

DC 3 IN BERLIN AIRLIFT LIVERY  
COVENTRY SUMMER 1999

CHAIRMAN : MR.M.WILLINGALE 17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY	01943 875137
SECRETARY: MR. M.ELLIOT 6, REDWOOD GROVE, HUDDERSFIELD HD5 9EQ	01484 451205
TREASURER AND MEMBERSHIP: MR.D.VALENTINE 8,ST.MARGARET'S AVENUE,HORSFORTH,LEEDS LS18 5RY	0113 2288143
PUBLIC RELATIONS: MR. L. COLDBECK 207,GREEN LANE, COOKRIDGE,LEEDS LS16 7JL	0113 2676947
COMMITTEE MEMBERS 1999-2000	

MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE MRS.N.BARRETT, MR.D.BATES, MR.A.EDWARDS , MR. G.WARD, MR.H.MORROW.

Please note that all membership enquires should be made to the Treasurer

#### CHAIRMAN'S CHAT

On making enquiries at the Aero Club on Wednesday, 22nd March, it was confirmed that the contracts have still not yet been exchanged. However, I was given to understand that the exchange should be completed by the end of March. When the exchange is completed I hope to arrange a meeting with Multiflight's management to discuss our position. Obviously, Multiflight's management are running a highly complex business and our requirements will, no doubt, be low on their priority list. I will, however, keep you fully informed of any progress we make.

Membership -- due to a printing error on the membership renewal forms, many forms were sent to the wrong address viz. St. Margaret's Road, Horsforth, instead of to David Valentine's usual address as printed in the box above. Consequently, David did not receive them! Unfortunately, in following this society's current run of bad-luck stories, the residents of the property were Asian and could speak no English and usually put member's applications back into the post-box. After several round-trips some applications eventually arrived at David's some being redirected via Belfast Lost Mail Centre. David, however, still feels that some applications have become completely lost. We're still distributing magazines to all last year's members and with this issue we enclose your current membership card. If there is no membership card with your magazine please contact David Valentine to see if your application has turned up and also check with your bank that your cheque has been cleared or unrepresented. If you didn't apply for membership anyway but still wish to do so, please apply NOW as no further magazines will be issued other than to currently paid-up members. (The typer of this page was also the typer of the application forms and he would like to apologise profusely to David and members for the inconvenience caused with the error of address - AGH)

Finally, over thirty members met at Carr Gate on the 5th March, at the Headquarters of the West Yorkshire Police Support Units. Based here are the Police horses, Dog Unit, Underwater Search Unit, the Armed Response Unit and, of course, our special interest - the Air Support Unit. During our two hour visit most of the above units were seen and we hope to arrange a future visit when the NEW helicopter is brought into service.

Finally, finally, could all magazine contributors please have their copy to me by the 20th of the month.

MEETINGS ( starting at 14.30)  
ALL SUSPENDED UNTIL FURTHER NOTICE

#### CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Harry Morrow, Alan Tempest,

# Leeds/Bradford Movements

February 2000

## 01 Tuesday

G-UKTA Fokker 50	0805	EI-FKD Fokker 50	0839
EI-CJD Boeing 737		OO-DJW Avro 146 RJ85	
N195AL King Air 300	1014 1431(03)	G-BVZE Boeing 737 500	1255
EI-CNW Boeing 737	1328	G-BVZH Boeing 737 500	1457
G-BAML JetRanger	1505 1410(25)	N220SC PA-31T Cheyenne	1551 1646(03)
G-RJXB EMB 145	1616	G-JEDD DHC-8	

## 02 Wednesday

EI-FKC Fokker 50	0846	G-GNTD SAAB 340	0907
G-BVZH Boeing 737 500	0917	G-JEDD DHC-8	0925
G-MAJH Jetstream 41	0931	G-GNTJ SAAB 340	0938
G-MAJL Jetstream 41	0951	G-UKTF Fokker 50	1006
EI-CNW Boeing 737	1009	OO-DJP Avro 146 RJ85	1032
G-RJXB EMB 145	1209	G-UKTI Fokker 50	1221
G-MOHS PA-31 Navajo	1258 1624	EI-CJE Boeing 737	1329
G-BSGK PA-34 Seneca	1417 1732	G-BVZG Boeing 737 500	1450

## 03 Thursday

G-UKTI Fokker 50	0752	EI-FKF Fokker 50	0850
G-OBMX Boeing 737 500	0911	G-JEDD DHC-8	0914
G-GNTD SAAB 340	0917	G-MAJH Jetstream 41	0926
G-GNTJ SAAB 340	0933	G-BBNG JetRanger	0934
G-MAJL Jetstream 41	0936	G-UKTF Fokker 50	1003
G-BNOM PA-28 Warrior II	1024 1519	OO-DJN Avro 146 RJ85	1025
G-RJXB EMB 145	1214	G-UKTB Fokker 50	1218
EC-HGG Boeing 737 800	1309 1422	G-BYAU Boeing 757	1333
EI-CJF Boeing 737	1336	G-BVZH Boeing 737 500	1457
G-BHRC PA-28 Warrior II	1553 1626	HB-GJH King Air C90	1803 1609(04)
G-BYAU Boeing 757	2154		

## 04 Friday

G-MAJK Jetstream 41	0742	G-UKTC Fokker 50	0754
EI-FKF Fokker 50	0852	G-OBMX Boeing 737 500	0911
G-MAJH Jetstream 41	0918	G-GNTD SAAB 340	0928
G-JEDD DHC-8	0935	G-GNTJ SAAB 340	0943
G-MAJL Jetstream 41	0946	G-UKTF Fokker 50	0958
OO-DJP Avro 146 RJ85	1014	EI-CNW Boeing 737	1018
G-RJXB EMB 145	1112	EC-HBN Boeing 737 800	1136 1305
G-BYAX Boeing 757	1311	EI-CKR Boeing 737	1333
VP-CSC Citation V Ultra	1441	OO-DJX Avro 146 RJ85	1445
G-OBMR Boeing 737 500	1500	XZ335 Gazelle AH.1	1627 1641

05 Saturday				
G-DOOV Boeing 757	0008 1118	G-MCEA Boeing 757	0729 0851	
EI-FKD Fokker 50	0846	G-BNTS Turbo Arrow IV	0934 1216	
G-SMDB Boeing 737 300	0937	G-UKTF Fokker 50	0944	
OO-MJE BAe 146 200		G-RJXB EMB 145	1158	
G-UKTI Fokker 50	1226	N1AF Citation II	1331 1727	
G-BVKB Boeing 737 500	1349	G-PIDS Boeing 757	1417 1528	
G-BYTH Airbus 320	1525 1709	G-ZAPN BAe 146 200	1543 1655	
OE-LFI Fokker 70	1731 1840	G-MCEA Boeing 757	2101 0831(06)	
06 Sunday				
G-BVKB Boeing 737 500	0918	G-UKTI Fokker 50	0940	
OO-DJZ Avro 146 RJ85		G-JEDD DHC-8		
G-ANFJ PA-28 Cherokee	1309 1405	G-DOOV Boeing 757	2111 0849(07)	
07 Monday				
G-MCEA Boeing 757	0255 0912	N953A PA-34 Seneca	0811 1115	
EI-FKE Fokker 50		G-OOAI Airbus 321		
G-JEDD DHC-8		G-DJTW Boeing 737 300		
EI-CNV Boeing 737		OO-DJZ Avro 146 RJ85		
G-BWDM Citation II	1048 1457	G-DOOV Boeing 757	1122 1236	
EI-DOA Boeing 737		OO-DJR Avro 146 RJ85		
EI-FKF Fokker 50	1540(10)	PH-SDT DHC-8	DIV 2002 2048	
OO-DWL Avro 146 RJ100	2313 0721(08)			
08 Tuesday				
G-OBNF Cessna 310K	0704 0829	EI-FKD Fokker 50		
G-BVZE Boeing 737 500		EI-CKR Boeing 737		
OO-DJN Avro 146 RJ85		EI-CNV Boeing 737		
G-RJXB EMB 145		N220SC PA-31T Cheyenne	1737 0917(13)	
G-OBNF Cessna 310K	2128 0914(09)			
09 Wednesday				
F-GSLZ Falcon 100	0812 0823	G-BFLH PA-34 Seneca	1838 1317	
G-OBMX Boeing 737 500	0923	G-GNTD SAAB 340	0927	
G-JEDD DHC-8	0930	G-MAJH Jetstream 41	0932	
G-MAJA Jetstream 41	0942	G-GNTJ SAAB 340	0947	
OO-DJZ Avro 146 RJ85	1039	G-UKTE Fokker 50	1044	
G-RJXB EMB 145		G-UKTI Fokker 50	1232	
EI-CJG Boeing 737	1324	G-BXYK Robinson R-22B	1325 1202(12)	
G-OLOW Robinson R-44	1341	G-BVZG Boeing 737 500	1452	
F-GSLZ Falcon 100	1515 1554	G-DBPL Bandeirante	1551	
G-BULH Cessna 172N	1852 1919			
10 Thursday				
G-UKTA Fokker 50	0754	G-BVZG Boeing 737 500	0920	
G-GNTD SAAB 340	0936	G-JEDD DHC-8	0939	
EI-FKE Fokker 50	0944	G-MAJH Jetstream 41	0947	
G-MAJA Jetstream 41	0953	G-UKTE Fokker 50	1000	
G-GNTJ SAAB 340	1003	OO-DJO Avro 146 RJ85	1044	
G-RJXB EMB 145	1106	EC-HGD Boeing 737 800	1302 1428	
EI-CON Boeing 737	1339	G-BYAY Boeing 757	1434	
OO-DJZ Avro 146 RJ85	1451	G-OOAI Airbus 321	1731	
EI-BXC Boeing 737 400	1921 2024	OO-DWF Avro 146 RJ100	2005 2050	
G-BYAY Boeing 757	2233			

## 11 Friday

G-UKTH Fokker 50	0747	G-FPLC Cessna 441	0821
EI-FKD Fokker 50	0853	G-BVZI Boeing 737 500	0913
G-MAJH Jetstream 41	0915	G-GNTD SAAB 340	0930
G-MAJA Jetstream 41	0936	G-GNTH SAAB 340	0938
G-UKTE Fokker 50	0959	EI-DNV Boeing 737	1016
OO-DJZ Avro 146 RJ85	1020	G-RJXB EMB 145	1104
G-JEDE DHC-8	1116	EC-HBN Boeing 737 800	1138 1257
G-BYAX Boeing 757	1310	VP-CMD Citation II	1323 N/Res ?
EI-DNV Boeing 737	1354	G-BMIV Turbo Arrow III	1355 1516
G-BFOM PA-31 Navajo	1402 1542	G-BVKD Boeing 737 500	1451
G-OBWP BAe ATP	1521 1732	OO-DWC Avro 146 RJ100	2243 0702(12)

## 12 Saturday

G-UKTH Fokker 50	0751	EI-FKE Fokker 50	0839
G-RJXB EMB 145	1133	G-REBK King Air 200	1140 1844
G-BVZE Boeing 737 500	1402	G-UKTE Fokker 50	1440
G-MOHS PA-31 Navajo	1618 1851	OE-LFL Fokker 70	1800 1848
G-JALC Boeing 757	2253 0031(13)		

## 13 Sunday

G-UKTE Fokker 50	0752	G-OSMD JetRanger	0823 0857
G-BVZE Boeing 737 500	0913	G-UKTH Fokker 50	0948
G-GREN Cessna T310R	1327 1520(14)	G-BAZS Cessna F150L	1325 1403
EI-CKS Boeing 737	1333	OO-DJV Avro 146 RJ85	1450
G-MONE Boeing 757	1456 1628	G-BCRL PA-28 Warrior	1456 1545
G-JEDD DHC-8	1514	G-MAJA Jetstream 41	1524
VP-CSC Citation V Ultra	1528 1919(15)	G-GNTH SAAB 340	1655
G-MAJH Jetstream 41	1711		

## 14 Monday

EI-FKD Fokker 50		G-OOAI Airbus 321	
G-JEDD DHC-8		EI-CJG Boeing 737	
OO-DJY Avro 146 RJ85		G-RJXB EMB 145	
G-MCEA Boeing 757	1202 1404	G-BRUI PA-44 Seminole	1219
EI-COA Boeing 737	1345	G-HAMA King Air 200	1400 1726
G-JEDE DHC-8	1444	G-BVZE Boeing 737 500	1505
G-CBIL Cessna 182K	1533 1606	G-BBEY PA-23 Aztec	1644 2153(18)
OO-DWA Avro 146 RJ100	2228 0720(15)		

## 15 Tuesday

EI-FKC Fokker 50	0847	G-BVZE Boeing 737 500	0914
G-MAJH Jetstream 41	0918	G-GNTH SAAB 340	0920
G-JEDE DHC-8	0922	G-GNTD SAAB 340	0940
G-MAJA Jetstream 41	0945	G-UKTH Fokker 50	0953
EI-CKS Boeing 737	1008	OO-DJK Avro 146 RJ85	1015
G-BNVD JetRanger	1029 1059	G-TAGS PA-28 Warrior II	1056 1155
G-RJXB EMB 145	1057	N790A King Air C90	1135 1810
G-KKES TB-20 Trinidad	1145	G-BAVZ PA-23 Aztec	1210 1925
G-BMIV Turbo Arrow III	1226 1326	EI-COA Boeing 737	
G-JEDD DHC-8		G-WIRE Twin Squirrel	1603 0845(17)
OO-GBL Lear Jet 35A	1858 1319(16)		

## 16 Wednesday

EI-FKD Fokker 50	0900	N220SC PA-31T Cheyenne	0933 1532(17)
EI-CJI Boeing 737	1005	G-MAJH Jetstream 41	1018
G-MAJA Jetstream 41	1021	G-JEDD DHC-8	1025
G-BVKB Boeing 737 500	1027	G-GNTD SAAB 340	1030

OO-DJZ Avro 146 RJ85	1943	G-RJXB EMB 145	1115
G-JEDA DHC-8 DIV	1133 1230	G-UKTE Fokker 50	1245
G-GNTH SAAB 340	1253	EI-CJZ Boeing 737	1335
G-JEDE DHC-8	1445	G-BVZG Boeing 737 500	1452
EI-CDG Boeing 737 500	1936 2022	G-OOOA Boeing 757 DIV	2239
17 Thursday			
G-UKTB Fokker 50	0743	G-UKTE Fokker 50	0752
EI-FKC Fokker 50	0850	G-BVZG Boeing 737 500	0921
G-JEDE DHC-8	0924	G-MAJH Jetstream 41	0933
G-GNTD SAAB 340	0938	G-MAJA Jetstream 41	0942
G-GNTH SAAB 340	0947	EI-CKR Boeing 737	1007
G-BXZM Cessna 182S	1011 1343	F-GGGT Citation II	1110 1448
G-PADS Rockwell 114B	1113 1356	G-OMNI PA-28R Arrow	1135 1337
G-BYDD Mooney M20J	1203 1425	VP-CBM Citation II	1223 1809
EC-HGQ Boeing 737 800	1301 1414	G-BYAH Boeing 757	1340
EI-CNY Boeing 737	1345	G-JSXX Airbus 321	1417 1529
G-JEDD DHC-8	1446	G-BVZI Boeing 737 500	1458
G-BOKA PA-28 Dakota	1622 1731	G-OOAI Airbus 321	1717
18 Friday			
G-UKTA Fokker 50	0804	EI-FKC Fokker 50	0839
G-BVZI Boeing 737 500	0910	G-JEDD DHC-8	0917
G-GNTD SAAB 340	0924	G-MAJA Jetstream 41	0928
G-MAJH Jetstream 41	0938	G-GNTH SAAB 340	0942
G-UKTE Fokker 50	1003	EI-CKS Boeing 737	1013
OO-DJY Avro 146 RJ85	1030	G-RJXB EMB 145	1133
EC-HBN Boeing 737 800	1202 1305	G-ASNI Emeraude	1303 1616
G-BYAW Boeing 757	1322	EI-OOA Boeing 737	1348
G-OOJP Rockwell 114B	1426 1539	G-JEDE DHC-8	1454
G-OBMX Boeing 737 500	1504	G-BYKP PA-28R Arrow	1610 1628
G-AVMZ BAC 1-11	1935 2024	G-ODUB Bandeirante	2057 1546(19)
19 Saturday			
G-UKTA Fokker 50	0740	EI-FKC Fokker 50	0845
G-OBMX Boeing 737 500	0919	OO-DJE Avro 146 RJ85	
G-RJXB EMB 145	1203	G-THRE Cessna 182S	1340 1456
G-MCEA Boeing 757	1414 1526	G-UKTC Fokker 50	1416
G-BMKK PA-28R Arrow	1443 1516	G-BBEY PA-23 Aztec	1447 1534
G-JEDD DHC-8	1538	G-BODZ Robinson R22B	1548
G-IFTE HS-125 700B	1700 2007	OE-LFK Fokker 70	1759 1848
20 Sunday			
G-UKTH Fokker 50	0743	EI-FKD Fokker 50	0842
G-BYRM Jetstream 31	0905 1653	G-CLAS Short 360	0921 1704
G-OBMX Boeing 737 500		G-UKTA Fokker 50	1001
G-BAHX Cessna 182P	1127 1302	N220G Cessna 441	1144 1615
G-ARJH PA-22 Tri-Pacer	1220 1251	OO-DJX Avro 146 RJ85	
G-BCRL PA-28 Warrior	1256 1347	G-BFZD Cessna FR182	1327 1642
G-BYTH Airbus 320	1457 1718	G-BOKA PA-28 Dakota	1538 1624
G-BAHX Cessna 182P	1746 1814	G-RJXD EMB 145	2201
21 Monday			
G-BYAN Boeing 757	0740	G-RJXD EMB 145	0916
G-BVZG Boeing 737 500	0919	G-MAJH Jetstream 41	0931
G-MAJA Jetstream 41	0938	G-OOAI Airbus 321	0941
G-GNTD SAAB 340	0948	G-UKTA Fokker 50	0953
EI-FKE Fokker 50	0956	G-LVIP Cessna 421C	1005 1610(22)

EI-COB Boeing 737	1009	00-DJO Avro 146 RJ85	1017
G-JEDE DHC-8	1021	G-RJXB EMB 145	1125
G-UKTH Fokker 50	1208	G-BXWA B76 Duchess	1213 1349
G-JALC Boeing 757	1233 1404	EI-CNW Boeing 737	1333
EI-COA Boeing 737	1742	G-MIND Cesna 404	2206 2320
22 Tuesday			
EI-FKE Fokker 50		G-UKTH Fokker 50 0833	
N459LJ Lear Jet 45 0912	1646(24)	G-BVKB Boeing 737 500	0916
G-RJXD EMB 145		G-JEDD DHC-8	
G-BIYO PA-31 Navajo	1006 0919(24)	00-DJV Avro 146 RJ85	
EI-CKP Boeing 737			
23 Wednesday			
G-OOOI Boeing 757	0625 0747	G-RJXD EMB 145	
G-GNTD SAAB 340		00-DJY Avro 146 RJ85	
G-ZEIN T67M Firefly	1031 1236	G-ISMO Robinson R-22B	1302 1325(29)
G-MAJA Jetstream 41		N146GA Cessna 425	1549
N220SC PA-31T Cheyenne	1851 0905(25)	G-OOOI Boeing 757	2133 1223(24)
24 Thursday			
G-UKTH Fokker 50	0808	EI-FKF Fokker 50	0840
G-JEDD DHC-8	0917	G-MAJA Jetstream 41	0923
G-BVKC Boeing 737 500	0925	G-MIND Cessna 404	0928 0957
G-MAJH Jetstream 41	0949	G-UKTG Fokker 50	1006
EI-CNW Boeing 737	1008	00-DJS Avro 146 RJ85	1022
G-RJXD EMB 145	1029	G-BXXT B76 Duchess	1046 1411
G-RJXB EMB 145	1108	G-TANS TB-20 Trinidad	1128 1207
G-AVMZ BAC 1-11	1240 1315(25)	G-SMDB Boeing 737 300	1258
EC-HGO Boeing 737 800	1310 1436	G-BYAY Boeing 757	1319
G-BSPF Cessna 152	1334 1407	G-JSJX Airbus 321	1345 1525
EI-CJR Boeing 737	1348	N73AD Cessna 210	1430 1532
G-JEDE DHC-8	1444	G-QJTW Boeing 737 300	1500
G-AMVZ BAC 1-11	1527 1708	G-MPWT PA-34 Seneca	1557 1720
G-TANS TB-20 Trinidad	1625 1248(25)		
25 Friday			
G-UKTH Fokker 50	0752	EI-FKF Fokker 50	0840
G-RJXD EMB 145	0911	G-JEDE DHC-8	0919
G-MAJH Jetstream 41	0928	G-MAJA Jetstream 41	0933
G-GNTD SAAB 340	0937	G-BVKD Boeing 737 500	0941
G-UKTG Fokker 50	1001	EI-CNV Boeing 737	1010
00-DJY Avro 146 RJ85	1020	G-BYRY T67M Firefly	1051 1328
G-GFCA PA-28 Cadet	1055 1528	G-BNOM PA-28 Warrior II	1104 1320
G-BODY Cessna 310R	1118 1325	EC-HGP Boeing 737 800	1144 1330
G-BNXX TB-20 Trinidad	1227 1314	G-BBPX PA-34 Seneca	1232
G-REEN PA-34 Seneca	1256 1128(27)	G-BYAW Boeing 757	1318
EI-CJH Boeing 737	1342	G-OLDD Bae 125 800B	1409 2327(26)
G-BVZH Boeing 737 500	1452	G-JEDD DHC-8	1455
G-TANS TB-20 Trinidad	1508 0928(26)	F-GULM King Air C90A	1513 1836
G-BAEO Cesna F172M	1907 1235(26)		
26 Saturday			
EI-FKC Fokker 50	0846	G-BVZE Boeing 737 500	0920
G-BYNR Jabiru	0953	00-DJW Avro 146 RJ85	
G-MCEA Boeing 757	1337 1512	G-OSEA BN2A Islander	1340
G-OBMR Boeing 737 500		HB-GIL King Air 200	1445 1552
OE-LFL Fokker 70	1730 1837		

27 Sunday			
00-DJS Avro 146 RJ85	1455	G-TMDP Airbus 320	1503
G-AVMZ BAC 1-11	1528 1603	G-MAJG Jetstream 41	1535
D-IURS CitationJet	1605 1654	G-UKTI Fokker 50	1648
G-GNTD SAAB 340	1658	D-CCAA Lear Jet 35A	1859 2126
G-MAJA Jetstream 41	1910		
28 Monday			
G-BYAO Boeing 757	0751	EI-FKD Fokker 50	0856
G-JEDD DHC-8	0916	G-BVZH Boeing 737 500	0919
G-OQAE Airbus 321	0928	G-MAJG Jetstream 41	0932
G-RJXD EMB 145	0935	G-GNTD SAAB 340	0946
G-MAJA Jetstream 41	1002	EI-CNW Boeing 737	1011
G-UKTE Fokker 50	1019	G-BTHY JetRanger	1037 1103
00-DJV Avro 146 RJ85	1147	G-IANG JetRanger	1156
G-UKTB Fokker 50	1212	G-RJXB EMB 145	1214
G-PIDS Boeing 757	1218 1409	G-BODY Cessna 310R	1228 1552
EI-CNV Boeing 737	1401	G-UKTE Fokker 50	1422
00-DJR Avro 146 RJ85	1458	G-BYAH Boeing 757	1543
G-OBMD Boeing 737 400	1551		
29 Tuesday			
N650FP Citation III	0812 1447	EI-FKD Fokker 50	
G-BVKA Boeing 737 500	0911	N12NM Citation I	0916
G-RJXD EMB 145	0918	G-MAJG Jetstream 41	0922
G-JEDE DHC-8	0925	G-BUKA SA227AC Metro 3	0928 1642
G-UKTE Fokker 50	1000	G-RJXB EMB 145	1117
G-BODY Cessna 310R	1150 1501	G-OBMF Boeing 737 500	1304
EI-CJD Boeing 737	1332	G-BVKC Boeing 737 500	1452
G-JEDD DHC-8	1457	00-DJY Avro 146 RJ85	1459
G-UKTA Fokker 50	1647	G-LIPE Robinson R-22B	1836 1837
00-DWJ Avro 146 RJ100	2239		

### From & to

01) N195AL/Jersey n/s Jersey;N220SC/Coventry n/s Biggin: 03) HB-GJH/Geneva n/s Geneva: 04) VP-CSC/Humberside n/s Humberside: 05) N1AF/F & T Luton: 07) N953A/Maastricht-Birmingham: 08) N220SC/Biggin n/s Guernsey: 09) F-GSLZ/Nancy-Teesside and return: 11) VP-CMD/Reykjavik: 13) VP-CSC/Humberside n/s Humberside: 15) N790A/F & T Luton:00-GBL/Florence n/s Manchester: 16) N220SC/Guernsey n/s Toulouse: 17) F-GGGT/F & T Dinard VP-VBM/F & T Norwich: 20) N22CG/F & T Prestwick: 22) N459LJ/Jersey n/s Guernsey: 23) N146GA/Edinburgh;N220SC/Staverton n/s Guernsey: 24) N73AD/Benbecula-Antwerp: 25) F-GULM/F & T Nantes: 26) HB-GIL/Turin-Sion: 27) D-IURS/F & T Paderborn;D-CCAA/Antalya(Turkey)-Karlsruhe: 29) N650FP/Kortrijk-Stansted;N12NM/Hawarden:

### Overshoots

01) XX499/CWL79;XX497/CWL78: 02) XX498/CWL75;X5712/CWL96: 03) XX494/CWL65:  
07) XX492/CWL75: 08) XZ195/Army501: 09) XZ64B/Army356: 10) XX495/CWL78:



14) ZF487/LOP25;ZF379/LOP36: 15) XX389/Army523: 16) XX497/CWL73: 17) XX499/  
CWL79;ZF445/LOP34;ZF416/LOP64: 18) XX533/UAG02;XX499/CWL73;ZF135/LOP22;ZF445/  
LOP43: 21) XX499/CWL68;ZF143/LOP34: 23) ZF408/LOP26;XX499/CWL65;ZF320/LOP82:  
24) G-BNOM;ZF513/LOP38: 25) ZF418/LOP40: 28) XX416/Army564;ZF485/LOP26;240/Irish  
240: 29) ZF514/LOP27;ZF485/LOP32:

## LBA Movements review, February

Not a lot to report this month on the foreign front. Still awaiting delivery of their new Lear Jet 45 (N4545) are the operators of Lear 45 N945LJ, this was noted only once during February when it was from Jersey on the 22nd and to Guernsey on the 24th using the "Stealth" callsign. However on the 1st the Beech King Air 300 N195AL was from Jersey and after a double night stop it went back there with the callsign "Stealth 002".

Another Jersey based regular is the Cheyenne N220SC and this was logged on the 1st from Coventry night stopping until the 3rd when it went to Biggin Hill, it was back from Biggin on the 8th and night stopped to the 13th when it went to Guernsey. Back again on the 16th from Guernsey it departed on the following day to Toulouse and was back on the 23rd from Staverton before leaving for Guernsey on the 25th for Guernsey, each time it was "Sark 01".

The King Air C90 HB-GJH arrived from Geneva on the 3rd and it went back there on the 4th, according to the register it belongs to Happy Lines SA. Visiting on two occasions this month was the Humberside based Citation V Ultra VP-CSC of Stadium City, it was noted on the 4th and the 13th using its callsign "Stadium 01". From and to Luton on the 5th was Citation II N1AF whilst the Seneca N953A operated a flight from Maastricht to Birmingham on the 7th. Falcon 100 F-GSLZ of ATP SA was in twice on the 9th when it was from Nancy to Teesside in the morning doing the reverse flight in the afternoon.

Arriving from Reykjavik on the 11th was Cessna 550 Citation II VP-CMD which seems to have taken up residence in the YLA hangar. King Air C90 N790A was from and to Luton on the 15th and on the same day Lear 35 OO-GBL, of the appropriately named GBL Air SA, arrived from Florence to night stop before going to Manchester the following day. A couple of Citation II's noted on the 17th were F-GGGT of Timac SA from and to Dinard and VP-CBM of the turkey man Bernard Mathews which was from and to Norwich.

From and to its base at Prestwick on the 20th was the Jubilee Airways Cessna 441 N22CG using the callsign "Duke 01-2". Another Scottish based aircraft was Cessna 425 N146GA which arrived from its base at Edinburgh on the 23rd for maintenance with Multiflight. On the 24th the tower just have N73AD down as a Cessna 210 and it was from Benbecula to Antwerp. From and to Nantes on the 25th was the French King Air C90A F-GULM whilst on the 26th King Air 200 HB-GIL of Air Glaciers was from Turin to Sion. Two Germans using callsigns on the 27th were the Cessna 525 CitationJet D-IURS from and to Paderborn as "GZA971-2" and a Lear Jet 35A D-CCAA from Antalya in Turkey to Karlsruhe as "Ambulance B66". Ending the month on the 29th we had the Citation III N650FP from Kortrijk to Stansted and the Citation I N12NM from Hawarden.

Amongst the other visitors we had PA-31 Navajo G-MOHS on the 2nd as "Lonex 212" from London City to Stapleford. On the 7th the Dash Eight PH-SDT diverted in from Sheffield as "Sabena 2204", the same day saw the Aer Lingus Fokker 50 EI-FKF with undercarriage trouble as it taxied out in high winds.

It was stuck on runway 28 for some considerable time and when it was finally moved it remained here until the 10th when it departed as "Shamrock 2363". Cessna 310 G-OBNF arrived from its base at Fadmoor early on the 8th and departed to Lelystad, returning late on the same day it night stopped before returning to Fadmoor. Coming from Blackpool for checks at Multiflight on the 9th was the Bandeirante G-OBPL as "Comed 09T", their newly registered other Bandit G-ODUB (ex PH-FVC) arrived for checks as "Comed 09T" on the 18th and night stopped. Aer Lingus used the Boeing 737 400 EI-BXC on the "Shamrock 368-9" flight on the 10th and the Boeing 737 500 EI-CDG on "Shamrock 368-9" on the 16th.

Seneca G-BFDM was from and to Exeter as "Deltic 111A-B" on the 11th and the next day saw King Air G-REBK from and to Biggin Hill as "Goldair 70A-B". Cessna T310R G-GREN arrived from Weston on the 13th then the following day it did a one hour trip off the circuit before going back to Weston. On the 18th the Cherokee Arrow G-AYKP was from Oxford to Newcastle as "Oxford 69" and on the same day the BAC 1-11 G-AMZ was noted on the Ryanair "RYR158-9" schedule. Interflights BAe 125-7 G-IFTE was "IFT 905C-906C" on the 19th when it was from Palma to Gatwick. Beech Duchess G-BXWA on the 21st is on the tower log as "PFSS2" on a flight from over in Norwich to Denham, the R/T call sign is believed to be "Liddel 52".

We have had two visits from Slingsby Aviation this month, on the 23rd there was T67M G-ZEIN and on the 25th T67M G-BYRY (reported to be carrying only HKG-11), both were from and to Kirkbymoorside as "Slingsby 1". BAe 125 G-CLDD arrived from Bristol on the on the 25th as "Goldair 28B" and after night stopping it departed to Cardiff as "Goldair 28C". Finally only two military visits to note, on the 4th Gazelle XZ335 was from and to Carrgate as "Army 331" and on the 9th Lynx XZ209 called in en route from Walney Island to Shawbury as "Army 475".

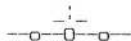
## Leeds/Bradford Movements

February 1970

- |                         |   |
|-------------------------|---|
| 02 G-AWP PA-23 Aztec    | F Newcastle T Halfpenny Green.G-ASXV Queen Air        |
| 03 G-ASWJ Beagle B206   | F/T Hucknall.G-AVCJ Beagle B206.G-ATCY PA-23 Aztec    |
| G-ASNU HS 125           | F Newcastle T Southampton.G-ATXC PA-23 Aztec n/s      |
| G-AOTI DH 114 Heron 2   | F/T Hucknall.G-AWAK King Air B90                      |
| 04 G-4B343 C47B-1-DK    | F/T Northolt.G-ATDJ Cessna 310J.G-ATCY PA-23 Aztec    |
| G-ASNU HS 125           | F/T Newcastle.G-AXAX PA-23 Aztec D                    |
| 05 G-ATCR Cessna 310D   | F/T Coventry.G-ATTD Cessna 182 n/s to 07th            |
| G-AVCJ Beagle B206      | F/T East Midlands.G-AVZT PA-30 Twin Comanche n/s      |
| 06 G-AWVY Fourmier RF4D | F/T Hackley.G-AVZT PA-31 Navajo                       |
| 07 G-AWPM King Air A90  | F Turnhouse T Denham                                  |
| 08 G-ASIL Cherokee 180  | F/T East Midlands.G-AWEZ Cherokee Arrow               |
| 09 G-AWTM Cherokee 140B | F/T Biggin Hill.G-ATFF PA-23 Aztec.G-AVDB Cessna 310  |
| G-AXPU HS 125           | F Brussels T Luton.G-ATGH Brantly B2B.                |
| G-ASFC Piaggio 166      |   |
| 10 N9605Y B.55 Baron    | F/T Shannon.G-AXDC PA-23 Aztec D                      |
| 0-50943 C47B-45-DK      | F Upper Heyford T Prestwick                           |
| 11 G-AVJB Viscount 800  | went w/s,G-APNE Viscount 800 to Glasgow with 'JB' pax |
| G-APXM PA-22 Tri-Pacer  | with engineers to repair 'JB'                         |
| G-AWEV Cherokee 140     | G-ASML Cessna F172F. G-AVKZ PA-23 Aztec               |
| PH-FSS King Air         | F Eindhoven T Gatwick.                                |

SE-EWD B.55 Baron O-51116 C47B-50-DK	F Linkoping T Brough, G-ATDL Cessna 310J F Belfast n/s T Northolt on 13th
13 O-48343 C47B-1-DK G-AXPU HS 125 KGB2B C47 SE-EWD B.55 Baron	F Northolt T Prestwick.G-ATHJ PA-23 Aztec F Luto T Stuttgart RCAF,callsign CAF00B F Exeter n/s T Lehr F Brough T Linkoping
14 G-ATRC B.95A Travel Air G-AWEI D62B Condor	F/T Manchester.G-AVIR Cessna F172 F/T Sherburn.G-ASRO PA-30 Twin Comanche
15 G-ARJY Auster J/1N G-AWJB GY20 Minicab G-AVKZ PA-23 Aztec G-AXMA PA-30 Twin Com	F/T Doncaster.XTB37 Sioux.XTB49 Sioux F/T Sherburn.G-AXCG Jodel D.117.G-ATXG PA-23 Aztec n/s to 20th.G-AVEE Sud Alouette n/s to 17th. F/T Newcastle.G-AWIY PA-23 Aztec
16 O-48343 C47B-1-DK N10146 Cessna FR172 G-AXJV Cherokee 140B	F Northolt T Prestwick.G-ASKS Cessna 336 F Blackpool T Cranfield on the 18th.G-ASXV Queen Air F/T Oxford.G-AWXV Cessna F172.G-ATXG PA-23 Aztec
17 G-AXPU HS 125	F/T Brussels n/s
18 G-APZU DH 104 Dove 6 G-ANAP DH 104 Dove 6 G-AXGT D.62B Condor G-AVJT PA-30 Twin Com	F Lutgate T EMA.G-ATLM Cessna F172 F/T Leicester E F Stansted T Manchester.G-AWXW PA-23 Aztec F Oxford T Doncaster on the 22nd. F/T Norwich
19 OY-AKS Cessna 310P O-48343 C47B-1-DK G-AHXW Dragon Rapide	F Tirstrup T Brough.G-ASXV Queen Air 65 F Northolt T Prestwick.G-AWDI Queen Air 65 F/T Staverton.G-ARYV PA-24 Comanche
20 G-AVZH JetRanger G-AWQW PA-31 Navajo	F Watford T Darlington.G-AWDI Queen Air 65 F Newcastle T Leavesden
22 G-AWFP D.62B Condor G-ATEM Cherokee 180	F/T Doncaster.G-AWGX Cessna F172 F/T Doncaster F Elstree T Southend.G-AVSM Piaggio 166 F/T Luton
23 G-ASNU HS 125 G-ASIU Queen Air 65	F/T Newcastle.G-ATCY PA-23 Aztec Dublin-Sturgate F/T Tatenhill.G-AWIO Brantly B2B Oxford-Newcastle
24 N726T Queen Air 65 G-AWYG Short SC7 Skyvan XS775 Beagle Basset	F Shannon T Toussus le Noble.G-AWPK PA-23 Aztec F Stansted T Glasgow.G-AVBN Cherokee 140 F/T Denham F Liverpool T Benson
25 OY-BCO Nord 262 XS769 Beagle Basset	F/T Billund on the 27th.G-ALBM DH 104 Dove 5 F Northolt T Filton.
26 O-48343 C47B-1-DK G-AVDA Cessna 182	F Northolt T Prestwick.G-AXOV B.55 Baron F/T Norwich F/T Cadwell.G-AWGX Cessna F172 F/T Doncaster
27 G-AXLL BAC 1-11 G-AXDC PA-23 Aztec D	F East Midlands T Glasgow.G-ARAN PA-18 Super Cub F Teesside T Norwich.G-AVNG Queen Air A80
28 G-ATTV Cherokee 140	F/T Tollerton.G-AXVS Jodel DR1050 n/s

On the 15th the two Army Sioux's along with Aztec's G-ATXG and G-AWIY plus the Alouette G-AVEE were all involved in the local search for a man suspected of the shooting of a policeman and a nightwatchman in Farsley. Lots of flights over the Farsley/Pudsey area were made. Super Cub G-ARAN on the 27th was being delivered to Sutton Bank to replace PA-18 G-ATRH (which had been w/o) as a glider tug. The BAC 1-11 G-AXLL on the 27th was operating the first scheduled domestic pure jet service at the LBA for BMA. The USAF C47's were doing a regular mail run for the personnel at Menwith Hill.



# Military News

Eric Martin.



## MILITARY MATTERS. ABBREVIATIONS

DHFS	Defence Helicopter Flying School
FTS	Flying Training School
(R)	Reserve (Squadron)
OCU	Operational Conversion Unit
PRU	Photo Reconnaissance Unit
(TR)	The Royal (Squadron)

## WHICH HEAVYLIFT TRANSPORT?

The Government decision on the order for eleven heavy lift transport aircraft is due shortly. The C-17 appears to be the front-runner, but some reports suggest that the An-124 (as *rented* by the RAF for Mozambique humanitarian duties) is also a contender.

Credit: Military Aviation Review

## GR4 CAN'T HIT THE TARGET!

Reports indicate that there are serious problems with the targeting systems on the supposedly improved thermal-imaging and laser-designated devices on the up-graded Tornado GR4. A Ministry of Defence spokesman stated that it was hoped that the GR4s would soon be in a position to match the GR1s! The upgrades were meant to extend the operational life on the Tornado GRs by twenty years, but apparently £7million has been spent on each of fifty aircraft, to achieve the standard reached by the GR1s twenty years ago!

Credits: Lesley Kilbey  
Daily Mail  
RAF News

## HAWK NEWS

The BAe Hawk has been in the news recently for a number of reasons.

The Hawk Life Extension Programme is proceeding at the Defence Evaluation and Research Agency (DERA) at RAF St Athan. The programme is intended to modify and life-extend eighty RAF Hawks. The procedure includes a complete airframe strip, part of which is completed at Brough.

The first of 33 Hawk Mk 127 lead-in fighter trainers for the Royal Australian Air Force has been completed at Warton. The 127s are designed to replace the RAAF's Aermacchi MB326Hs as lead-ins to F/A 18s and will initially be based at RAAF Williamstown, 100 miles north of Sydney.

The Indian Government order for 60 Hawks is in doubt, primarily due to the current UK 'ethical' arms export policy. Alternatives considered by the Indian Air Force include the MiG-AT, YAK/AEM-130 and the Dassault Alpha Jet. In view of the apparent Indian preference for Russian aircraft, one of the Russian advanced trainers may be the preferred choice.

Credit: Aircraft Illustrated

## EUROFIGHTER BASES CONFIRMED

The Defence Secretary has confirmed that the Eurofighter Typhoon will be based at Coningsby, Leeming and Leuchars. The Operational Conversion Unit and first operational squadrons will be based at Coningsby from 2004, with subsequent squadrons forming at Leeming and Leuchars from 2006. The RAF will eventually have 232 Typhoons to replace the entire Tornado F3 and Jaguar fleets. The Eurofighter first flew in 1994, so they will have taken ten years to reach operational squadrons!

Credit: RAF News

Please send any items for inclusion on this page to:

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# Military Matters

Eric Martin.



## ROYAL AIR FORCE: SQUADRONS, BASES AND AIRCRAFT

Squadron	Base	Aircraft	
1	Wittering	Harrier GR7/T10	
2	Marham	Tomado GR1A/GR1	(converting to GR4A this year)
3	Cottesmore	Harrier GR7/T10	
4	Cottesmore	Harrier GR7/T10	
5	Coningsby	Tomado F3	
6	Coltishall	Jaguar GR3/GR3A/T2A	(Jaguar squadrons pool aircraft)
7	Odiham	Chinook HC2	
8/23	Waddington	Sentry AEW1	(aircraft carry dual 8/23 Sq markings)
9	Bruggen	Tomado GR4	
10	Brize Norton	VC10 C1K	
11	Leeming	Tomado F3	
12	Lossiemouth	Tomado GR1B/GR1	
13	Marham	Tomado GR4A/GR1A	
14	Bruggen	Tomado GR1	
15(R)	Lossiemouth	Tomado GR1/GR1B	(National Tomado OCU)
16(R)	Lossiemouth	Jaguar GR3/T4	(to move to Coltishall this year)
18	Odiham	Chinook HC2	(IFOR & KFOR detachments)
20(R)	Wittering	Harrier GR7/T10	
22	Chivenor	Sea King HAR3/HAR3A	(Chivenor-Wattisham-Valley)
24/30/47/70	Lyneham	Hercules C1/C3/C4	(Lyneham wing pools aircraft)
25	Leeming	Tomado F3	
27	Odiham	Chinook HC2	
31	Bruggen	Tomado GR4/GR1	
32(TR)	Northolt	BAe125 CC3; BAe146 CC2; Twin Squirrel	
33	Benson	Puma HC1	
39	Marham	Canberra PR9/T4	(1 PRU Squadron)
41	Coltishall	Jaguar GR3/T4	
42(R)/ 120/201/206	Kinloss	Nimrod MR2	(Nimrod MR2 OCU; Kinloss Wing)
43	Leuchars	Tomado F3	
45(R)	Cranwell	Jetstream T1	(part of 3 FTS)
51	Waddington	Nimrod R1	
54	Coltishall	Jaguar GR3/GR3A/T2A/T4	
55(R)	Cranwell	Dominie T1	(part of 3 FTS)
56(R)	Coningsby	Tomado F3	
57(R)	Lyneham	Hercules C1/C3/C4	(Hercules OCU)
60(R)	Shawbury	Griffin HT1	(part of DHFS)
72	Aldergrove	Wessex HC2; Puma HC1	
78	Mount Pleasant	Chinook HC2	(Falklands)
84	Akrotiri	Wessex HC2	(Cyprus)
100	Leeming	Hawk T1A/T1	
101	Brize Norton	VC10 K2/K3/K4	(one detached to Mount Pleasant)
111	Leuchars	Tomado F3	
202	Boulmer	Sea King HAR3	(Boulmer-Lossiemouth-Leconfield)
203(R)	St Mawgan	Sea King HAR3	
216	Brize Norton	Tristar KC1/K1/C2/C2A	
230	Aldergrove	Puma HC1	
617	Lossiemouth	Tomado GR1B/GR1	

# AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

## LEEDS/BRADFORD NEWS

January's passenger figures show an encouraging start to the new millennium. Total number of passengers for January passing through LBA was 86,715 a 2.9% increase on January 1999.

One of the largest increases was on Sabenas Brussels service which carried 6,980 passengers an increase of 22.82%. Scheduled Services increased passenger figures by 3.9% while Inclusive Tour passengers increased by 0.3%.

Sabena coupled with the large increase in passengers above have introduced the larger Avro RJ.100 on the last SN721, and first SN 696 flight from Leeds.

The airport issued the following press release at the end of February:-  
28,000 extra places as more Holiday passengers choose to fly from Leeds/Bradford International Airport.

Larger jet aircraft than originally planned will be put into service by tour operators on several holiday routes from Leeds/Bradford International Airport (LBA) this summer.

At a time when demand for seats on holiday flights has remained static at many U.K. airports, and has even reduced at some of them, the demand for places on flights from Yorkshires premier airport, has grown significantly in recent months and the resulting healthy load factors have encouraged operators to continue the growth in seat provision throughout this summer.

Operators are reacting to facts produced by the influential Civil Aviation Authority which showed a shortage of capacity on aircraft used by some operators on routes from Leeds/Bradford has resulted in large numbers of people living east of the Pennines having to travel to Manchester to board flights for popular major resorts, when many would prefer to travel from their local airport.

Resorts mainly affected were Majorca, Costa Blanca, Costa Del Sol and Canaries. To cater for demand from those mainly Yorkshire based passengers, companies such as Airtours, Cosmos, Direct Holidays, JMC, First Choice and Thomsons, many flights to those prime resorts will now have increased capacity to satisfy the ever increasing demand.

This summer will see 10 flights a week to Majorca and 14 to the Canary Islands, some by larger aircraft than those previously in use.

Malta has been re-introduced as a destination by Airtours, and Panorama the specialist company for Tunisia features LBA in its programme for the first time. Club Travel 2000 will operate a new Saturday flight to Malaga with the villa/apartment owner in mind.

It, as is expected, all the extra capacity is taken up and the new destinations prove popular, based on the experience of the last few years, the tour operators will continue to increase their programmes in forthcoming seasons, offering an even wider choice of destinations.

Moving forward to February's figures, the following press release was issued on the 14<sup>th</sup> March  
The attraction of a friendly, convenient, easy to reach airport with well timed and popular services for people in its catchment area has yet again been underlined by the number of passengers using Leeds/Bradford International in February.

The total of 100,584 passengers using the airport in that month, against 88,991 in the same month of 1999 represents an increase of 13.03% and was more than double the number travelling via LBA in February just six years ago.

In the current financial year so far, 1,356,970 passengers have used the airport against 1,301,020 in the same period last year. During February the number of domestic schedule flight passengers increased by 15.19%, international scheduled by 6.86% and passengers on Inclusive Tour flights by 19.18%.

February increases by destination include, London Heathrow 12.3%, Southampton 21.2%, Isle of Man 25.89%, Brussels 31.26%, Edinburgh 109.3%, Aberdeen 10.7%, Dublin (Aer Lingus) 13.3%, Glasgow 4%, Jersey 4.43%, Belfast 6.8% and Paris 1%.

Said Airport Managing Director Mr Ed Anderson, These figures reflect on going improvements in the services provided and at the Airport itself. The Edinburgh figures, for instance, indicate just how well the public responds to improved equipment and more frequent flights.

Very good news, particularly on the domestic flights, which seem to have been struggling of late. Belfast in particular seemed to suffer during the 2<sup>nd</sup> half of 1999, possibly due to the introduction of new Easyjet and British Regional services from Liverpool and Sheffield respectively. A growth of passengers of almost 7% is therefore encouraging. Applying the growth of 109.3% to last years Edinburgh pax number, suggests over 2,500 people used the service in February 2000.

On the hub flights, figures relating to Amsterdam are conspicuous by their absence. As with most business announcements, the rule with LBA press releases is no data = bad news, and we can only assume that KLMuk suffered another drop in February. Many rumours are doing the rounds concerning a return to jet equipment, on the back of comments like "The Fokker 100 from Aberdeen to Amsterdam only carries an average of 12 pax, and KLMuk are selling some Fokker 50's anyway" – time will tell. It is perhaps no coincidence therefore that Sabena may be the main beneficiary of KLMuk's return to turboprops, registering a rise of over 31%. Remember this is not an growth due to increased frequency or larger aircraft as the 4 times daily R.J. service was well established last February. The 12% increase on the LHR route is probably not uncoincidental with KLMuk's equipment change either, but news about reduction in rotations (see below) seems strange in light of this increase.

The small rise on the Paris route disguises a much better performance than may be imagined. Those with long memories may remember British Midland based a Fokker 100 at the airport during February 1999 to provide additional capacity either side of Valentines day. The rise on the Paris service also provided British Midland with a "full house", with every British Midland route from LBA registering a year on year growth from LBA during February.

The rise in I.T. traffic, is no doubt due to 1<sup>st</sup> Choice/Air 2000 and their A.321

The number of trains from Leeds to Manchester Airport will double from 29<sup>th</sup> May. Transpennine Express is to launch a new hourly service linking Hull with Manchester Airport. This will run along side the existing Newcastle to Manchester Service which is also hourly, giving a train every 30 minutes between Leeds and Manchester Airport.

As mentioned both above, and in Harry's section last month, larger than planned aircraft are to be introduced on a number of routes because of encouraging bookings. Of particular interest to the enthusiast should be the Saturday visit by an Air Europa Boeing 767 and Air Europa 757 on behalf of JMC from and to Palma.

It has all the signs of becoming a good summer in terms of both passenger figures to please the airport management and more interesting aircraft for the enthusiast.

**British Midland** on line booking system are to drop the mid-day BMA BD415 and BD416 flights from 1 st May.

## AIRPORT NEWS

**Finningley** has been putting "more meat on the bones" One local Doncaster newspaper reported representatives from Thomsons have visited the site. Robert Hough chairman of Peel Airports said "They were really impressed with the facilities and it's potential. The companies enthusiasm shows that this vision is becoming reality" Airtours is also understood to have given backing to the plans. However a string of criticism of the proposal to turn the former R.A.F. base into an airport have been received, including an appearance on local T.V. by DFS furniture chairman Lord Kirkham.

November passenger figures for LBA's neighbours are as follows. Manchester 1,106,969 +0.79%, East Midlands 114,708 -8.97%, Tees-side 45,993 +5.94%, Humberside 27,882 +22.63%, Sheffield 4,013 -9.15%.

## AIRLINE NEWS

**British Midland** officially confirmed the much rumoured order for four A.330-200's with an option to purchase a further 8. The first two aircraft will be delivered in April and May 2001. "This order underlines our commitment to operate long-haul services next year, an integral part of our future growth strategy", said Michael Bishop, the Airline Chairman.

British Midland is also to axe it's Heathrow to Frankfurt, Prague and Warsaw. Instead it will operate to Rome, Milan and Madrid to compete with B.A. and One World partner Iberia.

**Go** have announced more new routes from London Stansted. A service to Naples starts on April 19<sup>th</sup> and Reykjavik on May 25<sup>th</sup>

**Kenya Airways** have leased a Boeing 767-300ER from K.L.M. to replace the A.310 which crashed on January 30<sup>th</sup>.

**Newlines** is an airline which plans to fly between Stansted and New York twice daily. Julian Cook, a New York based Entrepreneur plans to modify the aircraft to 80 seaters, and target business passengers. Mr Cook commented "other airlines charge \$5000 for a business class return, we would be looking at \$2,500" he said.

**Ryanair** plans new services for this summer from London Stansted to Lubeck, Germany, Malmo in Sweden, Nimes in France, Brescia in Italy, Perpignan in France, Lamezia in Italy and Sardinia. A daily service will also commence between Prestwick and Hahn in Germany.

**S.A.S.** have ordered 12 Airbus A.321's for delivery commencing late 2001, and have also taken out options on a further 10 aircraft.

## AIRCRAFT NEWS

The Government announced on 13<sup>th</sup> March it is to invest £530 million in the new Airbus A.3xx. The aid will allow the European aircraft consortium Airbus Industrie to begin work on the new twin deck aircraft. Airbus Industrie is currently testing the market for the 650 seater aircraft, and is understood to be receiving a favourable response.

Boeing and GE have announced a longer range Boeing 777-200 (301 passengers, 10,100 mile range) and a Boeing 777-300 ( 359 passengers, 8,300 mile range). The aircraft is powered by GE90-115B engines and first delivery is planned in September 2003.

## OTHER NEWS

Flight delays at U.K. airports fell in the third quarter of last year, with punctuality increasing from 68 to 71%. The CAA said flights to Basle, Rome, Milan, Athens and Istanbul were most frequently delayed.

E-mail [Dwooler@EGNM.screaming.net](mailto:Dwooler@EGNM.screaming.net)

ABN, ACW, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters & LBA WEB sites (and all their contributors), Lawrie Coldbeck, P. Linley, M. Mitchell, P. Smith



## ALLER RETOUR À TOULOUSE

When Saltaire Travel announced their day-trip to the Airbus Factory in Toulouse it had to be a must. In recent years many of the aviation tour specialists have operated such visits, generally from Luton or Gatwick airports and have earned a good reputation. What made this particular visit that much more appealing was the fact that it was operating from Leeds/Bradford, this is despite the fact I live some 25 miles west of Heathrow!

Saturday 5<sup>th</sup> February saw a prompt check-in at about 0600hrs. The last few days had been rather windy and the 'jungle-jet' and the turboprops were parked into wind. It was nice to see the apron well subscribed, particularly the Air 2000 Boeing 757 (G-OOOV) which had night-stopped on stand 10 to operate a Ford charter to Seville. Our aircraft, an Airtours Boeing 757 positioned in from Edinburgh approximately 30 minutes late as planned overnight runway work at Glasgow had forced the flight to divert to the Scottish capital. Interesting the aircraft, G-MCEA, was a sistership of G-OOOV both having been originally delivered to Eastern Airlines of the US.

A sprightly departure from Runway 32 heralded an uneventful short flight to Toulouse Blagnac punctuated by breakfast and the obligatory G&T. Blagnac is a large airfield with long parallel runways, a modern terminal to the east and the Airbus facility to the west. Having disembarked we started spotting the various aircraft around the terminal. Highlights included the KLM cityhopper Fokker 70 (if only LBA-AMS was operated by this) and a number of Air France A319s – these latter aircraft being rare old birds in the UK with just one scheduled appearance at Heathrow during early evening. As we boarded the coaches for the Airbus Factory Sabena RJ85 OO-DJR landed, the very same aircraft that some hours ago had departed LBA on the SN730!

Having exchanged our Passports for visitors badges we were driven toward the various hangars that constitute the Aérospatiale-Matra assembly site of the Airbus. Toulouse is responsible for the final assembly of the short haul Airbus A320 and the larger A300, A310, A330 & A340. The A318, A319 and A321 variants of the Airbus family are assembled at Hamburg Finkenwerder, Germany. There was an excellent variety of aircraft outside the hangars including Iberia & Lufthansa A340s, an Austrian A330, an Air Europe Italy A320 resplendent in their new colours and an A320 of United. The 'stars' however were two A320s for the Brazilian airline TAM, aircraft that will probably never grace the skies of Europe once delivered. There were a number of aircraft that were still to be painted identified only by their manufacturers serial numbers and French test registrations.

People forget that Aérospatiale also assemble the ATR family at Toulouse. Present on the airfield were examples for Tarom, Mount Cook Airlines & Air Dolomiti. Times have been hard for ATR as 'regional-jet mania' has wiped-out

### Aller-retour à Toulouse continued

demand for turboprops, evident by the number of stored aircraft on the airfield including ex Cityflyer example G-BUEB. Indeed a number of new build machines are present on the airfield either stored in primer with no markings and some for which the airlines have returned having had less than a few years flying from them. Onward toward the Clement Ader assembly hall, birthplace of each an every Airbus A330 & A340. We disembarked the bus and were taken inside the giant hangar where 3 A330s were in various states of completeness. It has to be remembered that components for the Airbus are manufactured across Europe and then flown to Toulouse in the specially converted A300 Belugas. Infact all four examples of these spectacular aircraft were present during our visit.

The wings are fitted to the centre fuselage section first; the remainder of the fuselage follows with the tail fin last. With the fuselage complete the avionics and systems fit out takes place before the aircraft is brought onto the ramp. Once the powerplants have been fitted the aircraft is taken for ground testing before once more into the hangar where commercial fit-out of the interior occurs. Having performed more tests the aircraft goes to the paintshop where the characteristic 'green overall' coating is removed and the airline colour scheme is applied. All very impressive.

Back to the airport terminal for lunch and a bit more spotting. Highlights included probably the first European example of the Embraer 135, the short fuselage version of the now familiar 'jungle-jet', flying with Regional Airlines. Ferrying French troops from Skopje was an A310 of the 'Esterel' – French Airforce Transport Command and a Bulgarian Antonov 26 on the freight apron.

In the afternoon it was back to the west side to visit the Aircraft Museum. A host of military types included a well-preserved Gloucester Meteor and a Vampire in British marks. French types featured heavily, most surprisingly the delta-winged Mirage 2000 in Gulf camouflage. Of the larger types the preserved Super Guppy was amazing, particularly once inside its capacious bulge. As an efficient transport aircraft its times were numbered when you consider the procedure to open the hold took a minimum of 1½ hours. The preserved Caravelle was nice to see because this particular machine had visited LBA on pilgrimage charters during the early nineties.

Back to the terminal for some late afternoon spotting – very productive with even more A319s of Air France and a natty remote control push back vehicle that had one of our number wondering about the security of his job! We boarded G-MCEA content after a very successful day and an uneventful flight back to Leeds/Bradford save for a rather heavy landing courtesy of the habitual crosswind on Runway 32. Thanks to Saltaire Travel and my companions for an excellent trip.

**Mark Teale**

p.s. Next month will see a report from the Museum including a map.

## TOULOUSE AIRBUS FACTORY TOUR 5/2/2000

Here is the log taken on a recent trip to Toulouse, thanks to the following contributors :  
 MARK TEALE / PHIL LINLEY / GEOFF WARD / PAUL WHINCUP / CHRIS GLOVER  
 IAN MORTON / ANDY HUTCHINGS / GREG HOLLAND

Reg Seen	Airline	Type	C/n	Notes
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### BELUGA'S OUTSIDE AIRBUS FACTORY

F-GSTA	Airbus Transport International	AIRBUS A300 BELUGA	655	FLEET No1
F-GSTB	Airbus Transport International	AIRBUS A300 BELUGA	751	FLEET No2
F-GSTC	Airbus Transport International	AIRBUS A300 BELUGA	765	FLEET No3
F-GSTD	Airbus Transport International	AIRBUS A300 BELUGA	776	FLEET No4

### AIRBUS A.300's OUTSIDE AIRBUS FACTORY

N472AS	Aviation Sales Leasing Co	AIRBUS A300	125	CONV TO FREIGHTER
N474AS	Aviation Sales Leasing Co	AIRBUS A300	219	CONV TO FREIGHTER
F-WHPS	Airbus Industrie	AIRBUS A300	238	
F-WQIP	Finova Aircraft Investors LLC	AIRBUS A300	147	
F-WSTE	Airbus Transport International	AIRBUS A300	796	CONV TO A300 BELUGA No5

### AIRBUS A.320's OUTSIDE AIRBUS FACTORY

F-WWBG	TAM	AIRBUS A320	1143	TO BE PT-MZG
F-WWBY	TAM	AIRBUS A320	1158	TO BE PT-MZH
D-A...	LTU International Airways	AIRBUS A320	1179	SWISSAIR - NTU
F-WW..	TAP Air Portugal	AIRBUS A320	1181	TO BE CS-TNJ
F-WWDK	United Airlines	AIRBUS A320	1163	DEL AS N458UA ON 16/2/00
F-WWFT	Airbus Industries	AIRBUS A320	0001	DEMONSTRATOR
F-WWBZ	Air Europe Italy	AIRBUS A320	1162	TO BE I-PEKB
F-WW..	British Midland	AIRBUS A320	1177	TO BE G-MIDX

### AIRBUS A.330/340's OUTSIDE & INSIDE AIRBUS FACTORY

F-WWYQ	Austrian Airlines	AIRBUS A330	317	TO BE OE-LAP
F-WWJL	Iberia	AIRBUS A340	318	TO BE EC-HGU
F-WWJO	Lufthansa	AIRBUS A340	327	TO BE D-AIGW
F-WWJN	Lufthansa	AIRBUS A340	325	TO BE D-AIGV
F-WWJM	Lufthansa	AIRBUS A340	321	TO BE D-AIGU
F-GLZT	Air France	AIRBUS A340	319	
F-WWYX	Emirates	AIRBUS A330	328	
F-WW..	Gulf Air	AIRBUS A330	340	TO BE A40-KF
4R-...	Sri Lankan Airlines	AIRBUS A330	341	
4R-...	Sri Lankan Airlines	AIRBUS A330	336	
N...US	US Airways	AIRBUS A330	337	
HL...	Korean Air	AIRBUS A330	338	
F-WWYV	Emirates	AIRBUS A330	326	
F-WWAI	Airbus Industries	AIRBUS A340	001	DEMONSTRATOR
EC-H..	Iberia	AIRBUS A340	329	
	Canada 3000 Airlines	AIRBUS A330	339	TAIL ONLY TO BE C-66WL
F-WW..	Aer Lingus	AIRBUS A330	330	TO BE EI-EWR
OO-SFN	Sabena	AIRBUS A330	037	

Reg Seen	Airline	Type	C/n	Notes
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### ATR 42/72 PARKED

F-WWL6	TAROM Romanian Airlines	ATR-42 512	605	TO BE YR-ATG
F-WWLK	Air Dolomiti	ATR-72 212A	606	
F-WQLJ	Continental Express	ATR-42 512	504	
F-WQJZ	Avions De Transport Regional (ATR)	ATR-42 312	304	EX Cityfler Express
ZK-M..	Air New Zealand Link	ATR-72 212A	632	
F-WWEK	Iran Asseman Airlines	ATR-72 212A	573	TO BE F-OIRB
F-WWEY	Avions De Transport Regional (ATR)	ATR-72 201	098	
F-WQLI	Continental Express	ATR-42 512	503	
F-WW..	Avions De Transport Regional (ATR)	ATR-42 512	612	
F-WW..	Avions De Transport Regional (ATR)	ATR-42 512	610	
F-WW..	Avions De Transport Regional (ATR)	ATR-42 512	613	

### AIRBUS FACTORY STORED

F-WTSB	Academi Nationale De L' Air Et De L' Espace	BAC/AEROSPATIALE CONCORDE	201	ON DISPLAY
F-WJAL	Aerospatiale	SE.210 CARAVELLE	038	ON DISPLAY

### STORED & PARKED AROUND THE FIELD

LZ-NHA	Air Novr	ANTONOV 26	4702	
F-GFJH	Aviation Civile	ATR-42	049	FLIGHT CALIBRATOR
F-GMGA	Air Entreprise	DASSAULT FALCON 50	051	
D-....		AN-2		
F-GELP	Air Toulouse International	SE.210 CARAVELLE	187	STORED
F-BMKS	Air Toulouse International	SE.210 CARAVELLE	181	STORED
F-GEXI	Air Toulouse International	BOEING 737-2L9	22406	STORED
F-BPUA	L' Aeropostale	FOKKER 27-500	10369	AIR FRANCE COL'S - STORED
F-BPUB	L' Aeropostale	FOKKER 27-500	10374	AIR FRANCE COL'S - STORED
F-BPUH	L' Aeropostale	FOKKER 27-500	10382	AIR FRANCE COL'S - STORED
F-BPUC	L' Aeropostale	FOKKER 27-500	10373	AIR FRANCE COL'S - STORED
F-BPUE	L' Aeropostale	FOKKER 27-500	10377	AIR FRANCE COL'S - STORED
F-BPUF	L' Aeropostale	FOKKER 27-500	10378	AIR FRANCE COL'S - STORED
F-BPUG	L' Aeropostale	FOKKER 27-500	10379	AIR FRANCE COL'S - STORED
F-BPUJ	L' Aeropostale	FOKKER 27-500	10390	AIR FRANCE COL'S - STORED
F-GIXF	L' Aeropostale	BOEING 737-348 (QC)	26851	OUTSIDE HANGER
F-GLXH	Air Toulouse International	BOEING 737-2D6	20544	STORED EUROWINGS COL'S -
D-BFFF	EuroWings Luftverkers	ATR-42 312	130	STORED
TR-LEZ	Air Inter Gabon SA	ATR-42 310	87	STORED

Reg Seen	Airline	Type	C/n	Notes
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### AIRFIELD MOVEMENTS

F-GPZB	Air Liberte	ATR-42 312	027	
F-GMVB	Regional Airlines	SAAB 2000	019	
F-GRJN	Air France Express	CANADAIR REGIONAL	7262	
		JET		
F-GPMF	Air France	AIRBUS A319-113	0637	
F-GHQL	Air France	AIRBUS A320-211	0239	
OO-DJR	Sabena	BAE 146 RJ85	E2290	
PH-KZD	KLM Cityhopper	FOKKER 70	11582	
F-GNLG	Air Liberte	FOKKER 100	11363	
7T-VEQ	Air Algerie	BOEING 737-2D6	21285	
F-GPYG	Air Littoral	ATR-42 512	516	
F-GIOJ	Air Liberte	FOKKER 100	11454	
G-JEAU	Jersey European Airways	BAE 146-100	E1035	AIR FRANCE COL'S
F-RADA	French Air Force	AIRBUS A310-304	421	
F-GGEF	Air France	AIRBUS A320-111	0004	
CS-TPK	Portugalia	EMBRAER EMB145	145041	
F-GPME	Air France	AIRBUS A319-113	0625	
F-GNLH	Air Liberte	FOKKER 100	11311	
F-GPMD	Air France	AIRBUS A319-113	0618	
PH-KZH	KLM Cityhopper	FOKKER 70	11583	
F-GPZB	Air Liberte	ATR-42 312	027	
F-GPME	Air France	AIRBUS A319-113	0625	
HB-IZX	Crossair	SAAB 2000	041	
F-GRGD	Regional Airlines	EMBRAER EMB145	145043	
F-GRGP	Regional Airlines	EMBRAER EMB135	145188	
F-GRJN	Air France Express	CANADAIR REGIONAL	7262	
		JET		
F-GRHA	Air France	AIRBUS A319-111	0938	
F-BTDD	Aero Lyon	DOUGLAS DC-10	46963	
F-GNLJ	Air Liberte	FOKKER 100	11344	
F-GIOG	Air Liberte	FOKKER 100	11364	
F-GIYH	Air Liberte	EMBRAER EMB120	120239	
		BRASLIA		
F-GRHE	Air France	AIRBUS A319-111	1020	
F-GRHF	Air France	AIRBUS A319-111	1025	
D-ABJF	Lufthansa	BOEING 737-530	25311	
F-GPMH	Air France	AIRBUS A319-113	0647	
F-GNLI	Air Liberte	FOKKER 100	11315	
F-GPYO	Air Littoral	ATR-42 512	544	
F-GKXA	Air France	AIRBUS A320-211	287	

### LIGHT AVIATION

F-BVBI	CESSNA 172	1109
F-GAXA	ROBIN R.2160	112
F-GPME	R-22	
F-GAXF	ROBIN R.2160	141
F-GCII	ROBIN DR.400	1455

Also a Spanish registered PA-28 was seen but at this time we cannot confirm the reg + a Twin Squirrel which landed but unfortunately no one has yet reported a reg.

The museum report and log which will also include a map of the museum drawn by myself and Paul will appear in next month's magazine.

HARRY MORROW.

# WORDSEARCH

find the airliners

P S N A Y N O R E H V D Q O E B B M A O T B L K  
E P S T W S N O Y L K V P V D G X H G R R R O L  
F Q I O D Q O O F T L V E W P V S Z E P I Q P L  
Y B M K R M I G Z T J E T N U O C S I V D V G C  
G A W A C T X W R V I Y V Q F P I H F V E N D E  
C R S D R G A D R A U G N A V U S A H D N T G I  
M N H W S A N B Y C N H E W R W O C R E T M Z Z  
L K S T R A T O L I N E R C O A M O O F R Y Q O  
Q Y L E L A A H I A E Y O L N O C R Z N I M J T  
Q E R B H I I A O T K T L V D N E D P R S R E F  
L C T Z Q Q N M E N A E O E O R M L C C T U N S  
C P I H S D N E I R F L D C A V D O O A A N L F  
P W Q D A K A E T S O M L F J O M R M R B T M  
U T Y P L L T S Y R L V Y E V E O B V A A V U B  
U X Y P X A I N K W E A A E T N A R I E D N A B  
A I L I S A R B K C W T N N A S U A B R A S N L  
W Q O S R C B E N G R E S D S K N A N T P S O C  
O M N U I L A E H N M O O A E S X O R S R J G C  
Z P Q T A E V N N I H E D I M R D G C T P G R F  
Y N O J V O I A D K Z O M U Y Y D O T E C X A F  
J Z T J R V Z B I I R N Z E T I K U I J M E N L  
V T J P A E L A U V A O S T V X T S D L Q S L X  
F S P E C N I R P Z U Z Y Z Q Z Z B U L H V F E  
K E O P B T N L R T F G P Q Q P B U B C P J H U

Here is the word list, decode (if necessary) and find the words in the puzzle.

DOVE HERON VISCOUNT COMET VANGUARD CONSTELLATION DAKOTA SKYMASTER CONCORDE  
CARAVELLE HERMES ARGONAUT AMBASSADOR JETSTREAM HERALD FRIENDSHIP YORK  
STRATOCRUISER BRITANNIA VIKING PRINCE BANDEIRANTE BRASILIA FELLOWSHIP TRIDENT  
TRISTAR ARGOSY CARVAIR CORONADO ELECTRA ISLANDER STRATOLINER PROVENCE CONSUL  
MARATHON AEROVAN TUDOR ALBATROSS WAYFARER SCANDIA



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