



*Happy New Year*



**BOEING 737-2K2 EI-CKP  
ARRIVING LBA 10 JUNE 2000**

Photograph Sheila Jayne

**VOL. 27**

**JANUARY 2001**

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COMMITTEE MEMBERS 1999-2000:

MR P WINDSOR, MR D STENNING, MR J DALE,

MR D BATES, MR A EDWARDS, MR G WARD,

MR D TENNANT, MR J STANFIELD.

Please note that all membership enquiries should be made to the Treasurer.

MEETINGS4<sup>th</sup> February 2001 at LBA Gate 20

Jonathan BATES – Air Traffic Controller at LBA

4<sup>th</sup> March 2001

Dr Paul CONWAY – Radio Communications in Aviation

Society News

Those of you who were able to make it to the meeting in December were rewarded with a most pleasant afternoon. The meeting took place in the Airport's new conference facility on the first floor in the western extension. The place is so new that the chairs still had the suppliers labels attached.

Our speaker for the afternoon was Stuart Owen, LBA Terminal Management. Stuart gave an illustrated talk about development of the Airport, including slides both past and present of the Airport's facilities. The talk concluded with a question and answer session, which Stuart dealt with in inimitable fashion. There was, of course, the perennial question about improved spectator viewing facilities. We extend our thanks to Stuart for giving up some of his free time to provide us with a most entertaining afternoon. Meetings involving Airport staff are always a highlight in the Society's year and this was no exception.

Later in the afternoon Mike Dixon called in to wish us the compliments of the season and answer a few "Atechnical" questions. Thanks also to Mike.

Well, they said it would never happen, but it has. All good things come to an end. "Mr Air Yorkshire" has stood down. Mike Willingale has given the Society fourteen years of his time and taken it to a new high plane. Mike has numerous friends and admirers in the Society and many were there to enjoy his last session as Chairman.

As Mike gave the Society's thanks to Stuart and Mike, the rest of the Society was preparing to thank the man himself. David Bates led the thanks with some well chosen words and presented Mike with a framed certificate naming him as Honorary Life President. Also presented was a model B747 and an Air Supply gift voucher for £106 donated by members. Avril was also present and received a delightful bouquet, but declined an "interview" about life as the wife of "Mr Air Yorkshire".

What of the future? Well, it is an enormous gap that Mike has left. The Society will inevitably notice the difference in the short term. There are matters of immediate concern that need addressing. The Society is fundamentally sound and has a track record of success and many experienced individuals available to it. There is no immediate candidate to take the role of Chair, but that should not prevent our momentum from keeping us going. If you would like to help in this awkward transition period then the Committee would welcome any positive contributions. As one door closes, another door opens. What price a female Chair, before the Airport gets a female Director? Now there's a thought!

Jim Stanfield



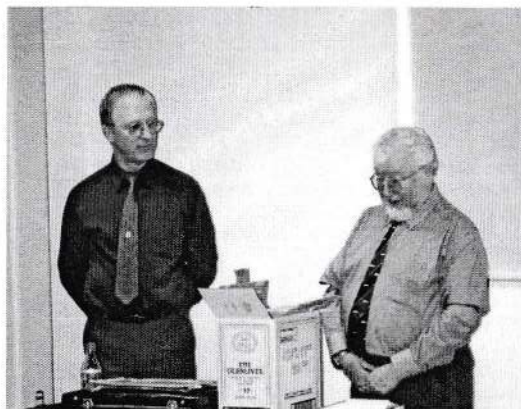
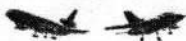
*Presented to:*

**Mike Willingale**

*Honorary Life President of Air Yorkshire  
on 3rd December 2000*

*In recognition of his long service as Chairman,  
and in the numerous other ways he worked for  
the good name of the Society.*

*With much appreciation from the Members, Officers  
and Committee of Air Yorkshire Aviation Society*



# Leeds/Bradford Movements

November 2000

## 01 Wednesday

G-UKTF Fokker 50	0725	EI-FKE Fokker 50	0849
G-MAJM Jetstream 41	0916	G-BVVC Boeing 737 500	0919
G-JEDE DHC-8	0929	G-MAJD Jetstream 41	0941
G-GNTJ SAAB 340	0943	G-GNTH SAAB 340	0958
G-NOIR Bell 222	1000	G-UKTC Fokker 50	1011
EI-CJD Boeing 737	1025	OO-DJV Avro 146 RJ85	1032
G-RJXF EMB 145	1048	G-BHER TB-10 Tobago	1115
G-UKTF Fokker 50	1206	G-SBAS King Air B200	1208
G-JEDE DHC-8	1235	N16NK Gulfstream V	1303 1046(05)
G-BVVC Boeing 737 500	1336	EI-CNZ Boeing 737	1347
G-MAJD Jetstream 41	1358	CS-DNF Citation VII	1610
G-RJXF EMB 145	1619	G-GNTH SAAB 340	1700
G-UKTF Fokker 50	1714	G-MAJD Jetstream 41	1721
G-MAJM Jetstream 41	1724	G-GNTJ SAAB 340	1728
G-BYAE Boeing 757	1751	G-BYFR PA-32R Saratoga	1846
G-JEDE DHC-8	1849	G-CSNA Cessna 421C	2024
OY-UPS Boeing 727			

## 02 Thursday

G-UKTH Fokker 50	0718	EI-FKC Fokker 50	0900
G-JEDE DHC-8	0923	G-MAJD Jetstream 41	0927
G-MAJM Jetstream 41	0944	G-UKTF Fokker 50	0957
G-UKTH Fokker 50	1222	SE-LIB HS 748	1228
G-JEDE DHC-8	1233	G-BYAE Boeing 757	1332
G-OCAA BAe 125 700B	1320	G-UKTF Fokker 50	1420
G-MAJM Jetstream 41	1603	G-RJXF EMB 145	1619
N273TB B58 Baron	1621	N900SJ Falcon 900	1705 1116(05)
G-MAJD Jetstream 41	1712	G-JEDE DHC-8	1736
G-BYFR PA-32R Saratoga	1817	G-MAJM Jetstream 41	1841

## 03 Friday

G-UKTF Fokker 50	0726	G-BXXT B76 Duchess	0840
EI-FKC Fokker 50	0843	G-MAJD Jetstream 41	0919
G-GNTH SAAB 340	0929	G-JEDE DHC-8	0937
G-BAML JetRanger	0941	G-MAJM Jetstream 41	0949
G-UKTH Fokker 50	0952	G-GNTG SAAB 340	0959
ZD620 BAe 125 CC3	1008	EI-CNX Boeing 737	1048
G-RJXF EMB 145	1104	EC-GLT Airbus 320	1116
G-BAML JetRanger	1150	G-BXTR Katana	1204
G-MAPP Cessna 402B	1234	G-UKTF Fokker 50	1242
G-JEDE DHC-8	1245	G-GNTG SAAB 340	1258
G-BYAE Boeing 757	1306	G-SFHR PA-23 Aztec	1315
EI-CJD Boeing 737	1349	G-MAJM Jetstream 41	1404
G-GNTH SAAB 340	1416	G-UKTH Fokker 50	1440
G-LEEZ LongRanger	1441	G-BXMA King Air 200	1448
G-BZGO Robinson R-44	1450	OO-DJO Avro 146 RJ85	1513
G-LEEZ LongRanger	1613	G-RJXF EMB 145	1622
G-GNTG SAAB 340	1652	G-UKTF Fokker 50	1700
G-MAJM Jetstream 41	1706	G-JEDE DHC-8	1722

G-MAJD Jetstream 41	1725	G-GNTH SAAB 340	1742
EI-DAB Citation Bravo	1750	G-BVMA King Air 200	1849
EI-CJE Boeing 737	1855		

#### 04 Saturday

G-UKTF Fokker 50	0733	EI-CNX Boeing 737	0735
G-JAJK PA-31 Navajo	0830	EI-FKF Fokker 50	0848
G-OBMZ Boeing 737 500	0915	G-OOOD Boeing 757	1140
G-BYHK PA-28 Archer II	1217	G-RJXF EMB 145	1220
G-AZLY Cessna FA150L	1222	G-UKTF Fokker 50	1233
G-JEDE DHC-8	1250	EI-CNZ Boeing 737	1350
G-UKTH Fokker 50	1509	G-BAML JetRanger	1552

#### 05 Sunday

G-UKTH Fokker 50	0720	G-BVZE Boeing 737 500	1139
G-UKTA Fokker 50	1228	G-IJYS Jetstream 31	1322
OO-DJN Avro 146 RJ85	1456	G-OOOB Boeing 757	1503
G-JETU Twin Squirrel	1628	G-UKTF Fokker 50	1648
G-UKTA Fokker 50	1712	G-GNTH SAAB 340	1726
G-IJYS Jetstream 31	1731 1800	G-JEDE DHC-8	1737
EI-COX Boeing 737	1759	G-BVKD Boeing 737 500	1842
EI-FKD Fokker 50	1948	G-MAJM Jetstream 41	1950
G-GNTG SAAB 340	2004	EI-CJE Boeing 737	2009
G-MAJD Jetstream 41	2036	G-RJXF EMB 145	2041
G-GNTH SAAB 340	2047	G-JEDE DHC-8	2052
G-UKTF Fokker 50	2059	G-BYAY Boeing 757	2151
G-SFBH Boeing 737 400	2158	OO-DWA Avro 146 RJ100	2336
G-LCRC Boeing 757	2340		

#### 06 Monday

G-UKTE Fokker 50	0725	N425HS Cessna 425	0913
N331SJ Lear Jet 31A	0921 1031	OY-JMC CitationJet	0925
G-MAJD Jetstream 41	0950	G-JEDE DHC-8	1016
OO-DJR Avro 146 RJ85	1019	G-UKTF Fokker 50	1022
G-MAJM Jetstream 41	1027	G-RJXF EMB 145	1231
G-UKTE Fokker 50	1240	G-JEDE DHC-8	1319
G-MAJD Jetstream 41	1423	EI-CJE Boeing 737	1545
G-UKTF Fokker 50	1610	G-UKTE Fokker 50	1645
G-RJXF EMB 145	1648		

#### 07 Tuesday

G-UKTE Fokker 50	0707	HB-IIQ Boeing 737 700	0721
G-BRIG Boeing 767	0759	EI-FKF Fokker 50	0855
ZD620 BAe 125 CC3	0916	G-JEDE DHC-8	0931
G-UKTF Fokker 50	0948	G-GNTH SAAB 340	1007
G-MAJM Jetstream 41	1014	OO-DJJ BAe 146	1041
EI-CJG Boeing 737	—	N400MW Mooney M20	—
G-GAFA PA-34 Seneca	1204	G-AZDJ Cherokee Six	1218
EC-HCR Airbus 320	1231	G-JEDE DHC-8	1234
G-UKTE Fokker 50	1237	EI-CJE Boeing 737	1356
G-MAJD Jetstream 41	1406	G-UKTF Fokker 50	1421
OO-DJR Avro 146 RJ85	1448	G-BRUI PA-44 Seminole	1540
VP-CSC Citation Ultra	—	G-RJXF EMB 145	1620
G-UKTE Fokker 50	1641	G-MAJD Jetstream 41	1701
G-MAJM Jetstream 41	1728	G-JEDE DHC-8	1731
G-MONX Airbus 320	2036	G-BVZG Boeing 737 500	2212

#### 08 Wednesday

G-MONS Airbus 300	0125	G-MONB Boeing 757	0616
G-MONC Boeing 757	0633	G-MPCD Airbus 320	0642
G-DAJB Boeing 757	0645	G-UKTB Fokker 50	0715

G-BYAH Boeing 757	0838	G-FCLI Boeing 757	0846
XX439 Gazelle AH.1	0852	EI-FKC Fokker 50	0856
G-JEDE DHC-8	0921	G-SFBH Boeing 737 400	0924
G-MAJM Jetstream 41	0928	G-GNTH SAAB 340	0933
G-GNTJ SAAB 340	0939	G-MAJD Jetstream 41	0946
4X-CMZ CL604 Challenger	0959	G-UKTF Fokker 50	1010
EI-CNX Boeing 737	1022	OO-DJW Avro 146 RJ85	1036
G-RJXF EMB 145	1106	G-UKTB Fokker 50	1227
G-JEDE DHC-8	1230	G-SFBH Boeing 737 400	1334
EI-CNT Boeing 737	1337	G-MAJD Jetstream 41	1402
G-UKTF Fokker 50	1430	N900SS Citation Bravo	1454
OO-DJN Avro 146 RJ85	1505	G-RJXF EMB 145	1623
XX439 Gazelle AH.1	1645	G-GNTH SAAB 340	1650
G-UKTB Fokker 50	1657	G-MAJM Jetstream 41	1710
G-JEDE DHC-8	1719	G-MAJD Jetstream 41	1727
G-BYAY Boeing 757	1737	G-GNTJ SAAB 340	1741
G-OMNH King Air 200	—	G-CSNA Cessna 421C	—
G-PLAH Jetstream 31	1842	G-SFBH Boeing 737 400	1844

### 09 Thursday

G-DAJB Boeing 757	0252	G-MONC Boeing 757	0307
G-MPCD Airbus 320	0310	G-MONS Airbus 300	0338
G-BYAH Boeing 757	0345	G-MONX Airbus 320	0354
G-FCLI Boeing 757	0404	G-MONB Boeing 757	0412
G-BVZG Boeing 737 500	—	G-UKTB Fokker 50	0718
G-BVCM CitationJet	0741	G-BMIH BAe 125 700B	0758
EI-FKD Fokker 50	0840	G-JLRW B76 Duchess	0904
G-JEDE DHC-8	0915	G-GNTH SAAB 340	0917
G-MAJM Jetstream 41	0922	N220SC PA-31T Cheyenne	0925
G-OCAA BAe 125 700B	0928	G-SFBH Boeing 737 400	0931
G-GNTJ SAAB 340	0936	G-MAJD Jetstream 41	0939
G-UKTF Fokker 50	0948	G-BODZ Robinson R-22	—
G-BYLM PA-46 Malibu	—	G-BYAH Boeing 757	—
EC-GZD Airbus 320	—	G-GAFA PA-34 Seneca	—
D-IGAS CitationJet	—	G-NUTY Ecureuil	1537
G-RJXF EMB 145	1629	G-MAJD Jetstream 41	1703
G-UKTB Fokker 50	1706	G-MAJM Jetstream 41	1718
G-BTIG Boeing 767	1729	F-GGVB Falcon 50 ??	1731
G-JEDE DHC-8	1734	HB-IJQ Boeing 737 700	1738
G-SFBH Boeing 737 400	1837	G-LCRC Boeing 757	1911

### 10 Friday

G-UKTB Fokker 50	0716	G-BOVK PA-28 Warrior II	0845
G-JEDE DHC-8	0910	G-MAJD Jetstream 41	0917
G-SFBH Boeing 737 400	0919	G-GNTJ SAAB 340	0924
N4545 Lear Jet 45	0932	G-GNTH SAAB 340	0935
G-MAJM Jetstream 41	0938	G-UKTF Fokker 50	0949
OO-DJY Avro 146 RJ85	1040	EI-CJI Boeing 737	1044
G-BHOR PA-28 Warrior II	1047	G-RJXF EMB 145	1052
G-BKVL Robin DR400/160	1109	EC-GLT Airbus 320	1125
G-AZLY Cessna F150L	1127	N6107Y Rockwell 114B	1134
G-UKTB Fokker 50	1222	G-JEDE DHC-8	1230
G-BYAY Boeing 757	1318	G-BJYD Cessna F152	1333
G-SFBH Boeing 737 400	1342	EI-CJG Boeing 737	1348
G-OCAA BAe 125 700B	1353	G-GNTJ SAAB 340	1355
G-MAJM Jetstream 41	1357	G-UKTF Fokker 50	1424
OO-DJQ Avro 146 RJ85	1510	G-HMMV CitationJet	1609
N190LJ Lear Jet 60	1614 1629	G-RJXF EMB 145	1639
G-GNTH SAAB 340	1643	G-SDEV Sea Devon C.20	1645
G-UKTB Fokker 50	1649	G-MAJM Jetstream 41	1706

G-MAJD Jetstream 41	1707	G-JEDE DHC-8	1718
G-GNTJ SAAB 340	1724		

### 11 Saturday

PH-DDB King Air 200	— 0715	G-UKTA Fokker 50	0727
EI-FKF Fokker 50	0835	G-UKTF Fokker 50	0945
G-RJXF EMB 145	1133	G-UKTA Fokker 50	1202
G-BVJB Fokker 100	1232	G-JEDE DHC-8	1245
EI-CJD Boeing 737	1343	G-UKTF Fokker 50	1417
G-BDWY PA-28 Cherokee	— 1153	G-OOAR Airbus 320	— 1355
N132CK Cessna 421A	—	CS-DNB Citation II	—
F-HAXA Falcon 900EX	1700 1832		

### 12 Sunday

G-UKTA Fokker 50	0721	EI-FKC Fokker 50	0843
G-UKTF Fokker 50	1005	G-BHRP PA-44 Seminole	1052
G-UKTA Fokker 50	1209	G-IJYS Jetstream 31	1227
EI-CJE Boeing 737	1341	G-UKTH Fokker 50	1419
G-OOOY Boeing 757	1424	G-IJYS Jetstream 31	1611
G-HMMV CitationJet	1646	G-RDBS Citation II	—

### 13 Monday

G-UKTE Fokker 50	0735	EI-FKE Fokker 50	0845
G-JEDE DHC-8	0915	G-MAJM Jetstream 41	0920
G-GNTJ SAAB 340	0931	G-GNTI SAAB 340	0937
G-MAJD Jetstream 41	0941	G-SFBH Boeing 737 400	1005
G-VVIP Cessna 421C	1008	G-UKTH Fokker 50	1018
OO-DJS Avro 146 RJ85	1042	EI-CON Boeing 737	1044
G-RJXF EMB 145	1106	G-KKES TB-20 Trinidad	1122
G-UKTE Fokker 50	1213	G-JEDE DHC-8	1228
G-CEAC Boeing 737	1248	EI-CJG Boeing 737	1346
G-BPNF Robinson R-22B	1352	G-MAJD Jetstream 41	1356
G-GNTI SAAB 340	1358	G-UKTH Fokker 50	1435
OO-DJY Avro 146 RJ85	1447	G-ATXD Twin Comanche	1630
G-UKTE Fokker 50	1642	G-RJXF EMB 145	1654
G-MAJD Jetstream 41	1658	G-GNTJ SAAB 340	1701
G-MAJM Jetstream 41	1715	G-GNTI SAAB 340	1734
G-JEDE DHC-8	1738		

### 14 Tuesday

G-UKTG Fokker 50	0744	G-BVCM CitationJet	0751
EI-FKE Fokker 50	0844	RA81584 Yak 18T	0906
G-JEDE DHC-8	0910	G-GNTJ SAAB 340	0931
G-GNTI SAAB 340	0934	G-SFBH Boeing 737 400	0937
G-MAJD Jetstream 41	0948	G-MAJH Jetstream 41	1000
N1553N King Air C90A	1035	G-RJXF EMB 145	1049
EC-GZE Airbus 320	1210	G-UKTH Fokker 50	1224
G-JEDE DHC-8	1230	G-UKTG Fokker 50	1345
G-MAJD Jetstream 41	1401	G-SFBH Boeing 737 400	1435
OO-DWB Avro 146 RJ100	1440	OY-JRO King Air B90	1500
G-RJXF EMB 145	1616	G-GNTJ SAAB 340	1652
G-MAJD Jetstream 41	1701	G-MAJM Jetstream 41	1709
G-JEDE DHC-8	1719	G-GNTI SAAB 340	1730
N273TB B58 Baron	—		

### 15 Wednesday

G-UKTG Fokker 50	0709	G-UKTE Fokker 50 DIV	0749
EI-BXK Boeing 737 400	0909	G-GNTJ SAAB 340	0919
G-JEDE DHC-8	0922	G-GNTI SAAB 340	0931
G-MAJM Jetstream 41	0939	G-BPPM King Air 200	0943

G-UKTH Fokker 50 41	1000	G-SFBH Boeing 737 400	1009
N421CA Cessna 421C	1026	EI-COB Boeing 737	1032
OO-DJP Avro 146 RJ85	1035	G-RJXF EMB 145	1054
G-FLPI Rockwell 112A	1144	G-MAJD Jetstream 41	1218
G-UKTG Fokker 50	1226	G-JEDE DHC-8	1231
G-ZBED Robinson R-22B	1321	G-MAJM Jetstream 41	1400
G-SFBH Boeing 737 400	1412	40158 C-12F	1417
G-UKTH Fokker 50	1421	G-RJXF EMB 145	1645
G-GNTJ SAAB 340	1647	G-UKTG Fokker 50	1653
G-MAJM Jetstream 41	1706	G-MAJD Jetstream 41	1719
G-JEDE DHC-8	1720	LZ-NHA AN26	22?? N/S

### 16 Thursday

G-UKTG Fokker 50	0715	G-FJET Citation II	0759
EI-FKE Fokker 50	0848	G-SFBH Boeing 737 400	0906
G-JEDE DHC-8	0916	G-MAJD Jetstream 41	0928
G-GNTJ SAAB 340	0931	G-GNTI SAAB 340	0939
G-UKTH Fokker 50	0957	G-MAJM Jetstream 41	1000
G-WARH PA-28 Warrior 3	1017	OO-DJR Avro 145 RJ85	1025
G-APVS Cessna 170B	1047	EI-COB Boeing 737	1051
G-RJXF EMB 145	1103	G-FJET Citation II	1203
G-JEDE DHC-8	1229	G-UKTG Fokker 50	1247
G-BYAY Boeing 757	1305	EI-CJC Boeing 737	1335
G-SFBH Boeing 737 400	1337	G-MAJM Jetstream 41	1356
EC-GZD Airbus 320	1359	G-UKTH Fokker 50	1432
N4168D PA-34 Seneca	1435	OO-DJS Avro 146 RJ85	1457
D-IEHP Cessna 340	1500	G-LINE Twin Squirrel	1627
G-UKTG Fokker 50	1640	G-GNTJ SAAB 340	1642
40158 C-12F	1648	G-RJXF EMB 145	1654
G-MAJM Jetstream 41	1708	G-MAJD Jetstream 41	1718
G-GNTI SAAB 340	1730	G-JEDE DHC-8	1736
G-SFBH Boeing 737 400	1844	G-NCFR HS 125 700B	1857
G-LCRC Boeing 757	1912	OO-DJV Avro 146 RJ85	1919
EI-COB Boeing 737	1924	EI-FKE Fokker 50	1932
OY-UPJ Boeing 727	1943	G-GNTJ SAAB 340	1953
G-UKTH Fokker 50	2001	G-MAJD Jetstream 41	2004
G-BSDN PA-34 Seneca	2018	G-GNTI SAAB 340	2029
G-MAJM Jetstream 41	2033	G-JEDE DHC-8	2036
G-RJXF EMB 145	2108	G-BYAY Boeing 757	2114
G-SFBH Boeing 737 400	2200	OO-DWF Avro 146 RJ100	2230

### 17 Friday

G-UKTG Fokker 50	0713	EI-FKE Fokker 50	0841
G-JEDE DHC-8	0913	G-SFBH Boeing 737 400	0932
G-GNTI SAAB 340	0935	G-MAJM Jetstream 41	0937
G-GNTJ SAAB 340	0939	G-LJET Lear Jet 35A	0941
G-MAJD Jetstream 41	0944	G-UKTH Fokker 50	0957
OO-DJN Avro 146 RJ85	1023	EI-CJC Boeing 737	1038
N145DF Citation II	1056 1359	G-RJXF EMB 145	1058
EC-GLT Airbus 320	1143	G-JEDE DHC-8	1230
G-UKTG Fokker 50	1241	G-BYAY Boeing 757	1308
EI-CJD Boeing 737	1350	G-MAJM Jetstream 41	1357
G-SFBH Boeing 737 400	1408	G-GNTJ SAAB 340	1411
G-UKTH Fokker 50	1419	G-PZAZ PA-31 Navajo	1421
OO-DJL Avro 146 RJ85	1634	G-RJXF EMB 145	1636
G-UKTG Fokker 50	1645	G-GNTI SAAB 340	1647
N273TB B58 Baron	1655	G-MAJM Jetstream 41	1709
G-MAJD Jetstream 41	1713	G-JEDE DHC-8	1724
G-GNTJ SAAB 340	1732		



**18 Saturday**

G-UKTG Fokker 50	0724	EI-FKD Fokker 50	0845	
G-SFBH Boeing 737 400	0910	G-UKTH Fokker 50	1011	
G-RJXF EMB 145	1141	G-OOAP Airbus 320	1152	F/vis
G-FRYI King Air 200	1158	G-JEDE DHC-8	1239	
G-UKTG Fokker 50	1251	EI-CJH Boeing 737	1340	
G-UKTH Fokker 50	1432			

**19 Sunday**

EI-FKC Fokker 50	0838	G-ODUB Bandeirante	0840	1209
G-OBMH Boeing 737 300	0938	G-UKTH Fokker 50	0952	
G-UKTG Fokker 50	1227	G-EEST Jetstream 31	1236	
EI-CNY Boeing 737	1348	G-UKTH Fokker 50	1415	
OO-DJT Avro 146 RJ85	1435	G-OOOY Boeing 757	1456	
G-MAJK Jetstream 41	1503	G-BPVN Turbo Saratoga	1622	1732
G-EEST Jetstream 31	1639	LZ-NHA An 26	—	

**20 Monday**

N273TB B58 Baron	0742	G-GJET Lear Jet 35A	0823	
G-JLRW B76 Duchess	0846	EI-FKD Fokker 50	0849	
G-MIDY Airbus 320	0920 F/vis	G-MAJG Jetstream 41	0924	
G-JEDE DHC-8	0927	G-GNTI SAAB 340	0930	
G-LIBS Hughes 369HS	0942	G-MAJK Jetstream 41	0943	
G-PLAH Jetstream 31	0946	G-PLAJ Jetstream 31	0955	
G-GNTJ SAAB 340	0959	G-UKTH Fokker 50	1005	
G-UVIP Cessna 421C	1009	EI-CJD Boeing 737	1032	
OO-DJP Avro 146 RJ85	1035	ZG847 Islander AL.1	1215	
G-JEDE DHC-8	1232	G-BXXT B76 Duchess	1306	
G-MIDY Airbus 320	1334	EI-CJF Boeing 737	1341	
G-GNTJ SAAB 340	1351	G-MAJK Jetstream 41	1408	
G-UKTH Fokker 50	1431	OO-DWA Avro 146 RJ100	1446	
G-RJXF EMB 145	1614	G-GNTI SAAB 340	1652	
G-MAJG Jetstream 41	1706	G-JEDE DHC-8	1726	
G-MAJK Jetstream 41	1729	G-GNTJ SAAB 340	1731	

**21 Tuesday**

G-UKTI Fokker 50	0724	G-MAJK Jetstream 41	0951	
G-MAJG Jetstream 41	0955	G-UKTH Fokker 50	1003	
OO-DJP Avro 146 RJ85	1038	EI-CNZ Boeing 737	1100	
EC-HGZ Airbus 320	1253	G-MAJK Jetstream 41	1513	
OO-DJT Avro 146 RJ85	1528	G-MAJG Jetstream 41	1832	
G-MAJK Jetstream 41	1837	EI-CNZ Boeing 737	1905	
OO-DJP Avro 146 RJ85	1008			

**22 Wednesday**

CS-DNF Citation VII	0559	EI-FKF Fokker 50	0839	
F-GLTX King Air 200C	0850	G-ODSK Boeing 737 300	0925	
G-MAJG Jetstream 41	0932	G-GNTJ SAAB 340	0947	
G-GNTI SAAB 340	0959	G-UKTA Fokker 50	1002	
OO-DJS Avro 146 RJ85	1032	EI-CJH Boeing 737	1042	
G-RJXF EMB 145	1056	G-UKTG Fokker 50	1219	
ZG847 Islander AL.1	1239	G-PLAJ Jetstream 31	1322	
G-DEXY King Air E90	1341	G-JEDE DHC-8	1345	
G-MAJK Jetstream 41	1400	G-OBMM Boeing 737 400	1409	
G-BRPU B76 Duchess	1414	G-UKTA Fokker 50	1418	
OO-DJY Avro 146 RJ85	1528	CS-DNF Citation VII	1531	
EI-CIJ Cessna 340	1539	G-BIIB Cessna F172M	1559	
G-RJXF EMB 145	1632	G-UKTG Fokker 50	1636	
G-GNTJ SAAB 340	1645	G-MAJK Jetstream 41	1700	

G-MAJG Jetstream 41	1714	G-JEDE DHC-8	1717
G-GNTI SAAB 340	1730	G-BYAY Boeing 757	1734
G-MAMD KIng Air B200	1750	D-IFHZ PA-31T Cheyenne	2047 2136

### 23 Thursday

G-OCDB Citation II	0714	G-UKTG Fokker 50	0718
EI-FKC Fokker 50	0906	N4545 Lear Jet 45	0912
G-BVCM CitationJet	0916	G-JEDE DHC-8	0920
G-MAJG Jetstream 41	0932	G-MAJK Jetstream 41	1000
G-UKTA Fokker 50	1005	OO-DJZ Avro 146 RJ85	1052
EI-CON Boeing 737	1125	N146GA Cessna 425	1133
G-RJXF EMB 145	1137	G-BOBA PA-28R Arrow	1143
G-UKTG Fokker 50	1218	G-JEDE DHC-8	1247
G-BYAY Boeing 757	1304	G-BODY Cessna 310R	1310
G-GNTJ SAAB 340	1344	G-GNTI SAAB 340	1324
EC-GZD Airbus 320	1355	G-MAJK Jetstream 41	1400
EI-CJF Boeing 737	1406	G-OBMH Boeing 737 300	1436
OO-DWL Avro 146 RJ100	1452	D-ABNN Boeing 757	1558
G-UKTG Fokker 50	1641	G-MAJK Jetstream 41	1659
G-MAJG Jetstream 41	1734	G-JEDE DHC-8	1809
G-OLDD BAe 125 800B	1842 0734(24)	G-GNTJ SAAB 340	1853
G-OBMH Boeing 737 300	1902	OO-DWL Avro 146 RJ100	1912
EI-FKC Fokker 50	1914	G-LCRC Boeing 757	1935
EI-COX Boeing 737	1949	OY-UPS Boeing 727	1954
G-GNTI SAAB 340	2020	G-MAJK Jetstream 41	2028
G-MAJG Jetstream 41	2031	G-JEDE DHC-8	2119
G-BYAY Boeing 757	2141	G-UKTA Fokker 50	2143
G-GNTJ SAAB 340	2146	G-RJXF EMB 145	2150
G-OBMH Boeing 737 300	2203	OO-DWG Avro 146 RJ100	2248

### 24 Friday

EI-FKE Fokker 50	0848	G-OBMM Boeing 737 400	0911
G-JEDE DHC-8	0920	G-GNTJ SAAB 340	0923
G-MAJG Jetstream 41	0926	G-GNTI SAAB 340	0929
G-MAJK Jetstream 41	0944	G-UKTA Fokker 50	0949
VP-CCP Citation II	0951	OO-DJQ Avro 146 RJ85	1016
EI-COB Boeing 737	1025	G-RJXF EMB 145	1104
EC-GUR Airbus 320	1128	G-UKFG Fokker 100	1145
G-JEDE DHC-8	1233	G-OBMM Boeing 737 400	1358
G-BYAY Boeing 757	1403	G-GNTI SAAB 340	1408
G-MAJM Jetstream 41	1416	G-UKTA Fokker 50	1422
OO-DJO Avro 146 RJ85	1448	N4545 Lear Jet 45	1515
N86077 Cessna 182P	1642 0855(27)	G-RJXF EMB 145	1645
G-GNTJ SAAB 340	1653	PH-KVG Fokker 50	1703
G-MAJM Jetstream 41	1708	G-MAJG Jetstream 41	1713
G-JEDE DHC-8	1725	G-GNTI SAAB 340	1727
G-OTIS Citation II	1744	G-OBMM Boeing 737 400	1829
EI-COB Boeing 737	1852	OO-DJQ Avro 146 RJ85	1906
EI-FKE Fokker 50	1920	G-GNTJ SAAB 340	1946
OY-UPS Boeing 727	1956	G-UKTA Fokker 50	2006
G-MAJG Jetstream 41	2012	G-GNTI SAAB 340	2021
G-MAJM Jetstream 41	2034	G-RJXF EMB 145	2040
G-JEDE DHC-8	2049	G-OBMM Boeing 737 400	2218
OO-DJR Avro 146 RJ85	2311		

### 25 Saturday

G-BYAT Boeing 757	0042	G-LCRC Boeing 757	0539
G-UKTH Fokker 50	0804	EI-FKE Fokker 50	0846
G-OBMM Boeing 737 400	0915	G-OLDD BAe 125 800B	0947 1933
G-UKTA Fokker 50	0957	OO-DJR Avro 146 RJ85	1026
EI-CJG Boeing 737	1100	G-RJXF EMB 145	1128

G-OOAC Airbus 320	1146	G-UKTH Fokker 50	1233
G-JEDE DHC-8	1249	G-JEDD DHC-8	1346
EI-CJH Boeing 737	1354	G-UKTC Fokker 50	1431
OH-WIP Falcon 20	1436 1747	F-GEPE PA-31T Cheyenne	1559 1350(26)
G-RJXF EMB 145	1614	OO-DWF Avro 146 RJ100	1859
EI-FKC Fokker 50	1920	G-UKTH Fokker 50	2002
F-GSDM King Air C90B	2027 2110	G-OBMM Boeing 737 400	2057
G-BYAT Boeing 757	2134		

## 26 Sunday

G-LCRC Boeing 757	0020	CS-DNO Hawker 800XP	0747 1023
G-UKTC Fokker 50	0816	EI-FKE Fokker 50	0846
G-OBMM Boeing 737 400	0912	G-UKTH Fokker 50	0952
G-FLVU Citation I	1041 1140	G-UKTF Fokker 50	1217
G-IJYS Jetstream 31	1232	G-OLDD BAe 125 800B	1240
VP-CSC Citation Ultra	1317	EI-CKR Boeing 737	1338
N145DF Citation II	1341	G-OOOV Boeing 757	1427
G-UKTH Fokker 50	1430	OO-DJV Avro 146 RJ85	1443
VP-CCP Citation Bravo	1524	G-IJYS Jetstream 31	1629
G-UKTF Fokker 50	1653	G-GNTI SAAB 340	1701
G-RJXB EMB 145	1836	G-MIDX Airbus 320	1843 F/vis
OO-DJP Avro 146 RJ85	1900	EI-FKC Fokker 50	1909
G-OLDD BAe 125 800B	1931	G-GNTJ SAAB 340	2000
G-MAJG Jetstream 41	2014	G-UKTH Fokker 50	2019
G-GNTI SAAB 340	2027	G-MAJM Jetstream 41	2035
G-RJXF EMB 145	2052	G-JEDD DHC-8	2125
EI-CNW Boeing 737	2202	G-OBMM Boeing 737 400	2205
G-LCRC Boeing 757	2209	G-BYAT Boeing 757	2216
OO-DWJ Avro 146 RJ100	2228		

## 27 Monday

G-OCDB Citation II	0715	G-UKTA Fokker 50	0735
G-SMDB Boeing 737 300	0829	EI-FKD Fokker 50	0827
G-BOBA PA-28R Arrow	0902	G-SFBH Boeing 737 400	0928
G-MAJG Jetstream 41	0938	G-JEDD DHC-8	0940
G-MAJM Jetstream 41	0950	G-GNTI SAAB 340	0955
G-UKTH Fokker 50	1002	EI-COX Boeing 737	1022
OO-DJY Avro 146 RJ85	1040	G-RJXF EMB 145	1126
G-GNTJ SAAB 340	1131	G-UKTA Fokker 50	1229
G-JEDD DHC-8	1232	G-BXXT B76 Duchess	1336
G-SFBH Boeing 737 400	1340	EI-CNW Boeing 737	1342
G-MAJG Jetstream 41	1354	G-GNTI SAAB 340	1400
G-UKTH Fokker 50	1436	OO-DJQ Avro 146 RJ85	1518
G-RJXF EMB 145	1642	G-GNTJ SAAB 340	1650
G-UKTA Fokker 50	1653	G-MAJM Jetstream 41	1714
G-GNTI SAAB 340	1722	N220SC PA-31T Cheyenne	1734
G-JEDD DHC-8	1742	G-BYAT Boeing 757	1802
G-SFBH Boeing 737 400	1846	EI-FKE Fokker 50	1912
OO-DJY Avro 146 RJ85	1917	EI-CON Boeing 737	1922
G-GNTJ SAAB 340	2005	OY-UPT Boeing 727	2011
G-UKTH Fokker 50	2024	G-LCRC Boeing 757	2029
G-MAJG Jetstream 41	2034	G-MAJM Jetstream 41	2040
G-GNTI SAAB 340	2045	G-SFBH Boeing 737 400	2244
OO-DWG Avro 146 RJ85	2256		

## 28 Tuesday

LZ-NHA Antonov 26	0412	G-UKTA Fokker 50	0729
EI-FKD Fokker 50	0847	G-LIZZ PA-23 Aztec	0918
G-GNTJ SAAB 340	0928	G-MAJM Jetstream 41	0930
G-SFBH Boeing 737 400	0934	G-GNTI SAAB 340	0952
G-MAJG Jetstream 41	0956	G-UKTH Fokker 50	1010

EI-CJH Boeing 737	1030	OO-DJL Avro 146 RJ85	1037
G-JEDD DHC-8	1046	G-RJXF EMB 145	1053
G-CCAT AA5A Cheetah	1058	EC-GZD Airbus 320	1145
G-UKTA Fokker 50	1241	G-JEDD DHC-8	1331
G-OBMM Boeing 737 400	1352	G-BULH Cessna 172N	1354
G-MAJG Jetstream 41	1359	N800VP B55 Baron	1426
G-UKTH Fokker 50	1430	OO-DJN Avro 146 RJ85	1512
N400MW Mooney M20	1518	G-RJXF EMB 145	1625
G-UKTA Fokker 50	1646	N708SP Lear Jet 45	1650
G-MAJG Jetstream 41	1700	G-GNTJ SAAB 340	1703
G-MAJM Jetstream 41	1723	N425HS Cessna 425	1737
G-GNTI SAAB 340	1742	G-OBMM Boeing 737 400	1829
154G Gulfstream IV	1849	EI-CON Boeing 737	1854
OO-DJL Avro 146 RJ85	1907	EI-FKD Fokker 50	1910
G-UKTH Fokker 50	2003	G-GNTJ SAAB 340	2006
G-MAJM Jetstream 41	2010	OY-UPD Boeing 727	2018 F/vis
G-LCRC Boeing 757	2040	G-MAJG Jetstream 41	2043
G-RJXF EMB 145	2046	G-GNTI SAAB 340	2050
G-BYAT Boeing 757	2133	G-OBMM Boeing 737 400	2149
G-JEBE BAe 146 300	2152	D-AISY Friendship	2204 2259
OO-DWD Avro 146 RJ100	2240		

### 29 Wednesday

LZ-NHA Antonov 26	0201	G-UKTA Fokker 50	0730
EI-FKF Fokker 50	0853	G-EXEC PA-34 Seneca	0856
G-OBMM Boeing 737 400	0925	G-MAJM Jetstream 41	0929
G-JEDD DHC-8	0936	G-GNTI SAAB 340	0940
G-MAJG Jetstream 41	0947	G-GNTJ SAAB 340	0955
G-UKTH Fokker 50	1006	EI-CJE Boeing 737	1030
OO-DJQ Avro 146 RJ85	1041	G-PUSI Cessna T303	1056
G-RJXF EMB 145	1059	G-BZMG Robinson R-44	1108
G-UKTA Fokker 50	1213	G-JEDD DHC-8	1230
G-OBMM Boeing 737 400	1346	G-MAJG Jetstream 41	1409
G-GYBO GY-80 Horizon	1419 N/res	G-UKTH Fokker 50	1450
OE-FME King Air 300	1502	OO-DJN Avro 146 RJ85	1507
G-RJXF EMB 145	1619	G-UKTA Fokker 50	1647
G-GNTI SAAB 340	1650	G-MAJM Jetstream 41	1710
G-MAJG Jetstream 41	1713	G-JEDD DHC-8	1723
G-GNTJ SAAB 340	1733	G-BYAT Boeing 757	1810
G-OBMM Boeing 737 400	1838	CS-DNM Hawker 800XP	1858
EI-CNX Boeing 737	1905	OO-DJN Avro 146 RJ85	1908
EI-FKF Fokker 50	1912	OY-UPT Boeing 727	1937
G-GNTI SAAB 340	1953	G-MAJM Jetstream 41	2003
G-UKTH Fokker 50	2010	G-RJXF EMB 145	2022
G-JEDD DHC-8	2026	G-MAJG Jetstream 41	2039
G-GNTJ SAAB 340	2043	G-LCRC Boeing 757	2122
G-OBMM Boeing 737 400	2148	OO-DWF Avro 146 RJ100	2254

### 30 Thursday

LZ-NHA Antonov 26	0156	G-UKTE Fokker 50	0731
G-BVMA King Air B200	0807	G-BVCM CitationJet	0837
EI-FKF Fokker 50	0854	G-EGLT Cessna 310R	0902
G-SPUR Citation II	0915	G-MAJM Jetstream 41	0920
G-JEDD DHC-8	0922	G-OBMM Boeing 737 400	0929
G-GNTJ SAAB 340	0934	G-GNTI SAAB 340	0941
G-MAJG Jetstream 41	0955	G-UKTH Fokker 50	0956
G-AWBH PA-28 Cherokee	1008	OO-DJS Avro 146 RJ85	1028
EI-COX Boeing 737	1031	G-UKTE Fokker 50	1212
G-BXXT B76 Duchess	1220	G-JEDD DHC-8	1239
ZE702 BAe 146 CC.3	1249	G-RJXF EMB 145	1255
G-OMNH King Air B200	1303	G-BYAT Boeing 757	1308
EC-GZD Airbus 320	1314	G-MAJG Jetstream 41	1400

EI-COB Boeing 737	1403	G-UKTH Fokker 50	1419
G-OJTW Boeing 737 300	1440	OO-DJW Avro 146 RJ85	1458
N4545 Lear Jet 45	1537	G-IHSB Robinson R-22B	1548
G-FIJR L188PF Electra	1625	G-RJXF EMB 145	1637
G-BXMA King Air B200	1640	G-UKTE Fokker 50	1650
G-GNTI SAAB 340	1655	G-MAJG Jetstream 41	1659
G-SOUL Cessna 310R	1707	G-JEDD DHC-8	1717
G-MAJM Jetstream 41	1726	G-GNTJ SAAB 340	1729
G-OJTW Boeing 737 300	1907	OO-DJT Avro 146 RJ85	1913
OY-UPD Boeing 727	1952	EI-CJH Boeing 737	1955
G-GNTI SAAB 340	1957	G-UKTH Fokker 50	2010
G-MAJM Jetstream 41	2014	G-JEDD DHC-8	2020
EI-FKF Fokker 50	2034	G-RJXF EMB 145	2040
G-GNTH SAAB 340	2042	G-MAJG Jetstream 41	2048
G-LCRC Boeing 757	2056	G-BYAT Boeing 757	2128
G-ODSK Boeing 737 300	2224	OO-DWB Avro 146 RJ100	2248

### Overshoots

12) G-BAVZ/Raven 89T: 13) XX494/CWL71: 17) XX495/CWL71: 18) G-BXXT: 20) XX495/CWL77: 22) XX448/Army 501Y: 24) G-BXXT: 28) XX493/CWL71; XX498/CWL79: 29) XX492/CWL74; XX498/CWL70: 30) XX482/CWL64; XX495/CWL72; G-BMSU:

### LBA Movements Review, November 2000

There is not much to write about this month due to the fact that we have no full listing from the Airport to go on. I am indebted to Dave Valentine for the basis of the list with very little addition from myself. On the morning of the 1st the Bell 222 G-NOIR was noted as "Starspeed 15" and on the same day King Air G-SBAS was "Gama 472". On the 2nd HS 748 SE-LIB operated as "Air Sweden 365". Citation II EI-DAB used callsign "Goldair 062B-C" on the 3rd whilst on the 4th the Navajo G-JAJK was "Woodair 04". Operating as "Eastflight 07A" and "Eastflight 07C" on the 5th was the Jetstream 31 G-IJYS with the Falcon 900 N900SJ departing to Le Bourget.

Using the unusual callsign "Mermaid 6834" on the 6th was the CitationJet OY-JMC of Air Alsie A/S. Jetstream 31 G-PLAH on the 8th was using the appropriate call sign "Platinum 871". Nice on the 10th was the night stopping Sea Devon G-SDEV as well as the Lear Jet 60 N190LJ on its way to Aberdeen. New on the 11th was the Falcon 900EX F-HAXA as "Lider 175B" whilst on the 12th CitationJet G-HMMV called "Goldair 525". On the 13th Boeing 737 G-CEAC was "Eurocharter 178P" and the Twin Comanche G-ATXD operated as "Fairoaks 001". More callsigns on the 14th when King Air C90A N1553N was "Clifton 94" and King Air 90 OY-JRO was "Danish 562P".

C12F 40158 of the USAF was "Clue 53" on the 15th, arriving late on the 15th as "EPA600" was the Antonov 26 LZ-NHA which stayed around doing charters for a couple of weeks. Using the callsign "Chaufair 646" on the 16th was HS 125 G-NCFR. The Eastflight Jetstream 31 on the 19th had been reregistered G-EEST and it operated as "Eastflight 07a" and "Eastflight 341". Lear Jet 35A G-GJET used callsign "Chaufair 647" on the 20th when Jetstream 31 G-PLAH was "Platinum 2071" and Jetstream 31 G-PLAJ was "Platinum 2061". Condor Boeing 757 D-ABNN arrived as a football charter on the the 23rd when it was "Condor 208". The Citation G-OTIS on the 24th was using the callsign "XJT3".

Diverting in with a u/s transponder on the 25th was the Cheyenne F-GEPE with the callsign "Airlec 421", also noted that day was Falcon 20 OO-WIP as "Jetflight 425" and King Air C90 F-GSDM as "Darta 6402". Friendship D-AISY on the 28th used the callsign "Farnair 614" whilst on the 29th King Air 300 OE-FME was "Airlink 09". A last note on the 30th to say that Electra G-FIJR arrived as "Atlantique 732".

**AIR  
YORKSHIRE  
COMMERCIAL  
AVIATION  
NEWS  
BY DAVID WOOLER**



**LEEDS/BRADFORD NEWS**

British European announced an increase in the number of flights to and from Belfast City from the 29th January. Just for variety the first inbound of the day from Belfast City will be operated by an Srs 100 Dash 8, as used by British European on their ill fated LBA to London City service last summer. Details are as follows

<u>Time</u>	<u>Arrive/Depart</u>	<u>Days of Operation</u>	<u>Flight No.</u>	<u>Notes</u>
0655	Depart	Mon to Fri	JY728	
0800	Arrive	Mon to Fri	JY729	Op by Dash 8-100
0900	Depart	Mon to Fri	JY730	Op by Dash 8-100
1020	Depart	Sat Only	JY732	
1145	Arrive	Mon to Fri	JY733	
1245	Depart	Sun to Fri	JY736	
1255	Arrive	Sat Only	JY735	
1520	Arrive	Sun to Fri	JY739	
1600	Depart	Sun to Fri	JY740	
1840	Arrive	Sun to Fri	JY743	
1925	Depart	Sun to Fri	JY744	
2030	Arrive	Sun to Fri	JY745	

U.P.S. have temporarily replaced the nightly Boeing 727 Cologne flight to a Lockheed Electra operated by Air Atlantique. The 727 is due back on the service in January.

**AIRPORT NEWS**

Reports from Manchester suggest that the second runway will not be used during L.V.P. (Low Visibility Procedure) conditions. The reason for this is that it is deemed to be dangerous to have aircraft crossing an the existing runway, to reach the second runway in poor visibility.

The second runway will only be CAT I equipped initially. Latest opening date is reported as 5th February.

Manchester is claiming the existing runway is the busiest in the world, handling 50 movements an hour.

**AIRLINE NEWS**

**Aer Lingus** have also withdrawn services from Newcastle because of the disposal of the Fokker 50's. Flights are now operated by Brymon Dash 8 aircraft.

**British Airways** hopes to sell Go for ,500 million by the end of March after receiving over 50 expressions of interest.

**British Mediterranean** have placed an order for two Airbus A.321 aircraft, for delivery February and March 2002.

**Easyjet** plans to double its fleet to 44 aircraft within the next 4 years, following its stock market flotation which valued the airline at ,860 million.

**Gill Airways** pulled off their Humberside to Paris service during mid December.

**Qantas** have announced a large order for Airbus Airliners. The order consists of 12 x A.3xx, 7 x A.330-200 and 6 x A.330-300's. Boeing also received an order from the Australian carrier for 6 x Boeing 747-400X's. The order announcement is significant for several reasons. It is the largest order to date for the A.3xxx, and the order has also enabled Boeing to confirm the launch of the 747-400X.

**Sabre Airways** is to be rebranded **Excel Airways** from May. The summer 2001 fleet will consist of five Boeing 737-800's and two Boeing 767's leased from Air Atlanta.

**Singapore Airlines** has ordered 10 A.3xx aircraft, with options on a further 15. This is an important order for Airbus Industrie from the Far East carrier, who has chosen the type against Boeings Astretch@ version of the Boeing 747.

**Spanair** took delivery of its first A.321 on the October, which is the start of its re-equipment programme, which will see all the MD-80's retired, replaced by Airbus A.319, A.320 and A.321 product.

**Trans Aer**, who operated flights from LBA with an A.320 on behalf of Thompsons during the summers of 1998 and 1999 have ceased operations. Events were triggered when Dublin airport owned Aer Rinata seized a leased A.320 for non-payment of landing fees at Dublin.

**U.P.S.** are to buy Japan Air Lines fleet of 10 MD-11's as part of a trade in deal to Boeing of the MD-11's against eight new Boeing 777-200 and three Boeing 767-300ER's. Boeing will convert the MD-11's into cargo configuration for U.P.S.

#### **AIRLINE NEWS**

As mentioned above, Singapore Airlines and Qantas have announced orders for a total of 22 A.3xxx. Airbus now has firm orders for 42 aircraft, which brings them closer to the 50 aircraft firm order status, it has stated it needs to commit to full development programme.

#### **OTHER NEWS**

The United Kingdom has an increasing environmental problem from over flying airliners. The number of incidents of waste from airline lavatories falling from the sky is averaging about 3 per month. The worse year for the falling masses of frozen effluent was 1997, with 37 incidents been recorded. However 2000 is set to be a record-breaking year with 36 reported incidents up to mid November.

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# LEEDS BRADFORD AIRLINE REPORT: NOVEMBER

## INBOUND DIVERSIONS

10	BRT344	BHD	SZD	G-MAJK	JS41	SZD	BRT344A
15	UKA56W	AMS	HUY	G-UKTE	FK50	AMS	UK761

## REGULAR FLIGHTS

AIH313	TFS	03/G-LCRC	10/G-LCRC	17/G-LCRC	24/G-LCRC	
AIH317	ALC	04/G-LCRC	11/G-LCRC	18/G-LCRC	25/G-LCRC	
AIH319	AGP	05/G-LCRC	12/G-LCRC	19/G-LCRC	26/G-LCRC	
AIH321	LPA	06/G-LCRC	13/G-LCRC	20/G-LCRC	27/G-LCRC	
AIH323	TFS	07/G-LCRC	14/G-LCRC	21/G-LCRC	28/G-LCRC	
AIH325	FUE	01/G-LCRC	08/G-LCRC	15/G-LCRC	22/G-LCRC	29/G-LCRC
AIH327	ACE	02/G-LCRC	09/G-LCRC	16/G-LCRC	23/G-LCRC	30/G-LCRC
AMM506C	ALC	04/G-OOOD	11/G-OOAR	18/G-OOAP	25/G-OOAC	
AMM507C	AGP	05/G-OOOB	12/G-OOOY	19/G-OOOY	26/G-OOOV	
BAL045A	ACE	01/G-BYAE	08/G-BYAY	15/G-BYAY	22/G-BYAY	29/G-BYAT
BAL068A	PMI	03/G-BYAE	10/G-BYAY	17/G-BYAY	24/G-BYAY	
BAL232A	LPA	06/G-BYAY	13/G-BYAY	20/G-BYAY	27/G-BYAT	
BAL411A	TFS	03/G-BYAE	10/G-BYAY	17/G-BYAY	24/G-BYAY	
BAL417A	ALC	02/G-BYAE	09/G-BYAH	16/G-BYAY	23/G-BYAY	30/G-BYAT
BAL431A	AGP	02/G-BYAE	09/G-BYAY	16/G-BYAY	23/G-BYAY	30/G-BYAT
BAL443A	ALC	07/G-BYAY	14/G-BYAY	21/G-BYAY	28/G-BYAT	
IWD3214	ACE	02/EC-GZE	09/EC-GZD	16/EC-GZD	23/EC-GZD	30/EC-GZD
IWD3216	TFS	07/EC-HCR	14/EC-GZE	21/DivMAN	28/EC-GZD	
IWD3368	TFS	03/EC-GLT	10/EC-GLT	17/EC-GLT	24/EC-GUR	

## OTHER FLIGHTS

01	C-GTDB	A320	AIH378/SSV991	Tenerife - Toronto	End of AIH lease
02	<u>SE-LIB</u>	HS74	SWN365/366	f/t Stavanger	Freight Charter
04	G-BYAY	B752	BAL843A/843B	t/f Madrid	Passenger Charter
05	G-BYAY	B752	BAL843A/843B	t/f Keflavik	Passenger Charter
05	G-IJYS	JS31	EZE07A/340	Humberside - Bristol	AIH crew change
05	G-IJYS	JS31	EZE341/07B	Bristol - Humberside	AIH crew change
07	<u>HB-IIQ</u>	B737	PTI835	Geneva - Milan Malpensa	Leeds United FC
07	G-BRIG	B762	BAL995F/842A	Birmingham - Milan Malpensa	Football Charter
07	G-MONX	A320	MON973P/9314	Bournemouth -n/s- Milan Malp	Football Charter
07	G-BVZG	B735	BMA9721/8301	Heathrow -n/s- Milan Malpensa	Football Charter
08	G-MONS	A300	MON401P/9252	Dublin - Milan Malpensa	Football Charter
08	G-MONB	B752	MON308P/9308	Gatwick - Milan Malpensa	Football Charter
08	G-MONC	B752	MON230P/9230	Gatwick - Milan Malpensa	Football Charter
08	G-MPCD	A320	MON336P/9336	Gatwick - Milan Malpensa	Football Charter
08	G-DAJB	B752	MON216P/9216	Manchester - Milan Malpensa	Football Charter
08	G-BYAH	B752	BAL994F/814A	East Midlands - Milan Malpensa	Football Charter
08	G-FCLI	B752	JMC010P/9010	Manchester - Milan Malpensa	Football Charter
08	G-PLAH	JS31	PLM1841/1071	f/t Exeter n/s 10	Passenger Charter
09	G-BVZG	B735	BMA8302/9741	Milan Malpensa - East Midlands	Football Charter
09	G-DAJB	B752	MON9217/217P	Milan Malpensa - Gatwick	Football Charter
09	G-MONC	B752	MON9231/231P	Milan Malpensa - Gatwick	Football Charter
09	G-MPCD	A320	MON9337/337P	Milan Malpensa - Gatwick	Football Charter
09	G-MONS	A300	MON9253/253P	Milan Malpensa - Manchester	Football Charter
09	G-BYAH	B752	BAL814B/417A	Milan Malpensa - Alicante	Football Charter
09	G-MONX	A320	MON9315/315P	Milan Malpensa - Liverpool	Football Charter
09	G-FCLI	B752	JMC9011/011P	Milan Malpensa - Manchester	Football Charter
09	G-MONB	B752	MON9309/309P	Milan Malpensa - Manchester	Football Charter
09	G-BRIF	B762	BAL809B/989F	Milan Malpensa - Manchester	Football Charter
09	HB-IIQ	B737	PTI835	Milan Malpensa - Geneva	Leeds United FC
11	G-BYAY	B752	BAL843A/843B	t/f Budapest	Passenger Charter



11	<u>G-BVJB</u>	FK10	BMA9761/8061	East Midlands - Heathrow	Leeds United FC
12	G-BYAY	B752	BAL843A/843B	t/f Venice	Passenger Charter
12	G-IJYS	JS31	EZE07A/340	Humberside - Bristol	AIH crew change
12	G-IJYS	JS31	EZE341/07B	Bristol - Humberside	AIH crew change
12	G-OBMZ	B735	BMA8062/9771	f/t Heathrow	Leeds United FC
13	<u>G-CEAC</u>	B732	EAF178P/2178	Bournemouth - Bergamo	England u21 FC
14	OY-JRO	BE9L	DTR562P/562	Luton - Esbjerg	Freight Charter
14	<u>OY-UPJ</u>	B721	SRR6568/6567	f/t Köln/Bonn	-----
15	G-CEAC	B732	EAF2179/179P	Bergamo - Bournemouth	England u21 FC
15	EI-BXK	B734	E1N364/365	f/t Dublin	Lieu FK50
15	G-BVZI	B735	BMA247/247A	East Midlands - Glasgow	Lieu SF34
15	<u>LZ-NHA</u>	AN26	EPA600/603F	Grenoble -n/s 19 - Cardiff	Freight Charter
18	G-BYAY	B752	BAL843A/843B	t/f Vienna	Passenger Charter
19	G-BYAY	B752	BAL843A/843B	t/f Marrakech	Passenger Charter
19	<u>G-EEST</u>	JS31	EZE07A/340	Humberside - Bristol	AIH crew change
19	G-EEST	JS31	EZE341/07B	Bristol - Aberdeen	AIH crew change
20	<u>G-MIDY</u>	A320	BMA4JL/2LJ	f/t Heathrow	Lieu B735
20	G-PLAH	JS31	PLM2071/2171	f/t Cardiff n/s	Passenger Charter
20	G-PLAJ	JS31	PLM2061/262P	Bristol - Exeter	Passenger Charter
20	G-MIDY	A320	BMA5JL/4LJ	f/t Heathrow	Lieu B735
20	G-MIDY	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B735
20	G-MIDY	A320	BMA8JL/1LJ	f/t Heathrow n/s	Lieu B735
21	<u>EC-GHZ</u>	A320	IBE5666/5667	f/t Madrid	Real Madrid FC
22	G-PLAJ	JS31	PLM266P/2261	Bristol - Exeter	Passenger Charter
23	<u>D-ABNN</u>	B752	CFG208/209	f/t Frankfurt	Real Madrid FC
24	G-UKFG	F100	UKA97Y/27Y	f/t Amsterdam	Lieu FK50
24	PH-KVG	FK50	UKA2169/2172	f/t Amsterdam	Lieu UKA FK50
25	G-BYAT	B752	BAL843A/843B	t/f Berlin Schoenefeld	Passenger Charter
25	G-RJXF	E145	BMA8897	t/f Luton	Arsenal FC
26	G-BYAT	B752	BAL843A/843B	t/f Krakow	Passenger Charter
26	G-IJYS	JS31	EZE07A/340	Humberside - Bristol	AIH crew change
26	G-IJYS	JS31	EZE341/07B	Bristol - Humberside	AIH crew change
26	G-RJXB	E145	BMA8898	East Midlands - Luton	Arsenal FC
26	<u>G-MIDX</u>	A320	BMA7JL/5LJ	f/t Heathrow	Lieu B735
28	LZ-NHA	AN26	EPA613/615F	f/t Bergamo	Freight Charter
28	<u>OY-UPD</u>	B721	SRR6568/6567	f/t Köln/Bonn	-----
28	G-JEBE	BA46	JEA747/744	f/t Belfast City	Lieu DH8
28	<u>D-AISY</u>	FK27	FRN614/614F	Bergamo - Köln/Bonn	Freight Charter
29	LZ-NHA	AN26	EPA615/615F	f/t Bergamo	Freight Charter
30	LZ-NHA	AN26	EPA615/620F	f/t Bergamo	Freight Charter
30	<u>G-FIJR</u>	L188	AAG732/733	Bergamo - Coventry	Freight Charter

Aircraft making first visits are underlined.



## Military Matters

Eric Martin



### SOCIETY VISIT TO RAF LINTON-ON-OUSE

A rare visit to an RAF Station was carried out by a group of members from the Society, on Tuesday 10 October. RAF Linton is, of course, the home of No 1 Flying Training School (1 FTS), the oldest flying training school in the world.

The school is equipped with Short Tucanos; as recorded in a previous 'Military News', problems have been experienced with the rudder-bar assembly and the majority of the fleet has been grounded, see later note. After parking-up outside the security fence, 'mug-shots' were taken for our security badges and we were directed to a car-park. This turned out to be the wrong one and we proceeded in convoy to the correct one, before the usual briefing and a short video show. Our first port-of-call, following the briefing, was air traffic control. We were divided into two and went, in turn, to the radar room and the control tower. In each case, we were given patient and detailed explanations of the procedures. Normally, Linton approaches Heathrow in the number of daily aircraft movements but, due to the groundings, traffic on the day of our visit was very limited. Following air traffic control, we proceeded to the maintenance section, where the system of routine maintenance was detailed and we were shown an example of the problem with the rudder-bar assembly. This proved to be a design fault - the problem is due to excessive fatigue on a small spigot within the assembly (due to 'heavy-footed' pupil pilots?). These spigots are gradually being replaced by an improved part, but the process is somewhat lengthy. Again, we were treated to a patient and detailed explanation of the procedures and permitted full access for photography and 'number crunching'. For purposes of record, the full fleet (not all of which were on display) is in the range ZF135 to ZF516.

An excellent visit, I guess that most of us had visited RAF Linton before, but this was our first trip 'behind the scenes'. A warm thanks to the RAF and civilian personnel who were involved in our visit, we were treated to the usual warm RAF welcome. Thanks also to our Secretary for arranging the visit and my personal thanks to David Tennant for transporting me.

#### RAF PILOTS TO TRAIN IN AUSTRALIA

To make up for some of the backlog in pilot training created by the grounding of Tucanos, a number of trainee pilots will be trained at the Royal Australian Air Force flying training school at Pearce, north of Perth in Western Australia. Training will be conducted on Pilatus PC9s, the RAAF's basic trainer, but instruction will be carried out by RAF instructors. Initially, only fifteen pupils will be involved in this, but this number is likely to be extended. Apart from the culture-shock, the 'climate-shock' between the Yorkshire Wolds and Western Australia will be enormous. At times, Perth has near-tropical climate and lost flying days due to weather are minimal.

Service at Pearce is not a new venture for instructors from Linton. There has been at least one cycle of secondment of RAF instructors to the RAAF for three-year periods.

Credit: The Linton Link  
Aircraft Illustrated

Please send any information for inclusion on this page to:  
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## KEY DATES IN RAF HISTORY 1918-1998

### **1940**

- 11 Mar The first U-boat to be sunk by the RAF was sunk by a Blenheim of 82 Squadron
- 11 Apr The first Bomber Command attack on mainland Europe was carried out by Wellingtons of 115 Squadron on Stavanger airfield
- 29 Apr The Empire Air Training Scheme was initiated in Canada, Australia and New Zealand
- 12 May The first RAF VCs of World War II were awarded to Flying Officer D E Garland and Sergeant T Gray of 12 Squadron, for an attack on Maastricht Bridge by Battles
- 16 May The first strategic bombing by Bomber Command took place, when Wellingtons, Hampdens and Whitleys attacked targets in the Ruhr
- 22 Jun The Parachute Training School (1PTS) was formed at Ringway
- 10 Jul The first phase of the Battle of Britain commenced with German attacks on shipping and coastal towns
- 26 Aug The first night attack on Berlin was carried out by 81 aircraft
- 15 Sep The peak day of the Battle of Britain (now "Battle of Britain Day")

### **1941**

- 1 Feb The first US aircraft entered service: Curtis Tomahawks with 26 Squadron and Douglas Bostons with 85 Squadron
- 10 Feb The first British airborne operation was carried out by paratroops on an aqueduct at Tragino in Italy
- 11 Feb The first attack by a four-engined bomber was carried out by Stirlings on Rotterdam
- 15 May The first jet aircraft (the experimental E28/39 W4041 made its initial flight at Cranwell
- 1 Aug The Mosquito entered service at RAF Benson
- 1 Dec The Lancaster entered service at RAF Waddington

### **1942**

- 12 Feb The RAF Regiment was formed to provide ground defence of RAF airfields
- 1 Apr Further US aircraft entered service: Mustang, Kittyhawk, Dakota
- 31 May The first 'Thousand Bomber Raid' was made on Cologne, when 1045 aircraft dropped over 2000 bombs in ninety minutes
- 15 Aug The Pathfinder Force (PFF) was formed to help improve accuracy of bombing raids
- 29 Sep The RAF American-manned 'Eagle' Squadrons - 71, 121, 135 - were transferred to the US Army Eighth Air Force
- 17 Nov The first RAF air attack on Japanese targets was carried out in Burma

### **1943**

- 1 Apr Squadron standards were introduced to mark the RAF's twenty-fifth anniversary; No 1 Squadron was the first to receive a standard
- 28 July Hamburg was virtually totally destroyed by a fire-storm, following the dropping of 2300 tons of bombs
- 10 Oct RAF 38 Group was formed to provide aircraft for Airborne Forces

Credit:

Brace by Wire to Fly-by-Wire

## AIRSHIP HISTORY

With plans afoot to re-launch some commercial airship projects, now seems a good time to look back on previous events.

The story begins in 1922, with the British Empire at its height. The airship seemed at the time, well suited to the task of carrying passengers and freight on long continuous flights over large distances. Two new airships were to be built. One, the R100 to be built by private enterprise and destined for Canada. The second, the R101 was to be used on routes to India and was to be built for the Air Ministry. The idea was to foster competition between the public and private sector industries in aviation.

The proposed building project was, even by to-day's standards, ambitious and daring. The airships were to be built to a design brief which would give them a 30 ton payload, consisting of 100 passengers and baggage amounting to 14 tons, plus a further 16 tons of cargo. This was a colossal figure for the 1920's and was to result in a craft of gigantic proportions even by to-day's Boeing 747 standards.

The airships were to fly up to 3500 miles in all weathers at around 63 miles per hour, about four times as fast as the average sea going vessel. Over five million cubic feet of gas would be needed to fill the envelope. The resultant craft would weigh around 150 tons. Overall dimensions were almost unbelievable for that era. Their amazing vital statistics were as shown below, with those of the 747 shown in brackets for comparison:

Length	772ft 3in (225ft 2in)
Height	139ft 1in ( 63ft 5in)
Width	131ft 9in (195ft 8in)

As can be seen, their length was around three times that of the 747 and the diameter of the envelope two thirds the wingspan of the 747. Those who saw the craft flying overhead at about 1000 ft were struck by the awesome sight and never forgot the experience. The outer cover for the envelope was over five acres in area. The lifting medium was to be Hydrogen gas as there was not enough Helium gas readily available in the U.K. at that time. The Americans used Helium as a lifting medium on some of their craft, as this non-inflammable gas was a by-product of the USA Oil Industry. For propulsion purpose special diesel engines were developed for the airship. These had an advantage over petrol engines in that they were considered safer, being in close proximity to the highly inflammable Hydrogen gas bags. Diesel has a lower flash point than petrol which can give off potentially dangerous fumes. The diesel engines were also more economical providing greater range for the same number of gallons. Between 1919 and 1930, seven attempts were made at crossing the Atlantic by airship and all were successful and without loss of life. This was far better than the conventional fixed wing aircraft where, out of 27 attempted crossings, 16 had failed, with the loss of 21 lives. There was great confidence in the airship at that time both in the U.K. and Germany as well as in the USA.

Some very famous names and places were involved with the airship program. The R100 was built at Howden in East Yorkshire under the design of no less a person than Barnes Wallis, assisted by a certain Mr Nevil Shute Norway, who was later to rise to fame as the author Nevile Shute. The R101 was to be built at Cardington in Bedfordshire

As is so often the case where prestige events take place, there was pressure to complete the R100/101 project on time. Despite this fact, the original completion date had gone from early 1927 to nearer 1930. This was due to various unavoidable delays and problems with design. By 1929 it was clear that the R101 had a weight problem much like the Boeing 747 had in its early design and construction stage. The engines were now heavier than anticipated and produced less power than expected. Though an advantage was gained by the improved economy of the diesel engines, this was offset by the greater weight. Estimated all up weight for the airship was now 113 tons, well over the original figure of 90 tons. Available lifting weight was now down to 146 tons leaving a useful lift of only around 33 tons, almost half the original figure. Water ballast, stores, spares and crew accounted for 20 tons and the weight of passengers and baggage a further 14 tons. Fuel requirements for long range flights was in the order of 30 tons. Additional strengthening of the airframe along with over generous accommodation for the passengers, had accounted for a further increase in weight. Commercially viable flights to India would be impossible at this weight. Less weight and more lift were essential if the project was to succeed.

Meanwhile, tests on the R101 in its present state were to continue. The gas bags were filled. 16 tons of water ballast were taken on board into 28 containers. Half of this could be dumped quickly in an emergency. Fuel for the diesel engines was distributed evenly and could be transferred from tank to tank to adjust the trim of the airship for level flight.

On 14th October 1929 the R101 made its maiden flight at 1500 ft, passing over Buckingham Palace and touring London, before returning to Cardington around six hours later. On board were all the leading figures in the airship's design and manufacture program along with Senior Air Ministry Staff. Quite an appalling risk, bearing in mind the level of the then new technology. Docking to the ground based mast could be a problem with the airship and at times took over two hours to achieve in certain adverse weather conditions. Surprisingly the huge craft was quite stable in stormy conditions even when moored to the mast. On one occasion, at the height of a storm and with the wind gusting up to almost 90 miles per hour, the R101 rode quietly at its mooring mast, whilst

shipping at sea and buildings inland suffered damage. However, a subsequent inspection revealed that during the storm and with the airship rolling in the turbulent conditions, the gas bags had moved about inside the airframe and had become chafed, resulting in numerous gas leaks. Had such conditions been met on a flight, the loss of gas could have led to a disaster. There were warning signs here for all to see. Much padding was subsequently added to the airframe in an attempt to reduce the chaffing. Otherwise it was good news. The craft handled well and fuel consumption figures were better than expected. Despite various weight saving and lift improving ideas, it was eventually decided that the only way to solve the "useful lift" problem, was to add an extra bay to the structure of the airship amidships, and thereby increase its overall length and its gas bag volume. This would, as a result, give more lift despite the increase in weight. The modifications were approved and the first flight to India set for September 1930.

In December 1929 the R100 was flown from Howden to Cardington to join the R101 where the two airships would be housed, side by side in adjoining hangers. The trip was an anxious one, with the outer cover of the envelope splitting in several places en route. Once again all senior staff at Howden were aboard for the 150 mile flight to Cardington. By the end of 1929 the R101 had completed seven test flights and the R100, just two. The outer fabric and the gas bags were now becoming a serious problem. Numerous leaks along with deterioration of the fabric, were causing concern. Nevertheless, plans were going ahead for even larger airships, the R102 and R103. No structural or aerodynamic problems were anticipated with the proposed increase in size.

Subsequent flights of the airship in June 1930 showed an increasing tendency to be difficult to control in the later stages of the flight, due to suspected gas leaks. On each flight it became increasingly difficult to maintain height. In July 1930 the R100 departed for Montreal, a journey once again, not without its problems, arriving on 1st August with several tears in the outer cover. These needed emergency repairs after docking. One gas bag also had a serious leak. On the evening of 13th August after essential repairs and one local flight, R100 began its return journey to Cardington in England, crossing the Atlantic a second time. It arrived back at Cardington on Saturday 16<sup>th</sup> August at around 11.00hrs with the outer covers, gas bags and engines in a terrible state. Early the next day R100 was lowered from the mooring mast and moved to the hanger, never to fly again.

Meanwhile, after an extensive refit, R101 was ready to fly again. Now extended and repaired, it was handed over to the flying staff. It was now a massive 777ft long, over twice the length of a football pitch.

Departure for the maiden flight to India was set for 4th October 1930 at 19.00hrs. Loading, fuelling and gassing up continued throughout the day, along with last minute repairs. The total ship's complement amounted to 54 souls. The ship's five engines were started at 18.36hrs GMT and the restraining lines were cast off. R101 G-FAWW, was on her way. Immediately the craft was nose heavy and water ballast was dumped to correct this attitude. After a circuit of Bedford, and with the wind increasing and rain falling, the huge airship set course for France, Egypt and finally onto India.

After only 30 minutes airborne, No 5 engine had to be shut down due to oil pressure problems. As work continued to effect repairs to the engine, the weather worsened. At a height of not much more than 1000ft, R101 continued towards London at an average speed of 39 mph, staying low to maintain ground contact. No 5 engine was restarted but shortly after shut down yet again. Two hours into the journey, with London behind it and running on four of the five engines, R101 was encountering severe weather. Strong gusting winds, turbulence and heavy rain battered the craft, soaking the outer covering and adding more than three tons to the all up weight. To make matters even more complicated, indications were that the weather over France was even worse, with winds of up to 50 mph. It would, with hind sight, have made sense to return to Cardington albeit with much loss of credibility. However, the decision was taken to proceed as quickly as possible in the circumstances, in the hope of running into better weather further on. It is now assumed that gas would have been leaking slowly through the side mounted valves, due to the excessive rolling in the high winds. This would have reduced lift. The R101 was seen crossing the English coast near Hastings by eyewitnesses. In order to keep a check of drift when crossing the English Channel, a series of inflammable Calcium flares were dropped into the sea. On contact with the water, they immediately ignited to emit an orange plume of smoke which allowed drift calculations to be made. The remaining flares were stored in racks inside the cabin of R101 and were to have a significant impact on forthcoming events. Despite several attempts to calculate the drift, R101 continued to slide eastwards though at this stage the airship appeared to be coping well with the conditions. Loss of gas was calculated to be offset by the reduction in overall weight as a result of fuel being used up. There seemed no cause for concern. By 22.00hrs, two separate weather reports were received indicating an improvement in conditions over France, so the decision to press ahead was vindicated. Five hours after departure, R101 crossed the coast of France somewhat to the east of the planned course.

At just before midnight further calculations showed the drift to be greater than had been expected but due to fatigue in the control cabin, no correction to course was requested or made. By 01.00hrs the R101 was 15 miles east of its intended track. The heading was now adjusted accordingly to make good the track for Orly. This meant passing close by the Beauvais Ridge. At its present speed R101 would be at Orly in just over two hours time. At 02.00hrs the R101 was passing over Beauvais with many local inhabitants watching from below, despite the appalling weather and late hour. At this stage, all was calm in the control cabin. Shortly after 02.00hrs, the scene was set for disaster to strike the R101. In the dead of night, battered by gusty winds and rain, a jaded and fatigued crew battled to keep the airship on course. Though flying at the cloud base of 1200ft in order to keep ground contact, the airship was only 500ft above the nearby 774ft high Beauvais Ridge leaving little margin for error. A series of incidents which led to the disaster were preceded by some major failure of the outer cover and at least one or even both of the gas bags in the nose of the craft. The nose is one of the most stressed areas and one surprisingly not replaced during the recent refit.

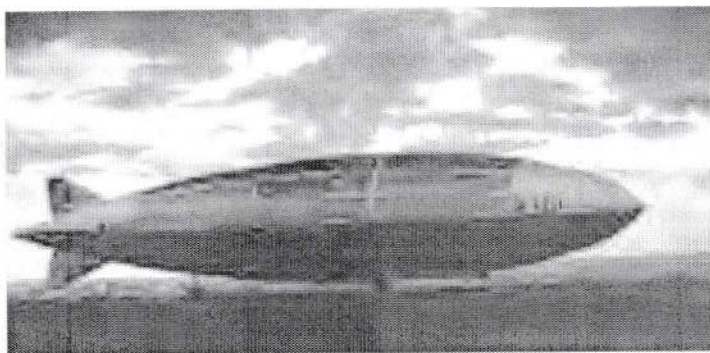
With the airship being driven at relatively high speed in poor weather conditions and high winds, any resultant tear would have quickly worsened. As it was, the R101 suddenly and alarmingly pitched nose downwards and began to descend. All those awake were surprised by the severity of the action. An order was given for forward ballast to be discharged and the elevator selected to full up. The airship began to respond and the nose began to rise. Level flight was resumed at around 500ft. With the ship still in danger a surprising decision was taken to reduce power on all engines and with that one single action, the fate of the R101 was sealed.

Without the lift generated by its relatively high forward speed, the nose dropped again and the airship went into a pronounced and terminal dive. At 02.09hrs the R101 struck the ground at an angle of 12 degrees, in the lee of Beauvais Ridge, at a speed of only 10 to 15 mph. It may well have been possible to survive this crash. However, on impact, the cabin floor collapsed and water from the drenched fields sprayed onto the highly inflammable calcium flares which had spilled onto the floor. They ignited almost immediately and a violent explosion followed soon after. Forty-eight of the airship men lost their lives in the accident and ensuing inferno. This one accident ended the U.K's airship dream for almost 50 years.

A series of events had led to this situation. No craft of this size had been built before. Not for the first time and certainly not for the last, new ground was being broken. National prestige was at stake and a desire to get things moving was evident. The now standard procedure of thorough flight trials of new aircraft, had not yet been fully implemented. After so many postponements of the first flight to India, pressure was on to get it over with. Also, weather forecasting was not as accurate as it is to-day. In 1930 there were not available the durable hard wearing fabrics we take for granted in industry to day with which to cover the envelope. With present day Global Positioning Systems (which can now be fitted to even small aircraft), the problem of drift would have been far easier to calculate and allow for. That the airship was built at all is quite impressive. Even to-day, constructing a structure of that size would be no mean feat.

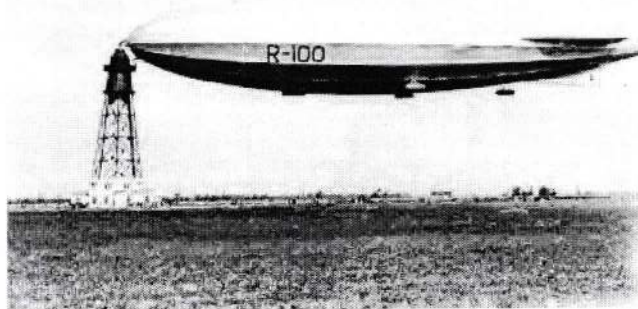
J.BOOTH 1995.

All information included is intended as a guide only. At the time of writing, it is believed to be accurate, the story is intended for aviation enthusiasts and is not intended as a work of reference and should not be quoted as such.



**R101**

**R100**



# LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 2000

## INBOUND DIVERSIONS

Nil

## REGULAR FLIGHTS

AEA174	PMI	02/EC-GOJ	09/EC-GOJ	16/EC-GHM	23/EC-GOJ	30/EC-GOJ
AEA189	TFS	01/EC-HKQ	08/EC-HJQ	15/EC-HKR	22/CS-TEB	29/EC-HJQ
AEA215	PMI	01/EC-GNU	08/EC-FXP	15/EC-GEU	22/EC-HGP	29/EC-GUO
AEA259	PMI	02/EC-HGP	09/EC-HBL	16/EC-HGQ	23/EC-GBX	30/EC-HBL
AIH323	REU	04/G-COEZ	11/G-JOEM	18/G-JOEM	25/G-DJAR	
AIH357	AGP	07/G-TMDP	14/G-VCED	21/G-RDVE	28/G-RDVE	
AIH359	PMI	04/C-GTDB	11/C-GTDB	18/C-FTDA	25/G-RJGR	
AIH363	GRO	07/C-FTDA	14/C-GTDB	21/C-FTDA	28/C-FTDA	
AIH365	ACE	07/C-FTDA	14/C-GTDB	21/C-FTDA	28/C-FTDA	
AIH367	BJV	06/C-FTDA	13/C-GTDB	20/C-FTDA	27/G-RDVE	
AIH369	FUE	06/C-FTDA	13/C-GTDB	20/C-FTDA	27/G-RDVE	
AIH371	LCA	04/C-FTDA	11/C-GTDB	18/C-GTDB	25/C-FTDA	
AIH373	ALC	05/C-FTDA	12/C-GTDB	19/C-FTDA	26/C-FTDA	
AIH377	TFS	05/C-FTDA	12/C-GTDB	19/C-FTDA	26/C-FTDA	
AIH379	FAO	03/C-GTDB	10/C-FTDA	17/C-GTDB	24/C-FTDA	
AIH381	AGP	03/C-GTDB	10/C-FTDA	17/C-GTDB	24/C-FTDA	
AIH383	LPA	02/C-GTDB	09/C-FTDA	16/C-GTDB	23/C-FTDA	30/C-FTDA
AIH385	PMI	02/C-GTDB	09/C-FTDA	16/C-GTDB	23/C-FTDA	30/C-FTDA
AIH387	ALC	02/C-GTDB	09/C-FTDA	16/C-GTDB	23/C-FTDA	30/C-FTDA
AIH389	IBZ	01/C-GTDB	08/C-FTDA	15/C-GTDB	22/C-FTDA	29/C-FTDA
AIH391	MAH	01/C-GTDB	08/C-FTDA	15/C-GTDB	22/C-FTDA	29/C-FTDA
AIH395	PMI	04/C-FTDA	11/C-GTDB	18/C-GTDB	25/C-FTDA	
AIH5107	ALC	02/G-RDVE	09/G-RDVE	16/G-RDVE	23/G-VCED	30/G-YJBM
AMC5203	MLA	05/OY-MRA	12/9H-ADI	19/OY-MRB	26/OY-MRB	
AMM595C	FAO	07/G-OOOA	14/G-OOOC	21/G-OOOI	28/G-OOOU	
BAL071A	PMI	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL076A	MAH	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL089A	CFU	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL146A	IBZ	03/EC-HFB	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL241A	TFS	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL268A	ALC	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL277A	IBZ	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL295A	LPA	04/G-BYNC	11/DivMAN	18/G-BYNC	25/G-BYNC	
BAL365A	PMI	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL368A	AGP	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL397A	PMI	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL423A	ACE	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL468A	REU	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/DivMAN
BAL476A	TFS	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL488A	IBZ	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL506A	GRO	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
FUA1354	TFS	01/EC-HHG	08/EC-HHG	15/EC-HHG	22/EC-HMK	29/EC-HHG
FUA1412	MAH	01/EC-HBZ	08/EC-GNZ	15/EC-GUG	22/EC-GUI	29/EC-HME
IWD3336	TFS	01/EC-GZD	08/EC-GZD	15/EC-GZD	22/EC-GZE	29/EC-GZD
JMC598	MAH	01/G-FCLB	08/G-FCLC	15/G-FCLG	22/G-FCLB	29/G-FCLC
MSK108	FAO	02/G-MSKB	09/G-MSKD	16/G-MSKD	23/G-MSKE	30/G-MSKE

## OTHER FLIGHTS

01	G-BVZI	B735	BMA9551/493	East Midlands - Paris Cdg	Lieu E145
01	G-BVZI	B735	BMA494/495	f/t Paris Cdg	Lieu E145
02	EI-CLI	BA46	EIN2366/369	f/t Dublin	Lieu FK50
03	EC-HFB	A310	BAL146B/146A	f/t Ibiza	Lieu BAL B738

09	G-OBWA	BA11	BWL871P/8871	Stansted - Luton	Arsenal FC
11	G-BUKA	SW3	AAG227/228	Coventry - Stuttgart	Freight Charter
11	HB-IIN	B733	PTI-IN	Geneva -n/s- Barcelona	Leeds United FC
12	G-TTMC	A300	SCY721P/721	Manchester - Barcelona	Football Charter
12	EL-CDG	B735	EIN364/365	f/t Dublin	Lieu FK50
12	G-JEDD	DH8	JEA733/734	f/t Belfast City	Lieu CRJ2
12	G-JEAW	BA46	JEA741/742	f/t Belfast City	Lieu CRJ2
13	<u>F-GSEA</u>	B733	CRL012/812	Paris Orly - Barcelona	Football Charter
13	<u>G-BNNI</u>	B722	SBE204P/6204	Gatwick - Barcelona	Football Charter
13	<u>F-GLXF</u>	B732	CRL016/314	Paris Orly - Barcelona	Football Charter
13	<u>F-GLNA</u>	B742	CRL014/814	Paris Orly - Barcelona	Football Charter
13	<u>EC-HLM</u>	B733	CCU302P/302	Palma - Barcelona	Football Charter
14	G-BNNI	B722	SBE205/205P	Barcelona - Gatwick	Football Charter
14	F-GLNA	B742	CRL815/015	Barcelona - Paris Cdg	Football Charter
14	F-GSEA	B733	CRL813/013	Barcelona - Paris Orly	Football Charter
14	F-GLXF	B732	CRL315/017	Barcelona - Paris Orly	Football Charter
14	EC-HLM	B733	CCU303/303F	Barcelona - Brest	Football Charter
14	HB-IIN	B733	PTI-IN	Barcelona - Geneva	Leeds United FC
14	G-TTMC	A300	SCY742/742F	Barcelona - Manchester	Football Charter
16	<u>C-GSHI</u>	B722	SSV104/197	f/t Keflavik	Medical Charter
18	<u>EL-CUQ</u>	A320	VLE1988/1989	f/t Milan Malpensa n/s 20	Football Charter
19	<u>EL-CRP</u>	B737	AZI4200/4201	f/t Milan Malpensa	Football Charter
20	G-SIXC	DC6	AAG687/688	Coventry - Trollhattan	Freight Charter
22	<u>CS-TEB</u>	L101	AEA188/189	f/t Tenerife	Lieu AEA B738
25	G-ZAPJ	AT42	BMA9001/403	Stansted - Edinburgh	Lieu BMA SF34
25	G-ZAPJ	AT42	BMA404/9002	Edinburgh - Stansted	Lieu BMA SF34
25	TC-JDV	B735	THY3193/3194	f/t Istanbul	Football Charter
25	<u>OY-UPT</u>	B721	SRR6568/6567	f/t Köln/Bonn	New Freight Schedule
26	G-ZAPK	BA46	BMA9002/403	Stansted - Edinburgh	Lieu BMA SF34
26	G-ZAPK	BA46	BMA1VX/9003	Glasgow - Stansted	Lieu BMA SF34
26	<u>G-LOFB</u>	L188	AAG736/737	Coventry - Berlin Schoenefeld	Freight Charter
26	G-ZAPJ	AT42	BMA406/407	f/t Edinburgh	Lieu BMA SF34
26	G-ZAPJ	AT42	BMA408/9008	Edinburgh - Stansted	Lieu BMA SF34
27	TC-JDV	B735	THY3193/3194	f/t Istanbul	Football Charter

Aircraft making first visits are underlined.



## Squadrons of the Battle of Britain

As and when space is available I shall be doing a series of brief histories on Squadrons that fought in the Battle of Britain.

### Battle of Britain history of No. 1 Squadron.

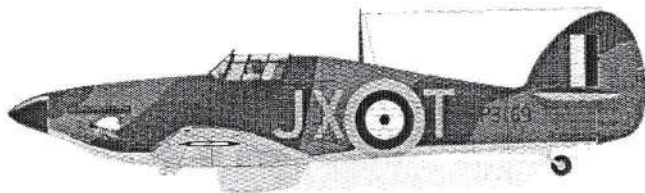
**Aircraft:** Hurricane Mk.1  
**Motto:** *In omnibus princeps* - 'Foremost in everything'.  
**Badge:** The numeral '1' winged. The badge is an adaptation of No 11's first unofficial badge which comprised a figure '1' on the national marking within a laurel wreath between two wings.



No 1 Squadron was one of the first four squadrons of the Royal Flying Corps when it was formed on 13 May 1912 and took over the operation of its balloons, airships and kites from No 1 Airship Company, Air Battalion, Royal Engineers. When airships became the responsibility of the Naval Wing on 1 January 1914, the squadron continued to operate at Farnborough until it was redesignated the Airship Detachment, RFC on 1 May 1914. On the same day, a cadre for a new No 1 Squadron was formed at Brooklands but the outbreak of war in August resulted in its aircraft being taken over by the active squadrons destined to accompany the British Expeditionary Force to France.

Resuming training with whatever aircraft were to hand, the squadron completed training in February 1915 and early in March moved to France as a reconnaissance unit, beginning operations on 10 March. A few single-seat scouts were received during 1915 and the first practicable single-seat fighters, Nieuport 17s arrived in March 1916 and were flown in small numbers. In January 1917, No 1 completely equipped with Nieuports and became a fighter squadron, converting to SE5As in January 1918. For the remainder of the war, it was engaged in fighter patrols and ground attack duties over the Western Front. In February 1919, it was reduced to a cadre and in March returned to the UK where it was disbanded on 20 January 1920.

On 21 January 1920, No 1 Squadron was reformed at Risalpur on the North West Frontier of India. Initially it was designated B Squadron with Snipes but in May 1921 was moved to Iraq to join the RAF force policing the desert areas where it remained until disbanded on 1 November 1926. On 1 February 1927, it reformed at Tangmere with Siskins as part of the fighter defence of the UK and February 1932 re-equipped with Furies which it flew until they were replaced by Hurricane5 in October 1938. On the outbreak of World War Two, No 1 moved to France as one of the two fighter squadrons with the Advanced Air Striking Force. The German offensive in May 1940 soon forced the squadron to withdraw westwards and after covering the evacuation of British forces from the Biscay ports it returned to the UK to re-equip. After taking part in the first half of the Battle of Britain, No 1 was withdrawn to Wittering where it remained until December.



A Hawker Hurricane Mk I in 1 Squadron markings

Stations  
Tangmere 23 June 1940  
Northolt 1 August 1940  
Wittering 9 September 1940

### 13 Group

-  Group Headquarters
-  Chain Home RDF
-  Chain Home Low RDF
-  Fighter Airfield
-  Sector Airfield





Group Headquarters



Charismatic RCF



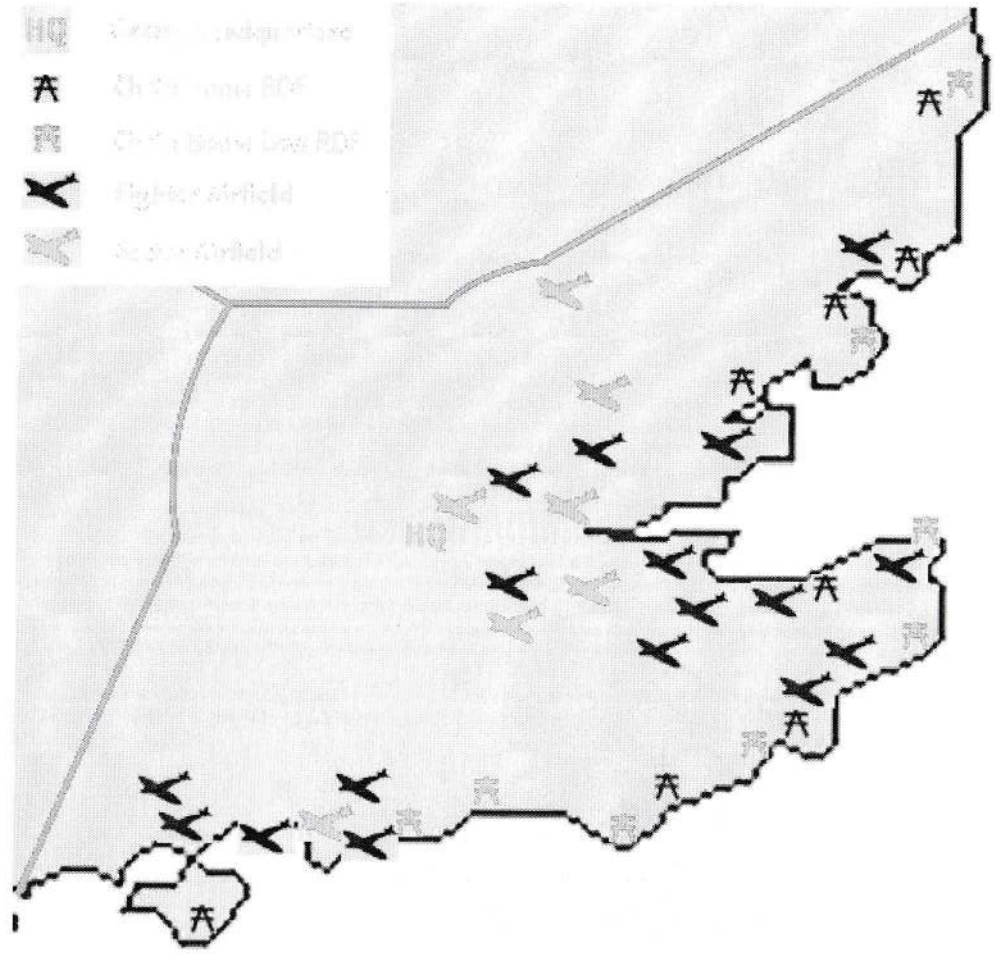
Charismatic Low RCF








High Altitude

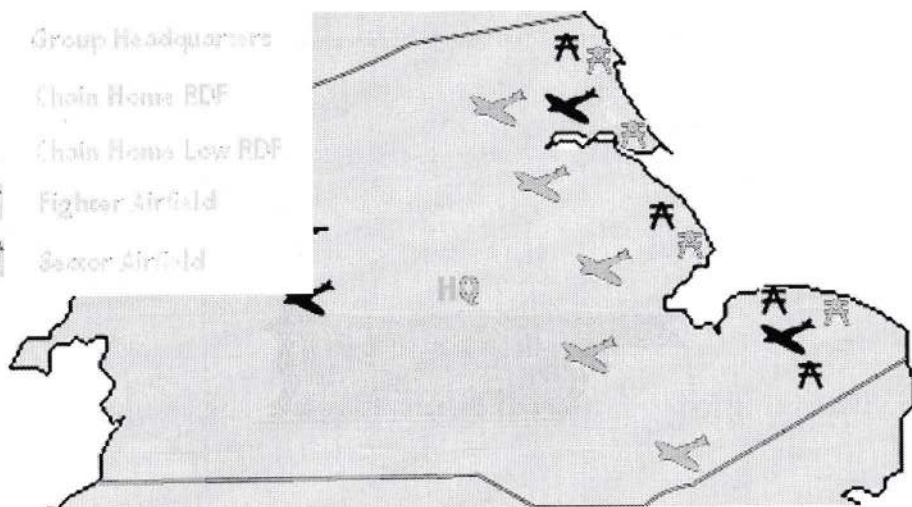


Seaplane Field



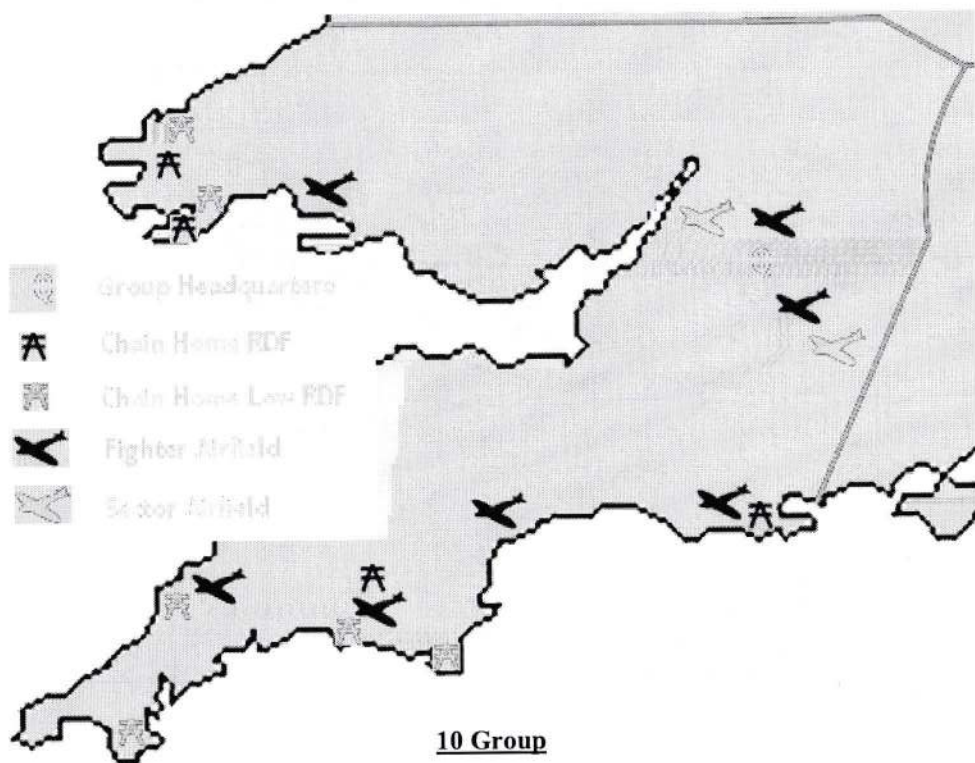
11 Group

-  Group Headquarters
-  Chain Home RDF
-  Chain Home Low RDF
-  Fighter Airfield
-  Sector Airfield



12 Group

-  Group Headquarters
-  Chain Home RDF
-  Chain Home Low RDF
-  Fighter Airfield
-  Sector Airfield



10 Group

## Battle of Britain history of No. 3 Squadron.

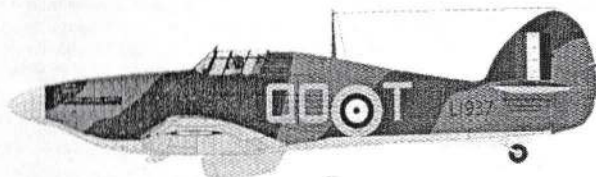
**Aircraft:** Hurricane Mk. 1  
**Motto:** *Tertius primus erit* - 'The third shall be first'.  
**Badge:** On a monolith a cockatrice. The original, unofficial badge was five monoliths having been introduced in reference to the unit's connection with Stonehenge. In the official badge it was decided to use only one monolith in reference to Stonehenge and to place thereon a cockatrice, representing a very early form of flying creature.



No 3 Squadron, RFC, was formed at Larkhill on 13 May 1912 from No 2 (Aeroplane) Company. It deployed to France as part of the BEF in August 1914 on spotting duties. Late in 1917, Camels were received and the Squadron became a fighter/scout unit. After the Armistice in 1918, the Squadron disbanded and through the 1920s spent many short-lived periods at a variety of locations before arriving at Upavon in 1924 with Sopwith Snipes. During their ten-year stay, the Squadron flew Woodcocks, Gamecocks and Bulldogs and also deployed to Sudan during the Abyssinian crisis in 1935.

Upon its return, No 3 Sqn introduced the Gladiator into RAF service and received Hurricanes at Biggin Hill in March 1938. During July the squadron reverted to Gladiators while Kenley was extended to cope with the monoplane fighters. A move to Biggin Hill in May 1939 coincided with the return of Hurricanes and after the outbreak of World War Two these were flown on defensive patrols over southern England. When the German army attacked through the Low countries in May 1940, No 3 was sent to reinforce the fighter squadrons covering the BEF in France but after ten days had to retire to British bases as the enemy occupied many of the RAF's airfields in northern France.

The squadron was sent to northern Scotland to re-equip and train new pilots, having lost the equivalent of its flying establishment in France. B Flight was detached on 21 July 1940 to form No 232 Squadron and No 3 remained in the area for the defence of Scapa Flow until April 1941.



A Hawker Hurricane Mk I in 3 Squadron markings

### Stations

Wick 23 May 1940

Castletown 2 September 1940

Turnhouse 14 September 1940

Dyce 9 October 1940

Castletown 12 October 1940

All information downloaded from [www.raf.mod.uk/bob/1940/](http://www.raf.mod.uk/bob/1940/)

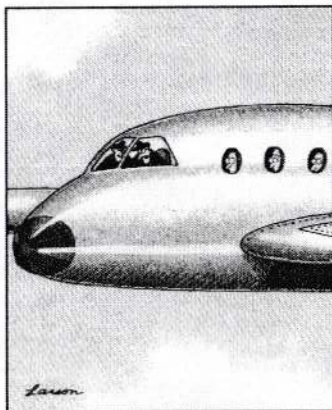
Cliff Jayne

# Free Air *Air your views or make your comments here*

Dear All,

I hope that this will be the first of many letters to be published in the letter column of the new style magazine. I would like to take this opportunity on behalf of Avril and myself to thank everyone for the presentation at the December meeting. I gratefully accept the position of Honorary Life President and I will do my best to promote the Society at all times. Finally I would like to congratulate Cliff and Sheila Jayne on the production of the new style magazine. The tremendous improvement in text and photographs deserves the utmost support, so please keep your articles and especially local photographs coming.

Yours sincerely,  
Mike Willingale. Hon. Life President



"The fuel light's on, Frank! We're all going to die! ... Wait. wait. ... Oh, my mistake—that's the intercom light."

Thanks are due to J.Booth for a most informative article in the December issue, in respect of the Bristol Britannia; and, perhaps, members - especially those who were not around in the 'sixties - might be interested to learn that the type was also operated by B.K.S: the airline which provided L.B.A. a lifeline when few others were interested. Regrettably, the "Whispering Giant" could only be utilised at the company's other northern bases: Newcastle and Teesside; existing runways at Yeardon then being inadequate to accommodate anything larger than its fleet of Dakota's, AVRO (H.S.) 748's and Airspeed A.S.57 Ambassador's ("Elizabethan's"): the latter a lovely whisperer in its own right which, with its pressurised cabin, brought a uniquely new experience to the majority of those of us who were lucky enough to use B.K.S. services.

#### DETAILS OF THE B.K.S. BRITANNIA FLEET

<u>Series</u>	<u>Reg.No</u>	<u>Purchased from</u>	<u>Date</u>	<u>Sold/Withdrawn</u>	<u>Date</u>
102	G-ANBD	B.O.A.C.	16.11.65	Withdrawn	31.01.70
102	G-ANBH	B.O.A.C.	30.09.65	Withdrawn	28.10.68
102	G-ANBK	B.O.A.C.	30.09.65	Acquired by N/East	01.11.70
102	G-APLL	B.O.A.C.	29.12.65	Withdrawn	31.02.69
originally	G-AMBG				

Gerald Myers



Our first visit to Heathrow 9 June 2000  
Photographs Cliff and Sheila Jayne



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