



When I grow up!

VOL. 22

JULY 96

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CHAIRMAN'S CHAT

Following the demise of all our local airshows such as Church Fenton and Finningley, L.B.A. staged its own airshow on Saturday, 15th June. Unfortunately there was no military hardware, only a continuous flow of civil airliners and several bizjets.

First to arrive, spot on time at 09.30 was A.O.M. DC10 and Corseair B747SP, followed by a stream of 146's, all types of MD, B737's, B727's and Airbuses.

At one time three were taxiing past the terminal, one on finals and one establishing on the I.L.S. Several aircraft disembarked and departed to return later in the evening to pick up their pax. By late afternoon aircraft were parked on the extended apron, runway 10/28, with the bizjets across at the south side. All surrounding vantage points such as Plane Tree Hill, Cemetery Road and the south side were packed with thousands of cars and spectators.

The icing on the cake came with the arrival of Concorde to do its usual charters. On its return later in the evening it seemed to make a very late touchdown and was still going like the clappers when it disappeared from our view on the south side. It must have been a close thing as A.T.C. wanted to know if the crew required the services of a dry cleaner!

From about 21.00 bus loads of fans started to return with aircraft departing continuously from 21.30 using both R14 and R32. All that was missing from a full airshow were the Battle of Britain Memorial Flight and the Red Arrows.

The occasion cannot pass, however, without expressing our admiration to everyone at the L.B.A. from Directors, Management, A.T.C., marshallers, handlers and all other staff.

Several members expressed concern on the number of the general public using the south side and club. If the general public can use this side, what is the point of becoming members of the Aero Club? I would welcome your views on this issue at the A.G.M.

Finally, we heard, with regret, of the death of member B.Perkins of Bradford. I am sure you join with me in extending our sympathy to his family.

MEETINGS.**Sunday, 7th July.****Dr. Paul Conway - Aviation Electronics****August****NO MEETING. (all magazines will be posted)****September 8th.****A captain from Air U.K.****PLEASE NOTE SEPT MEETING ON SECOND SUNDAY, NOT THE FIRST****CREDITS:****T.Sykes, E.Martin D.Wooler, A.Sedgwick, L.Scheftsik,**

Leeds/Bradford Movements

May 1996

01 Wednesday

G-GNTF SAAB 340	0709	EI-FKC Fokker 50	0854
G-BNFB Short 360	0918	G-BUEA ATR-42	0923
N799SC Lear Jet 60	0927	G-BVJB Fokker 100	0931
G-JEAD Friendship	0944	G-UKTI Fokker 50	1000
G-GNTF SAAB 340	1007	OO-DTG Brasilia	1022
G-TANI GA7 Cougar	1106	G-MAUD BAe ATP	1118
G-FIZZ Warrior II	1140	G-BVJB Fokker 100	1226
G-BFFG Baron	1311	G-FPCL GA7 Cougar	1318
G-SHCC JetRanger	1321	G-BUUP BAe ATP	1438
OO-DTF Brasilia	1441	G-JEAD Friendship	1451
G-UKTH Fokker 50	1506	G-BVJB Fokker 100	1521
G-MAUD BAe ATP	1525	EI-FKD Fokker 50	1609
G-SHCC JetRanger	1614	G-BUEA ATR-42	1713
G-BUUP BAe ATP	1729	G-BNFB Short 360	1732
G-BVJB Fokker 100	1812	G-JEAD Friendship	1815
EI-FKD Fokker 50	1918	G-UKTH Fokker 50	1945
OO-DTG Brasilia	1947	G-BNFB Short 360	2022
G-BUUP BAe ATP	2031	G-BUEA ATR-42	2040
G-MAUD BAe ATP	2107	G-JEAD Friendship	2119
G-BVJB Fokker 100	2123	G-AYIM HS 748	2133

02 Thursday

G-BYAK Boeing 757	0501	G-TPTT Airbus 320	0635
EI-FKC Fokker 50	0901	G-BXEH ATR-42	0925
G-BNFB Short 360	0929	G-BVJB Fokker 100	0932
G-JEAD Friendship	0948	G-UKTH Fokker 50	0953
OO-DTF Brasilia	1031	G-MAUD BAe ATP	1104
G-BLYE TB-10 Tobago	1203	G-BNFB Short 360	1233
G-BVJB Fokker 100	1236	G-BYAK Boeing 757	1404
OO-DTF Brasilia	1441	G-JEAD Friendship	1452
G-OOOC Boeing 757	1501	G-UKTH Fokker 50	1505
G-BVJB Fokker 100	1526	EI-FKC Fokker 50	1611
G-BNFB Short 360	1716	G-BUUP BAe ATP	1728
G-BUKA SA227 Metro III	1749	G-JEAD Friendship	1812
G-BVJB Fokker 100	1819	G-BXEH ATR-42	1843
EI-FKC Fokker 50	1927	OO-DTL Brasilia	1936
G-UKTH Fokker 50	1949	G-TPTT Airbus 320	2004
G-BNFB Short 360	2018	G-BUUP BAe ATP	2030
G-BYAK Boeing 757	2101	G-MAUD BAe ATP	2113
G-BXEG ATR-42	2126	G-JEAD Friendship	2129
G-BEJD HS 748	2132	G-BVJB Fokker 100	2137

03 Friday

G-BNFB Short 360	0104	G-TPTT Airbus 320	0326
G-BYAK Boeing 757	0518	G-ZAPG Short 360	0636
EI-FKC Fokker 50	0853	G-BRIG Boeing 767	0855
G-BNFB Short 360	0908	N709EL Beechjet 400A	0914 1003
G-BVJB Fokker 100	0933	G-BXEG ATR-42	0939
G-JEAD Friendship	0942	G-FLYV T67M Firefly	0945
G-ZAPG Short 360	0954	G-UKTH Fokker 50	0959
OO-DTF Brasilia	1026	G-MAUD BAe ATP	1104
G-OLDN LongRanger	1146	G-BODY Cessna 310R	1218
G-BVJB Fokker 100	1228	G-OSCH Cessna 421C	1304
G-HART Cessna 152	1307	G-NAVO Navajo 325 C/R	1329
G-BNFB Short 360	1411	OO-DTJ Brasilia	1432
XZ216 Lynx AH.1	1436	G-JEAD Friendship	1448
G-CALL Aztec	1501	G-UKTH Fokker 50	1509
G-BVJB Fokker 100	1517	EC-FXP Boeing 737 400	1537
EI-FKB Fokker 50	1611	G-MAUD BAe ATP	1633
G-BLTG Sea Fury Replica	1635 N/R	G-LOFM Maule MX7 180A	1710
G-BXEG ATR-42	1718	VR-CPR Cessna 421C	1725
G-BNFB Short 360	1728	G-ZAPG Short 360	1731
G-JEAI Friendship	1809	G-TPTT Airbus 320	1825
G-BVJB Fokker 100	1828	EI-FKB Fokker 50	1918
OO-DTF Brasilia	1936	G-UKTH Fokker 50	1950
G-BNFB Short 360	2016	G-ZAPG Short 360	2029
G-BXEG ATR-42	2056	G-JEAI Friendship	2117
G-MAUD BAe ATP	2121	G-BVTE Fokker 70	2127
G-BVJB Fokker 100	2129	G-BEJD HS 748	2133
EC-FXP Boeing 737 400	2214		

04 Saturday

G-TPTT Airbus 320	0425	G-MAJA Jetstream 41	0725
EI-FKB Fokker 50	0903	EC-GAZ Boeing 737 400	0916
G-BVTE Fokker 70	0924	G-UKTH Fokker 50	0956
G-JEAI Friendship	1025	OO-DTJ Brasilia	1033
G-MAJA Jetstream 41	1137	G-BNKE Cessna 172N	1206
G-BVTE Fokker 70	1229	G-TPTT Airbus 320	1321
G-BFWL Cessna F150L	1434	G-UKTH Fokker 50	1513
G-BVTE Fokker 70	1603	EI-FKP Fokker 50	1607
EC-GAZ Boeing 737 400	1636	G-BPMF Warrior	1638
EC-FTU DC9-83	1740	G-MONE Boeing 757	1743
G-BVTE Fokker 70	1916	G-UKTE Fokker 50	1923
G-JEAD Friendship	1925	G-TPTT Airbus 320	2037
G-MAUD BAe ATP	2057		

05 Sunday

G-TPTT Airbus 320	0757	G-JERS Robinson R22B	0822
EI-FKE Fokker 50	0850	G-BVKC Boeing 737 500	0926
G-UKTE Fokker 50	0955	G-BTAR Tomahawk	1004
G-BVTG Fokker 70	1009	G-BGEL Tomahawk	1053
G-BYAC Boeing 757	1155	G-BVKC Boeing 737 500	1230
G-BNOM Warrior II	1314	G-BUEB ATR-42	1329
OO-DTO Brasilia	1444	G-JEAD Friendship	1448
G-UKTE Fokker 50	1523	G-BSDO Cessna 152	1527
EI-FKA Fokker 50	1600	G-MAUD BAe ATP	1628
G-BWTL ATR-72	1708	G-BVJD Fokker 100	1819
EI-FKA Fokker 50	1912	G-SHDW JetRanger	1924
OO-DTF Brasilia	1936	G-UKTE Fokker 50	1945
G-MAJA Jetstream 41	2053	G-BVJD Fokker 100	2117

G-JEAD Friendship	2119	G-MAUD BAe ATP	2230
G-BYAC Boeing 757	2257	G-TPTT Airbus 320	2347
06 Monday			
G-BVJD Fokker 100	0451	G-BWTL ATR-72	0710
EI-FKE Fokker 50	0852	G-BVJD Fokker 100	0923
G-UKTE Fokker 50	0954	G-JOYS B58 Baron	1029
OO-DTG Brasilia	1034	G-MAJA Jetstream 41	1110
G-ZIGI Robin DR400/180	1200	G-BVJD Fokker 100	1228
OO-DTL Brasilia	1445	G-JEAD Friendship	1446
G-UKTH Fokker 50	1506	G-BYAC Boeing 757	1536
EI-FKF Fokker 50	1617	G-BMFD Aztec	1652
G-BVTJ ATR-72	1658	G-JEAI Friendship	1811
G-BVJD Fokker 100	1821	N709EL Beechjet 400A	1838
EI-FKF Fokker 50	1921	G-UKTH Fokker 50	1947
OO-DTG Brasilia	1949	G-TKPZ Cessna 310R	2009
G-BFWE Aztec	2012	G-BOBN Cessna 310R	2017
G-MAJA Jetstream 41	2023	G-BUEB ATR-42	2043
G-BNFB Short 360	2058	G-MAUD BAe ATP	2104
G-JEAI Friendship	2117	G-BVJD Fokker 100	2133
07 Tuesday			
G-BYAC Boeing 757	0322	EI-FKE Fokker 50	0901
G-BNFB Short 360	0916	G-BVJD Fokker 100	0927
G-JEAI Friendship	0933	G-BUEB ATR-42	0940
G-MAJA Jetstream 41	0943	C-GTSN Boeing 757	0950
G-UKTH Fokker 50	1002	G-BAIW Cessna F172M	1039
OO-DTJ Brasilia	1108	G-MAUD BAe ATP	1123
G-BMFD Aztec	1211	G-BVJD Fokker 100	1226
G-OBMW AA5 Traveler	1229	G-OOAA Airbus 320	1345
OO-DTJ Brasilia	1445	G-JEAI Friendship	1511
G-BBEF Cherokee 140	1514	G-UKTH Fokker 50	1522
G-BVJD Fokker 100	1524	G-FPCL GA7 Cougar	1535
EI-FKC Fokker 50	1604	G-MAJA Jetstream 41	1711
G-BNFB Short 360	1714	G-BUEB ATR-42	1730
VR-CPR Cessna 421C	1802	G-JEAD Friendship	1823
G-BVJD Fokker 100	1825	G-JANM Airbus 320	1829
EI-FKC Fokker 50	1918	G-UKTH Fokker 50	1943
OO-DTL Brasilia	1948	9H-ABQ Airbus 320	2003
G-MAJA Jetstream 41	2010	G-BNFB Short 360	2019
G-BYAH Boeing 757	2037	G-BUEB ATR-42	2048
G-JEAD Friendship	2116	G-MAUD BAe ATP	2120
G-DAAL HS 748	2124	G-BVJD Fokker 100	2130
08 Wednesday			
G-BYAH Boeing 757	0601	N816RL King Air E90	0851
EI-FKC Fokker 50	0853	G-BVEF ATR-42	0918
G-BNFB Short 360	0922	G-BVJD Fokker 100	0933
G-JEAI Friendship	0935	G-MAJA Jetstream 41	0943
G-BHMI Cessna F172N	0950	G-UKTH Fokker 50	1001
OO-DTJ Brasilia	1037	G-BSDO Cessna 152	1039
G-KNAP Warrior II	1111	G-MAUD BAe ATP	1116
G-BICP Robin DR360	1158	G-BVJD Fokker 100	1229
G-BSDO Cessna 152	1300	G-KNAP Warrior II	1404
G-JEAI Friendship	1442	OO-DTO Brasilia	1445
G-UKTH Fokker 50	1501	N816RL King Air E90	1504
G-BVJD Fokker 100	1514	G-MAUD BAe ATP	1535
EI-FKC Fokker 50	1614	G-MAJA Jetstream 41	1715
G-BNFB Short 360	1717	G-BVEC ATR-42	1735

G-JEAI Friendship	1806	G-BVJD Fokker 100	1826
EI-FKD Fokker 50	1931	OO-DTJ Brasilia	1948
G-UKTH Fokker 50	1950	G-BNFB Short 360	2014
G-MAJA Jetstream 41	2017	G-BVEC ATR-42	2059
G-MAUD BAe ATP	2118	G-DAAL HS 748	2118
G-JEAI Friendship	2121	G-BVJD Fokker 100	2133
09 Thursday			
G-BYAF Boeing 757	0455	G-TPTT Airbus 320	0631
EI-CKS Boeing 737	0819	G-AYPV Cherokee 140D	0852
EI-FKB Fokker 50	0857	G-BNFB Short 360	0909
G-BVJD Fokker 100	0930	G-JEAI Friendship	0938
G-BUEA ATR-42	0943	G-MAJA Jetstream 41	0948
G-UKTH Fokker 50	0956	G-ARYS Cessna 172C	1027
OO-DTO Brasilia	1046	G-MAJF Jetstream 41	1105
G-MAUD BAe ATP	1122	G-BSTZ Cherokee 140	1138
G-BVJD Fokker 100	1221	G-EENY GA7 Cougar	1319
G-BYAF Boeing 757	1354	40110 C21A	1357 1719
OO-DTF Brasilia	1444	G-JEAI Friendship	1451
G-OOOM Boeing 757	1506	G-UKTH Fokker 50	1510
G-BVJD Fokker 100	1516	EI-FKA Fokker 50	1634
G-MAJA Jetstream 41	1722	G-BNFB Short 360	1724
G-BUEA ATR-42	1726	G-JEAD Friendship	1813
G-BVJD Fokker 100	1820	EI-FKA Fokker 50	1929
EI-CKS Boeing 737	1943	OO-DTO Brasilia	1947
G-UKTH Fokker 50	1949	G-TPTT Airbus 320	2008
G-BNFB Short 360	2019	G-MAJA Jetstream 41	2023
G-BUEA ATR-42	2049	G-MAUD BAe ATP	2106
G-DAAL HS 748	2122	G-BYAF Boeing 757	2127
G-JEAD Friendship	2129	G-BVJD Fokker 100	2133
10 Friday			
G-TPTT Airbus 320	0336	G-BYAP Boeing 757	0504
EI-CJE Boeing 737	0826	EI-FKB Fokker 50	0900
G-BNFB Short 360	0912	G-BUEB ATR-42	0922
G-MAJA Jetstream 41	0943	G-UKTH Fokker 50	0956
G-BVJD Fokker 100	1007	G-JEAD Friendship	1020
OO-DTG Brasilia	1043	G-HELE JetRanger	1052
G-WBPR BAe 125 800B	1117	G-MAUD BAe ATP	1128
G-OBMY Boeing 737 500	1244	G-WATZ Warrior	*1303
G-ATZK Cherokee 180	*1404	G-BPMR Warrior II	*1424
G-MAJA Jetstream 41	1435	OO-DTL Brasilia	1445
G-FUZZ Super Cub	*1456	G-JEAI Friendship	1501
EC-GBN Boeing 737 300	1514	G-UKTH Fokker 50	1516
G-ARNI PA-22 Colt	*1521	G-BVJD Fokker 100	1524
G-BVZF Boeing 737 500	1527	G-AXNS Beagle Pup	*1530
EI-FKF Fokker 50	1606	G-MPBH Cessna FA152	*1615
G-OBHX Cessna F172H	*1622	G-BCRT Cessna F150M	*1644
G-AYNF Cherokee 140C	*1652	G-BVOA Archer II	*1707
G-BOJR Cessna 172P	*1711	G-BEAC Cherokee 140	*1717
G-BNFB Short 360	1725	G-MAJA Jetstream 41	1730
G-BUEB ATR-42	1732	G-BNZB Warrior II	*1734
G-BOXK Warrior II	*1735	G-JEAI Friendship	1815
G-BSVM Warrior II	*1834	G-BHEZ Jodel 150	*1835
G-TPTT Airbus 320	1903	EI-FKF Fokker 50	1928
OO-DTG Brasilia	1938	EI-CJE Boeing 737	1943
G-UKTH Fokker 50	1952	G-BNFB Short 360	2028
G-MAJA Jetstream 41	2031	G-MAUD BAe ATP	2058

	G-BUEB ATR-42	2059		G-JEAI Friendship	2118
	G-BEJD HS 748	2123		G-BVJD Fokker 100	2135
	EC-GBN Boeing 737 400	2217		G-BVTE Fokker 70	2220
11	Saturday				
	G-TPTT Airbus 320	0305		EI-CJG Boeing 737	0822
	EI-FKF Fokker 50	0857		EC-GAZ Boeing 737 400	0903
	G-BVTE Fokker 70	0925		G-BVTG Fokker 70	0931
	G-UKTH Fokker 50	0956		OO-DTL Brasilia	1016
	G-JEAE Friendship	1030		G-BOVK Warrior II	*1104
	G-MAJA Jetstream 41	1140		G-BVVL EAA Acro Sport	*1218
	G-BVTE Fokker 70	1221		G-TAXI Aztec	1232
	G-BFMK Cessna FA152	*1254		G-BSTZ Cherokee 140	*1259
	G-BGVZ Archer II	*1303		G-BLZT Short 360	1316
	G-JANM Airbus 320	1411		EI-CHJ Cessna FR172K	*1454 1230(12)
	G-BEGG Super Falke	*1510		G-UKTH Fokker 50	1514
	EC-GAZ Boeing 737 400	1525		G-BPWF Warrior	1603
	G-BVTE Fokker 70	1615		EI-FKF Fokker 50	1622
	G-MONE Boeing 757	1658		EC-FXY DC9 83	1746
	SE-IBD Cessna F172N	1751 1119(13)		G-UKTH Fokker 50	1918
	G-JEAE Friendship	1929		G-BVTE Fokker 70	1934
	G-MAUD BAe ATP	2056		G-JANM Airbus 320	2147
12	Sunday				
	G-MONE Boeing 757	0353		G-BYAR Boeing 757	0519
	G-JANM Airbus 320	0807		EI-FKC Fokker 50	0905
	G-BVTE Fokker 70	0927		G-UKTH Fokker 50	1001
	G-BVTF Fokker 70	1017		G-AXDI Cessna F172H	*1019
	G-BFMK Cessna FA152	*1041		G-TBXX TB-20 Trinidad	1050
	G-BBSW JetRanger	1056		G-BUJI T61 Venture	1117
	G-SHIV GA7 Cougar	1127		G-BVTE Fokker 70	1223
	G-BPXA Archer II	*1244		G-TAXI Aztec	1318
	G-BVEC ATR-42	1327		G-BRTX Warrior	*1335
	OO-DTJ Brasilia	1439		G-JEAG Friendship	1458
	G-UKTH Fokker 50	1504		G-WIZZ JetRanger	1554
	EI-FKF Fokker 50	1611		G-MAUD BAe ATP	1625
	EI-CJI Boeing 737	1642		VR-CPR Cessna 421C	1757
	G-BVJC Fokker 100	1817		G-JEAG Friendship	1823
	G-BYAR Boeing 757	1856		EI-FKF Fokker 50	1917
	G-AVSA Cherokee 180	1924		OO-DTO Brasilia	1943
	G-UKTH Fokker 50	1943		G-BVEC ATR-42	2027
	G-MAJA Jetstream 41	2058		G-MAUD BAe ATP	2113
	G-JEAD Friendship	2123		G-BVJC Fokker 100	2129
	EI-CJI Boeing 737	2150			
13	Monday				
	G-JANM Airbus 320	0003		G-BVJC Fokker 100	0431
	EI-CJC Boeing 737	0816		G-DARR Aztec	0836
	N709EL Beechjet 400A	0845 0900		EI-FKF Fokker 50	0856
	G-BLZT Short 360	0907		G-BVJC Fokker 100	0929
	G-JEAG Friendship	0942		G-MAJA Jetstream 41	0950
	G-UKTH Fokker 50	0953		G-BVED ATR-42	1010
	OO-DTF Brasilia	1026		G-MAUD BAe ATP	1111
	G-BVJC Fokker 100	1216		G-SHIV GA7 Cougar	1230
	G-TAXI Aztec	1318		G-JEAG Friendship	1440
	OO-DTG Brasilia	1449		G-BVJC Fokker 100	1513
	G-UKTH Fokker 50	1517		EI-FKD Fokker 50	1605
	G-BYAR Boeing 757	1616		G-BGON GA7 Cougar	1634
	G-BXEG ATR-42	1710		G-MAJA Jetstream 41	1717

G-BLZT Short 360	1727	G-JEAI Friendship	1812
G-BVJC Fokker 100	1814	EI-FKD Fokker 50	1914
OO-DTJ Brasilia	1930	G-UKTH Fokker 50	1945
EI-CJC Boeing 737	1948	G-MAJA Jetstream 41	2020
G-BLZT Short 360	2022	G-BXEG ATR-42	2040
G-MAUD BAe ATP	2053	G-BVJC Fokker 100	2124
G-JEAI Friendship	2131	G-BEJE HS 748	2133
14 Tuesday			
G-BYAR Boeing 757	0325	G-SHIV GA7 Cougar	0801
EI-FKC Fokker 50	0845	ZD621 BAe 125 CC.1	0853 1317
EI-CJC Boeing 737	0911	G-BLZT Short 360	0915
G-BXEG ATR-42	0925	G-BVJC Fokker 100	0928
G-MAJA Jetstream 41	0947	G-UKTH Fokker 50	0954
G-BGRE King Air 200	0955	C-GTSJ Boeing 757	1000
G-JEAG Friendship	1002	G-TAIR Seneca	1006
G-SHCC JetRanger	1035	G-BTHW F33C Bonanza	1044
G-MAUD BAe ATP	1117	OO-DTG Brasilia	1129
G-BVJC Fokker 100	1221	G-BAVZ Aztec	1230
G-OOAD Airbus 320	1336	OO-DTF Brasilia	1443
G-JEAG Friendship	1449	G-OHIG Bandeirante	1455
G-UKTH Fokker 50	1505	G-BVJC Fokker 100	1514
EI-FKC Fokker 50	1605	G-GRAM Navajo 350	1606
101 Falcon 10	1531	G-TAIR Seneca	1704
G-BUEA ATR-42	1712	G-MAJA Jetstream 41	1721
G-BLZT Short 360	1726	G-BVJC Fokker 100	1816
G-TPTT Airbus 320	1825	G-JEAI Friendship	1827
G-BLWD Seneca	1833	EI-FKC Fokker 50	1922
OO-DTF Brasilia	1944	EI-CKS Boeing 737	1946
G-UKTH Fokker 50	1948	9H-ABP Airbus 320	1955
G-BLZT Short 360	2015	G-MAJA Jetstream 41	2018
G-BUEA ATR-42	2039	G-BYAF Boeing 757	2106
G-MAUD BAe ATP	2114	G-BVJC Fokker 100	2124
G-DAAL HS 748	2127	G-JEAI Friendship	2130
15 Wednesday			
G-BYAR Boeing 757	0617	EI-CJH Boeing 737	0820
EI-FKC Fokker 50	0855	OY-CPW Citation	0857 1917
G-BGWM Archer II	0916	G-BVJC Fokker 100	0923
G-AZEG Cherokee 140D	0925	G-BLZT Short 360	0929
G-BUEA ATR-42	0931	G-JEAI Friendship	0939
G-MAJA Jetstream 41	0947	G-UKTH Fokker 50	1000
OO-DTL Brasilia	1059	G-MAUD BAe ATP	1114
G-BVJC Fokker 100	1232	G-BFWL Cessna F150L	1429
G-JEAI Friendship	1444	OO-DTL Brasilia	1500
G-UKTH Fokker 50	1507	G-BVJC Fokker 100	1520
G-MAUD BAe ATP	1522	EI-FKC Fokker 50	1610
G-BVEC ATR-42	1714	G-MAJA Jetstream 41	1725
G-BLZT Short 360	1726	F-GPKZ PA-46 Malibu	1731 1230(16)
G-JEAG Friendship	1806	G-BVJC Fokker 100	1820
G-TAXI Aztec	1906	EI-FKC Fokker 50	1917
EI-CJH Boeing 737	1941	G-UKTH Fokker 50	1951
OO-DTO Brasilia	2000	G-BFMH Cessna 177B	2004
G-BLZT Short 360	2020	G-MAJA Jetstream 41	2025
G-BVEC ATR-42	2051	G-DAAL HS 748	2114
G-JEAG Friendship	2116	G-MAUD BAe ATP	2122
G-BVJC Fokker 100	2136		

16 Thursday

G-BYAR Boeing 757	0517	G-CRPH Airbus 320	0702
G-SHIV GA7 Cougar	0805	G-ISFC Navajo 310	0817
EI-CJH Boeing 737	0822	EI-FKA Fokker 50	0846
G-BLZT Short 360	0925	G-BUEB ATR-42	0934
G-BVJC Fokker 100	0936	G-JEAG Friendship	0939
G-MAJA Jetstream 41	0944	G-UKTH Fokker 50	1007
G-BSDO Cessna 152	1010	OO-DTL Brasilia	1033
G-MAUD BAe ATP	1113	G-SASU Twin Squirrel	1208 1240
F-GKID Citation	1223 1817	G-BVJC Fokker 100	1233
G-BYAN Boeing 757	1353	G-7-177 Slingsby T67M	1414
OO-DTO Brasilia	1440	G-JEAG Friendship	1445
G-IEYE Robin DR400/180	1451	G-OOOJ Boeing 757	1500
G-UKTH Fokker 50	1507	G-BVJC Fokker 100	1521
G-BJYD Cessna 152	1610	N2017A American Blimp	1624
G-BUEB ATR-42	1710	G-SASU Twin Squirrel	1720
G-BLZT Short 360	1746	G-MAJA Jetstream 41	1755
G-SASU Twin Squirrel	1806	G-JEAI Friendship	1815
G-BVJA Fokker 100	1824	G-TAXI Aztec	1910
EI-FKB Fokker 50	1924	EI-CJH Boeing 737	1936
G-UKTH Fokker 50	1945	OO-DTL Brasilia	1949
G-PROP AA5A Cheetah	1956	G-CRPH Airbus 320	1959
G-BLZT Short 360	2019	G-MAJA Jetstream 41	2041
G-BUEB ATR-42	2050	G-BYAN Boeing 757	2100
G-DAAL HS 748	2102	G-MAUD BAe ATP	2111
G-JEAI Friendship	2114	G-BVJA Fokker 100	2128

17 Friday

G-CRPH Airbus 320	0332	G-BYAN Boeing 757	0511
EI-CKP Boeing 737	0819	G-BRIG Boeing 767	0854
EI-FKE Fokker 50	0857	G-AVYM Cherokee 180	0900
G-BLZT Short 360	0909	G-BUEB ATR-42	0927
G-BVJA Fokker 100	0929	G-JEAI Friendship	0938
G-MAJA Jetstream 41	0943	G-UKTH Fokker 50	1002
N27495 Navajo	1007	OO-DTO Brasilia	1025
G-JEAN Citation	1044 1343	N146GA Cessna 425	1134 2126
G-MAUD BAe ATP	1138	G-BVJA Fokker 100	1239
G-MAJA Jetstream 41	1433	OO-DTJ Brasilia	1441
G-JEAD Friendship	1444	EC-GBN Boeing 737 400	1453
G-UKTH Fokker 50	1501	G-BVJA Fokker 100	1536
VR-CPR Cessna 421C	1708	G-MAJA Jetstream 41	1719
G-BUEB ATR-42	1721	G-BLZT Short 360	1724
G-JEAD Friendship	1810	G-BVJA Fokker 100	1834
G-AVSA Cherokee 180	1926	G-UKTH Fokker 50	1944
EI-CKP Boeing 737	1951	OO-DTJ Brasilia	1954
EI-FKF Fokker 50	2004	G-BLZT Short 360	2016
G-MAJA Jetstream 41	2023	G-CRPH Airbus 320	2032
G-BVJC Fokker 100	2034	G-BUEB ATR-42	2039
G-MAUD BAe ATP	2109	G-JEAD Friendship	2122
G-DAAL HS 748	2129	G-BVJA Fokker 100	2136
EC-GBN Boeing 737 400	2202		

18 Saturday

G-CRPH Airbus 320	0356	G-BRIG Boeing 767	0653
G-WEND Arrow IV	0813	EI-CJG Boeing 737	0820
EC-FXP Boeing 737 400	0854	EI-FKA Fokker 50	0906
G-BVRS King Air B90	0909 0937	G-BVJC Fokker 100	0918
G-UKTH Fokker 50	1001	XZ309 Gazelle AH.1	1019

G-JEAD Friendship	1020	OO-DTJ Brasilia	1026
PH-CFF Fokker 100	1045	G-BLFZ Navajo 310	1109
G-MAJA Jetstream 41	1132	G-AXHA Cessna 337A	1139
G-BVJC Fokker 100	1238	G-BICP Robin DR360	1244
N30XX Citation II	1330	G-CRPH Airbus 320	1358
G-BTZP TB9 Tampico	1414	G-UKTH Fokker 50	1506
EC-FXP Boeing 737 400	1512	G-BVJC Fokker 100	1615
EI-FKE Fokker 50	1622	ZG923 Lynx AH.9	1632
ZF538 Lynx AH.9	1632	G-MONE Boeing 757	1707
EC-GAT DC9 83	1736	N146GA Cessna 425	1911
G-UKTH Fokker 50	1918	G-JEAG Friendship	1923
G-BVJC Fokker 100	1927	G-MAUD BAe ATP	2126
G-CRPH Airbus 320	2212		
19 Sunday			
G-MONE Boeing 757	0329	G-BYAF Boeing 757	0734
G-CRPH Airbus 320	0839	EI-FKE Fokker 50	0902
G-BVJC Fokker 100	0914	G-UKTH Fokker 50	1058
G-UKTG Fokker 50	1102	G-BVRS King Air B90	1219 1255
G-BVJC Fokker 100	1227	G-BUEA ATR-42	1326
OO-DTO Brasilia	1430	G-KITE Archer II	1454
G-JEAG Friendship	1500	G-MAJJ Jetstream 41	1504
G-UKTH Fokker 50	1509	EI-TLB Airbus 300	1603 1829
G-MAUD BAe ATP	1624	EI-CJH Boeing 737	1709
G-MAJJ Jetstream 41	1714	G-JEAD Friendship	1808
G-BVJC Fokker 100	1817	OO-DTJ Brasilia	1934
G-UKTH Fokker 50	2001	EI-FKF Fokker 50	2004
G-BUEA ATR-42	2012	N777MW Gulfstream III	2047 1215(26)
G-MAJA Jetstream 41	2056	G-MAJJ Jetstream 41	2058
G-JEAD Friendship	2121	G-BVJC Fokker 100	2123
G-MAUD BAe ATP	2141	EI-CJH Boeing 737	2154
G-BYAF Boeing 757	2247	G-JANM Airbus 320	2251
20 Monday			
G-BVJC Fokker 100	0430	G-LEAR Lear Jet 35A	0724
EI-CKP Boeing 737	0822	EI-FKE Fokker 50	0850
G-BLZT Short 360	0925	G-BVJC Fokker 100	0936
G-BVEF ATR-42	0938	G-JEAD Friendship	0941
G-MAJA Jetstream 41	0951	G-BGWM Archer II	0959
G-UKTH Fokker 50	1017	OO-DTO Brasilia	1036
G-OCCA Saratoga SP	1054	G-MAUD BAe ATP	1115
G-BDUN Seneca	1121	G-TRIN TB20 Trinidad	1208
G-BJYD Cessna 152	1212	G-BVJC Fokker 100	1226
G-JEAD Friendship	1447	OO-DTG Brasilia	1458
G-UKTH Fokker 50	1511	G-BVJC Fokker 100	1522
G-KMCD King Air 200	1619	G-BYAF Boeing 757	1624
G-MAUD BAe ATP	1626	G-BUEB ATR-42	1715
G-MAJA Jetstream 41	1723	G-BLZT Short 360	1726
G-BVJC Fokker 100	1819	G-JEAG Friendship	1825
EI-FKE Fokker 50	1938	OO-DTO Brasilia	1940
G-UKTH Fokker 50	1949	EI-CKP Boeing 737	1954
G-MAJA Jetstream 41	2026	G-BLZT Short 360	2032
G-BUEB ATR-42	2041	G-MAUD BAe ATP	2116
G-JEAG Friendship	2118	G-BVJC Fokker 100	2121
G-DAAL HS 748	2124		
21 Tuesday			
G-BYAF Boeing 757	0328	G-MAJG Jetstream 41	0642
EI-CKP Boeing 737	0814	EI-FKB Fokker 50	0856

I-KWYJ Citation	0908	G-BXEG ATR-42	0919
G-BVJC Fokker 100	0923	G-BLZT Short 360	0926
G-MAJG Jetstream 41	0929	C-GTSE Boeing 757	0942
G-JEAG Friendship	0945	G-MAJA Jetstream 41	0947
G-UKTH Fokker 50	0957	OO-DTG Brasilia	1025
G-AWAJ 95 D55 Baron	1040	G-MAUD BAe ATP	1100
G-MAJG Jetstream 41	1132	G-SFHR Aztec	1148
G-BOGM Turbo Arrow IV	1151	G-BVJC Fokker 100	1223
G-OOAB Airbus 320	1419	G-BHGO Cherokee Six	1429
G-JEAG Friendship	1443	OO-DTF Brasilia	1448
G-BFLH Seneca	1509	G-BVJC Fokker 100	1516
G-UKTH Fokker 50	1529	G-MAJG Jetstream 41	1711
G-MAJA Jetstream 41	1717	G-BLZT Short 360	1720
G-BWTL ATR-72	1744	G-JEAD Friendship	1812
G-BVJC Fokker 100	1821	G-RRJE Airbus 320	1834
EI-FKF Fokker 50	1935	OO-DTG Brasilia	1941
EI-CKP Boeing 737	1943	9H-ABQ Airbus 320	2004
G-MAJA Jetstream 41	2018	G-BLZT Short 360	2021
G-MAJG Jetstream 41	2026	N11AB Citation II	2029 2058
G-BYAF Boeing 757	2032	G-MAUD BAe ATP	2105
G-BXEG ATR-42	2118	G-JEAD Friendship	2120
G-DAAL HS 748	2123	G-BVJC Fokker 100	2126
22 Wednesday			
EI-CJI Boeing 737	0810	EI-FKA Fokker 50	0900
G-JLRW Duchess	0904	G-BPVN Turbo Saratoga	0916
G-BVJC Fokker 100	0929	G-BUEB ATR-42	0940
G-MAJG Jetstream 41	0944	G-JEAD Friendship	0948
G-ORFH ATR-42	0953	G-MAJA Jetstream 41	0956
G-AVMN BAC 1-11	0959	G-UKTH Fokker 50	1004
G-BLZT Short 360	1008	G-AYOP BAC 1-11	1027
OO-DTF Brasilia	1049	G-MAUD BAe ATP	1115
G-MAJG Jetstream 41	1142	G-BVJC Fokker 100	1224
G-ICFR BAe 125 800A	1415	G-JEAD Friendship	1444
OO-DTJ Brasilia	1448	G-BVJC Fokker 100	1525
G-UKTH Fokker 50	1529	G-MAUD BAe ATP	1533
G-MAJA Jetstream 41	1719	G-BUEB ATR-42	1722
G-BLZT Short 360	1724	G-JEAG Friendship	1815
G-BVJC Fokker 100	1820	G-MAJG Jetstream	1824
G-AVMW BAC 1-11	1925	EI-FKD Fokker 50	1927
EI-CJI Boeing 737	1952	G-UKTH Fokker 50	1956
G-MAJA Jetstream 41	2019	G-BLZT Short 360	2034
G-BUEB ATR-42	2052	OO-DTF Brasilia	2101
G-MAUD BAe ATP	2113	G-MAJG Jetstream 41	2117
G-DAAL HS 748	2122	G-JEAG Friendship	2124
G-BVJC Fokker 100	2130		
23 Thursday			
G-BYAL Boeing 757	0526	G-CRPH Airbus 320	0645
EI-CJG Boeing 737	0816	EI-FKE Fokker 50	0857
G-BVJC Fokker 100	0926	G-BLZT Short 360	0928
G-BUEA ATR-42	0934	G-MAJA Jetstream 41	0948
G-JEAG Friendship	0950	G-MAJG Jetstream 41	0952
G-GYMM Arrow 200	1002	G-UKTH Fokker 50	1006
OO-DTJ Brasilia	1035	G-MAUD BAe ATP	1117
G-BVJC Fokker 100	1233	G-BMDK Seneca	1328 1820
G-BYAL Boeing 757	1357	OO-DTF Brasilia	1451
G-JEAG Friendship	1453	G-000C Boeing 757	1503

G-UKTH Fokker 50	1521	G-BVJC Fokker 100	1532
G-BVED ATR-42	1721	G-MAJA Jetstream 41	1724
G-BLZT Short 360	1726	G-TAXI Aztec	1810
G-JEAD Friendship	1812	G-BVJC Fokker 100	1818
EI-FKE Fokker 50	1939	EI-CJG Boeing 737	1941
G-UKTH Fokker 50	1957	OO-DTJ Brasilia	1959
G-MAJA Jetstream 41	2015	G-BLZT Short 360	2017
G-CRPH Airbus 320	2024	G-BVED ATR-42	2056
G-BYAL Boeing 757	2113	G-MAUD Bae ATP	2117
G-DAAL HS 748	2124	G-JEAD Friendship	2125
G-BVJC Fokker 100	2129		
24 Friday			
G-CRPH Airbus 320	0342	G-BYAL Boeing 757	0507
EI-CJH Boeing 737	0815	G-BNYS Boeing 767	0848
EI-FKA Fokker 50	0850	G-BVYF Navajo 350	0852
G-BLZT Short 360	0921	G-BVJC Fokker 100	0931
G-BXEH ATR-42	0939	G-JEAD Friendship	0941
D-INWG Cessna 425	0950	G-MAJA Jetstream 41	0953
G-UKTH Fokker 50	0955	OO-DTH Brasilia	1033
XV733 Wessex HCC.4	1112	G-MAUD Bae ATP	1154
G-DEXY King Air E90	1256	G-BVJC Fokker 100	1311
G-MAJA Jetstream 41	1412	G-TOPS Twin Squirrel	1450
OO-DTO Brasilia	1450	G-JEAD Friendship	1454
EC-GAZ Boeing 737 400	1523	G-UKTH Fokker 50	1529
G-OBMX Boeing 737 500	1544	G-AZEG Cherokee 140D	1546
G-BGOL Turbo Arrow III	1602	G-ATVS Cherokee 180	1714
G-BLZT Short 360	1719	G-BXEH ATR-42	1723
G-MAJA Jetstream 41	1733	G-BMUD Cessna 182P	1756
G-JEAG Friendship	1820	G-BVJC Fokker 100	1843
EI-FKF Fokker 50	1940	OO-DTH Brasilia	1951
EI-CJH Boeing 737	1956	G-UKTH Fokker 50	1958
G-MAJA Jetstream 41	2007	G-BLZT Short 360	2025
G-BVTE Fokker 70	2042	G-BXEH ATR-42	2054
G-JEAG Friendship	2118	G-MAUD Bae ATP	2129
G-DAAL HS 748	2135	G-BVJC Fokker 100	2150
EC-GAZ Boeing 737 400	2214	G-CRPH Airbus 320	2308
25 Saturday			
G-CRPH Airbus 320	0617	EI-CJG Boeing 737	0817
EI-FKE Fokker 50	0848	G-BVTE Fokker 70	0919
EC-FXQ Boeing 737 400	0923	PH-CFF Fokker 100	0941
G-UKTH Fokker 50	1005	G-MAJB Jetstream 41	1009
G-JEAG Friendship	1025	OO-DTO Brasilia	1026
G-BAVZ Aztec	1149	G-MAJA Jetstream 41	1157
G-HIRE GA7 Cougar	1223	G-BNFB Short 360	1236
G-BVTE Fokker 70	1243	G-RRJE Airbus 320	1412
G-UKTH Fokker 50	1509	G-BVTE Fokker 70	1607
EC-FXQ Boeing 737 400	1612	EI-FKA Fokker 50	1634
G-MONK Boeing 757	1709	G-BCDB Seneca	1724
G-UKTH Fokker 50	1918	G-JEAD Friendship	1920
G-BVTE Fokker 70	1924	EC-FZC DC9-83	2122
G-MANL Bae ATP	2141	G-RRJE Airbus 320	2157
26 Sunday			
G-MONK Boeing 757	0356	G-BYAN Boeing 757	0432
LZ-MIK TU 154M	0713	G-SUEE Airbus 320	0854
EI-FKD Fokker 50	0858	G-BVTE Fokker 70	0917
G-UKTH Fokker 50	0950	G-KMCD King Air 200	0952

G-BVTF Fokker 70	1014	G-UKTB Fokker 50	1045
G-BVTE Fokker 70	1227	G-BVED ATR-42	1347
OO-DTG Brasilia	1458	G-UKTD Fokker 50	1526
G-MANL BAe ATP	1642	EI-CJH Boeing 737	1648
G-BUEB ATR-42	1718	G-BVJC Fokker 100	1813
G-JEAG Friendship	1834	G-BYAN Boeing 757	1856
EI-FKD Fokker 50	1922	OO-DTF Brasilia	1934
G-UKTD Fokker 50	1955	G-BVJB Fokker 100	2126
G-JEAD Friendship	2128	G-MANL BAe ATP	2133
EI-CJH Boeing 737	2200	G-DACR Airbus 320	2305
27 Monday			
G-BVJB Fokker 100	0506	G-BUEB ATR-42	0720
EI-CKR Boeing 737	0813	EI-FKB Fokker 50	0850
G-BVJB Fokker 100	0914	G-UKTD Fokker 50	0953
OO-DTG Brasilia	1031	G-MANL BAe ATP	1115
G-BVJB Fokker 100	1224	G-BWTL ATR-72	1416
G-MAJA Jetstream 41	1430	G-JEAG Friendship	1443
OO-DTH Brasilia	1448	G-UKTD Fokker 50	1511
G-BVJB Fokker 100	1518	G-SFHR Aztec	1524
EI-FKC Fokker 50	1616	G-BYAN Boeing 757	1626
G-BWTL ATR-72	1630	G-DEXY King Air E90	1801
G-BVJD Fokker 100	1809	G-JEAD Friendship	1814
EI-FKC Fokker 50	1944	EI-CKR Boeing 737	1949
OO-DTG Brasilia	2005	G-MAJA Jetstream 41	2018
G-UKTD Fokker 50	2031	G-WERY TB-20 Trinidad	2033
G-BVEC ATR-42	2101	G-MANL BAe ATP	2104
G-JEAG Friendship	2116	G-BVJD Fokker 100	2130
28 Tuesday			
G-BYAN Boeing 757	0332	G-OJMR Airbus 300	0628
EI-CKP Boeing 737	0821	G-BMUZ Warrior II	0847
EI-FKD Fokker 50	0849	G-POAH Sikorsky S-76B	0910 1608
G-BNFB Short 360	0910	N917W Gulfstream IV	0926 1316
G-BVJD Fokker 100	0929	C-GTSF Boeing 757	0933
G-BXEG ATR-42	0940	G-JEAG Friendship	0942
G-MAJA Jetstream 41	0948	G-UKTD Fokker 50	1012
OO-DTH Brasilia	1052	G-VMJM TB-10 Tobago	1111
G-MANL BAe ATP	1120	N1224S Cessna 425	1147
G-BVJD Fokker 100	1220	G-BGON GA7 Cougar	1228
G-OOAB Airbus 320	1400	G-BOBN Cessna 310R	1418
G-JEAG Friendship	1442	OO-DTF Brasilia	1449
G-UKTD Fokker 50	1503	G-BVJD Fokker 100	1528
G-BAVZ Aztec	1653	G-BXEG ATR-42	1717
G-BNFB Short 360	1734	G-JEAG Friendship	1812
G-BVJD Fokker 100	1814	G-CRPH Airbus 320	1830
PH-CFF Fokker 100	1905	EI-FKB Fokker 50	1931
EI-CKP Boeing 737	1948	G-UKTD Fokker 50	1957
OO-DTH Brasilia	2007	G-BNFB Short 360	2016
9H-ABP Airbus 320	2041	G-BYAN Boeing 757	2048
G-BXEG ATR-42	2106	G-MANL BAe ATP	2115
G-JEAG Friendship	2119	G-BVJD Fokker 100	2125
G-OJMR Airbus 300	2129	G-BEJD HS 748	2134
PH-CFF Fokker 100	2138	G-MAJA Jetstream 41	2244
29 Wednesday			
HB-IAD Falcon 900	0804 0835	EI-CJH Boeing 737	0815
EI-FKC Fokker 50	0854	G-BNFB Short 360	0918
G-BWDO Sikorsky S-76B	0920	G-BVJD Fokker 100	0929

G-JEAD Friendship	0937	G-BXEG ATR-42	0940
G-MAJA Jetstream 41	0949	G-SFHR Aztec	1003
G-FITZ Cessna 335	1010	G-BVCM Citationjet	1014
G-UKTD Fokker 50	1022	G-BGNV GA7 Cougar	1027
OO-DTF Brasilia	1044	G-SHCC JetRanger	1045
G-MANL BAe ATP	1128	D-CFCF Lear Jet 35A	1141 1525(30)
G-BAVZ Aztec	1207	G-KKDL TB-20 Trinidad	1209
G-BVJD Fokker 100	1232	G-EFSM T67M Firefly	1315
G-BAWK Cherokee 140	1431	G-JEAE Friendship	1439
OO-DTG Brasilia	1453	G-BVJD Fokker 100	1518
G-UKTD Fokker 50	1521	G-MANL BAe ATP	1526
G-BNFB Short 360	1723	G-BXEG ATR-42	1726
G-MAJA Jetstream 41	1732	G-BJYD Cessna 152	1748
G-JEAG Friendship	1805	G-BVJD Fokker 100	1813
EI-PKD Fokker 50	1929	EI-CJH Boeing 737	1942
OO-DTF Brasilia	1955	G-UKTD Fokker 50	2003
G-BNFB Short 360	2018	G-MAJA Jetstream 41	2020
G-BXEG ATR-42	2053	G-MANL BAe ATP	2101
G-JEAG Friendship	2114	G-BEJD HS 748	2120
G-BVJD Fokker 100	2124		
30 Thursday			
G-BYAN Boeing 757	0517	G-DACR Airbus 320	0645
EI-CKS Boeing 737	0839	G-JOYS B58 Baron	0849
EI-FKC Fokker 50	0853	G-BUEB ATR-42	0944
G-BNFB Short 360	0955	G-JEAG Friendship	1006
G-BVJD Fokker 100	1010	G-MAJA Jetstream 41	1020
G-UKTD Fokker 50	1027	OO-DTG Brasilia	1037
G-INDC Cessna T303	1120	G-MANL BAe ATP	1126
G-BVZF Boeing 737 500	1233	G-BYAN Boeing 757	1456
G-JEAG Friendship	1501	OO-DTH Brasilia	1503
G-UKTD Fokker 50	1528	G-BVZH Boeing 737 500	1605
G-BOIL Cessna 172N	1612	G-OOOI Boeing 757	1643
G-BXEG ATR-42	1710	G-BNFB Short 360	1727
G-MAJA Jetstream 41	1729	G-JEAE Friendship	1817
G-BVJD Fokker 100	1821	EI-FKB Fokker 50	1938
G-UKTD Fokker 50	1952	EI-CKS Boeing 737	1956
OO-DTG Brasilia	1959	G-DACR Airbus 320	2005
G-INDC Cessna T303	2012	G-MAJA Jetstream 41	2027
G-BNFB Short 360	2031	G-BUEB ATR-42	2034
G-BVJD Fokker 100	2121	G-BEJD HS 748	2126
G-JEAE Friendship	2131	G-BYAG Boeing 757	2142
G-MANL BAe ATP	2215		
31 Friday			
G-BYAG Boeing 757	0457	G-DACR Airbus 320	0507
EI-CKR Boeing 737	0818	EI-FKB Fokker 50	0852
G-BRIG Boeing 767	0857	G-BUEA ATR-42	0918
G-BNFB Short 360	0922	G-BVJD Fokker 100	0925
G-JEAE Friendship	0939	G-EMER Seneca	0940
G-UKTD Fokker 50	1010	OO-DTH Brasilia	1039
G-MALA Archer II	1101	G-MANL BAe ATP	1148
G-BVJD Fokker 100	1229	G-BNFB Short 360	1244
G-BIYO Navajo 310	1257	OO-DTJ Brasilia	1449
EC-GAZ Boeing 737 400	1454	G-JEAE Friendship	1456
G-BVJD Fokker 100	1516	G-UKTD Fokker 50	1525
G-MANL BAe ATP	1535	HB-IAD Falcon 900	1632 1703
G-BXEH ATR-42	1720	G-MAJA Jetstream 41	1722

G-BNFB Short 360	1728	G-BFEF Agusta-Bell 47G	1812
G-BVJD Fokker 100	1827	G-JEAG Friendship	1845
G-DACR Airbus 320	1943	OO-DTH Brasilia	1947
G-UKTD Fokker 50	1955	EI-FKC Fokker 50	2001
EI-CKR Boeing 737	2004	G-MAJA Jetstream 41	2020
G-BNFB Short 360	2022	G-BVTE Fokker 70	2037
G-MANL BAe ATP	2107	G-BXEH ATR-42	2112
G-BEJD HS 748	2115	G-JEAG Friendship	2129
EC-GAZ Boeing 737 400	2226		

From & to;

01) N799SC/Heathrow-Birmingham;N709EL/EMA;XZ216/Glasgow;VR-CPR/Guernsey;
 06) N709EL/Dublin: 07) VR-CPR/Guernsey-Hamburg: 08) N816RL/Gamston-Exeter and
 return: 09) 40110/Vaerlose(Denmark): 11) EI-CHJ/F & T Dublin;SE-IBD/Charleroi:
 12) VR-CPR/Hamburg: 13) N709EL/Gamston-Northolt: 14) ZD621/F & T Northolt;
 101/Charleroi: 15) OY-CPW/F & T Tirstrup;F-GPKZ/Lille: 16) F-GKID/F & T Nice;
 N2017A/Nottingham: 17) N27495/Biggin Hill;N146GA/F & T Edinburgh;VR-CPR/Guernsey
 18) XZ309/York;N30XX/Luton;ZG923 & ZF538/Otterburn;N146GA/Edinburgh: 19) N777MW/
 Birmingham(Alabama)-Gander: 21) I-KWYJ/Turin-Bristol;N11AB/Amsterdam:
 24) D-INWG/Monchengladbach;XV733/Edinburgh: 28) N917W/Le Bourget-Shannon;N1224S/
 Birmingham: 29) HB-IAD/Farnboro-Frankfurt;D-CFCF/Cologne-Dublin: 31) HB-IAD/
 Geneva:

Overshoots;

01) XX493/CWL79: 02) G-BODY/Atlantique41;XX714/UAG94: 04) XX543/UAG94;G-BEHU;
 XX714/UAG90: 07) G-BMFD/Exam58: 08) XX495/CWL79 & CWL06: 09) ZF372/LOP70;
 XX482/CWL66: 10) G-PPCL/Exam58: 11) G-SHIV: 13) XX482/CWL75;XX497/CWL72:
 14) XX498/CWL62: 15) ZF484/LOP46;G-BAVZ/Raven89T;G-SHIV: 16) XX495/CWL45;
 XX493/CWL79;G-BAVZ/Raven89T: 17) G-SFHR/Exam58: 22) ZF294/LOP12;XZ598/SRG128;
 ZF406/LOP23 & LOP44;XX498/CWL75A: 23) XX482/CWL65;XX496/CWL77A: 28) XX482/CWL79;
 G-SFHR/Exam58;ZF516/LOP16;ZF241/LOP27: 29) ZF405/LOP07;ZF486/LOP21;ZF241/LOP27;
 XX482/CWL04;ZF514/LOP28;XX500/CWL72: 30) ZF408/LOP07;ZF212/LOP24: 31) ZF343/
 LOP28;ZF263/LOP26;ZF348/LOP70Y:

LBA Movements review, May 1996

First foreigner of the month was Lear Jet 60 N799SC on the 1st, this was from LHR to Birmingham. On the 3rd we had Beechjet 400A N709EL from EMA where it is based and it returned on the 6th and the 13th, the operators code shown on the tower's log is DON which may indicate Donair? Also making a number of visits during the month was the Cessna 421C VR-CPR which was noted on the 3rd, 7th, 12th and 17th, it night stopped in Knight Air's hangar on a couple of occasions. Another regular visitor is the King Air 90 N816RL from Gamston which was in use by Knight Air on the 8th when it was from Gamston to Exeter and return. Visiting for Polair 96 on the 11th (of which more later) was the Cessna FR172K EI-CHJ from Dublin whilst night stopping the same day was Cessna F172N SE-IBD which arrived from Charleroi in Belgium.

Night stopping on the 15th was the PA-46 Malibu F-GPKZ from Lille, the same day saw Citation OY-CPW from and to Tirstrup using the callsign "Danish4801" instead

of the usual "Dantstrans". The Airship N2017A parked overnight at Knight Air on the 16th and this is registered as an American Blimp A60+, also visiting that day was the Citation F-GKID as "Sinair 051". Knight Air now have a contract to carry out maintenance on the Edinburgh based Cessna 425 N146GA of Eddy Associates Inc and it was from and to Edinburgh on the 17th before arriving on the 18th for a twelve day stay. Navajo N27495 is believed based at Biggin Hill and it visited from there on the 17th. Citation 2 N30XX of Freshair Inc was from Luton on the 18th and it night stopped until the 20th. A slightly longer night stop was made by the new Gulfstream 3 N777MW which arrived from Birmingham (Alabama, USA) on the 19th and departed to Gander on the 26th.

Our first Italian visitor of the year was the Citation I-KWYJ on the 21st which night stopped to the 23rd, also visiting on the 21st was Citation 2 N11AB using the callsign "SkyService551" from Amsterdam. Cessna 425 D-INWG on the 24th came from Monchengladbach. Another Cessna 425 was the Birmingham (UK) based N12248 on the 28th going into Knight Air's hangar for maintenance and on the same day the Gulfstream 4 N917W was from Le Bourget to Shannon. Falcon 900 HB-IAD was using the callsign "Aeroleasing 296" when it visited on the 29th and 31st and Lear Jet 35A D-CFCF was "Senator 099" when it night stopped on the 29th.

Military visitors have been few but from three different nationalities. From the UK we had Lynx XZ216 on the 3rd as "Army635", Gazelle XZ309 as "Army359" and two more Lynx's ZF538 and ZG923 as "Army428 combine" all on the 18th. The RAF used BAe 125 ZD621 as "Ascot 1471" on the 14th and Wessex XV733 as "Ascot 1875" on the 24th. From the USAF we had Lear Jet C21A 40110 as "Spar92" on the 9th whilst on the 14th the French Navy sent Falcon 10 serial 101 for a touch and go. I have a slight problem with the Falcon - all the references I have say it is has the code F-YETM but the tower log quotes it as F-YDTA ?

Positioning in on the 1st to do the Midland Glasgow flights for the day was the Business Air SAAB 340 G-GNTF using the callsign "Midland 9535", on the 3rd they used the Titan Airways Short 360 G-ZAPG. Ryan Air started their Dublin service on the 9th with Boeing 737 EI-CKS. Midlands leased Fokker 100 PH-CFF operated its first flight through the LBA on the 18th as "Midland 1604". On the 7th Canadian operator Air Transat started their Summer season of weekly flights to Toronto as "Transat 204" with Boeing 757 C-GTSN and the same day saw Air Malta upgrading to an Airbus 320 on their weekly trip to Malta with 9H-ABQ doing the first one. The King Air 200 G-KMCD noted on the 20th is a new resident at Gamston. Residents at the LBA are still changing, Tobago G-JURE has been sold and departed on the 15th. Ian Robertson of the G-BAZM group has purchased the third scale Hawker Sea Fury replica G-BLTG which arrived on the 3rd painted as WJ237 and moved into the YLA hangar. Slingsby T67M G-7-177 which visited as "Slingsby one" on the 16th is the rebuilt USAF specimen N3022C with a new fuselage believed to be c/n 2234.

Finally a note on the weekend of the 10/11/12th, we played host to the police as Polair '96. This was the Association of Police Flying Clubs annual get together which is held in a different police area each year. Aircraft which arrived for this event are indicated in the movements with a "**", over the weekend they flew cross country competitions and spot landings in some rather bad weather but they all seemed to enjoy it.

Military News

Eric Martin.



MILITARY AVIATION MUSEUMS (mini-series alpha)

The article on the RAF Museum is the last in the current series, mini-series bravo will follow at some time in 1997! I had hoped to include the Fleet Air Arm Museum and the Army Air Corps museum (the Museum of Army Flying) in the alpha series but my present bout of ill-health prevented this. Other museums which should be included soon are the Aerospace Museum at Cosford (three-museums-in-one) and the Bomber County Aviation Museum at Hemswell. In hindsight, five successive articles on military aviation museums might be too much, it might have been better to alternate museum articles with ones on other topics. Might try that next time: or persuade Mike to allocate an extra page; it depends on how much material YOU send in!

FLYING SOLDIERS

Hope you are watching/taping this series which is going out on BBC1 on Tuesday nights at 2130 hours, I am doing both! There is an excellent book of the series: Lambert, Tim (1995) Flying Soldiers London: BBC Books; albeit pricey (14.99) but I 'pushed the boat out' as an early seventieth birthday present to myself! There are changes already from the information presented; for example, initial selection and primary fixed-wing training is now carried out on Bulldogs at the Joint Elementary Flying Training School, now at RAF Barkston Heath, near Cranwell (must pay it a visit before too long).

PARACHUTE REGIMENT: MORE UPDATING

1 PARA and 2 PARA are now based in Aldershot, having resumed their parachuting role with 5 AIRBORNE BRIGADE. They will be partaking in a very large exercise in the USA next May. Before that, 2 PARA will serve in Northern Ireland for six months to be replaced by 1 PARA for a similar period. The Regiment will continue in an Arctic role until 1997 and will be training in Norway around the turn of the year. As there is a shortage of recruits to the Regiment, they will be joined by a parachute-trained company of The Royal Gurkha Regiment. I hope these notes about The Parachute Regiment is of interest to you aviation buffs out there but, as an ex-member, I receive regular and up-to-date 'inside' information, although, I hasten to add, none of it is RESTRICTED. If you are not interested, let me know. Look out for the miniature para wings on the left collar at meetings, the Society badge is on the right collar!

RAF TO LEAVE GERMANY BY 2002

All you ex-RAF types who served over or in Germany in World War II or in the post-war period will be interested to hear that the last RAF Station in Germany, RAF Bruggen will close in 2002. Its four Tornado GR1 squadrons will move back to the UK. At the peak in 1985 there were 12000 RAF personnel in Germany, this was reduced to 5000 at the end of the Cold War and will be reduced to zero by 2002, for the first time since 1945.

APOLOGIES

For the reduced standard of this 'original'; son-in-law Bob and family are moving house and his word-processor skills are temporarily not available. The recent improved standard will resume by the next issue.

Sources: Financial Times, PRA Annual Report and Newsletter, BBC1, RAF Yearbook '96.

Please send any information for inclusion in this page to:

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Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS V (a mini-series, now re-sub-titled 'mini-series alpha') THE RAF MUSEUM, HENDON

I paid my annual visit to The RAF Museum earlier than usual this year as I had the opportunity for a free car-driven ride! My aversion to driving leads me to consider a drive even to the suburbs of London a 'no-no'. Apart from my particular interest in military aviation, which demands a regular visit, I consider The RAF Museum one of the best aviation museums in the world, military or civil. Exhibitions are constantly changing, which makes repeated visits worthwhile. Speaking of which, my perpetual moan about the lack of a simple listing. I was informed that this was not possible as exhibits are constantly being changed. Surely, a simple data-based print-out would be possible? An excellent glossy guide-book is available, however, and well worth the £2.50 it costs.

The Museum is based on the site of RAF Hendon, well-known for its pre-war air displays. There are three halls on the complex: the Main Aircraft Hall, the Bomber Command Hall and the Battle of Britain Hall (now re-named the Battle of Britain Experience). In addition to the aircraft exhibits, there are gallery displays of models, uniforms, medals and other artefacts. A full-scale replica of the 11 Group Operations Room at Uxbridge is a highlight.

For the number crunchers, I laboriously listed the aircraft on display (all 72 of them!):-

MAIN AIRCRAFT HALL

Lightning F6	XS925	Jet Provost T5	XW323	Typhoon 1B	MN325
Harrier GR3	XZ997	Hunter FGA9	AG154	Sabre 4	XB812
Canberra PR3	WE139	Meteor F8	WH301	B'fighter	FXD253
MiG 15	1120	Vampire F3	VT812	Belvedere HC1	XG474
Rota	K4232	Hoverfly 1	KK995	Cygnets	GEBMB
Beaufort	DD931	Hudson IIIA	A16-199	Harvard IIB	FE905
Hart GAMBR	(J9941)	Southampton I	N9899 (fuselage only)	Oxford I	MP425
Tornado PO2	XX946	SE5a	F938	Wallace II	K6035
Hanriot HD1	75	Camel	F6314	Pup	N5182
S'with T'plane	N5912	Avro 504K	E499	Vickers FB5	2345
Bristol Mlc	C4994)	replica		Tempest II	PR536
Bristol F2B	#2466	Jet Provost T3	X436 (rebuilt as a simulator)		
Caudron GIII	3066	Spitfire F24	PK724		
Stranraer	9210	Hind (not numbered: in Afghan Air Force markings)			
Spitfire †	K9942	Phantom FGR2	XV424		

BOMBER COMMAND HALL

Lancaster I	R5868	Mustang P51D	44-73415	Fortress B17G	44-73415
De Hav DH9A	F1010	Mitchell B25J	44-29366	Heinkel He 162A	120227
Proctor III	Z7197	Vulcan B2	XL 318	Mosquito B35	TJ138
Halifax II	W1048 (partially restored)			R A Factory BE2B	687
Tabloid	168 (replica)	Battle L5343		Valiant	XD818
Hampden	P1344 (unrestored remnants)	Wellington X MF628		Vimy (replica)	F8614

BATTLE OF BRITAIN HALL

Gladiator	K8042	Tiger Moth	T6292	Defiant I	N1671
Blenheim IV	L8756	Me BF110G	NR73031	Spitfire I	X4590
JU 88 R1	NR360043	Heinkel 111H	701152	Fiat CR42	MM5701
Hurricane I	P2617	Me Bf109e	NR4101	Sunderland V	ML824
JU87G	494083	Lysander III	R9125		
Seagull V	A2-4				

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Euro '96 will no doubt be well covered in great detail by Terry Sykes in the LBA movements, but of course such an event could not be allowed to pass without a few words, well two pages anyway! in this section. The first movements connected with this event were the two Air Europa Boeing 737's on the evening of Wednesday 5th June, brining in the Spanish Team and food, equipment etc. Next was the Malmo Aviation '146 on Friday evening.

Saturday the 8th saw me have a very lonely morning by the Golf course awaiting the arrival of the Balkan Tu-154, where were you all?

Sunday the 9th and a few more enthusiasts put in an appearance this time. By now it was becoming evident that all the various lists that were been banted about were not totally accurate, and even Teletext was not showing all the arrivals. The two further Malmo Aviation '146's turned up as predicted. NFA472 appeared on the text for this particular morning, but disappointed most by turning out to be a Metro, OY-BPM. After this arrival several chose to return to their cars, only to be called back by yours truly as "Newdane 1471" called up, which was on no lists and had not even made the Teletext. The pessimist's (including me) reasoned it would be a Jetstream, so when a Friendship (well FH-227 actually) appeared our spirits were lifted, only to be let down by the all white colour scheme.

Next Iberia appeared with the Airbus pilot impressing most with his ability to touchdown nice and early on the 14 piano keys.

For me things were now back to normal until my visit next Friday afternoon. I was told the Air Provence Caravelle had been and gone, however a "Russian" '737 was due. Sure enough Riga Airlines Boeing 737-236 YL-BAB rolls in. This turns out to be an ex-British Airtours machine, G-BGJK, and visits Gatwick regularly anyway, but still nice to see. I did not wait for the late night/early morning movements.

The Saturday 15th June arrived to brilliant weather, and the wind favouring 32. I arrived at the golf course footpath at twenty to nine, and already many enthusiasts had arrived. Some were regulars others appeared out of the woodwork who I had not seen for a long time. First arrival was punctual, been DC-10 F-ODLX at 0925 accompanied by cheers from the gathered masses.

Things quietened down till 11'O Clock but we were kept amused by Terry and Harry Morrow and their "collapsing chair circus". Then things started to liven up with an almost constant flow of inbound. The expected Corsair Jumbo has apparently gone 'tec in Paris and a

'747SP was substituted in the form of F-GTOM. Because of the difference in seating capacities an Oasis MD-80 also arrived as "Corsair 224". This was Aero Lloyd D-ALLT, been used by Oasis, so we had a German registered aircraft, operated by a Spanish airline bringing French Fans!

Many of the visiting French airliners were parked on Delta taxiway and others between holding point "Alpha 3" and the 28 threshold. I personally think the airport appeared to cope very well with this mass influx of people and aircraft. The French were routed via the main terminal, while the Spanish were routed via our temporary Terminal Two, in other words the Cargo Area! One unofficial report stated Leeds handled an extra 7000 passengers this Saturday.

Most of the Spanish crews impressed with their landings, including an Aviaco MD-88 who touched down in the undershoot and the Airbus pilot who once again managed to touchdown on the piano keys. In fact most of the "naff" landings were made by the British!

The open top buses commenced at 1700 and managed to do five runs around the apron from the South Side and those who took the opportunity to use this facility seemed pleased.

As I stated I am sure Terry Sykes will give full details of the many arrivals, so I do not wish to duplicate a whole list of registrations. Concorde duly arrived, but the question was what was going to operate the return flight in place of the poorly Corsair '747. Rumour was a Corsair '747 would arrive at 1900. An announcement was made at about 6:15 on UHF that an inbound '747 was expected at 1837 Zulu on a test flight from Cardiff. 1837 Zulu (1937 local) came and went and no '747. Apparently the aircraft had been at Cardiff with B.A. maintenance for about three weeks, and as it happened suffered a mishap while taxiing at Cardiff.

Another UHF message suggested a Air Europa Italy Boeing 767 was replacing the '747. Meanwhile the mass departure began and Air Jet BAe 146, F-GLNI which was supposed to night stop was loaded up with some of the waiting fans and departed for Paris. Another announcement on UHF stated a DC-10 was now been sent, from Manchester and was due at 2330. Finally at about half past midnight Challenge Air DC-10 OO-JUT arrived to take out most of the stranded fans. The remainder finally left on an unknown Boeing 737 which arrived at 0215. Did anybody wait to see this land?

Leeds/Bradford staff certainly should get an accolade for their efforts, and in particular Andy Rackham who seemed to spend nearly as much time at the airport as most of the enthusiast did!

Sunday , and we were on 14 landings. Not a lot left from yesterday, but more was expected. More football arrivals included a Star Air F-27, the Danish Metro again and the star visitor for the competition which in my opinion was the Air Provence Caravelle. No doubt somebody will know different, but I calculate there are only 5 off these grand old ladies still flying, and it certainly now looks an old design. The only thing that spoiled the weekend for me was the masses of Concorde "Oglers". Once again Harry provided entertainment in the dull moments, this time with his collapsing step ladder!

Further charters came and went the following week including the return of the Star Air F-27 , two Maersk '737's a Romavia and Tarom BAC 1-11 and a Balkan Tu-154. Unfortunately I missed most of these. However as we close for press I have convinced 'Er Indoors of the need to visit Manchester this week-end because of the quarter finals been held at Anfield and Trafford Park..

In answer to my question last month about the office which has appeared on the airfield, I am told this is the CRDF site (Range and direction finding) and an aerial has now been erected at the side of the office. The building will also serve as a temporary "tower" if the main tower has to be evacuated.

AIRPORT NEWS

Dusseldorf has tried to ban all turboprop airlines and suggested operators used Monchengladbach, which was recently renamed Dusseldorf Express as an alternative. As you can imagine all the operators including Cityflyer Express, Crossair and Eurowings opposed this decision and have applied for an injunction to overturn the ruling. This was upheld and it was directed that from 3rd June Dusseldorf had to accept Turboprops.

Manchester recorded its busiest ever month in March handling more than 1 million passengers.

Paris Orly both AOM and TAT have been forced by the Paris Airport authority to move terminals from Orly West to Orly South in late 1995. This move was not appreciated by the airlines and both airlines now have aircraft on the fleet with the ballooned slogan "Je veux revenir a Orly Ouest". (I would like to return to Orly West).

Prestwick has launched an incentive known as "Great Holidays Scotland", in a bid to encourage inbound holidaymakers through the airport. The programmes will be sold in the three city's served from Prestwick by Ryanair and Gill Air.

Tees-side recorded its best year on record up to year ending 31st March. Turnover increased from £5.6 million to 6 million, and passenger figures increased by 10% to 470,000.

AIRLINE NEWS

Aeroflot is to lease another 4 Airbus A.310's. The aircraft will be ex Delta Airlines examples. The airline is also reported to be considering the lease of up to 10 Boeing 737's.

Air New Zealand are the latest carrier to announce a re-vamp of their company livery. The exercise will cost £23 million. The main change is that stripes will be removed from the side of the fuselage and the name will be in larger lettering.

British Airways announced details of its alliance with U.S. carrier American Airlines on the 11th June. From next April the 2 airlines will co-ordinate their passenger and cargo services between Europe and the United States. Extensive code sharing is planned and reciprocal frequent flyer programmes. The agreement does not call any exchanging of assets, and does not affect each airlines existing alliances. The combined fleet will total nearly 1200 aircraft

Richard Branson said the alliance would not be in the interest of the consumer and Virgin would lobby the U.S. Justice Department and bombard the media with a advertising campaign.

Leisure International Airways (formally Air U.K. Leisure) made their first revenue flight with an A.320 on 29th March. The carriers last flight by Boeing 737-400 was on the 19th May. Those with good memories may remember Air U.K. Leisure were one of the first operators to get the Boeing 737-400, and indeed they were regular visitors to LBA in the early 1990's.

South African Airways further to my report in last months AYCAN South African have stated they have pinpointed five U.K. Airports including Manchester and Gatwick for further expansion. The carrier also intends to recommence services to other European destinations such as Athens, Milan and Lisbon which it dropped two years ago.

AIRCRAFT NEWS

The latest type to be converted to a water bomber could be the Boeing 737. Conair Aviation in co-operation with British Columbia's Forest service is studying the possibility.

Boeing 747 Srs 200's could soon be seen with winglets. Aviation Partners of Seattle have designed a winglet which is larger than that fitted to the '747-400. It is claimed the winglet will give a 7% drag reduction.

McDonnell-Douglas is considering manufacturing the C-17 Globemaster III transport aircraft for civil operators as the MD-17. The aircraft would be supplied without military equipment and the weight saved would increase the payload from 74,900 kgs to 81,700kgs and also increase the range by 2,780 kms.

OTHER NEWS

An amendment to the Civil Aviation Bill is expected to be made law before parliaments summer recess. The amendment will enable police to prosecute passengers committing crimes on foreign registered aircraft in U.K. airspace. Currently anybody committing a crime on a foreign aircraft in U.K. airspace enjoys immunity.

The FAA has added Morocco and Surinam to its list of countries whose airlines are judged unsatisfactory. Morocco has been allowed to continue flying into the U.S. as long as certain shortcomings are rectified, while Surinam is banned.

CREDITS Pete Gibson, Steve Jones, Harry Morrow, Pete Smith, Air Britain News, Financial Times, Telegraph and Argus, Teletext, Travel Weekly, T.T.G.,

-Please send any information for inclusion in this section to:
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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.

UPS AIRLINES better known as United Parcels are to look at the possibility of using some of its fleet of 134 mixed Boeings plus 52 DC8's, for week-end passenger charter work. The Louisville, Kentucky-based airline who are the largest parcel forwarders in the World and deliver to 200 countries, are looking initially at a 113 seat conversion of the Boeing 727 when it finishes its freight work on Friday evenings. UPS have 51 727-100C's most of which have been retrofitted with RR Tay 650 engines and electronic flight instrument flight decks. Established in 1988 and employing over 1,800 aircrew, the airline also has flight simulators for 5 types and orders for 15 B757/200PFs and 25-767/300ERs. To add to the attraction of the head-up display guidance and the Global positioning navigation system on these aircraft, UPS can proudly point to its on-time departure rate of 87%, which is better than even SOUTHWEST AIRLINES who top the passenger carriers punctuality league.

CANADA was visited by yours truly at the end of May with the assistance of 737-400 G-DOCA for the 38 minute MAN-LHR sector and then 747-136 G-AWNJ (both BA) for a 6 hrs 50 minutes crossing to YYZ (Toronto). There was not a lot visible on landing apart from a DC10 of VIASA and the walk from the pier end of the new terminal 3 at the Lester B Pearson, seemed never ending. Returning four days later gave me chance to renew acquaintances with terminal 2, which looked to me no different than 6 years ago, with the sportsman's bar located at the far end of the building where I recall watching the extra time of the World cup game between England and Cameroon!! One procedure I noticed this time was the allotting of numbered tickets for the Air Canada ticket desk queue, almost identical to that at the Deli' counter at ASDA!! Not too far away there is also a lap top computer fitted to a stand which allows travellers to access detailed Air Canada flight and associated information from the Internet, floppy disks are available from the nearby newsagent so you can make a copy for a friend. Back in the city for a moment and for anyone who has not been to Toronto, the island airport is used not just by light aircraft but also the AIR ONTARIO (AIR CANADA-Rapidair) services to Montreal Dorval and Ottawa/Hull airports. The Dash -8s make an interesting sight as they swoop down parallel to the waterfront about halfway out to the island, heading for the longest of the three runways. A superb overview of the airport can be had from the top of the CN tower. Meanwhile at 'Pearson we boarded a DC9-32 of Air Canada (C-FTLR) for a 47 minute hop up to the North American port of Montreal Dorval.(YUL) (can anybody tell me

the build year of this machine?) The jet which carries the fleet number 717 performed well and certainly looked a world away from a holiday charter aircraft with its seat back telephones, two for every 5 passengers and businessmen working on 'Lap-tops' sat either side of us!! This route is quite busy (hourly on week-days!=25 flights) and had we travelled any later than 10 am, our machine would have been an A320 or Boeing 767. With little time at Dorval I noticed AIR ONTARIO Dash 8s, an ATLANTIC AIR BAe 146 + Dash 8, another AIR CANADA DC9 and a US AIR DC9. Four days later it was time to say Au revoir to the worlds second largest French speaking city and one interesting sight on the 45 minute coach journey to Mirabel airport, a lengthy 37 miles out of the city!!, was the passing of the BELL helicopter factory. I am told that Montreal (YMX) rarely gets busy and all I spied were two of the AIR TRANSAT fleet, an AIR CANADA 747 and a short unmarked 727 freighter. When BA 094 arrived from Detroit its occupants had already been on the move for one and a half hours and were to wait a further 1 hour until 747-136 = G-BDPV started out on its homeward leg which was to last just 5hrs 50 mins. I was certainly envious of the Club World people we had to walk past on boarding, being able to watch 'Mr Bean' on their personal video screens, from their wide comfy seats, even having a chance to get into a sleeping position!.

THE NATIONAL TRANSPORT SAFETY BOARD in the USA have set up an inquiry in to the safety of so called Air Tours or sightseeing trips following findings that some pilots of light aircraft and helicopters were not being as safe as they should. Some irresponsible pilots were said to be flying too low, too fast or climbing to steeply. In one crash in Hawaii holidaymakers survived a plunge into the sea only to drown through not wearing life jackets. Alaska, Florida and Hawaii are said to be the areas of concern. The latter saw the loss of eight lives in a helicopter accident last February, whilst in the same month a light aircraft crashed over the Grand Canyon killing another eight. Alaska had two accidents last year that claimed the lives of 13 tourists.

In Brief..... SOUTHWEST AIRLINES were fined around £8,000 for putting inaccurate details on the internet when they failed to include a passenger facility charge that worked out to just £2..... Yemen's two airlines YEMENIA and AL YEMENDA are now one..... AIR NEW ZEALAND have spent £23m on upgrading their aircraft cabins and have their first new livery for 20 years BRITISH AIRWAYS now have even stronger competition on their North Atlantic routes with the closer agreements between AIR UK, KLM and NORTHWEST, the latter two serve 11 U.S. gateway city's from Amsterdam's Schipol airport. The airport of course is well connected with 'feeder' services by AIR UK and KLM's CITY HOPPER service from the U.K..... GENERAL ELECTRIC and PRATT and WHITNEY are to join together to develop the power plant for Boeings new 747-500/600X aircraft..... a recent survey of airport activities of Business travellers revealed that despite an image of lap top computers, fax facilities and mobile phones being wall to wall, as not one minute away from the office is wasted!! , - 47% of British business travellers said that they had never done any work whilst waiting at an airport, but preferred to visit the cafe, duty free or have a nap!!.....KRASAIR the Moscow based KRASNOYARSK AVIA from the town of the same name, is a private

Russian airline, formed together in 1982 that have put a second DC10 on its Moscow-New York service..... Turkish (ad-hoc) cargo airline STAR AIRWAYS hope to become a passenger carrier this year... new Luton carrier DEBONAIR were due to start Barcelona, Dusseldorf and Munich services on June 19, with Madrid and Newcastle being served from July 10th and Copenhagen from August 7th using five BAe 146 jets The four Asian countries of Brunei, Indonesia, Malaysia and the Philippines each plan to have a quarter stake in a new regional airline that will start-up in February 1998 AIR NEW ZEALAND may add Amsterdam to London and Frankfurt as a third European route..... AIR CANADA netted £76m from selling some of its shares in CONTINENTALMALMO AVIATION will launch Malmö (Sweden) to London City services on September 2nd using a BAe 146 jet twice per day January will see the introduction of UNITED AIRLINES 777s between Chicago and Heathrow with the 292 seat airliner adding LHR - Los Angeles and San Francisco in April LUFTHANSA who revealed a £326m profit for the last financial year, of which charter carrier CONDOR made £62m, are to cut costs by 20-25% in the next 5 years BIRGENAIR of Istanbul ceased operations in March and have returned their 737/300(TC-BIR) + 767/200(TC-GEN) to the lessor Prague based CSA have tentatively ordered 10 Boeing 737/500s whilst 'up the road'- AIR OSTRAVA have joined the 'big boys' by acquiring a Tri-star 200 AIR ALPES is a Swiss start-up than plans to operate charters with a leased ATR-42 ... former GILL AIR SD360 = BNMW, has joined Jonköping (Sweden) based FLYING ENTERPRISE two AIR INTER A300s = BVGD/E have been sold to be broken up! Hong Kong's new Chek Lap Kok airport that opens in the spring of 1998 will have a second runway 6 months later, thanks to an agreement between China and the U.K. VIASA of Caracas, Venezuela now fly from LHR to Manaus in Brazil via there home base NORTHWEST AIRLINES and Wayne County, Michigan are to build an \$800m terminal at Detroit International Airport all is not well with the LUFTHANSA -MODILUFT(India) alliance agreement, in fact the German carrier is said to have asked for its three leased 737s to be returned!! CHINA EASTERN has become the first Chinese carrier to operate the long range A340 The decision on where to build a third Paris airport has now been made, with a site at Beauvilliers, South West of the city winning the day AIR JET BAe146 that visited the LBA on June 15th, F-GMMP (ex G-BWLG/G-PRCS) was delivered to them at the end of March just before the deadline for this copy, came the news that Atlanta based VALUEJET, whose stricken DC9 led to the loss of 110 passengers in Florida on May 11 of this year, had voluntarily agreed to suspend all its flights. This followed a review of its maintenance programme regarding some of almost 50-DC9 and MD80s. **and finally >>>** a few weeks ago the Chairman and Chief Executive of OLYMPIC AIRWAYS - Mr Rigas Doganis announced that the airline had made its first profit in 17 years. He was their 25th man in the hot seat in the last 20 years and in just 13 months had implemented restructuring plans that he thought would bring stability to the airline. Others had a type of stability already in position and the day after the announcement he was duly given the push!!!!<<<

Credits:

David Tennant, Laurie Caldbeck, The Aviation Society, Travel Trade Gazette.

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 1996

INBOUND DIVERSIONS

06	JEA103A	IOM	BLK	G-OBLK	SH36	IOM	JEA100/07
20	BAL485B	ALC	NCL	G-BYAO	B757	NCL	BAL995F/21
29	BAW57T	ABZ	MAN	G-BTPJ	BATP	MAN	BAW5791P

REGULAR FLIGHTS

AEA225	TFS	02/EC-FZZ	09/G-MONV	16/00-LTL	23/00-LTU	
AIH801	ALC	17/G-SUEE	24/G-SUEE			
AMC4207	MLA	06/9H-ABE	13/9H-ABE	20/9H-ABF	27/9H-ABF	
BAL022A	LPA	05/G-BYAK	12/G-BYAH	19/G-BYAT	26/G-BYAI	
BAL051A	TFS	07/G-BYAK	14/G-BYAH	21/G-BYAT	28/G-BYAI	
BAL232A	PMI	05/G-BYAK	12/G-BYAH	19/G-BYAT	26/G-BYAI	
BAL415B	ABZ	06/DivNCL	13/G-BYAR	20/G-BYAG	27/G-BYAK	
BAL415A	TFS	06/G-BYAG	13/G-BYAR	20/G-BYAG	27/G-BYAK	
BAL431A	ALC	01/G-BYAP	08/G-BYAK	15/G-BYAH	22/G-BYAT	29/G-BYAI
BAL443A	ALC	06/G-BYAK	13/G-BYAH	20/G-BYAT	27/G-BYAI	
BAL466A	AGP	01/G-BYAM	08/G-BYAK	15/G-BYAH	22/G-BYAT	29/G-BYAI

OTHER FLIGHTS

01	G-BVZF	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
01	G-BVZF	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
01	G-AVMS	BA11	EAF836P/2836	Stansted - Gothenburg	Passenger Chtr
01	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
01	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
01	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
02	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
02	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
02	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
02	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
02	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
03	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
03	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
03	G-AVMS	BA11	EAF2837/837P	Gothenburg - Stansted	Passenger Chtr
03	G-BVKA	B735	BMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
04	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
04	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
04	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
04	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
05	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
05	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
05	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
05	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
05	G-BVTJ	AT72	CFE26LA/8079	Gatwick - Newcastle	Lieu AT42
05	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
05	G-JEAK	BA46	JEA747/744A	f/t Belfast City	Lieu FK27
06	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
06	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
06	G-OBLK	SH36	JEA764/765A	u/f Isle of Man	Lieu FK27

06	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
06	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
06	G-OBLK	SH36	JEA740/743	t/f Belfast City	Lieu FK27
06	<u>G-JEAR</u>	BA46	JEA747/744	f/t Belfast City	Lieu FK27
06	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
07	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
07	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
07	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
07	G-OBLK	SH36	JEA765A/744	f/t Isle of Man	Lieu FK27
07	G-BVZE	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
07	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
08	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
08	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
08	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
08	G-BVZE	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
08	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
09	G-BVZH	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
09	G-MONV	B733	AEA026P/226	Gatwick - Santiago	Lieu AEA B733
09	G-BNFB	SH36	GIL200P/201G	Newcastle - Glasgow	Passenger Chtr
09	G-BVKD	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
09	G-BVZG	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
09	G-BVTF	FK70	BMA297/248A	Glasgow - East Midlands	Lieu B ATP
09	G-MONV	B733	AEA225/025P	Tenerife -n/s- Gatwick	Lieu AEA B733
11	F-GHPI	AT42	CFE98LA/25LB	f/t Gatwick	Lieu CFE AT42
11	F-GHPI	AT42	CFE26LA/21LB	f/t Gatwick n/s	Lieu CFE AT42
13	G-UKLC	B734	LEI0727/9511	Manchester - Pisa	Passenger Chtr
14	<u>G-UKFB</u>	FK10	UKA159	Amsterdam - Manchester	Lieu FK50
14	G-UKLC	B734	LEI9512/0728	Pisa - Stansted	Passenger Chtr
15	<u>G-GNTE</u>	SF34	UKA756P/756	Aberdeen - Amsterdam	Lieu UKA FK50
15	<u>G-MANO</u>	B ATP	BMA9543/3XV	Manchester - Glasgow	Lieu BMA B ATP
15	G-GNTF	SF34	UKA757/757P	Amsterdam - Aberdeen	Lieu UKA FK50
16	G-OOOM	B757	AMM518	Glasgow - Tenerife	Passenger Chtr
16	<u>OO-LTL</u>	B733	AEA026/226	Brussels - Faro	Lieu AEA B733
16	OO-LTL	B733	AEA225/025	Tenerife -n/s- Brussels	Lieu AEA B733
19	G-MANO	B ATP	BMA2LJ/5JL	t/f Heathrow	Lieu FK10
20	G-OBML	B733	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
20	EI-CDF	B735	EIN971/365	Heathrow - Dublin	Lieu FK50
22	<u>EL-CDS</u>	B735	EIN364/365	f/t Dublin	Lieu FK50
23	<u>OO-LTU</u>	B733	AEA026/226	Brussels - Santiago	Lieu AEA B733
23	G-BGYT	E110	PIE841	f/t Exeter	Passenger Chtr
23	G-OOOM	B757	AMM519	Tenerife - Glasgow	Passenger Chtr
23	OO-LTU	B733	AEA225/025	Tenerife - Brussels	Lieu AEA B733
26	G-UKLC	B734	LEI0739/9525	Manchester -n/s- Keflavik	Passenger Chtr
27	EI-CLG	BA46	EIN368/369	f/t Dublin	Lieu FK50
27	G-UKLC	B734	LEI9526/0740	Keflavik - Belfast Intl	Passenger Chtr
28	G-MANL	B ATP	BMA2LJ/5JL	t/f Heathrow	Lieu FK10
29	G-OBMM	B734	BMA9541/1LJ	East Midlands - Heathrow	Lieu FK10
29	G-OBMM	B734	BMA4JL/9542	Heathrow - East Midlands	Lieu FK50
29	<u>G-MAJK</u>	BA41	MXE02PL/00LA	Prestwick -n/s- Aberdeen	New Schedule
29	<u>G-MAJB</u>	BA41	MXE200P/11LS	Isle of Man -n/s- Sthampton	New Schedule
29	<u>G-GLAM</u>	BA31	MXE-AM/31T	Liverpool -n/s- Blackpool	Press Launch

Aircraft making first visits are underlined.

LEEDS BRADFORD AIRLINE REPORT - MARCH 1996

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA226	TFS	01/EC-FKJ	08/EC-FYF	15/EC-FJR	22/DivMAN	29/EC-FKI
AIH801	ALC	02/G-HBAP	09/G-DACR	16/G-HBAP	23/G-YJBM	30/G-TPTT
AMC4207	MLA	05/9H-ABF	12/9H-ABF	19/9H-ABF	26/9H-ABF	
BAL022A	LPA	04/G-BYAK	11/G-BYAO	18/G-BYAO	25/DivMAN	
BAL051A	TFS	06/G-BYAE	13/G-BYAO	20/G-BYAO	27/G-BYAK	
BAL232A	PMI	04/G-BYAK	11/G-BYAO	18/G-BYAO	25/G-BYAK	
BAL415B	ABZ	05/G-BYAO	12/DivEMA	19/DivMAN	26/G-BYAI	
BAL415A	TFS	05/G-BYAO	12/G-BYAW	19/G-BYAP	26/G-BYAI	
BAL431A	ALC	07/G-BYAE	14/G-BYAO	21/G-BYAO	28/G-BYAC	
BAL443A	ALC	05/G-BYAK	12/DivMAN	19/G-BYAO	26/DivMAN	
BAL466A	AGP	07/G-BYAE	14/G-BYAO	21/G-BYAO	28/G-BYAC	

OTHER FLIGHTS

03	<u>G-BXEH</u>	AT42	CFE98LA/25LB	f/t Gatwick	-
06	<u>G-MAJF</u>	BA41	MXE03AL/03LS	Aberdeen - Southampton	-
07	<u>G-AVMP</u>	BA11	EAF878P/2878	Bournemouth- Stockholm	Passenger Chtr
09	<u>G-AVMP</u>	BA11	EAF2879/804P	Stockholm -n/s- Frankfurt	Passenger Chtr
10	<u>G-BVKA</u>	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
10	<u>G-BVKD</u>	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
11	<u>G-BVKD</u>	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
11	<u>G-BVZE</u>	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
11	<u>G-BVKD</u>	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
11	<u>G-BVKD</u>	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
12	<u>G-BUPS</u>	AT42	CFE812P/23LB	Stansted - Gatwick	Lieu CFE AT42
12	<u>G-BUPS</u>	AT42	CFE22LA/91LB	f/t Gatwick	Lieu CFE AT42
12	<u>G-BVKD</u>	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
12	<u>G-BVKD</u>	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
12	<u>G-BVZG</u>	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
12	<u>G-BVZG</u>	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
13	<u>G-BVZG</u>	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
13	<u>G-BVZG</u>	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
13	<u>G-BVZG</u>	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
13	<u>G-BVZG</u>	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
13	<u>G-BVZG</u>	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
14	<u>G-OFLT</u>	E110	FLT902P/902	Southend - Koln/Bonn	Freight Chtr
14	<u>G-BVZG</u>	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
14	<u>G-BVKD</u>	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
14	<u>G-BVKD</u>	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
14	<u>G-BVKD</u>	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
14	<u>G-BVKD</u>	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
15	<u>G-BVKD</u>	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
15	<u>G-BVKD</u>	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10

15	G-BVKD	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
17	G-BVZI	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
18	<u>G-MAJ</u>	BA41	<u>MXE63AL/03LS</u>	Aberdeen - Southampton	
21	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
21	G-BVKC	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
21	G-BVKC	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
21	G-BVKC	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
22	G-BVKC	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
22	G-BVKC	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
23	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
23	G-BVKA	B735	BMA5JL/4LJ	f/t Heathrow	Lieu FK10
23	G-BVKA	B735	BMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
24	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
24	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
24	G-BVKA	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
24	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
25	G-BUPS	AT42	UKA720P/720	Stansted - Paris Cdg	Lieu UKA FK50
25	G-BIYH	SH33	GIL632P/32E	Newcastle - Edinburgh	Lieu SH36
25	G-BIYH	SH33	GIL19E/14E	f/t Edinburgh n/s	Lieu SH36
25	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
26	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
26	G-BIYH	SH33	GIL01E/18E	f/t Edinburgh	Lieu SH36
26	G-OBMZ	B735	BMA9521/3XV	Heathrow - Glasgow	Lieu BATP
26	G-BIYH	SH33	GIL17E/32E	f/t Edinburgh	Lieu SH36
26	G-OBMZ	B735	BMA3VX/1XV	f/t Glasgow n/s	Lieu BATP
26	G-BIYH	SH33	GIL19E/619P	Edinburgh - Newcastle	Lieu SH36
26	G-JEAM	BA46	JEA747/744	f/t Belfast City	Lieu FK27
27	G-BUPS	AT42	UKA720P/720	Stansted - Paris Cdg	Lieu UKA FK50
27	G-OBMZ	B735	BMA291/3XV	f/t Glasgow	Lieu BATP
27	G-BUPS	AT42	UKA721/721P	Paris Cdg - Stansted	Lieu UKA FK50
27	G-OBMZ	B735	BMA3VX/9535	Glasgow - Heathrow	Lieu BATP
29	G-OAAA	EA32	AMM812P/812	Luton - Tenerife	Passenger Chtr
30	EI-CDC	B735	EIN2362/2363	Cork - Dublin	Extra Schedule
30	G-OAKJ	BA31	AKL01/11	f/t Heathrow n/s	Passenger Chtr
31	G-BUPS	AT42	UKA752P/752	Stansted- Amsterdam	Lieu UKA FK50
31	G-BUPS	AT42	UKA753/753P	Amsterdam - Stansted	Lieu UKA FK50
31	EI-CDH	B735	EIN2366/2367	f/t Dublin	Extra Schedule

Aircraft making first visits are underlined.



Special opening event:
Thursday 11 July 6pm to 7.30pm.
Honoured guest: Air Vice Marshal
J.E. "Johnnie" Johnson.
RAF's Top Scoring Ace of WW2

CALL IN AND SEE OUR NEW SHOWROOM;
97 HIGH ST., YEADDON, LEEDS.

PHONE 0113 250 9581, FAX 0113 250 0119, ASK FOR Ken Cothliff

LEEDS BRADFORD AIRLINE REPORT - APRIL 1996

INBOUND DIVERSIONS

11 GIL721 BHD NCL G-BWDB AT72 BHD GIL724P

REGULAR FLIGHTS

AEA225	TFS	05/EC-FUT	12/EC-FKI	19/EC-238	26/EC-FKI	
AIH801	ALC	06/G-CRPH	13/G-CRPH	20/G-HBAP	27/G-JDFW	
AMC4207	MLA	02/9H-ABT	09/9H-ABF	16/9H-ABF	23/9H-ABE	30/9H-ABE
AMM136	ALC	06/G-OOOJ				
AMM528	PMI	06/G-OOOJ				
AMM880	ALC	13/G-OOAD	20/G-OOAD	27/G-OOAD		
AMM881	NCL	13/G-OOAD	20/G-OOAD	27/G-OOAD		
AMM824	PMI	13/G-OOAC	20/G-OOAC	27/G-OOAA		
BAL022A	LPA	01/G-BYAL	08/G-BYAH	15/G-OAHF	22/G-BYAH	29/G-BYAO
BAL051A	TFS	03/G-BYAL	10/G-BYAG	17/G-BYAS	24/G-BYAH	
BAL232A	PMI	01/G-BYAL	08/G-BYAH	15/G-OAHF	22/G-BYAH	29/G-BYAM
BAL415B	ABZ	02/G-BYAH	09/G-BYAN	16/G-BYAH	23/G-BYAL	30/G-BYAN
BAL415A	TFS	02/G-BYAH	09/G-BYAN	16/G-BYAH	23/G-BYAL	30/G-BYAN
BAL431A	ALC	04/G-BYAN	11/G-BYAG	18/G-BYAL	25/G-BYAH	
BAL443A	ALC	02/G-BYAL	09/G-BYAH	16/G-OAHF	23/G-BYAH	30/G-BYAM
BAL466A	AGP	04/G-BYAN	11/G-BYAG	18/G-BYAS	25/G-BYAH	

OTHER FLIGHTS

01	G-BUPS	AT42	UKA752P/752	Stansted - Amsterdam	Lieu UKA FK50
01	G-BWDA	AT72	BIL292P/BMA1XV	Newcastle - Glasgow	Lieu BMA BATP
01	G-BWDA	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
01	G-BUPS	AT42	UKA753/753P	Amsterdam - Stansted	Lieu UKA FK50
01	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
01	G-OBMX	B733	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
01	G-OBMX	B733	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
01	G-BWDA	AT72	BMA3VX/GIL040P	Glasgow - Belfast Intl	Lieu BMA BATP
02	G-BWDB	AT72	GIL292P/BMA1XV	Newcastle - Glasgow	Lieu BMA BATP
02	G-BWDB	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
02	G-BRIG	B767	BAL767Z	f/t Luton	Training
02	G-BWDB	AT72	BMA3VX/040P	Glasgow - Belfast Intl	Lieu BMA BATP
03	G-BWDA	AT72	GIL292P/BMA1XV	Belfast Intl - Glasgow	Lieu BMA BATP
03	G-BWDA	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
03	G-BWDA	AT72	BMA3VX/GIL040P	Glasgow - Belfast Intl	Lieu BMA BATP
04	G-ORFH	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
04	G-ORFH	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
04	G-ORFH	AT42	BMA3VX/GIL293P	Glasgow - Bournemouth	Lieu BMA BATP
08	G-BWDB	AT72	GIL296P/BMA3XV	Newcastle - Glasgow	Lieu BMA BATP
08	G-BWTM	AT72	CFE76NB/76LB	Newcastle - Gatwick	Lieu AT42
08	G-BWDB	AT72	BMA3VX/GIL721P	Glasgow - Belfast City	Lieu BMA BATP
09	G-ORFH	AT42	GIL292P/BMA1XV	Newcastle - Glasgow	Lieu BMA BATP
09	G-ORFH	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
09	G-BVZG	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10

09	G-ORFH	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
09	G-BVZG	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
10	G-MONS	EA30	MON665P/9668	Glasgow - Venice	Passenger Chtr
10	G-BVJP	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
10	G-BVZG	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
10	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
10	G-BVZG	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
10	G-BVZG	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
10	G-BVJP	AT42	BMA3VX/	Glasgow - Bournemouth	Lieu BMA BATP
10	G-MONS	EA30	MON9669/669P	Venice - Gatwick	Passenger Chtr
11	G-ORFH	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
11	G-ORFH	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
11	G-BVZG	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
11	G-ORFH	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
12	G-BVJP	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
12	G-OBMZ	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
12	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
12	G-OBMZ	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
12	G-BVJP	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
14	G-OBMX	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
14	G-BUKA	SW3	AAG273P/273	Coventry - Skovde	Freight Charter
14	G-ORFH	AT42	GIL296P/BMA8XV	Newcastle - Glasgow	Lieu BMA BATP
14	G-ORFH	AT42	BMA9VX/1XV	f/t Glasgow n/s	Lieu BMA BATP
14	G-BVKD	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
15	G-ORFH	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
15	G-BVZH	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
15	G-ORFH	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
16	G-BVJP	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
16	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
16	G-BVJP	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
17	G-ORFH	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
17	G-ORFH	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
17	G-ORFH	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
18	G-BWDA	AT72	GIL103P/BMA1XV	Belfast Intl - Glasgow	Lieu BMA BATP
18	G-BWDA	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
18	G-OHIG	E110	WLO051P/051	Luton - Maastricht	Freight Charter
18	G-BWDA	AT72	BMA3VX/GIL141P	Glasgow - Belfast Intl	Lieu BMA BATP
19	G-BWDB	AT72	GIL130P/BMA1XV	Belfast Intl - Glasgow	Lieu BMA BATP
19	G-OOOA	B757	AMM706P/706	Gatwick - Prague	Passenger Charter
19	G-BWDB	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
19	G-BWDB	AT72	BMA3VX/GIL141P	Glasgow - Belfast Intl	Lieu BMA BATP
19	G-OOOA	B757	AMM707/707P	Prague - Gatwick	Passenger Charter
20	G-BVKC	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
20	G-BVKB	B735	BMA5JL/1714	Heathrow - Jersey	Lieu FK10
20	G-BVKB	B735	BMA1724/4LJ	Jersey - Heathrow	Lieu FK10
21	G-BVJP	AT42	GIL296P/BMA8XV	Newcastle - Glasgow	Lieu BMA BATP
21	G-BVJP	AT42	BMA9XV/1XV	f/t Glasgow n/s	Lieu BMA BATP
22	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
22	G-BVJP	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
22	G-BVZU	EA32	AWD01T/870	Norwich -n/s- Venice	Passenger Charter
23	G-BWDA	AT72	GIL031P/BMA1XV	Newcastle - Glasgow	Lieu BMA BATP
23	G-BWDA	AT72	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP

23	G-BWDA	AT72	BMA3VX/GIL041P	Glasgow - Belfast Intl	Lieu BMA BATP
23	G-BVZU	EA32	AWD871/03T	Venice - Manchester	Passenger Charter
24	G-BVJP	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
24	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
24	G-BVJP	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
25	G-ORFH	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
25	G-ORFH	AT42	GIL1VX/3XV	f/t Glasgow	Lieu BMA BATP
25	G-ORFH	AT42	GIL3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
26	G-BVJP	AT42	GIL292P/BMA1XV	Bournemouth - Glasgow	Lieu BMA BATP
26	G-OOOD	B757	AMM638P/638	Gatwick - Keflavik	Passenger Charter
26	G-BVJP	AT42	BMA1VX/3XV	f/t Glasgow	Lieu BMA BATP
26	G-BVJP	AT42	BMA3VX/GIL180P	Glasgow - Bournemouth	Lieu BMA BATP
26	G-OOOD	B757	AMM639/639P	Keflavik - Bristol	Passenger Charter
27	G-BOAF	CONC	BAW-AF	Heathrow - Local	Passenger Charter
27	G-BOAF	CONC	BAW-AF/9603	Local -n/s- Newcastle	Passenger Charter
29	G-OOOD	B757	AMM787P/592	Edinburgh - Keflavik	Passenger Charter
29	G-BOAF	CONC	BAW9605/AF	Newcastle - Heathrow	Passenger Charter
29	G-OOOD	B757	AMM593/593P	Keflavik - Manchester	Passenger Charter
30	G-BNFB	SH36	BMA1XV/1VX	t/f Glasgow	Lieu BMA BA41
30	G-MAUD	BATP	BMA2XV/2VX	t/f Glasgow	Lieu BA41
30	<u>G-MAJH</u>	BA41	MXE01ML/418	Manchester- Isle of Man	Lieu BA31
30	G-ZAPD	SH36	BMA9522/497	Stansted - Paris Cdg	Lieu BMA BATP
30	G-MAUD	BATP	BMA3XV/3VX	t/f Glasgow	Lieu BA41
30	G-ZAPD	SH36	BMA498/9523	Paris Cdg - Stansted	Lieu BMA BATP

Aircraft making first visits are underlined.



MONTHLY MEETING - 2 JUNE 1996

Our speaker this month was Dave Tappit, an aviation historian who is also fund-raiser for the Yorkshire Air Museum.

His subject was Ernst Udet (1896-1941), whom he described as "the greatest surviving air ace of World War I", and his account of the flamboyant flyer's career was illustrated by slides of evocative archive photographs and included colourful anecdotes.

Udet was of slight build, and was initially rejected by the Bavarian infantry. In 1914 he became a despatch rider, and also learned to fly at his own expense at Gustav Otto's flying school.

Persevering, he was accepted as a pilot for artillery observation duties, "chauffeur" an observer, in late 1915. From then on until 1918 his career reflected the rapid developments in aerial warfare. He progressed to bombing sorties, and then to the rôle in which he excelled - that of fighter pilot. Flying successive machines from the Fokker stable and the Albatros, his tally of French and British aircraft increased steadily. One of his ruses was to install a dummy cut-out "observer" behind his cockpit in a biplane scout.

An interlude came in 1917 when, along with other experienced and battle-hardened pilots, he tested the latest types of aircraft for their combat-worthiness. Then back to the war zone, teaming up with von Richthofen, until he was relieved of flying duties and was appointed Inspector of Aircraft Production in 1918. Sixty-two allied aircraft had fallen to his guns.

Udet was evidently one of Nature's survivors. He led a charmed life, surviving several crashes and potentially fatal encounters. Surely the incident which this audience will remember was when he had to bale out of his crippled aircraft at 10,000 ft. His parachute shroud lines snagged on the tailplane as the aircraft dived, trailing Udet some distance behind. Gradually he hauled himself back towards the aircraft, released the shroud lines to free himself and floated down safely!

Between the wars he became a well-known display pilot and was involved in aircraft sales and in film-making. He joined the Nazi Party in 1935, and with the advent of World War II Goering gave him increasingly weighty responsibility for supplying the Luftwaffe, which led ultimately to his self-destruction. One of his final tasks was to draw up the specification for Germany's first jet fighter, which was to become the Me 262 - a far cry from the Fokker Triplane he flew only twenty years or so earlier!

Dave Tappit rounded out his account by outlining some of Udet's other activities, such as his skill in drawing cartoons, his capacity for practical jokes and his interest in the Wild West.

Altogether, this was a rewarding insight into the man.

Denis Yeadon

SABENA

On March 1st, 1945, Sabena, the Belgian airline formed in 1923, began regular services from Léopoldville in the Congo to Lagos, Gao and Algiers. Then on July 10th the same year, Brussels was reconnected with Léopoldville on a regular basis, by the arrival of a Sabena Lockheed Lodestar in Belgium's capital. It was piloted by Jo Van Ackere. The flight, the first since the beginning of the Second World War, took two days. Because Brussels was in a sector where civil aviation was still banned, the airline had to seek permission from the Allies to land there. They also needed the French government's authorisation to fly from Algiers across the Mediterranean. Stops were made at Gao and Marseilles on the way, and the service was to be a weekly one.

To change from routes to planes, on March 21st, 1947 the last DC-3 did a test flight at Santa Monica, California. After passing, it joined Sabena's other DC-3s as OO-AWH. Unfortunately a DC-3 crashed while trying to land at London almost a year later on March 2nd, 1948. Nineteen people were killed in the accident.

Another Sabena crashed on February 15th, 1961, but this time it was a Boeing 707, and the location was Brussels. OO-SJB was circling because of poor visibility when it pulled up too sharply and went into a stall, killing sixty passengers and eleven crew. A farmer working in a field was also killed.

But back to 1953. On September 1st Sabena linked Brussels, Antwerp and Liège with destinations in Holland and France by helicopter. This made them the first carrier in the world to operate a scheduled international passenger helicopter service.

In 1958, with the exception of Scandanavia, there were no direct air services to Moscow from the capital cities of any Western European country. Sabena altered this on June 2nd when they began flying from Brussels to Moscow. DC-7Cs were the aeroplanes used.

Like Britain, Belgium lost its colonies as their inhabitants demanded independence. So in July, 1960 Sabena evacuated planeloads of Europeans who had been living in the Belgian Congo. Local carriers had initially ferried them to Abidjan, Dakar, Douala, Niamey and other places. From there Sabena, helped by Air France and UAT, brought the hapless travellers home.

A different kind of emergency arose on January 7th, 1962, involving a Sabena Caravelle. These were the days of the cold war. So when the aircraft, which was on a scheduled service from Tehran to Brussels, for some reason wandered from its flight path, Soviet MiG fighters forced it down at Erevan, Armenia.

Another alarming incident occurred in May, 1972 when Black September terrorists hijacked a Sabena airliner. Troops stormed the plane, freeing 92 passengers.

Although the company was already flying to the USA, it wanted to increase its presence there. On June 30th, 1978 it succeeded; because on that day a new route to Atlanta, Georgia began. Sabena then had two 747s but, because these were needed for its flights to New York and Zaïre, Atlanta was served by Boeing 707-320Cs.

And finally, what does Sabena stand for? It's short for Société Anonyme Belge d'Exploitation de la Navigation Aérienne—which is probably why it's always called Sabena.

Leslie Scheftsik

A Day with a Difference!

The recent 50th Anniversary jamboree at Heathrow recalled a very singular occurrence witnessed during a visit which I made there on 26 July 1970.

It was the "free" day on a rather intensive course which I was attending in Tottenham, so what better than a day among the Caravelles and Vanguards, DC-8s and 707s?

I surfaced on the terrace and immediately noticed something odd. It was as though time had stood still. No aircraft taking off. None on finals. Everything was on hold. I was reminded of the Marie Celeste, sailing the high seas without a soul on board.

After some time the impasse was broken by the sound of turbo props. Out of the light haze roared an antonov AN-12 freighter. It flew low almost directly over the Queen's Building to disappear to the west. All aircraft movements on the ground were still frozen. Another overshoot by the Antonov and then it returned to make a good landing, with fire tenders and ambulance in pursuit along runway 27R. Still no movement in the queue of aircraft on hold - then a second AN-12 landed!

The emergency had begun when the pilot of one of the Antonovs radioed in broken English that he was running low on fuel and declared an emergency. Both planes were given immediate clearance to land, but because of radio and language difficulties the talk-down had to be delayed until an expert in Russian could be found.

An appeal was made over the public address system and was heard by a B.E.A. traffic officer in an airport lounge. He had been an official interpreter for four years and sprinted to the control tower where he was placed in front of a radar screen. He was then given instructions which he relayed in Russian to the pilots. According to national newspapers the following day, Heathrow was closed for one hundred minutes during the emergency and incoming aircraft were diverted to Birmingham and Brussels.

The Antonovs (CCCP-11110 and -11719) later took off for Bristol to collect Soviet aircraft used in the world aerobatic championships. The rest of my day at Heathrow was spent enjoying the usual rich variety of aircraft. By the time I left I had logged 161 aircraft representing thirty nationalities.

D Yeadon



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