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FORTHCOMING MEETINGS -which are held at the YORKSHIRE AERO CLUB, on the south side of LEEDS/BRADFORD AIRPORT, by courtesy of Ms Jill Tushingham (MD) at 14.30 hrs.

SUNDAY, 3RD SEPT. Roger Fozzard - U.S.A. slides
SUNDAY, 1ST OCT. Manny Imperial - Airport Security
SUNDAY, 5TH NOV. A.G.M. and video
SUNDAY, 3RD DEC. Xmas Party

Please note- The Editorial Staff reserve the right to shorten or otherwise edit any article which is received for publication. The views and opinions expressed in members' articles are not necessarily those reflecting the policy and opinions of the Society and therefore should be read and accepted as such.

CHAIRMAN'S CHAT - One or two members are wondering why we are still having aircraft diverted to Manchester due to early morning mists. Although we have 24 hour operations the Cat III landing system is not yet complete. The I.L.S. part is installed and I believe one or two aircraft have been used to test this part of the system. The ground-lighting part of the installation is not yet complete. The system is required to be run by generators and, due to increased loading, new generators will have to be installed. It is hoped that all the above work will be completed and the system brought into use this coming autumn. This should enable the following aircraft to land in almost nil visibility - F100's, B757's, B737(400/500)'s, the Airbus family. Other aircraft i.e. SH360's, F50's, EMB120's will use CatII facilities.

On the brighter side, the L.B.A. reports a record month for July, with a total of 99,400 passengers using the airport (oh for a well-filled B747 diversion and we might have reached the magic 100,000 !!) However, this is a move in the right direction and we look forward to this figure being beat'n next year. By comparison, London Heathrow was just ahead with figures of 189,000 passengers in ONE DAY !! Still, we can dream on.

Now, back to earth with a bump, literally. Our Secretary, Adrian, whilst on a walking holiday put his Number 9 down a rabbit hole. He struggled (and hobbled) on with the rest of the holiday but on his return was diagnosed as having a ruptured Achilles tendon and is now in plaster for the next 10 weeks. I am sure you all join me in wishing Adrian a full and speedy recovery. (His phone contact over the next few weeks will be 0113 2580473 and not as stated on the heading).

Credits - Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick, Leslie Scheftsik, Geoff Lee, Jim Sinclair, Roger Fozzard

Leeds/Bradford Movements

July 1995

01 G-MONZ Airbus 320	0418	EC-FXP Boeing 737 300	0606
G-ELDG DC9	0700	EI-FKC Fokker 50	0854
G-JEAD Friendship	0930	G-BVTF Fokker 70	1001
G-ELDG DC9	1010	G-UKTE Fokker 50	1018
OO-DTN Brasilia	1041	XX456 Gazelle AH.1	1049
G-BVMY Short 360	1106	G-AWIT Cherokee 180D	1211
G-MONZ Airbus 320	1302	G-BIBW Cessna F172N	1317
G-UKTI Fokker 50	1323	G-ELDG DC9	1326
EC-FXP Boeing 737 300	1355	G-JEAD Friendship	1358
G-BVMY Short 360	1453	EI-PKD Fokker 50	1615
G-MANG BAe ATP	1632	G-MATZ Cherokee 140	1634
G-BSER Cherokee 160B	1736	G-KNAP Warrior II	1801
XX456 Gazelle AH.1	1808	G-MAJA Jetstream 41	1820
G-UKTE Fokker 50	1822	G-ELDG DC9	1925
G-JEAD Friendship	1927	G-ARIE Comanche	1937
G-MONZ Airbus 320	1941	EC-FXA DC9 83	2024
EC-FXP Boeing 737 300	2145	G-ELDG DC9	2152
G-BMAC DC9	2239		
02 G-MONZ Airbus 320	0600	LZ-MIL TU 154	0729
G-FMSG Cessna FA150K	0900	EI-PKF Fokker 50	0904
EC-FXP Boeing 737 300	0930	G-ELDG DC9	0932
G-UMMI Navajo	0942	G-ELDH DC9	1009
G-ELDI DC9	1100	G-ELDG DC9	1231
G-JEAD Friendship	1258	G-BGZW Tomahawk	1352
OO-DTO Brasilia	1440	G-UKTE Fokker 50	1442
G-JEAD Friendship	1507	G-BJYD Cessna F152	1519
G-BSER Cherokee 160B	1534	G-UKTI Fokker 50	1541
G-BVMY Short 360	1614	G-BVTF Fokker 70	1701
G-JEAD Friendship	1716	G-GCAT Cherokee 140B	1804
G-BVJD Fokker 100	1839	EI-PKD Fokker 50	1919
OO-DTJ Brasilia	2001	G-BVMY Short 360	2003
G-UKTE Fokker 50	2030	G-UMMI Navajo	2037
G-JEAD Friendship	2039	G-MONZ Airbus 320	2045
G-UKTI Fokker 50	2054	G-MAUD BAe ATP	2142
G-BVJD Fokker 100	2225	G-AWTA Cessna E310N	2343
03 G-MONZ Airbus 320	0404	G-BNOJ Warrior II	0820
EI-PKC Fokker 50	0902	G-RMCT Short 360	0914
VR-CPR Cessna 421C	0918	G-BVJD Fokker 100	0929
G-MAUD BAe ATP	0932	G-JEAD Friendship	0937
G-BEVG Seneca	0946	G-UKTI Fokker 50	1041
OO-DTO Brasilia	1047	G-UKTE Fokker 50	1056
G-BVMY Short 360	1108	G-BVJD Fokker 100	1226
G-DNCS Turbo Arrow III	1248	G-MONZ Airbus 320	1310
G-MAUD BAe ATP	1342	G-JEAD Friendship	1405
OO-MTD Brasilia	1443	G-UKTI Fokker 50	1502

G-BVJD Fokker 100	1518	XZ322 Gazelle AH.1	1518
EI-FKD Fokker 50	1615	G-BVMY Short 360	1642
G-MAUD Bae ATP	1648	G-UKTE Fokker 50	1653
G-RMCT Short 360	1656	G-JEAD Friendship	1729
G-BVJC Fokker 100	1813	EI-FKB Fokker 50	1921
G-MAUD Bae ATP	1948	G-BVMX Short 360	1950
OO-DTO Brasilia	2010	G-RMCT Short 360	2013
G-JEAD Friendship	2039	G-UKTI Fokker 50	2050
G-UKTE Fokker 50	2055	G-BVJC Fokker 100	2116
G-BEJE HS 748	2131		
04 G-MONZ Airbus 320	0039	G-BLZT Short 360	0408
EI-FKF Fokker 50	0846	G-BLZT Short 360	0917
9H-ACS Boeing 737 300	0922	G-FANL Cessna FR172K	0928
G-MAUD Bae ATP	0930	G-JEAD Friendship	0937
G-UKTI Fokker 50	1032	OO-MTD Brasilia	1034
G-UKTE Fokker 50	1104	G-BVMX Short 360	1110
C-GTSN Boeing 757	1156	EC-FVJ Boeing 737 300	1219
G-BVJC Fokker 100	1228	G-BRRN Warrior II	1229
G-BJYD Cessna F152	1253	G-MAUD Bae ATP	1349
XV215 Hercules C.1P	1355 1842	G-JEAD Friendship	1357
G-UKTI Fokker 50	1444	OO-DTK Brasilia	1452
G-BVJC Fokker 100	1513	EI-FKB Fokker 50	1611
G-BTFX JetRanger	1617	G-BVMX Short 360	1644
G-AVSA Cherokee 180	1647	G-UKTE Fokker 50	1648
G-MAUD Bae ATP	1649	G-BLZT Short 360	1658
G-JEAD Friendship	1738	G-BVJC Fokker 100	1818
G-BKUE TB9 Tampico	1913	G-AZWS Arrow	1918
EI-FKC Fokker 50	1921	G-MAUD Bae ATP	1950
G-BVMY Short 360	1956	OO-MTD Brasilia	2007
G-BLZT Short 360	2008	G-UKTE Fokker 50	2043
G-JEAD Friendship	2045	G-UKTI Fokker 50	2100
G-MONZ Airbus 320	2123	G-BEJE HS 748	2133
G-MAUD Bae ATP	2257		
05 G-MONZ Airbus 320	0538	OE-GAA Citation V	0816 1045
G-BEAC Cherokee 140	0839	EI-FKC Fokker 50	0851
G-BLZT Short 360	0924	G-MAUD Bae ATP	0926
G-BVJC Fokker 100	0929	G-JEAD Friendship	0940
G-UKTE Fokker 50	0956	G-BVMY Short 360	1100
G-UKTI Fokker 50	1106	OO-DTK Brasilia	1129
G-BVJC Fokker 100	1224	G-BJYD Cessna F152	1251
G-MAUD Bae ATP	1349	G-JEAD Friendship	1400
G-BEYV Cessna T210M	1414	OO-DTJ Brasilia	1449
G-UKTE Fokker 50	1504	G-BVJC Fokker 100	1531
EI-FKD Fokker 50	1554	G-BSBW JetRanger	1609
G-HALC Arrow	1623	G-BVMY Short 360	1633
G-UKTI Fokker 50	1640	G-MAUD Bae ATP	1657
G-BLZT Short 360	1707	G-JEAD Friendship	1738
G-MONZ Airbus 320	1753	G-BVJC Fokker 100	1819
G-BGIB Cessna 152	1844	G-OCFR Lear Jet 35	1905
G-HCTL Navajo	1907	EI-FKD Fokker 50	1913
G-BMUD Cessna 182P	1920	G-BVMX Short 360	1948
G-MAUD Bae ATP	1956	OO-DTK Brasilia	2002
G-BLZT Short 360	2017	G-JEAD Friendship	2040

G-BVJC Fokker 100	2119	G-UKTI Fokker 50	2130
G-BEJD HS 748	2139	EC-FVJ Boeing 737 300	2244
G-BBGB Aztec	2354		
06 G-MONZ Airbus 320	0347	I-MPIZ Beechjet 400	0836
EI-FKD Fokker 50	0850	G-BLZT Short 360	0923
G-BMPC Archer II	0924	OY-BEB King Air C90	0927
G-MAUD BAe ATP	0930	G-BVJC Fokker 100	0934
G-JEAD Friendship	0938	G-BHIN Cessna F152	1006
G-UKTI Fokker 50	1015	G-BVMX Short 360	1042
OO-DTJ Brasilia	1047	G-UKTE Fokker 50	1100
G-MONZ Airbus 320	1218	G-BVJC Fokker 100	1225
G-BBPX Seneca	1313	G-MAUD BAe ATP	1340
G-JEAD Friendship	1403	G-OOAC Airbus 320	1418
F-GEQM MU-2 Marquise	1432	G-UKTI Fokker 50	1437
OO-DTH Brasilia	1507	G-BVJC Fokker 100	1516
EI-FKB Fokker 50	1551	G-SACD Cadet	1553
G-BVMX Short 360	1625	G-MAUD BAe ATP	1648
G-UKTE Fokker 50	1653	G-BLZT Short 360	1706
G-JEAD Friendship	1735	G-OSAL Cessna 421C	1749
G-BSBW JetRanger	1819	EC-FVJ Boeing 737 300	1836
G-BVJC Fokker 100	1840	EI-FKB Fokker 50	1915
G-BVMY Short 360	1952	G-MAUD BAe ATP	1955
OO-DTJ Brasilia	2001	G-BLZT Short 360	2021
G-JEAD Friendship	2038	G-UKTE Fokker 50	2052
G-UKTI Fokker 50	2101	G-BEJD HS 748	2129
G-BVJC Fokker 100	2132		
07 EC-FYF Boeing 737 300	0132	G-MONZ Airbus 320	0244
EI-FKB Fokker 50	0903	G-BLZT Short 360	0910
G-MAUD BAe ATP	0917	G-BVJC Fokker 100	0921
G-JEAD Friendship	0932	G-UKTI Fokker 50	1008
G-BVMY Short 360	1047	G-UKTE Fokker 50	1100
OO-DTH Brasilia	1109	G-BVJC Fokker 100	1219
G-BRRN Warrior II	1225	G-SFHR Aztec	1301
G-MAUD BAe ATP	1335	G-JEAD Friendship	1400
G-LIDE Navajo	1403	G-UKTG Fokker 50	1438
OO-MTD Brasilia	1458	G-BVJC Fokker 100	1522
G-AIJT Auster J/4 100	1528	EI-FKD Fokker 50	1601
G-BJYD Cessna F152	1606	G-BVMY Short 360	1635
G-UKTE Fokker 50	1647	G-MAUD BAe ATP	1656
G-BLZT Short 360	1709	G-JEAD Friendship	1736
G-BVJC Fokker 100	1824	G-KKDL TB20 Trinidad	1832
EI-FKD Fokker 50	1918	G-BVMX Short 360	1936
G-MAUD BAe ATP	1952	G-BLZT Short 360	2015
OO-DTI Brasilia	2025	G-JEAD Friendship	2045
G-MONZ Airbus 320	2049	G-UKTE Fokker 50	2052
G-UKTG Fokker 50	2113	G-BVTE Fokker 70	2123
G-BVJC Fokker 100	2129	G-BVOV HS 748	2135
EC-FYF Boeing 737 300	2158	G-BMAC DC9	2211
08 G-MONZ Airbus 320	0408	EC-FYF Boeing 737 300	0445
EI-FKD Fokker 50	0900	G-JEAD Friendship	0934
G-BMAC DC9	0936	G-BVTE Fokker 70	0950
G-UKTG Fokker 50	1004	G-AMPZ DC3 Dakota	1019

00-MTD Brasilia	1039	G-BVMX Short 360	1056
G-BMAC DC9	1235	G-MONZ Airbus 320	1245
G-UKTE Fokker 50	1325	EC-FYF Boeing 737 300	1403
G-JEAD Friendship	1406	G-BVMX Short 360	1439
G-MANA BAe ATP	1552	EI-FKB Fokker 50	1618
G-BMAC DC9	1622	G-BOAB Concorde	1658 1215(09)
G-HART Cessna 152	1703	G-MAJA Jetstream 41	1749
G-TAXI Aztec	1801	G-UKTG Fokker 50	1815
G-MONZ Airbus 320	1923	G-BMAC DC9	1924
G-MANM BAe ATP	1927	G-JEAD Friendship	1930
N77FK Gulfstream III	2021	EC-FYF Boeing 737 300	2104
EC-FTU DC9 83	2114	G-BMAH DC9	2131
09 G-MONZ Airbus 320	0542	EC-FJR Boeing 737 300	0712
LZ-MIR TU 154	0736	EI-FKC Fokker 50	0858
G-BMAC DC9	0939	G-ELDI DC9	1013
G-BNOE Warrior II	1016	G-HART Cessna 152	1038
G-BSDL TB10 Tobago	1119	N797HG PA46 Mallbu	1158
G-BMAC DC9	1231	G-JEAD Friendship	1303
G-BOAB Concorde	1336	G-UKTE Fokker 50	1449
OO-DTH Brasilia	1453	G-JEAD Friendship	1513
G-UKTG Fokker 50	1526	G-BVMX Short 360	1558
G-BVTE Fokker 70	1619	G-AIJT Auster J/4 100	1647
G-JEAD Friendship	1721	G-BVJC Fokker 100	1814
G-BBEV Cherokee 140	1853	G-BTDK Cessna 421C	1856
EI-FKC Fokker 50	1913	G-BSBW JetRanger	1915
G-BTIS Twin Squirrel	1921	G-BSER Cherokee 160B	1925
G-UKTE Fokker 50	1954	OO-DTJ Brasilia	2010
G-BVMX Short 360	2033	G-JEAD Friendship	2039
G-MONZ Airbus 320	2048	G-UKTG Fokker 50	2058
G-BVJC Fokker 100	2132	G-MAUD BAe ATP	2142
10 G-MONZ Airbus 320	0354	EI-FKB Fokker 50	0900
G-BDUN Seneca	0916	G-BVJC Fokker 100	0922
G-BLZT Short 360	0925	G-MAUD BAe ATP	0930
G-JEAD Friendship	0935	G-BPLH Seneca	0953
G-UKTE Fokker 50	1000	G-BSER Cherokee 160B	1015
G-THSL Arrow III	1022	OO-DTH Brasilia	1040
G-BOGM Turbo Arrow IV	1044	G-BVMY Short 360	1052
G-UKTG Fokker 50	1055	G-BVJC Fokker 100	1223
G-BHRB Cessna F152	1255	G-JEAD Friendship	1409
G-MAUD BAe ATP	1432	G-UKTE Fokker 50	1451
G-BVJC Fokker 100	1522	OO-DTO Brasilia	1558
EI-FKB Fokker 50	1607	G-BVMY Short 360	1645
G-UKTG Fokker 50	1656	G-BLZT Short 360	1713
G-JEAD Friendship	1737	G-BVJC Fokker 100	1823
G-OZBA Airbus 320	1827	G-BSER Cherokee 160B	1838
EI-FKB Fokker 50	1926	G-MONB Boeing 757	1930
G-BVMX Short 360	1942	F-GETJ King Air E90	1955
G-MAUD BAe ATP	2001	OO-DTJ Brasilia	2003
G-BLZT Short 360	2020	G-JEAD Friendship	2048
G-UKTG Fokker 50	2051	G-DAAL HS 748	2115
G-BVJC Fokker 100	2120	G-UKTE Fokker 50	2132

11 G-OZBA Airbus 320	0441	OO-MTD Brasilia	1050
G-UKTE Fokker 50	1200	G-BTDK Cessna 421C	1204
EC-FKJ Boeing 737 300	1208	C-GTSN Boeing 757	1228
G-UKTG Fokker 50	1253	G-ODIL JetRanger	1258
G-BLZT Short 360	1301	G-BVKD Boeing 737 500	1309
OO-DTK Brasilia	1445	G-GFRY LongRanger	1512
G-BTPY JetRanger	1512	G-RAMI JetRanger	1512
G-BVJC Fokker 100	1519	EI-FKF Fokker 50	1610
G-BVMY Short 360	1639	G-UKTE Fokker 50	1652
N917W Gulfstream IV	1659	G-JEAD Friendship	1703
G-BLZT Short 360	1715	G-BNMW Short 360	1814
G-BVJC Fokker 100	1818	G-FLTY Bandeirante	1918
EI-FKF Fokker 50	1919	G-BVMX Short 360	1945
G-OZBA Airbus 320	1952	OO-MTD Brasilia	2012
G-BLZT Short 360	2015	G-UKTE Fokker 50	2044
G-JEAD Friendship	2058	G-BEJD HS 748	2115
G-BNMW Short 360	2122	G-BVJC Fokker 100	2129
G-UKTG Fokker 50	2204		
12 G-MANL Bae ATP	0009	G-MONZ Airbus 320	0830
EI-FKF Fokker 50	0914	G-BVJC Fokker 100	0929
G-BLZT Short 360	0931	G-JEAD Friendship	0933
G-MANL Bae ATP	0938	OO-DTK Brasilia	1020
G-UKTG Fokker 50	1031	G-UKTE Fokker 50	1047
G-BVMY Short 360	1054	G-SHIV GA7 Cougar	1154
G-BVJC Fokker 100	1225	N4081J Cessna 150G	1312
G-MANL Bae ATP	1344	D-CFCF Lear Jet 35A	1353
G-JEAD Friendship	1403	G-UKTG Fokker 50	1440
N1224S Cessna 425	1501	OO-DTJ Brasilia	1505
G-BVJC Fokker 100	1525	EI-FKE Fokker 50	1602
G-BVMY Short 360	1630	G-UKTE Fokker 50	1650
G-BLZT Short 360	1715	G-BVJC Fokker 100	1814
G-MONZ Airbus 320	1903	PH-JXM Fokker 50	1930
G-BVMX Short 360	1947	G-MANL Bae ATP	1958
OO-DTK Brasilia	2009	G-BLZT Short 360	2010
G-JEAD Friendship	2038	G-UKTG Fokker 50	2042
G-UKTE Fokker 50	2054	G-BVJB Fokker 100	2118
G-BIUUV HS 748	2158	EC-FVJ Boeing 737 300	2246
13 G-MONZ Airbus 320	0459	OY-JRO King Air B90	0830
PH-JXM Fokker 50	0854	G-BLZT Short 360	0921
G-MANL Bae ATP	0927	G-JEAD Friendship	0931
G-UKTE Fokker 50	0948	G-BVJB Fokker 100	0951
G-TAMI GA7 Cougar	1006	VR-CPR Cessna 421C	1019
OO-DTJ Brasilia	1034	G-BVMY Short 360	1052
G-UKTG Fokker 50	1054	G-MONZ Airbus 320	1231
G-BVJB Fokker 100	1253	G-AWFJ Arrow	1321
G-MANL Bae ATP	1339	G-JEAD Friendship	1401
G-OOAC Airbus 320	1406	G-UKTE Fokker 50	1450
OO-DTH Brasilia	1459	G-BVJB Fokker 100	1558
EI-FKD Fokker 50	1600	G-BVMY Short 360	1627
G-UKTG Fokker 50	1657	G-BSBW JetRanger	1659
G-BLZT Short 360	1710	G-JEAD Friendship	1732
G-BEAG Seneca	1807	G-BVJB Fokker 100	1841
G-LACB Warrior II	1846	EC-FVJ Boeing 737 300	1924

EI-FKD Fokker 50	1929	G-BVMX Short 360	1948
G-MANL BAe ATP	2001	OO-DTJ Brasilia	2007
G-BLZT Short 360	2025	G-JEAD Friendship	2043
G-UKTE Fokker 50	2048	G-UKTG Fokker 50	2051
G-BEJD HS 748	2121	G-BVKA Boeing 737 500	2130
14 G-BLZT Short 360	0201	G-ASVO HPR7 Herald	DIV 0209
EC-FVJ Boeing 737 300	0216	G-BNFB Short 360	DIV 0221
G-OLAH Short 360	DIV 0246	G-MONZ Airbus 320	0253
EI-FKF Fokker 50	0901	G-MANL BAe ATP	0930
G-BVKA Boeing 737 500	0937	G-JEAD Friendship	0941
G-WACJ Duchess	0944	OO-DTH Brasilia	1046
G-UKTE Fokker 50	1052	G-BVMY Short 360	1054
G-UKTG Fokker 50	1103	G-SHIV GA7 Couqar	1145
G-BOKA PA-28 Dakota	1203	G-BVKA Boeing 737 500	1243
G-BLZT Short 360	1346	G-MANL BAe ATP	1349
G-JEAD Friendship	1404	OO-MTD Brasilia	1452
G-UKTG Fokker 50	1455	G-BGBR Cessna F172N	1427
G-BVKA Boeing 737 500	1555	EI-FKF Fokker 50	1606
G-BVMY Short 360	1642	G-UKTE Fokker 50	1651
G-BLZT Short 360	1711	VR-CPR Cessna 421C	1722
G-JEAD Friendship	1737	G-BBGI Fuji 200	1757
G-PASC Bolkow 105DBS4	1802	G-BVZH Boeing 737 500	1851
EI-FKF Fokker 50	1934	OO-DTH Brasilia	1952
G-MANL BAe ATP	1955	G-BVMX Short 360	2000
G-BLZT Short 360	2021	G-UKTE Fokker 50	2051
G-JEAD Friendship	2053	G-UKTG Fokker 50	2057
G-BVKA Boeing 737 500	2129	G-BEJD HS 748	2135
G-BVTF Fokker 70	2139	EC-FVJ Boeing 737 300	2142
G-MONZ Airbus 320	2144	G-BMAC DC9	2208
15 G-BMDY GA7 Couqar	0150	G-MONZ Airbus 320	0449
EC-FVJ Boeing 737 300	0459	EI-FKD Fokker 50	0857
G-JEAD Friendship	0930	G-BMAC DC9	0937
G-BVTF Fokker 70	0958	G-UKTG Fokker 50	1013
OO-MTD Brasilia	1028	G-BVMY Short 360	1115
G-BEYV Cessna T210M	1128	XW911 Gazelle AH.1	1215 1247
G-BMAC DC9	1244	G-MONZ Airbus 320	1257
G-UKTE Fokker 50	1335	EC-FVJ Boeing 737 300	1350
G-JEAD Friendship	1402	G-BVMY Short 360	1438
EI-FKF Fokker 50	1616	G-BUUP BAe ATP	1620
G-BMAC DC9	1646	G-OLAH Short 360	1735
G-MAJA Jetstream 41	1745	G-UKTG Fokker 50	1854
G-NEWR Navajo	1918	G-BMAC DC9	1927
G-JEAD Friendship	1933	G-MONZ Airbus 320	1946
G-BGBR Cessna F172N	2016	EC-FVJ Boeing 737 300	2103
G-BMAH DC9	2137	G-TAXI Aztec	2150
EC-FZC DC9 83	2257		
16 G-MONZ Airbus 320	0608	LZ-MIL TU 154M	0653
EC-FVJ Boeing 737 300	0850	EI-FKD Fokker 50	0854
G-BMAC DC9	0929	G-BRBX Archer II	1004
G-ELDG DC9	1011	G-BMAC DC9	1233
G-JEAD Friendship	1258	G-AVIB Cessna F150G	1327
G-UKTE Fokker 50	1438	OO-DTH Brasilia	1452

G-JEAH Friendship	1511	G-UKTG Fokker 50	1522
G-BVMY Short 360	1600	G-BVTF Fokker 70	1649
G-JEAD Friendship	1718	G-BCEO AAS Traveler	1831
G-BVJA Fokker 100	1834	G-BGBR Cessna F172N	1852
G-NEWR Navajo	1903	G-UKTE Fokker 50	1933
EI-FKB Fokker 50	1935	OO-DTI Brasilia	1950
G-BVMY Short 360	2024	G-JEAD Friendship	2049
G-UKTG Fokker 50	2058	G-MONZ Airbus 320	2106
G-BVJD Fokker 100	2125	G-MAUD BAe ATP	2128
17 G-MONZ Airbus 320	0349	G-BEVG Seneca	0818
EI-FKE Fokker 50	0856	G-GAYL Lear Jet 35	0902
G-OLAH Short 360	0919	G-BVJD Fokker 100	0921
G-MAUD BAe ATP	0930	G-JEAD Friendship	0934
G-UKTG Fokker 50	0959	G-BNZN Cessna T210N	1019
G-BSBW JetRanger	1024	G-PETR Cherokee 140	1027
G-BEJV Seneca	1036	G-DFLT Cessna 406	1040
G-BVMX Short 360	1045	G-UKTE Fokker 50	1056
OO-DTH Brasilia	1125	G-BVJD Fokker 100	1226
G-BMDY GA7 Cougar	1237	G-SHIV GA7 Cougar	1251
G-MONZ Airbus 320	1314	G-MAUD BAe ATP	1350
G-DFLT Cessna 406	1357	G-JEAD Friendship	1406
G-UKTG Fokker 50	1435	G-BVJD Fokker 100	1517
OO-DTK Brasilia	1526	EI-FKE Fokker 50	1611
N2673D Cessna 340	1617 1840	G-BVMX Short 360	1631
G-UKTE Fokker 50	1650	N2022B American Blimp	1657
G-OLAH Short 360	1701	EI-CIQ ATR 42	1722 1753
G-JEAD Friendship	1738	G-BVJD Fokker 100	1814
OY-JRO King Air B90	1905 2238	EI-FKE Fokker 50	1912
G-BVMY Short 360	1935	G-DFLT Cessna 406	1938
G-MAUD BAe ATP	1947	G-BEVG Seneca	1959
OO-DTI Brasilia	2009	G-OLAH Short 360	2012
G-JEAD Friendship	2039	EI-CIQ ATR 42	2103 2136
G-UKTE Fokker 50	2107	G-OBMX Boeing 737 500	2124
G-BIUW HS 748	2128	OY-CPW Citation	2211
G-DFLT Cessna 406	2231	G-UKTF Fokker 50	2235
18 G-MONZ Airbus 320	0032	HB-VFS Lear Jet 36	0156 1310
G-OLAH Short 360	0319	OY-JRO King Air B90	0419
G-DFLT Cessna 406	0807	G-ROWN King Air 200	0812
EI-FKD Fokker 50	0853	G-BPON Seneca	0920
G-MAUD BAe ATP	0935	G-OBMX Boeing 737 500	0937
G-JEAD Friendship	0941	G-OLAH Short 360	0943
9H-ABR Boeing 737 300	0946	G-DACC Cessna 401B	0950
G-UKTF Fokker 50	1009	OO-DTK Brasilia	1050
G-BVMX Short 360	1100	G-UKTE Fokker 50	1104
EC-FKJ Boeing 737 300	1200	C-GTSJ Boeing 757	1207
G-AZOL Seneca	1221	G-OBMX Boeing 737 500	1236
G-MAUD BAe ATP	1348	G-JEAD Friendship	1359
G-UKTF Fokker 50	1438	OO-MTD Brasilia	1507
G-OBMX Boeing 737 500	1533	EI-FKC Fokker 50	1547
G-BHBZ P68 Victor	1607	G-BVMX Short 360	1632
G-UKTE Fokker 50	1658	G-OLAH Short 360	1703
G-BSBW JetRanger	1738	G-TSAR Baron	1742
G-JEAD Friendship	1751	G-OBMX Boeing 737 500	1822

EI-FKC Fokker 50	1911	G-TAXI Aztec	1919
G-MONZ Airbus 320	1954	G-BVMY Short 360	1958
G-MAUD BAe ATP	2000	OO-DTK Brasilia	2008
G-OLAH Short 360	2018	G-JEAD Friendship	2041
G-UKTE Fokker 50	2058	G-UKTF Fokker 50	2100
G-OBMX Boeing 737 500	2123	G-BEJD HS 748	2135
19 G-RMCT Short 360	0218	G-MONZ Airbus 320	0422
EI-FKC Fokker 50	0853	G-RMCT Short 360	0919
G-OBMX Boeing 737 500	0924	G-MAUD BAe ATP	0928
G-JEAD Friendship	0938	G-BNZN Cessna T210N	0940
G-UKTE Fokker 50	1018	G-BRSE Warrior II	1020
G-SHIV GA7 Cougar	1038	OO-DTN Brasilia	1046
G-BVMY Short 360	1050	G-BUJI T61 Venture	1057
G-UKTF Fokker 50	1105	G-RMCT Short 360	1157
G-BSDO Cessna 152	1206	G-OBMX Boeing 737 500	1223
G-AWFK Arrow	1244	G-SUZN Warrior II	1259
ZE700 BAe 146 CC.2	1313	G-BNNO Warrior II	1332
G-MAUD BAe ATP	1357	G-JEAD Friendship	1410
G-UKTE Fokker 50	1447	OO-DTI Brasilia	1501
G-OBMX Boeing 737 500	1510	G-CHTA AA5A Cheetah	1530
G-BGKY Tomahawk	1540	EI-FKD Fokker 50	1559
G-BVMY Short 360	1639	G-UKTF Fokker 50	1654
G-RMCT Short 360	1706	G-MONZ Airbus 320	1718
G-JEAD Friendship	1735	G-BHBZ P68 Victor	1755
G-OBMX Boeing 737 500	1809	EI-FKD Fokker 50	1923
G-BVMX Short 360	1940	G-MAUD BAe ATP	1959
OO-MTD Brasilia	2009	G-RMCT Short 360	2012
G-JEAD Friendship	2044	G-UKTF Fokker 50	2050
G-UKTE Fokker 50	2053	G-BEJD HS 748	2122
G-BVJD Fokker 100	2128	D-IOAA Cessna 421C	2226 2246
EC-FVJ Boeing 737 300	2243		
20 G-MONZ Airbus 320	0352	G-TVMM Cessna 310Q	0826
EI-CLH BAe 146	0853	G-RMCT Short 360	0915
G-MAUD BAe ATP	0925	G-BVJD Fokker 100	0929
G-JEAD Friendship	0934	VR-CCT King Air C90	0935 1449
ZG846 Islander AL.1	1007	OO-DTI Brasilia	1024
G-UKTE Fokker 50	1028	G-BVMY Short 360	1048
G-UKTF Fokker 50	1059	G-TSAM BAe 125 800B	1129
G-BVJD Fokker 100	1223	F-BUQP Corvette	1224
G-MONZ Airbus 320	1229	ZE702 BAe 146 CC.2	1250
G-MAUD BAe ATP	1344	G-JEAD Friendship	1357
G-OOAD Airbus 320	1406	G-BNOE Warrior II	1420
G-UKTE Fokker 50	1441	G-MPCD Airbus 320	1454
OO-DTH Brasilia	1513	G-BVJD Fokker 100	1521
PH-JXM Fokker 50	1602	G-BUJI T61 Venture	1626
G-BVMY Short 360	1629	G-UKTF Fokker 50	1650
G-TSAM BAe 125 800B	1656	G-RMCT Short 360	1704
G-JEAD Friendship	1800	G-ICFR BAe 125 800A	1827
G-BVJD Fokker 50	1828	EC-FVJ Boeing 737 300	1838
G-ELDH DC9	1906	G-BIZJ Cessna 152	1928
G-BVMX Short 360	1946	G-BCEO AA5 Traveler	1958
OO-DTJ Brasilia	2000	G-RMCT Short 360	2019
G-ONAV Navajo	2025 1759(21)	G-UKTF Fokker 50	2052

	G-JEAD Friendship	2100	G-UKTE Fokker 50	2105
	EI-CDH Boeiinq 737 500	2113	G-BVJD Fokker 100	2130
	G-DAAL HS 748	2139		
21	EC-FJZ Boeiinq 737 300	0155	G-MPCD Airbus 320	0426
	EI-CDH Boeiinq 737 500	0841	G-RMCT Short 360	0916
	G-BVJD Fokker 100	0930	G-MAUD BAe ATP	0937
	G-JEAD Friendship	0938	G-UKTE Fokker 50	1000
	G-BHOR Warrior II	1006	VR-CDM Citation	1017 1359
	G-BVMY Short 360	1040	OO-DTH Brasilia	1050
	G-BHRC Warrior II	1054 1157	G-SHIV GA7 Couqar	1109
	G-UKTF Fokker 50	1121	G-BVJD Fokker 100	1234
	G-BMPC Archer II	1348	G-MAUD BAe ATP	1351
	G-JEAD Friendship	1357	G-UKTE Fokker 50	1444
	OO-MTD Brasilia	1509	G-BVZE Boeiinq 737 500	1519
	EI-FKD Fokker 50	1558	G-BSSE Cherokee 140	1616
	G-BVMY Short 360	1626	LX-GHL Cessna TR182RG	1649 1752
	G-UKTF Fokker 50	1655	G-BFFE Cessna 152	1658
	G-RMCT Short 360	1710	G-JEAD Friendship	1745
	G-BVJD Fokker 100	1815	EI-FKD Fokker 50	1917
	G-BOXY Archer II	1935	G-MAUD BAe ATP	1953
	OO-DTH Brasilia	1957	G-BVMX Short 360	2005
	G-RMCT Short 360	2018	G-BSBW JetRanger	2022
	G-JEAD Friendship	2045	G-MPCD Airbus 320	2052
	G-UKTF Fokker 50	2100	G-UKTE Fokker 50	2108
	EC-FJZ Boeiinq 737 300	2121	G-BEJD HS 748	2129
	G-BVTE Fokker 70	2138	G-BMAC DC9	2143
22	G-MPCD Airbus 320	0403	EC-FJZ Boeiinq 737 300	0433
	G-OGAT King Air 200	0748	EI-FKD Fokker 50	0858
	G-BMAC DC9	0927	G-JEAD Friendship	0929
	G-BVTE Fokker 70	1005	G-BSBW JetRanger	1030
	G-BMAH DC9	1031	OO-DTI Brasilia	1037
	G-LIZI Cherokee 160	1053	G-BVMY Short 360	1113
	G-UKTC Fokker 50	1115	G-SMJJ Cessna 414	1147
	G-BMAC DC9	1218	G-MPCD Airbus 320	1249
	G-BRKH PA-28 Dakota	1315	G-UKTE Fokker 50	1327
	G-UKTB Fokker 50	1335	G-JEAD Friendship	1354
	G-TSAR Baron	1412	G-EMMS Tomahawk	1434
	EC-FJZ Boeiinq 737 300	1448	G-BVMY Short 360	1451
	G-MANF BAe ATP	1609	EI-FKD Fokker 50	1618
	G-BMAC DC9	1630	G-MAJA Jetstream 41	1748
	G-BRKH PA-28 Dakota	1811	G-OGAT King Air 200	1916
	G-AXOR Cherokee 180D	1920	G-JEAD Friendship	1931
	G-MPCD Airbus 320	1934	G-BMAC DC9	1935
	G-UKTC Fokker 50	2003	EC-FTT DC9 83	2052
	EC-FJZ Boeiinq 737 300	2121	G-BSBW JetRanger	2135
	G-BMAH DC9	2138		
23	G-MPCD Airbus 320	0603	LZ-MIR TU 154M	0706
	EC-FKC Boeiinq 737 300	0820	EI-FKD Fokker 50	0856
	G-BMAC DC9	0916	G-ELDH DC9	1009
	G-BMAC DC9	1221	G-JEAD Friendship	1252
	OO-DTI Brasilia	1449	G-UKTB Fokker 50	1452
	G-JEAD Friendship	1504	G-UKTC Fokker 50	1520

G-BBZN Fuji FA200	1541	G-BVMY Short 360	1604
G-BVTE Fokker 70	1613	G-BSER Cherokee 160	1643
G-JEAD Friendship	1720	G-TAXI Aztec	1736
G-BVJD Fokker 100	1819	PH-JXM Fokker 50	1924
G-BTZP TB9 Tampico	1926	G-UKTC Fokker 50	1943
G-BVMX Short 360	1959	OO-DTJ Brasilia	2005
G-JEAD Friendship	2037	G-MPCD Airbus 320	2045
G-BVJD Fokker 100	2120	G-MANL BAe ATP	2130
24 G-MPCD Airbus 320	0348	G-SHIV GA7 Cougar	0805
G-BDUN Seneca	0833	G-AVYM Cherokee 180	0859
EI-FKB Fokker 50	0915	G-RMCT Short 360	0919
G-MANL BAe ATP	0925	G-JEAD Friendship	0937
G-BVJD Fokker 100	0944	G-UKTB Fokker 50	0955
OO-DTI Brasilia	1033	G-BVMY Short 360	1050
G-UKTC Fokker 50	1103	G-BVJD Fokker 100	1237
G-MPCD Airbus 320	1258	G-MANL BAe ATP	1356
G-JEAD Friendship	1403	G-UKTE Fokker 50	1435
OO-DTL Brasilia	1453	G-NEEL Rotorway Exec.90	1522
G-BVJD Fokker 100	1524	EI-PKF Fokker 50	1558
G-BVMY Short 360	1628	G-UKTC Fokker 50	1658
G-RMCT Short 360	1705	G-JEAD Friendship	1733
G-BVJD Fokker 100	1829	EI-FKE Fokker 50	1924
G-BVMX Short 360	1947	G-MANL BAe ATP	1955
OO-DTI Brasilia	1957	G-RMCT Short 360	2013
G-OCFR Lear Jet 35	2026 2205	G-JEAD Friendship	2042
G-UKTE Fokker 50	2050	G-BIUV HS 748	2110
G-BVJD Fokker 100	2128	G-UKTC Fokker 50	2309
25 G-MPCD Airbus 320	0014	EI-FKE Fokker 50	0857
9H-ACS Boeing 737 300	0912	G-RMCT Short 360	0921
G-MANL BAe ATP	0924	G-JEAD Friendship	0929
G-BVJD Fokker 100	0932	G-UKTE Fokker 50	1001
OO-DTN Brasilia	1032	G-BVMY Short 360	1100
G-UKTC Fokker 50	1104	G-BSDO Cessna 152	1118
EC-FKJ Boeing 737 300	1147	G-SHIV GA7 Cougar	1227
G-BVJD Fokker 100	1232	G-OPIC Cessna 152	1238
C-GTSJ Boeing 757	1245	G-BKAZ Cessna 152	1324
G-MANL BAe ATP	1338	G-JEAD Friendship	1359
G-UKTE Fokker 50	1444	G-BGZW Tomahawk	1449
OO-MTD Brasilia	1452	G-BVJD Fokker 100	1524
EI-FKD Fokker 50	1555	G-BVMY Short 360	1631
G-UKTC Fokker 50	1649	G-RMCT Short 360	1718
G-JEAD Friendship	1738	G-BVJD Fokker 100	1827
G-BHSU Cessna 152	1835	EI-PKD Fokker 50	1922
G-MPCD Airbus 320	1945	G-BVMX Short 360	1946
G-MANL BAe ATP	2000	G-RMCT Short 360	2021
OO-DTN Brasilia	2033	G-JEAD Friendship	2042
G-UKTC Fokker 50	2051	G-UKTE Fokker 50	2053
G-BEJD HS 748	2121	G-BVJD Fokker 100	2125
26 G-MPCD Airbus 320	0459	G-SHIV GA7 Cougar	0813
EI-FKD Fokker 50	0901	G-RMCT Short 360	0924
G-BVJD Fokker 100	0931	G-MANL BAe ATP	0934
G-JEAD Friendship	0938	G-UKTE Fokker 50	0955

VR-CAU	Boeing	757	1030	OO-MTD	Brasilia	1044
G-UKTC	Fokker	50	1051	G-BVMY	Short 360	1103
G-BGII	Cherokee	Six	1211	G-BWOC	Navajo	1220
G-BBGB	Aztec		1253	G-BVJD	Fokker 100	1305
G-MANL	Bae	ATP	1335	G-JEAD	Friendship	1359
G-KART	Warrior	II	1406	G-UKTE	Fokker 50	1438
OO-DTJ	Brasilia		1501	G-BVJD	Fokker 100	1535
EI-FKB	Fokker	50	1601	G-BVMY	Short 360	1644
G-UKTC	Fokker	50	1646	G-RMCT	Short 360	1706
G-MPCD	Airbus	320	1730	G-JEAD	Friendship	1735
G-BSER	Cherokee	160	1738	G-GAYL	Lear Jet 35	1819
G-BVJD	Fokker	100	1901	G-INDC	Cessna T303	1912
EI-FKB	Fokker	50	1925	G-BVMX	Short 360	1939
G-UKFD	Fokker	100	1943	OO-MTD	Brasilia	1949
G-MANL	Bae	ATP	2004	G-RMCT	Short 360	2019
G-JEAD	Friendship		2047	G-UKTE	Fokker 50	2104
G-BEJD	HS	748	2129	G-BVZE	Boeing 737 500	2145
G-UKTF	Fokker	50	2242			
27 EC-FZZ	Boeing	737 400	0025	G-MPCD	Airbus 320	0345
EI-FKB	Fokker	50	0859	G-BVZE	Boeing 737 500	0919
G-RMCT	Short	360	0924	G-MANL	Bae ATP	0929
G-JEAD	Friendship		0935	G-BOIL	Cessna 172N	1002
G-UKTF	Fokker	50	1007	OO-DTJ	Brasilia	1022
G-BVMY	Short	360	1048	G-UKTE	Fokker 50	1100
G-SHIV	GA7	Cougar	1146	G-ASKT	Cherokee 180	1210
G-MPCD	Airbus	320	1231	G-BVZE	Boeing 737 500	1236
G-BDGM	Warrior		1309	G-MANL	Bae ATP	1347
G-JEAD	Friendship		1357	G-OOAB	Airbus 320	1412
G-UKTF	Fokker	50	1430	OO-DTN	Brasilia	1451
G-BVZE	Boeing	737 500	1523	G-OZOI	Cessna R182	1551
EI-FKE	Fokker	50	1605	G-BSER	Cherokee 160	1637
G-UKTE	Fokker	50	1640	G-BVMY	Short 360	1644
G-RMCT	Short	360	1713	OY-JER	SA226TC Metro 2	1734 1833(29)
G-JEAD	Friendship		1739	G-BVZE	Boeing 737 500	1832
EC-FZZ	Boeing	737 400	1835	EI-FKE	Fokker 50	1917
G-BVMX	Short	360	1951	G-MANL	Bae ATP	1959
OO-DTJ	Brasilia		2000	G-RMCT	Short 360	2027
G-JEAD	Friendship		2040	G-UKTF	Fokker 50	2050
G-UKTE	Fokker	50	2100	G-BVZE	Boeing 737 500	2125
G-DAAL	HS	748	2143			
28 EC-FZZ	Boeing	737 400	0130	G-MPCD	Airbus 320	0313
EI-FKE	Fokker	50	0851	G-BTZN	Bae 146	0905
G-MANL	Bae	AATP	0921	G-RMCT	Short 360	0924
G-BVZE	Boeing	737 500	0930	G-JEAD	Friendship	0936
G-UKTF	Fokker	50	0956	G-BSKH	Cessna 421C	1000
OO-VFB	B36	Bonanza	1012	G-BBRC	Fuji FA200	1036
OO-DTI	Brasilia		1038	G-BVMY	Short 360	1057
G-UKTE	Fokker	50	1107	G-BVZE	Boeing 737 500	1216
G-ELDG	DC9		1234	G-ICFR	Bae 125 800A	1244
G-BRDO	Cessna	177B	1315	G-BLTT	T67 Firefly	1359
G-BSBW	JetRanger		1407	G-JEAD	Friendship	1423
G-UKTF	Fokker	50	1439	OO-DTN	Brasilia	1447
G-BVJB	Fokker	100	1519	G-ELDG	DC9	1557

EI-FKE Fokker 50	1610	G-BNMW Short 360	1619
G-EGGS Robin DR400/180	1628	G-BVMY Short 360	1647
G-UKTE Fokker 50	1657	G-JEAH Friendship	1736
G-RMCT Short 360	1808	G-BVJC Fokker 100	1824
EI-FKE Fokker 50	1927	G-BVMX Short 360	1954
G-MANL Bae ATP	1958	OO-DTI Brasilia	2004
G-BNMW Short 360	2045	G-JEAH Friendship	2048
G-MPCD Airbus 320	2108	EC-FZZ Boeing 737 400	2120
G-BVTE Fokker 70	2124	G-BVJC Fokker 100	2126
G-UKTF Fokker 50	2129	G-BIUV HS 748	2137
G-UKTE Fokker 50	2254		
29 G-BBGB Aztec	0024	G-MPCD Airbus 320	0408
EC-FZZ Boeing 737 400	0502	G-BBCW Aztec	0756
G-ASKS Cessna 336	0826	EI-FKE Fokker 50	0913
G-BVJC Fokker 100	0919	G-JEAH Friendship	0933
G-BVTE Fokker 70	0956	G-BMAH DC9	1026
G-UKTE Fokker 50	1032	OO-DTN Brasilia	1038
G-BVMX Short 360	1059	G-BVJC Fokker 100	1227
G-BUAN Cessna 172N	1238	G-MPCD Airbus 320	1252
G-BRRN Warrior II	1312	G-UKTF Fokker 50	1347
G-JEAH Friendship	1400	EC-FZZ Boeing 737 400	1406
G-BVMX Short 360	1436	G-BLYE TB10 Tobaqo	1537
G-MANE Bae ATP	1615	EI-FKE Fokker 50	1621
G-BVJC Fokker 100	1635	G-MAJA Jetstream 41	1744
G-BVMX Short 360	1820	G-BVJC Fokker 100	1927
G-JEAH Friendship	1934	G-UKTE Fokker 50	1946
G-WELL King Air E90	1957	G-MPCD Airbus 320	2000
EC-FTT DC9 83	2045	EC-FZZ Boeing 737 400	2103
G-BMAH DC9	2130		
30 G-MPCD Airbus 320	0558	LZ-MIL TU 154M	0701
G-OOAD Airbus 320	0728	EC-FZZ Boeing 737 400	0741
G-OZOI Cessna R182	0842	EI-FKC Fokker 50	0900
G-BVJC Fokker 100	0916	G-ELDH DC9	1003
G-GFRY LongRanger	1025	VR-CDM Citation	1046
N151SP Citation	1132 1400	G-SHIV GA7 Cougar	1220
G-BPYO Archer II	1224	G-JEAH Friendship	1256
G-BLXA TB20 Trinidad	1334	G-BVJA Fokker 100	1401
G-UKTF Fokker 50	1446	G-BSBW JetRanger	1517
G-JEAD Friendship	1517	G-UKTE Fokker 50	1529
OO-DTN Brasilia	1543	G-BVMX Short 360	1607
G-BVTE Fokker 70	1640	G-JEAH Friendship	1735
G-BSBW JetRanger	1754	G-BVKD Boeing 737 500	1855
EI-FKB Fokker 50	1932	G-UKTF Fokker 50	1948
OO-MTD Brasilia	1955	G-BVMY Short 360	2014
G-JEAH Friendship	2051	G-UKTE Fokker 50	2054
G-MPCD Airbus 320	2057	G-BVJC Fokker 100	2124
G-MAUD Bae ATP	2138		
31 G-IFTC HS 125 3B/RA DIV	0206	G-MPCD Airbus 320	0413
EI-FKE Fokker 50	0858	G-BVJC Fokker 100	0919
G-MAUD Bae ATP	0935	G-JEAH Friendship	0940
G-UKTE Fokker 50	1010	G-DARR Cessna 421C	1013
G-BNMW Short 360	1019	G-OEDL Jetstream	1023

G-MONY Airbus 320	1035	G-UKTF Fokker 50	1053
OO-DTH Brasilia	1102	G-BVMX Short 360	1106
G-SHIV GA7 Couqar	1209	G-BVJC Fokker 100	1232
G-DASI Short 360	1319	G-MAUD BAe ATP	1346
G-JEAH Friendship	1404	G-BICX Maule M-5 235C	1425
VR-CPR Cessna 421C	1436	G-UKTE Fokker 50	1440
OO-MTD Brasilia	1445	G-BODY Cessna 310R	1449
G-HCTL Navajo	1510	G-BVJC Fokker 100	1523
EI-FKC Fokker 50	1605	G-BOWE Seneca	1607
G-BVMX Short 360	1644	G-UKTF Fokker 50	1646
G-MONY Airbus 320	1725	G-JEAH Friendship	1745
G-BVJC Fokker 100	1815	EI-FKC Fokker 50	1921
G-MAUD BAe ATP	1930	G-BVMY Short 360	1952
G-DASI Short 360	2010	OO-DTH Brasilia	2024
G-UKTF Fokker 50	2043	G-JEAH Friendship	2050
G-UKTE Fokker 50	2055	G-BVJC Fokker 100	2130
G-BEJE HS 748	2143		

From (& to)

01) XX456/Edinburgh-Melton Mowbray & return: 03) XZ322/Marham: 04) XV215/Brize Norton: 05) OE-GAA/Innsbruck: 06) I-MPIZ/Biella Cerrione; OY-BEB/Tirstrup; F-GEQM/Norwich: 08) N77FK/Gander-Kastrup: 09) N979HG/Guernsey: 10) F-GETJ/Caen: 11) N917W/Shannon-Le Bourget: 12) N4081J/Cumbernauld; D-CFCF/Cologne; N1224S/Birmingham: 13) OY-JRO/Luton; VR-CPR/Guernsey: 14) VR-CPR/Nottingham: 15) XW911/Ripon: 17) N2673D/F & T Elstree; N2022B/near Halfpenny Green; OY-JRO/Luton-Billund; OY-CPW/Billund: 18) HB-VFS/Cairo-Geneva; OY-JRO/Kolding: 19) ZE700/Northolt; D-IOAA/F & T Munster: 20) VR-CCT/Guernsey-Albi; ZG846/Belfast; F-BOQP/Deauville; ZE702/Northolt: 21) VR-CDM/Northolt; LX-GHL/Luxembourg: VR-CAU/Le Bourget: 27) OY-JER/Wevelgem: 28) OO-VFB/Wevelgem: 30) VR-CDM/Inverness; N151SP/Sola-Exeter: 31) VR-CPR/Guernsey:

Overshoots

03) ZF447/LOP25; ZF412/LOP21; ZF315/LOP24; ZF514/LOP15; ZF320/LOP27; ZF320(2)/LOP75: 04) ZF412/LOP16: 05) ZF320/LOP27; ZF492/LOP24; ZF320(2)/LOP21; ZF372/LOP16; ZF415/LOP75: 07) XX496/FYY79; G-WERY: 10) ZA771/Army538; XX494/FYY79: 11) G-SHIV: 12) XX619/FYY??: 17) XS711/FYY47; XS731/FYY48; XX491/FYY70: 18) ZF417/LOP25: 19) XX500/FYY76: 20) XX500/FYY76: 25) G-BBGB: 26) XX185/FYY24: 27) XX499/FYY71: 28) ZF445/LOP25:

LBA Movements review, July 1995

The foreigners this month range from an airship to a privately owned Boeing 757 - quite a stretch! Doing an ambulance flight on the 5th was the Austrian Citation OE-GAA. I-MPIZ on the 6th was a Beechjet 400 of Soc GT Air Srl. It was joined by the King Air C90 OY-BEB of Linco-Trading Machinery A/S and Mitsubishi Marquise F-GEQM. The first American of the month was Gulfstream III N77FK of K Services Inc on the 8th and the second one was PA-46 Malibu N797HG which night stopped on the 9th. King Air E90 F-GETJ of Chalair used the callsign "ChallengeAir 222" on the 10th when it arrived from Caen. Another American Gulfstream was N917W on the 11th which was a srs IV from Shannon to Le Bourget. Visiting from Cumbernauld on the 12th was Cessna 150G N4081J, the same day saw the Lear Jet 35A D-CFCF using

the callsign "Senator 144" and Cessna 425 N1224S visiting Knightair for checks. Using callsign "Danstrans 414P" on the 13th was the King Air B90 OY-JRO arriving from Luton for a charter. Cessna 421C VR-CPR arrived from Guernsey on the 13th and from Nottingham on the 14th. Cessna 340A N2673D was visiting from and to its base at Elstree on the 17th when the American Blimp A60 Airship N2022B arrived for a weeks stay. Also noted on the 17th were the King Air B90 OY-JRO which came in as "Willowair 81P" and departed as "Danstrans 416P" and the same company's Citation OY-CPW which arrived as "Danstrans 416P" later in the day. Early in the morning of the 18th the B90 OY-JRO returned using "Danstrans 416P" and the Lear Jet 36 HB-VFS used callsign "Execjet 992" on a flight from Cairo to Geneva. From and to Munster on the 19th was the Cessna 421C D-IOAA. Corqi Toys King Air C90 VR-CCT was from Guernsey to Albi (le Sequestre) on the 20th and the Corvette 100 F-BUQP arrived from Deauville. A rare Luxembourg registration was noted on the 21st when Cessna TR182 Turbo Skylane RG LX-GHL called in direct from Luxembourg. It was joined by the Citation VR-CDM owned by the Duke of Westminster arriving from Northolt. Star of the month was Boeing 757 VR-CAU of Diamond International Aviation on the 26th, one of the biggest biz-jets in the world. Jetairs SA226TC Metro 2 OY-JER arrived on the 27th as "Speedfox 265" and departed using the same callsign on the 29th. From Wevelgem on the 28th was the Beech B36 Bonanza OO-VFB making its first visit of the year. Citation VR-CDM was back on the 30th and it was joined by the Citation N151SP which was booked in to John L. Doyle on a trip from Sola to Exeter. Ending the month on the 31st was Cessna 421C VR-CPR coming from its base in Guernsey. Tampico G-BKUE arrived at YLA for maintenance on the 4th and stayed until the 23rd, Cessna 152 G-BGIB was also in YLA from the 5th to the 15th. Not noted in the movements was the LET Super Blanik BGA3609 which came to YLA on a trailer for damage assessment after an accident, it was present for about two weeks mid month. Pleasure flying on the weekend of the 8-9th were the DC3 G-AMPZ of Air Atlantique and Concorde G-BOAB. The Twin Comanche G-BKCL which was laying outside YLA with a bent u/c and props was dismantled on the 18th and departed by road to points unknown on the 19th. King Air G-ROWN was demonstrated to a potential customer on the 18th and may become resident. A rare visitor here on the 24th (and a first visit of type) was the Rotorway Executive 90 homebuilt helicopter G-NEEL which lives at a private site near Crosland Moor. Knightair's leased Bandit G-DBAC was returned to BAC at Southend on the 22nd as BAC had sold it, this leaves Knightair with just three Bandits and they have re-arranged their schedules to suit this drop in the fleet. They did have a demo from Jetstream 31 G-OEDL as "Tennant 7" on the 31st and they are currently evaluating this with a view to possibly leasing three. Aer Lingus are operating a 'new' Fokker 50 with the registration PH-JXM which has been noted on a number of occasions this month starting on the 12th. On the 20th they operated BAe 146 EI-CLH on the "364" with PH-JXM on the "366" and Boeing 737 EI-CDH on the "368". Air UK used a Titan A/W ATR42 on the 17th which turned out to be EI-CIQ. The early morning of the 14th saw Newcastle shrouded in fog and Herald G-ASVO diverted in as "Channex 482" to be joined by Short 360's G-BNFB "Rapex 751" and G-OLAH "Gill 132". Diverting in from the Newcastle hold on the morning of the 30th was Airbus 320 G-OOAD to pick up fuel as "Jetset 987" and diverting in from Newcastle early in the morning of the 31st was HS 125 G-IPTC as "Interflight 128". Finally some military movements were Gazelle AH.1 XX456 as "Army 302" twice on the 1st. Gazelle AH.1 XZ322 as "Army 240" on the 3rd and Gazelle AH.1 XW911 as "Army 434" on the 15th. Belfast based Islander ZG846 was "Army 910" on the 20th whilst Hercules XV215 was "Ascot 4978" on the 4th. 32 Squadron supplied BAe 146's ZE700 as "Kitty 4" on the 19th and ZE702 as "Kitty 3" on the 20th.



Military Matters

Eric Martin



APACHE UPRISING AGAIN!

After fierce lobbying and competition which one writer described as "edging closer to slander and blackmail", the Ministry of Defence has placed orders worth £2.5 billion for 67 Apache attack helicopters to replace the Lynx in service with the Army Air Corps. The British Apaches will be a version of the U.S. Army AH-64D, developed by McDonnell Douglas. They will be assembled by Westland at Yeovil and powered by Rolls-Royce engines from Bristol.

The Apache ousted competition from two main contenders - the British Aerospace sponsored Eurocopter Tiger and the GEC-Marconi Avionics Bell Cobra Venom. Other contenders were the Italian Augusta A129, the Boeing Sikorsky Comanche and the South African Atlas Rooivalk. British Aerospace argued that rejection of the Tiger would jeopardise future European co-operation in aircraft manufacture as it has been developed by a consortium which consists of Aerospatiale of France, Daimler-Benz Aerospace of Germany and British Aerospace. Westland counter-argued that the Apache was a good European solution as it gave the company greater leverage when the helicopter industry shrinks in the near future; currently there are four US and three European manufacturers chasing a limited number of orders around the world.

The last two Ministry of Defence aircraft procurements resulted in compromise - Hercules/FLA and Chinook/EH101 but, on this occasion, the Government went strongly for one solution (perhaps backed energetically by new Deputy Prime Minister, Michael Heseltine? His resignation as Defence Secretary over the future of Westland in 1986 will be recalled).

It is understood that the Army Air Corps favoured the Apache as the requirement was for a powerful day-and-night attack helicopter with advanced surveillance and mission-plan electronics, tank-busting weapons, rockets and air-to-air missiles. The Apache certainly fully meets this specification with Longbow fire control radar, laser and frequency-directed anti-tank guided missiles, rockets, a 30mm gun and air-to-air missiles. 48 aircraft will equip front-line squadrons and flights, the remaining 19 will be held for training, trials and in reserve.

The two-man crew (pilot and gunner) will be protected by lightweight boron-carbide armour capable of withstanding 12.7mm armour-piercing incendiary shells. Its engines are mounted six feet apart to reduce the chance of both being damaged at the same time. It can operate in severe adverse conditions at night, in fog, rain and poor visibility.

The Apache will come into service shortly and we should soon see examples flying over North Yorkshire from the 9 Regiment Army Air Corps base at Dishforth.

Sources: The Observer 9 July 1995
Soldier 7 August 1995

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

We start this months section with some very good news. July was the best month ever for passengers at Leeds/Bradford with 99,400 passengers using the airport.

Friday night is chaos night at Leeds/Bradford at the moment. A.Y. member David Tennant has even taken the trouble to write about the events of one particular night, the 28th July. The problem is the lack of parking spaces for aircraft, despite the two apron extensions since the original runway extension. The problem occurs around 9:30 we can have 16 airliners on the apron together. (4 Knightair Bandeirates, 1 City Flyer SD.3-60, 1 Gill SD.3-60, 1 BMA F.100, 1 BMA F.70 (positions in for Saturday Mornings Jersey), 1 BMA ATP, 1 JEA F-27, 1 Monarch A320, 1 Air Europa B737, 1 Sabena Brasilia, 2 Air U.K. F.50's and finally the Janes HS748). Add to this the fact that British Midland sometimes change their London aircraft at Leeds on a Friday evening, plus of course any visitors using the main apron and you can see the problem.

The "looser" of this problem seems always to be the British Midland Fokker 70. I assume the reason for this is that the aircraft positions in empty, so their is no passengers to worry about transporting to the terminal. In past weeks the aircraft has ended up parked between holding points "whiskey" and "x-ray" thus blocking the Western exit from the apron. Another week it ended up been parked between "Tango" and "Uniform" on the outer edge of the apron.

At the end of the day I suppose this is a nice problem for the airport to have, but what's the solution? Encourage operators not to all arrive at once, particularly the two I.T. flights? Another apron extension? Any form of further extension to the East would involve an incredible amount of landfill. What's about moving the Fuel Farms and going West? Or perhaps a brand new apron and Terminal located to the East of the North/South taxiway for domestic flights?

The Summer 1996 brochures are due in the travel agents from September 1st. Airtours, Going Places and Thomsons have agreed not to release brochures before this date, rather than have a battle every year to get their own brochure out first. This means I should be able to publish the first details of what next summers I.T. programme is likely to be in next months section.

British Midland The information I wrote last month about British Midland considering withdrawing their Midday London flights was utter rubbish. What my information source was trying to tell me was the early afternoon Glasgow service was going to be cancelled. Unfortunately I did not get the gist of this...Sorry!

British Midland have knocked the mid afternoon Glasgow and back service off. The teatime departure (BD296) now leaves earlier at 1645 and returns as BD297 at 1915. I have also unconfirmed reports the service is to be upgraded to Fokker 70 equipment.

City Flyer have announced the 29th October will be the date that ATR-42's will commence operating flights from Leeds/Bradford. The type will replace the SD.3-60's currently in use. Flight times will change with the introduction of a mid morning flight. Departure times will be 0640, 0955 and 1755 on weekdays. 0640 on Saturdays and 1410 on Sundays. I have no information how this change affects the Leeds to Dublin service

Gill Aviation brought back old friend? G-DASI to operate the Leeds to Edinburgh services on week commencing 31st July. The aircraft has been repainted in Gills new colour scheme, which bears a striking resemblance to the Air Malta colours.

Knightair have apparently sent crews to Prestwick to obtain type ratings of Jetstreams. Three examples have been ordered. Two for delivery later this year (possibly September or November) and one for delivery April 1996.

AIRPORT NEWS

Bristol has to decide whether to invest in a new passenger terminal by the end of this year. Planning permission has already been received, however Bristol City Council has yet to approve the expenditure. Bristol handled 1.3 million passengers last year. Airport Managing Director Les Wilson commented "The price has already gone up from £12 million in 1989 to £17 million". "It is up to our shareholders but the longer they wait, the more expensive it becomes".

Cardiff - Wales Airport have reported a 67.5% rise in profit for year ending 31/3/95 to £3 million. Passenger figures grew by 24% to 1,078,246. Cardiff has just opened a new international arrivals hall at a cost of £2.7 million to help cope with the extra passenger demand.

Liverpool Airport Managing Director has accused Manchester of seeking a monopoly of air services in the North of England. Manchester's support for Liverpool's expansion reported in last months AYCAN was "disingenuous to say the least" commented Mr Hill. He further commented "If Manchester gets a second runway, it will continue to suck airlines and passengers from other regional airports such as ourselves, **Leeds/Bradford**, Teesside and Birmingham".

David Teale, Manchester's corporate affairs director said the accusations were "nonsense". He added "We have supported Liverpool as it is our view that there is sufficient traffic to support both developments. **We were also in full support of Leeds/Bradford's project to become a 24 hour airport**".

London City in co-operation with Avro and Fokker hope to receive CAA approval to operate Avro RJ100's, Fokker 70's and Fokker 100's from the start of 1996. The manufacturers are carrying out trials to obtain CAA clearance for the types to operate from LCY.

Manchester. More new airlines to serve Manchester are Air Mauritius starting in November on a once a week basis, arriving Friday and leaving Saturday.

Royal Jordanian have four slots a week, but no start date has yet been announced.

Northwest (to Detroit) and United are said to be considering service's from Manchester. Swedish carrier Transwede is reported to be looking to commence a Manchester to Gothenburg route.

Finally Virgin are planing to commence a Manchester to Florida service using A.340's however the destination (Orlando or Miami) has yet to be decided.

A Icelandic registered Boeing 747 has been operating from Manchester on behalf of Inspirations. The aircraft is operated by Air Atlanta. Problems resulted in the first week of operations as Manchester refused to allow the aircraft to operate any night time departures after a CAA inspection rated the aircraft under noise rating QC-16 (the same as Concorde). However Air Atlanta insist they have documentation to prove the aircraft is to Stage 3 noise regulations.

Stuttgart airport was partially closed from 31st July. The airport is due to reopen on the 4th October after most of the main runway has been reconstructed. During this period a 1625 metre long taxiway will be available, but will be limited to BAe 146 and Avro RJ's.

Because of this Lufthansa and Lufthansa Cityline have exchanged aircraft to allow services to continue using RJ 85's.

AIRLINER NEWS

Air Foyle are negotiating the lease of a Boeing 747 freighter to operate long haul scheduled freight flights.

British Airways first Boeing 777 is now due for delivery on 21st September.

The airline is reported to be removing the BRITISH AIRWAYS MANCHESTER and BRITISH AIRWAYS BIRMINGHAM titles from its Boeing 737's. However during a visit to Manchester in mid August most still seemed to be carrying the full titles. The aircrafts were also due to have their original names of rivers reapplied to replace local place names.

British World Airways has announced it is to purchase three Boeing 737-200's for the summer 1996 season. The purchase is a result of complaints from brokers and tour operators about a shortage of smaller aircraft as most carriers have switched to 180 seater A.320's or 230 seater Boeing 757's.

City Flyer Express have sold Shorts SD.3-60, G-BWMW, which was a Leeds regular. The aircrafts last service with City Flyer was on the 13th April flying from Leeds/Bradford to Gatwick. The aircraft is due to go to Air Kenya.

Pakistan International Airways has become the latest airline to phase out a separate first class section in its aircraft. Poor yields have lead to P.I.A.'s decision, claiming only 50% of

the 16 seats in first class on their '747's and A.310's were occupied by full fare paying passengers. The other seats were filled with airline staff, government officials and friends of P.I.A. employees.

United Airlines have become the first company to have a London Underground train painted in its corporate livery. The train will run on the Piccadilly line and is part of an advertising campaign to mark the launch of Boeing 777 services.

OTHER NEWS

Ilyushin is to cease production of the IL-62 and Il-86. 270 Ilyushin Il-62's have been delivered and 1 example remains to be delivered. 103 Ilyushin IL-86's have been completed.

Most of you will be aware I have given a lot of coverage to the on going battle between Airbus and Boeing for airliner orders. I reported that last year Airbus actually sold more airliners than Boeing.

Well at the end of the first six months of this year the tables have turned again. Boeing have received orders for 149 new airliners in this period against Airbus receiving 59. The manufacturer is claiming the successful launch of the '777 is boosting its figures.

Saudia placed an order at the end of June for 23 Boeing 777's as well as 5 Boeing 747-400's, after hard lobbying from the Clinton administration to go to US companies rather than Airbus. Struggling McDonnell-Douglas also received an order for 33 aircraft from Saudia.

U.K. charter airlines have asked the Department of Transport to clamp down on the use of foreign aircraft by tour operators, claiming they are unfair competition.

The issue really came to a head when Independent Aviation Group announced it was to use a Lat Charter Yakolev Yak-42. The aircraft (RA-42428) has been approved by the CAA for a limited number of services from Manchester.

Six carriers - Britannia, Monarch, Air 2000, Airtours, Air U.K. Leisure and Excalibur have all asked for clarification on "fifth-freedom" legislation.

Britannia deputy managing director said these foreign airlines did not have to bear the heavy costs of operating an airliner on the U.K. register. "It costs us \$700,000 to convert a Boeing 767 for use on the U.K. register. We must have liability insurance of £100,000 per passenger, while many foreign carriers need only £10,000 per passenger".

The chairman of the Civil Aviation Authority was awarded a knighthood in the Queen's Birthday Honours list.

Bristol Airport managing Director, Les Wilson received an OBE.

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

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

Further afield



Global topics by
alan sedgwick

Welcome to another months meanderings, if you have seen anything interesting away from these shores but only have enough for a FEW lines then you may like to jot it down and send it to me at:- 12 Beverley Drive, Dewsbury, West Yorkshire, WF12 7NB.

Verona's Aeroporto Valerio Catullo which is also called Verona Villafranca was visited on my travels in mid July. Lying to the South East of the city and SW of the beautiful Lake Garda, the latter mentioned will probably have been the destination if any readers have flown into this field themselves. On the 12th and 19th of July the Airport which is a similar long two storey building to East Midlands was positively baking in 40 degrees C and the only things rushing around were the Air Force jets from the extensive base on the other side of the runway, which as at home seemed to take great enjoyment from thundering up the lake and between the mountains. The civil scene was quiet but steady with Meridiana providing the mainstay of the domestic operations with the afternoon departures board (12.20 - 16.10) showing flights to Palermo, Bologna/Barcelona, Catania and Rome. Whilst there I noted the company's DC9-51 = I-SMEE and MD82 = I-SMEM. Tarom were using Rombac 1-11 = YR-BRC on a three times weekly service from Bucharest and Timisoara, whilst the other visitor of note was one of Contactair's five Dash-8/300's = D-BELT operating as a Lufthansa Partner on the Frankfurt service. Also on the departures board that afternoon was a good representation from the U.K. with LGW (2), MAN (2), GLA and BHX. British Airways also send in two summer scheduled flights per day from LGW. For my journey back Monarch 757 = MOND started up and was third in a procession to line up for an exodus to the U.K. First off was former Britannia 737/200 = BECG in the Gibraltar colours of GB Leisure - bound for BHX, with Monarch's A320 = MONY, Glasgow bound having earlier arrived from Gatwick.

Cessna and Raytheon are looking at new business jet designs with the former probably upgrading the current Citation VII with the same diameter of outside fuselage but with improvements to give an increased inside diameter. Likely power plants are the PW300 series or the CFE 738 and will mean that most of the Citation series will then have a fresh look. Raytheon are also looking to increase size and performance from their Hawker 1000 model with the uprated PW 306, which competitor IAI (Israel) have chosen for their Astra Galaxy, -pencilled-in. Last September production of the 1000 was to be put on hold as the company looked to widen the gap between the model and its smaller '800 jet, this decision was later amended to a continuing production up to 1997, and the news this June meant perhaps even further beyond that date. Despite all this information is being gathered with a view to what specifications the customer would want in a new aircraft.

Aeroflot-Russian International Airlines (ARIA) plan to introduce two DC10-30F Freighters to an expanding cargo operation to the USA and the Far East by September. Reports suggest that the leased jets are former Biman Bangladesh Airlines (Biman had 6 back in March) aircraft that will be converted from standard passenger configuration in Italy and have a five year maintenance contract with Air France. ARIA are upgrading their cargo fleet with all 3 Tupolev 154Cs being withdrawn and replaced with 4 new Tu-204Cs. Some of the Ilyushin fleet are coming to the end of viable operations and next year the first ten of the new type- Ilyushin-96Ts with PW2037 engines should arrive. Last years freight results showed an increase of 5% over 1993 for the Moscow based operator who now serves over 130 countries in some form or other, employing over 14,000 people. At the start of the year ARIA had over 130 Aircraft (including 2-767/300s) with a further mix of 18 aircraft on order. The airline is obviously a potential customer for further Tu 204's who's production seemed to be going to miss out on state funding according to reports in mid-August. The 'new' Russian

Aviation Consortium called for the resignation of the transport minister following his opposition to a grant for the building of the aircraft.

Avia Airlines of South Africa filed for provisional liquidation on August 2 despite reputedly flying with around 80% of the 270 seats occupied in its (SAA) Boeing 747SP. It had been plying the route between Johannesburg and Gatwick -3 times per week since May and was to commence services to the States. The Chairman blamed a discount ticket scheme that had gone a little astray although some have suggested a link with a negative response to a request from South Africa's CAA for 10 million Rand to cover any possible bankruptcy claims!! Last year both **USAfrica** and internal operator Flitestar ran into trouble although the former has just arranged a marketing agreement with Continental and is looking to re-start services at the end of the year. USAfrica had been linking Washington Dulles with South Africa and still holds the route authority until next January. The tie-up with Continental may see a Newark-Jo'burg service with a stop in Dakar Senegal, using either a leased DC10-30 or 747/200.

Lufthansa are likely to have conditions imposed on their strategic alliance with SAS by the European commission, although the exact reasons are not yet public. The agreement signed in May will give SAS vital use of the German carriers World network and Lufthansa will benefit from its new partners Scandinavian and European services. Meanwhile the German flag carrier is facing a shortage of flight deck crews and is planning to recruit up to 150 Spanish pilots who were selected and trained by the Lufthansa pilot school for Iberia but are out of work. An estimated 300 new pilots will be needed by Lufthansa next year and with only 60 coming from its own school the Spanish pilots, who would only be offered short term contracts would need to be supplemented with others. Some German trained Swissair Pilots are without positions but they would require work permits as they are not European Union citizens!! BA are also drawing up plans to recruit and expect around 1,000 pilots to retire in the next five years. SABENA have hired crew from France and Portugal making up 20% of their 480 pilots although AIR FRANCE have no plans to add to their 3,750 flight crew during their re-structuring.

In Brief Jet Airways of Bombay are reported to have made almost \$3m profit in the last financial year and are to lease two 737/400's to add to their 4 737/300's..... Qatar Airways are to expand their network and take two ex-ANA -747/200's to help serve 20 destinations from the capital of Doha..... United have introduced self-service boarding machines at San Francisco and Los Angeles which use a touch-screen to select your seat and print out a paper boarding pass..... New Austrian operator Eurosky are to fly scheduled services to Wroclaw in Poland and Kosice in Slovakia, with Trieste (Italy) one of further planned European destinations..... The first of 3- A320's for Sichuan Airlines (and China) should now be flying on the airlines domestic route between Chengdu and Beijing, replacing Tu 154M's.Martinair of Holland were to commence freight operations to Atlanta in August, Hartsfield International Airport have reported a 20% increase in Cargo work in the first five months of 1995!! Air New Zealand have had to notify 50 747/200 pilots that they must be re-trained following an NZ CAA finding that simulator instructors were not 'current with familiarisation on the types routes, thus invalidating the training that they had conducted in the simulators. ANZ are also pressing for shares in Ansett Australia Emirates who are to receive the first of seven '777's next April have reported a 'slight pause' in growth with the news of a \$25.9m profit from a 12% increase in passengers and a 25% rise in cargo figures.Delta Air Lines are cost-cutting this Winter with loss making routes, -5 International (USA-Hamburg + Lisbon) and 5 Domestic, being axed but will seek to code share with ANA.Finally a recent article by Aviation writer Gunter Endres pointed out that the aroma of Lemons on the flight deck may not be something as innocent as the whiff of a Gin and Tonic, or a Toilet cleaning agent, but could be the citrus fragrance given off by a highly toxic compound found in a windscreen rain repellent. Production of 'Rainboe' canisters is to cease but one pilot has actually been grounded for a year, said to be due to the ill effects of this product!!!

Credits: *Flight International, The Aviation Society.*





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Direct Telephone No:

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

Leeds Bradford International Airport today announced record breaking figures for the month of July 1995. A total of 99,400 passengers used the Airport for either business or when taking their holidays. This July is the busiest month ever, up 18.8% on the same month last year.

Airport Managing Director Bill Savage said, "The past twelve months have seen the upgrading of many schedule airlines, a 48% increase in holiday traffic on 1994 and the opening of a multi million pound terminal extension. We are delighted to see so many extra passengers taking advantage of the services from their local Airport."

Chairman of the Airport Board of Directors Councillor Brian Lynch added, "We are sure that all the extra holiday destinations now available from Yorkshire's Own Airport at lower prices are enabling more and more passengers to use Leeds Bradford International Airport. Whether travelling on business or on holiday the Airport offers a first class start to your travel arrangements."

ENDS

For further information contact: Barbara Sadler
Leeds Bradford International Airport

9 August 1995

1995 JUL 11 10:55 AM



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**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

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**BRITISH AIRWAYS EXPRESS INTRODUCE BIGGER AIRCRAFT
ONTO LEEDS BRADFORD INTERNATIONAL AIRPORT TO
LONDON-GATWICK SERVICE**

British Airways Express is to upgrade its scheduled services linking Leeds Bradford International Airport with London Gatwick from 29th October 1995. The state of the art ATR 42 aircraft will be introduced and the frequency increased to three per week day. The ATR 42 aircraft seats 48 passengers and will replace the 37 seat shorts 360s. This will represent a 84% increase in capacity.

Said BA Express Commercial Director Malcolm Coupar, "The route has been operating for nearly two years now and has attracted a significant number of travellers wishing to either visit the Capital or to connect with London Gatwick's growing network of long haul and European services - linking Yorkshire's Airport with more than 60 major business and leisure destinations world-wide. We are delighted to be able to upgrade our services to Leeds Bradford in an investment which mirrors the Airport's upgrade of terminal facilities, now among the best of any regional airport in Europe."

Managing Director of the Airport Bill Savage added, "The new schedule means that there will be a choice of departure times in each direction, offering increased flexibility to the business and leisure traveller. The ATR 42 aircraft is very comfortable and will cut the journey time by ten minutes. It is excellent news."

E N D S

For further information contact: **Barbara Sadler**
Leeds Bradford International Airport

18th August 1995

Note

The new schedule: effective 29th October 1995

Monday to Friday

Dept LBA: 06.40hrs 09.55hrs 17.55hrs

Dept LGW: 08.10hrs 16.10hrs 19.10hrs

Saturday

Dept LBA: 06.40hrs

Sunday

Dept LBA: 14.10hrs

Dept LGW: 12.20hrs 19.10hrs

PLEASE RELEASSE



25
LEEDS
BRADFORD
INTERNATIONAL
AIRPORT

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28th June 1995

To whom it may concern

Dear Listener

We have had numerous comments from members of the travelling public concerned about the use by people of scanners to listen to aircraft transmissions within the Terminal building.
It is a requirement under the terms of the Airport bye laws that permission is required for

"Playing a musical instrument or erecting or using any apparatus for transmission receipt, recording, reproduction or amplification of sound, speech or images or any computer".

As you are probably aware it is an offence to listen to private ATC frequencies but in practise this Airport Authority does not normally raise any objection subject to certain conditions.

1. You may when approved use your receiver outside the Terminal or inside the Terminal building only using an ear piece.
2. It is particularly important that annoyance or alarm should not be caused to other Airport users by loud volume settings or by communicating any aircraft emergency information which you may overhear.
3. You are also reminded the passing on of information heard via any receiver or scanner to a third party is an offence.
4. The conditional approval applies only to the VHF air band frequencies.
5. The approval only relates to use at Leeds Bradford International Airport.
- * 6. Should you wish to use your equipment please complete and return the enclosed form, to the manager Airfield Services. Once processed a card will be issued to you confirming your compliance with procedures and granting approval for use of such equipment under the terms and conditions as stated.
7. Members of the Airport Police and other nominated officers will carry out periodic checks to ensure permit users comply with issue conditions.

Yours sincerely,

*** Members requiring forms These will be
at meetings or by post from Mike.**



A Rackham
Manager Airfield Services

PARIS/LE BOURGET (41e SALON)

17/JUN/95

C-130H	CH01	-	FAB	15 Wg/20 Sm	
CF-116B	116833	833	CF		
AEROSPATIALE AS532L	2325	AIA	AdT		H179
AEROSPATIALE AS532L	2389	F-ZVLA	EUROCOPTER		H73
AEROSPATIALE AS532L		F-ZVLJ	EUROCOPTER		H70
AEROSPATIALE AS532		CZL	AdT		
AEROSPATIALE AS532		CZP	AdT		
AEROSPATIALE AS532		CZT	AdT		
AEROSPATIALE AS532		CZU	AdT		
AEROSPATIALE AS532			AdT		
AEROSPATIALE AS532			AdT		
AEROSPATIALE AS532			AdT		
AEROSPATIALE AS532			AdT		
AEROSPATIALE AS555	5361	341-UT	AdIA	GE-341/	
AEROSPATIALE AS555			AdIA		
AEROSPATIALE AS565	436	-	FMN		
ATLANTIQUE	16	-	FMN		
ATLANTIQUE	24	-	FMN		
CASA 212A	386	F-ZVMQ	AdIA	CEV	
DASSAULT 20	263	CY	AdIA		
ALPHAJET E	E	314-LK	AdIA	GE-314	
ALPHAJET E	E	314-TL	AdIA	GE-314	
ALPHAJET E		F-ZJTJ	DASSAULT		
ETENDARD IVP	118	-	FMN		
MIRAGE 2000	BY1	-	DASSAULT		
MIRAGE 2000-5 RDY	01	-	DASSAULT		
MIRAGE 2000C	19	2-EA	AdIA	EC-2/	
MIRAGE 2000D	627	3-JN	AdIA	EC-3/	
RAFALE B	B01	-	DASSAULT		
RAFALE M	M01	-	DASSAULT		
SUPER ETENDARD	15	-	FMN		
EMBRAER 312F	470	PP-ZZJ	AdIA		
EUROCOPTER AS665P	004	F-ZWWU	AdT		H72
EUROCOPTER AS665P			AdT		H69
MUDRY CAP231	02		AdIA		
SOCATA TBM700	106	MN	AdIA	CEV	
SOCATA EPSILON	057	F-ZVLB	SOCATA		
SUD AVIATION SA341		AAB	AdT		
SUD AVIATION SA342M			AdT		
SUD AVIATION SA342M	4141	-	AdT		
CESSNA 406	0042	F-ZBCE	DOUANE		
AEROSPATIALE AS350	2044	JCN	GENDARMERIE		
CASA CN235	252	-	IRISH AC		
AV-8B	MM7199	03	MMI		
CASA 212	17201	-	FAP	Esq401	
MIL MI35M			RUSSIAN AF		
MIKOYAN MIG21		21-93	RUSSIAN AF		351
MIKOYAN MIG29			RUSSIAN AF		304
MIKOYAN MIG29			RUSSIAN AF		331
MIKOYAN MIG29			RUSSIAN AF		332
SUKHOI SU27P	598		RUSSIAN AF		
SUKHOI SU32FN	45		RUSSIAN AF		
SUKHOI SU35	703		RUSSIAN AF		350
DASSAULT CHEETAH C	844	44	SAAF		
HARRIER			RAF		
HAWK 200		-	BaE		
TORNADO GR1	ZA374	AJ-D	RAF	617 Sqdn	
C-17A	93-0602	-	USAF	437thAW	
C-130H	93-1456	-	USAF	156thAS/NC ANG	
E-8	86-0417	-	USAF		
F-15E	91-0314	LN/494FS	USAF	48thFW/494thFS	
F-16C	91-0352	SP/52FW	USAF	52ndFW	
F-16C	91-0410	SP	USAF	52ndFW	

CH-47D	87-0112	-	USAy	
OH-58D	93-1005	-	USAy	
UH-60A	89-26058	-	USAy	
MH-60G	89-26212	IS	USAF	
AH-64A	85-25480	-	USAy	
AH-64D	90-0423	-	McDD	
X-31A		-	DARPA	
C-20G	165151	RG	USN	VR-
E-2C	163029	029	USN	NAWC
FA-18C	164680	AJ-311	USN	VFA-15
FA-18D	164726	ED-410	USMC	VMFA (AW) -533
AH-1W	165289	-	USMC	
MH-53E	163057	HC-541	USN	HC-4
P-3C	336	LK-336	USN	VP-
V-22	163912	-	USMC	
XV-15	N703NA	703	NASA	
AEROSPATIALE AS332		-		H74
AEROSPATIALE AS350	F-GHHL	-		H514
ATR 42	F-WWER	-		
ATR 72	F-WWEH	-	BANGKOK	
ATR 72	F-WWLG	-	-	
ATR 500	F-WWLL	-	AIR DOLOMITI	
AGUSTA A109	HB-XWG	-	-	
AGUSTA A119	I-KOAL	-	-	
AIRBUS 300 BELUGA	F-WAST	655	AIRBUS INDUSTRIE	58
AIRBUS 310	N410FE		FEDERAL EXPRESS	
AIRBUS 330	F-WWKA		AIRBUS INDUSTRIE	
AIRBUS 340	C-FTNQ		AIR CANADA	
ANTONOV AN38	3810001		-	
BA 31			SUN AIR	
BA 41	G-4-061		SA AIR LINK	
BA 125	G-BVLO	259027	-	
BA 125	N937H	258251	-	
BA 146	G-JAYV		LUFTHANSA	
BEECH 58	OH-BBN		-	
BEECH 200	D-CBBB		-	
BEECH 400	N3114X		-	
BEECH 1900D	N81536		CONTINENTAL EXPRESS	
BEECH PC9	N209BA		BEECH (JPATS)	
BELL 800/UH-1H	N800NT		IAI	
BELL 412	D-HHTT		-	
BELL 412	N194SP		-	
CANADAIR 415T	C-FBET/31		SECURITE CIVILE	
CANADAIR 600	N602CC		-	
CANADAIR RJ	F-GRJA		BRIT AIR	
CESSNA 208	N682GC		-	
CESSNA 406	F-WZDX		-	
CESSNA 5	N295CV		-	
CESSNA 525	N525CC		-	
CESSNA 650	N749CM		-	
DASSAULT 20	F-GIVT		-	
DASSAULT 20	F-GPAB	116	-	
DASSAULT 20			-	
DASSAULT 50	F-GJEX		-	
DASSAULT 900	F-WREX		-	
DASSAULT 900	N900FJ		-	
DASSAULT 2000	N2000A	3	-	
DE HAVILLAND DHC8	C-GDFT		SA EXPRESS	
DORNIER 328	D-		-	
ENSTROM 280	OO-MHV		-	
EUROCOPTER EC135	D-HECZ		-	H71
EUROCOPTER EC135			-	H77
FOKKER 50	PH-MXI		AIR UK	
FOKKER 70	PH-JCT		AMERICA WEST EXPRESS	
GRUMMAN MALLARD	C-FUOT		-	
GULFSTREAM IV	N404SP		-	
GULFSTREAM IV	8P-MAK	1186	-	
IAI 1125	N500AJ		-	
IAI 1125	4X-WIX		-	
ILYUSHIN IL96	RA-96000		-	
LEARJET	N31LR		-	
LEARJET	N648LJ		-	

MBB 117		-	
MIL MI17MD	RA-70937	KAZAN HELOS	H346
MUDRY CAP230	F-GGYJ	-	
MUDRY CAP232	F-GPRC	-	
MYASHENKOVE M2		-	
PILATUS BN2T	G-BVHX	-	
SIAI S211A	I-PATS	SIAI (JPATS)	
SOCATA TBM700	F-GLBD	-	
SOCATA TBM700	F-WKDL	-	
SOCATA TBM700	F-WNGO	-	
SOCATA OMEGA	F-WOMG	-	
SOCATA TAMPICO	F-WNGQ	-	
SOCATA TANGARA	N738G	-	
SOCATA TOBAGO	F-GNHG	-	
SOCATA TRINIDAD	F-GMQF	-	
SOKOL	SP-SYE	UNITED INDIA AW	H321
TUPOLEV TU204	RA-64013	VNUKOVO	
YAKOLEV YAK54		-	345
YAKOLEV YAK130		-	296
?	RA-103	-	
?	RA-44484	-	

PARIS/LE BOURGET AIRPORT17/JUN/95

FOKKER 27	7T-WAM		ALGERIAN AF		
AEROSPATIALE AS350		F-ZVLJ	Adla	DGA	
AEROSPATIALE AS565N	6116	F-ZJAD	Adla	DGA	
DASSAULT 50		-	Adla	GLAM-60/1	
SUD AVIATION SA316B		67-CR	Adla	EH-67	
TRANSALL C160NG	F223	61-GW	Adla	ET-61	
SUD AVIATION SA316B	1611	-	SECURITE CIVILE		
GULFSTREAM III	MM62022		AMI		
DASSAULT 20			PAKISTAN AF		
AEROSPATIALE AS350	F-GDAM	F-GEHZ	F-GFED		
AIRBUS 300	F-BVGG				
BEECH 200	F-GEPY	F-GGAK	F-GHSV	F-GILE	F-GILJ
	TC-NMI/L				
BEECH 1900D	F-GOPE				
BELL 412	F-GKAK				
BOEING 707	N138SR				
BOEING 727	N721MF	VR-BKC	VR-CHS		
BOEING 737	F-GGML				
BOEING 757	VR-CAU				
CANADAIR 600	N66MF	VR-CCR	EI-SXT	I-BEWW	
CESSNA 310	G-AZUY				
CESSNA 4XX	F-GJYD	F-GOMM			
CESSNA 5XX	SE-DEG	CS-AYY	N33CX	N91AP	VR-BKP
	N109VP				
CESSNA 650	D-CLUE	LX-MMB			
DASSAULT 10	F-GDLR	F-GFFP	F-GHVK	F-GHLT	F-GJMA
	F-GKBC	F-GKLE	TC-ATI		
DASSAULT 20	F-GEFS	F-GFUN	F-GJDB	F-GJHS	
DASSAULT 50	D-BFAR	F-BINR	F-GGCP	F-GGVB	F-GICN
	F-GKBZ	F-GMGA	XB-SQL	YV-455CP	
DASSAULT 100	F-GKPB				
DASSAULT 900	F-GHEA	F-GIDE	F-GNMR	N70TH	N914J
DASSAULT 2000	F-WNAV				
FOKKER 27	F-BUIK	F-GCJC	F-OGJC	PH-KFG	
GULFSTREAM II	N42LC				
GULFSTREAM IV	N200LC	N226G	VR-BSS		
HUGHES 500	F-GGDT				
IAI 1124	UR-CCB				
LEARJET 24B	F-GECI	N347GS			
PILATUS BN2	D-IHSI				
SNIAS 601	F-GJLB				

AERONAVALE HANGER

EMBRAER 121AN	47	-	FMN	11S
EMBRAER 121AN	77	-	FMN	52S

SECA HANGER

AEROSPATIALE AS532?		FX		
DASSAULT 20			Adla	
DASSAULT 20			Adla	
EMBRAER 121AA	092	YL	Adla	GE-319
NORD 260	55	MH	Adla	ENSA
NORD 262		-	FMN	
DASSAULT 20	F-GDLU	314	-	
LEARJET				

PARIS/CHARLES DE GAULLE AIRPORT17/JUN/95

DASSAULT 20	167	F-RAEB	Adla		
DOUGLAS DC8	45819	-	Adla		
DOUGLAS DC8	46013	-	Adla		
DOUGLAS DC8	46130	-	Adla		
C-130H	953	-	KNL		
AIRBUS 300	F-BVGM	F-BVGO	TU-TAH	TU-TAR	
AIRBUS 310	F-GEMA	F-GEMD	F-GEMN	F-GEMO	F-GEMP
	F-OGQT	TU-TAS			
AIRBUS 320	F-GFKA	F-GFKB	F-GFKD	F-GFKE	F-GFKG
	F-GFKH	F-GFKJ	F-GFKK	F-GFKO	F-GFKP
	F-GFKR	F-GFKS	F-GFKU	F-GGEE	F-GHQE
	F-GHQR	F-GLGN			
AIRBUS 321	I-BIXO				
AIRBUS 340	F-GLZA	F-GLZF	F-GLZG	F-GNIC	
ATR	F-GHPY	F-GKNH	F-GKOD	F-GKOH	
BA 146	D-ACFA	F-GOMA			
BAC CONCORDE	F-BTSC	F-BTSD	G-BOAB		
BOEING 727	F-GCMV				
BOEING 737	D-ABIP	D-ABXR	F-GBYA	F-GBYB	F-GBYC
	F-GBYD	F-GBYF	F-GBYK	F-GBYL	F-GBYO
	F-GBYP	F-GFUD	F-GHOL	F-GHVO	F-GJDL
	F-GJNA	F-GJNB	F-GJNE	F-GJNH	F-GJNO
	F-GLGE	G-BVZG	G-BVZH	G-GBTA	OO-LTJ
	OO-SYA	OO-SYG			
BOEING 747	F-BPVP	F-BPVX	F-BPVZ	F-GCBA	F-GCBD
	F-GCBF	F-GCBH	F-GCBI	F-GISB	F-GISE
	F-GITC	F-GITE	F-GITF	F-ODJG	HS-TGH
	JA8089	LV-MLP	N405EV	N4720U	PK-GSG
	TJ-CAB	VR-HUB	VR-HVZ	5R-MFT	
BOEING 757	4X-EBV				
BOEING 767	F-GHGF	F-GHGJ	G-BNWC	G-BNWD	N646UA
DOUGLAS DC9	I-RIPT	SE-DDS			
DOUGLAS DC10	YV-138C				
FOKKER 27	G-CHNL				
GULFSTREAM IV	9K-AGC				
McDD MD11	OH-LHA				
McDD MD80	I-DAWO	SE-DII	SE-DME		
SAAB 2000	HB-IZI				
SUD AVIATION 210	F-GCVM				
TUPOLEV TU154M	OK-VCP				
YAKOLEV YAK42D	RA-42422				

JIM SINCLAIR

Our friend Linda, who lives in the USA, works in the offices of United Airlines. She is also an aviation enthusiast. So after she recently visited the Boeing works in Everett, Washington—which, I gather, is in or near to Seattle—we received a long letter together with some photographs.

While there she saw two brand new 777s in United's colours, and a 747 in the livery of United Parcel Service. The tour guide told them that the main building in which the aircraft are constructed is large enough to hold 94 American football fields. How big is that? I don't know. But it sounds pretty enormous. Alternatively, it could hold all of Disneyland and still have enough room left for 12 acres of indoor parking.

There are over one million electric light bulbs in the main building, and a night shift crew work eight hours checking them and replacing the burnt out ones.

Strange as it seems for America, there is neither central heating nor air conditioning in this gigantic building. In winter the running machinery, the million plus electric light bulbs and the body heat of so many workers keep the place warm enough. In summer they cool it by opening the huge doors—which are large enough to get the aircraft through—as wide as necessary, and the Seattle breeze does the rest. The saving in heating and ventilation costs is terrific, while the inside temperature varies only from 68°F to 72°F throughout the whole year.

The guide also told them that a 777 has over three million parts; whilst the paint on the aircraft adds 600lbs to the total weight of the aircraft.

And if you are thinking about buying a Boeing, put away your credit cards. They don't accept them. One third of the total cost of the aeroplane must be paid when the order is placed; another third when it has been built but before they will paint it; and the final third upon delivery.

Boeing employ 120 fire/rescue workers for that one plant alone because of the numerous aircraft taking off and landing. There is also a smaller plant near to the airport, as well as a museum. While there, Linda and her husband Keith saw two old planes take off: a B-17 fighter and a B-24; the latter, they were told, being the only one still in existence.

Amongst the photographs they sent us were three official ones of the 777. These pictures, measuring 11 inches by 8½ inches, are superb. They have statistics on the back and show (1) a 777 in flight, (2) the flight deck layout with the runway visible through the front windows and (3) the interior of the first class passenger section which is absolutely luxurious. The comfortable seats look as if they should be in the lounge of a five-star hotel rather than in an aircraft. There are six seats across the width of the aeroplane, divided into pairs by two gangways. The business class has seven seats across, and economy class has ten; although other layouts are obtainable.

Although cameras are not allowed in the Boeing works for security reasons, photography is permitted in the museum; and Linda and Keith sent us an interesting collection of snapshots. There are planes of all descriptions; some displayed on the floor and others suspended from the ceiling. But the strangest exhibit of all is a red family saloon car with wings sprouting from the roof and a fuselage and tail sticking out at the back. It bears the name 'Aerocar', but don't ask me if that is the make or the model. I simply haven't a clue!

Leslie Scheftsk

GRAN CANARIA '95

This year I was quite insistent upon the use of 'our' airport for holiday flights, and encouraged others to do so. As a registered supporter of LBA in the struggle for 24 hour availability I had always looked at the possibilities but nearly always had to cross the Pennines in the end.

On the 19 June we checked in about 1345 for the 1515 departure of MON 7458 to LPA. Up to this point we had felt far happier than if we had left for MCR in the early hours. 'I'm sorry, this flight is delayed' said the check in clerk. Our hearts sank a little and we had to fight frustration when she said 1840 was the new ETD. This can happen anytime, of course, so we settled in the Cafeteria to watch a few movements. It was quite warm up there and even an aviation enthusiast finds his interest lessened when delayed on departure.

Eventually we moved to departure area, and quite unexpectedly about 1530 we were suddenly asked to the Gate. A walk out to GOZBB followed and we settle in row 6 expecting further 'action'. From my aisle seat it was obvious we were not going yet, but I had a good view of the activities and the flight deck door was open. Capt Carling explained he was unable to obtain a clearance slot and that at some stage Canary ATC had 'downed tools'. Anyway we were not the only flight affected and he disappeared up to the tower for negotiations, leaving his apologies with us.

Time passed reasonably and we were in an air conditioned environment (LBA please note this contrasted with the Cafeteria area) and comfortable. The Captain returned - no luck so sandwiches were ordered and consumed. The crew were very efficient if not super cheerful as this was going to lengthen their day!

After sitting there for nearly 2 hours frantic activity started and we were told of an improved 1740 slot. Hooray and away we went, 35,000 ft/WAL/BCN/etc and 4 hours later the sight of Tenerife on the Stbd side in near darkness with the street lights of Puerto de la Cruz and silhouette of Mt Tiede was welcome and familiar as we let down to LPA. A visual approach followed and we eventually reached the resort at about 2300.

During our stay we saw most of the island and the DC4 or 6 is still at the aeroclub. Another at LPA seems flyable. Beyond this the flying is almost restricted to the aeroporto, and the aeroclub at weekends, although there were other sightings. Our accommodation was on the coast near Puerto Rico and low flyers appeared suddenly around the cliffs. We saw the Police Bo105 once - not surprisingly fitted with floatation bags. One or two military - a flight of Aviocars - 2 camouflaged - 1 grey practising formations - a grey Puma with bold diagonal yellow stripes - a Mirage F1 low over the sea. Civil traffic is kept away from the holiday areas. Only the light common types - Cherokee variants etc were seen flying nearby.

Our return was also delayed and I was surprised to find UK weather to blame especially as this is often a point against LBA in autumn not midsummer. The weather pattern had allowed low cloud and mist/drizzle in from the North Sea and the previous night MON 7465 went to MCR creating 4 hour delay on the following morning's departure. Sitting at LPA we saw various long distance arrivals and departures, LTU, Britannia, 2000, Iberia, Spanair and British Midland etc and island-hopping by ATR42, DC9, 15 and 30 series and CASA built CN235s of Inter. At the south end we recognised a TU154 and TU134 and executive jets, twins etc near the hanger.

The only doubt on return as we were warned by Capt Blake was a sheet of low cloud at LBA. Direct routing brought us over crystal clear lights of Birmingham and we let down into it but broke through early enough to see Cookridge Aerial Tower clearly.

Despite the delays we shall continue our support of LBA and look forward to improved facilities and greater choice of destinations Oh and the Airbus was nice but would be better with greater seat pitch for 6 hour sits!

Geoff Lee

DEAR OLD FENTON

So much has been written about our local RAF station we all know a great deal about its history. With this in mind I will restrict this little piece to stories of two visits spanning the years. It is now about 47 years since I first made the 22 mile journey from my birthplace and spent many happy hours watching RAF fighters. Pedal power was our means of propulsion as you will have read in the article on the High Speed Races. After one such afternoon I had regained Horsforth against the prevailing westerly when I realised I no longer had my specs. In those days there was a well sited seat by the side of the path near hanger one ideal for watching. This had been my spot and I was convinced the specs had fallen from my jacket there. As I was so worried but didn't fancy another 44 miles Uncle Willie offered to come to my rescue. He had a 600 cc Panther 'Sloper' and Saloon Sidecar, so we set off after tea. This was my very first ride in a sidecar and I almost forgot the purpose of the trip as we zoomed along the country lanes. Unfortunately the specs were not found and must have fallen from my pocket during the cycle ride. That kind Mr Miller at Albion Street, Leeds supplied me with a new pair but I was not very popular with Mum and Dad as things were 'tight' in those days.

Coming right up to date, I again (quickly) travelled the well worn route during early July on two wheels Internal Combustion powered.

It was a pleasure to see seven Bulldogs installed and signs of some sprucing up of parts of the buildings. At least the old place is not being closed down completely but if and when they tidy around the Guard Room and main entrance I will be more convinced. A gate guardian is perhaps too much to hope for.

As so often happens I got talking to a gentleman who parked his car in the viewing area. He also has a soft spot for the old place as he was posted there in 1949 to 41 Sqn stores. One of the famous squadrons formed during WWI which is still operating - in the Jaguar wing to Coltishall. My acquaintance was sent to Fenton prior to the conversion from DH Hornet to Meteors when the Sqn moved to Biggin Hill. He met and married his wife in Yorkshire and like so many long suffering wives of aviation people she is still patiently supporting him after 45 years. His big interest is in Midland Air Museum at Coventry where his Stores experience is no doubt very valuable when chasing parts for rebuilds.

Those Hornets were superb. You know many were abandoned in the Far East - wouldn't it be great if one suddenly returned for display in UK. I can imagine them now, breaking to land and coming in over the fence on a curved approach.

Geoff Lee

BRIGHTON SUMMER FLY - IN

21 JULY 1995

VISITORS

GBHLH Regent, GORAY Cessna 182, GBEEU PA-28, GBKAO Jodel, GBVDI Vans RF4, GAPVS Cessna 170, PH-MOT Super Emeraude, GBGMJ Minicab, GBIOW Jodel, GAVLO Bo. Junior, GBVDC Vagabond, GHALC PA-28, GAZBI Jodel, GBPFY Aeronca, GBPPD Jodel, GATDO Bo. Junior, GBPRT Piel, GZIYP Tailwind, GBAHD Cessna 182. GBHFK Pa-28, GATBP RF-4, GDRSV Jodel, GBEUN Cassutt Racer, GBSPA Quickie, GBJYK Jodel,

FULL SUTTON

13 AUGUST 1995

A quick look round the hanger produced the following, presumably all residents.

GBBKA Cessna 150, GMVZP Spirit, GMYUJ Maverick, GMMOO Spirit, N772H Cessna 337, GBILU Cessna 172, GBPCN AA-5, GBMNL Pa-28, GMTRW Raven.

BRIGHTON Jolly Jodellers fly- in 13 AUGUST 1995

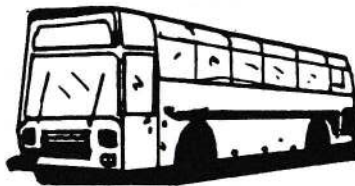
N21HR Tobago, GARBP Nipper, GBEZZ D.112, GBHLH Regent, GAZBI Mascaret, GAYGA D.117, GBVFM Coyote, GAXFN D119, GAWHY Falconair, GBBDP Chevalier, GEMLB D.120, GAWWO Ambassadeur, GBKJS D.120, GBJOB D.140, GBRVZ D.117, GDRZF Chevalier, GMAND PA-28, GKIMB Robin, GASUD PA-28, GAXXW D.117, GBSSJ Fred, GASXU D.120, GBKXA Robin, EI-CTN Cessna 172, GLEMM Pa-28. GAVMD Cessna 150, GAZYF Falke, GBHFK Pa-28, GBLHH Petit Prince, GBJZN T-67, GRWIN Skyranger, GASWL Cessna 172, GBDDF D.117, GBIDG Mascaret, GANON Tiger Moth, GBEB0 Currie, GAYEC Emeraude, GBDDG D.117.

IAN GRATTON

WOLD NEWTON/WILLY HOWE FARM Movements:- 13.7 G-BJAG PA-28 f&t Sherburn, G-MYPR Cyclone AX3 f&t Wombledon. 15.7 G-BFFY F.150M f&t Beverley. 16.7 G-BHIC F.182Q f&t Leeds, G-OOLE 172M f&t Humberside, G-ALFA Auster 5 f&t Sturgate, G-WERY TB.20 f&t Sherburn. 20.7 G-BMNL PA-28R f Full Sutton t North Coates. 21.7 G-RUIA F.172N f Bagby t Blackpool, G-BIAP PA-16 f Wombledon t North Coates, G-WYMP F.150J f&t Full Sutton, G-BAZM D.11 f&t Leeds, G-ZULU PA-28 f Bristol/Lulgate n/s t Bristol 22.7. 22.7 G-BUJX T.61F f Burton Constable t Brighton, G-BJZN T.67A f Burton Constable t Brighton, G-AYX MS.880B f Bagby t Sherburn. 23.7 G-ANRP/TW439 f North Coates t Brighton, G-BEAC PA-28 f&t Humberside, G-RUIA F.172N f Blackpool 7x n/s t North Coates 30.7 (see note below). 24.7 G-BMSU 152 f&t Sandtoft, G-MTPV Thruster f&t Hustwaite. 26.7 G-BJBK PA-18-95 f Padmoor t Beverley. 27.7 G-BILU 172RG f Full Sutton t Leeds, G-WERY TB.20 f&t Sherburn, G-AVPI F.172H f&t Netherthorpe, G-BFIY F.150M f Beverley t Sherburn. 28.7 G-AYUR T.61A f&t Strubby. 29.7 G-AYMK PA-28 f&t Newcastle, G-LICK 172N f&t Leeds. 30.7 G-BUJX T.61F f&t Burton Constable, G-BSPA Q.2 f&t Sturgate, G-BNDT MB.2 f&t Sturgate, G-MYAV Mercury f&t Beverley. 31.7 ? Lynx c/s "Army Air 361" f&t Dishforth, G-WYMP F.150J f Full Sutton t Sandtoft then f&t Full Sutton. 1.8 D-KEOM G.109B (6298) f&t Wickenby. 2.8 G-BNOE PA-28 f Sherburn t Sturgate, G-BHUG 172N f&t Gamston. 4.8 G-BFGL FA.152 f&t Leeds. 5.8 G-MYHN Gemini Flash 2A f&t Wombledon, G-BPJF PA-38 f Sherburn t Brighton, G-ANRP/TW439 Auster 5 f&t Brighton, G-BUJI T.61F f&t Rufforth, G-BGVZ PA-28 f&t Halfpenny Green. 6.8 G-MVUO Chevvron f&t Sandtoft, G-BGNV GA-7 f&t Bagby, G-BFFY F.150N f&t Beverley. 8.8 G-AVMD 150G t and g only f&t Bagby. 9.8 G-MTXD Thruster f&t Hustwaite, G-SACT PA-28 f&t Sherburn, G-MNHZ Gemini Flash f&t Hustwaite. 10.8 G-BAOJ MS.880B f ? n/s t ?. 11.8 G-AZTS F.172L f&t Humberside. 12.8 G-MVHO Pegasus XL-Q f&t Rufforth, G-MVPB Gemini Flash 2A f North Coates t Hustwaite, G-BTZP TB.9 f Bagby t Fishburn, G-BIGZ SF.25B f Brighton t Strubby, G-BMLK G.109B f&t Rufforth, G-BMMP G.109B f Tatenhill n/s t Tatenhill 13.8. 13.8 G-ANRP/TW439 Auster 5 f&t Brighton, G-BODU SF.25C f&t Rufforth, G-BFIY F.150M f&t Leeds. Note:- G-RUIA F.172N arrived 21.7 from maintenance at Bagby and then departed to Blackpool en route to Ireland. When it returned on 23.7 it had sustained damage to its tail plane when it hit a fence whilst taxiing at an unknown location. It remained here until 30.7 when it returned to its base at North Coates for repairs.

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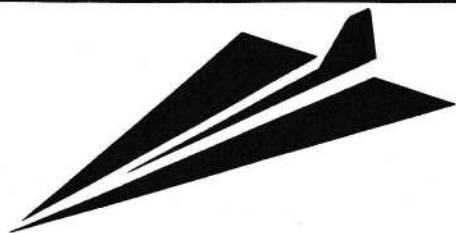
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