



VOLUME 21 NUMBER 7

JULY, 1995

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 Mrs. C. Thornton, 69a Harrogate Road, Rawdon, Leeds LS19 6NB 0113 2507202

P.R.O. Mr. L. Goldbeck, 207 Green Lane, Cookridge, Leeds LS16 7JL 0113 2676947

VISITS Mr. J. Jackson, 16 Church Street, Yeadon, Leeds LS19 0113 2503766

EDITORIAL Denise Blackwell, 66a Bradford Road, Clayton, Bradford BD14 6EQ

ASSISTANTS Martin Small, 13 Beech Avenue, Harrogate, HG2 8DS 01423 871803

FORTHCOMING MEETINGS -which are held at the YORKSHIRE AERO CLUB, on the south side of LEEDS/BRADFORD AIRPORT, by courtesy of Ms Jill Tushingham (MD) at 14.30 hrs.

SUNDAY, 2ND JULY Airport security - Manny Irving, Head of Security, L.B.A.

AUGUST - NO MEETING

SUNDAY, 3RD SEPT.

Roger Fozzard - U.S.A. slides

SUNDAY, 1ST OCT.

to be arranged

SUNDAY, 5TH NOV.

A.G.M. and video

SUNDAY, 3RD DEC.

Xmas Party

Please note- The Editorial Staff reserve the right to shorten or otherwise edit any article which is received for publication. The views and opinions expressed in members' articles are not necessarily those reflecting the policy and opinions of the Society and therefore should be read and accepted as such.

CHAIRMAN'S CHAT - *following the Knight Air crash an incident took place which should serve as a warning to us all. The tabloid press, as usual after any disaster, were speculating on the cause of this crash re.the following headline appearing "Young radio ham picks up last words of doomed aircraft - a young boy in Cumbria using his scanner heard a member of the crew say that the aircraft had been struck by lightning". Later on television the boy was shown holding his radio which turned out to be the cheapest radio with an airband facility and certainly wasn't a scanner. I don't think that you would have picked up a low flying aircraft in Lower Wharfedale up in Cumbria. I have heard since that the whole thing was a hoax by the boy's parents to sell to the press, and I now understand they are to be prosecuted. By now you will be wondering what this has to do with your average Air Yorkshire member. Airband listening is ILLEGAL, as is listening to all other service broadcasts. However, most authorities turn a blind eye with probably the exception of the police. Police broadcasts will become scrambled in the future. So listening to airband at home or in a public place with an earpiece should not cause too many problems. But what WILL bring down the full force of the law upon you is when you make use of that information e.g.passing on information of an aircraft in trouble to the media or telling fellow passengers in a terminal that you have just heard that your flight has a fault and will be delayed. This could cause up to 200 passengers breaking out in a cold sweat and you could be given a look behind the scenes, courtesy of Airport Security. So remember, listen in privacy and do not pass on anything you hear. You could end up with a heavy fine and your scanner confiscated.*

Don't forget there is no meeting in August - all magazines will be posted. Those of you flying off on holiday make a few notes and then write a small article for the magazine.

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

Leeds/Bradford Movements

May 1995

01 G-MONZ Airbus 320	0016	EI-CKY Cessna 406	0355
EI-CFC SAAB 340	0854	G-BNMM Short 360	0912
G-ODNP Cessna 310R	0921	G-MAJA Jetstream 41	0927
G-JEAD Friendship	0938	G-BVJB Fokker 100	0947
G-UKTA Fokker 50	1014	G-BODY Cessna 310R	1039
OO-DTG Brasilia	1044	G-UKTC Fokker 50	1105
G-BVMY Short 360	1108	G-BOAD BAC Concorde	1145
G-BVJB Fokker 100	1230	G-MONZ Airbus 320	1313
G-SHIV GA7 Cougar	1322	G-MAJA Jetstream 41	1336
G-JEAD Friendship	1357	G-UKTA Fokker 50	1447
OO-DTN Brasilia	1503	G-BVJB Fokker 100	1532
EI-CFB SAAB 340	1536	G-BVMY Short 360	1646
G-MAJA Jetstream 41	1649	G-UKTC Fokker 50	1653
G-BNMM Short 360	1710	G-JEAD Friendship	1733
G-BVJA Fokker 100	1821	EI-CFC SAAB 340	1923
G-BVED ATR 42	1939	OO-DTG Brasilia	1954
G-BNMM Short 360	2008	G-UKTC Fokker 50	2048
G-BEJD HS 748	2122	G-BVJA Fokker 100	2127
G-JEAD Friendship	2213		
02 G-MONZ Airbus 320	0031	G-BUPS ATR 42	0632
EI-CFC SAAB 340	0849	9H-ABT Boeing 737 300	0915
G-BNMM Short 360	0918	G-MAJA Jetstream 41	0924
G-JEAD Friendship	0934	G-BVJA Fokker 100	0939
G-UKTC Fokker 50	1009	G-BAMS Robin DR400/160	1025
G-BVED ATR 42	1042	G-BRTD Cessna 152	1118
OO-MTD Brasilia	1140	G-BSMP Seneca	1150
G-BTCA Lance	1152	EC-FKJ Boeing 737 300	1159
G-BUPS ATR 42	1205	G-BIFA Cessna 310R	1210
G-BVJA Fokker 100	1234	G-JEAD Friendship	1350
G-BSBW JetRanger	1408	G-UKTC Fokker 50	1439
OO-DTL Brasilia	1501	G-BVJA Fokker 100	1520
CF-02 Merlin IIIA	1534	EI-CFB SAAB 340	1538
G-BGXS PA-28 Dakota	1542	G-BSBW JetRanger	1626
G-UKTA Fokker 50	1652	G-MAJA Jetstream 41	1657
G-BNMM Short 360	1710	G-NSGI Cessna 421C	1719
G-JEAD Friendship	1730	G-BVJA Fokker 100	1816
EI-CFC SAAB 340	1916	G-MONZ Airbus 320	1944
G-BVMX Short 360	1954	OO-MTD Brasilia	1957
G-BNMM Short 360	2019	G-JEAD Friendship	2036
G-UKTA Fokker 50	2049	G-MAJA Jetstream 41	2051
G-UKTC Fokker 50	2051	G-BVJA Fokker 100	2118
G-BEJD HS 748	2129		
03 G-MONZ Airbus 320	0413	G-APSA Douglas DC6A	0737 0948
EI-CFC SAAB 340	0850	G-BNMM Short 360	0919
G-BVJA Fokker 100	0921	G-MAJA Jetstream 41	0936
G-JEAD Friendship	0939	G-AYSY Cessna F177RG	0945
G-UKTC Fokker 50	1004	G-BODY Cessna 310R	1028

00-DTL Brasilia	1053	G-BVMX Short 360	1059
G-UKTA Fokker 50	1103	G-BVJA Fokker 100	1228
G-GEAR Cessna 182RG	1240	G-NSGI Cessna 421C	1316
G-MAJA Jetstream 41	1335	G-BSBW JetRanger	1349
G-BTJI F33C Bonanza	1350	G-JEAD Friendship	1400
G-UKTC Fokker 50	1434	00-DTO Brasilia	1445
G-BVJA Fokker 100	1518	G-BSBW JetRanger	1528
EI-CFA SAAB 340	1538	G-UKTA Fokker 50	1652
G-MAJA Jetstream 41	1657	G-BNMW Short 360	1702
G-MONZ Airbus 320	1707	G-WATS Seneca	1720
EC-FKS Boeing 737 300	1726	G-JEAD Friendship	1737
G-BVJA Fokker 100	1826	EI-CFC SAAB 340	1917
G-MAJA Jetstream 41	1949	00-DTL Brasilia	2007
G-BNMW Short 360	2018	G-JEAD Friendship	2044
G-UKTA Fokker 50	2052	G-UKTC Fokker 50	2059
G-BVMY Short 360	2111	G-BVJA Fokker 100	2133
G-BEJD HS 748	2138		
04 G-MONZ Airbus 320	0352	EI-CFC SAAB 340	0856
G-BNMW Short 360	0920	G-MAJA Jetstream 41	0922
OY-JRO King Air B90	0925 1139	G-JEAD Friendship	0930
G-BVJA Fokker 100	0935	N2706X Cessna 335	0938
G-UKTA Fokker 50	0959	00-DTJ Brasilia	1039
G-BODY Cessna 310R	1042	G-ARYS Cessna 172C	1046
OY-JRK Short SC7 Skyvan	1050 1135	G-UKTC Fokker 50	1102
G-BVMY Short 360	1107	G-BHBZ P.68B Victor	1127
G-BVJA Fokker 100	1224	G-TRIN TB20 Trinidad	1229
G-MONZ Airbus 320	1231	G-BKAZ Cessna 152	1310
G-JEAD Friendship	1356	G-DDAC Airbus 320	1414
G-HWKN Navajo	1432	G-UKTA Fokker 50	1440
00-DTG Brasilia	1454	G-BVJA Fokker 100	1513
EI-CFB SAAB 340	1543	G-WATS Seneca	1559
G-BSDL TB10 Tobaqo	1622	G-BVMY Short 360	1636
G-MAJA Jetstream 41	1649	G-UKTC Fokker 50	1652
G-BNMW Short 360	1712	G-JEAD Friendship	1730
G-BVJA Fokker 100	1816	EI-CFC SAAB 340	1925
G-BVMX Short 360	1941	G-AYDZ Jodel DR200	1944
G-MAJA Jetstream 41	1952	00-DTJ Brasilia	1957
G-BNMW Short 360	2018	G-JEAD Friendship	2029
EC-FKS Boeing 737 300	2044	G-UKTA Fokker 50	2049
G-UKTC Fokker 50	2052	G-BVJA Fokker 100	2134
G-BEJD HS 748	2137		
05 G-MONZ Airbus 320	0259	EC-FKS Boeing 737 300	0312
OE-DDX Cessna T210M	0330 1002	G-BODY Cessna 310R	0815
EI-CFB SAAB 340	0847	G-VOID Arrow IV	0914
G-BNMW Short 360	0914	G-BVJA Fokker 100	0918
G-MAJA Jetstream 41	0922	G-JEAD Friendship	0930
G-UKTA Fokker 50	1008	00-DTG Brasilia	1054
G-UKTC Fokker 50	1057	G-BVMX Short 360	1101
G-BVJA Fokker 100	1216	G-BRRM Cadet	1236
G-MAJA Jetstream 41	1342	G-BODY Cessna 310R	1347
G-JEAD Friendship	1350	G-UKTA Fokker 50	1441
00-DTO Brasilia	1513	XX174 Hawk T.1	1533

XX185 Hawk T.1	1533		G-BVJA Fokker 100	1536
EI-CFA SAAB 340	1552		G-BVMX Short 360	1634
XX453 Gazelle AH.1	1642		G-UKTC Fokker 50	1644
G-MAJA Jetstream 41	1652		G-BNMM Short 360	1703
G-JEAD Friendship	1736		G-BOKE Seneca	1738
G-NSGI Cessna 421C	1759		G-BVJA Fokker 100	1816
EI-CFB SAAB 340	1923		G-MAJA Jetstream 41	1947
G-BNMM Short 360	2009		G-BVMY Short 360	2038
G-JEAD Friendship	2041		G-MONZ Airbus 320	2050
G-UKTA Fokker 50	2051		G-UKTC Fokker 50	2055
OO-MTD Brasilia	2056		EC-FKS Boeing 737 300	2117
G-BVJA Fokker 100	2131		G-BEJD HS 748	2133
G-ELDG DC9	2247			
06 EC-FKS Boeing 737 300	0351		G-MONZ Airbus 320	0356
G-BOKE Seneca	0756		EI-CFB SAAB 340	0859
C-GTDE Lear Jet 35	0919	0911(7)	G-JEAD Friendship	0928
G-ELDG DC9	0930		G-UKTD Fokker 50	1021
OO-DTL Brasilia	1027		G-BOKE Seneca	1040
G-BVMY Short 360	1052		G-ELDG DC9	1221
G-BLFZ Navajo	1300		G-UKTA Fokker 50	1321
G-MONZ Airbus 320	1339		EC-FKS Boeing 737 300	1342
G-JEAD Friendship	1353		G-BSBW JetRanger	1423
G-BVMY Short 360	1429		G-BEGV Aztec	1522
EI-CFC SAAB 340	1530		G-BNDR TB10 Tobago	1547
G-WERY TB20 Trinidad	1555		G-ELDI DC9	1559
G-ELDG DC9	1618		G-BSBW JetRanger	1645
G-NSGI Cessna 421C	1727		G-UKTI Fokker 50	1854
G-JEAD Friendship	1925		G-ELDG DC9	1928
G-MONZ Airbus 320	1957		F-GMRD B58 Baron	2008
EC-FTS DC9 83	2028		G-BSBW JetRanger	2100
G-MANS BAe 146	2107		EC-FKS Boeing 737 300	2113
07 G-MONZ Airbus 320	0620		LZ-MIR TU154	0720
EC-FVJ Boeing 737 300	0839		EI-CFD SAAB 340	0851
G-ELDG DC9	0913		G-PKBM DC9	1001
G-BDGM Warrior	1010		G-BOKE Seneca	1222
G-ELDG DC9	1227		G-JEAD Friendship	1300
ZB670 Gazelle AH.1	1310		G-SSFC Seneca	1316
G-UKTI Fokker 50	1446		G-WERY TB20 Trinidad	1447
OO-DTJ Brasilia	1452		EI-CFB SAAB 340	1550
G-MANS BAe 146	1605		G-BVMY Short 360	1617
G-JEAD Friendship	1713		G-BVJB Fokker 100	1816
EI-CFA SAAB 340	1921		G-UKTI Fokker 50	1951
G-BVMY Short 360	2007		OO-DTG Brasilia	2017
G-JEAD Friendship	2035		G-BSER Cherokee 160B	2041
G-MONZ Airbus 320	2050		G-UKTA Fokker 50	2059
G-BVJB Fokker 100	2113			
08 G-MONZ Airbus 320	0345		G-BVEC ATR 42	0728
SE-DVP Falcon 100	0757		EI-CFD SAAB 340	0849
G-MAJA Jetstream 41	0924		G-BVJB Fokker 100	0929
ZGB47 Islander AL.1	0936		G-UKTI Fokker 50	1012
G-UKTA Fokker 50	1118		G-SHIV GA7 Cougar	1150

G-BVJB	Fokker 100	1223	G-BRBI	Cessna 172N	1241	
G-MONZ	Airbus 320	1305	G-MAJA	Jetstream 41	1336	
G-BRRM	Cadet	1350	G-JEAD	Friendship	1408	
G-BVMY	Short 360	1420	G-BNMW	Short 360	1423	
G-UKTI	Fokker 50	1456	00-DTO	Brasilia	1516	
EI-CFA	SAAB 340	1532	G-UKTA	Fokker 50	1706	
G-JEAD	Friendship	1727	XV187	Hercules C.1P	1730	
G-BVMY	Short 360	1753	G-BVJC	Fokker 100	1823	
EI-CFD	SAAB 340	1918	G-MAJA	Jetstream 41	1946	
G-BNMW	Short 360	2013	G-JEAD	Friendship	2038	
G-UKTA	Fokker 50	2056	00-DTJ	Brasilia	2059	
G-UKTI	Fokker 50	2103	G-BVJC	Fokker 100	2117	
G-NSGI	Cessna 421C	2200	G-MANL	BAe ATP	2339	
09	G-MONZ	Airbus 320	0036	G-TRIN	TB20 Trinidad	0811
	G-HAIG	LongEz	0821	EI-CFD	SAAB 340	0854
	9H-ABT	Boeing 737 300	0910	G-BNID	Cessna 152	0922
	G-BNMW	Short 360	0924	G-MANL	BAe ATP	0926
	G-JEAD	Friendship	0943	G-BVJC	Fokker 100	0946
	G-UKTI	Fokker 50	1026	D-IACC	95 B55 Baron	1048
	G-UKTA	Fokker 50	1055	G-BVMY	Short 360	1059
	00-DTO	Brasilia	1112	EC-FJZ	Boeing 737 300	1205
	G-HOPE	F33A Bonanza	1208	G-BVJC	Fokker 100	1237
	G-BSDD	Cessna 152	1326	G-JEAD	Friendship	1358
	G-JLRW	Duchess	1420	G-EMAZ	Archer II	1437
	G-BHMI	Cessna F172N	1447	G-UKTI	Fokker 50	1456
	G-OCSZ	Bandeirante	1502	00-DTL	Brasilia	1514
	G-BVJC	Fokker 100	1516	EI-CFC	SAAB 340	1542
	G-SHIV	GA7 Cougar	1608	G-UKTA	Fokker 50	1633
	G-MANL	BAe ATP	1648	G-BNMW	Short 360	1704
	G-JEAD	Friendship	1723	G-BVJC	Fokker 100	1812
	G-BKCL	Twin Comanche	1846	EI-CFD	SAAB 340	1918
	G-WERY	TB20 Trinidad	1920	G-LEDN	Short 330	1928
	G-BVMX	Short 360	1948	G-MANL	BAe ATP	1952
	G-MONZ	Airbus 320	2001	G-BNMW	Short 360	2010
	G-JEAD	Friendship	2039	G-UKTA	Fokker 50	2055
	G-UKTI	Fokker 50	2057	00-DTL	Brasilia	2113
	G-BVJC	Fokker 100	2116	G-DAAL	HS 748	2123
10	G-MONZ	Airbus 320	0442	EI-CFD	SAAB 340	0857
	G-BNMW	Jetstream 31	0910	G-BNMW	Short 360	0917
	G-MANL	BAe ATP	0924	G-BVJC	Fokker 100	0926
	G-JEAD	Friendship	0932	G-UKTA	Fokker 50	1014
	00-DTO	Brasilia	1049	G-BVMY	Short 360	1100
	G-FWRP	Cessna 421C	1122	G-UKTI	Fokker 50	1124
	G-BDGM	Warrior	1144	G-BVJC	Fokker 100	1220
	G-BGCM	AA5A Cheetah	1221	G-CTWW	Seneca	1244
	N584CA	Rockwell 114	1325	G-EMMS	Tomahawk	1326
	G-TSAR	B58 Baron	1336	G-MANL	BAe ATP	1349
	G-JEAD	Friendship	1403	G-UKTA	Fokker 50	1456
	G-BVJC	Fokker 100	1512	EI-CFA	SAAB 340	1529
	G-BLKP	Jetstream 31	1551	G-BDUN	Seneca	1556
	G-MONZ	Airbus 320	1650	G-UKTI	Fokker 50	1656
	G-MANL	BAe ATP	1700	G-BNMW	Short 360	1704

G-JEAD Friendship	1728	G-BKCL Twin Comanche	1814
G-BVJC Fokker 100	1827	G-BGCM AA5A Cheetah	1842
EI-CFD SAAB 340	1925	G-MANL BAe ATP	1949
G-BVMY Short 360	1954	G-BNWM Short 360	2012
OO-DTL Brasilia	2014	G-JEAD Friendship	2033
G-UKTI Fokker 50	2052	G-UKTA Fokker 50	2054
G-DAAL HS 74B	2138	G-BVJA Fokker 100	2218
EC-FKJ Boeing 737 300	2257		
11 G-MONZ Airbus 320	0409	EI-CFD SAAB 340	0857
G-BNWM Short 360	0910	G-BVJA Fokker 100	0932
G-JEAD Friendship	0934	G-MANL BAe ATP	0940
G-UKTI Fokker 50	1013	OO-DTK Brasilia	1024
OY-BLW Seneca	1045	G-ROLF Saratoga SP	1052
G-UKTA Fokker 50	1055	G-BVMY Short 360	1150
G-MONZ Airbus 320	1226	G-BVJA Fokker 100	1231
G-BDGM Warrior	1235	G-JEAD Friendship	1352
G-OOAC Airbus 320	1424	G-BKUY Jetstream 31	1446
G-UKTI Fokker 50	1456	OO-DTJ Brasilia	1458
G-BVJA Fokker 100	1515	EI-CFA SAAB 340	1538
G-BVMY Short 360	1639	G-UKTA Fokker 50	1655
G-BNWM Short 360	1659	VR-BLK Gulfstream 840	1724
G-JEAD Friendship	1728	G-MANL BAe ATP	1742
G-BLFZ Navajo	1751	G-DFLT Cessna 406	1753
G-TJHI Citation	1757	G-HART Cessna 152	1822
G-BVJA Fokker 100	1826	EC-FKJ Boeing 737 300	1839
G-BIFH Short 330	1853	EI-CFD SAAB 340	1917
G-BVMX Short 360	1953	OO-DTK Brasilia	2004
G-BKCL Twin Comanche	2009	G-BNWM Short 360	2012
G-JEAD Friendship	2036	G-MANL BAe ATP	2037
G-UKTI Fokker 50	2050	G-UKTA Fokker 50	2053
G-BVJA Fokker 100	2123	G-BIUV HS 74B	2146
12 EC-FKJ Boeing 737 300	0153	G-MONZ Airbus 320	1248
G-LEDN Short 330	0427	EI-CFD SAAB 340	0907
G-BNWM Short 360	0909	G-SHIV GA7 Cougar	0922
G-BVJA Fokker 100	0928	G-JEAD Friendship	0932
G-MANL BAe ATP	0944	G-UKTI Fokker 50	1002
G-UKTA Fokker 50	1053	G-BVMX Short 360	1100
OO-DTJ Brasilia	1110	G-BVJA Fokker 100	1229
G-BMAC DC9	1328	G-MANL BAe ATP	1347
G-JEAD Friendship	1357	G-BRBI Cessna 172N	1359
G-BRHR Tomahawk	1422	G-UKTI Fokker 50	1447
OO-DTI Brasilia	1503	G-BVJA Fokker 100	1527
EI-CFC SAAB 340	1538	G-BVMX Short 360	1645
G-FIGA Cessna 152	1655	G-BNWM Short 360	1700
G-UKTA Fokker 50	1702	G-BMAC DC9	1708
G-JEAD Friendship	1743	G-BVJA Fokker 100	1820
G-NSGI Cessna 421C	1944	EI-CFD SAAB 340	1946
G-BMAC DC9	1953	G-BVMY Short 360	1959
OO-DTG Brasilia	2002	G-BNWM Short 360	2016
G-JEAD Friendship	2033	G-UKTA Fokker 50	2049
G-ELDI DC9	2056	G-UKTI Fokker 50	2101
G-MONZ Airbus 320	2111	G-BVJA Fokker 100	2130

G-BIUW HS 748	2135	EC-FKJ Boeing 737 300	2257
13 G-MONZ Airbus 320	0426	EC-FKJ Boeing 737 300	0551
EI-CFD SAAB 340	0900	G-JEAD Friendship	0928
G-BMAC DC9	0944	G-BMAH DC9	0949
G-UKTI Fokker 50	1013	OO-DTI Brasilia	1047
G-BRYJ DHC 8	1058	G-BVMY Short 360	1116
G-PETR Cherokee 140	1132	G-HMES Warrior II	1142
G-BOPA Archer II	1225	G-SHIV GA7 Cougar	1228
G-BMAC DC9	1243	G-BRKH PA-28 Dakota	1247
G-MONZ Airbus 320	1255	G-UKTA Fokker 50	1323
G-JEAD Friendship	1401	G-AZLH Cessna F150L	1420
G-BVMY Short 360	1437	G-MANS BAe 146	1511
EC-FKJ Boeing 737 300	1517	G-NSGI Cessna 421C	1525
G-HAIG LongEz	1526	1122(14)EI-CFC SAAB 340	1535
G-BMAC DC9	1634	G-MAJA Jetstream 41	1754
G-UKTC Fokker 50	1833	G-JEAD Friendship	1922
G-MONZ Airbus 320	1930	G-BMAC DC9	1933
G-MANS BAe 146	1936	EC-FTU DC9 83	2112
EC-FKJ Boeing 737 300	2206		
14 G-MONZ Airbus 320	0546	LZ-MIL TU154	0708
G-WATZ Seneca	0748	EC-FKJ Boeing 737 300	0832
EI-CFC SAAB 340	0854	G-BMAC DC9	0919
G-KNAP Warrior II	0936	G-ELDH DC9	1009
G-BMAC DC9	1229	G-JEAD Friendship	1301
G-ODGA GA7 Cougar	1354	G-AZLH Cessna F150L	1401
OO-DTI Brasilia	1445	G-UKTA Fokker 50	1453
EI-CFA SAAB 340	1540	G-BOPA Archer II	1551
G-MANS BAe 146	1601	G-BVMY Short 360	1603
G-ASWL Cessna F172F	1736	G-JEAD Friendship	1745
G-BVJC Fokker 100	1814	EI-CFD SAAB 340	1913
G-UKTA Fokker 50	1939	OO-DTL Brasilia	2000
G-BMSU Cessna 152	2004	G-BVMY Short 360	2006
G-JEAD Friendship	2037	G-UKTC Fokker 50	2047
G-BVJC Fokker 100	2125	G-MANL BAe ATP	2128
G-MONZ Airbus 320	2139		
15 G-MONZ Airbus 320	0412	G-MAUD BAe ATP	0647
EI-CFC SAAB 340	0846	G-AVUH Cessna F150H	0903
G-BNMM Short 360	0915	G-BVJC Fokker 100	0927
G-JEAD Friendship	0936	G-MAUD BAe ATP	0940
G-SFHR Aztec	1023	G-UKTC Fokker 50	1033
OO-DTI Brasilia	1047	G-UKTA Fokker 50	1100
G-BVMY Short 360	1102	G-ZFDB Twin Squirrel	1218
G-BVJC Fokker 100	1223	G-MONZ Airbus 320	1300
G-BDWH Cherokee 140E	1342	G-JEAD Friendship	1353
G-BHMI Cessna F172N	1405	G-MAUD BAe ATP	1422
G-UKTC Fokker 50	1456	G-YAWW Turbo Arrow IV	1457
G-BVJC Fokker 100	1517	OO-DTJ Brasilia	1537
G-BEZP Cherokee Six	1538	EI-CFD SAAB 340	1538
D-EJFG Turbo Arrow IV	1553	1143(16) G-BVMY Short 360	1640
G-BNMM Short 360	1701	G-MAUD BAe ATP	1704
G-JEAD Friendship	1729	G-BVJC Fokker 100	1809

G-UKTA Fokker 50	1857	G-BVMX Short 360	1947
G-MAUD BAe ATP	1953	EI-CFA SAAB 340	1957
OO-DTI Brasilia	2012	G-BNMM Short 360	2018
G-JEAD Friendship	2031	G-UKTA Fokker 50	2053
G-UKTC Fokker 50	2119	G-BVJC Fokker 100	2121
G-BIUU HS 748	2124	G-OLAH Short 360	2218
16 G-MONZ Airbus 320	0035	G-LEDN Short 330	0543
G-MONK Boeing 757	0624	G-SHIV GA7 Cougar	0809
G-JDTI Cessna 421C	0812	EI-CFC SAAB 340	0858
9H-ABR Boeing 737 300	0917	G-MANL BAe ATP	0920
G-OLAH Short 360	0925	G-JEAD Friendship	0934
G-BVJC Fokker 100	0940	G-UKTA Fokker 50	1008
OO-DTJ Brasilia	1027	G-UKTC Fokker 50	1053
G-BVMX Short 360	1056	G-BVJC Fokker 100	1244
EC-FKS Boeing 737 300	1340	G-JEAD Friendship	1354
G-UKTA Fokker 50	1448	G-BFVP Aztec	1457
OO-MTD Brasilia	1502	G-BVJC Fokker 100	1528
EI-CFA SAAB 340	1541	G-UKTC Fokker 50	1653
G-MANL BAe ATP	1700	G-BTRU Robin DR400/180	1702
G-OLAH Short 360	1708	G-JEAD Friendship	1728
G-BVJB Fokker 100	1828	EI-CFC SAAB 340	1915
G-MANL BAe ATP	1951	G-BSPF Cessna T303	1957
G-BVMY Short 360	2000	OO-DTJ Brasilia	2006
G-OLAH Short 360	2018	G-JEAD Friendship	2039
G-UKTC Fokker 50	2048	G-UKTA Fokker 50	2054
G-BVJB Fokker 100	2128	G-MONZ Airbus 320	2139
G-BIUU HS 748	2143	G-BSPF Cessna T303	2147
G-MONK Boeing 757	2218		
17 G-LEDN Short 330	0416	G-MONZ Airbus 320	0657
G-HOPE F33A Bonanza	0858	EI-CFC SAAB 340	0905
G-OLAH Short 360	0924	G-MANL BAe ATP	0929
G-JEAD Friendship	0932	G-BVJB Fokker 100	0942
VR-CPR Cessna 421C	0958	G-UKTA Fokker 50	1009
OO-MTD Brasilia	1034	G-UKTC Fokker 50	1052
G-BVMY Short 360	1058	G-ELDG DC9	1227
G-OFLT Bandeirante	1242	G-OLAH Short 360	1333
G-MANL BAe ATP	1345	G-JEAD Friendship	1354
G-UKTA Fokker 50	1429	OO-DTL Brasilia	1439
G-BFVP Aztec	1456	G-BVJA Fokker 100	1533
EI-CFA SAAB 340	1533	G-FMSG Cessna 150	1602
G-UKTC Fokker 50	1649	G-MANL BAe ATP	1658
G-OLAH Short 360	1713	G-MONZ Airbus 320	1716
G-JEAD Friendship	1732	G-BVJA Fokker 100	1817
G-ISFC Navajo	1915	EI-CFC SAAB 340	1919
G-MANL BAe ATP	1955	G-BVMX Short 360	2000
OO-MTD Brasilia	2006	G-OLAH Short 360	2023
G-JEAD Friendship	2038	G-UKTC Fokker 50	2046
G-UKTA Fokker 50	2055	G-BVJA Fokker 100	2118
G-BIUU HS 748	2137		
18 EC-FZZ Boeing 737 400	0039	G-MONZ Airbus 320	0357
G-LEDN Short 330	0436	G-OBMN Boeing 737 400	0750

F-GJCH PA46 Malibu	0841	EI-CFC SAAB 340	0858
G-OLAH Short 360	0911	G-BVJA Fokker 100	0922
G-MANL BAe ATP	0929	G-JEAD Friendship	0932
G-UKTC Fokker 50	1006	OO-DTL Brasilia	1035
G-BVMY Short 360	1047	G-UKTC Fokker 50	1105
G-BVJA Fokker 100	1229	G-BDGM Warrior	1230
G-MONZ Airbus 320	1233	N7070A Citation II	1337
G-BFVP Aztec	1339	G-BUJI T61F Venture	1348
G-JEAD Friendship	1358	G-UKTC Fokker 50	1443
OO-MTD Brasilia	1453	G-BVJA Fokker 100	1518
G-ODAB Airbus 320	1522	EI-CFA SAAB 340	1533
G-BVMY Short 360	1631	G-UKTA Fokker 50	1653
G-MANL BAe ATP	1657	G-EGLT Cessna 310R	1700
G-OLAH Short 360	1712	VR-BNW HS 125 600B	1728
G-JEAD Friendship	1743	EC-FZZ Boeing 737 400	1833
G-BVJD Fokker 100	1901	EI-CFC SAAB 340	1920
G-BVMX Short 360	1949	OO-DTL Brasilia	1957
G-MANL BAe ATP	2000	G-OLAH Short 360	2016
G-JEAD Friendship	2046	G-UKTA Fokker 50	2057
G-UKTC Fokker 50	2105	G-BEJE HS 748	2137
G-BVJD Fokker 100	2144		
19 EC-FZZ Boeing 737 400	0133	G-MONZ Airbus 320	0257
EI-CFC SAAB 340	0849	G-OLAH Short 360	0919
G-BVJD Fokker 100	0927	G-MANL BAe ATP	0929
G-JEAD Friendship	0931	G-BNUN B5B Baron	0939
G-DVDN Devon C.2/2	0957	G-UKTA Fokker 50	1006
OO-DTG Brasilia	1042	G-BVMX Short 360	1057
G-BIFH Short 330	1119	G-UKTC Fokker 50	1120
G-BVJD Fokker 100	1226	G-MANL BAe ATP	1348
G-JEAD Friendship	1359	G-UKTA Fokker 50	1434
OO-DTI Brasilia	1449	G-BGPJ Warrior II	1513
G-BVJD Fokker 100	1520	EI-CFC SAAB 340	1533
G-SUZN Warrior II	1559	G-BSBW JetRanger	1605
G-BVMX Short 360	1636	G-UKTC Fokker 50	1649
G-BCRP Aztec	1652	G-MANL BAe ATP	1653
G-OLAH Short 360	1706	G-JEAD Friendship	1754
G-BSPF Cessna T303	1818	G-BVJD Fokker 100	1820
EI-CFA SAAB 340	1915	G-BVMY Short 360	1945
G-MANL BAe ATP	1954	OO-DTJ Brasilia	2009
G-OLAH Short 360	2017	G-BMAC DC9	2036
G-UKTA Fokker 50	2050	G-UKTC Fokker 50	2052
G-JEAD Friendship	2053	G-MONZ Airbus 320	2113
EC-FZZ Boeing 737 400	2121	G-BEJE HS 748	2133
G-BVJD Fokker 100	2135		
20 G-MONZ Airbus 320	0418	EC-FZZ Boeing 737 400	0437
G-OMGG HS 125 800B	0715 0813	SE-DSB Tri-Star	0854
EI-CFA SAAB 340	0858	G-BMAC DC9	0923
G-JEAD Friendship	0931	G-BMAH DC9	0958
G-UKTC Fokker 50	1005	OO-DTK Brasilia	1031
G-MANS BAe 146	1040	G-BVMY Short 360	1109
G-OBEL Citation	1133	G-BMAC DC9	1233
G-BRYH DHC 8	1245	G-MONZ Airbus 320	1312

G-CUGA GA7 Cougar	1317	G-UKTA Fokker 50	1325
G-JEAD Friendship	1356	EC-FZZ Boeing 737 400	1408
G-BVMY Short 360	1429	EI-CFC SAAB 340	1539
G-BMAC DC9	1627	G-MANS BAe 146	1801
G-OTYJ Cadet	1813	G-UKTC Fokker 50	1816
G-BCRP Aztec	1834	G-MAJA Jetstream 41	1842
G-JEAD Friendship	1932	G-MONZ Airbus 320	1934
G-BMAC DC9	1938	G-GAYL Jear Jet 35A	2005
EC-FTU DC9 83	2105	EC-FZZ Boeing 737 400	2129
21 G-MONZ Airbus 320	0614	LZ-MIK TU154	0711
EC-FZZ Boeing 737 400	0745	EI-CFC SAAB 340	0855
G-BMAC DC9	0927	G-ELDH DC9	1021
G-BFZD Cessna FR182RG	1218	G-BMAC DC9	1220
G-JEAD Friendship	1254	OO-DTI Brasilia	1439
SE-KIX Archer II	1446	G-UKTA Fokker 50	1459
G-AZLH Cessna F150L	1505	G-JEAD Friendship	1509
G-UKTC Fokker 50	1522	EI-CFA SAAB 340	1541
G-BIFH Short 330	1555	G-BVMY Short 360	1603
G-SACS Cadet	1606	G-MANS BAe 146	1614
G-JEAD Friendship	1726	G-BVJC Fokker 100	1858
EI-CFD SAAB 340	1928	G-DVON Devon C.2/2	1945
G-UKTA Fokker 50	1954	OO-DTK Brasilia	2007
G-BVMY Short 360	2010	G-JEAD Friendship	2037
G-MONZ Airbus 320	2041	G-UKTC Fokker 50	2046
G-BVJC Fokker 100	2117	G-MANL BAe ATP	2125
22 G-BVJC Fokker 100	0105	G-MONZ Airbus 320	0402
EI-CFC SAAB 340	0856	G-AVUH Cessna F150H	0907
G-OLAH Short 360	0921	G-JEAD Friendship	0934
G-MANL BAe ATP	0936	G-BVJC Fokker 100	0942
G-UKTC Fokker 50	1008	G-BVED ATR 42	1042
OO-DTI Brasilia	1046	G-UKTA Fokker 50	1101
G-BDGM Warrior	1159	G-BVJC Fokker 100	1228
G-BSBW JetRanger	1229	G-BACP Cessna FRA150L	1234
G-MONZ Airbus 320	1322	G-MANL BAe ATP	1346
G-JEAD Friendship	1355	G-AXAB Cherokee 140	1357
G-UKTC Fokker 50	1438	OO-DTN Brasilia	1445
G-OLAH Short 360	1518	G-BVJA Fokker 100	1521
EI-CFD SAAB 340	1536	G-BVED ATR 42	1637
G-UKTA Fokker 50	1650	G-MANL BAe ATP	1656
G-JEAD Friendship	1727	G-OLAH Short 360	1744
G-BVJA Fokker 100	1824	G-DAKL King Air 200	1849
EI-CFC SAAB 340	1930	G-BVMX Short 360	1947
G-MANL BAe ATP	1951	OO-DTI Brasilia	1954
G-OLAH Short 360	2027	G-JEAD Friendship	2037
G-UKTA Fokker 50	2051	G-UKTC Fokker 50	2054
G-BEJE HS 748	2115	G-BVJA Fokker 100	2122
23 G-MONZ Airbus 320	0045	G-OZDI Cessna R182RG	0833
EI-CFC SAAB 340	0857	9H-ABR Boeing 737 300	0906
G-OLAH Short 360	0917	G-JEAD Friendship	0929
G-MANL BAe ATP	0932	G-BVJA Fokker 100	0939
G-BLTT T67 Firefly	1000	G-UKTA Fokker 50	1014

C-GTSJ	Boeing 757	1024	OO-DTJ	Brasilia	1051	
G-BVMX	Short 360	1054	G-UKTC	Fokker 50	1100	
XZ663	Lynx AH.7	1124	G-DOFY	JetRanger	1151	
EC-FKJ	Boeing 737 300	1208	G-BVJA	Fokker 100	1227	
G-BNFB	Short 360	1248	G-ARID	Cessna 172B	1319	
G-JEAD	Friendship	1355	G-BOII	Cessna 172N	1400	
G-FANL	Cessna R172K	1401	G-UKTA	Fokker 50	1436	
OO-MTD	Brasilia	1439	G-BBKY	Cessna F150L	1452	
G-BVJA	Fokker 100	1520	EI-CFD	SAAB 340	1530	
F-GMGB	King Air 200	1559	G-UKTC	Fokker 50	1651	
G-MANL	BAe ATP	1655	G-BNFB	Short 360	1712	
G-JEAD	Friendship	1737	G-BVJC	Fokker 100	1832	
EI-CFC	SAAB 340	1923	G-MONZ	Airbus 320	1945	
G-MANL	BAe ATP	1948	G-BVMY	Short 360	1953	
OO-DTN	Brasilia	1959	G-BNFB	Short 360	2012	
G-JEAD	Friendship	2042	G-UKTA	Fokker 50	2101	
G-BTIS	Twin Squirrel	2115	G-UKTC	Fokker 50	2124	
G-BVJC	Fokker 100	2129	G-BEJD	HS 748	2134	
24	G-MONZ	Airbus 320	0431	LZ-BAC	Antonov 12	0840
	EI-CFD	SAAB 340	0858	G-BNYP	Archer II	0906
	N6315X	Cessna 421C	0911	G-BNFB	Short 360	0920
	G-MANL	BAe ATP	0934	G-BVJC	Fokker 100	0938
	G-JEAD	Friendship	0942	G-UKTC	Fokker 50	1003
	G-FMSG	Cessna 150	1018	G-BMJD	Seneca	1025
	G-NUTZ	Twin Squirrel	1038	OO-MTD	Brasilia	1046
	G-BVMY	Short 360	1054	G-BFVP	Aztec	1059
	G-UKTA	Fokker 50	1100	G-BNFB	Short 360	1236
	G-BNOJ	Warrior II	1238	G-BVJC	Fokker 100	1241
	G-MANL	BAe ATP	1350	G-BBZJ	Seneca	1400
	G-JEAD	Friendship	1402	G-UKTC	Fokker 50	1434
	OO-DTK	Brasilia	1445	G-ZAPD	Short 360	1514
	G-BVJC	Fokker 100	1529	G-BFVP	Aztec	1551
	EI-CFC	SAAB 340	1627	NB6077	Cessna 182P	1636 1821
	G-UKTA	Fokker 50	1642	G-MANL	BAe ATP	1705
	G-MONZ	Airbus 320	1713	G-BNFB	Short 360	1715
	G-JEAD	Friendship	1740	G-BVJC	Fokker 100	1821
	EI-CFD	SAAB 340	1933	G-BVMX	Short 360	1949
	G-MANL	BAe ATP	2000	OO-MTD	Brasilia	2003
	G-BNFB	Short 360	2036	G-JEAD	Friendship	2052
	G-UKTC	Fokker 50	2057	G-UKTA	Fokker 50	2101
	G-BVJC	Fokker 100	2127	G-WRCF	King Air 200	2128
	G-BIUV	HS 748	2132	EC-FYF	Boeing 737 300	2251
25	G-MONZ	Airbus 320	0358	G-BDGM	Warrior	0813
	G-BMJD	Seneca	0850	EI-CFC	SAAB 340	0859
	G-MANL	BAe ATP	0918	G-BNFB	Short 360	0922
	G-JEAD	Friendship	0930	G-BVJC	Fokker 100	0946
	G-BJIR	Citation II	0956	G-UKTA	Fokker 50	1013
	OO-DTK	Brasilia	1032	G-BVMY	Short 360	1100
	G-UKTC	Fokker 50	1110	G-SHIV	GA7 Cougar	1140
	SE-KMU	Archer II	1143	G-MONZ	Airbus 320	1216
	G-BVJC	Fokker 100	1231	Z6844	Islander AL.1	1252
	G-JEAD	Friendship	1351	G-BSKT	Maule MX-7-180	1428 1120(29)

G-UKTH Fokker 50	1445	G-00AB Airbus 320	1448
00-DTH Brasilia	1459	G-BVJC Fokker 100	1517
EI-CFD SAAB 340	1542	G-BDGM Warrior	1636
G-BVMY Short 360	1645	G-UKTC Fokker 50	1653
G-MANL BAe ATP	1704	G-BNFB Short 360	1707
G-BSBW JetRanger	1715	G-JEAH Friendship	1739
G-BVJC Fokker 100	1815	G-BBXH Cessna FR172F	1821
EC-FYF Boeing 737 300	1826	EI-CFC SAAB 340	1923
G-MOAC F33A Bonanza	1929	G-BVMX Short 360	1950
G-MANL BAe ATP	1956	00-DTK Brasilia	2001
G-BNFB Short 360	2014	G-JEAH Friendship	2044
G-UKTC Fokker 50	2049	G-UKTH Fokker 50	2055
EI-CJU Dornier 28D-2	2103	1801(26) G-BVJC Fokker 100	2122
G-BIUV HS 748	2138		
26 EC-FYF Boeing 737 300	0142	G-MONZ Airbus 320	0250
G-CTWW Seneca	0740	EI-CFC SAAB 340	0850
G-BNFB Short 360	0916	G-MANL BAe ATP	0919
G-BVJC Fokker 100	0926	G-JEAH Friendship	0931
G-UKTC Fokker 50	1001	G-DALD TB-20 Trinidad	1059
G-UKTH Fokker 50	1103	G-BVMY Short 360	1106
00-DTH Brasilia	1108	G-BVJC Fokker 100	1231
SE-DSB Tri-Star	1238	G-BDGM Warrior	1248
PH-PIE Turbo Arrow IV	1320	1432(28) G-MANL BAe ATP	1403
G-JEAH Friendship	1410	G-UKTC Fokker 50	1434
00-DTN Brasilia	1438	G-BRLD Tomahawk	1451
G-BSDO Cessna 152	1500	G-BVJC Fokker 100	1518
EI-CFA SAAB 340	1536	VR-BLK Rockwell 840	1607
G-BVMY Short 360	1642	G-BFLH Seneca	1651
G-BNFB Short 360	1657	G-UKTH Fokker 50	1703
G-MANL BAe ATP	1706	G-BDUN Seneca	1723
G-JEAH Friendship	1741	G-BOPA Archer II	1808
G-BVJC Fokker 100	1819	0924(27)	
00-DTH Brasilia	1953	EI-CFC SAAB 340	1922
G-MANL BAe ATP	2000	G-BVMX Short 360	1956
G-UKTC Fokker 50	2047	G-BNFB Short 360	2016
G-JEAH Friendship	2102	G-UKTH Fokker 50	2059
G-MAJA Jetstream 41	2108	G-MONZ Airbus 320	2104
G-BVJC Fokker 100	2131	EC-FYF Boeing 737 300	2124
G-BMAC DC9	2136	G-BIUV HS 748	2133
		G-BMAH DC9	2137
27 G-MONZ Airbus 320	0407	EC-FYF Boeing 737 300	0438
EI-CFC SAAB 340	0908	G-BMAC DC9	0930
G-JEAH Friendship	0940	G-BVTE Fokker 70	0952
G-UKTH Fokker 50	1001	HB-VGS Citation II	1014
00-DTN Brasilia	1024	1620	
G-BVMX Short 360	1107	G-BRYI DHC 8	1058
G-MONZ Airbus 320	1249	G-BMAC DC9	1241
G-UKTC Fokker 50	1329	VR-CPR Cessna 421C	1309
EC-FYF Boeing 737 300	1425	1709(31)	
EI-CFA SAAB 340	1533	G-JEAH Friendship	1408
G-JEAH Friendship	1836	G-BVMX Short 360	1444
G-UKTA Fokker 50	1843	G-BMAC DC9	1635
G-BMAC DC9	1926	ZE700 BAe 146 CC.2	1839
		G-BJYD Cessna F152	11848
		G-MONZ Airbus 320	1939

EC-EIG DC9 83	2028	EC-FYF Boeing 737 300	2125
G-MANS BAe 146	2138		
28 G-MONZ Airbus 320	0610	LZ-MIR TU 154	0707
EC-FYF Boeing 737 300	0821	EI-CFD SAAB 340	0859
G-BMAC DC9	0924	G-BVZE Boeing 737 500	1005
ZE411 Agusta A109A	1150 1209	G-BMAC DC9	1222
G-JEAH Friendship	1249	G-UKTA Fokker 50	1455
OO-DTH Brasilia	1507	G-JEAD Friendship	1510
G-UKTC Fokker 50	1514	EI-CFD SAAB 340	1543
G-BVMX Short 360	1609	G-MANS BAe 146	1652
G-JEAH Friendship	1720	G-BVJC Fokker 100	1811
G-BSBW JetRanger	1829	EI-CFD SAAB 340	1829
G-UKTH Fokker 50	1944	OO-DTJ Brasilia	1953
G-MONZ Airbus 320	2033	G-JEAH Friendship	2040
G-GAYL Lear Jet 35A	2052 2312	G-BVMX Short 360	2108
G-UKTC Fokker 50	2129	G-MANL BAe ATP	2132
29 G-MONZ Airbus 320	0413	EI-CFC SAAB 340	0855
G-BVJC Fokker 100	0917	G-UKTH Fokker 50	0953
OO-DTH Brasilia	1022	G-UKTC Fokker 50	1054
G-BVJC Fokker 100	1221	G-MONZ Airbus 320	1256
G-BFZD Cessna FR182RG	1310	G-JEAH Friendship	1350
G-MANL BAe ATP	1355	G-UKTH Fokker 50	1425
OO-MTD Brasilia	1435	EI-CFA SAAB 340	1540
ZGB48 Islander AL.1	1558 1643	G-BVMX Short 360	1634
G-BCRP Aztec	1642	G-UKTC Fokker 50	1652
G-JEAH Friendship	1731	G-BVJC Fokker 100	1816
EI-CFC SAAB 340	1932	G-BVMY Short 360	1948
G-MANL BAe ATP	1951	OO-DTK Brasilia	1954
G-BNFB Short 360	2013	G-UKTC Fokker 50	2041
G-JEAH Friendship	2044	G-UKTH Fokker 50	2049
G-BVJC Fokker 100	2120		
30 G-MONZ Airbus 320	0033	EI-FKC Fokker 50	0903
9H-ABR Boeing 737 300	0911	G-BNFB Short 360	0914
G-JEAH Friendship	0922	G-MANL BAe ATP	0926
G-BVJC Fokker 100	0929	G-UKTC Fokker 50	0953
C-GTSE Boeing 757	1034	OO-MTD Brasilia	1037
G-BVMY Short 360	1054	G-UKTH Fokker 50	1101
G-BLYY Archer II	1104	G-BJYD Cessna F152	1130
N951SF B58 Baron	1153 1351	EC-FUT Boeing 737 300	1223
G-BVJC Fokker 100	1226	G-JEAH Friendship	1354
G-BLXA TB-20 Trinidad	1436	G-UKTC Fokker 50	1440
OO-DTK Brasilia	1442	G-BVJC Fokker 100	1515
G-BVMY Short 360	1637	G-UKTH Fokker 50	1648
G-MANL BAe ATP	1656	G-JENN AA5B Tiger	1709
G-BNFB Short 360	1711	G-JEAH Friendship	1728
G-BVJC Fokker 100	1809	EI-FKF Fokker 50	1912
G-HMES Warrior II	1922	G-BVMX Short 360	1938
OO-MTD Brasilia	1950	G-MONZ Airbus 320	1952
G-MANL BAe ATP	1957	G-BNFB Short 360	2016
G-JEAH Friendship	2040	G-UKTH Fokker 50	2042
G-UKTC Fokker 50	2047	G-BSBW JetRanger	2114

G-BEJD HS 748	2133	G-BVJD Fokker 100	2234
31 G-MONZ Airbus 320	0446	PH-ATM King Air 200	0816 1651
EI-FKD Fokker 50	0850	VR-CJB Citation	0918 1751
G-BVJD Fokker 100	0923	G-MANL BAe ATP	0926
HB-LRX Cessna 421C	0931 1722	G-BNFB Short 360	0933
G-JEAH Friendship	0935	G-BNRX Seneca	1004
G-UKTH Fokker 50	1047	G-BVMX Short 360	1050
G-UKTC Fokker 50	1107	OO-DTK Brasilia	1112
G-BGQL Turbo Arrow III	1208	G-BVJD Fokker 100	1215
G-ARID Cessna 172B	1251	G-MANL BAe ATP	1349
G-JEAH Friendship	1403	G-UKTH Fokker 50	1447
OO-DTJ Brasilia	1509	G-BVJD Fokker 50	1517
G-BVMX Short 360	1635	G-UKTC Fokker 50	1650
G-MANL BAe ATP	1657	G-BNFB Short 360	1706
G-MONZ Airbus 320	1711	N709EL Beechjet 400A	1714 1754
G-JEAH Friendship	1731	G-BVJD Fokker 100	1808
G-INDC Cessna T303	1928	EI-FKA Fokker 50	1916
G-BVMY Short 360	1946	G-MANL BAe ATP	1956
OO-DTK Brasilia	2007	G-BNFB Short 360	2014
G-JEAH Friendship	2037	G-UKTC Fokker 50	2044
G-UKTH Fokker 50	2046	G-BVJD Fokker 100	2118
G-BIUV HS 748	2135	EC-FJZ Boeing 737 300	2319

From & To

01) EI-CKY/Dublin: 02) CF-02/Koksijde: 04) OY-JRD/Kolding;N2706X/Elstree;
 OY-JRK/Southend: 05) OE-DOX/Wien;XX174/Finnilev;XX185/Finninglev;XX453/
 Finninglev: 06) C-GTDE/F & T Keflavik;F-GMRD/Orleans: 07) ZB670/Blackpool;
 08) SE-DVP/Gothenberg;ZG847/Belfast;XV187/Belfast-Brize Norton: 09) D-IACC/
 F & T Bremen: 10) N584CA/Coventry: 11) OY-BLW/Sonderberg;VR-BLK/Welshpool:
 15) D-EJFG/Egelsbach: 17) VR-CPR/Guernsey: 18) F-GJCH/Laval;N7070A/Dublin;
 VR-BNW/Stanstead: 20) SE-DSB/Gatwick-Tarbes: 21) SE-KIX/Norwich: 23) F-GMGB/
 F & T Cannes;XZ663/Hereford: 24) LZ-BAC/Rotterdam-Stauning;N6315X/F & T Glasgow;
 N86077/Antwerp-Elstree: 25) ZG844/Southampton;EI-CJU/Hibbaldstowe: 26) SE-DSB/
 Tarbes;PH-PIE/Glenforsa;VR-BLK/Welshpool: 27) HB-VGS/F & T Geneva;VR-CPR/
 Guernsey;ZE700/Glasgow-Northolt: 28) ZE411/Hereford: 29) ZG848/Dublin:
 30) N951SF/Elstree: 31) PH-ATM/F & T Rotterdam;VR-CJB/F & T Biqin Hill;
 HB-LRX/F & T Geneva;N709EL/Heathrow-EMA:

Overshoots

01) G-BODY/Atlantic 41: 02) XV300/Ascot 773;XV210/Ascot 767;XX491/FYY 82;
 09) ZF376/LDP 12: 10) ZF160/LDP 18: 15) XX500/FYY 71: 16) XX494/FYY 71;XX495/
 FYY 71(aain);XX493/FYY 77: 17) G-LORD: 18) XX497/FYY 77: 19) XX495/FYY 77;
 G-TSAM;XX498/FYY 73: 20) G-BRXH: 24) XX495/FYY 73: 25) G-SHIV: 28) ZE369/SRG128:

LBA Movements review, May 1995

The start of the summer I/T programme has boosted the foreigners this month and we ended up five in front of the same time last year. Air Europa commenced their season using Boeing 737 300's EC-FKS/FKJ/FVJ/FJZ then moved up to Boeing 737 400 EC-FZZ for a while before returning to 737 300's with EC-FUT/FYF. Spannair used DC9 83's EC-EIG and EC-FTU whilst Varna International operated TU154's LZ-MIK/MIL/MIR. Air Malta have moved up to Boeing 737 300's this year with 9H-ABR/ABT being used this month and Air Transat used Boeing 757's C-GTSE/C-GTSJ on their schedules to Canada. The annual flight to Lourdes was operated by Air Ops again this year with Tri-Star SE-DSB doing both legs. Finally on the airline front Aer Linquus have withdrawn the SAAB 340's and now operated Fokker 50's on the Dublin

route. Arriving early in the morning of the 1st was the Cessna 406 EI-CKY doing a medical flight and using the callsign "RDK 029". Danstrans have only done two flights this month, King Air 90 OY-JRO as "Danstrans 9757" on the 4th and Skyvan OY-JRK as "Danstrans 9758" on the same day. An old friend on the 5th was Cessna 335 N2706X which was a regular visitor during 1986-7-8 and is one of only sixty five of the type built. Cessna 210 OE-DOX arrived from Wien at 0330 on the 5th making full use of the new 24hr availability at the LBA. Another medical flight was the Lear Jet 35A C-6TDE on the 6th which used the callsign "Skyfinder 720" and night stopped. Also visiting on the 6th was the Beech 58 F-GMRD. Falcon 100 SE-DVP on the 8th is registered to Procordia AB. Beech 55 Baron D-IACC was from and to Bremen on the 9th and Rockwell 114 N584CA arrived from its Coventry base on the 10th. OY-BLW on the 11th is a twenty year old Seneca and visiting on the same day was the Welshpool based Rockwell Commander 840 VR-BLK which was back at the LBA on the 26th. We don't seem to see many German lightplanes these days but on the 15th Piper Arrow D-EJFG arrived from Egelsbach and night stopped. Cessna 421C VR-CPR has been in a couple of times this month, on the 17th and the 27th, it usually stays two or three days when it visits and parks at Knightair. The PA-46 Malibu F-GJCH on the 18th was from Laval and it was joined that day by the two biz-jets VR-BNW an HS 125 and N7070A which is a Citation 2. Two Swedish Archer II's this month were SE-KIX on the 21st and SE-KMU on the 25th. King Air F-GMGB was reported as being sold but it visited on the 23rd from and to its usual base at Cannes. Doing a charter with oil rig parts on the 24th was the Balkan Antonov 12 LZ-BAC as "Balkan 8650" from Rotterdam to Stauning, also visiting that day was the Cessna 421C N6315X (now back with its owner at Glasgow after its short stay here last month) and the Cessna 182P N86077 from Antwerp to Elstree. Dornier 28 EI-CJU was flown in from Hibbaldstove by its owner, Steve Swallow, on the evening of the 25th for a night stop, night stopping on the 26th was the Piper Arrow IV PH-PIE. Citation II HB-VGS visited as "Jetaviation 301" on the 27th from and to Geneva. Baron N951SF is based at Elstree from where it arrived on the 30th. The month ended with a flourish on the 31st with Beech 200 PH-ATM as "Tulip 9A-B" in company with Citation VR-CJB, Cessna 421C HB-LRX and Beechjet 400 N709EL. Star of the month for me was, of course, the Devon G-DVON/VP955 which visited on the 19th and 21st as "Griffin 55" - and which I missed both times. Air Atlantique sent in their DC6 G-APSA on a charter on the 3rd as "Atlantique 641P". The Crosland Moor based LongEZ G-HAIG spent some time with YLA from the 9th before finally leaving on the 14th. Twin Comanche G-BKCL suffered an undercarriage collapse on its take off run on the 12th and it retired hurt to the side of the YLA hangar where it still rests. Cessna 421C N6315X burst a tire landing on the 24th and blocked the runway for a while before being fixed by Knightair. Knightair Bandeirante G-JBAC diverted into Leeming on the 9th with engine trouble and after a night stop it was flown back to the LBA. More serious was the loss of Bandeirante G-OEAA which crashed at Dukeswick on the 24th, with the loss of twelve lives, whilst trying to return to the field with instrument failure in an horrendous thunderstorm. Bass Charrington's Beechjet G-BRBZ has been sold and has departed to the USA, it will not be replaced. Also departing was the TB-20 G-BRIN but this has been replaced by the Cessna 310 G-BIFA. Lots of military to finish off this month, on the 2nd the Beqian Air Force sent in Merlin IIIA CF-02 as "BAF 616". Arriving for a stay over the weekend on the 5th were Hawks XX174/XX185 as "Skylark1" and "Skylark2", whilst the same day saw Gazelle XX453 as "Army438". Another Gazelle was ZB670 on the 7th as "Army440". Three Islanders this month, Z6847 was "Army555" on the 8th. Z6844 was "Army351" on the 25th and Z6848 was "Army338" on the 29th. Hercules XV187 was "Ascot4235" on the 8th. Lynx XZ663 used callsign "Army339" on the 23rd and Agusta A109A ZE411 was "5TZ22" on the 28th. Finally BAe 146 ZE700 was "Kitty 4" on the 27th and is now operated by No 32 (The Royal) Squadron.



Military Matters

Eric Martin



VE DAY FLY-PAST

The VE Day commemorations in London witnessed a fly-past of World War II aircraft which has not been equalled since the end of the war. The line-up was:-

Swordfish
 Auster
 Harvard
 Firefly
 Blenheim
 Catalina
 Dakota
 Lancaster
 Fortress
 Mitchell
 Mosquito
 Lightning
 Spitfire
 Hurricane
 Meteor

The Red Arrows brought up the rear. What a feat of air traffic control to keep this motley collection in formation!

MANNA AND EXODUS

The aftermath of VE Day serves as a reminder of two humanitarian operations carried out by Bomber Command in the period around 8 May 1945.

Operation Manna was the first of these: Over three million people in Holland were in imminent danger of starvation following the deprivation of the war years and the devastation caused by flooding of the countryside and military operations. In many parts of the country, people were reduced to foraging the fields to eat tulip bulbs and sugar beets. The decision was taken to carry our air drops of sacks of food at several points in Holland including Haarlem, Amsterdam, Alkmaar, Gouda and Utrecht. In the period 29 April - 6 May 3181 Lancaster sorties and 160 Mosquito sorties dropped almost 7000 tons of food. (The US 8th Air Force carried out a similar operation - Operation Chow-Hound!)

Operation Exodus was the repatriation by air of ex-Prisoners-of-War from French and German airfields. Again, in the absence of transports, aircraft of Bomber Command were used, mainly Lancasters but some Stirlings were also used. This Operation enabled the majority of ex-POWs to be back in England 7-10 days after their liberation although some made it in three! On the day after VE Day one Lancaster took off with 25 passengers and a crew of six but it had to make an emergency landing. Subsequent flights were limited to 24 passengers!

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

It is with great sadness I have to record in these pages the tragic loss of twelve lives following the crash of Knightair Bandeirante, G-OEAA, on the evening of Wednesday 24th May. I feel have no need to record the details of the event as it has been well covered in both the local and national media. I am sure I speak for all our members when I extend sympathy to the relations, friends and colleagues of all who perished in this disaster.

SID has arrived at Leeds/Bradford. For those of you with good memories, it's nothing to do with British Gas shares. S.I.D. stands for Standard Instrument Departure. Instead of been given a complex airways clearance, airways departures are now given a SID. A typical example would be an Upton one X-Ray departure. All runway 14 departures are "X-Ray departures". All 32 departures "Whiskey".

The more observant members may have noticed the Plessey 420 radar scanner was removed from its position in the centre of the airfield during late May. If my memory serves me right this radar had been in service nearly 25 years before been replaced with the new plessey watchman.

Aer Lingus commenced using Fokker 50's on all Leeds/Bradford services from June 1st.

Knightair have now entered ex ATS Vulcan Bandeirante G-DBAC into service to replace the ill fated G-OEAA. The aircraft was first noted in service by yours truly on June 5th, but may have entered service earlier as I was in holiday the previous week!. Flight No. NE816, the teatime Aberdeen departure has discreetly been renumbered NE818.

AIRPORT NEWS

Belfast International is reporting large increases in passengers due to new found peace in the province. Passenger figures for May 1995 were 190,000, up 28% on the same month in 1994.

The airport has also put in a £28 million bid to purchase Belfast City airport. International claims if the present rate of growth continues it will reach capacity in 5 years time. so the purchase of city is in all parties interest. However City airport is understood not to be so keen on the idea, even though the only other offer from a local consortium was only £24 million.

Birmingham airport is trying to put together a business plan for direct flights to India, following pressure from local communities. Air India are said to be interested in starting a service after more than a decade has passed since they operated a once a week service. The carrier is also considering Manchester as another U.K. gateway. Birmingham has also announced a passenger figure of 5.04 million for the financial year to March 1995, a 17.7% increase on the previous year.

Southampton has just completed a £23 million development. In effect everything at the airport with the exception of the runway has been replaced. A new £6.5 million terminal has been opened, much closer to the airports own railway station, Southampton Parkway. In addition to the new terminal there is a new control tower, fire station, aircraft hangers, cargo centre, fuel farm, radar, apron and car parks.

AIRLINER NEWS

Aer Lingus are to lease an A.330 from Air Inter. The aircraft will be used on a new Belfast to Boston service.

Air 2000 who already have an enviable reputation for in flight service among charter airlines, have improved their service even more. Launched under the name 2000 first, the new look operation was introduced on May 1st. As well as enhanced in-flight entertainment and catering, the airline will be offering duty free vouchers and relaunching its in flight magazine. The whole aim of the exercise is to provide the same level of service passengers would expect on a scheduled flight.

American Airlines suffered damage to 54 of its fleet during a hailstorm at Dallas - Fort Worth during the evening of 29th April. American Eagle suffered damage to 24 of its fleet. The total insurance claim for damage is said to be in the order of \$150 million. I bet that messes up their no-claims bonus!!

British Airways announced pre-tax profits of £327 million for 1994. The airline claimed record aircraft occupancy rates and an 8.8% increase in passengers had enabled them to boost profits.

British Midland announced a £4.4 million profit for 1994. Chairman Mike Bishop commented "our results are satisfactory when you consider that on three of our principle routes, to Dublin, Brussels and Paris, we are competing with airlines which have received substantial state aid". The airline showed an 8% increase in passengers on its **Heathrow to Leeds/Bradford** and Tees-side services. However some of this increase was credited to last summers rail strikes. The route on which passenger increased most was the Heathrow to Paris services with an increase of 24.4%. This route was boosted with the introduction of Orly as a second choice for PARIS bound passengers.

The airline received its first Fokker 70, G-BVTE, on 14th April. four further examples will be delivered by early 1996.

Britannia Airways have named their latest Boeing 757's after one of my hero's - "Eric Morecambe O.B.E."

Emerald European Airways will not be renewing their lease of a BAC 1-11 for their Luton to Belfast international service. The reason for this decision is a lack of crews who have BAC 1-11 type ratings. The aircraft was due to be returned to European Aviation Air Charters at the end of May.

Jersey European Airways have ordered a further two BAe 146's. The airline which is owned by steel magnate and Blackburn Rovers chairman Jack Walker is rumoured to have made over £1 million profit in 1994. The airline M.D. Barry Perrott said he was studying six options on how to utilise the aircraft. These include increasing frequencies, replacing older turbo-prop aircraft or new routes.

Kuwait Airways has introduced Airbus A.340's on its Kuwait - London - New York service. The airlines has two of the type with a further two on order. Aircraft visit Heathrow every Tuesday, Thursday and Saturday

Lufthansa has lost its monopoly of German mail services. Lufthansa will still handle 90% of mail under new contracts, but Deutsche B.A. and Eurowings have received contracts to carry the remaining 10%

Pan European Airways was formed on May 15th. The airline has been formed by the Welsh Farmers Union to handle livestock shipments. The airline is currently looking to purchase an existing airfield with great emphasis been placed on security.

Sabena have wet leased two BAC One-Eleven 500's from European Aviation Air Charter. I guess this means noise levels at Brussels will rise dramatically.

Virgin Atlantic have placed a \$1 million deposit to secure six Boeing 777 aircraft.

AIRCRAFT NEWS

The Dassault Mercure made its final revenue flight with Air Inter on 29th April. The type which has been in service for 21 years, was only used by Air Inter who had 11 in service. The type was the French 1970's challenge to the Boeing 737.

OTHER NEWS

Britain and the United States finally came to an agreement on air services between the two countries on June 5th. The agreement is not up to the "open skies" policy currently been negotiated between the U.S., and other European countries, but is judged to be the best deal possible at the moment. Key points of the agreement are the possibility of British Airlines to quote for U.S. government contracts which were prohibited under an American "Fly America"

policy. However U.K. airlines will only be able to bid on five routes in co-operation with an American partner.

British Airways may now increase the frequency of its Heathrow to Philadelphia flight from once to twice daily. In return, United can commence operating a Chicago to Heathrow service. Another important part of the agreement is the unrestricted access to any regional airport by a U.S. carrier.

The Paris air show should be done and dusted by the time you all read this. This years show looks set to be a real battle between Boeing and Airbus. The rivalry, as you probably realise as you read this section every month, is becoming more and more intense.

The rivals aircraft appeared at Paris in literally a nose to nose confrontation. Boeing were hopeful of large orders for its new Boeing 777 a mere steal at \$140 million each, negotiable of course! As I have previously reported Boeing sold less aircraft than Airbus last year. However Ron Woodard, Boeings president put a brave face by commenting "Last year was a pathetic year for orders for everyone. We have enjoyed between 50 and 60% of the market for the last 75 years and we have no reason to believe this will not continue" Well Mr Woodard. I don't think Airbus Industries will be calling 1994 a pathetic year.

As we close for press Airbus seem to have won the first round of the Paris Battle. It was quick to announce a \$1.5 billion order package of orders including an order from Lufthansa for 20 A.319's and Air Canada changing options into firm orders for 10 A.319's. (This makes Air Canada the largest North American Airbus operator. By 1988 they will have six A.340's and 35 A.319's in service).

Boeing however definitely secured the second round by announcing orders worth \$3.1 billion for 31 Boeing 777-300's. The 300 series is a lengthened Boeing 777 that will seat up to 550 passengers. All the orders will commence delivery in 1998 and were from Cathay Pacific, All Nippon Airways, Korean Air Lines and Thai Airways

While Boeing and Airbus fight it out, doubts are been expressed over the safety record of fly by wire which is now standard on all the new generation of airliners. Most members will be aware of the incident involving a Virgin A.340 which appeared on T.V. several months ago, when in the midst of an approach into a very busy Heathrow the navigation screen went blank and then came up with the phrase "PLEASE WAIT"!!! B.A. and Virgin alone have reported 12 potentially dangerous incidents believed to have been caused by faulty computer systems so far this year. In one incident a B.A. 747-400 was on approach at 176 M.P.H. with engines almost at idle when the flight control computer ordered the engines to full power. Later ground tests found no problems. The CAA has recorded an open verdict, pending further investigations.

Experts agree all the reported incidents bear the tell-tale signs of software bugs. "Uncommanded movements which then inexplicably go away and cannot be reproduced have all the smell of a software fault in them " commented a University lecturer in software reliability.

CREDITS Eric Jones, Stuart Parker, Pete Gibson, Steve Jones, Eric Martin, sHarry Computer Weekly, Financial Times, T.T.G., Observer

-Please sent any information for inclusion in this section to:
David Wooler, 2 Rufford Close, Yeadon, LEEDS, LS19 7QU.

further afield



*Global topics by
alan sedgwick*

Welcome to another months offering which under the flexible description of GLOBAL TOPICS will, as you may have gathered from previous months, endeavour to offer reading that will add even more 'width' and variety alongside all the welcome contributions.

A Two Hour Flight to include 30 phases of weightlessness lasting around 20 seconds each is not what you normally expect on your average holiday flight. But then this will occur on no normal flight but will be specially created for students from all across Europe who qualify to take part in the 1995 Parabolic Flight Campaign. The aircraft will operate from Bresigny south of Paris on behalf of The European Space Agency and simulated space conditions will take the passengers through Microgravity alternating with Hypergravity where they will experience twice the earth's force as the aircraft pulls in and out of the Parabolic flight path. The idea for a parabolic flight campaign was put to ESA last year by Dutch students of space technology in the aerospace department at Delft University, so if it all sounds 'Double Dutch' to you, not to worry it does to me too !!

Old Faithfuls from these shores can be spotted all across the globe and looking through a World Airline Directory and an Airline list recently I noticed that a small company in Indonesia were looking after quite a few of them, although some are now 'in store'. Bouraq Indonesia Airlines operate scheduled passenger and cargo services out of Jakarta with 15 of their 22 strong fleet comprising of BAe HS 748's and a further 4 being Viscount 800s.... and there's more!, Jakarta is also home to a Bouraq subsidiary -Bali Air- which operates 2 Islanders and 3 Trislanders. Four further Hs748s are also resident with Airfast Services, another two operate for Merpati Nusantara Airlines -(not that well known but they have a fleet of 115!!) , plus 2 Viscounts with Mandala Airlines, 9 Islanders with Dirgantara Air Services and one each with Indonesian Air Transport and Indovia.

A Chinese Policy which for 10 months virtually banned the purchase of commercial aircraft appears to have been lifted in May. It seems that the Civil Aviation Authority of China issued a memorandum last July to deter the emergence of any new 'inexperienced' airlines, bearing in mind that nearly 400 people were lost in air disasters there within 2 years. Indications to the change in mood are said to be reflected with the orders for 3 new 737/300s for Shandong Airlines on behalf of China Aircraft Supplies, who are in fact a subsidiary of the CAAC. National flag carrier Air China are understood to be needing 15 wide bodied jets and are talking to Boeing about the 777. Sichuan Airlines are waiting for CAAC approval to lease 3 A320s, China Eastern/Northern have negotiated for up to 20 MD90s, China United are wanting 737/300s and Beihai has begun flying with 2 China Northern MD80s. Staying in China and U.S. based Rockwell's Communication Systems Division has had talks about demonstrating a satellite based air traffic management system. This would include automatic dependent surveillance (ADS) with aircraft transmitting global positioning system position reports via a VHF data link. China's interest in ADS is part of their plans for increased safety.

The new airport at Zhuhai was still in a predicament in early June due to a Government ban on International flights!! Capable of handling 14 million passengers a year, it is expected to see only 200,000 in 1996 from a domestic throughput serving initially 18 Chinese cities. The ban which will probably curtail the foreign investment in the development that the local authority's had hoped for, is to prevent it competing with the nearby Macau airport that opens this month (July).

Finally Air China have signed an agreement with Korean Airlines worth \$210m to build and jointly operate a cargo terminal at Beijing airport.

Kenya Airways are said to be back into profit following re-structuring and in common with many other airlines are looking to possible partners. BA are one of the favourites in their bid to achieve private status. Loss making routes and aircraft have gone in the last 3 years, the older Boeings and the DC8 have departed although one '707 = BBI' is stored in Nairobi so the fleet now consists of 3 A310s, 3 Fokker 50s and two 737/200s that are on lease. Having lost money for 17 years when it was formed from the remnants of East African Airways in 1977 the recovery has been remarkable in that a \$30 million loss in the year 1992/93 is now expected to have been changed to a profit of \$14m in the year ending March 1995.

Alaska Air Group regional operator Horizon Air has become the first operator in the World to receive approval for its Dash 8 turboprop aircraft to operate to Cat IIIa minima, at qualifying airports. This means that using a Flight Dynamics head-up guidance system, (HGS) soon to fitted to all its 23 examples of this type they will be able to land in visibility as low as 215m RVR, plus at Cat II and Cat III airports - take off with as little as 92m RVR. Horizon Air Industries were formed in 1981 and became an Alaska Airlines commuter service when bought in 1996, they are based in Seattle and also operate 23 Fairchild Metro IIIs, 11 Dornier 328s - with more on order, plus 9 -F28/1000s. The parent company is also based in Seattle and uses Bering Air, Era Aviation, LAB flying services and Peninsular Airways for feeder services. McGee Airways (1932) was the original title of Alaska Airlines prior to 1944. Other companies starting to use the HGS system include Southwest Airlines of Dallas who have invested \$50m and should have 100 of their almost 200 Boeing 737s equipped by the end of this year. Kansas based Ryan International who do a lot of work for Emery have also been granted permission to use its 17 Boeing 727s fitted with the HGS system.

In Brief IBERIA are still looking for a massive hand-out from the European commission and the Spanish Government are hoping plans to partially privatise it will help things along. This will of course not be welcomed by the large independent European carriers such as BA, BM, KLM and SAS and could foster strong objections..... ALITALIA claims to be on course in meeting its re-structuring targets figures, despite having suffered from industrial action and a bad reputation for timekeeping. Aims to reduce the fleet will mean that 6 A300s, 3 -B747 combi's, 5 MD 80s and a DC9 will go..... AEROSPATIALE, BAe and ALENIA of Italy agreed a joint venture in early June to build a short haul cargo aircraft..... AIR EUROPA's fleet mentioned last month appears to have added one B737/400 and a 757/236 whilst losing 737/300s - FKC + FKS to Western PacificBALKAN are said to have put into storage their last six IL-18 aircraft HUNTING AVIATION have launched what is thought to be the first 14.2 inch liquid crystal display bulk head monitor that is capable of installation without any additional interface and is the first in a new range of products developed for the corporate jet market. The company also completed early this year a new contract to maintain, inspect, re-furbish and re-paint, three BAe 146 jets of China NW.SAS are to be the launch customer for the 737/600 when the first of 35 aircraft arrive in late 1998, with options on a further 35. Nineteen F27s and 25 DC9s are thought to be earmarked for disposal. SINGAPORE AIRLINES once more turned out to be the most profitable airline in the last financial year with profits 15% up and a passenger growth of over 7%, however its commuter subsidiary SILKAIR suffered losses.THE CHANNEL TUNNEL has started to take away trade from the seven airlines that ply the 'London' to Paris route and although the percentage loss is low at the moment it is expected to reach a shift of around 15-20% later this year. At the moment the route from London to Brussels appears less of a worry but Eurostar are now starting to promote services to Amsterdam via the Belgium capital and the already competitive air market will really have their work cut out in targeting particular markets as more railway lines 'speed-up' in the next five years. and a final query has to be, -Did the 'Bandit' Teddy Bear take a 'stash' of Leggo to Teddy Air- a question you may well ask following the move of Emb 110 (new reg. LN-TED) from Billund based Sun-Air to the Norwegian operator whose callsign is 'Teddys', they now have 4 teddy's tucked away!!.



Credits: The European, Flight International, Hunting Aviation, The Aviation Society.

LEKES BRADFORD AIRLINE REPORT - MAY 1995

INBOUND DIVERSIONS

18 AMM227 RHO MAN G-OEMN B734 MAN AMM227A

REGULAR FLIGHTS

AKA226	TFS	02/EC-FKJ	09/EC-FJZ	16/EC-FKS	23/EC-FKJ	30/EC-FUT
AKA264	PMI	07/EC-FVJ	14/EC-FKJ	21/EC-FZZ	28/EC-FYF	
AKA265	GRO	04/EC-FKS	11/EC-FKJ	18/EC-FZZ	25/EC-FYF	
AKA271	PMI	04/EC-FKS	11/EC-FKJ	18/EC-FZZ	25/EC-FYF	
AKA273	MAH	05/EC-FKS	12/EC-FKJ	19/EC-FZZ	26/EC-FYF	
AKA281	IBZ	05/EC-FKS	12/EC-FKJ	19/EC-FZZ	26/EC-FYF	
AKA289	PMI	06/EC-FKS	13/EC-FKJ	20/EC-FZZ	27/EC-FYF	
AKA294	ALC	06/EC-FKS	13/EC-FKJ	20/EC-FZZ	27/EC-FYF	
AKA296	LPA	06/EC-FKS	13/EC-FKJ	20/EC-FZZ	27/EC-FYF	
AMC6239	MLA	02/9H-ABT	09/9H-ABT	16/9H-ABR	23/9H-ABR	30/9H-ABR
AMM910	FAO	04/G-OOAC	11/G-OOAC	18/G-OOAB	25/G-OOAB	
BMA1214	JER	06/G-KLDI	13/G-MANS	20/G-MANS	27/G-EMAH	
BMA1234	JER	07/G-PKBM	14/G-KLDH	21/G-KLDH	28/G-BVZE	
BMA1314	JER	07/G-MANS	14/G-MANS	21/G-MANS	28/G-MANS	
BMA1614	JER	13/G-EMAH	20/G-EMAH	27/G-BVTE		
BMA1714	JER	06/G-KLDG	13/G-EMAC	20/G-EMAC	27/G-EMAC	
BRY465	JER	13/G-BRYJ	20/G-BRYH	27/G-BRYI		
MON7414	GRO	06/G-MONZ	13/G-MONZ	20/G-MONZ	27/G-MONZ	
MON7418	PMI	07/G-MONZ	14/G-MONZ	21/G-MONZ	28/G-MONZ	
MON7424	DLM	03/G-MONZ	10/G-MONZ	17/G-MONZ	24/G-MONZ	31/G-MONZ
MON7426	PMI	01/G-MONZ	08/G-MONZ	15/G-MONZ	22/G-MONZ	29/G-MONZ
MON7432	MAH	06/G-MONZ	13/G-MONZ	20/G-MONZ	27/G-MONZ	
MON7436	ALC	04/G-MONZ	11/G-MONZ	18/G-MONZ	25/G-MONZ	
MON7442	IBZ	05/G-MONZ	12/G-MONZ	19/G-MONZ	26/G-MONZ	
MON7448	TFS	03/G-MONZ	10/G-MONZ	17/G-MONZ	24/G-MONZ	31/G-MONZ
MON7458	LPA	01/G-MONZ	08/G-MONZ	15/G-MONZ	22/G-MONZ	29/G-MONZ
MON7460	AGP	04/G-MONZ	11/G-MONZ	18/G-MONZ	25/G-MONZ	
MON7462	LCA	02/G-MONZ	09/G-MONZ	16/G-MONZ	23/G-MONZ	30/G-MONZ
MON7464	PMI	07/G-MONZ	14/G-MONZ	21/G-MONZ	28/G-MONZ	
MON7478	CFU	02/G-MONZ	09/G-MONZ	16/G-MONZ	23/G-MONZ	30/G-MONZ
MON7482	PMI	05/G-MONZ	12/G-MONZ	19/G-MONZ	26/G-MONZ	
MON7490	RHO	06/G-MONZ	13/G-MONZ	20/G-MONZ	27/G-MONZ	
SPP3320	PMI	06/EC-FTS	13/EC-FTU	20/EC-FTU	27/EC-RIG	
TSC205	YYZ	23/C-GTSJ	30/C-GTSE			
VIM710	BOJ	07/LZ-MIR	14/LZ-MIL	21/LZ-MIK	28/LZ-MIR	

OTHER FLIGHTS

01	G-BOAD	CONC	HAW-AD	TeesSide - Heathrow	Passenger Chtr
01	G-BVED	AT42	CFE29LA/22LB	f/t Gatwick n/s	Lieu SH36
02	G-BUPS	AT42	UKA720P/720	Stansted - Paris CDG	Lieu UKA FK50
02	G-BVED	AT42	CFE23LA/28LB	f/t Gatwick	Lieu SH36
02	G-BUPS	AT42	UKA721/721P	Paris CDG - Stansted	Lieu UKA FK50

03	G-APSA	DC6	AAG641P/641	Coventry - Skovde	Freight Chtr
03	EC-FKS	B733	ARA263/2631	Faro - Local	Passenger Chtr
03	EC-FKS	B733	ARA2631/2632	Local - Local	Passenger Chtr
03	EC-FKS	B733	ARA2632/265	Local -n/s- Gerona	Passenger Chtr
04	OY-JRK	SH7	DTR9758/758	Southend - Kolding	Freight Chtr
06	G-UKTI	FK50	UKA262/754	Guernsey -n/s- Ams	'City of Stavanger'
08	G-BVEC	AT42	CFK70NB	Newcastle - Gatwick	Lieu SH36
09	G-OCSZ	K110	WLO942P/942	Southend - Berlin	Freight Chtr
09	G-LKDN	SH33	SSW01P/610	Southend - Koln/Bonn	Freight Chtr
11	G-BIFH	SH33	SSW01P/600	Southend - Koln/Bonn	Freight Chtr
12	G-LKDN	SH33	SSW01P/600	Amsterdam - Maastricht	Freight Chtr
12	G-EMAC	DC9	EMA9552/2XV	East Midlands - Glasgow	Lieu BATP
12	G-EMAC	DC9	EMA2VX/3XV	f/t Glasgow	Lieu BATP
12	G-EMAC	DC9	EMA3VX/1LJ	Glasgow -n/s- Heathrow	Lieu BATP/FK10
12	G-KLDI	DC9	EMA9851/1XV	East Midlands -n/s- Glasgow	Lieu BATP
13	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
13	G-EMAC	DC9	EMA5JL/4LJ	f/t Heathrow	Lieu FK10
13	G-MAJA	BA41	EMA4VX/3XV	f/t Glasgow n/s	Lieu BATP
13	G-EMAC	DC9	EMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
14	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
14	G-EMAC	DC9	EMA5JL/3LJ	f/t Heathrow	Lieu FK10
16	G-LKDN	SH33	SSW02P/620	Koln/Bonn - Maastricht	Freight Chtr
16	G-MONK	B757	MON074P/0774	Gatwick - Pisa	Passenger Chtr
16	G-MONK	B757	MON8075/075P	Pisa - Luton	Passenger Chtr
17	G-LKDN	SH33	SSW02P/610	Amsterdam - Maastricht	Freight Chtr
17	G-OFLT	K110	FLT914P/914	Southend - Maastricht	Freight Chtr
18	G-LKDN	SH33	SSW03P/610	Amsterdam - Maastricht	Freight Chtr
19	G-BIFH	SH33	SSW01P/600	Southend - Wick	Passenger Chtr
19	G-EMAC	DC9	EMA9851/1LJ	East Midlands -n/s- Heathrow	Lieu FK10
20	SE-DSB	L101	00E901P/901	Gatwick - Lourdes	Passenger Chtr
20	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
20	G-EMAC	DC9	EMA5JL/4LJ	f/t Heathrow	Lieu FK10
20	G-MAJA	BA41	EMA4VX/3XV	f/t Glasgow n/s	Lieu BATP
20	G-EMAC	DC9	EMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
21	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
21	G-EMAC	DC9	EMA5JL/3LJ	f/t Heathrow	Lieu FK10
21	G-BIFH	SH33	SSW810/027T	Wick - Southend	Passenger Chtr
22	G-BVKD	AT42	CFK23LA/25DA	Gatwick - Dublin	Lieu SH36
22	G-BVKD	AT42	CFK26DB/28LB	Dublin - Gatwick	Lieu SH36
24	LZ-BAC	AN12	LAZ8650/8652	Rotterdam - Stavanger	Freight Chtr
24	G-ZAPD	SH36	AWC691B/691C	Deauville - Stansted	Passenger Chtr
24	G-OKAA	K110	KNT816	(t Aberdeen)	Crashed Dunkeswick
25	G-UKTH	FK50	UKA755/730	Amsterdam - Paris	'City of Amsterdam'
26	SE-DSB	L101	00E902/902P	Lourdes - TeesSide	Passenger Chtr
26	G-MAJA	BA41	EMA9952/1XV	East Midlands -n/s- Glasgow	Lieu BATP
26	G-EMAC	DC9	EMA9851/1LJ	East Midlands -n/s- Heathrow	Lieu FK10
27	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
27	G-EMAC	DC9	EMA5JL/4LJ	f/t Heathrow	Lieu FK10
27	G-EMAC	DC9	EMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
28	G-EMAC	DC9	EMA4JL/2LJ	f/t Heathrow	Lieu FK10
28	G-EMAC	DC9	EMA5JL/3LJ	f/t Heathrow	Lieu FK10

Aircraft making first visits are underlined.



25
**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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

**EXPRESS COACH CONNECTION FROM BOTH LEEDS AND BRADFORD
TO YORKSHIRE'S "OWN" AIRPORT**

An Airport coach connection from both the city centres of Leeds and Bradford will commence on 23rd July 1995. The service has been introduced following the increase in passengers using Leeds Bradford International Airport. The announcement was made today by the West Yorkshire Passenger Transport Authority and the Airport following several months of detailed discussions and market survey analysis.

The coach service will be operated by Godsons, with individual branding. A single journey from both Leeds and Bradford will cost £1.00 per person. Chairman of the Airport Board, Councillor Brian Lynch said, "A regular, daily public transport connection to the Airport is tremendous news for the region. Following the multi million pound expansion programme at Leeds Bradford International Airport, the choice of services and destinations is increasing significantly. A fast, regular, reliable and economic Airport Coach service is an essential part of our infrastructure."

Councillor Mick Lyons, WYPTA Chair added, "The new Airport service is just one more indication of the Authority's commitment to improving public transport facilities throughout West Yorkshire for all members of the travelling public, opening up new travel options wherever possible. I am sure this new service will prove a popular addition to the network."

ENDS

For further information contact:

or

14 June 1995

Watch out for!
Weekend July 8th 9th
The old "D.C 3"
The new "Concorde"
17th The unusual "The Vergin Airship"
all week

PLEASE RELEASSE

13 June 95

Some months ago, my brother asked me if I would take him to Manchester to catch his flight to Skiathos. certainly I will, came the reply. He then told me his flight time was 0800, I had already said yes and, so had committed myself to getting up at 0430 to leave at 0500 to get him there for 0600. I asked my wife if she would like to go (as she shows as much of an interest in aircraft as I do) thinking she probably wouldn't want to go knowing the time we had to leave, but she said yes. So we decided we make a day of it and, pack up a "picnic". Peter recieved his tickets and surprise surprise the dept. time had been changed to 1115 far more reasonable a time. The day came (12 June) we departed Leeds at 0700 to miss the early morning rush, We still encountered heavy traffic & the ⁶⁰⁰ minor shunt (not me) and, arrived Man. at 0830. I dropped Peter off at terminal 2 and drove then on to the roof of the . car park of terminal 1

He knocked on my window at about 0915 looking happy but yet a little perplexed. Have you ever heard of Transwede yes came the reply (he hadn't) what type of aircraft do they use ? don't know was my reply He told me he had no smoking in 18E a window seat sounds like a MD 80 type aircraft I told him. After a cup of coffee in the car we got out and looked over terminal 2 and there for all to see was a Transwede MD87 SE DHG He had to be at the gate at 1030 so we went into arrivals for a spot of breakfast. 4 slices of toast 2 coffees and 1 tea £4.60 exstortion or what. Peter went onto terminal 2 we went back onto the roof. Push back came at 1115 only for Hotel Golf to be pushed into one of the bays opposite T2 next to a Swedish L1011 The front steps came down, nothing happened for 30 minutes and, then the steps went back up. All this time I am getting colder & colder a cup of tea in my hand trying to keep warm. Hotel Golf eventually left the stand and was airborne at 1150. Ann and I decided now was a good time to have lunch we took our Morrisons BBQ chicken out of the bag, together with several cups of tea (to keep warm) it proved to be a rather tasty lunch. Between 0830 & midday it was very busy (see separate list) plus many BA, Airtours, & Britannia aircraft, but from midday until we left at 1430 it was very quiet in fact when we left not one aircraft was parked on Terminal 2, apart from 2 swedish L1011 parked on the apron

opposite Terminal 2.

21

Aircraft seen already parked up or as they arrived are,
D ABIN 737/500, G HLFT, SE DPM SE DSC L1011 OY CLC New Air
EC FCU 767 F GBYG 737 G BTNU, SE DIP DC9 G OCSI, EI CLH 146 TC INA/C
MD87? G UKLH 767 N312AA 767 G BUXT, DAKFT F50 G BNUU, VR HUB 747
G OJMR A300/600 G OEXC A320 SE DHG MD87 VR HKO 747 N1750B MD11
OH LMY MD82 OO SDL 737 N688AA 757 Yr TPG TUI54 TC AVA 737 4XEAB 767
A6 EKM A300/600 C FTNI L1011 N740DA L1011 G BPED 757 OK XGD 737
F BTGV Guppy F GJNI 737

Hope the article is of some use to you for printing in the magazine. On another note a friend of a friend of a friend told me last week a Company he knows has tendered for work at the L.B.A. for wait for it, £20 million, a new terminal ? engineering base? maintenance hangar? for that amount of money it has to be big! It won't be a new hotel, that would be tendered by the hotel Company not the airport. Any truth in the rumour I have heard Bill Savage is talking to Delta & Swissair, I suppose he is talking to many airlines, but those are two new ones I have heard. Hot off the press again a friend of a friend has just told me he knows of someone who drives a minibus to Manchester very regularly while there he talks to people employed at Man. one of them told him Virgin were no longer interested in operating out of Manchester, but were looking at another northern airport. The person was rather non-committal but when pushed was it either Newcastle or Leeds, the answer was, you would be nearer the mark with the little airport over the hill. He (the man at Manchester) suggested L.B.A. would be the fastest (in two years time) growing airport in the U.K. food for thought.

Nick. Watsa

'Action Stations' had sounded, and the gunners aboard the "Hancock" raced to their guns. As the enemy aircraft swarmed towards them, one plane peeled off from the rest. Oblivious to the anti-aircraft shells bursting around it, the pilot headed straight for the ship. Then the horrified sailors watched as the aeroplane crashed onto the deck. It exploded, killing the pilot and forty-three sailors.

The year was 1945, and the battle for Okinawa, the largest of the Ryukyu Islands, was raging. But what made the Jap choose certain death? He was a Kamikaze pilot: one of the suicide volunteers who were willing to die for their Emperor and country.

Japan's Vice-Admiral Takijiro Onishi, who commanded the Japanese air forces in the Philippines, realised that his country hadn't enough aircraft to win the war by conventional means; so he hit upon the idea of damaging the Allied—mainly American—fleet by crashing Japanese planes onto the ships.

The idea wasn't successful. Although the Americans had 40 vessels sunk, 368 others damaged, and lost 763 aircraft, the Japanese lost more than 7,000 aircraft and pilots in the battle for the strategic island of Okinawa during the several weeks that it lasted. It did the Japs no good, of course, because soon afterwards they lost the war. Naturally, not every plane destroyed had a suicide pilot at the controls. Conventional bombers and fighters were also involved, although the stars of the battle, as far as the enemy was concerned, were the Kamikaze pilots.

These special flyers didn't go straight into battle. Before their death flights began they took part in a ritual led by a veteran pilot. It was a solemn occasion conducted in a spiritual atmosphere. Every man received a black ceremonial belt, and a toast was drunk to Emperor Hirohito and to the everlasting survival of Japan, as well as to a glorious death. Finally they sang the "Kamikaze Song of the Warrior."

Next the men returned to their barracks to write goodbye letters to their families. Then a whistle blew. This was the signal for them to assemble on the airfield ready for take-off. The doomed flyers saluted their superiors and comrades before climbing into their planes; and there is a photograph in existence of an officer handing a bunch of flowers to a pilot.

And what an assortment of planes they flew! Single engined Zeke and Zero fighters with 600lb bombs attached underneath them. Baku planes, mass produced, were crude, armourless aircraft, loaded with TNT up front, designed to explode on impact. Then there were big bombers with facilities to transport Ohkas. The Ohka was similar to a German V1 glide bomb, except that it had to be carried to the battle area by the bomber, and had a pilot. It was released near to its target to which it was flown at over 500 mph, exploding with the pilot still inside it. A ship sunk by an Ohka was the American destroyer Mannert L. Abele, and other US ships were damaged. The British Navy didn't escape either. HMS Indefatigable was also damaged in an Ohka attack.

But what went on in the minds of those pilots who had volunteered to die? Did their pride and patriotism sustain them as they hurled towards the fast approaching deck of an Allied ship; or were they terrified as oblivion approached? We shall never know, because none of them lived to tell us. Either way, a bunch of flowers and a belt was a pretty useless reward.

Leslie Scheftsik.

WOLD NEWTON/WILLY HOWE FARM Resident news:- A new resident arriving 4.6 was G-BGBK PA-38 which arrived from Sherburn but is ex Sandtoft having departed from there in May, it joins G-AJRC J/1 and G-BDNU F.172M. Movements:- 7.5 G-BGXS PA-28 f&t Stubton Park, G-FMSG PA.150K f&t Humberside, G-BCXB Rallye 100ST f Ketton via Bagby t Yearby, G-BUJX T.61F f&t Burton Constable, G-BKDJ DR.400 f&t Brighton, G-ANRP/TW439 Auster 5 f Bagby t Brighton, G-TBAG Renegade 912 f&t Newton-on-Rawcliffe, G-BIOR MS.880B f&t Rufforth. 8.5 G-BEAC PA-28 f&t Humberside. 15.5 G-BBJX F.150M f Leeds t Brighton. 19.5 G-BJZN T.67A f&t Burton Constable. 20.5 G-BFHL PA-28 f Beverley t Teeside, G-BGXD TB.10 f&t South Cave, G-BKDJ DR.400 f&t Brighton. 21.5 G-BARH C.23 f&t Sherburn, G-ASXU D.120A f&t Sturgate. 26.5 G-MWHD Spectrum f&t Wombleton, G-BJOB D.140C f&t Rufforth, G-AXUA B.121 f&t Bagby. 31.5 G-BOBV F.150M f&t Gamston, G-ARBP T.66S f Grindale n/s t Brighton 1.6, G-BUJX T.61F f Beverley t Burton Constable. 4.6 G-BAZM D.11 f&t Leeds, G-HMES PA-28 f&t Teeside. 5.6 G-MYPV Mercury f&t Full Sutton. 11.6 G-BCPN AA-5 f&t Full Sutton.

WOLD NEWTON/WILLY HOWE FARM Resident news:- G-BTJX Rans S.10 flew out on 6.5 to take up residency at Beverley/Linley Hill again. Movements:- 14.4 G-MWVA Pegasus XL-Q f&t Eshott, G-NVOA Chaser S f&t Eshott, G-MNPV Scorchers Solo f Bagby t Eshott, G-MVVU Chaser S f Bagby t Eshott, G-MTGH Gemini Flash 2 f&t Full Sutton. 15.4 G-BTHH DR.100A f Saltby 2 x n/s t Liverpool 17.4. 16.4 G-AZBI D.150 f&t Dishforth, G-MYJT Pegasus Quasar f&t Eshott, G-OANC PA-28 f&t Humberside, G-BFFY F.150M f&t Eeverley, G-BGRI DR.1050 f&t Brighton, G-ANRP/TW439 Auster 5 f&t Brighton, G-BTNS PZL.104 f&t Netherthorpe, G-ORAY F.182Q f&t Brighton, G-MYPH Pegasus Quantum f Wombleton t Full Sutton, G-BBKA F.150L f&t Full Sutton. 21.4 G-BMUZ PA-28 f&t Newcastle. 23.4 G-BJZN T.67A f&t Burton Constable. 25.4 G-ODNP 310R f Humberside t Cork. 27.4 G-BCEO AA-5 f&t Teeside also 28.4. 23.4 G-MJRP Demon 175 f&t Wombleton, G-MVXC Gemini Flash 2A f&t Full Sutton, G-MWIV Gemini Flash 2A f&t Full Sutton, G-BPJD Rallye 110ST f Brighton t Fishburn. 30.4 G-BJZN T.67A f&t Burton Constable. 1.5 G-BMID D.120 f Pinmere n/s t Pinmere 2.5. 3.5 G-BGOL F.172M f&t Anwick. 6.5 G-RONS DR.400 f Newcastle t Bagby, G-AXUA B.121 f Bagby t Fishburn, G-BUGT T.61F f&t Rufforth, G-MWFS Pegasus XL-R f Bagby t Rufforth, G-EFSM T.67M f&t Kirkbymoorside.

BEVERLEY/LINLEY HILL Firstly a correction to the last report the 172 visiting on 10.1 was G-BVBC not AVEC. Resident news:- G-AWXU F.150J had returned here from Bagby by 5.5 and is again in use with Hull Aero Club whilst also returning here from Sherburn on 4.5 was G-HULL F.150M. G-BGCM AA-5A is currently away on lease to another operator. A new resident arriving on 6.5 was G-BTJX Rans S.10 from Wold Newton. Recent new resident G-BFFY F.150M suffered an engine failure on 8.5 and force landed in a field at Mount Pleasant Farm, Brigham nr. Wansford, there were no injuries and the aircraft was not damaged. Movements:- Details are rather sketchy as some of the records are missing however the following are known to have visited 12.3 G-YANK PA-28 f Tatenhill t Wold Newton, G-BUKT Luscombe 8E t Brighton, G-BVVE D.112 f Brighton, G-BTNO 7AC t North Coates, G-AZHC D.112 t North Coates. 18.3 G-AYMK PA-28 f Brighton t Wold Newton. 2.4 G-AYKL F.150L t Netherthorpe. 6.4 G-AYGG D.120 t North Coates. 11.4 G-BUJI T.61F f North Coates. 23.4 G-BBWN/WZ876 DHC.1 f North Coates, G-BMUI MB.2 f North Coates. 25.4 G-BGXD TB.10 f&t South Cave. 27.4 G-BCWB 182P f&t Edinburgh, G-BBPY PA-28 f&t Barton, G-BCCD F.172M f&t Biggin Hill, G-GOMM PA-32R f&t Newmarket, G-BHCP F.152 f&t Sherburn. 28.4 G-SACR PA-28 f&t Sherburn, G-BOHA PA-28 f Cambridge t Lydd, G-HIEL R.22B f&t Sherburn, G-AYGA D.117 f Brighton t Bagby. 29.4 G-SACT PA-28 f&t Sherburn, G-BODU SF.25C f North Coates t Rufforth, G-AZFF D.112 f Fenland t North Coates. 30.4 G-BUJI T.61F f&t Rufforth, G-WERY TB.20 f&t Sherburn. 5.5 G-ARLT/T7281 DH.82A f&t Egton, G-BTZP TB.9 f&t Newcastle.

30

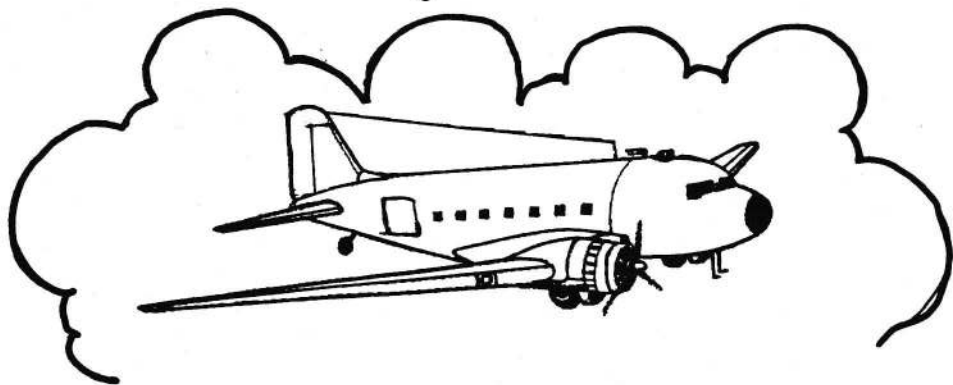
TRIPS ~ VISITS

JOHN 0113 - 2503766



Saturday July 8th 1995

Want a flight on a D·C·3 ?



DEPART 07·00 BY COACH TO
COVENTRY AIRPORT

RETURN AIR ATLANTIQUE

DC3 E·T·A 10 00 £49 ~

2 - 3 Seats left PAYMENT DUE

31

OLD WARDAN AIR FETE
SHUTTLEWORTH
SUNDAY
6 AUGUST
07.00 HRS
£19.50 EACH

REF 7/95

AEROSPACE MUSEUM
COSFORD
SUNDAY
24 SEPTEMBER
TO BE ADVISED

REF 8/95

DUXFORD FLIGHT WITH KNIGHTAIR
TIMES AND DATE TO BE
CONFIRMED BUT IT IS
HOPE TO FLY TO
DUXFORD (½ DAY) ON
AN OPEN DAY
£88.00 EACH

REF 9/95

BRITISH AEROSPACE
BROUGH
FACTORY TOUR
MIDWEEK AFTERNOON
OR
COULD BE EVENING
TO BE ADVISED

REF 10/95

GLIDING AND B.B.Q.
IT'S HOPE WE CAN ARRANGE
FOR FLIGHTS IN GLIDERS
AND A B.B.Q.
TO BE ADVISED
BY CAR OR COACH

REF 11/95

PLEASE RING ME FOR MORE INFORMATION.

MOST TRIPS DEPART AEROCLUB.

TRIPS WILL ONLY TAKE PLACE

IF ENOUGH PERSONS BOOK

SEATS. ALL PRICES ARE

BASED ON MINIMUM

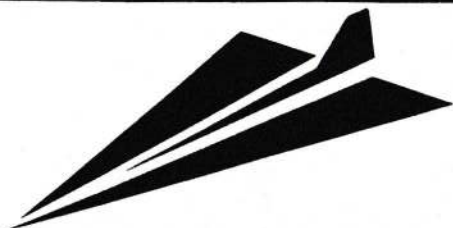
NUMBERS GOING.

£5.00 DEPOSIT PER SEAT.

CONTACT ME ON

0113 2503766

John Jackson



AIR SUPPLY

**83B, HIGH STREET, YEADON, LEEDS
LS19 7TA. Fax: 0113-2 500119**

OPENING HOURS: 10-5pm DAILY
CLOSED WEDNESDAY & SUNDAY

*Supplying the Aviation Industry – Airlines,
Aviators, Enthusiasts and Listeners*

**BOOKS – MODELS – TIES – PINS
FLIGHT BAGS – MAPS – CHARTS
PILOTS PRODUCTS
CAA PUBLICATIONS**

*Specialists in Airband Scanners,
Monitors, Aerials & Accessories*

PHONE KEN COTHLIFF ON:

0113-2 509581

OR SEND £1.50 INC. P&P FOR CATALOGUE,
REFUNDABLE WITH FIRST ORDER

AGENTS FOR: AIRTOURS –
TRANSAIR – AFE – PILOTS PRODUCTS