

B-17 Flying Fortress "Sally B" visiting Elvington '96
(Photo courtesy Mike Cook)

VOL. 22

OCTOBER 96

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MRS.A.JOHNSON, MR.P.LEFROY, MR.D.BATES.**CHAIRMAN'S CHAT**

First of all I have to apologise over the last two or three meetings. Due to matters beyond our control these meetings have had to be altered at the last moment. Luckily, the society has many members with hidden talents, who, at short notice, stepped in and provided us with interesting meetings. The society and myself would like to thank these members for saving the day.

The next two meetings, November and December, are the only two in the year at which I know with some certainty what will happen. Sunday, November 3rd. sees the Annual General Meeting. This is considered by many members as boring, but it is essential to the running of any society. Members are required to vote for Officers and Committee members, approve the annual accounts and have the opportunity to comment on the society and how it has been run and organised. At the end of the formal section of the meeting we hope to show David Bates' video taken on June 15th, showing all the visiting aircraft for Euro '96. So please make every effort to attend.

We usually have no problems with attendance at the December meeting which is the Christmas Party. This will take the usual form of a fun quiz, prizes given for the competitions and then finishing off with food, drink and a grand raffle.

With regard to the competitions - if you wish to enter the Photographic Competition, entries are limited to 3 normal size prints and/or 3 slides. Please keep the max. print size to 7"x5". In previous years photographs entered had to have been taken during the current year. This year we have decided to lift that condition. So, photographs taken in any year will be accepted, but please don't enter any previous winning shots!. Slides and prints should be handed in to the Secretary at the November meeting, or posted to him by the date of that meeting. The Society cannot be responsible for the loss of any submissions in the post.

Model aircraft competition entries have to be handed in on the day of the meeting. Entries in both competitions have been down recently - so come on, have a go this year!

MEETINGS.**November 3rd. Annual general meeting and video (Euro'96 at LBA)****December 1st. Grand Christmas Function****DIARY DATES****Sunday, 20th October, Air Supply trip to Cosford. Also - Air Enthusiasts' Fair in Terminal 2 at Manchester International Airport.**

Leeds/Bradford Movements

August 1996

01 Thursday

G-BYAR Boeing 757	0450	G-BUPS ATR-42	0625
G-DACR Airbus 320	0641	G-ASRR Cessna 182G	0804
EI-CJD Boeing 737	0815	EI-FKK Fokker 50	0855
XZ335 Gazelle AH.1	0912	G-BLZT Short 360	0914
G-BVJB Fokker 100	0922	G-MAJI Jetstream 41	0926
G-JEAD Friendship	0940	G-MAJA Jetstream 41	0958
G-BUPS ATR-42	1001	G-AZWS Arrow	1011
G-UKTG Fokker 50	1016	OO-DTO Brasilia	1037
G-MAUD BAe ATP	1124	G-BMIV Turbo Arrow III	1128
G-BVJB Fokker 100	1221	G-BKTZ T67 Firefly	1225
G-BJYD Cessna 152	1317	G-RAAD Mooney M20L	1351
G-BYAR Boeing 757	1357	G-FLEN Warrior II	1423
G-JEAE Friendship	1445	OO-DTI Brasilia	1449
G-OOOT Boeing 757	1504	G-UKTH Fokker 50	1517
G-BVJB Fokker 100	1522	G-MAUD BAe ATP	1528
G-BJYD Cessna 152	1609	G-BGGG Tomahawk	1632
G-MAJA Jetstream 41	1713	G-BLZT Short 360	1722
G-BVED ATR-42	1724	G-BVJB Fokker 100	1810
G-JEAE Friendship	1812	EI-CJI Boeing 737	1943
EI-FKE Fokker 50	1945	G-UKTH Fokker 50	1950
G-DACR Airbus 320	2003	G-MAJA Jetstream 41	2010
OO-DTO Brasilia	2013	G-BLZT Short 360	2016
G-BVED ATR-42	2052	G-MAUD BAe ATP	2100
G-BYAR Boeing 757	2110	G-BVJB Fokker 100	2119
G-JEAE Friendship	2121	G-BEJD HS 748	2126
C-4 Friendship	2322		

1139(02)

02 Friday

G-DACR Airbus 320	0320	G-BYAR Boeing 757	0444
EI-CJH Boeing 737	0832	EI-FKB Fokker 50	0854
G-BLZT Short 360	0915	G-BVJB Fokker 100	0921
G-MAJA Jetstream 41	0936	G-JEAE Friendship	0941
G-UKTH Fokker 50	1006	G-BSBW JetRanger	1010
G-BPBO Turbo Arrow IV	1018	G-BVEC ATR-42	1032
OO-DTI Brasilia	1035	G-MAUD BAe ATP	1123
N836TP A36 Bonanza(MOD)	1231	G-BVJB Fokker 100	1242
G-MAJA Jetstream 41	1414	OO-DTG Brasilia	1449
G-JEAE Friendship	1459	G-HMES Warrior II	1502
G-UKTH Fokker 50	1516	EC-GAZ Boeing 737 400	1520
G-BVJB Fokker 100	1551	G-MAJA Jetstream 41	1715
G-BUEB ATR-42	1720	G-BLZT Short 360	1722
G-JEAE Friendship	1814	G-BVJB Fokker 100	1832
G-DACR Airbus 320	1929	G-BSPY BN2 Islander	1929
OO-DTI Brasilia	1944	EI-CKR Boeing 737	1947

EI-FKF Fokker 50	1953	G-UKTH Fokker 50	1956
G-MAJA Jetstream 41	2009	G-BLZT Short 360	2012
N5NN Cessna 421C	2022	G-BVEF ATR-42	2036
G-BVTF Fokker 70	2048	G-MAUD BAe ATP	2059
G-JEAE Friendship	2121	G-BVJB Fokker 100	2124
G-BEJD HS 748	2129	EC-GAZ Boeing 737 400	2208
03 Saturday			
G-DACR Airbus 320	0258	EI-CKP Boeing 737	0818
EI-FKB Fokker 50	0901	EC-FZZ Boeing 737 400	0904
G-BVTF Fokker 70	0924	G-BVTF Fokker 70	0931
G-UKTH Fokker 50	0951	G-MANO BAe ATP	1012
G-JEAE Friendship	1028	OO-DTG Brasilia	1032
G-AWPJ Cessna F150H	1037	G-MAJA Jetstream 41	1143
G-BOIL Cessna 172N	1150	G-BVTF Fokker 70	1220
N146GA Cessna 425	1225	G-BJYD Cessna 152	1242
G-DACR Airbus 320	1322	G-BNIJ TB-10 Tobago	1341
G-PLAN Cessna F150L	1453	G-BOPD Bede BD4	1506
G-UKTH Fokker 50	1511	EC-FZZ Boeing 737 400	1514
EI-FKD Fokker 50	1609	G-BORW Cessna 172P	1633
G-BVTF Fokker 70	1638	G-DAJB Boeing 757	1707
G-BVTF Fokker 70	1711	G-GREN Cessna T310R	1734
G-JEAE Friendship	1924	G-BVTF Fokker 70	1929
EC-GAT DC9 83	1931	G-UKTH Fokker 50	1951
G-MAUD BAe ATP	2142	G-DACR Airbus 320	2145
04 Sunday			
G-DAJB Boeing 757	0400	LZ-MIS TU154	0706
EI-FKF Fokker 50	0855	G-DACR Airbus 320	0900
G-BVTF Fokker 70	0930	G-UKTH Fokker 50	0947
G-BVTF Fokker 70	1007	G-SALA Cherokee Six	1024
G-UKTB Fokker 50	1040	G-BYAP Boeing 757	1052
G-BVTF Fokker 70	1225	G-BJYD Cessna 152	1246
G-BVED ATR-42	1326	OO-DTH Brasilia	1440
N5NN Cessna 421C	1457	G-JEAE Friendship	1501
G-UKTH Fokker 50	1503	G-MAJA Jetstream 41	1512
G-BAHX Cessna 182P	1519	G-IBRO Cessna 152	1602
G-MAUD BAe ATP	1630	EI-CKQ Boeing 737	1650
G-BILR Cessna 152	1742	G-SALA Cherokee Six	1755
G-JEAE Friendship	1815	G-AZLY Cessna F150L	1820
G-BVJC Fokker 100	1832	EI-FKD Fokker 50	1921
OO-DTJ Brasilia	1945	G-UKTH Fokker 50	1947
G-BVED ATR-42	2010	G-MAJA Jetstream 41	2050
G-BYAP Boeing 757	2053	G-JEAE Friendship	2123
G-MAUD BAe ATP	2125	G-BVJC Fokker 100	2128
EI-CKQ Boeing 737	2200		
05 Monday			
G-DACR Airbus 320	0620	EI-CKR Boeing 737	0814
G-BLZT Short 360	0911	G-BVJC Fokker 100	0924
G-BUEA ATR-42	0928	G-MAJA Jetstream 41	0946
G-JEAE Friendship	0948	EI-FKD Fokker 50	0952
G-UKTH Fokker 50	1005	OO-DTH Brasilia	1029
G-BSBW JetRanger	1049	G-AWNT BN2 Islander	1116
G-MAUD BAe ATP	1144	G-BVJC Fokker 100	1222
G-BSCN TB-20 Trinidad	1311	G-MAJA Jetstream 41	1413
OO-MTD Brasilia	1447	G-JEAE Friendship	1459
G-BVJC Fokker 100	1518	G-UKTH Fokker 50	1520
G-FOOD King Air 200	1538	G-BYAP Boeing 757	1640
G-MAJA Jetstream 41	1722	G-BUEA ATR-42	1724
G-BLZT Short 360	1732	G-BILR Cessna 152	1739

G-BVJC Fokker 100	1811	G-JEAE Friendship	1814
EI-FKE Fokker 50	1941	OO-DTH Brasilia	1944
EI-CKR Boeing 737	1951	G-UKTH Fokker 50	1955
G-MAJA Jetstream 41	2018	G-BLZT Short 360	2026
G-BUEA ATR-42	2040	G-MAUD BAe ATP	2059
G-DAAL HS 748	2119	G-BVJC Fokker 100	2126
G-JEAE Friendship	2133		
06 Tuesday			
G-BYAP Boeing 757	0312	EI-CKR Boeing 737	0826
EI-FKC Fokker 50	0903	G-BLZT Short 360	0916
G-BVJC Fokker 100	0920	G-BUEA ATR-42	0923
G-MAJA Jetstream 41	0944	G-JEAE Friendship	0947
G-UKTH Fokker 50	0956	C-GTSE Boeing 757	1018
G-OJCB JetRanger	1022	OO-MTD Brasilia	1053
G-MAUD BAe ATP	1147	G-BVTG Fokker 70	1234
G-OOAB Airbus 320	1357	G-MAJA Jetstream 41	1413
OO-DTJ Brasilia	1455	G-JEAE Friendship	1458
G-UKTH Fokker 50	1506	G-BVTG Fokker 70	1521
G-BLZT Short 360	1721	G-MAJA Jetstream 41	1725
F-GGBV SAAB 340	1739	G-TPTT Airbus 320	1811
G-JEAE Friendship	1813	G-BVTG Fokker 70	1824
EI-FKC Fokker 50	1947	G-FOOD King Air 200	1957
G-UKTH Fokker 50	2000	EI-CKR Boeing 737	2003
9H-ABQ Airbus 320	2014	G-BYAP Boeing 757	2017
G-BLZT Short 360	2023	G-MAJA Jetstream 41	2025
OO-MTD Brasilia	2028	G-BVEF ATR-42	2053
G-BVTG Fokker 70	2125	G-JEAE Friendship	2127
F-GGBV SAAB 340	2203	G-MANL BAe ATP	2246
07 Wednesday			
EI-CJG Boeing 737	0813	9H-ABE Boeing 737	0836
EI-FKC Fokker 50	0901	G-BLZT Short 360	0915
G-BVEF ATR-42	0923	G-BVJD Fokker 100	0933
G-MAJA Jetstream 41	0948	G-JEAE Friendship	0953
G-UKTH Fokker 50	0959	OO-DTJ Brasilia	1112
G-MANL BAe ATP	1121	G-SSFC Seneca	1205
G-BVTG Fokker 70	1307	G-BLZT Short 360	1328
G-BSBW JetRanger	1349	G-MAJA Jetstream 41	1420
G-JEAE Friendship	1454	G-UKTH Fokker 50	1508
OO-DTJ Brasilia	1511	G-BVTG Fokker 70	1540
G-AYNJ Cherokee 140C	1617	G-BVEF ATR-42	1719
G-MAJA Jetstream 41	1721	G-BLZT Short 360	1724
G-BSUW Seneca	1758	G-BVJA Fokker 100	1801
G-TEST Seneca	1804	G-JEAE Friendship	1813
G-BVTG Fokker 70	1821	EI-FKE Fokker 50	1933
G-UKTH Fokker 50	1948	EI-CJG Boeing 737	1950
OO-DTG Brasilia	1957	G-BLZT Short 360	2020
G-MAJA Jetstream 41	2023	G-BVEF ATR-42	2045
G-MANL BAe ATP	2117	G-BVJA Fokker 100	2119
G-JEAE Friendship	2122	G-AYIM HS 748	2138
08 Thursday			
G-BYAP Boeing 757	0510	G-DACR Airbus 320	0631
EI-CKR Boeing 737	0816	EI-FKC Fokker 50	0902
G-BLZT Short 360	0906	G-ROAR Cessna 401	0925
G-BVEF ATR-42	0928	G-BVJC Fokker 100	0930
G-JEAE Friendship	0939	G-MAJA Jetstream 41	0943
G-OJCB JetRanger	0948	G-UKTH Fokker 50	0953
G-BNIJ TB-10 Tobago	1040	OO-DTJ Brasilia	1043
G-MANL BAe ATP	1104	G-BWWM Katana	1116

G-BVJC Fokker 100	1222	G-BSBW JetRanger	1324
G-BYAP Boeing 757	1404	G-MAJA Jetstream 41	1408
G-EDEN TB-10 Tobago	1439	OO-DTH Brasilia	1448
G-EENY GA7 Cougar	1455	G-OOOJ Boeing 757	1502
G-UKTD Fokker 50	1510	G-BVJC Fokker 100	1520
G-JEAE Friendship	1530	G-AZRD Cessna 401B	1635
G-BVEF ATR-42	1719	G-MAJA Jetstream 41	1720
G-BLZT Short 360	1723	G-BVJD Fokker 100	1814
EI-FKC Fokker 50	1943	G-DACR Airbus 320	1946
G-UKTD Fokker 50	1950	OO-DTF Brasilia	2001
EI-CKP Boeing 737	2004	G-BLZT Short 360	2023
G-MAJA Jetstream 41	2025	G-JEAE Friendship	2035
G-BVEF ATR-42	2041	G-MANL BAe ATP	2112
G-BYAP Boeing 757	2118	G-BVJD Fokker 100	2125
G-BEJD HS 748	2130	G-JEAE Friendship	2323
09 Friday		G-BYAP Boeing 757	0455
G-DACR Airbus 320	0323	G-BNSO T67M Firefly	0844
EI-CKS Boeing 737	0808	G-BYAB Boeing 767	0856
EI-FKB Fokker 50	0854	G-BLZT Short 360	0909
F-GMPR Falcon 2000	0904 1312	G-BVJD Fokker 100	0925
G-BUEB ATR-42	0922	G-UKTD Fokker 50	1000
G-MAJA Jetstream 41	0948	OO-DTH Brasilia	1042
G-DTCP Cherokee Lance	1030	G-MANL BAe ATP	1116
G-ENCE P68 Victor	1045	G-BVJD Fokker 100	1235
G-RMCT Short 360	1214	OO-MTD Brasilia	1455
G-MAJA Jetstream 41	1411	G-BVJD Fokker 100	1526
G-UKTD Fokker 50	1519	G-LFSI Cherokee 140C	1530
G-JEAE BAe 146	1528	G-BPJF Tomahawk	1557
G-TEST Seneca	1533	G-BNDS Navajo	1626
EC-GAZ Boeing 737 400	1603	G-FOOD King Air 200	1721
G-TSAR B58 Baron	1705	G-RMCT Short 360	1726
G-MAJA Jetstream 41	1724	G-KMCD King Air 200	1734
G-BUEB ATR-42	1729	G-DACR Airbus 320	1858
G-BVJD Fokker 100	1820	EI-FKF Fokker 50	1936
G-JEAE Friendship	1900	OO-DTF Brasilia	1956
G-UKTD Fokker 50	1952	G-RMCT Short 360	2026
EI-CKQ Boeing 737	1959	G-BUEB ATR-42	2054
G-MAJA Jetstream 41	2050	G-BVJD Fokker 100	2118
G-MANL BAe ATP	2108	G-JEAE Friendship	2144
G-BEJD HS 748	2133		
EC-GAZ Boeing 737 400	2131		
10 Saturday		G-DACR Airbus 320	0307
G-BVTE Fokker 70	0000	EC-FZZ Boeing 737 400	0904
EI-CKR Boeing 737	0816	G-BVTE Fokker 70	0922
EI-FKC Fokker 50	0906	G-UKTD Fokker 50	0957
G-BVTC Fokker 70	0932	OO-DTO Brasilia	1030
G-MAJG Jetstream 41	1008	G-BSBW JetRanger	1131
G-JEAE Friendship	1039	G-ARYR Cherokee 180B	1218
G-MAJA Jetstream 41	1211	G-BUJI T61 Venture	*1231
G-BGKY Tomahawk	*1222	G-BVTE Fokker 70	1236
G-WEND Arrow IV	*1233	G-DACR Airbus 320	1344
G-AWWO Jodel DR1050	*1341	G-BKTZ T67M Firefly	*1418
G-AZFI Arrow	*1416	G-ASWL Cessna F172F	*1446
G-OBMW AA5 Traveler	*1423	G-UKTD Fokker 50	1533
G-ANRP Auster 5	*1530	EC-FZZ Boeing 737 400	1554
G-BNOE Warrior II	*1540	EI-FKC Fokker 50	1608
G-BUHA T61 Venture	*1600	G-BOAA Concorde	1642
G-BVTE Fokker 70	1631		

G-BSDO Cessna 152	1654	G-BVTG Fokker 70	1713
G-MONJ Boeing 757	1727	G-BNOH Warrior II	*1734
EC-FZC DC9 83	1754	G-JEAE Friendship	1929
G-BVTE Fokker 70	1942	G-UKTD Fokker 50	1950
G-DACR Airbus 320	2058	G-MAUD BAe ATP	2133
11 Sunday			
G-MONJ Boeing 757	0346	G-DACR Airbus 320	0804
EI-FKF Fokker 50	0915	G-BVTE Fokker 70	0921
G-UKTD Fokker 50	0956	G-ZAPK BAe 146	1020
G-UKTI Fokker 50	1049	G-BYAD Boeing 757	1057
F-GEKP Robin DR400/160	1145 1521	G-BVTE Fokker 70	1216
XW201 Puma HC.1	1254	ZA677 Chinook HC.1	1254
G-BUEA ATR-42	1327	G-BNDS Navajo	1334
OO-DTH Brasilia	1436	G-JEAE Friendship	1450
G-UKTD Fokker 50	1503	G-MAJA Jetstream 41	1519
G-MAUD BAe ATP	1630	EI-CJC Boeing 737	1649
G-JEAE Friendship	1826	G-BVJB Fokker 100	1846
G-MOBI Twin Squirrel	1859	EI-FKE Fokker 50	1919
OO-DTJ Brasilia	1939	G-UKTD Fokker 50	2003
G-BUEA ATR-42	2005	G-MAJA Jetstream 41	2053
G-MAUD BAe ATP	2124	G-JEAE Friendship	2131
EI-CJC Boeing 737	2210	G-BYAD Boeing 757	2238
G-BVJB Fokker 100	2240	G-DACR Airbus 320	2323
12 Monday			
EI-CJE Boeing 737	0816	EI-FKA Fokker 50	0900
G-RMCT Short 360	0918	G-BVED ATR-42	0925
G-BVJB Fokker 100	0927	G-JETA Citation II	0934
G-MAJA Jetstream 41	0944	G-JEAE Friendship	0948
G-UKTD Fokker 50	1002	OO-DTG Brasilia	1022
G-MAUD BAe ATP	1118	G-BVJB Fokker 100	1224
G-BONR Cessna 172N	1241	F-GMPR Falcon 2000	1251
G-TSAR B58 Baron	1358	G-MAJA Jetstream 41	1417
OO-DTF Brasilia	1444	G-JEAD Friendship	1506
G-UKTD Fokker 50	1508	G-BVJB Fokker 100	1515
G-BYAD Boeing 757	1635	G-BVED ATR-42	1716
G-RMCT Short 360	1718	G-MAJA Jetstream 41	1725
G-JEAD Friendship	1813	G-BVJB Fokker 100	1817
G-BILR Cessna 152	1824	SE-DSA Falcon 20F-5	1910 1925(14)
G-BTFP Tomahawk	1915	OO-DTG Brasilia	1937
EI-FKC Fokker 50	1940	G-UKTD Fokker 50	2002
G-MAJA Jetstream 41	2017	G-RMCT Short 360	2018
G-BVED ATR-42	2041	G-MAUD BAe ATP	2103
EI-CKQ Boeing 737	2109	G-BEJE HS 748	2119
G-JEAD Friendship	2121	G-GJET Lear Jet 35A	2124
G-BVJB Fokker 100	2134		
13 Tuesday			
G-BYAD Boeing 757	0320	EI-CJI Boeing 737	0822
EI-FKA Fokker 50	0859	G-BUEB ATR-42	0912
G-RMCT Short 360	0914	G-BVJB Fokker 100	0919
G-JEAD Friendship	0944	G-MAJA Jetstream 41	0947
C-GTSN Boeing 757	0953	SE-KEE B36TC Bonanza	1013
G-UKTD Fokker 50	1032	G-MAUD BAe ATP	1113
G-BTHW F33C Bonanza	1117	G-BLDG Pawnee	1201
G-BVJB Fokker 100	1216	G-BSXB Warrior II	1234
G-BTCA Cherokee Lance	1313	G-SHIV GA7 Cougar	1335
G-MAJA Jetstream 41	1414	G-JLRW Duchess	1449
OO-DTL Brasilia	1451	G-JEAD Friendship	1454
G-UKTD Fokker 50	1503	G-BVJB Fokker 100	1517

G-MAUD Bae ATP	1620	G-BVYF Navajo	1646
G-SSFC Seneca	1652	G-BUEB ATR-42	1713
G-COAB Airbus 320	1716	G-MAJA Jetstream 41	1725
G-RMCT Short 360	1726	G-JEAD Friendship	1813
G-TPTT Airbus 320	1819	G-BVJB Fokker 100	1827
EI-FKB Fokker 50	1942	G-UKTD Fokker 50	1947
OO-DTH Brasilia	1951	EI-CJI Boeing 737	2001
S5-AAB Airbus 320	2012	G-MAJA Jetstream 41	2019
G-BYAD Boeing 757	2029	G-RMCT Short 360	2035
G-BUEB ATR-42	2047	G-MAUD Bae ATP	2108
G-JEAD Friendship	2125	G-BVJB Fokker 100	2127
G-DAAL HS 748	2140		
14 Wednesday			
EI-CKQ Boeing 737	0813	EI-FKB Fokker 50	0854
G-RMCT Short 360	0920	G-BXEH ATR-42	0922
G-BVJB Fokker 100	0932	G-JEAD Friendship	0944
G-MAJA Jetstream 41	0947	G-UKTD Fokker 50	1013
G-BWWM DA20 Katana	1017	G-CALL Aztec	1026
ZH536 Islander CC.2	1030	OO-MTD Brasilia	1036
G-MAUD Bae ATP	1114	G-BWXD T67M Firefly	1116
G-AWPU Cessna F150J	1125	G-BVJB Fokker 100	1220
G-BGVU Cherokee 180D	1328	OO-MTD Brasilia	1449
PH-MEX Citation VI	1452 1822	G-JEAD Friendship	1454
G-UKTD Fokker 50	1511	G-BVJB Fokker 100	1517
G-MAUD Bae ATP	1528	240 King Air 200	1544
551 BAC 1-11	1620 1355(16)	G-MAJA Jetstream 41	1716
G-RMCT Short 360	1718	G-BXEH ATR-42	1723
G-MAJC Jetstream 41	1740	G-ORJB Citation	1748
G-BAML JetRanger	1802	G-JEAD Friendship	1808
G-BVJB Fokker 100	1842	EI-FKD Fokker 50	1934
G-UKTD Fokker 50	1943	OO-DTI Brasilia	1946
G-MAJA Jetstream 41	2013	G-RMCT Short 360	2024
G-MAJC Jetstream 41	2036	G-BXEH ATR-42	2046
G-BVJB Fokker 100	2124	EI-CKQ Boeing 737	2126
G-JEAD Friendship	2129	G-MAUD Bae ATP	2132
15 Thursday			
G-BYAD Boeing 757	0504	G-SUEE Airbus 320	0647
EI-CJD Boeing 737	0821	G-BHVB Warrior II	0832
EI-FKF Fokker 50	0903	G-RMCT Short 360	0916
G-BUEB ATR-42	0923	G-BVJB Fokker 100	0925
G-JEAD Friendship	0941	G-MAJA Jetstream 41	0945
G-UKTD Fokker 50	0954	G-NAVO Navajo	0957
OO-MTD Brasilia	1030	G-MAUD Bae ATP	1111
G-BVJB Fokker 100	1225	G-BYAD Boeing 757	1356
N321DH Pilatus PC-XII	1432 1507	G-BJAJ AA5B Tiger	1435
OO-DTJ Brasilia	1442	G-JEAD Friendship	1457
G-OOOT Boeing 757	1501	G-IFTB King Air 200	1505
G-UKTD Fokker 50	1511	G-BVJB Fokker 100	1523
G-MAUD Bae ATP	1524	G-RMCT Short 360	1719
G-BVEC ATR-42	1738	G-BILR Cessna 152	1803
G-JEAD Friendship	1817	G-BVJB Fokker 100	1824
G-MAUD Bae ATP	1829	EI-FKC Fokker 50	1934
OO-MTD Brasilia	1944	EI-CJI Boeing 737	1950
G-UKTD Fokker 50	1959	G-WRCF King Air 200	2004
G-SUEE Airbus 320	2009	G-RMCT Short 360	2021
G-MAJA Jetstream 41	2050	G-BVEC ATR-42	2053
G-BYAD Boeing 757	2104	G-MAUD Bae ATP	2115
G-JEAD Friendship	2120	G-BVJB Fokker 50	2123

	G-BEJD HS 748	2137		
16	Friday			
	G-SUEE Airbus 320	0322	G-BYAD Boeing 757	0504
	EI-CJH Boeing 737	0823	G-BRIF Boeing 767	0852
	N560WE Citation V	0854 1814	EI-FKD Fokker 50	0859
	G-RMCT Short 360	0921	G-BVJB Fokker 100	0938
	G-JEAD Friendship	0945	G-MAJA Jetstream 41	0945
	G-BVED ATR-42	0953	G-UKTD Fokker 50	1001
	OO-DTJ Brasilia	1031	G-MAUD BAe ATP	1106
	G-IJYS Navajo	1146	G-BBHY Cherokee 180	1209
	G-BGZW Tomahawk	1215	G-BVJB Fokker 100	1226
	N321DH Pilatus PC-XII	1326 1410	G-BNRL Cessna 152	1342
	G-AYMK Cherokee 140C	1412	G-MAJA Jetstream 41	1415
	OO-DTF Brasilia	1453	G-JEAD Friendship	1457
	EC-GAZ Boeing 737 400	1509	G-UKTD Fokker 50	1516
	G-BVJB Fokker 100	1518	G-BSER Cherokee 160B	1635
	G-BXEH ATR-42	1708	G-BDCS Cessna 421B	1719
	G-RMCT Short 360	1724	G-MAJA Jetstream 41	1727
	G-BILR Cessna 152	1810	G-JEAD Friendship	1813
	G-BVJB Fokker 100	1816	G-SUEE Airbus 320	1848
	G-AYMW JetRanger	1903	EI-FKB Fokker 50	1939
	EI-CJD Boeing 737	1943	OO-DTJ Brasilia	1945
	G-UKTD Fokker 50	1947	G-MAJA Jetstream 41	2020
	G-RMCT Short 360	2026	G-BVEC ATR-42	2040
	G-JEAD Friendship	2120	G-BVJB Fokker 100	2125
	EC-GAZ Boeing 737 400	2209	G-BVTE Fokker 70	2214
	G-BEJD HS 748	2220	G-MANL BAe ATP	2228
17	Saturday			
	G-ORVR P68 Victor	0056	G-SUEE Airbus 320	0315
	EI-CJC Boeing 737	0818	PH-FVB Bandeirante	0821
	EI-FKA Fokker 50	0909	EC-FXQ Boeing 737 400	0912
	G-BVTE Fokker 70	0952	G-BVTF Fokker 70	0958
	G-CBOR Cessna F172N	1004 1107	G-UKTD Fokker 50	1006
	G-MAJC Jetstream 41	1011	G-JEAD Friendship	1028
	OO-DTF Brasilia	1033	G-KNAP Warrior II	1048
	G-MAJA Jetstream 41	1209	G-BVTE Fokker 70	1255
	EI-ETC Aeronca Sedan	1303 1521	G-SUEE Airbus 320	1334
	OY-NPB Metro III	1459 1714(18)	G-UKTD Fokker 50	1509
	EI-FKF Fokker 50	1634	G-BVTE Fokker 70	1651
	G-MONJ Boeing 757	1658	G-BILR Cessna 152	1713
	EC-FXQ Boeing 737 400	1730	EC-FXY DC9 83	1736
	G-BVTF Fokker 70	1819	G-BVJA Fokker 100	1822
	XV723 Wessex HC.2	1857	G-CBOR Cessna F172N	1907
	G-JEAD Friendship	1924	G-UKTD Fokker 50	1937
	G-BVJA Fokker 100	2104	G-SUEE Airbus 320	2120
	G-BVTE Fokker 70	2129	G-MAUD BAe ATP	2135
18	Sunday			
	G-MONJ Boeing 757	0347	G-BYAN Boeing 757	0659
	LZ-MIK TU154	0713	G-SUEE Airbus 320	0752
	EI-FKE Fokker 50	0857	G-BMIV Turbo Arrow III	0928
	G-BVTE Fokker 70	0935	G-UKTD Fokker 50	1004
	G-BVTF Fokker 70	1009	G-UKTI Fokker 50	1049
	G-BLLV T67 Firefly	1222	G-BVTE Fokker 70	1234
	G-AZLY Cessna F150L	1236	G-BUEA ATR-42	1344
	G-AYMW JetRanger	1359	OO-DTJ Brasilia	1447
	G-JEAD Friendship	1452	G-MAJA Jetstream 41	1500
	G-UKTD Fokker 50	1519	G-MAUD BAe ATP	1630
	EI-ETC Aeronca Sedan	1636 1823	G-BSER Cherokee 160B	1638

EI-CJH Boeing 737	1645	OE-FSA Cessna 340A	1719 1842
G-JETU Twin Squirrel	1753	G-JEAD Friendship	1813
G-BYAN Boeing 757	1817	G-BVJD Fokker 100	1833
EI-FKC Fokker 50	1932	OO-DTF Brasilia	1944
G-UKTD Fokker 50	1955	G-BUEA ATR-42	2003
G-MAJA Jetstream 41	2056	G-JEAD Friendship	2121
G-MAUD BAe ATP	2123	G-BVJD Fokker 100	2134
EI-CJH Boeing 737	2228	G-SUEE Airbus 320	2238
19 Monday			
G-BYAN Boeing 757	0717	EI-CJC Boeing 737	0820
EI-FKC Fokker 50	0908	G-RMCT Short 360	0916
G-BVJD Fokker 100	0921	G-MAJA Jetstream 41	0939
G-JEAD Friendship	0946	G-BUEA ATR-42	0952
G-UKTD Fokker 50	0956	G-BSBW JetRanger	1012
OO-DTJ Brasilia	1041	F-GGRH Falcon 900	1107
G-BJNZ Aztec	1111	G-BDAL Rockwell 500S	1113
G-MAUD BAe ATP	1123	F-BUQP Corvette	1147 1408
G-BVJD Fokker 100	1221	551 BAC 1-11	1248
G-MAJA Jetstream 41	1409	G-BSDO Cessna 152	1428
OO-DTL Brasilia	1446	G-JEAD Friendship	1454
G-BVJD Fokker 100	1525	G-UKTD Fokker 50	1535
G-TNTG BAe 146	1546 1646	G-BFJR Cessna F337G	1558
G-BYAN Boeing 757	1630	G-BUEA ATR-42	1715
G-RMCT Short 360	1717	G-MAJA Jetstream 41	1721
G-JEAD Friendship	1812	PH-PME TB-10 Tobago	1821 1345(20)
G-BVJD Fokker 100	1827	F-GGRH Falcon 900	1845 1812(20)
OO-DTI Brasilia	1929	G-BUZZ JetRanger	1930
EI-FKC Fokker 50	1943	G-BGYT Bandeirante	1948
G-UKTD Fokker 50	1951	EI-CJH Boeing 737	1956
G-MAJA Jetstream 41	2026	G-RMCT Short 360	2029
G-MAUD BAe ATP	2052	G-BUEA ATR-42	2054
G-DAAL HS 748	2118	G-JEAD Friendship	2130
G-BVJD Fokker 100	2139		
20 Tuesday			
G-BYAN Boeing 757	0312	G-BMDK Seneca	0753
OY-SBT Corvette	0757 1825	G-OSCH Cessna 421C	0759
EI-CJI Boeing 737	0834	EI-FKA Fokker 50	0857
G-RMCT Short 360	0911	G-BVJD Fokker 100	0922
G-BUEA ATR-42	0923	G-OHOP Navajo	0927
G-MOBI Twin Squirrel	0930	G-BVRS King Air B90	0931 1735(21)
G-MAJA Jetstream 41	0940	G-JEAD Friendship	0942
G-UKTD Fokker 50	0950	G-BSBW JetRanger	0956
G-GTSJ Boeing 757	0956	G-BHVB Warrior II	1001
OO-DTL Brasilia	1032	G-OJCB JetRanger	1121
G-MAUD BAe ATP	1128	G-INVU JetRanger	1137
F-GHPB Falcon 10	1151 1739	G-BUZI Twin Squirrel	1208
G-OAUS Sikorsky S76A	1211	G-SHIV GA7 Cougar	1236
A6-HEH Gulfstream III	1241 1321	G-OOAB Airbus 320	1342
G-OCJK Hughes 269C	1344	G-BVJA Fokker 100	1351
G-TNTB BAe 146	1404	OO-DTF Brasilia	1436
G-JEAD Friendship	1454	G-TNTR BAe 146	1524
G-UKTD Fokker 50	1526	G-MAJA Jetstream 41	1537
G-BVKA Boeing 737 500	1609	G-BUZI Twin Squirrel	1641
G-BUEA ATR-42	1709	G-BMDK Seneca	1731
G-RMCT Short 360	1734	G-BWCO Dornier 28D	1808
G-JEAD Friendship	1819	G-MAJA Jetstream 41	1822
G-BVKA Boeing 737 500	1836	G-OSCH Cessna 421C	1900
EI-FKF Fokker 50	1956	EI-CJH Boeing 737	1958

	9H-ABQ Airbus 320	2008		G-YJBM Airbus 320	2015
	G-UKTD Fokker 50	2019		OO-DTG Brasilia	2021
	G-RMCT Short 360	2026		G-BUEA ATR-42	2031
	G-BYAN Boeing 757	2033		G-MAUD BAe ATP	2048
	G-MAJA Jetstream 41	2059		G-DAAL HS 748	2118
	G-JEAD Friendship	2126		G-BVJD Fokker 100	2136
21	Wednesday				
	G-MAJD Jetstream 41	0611		EI-CJI Boeing 737	0820
	G-BYAP Boeing 757	0828		OO-EDA Jetstream 31 DIV	0833
	N2657N Cessna 421C	0837	0933	EI-FKA Fokker 50	0902
	G-MAJD Jetstream 41	0908		G-BVJD Fokker 100	0922
	G-RMCT Short 360	0927		G-BUEA ATR-42	0933
	G-JEAD Friendship	0948		G-MAJA Jetstream 41	0951
	N27495 Navajo 350	0958		G-UKTD Fokker 50	1002
	G-FPCL GA7 Cougar	1009		G-ATLT Cessna U206A	1022
	OO-DTF Brasilia	1040		G-MAUD BAe ATP	1058
	G-TNTR BAe 146	1101	1159	G-BWDO Sikorsky S76B	1136
	G-BVJD Fokker 100	1227		F-GPAK Gulfstream IV	1233
	G-MAJA Jetstream 41	1418		G-JEAD Friendship	1457
	OO-DTL Brasilia	1508		G-UKTD Fokker 50	1521
	G-BVJD Fokker 100	1523		G-BWDO Sikorsky S76B	1534
	G-BUEA ATR-42	1706		G-MAJA Jetstream 41	1718
	G-INVU JetRanger	1723		G-RMCT Short 360	1732
	G-JEAD Friendship	1807		G-BVJD Fokker 100	1814
	N2657N Cessna 421C	1839		EI-FKE Fokker 50	1938
	OO-DTF Brasilia	1942		G-UKTD Fokker 50	1945
	EI-CKR Boeing 737	1957		G-TAXI Aztec	2016
	G-MAJA Jetstream 41	2020		G-RMCT Short 360	2024
	G-BUEA ATR-42	2037		G-MAUD BAe ATP	2105
	G-BVJD Fokker 100	2116		G-JEAD Friendship	2122
	G-BIUV HS 748	2136			
22	Thursday				
	G-BYAP Boeing 757	0507		G-DRVE Airbus 320	0736
	EI-CKP Boeing 737	0820		N46WE Citation V	0900
	EI-FKA Fokker 50	0905		G-RMCT Short 360	0908
	G-BVJD Fokker 100	0925		G-BUEA ATR-42	0929
	G-JEAD Friendship	0945		G-MAJA Jetstream 41	0949
	G-UKTD Fokker 50	1026		G-BSBW JetRanger	1031
	OO-DTL Brasilia	1040		G-TJPM BAe 146	1130
	G-OANC Warrior II	1136		G-MAUD BAe ATP	1153
	G-BVJD Fokker 100	1220		G-COIN JetRanger	1352
	G-BYAP Boeing 757	1356		G-MAJA Jetstream 41	1407
	G-BGLW Seneca	1438		CO-DTG Brasilia	1442
	G-JEAD Friendship	1456		G-OOOA Boeing 757	1509
	G-UKTD Fokker 50	1516		G-BVJD Fokker 100	1522
	G-BDFZ Cessna F150M	1622		G-BSBW JetRanger	1638
	G-BVED ATR-42	1721		G-RMCT Short 360	1726
	G-MAJA Jetstream 41	1728		PH-BSX Cessna F177RG	1810
	G-JEAD Friendship	1813		G-BVJD Fokker 100	1825
	G-UKTD Fokker 50	1946		EI-FKD Fokker 50	1949
	OO-DTL Brasilia	1951		EI-CKP Boeing 737	2003
	G-DRVE Airbus 320	2015		G-MAJA Jetstream 41	2025
	G-RMCT Short 360	2032		G-BVEC ATR-42	2048
	G-BYAP Boeing 757	2109		G-MAUD BAe ATP	2113
	G-JEAD Friendship	2124		G-BVJD Fokker 100	2138
23	Friday				
	G-DRVE Airbus 320	0338		G-BYAP Boeing 757	0506
	EI-CJG Boeing 737	0821		EI-FKC Fokker 50	0900

G-RMCT Short 360	0906	G-EMER Seneca	0922
G-BXEG ATR-42	0933	G-BVJD Fokker 100	0938
G-MAJA Jetstream 41	0942	G-JEAD Friendship	1008
G-UKTD Fokker 50	1032	OO-DTG Brasilia	1042
G-MAUD BAe ATP	1119	G-MANA BAe ATP	1148
G-BSBW JetRanger	1225	G-BVJD Fokker 100	1241
G-BSBW JetRanger	1248	G-MAJA Jetstream 41	1410
OO-DTH Brasilia	1444	EC-FXQ Boeing 737 400	1459
G-JEAD Friendship	1502	G-UKTD Fokker 50	1522
G-TAXI Aztec	1547	G-BVJA Fokker 100	1629
G-BHJI Mooney M20J	1640	G-BXEG ATR-42	1720
G-RMCT Short 360	1734	G-MAJA Jetstream 41	1740
G-BDFZ Cessna F150M	1742	G-JEAD Friendship	1814
G-BUUP BAe ATP	1841	G-DRVE Airbus 320	1909
G-BVJA Fokker 100	1920	G-ZAPK BAe 146	1923
EI-CKP Boeing 737	1945	EI-FKF Fokker 50	1948
OO-MTD Brasilia	1956	G-UKTD Fokker 50	2000
G-RMCT Short 360	2024	G-BVTF Fokker 70	2043
G-BUEB ATR-42	2049	G-DAAL HS 748	2122
G-JEAD Friendship	2127	G-ZAPK BAe 146	2138
G-MAUD BAe ATP	2143	EC-FXQ Boeing 737 400	2155
G-BVJA Fokker 100	2214		
24 Saturday			
G-DRVE Airbus 320	0303	G-BOPB Boeing 767	0506
G-ORJB Citation	0813	EI-CKQ Boeing 737	0817
WB271 Fairley Firefly	0847 0919	EC-FXP Boeing 737 400	0857
EI-FKB Fokker 50	0900	G-BVTF Fokker 70	0916
G-BVTG Fokker 70	0932	G-UKTD Fokker 50	0952
G-MAJJ Jetstream 41	1008	G-JEAD Friendship	1029
OO-DTH Brasilia	1031	G-ZAPK BAe 146	1040
G-BLYE TB-10 Tobago	1123	15005 Airbus 310	1156
G-BVTF Fokker 70	1237	G-SHIV GA7 Cougar	1243
G-DRVE Airbus 320	1325	G-ZAPK BAe 146	1422
G-OANC Warrior II	1439	EC-FXP Boeing 737 400	1451
G-UKTD Fokker 50	1509	EI-FKF Fokker 50	1630
G-BVTG Fokker 70	1651	G-MONK Boeing 757	1656
G-BVTF Fokker 70	1725	G-BASX Seneca	1740
EC-GBA DC9 83	1803	G-JEAD Friendship	1929
G-UKTD Fokker 50	1951	G-BVTF Fokker 70	2014
G-DRVE Airbus 320	2113	G-MAUD BAe ATP	2139
25 Sunday			
G-MONK Boeing 757	0322	G-DRVE Airbus 320	0754
EI-FKC Fokker 50	0856	G-BVTF Fokker 70	0921
G-UKTD Fokker 50	0954	PH-CFE Fokker 100	1008
G-UKTA Fokker 50	1043	G-BYAN Boeing 757	1104
G-BVTF Fokker 70	1224	G-BTFP Tomahawk	1343
G-BVED ATR-42	1347	OO-DTL Brasilia	1441
G-JEAD Friendship	1444	G-MAJA Jetstream 41	1459
G-UKTD Fokker 50	1514	G-MAUD BAe ATP	1623
G-BNOE Warrior II	1626	EI-CJH Boeing 737	1654
G-BVEC ATR-42	1723	G-BVJD Fokker 100	1824
EI-FKA Fokker 50	1917	G-JEAG Friendship	1930
G-UKTD Fokker 50	1938	OO-DTI Brasilia	1954
G-MAUD BAe ATP	2112	EI-CJH Boeing 737	2200
G-BYAN Boeing 757	2227	G-JEAG Friendship	2229
G-DRVE Airbus 320	2357		

26	Monday					
	G-BVEC	ATR-42	0715	G-HFTG	Aztec	0753
	EI-CJD	Boeing 737	0820	EI-FKB	Fokker 50	0901
	G-VVIP	Cessna 421C	0911	G-BVJD	Fokker 100	0922
	G-UKTD	Fokker 50	0956	G-BXEH	ATR-42	1001
	OO-DTG	Brasilia	1031	G-BVJD	Fokker 100	1225
	G-MAJA	Jetstream 41	1409	OO-DTF	Brasilia	1438
	G-JEAD	Friendship	1448	OE-FSA	Cessna 340A	1451
	G-UKTD	Fokker 50	1526	G-BVJB	Fokker 100	1528
	N421GQ	Cessna 421C	1545	G-BYAN	Boeing 757	1646
	G-BWTM	ATR-72	1656	G-BDYF	Cessna 421C	1725
	G-JEAD	Friendship	1810	EI-FKA	Fokker 50	1936
	EI-CJD	Boeing 737	1944	G-UKTD	Fokker 50	1952
	OO-DTG	Brasilia	2010	G-MAJA	Jetstream 41	2029
	G-BVEF	ATR-42	2049	G-MAUD	Bae ATP	2059
	G-JEAD	Friendship	2127	G-BVJB	Fokker 100	2204
27	Tuesday					
	G-RMCT	Short 360	0025	G-BYAN	Boeing 757	0316
	EI-CJD	Boeing 737	0826	EI-FKF	Fokker 50	0904
	G-BVJB	Fokker 100	0918	G-RMCT	Short 360	0922
	G-BUEB	ATR-42	0924	C-GTSN	Boeing 757	0928
	G-JEAD	Friendship	0947	G-MAJA	Jetstream 41	0956
	G-UKTD	Fokker 50	1003	OO-DTF	Brasilia	1022
	G-MAUD	Bae ATP	1109	G-BVJB	Fokker 100	1222
	G-BSBW	JetRanger	1313	G-OOAC	Airbus 320	1339
	G-MAJA	Jetstream 41	1409	OO-DTJ	Brasilia	1434
	N816RL	King Air E90	1458	G-UKTD	Fokker 50	1510
	G-BVJB	Fokker 100	1519	F-GMRD	B58 Baron	1612
	G-BILR	Cessna 152	1635	G-JEAE	Friendship	1647
	G-MAJA	Jetstream 41	1716	G-RMCT	Short 360	1723
	G-BUEB	ATR-42	1747	G-BVJB	Fokker 100	1811
	G-TPTT	Airbus 320	1819	G-JEAE	Friendship	1940
	G-UKTD	Fokker 50	1944	EI-FKE	Fokker 50	1947
	OO-DTH	Brasilia	1950	EI-CJD	Boeing 737	1953
	G-MAJA	Jetstream 41	2017	G-RMCT	Short 360	2019
	G-BYAN	Boeing 757	2032	G-BUEB	ATR-42	2107
	G-MAUD	Bae ATP	2128	G-BEJE	HS 748	2131
	G-BVJB	Fokker 100	2133	G-JEAE	Friendship	2232
28	Wednesday					
	G-JCFR	Citation II	0746	EI-CJD	Boeing 737	0819
	EI-FKD	Fokker 50	0902	G-RMCT	Short 360	0921
	G-DARR	Aztec	0925	G-JEAE	Friendship	0936
	G-BUEB	ATR-42	0945	G-BVJB	Fokker 100	0947
	G-MAJA	Jetstream 41	0954	G-UKTD	Fokker 50	1011
	OO-DTJ	Brasilia	1024	G-SACT	Cadet	1048
	G-STAT	Cessna U206F	1112	G-MAUD	Bae ATP	1117
	D-IAAC	Cessna 441	1305	G-BVJB	Fokker 100	1315
	G-MAJA	Jetstream 41	1422	G-JEAD	Friendship	1452
	OO-DTI	Brasilia	1501	G-UKTD	Fokker 50	1513
	G-BVJB	Fokker 100	1544	G-HCTL	Navajo	1638
	N816RL	King Air E90	1659	G-JBDB	JetRanger	1710
	G-BUEB	ATR-42	1721	G-RMCT	Short 360	1726
	G-MAJA	Jetstream 41	1729	G-JEAD	Friendship	1815
	G-BVJB	Fokker 100	1828	S5-AAB	Airbus 320	1831
	G-JCFR	Citation II	1836	OO-DTH	Brasilia	1939
	EI-FKC	Fokker 50	1943	G-UKTD	Fokker 50	2005
	G-RMCT	Short 360	2022	G-MAJA	Jetstream 41	2031
	EI-CJE	Boeing 737	2044	G-BUEB	ATR-42	2105

G-MAUD BAe ATP	2112	G-BVJB Fokker 100	2127
G-BIUV HS 748	2131	G-JEAD Friendship	2135
29 Thursday			
G-BYAN Boeing 757	0503	G-JANM Airbus 320	0623
N2000M Citation V	0804 0813	EI-CKS Boeing 737	0822
EI-FKE Fokker 50	0858	G-RMCT Short 360	0910
G-WIZZ JetRanger	0926	G-BVJB Fokker 100	0934
G-BLLP T67 Firefly	0937	G-JEAD Friendship	0941
G-BXEH ATR-42	0947	G-MAJA Jetstream 41	0951
G-BSBW JetRanger	1016	G-BJAJ AA5B Tiger	1021
G-UKTD Fokker 50	1027	OO-DTI Brasilia	1104
G-MAUD BAe ATP	1122	G-BVJB Fokker 100	1235
G-BYAN Boeing 757	1359	G-MAJA Jetstream 41	1427
OO-MTD Brasilia	1447	G-JEAD Friendship	1500
G-UKTD Fokker 50	1507	G-OOOT Boeing 757	1513
G-BVJB Fokker 100	1519	G-GEAR Cessna 182RG	1541
G-MAJA Jetstream 41	1718	G-RMCT Short 360	1722
G-BXEH ATR-42	1745	G-JEAD Friendship	1812
G-BVJC Fokker 100	1820	EI-FKA Fokker 50	1937
G-UKTD Fokker 50	1954	EI-CKQ Boeing 737	2001
G-JANM Airbus 320	2006	G-RMCT Short 360	2019
G-MAJA Jetstream 41	2023	G-BXEH ATR-42	2055
G-MAUD BAe ATP	2115	G-BYAN Boeing 757	2119
G-JEAD Friendship	2122	G-BVJC Fokker 100	2125
G-BEJE HS 748	2131	OO-DTG Brasilia	2157
30 Friday			
G-JANM Airbus 320	0326	G-BYAN Boeing 757	0513
EI-CJI Boeing 737	0825	EI-FKE Fokker 50	0858
G-VANS VANS RV-4	0905	G-RMCT Short 360	0907
N560WE Citation V	0911 1820	G-BVJC Fokker 100	0924
G-JEAD Friendship	0934	G-BVEC ATR-42	0939
G-MAJA Jetstream 41	0941	G-BPYO Archer II	0951
G-UKTD Fokker 50	1020	G-BSBW JetRanger	1025
G-ORJB Citation	1026	G-MAUD BAe ATP	1114
G-GEAR Cessna 182RG	1136	G-BING Cessna F172P	1153
OO-MTD Brasilia	1208	G-BHRP Seminole	1217
G-BVJC Fokker 100	1227	G-MAJA Jetstream 41	1412
G-SHIV GA7 Cougar	1426	G-JEAD Friendship	1446
OO-DTH Brasilia	1449	N5NN Cessna 421C	1452
G-BGKY Tomahawk	1510	G-MANL BAe ATP	1514
G-BVJC Fokker 100	1519	EC-FXP Boeing 737 400	1525
XW219 Puma HC.1	1527	G-UKTD Fokker 50	1527
N2000M Citation V	1550	G-VANS VANS RV-4	1616
G-BPYO Archer II	1622	G-MAJA Jetstream 41	1720
G-BVEC ATR-42	1725	G-RMCT Short 360	1728
N709EL Beechjet 400	1735 1814	G-JEAD Friendship	1810
G-BVJC Fokker 100	1822	G-RRJE Airbus 320	1844
EI-FKE Fokker 50	1936	G-UKTD Fokker 50	1959
EI-CJI Boeing 737	2003	OO-DTG Brasilia	2006
G-MAJA Jetstream 41	2012	G-RMCT Short 360	2018
G-BXEG ATR-42	2038	G-BVTE Fokker 70	2122
G-BVJC Fokker 100	2125	G-JEAD Friendship	2128
G-MANL BAe ATP	2135	EC-FXP Boeing 737 400	2213
31 Saturday			
G-RRJE Airbus 320	0306	G-BYAB Boeing 767	0543
EI-CKS Boeing 737	0825	EC-FXQ Boeing 737 400	0857
EI-FKE Fokker 50	0901	G-STAT Cessna U206P	0922
G-BVTE Fokker 70	0930	G-BVTG Fokker 70	0933

G-MAJJ Jetstream 41	0958	G-UKTD Fokker 50	1003
G-JEAD Friendship	1026	G-HMES Warrior II	1035
G-BSBW JetRanger	1037	OO-DTF Brasilia	1038
G-MAJA Jetstream 41	1154	G-BVTE Fokker 70	1218
G-BSER Cherokee 160B	1344	G-RRJE Airbus 320	1347
G-LIZI Cherokee 160	1353	G-UKTD Fokker 50	1517
EC-FXQ Boeing 737 400	1523	G-BVTE Fokker 70	1618
EI-PKC Fokker 50	1629	G-BTFP Tomahawk	1649
G-BTAR Tomahawk	1743	G-BVTG Fokker 70	1746
EC-FXY DC9 83	1759	G-DAJB Boeing 757	1804
G-CALL Aztec	1916	G-BVTE Fokker 70	1916
G-JEAD Friendship	1943	G-UKTD Fokker 50	1946
G-RRJE Airbus 320	2158	G-MANL BAe ATP	2202

From & To

01) XZ335/Shawbury;C-4/F & T Split; 02) N836TP/Coventry;N5NN/Edinburgh;
 03) N146GA/Edinburgh-n/s-Edinburgh; 04) N5NN/F & T Elstree; 09) F-GMPR/F & T
 Le Bourget; 11) F-GEKP/Glasgow-Le Touquet;ZA677/Leuchars; 12) F-GMPR/Farnboro;
 SE-DSA/Biqqin-Stockholm; 13) SE-KEE/Gothenburg; 14) PH-MEX/Southampton-Florence;
 240/Oslo;551/Nice-Bournemouth; 15) N321DH/F & T Farnboro; 16) N560WE/Jersey;
 N321DH/F & T Farnboro; 17) PH-FVB/Groningen;EI-ETC/Rathkenny-Brighton;OY-NPB/
 F & T Stauning;XV723/Benson; 18) EI-ETC/Baby;OE-FSA/Dortmund-Staverton;
 19) F-GGRH/Deauville;F-BUQP/Deauville;551/F & T Bournemouth;PH-PME/Manston-
 Ostend;F-GGRH/Waterford-Ostend; 20) OY-SBT/Tirstrup;F-GHPB/F & T Nice;A6-HEH/
 Munich; 21) OO-EDA/F & T Brussels;N2657N/Thurrock-Le Touquet & return;N27495/
 Guernsey;F-GPAK/F & T Le Bourget; 22) N46WB/Keflavik;PH-BSX/Duxford; 24) WB271/
 F & T Elvington; 26) OE-FSA/Dortmund;N421GQ/Wick; 27) N816RL/Gamston-Bristol;
 F-GMRD/Orleans; 28) D-IAAC/Saarbrücken;N816RL/F & T Bristol; 29) N2000M/
 Farnboro-Glasgow; 30) N560WE/F & T Jersey;N5NN/Elstree;XW219/St.James Hospital-
 Belfast;N2000M/Glasgow;N709EL/East Midlands-Donegal;

Overshoots

01) ZF241/LOP40;XV217/Ascot772;ZF166/LOP61Y;ZF288/LOP44; 02) ZF406/LOP49;ZF288/
 LOP54;XX714/UAX91; 05) ZF488/LOP41; 06) ZF346/LOP43;ZF484/LOP49; 07) XX499/
 CWL76; 09) ZF446/LOP44;ZF486/LOP49; 12) G-BNSP/BKH31; 14) XX494/CWL72;XX495/
 CWL70;G-RMCT/Gill1222T;ZE370/SRG128; 15) XX498/CWL79; 19) ZF492/LOP11; 20) ZF319/
 LOP10; 21) XX494/CWL66; 22) XX499/CWL62;ZF343/LOP37; 23) ZE370/SRG128;G-SHIV;
 28) XX709/UAX92;G-BAVZ; 30) XX482/CWL73;ZF348/LOP32;ZE370/SRG128;XX709/UAX93;
 ZF450/LOP51;

LBA Movements review, August 1996

Things seem to be quietening down a bit as the summer draws to a close, and the foreign visitors are slowly dropping off. The first foreigner of this month came on the 2nd and it was the Beech 36TP N836TP, this started life as a standard B36 but is now powered by a turboprop engine and sports winglets, also noted this day was the Cessna 421C N5NN which used to be the Britannia Airways runabout G-BRIT and it is still in Britannia colours. Arriving at Knight Air on the 3rd was the Cessna 425 N146GA where it stayed on maintenance until the 23rd. N5NN visited on the 4th from and to Elstree where it is based. Falcon 2000 F-GMPR made the first of two visits this month on the 9th, the second visit was on the 12th. Diverting in for fuel on the 11th was the Robin DR400 F-GEKP which, according to the tower log, was on a flight from Glasgow to Le Touquet.

Joining the Falcon 2000 F-GMPR on the 12th was the slightly smaller Falcon 20 SE-DSA from Biggin to Stockholm. The following day saw another Swede in the shape of Beech 36TC SE-KEE arriving from Gothenburg. We have had four different Citation V's this month, the first was PH-MEX which arrived as "Martinair 4303" on the 14th. On the 15th we saw the return of the Pilatus PC XII N321DH after a long gap and it visited again on the 16th when it was joined by the Citation V N560WE from Jersey. Fairline have finally re-registered the Bandeirante G-OEAB as PH-FVB and it arrived for maintenance at Knight Air as such on the 17th with the callsign "Fairline 702". The same day saw the Metro OY-NPB from Stauning as "NorthFly262" and the Aeronca Sedan EI-ETC from Rathkenny to Breighton.

Cessna 340A OE-FSA made two visits this month, the first was on the 18th and the second was on the 26th, both times it was from Dortmund. Falcon 900 F-GGRH on the 19th used the callsign "Enterprise3106" and also noted were Corvette F-BUQP and SOCAT A TB-10 PH-PME which was from Manston to Ostend. The 20th was all callsigns with Corvette OY-SBT of Aalborg Airtaxi using "Dantax 022", Falcon 10 F-GHPB from and to Nice as "Helijet 2011-2012" and Gulfstream III A6-HEH calling "Dubai 03". Diverting in from Humberston early on the 21st was the Jetstream 31 OO-EDA with callsign "Sabena 661", also visiting were Navajo N27495 and Cessna 421C N2657N, but overshadowing them all was the Gulfstream IV F-GPAK of the Aga Khan in for the racing at York. A slightly smaller visitor on the 22nd was the Cessna F177RG PH-BSX arriving from Duxford.

On the 27th King Air E90 N816RL came in from Gamston to be used by Knight Air on a charter and also noted was the Beech 58 F-GMRD. The Cessna 441 D-IAAC on the 28th belongs to CCF Manager Airline and it was using the callsign "Tomcat 133-4" on a flight from Saarbrücken. General Electric's Citation V N2000M visited from Farnborough on the 29th and 30th, joining it on the 30th was the Cessna 421C N5NN from Elstree and Beechjet 400A N709EL of Edra Lauren Leasing which was from and to Jersey.

Positioning in as "Midland 9527" on the 6th was SAAB 340 F-GGBV to operate their "Midland 497-8". Katana G-BWFW is now on lease to the Yorkshire Aeroplane Club and this is an Austrian built HOAC DV-20, visiting on the 8th and 14th was the UK dealers new specimen G-BWWM which is a Canadian built Diamond DA-20 with the c/n 10143. The two versions look virtually the same. Diverting in after a PAN call with engine trouble on the 28th was the JetRanger G-JBDB which landed at Knight Air and stayed a couple of days. The Fly-in on the 10th was once again a bit of a flop with only twelve aircraft arriving, these are marked with a * against them in the movements. Two new residents to record this month, Citation V N46WB is new with Pace Electronics and arrived on the 22nd whilst Cessna 421C N421GQ arrived for Jack Tordoff on the 26th. The Cessna 421C is ex Japanese and has c/n 1411.

Military movements have been varied this month. On the 1st Gazelle XZ335 arrived from Shawbury as "Army331", late the same day Dutch Air Force F-27 Troopship C-4 arrived from Split on a medevac flight as "IFI 07" presumably the callsign for the IFOR operation. On the 11th Puma XW201 was "10H08" and the Chinook ZA677 was "10H31". Two interesting ones on the 14th were Irish Air Corps King Air with the serial 240 and the Omani Air Force BAC 1-11 serial 551 with callsign "MJN563". A Wessex HC.2 on the 17th was XV723 as "1VT12" and the Omani BAC 1-11 returned on the 19th. In connection with the Elvington Air Show on the 24th we had a visit from the Fairey Firefly WB271 for fuel whilst the Canadian Air Force Airbus 310 15005 did a touch and go as "Canforce 1573".

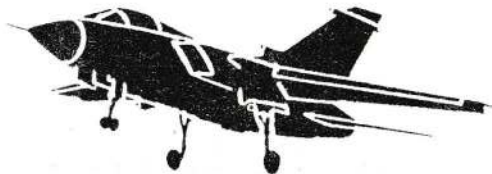
The recently arrived Sea Fury replica G-BLTG was destroyed in a fatal crash when it took off from Huddersfield/Crosland Moor on the 1st of September on its way back here after the fly-in.

Crosland Moor Annual Fly-in, September 1st 1996

G-AGIV	Piper J/3C Cub	G-BOTP	Cessna 150J
G-AKVM	Cessna 120	G-BPKI	EAA Acrosport
G-ANRP	Auster 5 (TW439)	G-BPRT	CP328 Super Emeraude
G-ARAI	PA-22 Tri-Pacer	G-BRUO	Taylor Monoplane
G-AREV	PA-22 Tri-Pacer	G-BSMV	PA-17 Vagabond
G-ARHU	PA-22 Tri-Pacer	G-BSTZ	PA-28 Cherokee
G-ARID	Cessna 172B	G-BSYW	Cessna 150M
G-ARMR	Cessna 172B	G-BULH	Cessna 172N
G-ARRE	Jodel DR.1050	G-BVFM	Rans S-6 Coyote
G-ARVU	PA-28 Cherokee	G-BVIV	Avid Speedwing
G-ARXT	Jodel DR.1050	G-BWCY	Murphy Rebel
G-ARYH	PA-22 Tri-Pacer	G-BWFP	YAK 52
G-ATBU	Beagle A.61 Terrier	G-DIZO	Jodel D.120A
G-ATJN	Jodel D.119	G-FTIN	Robin DR400/100
G-ATLB	Jodel DR.1050/M1	G-KARA	Brugger MB.2 Colibri
G-ATUH	Tipsy T.66 Nipper	G-KIMB	Robin DR300/140
G-AVBZ	Cessna F172H	G-KITE	PA-28 Archer II
G-AVIB	Cessna F150G	G-KWIP	Europa Avn Europa
G-AVLE	PA-28 Cherokee	G-LADE	PA-32 Cherokee Six
G-AVZV	Cessna F172H	G-LEED	Denney Kitfox
G-AWLP	Mooney M.20F	G-LEZJ	Denney Kitfox
G-AWOF	PA-15 Vagabond	G-LINC	Hughes 369HS
G-AXCG	Jodel D.117	G-MMVP	Gemini Flash
G-AXDV	Beagle 121 Pup 1	G-MTFI	Gemini Flash 2
G-AXFN	Jodel D.119	G-MTGO	Gemini Flash 2
G-AXHS	MS880B Rallye Club	G-MTKY	Gemini Flash 2A
G-AXJJ	Beagle 121 Pup 2	G-MVNK	Powerchute Raider
G-AYEC	CP301A Emeraude	G-MVWW	Aviasud Mistral
G-AYSK	Luton LA4A Minor	G-MVYS	Gemini Flash 2A
G-AZBI	Jodel D.150	G-MVZZ	Chevvron 2-32
G-BALF	Robin DR400/140	G-MWPP	Streak Shadow
G-BBKY	Cessna F150L	G-MWXB	Gemini Flash 2A
G-BBPY	PA-28 Challenger	G-MWYD	CFM Shadow
G-BCYH	DAW Privateer Mk.3	G-MWYH	Gemini Flash 2A
G-BDMW	Jodel DR.100A	G-MYFU	Gemini Flash 2A
G-BDUL	Evans VP-1 Volksplane	G-MYKG	Gemini Flash 2A
G-BFWL	Cessna F150L	G-MYNF	Mainair Mercury
G-BGFF	Clutton FRED II	G-MYVR	Pegasus Quantum 15
G-BHKT	Jodel D.112	G-MYWO	Pegasus Quantum 15
G-BHRN	Cessna F152	G-MYYR	Team Minimax
G-BIZV	PA-18 Super Cub (18-2001)	G-MZCO	Mainair Mercury
G-BJWT	Wittman W-10 Tailwind	G-MZZY	Mainair Blade
G-BKKO	Cessna 182R	G-NEEL	Rotorway Executive 90
G-BKNO	Monnett Sonerai	G-OEYE	Rans S-10 Sakota
G-BKRV	Hovey Beta Bird	G-OGJS	Rutan Puffer Cozy
G-BKTY	Socata TB-10 Tobago	G-OJAE	Hughea 269C
G-BLTG	WAR Sea Fury Replica (WJ237)	G-OPIT	Streak Shadow
G-BMLK	Grob G-109B	G-OWVA	PA-28 Cherokee
G-BMSA	Stinson HW-75	G-PTYE	Europa Avn Europa
G-BMSF	PA-38 Tomahawk	G-RIVT	Vans RV-6
G-BMUG	Rutan LongEz	G-RJMS	PA-28R Arrow III
G-BMVJ	Cessna 172N	G-STYL	Pitts S-18 Special
G-BNYM	Cessna 172N	G-WYPA	Bolkow Bo.105DBS/4
G-BOHV	Wittman W-8 Tailwind	G-ZIPY	Wittman W-8 Tailwind
G-BOPV	Bede BD-4	LY-ABQ	YAK 52

Military News

Eric Martin.



NIMROD VARIATION

In this issue I was about to set the scene for the run-in to the Replacement Maritime Patrol Aircraft (RMPA) programme. I intended to point out that the choice would lie between the Lockheed Martin Orion, the Loral Valkyrie and a 'second generation' Nimrod; the Breguet Atlantique having dropped out of the running early on, as it could not be brought up to 21st Century standards. Then, almost out of the blue, came a Ministry of Defence announcement that the first order had been placed for the refurbished Nimrod (Nimrod 2000?) at a cost of £1.8bn. British Aerospace has put together a package which includes new wings, Rolls-Royce BR710 engines, new electronics by GEC, Boeing tactical command and sensor systems and other 'bits and pieces' by eight main UK sub-contractors.

This order has generated several winners, notably BAe, GEC and Rolls-Royce; inevitably, there are losers, particularly Marshalls Aerospace and Hunting Aviation. The first aircraft is expected to be in service by 2001 and the fleet to be operational for 25 years. The Nimrod has always been a popular sight on the display scene, long may it continue (if we still have displays in 2026 - they become fewer and fewer).

OTHER DEFENCE ORDERS

On the day of announcement of the Nimrod 2000 project, there were other announcements of further defence orders, mainly placed with UK industry. GEC-Marconi gained the order for a new anti-tank missile in the shape of the Brimstone missile and British Aerospace won again in an order for the Storm Shadow cruise missile, albeit shared with Matra of France.

I have obliquely criticised Michael Portillo in this column in the past. Give him credit this time as apparently there was a fierce behind-the-scenes battle with Chancellor Kenneth Clarke, who wanted to delay decisions until the autumn.

THE RED EAGLES RISE AGAIN

In the March 1994 issue, I mourned the disbandment of 23 Squadron, at RAF Leeming, where it was part of the Tornado air defence wing. I ended my article: "Perhaps it may rise again?"

The Red Eagles have indeed risen again, but in the shape of the Boeing E-3D Sentry, as it has become the second Sentry Squadron based at RAF Waddington. The red eagle symbol, however, appears to have become a rather subdued small tail motif.

Incidentally, the Waddington Aircraft Viewing Enclosure is now open with parking spaces, picnic area, toilet facilities, an enthusiasts' shop, a cafeteria and information boards. The area can be found adjacent to the threshold of runway 21, off the A15. I must get a closer look at those Sentries before too long!

MILITARY HELP FOR THE COMMERCIAL BOYS!

Cruise missile technology is in the process of being applied to commercial aircraft to alert air crew to the danger of flying into rising ground. The current Ground Proximity Warning System (GPWS) tells a pilot how high he is above the terrain below, but cannot indicate height in front or to the sides. The Enhanced GPWS, however, developed from cruise missile technology, can indicate terrain height all round and will prevent accidents such as the one which happened at Cali in Columbia. Swords into ploughshares?

Credits: Financial Times, Air Forces Monthly, Aircraft Illustrated, D R Tennant.

Please send any information for inclusion in this page to:

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MIDLAND AIR MUSEUM

(Visited 11 Aug '96, on the Air Supply trip to Air Atlantique, Coventry Airport and the Museum)

The Museum, established in 1967, is one of the largest independent private collections of aircraft in Britain. Special collections include The Sir Frank Whittle Jet Heritage Centre, The Armstrong Whitworth Collection and Wings Over Coventry. At last, a museum which offers a duplicated list (fully annotated and good value at fifty pence) which includes a brief history of the Museum, a story of 'per ardua' which reflects great credit on the pioneers and current members.

Aircraft on display: (presented alphabetically, rather than in the collections)

Armstrong Whitworth Argosy	G-APRIL	Gloster Javelin FAW.5	XA699
Armstrong Whitworth Meteor NF.14	WS838	Gloster Meteor F.4	EE531
Avro Vulcan B.2	XL360	Hawker Hunter F.6A	XF382
BAC Canberra PR3	WF922	Hawker Hunter F.51	E-425
BAC Lightning F.6	XR771	Hawker Sea Hawk FGA.6	WV797
BAC Lightning T.55	ZF598	Humber Monoplane (rep)	BAPC-9
Boulton Paul P.111A	VT935	Kaman HH-43F Huskie	62-4535
Dassault Mystere IVA	70	Lockheed T-104G Starfighter	64-17756
de Hav DH100 Vampire F.1	VF301	Lockheed T-33	51-4419
de Hav DH104 Dove 2	G-ALCU	Lockheed T-33	51-7473
de Hav DH110 Sea Vixen FAW.2	XN685	McD D F-4C Phantom	63-7414
de Hav DH115 Vampire T.11	XD6262	McD D F-4C Phantom	63-7699
de Hav DH125	G-ARYB	McD D TF-101 Voodoo	60312
de Hav Canada DHC2 Beaver	58-2062	Mignet HM 14 Pou-de-Ciel	G-AEGV
Druine D.31 Turbulent	BAPC-126	N. Amer F-100D Super Sabre	54-2174
Fairey Gannet T.2	XA508	Percival Prentice	G-AOKZ
Fairey Ultralight	G-APJJ	Saab J-29F	29640
Flettner F1 282 Kolibri	-	Sopwith Pup (rep)	A7317
Folland Gnat F.1	XK741	Westland Whirlwing Srs 3	G-APWN

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

More good news on passenger figures. The airport is claiming charter flight passenger figures are up over 20% , and scheduled service passengers are up by more than 12%. Airport Managing Director, Bill Savage commented "This growth is proving that when holidays and scheduled flights are offered from the local airport people are keen to support them".

"The facilities now available provide a very comfortable start to a holiday or business journey and we look forward to being able to offer a greater choice to the region as the airport goes from strength to strength".

"Obviously we are always looking to expand our services and their quality and we will be looking to grow and grow in the future".

Ryanair have been enjoying high passenger loads and have now introduced an extra flight on Fridays FR1152 arrives at 1150 and departs back to Dublin as FR1153 at 1220.

More one day charters from LBA are Tuesday November 5th to Bergen, Sunday November 10th to Nice, Monday November 18th to Venice and Friday November 29th to Berlin. Judging by the number of these "Just for a Day" charters which are now operating from LBA this must be a lucrative market - long may they continue. All the above flights are operated on behalf of Transun Holidays

AIRPORT NEWS

Birmingham handled 4.3% fewer passengers in July than in July 1994. The airport is blaming "a drop in the charter market"

Stansted is claiming to be Europe's fastest growing airport . Its 4.4 million passengers to the year ending in June was a 26% increase over the previous year.

AIRLINE NEWS

Airtours are to acquire a third Boeing 767 to replace capacity supplied by third party airlines.. Finance Director Harry Coe, however said that Airtours would keep a policy of keeping its fleet below capacity required by its tour operating business.

American Airlines have teamed up with The Royal Bank of Scotland to launch the AAdvantage Mastercard. Cardholders will earn 1 mile on Americans AAdvantage frequent flyer programme for every £2 spent. Miles can be redeemed on American Airlines and its AAdvantage partners Japan Airlines, Canadian Airlines, British Airways and British Midland.

Balkan have finally ordered 16 Tupolev Tu-204's, an order that was rumoured to have been placed three years ago. The aircraft were even supposed to have been visiting LBA during the summer of 1994. Because of difficulty in raising the necessary cash the airline is reportedly paying for the aircraft in local produce such as fruit, wine and vegetables!

Braathens SAFE have introduced a new Gatwick to Stavanger service, because of ever increasing traffic on the M25. confused?. Well Texas oil barons wanting to fly between Houston and Stavanger normally fly into Gatwick and then transfer to Heathrow to catch an onward S.A.S. flight to Stavanger. However increasing delays on the M25 have made a "tight connection" almost impossible. The only Gatwick departure to Stavanger was seven hours after the Houston to Gatwick service landed operated by B.A., hence Braathens initiative.

British Airways is expanding rapidly at Gatwick, with new services to Spain, Portugal, Finland and Scotland. From March next year B.A. will also move its Latin American flights to Gatwick. It is hoped this will lead to increased passenger figures on the Leeds to Gatwick service operated by Cityflyer Express on a B.A. franchise basis.

The airline plans to spend £60 million on a logo in an effort to improve its corporate image. While spending this amount B.A. is also planning to shed 5,000 jobs as part of an outsourcing of services cost cutting exercise. The airline aims to achieve a profit of £1 billion by the year 2000.

British Airways has come to a franchise agreement with British Mediterranean over flights to Beirut, Damascus and Amman. In the past British Med and B.A. have been rivals on these routes. **British Mediterranean** meanwhile is seeking CAA permission to fly charter cargo services.

B.A. has announced it will cease all internal Scottish services from October. Services will be handed over to franchise partners Loganair and Manx Airlines Europe. B.A.'s decision has come about as it feels it is no longer able to sustain the loss making services. B.A. used 64 seat A.T.P.'s on the services, while its franchise partners can use a whole range of different types with seating capacities ranging from 9 to 66 seats.

British Midland have cancelled their order for two Fokker 70's which are still to be delivered. The aircraft will now go to KLM CityHopper.

Debonair the Luton based low fare operator plans to install interactive entertainment systems on its aircraft offering blackjack and other games. The first BAe 146 should be equipped by October and passengers will be able to gamble on the games. Debonair says that punters losses are likely to be restricted to £100 or so, however winnings could run to £1000.

Easyjet The other low-cost Luton based operator is planning to commence a Luton to Geneva service. The operator has also increased the frequency of all its Luton to Scotland routes and acquired a fourth Boeing 737. Easyjets Glasgow to Luton service competitor Ryanair has reduced fares on its Prestwick to Stansted service from £58 to £49 return.

Gill Airways have phased out its last Shorts SD.3-30. The aircraft which operated the Wick - Aberdeen - Newcastle service will be replaced by a mixture of SD.3-60 and ATR-72 aircraft.

Jersey European have announced an almost 20% increase in turnover to £74 million for their financial year 1995/6. However pre tax profits only rose from £2.4 million to £2.5 million.

Laker Airways is to go up market by offering business class on trans-atlantic services. Marketed as "Premier Class" it promises leather seats, seat pitch of between 48 and 50 inches and individual video screens. Lakers DC-10's are scheduled to be converted during October and November.

Lufthansa has added Newcastle to its list of U.K. departure points. A Monday and Friday only flight to Munich is operated by Canadair Regional Jet.

Malmö Aviation who of course sent their whole BAe 146 fleet to Leeds in connection with Euro '96, have commenced their first scheduled service to U.K. The service operates between London City and would you believe Malmö and commenced on September 2nd.

AIRCRAFT NEWS

Hopes for Fokker to remain in aircraft production are still high. The Russian government is still deciding whether to fund Yakovlev's proposal to purchase the bankrupt company. (Would that make a Yakker!) Samsung of South Korea has also been talking to the Dutch Government. It is believed their proposal would centre on production of the Fokker 70 and 100 continuing in Holland, but the new Fokker 130 been produced in Korea.

OTHER NEWS

Motoring correspondent Jeremy Clarkson recently wrote an article in *The Sunday Times* comparing cars to airlines. His opinions are as follows. SAS is a Lada, ugly, unreliable and to be avoided unless there is really no alternative. Alitalia is a FIAT, also unreliable and petulant but blessed with a certain something that carries the day. Qantas is an old Volvo. Safe, in that it has never crashed, but devoid of personality. Emirates is the BMW of the airways. Not cheap, but you get lots of gimmicks, like individual television screens even in the cattle section. Plus the seat trim is unusual. Cuba's national airline is a Caterham Seven. The machine is prehistoric, but the ride is exciting. Lufthansa makes its stewardesses wear trousers, giving the company an austere feel like a SAAB. British Airways is a Jaguar, never getting it wrong, the service is effortless and the welcome on board is graceful and the upholstery shows that Oxfam does not have the monopoly on aircraft interior design.

CREDITS Pete Gibson, Eric Jones, Steve Jones, Harry Morrow, Peter Smith, Financial Times, Telegraph and Argus, Travel Weekly, T.T.G.,

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further afield



*Global topics by
alan sedgwick*

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

SANTIAGO INTERNATIONAL or COMODORO A. M. BENITEZ lies 21 km east of the city and is where we continue last months travelog of member Andrew Pentland. This was where in mid-March he came across a sad but interesting sight of aircraft in varying stages of decay. Ex- Dan Air 1-11s bearing the marks of CC-CYF, I, L, and M were alongside an F27, 737 and 707 = possibly ex-FAST AIR or LAN CHILE. A C130 and 707 were amongst many military movements, whilst LAN CHILE, LADECO, AERO CHILE and NATIONAL were busy with the public traffic. 'Foreigners' included a UNITED 767, SAETA A320 plus TRANSCONTINENTAL DC8 N803MG - which appears to have previously been with MGM GRAND AIR!! Whilst in Santiago the other airfield hosted the FIDAE 96 Airshow which included 8 T27 Tucano's of the Brazilian Air Force and 7 extra 300's of the Chilean Air Force display team, plus a US Air Force contingent including:- 2 =FA18's, 2=F16's, a Boeing C-17, a KC-10, a B707, a Cobra from the US Marines, C130 from the N. Carolina AG, plus a US Army Blackhawk. The Chilean Air Force had on show:- 2=M50m Pantera!, an F5E Tigre, Orion, C130, Cessna Dragonfly, Casa 212/235 and a VH1. Also here were an RAF C-130, Argentine AF Pucara + 2 OV-ID trackers, a SAAB Grippen demonstrator, Antonov AN 32 demonstrator and a Cessna Caravan. Although closed during the show this airport also has a museum that contains an 'off-limits hangar' with a Bristol M2C, Tiger Moth, Bristol Fighter and Spitfire. On view are 8 Hawker Hunters, a Harrier, T33, Vampire, Canberra, F4, B707, Falcon, Harvard, Goose, Anson, Sabre, Bell 47, Neptune, Kingfisher, F47 Thunderbolt, AT 6, BeechT34 and 3 DC3's. A great day out was completed with a long walk to the hangars at the other end of the runway where there was various Casa 235 and 212's, 2 DC3's, an F27 and numerous Civil aircraft. Two days later back at the International airport an Illyushin-62 of AEROFLOT was with a UNITED 767 but more entertaining was the arrival of 4 Chilean AF A37 Dragonfly's, followed by a formational low pass of two Dassault M5M's before they split up to land in sequence!! Two days later brought a visit to Vina Del Mar Navy base near Santiago and an interesting mix of DC3, VPI Orion, Falcon, EMB110, EMB111N, 2 Pilatus PC10's and 3 super Puma's. Back the next day to Santiago and a flight with a Ladeco 737 to Arica in the North of Chile. Before dep. noted were 747's of BA, LH and AF, 6 Mirage jets, a 727 of ACES and a GHANA DC8. A stop at IQUIQUIE (I think thats right=Ed!) revealed Cessna A37's and an ALTA Beech 1900, then a couple of light aircraft at Arica, plus a stranded Aero Commander= CC-CAY used as part of a beach cafe!. A move

over the Andes to La Paz in Bolivia revealed two DC3's, a curtis C46, AEROSUR 727= CP-2278 and a VARIG 737. At trip to get the registrations of the 'DAKS' unveiled a great surprise just round the corner!! A collection of six DC6's, five Curtis C46's plus seven DC3's, all looked like scrap - until some moved and actually took off!! A walk back was to add the following from the military area;- 8 Lockheed T33's, 8 C130's, 8 Convair 580's, an F27 and an Electra. **to be continued.....**

In Brief..... LUFTHANSA CARGO have put all their 5- DC8 freighters with Aerolease and are now under U.S. registrations over at LUFTHANSA CITYLINE 3 more Canadair RJ100's (ACJA/LY/LZ) have been added to the fleet whilst a fourth (ACLO) has been leased out to AIR LITTORAL as F-GPYZ The new PAN AM was hoping to receive approval to operate from the U.S. authorities from its Miami base, following A300 proving flights in September BRAATHENS SAFE are following their new route addition of LGW-Stavanger/Bergen with an Oslo-Stockholm service this month in direct competition with SAS. The Norwegian carrier who this summer purchased 50% of Swedish domestic airline TRANSWEDE took delivery in June of another Boeing 737/500, making it over 20 of the type in their fleet The 3 times per week service of IBERIA from Gatwick to Palma looks like being axed due to the complexity of their EC related subsidies = as a result of this CENTENNIAL have increased their frequency on this route from 3 to 5 times per week..... CANARIAS CARGO DC8= GCY was returned to the lessor in May, whilst 'sister' machine = GEE was impounded the following month at East Midlands Airport OASIS (not the pop group) INTERNATIONAL of Spain have added 4- A310's with previous identity's with AIR AFRIQUE, ROYAL NEPAL, LLOYD AEREO BOLIVIANO and AEROCANCUN!! SAS have commenced a new 3 times a week service from Copenhagen to Minsk! Deauville based AIGLE AZUR TRANSPORT AERIENS have no further use for EMB110, F-GCLA and it is now with BAC leasing as G-PBAC also in France AIR LITTORAL have received the first of three more Canadair RJ100's (GPYP) and also taken one on loan from LUFTHANSA (GPYZ) = ex-D-CALO CORSE MEDITARRANNEE now have former SWISSAIR F100's HB-IVI (F-GKHD) and HB-IVK (F-GHKE) in Corsica KLM CITY HOPPER are taking six FOKKER 70's some of which were former orders of AVIONOVA, BRITISH MIDLAND and MALEV! EASTERN AIRLINES of Philadelphia are rumoured to be hoping to re-start next year following its demise 5 years ago!! Vasteras based domestic operator have had all five F27's grounded by the Swedish CAA and have been evicted from their base for non payment of rent!! THY of Turkey have registered former RJ70 - G-BUFI as TC-THI....
and finally >>> = this article is now jetting towards the post box before the next postal strike!!

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

NAVY DAY AT LBA - 23 SEPTEMBER 1996

By the time you read this you will no doubt have seen TV and Press items on the naming of the Swordfish 'The City of Leeds' but my own account of events might benefit members unable to be present.

The Swordfish and Firefly of the Historic Flight from Yeovilton arrived on the previous day and were hangered at 'Yorkshire Light' then brought out early on Monday morning. Unfortunately I missed that but one of the few members outside the Club told of the effort needed to manoeuvre 6 tons of airframe. At 0940 both aircraft were parked on stands 2/3 in front of the Fire Section and being cleaned and checked. Invited guests arrived in good time. The aim of the exercise is of course money, which now has to be raised to ensure the aircraft's continued display with the support encouraged by the Swordfish Heritage Trust. The close links with Leeds are well known and the attendance of Flag Officer Naval Aviation Rear Admiral Terry Loughran, the Chairman of the Trustees has a link with the city through his command of 'Ark Royal' our own ship. Leeds money was needed for our Ark Royals, now it is essential to keep the Historic Flight active.

For those of you who like logs, this is how I saw the morning:

BASX	Positioned to East end.
UNIT	Active on instrument practice.
Ascot 7672	Jetstream '579' ZE441 brought the Rear Admiral and party onto Stand I.
Firefly WS271	
Swordfish WS856	(Not the one displayed at Sherburn and Elvington. W S856 on rudder, A on engine cowl. Dark sea grey above/very light grey.
Midland 1154	J41 MAJA
Midland 2LJ	F100 BVJC
Jersey 734	JEAD
	LICK active
SAB 697/8	OO-DTH
UK 754	UKTB
Midland 494	MAUD
	BPVJ active
GIL 623E	BLZT - an old friend!
Unidentified?	White ATP by terminal
Arrival	BPMF Cherokee Warrior
	N809SW active

(Other 'common' based aircraft excluded)

Following the ceremonies the Firefly and Swordfish took off on 14. Firefly in a wide LH circuit and Swordfish in a low tight LH circuit. The Swordfish in a low pass along 14 was passed in front of the tower by the Firefly at high speed into a climbing roll across the centre of the airfield. This was followed by right hand circuits over plain tree hill. The biplane very low over us at the Club and the Firefly wider. Both departed to the east under Church Fenton control, the Firefly with a final flourish of a climb and wing over.

Geoff Lee

MONTHLY MEETING - 8 SEPTEMBER 1996

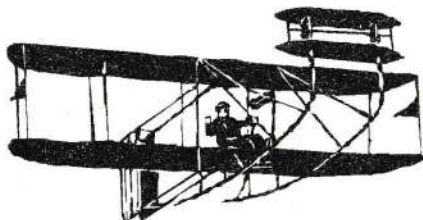
Unfortunately the talk by an Air UK Captain was cancelled as his duties had been re-rostered. We still hope that a representative of the airline will be able to visit us in the near future.

At short notice my old friend Denis Yeadon stepped in with a talk based on his close involvement with aviation education programmes. I am sure many of the members present would already know of the work in the Air League (of the British Empire) but not be aware of other schemes to acquaint young people with aviation. The incorporation of Aviation Studies into school curriculum happened in the far off days of the 60's when the Department of Education and Science arrange course for teachers to bring that about. In 1969 the DES Air League and Local Education Authorities formed the Air Education and Recreation Organisation - a very apt acronym of AERO - to promote air studies to enable young people to be taught the principles of flight and to experience flights by visiting aviation centres. There was a very active movement in the 70's but more pressure on budgets eventually led to its demise.

Knowing Denis, as I do, his enthusiasm for flight and aviation would have been fully exploited in the education programme and helped to swell the number of teachers who thereby found a new interest. That enthusiasm was still displayed during the talk as various types of gliders were shown illustrating how pupils took part in practical activities and experimented with models. They were preceded by the filling of a paper hot air balloon. As I crouched over a stove attempting to get the balloon to rise, I felt like the Lab Assistant in the Christmas Science Lectures on TV! Slides of flying at such historic places as Doncaster in the various Slingsby gliders were shown.

I am sure many members will have learnt something from the talk but unfortunately I cannot see such a programme being resurrected into the National Curriculum!

Geoff Lee



"It's better than working"

I had to get my holiday entitlement in before the end of July and thought that if I didn't make the effort to go down to Heathrow, I wouldn't manage it again this year. My travelling companion this time was my son who was prepared to put up with his father for three days as long as he could drive the car part of the way (he is learning!!).

Leaving Bridlington fairly early in the morning we arrived at East Midlands to find it damp and dismal. Canarias Cargo DC.8 EC-GEE was parked up in the maintenance area along with an exec B737 VR-BOC doing engine runs. Inside Field's hangar was BAe 146 EI-CNB being prepared for City Jet. On the apron were the two Fokker 100's that BMA have on lease PH-CFE/F, the UPS DC.8 was N802UP. With the weather being so miserable, we didn't hang around and the next port of call was Luton.

Now Luton has had a big increase in schedule flights recently with the setting of "cheap flight" airlines Easyjet (B737) and Debonair (BAe146). Along with Britannia and Monarch B757's and the odd Manx ATP, it can be quite busy with airliners and there always seems to be a DHL 727 parked on the cargo ramp. Oh, I nearly forgot to mention the Antonov 12 freighter that was parked up and the numerous Challengers, Gulfstreams, BAe 125's, Citations and Learjets.

The lure of Heathrow was becoming greater by the minute, but I had already decided to call at Elstree - the aerodrome not the studios. Now you may be wondering why an airliner fan like myself would want to go to a "spam can" airfield. I had read that a couple of Daks were parked there and I wasn't disappointed. The problem was that they were parked on the opposite side of the active runway! Approval was given to walk around the airfield perimeter and I just managed to take my pictures when it began to rain. There was no shelter, so what did I do? Well you all know that the Dak has a nice big wing so I waited for the rain to stop. It was interesting to see where the rain water poured out from underneath the wing.

I wanted to stop at Heathrow until after seven so we booked in at our accommodation at Windsor before arriving at Heathrow at approximately 5pm. They were landing on 27L so it was straight to Myrtle Avenue to take some landing shots. Highlights were Aeroflot A310 F-OGQR; Kuwait A/W A340 9K-ANA; Emirates B777 A6-EMD; Malaysian B744 9M-MHM; Sabena DHC8 OE-LEC (leased from Tyrollean); and Korean B744 HL 7481.

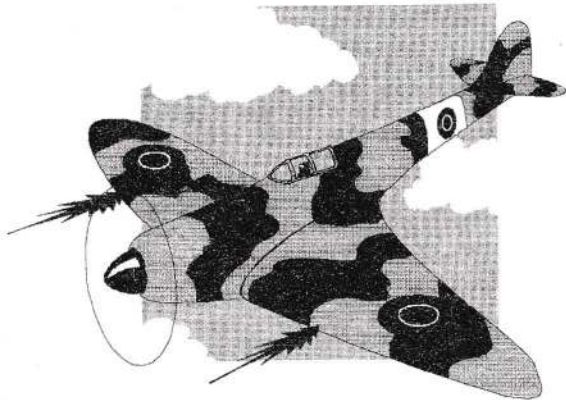
The following morning we were up bright and early and at the end of 27L for take off shots. The weather was a great deal better than the previous day with bright sunshine. What a glorious day we had! I don't want to list all the registrations so I will just mention the types and airlines. B777 of British A/W, United and Emirates; B744 of Qantas, Air Canada, ANA, JAL, Thai, Air India, Singapore, Virgin Atlantic, British A/W and Cathay Pacific; A340 of Kuwait A/W, Virgin Atlantic and Air Lanka; A 321 of Alitalia, Swissair, Lufthansa and Austrian; I could go on for a long time but I may bore you so other highlights were Sakia and Nigeria A/W A310; Aeropostale and TAT B733; Air France/Air Inter Express F70; Air Inter F100 and A320; There were very few pure cargo flights with Cathay Cargo B747 being the only one noted during my stay. We had another couple

of hours at Myrtle Avenue for landing shots before setting off for our accommodation a few miles from Luton. Even at 6.30pm the M25 was "chocker" with traffic - glad I don't use it regularly!!

The following morning we were again up early and at Luton for just after 8am (we had to be back in Brid for 4pm and I had to pick up my mum in Knottingley as well). Here again it was fairly busy with Easyjet and Debonair showing their colours and we managed to get a decent shot of the DHL B727 (a different one) after a worker told us about an access road. After a couple of hours it was on the road up to East Midlands where it was lunchtime and very quiet with only Community Express S360 G-OBOH and UPS DC.8 N809UP.

I managed to pick up my Mum and get back to Brid for 4pm (my son had to go to work) to be greeted by my wife with the message "The BBC have been on the telephone and want to know if you are prepared to go on Breakfast News at Cardiff Airport next week", now there lies another story.

Roger Fozzard



One Man and his Dogs

On the morning of Friday 13 October 1995, Mr Norman Foulds left Bride, Isle of Man, in his car, with the black collie dog that he had had for some considerable time. He drove to Glascoe Farm, Regaby and with the permission of his friend, a farmer, he borrowed a black and white collie bitch, before driving quickly to the airfield at Andreas, near Ramsey, where he booked out at 08.15 hrs GMT in the movements register on a flight to Ronaldsway Airport, Ballasalla. The intention was to check in at Ronaldsway under the Prevention of Terrorism Act 1990, with a Police Examining Officer and then fly on to Squire's Gate Airport Blackpool. With the two dogs, Mr Foulds boarded his Cessna 336 Skymaster, G-ASKS and took off from runway 11 at about 08.25 hrs GMT, climbing over Ramsey and calling Ronaldsway Approach on 120.85 MHz at 08.28.04 hrs to confirm that he was at 2,500 ft. (amst) VFr, with 14 miles to run via the Ronaldsway zone at Laxey for a landing at Ronaldsway itself.

The weather at Ronaldsway from 08.20 hrs GMT was 190° /09 kts, 9km visibility and scattered cloud at 500 and 1000 ft agt. G-ASKS showed up on radar, tracking westwards and according to the controller was descending to 1,500 ft amst, with 8 miles to go to landing. At 08.32.54 hrs GMT, Mr Foulds was asked by the controller to confirm that he was going through a hole in the cloud, which he confirmed. However, no further contact with G-ASKS was received at 08.33.50 hrs GMT; there followed an "overdue" action at 08.39 hrs GMT after the Cessna 336 was last recorded on radar at about 7 miles from Ronaldsway. Three SAR helicopters (at 2 Wessexes among them) and a mountain rescue team from RAF Valley were sent to accompany the Police and other forces and wreckage from G-ASKS was found on Slieau Ruy (1571 ft), in very poor weather conditions, at 12.24 hrs GMT. Mr Foulds and the two dogs were dead.

The evidence produced by the AAIB (AAIB Bulletin, 1/96, pp 33-37) suggests that G-ASKS first hit the ground on Slieau Ruy, on the east side of that mountain, at an altitude of 1,250 ft above mean sea-level and at 8.0mm (bearing 019° M from Ronaldsway Airport). There then followed severe break up of the aircraft, resulting in a 120 metre long spread of wreckage. However, there was no real evidence of ANYTHING WRONG with the Cessna 336:- the communications radios were linked properly to 120.85 MHz, and the single navigation radio also tuned to the "IOM" VOR frequency of 112.2 MHz. At the same time the radar transponder was set to the 7000 code, but there was, and is, still (at present) NO secondary radar available at Ronaldsway during, and after, the crash. The presumed fault seems to lay with the pilot himself, with his two dogs, or with some unforeseen occurrence resulting in the accident. What remains to be determined is about Mr Foulds and his dogs, in terms of his physiology, biochemistry, anatomy and pharmacology of his own body. Did he suffer from "jet-lag"? or, more correctly, from changes in circadian rhythms? Did he use ethyl alcohol, or did he eat well at each event during each day (and night)? Much, much more needs to be done to ascertain what happened to cause the death of that man and his dogs, but NOT the aircraft itself.

One Man and his Dogs - (Cont)

G-ASKS is only one instance of an Air Accident:- since July 1996, there have been fatal crashes, to Mosquito RR299/G-ASKH at Barton (Manchester) on 21 July 1996, to Rallye Club G-AYKF at Barton (Manchester) on 26 August 1996 and to Sea Fury Replica, G-.... at Crosland Moor, Huddersfield on 1 September 1996. The same is true of Bandeirante, G-OEAA, near the LBA on 24 May 1995. Unknown factors may still be involved in these accidents and it is the proper procedure for anyone to inform the AAIB, the newspapers, radio and television of his or her views. "Air Yorkshire" continues to be the best way of using that expertise.

E C Griffiths, BSc PhD





**LEEDS
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24th September 1996

**AUGUST PROVES ANOTHER 'BUMPER MONTH' FOR LEEDS
BRADFORD INTERNATIONAL AIRPORT.**

Leeds Bradford International Airport have today announced passenger figures for the month of August. The report shows an overall increase of 17.43% over August 1995. Scheduled traffic was up 12.71% and Inclusive Tour up 23.75%.

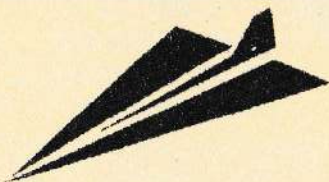
The Airport has recently undergone a multi million pound expansion programme which has attracted more Airlines and Tour Operators to Leeds Bradford International Airport. New tour operators to the Airport this Summer include Cosmos and Avro and the new scheduled airline is Ryanair.

Commenting upon the monthly figures, Airport Managing Director, Bill Savage said, "This continued growth is very encouraging. Nationally the holiday traffic this summer is down around 15% making the increase that Leeds Bradford International Airport is reporting particularly pleasing. The greater choice of destinations which we can now offer at competitive prices are enabling more passengers to take holidays from their local Airport. On the scheduled side the introduction of Ryanair to Dublin has attracted people to use the service for both business and for short leisure breaks. We will continue to endeavour to provide an even greater choice from Yorkshire's Own Airport."

ENDS

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

PRESS RELEASE



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