



Oops - a - Daisy!

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NOVEMBER 96

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CHAIRMAN'S CHAT

Following a Committee Meeting on the 15th October, it was agreed that a small increase in the subscription fee be recommended to the A.G.M. For those unable to attend the A.G.M. the reason for the increase is in the present cost of magazine production. The cost of printing the magazine, postage and stationery amounts to approx. £1.04. In addition, members receive two free timetables per year. If purchased independently the total cost would be £21. Therefore the new proposed subscription rate of £12.50 is, we feel, still very good value for money.

Changes may also be taking place at the Aero Club, but at the time of writing I am unable to give any further details. However, by the time of the A.G.M. it is hoped to have some proposal to put to the meeting.

October's meeting was one of the most enjoyable meetings I can remember. The subject was U.F.O.s and was arranged at very short notice. My thanks go to member Geoff Ward who put us in touch with Graham Birdsall and his colleagues who did a splendid job. As requested by many members after the meeting, we hope to have another look at this fascinating subject early in 1997.

Will members who are still confused over meeting start times please note that **all meetings commence at 14.30.**

Finally, just a reminder about December's meeting on the 1st. It is the Christmas Function. Please try to enter the competitions. Photographic entries (details last month) should be handed into the Secretary at the November meeting or posted to him in the following few days. Models for the modelling competition are to be handed in on the day. Please also bring donations of food for the buffet and prizes for the raffle.

Please note the following:

The views expressed in items published in this magazine are the views of the contributor and are not, therefore,necessarily the official views or policy of the society.

The society can in no way be responsible for any loss, damage or injury sustained by members whilst attending any meeting or other function organised by anyone authorised to do so on behalf of the Committee. Also, members on private outings using their own vehicles on a cost sharing basis are advised to check that such an arrangement does not invalidate their vehicle insurance.

MEETINGS. (starting at 14.30)
December 1st. Grand Christmas Function

Leeds/Bradford Movements

September 1996

01 Sunday

G-DAJB Boeing 757	0412	LZ-MIS TU 154	0726
TF-ABM Tri-star	0832	EI-PFK Fokker 50	0904
G-BVTE Fokker 70	0915	G-RRJE Airbus 320	0938
G-UKTD Fokker 50	1000	G-BVTF Fokker 70	1013
G-UKTA Fokker 50	1043	G-BILR Cessna 152	1129
G-BCTA Warrior	1148	G-BVTE Fokker 70	1226
G-BGAE Cessna 152	1309	G-BUEA ATR-42	1328
OO-DTF Brasilia	1449	G-JEAD Friendship	1501
G-UKTD Fokker 50	1510	G-MAJA Jetstream 41	1515
G-BSER Cherokee 160B	1541	G-BSBW JetRanger	1542
G-BGWN Tomahawk	1608	G-MANL BAe ATP	1642
N709EL Beechjet 400	1646 1714	EI-CJE Boeing 737	1658
G-MOAC F33A Bonanza	1739	G-WYPA BO 105DBS/4	1742
G-JEAD Friendship	1818	G-BVJC Fokker 100	1824
G-BSER Cherokee 160B	1827	TF-ABM Tri-star	1848 2007
EI-FKE Fokker 50	1926	OO-DTG Brasilia	1951
G-UKTD Fokker 50	2004	G-BUEA ATR-42	2011
G-MAJA Jetstream 41	2041	G-MANL BAe ATP	2125
G-JEAD Friendship	2127	G-BVJC Fokker 100	2129
EI-CJE Boeing 737	2154	G-BYAK Boeing 757	2346

02 Monday

G-RRJE Airbus 320	0124	EI-CJD Boeing 757	0832
EI-FKE Fokker 50	0902	G-BVJC Fokker 100	0925
G-RMCT Short 360	0927	G-BVED ATR-42	0935
G-MAJA Jetstream 41	0941	G-JEAD Friendship	0951
G-UKTD Fokker 50	1002	OO-DTF Brasilia	1122
G-MANL BAe ATP	1127	N190RM King Air E90	1140
G-BVJC Fokker 100	1226	G-MAJA Jetstream 41	1418
OO-DTI Brasilia	1438	G-JEAD Friendship	1502
G-UKTD Fokker 50	1512	G-BVJC Fokker 100	1515
G-MACK Arrow II	1544	N321DH Pilatus PC XII	1615 1655
G-BYAC Boeing 757	1624	G-MAJA Jetstream 41	1722
G-RMCT Short 360	1723	ZG994 Islander AL.1	1725 1828
G-BVED ATR-42	1735	G-BOOF Archer II	1801
G-BVJB Fokker 100	1811	G-JEAD Friendship	1818
D-ISCH CitationJet	1902 1441(03)	EI-FKC Fokker 50	1943
OO-MTD Brasilia	1947	G-UKTD Fokker 50	1949
EI-CJD Boeing 737	1953	G-MAJA Jetstream 41	2014
N3CX Sikorsky S-76	2021	N190RM King Air E90	2022
G-RMCT Short 360	2027	G-MANL BAe ATP	2111
G-BUEB ATR-42	2115	G-BVJB Fokker 100	2120
G-JEAD Friendship	2130		

03 Tuesday

G-BYAK Boeing 757	0337	G-BUEB ATR-42	0604
EI-CJG Boeing 737	0828	EI-FKC Fokker 50	0900
G-RMCT Short 360	0919	G-DARR Cessna 421C	0922
G-BMDY GA7 Cougar	0934	G-BVEF ATR-42	0941
G-JEAD Friendship	0946	C-GTSE Boeing 757	0948
G-BVJB Fokker 100	0956	G-MAJA Jetstream 41	0959
G-UKTD Fokker 50	1004	OO-DTF Brasilia	1041
G-OLAH Short 360	1108	VR-CPR Cessna 421C	1119
G-MANL BAe ATP	1123	G-BAVZ Aztec	1241
G-BWXF T67M Firefly	1300	G-BVJC Fokker 100	1325
G-OOAC Airbus 320	1352	G-MAJA Jetstream 41	1426
OO-DTO Brasilia	1449	143 Falcon 10	1452
G-UKTD Fokker 50	1518	G-JEAD Friendship	1520
G-BVZF Boeing 737 500	1528	G-OLAH Short 360	1714
G-MAJA Jetstream 41	1724	G-BVEF ATR-42	1745
G-JEAD Friendship	1815	G-BVJB Fokker 100	1821
G-TPTT Airbus 320	1854	G-ORFH ATR-42	1915
G-BBZH Arrow II	1937	OO-DTF Brasilia	1940
EI-FKC Fokker 50	1943	S5-AAB Airbus 320	1952
G-UKTD Fokker 50	1955	EI-CJG Boeing 737	2005
G-MAJA Jetstream 41	2018	G-BYAK Boeing 757	2026
G-BUEB ATR-42	2047	G-FRAG Cherokee Six	2054
G-MANL BAe ATP	2109	G-BVJB Fokker 100	2127
G-DAAL HS 748	2145	G-JEAD Friendship	2249

04 Wednesday

G-OLAH Short 360	0256	EI-CJF Boeing 737	0822
EI-FKA Fokker 50	0908	G-OLAH Short 360	0913
PH-PTE Navajo 350	0918 1000	G-BVJB Fokker 100	0926
G-BUEA ATR-42	0939	G-JEAD Friendship	0943
G-MAJA Jetstream 41	0957	G-UKTD Fokker 50	1001
G-ORJB Citation	1008	G-BSUW Seneca	1036
OO-DTO Brasilia	1052	G-MANL BAe ATP	1109
G-SHIV GA7 Cougar	1122	G-AWIT Cherokee 180B	1140
G-UTSY Arrow III	1208	G-BVJB Fokker 100	1221
G-OJCB JetRanger	1253	G-BHIC Cessna F182Q	1318
G-MAJA Jetstream 41	1408	OO-DTG Brasilia	1440
G-UKTD Fokker 50	1508	G-JEAD Friendship	1511
G-BVJB Fokker 100	1520	G-BJYD Cessna 152	1556
G-OLAH Short 360	1718	G-MAJA Jetstream 41	1727
XZ304 Gazelle AH.1	1728	G-BUEA ATR-42	1733
G-BVJC Fokker 100	1819	G-JEAD Friendship	1822
G-BOVK Warrior II	1851	G-UKTD Fokker 50	1956
OO-DTO Brasilia	1957	EI-CJF Boeing 737	2000
EI-FKE Fokker 50	2017	G-MAJA Jetstream 41	2019
G-OLAH Short 360	2029	G-BUEA ATR-42	2058
G-AYIM HS 748	2121	G-MANL BAe ATP	2123
G-JEAD Friendship	2127	G-BVJC Fokker 100	2132

05 Thursday

G-OLAH Short 360	0255	G-BYAK Boeing 757	0508
G-JDFW Airbus 320	0704	G-BMBE Malibu	0753
N1040 Gulfstream IV	0823	EI-CJD Boeing 737	0826
40110 C21A	0835 1436	EI-FKD Fokker 50	0907
G-OLAH Short 360	0919	G-BVJC Fokker 100	0924
G-BXEH ATR-42	0936	N709EL Beechjet 400A	0943
G-JEAD Friendship	0946	G-MAJA Jetstream 41	0951
G-DONS Turbo Arrow IV	0954	G-UKTD Fokker 50	1027

OO-DTG Brasilia	1033	G-SHIV GA7 Cougar	1047
G-MANL BAe ATP	1111	G-BVJC Fokker 100	1233
G-BNRL Cessna 152	1332	G-BYAK Boeing 757	1347
G-ATUL Cherokee 180C	1403	G-MAJA Jetstream 41	1408
G-AVFU Cherokee Six	1433	OO-MTD Brasilia	1443
G-OOOD Boeing 757	1500	G-JEAD Friendship	1503
G-UKTB Fokker 50	1513	XZ304 Gazelle AH.1	1528
G-BVJC Fokker 100	1533	G-BILR Cessna 152	1602
G-BXEH ATR-42	1724	G-MAJA Jetstream 41	1726
G-OLAH Short 360	1729	G-BJWW Cessna F172P	1813
G-JEAD Friendship	1826	G-BMBE Malibu	1813
G-MAJH Jetstream 41	1938	OO-DTG Brasilia	1943
EI-FKF Fokker 50	1945	G-UKTB Fokker 50	1951
G-BVZH Boeing 737 500	1954	EI-CJD Boeing 737	2000
G-OLAH Short 360	2021	G-MAJA Jetstream 41	2028
G-BXEH ATR-42	2051	G-BYAK Boeing 757	2104
G-BIUUV HS 748	2107	G-MANL BAe ATP	2111
G-JEAD Friendship	2123	G-JDFW Airbus 320	2203
G-BVJB Fokker 100	2221		
06 Friday			
OY-CNG Airbus 320	0047	G-JDFW Airbus 320	0445
G-BYAK Boeing 757	0518	N584CA Rockwell 114B	0728
EI-CKQ Boeing 737	0830	OY-SBT Corvette	0901 1018
EI-FKD Fokker 50	0909	G-OLAH Short 360	0914
G-BVJB Fokker 100	0925	N709EL Beechjet 400A	0928
G-MAJH Jetstream 41	0932	PH-PTE Navajo 350	0939 1010
G-MAJA Jetstream 41	0945	G-JEAD Friendship	0947
G-BXEH ATR-42	0951	F-GOAL Falcon 50	0957
G-UKTB Fokker 50	1016	OO-MTD Brasilia	1044
G-BRDO Cessna 177B	1105	G-MANL BAe ATP	1109
G-MAJH Jetstream 41	1141	G-BVJB Fokker 100	1221
EI-CJF Boeing 737	1229	G-MAJA Jetstream 41	1409
G-SHIV GA7 Cougar	1431	G-OGAT King Air 200	1434
OO-DTL Brasilia	1445	G-JEAD Friendship	1512
EC-GBN Boeing 737 400	1515	G-UKTH Fokker 50	1520
G-BVJB Fokker 100	1542	G-MAJH Jetstream 41	1716
G-BXEH ATR-42	1724	G-MAJA Jetstream 41	1726
G-OLAH Short 360	1731	G-JEAD Friendship	1815
G-BVJB Fokker 100	1836	G-BFZD Cessna FR182RG	1841 2139
G-JDFW Airbus 320	1905	OO-MTD Brasilia	1941
EI-CJE Boeing 737	1957	G-UKTH Fokker 50	2001
G-MAJH Jetstream 41	2015	G-OLAH Short 360	2023
EI-FKB Fokker 50	2027	G-MAJA Jetstream 41	2029
G-BVTF Fokker 70	2033	N190RM King Air E90	2037 2050
G-BXEH ATR-42	2047	G-JEAD Friendship	2121
G-BVJB Fokker 100	2135	G-DAAL HS 748	2142
EC-GBN Boeing 737 400	2157		
07 Saturday			
G-JDFW Airbus 320	0312	EI-CJE Boeing 737	0820
EI-FKB Fokker 50	0904	EC-FXP Boeing 737 400	0910
G-BVTF Fokker 70	0922	G-UKTH Fokker 50	1002
G-MAJI Jetstream 41	1007	G-JEAD Friendship	1029
OO-DTL Brasilia	1046	ZH536 Islander CC.2	1048
PH-CFE Fokker 100	1117	G-HVRD Navajo	1145
G-BVTF Fokker 70	1246	G-MAJA Jetstream 41	1256
G-JDFW Airbus 320	1313	XZ309 Gazelle AH.1	1353
G-AWAJ B55 Baron	1357	G-UKTH Fokker 50	1502

G-BSER Cherokee 160B	1504	EC-FXP Boeing 737 400	1507
G-BJYD Cessna 152	1553	G-BASL Cherokee 140F	1621
EI-FKC Fokker 50	1626	G-BVTF Fokker 70	1635
G-MONK Boeing 757	1712	EC-FXA DC9 83	1721
G-BVTF Fokker 70	1929	G-JEAD Friendship	1931
G-UKTH Fokker 50	2003	G-MANL BAe ATP	2146
G-JDFW Airbus 320	2300		
08 Sunday			
G-MONK Boeing 757	0336	G-BYAR Boeing 757	0507
G-JDFW Airbus 320	0901	EI-FKF Fokker 50	0908
G-BVTF Fokker 70	0927	G-UKTH Fokker 50	0949
G-BVTE Fokker 70	1017	G-BSBW JetRanger	1035
G-UKTG Fokker 50	1046	G-REAT GA7 Cougar	1051
N797HG Malibu	1145	G-BVTF Fokker 70	1231
G-BVEC ATR-42	1343	PH-PTE Navajo	1420
OO-DTG Brasilia	1436	G-UKTH Fokker 50	1502
G-JEAD Friendship	1503	G-MAJA Jetstream 41	1510
G-FOOD King Air 200	1524	N709EL Beechjet 400A	1609
G-MANL BAe ATP	1640	EI-CKR Boeing 737	1704
G-JEAD Friendship	1816	G-BVJC Fokker 100	1827
EI-FKA Fokker 50	1929	OO-DTL Brasilia	1936
G-UKTH Fokker 50	1947	G-MAJA Jetstream 41	2043
G-BUEA ATR-42	2057	G-MANL BAe ATP	2125
G-MAJD Jetstream 41	2128	G-JEAD Friendship	2133
G-BVJC Fokker 100	2143	EI-CJF Boeing 737	2210
G-BYAR Boeing 757	2257		
09 Monday			
G-JDFW Airbus 320	0021	EI-CKR Boeing 737	0818
D-IXXX Cessna 421C	0844	G-BHVB Warrior II	0848
OO-SXD Xingu	0852	G-OLAH Short 360	0910
G-BVEC ATR-42	0925	G-BVJC Fokker 100	0933
EI-FKA Fokker 50	0938	G-MAJD Jetstream 41	0942
G-MAJA Jetstream 41	0946	G-JEAD Friendship	0949
G-UKTH Fokker 50	1012	OO-DTG Brasilia	1042
G-MANL BAe ATP	1151	G-BVJC Fokker 100	1247
G-MAJA Jetstream 41	1431	G-DRAR Hughes 369E	1433
OO-DTF Brasilia	1440	G-JEAD Friendship	1450
G-UKTH Fokker 50	1519	G-BVJC Fokker 100	1538
VR-CBM Citation II	1542	G-BYAR Boeing 757	1627
G-MAJA Jetstream 41	1714	G-BVEC ATR-42	1722
G-OLAH Short 360	1727	G-JEAD Friendship	1808
G-BVJC Fokker 100	1816	G-BBGB Aztec	1951
EI-FKE Fokker 50	1953	EI-CKR Boeing 737	1956
OO-DTG Brasilia	1959	G-UKTH Fokker 50	2001
G-MAJA Jetstream 41	2011	G-OLAH Short 360	2020
G-BVEC ATR-42	2045	G-MANL BAe ATP	2057
G-BVJC Fokker 100	2126	G-JEAD Friendship	2129
G-DAAL HS 748	2134		
10 Tuesday			
G-ZAPI Citation	0300	G-BYAR Boeing 757	0346
EI-CJC Boeing 737	0818	G-YEOM Navajo	0826
EI-FKB Fokker 50	0856	G-OLAH Short 360	0916
G-BVEF ATR-42	0923	G-BVJC Fokker 100	0926
G-JEAD Friendship	0941	G-MAJA Jetstream 41	0945
C-GTSJ Boeing 757	0953	G-BJBO Jodel DR250/160	1000
G-UKTH Fokker 50	1012	OO-MTD Brasilia	1030
G-BHVB Warrior II	1038	G-MANL BAe ATP	1153

G-BVJC Fokker 100	1215	N1351H Cherokee Six	1223
G-BRDO Cessna 177B	1249	G-NROY Lance II	1305
G-00AB Airbus 320	1330	G-MAJA Jetstream 41	1415
G-WIZZ JetRanger	1440	OO-MTD Brasilia	1447
G-JEAD Friendship	1449	G-BGAX Cherokee 140F	1506
G-BVJC Fokker 100	1512	G-UKTH Fokker 50	1518
G-OLAH Short 360	1734	G-BVJC Fokker 100	1819
G-TPTT Airbus 320	1822	G-BVEF ATR-42	1825
N26ET Twin Squirrel	1839	EI-FKF Fokker 50	1934
EI-CJC Boeing 737	1944	G-UKTH Fokker 50	1947
9H-ABP Airbus 320	1955	OO-DTO Brasilia	1957
G-JEAD Friendship	2000	G-MAJA Jetstream 41	2008
G-BYAR Boeing 757	2022	G-OLAH Short 360	2025
G-BUEA ATR-42	2041	G-MANL BAe ATP	2101
G-BEJE HS 748	2125	G-BVJC Fokker 100	2201
G-JEAG Friendship	2339		
11 Wednesday			
G-BRLY BAe ATP	0729	EI-CKS Boeing 737	0817
EI-FKE Fokker 50	0856	G-OLAH Short 360	0915
G-BXEG ATR-42	0923	G-BVJC Fokker 100	0930
G-JEAG Friendship	0937	G-MAJA Jetstream 41	0941
G-ISFC Navajo	0957	VR-CDM Citation	1000
G-UKTH Fokker 50	1005	G-BRLY BAe ATP	1010
ZE702 BAe 146 CC.2	1045	OO-DTL Brasilia	1113
G-MANL BAe ATP	1121	G-BSBW JetRanger	1138
G-EMMS Tomahawk	1140	G-BOOV Twin Squirrel	1207
G-BVJC Fokker 100	1228	G-MAJA Jetstream 41	1229
OO-MTD Brasilia	1446	G-JEAG Friendship	1453
G-OLDZ King Air 200	1501	G-BVJC Fokker 100	1512
G-UKTB Fokker 50	1519	G-BXEG ATR-42	1712
G-MAJA Jetstream 41	1721	G-BRLY BAe ATP	1726
G-BBPX Seneca	1802	G-OLAH Short 360	1805
G-BVJC Fokker 100	1813	G-JEAG Friendship	1820
EI-FKD Fokker 50	1941	G-UKTB Fokker 50	1951
EI-CJC Boeing 737	1954	OO-MTD Brasilia	1958
G-HAMA King Air 200	2002	G-BRLY BAe ATP	2021
G-MAJA Jetstream 41	2032	G-OLAH Short 360	2041
G-BUEA ATR-42	2045	G-BEJE HS 748	2105
G-MANL BAe ATP	2110	G-BVJC Fokker 100	2122
G-JEAG Friendship	2125		
12 Thursday			
G-BYAR Boeing 757	0505	G-DRVE Airbus 320	0715
EI-CKS Boeing 737	0819	G-SHIV GA7 Cougar	0834
EI-FKB Fokker 50	0901	G-OLAH Short 360	0905
G-BVEC ATR-42	0925	G-BVJC Fokker 100	0928
G-BRLY BAe ATP	0936	G-JEAG Friendship	0938
G-MAJA Jetstream 41	0941	PH-FVB Bandeirante	1003
G-UKTB Fokker 50	1016	VR-CDM Citation	1022
OO-DTF Brasilia	1044	G-MANL BAe ATP	1119
G-COLA F33C Bonanza	1122	G-BRLY BAe ATP	1146
G-DERB Robinson R-22	1200	G-BVJC Fokker 100	1229
G-BYAR Boeing 757	1403	G-MAJA Jetstream 41	1426
G-DRAR Hughes 369E	1432	G-JEAG Friendship	1446
OO-DTG Brasilia	1450	G-OOOI Boeing 757	1522
G-BVJC Fokker 100	1523	G-UKTB Fokker 50	1528
G-BNID Cessna 152	1532	VR-CDM Citation	1622
G-MAJA Jetstream 41	1723	G-OLAH Short 360	1730

G-BVEC ATR-42	1738	G-JEAG Friendship	1813
EI-FKA Fokker 50	1940	OO-DTL Brasilia	2006
G-DRVE Airbus 320	2021	G-OLAH Short 360	2024
G-MAJA Jetstream 41	2026	G-UKTB Fokker 50	2041
EI-CJH Boeing 737	2117	G-MANL BAe ATP	2123
G-JEAG Friendship	2125	G-BEJE HS 748	2129
G-BVJC Fokker 100	2132	G-BYAR Boeing 757	2146
G-BVEC ATR-42	2222		
13 Friday			
G-DRVE Airbus 320	0334	G-BYAR Boeing 757	0509
G-CTWW Seneca	0651	EI-CKS Boeing 737	0817
G-BNRP Archer II	0842	G-OLAH Short 360	0905
EI-FKA Fokker 50	0909	G-BXEG ATR-42	0930
G-BVJC Fokker 100	0937	G-JEAG Friendship	0939
G-MAJA Jetstream 41	0942	G-OBAL Mooney M20J	0948
OO-DTG Brasilia	1048	G-UKTB Fokker 50	1131
G-MANL BAe ATP	1145	G-BPJF Tomahawk	1200
G-BVJC Fokker 100	1230	EI-CJF Boeing 737	1234
G-BNGR Tomahawk	1344	G-TNTG BAe 146	1406
G-MAJA Jetstream 41	1422	OO-DTF Brasilia	1437
G-JEAG Friendship	1449	EC-FXP Boeing 737 400	1516
G-BVJC Fokker 100	1521	N5NN Cessna 421C	1532
G-UKTB Fokker 50	1538	XX419 Gazelle AH.1	1626
G-BXEG ATR-42	1722	G-MAJA Jetstream 41	1724
G-BMSU Cessna 152	1727	G-OLAH Short 360	1732
G-JEAG Friendship	1811	G-BVJC Fokker 100	1826
G-DRVE Airbus 320	1918	G-BLLR Cessna 152	1922
OO-DTG Brasilia	1940	EI-FKE Fokker 50	1945
G-UKTB Fokker 50	2001	G-MAJA Jetstream 41	2020
G-OLAH Short 360	2032	EI-CKR Boeing 737	2036
G-BXEG ATR-42	2048	G-BVTE Fokker 70	2101
G-BPWZ Warrior II	2104	G-JEAG Friendship	2117
G-BEJE HS 748	2121	G-MANL BAe ATP	2127
G-BVJC Fokker 100	2130	EC-FXP Boeing 737 400	2211
14 Saturday			
G-DRVE Airbus 320	0308	G-GAZZ Gazelle	0816
EI-CKR Boeing 737	0821	EI-FKB Fokker 50	0905
EC-GAZ Boeing 737 400	0907	G-BVTE Fokker 70	0931
G-MAJD Jetstream 41	1001	PH-CFF Fokker 100	1012
G-UKTB Fokker 50	1027	G-JEAG Friendship	1029
OO-DTF Brasilia	1036	N321DH Pilatus PC-XII	1041
G-BSBW JetRanger	1050	G-GAZZ Gazelle	1103
G-MAJA Jetstream 41	1154	G-BVTE Fokker 70	1227
G-CTWW Seneca	1328	G-DRVE Airbus 320	1331
G-BJBY Warrior II	1336	G-AYMK Cherokee 140C	1457
G-UKTB Fokker 50	1513	EC-GAZ Boeing 737 400	1519
G-BTOD Tomahawk	1521	G-BSER Cherokee 160B	1546
G-BTAR Tomahawk	1611	EI-FKD Fokker 50	1614
G-BVTE Fokker 70	1635	G-MONJ Boeing 757	1709
EC-FVR DC9 83	1758	G-BSBW JetRanger	1832
G-BVTE Fokker 70	1920	G-JEAG Friendship	1922
G-UKTB Fokker 50	1925	G-BASX Seneca	2055
G-MAUD BAe ATP	2156		
15 Sunday			
G-DRVE Airbus 320	0036	G-MONJ Boeing 757	0353
LZ-MIS TU 154	0732	EI-FKB Fokker 50	0859
G-BVTE Fokker 70	0924	G-BYAK Boeing 757	1001

G-UKTB Fokker 50	1004	G-KNAP Warrior II	1006
G-BVTG Fokker 70	1009	G-DRVE Airbus 320	1100
N584CA Rockwell 114B	1128	G-BMIV Turbo Arrow III	1147
G-TNTG BAe 146	1206	G-BJYD Cessna 152	1208
VR-CPR Cessna 421C	1225	G-BVTE Fokker 70	1242
G-ATLA Cessna 182J	1250	G-AZLY Cessna F150L	1325
G-BVEF ATR-42	1344	OO-DTO Brasilia	1441
G-JEAG Friendship	1447	G-UKTB Fokker 50	1504
G-MAJA Jetstream 41	1509	N5NN Cessna 421C	1524
EI-CJF Boeing 737	1624	G-MAUD BAe ATP	1627
G-BUJI T61 Venture	1642	G-JEAG Friendship	1805
G-BVJA Fokker 100	1824	N584CA Rockwell 114B	1847
EI-FKC Fokker 50	1922	OO-DTG Brasilia	1951
G-UKTB Fokker 50	1955	G-BYAK Boeing 757	2017
G-BVEF ATR-42	2028	G-MAJA Jetstream 41	2045
G-MAUD BAe ATP	2109	G-JEAG Friendship	2119
G-BVJA Fokker 100	2135	EI-CJC Boeing 737	2158
16 Monday			
G-RRJE Airbus 320	0002	EI-CJF Boeing 737	0815
EI-FKF Fokker 50	0912	G-OLAH Short 360	0916
G-BXEH ATR-42	0932	G-BVJA Fokker 100	0934
G-MAJA Jetstream 41	0945	G-JEAG Friendship	0947
G-UKTB Fokker 50	1019	OO-DTO Brasilia	1053
G-MAUD BAe ATP	1155	G-BRPL Cherokee 140	1207
G-OLAH Short 360	1209	G-BSCS Archer II	1211
G-BVJA Fokker 100	1224	G-BWPY DV-20 Katana	1226
G-MAJA Jetstream 41	1407	OO-DTI Brasilia	1448
G-BTNE Warrior II	1450	G-JEAG Friendship	1454
G-UKTB Fokker 50	1502	G-BVJA Fokker 100	1519
G-BYAK Boeing 757	1628	XZ309 Gazelle AH.1	1645
HB-CDS Cessna F172M	1650	G-BILR Cessna 152	1651
G-BSBW JetRanger	1652	G-BXEH ATR-42	1717
G-MAJA Jetstream 41	1720	G-MOAC F33A Bonanza	1757
VR-CDM Citation	1801	G-JEAG Friendship	1809
G-BVJA Fokker 100	1821	G-OLAH Short 360	1906
EI-FKE Fokker 50	1943	G-UKTB Fokker 50	1949
OO-DTO Brasilia	1956	EI-CJF Boeing 737	1959
G-MAJA Jetstream 41	2026	G-BXEH ATR-42	2044
G-BSER Cherokee 160B	2105	G-MAUD BAe ATP	2112
G-JEAG Friendship	2121	G-BEJE HS 748	2131
G-BVJA Fokker 100	2134		
17 Tuesday			
EI-CKS Boeing 737	0830	EI-FKA Fokker 50	0906
G-OLAH Short 360	0916	G-BUEA ATR-42	0932
G-BVJA Fokker 100	0934	G-MAJA Jetstream 41	0942
G-JEAG Friendship	0944	C-GTSE Boeing 757	0950
G-UKTB Fokker 50	1002	G-ODIL JetRanger	1035
OO-DTI Brasilia	1042	G-MAUD BAe ATP	1113
G-BHAW Cessna F172N	1124	G-BVJA Fokker 100	1238
G-OMAC Cessna FR172E	1241	G-OOAD Airbus 320	1338
G-MAJA Jetstream 41	1411	OO-DTF Brasilia	1440
G-JEAG Friendship	1449	G-OLAH Short 360	1453
G-BILR Cessna 152	1507	G-UKTB Fokker 50	1508
VR-CAU Boeing 757	1520	G-BVJA Fokker 100	1533
G-SSFC Seneca	1600	G-BSER Cherokee 160B	1608
G-LACA Warrior II	1616	F-GMPT P68 Victor	1704
G-MAJA Jetstream 41	1720	G-BUEA ATR-42	1736
			1711

G-OLAH Short 360	1744	G-JEAG Friendship	1806
G-OBYT JetRanger	1811	G-BVJA Fokker 100	1829
G-TPTT Airbus 320	1835	EI-FKD Fokker 50	1940
OO-DTH Brasilia	1946	G-UKTB Fokker 50	1948
EI-CKS Boeing 737	1954	9H-ABP Airbus 320	2006
G-MAJA Jetstream 41	2018	G-OLAH Short 360	2041
G-BUEA ATR-42	2105	G-MAUD Bae ATP	2110
G-JEAG Friendship	2122	G-BVJA Fokker 100	2134
G-DAAL HS 748	2138	G-BYAK Boeing 757	2248
18 Wednesday			
G-SSFC Seneca	0637	EI-CJC Boeing 737	0823
EI-FKA Fokker 50	0902	N560WE Citation V	0911 1804
G-OLAH Short 360	0914	G-BVJA Fokker 100	0924
G-BWXG T67M Firefly	0937	G-OOAD Airbus 320	0941
G-MAJA Jetstream 41	0945	G-JEAG Friendship	0948
G-DARR Aztec	1005	G-FWRP Cessna 421C	1006
G-UKTB Fokker 50	1024	G-COLA F33C Bonanza	1036
G-BXEH ATR-42	1040	OO-DTF Brasilia	1047
G-MAUD Bae ATP	1110	G-BOXN Robinson R22	1120
G-OWLC Navajo	1130	G-AZLY Cessna F150L	1138
G-BNGR Tomahawk	1227	G-BVJA Fokker 100	1236
G-MAJA Jetstream 41	1407	84002 Hercules	1413 1559
OO-DTI Brasilia	1438	G-OLAH Short 360	1448
G-JEAG Friendship	1458	G-UKTB Fokker 50	1501
G-BVJA Fokker 100	1530	F-OKSI Falcon 50	1534 1241(20)
G-MAJH Jetstream 41	1710	G-OLAH Short 360	1716
G-BVED ATR-42	1755	G-JEAG Friendship	1814
ZE411 Agusta A109A	1822	G-BVJA Fokker 100	1823
G-BSER Cherokee 160B	1841	G-UKTB Fokker 50	1938
EI-CKQ Boeing 737	1945	G-ONAV Navajo	1950
OO-DTF Brasilia	1957	G-BHJI Mooney M20J	2003
G-MAJH Jetstream 41	2011	G-OLAH Short 360	2034
G-BVED ATR-42	2114	G-MAUD Bae ATP	2120
G-JEAG Friendship	2123	G-BVJA Fokker 100	2127
G-DAAL HS 748	2131	EI-CLH Boeing 737	2138
G-MAJH Jetstream 41	2234		
19 Thursday			
G-BYAK Boeing 757	0501	G-SUEE Airbus 320	0704
EI-CKS Boeing 737	0822	EI-FKC Fokker 50	0907
G-OLAH Short 360	0916	G-BVJA Fokker 100	0939
G-BVED ATR-42	0940	F-GJLF Mooney M20M TLS	0944
G-JEAG Friendship	0947	G-MAJH Jetstream 41	0950
G-MAJA Jetstream 41	0951	G-ASRR Cessna 182G	0955
G-UKTB Fokker 50	1029	OO-DTI Brasilia	1032
G-MAUD Bae ATP	1117	G-MAJH Jetstream 41	1136
G-BVVL EAA Acrosport	1200	G-OBIG Twin Squirrel	1233
G-BVJA Fokker 100	1236	XZ325 Gazelle AH.1	1401
G-MAJA Jetstream 41	1408	G-BYAK Boeing 757	1420
OO-DTJ Brasilia	1427	G-JEAG Friendship	1452
G-OLAH Short 360	1455	G-UKTB Fokker 50	1502
G-OOOA Boeing 757	1513	G-BVJA Fokker 100	1519
G-BHJI Mooney M20J	1629 0927(22)	VR-CPR Cessna 421C	1645
G-MAJH Jetstream 41	1709	G-BVED ATR-42	1716
G-MAJA Jetstream 41	1724	G-OLAH Short 360	1736
G-BSER Cherokee 160B	1745	G-JEAG Friendship	1823
G-BVJA Fokker 100	1834	OO-DTI Brasilia	1947
EI-CJI Boeing 737	1954	G-UKTB Fokker 50	1958

G-MAJH Jetstream 41	2017	G-MAJA Jetstream 41	2020
G-SUEE Airbus 320	2023	G-OLAH Short 360	2028
G-BVEC ATR-42	2044	G-MAUD BAe ATP	2105
G-BEJE HS 748	2112	G-BYAK Boeing 757	2123
G-JEAD Friendship	2127	G-BVJA Fokker 100	2142
EI-FKB Fokker 50	2146		
20 Friday			
G-SUEE Airbus 320	0327	G-BYAK Boeing 757	0458
EI-CJG Boeing 737	0820	G-OLAH Short 360	0909
185 Falcon 10	0919	G-BVEF ATR-42	0934
G-MAJH Jetstream 41	0937	G-FOOD King Air 200	0939
G-JEAD Friendship	0945	G-MAJA Jetstream 41	0947
G-BVJC Fokker 100	0951	G-UKTB Fokker 50	0959
G-GAJB AA5B Tiger	1040	OO-DTJ Brasilia	1042
G-WACI Duchess	1047	G-MAUD BAe ATP	1128
G-MAJH Jetstream 41	1138	EI-CKS Boeing 737	1229
G-BVJC Fokker 100	1318	G-MAJA Jetstream 41	1409
OO-DTH Brasilia	1443	G-JEAD Friendship	1457
G-UKTB Fokker 50	1511	G-BVJC Fokker 100	1618
EC-FZZ Boeing 737 400	1640	G-MAJH Jetstream 41	1708
G-MAJA Jetstream 41	1718	G-BVEF ATR-42	1724
G-OLAH Short 360	1744	G-JEAD Friendship	1813
G-SUEE Airbus 320	1858	G-BVJC Fokker 100	1918
VR-BOO DC9 87	1832 2008	OO-DTJ Brasilia	1943
EI-CJG Boeing 737	1950	G-BLZT Short 360	1954
EI-FKD Fokker 50	1956	G-UKTB Fokker 50	2000
G-MAJH Jetstream 41	2004	G-MAJA Jetstream 41	2020
G-OLAH Short 360	2033	G-BVTE Fokker 70	2047
G-BVEF ATR-42	2108	G-MAUD BAe ATP	2114
G-DAAL HS 748	2126	G-JEAD Friendship	2128
G-BVJC Fokker 100	2211	EC-FZZ Boeing 737 400	2333
21 Saturday			
G-SUEE Airbus 320	0314	EI-CKP Boeing 737	0821
EI-FKB Fokker 50	0903	EC-FXP Boeing 737 400	0908
G-BVTE Fokker 70	0935	G-UKTB Fokker 50	1005
G-MAJE Jetstream 41	1007	G-AVMH BAC 1-11	1010
OO-DTH Brasilia	1030	G-JEAD Friendship	1038
G-FOOD King Air 200	1124	G-BSBW JetRanger	1140
G-MAJA Jetstream 41	1150	G-BBEC Cherokee 180	1154
G-BADJ Aztec	1207	G-BVTE Fokker 70	1238
N190RM King Air E90	1313	G-SUEE Airbus 320	1326
EI-BIS Robin R1180TD	1403 1801	G-UKTB Fokker 50	1501
OY-CRE Mooney M20K	1524 1812	EC-FXP Boeing 737 400	1553
EI-FKA Fokker 50	1624	G-DAJB Boeing 757	1657
EC-FTS DC9 83	1732	G-AVMH BAC 1-11	1743
G-BLZT Short 360	1903	G-UKTB Fokker 50	1928
G-ILTS Cherokee Six	1936 2010	G-PEKT TB20 Trinidad	1943 0803(22)
G-JEAD Friendship	2022	G-MAUD BAe ATP	2141
G-SUEE Airbus 320	2155		
22 Sunday			
G-DAJB Boeing 757	0345	G-BYAR Boeing 757	0432
G-MAJA Jetstream 41	0747	G-SUEE Airbus 320	0840
EI-FKF Fokker 50	0904	G-BVTE Fokker 70	0925
G-UKTB Fokker 50	1000	G-BVTG Fokker 70	1032
G-AVSA Cherokee 180C	1147	N190RM King Air E90	1235
G-BVTE Fokker 70	1241	G-BSSE Cherokee 140	1321
G-BXEH ATR-42	1340	WB271 Fairey Firefly	1421 1157(23)

OO-DTH Brasilia	1446	W5856 Fairrey Swordfish	1450	1156(23)
G-BFZD Cessna FR182RG	1459	G-JEAD Friendship	1504	
G-UKTB Fokker 50	1511	G-MAJA Jetstream 41	1524	
G-AVFU Cherokee Six	1614	G-MAUD BAe ATP	1620	
EI-CJI Boeing 737	1649	VR-BOO DC9 87	1722	
G-JEAD Friendship	1816	G-BVJC Fokker 100	1831	
G-MANO BAe ATP	1916	EI-FKD Fokker 50	1927	
OO-DTJ Brasilia	1944	G-UKTB Fokker 50	2008	
G-BXEH ATR-42	2032	G-MAJA Jetstream 41	2049	
G-MAUD BAe ATP	2125	G-JEAD Friendship	2136	
G-BVJC Fokker 100	2143	EI-CJC Boeing 737	2200	
G-BYAR Boeing 757	2314			
23 Monday				
G-SUEE Airbus 320	0049	EI-CJI Boeing 737	0827	
EI-FKD Fokker 50	0854	G-BLZT Short 360	0903	
G-BUEB ATR-42	0927	HB-FOE Pilatus PC XII	0930	
G-OCAA HS 125 700B	0933	G-MANO BAe ATP	0936	
F-GIVV Cessna 340A	0939	G-JEAD Friendship	0941	
G-VVIP Cessna 421C	0944	G-BVJC Fokker 100	0947	
G-BSBW JetRanger	0947	G-MAJA Jetstream 41	0955	
G-UKTB Fokker 50	1005	ZE441 Jetstream T.3	1038	
OO-DTH Brasilia	1048	G-MAUD BAe ATP	1133	
G-BLZT Short 360	1153	G-BPMF Warrior	1231	
G-FINS JetRanger	1245	G-BVJC Fokker 100	1257	
G-MAJA Jetstream 41	1407	G-JEAD Friendship	1446	
OO-DTO Brasilia	1448	G-BSBW JetRanger	1512	
G-UKTB Fokker 50	1519	G-BVJC Fokker 100	1542	
G-BYAR Boeing 757	1619	G-BUGT T61 Venture	1632	1656
G-MAJA Jetstream 41	1716	G-BUEB ATR-42	1718	
G-JEAD Friendship	1810	G-BVJC Fokker 100	1818	
G-BLZT Short 360	1859	EI-CJI Boeing 737	1936	
EI-FKD Fokker 50	1938	OO-DTF Brasilia	1944	
G-UKTB Fokker 50	1947	G-MAJA Jetstream 41	2007	
G-MANO BAe ATP	2009	G-BUEB ATR-42	2032	
G-MAUD BAe ATP	2110	G-JEAD Friendship	2122	
G-DEJE HS 748	2125	G-BVJA Fokker 100	2135	
G-DHGS Robinson R-22	2150			
24 Tuesday				
G-BYAR Boeing 757	0333	EI-CKQ Boeing 737	0815	
F-BXSN King Air E90	0834	G-ASRN Cessna 182G	0837	
EI-FKC Fokker 50	0849	G-BLZT Short 360	0912	
G-BASM Seneca	0921	C-GTSJ Boeing 757	0927	
G-JEAD Friendship	0941	G-MAJA Jetstream 41	0947	
G-BVJA Fokker 100	1000	G-MANO BAe ATP	1007	
G-UKTB Fokker 50	1012	G-BSBW JetRanger	1026	
OO-DTO Brasilia	1052	G-OJEM HS 748	1056	
G-ODEN Cadet	1112	G-WBFR BAe 125 800B	1154	
G-MAUD BAe ATP	1208	G-AZNL Arrow II	1231	
G-BVJA Fokker 100	1337	G-MAJA Jetstream 41	1403	
G-MANL BAe ATP	1424	G-OOAA Airbus 320	1441	
G-JEAD Friendship	1443	OO-MTD Brasilia	1448	
G-BLZT Short 360	1451	G-UKTB Fokker 50	1515	
G-OBMF Boeing 737 400	1529	G-BSER Cherokee 160B	1532	
G-BDFZ Cessna F150M	1559	G-BSBW JetRanger	1619	
F-CJBA Mooney M20J	1701	G-MAJA Jetstream 41	1720	
G-LJET Lear Jet 35A	1728	G-MANO BAe ATP	1735	
G-BLZT Short 360	1738	G-NWAC Navajo	1746	2319

G-BXEG ATR-42	1806	G-JEAD Friendship	1816
G-OBML Boeing 737 300	1836	G-TPPT Airbus 320	1901
EI-FKK Fokker 50	1939	G-UKTB Fokker 50	1948
EI-CKQ Boeing 737	1950	S5-AAB Airbus 320	1957
OO-DTO Brasilia	2006	G-MAJA Jetstream 41	2016
G-BLZT Short 360	2026	G-BYAR Boeing 757	2032
G-MANO BAe ATP	2036	G-BDPA Warrior	2042
G-BVED ATR-42	2101	G-MANL BAe ATP	2110
G-BIUU HS 748	2113	G-BVKC Boeing 737 500	2140
G-DHGS Robinson R-22	2141	G-JEAD Friendship	2148
25 Wednesday			
G-BYAI Boeing 757	0438	EI-CJG Boeing 737	0816
EI-FKE Fokker 50	0852	G-BLZT Short 360	0913
G-MANO BAe ATP	0919	G-BVEC ATR-42	0927
G-BRPL Cherokee 140	0933	G-BVKC Boeing 737 500	0937
G-MAJA Jetstream 41	0939	G-JEAD Friendship	0944
G-ZENO Lear Jet 35A	0948	N6315X Cessna 421C	0958 1329
G-BEVG Seneca	1028	OO-MTD Brasilia	1033
G-UKTB Fokker 50	1119	G-SEJW Warrior II	1202
G-BVKC Boeing 737 500	1226	G-BRSG Cadet	1234
G-DENW Seminole	1238	G-BCUK Seneca	1343
G-MAJA Jetstream 41	1412	G-BSBW JetRanger	1437
G-BLZT Short 360	1446	G-JEAD Friendship	1448
OO-DTI Brasilia	1454	G-BUDD T61 Venture	1515
G-BVJA Fokker 100	1519	G-UKTB Fokker 50	1525
G-OJEM HS 748	1611	G-OOAA Airbus 320	1639
G-MANL BAe ATP	1659	G-MAJA Jetstream 41	1720
G-MANO BAe ATP	1722	G-BVEC ATR-42	1724
G-BLZT Short 360	1732	G-JEAD Friendship	1810
G-BVJC Fokker 100	1815	G-BGVZ Archer II	1818
EI-FKD Fokker 50	1943	OO-MTD Brasilia	1947
EI-CJG Boeing 737	1948	G-EENY GA7 Cougar	1956
G-UKTB Fokker 50	2000	G-MANO BAe ATP	2008
G-MAJA Jetstream 41	2012	G-BLZT Short 360	2024
G-BVEC ATR-42	2045	G-JEAD Friendship	2117
G-BVJC Fokker 100	2123	G-BIUU HS 748	2125
G-MANL BAe ATP	2136		
26 Thursday			
G-BYAI Boeing 757	0501	G-DACR Airbus 320	0640
EI-CKE Boeing 737	0814	EI-FKD Fokker 50	0856
G-MAJB Jetstream 41	0912	G-BLZT Short 360	0920
G-BVJC Fokker 100	0940	G-MAJA Jetstream 41	0942
G-JEAD Friendship	0955	G-BSBW JetRanger	1014
G-CRUS Cessna T303	1033	OO-DTI Brasilia	1041
G-RAHL Beechjet 400	1046	G-JBDB JetRanger	1051
G-UKTB Fokker 50	1058	G-BXEH ATR-42	1101
G-BAIW Cessna F172M	1134	G-BSBW JetRanger	1152
G-MANL BAe ATP	1156	G-MAJB Jetstream 41	1158
G-WIRE Twin Squirrel	1211	G-ZENO Lear Jet 35A	1216
G-BVJC Fokker 100	1241	G-BYAI Boeing 757	1358
PH-BYA B58 Baron	1406	G-MAJA Jetstream 41	1420
G-BLZT Short 360	1446	OO-DTH Brasilia	1449
G-UKTB Fokker 50	1511	G-OOOI Boeing 757	1513
G-JEAD Friendship	1529	G-BVJC Fokker 100	1532
OY-CRE Mooney M20K	1550 1859	G-BBTJ Aztec	1633
G-MAJA Jetstream 41	1724	G-BLZT Short 360	1743
HB-VIF Lear Jet 36	1755 1853	G-BWTL ATR-72	1808

G-JEAD Friendship	1820	G-BVJD Fokker 100	1835
EI-FKC Fokker 50	1930	EI-CKS Boeing 737	1947
G-UKTB Fokker 50	1955	G-DACR Airbus 320	2026
G-MAJA Jetstream 41	2029	G-BLZT Short 360	2031
G-BVED ATR-42	2056	G-BYAI Boeing 757	2114
G-MANL BAe ATP	2122	C-BIUV HS 748	2125
G-JEAD Friendship	2127	G-BVJD Fokker 100	2130
OO-DTI Brasilia	2138		
27 Friday			
G-DACR Airbus 320	0320	G-BYAI Boeing 757	0459
EI-CJG Boeing 737	0818	EI-FKD Fokker 50	0853
G-BLZT Short 360	0911	G-BXEH ATR-42	0932
G-BLWD Seneca	0934	C-BVJD Fokker 100	0937
G-MAJA Jetstream 41	0945	G-JEAD Friendship	0947
G-BUDC T61 Venture	0949	G-UKTB Fokker 50	1003
OO-DTH Brasilia	1033	G-BSBW JetRanger	1044
G-MANL BAe ATP	1129	G-SHIV GA7 Cougar	1157
G-DHGS Robinson R-22	1220	G-BVJD Fokker 100	1242
N797HG PA-46 Malibu	1250	G-OMAP Rockwell 685	1303 1314
G-MAJA Jetstream 41	1415	OO-DTJ Brasilia	1451
G-JEAD Friendship	1454	EC-FXQ Boeing 737 400	1504
G-BBTJ Aztec	1506	G-CTEK JetRanger	1508
G-UKTB Fokker 50	1512	G-BVJD Fokker 100	1538
G-BXEG ATR-42	1725	G-MAJA Jetstream 41	1732
G-BLZT Short 360	1738	G-JEAD Friendship	1806
PH CFF Fokker 100	1829	G-DACR Airbus 320	1934
EI-FKD Fokker 50	1942	OO-DTH Brasilia	1945
EI-CJG Boeing 737	1949	G-UKTB Fokker 50	2008
G-MAJA Jetstream 41	2024	G-BLZT Short 360	2029
G-BVTF Fokker 70	2038	G-BXEG ATR-42	2111
G-DAAL HS 748	2114	G-JEAD Friendship	2118
G-MANL BAe ATP	2123	PH-CFF Fokker 100	2135
EC-FXQ Boeing 737 400	2218		
28 Saturday			
G-DACR Airbus 320	0336	EI-CJD Boeing 737	0811
G-BRLY BAe ATP	0835	EI-FKB Fokker 50	0854
EC-FZZ Boeing 737 400	0935	G-BVTF Fokker 70	0939
G-MAJH Jetstream 41	1002	G-UKTB Fokker 50	1004
G-JEAD Friendship	1025	OO-DTJ Brasilia	1037
G-BJVV Robin 1180TD	1141 1108(29)	G-SHIV GA7 Cougar	1148
G-LILY JetRanger	1153	G-BVTF Fokker 70	1258
G-BRLY BAe ATP	1324	G-DACR Airbus 320	1330
G-DRBG Cessna 172M	1340	ZB686 Gazelle AH.1	1508
G-UKTB Fokker 50	1519	G-BSER Cherokee 160B	1528
EC-FZZ Boeing 737 400	1540	G-BGWO Jodel D112	1603
EI-FKC Fokker 50	1623	G-BVTF Fokker 70	1645
G-OANC Warrior II	1702	G-MONJ Boeing 757	1711
G-XRMC BAe 125 800B	1728	EC-FXA DC9 83	1840
G-JEAD Friendship	1924	G-BVTF Fokker 70	1938
G-UKTB Fokker 50	1947	G-DACR Airbus 320	2113
G-MAUD BAe ATP	2117		
29 Sunday			
G-MONJ Boeing 757	0405	G-BYAL Boeing 757	0436
G-DACR Airbus 320	0727	G-MAJJ Jetstream 41	0823
LZ-MIG TU 154	0839	EI-FKD Fokker 50	0910
G-BVTF Fokker 70	1005	G-UKTB Fokker 50	1018
G-BVTE Fokker 70	1043	G-OCST JetRanger	1111

G-BBPX Seneca	1145	G-BSBW JetRanger	1204
G-BVTF Fokker 70	1322	G-BUEB ATR-42	1412
G-JEAD Friendship	1452	OO-MTD Brasilia	1501
G-UKTB Fokker 50	1522	G-MAJJ Jetstream 41	1533
EI-CJI Boeing 737	1632	G-MAUD BAe ATP	1641
G-JEAD Friendship	1814	G-BVJB Fokker 100	1832
G-BYAL Boeing 757	1838	G-BRLY BAe ATP	1914
EI-FKB Fokker 50	2002	OO-DTH Brasilia	2012
G-UKTB Fokker 50	2034	G-BUEB ATR-42	2044
G-JEAD Friendship	2120	G-BVJB Fokker 100	2141
G-MAUD BAe ATP	2145	EI-CJI Boeing 737	2154
G-SUEE Airbus 320	2251		
30 Monday			
G-ZAPJ ATR-42	0644	G-BYAL Boeing 757	0741
EI-CJG Boeing 737	0816	G-BLZT Short 360	0901
EI-FKB Fokker 50	0903	G-ORJB Citation	0942
G-ZAPJ ATR-42	0946	G-BXEG ATR-42	0948
G-BSBW JetRanger	0949	G-JEAD Friendship	0950
N190RM King Air E90	0957	G-BVJA Fokker 100	0958
G-UKTB Fokker 50	1027	OO-MTD Brasilia	1046
ZG889 Lynx AH.9	1123	G-MAUD BAe ATP	1127
G-BLZT Short 360	1156	G-RNLD Agusta A109C	1157
G-BWXG T67M Firefly	1208	N340SC Cessna 340A	1210
G-BVZI Boeing 737 500	1226	G-BFTT Cessna 421C	1316 1838
G-GNTB SAAB 340	1416	G-JEAD Friendship	1448
OO-DTF Brasilia	1455	G-BHIC Cessna 182Q	1505
G-UKTB Fokker 50	1510	G-MAUD BAe ATP	1518
G-BVJD Fokker 100	1539	G-BSBW JetRanger	1550
G-RNLD Agusta A109C	1621	G-CPTS JetRanger	1649
G-BYAL Boeing 757	1658	G-GNTB SAAB 340	1717
G-BVED ATR-42	1722	G-DHGS Robinson R22	1747
G-JEAD Friendship	1805	G-BLZT Short 360	1851
G-BVJD Fokker 100	1856	N190RM King Air E90	1934
EI-FKB Fokker 50	1935	EI-CKQ Boeing 737	1943
OO-DTI Brasilia	1956	G-UKTB Fokker 50	2014
G-GNTB SAAB 340	2022	G-BVED ATR-42	2054
G-MAUD BAe ATP	2115	G-JEAD Friendship	2117
G-DAAL HS 748	2120	G-BVJD Fokker 100	2151
G-DHGS Robinson R22	2155		

From & To

01) N709EL/Donegal: 02) N190RM/Norwich;N321DH/F & T Odiham;ZG994/Soesterberg; D-ISCH/F & T Rothenburg;N3CX/Bagby: 03) VR-CPR/Guernsey: 04) PH-PTE/Rotterdam; XZ304/Shawbury: 05) N1040/Bangor (USA);40110/F & T Mildenhall;N709EL/EMA;XZ304/Shawbury: 06) N584CA/Coventry;OY-SBT/Aalborg;N709EL/EMA;PH-PTE/Rotterdam;F-GOAL/Le Bourget;N190RM/Denham: 07) ZH536/Northolt;XZ309/Shawbury: 08) N797HG/Guernsey PH-PTE/Rotterdam;N709EL/Dublin: 09) D-IXXX/Essen;OO-SKD/F & T Brussels;VR-CBM/Islay: 10) N1351H/Shoreham: 11) VR-CDM/Hawarden;ZE702/Northolt: 12) VR-CDM/Hawarden(Twice): 13) N5NN/Elstree: 14) N321DH/Farnboro: 15) N584CA/Coventry; VR-CPR/Guernsey;N5NN/Elstree: 16) XZ309/York;HB-CDS/Cambridge;VR-CDM/Hawarden: 17) VR-CAU/F & T Heathrow;F-GMPT/Bristol-Nantes: 18) N560WE/F & T Jersey;84002/Ronneby;F-OKSI/Speter-Le Bourget;ZE411/Hereford-Strensall: 19) F-GJLF/Merville; XZ325/Dishforth: 20) 185/Landisviau;VR-BOO/Stanstead-Inverness: 21) N190RM/Norwich;EI-BIS/Abbeysrule;OY-CRE/Bergen: 22) N190RM/Wilhelmshaven;WB271/Woodvale;W5856/Woodvale;VR-BOO/Inverness: 23) HB-FOE/Berne;F-GIVV/Poutivay-Dijon; ZE441/Yeovilton: 24) F-BXSN/F & T Lille;F-GJBA/Cholet: 25) N6315X/Denham: 26) PH-BYA/Biggin;OY-CRE/Cambridge;HB-VIF/Glasgow-Geneva: 27) N797HG/Guernsey:

**AIR YORKSHIRE AVIATION SOCIETY
STATEMENT OF INCOME AND EXPENDITURE
YEAR TO 31.10.96**

<u>INCOME</u>	<u>NOTES</u>	<u>1996</u>	<u>1995</u>
Subscriptions	1	3440.00	3445.00
Trips		309.00	1471.50
Annual Dinner		616.00	0.00
Raffles		212.00	160.80
Magazine sales		188.00	108.00
Merchandise	2	192.50	576.00
Sundry income		173.35	24.30
Bank interest		12.70	0.00
		-----	-----
		5147.55	5785.60
 <u>EXPENDITURE</u>			
Yorkshire Aero Club subscriptions		1240.00	1480.00
Magazine	3	2202.00	1675.56
Postage	3	322.00	300.21
Stationery	3	102.25	33.81
Speakers' fees		68.23	49.72
Trips		300.00	1461.50
Annual Dinner		598.00	0.00
Merchandise		220.90	516.49
Expenses		27.00	53.04
Raffle prizes		32.00	179.60
Bank charges		00.00	19.90
Miscellaneous costs		21.99	269.99
		-----	-----
		5240.37	6039.82
Balance brought forward		924.83	1179.05
Net surplus for year		- 92.82	- 254.22
		-----	-----
Balance carried forward		832.01	924.83
Closing bank balance		814.62	1068.02
petty cash		17.39	6.81
Provision			- 150.00
		-----	-----
		832.01	924.83

D.E.Valentine
Hon.Treasurer, A.Y.A.S.
October,1996

**AIR YORKSHIRE AVIATION SOCIETY
STATEMENT OF INCOME AND EXPENDITURE
YEAR TO 31.10.96**

NOTES

1. MEMBERSHIP

	Members	1996 Fees £	Members	1995 Fees £
FULL	193	2123.00	192	1920.00
Y.A.C.	124	1240.00	148	1480.00
FAMILY	27	27.00	34	34.00
PART-YEAR	9	54.00	2	11.00
COMPLIMENTARY	8		8	
	-----	-----	-----	-----
	237	3444.00	236	3445.00

2. MERCHANDISE

	Badges	Sweaters
Sales	192.50	576.00
Purchases	220.90	516.49
	-----	-----
	loss 28.40	profit 59.51
Stock of badges held 45 @ £3.50	157.50	

3. MAGAZINE

	1996	1995
	£	£
Printing	2202.00	1675.56
Stationery	102.25	24.44
Postage	322.00	300.21
	-----	-----
	2626.25	2000.21

28) ZB686/Wattisham: 30) N190RM/Norwich & Southend;ZG899/Wattisham;N340SC/North Weald:

Overshoots

01) ZE370/SRG128: 02) XX481/Navy806;G-SHIV: 03) ZE370/SRG128;G-SHIV;XX491/CWL62; XX481/Navy806: 04) XX500/CWL71: 05) XX499/CWL75;G-SHIV;XX496/CWL67: 09) XX622/UAX93: 12) XS729/CWL95;G-BAVZ;XZ214/Army340: 13) G-BAVZ;ZF380/LOP15: 14) G-SHIV: 15) G-SHIV: 16) XS731/CWL95: 17) XX499/CWL45;G-BAVZ;G-SHIV;XZ598/SRG128: 18) XX498/CWL73: 19) G-BWXE/Hunting102;XX500/CWL66;XZ347/Army564;XZ337/Army356; ZF411/LOP06;XZ337(again)/Army561: 20) XX482/CWL73: 23) XX495/CWL67: 24) XX482/CWL66;XX497/CWL67: 26) XX482/CWL62: 29) G-BAVZ: 30) ZF450/LOP54;ZF206/LOP12:

LBA Movements review, September 1996

Starting the month off in style was the Tri-star TF-ABM which positioned in on the 1st as "Britannia 992F" to operate the Britannia flight "007A-B" to Tenerife South. Also noted on that day making the first of a number of visits this month was Beechjet N709EL. Another aircraft making lots of visits during the month was the King Air E90 N190RM first noted on the 2nd. This was registered on July 8th this year with c/n LW-1 which makes it the prototype E90 first flown in January 1972, throughout the month it has been operating for Turbine Helicopters. Others visiting on the 2nd were the Pilatus PC XII N321DH, CitationJet D-ISCH and S-76 N3CX using the callsign "JCB 5".

Cessna 421C VR-CPR was the only foreigner logged on the 3rd whilst the only one logged on the 4th was the Pegasus Air Navajo PH-PTE from Rotterdam. Arriving from Bangor, Maine on the 5th was Gulfstream IV N1040 and it was joined by N709EL the Beechjet. Not seen by many spotters was the Airbus 320 OY-CNG of Premair at 0047hrs on the 6th, this arrived on the Airtours flight "AIH352" from Gerona. The same day saw N709EL back along with King Air E90 N190RM and the Navajo PH-PTE, we also had Rockwell 114B N584CA from Coventry, Corvette OY-SBT and Falcon 50 F-GOAL which was "EFS 116". On the 7th Midland used the Fokker 100 PH-CPE on the Jersey flight as "Midland 1604".

Navajo PH-PTE returned on the 8th as did Beechjet N709EL with the Malibu N797HG arriving from Guernsey. Cessna 421C D-IXXX was from Essen on the 9th and joining it was the Xingu OO-SXD from and to Brussels, Citation 2 VR-CBM on the same day was from Islay and belongs to Bernard Mathews of turkey fame. The Cherokee Six N1351H on the 10th arrived from Shoreham where it is based and on the 11th the Citation VR-CDM arrived from Hawarden where it lives. The Citation VR-CDM was back on the 12th when it made two visits. Cessna 421C N5NN made the first of two visits this month on the 13th, the second one being on the 15th. Midland used the other Dutch registered Fokker 100, PH-CFF, on "Midland 1604" on the 14th with the Pilatus PC XII N321DH putting in another visit. Returning on the 15th were R.114 N584CA and Cessna 421C VR-CPR. Night stopping on the 16th was the Cessna F172M HB-CDS whilst the Citation VR-CDM paid another visit.

Diamond International's Boeing 757 VR-CAU was from and to Heathrow on the 17th and must be the ultimate in biz-jets, joining it was the new P-68 Victor F-GMPT. On the 18th Citation V N560WE was from and to Jersey with the Falcon 50 F-OKSI being from Speyer to Le Bourget. F-GJLF on the 19th was a Mooney M20M and on the 20th MD87 VR-BOO was on a Ford charter using callsign "Fordair 693". Back again on the 21st was the King Air E90 N190RM but this time it was joined by a couple of new visitors, OY-CRE is a Mooney M20K which came from Bergen and arriving from its base at Abbeyshrule was the Robin Aiglon EI-BIS. On the 22nd N190RM arrived from Wilhelmshaven and MD87 VR-BOO made the return flight from its charter up to Inverness as "Fordair 694".

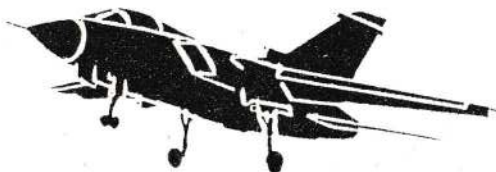
A different Pilatus PC-XII visited on the 23rd, this was HB-FOE which is c/n 102 and is believed to be the company demonstrator. Joining it was the Cessna 340A F-GIVV from Poutivy to Dijon. Another King Air E90 was F-BXSN on the 24th using the callsign "Mange Air 162" and there was another Mooney M20, this time an M20J, F-GJBA. Cessna 421C N6315X arrived from Denham on the 25th although it is based at Glasgow. Beech 58 PH-BYA on the 26th is part of the KLM training fleet but it had no callsign quoted against it in the movements log, Lear Jet 36 HB-VIF on the same day was calling "AGV 501" and visiting again was the Mooney M20K OY-CRE. On the 29th Malibu N797HG was from Guernsey again so it may be based there. Ending the month on the 30th was Cessna 340A N340SC from North Weald and once again, the King Air E90 N190RM.

Quite a selection on the military side this month. On the 2nd Islander ZG994 was "Army 452" on a flight from Soesterberg. The French Navy are becoming regular on training flights, on the 3rd we had Falcon 10 No 143 with the callsign "FNY 55P7" which was quoted as F-YDTC in the log, however last time 143 visited it was shown as F-YDTB. Later in the month, on the 20th, we had Falcon 10 No 185 as "FNY 55B3" which was shown as F-YDTB, last time 185 visited it was down as F-YTDE. Gazelle XZ304 on the 4th was "Army 325", it returned on the 5th with the same callsign to be joined by the USAF C-21 84-0110 with callsign "Spar 89". A different Gazelle on the 7th was XZ309 as "Army 392" and the RAF supplied Islander ZH536 as "Ascot 7987". On the 11th BAe 146 ZE702 was on a royal flight as "Kittihawk 01R". XZ309 was back on the 16th as "Army 384". Something different on the 18th was Swedish Air Force Hercules 84002 calling "Swedish 842" on a flight from Ronneby with the SAS Agusta A109 ZE411 arriving from Hereford as "ZZT55". The Army Gazelle XZ325 came from Dishforth on the 19th as "Army 224". A couple of golden oldies on the 22nd were Fairey Firefly WB271 and Swordfish W5856 which night stopped with YLA before the Swordfish was named after the city of Leeds the following day. Coming from Yeovil with navy brass on the 23rd was Jetstream ZE441 as "Ascot 7672". The Gazelle ZB686 on the 28th was callsign "Army 396" and finally we had Lynx ZG889 on the 30th as "Army 612".

Among the other visitors there were some of interest. Slingsby's continue to use YLA for their pre-delivery checks on the new T67M's, on the 3rd G-BWXF was using callsign "Slingsby One" and on the 18th G-BWYG was "Slingsby Two". Missing from the list so far has been G-BWXE but this arrived from Barkston Heath on the 19th as "Hunting 102". Seneca G-BASX seems to be based during the week when it flies for local radio as a traffic watch. Cherokee G-ATUL was in YLA from the 5th to the 22nd on maintenance. A strange visitor on the 11th was the Liverpool police Twin Squirrel G-BOOV calling "Police 24". The Aero Club was using P-68 G-UNIT on loan during the month, this was not in the version of the tower log we receive as the Aero Club aircraft are omitted, however we know it arrived on the 18th. After last month's loss of the Sea Fury G-BLTG we have another loss to record, this time it was the Katana G-BWFW which was returning from Kirkbride on the 15th when it crashed in the Lake District and was destroyed without serious injury to the two occupants. Arriving at YLA by road on the 7th was the fuselage (only) of LZ-706 which on inspection turned out to be a Zlin 326, it was here for measuring with a view to reconstructing the canopy, it was never off the trailer and it departed after about four days. A new resident on the 10th was the Twin Squirrel N26ET of Pace Electrics, this is c/n 5455 and was previously PT-HXV. Pace's Citation N46WB which arrived last month went away mid month and returned on the 25th as VR-CCV. Northern Helicopters of Coney Park has gone into voluntary liquidation which has meant a lot more helicopters now use the LBA, also Readmans Hughes 369E G-DRAR is now resident at Knight Air and more helicopters are expected there. The aircraft parking area at the southern side of the Knight Air hangar is to be converted into a hangar to accommodate the new residents expected, among these will be a new Falcon 900 for Pace sometime around February, an Agusta A109 and a Sikorsky S76.

Military Matters

Eric Martin.



RAF AIRCREW BREVETS

The original pilot's brevet was introduced in February 1913; it consisted of the wings of a swift bearing the monogram 'RFC', surrounded by a laurel wreath and surmounted by a crown¹. This badge, the first flying badge in the world, was 'taken over' by the RAF from 1 April 1918 with, of course, the replacement of the monogram by 'RAF'².



The second flying badge, the observer's, was introduced in September 1915, consisting of a single wing attached directly to a letter 'O'³. This badge design formed the basis of later aircrew brevets - the main difference being that in the observer's badge the wing is directly attached to the 'O', in subsequent brevets the wing is attached to the laurel wreath.



The increased size of bomber aircraft in the post-WWI period necessitated the introduction of another aircrew member, the air gunner. In 1923 an air gunner's badge was introduced: a metal badge consisting of a winged bullet, worn on the sleeve. In December 1939 the 'AG' brevet⁴ was introduced; worn, like the pilot's and observer's, above the left breast pocket.



At the outbreak of WWII, as larger multi-engine aircraft came into use, the need for additional aircrew categories became evident. In September 1942, the 'N' brevet⁵ for navigators came into use at the same time as the 'B'⁶ for air bombers (or bomb aimers) and the 'E'⁷ for flight engineers. Later in the war came the 'RO'⁸ (radio observer), 'M'⁹ (meteorological observer) and 'S'¹⁰ (signaller).



After the end of WWII aircrew badges were reduced to five: pilot, navigator, signaller, engineer and air gunner. Air gunners soon became obsolete, but gradually three other categories and badges came into use: 'QM'¹¹ (air quartermaster), 'AE'¹² (air electronics operator) and 'FC'¹³ (fighter controller). In 1972 the 'QM' brevet was replaced by the 'LM'¹⁴ (air loadmaster) to reflect the varied duties performed by this category.

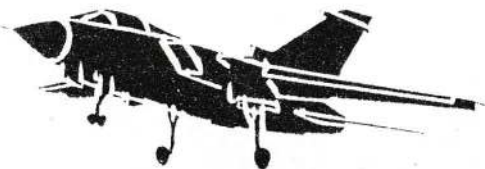


The parachute instructor's brevet¹⁵ is unique in that it consists of an emblem, a parachute, rather than initials.



Military Matters

Eric Martin.



ROYAL NAVY AND BRITISH ARMY AIRCREW BREVEIS

ROYAL NAVY

The Fleet Air Arm was formed in 1924 and the RAF provided most of the personnel, including pilots. The Air Ministry controlled the aircraft, the Admiralty controlled the aircraft carriers and other vessels. A few naval officers trained as pilots and those naval officers attached to RAF units were given, in addition to their naval rank, an RAF rank. This dual control system was totally unsatisfactory and control of aircraft passed to the Admiralty in May 1939. The Navy introduced its own brevets for Pilots¹, Observers² and Telegraphist-Air Gunners (TAGs)³. These were worn by officers on the left sleeve above their rank 'rings' and by ratings in an equivalent position on their jerseys or tunics. It was felt that naval uniform did not lend itself to the wearing of brevets on the left breast (although the modern Submariners badge is worn in this position).

The TAG category became obsolete after the end of World War II and their brevet was used for Aircrewmen³ with the gradual use of helicopters by the Fleet Air Arm; they perform similar duties to RAF Air Loadmasters: they act as winchmen and lookouts on helicopters. During the war, pilot and observer duties were carried out by ratings as well as officers, but all current Pilots and Observers are officers.



ARMY

The Army Air Corps was formed in 1942. At that time, it consisted of two regiments: the Glider Pilot Regiment and The Parachute Regiment. When the Glider Pilot Regiment was disbanded in 1945, The Army Air Corps was also disbanded but The Parachute Regiment became an established regiment of the British Army. With the increased use of helicopters, The Army Air Corps was re-formed in 1956 and the wings previously worn by glider pilots and air observation post pilots (known as the 'Army Flying Badge') was reintroduced as the Pilot⁴ badge; the 'single wing' design used by the RAF was adapted by the Army for the other aircrew categories - Observer⁵ and Airgunner⁶. Unlike the war-time RAF and Fleet Air Arm, the Airgunner is 'superior' to the Observer. The potential Airgunner first trains as an Observer, the best of these then go on to train as Airgunners. The Airgunner is likely to increase in importance with the introduction of the Apache attack helicopter. The Army Air Corps currently uses helicopters to spot for the artillery, the Apache will increasingly BE the artillery, with its Longbow fire-control radar, laser and frequency-directed anti-tank guided missiles, rockets, 30mm gun and air-to-air missiles. We might have a future 'battle' being largely determined by two NCOs, as unlike the other two Services, the Army still utilises NCO pilots.



AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

The airport have very kindly sent me a copy of the Annual Report. When reading the following extracts it is important it is understood **the figures relate** to the airports financial year, which runs **from 1st April 1995 to 31st March 1996**.

The financial year saw an increase in passengers by 13.6% to 932,977 (previous year 818,610). Freight figures increased from 5534 metric tonnes to 6465.

Turnover also increased from £9,545 million to £10,236 million. However nett trading profit reduced from £1,097,000 to £613,000. This reduction was planned and is associated with the operating costs of running a 24 hour airport, and the need to support capital development.

The report then provides some very interesting data, which I have produced below. This illustrates the passenger figures broken down by individual airline and percent of the total passenger figure.

Scheduled Services

<u>Airline</u>	<u>Passengers</u>	<u>%</u>	<u>Airline</u>	<u>Passengers</u>	<u>%</u>
British Midland	248,906	41	Air U.K.	90,269	15
Jersey European	77,885	13	Aer Lingus	64,924	11
City Flyer	38,639	7	Sabena	30,147	5
Knight Air	29,742	5	Gill Aviation	18,851	3
Manx Airlines	2,135	0	Brymon	543	0

Charter Flights

Monarch	118,163	37	Air Europa	76,725	24
Britannia	59,848	19	Air Malta	11,329	4
Air 2000	9,988	3	Spanair	6,685	2
Airtours	4,830	1	Air Via	4,799	1
Air Transat	4,720	1	Others	26,544	8

Broken down by percent, 64% of passengers are Schedule, 35% charter and 1% Transit.

Air Europa ceased operations at LBA on behalf of Thomsons for the summer 1 month early. All the flights in October were instead operated by Britannia Boeing 757's

British Midland are to return its two BAe A.T.P.'s to British Regional Airlines (formally Manx Airlines). It is also reported that the sole Jetstream 41 is to go to Maersk. This will mean new aircraft are required to operate both the Leeds to Paris and Leeds to Glasgow services operated by B.M.A. As we close for press Fokker 70's were operating the Paris service as an interim measure, with SAAB 340's due to start both services on Monday 28th October - 3 days after our press date. However the Paris service passenger figures would seem to exceed the seating capacity of a SAAB 340 regularly. Another report has suggested B.M.A. are interested in purchasing ATR-42 or 72's to replace the A.T.P.'s and this would seem a more logical aircraft to operate the Leeds to Paris service.

Gill Air have introduced a fourth Flight to Edinburgh on Tuesdays, Wednesdays and Thursdays. The extra flight, GIL624, departs at 0940 and arrives back as GIL625 at 1205.

AIRPORT NEWS

Luton reported a 55% increase in scheduled service passengers in August. The passengers totalled 149,000 compared with 58,500 in August 1995. The incredible growth is mainly due to Luton's two low-cost airlines Debonair and easyJet.

BAA have reported almost 10 million passengers passed through their airports in August. Stansted and Edinburgh were real growth airports, with passengers figures increasing by 22% and 21% respectively.

AIRLINE NEWS

Airtours announced on the 2nd September they had ordered a Boeing 737-400.

British Mediterranean Last month I reported Brit' Med' had buried the hatchet in their battle with B.A. over routes to Lebanon and decided to become a B.A. franchise. The franchise services were due to start on Monday 28th October. However on Thursday 24 October, the hatchet appears to have reappeared as British Mediterranean announced that the deal with B.A. is off!

British Midland has announced it is to spend £15 million upgrading its image including a new corporate livery.

Condor Flugdienst announced an order on the 2nd September for twelve Boeing 757-300's, becoming the launch customer for the Srs 300 version of the '757. The series 300 has a 7.1 metre stretch which increases seating capacity from around 230 (depending on layout) to around 290.

Lufthansa have ordered five MD-11's for its cargo division, and taken options on seven more. The airline received its first A.319 on the 25th July. Finally the aircraft is to sell its six Boeing 737-400's in a cost cutting exercise.

Manx Airlines have has a history of name changes, most of which have not affected the aircraft titles or colour schemes. Parent company Manx Airlines Holdings Ltd was formed on 13th March 1987. They were renamed British Regional Airlines Holdings on 26th April 1995. The latest change suggests the airline name changed officially on 1st September to British Regional Airlines and this may affect the aircraft titles. It is also believed Loganair may become a subsidiary company. All these companies are ultimately owned by Airlines of Britain Holdings plc.

Japan Airlines are to change the colour of business class furnishings, table linen, and even boarding cards every three months according to the season. For the record Autumn will be yellow and soft orange, Winter red and fuchsia pink, Spring jade green and lemon grass and finally Summer will be ultramarine and aquamarine.

South Coast Airways operator of two Dakotas is currently asking major airlines if they would like the Dakotas to be painted in their former airline colours to form a heritage flight.

AIRCRAFT NEWS

McDonnell-Douglas have revealed plans of their new MD-XX. The aircraft is basically a Stretched fuselage/re winged version of the MD-11. The MD-XX will be offered in two versions, the stretch version will carry 515 economy passengers and have the same range as the MD-11, while the long range version will carry 309 passengers 20% further than the existing MD-11.

McDonnell-Douglas have also in co-operation with Federal Express launched the MD-10. The deal involves up to 60 DC-10's been made into two man crew cockpit and converted into freighters.

OTHER NEWS

BAA have announced their intention to run a rail link between Heathrow and Gatwick on completion of the new Railway Station at Heathrow.

Also at Heathrow, the newest restaurant which opened last month is called "Non" and is the first Indian Restaurant at a U.K. airport. The operator has stated that "Very hot dishes will probably offered as specials, but we are mindful of the fact that many passengers from overseas are not as accustomed as the British to spicy curries".

British Aerospace made its last delivery of Airbus wings via Manchester on 9th July. All future deliveries will be made direct from the Chester factory, following a runway extension, which will allow use of the Airbus A.300 "Belugas".

CREDITS Pete Gibson, Steve Jones, Harry Morrow, Pete Smith, Air Britain News, Aircraft Illustrated, Financial Times, Radio 5, Telegraph and Argus, Teletext.

Further afield



Global topics by
alan sedgwick

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

COCHABAMBA in BOLIVIA is where we start our third and final report of member Andrew Pentland's breathtaking journey of South America. There was no time to explore this field but in evidence were a B25 Mitchell and a cluster of old DC 6's. Following a trek on the Inca Trail to Machu Picchu a flight was taken between Cuzco and Lima on board FAUCETT 737 OB-1544. Most of this failed 'airlines' fleet are now seen in the colours of AERO SANTA with the exception of Tri-star OB-1504. The airports elevation and situation amongst the mountains means the weather dictates that most of the flights take place in the mornings only. (and people have had the nerve to point out the effects of weather at the LBA !!). Seen before departure were 2 Mi-8 helicopters, 4 King Air's, an Air Force twin otter, plus B727's of AERO PERU, AMERICANA and AERO SANTA. Described as a Russian aircraft spotters paradise - Lima revealed the following in the next two days = a batch of Antonov-32's, a Peruvian Air Force B707, an AVIANCA 727, an A320 of LACSA COSTA RICA, an A 300 (F-OHMI) of MEXICANA, a PERU Air Force C-130, a DC8= BURLINGTON EXPRESS, a Peru Air Force Learjet, an A320 of AEROLINEAS ARGENTINAS = F-OGYR, Tupolev 134A-3 = OB-1553 of IMPERIAL AIR plus various machines of AEROCONTINENTE, AERO PERU and FAUCETT. Two days later a flight on board VIASA 727 = YV-129-C (on lease from IBERIA = ex-EC-CBE) found Caracas in Venezuela, but before departure there was time to spot the following:- an AOM DC10, B747's of TOWER AIR CARGO and ALITALIA, a LAPSA A320, a UNITED 767, an AMERICAN 757, a different Tu-134 of IMPERIAL AIR, plus an assortment of the Peruvian Air Force and Navy= 8 An32's, 10 Mi-17's, 2 C130's, a 707 and an F28. With 2 hours to connect to the flight back to Madrid, Caracas airport, which lies 20 miles from the city, was busy with the movements of various airlines. According to last years fleet lists the locally based outfits include= ASERCA-7 DC9's, AVENSA-727/737 + DC9's total approx 20 including a Convair 580 and a 737-3Y0 (ex EI-BZR), SERVIVENSA (a subsidiary of AVENSA) = 25 mainly DC9's and 727's, plus 3-C47's and a DC3, VIASA with a mix of 727's and DC10's, plus ZULIANA de AVIACION who have 4 DC9's and two DC8 freighters. Two foreigners noted were a 757 of AMERICAN and an A310 of AIR PORTUGAL. A King Air 200 present had one of the longest registrations with YV-O-MMH-9 which is the property of the Ministry of Energy and Mines. Madrid was reached by IBERIA DC10= EC-CEZ and almost concluded a memorable adventure including SPAIN-BRAZIL-PARAGUAY-URUGUAY-ARGENTINA-CHILE-BOLIVIA-PERU and VENEZUELA!!!

In Brief..... AIRTOURS are to serve 3 Spanish cities for the first time next summer in conjunction with a City Breaks programme, when their livery will be witnessed in Barcelona, Madrid and Seville. Their aircraft have made the odd winter visit to these airports in the past, just for the day though MAERSK will link Berlin Tegel airport with Birmingham next year everyday but Saturday from January 6th, using their new Boeing 737/500's. Spanish carrier AVIACO have just commenced a three times per week service between LGW and Zaragoza (thats a familiar name of football-past in Leeds!) and also an Oviedo service which will continue on to La Coruna, both the latter being slightly off the beaten track to most UK travellers in the past. UNITED AIRLINES are said to be unhappy with their GEC Marconi interactive entertainment system installed in their Boeing 777's and are also about to fit new Business class seats in their long haul fleet commencing with the latter type of aircraft. The flying Eye Hospital of project Orbis in the form of DC10= N220AU, formerly G-GCAL, is due to visit Manchester airport 16-24 of November. LUFTHANSA are handing over 19 Boeing 737/200's to JETZ Inc. who are thought to be passing most of them on to LAPA in Buenos Aires, the German flag carrier are also off-loading six 737/400's and leasing another to SUN EXPRESS of Antalya, Turkey. The CANARIAS CARGO DC8-EC-GCY is thought to be in the states now with IAL Aircraft holdings and LINEAS AEREAS CARGO have taken two 727's from Argosy International which are ex-AEROLINEAS ARGENTINAS= LV-MIM/N. last years controversy over the new Denver International Airport may have been forgotten now as the Colorado project has reported first year profits of \$8.5 million. The GILL AIRWAYS 'new' Shorts 360=BLGE arrived in service still in the former Canadian owners colours of Goose Bay based LABRADOR AIRWAYS and was previously registered in the 'States. Turkish outfit HOLIDAY AIR have added 737/200= TC-RAF to its growing fleet from AIR SERVICES NANTES. AIR CANADA have increased winter scheduled traffic to the UK with extra flights from Toronto to Glasgow, London and Manchester, plus a daily flight from Edmonton and Calgary to LHR, they will also receive the first of twelve Airbus A319's in December. French Commuter airline BRIT AIR are looking to take over the LGW to Toulouse and Bordeaux services using a Canadair RJ, routes which AIR LIBERTE may abandon. FINNAIR are to lease four Boeing 757's and part with its A300's. Italian carrier ALPI EAGLES have had problems with their initial shade of orange paint on F100= ALPK as its light-fast qualities were severely tested in the Italian sunshine!! CONSTELLATION AIRWAYS of Brussels are selling their two 'noisy' 737/200's to FEDERAL EXPRESS and looking for a 737/300 for the winter. FLYING ENTERPRISES of Torlanda, Sweden have added former LOGANAIR SD360 machines BMLC/HX to its ex-UK SD330 (BLGG) G.B.AIRWAYS are claiming to be the first U.K. operator to fly on a Spanish domestic route with the extension of their twice per week LGW-Valencia sortie as far as Jerez!. the new DELTA EXPRESS has put its parent company in the low cost-'pack-em-in' game with 12, possibly rising to 54, =737/200's with 119 seats instead of 107!! AIR MALTA are looking to start flights from the island to Australia and maybe New York.

Credits; Laurie Caldbeck, Andrew Pentland, T.A.S., T.T.G..

MONTHLY MEETING - 6 OCTOBER 1996

Our ardent sky watchers were provided with - as the saying goes- something completely different on this Sunday afternoon.

Graham Birdsall, Editor of "UFO Magazine", assisted by his colleague, Russell Callaghan, gave an intriguing talk and video presentation on unidentified flying objects in the context of aviation, supported by impressive records of reported sightings.

Ever since Kenneth Arnold coined the term "flying saucers" in 1947, this topic has tested and no doubt will continue to challenge people's experience and credibility. Official acknowledgement has been elusive, and the shadowing rôle of the Authorities over the last five decades has been compounded by considerations of security and prestige.

Computer-enhanced images of the well-known film of a "saucer" originally shot by George Adamski (1891-1965) were shown, and some of the 3,500 sightings of UFOs by aircrew were described.

Evidence of radar traces frequently corroborated visual encounters. Official lack of recognition of such evidence prompted Nick Pope, author of the book "Open Skies, Closed Minds" to go public on the subject. For several years his job had been to collate and investigate sightings in the UK.

Question time brought forth queries about the appearance and the prevalence of sightings of UFOs. Mr Birdsall offered a description of an object allegedly seen by observers in several parts of the world. It is triangular in plan with a light at each corner and a fourth, larger light in the centre. It is soundless, and it can hover as well as accelerate at great speed.

He went on to note that UFO sightings began in the USA soon after the first explosion of an atomic device in New Mexico in 1945, and were prevalent later when rockets began to probe space. Was there a link in these events, he asked? Another question mark stands against the huge funds accorded to the B-2 bomber project - excessively large funds in Mr Birdsall's view.

There was obvious interest in the systematic way in which our speakers tackled the subject and presented possible pointers rather than jumping to premature conclusions. They were given deservedly warm applause.

And just in case any Air Yorkshire members do make unexplained sightings of aerial phenomena, Graham and Russell can be contacted on 01943 850860. Watch this space!

Denis Yeadon

One out Of Ten - Must Try Harder

"PASS or PAY": the welcoming sign that greeted us on arrival at Sherburn on Sat 24 August for the Swordfish Day. The control point was staffed by two friendly ATC Cadets who had likely been banished to this far flung outpost for some military misdemeanour. They declined my offer to Pass and requested payment of what felt like a hefty £10.

We now proceeded several hundred yards along an old peri track to another group of Cadets who were directing those who had paid as to where to park. I declined the offer of a parking spot covered in broken glass; this seemed to throw the arrangements into confusion. At this point we were parked on an old runway bounded by a sewage plant on one side and a ploughed field on the other. Escape would be difficult!

The location of the actual airfield and how to gain access was not obvious. In the far distance a Jungman was stooging about - perhaps a clue! On enquiry I was advised by one of the cadets that the airfield was indeed some way in that direction. Obviously payment of £10 was rewarded by a considerable walk. Having trudged a further distance past the rather smelly sewage farm, my wife was rapidly concluding that her first impression of "a Fred Cano do" was substantially correct.

We eventually happened upon a further group of cadets who were anxious to take even more money from us in exchange for a programme. We declined and asked if we were in any danger of finding the airfield. We were now directed down a narrow track of dubious surface for those not wearing stout shoes. We negotiated this successfully and began to approach another car park obviously for pass holders. Non-payment certainly seemed to warrant better treatment than payment. At last the club-house hove into view and beyond, our target: the airfield.

So far nought out of ten must try harder, Sherburn.

A helpful chap wearing a badge steered us around the club-house (pass holders only) and advised us in almost religious tones that the Swordfish was about to take-off. A plus point at this stage was that he did not attempt to relieve us of any money! We crossed the airfield and took up a position by the rope near the flight line.

Luckily we had arrived just in time for the scheduled one hour flying programme. Any photographs were almost directly into the sun and to watch the flying you had to squint. However at least those with a pass also had this problem.

Nought out of ten must try harder, Sherburn.

I enjoyed the flying programme, which consisted of the following: G-TAFF Jungman, G-AEBJ Blackburn B2, LS326 Swordfish, WB271 Firefly, G-OTAF Aero L38 and XZ598 Sea King.

There were many visiting and based aircraft and helicopters parked in the vicinity and as a good spotter I felt honour bound to note the regs and take photographs. A large black cloud approaching from the south west gave this activity some urgency. The cloud beat me so we adjourned to the large hangar to sample the trade and craft fair pausing only to buy a Mr Whippy ice-cream, at a surprisingly reasonable cost.

By the time we reached the large hangar it was raining heavily and quite gray and dark. The hangar was poorly lit and detracted markedly from the craft stalls and their contents. Most of the stall holders looked glum and weary - perhaps they had paid £10 to get in and had to park next to the sewage farm.

Nought out of ten must try harder, Sherburn.

The rain and thunder lasted an hour or so and substantially washed out the rest of the day. The outside stalls gave up and closed and by 4pm most folk were gone or going. The Rowntree Brass Band was soldiering on at the entrance to the small hangar despite the weather. My wife elected to go back to the car, whilst I collected some final regs and photos.

As I hiked back to the car the track of dubious surface had become muddy (nought out of ten); some folk were picking blackberries next to the sewage farm and one couple were having a picnic tea in the lee of the concrete settling tanks, with the accompanying aroma wafting across their sandwiches!

It seems churlish to be critical, but I had the distinct feeling that those paying £10 were intruding on what was really a religious event for Swordfish worshippers. I was only welcome because my £10 note helped to defer the cost. Rather like "tradesmen please use the back door".

However, despite everything, I enjoyed the aeroplanes. But my wife was not impressed at all. "An anorak event" was her weary summation of the afternoon.

Jim Stanfield

ON HOLIDAY AT FARNBOROUGH

We were drinking coffee in the car at Dorchester. Not Dorset's county town, but a tiny Oxfordshire village of the same name, when a small plane began circling overhead. It was probably from RAF Benson. Soon afterwards we passed this airfield. You can see the runway from the road, but the only thing on it was a vehicle with a flashing amber light.

We were on our way to Farnborough to spend a week at the home of Peggy's cousin, Geraldine, from which Concorde and other aircraft can be seen in flight.

Several evenings I went upstairs to listen to my air band radio. With Heathrow approach, Gatwick approach, and other London frequencies to choose from, it was non-stop. One controller called up an airliner to ask: "Just refresh my memory, please. What height did I tell you to descend to?" "Eight zero," was the answer. "In that case," replied the controller, "make a quick descent to seven zero". To me that didn't sound too reassuring.

Farnborough has an aerodrome near to the town, and I found a vantage point from which you can look down the runway. It's not very busy. But when you sit in Geraldine's garden and an executive jet flies over, it's fantastic. The screaming roar from the twin engines as the plane skims low over the rooftops from a runway half a mile away, is a magnificent experience for an aviation enthusiast—but hell for anyone else!

One day we motored into the country where we stopped at Odiham for lunch. We went into The George Hotel which, according to their brochure, obtained its first licence in 1540. As we stepped outside again into the sunshine, a big helicopter with two rotors flew overhead. It had obviously taken off from nearby RAF Odiham. Later we drove past the airfield, but there was little to see from the road.

Still in Hampshire, we had better luck at Lasham. It's about 3½ miles north of Alton, just east of the A339 Alton to Basingstoke road, and is the home of Lasham Gliding Society. As we approached, an aeroplane was towing a glider aloft, while another glider was soaring above us. There was a long line of them, each covered up, parked at one side of the field. In a corner were several old aircraft, in various states of preservation. One, numbered WV 798, was probably ex-RAF. Beside it was a small army machine bearing the identification XK418. The only reason I know it was army was because it said so on the side!

Dan Air once had a maintenance facility at Lasham; but this airline is, of course, no longer flying.

By the A30 Camberley to Basingstoke road is Blackbushe Aerodrome. It's a "must" for light aircraft enthusiasts. A low fence makes viewing easy, and there are often in excess of twenty planes parked up. At one time holiday charter flights used Blackbushe. But those days are over.

However, the highlight of the holiday was a visit to Southampton Airport; an aerodrome that impressed me. Located at Eastleigh, it's easy to get to, even without a car. There's a railway station across the road from the main entrance, and buses stop outside the terminal building. Parking fees are reasonable. In August we paid £1.00 for two hours. Fifteen minutes or less are free.

The terminal building is long, wide and airy, with a restaurant at one end in which we had lunch. The food was good, although it could have done with being hotter.

You can't see outside from the restaurant; but there's an excellent viewing lounge. This is at the top of a long flight of stairs, so you are high up, opposite the middle of the runway. Big windows enable the entire length of the runway to be seen; and Osprey Aviation have a hangar at one end of the field.

There were several light aircraft parked up, with a bigger one bearing the Bermudan registration VR-BKK. As we watched, Aurigny Air Service's Trilander G-JOEY arrived from Alderney looking unusual with its three propellers and yellow livery. Another out-of-the-ordinary airline that flies from Southampton in the summer, is Palmar Flightline with a regular Saturday departure to Palma. Unfortunately we went on a Wednesday, so we didn't see it.

Scheduled destinations in the April to October, 1996 timetable are Aberdeen, Alderney, Amsterdam, Belfast, Brussels, Deauville, Glasgow, Guernsey, Isle of Man, Jersey, Le Havre, Leeds/Bradford, Manchester, Newcastle and Paris. Carriers include KLM City Hopper, Brit Air, European Airways and Manx Airlines.

The airport produces a magazine called "Connections," and the Summer, 1996 issue contains some interesting articles. Apparently, on June 7th this year, HRH The Duke of York, landed at Southampton to be welcomed by the Lord Lieutenant of Hampshire, Mrs. Mary Fagan. He was going to Woolston for a keel-laying ceremony. This was not the Prince's first visit. About eighteen months previously he had officially opened the £26,000,000 airport redevelopment.

But how did flying start at Southampton? According to a display in the viewing lounge, in 1910 Rowland Moon used a field at North Stoneham Farm to fly a "Moonbeam" aeroplane. In 1917 the War Office requisitioned Stoneham Farm to enable an RFC depot in nearby Leigh Road to be extended for use as an aircraft acceptance Park.

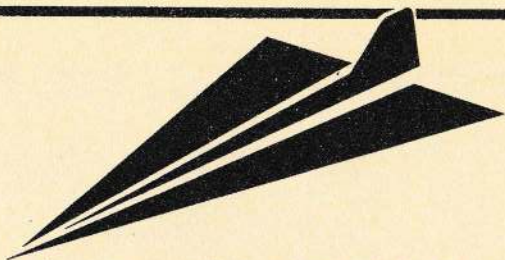
From April, 1918 until April, 1919, the airfield was transferred to the Americans for use as a Naval Base. Naval Station Eastleigh was then handed over to the RAF; but the station closed in May, 1920. However, Southampton City Corporation bought the land in 1929, and the airport was officially opened in November, 1932; although in August, 1931, Sir Alan Cobham had presented an air display there.

In May, 1996 the airport staged a spectacular event. Called "Southampton Salutes the Spitfire," it commemorated this fighter plane's 60th Anniversary, with an air show that lasted about 2½ hours. The aircraft included a Flying Fortress, four Hawk Trainers, nine Tiger Moths and no less than thirteen Spitfires. Also in the show were a 1940s Catalina sea plane, plus a Dakota DC3, while the Luftwaffe was represented by a Messerschmitt Me 108.

But the climax was when the thirteen Spitfires took off to fly in formation over Southampton Water.

However, don't let us forget the late R.J. Mitchell who designed the Spitfire. A British Airways Express Jetstream 41 aircraft, which is operated by Manx Airlines, now bears his name; and deservedly so. For without his efforts this legendary plane, which the pilots praised so highly, would not have been there for our defence in the Battle of Britain.

Leslie Scheftsik



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