

G-ALZG HPR141 in its original form as a GEMINI 1A
Yeadon 20-5-56

CHAIRMAN: MR.M.WILLINGALE 17, BANKSFIELD CRESCENT, YEADON, LEEDS LS19	01943 875137
SECRETARY: MR.A.G.HEELEY 12,LIME GROVE, RAWDON,LEEDS LS19 6BZ	0113 2505114
TREASURER: MR.D.VALENTINE 8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2288143
P.R.O.: MR.L.COLDBECK 207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947
VISITS ORGANISER: MR.J.JACKSON 16,CHURCH STREET, YEADON, LEEDS LS19	0113 2503766
EDITORIAL ASSISTANTS	
MRS.D.BLACKWELL 66A,BRADFORD ROAD, CLAYTON,BRADFORD BD14 6EQ	
MR.M.SMALL 13, BEECH AVENUE, HARROGATE. HG2 8DS.	
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CHAIRMAN'S CHAT

It does not seem six weeks since the Christmas function. Once again over 60 members enjoyed an afternoon of fun, games and food. The afternoon began with a quiz on aviation abbreviations which was won, after a tie-break, by Howard Fisher, with Gillian second. The model competition was won by Paul Wincup. Finally the photo competition was won by Adrian Heeley in both categories with Jim Stanfield and Terry Sykes runners up. All competitions could do with more entries -so come on , you have twelve months in which to prepare ! Food and drinks were then served after which we had a raffle with five excellent prizes and a draw with over 50 prizes. Once again, thanks to all who contributed food and prizes. Thanks to Noreen and Mavis who helped to set out the food.

Chief fund raiser David Bates still has copies of the Euro'96 video and society lapel badges - these can be ordered direct from David .

With this issue we enclose your membership renewal form along with 12 labels for you to self-address . Please return form and labels to David Valentine (address above) PLEASE 1. Use only our labels. If you have your own printed labels please stick yours on ours ! 2. Write on the side of the strip with the labels !(how some members manage to write with a biro on the wrong, waxed, side beats me!!) 3. Keep the labels in a complete strip - don't tear them into 12 separate units.

Failure to follow the above could affect the delivery of your magazine.

Finally, 1996 is going to be a hard year to beat with the LBA having had over a million passengers and, I suspect, a record number of flights. Also, Air Yorkshire had over 200 members. Let's have an early good start with your prompt renewal of membership to get us into 1997.

A Happy New Year to you and your families.

MEETINGS. (starting at 14.30)

JANUARY 5TH Talk from the Swordfish Restoration Society

FEBRUARY 2ND. Dave Whittaker presents slides on Manchester Past and Present.

Credits : Terry Sykes, Eric Martin, David Wooler, Alan Segewick, Leslie Scheftsik.

Leeds/Bradford Movements

November 1996

01 Friday

G-BNFB Short 360	0045	G-AMRA DC3 Dakota	0058
G-DRVE Airbus 320	0443	G-BVED ATR-42	0637
G-BYAT Boeing 757	0654	EI-CDA Boeing 737 500	0809
EI-CKQ Boeing 737	0816	G-BDGM Warrior	0853
G-OBMZ Boeing 737 500	0931	G-MAJA Jetstream 41	0933
G-TROP Cessna T310R	0938	G-JEAD Friendship	0941
G-BVEC ATR-42	0947	G-BNFB Short 360	0951
G-UKTB Fokker 50	1013	G-BIOR Rallye Club	1041
PH-SDT DHC 8	1050	G-MIFF Robin DR400/180	1125
G-GNTB SAAB 340	1139	G-BYAG Boeing 757	1147
G-SFHR Aztec	1238	G-BVJD Fokker 100	1240
G-MAJC Jetstream 41	1252	G-BAVZ Aztec	1307
OO-DTO Brasilia	1443	G-JEAG Friendship	1445
G-AZWS Arrow	1507	G-BVJD Fokker 100	1522
G-UKTB Fokker 50	1538	G-BNFB Short 360	1653
G-OAKJ Jetstream 31	1715	G-MAJC Jetstream 41	1718
EC-GBX Boeing 757	1728	G-BVEC ATR-42	1732
G-MAJA Jetstream 41	1734	G-RAFF Lear Jet 35A	1744
G-JEAG Friendship	1819	G-BVJD Fokker 100	1825
EI-FKC Fokker 50	1933	EI-CKQ Boeing 737	1941
G-BNFB Short 360	2045	G-UKTB Fokker 50	1957
PH-SDM DHC 8	2002	G-MAJA Jetstream 41	2028
G-OAKJ Jetstream 31	2047	G-BEJD HS 748	2113
G-GNTB SAAB 340	2114	G-BVEC ATR-42	2127
G-JEAG Friendship	2130	G-BVZF Boeing 737 500	2142

02 Saturday

G-ZAPD Short 360	0026	G-BNFB Short 360	0036
ZH536 Islander CC.2	0642 0845	EI-FKC Fokker 50	0811
EI-CKS Boeing 737	0815	G-BVZF Boeing 737 500	0941
G-JEAD Friendship	0953	G-UKTB Fokker 50	1014
PH-SDU DHC 8	1032	G-FFRI Twin Squirrel	1202
G-GNTB SAAB 340	1208	G-BVJD Fokker 100	1249
G-UKTB Fokker 50	1520	G-JALC Boeing 757	1527
G-JEAF Friendship	1800	G-BVJD Fokker 100	1813
EC-440 DC9 83	1850	G-UKTB Fokker 50	2007

03 Sunday

G-OOOC Boeing 757	0736	G-BVJD Fokker 100	0927
G-UKTB Fokker 50	1006	G-BVJD Fokker 100	1237
G-BSBW JetRanger	1339	G-GNTC SAAB 340	1356
G-JEAG Friendship	1436	G-BLZT Short 360	1453
PH-SDT DHC 8	1520	G-UKTB Fokker 50	1528
N321DH Pilatus PC XII	1558	EI-CKR Boeing 737	1630
N48FU Challenger 3A	1708 1251(07)	G-BVJD Fokker 100	1812
G-JEAG Friendship	1822	EI-FKA Fokker 50	1901

G-UKTB Fokker 50	2001	PH-SDM DHC 8	2011
G-BUEA ATR-42	2032	G-GNTB SAAB 340	2116
G-BVJD Fokker 100	2122	G-GNTC SAAB 340	2128
G-JEAG Friendship	2134	EI-CKR Boeing 737	2204
G-BYAW Boeing 757	2250	G-OOOC Boeing 757	2254
04 Monday			
EI-CJH Boeing 737	0806	EI-FKB Fokker 50	0821
F-GIFK King Air F90	0832	G-BXEH ATR-42	0928
C-GPDO Lear Jet 35A	0941 1133(06)	G-OBMZ Boeing 737 500	0945
G-GNTC SAAB 340	0949	G-BLZT Short 360	0952
N190RM King Air E90	0955	G-JEAG Friendship	1000
G-UKTB Fokker 50	1058	PH-SDI DHC 8	1100
G-BWXK T67M Firefly	1102	G-BSEW JetRanger	1142
G-GNTB SAAB 340	1142	EC-FJZ Boeing 737 300	1218
G-BVJD Fokker 100	1234	G-BYAW Boeing 757	1315
G-JEAF Friendship	1441	G-GNTB SAAB 340	1447
PH-SDR DHC 8	1507	G-UKTB Fokker 50	1517
G-BVJD Fokker 100	1537	G-VVIP Cessna 421C	1643
G-GNTC SAAB 340	1722	G-BUEA ATR-42	1739
N190RM King Air E90	1742	G-JEAF Friendship	1809
G-BVJD Fokker 100	1825	EI-CKQ Boeing 737	1839
N2000M Citation V	1845	G-BLZT Short 360	1907
EI-FKE Fokker 50	1920	G-UKTB Fokker 50	1958
PH-SDI DHC 8	2020	G-GNTC SAAB 340	2028
G-BUEA ATR-42	2059	G-GNTB SAAB 340	2116
G-BVJD Fokker 100	2120	G-JEAF Friendship	2124
G-BIUV HS 748	2136		
05 Tuesday			
G-ZAPC Short 360	0036	G-BLZT Short 360	0054
G-BXEG ATR-42	0617	G-MOND Boeing 757	0626
EI-CKQ Boeing 737	0752	G-WIZZ JetRanger	0816
EI-FKA Fokker 50	0826	G-BLZT Short 360	0918
G-BUEB ATR-42	0922	9H-ABE Boeing 737	0942
G-BVJD Fokker 100	0944	G-GNTC SAAB 340	0948
G-JEAF Friendship	1004	VR-CJB Citation	1056 1945
PH-SDM DHC 8	1100	G-UKTB Fokker 50	1106
G-GNTB SAAB 340	1129	G-BLZT Short 360	1157
G-BVJD Fokker 100	1306	G-JEAG Friendship	1437
G-LIZZ Aztec	1504	PH-SDI DHC 8	1509
G-BVJD Fokker 100	1610	G-WIZZ JetRanger	1610
G-UKTB Fokker 50	1624	G-GNTC SAAB 340	1723
G-BUEB ATR-42	1735	G-BLZT Short 360	1747
G-JEAG Friendship	1805	EI-CKQ Boeing 737	1846
G-BVJD Fokker 100	1859	EI-FKA Fokker 50	1924
C-GTDC Airbus 320	1942	PH-SDI DHC 8	2014
G-UKTB Fokker 50	2019	C-GNTC SAAB 340	2027
G-BLZT Short 360	2030	G-JEAG Friendship	2119
G-BXEG ATR-42	2131	G-GNTB SAAB 340	2135
G-MOND Boeing 757	2140	G-BVJD Fokker 100	2143
G-BEJE HS 748	2147	G-BYAT Boeing 757	2245
06 Wednesday			
G-ZAPD Short 360	0032	G-BLZT Short 360	0118
G-GNTD SAAB 340	0630	F-GJCD King Air 300	0802 0856
EI-FKE Fokker 50	0816	G-BVJD Fokker 100	0932
G-BVEC ATR-42	0939	G-JEAG Friendship	0949
G-UKTB Fokker 50	1032	G-GNTB SAAB 340	1057
PH-SDR DHC 8	1121	G-GNTD SAAB 340	1132
G-BLZT Short 360	1201	G-BVJD Fokker 100	1240

PH-BNK F33C Bonanza	1422	1706	G-JEAG Friendship	1454
C-GPDO Lear Jet 35A	1507		PH-SDI DHC 8	1510
G-UKTG Fokker 50	1523		G-BVJD Fokker 100	1544
G-BYAT Boeing 757	1728		G-GNTB SAAB 340	1733
G-BLZT Short 360	1740		G-BVEC ATR-42	1751
G-JEAG Friendship	1802		EI-CKS Boeing 737	1834
G-BVJD Fokker 100	1836		PH-EEF Navajo	1854
EI-FKA Fokker 50	1924		G-UKTG Fokker 50	2011
PH-SDT DHC 8	2028		G-BLZT Short 360	2032
G-GNTB SAAB 340	2033		G-BUEA ATR-42	2110
G-JEAG Friendship	2114		G-BVJD Fokker 100	2130
G-BIUUV HS 748	2132		G-GNTC SAAB 340	2208
07 Thursday				
G-ZAPD Short 360	0032		G-BLZT Short 360	0052
G-BUEA ATR-42	0613		EI-CKQ Boeing 737	0804
G-BLZT Short 360	0907		N560WE Citation V	0915 0952
G-BXEG ATR-42	0927		G-BVJD Fokker 100	0939
G-GNTC SAAB 340	0946		G-JEAG Friendship	0948
G-UKTG Fokker 50	1043		PH-SDI DHC 8	1045
G-BLZT Short 360	1150		G-GNTB SAAB 340	1156
G-SFHR Aztec	1208		F-GJCD King Air 300	1229
G-BVJD Fokker 100	1248		G-BYAT Boeing 757	1357
G-SING Beech 60 Duke	1400		G-JEAG Friendship	1435
G-TPPT Airbus 320	1444		PH-SDT DHC 8	1457
G-UKTF Fokker 50	1509		G-OBMX Boeing 737 500	1534
F-GOJT Falcon 200	1715		G-GNTC SAAB 340	1723
G-BXEG ATR-42	1726		N560WE Citation V	1735
G-BLZT Short 360	1737		G-BVKB Boeing 737 500	1746
G-JEAF Friendship	1806		F-GGPT King Air 200	1813
G-BVJA Fokker 100	1829		EI-CKQ Boeing 737	1843
G-FRYI King Air 200	1921		EI-FKC Fokker 50	1928
PH-SDM DHC 8	1956		G-UKTF Fokker 50	2006
G-BLZT Short 360	2027		G-GNTC SAAB 340	2030
G-BVEF ATR-42	2114		G-JEAF Friendship	2116
G-BEJE HS 748	2125		G-BVKB Boeing 737 500	2131
G-BVJA Fokker 100	2134		G-BYAT Boeing 757	2137
08 Friday				
G-ZAPD Short 360	0022		G-BLZT Short 360	0042
EI-CJI Boeing 737	0758		EI-FKC Fokker 50	0817
G-ELLA Saratoga II	0854		G-GNTC SAAB 340	0933
G-BVJA Fokker 100	0939		G-JEAF Friendship	0941
G-BLZT Short 360	0943		G-BVEC ATR-42	1006
G-UKTF Fokker 50	1010		PH-SDT DHC 8	1040
N321DH Pilatus PC XII	1043	1156	G-BVKB Boeing 737 500	1054
EI-JTC Navajo 350	1127	1342	G-BBSW JetRanger	1132
G-BYAF Boeing 757	1143		G-BDSL Cessna F150M	1225
G-BVJA Fokker 100	1249		G-OCBB JetRanger	1400 1654
G-JEAG Friendship	1438		EC-FEF Boeing 757	1501
PH-SDM DHC 8	1504		EI-CKR Boeing 737	1532
G-BVJA Fokker 100	1537		G-UKTF Fokker 50	1542
G-ELLA Saratoga II	1545	1702	G-AZOT Seneca	1608 N/Res
G-GNTC SAAB 340	1739		G-BVEF ATR-42	1758
G-JEAG Friendship	1810		G-BVJA Fokker 100	1840
G-BLZT Short 360	1904		G-BFZD Cessna FR182RG	1912
EI-FKC Fokker 50	1938		EI-CJI Boeing 737	1942
G-UKTF Fokker 50	2001		PH-SDI DHC 8	2010
G-GNTC SAAB 340	2029		G-BXEG ATR-42	2050
G-BIUUV HS 748	2055		G-JEAG Friendship	2112

	G-BVJA Fokker 100	2155		G-GNTB SAAB 340	2322
09	Saturday				
	G-ZAPD Short 360	0018		G-BLZT Short 360	0044
	EI-CKP Boeing 737	0752		EI-FKC Fokker 50	0808
	G-BVJA Fokker 100	0923		G-JEAF Friendship	0938
	G-AVWR Arrow	0945		G-UKTF Fokker 50	1002
	G-OANC Warrior II	1028		PH-SDM DHC 8	1041
	G-STOX JetRanger	1109		G-GNTB SAAB 340	1154
	G-BVJA Fokker 100	1237		G-UKTF Fokker 50	1523
	F-GOJT Falcon 200	1612		G-JALC Boeing 757	1728
	G-JEAF Friendship	1802		G-BVJC Fokker 100	1818
	EC-FTU DC9 83	1836		N80AT Gulfstream IV	1959 1715(15)
	G-UKTF Fokker 50	2001			
10	Sunday				
	EI-CJI Boeing 737	1132		G-BVJC Fokker 100	1238
	G-BUEA ATR-42	1329		G-JEAG Friendship	1443
	PH-SDI DHC 8	1448		G-UKTI Fokker 50	1508
	G-MANA Bae ATP	1520		EI-CKQ Boeing 737	1528
	N321DH Pilatus PC XII	1538 1602		G-GNTB SAAB 340	2049
	G-GNTC SAAB 340	2119		G-BVJD Fokker 100	2136
	G-BUEA ATR-42	2150		G-BYAO Boeing 757	2326
	G-JEAG Friendship	2343			
11	Monday				
	G-MAJI Jetstream 41	0624		EI-CJI Boeing 737	0809
	EI-CDS Boeing 737 500	0820		G-ORJB Citation	0831
	G-VICE Hughes 369E	0841		G-BVEF ATR-42	0913
	G-MAJI Jetstream 41	0929		G-JEAG Friendship	0937
	G-BLZT Short 360	0947		G-GNTB SAAB 340	0950
	G-BVJD Fokker 100	0954		PH-SDI DHC 8	1041
	G-HCTL Navajo	1102		G-GNTC SAAB 340	1110
	G-EXEC Seneca	1116		G-BNOH Warrior II	1138
	G-MAJI Jetstream 41	1141		G-UKTF Fokker 50	1206
	EC-FKI Boeing 737 300	1220		G-BYAO Boeing 757	1239
	G-AYEF Cherokee 180E	1247		G-BVJD Fokker 100	1303
	G-BTAB Bae 125 800B	1405		G-CFRY LongRanger	1411
	PH-SDM DHC 8	1442		G-JEAG Friendship	1446
	G-RMCT Short 360	1503		G-VICE Hughes 369E	1504
	G-OBMY Boeing 737 500	1535		G-UKTF Fokker 50	1546
	G-MAJI Jetstream 41	1719		G-BVEF ATR-42	1721
	G-GNTB SAAB 340	1731		G-JEAG Friendship	1816
	G-BVJC Fokker 100	1824		EI-CKS Boeing 737	1849
	G-RMCT Short 360	1908		EI-FKC Fokker 50	1951
	PH-SDR DHC 8	1953		G-GAUL Citation II	2002
	G-UKTF Fokker 50	2012		G-MAJI Jetstream 41	2027
	G-GNTB SAAB 340	2030		G-BVEC ATR-42	2103
	G-GNTC SAAB 340	2107		G-JEAG Friendship	2122
	G-BVJC Fokker 100	2132		G-AYIM HS 748	2201
12	Tuesday				
	G-RMCT Short 360	0034		G-ZAPD Short 360	0035
	G-BVKC Boeing 737 500	0722		EI-CKQ Boeing 737	0806
	VR-CTE Citation II	0824		EI-FKF Fokker 50	0828
	G-RMCT Short 360	0911		G-MAJI Jetstream 41	0923
	G-BVJC Fokker 100	0940		9H-ABF Boeing 737	0948
	G-JEAG Friendship	0951		G-GNTC SAAB 340	0955
	G-BVEC ATR-42	1000		G-UKTF Fokker 50	1031
	PH-SDM DHC 8	1043		G-BVKC Boeing 737 500	1052
	G-MAJI Jetstream 41	1130		G-RMCT Short 360	1154
	G-CTWW Seneca	1225		G-BVJC Fokker 100	1235

G-BRTN B58 Baron	1337	G-BNEN Seneca	1402
PH-SDR DHC 8	1433	G-JEAG Friendship	1440
VR-CTE Citation II	1458	G-UKTF Fokker 50	1519
G-BVJC Fokker 100	1613	G-MAJI Jetstream 41	1714
G-BUEA ATR-42	1723	G-GNTC SAAB 340	1730
G-RMCT Short 360	1739	G-JEAG Friendship	1813
EI-CKQ Boeing 737	1853	G-BVZE Boeing 737 500	1926
EI-FKE Fokker 50	1933	G-UKTF Fokker 50	1953
PH-SDT DHC 8	1955	G-MAJI Jetstream 41	2028
G-RMCT Short 360	2037	G-GNTC SAAB 340	2053
G-BUEA ATR-42	2103	G-GNTB SAAB 340	2111
G-JEAG Friendship	2114	G-BIUUV HS 748	2128
G-BVJC Fokker 100	2133	G-BYAO Boeing 757	2149
13 Wednesday			
G-ZAPD Short 360	0034	G-RMCT Short 360	0050
G-GNTC SAAB 340	0607	EI-CKQ Boeing 737	0800
EI-FKD Fokker 50	0818	VR-CPR Cessna 421C	0840
G-RMCT Short 360	0904	N560WE Citation V	0909 1830(14)
G-BXEG ATR-42	0921	G-BVJC Fokker 100	0925
G-MAJI Jetstream 41	0932	G-GNTC SAAB 340	0934
G-JEAG Friendship	0939	G-BHOR Warrior II	0946
G-UKTF Fokker 50	0957	G-SHCC JetRanger	1025
G-HCTL Navajo	1033	G-MANA Bae ATP	1048
PH-SDR DHC 8	1115	G-GNTB SAAB 340	1118
G-MAJI Jetstream 41	1136	G-RMCT Short 360	1153
G-BGOL Turbo Arrow III	1222	G-BVJC Fokker 100	1229
G-BSYW Cessna 150M	1409	G-JEAG Friendship	1441
PH-SDT DHC 8	1447	G-VICE Hughes 369E	1455
G-BVJC Fokker 100	1520	G-UKTE Fokker 50	1527
G-TJHI Citation	1550	XZ206 Lynx AH.1	1655
G-MAJI Jetstream 41	1717	G-GNTC SAAB 340	1724
N6315X Cessna 421C	1728	G-BXEG ATR-42	1731
G-BYAO Boeing 757	1735	G-RMCT Short 360	1737
G-BOUK Seneca	1748	G-JEAG Friendship	1813
G-BVJC Fokker 100	1819	EI-CKQ Boeing 737	1842
EI-FKA Fokker 50	1923	PH-SDI DHC 8	2000
G-UKTE Fokker 50	2003	G-GNTC SAAB 340	2022
G-MAJI Jetstream 41	2028	G-RMCT Short 360	2037
G-GNTB SAAB 340	2059	G-BXEG ATR-42	2105
G-JEAG Friendship	2120	G-AYIM HS 748	2127
G-BVJC Fokker 100	2141	G-BOUK Seneca	2350
14 Thursday			
G-RMCT Short 360	0030	G-ZAPD Short 360	0035
EI-CKQ Boeing 737	0800	EI-FKA Fokker 50	0827
G-RMCT Short 360	0903	G-BUEA ATR-42	0923
G-BVJC Fokker 100	0932	G-MAJI Jetstream 41	0935
G-GNTB SAAB 340	0942	G-JEAG Friendship	0945
G-UKTE Fokker 50	0955	PH-SDT DHC 8	1047
G-GNTC SAAB 340	1119	G-MAJI Jetstream 41	1140
G-RMCT Short 360	1153	G-BVJC Fokker 100	1234
N399JF Cessna 182P	1342 1345(15)	G-BYAO Boeing 757	1411
G-JEAG Friendship	1446	G-DACR Airbus 320	1454
PH-SDI DHC 8	1456	G-UKTE Fokker 50	1505
G-BVJC Fokker 100	1524	G-ISEH Cessna 182R	1642
G-MAJI Jetstream 41	1718	G-GNTB SAAB 340	1726
G-BUEA ATR-42	1734	G-JEAG Friendship	1814
G-BVJC Fokker 100	1817	EI-CKQ Boeing 737	1841
EI-FKA Fokker 50	1929	PH-SDM DHC 8	1944

G-UKTE Fokker 50	1954	G-MAJI Jetstream 41	2005
G-GNTB SAAB 340	2027	G-BUEA ATR-42	2103
G-GNTC SAAB 340	2123	G-BVJC Fokker 100	2125
G-JEAH Friendship	2128	G-BEJE HS 748	2153
G-BYAO Boeing 757	2252		
15 Friday			
G-ZAPD Short 360	0013	G-RMCT Short 360	0628
G-OAKJ Jetstream 31	0656	EI-CKP Boeing 737	0807
G-BKIT TB9 Tampico	0918	G-BXEG ATR-42	0926
G-BVJC Fokker 100	0937	G-GNTC SAAB 340	0940
G-JEAH Friendship	0944	G-OAKJ Jetstream 31	0953
G-UKTE Fokker 50	0958	PH-SDI DHC 8	1106
G-GNTB SAAB 340	1122	G-BYAD Boeing 757	1151
G-BVJC Fokker 100	1259	G-BNFB Short 360	1406
G-JEAF Friendship	1449	PH-SDI DHC 8	1510
G-UKTE Fokker 50	1519	EI-CKQ Boeing 737	1523
G-BVJC Fokker 100	1541	EC-GBX Boeing 757	1603
G-JETU Twin Squirrel	1733	G-GNTC SAAB 340	1736
G-BXEG ATR-42	1747	G-JEAF Friendship	1828
G-BVJC Fokker 100	1847	G-BNFB Short 360	1907
EI-CKP Boeing 737	1944	G-UKTE Fokker 50	1948
EI-FKC Fokker 50	1955	PH-SDR DHC 8	2001
G-GNTC SAAB 340	2029	G-GNTB SAAB 340	2105
G-BVEC ATR-42	2110	G-JEAF Friendship	2122
PH-YES Cessna P210N	2143	G-BVJC Fokker 100	2159
G-BIUH HS 748	2202		
16 Saturday			
G-ZAPD Short 360	0009	G-BNFB Short 360	0029
EI-CKQ Boeing 737	0752	EI-FKB Fokker 50	0820
G-BVJC Fokker 100	0935	G-JEAD Friendship	0944
G-WRCF King Air 200	0956	G-UKTE Fokker 50	1003
G-POAH Sikorsky S76B	1009	G-MANM BAe ATP	1044
G-GNTB SAAB 340	1148	G-BVJC Fokker 100	1235
G-UKTI Fokker 50	1514	G-JALC Boeing 757	1632
G-JEAH Friendship	1804	G-BVJC Fokker 100	1810
EC-FXY DC9 83	1921	G-UKTI Fokker 50	1947
G-BNFB Short 360	2044		
17 Sunday			
G-BVJC Fokker 100	0921	G-UKTI Fokker 50	0953
EI-CJH Boeing 737	1053	G-POAH Sikorsky S76B	1121
G-BVJC Fokker 100	1230	G-BXEG ATR-42	1331
N146GA Cessna 425	1432	G-JEAF Friendship	1444
G-UKTI Fokker 50	1507	EI-CKQ Boeing 737	1518
G-BVJC Fokker 100	1815	G-JEAF Friendship	1855
EI-FKB Fokker 50	1911	EI-CJH Boeing 737	1936
PH-SDI DHC 8	1959	G-UKTI Fokker 50	2004
G-BXEG ATR-42	2016	G-GNTC SAAB 340	2036
G-GNTB SAAB 340	2116	G-BVJC Fokker 100	2133
G-JEAF Friendship	2155	G-BYAM Boeing 757	2257
18 Monday			
EI-CKS Boeing 737	0803	EI-FKA Fokker 50	0829
G-BUEA ATR-42	0919	G-GNTC SAAB 340	0932
G-BVJC Fokker 100	0936	N624TC Cessna T303	0940
G-VVIP Cessna 421C	0944	G-BNFB Short 360	0946
G-UKTI Fokker 50	1001	PH-SDU DHC 8	1035
G-GNTB SAAB 340	1149	G-JEAF Friendship	1231
EC-FJZ Boeing 737 300	1240	G-BVJC Fokker 100	1245
G-BYAL Boeing 757	1247	PH-SDI DHC 8	1450

G-VICE Hughes 369E	1502	G-UKTI Fokker 50	1507
G-BSBW JetRanger	1521	G-BVJC Fokker 100	1530
G-JEAH Friendship	1532	G-BKCL Twin Comanche	1703 N/Res
G-BUEA ATR-42	1711	G-GNTC SAAB 340	1724
G-JEAH Friendship	1830	G-BVJC Fokker 100	1834
EI-CKQ Boeing 737	1843	G-BNFB Short 360	1905
EI-FKA Fokker 50	1928	G-UKTI Fokker 50	1951
PH-SDM DHC 8	1957	G-GNTC SAAB 340	2032
G-BVED ATR-42	2106	G-GNTB SAAB 340	2110
G-BEJD HS 748	2121	G-BVJC Fokker 100	2127
G-JEAH Friendship	2245		
19 Tuesday			
G-ZAPG Short 360	0008	G-BNFB Short 360	0031
G-GNTC SAAB 340	0620	EI-CKQ Boeing 737	0805
EI-FKB Fokker 50	0830	G-BNFB Short 360	0918
G-BVEC ATR-42	0934	G-JEAH Friendship	0954
G-BVJC Fokker 100	0956	9H-ABE Boeing 737	1006
G-UKTF Fokker 50	1011	G-ZAPG Short 360	1021
OO-DTL Brasilia	1029	G-GNTB SAAB 340	2136
G-UKTF Fokker 50	2219	G-BNFB Short 360	2317
G-JEAH Friendship	2349		
20 Wednesday			
G-ZAPG Short 360	0018	G-BNFB Short 360	0229
G-BXEH ATR-42	0554	G-BVJD Fokker 100	0648
EI-CJD Boeing 737	0803	EI-FKC Fokker 50	0816
G-BYAL Boeing 757	0846	G-BNFB Short 360	0926
G-JEAH Friendship	0939	G-OBMZ Boeing 737 500	0941
G-BXEH ATR-42	0949	G-GNTB SAAB 340	0952
G-UKTB Fokker 50	1019	G-BWXL T67M Firefly	1023
PH-SDP DHC 8	1041	G-BNFB Short 360	1156
G-BVJD Fokker 100	1237	G-OCBB JetRanger	1353
G-GRAM Navajo	1415	G-MONK Boeing 757	1442
PH-SDM DHC 8	1445	G-JEAH Friendship	1447
G-UKTB Fokker 50	1512	G-BVJD Fokker 100	1515
G-GNTA SAAB 340	1605	G-BXEH ATR-42	1714
G-MAJA Jetstream 41	1721	G-GNTB SAAB 340	1723
G-BNFB Short 360	1752	G-BVJD Fokker 100	1818
G-JEAH Friendship	1825	EI-CKS Boeing 737	1847
EI-FKE Fokker 50	1940	G-BYAL Boeing 757	1944
G-UKTB Fokker 50	1958	PH-SDU DHC 8	2003
G-MAJA Jetstream 41	2016	G-GNTB SAAB 340	2022
G-BNFB Short 360	2028	G-BXEH ATR-42	2101
G-GNTA SAAB 340	2112	G-BVOV HS 748	2122
G-JEAH Friendship	2129	G-BVJD Fokker 100	2133
21 Thursday			
G-ZAPG Short 360	0013	G-BNFB Short 360	0045
EI-CKQ Boeing 737	0805	EI-FKE Fokker 50	0821
G-BNFB Short 360	0908	G-OBMY Boeing 737 500	0927
G-BVEF ATR-42	0932	G-JEAH Friendship	0935
G-GNTB SAAB 340	0941	G-UKTB Fokker 50	1045
PH-SDM DHC 8	1054	G-GNTA SAAB 340	1121
G-GNTC SAAB 340	1123	G-SFTZ T67M Firefly	1148
G-BRBD Warrior	1148	G-BNFB Short 360	1208
G-BVJD Fokker 100	1245	N8816Y Twin Comanche	1252 N/S
G-BGFT Seneca	1305	G-BKAZ Cessna 152	1352
G-BYAL Boeing 757	1421	PH-SDU DHC 8	1441
G-JEAH Friendship	1446	G-OCBB JetRanger	1510
G-DACR Airbus 320	1510	G-UKTB Fokker 50	1526

G-BVZH Boeing 737 500	1530	G-BKAZ Cessna 152	1650
G-BOGC Cessna 152	1650	G-BXEG ATR-42	1714
G-GNTB SAAB 340	1722	G-BNFB Short 360	1740
G-JEAB Friendship	1816	G-BVAH Boeing 737 500	1823
EI-CJG Boeing 737	1840	EI-FKK Fokker 50	1918
PH-SDI DHC 8	1951	G-UKTB Fokker 50	2002
G-BNFB Short 360	2030	G-GNTB SAAB 340	2032
G-BXEG ATR-42	2053	G-GNTC SAAB 340	2056
G-JEAB Friendship	2111	G-BFDA HS 748	2127
G-BVJA Fokker 100	2146	G-BYAL Boeing 757	2153
G-MONK Boeing 757	2220		
22 Friday			
G-ZAPG Short 360	0014	G-BNFB Short 360	0038
PH-FVB Bandeirante	0728	EI-CJI Boeing 737	0800
EI-FKE Fokker 50	0814	G-BUEA ATR-42	0927
G-BVJA Fokker 100	0930	G-GNTC SAAB 340	0932
G-JEAB Friendship	0934	G-BNFB Short 360	0944
G-UKTB Fokker 50	1004	PH-SDU DHC 8	1052
G-SHIV GA7 Cougar	1111	G-GNTB SAAB 340	1126
G-BYAT Boeing 757	1147	G-BJYD Cessna 152	1152
G-BVJA Fokker 100	1240	G-BAVZ Aztec	1315
G-BKAZ Cessna 152	1334	G-BBPX Seneca	1421
G-RMCT Short 360	1440	G-JEAD Friendship	1445
OO-DTG Brasilia	1449	G-BAVL Aztec	1452
G-JEAN Citation	1445	EI-CKR Boeing 737	1523
G-BVJA Fokker 100	1529	G-UKTB Fokker 50	1603
EC-FEF Boeing 757	1614	G-GNTC SAAB 340	1726
G-BUEA ATR-42	1815	G-JEAD Friendship	1825
G-BVJD Fokker 100	1836	G-RMCT Short 360	1904
EI-FKE Fokker 50	1925	EI-CJI Boeing 737	1940
G-BFYA MBB Bo.105DB	1953	PH-SDP DHC 8	1956
G-UKTB Fokker 50	2012	G-GNTC SAAB 340	2018
G-BEJE HS 748	2107	G-GNTB SAAB 340	2129
G-BVJD Fokker 100	2135	G-BUEA ATR-42	2143
G-JEAD Friendship	2208		
23 Saturday			
G-ZAPG Short 360	0013	G-RMCT Short 360	0043
EI-CJG Boeing 737	0801	EI-FKE Fokker 50	0817
G-BVJD Fokker 100	0919	G-JEAB Friendship	0938
N709EL Beechjet 400	0951 1022	G-UKTB Fokker 50	0956
30500 C20A	1005	PH-SDM DHC 8	1033
G-BDSL Cessna F150M	1130	G-BJYD Cessna 152	1155
G-GNTC SAAB 340	1159	N190RM King Air E90	1212 1230
G-BVJD Fokker 100	1226	G-SHIV GA7 Cougar	1248
G-KNAP Warrior II	1338	N7223B Beech 58P	1415
G-PROD Twin Squirrel	1506	G-UKTB Fokker 50	1514
G-BPYR Turbo Navajo	1614	G-MCEA Boeing 757	1639
N709EL Beechjet 400	1737 1812	G-JEAB Friendship	1808
G-BVJC Fokker 100	1822	EC-FZC DC9 83	1859
G-UKTB Fokker 50	1951		
24 Sunday			
G-BVJC Fokker 100	0920	G-UKTB Fokker 50	0951
G-ODIG JetRanger	0956	EI-CJC Boeing 737	1103
G-BVJC Fokker 100	1229	G-SHIV GA7 Cougar	1249
G-BUEA ATR-42	1347	G-BVJD Fokker 100	1849
EI-FKB Fokker 50	1922	EI-CJC Boeing 737	1938
PH-SDI DHC 8	2025	G-GNTB SAAB 340	2147
G-BVJD Fokker 100	2211	G-UKTB Fokker 50	2230

G-BUEB ATR-42	2304	G-BYAI Boeing 757	2343
G-JEAD Friendship	2352		
25 Monday			
G-GNTC SAAB 340	0011	EI-CKQ Boeing 737	0805
EI-FKF Fokker 50	0817	G-MAJF Jetstream 41	0907
G-BVJD Fokker 100	0931	G-BXEG ATR-42	0942
G-GNTC SAAB 340	0958	G-RMCT Short 360	1000
G-UKTB Fokker 50	1047	PH-SDU DHC 8	1049
G-AWKP Jodel DR.253	1116	D-GASK Seneca	1136
G-GNTB SAAB 340	1200	G-MAJF Jetstream 41	1203
G-JEAL BAe 146	1207	G-BVJD Fokker 100	1227
EC-FKI Boeing 737 300	1237	G-MANM Bae ATP	1238
G-BYAI Boeing 757	1249	G-BWXM T67M Firefly	1255
G-OCBB JetRanger	1319	PH-SDI DHC 8	1446
G-JEAH Friendship	1505	G-BVJD Fokker 100	1523
G-UKTB Fokker 50	1526	G-TURF Cessna 406	1641
G-GNTC SAAB 340	1724	G-BXEG ATR-42	1727
G-JEAH Friendship	1817	G-BVJC Fokker 100	1827
EI-CKQ Boeing 737	1848	G-OAKI Jetstream 31	1853
G-RMCT Short 360	1908	EI-FKA Fokker 50	1930
G-UKTB Fokker 50	1957	G-GNTC SAAB 340	2022
PH-SDP DHC 8	2030	G-BXEG ATR-42	2055
G-JEAH Friendship	2115	G-GNTB SAAB 340	2122
G-BVJC Fokker 100	2127	G-BEJE HS 748	2131
G-OAKI Jetstream 41	2154		
26 Tuesday			
G-ZAPG Short 360	0024	G-RMCT Short 360	0038
G-BWJA Boeing 737 300	0627	EI-CKQ Boeing 737	0801
EI-FKA Fokker 50	0820	G-RMCT Short 360	0913
G-BUEA ATR-42	0924	G-BVJC Fokker 100	0926
G-JEAD Friendship	0933	G-GNTC SAAB 340	0935
G-OLLY Navajo	0942	G-UKTB Fokker 50	0957
XX507 HS 125 CC.2	1012	G-OPUB T67M Firefly	1042 N/Res
XZ611 Lynx AH.7	1044	PH-SDI DHC 8	1051
9H-ABE Boeing 737	1101	G-OMJB JetRanger	1130
G-GNTB SAAB 340	1140	G-RMCT Short 360	1159
N190RM King Air E90	1203	G-BVJC Fokker 100	1219
G-JEAD Friendship	1439	G-OAKJ Jetstream 31	1448
PH-SDP DHC 8	1501	G-UKTB Fokker 50	1512
G-BVJC Fokker 100	1520	N190RM King Air E90	1710
G-OAKJ Jetstream 31	1717	G-BUEB ATR-42	1721
G-RMCT Short 360	1738	G-GNTC SAAB 340	1741
G-BWJA Boeing 737 300	1757	G-BFLH Seneca	1800
G-BVJC Fokker 100	1817	G-JEAD Friendship	1833
EI-CKQ Boeing 737	1856	EI-FKB Fokker 50	1928
G-UKTB Fokker 50	1948	PH-SDU DHC 8	1955
G-OAKJ Jetstream 31	2013	G-RMCT Short 360	2019
G-GNTC SAAB 340	2028	G-BUEB ATR-42	2105
G-GNTB SAAB 340	2108	G-BVJC Fokker 100	2119
G-BEJD HS 748	2122	G-JEAD Friendship	2126
G-BYAI Boeing 757	2327		
27 Wednesday			
G-ZAPG Short 360	0012	G-RMCT Short 360	0033
G-MAJB Jetstream 41	0636	EI-CJC Boeing 737	0803
EI-FKC Fokker 50	0822	G-JLRW Duchess	0826
G-RMCT Short 360	0921	G-BXEH ATR-42	0931
G-BVJC Fokker 100	0934	G-GNTC SAAB 340	0941
G-MAJB Jetstream 41	0944	G-JEAD Friendship	0951

G-UKTB Fokker 50	0953	G-BOVK Warrior II	1004
G-AYNF Cherokee 140C	1011	G-NJAG Cessna 207	1016
PH-SDU DHC 8	1040	ZE700 BAE 146 CC.2	1055 1740
VR-CPR Cessna 421C	1102	G-GNTB SAAB 340	1123
G-MAJB Jetstream 41	1138	G-NNAC Super Cub	1148
G-RMCT Short 360	1203	G-SHIV GA7 Cougar	1219
G-TANI GA7 Cougar	1230	G-BOOE GA7 Cougar	1235
G-BVJC Fokker 100	1239	PH-DZI Cessna P210N	1425
G-JEAD Friendship	1449	PH-SDU DHC 8	1454
G-UKTB Fokker 50	1506	G-BVJC Fokker 100	1523
G-LECA Twin Squirrel	1633	G-GNTC SAAB 340	1720
G-BXEH ATR-42	1727	G-RMCT Short 360	1738
G-BYAI Boeing 757	1800	G-JEAD Friendship	1811
G-BVJC Fokker 100	1821	G-MAJA Jetstream 41	1829
EI-CJC Boeing 737	1849	PH-SDI DHC 8	1956
G-UKTB Fokker 50	1958	G-RMCT Short 360	2022
EI-CLG BAE 146	2039	G-GNTC SAAB 340	2042
G-GNTB SAAB 340	2108	G-BXEH ATR-42	2112
G-MAJA Jetstream 41	2116	G-BEJE HS 748	2126
G-JEAD Friendship	2127	G-BVJC Fokker 100	2130
28 Thursday		G-RMCT Short 360	0051
G-ZAPG Short 360	0008	EI-FKA Fokker 50	0817
EI-CKR Boeing 737	0804	G-RMCT Short 360	0914
N709EL Beechjet 400	0827	G-OBMY Boeing 737 500	0956
G-BXEH ATR-42	0921	G-MAJA Jetstream 41	1000
G-GNTB SAAB 340	0958	G-BUXT Dornier 228	DIV 1005
G-UKTB Fokker 50	1001	EI-CNB BAE 146	DIV 1036
G-BTFP Tomahawk	1010	G-SHCC JetRanger	1047
PH-SDM DHC 8	1039	G-JEAD Friendship	1131
G-WIRE Twin Squirrel	1102	G-OACC Seneca	1146
G-SHIV GA7 Cougar	1136	G-GNTC SAAB 340	1157
G-BIPV AA5B Tiger	1149	G-RMCT Short 360	1201
G-MAJA Jetstream 41	1158	G-BVJC Fokker 100	1326
G-SUZN Warrior II	1221	G-BVMA King Air 200	1426 1754
G-BYAI Boeing 757	1420	PH-SDP DHC 8	1450
G-JEAD Friendship	1444	G-MAJA Jetstream 41	1519
G-UKTB Fokker 50	1507	G-SHIV GA7 Cougar	1555
G-OBMX Boeing 737 500	1528	G-MAJA Jetstream 41	1719
N709EL Beechjet 400	1712	G-BXEH ATR-42	1731
G-GNTB SAAB 340	1729	G-JEAD Friendship	1814
G-RMCT Short 360	1749	EI-FKA Fokker 50	1926
G-OBMX Boeing 737 500	1833	G-UKTB Fokker 50	1955
EI-CJC Boeing 737	1944	G-MAJA Jetstream 41	2012
PH-SDI DHC 8	2003	G-RMCT Short 360	2031
G-GNTB SAAB 340	2025	G-JEAD Friendship	2119
G-GNTC SAAB 340	2110	G-BPDA HS 748	2133
G-BXEH ATR-42	2130	G-BVJC Fokker 100	2251
G-BYAI Boeing 757	2209	G-RMCT Short 360	0103
29 Friday		EI-CKR Boeing 737	0801
G-ZAPG Short 360	0042	G-BXEG ATR-42	0929
G-OOOT Boeing 757	0739	G-JEAD Friendship	0949
EI-FKB Fokker 50	0810	G-GNTC SAAB 340	0954
G-BVJC Fokker 100	0936	OO-DTI Brasilia	1047
G-RMCT Short 360	0952	G-BYAH Boeing 757	1210
G-UKTB Fokker 50	1045	G-BVJC Fokker 100	1247
G-GNTB SAAB 340	1147	G-JEAF Friendship	1445
G-BFLH Seneca	1218		
G-RMCT Short 360	1340		

G-UKTB Fokker 50	1513	G-OAKJ Jetstream 31	1519
EI-CJC Boeing 737	1522	PH-SDI DHC 8	1532
G-BVKC Boeing 737 500	1541	N797HG PA-46 Malibu	1620
G-OAKJ Jetstream 31	1720 1827	G-GNTC SAAB 340	1726
EC-FFK Boeing 757	1816	G-BUEB ATR-42	1840
G-BVJD Fokker 100	1843	G-RMCT Short 360	1920
EI-FKB Fokker 50	1928	EI-CKR Boeing 737	1957
G-UKTB Fokker 50	2003	PH-SDP DHC 8	2008
G-GNTC SAAB 340	2030	D-AZUR Bae 146	2043
G-AYIM HS 748	2131	G-GNTB SAAB 340	2134
G-BVJD Fokker 100	2142	G-BUEB ATR-42	2211
G-000T Boeing 757	2224		
30 Saturday			
G-ZAPG Short 360	0020	G-RMCT Short 360	0052
PH-FWM MU-2 Marquise	0731	EI-CRQ Boeing 737	0752
EI-FKE Fokker 50	0809	G-BVJD Fokker 100	0928
VR-CBM Citation II	0934	G-JEAD Friendship	0939
G-AZRV Arrow	1034	G-UKTB Fokker 50	1038
PH-SDI DHC 8	1057	G-SHIV GA7 Cougar	1142
G-GNTC SAAB 340	1149	G-BVJD Fokker 100	1248
G-BSBW JetRanger	1302	G-BKDJ Robin DR400/120	1331
N421DD Cessna 421C	1338 N/Res	G-BRPL Cherokee 140	1342
G-HMES Warrior II	1405	G-UKTB Fokker 50	1514
F-GFAA King Air 200	1708 1739	G-JEAI Friendship	1800
EC-GHE DC9 83	1826	G-BVJD Fokker 100	1828
VR-CBM Citation II	1913 1925	G-UKTB Fokker 50	1950
G-DAJB Boeing 757	2358		

From and To

02) ZH536/Northolt; 03) N321DH/Le Bourget;N48FU/Stanstead; 04) F-GIFK/Tours; C-GPDO/Salzburg;N190RM/F & T Norwich;N2000M/St.Mawgan; 05) VR-CJB/Teesside; 06) F-GJCD/Toussus Le Noble;PH-BNK/Blackbushe-Lelystaad;C-GPDO/Glasgow;PH-EEF/Rotterdam; 07) N560WE/F & T Jersey;F-GJCD/Manchester;F-GOJT/Le Bourget;F-GGPT/Le Bourget; 08) N321DH/F & T Farnboro;EI-JTC/Sligo-Dublin; 09) F-GOJT/Nice; N80AT/Luton; 10) N321DH/F & T Farnboro; 12) VR-CTE/Dublin; 13) VR-CPR/Guernsey; N560WE/Jersey;XZ206/Wattisham;N6315X/Manchester-Nottingham;14) N399JF/Newcastle -Lands End; 15) PH-YES/F & T Rotterdam; 17) N146GA/Edinburgh; 18) N624TC/Cranwell; 21) N8816Y/Gloucestershire; 22) PH-FVB/Groningen; 23) N709EL/EMA-Dublin and return;30500/Teesside;N190RM/Norwich;N7223B/Dublin; 25) D-GASK/Manchester; 26) XX507/Northolt;XZ611/Sherburn;N190RM/Norwich; 27) ZE700/Northolt-Lyneham;VR-CPR/Guernsey; 28) N709EL/EMA-Gamston and return; 29) N797HG/Luxembourg; 30) PH-FWM/Stuttgart;VR-CBM/Norwich-LHR and return;N421DD/Reykjavik; F-GFAA/Pontoise-Le Bourget;

Overshoots

04) XX492/CWL68;XX497/CWL76; 05) XZ596/SRG128; 07) XX495/CWL78; 08) G-PEGI; 11) XX499/CWL70; 14) XX493/CWL69; 20) XX498/CWL68; 21) ZF162/LOP20;XX622/UAX94; ZF136/LOP22;ZF266/LOP21;ZF164/LOP28;ZF162(again)/LOP24;ZF136(again)/LOP27;ZF294/LOP07;ZF288/LOP22;XX389/Army413; 23) XX622/UAX92; 25) XX499/CWL76; 26) ZF292/LOP22;ZF169/LOP23; 27) XX709/UAX90; 29) XX499/CWL04; 30) XX632/UAX90;

LBA movements review, November 1996

First foreigner of the month was the Pilatus PC-XII N321DH which appears to be a resident at Farnboro, it was noted on the 3rd, 8th and 10th. Challenger N48FU came from Stanstead when it visited on the 3rd. On the 4th F-GIFK was a King Air F90 and the same day we had King Air E90 N190RM twice, Citation V N2000M and the Lear Jet 35A C-GPDO which arrived from Salzburg. On the 5th we had Citation VR-CJB on a flight from Tees-side although it is reportedly based at Biggin Hill. Lear Jet

C-GPDO was back on the 6th from Glasgow and it was joined by Beech F33C PH-BNK, King Air 300 F-GJCD and the Navajo PH-EEF which was "Tulip 7A". King Air F-GJCD returned on the 7th along with two other Frenchmen - Falcon 200 F-GOJT which was "EFS 132" and King Air 200 F-GGPT which was "Darta 8912", also visiting was the Citation V N560WE from and to Jersey.

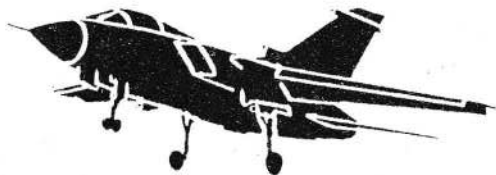
Doing an ambulance flight on the 8th was a Navajo EI-JTC of Air Export as "Export 100". Falcon 200 F-GOJT had callsign "EFS 142" when it visited again on the 9th and night stopping that day was Gulfstream IV N80AT. Coming from Dublin on the 12th was the Citation II VR-CTE. Guernsey is the home of the Cessna 421C VR-CPR which visited on the 13th and 27th. Visiting on the 13th was the Cessna 421C N6315X which is based at Glasgow. From Newcastle to Lands End on the 14th was the Cessna 182P N399JF which was formerly on the UK register as G-BAAT. Night stopping on the 15th was Cessna P210N PH-YES from and to Rotterdam. Edinburgh based Cessna 425 N146GA visited on the 17th and Cessna T303 N624TC from Carlisle was noted on the 18th.

Diverting in on the 21st with a fault which had boiled the battery was the Twin Comanche N8816Y, this was flying from Gloucestershire to Newcastle on delivery to the USA when the emergency was declared and it came in non-radio. The problem was such that it is still present at Knight Air awaiting repairs, it is ex G-AXMS. Visiting Knight Air for checks on the 22nd was the Bandeirante PH-FVB as "Fairline 702". East Midlands based Beechjet 400 N709EL was joined on the 23rd by the Norwich based King Air E90 N190RM and the Beech Baron N7223B. Popping in from Ringway on the 25th was Seneca D-GASK and this was followed by the regulars N190RM on the 26th, Cessna 421C VR-CPR on the 27th, Beechjet N709EL on the 28th. A night stopper on the 29th was the Malibu N797HG which is based on Guernsey. Last foreigners of the month were Mitsubishi MU2 PH-FWM, Citation II VR-CBM and King Air 200 F-GFAA as "AAF 648" all on the 30th.

On the military side we had Islander ZH536 as "Ascot 7970" on the 2nd followed by Lynx XZ206 as "Army 630" on the 13th. The USAF supplied the C20A 30500 on the 23rd as "Spar 65". The HS 125 XX507 was "Ascot 1531" on the 26th and it was kept company by Lynx XZ611 as "Army 530". A royal flight on the 27th was done by BAe 146 ZE700 as "Kittyhawk 2R".

Looking at the rest of the movements (briefly) there were a number of different aircraft used on the I/T's this month. On the 1st "AEA 225" was operated by Boeing 757 EC-GBX, on the 2nd Spanair used the DC9 83 EC-440, on the 5th Airtours slipped in the A320 C-GTDC as "Aih 932". Diverting in to collect Aer Lingus pax on the 27th was BAe 146 EI-CLG as "Shamrock 274", the following day saw BAe 146 EI-CNB diverting in as "Shamrock 661" and Dornier 228 G-BUXT also diverting in as "Suckling 201". On the 29th "JEA 743" was operated by BAe 146 D-AZUR. The Air Kilroe Jetstream 31 G-OAKJ has been in use during the month with Manx due to the unserviceability of the based Jetstream 31's G-GLAM/G-LOGV. Three new Slingsby T67's were noted passing through YLA, G-BWXX on the 4th, G-BWXL on the 20th and G-BWXM on the 25th. Doing an ambulance flight on the 7th was King Air G-FRYI as "Lannex 200".

Doing a list of residents last month was, of course, tempting fate. New residents this month are Seneca G-AZOT which arrived on the 8th, Slingsby T67 G-OPUB which arrived on the 26th and Cessna 421C N421DD which arrived as "AJA 416" on the 30th. Also now resident is the rebuilt Twin Comanche G-BKCL which arrived back on the 18th and the Seneca G-BASX which does the radio weather flights each morning. The Skyviews and General Cessna Cessna 152 G-BOGC which arrived on the 21st with Cessna 152 G-BKAZ acting as crew ferry is still present but as it was non-radio it may be just for maintenance. Expected soon are the Twin Squirrel G-ECOS and a Sikorsky 76 registered N76TL.



Military Matters

Eric Martin.



VISITS ROUND-UP (brief notes on three military aviation visits recently undertaken by members)

CAA INTERNATIONAL FIRE TRAINING CENTRE, TEESIDE

(On the day of the visit, the above was the correct title but, on the following day it was due to be privatised as it had been acquired by SERCO, a management company)

All UK airport fire-fighting staff are trained at the Centre and they are all required to be trained to the same high standard. For example, they are trained to reach the scene of an aircraft fire in ninety seconds. The Centre also trains airport fire-fighters from eighty overseas countries, hence the "International" in the title. It also trains offshore fire-crews, as the fire-fighting problems are similar to those of airport emergencies. Additionally, all offshore personnel are required to attend a one-day fire fighting course in addition to the survival training courses they attend elsewhere. The Centre also conducts first aid and management training courses for airport fire personnel.

After an introductory talk by one of the Centre's senior officers (an ex-Royal Navy chief petty officer aircraft handler) we were conducted to the fire ground, where arson is committed on several airframes and mock-ups so that trainees may have the pleasure of practising their skills.

A visit 'airside' was impossible as Teeside Airport was its usual inhospitable self. This contrasted with the warm welcome received at Bagby Airfield on the way home. Another excellent trip arranged by John, a pity there weren't more than the seven members attending. Thanks also to John for driving one of the cars and to David Tennant for driving the other.

THE AEROSPACE MUSEUM, COSFORD

With over eighty aircraft, the Aerospace Museum is one of the most important in the country and one that should not be missed. It presents itself as five museums in one: the Warplane Collection; the Missile Collection; the Transport Aircraft Collection; the Research and Development Collection and the Aero Engine Collection. It is situated next to RAF Cosford, now No 1 School of Technical training in Shropshire. Perhaps the most obvious first view is the number of large aircraft displayed. Regrettably, on the day of our visit, No 1 hangar was out of commission due to roof repairs (therefore, a second visit will be necessary next year!) but, in any event, a number of the large aircraft are displayed outside. The wings provided some shelter on a drizzly day. A free duplicated guide-sheet is available and a glossy brochure with, for once, a complete listing of aircraft, is sold in the excellent museum shop.

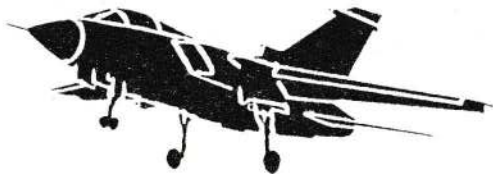
Thanks to Ken for arranging the trip and the minibus. A more complete report will appear in the next Military Aviation Museums mini-series; due about the middle of 1997.

BRITISH AEROSPACE, WHARTON

How John managed to arrange this visit, I will never know. For years I have been trying to arrange a visit for some Scouts to BAe Brough but have never succeeded (I have seen Brough myself, however, on a careers visit in my student counsellor days). As the visit was to be on my seventieth birthday, I had first to receive permission from "she who must be obeyed", but this was readily given as it might be a once-and-for-all opportunity. A smooth mini-coach non-motorway journey saw us passing BAe Salmesbury with its Canberra and Lightning gate-guardians and arriving at Wharton only marginally late for our 10am ETA. The security checks proved to be less fearsome than we had been led to believe. We were conducted around several hangars with Tornados and Hawks galore, but the highlight for most of us was the pair of Eurofighters, undergoing some of their regular modifications. *Even I* noted the registrations of these: ZH588 and ZH590. The afternoon concluded with a 'bonus' visit to Blackpool Airport at which we were conducted around by the Airport managing Director in a most welcoming manner. Thanks to John for providing a memorable seventieth birthday!

Military News

Eric Martin.



HAVE YOU ANY CREDITS ?

At the beginning of a new volume of our magazine, it is appropriate to appeal to the membership to ensure a wider coverage of military aviation news. By one means or another, I cover the following periodicals:

Aeromilitaria	AirForces Monthly	Light Aviation
Aeroplane Monthly	Defence Helicopter	Popular Flying
Air-Britain Digest	Helicopter World	RAF News

Air Cadet (magazine of the Air Cadet Organisation)
Air Mail (journal of the Royal Air Forces Association)
BMFA News (British Model Flying Association)
Intercom (magazine of the Aircrew Association)
Kiteflier* (newsletter of the Kite Society of Great Britain)
Military Aviation Review (formerly 'Strobe')
Pegasus (journal of the Parachute Regiment & Airborne Forces)
Screaming Leeming (magazine of the Leeming Air Group)
Soldier (magazine of the British Army)
Talking Tangmere (newsletter of Tangmere Military Aviation Museum)

If you regularly see any aviation magazines not listed above, perhaps you will kindly look out for military aviation items? Some of those listed above are not the most obvious sources but they often contain useful 'snippets' of information. *After all, military aviation started with kite flying! The most obvious omission is a specific source for information on naval aviation; perhaps surprisingly, as I started my short military aviation career in the Fleet Air Arm. The only newspaper I now see regularly is "The Observer", but three correspondents send me appropriate items: Bob Kilbey (Daily Mail), Karl Matthews (The Times) and David Tennant (Daily Telegraph); thanks to them. Again, any items from your newspaper would be helpful. Thanks also to Bob for his regular word-processing skills and graphics for the military aviation pages; he received particular acclaim for his layout of the RAF Brevets article and I have had requests for copies from a number of sources.

RAF or RCAF?

Ken has quite rightly pointed out a major error on my part in the "Friday the Thirteenth" article. The correct title for 6 Group is "6 (RCAF) Group, RAF"; ie: it was a Group of the RAF composed of RCAF personnel (although a few RAF types managed to sneak into a few of the crews). My affection for the RCAF is well known to readers of these pages and I am happy to correct my error.

NEW RAF TRAINING LIVERY

World War II trainers livery consisted of a total all-over yellow paint job. More recently, trainers have been painted in a distinctive red-and-white livery. A new scheme is currently being brought into use: Tucano & Hawk - all black; Bulldog - black and yellow; Dominie and Jetstream - black and white.

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

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

A happy new year to all members. I apologise for not wishing everybody a happy Christmas in last months section. However my mind was not "turned on " to Christmas in the middle of November!!

LEEDS/BRADFORD

The airport has finally achieved the milestone of handling one million passengers in a year. The one millionth passenger in 1996 passed through the doors on Thursday 5th December. The actual person was three year old Daniel Davison from Bramley, who with Mum, Dad and younger brother were bound for Alicante on Britannia flight BY431B. The family were presented with a hamper. I often think, if it were not for the demise of Capital Airlines during 1989, I wonder if LBA would have achieved this milestone several years earlier? I guess we will never know.

The inquest into the Knightair Banderiante Disaster continues. Managing Director Malcolm Dobson stated at the inquest there was repeated problems with vital instruments on the Bandeirantes. However when the instruments were sent off to be checked, engineers were often unable to find what was wrong. "I've never experienced in my time in aviation as many artificial horizons being taken away and brought back with no fault" he said.

Mr Dobson went on to describe the Captain of the ill fated flight, John Casson as "Probably the most experienced Bandeirante pilot in the U.K." Although he was only just promoted to commander less than a month before the crash, Captain Casson has spent longer training than other pilots as he waited for the step-up. The commander's decision on whether or not to fly was always final, he added.

Aer Lingus have made alterations to their flight times from those published in the winter timetable. For the winter season, Ryanair moved their flight times, and from 1st December Aer Lingus altered theirs in response. The morning flight, EI364, now lands at 0825, 15 minutes after the Ryanair. The aircraft departs back at 0850 as EI365. EI368 now arrives at 1740, tactically timed to beat the Ryanair by 1 hour and 10 minutes! The flight departs at 1805 as EI369.

AIRPORT NEWS

Manchester Airport claims in will be the first U.K. airport to screen all bags checked in for international flights. The airport plans to install ten CTX5000 screening machines.

Regional Airports will be hit hard by the abolition of the duty and tax free sales on the 30th June 1999. Newcastle Airport M.D. Trevor Went warned the future of his own airport could be uncertain if The European Commission sticks to its policy that duty and tax free sales have no part in a single market. Mr Went added "The profits allow Newcastle Airport to continue to invest in the development of business to the benefit of air travellers by way of providing improved services and facilities".

Britannia deputy M.D. Bob Parker-Eaton also warned that charter passengers would face higher fares if duty and tax free were to be abolished. He said "British charter airline prices are among the most competitive in Europe. The reason is the high volumes of duty and tax-free sales. Without these, price would have to rise and the customer will pay".

AIRLINE NEWS

British Midland unconfirmed reports state that British Midland is considering replacing it's four Fokker 100 aircraft with A.319's or A.320's.

Eastern Airlines may be taking to the skies again. Eastern was one of Americas largest carriers when it collapsed five years ago. Now a group of ex Eastern pilots hope to revive the airline with services commencing from Philadelphia later this year. The airline has ambitious plans with start up fleet of 50 aircraft.

Easyjet the low cost Luton based carrier has added Inverness as its latest destination from Luton. Fares start at £29 single. Easyjet also serve the other Scottish destinations of Aberdeen, Edinburgh and Glasgow from Luton.

AIRCRAFT NEWS

McDonnell-Douglas has suffered blows to both its military and civil aircraft businesses in the last few months. The company has abandoned plans to launch a mew wide bodied aircraft to complete with Boeing and Airbus. The military division has been dropped from the bidding for the Joint Strike Fighter, business said to be worth \$200 billion.

Boeing meanwhile has a record backlog of orders for 1287 airliners worth \$79.1 billion. The company plans to increase production from 22 aircraft a month to 36 by next summer.

In a deal announced on December 3rd, McDonnell-Douglas will help Boeing build the new versions of the Boeing 747. From January 400 McDonnell-Douglas engineers will be sub-contracted to Boeing. Another part of the deal is thought to involve Boeing assembling the aircraft, and the McDonnell-Douglas plants manufacturing parts. The new deal will also rule out any prospect of McDonnell-Douglas becoming partners with Airbus, something that has been an "on and off " rumour for the last 20 years.

STOP PRESS!!

Just as I am about to drop this section in with Mike Willingale, News is coming through that Boeing and McDonnell-Douglas are to merge to create the worlds largest aerospace and defence company.

The new company will carry the Boeing name and have 200,000 employees. Projected revenue for 1997 will be \$48 billion. The new companies target is to have the merger complete by mid-1997, and joint savings of more than \$1 billion are anticipated.

The group will have its headquarters in Seattle, Boeings base, although the defence division will be run from St. Louis the home of McDonnell-Douglas. Boeings dominance of the merger is underlined by the fact that two thirds of the new board will be Boeing executives.

The two companies have stated that the McDonnell-Douglas's future in civil aircraft would depend on whether airlines continued to buy its products. McDonnell-Douglas however accepted that their attempts to succeed in the civil airliner market had failed, with only 40 airliners sold this year.

The military future for the former McDonnell-Douglas looks brighter with the first deliveries of over 1000 new F-18 Hornets for the U.S. Navy just commencing. The deliveries are spread over the next 20 years.

The new company will dominate the civil airliner market, its nearest rival being Airbus Industries. In the period 1990 to 1995 Boeing and McDonnell-Douglas supplied 75% of the worlds new civil commercial aircraft. Airbus supplied 20%, the remaining 5% been supplied by others such as Fokker, Aerospatiale etc.

Mr Philip Conduit, Boeings Chief Executive, who will head the new company said "The combination gives our nation, our companies and our people great opportunities for the future". Mr Conduit and Mr Harry Stonecipher, chief executive of McDonnell-Douglas denied the possibility of wide spread redundancies. They claimed while there might be some overlap in personnel, there would be opportunities for employees affected to move to other areas.

OTHER NEWS

On a sombre note, eight airlines have announced the removal of upper levels for compensation given to passengers or their relatives for death or injury. The present limits under the Warsaw Convention can be as low as \$10,000. Under the new agreement courts in the countries where the travellers live will decide compensation. The airlines involved are Austrian Airlines, Crossair, Finnair, K.L.M., Martinair, Transavia, S.A.S. and Swissair.

Concorde has gone "non-smoking". From January 1st Concorde flights joined around 350 other B.A. flights which are totally non-smoking. B.A. claims that eight out of ten passengers now request non-smoking seats and the numbers are growing.

CREDITS Pete Gibson, Harry Morrow, Pete Smith, Air Britain News, Aircraft Illustrated, Financial Times, Telegraph and Argus, Teletext.

further afield



Global topics by
alan sedgwick

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

ALL OR NOTHING *and perhaps somewhere in*

between!!. I refer to the pastimes as you could call them that are on offer to passengers as they wing their way, merrily or otherwise, from A to B in the skies above us. The 'No Frills' airlines that were bound to arrive here following their success in the 'States, have of course their opposite in the form of high 'Tech entertainment. The impressive seat back screens that I witnessed with EMIRATES on a Manchester/Zurich sector of the Dubai service some years ago looked a little ageing compared to the individual 'stalk' screens seen (but not tried!!) this summer in the Club Class of British Airways. We read now that B.A. are to try out in-flight gambling through an 'electronic casino' which will include Poker, Roulette and a 'slot machine'. This adult way of gaming was planned on their 747 services to Hong Kong and Los Angeles. SINGAPORE AIRLINES, SWISSAIR and VIRGIN are all planning to introduce some form of electronic gambling. December was also the start date for DEBONAIR's launch of electronic games and gambling service which would also include a choice of 20 movies in addition to video games, and electronic Poker, Blackjack and Fruit machines!! The pull-down tray can be activated by swiping a credit card to bring your 20cm x 18cm screen alive and whisk you off into another world. With DEBONAIR you get a short haul snack of a muffin and a hot drink as the 'No frills' part. Then its over to the 'leading edge -tech' part if you have your' or your partners credit card. The danger of spending all your money before you arrive at your destination is of course a concern, but the screen going blank when you are minus £200 is some comfort I suppose.

STANSTED *welcomes an increasing amount of freight from all*

over the world and I'm sure those who have called in at the Essex airport will have seen the odd interesting aircraft with a colour scheme that stands out from the rest. AIR FRANCE , MARTINAIR, FEDERAL EXPRESS, LUFTHANSA. SOUTH AFRICAN AIRWAYS and a few rarer gems in the eyes of enthusiasts, can be lurking away from the terminal. Be it an AER TURAS DC8 loading horses, or a similar machine on a now daily vegetable delivery with MK AIRLINES who have African connections through MK AIRLINES-Kenya and FLASH AIRLINES of Nigeria, or perhaps the daily MARTINAIR DC10 with flowers from Central America. These operations along with the more established BAe 146's of TNT and the Soviet assortment of HEAVYLIFT have led to the airports cargo expansion at the rate of more than 30% per

year. This now adds up to 105,00 tonnes plus 10,000 tonnes of Royal Mail. On a smaller scale the connoisseur of BIZ-Aircraft is likely to see a few foreign nuggets for the airports lack of congestion and proximity to London is making it more popular with the 'money people' of the world. Resident operators offering executive services are INFLITE, METRO (formerly HUNTING BUSINESS) and UNIVERSAL. These chartered and corporate operations will approach the 10,000 mark this year including light aircraft right up to Boeing 747's.

IN BRIEF CANARIAS REGIONAL AIR who were mentioned last month have been allotted ATP's G-BTTO, +G-OEDI/H/F, the middle two being noted in early November in AIR EUROPA colours as the airline will fly under the AIR EUROPA EXPRESS titles HOLIDAY AIR of Turkey had a permit to fly into German airports temporarily suspended for on the tenth of September, it was re-instated after appeal, meanwhile the airline have parted with Boeing 727= TC-RAC. AMERICAN AIRLINES will have defibrillators on board its flights that overfly Oceans and will train 2,300 flight attendants to use them. The machines can give instructions and automatically administer an electric shock!!! HIGHLAND AIR of Sweden have added two Jetstreams from the USA and Dornier 228 SE-LHD (G-CAYN) on lease, the company who already have 3 aircraft of the type are based at Hultsfred. Looking back to September it was saddening to hear of the loss of life when the Dutch Dakota Association C-47 PH-DDA ditched in to the sea. Also in September it seems that SKYJET's DC-10 V2-LER was damaged when it ran into a hangar door in Brussels, necessitating a two month repair I understand it will re-appear as OO-HPN. Former SWISSAIR Fokker 100'S HB-IVE/VG were transformed in Norwich to ROYAL BRUNEI AIRLINES = V8-RB3/4. CORSAIR 747 F-GIMJ was seen in the USA at Mojave field painted as N-707CK for a film!! - but does anybody know WHICH FILM?? LUFTHANSA DC-10 D-ADDO is now in the 'States with GEMINI AIR CARGO as N604GC, GEMINI started the year with two DC-10F's operated by SUN COUNTY. AIR FRANCE A300's F-BVGG/H/J were seen stored at Chateauroux in the Autumn. **and finally** for those of you who cannot resist the temptation of what is happening at that little field on the other side of the Pennines = you do not have to worry for they now have a Web site on the Internet and from the comfort of you own home (or someone you know who has the technology) you can check on flight and travel details by logging on to www.manairport.co.uk.



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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

Tuesday 10th December 1996

“CHRISTMAS CELEBRATIONS”
for
Leeds Bradford International Airport

Thursday 5th December saw celebrations all around at Leeds Bradford International Airport as everyone joined in to celebrate the one millionth passenger to use the Airport during 1996 - making it a record breaking year. Passengers were greeted by Airport staff in festive dress as the numbers were counted until the “magical millionth” was reached. The millionth passenger was Daniel Davison, aged just three years. Daniel was travelling with his parents and his brother on a Thomson holiday to Alicante.

The Davison family were from Yorkshire and had chosen to fly from Leeds Bradford International Airport as it was so convenient. Commenting on the news, Mr Davison said, “It is a wonderful start to our holiday, we have received a very special welcome with everyone being so friendly. The children loved all the Christmas celebrations. The hamper that we have received has been lovely and something that we can all enjoy.”

Airport Managing Director, Bill Savage said, “This is the first time ever that in excess of one million passengers have used the Airport in a year. It was a very exciting day as everybody joined in. Over the past two years the Airport has been transformed and new services have been added giving the people in the region far greater choice. The Airport is now one of the fastest growing within the UK.” Chairman of the Airport Board, Cllr Tony Cairns added, “We are delighted to see the millionth passenger this year through Leeds Bradford International Airport. This gives the region an excellent start to the Festive Season as people can see the ongoing success of “Yorkshire’s Own Airport”.

ENDS

For further information contact:

Barbara Sadler, Marketing Manager
Tel: 0113 250 1662

Bev Amos, Marketing Co-ordinator
Tel: 0113 239 1242

PRESS RELEASE



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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

Wednesday, 4th December 1996

**EXPANSION PROGRAMME AT LEEDS BRADFORD
INTERNATIONAL AIRPORT**

Leeds Bradford International Airport today awarded the contract for the next stage of Airport development to Ballast Wiltshier, following a tender process. The work will begin on site in January and will be complete for the start of Summer 1997.

The contract is part of an overall £1million development scheme and will provide a new Central Screening Zone, enhanced passenger access, larger concourse, additional lift and escalator together with new retail opportunities. The Airport Managing Director, Bill Savage said, "We are very pleased with the proposal submitted by Ballast Wiltshier. This next stage within the Airport's expansion will benefit passengers greatly providing a smoother passage and additional space, which will allow for continued growth."

Chair of the Airport Board of Directors, Cllr Tony Cairns added, "We are delighted by the speed at which the Airport is expanding. More Tour Operators and Scheduled Airlines have added Leeds Bradford International Airport to their programmes, and many more passengers are now able to fly from their local Airport, Yorkshire's Own Airport. We will continue to expand the Airport to accommodate the demand which exists."

Managing Director of Ballast Wiltshier, Stephen Clarkson commented, "We are delighted to have been awarded this prestigious contract and look forward to our continued successful working relationship with the Airport's Management Team."

E N D S

For further information contact Barbara Sadler, Marketing Manager
Leeds Bradford International Airport
Tel: 0113 2501662

Jim Harker
Ballast Wiltshier
Tel: 0113 257 3437

PRESS RELEASE

AIRPORT JOURNAL

The latest item to drop through the letterbox from one of my Stateside friends, is the August 1996 edition of the "Detroit Metropolitan Airport News". It's a free newspaper; and on the front page is a picture of a Boeing 737-300 jet belonging to Southwest Airlines which, we are told—although it's impossible to verify this from the dark, black and white photograph—is in gleaming silver. This is in aid of the operator's 25th anniversary festivities. The shine is achieved by polishing the 737's aluminium panels to a mirror finish. The tail, however, retains Southwest's traditional gold, red and orange colour scheme.

Also on the front page is the news that Detroit Metropolitan Airport is to be enlarged yet again. Thousands of jobs will be created in the area following the agreement between Wayne County and Northwest Airlines to build a new mid-field terminal at the airport. The report states that, even before this extension is constructed, Detroit Metro. is the 13th largest airport in the world. Having watched aircraft streaming in and out virtually non-stop during rush hours, I can readily believe this claim.

However, what the article doesn't state is that the waste ground almost at the end of one of the runways has been closed to the public, thus depriving plane spotters of an excellent viewpoint: one at which I have spent many happy hours.

There is also an article about Malaysian Airlines. And since the appointment of Tajudin Ramli as chairman, a shakeup has been promised. This will be aimed at modernisation and expansion. Subang Airport, on the outskirts of Kuala Lumpur, is now the base of operations; but, the report states, this will change when Malaysia gets a new international airport. Subang will then revert to being an aerodrome for private jets and the military, with a repair facility.

Malaysian Airlines were already reported (by August) to have spent \$4 billion with Boeing in 1996 for a fleet which includes 747-400s and the new 777. They are now ready to challenge Hong Kong, Japanese and Singapore operators for a slice of the world's fastest growing market.

Still in Asia, there is a piece about that continent's airports which are reported to be getting increasingly crowded as more people take to the air. It is predicted that in China alone—which now has almost forty airlines—there will be a growth of at least 14% per annum in the number of passengers carried.

Fierce competition between operators is producing bargain fares, extra discounts and improved service. But profits are dropping.

Additional competition is being created because some governments have ended their state-owned airline monopoly. EVA Air in Taiwan now have China Air to contend with in some markets. But with all this expansion going on, the newspaper's reporter asks: "Will there be enough passengers to go around?"

Staying with the subject of Asia, it is reported that as 1996 proceeded (date line August, of course) the demand for cargo space from Europe to Asia was "strengthening", especially from London and Amsterdam. As a result, some airlines stated that little or no cargo space was available on certain flights. Taiwan based EVA Air reported an approximate 90% load factor in respect of its cargo flights from Britain and the Continent of Europe.

The same article says that about 75% of the world's air cargo is transported on passenger carrying aircraft. The rest goes in dedicated freighter planes; examples being cargo versions of McDonnell-Douglas DC-10s and Boeing 747s.

Turning from cargo to passengers, albeit privileged ones, Boeing and General Electric have combined to form Boeing Business Jets; an undertaking that will produce an aircraft based on the Boeing 737-700.

The new executive type planes will be able to fly in excess of 6,000 nautical miles and will, according to Phil Condit (Boeing's president and chief executive officer) "provide unprecedented space and comfort in global business travel." It is claimed that there will be more flexibility than with other business jets because the customer will be able to convert the interior as needed for each journey. It can become a travelling hotel, employee transport, communication post or meeting centre as required.

The cruising speed will be up to .82 Mach, and the first one is scheduled for delivery by the end of 1998.

The airport journal also contains news items about staff: weddings, anniversaries, retirements, etc. But one staff report is unusual. It concerns Buddy. And Buddy has four legs (count guaranteed). For Buddy is a dog; the latest recruit to join the US Department of Agriculture's Beagle Brigade.

This breed has been chosen to find meats, fruits and plants illegally brought into the USA by passengers, because Beagles are gentle creatures, not likely to frighten either adults or children. On finding a bag containing agricultural items, the dog just sits down beside it.

The reason for the clampdown on such imports is simple. Many are prohibited because foreign animal and plant pests can be introduced into the country with them. US crops, livestock and the environment could suffer as a result; and have done in the past.

There are lots more interesting articles and news items packed into the newspaper's sixteen pages. In fact, there is only one thing wrong with it. It makes me long to be back at this busy, fascinating airport where I've spent so many plane spotting hours.

Leslie Scheftsik



BARTON—REQUIEM FOR THE "MOSSIE"

By Alan Tempest

Reading recently of the disaster of the last airworthy Mosquito (RR299), in a crash at the Barton Airshow, on July 21, with the loss of both crew members (Kevin Moorhouse and Steve Watson), was for me, and many others enthusiasts, a sad loss, of this most gracious of aircraft.

Spurned at its concept by the Air Ministry at Whitehall in 1938, it was the de Havilland family, who as a private venture, developed and built the first prototype at Salisbury Hall in Hertfordshire.

Encouraged privately by Air Chief Marshal Sir Wilfred Freeman---the Mossie was to become known as "Freeman's Polly" --- the first prototype was flown off a grass strip from Salisbury Hall in November of 1940.

It is many years since the start of my infatuation with this wonderful aircraft (affectionately called the "wooden-wonder" because of its make-up of balsa and plywood).

My association with this type of aircraft started when I was posted to a "Mossie" squadron, at R.A.F. Hemswell, in Lincolnshire (a mile-or-two up the road from Scampton), after completing my 6-month airframe fitters course, at RAF St. Athan in South Wales.

It was a miserable day, I remember, when the old Bedford OB single-decker bus left Gainsborough for the journey up to Hemswell "camp" and my start and involvement with the maintenance of the "Mossie".

As the bus driver struggled double-de-clutching up and over the brow of the hill, we approached a red light telling us of "Aircraft landing". At first I couldn't see anything but I could hear the sound of two Merlins on finals. And then the spluttering and unmistakable noise filled the bus, as I watched for the first time, a 109 Squadron Mosquito land.

It took me a few weeks to familiarise myself with squadron life. Working in No. 2 hanger for the first time on a Mosquito, was exciting and to be able to wander the hanger watching 2 Mossies, an Anson, a Tiger Moth and a Lincoln bomber all in different stages of servicing was a time in my life I will never forget.

My posting to 109 Mosquito Squadron was for me a dream come true. Another famous WW2 Pathfinder squadron (139 Jamaica), shared Hemswell with two Lincoln bomber squadrons. One of the first things you were told was to take pride in what you were doing and to remember that you were a member of the elite 109. The same thing happened when I was with 617 (Dambuster Squadron).

Working daily with this marque of aircraft after years of fascination and interest, was sheer joy.

I never got to do much in the way of major work on the Mosquito, but to me just being around them was a delight. With wood being used extensively many of the personnel were "civvy street" joiners.

As a boy during the Second World War, these aircraft were, to me the best, and I followed their every development, from nearly being

scrapped to becoming a very widely used predator in most theatres of the Second World War for the pathfinder, photo-reconnaissance, night fighter, bomber and many other roles.

Maintenance work in which I helped undertake were changing wheels, repairing panels and surface areas, hydraulic checks and a never-to-be-forgotten experience of an in-line filter change.

This particular item was under the nav's seat but, had to be approached from the rear hatch: Crawl up with torch to find said filter; come back for spanner and new component; crawl again in hot, humid conditions to complete job; wrong spanner so return this time with a tool bag; finish job but, in the dark, contents of tool bag spill into fuselage!!!

Later we wheeled out this aircraft for an engine check and then a flight programme, and I can remember some joker saying, there was a right and a wrong way for these filters to be fitted!!!!

As with all aircraft I have had to work on I always enjoyed sitting in the cockpit, and I can remember thinking many times how the Mossie appeared cramped and complicated. Only a few years ago this memory came back to me when I found out the way Guy Gibson (617 Dambusters leader) got things wrong and lost his life in a Mosquito air crash.

While I was at Hemswell there were many crashes, fatalities and mishaps with the Mosquito squadrons that were still operational (but these stories are for another time).

During my short working life on the Mosquito, many of the air crews had seen action in WW2, and even today I remember countless tales of daring and valour they told. Stories of out-performing the Junkers 88 on Pathfinder sorties to the Rhur, striving to blast SS and Gestapo headquarter, so allowing resistance prisoners to escape torture and the firing squads, fascinated me then and equally today, if I rekindle my memory.

A pilot told me of the heroics and daring of raids to Norway. From different airfields in Scotland they would gather at some pre-determined fjord and fly down one at a time. Flak batteries meeting them on either side till they reached their target. Watching their squadron colleagues being blasted from the skies must have been devastating and harrowing for the Mosquito crews.

It was only months before talk of 109's old Pathfinder Mosquitos being replaced by the new super-fast, super-efficient jet bomber the Canberra.

Was I happy or sad when I was told I was to be one of the first riggers to be trained for these new jet aircraft, leaving an old trusted love and going on into the new jet world? I cannot remember.

When the time came, all 109's old Mosquitos aircraft flew out on the same day, watched and cheered on by many----but for one----the airframe which I had done all my initial training/servicing experience on.

But then one early morning, as I was out on the airfield picking mushrooms, my "Mossie" flew out on its own. Not a person in sight or a cheer or a wave---except from me.

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THINGS AVIATION INTERNATIONAL 1997

FRI. JAN. 3rd. SAM CODY: THE LEGEND

COWBOY; WILD WEST SHOWMAN; PIONEER AVIATOR. SAM'S GREAT GRANDSONS, PETER AND JOHN CODY, PROFILE THE EXTRAORDINARY LIFE OF THE FIRST MAN, IN 1908, TO FLY A POWERED AIRCRAFT IN BRITAIN.

FRI. FEB. 7th. SECRET FILES OF THE LUFTWAFFE

WE WELCOME BRAD PITT, THE IMPERIAL WAR MUSEUM FILM ARCHIVIST, FOR THE FIRST NORTHERN SHOWING OF UNIQUE FILM FOOTAGE, CAPTURED IN 1945.

SAT. MAR. 15th. "COUNT PUNSKI" OF GALLAND'S JV44

A MAJOR INTERNATIONAL YAM COUP; LUFTWAFFE LEGEND, GENERALLEUTNANT WALTER KRUPINSKI, HOLDER OF THE KNIGHT'S CROSS WITH OAK LEAVES, REFLECTS ON HIGH ADVENTURE, THE 262, 1,100 MISSIONS, AND 197 COMBAT VICTORIES. **TICKET ONLY £10.00**

FRI. APR. 4th. ENGLISH ELECTRIC LIGHTNING: AN APPRAISAL

GROUP CAPTAIN JAKE JARRON, RAF, COMMANDER OF THE RAF'S LAST LIGHTNING SQUADRON, RECALLS HIS EXPERIENCES FLYING THIS EXHILARATING AIRCRAFT.

FRI. MAY 9th. "GABBY": UNCLE SAM'S ACE OF TWO CONFLICTS:

ANOTHER YAM WORLD SCOOP; WE FLY IN FROM NEW YORK, LIEUTENANT COLONEL FRANCIS "GABBY" GABRESKI, CMH.; THE TOP SCORING U.S. EUROPEAN WW2 FIGHTER ACE, WHO ALSO DESTROYED 6 MIG 15'S IN KOREA. **TICKET ONLY £10.00**

FRI. MAY 30th. SEA FURY!

THE FLEET AIR ARM IN ACTION AGAINST THE MIGS OF NORTH KOREA! SPEAKERS TBA. IT IS HOPED 9 KOREAN WAR SEA FURY PILOTS WILL BE PRESENT. THE LECTURE WILL BE PRECEDED BY A DISPLAY FROM THE BAE(BROUGH) RESTORED SEA FURY VR 930; POSSIBLE LANDING AND OVERNIGHT STATIC DISPLAY.

FRI. JUN 6th. LANCASTER OPS. WITH BILL REID, VC.

WITH CONSIDERABLE PRIDE WE PRESENT LANCASTER ACE, FLIGHT LIEUTENANT BILL REID, VC, HOLDER OF BRITAIN'S HIGHEST AWARD FOR VALOUR. IT IS INTENDED THE GUESTS OF HONOUR WILL INCLUDE SURVIVING HALIFAX, STIRLING, MANCHESTER, WELLINGTON, HAMPDEN AND WHITLEY PILOTS. **TICKET ONLY £8.00**

DATE TBA MEMPHIS BELLE

MAKING HIS LONG AWAITED YAM DEBUT, WE WELCOME COLONEL BOB MORGAN, PILOT OF THE ORIGINAL B17 "MEMPHIS BELLE". THE PRESENTATION INCLUDES A SCREENING OF THE WILLIAM WYLER COLOUR FOOTAGE, SHOT FROM THE "BELLE" OVER GERMANY IN 1943. **£6.00 NON TICKET**

FRI. AUG. 1st. FLY BY WIRE:

IN EVERYDAY LANGUAGE, RICHARD COLLINSON, BSc.Eng., CEng., FIEE, FRAeS., EXPLAINS THE PRINCIPLES OF FLY BY WIRE FLIGHT CONTROL, AND HEAD UP, HELMET MOUNTED, AND COLOUR HEAD-DOWN DISPLAYS, USED IN CURRENT MILITARY AND CIVIL AIRCRAFT.

SAT. SEP. 20th. THE GATHERING OF EAGLES

IN YAM'S TRIBUTE TO THE FEW, AIR CHIEF MARSHALL SIR CHRISTOPHER FOXLEY-NORRIS ANALYSES THE BATTLE OF BRITAIN; DR, GORDON MITCHELL REMEMBERS HIS FATHER, R.J. MITCHELL; AND RAYMOND BAXTER EULOGISES THE SPITFIRE(Prov.) GUESTS INCLUDE MANY SURVIVING WARTIME FIGHTER PILOTS, INCLUDING AVM JOHNNIE JOHNSON. **£6.00 TICKET ONLY**

FRI. OCT. 3rd. FLYING THE DUXFORD WARBIRDS

SHARE A COCKPIT WITH MARK HANNA OF THE OLD FLYING MACHINE COMPANY, AS HE DESCRIBES HIS EXPERIENCES FLYING THE FABULOUS OFMC COLLECTION OF AIRCRAFT.

FRI. OCT. 17th. NUNGESSER OF LES CIGOGNES:

DAVE TAPPIN PROFILES LIEUTENANT CHARLES NUNGESSER, THE 45 VICTORY FRENCH ACE, WHO SURVIVED COUNTLESS WARTIME CRASHES, BARNSTORMING IN THE USA, HOLLYWOOD AND STARDOM, BEFORE VANISHING MID ATLANTIC IN 1927.

FRI. NOV. 7th. PETER TWISS OBE. "FASTER THAN THE SUN"

AUTUMN 1997 MARKS THE 50th. ANNIVERSARY OF MAN'S FIRST SUPERSONIC FLIGHT. TO MARK THIS SIGNIFICANT GOLDEN JUBILEE, OUR SPEAKER WILL SHARE HIS RECOLLECTIONS OF PILOTING THE SUPERB FAIREY DELTA II AND PUSHING THE WORLD'S ABSOLUTE AIR SPEED RECORD OVER THE 1000mph MARK IN 1956, ACTUALLY 1132 mph. **NON TICKET £6.00**

FRI. DEC. 5th. HANS JOACHIM MARSEILLE; "THE STAR OF AFRICA"

A SPEAKER TBA, RECALLS THE LIFE AND TIMES OF THE LUFTWAFFE'S TOP SCORING WESTERN ACE, WITH 158 VICTORIES; 13 OF THEM RAF FIGHTERS IN ONE DAY! A JG27 SURVIVOR WILL FLY IN FROM GERMANY TO RECALL PERSONAL MEMORIES OF THE BEST FIGHTER PILOT OF ALL TIME. **£8.00 TICKET ONLY**

LEEDS BRADFORD AIRLINE REPORT - OCTOBER 1996**INBOUND DIVERSIONS**

Nil

REGULAR FLIGHTS

AIH351	GRO	03/G-SUEE	10/G-DACR	17/G-RRJE	24/G-JDFW	31/G-DRVE
AIH353	PMI	03/G-SUEE	10/G-DACR	17/G-RRJE	24/G-JDFW	31/G-DRVE
AIH355	MAH	04/G-SUEE	11/G-DACR	18/G-RRJE	25/G-JDFW	
AIH357	IBZ	04/G-SUEE	11/G-DACR	18/G-RRJE	25/G-JDFW	
AIH359	ALC	05/G-SUEE	12/G-DACR	19/G-RRJE	26/G-JDFW	
AIH361	PMI	05/G-SUEE	12/G-DACR	19/G-RRJE	26/G-JDFW	
AIH363	LPA	05/G-SUEE	12/G-DACR	19/G-RRJE	26/G-JDFW	
AIH365	AGP	06/G-SUEE	13/G-DACR	20/G-RRJE	27/G-JDFW	
AIH366P	MAN	06/G-SUEE	13/G-DACR	20/G-HBAP	27/G-JDFW	
AIH975	TFS	01/G-TPTT	08/G-TPTT	15/G-TPTT	22/G-TPIT	29/G-TPTT
AMC4209	MLA	01/9H-ABQ	08/9H-ABQ	15/9H-ABQ	22/9H-ABP	29/9H-ABP
AMM1352	PMI	01/G-OOAB	08/G-OOAB	15/G-OOAB	22/G-OOAA	
AMM1358	FAO	03/G-OOOJ	10/G-OOOC	17/G-OOOT	24/G-OOOA	31/G-OOOB
BAL007A	TFS	13/G-BYAU	27/G-BYAG			
BAL010A	SKG	07/G-BYAS	14/G-BYAH	21/G-BYAW		
BAL031A	PMI	01/G-BYAL	08/G-BYAS	15/G-BYAU	22/G-BYAW	29/G-BYAP
BAL082A	AGP	03/G-BYAM	10/G-BYAI	17/G-BYAW	24/G-BYAG	31/G-BYAJ
BAL118A	IBZ	04/G-BYAS	11/G-BYAI	18/G-BYAW	25/G-BYAG	
BAL123A	DLM	02/G-BYAG	09/G-BYAI	16/G-BYAW	23/G-BYAG	
BAL136A	MAH	05/G-BYAS	12/G-BYAU	19/G-BYAW	26/G-BYAG	
BAL168A	LCA	06/G-BYAS	20/G-BYAW			
BAL186A	ALC	03/G-BYAS	10/G-BYAI	17/G-BYAW	24/G-BYAG	31/G-BYAT
BAL206A	PMI	04/G-BYAS	11/G-BYAU	18/G-BYAW	25/G-BYAG	
BAL217A	LPA	07/G-BYAS	14/G-BYAU	21/G-BYAW		
BAL241A	RHO	05/G-BYAS	12/G-BYAU	19/G-BYAW	26/G-BYAG	
BAL283A	PMI	03/G-BYAM	10/G-BYAI	17/G-BYAW	24/G-BYAG	31/G-BYAJ
BAL321A	GRO	05/G-BYAS	12/G-BYAU	19/G-BYAW	26/G-BYAG	
BAL656A	MCO	11/G-BYAB				
BAL656B	MAN	26/G-BYAB				
SPP3194	PMI	05/EC-GBA	12/EC-GGV	19/EC-GGV	26/EC-FVR	
TSC205	YYZ	01/C-GTSN	08/C-GTSF			

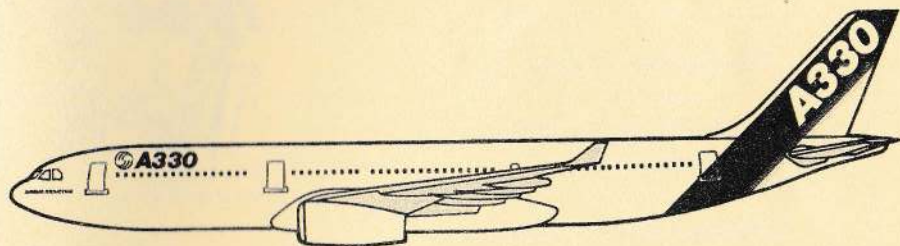
OTHER FLIGHTS

01	G-ZAPJ	AT42	BMA9511/1XV	Stansted - Glasgow	Lieu BMA BA41
01	G-ZAPJ	AT42	BMA1VX/2XV	f/t Glasgow	Lieu BMA BA41
01	G-ZAPJ	AT42	BMA2VX/3XV	f/t Glasgow	Lieu BMA BA41
01	G-ZAPJ	AT42	BMA3VX/9512	Glasgow - Stansted	Lieu BMA BA41
02	G-JEAR	BA46	JEA404/734	Birmingham - Belfast City	Lieu FK27
02	G-JEAR	BA46	JEA411/411A	Belfast City - Birmingham	Lieu FK27
04	EI-CJH	B737	RYR1552/1553	f/t Dublin	Extra Schedule
04	G-BRLY	BATP	MNX7901/418	Manchester - Isle of Man	Lieu BA31
04	G-BRLY	BATP	MNX419/MXE04LA	Isle of Man - Aberdeen	Lieu BA31
04	G-MANP	BATP	JEA743/744	f/t Belfast City	Lieu JEA FK27
04	G-BRLY	BATP	MXE05AL/7902	Aberdeen - Manchester	Lieu BA31
06	G-JEAJ	BA46	JEA747/744	f/t Belfast City	Lieu FK27
07	G-BUUP	BATP	BMA9530/497	Belfast City - Paris Cdg	Lieu BMA BATP
07	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
07	G-BUUP	BATP	BMA498/493	f/t Paris Cdg	Lieu BMA BATP
08	G-BUUP	BATP	BMA494/497	f/t Paris Cdg	Lieu BMA BATP
08	G-BUUP	BATP	BMA498/9531	Paris Cdg -n/s- East Midlands	Lieu BMA BATP
09	G-BVTK	AT72	CFE38LA/79NA	Gatwick - Newcastle	Lieu AT42
09	G-BWTM	AT72	CFE001P/23LB	Antwerp -n/s- Gatwick	Lieu AT42
10	G-OJMR	EA30	MON298P/8298	Luton - Keflavik	Passenger Charter
10	G-OJMR	EA30	MON8299/299P	Keflavik - Luton	Passenger Charter
12	G-BNFB	SH36	GIL422N/423N	t/f Newquay	Passenger Charter
13	PH-CFF	FK10	BMA1504/1514	f/t Jersey	Lieu BMA FK70
14	G-BVZH	B735	BMA4JL/2LJ	f/t Heathrow	Lieu BMA FK10
14	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
15	G-BVTE	FK70	BMA9523/497	East Midlands - Paris Cdg	Lieu BATP
15	G-BVTE	FK70	BMA498/493	f/t Paris Cdg n/s	Lieu BATP
15	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
16	G-BVTE	FK70	BMA494/497	f/t Paris Cdg	Lieu BATP
16	G-BVTE	FK70	BMA498/493	f/t Paris Cdg n/s18	Lieu BATP
16	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
17	G-AVMY	BA11	EAF316P/4354	Lyon - Genoa	Passenger Charter
17	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
18	G-BVTE	FK70	BMA494/497	f/t Paris Cdg	Lieu BATP
18	EI-CJH	B737	RYR1552/1553	f/t Dublin	Extra Schedule
18	G-OBMZ	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
18	G-BVTE	FK70	BMA498/1214	Paris Cdg -n/s- Jersey	Lieu BATP
18	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
18	G-OBMZ	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
19	G-OBMZ	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK70
19	G-BVTE	FK70	BMA1204/1214	f/t Jersey n/s	Lieu BATP
19	G-UKHP	BA46	UKA9501/756	Stansted - Amsterdam	Lieu FK50
20	PH-CFE	FK10	BMA1504/1514	f/t Jersey	Lieu BMA FK70
20	G-BVTE	FK70	BMA1464/497	Jersey - Paris Cdg	Lieu BATP
20	G-BVTE	FK70	BMA498/493	f/t Paris Cdg n/s	Lieu BATP
21	G-BVTE	FK70	BMA494/497	f/t Paris Cdg	Lieu BATP
21	G-BVTE	FK70	BMA498/493	f/t Paris Cdg n/s	Lieu BATP
21	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail
22	G-ZAPD	SH36	AWC925/92P	Gatwick - Stansted	Extra Mail
22	G-BVTE	FK70	BMA494/9522	Paris Cdg - East Midlands	Lieu BATP
22	G-BNFB	SH36	GIL650P/651L	t/f Stansted	Extra Mail

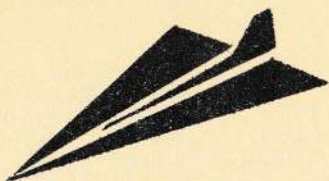
23	G-ZAPD	SH36	AWC925/92P	Gatwick - Stansted	Extra Mail
23	G-JBAC	E110	DCT556	Edinburgh -n/s- Birmingham	Passenger Charter
23	G-DASI	SH36	GIL.650P/651L	t/f Stansted	Extra Mail
24	G-ZAPD	SH36	AWC925/92P	Gatwick - Stansted	Extra Mail
24	EI-CLJ	BA46	EIN368/369	f/t Dublin	Lieu FK50
24	G-DASI	SH36	GIL650P/651L	t/f Stansted	Extra Mail
24	PH-CFF	FK10	BMA260/260A	Paris Cdg - East Midlands	Lieu BATP
24	G-BUUP	BATP	BMA9541/493	East Midlands -n/s- Paris Cdg	Lieu BMA BATP
25	G-ZAPC	SH36	AWC925/92P	Gatwick - Stansted	Extra Mail
25	G-BUUP	BATP	BMA494/497	f/t Paris Cdg	Lieu BMA BATP
25	G-AVMZ	BA11	RYR1554/1555	f/t Dublin	Lieu RYR B737
25	G-BUUP	BATP	BMA498/1214	Paris Cdg -n/s- Jersey	Lieu BMA BATP
25	G-BNFB	SH36	GIL.650L/651L	t/f Stansted	Extra Mail
26	G-ZAPD	SH36	AWC925/92P	Gatwick - Stansted	Extra Mail
26	G-BNFB	SH36	GIL218M/219L	t/f Newquay	Passenger Charter
26	G-BOAD	CONC	BAW24C	Heathrow -n/s- Manchester	Passenger Charter
26	G-BUUP	BATP	BMA1204/9564	Jersey - Manchester	Lieu BMA BATP
27	<u>PH-SDP</u>	DH8	SAB699/700	f/t Brussels	-
27	<u>PH-SDI</u>	DH8	SAB701/702	f/t Brussels n/s	-
28	<u>PH-SDT</u>	DH8	SAB697/698	f/t Brussels	-
28	EI-CJF	B737	RYR1554/1555	f/t Dublin	Extra Schedule
28	<u>PH-SDM</u>	DH8	SAB701/702	f/t Brussels n/s	-
28	G-BNFB	SH36	GIL.650P/651L	t/f Stansted	Extra Mail
29	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
29	G-BNFB	SH36	GIL.650P/651L	t/f Stansted	Extra Mail
30	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail
30	G-BNFB	SH36	GIL.650P/651L	t/f Stansted	Extra Mail
31	G-ZAPG	SH36	AWC949/94P	Gatwick - Stansted	Extra Mail

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