



VOL. 22

SEPTEMBER 96

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CHAIRMAN'S CHAT

Hands up those of you who spotted the deliberate mistake last month in my piece about Johnnie Johnson. I made reference to members who may have served in WW1. This obviously should have read WW2. This would have made our regular contributor, Leslie Scheftsik about 105 years old ; so apologies to some of our senior members of the society.

As you read this we will only have a short period of the summer season left. As shown elsewhere in this edition of the magazine, the figures indicate a good increase in passengers using Leeds-Bradford, which should give the L.B.A. a record year.

Air Yorkshire also has had a record year with a steady increase in membership and the size of the magazine. In order to continue this success members now need to be thinking of the A.G.M. in November and coming up with suggestions for meetings, magazine content and nominations for Officers and Committee members.

Also, just around the corner is the Christmas Party for which we need items for the raffle. So any spare bottles of "falling down water" etc. will be gratefully received.

MEETINGS.

September 8th.
October 6th.
November 3rd.
December 1st.

A captain from Air U.K.
To be arranged.
Annual general meeting and video
Grand Christmas Function

CREDITS:

T.Sykes,E.Martin D.Wooler, A.Sedgwick,L.Scheftsik, Geoff Lee

Leeds/Bradford Movements

July 1996

01 Monday

G-DRVE Airbus 320	0003	G-BVJD Fokker 100	0453
G-MAJJ Jetstream 41	0742	EI-CJC Boeing 737	0829
EI-FKE Fokker 50	0905	G-RMCT Short 360	0911
G-BVEF ATR-42	0926	G-MAJA Jetstream 41	0933
G-JEAD Friendship	0950	G-UKTG Fokker 50	1006
OO-DTF Brasilia	1030	G-MAJJ Jetstream 41	1112
G-MAUD BAe ATP	1127	G-OBMZ Boeing 737 500	1130
G-BASX Seneca	1221	G-BDUN Seneca	1301
G-BVKB Boeing 737 300	1324	G-FULL Arrow II	1346
OO-DTJ Brasilia	1441	G-JEAD Friendship	1452
G-UKTG Fokker 50	1516	G-OBMZ Boeing 737 500	1521
VR-CPR Cessna 421C	1537	G-BYAR Boeing 757	1623
G-MAJA Jetstream 41	1718	G-BUEA ATR-42	1726
G-RMCT Short 360	1754	G-JEAD Friendship	1804
G-BVJD Fokker 100	1822	G-ASVZ Cherokee 140	1851
EI-FKC Fokker 50	1938	G-BMSU Cessna 152	1945
G-UKTG Fokker 50	1957	OO-DTF Brasilia	1959
G-MAJA Jetstream 41	2013	G-BUEA ATR-42	2053
G-COPY AA5A Cheetah	2102	G-BRYO DHC8	2107
G-BEJE HS 748	2112	G-JEAD Friendship	2115
EI-CJD Boeing 737	2128	G-BVJD Fokker 100	2130
G-RMCT Short 360	2304		

02 Tuesday

G-MAUD BAe ATP	0002	G-DAJB Boeing 757	0045
G-BYAR Boeing 757	0332	G-BEVG Seneca	0813
F-GMPR Falcon 2000	0816 0911	EI-CKR Boeing 737	0822
EI-FKD Fokker 50	0856	G-RMCT Short 360	0915
G-BVED ATR-42	0924	G-BVJD Fokker 100	0926
C-GTSE Boeing 757	0931	G-MAJA Jetstream 41	0945
G-UKTG Fokker 50	1017	OO-DTJ Brasilia	1043
G-HCTL Navajo	1108	G-MAUD BAe ATP	1130
G-BVJD Fokker 100	1226	G-OOAA Airbus 320	1351
G-MAJA Jetstream 41	1406	F-GMPR Falcon 2000	1430
EI-CHJ Cessna FR172K	1432	OO-MTD Brasilia	1441
G-BASX Seneca	1446	G-BVJD Fokker 100	1517
G-UKTG Fokker 50	1519	G-JEAD Friendship	1532
G-MAJA Jetstream 41	1719	G-RMCT Short 360	1721
G-JEAD Friendship	1820	G-BVJD Fokker 100	1824
G-DACR Airbus 320	1829	G-BVED ATR-42	1832
EI-FKD Fokker 50	1924	G-UKTG Fokker 50	1949
OO-DTF Brasilia	1950	9H-ABQ Airbus 320	1955
EI-CKR Boeing 737	1959	G-MAJA Jetstream 41	2014
G-RMCT Short 360	2022	G-BYAR Boeing 757	2041
G-BVED ATR-42	2045	G-JEAD Friendship	2113
G-BVJD Fokker 100	2123	G-DAAL HS 748	2132
G-MANL BAe ATP	2228		

03 Wednesday

G-DAJB Boeing 757	0017	G-MAJC Jetstream 41	0626
F-CFPF Falcon 10	0757 1608	EI-CJF Boeing 737	0825
EI-FKF Fokker 50	0851	G-BDUN Seneca	0905
G-RMCT Short 360	0926	G-BUEB ATR-42	0929
G-BVJD Fokker 100	0932	G-MAJC Jetstream 41	0938
G-JEAD Friendship	0941	G-BWRP B58 Baron	0944
G-MAJA Jetstream 41	0948	G-UKTG Fokker 50	1007
N27495 Navajo	1009	G-AWWW Cessna 401	1051
OO-MTD Brasilia	1058	G-MANL Bae ATP	1124
G-MAJC Jetstream 41	1138	G-SHIV GA7 Cougar	1219
G-BVJD Fokker 100	1232	G-BMUT Seneca	1405
G-MAJA Jetstream 41	1415	G-JEAD Friendship	1453
OO-DTG Brasilia	1500	G-BVJD Fokker 100	1513
G-UKTG Fokker 50	1523	G-MAJA Jetstream 41	1719
G-BUEB ATR-42	1729	G-RMCT Short 360	1731
G-JEAD Friendship	1803	G-BVJD Fokker 100	1812
EI-FKF Fokker 50	1921	EI-CJF Boeing 737	1945
OO-DTI Brasilia	1955	G-UKTG Fokker 50	2001
G-MAJA Jetstream 41	2012	G-RMCT Short 360	2032
G-BUEB ATR-42	2058	G-JEAD Friendship	2112
G-BRYK DHC8	2115	G-BEJD HS 748	2119
G-BVJD Fokker 100	2121	G-MANL Bae ATP	2126

04 Thursday

G-BYAR Boeing 757	0504	G-RRJE Airbus 320	0642
G-AYPV Cherokee 140D	0809	EI-CJF Boeing 737	0815
EI-FKF Fokker 50	0852	G-RMCT Short 360	0913
G-BVJD Fokker 100	0920	G-BXEH ATR-42	0935
G-JEAD Friendship	0937	G-MAJA Jetstream 41	0945
G-UKTG Fokker 50	1024	OO-DTG Brasilia	1036
G-LORR Archer 111	1057	G-MANL Bae ATP	1121
G-SHIV GA7 Cougar	1231	G-BVJD Fokker 100	1234
G-BYAR Boeing 757	1347	G-MAJA Jetstream 41	1409
OO-DTF Brasilia	1452	G-JEAD Friendship	1504
G-UKTG Fokker 50	1511	G-OOOA Boeing 757	1513
G-BVJD Fokker 100	1517	G-ZENO Lear Jet 35A	1608
VR-CPR Cessna 421C	1641	G-MAJA Jetstream 41	1710
G-RMCT Short 360	1720	G-BXEH ATR-42	1743
G-JEAD Friendship	1818	G-BVJD Fokker 100	1820
EI-FKE Fokker 50	1934	OO-DTG Brasilia	1939
EI-CJH Boeing 737	1944	G-UKTG Fokker 50	2005
G-MAJA Jetstream 41	2007	G-RRJE Airbus 320	2018
G-RMCT Short 360	2023	G-BXEH ATR-42	2049
G-MANL Bae ATP	2111	G-BYAR Boeing 757	2114
G-JEAD Friendship	2120	G-BEJD HS 748	2122
G-BRLY Bae ATP	2126	G-BVJD Fokker 100	2126
G-BRFA Navajo	2232		

05 Friday

G-RRJE Airbus 320	0318	G-BYAW Boeing 757	0502
EI-CKR Boeing 737	0822	EI-FKF Fokker 50	0853
G-RMCT Short 360	0909	G-BVJD Fokker 100	0922
G-JEAD Friendship	0937	G-BXEG ATR-42	0942
G-MAJA Jetstream 41	0943	G-UKTG Fokker 50	1005
G-BBKJ Aztec	1016	OO-DTH Brasilia	1107
G-BRLY Bae ATP	1125	G-OOCI GA7 Cougar	1138
G-BVJD Fokker 100	1223	G-BLLR Cessna 152	1312
G-BMUT Seneca	1317	G-SHIV GA7 Cougar	1404
G-MAJA Jetstream 41	1408	OO-DTF Brasilia	1446

G-JEAD Friendship	1455	G-UKTG Fokker 50	1503
G-BPTL Cessna 172N	1504	G-BVJD Fokker 100	1516
EC-FXQ Boeing 737 400	1523	G-MAUD BAe ATP	1651
G-BUEA ATR-42	1715	G-MAJA Jetstream 41	1717
G-BGKV Arrow III	1720	G-RMCT Short 360	1725
G-JEAD Friendship	1810	G-BVJB Fokker 100	1827
G-BKVA Rallye 180T	1836	G-RRJE Airbus 320	1907
EI-FKC Fokker 50	1938	OO-DTH Brasilia	1944
EI-CKR Boeing 737	1958	G-UKTG Fokker 50	2001
G-MAJA Jetstream 41	2015	G-RMCT Short 360	2028
G-BXEG ATR-42	2033	G-BVTG Fokker 70	2049
G-DAAL HS 748	2057	G-MAUD BAe ATP	2121
G-JEAD Friendship	2125	G-BVJB Fokker 100	2131
EC-FXQ Boeing 737 400	2214		
06 Saturday			
G-RRJE Airbus 320	0304	N146GA Cessna 425	0732
G-SHIV GA7 Cougar	0813	EI-CKR Boeing 737	0826
G-BIWP Mooney M20J	0826	EI-FKB Fokker 50	0858
EC-FZZ Boeing 737 400	0920	G-BVTG Fokker 70	0926
G-BVTF Fokker 70	0933	G-OPRA Navajo	0945
G-UKTG Fokker 50	0952	CF-06 Merlin IIIA	1004
G-MAJI Jetstream 41	1004	G-JEAD Friendship	1028
N146GA Cessna 425	1045	OO-DTF Brasilia	1053
G-MAJA Jetstream 41	1144	G-BVTG Fokker 70	1235
G-OLAH Short 360	1400	G-DRVE Airbus 320	1410
G-BAVZ Aztec	1425	G-UKTG Fokker 50	1511
EC-FZZ Boeing 737 400	1528	G-BAIW Cessna F172M	1613
G-BVTG Fokker 70	1620	EI-FKF Fokker 50	1627
N146GA Cessna 425	1633	G-DAJB Boeing 757	1707
G-JEAD Friendship	1918	G-BVTG Fokker 70	1936
G-UKTG Fokker 50	1939	N146GA Cessna 425	2004
G-VAGA Vaqabond	2030	G-MANL BAe ATP	2112
G-DRVE Airbus 320	2137		
07 Sunday			
G-DAJB Boeing 757	0346	G-BYAK Boeing 757	0453
LZ-MIK TU154	0715	G-DRVE Airbus 320	0839
EI-FKE Fokker 50	0904	G-BVTE Fokker 70	0932
F-GGLA King Air 200	0937	G-UKTG Fokker 50	0948
G-BVKD Boeing 737 500	1000	G-UKTI Fokker 50	1042
G-BBPX Seneca	1122	G-BVTG Fokker 70	1232
G-BMSU Cessna 152	1310	G-BXEH ATR-42	1344
OO-DTG Brasilia	1441	G-JEAD Friendship	1448
G-UKTG Fokker 50	1512	G-MAJA Jetstream 41	1513
G-BSBW JetRanger	1556	G-MANL BAe ATP	1633
EI-CJG Boeing 737	1648	G-OPRA Navajo	1650
G-WAZZ Pitts S-1S	1707	G-BULH Cessna 172N	1709
G-JEAD Friendship	1808	G-BYAK Boeing 757	1832
G-BVJA Fokker 100	1835	EI-FKC Fokker 50	1926
OO-MTD Brasilia	1950	G-BILR Cessna 152	1953
G-TAXI Aztec	2003	G-UKTG Fokker 50	2011
G-BXEH ATR-42	2019	G-MAJA Jetstream 41	2044
G-MANL BAe ATP	2121	G-BVJA Fokker 100	2140
OE-GAA Citation V	2149	EI-CJG Boeing 737	2205
08 Monday			
G-DRVE Airbus 320	0004	EI-CJC Boeing 737	0825
EI-FKC Fokker 50	0855	G-OLAH Short 360	0916
PH-DZI Cessna P210N	0919	G-BVEF ATR-42	0930
G-BVJA Fokker 100	0933	G-MAJA Jetstream 41	0943

G-JEAD Friendship	0955	G-UKTG Fokker 50	1009
OO-DTG Brasilia	1053	VR-CJB Citation	1113
G-BICP Robin DR.360	1121	G-MANL BAe ATP	1130
G-JEAE Friendship	1159	G-BWCN Dornier 28D	1202
G-BVJA Fokker 100	1224	G-MAJA Jetstream 41	1415
OO-DTH Brasilia	1449	G-JEAD Friendship	1450
G-BWXB T67M Firefly	1451	G-UKTG Fokker 50	1511
G-BVJA Fokker 100	1518	G-BAVZ Aztec	1528
G-BYAK Boeing 757	1622	G-MAJA Jetstream 41	1712
G-OLAH Short 360	1721	G-BVEF ATR-42	1728
G-JEAD Friendship	1808	XZ335 Gazelle AH.1	1817
G-BVJB Fokker 100	1818	G-BOYC Robinson R.22	1824
G-WIZZ JetRanger	1931	EI-FKD Fokker 50	1936
G-DLTR Cherokee 180E	1941	OO-DTG Brasilia	1949
EI-CJC Boeing 737	1952	G-UKTG Fokker 50	2001
G-WEND Arrow IV	2004	G-TAXI Aztec	2006
G-MAJA Jetstream 41	2013	G-OLAH Short 360	2025
G-BVEF ATR-42	2047	G-MANL BAe ATP	2101
G-STAT Cessna U206F	2112	G-BVJB Fokker 100	2117
G-JEAD Friendship	2119	G-BEJD HS 748	2137
09 Tuesday			
G-BYAK Boeing 757	0327	EI-CJH Boeing 737	0826
G-TRIN TB-20 Trinidad	0831	G-EDEN TB-10 Tobago	0851
EI-FKB Fokker 50	0900	G-OLAH Short 360	0911
G-BUEA ATR-42	0936	G-BVJB Fokker 100	0939
G-MAJA Jetstream 41	0942	G-JEAD Friendship	0944
C-GTSN Boeing 757	0947	G-BSBW JetRanger	0952
G-UKTG Fokker 50	0957	G-BAVZ Aztec	1012
G-SHCC JetRanger	1033	OY-BSF Seneca	1043
OO-DTH Brasilia	1046	G-MANL BAe ATP	1139
G-BVJB Fokker 100	1225	G-MAJA Jetstream 41	1420
OO-DTJ Brasilia	1442	N210MP Cessna T210N	1449 1310(10)
G-OOAC Airbus 320	1452	G-UKTG Fokker 50	1513
G-BVJB Fokker 100	1528	G-FLTI King Air F90	1535
G-HMES Warrior II	1546	G-TROP Cessna T310R	1619
G-OLAH Short 360	1713	G-BUEA ATR-42	1732
OO-FVR JetRanger	1739	G-BVJB Fokker 100	1813
G-DACR Airbus 320	1821	PH-CFF Fokker 100	1900
EI-FKB Fokker 50	1933	EI-CJD Boeing 737	1941
G-UKTG Fokker 50	1956	OO-DTH Brasilia	1958
G-OLAH Short 360	2010	S5-AAB Airbus 320	2020
G-BYAK Boeing 757	2023	G-MANL BAe ATP	2103
G-JEAD Friendship	2106	G-BUEA ATR-42	2114
G-BVJB Fokker 100	2123	G-DAAL HS 748	2130
G-JEAD Friendship	2344		
10 Wednesday			
G-BVJP ATR-42	0349	EI-CJC Boeing 737	0822
EI-FKF Fokker 50	0852	G-BVJB Fokker 100	0922
G-BUEB ATR-42	0932	G-OLAH Short 360	0939
G-JEAD Friendship	0949	G-UKTG Fokker 50	1006
OO-DTJ Brasilia	1047	G-MANL BAe ATP	1128
G-AUD BAe ATP	1140	G-OFLT Bandeirante	1146
G-BSBW JetRanger	1219	G-MAJA Jetstream 41	1219
G-BVJB Fokker 100	1234	G-OGAT King Air 200	1328
G-KART Warrior II	1405	OO-MTD Brasilia	1451
G-JEAD Friendship	1502	G-LIDE Navajo	1508
G-UKTG Fokker 50	1515	G-BVJB Fokker 100	1522
G-BSBW JetRanger	1525	G-OCSZ Bandeirante	1555

G-BVJI	BAE 125 800B	1559	G-EDNA	Tomahawk	1650
G-ZAPK	BAE 146	1651	G-BSBW	JetRanger	1654
G-OLAH	Short 360	1711	G-BUEB	ATR-42	1714
ZG994	Islander AL.1	1721	G-MAJA	Jetstream 41	1727
N584CA	Rockwell 114B	1803	G-BVJA	Fokker 100	1826
G-JEAD	Friendship	1832	G-BGYT	Bandeirante	1918
EI-PKD	Fokker 50	1930	G-UKTG	Fokker 50	1946
EI-CJC	Boeing 737	1949	G-BVJP	ATR-42	1956
OO-DTJ	Brasilia	2003	G-OGAT	King Air 200	2014
G-OLAH	Short 360	2017	G-MAJA	Jetstream 41	2023
G-BRYI	DHC8	2054	G-BXEH	ATR-42	2120
G-JEAD	Friendship	2121	G-MANL	BAe ATP	2127
G-BEJE	HS 748	2130	G-BVJA	Fokker 100	2132
G-OLAH	Short 360	2216			
11	Thursday				
G-BYAK	Boeing 757	0506	G-DRVE	Airbus 320	0632
EI-CJG	Boeing 737	0817	EI-FKA	Fokker 50	0855
G-OLAH	Short 360	0919	G-BVJA	Fokker 100	0929
G-MAJA	Jetstream 41	0951	G-BXEG	ATR-42	0956
G-UKTG	Fokker 50	1002	OO-DTF	Brasilia	1037
G-DACC	Cessna 401B	1058	G-MANL	BAe ATP	1114
G-JEAE	Friendship	1210	G-BVJA	Fokker 100	1231
G-BYAK	Boeing 757	1346	G-BBNV	Fuji FA 200-160	1355
G-MAJA	Jetstream 41	1414	OO-MTD	Brasilia	1442
G-UKTG	Fokker 50	1511	G-OOOJ	Boeing 757	1516
G-LEAF	Cessna 406	1521	G-BVJA	Fokker 100	1536
G-JEAD	Friendship	1541	G-JLRW	Duchess	1658
G-OLAH	Short 360	1720	G-MAJA	Jetstream 41	1722
G-BXEG	ATR-42	1740	G-BVJA	Fokker 100	1817
G-JEAD	Friendship	1826	EI-FKA	Fokker 50	1941
G-UKTG	Fokker 50	1945	OO-DTF	Brasilia	1947
G-OLAH	Short 360	2014	G-MAJA	Jetstream 41	2019
EI-CJI	Boeing 737	2021	G-DRVE	Airbus 320	2029
G-BXEG	ATR-42	2054	G-BYAK	Boeing 757	2108
G-MANL	BAe ATP	2121	G-BVJA	Fokker 100	2123
G-JEAD	Friendship	2126	G-BEJD	HS 748	2146
12	Friday				
G-DRVE	Airbus 320	0314	G-BYAN	Boeing 757	0457
EI-CKR	Boeing 737	0818	G-ISEH	Cessna 182R	0843
EI-FKC	Fokker 50	0901	G-OLAH	Short 360	0910
G-BVEF	ATR-42	0926	G-SHCC	JetRanger	0927
G-BVJA	Fokker 100	0933	G-MAJA	Jetstream 41	0941
G-OZOI	Cessna R182RG	1001	G-UKTG	Fokker 50	1008
G-EWFN	TB-20 Trinidad	1012	OO-DTI	Brasilia	1031
G-BRND	Cessna 152	1057	G-MANL	BAe ATP	1129
G-BVJA	Fokker 100	1227	40153	Beech C-12F	1312
G-OFLT	Bandeirante	1337	G-BVTE	Fokker 70	1403
G-MAJA	Jetstream 41	1411	OO-MTD	Brasilia	1447
G-JEAD	Friendship	1449	G-UKTG	Fokker 50	1513
G-OACG	Seneca	1516	G-BVJA	Fokker 100	1529
EC-GBN	Boeing 737 400	1532	G-SHCC	JetRanger	1602
G-BVTE	Fokker 70	1709	G-OLAH	Short 360	1721
G-BILR	Cessna 152	1726	G-BVEF	ATR-42	1727
G-JEAD	Friendship	1807	G-BVJB	Fokker 100	1826
EI-PKD	Fokker 50	1943	G-UKTG	Fokker 50	1945
OO-DTH	Brasilia	1947	G-DRVE	Airbus 320	1953
G-BVTE	Fokker 70	2005	EI-CKR	Boeing 737	2006
G-OLAH	Short 360	2015	G-BVEF	ATR-42	2057

	G-JEAD Friendship	2117	G-BEJE HS 748	2132
	G-BVJB Fokker 100	2142	EC-GBN Boeing 737 400	2218
13	Saturday			
	G-DRVE Airbus 320	0307	163840 Beech UC-12M	0735
	EI-CKP Boeing 737	0814	EI-FKB Fokker 50	0858
	EC-FZZ Boeing 737 400	0912	G-BVTE Fokker 70	0930
	G-UKTG Fokker 50	1003	G-MAJH Jetstream 41	1007
	G-OANC Warrior II	1012	G-JEAD Friendship	1034
	OO-MTD Brasilia	1037	G-KMCD King Air 200	1045
	G-BVTE Fokker 70	1232	G-OCDB Citation II	1328 1104(14)
	G-DRVE Airbus 320	1324	G-UKTG Fokker 50	1512
	EC-FZZ Boeing 737 400	1545	G-GNTB Bandeirante	1617
	G-BTFP Tomahawk	1629	EI-FKD Fokker 50	1636
	G-BVTE Fokker 70	1652	G-MONB Boeing 757	1730
	G-BVTE Fokker 70	1957	G-JEAD Friendship	2008
	G-UKTG Fokker 50	2039	G-MANL BAe ATP	2351
14	Sunday			
	G-DRVE Airbus 320	0000	G-BVTE Fokker 70	0024
	G-MONB Boeing 757	0334	G-AZLY Cessna F150L	0843
	EI-FKB Fokker 50	0858	G-SUEE Airbus 320	0912
	G-BVTE Fokker 70	0926	G-BVTG Fokker 70	1020
	G-BYAO Boeing 757	1103	G-LIZI Cherokee 160	1116
	G-GCAT Cherokee 140B	1129	G-UKFH Fokker 50	1144
	G-BVTE Fokker 70	1231	G-BXEG ATR-42	1334
	G-UKTA Fokker 50	1346	G-BFEF Bell 47G	1421
	G-JEAD Friendship	1441	OO-DTF Brasilia	1452
	G-UKFH Fokker 100	1514	G-GNTB SAAB 340	1525
	G-MANL BAe ATP	1626	EI-CJI Boeing 737	1636
	G-MAJA Jetstream 41	1742	G-KMCD King Air 200	1747
	VR-CPR Cessna 421C	1756	G-JEAD Friendship	1819
	G-BVJC Fokker 100	1828	EI-FKC Fokker 50	1925
	G-SUEE Airbus 320	1944	OO-DTH Brasilia	1951
	G-UKTG Fokker 50	2017	G-BUEB ATR-42	2035
	G-MANL BAe ATP	2105	G-BVJC Fokker 100	2120
	G-MAJA Jetstream 41	2123	G-JEAD Friendship	2132
	EI-CJI Boeing 737	2159	G-BYAO Boeing 757	2231
15	Monday			
	G-SUEE Airbus 320	0308	G-HMES Warrior II	0759
	EI-CKS Boeing 737	0822	G-ORJB Citation	0830
	G-BDUN Seneca	0844	EI-FKD Fokker 50	0854
	G-BUKT Luscombe 8E	0908	G-OLAH Short 360	0910
	G-BXEG ATR-42	0923	G-BVJC Fokker 100	0928
	G-MAJA Jetstream 41	0942	G-JEAD Friendship	0945
	G-BAAZ Arrow	1005	G-UKTG Fokker 50	1007
	G-BSKO Maule MXT-7-180	1015	OO-DTF Brasilia	1041
	G-AZLY Cessna F150L	1057	D-EHTM Cessna 172P	1113
	G-MANL BAe ATP	1124	G-BAVZ Aztec	1138
	G-BMDK Seneca	1222	G-BVJC Fokker 100	1228
	N730CE King Air 200	1336	G-MAJA Jetstream 41	1418
	G-JEAD Friendship	1448	OO-MTD Brasilia	1453
	G-BUKT Luscombe 8E	1456	G-GYMM Arrow	1459
	G-UKTB Fokker 50	1510	G-BVJC Fokker 100	1527
	G-BILR Cessna 152	1622	G-BYAO Boeing 757	1631
	G-BJAJ AA5B Tiger	1702	G-OLAH Short 360	1715
	G-MAJA Jetstream 41	1719	ZG994 Islander AL.1	1727
	G-BVED ATR-42	1744	G-JEAD Friendship	1818
	G-BVJB Fokker 100	1823	G-BTFY JetRanger	1828
	G-GFRY Long Ranger	1828	G-GEAR Cessna FR182RG	1930

EI-FKD Fokker 50	1946	EI-CJG Boeing 737	1957
OO-DTF Brasilia	2000	G-UKTB Fokker 50	2002
G-MAJA Jetstream 41	2012	G-OLAH Short 360	2021
G-BVED ATR-42	2058	G-MANL Bae ATP	2121
G-JEAD Friendship	2123	G-BVJC Fokker 100	2129
G-BEJD HS 748	2132		
16 Tuesday			
G-BYAL Boeing 757	0428	EI-CJC Boeing 737	0820
G-BRND Cessna 152	0850	EI-FKP Fokker 50	0904
G-OLAH Short 360	0914	G-JEAD Friendship	0931
G-BVJC Fokker 100	0937	G-BVED ATR-42	0945
C-GTSJ Boeing 757	0947	G-MAJA Jetstream 41	0952
G-UKTB Fokker 50	1005	G-BOGM Turbo Arrow IV	1010
OO-MTD Brasilia	1051	G-MANL Bae ATP	1137
G-BVJD Fokker 100	1232	G-OOAB Airbus 320	1330
G-BORL Warrior II	1355	G-MAJA Jetstream 41	1410
G-JEAD Friendship	1441	OO-DTJ Brasilia	1444
G-BCTF Warrior	1516	G-UKTF Fokker 50	1530
G-BVJC Fokker 100	1541	G-BNRL Cessna 152	1608
G-OLAH Short 360	1713	G-MAJA Jetstream 41	1719
G-BVEC ATR-42	1728	G-JEAD Friendship	1812
G-BVJC Fokker 100	1820	G-DACR Airbus 320	1828
G-BSDO Cessna 152	1834	N584CA Rockwell 114	1835 1706
EI-FKC Fokker 50	1942	G-UKTF Fokker 50	1948
EI-CJC Boeing 737	1957	OO-MTD Brasilia	2000
G-MAJA Jetstream 41	2014	G-OLAH Short 360	2017
G-BYAL Boeing 757	2024	G-BVEC ATR-42	2054
G-MANL Bae ATP	2104	G-ATMI HS 748	2113
G-JEAD Friendship	2118	9H-ABP Airbus 320	2126
G-BVJC Fokker 100	2130	G-GJET Lear Jet 35A	2142
17 Wednesday			
VR-BLK Rockwell 690C	0642 0743	G-BMDK Seneca	0758
EI-CJI Boeing 737	0822	EI-FKD Fokker 50	0904
G-OLAH Short 360	0912	G-BVJC Fokker 100	0927
G-BXEH ATR-42	0930	G-MAJA Jetstream 41	0939
G-JEAD Friendship	0940	G-UKTF Fokker 50	1006
G-BSBW JetRanger	1008	OO-DTJ Brasilia	1038
G-BOEE Archer II	1056	G-MANL Bae ATP	1128
G-BUZI Twin Squirrel	1141	G-SHIV GA7 Cougar	1145
G-BVJC Fokker 100	1231	G-BWXB T67M Firefly	1336
G-MAJA Jetstream 41	1411	OO-DTH Brasilia	1447
G-JEAD Friendship	1451	G-BASX Seneca	1503
G-UKTF Fokker 50	1512	G-BVJC Fokker 100	1522
G-BNMB Warrior	1647	G-MAJA Jetstream 41	1720
G-BVED ATR-42	1723	G-OLAH Short 360	1729
N584CA Rockwell 114B	1732	G-BILR Cessna 152	1740
G-TAXI Aztec	1758	G-BPMF Warrior	1807
G-BVJC Fokker 100	1813	G-JEAD Friendship	1821
G-WEND Arrow IV	1940	EI-FKE Fokker 50	1941
G-UKTF Fokker 50	1952	EI-CJI Boeing 737	1954
OO-DTJ Brasilia	1956	G-MAJA Jetstream 41	2011
G-OLAH Short 360	2013	G-BPMF Warrior	2035
G-BVED ATR-42	2037	G-MANL Bae ATP	2104
G-BEJE HS 748	2122	G-BVJC Fokker 100	2126
G-JEAD Friendship	2128		
18 Thursday			
G-BEHV Cessna F172N	0037	PH-AST Navajo	0050
G-BYAL Boeing 757	0508	G-TPTT Airbus 320	0653

VR-CBM Citation II	0731	EI-CKS Boeing 737	0830
EI-FKD Fokker 50	0900	G-BBSW JetRanger	0906
G-OLAH Short 360	0913	G-BVJC Fokker 100	0934
G-JEAD Friendship	0942	G-MAJA Jetstream 41	0945
G-BUEA ATR-42	0949	G-IABC Tri-R Kis	0953
OO-DTH Brasilia	1036	G-UKTF Fokker 50	1043
G-AWSM Cherokee 235C	1115	G-BAOB Cessna F172M	1125
G-MANL BAe ATP	1141	G-SHIV GA7 Cougar	1218
G-BVJC Fokker 100	1239	G-BSDO Cessna 152	1255
G-BYAL Boeing 757	1404	G-MAJA Jetstream 41	1413
G-JEAD Friendship	1440	OO-DTJ Brasilia	1451
G-BASX Seneca	1457	G-BILR Cessna 152	1509
G-OOOA Boeing 757	1513	G-UKTF Fokker 50	1516
G-BVJC Fokker 100	1539	G-MAJA Jetstream 41	1710
G-OLAH Short 360	1715	G-BUEA ATR-42	1738
G-JEAD Friendship	1803	VR-CBM Citation II	1818
G-BVJA Fokker 100	1907	EI-FKD Fokker 50	1946
EI-CKS Boeing 737	1949	OO-DTH Brasilia	2000
G-UKTF Fokker 50	2001	G-MAJA Jetstream 41	2009
G-OLAH Short 360	2016	G-TPTT Airbus 320	2026
G-BILR Cessna 152	2032	G-BXEG ATR-42	2051
G-MANL BAe ATP	2114	G-BYAL Boeing 757	2118
G-JEAD Friendship	2119	VR-BLK Rockwell 690C	2123
G-BVJA Fokker 100	2158	D-IHAP King Air 200	2348 0122(19)
19 Friday			
G-TPTT Airbus 320	0338	G-BYAR Boeing 757	0453
G-SFHR Aztec	0811	EI-CKQ Boeing 737	0823
EI-CRI King Air 350	0836	G-BRND Cessna 152	0842
EI-FKF Fokker 50	0856	G-OLAH Short 360	0914
G-BVJA Fokker 100	0930	G-BVED ATR-42	0937
G-MAJA Jetstream 41	0938	G-JEAD Friendship	0942
G-UKTF Fokker 50	0958	OO-DTO Brasilia	1037
G-MANL BAe ATP	1113	G-IJJB King Air 200	1134
G-BVJA Fokker 100	1222	G-SFHR Aztec	1401
G-MAJA Jetstream 41	1410	G-STAT Cessna U206F	1427
G-BASX Seneca	1448	G-JEAD Friendship	1452
OO-DTO Brasilia	1457	G-BNDS Navajo	1511
EC-FXP Boeing 737 400	1514	G-BVJA Fokker 100	1521
G-UKTF Fokker 50	1525	G-BICP Robin DR.360	1639
G-MAJA Jetstream 41	1709	G-BVED ATR-42	1725
G-OLAH Short 360	1727	G-JEAD Friendship	1813
G-BVJA Fokker 100	1821	G-DRVE Airbus 320	1930
EI-FKE Fokker 50	1944	G-BBSW JetRanger	1949
OO-DTF Brasilia	1950	EI-CKR Boeing 737	1952
G-UKTF Fokker 50	2004	G-MAJA Jetstream 41	2005
G-OLAH Short 360	2012	G-BVTE Fokker 70	2041
G-BVED ATR-42	2053	G-BPDA HS 748	2120
G-JEAD Friendship	2123	G-MANL BAe ATP	2126
G-BVJA Fokker 100	2130	EC-FXP Boeing 737 400	2205
20 Saturday			
G-DRVE Airbus 320	0309	EI-CJC Boeing 737	0822
EI-FKB Fokker 50	0856	G-BVTE Fokker 70	0930
EC-FZZ Boeing 737 400	0933	G-BVTF Fokker 70	0937
G-ZGBE B58 Baron	0943	N735CX Cessna 182Q	0955
G-UKTC Fokker 50	1003	G-MAJE Jetstream 41	1008
G-HS00 Hughes 500	1027	OO-DTG Brasilia	1029
G-JEAD Friendship	1031	G-MAJA Jetstream 41	1142
G-BJOT Jodel D.117	1144	G-BVTE Fokker 70	1254

G-DRVE Airbus 320	1333	G-BRIN TB-20 Trinidad	1338
G-UKTC Fokker 50	1510	EC-FZZ Boeing 737 400	1537
G-TOMG Jet Provost T.4	1541	EI-FKB Fokker 50	1609
G-BVTE Fokker 70	1648	G-MONJ Boeing 757	1703
G-BGWN Tomahawk	1745	N3CX Sikorsky S-76	1839
G-JEAD Friendship	1918	G-UKTC Fokker 50	1933
G-BVTE Fokker 70	1941	G-BSBW JetRanger	1950
G-MANL BAe ATP	2137	G-DRVE Airbus 320	2307
21 Sunday			
G-MONJ Boeing 757	0405	LZ-MIS TU 154	0715
PH-CFF Fokker 100	0817	G-BYAG Boeing 757	0838
EI-PKF Fokker 50	0900	G-BVTE Fokker 70	0912
G-DRVE Airbus 320	0926	G-UKTC Fokker 50	0953
G-BVTF Fokker 70	1014	G-AYGG Jodel D.120	1102
G-BCTF Warrior	1121	G-RAFW Mooney M.20E	1127
G-BVTE Fokker 70	1236	G-BPMF Warrior	1248
G-BXEG ATR-42	1345	G-BJOT Jodel D.117	1438
OO-DTH Brasilia	1446	G-JEAD Friendship	1451
G-UKTI Fokker 50	1458	XZ311 Gazelle AH.1	1504 1545
G-BILR Cessna 152	1548	G-MANL BAe ATP	1616
EI-CKQ Boeing 737	1642	G-ZGBE B.58 Baron	1718
G-STAT Cessna U206F	1748	G-JEAD Friendship	1809
G-BVJA Fokker 100	1832	G-BYAG Boeing 757	1854
EI-PKD Fokker 50	1930	OO-DTI Brasilia	1950
G-UKTG Fokker 50	2001	G-BXEG ATR-42	2010
G-MAJA Jetstream 41	2045	G-MANL BAe ATP	2105
G-BVJA Fokker 100	2123	G-JEAD Friendship	2129
EI-CKQ Boeing 737	2154		
22 Monday			
G-BLZT Short 360	0014	G-DRVE Airbus 320	0047
EI-CJE Boeing 737	0821	G-FOOD King Air 200	0849
EI-PKF Fokker 50	0901	G-BLZT Short 360	0908
G-BVJA Fokker 100	0930	G-BXEG ATR-42	0932
G-JEAD Friendship	0942	G-MAJA Jetstream 41	0948
G-UKTG Fokker 50	1010	OO-DTH Brasilia	1036
G-MANL BAe ATP	1138	PH-DZI Cessna P210N	1146 1746
G-BVJA Fokker 100	1219	N1351H Cherokee Six	1311 1725
G-NNAC Super Cub	1324	G-BLTT T-67B Firefly	1348
G-MAJA Jetstream 41	1403	G-JEAD Friendship	1447
OO-DTF Brasilia	1452	G-UKTG Fokker 50	1514
G-BVJA Fokker 100	1515	G-BYAG Boeing 757	1636
XZ311 Gazelle AH.1	1712 1736	G-MAJA Jetstream 41	1719
G-WIZZ JetRanger	1724	G-BLZT Short 360	1727
G-ZAPG Short 360	1747	G-JEAD Friendship	1814
G-BVJA Fokker 100	1821	G-FOOD King Air 200	1906
G-UKTG Fokker 50	1946	EI-CKP Boeing 737	1956
OO-DTH Brasilia	2000	EI-PKE Fokker 50	2002
G-MAJA Jetstream 41	2012	G-BLZT Short 360	2025
G-MANL BAe ATP	2105	G-BVJA Fokker 100	2118
G-JEAD Friendship	2122	G-BXEG ATR-42	2130
G-BEJE HS 748	2133		
23 Tuesday			
G-BYAG Boeing 757	0305	G-WIZZ JetRanger	0759
EI-CKR Boeing 737	0900	EI-FKB Fokker 50	0902
G-BLZT Short 360	0915	G-BVJA Fokker 100	0924
G-JEAD Friendship	0935	C-GTSN Boeing 757	0941
G-MAJA Jetstream 41	0946	G-BXEG ATR-42	0949
G-UKTG Fokker 50	1013	OO-DTO Brasilia	1032

G-SHCC JetRanqer	1058	G-BGEK Tomahawk	1129
G-MANL BAe ATP	1141	G-SHIV GA7 Cougar	1152
G-BVJA Fokker 100	1223	G-00AB Airbus 320	1413
G-MAJA Jetstream 41	1417	00-DTJ Brasilia	1441
G-UKTG Fokker 50	1522	G-BVJA Fokker 100	1536
G-MAJA Jetstream 41	1709	G-BLZT Short 360	1720
N532KG Cessna 340	1743	G-BXEG ATR-42	1809
G-BVJA Fokker 100	1824	G-TPTT Airbus 320	1829
EI-FKC Fokker 50	1928	G-JEAP Friendship	1937
EI-CJC Boeing 737	1942	G-UKTG Fokker 50	1958
00-DTI Brasilia	2000	9H-ABP Airbus 320	2007
G-BLZT Short 360	2011	G-MAJA Jetstream 41	2013
G-BYAG Boeing 757	2029	G-MANL BAe ATP	2108
G-BEJE HS 748	2110	G-BXEG ATR-42	2126
G-BVJA Fokker 100	2145	G-JEAD Friendship	2210
24 Wednesday			
EI-CJC Boeing 737	0818	G-OGAT King Air 200	0831
EI-FKE Fokker 50	0904	G-BLZT Short 360	0914
G-BVJA Fokker 100	0924	G-BXEG ATR-42	0926
G-MAJA Jetstream 41	0942	G-JEAP Friendship	0945
G-UKTG Fokker 50	1004	OY-CTR Navajo	1012 1628
00-DTJ Brasilia	1053	G-MANL BAe ATP	1119
G-BRPL Cherokee 140	1206	G-BSDL TB-10 Tobago	1224
G-BVJA Fokker 100	1240	G-BOZP Duchess	1353
G-MAJA Jetstream 41	1422	00-DTI Brasilia	1443
G-JEAD Friendship	1448	G-UKTG Fokker 50	1411
G-BVJA Fokker 100	1526	XZ730 Lynx HAS.3	1707
G-MAJA Jetstream 41	1718	G-BXEG ATR-42	1719
G-BLZT Short 360	1723	G-WMAA Bolkow 105DBS.4	1802
G-OGAT King Air 200	1805	G-JEAD Friendship	1810
G-BVJA Fokker 100	1823	EI-FKF Fokker 50	1949
G-UKTG Fokker 50	1957	00-DTJ Brasilia	2000
EI-CJC Boeing 737	2004	G-MAJA Jetstream 41	2020
G-BWTL ATR-72	2025	G-BLZT Short 360	2027
G-BVJA Fokker 100	2119	G-MANL BAe ATP	2131
G-BEJD HS 748	2134	G-JEAD Friendship	2229
25 Thursday			
G-BYAG Boeing 757	0530	G-SUEE Airbus 320	0634
EI-CJC Boeing 737	0820	EI-FKE Fokker 50	0903
G-BLZT Short 360	0911	G-BVJA Fokker 100	0923
OE-FMS Citation	0930	G-MAJA Jetstream 41	0938
G-JEAD Friendship	0940	G-BXEG ATR-42	0946
G-BSBW JetRanqer	1010	G-BWOM Citation II	1029
G-BRPL Cherokee 140	1037	G-UKTG Fokker 50	1038
G-BRFA Navajo	1042	00-DTI Brasilia	1052
G-MANL BAe ATP	1122	SE-GDB Cherokee 180	1218 1551
G-BVJA Fokker 100	1223	G-MAJA Jetstream 41	1424
G-SHIV GA7 Cougar	1432	00-DTH Brasilia	1444
G-BYAG Boeing 757	1448	G-JEAD Friendship	1455
G-BVJA Fokker 100	1510	G-UKTG Fokker 50	1512
G-BSBW JetRanqer	1517	G-000A Boeing 757	1518
G-BDIG Cessna 182P	1644	G-BPTL Cessna 172N	1645
G-MAJA Jetstream 41	1717	G-BUEA ATR-42	1718
G-BILR Cessna 152	1723	G-BLZT Short 360	1727
G-BVJA Fokker 100	1805	G-JEAD Friendship	1812
EI-FKE Fokker 50	1938	EI-CJC Boeing 737	1942
G-UKTG Fokker 50	1956	00-DTI Brasilia	1959
G-BRFA Navajo	2001	G-SUEE Airbus 320	2023

	G-MAJA Jetstream 41	2025		G-BLZT Short 360	2029
	G-BUEA ATR-42	2045		G-MANL BAe ATP	2059
	G-BEJE HS 748	2114		G-BVJA Fokker 100	2119
	G-JEAD Friendship	2122		G-BYAG Boeing 757	2135
26	Friday				
	G-SUEE Airbus 320	0355		G-BYAG Boeing 757	0501
	EI-CKP Boeing 737	0824		EI-PKB Fokker 50	0854
	G-BLZT Short 360	0909		G-BVJA Fokker 100	0934
	G-BUEA ATR-42	0937		G-JEAD Friendship	0939
	G-UKTG Fokker 50	1003		G-BSBW JetRanger	1004
	OO-DTH Brasilia	1033		G-BWXC T67M Firefly	1113
	G-MANL BAe ATP	1131		G-BVJA Fokker 100	1225
	G-ZGBE B58 Baron	1230		EC-FZZ Boeing 737 400	1455
	G-JEAD Friendship	1457		OO-MTD Brasilia	1501
	OE-GAA Citation V	1515		G-SBAS King Air 200	1518
	G-UKTG Fokker 50	1522		G-BVJA Fokker 100	1522
	G-MANL BAe ATP	1526		N709EL Beechjet 400A	1603 1631
	G-MAJA Jetstream 41	1719		G-BLZT Short 360	1730
	G-SBAS King Air 200	1732		G-ZAPG Short 360	1749
	XZ324 Gazelle AH.1	1805		G-BVJA Fokker 100	1811
	G-JEAD Friendship	1818		G-BILR Cessna 152	1832
	G-SUEE Airbus 320	1917		EI-CJE Boeing 737	1949
	G-UKTG Fokker 50	1954		OO-DTH Brasilia	1958
	EI-PKB Fokker 50	2001		G-BRJV Cadet	2017
	G-MAJA Jetstream 41	2020		G-BLZT Short 360	2022
	G-BVTE Fokker 70	2036		G-BXEG ATR-42	2037
	G-MANL BAe ATP	2112		G-BVJC Fokker 100	2117
	G-JEAD Friendship	2122		G-BEJD HS 748	2153
	EC-FZZ Boeing 737 400	2206			
27	Saturday				
	G-SUEE Airbus 320	0314		EI-CJG Boeing 737	0824
	N6315X Cessna 421C	0848	1906	EI-PKF Fokker 50	0904
	EC-FXP Boeing 737 400	0909		G-BVTE Fokker 70	0943
	G-UKTG Fokker 50	0959		G-MAJG Jetstream 41	1001
	G-JEAD Friendship	1044		G-BOOX LongEz	1046
	OO-MTD Brasilia	1049		G-HMES Warrior II	1051
	G-BVTF Fokker 70	1111		G-BSBW JetRanger	1116
	G-MAJA Jetstream 41	1135		G-BVTE Fokker 70	1241
	G-SUEE Airbus 320	1333		C-GTDE Lear Jet 35	1412 1456
	G-BGLW Seneca	1503		OE-9493 Super Dimona	1505
	G-UKTG Fokker 50	1508		EC-FXP Boeing 737 400	1510
	N2CL Arrow IV	1515	1515(28)	G-TAXI Aztec	1522
	EI-PKC Fokker 50	1629		G-BVTE Fokker 70	1645
	G-MONJ Boeing 757	1709		G-BPMF Warrior	1720
	G-BMPC Archer II	1723		G-JEAD Friendship	1920
	G-BVTE Fokker 70	1931		EC-FVR DC9 83	1934
	G-UKTG Fokker 50	1951		G-BVTF Fokker 70	1958
	G-SUEE Airbus 320	2141		G-MAUD BAe ATP	2305
28	Sunday				
	G-MONJ Boeing 757	0356		G-UKFH Fokker 100	0713
	G-BYAR Boeing 757	0741		G-SUEE Airbus 320	0836
	G-BVTE Fokker 70	0917		EI-PKF Fokker 50	0946
	G-BVTG Fokker 70	1003		G-BORH Seneca	1023
	C-GTDE Lear Jet 35	1040	1119	G-UKTC Fokker 50	1042
	PH-CFE Fokker 100	1140		G-BVTE Fokker 70	1223
	G-BXEH ATR-42	1350		G-ZGBE B58 Baron	1430
	OO-DTF Brasilia	1439		G-JEAD Friendship	1447
	G-UKTG Fokker 50	1501		G-MAJA Jetstream 41	1513

G-BRLY Bae ATP	1617	EI-CJH Boeing 737	1635
PH-CFE Fokker 100	1809	G-BVJB Fokker 100	1826
G-JEAD Friendship	1828	EI-FKA Fokker 50	1936
OO-DTH Brasilia	1947	G-UKTG Fokker 50	1956
G-BXEH ATR-42	2010	G-SUIT Cessna 210N	2036
G-MAJA Jetstream 41	2051	G-JEAD Friendship	2125
G-BRLY Bae ATP	2129	G-BVJB Fokker 100	2135
G-MAJI Jetstream 41	2139	EI-CJH Boeing 737	2155
G-TAXI Aztec	2203	G-BYAR Boeing 757	2247
29 Monday			
G-SUEE Airbus 320	0007	EI-CJE Boeing 737	0821
EI-FKF Fokker 50	0901	G-BLZT Short 360	0914
G-MAJI Jetstream 41	0919	G-BVJB Fokker 100	0923
G-JEAD Friendship	0939	G-MAJA Jetstream 41	0942
G-UKTG Fokker 50	0950	G-BXEH ATR-42	1007
OO-DTF Brasilia	1026	G-BRLY Bae ATP	1131
F-BUQP Corvette	1141	G-BVJB Fokker 100	1217
G-MAJA Jetstream 41	1418	G-JEAD Friendship	1457
OO-DTG Brasilia	1502	G-UKTG Fokker 50	1508
G-BVJB Fokker 100	1517	G-MAUD Bae ATP	1618
G-BYAR Boeing 757	1630	G-BLZT Short 360	1718
G-MAJI Jetstream 41	1728	G-OAKI Jetstream 31	1737
G-BXEG ATR-42	1742	G-MAJA Jetstream 41	1757
G-JEAD Friendship	1820	G-BVJB Fokker 100	1824
EI-FKD Fokker 50	1935	OO-DTF Brasilia	1950
G-UKTG Fokker 50	1956	G-MAJI Jetstream 41	2008
G-BLZT Short 360	2014	EI-CJF Boeing 737	2032
G-MAJA Jetstream 41	2044	G-BXEG ATR-42	2057
G-MAUD Bae ATP	2105	G-BVJB Fokker 100	2112
G-JEAD Friendship	2120	G-BEJE HS 748	2134
30 Tuesday			
G-BYAR Boeing 757	0323	N86Y King Air 200	0750
EI-CKS Boeing 737	0826	EI-FKB Fokker 50	0857
G-BLZT Short 360	0918	G-MAJI Jetstream 41	0921
G-BXEH ATR-42	0930	G-BVJB Fokker 100	0932
G-MAJA Jetstream 41	0938	G-JEAD Friendship	0945
G-UKTG Fokker 50	1001	G-BSEW JetRanger	1014
C-GTSE Boeing 757	1038	G-BMZD King Air C90	1058
OO-DTJ Brasilia	1102	G-MAUD Bae ATP	1129
G-BVJB Fokker 100	1225	G-OAAA Airbus 320	1337
G-MAJA Jetstream 41	1411	G-JEAD Friendship	1448
OO-MTD Brasilia	1451	G-BCTF Warrior	1455
G-BVJB Fokker 100	1519	G-MAUD Bae ATP	1635
G-MAJI Jetstream 41	1719	G-BXEH ATR-42	1722
G-MAJA Jetstream 41	1724	G-BLZT Short 360	1730
N86Y King Air 200	1747	G-TPTT Airbus 320	1806
G-JEAD Friendship	1808	G-BVJB Fokker 100	1812
OY-BPM Merlin IIIB	1903	EI-CKS Boeing 737	1945
G-UKTG Fokker 50	1947	EI-FKE Fokker 50	1949
OO-DTJ Brasilia	2001	9H-ABP Airbus 320	2006
G-MAJI Jetstream 41	2009	G-BLZT Short 360	2013
G-MAJA Jetstream 41	2019	G-BYAR Boeing 757	2032
G-BXEH ATR-42	2042	G-MAUD Bae ATP	2105
G-BVJB Fokker 100	2115	G-JEAD Friendship	2120
G-BEJD HS 748	2132		
31 Wednesday			
EI-CJD Boeing 737	0817	EI-FKE Fokker 50	0848
G-BLZT Short 360	0915	G-MAJI Jetstream 41	0918

G-BVJB Fokker 100	0921	G-BVEF ATR-42	0938
G-JEAD Friendship	0939	G-MAJA Jetstream 41	0942
G-BSBW JetRanger	1001	G-UKTG Fokker 50	1003
OO-MTD Brasilia	1043	G-MAUD BAe ATP	1140
G-BVJB Fokker 100	1222	G-BGKV Arrow III	1254
G-BGPJ Warrior II	1302	G-SHIV GA7 Cougar	1353
G-BKVL Robin DR400/160	1354	N797HG Malibu	1440 1416(04)
G-JEAD Friendship	1442	OO-DTJ Brasilia	1450
G-BVJB Fokker 100	1509	G-UKTG Fokker 50	1512
G-MAUD BAe ATP	1545	G-MAJA Jetstream 41	1712
G-BLZT Short 360	1716	G-BVEF ATR-42	1720
G-MAJI Jetstream 41	1722	G-BVJB Fokker 100	1807
G-JEAD Friendship	1812	G-BODU SF-25C Falke	1843
EI-FKE Fokker 50	1947	G-UKTG Fokker 50	1951
OO-MTD Brasilia	2001	G-BLZT Short 360	2011
G-MAJA Jetstream 41	2013	G-MAJI Jetstream 41	2020
EI-CJD Boeing 737	2022	G-MAUD BAe ATP	2108
G-BVJB Fokker 100	2117	G-BWTL ATR-72	2118
G-BEJD HS 748	2120	G-JEAD Friendship	2125

From & to

01) VR-CPR/Guernsey: 02) F-GMPR/F & T Le Bourget(twice);EI-CHJ/Dublin:
 03) F-GPPP/F & T Le Bourget;N27495/Guernsey: 04) VR-CPR/Guernsey: 06) N146GA/
 Edinburgh-Le Touquet and return;CF-06/Melsbroek: 07) F-GGLA/Chateauroux;OE-GAA/
 Saint Petersburg(Russia): 08) PH-DZI/Weert(Holland);VR-CJB/Tees-side-Biggin;
 XZ335/"near Linton-on-Ouse": 09) OY-BSF/Kolding;N210MP/Compton Abbas;OO-FVR/
 Sheffield: 10) ZG994/Walton Wood;N584CA/Coventry: 12) 40153/Heidelberg:
 13) 163840/Mildenhall: 14) VR-CPR/Guernsey: 15) D-EHTM/Nottingham-Tees-side;
 N730CE/Isle-of-Man;ZG99a/Kirkbymoorside: 16) N584CA/Fenland; 17) VR-BLK/
 Welshpool;N584CA/Old Sarum: 18) PH-AST/Rotterdam;VR-CBM/F & T Norwich;VR-BLK/
 Annemasse(France);D-IHAP/Dresden:19) EI-CRI/Chalgrove: 20) N735CX/"near Southend
 N3CX/Castle Howard: 21) XZ311/Shawbury-York: 22) PH-DZI/WEERT;N1351H/Shoreham;
 XZ311/York: 23) N532KG/Liverpool: 24) OY-CTR/Roskilde;XZ730/"From a warship":
 25) OE-FMS/F & T Innsbruck;SE-GDB/Gronningen: 26) OE-GAA/Linz;N709EL/Dundee;
 XZ324/London City: 27) N6315X/Glasgow;C-GTDE/Keflavik-Rome;OE-9493/Rufforth;
 N2CL/Elstree: 28) C-GTDE/Rome-Keflavik: 29) F-BUQP/F & T Luton: 30) N86Y/Glasgow
 -Beauvais & return;OY-BPM/F & T Aalborg: 31) N797HG/Guernsey:

Overshoots

04 XX492/CWL45: 09) G-BAVZ: 11) XX482/CWL68: 15) ZF350/LOP06;G-BBCN: 16) G-BGNV
 ZF376/LOP70;ZF166/LOP71: 17) ZA111/Navy808;XX500/CWL72;G-SHIV: 19) XX482/CWL45;
 G-BGXS: 23) XX497/CWL68: 29) XX500/CWL68;ZF346/LOP43: 30) XX622/UAX91;XX500/
 CWL79: 31) ZF348/LOP43:

LBA Movements review, July 1996

A bit quiet after last months excitement but there have been a few foreigners of
 interest. Cessna 421C VR-CPR has only been in a few times, on the 1st then again
 on the 4th and the 14th. New to us on the 2nd was the Falcon 2000 F-GMPR which
 came in twice from and to Le Bourget. Also visiting on the 2nd was Cessna FR172K
 EI-CHJ from Dublin. From and to Le Bourget on the 3rd was the Falcon 10 F-GPPP
 and the same day saw the Guernsey based Navajo Chiefain N27495 visiting. Coming
 from its base at Edinburgh on the 6th was the Cessna 425 N146GA and it then flew
 to and from Le Touquet three times during the day.

King Air 200 F-GGLA on the 7th was from Chateauroux but it was upstaged by the
 Citation V OE-GAA which arrived from St.Petersburg's Pulkovo airport in Russia.
 Another Citation was the srs 1 VR-CJB which was from Tees-side to Biggin on the

8th,also noted this day was the Cessna P210N PH-DZI making the first of its two visits this month from Weert in Holland,the second was on the 22nd. Cessna T210N N210MP is a UK based specimen and it visited from Compton Abbas on the 9th but I believe it is based at Southend,coming from Kolding in Denmark the same day was the Seneca OY-BSF whilst the JetRanger OO-FVR arrived from Sheffield. Rockwell 114B N584CA is said to be based at Coventry from where it arrived on the 10th - however on the 16th it visited from Fenland and on the 17th from Old Sarum ?

Travelling from Nottingham to Tees-side on the 15th was the Cessna 172P D-EHTM whilst the King Air 200 N730CE arrived from the Isle of Man. The Rockwell 690C VR-BLK is based at Welshpool from where it arrived on the 17th,the following day it came back from Annemasse in France. The 18th proved quite busy with the R690C just mentioned being joined by the Navajo PH-AST,Citation 2 VR-CBM (twice) and King Air 200 D-IHAP. King Air 350 EI-CRI is registered to Westair Aviation but when it visited from Chalgrove on the 19th it was using the callsign "Roman 02". Two Americans on the 20th were Cessna 182Q N735CX from "near Southend" which is reported to be based at a place called West Horndon (which according to my maps is near Southend!),and Sikorsky S76 N3CX which arrived from Castle Howard using the callsign "JCB 5".

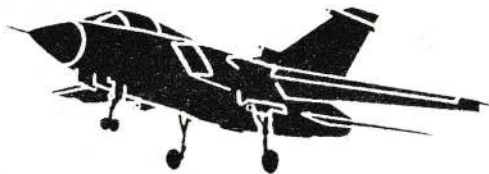
Cherokee Six N1351H was from its base at Shoreham when it visited on the 22nd and on the 23rd Cessna 340 N532KG came from Liverpool. OY-CTR on the 24th is a Navajo 310C. From and to Innsbruck on the 25th was the Citation I OE-FMS whilst the Cherokee Challenger SE-GDB was from Groningen. The 26th found us handling another Austrian Citation,this time it was the srs V OE-GAA from Linz. Joining it was the Beechjet 400 N709EL from Dundee. The 27th was another good day with the Cessna 421C N6315X coming from its base at Glasgow and being joined by Arrow IV N2CL which is based at Elstree,the Super Dimona OE-9493 which arrived from Rufforth and the Lear Jet 35 C-GTDE using the callsign "Skyfinder 720" whilst on a medevac flight from Keflavik to Rome. The Lear Jet used the same callsign when it flew Rome-Keflavik on the 28th. Corvette F-BUQP on the 29th was from and to Luton and it is a very early specimen with c/n 4. King Air N86Y is based at Kidlington but on the 30th it was from Glasgow to Beauvais and return,the same day saw the Merlin III B OY-BPM from and to Aalborg as "NFA 421". Night-stopping on the 31st was the Guernsey based PA-46 Malibu N797HG.

Military visitors have been few but interesting. On the 6th we had the Belgian Air Force Merlin IIIA CF-06 visiting from Melsbroek as "BAF 684". On the 8th the Gazelle XZ335 was "Army 392" and on the 10th Islander ZG994 was "Army 909" when it arrived from Walton Wood. We then had a couple of Americans in the shape of Beech C-12F 40153 as "Duke 50A-B" on the 12th and Becch UC-12M 163840 as "Navy 8G780" on the 13th. Islander ZG994 was back again on the 15th still as "Army909" but this time from Kirkbymoorside. Gazelle XZ311 visited as "Army 331" on the 21st and "Army 332" on the 22nd. Lynx HAS.3 XZ730 was "Navy 304" when it visited on the 24th "from a warship" according to the tower log! Finally Gazelle XZ324 was "Army 540" when it arrived from London City on the 26th.

Brymon have been crew training with their new Dash 8's this month,on the 1st we had G-BRYO on the 3rd it was G-BRYK and on the 10th it was G-BRYI. New Slingsby T-67's visiting YLA this month were G-BWXB on the 8th and 17th,and G-BWXC on the 26th. BMA used the leased Fokker 100 PH-CFF on the 9th as "Midland 247A" then on the 21st as "Midland 1175". The other leased Fokker 100 PH-CFE positioned in as "Midland 9571" on the 28th to operate the "Midland 1463-1464". The new Airtours Airbus 320 G-DRVE visited for the first time on the 1st at 0003hrs. Hughes 500 G-HS00 diverted in short of fuel on the 20th after putting out a "PAN" call and just made it to the airfield. Air Malta used their leased Airbus S5-AAB for the first time here on the 9th. Using the callsign "Swords 1" when it arrived on the 20th was Jet Provost G-TOMG painted with the false serial "XW428".

Military News

Eric Martin.



RAF BUYS F16's - OR DOES IT?

Defence Secretary Michael Portillo is engaged in a row with the Chief of Air Staff, Air Chief Marshal Sir Michael Graydon, in which Portillo claims that the RAF deliberately misled him about the cost of leasing F16s from the USA. In the background are Deputy Prime Minister Michael Heseltine and David Hart, Portillo's unpaid advisor; Hart has also been an advisor on the sale of the Ministry's married quarters and on RAF procurement (what's in it for him, I wonder?). It appears that there are three options: lease F16s; upgrade the Tornado; rely on NATO for Britain's air defence until the Eurofighter comes into service, probably 2006. It is obvious that the last of these is least acceptable to the RAF and it appears that the Air Force Board favours the 'upgrade Tornado' alternative.

BUT INDONESIA BUYS F16s!

The President of Indonesia has approved the purchase of nine F16s for the Indonesian Air Force, which already has fourteen. The nine are part of a batch of twenty-eight originally built for Pakistan but not delivered because of economic and military sanctions imposed on Pakistan's alleged military nuclear programme. There is some doubt whether the F16s legally belong to the USA or Pakistan! The Indonesian currently has about eighty combat aircraft. In addition to the nine F16s, it is also negotiating with British Aerospace for the purchase of twenty Hawks. At the recent Annual General Meeting of British Aerospace, protesters attempted to storm the directors' platform to protest at BAe arms sales to Indonesia (and, incidentally, to Saudi-Arabia).

PORTILLO PLEADS TO USA FOR TWO-WAY ARMS MARKET

Defence Secretary Michael Portillo is urging the USA to open its markets to European (but he really means UK!) defence equipment. In issuing this plea, he pointed out that the UK has spent £2.5bn on 67 Apache helicopters, almost £1bn on 25 C130Js and also bought 14 Chinook helicopters, Tomahawk cruise missiles and Paveway laser guided bombs. He pressed the USA to buy BAe-Hughes asraam air-to-air missiles, the GEC-Marconi Tiald laser bomb-aimer and the Shorts Starstreak missile. It would seem that Portillo might have his general plea answered. Smiths Industries has been awarded orders worth £100m by the MOD to fit its electronic monitoring systems to RAF Chinook helicopters. If successful, Smiths might be in line for a US Department of Defence requirement to fit similar systems to several *thousand* helicopters, including Chinooks. Now that would be a two-way trade-off!

PEARL HARBOUR II?

The pilot and RIO (Radar Intercept Officer) of a US Navy A6 Intruder from the USS Independence had to eject after being shot down accidentally by a Japanese Navy small escort vessel, the 3500-ton Yugiri. The ship had been shooting at a target being towed by the jet, but hit the aircraft instead, in what the Japanese Ministry of Defence spokesman described as "all very unfortunate"! The ship's electronic counter measures (ECM) apparently locked onto the aircraft instead of the target: what happened to the Intruder's ECM? It should have automatically launched an anti-missile missile.

Sources

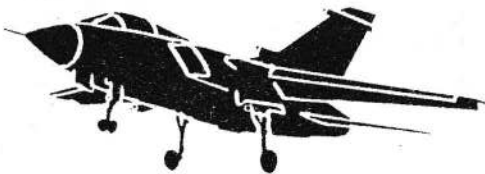
DR Tennant, Daily Telegraph, The Observer, Airforces Monthly, Bob Kilbey, Daily Mail, Financial Times.

Please send any information for inclusion on this page to:

Eric Martin. 11 Penn Drive, LIVERSEDGE, WF15 8DB (tel: 01274-873336)

Military Matters

Eric Martin.



RAF TANGMERE AND TANGMERE VILLAGE II (The second of a two-part article)

In the last issue we left RAF Tangmere and its environs at Tangmere Cottage. This was the staging post for agents of the Special Operations Executive (SOE) and members of the French Resistance in transit to Occupied France. The Cottage is now back in private hands and there have been gatherings of war-time transients with the co-operation of the present owner, a doctor.

The last war-time act of RAF Tangmere was to receive hundreds of prisoners-of-war from liberated POW camps as part of Operation Exodus (see July '95 issue; Vol 21 No 7). The majority of ex-POWs were back in the UK 7-10 days after their liberation, a magnificent feat in the immediate aftermath of VE Day. Following the end of the war, RAF Tangmere proceeded to settle down to a tranquil peacetime existence. This tranquillity was shattered from 1946 with the arrival of the RAF High Speed Flight. Two world air speed records were set by the flight: 616mph by Group Captain Donaldson flying a Gloster Meteor in September, 1946 and 727mph by Squadron Leader Neville Duke flying a Hawker Hunter in September, 1953.

In 1958 Tangmere's long association with Fighter Command came to an end when it was taken over by RAF Signals Command, flying Varsitys and Canberras until 1963. A period as a non-flying station followed until 16 October, 1970, when a solitary Spitfire fly-past marked its closure.

Westhamnett, Tangmere's relief landing ground, returned to civilian use shortly after the war and is now a centre for light aircraft. On the day of my visit I observed (but did not log!) twenty-seven lights and helicopters. Microlights also operate from here but were not in evidence.

The village abounds with aviation memorabilia: a stone monument may be found on the green, a scroll in the church lists the dead and the churchyard contains graves of both Allied and German aircrew shot down in the area. There are also graves of pilots killed in flying accidents before the war.

The village pub, The Bader Arms, opened by the man himself, is lined with photographs of Bader and military aviation photographs and prints. This pub replaced the pre-war Tangmere Hotel which was closed at the outbreak of war as it was alongside the southern perimeter of the airfield.

RAF Tangmere lives on in the memorabilia within the village and in the Tangmere Military Aviation Museum. May it ever be so; a pity about the control tower though!

Squadrons which served at RAF Tangmere 1939-45:

1-17-26-41-43-65-66-74-85-91-92-96-118-124-127-129-130-131-138-141-145-161-164-165-183-197-198-213-217-219-222-229-238-257-266-268-302(Polish)-310-312-313-331-332-341-349-401-411-412(RCAF)-416(RCAF)-421(RCAF)-485(NZ)-486(NZ)-501(AAF)-601(AAF)-602(AAF)-605(AAF)-607(AAF)-609(AAF)-616(AAF).

Acknowledgment: Once again, I must warmly acknowledge my ex-Fleet Air Arm/ Parachute Regiment colleague, Karl Matthews, who amply demonstrated what comradeship and esprit de corps is all about by acting as my guide, chauffeur, cook during my stay in Tangmere. Thanks also to Florence for the loan of her studio.

Source Much of the information in this article is taken from:
Harper, G (1983). TANGMERE: A Village with Two Stories. Phillimore
This is a booklet sold in the village church; my copy available to anyone interested.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

As the press release featured in last months magazine stated June was the busiest month ever recorded at LBA with nearly 123,000 passengers using the airport. This figure was of course boosted by the Euro '96 related charter traffic. However even if these passengers are discounted the increase is still substantial over the previous Junes of just over 95,500.

Thomson have already issued a second edition of their Summer 1997 brochure and its already all change for Leeds flights. As far as I can ascertain we will have a based Boeing 757. More fortnightly flights will be introduced a la Tenerrife/Cyprus flights which operate alternative Sundays this summer. Split destinations are Crete and Halkidiki on a Monday, Corfu and Tenerife on a Tuesday.

The other news from Thomson is the introduction of a Florida service. Unfortunately it is a Florida service which will operate on the 22nd May at 0935 returning on 5th June at 0545. This seems a new strategy by Thomsons for 1997 as they are operating flights to Florida from Humberside, Tees-side, Exeter and Aberdeen on a similar basis.

The AAIB report on the Knightair Bandeirate crash was realised in early July. Crew disorientation following artificial horizon failure in turbulent cloud was blamed for the crash. There was no other fault. The aircraft entered a steep spiral dive, and the excessive speed lead to a partial break up before impact.

An unacceptable degradation of artificial horizon reliability throughout the instruments life was blamed, the report adding there was no published overhaul schedule for the particular type of instrument fitted to this Bandeirate. The aircraft's instruments therefore needed frequent repair.

The crew combination of a newly promoted Captain with a newly qualified first officer was also mentioned as a contributory factor, which regulations recommend should be avoided wherever possible.

Another case of Leeds/Bradford Leads as the pun goes has been demonstrated. This time LBA can claim to be a successful leader in Airport Pubs. So successful has The Local Hero pub at Leeds/Bradford been, another "Local Hero" has been opened at East Midlands and yet another is planned for Manchester. Leeds/Bradford was the first traditional English pub at an

airport opened by Scandinavian Service Partners, and it has been joined landside by "The Woolpack".

EuroCypria will return to Leeds/Bradford for the summer of 1997. A once a fortnight charter for Thompson will operate alternative Wednesday's arriving at 1210 and departing at 1310. Flights will operate to Paphos. However Thomsons have dropped Malta from their '97 Summer Programme and therefore Air Malta will not visit LBA next Summer.

AIRPORT NEWS

Belfast International has a new owner in the shape of TBI, who also own Cardiff Airport

AIRLINE NEWS

Air Europa have confirmed an order for 10 Boeing 737-800's. The Srs 800 is a stretched version of the current 400, with new wings and engines. Delivery of the first example is planned for 1998.

Air Inter are to cease operations on 18 loss making routes in the third quarter of this year. Six routes from London will be affected.

CityFlyer Express have placed firm orders for two Avro Regional Jet 100's, with options on a further two. Delivery will be next year. The two aircraft will be in a two class 102 seat layout and will be used to expand capacity on existing services and to develop new routes. The company hopes to continue to operate its current turboprop fleet of seven ATR-42's and four ATR-72's. However lack of slots at Gatwick, the carriers base may affect this. The airline has the option to return some aircraft to the lessor in 1997.

Euro Belgium Airlines are to be relaunched as Virgin Express following their acquisition by the Virgin Group. A new Rome to Madrid service was due to be launched on September 2nd, which will be the first service by the carrier outside it's Brussels base.

AIRCRAFT NEWS

Boeing along with General Electric are to launch a biz jet version of the Boeing 737-700. The aircraft, known as the Boeing 737-700HGW (High Gross Weight), will actually be a Boeing 737-700 fuselage with wings and undercarriage of the Series 800.

Fokker Aviation are studying the possibility of introducing a re engine programme for the F-28 fellowship, replacing the Rolls-Royce Spays with either Rolls-Royce Tays or General-Electric CF34's. S.A.S. have already invested in a Fokker 70 style cabin upgrade for it's F-28's.

Unpaid workers at Saratov Aircraft Production plant have demanded an investigation into the company. The plant in the Saratov district of Russia builds Yakolev 42's. Production has reduced to two or three aircraft a year and salaries have not been paid for three months.

OTHER NEWS

Air Fares in Europe will continue to fall over the next five years. This is the view of The Association of European Airlines. Despite increasing capacity problems at more popular airports, competition will keep forcing airlines to attack costs. Between 1986 and 1990 fares on inter-European routes fell by 3%. Since then the reduction has been 2.7% and 2.3% is predicted between now and the turn of the century. The association is also predicting an average increase of 6.4% in passenger figures over the same period.

Experiments carried out in Atlantic City at an FAA test centre have successfully proved a new type of arrestor system designed to reduce the effects of a runway overrun by civil airliners. A test bed consisting of cellular cement 120 meters long by 12 meters wide, stopped a Boeing 727 travelling at 60 M.P.H. in 90 meters. Officials from the Port of Authority of New York and New Jersey are looking to install the system at John F Kennedy by the end of the year. It is also considering using the system at La Guardia and Newark. The cost of the first system is believed to be \$2.6 million.

You may remember several months ago I reported how Japan Air Lines had tried to overcome the problem of smokers on their aircraft. Well now Cologne based company Reynolds Tabacco have produced a cigarette which is both smokeless and odourless. Augsburg Airlines agreed to trial the new cigarette on their internal German services. After the two week trial it was found that an overwhelming majority of passengers were not bothered by the new type cigarette in the least.

Most of us at one time or another have "had a go" at the standards of airline catering. But have you ever wondered how much the meal costs the airline? Leisure International says it buys frozen Shepherds Pie for 68p each. However by the time it reaches your seat the cost has risen to £4.20 because of the cost of veg., roll and butter pack, cutlery, cooking labour and handling costs!

CREDITS Pete Gibson, Steve Jones, Harry Morrow, Pete Smith, Air Britain News, Financial Times, Telegraph and Argus, Teletext, Travel Weekly, T.T.G.,

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

ITALIAN AVIATION has been busy in the past weeks with AIR DOLOMITI - the TRIESTE based domestic operator revealing that it plans to take several BAe 146 jets to add seats in line with its LUFTHANSA alliance services. After 5 years of service, which also includes a link with CROSSAIR, the fleet mainly consists of ATR and DASH 8 aircraft. AZURRA AIR are a paper airline that could commence services at the end of this year with BAe 146's - perhaps with some help from AIR MALTA!! ALPI EAGLE - mentioned last month are looking at a batch of ALITALIA's Fokker 70's. The aforementioned flag carrier are looking to return its six Fokker 70's, seeing as the rest of its order for 15 will now not arrive. Yes you've guessed it - they are now thinking about ordering BAe 146's. I also understand that ALITALIA flew their last DC 9-32 service on August 31, thus ending a 29 year affiliation with the type. AIR ONE of Roma have added two more 737's to their fleet (leased from TEA Europe) and took an A300 from ALITALIA for the summer. And last but not least AIR EUROPA ITALY (they all begin with A?) have added 767/300 = EI-CMQ and are said to be leasing two 747/300's from Cathay Pacific to operate ALITALIA winter flights to Cuba and Japan.

NEW AIR YORKSHIRE member Andrew Pentland visited South America from February to April of this year and like the contributor to last months article on Bolivia and Peru, he has taken the time to share some of his interesting travels with us. Extensive notes were available and although space has determined that only some of his trip can be included, anyone wishing a log of registrations from the trip can let me know. Coincidentally as last months article, Andrews epic journey also started out with a LHR-Madrid (IBERIA DC9) flight, where a LAN CHILE 767 was noted, before boarding an IBERIA DC10 to Brazil. Arrival at Sao Paulo airport found the colours of MEA, JAL, UNITED, plus domestic 737s. Three days late a trip to Santos Dumont airport in Rio found a lot of Biz-jets along with the domestic colours of RIO SUL, VASP, TRANSBRAZIL and VARIG. The most interesting views were from the top of Sugarloaf mountain, which is in the direct line of the runway!! A few days later Curitiba airport in southern Brazil produced several more registrations including a VU-9 of the Brazilian Air Force. Although up to 1989 Paraguay was a military dictatorship, a welcome was found at Asuncion airport. Military hangars were visited and Andrew notched over 300 registrations, which included over 50% of the countries civil register. Amongst the 'goodies' were 2 Electra's, 3 DC3's, a DC6, Convair C-131D and a

Constellation. The far side of the military area found the remains of the defunct (March 1994) LINEAS AEREAS PARAGUAYAS fleet with 3 Boeing 707's. Both ZP-CCE/CCG were noted but the third had no markings!! Could this have been CCF?. Later a serviceable 707 landed in the shape of AECA'S = HC-BGP from Ecuador. Back at Asuncion the next day found a surprising number of Citations around for a poor country, whilst DC8/54F = HK-2632X of LINEAS AEREAS DEL CARIBE COLUMBIA (ex-G-BTAC) was at the terminal. Four days later it was time to move on to Argentina and the Jorge Newbury airport at Buenos Aires which was found to be very, very busy!! Well in evidence were the majority of the AEROLINEAS ARGENTINAS, AUSTRAL and LAPA domestic fleets along with many biz-jets sited over the far side. Interesting visitors were film producer Alan Parkers Gulfstream = N518JT, in connection with the new Evita film starring Madonna, and 737/200 = OB1511 of DINAR (PERU).... ex-AERO CONTINENTE??, the latter sent in OB1570= 727/200, 2 days later. A great museum can be found alongside this airport which exhibits a Lincoln, Meteor, Ju52, Pucara, Bristol 170, Skyhawk, Vickers Viking, DC3 - on Ski's!!, Beaver, Prentice and Harvard. There is also an interesting model display of 'how we won the Falklands war' !! complete with a crashed Sea Harrier!! The next day brought a trip out to the International airport of Buenos Aires which was a lot quieter. A derelict white DC10 had for company = a DINAR 737, ARMADA Electra= 5-T-3, an AMERICAN DC10 and a UNITED 747. The day after brought a flight to Uruguay from Jorge Newbury on board SAAB 340 = N72LP of LAPA. The \$29 fare is actually cheaper than the ferry! Arrival at the tiny strip in Colonia reveals a solitary Cessna. Montevideo airport was passed two days later with a glimpse of Viscount= CX-BJA which appears to have been formerly part of TAMU'S fleet sequence. Something similar to a military version of a dove was also at the side of the road in a heap of scrap. La Jaguel airport near Punta del Este had some light aircraft and biz-jets serving a jet setters playground and beach area. In Uruguay you also notice that military aircraft carry both civil markings and civilians. Meanwhile back at Montevideo a walk to the military side reveals a DC3 gate guard alongside a T-33, a number of scrapped F-27's another DC3, a Casa 212 and a couple of C-130's. Civil traffic present included a Bolivian 727 and a United 767. Following a day away from aircraft, departure from Jorge Newbury airport meant a sighting of 3 Fairchild FH27's outside their hangar, then an uneventful flight down to Punta Arenas (Chile) with PLUNA (ex-LAPA?) 737 LV-VGF. Punta Arenas is a small airfield in the south of Chile with 737's of LAN CHILE and NATIONAL being the main carriers. Gate guardian here is T-33 = 333 although there was not much else military in evidence. New Beech 1900 = CC-COH was one of ALTA'S newest in a fleet of eight. Temuco airfield also in Chile had friendly staff at the aero club, but unfortunately the hangars were closed. Present elsewhere though was a LADECO 737, LAN CHILE 146 and an old bi-plane ? = CC-CRF. The next journey as on board NATIONAL 737 = CC-CSI (ex-BADR) and according to last years listings this is one of the company's two former Britannia aircraft. It appears though that standards may not be the same everywhere and the aircraft leaked oil from the starboard engine throughout the flight!. Arrival in Puerto Montt found AERO CARGO's C47 = CBO and Douglas R4D6 = CJL as well as two more of ALTA's Beech 1900's.

to be continued next month.....

In Brief.... Sandford International airport, the new alternative to Orlando bound holidaymakers that has previously been mentioned in these columns, seems to be suffering from teething problems. At least if press reports of complaints from passengers are anything to go by, facilities at the airport that is now favoured by some U.K. charter airlines have come under fire as well as onward journey times to resorts some friends who spent their summer holiday on a small 'Dutch' island in the Caribbean, inform me that they landed on the Worlds smallest commercial runway on the island of SABA - unless of course anyone knows a smaller one!! the last we heard was that PAN-AM could be buying CARNIVAL AIR LINES of Florida SINGAPORE AIRLINES celebrates its 50th birthday next May having grown from a regional carrier to fly more than 400 times a day to 73 cities. It employs almost 30,000 staff, has 21 subsidiaries and 20 major shareholders PHILIPPINE AIRLINES are launching 3 non-stop flights per week from Heathrow to Manila from October 16. Czech Republic operator AIR OSTRAVA have ordered two 737/200's in place of 4 ex-KLM F28's. new Czech set-up= BEMOAIR now have former LUFTHANSA 737/200 ABFC and an ex-CSA Il-62M. FAIRLINES based in Enshede, Holland now have 'Bandit' G-OEAB ??? as PH-FVB. ACTIVE AIR were to stop operating and return its Tu-154's to VNUKOVO AIRLINES following a new Turkish ruling that forbids the use of leased Russian aircraft for passenger operations. TAROM have sold 4 of its BAC 1-11 fleet to AERO ASIA. TAT European Airlines were said to be under the control of British Airways by last month with a £21m purchase of the 50.1 per cent that B.A. did not already have. the Aviareps (AIR ATLANTA) 737 that was based in Faro last year has been leased to NZ independent KIWI INTERNATIONAL. FINNAIR are to lease four new 757's from ILF Leasing. CANAIR plan to start operations in he Canary islands soon with 2 leased BAe ATP's. LAC CANARIAS have ordered two ex-US AIR BAe 146 jets. AIR INTER EUROPE plan to phase out Airbus A300's and A330's by the Autumn to standardise n the A320 of which it has almost 40. AIR HONG KONG hope to increase the number of flight between Manchester and Hong Kong next year.....

and finally German regional carrier AUGSBURG AIRWAYS implemented an interesting survey this summer when it carried out a two week trial using smokeless and odourless cigarettes. Apparently only 7% of passengers said that they were 'bothered' by them which led to the idea that long haul operators could find them useful. I am just wondering what passengers would think if someone took the alcohol out of the on board drinks as well ???.

Credits: Laurie Caldbeck, Andrew Pentland, The Aviation Society, T. T. G., The European.

DISASTER ON THE GROUND

The two Jumbos shouldn't have been there. They should have landed on another island. But when a bomb exploded in the passenger terminal at Las Palmas Airport on Gran Canaria, and a warning was received that a second explosive device had been planted, the airport closed. So on March 27th, 1977, approaching aircraft had to divert. These included KLM 4805 from Amsterdam and Pan American 1736 from Los Angeles. Both were Boeing 747s.

Not wishing to divert, the American airliner's captain requested permission to hold, hoping that his destination airport would soon reopen. The request was refused. So along with the KLM and others he headed for Tenerife; thus setting the scene for one of the worst horrors in aviation history.

It was 1.38 pm when KLM 4805 landed. The Pan American arrived 37 minutes later. The apron was crowded with planes, and the overflow spread to the taxiways. The KLM Jumbo headed a queue leading to the threshold of Runway 12. Behind it were a 737, 727 and a DC-8, with Pan Am 1736 behind them.

Unlike the Pan Am passengers who remained on board, the Dutch captain laid on buses to take his passengers into the terminal. So when Las Palmas Airport reopened, the Pan Am could have taken off—if the KLM hadn't been in the way. Smaller aircraft squeezed past, but the American Jumbo was trapped until the KLM passengers had been rounded up and bussed back to their airliner. So the two big aircraft were ready to depart together.

Both were cleared to taxi to the holding point. However, the weather was worsening. A hazard on Tenerife is low cloud coming in from the sea, resulting in patchy conditions which range from slight haze to thick fog that sometimes affects only part of the airport.

The Dutch captain asked to be allowed to backtrack on Runway 12. This was granted, and he was told to leave the runway at the third turn-off. However, this instruction was altered. The KLM plane was now to backtrack all the way to the end of the runway; then to turn round to face the direction of take-off.

The American 747 had, in the meantime, been told to backtrack down the same runway as far as the third taxiway, where it was to turn off. In these conditions of patchy visibility the Pan Am pilots made a mistake. They missed the third exit, and had not cleared the runway when the KLM started its take-off run without, it was alleged, permission from the tower.

The inevitable happened. When the Dutch captain saw the American Jumbo through the mist, it was too late to stop. He tried to lift off and fly over the Pan Am but, although the KLM left the ground, it failed to clear the other aircraft. It destroyed the rear part of the Pan American's fuselage, and whipped off its tail.

In the blazing inferno that followed, more than five hundred people died. According to David Beaty's book, "The Naked Pilot," 574 were killed on the spot, and nine died later; a total of 583. But the "Chronicle of Aviation" (chief editor: Bill Gunston) says that 575 were killed.

Either way, it's a holocaust that only happened because a maniac tried to destroy an airport that wasn't even on Tenerife.

Leslie Schefftsik



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Direct Telephone No:

MORE PASSENGERS CHOOSE
LEEDS BRADFORD INTERNATIONAL AIRPORT

Leeds Bradford International Airport have announced that more passengers are using the Airport this Summer than ever before. The Summer 1996 figures to date taking May to July inclusive shows an increase of 16.81% on the same three months last year. Broken down that is Scheduled Services up 12.63% and Inclusive Tour traffic up 21.86%.

The National trend for Inclusive Tour traffic is down this Summer however Leeds Bradford International Airport is "bucking the trend". The Airport has undergone a multi million pound expansion programme and attracted more Operators and Airlines to fly from Yorkshire's Own Airport.

Managing Director of Leeds Bradford International Airport, Bill Savage said, "This growth is proving that when Holidays and Scheduled flights are offered from the local Airport people are keen to support them. The facilities that are now available at the Airport provide a very comfortable start to a holiday or business journey. We look forward to being able to offer a greater choice to the region as the Airport goes from strength to strength."

ENDS

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

23rd August 1996

PRESS RELEASE

SIMON TITCHMARSH.

PLEASE FIND ATTACHED DETAILS OF A FEW HOURS AR PALMA
AIRPORT THAT YOU MAY WISH TO USE.

SEEN BETWEEN 1100 - 1235 HRS ON 1ST JULY 1996

EC-ENQ B.757 LTE / EC-ELY B737 VIVA
G-0BYC B.767 BY / G-UKLJ A320 LEISURE
G-BJMR/G-GREN C.310 / EC-GBN B.737 AE / 45-12 B.707 ?
(SPANISH AIRFORCE) ? / F-GHHO MD83 AIR LIBERIE /
G-CRPH A320 ATOURS / EC DGD DC9 AVIACO / EC-262 B.737 AE
G-BYAT B.757 BY / EC-CFG B.727 IB / OH-LPB MD88 FINN
EC-FBQ A320 IB / EC-CBG FOKK 50 AIR NOSTRUM /
EC-EIG MD83 SPANAIR / D-ABJF B737 LUFT / EC-BYF DC9 AVIACO
EC-CFB B727 IB / EC-ETB B.737 FUTURA / EC-291 MD83 SPANAIR
C-GTDC A320 AIRTOURS COLOURS (IS THIS CORRECT) ?????
EC-FTU MD83 SPANAIR / EC-GGO B.737 AE / D-BSNA FALCON 20.

AND SEEN DURING A HALF HOUR PERIOD ON 2-7-96

EC-CGP DC9 AVIACO / F-GHHO MD88 AIR LIBERTE /
D-AHLJ B.737 HAPAG / EC-FPD MD83 AVIACO /
EC-CGO DC9 AVIACO / EC-FXA MD88 SPANAIR /
D-AHLZ A310 HAPAG / OO-ILJ B.737 AIR BELGIUM
EC-262 B.737 AE / D-AHOI BAE 146 HAMBURG A/L /
D-ABAD B.737 AIR BERLIN / HB-ISX MD83 CROSSAIR /
N42EH BAE 125 ?????

REGARDS



WOLD NEWTON/WILLY HOWE FARM Movements:- 15.5 G-TRAN Beech 76 f Manchester t Barton, G-BEHV F.172N f&t Teeside. 16.5 G-BUIH T.61F f&t Sutton Bank. 18.5 G-BMLK G.109B f&t Rufforth (twice), G-RFIO AMT.200 f&t Rufforth. 25.5 G-ARIL/T7281 DH.82A f&t Egton, G-BRVE SA.300 f White Waltham n/s ret. 26.5 G-CCAT PA-28 f&t Humberside. 1.6 G-BPJD Rallye 110ST f Bagby t Fishburn. 2.6 G-BKDJ DR.400 f&t Brighton, G-BKKO 182R f Sturgate t Breighton, G-BPJF PA-38 f&t Sherburn. 4.6 G-BPZX 152 f&t Gamston, G-MYUJ Maverick f Full Sutton t Hushwaite, G-BHKT D.112 f&t Croft, G-BFXW AA-5B f&t Leeds. 5.6 G-BTJS B.GMR f&t Melbourne. 6.6 G-MWHD Spectrum and G-MNKE Photon both f&t Wombleton. 8.6 G-BNOE PA-28 f&t Sherburn, G-BCEO AA-5 f&t Bagby, G-MZBB Quantum f North Coates t Wombleton, G-BNMX PA-18-95 f&t Gypsy Wood, G-AYRS D.120A f&t Brighton, G-BCYH Privateer f Crosland Moor t Breighton, G-MWKG MW.5 f&t Wombleton. 9.6 G-FLAV PA-28 f Brighton t North Coates, G-MTDR Gemini Flash 2 f&t Hushwaite, G-AWUT F.150J f&t Sherburn, G-BTNS PZL.104 f&t Brighton, G-BEFC F.152 f&t Leeds, G-BEHV F.172N f&t Teeside.

WOLD NEWTON/WILLY HOWE FARM Movements:- 13.6 G-BNOH PA-28 f&t Sherburn, G-BCEO AA-5 f&t Teeside. 14.6 G-BRIL J.5A f&t Peterlee, G-BCTF PA-28 f Bagby t Fishburn. 15.6 G-ARKJ Beech N.35 f&t Sandtoft, G-BMVJ 172N f&t Leeds, G-SUZN PA-28 f&t Teeside. 16.6 G-BIYU/E-15 Fokker S.11-1 f&t Bagby, G-MYBW Pegasus XL-Q f&t Wombleton, G-BCOL F.172M f&t Sandtoft, G-MTWC Pegasus XL-R f&t Hushwaite. 18.6 G-JLHS Beech A.36 f Lydd 3m/s t Lydd 21.6, G-BOJS 172P f&t Denham, G-AVMD 150C f&t Bagby. 21.6 G-AZTS F.172L f&t Humberside. 22.6 G-BNMX PA-18-95 f&t Gypsy Wood, G-MWPH Spectrum f&t Wombleton, G-SUZN PA-28 f&t Teeside. 23.6 G-BKEF MS.894A f&t Draycott Farm, G-BMUG LongEz f&t Croft, PH-2T2 SMAN Petrel (055) f Eshott t Rufforth. 24.6 G-BEFC F.152 f&t Leeds, G-WHIR B.8MR f&t Melbourne. 27.6 G-BFMK FA.152 f Halton n/s t Halton 28.6. 30.6 G-ANRP/TW439 Auster 5 f&t Brighton. 1.7 G-BUVA PA-22 f Oaksey Park t Bagby. 2.7 G-WERY TB.20 f&t Sherburn, G-SUZN PA-28 f&t Teeside, G-BGWO D.112 f&t Brighton. 6.7 G-BFXW AA-5B f&t Leeds. 7.7 G-SACU PA-28 f&t Sherburn, G-BRDO 177B f&t Teeside, G-BFYO PA-28 f&t Sherburn, G-WERY TB.20 f&t Sherburn. 8.7 G-BJAG PA-28 f&t Sherburn, G-MYUJ Maverick f&t Full Sutton. 10.7 G-BNOE PA-28 f&t Sherburn, G-BEHV F.172N f&t Teeside, G-AYXS S.205-18R f&t Cranfield. 12.7 G-BGWO D.112 f&t Brighton, G-BKTY TB.10 f&t Crosland Moor. 14.7 G-BFXW AA-5B f Leeds t Bagby, G-BHCP F.152 f&t Sherburn, G-BRJV PA-28 f&t Newcastle, G-BTMA 172N f Little Snoring t Langham, G-MWWG Pegasus XL-Q f North Coates t Wombleton, G-BKAO D.112 f&t Bagby, G-MYH Blade f&t Wombleton. 15.7 G-JONZ 172P f Ipswich t Tollerton, G-BFIY F.150M f North Coates t Leeds. 16.7 G-ARID 172B f&t Ringway. 17.7 G-VAGA/N4458H PA-15 f&t Bagby, G-BMVJ 172N f&t Leeds, G-ARID 172B f&t Ringway, G-BDIG 182P f Gamston t Withernsea (Hollym Strip?), D-MRSM Ikarus Comco Fox - C22 f Headcorn n/s t "Scotland". 18.7 G-BLFW AA-5 f Ruffield t Draycott Farm, G-MVFS Pegasus XL-R f&t Rufforth. 19.7 G-BMVJ 172N f&t Leeds, G-AVMD 150C f&t Bagby. 20.7 G-MYD Thruster f&t Hushwaite, G-BTHE 150L f&t Brough. 21.7 G-BTHE 150L f Brough t Beverly, EI-BIF Rallye 235E f&t Fishburn, G-SACT PA-28 f&t Sherburn.

WOLD NEWTON/WILLY HOWE FARM Movements:- 22.7 G-SACT PA-28 f&t Sherburn. 25.7 G-BDYX F.150M f Wombleton t Skegness, G-MYH Blade f&t Wombleton, G-BUVX Streak Shadow f Edinburgh t Fenland, G-BFHR DR.220 f&t Garton. 26.7 G-BOJK PA-34 f White Waltham t Redhill. 27.7 G-BGPJ PA-28 f&t Woodvale, G-BEFP PA-28 f&t Leeds, G-BIFA 310R f&t Leeds. 28.7 G-FLAV PA-28 f Newcastle t Tollerton, G-BEJK PA-23 f&t Sherburn. 31.7 G-BUVX Streak Shadow f Fenland t Edinburgh, G-BJAG PA-28 f&t Sherburn. 2.8 G-BUIH T.61F f&t Sutton Bank, G-BUIF PA-28 f&t Newcastle. 3.8 G-BKVL DR.400 f Kirkymoorside t Wickenby, G-BCPN AA-5 f Full Sutton t Bagby, G-AWOW DR.1050 f Barton t Bagby, G-RFIO AMT.200 and G-BMLK G.109B both f&t Rufforth, G-ANRP/TW439 Auster 5, G-WULF/"8+" FW.190, G-ARHU PA-22, G-AVPM D.117, G-BGWO D.112 all f&t Brighton, G-FLAV PA-28 f&t Tollerton. 4.8 G-BCPN AA-5 f&t Full Sutton, G-BHCP F.152 f&t Sherburn, G-FMSG FA.150K f Gamston t Humberside, G-AZTS F.172L f Gamston t Humberside, G-PHAS SF.25E f&t Burn, G-FLAV PA-28 f&t Tollerton, G-AVZR PA-28 f&t Sturgate. 5.8 G-BILU 172RG f&t Full Sutton. 8.8 G-BNST 172N f&t Gamston, G-SACR PA-28 f&t Sherburn. 9.8 G-BFXW AA-5B f&t Leeds. 10.8 G-RFIO AMT.200 f&t Rufforth, G-BNOE PA-28 f&t Sherburn. 11.8 G-ASWL F.172F f&t Bagby, G-PHAS SF.25E f&t Burn, G-BIWP M.20J f&t Sherburn, G-BUDD T.61F f&t Rufforth.

THE HOMER by Geoff Lee

Mention by Bob Nash of the D/F Homer takes me back even further to the late 1940s period.

When 609 (WR) Squadron Royal Auxiliary Air Force were based at Yeadon I spent many happy hours watching the Spitfires and Harvards. The part time airmen of the Squadron flew during weekends and on Thursday evenings, weather permitting. The airfield was no further below the clouds than it is now!

In 1948/9 the Homer was in the form of a yellow painted medium van perched almost at the highest point on Yeadon Moor. The van was chocked level on wood and bricks and equipped with the radio and aerials necessary for the job. I seem to remember the aerial was an 'H' but the technical details escape me. Can anyone help? The operators were two RAF personnel, I think a Corporal and LAC, who spent a long time up there isolated from the rest of the Air Traffic bods. This was not a very popular duty!

At that time the ATC for the RAuxAF operations was conducted from what I can only describe as a hut planted on the top of the right hand corner pillar of the old hanger. There would not be sufficient room for the D/F there and the added advantage of extra height must have led to the mobile outfit being deployed.

I made friends with the RAF bods and my diary even has entries such as 'Homer all day'. This was during the summer of 1949 when other entries showed Yorkshire and England had decent cricket teams and great players. 'Hutton made 260 NO (9.4.49) v Northants'. The post war development period produced aviation entries:

3.9.49 'Taxiing trials of Brabazon 1, 'Nose wheel lifted 3 or 4 feet at 75 mph';

4.9.49 'Brabazon first flight.

My super days at the Homer were numbered as the next entry was: 'Homer ceased to be used regularly - 4.9.49'. A few days later I started work but I never lost my interest in aviation and perhaps that we where my particular liking for Air Traffic Control was born.



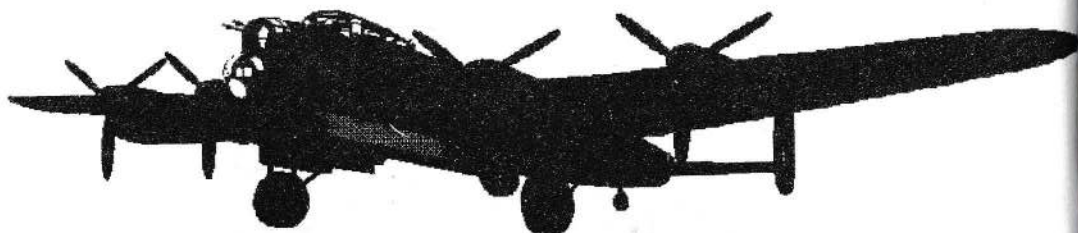
ELVINGTON SPECTACULAR 1996

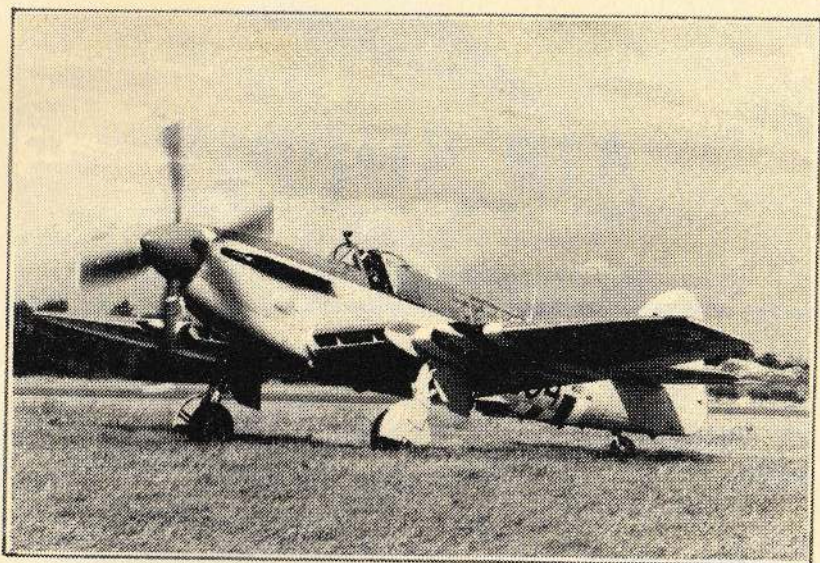
Yes it was certainly that and the organizers are to be congratulated on providing good value for money with a varied program of events.

My previous visit was a few years ago and the Airshow has been expanded from a model flying show with one or two full scale appearances to a flying day which attempts to please all. I was present on the Monday only and enjoyed the atmosphere which was similar to the Air Displays or Open days of many years ago. Having tried R/C model flying I marvelled at the expert control the experienced pilots displayed. So far as the full scale flying was concerned I have not seen better. It really was great to be fairly near the action when 'Sally B' was started with clouds of blue smoke and the Blenheim/Lysander engines no doubt did the same further away from our gaze. Spitfire and Hurricane performed as a pair in formation and were aerobatted separately to a very high standard. I found myself searching my memories of Air Displays over the past fifty years to compare and decided I had seen no better accurate flying and general handling. To stand a few yards from a series of perfect 'Three pointers' by all the WW II aircraft was a privilege well worth the money alone.

There were plenty of stands and stalls selling all the range of goods for the R/C boys and a few general modeling ones including plastic but I resisted despite a strong attempt by someone to plant a very large box on me for a tenner. The Jet Provost people benefited instead from their sale of tickets for a flight but I was unlucky as usual and as we watched the fortunate young lady disappear above the clouds could only look forward to the next time we would experience all we saw.

Geoff Lee







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