21) N27495/Exeter-Guernsey: 22) D-EFCH/F & T Munchengladbach;D-IKRP/F & T Cologne;F-GIJB/Le Bourget;N560WE/Jersey;N99MX/Deauville: 23) D-EFCH/F & T Munchengladbach;D-IKRP/F & T Cologne: 24) VR-CBM/Norwich;VR-CPR/Cranfield: 25) ZE702/Northolt-Lyneham;240/Edinburgh: 26) N560WE/Jersey;N6315X/Glasgow-Dublin: 27) N797HG/F & T Guernsey: 28) N584CA/Coventry: 29) N8300E/Luton-Orly-Luton n/s;N501CF/Birmingham: 30) OY-CCG/Karup; ZA737/"near Warton";ZG921/Linton-on-Ouse: 31) N70EW/Teterboro(USA);OY-CCG/Karup; N900S/Le Bourget;N16NK/Madrid:

## Overshoots

01) XX498/CWL62;XX499/CWL66: 02) ZF516/LOP74;XX482/CWL62;XX495/CWL75;ZF488/LOP74;ZF406/LOP50: 03) ZF450/LOP77;ZF406/LOP71;ZF450(again)/61Y: 04) ZF516/LOP77;ZF315/LOP55;ZF516(again)/LOP71Y;G-BAVZ: 07) XZ298/???: 08) ZE370/SRG129: 10) G-BWXD/BKH31: 15) ZF487/LOP04: 17) XX416/Army527;ZF163/LOP14;G-BWER: 18) ZF514/LOP64: 22) G-SHIV;XX498/CWL68;XX496/CWL76: 23) G-SHIV;VR-CBM: 24) G-PEGI: 25) G-SHIV: 29) G-SHIV: 30) XX492/CWL71;G-PASG/Police 42:

## LBA movements review, October 1996

First foreigner of the month was the Citation LX-YKH on the 1st from Luxemburg to Ringway, on the 2nd we had the Citation V N560WE which is UK based. The Cessna 421C N5NN on the 3rd is still resplendant in the old Britannia Airways scheme, it used to be G-BRIT. Another Citation V was F-GKHL on the 4th and it was joined by the Tulip Air Navajo PH-IDA which used the callsign "Tulip 4A". The Lear Jet 60 N60UK on the 8th is registered to the Wilmington Trust Co but it is believed to be operated by Shorts. Also noted on the 4th were Navajo PH-AST as "Rijnmond841" and the appropriately registered Cessna 414 N414FZ from Wick to Southampton.

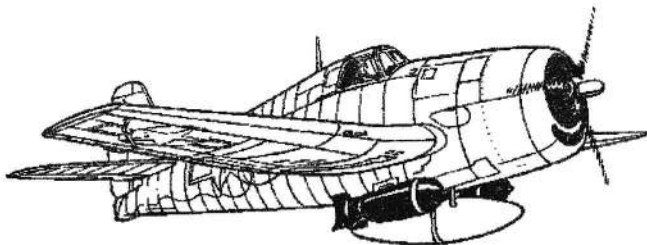
Night stopping on the 9th was Navajo F-GFPV whilst the Citation V N560WE visited again from and to Jersey, arriving from Wilmington, Delaware was the Gulfstream IV N935SH of SHX Leasing. The Navajo N27495 on the 10th is believed to be Guernsey based. From Dublin on the 14th was the Cessna 172 EI-CHJ, night stopping the same day was Citation OY-CEV using the non-standard callsign "Falkair 14A-15A", going one further was HS 125 SE-DRV which night stopped until the 16th. Old faithful Cessna 421C VR-CPR made the first of only two visits this month on the 16th. The 17th saw another regular making its first visit of the month when Pilatus PC XII N321DH arrived from Ringway. King Air E90 N190RM made only one visit this month, this was on the 18th when it was joined by the Navajo Chieftain PH-XPI with the callsign "Rijnmond846".

Another regular making only one visit this month was Beechjet 400A N709EL on the 20th when PC XII N321DH was back again. From Exeter to Guernsey on the 21st was the Navajo N27495 again. King Air 200 F-GIJB on the 22nd was "Challenge Air 771"

and the Malibu D-EFCH was from and to Monchengladbach, Citation V N560WE arrived from Jersey and the Maule N99MX night stopped, finally Cessna 421C D-IKRP visited from and to Cologne. The 23rd saw both D-EFCH and D-IKRP back again. Cessna 421C VR-CPR returned on the 24th and Mr. Mathews Citation II, VR-CBM, called in from its base at Norwich. N560WE was noted again on the 26th and Cessna 421C N6315X from Glasgow night stopped before going to Dublin. Night stopping on the 27th was the Malibu N797HG which is thought to be Guernsey based, Rockwell 114B N548CA on the 28th is definitely Coventry based. Falcon 50 N8300E of Emerson Electric Co was from Luton to Paris/Orly and return on the 29th, visiting Knightair for the first time that day was the Citation N501CF (which has replaced the Cessna 425 N1224S with Inductotherm at Birmingham), it night stopped through to November 1st. Noted on the 30th was the Citation III OY-CCG as "Alkair 03", this returned on the 31st with the same callsign. Three night stoppers on the 31st were the Gulfstream III N16NK, and Falcon 900's N70EW and N900SJ.

Quite a bit of military to record, on the 2nd Gazelle XW913 was "Army 620". From their base at Belfast we had two different Islanders on the 4th, ZG844 was "Army 338" and ZG848 was "Army 452". The French Navy were back on the 7th with Falcon 10 serial 143 being "FNY 55A2" on the radio and F-PDTA in the tower log. Gazelle XZ311 operated as "Army 392" on the 9th and 10th. The 10th also saw our third Islander of the month when ZG847 came from Blackpool as "Army 452". Gazelle AH.1 XW913 came from Wattisham on the 11th as "Army 620" and Chinook HC.2 ZA673 used the callsign "Hobbit 2" when it arrived from Odiham on the 14th. Gazelle XZ335 on the 19th came from Ripon as "Army 312". BAe 146 ZE702 was "Kittihawk 04R" on the 25th and on the same day the Irish Air Corps King Air 200 serial 240 operated as "Irish 240". Ending the month on the 30th were the Gazelle ZA737 as "Army 227" and Lynx ZG921 as "Army 706".

A new resident arriving at Knight Air on the 3rd was the Agusta 109A N4NM which belongs to Pace Electrics. New residents in the YLA hangar are the Robinson R-22 G-DHGS and the Baron G-BSDY, the latter arrived on the 4th. Jack Tordoff's Cessna 421C N421GQ was air tested on the 29th. Night stopping on the 16th was the new Twin Squirrel G-OBIG operated by the "Big Breakfast" TV show. A lot of action from Slingsby's this month, on the 2nd "Slingsby 1" was G-DLTA and the T67 G-BWXG was "ABR102". G-DLTA returned as "Slingsby 1" on the 4th but that afternoon saw "Slingsby 1" also used on T67 G-BWXI. On the 17th "Slingsby 1" was the T67 G-ZEIN first and then it was T67 G-BWXA. The callsign was used again on the 19th with T67 G-BWXI and on the 25th with T67 G-BWXJ. Spanair DC9 83 EC-GGV visited for the first time on the 12th and from the 27th Sabena began operating DHC 8's on their Brussels flight, replacing the Brasilia's with aircraft leased from Schreiner. The first to visit was PH-SDP.





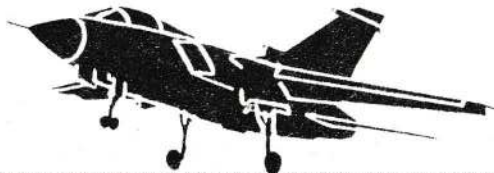
*LBA residents, November 1996*

There has been a lot of movement among the residents at LBA lately so now would be a good time to list what we believe the current picture to be. Aircraft shown with a "\*" live at Knightair, the two Jetstreams live on the main apron but move round to Knightair for maintenance and the rest live in YLA's hangar.

G-ACGT	Avro 594B Avian IIIA	R3/CN/171	Mike Rockcliffe (On rebuild)
G-ASMW	Cessna 150D	60347	YLA (leased to Yorks A/C)
G-AVWD	PA-28 140	28-23700	* M.P.Briggs
G-AWES	Cessna 150H	68626	YLA (On rebuild)
G-BAZM	Jodel D.112	PFA/915	Bingley Flying Group
G-BBJX	Cessna F150L	1017	Yorks A/C
G-BCVH	Cessna FRA150L	0258	YLA (leased to Yorks A/C)
G-BELT	Cessna F150J	0409X	YLA (leased to Yorks A/C)
G-BEUX	Cessna F172N	1596	* ABK Aviation Svs
G-BEZF	AA5 Traveler	0538	* G.A.Randall
G-BFFC	Cessna F152	1451	Yorks A/C
G-BFGH	Cessna F.337G	0081/1754	* T.Perkins
G-BFGL	Cessna FA152	0339	Yorks A/C
G-BFIY	Cessna F150M	1381	YLA (leased to Yorks A/C)
G-BFXW	AA5B Tiger	0940	Campsol Ltd.
G-BHDP	Cessna F182Q	0131	A.K.Denson
G-BHKJ	Cessna 421C	0848	* Croslee PLC
G-BIFA	Cessna 310R	1606	
G-BMBB	Cessna F150L	1136	* Adrian Glick
G-BMVJ	Cessna 172N	72232	Yorks A/C
G-BOIY	Cessna 172N	67738	* ABK Aviation Svs
G-BPVJ	Cessna 152	82596	* Knightair
G-BSDY	Beech 58 Baron	TH-1557	
G-BWVJ	HOAC DV-20 Katana	20132	Mid-west Engines Ltd. (leased to Yorks A/C)
G-DHGS	Robinson R-22B	2592	Driver Hire Group Svs
G-DRAR	Hughes 369E	0486E	* Readmans Ltd.
G-FITZ	Cessna 335	0044	White Knuckle Airways
G-GLAM	BAe Jetstream 31	839	Jetstream Aircraft. (leased to Knightair, sub-leased to Manx)
G-JACT	P-68C Victor	0366	* Jack Tordoff
G-LICK	Cessna 172N	70631	Adrian Glick
G-LOGV	BAe Jetstream 31	761	Jetstream Aircraft. (leased to Knightair, sub-leased to Manx)
G-OADY	Beech 76 Duchess	ME-56	* Citation Leasing
G-OJVH	Cessna F150H	0356	YLA (leased to Yorks A/C)
G-OSAL	Cessna 421C	0218	* Knightair
G-ROWN	King Air 200	BB-684	
N1565B	Beechjet 400	RJ-65	Ogdens Ltd.
N26ET	AS355 Twin Squirrel	5455	* Pace Electrics
N421GQ	Cessna 421C	1411	* Jack Tordoff
N4NM	Agusta A109C	7672	* Pace Electrics
N6834L	Cessna T310R	2137	*
N809SW	PA-31T Cheyenne	31T-8020080	* Retford Bricks
VR-CCV	Cessna 560 Citation V	0320	* Pace Electrics
VR-CMO	Cessna 500 Citation	070	Tunstall Telecoms

# Military News

Eric Martin.



## FLIGHT LIEUTENANT HELEN SHOOS AWAY RUSKIES!

Flight Lieutenant Helen Gardiner, flying a Tornado F3 from 43 Squadron based at RAF Leuchars, became the first female RAF pilot to tackle 'hostiles', when she intercepted two Russian maritime reconnaissance aircraft which were observing NATO exercise 'Northern Lights' in the North Sea. Helen and her navigator, Flight Lieutenant Martin Harris, were on quick reaction alert (QRA) stand-by; under QRA procedure, two F3s are kept on live-armed, twenty-four hour readiness to investigate intruders into UK airspace.

## ..... AND A SUB-STANTIAL PROMOTION FOR SARAH...

Navigator Sarah Haycock, based at RAF Kinloss, has become the RAF's first female captain of a Nimrod sub-hunter. As she takes command of £70-million jet, her squadron commander Wing Commander Stu Butler added "It is quite difficult for a navigator to receive captaincy because it usually goes to pilots".

The RAF employed female Air Loadmasters from 1959 and, early in 1990, deployed a female Flight Controller as a surveillance operator on an E3 Sentry, but did not recruit female pilots and navigators until later in 1990. The USAF employed them from 1976 and the CAF (Canadian Armed Forces) from 1978. Initially, all three forces employed females in non-combat aircraft only but they now fly in any role without restrictions.

I was converted to being a feminist when I became the faithful father of a daughter in 1964, strengthened when I became an adoring grandfather of a granddaughter in 1994. As an ardent feminist, I applauded the decision of the RAF to recruit female pilots and navigators. The Army now also recruits female pilots, as those of you who watched "Flying Soldiers" will recall. Lieutenant Jenny Firth became the fourth female to qualify as an Army pilot and she was also given an award for achieving the best examination results on her pilots' course. Hopefully, the time will soon arise when the achievements of Helen, Sarah and Jenny are commonplace.

## 'COMBINED OPERATIONS' REBORN?

The Ministry of Defence has announced details of the formation of tri-service units to form the JOINT RAPID DEPLOYMENT FORCE (JRDF). The units will be composed of elements of the RN (mainly Royal Marines), the Army (mainly Parachute Regiment) and the RAF (mainly C130Js backed up by helicopters, presumably Chinooks). The JRDF is reminiscent of the WWII 'Combined Operations' organisation; perhaps the force will revive the badge of 'Combined Ops'? The old sweats amongst you will recall that this was composed of a Tommy gun on an anchor surmounted by an eagle.

## AIR SPEED RECORDS COMMEMORATED

As a postscript to my notes about RAF Tangmere and the RAF High Speed Flight: a plaque has been unveiled on the sea-front at Rustington, West Sussex to commemorate the two world air speed records set on 7 September 1946 and 7 September 1953. There was a flypast of privately owned aircraft, a Meteor and a Hunter.

## EUROFIGHTER HITS MORE PROBLEMS!

Soon after the Farnborough announcement that the UK Government had given the MOD the 'go ahead' to proceed with production of the Eurofighter 2000, the German Government has ordered a 'standstill' on defence spending so that it might meet the Maastricht criteria for a common currency, thus causing yet more delay. We will soon be hearing of the Eurofighter 2500! Perhaps the Society might receive the very latest news on its visit to BAe Wharton on 23 November?

Sources: Soldier, RAF News, Flying Soldiers (BBC Books), Aircraft Illustrated, AirForces Monthly, Daily Mail.

Please send any information for inclusion on this page to:  
Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB. (Tel: 01274-873336)

# MILITARY NEWS

ERIC MARTIN

## FRIDAY THE 13th ON FRIDAY THE THIRTEENTH

Uniquely, this edition of 'Military Matters' is devoted to a single topic, a unique Yorkshire event: the roll-out of the reconstructed Halifax at the Yorkshire Air Museum at Elvington on the second Friday in September. The event also included the opening of the Canadian Memorial Hangar and the unveiling of the Commemorative Wall.

The reconstruction is based on the fuselage of a Halifax which made a 'wheels-up' landing on the Isle of Lewes in 1945 and had been used by a crofter as a hen coop. Commenced in 1984, the reconstruction reflects great credit on the BAe apprentices and myriad volunteers who worked on the aircraft which is the only reconstructed Halifax in the world, although a second one is being reconstructed in Canada. The RAF museum holds the remnants of a Halifax 'rescued' from a Norwegian fjord.

The Elvington day was memorable for a number of reasons and I would highlight: more DFCs and DFMs than I have seen in many a long day; the largest gathering of ex-aircrew ever seen in Yorkshire; representative flypasts from a number of air forces; Ken giving orders to the Commander of the Air Command of Canadian Armed Forces; one thousand people sitting down to excellent buffet lunch - I could go on and on.

**FLY PAST:** Magistere (Belgian), Alphajet (Patrouille de France), Canberra (RAF), Tucano (RAF), Hercules (CAF from Canada, via Lyneham), Phantom (Luftwaffe), Tornado GRI & F3 (RAF), Sentry, Lancaster & Spitfire (BBMF), Harrier (RAF).

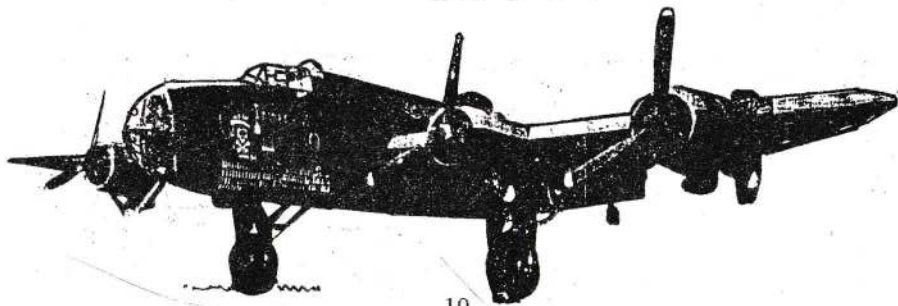
**STATIC:** Victor, Lightning, Me109, Mosquito, Meteor, Dominie, Jetstream, Hunter.

**FLY-INS:** Stearman PT17, Chipmunk, Cessna 310.

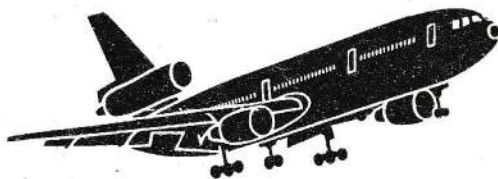
The Halifax mainly operated from North Yorkshire airfields with 4 Group, RAF and 6 Group, RCAF. It was considered 'less glamorous' than its sister four-engined bomber, the Lancaster. I would not dare to venture into the arguments between Lancaster and Halifax crews, but the latter maintain that the Halifax had a longer range and larger bomb-load and was more robust than the Lancaster.

In addition to Canadian crews, Norwegian and French crews operated Halifaxes from Elvington, the flags of these countries and the Union Flag were flown at the entrance to the Museum complex. Canada was represented by the Canadian High Commissioner and the Commander of Air Command, Canadian Armed Forces and France by the French Air Attache.

During the roll-out, I stood alongside George Parrott, an ex-Halifax wireless operator and Horace Yates, an ex-Halifax fitter-armourer. During the day I met an old friend, Ted Judkins, who was Signals Leader of a Halifax squadron. I dedicated a brick for the Memorial Wall to 13 Elementary Flying School, RCAF, St. Eugene, Ontario on behalf of myself and Karl Matthews as we both served there in 1945.



# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

The airport has gained two extra mail flights, although the flights are only temporary until January 1997. The Gill Air Shorts used for the Edinburgh services departs to Stansted as GIL651L. The aircraft returns in the early hours of the next morning. Arriving from Stansted around 2330 is "ZAP949", a Titan Airways Short SD.3-60, which goes on to Newcastle. I am told this arrangement is while major changes are going on to the sorting offices in the London area.

The B.B.C. have again altered its Ceefax service. Leeds/Bradford arrivals are now on page 451. Unfortunately we still have to share with Newcastle B.A. arrivals.

**British Midland** have now based two SAAB 340's for use on both the Paris and Glasgow services (see last months AYCAN). The first aircraft commenced services on the Paris service on October 28th, replacing A.T.P.'s. The Jetstream 41, G-MAJA, continued to operate Glasgow flights during this week, but was then replaced the following weekend with another SAAB 340.

**Sabena** have at long last replaced Brasilia's on their Brussels service with Dash 8's. The complicated change involved the Stuttgart - Brussels service been upgraded from a Regional Jet to a Boeing 737. This in turn realised a Regional Jet for the Brussels - Newcastle service, which in turn realised a Dash 8. It apparently was a last minute decision to use the Dash 8 on either the Brussels to Bristol or Leeds service. It came as a shock to me to find the Dash 8 actually is slower than the Brasilia's and cruises at a lower altitude.

## AIRPORT NEWS

**Dublin** airport operator Aer Rianta has unveiled a IR£97 million plan to double the size of the terminal at the airport. A further expansion of the existing terminal will raise capacity to fourteen million passengers a year. Dublin currently handles eight million a year, although the terminal was only designed to handle seven million.

**Heathrow's** operator BAA have announced plans to build a second railway station to serve Heathrow. The station to be known as Heathrow Point North, will be built at Stockley Park, about two miles North of Heathrow. The station will be on the Paddington to Bristol Main Line and will be served by trains from places such as Oxford, Reading, Stratford, Worcester, Cardiff and Bristol. The station fits in with BAA plans to encourage passengers to travel to airports by public transport. The station would be linked to the airport terminals by bus, and it is hoped the station may encourage some of Heathrow's 55,000 employees to also "leave the car at home" BAA hopes to have the station operational by 1988, however Railtrack, who are spearheading the project quote 2000.

**Liverpool** is set to have new owners after British Aerospace who own 76% of the share capital of Liverpool have announced it wishes to sell its holding. BAe claims it has made the decision so it can concentrate on its core activities.

**Manchester** is to invest £60 million on a new hub facility for British Airways. Work has already commenced and will be complete in 1998. The project will involve major upgrading and redevelopment of the existing domestic terminal facility.

Meanwhile the long awaited decision on the airports second runway should be known in early 1997.

## **AIRLINE NEWS**

**British Midland** are to acquire three more Boeing 737-300 and a Boeing 737-400. Two will replace aircraft been returned to the lessor, but the other two are required for B.M's route growth.

**City Bird** are a new Brussels based carrier hoping to start long haul low cost flights from Brussels on 27th March 1997 using a single MD-11. The airline is owned by City Hotels Group former owners of Euro-Belgium Airlines, which was sold to the Virgin Group earlier this year. The agreement with Virgin prevented City Hotels operating low cost fares within Europe but not long haul services. Brussels to Newark will be the first destination, but plans include services from Brussels to Los Angeles, Miami, Orlando and San Francisco.

**Debonair** the Luton low cost carrier was due to commence services from Copenhagen on November 21st, to Munich, Rome and Barcelona as well as Luton. This will make Debonair the first U.K. carrier to operate a daily direct inter European service.

**Gill Airways** have launched its first International service from Newcastle. The Newcastle based airline has taken over the former Eurowings service to Dusseldorf. This is Gills second international service, the other been operated between Prestwick and Donegal in Ireland.

**Jersey European** have signed a franchise agreement with Air France, to take on board several of the former Air France Europe/Air Inter services from Heathrow. Services to Lyon and Toulouse from Heathrow commenced on October 27th with two BAe 146 aircraft. The aircraft are in Air France Express colours, and Air France in flight products. It is believed the first time a U.K. carrier has agreed to a foreign franchise.

**U.S. Air** has indicated it will cease all ties with British Airways from 20th March next year, ending a three year agreement. U.S. Air is demanding B.A. sell its 25% shareholding in the airline. The airline has applied to re-commence its own flights into Heathrow, which it gave up when the services because of its then new agreement with B.A.

The airline has also announced it is to change its name to U.S. Airways and introduce a new logo in the stylised version of the American flag. The flag logo will be in light grey and "will be on the tail of every aircraft in the fleet . The symbol represents the intent to be national and international in scope" according to the company.

**Virgin Express** operated into London Heathrow for the first time on October 27th. Virgin Express have commenced operating the Heathrow Brussels service on behalf of Sabena, replacing their nine daily services.

### **AIRCRAFT NEWS**

Airbus Industrie announced its largest ever order on November 7th. The order from U.S. Air was for 120, A.319, A.320 and A.321 aircraft on firm order, with options on another 160, and a possible total order of 400 aircraft. The firm order is worth \$5.3 billion at list prices, although U.S. Air is likely to received a substantial discount on this amount.

Boeing have increased production of the 777 from five to seven aircraft a month.

The McDonnell-Douglas MD-90 gained European Certification on 16th October. The aircraft has had to undergo 30 changes to meet European requirements. First customer in Europe for the MD-90 is Scandinavian Airlines System who have already received their first example. The first revenue service was on November 11th from Oslo to Stockholm The first U.K. visit is planned for December 9th.

### **OTHER NEWS**

Airbus Industrie are to allow it A.300-600ST Belugas to be made available to outside companies. The aircraft replaced the Supper Guppy with Airbus and is used to transport outsize Airbus components around Europe. It is estimated allowing the aircraft to be used by other cargo operators could net Airbus £15 million a year. Airbus currently operates two Belugas, but a third is due for delivery in 1997 and the fourth and final example due in 1998.

Richard Branson's Virgin Group in co-operation with American Blimp plan to build the worlds largest ever airship to be named Millennia. The plan is for the 248ft Airship to leave Edinburgh Castle on New Years Eve 1999 and arrive in Australia in time for the Sydney Olympics.

**CREDITS** Pete Gibson, Harry Morrow, Peter Smith, Aircraft Illustrated, Financial Times, Telegraph and Argus, Travel Weekly, T.T.G.,

*Further afield*

*global topics by  
alan sedgwick*

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

**CRAZY DAY....** Fancy a day in the Falklands?, well almost a day (min) -IS POSSIBLE- as they say, with the BA flight to Chile connecting with an AEROVIAS DAP Boeing 727 via Punta Arenas to reach the Mount Pleasant airport. The Tuesday 747/400 service from London to Santiago leaves at 22.15 and arrives in Chile at 09.50 on Wednesdays. The connection departs at 13.00 and after calling at its base city lands just over five hours later at 18.15 on the island. A speedy return would see you on the 15.30 on Thursday and after an overnight stop in Santiago,- a departure from the Comodoro Arturo Merino Benitez airport (try saying that to the taxi driver after a good night out!!) at 11.50 on the BA 244 - UK bound arriving (at LGW from next spring) mid-morning on Saturday.

**SUN-AIR** of Denmark that became BA's first out of Europe franchise partner this summer started up almost 20 years ago as an air charter and taxi service before forming into a regional airline based at Billund in Jutland. Over 250 departures per week cross Scandinavia with links into the BA services at Copenhagen, Oslo and Stockholm. From Kastrup, which is just 6 miles SE of the capital you can fly on to Aarhus (Tirstrup), Gothenburg, Sindal, Skive and Thisted. Aarhus, Denmark's second largest city is also linked to Billund, Odense, Stockholm and Oslo. The original base near the original famous Legoland also connects to Oslo. Both SUN-AIR and SAS serve the third largest City of Odense which is situated on the island of Funen. This airport lies 8 miles NW of Hans Christian Anderson's birthplace. Of around 150 employees over one fifth contribute to its engine support set-up covering a wide variety of aircraft types including Jetstream models, eleven of which are in their fleet. Alliances also exist with 10 other airlines in Europe plus Delta in the USA. From October 27 COMAIR of South Africa flew under BA colours with a similar franchise agreement in place. With a Jo'burg hub the airline will link with the services of the U.K. carrier also at Cape Town, Durban, Harare and Gabaronne. The airline that is celebrating its 50th anniversary will start a new service to Port Elizabeth as a result of the franchise set-up. The fleet consists of Boeing 727's, 737's and ATR 42's, working more than 400 departures per week.

**NO TICKET!!** -travel has almost arrived with the Worlds airlines and the IATA agreeing on its benefits and talks well under way with customs and immigration authorities. Electronic ticketing should speed up the

movement of passengers through airports as well as on to connecting flights and for the airlines themselves it is expected to cut costs in distribution, paperwork and staffing. UNITED AIRLINES say 40% of its passengers use E-tickets where they are available and BA have already had trials on the London Gatwick to Aberdeen route, where 80% of 200 travellers questioned using the service were happy with the scheme. LUFTHANSA introduced electronic ticketing on its routes to Heathrow and Paris at the end of October and became the first European carrier to do so on an International route. Slightly different is an IBM designed travel-smart card that will be tested before the end of the year by AMERICAN AIRLINES, the chip embedded could hold information to allow ID confirmation and travel purchases. Early next year AIR UK will try out an E-ticket system on flights to the Channel Islands on behalf of KLM, and NORTHWEST were due to introduce E-tickets between the USA and Canada in November. Meanwhile AER LINGUS 'AUCTIONED' 500 seats for 5 UK-Dublin routes on the Internet at the start of November, a £40 reserve price was the starting point and the highest bidders were notified by E-mail !!.

**SABENA** appear to be reaching agreements in their protracted negotiations with the unions which will enable the airline to implement cost cutting schemes. The recent arrangement that brought about the unique situation of the Brussels-London service, taken on by VIRGIN EXPRESS reflected some of the new initiatives. These were introduced by the Chief Executive that moved up from being a SWISSAIR representative on the company's board, Paul Reutlinger. Having flown the route since 1921, the Belgian flag carrier has now moved its 737's to other European routes whilst the wet-leased 737's of Richard Branson, who's operating costs are said to be 20-25% lower than SABENA's, allow both companies to set lower fares on the service. As it is not a franchise deal, SABENA still hold on to the valuable slots at Heathrow and the cabin is arranged to reserve its Business class seats at the front of the aircraft, whilst both companies compete for the Economy seats behind. Since July a further 3 BAe 146/RJ85 jets have been delivered to the airline, whilst the VIRGIN EXPRESS aircraft that were recently registered in Belgium are a mix of 300/ 400 series models.

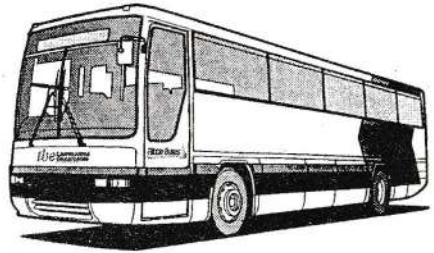
*in brief...* Belgian carrier VLM are to increase their Fokker 50 fleet from 4 to 7 ..... US AIR's deteriorating relationship with B.A. has led to the possible axing of two key parts of their alliance next year ..... CONTINENTAL are to be the first to try live T.V. next year that will be provided by the Chicago based in-flight Phone Corporation and want to fly to LHR from Cleveland, Houston and Newark ..... CANADIAN AIRLINES moved in to LHR T4 on Oct 27 alongside new partner B.A. .... AIR BERLIN have increased their 737/400 order to 8 ..... new CANARIAS REGIONAL AIR plan to have 8 BAe ATP's by next May for services from Madrid, Palma and Tenerife ... The Caravelle F-GHMU of AIR TOULOUSE INTERNATIONAL can now be seen in a museum in Toulouse .... *~~and finally~~* announcing the arrival at LHR Terminal 1, of a great 'British Dish'??, yes right next door to Harry Ramsden's you can now feast yourself on the delights of Indian food at NOON's restaurant!!.

*Credits: Laurie Coldbeck, T.A.S., T.T.G. .*





Trips & Visits  
Contact  
John Jackson  
0113 - 2503766



### APOLOGIES AND REPORT

Would you please accept my apologies for not been able to stay at the Annual General meeting on Sunday. I think Mike may have apologised on my behalf but I thought it only right to do so myself.

I am actually waiting to go into hospital for several tests on my heart. Regrettably I got very short of breath at the meeting and had to leave.

#### REPORT

In respect of trips for 1996 I feel I must point out that the response for trips was very poor and out of 10 trips originally planned at the beginning of 1996, 6 had to be cancelled through lack of support (apologies to the disappointed members). The other 4 trips were very successful.

It could be said that the wrong venues were being picked, but as I have constantly stated trips can usually be arranged anywhere, I only require ideas and suggestions.

With a membership of only 200 persons and some venues only being available mid week (Monday to Friday) it is very difficult to get about 25 persons together for a trip, (25 being the ideal figure for costing purposes), below that figure the prices start to go up, making the trips expensive.

That being said, members are missing out on some very good trips which I am sure they would enjoy if only they were to participate.

At the moment I am trying to put together a list of proposed trips for 1997, so if anybody has any ideas at all, please contact me and I will put it on the list and lets see if we can get a better response next year.

Finally may I wish all members and their families a Merry Christmas and a Happy New Year.

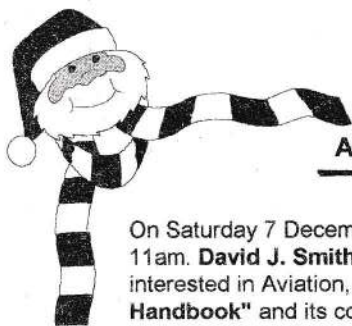
# NOTICES

"Yorkshire Air Museum has, deservedly, received national and international acclaim for the splendid recreation of Handley Page Halifax III: HR792, and a similar undertaking is now planned for an AVRO Anson.

Although this aircraft: T21 VV901, was built at Chadderton rather than Yeadon it will, when eventually put on display, provide a tangible reminder of the more than four thousand Faithful Annies which were produced there during six, grim years of war.

Volunteers are required to work on the project ('volunteer' means unpaid, of course!) and anyone with skills and/or enthusiasm who is interested in joining, even occasionally, a small team dedicated to the refurbishment of a much loved type - with very strong Yeadon connections - should contact Ian Robinson, executive chairman, Yorkshire Air Museum, York YO4 5AU, or yours truly who will put them into contact with the project leader.

Gerald Myers



## A SPECIAL DAY AT AIR SUPPLY

On Saturday 7 December, there will be a special visitor to Air Supply, from 11am. **David J. Smith**, author of the book regarded by most scanner users interested in Aviation, as the "Bible" of listening, "**The Airband Radio Handbook**" and its companion volume "**The International Airband Handbook**" will be in the shop to sign copies of your book and to answer any questions you may have on Airband listening.

David is an Air Traffic Controller at Liverpool, and is also one of the country's foremost authorities on Aviation Archaeology, being the author of "**High Ground Wrecks**", and a regular contributor to **Flypast** and **Air Pictorial**.

He will be with us for most of the day, so do call in and have a chat with him, on one of his rare visits to this side of the Pennines.

Ken Cothliff



**LEEDS  
BRADFORD  
INTERNATIONAL  
AIRPORT**

Leeds LS19 7TU • Telephone: Leeds (0113) 250 9696 • Fax: (0113) 250 5426 • Telex: 557866  
Direct Telephone No:

23rd October 1996

**LEEDS BRADFORD INTERNATIONAL AIRPORT CONTINUES TO  
INCREASE AS NOISE LEVELS DECREASE**

Leeds Bradford International Airport recently announced improvements in noise climate during Winter 1995/6 compared to Winter 1994/5. The results clearly showed a decrease of aircraft noise in the vicinity of the Airport.

Compared with the 1994/5 Winter season the number of passenger carrying aircraft movements fell by 4.2% although jet movements increased by 5.3% overall. The marketing utilisation and investments made at Leeds Bradford International Airport has attracted additional Tour Operators and Airlines to use the Airport with advanced aircraft equipment. The proportion of quiet technology jet aircraft using the Airport was high at 96% over the last Winter period. Managing Director of Leeds Bradford International Airport, Bill Savage said, "It is very encouraging to see the way that many Airlines using the Airport are increasingly using the most modern aircraft fleets. This provides our passengers with comfortable fast aircraft and also ensures the noise levels experienced by our neighbours are kept to the minimum within reason."

The Chairman of the Airport Board of Directors, Cllr Tony Cairns added, "As the Airport goes from strength to strength, noise is an issue that we continually address. Earlier this year we became the only Airport in the United Kingdom to provide an Aircraft Flight Tracks and Noise System (AFTNS) on public display, once again demonstrating our strong commitment to be not only a good business partner for the economic region of Yorkshire, but also as good a neighbour as we can reasonably be to our environment."

ENDS

For further information contact: Barbara Sadler, Marketing Manager  
Leeds Bradford International Airport

PRESS RELEASE



Leeds LS19 7TU • Telephone: Leeds (0113) 250 9696 • Fax: (0113) 250 5426 • Telex: 557868  
Direct Telephone No:

11th November 1996

**ANOTHER BUMPER MONTH FOR LEEDS BRADFORD  
INTERNATIONAL AIRPORT**

Leeds Bradford International Airport have today announced the October passenger figures. The results show an overall increase of 23.69% over October 1995.

Significant growth has been seen on both the Inclusive Tour and Scheduled traffic. The Inclusive Tour was up 21.06% and the Scheduled 23.03%. Looking at the full Summer Season, May to October the increase is 17.48% over the same period in 1995. Airport Managing Director, Bill Savage said, "It is very pleasing to see the growth coming from both the Scheduled and Inclusive Tour traffic. As more passengers continue to use the services from their local Airport the Airlines and Tour Operators are encouraged to increase their programme further. For next Summer on the Inclusive Tour side we have an additional 21% in capacity over the Summer, offering further choice for our passengers."

Chairman of the Airport Cllr Cairns added, "Following the huge amount of investment in the Airport it is very rewarding to see the services growing so rapidly and more people taking advantage of flights and holidays from their local Airport, Yorkshire's Own Airport."

ENDS

For further information contact: **Barbara Sadler, Marketing Manager**  
Tel: 0113

PRESS RELEASE

# FAR EAST ASIA TOUR— WITH CULTURAL SHOCKS

By Alan Tempest



In the gloom of a winter's morning the "Stagecoach" arrived at 6.30 a.m. prompt. It was miserable and misty as the driver took our luggage and loaded the coach.

"What's the weather like over the Pennines, any problems?" I cynically inquired.

The driver turned, head bowed, and from the well-wrapped shadowy-shaped figure came a muffled, "No".

"Who's riding 'shotgun?', again quizzically asking this pile of coats.

"I'm expected to be flexible, so I do both jobs", came a laconic reply.

The roar of the "horses" of the Ford Transit broke the silence of the early morning, as we headed Manchester way with the "West Riding Stagecoach Company".

This was to be the start of a fascinating holiday (no, adventure) to the Far East. Starting with Singapore, then Hong Kong, Macao, Bangkok (The "Death Railway") and finishing at Pattaya, in Thailand.

After "ducking and diving" around the streets of Manchester, we eventually arrived on time at Terminal 1 for our Air UK's Amsterdam flight, on a new aircraft for me, a Fokker F100 (G-UKFB).

Terminal 2 appeared busy with British Airways, Qantas and PIA, but Terminal One at the time of our pending departure, was quiet, an Air 2000 767 and the Heathrow Shuttle, and that was it.

I was very impressed all round with the Fokker 100 aircraft, seating good, low noise count, but very loud clatters (from this particular aircraft when the undercarriage retracted, especially the doors). If I had had been on the "line", we would have been looking to make some adjustments.

A fifty-minute flight to Schiphol, viewing Yorkshire on a beautiful, clear morning, was very enlightening, then 12 minutes from touch-down to the stand, on what appeared to be a huge go-kart track. This was a very busy airport. It appeared every 747 in KLM's fleet was 'on base'. It also appeared every major airline in the Western world had aircraft there---too numerous to mention here.

The next leg of our journey, to Bangkok, was to take 11 hours (against the sun)---seeing it set in the West and then to rise in the East, was enchanting, but was very tiring. Another aircraft "first", was the extremely passenger friendly MD-11 of China Airlines (B153). I thought, a better aircraft than the 767, more leg-room, bigger aisles, larger overhead racks (excellent audio and visual) and many, many Korean, Chinese, Thai hostesses all "bowing and scraping" to your every needs.

Captain Chu Hu something-or-the-other spoke only once in 11 hours, but his reckoning on time of arrival at Bangkok, was to be the minute.

For most of the journey we were in cloud (watching two films, eating two meals and numerous snacks and drinking seven cans of lager ---- all on the house) until we started to descend into Bangkok.

My badly-informed information of Thailand was of paddy fields, mud huts and poorly dressed peasants ---- how wrong this information was. After many miles of forests and the occasional rice field, good roads started to appear and exclusive housing estates and then typical big city life.

Bangkok was a three hour stop over before our Cathay Pacific flight to Singapore. Thai 747s and Airbuses abounded another busy airport. A very clean Finnair DC-10, a Royal Jordanian Tri-star (with an impressive paint job). Singapore, Korean, Philippine Airlines jumbos were well represented and one or two airlines I had never seen or heard of. One particular livery I wouldn't expect to see from the "cemetery" would be poor-looking Kampuchia Airlines 737!!

From the air-conditioned lounge where we had to wait, I could see what appeared to be a military base, two dull khaki DC-3's and other army transports were evident. Another interesting sight was two parallel runways accepting an aircraft landing, and a few hundred yards in front another taking off!!!

An hour's delay was announced because of engine problems on our Cathay Pacific 747-400 flight to Singapore. The 30-odd Europeans settled down with what appeared to be 300 or so small Oriental gentlemen. All immaculately dressed and peering through bottle-top glasses, they screeched and laughed as they talked and played card games.

A "Tannoy" message in an undefinable language had all the Oriental gentlemen on their feet. "Don't you stand up," I shouted to my wife, "they may be wanting Kamikaze volunteers"!!!

But the message was to tell us that sandwiches, cakes and drinks were arriving. No one queued, just a mellee, as the Orientals dived in. I thought we should be having some of this, so I went forward with my 14 stone frame. As I got near to the trolley, to my surprise, they parted, bowing, hands held together, offering the word "sowy, sowy, sowy." I "grabbed" and departed to let the mellee start again. Whenever I met one of these Orientals on the rest of the flight, I got this bowing with hands clasped together.

The Cathay 747 jumbo, with winglets, came onto the stand precisely one hour late. Unbeknown to us, we were promoted to the first-class cabin. Two Oriental girls looked after our every needs for the whole flight with fine food and drinks, in the most sumptuous cabin I have ever traveled in.

"Why the hour's delay in Hong Kong," I asked an hostess. "Fit new engine," was her reply in clipped English. I blinked. "You mean fit new engine part." "No, fit new engine." I smiled. ---- It takes nearly an hour to change the plugs on my car!!!

The landing at Singapore, on a beautiful, cloudless sunny afternoon will be a lasting memory. Banking to starboard we flew around the island and came into land at Changi International Airport. My recollection of the airport is a little vague because of the excitement, the heat and humidity.

Singapore, founded by Sir Thomas Stamford Raffles in 1819, is still extremely colonial, clean and exciting. A modern city, which is trying to get rid of the old and bring in the new. Our hotel was very opulent and near the famous Raffles Hotel (a Singapore Sling....£7).

On our first day we did an island tour with visits to Orchard Road, Little India, Chinatown and the very steamy, warm and sweaty, Botanic Gardens. Other days the tour took in a trip to Johore in Malaysia. We

ventured to the north of the island on a super efficient electric train network. Another day we took the short ferry crossing to the island of Sentosa. With its island mono rail you could visit a restored 1885 British fort (Fort Siloso) and the 1945 Japanese surrender chamber.

The last thing we did on our 4-day alluring stay in this very British part of the Far East, was to travel, high over the harbour on a cable car to the highest part of the Island, Mount Faber (breathtaking).

Could this holiday, with new countries and cultures to see, get better we wondered?

An early afternoon drive on our last day, through a city, which must rate as one of the cleanest in the world, was to Changi International Airport (infamously remembered for Japanese treachery to many of its war-time prisoners ----- Changi Jail).

Fortunately, another modern, air-conditioned airport with plenty of aircraft movement to watch from the departure lounge. Another case of the home countries aircraft abounding (747s and Airbus of Singapore Airlines), one to take the eye, an Air Seychelles 707.

Our flight to Hong Kong by China Airlines was aboard an Airbus 600 (B1800), a little sparse after the 747 and MD-11. The landing at Hong Kong, was, to say the least, very spectacular.

It was dark as we made preparations to land. The cabin lights were dimmed and it went very quiet, five minutes to touch-down we slid past high-rise flats, so near, that after a woman, sitting nearby screamed, I turned my head and will swear to the fact that I could see a naked light bulb in an apartment block window. Hong Kong's Kai Tac airport was small, but busy, the aircraft were "parked" very tight.

The hotel, for this duration of our tour was a Rest Western, in the thriving, busy area of Karloom, near Nathan Road.

The first night's walk through the markets and alleys was a cultural shock --- and the smells were overpowering. To watch someone chop up a live frog into little pieces, weigh it, and place in a bag, as one would ask for a bag of chips, was a never-to-be forgotten sight.

An Aberdeen harbour tour by junk, piloted most expertly by a very old lady, started our first day. Then it was an island tour, tram ride, coach trip to the top of the famous "Peak", with magnificent vistas of Hong Kong, returning by the 1898-built cable car and then onto Stanley Market.

The second day of our stay in Hong Kong, we travelled by turbo hydrafoil to Sidney Greenstreet /Peter Lorre country ---- Macao. Maybe a little more modern than what appeared in their films but you can still see and smell "opium dens".

After visiting friends, who live an opulent life on the "Peak", high above the British Embassy, we returned to Karloom via the famous Star Ferry with its two-deck, them-and-us class boats. That evening the tour group went for an evening meal at Restaurant 66 (a revolving restaurant on the 66th floor of a Telecom-tower type building).

The take-off from Hong Kong airport, on the next stage of this breathtaking and fascinating holiday, was in itself another never-to-be-forgotten experience. The Airbus 600R blasted down the runway, which appears part of Hong Kong harbour, then as we climbed to starboard one got an unbelievable panoramic view of Hong Kong and all the surrounding islands.

Bangkok in Thailand (formerly Siam), was to be our penultimate four-day excursion with its many mysteries and cultures. Early evening was very warm and humid as our tour party were ushered by girls in national dress from Bangkok Airport into air-conditioned buses.

The next few days were to be a more cultural shock than we had already experienced in the earlier part of our tour. To describe the wonders of this beautiful country would be an article in itself. All we saw, from the captivating allure of the gold buddha temples to the high ornate Royal palaces were sights difficult to write about because of their splendour, magnificence ----- and mystery.

But the down side of Thailand or should I say the city of Bangkok itself were the teeming mass of people and the traffic. It must be awesome the carbon-monoxide level. Taxis ---- someone suggested we try a "tut-tut". This vehicle was like a motorised wheelbarrow but driven in Grand-prix fashion (small, smelly and very noisy from its misfiring 2-stroke engine). The driver's age ---- maybe 14!!!!

The last day of our stay in Bangkok was to travel westwards through sugar plantations and rice paddies to Kanchanaburi, where the notorious "bridge" was built over the River Kwai for the infamous Burma "death railway." As a railway enthusiast I was pleased we get chance to travel on this awesome of railway lines, but as you sat in the primitive, wooden-seated carriages, one could feel inhuman suffering to men in the building of this line. A museum has been built on the site of a camp, and nearby is a vast cemetery, but I must admit it was very upsetting, and I declined to complete the excursion.

The final part of this Far East holiday was to drive south to one of Thailand's several beach resorts. Called Pattaya it came to prominence during the Vietnam war, when American troops would come and buy some "home comforts" and enjoy their R. and R.

Now a thriving holiday resort, it caters for almost any craving of its visitors. Our tour stayed at the Central Wonga Amat on the outskirts of this cosmopolitan town. Sumptuous in every way we idled our time away in the warm waters of the sea or going sightseeing in converted Toyota pickups with a bench seat on either side.

(I must stop here with my "jotting" on life in and around Pattaya to protect the more sensitive members of Air Yorkshire).

With a return journey along Thailand's "M1" to Bangkok International Airport, it was to be the final day of this most wonderful and enlightening of holidays ---- ever.





## "OUR TIMES": AN AIRLINE'S JOURNAL

There's a lot to be said for having a pal who works for United Airlines. Not only is she one of the most cheerful, laugh-a-minute lasses that I know, but from time to time Linda sends me behind the scenes information. The latest to arrive is the July, 1996 issue of the airline's staff magazine, "Our Times". It's in newspaper format.

One of the articles is about United's new Chicago to Düsseldorf non-stop service, which began on June 6th, 1996. The company are delighted because, they claim, Düsseldorf's Rhein-Ruhr International Airport is Germany's second busiest airport, and is a major departure point in the area for pleasure and business travel. Jeff Fulton, the carrier's senior staff coordinator for International Sales, predicts that the route will be profitable in its first year. Lufthansa are reported to be a strong supporter of this new service, so there will be no problem there. In fact, United and Lufthansa have a code-share alliance.

However, although "Our Times" is a United staff magazine, news of other airlines is included.

For instance, ticketless travel for passengers within the USA has been introduced on US Air and US Air Express flights. How it works is not stated. Also reported is the fact that Japan Air Lines have made their first operating profit since 1991; and that ValuJet ceased operations in June, 1996, after one of their planes crashed into Florida's Everglades.

Prominence is given in the magazine to comparisons between operators. Ten carriers feature in the tables. These are (in alphabetical order): Alaska, America West, American, Continental, Delta, Northwest, Southwest, TWA, United and US Air.

For arrival punctuality, United come third, with 83.3% of its flights arriving on time in April, 1996. Top of the list was Southwest with 87%, while TWA were in bottom place with a score of 75.5%.

However, when it came to mishandled baggage in the same month, United didn't do so well. They came in eighth in the list with 4.83 mishandled items of luggage per 1,000 passengers. Top of the league came Continental with only 3.39, while TWA were again at the bottom with 5.15 mishandled pieces of luggage per 1,000 passengers.

Another table concerns the Involuntary Denied Boarding Rate. This delightful bit of officialese simply means the number of people who couldn't get onto the plane because it was overbooked. For the first quarter of 1996, United came in fourth position with .81 denied boardings per 10,000 passengers. Continental were top with only .36 per 10,000, and Southwest were bottom with 2.47.

So much for statistics. But do United look after their employees?

There's a picture of a leading mechanic, Joseph Remsik, who was retiring after fifty years service, shaking hands with President and Chief Operating Officer, John Edwardson, who has authorised Mr. Remsik to obtain two free passes to any destination served by United. And considering their route network, it could be quite a trip!

It was the same John Edwardson who, when an employee was fatally injured at Narita Airport, immediately flew to Japan to personally review the preliminary findings, and to ensure that an efficient investigation would be organised. He also visited the employee's family and attended the funeral.

Leslie Scheftsik.

## The Future of Hall Caine Airport, Close Lake, Isle of Man

In my own visits to the Isle of Man over the years, it is well worth remembering trips by Air Britain (West Riding Branch) members 30 years ago from the LBA to Jurby, for the Manx Air Derby (both Terry Sykes and Jim Stansfield, please note:- G-ASFD, ⬆08.13 ⬇ 18.54; G-ASYV, ⬆08.23 ⬇ 20.22 on 29 May 1965). For this year, the Manx Air Derby and 60th Anniversary of the Schneider Trophy were won at Jurby on 12 - 14 July 1996, by a pilot, Mr Alan Austin, in G-IRIS, AA5 Tiger, but other than Ronaldsway and the odd flight from Andreas, the Isle of Man, very little seems to be of interest (to some AY members, anyway). There is a possibility that a certain Chairman, may have been at Ronaldsway himself (or was it someone else?) on 17 August 1996 at 12.30 hrs BST and a certain Beech Baron, N55BN, may have flown into Andreas recently. However, until "Air Pictorial", (Sept 1996, p 481, 'Radio Watch'), no-one knew about the present and future use of Hall Caine Airport at Close Lake Farm, 3 miles west of Ramsey.

In the 1930's this small, busy airport was named after the late Sir Hall Caine by his two sons, Ralph and Sir Derwent Hall Caine and used until the Second World War. In 1934, Northern and Scottish Airways Ltd, began services to Ronaldsway and then, on 17 May 1935, launched a Renfrew - Hall Caine daily flight series. What started with Glasgow went on in 1936, to routes to Blackpool, Liverpool, London, Belfast and Carlisle, with the use of Spartan Cruisers. The great event of that year was an over-flight by the Zeppelin "Hindenberg" on it's trips to the USA before its tragic loss at New Jersey in 1937. At the start of the Second World War, Hall Caine Airport was closed and the farm fields took over, for sheep, cattle and perhaps, pigs, while (RAF) Jurby and (RAF) Andreas were and are now, used.

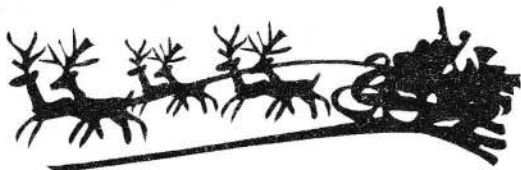
Those who are interested at this point in 1996 will know (via "Pooley's Flight Guide") that, as of now, a glider launching site is in use at Close Lake, but for Gliders ONLY. It is possible that other small microlights and aircraft will visit Hall Caine again, but good runways and excellent visibility continue at Jurby and Andreas.

If you are that interested, the time to visit the Isle of Man really is available, so please contact as follows:-

Mr Steve Poole, Research Officer, Manx Aviation Preservation Society, 16 Greeba Drive, Onchan, Isle of Man, IM3 1EN.

You should see his new book, "The Manx Air Crash File", due out in 1997, or the current one, "Manx Aviation in War and Peace", by G N Kniveton, Manx Experience, 1986, 104 pp, so fly there by Manx Airlines, J31, J41 or ATP, not to mention BAe 146-200, G-MIMA.

E C Griffiths, BSc PhD

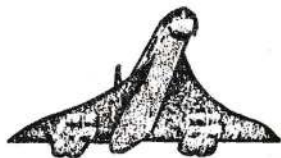


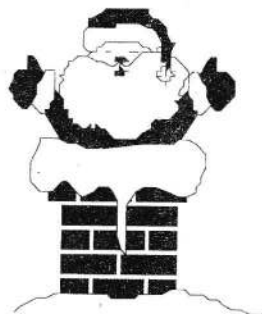
# FARNBOROUGH 1996

SITE	DAY	DATE 96	SEEN	NEW
EAST MIDLANDS	THURSDAY	05/09	11	3
LUTON	THURSDAY	05/09	31	20
DENHAM	THURSDAY	05/09	111	85
BOOKER & BLUE MAX MUSEUM	THURSDAY	05/09	81	60
WHITE WALTHAM	THURSDAY	05/09	94	79
HEATHROW	THURSDAY [PM]	05/09	85	*
HEATHROW	FRIDAY [AM]	06/09	97	*
<b>HEATHROW TOTAL =</b>			<b>174</b>	<b>83</b>
BLACKBUSHE	FRIDAY	06/09	95	82
FAIROAKS	FRIDAY	06/09	38	36
CHESINGTON	FRIDAY	06/09	16	15
KENLY	FRIDAY	06/09	2	2
GATWICK	FRIDAY [PM]	06/09	*	*
GATWICK	SATURDAY [AM]	07/09	*	*
<b>GATWICK TOTAL =</b>			<b>100</b>	<b>73</b>
REDHILL	SATURDAY	07/09	66	54
BIGGIN HILL	SATURDAY	07/09	144	135
FARNBOROUGH AIR SHOW	SUNDAY	08/09	133	110
<b>GRAND TOTAL =</b>			<b>1096</b>	<b>837</b>

## A SMALL QUANTITY OF TYPES & COUNTRY TOTALS NOTED

TYPE	TOTAL	COUNTRY	TOTAL
AIRBUS A.300	4		
AIRBUS A.310	9	AMERICAN	86
AIRBUS A.319	1	BERMUDA	8
AIRBUS A.320	18	BRITISH	725
AIRBUS A.321	9	CAYMAN ISLANDS	5
AIRBUS A.340	5	CANADA	13
BOEING 737	51	FRENCH	27
BOEING 747	55	GERMAN	22
BOEING 757	18	ITALIAN	7
BOEING 767	22	JAPAN	2
BOEING 777	7	RUSSIA	11
CESSNA 152	40	SPANISH	9
CESSNA 172	32		
DC.10	15		
DC8	3		
DC9	18		
MD.11	6		
PIPER PA28	71		
PITT'S SPECIALS	10		
ROBINSON R22	23		
ROBINSON R44	5		
STAMPE SV-4	8		
TIGER MOTHS	10		





## FOUR DAYS IN SEPTEMBER

by John Jackson

Based on Farnborough Air show and the M25 a very adventurous trip was conceived about March this year. The idea was to visit as many airfield and airports as was possible within the M25 area of London and end up at Farnborough for the Show.

After lots of phone calls and letters, permission was granted (and we were made most welcome) at a large number of venues.

Once the venues were established the route, dates and hotels had to be planned.

Farnborough, was to be the last day of this trip and Sunday 8 September being the last day of the show the route was planned backwards from Sunday giving a 'set off' date as Thursday 5 September therefore, hotels were booked for Thursday, Friday and Saturday nights.

Thursday was going to be one of the busiest days so an early start was called for meaning an early night, Wednesday.

6.00am saw myself and three (didn't know what they had let themselves in for) intrepid travellers departing on what was to be an incredible 4 days in September.

We had only just got onto the M1 from Leeds before Paul with his computerized map and route finder was giving us e.t.a.'s and average speeds with great accuracy and with Gordon and Chris repeatedly asking "How much longer Paul" East Midlands soon appeared out of the "still" darkened sky.

A quick trip round East Midlands 11 aircraft of various types most had been seen before, straight back onto the M1 for Luton as dawn broke over Luton we were able to see 31 aircraft about half had been seen before.

We planned to be at Denham as early as possible as we were expecting quite a lot of 'Cops' but never expected to see as many as 111 aircraft. We were made very welcome and able to see almost everything there.

Onto Booker and another 81 aircraft and even White Waltham revealed 94 more. Later that afternoon and early evening was spent at Heathrow before a enjoyable meal and a good nights sleep in the hotel.

Friday morning was very busy at Heathrow but a 'group' vote decided we would leave about 11.30am having seen 174 aircraft and even though at any one time there were always claimed to be 3 or 4 aircraft on finals.

The reason behind our decision was Blackbush, we had heard several aircraft from Farnborough may be there, but if so they had left by the time we arrived even so 95 were still spotted.

Onto Fairoaks 38 aircraft and Chessington 16 aircraft and still we were being made "Most Welcome". A call to Kenly was considered a waste of time when only 2 gliders were spotted. After some confusion and a couple of wrong turns we eventually found our Gatwick hotel, another nice meal and to bed.

On waking the following morning we were faced with a problem, aircraft were taking off and landing about 100 yards from our bedroom windows, so should we leave our hotel to go to the airport of risk missing some aircraft or stay at the Hotel, after about one hour it was decided we had got all we could from the 'windows' and moved onto the airport.

Again a time was set for us to leave Gatwick for "other places" and with another 100 aircraft in our books we set off for Redhill.

Once again the people were very friendly and we were able to see most aircraft both inside and outside the hangers and 66 more were added to the list.

But, the next stop had to be something special, Biggin Hill lots of Hangers spread over a very large area provided an incredible day. We were allowed in all the Hangers including the hanger with the Battle of Britain Memorial Flight Aircraft in. There was even a brand new Canadian registered Dash 8 on route to its new owners which I was invited onto for a look around. What a brilliant day with 144 aircraft spotted.

We then had to travel back along our route to get to Farnborough were our hotel for Saturday night was booked and another good meal and a good nights sleep was had by all. This enabled us to arrive and get into Farnborough air show without even queuing.

Farnborough has got to be a must for the enthusiast with the best of both Airliners, Military, Bizjet etc. and all I can say is if you saw it on television you missed most of it, I am already planning my trip for the next show. We left without al problems and all the way home talked about what we had seen and compared notes on the success of "4 days in September". Thanks to Paul, Chris and Gordon for making this a great weekend.

Watch out Aberdeen and Scotland I am planning my next trip.

Below is a menu type list of the weekend, anyone wanting a detailed list of aircraft and airfields should contact me.

John Jackson  
Tel 0113-2053766

Merry   
Christmas 

## LEEDS BRADFORD INTERNATIONAL AIRPORT HOLIDAY FLIGHTS - WINTER 1996/7

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
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Monday									
-	-	-	757-200	Y235	0645	PMI	BY232A	04/11-28/04	TH
1215	LPA	AEA258	737-300	Y144	1305	LPA	AEA259	04/11-28/04	AT/FC/CS
1250	PMI	BY232B	757-200	Y235	-	-	-	04/11-28/04	TH

Tuesday									
-	-	-	757-200	Y235	0715	ALC	BY443A	05/11-29/04	TH
0955	MLA	KM4208	737-200	Y129	1040	MLA	KM4209	05/11-29/04	TH
2145	ALC	BY443B	757-200	Y235	-	-	-	05/11-29/04	TH

Wednesday									
-	-	-	757-200	Y235	0815	TFS	BY045A	06/11-30/04	TH
1755	TFS	BY045B	757-200	Y235	-	-	-	06/11-30/04	TH

Thursday									
-	-	-	757-200	Y235	0700	AGP	BY466A	07/11-24/04	TH
1340	AGP	BY466B	757-200	Y235	1510	ALC	BY431A	07/11-24/04	TH
1450	AGP	AIH366	A320	Y180	1605	AGP	AIH365	07/11-21/11, 19/12, 02/01, & 13/02-24/04	AT/CS
2130	ALC	BY431B	757-200	Y235	2230	MAN	BY997F	07/11-24/04	TH

Friday									
1150	TFS	BY411B	757-200	Y235	1250	TFS	BY411A	01/11-25/04	TH
1500	TFS	AEA225	757-200	Y219	1600	TFS	AEA226	01/11-25/04	AT/FC/CS

Saturday									
1420	ALC	AIH360	757-200	Y233	1600	ALC	AIH359	02/11-23/11, 21/12-04/01, & 08/02-26/04	AT/CS
1435	PMI	AEA244	737-300	Y144	1525	PMI	AEA243	22/03-26/04	AT
1820	PMI/EMA	SPP3303	MD83	Y170	1910	PMI	SPP3304	02/11-30/11, & 05/04-26/04	FC

Sunday									
2300	MAN	BY994F	757-200	Y235	-	-	-	02/11-26/04	--

#### Destination Codes

AGP - Malaga  
ALC - Alicante  
LPA - Las Palmas  
MLA - Malta  
PMI - Palma  
TFS - Tenerife

#### Airline Codes

AEA - Air Europa  
AIH - Airtours  
BY - Britannia  
SPP - Spanair

#### Tour Operator Codes

AT - Airtours  
CS - Cosmos  
FC - First Choice  
TH - Thomson

*Open Sunday  
throughout December*



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