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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB, on the south side of LEEDS BRADFORD AIRPORT, by courtesy of Ms.Jill Tushingham (MD) at 15.00hrs.

SUNDAY, MARCH 6TH - KEN COTHILF (new owner of "Air Supply") **AIRCRAFT AT MERSEYSIDE** - an illustrated lecture

SUNDAY, APRIL 3RD - MR MIKE GARDNER FROM THE C.A.A. FIRE SCHOOL AT TEESIDE -please note this meeting is EASTER SUNDAY. We couldn't move it forward a week.

SUNDAY, MAY 1ST. - MR ANTHONY CRAWSHAW - an illustrated talk on aerial archeology

SUNDAY, JUNE 5TH - MR BILL SAVAGE - MANAGING DIRECTOR L.B.A.

CHAIRMAN'S CHAT - *On a cold, wet February Sunday it was a pleasant surprise when over seventy members turned up for our second meeting of 1994. A warm welcome*

was given to member Dr. Paul Conway who, unknown to us, is an electronics

lecturer at the Leeds Metropolitan University. In terms we could all understand Paul explained the workings of a modern multi-band scanner. Many thanks to Paul for a very interesting meeting. I wonder if any other members have hidden talents that would form the basis of a meeting? Don't be shy - get in touch!!

At the same meeting we learned with regret that Andy and Mike (shopkeepers and part-time air traffic controllers) have sold their business "Air Supply". We wish them well for the future and look forward to seeing them around. The new owner of "Air Supply" is Ken Cothliff who hails from Liverpool (nobody's perfect). He saw the error of his ways and came to live in Yeadon some 4 years ago. Ken is a leading light over at Elvington, being the Canadian Coordinator and organiser of the air display. Ken intends to continue running "Air Supply" on similar lines to Mike and Andy, so if you're passing call in and have a chat and a look round. Whilst on the subject of sales, if any member wants an item from "Air Supply" but is unable to call please let me know and I will bring it up to the next meeting, or alternatively, buy it by mail order. If you have any aviation item you wish to sell, write it on a piece of paper with telephone number and we will put it in as a small ad in the magazine. Finally, in this magazine you will find details of the proposed summer charters and scheduled flights. These lists may be duplicated for they have come from several sources - some are confirmed, some are only rumours. So please treat the information with caution for the time being.

CREDITS - Terry Sykes, C.F. Brown, Martin and Ben Shaw, Christine Thornton, Mark Teale, Rick Ward, Roger Fozzard, D. Carter

Leeds/Bradford Movements

January 1994

01 G-BMAG DC9	1225	EI-CFC SAAB 340	1606
G-OBLK Short 360	1752	OY-DLY Navajo	1801 1308(02)
G-BMAG DC9	1810	G-BYAE Boeing 757	2051
02 G-BMAG DC9	0920	G-BMAG DC9	1217
G-OBLK Short 360	1303	G-AOFS Auster J/5L	1418
OO-DTJ Brasilia	1438	G-TKPZ Cessna 310R	1458
G-BCCC Cessna F150L	1504	G-TSGJ Archer II	1608
G-BAVL Aztec	1609	G-OBLK Short 360	1713
G-BVMY Short 360	1750	G-BMAI DC9	1805
EI-CFC SAAB 340	1919	G-BYAE Boeing 757	2014
G-OBLK Short 360	2028	G-BVMX Short 360	2035
G-BMAI DC9	2120		
03 EI-CFA SAAB 340	0851	G-ELDI DC9	0930
G-BSBW JetRanger	0953	G-BVMY Short 360	1014
OO-DTG Brasilia	1028	OO-DTF Brasilia	1502
G-LOGR Jetstream	1639	G-BMAI DC9	1812
G-BYAE Boeing 757	1818	G-ZAPD Short 360	1915
EI-CFD SAAB 340	1918	OO-DTJ Brasilia	1958
G-BVMY Short 360	2022	G-BMAI DC9	2123
G-ZAPD Short 360	2141	G-OBLK Short 360	2219
04 G-BRIG Boeing 767	0704	G-BAVZ Aztec	0826
EI-CFC SAAB 340	0847	G-BMAK DC9	0919
G-OBLK Short 360	1015	OO-DTI Brasilia	1026
G-BVMY Short 360	1041	G-BMAK DC9	1217
G-BHJS P68 Victor	1232	G-TKPZ Cessna 310R	1242
G-BLZT Short 360	1345	G-OBLK Short 360	1403
G-OAHF Boeing 757	1424	OO-DTF Brasilia	1435
G-BAGO Cessna 421B	1443	G-BMAK DC9	1516
G-DFLT Cessna 406	1517	G-LOGU Jetstream	1637
G-OBLK Short 360	1802	G-BMAK DC9	1809
G-FRAG Cherokee Six	1900	EI-CFD SAAB 340	1911
OO-DTG Brasilia	2006	G-BVMY Short 360	2012
G-OBLK Short 360	2055	G-RMCT Short 360	2104
G-BPDA HS 748	2119	G-ELDI DC9	2124
G-BIYH Short 330	2215	G-OAHF Boeing 757	2320
05 G-WACK Short 360	0826	G-ELDI DC9	0929
OO-DTH Brasilia	1026	G-OBLK Short 360	1114
G-BVMY Short 360	1128	G-BGYV Bandeirante	1134
G-ELDI DC9	1214	G-OBLK Short 360	1419
OO-DTK Brasilia	1431	G-BSBW JetRanger	1506
G-ELDI DC9	1516	G-LOGU Jetstream	1644
G-BAGO Cessna 421B	1704	G-OBLK Short 360	1750
G-ELDI DC9	1805	G-OAHF Boeing 757	1813
G-RMCT Short 360	1838	EI-CFC SAAB 340	1914
OO-DTI Brasilia	2015	G-BVMX Short 360	2049
G-OBLK Short 360	2052	G-ELDI DC9	2109
G-BIUV HS 748	2127	G-OLAH Short 360	2142

06	G-LOGU Jetstream	0754	EI-CFC SAAB 340	0845
	G-ELDI DC9	0918	D-IAGT Cessna 425	0926
	G-ARFL Cessna 175B	0944	G-OBLK Short 360	0954
	G-BVMY Short 360	1017	OO-MTD Brasilia	1019
	G-TKPZ Cessna 310R	1024	G-BOGM Turbo Arrow IV	1033
	G-BSKH Cessna 421C	1120	G-OJAY Bandeirante	1138
	G-ELDI DC9	1225	G-BGWN Tomahawk	1235
	G-OBLK Short 360	1309	OO-DTJ Brasilia	1437
	G-OAHF Boeing 757	1450	G-BMAI DC9	1507
	G-OJAY Bandeirante	1701	G-LOGV Jetstream	1704
	G-OBLK Short 360	1713	G-BAGO Cessna 421B	1717
	G-OJAY Bandeirante	1806	F-BYFB BAe 125 700B	1810 1858
	VR-COM Citation	1813	G-BMAI DC9	1820
	OO-DTO Brasilia	2002	G-BVMY Short 360	2021
	G-OBLK Short 360	2024	EI-CFD SAAB 340	2113
	G-BPDA HS 748	2119	G-OLAH Short 360	2156
	G-TBAC Short 360	2217	G-BMAI DC9	2232
	G-OAHF Boeing 757	2335		
07	G-LOGV Jetstream	0755	EI-CFD SAAB 340	0849
	G-ELDI DC9	0945	G-OBLK Short 360	1003
	OO-DTJ Brasilia	1023	G-BVMY Short 360	1039
	G-BAVZ Aztec	1220	G-ELDI DC9	1226
	G-OBLK Short 360	1311	OO-DTN Brasilia	1439
	G-ELDI DC9	1518	G-AWAI Baron	1600
	G-TBAC Short 360	1633	G-WACK Short 360	1700
	G-OBLK Short 360	1715	G-ELDI DC9	1811
	EI-CFB SAAB 340	1914	OO-MTD Brasilia	2000
	G-BVMY Short 360	2020	G-OBLK Short 360	2032
	G-OAHF Boeing 757	2107	G-ELDI DC9	2123
	G-DAAL HS 748	2132	G-OLAH Short 360	2146
	G-BMAC DC9	2204		
08	EI-FKA Fokker 50	0848	G-BMAC DC9	0921
	OO-DTL Brasilia	1025	G-BRPL Cherokee 140	1042 2010
	G-OBLK Short 360	1048	G-AVBZ Cessna F172H	1137
	G-FTWO Twin Squirrel	1141	G-BMAC DC9	1222
	G-UKLC Boeing 737 400	1234	G-BRAB BAe 146 300	1250
	ZE368 Sea King HAR.3	1419	G-BYAI Boeing 757	1428
	G-BOSD Seneca	1437	G-NAIL Cessna 340	1455
	G-OBHD Short 360	1729	G-BMAC DC9	1814
	F-BYFB BAe 125 700B	1831 1911	G-BMAC DC9	2120
09	G-COMM Aztec	1716	G-BVMX Short 360	1758
	G-BMAC DC9	1828	G-BLGB Short 360	1920
	EI-CFD SAAB 340	1922	G-OBHD Short 360	1928
	OO-DTL Brasilia	2005	G-BVMY Short 360	2017
	G-BYAI Boeing 757	2055	G-PKBD DC9	2132
	G-BAGO Cessna 421B	2137	G-OBHD Short 360	2318
10	G-BVMY Short 360	1133	G-OBHD Short 360	1150
	G-PKBD DC9	1231	G-BYAH Boeing 757	1325
	OO-DTN Brasilia	1436	G-NAIL Seneca	1452
	G-OBHD Short 360	1457	G-PKBD DC9	1526
	G-BMHX Short 360	1655	G-BMAM DC9	1814
	G-OBHD Short 360	1817	G-BYAI DC9	1822
	G-BLGB Short 360	1853	EI-CFD SAAB 340	1913
	OO-DTF Brasilia	2004	G-BVMY Short 360	2016
	G-SBAC Short 360	2022	G-PKBD DC9	2116

G-OBHD Short 360	2125	G-DAAL HS 748	2127
G-RMCT Short 360	2147		
11 G-PKBD DC9	0935	G-JLRW Duchess	1022
OO-DTN Brasilia	1029	G-BVMY Short 360	1032
G-SBAC Short 360	1040	VR-CCT King Air C90	1043
G-BMOP Turbo Arrow IV	1048	G-SHCC JetRanger	1059
G-EYES Cessna 402C	1129	G-WIZO Seneca	1147
G-PKBD DC9	1231	G-OBHD Short 360	1340
G-BMUZ Warrior II	1350	G-BYAI Boeing 757	1354
G-ATEW Twin Comanche	1410	OO-DTN Brasilia	1436
G-PKBD DC9	1523	ZG848 BN2T Islander	1540
G-WACK Short 360	1653	G-OBHD Short 360	1714
G-PKBD DC9	1815	XR807 VC-10 C.1	1820 1911
G-BARB Seneca	1825	G-BLGB Short 360	1849
EI-CFB SAAB 340	1916	G-BVMX Short 360	2018
OO-DTO Brasilia	2022	G-OBHD Short 360	2028
G-DAAL HS 748	2119	G-PKBD DC9	2126
G-OLAH Short 360	2135	G-BYAI Boeing 757	2256
12 G-SBAC Short 360	0706	G-WACK Short 360	0811
EI-CFC SAAB 340	0839	G-ELDH DC9	0926
G-OBHD Short 360	1016	G-BVMX Short 360	1043
OO-MTD Brasilia	1050	G-EYES Cessna 402C	1134
G-ELDH DC9	1220	G-BUKA SA 227 Metro III	1251
G-OBHD Short 360	1323	OO-DTL Brasilia	1446
N816RL King Air E90	1519	G-ELDH DC9	1523
G-BLGB Short 360	1658	G-OBHD Short 360	1708
G-BYAI Boeing 757	1746	G-ELDH DC9	1808
G-WACK Short 360	1852	EI-CFD SAAB 340	1902
G-BVMY Short 360	2021	OO-DTO Brasilia	2026
G-OBHD Short 360	2032	G-BIUV HS 748	2120
ZG844 BN2T Islander	2123	G-PKBD DC9	2131
G-RMCT Short 360	2146		
13 G-SBAC Short 360	0703	G-BLGB Short 360	0803
EI-CFC SAAB 340	0838	G-PKBD DC9	0929
G-OBHD Short 360	1005	G-NUTZ Twin Squirrel	1019
OO-DTK Brasilia	1023	G-VJCB Agusta 109A	1058
G-BVMY Short 360	1101	G-BMAK DC9	1241
G-OBHD Short 360	1301	G-DOOZ Twin Squirrel	1302
G-BYAI Boeing 757	1414	G-BJLK Short 330	1418
G-VJCB Agusta 109A	1443	OO-DTF Brasilia	1447
G-BMAK DC9	1554	G-WACK Short 360	1654
G-OBHD Short 360	1714	N816RL King Air E90	1752
G-BMAK DC9	1832	G-BLGB Short 360	1852
EI-CFB SAAB 340	1903	OO-MTD Brasilia	2008
G-BVMX Short 360	2018	G-OBHD Short 360	2040
G-BMAK DC9	2119	G-DAAL HS 748	2142
G-TBAC Short 360	2219		
14 G-WACK Short 360	0800	EI-CFD SAAB 340	0839
G-BMAK DC9	0924	G-BYAI Boeing 757	0950
G-OBHD Short 360	0953	OO-DTH Brasilia	1022
G-BVMX Short 360	1043	G-BLLP T67 Firefly	1109
G-BMAK DC9	1221	G-OBHD Short 360	1314
G-BUKA SA227AC Metro 3	1353	OO-DTJ Brasilia	1440
G-BMAI DC9	1516	G-SBAC Short 360	1606
G-BHMX Short 360	1654	G-OBHD Short 360	1709

G-BMAK DC9	1822	G-BLGB Short 360	1847
EI-CFC SAAB 340	1910	OO-DTK Brasilia	2006
G-OBHD Short 360	2019	G-BVMX Short 360	2030
G-BMAI DC9	2123	G-DAAL HS 748	2125
G-TBAC Short 360	2137	G-BYAI Boeing 757	2143
15 G-SBAC Short 360	0706	G-SWET Citation	0730 0818
EI-FKA Fokker 50	0837	G-BMAI DC9	0935
OO-DTJ Brasilia	1022	G-BJYD Cessna F152	1029
G-OBHD Short 360	1043	G-BMAI DC9	1215
G-AYMO Aztec	1221	G-UKLD Boeing 737 400	1239
G-BRAB BAe 146 300	1326	G-BBSA AA5 Traveler	1358
G-BYAI Boeing 757	1401	G-BKTZ T67 Firefly	1409
G-BSBW JetRanger	1410	G-BJAG Archer II	1440
G-COCO Cessna F172M	1441	G-BGWN Tomahawk	1605
G-OBHD Short 360	1709	G-BMAG DC9	2116
G-OAHF Boeing 757	2124		
16 G-BMAG DC9	0931	G-BMAG DC9	1225
G-OBHD Short 360	1309	G-BPJF Tomahawk	1411
G-PEKT TB20 Trinidad	1420	OO-DTJ Brasilia	1438
G-BTFO Warrior II	1445	G-AYRG Cessna F172K	1457
G-OBHD Short 360	1708	G-BVMX Short 360	1755
G-BMAG DC9	1817	G-BMHX Short 360	1903
EI-CFB SAAB 340	1915	OO-DTG Brasilia	2011
G-OAHF Boeing 757	2014	G-BVMY Short 360	2019
G-OBHD Short 360	2026	G-PKBM DC9	2139
G-ELDI DC9	2159		
17 G-BLGB Short 360	0804	G-AWIT Cherokee 180D	0836
EI-CFD SAAB 340	0844	G-PKBM DC9	0927
G-OBHD Short 360	1004	G-BCGJ Cherokee 140	1020
G-BVMY Short 360	1045	OO-DTI Brasilia	1048
G-BRKH PA-28 236 Dakota	1108	G-BODY Cessna 310R	1203
G-PKBM DC9	1219	N816RL King Air E90	1245
G-OBHD Short 360	1304	G-BYAH Boeing 757	1322
OO-MTD Brasilia	1437	G-BSSE Cherokee 140	1519
G-PKBM DC9	1528	G-BODY Cessna 310R	1547
G-OVVB A36 Bonanza	1548	G-BLGB Short 360	1648
G-OBHD Short 360	1706	G-OADY Duchess	1756
G-PKBM DC9	1819	G-BMHX Short 360	1855
EI-CFB SAAB 340	1927	G-OBHD Short 360	2022
G-BVMY Short 360	2026	OO-DTF Brasilia	2039
G-RENO TB10 Tobago	2043	G-SBAC Short 360	2101
G-ELDH DC9	2120	G-OAHF Boeing 757	2128
G-BIUV HS 748	2141	G-OLAH Short 360	2220
18 EI-CFB SAAB 340	0848	D-IMMS Cessna 340	0859
F-GINB King Air 200	0931	G-PKBM DC9	0932
G-BMHX Short 360	0953	G-OBHD Short 360	1004
G-BOGM Turbo Arrow IV	1015	G-BVMY Short 360	1020
OO-DTO Brasilia	1039	G-BTWD T61F Venture	1204
G-PKBM DC9	1218	G-OBHD Short 360	1311
G-OAHF Boeing 757	1346	OO-DTL Brasilia	1439
ZG844 BN2T Islander	1520	G-PKBM DC9	1527
G-HOPE F33A Bonanza	1621	G-OBHD Short 360	1708
G-BLGB Short 360	1718	G-PKBM DC9	1822
G-BMHX Short 360	1856	EI-CFD SAAB 340	1910
G-RMCT Short 360	1957	OO-DTI Brasilia	2009

	G-BVMX Short 360	2014		G-OBHD Short 360	2026
	G-PKBM DC9	2116		G-TBAC Short 360	2135
	G-BIUV HS 748	2138		G-OAHF Boeing 757	2234
	G-ROWN King Air 200	2313			
19	G-BLGB Short 360	0804		EI-CFC SAAB 340	0834
	G-PKBM DC9	0920		EI-BUF Cessna 210N	0953
	G-OBHD Short 360	0954		G-BVMX Short 360	1025
	OO-DTK Brasilia	1032		N816RL King Air E90	1047
	G-BAIK Cessna F150L	1140		G-PKBM DC9	1219
	G-AVDA Cessna 182K	1241		G-OBHD Short 360	1302
	OO-DTF Brasilia	1444		G-PKBM DC9	1528
	G-BLGB Short 360	1654		G-OBMW AA5 Traveler	1757
	G-OAHF Boeing 757	1803		G-OBHD Short 360	1805
	G-PKBM DC9	1826		G-BMHX Short 360	1854
	EI-CFB SAAB 340	1908		OO-DTJ Brasilia	2003
	G-BVMY Short 360	2027		G-OBHD Short 360	2056
	G-RMCT Short 360	2110		G-SBAC Short 360	2118
	G-PKBM DC9	2128		G-BIUV HS 748	2134
20	G-BLGB Short 360	0804		G-MEBC Cessna 310I	0828
	EI-CFB SAAB 340	0900		G-PKBM DC9	0932
	G-JLRW Duchess	0940		G-OBHD Short 360	1002
	G-BPRY Warrior II	1009		OO-DTO Brasilia	1028
	G-BVMY Short 360	1035		G-MEBC Cessna 310I	1042
	G-PKBM DC9	1225		G-OANC Warrior II	1242
	G-OBHD Short 360	1312		G-SFHR Aztec	1339
	G-OAHF Boeing 757	1419		OO-DTG Brasilia	1450
	G-PKBM DC9	1517		G-BLGB Short 360	1654
	G-OBHD Short 360	1714		N816RL King Air E90	1813
	G-PKBM DC9	1820		G-BMHX Short 360	1859
	EI-CFD SAAB 340	1916		OO-DTK Brasilia	2021
	G-OBHD Short 360	2024		G-BVMY Short 360	2034
	G-RMCT Short 360	2115		G-PKBM DC9	2118
	G-SBAC Short 360	2122		G-BEJD HS 748	2138
	G-OAHF Boeing 757	2206			
21	G-BLGB Short 360	0807		EI-CFA SAAB 340	0834
	G-PKBM DC9	0919		G-OBHD Short 360	0955
	G-BVMX Short 360	1023		OO-DTH Brasilia	1029
	G-PKBM DC9	1220		G-OBHD Short 360	1313
	OO-DTI Brasilia	1440		G-PKBM DC9	1513
	ZE396 BAe 125	1556	1709	G-SWFT King Air 200	1606
	G-BLGB Short 360	1653		G-FOOD King Air 200	1703
	G-OBHD Short 360	1724		G-RMCT Short 360	1745
	G-PKBM DC9	1814		G-BMHX Short 360	1853
	G-OAHF Boeing 757	1903		EI-FKE Fokker 50	1951
	OO-DTJ Brasilia	2013		G-OBHD Short 360	2026
	G-BVMY Short 360	2043		G-ELDI DC9	2130
	G-BIUV HS 748	2135			
22	EI-CFA SAAB 340	0846		G-ELDI DC9	0925
	N319GP Gulfstream III	0951	1624	OO-DTK Brasilia	1034
	G-OBHD Short 360	1037		G-AVIB Cessna F150G	1140
	G-ELDI DC9	1218		G-UKLC Boeing 737 400	1309
	G-BRAB BAe 146 300	1326		G-OAHF Boeing 757	1354
	G-OBHD Short 360	1800		G-OBMY Boeing 737 500	1830
	G-OAHF Boeing 757	2103		G-ELDI DC9	2118
	G-AXAX Aztec	2358			

23	G-ELDI DC9	0923	G-KNAP Warrior II	1154
	G-ELDI DC9	1215	ZG846 BN2T Islander	1359
	G-OANC Warrior II	1404	G-BHKV AA5A Cheetah	1411
	OO-DTL Brasillia	1502	HB-GJB King Air 350	1602 1709
	G-OBHD Short 360	1657	G-POST Bandeirante	1759
	G-BLTO Short 360	1805	G-ELDI DC9	1820
	G-WACK Short 360	1851	EI-CFA SAAB 340	1905
	G-OAHF Boeing 757	2020	G-BVMY Short 360	2022
	G-OBHD Short 360	2026	OO-DTK Brasilia	2030
	G-PKBD DC9	2129		
24	G-BMHX Short 360	0807	G-BGZW Tomahawk	0814
	EI-CFA SAAB 340	0838	G-PKBD DC9	0935
	G-OBHD Short 360	0957	G-BVMY Short 360	1035
	OO-DTJ Brasilia	1037	G-AVNS Cherokee 180C	1135
	G-BODY Cessna 310R	1202	G-RLWV Cessna F152	1216
	G-PKBD DC9	1223	G-BSBW JetRanger	1245
	G-OBHD Short 360	1304	G-BYAI Boeing 757	1314
	OO-DTO Brasilia	1444	G-PKBD DC9	1518
	G-BMHX Short 360	1659	G-OBHD Short 360	1701
	G-OAHF Boeing 757	1808	G-PKBD DC9	1817
	G-WACK Short 360	1856	EI-CFA SAAB 340	1912
	G-OBHD Short 360	2017	G-BVMY Short 360	2028
	OO-DTK Brasilia	2036	G-PKBD DC9	2117
	G-BPDA HS 748	2131	G-JDTI Cessna 421C	2132
	G-SBAC Short 360	2135	G-RMCT Short 360	2144
25	XV101 VC-10 C.1	0733 0926	G-BMHX Short 360	0805
	F-GGMV King Air 200	0817	EI-CFC SAAB 340	0841
	G-PKBD DC9	0930	G-OBHD Short 360	1001
	G-SHCC JetRanger	1003	G-BVMX Short 360	1055
	OO-DTL Brasilia	1109	G-PKBD DC9	1212
	G-OBHD Short 360	1310	G-BLST Cessna 421C	1430
	G-PKBD DC9	1525	OO-DTH Brasilia	1530
	G-BYAD Boeing 757	1605	G-OBHD Short 360	1713
	G-WACK Short 360	1728	G-FWRP Cessna 421C	1802
	G-PKBD DC9	1824	G-BMHX Short 360	1841
	EI-CFD SAAB 340	1901	G-CRML Cessna 414A	1913
	OO-DTJ Brasilia	2018	G-OBHD Short 360	2025
	G-BVMY Short 360	2031	G-BJCU Boeing 737	2043
	G-RMCT Short 360	2120	G-DAAL HS 748	2130
	G-SBAC Short 360	2147	G-PKBD DC9	2150
26	G-BYAD Boeing 757	0015	G-LOGU Jetstream	0751
	OY-GEA Beech Starship 1	0753	EI-CFB SAAB 340	0839
	G-BLKY Baron	0917	G-PKBD DC9	0931
	G-OBHD Short 360	0959	G-BVMY Short 360	1040
	OO-MTD Brasila	1043	G-PKBD DC9	1221
	G-OBHD Short 360	1304	G-PKBD DC9	1518
	OO-DTK Brasilia	1521	G-LOGK Jetstream 41	1631
	G-OBHD Short 360	1715	G-BYAD Boeing 757	1816
	G-PKBD DC9	1818	EI-FKA Fokker 50	1917
	G-BMHX Short 360	1920	G-BVMY Short 360	2019
	G-OBHD Short 360	2050	G-DAAL HS 748	2135
	G-SBAC Short 360	2204		
27	G-WACK Short 360	0809	XW788 HS 125 CC.1	0835 0902
	EI-CFA SAAB 340	0840	G-ELDI DC9	0938

G-OBHD Short 360	1014	00-DTI Brasilia	1047
G-BVMY Short 360	1050	G-PKBD DC9	1223
G-OBHD Short 360	1330	00-DTG Brasilia	1452
G-PKBD DC9	1515	G-BLGB Short 360	1658
G-OBHD Short 360	1716	G-PKBD DC9	1820
G-WACK Short 360	1859	EI-CFC SAAB 340	1918
00-MTD Brasilia	2044	G-BVMX Short 360	2050
G-OBHD Short 360	2102	G-RMCT Short 360	2123
G-DAAL HS 748	2132	G-PKBD DC9	2157
G-TBAC Short 360	2212		
28 G-BYAJ Boeing 757	0701	G-BYAD Boeing 757	0725
G-BMHX Short 360	0841	EI-CFC SAAB 340	0847
G-BNYJ Cessna 421B	0902	G-PKBD DC9	0926
G-OAVX King Air 200	0949	G-OBHD Short 360	1016
00-DTK Brasilia	1047	G-BVMX Short 360	1054
G-OSAL Cessna 421C	1100	G-BODY Cessna 310R	1138
ZE395 HS 125 CC.3	1205 1231	G-PKBD DC9	1225
G-BASM Seneca	1239	G-OBHD Short 360	1334
00-DTJ Brasilia	1515	G-PKBD DC9	1521
G-BSBW JetRanger	1558	G-BLGB Short 360	1652
G-RMCT Short 360	1655	G-OBHD Short 360	1713
G-TSGJ Archer II	1818	G-PKBD DC9	1821
G-WACK Short 360	1853	EI-CFA SAAB 340	1911
G-BYAD Boeing 757	1915	G-DOOZ Twin Squirrel	1934
G-OBHD Short 360	2025	00-DTL Brasilia	2027
G-BVMY Short 360	2045	G-PKBD DC9	2122
G-BMAG DC9	2125	G-BIUV HS 748	2129
G-SBAC Short 360	2135		
29 EI-CFD SAAB 340	0842	ZG846 BN2T Islander	0909 0915
G-BMAG DC9	0926	00-DTJ Brasilia	1028
G-OBHD Short 360	1044	G-BMAG DC9	1219
G-BYAD Boeing 757	1351	G-BRAB BAe 146 300	1700
G-OBHD Short 360	1702	G-BMAG DC9	1811
G-BMAG DC9	2109	G-BYAD Boeing 757	2112
30 G-PKBD DC9	0923	G-PKBD DC9	1217
ZG846 BN2T Islander	1222 1315	G-GASP Archer II	1242
G-BODY Cessna 310R	1314	00-DTH Brasilia	1443
G-OBHD Short 360	1703	G-BLTO Short 360	1806
G-BMAG DC9	1827	G-BMLC Short 360	1848
EI-CFB SAAB 340	1919	G-OAHF Boeing 757	1958
00-DTK Brasilia	2011	G-OBHD Short 360	2026
G-BVMY Short 360	2043	G-ELDI DC9	2132
31 G-WACK Short 360	0809	G-BODY Cessna 310R	0823
G-EYES Cessna 402C	0827	EI-CFA SAAB 340	0845
G-ELDI DC9	0931	G-OAUS Sikorsky S76	0957
G-OBHD Short 360	1015	G-BVMY Short 360	1033
00-DTF Brasilia	1048	G-EYES Cessna 402C	1206
G-ELDI DC9	1213	G-HMES Warrior II	1253
G-OBHD Short 360	1315	G-BYAC Boeing 757	1322
00-DTO Brasilia	1437	G-ELDI DC9	1511
G-WACK Short 360	1649	G-OBHD Short 360	1706
G-ELDI DC9	1814	G-OAHF Boeing 757	1818
G-BMLC Short 360	1848	00-DTL Brasilia	2000
G-BVMX Short 360	2018	G-OBHD Short 360	2021
G-RMCT Short 360	2109	G-ELDI DC9	2116

G-BEJD HS 748
EI-FKA Fokker 50

2142
2147

G-TBAC Short 360

2146

From (& to where known)

01) OY-DLY/Alborg; 06) D-IAGT/Osnabruck; F-BYFB/f & t Le Bourget; VR-COM/
Southampton; 08) ZE368/f & t Leconfield; F-BYFB/f & t Le Bourget; 11) VR-CCT/
Guernsey; ZG848/Cosford; XR807/Split-Brize Norton; 12) N816RL/Gamston; ZG844/??;
13) N816RL/Denham; 17) N816RL/Gamston; 18) D-IMMS/Osnabruck; F-GINB/Rennes;
ZG844/Biggin Hill; 19) N816RL/Northolt; 20) N816RL/Luton; 21) ZE396/Southampton-
Belfast; 22) N319GP/f & t Heathrow; 23) ZG846/Belfast; HB-GJB/Graz-Edinburgh;
25) XV101/Brize Norton; F-GGMV/Lille; 26) OY-GEA/Tirstrup; 27) XW788/Brize Norton
28) ZE395/f & t Northolt; 29) ZG846/Belfast-Teesside; 30) ZG846/Belfast;

Overshoots

06) XX491/FYY72; 10) XX498/FYY79; 16) XZ595/SRG128; 17) XX491/FYY60; G-EENY;
19) XX498/FYY74; XX494/FYY71;

Leeds/Bradford movements review, January 1994.

Not a lot to write about this month although there were some foreigners of note among the visitors. Night stopping on the 1st was the Navajo OY-DLY whilst the Baron F-GHIU, which had arrived in December, departed. On the 6th there were no less than three foreigners, D-IAGT was a Cessna 425 and Citation VR-COM night stopped, the HS 125 F-BYFB is one of about seven of the type which operate on the French register among all the indigenous Falcons. On the 8th F-BYFB was back again. Night stopping on the 11th was Corgi's King Air VR-CCT. Another King Air was the American registered (but Gamston based) E90 N816RL which has been used by Knightair on a number of occasions during the month. D-IMMS on the 18th was a Cessna 340A and it was joined by the King Air 200 F-GINB. The Irish Cessna 210N EI-BUF is a regular visitor and it made its first appearance of the year on the 19th. Gulfstream II N319GP on the 22nd is c/n 150 and it was registered to the Columbus Bank & Trust Co. in October last year ex N613CK. Also new was HB-GJB on the 23rd which is believed to be a King Air 350 but so far I have not traced it, it diverted in for fuel. Using callsign "FRS996" on the 25th was the King Air 200 F-GGMV. Star of the month was Beech Starship OY-GEA on the 26th, this was the only one of its type registered outside America - however earlier in the month a "V-JJ" was heard crew training at Gamston and diverting in there with engine trouble. He gave his type as a Starship and this may be the one due to an Australian owner, production of the starship has terminated at number 53. Doing crew training with Knightair during the month were Bandits G-BGYV of Air Camelot as "Aircam12T" on the 5th and G-OJAY of Orient Air as "Orient12T" on the 6th. An interesting Air Atlantique visitor was the Metro G-BUKA as "Atlantique 254P" on the 12th and "Atlantique 241P" on the 14th. Doing a transplant flight on the 18th was G-ROWN which is a King Air 200 with a Raisback conversion, it is easy to spot by its four bladed props. There has been plenty of military activity this month, on the 8th we had the rescue Sea King ZE368 as "SRG128". VC-10 XR807 was "Ascot2297" when it operated the fortnightly run to Split on the 11th and the same day saw the Army Islander ZG848 as "Army 339". On the 12th Islander ZG844 was "Army 452" and it was back on the 18th as "Army 339". Yet another Islander was ZG846 which was "Army 452" on the 23rd, "Army 370" on the 29th and "Army 452" again on the 30th. HS 125s of 32 Squadron were ZE396 "Ascot1628" on the 21st, XW788 "Ascot1656" on the 27th and ZE395 "Ascot1649" on the 28th. The VC-10 on the Split flight on the 25th was XV101 "Ascot2112". Finally on to the resident scene, Cessna 421B G-BAGO is now resident on a three month contract. The Navajo G-BRFA has been sold and departed on the 20th. Also departed are the Cherokee G-BPMF and the Cessna 421B G-BCBK. Cessna 127N N9790G is for sale and may leave soon. The ex YEA Bandits were painted up as G-OEAA(ex G-BTAA) and G-OEAB(ex G-BKWB) by the 17th and were in service with Knightair Scheduled Services on the 31st.

LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 1993

INBOUND DIVERSIONS

19	UKA787	AMS	MMR	G-BNCF	FK27	AMS	UKA7760/20
22	UKA845	AMS	NCL	G-UKAG	BA46	AMS	UKA836/23
23	AKL441	CWL	MAN	G-OAKK	BA31	MAN	AKL-KK
23	EIN20A	DUB	MAN	EI-FKE	FK50	DUB	EIN991
23	JAN362P	IOM	LPL	G-DAAL	HS74	LPL	JAN168/24
23	MXR311	EXT	MAN	G-POST	E110	EXT	MXR312
23	GNT420	ABZ	MAN	G-GNTC	SF34	ABZ	GNT421
23	LOG250	BHD	MAN	G-LOGD	BATP	MAN	LOG250P
23	LOG560	EDI	MAN	G-LOGE	BATP	MAN	LOG563P
23	KITTY 5	NHT	HUY	ZE702	BA46	HUY	KITTY 5
23	UKA601	EDI	HUY	G-BMXD	FK27	NWI	UKA601
26	GIL735B	BHD	NCL	G-SBAC	SH36	NCL	GIL200P/27
27	GIL200P	LBA	NCL	G-SBAC	SH36	NCL	GIL200P
27	UKA781	AMS	MME	G-BNCF	FK27	MME	UKA9601
29	GIL714M	NCL	MAN	G-BGNG	SH33	NCL	GIL715P

REGULAR FLIGHTS

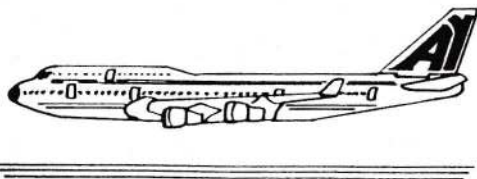
BAL022A	LPA	01/G-BGYK	08/G-BYAJ	15/G-BYAL	22/G-BYAI	29/G-OAHF
BAL051A	TFS	03/G-BYAK	10/G-OAHF	17/G-BYAL	24/DivEMA	
BAL066A	MLA	02/G-BYAK	09/G-OAHF	16/G-BYAL	23/G-BYAI	30/G-OAHF
BAL299A	TFS	05/DivEMA	12/G-OAHF	19/G-BYAH	26/G-BYAI	
BAL428A	PMI	01/G-BYAF	08/G-BYAL	15/G-OAHF	22/G-BYAL	29/G-BYAC
BAL431A	ALC	04/G-BYAK	11/G-OAHF	18/G-BYAH	25/G-BYAI	
BAL443A	ALC	02/G-BYAK	09/G-BYAJ	16/G-BYAL	23/G-BYAI	30/G-OAHF
BAL466A	AGP	04/DivEMA	11/G-OAHF	18/G-BYAH	25/G-BYAI	

OTHER FLIGHTS

01	G-BVMX	SH36	CFE8122	t Gatwick	New schedule
01	G-OBMH	B733	BMA418/419	f/t Heathrow	Lieu DC9
03	ZE702	BA46	Kitty 3	Northolt - Benson	Royal
04	ZK700	BA46	Kitty 2	Benson - Glasgow	Royal
04	G-BLPV	SH36	CFE001P/8128	f/t Gatwick	
05	G-BVED	AT42	CFE001P/8128	f/t Gatwick	Lieu SH36
06	F-GIAC	SW3	FEU599/999	Paris CDG - Paris LBG	Passenger Chtr
08	G-BLTO	SH36	CFE8123/8128	f/t Gatwick	
08	G-OLAH	SH36	UKA9502/650	Newcastle -n/s- Edinburgh	Lieu UKA
09	G-OLAH	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
09	G-OLAH	SH36	UKA696/658	Belfast Int - Edinburgh	Lieu UKA SH36
09	G-OLAH	SH36	UKA659/650	f/t Edinburgh n/s	Lieu UKA SH36
10	G-OLAH	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
10	G-OLAH	SH36	UKA696/758	Belfast Int - Amsterdam	Lieu UKA FK27
10	G-UKLN	BA46	UKA659/658	f/t Edinburgh	Lieu SH36
11	G-ZAPD	SH36	UKA650P/650	Stansted - Edinburgh	Lieu UKA SH36
11	G-ZAPD	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
11	G-ZAPD	SH36	UKA696/696P	Belfast Int - Stansted	Lieu UKA SH36

11	G-UKJF	BA46	UKA757/758	f/t Amsterdam	Lieu FK27
11	G-UKJF	BA46	UKA763/9504	Amsterdam - Stansted	Lieu FK27
13	G-AWYS	BA11	BEA930P/9302	Rotterdam - n/s - Lille	Passenger Chtr
15	G-TTPT	MD83	AIH1007	Manchester - Local	Passenger Chtr
15	G-TTPT	MD83	AIH1007	Locals x 3	Passenger Chtr
15	G-TTPT	MD83	AIH1007/1008P	Local - Manchester	Passenger Chtr
17	ZE700	BA46	Kitty 4	Benson - Northolt	Royal
29	G-DORK	E110	WLO100	f/t Southend	Training
29	G-BVMY	SH36	CFE8123/8128	f/t Gatwick	
30	G-BJCU	B737	BAL981	Split - Gatwick	Trooping

Aircraft making first visits are underlined.



LEEDS BRADFORD AIRLINE REPORT - DECEMBER 1993

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

BAL022A	LPA	06/G-BYAC	13/G-BYAC	20/G-BYAE	27/G-BYAE	
BAL051A	TFS	01/G-OAHF	08/G-BYAC	15/G-BYAG	22/G-BYAE	29/G-BYAE
BAL066A	MLA	07/G-BYAC	14/G-BYAK	21/G-BYAE	28/G-BYAE	
BAL244A	ALC	04/G-OAHF	11/G-BYAC	18/G-BYAG		
BAL299A	TFS	03/G-OAHF	10/G-BYAC	17/G-BYAG	24/G-BYAE	31/G-BYAE
BAL428A	PMI	06/G-BYAE	13/G-BYAK	20/G-BYAJ	27/G-BYAJ	
BAL431A	ALC	02/G-OAHF	09/G-BYAC	16/G-BYAG	23/G-BYAE	30/G-BYAE
BAL443A	ALC	07/G-BYAC	14/G-BYAC	21/G-BYAE	28/DivEMA	
BAL466A	AGP	02/G-OAHF	09/G-BYAC	16/G-BYAG	23/G-BYAE	30/G-BYAE
BAL511A	SZG	26/G-BYAE				
LEI7033	INN	23/G-UKLC	30/G-UKLA			

OTHER FLIGHTS

02	G-UKPC	BA46	UKA9701/720	Stansted - Paris CDG	Lieu FK27
02	G-UKPC	BA46	UKA721/9503	Paris CDG - Edinburgh	Lieu FK27
02	G-BYAI	B757	BAL953/991A	Munster - Gatwick	Trooping
04	PH-TVU	B737	TRA7711/7712	f/t Amsterdam	Passenger Chtr
04	G-OBMJ	B733	BMA418/419	f/t Heathrow	Lieu DC9
07	G-AMPZ	DC3	RPX800A/800	Coventry - Bristol	Lieu RPX SH36
09	G-ZAPF	SH36	UKA756P/756	Stansted - Amsterdam	Lieu UKA FK27
09	G-ZAPF	SH36	UKA757/758	f/t Amsterdam	Lieu UKA FK27
09	G-UKLN	BA46	UKA565	Stansted - Edinburgh	Lieu FK27
09	G-UKHP	BA46	UKA524	Edinburgh - Gatwick	Lieu FK27
09	G-ZAPF	SH36	UKA759/759P	Amsterdam - Stansted	Lieu UKA FK27
09	N717GA	E110	-	Montpellier - Glasgow	Technical Stop
10	G-ZAPF	SH36	UKA650P/650	Stansted - Edinburgh	Lieu UKA SH36
10	G-ZAPF	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
10	G-ZAPF	SH36	UKA696/658	Belfast Int - Edinburgh	Lieu UKA SH36
10	G-ZAPF	SH36	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
13	G-ZAPF	SH36	UKA650P/650	Stansted - Edinburgh	Lieu UKA SH36
13	G-ZAPF	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
13	G-ZAPF	SH36	UKA696/658	Belfast Int - Edinburgh	Lieu UKA SH36
13	G-ZAPF	SH36	UKA659/650	f/t Edinburgh n/s	Lieu UKA SH36
13	G-RMCT	SH36	RPX348/800	Norwich - n/s- Bristol	Leeds United
14	XV101	VC10	RRR2244	Brize Norton - Split	Trooping
14	G-ZAPF	SH36	UKA655/695	Edinburgh - Belfast Int	Lieu UKA SH36
14	G-ZAPF	SH36	UKA696/658	Belfast Int - Edinburgh	Lieu UKA SH36
14	XV101	VC10	RRR2245	Split - n/s- Brize Norton	Trooping
14	G-ZAPF	SH36	UKA659/650	f/t Edinburgh n/s	Lieu UKA SH36
15	G-ZAPF	SH36	UKA655/655P	Edinburgh - Stansted	Lieu UKA SH36
17	G-OJAY	E110	ORI02T	Gloucester - Locals	Training
17	G-OJAY	E110	ORI02T	Locals - n/s- Exeter	Training
18	G-UKHP	BA46	UKA3058/3060	Newcastle - Locals	Santa Flights
18	G-UKHP	BA46	UKA3060	Locals - n/s- Locals	Santa Flights
19	G-UKHP	BA46	UKA3060/3059	Locals - Newcastle	Santa Flights
19	G-BGVV	E110	RCM17T	f/t TeesSide	Training
21	G-CLAS	SH36	BON216/217	f/t Aberdeen	Passenger Chtr
21	G-OJAY	E110	ORI01T	f/t Coventry	Training
21	<u>RAB5409</u>	TU54	PAR3869/3870	f/t Krasnodar n/s	Ship's Crew
23	G-UKJF	BA46	UKA9501/730	Stansted - Paris CDG	Lieu FK27
23	G-UKJF	BA46	UKA731/9502	Paris CDG - Stansted	Lieu FK27
23	G-BPFR	SH36	-	f Nantes n/s	Engineering
27	G-BOAA	CONC	BAW9025C/9027C	Manchester - Heathrow	Passenger Chtr
27	G-AMPZ	DC3	AAG300P/300	Coventry - Gothenburg Sæve	Freight Ctr
29	XR807	VC10	RRR2247	Split - Brize Norton	Trooping

Aircraft making first visits are underlined.

LEKDS BRADFORD AIRLINE REPORT - JANUARY 1994

INBOUND DIVERSIONS

16 BMA340 LHR MME G-ELDI DC9 MME BMA9611/17

REGULAR FLIGHTS

BAL022A	LPA	03/G-BYAR	10/G-BYAH	17/G-OAHF	24/G-OAHF	31/G-OAHF
BAL051A	TFS	05/G-OAHF	12/G-BYAI	19/G-OAHF	26/G-BYAD	
BAL066A	MLA	04/G-OAHF	11/G-BYAI	18/G-OAHF	25/G-BYAD	
BAL244A	ALC	01/G-BYAR	08/G-BYAI	15/G-BYAI	22/G-OAHF	29/G-BYAD
BAL299A	TFS	07/G-OAHF	14/G-BYAI	21/G-OAHF	28/G-BYAD	
BAL428A	PMI	03/DivEMA	10/G-BYAH	17/G-BYAH	24/G-BYAI	31/G-BYAC
BAL431A	ALC	06/G-OAHF	13/G-BYAI	20/G-OAHF	27/DivEMA	
BAL443A	ALC	04/G-BYAR	11/G-BYAI	18/G-OAHF	25/G-OAHF	
BAL466A	AGP	06/G-OAHF	13/G-BYAI	20/G-OAHF	27/G-BYAD	
BAL511A	SZG	02/G-BYAR	09/DivEMA	16/G-OAHF	23/G-OAHF	30/G-BYAD
BWL8574	CMF	08/G-BRAB	15/G-BRAB	22/G-BRAB	29/G-BRAB	
LEI7033	INN	08/G-UKLC	15/G-UKLD	22/G-UKLC		

OTHER FLIGHTS

03	G-ZAPD	SH36	UKA698/658	Belfast Int - Edinburgh	Lieu UKA SH36
03	G-ZAPD	SH36	UKA659/659P	Edinburgh - Stansted	Lieu UKA SH36
04	G-BRIG	B767	BAL991A/956	Gatwick - Munster	Trooping
05	G-BGYV	E110	RCM12T	f/t TeesSide	Training
06	G-OJAY	E110	ORI01T	Coventry - TeesSide	Training
06	G-OJAY	E110	ORI01T/01P	TeesSide - Gloucester	Training
08	EI-FKA	FK50	EIN362/363	f/t Dublin	Lieu SF34
11	XR007	VC10	RRR2297	Split - Brize Norton	Trooping
12	G-BUKA	SW3	AAG254P/254	Coventry - Köln/Bonn	Freight Chtr
13	G-BJLK	SH33	SSW100P/101	Exeter - Köln/Bonn	Freight Chtr
14	G-BUKA	SW3	AAG261P/261	Coventry - Köln/Bonn	Freight Chtr
15	EI-FKA	FK50	EIN362/363	f/t Dublin	Lieu SF34
21	EI-FKA	FK50	EIN368/369	f/t Dublin	Lieu SF34
22	G-ORBY	B735	BMA418/419	f/t Heathrow	Lieu DC9
25	XV101	VC10	RRR2112	Brize Norton - Split	Trooping
26	EI-FKA	FK50	EIN368/369	f/t Dublin	Lieu SF34
31	G-ORAB	E110	KNT812	t Aberdeen	New Schedule
31	G-ORAA	E110	KNT905	t Cardiff	New Schedule
31	G-ORAA	E110	KNT906/907	Cardiff - Isle of Man	New Schedule
31	G-ORAB	E110	KNT813/814	Aberdeen - Southampton	New Schedule
31	EI-FKA	FK50	EIN277	Birmingham - Dublin	Lieu SF34

Aircraft making first visits are underlined.

AIRLINE NEWS

Air Canada has unveiled its new livery. It features a large red maple-leaf motif on a green tail. The fuselage has a smaller red maple-leaf in a circle followed by 'AIR CANADA' in large red letters on an otherwise white fuselage. It is a total change from their previous livery and looks very smart.

Air Inter A.300B2 (004) F-BUAE is to be broken up for spares at Paris(Orly) after it was apparently pushed back from its stand into a apron light standard.

Airtours have re-registered two of the ex Inter European B.757's. G-IEAB (24636) as G-LCRC and G-IEAC (25620) as G-CSVS.

Britannia Airways is to retire its entire fleet of B.737-200 aircraft during the current winter season.

British Midland has decided to replace the majority of its fleet by a mix of Fokker and Boeing aircraft. The airline has initially ordered five Fokker 70 and four Fokker 100 aircraft with an option on a further three Fokker 100's. They are also holding contract discussions with SAS to take delivery of up to 11 B.737-500 aircraft. The first Fokker 100 is due for delivery in April 1994 with the second following in July and the third and fourth in December. Three Fokker 70's are due for delivery in 1995 with the other two in 1996. (These last two may be upgraded to 100's). The Fokker 70's are due to be used on the regional routes such as East Midlands to Glasgow, Amsterdam and Paris. With the Fokker 100's used on the lower density Heathrow Routes, such as Leeds/Bradford, Tees-side, Palma and Nice. Likely dates for withdrawal of the DC9 fleet are as follows:-

G-BMAH	DC9-14 (45712)	to be phased out NOV/95
G-BMAI	DC9-14 (45713)	to be phased out APR/95
G-BMAB	DC9-15 (45738)	to be phased out AUG/94
G-BMAC	DC9-15 (45739)	to be phased out JUL/95
G-BMAG	DC9-15 (45719)	to be phased out MAR/95
G-BMAK	DC9-32 (47430)	to be phased out DEC/94
G-BMAM	DC9-32 (47468)	to be phased out DEC/94
G-ELDG	DC9-32 (47484)	to be phased out APR/97
G-ELDH	DC9-32 (47555)	to be phased out MAY/97
G-ELDI	DC9-32 (47559)	to be phased out APR/97
G-PKBD	DC9-32 (47666)	to be phased out DEC/94
G-PKBM	DC9-32 (47648)	to be phased out DEC/94

This of course heralds the end of an era as British Midland have been the only British airline to use DC9 aircraft in any great numbers. Its three Swedish registered B.737-500's were all re-registered at the end of September 1993 as follows:-

SE-DNE	B.737-59D (25065)	to G-OBMX
SE-DNI	B.737-59D (26419)	to G-OBMY
SE-DNC	B.737-53A (24754)	to G-OBMZ

B.737-33A's G-OBMA and G-OBMB (23831/23832) have both been returned to AWAS with Australian registrations VH-CZV and VH-CZW respectively.

Brymon The complete BAC 111 fleet has now been repainted in full British Airways colours with small Maersk Air markings.

CityJet are a newly formed airline which is due to begin high frequency scheduled services between Dublin and London City. It has acquired two ex Crossair BAe 146-200's from British Aerospace, presumably on lease. It has entered a franchise agreement with Virgin and the aircraft will be operated in basic Virgin livery.

Finnair has abandoned plans to extend the operational life of its DC9 fleet. Instead it is looking to purchase up to 15 aircraft with around 130 seats each for delivery in 1997.

Iberia are apparently planning to introduce a new livery sometime next year.

Manx Airlines has taken delivery of the two BAe ATP aircraft previously operated by British Midland. They have started services connecting Heathrow and East Midlands with Belfast. They are apparently caring for inactive ATP's on behalf of British Aerospace. Several have been placed in storage at Ronaldsway including ex SATA and THT aircraft.

Orbital Sciences Corporation after completion of its conversion by Marshalls at Cambridge, ex Air Canada L.1011-100 Tristar (1067) (now registered N 140SC) was delivered to the USA via Shannon and Gander on November 21st carrying a dummy Pegasus launch vehicle under its belly.

The first live launch of the Pegasus is scheduled for January and will no doubt be reported on TV.

The Tristar carries the Launch vehicle to around 38,000 ft where it is released. After falling 300 ft the rockets engines ignite and it climbs about a mile ahead of the aircraft on its journey into orbit. This particular aircraft was chosen due to its excellent condition on withdrawal from service. Apparently the Tristar is the only suitable airliner for this project.

Translift DC8's will have become rarer at Manchester now due to the delivery of their first A.320-321 EI-TLE (429). With the delivery of this aircraft they have returned two of their DC8 aircraft to the GPA group. Their second A.320 is to be delivered in May 1994.

Virgin Atlantic took delivery of its first A.340-311 (013) G-VBUS and was named 'Lady in Red' in a well publicised ceremony. I visited Gatwick on the 12th December hoping to see this aircraft but it had apparently suffered some major teething troubles as its duty was being operated by a World MD11 (also nice to see but not quite the same). The second and third A.340-311 aircraft are due to be delivered by February 1994 with the fourth scheduled to follow in October. B.747-219B (22724) ZK-NZX was returned to Air New Zealand on November 1st after lease.

19 NOVEMBER 1993 - MANCHESTER & SCHIPHOL - MARTIN & BEN SMALL

MANCHESTER

G-BDXE BOEING 747-236B
 G-BGDL BOEING 737-236
 G-BJRE FARIENAVIA P.68C
 G-BKYP BOEING 737-236
 G-LCRC BOEING 757-200
 G-LOGG BAE AIP JEISIREAM 61
 G-MOME BOEING 757-217ER
 G-OJMR AIRBUS A.300-605R
 G-POST EMB.110P1 BANDEIRANTE
 G-TIPT McD DOUGLAS MD.83
 EI-CDS BOEING 737-548
 HB-IPD AIRBUS A.310-221
 OO-SDR BOEING 737-229C
 5N-EDC BOEING 747146

B.A. ICITY OF GLASGOW
 B.A. (RIVER DORN)
 AIR KILROE
 B.A. (RIVER VSTAVTH)
 AIRWAYS INTERNATIONAL
 LOGANAIR
 MONARCH AIRLINES
 MONARCH AIRLINES
 EAGLE EUROPEAN
 AIRWAYS INTERNATIONAL
 AER LINGUS (ST MALACHY)
 SWISSAIR ISOLITHUM
 SABENA
 OKADA AIR (FOR SALE ??)

AMSTERDAM - SCHIPHOL

G-AWYS BAC ONE-ELEVEN 501EX
 G-BBNG BAC ONE-ELEVEN 408EF
 G-BGDK BOEING 737-236
 G-BMMR DORNIER DO.228-200
 G-DOCR BOEING 737-436
 G-DOCH BOEING 737-436
 G-HLFT SC.5 BELFAST 2
 G-OBMH BOEING 737-33A
 G-OBMZ BOEING 737-59D
 G-UKHP BAE.146-300
 G-UKRH BAE.146-200
 CN-RMJ BOEING 737-2B6
 CN-RMM BOEING 737-2B6C
 CH-PHA BOEING 737-4B6
 CS-TER BOEING 737-230
 D-ABEC BOEING 737-438
 D-ABWC BOEING 737-330
 D-ABXS BOEING 737-330
 EC-FCB AIRBUS A.320-211
 EC-FLG BOEING 737-36E
 EC-FMN AIRBUS A.320-211
 EI-CDI BOEING 737-548
 F-GFUH BOEING 737-4B3
 F-GJNE BOEING 737-520
 F-GKLJ BOEING 747 121
 F-OLGB FOKKER 100
 HA-LBR TUPOLEV TU.134A-3
 HB-AKE SAAB SF.340B
 HB-INC McD DOUGLAS MD.81
 HB-IXE BAE RJ85
 I-DAMS McD DOUGLAS MD.82
 I-DIRR DOUGLAS DC.9-32
 JY-AGB L.1011-385 TRISTAR
 JY-AGC L.1011-385 TRISTAR
 JY-AJK BOEING 747-334C
 LN-FOH L.1984F ELECTRA
 N14AZ BOEING 747-336C
 N1309E BOEING 747-346
 N133JC DOUGLAS DC.10-40
 N180DN BOEING 767-322ER
 N221NW DOUGLAS DC.10-30
 N610UA BOEING 767-222ER
 N611UA BOEING 767-222ER
 N768DL L.1011-385 TRISTAR 500
 N806PA AIRBUS A.310-223
 N81028 L.1011-385 TRISTAR 100
 OH-LMO McD DOUGLAS MD.82
 OO-DTN EMB.120RT BRASILIA
 OO-IBI CESSNA CITATION ???
 OY-KHH McD DOUGLAS MD.87
 PH-AGA AIRBUS A.310-203
 PH-AGB AIRBUS A.310-203
 PH-AGC AIRBUS A.310-203
 PH-AGD AIRBUS A.310-203
 PH-AGH AIRBUS A.310-203
 PH-AGK AIRBUS A.310-203

B.A. ICOUNTY OF NORFOLK
 B.A. (REGD. BRYMON AWYS)
 B.A. (RIVER MERSEY)
 SUCKLING AIRWAYS
 B.A. (RIVER TAVEY)
 B.A. (RIVER TILL)
 HEAVYLIFT CARGO AIRLINES
 BRITISH MIDLAND AIRWAYS
 BRITISH MIDLAND AIRWAYS
 AIR UK
 AIR UK
 ROYAL AIR MAROC (QUIDA)
 ROYAL AIR MAROC
 ROYAL AIR MAROC
 AIR PORTUGAL (AVEIRO)
 LUFTHANSA
 CONDOR FLUGDIENST
 LUFTHANSA (SINDELINGEN)
 IBERIA (MONTANA de COVADONGA)
 VIVA AIR
 IBERIA (CADI MOIXEROI)
 AER LINGUS (ST DECLAN)
 CORSAIR INTERNATIONAL
 AIR FRANCE
 CORSAIR INTERNATIONAL
 PALAIR MACEDONIAN
 MALEV
 CROSSAIR
 SWISSAIR (LUGANO)
 CROSSAIR
 ALITALIA (AOSTA)
 ALITALIA (PIEMONTE)
 ROYAL JORDANIAN (PRINCESS ALIA)
 ROYAL JORDANIAN (PRINCESS ZEIN)
 ROYAL JORDANIAN (CITY OF JERASH)
 FRED OLSEN AIRTRANSPORT - DHL
 SEAGREEN AIR TRANSPORT
 K.L.M. (ADMIRAL RICHARD E. BYRD)
 NORTHWEST AIRLINES
 DELTA AIR LINES
 NORTHWEST AIRLINES
 UNITED AIRLINES
 UNITED AIRLINES
 DELTA AIR LINES
 DELTA AIR LINES
 TRANS WORLD AIRLINES
 FINNAIR
 SABENA (DELTA AIR TRANSPORT)
 S.A.S. (INGEMUND VIKING)
 K.L.M. (REMBRANDT)
 K.L.M. (JEROEN BOSCH)
 K.L.M. (LALBERI CUYP)
 K.L.M. (IMMANNUS HUPPERT)
 K.L.M. (PIETER de HOOGH)
 K.L.M. (JOHANNES VERHEER)

PH-BDA BOEING 737-306
 PH-BDD BOEING 737-306
 PH-BDE BOEING 737-306
 PH-BDG BOEING 737-306
 PH-BDK BOEING 737-306
 PH-BDP BOEING 737-306
 PH-BDR BOEING 737-406
 PH-BDS BOEING 737-406
 PH-BDT BOEING 737-406
 PH-BDU BOEING 737-406
 PH-BDW BOEING 737-406
 PH-BDY BOEING 737-406
 PH-BDZ BOEING 737-406
 PH-BFA BOEING 747-406
 PH-BFD BOEING 747-406 [SCD]
 PH-BFG BOEING 747-406
 PH-BFN BOEING 747-406
 PH-BIT CESSNA 172
 PH-BIA BOEING 737-406
 PH-BIC BOEING 737-406
 PH-BIE BOEING 737-306
 PH-BUH BOEING 747-306 [SCD]
 PH-BUI BOEING 747-306 [SCD]
 PH-BUK BOEING 747-306 [SCD]
 PH-BUM BOEING 747-306 [SCD]
 PH-BUN BOEING 747-306 [SCD]
 PH-BUP BOEING 747-306
 PH-BUR BOEING 747-306
 PH-BUV BOEING 747-306 [SCD]
 PH-BWW BOEING 747-306 [SCD]
 PH-CHF F.28 FELLOWSHIP 4000
 PH-DDA DOUGLAS DC.3
 PH-DID DOUGLAS DC.10-30
 PH-EZD FOKKER 100
 PH-GYJ CESSNA 172
 PH-HVM BOEING 737-3K2
 PH-HVM BOEING 737-3K2
 PH-HVI BOEING 737-3K2
 PH-KLC FOKKER 100
 PH-KLE FOKKER 100
 PH-KVC FOKKER 50
 PH-KVD FOKKER 50
 PH-KVE FOKKER 50
 PH-KVT FOKKER 50
 PH-KVG FOKKER 50
 PH-KVH FOKKER 50
 PH-KVK FOKKER 50
 PH-LAB CESSNA CITATION 777
 PH-LEN CESSNA 172
 PH-MCL BOEING 767-31AER
 PH-MEX CESSNA CITATION VI
 PH-MZR SIKORSKY S.61M
 PH-PEL CESSNA C.406 CARAVAN
 PH-RPH CESSNA 182R SKYLANE
 PH-RPM BN.2T ISLANDER
 PH-SDI D.H.C.8-311A DASH EIGHT
 PH-TKA BOEING 757-2K2ER
 PH-TKB BOEING 757-2K2ER
 PH-TVH BOEING 737-222
 PH-TVR BOEING 737-2K2
 PH-TVS BOEING 737-2K2
 PH-TVX BOEING 737-2K2
 PH-XLB EMB.120RT BRASILIA
 PK-GSF BOEING 747-203B
 SE-DAW DOUGLAS DC.9-41
 SE-DIH McD DOUGLAS MD.87
 SE-DIN McD DOUGLAS MD.81
 SP-LKD BOEING 737-55D
 SU- BOEING 707
 SX-BEL AIRBUS A.300-605R
 TC-JED BOEING 737-400
 TF-FIB BOEING 737-408
 TF-FID BOEING 737-408
 VR-CLM BOEING 727-46
 VR-HOI BOEING 747-467
 YV-135C DOUGLAS DC.19-39
 5B-DAI AIRBUS A.320-231
 5B-DAZ BOEING 707-320C
 5N-ANN DOUGLAS DC.19-30
 9A-CTB BOEING 737-230
 9M-MHL BOEING 747-1H6 [SCD]
 9V-SMT BOEING 747-412

K.L.M. [WILLEM BARENTS]
 K.L.M. [ANTHONY van DIEMEN]
 K.L.M. [ABEL J. TASHAN]
 K.L.M. [MICHEL A. de RUYTER]
 K.L.M. [JAN H. van LINSCHOTEN]
 K.L.M. [JACOB ROGEVEEN]
 K.L.M. [WILLEM G. SCHOUTEN]
 K.L.M. [JOPPIE van SPILBERGEN]
 K.L.M. [GERRIT de VEER]
 K.L.M. [MARCO POLO]
 K.L.M. [LEIFUR EIRIKSSON]
 K.L.M. [IVASCO da GAMA]
 K.L.M. [CHRISTOPHORUS COLUMBUS]
 K.L.M. [CITY OF ATLANTA]
 K.L.M. [CITY OF DUBAI]
 K.L.M. [CITY OF GUAYAQUIL]
 K.L.M. [CITY OF NAIROBI]
 K.L.M. [FERNAO MAGALHAES]
 K.L.M. [DAVID LIVINGSTONE]
 K.L.M. [ROALD AMUNDSEN]
 K.L.M. [de ALBERT PLESMAN]
 K.L.M. [WILBUR WRIGHT]
 K.L.M. [LOUIS BLERIOT]
 K.L.M. [CHARLES E. KINGSFORD-SMITH]
 K.L.M. [ANTHONY H.G. FORKER]
 K.L.M. [THE GANGES]
 K.L.M. [THE INDUS]
 K.L.M. [SIR GEOFFREY de HAVILLAND]
 K.L.M. [LEONARDO da VINCI]
 K.L.M. CITYHOPPER [GUERNSEY]
 DUTCH DAKOTA ASSOCIATION
 K.L.M. [MAURICE RAVEL]
 AMERICAN AIRLINES [USA = N1461C]

TRANSAVIA

TRANSAVIA

TRANSAVIA

K.L.M.

K.L.M.

K.L.M. CITYHOPPER [STAVANGER]

K.L.M. CITYHOPPER [DUSSELDORF]

K.L.M. CITYHOPPER [AMSTERDAM]

K.L.M. CITYHOPPER [PARIS]

K.L.M. CITYHOPPER [STUTTGART]

K.L.M. CITYHOPPER [HANNOVER]

K.L.M. CITYHOPPER [LONDON]

MARTINAIR [KONINGIN BEATRIX]

MARTINAIR

K.L.M.

ING LEASE BV

DUTCH POLICE FORCE

SABENA

TRANSAVIA

TRANSAVIA

TRANSAVIA [NEIL ARMSTRONG]

TRANSAVIA

TRANSAVIA

K.L.M. [LEASED FROM TRANSAVIA]

AIR EXEL

GARUDA INDONESIA AIRWAYS

S.A.S. [GOTRIK VIKING]

S.A.S. [SLAGFINN VIKING]

S.A.S. [ESKIL VIKING]

LOT

ZAS - AIRLINE OF EGYPT

OLYMPIC AIRLINES [ATHENS]

TURK HAVA YOLLARI

ICELANDAIR [EYDIS]

ICELANDAIR

LARMAG INVESTMENT

CATHAY PACIFIC AIRWAYS

VIASA

CYPRUS AIRWAYS [PRAXANDROS]

AVISTAR-TRAMSON AIRLINES

NIGERIA AIRWAYS [YUNKARI]

CROATIA AIRLINES

MALAYSIAN AIRLINE SYSTEM

SINGAPORE AIRLINES

MANCHESTER 24 JANUARY 1994

G-BEPS SC.5 BELFAST
 G-BGDE BOEING 737-236
 G-BGDF BOEING 737-236
 G-BGEG BOEING 737-236
 G-BGDK BOEING 737-236
 G-BGDL BOEING 737-236
 G-BGDT BOEING 737-236
 G-BGJE BOEING 737-236
 G-BGSI PA.38-112 TOMAHAWK
 G-BIFH SHORT SD.330
 G-BIKD BOEING 757-236
 G-BIKR BOEING 757-236
 G-BKPH BOEING 767-204

 G-BKYP BOEING 737-236
 G-BLGB SHORT SD.360
 G-BMMR DORNIER DO.228-200
 G-BNHN BOEING 767-336ER
 G-BNMO BOEING 767-336ER
 G-BPED BOEING 757-236ER
 G-BPEF BOEING 757-236ER
 G-BTPD BAE ATP JETSTREAM 61
 G-BTFF BAE ATP JETSTREAM 61
 G-BTFL BAE ATP JETSTREAM 61
 G-BVMA BEECH 200 KING AIR
 G-BVNO BOEING 737-453
 G-BYAB BOEING 767-204ER
 G-BYAJ BOEING 757-28AER
 G-CSVS BOEING 757-200
 G-GHJM McD DOUGLAS MD.83
 G-GHIC SAAB SF.340A
 G-GHID SAAB SF.340A
 G-JSMC McD DOUGLAS MD.83
 G-LOGA BAE ATP JETSTREAM 61
 G-LOGC BAE ATP JETSTREAM 61
 G-LOGF BAE ATP JETSTREAM 61
 G-LOGG BAE ATP JETSTREAM 61
 G-LOGJ BAE JETSTREAM 4102
 G-MOND BOEING 757-217
 G-ONEA BEECH 200 SUPER KING AIR
 G-OOAC AIRBUS A.320-231
 G-OOOH BOEING 757-23AER
 G-OOOJ BOEING 757-23AER
 G-UKLC BOEING 737-42C
 G-UKLI BOEING 767-308ER
 G-WAMR BAE JETSTREAM 4102
 A6-EKH AIRBUS A.310-300
 C-FOCA BOEING 767-375ER(640)
 CS-TAO H.S.748 SRS.2B
 CS-TRC BOEING 737-33A
 D-ABIM BOEING 737-530
 D-ABIN BOEING 737-538
 D-AFKU FOKKER 50
 D-CALK DORNIER DO.228-202K
 EC-FDA AIRBUS A.320-211
 EI-CDD BOEING 737-543
 EI-CDS BOEING 737-548
 EI-FKA FOKKER 50
 F-GBYK BOEING 737-228
 F-GHIA EMB.120RT BRASILIA
 N319AA BOEING 767-223ER
 N383AN BOEING 767-223ER
 N767DA L.1011-385 TRISTAR 500
 OO-SDJ BOEING 737-229C
 OY-CLB BAE JETSTREAM 3102
 PH-BTE BOEING 737-306
 SE-DIP McD DOUGLAS MD.81
 SE-DNK BOEING 737-59B
 VH-OJL BOEING 747-438
 VR-HKN BOEING 747-132F
 VR-HUA BOEING 747-467
 ZS-AVL BAE.125-1000
 4X-EBL BOEING 757-258

 HEAVYLIFT CARGO AIRLINES
 B.A. [RIVER AVON]
 B.A. [RIVER THAMES]
 B.A. [RIVER MEDWAY]
 B.A. [RIVER MERSEY]
 B.A. [RIVER DON]
 B.A. [RIVER FORTH]
 B.A. [RIVER WEAR]
 CHESHIRE FLYING SERVICES
 GILL AVIATION
 B.A. [CAERNARFON CASTLE]
 B.A. [BAMBURGH CASTLE]
 BRITANNIA AIRWAYS [THE EARL
 MOUNTBATTEN OF BURMA]
 B.A. [RIVER YSTWYTH]
 LOGANAIR
 SUCKLING AIRWAYS
 B.A. [CITY OF BERLIN]
 B.A. [CITY OF BARCELONA]
 BRITISH AIRWAYS
 CALEDONIAN AIRWAYS [LOCH FANNICH]
 B.A. [STRATHCONON]
 B.A. [STRATHLARN]
 B.A. [STRATHSPEY]
 MANHATTAN AIR
 BRITISH AIRWAYS
 BRITANNIA AIRWAYS
 BRITANNIA AIRWAYS
 AIRTOURS INTERNATIONAL
 AIRTOURS INTERNATIONAL
 BUSINESS AIR
 BUSINESS AIR
 AIRTOURS INTERNATIONAL
 LOGANAIR
 LOGANAIR
 LOGANAIR
 LOGANAIR
 LOGANAIR
 MONARCH AIRLINES
 NORTHERN EXECUTIVE AVIATION
 AIR 2000
 AIR 2000
 AIR 2000
 AIR UK [ST CHRISTOPHER]
 AIR UK
 MANX AIRLINES
 EMIRATE AIRLINES
 CANADIAN AIRLINES INTERNATIONAL
 SATA - AIR ACORES
 AIR COLUMBUS [SANTA MARIA]
 LUFTHANSA [SALZGITTER]
 LUFTHANSA [LANGENHANGEN]
 LUFTHANSA CITYLINE
 SUCKLING AIRWAYS [AWAITING UKREG]
 IBERIA [LAGUNAS DE RUIDEA]
 AER LINGUS [ST MACARTAN]
 AER LINGUS
 AER LINGUS [ST FIONNAN]
 AIR FRANCE
 AIR LITTORAL
 AMERICAN AIRLINES
 AMERICAN AIRLINES
 DELTA AIR LINES
 SABENA [NO TITLES]
 NEWAIR
 K.L.M. [ROALD AMUNDSEN]
 S.A.S. [MARGRET VIKING]
 S.A.S. [KATRIN VIKING]
 QANTAS [THE SPIRIT OF AUSTRALIA]
 AIR HONG KONG
 CATHAY PACIFIC AIRWAYS

 EL AL [NO TITLES]

MARTIN SMALL

FLYING IN PARADISE

You would expect that when checking in for a flight two hours before the latest check-in time that you should be able to get two seats together! On checking in at 3pm, at Gatwick airport, for our flight BA64 departing at 19.05 for the Seychelles and Mauritius we were told there were no seats together in the no smoking section. I asked for seats across the isle from each other, sorry none left. One in front of the other - yes. We accepted these and as David was to discover, on the return journey, this was a good arrangement.

Into the international departure lounge, where on our previous flight from Gatwick's North Terminal we had a good view of the runway. We were to be disappointed again. Improvements to the terminal meant that during alterations we were unable to see out.

Our flight was called shortly after 6pm. We made our way down to the gate and were approached by a lady conducting a survey. We were asked to board a section at a time. This was our first flight on a jumbo and being British Airways World Traveller, we had expected a little more leg room than the usual restricted space of the european charter flight on a Boeing 737. If there was an extra centimetre we didn't notice the difference. We were however issued with a blanket, pillow, and a pack containing bedsocks, eyemask, toothbrush and toothpaste.

We took off at 7.30pm and were given an expected flight time of nine and three-quarter hours. Our first video was 'Well being in the sky' with Selena Scott and Daley Thompson showing exercises to be done whilst sitting in your aircraft seat. Menu's were given out showing the most healthy option for air travellers.

David had his double Whisky, meal with wine, followed by a Drambuie and promptly went to sleep, without the aid of his eyeshield, waking several hours later in time for breakfast. I attempted to watch The Firm and Made in America, had several drinks of water from Jeremy our steward, who had a very nice way of saying 'Your Welcome', and managed about five minutes sleep. I watched the sun rise just before 7am which was at 3am GMT. The cabin lights were put back on and breakfast was served prior to landing at just after 9am Seyscelles time.

We disembarked from the City of Manchester to a temperature already into the eighties. Passengers gradually stripped off as we queued to go through passport control. The lower part of the immigration card was returned to us for collection on exiting the country.

The first four days of our holiday were spent on Mahe the largest island in the Seychelles. We spent most of our time around the hotel and swimming pool. We took the local bus to the capital Victoria which was in the north east of the island, our hotel was on the west coast. Victoria is one of the smallest capitals in the world. The main centre of interest was the market. An Egret was perched on the fish stall sampling the catch. Cinnamon and vanilla are two locally grown spices worth buying. The town also has a clock which strikes the hour twice.

At 8am on Friday we were picked up and taken to the airport for our flight to Praslin. We travelled light as the luggage allowance on inter island flights is only 10kgs each. Our flight was on a twenty seater twin otter named Isle of Farquhar, flying time fifteen minutes. We were met at the airport and taken by minibus to the landing pier on the other side of the island for our ferry to La Digue. The crossing takes around forty minutes. The final part of the journey was by oxcart, not the most comfortable mode of transport. After a reviving cocktail we were escorted to our rondavel, a round chalet complete with wildlife and a pair of bicycles for exploring the island. We spent three days on this lovely island before crossing back to Praslin where we stayed for four days.

On Praslin we were encouraged to hire a car but having heard stories of cars with no brakes, wonky gear boxes, etc, we were glad we had chosen a coach tour. We were sat by the rear wheel arch on the minibus and on the opposite side you could see the tyres through the rust holes. Bearing in mind that half the roads are just rough tracks, any journey is slightly less than comfortable.

On Friday we were taken by taxi to the airport. The boarding card system is a piece of coloured plastic. We were given green cards. The system appeared to be that the white cards went on the first flight, then the blue and then ourselves, but if the flight was not full they seemed to look for people to fill it, probably locals without luggage. Our flight this time was on the Isle of Fregate.

At Mahe airport we had to check in for the flight to Bird Island. We were greeted at the check-in by name. As we waited we watched the crew going out to the plane going to Denis Island. The pilot hardly looked old enough to drive, never mind fly a commercial aeroplane.

We boarded the Isle of Desroches and after about twentyfive minutes, started descending towards the grass landing strip. After landing, half of the passengers started to get off when they were turned back. We had made an unscheduled stop at Denis. There were some passengers who had been staying on Denis Island who were transferring to Bird Island. After a few minutes we were told that we could get off if we wished as the pilot had to pick up the manifest. We didn't realize this meant a trip by bicycle through the jungle. The owner of the island greeted us and we were invited to wait in the departure lounge, which was like a bus shelter with a weighing scale. After about fifteen minutes the first officer rode off to look for the captain. David said he hoped he could fly a plane better than he could ride a bike. Everything in order, the pilot gave us the thumbs up for take off, and we completed our journey to Bird Island.

Bird also has a grass landing strip. There are only around fifty guests and a similar number of residents on the island. The departure lounge here is the hotel. We were one of the last guests to stay in the original chalets. A new hotel is being built as the original buildings are being lost to the sea. Some of the chalets had completely disappeared and the building work on the new rooms had to be accelerated. The previous month they had opened the new dining room and bar. By now all the old hotel complex will have been pulled down. They have lost 75 metres of land over the last five years.

The first afternoon we witnessed a turtle coming up the beach to lay her eggs. She got stuck in the mangroves and David had to help to free her so that she could make her way back to the sea. The following day we went to see some friends depart on the plane. They were all set but the plane wouldn't start. There is no ground power unit on the island so if necessary another plane has to come out from Mahe with a new battery. Fortunately this was not necessary, after about five minutes they managed to get it going.

Later in the afternoon we decided to walk right round the island. It took us an hour and a half. On our way we saw dozens of crabs feeding off a dead fish. We also had to climb over trees which had become victims of the sea.

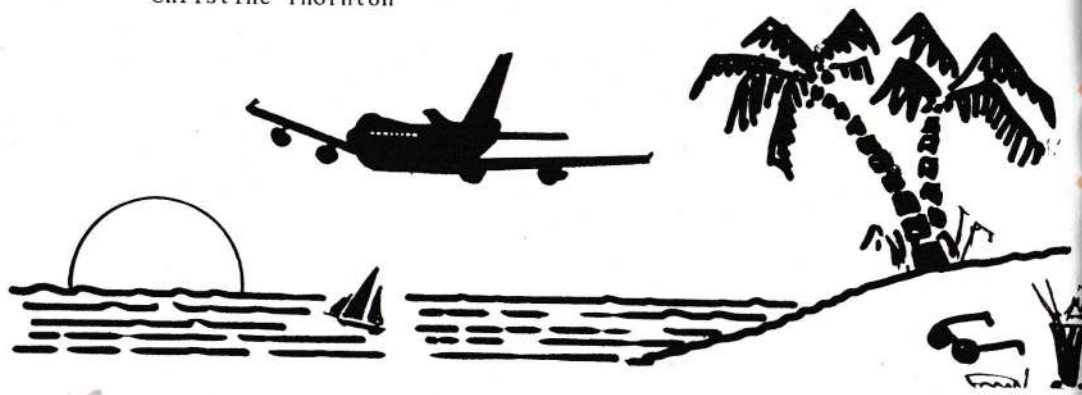
The following day we were up early and swimming in the sea at 7am. Our flight was due at eleven. We had a bit of cloud which gave us a few bumps. Just after we got back to the hotel on Mahe we had torrential rain which flooded the area around the swimming pool.

On Monday we were allowed to keep our room until we left the hotel at 6pm. We were first in the queue for check-in and got seats together in the centre of the plane. We had to wait for the police to open up passport control before we could proceed to the departure lounge. We were pleasantly surprised at how cheap the coffee and brandy were, knowing the exorbitant prices some airports charge. The 747 came in and the transfer passengers from Mauritius joined us in the lounge. Comforting to nervous passengers, we heard stories of a bumpy flight from Gatwick to Mauritius whilst waiting for the engineers to sort out a technical fault.

At 10.30 we departed on the City of Oxford. I couldn't get comfy, I tried the arm up, then down, put my legs up on David, down again, laid my head across his lap, tried to watch a film, etc, etc, until David got totally fed up with me. We had the usual rumours about fog at Gatwick but landed on time, despite our slight delay, at 4.15am.

There's quite a difference between 30 degrees centigrade in the Seychelles and minus 5 degrees on Gatwick station. Brrrrr.

Christine Thornton



"MANCHESTER"

SATURDAY 19TH MARCH 1994

DEPARTURE

7.00

AERO CLUB

Spend the morning at leisure on the viewing terrace of Britain's third busiest Airport

11.00

As things quieten down with Airlines we'll take a trip to the South side for a look around those hangars you can't quite see into from the Airport

12.30

A short run to the new viewing area where we'll park for packed lunches (not provided)

1.30

On the move again, this time into the City for a visit to the Science Museum and the "Air and Space" Gallery

Departing about 4.00 pm should get us back to LBA approximately 5.00 pm

COSTS

£9.50 per person
includes entrances

TO BOOK THE ABOVE TRIP
CONTACT JOHN JACKSON
ON
0532 503766

* Payments are based on the number of persons going on trips and must be received by John no later than 2 weeks prior to the trip date, after which, places will be offered to stand-by persons.

FULLY

6

10.00

12.30

PAYMENT

BY 6/3/94

PAYMENT NOW DUE !!!

Seats not paid for will be
reallocated

"MILDENHALL"

and

"LAKENHEATH"

Thursday 14th April 1994

7.00 - Depart Aero Club

Our coach has to depart early in order to get
us to Mildenhall in time for the first
of two very interesting tours.

10.00 - Mildenhall

The 2 hour tour will consist of a visit to one
of the Squadrons on the Base, plus a trip
out on to the flight line and a look
around a KC-135 Strato Tanker.

12.00

Packed lunch (not provided) on the move
as we drive to Lakenheath.

1.30 - Lakenheath

The second tour takes us on a windscreen tour of the Base,
a visit to the Fighter Squadron and a close up look
at a F-15E Strike Eagle. This tour lasts for
approximately 2 hours and should see us
heading home at 3.00 pm hopefully
arriving at the Aero Club
at about 6.00 pm.

COSTS

£14.00 Per Person

As this very popular trip is limited to 30
persons it is important to book
and pay early.

CONTACT JOHN JACKSON on 0532 503766

EXILED IN BIRMINGHAM!

When I chose Birmingham University for my 3 year degree course, it was only coincidental that the city had a rapidly expanding airport! The majority of services are operated by British Airways Birmingham with their fleet of B737-200s. Maersk UK provides services on behalf of BA with a fleet of BAC1-11's and Jetstream 31's. Many of you will be aware that this operation was known as Brymon European/Birmingham European Airways and even before that Birmingham Executive. On top of this Jersey European (146 & F27) British Midland (DC-9's), Loganair (ATPs & J41's) and Manx (SD360s & ATP's) provide scheduled flights. Foreign scheduled services are operated by Air France (737) Lufthansa (737, F50, Canadair RJ), Swissair (MD-80), KLM (Saab 340, Fokker 50, Fokker 28), Base Business (J31), Aer Lingus (F50) and New Air (J31). On top of this, Britannia, Air 2000 and Airtours operate an extensive range of holiday flights.

Birmingham has two terminals, one of which is the EuroHub, dedicated to BA. The runway is slightly longer than Leeds/Bradford, at 2,255 m (7,398 ft), however, the usable length is considerably greater since starter extensions counteract the problem of threshold displacement. Also there is no equivalent to Otley Chevin at one end of the runway! There are long term plans to extend the runway comparable to Manchester, however, British airways already operate 767s to New York from Birmingham direct. Construction of a new taxiway, parallel to the runway will allow extensions to the terminal building. In 1985 some 2 million passengers used the airport, this has doubled since that time. Now that you are all familiar with Birmingham Airport I hope to write regularly and keep you up to date with developments.

I will now turn to some Airline news that I have just received, however it might be old hat by the time you read it!

Air UK have finally confirmed the Fokker 50 as the replacement for the Friendship with an order for eight of the turboprops. The first machine is due for delivery in March 1994 with completion by the end of the year. For Air UK the aircraft offers greater fuel efficiency, whilst the passenger will benefit from greater cruising speeds and a quieter cabin. Leeds/Bradford stands a fair chance of seeing the new type in operation on the Amsterdam route from April onwards since Leeds is the largest centre not yet served by jet aircraft on the network. Similarly the Paris flight is one of the most technically demanding sectors currently operated by the Friendship and an early change would be beneficial to passengers. The Fokker 50 also gives Air UK an opportunity to extend turbine operations further into Europe with a Leeds/Bradford to Frankfurt sector a viable option. However, no such announcements have been made. The Friendships have been superb aircraft for Air UK, G-STAN is one of the oldest, built in 1959. Air UK have also taken on 3 Fokker F27-500's from the manufacturer, presumably this includes G-JEAB.

Ryanair have taken delivery of the first of 6 ex Britannia Boeing 737-200s in order to replace the BAC 1-11s. They are actively seeking some more specimens from another European source.

EXCILED IN BIRMINGHAM! (Cont)

Britannia have, according to unconfirmed reports, received the first of a new batch of Boeing 757's. G-BYAN was due for delivery on 22/23 January.

British World will commence operations from London with the new Dornier 328. Presumably this will involve London City for the aircraft's UK debut.

Mark Teale
Selly Oak, Birmingham.

REPORT FROM TENERIFE

Saturday 9 October 1993 - 9am to 5pm

OK	JGY	27	AIR TERREX
HR	AMV	707	? EX C5-GOC
G	BBAE	1011	CAL
F	GELP	SE210	AIR TOUL
D	ABNB/NE	57	CON
G	YJBM	320	AIR TOURS
EC	FLD	37	FU
EI	CGI	9	TRANS ALSACE
F	GEXJ	37	ACI
HB	IUA	9	BALAIR
F	GHEF	300	AIR LIBTERE
OO	LTO	37	EBA
D	ABKB	37	LH
D	AHLI	37	HL
EC	ESS	ATR	BINTER
EC	485	MD	SPAN "SUNRAY"
EC	CAI/DDX	727	IB
EC	DCD/CBM		
EC	DGE	9	AO

Thursday 14 October 1993 - 9am to 5pm

VR	BMH	9	OASIS
VR	RMI	9	OASIS
N	400KC	125	
EC	EOZ	9	SPAN
EC	EPL	9	SPAN
EC	FCU	67	SPAN
EC	ETZ	57	LTE
D	AHLZ/LW	310	HL
D	AHLF	37	HL
D	AHLM	37	HL
EC	FKI	37	AE
D	AICC	310	LH
D	AASL	37	SAARLAND
D	ABNL	57	CON
LX	LGO	37	LUX
D	ABAC/F	37	AIR BERLIN
D	AMUM	67	LTU
EC	ESS	ATR	BINTER
D	ADSO	10	CON
D	AGEG/F/		
	J/E	37	GERMANIA

REPORT FROM TENERIFE (Cont)

Also German day at last:

EC	BVH	C150	
EC	BIH/DGE	9	AO
EC	DDZ	727	IB
	DCE	727	IB
	CBM	727	IB

Friday 15 October 1993 - 9am to 11.30 (Coming Home)

YV	135C	10	VIAOA
PH	MCB	310	MARTIN
D	AMUZ	57	LTU
D	ABNF	57	CON
OO	ILI	57	AB
OO	LTR	37	EBA
OO	SBZ	37	SOB
D	AHLX	310	HL
D	AERU	1011	LTU
D	AMUV	57	LTU
D	AHLL	37	HL
PH	TKB	57	TRANS
G	BUDX	57	AMB
EC	FNI	310	OASIS
G	OOOH	57	AMM
EC	485	MD	SPP
EC	BQY	9	AO
G	KHAM	320	EX
G	BBAI	1011	CAL
G	MONB	57	OM

It looks like FRIDAY is going to be the best day, other days, sometimes 1½ hours before anything is due. Looking into the sun most of the time which is not very good for the camera. The best spot seems to be under the Control Tower, near the bus stop, round the perimeter would pick up better spots, but it sure does get hot!

Rick Ward



LEEDS BRADFORD AIRPORT - INCLUSIVE TOUR PROGRAMME - SUMMER 1994

Monday

0700 HER		Y		02/05-31/10	
1310 PMI MON5837	A320	Y180	1410 PMI MON5836	02/05-31/10	SS
1435 IBZ BY0928	757-200	Y235	1550 IBZ BY092A	02/05-31/10	AT

Tuesday

0900 PMI SPP321	MD83	Y167	1000 PMI SPP322	03/05-25/10	TH
1000 MLA KM5230	737-200	Y129	1045 MLA KM5231	03/05-25/10	TH
1435 CFU BY408B	757-200	Y235	1650 CFU BY408A	03/05-25/10	TH
1720 LCA AIH280	A320	Y180	1835 LCA AIH279	03/05-25/10	AT

Wednesday

1215 TFS SPP367	MD83	Y167	1315 TFS SPP368	04/05-26/10	TH
1305 MAH BY507B	757-200	Y235	1415 MAH BY507A	04/05-26/10	TH

Thursday

1100*YYZ TS240	757-200	Y228	1230*YYZ TS241	26/05-06/10	GS
1350 FAO AMM827	A320	Y180	1450 FAO AMM848	05/05-27/10	OA

Note * - TS240/241 operate via GLA

Friday

		Y	0855 ZTH	29/04-28/10	SS
** 1350 PMI BY390B	767-200	Y290	1450 PMI BY390A	06/05-28/10	TH
1355 PMI BY033B	757-200	Y235	1500 PMI BY033A	06/05-28/10	TH
1715 ZTH		Y	2245 CFU	29/04-28/10	SS

Saturday

0700 CFU		Y	0935 RHO	30/04-29/10	SS
0705 VAR LZ	TU154	Y151	0805 VAR LZ	07/05-01/10	BK
1140 PMI FUA	737-400	Y172	1240 PMI FUA	07/05-29/10	OA
1855 RHO		Y	2205 KGS	30/04-29/10	SS

Sunday

0725 KGS		Y	0935 MLA	01/05-30/10	SS
1425 PMI BY090B	757-200	Y235	1525 PMI BY090A	01/05-30/10	TH
AGP		Y	ACP	01/05-30/10	LL
1700 BOJ LZ	TU154	Y151	1820 BOJ LZ	08/05-02/10	BK
1720 MLA		Y	2105 HKR	01/05-30/10	SS
2100 LCA ECA	A320	Y174	2200 LCA ECA	01/05-30/10	CP

Destination Codes

AGP - Malaga	MLA - Malta
BOJ - Bourgas	PMI - Palma
CFU - Corfu	RHO - Rhodes
FAO - Faroe	TFS - Tenerife
HKR - Heraklion	VAR - Varna
IBZ - Ibiza	YYZ - Toronto
KGS - Kos	ZTH - Zante
LCA - Larnaca	
MAH - Mahon	

Airline Codes

AIH - Airtours
AMM - Air 2000
BY - Britannia
ECA - KuroCypria
FUA - Futura
EM - Air Malta
LZ - Balkan
MON - Monarch
SPP - Spanair
TS - Air Transat

Tour Operator Codes

AT - Airtours
BK - Balkan
CP - Cypriana
GS - Globespan
LL - Leisureline
OA - Owners Abroad
SS - Sunseeker
TH - Thomson

Sixth Edition - 19/01/94

Update 24/2/94 see page 30

** Note times!

All the above are confirmed flight and times.

Sunseekers and Leisureline have still to arrange carriers.

Britannia have enquired about 747 operations in peak periods.!

(I think this is wishfull thinking Editor.)

Inclusive Tour Programme (Cont)

1. British Midland has obtained an early slot into Heathrow. This would mean a 0600 hrs departure from LBA using F100 equipment. There is a possibility of noise trials with an F100 for the Planning Department.
2. When RD85409 arrived from Russia on 21.12.93 several officials from the airline came along too, with a view to running charters to LBA.
3. An Irish Airline (Ryanair?) is looking to fly Dublin, LPL, LBA DUB, or DUB, NWL, LBA DUB using 737-200 equipment (ex Britannia).
4. British Airways are offering free travel LBA-LGW if interlinning into BA Schedule Service.
5. It is rumoured that Air UK may be flying F100 LBA-Jersey this summer!?
6. The Leisureline flights to AGP are reported fully booked on home flights!

LBA - SUMMER 1994

Owners Abroad

THURSDAY	Faro	Air 2000	Airbus A320
SATURDAY	Palma	Futura	Boeing 737-400

British Midland - Jersey

SATURDAY	02.04.94 to 29.10.94		
	BD 1346	ETA 15.10	DEP 15.45
SATURDAY	30.04.94 to 01.10.94		
	BD 1204	ETA 09.50	DEP 10.20
SATURDAY	28.05.94 to 04.06.94		
	23.07.94 to 27.08.94		
	BD 1604	ETA 18.40	DEP 19.15
SUNDAY	03.04.94 to 30.10.94		
	BD 1314	DEP 07.15	ETA 16.00
SUNDAY	01.05.94 to 02.10.94		
	BD 1314	ETA 10.25	DEP 10.55

Most services will be operated by DC9 aircraft, however, some services after 1 May 1994 will be operated by Fokker 100's.

The Owners Abroad flights have been confirmed to the writer, but the British Midland flights are liable to alteration.

D J D Carter

LEEDS BRADFORD AIRPORT - INCLUSIVE TOUR PROGRAMME - SUMMER 1994Monday

0700 HER		Y		02/05-31/10	SS
1310 PMI MON5837	A320	Y180	1410 PMI MON5836	02/05-31/10	AT
1435 IBZ BY092B	757-200	Y235	1550 IBZ BY092A	02/05-31/10	TH

Tuesday

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1000 MLA KM5230	737-200	Y129	1045 MLA KM5231	03/05-25/10	TH
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1720 LCA AIH280	A320	Y180	1835 LCA AIH279	03/05-25/10	AT

Wednesday

1215 TFS SPP367	MD83	Y167	1315 TFS SPP368	04/05-26/10	TH
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Thursday

1100*YYZ TS240	757-200	Y228	1230*YYZ TS241	26/05-06/10	GS
1350 FAO AMM827	A320	Y180	1450 FAO AMM848	05/05-27/10	OA

Note * - TS240/241 operate via GLA

Friday

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1250 PMI BY033B	757-200	Y235	1500 PMI BY033A	06/05-28/10	TH
1350 PMI BY390B	767-200	Y290	1450 PMI BY390A	06/05-28/10	TH
1715 ZTH		Y	2245 CFU	29/04-28/10	SS

Saturday

0700 CFU		Y	0935 RHO	30/04-29/10	SS
0705 VAR LZ	TU154	Y151	0805 VAR LZ	07/05-01/10	BK
1625 PMI FUA144	737-300	Y147	1715 PMI FUA145	07/05-29/10	OA
1855 RHO		Y	2205 KGS	30/04-29/10	SS

Sunday

0725 KGS		Y	0935 MLA	01/05-30/10	SS
1425 PMI BY090B	757-200	Y235	1525 PMI BY090A	01/05-30/10	TH
AGP	A320	Y179	AGP	01/05-30/10	LL
1700 BOJ LZ	TU154	Y151	1820 BOJ LZ	08/05-02/10	BK
1720 MLA		Y	2105 HER	01/05-30/10	SS
2210 LCA ECA824	A320	Y174	2310 LCA ECA825	01/05-30/10	CP

Destination Codes

AGP - Malaga	MLA - Malta
BOJ - Bourgas	PMI - Palma
CFU - Corfu	RHO - Rhodes
FAO - Faroa	TFS - Tenerife
HER - Heraklion	VAR - Varna
IBZ - Ibiza	YYZ - Toronto
KGS - Kos	ZTH - Zante
LCA - Larnaca	
MAH - Mahon	

Airline Codes

AIH - Airtours
AMM - Air 2000
BY - Britannia
ECA - EuroCypria
FUA - Futura
KM - Air Malta
LZ - Balkan
MON - Monarch
SPP - Spanair
TS - Air Transat

Tour Operator Codes

AT - Airtours
BK - Balkan
CP - Cypriana
GS - Globespan
LL - Leisureline
OA - Owners Abroad
SS - Sunseeker
TH - Thomson

Seventh Edition - 24/02/94

Latest update Official release
by L. B. A

AIRLINE NEWS

- Air Malta - have ordered four BAE 146 from British Aerospace to replace four Boeing 737-200 that have been in service since 1983.
- City Flier - are to commence a daily Leeds/Bradford - Dublin service with effect from 15 March 1994, on behalf of British Airways Express. It is assumed that it will be operated by the Shorts 360 between the Gatwick services. They are also to operate a Luton - Paris service from 28 March 1994. This is in conjunction with the Airport Authority at Luton who are trying to increase their scheduled services.
- Gill Air - have taken delivery of ATR 42 G-OFRH which will be used on services from Newcastle to Aberdeen and Belfast City. They have expanded their services at Teeside by including it on the twice daily (Mon-Fri) Newcastle - Gatwick service. Also they operate twice daily (Mon-Fri) from Teeside to Belfast City replacing Yorkshire European.
- Hunting - have decided to replace their ageing Merchantmen by Boeing 727-200F's with the first one being delivered in January 1994. This will enable the withdrawn aircraft to be used as spares for the others, but all will eventually be replaced. It has not been decided whether they will be registered in the UK or Ireland.
- Loganair - are transferring their 'mainline' routes to their sister company Manx. They will retain the Scottish 'Highlands and Islands' routes, but the routes from Manchester, Belfast and other English cities will be operated by Manx. Aircraft will be transferred as well.
- Sabena - are to operate to East Midlands with effect from 28 March 1994. The Brussels service will be operated twice daily (Mon-Fri) with reduced frequency on a weekend.

LOCAL AIRFIELD NEWS

- Carnaby - The local council has decided to close the airfield as it will cost too much to bring it up to the required safety standards. They intend to make a Helicopter pad in its place. Although there are not that many movements, it was nice to look out of the classroom window and watch a Citation take off.
There were just two movements:-

11.01.94 - G-BNRZ Robinson R22
13.01.94 - G-SWET Citation



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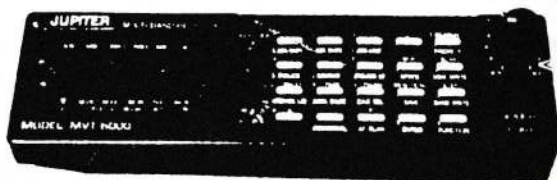
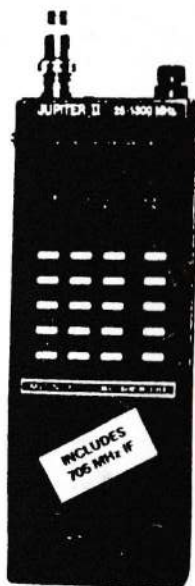
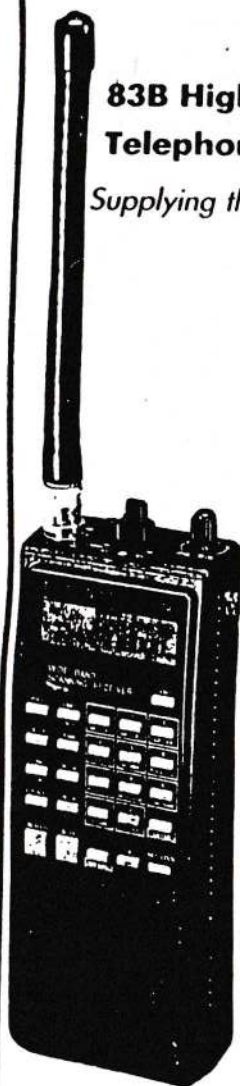
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