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JANUARY, 1996

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## COMMITTEE

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## CHAIRMAN'S CHAT

Well, here we are with the first issue of 1996. This, the first of Volume 22, takes on what we hope will be our new and improved format for the future. The first improvement is the cover; in a slightly stiffer material. The second should be the improved clarity of the printing and thirdly, I have been moved to page 2. We hope to keep the features in the same order every month i.e. cover, society notices, movements, military, C.A.N., Further Afield, any L.B.A. notices and updates, members' articles.

It is also possible that we may be able to introduce occasional photographs. Now we hopefully have solved the reprographic problems its up to you to keep the contributions flowing in!

Member Geoff Lee has contributed an account of the Christmas function but I also would like to add my thanks to all who contributed items for the food and drink and raffle prizes. Also to my wife and Noreen, who worked behind the bar to serve the food and drinks.

February's meeting should suite our military enthusiasts with the appearance of Station Commander, Group Captain D.H. Milne-Smith who will be showing a video and talking about the Jaguar and F16. As I have said before, obtaining speakers for our meetings on a Sunday afternoon is often difficult. As the really interesting outside speakers, both civil and military, are very busy people who have limited free time to come and talk "shop" to us. If, however, you know of anyone connected with aviation who may be able to address one of our meetings please let us know. We will do the rest.

Finally, the renewal of your subscription is NOW DUE. Don't forget the instructions about filling in the labels. All renewals should be sent to the Treasurer with cheques made payable to "Air Yorkshire". This will ensure you receive the next 12 editions of the magazine.

A HAPPY AND PROSPEROUS 1996 TO YOU AND YOUR FAMILIES.

## SOCIETY MEETINGS

January 7th. (14.30) An illustrated talk by Terry Sykes.  
 February 4th (14.30) Station Commander, R.A.F. Linton-on-Ouse  
 March 3rd. (14.30) Bob Nash, former S.A.T.C.O. at L.B.A.

## CREDITS

Terry Sykes, Eric Martin, Dave Wooler, Alan Sedgwick, Geoff Lee, Andy Barker, Christine Thornton, Leslie Schefstak, D.R. Stenning.



# Leeds/Bradford Movements

## November 1995

|                        |           |                            |               |
|------------------------|-----------|----------------------------|---------------|
| 01 G-BTZN Bae 146      | 0059      | G-BVJV Airbus 320          | 0103          |
| G-MONZ Airbus 320      | 0429      | G-BYAT Boeing 757          | 0659          |
| N1224S Cessna 425      | 0846      | EI-FKE Fokker 50           | 0856          |
| G-OLAH Short 360       | 0904      | G-MAUD Bae ATP             | 0922          |
| G-BVEF ATR-42          | 0931      | G-JEAE Friendship          | 0938          |
| G-BVJC Fokker 100      | 0940      | G-UKTF Fokker 50           | 1007          |
| OO-DTK Brasilia        | 1046      | G-SHIV GA7 Cougar          | 1112          |
| G-UKTB Fokker 50       | 1131      | G-BVJC Fokker 100          | 1243          |
| EI-TLE Airbus 320      | 1255      | G-JEAE Friendship          | 1358          |
| G-BBZI Navajo          | 1400      | OO-DTI Brasilia            | 1442          |
| G-UKTF Fokker 50       | 1508      | G-BVJC Fokker 100          | 1533          |
| EI-FKD Fokker 50       | 1626      | G-UKTB Fokker 50           | 1703          |
| G-BVEF ATR-42          | 1719      | G-OLAH Short 360           | 1720          |
| SE-DEY Citation        | 1734      | 1844(02) G-JEAE Friendship | 1749          |
| G-BYAT Boeing 757      | 1758      | G-BVJC Fokker 100          | 1816          |
| G-MAUD Bae ATP         | 1914      | EI-FKD Fokker 50           | 1924          |
| OO-DTK Brasilia        | 2006      | G-OLAH Short 360           | 2017          |
| G-BXEG ATR-42          | 2032      | G-UKTB Fokker 50           | 2053          |
| G-JEAE Friendship      | 2100      | G-UKTF Fokker 50           | 2104          |
| G-BVJC Fokker 100      | 2115      | G-BEJE HS 748              | 2133          |
| G-MONZ Airbus 320      | 2248      |                            |               |
| 02 OO-LFV Lear Jet 35A | 0735 1742 | EI-FKF Fokker 50           | 0852          |
| G-OLAH Short 360       | 0908      | G-EVED ATR-42              | 0922          |
| G-BVJC Fokker 100      | 0926      | G-MAUD Bae ATP             | 0928          |
| G-JEAE Friendship      | 0935      | G-UKTF Fokker 50           | 0957          |
| OO-DTI Brasilia        | 1050      | G-BCTI Schleicher ASK16    | 1106          |
| G-UKTB Fokker 50       | 1111      | G-AZLY Cessna F150L        | 1118          |
| G-SHIV GA7 Cougar      | 1122      | G-BBDC Cherokee 140        | 1126          |
| G-BVJC Fokker 100      | 1227      | G-BRHJ Seneca              | 1300          |
| PH-KJG Jetstream 31    | 1311      | G-KKDL TB20 Trinidad       | 1315          |
| G-BYAT Boeing 757      | 1339      | G-JEAE Friendship          | 1401          |
| OO-DTL Brasilia        | 1459      | G-FISH Cessna 310R         | 1503          |
| G-UKTF Fokker 50       | 1514      | G-BVJC Fokker 100          | 1515          |
| G-BYAE Boeing 757      | 1611      | EI-FKA Fokker 50           | 1617          |
| G-UKTB Fokker 50       | 1645      | G-BUEB ATR-42              | 1710          |
| VR-BMZ Gulfstream 900  | 1718      | G-OLAH Short 360           | 1720          |
| N16NK Gulfstream 3     | 1733      | N900SJ Falcon 900          | 1743 1120(05) |
| G-JEAE Friendship      | 1750      | G-BVJC Fokker 100          | 1810          |
| G-MAUD Bae ATP         | 1912      | EI-FKD Fokker 50           | 1920          |
| G-OLAH Short 360       | 2017      | OO-DTI Brasilia            | 2027          |
| G-BXEG ATR-42          | 2033      | G-UKTB Fokker 50           | 2053          |
| G-UKTF Fokker 50       | 2101      | G-JEAE Friendship          | 2106          |
| OO-ILJ Boeing 737 400  | 2116      | G-BVJC Fokker 100          | 2125          |
| G-BYAT Boeing 757      | 2133      | G-BEJE HS 748              | 2141          |
| G-BYAE Boeing 757      | 2145      |                            |               |

|    |                        |      |                       |      |
|----|------------------------|------|-----------------------|------|
| 03 | EI-FKD Fokker 50       | 0858 | G-OLAH Short 360      | 0909 |
|    | G-BVED ATR-42          | 0927 | G-MAUD BAe ATP        | 0930 |
|    | G-BVJC Fokker 100      | 0932 | G-JEAE Friendship     | 0935 |
|    | G-UKTF Fokker 50       | 0958 | G-AZLY Cessna F150L   | 1009 |
|    | OO-DTL Brasilia        | 1103 | G-UKTB Fokker 50      | 1118 |
|    | G-BVJC Fokker 100      | 1223 | G-OBAL Mooney M20J    | 1244 |
|    | G-JEAE Friendship      | 1359 | G-BSER Cherokee 160B  | 1442 |
|    | OO-DTK Brasilia        | 1448 | G-UKTF Fokker 50      | 1525 |
|    | G-ARHN PA-22 Caribbean | 1527 | G-BVJC Fokker 100     | 1529 |
|    | EI-FKF Fokker 50       | 1616 | G-UKTB Fokker 50      | 1643 |
|    | G-OLAH Short 360       | 1718 | G-BVED ATR-42         | 1726 |
|    | G-OOOV Boeing 757      | 1740 | G-JEAE Friendship     | 1748 |
|    | G-BVJC Fokker 100      | 1823 | G-MAUD BAe ATP        | 1911 |
|    | EI-FKF Fokker 50       | 1918 | G-BJNN Tomahawk       | 1920 |
|    | OO-DTL Brasilia        | 2012 | G-OLAH Short 360      | 2016 |
|    | G-BUEB ATR-42          | 2027 | G-UKTB Fokker 50      | 2053 |
|    | G-UKTF Fokker 50       | 2107 | G-JEAE Friendship     | 2112 |
|    | G-BVJC Fokker 100      | 2126 | G-DAAL HS 748         | 2135 |
|    | OO-ILJ Boeing 737 400  | 2156 |                       |      |
| 04 | G-BIFZ P68 Victor      | 0837 | EI-FKF Fokker 50      | 0905 |
|    | G-BVJC Fokker 100      | 0920 | G-UKTB Fokker 50      | 0946 |
|    | G-AZLY Cessna F150L    | 0956 | G-JEAE Friendship     | 1024 |
|    | G-BSGL Warrior II      | 1033 | OO-DTK Brasilia       | 1043 |
|    | G-BOIT TB10 Tobago     | 1104 | G-UKTF Fokker 50      | 1148 |
|    | G-BNVE Archer II       | 1159 | G-BVJC Fokker 100     | 1229 |
|    | G-DCAC DC9 83          | 1325 | G-TAXI Aztec          | 1426 |
|    | G-JEAE Friendship      | 1445 | G-UKTB Fokker 50      | 1447 |
|    | G-OOAA Airbus 320      | 1449 | VR-BMZ Gulfstream 900 | 1535 |
|    | G-UNDY Cessna 340      | 1603 | EI-FKD Fokker 50      | 1608 |
|    | G-BSER Cherokee 160B   | 1655 | G-BVJC Fokker 100     | 1816 |
|    | G-TAXI Aztec           | 1824 | G-BDOE Cessna FR172J  | 1833 |
|    | G-LTFC Cherokee 140B   | 1839 |                       |      |
| 05 | EI-FKB Fokker 50       | 0904 | G-BVJC Fokker 100     | 0930 |
|    | G-BFZD Cessna FR182RG  | 1207 | G-BVJC Fokker 100     | 1232 |
|    | G-JEAE Friendship      | 1257 | G-BIFZ P68 Victor     | 1317 |
|    | G-BUEA ATR-42          | 1335 | G-BCRP Aztec          | 1415 |
|    | OO-DTI Brasilia        | 1451 | G-UKTF Fokker 50      | 1502 |
|    | G-BVJC Fokker 100      | 1813 | G-JEAE Friendship     | 1816 |
|    | G-MAUD BAe ATP         | 1907 | EI-FKE Fokker 50      | 1920 |
|    | G-UKTF Fokker 50       | 1935 | OO-DTJ Brasilia       | 2005 |
|    | G-BUEA ATR-42          | 2020 | G-UKTB Fokker 50      | 2054 |
|    | G-JEAE Friendship      | 2118 | G-BVJC Fokker 100     | 2121 |
| 06 | G-OAHF Boeing 757      | 0013 | EI-FKC Fokker 50      | 0844 |
|    | G-OLAH Short 360       | 0919 | G-MAUD BAe ATP        | 0923 |
|    | G-BVJC Fokker 100      | 0935 | G-JEAE Friendship     | 0940 |
|    | G-BVED ATR-42          | 0947 | G-UKTB Fokker 50      | 0953 |
|    | G-SMJJ Cessna 414      | 1037 | G-SHIV GA7 Cougar     | 1046 |
|    | G-HCTL Navajo          | 1050 | OO-DTH Brasilia       | 1105 |
|    | G-UKTF Fokker 50       | 1109 | G-BVJC Fokker 100     | 1223 |
|    | G-OAHF Boeing 757      | 1248 | G-JEAE Friendship     | 1354 |
|    | G-KINE AA5A Cheetah    | 1439 | OO-DTK Brasilia       | 1447 |
|    | G-SHIV GA7 Cougar      | 1502 | G-BVJC Fokker 100     | 1511 |
|    | G-UKTB Fokker 50       | 1515 | EI-FKB Fokker 50      | 1605 |

|                       |      |                       |           |
|-----------------------|------|-----------------------|-----------|
| G-UKTF Fokker 50      | 1646 | G-BVED ATR-42         | 1710      |
| G-OLAH Short 360      | 1739 | G-JEAE Friendship     | 1750      |
| G-BVJC Fokker 100     | 1827 | G-MAUD BAe ATP        | 1904      |
| EI-FKB Fokker 50      | 1916 | OO-DTH Brasilia       | 2002      |
| F-GHPI ATR-42         | 2015 | G-OLAH Short 360      | 2018      |
| G-UKTB Fokker 50      | 2054 | G-UKTF Fokker 50      | 2101      |
| G-JEAE Friendship     | 2103 | G-BVJC Fokker 100     | 2117      |
| G-DAAL HS 748         | 2137 |                       |           |
| 07 G-OAHF Boeing 757  | 0219 | XV299 Hercules C.3P   | 0810 1009 |
| EI-FKE Fokker 50      | 0849 | G-OLAH Short 360      | 0919      |
| G-MAUD BAe ATP        | 0921 | G-BVEC ATR-42         | 0925      |
| G-BVJC Fokker 100     | 0928 | G-JEAE Friendship     | 0932      |
| 9H-ABS Boeing 737 300 | 0955 | G-UKTF Fokker 50      | 1007      |
| OO-DTK Brasilia       | 1046 | N2188K Seneca         | 1059 1140 |
| G-UKTB Fokker 50      | 1121 | G-SHIV GA7 Cougar     | 1126      |
| G-BOPV Seneca         | 1202 | G-BVJC Fokker 100     | 1216      |
| G-BSYI Twin Squirrel  | 1314 | G-BNEN Seneca         | 1317      |
| G-BYAK Boeing 757     | 1328 | G-JEAE Friendship     | 1359      |
| OO-DTJ Brasilia       | 1439 | G-UKTA Fokker 50      | 1508      |
| G-OBMX Boeing 737 500 | 1525 | EI-FKF Fokker 50      | 1608      |
| G-UKTB Fokker 50      | 1637 | F-GHPI ATR-42         | 1714      |
| G-BNEN Seneca         | 1722 | G-OLAH Short 360      | 1732      |
| G-INDC Cessna T303    | 1736 | G-JEAE Friendship     | 1750      |
| G-OBMX Boeing 737 500 | 1828 | G-MAUD BAe ATP        | 1914      |
| EI-FKB Fokker 50      | 1920 | OO-DTK Brasilia       | 2008      |
| G-OLAH Short 360      | 2022 | G-UKTB Fokker 50      | 2046      |
| F-GHPI ATR-42         | 2056 | G-JEAE Friendship     | 2058      |
| G-OBMX Boeing 737 500 | 2122 | G-UKTA Fokker 50      | 2124      |
| G-DAAL HS 748         | 2130 |                       |           |
| 08 G-BYAK Boeing 757  | 0022 | G-MONY Airbus 320     | 0631      |
| G-BAVZ Aztec          | 0739 | EI-FKB Fokker 50      | 0855      |
| G-OLAH Short 360      | 0920 | G-JEAE Friendship     | 0932      |
| G-MAUD BAe ATP        | 0936 | G-UKTA Fokker 50      | 1000      |
| G-BUEB ATR-42         | 1003 | G-OBMX Boeing 737 500 | 1011      |
| OO-DTJ Brasilia       | 1043 | G-SHIV GA7 Cougar     | 1108      |
| G-BNGR Tomahawk       | 1209 | G-HOPE F33A Bonanza   | 1219      |
| G-BAVZ Aztec          | 1240 | G-OBMX Boeing 737 500 | 1310      |
| G-FISH Cessna 310R    | 1334 | G-JEAE Friendship     | 1404      |
| D-ERAW Mooney M20M    | 1434 | OO-DTI Brasilia       | 1442      |
| G-UKTA Fokker 50      | 1504 | G-INDC Cessna T303    | 1540      |
| G-OBMX Boeing 737 500 | 1602 | EI-FKC Fokker 50      | 1614      |
| G-ZAPD Short 360      | 1634 | G-BUEB ATR-42         | 1706      |
| G-OLAH Short 360      | 1716 | G-JEAE Friendship     | 1753      |
| G-BSER Cherokee 160B  | 1758 | G-BVJC Fokker 100     | 1817      |
| G-MAUD BAe ATP        | 1910 | VR-CPR Cessna 421C    | 1918      |
| EI-FKC Fokker 50      | 1924 | OO-DTO Brasilia       | 2021      |
| G-BVED ATR-42         | 2021 | G-OLAH Short 360      | 2024      |
| G-UKTA Fokker 50      | 2053 | G-JEAE Friendship     | 2057      |
| G-ZAPD Short 360      | 2110 | G-DAAL HS 748         | 2114      |
| G-BVJC Fokker 100     | 2116 | G-MONY Airbus 320     | 2252      |
| G-UKTH Fokker 50      | 2320 |                       |           |



|    |                     |      |                      |      |
|----|---------------------|------|----------------------|------|
| 09 | G-BYAC Boeing 757   | 0734 | G-OLAH Short 360     | 0918 |
|    | G-MAUD BAe ATP      | 0929 | G-JEAE Friendship    | 0932 |
|    | G-BVJC Fokker 100   | 0934 | G-BUEA ATR-42        | 0940 |
|    | G-UKTA Fokker 50    | 0956 | EI-FKF Fokker 50     | 1006 |
|    | OO-DTI Brasilia     | 1042 | G-AWIT Cherokee 180D | 1048 |
|    | G-UKTH Fokker 50    | 1111 | G-SHIV GA7 Cougar    | 1125 |
|    | G-BBLU Seneca       | 1153 | G-BVJC Fokker 100    | 1219 |
|    | G-BYAD Boeing 757   | 1236 | G-JEAE Friendship    | 1406 |
|    | G-BYAC Boeing 757   | 1507 | G-UKTA Fokker 50     | 1509 |
|    | G-BNRL Cessna 152   | 1512 | G-BVJC Fokker 100    | 1513 |
|    | G-EENY GA7 Cougar   | 1520 | OO-DTO Brasilia      | 1529 |
|    | EI-FKB Fokker 50    | 1607 | G-UKTH Fokker 50     | 1649 |
|    | G-BLSM BAe 125 700B | 1655 | G-BUEA ATR-42        | 1717 |
|    | G-OLAH Short 360    | 1722 | G-JEAE Friendship    | 1750 |
|    | G-BVJC Fokker 100   | 1810 | G-TAXI Aztec         | 1851 |
|    | G-MAUD BAe ATP      | 1913 | EI-FKB Fokker 50     | 1917 |
|    | OO-DTI Brasilia     | 2000 | G-BVED ATR-42        | 2010 |
|    | G-OLAH Short 360    | 2018 | G-UKTA Fokker 50     | 2042 |
|    | G-JEAE Friendship   | 2059 | G-UKTH Fokker 50     | 2103 |
|    | G-BVJC Fokker 100   | 2118 | G-BEJD HS 748        | 2140 |
|    | G-BYAD Boeing 757   | 2145 |                      |      |
| 10 | EI-FKE Fokker 50    | 0856 | G-OLAH Short 360     | 0919 |
|    | G-BVEC ATR-42       | 0922 | G-BVJC Fokker 100    | 0940 |
|    | G-JEAE Friendship   | 1005 | G-MAUD BAe ATP       | 1018 |
|    | OO-DTK Brasilia     | 1043 | G-UKTH Fokker 50     | 1059 |
|    | EC-FVC DC9 83       | 1105 | G-UKTA Fokker 50     | 1113 |
|    | G-SHIV GA7 Cougar   | 1117 | G-BOXR GA7 Cougar    | 1204 |
|    | G-BVJC Fokker 100   | 1234 | G-SMJJ Cessna 414    | 1237 |
|    | G-JEAE Friendship   | 1409 | OO-DTJ Brasilia      | 1446 |
|    | G-BVJC Fokker 100   | 1515 | G-UKTH Fokker 50     | 1525 |
|    | EI-FKC Fokker 50    | 1615 | G-UKTA Fokker 50     | 1644 |
|    | G-BVEF ATR-42       | 1728 | G-OLAH Short 360     | 1732 |
|    | G-JEAE Friendship   | 1805 | G-BVJC Fokker 100    | 1820 |
|    | G-000A Boeing 757   | 1821 | G-MAUD BAe ATP       | 1910 |
|    | G-JEAE Friendship   | 2123 | G-BVJC Fokker 100    | 2141 |
| 11 | G-000D Boeing 757   | 0657 | EI-FKD Fokker 50     | 0854 |
|    | G-BVJC Fokker 100   | 0925 | G-UKTF Fokker 50     | 0958 |
|    | G-JEAE Friendship   | 1014 | OO-DTJ Brasilia      | 1027 |
|    | N2188K Seneca       | 1031 | G-BVJC Fokker 100    | 1241 |
|    | G-BBGB Aztec        | 1301 | G-COES DC9 83        | 1311 |
|    | G-JBAC Bandeirante  | 1317 | G-UKTH Fokker 50     | 1323 |
|    | G-00AC Airbus 320   | 1432 | G-OLAH Short 360     | 1440 |
|    | G-JEAE Friendship   | 1450 | G-UKTF Fokker 50     | 1457 |
|    | G-SHIV GA7 Cougar   | 1509 | EI-FKE Fokker 50     | 1631 |
|    | G-BVJC Fokker 100   | 1817 |                      |      |
| 12 | EI-FKE Fokker 50    | 0903 | G-BVJC Fokker 100    | 0923 |
|    | G-BLSM BAe 125 700B | 0934 | G-BVJC Fokker 100    | 1253 |
|    | XV106 VC-10 C.1K    | 1308 | G-JEAE Friendship    | 1312 |
|    | G-BVEF ATR-42       | 1331 | OO-DTI Brasilia      | 1440 |
|    | G-UKTF Fokker 50    | 1512 | G-JEAE Friendship    | 1728 |
|    | G-BVJC Fokker 100   | 1820 | EI-FKC Fokker 50     | 1929 |
|    | G-UKTF Fokker 50    | 1938 | OO-DTJ Brasilia      | 2003 |
|    | G-BYAT Boeing 757   | 2008 | G-JEAE Friendship    | 2117 |

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| G-BVED ATR-42         | 2119          | G-UKTH Fokker 50      | 2125          |
| G-BVJC Fokker 100     | 2142          | G-MAUD BAe ATP        | 2146          |
| 13 EI-FKD Fokker 50   | 0916          | G-BVEF ATR-42         | 0930          |
| G-BVJC Fokker 100     | 0934          | G-OLAH Short 360      | 1015          |
| G-MAUD BAe ATP        | 1028          | G-UKTH Fokker 50      | 1030          |
| N235KK Citation III   | 1039 1721     | G-SHIV GA7 Cougar     | 1049          |
| 00-DTI Brasilia       | 1105          | G-BVTF Fokker 70      | 1118          |
| G-UKTF Fokker 50      | 1124          | G-JEAE Friendship     | 1147          |
| 00-LFR Lear Jet 25D   | 1152 1703     | G-YSKY Navajo         | 1212          |
| G-BVJC Fokker 100     | 1225          | G-BYAT Boeing 757     | 1244          |
| G-UKTH Fokker 50      | 1522          | G-BVJC Fokker 100     | 1525          |
| 00-DTH Brasilia       | 1534          | G-JEAE Friendship     | 1537          |
| EI-FKE Fokker 50      | 1621          | G-UKTF Fokker 50      | 1635          |
| G-BXEG ATR-42         | 1709          | G-SHIV GA7 Cougar     | 1735          |
| G-OLAH Short 360      | 1737          | G-BVJC Fokker 100     | 1817          |
| G-JEAE Friendship     | 1819          | G-MAUD BAe ATP        | 1908          |
| EI-FKE Fokker 50      | 1927          | 00-DTI Brasilia       | 1946          |
| G-BUEB ATR-42         | 2006          | G-OLAH Short 360      | 2030          |
| G-UKTF Fokker 50      | 2046          | G-UKTH Fokker 50      | 2107          |
| G-JEAE Friendship     | 2118          | G-BVJC Fokker 100     | 2122          |
| G-BYAT Boeing 757     | 2332          |                       |               |
| 14 OY-BPM Merlin IIB  | 0820 1731     | G-BFLH Seneca         | 0834          |
| EI-FKE Fokker 50      | 0900          | G-OLAH Short 360      | 0925          |
| G-BUEA ATR-42         | 0931          | G-MAUD BAe ATP        | 1003          |
| G-UKTH Fokker 50      | 1013          | 00-MTD Brasilia       | 1032          |
| 9H-ABE Boeing 737     | 1045          | G-BVJC Fokker 100     | 1100          |
| G-UKTF Fokker 50      | 1149          | G-BYAT Boeing 757     | 1343          |
| G-MAUD BAe ATP        | 1357          | 00-DTJ Brasilia       | 1427          |
| G-UKTH Fokker 50      | 1501          | G-BVJC Fokker 100     | 1546          |
| EI-FKC Fokker 50      | 1615          | G-UKTF Fokker 50      | 1644          |
| G-OLAH Short 360      | 1721          | G-BUEA ATR-42         | 1729          |
| G-JEAE Friendship     | 1733          | G-BVJC Fokker 100     | 1840          |
| G-BVZH Boeing 737 300 | 1855          | EI-FKC Fokker 50      | 1931          |
| 00-MTD Brasilia       | 2001          | G-BUEB ATR-42         | 2014          |
| G-ATMJ HS 748         | 2019          | G-EWEL Sikorsky S76A  | 2020          |
| G-OLAH Short 360      | 2026          | G-UKTF Fokker 50      | 2051          |
| G-JEAE Friendship     | 2102          | G-BVZH Boeing 737 300 | 2104          |
| G-UKYH Fokker 50      | 2109          | G-BVJC Fokker 100     | 2125          |
| 15 G-BYAT Boeing 757  | 0658          | EI-FKC Fokker 50      | 0853          |
| G-BDUN Seneca         | 0857          | G-BVJC Fokker 100     | 0922          |
| G-MAUD BAe ATP        | 0926          | G-BXEG ATR-42         | 0928          |
| G-OLAH Short 360      | 0931          | G-JEAE Friendship     | 0935          |
| D-FBFS TBM-700A       | 0939          | G-DARR Aztec          | 0951          |
| VR-CJB Citation       | 0954 1807(16) | G-UKTH Fokker 50      | 0957          |
| 00-DTJ Brasilia       | 1035          | G-UKTF Fokker 50      | 1109          |
| G-BVJC Fokker 100     | 1229          | G-JEAE Friendship     | 1400          |
| ZE700 BAe 146 CC.2    | 1438          | 00-DTI Brasilia       | 1442          |
| G-UKTI Fokker 50      | 1459          | G-BVJC Fokker 100     | 1522          |
| EI-FKA Fokker 50      | 1609          | G-UKTF Fokker 50      | 1642          |
| G-BXEG ATR-42         | 1712          | G-OLAH Short 360      | 1728          |
| G-BYAT Boeing 757     | 1747          | G-JEAE Friendship     | 1757          |
| G-BVJC Fokker 100     | 1822          | G-MAUD BAe ATP        | 1911          |
| EI-FKA Fokker 50      | 1923          | F-GEPY King Air 200   | 1946 1814(18) |

|                       |               |                       |               |
|-----------------------|---------------|-----------------------|---------------|
| OO-DTJ Brasilia       | 2010          | G-OLAH Short 360      | 2037          |
| G-BVTK ATR-72         | 2040          | G-UKTF Fokker 50      | 2050          |
| G-UKTI Fokker 50      | 2059          | G-JEAE Friendship     | 2113          |
| G-BVJC Fokker 100     | 2130          | G-DAAL HS 748         | 2133          |
| 16 EI-FKA Fokker 50   | 0852          | F-GMCR King Air 200   | 0857 1609(17) |
| G-KKDL TB-20 Trinidad | 0858          | G-OLAH Short 360      | 0914          |
| G-BVEC ATR-42         | 0934          | G-MAUD BAe ATP        | 0938          |
| G-BVJC Fokker 100     | 0941          | G-JEAE Friendship     | 0943          |
| G-UKTI Fokker 50      | 0953          | ZE700 BAe 146 CC.2    | 0958          |
| OO-DTI Brasilia       | 1022          | G-UKTF Fokker 50      | 1127          |
| G-BVJC Fokker 100     | 1245          | G-BYAT Boeing 757     | 1351          |
| G-JEAE Friendship     | 1354          | G-OAKL King Air 200   | 1506          |
| OO-DTO Brasilia       | 1511          | G-UKTI Fokker 50      | 1517          |
| G-BVJC Fokker 100     | 1524          | EI-FKA Fokker 50      | 1613          |
| G-UKTF Fokker 50      | 1648          | G-KKDL TB-20 Trinidad | 1654          |
| F-GOJT Falcon 200     | 1703 1827(18) | G-BVEC ATR-42         | 1713          |
| G-OLAH Short 360      | 1723          | G-JEAE Friendship     | 1753          |
| G-BVJC Fokker 100     | 1816          | G-MAUD BAe ATP        | 1907          |
| EI-FKA Fokker 50      | 1919          | OO-DTI Brasilia       | 1958          |
| G-BVEF ATR-42         | 2029          | G-OLAH Short 360      | 2031          |
| G-UKTF Fokker 50      | 2057          | G-JEAE Friendship     | 2101          |
| G-UKTI Fokker 50      | 2110          | G-BYAT Boeing 757     | 2120          |
| G-BVJC Fokker 100     | 2122          | G-BEJD HS 748         | 2127          |
| 17 G-NWAC Navajo      | 0805          | EI-FKA Fokker 50      | 0854          |
| G-OLAH Short 360      | 0910          | G-BVJC Fokker 100     | 0925          |
| G-STAT Cessna U206F   | 0927          | G-MAUD BAe ATP        | 0928          |
| G-JEAE Friendship     | 0935          | G-BVED ATR-42         | 0937          |
| G-UKTI Fokker 50      | 0957          | OO-DTJ Brasilia       | 1022          |
| G-UKTF Fokker 50      | 1115          | OO-ILJ Boeing 737 400 | 1143          |
| G-BVJC Fokker 100     | 1235          | G-JEAE Friendship     | 1354          |
| OO-DTI Brasilia       | 1503          | G-BNOM Warrior II     | 1512          |
| G-BVJC Fokker 100     | 1531          | G-OAKL King Air 200   | 1615          |
| G-SBAS King Air 200   | 1632          | EI-FKC Fokker 50      | 1635          |
| G-UKTF Fokker 50      | 1656          | G-BVED ATR-42         | 1720          |
| G-OLAH Short 360      | 1723          | G-ATPD HS 125 1B/522  | 1729          |
| G-OOOA Boeing 757     | 1732          | G-JEAE Friendship     | 1750          |
| G-BVJC Fokker 100     | 1821          | G-MAUD BAe ATP        | 1918          |
| EI-FKC Fokker 50      | 1944          | OO-DTL Brasilia       | 2001          |
| G-OLAH Short 360      | 2016          | G-BVEF ATR-42         | 2029          |
| G-UKTF Fokker 50      | 2101          | G-JEAE Friendship     | 2106          |
| G-UKTI Fokker 50      | 2117          | G-BVJC Fokker 100     | 2122          |
| G-DAAL HS 748         | 2130          | OO-ILJ Boeing 737 400 | 2344          |
| 18 G-MCKE Boeing 757  | 0636          | G-OOOD Boeing 757     | 0659          |
| EI-FKC Fokker 50      | 0902          | G-BVJC Fokker 100     | 0916          |
| G-JEAE Friendship     | 1008          | G-UKTF Fokker 50      | 1019          |
| OO-MTD Brasilia       | 1029          | XR528 Wessex HC.2     | 1054 1117     |
| G-UKTI Fokker 50      | 1142          | G-BSDO Cessna 152     | 1145          |
| G-BVJC Fokker 100     | 1222          | G-SHIV GA7 Cougar     | 1246          |
| G-BWDE Navajo         | 1250          | G-GMJM DC9 83         | 1330          |
| G-OOAB Airbus 320     | 1437          | G-JEAE Friendship     | 1445          |
| G-UKTF Fokker 50      | 1452          | G-FLIP Cessna 152     | 1515          |
| G-BSDO Cessna 152     | 1518          | XV212 Hercules C.3P   | 1603          |
| EI-FKE Fokker 50      | 1617          | G-KKDL TB-20 Trinidad | 1635          |



|                        |           |                       |               |
|------------------------|-----------|-----------------------|---------------|
| G-BVJC Fokker 100      | 1811      | G-BAJN AA5 Traveler   | 1814          |
| G-BHAD Cessna A152     | 1845      | G-BLXA TB-20 Trinidad | 1847          |
| G-BSKW Archer II       | 1851      | G-RAMI JetRanger      | 1938          |
| G-MCKE Boeing 757      | 2137      |                       |               |
| 19 G-OZBA Airbus 320   | 0752      | EI-FKF Fokker 50      | 0855          |
| G-BVJC Fokker 100      | 0921      | EI-FKE Fokker 50      | 1033          |
| G-BSDO Cessna 152      | 1107      | XV294 Hercules C.3P   | 1211 1244     |
| G-BVJC Fokker 100      | 1228      | G-BASL Cherokee 140F  | 1229          |
| G-JEAE Friendship      | 1255      | G-BVEC ATR-42         | 1334          |
| G-BSBA Warrior II      | 1436      | G-BJYD Cessna F152    | 1442          |
| OO-DTL Brasilia        | 1451      | D-FBFS TBM 700A       | 1509 1735     |
| G-UKTF Fokker 50       | 1514      | G-AVUT Cherokee 140   | 1559          |
| G-BRVO Ecureuil        | 1601      | G-BSDO Cessna 152     | 1622          |
| G-KKDL TB-20 Trinidad  | 1657      | G-JEAE Friendship     | 1725          |
| G-BYAS Boeing 757      | 1733      | G-AXAB Cherokee 140   | 1737          |
| G-BVJC Fokker 100      | 1817      | G-MAUD BAe ATP        | 1902          |
| EI-FKE Fokker 50       | 1913      | G-UKTF Fokker 50      | 1955          |
| OO-DTI Brasilia        | 2012      | G-BVEC ATR-42         | 2017          |
| G-UKTI Fokker 50       | 2103      | G-JEAE Friendship     | 2105          |
| G-BVJC Fokker 100      | 2124      |                       |               |
| 20 G-MONW Airbus 320   | 0638      | EI-FKF Fokker 50      | 0855          |
| G-BSBA Warrior II      | 0907      | G-OLAH Short 360      | 0921          |
| G-MAUD BAe ATP         | 0924      | G-BVJC Fokker 100     | 0927          |
| G-JEAE Friendship      | 0941      | G-BUEA ATR-42         | 0958          |
| G-UKTF Fokker 50       | 1007      | OO-DTL Brasilia       | 1049          |
| G-UKTI Fokker 50       | 1109      | G-BVJC Fokker 100     | 1244          |
| G-BYAS Boeing 757      | 1246      | G-SHIV GA7 Cougar     | 1351          |
| G-FLIP Cessna 152      | 1401      | G-JEAE Friendship     | 1404          |
| G-WIRE Twin Squirrel   | 1404      | OO-DTO Brasilia       | 1438          |
| G-UKTF Fokker 50       | 1503      | G-BVJC Fokker 100     | 1527          |
| EI-FKC Fokker 50       | 1612      | G-UKTI Fokker 50      | 1650          |
| G-BUEB ATR-42          | 1712      | G-OLAH Short 360      | 1715          |
| G-BVMA King Air 200    | 1746      | G-JEAE Friendship     | 1752          |
| G-BVJC Fokker 100      | 1826      | G-MAUD BAe ATP        | 1911          |
| EI-FKC Fokker 50       | 1915      | OO-DTI Brasilia       | 2000          |
| G-OLAH Short 360       | 2026      | G-BVED ATR-42         | 2032          |
| G-UKTF Fokker 50       | 2045      | G-UKTI Fokker 50      | 2051          |
| G-JEAE Friendship      | 2110      | G-BVJC Fokker 100     | 2113          |
| G-DAAL HS 748          | 2133      | G-MONW Airbus 320     | 2300          |
| 21 G-BVMA King Air 200 | 0005 0630 | G-BYAS Boeing 757     | 0029          |
| G-SHIV GA7 Cougar      | 0813      | EI-FKC Fokker 50      | 0854          |
| G-OLAH Short 360       | 0924      | G-BVEC ATR-42         | 0928          |
| G-MAUD BAe ATP         | 0930      | G-BVJC Fokker 100     | 0934          |
| G-JEAE Friendship      | 0938      | 9H-ABE Boeing 737     | 0942          |
| G-UKTF Fokker 50       | 0958      | G-RODD Cessna 310R    | 1012          |
| OO-DTO Brasilia        | 1031      | G-UKTI Fokker 50      | 1108          |
| G-JLRW Duchess         | 1123      | F-GMGB King Air 200   | 1137 1219(23) |
| G-BVJC Fokker 100      | 1228      | G-BYAS Boeing 757     | 1347          |
| G-JEAE Friendship      | 1351      | OO-DTN Brasilia       | 1442          |
| G-UKTF Fokker 50       | 1504      | G-BVJC Fokker 100     | 1528          |
| EI-FKA Fokker 50       | 1603      | G-UKTI Fokker 50      | 1646          |
| G-BVEC ATR-42          | 1702      | G-OLAH Short 360      | 1727          |
| G-JEAE Friendship      | 1741      | G-BVJC Fokker 100     | 1814          |

|                          |           |                       |                |
|--------------------------|-----------|-----------------------|----------------|
| G-MAUD Bae ATP           | 1911      | EI-FKA Fokker 50      | 1918           |
| G-BVED ATR-42            | 2012      | OO-DTO Brasilia       | 2015           |
| G-OLAH Short 360         | 2024      | G-UKTF Fokker 50      | 2042           |
| G-UKTI Fokker 50         | 2045      | G-JEAE Friendship     | 2103           |
| G-BVJC Fokker 100        | 2125      | G-DAAL HS 748         | 2136           |
| 22 G-BYAS Boeing 757     | 0051      | G-BVJC Fokker 100     | 0916           |
| G-OLAH Short 360         | 0917      | G-BUEA ATR-42         | 0922           |
| G-MAUD Bae ATP           | 0926      | G-JEAE Friendship     | 0940           |
| G-UKTF Fokker 50         | 0958      | EI-FKB Fokker 50      | 1001           |
| N8014Q Beechjet 400A     | 1016 1418 | OO-DTN Brasilia       | 1038           |
| G-BDGM Warrior           | 1108      | G-UKTI Fokker 50      | 1116           |
| G-BYAD Boeing 757        | 1134      | G-BVJC Fokker 100     | 1214           |
| G-BNOM Warrior II        | 1303      | G-JEAE Friendship     | 1355           |
| G-WIRE Twin Squirrel     | 1411      | G-BRPL Cherokee 140   | 1417           |
| OO-DTN Brasilia          | 1448      | G-BSFP Cessna 152T    | 1451           |
| G-UKTF Fokker 50         | 1459      | G-BVJC Fokker 100     | 1522           |
| EI-FKC Fokker 50         | 1614      | VR-CPR Cessna 421C    | 1626 0949 (23) |
| G-UKTI Fokker 50         | 1648      | G-BUEA ATR-42         | 1709           |
| G-OLAH Short 360         | 1725      | G-JEAE Friendship     | 1755           |
| G-BYAS Boeing 757        | 1811      | G-BVJC Fokker 100     | 1818           |
| G-BNNB Seneca            | 1826      | OO-DTI Brasilia       | 1959           |
| G-MAUD Bae ATP           | 2013      | G-BUEB ATR-42         | 2015           |
| G-OLAH Short 360         | 2021      | EI-CLG Bae 146        | 2032           |
| G-UKTI Fokker 50         | 2049      | G-UKTF Fokker 50      | 2056           |
| G-JEAE Friendship        | 2107      | G-BVJD Fokker 100     | 2127           |
| G-BEJE HS 748            | 2130      |                       |                |
| 23 G-OBMO Boeing 737 400 | 0646      | G-BFLH Seneca         | 0852           |
| EI-FKA Fokker 50         | 0900      | G-OBMO Boeing 737 400 | 0913           |
| G-BVJD Fokker 100        | 0918      | G-OLAH Short 360      | 0921           |
| G-BVEC ATR-42            | 0929      | G-JEAE Friendship     | 0933           |
| XZ219 Lynx AH.7          | 0940 0943 | G-OJAC Mooney M20J    | 1008           |
| OO-DTN Brasilia          | 1042      | G-UKTF Fokker 50      | 1117           |
| G-UKTI Fokker 50         | 1121      | G-OBMO Boeing 737 400 | 1249           |
| G-BJIR Citation II       | 1340 1409 | G-BYAJ Boeing 757     | 1437           |
| OO-DTI Brasilia          | 1439      | G-UKTI Fokker 50      | 1457           |
| G-JEAE Friendship        | 1527      | G-OBMO Boeing 737 400 | 1534           |
| EI-CLG Bae 146           | 1559      | G-UKTF Fokker 50      | 1645           |
| G-BVEC ATR-42            | 1717      | G-MANL Bae ATP        | 1723           |
| G-OLAH Short 360         | 1729      | VR-CPR Cessna 421C    | 1734           |
| G-JEAE Friendship        | 1840      | G-OBMZ Boeing 737 500 | 1842           |
| EI-FKC Fokker 50         | 1928      | OO-DTN Brasilia       | 1946           |
| G-MANL Bae ATP           | 1955      | G-BUEB ATR-42         | 2007           |
| G-OLAH Short 360         | 2025      | G-UKTF Fokker 50      | 2054           |
| G-BEJE HS 748            | 2123      | G-JEAE Friendship     | 2140           |
| G-BVJC Fokker 100        | 2142      | G-BYAJ Boeing 757     | 2225           |
| 24 EI-FKC Fokker 50      | 0853      | G-OLAH Short 360      | 0915           |
| G-BVJC Fokker 100        | 0920      | G-BVEF ATR-42         | 0923           |
| N584CA Rockwell 114      | 0925 1259 | G-MANL Bae ATP        | 0927           |
| G-JEAE Friendship        | 0935      | G-UKTF Fokker 50      | 0956           |
| OO-DTI Brasilia          | 1057      | G-BBPX Seneca         | 1105           |
| EC-GBY DC9 83            | 1148      | G-BVJC Fokker 100     | 1219           |
| F-GKJV TBM 700           | 1222      | G-JEAE Friendship     | 1400           |
| OO-DTG Brasilia          | 1447      | G-UKTI Fokker 50      | 1503           |

|                      |      |                     |      |
|----------------------|------|---------------------|------|
| G-BVJC Fokker 100    | 1505 | G-BSBW JetRanger    | 1600 |
| EI-FKF Fokker 50     | 1613 | G-UKTF Fokker 50    | 1702 |
| G-BVEF ATR-42        | 1725 | G-OLAH Short 360    | 1729 |
| G-JEAE Friendship    | 1753 | G-BVJC Fokker 100   | 1816 |
| G-MANL BAe ATP       | 1910 | EI-FKF Fokker 50    | 1922 |
| OO-DTI Brasilia      | 1952 | G-OLAH Short 360    | 2029 |
| G-BVEC ATR-42        | 2032 | G-UKTF Fokker 50    | 2059 |
| G-JEAE Friendship    | 2106 | G-BVJC Fokker 100   | 2117 |
| G-BEJE HS 748        | 2133 | G-GAYL Lear Jet 35A | 2348 |
| 25 G-OOOA Boeing 757 | 0720 | EI-FKF Fokker 50    | 0853 |
| G-BVJC Fokker 100    | 0910 | G-UKTI Fokker 50    | 0957 |
| G-JEAE Friendship    | 1017 | G-LIZI Cherokee 160 | 1032 |
| OO-DTG Brasilia      | 1035 | G-GFCB Cadet        | 1058 |
| G-LENI Twin Squirrel | 1114 | G-UKTF Fokker 50    | 1133 |
| N510US Gulfstream II | 1144 | G-BVJC Fokker 100   | 1233 |
| G-OOAD Airbus 320    | 1435 | G-BBGB Aztec        | 1444 |
| G-UKTI Fokker 50     | 1452 | G-JEAE Friendship   | 1456 |
| G-BSBW JetRanger     | 1519 | EI-FKC Fokker 50    | 1609 |
| G-JDFW Airbus 320    | 1640 | VR-CCT King Air C90 | 1718 |
| G-BVJC Fokker 100    | 1823 |                     |      |
| 26 EI-CLH BAe 146    | 0853 | G-BVJC Fokker 100   | 0924 |
| G-BVJC Fokker 100    | 1227 | G-JEAE Friendship   | 1301 |
| G-BXEG ATR-42        | 1322 | OO-DTG Brasilia     | 1435 |
| G-UKTI Fokker 50     | 1454 | G-JEAE Friendship   | 1720 |
| G-BVJC Fokker 100    | 1816 | G-BYAC Boeing 757   | 1917 |
| G-MANL BAe ATP       | 1927 | OO-DTK Brasilia     | 1932 |
| G-MONY Airbus 320    | 1941 | G-UKTI Fokker 50    | 1946 |
| EI-FKA Fokker 50     | 1951 | G-BXEG ATR-42       | 2008 |
| G-UKTF Fokker 50     | 2048 | G-JEAE Friendship   | 2105 |
| G-BVJC Fokker 100    | 2132 |                     |      |
| 27 EI-FKE Fokker 50  | 0901 | G-BVJC Fokker 100   | 0918 |
| G-OLAH Short 360     | 0932 | G-BVED ATR-42       | 0934 |
| G-JEAE Friendship    | 0940 | G-MANL BAe ATP      | 0943 |
| 9H-ABE Boeing 737    | 0956 | G-UKTI Fokker 50    | 1002 |
| OO-DTG Brasilia      | 1042 | G-UKTF Fokker 50    | 1103 |
| G-MIMA BAe 146       | 1109 | G-BVJC Fokker 100   | 1231 |
| G-BYAC Boeing 757    | 1250 | G-JEAE Friendship   | 1357 |
| N1224S Cessna 425    | 1408 | OO-DTN Brasilia     | 1435 |
| G-UKTI Fokker 50     | 1500 | G-BVJC Fokker 100   | 1519 |
| EI-FKA Fokker 50     | 1614 | G-UKTF Fokker 50    | 1656 |
| G-BVED ATR-42        | 1713 | G-OLAH Short 360    | 1724 |
| G-MAUD BAe ATP       | 1748 | G-JEAE Friendship   | 1813 |
| G-BVJC Fokker 100    | 1822 | OO-DTG Brasilia     | 1955 |
| EI-FKC Fokker 50     | 1958 | G-BXEG ATR-42       | 2010 |
| G-OLAH Short 360     | 2027 | G-MAUD BAe ATP      | 2034 |
| G-UKTF Fokker 50     | 2048 | G-JEAE Friendship   | 2059 |
| G-UKTI Fokker 50     | 2107 | G-BEJE HS 748       | 2116 |
| G-BVJC Fokker 100    | 2129 | G-UMMI Navajo       | 2157 |
| 28 G-BYAC Boeing 757 | 0052 | G-UKTI Fokker 50    | 1231 |
| ZE396 HS 125 CC.3    | 1246 | G-BVJC Fokker 100   | 1252 |
| G-OLAH Short 360     | 1352 | G-BYAC Boeing 757   | 1355 |
| OO-MTD Brasilia      | 1439 | G-MAUD BAe ATP      | 1457 |



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|----------------------|------|-----------------------|-----------|
| G-HAMA King Air 200  | 1500 | G-UKTF Fokker 50      | 1550      |
| G-BVJC Fokker 100    | 1554 | N73BS Seneca          | 1559 2003 |
| G-JEAH Friendship    | 1616 | EI-FKB Fokker 50      | 1620      |
| G-TAXI Aztec         | 1637 | G-UKTI Fokker 50      | 1641      |
| G-BVEF ATR-42        | 1712 | G-MIMA BAe 146        | 1716      |
| G-OLAH Short 360     | 1736 | G-IFTC HS 125 F3B/RA  | 1740      |
| G-BVJC Fokker 100    | 1901 | G-MAUD BAe ATP        | 1917      |
| EI-FKB Fokker 50     | 1928 | OO-DTN Brasilia       | 1953      |
| G-JEAH Friendship    | 2001 | G-BXEG ATR-42         | 2016      |
| G-OLAH Short 360     | 2028 | G-UKTI Fokker 50      | 2045      |
| G-UKTF Fokker 50     | 2106 | G-BEJE HS 748         | 2129      |
| G-BVJC Fokker 100    | 2142 | G-JEAH Friendship     | 2245      |
| 29 G-BYAC Boeing 757 | 0051 | G-INDC Cessna T303    | 0805      |
| EI-FKB Fokker 50     | 0902 | G-OLAH Short 360      | 0926      |
| G-BVEC ATR-42        | 0930 | G-MAUD BAe ATP        | 0934      |
| G-JEAH Friendship    | 0941 | G-BVJC Fokker 100     | 0945      |
| G-BMJO Seneca        | 1036 | G-UKTF Fokker 50      | 1137      |
| G-DASI Short 360     | 1153 | G-UKTI Fokker 50      | 1214      |
| G-BVJC Fokker 100    | 1233 | G-KKDL TB-20 Trinidad | 1324      |
| G-JEAH Friendship    | 1353 | G-UKTF Fokker 50      | 1517      |
| G-BVJC Fokker 100    | 1537 | EI-FKE Fokker 50      | 1627      |
| G-OACG Seneca        | 1637 | G-UKTI Fokker 50      | 1640      |
| G-UMMI Navajo        | 1717 | G-BJIR Citation II    | 1720      |
| G-BVEC ATR-42        | 1724 | G-DASI Short 360      | 1734      |
| G-JEAH Friendship    | 1750 | G-BYAC Boeing 757     | 1804      |
| G-BVJC Fokker 100    | 1840 | G-INDC Cessna T303    | 1844      |
| G-MAUD BAe ATP       | 1911 | EI-FKE Fokker 50      | 1926      |
| G-BXEG ATR-42        | 2018 | G-DASI Short 360      | 2030      |
| G-UKTF Fokker 50     | 2054 | G-JEAH Friendship     | 2102      |
| G-UKTI Fokker 50     | 2117 | G-BVOV HS 748         | 2130      |
| G-BVJC Fokker 100    | 2135 |                       |           |
| 30 G-BBGB Aztec      | 0745 | G-BOVK Warrior II     | 0812      |
| EI-FKE Fokker 50     | 0857 | G-DASI Short 360      | 0926      |
| G-MAUD BAe ATP       | 0931 | G-BVED ATR-42         | 0933      |
| G-BVJC Fokker 100    | 0940 | G-JEAH Friendship     | 1016      |
| OO-MTD Brasilia      | 1024 | N25120 Malibu         | 1028      |
| G-UKTI Fokker 50     | 1112 | G-OOGI GA7 Cougar     | 1158      |
| G-JVMD Cessna 172N   | 1225 | G-BVJC Fokker 100     | 1232      |
| G-BYAC Boeing 757    | 1345 | G-BBGB Aztec          | 1351      |
| OO-DTN Brasilia      | 1437 | G-UKTI Fokker 50      | 1525      |
| G-BHGK Sikorsky 76A  | 1529 | G-BVJC Fokker 100     | 1535      |
| G-JEAH Friendship    | 1544 | EI-FKB Fokker 50      | 1615      |
| G-OCBB JetRanger     | 1629 | G-BVED ATR-42         | 1712      |
| G-UKTF Fokker 50     | 1721 | G-DASI Short 360      | 1734      |
| G-JEAH Friendship    | 1823 | G-INDC Cessna T303    | 1828      |
| G-BVJC Fokker 100    | 1835 | G-MAUD BAe ATP        | 1915      |
| EI-FKB Fokker 50     | 1928 | OO-DTG Brasilia       | 1953      |
| G-BXEG ATR-42        | 2018 | G-DASI Short 360      | 2030      |
| G-UKTI Fokker 50     | 2051 | G-UKTF Fokker 50      | 2059      |
| G-JEAH Friendship    | 2106 | G-BYAC Boeing 757     | 2122      |
| G-BVJC Fokker 100    | 2130 | G-BEJE HS 748         | 2143      |

## From &amp; To

01) N1224S/Birmingham;SE-DEY/Odense-Malmo: 02) 00-LFV/F & T Brussels;PH-KJG/Eindhoven;VR-BMZ/Badminton-Prestwick;N16NK/Luton;N900SJ/Luton-Le Bourget: 04) VR-BMZ/Prestwick: 07) XV299/Lyneham-Belfast;N2188K/Brussels: 08) D-ERAW/Kassel;VR-CPR/Guernsey: 11) N2188K/Brussels: 12) XV106/Belfast: 13) N235KK/Glasgow;00-LFR/Gatwick-Brussels: 14) OY-BPM/F & T Tirstrup: 15) D-FBFS/Nurnberg;VR-CJB/F & T Biggin Hill;ZE700/Northolt;F-GEPY/F & T Le Bourget: 16) F-GMCR/F & T Lille;ZE700/Northolt-Lakenheath;F-GOJT/F & T Le Bourget: 18) XR528/Church Fenton-Blackpool;XV212/Lyneham: 19) XV294/Glasgow-Lyneham;D-FBFS/Nurnberg: 20) N8014Q/F & T Saint Mawgan;VR-CPR/Guernsey: 21) F-GMGB/F & T Cannes: 23) XZ219/Saint James Hospital;VR-CPR/Dublin: 24) N584CA/Coventry;F-GKJV/Carlisle: 25) N510US/Luton-Gander;VR-CCT/Wellesbourne Mountford: 27) N1224S/Birmingham: 28) ZE396/Leeming;N73BS/F & T Southend: 30) N25120/Nantes:

## Overshoots

02) XX483/Navy 808;XX500/CWL76A: 03) ZF514/LOP36 & LOP20Y;G-BGVU: 07) G-SHIV;XX494/CWL79;G-BAVZ/Raven 89T: 10) ZF135/LOP36: 14) ZF318/LOP65: 15) XZ303/Army538: 16) XX497/CWL62;XX500/CWL74J: 18) XZ588/SRG 128: 20) XX498/CWL72: 21) G-SHIV;XV207/Ascot 766: 22) ZF408/LOP11;XX496/CWL79;XX493/CWL75: 23) XV307/Ascot4406: 24) XV307/Ascot4407: 27) XX491/CWL72: 28) ZE368/SGR 129:

## LBA Movements review, November 1995

At the end of the month the foreigners total was exactly the same as at the end of November last year. On the 1st Cessna 425 N1224S was visiting Knightair from its base at Birmingham whilst Airbus 320 EI-TLE arrived from Rotterdam with the callsign "Jetwing 109". On the same day Citation SE-DEY was "Interair 202". Lear Jet 35A 00-LFV of Abelag was from and to Brussels on the 2nd which turned out to be a busy day, Gulfstream 840 VR-BMZ visited from Badminton to Prestwick, Falcon 900 N900SJ night stopped until the 5th, Jetstream 31 PH-KJG was "Ghostrider 700", Boeing 737 00-ILJ positioned in to do the Air Europa flight and Gulfstream III N16NK was using a registration previously on a Gulfstream IIB.

The Air Belgium 737 00-ILJ was back on the 3rd and the Gulfstream 840 VR-BMZ was back again on the 4th. Making its first visit on the 6th was the ATR-42 F-GHPI which is currently on lease to City Flyer, it did the "Flyer 26LA" returning on the 7th as "Flyer 92LA" and "Flyer 26LA". The Seneca N2188K appears to be based at Brussels from where it visited on the 7th and the 11th. On the 8th Mooney M20 D-ERAW came from Kassel and Cessna 421C made one of its regular visits. The Air Europa flight on the 10th was operated by the Oasis MD83 EC-FVC.

Two biz-jets on the 13th were Kenneth Kirchmans Citation III N235KK and Abelaq's Lear Jet 25D 00-LFR. Operating from and to Tirstrup on the 14th was the Merlin 3 OY-BPM as "Northline 321-322". Making the first of two visits this month on the 15th was TBM 700A D-FBFS (its other visit was on the 19th), night stopping on the 15th were Citation VR-CJB from and to Biggin Hill and King Air 200 F-GEPY which used the callsign "Darta 6988". Two more French aircraft using callsigns on the 16th were King Air 200 F-GMCR as "Normandie 5816" and Falcon 200 F-GOJT new with Europe Falcon Services as "EFS 158", both of these night stopped.

Air Europa were back to using the Boeing 737 400 00-ILJ on the 17th and doing a night stop on the 21st was old favourite King Air 200 F-GMGB. New to us on the 22nd was the Beechjet 400A N8014Q which is registered to Accor Aviation Inc and which was from and to St Mawgan, joining it that day was the Cessna 421C VR-CPR

and Aer Lingus used the BAe 146 EI-CLG as "Shamrock 209" to bring in the pax due on the "Shamrock 368". The 146 EI-CLG was back on the 23rd as "Shamrock 366" and the Cessna 421C which had night stopped did a flight to and from Dublin. On the 24th Rockwell 114 N584CA came from Coventry and the last Air Europa of the month was done by MD83 EC-GBY whilst F-GKJV turned out to be an early TBM 700. Night stopping on the 25th were the King Air C90 VR-CCT of Corgi Toys and Gulfstream 2 N510US en route from Luton to Gander. Aer Lingus slipped in another BAe 146 on the 26th when EI-CLH was "Shamrock 364" and night stopping on the 27th was the Cessna 425 N1224S. On the 28th we had Seneca N73BS visiting from and to Southend and this turns out to be a brand new one with c/n 3448078 registered on June 27 this year. Ending the month on the 30th was the PA-46 Malibu N25120 on a flight from Nantes.

Not much military action to note, Hercules XV299 was "Ascot 5358" on the 7th and VC-10 XV106 was "Ascot 2257" on the 12th. BAe 146 ZE700 arrived as "Rainbow" and departed as "Kitty2" on the 15th whilst on the 16th it arrived as "Kitty2" and departed as "Rainbow". The callsign "Rainbow" is used when the Duke of Edinburgh is flying the aircraft. Wessex XR528 used the peculiar callsign "Swallow 92" on the 18th and on the same day Hercules XV212 was "8TH13". Another Hercules with a tactical callsign was XV294 on the 19th which was "7JQ13". Sole representative of the Army was Lynx XZ219 which logged in from St James hospital on the 23rd as "Army 530". Finally we had the VIP HS 125 ZE396 as "Ascot 1372" on the 28th.

The fuselage of Cherokee G-AVGG which has been in the YLA hangar for some years was loaded onto a low loader on the 2nd and it has now gone. Also departing was the Cessna 421 G-BAGO which is to be replaced by an American registered Cheyenne in the near future. Another departure was the Citation G-WLX which has gone to Chauffair and left on the 15th. Bandeirante G-JBAC which is no longer leased to Knight Air but to Fairline in Holland still has its maintenance done over here, on the 11th it arrived as "Fairline 700" leaving on the 12th and on the 24th it was back as "Fairline 701" departing on the 28th. Rumour says Knight Air will receive 2 Jetstream 31's in March next year and get rid of another Bandit with a Bandit remaining as backup, time will tell. Finally this month we have a list of what are believed to be the current LBA residents.

|        |                      |        |                       |
|--------|----------------------|--------|-----------------------|
| G-ACGT | Avro 594B Avian IIIA | G-BHDP | Cessna F182Q          |
| G-ASMW | Cessna 150D          | G-BHIC | Cessna F182Q          |
| G-AVSE | PA-28 180C           | G-BHKJ | Cessna 421C           |
| G-AVWD | PA-28 140            | G-BMBB | Cessna F150L          |
| G-AWES | Cessna 150H          | G-BOIZ | PA-34 Seneca          |
| G-BAZM | Jodel D.112          | G-BPVJ | Cessna 152            |
| G-BBJX | Cessna F150L         | G-BVRT | EMB 110P1 Bandeirante |
| G-BBUJ | Cessna 421B          | G-JACT | P-68C Victor          |
| G-BCVH | Cessna FRA150L       | G-JURE | SOCATA TB-10 Tobago   |
| G-BDYF | Cessna 421C          | G-LICK | Cessna 172N           |
| G-BELT | Cessna F150J         | G-OADY | Beech 76 Duchess      |
| G-BEUX | Cessna F172N         | G-OEAB | EMB 110P2 Bandeirante |
| G-BEZF | AA5 Traveler         | G-OJVH | Cessna F150H          |
| G-BFFC | Cessna F152          | G-ROWN | King Air 200          |
| G-BFGH | Cessna F.337G        | N1565B | Beechjet 400          |
| G-BFGL | Cessna FA152         | N6834L | Cessna T310R          |
| G-BFIY | Cessna F150M         | VR-CMO | Cessna 500 Citation   |
| G-BFXW | AA5B Tiger           |        |                       |





## PUKKA GEN

(a miscellany of snippets of information)

## RAF CHURCH FENTON

The station has been re-opened yet again, albeit on a limited basis. The Bulldogs of the Yorkshire University Air Squadron have now been transferred from Finningley, but no news yet about the Chipunks of 9 Air Experience Flight. One idea being mooted is to combine the functions of University Air Squadrons with Air Experience Flights and this certainly would seem to be a logical move.

## RAF FINNINGLEY

A local acquaintance (in fact, the County Air Adviser for South Yorkshire Scouts) reports that, apart from a few 'strays', all aircraft have now moved from Finningley: the Jetsreams, Dominies and Red Arrows to Cranwell, Tucanos to Topcliffe, Hawks to Leeming and Bulldogs to Church Fenton. Most of these transfers are in accord with those envisaged in the January/February issue.

## PERSONNEL AND TRAINING COMMAND

Information is still sadly lacking about plans for aircrew training, especially following the closure of Finningley and Scampton. It has been obvious, however, that 'civilianisation' is to proceed apace with the latest move to have civilians occupying forty per cent of pilot and navigator instructor posts, the remaining sixty per cent to be RAF personnel.

## DARK BLUES v LIGHT BLUES

The Lothian Police has been exchanging correspondence with the RAF, complaining that damage had been done to their equipment when a squad car, patrolling the glens, locked its radar speed trap on to a low-flying Harrier and the instrument became stuck at 300mph! The RAF coolly replied that matters might have been much worse. The Harrier's ECM defence systems had registered the radar 'locking on' and, in the normal course of events, air-to-surface missiles would have been launched automatically! Luckily for the boys in dark blue the Harrier was flying unarmed at the time or the biter would have been well and truly bit!

## RAF NAVIGATOR TRAINING

Following the closure of Finningley and consequent closure of the Air Navigation School, which was part of 6 FTS, RAF Navigator training is to be dispersed to several RAF stations, the principle being applied is 'only one type of aircraft at each Station'. One can see that there are obvious economies to be made by following this principle but the incidental costs must be enormous. For example, I gather that instructors and students of the Tucano Squadron at Topcliffe are having to be bussed daily from Linton-on-Ouse!

Sources: David Tennant, Daily Telegraph, BBC Look North, BBC Close Up North, Denis Kitson.

Please send any information for inclusion in this section to:

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# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD

September was another record breaking month for passenger figures at Leeds/Bradford with the figure of 101,000 passengers been handled, a 16% increase on September 1994.

Following on from last months good news about the new Orlando service, Sunquest Holidays (a specialist in Turkish Holidays) have announced they are to launch a new series of Turkish holidays for the 1996 summer season. These flights will be operated by Turkish Airline Onur Air using A.320's. The aircraft will arrive every Wednesday at 1000 and Depart at 1100.

Sunset Holidays have now confirmed timings for their Orlando service next summer. BY656A will depart Leeds/Bradford every Friday at 0945 and arrive Orlando at 1415. The return flight departs Orlando at 1545 as BY656B and arrives back at Leeds/Braford at 0615. I stated last month that the service was a shared flight with Manchester, but this appears not to be the case. The aircraft will position in empty from Manchester. The venture is a brave one by Sunset as this flight will represent 30% capacity of its total Florida programme. Sunset sales director Garry Winterburn said " We get a lot of business from Yorkshire and Humberside for our Manchester flights. We launched Florida sensibly for 1996 with Glasgow and Manchester and we are already 67% up." Sunset expects to handle 8,000 passenger on its Leeds/Bradford flights. "I do not see a problem. The message the airport has put across with its £8 million investment must have had some impact" said Mr Winterburn. See also under Britannia for more important happenings on this flight.

Globespan have also now confirmed their intentions for next summer. Once again the flights will be operated by Air Transat Boeing 757's. The flights are weekly, again on a Tuesday, arriving from Toronto at 0955. Departure to Toronto is 1055. The inbound flight is not direct.

On Thursday 23rd November the airport changed to the new CAT III holding point system. This involved the redesignation of all taxiways and holding points. As you can imagine this caused some confusion on the day, so much so that air traffic had to go out in a Land Rover to see if two holding points on the South Side actually existed!

Details of the most heard holding point/taxiway changes are as follows. Holding point Papa at the 32 end of the old North/South taxiway becomes holding point Delta Two. The holding point Mike at the 10 threshold end of the Western taxiway becomes Foxtrot three. All the

apron exit/holding points (X-Ray, Whiskey, Victor, Uniform and Tango) have been replaced with Alpha One (not used), Alpha Two, Bravo, Charlie and Alpha Three respectively. Each taxiway now has a letter designation. Alpha runs from the old X-Ray holding point around the edge of the apron to the old Tango holding point. There is no Bravo and Charlie (As far as I know anyway!). Delta is the old North South taxiway. Echo is the 14 turning loop. Foxtrot is the old Western Taxiway and finally taxiway Golf is what remains of the Southern from Knightair to the "T" junction with taxiway Foxtrot.

The extra business the Post Office enjoyed during the Christmas period also meant four extra mail flights operating each weekday evening during December. Knightair operated a return sortie to Edinburgh using a "Bandit" as NE503/NE504. Gill Airways operated two flights, GIL521N/522N was from and to Newcastle while GIL524L/GIL525L was from and to Stansted. Finally BAC operated RPX321 from Bristol going on to East Midlands as RPX322P. Both the Gill and BAC flights were operated by Short SD.3-60's. The flights were timed to all arrive at Leeds at 0030 each morning.

### AIRPORT NEWS

**Manchester** has lost its daily American Airlines Boeing 757. The airline ceased the service on Sunday the 15th October, less than a week after announcing the route was to close. One of the reasons given for the routes withdrawal was overcapacity since Continental commenced a Newark service in May. As reported Continental are to upgrade this service from a Boeing 757 to a DC-10. This is a double blow to enthusiasts, because as far as I know Manchester was the only airport in Europe where you could see either American or Continental Boeing 757's.

### AIRLINER NEWS

**Air Jamaica** will return to the U.K. on March 30th after a gap of 10 years. The airline will commence services using ex Delta Airlines A.310's on its reintroduced Heathrow to Kingston and Montego Bay service.

**Air U.K.** are now on the internet. Access address is [www.airuk.co.uk](http://www.airuk.co.uk). 10 pages provide up to the minute information on flight routes, special offers and latest news and developments.

**Air Ops** The controversial Swedish carrier who has been doing the most of their flying on behalf of U.K. tour operators are for sale. The airline, which operates eight "ageing" Tristars are for sale by their owner Dutch Bank ILG.

**Airtours** has announced they are to lease seven A.320's to replace the seven MD-83's they currently operate. Three will be ex Excaliber Aircraft returned to the lessors.

**Air 2000** are reported to be considering acquiring an ex LTU Tristar 500 to operate its transatlantic charters for this summer.



**Britannia** have announced they are to follow Airtours in moving their Orlando flights from Orlando International to Sanford. The airline has stated it will move all its flights to Sanford for Tompson Holiday flights and for all other 3rd party tour operators unless it receives strong objections. At this time I am unsure how this will effect the Leeds to Orlando service, but one assumes unless Sunset strongly object Sanford it is.

The move follows complaints from charter operators that they are not treated as well as scheduled operators at Orlando International. Another gripe is that international passengers have to claim their baggage twice while been processed by customs and immigration.

Sanford is a formal U.S. Navy base and is been redeveloped by Central Florida Terminals, it is capable of handling 1000 passengers an hour through a newly constructed customs hall.

**British Airways** finally took delivery of their first Boeing 777, when G-ZZZC arrived at 0913 the 12th November at Heathrow. The delivery was approximately six weeks late due to both a strike by Boeing production workers and late certification of the General Electric GE90 engines. (Should of bought British, Matey!!)

Two more '777's should of been received by now, with a further two due in March.

British Airways Regional are currently considering a replacement for its 18 Boeing 737-236's. The 200 series '737 will not comply with the tighter noise restrictions in Europe, and many airports are taking the lead and banning nosier types at night anyway. One option under consideration is repatriating the BAe 146's used by B.A. owned U.S. Air which are currently stored in the Mojave Desert. Other options include the Fokker 100 or even hushkitting the '737's (We all remember how successful that was on the Spey engines of the BAC 1-11!)

**British World Airlines** have managed to renew a contract to carry oil rig workers between Aberdeen and Sumburgh for a further five years. As a result of this B.W.A. have ordered two ATR-72's to replace the Viscounts currently used on this contract. It is understood the Viscounts will continue to grace the skies after been converted to freighters.

**Caledonian Airways** summer 1996 fleet will consist of only A.320's and Tristars after leased in Boeing 757's and DC-10's are returned to B.A. this winter.

**City Flyer Express** details of the last two Shorts disposals are as follows. G-BVMX flew its last service **Leeds/Bradford** to Gatwick, flight BA8122, on the 28th October. The aircraft then positioned to Exeter. The aircraft is to be taken on by Gill Airways, so no doubt will be seen at LBA again. G-BVMY operated its last service also **Leeds/Bradford** to Gatwick, flight BA8128, on 28th October, and then positioned to Exeter the next day. This aircraft will go to Loganair.

**Easyjet** are a new airline which are operating low cost flights from Scotland to London/Luton. Operations commenced on November 10th and for the first two weeks all flights were £29 one way. The £29 seat is still available on selected flights. Ryanair (U.K.) are operating a rival service from Stansted to Prestwick at £59 return.

The airline has been set up by 28 year old shipping tycoon Stelios Haji-Ioannou using two Boeing 737-200 leased from G.B. Airways. The aircraft has a blue tail with the Easyjet typeface written up the tail. The fuselage is all white with the reservations telephone number running down the length of the aircraft above the windows.

Seats can only be booked direct and the airline does not have a powerful computer reservations system, all designed to keep the fares low.

Heavylift Cargo Airlines are reported to be planning to buy two A.300 Airbus aircraft for conversion into freighters, with a target into service date of Autumn of this year.

Laker Airways have already secured contracts with two tour operators for its DC-10 flights. Both Transatlantic Vacations and Connections have declared support for the relaunched airline. Start up date for flights is March 27th with six flights a week from Gatwick, three a week from Manchester and one a week from Glasgow, Hamburg and Berlin. All flights will operate into Orlando with the exception of two Gatwick flights which will operate into Fort Lauderdale.

Singapore Airlines have placed an order for 77 Boeing 777 aircraft worth \$12.7 billion. The order is for 34 aircraft with options on a further 43. The order is a big blow for Airbus Industries who hoped that Singapore would place an order for their A.330. Boeing have now received orders for 251 aircraft this year compared to only 83 by Airbus Industrie. The order, however, has very good implications for Rolls-Royce. Singapore have specified the Trent engine for the aircraft and placed an order for 157, which is Rolls-Royces largest ever jet engine order, worth \$1.2 billion. Singapore was quick to point out that \$1.2 billion was based on the list price, and they had negotiated some concessions. (Any discount for cash guv!?).

Many believed that B.A. specifying General Electric engines for its 35 Boeing 777's would be the nail in the coffin for the Trent. Apparently not, as no sooner had the above order been received from Singapore than Gulf Air confirmed their choice of engine for their '777's would be the Trent. Orders have also been received by Rolls from Thai, Emirates, and loyal Rolls-Royce customer Cathay Pacific, so the future for the Trent now looks very promising.

### AIRCRAFT NEWS

During late November it was revealed that Boeing and McDonell-Douglas had been having talks about a possible merger. If this was to happen it would create not only a very dominant company in the civil aircraft industry, but also a very powerful force in the aerospace defence industry.

The new civil airliner company would be a fiercer rival for the European Airbus Industrie than that of Boeing alone. Before Douglas merged with Mc-Donnell in the early 1960's it was the world dominant airliner supplier. However the arrival of the jet engine was mis managed by the new McDonnell-Douglas and they soon became "second fiddle" to Boeing. This situation was exasperated by the entry of Airbus Industrie into the fray in the early 1970's.

It is thought if the merger went ahead Boeing would close the McDonnell-Douglas civil production lines and leave McDonnell-Douglas to concentrate on defence products, were McDonnell-Douglas has a yearly sales figure almost double that of Boeing.

### OTHER NEWS

The new Air Traffic Control centre at Swanwick, near Southampton has just been completed. The new £350 million centre will enable the number of aircraft in controlled airspace in the U.K. to be "stretched" by 40%.

Controllers should now be testing the equipment before going live in November. The centre will replace that at West Drayton and enable London to control all aircraft in controlled airspace above 5000'. At the moment most of the traffic handled by West Drayton is above 19,000' with the exception of those climbing or descending into the London Airports.

Many of you will I am sure have been watching the Channel 4 series "21st Century Jet." which appeared on a Saturday evening at 8:00. (Or at least recorded it on video to watch later, after other members of the family insisted on watching Casualty over on Beeb 1!!). The series has also been released in book form. Libel proceedings have been taken against the author, Karl Sabbagh, by Airbus Industries. The result of this was that Sabbagh, Channel 4 and Macmillan (the books publishers) had to recall all the books and delete inaccurate pages that were the subject of Airbus Industries complaint.

Boeing has been the subject of industrial action for several months. 32,000 skilled workers walked out and have slowed down production at the companies Seattle plants. Boeing normally aim to produce 19.5 aircraft a month. Production has been reduced to 14 per month using non striking staff. However it is doubtful this production rate will be able to be maintained. Deliveries are obviously falling behind including new Boeing 777's for B.A. Long term the strike could effect British suppliers like Rolls-Royce and Smiths Industries (who supply Avionics) as Boeing cut back orders to reflect the reduced demand.

Air Yorkshire member Ian Gratton (who sent the gen on the Orlando and Toronto flights), has sent details of the launch flight, which was operated in connection with the new Orlando service. The flight took place from Leeds/Bradford on November 2nd and Ian was lucky enough to get an invitation.

The flight used Britannia Airways Boeing 757, G-BYAE, the passengers consisting of tour agency staff, press and local dignitaries. The flight to Blackpool took 1 1/2 hours! However they did route via Newcastle, Edinburgh, Glasgow and the Isle of Man. Before landing a low pass was made down the promenade.

Ian mentioned the newly opened terminal (reported in last months AYCAN) and reports the largest aircraft to use the Airport is the Boeing 757, the first example been an Icelandair example. After a couple of hours stay in the resort the return flight took a more respectable 20 minutes.

**CREDITS** Pete Gibson, Ian Gratton, Steve Jones, Eric Martin, Harry Morrow, Air Britain News, Financial Times, Observer, Sunday Times, Telegraph and Argus, Travel Weekly, T.T.G.,

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*Further afield*



*Global topics by  
alan sedgwick*

*Welcome to another months jottings, and a very HAPPY NEW YEAR to you all. 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.*

**AIR OPs EUROPE** the Swedish charter carrier was put on the market at the end of last year by the Amsterdam based ING Aviation Lease company. The operation that will be 3 years old in February was launched by Swede-captain Thomas Johanneson and bought out by the Dutch bank ING in mid 1995. If the name ING sounds familiar, they are the ones that bought Barings after they collapsed. They now have a leasing operation that includes 240 aircraft across the world. Most of its 8 Tri-stars were flying for U.K. operators last summer and they were a common sight over at Manchester, one once even graced the LBA in an Hawaiian colour scheme - not a common sight!!.

**ORLANDO-SANFORD** Airport will take next summers flights of Britannia and Airtours in a move said to brought on by 'different' treatment between scheduled and charter passengers at the International airport, plus a baggage system which means luggage has to be claimed 'twice!'. Thomson's in-house airline have been talking to the owners at Sanford, a former military base, for a while now and they seem happy with the capabilities of new International terminal being constructed there. It is said to be 40 minutes further away from the main hotel area but it is expected that processing at the airport will be quicker. Britannia may still use the established airport though, if asked by a third party operator using their aircraft, Leisure International and Monarch are also expected to stay. Unijets flights from Birmingham to Orlando International will be changed this year from a Leisure International 767 to Monarchs new DC10. The 356 seat jet will arrive at Luton in March and fly the sector from BHX to MCO non stop.

**AIR NAMIBIA** has re-organised its timings to connect better through the capital Windhoek. Based in this city, plus an address in Wimbledon!!, the small operator had a Beech 1900, 747SP and 737/200 at the start of 1995 and plies the route to London three times per week. The state owned airline was established in 1946 as South West Air Transport, changed its name to Namib Air in 1978 and was given its current title in 1991. The all white scheme with yellow stripe that is sandwiched by blue cheat lines, is claimed to be the only one to be seen serving the regions 'Fab Four' tourist spots of;- Etosha National Park(Namibia), Cape Town (S.A.), the Okavango Delta (Botswana) plus Victoria Falls (Zimbabwe).

**AMERICA WEST** the once bankrupt domestic airline based at Phoenix Sky Harbour airport will be looking to capitalise on the new **BRITISH AIRWAYS** service that will start in April. BA will fly direct to Phoenix (their 20th US gateway) and then go on to San Diego. The Arizona hub of America West will be able to offer U.K. passengers a choice of over 60 cities including Denver, Las Vegas and Albuquerque. The airline has around 100 medium range twinjets most of which are 737s and is now actually making profit.

**LAUDA AIR** have a new colour scheme which includes a golden angel instead of a multi-coloured one. The airline that was established in 1989 by the former Formula One racing driver and now has a majority shareholding from Lufthansa, has also announced a second daily Gatwick to Salzburg flight and a third weekly flight from Vienna to Australia plus also a third weekly flight to Bangkok. The latter connecting with a London Gatwick flight.

**VIRGIN** were considering in December - starting **CITYAIR** as a domestic feeder service for their long haul operations that will be run separate to Virgin Atlantic. The 'airline' is based in Chester and although dormant for several years was formed on 1985!. The latter has decided not to retire two of its older 747/200s and will start the year with nine 747s and five A340s. The latter type will be used on this spring's new services from LHR to Washington and MAN-Florida. Services to South Africa seem to have been shelved in preference of the new U.S. destination, but if better than the 'captured' 3 slots per week present themselves then the Jo'burg service could well be looked at again.

**IN BRIEF.....** **AIR FRANCE** has signed a deal with **AEROMEXICO** to sell each others seats on the Paris-Cancun(AF) and Mexico-Paris routes..... **ESTONIAN AIR** are looking for investment while they also hope to add a third '737 this year ..... **LAKER AIRWAYS** are expected back this spring using DC10s linking Orlando with LGW, MAN, GLA, HAM + BER and Gatwick - Ft.Lauderdale ..... **NORTHWEST AIRLINES** will have 2 daily LGW-Detroit DC10 flights from June ..... a survey at the close of last year revealed one serious incident (mostly violent or abusive) per week on inbound flights to the U.K. !!! ..... **SAA** have ordered four 777/200s and two 747/200s ..... **TRANSAVIA** now operates **KLMs** Amsterdam-Tunis service and are to introduce flights to Jerba and Cameroon .... **SABENA** subsidiary **DAT** now have a third 'EUROPEAN' BAC1-11 = based in BRU, the other two base in Scotland ..... Italian carrier **AIR ONE** are planning to undercut **ALITALIA** on its new Rome - Milan service ..... **AIR SEYCHELLES** are hoping that their new **MAN** passengers will soon consider linking the destination with the airlines 'onward' flights from Mahe to Singapore or Johannesburg ..... **CYPRUS TURKISH** now fly into Heathrow as well as Stansted from Antalya in Turkey ..... **BRITISH MIDLANDS** Internet site called **Cyberseat** was due to open in December enabling passengers to book and pay through their Personal Computer ..... **QATAR AIRWAYS** the small A310 operator from the UAE started services to Colombo in November with onward links to the Maldives and the much improved terminal building at Male.

## MEETING 3 DECEMBER 1995

## CHRISTMAS PARTY AND COMPETITIONS

We certainly needed something to lift our spirits as Sunday 3 December dawned. There had been little movement at LBA during the past few days through fog and the outlook was dismal, dank, depressing and any other d's you could think of.

This was soon to change as 60-65 members settled in the well organised room grouped around tables. Paper and pencils were ready for the quiz, print entries on the wall, Doreen looking after the Air Supply stall and lots of food on the bar top ready for the buffet. Members were still arriving and our Committee were busy making sure everything was just right. A cheerful atmosphere prevailed. Chairman, Mike, elevated himself on the stage for this event and usual interplay of friendly banter was soon evident.

First were the results of the competitions and prizes were presented as follows:

Slides:       1st    Terry Sykes - yellow microlight in a blue sky  
              2nd    Jim Stanfield

Prints:        1st    Mike Willingale - the Mazda airship from a low angle  
              2nd    Terry Sykes

Models        1st    Eric Humphrey - Viscount - 1:96 scale - Glencoe kit we believe  
from Frog moulds - finished as Capital Airlines

              2nd    Paul Wincup - Tucano - 1:72 scale - Airfix kit

              3rd    Myself - Alouette II - 1:48 scale - Heller kit painted as Bohag

HB-XIA - I flew in this in 1986 and Anneka used it in her Treasure Hunt series

There was a special word for Craig who brought along his airport layouts. Well done to all and thanks for taking the trouble, and to the judges, David Bates for prints and Andy Rackham for models.

Many of you will know of the efforts being made at LBA to reach CAT II and III operational status and whilst Andy was with us he gave us a run down on the present situation. There is much new equipment, changes to procedure, and relevant testing before operations can start. Whilst Andy gave a great deal of statistics we cannot repeat these here, suffice to say that some of the changes will already be known to you and visitors to LBA will see many new illuminated boards and flashing lights which is just part of the story. In Andy's words 'there are some problems still to solve but we are getting there'.

The famous Chairman's quiz amid much comment followed and Mike just coped and was even well prepared with 5 tie-breaker questions this time. After kidding me that his recall was almost non-existent, Ian Morton won in a play-off with Leslie Scheftsik. Everyone enjoyed the contest.

We had a break for food and drink and then another highlight, in 2 parts. Firstly, a draw for very good prizes donated by members and Air Supply and secondly, a raffle of many other items supplied by members as usual. The funds raised were £129.00 against expenses for the



afternoon of £98.00 producing useful funds towards production of the magazine in its new format.

Thanks are due to our Chairman and Committee together with all helpers, contributors and attending members for making such an enjoyable afternoon possible. A final word for Doreen who provided her special cake to add to the buffet.

Things were looking far better as we left the Clubhouse. Rain had thinned the fog and a Bandit was taking off. Someone even mentioned there had actually been a landing!

A happy and prosperous New Year to everyone.

Geoff Lee

WOLD NEWTON/WILLY HOWE FARM Resident news:- G-RUIA F.172N which arrived 27.8 as a temporary resident was still present 13.10. Movements:- 25.8 G-AZTS F.172L f&t Humberside. 28.8 G-BVVE D.112 f Full Sutton t Brighton. 1.9 G-BDFJ F.150M f Elstree t Humberside, G-BBJX F.150L f Leeds t Beverley. 2.9 G-FLAV PA-28 f Tollerton n/s retn. 3.9, G-BULR PA-28 f Little Gransden n/s retn. 3.9. 3.9 G-GCAT PA-28 f&t Humberside, G-AVWU PA-28R f Booker t Denham, G-BFHR DR.220 f&t Garton. 9.9 G-BODU SF.25C f&t Rufforth, G-BLDN KR.2 f Sturgate t Normanton-on-Trent, G-BMLK G.109B f&t Rufforth. 10.9 G-BPHE PA-28 f&t Welshpool, G-GCAT PA-28 f Humberside t Acaster Malbis then f Acaster Malbis t Humberside then f&t Humberside, G-ANRP/TW439 Auster 5 f&t Brighton, G-BPXV 11AC f&t Cliffe, G-HULL F.150M f Brighton t Beverley, G-MWIV Gemini Flash 2A f&t Full Sutton. 13.9 G-BEAC PA-28 f&t Humberside, G-MVJSJ Mistral f&t Cliffe. 15.9 G-SACT PA-28 f Sherburn t Wombledon. 16.9 G-BUGT T.61F f&t Rufforth. 23.9 G-BFPF F.172K f&t Sturgate, G-BMLK G.109B f&t Rufforth. 28.9 G-KART PA-28 f&t Newcastle, G-GCAT PA-28 f&t Humberside, G-BEAC PA-28 f&t Humberside, G-BFGL FA.152 f Beverley t Sherburn, G-BFHR DR.220 f&t Garton. 29.9 G-MVJSJ Mistral f&t Cliffe. 30.9 G-MTKV Gemini Flash 2A f&t Burton Constable, G-BRPF 120 f Brighton t Sherburn, G-NNAC PA-18-135 f Bagby, local banner towing flight over Bridlington, t Bagby, G-PIGS Rallye 150ST f&t Wombledon. 5.10 G-BIEW F.172N f Leeds t Liverpool. 10.10 G-MYCS Gemini Flash 2A f&t Huthwaite, G-BNDR TB.10 f&t Woodvale, G-BNPF 152 f&t Gamston. 12.10 G-MMBZ Typhoon P f&t Rufforth.

# LEEDS BRADFORD INTERNATIONAL AIRPORT

## HOLIDAY FLIGHTS - SUMMER 1996

| MON              |     |        |         |      |      |      |        |                      |  |       |
|------------------|-----|--------|---------|------|------|------|--------|----------------------|--|-------|
| 0555             | CFU | BY     | 757-200 | Y235 | 0700 | SKG  | BY     | 06/05-28/10          |  | TH    |
| 1500             | SKG | BY     | 757-200 | Y235 | 1755 | LPA  | BY     | 06/05-28/10          |  | TH    |
| TUE              |     |        |         |      |      |      |        |                      |  |       |
| 0340             | LPA | BY     | 757-200 | Y235 | 0700 | PMI  | BY     | 07/05-29/10          |  | TH    |
|                  | YYZ | TS     | 757-200 | Y228 |      | YYZ* | TS     | 07/05-08/10          |  | TC    |
| 1225             | TFS | AEA225 | 737-300 | Y148 | 1315 | TFS  | AEA226 | 07/05-29/10          |  | AT/CS |
| 1230             | PMI | AMM    | A320    | Y180 | 1330 | PMI  | AMM    | 07/05-29/10          |  | FC    |
| 1410             | ALC | AMM    | A320    | Y180 | 1510 | ALC  | AMM    | 07/05-29/10          |  | FC    |
| 2050             | PMI | BY     | 757-200 | Y235 | 2220 | MLA  | BY     | 07/05-29/10          |  | TH    |
| Note - * via BHX |     |        |         |      |      |      |        |                      |  |       |
| WED              |     |        |         |      |      |      |        |                      |  |       |
| 0605             | MLA | BY     | 757-200 | Y235 | 0830 | DLM  | BY     | 01/05-30/10          |  | TH    |
| 1000             | ADB | OHY    | A320    | Y180 | 1100 | ADB  | OHY    | 24/04-30/10          |  | SQ    |
| THU              |     |        |         |      |      |      |        |                      |  |       |
| 0145             | BHX | AIH    | A320    | Y180 | 0700 | GRO  | AIH    | 02/05-31/10          |  | AT    |
| 0510             | DLM | BY     | 757-200 | Y235 | 0715 | AGP  | BY     | 02/05-31/10          |  | TH    |
| 1355             | AGP | BY     | 757-200 | Y235 | 1525 | PMI  | BY     | 02/05-31/10          |  | TH    |
| 1425             | FAO | AMM    | A320    | Y180 | 1535 | FAO  | AMM    | 02/05-31/10          |  | FC    |
| 1835             | GRO | AIH    | A320    | Y180 | 2055 | PMI  | AIH    | 02/05-31/10          |  | AT    |
| 2130             | PMI | BY     | 757-200 | Y235 | 2300 | ALC  | BY     | 02/05-31/10          |  | TH    |
| FRI              |     |        |         |      |      |      |        |                      |  |       |
| 0305             | PMI | AIH    | A320    | Y180 | 0700 | MAH  | AIH    | 03/05-25/10          |  | AT/CS |
| 0530             | ALC | BY     | 757-200 | Y235 | 0700 | IBZ  | BY     | 03/05-25/10          |  | TH    |
| 0815             | MAN | BY     | 767-300 | Y324 | 0945 | MCO* | BY     | 03/05-25/10          |  | SS    |
| 2000             | MAH | AIH    | A320    | Y180 | 2130 | IBZ  | AIH    | 03/05-25/10          |  | AT    |
| 2115             | IBZ | BY     | 757-200 | Y235 | 2300 | PMI  | BY     | 03/05-25/10          |  | TH    |
| Note - * via BGR |     |        |         |      |      |      |        |                      |  |       |
| SAT              |     |        |         |      |      |      |        |                      |  |       |
| 0350             | IBZ | AIH    | A320    | Y180 | 0735 | ALC  | AIH    | 04/05-26/10          |  | AT/CS |
| 0505             | PMI | BY     | 757-200 | Y235 | 0735 | MAH  | BY     | 04/05-26/10          |  | TH    |
| 0610             | MCO | BY     | 767-300 | Y324 | 0740 | MAN  | BY     | 11/05-26/10          |  | SS    |
| 0705             | VAR | VIM    | TU154   | Y157 | 0805 | VAR  | VIM    | 11/05-05/10          |  | BK    |
| 1340             | MAH | BY     | 757-200 | Y235 | 1510 | GRO  | BY     | 04/05-26/10          |  | TH    |
| 1355             | ALC | AIH    | A320    | Y180 | 1455 | PMI  | AIH    | 04/05-26/10          |  | AT/CS |
| 2040             | GRO | BY     | 757-200 | Y235 | 2210 | RHO  | BY     | 04/05-26/10          |  | TH    |
| 2105             | PMI | AIH    | A320    | Y180 | 2220 | LPA  | AIH    | 04/05-26/10          |  | AT    |
| SUN              |     |        |         |      |      |      |        |                      |  |       |
| 0730             | BOJ | VIM    | TU154   | Y157 | 0825 | BOJ  | VIM    | 26/05-29/09          |  | BK    |
| 0735             | LPA | AIH    | A320    | Y180 | 0850 | AGP  | AIH    | 05/05-27/10          |  | CS/AT |
| 0745             | RHO | BY     | 757-200 | Y235 | 0915 | LCA  | BY     | 2-Weekly 05/05-20/10 |  | TH    |
| 0745             | RHO | BY     | 757-200 | Y235 | 0915 | TFS  | BY     | 2-Weekly 12/05-27/10 |  | TH    |
|                  | FAO |        |         | Y    |      | FAO  |        | 05/05-27/10          |  | CS/AT |
| 1855             | TFS | BY     | 757-200 | Y235 | 2215 | CFU  | BY     | 2-Weekly 12/05-27/10 |  | TH    |
| 2000             | LCA | BY     | 757-200 | Y235 | 2215 | CFU  | BY     | 2-Weekly 05/05-20/10 |  | TH    |
| 2240             | AGP | AIH    | A320    | Y180 | 2340 | MAN  | AIH    | 05/05-27/10          |  | CS/AT |

**Destination Decode**

ADB - Izmir  
 AGP - Malaga  
 ALC - Alicante  
 BGR - Bangor Maine  
 BHX - Birmingham  
 BOJ - Bourgas  
 CFU - Corfu  
 DLM - Dalaman  
 FAO - Faro  
 GRO - Gerona  
 IBZ - Ibiza  
 JER - Jersey

LCA - Larnaca  
 LPA - Las Palmas  
 MAH - Mahon  
 MAN - Manchester  
 MCO - Orlando  
 MLA - Malta  
 PMI - Palma  
 RHO - Rhodes  
 SKG - Thessaloniki  
 TFS - Tenerife  
 YYZ - Toronto

**Airline Codes**

AEA - Air Europa  
 AIH - Airtours  
 AMM - Air 2000  
 BY - Britannia  
 OHY - Onur Air  
 TS - Air Transat  
 VIM - Air Via

**Tour Operator Codes**

AT - Airtours  
 BK - Balkan  
 CS - Cosmos  
 FC - First Choice  
 GS - Globespan  
 SQ - Sunquest  
 SS - Sunset  
 TH - Thomson

## LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 1995

## INBOUND DIVERSIONS

|    |              |     |     |        |      |     |         |
|----|--------------|-----|-----|--------|------|-----|---------|
| 14 | BRY36L       | BRS | NCL | G-BRYH | DH8  | ABZ | BRY36M  |
| 14 | CFE71NA      | LGW | NCL | G-BUEA | AT42 | LGW | CFE001P |
| 14 | GIL591C      | STN | NCL | G-BVJP | AT42 | NCL | GIL591C |
| 25 | (Ex LBA Flt) |     | MAN | G-MPCD | EA32 | FNC | MON3534 |

## REGULAR FLIGHTS

|         |     |           |           |           |           |           |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| ARA226  | TFS | 05/EC-FKC | 12/EC-FJR | 19/EC-FKS | 26/EC-FJZ |           |
| ARA264  | PMI | 03/EC-FUT | 10/EC-FKI | 17/EC-FKJ | 24/EC-FKI |           |
| ARA265  | GRO | 07/EC-GBN | 14/EC-FKJ | 21/EC-FJR | 28/EC-FJR |           |
| ARA271  | PMI | 07/EC-GBN | 14/EC-FKJ | 21/EC-FJR | 28/EC-FJR |           |
| ARA273  | MAH | 01/EC-FYF | 08/EC-FJZ | 15/EC-FKJ | 22/EC-FJR | 29/EC-FJR |
| ARA281  | IBZ | 01/EC-FYF | 08/EC-FJZ | 15/EC-FKJ | 22/EC-FJR | 29/EC-FJR |
| ARA289  | PMI | 02/EC-FYF | 09/EC-FJZ | 16/EC-FKJ | 23/EC-FJR | 30/EC-FJR |
| ARA294  | ALC | 02/EC-FYF | 09/EC-FJZ | 16/EC-FKJ | 23/EC-FJR | 30/EC-FJR |
| ARA296  | LPA | 02/EC-FYF | 09/EC-FJZ | 16/EC-FKJ | 23/EC-FJR | 30/EC-FJR |
| AMC6239 | MLA | 05/9H-ABS | 12/9H-ABE | 19/9H-ACT | 26/9H-AER |           |
| AMM910  | FAO | 07/G-OOAD | 14/G-OOAD | 21/G-OOAC | 28/G-OOAC |           |
| BMA1214 | JER | 02/G-BVTF | 09/G-BVTE | 16/G-BVTE | 23/G-BVTF | 30/G-BVTF |
| BMA1234 | JER | 03/G-ELDI | 10/G-ELDG | 17/G-ELDH | 24/G-ELDH |           |
| BMA1314 | JER | 03/G-BMAH | 10/G-BMAH | 17/G-BMAH | 24/G-ELDI |           |
| BMA1614 | JER | 02/G-BMAH | 09/G-BMAH | 16/G-BMAH | 23/G-ELDI |           |
| BMA1714 | JER | 02/G-BVJB | 09/G-BVTG | 16/G-BVTF | 23/G-BVTE | 30/G-BVTG |
| BRY467  | JER | 23/G-BRYH |           |           |           |           |
| MNX9614 | JER | 30/G-MANJ |           |           |           |           |
| MNX9625 | JER | 02/G-MANG | 09/G-MANF | 16/G-MANH |           |           |
| MON7414 | GRO | 02/G-MPCD | 09/G-MPCD | 16/G-MPCD | 23/G-MPCD | 30/G-MONZ |
| MON7418 | PMI | 03/G-MPCD | 10/G-MPCD | 17/G-MPCD | 24/G-MPCD |           |
| MON7424 | DLM | 06/G-MPCD | 13/G-MPCD | 20/G-MPCD | 27/G-MONZ |           |
| MON7426 | PMI | 04/G-MPCD | 11/G-MPCD | 18/G-MPCD | 25/G-MPCD |           |
| MON7432 | MAH | 02/G-MPCD | 09/G-MPCD | 16/G-MPCD | 23/G-MPCD | 30/G-MONZ |
| MON7436 | ALC | 07/G-MPCD | 14/G-MPCD | 21/G-MPCD | 28/G-MONZ |           |
| MON7442 | IBZ | 01/G-MPCD | 08/G-MPCD | 15/G-MPCD | 22/G-MPCD | 29/G-MONZ |
| MON7448 | TFS | 06/G-MPCD | 13/G-MPCD | 20/G-MPCD | 27/G-MONZ |           |
| MON7458 | LPA | 04/G-MPCD | 11/G-MPCD | 18/G-MPCD | 25/G-OZBA |           |
| MON7460 | AGP | 07/G-MPCD | 14/G-MPCD | 21/G-MPCD | 28/G-MONZ |           |
| MON7462 | LCA | 05/G-MPCD | 12/G-MPCD | 19/G-MPCD | 26/G-MONZ |           |
| MON7464 | PMI | 03/G-MPCD | 10/G-MPCD | 17/G-MPCD | 24/G-MPCD |           |
| MON7478 | CFU | 05/G-MPCD | 12/G-MPCD | 19/G-MPCD | 26/G-MONZ |           |
| MON7482 | PMI | 01/G-MPCD | 08/G-MPCD | 15/G-MPCD | 22/G-MPCD | 29/G-MONZ |
| MON7490 | RHO | 02/G-MPCD | 09/G-MPCD | 16/G-MPCD | 23/G-MPCD | 30/G-MONZ |
| SPP3320 | PMI | 02/EC-GAT | 09/DivMAN | 16/EC-FXY | 23/DivMan | 30/EC-FTS |
| TSC205  | YYZ | 05/C-GTSJ | 12/C-GTSF | 19/C-GTSF | 26/C-GTSN |           |
| VIM710  | BOJ | 03/LZ-MIR | 10/LZ-MIR | 17/LZ-MIK | 24/LZ-MIR |           |



## OTHER FLIGHTS

|    |        |      |              |                              |                |
|----|--------|------|--------------|------------------------------|----------------|
| 01 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 02 | G-BOAA | CONC | BAW-AA       | Heathrow - Local             | Passenger Chtr |
| 02 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu BATA      |
| 02 | G-BOAA | CONC | BAW-AA       | Local -n/s- Heathrow         | Passenger Chtr |
| 03 | PH-JXM | FK50 | EIN368/369   | f/t Dublin                   | Lieu EIN FK50  |
| 04 | G-OBMY | B735 | BMA6JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 05 | G-ELDI | DC9  | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 05 | G-ELDI | DC9  | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 06 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 07 | G-ELDI | DC9  | EIN275       | Birmingham - Dublin          | Lieu EIN FK50  |
| 08 | G-BVTG | FK70 | BMA9851/1LJ  | East Midlands -n/s- Heathrow | Lieu FK10      |
| 08 | G-UKFA | FK10 | UKA159       | Amsterdam - Manchester       | Lieu FK50      |
| 09 | G-BVTG | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 09 | G-BVTG | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 09 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu BATA      |
| 09 | G-BVTG | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 10 | G-BVTG | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 10 | G-BVTG | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 11 | G-BMAH | DC9  | BMA1436      | Birmingham - Jersey          | Lieu BATA      |
| 11 | G-AVMY | BA11 | EAF680P/2680 | Stansted - Nice              | Football Chtr  |
| 11 | G-BRLY | BATP | BMA9511/3XV  | Isle of Man - Glasgow        | Lieu BMA BATA  |
| 12 | G-MONS | EA30 | MON8278/8280 | Luton - Bergen               | Passenger Chtr |
| 12 | TF-ABZ | B747 | ABD420P/420  | Manchester - Nice            | Football Chtr  |
| 12 | G-MONS | EA30 | MON8281/8279 | Bergen - Luton               | Passenger Chtr |
| 13 | G-AVMY | BA11 | EAF2681/681P | Nice - Edinburgh             | Football Chtr  |
| 14 | OY-JRK | SH7  | DTR457P/457  | Southend -n/s- Sonderborg    | Freight Chtr   |
| 15 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 15 | G-BVTF | FK70 | BMA9951/1LJ  | East Midlands -n/s- Heathrow | Lieu FK10      |
| 16 | G-BVTF | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 16 | G-BVTF | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 16 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu BATA      |
| 16 | G-BVTF | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 17 | G-OBWB | BA11 | BWL7092      | E Midlands - Edinburgh       | Passenger Chtr |
| 17 | G-BVTF | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 17 | G-BVTF | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 17 | G-OBWB | BA11 | BWL7093      | Edinburgh - E Midlands       | Passenger Chtr |
| 17 | PH-JXM | FK70 | EIN368/369   | f/t Dublin                   | Lieu EIN FK50  |
| 18 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 19 | G-OBMZ | B735 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 19 | G-OBMZ | B735 | BMA6JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 19 | G-OBMZ | B735 | BMA7JL/5LJ   | f/t Heathrow                 | Lieu FK10      |
| 20 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 20 | G-BVZF | B735 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 21 | G-BVZI | B735 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 22 | G-OJSY | SH36 | RPX001P/646  | Cardiff - Cranfield          | Passenger Chtr |
| 22 | G-OBMY | B735 | BMA7JL/5LJ   | f/t Heathrow                 | Lieu FK10      |
| 22 | G-OJSY | SH36 | RPX647/002P  | Cranfield - Cardiff          | Passenger Chtr |
| 22 | G-BVTE | FK70 | BMA9951/1LJ  | E Midlands -n/s- Heathrow    | Lieu FK10      |
| 23 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 23 | G-BVTE | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 23 | G-BVTE | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 23 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu BATA      |

|    |        |      |              |                           |               |
|----|--------|------|--------------|---------------------------|---------------|
| 23 | G-BVTE | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s          | Lieu FK10     |
| 24 | G-BVTE | FK70 | BMA4JL/2LJ   | f/t Heathrow              | Lieu FK10     |
| 24 | G-BVTE | FK70 | BMA5JL/3LJ   | f/t Heathrow              | Lieu FK10     |
| 25 | F-GJDL | B737 | EUL107/015P  | Nice -n/s- Manchester     | Football Chtr |
| 25 | G-BKYP | B737 | BAW5250      | Manchester - Local x5     | Training      |
| 25 | G-BKYP | B737 | BAW5250/5251 | Local - Cardiff           | Training      |
| 25 | G-OEMJ | B733 | BMA7JL/5LJ   | f/t Heathrow              | Lieu FK10     |
| 26 | G-BVZE | B735 | BMA6JL/4LJ   | f/t Heathrow              | Lieu FK10     |
| 26 | G-BVZE | B735 | BMA7JL/5LJ   | f/t Heathrow              | Lieu FK10     |
| 26 | G-AYIM | HS74 | JAN401/168   | Belfast Int - Liverpool   | Mail          |
| 29 | G-BVTG | FK70 | BMA9852/1LJ  | E Midlands -n/s- Heathrow | Lieu FK10     |
| 30 | G-BVTG | FK70 | BMA4JL/2LJ   | f/t Heathrow              | Lieu FK10     |
| 30 | G-BVTG | FK70 | BMA5JL/4LJ   | f/t Heathrow              | Lieu FK10     |
| 30 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s           | Lieu BATP     |
| 30 | G-BVTG | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s          | Lieu FK10     |

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - OCTOBER 1995INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

|         |     |           |           |           |           |           |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| ARA226  | TFS | 03/EC-FKS | 10/EC-FJZ | 17/EC-FJR | 24/EC-FUT | 31/EC-FJR |
| ARA264  | PMI | 01/EC-FJR | 08/EC-FYF | 15/EC-FYF | 22/EC-FKS |           |
| ARA265  | GRO | 05/EC-FJR | 12/EC-FJR | 19/EC-FJR | 26/EC-FKI |           |
| ARA271  | PMI | 05/EC-FJR | 12/EC-FJR | 19/EC-FJR | 26/EC-FKI |           |
| ARA273  | MAH | 06/EC-FKJ | 13/EC-FJR | 20/EC-FUT | 27/EC-GAZ |           |
| ARA281  | IBZ | 06/EC-FKJ | 13/EC-FJR | 20/EC-FUT | 27/EC-GAZ |           |
| ARA289  | PMI | 07/EC-FKJ | 14/DivMAN | 21/EC-FXQ | 28/EC-136 |           |
| ARA294  | ALC | 07/EC-FKJ | 14/DivMAN | 21/EC-FUT | 28/EC-136 |           |
| ARA296  | LPA | 07/EC-FKJ | 14/DivMAN | 21/EC-FUT | 28/EC-FUT |           |
| AMC6239 | MLA | 03/9H-ABR | 10/9H-ABR | 17/9H-ABS | 24/9H-ABS | 31/9H-ACS |
| AMM910  | FAO | 05/G-OOAC | 12/G-OOAD | 19/G-OOAB | 26/G-OOAD |           |
| BMA1234 | JER | 01/G-ELDH | 08/G-BMAH |           |           |           |
| BMA1314 | JER | 01/G-ELDI |           |           |           |           |
| BMA1514 | JER | 15/G-BMAH | 22/G-BMAH | 29/G-BMAH |           |           |
| BMA1714 | JER | 07/G-BVTE | 14/DivMME | 21/G-BVTF | 28/G-BVTF |           |
| MON7414 | GRO | 07/G-MONZ | 14/G-MONZ | 21/G-MONZ | 28/G-MONZ |           |
| MON7418 | PMI | 01/G-MONZ | 08/G-MONZ | 15/G-MONZ | 22/G-MONZ | 29/G-MONZ |
| MON7424 | DLM | 04/G-MONZ | 11/G-MONZ | 18/G-MONZ | 25/G-MONZ |           |
| MON7426 | PMI | 02/G-MONZ | 09/G-MONZ | 16/G-MONZ | 23/G-MONZ | 30/G-MONZ |
| MON7432 | MAH | 07/G-MONZ | 14/DivMAN | 21/G-MONZ | 28/G-MONZ |           |
| MON7436 | ALC | 05/G-MONZ | 12/G-MONZ | 19/G-MONZ | 26/G-MONZ |           |
| MON7442 | IBZ | 06/G-MONZ | 13/G-MONZ | 20/G-MONZ | 27/G-MONZ |           |
| MON7448 | TFS | 04/G-MONZ | 11/G-MONZ | 18/G-MONZ | 25/G-MONZ |           |
| MON7458 | LPA | 02/G-MONZ | 09/G-MONZ | 16/G-MONZ | 23/G-MONZ | 30/G-MONZ |
| MON7460 | AGP | 05/G-MONZ | 12/G-MONZ | 19/G-MONZ | 26/G-MONZ |           |
| MON7462 | LCA | 03/G-MONZ | 10/G-MONZ | 17/G-MONZ | 24/G-MONZ | 31/G-MONZ |
| MON7464 | PMI | 01/G-MONZ | 08/G-MONZ | 15/G-MONZ | 22/G-MONZ | 29/G-MONZ |
| MON7478 | CFU | 03/G-MONZ | 10/G-MONZ | 17/G-MONZ | 24/G-MONZ | 31/G-MONZ |
| MON7482 | PMI | 06/G-MONZ | 13/G-MONZ | 20/G-MONZ | 27/G-MONZ |           |
| MON7490 | RHO | 07/G-MONZ | 14/G-MONZ | 21/G-MONZ | 28/G-MONZ |           |
| SPP3320 | PMI | 07/DivMAN | 14/EC-FTT | 21/EC-FSY | 28/EC-FTT |           |
| TSC205  | YYZ | 03/C-GTSN | 10/C-GTSE |           |           |           |
| VIM710  | BOJ | 01/LZ-MIR | 08/LZ-MIG |           |           |           |



## OTHER FLIGHTS

|    |        |      |              |                              |                |
|----|--------|------|--------------|------------------------------|----------------|
| 01 | G-BVKB | B735 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 01 | PH-JXM | FK50 | EIN368/369   | f/t Dublin                   | Lieu EIN FK50  |
| 04 | G-OEMX | B735 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 04 | G-OEMX | B735 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 04 | G-OEMX | B735 | BMA6JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 04 | G-OEMX | B735 | BMA7JL/5LJ   | f/t Heathrow                 | Lieu FK10      |
| 04 | G-OEMX | B735 | BMA8JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 05 | G-OEMX | B735 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 05 | G-OEMX | B735 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 05 | G-AZMF | BA11 | EAF572P/2572 | Stansted - Malmo             | Passenger Chtr |
| 05 | G-OEMX | B735 | BMA6JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 05 | G-OEMX | B735 | BMA7JL/5LJ   | f/t Heathrow                 | Lieu FK10      |
| 06 | PH-JXM | FK50 | EIN364/365   | f/t Dublin                   | Lieu EIN FK50  |
| 06 | G-BVTF | FK70 | BMA9851/1LJ  | East Midlands -n/s- Heathrow | Lieu FK10      |
| 07 | G-BVTE | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 07 | G-BVTE | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 07 | G-AZMF | BA11 | EAF2573/573P | Malmo - Bournemouth          | Passenger Chtr |
| 07 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu B ATP     |
| 07 | G-BVTE | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 08 | G-BVTE | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 08 | G-BVTE | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 10 | ZE701  | BA46 | KRF3R        | f/t Northolt                 | Royal          |
| 10 | G-BVKD | B735 | BMA6JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 10 | G-BVKA | B735 | BMA7JL/5LJ   | f/t Heathrow                 | Lieu FK10      |
| 10 | G-BVZF | B735 | BMA8JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 12 | OY-JRK | SH7  | DTR08P/08    | Coventry -n/s- Saarbrucken   | Freight Ch     |
| 13 | XV106  | VC10 | RRR2799      | Bruggen - Brize Norton       | Trooping       |
| 13 | G-BNNK | B734 | BAW6960/6961 | f/t Gatwick                  | Passenger Chtr |
| 13 | EI-CIQ | AT42 | UKA730P/730  | Stansted - Paris CDG         | Lieu UKA FK50  |
| 13 | EI-CIQ | AT42 | UKA731/731P  | Paris CDG -n/s- Stansted     | Lieu UKA FK50  |
| 13 | G-BVKA | B735 | BMA8JL       | Heathrow - Glasgow           | Lieu FK10      |
| 13 | G-BVTF | FK70 | BMA9851/1LJ  | East Midlands -n/s- Heathrow | Lieu FK10      |
| 14 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu B ATP     |
| 14 | G-BVTF | FK70 | BMA1724/1LJ  | Jersey -n/s- Heathrow        | Lieu FK10      |
| 15 | G-BVTF | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 15 | G-BVTF | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 15 | G-OEXC | EA32 | EXC6725/26P  | Gatwick - Manchester         | Passenger Chtr |
| 15 | OO-VLN | FK50 | VLM417/4172  | Eindhoven - London City      | Football Chtr  |
| 18 | OO-VLE | FK50 | VLM4322/4234 | London City - Eindhoven      | Football Chtr  |
| 19 | XV106  | VC10 | RRR2190      | f/t Brize Norton             | Trooping       |
| 20 | XV102  | VC10 | RRR2190      | Brize Norton - Split         | Trooping       |
| 20 | G-OBMY | B735 | BMA8JL/420A  | Heathrow - Glasgow           | Lieu FK10      |
| 20 | G-BVTF | FK70 | BMA9751/1LJ  | Amsterdam -n/s- Heathrow     | Lieu FK10      |
| 21 | G-BVTF | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 21 | G-BVTF | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 21 | G-MAJA | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu B ATP     |
| 21 | G-BVTF | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 22 | G-BVTF | FK70 | BMA4JL/2LJ   | f/t Heathrow                 | Lieu FK10      |
| 22 | G-BVTF | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 22 | G-OBMP | B733 | BMA9371      | East Midlands - Local        | Training       |
| 22 | G-OBMP | B733 | BMA9371      | f/t Local x 5                | Training       |
| 22 | G-OBMP | B733 | BMA9371      | Local - Manchester           | Training       |

|    |               |      |              |                              |                |
|----|---------------|------|--------------|------------------------------|----------------|
| 22 | <u>EI-CGI</u> | MD83 | LBT813       | Edinburgh - Monastir         | Passenger Chtr |
| 23 | XV102         | VC10 | RRR2192      | Brize Norton - Split         | Trooping       |
| 24 | <u>G-MAJS</u> | EA30 | MON294P/8294 | Manchester - Rome            | Passenger Chtr |
| 24 | G-BUPS        | AT42 | UKA730P/730  | Stansted - Paris CDG         | Lieu UKA FK50  |
| 24 | G-BXRG        | AT42 | CFE29LA/22LB | f/t Gatwick n/s              | Lieu SH36      |
| 24 | G-BUPS        | AT42 | UKA731/731P  | Paris CDG - Stansted         | Lieu UKA FK50  |
| 24 | G-MAJS        | EA30 | MON8295/295P | Rome - Luton                 | Passenger Chtr |
| 24 | EI-CDC        | B735 | EIN368/369   | f/t Dublin                   | Lieu FK50      |
| 25 | <u>G-BUSJ</u> | EA32 | BAW9660      | Heathrow - Local             | Training       |
| 25 | G-BUSJ        | EA32 | BAW9660      | f/t Local x 4                | Training       |
| 25 | G-BUSJ        | EA32 | BAW9660      | Local - Heathrow             | Training       |
| 25 | G-BECG        | B737 | GBL676P/676  | Gatwick - Norwich            | Football Chtr  |
| 25 | PH-JXM        | FK50 | EIN366/367   | f/t Dublin                   | Lieu EIN FK50  |
| 25 | PH-JXM        | FK50 | EIN368/369   | f/t Dublin                   | Lieu EIN FK50  |
| 25 | G-BECG        | B737 | GBL677/677P  | Norwich -n/s- Glasgow        | Football Chtr  |
| 27 | G-BVTF        | FK70 | BMA9851/1LJ  | East Midlands -n/s- Heathrow | Lieu FK10      |
| 28 | G-BVTF        | FK70 | BMA43JL/2LJ  | f/t Heathrow                 | Lieu FK10      |
| 28 | G-BVTF        | FK70 | BMA5JL/4LJ   | f/t Heathrow                 | Lieu FK10      |
| 28 | G-MAJA        | BA41 | BMA4VX/3XV   | f/t Glasgow n/s              | Lieu B ATP     |
| 28 | G-BVTF        | FK70 | BMA7JL/1LJ   | f/t Heathrow n/s             | Lieu FK10      |
| 29 | <u>EC-GCB</u> | B757 | AEA297/931   | Las Palmas - Oporto          | Lieu B733      |
| 29 | G-BVTF        | FK70 | BMA5JL/3LJ   | f/t Heathrow                 | Lieu FK10      |
| 29 | <u>G-BUEB</u> | AT42 | CFE26LA/21LB | f/t Gatwick n/s              | -              |
| 29 | G-MAJA        | BA41 | BMA248/248A  | Glasgow - East Midlands      | Lieu B ATP     |
| 29 | <u>R-GHED</u> | MD83 | LBT812/813   | Monastir - Belfast Intl      | Passenger Chtr |
| 30 | <u>PH-KJG</u> | BA31 | BRO700/701   | f/t Eindhoven                | Passenger Chtr |
| 30 | G-BTNU        | BA46 | BWL95P/2095  | Stansted - Eindhoven         | Football Chtr  |
| 31 | G-BVJV        | EA32 | AWD856P/856  | Cardiff - Rotterdam          | Football Chtr  |

Aircraft making first visits are underlined.

**LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 1995****INBOUND DIVERSIONS**

Nil

**REGULAR FLIGHTS**

|         |     |           |           |           |           |           |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| AEA225  | TFS | 03/QO-ILJ | 10/EC-FYC | 17/OO-ILJ | 24/EC-GBY |           |
| AIH801  | ALC | 04/G-DCAC | 11/G-COES | 18/G-GMJM | 25/G-JDFW |           |
| AMC4207 | MLA | 07/9H-ABS | 14/9H-ABE | 21/9H-ABE | 28/DivMAN |           |
| AMM812  | TFS | 03/G-OOOV | 10/G-OOOA | 17/G-OOOA |           |           |
| AMM813P | MAN | 11/G-OOOD | 18/G-OOOD | 25/G-OOOA |           |           |
| AMM824  | PMI | 04/G-OOAA | 11/G-OOAC | 18/G-OOAB | 25/G-OOAD |           |
| BAL022A | LPA | 06/G-OAHF | 13/G-BYAT | 20/G-BYAS | 27/G-BYAC |           |
| BAL051A | TFS | 01/G-BYAT | 08/G-BYAK | 15/G-BYAT | 22/G-BYAS | 29/G-BYAC |
| BAL066A | TFS | 07/G-BYAK | 14/G-BYAT | 21/G-BYAS | 28/G-BYAC |           |
| BAL232A | PMI | 06/G-OAHF | 13/G-BYAT | 20/G-BYAS | 27/G-BYAC |           |
| BAL431A | ALC | 02/G-BYAT | 09/G-BYAD | 16/G-BYAT | 23/G-BYAJ | 30/G-BYAC |
| BAL443A | ALC | 07/G-OAHF | 14/G-BYAT | 21/G-BYAS | 28/G-BYAC |           |
| BAL466A | AGP | 02/G-BYAT | 09/G-BYAC | 16/G-BYAT | 23/G-BYAS | 30/G-BYAC |

**OTHER FLIGHTS**

|    |        |      |              |                             |                |
|----|--------|------|--------------|-----------------------------|----------------|
| 01 | G-BTZN | BA46 | BWL2096/96P  | Rotterdam - Stansted        | Football Chtr  |
| 01 | G-BVJV | EA32 | AWD857/001T  | Rotterdam - Manchester      | Football Chtr  |
| 01 | G-MONZ | EA32 | MON7479/9102 | Corfu - Keflavik            | Passenger Chtr |
| 01 | EI-TLE | EA32 | ALT109/110   | f/t Rotterdam               | Passenger Chtr |
| 01 | G-MONZ | EA32 | MON9103/103P | Keflavik - Birmingham       | Passenger Chtr |
| 02 | PH-KJG | BA31 | BRO700/701   | f/t Eindhoven               | Passenger Chtr |
| 02 | G-BYAE | B757 | BAL992A/788A | Manchester - Blackpool      | Passenger Chtr |
| 02 | QO-ILJ | B734 | AEA026/226   | Liege -n/s- Tenerife        | Lieu AEA B733  |
| 02 | G-BYAE | B757 | BAL788P/994A | Blackpool - Gatwick         | Passenger Chtr |
| 03 | OO-ILJ | B734 | AEA225/025   | Tenerife - Brussels         | Lieu AEA B733  |
| 06 | F-GHPI | AT42 | CFE26LA/21LB | f/t Gatwick n/s             | Lieu CFE AT42  |
| 07 | G-OBMX | B735 | BMA6JL/4LJ   | f/t Heathrow                | Lieu FK10      |
| 07 | F-GHPI | AT42 | CFE92LA/97LB | f/t Gatwick                 | Lieu CFE AT42  |
| 07 | G-OBMX | B735 | BMA7JL/5LJ   | f/t Heathrow                | Lieu FK10      |
| 07 | F-GHPI | AT42 | CFE26LA/21LB | f/t Gatwick n/s             | Lieu CFE AT42  |
| 07 | G-OBMX | B735 | BMA8JL/1LJ   | f/t Heathrow n/s            | Lieu FK10      |
| 08 | G-MONY | EA32 | MON104P/9104 | Birmingham - Keflavik       | Passenger Chtr |
| 08 | G-OBMX | B735 | BMA4JL/2LJ   | f/t Heathrow                | Lieu FK10      |
| 08 | G-OBMX | B735 | BMA5JL/3LJ   | f/t Heathrow                | Lieu FK10      |
| 08 | G-OBMX | B735 | BMA6JL/4LJ   | f/t Heathrow                | Lieu FK10      |
| 08 | G-ZAPD | SH36 | UKA758P/758  | Stansted - Amsterdam        | Lieu UKA FK50  |
| 08 | G-ZAPD | SH36 | UKA763/763P  | Amsterdam - Stansted        | Lieu UKA FK50  |
| 08 | G-MONY | EA32 | MON9105/105P | Keflavik - Birmingham       | Passenger Chtr |
| 10 | EC-FYC | MD83 | AEA225/226   | f/t Tenerife                | Lieu AEA B733  |
| 12 | XV106  | VC10 | RRR2257      | Belfast Intl - Brize Norton | Trooping       |
| 13 | G-BVTF | FK70 | BMA9911      | East Midlands - Local       | Training       |
| 13 | G-BVTF | FK70 | BMA9911      | f/t Local                   | Training       |



|    |               |      |              |                          |                |
|----|---------------|------|--------------|--------------------------|----------------|
| 13 | G-BVTF        | FK70 | BMA9911      | Local - East Midlands    | Training       |
| 14 | G-MAUD        | BATP | BMA2LJ/5JL   | t/f Heathrow             | Lieu FK10      |
| 14 | G-BVZH        | B735 | BMA247       | East Midlands - Glasgow  | Lieu BATP      |
| 14 | G-BVZH        | B735 | BMA248       | Glasgow - East Midlands  | Lieu BATP      |
| 15 | G-BYTK        | AT72 | CFE26LA/21LB | f/t Gatwick n/s          | Lieu AT42      |
| 17 | OO-ILJ        | B734 | AEA026/226   | Brussels - Tenerife      | Lieu AEA B733  |
| 17 | OO-ILJ        | B734 | AEA225/025   | Tenerife - n/s- Brussels | Lieu AEA B733  |
| 18 | G-MCKE        | B757 | MON326P/9326 | Manchester - Nice        | Passenger Chtr |
| 18 | G-MCKE        | B757 | MON9327/327P | Nice - Gatwick           | Passenger Chtr |
| 19 | G-OZBA        | EA32 | MON054P/9054 | Manchester - Paphos      | Passenger Chtr |
| 20 | G-MONW        | EA32 | MON238P/9238 | Gatwick - Keflavik       | Passenger Chtr |
| 20 | G-MONW        | EA32 | MON9239/239P | Keflavik - Luton         | Passenger Chtr |
| 22 | G-BYAD        | B757 | BAL757A      | Gatwick - Local          | Training       |
| 22 | G-BYAD        | B757 | BAL757A      | f/t Local                | Training       |
| 22 | G-BYAD        | B757 | BAL757A      | Local - Gatwick          | Training       |
| 22 | EI-CLG        | BA46 | EIN209       | Manchester - Dublin      | Lieu FK50      |
| 23 | G-OBMO        | B734 | BMA9541/292  | East Midlands - Glasgow  | Lieu BATP      |
| 23 | G-OBMO        | B734 | BMA291/2LJ   | Glasgow - Heathrow       | Lieu BATP/FK10 |
| 23 | G-OBMO        | B734 | BMA5JL/3LJ   | f/t Heathrow             | Lieu FK10      |
| 23 | G-OBMO        | B734 | BMA6JL/4LJ   | f/t Heathrow             | Lieu FK10      |
| 23 | EI-CLG        | BA46 | EIN366/367   | f/t Dublin               | Lieu FK50      |
| 23 | G-OBMZ        | B735 | BMA7JL/5LJ   | f/t Heathrow             | Lieu FK10      |
| 24 | <u>EC-GBY</u> | MD83 | AEA226/225   | f/t Tenerife             | Lieu AEA B733  |
| 26 | EI-CLH        | BA46 | EIN364/365   | f/t Dublin               | Lieu FK50      |
| 26 | G-MONY        | EA32 | MON9057/057P | Paphos - Luton           | Passenger Chtr |
| 27 | 9H-ABE        | B737 | AMC5248/5249 | f/t Malta                | Passenger Chtr |
| 27 | <u>G-MIMA</u> | BA46 | MXE9202      | Glasgow - Genoa          | Passenger Chtr |
| 28 | G-MIMA        | BA46 | MXE9203      | Genoa - Glasgow          | Passenger Chtr |

Aircraft making first visits are underlined.

WOLD NEWTON/WILLY HOWE FARM Current residents are G-AJRC J/1, G-BGBK PA-38 and G-RUIA F.172N which was still present 15.11 but is expected to return to North Coates for the winter months. Movements:- 18.10 G-KART PA-28 f&t Newcastle, G-RFIO ANT.200 f&t Rufforth. 20.10 G-BSEW B.206B f&t Leeds based for the day on power line surveys, G-ROWS PA-28 f Barton n/s t Teeside 21.10. 21.10 G-OPJK Europa f&t Wombleton, G-BCFN AA-5 f&t Full Sutton, G-MWVK Mercury f&t Husthwaite, G-BMLK G.109B f&t Rufforth, G-RFIO AMT.200 f&t Rufforth, G-BKEF MS.894A f Draycott Farm n/s t Draycott Farm 22.10, G-OANC PA-28 f Humberside t Padmoor. 22.10 G-BICP DR.360 f Brighton t Woodvale, G-BTWD T.61F f&t Rufforth. 23.10 G-BSEW B.206B f Leeds based until 26.10 for power line surveys. 28.10 G-MVHO Pegasus XL-Q f&t Rufforth, G-MYDC Mercury f&t Rufforth, G-MYOM Gemini Flash 2A f&t Rufforth, G-FLAV PA-28 f&t Tollerton, G-MVMM Chaser S f&t Husthwaite. 29.10 G-BKKO 182R f Crosland Moor t Sherburn, G-AZHC D.112 f Beverley t Netherthorpe, G-ANRP/TW439 Auster 5 f&t Brighton. 30.10 G-BFHR DR.220 f&t Carton. 31.10 G-MMBZ Typhoon P f Rufforth 2 x n/s t Rufforth 2.11. 2.11 G-BTWN MXT.7-180 f&t Redhill, G-BFFC F.152 f Beverley t Sherburn. 4.11 G-BGPJ PA-28 f Woodvale t Carlisle, G-BOMS 172N f Sandtoft t Brighton, G-GREN T.310R o/s only f&t Sherburn, G-BFFY F.150M f&t Beverley. 5.11 G-BJZN T.67A f&t Burton Constable.

### Caribbean Connections

3.30 am, not the best time to set off on holiday. We arrived at Manchester Airport before the domestic departures had opened for check in. We were due to catch the 6.45 shuttle to Gatwick to connect to our 9.45 flight to St Lucia via Barbados.

At 6.30 we went to gate 48. At 7am we were told there was a problem with the air bridge, this we had already observed, and that they were trying to fix it. At 7.15 they finally gave up and brought out the steps. We boarded the Boeing 737-400 series, flight BA2001, fastened seat belts, then noticed maintenance men walking up the aisle. The captain informed us that when they had tried to close the rear door the escape chute had become trapped and maintenance had been called to check the mechanism prior to departure.

Finally at 7.45 we were on our way. The captain assured us that all the passengers with connecting flights would make our connections including the passenger for Milan as he would be going out on the same aircraft. This was reassuring as the flight was full with many people going on the Caribbean and USA.

The flight to St Lucia was to depart from the North Terminal which was the same as for domestic flights. We had already checked in for our onward flight at Manchester so went straight through passport control, a quick dash in the duty free and straight on to board our Boeing 747 flight no BA255. A little late at just after 10am we took off.

We were in the rear cabin, centre section, so there was no chance of seeing anything outside. David settled down to watch Apollo 13, which he found so good it brought tears to his eyes. Being somewhat smaller than David, I found it an effort to sit up tall enough to see the screen so spent much of the flight reading or chatting to the lady next to me. When we were served drinks at 11.30 it seemed reasonable until the captain advised us that the time in the Caribbean was four hours behind and we should alter our watches to 7.30am.

We landed in Barbados around 1.45 and were told that passengers for St Lucia could leave the aircraft if they wished. We spent an hour in the transit/departure lounge and shortly after 3.30 we departed for a twenty minute flight to our final destination. There were many spare seats at this stage so I moved to a window seat from which I was able to observe the volcanic Piton mountains as we came in to land at Hewanorra airport.

Our drive north took in the banana plantations and our driver explained the problems of the growers due to the low prices they were paid for the fruit. Having spent the last nineteen hours travelling we were feeling very weary and decided to forego dinner. We had a beer from the refrigerator in our room, quickly unpacked and were in bed for 8pm. Tomorrow was soon enough to explore paradise.

Up bright and early to discover our chalet was the closest to the beach, swimming pool, bar and restaurant. We were at an all inclusive hotel so if we wanted a drink we could go to the pool bar and help ourselves or to the main bar to be served with anything from the cocktail of the day to a drop of Teachers.

After a few days unwinding we were ready to consider exploring the island and further afield. We booked the popular trip to Soufriere with the worlds only drive-in volcano. Our sail back to the north of the island took in Marigot Bay where Dr Dolittle starring Rex Harrison was filmed.



Four days later we were to go on our second trip. This involved a 7am pick up to take us to Vigie airport on the outskirts of the capital, Castries. Passports and immigration papers were required for visiting the Grenadines. Six of us were led out to an eight seater Islander aircraft.

We were lucky enough to sit in the seats immediately behind the pilot. This gave us the opportunity of reading the notices and observing the instruments. We were flying at a maximum height of 7500 feet at a speed of 100-130 knots. The maximum speed for that aircraft was 177 knots and normal operating speed 134 knots.

We headed out to St Vincent then down over Bequia, Mustique and Canouan before landing on Union island. There we transferred to a wooden bus to take us to the quay. On our way to the catamaran, Typhoon, we were shown a number of sharks kept in a small sea tank by the jetty. I'm not sure whether they were kept to feed the tourists or whether the tourists are fed to the sharks.

Our first stop was Palm island where we swam and had breakfast, on to Tobago Cays for snorkelling and lunch, then Mayreau for more swimming and tea before sailing back to Union for our return flight. We had the same seats for our return and dusk was falling as we landed back in St Lucia.

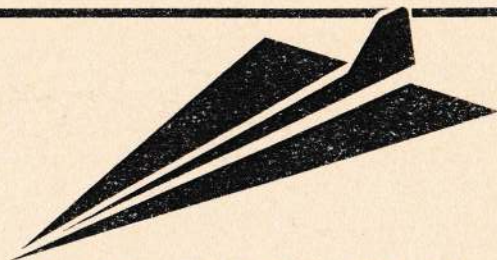
After twelve days in our lovely hotel we were sad to leave, but all good things come to an end. From the viewing balcony at Hewanorra airport I watched our aircraft arrive and a Condor 767 to Dusseldorf depart. Flight BA254 to Barbados and Gatwick was due to depart at 6.15pm but as that time came and went we were still in the departure lounge. We boarded the City of Glasgow and took off half an hour late for our short flight. We were advised that our stay would be short and that we must remain on the aircraft. There was a slight delay while the owner of a black anorak was sought and we took off an hour later having seen the Condor aircraft depart ahead of us again.

We were in the rear cabin again but as we left Barbados it was obvious the flight was not full and I had an empty seat next to me. After watching The Santa Clause, a few drinks, dinner, turbulence as coffee was poured, I was then ready to put on my British Airways free issue socks, put up the armrest and snuggle down under my blanket. I did manage to dose a little before we were served breakfast.

Sunrise and our first sight of land, the Isles of Scilly. It was clear as we flew over Cornwall, cloud over the south coast then clearing again towards Gatwick. Here we were able to see the remains of recent snow. We spotted Brighton, Gatwick and Brighton again before the captain informed us that Gatwick was very busy and we were having to hold over the south coast. We flew round for 15 minutes before making our final approach. Time was running out for our connection back to Manchester.

We had a twenty minute dash and made flight BA2004. Unfortunately the luggage didn't. Manchester advised us that our luggage was on flight BA2006 and would be delivered to us later that day. We waited all afternoon and evening, but still no luggage. At 10am Sunday we received a call from BA to check our address. They had it as 691 instead of 69A and obviously couldn't find us. Ten minutes later we had an identical call from Securicor, we repeated our correct address and were reunited at 12.20, exactly 24 hours after our arrival, with two suitcases bearing British Airways apologies attached to the handles.





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