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CHAIRMAN
Mr.M.Willingale, 17,Banksfield Crescent,Yeadon,Leeds LS19
Mr. A.Heeley, 28, Victoria Gardens, Horsforth, Leeds LS18 4PH
Mrs.C.Thornton,69A,Harrogate Road, Rawdon, Leeds LS19 6NB
Mrs

FORTHCOMING MEETINGS -which are held at the YORKSHIRE AEROPLANE CLUB, on the south side of LEEDS BRADFORD AIRPORT, by courtesy of Ms.Jill Tushingham (MD) at 15.00hrs. SUNDAY, OCTOBER 2ND "City Flyer" a talk by Jonathan Hinkles TUESDAY, OCTOBER 11TH ILLUSTRATED TALK BY R.A.F.LEEMING SEARCH AND RESCUE SUNDAY, NOVEMBER 6TH ANNUAL GENERAL MEETING followed by slides of Geneva Airport SUNDAY, DECEMBER 4TH. CHRISTMAS PARTY

CHAIRMAN'S CHAT – this issue of the magazine on the 2nd. October coincides with the near completion of this summer's charter season. This seems to have gone very well and has been well supported. However, my own holiday flight shows up some shortcomings in the L.B.A's capability to handle more than one flight at a time. Our flight, an A320 of Air World, was due out at 15.25 on the Sunday afternoon. This flight has been consistently late throughout the season due, I think, mainly to delays on a Greek slot out of Manchester on the previous Saturday evening. This occasion, the flight was only 40 mins late. Due for departure at 15.25 was a Britannia B757 flight to Palma. This was announced as being five hours late. So, with our 180 passengers and Britannia's 230, plus "waver-offers" and the odd spotter, the checkin area, cafeteria and departures lounge was fairly crowded. Like Birmingham, let's have a separate spotters' facility.

The return flight had different problems. Persuading "her who shall be obeyed" that for a 12.05 departure an 8.30 check-in was necessary, I was delighted to find a further 1hr 40mins delay was expected, giving more time for photos from either the big glass-fronted concourse or the glass-ends of the piers. At Malaga Airport the most amazing sight was not any exotic aircraft, but the duty-free shop. Thirty minute queues at each of the ten check-outs with passengers clutching hand luggage, duty -free purchases and boarding cards etc. made Fridays at Morrison's seem like a corner shop. On arrival back at Leeds, landing on R32 approx one hour late, we were held in the loop whilst a Britannia B757 landed and followed us into it. Both aircraft taxied to the terminal together. Lack of customs facility make duty-free allowances a joke, and must seem like "open-house" to anyone smuggling real contraband such as drugs. Then came the REAL highlight - baggage. The only reclaim luggage on the carousel was from our flight, but this did not stop the passengers from the BY flight joining in. Thus 400 passengers, every other one "armed" with a lethal luggage trolly at shin-height, in what can only be described as a concrete bunker, makes luggage reclaim at L.B.A. a never to be forgotten experience. Seriously though, if L.B.A. want to increase charter operations they must improve departure facilities (I thinl this is already under construction), but mainly improve the arrivals/baggage-reclaim area which at present in akin to one of H.M.Prisons.

CREDITS T.Sykes, E.Martin, I.Morton, J.Stanfield, L.Scheftsik, M.Teal, E.Griffiths

# Leeds/Bradford Movements

August 1994

01	G-BLVG	Bandeirante	0815		G-JEAH	Friendship	0843	
	G-JEAL	Friendship	0849		G-LOGD	BAe ATP	0852	
	N400KC	HS 125-400F	0902	0939	EI-CFC	SAAB 340	0905	
	00-LFR	Lear Jet 25D	0910	1414	G-HVRD	Navajo	0914	
	G-BVJB	Fokker 100	0922		00-DTG	Brasilia	1035	
	G-BWMW	Short 360	1054		PH-KXG	Fokker 50	1122	
	G-JEAH	Friendship	1147			Fokker 100	1238	
		Airbus 320	1302			Boeing 757	1427	
		Brasilia	1435			Short 360	1438	
	G-JEAI	Friendship	1441			Fokker 50	1444	
		Fokker 100	1517			SAAB 340	1543	
		Fokker 100	1643			Bandeirante	1707	
		Navajo	1711			Friendship	1725	
		BAe ATP	1732			Fokker 100	1810	
		SAAB 340	1923			Brasilia	1949	
		Friendship	2023		7.7	Short 360	2036	
		Fokker 50	2059			Fokker 50	2104	
		Fokker 100	2126		0.5390 No	HS 748	2136	
	0 5105	TORREL 100	2120		G BIOV	no /10	2130	
02	G-BLVG	Bandeirante	0811		G-T-OGD	BAe ATP	0820	
-		SAAB 340	0835			Fokker 100	0920	
		Boeing 737	0955			Cessna F172M	1001	
	G-JEAI	Friendship	1001			Brasilia	1020	
		Short 360	1110		Control of the Contro	Fokker 50	1114	
		Fokker 100	1214			King Air C90		1435(03)
		DC9 83	1251			Friendship	1302	1133(03)
		Boeing 757	1423			Short 360	1439	
		Brasilia	1441			PA-28 Dakota	1449	
	PH-KXH	Fokker 50	1452			Boeing 737 500	1515	
	BI-CFC	SAAB 340	1548			Fokker 50	1650	
	G-JEAI	Friendship	1706			JetRanger	1711	
	G-BLVG	Bandeirante	1712			Airbus 320	1743	
	G-TKPZ	Cessna 310R	1749			BAe ATP	1801	
	G-BVKC	Boeing 737 500	1811		EI-CFA	SAAB 340	1929	
		Brasilia	1953			Friendship	2017	
	PH-KXH	Fokker 50	2052			Short 360	2058	
	G-BVKC	Boeing 737 500	2114		PH-KXG	Fokker 50	2123	
	G-DAAL	HS 748	2134					
03	G-BLVG	Bandeirante	0815		G-PEEL	BAe ATP	0830	
	EI-CFB	SAAB 340	0855		PH-RPN	BN2T Islander	0916	n/s
	G-BVKC	Boeing 737 500	0923		G-OAVX	King Air 200	0956	
	G-JEAI	Friendship	1001		00-MTD	Brasilia	1041	
	G-BWMZ	Short 360	1104		PH-KXG	Fokker 50	1127	
		BAe 146 CC.2	1147	1617	EC-FXA	DC9 83	1228	
	G-BVKC	Boeing 737 500	1234		G-BYAG	Boeing 757	1258	
		Friendship	1313		G-SEXI	Cessna 172M	1319	
		Short 360	1441		OO-DTN	Brasilia	1443	
		Fokker 50	1446			Boeing 737 500	1521	
	EI-CFA	SAAB 340	1535		PH-KXG	Fokker 50	1700	

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	G-JEAI	Friendship	1708		G-BLVG	Bandeirante	1721	
		Cessna 401		n/s	G-PEEL	BAe ATP	1819	
		Boeing 737 500	1830		EI-CFB	SAAB 340	1921	
		Brasilia	2006			Friendship	2017	
		Short 360	2006 2038			Fokker 50	2052	
		Fokker 50	2115			Short 330	2129	
		HS 748	2133			Boeing 737 500		
	G-DAME	NO 740	2133		G OBIIZ	Bocting 737 300	211.	
0.4	G-BLVC	Bandeirante	0812		G-PERI.	BAe ATP	0833	
0.3		Seneca	0844			Aztec	0849	
		SAAB 340	0851			Boeing 737 500	0941	
			0944			Seneca	1005	
		Friendship				Brasilia	1024	
		BAC 1-11	1007			Fokker 50	1122	
		Boeing 757	1049					
		Short 360	1136			Boeing 737 500		
		Friendship	1311			BAC 1-11	1417	
		Brasilia	1439			Fokker 50	1441	
		Short 360	1459			SAAB 340	1546	
		JetRanger	1555			Fokker 100	1602	
		Fokker 50	1647			Bandeirante	1706	
		Friendship	1708			BAe ATP	1802	
		Fokker 100	1901			SAAB 340	1918	
	G-OAVX	King Air 200	1959	2013		Brasilia	2009	
	G-BLTO	Short 360	2024			Fokker 50	2025	
	G-BIUV	HS 748	2031			Friendship	2033	
	PH-KXH	Fokker 50	2048		G-BVJB	Fokker 100	2217	
							0000	
05		Bandeirante	0811			BAe ATP	0826	
		SAAB 340	0848			Cessna 310K	0852	
		Fokker 100	0927			Friendship	0956	
		T67 Firefly	1019			Brasilia	1030	
		Fokker 50	1132			Short 360	1289	
		Boeing 757	1259		G-ELDH		1312	
	G-JEAI	Friendship	1314			Lear Jet 55		1433
	G-BSBW	JetRanger	1341			Cessna 310K	1437	
	PH-KXF	Fokker 50	1444		G-BRIF	Boeing 767	1451	
	00-DTF	Brasilia	1455		G-BVJB	Fokker 100	1526	
	G-BFMH	Cessna 177B	1540		EI-CFA	SAAB 340	1544	
	G-BOIZ	Seneca (New Res)	1546		N299FB	Gulfstream IV	1558	
	G-BWMZ	Short 360	1559		G-AVUT	Cherokee 140	1603	
	PH-KXH	Fokker 50	1659		G-JEAI	Friendship	1708	
	G-BLVG	Bandeirante	1714		G-BSBW	JetRanger	1758	
		BAe ATP	1802		G-BVJB	Fokker 100	1825	
		SAAB 340	1918		00-DTG	Brasilia	2006	
		Short 360	2029		G-BMAB		2031	
		Friendship	2034			Fokker 50	2101	
		Fokker 50	2114			Fokker 100	2129	
		HS 748	2132					
						ST CONTROL STATE OF THE STATE O		
06	LZ-BTQ		0702			Cessna 310K		0823
	BI-CFA	SAAB 340	0843		G-BMAI		0934	
	G-BMAB	DC9	0936			Cessna 177B	1013	
	EC-FSC	Boeing 737 300	1015			Fokker 50	1030	
		Brasilia	1032		G-BRYJ		1112	
		Friendship	1125			Short 360	1140	
		Sikorsky S76A	1150		G-AXAB	Cherokee 140	1159	
		Robin HR200/100	1228		G-BMAB	DC9	1233	
		Jetstream 41	1321		PH-KXF	Fokker 50	1329	
		Cessna 152	1413			Warrior II	1440	
		Concorde	1458		G-BMAK		1521	
		SAAB 340	1543		G-BVMY	Short 360	1547	

G-BSBW Jetranger 1741 G-JEAI Friendship 1750 G-ELDI DC9 1845 G-PKBM DC9 1849 PH-KXH Fokker 50 1903 G-BMAB DC9 2117  07 BI-CFA SAAB 340 0840 G-PKBM DC9 22117  07 BI-CFA SAAB 340 0840 G-PKBM DC9 0933 G-BAB DC9 1015 G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625 G-BYAU Boeing 757 1630 G-JEAI Friendship 1702	23
PH-KXH Fokker 50 1903 G-BMAB DC9 2117  07 BI-CFA SAAB 340 0840 G-PKBH DC9 0933 G-ZAPF Short 360 1010 1104 G-BMAI DC9 1015 G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
07 BI-CFA SAAB 340 0840 G-PKBM DC9 0933 G-ZAPF Short 360 1010 1104 G-BMAI DC9 1015 G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-ZAPF Short 360 1010 1104 G-BMAI DC9 1015 G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW Jetranger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-ZAPF Short 360 1010 1104 G-BMAI DC9 1015 G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-BOAB Concorde 1037 G-BPHL Warrior II 1106 G-FRAG Cherokee Six 1219 G-PKBM DC9 1233 G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-BNMB Warrior 1304 N584CA Rockwell 114 1309 15 G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-SEJW Warrior II 1316 G-JEAI Friendship 1358 G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	23
G-NAIL Cessna 340 1410 PH-KXF Fokker 50 1425 PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	
PH-KXH Fokker 50 1444 G-BSBW JetRanger 1452 OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	
OO-DTG Brasilia 1544 EI-CFA SAAB 340 1547 G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	
G-BVJV Airbus 320 1554 G-BMAH DC9 1556 G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	
G-TKPZ Cessna 310R 1611 G-BVMY Short 360 1625	
G-BYAU Boeing 757 1630 G-JEAI Friendship 1702	
LZ-BTO TU 154 1715 G-BVGA JetRanger 1749	
G-BVJB Fokker 100 1823 G-ZAPF Short 360 1839 19	06
BI-CFD SAAB 340 1923 PH-KXH Fokker 50 1938	
OO-DTK Brasilia 1953 D-IWAS Cessna T303 2017 14	38(08)
G-JEAI Friendship 2021 G-BVMY Short 360 2031	
PH-KXF Fokker 50 2100 G-BVJB Fokker 100 2130	
5B-DBB Airbus 320 2133	
08 G-BLVG Bandeirante 0815 G-LOGD BAe ATP 0823	
N340AC Cessna 340 0828 1245 EI-CFA SAAB 340 0839	
G-BVJB Fokker 100 0933 N50DT Lear Jet 36 0939 11	28
G-JEAI Friendship 0952 HB-VKI Lear Jet 60 1032 17	24
OO-DTG Brasilia 1037 G-BVMY Short 360 1054	
PH-KXH Fokker 50 1131 G-BHWP Seneca 1148	
G-BDGM Warrior 1203 G-BVJB Fokker 100 1230	
G-BPVN Saratoga SP 1249 G-MONZ Airbus 320 1305	
G-BOAB Concorde 1316 G-JEAI Friendship 1321	
G-BAIW Cessna F172M 1341 G-NUTZ Twin Squirrel 1351	
G-BDSB Archer II 1357 PH-KXF Fokker 50 1439	
OO-DTH Brasilia 1441 G-BVMY Short 360 1446	
G-BYAR Boeing 757 1453 G-BVJB Fokker 100 1518	
BI-CFB SAAB 340 1604 PH-KXH Pokker 50 1652	
G-BLVG Bandeirante 1658 G-JEAI Friendship 1711	
G-6-245 BAe RJ 100 1717 1736 G-LOGD BAe ATP 1739	
G-BHTA PA-28 Dakota 1749 G-BVJB Fokker 100 1808	
N60UK Lear Jet 60 1810 EI-CFD SAAB 340 1920	
OO-DTK Brasilia 2000 G-JEAI Friendship 2024	
G-BWMZ Short 360 2037 PH-KXH Fokker 50 2107	
PH-KXF Fokker 50 2115 G-BVJB Fokker 100 2124	
G-DAAL HS 748 2129	
09 G-BLVG Bandeirante 0811 G-LOGD BAe ATP 0823	
EI-CFD SAAB 340 0836 EC-FJQ DC9 83 0905	
G-BMJO Seneca 0938 9H-ABG Boeing 737 0942	
G-BVJB Fokker 100 0954 G-JEAI Friendship 0956	
G-ODIL JetRanger 1026 OO-DTH Brasilia 1043	
G-BWMZ Short 360 1100 PH-KXH Fokker 50 1235	
G-BVJB Fokker 100 1256 G-AWLP Mooney M20F 1311	
G-JEAI Friendship 1313 G-BYAK Boeing 757 1404	
PH-KXF Fokker 50 1434 00-DTH Brasilia 1439	
G-BWMZ Short 360 1443 G-BMAM DC9 1520	
EI-CFD SAAB 340 1547 PH-KXH Fokker 50 1701	
G-BLVG Bandeirante 1707 G-BMJO Seneca 1709	
G-JEAI Friendship 1713 G-LOGD BAe ATP 1737	
G-BVJB Fokker 100 1822 G-YJBM Airbus 320 1832	

	G-BNDS Navajo	1934	00-DTI Brasilia	1950
	EI-CFA SAAB 340	1956	G-JEAI Friendship	2024
	G-BLTO Short 360	2040	PH-KXF Fokker 50	2045
	G-BVJB Fokker 100	2120	G-BIUV HS 748	2145
	PH-KXH Fokker 50	2214	E E	
10	G-BLVG Bandeirante	0809	G-LOGD BAe ATP	0827
0.77(7)	BI-CFA SAAB 340	0845	G-BODX Duchess	0915
	G-ELDG DC9	0924	G-JEAI Friendship	0950
	OO-DTH Brasilia	1024	G-BVMX Short 360	1048
	PH-KXF Fokker 50	1113	G-BVJB Fokker 100	1222
	EC-FTU DC9 83	1240	G-BYAG Boeing 757	1258
	G-JEAI Friendship	1315	00-DTK Brasilia	1427
	N121C Citation II	1432	PH-KXH Fokker 50	1441
	G-BVMX Short 360	1449	G-BVJB Fokker 100	1528
	BI-CFD SAAB 340	1543	PH-KXF Fokker 50	1643
	G-BLVG Bandeirante	1701	G-JEAI Friendship	1709
	G-LOGD BAe ATP	1738	G-BVJB Fokker 100	1819
	EI-CFB SAAB 340	1934	00-DTJ Brasilia	1955
	G-JEAI Friendship	2025	G-BVMY Short 360	2032
	PH-KXH Fokker 50	2044	PH-KXF Fokker 50	2106
	G-BSBW JetRanger	2116	G-BVJB Fokker 100	2122
	G-DAAL HS 748	2142		
11	G-BLVG Bandeirante	0818	EI-CFC SAAB 340	0845
	G-LOGD BAe ATP	0852	G-BVJB Fokker 100	0938
	G-JEAI Friendship	0951	00-DTK Brasilia	1022
	C-GTSE Boeing 757	1044	G-BVMX Short 360	1059
	PH-KXF Fokker 50	1125	G-BMJO Seneca	1138
	G-BVJB Fokker 100	1235	G-JEAI Friendship	1313
	00-DTJ Brasilia	1434	G-BVMX Short 360	1446
	PH-KXH Fokker 50	1453	G-BVJB Fokker 100	1530
	BI-CFA SAAB 340	1547	G-AVIB Cessna F150G	1614
	PH-KXF Fokker 50	1648	G-BLVG Bandeirante	1710
	G-LOGA BAe ATP	1747	G-JEAI Friendship	1752
	G-BVJB Fokker 100	1826	EI-CFD SAAB 340	1932
	00-MTD Brasilia	1952	G-JEAI Friendship	2045
	G-BNDS Navajo	2051	G-BWMZ Short 360	2054
	PH-KXH Fokker 50	2058	PH-KXF Fokker 50	2110
	G-BVJB Fokker 100	2119	G-DAAL HS 748	2139
12	G-BLVG Bandeirante	0815	G-LOGA BAe ATP	0827
	EI-CFA SAAB 340	0832	G-SFHR Aztec	0906
	G-BVJB Fokker 100	0930	G-JEAI Friendship	0958
	00-DTJ Brasilia	1022	G-BDFY AA5 Traveler	1026
	G-BVMY Short 360	1052	G-BRKH PA-28 Dakota	1112
	PH-KXH Fokker 50	1121	G-BAIW Cessna F172M	1130
	G-OANC Warrior II	1137	G-BRBX Archer II	1148
	G-BVJB Fokker 100	1224	G-BNRX Seneca	1228
	G-JEAI Friendship	1312	G-BYAK Boeing 757	1317
	G-YAWW Turbo Arrow IV	1319	G-WRCF King Air 200	1323
	G-BSFP Cessna 152T	1324	G-GATI King Air 200	1408
	G-BOPB Boeing 767	1420	G-BVMY Short 360	1435
	PH-KXF Fokker 50	1440	G-OANC Warrior II	1441
	G-TCTC Turbo Arrow IV	1501	00-DTI Brasilia	1523
	G-BVJB Fokker 100	1532	EI-CFC SAAB 340	1549
	G-OTOW Cessna 175BX	1602	G-BETO Super Rallye	1629
	PH-KXH Fokker 50	1654	G-BLVG Bandeirante	1700
	G-JEAI Friendship	1704	G-LOGA BAE ATP	1739 1911
	G-BVJB Fokker 100	1819	G-BSLK Warrior II	
	00-DTF Brasilia	1947	G-JEAI Friendship	2020

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		Short 360	2034		G-BMAC		2040	
		Fokker 50	2102			Fokker 50	2115	
		SAAB 340	2128			Fokker 100	2130	
		King Air 200	2133			HS 748	2137	
	G-BLGB	Short 360	2142		G-BIYH	Short 330	2158	
13		TU 154	0741			SAAB 340	0839	
	G-BMAC		0918		G-BMAG		0941	
		Boeing 737 300	1005			Cessna 310K	1007	
		Brasilia	1031			Fokker 50	1038	
	G-XSFT		1043 n/	S		DHC 8	1115	
		Friendship	1126			Robin DR400/140B		
		Warrior II	1154			Short 360	1157	
		Jodel D.117	1206		G-BMAC	7/7/	1238	
		Jetstream 41	1300			Cessna F150M	1310	
		Fokker 50	1332	250		AA5 Traveler	1358	
		Warrior II	1435 n/	S		Seminole	1518	
	G-BMAK		1522			Short 360	1542	
		SAAB 340	1544			MU300 Diamond	1648	n/s
	G-JEA1	Friendship	1751		G-BMAK	Cessna 310K	1827	
		Fokker 50	1843 1916		G-BMAC		1846 2124	
	III KAII	TORACI SO	1,10		o bine	503		
14		SAAB 340	0841		G-ELDH		0924	
	G-BMAG		1008			BN2 Islander	1128	
	G-ELDH		1222			Cessna F172N	1238	
		Priendship	1347			Brasilia	1440	
		Fokker 50	1442			Fokker 50	1449	
		Boeing 757	1505			Cessna 152	1507	
		SAAB 340	1540		G-BMAI		1553	
		Short 360	1619			Friendship	1702	
		Citation VI	1712 17	36		Gulfstream IIB		1940(16)
	LZ-BTN		1752			Boeing 737 500	1810	
		Airbus 320 SAAB 340	1852			PA-28 Challenger Fokker 50		
		Cessna 340	1920 1957 20	27		Brasilia	1939	
		Friendship	2021	31		Short 360	2035	
		Pokasa 50	2106			Boeing 737 500	2119	
		Airbus 320	2157		O BVKD	Boering 737 300	2117	
	100	Short 360	0704		C-DI VC	Bandeirante	0811	
		Cessna 421B	0821			BAe ATP	0824	
		SAAB 340	0837			Citation	0844	1147
		Boeing 737 500	0928			Challenger 600S		1709(17)
	S 50.24	Arrow IV	0940			Short 360	0953	
		Friendship	1004			Brasilia	1034	
		Short 360	1102			Pokker 50	1115	
		Boeing 737 500	1226			Airbus 320	1304	
		Friendship	1321			Archer II	1349	
		Boeing 757	1418			Fokker 50	1434	
		Short 360	1441			Brasilia	1446	
		Cessna 152	1515			Boeing 737 500	1535	
		SAAB 340	1537			Navajo	1602	
		Fokker 50	1658			Bandeirante	1707	
		Friendship	1711			BAe ATP	1735	
		Boeing 737 500	1826			SAAB 340	1934	
	OO-DTF	Brasilia	1950		G-JEAI	Friendship	2020	
	G-ZAPG	Short 360	2025		G-BVMY	Short 360	2031	
		Fokker 50	2047		PH-KXH	Fokker 50	2112	
		Boeing 737 500	2129			Short 360	2135	
	G-BEJD	HS 748	2137		G-BIYH	Short 330	2143	

1	G-ZAPG Short 360	0704	G-BLVG Bandeirante	0809
-	G-LOGA BAe ATP	0825	EI-CFA SAAB 340	0832
	EC-FVR DC9 83	0849	G-BMJO Seneca	0937
	G-OBMY Boeing 737 500	0940	G-ZAPG Short 360	0944
	9H-ABG Boeing 737	0953	G-JEAI Friendship	0955
	00-MTD Brasilia	1037	EI-BUF Cessna 210N	1039 1712
	G-BVMY Short 360	1100	PH-KXF Fokker 50	1115
	G-OBMY Boeing 737 500	1240	G-JBAI Friendship	1303
		1426	00-DTK Brasilia	1435
	G-BYAC Boeing 757	70.7470.00 m	G-LACA Warrior II	1514
	PH-KXH Fokker 50	1444		1545
	G-OBMY Boeing 737 500	1542	EI-CFD SAAB 340	1700
	G-BMJO Seneca	1550	G-JEAI Friendship	1706
	PH-KXF Fokker 50	1703	G-BLVG Bandeirante	
	G-YJBM Airbus 320	1737	G-LOGD BAe ATP	1740
	G-BRTB JetRanger	1802	G-OBMY Boeing 737 500	
	00-DTJ Brasilia	1946	EI-CFC SAAB 340	1957
	G-JEAI Friendship	2017	G-ZAPG Short 360	2024
	G-BVMX Short 360	2032	PH-KXH Fokker 50	2056
	PH-KXF Fokker 50	2112	G-BIYH Short 330	2120
	G-OBMY Boeing 737 500	2133	G-BIUV HS 748	2146
	G-BKMX Short 360	2151		
11	7 PH-MEX Citation VI	0715 0925	G-ZAPG Short 360	0717
	G-BLVG Bandeirante	0820	G-LOGD BAE ATP	0830
	EI-CFB SAAB 340	0836	G-OBMY Boeing 737 500	0920
	G-JEAI Friendship	0943	G-ZAPG Short 360	0945
	00-DTI Brasilia	1022	G-BVMX Short 360	1117
	PH-KXH Fokker 50	1135	EC-FTT DC9 83	1215
	G-ELDI DC9	1231	G-BYAG Boeing 757	1243
		1304	G-BVMX Short 360	1438
	G-JEAI Friendship	1449	PH-KXF Fokker 50	1451
	00-DTI Brasilia	70.505.5	G-BVJB Fokker 100	1518
	G-AVIB Cessna F150G	1501	G-WELL King Air E90	1611
	EI-CFC SAAB 340	1545		1655
	G-BSBW JetRanger	1644	PH-KXH Fokker 50	1712
	G-JEAI Friendship	1705	G-BLVG Bandeirante	1735
	G-DAFY Baron	1725	G-LOGD BAe ATP	175 000 00 NG NG
	G-BVJB Fokker 100	1815	EI-CFB SAAB 340	1927
	00-DTH Brasilia	2009	G-JEAI Friendship	2018
	G-ZAPG Short 360	2024	G-BWMW Short 360	2041
	PH-KXF Fokker 50	2106	PH-KXH Fokker 50	2117
	G-BVJB Fokker 100	2130	G-DAAL HS 748	2140
18	G-ZAPD Short 360	0708	G-BLVG Bandeirante	0810
	EI-CFD SAAB 340	0841	G-LOGD BAe ATP	0918
	G-ZAPD Short 360	0937	G-BVJB Fokker 100	0945
	G-JEAI Friendship	0946	C-GTSF Boeing 757	1030
	00-MTD Brasilia	1041	G-BWMW Short 360	1057
	PH-KXH Fokker 50	1134	G-IFLI AA5A Cheetah	1150
	G-BRRM Cadet	1207	G-JVMD Cessna 172N	1220
	G-EMAK Arrow III	1224	G-BVJB Fokker 100	1238
	G-BOJS Cessna 172P	1300	G-JEAI Friendship	1318
	G-BAOB Cessna F172M	1408	G-BPGM Cessna 152	1416
	G-BWMW Short 360	1433	PH-KXF Fokker 50	1437
	OO-DTI Brasilia	1443	G-OOAA Airbus 320	1454
	G-BVJB Fokker 100	1521	BI-CFC SAAB 340	1542
	G-BEWR Cessna F172N	1638	G-BLVG Bandeirante	1654
	PH-KXH Fokker 50	1659	G-JEAI Friendship	1721
	G-TKPZ Cessna 310R	1726	G-BVJB Fokker 100	1818
	G-BMZC Cessna 421C	1831	EI-CFA SAAB 340	1827
	G-UKRC BAe 146	1954	00-DTG Brasilia	2002
	O ONNE DNE 140	1994	00 010 01401114	

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	PH-KXT Fokker 50	2005	G-JEAI Friendship	2019
	G-BWMZ Short 360	2040	PH-KXF Fokker 50	2053
	G-LOGF BAE ATP	2111	G-JEAI Friendship PH-KXF Fokker 50 PH-KXH Fokker 50	2120
	G-BVJB Fokker 100	2111 2124	G-DAAL HS 748	2133
	BI-CFC SAAB 340	2222	y e.==	
	DI CIC DIRID 310			
19	G-BLVG Bandeirante	0806	G-OBWC BAC 1-11	0834
	EI-CFA SAAB 340	0839	G-BVJB Fokker 100	0930
	G-BING Cessna F172		G-BGYV Bandeirante	0953
	G-JEAI Friendship	0957	G-LOGK Jetstream 41	1016
	00-DTI Brasilia	1036	G-BWMZ Short 360	1054
	G-CALL Aztec	1100	PH-KXH Fokker 50	1127
	G-BVJB Fokker 100		G-GRID Twin Squirrel	1245
	G-BYAC Boeing 757		G-GRID Twin Squirrel G-DANS Twin Squirrel	1316
	G-JEAI Friendship	1320	G-LEAR Lear Jet 35A	1352
	G-BOPB Boeing 767	1420	G-BWMZ Short 360	1426
	00-DTJ Brasilia		DH-KYP Pokker 50	1454
	G-BLZP Cessna 152	1500	PH-KXF Fokker 50 G-BVJB Fokker 100	1514
		1509 1546	PH-KXH Pokker 50	1656
	BI-CFD SAAB 340	1701	G-BLVG Bandeirante	1720
	G-JEAI Friendship G-LOGF BAe ATP G-BNRH Baron EI-CPC SAAB 340	1701		
	G-LOGF BAE ATP	1735	G-GRID Twin Squirrel	1739
	G-BNRH Baron	1816	G-BVJB Fokker 100	1818
	EI-CFC SAAB 340	1915	00-DTF Brasilia	2003
	G-JEAI Friendship	2023 2101	G-BMAI DC9	2026
	PH-KXF Fokker 50 G-BLTO Short 360	2101	PH-KXH Fokker 50	2123
	G-BLTO Short 360	2126	G-BVJB Fokker 100	2131
	G-DAAL HS 748	2133		
20	LZ-BTU TU 154	0733	BI-CFC SAAB 340	0849
	G-BMAI DC9	0930	G-BMAG DC9	0941
	BC-FSC Boeing 737	100	G-OBNF Cessna 310K	1005
	00-DTL Brasilia	1000 1034 1108 1140	PH-KXH Fokker 50	1043
		1108	G-JEAI Friendship G-FTAX Cessna 421C	1129
	G-BRYJ DHC 8 G-BVMY Short 360	1140 1215	G-FTAX Cessna 421C	1142
	G-BMAI DC9	1215	G-BOJK Seneca	1223
	G-WAWR Jetstream 41	1257	G-BDSL Cessna F150M	1310
	PH-KXF Fokker 50	1328	D-EKMV TB-20 Trinidad	
	G-AXNN Pup	1356 n/s	G-BMAK DC9	1532
	G-BVMY Short 360	1534	EI-CFB SAAB 340	1540
	G-OBNF Cessna 310K	1722 1815	G-JEAI Friendship	1754
	G-ELDG DC9	1815	G-BMAK DC9	1846
	G-BSBW JetRanger	1852	PH-KXH Fokker 50	1903
	G-BSBW JetRanger G-AZWD Cherokee 140	E 2001 n/s	G-BMAI DC9	2115
21	EI-CFB SAAB 340	0843	G-ELDG DC9	0919
	G-BMAG DC9	1013	G-BJYD Cessna F152	1045
	G-BEWR Cessna F172h	1013 1142	G-ELDG DC9	1222
	G-BBPX Seneca	1300	N7776 Gulfstream IV	
	G-JEAI Friendship	1300 1345	PH-KXF Fokker 50	1435
	PH-KXH Fokker 50	1438	00-MTD Brasilia	1440
		1456	EI-CFB SAAB 340	1540
	G-BVJV Airbus 320 G-BMAC DC9		G-BVMY Short 360	1626
			G-JEAI Friendship	
	G-BYAM Boeing 757	1655		1709
	LZ-BTQ TU 154	1723	G-BSBW JetRanger	1739
	G-OBMX Boeing 737		PH-KXF Fokker 50	1932
	BI-CFA SAAB 340	1934	00-DTH Brasilia	1954
	G-BVMY Short 360	2023	G-JEAI Friendship	2032
	PH-KXH Pokker 50	2111	G-OBMX Boeing 737 500	2116
	5B-DBD Airbus 320	2155		
22	G-LOGF BAe ATP	0833	BI-CFB SAAB 340	0851

	G-BLVG	Bandeirante	0923	G-OBMX Boeing 737 500	0944
		Friendship	0952	00-MTD Brasilia	1021
		Short 360	1056	PH-KXH Fokker 50	1129
		Boeing 737 500	1233	G-OZBB Airbus 320	1256
		Friendship	1314	G-BOES Cessna FA152	1427
			1445	G-BVMX Short 360	1450
		Boeing 757		G-OBMX Boeing 737 500	1523
		Fokker 50	1451	[마 8명 : - 10 10 10 10 10 10 10 10 10 10 10 10 10	1551
		Jetstream 31	1541	00-DTH Brasilia	
		SAAB 340	1607	PH-KXH Fokker 50	1657
		Friendship	1709	N7776 Gulfstream IV	1722
	G-BSLE	Warrior II	1729	G-LOGF BAe ATP	1735
	G-OSNB	Citation II	1800	G-BLVG Bandeirante	1823
	G-OBMX	Boeing 737 500	1833	EI-CFC SAAB 340	1916
	00-DTL	Brasilia	1953	G-JEAI Friendship	2027
	G-BWMZ	Short 360	2031	PH-KXF Fokker 50	2058
	PH-KXH	Fokker 50	2111	G-BGNG Short 330	2126
		HS 748	2134	G-OBMX Boeing 737 500	2140
	G-LEGS	Short 360	2147		
23	G-LOGE	BAe ATP	0957	9H-ABF Boeing 737	1005
23		Brasilia	1038	PH-KXH Fokker 50	1127
		Short 360	1157	OY-BEB King Air C90	1236 2208
			1300	G-JEAI Friendship	1326
		JetRanger		G-BYAL Boeing 757	1409
		Citation II	1330	G-AYMO Aztec	1443
		Brasilia	1433		1524
		Fokker 50	1447	G-BWMZ Short 360	1536
		Fokker 100	1532	EI-CFB SAAB 340	
		Friendship	1706	G-YJBM Airbus 320	1711
		BAe ATP	1739	G-BLVG Bandeirante	1811
	G-BVJA	Fokker 100	1828	EI-CFA SAAB 340	1919
	00-DTF	Brasilia	1948	G-JEAI Friendship	2011
	G-BVMY	Short 360	2024	G-OILX Twin Squirrel	2030
	PH-KXF	Fokker 50	2052	PH-KXH Fokker 50	2108
	G-BVJA	Fokker 100	2123	G-BEJD HS 748	2125
24	G-BLVG	Bandeirante	0820	G-PEEL BAe ATP	0834
-		SAAB 340	0842	G-BNRX Seneca	0844
		Fokker 100	0931	G-JEAI Friendship	0953
		Cessna 152	1001	00-DTL Brasilia	1029
		Short 360	1054	G-AVIB Cessna F150G	1109
		Pokker 50	1113	EC-FVR DC9 83	1216
		Boeing 757	1257	G-JEAI Friendship	1312
		Short 360	1432	OO-DTK Brasilia	1438
		Fokker 50	1443	G-BVJA Fokker 100	1536
			1539	PH-KXH Fokker 50	1652
		SAAB 340		G-JEAI Friendship	1708
		King Air E90	1706	G-BVJA Fokker 100	1809
		BAe ATP	1732		1925
		Bandeirante	1820	EI-CFA SAAB 340	1959
		Mitsubishi MU2J	1951 n/s	00-DTI Brasilia	
		Friendship	2012	G-BVMY Short 360	2032
		Fokker 50	2045	G-BVJA Fokker 100	2110
	PH-KXH	Fokker 50	2114	G-DAAL HS 748	2129
25	G-BLVG	Bandeirante	0809	G-MANA BAe ATP	0827
	BI-CFA	SAAB 340	0843	G-BVJA Fokker 100	0928
		Brasilia	1028	C-GTSN Boeing 757	1031
		Warrior II	1036	G-BVMY Short 360	1052
		Fokker 50	1120	G-JEAI Friendship	1144
		Fuji FA-200	1151	G-AVIB Cessna F150G	1204
		Fokker 100	1229	G-OOAC Airbus 320	1422
		Rockwell 112A	1429	G-BVMY Short 360	1431

			1420	G-BOES Cessna 152	1439
		Brasilia	1438		1453
		Fokker 50	1450	G-JEAI Friendship	1528
	G-SFHR		1520	G-BVJA Fokker 100	
		Turbo Arrow IV		EI-CFB SAAB 340	1635
	G-MANA	BAe ATP	1730	G-JEAI Friendship	1734
		Bandeirante	1810	G-BVJA Fokker 100	1822
	EI-CFC	SAAB 340	1915	00-DTK Brasilia	2000
	G-JEAI	Friendship	2025	G-BWMW Short 360	2031
	PH-KXF	Fokker 50	2053	PH-KXH Fokker 50	2110
		Fokker 100	2119	G-DAAL HS 748	2131
26	G-RI.VG	Bandeirante	0813	G-MANA BAe ATP	0821
20		Rockwell 500S	0842	EI-CFB SAAB 340	0846
		Fokker 100	0924	G-JEAI Friendship	0953
		Brasilia	1036	G-BWMW Short 360	1053
			1136	G-BORL Warrior II	1147
		Seneca		G-BYAL Boeing 757	1254
		Fokker 100	1224	G-AVIB Cessna F150G	1314
		Friendship	1312	G-RJWW Maule M-5	1431
	G-BSBW	JetRanger	1423		1442
		Boeing 767	1438	G-BWMW Short 360	
		Brasilia	1449	PH-KXF Fokker 50	1502
		Fokker 100	1535	EI-CFA SAAB 340	1551
		Dornier DO-28D	1553 1721	G-JEAI Friendship	1701
	G-BDAL	Rockwell 500S	1716	PH-KXH Fokker 50	1754
	G-BVJA	Fokker 100	1813	G-PEEL BAe ATP	1815
		Bandeirante	1823	EI-CFD SAAB 340	1922
		Brasilia	2006	G-JEAI Friendship	2025
		Lear Jet 35A	2040	G-BVMY Short 360	2044
		Dornier DO-28D		PH-KXF Fokker 50	2101
		HS 748	2114	G-PKBD DC9	2120
		Fokker 50	2139		
27	ra Dau	TU 154	0727	EI-CFA SAAB 340	0833
21			0923	G-OBMZ Boeing 737 500	0933
	G-ELDH		0954	G-BMAG DC9	0957
		Boeing 737 300		00-DTG Brasilia	1049
		Fokker 50	1047	G-JEAI Friendship	1123
	G-BRYI		1119	G-BOFE Seneca	1202
		King Air E90	1126	G-BSBW JetRanger	1216
		Short 360	1211	PH-KXH Fokker 50	1326
	G-MAJG	Jetstream 41	1304	N797HG PA-46 Malibu	1530 1635
		Boeing 737 400			1536
		Short 360	1534	EI-CFC SAAB 340	1621
	G-ELDH		1559	G-SUZN Warrior II	1.000 70000 000
	G-JEAI	Friendship	1746	G-PKBD DC9	1815
	G-ORJB	Citation	1820	PH-KXF Fokker 50	2028
	G-BMAI	DC9	2110		
28	EI-CFA	SAAB 340	0829	G-PKBD DC9	0924
	G-BMAG		1113	G-PKBD DC9	1227
		Friendship	1344	PH-KXF Fokker 50	1421
		Fokker 50	1438	OO-DTI Brasilia	1440
		SAAB 340	1532	SE-KYE Bandeirante	1555 n/s
	G-BMAH		1559	G-BVMY Short 360	1619
		Airbus 320	1633	G-BYAM Boeing 757	1640
			1748	G-BVJA Fokker 100	1821
		TU 154	1926	PH-KXH Fokker 50	1940
	99-75 175 W ST 1876 F	SAAB 340	1953	G-JEAI Friendship	2021
		Brasilia		PH-KXF Fokker 50	2054
	_	Short 360	2035 2207	EU-WAL LOWNET 20	2001
	ORG-RC	Airbus 320	2207		
29	G-BVEF	ATR 42	0714	EI-CFA SAAB 340	0908

G-BVJA Fokker 100	0926	30502 C-20A	1020
00-DTI Brasilia	1036	PH-KXH Fokker 50	1127
G-BVJA Fokker 100	1229	G-JEAI Friendship	1259
G-OZBA Airbus 320	1313	G-BUFI RJ-70	1325
G-BYAG Boeing 757	1418	PH-KXF Fokker 50	1437
OO-DTG Brasilia	1439	G-OOLE Cessna 172M	1444
G-BWMW Short 360	1447	G-BVJA Fokker 100	1518
G-BTAI Jetstream 31	1533	EI-CFB SAAB 340	1537
PH-KXH Fokker 50	1649	G-JEAI Friendship	1703
G-BVJP ATR 42	1740	G-BVJA Fokker 100	1807
	1823	G-AVSA Cherokee 180C	1832
G-BSBW JetRanger	1023	OO-MTD Brasilia	1956
EI-CFD SAAB 340	1926	G-BVMX Short 360	2027
G-JEAI Friendship	1926 2017 2100	PH-KXH Fokker 50	2116
PH-KXF Fokker 50	2100	PH-KAH FORKEL 30	2110
G-BVJA Fokker 100	2127		
30 G-TKPZ Cessna 310R	0819	G-BLVG Bandeirante	0822
G-PEEL BAe ATP	0828	EI-CFB SAAB 340	0843
EC-FVR DC9 83	0846	G-BVJA Fokker 100	0934
G-JEAI Friendship	0946	9H-ABG Boeing 737	0952
XZ171 Lynx AH.7	1046	00-DTG Brasilia	1050
G-BVMX Short 360	1059	PH-KXF Fokker 50	1119
G-BVJA Fokker 100	1226	G-JEAI Friendship	1305
G-BYAC Boeing 757	1415	OO-DTK Brasilia	1434
XZ171 Lynx AH.7		G-BVMX Short 360	1444
PH-KXH Fokker 50	1443 1448	G-NUTZ Twin Squirrel	1504
G-OBMZ Boeing 737 500	1519	EI-CFB SAAB 340	1534
	1545	N60UK Lear Jet 60	1608 1620
G-6-248 BAe RJ 100	1651	G-JEAI Friendship	1703
PH-KXF Fokker 50			
G-SUEE Airbus 320	1719	G-BLVG Bandeirante	1815 1827
G-PEEL BAe ATP	1824	G-OBMZ Boeing 737 500	1027
G-7.GBE Baron	1920	EI-CFA SAAB 340	1927
00-DTL Brasilia	1944	G-BNIX Bandeirante	1951
G-JEAI Friendship	2016 2052	G-BVMY Short 360	2031
PH-KXH Fokker 50	2052	PH-KXF Fokker 50	2110
G-OBMZ Boeing 737 500	2114	G-ATMI HS 748	2133
G-LEGS Short 360	2150	G-BGNG Short 330	2152
31 G-BLVG Bandeirante	0817	G-PEEL BAe ATP	0838
EI-CFA SAAB 340	0841	G-BTGZ Archer II	1016
G-JEAI Friendship	1021	G-SFHR Aztec	1033
G-OBMZ Boeing 737 500	1036	G-WIRE Twin Squirrel	1039
OO-DTK Brasilia	1041	G-BVMY Short 360	1114
EC-EIG DC9 83	1200	G-BYAR Boeing 757	1253
G-ELDI DC9	1259	G-JEAI Friendship	1317
G-BVMY Short 360	1258 1443	OO-DTF Brasilia	1448
PH-KXF Fokker 50	1454	G-BJAJ AA5B Tiger	1504
EI-CFD SAAB 340	1454 1546	G-OBMZ Boeing 737 500	1553
	1604	PH-KXH Fokker 50	1652
G-ZGBE Baron			1732
G-JEAI Friendship	1659	G-PEEL BAe ATP	1829
G-BLVG Bandeirante	1822 1921 1952	G-OBMZ Boeing 737 500	1948
BI-CFC SAAB 340	1921	00-DTL Brasilia	2021
N1224S Cessna 425	1952	G-JEAI Friendship	1000 000 000 000 000
PH-KXF Fokker 50	2042 2115	PH-KXH Fokker 50	2109
G-BWMW Short 360	2115	G-DAAL HS 748	2131
G-OBMZ Boeing 737 500	2141	G-BMAR Short 360	2153
G-BIOE Short 330	2211		

01) N400KC/Northolt;00-LFR/Brussels-Calais: 02) VR-CCT/Kidlington: 03) PH-RPN/ Amsterdam; ZE701/F & T Lyneham: 05) D-CREW/Cologne-Hannover; N299FB/Copenhagen: 07) N584CA/F & T Coventry; D-IWAS/Newcastle-Varga: 08) N340AC/Elstree-Liverpool; N50DT/Gander-Shannon; HB-VKI/Manchester-Dusseldorf; N60UK/Belfast: 10) N121C/Brindisi: 14) PH-MEX/Southampton-Amsterdam; EC-FRV/Luton-Madrid: 15) OY-SUJ/Tirstrup-Biggin; N74JA/Gander-Keflavik: 16) EI-BUF/F & T Abbeyshrule: 17) PH-MEX/Amsterdam-Southampton: 20) D-EKMV/Villingen: 21) N7776/Edinburgh-Caen: 22) N7776/Caen: 23) OY-BEB/Manchester-Tirstrup: 24) OY-ATZ/Tirstrup: 26) EI-CJU/Hibbaldstow-Barton & F Barton: 27) N797HG/Kidlington-Guernsey: 28) SE-KYE/Gothenberg: 29) 30502/Hildenhall: 30) XZ171/F & T Dishforth(twice); N60UK/Ostend-Belfast: 31) N1224S/Birmingham: Overshoots

- 04) XX498/FYY74: 09) XV292/Ascot772: 10) XS712/FYY38: 11) XX492/FYY45 & FYY70:
- 16) XV185/Ascot766: 17) XX482?FYY75: 22) XX497/FYY74: 24) XX496/FYY69:
- 31) XX495/FYY74:

LBA movements review, August 1994 First foreigner of the month was HS 125 N400KC of KC Aviation on the 1st, it was joined within the hour by Abelag's Lear 25D 00-LFR. King Air 90 VR-CCT of Corgi Toys night stopped with Knightair on the 2nd whilst on the 3rd the Dutch Police Turbo Islander PH-RPN was night stopping. Lear 55 D-CREW on the 5th was doing an ambulance flight and used the callsign "MTM42", Gulf IV N299FB was also visiting on the same day. Rockwell 114 N584CA was doing pleasure flights for friends of the pilot on the 7th when it was from and to Coventry where it is thought to be currently based the same day saw Cessna T303 D-IWAS arriving from Newcastle. The UK based Cessna 340 N340AC was from Elstree to Liverpool on the 8th but the star movements of the day were three Lear Jets. N50DT was a Lear 36 on an ambulance flight from Gander to Shannon, HB-VKI was a Lear 60 and it was joined by another of the same type, the UK based N60UK. Calling itself "Digital 32" on the 10th was the Digital Equipment Corp. Citation II N121C. The 14th found Citation VI PH-MEX making the first of two visits this month (the second was on the 17th) using the callsign "Martinair 4303" both times. Also on the 14th was a rare Spanish bizjet the shape of Gulf IIB EC-FRV calling "Gestair 183". Citation OY-SUJ visited "Sunscan 1586" on the 15th and was joined by Challenger N74JA which was from Gander n/s to Keflavik. From and to its base at Abbeyshrule on the 16th was the Cessna 210N BI-BUF. Night stopping on the 20th was the TB-20 D-EKMV and visiting on the 21st and 22nd was the Gulf IV N7776 of Dresser Industries. King Air C90 OY-BEB was "Sunscan 1597" on the 23rd. OY-ATZ on the 24th is an MU2 and it is on the register as owned by Jetair Aircraft Sales, it was using callsign "Fox 474". Steve Swallow's Hibbaldstowe based Dornier 28 EI-CJU night stopped on the 26th after a flight to and from Barton. On the 27th N797HG was a PA-46 Malibu and may be a new UK resident. Arriving at Knightair on the 28th was Bandeirante SE-KYE which is to be overhauled and restored to the UK register for a customer, it was originally G-LATC but it is due to become G-BVRT. Belfast based Lear 60 N60UK made another visit on the 30th and the Cessna 425 N1224S from Birmingham was at Knightair on the 31st. Military fans had to be content with just three visitors this month, BAe 146 ZE701 was "Kittyhawk 1" on the 3rd, C-20A 30502 (the military version of the Gulf III) was "Spar 65" on the 29th and Lynx AH.7 XZ171 was "Army 581" twice on the 30th. Visiting for the first time on the 5th was Cessna 310K G-OBNF which is ex F-BNFI and replaces G-MEBC at Fadmoor. A deal with Avro over at Woodford brought in two RJ-100's and an RJ-70 on cat 3 practice approaches on runway 32,on the 8th "Avro 20" was RJ-100 G-6-245 and on the 30th "Avro 20" was RJ-100 G-6-248, on the 29th "Avro 14" was RJ-70 G-BUFI. A new resident arriving on the 5th was Seneca G-BOIZ which has been bought by a private owner but is to be available for the Aero Club to use. For those of you who are interested other callsigns this month were as follows; 01) G-HVRD/Lovair 850: 04) G-BBCC/Norton 508-9: 06) G-EWEL/Hanson 08:

21) G-BEWR/Cheshair 01: 23) G-OILX/McLine 08: 24) G-WELL/Cega 702: 25) G-SFHR/Comex 401: 26) G-BLWD/UK 5000;G-GAYL/Neatax 113: 27) G-WELL/Cega 858:

30) G-BNIX/Willowair 703-4: 31) G-SFHR/Comex 401-2:G-WIRE/Grid 03:

<sup>12)</sup> G-WRCF/Gama 342;G-SWFT/Swiftair 20: 13) G-XSFT/Simflight 012: 14) G-BEWR/Cheshair 01;G-BVES/Brenek 02-03: 17) G-WELL/Cega 701: 18) G-BEWR/Cheshair 01;G-BMZC/ISY 07: 19) G-BGYV/Aircam 601P;G-CALL/Woodair 07;G-GRID/Grid 02:

#### CRETE AND RHODES - 1976 and 1994

Some years ago, we flew to both Crete and Rhodes by 'plane on a three-weeks holiday to become more interested, not just in flying and aircraft, but in ancient history as well. The flight was from Gatwick to Iraklion by BEA Trident 1E (G-AUYE) in 31/2 hours. Lunch was : sliced ham, potato salad, strawberry mousse and yoghurt, cheese and biscuits, with tea or coffee. The lunches and dinners are better at the Hotel Creta Beach, and there were lots of visits - to Knossos (again), to Gournia, Kritsa, Elounda and Mallia, to Anoyia, to Phaestos, Avia Triada, Spili and Rethymnon, and to Kato Zakros. Then, via Olympic A/W. Boeing 727 (N9234Z), it was off to Rhodes, and the Hotel Electra Palace at Trianda for a week to go and see Rhodes town itself, to the Valley of Butterflies, to Lindos, to Ialyssos and Kamiros. After that week, we were back to Iraklion by Boeing 720 (SX-BDK) for a last week in Crete: to Tylissos, to Mallia, to Anoyia, to Aiya Galini and to Kamares. Soon, it was time to head home by BEA Trident 1E (G-AVYB?) to Gatwick - and the memories keep coming back ...!

So, what about 1994 - if people go off to Crete and Rhodes? What can they really enjoy in the sunshine and warm weather? Today, you can fly by TransLift A.320 from the LBA, or from Manchester by Air 2000, Monarch or Britannia Boeing 757 or 767 to Iraklion and to Rhodes (either Maritsa or Diagoras). You can be hot and alcoholic (again), and you can enjoy a good holiday-time for two weeks or more!! But, don't fly via Yogoslavia: the airways are awful - and watch out for the RAF, the USAF, and US Navy, the French and the Turks over Bosnia!! Have a good time and let us know how you got on; the summer is still with us, but autumn approaches! See you at Air Yorkshire SOON!!!

Ewan Griffiths B.Sc. Ph.D.

A G M Sunday Nov 6th Followed by slides of Geneva. Please try and attend make your nominations/recomendation



Eric Martin.



#### UNIVERSITY AIR SQUADRONS

Like many of the brilliant innovations introduced by the RAF, University Air Squadrons (UAS) were the brainchild of Lord Trenchard (what a genius the man was:). He conceived the idea in 1919, one year after the RAF was formed, as a means of ensuring the presence of the newly-formed service at the two great universities. Six years later, the first UAS was formed, at Cambridge; Oxford UAS followed ten days later, but the third Squadron, London, was not formed until 1935. These three were the only squadrons which formed pre-war but the urgency of war-time need, however, led to the formation of twenty additional squadrons in 1940.

Currently there are seventeen squadrons, all of them being emipped with Bulldog Tls, between four and eight in number. Logically they should be re-emipped with Slingsby Fireflies to make it the overall standard primary trainer but the UAS managed to survive the recent drastic cuts in defence expenditure; to expect them to be re-emipped would be asking too much!

The Squadrons cater for three types of students: University Cadets, University Bursars and Volunteer Reserve (VR) members. University Cadets are totally sponsored by the RAF throughout their university education, they are commissioned and paid as Acting Pilot Officers on entry. Bursary holders are paid an additional sum by the RAF to 'top up' their other grants. Their UAS membership is voluntary, if they do join they are given the status of Officer Cadet. VR members are simply undergraduates who wish to learn to fly under RAF auspices, although they have no commitment to the RAF, although many enter the RAF after graduation.

The seventeen current squadron are located as follows:-

Aberdeen, Dundee
& St Andrews UAS
Birmingham UAS
Cosford
Bristol UAS
Cambridge UAS
East Lowlands UAS
East Midlands UAS
Glasgow & Strath-

Glasgow & Strathclyde UAS Glasgow Liverpool UAS Woodvale London UAS Benson

London UAS Benson

Sources: Royal Air Force 90

Royal Air Force Yearbook 1994

Manchester UAS Woodvale Leeming Northumbrian UAS Oxford UAS Benson Aldergrove Queens UAS Southampton UAS Boscombe Down St Athan Wales UAS Yorkshire UAS Finningley Cranwell RAF College AS

#### MILITARY AVIATION NEWS

The skies over Lincs and Leics have been buzzing with detachments from several NATO countries, including Coningsby (France), Cottesmore (Italy) and Waddington (Belgium).

If you are Cornwall-bound this Autumn for your late-break head for RAF St Mawgan; a major anti-submarine exercise will provide some unique spotting opportunities.

#### ELVINGTON MILITARY AIRFIELD

The dates usually given for this base are 1942 to 1992, but this doesn't quite tell the full story, because in 1940 Elvington was designated as an RAF airfield. At that time it was all grass; but I've been unable to discover if it was actually used in 1940 and 1941.

However, the arrival of the Whitley V twin engined bombers of the RAF's 77 Squadron in October, 1942 can effectively be classed as the starting date.

Three hard runways had been constructed, although this was to be altered in the future. Early in 1943 the Squadron's Whitleys had been replaced by Halifax bombers which carried out raids on Continental Europe; Lorient and Berlin being two of the targets. The squadron lost hundreds of aircrew and more than seventy Halifaxes.

When 77 Squadron left Elvington in June, 1944, the French Air Force arrived with their 346 and 347 Squadrons, equipped with Halifax B.Mk III planes which had Bristol Hercules engines.

How the base must have been transformed by our allies in their dark blue uniforms, speaking their own language and preferring wine to beer! But how ironical that they had to bomb France. Although many of them came from North Africa they were still Frenchmen, and it must have hurt to know that the bombs they dropped would kill their own nationals as well as the enemy. However, in September, 1944 they undertook a different kind of mission. The Second Army in Brussels needed fuel, so the French loaded their planes with 5 gallon cans and flew the fuel to Belgium.

In March, 1945 Elvington suffered an air raid. The circumstances were unusual. Some French aircraft were returning from an attack on Kaman when the Luftwaffe followed them home. How easy it must have been for the German pilots because the airfield's landing lights were switched on; although the raid cost the enemy at least one plane. It was in October, 1945 that the French left Elvington, but not before their 346 and 347 Squadrons had been re-equipped with Halifax Mk VI aircraft.

January, 1946 saw the arrival of No. 40 Group Maintenance Command. They stayed there until 1952.

But it was early in 1954 that the base saw a major transformation. The United States Air Force arrived. Dissatisfied with the three existing runways, they replaced them with one long one. It measured 10,400 ft. A big hard standing area was also constructed to cope with the many American B66 and RB66 bomber and reconnaissance planes based there.

In 1958, the Royal Air Force returned to Elvington. They used it from then on as a relief landing ground. However, during part of the 1960s, Blackburn Aircraft of Brough (who later became Hawker Siddeley and eventually British Aerospace) made use of the long runway for test purposes.

The airfield closed in March, 1992; although it did reopen for one day after that for a special commemorative event.

Leslie Scheftsik



Leeds LS19 7TZ • Telephone: Leeds (0113) 250 9696 • Fax: (0113) 250 5426 • Telex: 557868

Direct Telephone No:

### PASSENGER FIGURES CONTINUE TO TAKE-OFF AT LEEDS BRADFORD INTERNATIONAL AIRPORT

Leeds Bradford International Airport passenger figures for the months of July and August show an increase of 14.8% and 15.7% respectively when compared to the same months last year.

The main growth is from domestic schedule services, including London Heathrow, London Gatwick, Glasgow, Aberdeen and the Isle of Man. Growth has also been achieved on both Amsterdam and Paris following the introduction of Air UK F50 aircraft. Commenting on the figures, Managing Director of the Airport, Bill Savage said, "We are most encouraged by these figures.

In particular the London Heathrow and Gatwick routes have increased as passengers switch from train to the reliability of air travel. With the Airport major development scheme now underway and the introduction of British Midland F100 super quiet aircraft on the Heathrow route, passengers can enjoy a first class product and observe the Airport expansion programme."

Chair of the Airport Board of Directors, Cllr Denise Atkinson added, "It is marvellous to see more and more people travelling from Yorkshire's "Own" Airport. The schedule figures are excellent but we are confident that with all the new holiday destinations for Summer 95 passenger figures will continue to grow and grow."



#### Leeds Bradford International Airport

Statistics for July 1994

Statistics for only 1994			
	1994	1993	% + or -
Passenger Figures			15000122
Terminal Passengers	83,642	72,852	+ 14.8
Freight Figures		*	
(in metric tonnes)			182 2
Domestic Air Freight	30.1	34.9	- 13.8
Foreign Air Freight	1.7	1.5	+ 13.3
Post Office Mail	87.8	123.9	- 29.1
TOTAL Air Freight	119.6	160.3	- 25.4
Surface Freight	142.2	328.8	- 57.0
Aircraft Movements			
Commercial Movements		4 040	
Air Transport Movements	2,119	1,919	
Cargo/Mail only	31	69	
Positioning Flights	85	141	
Local Movements	14	20	
TOTAL Commercial Movements	2,249	2,149	+ 4.6
Non-Commercial Movements			
Test Flights	6	18	
Training Flights	171	231	
Other non-commercial flights by:	17/23		
<ul> <li>air transport operators</li> </ul>	8	0	
<ul> <li>private operators</li> </ul>	582	709	
Business Users	79	81	
Aero Club Flights	2081	1568	
Official/Diplomatic Aircraft	56	6	
Military Aircraft Flights	11	16	2000 327
TOTAL non-commercial movements	2994	<u>2629</u>	+ 13.9
CUMULATIVE FIGURES			
Passenger Figures			
Terminal Passengers	467,214	403,007	+ 15.9
Transit Passengers	3,005	4,534	- 33.7
TOTAL Passengers	470,219	407,541	+ 15.4
Freight Figures			
(in metric tonnes)	2022 12		
Domestic Air Freight	213.1	220.7	- 3.4
Foreign Air Freight	18.6	19.2	- 3.1
Post Office Mail	739.6	874.8	- 15.5
TOTAL Air Freight	971.3	1114.7	- 12.9
Surface Freight	1577.1	2442.3	- 35.4
Commercial Movements	7,050	5,991	+ 17.7
Aircraft Movements (Total)	13,866	14,435	- 3.9

Leeds Bradford	International	Airport	
Statistics for August 1994			
	1994	1993	% + or -
Passenger Figures	02 851	72,464	+ 15.7
Terminal Passengers	83,851	72,404	
Freight Figures			
(in metric tonnes)	28.8	36.6	- 21.3
Domestic Air Freight	1.9	4.2	- 54.8
Foreign Air Freight	86.5	117.3	- 26.3
Post Office Mail	117.2	158.1	- 25.9
TOTAL Air Freight Surface Freight	128.5	376.3	- 65.9
Aircraft Movements			
Commercial Movements	2,144	1,957	
Air Transport Movements	37	65	
Cargo/Mail only	87	134	
Positioning Flights	43	25	
Local Movements		2,181	+ 6.0
TOTAL Commercial Movements	2,311	2,101	
Non-Commercial Movements	14	8	
Test Flights	136	150	
Training Flights	1000000	130	
Other non-commercial flights by:	9	2	
. air transport operators		794	
<ul> <li>private operators</li> </ul>	557	74	
Business Users	63	1926	
Aero Club Flights	2246	2	
Official/Diplomatic Aircraft	2	12	
Military Aircraft Flights	7		+ 2.2
TOTAL non-commercial movements	3034	<u>2968</u>	+ 2.2
CUMULATIVE FIGURES			
Passenger Figures	551,065	475,471	+ 15.9
Terminal Passengers	3,267	5,008	- 34.8
Transit Passengers	554,332	480,479	+ 15.4
TOTAL Passengers	554,552	100,113	1976 284-T-971 (78.2)
Freight Figures			
(in metric tonnes)	241.9	257.3	- 6.0
Domestic Air Freight	20.5	23.4	- 12.4
Foreign Air Freight	826.1	992.1	- 16.7
Post Office Mail	1088.5	1272.8	- 14.5
TOTAL Air Freight	1705.6	2818.6	- 39.5
Surface Freight	1703.0	23.0.0	
gial Wayananta	15,709	13,899	+ 13.0
Commercial Movements	34,402	33,820	+ 1.7
Aircraft Movements (Total)	,	son the state of the	

#### A MUSEUM PIECE

Having invested in 'The Aeroplane' two-for-the-price-of-one aviation museum Passport scheme I decided that I should make the effort to get some value from it. With about sixty — seven museums/collections and one thousand preserved aircraft there was plenty to chose from. The guide book you get with your Passport claims that despite the recent recession aircraft museums are upgrading facilities, flourishing and expanding

Easter weekend found me in the north east with a chance to visit the North East Aircraft Museum. This is located near Sunderland on the disused Usworth Airfield close to the Nissan Factory. Approaching from the City of Sunderland did however pose problems and I was eventually forced to ask for directions from the gate guard at the Hoover Factory.

On arrival my family were so disappointed with the look of the Museum from the outside that they elected to stay in the car and listen to the Grand National. I ventured in and after a brief look at the artefacts in the huts adjourned to the display of aircraft behind. The majority of the aircraft are housed in three hangars: one large and two small. The large hangar houses most of the collection in fairly cramped conditions, which makes for challenging photography. However you can get all the way round the collection, which is a definite plus.

The aircraft are in various stages of restoration. I spoke at some length to a guy who spends his weekends sanding down an ex Swiss Air Force Hunter F.51 E-419. I won't detail all the aircraft to be seen as there are several lists already available. I particularly liked the Sea Venom ( XG680 ) housed in the Royal Navy hangar and the fuselage of WK198 Swift F.4 which Mike Lithgow piloted to the World Air Speed record in the 1950s. This latter aircraft had been rescued from a scrap dealer, but had suffered much damage to the nose during transfer.

In the outside display park I was amused by the Shorts 3--30 which had been donated by Gill Aviation after an accident. Someone had attempted to paint out the Gill Air titling, but laughably badly.

There are lots of aeroplanes and an extensive collection of aero engines to see at this museum and the fact that they are mostly under cover was particularly welcome on a cold, grey afternoon in April. If you want to take photographs take some fast film with you.

My next visit was to the Yorkshire Air Museum at Elvington. What a contrast! The weather was sunny and warm and the whole place had a feel of affluence compared with Usworth. If you havn't been already pay this place a visit. There are not as many aeroplanes here as at Usworth, but the facilities are better and there is more of general historical interest for non-spotters. The NAAFI is very nice and my wife welcomed the tea and cakes.

On the afternoon of our visit there was a special event; the presentation of a grant to the Museum from English Heritage. The cheque for £50,000 will obviously assist the Museum's aims, but I was left wondering what the Usworth museum could have done with just one tenth of that sum.

I found the Halifax restoration fascinating; its a pity they couldn't agree with the RAF Museum about their nose section. My favourite item was the Meteor NF.14 a love of mine since I was a very young spotter in the late 1950s. In contrast to Usworth many of the aircraft are standing out in the open, but are better presented in terms of paintwork and general finish. The museum also houses the Barnes Wallace collection which serves as a reminder of how much he contributed to aviation over many years.

Continuing my quest for value for money, I inveigled my family to the Midland Air Museum at Coventry en route to Stratford for a weekend of culture. Again we were blessed with a warm sunny day. The picnic tables between the aircraft were used as a base for sitting in the sun and eating ice-cream while Dad trudged around taking photographs and writing the numbers down. As at Elvington many of the aircraft are in the open. Most are well placed for photography and in addition you can spot the movement(s) at the Airport next door - don't hold your breath though.

I liked the selection which is fast jet crientated: T-33, Hunter(2), Lightning(2), Phantom(2), Javelin, Starfighter, Mystere, Sea Vixen, Voodoo, Super Sabre, Gnat and J-29. I insisted on having my photograph taken leaning on the cockpit canopy of Hunter F.6A XF382, in faded TWU colours, to cries of 'poser' from the family.

The toilets here are very clean, the shop is well stocked with plastic kits and you can get a cuppa. If you are spotting at the Airport it's worth calling in. You can't miss the place because the Vulcan towers over the fence as you drive by. The museum also houses a collection of artefacts in the Sir Frank Whittle Centre which illustrates the history of the jet engine.

Finally I called at the Aeropark at East Midlands Airport. I wouldn't class this as a museum in the sense of the others. They do have some old aeroplanes which are easily visible and photographable.

So there we are four down and sixty-three to go. I have to say I find the collectios a bit repetitive - Lightnings, Meteors and Vampires. Did the RAF really have all the Vulcans that you see at these museums ? Its a bit living in the past - all right in small doses. You can't beat watching colourful airliners, particularly if they are landing over a Spanish beach on a warm sunhy day. But then its not every day you can lie on a Spanish beach.....

Jim Stanfield

Items required for our GRAND XMAS DRAW!

#### TORONTO - AGAIN ...

In my last article, I said I would be going to Toronto for next Christmas, but I was wrong. When our daughter advised that our grandson was to be christened on 19 June we decided to be there. Sadly, we were in the midst of a domestic problem and were loth to book seats until it was resolved, which it was early in May. What we hadn't realised was that half of Europe wanted to travel to North America for the World Cup and we were very fortunate to obtain the last two places with BA on 16 June. As it was, we had to extend our trip by three days in order to get a flight back - cries of "shame".

We arrived at Manchester a little early and had to wait a few minutes for the check-in desks to clear the previous shuttle, and then came our turn. A smiling check-in girl told us that our flight from Heathrow was full and as a result, we had been upgraded to Club World. Having previously joined BA's Executive Club, this was one of the perks!

Boeing 757-236 G-BPED was operating BA4433 and our 39 minute flight to Heathrow provided some clear views particularly of southern England and London itself.

A quick trip on the shuttle bus got us to Terminal 4 and whilst my wife went to Duty Free I went to the nearest window for some serious spotting. This was made difficult as I was trying to see through the shimmer from two 747 APU's. However I managed to log a few aircraft including DC9 KAF 321 and three new BA 747-436 G-CIVA/B/C. Flight BA89 pushed back at 12.40 and lift-off was at 12.52 from runway 27L. On taxi we passed VR-BOA CL601, 5B-CGP Jetstar, ZS-NHO Citation. N768J G4 and best of all V8-ALI B747-430 of Brunei Government.

Our aircraft was B747-136 G-AWNN and we continued directly west after take-off. I was quite surprised how many airfields, used and disused we overflew until we reached the coast over RAF Brawdy. Excellent views were had of the southern Irish coast and thus west out over the Atlantic.

With eight TV channels to view, excellent meals and service rather tended to detract from iceberg spotting and it didn't seem overlong before we were touching down on Toronto's runway 24L at 14.54 local time and taxying to Terminal 3, passing Alitalia 747 I-DEMY and TAP A310 CS-TEW on the way.

Being the maternal grand-father, I was well instructed in my duties, the first of which was to keep out of the way on the day before the christening and to that end I was presented with tickets for Hamilton Air Show - how could I refuse!?

Parking for the show was on a huge 'SOD' farm from which a continuous convoy of school buses took us the 2 miles to the field and four 727's (Fed-Ex, Puralafor, UPS, Kelowna) were the first aircraft we saw. We disembarked alongside the active parking area which held the Canadian Warplane Heritage Collection, including the Lancaster KB726, Catalina BDG, B25 Mitchell, DC-3 KN645, A26 and smaller types including a Hellcat, Texan, Trojan, Mustang and Chipmunk. The usual Canadian Military types were there, ie CC-130, CC-144, CF-SA, CC-142, CP-140, CH-136, CH-113, CH-124 and of course the Snowbirds.

#### TORONTO - AGAIN (Cont)

America supplied C-141B, T-34C, MH-60G, KC-135R, B-52H, F-117 841 and T-1A Jayhawk 92-0347. C-FWGO, a Douglas C-53A of Classic Air and HAFB  $\underline{G}$ -DAYY were about the only civil aircraft on the public side. The temperature peaked at 35°C with very high humidity which made walking about hard work, so after logging (almost) everything, we watched the flying from under the belly of the Fedex 727.

The active side of the airport had the usual collection of Pipers, Cessnas and Jetstream N842JS came and went - an enjoyable day.

After the christening I was introduced to a member of Brampton Flying Club who liked to fly 2-3 hours per week and would be more than happy to have passengers. A date was agreed and we duly met at Brampton Airfield. As my son-in-law (a cop) had been on duty all night, we settled for a flight north to Lake Simcoe and back. The aircraft was Cessna 172P C-GJFW and our 65 minute flight was most enjoyed. I declined an offer of the controls because I preferred looking out of the window at the panorama below. The offer of future trips is open so I look forward to my next visit.

A day at Pearson International brought nothing exciting on the airliner front, although I filled in one or two gaps in the fleet lists, but there was a good selection of biz-jets. Highlights of the day were Comair Canadair RJ-100s N916CA and N929CA, Beech C-45H N4209V and the two Canair Cargo 737's C-GCDG and C-GDCC.

A quick trip to check-in at 1300 left plenty of time to relax before returning to the airport at 18.30. Canada 3000's new A320 C-GUXC taxied past as we waited to board BA 747-136 G-BDPV which was operating BA92 that evening. A long taxi-out saw us take-off from runway 06R at 20.20 local with a 6hr 32 minute uneventful flight to Heathrow. As this flight wasn't full there was no chance of an up grade but with the excellent service we received, we weren't disappointed.

Nothing of any great moment was seen at Heathrow other than perhaps, IL-86 RA86075 and we were soon boarding 757 G-BIKJ on shuttle flight BA4432 which soon had us in Manchester. The only delay in the entire journey was a 15 minute hold-up in Manchester whilst our gate was cleared by an outgoing aircraft. EL AL 757 4X-EBT arrived whilst we were waiting.

So ended another enjoyable trip to Canada and the family. Maybe again for Christmas - who knows!??

Ian Morton

Dont Miss. / Extra Meeting Tuesday 11th Oct at 7-30 pm R·A·F Leeming Mountain Rescue

#### A HOLIDAY ON THE ISLAND OF GUERNSEY

#### Peter Martin

When I booked our family holiday in Guernsey I expected that we would be flying in an Air UK Fokker Friendship. The aircraft is scheduled for a return trip to Amsterdam on Saturday morning before the Guernsey flight; by early June this service had been taken over by one of the new Fokker 50s.

I was up early on Saturday 6th August and noted that the Amsterdam flight departed on time about 07.00. We were in the International Departure Lounge at Leeds Bradford Airport, talking to some friends who were about to fly out on the Futura 737 (EC-FSC) to Palma, by the time our aircraft, PH-KXH, arrived back from Amsterdam, 20 minutes early, at 10.30.

Departure was scheduled for 11.30 but it was 11.45 before we were taxiing to take off from runway 32. The Captain announced that our flight time would be 1 hour 15 minutes and that we would be landing on the westerly runway at Guernsey Airport. The scheduled time of 1 hour 45 minutes appears to be based on the slower Friendships. Drinks and a cold lunch occupied much of the flight and we were soon descending to fly over St. Peter Port on the approach to Guernsey's runway 27. As we walked across the tarmac into the terminal I noted Eurowings ATR42/300 D-BCRM and Air UK BAe 146-200 G-UKRH on the apron.

Baggage reclaim was quickly completed and after a short minibus ride we were in our hotel. Our corner bedroom had a side window overlooking the approach to runway 27, but was not near enough to read the registrations! The yellow Trislanders of Aurigny Air Services soon became a familiar sight as they operate regular services to Jersey (18 return trips on weekdays), Alderney (6 return trips), Cherbourg (2) and Dinard (2).

My wife and daughters were keen to go shopping in St. Peter Port. On the Monday, my son James and I offered to drive them into the centre and meet them later for lunch. This gave us the opportunity to drive the 4 miles to the airport and spend about three hours there. Guernsey airport has one runway 09-27 with a parallel taxiway. An external staircase leads up to an open viewing area on the terminal roof which looks down onto part of the apron - the Aurigny flights depart from this area. The western half of the runway and some of the light aircraft can be seen from the roof. The rest of the apron and runway can be seen from the ground level café in the terminal building.

Nine Aurigny Trislanders (G-BAXD/BDTN/BDWV/BEPH/BEPI/BEVT/JOEY/OCTA /OTSB) were seen during our airport visits, up to five sometimes being parked together. G-JOEY is the airline mascot complete with a painted face. Aurigny's Shorts SD3-60 G-OAAS was also a regular sight, sometimes providing extra capacity on the Jersey flights. Channel Express Heralds (G-CEAS/CEXP/SCTT) were noted, some days arriving about 10.00 from Jersey and departing about an hour later to Bournemouth. By following the road round the eastern airport perimeter to the north side it was possible to view the hangers where an even brighter yellow BN-2B Islander (G-CIAS) belonging to Channel Island Air Search Ltd was parked. Also visible here were three Shorts SD3-60s - G-OREX/BNFB/BNFD - the first two were white all over while G-BNFD was white on one side with Philippine Airlines livery still on the other side. G-BNFB/BNFD were previously EI-BTI/BTK when they were at Leeds in April/May.

We decided to have a flight on a Trislander to the island of Alderney. Aurigny's Family Saver ticket allows one child, up to 16 years of age, to travel free with two adults. Last check-in time is 20 minutes before the flight but we were at the airport by 09.00 for our 09.45 departure, flight number GR212. At 09.30 passengers for GR210 to Alderney were called. This turned out to be an additional flight to cope with demand. Ten minutes later our flight was called and we were allocated the first three rows immediately behind the pilot. Seats 1 and 2 were the third row back, below the wing, with seats 5 and 6 at the front. Higher numbered seats presumably worked backwards from the fourth row. I could sense some mental 'load balancing' being performed as males, females and children were identified and allocated their appropriate seats. Our fellow passengers on Trislander G-BEPH were six members of a bowls team. Take off, shortly before 10.00, was from runway 09 after which we ascended to 900 feet above sea level for the 10 minute flight to Alderney. We landed on runway 08 then taxied over the grass, passed two lines of light aircraft to the apron. Noted on our arrival were G-AVXF/BGVY/BNNB/BOBA/BRTA/BRZK/CRUZ/EGJA/LIZZ and N9095H.

A short walk found us in the centre of St. Anne where many of the island's 2,400 residents live. After a leisurely look round the museum and shops we had lunch before continuing down the hill to the railway station. The railway runs for two miles from the harbour to Mannez Quarry on the east side of the island. It was used to transport stone for the construction and maintenance of the harbour breakwater and is now operated as a tourist attraction by the Alderney Railway Company. Although the train was diesel hauled and consisted of ex-London Underground carriages, we enjoyed the 20 minute ride across the island. An hour at the far end allowed us to spend some time on a sandy beach before our return train ride and walk back to the airport where we arrived just before 17.00. How nice to be able to stroll along a country road from the centre of 'town' to the airport terminal in about 15 minutes!

After G-BEVG and OO-ADC departed, our Trislander G-BDWV arrived at 17.20 with the rear passenger section full of bicycles. After these had been unloaded I could see the seats being replaced and secured before we were escorted out to the aircraft. Within a few minutes we were taking off from runway 08 for the short hop back to Guernsey. In the first three rows of seats again, we had an excellent view of the car-free island of Herm as we descended to land on runway 27, just in time to see Lufthansa Boeing 737-530 D-ABIT preparing for take off.

All too soon it was our last day on Guernsey. At least we had the benefit of most of the final Saturday on the island. After arriving from Leeds at 13.10 our Fokker 50 (PH-KXH again) did a round trip to Norwich before coming back for us. We spent the final afternoon by the hotel pool before being collected at 16.15 for our 17.45 departure. Within a few minutes three German aircraft arrived: Deutsche BA Saab 3-40 D-CDIJ, Lufthansa Fokker 50 D-AFFJ and Lufthansa Boeing 737-530 D-ABIO. Departure from runway 27 was at 17.50 and we landed at Leeds, runway 32, about 19.10. During the flight, James visited the cockpit and was told that the Fokker 50s should be re-registered with British registrations during September.

From the airport it was only a short journey home, but a bit more than walking distance!

Committee Meeting Tuesday 18th Oct at 7-30 pm

#### THE LEEDS BRADFORD AIRPORT SAGA

Leeds City Council gave the go-ahead for the removal of operating restrictions at Leeds Bradford Airport on January 19 1994. The decision draws to a close a conflict between the airport authority and local residents that began in the late sixties when plans were revealed to extend runway 33/15. April 1995 will see 24 hour operational availability restored to the airfield allowing substantial traffic growth.

In 1968 LBA's Joint Committee submitted a plan to extend the main runway to 7300 ft in a northwesterly direction across the A658. This would allow the operation of fully laden jets to the Mediterranean and Canaries whilst increasing the scope for freight services. It was estimated that the plan would entail the use of 58 acres of agricultural land, the diversion of roads and footpaths and the demolition of a number of homes. Less certain consequences of runway expansion, feared by the inhabitants centered on the increase in air and noise pollution. The subsequent inspectors report following the public enquiry recommended the refusal of the application because of the potential noise nuisance. Mr Peter Walker M P, the government minister responsible accepted the inspectors findings and in his decision letter of 26 October 1970 gave a number of reasons for his action. Mr Walker considered that a runway extension would allow the use of louder aircraft to fly international routes and that planning controls would be ineffectual to limit noise disturbance. Mr Walker was scepticle as to whether the Yorkshire airport could ever compete with Manchester at the Yeadon site. Mr Walker raised the possibility of finding a new site for Yorkshire's airport with the proviso that if none was forthcoming the runway extension would be reconsidered, but only when Manchester reached capacity.

The future for LBA looked bleak, potential traffic growth would be restricted by the decision, the Yeadon site was called into question, whilst Manchester was given the right to absorb Yorkshire's air travelling public. LBA's Joint Committee was obviously disappointed, however, it set about finding a new site for Yorkshire's airport, by commissioning the Metra Consulting Group to conduct a study. A shortlist of four sites was drawn up:-

Elvington (Vale of York)

Church Fenton (East of Leeds)

Wintersett (Near Wakefield)

Balne Moor (Near Goole)

Elvington and Church Fenton were ruled out because the existing military airbases would have required new sites. Wintersett was also excluded since the probable environmental damage from airport construction and operation was considered too great. Metra identified Balne Moor as the prime site for Yorkshire's airport, whilst it took a dim view of LBA.

#### THE LBA SAGA (Cont)

In its 1972 report "An Airport for Yorkshire" Metra estimated the cost of a facility at Balne Moor at £12.5 million, whilst it suggested that Yeadon should close soon after the opening of the new airport. The report seemed to herald the death of Leeds Bradford, however September 1972 saw the Ministry of Defence object to the Balne Moor proposal since it would interfere with an RAF flight training zone. Yorkshire commercial aviation would therefore live or die at Leeds Bradford.

Bradford MDC (one of the constituent owners of LBA) was now impatient to see growth and thus submitted a planning application for the runway extension on 19 May 1975. The application was delayed however, until the release of the Governments White Paper on airport policy in 1978. Meanwhile Thomson Holidays introduced a series of I T packages to Spain in 1976 using Britannia's new Boeing 737-200 Adv capable of operating from LBA's runway. services were popular, however due to the constraints of Runway 15/33 weather affected flights often had to make intermediate stops for fuel whilst sorties to Tenerife always made a tech stop The White Paper urged that LBA should receive its outbound. runway extension whilst the Civil Aviation Authority indicated that there was demand for more international holiday and business The final application submitted by LBA's Joint Committee came at a time when services were threatened as airlines considered At the same time the CAA were equipment requiring longer runways. changing the rules concerning undershoot/overshoot areas which would have involved a reduction of operational runway length at The planning application was called in by the Secretary of State and a three month public enquiry ensued which gave the goahead for the extension to the runway and associated terminal works, providing a number of conditions were met, the most important of which was the night flying ban.

The recent history of LBA is more well known with an almost continuous conflict between Gordon Dennison and the vociferous LACAN pressure group. A slight relaxation of the restrictions did little to stimulate growth after another protracted public enquiry. Undaunted the airport continued to grow and the Joint Committee prepared to fight against the operating restrictions once more. A clever publicity campaign in the Yorkshire Post along with Gordon Dennison's regular appearances in the media brought the topic to widespread public attention. The general feeling was that Leeds City Council had finally come round to support the airport after years of betrayal unlike Bradford MDC that had always been enthusiastic about the benefits of airport development. However, the great unknown quantity in the issue was the stance of the Department of Environment that could force another public enquiry. In the event it did not. So why did the decision go in favour of Leeds Bradford?

#### THE LBA SAGA (Cont)

- 1. With the Government preparing to privatize the provincial airports currently owned by the local authorities the notion of LBA unable for night operations would have made it a no go for potential investors. In a free market situation, unequal bureaucratic restrictions are unjustifiable.
- 2. Undoubtedly the prime beneficiary of LBA's restricted growth has been Manchester airport. Now that the present infrastructure there is reaching capacity it only makes sense to spread air services to other airports such as Leeds Bradford. Manchester's second runway proposal is very controversial in the environmental aspect but also in terms of the possible influence on airport business outside the south east. Liverpool regards itself as Manchester's second runway alternative since many thousands of passengers from Speke's catchment are forced to use Ringway. In the same way Leeds Bradford given the ability to compete on a level playing-field could reclaim a fair proportion of the 2.5 million people that journey westwards for their flights. A continuation of the night curfew at LBA would have only increased the pressure for a second runway at Manchester.

It has taken twenty six years to get both a runway extension and twenty four hour availability restored. One can only dream of what LBA might have been today given a positive decision first time round. It is at this point that I feel bitter, however these thoughts are pushed aside as it is to an exciting future we can look forward to at Leeds Bradford Airport.

Mark Teale

WCLD NEWTON/WILLY HOWE FARM The Auster mentioned last month has not arrived yet, but its hangar is almost complete. Movements: - 5.8 G-AZBI D.150 f Dishforth t Foxholes, G-BAIW F.172M f&t Humberside. 6.8 G-BUJI T.61F f&t Beverley, G-MYPR Cyclone f Wombleton t Eshott, G-BJZN T.67A f&t Burton Constable, G-RUIA F.172N f North Coates n/s t North Coates 7.8. 7.8 G-ARCV 175A fåt Sandtoft, G-BJZN T.67A f Breighton t Burton Constable, G-AWXU F.15OJ fåt Fishburn. 9.8 G-OMMC M.20J f Teeside t Bourn. 10.8 G-SACU PA-28 fåt Sherburn, G-YTWO F.172M fåt Sherburn, G-SACU PA-28 f Sherburn t Sandtoft, G-RODD 310R f&t Marshland. 13.8 G-BUJI T.61F f&t Beverley, G-RUIA F.172N f North Coates n/s t North Coates 14.8, G-HTWD T.61F f&t Rufforth. 14.8 G-BFTL 172N f&t Teeside, G-SEXI 172M f&t Humberside, G-BHIC F.182Q f&t Leeds, G-SACT PA-28 f&t Sherburn. 16.8 G-BJZN T.67A fåt Burton Constable. 18.8 G-BARS DHC.1 fåt Kirkbymoorside, G-BCEO AA-5 fåt Teeside, G-AVRS GY.80 f&t Bagby. 19.8 G-BOKX PA-28 f Headcorn 2xn/s t Headcorn 21.8. 20.8 G-PIGS Rallye 150ST f&t Wombleton, N2929W PA-28-151 (28-7415457) f&t Denham, G-BUJI T.61F f&t Beverley, G-RUIA F.172N f North Coates n/s t North Coates 21.8, G-SACT PA-28 f&t Sherburn, G-ANRP/TW439 Auster 5 f&t Breighton. 21.8 G-AYRS D.120A o/s only f&t Breighton, G-BBNJ F.150L f&t Sherburn, G-BEZF AA-5 f&t Leeds, G-BFDL/454537 J.3C f/o only f&t Breighton, G-MTPV Thruster f&t Husthwaite, G-EMLK G.109B f&t Rufforth, N35685 172I (56907) f&t Sandtoft. 24.8 G-HULL F.150M f&t BeverLey. 25.8 G-BFXR D.112 f Breighton t Netherthorpe. 27.8 N35685 172I f&t Sandtoft. 28.8 G-AVBH PA-28 f&t Shipdham. 29.8 G-NNAC PA-18-135 f&t Bagby, G-BGBK PA-38 f&t Sandtoft, G-BFTL 172N f&t Teeside, G-BUZN 172H f Barton t Breighton, G-BGWO D.112 f&t Breighton. 30.8 G-MVZP Renegade fåt Full Sutton, G-BODU SF.25C fåt Rufforth, G-TSGJ PA-28 fåt Teeside. 31.8 G-AWKP DR.253 f&t Yeovil, G-BMSU 152 f&t Leeds, D-EKTO F.172G (0180) f Inverness 2xn/s t Humberside 2.9.



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