



**AIR NEW ZEALAND B737-200  
CHRISTCHURCH, JANUARY 1999**

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**APRIL 1999**

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

**CHAIRMAN'S CHAT**

We are now at that time of the year when things begin to happen ; lighter nights, summer schedules commence.

Monday ,15th March saw fifteen members helping out with the emergency exercise at the Airport. The scenario was an airliner catching fire near the threshold of 32. The fire rig was ignited and those playing the part of the passengers sat in a coach and watched the arrival of the airport fire appliances accompanied by two West Yorkshire fire tenders. The fire was soon extinguished and the "passengers" were then transferred to the terminal by airport coaches. In the terminal departures lounge we were debriefed by the police and social workers and then we were reunited with other members playing the role of meeters and greeters.

Meanwhile, fifteen ambulances took care of the the paper casualties requiring hospitalization. All this took place under the watchful eyes of observers from the police, fire brigade, ambulance service, airport and C.A.A. officials.

Last week I received a letter of thanks from the airport, together with a donation to the society for £150. I would like to thank all members who took part and also remind members when in, or around any airport, to behave in a responsible manner and not do anything to bring the good name of our society into disrepute.

With this issue we enclose your summer timetable. This has been compiled by Harry Morrow and it returns to the old 24 hour format. Harry hopes to keep it up to date by amending information in his regular magazine column. Some members may like their timetable in the day to day format and Air Supply's timetable in this layout will be available at meetings or direct at Air Supply.

Harry Morrow has now completed arrangements for two visits, the information for which is elsewhere in this issue. Please support these visits which Harry has gone to a lot of time and trouble to organize.

Finally, that man again ( you know who ! ) has used his computer to enhance photographs for the magazine.If you have any good, clear photos please let us have them. Please put your name and address on back of all photos.

I hope to see many of you personally either "spotting" at the club or on the visits.

**MEETINGS. ( starting at 14.30)**

11th April Karl Dawson - B.M.A. Ground Operations.

2nd May t.b.a.

6th June t.b.a.

4th July BA B747 Pilot.

5th September Lifeboats

CREDITS Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker, Harry Morrow , Mark Elliot ,

# Leeds/Bradford Movements

February 1999

## 01 Monday

G-BYAP Boeing 757 DIV	0136	E1-FKF Fokker 50	0851
G-BVKB Boeing 737 500	0927	G-MAJM Jetstream 41	0933
G-MAJA Jetstream 41	0944	G-GNTI SAAB 340	0946
G-BLZT Short 360	0953	OO-DJK Avro 146 RJ85	0956
G-UKSC BAe 146 300	1001	EI-CWV Boeing 737	1015
G-BTHY JetRanger	1059	G-BWOM Citation II	1133
G-BVTE Fokker 70	1136	EC-GHD Boeing 737 300	1236
G-BVKB Boeing 737 500	1238	G-JEAG Friendship	1241
G-BCKV Cessna FRA150L	1248	G-BRPU B76 Duchess	1305
G-MAJA Jetstream 41	1356	G-BWOM Citation II	1359
G-GNTI SAAB 340	1427	PH-BYA B58 Baron	1431
G-UKFH Fokker 100	1438	G-BVKD Boeing 737 500	1454
OO-DJP Avro 146 RJ85	1500	G-JEAG Friendship	1529
G-MAJA Jetstream 41	1655	G-MAJM Jetstream 41	1722
G-GNTI SAAB 340	1726	EI-FKD Fokker 50	1731
G-BLZT Short 360	1817	G-BVZI Boeing 737 500	1823
G-JEAG Friendship	1826	G-BYAP Boeing 757	1838
NB6Y King Air 200	1904	OO-DJN Avro 146 RJ85	1907
G-UKFJ Fokker 100	1951	G-MAJM Jetstream 41	2000
EI-CKQ Boeing 737	2011	G-GNTI SAAB 340	2032
G-MAJA Jetstream 41	2035	G-BVTE Fokker 70	2115
G-JEAG Friendship	2124	G-BVZI Boeing 737 500	2148
G-OOAC Airbus 320	2222	OO-DWF Avro 146 RJ100	2225

## 02 Tuesday

EI-FKD Fokker 50	0842	G-BVZI Boeing 737 500	0911
G-MAJM Jetstream 41	0919	G-JEAG Friendship	0933
G-ATBI A23 Musketeer	0934	G-GNTI SAAB 340	0950
G-BLZT Short 360	0953	OO-DJQ Avro 146 RJ85	0957
G-BSNS BAe 146 sns	0959	EI-CKS Boeing 737	1007
F-GKLT PA-28 Archer II	1024	G-BVTE Fokker 70	1107
G-GNTH SAAB 340	1154	G-EMAX PA-31 Navajo	1232
G-BVZI Boeing 737 500	1236	G-UKFJ Fokker 100	1427
G-BLZT Short 360	1437	OO-DJS Avro 146 RJ85	1447
G-OBMX Boeing 737 500	1456	NLZNM Citation I	1530
G-JEAG Friendship	1535	N9STX Citation VII	1557
N42BG5 Gulfstream IV	1630	N9214Z PA-46 Malibu	1705
G-MAJM Jetstream 41	1710	G-GNTH SAAB 340	1714
EI-FKE Fokker 50	1719	G-MAJA Jetstream 41	1811
G-BVZE Boeing 737 500	1821	G-JEAG Friendship	1827
G-BLZT Short 360	1829	G-OOAC Airbus 320	1912
OO-DJR Avro 146 RJ85	1918	EI-COA Boeing 737	1958
G-MAJM Jetstream 41	2002	G-UKFJ Fokker 100	2006
G-BVTE Fokker 70	2026	G-GNTH SAAB 340	2030
G-JEAG Friendship	2123	G-BVZE Boeing 737 500	2128
G-BYAW Boeing 757	2150	OO-DJN Avro 146 RJ85	2226

03	Wednesday				
	G-MAJB Jetstream 41	0700	N739CX Citation X	0844	
	EI-FKD Fokker 50	0848	G-BVZE Boeing 737 500	0927	
	G-MAJM Jetstream 41	0931	G-JEAG Friendship	0934	
	G-GNTH SAAB 340	0948	OO-DJV Avro 146 RJ85	0952	
	G-BLZT Short 360	0956	G-UKSC BAe 146 300	1007	
	EI-CKS Boeing 737	1010	G-MAJB Jetstream 41	1031	
	G-BVTE Fokker 70	1100	D-CGAS Citation II	1133	
	VP-CPR Cessna 421C	1141	G-BVZE Boeing 737 500	1234	
	G-MAJB Jetstream 41	1355	G-BLZT Short 360	1416	
	G-SIXC Douglas DC-6A	1419	G-UKFJ Fokker 100	1430	
	G-OBMR Boeing 737 500	1454	G-JEAG Friendship	1500	
	OO-DJZ Avro 146 RJ85	1510	N739CX Citation X	1612	
	G-MAJB Jetstream 41	1708	G-MAJM Jetstream 41	1718	
	G-GNTH SAAB 340	1728	EI-FKE Fokker 50	1735	
	G-BYAW Boeing 757	1743	G-BVKD Boeing 737 500	1822	
	G-BLZT Short 360	1831	G-JEAG Friendship	1834	
	OO-DJZ Avro 146 RJ85	1905	G-UKFJ Fokker 100	1953	
	G-GJET Lear Jet 35A	1958	G-MAJM Jetstream 41	2006	
	EI-CNV Boeing 737	2009	G-MAJB Jetstream 41	2032	
	G-BVTE Fokker 70	2052	G-IFTE BAe 125 700B	2104	
	G-BVKD Boeing 737 500	2137			
04	Thursday				
	G-OOAC Airbus 320	0712	EI-FKA Fokker 50	0850	
	G-BVKD Boeing 737 500	1000	OO-DJL Avro 146 RJ85	1007	
	G-UKAG BAe 146 300	1015	EI-CJG Boeing 737	1022	
	G-BFLH PA-34 Seneca	1044	G-BYAF Boeing 757	1206	
	G-OBMR Boeing 737 500	1329	G-MAJB Jetstream 41	1403	
	G-UKFJ Fokker 100	1431	G-BLPS ATR-42	1502	
	G-BBCA JetRanger	1529	G-BYAW Boeing 757	1559	
	N220SC PA-31T Cheyenne	1617	G-MAJM Jetstream 41	1711	
	EI-FKE Fokker 50	1746	G-OBMR Boeing 737 500	1825	
	OO-DJZ Avro 146 RJ85	1926	G-UKFJ Fokker 100	1956	
	EI-CKP Boeing 737	2010	G-OOAC Airbus 320	2040	
	G-BVTE Fokker 70	2049			
05	Friday				
	G-OBMX Boeing 737 500	0610	G-GNTI SAAB 340	0801	
	G-RMCT Short 360	0819	EI-FKA Fokker 50	0848	
	G-MAJM Jetstream 41	0927	G-OBMX Boeing 737 500	0930	
	OO-DJP Avro 146 RJ85	1002	EI-CNV Boeing 737	1022	
	G-RMCT Short 360	1110	G-BVTE Fokker 70	1118	
	G-GNTI SAAB 340	1145	LX-LGG Boeing 737 400	1158	
	G-UKRC BAe 146 300	1210	G-JEAX BAe 146 200	1255	
	G-OBMX Boeing 737 500	1311	G-MAJD Jetstream 41	1400	
	G-BVTE Fokker 70	1416	G-BVZI Boeing 737 500	1449	
	OO-DJN Avro 146 RJ85	1455	G-BYAP Boeing 757	1500	
	G-JEAG Friendship	1514	G-BIYO PA-31 Navajo	1519	
	G-UKFJ Fokker 100	1526	G-RMCT Short 360	1534	
	G-MAJM Jetstream 41	1706	G-MAJD Jetstream 41	1710	
	G-GNTI SAAB 340	1730	EI-FKC Fokker 50	1731	
	G-BLZT Short 360	1813	G-JEAG Friendship	1817	
	G-BVZI Boeing 737 500	1835	OO-DJT Avro 146 RJ85	1944	
	EI-CKP Boeing 737	1959	G-UKFJ Fokker 100	2024	
	G-MAJM Jetstream 41	1035	G-GNTI SAAB 340	2038	
	G-BVTE Fokker 70	2059	G-JEAG Friendship	2123	
	G-BVZI Boeing 737 500	2213	OO-DJR Avro 146 RJ85	2242	

06 Saturday				
G-BYAP Boeing 757	0244	G-BLZI Short 360	0250	
G-DOAE Airbus 321	0508	EI-FKC Fokker 50	0843	
G-BVZI Boeing 737 500	0926	G-UKFJ Fokker 100	1000	
OO-DJK Avro 146 RJ85	1006	N63537 Falcon 50	1010	1151
EI-CNV Boeing 737	1014	G-BODU SF25 Falke	1133	
G-BHGP TB-10 Tabago	1137	G-BVTE Fokker 70	1144	
G-BVZI Boeing 737 500	1238	N61422 PA-31 Navajo	1314	1613
G-MCEA Boeing 757	1432	G-UKFJ Fokker 100	1438	
G-SACK Robin R.2160	1702	EI-FKD Fokker 50	1718	
G-JEAH Friendship	1818	G-BVZI Boeing 737 500	1827	
G-UKFJ Fokker 100	1949			
07 Sunday				
EI-CNV Boeing 737	0902	G-BVZI Boeing 737 500	0926	
G-MOAC F33A Bonanza	1051	G-UKFJ Fokker 100	1054	
G-BVZI Boeing 737 500	1235	OE-LFK Fokker 70	1341	
G-BNOH PA-28 Warrior II	1412	G-MAJB Jetstream 41	1446	
OO-DWB Avro 146 RJ100	1449	G-JEAH Friendship	1456	
G-TMDP Airbus 320	1459	G-UKFJ Fokker 100	1623	
G-BRVI Robinson R-22B	1627	G-GNTI SAAB 340	1652	
G-MAJB Jetstream 41	1707	EI-FKE Fokker 50	1726	
G-JEAH Friendship	1809	G-BVZH Boeing 737 500	1832	
OO-DWF Avro 146 RJ100	2003	EI-CKS Boeing 737	2008	
G-GNTI SAAB 340	2021	G-BVTE Fokker 70	2036	
G-BYAM Boeing 757	2045	G-MAJB Jetstream 41	2109	
G-JEAH Friendship	2114	G-MAJD Jetstream 41	2119	
N93TX Citation VII	2131	G-BVZH Boeing 737 500	2140	
G-UKFJ Fokker 100	2300			
08 Monday				
OO-DJR Avro 146 RJ85	0003	N459LJ Lear Jet 45	0805	
EI-FKB Fokker 50	0907	OE-FMS Citation I	0917	0955
G-BVZH Boeing 737 500	0920	G-JEAH Friendship	0929	
G-MAJD Jetstream 41	0931	G-MAJB Jetstream 41	0938	
G-GNTI SAAB 340	0941	EI-CNV Boeing 737	1023	
G-BVTE Fokker 70	1124	G-BSNS BAe 146 300	1135	
G-SFHR PA-23 Aztec	1223	EC-FKI Boeing 737 300	1225	
G-BVZH Boeing 737 500	1235	OO-DJL Avro 146 RJ85	1250	
G-MAJB Jetstream 41	1347	G-GNTI SAAB 340	1414	
G-BVKC Boeing 737 500	1452	G-JEAH Friendship	1454	
G-MIDZ Airbus 320	1605	G-ORFH ATR-42	1609	
G-DEXY King Air E90	1616	G-MAJB Jetstream 41	1701	
G-UKFJ Fokker 100	1708	G-GNTI SAAB 340	1719	
EI-FKC Fokker 50	1730	G-MAJD Jetstream 41	1734	
G-BVJB Fokker 100	1739	G-JEAH Friendship	1809	
G-BYAM Boeing 757	1824	G-BVKC Boeing 737 500	1827	
G-ORFH ATR-42	1852	OO-DJS Avro 146 RJ85	1924	
G-HNRY Citation VI	2006	EI-CJE Boeing 737	2015	
G-GNTI SAAB 340	2018	G-MAJD Jetstream 41	2022	
OO-DJZ Avro 146 RJ85	2037	G-JEAH Friendship	2112	
G-MAJB Jetstream 41	2120	G-UKFJ Fokker 100	2137	
G-BVKC Boeing 737 500	2144	G-MIDZ Airbus 320	2149	
OO-DJW Avro 146 RJ85	2232	G-DASI Short 360	2304	
09 Tuesday				
G-OOAA Airbus 320	0640	EI-FKC Fokker 50	0859	
G-MAJB Jetstream 41	0921	G-BVKC Boeing 737 500	0925	
G-GNTI SAAB 340	0935	G-JEAH Friendship	0946	
G-DASI Short 360	0951	G-MAJD Jetstream 41	0955	

OO-DJO Avro 146 RJ85	1001	G-HERB PA-28R Arrow III	1001
EI-CJD Boeing 737	1011	G-BCKV Cessna FRA150L	1026
G-BRPU B76 Duchess	1054	G-BVJB Fokker 100	1118
G-UKAC BAe 146 300	1154	G-BVKC Boeing 737 500	1231
G-ODLY Cessna 310J	1245	G-MAJD Jetstream 41	1354
OO-DJH Avro 146 RJ85	1457	G-JEAH Friendship	1459
G-BVZG Boeing 737 500	1504	G-UKFJ Fokker 100	1534
G-BKTY TB-10 Tobago	1601	G-DEXY King Air E90	1612
G-MAJD Jetstream 41	1701	G-GNTI SAAB 340	1715
EI-FKE Fokker 50	1734	G-JEAH Friendship	1813
G-BVZG Boeing 737 500	1822	G-DASI Short 360	1834
G-OOAA Airbus 320	1847	OO-DJK Avro 1146 RJ85	1913
EI-CJE Boeing 737	2001	G-UKFJ Fokker 100	2004
G-MAJD Jetstream 41	2008	G-GNTI SAAB 340	2015
G-MAJB Jetstream 41	2058	G-BVJB Fokker 100	2104
G-JEAH Friendship	2108	G-BVZG Boeing 737 500	2141
OO-DJP Avro 146 RJ85	2328		
10 Wednesday			
G-BYAM Boeing 757	0342	EI-FKE Fokker 50	0905
G-BVZG Boeing 737 500	0918	F-GKIR Citation I	0921 1513
G-MAJB Jetstream 41	0927	G-JEAH Friendship	0929
G-GNTI SAAB 340	0932	G-MAJD Jetstream 41	0938
G-DASI Short 360	0942	OO-DJW Avro 146 RJ85	1004
EI-CJE Boeing 737	1019	G-UKHP BAe 146 300	1040
G-BVJB Fokker 100	1100	VP-CPR Cessna 421C	1117
G-BVZG Boeing 737 500	1239	G-SFHR PA-23 Aztec	1318
G-MAJD Jetstream 41	1404	G-HNRY Citation VI	1444
G-OBMM Boeing 737 400	1456	G-BXMA King Air 200	1501
G-JEAE Friendship	1505	G-UKFJ Fokker 100	1519
D-CCAY Lear Jet 35A	1524	G-BBCA JetRanger	1630
G-MAJD Jetstream 41	1703	G-GNTI SAAB 340	1717
G-MAJB Jetstream 41	1722	EI-FKF Fokker 50	1741
G-BYAM Boeing 757	1759	G-JEAE Friendship	1822
G-DASI Short 360	1828	G-OBMX Boeing 737 500	1840
OO-DJN Avro 146 RJ85	1915	EI-CKP Boeing 737	2007
G-UKFJ Fokker 100	2010	G-GNTI SAAB 340	2018
G-MAJD Jetstream 41	2028	N65GH King Air C90	2042
G-BVJB Fokker 100	2048	G-MAJB Jetstream 41	2103
G-OOAA Airbus 320	2112	G-JEAE Friendship	2115
OO-DJY Avro 146 RJ85	2355		
11 Thursday			
G-BRPU B76 Duchess	0823	EI-FKF Fokker 50	0853
G-OBMX Boeing 737 500	0925	G-MAJB Jetstream 41	0930
G-JEAE Friendship	0932	G-GNTI SAAB 340	0935
G-MAJD Jetstream 41	0939	G-DASI Short 360	0951
G-BSNR BAe 146 300	1003	OO-DJV Avro 146 RJ85	1012
N459LJ Lear Jet 45	1018	EI-CKQ Boeing 737	1025
G-BVOB Friendship	1032	N367DM BAe 125	1045
G-BVJB Fokker 100	1106	G-OBMX Boeing 737 500	1242
G-BYAM Boeing 757	1335	G-MAJD Jetstream 41	1412
G-BVOB Friendship	1426	G-UKFJ Fokker 100	1452
OO-DJY Avro 146 RJ85	1454	G-JEAH Friendship	1506
G-BVKC Boeing 737 500	1520	G-MAJD Jetstream 41	1702
G-MAJB Jetstream 41	1706	G-OOAA Airbus 320	1712
G-GJET Lear Jet 35A	1716	EI-FKE Fokker 50	1742
N109TW Agusta 109	1816 1901	G-GNTI SAAB 340	1822
G-BVKC Boeing 737 500	1826	G-JEAH Friendship	1837

G-DASI Short 360	1847	00-DJL Avro 146 RJ85	1921
G-MAJB Jetstream 41	2004	EI-CKP Boeing 737	2005
G-UKFJ Fokker 100	2011	G-MAJD Jetstream 41	2027
G-GNTI SAAB 340	2032	G-BVJB Fokker 100	2043
G-JEAH Friendship	2132	G-BVKC Boeing 737 500	2143
G-BYAM Boeing 757	2223	00-DWE Avro 146 RJ100	2230
12 Friday			
EI-FKE Fokker 50	0851	G-BVKC Boeing 737 500	0915
G-MAJD Jetstream 41	0918	G-JEAH Friendship	0937
G-GNTI SAAB 340	0939	G-MAJB Jetstream 41	0948
G-DASI Short 360	0951	00-DJX Avro 146 RJ85	0954
G-UKHP BAe 146 300	1003	EI-CJC Boeing 737	1022
N146GA Cessna 425	1055	N561DA Citation II	1058
G-BVJB Fokker 100	1100	G-SFHR PA-23 Aztec	1102
EC-GZD Airbus 320	1217	G-ROUT Robinson R-22B	1226
VP-OPR Cessna 421C	1229	G-BVKC Boeing 737 500	1244
G-EMMS PA-38 Tomahawk	1259	G-BYAM Boeing 757	1323
G-MAJB Jetstream 41	1358	G-GNTI SAAB 340	1437
G-UKFJ Fokker 100	1445	G-BVKC Boeing 737 500	1458
G-JEAH Friendship	1507	00-DJD Avro 146 RJ85	1541
G-RMCT Short 360	1545	G-BKCC PA-28 Archer	1548
G-PEAK JetRanger	1559	G-MAJE Jetstream 41	1704
G-MAJB Jetstream 41	1712	G-GJET Lear Jet 35A	1729
EI-FKA Fokker 50	1732	G-GNTI SAAB 340	1738
G-BVKD Boeing 737 500	1824	G-JEAH Friendship	1839
00-DJS Avro 146 RJ85	1930	G-RMCT Short 360	1933
G-UKFJ Fokker 100	1949	EI-CNW Boeing 737	2003
G-MAJE Jetstream 41	2015	G-GNTI SAAB 340	2025
G-MAJB Jetstream 41	2029	G-JEAH Friendship	2137
G-BVKD Boeing 737 500	2144	00-DJT Avro 146 RJ85	2222
13 Saturday			
G-BYAM Boeing 757	0255	EI-FKA Fokker 50	0934
00-DJN Avro 146 RJ85	1005	EI-CKP Boeing 737	1016
G-UKFJ Fokker 100	1140	G-BVJB Fokker 100	1150
G-BVKA Boeing 737 500	1301	G-MCEA Boeing 757	1445
G-UKFJ Fokker 100	1511	EI-FKE Fokker 50	1727
DE-LFJ Fokker 70	1804	G-OBMX Boeing 737 500	1834
G-JEAH Friendship	1907	G-UKFJ Fokker 100	2001
14 Sunday			
EI-CNZ Boeing 737	0905	G-OBMX Boeing 737 500	0911
EC-GRX Boeing 737 400	1006	G-UKFJ Fokker 100	1017
G-OBMX Boeing 737 500	1243	G-UKFJ Fokker 100	1424
G-JEAH Friendship	1456	00-DJS Avro 146 RJ85	1458
G-DJAR Airbus 320	1512	G-BYAG Boeing 757	1633
G-GNTI SAAB 340	1656	G-MAJB Jetstream 41	1715
G-BFME PA-23 Aztec	1726	EI-FKB Fokker 50	1753
G-JEAH Friendship	1811	G-OBMX Boeing 737 500	1830
00-DWI Avro 146 RJ100	1909	EI-CJC Boeing 737	1958
G-UKFJ Fokker 100	2014	G-GNTI SAAB 340	2016
G-MAJB Jetstream 41	2020	G-BVJB Fokker 100	2048
G-JEAH Friendship	2113	G-MAJF Jetstream 41	2137
G-OBMX Boeing 737 500	2147	00-DJP Avro 146 RJ85	2235
G-RVRD PA-23 Aztec	2358		
15 Monday			
EI-FKD Fokker 50	0851	G-MAJF Jetstream 41	0927
G-JEAH Friendship	0933	G-GNTI SAAB 340	0941
G-BWDM Citation II	0944	G-RMCT Short 360	0947

G-MAJB Jetstream 41	0953	OO-DJZ Avro 146 RJ85	1000
G-OBMX Boeing 737 500	1007	G-LVIP Cessna 421C	1020
EI-CKQ Boeing 737	1022	G-SJAB Twin Comanche	1100
EC-GNU Boeing 737 300	1238	G-BVJ Boeing 737 500	1259
G-MAJB Jetstream 41	1257	G-BVJB Fokker 100	1403
G-GNTI SAAB 340	1431	OO-DJP Avro 146 RJ85	1454
G-JEAB Friendship	1457	G-BVKD Boeing 737 500	1506
G-MAJB Jetstream 41	1704	G-MAJF Jetstream 41	1708
G-GNTI SAAB 340	1724	EI-FKF Fokker 50	1727
G-BVKD Boeing 737 500	1819	G-JEAB Friendship	1826
G-UKFM Fokker 100	1829	G-BYAG Boeing 757	1833
G-RMCT Short 360	1838	G-BFWE PA-23 Aztec	1902
OO-DJV Avro 146 RJ85	1908	G-MAJF Jetstream 41	2001
EI-DOA Boeing 737	2004	G-GNTI SAAB 340	2031
G-MAJB Jetstream 41	2122	G-BVKD Boeing 737 500	2139
G-JEAB Friendship	2141	EI-DWN Cessna 421C	2147
G-UKFM Fokker 100	2222	G-BVJB Fokker 100	2225
OO-DJO Avro 146 RJ85	2228		
16 Tuesday			
G-OOAC Airbus 320	0545	G-BWDM Citation II	0818
EI-FKF Fokker 50	0843	G-JEAB Friendship	0920
G-MAJB Jetstream 41	0926	G-BVKD Boeing 737 500	0930
G-RMCT Short 360	0945	N459LJ Lear Jet 45	0956
G-GNTI SAAB 340	1002	EI-COX Boeing 737	1006
G-BSNR BAe 146 300	1010	G-MAJF Jetstream 41	1022
OO-DJT Avro 146 RJ85	1031	G-BVJB Fokker 100	1120
G-ZAPI Citation I	1237	G-BVKD Boeing 737 500	1241
G-MAJF Jetstream 41	1353	G-OBMX Boeing 737 500	1449
OO-DJO Avro 146 RJ85	1452	G-JEAB Friendship	1458
G-UKFM Fokker 100	1543	G-MAJF Jetstream 41	1701
G-MAJB Jetstream 41	1714	EI-FKD Fokker 50	1732
G-JEAB Friendship	1809	G-GNTI SAAB 340	1822
G-RMCT Short 360	1829	G-BVZI Boeing 737 500	1843
G-OOAC Airbus 320	1901	OO-DJW Avro 146 RJ85	1926
EI-CKQ Boeing 737	2008	G-BVJB Fokker 100	2041
G-GNTI SAAB 340	2106	G-UKFM Fokker 100	2114
G-MAJF Jetstream 41	2117	G-JEAB Friendship	2119
G-BYAG Boeing 757	2151	G-BVZI Boeing 737 500	2248
OO-DJO Avro 146 RJ85	2252		
17 Wednesday			
G-UKLL Airbus 320	0722	EI-FKC Fokker 50	0858
G-BVZI Boeing 737 500	0923	G-JEAB Friendship	0926
G-MAJF Jetstream 41	0931	G-MAJB Jetstream 41	0934
G-GNTI SAAB 340	0936	G-NIOS PA-32R Saratoga	0945
G-RMCT Short 360	0947	OO-DJR Avro 146 RJ85	1009
EI-COX Boeing 737	1011	G-BSNR BAe 146 300	1021
G-BVJB Fokker 100	1109	G-BVZI Boeing 737 500	1240
G-BRPU B76 Duchess	1253	VP-CCT King Air C90	1344
G-MAJF Jetstream 41	1354	OO-DJX Avro 146 RJ85	1457
G-JEAB Friendship	1500	G-OBMX Boeing 737 500	1506
G-UKFM Fokker 100	1541	G-MAJF Jetstream 41	1706
G-MAJB Jetstream 41	1712	EI-FKF Fokker 50	1738
G-BYAG Boeing 757	1754	G-GNTI SAAB 340	1812
G-OBMX Boeing 737 500	1825	G-JEAB Friendship	1828
OO-DJY Avro 146 RJ85	1944	G-MAJB Jetstream 41	2008
EI-CKS Boeing 737	2012	G-UKFM Fokker 100	2020
G-MAJF Jetstream 41	2033	G-BVJB Fokker 100	2049



G-RMCT Short 360	2059	G-OOAC Airbus 320	2104
G-JEAB Friendship	2119	G-GNTI SAAB 340	2123
G-OBMX Boeing 737 500	2143	G-UKLL Airbus 320	2154
OO-DJK Avro 146 RJ85	2225		
18 Thursday			
EI-FKD Fokker 50	0843	G-OBMX Boeing 737 500	0917
G-MAJB Jetstream 41	0928	G-JEAB Friendship	0934
G-MAJF Jetstream 41	0937	G-RMCT Short 360	0949
G-GNTI SAAB 340	0953	G-BSNS BAe 146 300	0957
OO-DJL Avro 146 RJ85	1010	EI-CKD Boeing 737	1024
G-BVJB Fokker 100	1058	VP-CAT Citation I	1105
G-OBMX Boeing 737 500	1240	G-BYAG Boeing 757	1328
G-MAJF Jetstream 41	1356	G-UKFM Fokker 100	1419
OO-DJQ Avro 146 RJ85	1449	G-OBMR Boeing 737 500	1459
G-JEAB Friendship	1502	G-RMCT Short 360	1511
G-EPAR Robinson R-22B	1627	G-OOAC Airbus 320	1706
G-MAJA Jetstream 41	1710	EI-FKC Fokker 50	1735
G-GNTI SAAB 340	1741	G-MAJF Jetstream 41	1810
G-JEAB Friendship	1819	G-OBMR Boeing 737 500	1834
G-RMCT Short 360	1838	OO-DJS Avro 146 RJ85	1915
G-UKFL Fokker 100	1953	G-MAJA Jetstream 41	2007
EI-CJE Boeing 737	2010	G-BVJB Fokker 100	2042
G-GNTI SAAB 340	2044	G-MAJF Jetstream 41	2122
G-JEAB Friendship	2125	G-BVKD Boeing 737 500	2149
G-BYAG Boeing 757	2209	VP-CSC Citation V	2215
OO-DJZ Avro 146 RJ85	2236		
19 Friday			
EI-FKA Fokker 50	0846	G-MAJA Jetstream 41	0921
G-BVKD Boeing 737 500	0923	G-CITY PA-31 Navajo	0935
G-MAJF Jetstream 41	0942	G-JEAB Friendship	0947
G-BSNR BAe 146 300	1011	OO-DJW Avro 146 RJ85	1016
EI-CMV Boeing 737	1018	G-RMCT Short 360	1025
G-BVJB Fokker 100	1106	G-OOCA Boeing 757	1122
G-BYBX T67M Firefly	1151	G-BVKD Boeing 737 500	1257
G-BYAG Boeing 757	1304	G-MAJF Jetstream 41	1359
G-GNTI SAAB 340	1437	OO-DJK Avro 146 RJ85	1455
G-UKFD Fokker 100	1458	G-BVZI Boeing 737 500	1501
G-JEAB Friendship	1504	G-RMCT Short 360	1518
G-MAJF Jetstream 41	1701	G-MAJA Jetstream 41	1708
G-GNTI SAAB 340	1726	EI-FKC Fokker 50	1729
G-BVZI Boeing 737 500	1822	G-RMCT Short 360	1830
ZG993 Islander AL.1	1844	G-BPHL PA-28 Warrior II	1912
OO-DWC Avro 146 RJ100	1944	G-MAJA Jetstream 41	2002
G-UKFD Fokker 100	2005	EI-CKS Boeing 737	2008
G-MAJF Jetstream 41	2024	G-GNTI SAAB 340	2027
G-JEAB Friendship	2030	G-BVJB Fokker 100	2101
G-BVZI Boeing 737 500	2146	G-OOCA Boeing 757	2229
OO-DJW Avro 146 RJ85	2233		
20 Saturday			
G-BYAG Boeing 757	0101	G-OOAC Airbus 320	0432
EI-FKC Fokker 50	0844	G-BVZI Boeing 737 500	0925
OO-DJQ Avro 146 RJ85	1002	EI-CJD Boeing 737	1005
G-UKFD Fokker 100	1026	G-BVJB Fokker 100	1139
G-BMLM B58 Baron	1143	G-BPZM PA-28R Arrow IV	1155
G-BVZI Boeing 737 500	1254	G-UKFK Fokker 100	1427
G-PIDS Boeing 757	1430	G-BBNJ Cessna F150L	1450
OE-GSC Falcon 10	1549 1800	EI-FKE Fokker 50	1723

G-BHJN Fournier RF-4D	1738	OE-LFI Fokker 70	1829
G-BVZI Boeing 737 500	1837	G-BTFF Cessna T310R	1859
G-UKFB Fokker 100	1956	G-JEAF Friendship	2112
21 Sunday			
EI-CNV Boeing 737	0906	G-BVZI Boeing 737 500	0932
G-UKFB Fokker 100	0958	EC-GUG Boeing 737 400	2008
ZG993 Islander AL.1	1014	G-GNTB SAAB 340	1232
G-BVZI Boeing 737 500	1258	G-MAJB Jetstream 41	1357
N145DF Citation I	1406	G-UKFB Fokker 100	1431
OO-DJZ Avro 146 RJ85	1454	G-JEAF Friendship	1501
G-DJAR Airbus 320	1523	ZG993 Islander AL.1	1621 1645
G-MAJB Jetstream 41	1714	G-GNTB SAAB 340	1717
EI-FKE Fokker 50	1729	G-JEAF Friendship	1821
G-OBMZ Boeing 737 500	1832	OO-DWE Avro 146 RJ100	1918
EI-CCA Boeing 737	2009	G-UKFB Fokker 100	2017
G-MAJB Jetstream 41	2035	G-GNTB SAAB 340	2045
OO-DJT Avro 146 RJ85	2253		
22 Monday			
G-OBMZ Boeing 737 500	0018	G-BVTE Fokker 70	0711
G-BYAR Boeing 757	0800	EI-FKA Fokker 50	0849
G-MAJF Jetstream 41	0942	G-MAJB Jetstream 41	1005
G-OBMZ Boeing 737 500	1011	EI-CJI Boeing 737	1015
OO-DJS Avro 146 RJ85	1020	G-FMCT Short 360	1021
G-GNTB SAAB 340	1029	G-UKFF Fokker 100	1054
G-BVTE Fokker 70	1122	G-JEAF BAe 146 200	1208
G-BULH Cessna 172N	1212	EC-FJZ Boeing 737 300	1233
G-OBMZ Boeing 737 500	1332	G-MAJB Jetstream 41	1406
G-GNTB SAAB 340	1433	G-BLZT Short 360	1503
OO-DJR Avro 146 RJ85	1510	G-BVZE Boeing 737 500	1533
G-JEAF Friendship	1538	G-OBHD Short 360	1544
G-UKFB Fokker 100	1618	G-MAJF Jetstream 41	1656
G-MAJB Jetstream 41	1700	G-GNTB SAAB 340	1729
EI-FKB Fokker 50	1736	G-TMDP Airbus 320	1808
G-BVZE Boeing 737 500	1832	G-BLZT Short 360	1848
G-BYAR Boeing 757	1914	OO-DWD Avro 146 RJ100	1921
EI-CJD Boeing 737	1956	G-MAJF Jetstream 41	2003
G-MAJB Jetstream 41	2021	G-GNTB SAAB 340	2026
G-UKFB Fokker 100	2055	G-BVTE Fokker 70	2106
G-JEAF Friendship	2115	G-BVZE Boeing 737 500	2159
G-ODAA Airbus 320	2204	OO-DJV Avro 146 RJ85	2247
23 Tuesday			
EI-FKB Fokker 50	0851	N459LJ Lear Jet 45	0903
G-MAJF Jetstream 41	0920	G-JEAF Friendship	0923
G-MAJB Jetstream 41	0928	G-GNTB SAAB 340	0940
G-BLZT Short 360	0954	G-BVZE Boeing 737 500	0959
EI-CNV Boeing 737	1003	G-CLOS PA-34 Seneca	1011
OO-DJP Avro 146 RJ85	1013	G-ZAPK BAe 146 2000C	1039
HB-VIC Citation I	1042	G-JTCA PA-23 Aztec	1136
G-BVTE Fokker 70	1209	G-TYNE TB-20 Trinidad	1211
G-BVZE Boeing 737 500	1314	G-MAJB Jetstream 41	1358
G-JTCA PA-23 Aztec	1450	OO-DJV Avro 146 RJ85	1452
G-JEAF Friendship	1500	G-SOUL Cessna 310R	1511
G-BVKA Boeing 737 500	1513	G-UKFB Fokker 100	1517
D-IAAD Cessna F406	1535	G-BOZD AA5B Tiger	1552
N69516 Cessna 340	1614	G-MAJB Jetstream 41	1708
G-MAJF Jetstream 41	1710	EI-FKC Fokker 50	1722
G-BUKA Metro III DIV	1733 2157	G-JEAF Friendship	1815

G-BVKA	Boeing 737 500	1837	G-BLZT	Short 360	1840
G-OAAA	Airbus 320	1843	G-GNTB	SAAB 340	1846
OO-DWD	Avro 146 RJ100	1919	EI-DOA	Boeing 737	1957
G-MAJF	Jetstream 41	2002	G-UKFB	Fokker 100	2007
G-NOSE	Cessna 402B	2011	G-MAJB	Jetstream 41	2026
G-BVTE	Fokker 70	2048	G-JEAF	Friendship	2116
G-GNTB	SAAB 340	2152	G-BVKA	Boeing 737 500	2157
OO-DJY	Avro 146 RJ85	2220	G-BYAM	Boeing 757	2343
24 Wednesday					
EI-FKC	Fokker 50	0909	G-MAJF	Jetstream 41	0914
G-MAJB	Jetstream 41	0929	G-GNTB	SAAB 340	0948
G-BLZT	Short 360	0953	G-BSNR	BAe 146 300	0958
G-BVKA	Boeing 737 500	1007	OO-DJL	Avro 146 RJ85	1035
EI-CJE	Boeing 737	1043	VP-CPR	Cessna 421C	1112
G-BVTE	Fokker 70	1125	G-BULH	Cessna 172N	1237
G-BVKA	Boeing 737 500	1251	G-MAJB	Jetstream 41	1357
G-BRPU	B76 Duchess	1429	G-UKFJ	Fokker 100	1446
OO-DJP	Avro 146 RJ85	1450	G-JEAF	Friendship	1501
G-BVZI	Boeing 737 500	1521	G-BSDD	Cessna 152	1524
G-LUNIT	P68 Victor	1534	G-MAJF	Jetstream 41	1653
G-MAJB	Jetstream 41	1704	G-GNTB	SAAB 340	1724
EI-FKB	Fokker 50	1740	G-BYAM	Boeing 757	1750
G-JEAF	Friendship	1824	G-BLZT	Short 360	1830
G-BGYT	Bandeirante	1833	G-BVZI	Boeing 737	1842
OO-DJV	Avro 146 RJ85	1911	G-UKFE	Fokker 100	1959
EI-CJD	Boeing 737	2002	G-MAJF	Jetstream 41	2005
G-BVTE	Fokker 70	2026	G-MAJB	Jetstream 41	2029
G-OAAA	Airbus 320	2042	G-JEAF	Friendship	2122
G-GNTB	SAAB 340	2125	G-BVZI	Boeing 737 500	2151
OO-DJQ	Avro 146 RJ85	2224	D-INUS	Cessna F406	2233
25 Thursday					
G-BUKA	Metro III	0133	EI-FKE	Fokker 50	0847
G-SOUL	Cessna 310R	0913	PH-VMP	King Air 200	0917
G-MAJF	Jetstream 41	0924	G-GNTB	SAAB 340	0948
G-MAJB	Jetstream 41	0952	N220SC	PA-31T Cheyenne	0958
G-BVZI	Boeing 737 500	0959	G-BLZT	Short 360	1002
G-BUHC	BAe 146 300	1007	EI-DOA	Boeing 737	1011
G-BODY	Cessna 310R	1020	G-WYPA	MBB 105DBS/4	1026
OO-DJT	Avro 146 RJ85	1030	G-BOLM	PA-34 Seneca	1044
G-BVTE	Fokker 70	1140	G-JEAU	BAe 146 100	1213
G-BVZI	Boeing 737 500	1316	G-BYAM	Boeing 757	1333
G-MAJB	Jetstream 41	1402	G-BLZT	Short 360	1424
G-UKFE	Fokker 100	1447	OO-DWH	Avro 146 RJ100	1457
G-BVKC	Boeing 737 500	1500	G-JEAF	Friendship	1506
G-BPHL	PA-28 Warrior II	1532	G-MAJB	Jetstream 41	1703
G-OAAA	Airbus 320	1714	G-MAJF	Jetstream 41	1718
EI-FKC	Fokker 50	1726	G-GNTB	SAAB 340	1731
G-TABS	Bandeirante	1816	G-JEAF	Friendship	1820
G-BVKC	Boeing 737 500	1831	G-BLZT	Short 360	1833
G-WARV	PA-28 Warrior 3	1920	OO-DJV	Avro 146 RJ85	1941
G-MAJF	Jetstream 41	2004	EI-CKQ	Boeing 737	2006
G-GNTB	SAAB 340	2026	G-UKFI	Fokker 100	2031
G-MAJB	Jetstream 41	2034	G-BVTE	Fokker 70	2045
G-JEAF	Friendship	2111	G-BVKC	Boeing 737 500	2201
G-BYAM	Boeing 757	2215	OO-DJX	Avro 146 RJ85	2228

## 26 Friday

G-BUKA Metro III	0124	0331	EI-FKC Fokker 50	0849
G-UNIT P68 Victor	0902		G-JEAE Friendship	0930
G-MAJF Jetstream 41	0938		G-GNTB SAAB 340	0940
G-BVKC Boeing 737 500	0944		G-SOUL Cessna 310R	0950
G-MAJB Jetstream 41	0952		G-BLZT Short 360	0954
G-BSNR BAE 146 300	1001		EI-CNV Boeing 737	1015
OO-DJR Avro 146 RJ85	1018		G-BVTE Fokker 70	1104
EC-GLT Airbus 320	1202		HA-ACL Dornier 28D-2	1248
G-BYAM Boeing 757	1252		G-BVKC Boeing 737 500	1254
N459LJ Lear Jet 45	1321		G-MAJF Jetstream 41	1355
G-GNTB SAAB 340	1415		OO-DJQ Avro 146 RJ85	1454
G-RMCT Short 360	1456		G-UKFI Fokker 100	1504
G-OCAA HS 125 700B	1509		G-JEAE Friendship	1511
G-OBMZ Boeing 737 500	1516		VP-CPR Cessna 421C	1617
G-MAJF Jetstream 41	1706		G-MAJB Jetstream 41	1715
G-GNTB SAAB 340	1737		EI-FKA Fokker 50	1739
G-JEAE Friendship	1822		G-OBMZ Boeing 737 500	1839
OO-DJO Avro 146 RJ85	1911		G-UKFI Fokker 100	1956
G-MAJB Jetstream 41	2001		EI-CKR Boeing 737	2014
G-BVTE Fokker 70	2036		G-MAJF Jetstream 41	2043
G-KBAC Short 360	2108		G-GNTA SAAB 340	2113
G-JEAE Friendship	2130		G-OBMZ Boeing 737 500	2155
OO-DJR Avro 146 RJ85	2228			

## 27 Saturday

G-BYAM Boeing 757	0004		G-OCAA Airbus 320	0358
G-ROUT Robinson R-22B	0806		EI-FKA Fokker 50	0838
G-OBMZ Boeing 737 500	0913		N220SC PA-31T Cheyenne	0945
G-UKFL Fokker 100	0959		EI-CNV Boeing 737	1008
OO-DJS Avro 146 RJ85	1011		N228CX TBM 700	1015 1538
G-BPMF PA-28 Warrior	1049		G-AYEF PA-28 Cherokee	1122
G-BVTE Fokker 70	1156		G-OBMZ Boeing 737 500	1242
G-BPMF PA-28 Warrior	1340		G-BOWD Cessna R182RG	1353
G-OCDB Citation II	1408		G-UKFL Fokker 100	1452
G-PIDS Boeing 757	1502		EI-FKB Fokker 50	1727
OE-LFL Fokker 70	1804		G-JEAE Friendship	1808
G-OBMZ Boeing 737 500	1824		G-UKFG Fokker 100	1943

## 28 Sunday

G-BPPM King Air 200	0214		G-BBGB PA-23 Aztec	0235
G-TOYZ JetRanger	0718		EI-CKR Boeing 737	0859
G-OBMZ Boeing 737 500	0937		G-UKFG Fokker 100	1004
EC-GRX Boeing 737 400	1011		G-BGNV GA7 Cougar	1033
G-HPSE Rockwell 114	1137		G-OBMZ Boeing 737 500	1245
ZA105 Sea King HAR.3	1338		G-UKFG Fokker 100	1446
G-RDVE Airbus 320	1449		OO-DJQ Avro 146 RJ85	1453
G-JEAE Friendship	1458		N220SC PA-31T Cheyenne	1536 0716(03)
G-BYAO Boeing 757	1630		D-EDKP V.35 Bonanza	1646 1745
G-GNTA SAAB 340	1719		EI-FKF Fokker 50	1722
G-MAJF Jetstream 41	1725		G-OBMZ Boeing 737 500	1823
G-MAJH Jetstream 41	1827		G-JEAE Friendship	1830
G-UKFG Fokker 100	2000		G-MAJF Jetstream 41	2021
EI-CJI Boeing 737	2026		G-GNTA SAAB 340	2028
G-BVTE Fokker 70	2035		G-JEAE Friendship	2117
G-OBMZ Boeing 737 500	2152		OO-DJZ Avro 146 RJ85	2226

## From & To

01) PH-BYA/Groningen;N86Y/Kidlington: 02) F-GKLT/Le Touquet;N12NM/Gamston;N93TX /Stuttgart;N4280S/Luton;N9214Z/Eindhoven: 03) N739CX/Farnboro-Groningen and return;D-CGAS/Stadtlohn;VP-CPR/Guernsey: 04) N220SC/Nottingham: 06) N63537/F & T Dublin;N61422/Elstree;N93TX/Keflavik: 08) N459LJ/Jersey;DE-FMS/Salzburg-Belfast City: 10) F-GKIR/Le Bourget;VP-CPR/Guernsey;D-CCAY/Alicante;N65GH/Aberdeen: 11) N459LJ/Gatwick;N367DM/Luton;N109TW/F & T Oxford: 12) N146GA/Edinburgh;N561DA /Luton;VP-CPR/Antwerp: 15) EI-DWN/Rotterdam: 16) N459LJ/Luton: 18) VP-CAT/Luton; VP-CSC/Faro: 19) ZG993/Farnboro: 20) DE-GSC/Palma-Innsbruck: 21) N145DF/Luton; ZG993/Belfast-Dishforth and return: 23) N459LJ/Jersey;D-IAAD/Mannheim;N69516/ Biggin Hill;HB-VIC/Rotterdam: 24) VP-CPR/Guernsey;D-INUS/Koeln: 25) PH-VMP/ Lelystad;N220SC/Guernsey: 26) HA-ACL/Hibaldstow;N459LJ/Nurnburg;VP-CPR/ Bournemouth: 27) N220SC/Coventry;N228CX/Southend: 28) ZA105/Hebden Bridge; N220SC/Coventry;D-EDKP/F & T Osnabruck:

## Overshoots

01) XX500/CWL71: 02) XX496/CWL69;G-BXLY;ZF416/LOP48: 03) ZF492/LOP46: 05) ZF160/ LOP48;ZF135/LOP60: 06) XX709/UAX97;G-BRPU: 07) G-SFHR: 08) G-BNJM;XW909/Army545: 10) XX491/CWL67;XZ674/Army501;XX500/CWL63;XX200/LEE98: 11) XX492/CWL77;G-BRGN; ZF341/LOP27: 12) ZF288/LOP27: 16) ZF294/LOP37: 18) XX265/LEE99: 19) G-BSSE: 23) XX498/CWL71: 24) XX494/CWL08: 25) ZF413/LOP60;ZF348/LOP41;XX491/CWL64;ZF293/ LOP60(again): 26) G-BRPU;G-BWSY: 27) G-AZFI:

## LBA Movements review, February 1999

Starting the month off on the 1st was the KLM training school Beech 58 PH-BYA as "KLM 7902" from Groningen whilst the Oxford based King Air 200 N86Y arrived from its home. The French PA-28 Archer F-GKLT came from Le Touquet on the 2nd and the Malibu N9214Z was from Eindhoven, joining them were three biz-jets, Citation N12NM is Gamston based, Citation VII N93TX of Textron came from Stuttgart and Executive Jet International's Gulfstream IV N4280S was from Luton. Cessna 421C VP-CPR made its first visit of the month on the 1st, it was back on the 10th, 12th, 24th and on the 26th. Also noted on the 3rd were the Citation X N739CX and Citation II D-CGAS which arrived as "GZA431" from Stadtlohn.

Cheyenne, N220SC based in Guernsey visited on the 4th and was noted again on the 25th, 27th and 28th, it now appears on the tower log with the call sign "JIM 01" instead of the usual "Sark 01". Falcon 50 N63537 on the 6th was from & to Dublin and the Navajo N61422 was from Elstree whilst the Citation VII N93TX made another visit, this time from Keflavik. Another of our regulars is the Lear Jet 45 N459LJ which lives in Jersey from where it arrived on the 8th as "Stealth 2", it also visited on the 11th, 16th, 23rd and 26th each time calling "Stealth" and a number. From Salzburg to Belfast City on the 8th was the Citation I DE-FMS which is based at Innsbruck.

Citation I F-GKIR came from Le Bourget as "Darta1118" on the 10th and the same day saw Lear Jet 35A D-CCAY from Alicante as "Taurus 422" and the King Air C-90 N65GH from Aberdeen. Oxford based Agusta A.109C N109TW was from & to its home on the 11th and the HS 125 N367DM was from Luton. On the 12th Cessna Citation Excel N561DA arrived from Luton but it is said to be based at Milan/Linate with Delta Aerotaxi SRL and joining it was the Edinburgh based Cessna 425 N146GA. Arriving from Rotterdam on the 15th was the Cessna 421C EI-DWN of Dawn Meats. Two Cayman

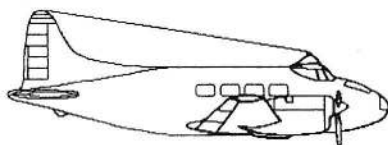
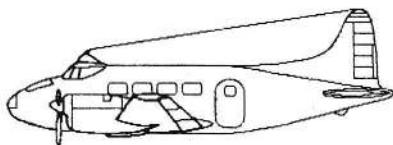
Islands registered Citations on the 18th were VP-CAT from Luton and the Stadium City Citation V VP-CSC which was calling "Stadium 02" when it arrived from Faro for a night stop.

The Tyrolean Jet Service's Falcon 10 DE-GSC was from Palma to Innsbruck on the 20th and the Citation I N145DF of Star Aviation was from Luton on the 21st. From Mannheim as "AZE 031" on the 23rd was the Cessna F406 D-IAAD of Cosmos Air doing a freight charter and also noted was the Cessna 340 N69516 from Biggin and the Citation I HB-VIC from Rotterdam. Another German Cessna F406 on the 24th was the Flugdienst Fehlhaber D-INUS from Koln as "FFG 463". King Air 200 PH-VMP of Pon Holdings was from Lelystad on the 25th and the Dornier 28D HA-AQL on the 26th was from Hibaldstow. The TB700 N228CX on the 27th came from Southend where it is reported to be based whilst the V-tailed V35 Bonanza D-EDKP on the 28th was from and to Osnabruck.

Military has been very sparse this month, Islander ZG993 was "Army 452" on the 19th when it was from Farnboro. On the 21st ZG993 was "Army 351" from Aldergrove to Dishforth and return. Finally on the 28th Sea King HAR.3 ZA105 was "SRG 128" arriving from Hebden Bridge.

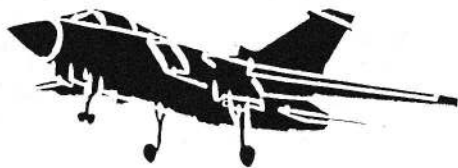
A few notes on other things. Air Europa substituted the Boeing 737 400 LX-LGG as "AEA225" from Tenerife on the 5th. Jersey European used a BAe 146 on the Belfast flight JEA733" on the 5th and 25th, they were respectively G-JEAX and G-JEAU. The KLM-UK morning Amsterdam flight is now being operated by a BAe 146. On the 8th a brand new British Midland Airbus 320, G-MIDZ, positioned in from Bristol/Filton as "Midland 9794" and then operated the afternoon Paris flight. Noted crew training on the 11th as "Rapex 3T" and "Rapex 002T" was the BAC Express Friendship G-BVOB from Edinburgh and Tees-side. Positioning in early in the morning of the 17th as "Jetset840P" to do a charter to Prague was the Leisure International Airbus A320 G-UKLL. Operating the KLM-UK Amsterdam flight on the 23rd as "UK 13E" the BAe146 G-ZAPK of Titan Airways. Also on the 23rd the Air Atlantique Metroliner G-BUKA came in as "Atlantic182" on a full emergency with the failure of both generators causing a non-radio approach. Engineers arrived from Coventry to affect repairs in the Cessna 402 G-NDSE as "Atlantic 4E". Slingsby's newest T67M, G-BYBX, arrived from Kirkbymoorside on the 19th to be checked out by YLA.

Finally on the resident scene Cessna 310 N6834L is still here but does not seem to have flown this year, Dauphin N365EL seems to have departed as does the Arrow NB3196. The new Eurocopter G-BXXV has not yet arrived and the pilot of Citation VP-CCV is reported to be away on a conversion course in the USA to the Citation X which is due soon. We are reliably informed that a Boeing 747 is to be based here at the LBA in the near future, in fact it may have already arrived when you read this. The report says that it will be doing freight charters out of LHR and other places but will be kept here. Hmm!!!



# Military News

Eric Martin.



## JOINT HELICOPTER COMMAND

As envisaged by the Strategic Defence Review, the Joint Helicopter Command will become operational in October. It will provide a joint command structure for helicopters from all three services and Royal Navy, Army and RAF air crews, engineers and aircraft will be interchangeable.

The tabloids suggested that the Command will consist of three sections: Prowlers (Pumas), Destroyers (Apaches) and Workhorses (Chinooks). A reasonably convenient summary, albeit somewhat trite, but the notion that the Command will be in 'sections' is a misunderstanding of the concept, which is that the helicopters will operate as a combined force. The organisation will operate in a manner similar to the World War II Combined Operations. The force will consist of the Navy's commando helicopters, all operational Army helicopters and RAF support helicopters. The Army is somewhat suspicious of the whole set-up - they see it as a move by the RAF to 'take back' all helicopters. The post of Commander was open to officers from all three services but, as expected, an RAF officer was appointed: Air Vice-Marshal David Niven, whose headquarters will be at Wilton. The Command will include 12000 service personnel and 350 helicopters, including those from the RAF Stations at Odiham, Benson and Aldergrove.

Credits: Lesley Kilbey  
Daily Mail  
RAF News

## WORLD'S TOP TEN DEFENCE COMPANIES

Following my note about the merger of British Aerospace and Marconi, I have been doing some further research and calculations. The top ten are:

	(figures in £billions)
Boeing (US)	29.4
Lockheed Martin (US)	17.01
New British Aerospace (UK)	12.4
Raytheon (US)	8.28
Aerospatiale (France)	5.69
Northrop Grumman (US)	5.54
Finmeccanica (Italy)	5.52
Dasa (Germany)	5.15
Thomson CSF (France)	3.8
Dassault Aviation (France)	2.12

If Boeing and Lockheed Martin merged, they would almost equal all of the rest put together and if Boeing combined with any one of the smaller US groups, it would almost equal *all* of the European groups combined. Work out your own permutations and combinations!

Credits: Lesley Kilbey  
Daily Mail  
Financial Times

## RAF MUSIC SERVICES



If, like me, you are a fan of military band music, you will be interested to learn that RAF Music Services are to be reduced to three bands: the Bands of the RAF Regiment and the RAF College will be based at Cranwell and the Central Band of the RAF will be based at Uxbridge, its spiritual home, as the original RAF Depot.

Credit: RAF News

Please send any items for inclusion on this page to:  
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# Military Matters

Eric Martin.



## ARMY AIR CORPS UNITS, BASES AND AIRCRAFT

*The WAH-64D Longbow Apache attack helicopters are due for delivery in 2000. Most of them will serve with two regiments at Wattisham and one at Dishforth, so we should be seeing some of these fearsome beasts in about a year's time. The remainder will be based at Middle Wallop for training use. I am planning a full article on the Apache.*

Unit	Base	Aircraft	Notes
1 Regiment	Gutersloh	Gazelle AH1 Lynx AH7	651, 652 & 661 Squadrons
2 Regiment	Middle Wallop	Gazelle AH1 Lynx AH7 & AH9 Islander AL1 Squirrel HT 1/2	660, 670 & 671 Squadrons and Army Fixed Wing Flt
3 Regiment	Wattisham	Gazelle AH1 Lynx AH7 & AH9	653, 662 & 663 Squadrons
4 Regiment	Wattisham	Gazelle AH1 Lynx AH7 & AH9	654, 659 & 669 Squadrons
5 Regiment	Aldergrove Ballykelly	Gazelle AH1 Lynx AH7 Islander AL1	655 & 665 Squadrons and 1 Flt.
7 Regiment (Volunteers)	Netheravon	Gazelle AH1	658 & 666 Squadrons and 3 & 6 Flts
9 Regiment	Dishforth	Gazelle AH1 Lynx AH7	656, 657 & 664 Squadrons
667 Squadron	Middle Wallop	Gazelle AH1 Lynx AH7	Army Air Corps development and trials unit
3 Flight (Volunteers)	Leuchars	Gazelle AH1	Supports Territorial Army
6 Flight (Volunteers)	Shawbury	Gazelle AH1	Supports Territorial Army
7 Flight	Brunei	Bell 212	
8 Flight	Hereford	Augusta A109A Gazelle AH1	
12 Flight	Bruggen	Gazelle AH1	
16 Flight	Cyprus	Gazelle AH1	
25 Flight	Belize	Gazelle AH1 Lynx AH7	
AAC Flight	Suffield	Gazelle AH1	Supports British Army training in Canada
AFW Flight	Middle Wallop	Islander AL1	Army Fixed Wing Flight
AACHF	Middle Wallop	See below	Army Air Corps Historical Flight



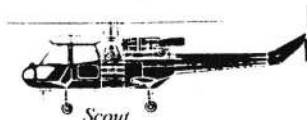
Gazelle

### Army Air Corps Historical Flight:

Alouette II    Auster AOP9    Beaver AL1    Chipmunk T10    Scout AH1    Sioux AH1    Skeeter AOP12



Beaver



Scout

Credit: UK Air Arms (Mach III)



# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD NEWS

The CAA have released their latest stats, covering November 1998. While most of this detail was published two months ago in AYCAN, courtesy of a nicely detailed press release from the airport, it is still nice to record the full details.

The monthly figures relate to November 1998 v November 1997, whilst cumulative figures relate to the 12 months December '97 to November '98 v December '96 to November '97. The domestic flight information only covers the 10 months to October 1998 v the 10 months of 1997 to October. Once again grateful thanks for this information are due to Marcus Mitchell.

Destination	November 1998		12 Month to Nov '98	
Domestic	34,743	-2%	441,863	-6%
Brussels	6,407	+51%	70,011	+43%
Paris	4,137	+96%	45,244	+66%
Dusseldorf	-	N/A	82	-86%
Corfu	-	N/A	8,591	+67%
Salonika	-	N/A	2,876	-68%
Dublin	15,369	+15%	187,273	+6%
Amsterdam	11,660	+11%	131,065	+43%
Faro	-	N/A	22,063	+25%
Alicante	7,269	+38%	62,534	+22%
Gerona	-	N/A	18,279	-8%
Ibiza	179	-2%	28,479	0%
Mahon	-	N/A	28,818	+52%
Malaga	5,288	+32%	51,871	+15%
Palma	3,392	+17%	109,524	+10%
Reus	-	N/A	8,860	-19%
Arrecife	2,912	N/A	31,147	N/A
Las Palmas	3,971	+44%	39,827	+40%
Tenerife	5,579	+21%	62,600	+38%
Malta	-	N/A	5,391	-9%
Transit/Other	3,479	+60%	46,580	+71%
<b>Total</b>	<b>104,205</b>	<b>+18%</b>	<b>1,402,978</b>	<b>+13%</b>

Destination	October 1998	
Heathrow	162,018	+1%
Gatwick	10,932	-74%
Aberdeen	18,753	+8%
Belfast City	70,535	-4%
Edinburgh	14,752	-12%
Glasgow	27,291	+6%

Guernsey	3,571	+16%
Isle of Man	10,328	-25%
Jersey	23,321	-12%
Southampton	16,699	+52%
Other	17,022	+7%
<b>Total</b>	<b>375,222</b>	<b>-8%</b>

A mixed bag of results on the domestic routes. Heathrow is managing to show a small increase, despite British Midland's new operation over at Manchester. The Leeds to Heathrow service outperformed the Teesside to Heathrow service by 3000 passengers in October.

Other routes doing well are British Regional's Southampton and Aberdeen services, whilst British Midland's Glasgow route is also performing nicely. I wonder if we will see equipment upgrading to EMB-145's on these routes?

Performing not so well are flights to Belfast, Jersey and Edinburgh. A final thought, if the Gatwick figures are removed from both years, then there is only 100 passengers difference between 1998 and 1997 year to date figures.

The airport has issued a press release, regarding January 1999 passenger figures. 82,264 passengers travelled through the terminal, an increase of 2,360 on last year. This equates to a 3% increase. By comparison January 1998 v January 1997 showed an increase of 28%.

The only other details given are that KLMuk increased passengers on their Amsterdam service by 5.9% (which equates to around 10,200 pax for the month). British Midland generated 18.4% more passengers on their Glasgow service. Inclusive Tours were up by 7.2%.

January is usually the quietest month of the year and therefore it is unwise to use this performance as a barometer for the rest of the year. However it is worth considering that to achieve an annual throughput of 1.5 million passengers in 1999, a year on year increase of 8% is needed. We await February's results with anticipation !!!

The details about the much rumoured visit of a Boeing 747 freighter for crew training are becoming a little clearer now. The aircraft will be operated by a new airline called Air Freight Express. The colour scheme is reported to be an all white fuselage with a rainbow coloured cheatline, with red airline titles. The aircraft will be registered G-GAFX and is an ex EL-Al example. Latest report's suggest the aircraft will be LBA based for a week in April or May for crew training, with a certain Captain Webster, who many of you will remember for Captaining the 1<sup>st</sup> B.A. '747 into LBA.

**Airtours** are reported to be basing a Canadian registered A.320 at Leeds this summer. Reports state that two Skyservice A.320's will be operating flights from U.K. One will be Leeds based and one Teeside based. The two aircraft involved will be C-GTDA and C-GTDB. The former Canadian regular C-GTDC will not be coming to U.K. this year.

**Ryanair** appear to be increasing their summer schedule to Leeds, at the expense of Manchester LBA has gained an extra weekday flight, bringing the total of flights up to 3 per day. The exact time of the extra flight is unclear but the very latest report, is that it will operate at 1440. However details are changing almost daily as we close for press !!

One '737 to look out for is EI-CON which now sports Hertz rent a car colours.

Ryanair should also have received their first Boeing 737-800 by the time you read this, so if you hear a quite Ryanair, you know why !! The airline has a total of 24 Srs 800's on order. 4 are expected this year, followed by 5 a year for the next four years. "Reggies" are EI-CSA to J, EI-CSM to T, EI-CSV to Z, and EI-CTA and B.

## AIRPORT NEWS

**Amsterdam Schiphol** has given Dutch Government to abandon its restriction of 44 million passengers a year, and will be allowed up to 600,000 aircraft movements annually by 2010.

**Humberside** Speculation is that one of the bidders for ownership of Humberside is Manchester Airport.

**Manchester** opening of the new runway has been reportedly delayed, due to wet weather causing earth problems. The latest reported opening date is now July 2000.

## AIRLINE NEWS

**The Belgium Air Force** is to replace its three H.S. 748's and five Merlin III's by a single type. The Dornier 328 is said to be the front runner, but the Dash 8 and Fokker 50 are also being evaluated.

**Emerald** the airline which tried to "write off" Leeds United last year, have announced they are to cease passenger operations. This came into effect on March 26<sup>th</sup>, when they pulled off their only scheduled service between their Liverpool base and the Isle of Man. The airline will now concentrate on freight only operations with its fleet of H.S. 748's.

**Go** have announced more routes from Stansted to Spain, and Portugal. Malaga and Faro services commenced on March 29<sup>th</sup>. Bilbao commences 20<sup>th</sup> May and Madrid 1<sup>st</sup> July.

**Scandinavian Airlines System** grounded all their remaining DC-9's on 25<sup>th</sup> February. The reason was they forgot to do some maintenance on the planes wings !! S.A.S. were very sorry about the incident, but assured the press, that it had nothing to do with the safety of the aircraft. All were back in service by February 27<sup>th</sup>.

**Virgin** is to rebrand its image, incorporating the Union Flag. The new image will be unveiled in September. Richard Branson commented "There is a re-design, but we will not shoot ourselves in the foot like B.A. did. It is a huge investment and a totally new look. We will be flying the flag, and the changes, both to the outside and inside of the aircraft will be more subtle and more classy than anything B.A. has done".

Virgin is also looking to operate a non-stop between Birmingham and New York. B.A. pulled off this route at the end of last summer, claiming the route had run up debts of £18 million.

## AIRCRAFT NEWS

The last airworthy Handley Page Herald was due to be retired on the 31<sup>st</sup> March. The aircraft, G-BEYF is operated by Channel Express and is the worlds last flying example. The aircraft has most recently been operating a Bournemouth to Guernsey daily mail and newspaper run, returning with fruit and flowers. The aircraft's duties will be in future operated by a Friendship.

Boeing are listing the following as highlights of 1998.

3000<sup>th</sup> Boeing 737 classic delivered Boeing 757-300 rolled out in May

Total '737's on order and delivered exceed 4000

Boeing 717-200 makes first flight in September

1<sup>st</sup> Boeing Business Jet delivered in November

Boeing delivered a total of 563 jet airliners in 1998. The 1999 plan is to deliver 620. A remarkable figure when you consider the 1997 figure was 375.

## OTHER NEWS

The American FAA plans to scrutinise security procedures at 78 U.S. airports over the coming months the wake of preliminary checks at five airports. Federal agents got through security doors 46 times at four airports, walked on the apron and boarded 51 airliners unchallenged.

E-Mail [D.Wooler@LBIA.freeserve.co.uk](mailto:D.Wooler@LBIA.freeserve.co.uk)

**CREDITS** ABN, Aircraft Illustrated, Civil Spotters and LBA Spotters E-mail sites (and all their contributors), Marcus Mitchell, Harry Morrow, Pete Smith,

### U F O's Reported over Leeds - *Revisited !*

Along with the current proliferation of media coverage on UFO's, alien visitations etc., BBC Close Up North ran another programme on the 29th January, this was almost the anniversary when strange lights were seen over Leeds around 6 pm, on 2nd of February 1998.

Graham Birdsall of the Ilkley UFO society introduced a feature on the local event, numerous witnesses, and video clips were shown, with no explanation being apparent. Andy Rackham was again seen in the radar room at LBA, he re-stated that they had run through the tapes, and no related blips had been identified.

For anyone who missed the April 98 magazine, an extract read as follows:-  
"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."

A few thoughts now arise, are microlights technically permitted to fly after dark, if not was the event a spoof by characters who would wish to remain anonymous. Alternatively shortly after the event there was an attempt to fly round the world, was the person concerned trying out some lighting with a colleague, conceivably he could encounter darkness on such an event, even if not planned, maybe they did book in at the likes of Rufforth.

Andy Rackham has confirmed that LBA radar would pick up microlights at low level over Leeds, so why was nothing seen? The most plausible explanation is that the SAS were out and about, as they do have some. What better way to evaluate new anti reflective paint, or stealth tin wear than prove they could fly in close proximity to LBA and remain undetected.

Finally, I did ring Graham Birdsall, the female who answered the phone said he was far too busy preparing the magazine to be disturbed, an explanation of the lights was not important enough to disturb him, and would not give a message. Hence the last question - staff efficiency level, or commercial interest in selling more UFO magazines?

David Tennant

# New Zealand for Christmas 1998-99

Monday December 14th and British Midland Boeing 737 500 G-BVKC lifts off runway 32 at 1016 bound for Heathrow where it lands at 1116, yes I'm heading south once again for New Zealand. At Heathrow I transfer to the Air New Zealand Boeing 747 400 ZK-NBU and I am airborne at 1459 heading for the first stop which is at Los Angeles International. The first leg takes 10hrs 25mins and I arrive at LAX

at 1724 local time in the dark, after three hours in the transit lounge whilst we are refueled and cleaned (the aircraft that is!) its off again at 2028 local for the trans Pacific flight to Auckland which takes exactly 12hrs and which gets me down at 0528 local time on December 16th. I now have to collect my baggage from the carousel, clear customs and immigration and transfer to the domestic terminal to catch the flight to Christchurch. This is my first and only glitch as I find I have been booked on a flight which goes via Wellington instead of going direct to CHC. However, I think to myself, its another airport to see and I will be able to see a few aircraft in daylight. The Air New Zealand Boeing 737 200 waiting on the apron to go to Wellington turns out to be ZK-NQC which is the only 200QC Air NZ have, after a flight of 57mins we negotiate the infamous crosswind landing at Wellington and park up. At this point the captain declares the aircraft u/s and we are disembarked for an indefinite delay which shortly turns into a cancelled flight. Lots of rushing around by ground staff finally gets us all booked onto a different Boeing 737 200 bound for Christchurch, during this time I manage to do my first bit of spotting. Air New Zealand Boeing 737's visible are ZK-NAA/ZK-NAV ZK-NAW and ZK-NAY, Ansett NZ BAe 146's are ZK-NZH and ZK-NZM there is an NZ Link Metroliner ZK-NSV a Rex Aviation Bandit ZK-REX, a Cessna 208 ZK-PDM of Soundsair and Aztec ZK-FHO. The 737 ZK-NAY turns out to be the one to carry me down to CHC which it does in 37mins.

Christchurch has changed somewhat since my last visit, it now has a domestic and an international terminal. Since I have a few hours to wait for my connection I can take a look around. A quick trip outside and along the front of the terminal and I find Convair 580 ZK-KFU tail-less and wfu parked with the F-27 ZK-NAO also wfu. Nearby are two USN Hercules of the Operation Deep Freeze they are 30491 and one which appears to be 2094. Taxiing in is the F-27 VH-NLS which is based in NZ for pleasure flights and which has arrived from Hokitika although I didn't know this at the time. Among the usual mix of Air NZ Boeing 737's, 747's and 767's are Mount Cook Line ATR-72's, Ansett NZ BAe 146's and DHC-8's and the Metroliners of

Places mentioned in the text



NZ link. An all white Bandit with the windows painted over was ZK-TZM which must have been used for freight. The only foreigners of note were the Qantas B747-400 VH-OJM and the Korean Air B747-400 HL-7482. Finally onto the Metroliner ZK-NSZ and the 25 minute flight over the Southern Alps to Hokitika, a total flying time of 25hrs and 24mins.

This was not to be a spotting holiday so at Hoki I just had time to loq the B58 Baron ZK-WLV before being whisked away by my sister to her house a mile from the airport. During my three week stay I did manage to get up to the airport on more than one occasion but one hangar remained firmly locked the whole time, however I logged most of the residents. The Hokitika Aero Club uses three NZ built Bantam B.22 Microlight's for training, these were ZK-JEV/TKM and VFR. Private residents include PA-38 ZK-ESG, PA-28 ZK-FPJ, Cessna 180 ZK-BJY, PA-18A ZK-BTI, Robinson R-22 ZK-HWA, JetRanger ZK-HSG, Solar Wings Pegasus ZK-OAE and Team Hi-Max ZK-FXF. There were a number of visitors logged and the Metroliner visited three times a day on the schedule from CHC. The highlight at Hoki turned up on January 1st, we had our new years day lunch and my niece Susan said lets go for a walk, so off we set for the small supermarket half a mile away. There was me, sis, Susan and her boyfriend and their four kids, the brother in law decided to stay home. At the supermarket I waited outside in the sunshine, with a screech of brakes the brother in law was suddenly there to say that the airport manager, Jim, had phoned to say that there was a Devon just landing to refuel. A quick trip home for the camera bag and we were at the airport in five minutes where I got some lovely photo's of ZK-CBK as it sat in the sun in front of the pumps, then down to the side of the runway for a take-off shot which came out magnificently. (Sorry Jim!)

We did visit a couple of other airfields but only saw Cessna 172 ZK-DHS and the DC3 ZK-AMS of Pionair Airways at Westport and Cessna 172's ZK-FMP/JCI Cessna 177 ZK-DIH and PA-38 ZK-JFE at Greymouth. A visit to the Ferrymead Historic Park over at Christchurch meant a hair raising trip through the Arthurs Pass from the western side of South Island to the eastern side. Ferrymead is a re-creation of a whole Edwardian New Zealand township complete with railway and tram systems plus homes and shops and various other buildings, it also contains a transport museum and what it calls an "Aeronautical display". The only complete aircraft was an ex USN LC-47 Dakota in terrible condition with the serial 17221/JDM. In a separate hangar was what was referred to as the "Aeronautical Workshop", it was literally packed solid with lots of dismantled aircraft most of which appeared to be wrecks. Work was being done on a Hudson bomber NZ2035/AE503 and a Vampire consisting of bits from NZ5753 and NZ5775, Mosquito fuselage NZ2328 was waiting restoration before being joined with the wings of HR339, Harvard NZ1058 was in one piece but was stored under covers, the front end of Bristol 170 ZK-CRK is awaiting rebuild for display. There are a number of civil aircraft in pieces all of which will eventually be rebuilt, among them were PA-23 Apache ZK-BLO, a Piper PA-25 Pawnee ZK-BZK (which was cancelled as long ago as 1974) and the Transavia PL-12 Airtruck ZK-DMX. There were also parts of the fuselage of RNZAF Sunderland NZ4112 which will be put on display some day. Altogether a bit disappointing for aircraft but very interesting otherwise.

Finally it was time to depart, Metroliner ZK-NSV operated the 25min flight out of Hoki on January 4th to Christchurch where the only thing of interest was the Air Chathams Convair 580 ZK-CIB and the Devon ZK-CBK again. A direct flight from CHC to Auckland on Boeing 737 200 ZK-NAY, again, took just 1hour 1min, here I was met by my friend Mike Condon who works in Air New Zealand's traffic department there at AKL. I had very little time before my flight but Mike took me around some of the hangar areas before dropping me at the International Departures. Among the

aircraft of interest were two Convair 580's ZK-PTA/KPL, a Twin Otter C-GKBO, B737 300 DQ-FJD of Air Pacific, Boeing 767 YJ-AV18 of Air Vanuatu and the Devon ZK-CBK again! Off to board the Boeing 747 400 and it turned out to be ZK-NBU again, the flight back to LAX was quicker this time only 11hrs 13mins and then we were once again on the apron parked next to Asiana Boeing 747 400 HL-7414, also noted from the aircraft window were Mexicana Boeing 727 XA-HOX, Air Canada Boeing 767 C-GAUU Vasp MD-11 PP-SPD, Varig Boeing 747 PP-VOC, JAL Boeing 747's JA8076/8078, All Nipon Boeing 747 400 JA8094 and Air NZ Boeing 747's ZK-NBS/NZV plus lots of Yanks. Off Los Angeles at 1326 local the flight to Heathrow took 9hrs 36mins and the final lap to the LBA on Boeing 737 300 G-OJTW took only 33mins. A final grand total of 48hrs and 12mins flying time in seven different aircraft of three basic types. I discovered that the locals at Hokitika are planning a display and a De Havilland fly-in for the 50th anniversary of the opening of the airport in December 2001, I am saving up already!

DATE		TIME GMT	TIME LOCAL	TIME FLYING
14 Dec 98	I.BA† G-BVVC	1016		
	LHR†	1116		1.00
	LHR† ZK-NBU	1459		
15 Dec 98	LAX†	0124	(1724.14 Dec 98)	10.25
	LAX†	0428	(2028.14 Dec 98)	
	AKL†	1628	(0528)	12.00
	AKL† ZK-NQC	1838	(0738)	
	WLG†	1935	(0835)	.57
	WLG† ZK-NAY	2120	(1020.16 Dec 98)	
	CHC†	2157	(1057.16 Dec 98)	.37
16 Dec 98	CHC† ZK-NSZ	0316	(1616)	
	HKK†	0341	(1641)	.25
				25.24 OUT
04 Jan 99	HKK† ZK-NSV	2112	(1012.05 Jan 99)	
	CHC†	2137	(1037.05 Jan 99)	.25
05 Jan 99	CHC† ZK-NAY	0335	(1638)	
	AKL†	0439	(1739)	1.01
	AKL† ZK-NBU	0708	(2008)	
	LAX†	1821	(1021)	11.13
	LAX†	2126	(1326)	
06 Jan 99	LHR†	0702		9.36
	LHR† G-OJTW	1451		
	LBA†	1524		.33
				22.48 BACK
				48.12 TOTAL

### Aircraft Types

G-BVVC Boeing 737 500  
 ZK-NBU Boeing 747 400  
 ZK-NQC Boeing 737 219C  
 ZK-NSZ SA-227AC Metro  
 ZK-NSV SA-227AC Metro  
 ZK-NAY Boeing 737 219  
 G-OJTW Boeing 737 36N

### Airfield Decode

AKL = Auckland  
 CHC = Christchurch  
 HKK = Hokitika  
 LAX = Los Angeles  
 LBA = Leeds/Bradford  
 LHR = London/Heathrow  
 WLG = Wellington

## LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 1999

### INBOUND DIVERSIONS

01	BAL539B	TFS	MAN	G-BYAP	B757	LPA	BAL232A
08	SAB67W	BRU	NCL	OO-DJZ	RJ85	BRU	SAB5676

### REGULAR FLIGHTS

AEA226	TFS	05/LX-LGG	12/EC-GZD	19/G-OOOA	26/EC-GLT
AEA259	LPA	01/EC-GHD	08/EC-FKI	15/EC-GNU	22/EC-FJZ
AIH351	AGP	07/G-TMDP	14/G-DJAR	21/G-DJAR	28/G-RDVE
AIH387	ALC	06/G-MCEA	13/G-MCEA	20/G-PIDS	27/G-PIDS
AMM848	ACE	04/G-OOAC	11/G-OOAA	18/G-OOAC	25/G-OOAA
AMM900	TFS	02/G-OOAC	09/G-OOAA	16/G-OOAC	23/G-OOAA
AMM902	FUE	03/G-OOAC	10/G-OOAA	17/G-OOAC	24/G-OOAA
AMM904	TFS	05/G-OOAC	12/G-OOAA	19/G-OOAC	26/G-OOAA
BAL045A	ACE	03/G-BYAW	10/G-BYAM	17/G-BYAG	24/G-BYAM
BAL068A	PMI	05/G-BYAW	12/G-BYAM	19/G-BYAG	26/G-BYAM
BAL232A	LPA	01/G-BYAP	08/G-BYAM	15/G-BYAG	22/G-BYAR
BAL411A	TFS	05/G-BYAP	12/G-BYAM	19/G-BYAG	26/G-BYAM
BAL431A	AGP	04/G-BYAF	11/G-BYAM	18/G-BYAG	25/G-BYAM
BAL443A	ALC	02/G-BYAP	09/G-BYAM	16/G-BYAG	23/G-BYAR
BAL466A	ALC	04/G-BYAW	11/G-BYAM	18/G-BYAG	25/G-BYAM
FUA175	AGP	14/EC-GRX	21/EC-GUG	28/EC-GRX	
TYR906C	INN	07/OE-LFK	13/OE-LFJ	20/OE-LFI	27/OE-LFL

### OTHER FLIGHTS

01	OO-DWF	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
03	G-SIXC	DC6	AAG643/644	Coventry - Hamburg	Freight Charter
04	G-BUPS	AT42	AWC641S/641	Stansted - Trollhattan	Freight Charter
05	G-BVTE	FK70	BMA1154/1184	t/f Jersey	Lieu SF34
05	G-JEAX	BA46	JEA733/734	f/t Belfast City	Lieu FK27
06	<u>G-OOAE</u>	A321	AMM905/905P	Tenerife - Manchester	Lieu A320
07	OO-DWB	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
07	OO-DWF	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
08	<u>G-MIDZ</u>	A320	BMA9794/497	Bristol Filton - Paris Cdg	Lieu FK70
08	G-ORFH	AT42	GIL628P/628E	Newcastle - Edinburgh	Lieu SH36
08	G-ORFH	AT42	GIL629E/629P	Edinburgh - Newcastle	Lieu SH36
08	G-MIDZ	A320	BMA498/9795	Paris Cdg - Heathrow	Lieu FK70
11	G-BVOB	FK27	RPX03T/04T	f/t Edinburgh	Training
11	OO-DWE	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
14	<u>OO-DWI</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
17	<u>G-UKLL</u>	A320	AMM840P/8430	Stansted - Prague	Passenger Charter
17	G-UKLL	A320	AMM8431/841P	Prague - Stansted	Passenger Charter
19	G-OOOA	B757	IWD226P/AEA226	Stansted - Tenerife	Lieu AEA B733
19	OO-DWC	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
19	G-OOOA	B757	AEA225/IWD225P	Tenerife - Gatwick	Lieu AEA B733
21	OO-DWE	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
22	G-JEAJ	BA46	JEA733F/740F	f/t Belfast City	Lieu FK27



22	G-OBHD	SH36	JEA739/740	f/t Belfast City	Lieu FK27
22	G-TMDP	A320	AIH33A	Manchester - Las Palmas	AEA259 passengers
22	OO-DWD	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
23	G-ZAPK	BA46	UKA13E/16E	f/t Amsterdam	Lieu UKA BA46
23	OO-DWD	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
24	G-BGYT	E110	JFK497P/497A	f/t Liverpool	Freight Charter
25	G-BUKA	SW3	AAG274/275	Coventry - Valencia	Freight Charter
25	<u>G-BUHC</u>	BA46	UKA13E/16E	f/t Amsterdam	-
25	G-JEAU	BA46	JEA733/734	f/t Belfast City	Lieu FK27
25	OO-DWH	RJ10	SAB699/700	f/t Brussels	Lieu RJ85
25	G-TABS	E110	DFT857	Norwich - Koln/Bonn	Freight Charter
26	G-BUKA	SW3	AAG278/279	Coventry - Valencia	Freight Charter

Aircraft making first visits are underlined.

*BITS 'N' BOLTS By Mark Elliott.*

Hello once again and welcome to part '3' of this popular section, I have just been on a 'LBA Night exercise, well they say the first is the worst but about 15 of us turned out to represent this community.

Back to reality , If I may recall from last month we left the article on the principles of cruise levels, performance of the in-flight systems = in full play, and the descent procedures. People often say that pilots are 'old and worn' and that they only come alive at Take-off and landing time - fair comment, but this is not the case an aircraft has to be monitored continually throughout the whole operation and any situation could arise.

When Twin Engine aircraft started crossing the 'ponds' alot of concern was raised about the safety parameters of these 'cattle crafts' - oops so you do like to feed the passengers not the Bank!

Most people would think that the most dangerous event would be e.g an Engine been made 'redundant' but the most dangerous attribution would be the loss of pressurisation which cannot be controlled at above 10-20,000amsl in this occurrence the aircraft would have to do a 'belly flop' descent to a low altitude - the hostesses still smiling as you hold onto them in the process um! to gain a safe level for a diversion if required to an airfield not more than 180 minutes away. Before an airline is certified to cross the Atlantic, route proving tests confirm that in the event of any trouble - 'Pay attention please' the aircraft can be diverted safely and efficiently.

I will continue now to explain the aircraft configurations for landing at e.g our destination Faro descending through 2,500 and yes I remembered my homework the landing 'checklist'!! to establish us on a 'STAR' - 'no not me' standard arrival for the approach. The checks are then called out Flaps down 10 Gear down with three 'greens' if three don't light up we will be on overtime chin chin!.. the passengers sealed down and relevant speed and headings set.

The tower calls us to report established on the 'ILS' instrument landing system this is usually at 2,500 depending on the conditions for a final approach run-in at Faro the checks are complete, the aircraft is set for an 'ILS landing to be taken over manually at about 500ft from the threshold, 'Clear land 8 knots' final checks are Flaps full, 'ILS' set, bringing speed backwards and forwards a little touch of power at about 300ft to keep on the centreline and keep off the 'blasted washing senor, nice and slowly ease back at the same time closing the throttle with the 'TOGA' switch in case of an 'abortive' landing should we need it, then kissing the tarmac - 'was it tarmac she cried'? Brakes deployed on the co-pilot's side the speed reducing to 80 knots with normal braking applied to steer us off the runway to be greeted by smiling 'Polizia' men in little green suits.... the passengers are disembarked and the whole process starts again with the flight times and 'events' logged on the flight-plan ready for the return back to 'Blighty'.

It takes around an hour to turnaround the aircraft compiling the loadsheet for the return sector, refueling, checking the airframe externally for any 'FOD' = foreign object damage e.g beer cans from the lads! and generally preparing the aircraft serviceable again.

The crew goes for a break and I go for a 'check -up not medical' on the loadsheet & a little sightseeing - until next month

'Adios Amigos'

The secretary.

Herewith a couple for the rumours page,

- 1) Go are the latest airline said to be more than interested in commencing operations at Leeds, seemingly they approached Manchester, who in turn told them they were not interested in low cost operator at Manchester, Ryanair beware!
- 2) Barry Rubery (Multiflight) are said to be considering selling Citation & the Falcon and, to purchase a Boeing 737 and, to erect a maintenance base for the said 737
- 3) British Midland are said to be considering putting either a Fokker 100 or a Airbus on the Paris service
- 4) It is rumoured a parallel taxiway South of runway 32 is to be constructed sooner rather than later. However that would mean a piece of Horsforth Golf Club would have to be purchased and, land given back to the golf club but fairways take time to settle
- 5) The 747 did not materialise due to financial problems, however once these have been sorted out it will make an appearance at Leeds.



**TF AB2 B747-200 L.B.A. OCTOBER 1996**

# RUMOUR MUNGERS

BY HARRY MORROW

## LEEDS/BRADFORD

Not a lot happening this month again but The Air Freight Express 747 freighter saga continues as of now the aircraft has been located and does exist contrary to what you may hear it was at the time of writing this article in Alberkerkey New Mexico, United States, it may not receive a British registration so VP- would be selected, strong rumours are that by the time you read this it may have already visited LEEDS / BRADFORD but do not despair it is reckoned to be visiting LEEDS / BRADFORD on a regular basis.

Concorde will visit on the 14<sup>th</sup> & 15<sup>th</sup> May.

## MANCHESTER

Adria Airways have delayed the start of their Ljubljana.

Air Kiltroe have ceased operating the 5 times weekly services to Galway and have now been taken over by Eastern Air Executive of HumberSide, Bangladesh are still hoping to start a weekly service commencing in April arriving on Wed 1315 departing 1415.

Rumours are strong that British Airways are to move to Terminal 2.

Base has delayed the start of their service to Cologne.

British Airways will increase their Warsaw service to 6 times weekly.

Delta Airlines will revert to operating a MD11 on their Atlanta service from Monday 5<sup>th</sup> April.

Finnair have a new morning service and operate Monday to Saturday.

Iberia will not be commencing the second daily service to Barcelona.

Portugalia from Saturday 27<sup>th</sup> March will operate a new weekly service to Faro using a Fokker 100 operating via Lisbon.

LOT Polish Airlines are to cease their 3 x weekly service to Warsaw.

Monarch should have taken delivery of their brand new Airbus A330 and will be crew training from Manchester for 2 weeks.

Tarom have cancelled their twice-weekly Constanta service.

Turkish Airlines have cancelled their Monday and Saturday slots.

Virgin Atlantic 747-200 G-VRUM will be based at Manchester for the scheduled Orlando service.

American Airlines have moved operations to terminal 3 from Thursday 3<sup>rd</sup> April also the Dallas will commence again on 2<sup>nd</sup> May.

British Airways will re-route their Islamabad service via Heathrow.

Brit Air is expected to commence a Lyon service this service with a Canadair Regional Jet.

Crossair increase their Basle service to 3 x times daily.

Malaysian now launch their Kuala Lumpa service from 30<sup>th</sup> March.

American propose to fly to Boston / Los Angeles / Miami

British Midland propose to fly Boston / New York / Los Angeles / Washington.

Delta proposes to fly Cincinnati.

Northwest propose to fly Boston / Detroit.

United propose to fly to Washington.



G-DASI GILL AIRWAYS SHORTS 360

( GILL ARE TO KEEP THE SHORTS ON THE LBA-EDI SERVICE FOR AT LEAST ANOTHER TWO YEARS )

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise

# TRIPS & VISITS



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## MARSHALL AEROSPACE CAMBRIDGE

&

## NEWARK AIR MUSEUM

### SUNDAY 16<sup>TH</sup> May 1999

DEPART AT 08:45 am (PROMPT) / RETURN AT 19:15 (APPROX)

---

Meet at 08:30am by the gates of the entrance to the South Side of Leeds Bradford also entrance to the Aero Club we will be departing at 08:45am PROMPT. We have a 35-seat coach booked with TV/Video, Toilet & drinks facilities. First part of the trip will be around the hangers of Marshall Aerospace Cambridge Airport, we will be escorted by a **employee** of Marshall's who is allowed to escort societies around in his free time and also he is a fellow aviation enthusiast called Colin Hothersall, this should take about 2 hours. Then its back northbound to Newark Air Museum arriving approx. 03:45pm for a look around at your leisure. On this day of our visit to the museum they are having a special Canberra anniversary, we will be leaving the Museum at 06:00pm this is also when it closes and return to Leeds / Bradford.

The visitors to Marshall Aerospace must adhere to the following: - A list with full names of all included in the party will be sent to Marshall's two weeks prior to our visit. Photographing is allowed only outside the hangers **ALSO no Biz Jets** are to be photographed. Please do not break the above stipulations so then other societies can also continue visiting this establishment. If you need further help please telephone myself Harry Morrow on 0113 2269391.

---

There are only 25 places on this trip book now to avoid disappointment do not forget this trip is open to all members of the society, If enough members do not come forward for this trip it will be offered to others to fill the gaps don't let this happen support your society come along on a interesting day out. Cost that includes all coach journeys and entrance into Newark Air museum will be.

**£ 16**

#### THE COMMITTEE.

Please fill in the slip below the dotted line and send it to Harry Morrow 51 Old Oak Drive, West Park, Leeds LS16 5HA and enclose a deposit of £ 5.00 Make any cheques payable to Air Yorkshire.

.....

NAME \_\_\_\_\_

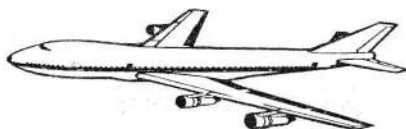
ADDRESS \_\_\_\_\_

TEL: \_\_\_\_\_

DEPOSIT ENCLOSED £ \_\_\_\_\_ SIGNED \_\_\_\_\_

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# TRIPS & VISITS



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## DUXFORD FLYING LEGENDS AIR DISPLAY

### SUNDAY 11<sup>TH</sup> July 1999

DEPART AT 07:30 am (PROMPT) / RETURN AT 20:15 (APPROX)

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Meet at 07:15am by the gates of the entrance to the South Side of Leeds Bradford also entrance to the Aero Club we will be departing at 07:30am PROMPT. We have a 35-seat coach booked with TV/Video, Toilet & drinks facilities.

The Annual Flying Legends Display at Duxford is a excellent day out you can watch the old war birds strut their stuff or wander around the static aircraft on display for the show or marvel at the aircraft on a very static display with the museum. More details to follow next month

If you need further help please telephone myself Harry Morrow on 0113 2269391.

---

There are only 35 places on this trip book now to avoid disappointment do not forget this trip is open to all members of the society, If enough members do not come forward for this trip it will be offered to others to fill the gaps don't let this happen support your society come along on a interesting day out. Cost that includes all coach journeys and entrance into Duxford Flying Legends Air Display will be.

£ 18 (approx.)

THE COMMITTEE.

Please fill in the slip below the dotted line and send it to Harry Morrow 51 Old Oak Drive, West Park, Leeds LS16 5HA and enclose a deposit of £ 5.00 Make any cheques payable to Air Yorkshire.

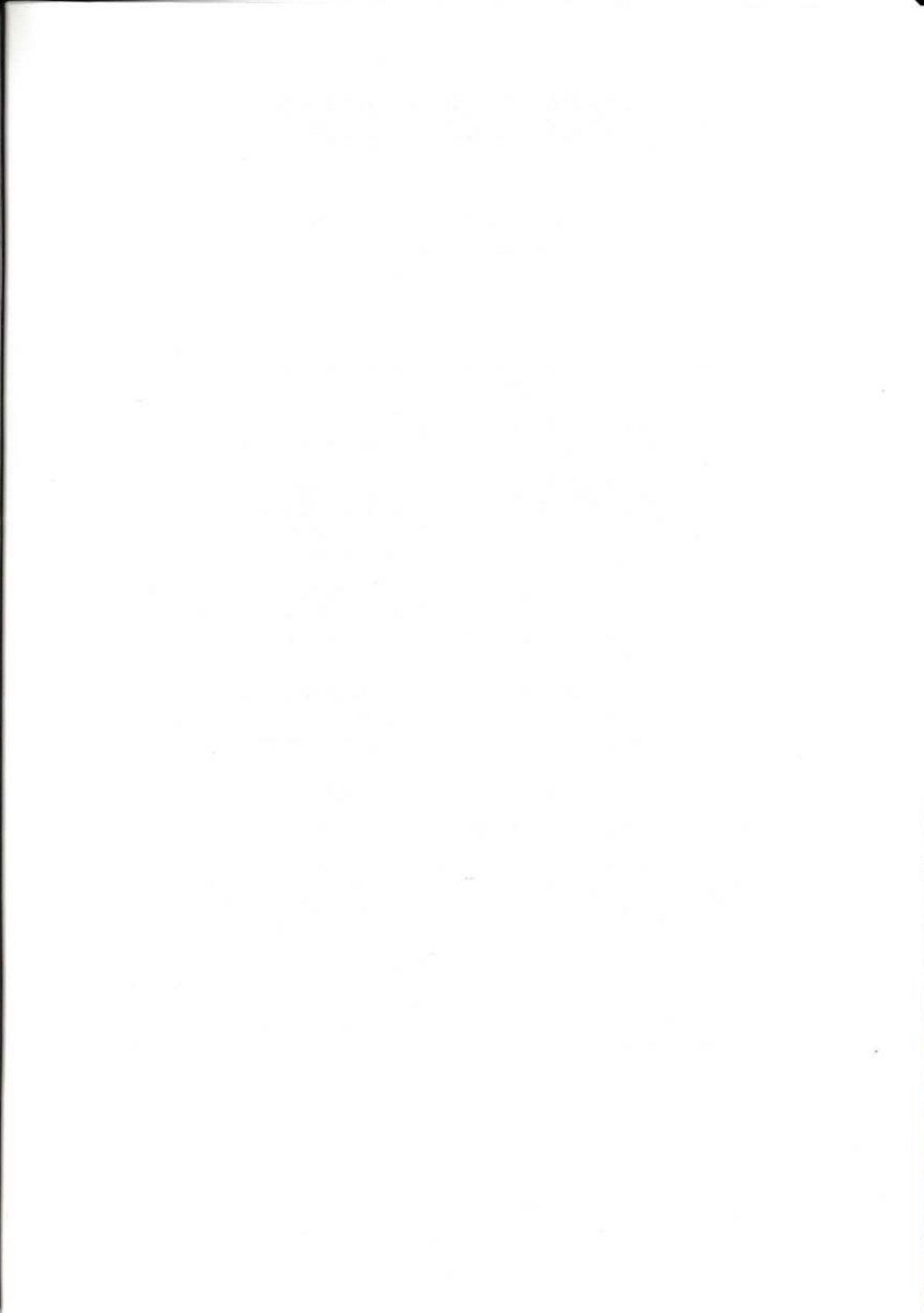
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ADDRESS \_\_\_\_\_

TEL: \_\_\_\_\_

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