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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AERO CLUB, on the south side of LEEDS/BRADFORD AIRPORT, by kind permission of Ms. Jill Tushingham (MD). Times of meetings as indicated below.

SUNDAY, 5TH NOV.(14.30) A.G.M. and video
SUNDAY, 3RD DEC.(14.30) Xmas Party and Competitions.

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 articles are not necessarily those reflecting the policy of Society and therefore should be read and accepted as such.

CHAIRMAN'S CHEAT - first of all, apologies for the quality of last month's magazine. What should have been a record 40 page edition was marred by the printer reversing the cover and poor quality photocopying of some of the internal pages. With reference to the internal pages, this is not always the fault of the printer. Our magazine is made up of articles and features sent in by many members. These are processed on as many as ten different W.P.s and typewriters. This gives a big variation in both quality and style of print. We are now investigating a new firm that can scan all our different sheets and convert them into a single format. With the possibility also of a thicker cover this would give us a professional quality magazine of which we could be proud. The main worry is cost. The last issue cost 80p to produce, plus label and envelope, and, for two-thirds of our members, 19p postage. This brought the cost of the magazine to just over £1. Membership subscription is £10 per year. There are twelve issues a year. This is VERY good value!! After this month's A.G.M. the new Officers and Committee will have to decide on the future of the magazine and if for how long the society can carry on subsidising it at this rate.

Following "The most boring meeting of the year" (the A.G.M.) comes "the best meeting of the year" (the Christmas meeting). This totally depends on YOU , the membership. Please bring along any mince pies, sausage rolls or any small "snack type" goodies, together with any "falling over water" drinks ,and items suitable for prizes in our Grand Christmas Raffle.

Finally don't forget your entries for the photo competitions and the model competition (details in last month's edition)
 Any help from members to serve and layout the buffet next month would be greatly appreciated.

 Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Schefftsik .

Free Members Winter Timetable

Leeds/Bradford Movements

September 1995

01	KC-FYF Boeing 737 300	0120	G-MPCD Airbus 320	0244
	G-BAVZ Aztec	0828	PH-JXM Fokker 50	0858
	G-HAUD BAe ATP	0920	G-RMCT Short 360	0922
	G-BVJB Fokker 100	0926	G-JEAD Friendship	0935
	G-BDIG Cessna 182P	0948	G-UKTD Fokker 50	0953
	OO-DTH Brasilia	1035	G-BVMX Short 360	1102
	G-UKTE Fokker 50	1104	G-BVJB Fokker 100	1222
	G-AZLY Cessna F150L	1241	G-BJIR Citation II	1242
	G-HAUD BAe ATP	1347	G-SHIV GA7 Cougar	1358
	G-JEAD Friendship	1412	G-UKTD Fokker 50	1450
	OO-DTK Brasilia	1454	G-BVJB Fokker 100	1521
	G-AZLY Cessna F150L	1549	EI-FKD Fokker 50	1603
	G-BVMX Short 360	1632	G-UKTE Fokker 50	1648
	G-JEAD Friendship	1740	G-BVJB Fokker 100	1815
	G-HAUD BAe ATP	1910	EI-FKD Fokker 50	1916
	G-BVMY Short 360	1950	OO-DTH Brasilia	2005
	G-RMCT Short 360	2009	G-JEAD Friendship	2042
	G-UKTE Fokker 50	2055	G-UKTD Fokker 50	2057
	G-MPCD Airbus 320	2106	G-BEJD HS 748	2120
	G-BVJB Fokker 100	2123	G-BVTF Fokker 70	2129
	KC-FYF Boeing 737 300	2136		
02	G-UMMI Navajo	0112	G-MPCD Airbus 320	0409
	EC-FYF Boeing 737 300	0517	EI-FKA Fokker 50	0911
	G-BVJB Fokker 100	0924	G-JEAD Friendship	0930
	G-UKTE Fokker 50	1007	G-BMAH DC9	1024
	OO-DTK Brasilia	1031	G-BVMY Short 360	1056
	G-BFWL Cessna F150L	1219	G-BVJB Fokker 100	1227
	G-BLPZ Turbo Navajo	1301	G-UKTD Fokker 50	1326
	G-MPCD Airbus 320	1339	G-JEAD Friendship	1404
	EC-FYF Boeing 737 300	1406	G-BVMY Short 360	1434
	SE-CPL Ryan Navion A	1438	G-BMSU Cessna 152	1548
	G-MANG BAe ATP	1608	EI-FKC Fokker 50	1624
	G-BOAA Concorde	1643 1821	G-BVJB Fokker 100	1710
	G-MAJA Jetstream 41	1730	G-BVMY Short 360	1809
	G-UKTK Fokker 50	1823	G-JEAD Friendship	1930
	G-MPCD Airbus 320	1945	G-BOAA Concorde	1949
	G-BVJB Fokker 100	1959	EC-FYF Boeing 737 300	2113
	EC-GAT DC9 83	2118	G-BMAH DC9	2152
03	G-MPCD Airbus 320	0604	LZ-MIR TU 154M	0720
	EC-FUT Boeing 737 300	0813	EI-FKC Fokker 50	0905
	G-BVJB Fokker 100	0915	G-ELDI DC9	1013
	N125XX BAe 125 700A	1044	G-BMSU Cessna 152	1201
	G-BVJB Fokker 100	1217	G-BFZD Cessna FR182RG	1219
	G-JKAD Friendship	1258	NJ21DH Pilatus PC XII	1356

G-UKTD Fokker 50	1443	OO-DTH Brasilia	1447
G-HALC Arrow	1508	G-JEAD Friendship	1515
G-BCPG Arrow	1520	G-UKTE Fokker 50	1526
G-RMCT Short 360	1550	G-BVMY Short 360	1616
G-BVTF Fokker 70	1628	G-JEAD Friendship	1738
G-BFIG Cessna FR172K	1819	G-BVJB Fokker 100	1822
PH-JXM Fokker 50	1931	G-UKTD Fokker 50	1938
OO-DTJ Brasilia	1956	G-BVMY Short 360	2006
G-MPCD Airbus 320	2038	G-JEAD Friendship	2058
G-UKTE Fokker 50	2104	G-HAUD BAe ATP	2123
G-BVJB Fokker 100	2131		
04 G-MPCD Airbus 320	0405	EI-FKA Fokker 50	0902
G-AWLP Mooney H20P	0920	G-BVJB Fokker 100	0925
G-JEAD Friendship	0940	G-BEYV Cessna T210M	0948
G-HAUD BAe ATP	1003	G-UKTE Fokker 50	1012
OO-DTH Brasilia	1031	G-RMCT Short 360	1038
G-BVMY Short 360	1053	G-UKTD Fokker 50	1055
G-BVJB Fokker 100	1220	G-BFLH Seneca	1249 1407
G-MPCD Airbus 320	1303	G-JEAD Friendship	1358
G-UKTE Fokker 50	1448	OO-DTK Brasilia	1510
G-MANL BAe ATP	1520	G-OBMY Boeing 737 500	1548
EI-FKD Fokker 50	1620	G-BVMY Short 360	1631
G-UKTD Fokker 50	1646	G-RMCT Short 360	1705
G-JEAD Friendship	1732	G-BVJB Fokker 100	1817
G-ODNP Cessna 310R	1907	G-MANL BAe ATP	1910
EI-FKD Fokker 50	1924	G-BVMX Short 360	1951
OO-DTH Brasilia	1954	G-RMCT Short 360	2008
G-UKTD Fokker 50	2041	G-JEAD Friendship	2047
G-UKTE Fokker 50	2102	G-BVJB Fokker 100	2120
G-BEJD HS 748	2140		
05 G-MPCD Airbus 320	0059	EI-FKD Fokker 50	0901
9H-ABS Boeing 737 300	0907	G-MANL BAe ATP	0920
G-RMCT Short 360	0923	G-ELDI DC9	0932
G-JEAD Friendship	0935	G-UKTD Fokker 50	0958
G-BVMX Short 360	1048	G-UKTE Fokker 50	1107
OO-DTH Brasilia	1132	G-ELDI DC9	1215
EC-FKC Boeing 737 300	1220	C-GTSJ Boeing 757	1239
G-BNMW Short 360	1405	G-JEAD Friendship	1413
OO-DTJ Brasilia	1437	G-UKTD Fokker 50	1442
G-BGWN Tomahawk	1505	G-BVJA Fokker 100	1529
VR-CPR Cessna 421C	1558	EI-FKC Fokker 50	1604
G-BVMX Short 360	1630	G-UKTE Fokker 50	1644
G-BNMW Short 360	1701	G-JEAD Friendship	1741
G-BVJA Fokker 100	1814	G-MANL BAe ATP	1908
EI-FKC Fokker 50	1918	G-BVMY Short 360	1938
G-MPCD Airbus 320	1946	OO-DTK Brasilia	1957
G-BNMW Short 360	2005	G-JEAD Friendship	2044
G-UKTE Fokker 50	2048	G-UKTD Fokker 50	2058
G-BVJA Fokker 100	2119	G-DAAL HS 748	2137
06 G-BIBC Cessna 310R	0412	G-MPCD Airbus 320	0432
G-RMCT Short 360	0655	PH-JXM Fokker 50	0855
G-MANL BAe ATP	0920	G-RMCT Short 360	0922
G-BVJA Fokker 100	0925	G-JEAD Friendship	0930
G-UKTD Fokker 50	1002	G-BVMX Short 360	1043

OO-DTJ Brasilia	1046	G-UKTE Fokker 50	1058
G-SBAS King Air 200	1103	G-BVJA Fokker 100	1219
G-MANL BAe ATP	1346	G-JEAD Friendship	1400
G-JURG Rockwell 114A	1409	G-UKTD Fokker 50	1443
OO-DTH Brasilia	1503	G-BVJA Fokker 100	1514
EI-FKD Fokker 50	1606	N206WJ Bonanza	1611 1612(08)
G-BVMX Short 360	1633	G-UKTE Fokker 50	1643
G-MPCD Airbus 320	1700	G-RMCT Short 360	1706
G-JEAD Friendship	1726	G-BVJA Fokker 100	1827
G-MANL BAe ATP	1903	EI-FKD Fokker 50	1921
G-BVMY Short 360	1945	G-RMCT Short 360	2017
OO-DTJ Brasilia	2019	G-JEAD Friendship	2039
G-UKTE Fokker 50	2049	G-UKTD Fokker 50	2119
G-DAAL HS 748	2129	G-BVJA Fokker 100	2131
07 EC-GBN Boeing 737 300	0115	G-MPCD Airbus 320	0349
G-RMCT Short 360	0637	EI-FKC Fokker 50	0903
G-BVJA Fokker 100	0923	G-RMCT Short 360	0930
G-MANL BAe ATP	0936	G-JEAD Friendship	0945
G-BNYJ Cessna 421B	0949	G-UKTE Fokker 50	0956
OO-DTH Brasilia	1042	G-BVMX Short 360	1048
G-UKTD Fokker 50	1053	G-ISFC Navajo	1151
G-MPCD Airbus 320	1222	G-BVJA Fokker 100	1227
G-JEAD friendship	1403	G-OOAD Airbus 320	1427
G-UKTE Fokker 50	1436	OO-DTJ Brasilia	1440
G-BVJA Fokker 100	1529	EI-FKC Fokker 50	1612
G-BVMX Short 360	1638	G-UKTD Fokker 50	1646
G-RMCT Short 360	1710	G-JEAD Friendship	1735
EC-GBN Boeing 737 300	1821	G-BVJA Fokker 100	1833
OO-DTK Brasilia	2001	G-RMCT Short 360	2017
G-ELDI DC9	2026	G-MANL BAe ATP	2033
G-JEAD Friendship	2043	G-UKTD Fokker 50	2049
G-BVMX Short 360	2057	G-UKTE Fokker 50	2116
G-BVJA Fokker 100	2135	G-DAAL HS 748	2137
EI-FKD Fokker 50	2248		
08 KC-FJZ Boeing 737 300	0207	G-MPCD Airbus 320	0246
EI-FKH Fokker 50	0900	G-RMCT Short 360	0918
G-BVJA Fokker 100	0929	G-JEAD Friendship	0937
G-UKTE Fokker 50	0952	OO-DTJ Brasilia	1024
G-MANL BAe ATP	1028	G-UKTD Fokker 50	1100
G-BVMY Short 360	1104	G-BVJA Fokker 100	1220
G-EWEL Sikorsky S76A	1226	G-WRCF King Air 200	1335
N2188K Seneca	1343 1451	G-JEAD Friendship	1354
G-UKTH Fokker 50	1431	OO-DTJ Brasilia	1446
G-BVJA Fokker 100	1515	EI-FKA Fokker 50	1608
G-MAUD BAe ATP	1632	G-BVMY Short 360	1633
G-UKTD Fokker 50	1648	G-RMCT Short 360	1709
G-JEAD Friendship	1750	G-BVJA Fokker 100	1823
G-MAUD BAe ATP	1917	EI-FKA Fokker 50	1921
G-BVMX Short 360	1944	OO-DTK Brasilia	1953
G-RMCT Short 360	2015	G-JEAD Friendship	2039
G-UKTH Fokker 50	2050	G-MPCD Airbus 320	2105
G-BVTE Fokker 70	2131	EC-FJZ Boeing 737 300	2134
G-BVJA Fokker 100	2136	G-BEJD HS 748	2139
G-BVTG Fokker 70	2205	G-UKFA Fokker 100	2224
G-UKTH Fokker 50	2349		

09 G-MPCD Airbus 320	0409	EC-FJZ Boeing 737 300	0445
RI-FKA Fokker 50	0910	G-JEAD Friendship	0928
G-BVTC Fokker 70	0932	G-BMAH DC9	0945
G-UKTB Fokker 50	0952	OO-DTJ Brasilia	1034
G-BVMX Short 360	1111	G-MOAC F33A Bonanza	1207
G-BMBC Navajo	1218	G-BVTC Fokker 70	1234
G-MPCD Airbus 320	1307	G-UKTH Fokker 50	1318
EC-FJZ Boeing 737 300	1354	G-JEAD Friendship	1357
ZF168 Sea King HAR.3	1412	G-BVMX Short 360	1434
RI-FKA Fokker 50	1410	G-BVTC Fokker 70	1440
G-MANL BAe ATP	1724	G-MAJA Jetstream 41	1749
G-BVMX Short 360	1754	G-UKTB Fokker 50	1815
G-MPCD Airbus 320	1918	G-BVTC Fokker 70	1927
EC-FJZ Boeing 737 300	2042	G-JEAD Friendship	2106
G-BMAH DC9	2131		
10 G-MPCD Airbus 320	0551	KC-FKI Boeing 737 300	0707
LZ-HIR TU 154H	0721	EI-FKE Fokker 50	0902
G-BVTC Fokker 70	0929	G-ELDG DC9	1006
G-BVTC Fokker 70	1243	G-JEAD Friendship	1255
G-UKTB Fokker 50	1449	G-JEAD Friendship	1515
G-UKTH Fokker 50	1522	OO-DTH Brasilia	1602
G-BVTC Fokker 70	1617	G-JEAD Friendship	1724
G-BVMX Short 360	1727	G-BUJI T61F Venture	1729
G-BVJA Fokker 100	1829	G-BMNU Cessna 152	1901
G-TAXI Aztec	1924	G-UKTB Fokker 50	1927
G-MPCD Airbus 320	2041	OO-DTJ Brasilia	2047
G-UKTH Fokker 50	2052	G-JEAD Friendship	2055
G-BVMX Short 360	2121	G-MANL BAe ATP	2128
G-BVJA Fokker 100	2139	EI-FKD Fokker 50	2145
11 G-MPCD Airbus 320	0340	G-SFHR Aztec	0837
OO-IBI Citation	0843 1703	G-FLTZ B58 Baron	0922
G-BVJA Fokker 100	0932	G-RMCT Short 360	0934
G-JOYS B58 Baron	0956	G-JEAD Friendship	0958
XA-CHR Gulfstream IV	1001 1109	G-BDUN Seneca	1005
VR-CPR Cessna 421C	1009	G-UKTB Fokker 50	1014
G-BVMX Short 360	1104	G-UKTH Fokker 50	1105
EI-FKB Fokker 50	1133	G-BMAH DC9	1144
OO-DTH Brasilia	1154	G-AVMY BAC 1-11	1156
G-SFHR Aztec	1211	G-BVJA Fokker 100	1235
G-MPCD Airbus 320	1257	G-JEAD Friendship	1404
G-BRLY BAe ATP	1430	G-UKTB Fokker 50	1439
G-BVJA Fokker 100	1522	OO-MTD Brasilia	1525
EI-FKD Fokker 50	1603	G-BVMX Short 360	1630
G-UKTH Fokker 50	1638	G-RMCT Short 360	1709
G-JEAD Friendship	1729	G-BVJA Fokker 100	1816
G-BRLY BAe ATP	1913	EI-FKD Fokker 50	1922
OO-DTH Brasilia	2025	G-BVMY Short 360	2035
G-UKTH Fokker 50	2040	G-JEAD Friendship	2048
G-UKTB Fokker 50	2055	G-BVJA Fokker 100	2128
G-DAAL HS 748	2132	G-RMCT Short 360	2135
12 G-MPCD Airbus 320	0021	G-MONS Airbus 300	0707 0840
EI-FKE Fokker 50	0908	9H-ABT Boeing 737 300	0915
G-OSOO Hughes 500E	0917 1138	G-RMCT Short 360	0920
G-BVJA Fokker 100	0925	G-BRLY BAe ATP	0930

G-JEAD Friendship	0933		G-UKTB Fokker 50	0949
OO-MTD Brasilia	1033		G-BDFY AA5 Traveler	1036
TF-ABZ Boeing 747	1038	1145	G-UKTH Fokker 50	1049
G-BVMY Short 360	1104		EC-FJR Boeing 737 300	1152
G-BVJA Fokker 100	1220		G-BMWP Seneca	1326
G-JEAD Friendship	1353		G-UKTB Fokker 50	1426
G-GTSF Boeing 757	1426		G-HART Cessna 152	1450
XZ335 Gazelle AH.1	1458		G-BVJA Fokker 100	1511
OO-DTK Brasilia	1544		EI-FKC Fokker 50	1602
G-BVMY Short 360	1637		G-APVV Cherokee 180C	1639
G-UKTH Fokker 50	1644		G-RMCT Short 360	1710
G-JEAD Friendship	1732		G-SUZN Warrior II	1812
G-TJHI Citation	1825		G-BVJA Fokker 100	1830
G-GFRY LongRanger	1910		G-BRLY BAe ATP	1914
EI-FKC Fokker 50	1919		G-MPCD Airbus 320	1922
G-BVMX Short 360	1939		OO-MTD Brasilia	2010
G-RMCT Short 360	2019		G-JEAD Friendship	2040
G-UKTH Fokker 50	2043		G-UKTB Fokker 50	2105
G-MONS Airbus 300	2129		G-BVJA Fokker 100	2138
G-BEJD HS 748	2141			
13 G-AVMY BAC 1-11	0128		G-MPCD Airbus 320	0428
G-BNFB Short 360	0523		EI-FKC Fokker 50	0854
G-BNFB Short 360	0915		G-BRLY BAe ATP	0927
G-JEAD Friendship	0936		G-BVJA Fokker 100	0938
G-DSID Seneca	0953		G-UKTH Fokker 50	0954
OO-DTJ Brasilia	1020		G-UKTB Fokker 50	1042
G-LENI Twin Squirrel	1049		G-BVMY Short 360	1055
G-BVJA Fokker 100	1325		G-BRLY BAe ATP	1347
G-JEAD Friendship	1401		G-UKTH Fokker 50	1432
OO-DTH Brasilia	1456		G-BVJC Fokker 100	1520
EI-FKE Fokker 50	1601		G-DSID Seneca	1633
G-MPCD Airbus 320	1640		G-UKTB Fokker 50	1648
G-BNFB Short 360	1713		G-JEAD Friendship	1730
G-DFLT Cessna 406	1733		XW899 Gazelle AH.1	1748
G-BVJC Fokker 100	1817		G-BRLY BAe ATP	1908
EI-FKE Fokker 50	1921		G-SITE Twin Squirrel	1941
G-BVMX Short 360	1945		OO-DTN Brasilia	2005
G-BNFB Short 360	2017		G-JEAD Friendship	2038
G-UKTB Fokker 50	2045		G-UKTH Fokker 50	2109
G-BVJC Fokker 100	2118		G-BEJE HS 748	2143
EC-FKJ Boeing 737 300	2308			
14 G-MPCD Airbus 320	0626		EI-FKE Fokker 50	0859
G-IJJB King Air 200	0912		G-BNFB Short 360	0921
G-JEAD Friendship	0931		G-BVJC Fokker 100	0936
G-BRLY BAe ATP	0946		G-UKTB Fokker 50	1014
G-BRYH DHC8	DIV 1016		G-NUKA ATR 42	DIV 1026
G-BVJA ATH 42	DIV 1038		OO-DTK Brasilia	1041
G-AWIT Cherokee 180D	1050		G-BVMY Short 360	1053
05J Falcon 20ECM	1056	1304	G-AVGI Cherokee 140	1102
ZG848 Islander AL.1	1106		G-UKTH Fokker 50	1109
G-BVJC Fokker 100	1232		ZD981 Chinook HC.2	1252
ZA674 Chinook HC.2	1300		G-BAIW Cessna F172M	1346
G-MPCD Airbus 320	1353		G-JEAD Friendship	1400
G-OOAD Airbus 320	1422		G-UKTD Fokker 50	1500
OO-MTD Brasilia	1505		G-BVJC Fokker 100	1515

EI-FKE Fokker 50	1612	G-IJJB King Air 200	1629
G-BVMY Short 360	1635	G-UKTH Fokker 50	1642
G-BNFB Short 360	1708	G-JEAD Friendship	1737
G-BVJC Fokker 100	1820	OY-JRK Skyvan	1826
EC-FKJ Boeing 737 300	1828	G-BRLY BAe ATP	1911
EI-FKE Fokker 50	1922	G-BVMX Short 360	1956
OO-DTJ Brasilia	1958	G-BNFB Short 360	2013
G-JEAD Friendship	2046	G-UKTD Fokker 50	2053
G-UKTH Fokker 50	2058	G-BEJE HS 748	2128
G-BVJC Fokker 100	2130		
15 EC-FKJ Boeing 737 300	0119	G-BNMW Short 360	0248
G-MPCD Airbus 320	0413	PH-JXM Fokker 50	0908
G-BNMW Short 360	0911	G-BVJC Fokker 100	0926
G-BRLY BAe ATP	0941	G-JEAD Friendship	0945
G-UKTD Fokker 50	0957	G-BVMY Short 360	1051
G-UKTH Fokker 50	1053	OO-MTD Brasilia	1056
G-UMMI Navajo	1224	G-BVJC Fokker 100	1253
ZA675 Chinook HC.2	1340	G-BRLY BAe ATP	1351
G-JEAD Friendship	1353	G-UKTD Fokker 50	1430
OO-DTK Brasilia	1441	G-BVJC Fokker 100	1523
OY-BZT Citation II	1529	EI-FKC Fokker 50	1604
XX555 Bulldog T.1	1618	G-BVMY Short 360	1637
G-UKTH Fokker 50	1639	G-BNMW Short 360	1701
G-TAXI Aztec	1726	G-JEAD Friendship	1742
G-BVJC Fokker 100	1832	G-BRLY BAe ATP	1914
EI-FKC Fokker 50	1929	G-UMMI Navajo	1959
G-BNMW Short 360	2014	G-UKTH Fokker 50	2044
G-JEAD Friendship	2046	G-UKTD Fokker 50	2055
G-MPCD Airbus 320	2106	G-BVMX Short 360	2112
G-BVTE Fokker 70	2122	G-BEJD HS 748	2130
G-BVJC Fokker 100	2156	G-BVTF Fokker 70	2246
EC-FKJ Boeing 737 300	2308		
16 G-MPCD Airbus 320	0410	EC-FKJ Boeing 737 300	0607
EI-FKE Fokker 50	0859	G-BVTF Fokker 70	0930
G-JEAD Friendship	0934	G-BOVK Warrior II	0943
G-BMAH DC9	0950	G-UKTD Fokker 50	1017
OO-DTK Brasilia	1027	G-BVMX Short 360	1059
G-KNAP Warrior II	1115	G-OANC Warrior II	1122
G-BVTF Fokker 70	1236	G-MPCD Airbus 320	1249
G-UKTH Fokker 50	1331	G-JEAD Friendship	1353
EC-FKJ Boeing 737 300	1409	G-BVMX Short 360	1448
G-BRKH PA-28 Dakota	1606	EI-FKD Fokker 50	1617
G-BVTF Fokker 70	1652	G-MANH BAe ATP	1711
G-MAJA Jetstream 41	1743	G-UKTD Fokker 50	1824
G-BOVK Warrior II	1910	G-MPCD Airbus 320	1918
G-JEAD Friendship	1941	G-BVTF Fokker 70	1952
EC-FKJ Boeing 737 300	2126	G-BMAH DC9	2128
EC-FXY DC9 83	2136		
17 G-MPCD Airbus 320	0535	LZ-MIK TU 154M	0704
EC-FKJ Boeing 737 300	0804	G-OBWB BAC 1-11	0820 0913
EI-FKD Fokker 50	0910	G-BVTF Fokker 70	0927
G-ELDH DC9	1017	G-BVTF Fokker 70	1251
G-JEAD Friendship	1303	G-UKTD Fokker 50	1443
OO-MTD Brasilia	1444	G-UKTH Fokker 50	1520

G-BVMX Short 360	1608	G-BVTE Fokker 70	1633
G-JEAD Friendship	1729	G-BIWP Mooney M20J	1751
G-BVJC Fokker 100	1824	N27FP Citation II	1839
G-JEAH Friendship	1852	G-OBWB BAC 1-11	1854
PH-JXM Fokker 50	1922	G-UKTD Fokker 50	1948
OO-DTN Brasilia	1957	G-BVMX Short 360	2004
G-JEAD Friendship	2045	G-UKTH Fokker 50	2047
G-MPCD Airbus 320	2051	G-BVJC Fokker 100	2133
G-BRLY BAe ATP	2201		
18 G-MPCD Airbus 320	0347	G-BSER Cherokee 160B	0857
PH-JXM Fokker 50	0902	G-BNMW Short 360	0916
G-JEAD Friendship	0943	G-BRLY BAe ATP	0946
G-BVJC Fokker 100	1004	G-UKTH Fokker 50	1022
OO-MTD Brasilia	1027	G-UKTD Fokker 50	1057
G-BVMX Short 360	1104	G-BNXA BN2 Islander	1214
G-BVJC Fokker 100	1240	G-MPCD Airbus 320	1257
G-BRLY BAe ATP	1349	G-JEAD Friendship	1403
G-UKTH Fokker 50	1429	OO-DTO Brasilia	1442
G-BVJC Fokker 100	1513	G-AVWN Arrow	1522
G-LFSB Tomahawk	1550	EI-FKF Fokker 50	1604
G-BVMX Short 360	1645	G-UKTD Fokker 50	1648
G-PBES Robinson R22	1708	G-BNMW Short 360	1710
G-JEAD Friendship	1733	G-BVJC Fokker 100	1818
G-BRLY BAe ATP	1910	EI-FKF Fokker 50	1923
G-BVMY Short 360	1948	OO-MTD Brasilia	2001
G-BNMW Short 360	2014	G-JEAD Friendship	2041
G-UKTH Fokker 50	2052	G-UKTD Fokker 50	2056
G-BVJC Fokker 100	2142	G-DAAL HS 748	2144
G-MPCD Airbus 320	0034(19)		
19 9H-ACT Boeing 737 300	0858	EI-FKF Fokker 50	0902
G-KKDL TB20 Trinidad	0907	G-BNMW Short 360	0913
G-BVJC Fokker 100	0931	G-JEAD Friendship	0935
G-BRLY BAe ATP	0946	G-UKTH Fokker 50	1011
G-BGOX Navajo	1015	OO-DTO Brasilia	1030
G-BVMY Short 360	1049	G-UKTD Fokker 50	1059
G-BFWL Cessna F150L	1107	G-BOPA Archer II	1210
EC-FKS Boeing 737 300	1216	C-GTSE Boeing 757	1218
G-OBMZ Boeing 737 500	1227	G-BTDK Cessna 421B	1307
G-BAIW Cessna F172M	1358	G-JEAD Friendship	1400
OO-DTN Brasilia	1439	G-UKTH Fokker 50	1441
G-OBMZ Boeing 737 500	1527	EI-FKF Fokker 50	1559
G-UKTD Fokker 50	1649	G-BNMW Short 360	1708
G-JEAD Friendship	1736	G-OBMZ Boeing 737 500	1825
G-BRLY BAe ATP	1909	EI-FKA Fokker 50	1919
G-MPCD Airbus 320	1949	OO-DTO Brasilia	1951
G-BVMX Short 360	2017	G-BNMW Short 360	2019
G-JEAD Friendship	2035	G-UKTH Fokker 50	2057
G-UKTD Fokker 50	2058	G-BEJD HS 748	2137
G-BVJC Fokker 100	2140		
20 G-MPCD Airbus 320	0505	PH-JXM Fokker 50	0855
G-BNMW Short 360	0908	G-BRLY BAe ATP	0930
G-BVZF Boeing 737 500	0935	G-JEAD Friendship	0941
G-BBDP Robin DR400/160	0944	G-UKTD Fokker 50	1002
G-UKTH Fokker 50	1053	G-BVMX Short 360	1059

OO-DTN Brasilia	1117	G-BVJC Fokker 100	1225
G-BLHJ Cessna F172P	1228	G-BRPL Cherokee 140	1319
G-BRLY BAe ATP	1354	G-JEAD Friendship	1405
G-FLPI Rockwell 112A	1442	G-UKTE Fokker 50	1450
OO-DTL Brasilia	1451	G-BVJC Fokker 100	1521
N5733 Falcon 900	1524	EI-FKB Fokker 50	1609
G-UKTH Fokker 50	1648	G-MPCD Airbus 320	1653
G-HALC Arrow	1701	G-BNMW Short 360	1708
G-ZAPI Citation	1715	G-JEAD Friendship	1738
G-BVJC Fokker 100	1816	G-BSER Cherokee 160B	1820
G-BVMY Short 360	1846	G-TAXI Aztec	1850
G-BRLY BAe ATP	1916	EI-FKB Fokker 50	1924
OO-DTN Brasilia	1952	G-BNMW Short 360	2013
G-JEAD Friendship	2045	G-UKTH Fokker 50	2056
G-UKTE Fokker 50	2106	G-BVJC Fokker 100	2121
G-BEJE HS 748	2149	EC-FJR Boeing 737 300	2307
G-BBGB Aztec	2325		
21 G-MPCD Airbus 320	0350	EI-FKF Fokker 50	0854
G-BNMW Short 360	0911	G-BRLY BAe ATP	0919
G-BVJC Fokker 100	0928	G-JEAD Friendship	0931
G-BGOL Turbo Arrow	1005	G-BHOR Warrior II	1017
N27495 Navajo	1020	ZE396 HS 125 CC.3	1040 1627
G-UKTH Fokker 50	1044	OO-DTL Brasilia	1045
VR-CPR Cessna 421C	1048	G-BVMY Short 360	1051
G-UKTE Fokker 50	1053	G-BGOX Navajo	1157
G-NNAC Super Cub	1210	G-FOTO Aztec	1214
G-MPCD Airbus 320	1225	G-BVZI Boeing 737 300	1228
G-NODY AA5B Tiger	1241	G-JEAD Friendship	1357
G-OOAC Airbus 320	1418	G-INDC Cessna T303	1424
OO-DTJ Brasilia	1442	G-UKTH Fokker 50	1447
G-BVJC Fokker 100	1515	EI-FKE Fokker 50	1605
G-BVMY Short 360	1634	G-UKTE Fokker 50	1655
G-BNMW Short 360	1705	G-JEAD Friendship	1736
G-BOMS Cessna 172N	1748	G-SACS Cadet	1808
G-BVJC Fokker 100	1815	EC-FJR Boeing 737 300	1853
G-BRLY BAe ATP	1918	G-BVMX Short 360	1947
OO-DTL Brasilia	2002	EI-FKB Fokker 50	2004
G-BNMW Short 360	2013	G-JEAD Friendship	2045
G-UKTE Fokker 50	2052	G-UKTH Fokker 50	2105
G-BVJC Fokker 100	2120	G-BEJD HS 748	2140
22 EC-FJR Boeing 737 300	0132	G-MPCD Airbus 320	0246
G-OJSY Short 360	0848	EI-FKB Fokker 50	0855
G-BNMW Short 360	0907	F-GBTI Falcon 10	0918 1606
G-JEAD Friendship	0927	G-BRLY BAe ATP	0931
G-DSID Seneca	0944	G-BVJC Fokker 100	0949
G-UKTH Fokker 50	1023	OO-DTJ Brasilia	1037
G-BVMY Short 360	1051	G-UKTE Fokker 50	1056
G-INDC Cessna T303	1204	G-TAXI Aztec	1207
G-BVJC Fokker 100	1235	ZE395 HS 125 CC.3	1342 1027(23)
G-BRLY BAe ATP	1358	G-JEAD Friendship	1406
G-BMSU Cessna 152	1407	G-LACB Warrior II	1436
G-UKTF Fokker 50	1442	G-BPHL Warrior II	1449
OO-MTD Brasilia	1459	G-BVJC Fokker 100	1524
G-DSID Seneca	1559	EI-FKD Fokker 50	1602
G-BVMY Short 360	1630	G-UKTE Fokker 50	1652

G-BNHW Short 360	1706	G-JEAD Friendship	1743
G-OBMY Boeing 737 300	1822	G-BODY Cessna 310R	1835
G-OJSY Short 360	1852	G-BRLY BAe ATP	1918
EI-FKD Fokker 50	1922	G-BVMX Short 360	1951
OO-DTJ Brasilia	2008	G-BNHW Short 360	2018
G-JEAD Friendship	2046	G-UKTE Fokker 50	2051
G-UKTF Fokker 50	2053	EC-FJR Boeing 737 300	2116
G-BVJC Fokker 100	2123	G-BVTE Fokker 70	2126
G-BEJD HS 748	2137	G-MPCD Airbus 320	2202
G-BVTF Fokker 70	2208		
23 G-MPCD Airbus 320	0422	EC-FJR Boeing 737 300	0427
PH-JXM Fokker 50	0849	G-JEAD Friendship	0933
G-BVTE Fokker 70	0941	G-ELDI DC9	0944
G-UKTH Fokker 50	1010	G-BVMY Short 360	1059
OO-MTD Brasilia	1130	G-LIZI Cherokee 160	1211
G-BVTE Fokker 70	1231	G-MPCD Airbus 320	1303
G-UKTF Fokker 50	1332	EC-FJR Boeing 737 300	1356
G-JEAD Friendship	1406	G-BRYH DHC 8	1412
G-BVMY Short 360	1430	G-BJWT Whitman Tailwind	1444
G-OANC Warrior II	1515	EI-FKE Fokker 50	1602
G-BGPU Cherokee 140F	1628	G-BVTE Fokker 70	1641
G-EMAZ Archer II	1653	G-MAJA Jetstream 41	1750
G-UKTH Fokker 50	1808	G-BMSU Cessna 152	1918
G-MPCD Airbus 320	1924	G-BVTE Fokker 70	1937
G-JEAD Friendship	1957	EC-FJR Boeing 737 300	2049
G-ELDI DC9	2142		
24 G-MPCD Airbus 320	0557	LZ-MIR TU 154M	0717
KC-FKI Boeing 737 300	0847	EI-FKE Fokker 50	0904
G-BVTE Fokker 70	0942	G-ELDH DC9	0958
G-BVTE Fokker 70	1247	G-JEAD Friendship	1257
G-UKTF Fokker 50	1439	G-JEAD Friendship	1511
G-UKTH Fokker 50	1533	OO-DTJ Brasilia	1550
G-BVMY Short 360	1614	G-BVTC Fokker 70	1627
G-TAXI Aztec	1721	G-BVJC Fokker 100	1816
EI-FKA Fokker 50	1920	G-UKTF Fokker 50	1940
G-BVMY Short 360	2028	G-JEAD Friendship	2050
G-MPCD Airbus 320	2102	OO-DTK Brasilia	2112
G-UKTH Fokker 50	2115	G-BVJC Fokker 100	2127
G-BRLY BAe ATP	2139		
25 G-MPCD Airbus 320	0424	EI-FKA Fokker 50	0858
G-BNHW Short 360	0914	G-BVJC Fokker 100	0921
G-BRLY BAe ATP	0922	G-UKTH Fokker 50	1000
G-JEAD Friendship	1050	G-BVMX Short 360	1103
G-UKTF Fokker 50	1104	F-GJDL Boeing 737	1119 2254(26)
OO-DTJ Brasilia	1146	G-BKYP Boeing 737	1150
G-BODY Cessna 310R	1153	G-BVJC Fokker 100	1219
G-MPCD Airbus 320	1328	G-BRLY BAe ATP	1356
G-UKTH Fokker 50	1431	G-BODY Cessna 310R	1432
G-JEAD Friendship	1438	OO-DTL Brasilia	1557
EI-FKE Fokker 50	1600	G-OBMJ Boeing 737 300	1602
G-BVMX Short 360	1625	G-UKTF Fokker 50	1649
G-BNHW Short 360	1700	G-JEAD Friendship	1735
G-OZUA Airbus 320	1752	G-OBMJ Boeing 737 300	1900
G-BRLY BAe ATP	1907	EI-FKE Fokker 50	1922

G-BVMY Short 360	1953	G-BNMW Short 360	2012
G-MONZ Airbus 320	2025	G-JEAD Friendship	2048
G-UKTH Fokker 50	2059	G-UKTF Fokker 50	2104
OO-DTJ Brasilia	2107	G-BEJD HS 748	2123
G-BVJB Fokker 100	2236	G-MOET P68 Victor	7777
26 G-OZDA Airbus 320	0444	EI-FKE Fokker 50	0854
9H-ABR Boeing 737 300	0907	G-BNMW Short 360	0910
G-BRLY BAe ATP	0917	G-JEAD Friendship	0926
G-BVJB Fokker 100	0935	G-UKTF Fokker 50	1017
G-JDEE TB20 Trinidad	1026	G-UKTH Fokker 50	1104
G-BVMY Short 360	1116	C-GTSN Boeing 757	1146
G-BODY Cessna 310R	1150	OO-DTL Brasilia	1152
G-RMCT Short 360	1155	G-BMZV Cessna 172P	1212
G-BVJB Fokker 100	1231	G-MAUD BAe ATP	1314
EC-FJZ Boeing 737 300	1317	G-DFLT Cessna 406	1340
G-JEAD Friendship	1351	G-UKTH Fokker 50	1459
G-BVZE Boeing 737 500	1534	EI-FKD Fokker 50	1601
OO-DTK Brasilia	1604	G-RMCT Short 360	1703
G-JEAD Friendship	1738	G-BVZE Boeing 737 500	1818
EI-FKD Fokker 50	1917	G-MAUD BAe ATP	1931
G-BVMX Short 360	1949	G-MONZ Airbus 320	2001
G-RMCT Short 360	2008	G-JEAD Friendship	2039
G-UKTH Fokker 50	2107	G-UKTF Fokker 50	2109
G-BVJB Fokker 100	2131	OO-DTL Brasilia	2135
G-AYIM HS 748	2148		
27 G-MONZ Airbus 320	0423	G-STAT Cessna U206	0808
EI-FKB Fokker 50	0854	G-RMCT Short 360	0916
G-MAUD BAe ATP	0927	G-JLRW Duchess	0931
G-JEAD Friendship	0934	G-BVJB Fokker 100	0938
G-UKTH Fokker 50	1002	G-BNMW Short 360	1107
G-UKTF Fokker 50	1109	G-BVMX Short 360	1124
OO-DTK Brasilia	1155	G-BVJB Fokker 100	1245
G-MAUD BAe ATP	1358	G-JEAD Friendship	1400
G-UKTH Fokker 50	1438	G-BVJB Fokker 100	1547
EI-FKB Fokker 50	1550	OO-DTI Brasilia	1555
G-MONZ Airbus 320	1651	G-BNMW Short 360	1658
G-UKTF Fokker 50	1701	G-JEAD Friendship	1733
G-BVJB Fokker 100	1828	G-BODY Cessna 310R	1909
G-MAUD BAe ATP	1913	EI-FKD Fokker 50	1915
G-BVMY Short 360	1948	G-BNMW Short 360	2001
G-JEAD Friendship	2039	G-UKTH Fokker 50	2102
G-BVJB Fokker 100	2131	OO-DTO Brasilia	2133
G-BEJD HS 748	2145	G-UKTF Fokker 50	2218
M160GC Lear Jet 36	2245		
28 EC-FJR Boeing 737 300	0146	G-MONZ Airbus 320	0402
G-BTAB BAe 125 800B	0818	EI-FKB Fokker 50	0844
G-BNMW Short 360	0914	G-MAUD BAe ATP	0921
G-JEAD Friendship	0928	G-BVJB Fokker 100	0932
G-UKTH Fokker 50	1047	G-HART Cessna 152	1053
G-BVMY Short 360	1056	G-UKTF Fokker 50	1100
XV733 Wessex HCC.4	1133	OO-DTI Brasilia	1152
G-IJJB King Air 200	1208	G-BVJB Fokker 100	1241
G-MONZ Airbus 320	1247	G-BAVZ Aztec	1323
G-BODY Cessna 310R	1358	G-JEAD Friendship	1405

G-OOAC	Airbus 320	1429	G-UKTA	Fokker 50	1452		
G-BVJB	Fokker 100	1527	OO-DTL	Brasilia	1550		
EI-FKE	Fokker 50	1600	G-TAXI	Aztec	1631		
G-BVMY	Short 360	1641	G-BNMW	Short 360	1652		
G-UKTF	Fokker 50	1701	G-JEAD	Friendship	1736		
G-BVJB	Fokker 100	1833	G-MAUD	BAe ATP	1907		
EI-FKD	Fokker 50	1926	EC-FJR	Boeing 737 300	1942		
G-BVMX	Short 360	1958	G-BNMW	Short 360	2013		
G-JEAD	Friendship	2046	G-UKTA	Fokker 50	2057		
G-UKTF	Fokker 50	2101	G-BDFZ	Cessna F150M	2118		
OO-DTO	Brasilia	2122	G-BEJD	HS 748	2139		
G-BVJB	Fokker 100	2143					
29	EC-FJR	Boeing 737 300	0240	G-MONZ	Airbus 320	0307	
	N17HE	Gulfstream 111	0539	1854(30)	G-BODY	Cessna 310R	0823
	EI-FKD	Fokker 50	0858	G-BNMW	Short 360	0914	
	G-MAUD	BAe ATP	0918	G-JEAD	Friendship	0928	
	G-BVJB	Fokker 100	0935	G-UKTF	Fokker 50	0946	
	G-BVMX	Short 360	1056	G-UKTA	Fokker 50	1114	
	OO-DTL	Brasilia	1134	G-BDSL	Cessna F150M	1142	
	N2706X	Cessna 335	1147	G-BVJB	Fokker 100	1238	
	G-JEAD	Friendship	1347	G-MAUD	BAe ATP	1349	
	G-UKTF	Fokker 50	1438	G-AVMD	Cessna 150G	1510	
	G-BVJC	Fokker 100	1523	OO-DTK	Brasilia	1549	
	EI-FKF	Fokker 50	1617	G-PBES	Robinson R22	1623	
	G-BVMX	Short 360	1633	G-CPTS	JetRanger	1641	
	G-BNMW	Short 360	1658	G-UKTA	Fokker 50	1701	
	G-JEAD	Friendship	1728	G-BVJC	Fokker 100	1817	
	G-MAUD	BAe ATP	1908	G-BSER	Cherokee 160B	1926	
	EI-FKF	Fokker 50	1928	G-BVMY	Short 360	1937	
	G-BNMW	Short 360	2012	G-JEAD	Friendship	2042	
	OO-DTL	Brasilia	2101	G-UKTA	Fokker 50	2106	
	G-UKTF	Fokker 50	2112	G-BVTF	Fokker 70	2115	
	G-MONZ	Airbus 320	2124	G-BVJC	Fokker 100	2146	
	G-BEJD	HS 748	2218	G-BVTG	Fokker 70	2219	
	EC-FJR	Boeing 737 300	2254				
30	G-MONZ	Airbus 320	0436	EC-FJR	Boeing 737 300	0605	
	N510US	Gulfstream II	0812	0905	EI-FKF	Fokker 50	0857
	G-JEAD	Friendship	0924	G-BVTG	Fokker 70	0929	
	G-UKTA	Fokker 50	0959	G-BVMY	Short 360	1107	
	OO-DTK	Brasilia	1130	G-SMJJ	Cessna 414	1149	
	G-BVTG	Fokker 70	1248	G-MONZ	Airbus 320	1327	
	G-UKTF	Fokker 50	1335	G-BBSA	AA5 Traveler	1349	
	G-MANJ	BAe ATP	1351	G-JEAD	Friendship	1353	
	G-BVMY	Short 360	1434	EC-FJR	Boeing 737 300	1501	
	EI-FKF	Fokker 50	1611	G-BVTG	Fokker 70	1624	
	G-UKTA	Fokker 50	1741	G-MAJA	Jetstream 41	1749	
	G-JEAD	Friendship	1912	G-BVTG	Fokker 70	1914	
	G-MONZ	Airbus 320	1945	G-ELDI	DC9	2138	
	EC-FTS	DC9 83	2158	EC-FJR	Boeing 737 300	2207	
	G-LEAR	Lear Jet 35	2314				

From & To

- 02) SE-CPL/Cambridge; 03) N125XX/Luton; N321DH/Cannes; 05) VR-CPR/Luton;
 06) N206WJ/Friedrichshafen; 08) N2188K/Brussels; 09) ZE368/Sheffield-Leconfield;
 11) OO-IBI/F & T Antwerp; XA-CHR/F & T La Bourquet; VR-CPR/Guernsey; 12) TF-ABZ/

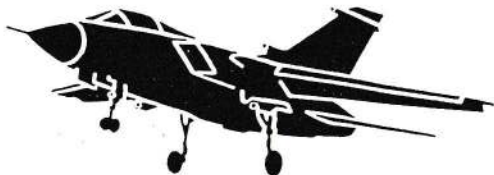
Manchester-Nice;XZ355/Topcliffe: 13) XW899/Catterick: 14) 053/Waddington;ZG848/Belfast;ZD981+ZA674/Newcastle-Stafford;OY-JRK/Southend: 15) ZA675/Otterburn; OY-BZT/Stauninq;XX555/Woodvale: 17) N27FP/Antwerp: 20) N5733/Luton: 21) N27495/Guernsey-Biggin Hill;ZE396/Hurn;VR-CPR/Guernsey: 22) F-GBTI/Toulouse-Luton; ZE395/Witterinq: 25) F-GJDL/Nice: 27) N160GC/Iraklion: 28) XV733/Edinburgh: 29) N37HE/Wilmington;N2706X/Liverpool: 30) N510US/White Plains-Bournemouth:

Overshoots

01) XX491/FYY71;XX495/FYY38: 04) XX496/FYY79: 10) ZE368/SRG128: 11) ZD621/Ascot731: 14) XX478/Navy807: 19) XX709/UAG91: 21) ZF373/LOP25: 26) G-BODY/AAG44: 27) XS738/CWL54;ZF489/LOP10: 28) XF417/LOP28;ZF405/LOP29: 29) ZF263/LOP75:

LBA Movements Review, September 1995

Visiting on the 2nd was the Ryan Navlon BE-CPL which seems to appear once a year now. BAE 125 N125XX on the 3rd is a fairly new registration, it was registered to Conex Aviation in February this year ex N124AR. The same day saw another visit from the Pilatus PC-XII N321DH but this is now believed to have crashed. Cessna 421C VR-CPR made the first of three visits this month on the 5th, the others were on the 11th and the 21st. An old friend on the 6th was the Bonanza N206WJ which arrived from Germany where it may now be based. Seneca N2188K arrived on the 8th from Brussels and visited YLA. IBIS Investments Citation OO-IBI visited on the 11th but it was overshadowed by the Gulfstream IV XA-CHR which was from and to Le Bourget. Another exotic registration was the Boeing 747 TF-ABZ of Air Atlanta Iceland on the 12th which used callsign "Atlanta420P-420" when it transported a group of Leeds United fans to Nice. Danstrans made two flights from here this month, the first was Skyvan OY-JRK as "Danstrans 457" on the 14th and the second was Citation II OY-BZT which arrived as "Danstrans 999P" on the 15th. N27FP on the 17th was another Citation II which arrived from Antwerp. Bigger metal was a Falcon 900 N5733 on the 20th. Navajo N27495 on the 21st is a UK based specimen which came from Guernsey and departed to Biggin. Falcon 10 F-GBTI on the 22nd is another regular and it was from Toulouse to Luton. Arriving with the Monaco team to play the return leg against Leeds United on the 25th was the Euralair Boeing 737 F-GJDL as "Euralair 107". Another new US registration was the Lear Jet 36A N160GC which arrived from Iraklion on the 27th and was registered in April this year to Global Air Rescue. On the 29th UK based Cessna 335 N2706X was joined by the Gulfstream III N37HE of Hercules Inc which arrived from Wilmington, Delaware in the US. Another long distance traveler was Gulfstream II N510US which arrived from White Plains, New York on the 30th. This is yet another US newbie which was only registered on July 26th to Lancaster Aviation Inc. Not much of note among the UK registrations, Concorde G-BOAA was night stopping on the 2nd whilst Boeing 737 G-BKYP, as "Speedbird 5250", was doing CAT III training on the 25th. The Twin Squirrel G-LENI on the 13th is ex G-ZFDB and was re-registered on August 9th to Mala Services of Sheffield, it used the callsign "Lynton 1". Partenavia G-MOET is not listed in the movements but it is believed to have arrived on the 25th and is still present and doing a lot of instrument training. At Knightair the Cessna 335 G-FITZ is nearing completion, the reg was painted on by the 14th and it has done engine runs. Cessna 337 G-BFGH is also back in residence after spending its summer hols on the continent. Finally there are lots of military movements this month, on the 9th Sea King ZE368 was "SRG 128". Two Gazelles were XZ335 "Army312" on the 12th and XW899 "Army525" on the 13th. We did quite well on the 14th with Chinook's ZD981 and ZA674 as "Hobbit 1" and "Hobbit 2" respectively, the Islander ZG848 was "Army555" but the star of the day was Falcon 20ECM serial 053 of the Norwegian Air Force which was "Mission 1412B" and is ex LN-FOD. On the 15th the Chinook ZA675 was "E2C50" and Bulldog XX555 was "UAJ44". HS 125 ZE396 was "Kitty 24" on the 21st and its stablemate ZE395 was "Ascot 1223" on the 22nd. Finally the Wessex XV733 was "Ascot 1068" on the 28th.



Military Matters

Eric Martin



MILITARY TRAINING AIRCRAFT 1918-1995

In view of my interest in air crew training and training aircraft, I have been gathering information about trainers for over fifty years. In his classic volume, Sturtivant* lists over fifty types, although he includes some operational types which I would not classify as 'trainers' within the usual meaning of the word.

I have tabulated below the main training aircraft used by the Royal Air Force, Fleet Air Arm and Army Air Corps from the founding of the RAF to the present day. Pride of place, perhaps, should go to the Airspeed Oxford with over 8,000 aircraft produced, eclipsing the Anson (7,000+) and the Tiger Moth (almost 5,000). I have deliberately excluded operational types which have equipped Operational Training Units, Operational Conversion Units, Heavy Conversion Units and the like, as these have included almost every type used in military aviation throughout the period under review.

Avro 504
 Avro Anson
 Avro Tutor
 Airspeed Oxford
 BAC Bulldog
 BAC Dominie
 BAC Hawk
 BAC Jet Provost
 BAC Jetstream
 de Havilland Chipmunk
 de Havilland Tiger Moth
 de Havilland Vampire Trainer
 Gloster Meteor Trainer
 Hawker Hart Trainer
 Hawker Hunter Trainer
 Hawker Siddeley Gnat
 Miles Magister
 Miles Master
 North American Harvard
 Shorts Tucano
 Slingsby Firefly
 Vickers Varsity
 Westland Gazelle

*Source: Sturtivant, Ray (1987)

The History of Britain's Military Training Aircraft

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Work on the category III landing system is now well on the way to completion. The centre taxiway greens are now green and yellow and red stop bar lights have been installed. As we close for press large CAT III holding point signs are starting to appear around the airfield. More and more aircraft are making practice CAT II and CAT III approaches, so I hope the system is commissioned before the misty winter nights arrive.

The airport unveiled its own new aircraft on the 9th October. Unfortunately the aircraft in question will never fly and probably never actually go on any part of the airfield airside. Confused? Well the latest resident is a brick statue aeroplane and has been placed on the area of Number 1 car park nearest the terminal building!

Monarch are to operate another A.300 charter on November 8th. The aircraft will once again arrive "early doors" before departing to Reykjavik for the day. Return is expected mid evening. The charter is again on behalf of The Telegraph and Argus/Transun holidays.

Aer Lingus operated their last SAAB 340 service on the 12th June. All four aircraft have been leased to Northwest Airlinck Express Airlines of America.

British Midland The winter timetable shows weekend services as been operated by Fokker 70's and indeed the weekend service has been operated by the same since the beginning of October.

Rumours have been heard around the local enthusiasts that British Midland are to sell the Fokker 100's. This has probably been fuelled by the use of Boeing 737's more frequently on the Leeds to Heathrow service. However "my man" at British Midland strongly denies this rumour and states that they are highly delighted with both the Fokker 70 and the Fokker 100.

City Flyer Express have introduced a Leeds to Dusseldorf service. While this is a welcome move the disadvantage is the service operates via Gatwick. The 0955 Gatwick departure is a through flight to Dusseldorf arriving at 1420. Two return flights operate departing Dusseldorf at 0700 and 1455 arriving back at LBA at 0925 and 1725 respectively. The services commenced on October 30th in line with the introduction of ATR-42.

The introduction of this service has meant the dropping of City Flyers presence on the Leeds to Dublin services. One hopes Aer Lingus will not do their usual trick when the competition disappears on this service. E.G. Drop the mid afternoon service and hike the fares up.

Knightsair have made several changes to their timetable over the past few months. The latest changes appear to enable the airline to operate with only two aircraft. This is apparently in preparation for the arrival of the Jetstreams, the third example been used on a European service. It is also rumoured the airline will keep a single Bandeirante (G-OEAB) for ad-hoc charter work.

AIRPORT NEWS

Birmingham Following my report last month on Birmingham's sell off, Aer Rianta have beaten other rival bidders including National Express.

Humburside Managing Director John Williams is thought to have been suspended from his position according to sources within the airport. Mr Williams has been on "special leave" since mid-July. Sources believe the move follows a power struggle between Williams and the airport executive board, headed by chairman David Spooner.

AIRLINER NEWS

British Airways have applied to the CAA to wet lease a freight Boeing 747. The airline wants to use LX-DCV for approximately 1 month, before leasing N516MC on a more permanent basis. British Airways once had their own Jumbo freighter in the form of G-KILO, however this was sold to Cathay Pacific several years ago.

British Midland have sold DC-9 Sta 15, G-BMAC, in Mexico. The aircraft's last service with B.M.A. was on the 26th July. This only leaves short DC-9, G-BMAI in service with Midland, if indeed it is still in service. I think Midland may also be the last airline to use the short DC-9 in Europe, is that correct?

European Aviation is spending an estimated \$2 million on hush kits for its 20 strong fleet of BAC 1-11's. The aircraft are series 510ED aircraft purchased from B.A. who had already had the aircraft fitted with hush kits in the early 1980's. Despite this the 1-11 is still considered one of the noisest aircraft in the world.

The airline had been negotiating to buy either Boeing 727's or Boeing 737's before deciding to go for further hush kiting. Work will commence in January.

Federal Express have reached an agreement with H.F.C. to operate 11 ex Swissair and K.L.M. Airbus A 110's. All, will of course, be operated in cargo configuration. Fedex is also reported to be interested in purchasing 36 DC-10's from United Airlines.

K.L.M. is understood to be doing a feasibility study on replacing its long haul fleet of Boeing 747's, DC-10's and MD-11's with the Boeing 777.

Laker Airways are set to commence operations to the U.K. 13 years after the demise of the airline. Laker Airways and Sir Freddie Laker were famous for their low cost "Skytrain" service from Gatwick to America with fares starting at £59.

The new airline Laker Airways Inc. is an American company in which Sir Freddie will have a 49% stake. Three years ago Sir Freddie set up Laker Airways (Bahamas) which flies passengers between the U.S.A. and Grand Bahamas on a Boeing 727. Laker Airways inc. will operate DC-10's between Fort Lauderdale and Orlando to Gatwick, Manchester and Glasgow. Sir Freddie has received nearly £6 million in compensation after an out of court settlement from other airlines after unproved allegations that pricing tactics led to the original Laker Airways going out of business.

Sir Freddie has warned in his typical manner "Be assured we will be competitive in every way".

Sabre Airways have applied to the CAA for an operating licence in its own right. Currently Sabre uses Air Foyle licence to cover its fleet.

AIRCRAFT NEWS

The Airbus Industrie A.319 made its maiden flight on the 25th August from Hamburg. The A.319 is a shortened version of the A.320 and seats 124 passengers in typical layout. Launch customers are Air Canada, Swissair, Lufthansa, Air Inter and ILFC.

ILFC will receive the first aircraft, but the first airline proper to operate the type will be Swissair.

OTHER NEWS

Dutch airliner manufacturer Fokker are finding themselves in financial difficulties. The company reported a loss of 651 million dutch guilders for the first half of 1995. The Fokker board is in consultation with its main shareholders (The Dutch government and Daimler-Benz Aerospace).

CREDITS Pete Gibson, Steve Jones, Harry Morrow, Judith Gore, Air Britian News, T.T.G.,

-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*

Deutsche BA seemed to be a little put-out when Lufthansa said they were about to cut fares on domestic routes. The country's main operator unveiled plans to replace Lufthansa Express services with a new and cheaper priced ticket structure. This looks to be just another chapter in a long running contest between the two that started when the lower fares came in with the introduction of the 'Express' product in 1994. Since then the company that has grown in three years to be the country's number two in size and carries a 49% BA stake has suffered as a result of trying to compete with these lower fares, and as such did not meet its target of turning a profit last year. Deutsche BA Luftfahrtgesellschaft (a good word for scrabble) rose in 1978 as Delta Air Region Alflugverkehr to its current shape in March 1993 when 3 German Banks took 51% of the shares with BA taking the rest. Its main bases are Berlin Tegel and Munich with the fleet in early 1995 comprising of seven 737/300s, five F100s and nine SAABs. From Lufthansa's standpoint it says it is just replacing the Express service and standardising domestic services but its rival sees this as a way to drop fares on 5 routes which they both compete on directly. There is however a twist in the tail with the complainant actually reporting a 61% increase in passenger volume on the aforementioned routes from a market which has only grown 19% in the 12 months up to August!!

Le Touquet Airport has perhaps been sampled by the odd reader on passing to the former playground of the rich Parisians and London's 'finest'. You can still catch glimpses of grand hotels and elegant houses in leafy-laned suburbs and wonder just what spectacles this little airport has seen pass through its doors on their way to the fine sands of the Opal Coast. I called to see the field out of curiosity at the end of September and despite the small signposted directions did not find it too easily. Heading south on the coast road from Boulogne you pass through Etaples, turn right to Le Touquet and Berck Plage, on crossing the River Canche the end of the runway is seen to the right, heading away from you. To actually get to the old terminal building requires quite a bit of wandering down the aforementioned forested suburbs with the airport completely out of sight. There was not a lot going on either with Rhumblin ? Aviation's - PA31 Turbo Navajo=G-OHOP, alongside half a dozen local 'lights'. The door to the terminal was open but there was little point entering as the '60s style interior was devoid of any information, check-in desks or evidence of life whatsoever, (apart from a notice of Love Air's services to 'London! Biggin Hill) in fact it made you wonder if it was in the Bermuda triangle!! Reasonable views of parked aircraft can be found at the west end of the building where the flying club is also situated.

Singapore and Malaysia are areas that have spent real money on modern fleets of passenger airliners in the past few years and yet, the orders for seats still flow. Singapore Airlines are now reported to be looking beyond a possible 777/200 order and to the stretched -300 series version, though generally observers guess at a flexible mix in an order for around 17 aircraft

that may have been submitted as you read this. The machine to be replaced is SIAs Airbus A310s and the European built A330/340s may still be in with a chance.

Malaysia Airlines have requirements for 25 new aircraft to arrive in Kuala Lumpur before the close of the century and their pencilled-in notepad also includes the Boeing 777, the Airbus A340, plus the MD11. said to be more certain will be the arrival of further 747/400s, possibly ten (making a total of 23 including the two 'combi's'). The eight A330s already with the fleet will be joined by two more before Christmas, plus a further pair leased from ILF next summer.

In Brief Nigerian Airways have had the whole management team sacked in a bid to shake up the concern that has seen most of its fleet lost (3- A310s and 4- 737s are currently unserviceable), the Federal CAA plus the Nigerian Airports Authority have also sacked executives and senior managers Dassault has flown its first Falcon 900EX long range biz-jet from Luton to Las Vegas covering an air distance of 8,700km with a payload equivalent to just over '8 + 3' on board, cruising at Mach 0.75 and 43,000 ft. Air Inter of France are to be known as Air Inter Europe from January 1st and will have flights to new European destinations, with more added from Air France in 1997. The 'new' fleet is expected to comprise around 120 aircraft Swissair have had their first revenue-service trials of a satellite telephone system which are due for its single aisle fleet next year Atlanta based ValuJet are said to still be leaning towards an order of 25 Airbus A319s, but are tempted by the MD-95, with MD 87s as an interim solution Luxair have ordered two more 737/500s and are looking at the Fokker 70 and BAE RJ70 to replace its Fokker 50s Ethiopian Airlines have signed up for five Fokker 50s which will replace its ATR 42s and some DHC6s, the versions are high performance models and will have to deal with short and un-surfaced runways Air Zimbabwe commenced their third route to South Africa on July 5 with a Boeing 767 flight from Harare to Cape Town Frontier Airlines of Denver USA are to add two 737/300s to their five leased /200 series jets All Nippon have received the first of 28- Boeing 777 aircraft Sabena are looking to take a majority 51% share in the new airline for Zaire Lineas Aereas Privadas Argentinas has added a Boeing 757 to its fleet of six 737s and pair of SAAB 340s Polish airline LOT expect to complete their privatisation programme by the end of 1996 AND FINALLY >> did you know that duty free shopping all began in a small kiosk in Shannon Airport, Ireland!. I gleaned this piece of news from edition 3 of a 'flight'- mag of the underwater variety? (Le Shuttle), where the operators of Eurotunnels duty-free shops- Aer Rianta International look back to THE first shop in 1947!

Credits: Flight International, The Aviation Society.

Sir Alan Cobham was born on May 6th., 1894, and before the First World War, after leaving grammar school, he became a farm hand, and later worked in a warehouse. In 1914 he joined the army. But his connection with aviation began in 1917 when he transferred to the Royal Flying Corps. After demobilisation his love of flying resulted in the founding of a business concerned with pleasure flights. Aerial photography was another activity.

On July 13th., 1923 he competed in the second King's Cup Air Race in which there were seventeen entrants. British planes of various types took part over the 794 mile course; and there was a handicap system in force. His aeroplane was a D.H.9 named "Eileen," but he didn't win. That honour went to Captain Frank Courtney who was flying a Siskin II fighter-trainer.

Two years later, on May 29th, Cobham flew from England to Zurich and back in a day: quite a feat for a de Havilland D.H.60 Moth in 1925.

It was to Africa that he next turned his attention, realising the potential for civil air services to and over that continent. So with flight engineer A.B. Elliott and photographer B.W.G. Emmott, Alan took off from Croydon for an aerial survey on November 16th., 1925. The plane was a D.H.50 which had been fitted with additional fuel tanks.

Victoria Falls were visited on January 24th., 1926, and as the aircraft flew over them, Emmott took a photograph. Cape Town was reached on February 17th; then on March 13th he touched down at Croydon where crowds waited to welcome him home. By now he was famous. He was commanded to deliver a letter from South Africa's Governor-General to King George V at Buckingham Palace: a rare honour and responsibility.

But he didn't stay long in England. On June 30th., 1926, with the same flight engineer, he set off from Kent to test a possible route to Australia in a de Havilland D.H.50J that had been converted into a seaplane. But tragedy struck over Iraq while the plane was flying at a low altitude because of a sandstorm. A Bedouin tribesman shot at the aircraft, hitting the flight engineer who died later in hospital.

The journey continued with a replacement for Elliott, and the arrival date at Darwin, Australia was August 5th. Other towns were visited (the floats having been temporarily removed) before the return flight to England began. Again a seaplane, the D.H.50J splashed down on the River Thames near the Houses of Parliament on October 1st., 1926.

Other long distance flights followed, but to detail them all would take too much space.

Alan Cobham also organised air displays. At least one was held at Yeadon because, when I was a child in the 1930s, I was taken there to see a display. It was thrilling by the standards of the time; and when a man stood on a wing while the plane was flying, my excitement was uncontainable.

I remember the journey from Bradford. It was before the former Chester Street bus station opened. There was a long queue in Little Horton Lane, and West Yorkshire single deckers were loading one after the other. The destination indicator of ours showed, "Yeadon (Duplicate Car)," and the adult return fare was 1/-d (5p). The Yeadon terminus was at the White Swan, so we had to walk from there.

But time flies faster than you realise. Recently I was talking to a friend's twenty-year-old son who is interested in aviation, when I mentioned Sir Alan Cobham. "Who?" he asked. "Alan...oh! never mind," I said. "He died in 1973. That was before you were born."

<p style="text-align: center;">Air Yorkshire Aviation Society Annual General Meeting</p>
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Sunday, 5th November, 1995

AGENDA

1. Welcome
2. Apologies for absence
John Dale
3. Reading of the minutes of the A.G.M., 1994
4. Approval and signing
5. Matters arising
6. Chairman's Address
7. Secretary's Report
8. Treasurer's Report and presentation of financial statement
9. Adoption of financial statement
- 10 Membership fees 1996
Proposed by Committee: " that the fees for membership for 1996 be retained at the 1995 levels".
11. Magazine report
- 12 P.R.O's report
- 13 Visits Report
- 14 ELECTION OF OFFICERS AND COMMITTEE
 - a. Officers:
Chair, Secretary, Treasurer, P.R.O., Visits, Editorial
 - b. Committee
(Committee 1995)
P. Windsor, D. Stenning, J. Dale, N. Barrett, P. LeFroy, S. Muscroft,
A. Johnson, D. Thornton, D. Bates.
15. Any other business (please give to Chair before the meeting starts, if possible)

AIR YORKSHIRE AVIATION SOCIETY
INCOME & EXPENDITURE - Year to 4th November 1995

INCOME	Note	1995 £	1994 £
Subscriptions	1	3445.00	3430.00
Donations		0.00	10.00
Trips	2	1471.50	2281.50
Raffles		160.80	230.00
Magazine Sales		108.00	93.00
Sundry income		24.30	36.00
Merchandise		576.00	
		<u>5785.60</u>	<u>6080.50</u>
EXPENDITURE			
Yorkshire Aero Club Subs.		1480.00	1440.00
Magazine	3	1675.56	1485.40
Postage	3	300.21	301.72
Stationery		33.81	224.02
Speakers fees		49.72	89.89
Trips	2	1461.50	1982.50
Merchandise		516.49	
Expenses		53.04	154.65
Raffle prizes		0.00	46.00
Xmas Party/Anniversary dinner		179.60	49.91
Bank Charges		19.90	10.00
Miscellaneous Costs	4	269.99	171.73
Bad debt		0.00	10.00
		<u>6039.82</u>	<u>5965.82</u>
BALANCE BROUGHT FORWARD		1179.05	1064.37
NET SURPLUS FOR YEAR		<u>-254.22</u>	<u>114.68</u>
BALANCE CARRIED FORWARD		<u>924.83</u>	<u>1179.05</u>
CLOSING BANK BALANCE		1068.02	1292.28
PETTY CASH		6.81	10.00
UNPRESENTED CHQ/PROVISION		<u>-150.00</u>	<u>-123.23</u>
		<u>924.83</u>	<u>1179.05</u>

Christine Thornton, F.C.M.A.
November 1995

Notes:

1	Membership:	1995		1994	
		Members	Fees £	Members	Fees £
	Full	192	1920.00	190	1900.00
	Y.A.C.	148	1480.00	144	1440.00
	Family	34	34.00	41	41.00
	Airmail				
	Part year	2	11.00	7	39.00
	Complimentary	8	0.00	5	0.00
		<u>236</u>	<u>3445.00</u>	<u>243</u>	<u>3420.00</u>

2	Trips:	1995			1994	
		Receipts	Coach	Other costs	Profit/loss £	
	Heathrow	295.00	285.00		10.00	
	DC3	1176.00		1176.00	0.00	
					0.00	
					0.00	
					0.00	
		<u>1471.00</u>	<u>285.00</u>	<u>1176.00</u>	<u>10.00</u>	<u>299.00</u>
	Trip organisers expenses				24.04	81.00
	Net profit/loss on trips				<u>-14.04</u>	<u>218.00</u>

3	Magazine:	1995	1994
		£	£
	Printing	1675.56	1485.40
	Typing/ribbons	0.00	9.44
	Envelopes/labels	24.44	155.72
	Postage	300.21	296.83
		<u>2000.21</u>	<u>1947.39</u>

4 Miscellaneous costs include: Purchase of video player - £200



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

**RECORD BREAKING MONTH AT LEEDS BRADFORD
INTERNATIONAL AIRPORT**

Leeds Bradford International Airport today announced September as a record breaking month. Passenger figures reached 100,920, a 16.5% increase on September 1994.

Following the recent multi million pound expansion programme at the Airport more Airlines and Tour Operators have invested in the Airport. Leeds United used the Airport in September for both players and supporters chartering a Boeing 747 aircraft.

Airport Managing, Director Bill Savage commented, "It is very encouraging to see the support from operators to increase their programmes and the commitment from local people to use Yorkshire's "Own" Airport."

Airport Chairman, Cllr Brian Lynch added, "We are delighted that passengers can now enjoy the greatly enhanced facilities at Leeds Bradford International Airport. For next Summer we have recently announced a further increase in holiday choices. Prices are competitive and destinations increased. Leeds Bradford International Airport really is No. 1 for local departures."

ENDS

For further information contact: Barbara Sadler
Marketing Executive
Leeds Bradford International Airport

10th September 1995

1 PRESS RELEASE



**25
LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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**GB AIRWAYS TAKE ADVANTAGE OF ADVANCED LANDING SYSTEM AT
LEEDS BRADFORD INTERNATIONAL AIRPORT**

A GB Airways Boeing 737-400 series made 2 landings at Leeds Bradford International Airport on Friday 13th October 1995, using the recently installed Category III Instrument landing System. The Airline's Chief Pilot, Captain Fred Rivett and First Officer, Captain Andy Packer, flew the 150 seater aircraft into Leeds Bradford International at 1600 hrs for a private charter.

The installation of the Category III ILS is a vital part of the multi million pound expansion programme undertaken at Leeds Bradford International Airport over the past 18 months and enables suitably equipped aircraft to land in low visibility. In turn, this attracts bigger and more advanced aircraft to use Leeds Bradford International Airport.

Captain Rivett complimented the airport management upon the performance of the advanced ILS system. He said 'We carried out two approach and landings on Friday evening with our modern generation 400 series Boeing 737, both of which were fully automatic. The operation went smoothly and entirely as planned. GB Airways congratulates Leeds Bradford International Airport upon achieving this major step in airport development'.

Airport Managing Director, Bill Savage, commented 'We are pleased with the success of the CAT III landings at Leeds Bradford International Airport. This can only add to the further growth of Yorkshire's Own Airport and its services.'

E N D S

For further information contact: Barbara Sadler
Leeds Bradford International Airport

17th October 1995

Note to News Editors:

GB Airways is a British Airways franchise carrier operating scheduled services under the British Airways brand to the Western Mediterranean and North Africa. The Boeing 737 is in British Airways livery and carries the GB Airways insignia on the nose.

17 OCT 1995 11:11 AM
LEEDS BRADFORD INTERNATIONAL AIRPORT

A Yorkshire Travelogue

by Terry Sykes

The combination of summer holidays and beautiful weather seemed to be a perfect recipe for checking out some of our local airfields, so loaded up with notebooks, cameras, binoculars and food Dave Valentine, Geoff Ward and myself set off on the morning of August 9th heading north east.

First stop was Bagby near Thirsk and the first task was to ask permission to look around, this was obtained by calling in at the clubhouse/bar and we set off around the hangars. Not all the hangars were open but in the first one we found six aircraft which included the Clutton FRED srs 2 G-BSSJ, Evans VP-1 G-BIFO and the Super Cub G-NNAC. The main club hangar was across the runway and it contained about ten aircraft with highlights being the Carlson Sparrow G-BSUX, Stearman G-BSDS/118, Auster A61 Terrier G-ASMZ painted as VF516 and Luton LA4A Minor G-ATCJ. Two small individual hangars next to this were closed but through cracks in the door of one we saw Tailwind G-BDAP in the gloom. Parked forlornly near these hangars was a Jodel DR1051 covered by a tarpaulin and showing damage around the nose area with a shattered propellor, this turned out to be G-10S1 which had an accident here on July 9th. Parked out on the grass area alongside the runway were numerous aircraft including Cessna's G-ASSF(182G), G-AVMD(150G), G-BCHK(F172H), Tomahawk G-BGWN, Slingby 767B G-BLLP, Twin Comanche G-AZAB, Airedale G-ASWB, Cougar G-BGNV and Horizon G-AVRS. Entry to the maintenance hangar was not permitted but from a safe distance we identified several aircraft, Cessna 310 G-OBNF was being worked on after its recent wheels up landing and another Cessna 310 was G-BHER. Chipmunk 1377 in full Portuguese Air Force colours was pushed out and this is G-BARS from Wombledon. A final peek through the cracks in the door of an individual hangar near the runway threshold revealed the presence of Rans S.7 G-BVNY in residence. Altogether we logged some 35 aircraft.

Leaving Bagby we carried on north to Felixkirk, this is the home of Hornet Microlights and is reported to be very anti spotters. Nevertheless we rolled up to the office and inquired from the lady in charge if it would be possible to take some photo's - the answer was an emphatic "NO". Since there was no point in arguing we got back in the car and departed, having logged the three aircraft that were visible G-MYXG, G-MYUZ and G-BVZO all Rans S.6's.

Heading east we arrived at the home of the Yorkshire Gliding Club at Sutton Bank. The hangars were almost empty since it was good gliding weather so we walked around the club house and down to the launch area. Tied down and with the cockpit covered was a Rallye Commodore G-AVTV fitted with a towing hook and a four bladed propellor, it was presumably left over from the previous weeks gliding championships. Resident Pawnee tuqs G-BETH and G-BFRY were busy as was the Super Cub tuq G-BJIV and the launch area was alive with about 20 gliders operating plus loads more locked up in their coffins. Before we left we logged 28 powered and unpowered aircraft and took some really picturesque photo's.

Next stop was Wombledon where there are in the region of 25 aircraft based, however the hangar (which is about half-a-mile away from the offices) was locked and the gentleman in charge said he could not open it for us as he did not have the key. Parked outside the offices was G-MYVP a Rans S.6 and Rallye 100ST G-BCUL which was visiting from its base at Harewood.

Heading off south we made our last stop of the day at Full Sutton, after touring the industrial estate three times trying to find a way in!! Parked outside were Cessna F150's G-BBKA and G-WYMP both in use with the local flying club whilst in the hangar were a further ten aircraft. Interesting among these were a number of microlights which included Renegade Spirits G-MW00 and G-MVZP, Maverick G-MYUJ a Gemini Flash G-MVXC and a Raven X G-MTRW. Two Cherokee Arrows were G-BIDI, G-BMNL and the Cessna 337 N772H is still there along with Cessna 172RG Cutlass G-BILU. This completed our first tour of Yorkshire airfields and we had logged the grand total of 80 aircraft in the day.

A week later on August 16th we decided to head south east and set off for a days spotting in South Yorkshire. The first port of call was Sandtoft which is the home of Cooper Aerial Surveys and various smaller groups. After requesting the customary permission at the clubhouse we started our tour of the airfield. Entry to the Coopers hangar was forbidden so from the door we managed to log some of the occupants including Aztec G-AXAX, Fairey Gannet G-AMYP/XL502 and an all white Cessna 404 survey conversion being worked on. Parked around the hangar were all kinds of aircraft, Cessna U206F G-STAT was awaiting delivery back to Hibbaldstow

after work by Coopers, Cessna 172 G-BOMS and and TB-20 G-BPAS were believed to be visitors. Two residents were the Jet Provosts XM461/G-BVEG and XM370/G-BVSP with Robinson R-22 G-OBIL, Sundowner G-GUCK, Tomahawk G-BTGC, Cherokee G-BSER, Cessna 152 G-BRWC (without registration) and microlights G-MWHI Gemini Flash 2A and G-MVUO a Chevron 2-32 also parked nearby. A badly damaged Mainair Mercury G-MYPV was being loaded onto a trailer for return to the factory and rebuild. At the far end of the airfield were a number of aircraft outside a locked hangar including ICA IS-28 G-BHOM, Cessna 175A G-ARCV and Cessna 172I N35685. Altogether we noted 24 registrations before hitting the road again.

Leaving Sandtoft we set course south for Sturgate which is which is the base of Eastern Air Executive and the Lincoln Aero Club. Permission to look around was given and we started by loquing a number of twins parked outside including Aztec G-JTCA, Cessna 337 G-BMJR, Cessna 421C G-JDTI, Chieftain G-NEWR, Cessna 414 G-DYNE and then the contents of the maintenance hangar which included the DHCl Chipmunk G-BBWN painted as WZ876. Various Cessna 150's were scattered around and the club were flying the Cessna A152 G-BHJB. The private hangar was locked up but we were pleasantly surprised when someone turned up with the key and allowed us inside. Here we found some really interesting aircraft, Quicke Q2 G-BSPA, Quicke TRI-G G-BUBC, Avid Speedwing G-BUIR, Brueker Colibri G-BNDT and some sparcans including Muskeeteer G-AYYU, Robin DR400/180 G-BAJY, Warrior G-BIUW plus Auster 5 G-BICD and Beagle Pup G-AWVC. Altogether 35 registrations were loqged before we headed off west in the direction of Gamston.

Gamston lies at the side of the A1 south west of Retford and is mainly known as a maintenance base, there is one long narrow hangar which houses the aircraft on maintenance and which is immaculately kept and ideal for seeing everything. The usual permission was sought from the watch office in the terminal building which was granted with the usual stipulation that nothing should be touched. A number of foreign registered aircraft were present in the hangar and all are believed to be based, Aerostar 601 N6ZR, King Air E90 N816RL, Baron N773DC and Rockwell 112 N4698W. Also back in residence was the Harvard G-TSIX which is now back from its short stay at Brighton. Irish Cessna 421A EI-TCK was tucked well into the front corner of the hangar and is thought to be another resident. The remainder of the occupants were a selection of various types, Citabria G-BIZW, Bonanza G-POPA, Twin Comanche G-BAWN, King Air 200 G-FOOD, Seneca G-ROLA, Baron G-MOSS, Cheetah G-BFIJ, another Aerostar G-PAMS, Cessna 195A G-BSPK and the fuselage pod of Vampire XE921 presumably for restoration. Outside the hangar undergoing engine checks was the Cooper Aerial Surveys Aero Commander 685 G-OMAP. A total of 32 registrations was loqged before we set off westward for our next destination.

Netherthorpe is the home of the Sheffield Aero Club and Dukeries Aviation, it has four small hangars all of which are packed with aircraft. We loqged no less than 49 aircraft here and some highlights were, Steen Skybolt G-BRIS, Auster G-APTU and Chipmunk G-JAKE all outside the Dukeries hangar. Parked among the aircraft on the grass were Wilga G-BTNS, Cessna 150's G-BMEX, G-AYKL and G-AVUG, the Sidewinder G-BRVH, Evans VP-2 G-BPBB and Mooney M20F G-BDTV. In the hangars we found Auster Kingsland G-AJIT and Auster J/1 G-AJIU, SZEP HFC-125 G-BCPX, Jodel D.112's G-AZHU, G-AZHC, G-BFXR and G-AXXW, D62B Condor G-BUOP, Denney Kitfox G-BVEZ, Colibri G-KARA (newly registered ex G-BMUI), Clutton FRED G-BDBF, Bonsall Mustang replica G-BDWM (painted as FB226) and the astonishingly painted Pitts S-1S G-REAP. The only two microlights present were Team Minimax G-MYI2 and Rans S-6 G-MYOT. In the newest hangar was the long time resident Comanche N7348P looking airworthy once again. This was to have been our last stop but since it was still only mid-afternoon we decided to find somewhere else on the way home.

About seven miles north of Netherthorpe is the South Yorkshire Aircraft Museum at Firbeck. We finally found the museum and although the buildings and hangars were closed we could walk around the outdoor exhibits. These were mainly not in very good condition, the most complete one being Jet Provost XP577. Rallye G-BFTZ sits on its tail with the nosewheel missing, Cessna 172K is dismantled against a hedge alongside Jet Provost XM350 also dismantled. Lightning F.6 XS897 stands on its wheels but in three parts, Scout XP190 carries a sign which says that it is under restoration, Team Provost T.1 WWJ88 stands on its wheels but the wings are not firmly attached. A Hunter F51 carries the serial K-424 of the Danish Air Force and Vampire T.11 XE935 carries no markings at all. Dismantled and parked up against the hangar wall is the Meteor T.7 WA662 and there were various other unidentified bits of aircraft around. After this we set off home with a total of 151 aircraft loqged for the day. The weather had been brilliant for both of the trips and the photographic collection had been enhanced with some really unusual aircraft at different locations. Thanks go to Dave and Geoff for the rides plus all the airfield operators who gave us permission to pursue our hobby without a lot of restrictions.

SABENA 702/701 SCHEDULE

Needing to spend a day near Brussels presented the usual conflict of how best to do the round trip in a day, or whether an overnight stay with more routing options would be more exacting on the body if not the pocket.

Obviously Manchester has similar morning departures to LBA with later return options with lower costs, but when balancing restrictions and the trek both ways over the top, a doubtful option in my opinion. The main reservation about using the Brasilia was the doubtful early morning departure time, as the "Listeners" will be well aware the evening arrival is often late, and the crew being the same put back the morning departure by the same period, plus a bit extra! (Not so long ago poor Eric at Servisair had quite a ding-dong going with an inbound crew who were 1 hour late, and were stipulating a 2 hour delay for the morning.)

At the end of the day I decided to risk using Sabena but was not going to be happy if they fouled up my tight schedule, at least the ticket was fully refundable, and at £404 return, so it should be.

I could not avoid switching on the scanner on the evening prior to establish the inbound timing, touch down was 18 minutes late, so being informed of a 25 minute delay on checking in was about that anticipated. On asking why the departure was later than the arrival by 7 minutes the reason was a new slot was required, there was not much point in pursuing this subject with Servisair, so on to the security check. The cases were all going through the x-ray at a great rate of knots, the passage of my brief case with scanner, razor, calculator was no exception, however a very comprehensive body search was only completed after demonstrating ignition of my lighter, one cannot help wondering whether the thoroughness of the search is always in the strict interests of security.

So off to watch all the other departures from the enlarged International Departure lounge, followed by a short coach trip to stand 9. At 0724 we were informed that start up was approved and flying time would be 1 hour 10 mins, so off through Tango/Papa to line up on 32 @ 0731, and off in 22 seconds with some 5/6 empty seats for FL 190.

The in-flight magazine was tatty to say the least, breakfast came round in about 20 minutes to take ones mind off the fairly high noise level. This could only be described as questionable, the warm dish had a couple of minute mushrooms, a piece of tomato, but what the rest was I had no idea, attempting to find out the stewardess could only smile and say it came from Leeds.

Anyway @ 0830 we started decent, the captain went through the normal courtesies to the passengers, apologised for the delay which was due to ATC! On questioning whether it was fair to blame ATC for the delay our stewardess lost her smile when told the time she landed last night, and said she did not think there were any delays last night, meaning out of Brussels. I suggested she informed her leader that they needed to get their act together as reasons for late departures should be valid.

Down @ 0844 so the 1 hour 10 mins was very close, and on to park out in the sticks with a couple of 146, and three other Brasilias followed by a quick bus trip to the terminal, and after passport scrutiny which I thought had ceased, off with a representative from the company I was visiting.

The day went very quickly, with a 1 hour motorway trip to and from Maldegam, on the route back there was a horrendous jam with road works a few miles from the airport, it began to look as if the refundable ticket might be needed, however the terminal was reached @ 1740, but as I had already checked in for the return in Leeds in the morning, time enough for a long hike and a few tranquil moments in the lower B complex bus stop for a theoretical 1820 departure.

At 1800 we boarded the bus, and after a stationary 15 mins moved out to the sticks again to the odds and sods area to alongside OO-DKT (white wash scheme) from which passengers were disembarking, apparently having been directed to the wrong plane as they all got onto the adjacent one.

Start came @ 1835(UK time) and a move on the taxiway to be behind a 737/F28/EM2/Dash8/737, the log jam increased with other planes cutting into the queue from another taxiway. However we cut out to another runway entrance, so after 25 ins hold we were on our way leaving a queue of 8 pending departures @ 1850.

The return trip appeared to generate a higher noise level in the cabin, certainly it was difficult to converse after the meal came round as the ringing of vibrating cutlery on the mini tables added to the decibel level. Regarding the meal, the comment would be minus average, but being hungry I guess it was appreciated.

Landing came @ 2010, so not too late, clearly the crew had done their best to coax the best speed they could which probably accounted for the noise level. Overall conclusion was that given the same circumstances I would give the flight another chance, but a box of two Belgium chocolates is not a major perk to offset the full cost, fairly cramped / noisy cabin, but most important a questionable time of departure. Clearly the evening congestion observed at Brussels looks to be responsible for late inbound with a morning knock on, but I would place an evens bet that 702 has the least enviable morning schedule departure time out of LBA.

David R. Tennant.



PLANELY PALMA

'Three aircraft on the apron in British Airways Scheme ... Must be a few years since that happened at LBA' I thought as my brother David and I surveyed the apron after checking in for our Spanair MD83 flight to Palma. The aircraft in question were Cityflyer Express SD360; BA Express ATP and Concorde G-BOAB which was night stopping prior to doing charter flights the following day Sunday 9 July 1995.

Having completed the usual security checks we passed through into the Duty Free Shops and recently opened Yorkshire Theme Pub. This was doing brisk business as our aircraft was delayed (as usual) 1 1/2 hours, as it could not get a slot back to Palma.

EC-FTU was to be our 'mount', eventually departing off R.14 the crystal clear air meant superb views could be had. We had no problem picking out Manchester Int. Airport and watching the procession of strobing lights approaching R.06.

After Manchester, we routed west of Birmingham, crossed the coast at Exeter, Nantes, Toulouse, Barcelona, before landing at Palma some 2 hrs 20 mins after leaving LBA.

Palma in summer was heaving, despite being 3am, there were people and coaches everywhere, but we were soon whisked away to Alcudia where we spent the next week.

There was not much time, or inclination to view aircraft on our arrival - but departure was scheduled to be at a more civil hour of 7 pm. The coach dropped us off at 4.30 pm and we headed for check in desks 18 and 19. We joined the queue for number 18 which was still showing the previous Spanair flight to Stavanger. Out of nowhere 50 Norwegians appeared and headed to the front of our queue - they were late for the Stavanger flight. 'This is good' I thought, 'we will be here ages now'. A First Choice holiday rep appeared and began to organise things. Passengers for the LBA flight would use check in desk 19 and passengers would 'filter in' from both queues.

That out of the way meant we could proceed through security to where the best views of the aircraft were. In the next few hours (flight delayed 2 1/2 hours this time) the following were seen:-

D-AMUN	B767	LTU Sud	PH-TSV	B737	Transair
D-ABVH	B767	Condor	D-ABWA	B733	Condor
D-ABNB	B757	"	EI-CKS	B737	Ryan Air
D-AMUX	B757	LTU Sud	G-SBEA	B737	Sabre
EC-EFX	B757	LTE	D-ALLT	MD83	Oasis
EC-897	B757	Air Europe	EC-898	MD83	Continental
SE-DHU	DC10	Premier	EC-CGP	DC9	Aviaco
D-AHLW	A310	Hapag LLOYD	G-BPNT	146	Palmair
OY-CNI	A320	Premier	PH-PBX	F28	Dutch Royal Flight
F-GLGN	A320	Air Charter	13 + 02	VFW614	G.A.F.
EI-TLE	A320	Translift	HB-VKJ	125	
D-AHLN	B735	Hapag Lloyd	+ usual British Charter		
LX-LGO	B735	Luxair			
OY-MAR	B735	Maersk			

This time EC-FZC MD83 brought us home, with an uneventful flight the landing on 32 was a bit hairy as we needed the full length of the runway to stop.

Paul Mitchell

When the numbers for 'Shuttleworth' dwindled to 5 and the trip had to be cancelled I decided to go by car with a few friends.

The first part of call was 'Little Staughton' north west of St Neots where the following were logged.

AXGG BTHR ARMO BBBY LNYS AXHA NYTE AVGU BFMX DONI BMIV GOZO

DOVES - VP955 AND XA880 Plus 1 DOVE IN THE HANGER.

WRECKS - ARSB/BBVG/N509ZP NBORF

Chipmonk and Tomahawk UNREADABLE.

Onto Old Warden

ANOH AYEN AWUU BANC BLPE P6382 AZGA AVLF WWDB ATJA EBIR AAIN
BTFL N6181 USN897 K5414 AFCL EBWD ABAG W9385 ABXL AC55 ACAA
AAPZ H5799 D8096 N2308 K4235 K1786 K3215 AR501 AEBB EAGA EBLV
ABVE T6818 EBHX ADGP BDFS STOX BUAB Plus various others without
registration numbers.

Standalone Farm at Meppershall was next on the list where the following was sighted,

OTRG BTBW BUKF BNNA FAIR ARYK BRKD MRCI ASYP BPWW AND 28397

At this point we met up with some other 'spotters' who had just arrived from Woburn Abbey informing us of a Tiger Moth Fly in, so off we went heading towards Woburn which was well worth the time, effort and £5.00 per car entrance as we pick up all of these,

ATDI D-FORM R122(54-3823) CDRU AKIN AZCB BAKN AEEG 671-RCAF
WG348 WG350 BDDD AMTV N48DH AMHK AHIZ ADES AGPK ANCS ANEM T7909
DE47- BAFG ANEN AIXJ AOEI F-BGCS AIDS APAM ANSM AIRK DE-970
ADIA ACDJ ANRN T7404 AJHK AVPJ ASPV PH-TYG T7230 BEWN N6797
T7842 ANFM BBMZ BPAJ AKXS T5424 ANLD ADXT DE-992 AGZZ ALPU
N6847 ADLY AOGV AOIR ACEJ AOJH AESE AELO ADNE AAZP ACOJ ABL5
AAMZ AAWO AADR AAMY ATBL AEML and Special Visitor JY-RJU (DOVE)

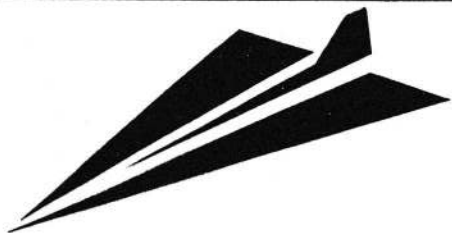
Returning home via Luton for the next lot,

MANB BKUY OMGG BVTZ N980TT N555KC N2882 N235KK BWEX SBEA BDLR
F-GHXK N9026 AZMF BTNT VR-CBQ BBSU BVJP MANM N6513X AG-ESH
N920SJ UR78755 OO-DHS OY-JRO JONI BRHO VMDE.

And East Midlands for X5-640 ES603 GRIF BRGT FILE N80IUP N868UP

All in all a good day out for a trip that was cancelled.

John Jackson



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