



**Standing in for Airtours L1011
Tri-Star Classic Airways G-1011**

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MR.A.EDWARDS, MR.G.WARD.**CHAIRMAN'S CHAT**

With still another month to go to the Summer Timetable commencing, the weather is improving and the evenings lengthening.

Things took an upturn on Wednesday, 18th March when an A.T.P. suffered a damaged nose-wheel while landing at Manchester. This closed the airport from approx. 10.30 until 13.30. The L.B.A. received 13 diversions including two S.A.S. DC9s, four B.A. 737s and a B.A. 757, two or three Ryanair 737s and a couple of Sabena flights. On Friday to Sunday, the 20th- 22nd March saw the arrival and departure of many biz-jets and an Italian Airforce DC9. All these were in connection with the E.U.C.O.F.I.N. (European Finance Ministers' conference) at York . All these gave the L.B.A. one of the most exciting weeks since Euro 96. For number crunchers, all the relevant registrations will undoubtedly appear in Terry's movement section next month.

As you will see under the "Future Meetings" heading, things are reaching a critical point. Due to cancellations we have no future meetings booked, so if you know of anyone who would come along and talk to us, send me the details and I will follow your suggestion up.

Finally, our social event of the year takes place on Friday, 1st May. I am refering, of course, to Air Yorkshire's Annual Dinner . There are still some places available, so if you want an excellent night out refer to the details inside the rear cover and contact David Bates. Please remember, all members, irrespective of membership status are welcome to this event.

MEETINGS. (starting at 14.30)

There are no speakers or events arranged for the May, June or July meeting as we go to press. Please see Mike's plea in the article above.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick,

Leeds/Bradford Movements

February 1998

G-10000000

01 Sunday

G-OBMZ Boeing 737 500	0930	OY-SVW Jetstream 41	0934
G-UKFK Fokker 100	0954	EI-CJE Boeing 737	1009
G-DANC PA-28 Warrior II	1032	G-OBMZ Boeing 737 500	1229
G-BJYD Cessna 152	1429	G-UKFH Fokker 100	1433
G-JEAF Friendship	1500	PH-SDU DHC-8	1512
VP-CPR Cessna 421C	1613 1258(7)	OY-SVW Jetstream 41	1704
G-MAJI Jetstream 41	1712	EI-FKF Fokker 50	1736
G-TSGJ PA-28 Archer II	1745	EI-CJE Boeing 737	1753
G-OBMZ Boeing 737 500	1820	G-JEAE Friendship	1823
OD-DJK Avro 146 RJ85	1921	G-UKFH Fokker 100	2007
G-MAJI Jetstream 41	2025	G-GNTJ SAAB 340	2027
OY-SVW Jetstream 41	2103	G-GNTH SAAB 340	2106
G-OBMZ Boeing 737 500	2122	G-JEAE Friendship	2127

02 Monday

G-MAJB Jetstream 41	0708	EI-FKB Fokker 50	0813
G-BYAM Boeing 757	0825	N965JC Citation VII	0901
EI-CJF Boeing 737	0918	OY-SVW Jetstream 41	0926
G-GNTJ SAAB 340	0929	G-OBMZ Boeing 737 500	0932
G-JEAE Friendship	0936	G-MAJI Jetstream 41	0940
G-DASI Short 360	0950	PH-SDR DHC-8	1024
G-UKFK Fokker 100	1054	G-GNTH SAAB 340	1134
G-JEAI Friendship	1151	G-BAVL PA-23 Aztec	1219
G-OBMZ Boeing 737 500	1225	EC-FUT Boeing 737 300	1240
G-BGGK PA-34 Seneca	1251	OY-SVW Jetstream 41	1323
G-DBLC B76 Duchess	1340	G-UKFA Fokker 100	1416
G-JEAI Friendship	1458	PH-SDR DHC-8	1512
G-OBMZ Boeing 737 500	1526	OY-SVW Jetstream 41	1648
G-GNTJ SAAB 340	1711	EI-FKF Fokker 50	1730
G-MAJI Jetstream 41	1732	EI-CJF Boeing 737	1750
G-OBMZ Boeing 737 500	1813	G-DASI Short 360	1827
G-JEAI Freindship	1830	OD-DJY Avro 146 RJ85	1915
G-BYAM Boeing 757	1938	N190RM King Air E90	1948 2023(4)
G-UKFA Fokker 100	1955	G-MAJI Jetstream 41	1958
G-GNTJ SAAB 340	2017	G-GNTH SAAB 340	2102
OY-SVW Jetstream 41	2104	G-JEAI Friendship	2116
G-MAJB Jetstream 41	2120	G-OBMZ Boeing 737 500	2126

03 Tuesday

G-DASI Short 360	0645	N560WE Citation V	0803
EI-FKF Fokker 50	0815	G-VJCB Agusta A109A	0853
G-OBMZ Boeing 737 500	0917	OY-SVW Jetstream 41	0923
G-MAJI Jetstream 41	0933	G-RAMI JetRanger	0934
G-GNTH SAAB 340	0940	G-MAJB Jetstream 41	0944
G-DASI Short 360	0954	9H-ABE Boeing 737	0955
EI-CKS Boeing 737	1000	G-UKFK Fokker 100	1005
PH-SDT DHC-8	1019	G-BASX PA-34 Seneca	1029
G-ZEIN T67M Firefly	1037	G-BCEO AAS Traveler	1041
G-JEAI Friendship	1054	EC-FEE Boeing 757	1141
G-OBMZ Boeing 737 500	1218	G-JEAF Friendship	1235
G-GNTJ SAAB 340	1304	OY-SVW Jetstream 41	1316
G-DASI Short 360	1406	G-UKFA Fokker 100	1437
G-BHOR PA-28 Warrior II	1441	G-JEAI Friendship	1458
G-MAJJ Jetstream 41	1505	PH-SDU DHC-8	1507
G-OBMZ Boeing 737 500	1510	OY-SVW Jetstream 41	1646
G-MAJI Jetstream 41	1705	G-GNTH SAAB 340	1721
PH-DMD Fokker 50	1724	G-VJCB Agusta A109A	1729 1739
G-MAJJ Jetstream 41	1748	EI-CKP Boeing 737	1752
G-JEAF Friendship	1804	G-OBMZ Boeing 737 500	1815
G-DASI Short 360	1832	G-JEAI Friendship	1838
OO-DJP Avro 146 RJ85	1921	G-UKFA Fokker 100	1942
G-MAJI Jetstream 41	1958	G-GNTH SAAB 340	2021
OY-SVW Jetstream 41	2102	G-GNTJ SAAB 340	2105
G-MAJJ Jetstream 41	2107	G-OBMZ Boeing 737 500	2118
G-JEAI Friendship	2127	G-BYAE Boeing 757	2142

04 Wednesday

G-MOND Boeing 757	0628	EI-FKB Fokker 100	0811
OY-SVW Jetstream 41	0926	G-OBMZ Boeing 737 500	0930
G-GNTJ SAAB 340	0933	D-IDIX King Air C90A	0941
G-JEAI Friendship	0942	G-MAJJ Jetstream 41	0944
G-UKFK Fokker 100	0955	G-DASI Short 360	0959
EI-CJF Boeing 737	1001	G-MAJI Jetstream 41	1021
OE-LTE DHC-8	1031	G-GNTH SAAB 340	1147
G-OBMZ Boeing 737 500	1228	OY-SVW Jetstream 41	1318
G-BNKE Cessna 172N	1353	G-MAJJ Jetstream 41	1357
G-QACG PA-34 Seneca	1414	G-DASI Short 360	1417
G-UKFA Fokker 100	1426	G-JEAE Friendship	1504
OE-LTE DHC-8	1530	G-OBMZ Boeing 737 500	1535
OY-SVW Jetstream 41	1650	G-MAJJ Jetstream 41	1700
G-MAJI Jetstream 41	1710	G-GNTJ SAAB 340	1726
EI-FKD Fokker 50	1729	EI-CKP Boeing 737	1750
G-BYAE Boeing 757	1811	G-JEAE Friendship	1822
G-DASI Short 360	1834	OO-DJQ Avro 146 RJ85	1912
G-OBMZ Boeing 737 500	1921	G-UKFA Fokker 100	1947
G-MAJI Jetstream 41	2000	G-GNTJ SAAB 340	2017
G-MAJJ Jetstream 41	2026	OY-SVW Jetstream 41	2055
G-GNTH SAAB 340	2117	G-JEAE Friendship	2131
G-OBMZ Boeing 737 500	2208	G-MOND Boeing 757	2223

05 Thursday

EI-FKE Fokker 50	0815	G-MAJI Jetstream 41	0819
OY-SVW Jetstream 41	0925	G-OBMZ Boeing 737 500	0931
G-MAJJ Jetstream 41	0943	G-JEAF Friendship	0947
G-FTAX Cessna 421C	0954	G-DASI Short 360	0957
EI-CJE Boeing 737	1015	G-UKFE Fokker 100	1019
G-GNTH SAAB 340	1022	PH-SDM DHC-8	1024
G-GNTJ SAAB 340	1224	G-OBMZ Boeing 737 500	1231

EC-FYF	Boeing 737 300	1311
G-MAJJ	Jetstream 41	1356
G-DASI	Short 360	1420
PH-SDM	DHC-8	1506
G-OBMZ	Boeing 737 500	1518
G-MAJJ	Jetstream 41	1703
G-GNTJ	SAAB 340	1722
EI-CKR	Boeing 737	1751
G-OBMZ	Boeing 737 500	1829
OO-DJV	Avro 146 RJ85	1924
G-MAJJ	Jetstream 41	1957
G-MAJJ	Jetstream 41	2038
G-GNTH	SAAB 340	2114
G-BYAN	Boeing 757	2214

06 Friday

G-BFLH	PA-34 Seneca	0609
G-MAJJ	Jetstream 41	0915
G-OBMZ	Boeing 737 500	0924
G-JEAE	Friendship	0943
G-DASI	Short 360	0958
G-UKFC	Fokker 100	1005
G-GNTH	SAAB 340	1116
G-OBMZ	Boeing 737 500	1229
G-BYAN	Boeing 757	1326
G-KNAP	PA-28 Warrior II	1447
G-JEAI	Friendship	1501
G-OBMZ	Boeing 737 500	1538
G-JENN	AA5B Tiger	1656
G-MAJJ	Jetstream 41	1721
EI-FKF	Fokker 50	1731
EI-CJF	Boeing 737	1800
G-DASI	Short 360	1838
OO-DJK	Avro 146 RJ85	1922
G-JEAG	Friendship	2003
G-MAJJ	Jetstream 41	2036
G-GNTH	SAAB 340	2052
G-JEAI	Friendship	2122

07 Saturday

G-BYAN	Boeing 757	0100
G-OBMZ	Boeing 737 500	0922
G-UKFC	Fokker 100	0951
PH-SDR	DHC-8	1027
G-KAIR	PA-28 Archer II	1100
G-OBMZ	Boeing 737 500	1226
G-BNTC	Turbo Arrow IV	1345
G-BPMF	PA-28 Warrior	1441
G-BVJD	Fokker 100	1554
EI-FKD	Fokker 50	1720
G-UKFA	Fokker 100	1947

08 Sunday

OY-SVW	Jetstream 41	0921
G-UKFC	Fokker 100	0955
G-OBMZ	Boeing 737 500	1232
G-UKFA	Fokker 100	1435
G-JEAG	Friendship	1506
G-GNTH	SAAB 340	1632
G-MAJJ	Jetstream 41	1707
EI-CJF	Boeing 737	1753

OY-SVW	Jetstream 41	1314
G-BYAE	Boeing 757	1404
G-UKFA	Fokker 100	1434
G-JEAI	Friendship	1514
OY-SVW	Jetstream 41	1645
G-MAJJ	Jetstream 41	1709
EI-FKB	Fokker 50	1728
G-JEAI	Friendship	1819
G-DASI	Short 360	1835
G-UKFA	Fokker 100	1953
G-GNTJ	SAAB 340	2015
OY-SVW	Jetstream 41	2050
G-OBMZ	Boeing 737 500	2132
G-JEAI	Friendship	2216

EI-FKA	Fokker 50	0830
OY-SVW	Jetstream 41	0919
G-GNTJ	SAAB 340	0934
G-MAJJ	Jetstream 41	0948
EI-CJF	Boeing 737	1000
PH-SDU	DHC-8	1021
G-JEAI	Friendship	1150
OY-SVW	Jetstream 41	1320
G-MAJJ	Jetstream 41	1352
G-UKFA	Fokker 100	1456
OE-LTE	DHC-8	1513
OY-SVW	Jetstream 41	1651
G-MAJJ	Jetstream 41	1702
G-GNTJ	SAAB 340	1725
EC-FEE	Boeing 757	1756
G-JEAI	Friendship	1827
G-OBMZ	Boeing 737 500	1853
G-UKFA	Fokker 100	1950
G-GNTJ	SAAB 340	2022
G-MAJJ	Jetstream 41	2040
OY-SVW	Jetstream 41	2105
G-OBMZ	Boeing 737 500	2201

PH-DMD	Fokker 50	0805
G-BVJD	Fokker 100	0928
EI-CNV	Boeing 737	1000
G-BJYD	Cessna 152	1045
G-JEAI	Friendship	1140
G-GNTJ	SAAB 340	1241
G-UKFA	Fokker 100	1431
G-LCRC	Boeing 757	1454
OY-SVW	Jetstream 41	1632
G-OBMZ	Boeing 737 500	1816

G-OBMZ	Boeing 737 500	0924
EI-CJF	Boeing 737	0957
G-VCED	Airbus 320	1421
G-RMCT	Short 360	1450
PH-SDT	DHC-8	1529
OY-SVW	Jetstream 41	1655
EI-FKC	Fokker 50	1720
G-JEAI	Friendship	1825

G-OBMZ Boeing 737 500	1833	N220SC PA-31T Cheyenne	1906
OO-DJZ Avro 146 RJ85	1920	G-MAJK Jetstream 41	1925
G-MAJI Jetstream 41	2024	G-GNTC SAAB 340	2028
OY-SVW Jetstream 41	2101	G-OBMZ Boeing 737 500	2129
G-JEAI Friendship	2132	G-GNTJ SAAB 340	2219
G-UKFL Fokker 100	2227		
09 Monday			
G-BYAN Boeing 757	0634	EI-FKE Fokker 50	0815
G-MAJI Jetstream 41	0916	G-OBMZ Boeing 737 500	0918
OY-SVW Jetstream 41	0931	G-MAJK Jetstream 41	0938
G-GNTC SAAB 340	0939	G-RMCT Short 360	0956
G-UKFA Fokker 100	1003	EI-COX Boeing 737	1006
PH-SDT DHC-8	1022	G-BPNT BAe 146 300	1108
G-GNTJ SAAB 340	1150	G-GENN GA7 Cougar	1201
G-BOKA PA-28 Dakota	1202	EC-GGD Boeing 737 300	1206
G-OBMZ Boeing 737 500	1221	OY-SVW Jetstream 41	1311
G-HCTL PA-31 Navajo	1348	G-MAJK Jetstream 41	1357
G-BHFH PA-34 Seneca	1431	G-UKFC Fokker 100	1442
G-JEAE Friendship	1501	PH-SDT DHC-8	1518
G-OBMZ Boeing 737 500	1528	G-BYAU Boeing 757	1605
OY-SVW Jetstream 41	1646	G-MAJK Jetstream 41	1654
G-MAJI Jetstream 41	1715	EI-FKB Fokker 50	1729
G-GNTC SAAB 340	1749	G-PAPS PA-32R Saratoga	1814
EI-COX Boeing 737	1820	G-BYAN Boeing 757	1825
G-OBMZ Boeing 737 500	1828	G-JEAE Friendship	1832
G-RMCT Short 360	1840	OO-DJK Avro 146 RJ85	1925
G-UKFC Fokker 100	1945	G-MAJI Jetstream 41	1953
G-MAJK Jetstream 41	2028	G-GNTC SAAB 340	2042
OY-SVW Jetstream 41	2051	G-GNTJ SAAB 340	2108
G-JEAE Friendship	2122	G-OBMZ Boeing 737 500	2141
10 Tuesday			
G-NOSE Cessna 402B	0741 1650(13)	EI-FKE Fokker 50	0818
G-BWNZ Agusta A109C	0902	G-JLRW B76 Duchess	0904
G-OBMZ Boeing 737 500	0914	G-MAJI Jetstream 41	0918
OY-SVW Jetstream 41	0925	G-JEAE Friendship	0935
9H-ABF Boeing 737	0939	G-MAJK Jetstream 41	0943
G-GNTC SAAB 340	0950	G-RMCT Short 360	0953
EI-CJE Boeing 737	0959	PH-SDM DHC-8	1030
I-AGEN Lear Jet 35A	1048 1512	G-BSNS BAe 146 300	1115
G-GNTJ SAAB 340	1130	EC-FFK Boeing 757	1141
G-OBMZ Boeing 737 500	1231	OY-SVW Jetstream 41	1314
G-UKFC Fokker 100	1357	G-MAJG Jetstream 41	1400
G-RMCT Short 360	1404	G-JEAI Friendship	1456
PH-SDR DHC-8	1502	G-OBMZ Boeing 737 500	1523
OY-SVW Jetstream 41	1642	G-MAJG Jetstream 41	1701
G-LOFM Maule M7 180A	1704	G-MAJI Jetstream 41	1713
EI-FKB Fokker 50	1721	G-GNTH SAAB 340	1728
EI-CJE Boeing 737	1746	G-JEAI Friendship	1820
G-OBMZ Boeing 737 500	1825	G-RMCT Short 360	1914
OO-DJX Avro 146 RJ85	1924	G-UKFC Fokker 100	1941
G-MAJI Jetstream 41	1954	G-GNTH SAAB 340	2020
G-MAJG Jetstream 41	2028	OY-SVW Jetstream 41	2053
G-GNTJ SAAB 340	2113	G-MAJK Jetstream 41	2119
G-JEAI Friendship	2123	G-OBMZ Boeing 737 500	2127
G-BYAU Boeing 757	2135		
11 Wednesday			
LX-YKH Citation I	0756	N560WE Citation V	0807 1838(13)
G-UMMI PA-31 Navajo	0824	EI-FKB Fokker 50	0827

G-OBMZ Boeing 737 500	0918	G-MAJG Jetstream 41	0921
OY-SVW Jetstream 41	0936	G-JEAI Friendship	0943
G-GNTJ SAAB 340	0947	G-CEGA PA-34 Seneca	0948
G-RMCT Short 360	0949	EI-CKS Boeing 737	0953
G-BBEB PA-28R Arrow II	0957	G-UKFB Fokker 100	1005
PH-SDU DHC-8	1044	G-BJNZ PA-23 Aztec	1101 1507
G-MAJI Jetstream 41	1110	G-GNTH SAAB 340	1123
G-OGEM PA-28 Archer II	1129	G-OBMZ Boeing 737 500	1229
OY-SVW Jetstream 41	1334	G-MAJI Jetstream 41	1401
G-UKFC Fokker 100	1418	G-JEAE Friendship	1506
PH-SDU DHC-8	1520	G-OBMZ Boeing 737 500	1522
OY-SVW Jetstream 41	1654	G-MAJI Jetstream 41	1700
G-GNTI SAAB 340	1726	EI-FKA Fokker 50	1729
G-BYAU Boeing 757	1744	EI-CKS Boeing 737	1757
G-OBMZ Boeing 737 500	1820	G-JEAE Friendship	1825
G-RMCT Short 360	1851	OO-DJT Avro 146 RJ85	1923
G-MAJG Jetstream 41	2002	G-GNTI SAAB 340	2017
G-MAJI Jetstream 41	2028	OY-SVW Jetstream 41	2103
G-GNTH SAAB 340	2131	G-UKFC Fokker 100	2133
G-JEAG Friendship	2137	G-BVKC Boeing 737 500	2137

12 Thursday

EI-FKE Fokker 50	0813	G-IFTS Robinson R44	0908
G-GNTH SAAB 340	0937	G-MAJD Jetstream 41	0943
G-RMCT Short 360	0952	G-BVKC Boeing 737 500	0957
EI-CKR Boeing 737	0959	G-UKFB Fokker 100	1005
G-JEAE Friendship	1015	OY-SVW Jetstream 41	1024
PH-SDM DHC-8	1026	G-MAJG Jetstream 41	1049
G-FRYI King Air 200	1225	TC-CSA King Air C90A	1304
EC-GGO Boeing 737 300	1326	G-BYAU Boeing 757	1338
G-BVKC Boeing 737 500	1400	G-MAJD Jetstream 41	1418
G-UKFC Fokker 100	1427	OY-SVW Jetstream 41	1433
G-JEAE Friendship	1459	PH-SDM DHC-8	1519
G-BVKA Boeing 737 500	1541	G-AZRD Cessna 401B	1634
G-MAJG Jetstream 41	1715	G-MAJD Jetstream 41	1722
OY-SVW Jetstream 41	1725	G-GNTH SAAB 340	1727
EI-FKF Fokker 50	1729	EI-CJI Boeing 737	1801
G-BVKA Boeing 737 500	1828	G-JEAG Friendship	1832
G-RMCT Short 360	1835	OO-DJL Avro 146 RJ85	1917
G-MAJG Jetstream 41	2008	G-UKFC Fokker 100	2020
G-GNTH SAAB 340	2024	G-MAJD Jetstream 41	2037
OY-SVW Jetstream 41	2055	G-GNTI SAAB 340	2057
G-BYAU Boeing 757	2124	G-BVKC Boeing 737 500	2128
G-JEAG Friendship	2134		

13 Friday

EI-FKD Fokker 50	0810	G-BVKC Boeing 737 500	0918
G-MAJD Jetstream 41	0929	G-GNTH SAAB 340	0931
OY-SVW Jetstream 41	0935	G-MAJG Jetstream 41	0939
G-RMCT Short 360	0951	G-JEAE Friendship	0954
EI-CNV Boeing 737	1001	G-UKFD Fokker 100	1005
OE-LTE DHC-8	1018	G-BMUT PA-34 Seneca	1036
G-JEAI Friendship	1153	G-BVKC Boeing 737 500	1227
G-BYAU Boeing 757	1255	OY-SVW Jetstream 41	1311
G-UKFC Fokker 100	1408	G-JEAI Friendship	1500
G-AYIF PA-28 Cherokee C	1509	G-BVKC Boeing 737 500	1513
G-GNTI SAAB 340	1517	OE-LTE DHC-8	1521
G-BPBG Cessna 152	1528	OY-SVW Jetstream 41	1647
G-MAJG Jetstream 41	1703	G-MAJD Jetstream 41	1711
G-GNTH SAAB 340	1728	EI-FKB Fokker 50	1730

EI-CNV Boeing 737	1750	EC-FEE Boeing 757	1755
G-BVKC Boeing 737 500	1827	G-JEAI Friendship	1832
G-RMCT Short 360	1835	OO-DJS Avro 146 RJ85	1914
G-UKFC Fokker 100	1939	G-MAJD Jetstream 41	2001
G-GNTH SAAB 340	2032	G-MAJG Jetstream 41	2040
OY-SVW Jetstream 41	2052	G-GNTI SAAB 340	2122
G-BVKC Boeing 737 500	2129	G-JEAI Friendship	2136
EC-FFK Boeing 757	2230	G-BYAU Boeing 757	2348
14 Saturday			
PH-DMD Fokker 50	0818	G-BVKC Boeing 737 500	0928
EI-COX Boeing 737	0959	G-UKFD Fokker 100	1015
PH-SDU DHC-8	1020	G-RICE Robinson R-22B	1123
G-LEEZ LongRanger	1141	G-GNTH SAAB 340	1202
G-BVKC Boeing 737 500	1241	G-OLDZ King Air 200	1321
G-BVJD Fokker 100	1345	PH-FVB Bandeirante	1350
G-UKFC Fokker 100	1438	EI-CNN L.1011 Tri-star	1445
G-JEAI Friendship	1455	G-AZFI PA-28R Arrow	1523
G-OBLC B76 Duchess	1532	OY-SVW Jetstream 41	1618
G-HART Cessna 152(mod)	1646	EI-FKD Fokker 50	1724
G-BVKC Boeing 737 500	1813	G-UKFC Fokker 100	1939
G-CEGR King Air 200	2010		
15 Sunday			
G-BAED PA-23 Aztec	0843	OY-SVW Jetstream 41	0933
EC-GBU Boeing 737 300	0940	G-BVKC Boeing 737 500	0947
G-UKFD Fokker 100	0957	EI-CJI Boeing 737	1002
G-BJYD Cessna F152	1158	G-DBMD Boeing 737 300	1219
G-OBLC B76 Duchess	1250	G-GNTJ SAAB 340	1342
G-CDEZ Airbus 320	1410	G-UKFC Fokker 100	1438
G-BOIL Cessna 172N	1442	G-JEAE Friendship	1459
PH-SDR DHC-8	1516	OY-SVW Jetstream 41	1702
G-MAJG Jetstream 41	1715	EI-FKC Fokker 50	1726
EI-CJI Boeing 737	1758	G-JEAG Friendship	1819
G-BVKC Boeing 737 500	1821	G-MAJD Jetstream 41	1906
OO-DJN Avro 146 RJ85	1909	G-UKFC Fokker 100	1954
G-GNTJ SAAB 340	2025	G-GNTH SAAB 340	2057
OY-SVW Jetstream 41	2059	G-JEAG Friendship	2122
G-BVKC Boeing 737 500	2127	EI-CKR Boeing 737	2155
G-MAJD Jetstream 41	2228		
16 Monday			
G-BYAU Boeing 757	0746	EI-FKB Fokker 50	0825
G-MAJG Jetstream 41	0928	G-BVKC Boeing 737 500	0930
G-GNTJ SAAB 340	0942	G-MAJD Jetstream 41	0946
OY-SVW Jetstream 41	0956	G-RMCT Short 360	0958
EI-CJE Boeing 737	1008	G-JEAG Friendship	1010
PH-SDU DHC-8	1037	G-UKFD Fokker 100	1042
G-GNTH SAAB 340	1127	G-JEAI Friendship	1203
EC-FYF Boeing 737 300	1212	G-BVKC Boeing 737 500	1239
G-HART Cessna 152(mod)	1245	OY-SVW Jetstream 41	1337
G-DASI Short 360	1343	G-MAJD Jetstream 41	1358
G-JEAI Friendship	1504	PH-SDU DHC-8	1516
G-UKFC Fokker 100	1519	G-BVKC Boeing 737 500	1523
OY-SVW Jetstream 41	1649	G-MAJD Jetstream 41	1706
G-GNTJ SAAB 340	1722	EI-FKC Fokker 50	1739
EI-CJE Boeing 737	1802	G-BVKC Boeing 737 500	1808
G-WELL King Air E90	1816 1642(17)	G-JEAI Friendship	1823
G-DASI Short 360	1834	G-BYAU Boeing 757	1839
G-BHOR PA-28 Warrior	1850 1752(17)	OO-DJR Avro 146 RJ85	1922
G-UKFC Fokker 100	1947	G-MAJD Jetstream 41	2018

G-GNTJ SAAB 340	2023		OY-SVW Jetstream 41	2057
G-GNTH SAAB 340	2111		G-BVVC Boeing 737 500	2122
G-JEAI Friendship	2124			
17 Tuesday				
G-OLAH Short 360	0637		EI-FKF Fokker 50	0836
G-BIXI Cessna 172RG	0851		G-BVVC Boeing 737 500	0925
G-MAJD Jetstream 41	0929		OY-SVW Jetstream 41	0935
G-GNTJ SAAB 340	0942		G-JEAI Friendship	0945
143 Falcon 10	0951		G-DASI Short 360	0954
9H-ABF Boeing 737	0958		G-OLAH Short 360	1003
EI-CNV Boeing 737	1006		G-UKFD Fokker 100	1008
G-NIOS PA-32R Saratoga	1016		OE-LTE DHC-8	1040
EC-FFK Boeing 757	1116		G-GNTH SAAB 340	1127
N797HG PA-46 Malibu	1147	1825	VP-CCT King Air C90	1206
G-BVVC Boeing 737 500	1215		G-OBLC B76 Duchess	1227
OY-SVW Jetstream 41	1316		G-MAJG Jetstream 41	1344
G-UKFC Fokker 100	1414		G-AWWW Cessna 401	1426
OE-LTE DHC-8	1501		G-JEAG Friendship	1505
G-BVVC Boeing 737 500	1514		G-BWCV Dornier Do28D-2	1631 1454(18)
OY-SVW Jetstream 41	1652		G-MAJG Jetstream 41	1702
G-MAJD Jetstream 41	1708		G-GNTJ SAAB 340	1724
EI-FKF Fokker 50	1726		EI-CJC Boeing 737	1755
G-BVVC Boeing 737 500	1810		G-JEAG Friendship	1828
OO-DJX Avro 146 RJ85	1920		G-UKFC Fokker 100	1942
G-MAJD Jetstream 41	1959		G-GNTJ SAAB 340	2022
G-MAJG Jetstream 41	2034		G-GNTH SAAB 340	2048
OY-SVW Jetstream 41	2053		G-BVVC Boeing 737 500	2117
G-JEAG Friendship	2125		G-BYAU Boeing 757	2157
18 Wednesday				
G-OLAH Short 360	0644		EI-FKE Fokker 50	0856
NS60WE Citation V	0938	1731(20)	G-UKFD Fokker 100	1000
EI-CNV Boeing 737	1005		G-GNTJ SAAB 340	1008
OE-LTE DHC-8	1022		OY-SVW Jetstream 41	1028
G-BVVC Boeing 737 500	1033		G-JEAG Friendship	1057
G-GNTH SAAB 340	1119		G-OLAH Short 360	1121
G-MAJG Jetstream 41	1144		G-OBLC B76 Duchess	1217
OY-SVW Jetstream 41	1349		G-MAJG Jetstream 41	1400
G-UKFC Fokker 100	1439		G-JEAG Friendship	1504
G-BVVC Boeing 737 500	1525		OE-LTE DHC-8	1527
OY-SVW Jetstream 41	1648		G-MAJG Jetstream 41	1654
G-MAJD Jetstream 41	1712		EI-FKA Fokker 50	1724
G-GNTJ SAAB 340	1728		G-BRPU B76 Duchess	1733
G-BYAU Boeing 757	1747		EI-CNV Boeing 737	1751
G-BVVC Boeing 737 500	1811		G-JEAG Friendship	1820
G-OLAH Short 360	1840		OO-DJY Avro 146 RJ85	1926
G-UKFC Fokker 100	1948		G-MAJD Jetstream 41	1955
G-GNTJ SAAB 340	2026		G-MAJG Jetstream 41	2029
OY-SVW Jetstream 41	2059		G-GNTH SAAB 340	2111
G-BVVC Boeing 737 500	2119		G-JEAG Friendship	2124
19 Thursday				
G-BYAU Boeing 757	0008		EI-FKD Fokker 50	0817
G-BEIP PA-28 Archer II	0917		G-BVVC Boeing 737 500	0926
G-MAJD Jetstream 41	0929		G-GNTH SAAB 340	0941
G-JEAG Friendship	0943		G-MAJG Jetstream 41	0947
G-OLAH Short 360	0949		EI-CJD Boeing 737	0958
G-UKFD Fokker 100	1002		PH-SDM DHC-8	1028
G-BNSD T67M Firefly	1102		OY-SVW Jetstream 41	1115
G-GNTJ SAAB 340	1130		G-BVVC Boeing 737 500	1235

EC-FYF Boeing 737 300	1304	G-DJCB JetRanger	1322
G-MAIR PA-34 Seneca	1347	G-DRIN TB-20 Trinidad	1353
G-MAJC Jetstream 41	1358	G-OCSS CitationJet	1400
G-BYAU Boeing 757	1425	OY-SVW Jetstream 41	1429
G-UKFC Fokker 100	1439	G-JEAI Friendship	1501
G-BVKC Boeing 737 500	1516	G-ZEND Lear Jet 35A	1640
G-MAJG Jetstream 41	1655	G-MAJD Jetstream 41	1713
OY-SVW Jetstream 41	1719	G-GNTH SAAB 340	1728
EI-FKA Fokker 50	1731	EI-CNZ Boeing 737	1805
G-BVKC Boeing 737 500	1818	G-JEAI Friendship	1830
G-OLAH Short 360	1838	OO-DJO Avro 146 RJ85	1915
G-MAJD Jetstream 41	1956	G-UKFC Fokker 100	1959
G-GNTH SAAB 340	2027	OY-SVW Jetstream 41	2046
G-GNTJ SAAB 340	2107	G-BVKC Boeing 737 500	2128
G-JEAI Friendship	2134	G-MAJG Jetstream 41	2139
G-BYAU Boeing 757	2220		
20 Friday			
EI-FKF Fokker 50	0821	G-MAJD Jetstream 41	0907
G-OBMX Boeing 737 500	0922	G-GNTH SAAB 340	0932
OY-SVW Jetstream 41	0936	G-JEAI Friendship	0953
G-OLAH Short 360	0955	EI-CJD Boeing 737	1002
PH-SDR DHC-8	1024	G-UKFD Fokker 100	1049
G-IFTS Robinson R-44	1118	G-GNTJ SAAB 340	1149
G-JEAG Friendship	1159	G-BVKC Boeing 737 500	1225
ZD704 BAe 125 CC.3	1230	OY-SVW Jetstream 41	1309
G-DAKJ Jetstream 31	1349	G-BYAU Boeing 757	1408
G-MAJH Jetstream 41	1411	G-CEAL Short 360	1426
G-UKFC Fokker 100	1451	G-JEAG Friendship	1507
PH-SDR DHC-8	1519	G-BVKC Boeing 737 500	1531
G-OLAH Short 360	1552	G-DAKJ Jetstream 31	1708
G-MAJH Jetstream 41	1711	G-MAJD Jetstream 41	1720
EI-FKC Fokker 50	1722	G-GNTH SAAB 340	1727
EC-FEE Boeing 757	1733	EI-CNV Boeing 737	1808
G-JEAG Friendship	1838	G-BVKC Boeing 737 500	1842
G-OLAH Short 360	1854	OO-DJR Avro 146 RJ85	1922
G-UKFC Fokker 100	1953	G-MAJD Jetstream 41	2001
G-GNTH SAAB 340	2028	G-MAJH Jetstream 41	2046
G-GNTJ SAAB 340	2108	G-BVKC Boeing 737 500	2131
G-JEAG Friendship	2158	EC-FFK Boeing 757	2230
G-OLAH Short 360	2308		
21 Saturday			
G-BYAU Boeing 757	0125	EI-FKC Fokker 50	0823
G-BVKC Boeing 737 500	0935	G-UKFD Fokker 100	1000
EI-CKS Boeing 737	1005	PH-SDU DHC-8	1029
F-GTRB SA227AC Metro	1047	G-GNTH SAAB 340	1214
G-BVKC Boeing 737 500	1241	VP-CAT Citation I	1327 1844
G-BVJC Fokker 100	1346	EI-CNN L.1011 Tri-star	1425
G-UKFC Fokker 100	1450	N444BK King Air B200	1453 1846
G-JEAG Friendship	1503	OY-SVW Jetstream 41	1619
EI-FKF Fokker 50	1719	G-BVKC Boeing 737 500	1809
G-UKFA Fokker 100	1945	ZE370 Sea King HAR.3	2150 2208
22 Sunday			
G-BVKC Boeing 737 500	0925	OY-SVW Jetstream 41	0932
EI-CNV Boeing 737	1000	G-UKFD Fokker 100	1004
EC-GBU Boeing 737 300	1036	G-BMHZ Turbo Arrow IV	1041
G-BSCE Robinson R-22B	1051	G-BVKC Boeing 737 500	1228
G-ATOU Mooney M20E	1234	G-DACG PA-34 Seneca	1413
G-UKFA Fokker 100	1427	G-TMDP Airbus 320	1432

G-BUFH PA-28 Warrior II	1445		PH-SDU DHC-8	1510
G-BDLT Rockwell 112A	1530		G-BSEF PA-28 Cherokee C	1607
G-BPNT BAe 146 300	1613	1938	G-DCEA Short 360	1655
G-BVJP ATR-42	1702		G-MAJH Jetstream 41	1712
EI-FKE Fokker 50	1730		D-EBMY Mooney M20K	1734
EI-CNV Boeing 737	1755		G-BVKC Boeing 737 500	1825
G-BODY Cessna 310R	1832		G-BPNT BAe 146 300	1901
DD-DJT Avro 146 RJ85	1948		G-UKFA Fokker 100	1959
G-GNTJ SAAB 340	2021		G-GNTH SAAB 340	2117
OY-SVW Jetstream 41	2127		G-JEAG Friendship	2132
G-BVKC Boeing 737 500	2135		EI-CKR Boeing 737	2211
G-MAJH Jetstream 41	2215			
23 Monday				
G-BYAK Boeing 757	0705		EI-FKC Fokker 50	0828
G-BVKC Boeing 737 500	0928		G-MAJG Jetstream 41	0936
G-GNTJ SAAB 340	0943		OY-SVW Jetstream 41	0955
G-JEAG Friendship	1001		G-MAJD Jetstream 41	1003
G-DCEA Short 360	1006		G-UKFD Fokker 100	1009
G-WVIP Cessna 421C	1013		EI-CJC Boeing 737	1019
PH-SDR DHC-8	1022		G-BWGD T67M Firefly	1146
G-BVVA Yak 52	1150	1606	G-BMUT PA-34 Seneca	1221
EC-FXP Boeing 737 400	1230		G-BVKC Boeing 737 500	1238
G-GNTH SAAB 340	1252		D-IHOF B95-E55 Baron	1300 1622
G-JEAG Friendship	1318		OY-SVW Jetstream 41	1331
G-UKFA Fokker 100	1409		G-MAJD Jetstream 41	1413
PH-SDR DHC-8	1512		G-BVKC Boeing 737 500	1524
G-GNTH SAAB 340	1556		G-JEAG Friendship	1610
OY-SVW Jetstream 41	1650		G-MAJD Jetstream 41	1700
G-MAJG Jetstream 41	1705		G-GNTJ SAAB 340	1717
EI-FKB Fokker 50	1727		EI-CJC Boeing 737	1802
G-BYAK Boeing 757	1808		G-BVKC Boeing 737 500	1811
DD-DJZ Avro 146 RJ85	1908		G-JEAG Friendship	1913
G-UKFA Fokker 100	1944		G-MAJG Jetstream 41	1955
G-GNTJ SAAB 340	1028		G-MAJD Jetstream 41	2031
G-GNTH SAAB 340	2104		OY-SVW Jetstream 41	2121
G-BVKC Boeing 737 500	2128		G-JEAG Friendship	2202
24 Tuesday				
G-BLZT Short 360	0639		EI-FKF Fokker 50	0824
G-OSCH Cessna 421C	0901		G-BVKC Boeing 737 500	0919
OY-SVW Jetstream 41	0933		G-MAJG Jetstream 41	0942
9H-ABE Boeing 737	0947		G-GNTJ SAAB 340	0950
G-JEAG Friendship	0955		G-BLZT Short 360	0956
EI-CKS Boeing 737	1000		G-MAJD Jetstream 41	1024
PH-SDT DHC-8	1027		G-UKFH Fokker 100	1116
G-GNTH SAAB 340	1135		EC-FEE Boeing 757	1149
G-BVKC Boeing 737 500	1227		G-BHFH PA-34 Seneca	1239
G-BJWW Cessna F.172P	1301		OY-SVW Jetstream 41	1305
G-BLZT Short 360	11404		G-MAJG Jetstream 41	1418
G-UKFD Fokker 100	1426		PH-SDR DHC-8	1506
G-JEAE Friendship	1508		G-BVKC Boeing 737 500	1516
G-WVIP Cessna 421C	1538		G-OSCH Cessna 421C	1648 1712
OY-SVW Jetstream 41	1656		G-MAJG Jetstream 41	1707
G-MAJD Jetstream 41	1709		G-GNTJ SAAB 340	1725
EI-FKC Fokker 50	1730		EI-CKS Boeing 737	1756
G-BVKC Boeing 737 500	1813		G-JEAE Friendship	1822
G-BLZT Short 360	1826		DD-DJT Avro 146 RJ85	1926
G-MAJD Jetstream 41	2003		G-UKFA Fokker 100	2014
G-GNTJ SAAB 340	2026		G-MAJG Jetstream 41	2029

OY-SVW Jetstream 41	2054	G-GNTH SAAB 340	2101
G-JEAE Friendship	2124	G-BVVC Boeing 737 500	2128
G-BYAN Boeing 757	2157		
25 Wednesday			
G-OLAH Short 360	0634	G-HART Cessna 152(mod)	0740
N560WE Citation V	0814	EI-FKA Fokker 50	0816
G-BVVC Boeing 737 500	0929	G-GNTJ SAAB 340	0937
G-EMBA EMB 145EU	0943	G-MAJD Jetstream 41	0945
G-OLAH Short 360	0952	G-JEAE Friendship	0956
G-UKFH Fokker 100	0958	EI-CKQ Boeing 737	1000
PH-SDU DHC-8	1017	G-OGEE Pitts 8.2B	1031
OY-SVW Jetstream 41	1104	G-BVVA Yak 52	1123
G-BVVC Boeing 737 500	1224	G-BDGM PA-28 Warrior	1334
G-BNDE PA-28 Warrior II	1337	G-BODY Cessna 310R	1345
G-FTAX Cessna 421C	1352	G-EMBA EMB 145EU	1345
G-BUUF T67M Firefly	1406	OY-SVW Jetstream 41	1409
G-UKFA Fokker 100	1412	PH-SDP DHC-8	1509
G-JEAG Friendship	1511	G-BVVC Boeing 737 500	1518
G-CPTS JetRanger	1624	OY-SVW Jetstream 41	1701
G-MAJG Jetstream 41	1713	G-MAJD Jetstream 41	1714
EI-FKF Fokker 50	1723	G-GNTJ SAAB 340	1727
G-BYAN Boeing 757	1735	EI-CKQ Boeing 737	1746
G-BVVC Boeing 737 500	1825	G-OLAH Short 360	1835
G-JEAG Friendship	1839	G-JLRW B76 Duchess	1847
OO-DJL Avro 146 RJ85	1921	G-UKFA Fokker 100	1947
G-MAJD Jetstream 41	1953	G-GNTJ SAAB 340	2033
G-MAJG Jetstream 41	2036	G-DASI Short 360	2038
OY-SVW Jetstream 41	2057	G-GNTH SAAB 340	2119
G-BVVC Boeing 737 500	2121	G-JEAG Friendship	2124
26 Thursday			
PH-MFX Citation VI	0737	EI-FKE Fokker 50	0823
G-TRIN TB-20 Trinidad	0857	F-GGLA King Air 200	0904 1632
G-BVVC Boeing 737 500	0911	G-MAJG Jetstream 41	0920
OY-SVW Jetstream 41	0925	G-GNTJ SAAB 340	0940
G-JEAG Friendship	0949	G-OLAH Short 360	0955
G-MAJD Jetstream 41	1000	EI-CJE Boeing 737	1011
PH-SDM DHC-8	1021	G-KKES TB-20 Trinidad	1037
G-BSNS BAe 146 300	1101	G-GNTH SAAB 340	1109
N666LP PA-46 Malibu	1222 1306	G-BODY Cessna 310R	1227
G-BVVC Boeing 737 500	1241	OY-SVW Jetstream 41	1324
EC-GMY Boeing 737 300	1330	G-BEAC PA-28 Cherokee	1334
G-BYAN Boeing 757	1353	G-UKFA Fokker 100	1412
G-MAJD Jetstream 41	1420	G-DASI Short 360	1449
G-JEAF Friendship	1522	PH-SDM DHC-8	1525
G-BVVC Boeing 737 500	1532	OY-SVW Jetstream 41	1651
G-FTAX Cessna 421C	1658	G-MAJD Jetstream 41	1703
G-MAJG Jetstream 41	1717	EI-FKF Fokker 50	1723
G-GNTF SAAB 340	1728	EI-CJE Boeing 737	1758
VP-CDM Citation I	1812 1826	G-BVVC Boeing 737 500	1822
G-DASI Short 360	1844	G-BPNT BAe 146 300	1850
ZD621 BAe 125 CC.3	1857	OO-DJK Avro 146 RJ85	1917
G-AXTJ PA-28 Cherokee B	1925	G-UKFA Fokker 100	1949
G-MAJG Jetstream 41	2009	G-MAJD Jetstream 41	2035
G-GNTF SAAB 340	2038	G-GNTH SAAB 340	2117
G-BVVC Boeing 737 500	2121	G-BPNT BAe 146 300	2125
OY-SVW Jetstream 41	2132		
27 Friday			
G-DASI Short 360	0059	D-COLA King Air 350	0257

EI-FKA Fokker 50	0809	G-MAJG Jetstream 41	0922
OY-SVW Jetstream 41	0931	G-BVKC Boeing 737 500	0936
G-MAJD Jetstream 41	0949	G-JEAF Friendship	1003
EI-CJE Boeing 737	1006	G-DASI Short 360	1008
G-UKFF Fokker 100	1101	G-BODY Cessna 310R	1126
G-JEAG Friendship	1208	OY-SVW Jetstream 41	1338
G-BVKB Boeing 737 500	1611	G-GNTJ SAAB 340	1614
G-JEAG Friendship	1620	G-MAJG Jetstream 41	1716
G-GNTF SAAB 340	1727	EI-FKC Fokker 50	1730
EC-GBX Boeing 757	1754	N112JS Citation II	1758 1901
EI-CNZ Boeing 737	1802	G-BVKC Boeing 737 500	1825
G-MAJD Jetstream 41	1835	G-UKFA Fokker 100	1842
OO-DJR Avro 146 RJ05	1919	G-DASI Short 360	1922
G-JEAG Friendship	1959	G-MAJG Jetstream 41	2019
G-GNTF SAAB 340	2038	G-GNTJ SAAB 340	2123
G-BVKC Boeing 737 500	2129	OY-SVW Jetstream 41	2141
G-MAJD Jetstream 41	2144	EC-FFK Boeing 757	2230
G-UKFA Fokker 100	2240	G-JEAG Friendship	2254

28 Saturday

EI-FKA Fokker 50	0822	G-BVKC Boeing 737 500	0944
PH-SDR DHC-8	1027	EI-COA Boeing 737	1034
G-UKFF Fokker 100	1105	G-GNTF SAAB 340	1217
G-JEAF Friendship	1223	G-BVKC Boeing 737 500	1308
G-IDII L.1011 Tri-star	1425	G-UKFA Fokker 100	1615
OY-SVW Jetstream 41	1626	EI-FKF Fokker 50	1727
G-BVKC Boeing 737 500	1815	G-UKFA Fokker 100	1939

From & To

01) VP-CPR/Guernsey; 02) N965JC/Coventry; N190RM/Norwich-n/s-Blackbushe;
 03) N560WE/Jersey; 04) D-IDIX/Bremen; 08) N220SC/Albi; 10) Milan-Edinburgh;
 11) LX-YKH/Luxembourg; N560WE/Jersey; 12) TC-CSA/Innsbruck; 17) 143/Landivisiau;
 N797HG/Guernsey-Luxembourg; VP-CCT/Manchester; 18) N560WE/T n/s T Jersey;
 20) ZD704/F & T Northolt; 21) F-GTRB/Nantes-Edinburgh; VP-CAT/F & T Elstree;
 N444BK/F & T Glasgow; ZE370/St James Hospital; 22) D-EBMY/Ludwigsburg;
 23) D-IHDF/F & T Maastricht; 25) N560WE/Jersey; 26) PH-MFX/Amsterdam; F-G6LA/
 Wevelgem; N666LP/Birmingham-Dijon; VP-CDM/F & T Hawarden; ZDE21/Northolt;
 27) D-COLA/Malaga; N112JS/Luton-Geneva;

Overshoots

01) XX709/UAX93; 02) XX493/CWL71; 04) ZF445/LOP22; XX491/CWL76; 05) XS737/CWL97;
 07) XX620/UAX90; 09) ZF417/LOP22; G-6-029/AVRD 02; 10) XW909/Army567; G-BBGB/
 Raven 99T; 12) XX492/CWL67; 13) ZF135/LOP38; ZF341/LOP32; 16) XX492/CWL79;
 17) ZF490/LOP34; ZF290/LOP32; 18) XX492/CWL76; 19) ZF160/LOP56; XX493/CWL74;
 ZF492/LOP31; 20) ZF492/LOP39;

LB

03 Tuesday

EI-FKA Fokker 50	0809	G-MAJG Jetstream 41	0922
OY-SVW Jetstream 41	0931	G-BVKC Boeing 737 500	0936
G-MAJD Jetstream 41	0949	G-JEAF Friendship	1003
EI-CJE Boeing 737	1006	G-DASI Short 360	1008
G-UKFF Fokker 100	1101	G-DDDY Cessna 310R	1125
G-JEAG Friendship	1208	OY-SVW Jetstream 41	1228
G-BVKB Boeing 737 500	1611	G-GNTJ SAAB 340	1614
G-JEAG Friendship	1620	G-MAJG Jetstream 41	1716
G-GNTF SAAB 340	1727	EI-FKC Fokker 50	1730
EC-GBX Boeing 757	1754	N112JS Citation II	1758 1901
EI-CNZ Boeing 737	1802	G-BVKC Boeing 737 500	1825
G-MAJD Jetstream 41	1835	G-UKFA Fokker 100	1842
DD-DJR Avro 146 RJ85	1919	G-DASI Short 360	1929
G-JEAG Friendship	1959	G-MAJG Jetstream 41	2019
G-GNTF SAAB 340	2038	G-GNTJ SAAB 340	2123
G-BVKC Boeing 737 500	2129	OY-SVW Jetstream 41	2141
G-MAJD Jetstream 41	2144	EC-FFK Boeing 757	2230
G-UKFA Fokker 100	2240	G-JEAG Friendship	2254
28 Saturday			
EI-FKA Fokker 50	0822	G-BVKC Boeing 737 500	0944
PH-SDR DHC-8	1027	EI-COA Boeing 737	1034
G-UKFF Fokker 100	1105	G-GNTF SAAB 340	1217
G-JEAF Friendship	1223	G-BVKC Boeing 737 500	1308
G-IOII L.1011 Tri-star	1425	G-UKFA Fokker 100	1615
OY-SVW Jetstream 41	1626	EI-FKF Fokker 50	1727
G-BVKC Boeing 737 500	1815	G-UKFA Fokker 100	1939

From & To

01) VP-CPR/Guernsey; 02) N965JC/Coventry; N190RM/Norwich-n/s-Blackbushe;
 03) N560WE/Jersey; 04) D-IDIX/Bremen; 08) N220SC/Albi; 10) Milan-Edinburgh;
 11) LX-YKH/Luxembourg; N560WE/Jersey; 12) TC-CSA/Innsbruck; 17) 143/Landivislaui;
 N797HG/Guernsey-Luxembourg; VP-CCT/Manchester; 18) N560WE/T n/s T Jersey;
 20) ZD704/F & T Northolt; 21) F-GTRB/Nantes-Edinburgh; VP-CAT/F & T Elstree;
 N444BK/F & T Glasgow; ZE370/St James Hospital; 22) D-EBMY/Ludwigsburg;
 23) D-IHOF/F & T Maastricht; 25) N560WE/Jersey; 26) PH-MFX/Amsterdam; F-GGLA/
 Wevelgem; N666LP/Birmingham-Dijon; VP-CDM/F & T Hawarden; ZD621/Northolt;
 27) D-COLA/Malaga; N112JS/Luton-Geneva;

Overshoots

01) XX709/UAX93; 02) XX493/CWL71; 04) ZF445/LOP22; XX491/CWL76; 05) XS737/CWL97;
 07) XX620/UAX90; 09) ZF417/LOP22; G-6-029/AVRO 02; 10) XW909/Army567; G-BBGB/
 Raven 99T; 12) XX492/CWL67; 13) ZF135/LOP38; ZF341/LOP32; 16) XX492/CWL79;
 17) ZF490/LOP34; ZP290/LOP32; 18) XX492/CWL76; 19) ZF160/LOP56; XX493/CWL74;
 ZF492/LOP31; 20) ZF492/LOP39;

LBA Movements review, February 1998

Cessna 421C VP-CPR made only one visit this month, it arrived on the 1st and was present until the 7th. N956JC on the 2nd is one of the later models of the C.650 series known as a Citation VII, on the same day King Air E90 N190RM arrived from its base at Norwich for attention at Multiflight and stayed until the 4th. First visit of the month for Jersey based Citation V N560WE was on the 3rd, it was back again on the 11th, 18th and 25th. Arriving from Bremen on the 4th was King Air 90 D-IDIX which was recently registered ex N1135K and is a C90A model. From Albi in France on the 8th was the Cheyenne N220SC. Lear Jet 35A I-AGEN on the 10th came

from Milan and departed to Edinburgh whilst the Citation I LX-YKH on the 11th of Saarflug Technik GmbH was from Luxembourg.

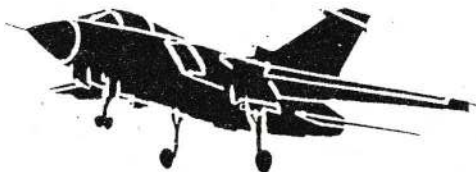
Star arrival of the month was the King Air C90A TC-CSA which came from Innsbruck on the 12th and moved into the Multiflight hangar to be prepared for delivery to the USA. PA-46 Malibu N797HG made just the one appearance this month on the 17th when it was from its base in Guernsey to Luxembourg, on the same day King Air C90 F-CCT was from Manchester. Visiting from Nantes on the 21st we had the Metro 3 F-GTRB which was registered last November ex EC-GJV and which was using callsign "Eurocom 003-004". Others noted on the 21st were the Citation I VP-CAT which was from and to Elstree and the King Air B200 N444BK from and to Glasgow.

Two more Germans in quick succession were the Mooney M20K D-EBMY which came from Ludwigsburg on the 22nd and stayed until the 27th and Beech 95 E55 Baron D-IHOF which was from and to Maastricht on the 23rd. Using the callsign "Martinair3519" on the 26th was the Citation VI PH-MFX from Amsterdam, also visiting the same day were King Air 200 F-GGLA from Wevelgem, Malibu N666LP from Birmingham and Cessna Citation I VP-CDM from Hawarden. One that most people will have missed was Beech King Air 350 D-COLA which came from Malaga at 0257 on the morning of the 27th, it is a new German registration and was recently imported from Switzerland. Calling in later that day was the Citation II N112JS from Luton to Geneva.

There have been quite a few notables among the airliners this month, Sabena used the Tyrolean Dash 8 OB-LTE on five days, the 4th, 6th, 13th, 17th and 18th. The 7th saw Aer Lingus using the Denim Pokker 50 PH-DMO on the "Shamrock 364". Operating the "Jersey 733" on the 9th was BAE 146 G-BPNT of Palmair. On the 10th Air UK's BAE 146 G-BSNS operated the "UK753" from Amsterdam. First visits by Ryanair's new Boeing 737s were EI-COX on the 8th, EI-CNZ on the 27th and EI-COA on the 28th. On the 14th the Fairlines Bandeirante PH-FVB arrived for work at Multiflight and it stayed until the 20th. Airtours used the Tri-star EI-CNN on the "AIH 360" flight on the 14th and 21st, and then on the 28th they changed to the Tri-star G-IOII of Classic Airways. Operating a charter to Keflavik on the 4th was Monarch's Boeing 757 G-MOND which positioned in as "Monarch 496P" and then used the callsign "Monarch 9496-9497" for the charter. Jetstream 41 G-OAKJ positioned in as "Kilro 08" on the 20th to operate the Gatwick flight for Cityflyer and the same day saw the Shorts 360 G-CEAL of Community Express operating the "Manx 411". Another of the Community Express Shorts 360's appeared on the 22nd and 23rd when Gill were using G-OCEA on the Edinburgh flight. A first visit of type on the 25th was the Embraer 145 G-EMBA which positioned in as "British 102" to operate the "Manx410-411" flight.

Very little to report on the military side, French Navy Falcon 10 serial 143 came from Landivisiau on the 17th as "FYDTJ/French Navy 55A2". HS 125 ZD704 was from Northolt as "Ascot 1299" on the 20th and another HS 125 was ZD621 as "kitty 23R" also from Northolt on the 26th. Calling in for fuel after dropping a casualty at St James Hospital on the 21st was Sea King ZE370 as "SRG 122".

Cherokee G-TSGJ was in the YLA hangar for maintenance from the 1st to the 21st, Turbo Arrow G-DAAH which was left in the YLA hangar from last month departed on the 7th. Also departing from YLA was the Cessna 177 G-BFMH which finally left on the 14th back to its base at Newcastle. Residents which have departed are Seneca G-AZOT and Cessna 172 G-BHBS. Now believed to be resident up in the Multiflight hangar are LongRanger G-BWYJ and Robinson R-22B G-CHIS. Using the facilities of the Multiflight hangar on the 28th were the engineers of FLS to check out SAAB 340 G-GNTH which had been blown off the runway during high winds on the 27th. An unusual visitor on the 23rd and 25th was the Yak 52 G-BVVA from Little Grandson and a new registration on the 19th was the Citationjet G-OCSB which turns out to be ex N1280A.



Military News

Eric Martin.



RAF 1918-98: RAF MEMOIRS

I have been searching my RAF reference books for ways to mark the 80th Anniversary of the formation of the RAF. A long diatribe on the history did not seem to fit the bill, as I sought for something more personal. I came up with the idea of writing up the service lives of friends who had served. My close friend and fellow-Legion Branch Officer, John Clark, readily agreed to be the first 'interviewee' and the results appear in this month's 'Military Matters'. Other articles planned are:

- II John Walker, ex-Sunderland and Catalina pilot, DFC RAFVR
- III Mike Stevens, ex-Boy Entrant and Engine Technician, RAF
- IV Mary Kemp, ex-WAAF
- V Eric Smith, ex-National Service Airframe Mechanic, RAFVR

The articles will be written in the first person, to preserve style and continuity. In effect, I will be the 'ghost writer'; I hope that I can do justice to my principals, especially to my ex-war time air crew friends.

The main omission is a memoir of service between the wars but my late friend, Brinley Morgan, who served in the 1930s, passed on about a year ago, RIP.

MILITARY MATTERS: FOOTNOTE

I am most grateful to John Clark for the time he spared to relate his memoirs, for correcting an initial rough draft and for the loan of his precious war-time notes and cuttings. He has always maintained that his DFC 'came up with the rations' for duties fully completed; I have now seen his citation and know some of the full story, but I am certain that John would not wish me to say more. He maintains that decorations should only have been given to the families of those who failed to return.

MUSEUMS DELAYED

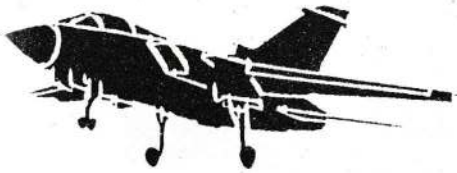
The planned second series on 'Military Aviation Museums', intended for issues this Spring, will be delayed until the Autumn to permit the series on 'RAF Memoirs' to commence with the April issue. I am hoping to visit (or revisit) the RAF Museum, the Fleet Air Arm Museum, the Museum of Army Flying, the American Air Museum, 'Duxford', the Yorkshire Air Museum and the Imperial War Museum by the Autumn. As I have an aversion to driving, I am now devising ways of visiting these venues with the minimum of driving on my part!

RETURN TO THE GULF

As this page was being written, eight Tornado GR1s from 14 Squadron at RAF Bruggen have been deployed to the Gulf to join seven Harrier GR7s from 1 Squadron aboard HMS Invincible. Events may have overtaken these deployments by the time of publication, as the Secretary General of the UN appears to have brokered a solution to the 'arms inspections' issue.



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 Memoirs I. Flight Lieutenant John Clark DFC RAFVR 1941-46 Lancaster Navigator

I was seventeen and employed as a bank clerk at the outbreak of World War II in 1939. I did not immediately think of which of the Forces I was going to join but, as the Battle of Britain unfolded, I developed the desire to become a fighter pilot, along with thousands of others of my age-group. I eventually appeared before an Aviation Candidate Selection Board (ACSB), but was not accepted for Pilot/Observer as my maths was below standard, but was accepted for training as a Wireless Operator/Air Gunner (WOp/AG). After Cardington and Padgate, I found myself beside the seaside at Blackpool, unravelling the mysteries of Morse Code, to which I did not take kindly. The required 10 words per minute (wpm) at this stage would probably have been beyond me. I was saved from the ignominy of being eliminated from air crew training, however, by being accepted for remustering for Pilot/Observer training after night-school maths. A posting to a world-famous venue started me off on the road to becoming a Navigator, in the shape of Lord's cricket ground, which was the Air Crew Reception centre (ACRC) throughout most of the War. From one world-famous venue to another - Trinity College, Cambridge, for Initial Training Wing (ITW). That completed successfully, I donned the propellor badges of a Leading Aircraftsman (LAC) for my first close introduction to an aircraft - a Tiger Moth - at No 8 Elementary Flying Training School, Cosford. I soloed after eight hours dual; normally, this would have ensured that I was progressed to pilot training. At the time my draft was due to leave the Air Crew Dispatch Centre (ACDC) at Heaton Park, Manchester, however, the need was for Observers for navigation and bomb-aiming duties - I ended up at No 48 Elementary Air Navigators School at East London, South Africa. This was entirely ground-based and I didn't board an aircraft again until posting to No 42 Air Navigation School at Port Elizabeth, where Ansons were the 'flying classrooms'. On successfully graduating from the course, the majority of ex-public schoolboys were commissioned, the remainder of the graduates became sergeants. Additionally, the cadet who came top of the course was offered a commission. The top cadet on my course declined the offer, so I was offered the commission in his stead, as the second-placed cadet. I was presented with my 'O' brevet by Major-General Ventner, South African Air Force (SAAF) on 29 May 1943 and was commissioned as a Pilot Officer from that date. On return to the UK I exchanged my 'O' for an 'N' and, in common with all air crew trained in better climes, I needed practice in poor weather flying and night flying. For this purpose, Advanced Flying Units (AFUs) were formed and I was posted to the AFU (Navigators) at West Freugh in Scotland, flying in Ansons over the Irish Sea and North Wales. Operational training ensued at No 27 Operational Training Unit (OTU) at Hixon, Staffs, on Wellingtons. We were left to our own devices to sort ourselves out into crews, but operational flying was still some time away, with successive postings to the Air Crew Holding Unit (ACHU) at Boston Park, Lincs and the Air Crew School at Hemswell. 1662 Heavy Conversion Unit (HCU) at Blyton, Lincs, converted me to four-engined operation on Halifaxes. My first operational aircraft, however, was the Lancaster, after a return to Hemswell for the Lancaster Finishing School. I preferred the navigator's position in the Lancaster to that in the Halifax, so was happy to find myself at RAF Kirmington (now Humberside Airport) with 166 Squadron. We lost seven aircraft in the first week of our initiation but I survived to complete a full tour of thirty operations, after which I was rested by being employed as a screen navigator at 83 OTU at Peplow, Shropshire, 'screening' pupil navigators. After three months in this role, I was sent to Finningley to learn how to be a screen navigator on a Group Screen Navigators Course! I was not yet due to return to operations, so I was returned to flying Wellingtons at Gamston with a Ferry flight, flying stripped-down Wellingtons to disposal sites in the Oxford area. After my so-called 'rest', I returned to operations with 227 Squadron at Bolderton, near Newark, again flying Lancasters. During my service, 227 Squadron moved to Strubby, Lincs, and Gravely, Notts. I completed a further eight operations with 227 before the war ended, making my operational total 38. I ended my RAF service as an Accounts Officer, serving at Tuddenham, Surrey, Hereford (RAF School of Administration) and Cairo (yes, Cairo!). My final RAF Station was Hednesford, where I was demobbed by 104 Personnel Disposal Centre (PDC) in the rank of Flight Lieutenant. I had been awarded the Distinguished Flying Cross (DFC) earlier.

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Passenger figures for November show a total passenger figure of 88,409 against 79,017 for November 1996. Brussels figures increased from 3,100 in November 1996 to 4,251, presumably because of the introduction of the RJ-85 onto some of the services.

The Fokker 100 on the Amsterdam has clearly made a big difference to the loads on this route with passenger figures rising from 5,999 to 10,526. Several flights have been full, very encouraging indeed.

Dublin remained the most popular destination with 13,344 passengers and increase from 12,025 in November 1996. This figure is higher than at many UK airports including Liverpool, Edinburgh and Glasgow.

At the end of this article you will find the latest version of this summers I.T. flight timetable. This has kindly been produced by A.Y. member Marcus Mitchell. At one time keeping tabs on the forthcoming summer flights was an easy task. However these days the task is becoming almost impossible, as the situation is becoming that fluid, things seem to change almost weekly! Therefore this is the situation as at 10th March and should be read in conjunction with some of the notes below.

Airtours will operate Airbus A.321 equipment on all flights from LBA this summer, thus increasing capacity. The two aircraft they will receive had been ordered by Spanish operator BCM who have ceased operations.

As mentioned above Spanish operator **BCM** has ceased operations. As a result of this, their flights from LBA will be operated by Air Europa and Futura. (We will have 6 Air Europa flights per week this summer).

STOP PRESS. I have just received information that the Friday evening former BCM flight will now be operated by a new Spanish Carrier called Iberworld using A.320 .

Futura will operate a weekly SCHEDULED flight to Palma this summer on Thursdays. The airline apparently wanted to operate two schedules a week from Gatwick, but were prevented from doing so because of slot availability. They carried out extensive market research to identify airports where there was sufficient demand and no competition. As a result they chose Leeds and Glasgow as alternatives for their flights.

Sabena have made changes to their planned introduction of Regional Jets on their Leeds to Brussels service. The following flights will now still be operated by Dash 8 . Arrivals SN697 at 1020 and SN699 at 1515, and departures SN698 at 1050 and SN700 at 1555. This decision is because of the late delivery of new BAe 146 to the airline. However Sabena have stated that the Leeds to Brussels service will become all jet during the course of the summer

The fourth daily flight SN702 departing at 1955 will be operated by RJ as will the night stopping flight which will arrive at 2240 as SN729. this will depart the next morning as re-numbered flight SN730.

The new LBA marketing manager, Philip Firth appeared in an article on possible American schedule services from U.K. regional airports in one of the Travel Trade magazines. He was quoted as saying the airport was talking to two or three airlines regarding a new scheduled flight to America and he was optimistic that we would have a daily link to New York within the year

AIRPORT NEWS

Luton On Monday 9th March the Spectators Car Park (adjacent to the cafe and Mach III shop) here closed permanently as part of the terminal development work. However the spectators area remains the same.

Lydd has been granted planning permission for an extension to its main runway from 1,500 meters to 1,800 meters. Work at the Kent airfield is expected to commence in 1999.

Sheffield was given airtime on the Yorkshire Television news programme Calendar on the lunch time of Friday 13th March. The bulletin reported that the airport was talking to seven airlines regarding the start up of new services. No Airlines were mentioned, however destinations under consideration were London City, Paris, Brussels and Dublin.

In a separate announcement KLM UK have announced 1,500 passengers used the Sheffield to Amsterdam service in the first two weeks of operation. This equates to an average load factor of 40% which was described by the M.D. of Sheffield Airport as extraordinary

AIRLINE NEWS

Airtours are to lease in two aircraft from Air New Zealand. A Boeing 747 (ZK-NZZ) to be Manchester based and Boeing 767 (ZK-NCM) to be based at Gatwick. Both aircraft will maintain basic Air New Zealand cheatline, but with Airtours tail markings and logo. The aircraft are to cover for planned maintenance and act as a commercial back up for this summer.

Airworld have applied to lease three extra A.320 aircraft to supplement their fleet for this summer. Aircraft leased in will be EI-TLE, N714AW and N716AW.

British Airways have announced it will spend as much as \$960 million, initially to replace the shorthaul fleet of its regional subsidiaries, and could buy as many as 100 aircraft worth \$4 billion. Boeing and Airbus have been asked for proposals. These are believed to centre around the A.320 and new generation Boeing 737.

B.A. Bob Ayling has stated B.A. would choose only one maker, and would not consider splitting the order, as it would drive up operating costs. B.A. regional carriers currently operate seven different models of planes. Up to 30 aircraft would be delivered from September 1999. Orders for more aircraft could follow from Air Libertie, Deutsche BA and Euro Gatwick could follow.

British Midland has applied to the C.A.A. for route licences to serve 10 U.S. destinations, after a break in transatlantic flights of 15 years. The application anticipates a new open skies agreement. The airline has stated it wishes to fully develop the resources of its significant Heathrow hub and support facilities

Caledonian have applied to lease 4 Tristars for the summer season to provide additional capacity. The aircraft involved are TF-ABE, TF-ABM, TF-ABT and TF-ABV.

Easyjet have served a high court injunction on B.A. low cost carrier go. The injunction seeks to stop B.A. cross subsidising its low cost operation using monopoly profits, and prevents them from cross subsidising at any time in the future.

An obvious example of a cross subsidiary has already taken place. Barbara Cassani, Go Manager, admitted in a newspaper article that aircraft leases to Go were guaranteed by B.A. thus resulting in below market lease rates for Go.

Article 86 of the European Community Treaty prevents cross subsidies by dominant companies. Easyjet Chairman Stelios Haji-loannou said The spirit of the law is that B.A. should not use monopoly money to cross subsidise the costs of Go, so that they eliminate smaller competitors like us. We believe in fair competition and we asked B.A. to give an undertaking that they would play fair, but they refused. They obviously do not like a level playing field. We have no option but to ask the courts to uphold the law before consumers lose their choice. B.A. track record against Freddie Laker and Richard Branson shows they are habitual offenders.

European Airlines have bought 13 Boeing 737-200 from Sabena. They will lease them back to Sabena until 1999, when they will receive their first Airbuses.

Laker Airways is negotiating with several cruise operators to become an exclusive cruise charter operator

Ryanair commenced a series of new routes from London Stansted on March 29th. Destinations are Malmo, Venice, Rimini, Pisa, Lyon and Toulouse. In most cases the airline operates into secondary airports and not the destinations main airport.

The airline announce on March 9th it had signed a purchase agreement for 45 Boeing 737-800 with Boeing. The package is for 25 firm orders and 20 options.

AIRLINER NEWS

By the time you read this the first of the so called new generation Boeing 737 will have reached Europe. Maersk had received their first example by early March, and Germania received their first example on the 11th March. Both airlines have received the series 700 version.

The Germania example broke the record for distance travelled by an airliner in the 60,000 to 80,000 kg Weight bracket. The delivery flight from Boeing in Seattle to Berlin was 4,511 nautical miles and took 9 hours 27 minutes. The aircraft was fully configured for service, with 144 seats.

OTHER NEWS

I need to fill this space, so here is a joke I picked up from the internet.

An airline captain of an American airline made a particular hard landing at his destination airport. The airline had a policy, which required the Captain to stand at the door while the passengers exited, give a smile, and a Thanks for flying XYZ airline. In light of his bad landing, he had a hard time looking passengers in the eye, thinking somebody would have a smart comment, but no one seemed annoyed.

Finally everyone had exited except one old lady walking with a cane. She approached the Captain and asked. Sonny, mind if I ask you a question? Why no mam, what is it replied the Captain. Did we land or were we shot down?

CREDITS ABN, Aircraft Illustrated, Mach 3 E-mail site (and all its contributors), Marcus Mitchell, Harry Morrow, Pete Smith,

Further afield.....



Global topics by
alan sedgwick

DRASTIC MEASURES as a result of the ailing economy in Indonesia have forced massive cuts in the Jakarta based SEMPATI AIR's operations. It is an indication of just how bad the situation is when we hear that all the airlines International services have ceased, over half the 1,700 staff have been laid off and just five 737/200's now make up the fleet with a further two out of service. This time last year they were in possession of 3 = Airbus A300's, 7 = Boeing 737/200's a mix of 9 = Fokker jets plus 5 = F27's, with over 3,000 employees. The long haul aircraft have gone back to Airbus Leasing and the seven F100's to General Electric Capital. Four of the F27's are for sale whilst we understand the other is impounded in Singapore. The dramatic fall in the value of the Indonesian Rupiah against the U.S. Dollar has contributed to the reduction in an order from UNITED AIRLINES. The plan was to purchase 26 = Boeing 737/200's from the Illinois based outfit but that figure may now be as little as 12 machines, with the delivery taking place late this year or beyond. To give you some idea of the drop in value of the Rupiah - on March 9th of this year one pound sterling would get you 17,353 Rupiah but 12 months ago you would have only netted 3,842 !! Established almost 30 years ago as a charter operation SEMPATI are privately owned by three shareholding groups. The two main privately owned competitors are also reported to be feeling the pinch. BOURAQ INDONESIA AIRLINES operate a fleet of HS748's for joint services with PHILIPPINE AIRLINES and MANDALA AIRLINES thought to have 14 = 737/200's and 2 = F28's, are said to be now using as little as 2 of its Boeings.

Meanwhile **CONTINENTAL MICRONESIA** are expanding routes and modernising their fleet from their base in Guam. Formerly known as AIR MICRONESIA the fleet should have six new Boeing 757's by the end of MAY and they will be looking at 737/900's in the future to replace nine 727/200's. Services to Japan are also set to increase along with new routes to Bali and the Australian city of Cairns. The route to Seoul ceased with the collapse of the South Korean economy.

EMERY WORLDWIDE AIRLINES are taking five DC10's from Pegasus aviation to increase its freight capacity. The ex-CONTINENTAL jets will be converted in Italy by Aeronavali and come into service early next year. The Dayton Ohio based carrier has around 41 = DC8's and seven Boeing 727's.

IN Brief.....

* CATHAY PACIFIC are starting a second daily departure from London to Hong Kong from July 1st.

- * SWISSAIR are going further into Eastern Europe with new services to Baku, Riga, Samara, Tblisi and Yerevan using CROSSAIR MD83's.
- * AIR CHARTER of France are to end operations at the end of this summer with all the services moving over to AIR FRANCE.
- * AIR MIDI BIGORE have changed their name to AIR MEDITERRANEE and moved to Lourdes from Marseilles.
- * UNITED AIRLINES have signed for 30 more Airbus A320 types taking the total order to 111, all are to be fitted with IAE V2500 engines
- * TEDDY AIR of Norway have sold their ex-UK 'Bandit' LN-TED that we mentioned sometime ago, to PACIFIC COASTAL AIRLINES in Canada.
- * AMERICAN EAGLES first of 42+ Embraer-145LR jets is well down the production line at the manufacturers base in Sao Jose dos Campos, Brazil.
- * MAERSK have become the first European airline to operate the 737/700.
- * MALMO AVIATION of Sweden are linking London City with Gothenburg using BAe 146 jets and might consider a service to Stockholm.
- * STAR EUROPE the A320 operator based at Paris CDG are to change their name to STAR AIRLINES after complaints from top brass at Eurostar!!
- * AMERICAN AIRLINES became the first airline to operate check-in services at London's Paddington station with the start of the new train service to LHR. The airline are also to increase their first class seats from 14 to 20 on 106 aircraft. Re-configured MD80's enter service next month (May).
- * SKY WEST are to provide a service as a UNITED EXPRESS carrier from June 1st. Using Brasilia's they will link San Francisco with 12 other cities.
- * AIR CANADA are upgrading their LHR-St Johns-Halifax service this summer by replacing the 767-200 with a 767/300 and during the busiest period an Airbus A340 will operate 3 of the 5 flights. An extra 3 flights are to added this summer to the Vancouver service.
- * TRANSWEDE of Stockholm Arlanda are now 100% owned by Oslo operator BRAATHENS SAFE who purchased 50% back in 1996. The Fokker 100 fleet will be returned to the lessor or sold.
- * AIR FRANCE should now have received the first of 12 Boeing 777/200 IGW's and this summer decide what will replace its ageing fleet of 737/200's. Up to 30 aircraft will be ordered from either a 737 type or an Airbus A320. The French flag carrier has also recently taken three 737/300's on lease.
- * RATIOFLUG of Cologne who went Bankrupt before Christmas seem to be passing their hangar over to local outfit WDL Aviation who may also add the Fokker fleet to the 15 or so that they already operate.
- * MALAYSIAN AIRLINES have sold their last A300 B4, the 4=DC10-30's are also now up for sale.
- * ATLANTIC COAST AIRLINES - the UNITED EXPRESS regional carrier based at Washington Dulles have ordered 23 Bombardier CRJ's. Figures last year showed their fleet to comprise a mix of over 70 Jetstream's.

Further afield Credits:~ FLIGHT International, Laurie Coldbeck, T.T.G, A.Sedgwick, Winged Words.

LEEDS BRADFORD AIRLINE REPORT - JANUARY 1998

INBOUND DIVERSIONS

19	BMA8WT	LHR	MME	G-BVJA	FK10	LHR	BMA5TW
19	UKA843	AMS	NCL	G-UKFJ	FK10	AMS	UKA9601
19	EIN30C	DUB	NCL	EI-FKD	FK50	DUB	EIN2309
19	SAB675	BRU	NCL	OO-DJP	RJ85	BRU	SAB676
19	GIL892C	CDG	NCL	G-ORFH	AT42	NCL	GIL892C
19	GIL741B	BHD	NCL	G-RMCT	SH36	NCL	GIL360P
19	UKA787	AMS	MME	G-UKTE	FK50	MME	UKA9601/20
19	BMA9WT	LHR	MME	G-BVZH	B735	MME	BMA9621/20
30	BRT121	ABZ	HUY	G-MAJJ	BA41	SOU	BRT106
30	(Ex LBA Flt)		HUY	G-MAJB	BA41	HUY	BRT121A

REGULAR FLIGHTS

AEA226	TFS	02/EC-FFK	09/EC-FEE	16/EC-FEE	23/EC-FEF	30/EC-FEE
AEA251	TFS	06/EC-FEF	13/EC-FEE	20/EC-FEE	27/EC-FEF	
AEA253	ACE	01/EC-FUT	08/EC-FKJ	15/EC-FUT	22/DivMAN	29/EC-GMY
AEA259	LPA	05/EC-FYF	12/EC-FJZ	19/EC-FKI	26/EC-GMY	
AIH359	ALC	03/G-JALC				
AIH365	AGP	04/G-VCED				
AMC4209	MLA	06/9H-ABE	13/9H-ABR	20/9H-ABF	27/9H-ABF	
BAL045A	ACE	07/G-BYAG	14/G-BYAK	21/G-BYAP	28/G-BYAL	
BAL068A	PMI	02/G-BYAG	09/G-BYAG	16/G-BYAK	23/DivEMA	30/G-BYAL
BAL232A	LPA	05/G-BYAG	12/G-BYAK	19/G-BYAP	26/G-BYAL	
BAL411A	TFS	02/G-BYAG	09/G-BYAW	16/G-BYAK	23/G-BYAP	30/G-BYAL
BAL431A	ALC	01/G-BYAG	08/G-BYAG	15/G-BYAK	22/DivEMA	29/G-BYAL
BAL443A	ALC	06/G-BYAG	13/G-BYAK	20/G-BYAP	27/G-BYAL	
BAL466A	AGP	01/G-BYAG	08/G-BYAG	15/G-BYAK	22/G-BYAP	29/G-BYAL
BMA7061	SZG	03/G-BVJA	10/G-BVJA	17/G-BVJD	24/G-BVJD	31/G-BVJD
VIV1609	AGP	04/EC-GAP				

OTHER FLIGHTS

02	G-BWTM	AT72	CFE22LA/35LB	f/t Gatwick	Lieu AT42
05	OE-LTE	DH8	SAB697/698	f/t Brussels	Lieu SAB DH8
05	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
07	<u>D-AELC</u>	FK27	WDL360/361	Southend - Koln/Bonn	Freight Charter
10	G-RDVE	EA32	AIH1001/1002	f/t Newcastle	Passenger Charter
11	G-BHHU	SH33	GIL622P/622E	Newcastle -n/s- Edinburgh	Lieu SH36
12	G-BHHU	SH33	GIL623E/280P	Edinburgh - Glasgow	Lieu SH36
12	G-BHHU	SH33	GIL282P/628E	Belfast Intl - Edinburgh	Lieu SH36
12	G-BHHU	SH33	GIL629E/622E	f/t Edinburgh n/s	Lieu SH36
13	G-BPNT	BA46	JEA733/034E	Belfast City - Birmingham	Lieu JEA FK27
13	G-BHHU	SH33	GIL623E/628E	f/t Edinburgh	Lieu SH36
13	G-BHHU	SH33	GIL629E/622E	f/t Edinburgh n/s	Lieu SH36
14	G-BHHU	SH33	GIL623E/628E	f/t Edinburgh	Lieu SH36
14	G-BHHU	SH33	GIL629E/622E	f/t Edinburgh n/s	Lieu SH36
15	G-BHHU	SH33	GIL623E/628E	f/t Edinburgh	Lieu SH36
15	G-BHHU	SH33	GIL629E/622E	f/t Edinburgh n/s	Lieu SH36

16	G-BHHU	SH33	GIL623E/628E	f/t Edinburgh	Lieu SH36
16	G-BHHU	SH33	GIL629E/629P	Edinburgh - Newcastle	Lieu SH36
17	G-BOAB	CONC	BAW94C/95C	Heathrow - Local	Passenger Charter
17	G-BOAB	CONC	BAW95C/96C	Local -n/s- Manchester	Passenger Charter
18	OY-SVW	BA41	CFE36LA/37LB	f/t Gatwick	Lieu CFE AT42 for rest of season
19	G-BPNT	BA46	JEA033E/740	Birmingham - Belfast City	Lieu JEA FK27
19	G-BPNT	BA46	JEA743/744	f/t Belfast City	Lieu JEA FK27
19	G-BPNT	BA46	JEA747/034E	Belfast City - Birmingham	Lieu JEA FK27
23	G-BRLY	BATP	MNX411/BRT112	Isle of Man - Southampton	Lieu BA41
23	G-BRLY	BATP	BRT113/106	f/t Southampton	Lieu BA41
23	G-BVED	AT42	CFE36LA/001P	f/t Gatwick n/s	Lieu BA41
23	G-BRLY	BATP	BRT107/MNX420	Southampton - Isle of Man	Lieu BA41
23	G-BWTM	AT72	CFE38LA/33LB	f/t Gatwick n/s	Lieu BA41
23	<u>G-ODSK</u>	B733	BMA4JL/2LJ	f/t Heathrow	-
26	OY-BPH	SW4	NFA021/022	f/t Billund n/s	Passenger Charter
28	<u>D-CARA</u>	B190	EEX1281/1282	Frankfurt - Nuremberg	Freight Charter
30	G-EMRD	HS74	JEM1476/1477	Liverpool - Biggin Hill	Leeds United FC
31	G-EMRD	HS74	JEM1478/1479	Biggin Hill - Liverpool	Leeds United FC

Aircraft making first visits are underlined.

U F O's Reported over Leeds

BBC Look North on Wednesday 11th February carried a feature stemming from a sighting by a Security Officer in south Leeds on Monday the 2nd.

The report showed the video he made (time 1747 hrs), with two very bright lights moving slowly to the north west, the recorder stated that he was used to viewing planes into LBA, and the lights were not associated with aircraft.

Andy Rackham then made a brief appearance, stating that they had viewed the radar tapes with no identifications to the track reported, however if there were visitations from elsewhere, they may not wish to be seen on his equipment.

From a location some 6 miles east of LBA these unusual, and very bright lights were also followed with interest. They were seen in the south west moving very slowly, initially converging, and then proceeding equally spaced on roughly a 04 track.

Fortunately they came directly overhead, this enabled the distinct sound of microlight engines to be identified some 700 feet above. What did seem eerie was the fact that the unusually bright lights were just the same when they were well past. These then faded as a jiggle more to the north was viewed, perhaps to follow the A58 to Wetherby, and then maybe Rufforth?

David Tennant

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 1998

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA226	TFS	06/EC-FEE	13/EC-FEE	20/EC-FEE	27/EC-GBX
AEA251	TFS	03/EC-FEE	10/EC-FFK	17/EC-FFK	24/EC-FEE
AEA253	ACE	05/EC-FYF	12/EC-GGO	19/EC-FYF	26/EC-GMY
AEA259	LPA	02/EC-FUT	09/EC-GGO	16/EC-FYF	23/EC-FXP
AEA266	TFS	13/EC-FFK	20/EC-FFK	27/EC-FFK	
AIH359	ALC	07/G-LCRC	14/ <u>EI-CNN</u>	21/EI-CNN	28/ <u>G-IOH</u>
AIH365	AGP	08/G-VCED	15/G-COEZ	22/G-TMDP	
AMC4209	MLA	03/9H-ABE	10/9H-ABF	17/9H-ABF	24/9H-ABE
BAL045A	ACE	04/G-BYAE	11/G-BYAU	18/G-BYAU	25/G-BYAN
BAL068A	PMI	06/G-BYAN	13/G-BYAU	20/G-BYAU	27/DivEMA
BAL232A	LPA	02/G-BYAM	09/G-BYAN	16/G-BYAU	23/G-BYAK
BAL411A	TFS	06/G-BYAN	13/G-BYAU	20/G-BYAU	27/DivMAN
BAL431A	ALC	05/G-BYAE	12/G-BYAU	19/G-BYAU	26/G-BYAN
BAL443A	ALC	03/G-BYAM	10/G-BYAU	17/G-BYAU	24/G-BYAK
BAL466A	AGP	05/G-BYAE	12/G-BYAU	19/G-BYAU	26/G-BYAN
BMA7061	SZG	07/G-BVJD	14/G-BVJD	21/G-BVJC	
VIV1609	AGP	15/EC-GBU	22/EC-GBU		

OTHER FLIGHTS

04	G-MOND	B757	MON496P/9496	Gatwick - Keflavik	Passenger Charter
04	OE-LTE	DH8	SAB697/698	f/t Brussels	Lieu SAB DH8
04	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
04	G-MOND	B757	MON9497/RYR361P	Keflavik -n/s- Prestwick	Passenger Charter
06	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
09	<u>EI-COX</u>	B737	RYR150/151	f/t Dublin	-
09	G-BPNT	BA46	JEA733/734	f/t Belfast City	Lieu JEA FK27
10	<u>G-BSNS</u>	BA46	UKA753/754	f/t Amsterdam	Lieu FK10
13	OE-LTE	DH8	SAB697/698	f/t Brussels	Lieu SAB DH8
13	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
14	<u>EI-CNN</u>	L101	AIH360/359	f/t Alicante	Lieu AIH B757
17	G-OLAH	SH36	BRT116P/116	Newcastle - Aberdeen	Lieu BRT BA41
17	G-OLAH	SH36	BRT117/117P	Aberdeen - Newcastle	Lieu BRT BA41
17	OE-LTE	DH8	SAB697/698	f/t Brussels	Lieu SAB DH8
17	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
18	OE-LTE	DH8	SAB697/698	f/t Brussels	Lieu SAB DH8
18	OE-LTE	DH8	SAB699/700	f/t Brussels	Lieu SAB DH8
19	<u>EI-CNZ</u>	B737	RYR152/153	f/t Dublin	-
20	G-OAKJ	BA31	AKL08/CFE35LB	Manchester - Gatwick	Lieu SUS BA41
20	G-CEAL	SH36	MXN411/411P	f/t Isle of Man	Lieu BRT BA41
20	G-OAKJ	BA31	CFE36LA/AKL08	Gatwick - Manchester	Lieu SUS BA41
20	G-OLAH	SH36	CFE37LB/38LA	t/f Gatwick	Lieu SUS BA41
21	F-GTRB	SW3	FEU203/004	Nantes - Edinburgh	Passenger Charter
21	<u>EI-CNN</u>	L101	AIH360/359	f/t Alicante	Lieu AIH B757

22	G-BPNT	BA46	JEA031E/740	Bournemouth - Belfast City	Lieu JEA FK27
22	G-BVJP	AT42	CFE36LA/37LB	f/t Gatwick	Lieu SUS BA41
22	<u>G-OCEA</u>	SH36	GIL360P/622E	Southend -n/s- Edinburgh	Lieu GIL SH36
22	G-BPNT	BA46	JEA743/032E	Belfast City - Birmingham	Lieu JEA FK27
25	<u>G-EMBA</u>	E145	BRT102/MNX410	Southampton - Isle of Man	Lieu BA41
25	G-EMBA	E145	MNX411/BRT917P	Isle of Man - Manchester	Lieu BA41
26	G-BSNS	BA46	UKA753/754	f/t Amsterdam	Lieu FK10
26	G-BPNT	BA46	JEA034E/744	Birmingham - Belfast City	Lieu FK27
26	G-BPNT	BA46	JEA747/035E	Belfast City - Birmingham	Lieu FK27
27	<u>EI-CNZ</u>	B737	RYR152/153	f/t Dublin	-
28	<u>G-IOII</u>	L101	AIH360/359	f/t Alicante	Lieu AIH B757

Aircraft making first visits are underlined.

Members might be amused some "funnies" culled from the Web. They are actual Maintenance complaints submitted by USAF Pilots, and the replies from the various maintenance supervisors.

Problem: Left inside tyre needs replacement. **Solution:** Almost replaced left inside tyre.

Problem: Test Flight OK., except autoland very rough.
Solution: Autoland not installed on this aircraft.

Problem #1: No.2 Prop. seeping prop fluid.
Solution #1: No.2 Prop. Seepage Normal
Problem #2: Nos. 1, 2 & 3 Propellers lack normal seepage!

Problem: The Autopilot doesn't!
Solution: "IT DOES NOW!"

Problem: Something loose in cockpit.
Solution: Something tightened in cockpit

Problem: Evidence of hydraulic leak on right main landing gear.
Solution: Evidence removed.

Problem: Dead bugs on windscreen
Solution: Live bugs on order

Problem: DME set unbelievably loud
Solution: DME set to more believable level

Problem: IFF inoperative
Solution: IFF inoperative in 'Off' mode

Problem: Friction locks cause throttle levers to stick.
Solution: That's what they're there for!

Problem: Number three engine missing.
Solution: Engine found on right wing after brief search

Ken Cothliff, Air Supply.

LEEDS BRADFORD INTERNATIONAL AIRPORT

HOLIDAY FLIGHTS - SUMMER 1998

ARR	FROM	FLT No	A/C	CAP	DEP	TO	FLT No	REMARKS	TOUR OP
Monday									
-	-	-	A320	Y180	0730	LPA	BY295A	04/05-26/10	TH
1715	LPA	BY295B	A320	Y180	1845	HER	BY071A	2Wkly11/05-26/10	TH
1715	LPA	BY295B	A320	Y180	1850	SKG	BY050A	2Wkly04/05-19/10	TH
1835	BJV	AH374	A320	Y180	1950	BJV	AH373	04/05-26/10	AT/MA
Tuesday									
0250	SKG	BY050B	A320	Y180	0825	GRO	BY506A	2Wkly05/05-20/10	TH
0420	HER	BY071B	A320	Y180	0825	GRO	BY506A	2Wkly12/05-27/10	TH
0955	YYZ	TS204	757-200	Y228	1055	BHX/YYZ	TS205	05/05-20/10	GS
1400	GRO	BY506B	A320	Y180	1525	PMI	BY429A	05/05-27/10	TH
1440	PMI	FUA152	737-400	Y170	1535	PMI	FUA153	05/05-20/10	FC
1835	TFS	AH378	A320	Y180	1950	TFS	AH377	05/05-27/10	AT/FC/CS
2130	PMI	BY429B	A320	Y180	2240	TFS	BY268A	05/05-27/10	TH
Wednesday									
0835	TFS	BY268B	A320	Y180	1005	MAH	BY423A	06/05-28/10	TH
1015	PFO	ECA820	A320	Y180	1115	PFO	ECA821	2Wkly13/05-21/10	TH
1610	MAH	BY423B	A320	Y180	1740	DLM	BY241A	06/05-28/10	TH
Thursday									
0325	DLM	BY241B	A320	Y180	0645	PMI	BY277A	07/05-29/10	TH
1300	ACE	AEA285	737-300	Y148	1350	ACE	AEA286	07/05-29/10	AT/FC/SW/CS
1250	PMI	BY277B	A320	Y180	1425	AGP	BY368A	07/05-29/10	TH
1315	PMI	AH396	A321	Y220	1420	GRO	AH377	07/05-29/10	AT/CS
1320	FAO	AMM1479	757-200	Y233	1420	FAO	AMM1478	07/05-29/10	FC/SW/UJ
2105	AGP	BY368B	A320	Y180	2235	ALC	BY039A	07/05-29/10	TH
Friday									
0230	GRO	AH378	A321	Y220	0620	MAH	AH391	01/05-30/10	AT/CS
0500	ALC	BY039B	A320	Y180	0630	CFU	BY089A	01/05-30/10	TH
1245	AGP	LEI5728	A321	Y220	1405	AGP	LEI5727	17/07-09/10	UJ
1300	MAH	AWD654	A320	Y180	1400	MAH	AWD655	01/05-30/10	SW/FC/UJ
1410	CFU	BY089B	A320	Y180	1540	IBZ	BY488A	01/05-30/10	TH
2030	MAH	AH392	A321	Y220	2200	IBZ	AH389	01/05-30/10	AT/CS
2200	IBZ	BY488B	A320	Y180	2330	PMI	BY397A	01/05-30/10	TH
2225	TFS	BCM335	A320	Y180	2325	TFS	BCM336	01/05-30/10	SW/UJ
2350	PMI	AEA214	737-300	Y148	0040	PMI	AEA215	01/05-30/10	AT
Saturday									
0420	IBZ	AH390	A321	Y220	0700	ALC	AH387	02/05-31/10	AT/FC/SW/CS
0535	PMI	BY397B	A320	Y180	0650	REU	BY468A	02/05-31/10	TH
1230	REU	BY468B	A320	Y180	1400	ALC	BY076A	02/05-31/10	TH
1335	ALC	AH388	A321	Y220	1445	PMI	AH385	02/05-31/10	AT/AV
1710	PMI	SPP3193	MD83	Y170	1805	PMI	SPP3194	02/05-31/10	FC
1845	PMI	AEA612	737-300	Y148	1935	PMI	AEA611	02/05-31/10	AT/SW/CS
2025	ALC	BY076B	A320	Y180	2140	IBZ	BY146A	02/05-31/10	TH
2105	PMI	AH386	A321	Y220	2230	LPA	AH383	02/05-31/10	AT
Sunday									
0040	PMI	FUA196	737-400	Y170	0140	PMI	FUA197	03/05-25/10	SW/UJ
0410	IBZ	BY146B	A320	Y180	0600	PMI	BY365A	03/05-25/10	TH
0800	LPA	AH384	A321	Y220	0910	AGP	AH381	03/05-25/10	AT/FC/CS/SW
0930	BOJ	VIM723	TU154	Y151	1030	BOJ	VIM724	24/05-04/10	BK
1100	AGP	FUA248	737-400	Y170	1200	AGP	FUA249	03/05-25/10	AV
1205	PMI	BY365B	A320	Y180	1430	ACE	BY476A	03/05-25/10	TH
1530	AGP	AH382	A321	Y220	1645	FAO	AH379	03/05-25/10	AT/CS/AV/SW
2320	FAO	AH380	A321	Y220	0035	PMI	AH395	03/05-25/10	AT
2350	ACE	BY476B	A320	Y180	-	-	-	03/05-25/10	TH

Destination Codes			Airline Codes			Tour Operator Codes		
ACE - Arrecife	DLM - Dalamani	PFO - Paphos	AEA - Air Europa	FUA - Futura	AT - Airtours	SW - Sunworld		
AGP - Malaga	FAO - Faro	PMI - Palma	AIB - Airtours	LFI - Leisure	AV - Avro	TH - Thomson		
ALC - Alicante	GRO - Geron	REU - Reus	AMM - Air 2000	SPP - Spanair	BK - Balkan	UJ - Unijet		
BHX - Birmingham	HER - Heraklion	RHO - Rhodes	AWD - Airworld	TS - Air Transat	CS - Cosmos			
BJV - Bodrum	IBZ - Ibiza	SKG - Thessaloniki	BY - Iberworld	VIM - Air Via	FC - First Choice			
BOJ - Bourgas	LPA - Las Palmas	TFS - Tenerife	BY - Britannia		GS - Globespan			
CFU - Corfu	MAH - Mahon	YYZ - Toronto	ECA - EuroCypria		MA - Manos			

Thirteenth Edition - 10/03/98



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This increase has been made possible by switching aircraft from the 180 seat Airbus A320 - the normal visitor to Leeds Bradford - to a brand new Airbus A321 which carries 220 holidaymakers each flight.

Commenting on the additional capacity, Ed Anderson the Airport Managing Director said "Every tour operator has made record advanced sales at Leeds Bradford this year and we are delighted that these forward sales have given Airtours the confidence to make this change in aircraft which in turn ensures that fewer holidaymakers will be disappointed when trying to book from their local Airport."

The additional holidays are now 'loaded' into the Airtours computers and include the peak Bank Holiday departures and are available at all the regions travel agents.

ENDS

Mr Philip Firth
Head Of Marketing & Business Development

PRESS RELEASE

RAAF ASSOCIATION MUSEUM
BULL CREEK
PERTH
WEST AUSTRALIA

The museum is situated on Bull Creek Drive and looks very impressive as you approach the gate. The site is part of a complex which houses the club premises with the mandatory bowling greens that are so much a part of Australian (wrinklies) life that no club worthy of the name is complete without them. The Museum entrance is located by the landscaped and flower bedecked roundabout, which is in turn dominated by the Gate guard in the form of a replica Spitfire.

I made my way to the entrance and realised that it was closed, the notice said "I am open" and my watch read 10.45. A gentleman came towards me, he introduced himself as Edward Williams (Ted) as he was usually called. He was the curator of the museum and he originally hailed from Wales. He offered to open up for me and show me around, but before we had finished chatting, the staff had arrived and it was time to open the shop. I offered him my entrance fee, which was \$A5, but he said he had no change yet and that I should pay on the way out.

The first exhibit was the Junkers W33 as featured in the film "**Flight to Hell**". The story of 2 German fliers who crashed at Kimberley WA and used the floats of their seaplane to sail around the coast to try to get help, they were then looked after by an Aboriginal group until after many close calls were rescued and returned to civilisation. Further along the line were Demoiselle Santos (replica) Dragonfly along with the Sopwith Camel F1, Slingsby Gull Glider and a De Havilland Moth Minor.

The Sir Norman Brierley Display was shown with the Bristol Tourer Biplane Bearing Reg **VH THT**, which started the mail service between Geraldton and Derby WA. The plane flown by Kingsford Smith was Reg No G AUDK for West Australian Airways 1921-26. In 1926 Smithy bought 2 Bristol Tourers from Brierley and formed his own airline, **KINGSFORD SMITH AERIAL SERVICES** and he flew the first passengers from Perth to Sydney in G AUDK. In 1928 he flew VVLM, the Bristol round Australia to raise funds he did 7,500 miles in 10 days 5 hrs; In 1986 Femel and Smart flew a Bristol Tourer on a re-enactment of that flight and took 11 days due to cyclone in West Australia. The Reg No was **VH UDC** (The Kingsford Smith call sign). The replica G UADK still flying today, was built from the original plans, but the fuselage is made of steel instead of the original wood.

Down the right hand side of the hall is a display of military motor cycles, including the Fold up scooter that was called a Corgi designed for paratroopers. Alongside are a collection of Shell Mobile refuelling rigs and pumps

Around the hall are displays of Australian, British, American, German and Japanese uniforms and equipment.

An Auster J5B Adventurer Reg No **VH KAV** and an Australian Wackett CA6 built by Commonwealth Aviation in West Australia Reg No **VH-ASH** are in the next bays followed by a De Havilland Tiger Moth converted to crop spraying, then the Scorpion 33 (Very light) helicopter. Out of this hanger after a look at the display of engines and at a superb Cutaway of a British Airways 747 showing the Flightdeck, controls, fuel systems and First Class, Business and Economy cabins.

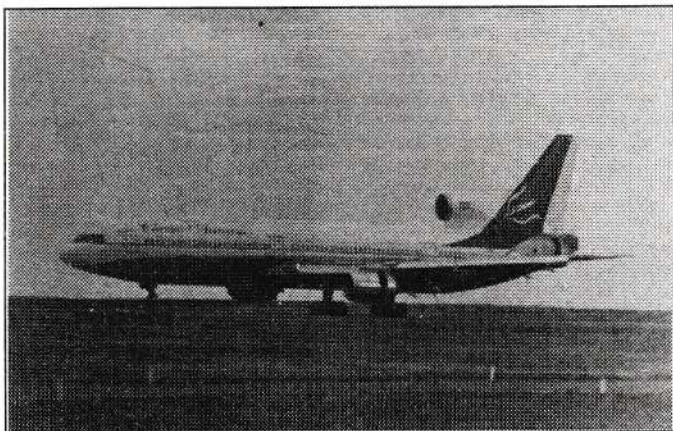
As we approach the North wing on the left is a replica of The Terrier Sandhawk Rocket, launched from North of West Australia to photograph and carry out various scientific experiments during a complete eclipse of the sun in 1974. On the right is the **NASSA Radar Surveillance Trailer** from Maryland USA.

As we enter the north wing the impressive sight of the Lancaster NX622 greets us. This aircraft is in the course of being restored and was brought from Perth International Airport by road. Before the journey of about 30kms the tyres were removed, the inner tubes were examined and found to be in perfect condition after standing with full weight on them for 40 years in temperatures ranging from min2C to max 40C. I was invited to go aboard and a very large set of ladders was produced. By this time I was joined by a couple of visitors, who came from Buckingham England, one of them had flown Lancasters in 1942 as aircrew and had brought his grandson to show what he did in the war. The bomb bays were open as were the gun turrets, as I scrambled over the spars to reach the flight deck I had to admit that the Singapore Airlines Megatop 747 that took me to Oz certainly showed a lot of improvements in the access department.

The work that was being undertaken by these enthusiasts was amazing when you consider that they have no grants or assistance from Government departments and donations and Admission charges meet all costs.

The next aircraft was De Havilland Vampire T35A A7821 RAAF. Between the Vampire and Tiger Moth was a large area with Jet and Piston Engines. Model aircraft are well displayed. Further along the line was Canberra Mk 20 A84-230 CITY of PERTH and Commonwealth Aviation CA 16 Wirraway Mk111. Reg No A65 124 represented the ubiquitous DC3. The last two aircraft in this wing were Avro Hanson VH BEL-W2121 and bring up the rear was Spitfire PK481. I then looked at my watch and realised that I had been looking at the exhibits (and chatting) for some hours. I had missed my lunch, but I promised myself a further visit. If the editor agrees I may have some more Australian visits to report.

Brian Wray





ANNUAL DINNER

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