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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, 1ST OCT. (15.00) Manny Imperial - Airport Security
 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 - My wish last month, for a B747, came true on Tuesday, 12th September when one was used on a charter to take Leeds United fans to the match in Monaco. After the match the flight returned to the U.K. in the middle of the night but, because of the noise problems, neither Leeds nor Manchester would accept it and it was scheduled into Birmingham. This machine was the same one, or from the same stable, as the one written about last month by Dave Wooler (see C.A.N. 9/95). Also doing a charter on the same day was Monarch A300 to Bergen. On the Monday the Leeds United team used an Euroair 1-11. Unfortunately, these movements were announced after we had gone to press so could not be included in last month's edition. Members wanting an update on extra movements should pop into Air Supply, and check the notice board.

This month we publish the first lists of the 1996 holiday charters. This is done in 2 forms; the first compiled by member Mark Teal, and the second is the first official issue by the L.B.A. I have not had time to compare the two lists so they may be identical or differ in some way, but by publishing both versions we give every bit of information given to us, to you. However, there will be many changes before the programme gets underway next year. See C.A.N. (Dave Wooler.) The magazine now has a regular input of articles as well as movements. Have any members read any good books or seen any good videos? If so, do a short review, letting us know your views. How about a radio review i.e. what scanner you have, what you can pick up, how easy it is to programme, how long the batteries last, where do you listen etc.? All this could be your own personal view of the sets you use but without all the technical jargon of the radio magazine reviews. Finally, next month is the A.G.M. Please let us have any nominations for Officers and Committee. December is the Christmas Party, so sort out your photos for the competition get your models ready, and find any spare bottles of "falling down liquid" you may have for the raffle etc and let us have them as soon as is possible (further details in the magazine). Thanks.

COMMITTEE MEMBERS PLEASE NOTE - MEETING TUES, 10th OCTOBER, 7.30p.m.

Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Schefstik, Geoff Lee, Peter Martin, Mark Teal, Ian Gratton, D.J.D. Carter, Roger Fozzard.

Leeds/Bradford Movements

August 1995

01 G-MONY Airbus 320	0419	G-BMNP King Air 200	0740
EI-FKC Fokker 50	0902	9H-ACS Boeing 737 300	0905
G-BVJC Fokker 100	0928	G-MAUD BAe ATP	0931
G-JEAH Friendship	0941	G-DASI Short 360	0943
G-UKTF Fokker 50	0950	G-LILI Cessna 425	1007
G-CTWW Seneca	1036	G-UKTE Fokker 50	1043
OO-MTD Brasilia	1047	G-BVMY Short 360	1107
G-BGLW Seneca	1128	EC-FYP Boeing 737 300	1154
G-BBGB Aztec	1204	C-GTSN Boeing 757	1217
G-BVJC Fokker 100	1233	G-MAUD BAe ATP	1343
G-JEAH Friendship	1357	G-BODY Cessna 310R	1416
G-UKTF Fokker 50	1444	OO-DTK Brasilia	1503
G-JWDG AA5A Cheetah	1516	G-BVJC Fokker 100	1523
EI-FKD Fokker 50	1609	G-BBGB Aztec	1616
G-BVMY Short 360	1635	G-BPJP Tomahawk	1651
G-UKTE Fokker 50	1655	G-BMNP King Air 200	1704
G-BDFY AA5 Traveler	1726 n/s	G-JEAH Friendship	1742
G-BODY Cessna 310R	1802	G-BVJC Fokker 100	1810
G-CTWW Seneca	1831	G-MAUD BAe ATP	1907
EI-FKD Fokker 50	1925	G-MONY Airbus 320	1948
G-BVMX Short 360	1955	OO-DTL Brasilia	2002
G-BNVZ B55 Baron	2006	G-DASI Short 360	2028
G-JEAH Friendship	2043	G-UKTE Fokker 50	2048
G-UKTF Fokker 50	2053	G-BVJC Fokker 100	2118
G-BVOV HS 748	2224		
02 G-MONY Airbus 320	0414	N26634 Comanche	0906 n/s
EI-FKD Fokker 50	0908	G-BVJC Fokker 100	0921
G-MAUD BAe ATP	0923	G-DASI Short 360	0925
G-JEAH Friendship	0934	G-UKTF Fokker 50	0956
OO-DTI Brasilia	1036	G-UKTE Fokker 50	1055
G-BVMY Short 360	1104	G-BVJC Fokker 100	1230
G-MAUD BAe ATP	1344	G-JEAH Friendship	1402
G-UKTF Fokker 50	1441	OO-DTL Brasilia	1447
G-BODY Cessna 310R	1449	G-BATV Cherokee 180P	1456
G-BVJC Fokker 100	1519	G-BSPP Cessna 152	1522
G-BEAG Seneca	1552	EI-FKE Fokker 50	1610
G-BVMY Short 360	1631	G-UKTE Fokker 50	1651
G-JEAH Friendship	1737	G-MONY Airbus 320	1741
G-BBSA AA5 Traveler	1830	G-BVJC Fokker 100	1845
G-OTOW Cessna 175BX	1853	G-MAUD BAe ATP	1916
EI-FKE Fokker 50	1947	G-BVMX Short 360	1952
OO-DTI Brasilia	1959	G-DASI Short 360	2023
G-JEAH Friendship	2040	G-UKTF Fokker 50	2053
G-UKTE Fokker 50	2102	G-BEJE HS 748	2143
G-BVJC Fokker 100	2147	EC-PKS Boeing 737 300	2345

03 G-MONY Airbus 320	0356	G-MONZ Airbus 320	0406
EI-FKD Fokker 50	0857	G-BTAB BAe 125 800B	0911
G-BVJC Fokker 100	0918	G-DASI Short 360	0920
G-MAUD BAe ATP	0924	G-JEAH Friendship	0939
G-UKTE Fokker 50	0949	G-BRNB Cessna 152	0952
OO-DTJ Brasilia	1031	G-BVMY Short 360	1045
G-SHIV Cougar	1050	G-JPAD Robinson R44	1138
G-BSDO Cessna 152	1211	G-BVJC Fokker 100	1218
G-MONZ Airbus 320	1235	G-DFLT Cessna 406	1244
G-MAUD BAe ATP	1348	G-JEAH Friendship	1402
G-OOAD Airbus 320	1407	G-UKTE Fokker 50	1438
OO-DTL Brasilia	1440	G-HONG T67 Firefly	1441
N5NN Cessna 421C	1454	G-BVJC Fokker 100	1532
G-WBPR BAe 125 800B	1543	EI-FKC Fokker 50	1605
G-BVMY Short 360	1632	G-JEAH Friendship	1741
G-BVJC Fokker 100	1817	G-MAUD BAe ATP	1907
G-WIRE Twin Squirrel	1909	EI-FKC Fokker 50	1920
EC-FKS Boeing 737 300	1930	G-BVMX Short 360	1948
OO-DTJ Brasilia	2001	G-DASI Short 360	2011
G-JEAH Friendship	2043	G-UKTE Fokker 50	2052
G-UKTF Fokker 50	2058	G-BEJE HS 748	2118
G-BVJC Fokker 100	2126		
04 EC-FKS Boeing 737 300	0203	G-MONZ Airbus 320	0258
D-ISCH Citationjet	0754 1607	EI-FKE Fokker 50	0908
G-DASI Short 360	0912	G-BVJC Fokker 100	0914
G-MAUD BAe ATP	0928	G-UKTE Fokker 50	0954
G-BHJI Mooney M20J	1002	OO-DTH Brasilia	1032
G-BNOE Warrior II	1037	G-BVMY Short 360	1049
G-UKTF Fokker 50	1058	G-BMIG Cessna 172N	1216
G-BVJC Fokker 100	1225	G-MAUD BAe ATP	1351
G-REDB Cessna 310Q	1357	G-OANC Warrior II	1405
G-MANJ BAe ATP	1441	G-UKTE Fokker 50	1444
OO-MTD Brasilia	1453	G-BVJC Fokker 100	1512
EI-FKE Fokker 50	1603	G-BVMY Short 360	1649
G-UKTF Fokker 50	1701	G-MANJ BAe ATP	1758
G-BVJD Fokker 100	1814	G-MAUD BAe ATP	1858
EI-FKE Fokker 50	1920	G-BVMX Short 360	1953
OO-DTI Brasilia	1955	G-DASI Short 360	2012
G-UKTF Fokker 50	2055	G-UKTE Fokker 50	2058
G-MONZ Airbus 320	2115	EC-FKS Boeing 737 300	2123
G-BVTE Fokker 70	2128	G-BVJD Fokker 100	2131
G-BEJE HS 748	2133	G-JEAD Friendship	2232
05 G-MONZ Airbus 320	0406	EC-FKS Boeing 737 300	0415
G-BGOP Falcon 20	0830	EI-FKE Fokker 50	0902
G-BVJD Fokker 100	0926	G-JEAD Friendship	0933
G-UKTE Fokker 50	0952	G-BVTE Fokker 70	1009
G-BNTP Cessna 172N	1012	OO-MTD Brasilia	1026
G-BMAH DC9	1032	G-BVMY Short 360	1104
G-BOYV Turbo Arrow III	1220 n/s	G-BRIN TB20 Trinidad	1230
G-BVJD Fokker 100	1233	G-MONZ Airbus 320	1257
G-UKTF Fokker 50	1338	EC-FKS Boeing 737 300	1342
G-JEAD Friendship	1410	G-BVMY Short 360	1431
F-GRAN King Air 200	1439 1740(06)	G-AVSA Cherokee 180C	1537
G-ZSOL Zlin 2.50L	1538	G-MANG BAe ATP	1615
EI-FKF Fokker 50	1621	G-BVJD Fokker 100	1637
G-MAJA Jetstream 41	1739	G-SALA Cherokee Six	1802 n/s

G-BPXJ Turbo Arrow IV	1808	n/s	G-BVMY Short 360	1818
G-UKTE Fokker 50	1819		G-BVJD Fokker 100	1933
G-MONZ Airbus 320	2003		N5NN Cessna 421C	2036 1755(08)
EC-FTU DC9 83	2054		EC-FKS Boeing 737 300	2130
G-BMAH DC9	2146		G-JEAD Friendship	2210
06 G-MONZ Airbus 320	0602		LZ-MIG TU 154M	0700
EI-FKC Fokker 50	0901		EC-FKS Boeing 737 300	0909
G-ELDI DC9	0925		G-ELDH DC9	0957
G-LIZI Cherokee 160	1034		G-DJJA Archer II	1116
N321DH Pilatus PC-XII	1141	1240	G-BDUY Robin DR400/140	1204
G-BODY Cessna 310R	1212		G-ELDI DC9	1218
G-BJYD Cessna 152	1221		G-JEAD Friendship	1257
OO-DTH Brasilia	1449		G-UKTE Fokker 50	1454
F-GEXL King Air 200	1506		G-UKTF Fokker 50	1517
G-BDSL Cessna F150M	1536		G-JEAD Friendship	1601
G-BVMY Short 360	1608		G-BVTE Fokker 70	1632
G-BODY Cessna 310R	1711		G-JEAD Friendship	1724
G-BVJC Fokker 100	1819		PH-JXM Fokker 50	1928
G-UKTE Fokker 50	1950		OO-DTI Brasilia	1958
G-BVMY Short 360	2012		G-MONZ Airbus 320	2042
G-UKTF Fokker 50	2052		G-JEAD Friendship	2056
G-BVJC Fokker 100	2123			
07 G-MANL Bae ATP	0010		G-MONZ Airbus 320	0337
F-GETJ King Air E90	0720		G-BODY Cessna 310R	0817
EI-FKF Fokker 50	0902		G-DASI Short 360	0913
G-BVJC Fokker 100	0923		G-MANL Bae ATP	0926
G-JEAD Friendship	0941		G-UKTF Fokker 50	0959
OO-DTH Brasilia	1045		G-UKTE Fokker 50	1059
G-BVMY Short 360	1102		G-BVJC Fokker 100	1219
G-MONZ Airbus 320	1314		G-MANL Bae ATP	1345
G-JEAD Friendship	1356		G-BODY Cessna 310R	1430
G-UKTF Fokker 50	1440		OO-DTJ Brasilia	1445
G-BVJC Fokker 100	1519		EI-FKC Fokker 50	1559
G-BVMY Short 360	1635		G-UKTE Fokker 50	1654
G-JEAD Friendship	1739		G-TAXI Aztec	1755
G-BVJC Fokker 100	1810		G-BOXY Archer II	1815
G-MANL Bae ATP	1912		EI-FKC Fokker 50	1920
G-BVMX Short 360	1951		OO-DTH Brasilia	2000
G-DASI Short 360	2014		G-UKTE Fokker 50	2039
G-JEAD Friendship	2043		G-UKTF Fokker 50	2111
G-BVJC Fokker 100	2118		G-BEJE HS 748	2130
08 G-MONZ Airbus 320	0021		G-BEVG Seneca	0834
C-GLRS Lear Jet 60	0841	1416	9H-ACS Boeing 737 300	0900
EI-FKF Fokker 50	0902		G-BVJC Fokker 100	0920
G-DASI Short 360	0922		G-BRRN Warrior II	0928
G-JEAD Friendship	0931		G-MANL Bae ATP	0957
G-UKTE Fokker 50	1000		OO-DTJ Brasilia	1033
G-BVMX Short 360	1049		G-UKTF Fokker 50	1054
VR-CPR Cessna 421C	1056		N1224S Cessna 425	1135
EC-FJZ Boeing 737 300	1205		C-GTSJ Boeing 757	1217
G-BVJC Fokker 100	1221		F-GMGB King Air 200	1224 n/s(10)
G-SACU Cadet	1233		ZG846 Islander AL.1	1258 1407
G-MANL Bae ATP	1351		G-JEAD Friendship	1408
G-UKTE Fokker 50	1438		OO-DTK Brasilia	1451
G-BVJC Fokker 100	1523		PH-BWH A36AT Bonanza	1531 n/s

EI-FKD Fokker 50	1604	G-ROWN King Air 200	1636 N/R
G-BVMX Short 360	1636	G-UKTF Fokker 50	1646
G-JEAD Friendship	1735	G-BEVG Seneca	1743
G-BVJC Fokker 100	1806	G-MANL BAe ATP	1911
EI-FKD Fokker 50	1921	OO-DTJ Brasilia	1953
G-BVMY Short 360	2000	G-MONZ Airbus 320	2003
G-DASI Short 360	2017	G-JEAD Friendship	2040
G-UKTE Fokker 50	2047	G-UKTF Fokker 50	2057
G-BVJC Fokker 100	2125	G-BEJD HS 748	2126
G-MAJG Jetstream 41	2157		
09 G-MONZ Airbus 320	0416	G-AWLP Mooney M20F	0847
EI-FKD Fokker 50	0854	G-DASI Short 360	0913
F-BUCP Corvette	0923	G-MANL BAe ATP	0925
G-BVJC Fokker 100	0930	G-JEAD Friendship	0945
G-UKTF Fokker 50	1004	OO-DTK Brasilia	1033
G-BVMY Short 360	1045	G-UKTE Fokker 50	1047
G-BODY Cessna 310R	1230	G-BVJC Fokker 100	1233
G-RMCT Short 360	1255	G-BATV Cherokee 180F	1311
G-MANL BAe ATP	1347	G-JEAD Friendship	1417
G-UKTF Fokker 50	1446	G-AZTS Cessna F172L	1459
OO-DTI Brasilia	1503	G-BVJC Fokker 100	1514
EI-FKE Fokker 50	1616	G-BBGB Aztec	1643
G-UKTE Fokker 50	1649	G-BVMY Short 360	1656
G-MONZ Airbus 320	1703	G-JEAD Friendship	1733
G-BVJC Fokker 100	1822	EI-PKP Fokker 50	1906
G-MANL BAe ATP	1910	EI-CLG BAe 146	1932
G-IRPC Cessna 182Q	1944	G-BVMX Short 360	1949
OO-DTK Brasilia	1958	G-RMCT Short 360	2019
G-TAXI Aztec	2023	G-BFZD Cessna FR182RG	2028 2218
G-JEAD Friendship	2039	G-UKTE Fokker 50	2044
G-UKTF Fokker 50	2047	G-BVJC Fokker 100	2133
G-BEJE HS 748	2133	EC-FKS Boeing 737 300	2335
10 G-MONZ Airbus 320	0400	EI-FKE Fokker 50	0900
G-RMCT Short 360	0916	F-GBTI Falcon 10	0920
G-BVJC Fokker 100	0923	G-MANL BAe ATP	0926
G-JEAD Friendship	0940	G-UKTE Fokker 50	1002
OO-DTI Brasilia	1028	G-FCSP Robin DR400/180	1035
G-UKTF Fokker 50	1056	G-BVMX Short 360	1102
G-BPMO Cessna 152	1116	G-BGZW Tomahawk	1138
G-BODY Cessna 310R	1152	G-BSER Cherokee 160B	1152
EI-CJI Boeing 737	1210	G-MONZ Airbus 320	1213
G-BVJC Fokker 100	1220	G-BDGM Warrior	1237
G-MANL BAe ATP	1338	G-JEAD Friendship	1400
G-BDSL Cessna F150M	1402	G-RJMI AA5A Cheetah	1418
G-OAAA Airbus 320	1436	G-UKTE Fokker 50	1448
OO-DTH Brasilia	1456	G-BVMX Short 360	1457
G-BVJC Fokker 100	1515	EI-PKD Fokker 50	1618
G-UKTF Fokker 50	1645	G-AZLY Cessna F150L	1707
G-JEAD Friendship	1751	G-BVJC Fokker 100	1804
EC-FKS Boeing 737 300	1824	G-BNOM Warrior II	1844
G-TAXI Aztec	1905	G-MANL BAe ATP	1910
EI-FKD Fokker 50	1922	G-BVMY Short 360	1932
OO-DTI Brasilia	1945	G-NSGI Cessna 421C	2020
G-RMCT Short 360	2022	G-UKTE Fokker 50	2044
G-JEAD Friendship	2049	G-BVJC Fokker 100	2115
G-BEJD HS 748	2143	G-UKTF Fokker 50	2224

11	G-BVJC Fokker 100	0927	G-MANL BAe ATP	1022
	G-MONZ Airbus 320	1019	G-ZGBE Baron	1022
	G-UKTF Fokker 50	1026	G-BODY Cessna 310R	1040
	EI-FKD Fokker 50	1043	OO-DTH Brasilia	1046
	EC-FKS Boeing 737 300	1050	G-BVMX Short 360	1053
	G-JEAD Friendship	1059	G-UKTE Fokker 50	1102
	G-RMCT Short 360	1158	N321DH Pilatus PC-XII	1233
	G-BVJC Fokker 100	1249	G-LACB Warrior II	1304
	G-MANL BAe ATP	1411	B-NNAC Super Cub	1424
	G-ZGBE Baron	1425	G-UKTF Fokker 50	1444
	OO-DTN Brasilia	1452	G-JEAD Friendship	1523
	G-BVJC Fokker 100	1536	EI-FKC Fokker 50	1612
	G-BVMX Short 360	1635	G-UKTE Fokker 50	1653
	G-SOUL Cessna 310R	1703	G-JEAD Friendship	1821
	G-BVJC Fokker 100	1826	G-MANL BAe ATP	1908
	EI-FKC Fokker 50	1922	G-BVMY Short 360	1950
	G-RMCT Short 360	2016	OO-MTD Brasilia	2019
	G-BVLG Twin Squirrel	2048	G-UKTE Fokker 50	2052
	G-UKTF Fokker 50	2106	G-JEAD Friendship	2108
	G-BEJD HS 748	2131	G-BVJC Fokker 100	2134
	G-BVTE Fokker 70	2139	G-MONZ Airbus 320	2355
12	EC-FKS Boeing 737 300	0054	G-MONZ Airbus 320	0641
	EC-FKS Boeing 737 300	0730	EI-FKC Fokker 50	0900
	G-BVJC Fokker 50	0929	G-UKTF Fokker 50	1003
	G-BVTE Fokker 70	1005	G-OPIC Cessna 152	1009
	G-JEAD Friendship	1013	OO-DTN Brasilia	1031
	G-BMAH DC9	1033	G-BVMY Short 360	1057
	EI-CLI BAe 146	1141 1221	G-SPHR Aztec	1144
	G-BPTL Cessna 172N	1206	G-BVJC Fokker 100	1216
	G-UKTE Fokker 50	1323	G-MONZ Airbus 320	1404
	G-BVMY Short 360	1430	G-JEAD Friendship	1431
	EC-FKS Boeing 737 300	1504	G-BPWR Cessna R172K	1518
	G-BVLG Twin Squirrel	1556	EI-FKD Fokker 50	1614
	G-BVJC Fokker 100	1623	G-MAJA Jetstream 41	1756
	G-BVMY Short 360	1810	G-HELE JetRanger	1810
	G-BRLY BAe ATP	1820	G-UKTF Fokker 50	1834
	G-BVJC Fokker 100	1926	G-JEAD Friendship	1930
	G-MONZ Airbus 320	2007	EC-FTT DC9 83	2058
	G-BMAH DC9	2128	EC-FKS Boeing 737 300	2143
13	G-UMMI Navajo	0022	LZ-MIL TU 154M	0706
	EC-FKI Boeing 737 300	0806	EI-FKC Fokker 50	0858
	G-MPCD Airbus 320	0910	G-ELDQ DC9	0916
	G-ELDI DC9	1002	G-BRIN TB20 Trinidad	1229
	G-ELDG DC9	1241	G-JEAD Friendship	1302
	G-PIPA Archer III	1318	G-IIIG Stearman	1324
	G-BNPY Cessna 152	1344	OO-DTL Brasilia	1442
	G-UKTF Fokker 50	1454	G-JEAD Friendship	1512
	G-UKTE Fokker 50	1522	G-BVMY Short 360	1607
	G-BVTE Fokker 70	1627	G-JEAD Friendship	1729
	G-BVJC Fokker 100	1823	OE-GHS BAe 125 800B	1843 1906
	G-UMMI Navajo	1904	PH-JXM Fokker 50	1914
	G-UKTF Fokker 50	1937	OO-MTD Brasilia	1954
	G-BVMX Short 360	2009	G-JEAD Friendship	2053
	G-UKTE Fokker 50	2059	G-BVJC Fokker 100	2129
	G-MAUD BAe ATP	2131	G-MPCD Airbus 320	2250

14 G-MPCD Airbus 320	0515	G-BODY Cessna 310R	0740
EI-FKB Fokker 50	0900	G-RMCT Short 360	0914
G-BVVG Twin Squirrel	0914	G-BVJC Fokker 100	0918
G-MAUD BAe ATP	0922	G-JEAD Friendship	0935
G-UKTF Fokker 50	1003	G-BVMY Short 360	1101
G-UKTE Fokker 50	1108	OO-DTI Brasilia	1127
G-BGZW Tomahawk	1131	EI-CLI BAe 146	1134 1206
G-BVJC Fokker 100	1215	G-AZLY Cessna F150L	1303
G-MPCD Airbus 320	1312	G-MAUD BAe ATP	1351
G-JEAD Friendship	1403	G-BMMC Cessna 310Q	1443
G-UKTF Fokker 50	1445	OO-DTH Brasilia	1452
G-BVJC Fokker 100	1515	G-AZLY Cessna F150L	1604
EI-FKC Fokker 50	1611	G-BVMY Short 360	1637
G-UKTE Fokker 50	1649	G-JEAD Friendship	1739
G-BVJC Fokker 100	1813	G-MAUD BAe ATP	1909
G-LEAR Lear Jet 35	1914	G-BVMX Short 360	1942
OO-DTI Brasilia	1956	EI-CDE Boeing 737 500	2003
G-RMCT Short 360	2013	G-UKTF Fokker 50	2051
G-JEAD Friendship	2053	G-UKTE Fokker 50	2057
G-BVJC Fokker 100	2130	G-BEJD HS 748	2135
EI-FKE Fokker 50	2202		
15 G-MPCD Airbus 320	0038	PH-JXM Fokker 50	0900
9H-ACT Boeing 737 300	0904	G-BRRN Warrior II	0913
G-MAUD BAe ATP	0916	G-RMCT Short 360	0920
G-BVJC Fokker 100	0924	G-UKTF Fokker 50	0956
OO-DTH Brasilia	1024	G-BVMY Short 360	1044
G-MANG BAe ATP	1052	G-UKTE Fokker 50	1056
G-VMJM TB10 Tobaqo	1101	G-BRPV Cessna 152	1119
G-BSDO Cessna 152	1202	EC-FYF Boeing 737 300	1208
G-EMMS Tomahawk	1210	G-BVJC Fokker 100	1220
G-BUYA Tri-Pacer	1238	G-SFHR Aztec	1256
G-MAUD BAe ATP	1344	C-GTSE Boeing 757	1346
G-JEAD Friendship	1424	G-UKTC Fokker 50	1442
OO-DTN Brasilia	1505	G-BVJC Fokker 100	1518
EI-FKC Fokker 50	1559	G-BVMY Short 360	1635
G-UKTE Fokker 50	1643	OE-GHS BAe 125 800B	1724 1748
G-JEAD Friendship	1747	G-BVJC Fokker 100	1819
G-MAUD BAe ATP	1907	EI-FKC Fokker 50	1918
G-MPCD Airbus 320	1931	OO-DTH Brasilia	1955
G-BVMX Short 360	1959	G-RMCT Short 360	2019
G-JEAD Friendship	2044	G-UKTE Fokker 50	2048
G-UKTC Fokker 50	2100	G-BVJC Fokker 100	2111
G-BEJD HS 748	2143		
16 G-MPCD Airbus 320	0420	G-MONZ Airbus 320	DIV 0645
EI-FKC Fokker 50	0857	G-AWLP Mooney M20F	0901
G-RMCT Short 360	0919	G-MAUD BAe ATP	0924
G-BVJC Fokker 100	0927	G-UKTC Fokker 50	1006
OO-DTN Brasilia	1036	G-BVMX Short 360	1057
G-JURG Rockwell 114	1103	G-JLRW Duchess	1108
G-UKTE Fokker 50	1110	G-BSDO Cessna 152	1139
G-BVJC Fokker 100	1218	G-MAUD BAe ATP	1341
G-JEAD Friendship	1404	G-UKTC Fokker 50	1446
OO-DTH Brasilia	1447	G-AVIB Cessna F150G	1455
G-BVJC Fokker 100	1521	EI-FKC Fokker 50	1607
G-BVMX Short 360	1633	G-UKTE Fokker 50	1642

G-JEAD Friendship	1735		G-MPCD Airbus 320	1809
G-BLMN LonqEz	1812	1344(18)	G-UMMI Navajo	1817
G-BVJC Fokker 100	1820		G-MAUD BAe ATP	1914
EI-FKC Fokker 50	1925		OO-DTK Brasilia	1956
G-BVMY Short 360	1959		G-RMCT Short 360	2022
G-UKTE Fokker 50	2041		G-JEAD Friendship	2049
G-UKTC Fokker 50	2052		G-BEJD HS 748	2122
G-BVJC Fokker 100	2123		D-ERAW Mooney M20M	2128 1422(18)
EC-FJZ Boeing 737 300	2245			
17 G-MPCD Airbus 320	0415		LX-SKS Bandeirante	0745
G-DARR Cessna 421C	0838		G-MAUD BAe ATP	0921
G-RMCT Short 360	0924		G-AWLP Mooney M20F	0926
G-BVJC Fokker 100	0932		G-JEAD Friendship	0936
HB-VKI Lear Jet 60	0944	1251	G-UKTC Fokker 50	0953
EI-FKE Fokker 50	1013		OO-DTH Brasilia	1026
EI-CEC Navajo	1029	1833	G-MEAH Arrow II	1031
G-BVMX Short 360	1049		G-UKTE Fokker 50	1100
G-BBGB Aztec	1204		PH-BWD A36 Bonanza	1211
G-BVJC Fokker 100	1216		G-MPCD Airbus 320	1227
G-SFHR Aztec	1254		G-BODY Cessna 310R	1256
G-MAUD BAe ATP	1346		N5NN Cessna 421C	1348
G-JEAD Friendship	1405		G-OOAA Airbus 320	1410
G-BOIL Cessna 172N	1424		G-UKTC Fokker 50	1436
OO-DTN Brasilia	1447		G-BVJC Fokker 100	1518
G-UMMI Navajo	1603		EI-FKF Fokker 50	1606
G-BVMX Short 360	1634		G-UKTE Fokker 50	1651
G-BMZC Cessna 421C	1655		G-JEAD Friendship	1734
C-FKWD Cessna 310Q	1811	1903	EC-FJZ Boeing 737 300	1821
G-BVJC Fokker 100	1831		G-MAUD BAe ATP	1916
EI-FKF Fokker 50	1923		G-BVMY Short 360	1956
OO-DTH Brasilia	2000		G-RMCT Short 360	2017
G-JEAD Friendship	2046		G-UKTE Fokker 50	2052
G-UKTC Fokker 50	2058		G-BEJD HS 748	2126
G-BVJC Fokker 100	2135			
18 EC-FJZ Boeing 737 300	0137		G-MPCD Airbus 320	0249
PH-JXM Fokker 50	0908		G-RMCT Short 360	0920
G-BVJC Fokker 100	0925		G-MAUD BAe ATP	0930
G-JEAD Friendship	0940		G-OOGI GA7 Cougar	0956
G-UKTC Fokker 50	1016		G-BVMX Short 360	1059
G-UKTE Fokker 50	1102		G-AWLP Mooney M20F	1105
G-BVJC Fokker 100	1241		OO-DTN Brasilia	1244
G-MAUD BAe ATP	1354		G-BTOD Tomahawk	1358
G-JEAD Friendship	1408		G-UKTC Fokker 50	1433
OO-DTI Brasilia	1449		G-BVJC Fokker 100	1551
EI-FKC Fokker 50	1611		G-BVMX Short 360	1638
G-UKTE Fokker 50	1643		G-SWFT King Air 200	1659
G-JEAD Friendship	1738		G-BVJC Fokker 100	1829
G-MAUD BAe ATP	1914		EI-FKC Fokker 50	1921
G-BVMY Short 360	1952		OO-DTI Brasilia	2000
G-RMCT Short 360	2020		G-JEAD Friendship	2041
G-UKTE Fokker 50	2048		G-UKTC Fokker 50	2100
G-MPCD Airbus 320	2103		G-BVTF Fokker 70	2135
EC-FJZ Boeing 737 300	2139		G-BVKA Boeing 737 300	2142
G-DAAL HS 748	2147			

19	G-MPCD Airbus 320	0345	EC-FJZ Boeing 737 300	0424
	EI-FKC Fokker 50	0901	G-BVKA Boeing 737 500	0924
	G-BVTF Fokker 70	0949	G-JEAD Friendship	0956
	G-UKTE Fokker 50	1004	G-BMAH DC9	1019
	OO-DTN Brasilia	1023	VR-CPR Cessna 421C	1027
	N2668Z Cessna 340	1040	G-BVMY Short 360	1105
	G-BFZO AA5A Cheetah	1107	G-BVKA Boeing 737 500	1232
	G-MPCD Airbus 320	1257	G-UKTC Fokker 50	1327
	G-BBDO Aztec	1357	G-JEAD Friendship	1415
	EC-FJZ Boeing 737 300	1421	G-OPIC Cessna 152	1428
	G-BVMY Short 360	1435	G-BORL Warrior II	1451
	G-MANM BAe ATP	1604	G-BSDO Cessna 152	1620
	G-BVKA Boeing 737 500	1630	EI-FKC Fokker 50	1632
	G-MAJA Jetstream	1747	G-BVMY Short 360	1810
	G-UKTE Fokker 50	1824	G-BVKA Boeing 737 500	1938
	G-JEAD Friendship	1940	G-MPCD Airbus 320	1943
	EC-FTU DC9 83	2120	G-BMAH DC9	2132
	EC-FJZ Boeing 737 300	2144		
20	G-MPCD Airbus 320	0844	G-BVKA Boeing 737 500	0928
	EC-FJZ Boeing 737 300	0955	G-LEAR Lear Jet 35	1005
	EI-FKF Fokker 50	1009	G-ELDI DC9	1011
	G-BVKA Boeing 737 500	1223	G-JEAD Friendship	1309
	G-UKTC Fokker 50	1442	OO-DTN Brasilia	1500
	G-JEAI Friendship	1510	G-UKTE Fokker 50	1541
	G-BVMY Short 360	1606	G-BVTF Fokker 70	1614
	G-CALL Aztec	1659	G-JEAD Friendship	1729
	G-BVJA Fokker 100	1815	EC-EAP Citation III	1839
	PH-JXM Fokker 50	1929	G-UKTC Fokker 50	1935
	OO-DTN Brasilia	1949	G-BVMY Short 360	2007
	G-UKTE Fokker 50	2044	G-JEAD Friendship	2101
	G-MANL BAe ATP	2127	G-BVJA Fokker 100	2131
	G-MPCD Airbus 320	2319		
21	G-MPCD Airbus 320	0710	G-AWIT Cherokee 180D	0811
	EI-FKF Fokker 50	0906	G-RMCT Short 360	0917
	G-BVJA Fokker 100	0931	G-MANL BAe ATP	0933
	G-JEAD Friendship	0951	G-UKTE Fokker 50	0956
	OO-DTJ Brasilia	1030	G-UKTC Fokker 50	1101
	G-BVMY Short 360	1109	G-AWLP Mooney M20F	1113
	G-BPPM King Air 200	1125	F-GDLR Falcon 10	1134
	G-AILY Cessna F150L	1200	G-BVGA JetRanger	1215
	G-BVJA Fokker 100	1222	G-BGZW Tomahawk	1313
	G-BBCW Aztec	1336	G-MANL BAe ATP	1346
	G-MPCD Airbus 320	1351	G-UKTE Fokker 50	1432
	G-SMJJ Cessna 414	1436	OO-DTH Brasilia	1447
	G-BVJA Fokker 100	1516	G-ROLF Saratoga SP	1533
	G-AVZV Cessna F172H	1536	EI-FKF Fokker 50	1612
	G-JEAD Friendship	1627	G-BVMY Short 360	1636
	G-UKTC Fokker 50	1723	G-BVJA Fokker 100	1809
	G-MANL BAe ATP	1912	G-JEAD Friendship	1914
	EI-FKF Fokker 50	1924	G-BVMY Short 360	1955
	G-VOID Arrow IV	2003	G-AWIT Cherokee 180D	2018
	OO-DTI Brasilia	2022	G-RMCT Short 360	2023
	G-UKTE Fokker 50	2107	G-BVJA Fokker 100	2119
	G-UKTC Fokker 50	2132	G-DAAL HS 748	2209
	G-JEAD Friendship	2212		

22	G-MPCD Airbus 320	0037	G-RMCT Short 360	0345
	G-JLRW Duchess	0701	9H-ABR Boeing 737 300	0851
	EI-FKF Fokker 50	0900	G-RMCT Short 360	0911
	G-BVJA Fokker 100	0925	G-MANL BAe ATP	0928
	G-JEAD Friendship	0933	G-BRKH PA-28 Dakota	0935
	G-AWLP Mooney M20F	0938	G-BVMY Short 360	1044
	G-UKTE Fokker 50	1046	G-UKTE Fokker 50	1050
	OO-DTN Brasilia	1054	EC-PYF Boeing 737 300	1210
	G-BVJA Fokker 100	1222	C-GTSJ Boeing 757	1225
	G-FLPI Rockwell 112A	1316	G-BSDO Cessna 152	1326
	G-MANL BAe ATP	1348	G-JEAD Friendship	1400
	OO-DTJ Brasilia	1444	G-UKTE Fokker 50	1502
	G-BVJA Fokker 100	1512	EI-FKE Fokker 50	1600
	G-BVMY Short 360	1638	G-UKTE Fokker 50	1649
	VR-BMZ Gulfstream 900	1712 1849	G-SFHR Aztec	1731
	G-JEAD Friendship	1744	G-BVJA Fokker 100	1818
	G-GMSI TB9 Tampico	1908	G-MANL BAe ATP	1910
	G-YAWW Turbo Arrow IV	1915 n/s	EI-FKE Fokker 50	1922
	OO-DTN Brasilia	1952	G-BVMY Short 360	1955
	G-REDB Cessna 310Q	2005 n/s	G-RMCT Short 360	2012
	G-MPCD Airbus 320	2034	G-JEAD Friendship	2040
	G-UKTE Fokker 50	2050	G-UKTE Fokker 50	2054
	G-BVJA Fokker 100	2118	G-BEJD HS 748	2134
23	G-MPCD Airbus 320	0502	G-ORAR Archer	0725
	G-SMJJ Cessna 414	0852	EI-FKE Fokker 50	0855
	G-RMCT Short 360	0910	G-BVJA Fokker 100	0918
	G-MANL BAe ATP	0921	G-JEAD Friendship	0933
	G-UKTC Fokker 50	1010	OO-DTJ Brasilia	1032
	G-AZLY Cessna F150L	1051	G-UKTE Fokker 50	1055
	G-BVMX Short 360	1059	G-BVJA Fokker 100	1214
	G-MANL BAe ATP	1341	G-JEAD Friendship	1400
	G-BTGC Tomahawk	1410	OO-DTI Brasilia	1437
	G-UKTB Fokker 50	1441	G-BSSE Cherokee 140	1454
	G-BVJA Fokker 100	1514	G-BPHL Warrior II	1552
	EI-FKC Fokker 50	1557	G-BVMX Short 360	1630
	G-UKTE Fokker 50	1645	G-UMMI Navajo	1647
	G-MPCD Airbus 320	1651	G-JEAD Friendship	1733
	G-ORAR Archer	1737	G-BVJA Fokker 100	1811
	G-BGWW Aztec	1814	G-LJET Lear Jet 35	1844 2029
	G-MANL BAe ATP	1909	EI-FKC Fokker 50	1912
	G-BFBU P68 Victor	1918	OY-JRO King Air B90	2009 2026
	OO-DTJ Brasilia	2011	G-RMCT Short 360	2019
	G-BVMY Short 360	2035	G-JEAD Friendship	2039
	G-UKTE Fokker 50	2046	G-UKTB Fokker 50	2057
	G-BVJA Fokker 100	2120	G-BEJE HS 748	2133
	EC-FJZ Boeing 737 300	2315		
24	G-MPCD Airbus 320	0344	G-BVRS King Air B90	0750
	EI-FKC Fokker 50	0855	G-AWLP Mooney M20F	0900
	G-RMCT Short 360	0915	G-BCWB Cessna 182P	0917
	G-MANL BAe ATP	0923	G-BVJA Fokker 100	0926
	OO-CXD Robin DR400/180	0939	G-JEAD Friendship	0942
	G-UKTE Fokker 50	1005	G-BBGB Aztec	1022
	G-CHAS Archer II	1026	OO-DTI Brasilia	1028
	G-BVMX Short 360	1057	G-UKTB Fokker 50	1059
	G-SFHR Aztec	1144	G-BVJA Fokker 100	1214
	G-MPCD Airbus 320	1240	G-BRPL Cherokee 140	1259

G-MANL BAe ATP	1347	G-JEAD Friendship	1415
G-UKTE Fokker 50	1437	G-OOAC Airbus 320	1454
OO-DTK Brasilia	1456	G-BVJA Fokker 100	1514
G-BGVV Aztec	1526	EI-FKE Fokker 50	1601
G-BVMX Short 360	1629	G-UKTB Fokker 50	1735
G-JEAD Friendship	1743	G-BVJA Fokker 100	1805
EC-FJZ Boeing 737 300	1825	G-BSER Cherokee 160B	1842
G-MANL BAe ATP	1910	EI-FKE Fokker 50	1918
G-BVMY Short 360	1946	OO-DTI Brasilia	2001
G-RMCT Short 360	2019	G-JEAD Friendship	2048
G-UKTB Fokker 50	2102	G-UKTE Fokker 50	2106
OY-JRK Short Skyvan	2109 2300	G-BVJA Fokker 100	2122
G-BEJE HS 748	2126	G-MAUD BAe ATP	2232
25 EC-FJZ Boeing 737 300	0158	G-MPCD Airbus 320	0315
EI-FKC Fokker 50	0855	G-RMCT Short 360	0919
G-MAUD BAe ATP	0927	G-BVJA Fokker 100	0930
G-JEAD Friendship	0941	G-UKTE Fokker 50	1005
OO-DTK Brasilia	1054	G-BVMX Short 360	1057
G-UKTB Fokker 50	1113	G-BVRS King Air B90	1156
G-BMKR Warrior II	1159	G-BVJA Fokker 100	1221
G-MAUD BAe ATP	1401	G-JEAD Friendship	1405
G-UKTE Fokker 50	1452	N321DH Pilatus PC-XII	1504
G-SMJJ Cessna 414	1508	OO-DTJ Brasilia	1511
G-BVJA Fokker 100	1538	EI-FKE Fokker 50	1602
G-BVMX Short 360	1624	G-UKTB Fokker 50	1657
G-JEAD Friendship	1747	G-BVJA Fokker 100	1821
G-MAUD BAe ATP	1913	EI-FKE Fokker 50	1923
G-BVMY Short 360	1957	OO-DTK Brasilia	2010
G-RMCT Short 360	2016	G-UKTB Fokker 50	2102
G-UKTE Fokker 50	2117	G-MPCD Airbus 320	2120
G-JEAD Friendship	2124	G-BEJD HS 748	2128
G-BVKD Boeing 737 500	2134	G-BVTF Fokker 70	2140
EC-FJZ Boeing 737 300	2149		
26 G-MPCD Airbus 320	0415	EC-FJZ Boeing 737 300	0437
EI-FKE Fokker 50	0851	G-BVKD Boeing 737 500	0938
G-JEAD Friendship	0943	G-UKTB Fokker 50	1004
G-BMAH DC9	1026	OO-DTJ Brasilia	1033
G-AWIT Cherokee 180D	1036	G-SLYN Warrior II	1053 n/s
G-BVMY Short 360	1107	G-BRPU Duchess	1115
G-BVKD Boeing 737 500	1229	G-MPCD Airbus 320	1313
G-UKTE Fokker 50	1333	G-EWEL Sikorsky S76	1405
G-JEAD Friendship	1407	G-BVMY Short 360	1425
EC-FJZ Boeing 737 300	1442	EI-FKE Fokker 50	1608
G-BVKD Boeing 737 500	1617	G-BUUP BAe ATP	1624
G-BVMY Short 360	1802	G-UKTB Fokker 50	1820
G-BVKD Boeing 737 500	1923	G-JEAD Friendship	1930
G-MPCD Airbus 320	2008	EC-894 DC9 83	2116
G-BMAH DC9	2128	EC-FJZ Boeing 737 300	2221
27 G-MPCD Airbus 320	0624	LZ-MIG TU 154M	0713
EC-FYP Boeing 737 300	0830	EI-FKE Fokker 50	0852
G-BVKD Boeing 737 500	0921	G-BIOJ Rockwell 112TC-A	0948
G-ELDH DC9	1011	G-BVKD Boeing 737 500	1222
G-JEAD Friendship	1253	G-BDIJ Sikorsky S61N	1338
G-TAXI Aztec	1419	G-UKTE Fokker 50	1450
G-JEAD Friendship	1509	OO-DTJ Brasilia	1515

G-BRUJ Stearman	1519	G-UKTB Fokker 50	1536
G-BVMY Short 360	1613	G-BVTF Fokker 70	1625
G-JEAD Friendship	1724	G-BVJD Fokker 100	1818
VR-CPR Cessna 421C	1831	EI-FKC Fokker 50	1918
G-UKTE Fokker 50	1937	G-MAUD BAe ATP	1940
G-BVMX Short 360	2007	OO-DTK Brasilia	2011
G-MPCD Airbus 320	2044	G-JEAD Friendship	2047
G-UKTB Fokker 50	2055		
28 G-MPCD Airbus 320	0404	G-BUEA ATR42	0715
EI-FKB Fokker 50	0922	G-BVJD Fokker 100	0927
G-UKTD Fokker 50	1003	OO-DTJ Brasilia	1034
G-UKTE Fokker 50	1102	G-BSIM Archer II	1111
G-BVJD Fokker 100	1209	G-MPCD Airbus 320	1300
G-MAUD BAe ATP	1349	G-JEAD Friendship	1403
G-BVMX Short 360	1418	G-UKTD Fokker 50	1453
OO-DTH Brasilia	1503	G-BSER Cherokee 160B	1505
G-BAML JetRanger	1523	G-BVJA Fokker 100	1530
EI-FKF Fokker 50	1602	G-BAVZ Aztec	1612
G-UKTE Fokker 50	1658	G-JEAD Friendship	1737
G-BFZD Cessna PR182RG	1805	G-REDB Cessna 310Q	1828
G-GDOG Arrow II	1856	G-MAUD BAe ATP	1858
EI-FKF Fokker 50	1919	G-BVMY Short 360	2005
G-RMCT Short 360	2012	G-JEAD Friendship	2043
OO-DTI Brasilia	2053	G-UKTD Fokker 50	2104
G-UKTE Fokker 50	2106	G-BVJA Fokker 100	2127
29 G-MPCD Airbus 320	0020	EI-FKF Fokker 50	0858
G-MAUD BAe ATP	0920	G-RMCT Short 360	0922
G-JEAD Friendship	0926	9H-ABT Boeing 737 300	0932
G-BVJA Fokker 100	0934	G-UKTD Fokker 50	1007
G-BVMY Short 360	1102	OO-MTD Brasilia	1104
G-UKTE Fokker 50	1109	EC-FKI Boeing 737 300	1200
C-GTSF Boeing 757	1202	G-BVJA Fokker 100	1217
N321DH Pilatus PC-XII	1342	G-MAUD BAe ATP	1401
G-JEAD Friendship	1409	OO-DTK Brasilia	1501
G-UKTD Fokker 50	1505	G-BVJA Fokker 100	1535
PH-JXM Fokker 50	1606	G-BVMY Short 360	1642
G-UKTE Fokker 50	1659	G-JEAD Friendship	1737
G-BVJA Fokker 100	1820	G-MAUD BAe ATP	1904
PH-JXM Fokker 50	1921	G-MPCD Airbus 320	1944
G-RMCT Short 360	2006	OO-MTD Brasilia	2012
G-BVMX Short 360	2017	G-JEAD Friendship	2047
G-UKTE Fokker 50	2058	G-UKTD Fokker 50	2100
G-BVJA Fokker 100	2128	G-BEJE HS 748	2136
30 G-MPCD Airbus 320	0433	G-AWLP Mooney M20F	0737
OO-OSA Citation II	0740 1616	EI-CDE Boeing 737 500	0901
G-BVJA Fokker 100	0915	G-RMCT Short 360	0920
G-MAUD BAe ATP	0927	G-JEAD Friendship	0939
G-UKTD Fokker 50	1005	G-BDSL Cessna F150M	1012
OO-DTK Brasilia	1045	G-UKTE Fokker 50	1101
G-BVMX Short 360	1132	G-SPHR Aztec	1157
G-BVJA Fokker 100	1219	OY-BZN Cessna 421C	1319 1407
G-MAUD BAe ATP	1354	G-JEAD Friendship	1356
G-BHZO AASA Cheetah	1430	G-UKTD Fokker 50	1442
OO-DTJ Brasilia	1507	G-BVJA Fokker 100	1509

G-UMMI Navajo	1543	EI-FKC Fokker 50	1600
G-BVMX Short 360	1654	G-UKTE Fokker 50	1646
G-MPCD Airbus 320	1655	G-JEAD Friendship	1729
G-ISFC Navajo	1805 2249	G-BVJA Fokker 100	1817
G-TAXI Aztec	1832	G-JDTI Cessna 421C	1853
G-MAUD BAe ATP	1908	EI-FKC Fokker 50	1920
CO-DTK Brasilia	1958	G-BVMY Short 360	2001
G-RMCT Short 360	2013	G-JEAD Friendship	2043
G-UKTE Fokker 50	2051	G-UKTD Fokker 50	2055
G-BVJD Fokker 100	2125	G-BEJE HS 748	2128
EC-FYP Boeing 737 300	2354		
31 G-MPCD Airbus 320	0351	G-RMCT Short 360	0923
G-BVJD Fokker 100	0929	G-MAUD BAe ATP	0934
G-JEAD Friendship	0936	G-UKTE Fokker 50	1004
EI-CDC Boeing 737 500	1028	G-UMMI Navajo	1031
OO-DTJ Brasilia	1042	G-BVMY Short 360	1057
G-UKTD Fokker 50	1107	G-BTZA F33A Bonanza	1138
G-BJIR Citation II	1155	G-BVJD Fokker 100	1222
G-MPCD Airbus 320	1226	G-MAUD BAe ATP	1351
G-JEAD Friendship	1413	G-UKTE Fokker 50	1439
G-OOAC Airbus 320	1451	OO-DTH Brasilia	1512
G-BVJB Fokker 100	1525	EI-FKB Fokker 50	1602
G-BVMY Short 360	1633	G-UKTD Fokker 50	1646
G-JEAD Friendship	1743	G-BVJB Fokker 100	1825
EC-FYP Boeing 737 300	1836	G-MAUD BAe ATP	1910
G-BPHU Cessna F152	1913	EI-FKB Fokker 50	1920
G-EWEL Sikorsky S76	1945	OO-MTD Brasilia	1953
G-RMCT Short 360	2011	G-BVMX Short 360	2012
G-JEAD Friendship	2044	G-UKTD Fokker 50	2050
G-UKTE Fokker 50	2055	G-BEJE HS 748	2128
G-BVJB Fokker 100	2134		

From (& to where known)

02) N26634/Isle-of-Man; 03) N5NN/Elstree; 04) D-ISCH/F & T Rothenburq;
 05) F-GRAN/Wevelgem; N5NN/Edinburgh; 06) N321DH/Cannes-Farnboro; F-GEXL/Rennes;
 07) F-GETJ/Caen-Autun; 08) C-GLRS/Belfast City; VR-CPR/Guernsey; F-GMGB/Cannes;
 N1224S/Birmingham; ZG846/F & T Alderqrove; PH-BWH/Birmingham; 09) F-BUQP/Toulouse;
 10) F-GBTI/Toulouse; 11) N321DH/Cannes; 13) OE-GHS/Graz-Southampton; 15) OE-GHS/
 Southampton-Mulhauser; 16) D-ERAW/Kassel-Karlshofen; 17) LX-SKS/Brussels; HB-VKI/
 F & T Dusseldorf; EI-CEC/F & T Dublin; PH-BWD/Edinburgh; N5NN/Elstree; C-FKWD/
 Woodford; 19) N2668Z/F & T Geneva; 20) EC-EAP/Palma-Edinburgh; 21) F-GDLR/
 Le Bourget; VR-BMZ/F & T Birmingham; 23) OY-JRO/Luton-Cologne; 24) OO-CXD/
 Wevelgem; OY-JRK/Esbjerg; 25) N321DH/Farnboro; 27) VR-CPR/Cologne; 29) N321DH/
 Farnboro; 30) OO-OSA/F & T Antwerp; OY-BZN/Billund;

Overshoots

02) XX494/FYY71; ZE368/SRG128; G-WERY; 03) XX494/FYY76; XX491/FYY79; 04) G-BBGB;
 XX498/FYY71; G-WERY; 07) XX491/FYY71 & FYY72; 10) XX492/FYY72; 11) XX492/FYY71;
 14) G-BBGB; 15) ZF488/LOP10; XX494/FYY77; XX492/FYY38; 16) XX491/FYY74; 18) XX495
 /FYY71; XX496/FYY76; 22) ZE368/SRG128; 29) ZF241/LOP10; 30) XX494/FYY69;
 31) XX496/FYY02;

LBA movements review, August 1995

The 2nd found Isle of Man based Comanche N26634 night stopping at Knightair for checks. Cessna 421C N5NN on the 3rd turns out to be ex G-BRIT the old Britannia Airways runabout, it returned on the 5th when it had to night stop due to a small engine fire and it made a third visit on the 17th. Cessna 525 Citationjet D-ISCH was visiting from Rothenburg on the 4th. King Air 200 F-GRAN on the 5th is owned by Ste Reourd Aviation and it arrived from Wevelgem. A first visit of type was loqqed on the 6th when Pilatus PC-XII N321DH came in from Cannes, it has c/n 116 and became a regular visitor during the month being noted on the 11th, 25th and 29th. King Air 200 F-GEXL on the 6th was using the callsign "DWA 1104" which is listed as belonging to a firm called Diwan in the callsigns book. The following day King Air B90 F-GETJ arrived from Caen as "Challair 221". Although registered in Canada the Lear Jet 60 C-GLRS on the 8th only came from Belfast City, further foreigners the same day were Cessna 421C VR-CPR from its Guernsey base, N1224S a Cessna 425 based at Birmingham, regular old friend King Air F-GMGB and the Beech A36 PH-BWH ffor the KLM Flying School which was "KLM 9939". On the 9th Corvette F-BUQP visited and Aer Linqus used the BAe 146 EI-CLG as "Shamrock 234". Falcon 10 F-GBTI on the 10th was joined by the Ryanair Boeing 737 EI-CJI operating with callsign "Ryanair 4881". Aer Linqus used another BAe 146 on the 12th, this time it was EI-CLI as "Shamrock 2984". HS 125 OE-GHS was from Graz to Southampton on the 13th and from Southampton to Mulhauser on the 15th. Aer Linqus were in a mess again on the 14th when BAe 146 EI-CLI operated as "Shamrock 2984", Boeing 737 500 EI-CDE came in as "Shamrock 699" to collect the pax from the "Shamrock 369" and the Fokker 50 EI-FKE arrived very late as the "Shamrock 368" and positioned out as "Shamrock 991". Night stopping on the 16th was the Mooney M20K D-ERAW. Bandit LX-SKS of Euro Direct (Belgium) diverted in from Humberside early in the morning of the 17th as "Eurodirect 416-415", another diversion the same day was Canadian Cessna 310Q C-PKWD which had been heading for Sherburn. Also noted on the 17th were Lear Jet 60 HB-VKI, Navajo EI-CEC of Irish Air Tours as "RDK 043" and Beech A36 PH-BWD as "KLM 9936". The American registered Cessna 340 N2668Z on the 19th was from and to Geneva where it may be based. A rare Spanish biz-jet on the 20th was Cessna 650 Citation III EC-EAP with the callsign "Gestair 022". From Le Bourget on the 21st was the Falcon 10, on the same day Gulfstream 900 VR-BMZ was down in the movements as arriving fom Badminton, since this is a grass strip with no facilities I have assumed it came from Birmingham to where it departed. Beech B90 King Air OY-JRO was "Danstrans 90" on the 23rd and the following day Skyvan OY-JRK was "Danstrans 303". The 24th also saw Robin RD400 OO-CXD visiting from Wevelgem. New on the 26th was the Spannair MD83 EC-894. Making only its second visit of the month on the 27th was the Cessna 421C VR-CPR. Citation 2 OO-OSA of Bosal operated as "Bosal 1" on the 30th and Cessna 421C OY-BZN came from Billund on the same day. The Aer Linqus Fokker 50 PH-JXM which is on three months lease was noted on the 6th, 13th, 15th, 18th and 29th. Visiting YLA from Kirbymoorside on the 3rd was the ex Hong Kong Slingby T67 G-HONG. PA32 G-ROLF on the 21st caused some head scratching when it arrived calling itself "G-MOVI", apparently both of these PA32's are based at Fowlmere and the pilot must have forgotten which one he had climbed into! A new resident arriving on the 8th was the King Air G-ROWN, this is operated for the new owner by AJ Aviation and uses callsigns in the "AJA 300" range. King Air G-OAVX has finally departed, it left on the 10th reportedly to Biggin Hill. On the 11th Short 330 G-BIYH emerged from Knightairs hangar for engine runs, it departed to Newcastle as "Gill 330T" on the 18th. The second Gill Airways Short 360 to appear in their new colours is G-RMCT. Only one military to record this month, Islander ZG846 was "Army 910" on the 8th.



Military Matters

Eric Martin



THE WEST'S TOP DEFENCE SUPPLIERS

Recent British defence procurements for aircraft have led to a number of compromises (eg: C130J/FLA, EH101/Chinook) and conflicts between purchases of U.S. or European equipment (eg: Apache/Eurocopter). Some comment on these compromises and conflicts has been included in previous articles. It is, therefore, appropriate to review the main defence supply companies in the U.S. and Europe and these are tabulated below:

<u>Company</u>	<u>Defence Sales (US\$bn)</u>	<u>Main Products</u>
Lockheed Martin (US)	11	Stealth fighters F16 fighter Trident missiles
McDonnell Douglas (US)	9.4	F15/F16 fighters Cruise missiles
Northrop Grumman (US)	7.3	B2 Stealth bomber
Raytheon (US)	6.8	Patriot missiles Radar
GM Hughes (US)	6.1	Missiles Guided weapons
British Aerospace (UK)	5.9	Tornado Hawk Harrier Eurofighter Missiles
Thomson CSF (France)	5.2	Missiles Airborne radar Naval radar
Boeing (US)	4.4	AWACS airborne warning system
Rockwell (US)	4	B1 bomber Missiles Avionics
GEC-Marconi (UK)	3.9	Airborne radar Defence electronics Weapons-guidance
Daimler-Benz (Germany)	3.5	Eurofighter Eurocopter Euromissile
Dassault (France)	2.2	Mirage fighters Rafale fighter

Source: The Observer, 25 June 1995

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

Knightsair hit the travel trade news headlines in late August after rumours the company was up for sale. The speculation followed an advertisement in *Flight International* stating a regional airline, along with its aircraft engineering division was for sale. "Experts" claimed that Knightsair, which is owned by The Lamson Group of companies, was the only carrier to fit the bill. Tim Russell Commercial Director of Knightsair refuted the speculation. "It has been mentioned to me before, but to my knowledge we are not up for sale".

Sabena appear to be withdrawing some of their Brasilia fleet. OO-DTF and OO-DTG have both been reported by *Air Britain News* as withdrawn from service and stored at Brussels. I hope this speeds up the introduction of larger equipment of the LBA to Brussels service.

As promised last month the 1996 inclusive tour brochures have been realised and so far next summers programme looks like this.

<u>Arrive</u>	<u>Depart</u>	<u>Destination</u>	<u>Operator</u>	<u>Airline</u>	<u>Type</u>
MONDAY					
0510		Corfu	Tompson	Britannia	B.757
	0700	Thessalonika	Tompson	Britannia	B.757
1500		Thessalonika	Tompson	Britannia	B.757
	1700	Las Palmas	Tompson	Britannia	B.757
TUESDAY					
0245		Las Palmas	Tompson	Britannia	B.757
	0700	Palma	Tompson	Britannia	B.757
1225		Tenerife	Airtours***	Air Europa	B.737
1230		Palma	1st Choice	Air 2000	A.320
	1315	Tenerife	Airtours***	Air Europa	B.737
	1330	Palma	1st Choice	Air 2000	A.320
1410		Alicante	1st Choice	Air 2000	A.320
	1510	Alicante	1st Choice	Air 2000	A.320
2050		Palma	Tompson	Britannia	B.757
	2220	Malta	Tompson	Britannia	B.757

WEDNESDAY

0605		Malta	Tompson	Britannia	B.757
	0800	Dalaman	Tompson	Britannia	B.757
	1740	Rhodes	Airtours	Air Europa	B.737

THURSDAY

0330		Rhodes	Airtours	Air Europa	B.737
0440		Dalaman	Tompson	Britannia	B.757
	0700	Gerona	Airtours***	Air Europa	B.737
	0715	Malaga	Tompson	Britannia	B.757
1355		Malaga	Tompson	Britannia	B.757
1425		Faro	1st Choice	Air 2000	A.320
	1535	Faro	1st Choice	Air 2000	A.320
	1525	Palma	Tompson	Britannia	B.757
1855		Gerona	Airtours***	Air Europa	B.737
	1945	Palma	Airtours	Air Europa	B.737
2130		Palma	Tompson	Britannia	B.757
	2300	Alicante	Tompson	Britannia	B.757

FRIDAY

0145		Palma	Airtours	Air Europa	B.737
0530		Alicante	Tompson	Britannia	B.757
	0700	Ibiza	Tompson	Britannia	B.757
	0745	Mahon	Airtours	Air Europa	B.737
2110		Ibiza	Tompson	Britannia	B.757
2135		Mahon	Airtours	Air Europa	B.737
	2225	Ibiza	Airtours	Air Europa	B.737
	2355	Palma	Tompson	Britannia	B.757

SATURDAY

0435		Ibiza	Airtours	Air Europa	B.737
0605		Palma	Tompson	Britannia	B.757
0705		Varna	Balkan	V.I.A.	Tu-154
	0735	Alicante	Airtours***	Air Europa	B.737
	0735	Mahon	Tompson	Britannia	B.757
	0805	Varna	Balkan	V.I.A.	Tu-154
1340		Mahon	Tompson	Britannia	B.757
1355		Alicante	Airtours***	Air Europa	B.737
	1450	Palma	Airtours***	Air Europa	B.737
	1510	Gerona	Tompson	Britannia	B.757
2040		Gerona	Tompson	Britannia	B.757
2050		Palma	Airtours***	Air Europa	B.737
	2140	Las Palmas	Airtours	Air Europa	B.737
	2210	Rhodes	Tompson	Britannia	B.757

SUNDAY

0730		Bourgas	Balkan	V.I.A.	Tu-154
0735		Las Palmas	Airtours	Air Europa	B.737
0745		Rhodes	Tompson	Britannia	B.757
	0825	Bourgas	Balkan	V.I.A.	Tu-154
	0845	Malaga	Airtours***	Air Europa	B.737
	0915	Cyprus	Tompson	Britannia	B.757

	0915	Tenerife	Tompson	Britannia	B.757
1400		Malaga	Airtours***	Air Europa	B.737
	1500	Faro	Airtours***	Air Europa	B.737
1640		Palma	Airtours	Air Europa	B.737
1855*		Tenerife	Tompson	Britannia	B.737
2000**		Cyprus	Tompson	Britannia	B.757
2110		Faro	Airtours***	Air Europa	B.737
	2130	Corfu	Thompson	Britannia	B.757
	2230	Palma	Airtours	Air Europa	B.737

* Shown as returning at 1855 Monday in Brochure. Sunday is confirmed as been correct.

** Shown as returning at 2000 Monday in Brochure. Sunday is confirmed as been correct.

BOTH THE ABOVE FLIGHTS OPERATE FORTNIGHTLY

*** Joint flight on behalf of Airtours and Cosmos Holidays.

A big thank you to Ian Gratton for providing the above information. (Sorry your letter arrived two days after I had handed my September section in for printing).

As can be seen Cosmos Holidays are operating from Leeds for the first time in 1996, although the six flights a week are on an aircraft sharing basis with Airtours.

It is nice to see Balkan Holidays re introduce a Saturday Varna flight. Most enthusiasts I am sure will applaud another season of Tu-154's!!

Airtours have increased the number of flights from 9 per week to 12. However of course as previously mentioned some flights are joint operated with Cosmos Holidays. Three new destinations for Airtours in 1996 are Malaga, Faro and Rhodes.

Meanwhile Tompson have added 1 flight per week to bring their number of flights to 17 per week. However because of the change of aircraft type from 180 seater A.320 to 235 seat Boeing 757 the number of available seats increases substantially. New destination for Tompson is Thessalonika, but I think they may have operated here from Leeds in the long and distant past. Please note the two departures at 0915 on a Sunday to both Tenerife and Cyprus, operate fortnightly on alternative weeks.

1st Choice increase from 2 to 3 flights per week and introduce Alicante as a new destination.

Globespan have confirmed they will operate a once a week flight to again next summer, with increased capacity, but further details are awaited.

So turning to hard and fast facts the number of I.T. flights has increased by over 19% and the number of available seats has increased by nearly 42%. This is extremely good news for Leeds/Bradford when one considers that the package holiday industry has announced it will offer 10% LESS holidays next season!

My only disappointment is once again no Florida service. This is particularly gauling when both Teesside and Liverpool will for the first time enjoy a Florida service next year.

Tuesday 24th October will see the visit to Leeds/Bradford by another Monarch A.300 Airbus. The flight will position in early morning before departing for a day charter on behalf of the Telegraph and Argus/Transun Holidays to Rome. The return flight will arrive back at LBA early evening. This charter follows the success of the previous charter to Bergen on September 12th.

AIRPORT NEWS

Birmingham The seven councils which operate Birmingham airport have received a proposal from National Express for joint operation of the Airport. National Express already own East Midlands, and under the proposal a fast coachlink between the two airports would be set up and the traffic divided between them. Birmingham would become the main airport for scheduled flights and East Midlands would concentrate on charter and cargo flights.

The seven councils have been aiming to sell a majority share in the airport to help finance a £400 million development plan. Other interested parties thought to be considering offer are Irish Airport operator Aer Rianta and U.S. company Airport Group International.

Dublin may have a second airport if the demands of Ryanair are met. The Dublin based carrier is campaigning to have Baldonnel updated to Dublins second airport, due to unfavourable airport charges at Dublin. The carrier has threatened to move its hubb operations to London Stansted if a favourable decision is not reached by 30th November .

Liverpool has won a £4.7 million grant from the European Union to help fund a phased upgrading of its facilities.

Manchester A new enthusiasts hotline is now operating giving the latest going ons at Manchester. The telephone number is 0891 227318. This is a premium rate number charged at 49p minute peak and 39p minute off peak, so younger members don't forget to get permission to use the phone (I'll just have to have written authorisation from the wife!).

Manchester recorded its busiest day for aircraft movements on Friday 11th August. 614 aircraft landed or departed in the 24 hour period.

Virgin have confirmed Orlando as the destination for their new Florida service (see last months AYCAN). Demand for seats has already exceeded expectations and industry sources suggest a Boeing 747-200 may be used instead of the planned A.340.

World Airways are also likely to return to Manchester and commence an Orlando service in 1996.

Crossair are due to commence a Manchester Basle service in late October. Initially the service will be operated by SAAB 2000 equipment, but as demand increases a BAe 146 is expected to be used.

AIRLINER NEWS

British Airways have announced the planned introduction of Boeing 777's into service as follows. Heathrow to Charles de Gaulle three times daily from October 1995, Heathrow to Muscat, Dubai and Boston six times weekly from October 1995. Heathrow to Jeddah and Riyadh three times weekly from March 1996.

Harry Morrow has obtained details of the flight number ranges used by B.A's service partners.

BA3000-3299	T.A.T.	BA3300-3499	Deutsche B.A.
BA7000-7500	U.S. Air	BA7600-7949	Manx Airlines
BA8000-8150	City Flyer	BA8300-8450	Maersk Air
BA8700-8899	Loganair	BA8900-8999	GB Airways

Caledonian Airways, which is now owned by tour operator Inspirations has announced it is looking for up to seven new aircraft for next summer. The aircraft will be needed to replace three Boeing 757's, which will be returned to British Airways this winter. Types under consideration are A.320's, Boeing 737's and MD-83's. Inspirations Aviation Director Eamonn Mullaney said Caledonian would prefer to operate a larger number of smaller aircraft. "It is a question of flexibility. We have an aircraft type, the Tristar, for destinations where slots are scarce and demand is high. Below that we need something smaller than the '757 to give us extra options".

Excalibur are to supplement their A.320 fleet with two DC-10's for the summer 1996 season. The aircraft, which will be leased in, will provide the East Midlands based independent charter carrier, with long haul capability.

Sabena confirmed an order for 23 RJ-85's on the 31st August. This represents British Aerospace's largest ever order for the RJ-85 and is estimated to be worth £650 million.

United Airlines are to commence an "around the world" service in December. The carrier intends to launch a Heathrow to Hong Kong service which would connect with United's Hong Kong network via the Pacific back to the U.S. The last round the world service was operated by Pam-Am until 1982.

OTHER NEWS

Due to regulations about pregnant women flying, births in the air are somewhat of a rarity. However when it does happen, some airlines give free flights to the new arrival. A girl who arrived on a Thai Airways flight in early September looks likely to be given the works. The child is named "Darraramée", after the name of the plane they were flying on at the time of the big event. Some smart alec has commented she was lucky not to be flying on B.A. at the time. . "So The Wirral Peninsula, that's an unusual name, how did you come by that!".

To ban or allow smoking on flights is something of a hot potato for airlines at the moment. However those clever Japanese may have come up with the answer to keep everybody happy. Japan Air Lines have commenced a trial on one of their 747's. A computer controlled sensor monitors air inside the cabin. When a smoker lights up a curtain of air from overhead vents keeps smoke from spreading to nearby seats. JAL has a vested interest in making smoking on planes more tolerable, as Japanese business people are notoriously heavy smokers and are also the most frequent fliers. If the trials prove a success the airline will install the system in all its fleet.

CREDITS Pete Gibson, Steve Jones, Harry Morrow, P. Smith, David Tennant, Air Britain News, American Express, Financial Times, T.T.G.,

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

Global Topics by Alan Sedgwick



*Global topics by
alan sedgwick*

Welcome to another months selection. If you have seen anything interesting away from these shores and only have enough for a FEW lines but want to share it with the members then send it to me at: - 12 Beveney Drive, Dewsbury, West Yorkshire, WF12 7NB

McDonnell Douglas MD-90 construction under licence in China has entered the early stages with a start on fabrication at four factories. The first of 20 aircraft is due in the spring of 1998 with final assembly being carried out at the Dachang plant of Shanghai Aviation Industrial. A further 20 will also be imported from the USA, 11 of which will go to China Northern with the remainder to China Eastern commencing next year. This summers whisper that Saudia wanted 29 MD-90s is still un-confirmed. Meanwhile the powerplant for the MD-95 appears to be as yet undecided with the exclusivity agreement between the corporation and BMW Rolls Royce not yet renewed. The agreement to launch the 100 seat twin jet with BR 715 turbofans expired on July 1 and is now also being offered with MTU Pratt and Whitney Mid Thrust Family engines (MTFE). It is thought that a failure to reduce the price by the European engine maker, a lower price by P & W plus a lost potential launch customer (SAS have now switched to the Boeing 737/600!) were contributing factors allowing competition to be introduced. MDC are now looking to a possible launch customers in Delta, Northwest, Avianca and Iberia and BMW R-R are still confident that their engine being a derivative of the BR715 will require fewer orders to launch and be ready first.

Latvia has started the ball rolling in its quest to establish a new National flag carrying airline to be in operation by early next year. An agreement signed at the end of August means that the Republic will have a 51% share whilst other partners include - Baltic International USA= 20%, Scandinavian Airline System= 16.5% plus 6.2% each for Swedfund International and the Danish Investment Fund for Central and Eastern Europe. Both SAS and BIUSA have an option to increase their stake in a set-up that plans to comprise of an all-Western fleet, rumours in the spring were that four ex-SAS DC9s were to be operated. BIUSA are said to have two 727s plus a 49% stake in the Riga based company (BIA), along with the Latvian Government (51%) which did have one DC9, two Tu-134s and a Tu-154. Not wishing to complicate matters but at an almost identical address to Baltic International Airlines (not the USA outfit) in Riga, there lives the States old Latvian/Latvian Airlines or Latvia's Linneas or Latvijas Aviolinjasi (perhaps I am the only one confused!), who earlier this year had a published fleet of 11 An 24s, 3 An 25s, 11 Tupolev 134s - two of which are leased to BIA, 7 Tu 154s and a YAK 40. A recent change to Latvia's route network came when new operator LATPAS took over its weekly charter services to Sharjah and Tel Aviv with somebody's (dont ask!) Tu 154!!

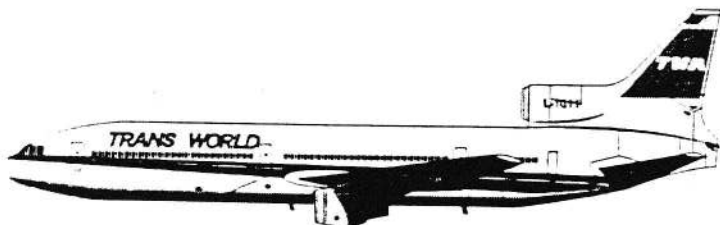
KLM and Jet Airways - the second biggest private operator in India signed early agreements at the end of August which could lead to the adjustment of timings to connect better with the Dutch Airlines arrivals in Bombay, Delhi and Calcutta. They will both bring closer the marketing and frequent flyer programmes as well as sharing crew training, reservations and maintenance. They had previously agreed a link with the overseeing of catering and cabin crew services, plus the Bombay based outfit has the Codeco computerised check-in and handling system which will enable Jet Airways passengers to check-in for KLM connecting flights as well. Jet Airways started out in the spring of 1993 and now have a fleet of 4- 737/300s two of which were formerly G-BUSUM, plus 3- 737/400s

The smaller aircraft are all on lease from Ansett whilst the '400's originate from Malaysian Airlines. KLM has a maximum allowed foreign stake of 40% with Gulf Air and Kuwait Airways holding 20% each.

Rival domestic carrier MODILUFT is now said to have formed a strategic alliance with Germany's Lufthansa following earlier technical co-operation agreements. The airline has a New Delhi base and a fleet of four ex-Lufthansa 737/200s on lease but has plans to add up to seven 737/400 series aircraft.

In Brief..... Sabena have ordered 23 Avro RJ85 to replace its mixed fleet of regional jets that currently include BAe 146-200s, F28s and EMB-120 turboprops the Belgian flag carrier has also called back the 4 A340s that were on lease to its former partner Air France and they will replace the out-going three DC10s..... Yet another strategic alliance has come about with the joint operations, tickets, baggage etc between Air South and Kiwi International Airlines that will primarily all connect through Atlanta, USA..... Air Europa have ordered eight Boeing 737/800s..... Lauda and Eurobelgian have also ordered a pair each..... Lufthansa have confirmed an order for 20 Airbus A319s..... Pan Air Lineas Aereas - the Madrid based operator who works BAe 146-200/QT machines for TNT contracts, is to fly 100 series examples (one is ex-G- BKHT) on behalf of Melilla Jet for services from the North African town of Melilla to Malaga, Aimeria and Madrid..... Phnom Penh's airport in Cambodia is set to have \$120m upgrade over the next 2 1/2 years, the Government is also looking to build a new International Airport in the future in the North West at Siem Reap..... KLM are to replace its F28-4000 quintet of older jets with four new Fokker 70s at the start of next year..... Greenair Havana Tasikaciligi AC of Istanbul have added two more Tu-154Ms to their fleet and appear to have changed their name to simply Active Air..... Air Liberte now has a live jazz band playing between films in the front cabin area of its DC10 services to the 'West Indies'..... Arrow Air who were mentioned when seen on slides at a meeting this summer - resumed services in June with its flights in the USA solely by DC8 cargo type..... UPS the parcel carrier have ordered another five 757/200PF machines for delivery 5/97..... aaaaaaaaaand finally > have you ever thought what a job it must be to take a sponge to a Boeing 747 - they won't fit through the car wash!! that's for certain. Well it appears it takes around TEN hours to a Jumbo a good scrub down so the Germans put their 'thinking-caps' on and by the time you read this the first Skywash automated aircraft washing system should be in use at Frankfurt-Main. Jointly devised by the Airports Operational Services team and Lufthansa Engineering, Skywash, which uses a three dimensional Laser Scanner and Computer controlled Brush Arm claims to complete the job in only THREE hours and with half as much water!!!!

Credits: Flight International, The Aviation Society



LEKES BRADFORD AIRLINE REPORT - JULY 1995

INBOUND DIVERSIONS

14	EXS482	LPL	NCL	G-ASVO	HP7	NCL	EXS402W
14	RPX751	STN	NCL	G-BNFB	SH36	NCL	GIL751P
30	AMM987	IBZ	NCL	G-OOAD	EA32	NCL	AMM987

REGULAR FLIGHTS

ARA226	TFS	04/EC-FVJ	11/EC-FKJ	18/EC-FKJ	25/EC-FKJ	
ARA264	PMI	02/EC-FXP	09/EC-FJR	16/EC-FVJ	23/EC-FXC	30/EC-FZZ
ARA265	GRO	06/EC-FVJ	13/EC-FVJ	20/EC-FVJ	27/EC-FZZ	
ARA271	PMI	06/EC-FVJ	13/EC-FVJ	20/EC-FVJ	27/EC-FZZ	
ARA273	MAH	07/EC-FYF	14/EC-FVJ	21/EC-FJZ	28/EC-FZZ	
ARA281	IBZ	07/EC-FYF	14/EC-FVJ	21/EC-FJZ	28/EC-FZZ	
ARA289	PMI	01/EC-FXP	08/EC-FYF	15/EC-FVJ	22/EC-FJZ	29/EC-FZZ
ARA294	ALC	01/EC-FXP	08/EC-FYF	15/EC-FVJ	22/EC-FJZ	29/EC-FZZ
ARA296	LPA	01/EC-FXP	08/EC-FYF	15/EC-FVJ	22/EC-FJZ	29/EC-FZZ
AMC6239	MLA	04/9H-ACS	11/DivMAN	18/9H-ABR	25/9H-ACS	
AMM910	FAO	06/G-OOAC	13/G-OOAC	20/G-OOAC	27/G-OOAB	
BMA1214	JKR	01/G-BVTF	08/G-BVTE	15/G-BVTF	22/G-BVTE	29/G-BVTE
BMA1234	JKR	02/G-KLDH	09/G-KLDI	16/G-KLDG	23/G-KLDH	30/G-KLDH
BMA1314	JKR	02/G-KLDI	09/G-BMAH	16/G-BMAH	23/G-BMAH	30/G-BMAH
BMA1554	JKR	22/G-BMAH	29/G-BMAH			
BMA1614	JKR	01/G-BVTF	08/G-BVTE	15/G-BVTF	22/G-BVTE	29/G-BVTE
BMA1714	JKR	01/G-KLDG	08/G-BMAC	15/G-BMAC	22/G-BMAC	29/G-BVJC
MNX9625	JKR	01/G-MANG	08/G-MANA	15/G-BUUP	22/G-MANF	29/G-MANE
MON7414	GRO	01/G-MONZ	08/G-MONZ	15/G-MONZ	22/G-MPCD	29/G-MPCD
MON7418	PMI	02/G-MONZ	09/G-MONZ	16/G-MONZ	23/G-MPCD	30/G-MPCD
MON7424	DLM	05/G-MONZ	12/G-MONZ	19/G-MONZ	26/G-MPCD	
MON7426	PMI	03/G-MONZ	10/G-MONZ	17/G-MONZ	24/G-MPCD	31/G-MONY
MON7432	MAH	01/G-MONZ	08/G-MONZ	15/G-MONZ	22/G-MPCD	29/G-MPCD
MON7436	ALC	06/G-MONZ	13/G-MONZ	20/G-MPCD	27/G-MPCD	
MON7442	IBZ	07/G-MONZ	14/G-MONZ	21/G-MPCD	28/G-MPCD	
MON7448	TFS	05/G-MONZ	12/G-MONZ	19/G-MONZ	26/G-MPCD	
MON7458	LPA	03/G-MONZ	10/G-OZBA	17/G-MONZ	24/G-MPCD	31/G-MONY
MON7460	AGP	06/G-MONZ	13/G-MONZ	20/G-MONZ	27/G-MPCD	
MON7462	LCA	04/G-MONZ	11/G-OZBA	18/G-MONZ	25/G-MPCD	
MON7464	PMI	02/G-MONZ	09/G-MONZ	16/G-MONZ	23/G-MPCD	30/G-MPCD
MON7478	CFU	04/G-MONZ	11/G-OZBA	18/G-MONZ	25/G-MPCD	
MON7482	PMI	07/G-MONZ	14/G-MONZ	21/G-MPCD	28/G-MPCD	
MON7490	RHO	01/G-MONZ	08/G-MONZ	15/G-MONZ	22/G-MPCD	29/G-MPCD
SPP3320	PMI	01/EC-FXA	08/EC-FTU	15/EC-FZC	22/EC-FTT	29/EC-FTT
TSC205	YYZ	04/C-GTSN	11/C-GTSN	18/C-GTSJ	25/C-GTSJ	
VIM710	BOJ	02/LZ-MIL	09/LZ-MIR	16/LZ-MIL	23/LZ-MIR	30/LZ-MIL

OTHER FLIGHTS

01	G-KLDG	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
01	G-KLDG	DC9	BMA5JL/4LJ	f/t Heathrow	Lieu FK10
01	G-KLDG	DC9	BMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
01	G-MAJA	BA41	BMA9567/3XV	East Midlands -n/s- Glasgow	Lieu BATP
02	G-KLDG	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
02	G-KLDG	DC9	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
04	G-MAUD	BATP	BMA5LJ/8JL	t/f Heathrow	Lieu FK10
07	G-EMAC	DC9	BMA9851/1LJ	East Midlands -n/s- Heathrow	Lieu FK10
08	G-EMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
08	G-AMPZ	DC3	AAG072	Coventry - Local	Passenger Chtr
08	G-AMPZ	DC3	AAG072	f/t Local x 2	Passenger Chtr
08	G-EMAC	DC9	BMA5JL/4LJ	f/t Heathrow	Lieu FK10
08	G-BOAB	CONC	BAW-AB	Heathrow -n/s- Local	Passenger Chtr
08	G-MAJA	BA41	BMA4VX/3XV	f/t Glasgow n/s	Lieu BATP
08	G-MANM	BATP	MXR9624/7904	Jersey - Manchester	
08	G-AMPZ	DC3	AAG072/074	f/t Local n/s	Passenger Chtr
08	G-EMAC	DC9	BMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
09	G-EMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
09	G-AMPZ	DC3	AAG074/075	f/t Local	Passenger Chtr
09	G-EMAC	DC9	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
09	G-BOAB	CONC	BAW-AB	Local - Heathrow	Passenger Chtr
09	G-AMPZ	DC3	AAG075/073	Local - Coventry	Passenger Chtr
10	G-MONB	B757	MON7427/757P	Palma - Luton	Lieu RA32
11	G-BVKD	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
11	G-BNMW	SH36	BMA361P/296	Newcastle - Glasgow	Lieu BMA BATP
11	G-FLTY	K110	FLT906P/906	Southend - Brussels	Freight Chtr
11	G-BNMW	SH36	BMA297/361P	Glasgow - Newcastle	Lieu BMA BATP
12	PH-JZM	FK50	EIN368/369	f/t Dublin	Lieu EIN FK50
13	PH-JXM	FK50	EIN362/363	f/t Dublin	Lieu EIN FK50
13	G-BVKA	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
14	G-BVKA	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
14	G-BVKA	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
14	G-BVKA	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
14	G-BVZH	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
14	G-BVKA	B735	BMA8JL/420A	Heathrow - Glasgow	Lieu FK10
14	G-EMAC	DC9	BMA9851/1LJ	Glasgow -n/s- Heathrow	Lieu FK10
15	G-EMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
15	G-EMAC	DC9	BMA5JL/4LJ	f/t Heathrow	Lieu FK10
15	G-MAJA	BA41	BMA4VX/3XV	f/t Glasgow n/s	Lieu BATP
15	G-EMAC	DC9	BMA7JL/1LJ	f/t Heathrow n/s	Lieu FK10
16	G-EMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
16	G-EMAC	DC9	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
17	KI-CIQ	AT42	UKA758P/758	Stansted - Amsterdam	Lieu UKA FK50
17	KI-CIQ	AT42	UKA763/763P	Amsterdam - Stansted	Lieu UKA FK50
17	G-OBMX	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
18	G-OBMX	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
18	G-OBMX	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
18	G-OBMX	B735	BMA6JL/4LJ	f/t Heathrow	Lieu FK10
18	G-OBMX	B735	BMA7JL/5LJ	f/t Heathrow	Lieu FK10
18	G-OBMX	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
19	G-OBMX	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
19	G-OBMX	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10

19	G-OBMX	B735	BMA6JL/4LJ	f/t Heathrow	Lieu	FK10
19	G-OBMX	B735	BMA7JL/5LJ	f/t Heathrow	Lieu	FK10
20	RI-CLH	BA46	EIN362/363	f/t Dublin	Lieu	FK50
20	PH-JXM	FK50	EIN366/367	f/t Dublin	Lieu	EIN FK50
20	G-KLDH	DC9	BMA296A/296B	East Midlands - Glasgow	Lieu	BATP
20	RI-CDH	B735	EIN368/369	f/t Dublin	Lieu	FK50
21	RI-CDH	B735	EIN362/363	f/t Dublin	Lieu	FK50
21	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu	FK10
21	G-BMAC	DC9	BMA9851/1LJ	East Midlands -n/s- Heathrow	Lieu	FK10
22	G-BMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu	FK10
22	G-BMAC	DC9	BMA5JL/4LJ	f/t Heathrow	Lieu	FK10
22	G-MAJA	BA41	BMA4VX/3XV	f/t Glasgow n/s	Lieu	BATP
22	G-BMAC	DC9	BMA7JL/1LJ	f/t Heathrow n/s	Lieu	FK10
23	G-BMAC	DC9	BMA4JL/2LJ	f/t Heathrow	Lieu	FK10
23	G-BMAC	DC9	BMA5JL/3LJ	f/t Heathrow	Lieu	FK10
23	PH-JXM	FK50	EIN368/369	f/t Dublin	Lieu	EIN FK50
26	YR-CAU	B757	-	Paris LBG - Bristol	VIP	
26	G-UKFD	FK10	UKA158	Manchester - Amsterdam	Lieu	FK50
26	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu	FK10
27	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu	FK10
27	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu	FK10
27	G-BVZE	B735	BMA6JL/4LJ	f/t Heathrow	Lieu	FK10
27	OY-JKR	SW4	FOX265	f/t Kortrijk n/s29	Passenger	Chtr
27	G-BVZE	B735	BMA7JL/5LJ	f/t Heathrow	Lieu	FK10
27	G-BVZE	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu	FK10
28	G-ETZN	BA46	BWL953	Munster - Stansted	Passenger	Chtr
28	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu	FK10
28	G-BVZE	B735	BMA5JL/3LJ	f/t Heathrow	Lieu	FK10
28	G-KLDG	DC9	BMA9953/1174	East Midlands - Jersey	Lieu	BATP
28	G-KLDG	DC9	BMA1184/9954	Jersey - East Midlands	Lieu	BATP
29	G-MAJA	BA41	BMA4VX/3XV	f/t Glasgow n/s	Lieu	BATP
30	G-BVKD	B735	BMA7JL/5LJ	f/t Heathrow	Lieu	FK10

Aircraft making first visits are underlined.

Notices

Due to the size of this month's edition we apologise that several articles sent in for publication have not appeared. We assure you that these will appear in future editions. Thank you for sending them. It's good that we are in this position rather than having a shortage of material for publication.

THE YEAR'S MOST BORING MEETING?

Could this be the A.G.M.? - well probably yes! but no company or society can legitimately exist without it. Not only is it your opportunity to say who you want to run the society, but it is an opportunity to formally sound out your ideas and opinions. Remember - it is your society, not the Officers' or Committees'. However, no Officers or Committee= no Air Yorkshire! This year we will seriously have to review the level of membership subscription. With magazines the size we are now publishing, a £10 subscription does not even cover the cost of magazine publication and distribution. So please support your society at the NOVEMBER MEETING- you only have put up with it once a year!

LEKDS BRADFORD AIRLINE REPORT - AUGUST 1995

INBOUND DIVERSIONS

16	MON3953	HKR	MAN	G-MONZ	EA32	MAN	MON3953
17	EUD416	BRU	HUY	LX-SKS	K110	BRU	EUD415

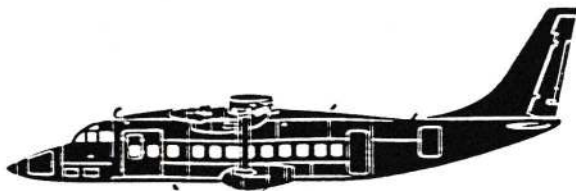
REGULAR FLIGHTS

ARA226	TFS	01/EC-FYF	08/EC-FJZ	15/EC-FYF	22/EC-FYF	29/EC-FKI
ARA264	PMI	06/EC-FKS	13/EC-FKI	20/EC-FJZ	27/EC-FYF	
ARA265	GRO	03/EC-FKS	10/EC-FKS	17/EC-FJZ	24/EC-FJZ	31/EC-FYF
ARA271	PMI	03/EC-FKS	10/EC-FKS	17/EC-FJZ	24/EC-FJZ	31/EC-FYF
ARA273	MAH	04/EC-FKS	11/EC-FKS	18/EC-FJZ	25/EC-FJZ	
ARA281	IBZ	04/EC-FKS	11/EC-FKS	18/EC-FJZ	25/EC-FJZ	
ARA289	PMI	05/EC-FKS	12/EC-FKS	19/EC-FJZ	26/EC-FJZ	
ARA294	ALC	05/EC-FKS	12/EC-FKS	19/EC-FJZ	26/EC-FJZ	
ARA296	LPA	05/EC-FKS	12/EC-FKS	19/EC-FJZ	26/EC-FJZ	
AMC6239	MLA	01/9H-ACS	08/9H-ACS	15/9H-ACT	22/9H-ABR	29/9H-ABT
AMH910	FAO	03/G-OOAD	10/G-OAAA	17/G-OAAA	24/G-OAAC	31/G-OOAC
BMA1214	JER	05/G-BVTE	12/G-BVTE	19/G-BVTF		
BMA1234	JER	06/G-KLDH	13/G-KLDI	20/G-KLDI	27/G-KLDH	
BMA1314	JER	06/G-EMAH	13/G-EMAH	20/G-EMAH	27/G-EMAH	
BMA1554	JER	05/G-EMAH	12/G-EMAH	19/G-EMAH	26/G-EMAH	
BMA1614	JER	05/G-BVTE	12/G-BVTE	19/G-BVTF	26/G-BVTF	
BMA1714	JER	05/G-BVJD	12/G-BVJC	19/G-BVKA	26/G-BVKD	
MN9625	JER	05/G-MANG	12/G-BRLY	19/G-MANM	26/G-BUOP	
MON7414	GRO	05/G-MONZ	12/G-MONZ	19/G-MPCD	26/G-MPCD	
MON7418	PMI	06/G-MONZ	13/G-MPCD	20/G-MPCD	27/G-MPCD	
MON7424	DLM	02/G-MONY	09/G-MONZ	16/G-MPCD	23/G-MPCD	30/G-MPCD
MON7426	PMI	07/G-MONZ	14/G-MPCD	21/G-MPCD	28/G-MPCD	
MON7432	MAH	05/G-MONZ	12/G-MONZ	19/G-MPCD	26/G-MPCD	
MON7436	ALC	03/G-MONZ	10/G-MONZ	17/G-MPCD	24/G-MPCD	31/G-MPCD
MON7442	IBZ	04/G-MONZ	11/G-MONZ	18/G-MPCD	25/G-MPCD	
MON7448	TFS	02/G-MONY	09/G-MONZ	16/G-MPCD	23/G-MPCD	30/G-MPCD
MON7458	LPA	07/G-MONZ	14/G-MPCD	21/G-MPCD	28/G-MPCD	
MON7460	AGP	03/G-MONZ	10/G-MONZ	17/G-MPCD	24/G-MPCD	31/G-MPCD
MON7462	LCA	01/G-MONY	08/G-MONZ	15/G-MPCD	22/G-MPCD	29/G-MPCD
MON7464	PMI	06/G-MONZ	13/G-MPCD	20/G-MPCD	27/G-MPCD	
MON7478	CFU	01/G-MONY	08/G-MONZ	15/G-MPCD	22/G-MPCD	29/G-MPCD
MON7482	PMI	04/G-MONZ	11/G-MONZ	18/G-MPCD	25/G-MPCD	
MON7490	RHO	05/G-MONZ	12/G-MONZ	19/G-MPCD	26/G-MPCD	
SPP3320	PMI	05/EC-FTU	12/EC-FTT	19/EC-FTU	26/EC-894	
TSC205	YYZ	01/C-GTSN	08/C-GTSJ	15/C-GTSE	22/C-GTSJ	29/C-GTSF
VIM710	BOJ	06/LZ-MIG	13/LZ-MIL	20/DivMAN	27/LZ-MIG	

OTHER FLIGHTS

04	G-MANJ	BATP	<u>JEA01BL/740</u>	f/t Belfast City	Lieu JEA FK27
04	G-MANJ	BATP	<u>JEA743/744</u>	f/t Belfast City	Lieu JEA FK27
05	G-MAJA	BA41	<u>BMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
06	G-KLDI	DC9	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
06	G-KLDI	DC9	<u>BMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
06	PH-JXM	FK50	<u>EIN368/369</u>	f/t Dublin	Lieu EIN FK50
08	<u>G-MAJG</u>	BA41	<u>MXE11ML/12LM</u>	f/t Manchester	Training
09	EI-CLG	BA46	<u>EIN234</u>	Dublin - Glasgow	Lieu FK50
10	<u>EI-CJI</u>	B737	<u>RYR4881/881</u>	Frankfurt - Stansted	Passenger Chtr
12	<u>EI-CLI</u>	BA46	<u>EIN2984/2985</u>	Dublin - Birmingham	Passenger Chtr
12	G-MAJA	BA41	<u>BMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
13	G-KLDG	DC9	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
13	G-KLDG	DC9	<u>BMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
13	PH-JXM	FK50	<u>EIN368/369</u>	f/t Dublin	Lieu EIN FK50
14	EI-CLI	BA46	<u>EIN2984/2985</u>	Dublin - Birmingham	Passenger Chtr
14	EI-CDE	B735	<u>EIN699</u>	Dusseldorf - Dublin	Lieu FK50
15	PH-JXM	FK50	<u>EIN364/365</u>	f/t Dublin	Lieu EIN FK50
15	G-MANG	BATP	<u>JEA733/764</u>	Belfast City - Isle of Man	Lieu JEA FK27
18	PH-JXM	FK50	<u>EIN364/365</u>	f/t Dublin	Lieu EIN FK50
18	G-BVKA	B735	<u>BMA8JL/1LJ</u>	f/t Heathrow n/s	Lieu FK10
19	G-BVKA	B735	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
19	G-BVKA	B735	<u>BMA5JL/4LJ</u>	f/t Heathrow	Lieu FK10
19	G-MAJA	BA41	<u>BMA4VX/3XV</u>	f/t Glasgow n/s	Lieu BATP
19	G-BVKA	B735	<u>BMA7JL/1LJ</u>	f/t Heathrow n/s	Lieu FK10
20	G-BVKA	B735	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
20	G-BVKA	B735	<u>BMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
20	PH-JXM	FK50	<u>EIN368/369</u>	f/t Dublin	Lieu EIN FK50
24	OY-JRK	SH7	<u>DTR303P/303</u>	Rsbjerg - Kolding	Freight Chtr
25	G-BVKD	B735	<u>BMA8JL/1LJ</u>	f/t Heathrow n/s	Lieu FK10
26	G-BVKD	B735	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
26	G-BVKD	B735	<u>BMA5JL/4LJ</u>	f/t Heathrow	Lieu FK10
26	G-BVKD	B735	<u>BMA7JL/1LJ</u>	f/t Heathrow n/s	Lieu FK10
27	G-BVKD	B735	<u>BMA4JL/2LJ</u>	f/t Heathrow	Lieu FK10
27	G-BVKD	B735	<u>BMA5JL/3LJ</u>	f/t Heathrow	Lieu FK10
28	<u>G-BURA</u>	AT42	<u>CFK70NB/22LB</u>	Newcastle - Gatwick	Lieu SH36
29	PH-JXM	FK50	<u>EIN366/367</u>	f/t Dublin	Lieu EIN FK50
29	PH-JXM	FK50	<u>EIN368/369</u>	f/t Dublin	Lieu EIN FK50
30	EI-CDE	B735	<u>EIN364/365</u>	f/t Dublin	Lieu FK50
31	EI-CDC	B735	<u>EIN303/365</u>	Newcastle - Dublin	Lieu FK50

Aircraft making first visits are underlined.



IDS BRADFORD INTERNATIONAL AIRPORT - HOLIDAY FLIGHTS - SUMMER 1996

Monday
 05 CFU BY B 757-200 Y235 0700 SKG BY A 06/05-28/10 TH
 00 SKG BY B 757-200 Y235 1755 LPA BY A 06/05-28/10 TH

Tuesday
 10 LPA BY B 757-200 Y235 0700 PMI BY A 07/05-29/10 TH
 25 TFS ARA225 737-300 Y148 1315 TFS ARA226 07/05-29/10 AT/CS
 00 PMI AMM A320 Y180 1330 PMI AMM 07/05-29/10 FC
 10 ALC AMM A320 Y180 1510 ALC AMM 07/05-29/10 FC
 50 PMI BY B 757-200 Y235 2220 MLA BY A 07/05-29/10 TH

Wednesday
 05 MLA BY B 757-200 Y235 0830 DLM BY A 01/05-30/10 TH
 10 PMI ARA263 737-300 Y148 1740 RHO ARA 01/05-30/10 AT

Thursday
 00 RHO ARA 737-300 Y148 0700 GRO ARA265 02/05-31/10 AT
 10 DLM BY B 757-200 Y235 0715 AGP BY A 02/05-31/10 TH
 55 AGP BY B 757-200 Y235 1525 PMI BY A 02/05-31/10 TH
 25 FAO AMM A320 Y180 1535 FAO AMM 02/05-31/10 FC
 55 GRO ARA266 737-300 Y148 1945 PMI ARA271 02/05-31/10 AT
 00 PMI BY B 757-200 Y235 2300 ALC BY A 02/05-31/10 TH

Friday
 45 PMI ARA272 737-300 Y148 0700 MAH ARA273 03/05-25/10 AT/CS
 00 ALC BY B 757-200 Y235 0700 IBZ BY A 03/05-25/10 TH
 15 IBZ BY B 757-200 Y235 2300 PMI BY A 03/05-25/10 TH
 35 MAH ARA274 737-300 Y148 2225 IBZ ARA281 03/05-25/10 AT

Saturday
 05 IBZ ARA282 737-300 Y148 0735 ALC ARA294 04/05-26/10 AT/CS
 05 PMI BY B 757-200 Y235 0735 MAH BY A 04/05-26/10 TH
 05 VAR VIM TU154 Y157 0805 VAR VIM 11/05-05/10 BK
 40 MAH BY B 757-200 Y235 1510 GRO BY A 04/05-26/10 TH
 55 ALC ARA295 737-300 Y148 1450 PMI ARA289 04/05-26/10 AT/CS
 40 GRO BY B 757-200 Y235 2210 RHO BY A 04/05-26/10 TH
 50 PMI ARA291 737-300 Y148 2140 LPA ARA296 04/05-26/10 AT

Sunday
 00 BOJ VIM709 TU154 Y157 0825 BOJ VIM710 26/05-29/09 BK
 05 LPA ARA297 737-300 Y148 0845 AGP ARA 05/05-27/10 CS/AT
 45 RHO BY B 757-200 Y235 0915 LCA BY A 2-Weekly 05/05-20/10 TH
 45 RHO BY B 757-200 Y235 0915 TFS BY A 2-Weekly 12/05-27/10 TH
 00 AGP ARA 737-300 Y148 1500 FAO ARA 05/05-27/10 CS/AT
 55 TFS BY B 757-200 Y235 2215 CFU BY A 2-Weekly 12/05-27/10 TH
 00 LCA BY B 757-200 Y235 2215 CFU BY A 2-Weekly 05/05-20/10 TH
 10 FAO ARA 737-300 Y148 2230 PMI ARA264 05/05-27/10 AT

Tour Operator Codes

AT - Airtours
 BK - Balkan
 CS - Cosmos
 FC - First Choice
 GS - Globespan
 TH - Thomson

Airline Codes

AEA - Air Europa
 AMM - Air 2000
 BY - Britannia
 VIM - Air Via

Destination Codes

AGP - Malaga
 ALC - Alicante
 BOJ - Bourgas
 CFU - Corfu
 DLM - Dalaman
 FAO - Faro
 GRO - Gerona
 IBZ - Ibiza
 JER - Jersey
 LCA - Larnaca
 LPA - Las Palmas
 MAH - Mahon
 MLA - Malta
 PMI - Palma
 RHO - Rhodes
 SKG - Thessaloniki
 TFS - Tenerife
 YYY - Toronto

1.9.95

Notices

CHRISTMAS PARTY - DECEMBER MEETING

PHOTOGRAPHIC COMPETITION - this is open to ALL MEMBERS. Entries are in two categories: print and slide, and you can enter both!

Print- restricted to max.6"x4" format, and a max. of THREE prints. You can't blame the weather for not having any this summer! Entries by post to either Mike or Adrian or handed in at the A.G.M. - this is the FINAL DATE FOR ENTRIES.

Slide- again a max. of THREE entries - final date for entry as above

Please note that the society cannot accept responsibility for the safety of any entries by post.

CHRISTMAS PARTY - DECEMBER MEETING

MODEL COMPETITION - i.e. models of an aviation kind!!

This feature of the party is getting better every year, so keep up the good work. A recent article in the magazine encouraged this aspect of an aviation-related hobby.

Models can be either entirely self-designed or based on a construction kit. Entries are restricted to TWO models, and these can be entered on the day. In fact, these MUST be entered on the day only, so we apologise that this competition is restricted to full members only, unless postal members want to risk sending them by post!

CHRISTMAS PARTY - GIFTS.

One of the popular features of this event is the raffle. Last year we cut it down a bit so that it didn't take up too much of the afternoon. We think this was better and it was appreciated by a lot of members. However, a successful raffle depends on plenty of things to raffle. You have been extremely generous in the past so - keep it up!!

You know the kind of things we want, so please start searching and even buying! "Falling down liquid" is always well received, as well as prizes of an aviation nature. Somebody out there must also have unwanted or duplicated birthday and Christmas presents from last year.

The summer 1996 brochures hit the streets on September 1st and as a keen Leeds Bradford supporter I set about compiling a provisional timetable. Flights operate May-Oct/Sep.

Thomsons have brought their LBA operations in-house for Summer '96 employing the services of a Britannia Boeing 757. In terms of capacity this represents an increase of 31% over the 180-seater Monarch Airbus A320. Frequency has been maintained to all destinations bar Palma where 3 rotations replace the 4 that operated this year, however this results in a loss of only 15 seats per week to the popular Balearic island. A new destination for the LBA is Halkidiki on the Greek mainland which is served by a Monday morning departure to Thessalonika airport. Although the pattern of Thomson departures bears a resemblance to that of this summer there are some changes, in particular there is confusion in the brochure regarding the Lamaca and Tenerife sorties. The flights to these very disparate locations are shown to leave at the same time on Sunday morning, hence on this particular timetable I have left Tenerife blank. The based aircraft operates 'W-patterns' through Humberside on Tuesday, Wednesday and Friday.

The Airtours programme is essentially an extension of that of summer 1995 with Thursday, Friday and Saturday being exactly the same. Airtours have added 3 new rotations for next summer, namely Rhodes, Malaga and Faro which are achieved by the operating aircraft arriving at LBA earlier on the Wednesday and remaining based until Sunday evening. 'W-patterns' are performed through Humberside on 2 occasions, namely Thursday and Friday. As ever the brochure gives no details regarding operator or type, however the fact that Faro and Rhodes are being served would suggest that it will not be Air Europa and is more likely to be a UK operator.

It has been a great many years since Cosmos used the LBA, however Summer '96 will see their return albeit using the capacity of the Airtours flying programme. 6 destinations will be served. On this basis I speculate that Airtours will use at least an A320 if not a Boeing 757, with Airtours International or Monarch (Cosmos connection) being the favourites.

First Choice will offer packages to 3 destinations next Summer with Alicante being the new rotation. The Faro sortie remains unchanged as a Thursday afternoon departure whilst Palma is retimed to join the Alicante flight on Tuesday afternoon. Once again operator and type are unspecified.

Balkan Holidays will revert to serving both Varna and Bourgas on a weekly basis for Summer '96, however if you want to see them both flights are strictly for the 'early-bird' enthusiasts amongst you. No type or operator are specified but undoubtedly Tupolev Tu154s will be used. The real uncertainty is over the operator, will it be Balkan or Varna International Airlines?

Apart from Globespan (Toronto), LBA is unlikely to receive any more IT flights, and so what's my opinion of the Summer 1996 programme? Overall it represents a healthy increase on Summer '95 which considering the bad state of the Package Holiday market this year, suggests that four operators have great confidence in 'Yorkshire's Own Airport.' As a postscript I think we will all congratulate the Airport in achieving a record breaking July for passengers, interestingly both Gatwick and Manchester handled fewer passengers than last July.

Mark Teale

Leeds Bradford International Airport

Summer 1996 Inclusive Tour Flights

	Depart	Arrive	Destination/ Origin	Flight Number	Type	Dates
<u>Mon</u>	0700	1500	Thessalonika	BALxxxA/B	B757	06Ma-21Oc
	1700	(0245)	Las Palmas	BALxxxA/B	B757	06Ma-21Oc
<u>Tue</u>	0700	2050	Palma	BALxxxA/B	B757	07Ma-22Oc
	1315	1225	Tenerife	Airtours/Cosmos	????	07Ma-22Oc
	1330	1230	Palma	First Choice	????	07Ma-22Oc
	1510	1410	Alicante	First Choice	????	07Ma-22Oc
	2220	(0605)	Malta	BALxxxA/B	B757	07Ma-22Oc
<u>Wed</u>	0800	(0440)	Dalaman	BALxxxA/B	B757	01Ma-23Oc
	□□□	1640	Palma	Airtours	????	01Ma-23Oc
	1740	(0330)	Rhodes	Airtours	????	01Ma-23Oc
<u>Thu</u>	0715	1355	Malaga	BALxxxA/B	B757	02Ma-24Oc
	0700	1855	Gerona	Airtours/Cosmos	????	02Ma-24Oc
	1535	1425	Faro	First Choice	????	02Ma-24Oc
	1525	2130	Palma	BALxxxA/B	B757	02Ma-24Oc
	1945	(0145)	Palma	Airtours	????	02Ma-24Oc
	2300	(0530)	Alicante	BALxxxA/B	B757	02Ma-24Oc
<u>Fri</u>	0700	2110	Ibiza	BALxxxA/B	B757	03Ma-25Oc
	0745	2135	Mahon	Airtours	????	03Ma-25Oc
	2225	(0435)	Ibiza	Airtours	????	03Ma-25Oc
	2255	(0605)	Palma	BALxxxA/B	B757	03Ma-25Oc
<u>Sat</u>	0805	0705	Varna	Balkan Holidays	Tu154	11Ma-05Oc
	0735	1340	Mahon	BALxxxA/B	B757	04Ma-19Oc
	0735	1355	Alicante	Airtours/Cosmos	????	04Ma-19Oc
	1450	2050	Palma	Airtours/Cosmos	????	04Ma-19Oc
	1510	2040	Gerona	BALxxxA/B	B757	04Ma-19Oc
	2140	(0735)	Las Palmas	Airtours	????	04Ma-19Oc
	2210	(0745)	Rhodes	BALxxxA/B	B757	04Ma-19Oc
<u>Sun</u>	0825	0730	Bourgas	Balkan Holidays	Tu154	26Ma-29Se
	0845	1400	Malaga	Airtours/Cosmos	????	05Ma-20Oc
	0915	2000	Lamaca	BALxxxA/B	B757	05Ma-20Oc
	1500	2110	Faro	Airtours/Cosmos	????	05Ma-20Oc
	2130	(0510)	Corfu	BALxxxA/B	B757	05Ma-20Oc
	????	(????)	Tenerife	BALxxxA/B	B757	12Ma-20Oc
	2230	□□□	Palma	Airtours	????	05Ma-20Oc

MONARCH to PALMA - Peter Martin

One week to go and thoughts were turning towards our forthcoming holiday to Mallorca. As usual we had chosen to fly from Leeds Bradford Airport, this year with a Sunday morning departure at 08.00 to Palma on a Monarch Airlines A320 Airbus.

On Sunday 6th August the plane departed at 08.03 and I hoped that it would be as punctual on the following Sunday. On Thursday night it looked a bit foggy and I awoke on Friday morning to find that both the overnight Monarch and Air Europa arrivals had diverted to Manchester. The LBA arrival information on Ceefax enabled me to monitor the aircraft's progress over the next 48 hours.

Friday's 21.15 arrival actually landed at 23.55 and departed to Palma at 01.04, about two and a half hours late. The 04.35 Saturday arrival landed at 06.46 and departed to Mahon at 07.50, only 50 minutes late. It arrived back just one hour late at 14.05 but the departure slot to Gerona was not until 15.50. All passengers were on board when the restriction was lifted and the aircraft was allowed to depart at 15.15.

On Saturday evening it arrived back at LBA at 20.07 just 40 minutes late. When it departed to Rhodes at 21.22 I estimated that it could be back on schedule next morning for the first time in two days. Such is the effect of just one diversion.

We arrived at the airport early on Sunday morning to see the arrival monitor showing the 06.10 arrival from Rhodes expected at 06.20. No reason for a delayed departure I thought. We had soon booked in and settled down in the departure lounge to see our aircraft land. At 06.20 an announcement was made that the Monarch flight from Rhodes had been diverted to Manchester for technical reasons and that a further update would be given at 06.45. Groans could be heard around the departure lounge.

The departure screen soon showed an estimated departure at 09.15 but no other announcement was made so I decided to try to find out more information. It turned out that the problem was a cracked windscreen. A replacement plane was to fly to Manchester to pick up the returning passengers and baggage, bringing them over to Leeds before taking us out to Palma.

Air VIA Tu-154, LZ-MIL, arrived from Bourgas and departed early, at 08.10, to make an additional stop at Cardiff - presumably the result of combining two flights.

Air Europa's Boeing 737-300, EC-FKI, arrived at 08.05. Passengers started boarding that plane for their outward flight to Palma while we awaited further news. Our 09.15 departure display had been changed to 09.30 but even that looked highly unlikely!

At 09.00 the first announcement was made to say that our departure was now scheduled for 09.50. The replacement A320 Airbus, G-MPCD eventually arrived at 09.15 and we finally took off from runway 32 at 10.13.

The Monarch captain confirmed the problem with the incoming flight, apologized for the delay and announced that free drinks would be provided with the breakfast. The meal was very good and had not suffered due to the unexpected delay.

We touched down at Palma at 13.23, local time, flying time 2 hours and ten minutes. While taxiing in we noted Airtours MD83 G-DCAC, Balair A310 HB-IPM, Martinair B747-200 PH-MCF, Centennial MD83 EC-FSZ and Spanair MD83s EC-FVR/FXY. A short bus ride brought us to the arrival hall which was busy as usual with luggage trolleys difficult to find.

Staying on the east side of the island, the only aircraft we saw were still high in the sky on their approach to Palma airport. One day we visited the water theme park at Aquacity, near Palma. En route we parked for a few minutes among the windmills near the runway approach and noted Britannia B767 G-BRIG and B757 G-BYAG, Iberia B727 EC-CFE and Aviacco DC9-32 EC-CGR.

During our stay I noticed the following article in the English language *Majorca Daily Bulletin* for Tuesday, 15th August, 1995.

Airline To Have Hanger Next Month

Air Europa will be the first airline to have its own maintenance hanger at Son San Juan airport, when it opens its new facilities in mid-September.

It will be used for simple revisions which up to now have been carried out on the runways, in the open air.

The hanger can only handle one plane at a time, and is large enough for a Boeing 757 or Boeing 737.

It will be operational until the hanger which AENA (Spanish Airlines and Air Navigation) plans to build. This will take two years to complete and will offer a fuller range of services.

This hanger will cover an area of more than 6,000 square metres and will cost about 1,200 million pesetas (*six million pounds*). It is due to be ready by the high season of 1997.

Two weeks pass far too quickly when you are enjoying yourselves and on Sunday 27th August we were on the coach back to the airport. We did not leave the hotel until 16.30 as the morning flight from Leeds did a round trip to Humberside before returning to LBA in the evening. About half way to the airport our coach broke down and the driver radioed for a replacement.

While waiting by the roadside I talked to a passenger who had come out the previous week. They had also been delayed as the incoming flight from Rhodes had again diverted to Manchester, this time because of the weather at Leeds. It eventually flew across to LBA when the cloud lifted and they departed for Palma about 10.00.

After transferring our luggage onto the replacement coach we were on our way again. Arriving at the airport at 18.35 we quickly booked in and went up to the departure lounge. Within minutes we were boarding Airbus G-MPCD (again) and in our seats by 18.50.

The captain announced that the aircraft had arrived 30 minutes early from Humberside and that although the scheduled departure time was 19.30 we would be leaving early as there were strong head winds en route. Flying time would be two and a half hours, cruising at an altitude of 35,000 feet. Engines started at 19.00 and we took off at 19.11.

My daughter drew my attention to an article in the German newspaper Bild which she had picked up in the airport. The heading was 'Ehrung für Senna'. It reported that the previous day Niki Lauda had taken delivery of a new Boeing 767 in Seattle, USA. The plane of Lauda Air was given the name 'Ayrton Senna'.

The meal on the return journey was again very good and we were soon descending towards runway 32 at LBA. We landed at 20.44 local time and were met by a cool wind as we descended the steps onto the tarmac.

We were back home when the Airbus departed for Palma again, as Monarch 7464, at 22.16. Someone said "I wish I was on it again!"

THE FEW

The Anniversary of the Battle of Britain should not be allowed to pass unnoticed amongst the 1995 VE and VJ Anniversary celebrations. We should not forget our debt to those spirited young men who defended our nation in 1940, immortalised by their deeds in Churchill's unforgettable words. This was one of the most important moments amongst many others in World War II especially as our homeland, our heritage and our future existence depended on them.

Now in the 90s this all seems a long time ago. Even the 50th Anniversary of the Battle is fast receding into history and the number of Air Shows dedicated to it are now almost nil.

I am very pleased to notice the resumption of the Biggin Hill 'Battle of Britain Air Show' as this event always seems so relevant. RAF Biggin Hill being one of those 'in the heat of the battle'. There are one or two others Guernsey, Jersey and the only one at an operational RAF station, Leuchers.

What a shame that even in these times of severe cutbacks, that there remains only one base where the modern RAF holds an Air Show to salute The Few of Fighter Command 1940, and this is remote from the area of the battle. We in Yorkshire can no longer visit RAF Finningley, the other main event of recent years. It is appropriate to draw a distinction with the 1950s, when there were many Battle of Britain Open Days, as they were then known.

Here is my contemporary account of the only time I was able to fly in an aircraft taking part in air displays on the traditional September weekend.

Saturday 19 September 1953

Lockheed Neptune MR1, WXS29 (51-15948) "V"

210 Sqdn Captain Flt Lt Ignatowski and crew of 8 plus Ian Stearn and myself.

ATD 1211A ATA 1646A

"Trip with Flt Lt Ignatowski giving demonstrations at various Battle of Britain Open Days. We were airborne at about 1211A. Our first assignment was 2 hrs Photo Recce in the local area, during which time we flew at 6000-7000 ft at normal cruising speed. We then reduced our height to 1000 ft over Topcliffe and flew on to:

Thornaby	1414	Horton Park	1452	Snawbury	1511
Catterick	1418	Hawarden	1458	Cosford	1518
Kirkham	1439	Ternhill	1508	Castle Bromwich	1520
West Kirkby	1444				

We then flew back up to Topcliffe at 7000 ft, circled awhile then went to Dishforth, did a landing with reverse pitch, backed up the runway and took off from runway 22 steeply. We finally landed at Topcliffe 1644A. The demonstration runs were between 600 and 400 ft and at 170-200 kt, after each we climbed to 1000 ft and cruised at 200-250 kt to the next place. The navigation was by map reading and GEE on the longer legs (eg Castle Bromwich to Topcliffe). The biggest crowd was at Castle Bromwich where they had quite an extensive static park. At Ternhill 6 Provosts were performing in formation. Throughout the weather was a little bumpy, cloud - Cu base 1500-2000 ft, Tops 6000 ft and Al St and Cu St. Visibility was best on the west coast. Mist was patchy but mean vis - 4 miles. Vis at Topcliffe 2-3 miles.

Quite a good trip."

This is my tribute as I recall the experience each autumn.

Geoff. Lee

RAP LEUCHARS, 1944

Leuchars was a Coastal Command station, and discipline at operational airfields was often slack. At Leuchars it was almost non-existent. The commanding officer was an affable group captain who wandered round the unit with a little dog on a leash. As long as you saluted him he was happy, and didn't worry about airmen who had buttons undone or had their hands in their pockets.

But the worst offenders were the very people who were supposed to enforce discipline: the SPs (Station Police). On sunny days they walked round without caps on; while one of them, when doing gate duty, sat capless on a bench, smoking a pipe. Then one day a high ranking officer arrived unannounced. All hell broke loose! And for a week afterwards strict discipline was maintained. The first man to be put on a charge was the pipe-smoking SP. He returned from leave the day after the inspection, and nobody told him about it. But life soon returned to normal, including film shows which had been suspended as a punishment.

These were scarcely up to "Odeon" standards. The projector was set up on a table, aimed at a portable screen. The films were old and, because there was only one projector, there was a break every twenty minutes while a new reel was being loaded. There were other breaks, too—when the wretched thing broke down, as it sometimes did.

In those days cinemas screened news reels: the older the news, the cheaper the hiring charges. The RAP must have paid almost nothing because the reels were a month old. However, in those years without television the cinema was the only place to see moving pictures, so nobody complained.

Then there was ENSA. This stood for "Entertainments National Service Association" or something like that; and their stage plays and concerts ranged from excellent to pathetic. Anyhow, it was another way to spend an evening. But as far as I was concerned, the station dance was the highlight of the week.

Fifty-one years later, when I hear the signature tune, "When the Blue of the Night Meets the Gold of the Day," I don't think of Bing Crosby. It reminds me of the RAP Station Leuchars Dance Orchestra who also signed off with that number. They were superb. Comprising RAP, WAAF and US Army Air Corps personnel, they were better than many dance bands you heard on the radio.

But one evening there was an additional attraction at the dance. To promote the sale of National Savings Stamps in aid of the "Salute The Soldier" campaign (whatever that was), every RAP lad who bought a stamp received a kiss and cuddle from Madam Linger Longer. This young lady was actually a WAAF, seductively dressed in civilian clothes for the occasion; but it was all harmless fun—and National Savings Stamps were sold by the dozen.

But life wasn't all entertainment. I was in an airfield construction flight. Repairing and extending runways was hard work; and one day we were busy on the airfield when the loudspeakers roared: "Prepare for an emergency landing!"

Vehicles galore converged on the field: fire engines, ambulances, crash trucks, a mobile crane and cars containing the MO, CO, adjutant, three SPs and heaven knows who else. Then a small Taylor observation plane, slightly damaged by enemy action, flew into view. The pilot made a perfect landing, jumped out—and stared in amazement at two ambulance men who were tearing towards him with a stretcher.

Railway lines came into the camp, and goods trains occasionally arrived. The engine steamed away, leaving us to unload the train before it returned to tow the empty wagons away.

AC2 Briggs was leaning against the back of the train's last wagon enjoying a cigarette, when a squadron leader saw him. "Can't you read?" shouted the officer, pointing to a sign which said: "No Smoking Within 100 ft. Of This Notice." Next morning Briggs was on a charge and I was an escort. "Sir," he pleaded. "I've measured the distance from the notice to the back of the train. It's 120 feet." An NCO who was sent to check this claim, returned to confirm it; so the case was dismissed. But what the officer didn't know, is that in the middle of the night eight airmen ran across the camp, unfastened the couplings, and pushed the entire goods train, one wagon at a time, thirty feet further down the line.

Soon afterwards I was transferred to the stores-office; so instead of wielding pickaxes, sledgehammers and shovels, I handed them out to my less fortunate mates. At the end of the day I checked them back into the stores. In between I did a bit of clerical work.

My boss was Warrant Officer Barnes. In peacetime he'd been in charge of a road-making gang, and was proud of being a tough guy. But underneath he had a heart of gold. He treated me and the office cat with equal kindness, making sure that the cat had plenty of milk and that I had plenty of weekend passes. However, he was fussy about his tea break. Shunning the NAAFI brew we all drank, he ordered me to make his tea the way he liked it. It was pure poison! The water had to be boiled in an old, battered jam tin over the office stove; then I had to put three heaped spoonfuls of tea into a cracked, chipped mug, tip in the boiling water and add four spoonfuls of sugar. This disgusting mess was drunk without milk, but with obvious relish; and he could never understand why I preferred to go to the NAAFI.

The local Air Training Corps sometimes drilled on the square. They were full of enthusiasm. Just watching them made us tired. Just watching us made them puzzled. They couldn't understand why we didn't do things by the book. Their corporals were stricter than our officers.

The weekends were usually spent in Dundee, which was the nearest town. To get there I travelled by train across the Tay Bridge: the second one, that is. The first bridge had collapsed when a train was on it, and the remains of the pillars were visible above the water: a grim reminder of a horrible disaster that had happened many years ago.

There was plenty to do in Dundee. My favourite haunt was the Palais de Dance where I spent several happy evenings dancing to the music of Andy Lothian and his band. For some reason there were always more girls than lads there, so I was never short of a partner.

The Victoria Cinema was another source of entertainment; and the welcome at the Church of Scotland Forces' Canteen was always terrific.

I was stationed at Leuchars on D-Day, and all work stopped while we listened to the announcement on the radio that Allied Forces had begun the invasion of Europe. It was a solemn, never to be forgotten moment. But a few days later the Air Ministry didn't seem able to decide what to do with me.

First I was posted to Oban, then south to Predannack in Cornwall, then back to Oban after which I was sent to Benbecula in the Outer Hebrides—all in less than a month! And how long did I stay in Benbecula? Just three weeks. Then I found myself at Hull.

But that, as regular readers of the magazine may remember, was a completely different story.

Following a couple of pints of rather nice Irish Beer in the delightful "Yorkshire Hero" pub we departed L B A. on Monarch 7442 for Ibiza

After a thankfully uneventful flight we touched down at Ibiza Airport at 11.15 local time. Transfer time to the Palm Beach Hotel at Playa Den Bossa was ten minutes and we were soon in our rooms unpacking. I won't bore you with too many details of the hotel but I have to say that the Palm Beach is the best Thompsons Hotel, in that price bracket, I have stayed in. The first of three real bonuses was the food, in a word, Brilliant. Secondly for a Pre-Payment of 1250 pesetas per day I was able to drink as much as I wanted per day including Coffee, Minerals and Alcohol. Needless to say I was in front by lunchtime. The third and main bonus for me was the spotting. The hotel is situated slightly to the South of the final approach to Runway 24 and excellent views of landing aircraft can be had from the beach. Photography with a 300mm lens would be simple. Registrations were too numerous to list but Airlines and Types seen are listed below.

If you wish to combine your hobby with Sun, Sea and Sangria this is a great place to stay

Aero LLOYD	MD 83
Air Europa	737 - 400, 757 - 200
Aerojet	Caravelle
Air 2000	757 - 200
Air Berlin	737 - 300, 737 - 400
Air Belgium	757
Air France	A320
Air Liberte	MD 83
Air Toulouse	737 - 200
Air Nostrum	Fokker 50
Air Provence	Caravelle
A.O.M.	MD 83
Air Opps	Tristar
Airtours	757, MD 83, A320
Air World	A320
A.T.I.	MD 82
Alitalia	MD 80
All Leisure	A320
Aviaco	DC9-32, MD88
Austrian	A310
A.V. Atlantic	727
Balair	MD87
Britannia	757/767
British Midland	737 - 400

Caledonian	A320, 757
Centennial	MD83
Condor	757, 737 - 300, DC10
Constellation	727
Crossair	Saab 2000
Euro Berlin Airlines	737 - 300 / 400
Euro Belgium Airlines	737 - 400
Eurofly	DC9 - 51
European Air Charter	B. A. C 1 - 11
Eurowings	BAE 146 - 100
Excalibur	A320
Futura	737 - 400
Germania	737 - 300
Hapag - Lloyd	737 - 400, A320, 737 - 300
L T E	757
L T U	A330, 767, 757, MD11
Luxair	737 - 400
Lufthansa Express	737 - 500
Deutsche B A.	Saab 2000
Martinair	747 - 200, MD11 - CF
Monarch	A320
Oasis	MD83
O K ---	No Titles Ilushin IL62m
Sabre	727
Ryanair	737 - 200
Sobelair (G B Airways Livery)	737 - 200
Sobelair	737 - 300
Spanair	MD 83
Transavia	737 - 300
Translift	A320
Transwede	MD 83
T S A	737 - 300
Viva	737 - 300

BAGBY 02 September 1995 Fly-in

Unfortunately this was another fly-in affected by bad weather, heavy rain in the morning meant that a smaller number of visitors visited.

VISITORS

GATML Cessna 150, GBOGI Tomahawk (possibly now resident) GBOTY Cessna 150, GAKVM Cessna 120, GAWWO Jodel Ambassadeur, GFLYV T-67, GBONY Rans Courier, GBWSI Cavalier, GGBNV Courier, GERPF Cessna 120, GAPVS Cessna 170 GMDTR Gemini, GIOSI Jodel Ambassadeur (accident victim, bent prop & underside) GBHEH Cessna 310 (Parked up all summer, GAZAB (no engines)

RESIDENTS

GAVRS, GBPYJ, GVANS, GBSUX, GBDWX, GNNAC, GIEYE, GBCHY, GBSDS, GBSSJ, GASWB, GEKAO, GERPE, GAXSD, GAVGZ, VF516, GYUZ, GEJGH,

HODDERSFIELD, CROSSLAND MOOR 03 September 1995 fly-in

The weather was much better the following day and with only a light wind a large number of visitors was attracted to this hill top airfield.

VISITORS

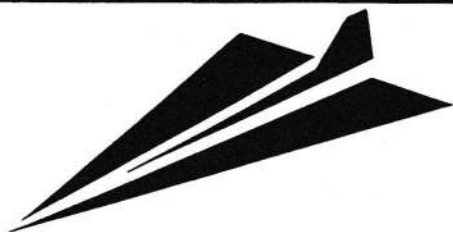
GAVZV Cessna 172, GBYLL Falco, GBIOW T-67, GAWCA Rallye, GAWVA Cessna 172, GARAI Tri-Pacer, GBNYM Cessna 172, GBFWL Cessna 150, GBGIL Pa-28, GBKTY Tobago, GAWOF Vagabond, GAYEC Emeraude, GBVVE Jodel Club, GBDIC/WD388 Chipmunk, GAYSK Luton Minor, GBJZN Cessna 172, GARPE Cessna 172, GASMS Cessna 150, GBSUT Rans Coyote, GBAND Cessna 182, GGOOS Cessna 182, GERKZ Emeraude, GERXS H sp tia; Minus, GAWPA Bo 105, GAVIS Alster Alpha, GBJZN T-67, GVANS Vans, N36VU Bonanza (Blackpool based). In addition I believe I missed about a further dozen which departed before I arrived.

RESIDENTS

GAUP Mistral, GSTYL Pitts, GARYH Tri-Pacer, GBCHV Cadet motor glider, GATUH Nipper, GAXJJ Pup, GBKXO Cessna 182, GBCLL Evans, GBMSF Tomahawk, GOSEA Islander, GBADC Beta, GBEDB Evans, GHAIG Long Ez, GBPLU Monoplane, GAVBZ Cessna 172, GBGFF Fred, GRJMS Pa-28, GMVYS Gemini. Plus bits of the following in a hanger GBTHW, GBDDQ, GMVZR.

IAN GASTON

WOLD NEWTON/WILLY HOWE FARM Movements:- 10.6 G-APZK 152 f4t Sturgate, G-VLAV PA-28 f4t Tollerton, G-BGAG P.172N f4t Sandtoft. 15.6 G-BEIO P.182Q f4t Leeds, G-ARTL/T728T DH.82A f4t Egton, G-OBMW AA-5 f4t Sherburn, G-BJZN T.67A f4t Netherthorpe t Burton Constable. 21.6 G-MMEZ Typhoon P f4t Rufforth, G-BATW P.172M f4t Humberside, G-MVPS Pegasus XL-R f4t Full Sutton. 22.6 G-BEBO AA-5 f Teeside t Bagby. 23.6 G-BGWS PA-28 f4t Barton. 25.6 G-AVRY PA-28 f Blackbushe n/s t Blackbushe 26.6. 28.6 G-BGVV GA-7 f4t Bagby, G-AYSX P.177RG f4t Sandtoft. 29.6 G-BOPN AA-5 f4t Full Sutton, G-MYFV Mercury f4t Full Sutton, G-AWKP DR.253 f Little Grandden t Temple Bruer. 2.7 G-GYAV 172N f4t Liverpool, G-MYFV Thruster f4t Hushwaite, G-MWAL Gemini Flash 2A f4t Burton Constable t Bagby, G-MYCG Mercury f4t Burton Constable t Bagby, G-BJZN T.67A f4t Burton Constable. 4.7 G-AZXC P.150L f4t Netherthorpe. 6.7 G-BGWO D.112 f4t Breighton. 7.7 G-AZWS PA-28R f4t Newcastle, G-BUJX T.61P f4t Burton Constable, G-BEPH 120 f4t Marton (recently restored to flying condition and on one of its first trips out). 8.7 G-AYLA Airtourer 115 f4t Newcastle t Breighton, G-BMLK G.109B f4t Rufforth, G-ENST 172N f4t Gamston, G-BKXO 182R f4t Sherburn t Crossland Moor, G-BATV PA-28 f4t Sherburn, G-BFJK PA-23 f4t Sherburn, G-BAZM D.11 f4t Leeds, G-SACT PA-28 f4t Sherburn, G-AYLA Airtourer 115 f4t Breighton t Newcastle, G-AZOE Airtourer 115 f4t Breighton t Newcastle, G-GSWA Enstrom P.28C-UK-2 f4t Sherburn t Tadcaster (registered 26.5.95 ex. G-BZZZ). 9.7 G-WOMP P.150J f4t Full Sutton, G-OOLE 172M f4t Humberside, G-BAZM D.11 f4t Breighton t Bagby, G-BJZN T.67A f4t Bagby t Burton Constable, G-EPTL 172N f4t Teeside, G-AZWS PA-28R f4t North Coates t Newcastle, G-BTZP TB.9 f4t North Coates t Newcastle, G-TSGJ PA-28 f4t Teeside. G-WOMP P.150J f4t Full Sutton. 10.7 G-MYFV Mercury f4t Full



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