



B 727 N6813 AT EAST MIDLANDS

VOL. 26

AUGUST 2000

CHAIRMAN : MR.M.WILLINGALE 17,BANKSFIELD CRESCENT, YEADON,LEEDS LS19 7JY	01943 875137
SECRETARY: MRS.N.BARRETT 53, HIGHWOOD AVENUE, LEEDS LS17 6EW	0113 2683114
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COMMITTEE MEMBERS 1999-2000 MR.P.WINDSOR, MR.D.STENNING, MR.J.DALE , MR.D.BATES, MRA.A.EDWARDS , MR. G.WARD, Please note that all membership enquires should be made to the Treasurer	

CHAIRMAN'S CHAT

First of all I would like to say how nice it was to see so many members at the July meeting held in Gate 20 at the airport. The next meeting, held at the same venue, will be on Sunday, 3rd September, 2000. It is then hoped to use this facility again on Sunday 1st October. This will be the last opportunity we have to use this room so I want to suggest to the Committee that the A.G.M. be brought forward one month and we have it on that date.

The latest development on the south side is the erection by the L.B.A. (not Multiflight) of two notices stating :- "Private property. Access restricted to Multiflight customers only . No public parking." At the time of writing the gates are still open and people are still parking and spotting. It is probable the restricted access will be enforced by the installation of a lift-up barrier operated by security personnel in a kiosk. This leaves only two places to observe movements. One is the raised lay-by off Cemetary Road. This location has no-parking restrictions and much of the view is obscured by bushes on the embankment. This only leaves Plane Tree Hill, and, although the surface is very poor, the views and radio reception are excellent.

Multiflight now have a webb site and I understand that this shows future developments including hangars, offices, function rooms (our future home ?) and club facilities. All we can do is, as usual, wait and see.

My request for articles for the magazine has not fallen on stony ground. This magazine includes Ian Morton's latest Canadian trip and I would like to welcome and thank a new contributor, Mr. John Booth of Cookridge, who has submitted four articles, the first of which is included in this issue.

Finally, the Linton-on-Ouse trip is being negotiated for either the 14th or 21st September (both Thursdays). Full details next month.

It is sad news that Philip Firth is to leave the Airport. I would like to take this opportunity to thank him for all he has done for the airport and for Air Yorkshire and so ,on behalf of the society, wish him well in his new post.

MEETINGS (starting at 14.30)

Next meeting arranged for 3rd September- Gate 20 L.B.A.-assemble to the left of the revolving entrance. Speaker: Paul Isherwood giving a slide show and talk on his visits to the Southern Hemisphere.

Sunday, 1st October- t.b.a. possibly including the A.G.M.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Ian Morton, John Booth

Leeds/Bradford Movements

June 2000

01 Thursday

N79EL Beechjet 400	0756 0809	Z3-ARF Boeing 737 300	0923 1047
G-OBWR BAe ATP	0930 1020	G-BWGO Slingsby T67M	1100
G-LINE Twin Squirrel	1232 1500	G-OBWR BAe ATP	1232 1318
G-OOOV Boeing 757	1306 1450	G-JCFR Citation II	1326 1731

02 Friday

G-LKTB Fokker 50	0738	EI-FKD Fokker 50	0844
G-MAJF Jetstream 41	0913	G-BVZG Boeing 737 500	0924
G-GNTH SAAB 340	0928	G-MAJM Jetstream 41	0937
G-JEDC DHC-8	0950	G-UKTF Fokker 50	0952
G-JEDX DHC-8	0955	G-GNTJ SAAB 340	1006
EC-GRX Boeing 737 400	1008 1149	EI-CKP Boeing 737	1011
OO-DJS Avro 146 RJ85	1023	EC-HUQ Boeing 737 800	1131 1306
G-LKTB Fokker 50	1221	G-BDSB PA-28 Archer II	1250
G-JEDX DHC-8	1304	G-FCLK Boeing 757	1308 1523
N79EL Beechjet 400	1356 2030	G-BVZG Boeing 737 500	1358
G-GNTH SAAB 340	1400	G-MAJM Jetstream 41	1403
G-UKTF Fokker 50	1435	G-BYNB Boeing 737 800	1439
EI-CJC Boeing 737	1442	G-OACG PA-34 Seneca	1446 1614
G-JEDE DHC-8	1453	OO-DJY Avro 146 RJ85	1509
G-BNTC Turbo Arrow IV	1711	G-JCAS PA-28 Archer II	1726
N55424 TB-10 Tobago	1954 1610(03)	EC-GZE Airbus 320	2131 2252
EC-GMY Boeing 737 300	2153 2311	EC-HHG Boeing 737 800	2307 0023

03 Saturday

G-PLAT King Air 200	0214 1419	EI-FKF Fokker 50	0907
G-UKTB Fokker 50 DIV	0912 1215	G-MAJA Jetstream 41	0938
G-JEDX DHC-8	1116	G-JEDY DHC-8	1127
G-RJXD EMB 145	1157	G-UKTI Fokker 50	1205
D-CFFU Dornier 228	1302 1359	EC-HGO Boeing 737 800	1453 1634
C-GTDB Airbus 320		EI-CNY Boeing 737	
G-MSKA Boeing 737 500	1515 1655	G-JEDX DHC-8	1527
G-DAAC CL600 Challenger	1546 1634	G-OACG PA-34 Seneca	1728 1912
EC-GOJ Boeing 767	2320 0045		

04 Sunday

G-BYNC Boeing 737 800	0941	G-JEDY DHC-8	1012
G-UKTF Fokker 50	1015	G-BVJD Fokker 100	1021
G-WHDP Cessna 182S	1033 1806	G-BBEY PA-23 Aztec	1127
XZ203 Lynx AH.1	1214 1251	XX447 Gazelle AH.1	1214 1227
G-UKTI Fokker 50	1221	G-JEDX DHC-8	1247
G-JEDE DHC-8	1403	G-UKTF Fokker 50	1419
EI-CJH Boeing 737	1423	OO-DJY Avro 146 RJ85	1504
G-RJXD EMB 145	1532	C-GTDB Airbus 320	1602
N132CK Cessna 421A	1626 1008(10)	G-JEDX DHC-8	1636
G-UKTI Fokker 50	1649	G-MAJM Jetstream 41	1721
G-JEDE DHC-8	1820	G-BYNC Boeing 737 800	1825

G-CEAD Boeing 737	1836 1947	EI-CNZ Boeing 737	1842
OO-DJP Avro 146 RJ85	1913	EI-FKF Fokker 50	1917
G-JETG Lear Jet 35A	2018 2200	N750HS Citation X	2044

05 Monday

C-GTDB Airbus 320	0634	G-UKTI Fokker 50	0731
EI-FKE Fokker 50	0848	G-BUIO Jetstream 32	0858 1018
G-MAJM Jetstream 41	0916	G-OBMX Boeing 737 500	0926
G-GNTI SAAB 340	0928	G-JEDE DHC-B	0938
G-GNTH SAAB 340	0940	G-JEDX DHC-B	1002
G-UKTF Fokker 50	1005	G-ATOU Mooney M20E	1011 1202
EI-CJH Boeing 737	1015	OO-DJZ Avro 146 RJ85	1027
G-BTHY JetRanger	1044	G-MAJF Jetstream 41	1049
G-RJXD EMB 145	1101	XZ309 Gazelle AH.1	1205 1224
G-UKTI Fokker 50	1235	G-JEDX DHC-B	1304
G-NODY AASB Tiger	1337 1430	EI-CJC Boeing 737	1339
G-BUIO Jetstream 32	1353 1748	G-GNTH SAAB 340	1358
G-MAJF Jetstream 41	1406	G-UKTB Fokker 50	1415
G-VCED Airbus 320	1422	G-OBMX Boeing 737 500	1426
G-JEDC DHC-B	1448	OO-DJP Avro 146 RJ85	1500
G-BGTG PA-23 Aztec	1547	G-JEDX DHC-B	1627
G-RJXD EMB 145	1631	G-UKTI Fokker 50	1641
G-IANG LongRanger	1642	G-GNTI SAAB 340	1646
XV212 Hercules C.3	1657 1811	G-MAJF Jetstream 41	1700
G-BYNC Boeing 737 800	1712	G-MAJM Jetstream 41	1720
G-GNTH SAAB 340	1730	G-BOTH Cessna 1820	1737 1802
EI-CKP Boeing 737	1743	CS-DNI BAe 125 800A	1756
G-JEDC DHC-B	1800	G-MDAC F33A Bonanza	1816
G-MOHS PA-31 Navajo	1836 1927	G-OBMX Boeing 737 500	1846

06 Tuesday

G-UKTI Fokker 50	0744	D-IDBU PA-42 Cheyenne 3	0759 1820(07)
D-IANA King Air B200	0808 1811(07)	EI-FKE Fokker 50	0851
G-MAJM Jetstream 41	0924	G-GNTI SAAB 340	0929
G-JEDC DHC-B	0932	G-GNTH SAAB 340	0943
G-MAJF Jetstream 41	0946	EI-CKQ Boeing 737	0948
G-UKTB Fokker 50	1002	G-OBMX Boeing 737 500	1004
OO-DJX Avro 146 RJ85	1029	OY-MRA Boeing 737 700	1056 1210
G-RJXD EMB 145	1059	G-UKTI Fokker 50	1223
G-BRUI PA-44 Seminole	1244	G-JEDX DHC-B	1301
G-FRGN PA-28 Dakota	1320 1638	G-BYNC Boeing 737 800	1331
G-GNTH SAAB 340	1353	EI-CNZ Boeing 737	1355
G-MAJF Jetstream 41	1403	G-OBMX Boeing 737 500	1407
C-GTDB Airbus 320	1418	G-UKTB Fokker 50	1424
G-JEDE DHC-B	1449	OO-DJL Avro 146 RJ85	1452
G-BTIS Twin Squirrel	1452 1629	G-BYIT Robin DR400/500	1530
G-BUIO Jetstream 32	1625 1659	G-JEDX DHC-B	1635
G-UKTI Fokker 50	1646	G-MAJF Jetstream 41	1704
G-RJXD EMB 145	1706	G-GNTI SAAB 340	1709
253 CASA 235	1713 1730	G-MAJM Jetstream 41	1715
G-GNTH SAAB 340	1717	N220SC PA-31T Cheyenne	1736
EI-CDA Boeing 737	1741	G-JEDE DHC-B	1755
CS-DNI Hawker 800XP	1800	G-OBMX Boeing 737 500	1835

07 Wednesday

G-BTMK Cessna R172K	0759	G-UKTI Fokker 50	0804
EI-FKD Fokker 50	0847	G-MAJF Jetstream 41	0921
G-GNTH SAAB 340	0924	G-OBMX Boeing 737 500	0927

G-GNTI SAAB 340	0930	G-JEDE DHC-8	0943
EI-CNZ Boeing 737	0945	G-MAJM Jetstream 41	0949
G-JEDX DHC-8	0955	G-UKTB Fokker 50	1001
G-BIRZ Zenair CH-250	1014	G-RJXD EMB 145	1058
OO-DJL Avro 146 RJ85	1104	G-UKTI Fokker 50	1233
G-BKVT PA-23 Aztec	1236	G-BSHP PA-28 Warrior II	1238
G-JEDX DHC-8	1304	30 E.121 Xingu	1308 1133(09)
G-BAED PA-23 Aztec	1319 1420	EI-CNT Boeing 737	1335
G-ATMJ Avro 748	1340 1941	G-GNTI SAAB 340	1350
G-OBMX Boeing 737 500	1354	G-MAJM Jetstream 41	1400
G-UKTF Fokker 50	1448	G-JEDC DHC-8	1450
OO-DJV Avro 146 RJ85	1500	G-BYNC Boeing 737 800	1628
G-RJXD EMB 145	1632	G-BAML JetRanger	1634
G-JEDX DHC-8	1638	G-BJYD Cessna F152	1644 1714
G-GNTH SAAB 340	1645	G-UKTI Fokker 50	1650
G-MAJM Jetstream 41	1707	C-GTDB Airbus 320	1710
EI-CNZ Boeing 737	1754	G-JEDC DHC-8	1758
G-BMHT Turbo Arrow IV	1806 N/res		

08 Thursday

OY-NPA SA227 Metro II	0132 0232	G-UKTD Fokker 50	0745
G-OBLC B76 Duchess	0828	EI-FKE Fokker 50	0902
G-JLRW B76 Duchess	0907 1549	G-MAJM Jetstream 41	0915
G-GNTI SAAB 340	0921	G-OBMX Boeing 737 500	0924
G-CDAV PA-34 Seneca	0929	G-JEDC DHC-8	0945
G-MAJF Jetstream 41	0948	G-BBNG JetRanger	0950
EI-CNZ Boeing 737	0951	G-JEDX DHC-8	0956
G-UKTF Fokker 50	1007	G-BOTV PA-32RT Lance II	1018 1553
G-LORD PA-34 Seneca	1020 1905	OO-DJP Avro 146 RJ85	1105
G-BFWE PA-23 Aztec	1114	G-RJXD EMB 145	1117
G-UKTD Fokker 50	1212	G-BYNC Boeing 737 800	1244
G-OOGI Boeing 757	1301	G-FRYI King Air 200	1304
G-LNTI Robinson R-44	1312	G-JEDX DHC-8	1314
EI-COB Boeing 737	1349	G-GNTI SAAB 340	1351
G-MAJF Jetstream 41	1406	G-OBMX Boeing 737 500	1409
G-DJAR Airbus 320	1420	G-UKTC Fokker 50	1434
G-JEDE DHC-8	1448	OO-DJS Avro 146 RJ85	1457
G-BYDA Douglas DC-10 30	1531 1656	G-JEDX DHC-8	1629
G-RJXD EMB 145	1633	G-UKTD Fokker 50	1648
G-MAJM Jetstream 41	1712	G-FRYI King Air 200	1715 1733
G-MAJF Jetstream 41	1720	G-GNTI SAAB 340	1722
G-GNTH SAAB 340	1725	253 CASA 235	1733 1753
G-JEDE DHC-8	1800	N4B5A Enstrom 480	1836 1918
C-GTDB Airbus 320	1850		

09 Friday

G-UKTD Fokker 50	0752	EI-FKF Fokker 50	0853
Z3-ARF Boeing 737 300	0914 1122	G-MAJF Jetstream 41	0922
G-GNTH SAAB 340	0925	G-JEDE DHC-8	0937
G-GNTI SAAB 340	0940	G-UKTC Fokker 50	0944
G-OBMX Boeing 737 500	0947	G-MAJM Jetstream 41	0952
EC-GNZ Boeing 737 400	0955 1200	EI-COB Boeing 737	0959
G-JEDX DHC-8	1003	G-RJXD EMB 145	1113
EC-HKR Boeing 737 800	1142 1259	G-BRPL PA-28 Cherokee	1156
EI-CLY BAe 146 300	1218 1305	G-UKTD Fokker 50	1241
G-JEDX DHC-8	1303	G-FCLK Boeing 757	1310
XZ676 Lynx AH.1	1319 1410	XWB48 Gazelle AH.1	1326 1410
G-IFTS Robinson R-44	1332 1425	G-MAJM Jetstream 41	1357

EI-CJC Boeing 737	1409	G-GNTI SAAB 340	1446
G-BYNC Boeing 737 800	1451	G-JEDC DHC-8	1521
G-OBMX Boeing 737 500	1533	ZA777 Gazelle AH.1	1555 1633
XW848 Gazelle AH.1	1555 1633	XX447 Gazelle AH.1	1555 1633
XX378 Gazelle AH.1	1555 1633	XZ676 Lynx AH.1	1555 1633
G-UKTC Fokker 50	1602	G-JEDX DHC-8	1635
G-GNTH SAAB 340	1652	G-UKTD Fokker 50	1656
G-RJXD EMB 145	1703	G-MAJM Jetstream 41	1706
G-MAJF Jetstream 41	1713	G-GNTI SAAB 340	1745
G-JEDC DHC-8	1824	G-BPHL PA-28 Warrior II	1852 1920
OO-LMO Cessna F406	1935 2056	G-GNTH SAAB 340	1955
G-JEDX DHC-8	2006	G-MAJF Jetstream 41	2008
G-UKTC Fokker 50	2010	G-OBMX Boeing 737 500	2016
G-GNTI SAAB 340	2042	G-MAJM Jetstream 41	2047
C-GTDB Airbus 320	2058	G-JEDC DHC-8	2114
G-RJXD EMB 145	2121	G-BYNC Boeing 737 800	2212
EC-GLT Airbus 320	2225 2354	EC-HBL Boeing 737 800	2235 0010(10)
EC-HHG Boeing 737 800	2259 0015(10)		
10 Saturday			
D-ICWM King Air 200	0542 0713	G-UKTI Fokker 50	0754
EI-FKE Fokker 50	0846	G-BOAB Concorde	0919
G-EVJD Fokker 100	0930	G-UKTC Fokker 50	0941
G-MAJA Jetstream 41	0944	EI-CJH Boeing 737	0947
G-SCDW Twin Squirrel	0956 1021	N6830B PA-22 TriPacer	1002 1636
PH-SCY ATR 72	1049 1134	G-OBMW AAS Traveler	1054 1319
G-JEDX DHC-8	1104	G-JEDY DHC-8	1124
G-IJYS Jetstream 32	1131 1620	G-RJXD EMB 145	1145
G-BNDE PA-28 Warrior II	1206 1327	G-BYNC Boeing 737 800	1224
G-UKTI Fokker 50	1228	G-BOKA PA-28 Dakota	1242 1509
G-BAZS Cessna F150L	1336 1510	G-UKTC Fokker 50	1431
EC-HGD Boeing 737 800	1459 1631	G-MSKA Boeing 737 500	1503
G-JEDX DHC-8	1528	G-BPHL PA-28 Warrior II	1539
G-JEDE DHC-8	1545	G-SCDW Twin Squirrel	1608 1621
G-BHRB Cessna F152	1751 1932	G-BLFZ PA-31 Navajo	1926
G-RDME Airbus 320	2207 2257	EC-GDJ Boeing 767	2318 0046(11)
11 Sunday			
G-UKTE Fokker 50	0749	EI-FKC Fokker 50	0841
G-BVJB Fokker 100	0922	G-UKTC Fokker 50	0949
G-BVTF Fokker 70	0959	G-JEDY DHC-8	1003
C-GTDB Airbus 320	1021	G-UKTE Fokker 50	1207
G-BYNC Boeing 737 800	1210	G-JEDX DHC-8	1303
EI-ONW Boeing 737	1337	G-BRUI PA-44 Seminole	1419
G-UKTC Fokker 50	1422	OO-DJT Avro 146 RJ85	1514
G-RJXD EMB 145	1539	G-PDOC PA-44 Seminole	1620 1706
G-JEDX DHC-8	1632	G-UKTE Fokker 50	1640
G-MAJM Jetstream 41	1740	C-GTDB Airbus 320	1818
EI-FKF Fokker 50	1913	G-UKTC Fokker 50	1955
G-JEDX DHC-8	1958	G-RJXD EMB 145	2049
G-MAJM Jetstream 41	2055	G-JEDC DHC-8	2120
12 Monday			
C-GTDB Airbus 320	0745	G-JECB CL600 RJ	0757 0839
G-UKTE Fokker 50	0803	G-BVJC Boeing 737 500	0921
G-GNTH SAAB 340	0927	G-MAJM Jetstream 41	0936
G-GNTI SAAB 340	0940	G-JEDX DHC-8	0952
G-MAJF Jetstream 41	0953	EI-CKQ Boeing 737	0957

G-UKTC Fokker 50	1015	G-JECB CL600 RJ	1028
OO-DJN Avro 146 RJ85	1030	CS-DNB Citation II	1035 1143
G-RJXD EMB 145	1054	G-UKTE Fokker 50	1230
G-JEDX DHC-8	1301	G-JECB CL600 RJ	1352
G-BVKC Boeing 737 500	1354	G-MAJF Jetstream 41	1356
EI-CJC Boeing 737	1406	G-GNTI SAAB 340	1424
G-UKTC Fokker 50	1436	G-IJYS Jetstream 32	1448 1841
G+EBE JetRanger	1512 1758	OO-DJW Avro 146 RJ85	1527
G-BTBA Robinson R-22B	1523	G-JEDX DHC-8	1627
G-RJXD EMB 145	1632	G-JECB CL600 RJ	1634
G-UKTE Fokker 50	1643	G-MAJF Jetstream 41	1659
G-MAJM Jetstream 41	1719	G-BBEY PA-23 Aztec	1726 1749
G-BGYR HS 125 600B	1729 1903	G-GNTI SAAB 340	1733
G-BYNC Boeing 737 800	1753	EI-CNW Boeing 737	1803
G-TMDP Airbus 320	1807	OO-MJE BAe 146 200	1908
G-JECB CL600 RJ	1920	EI-FKF Fokker 50	1924
C-GTDB Airbus 320	1928	G-JEDX DHC-8	2004
G-MAJM Jetstream 41	2008	G-GNTI SAAB 340	2034
G-MAJF Jetstream 41	2043	G-GNTH SAAB 340	2102
G-OBMX Boeing 737 500	2136	G-BBEY PA-23 Aztec	2230

13 Tuesday

G-JECB CL600 RJ	0750	G-UKTE Fokker 50	0804
EI-FKF Fokker 50	0847	G-OBMX Boeing 737 500	0913
G-MAJF Jetstream 41	0921	G-GNTH SAAB 340	0926
G-MAJM Jetstream 41	0947	G-GNTI SAAB 340	0949
EI-CJF Boeing 737	0953	G-JEDX DHC-8	0957
OO-DJG Avro 146 RJ85	1026	G-UKTC Fokker 50	1031
G-JECB CL600 RJ	1033	G-RCEJ BAe 125 800B	1051 1533
OY-MRA Boeing 737 700	1055 1159	G-RJXD EMB 145	1135
G-UKTE Fokker 50	1300	G-JEDX DHC-8	1307
G-BYNC Boeing 737 800	1319	N220SC PA-31T Cheyenne	1344
G-LACD PA-28 Archer III	1347 1504	EI-CJH Boeing 737	1349
G-GNTI SAAB 340	1352	G-MAJM Jetstream 41	1404
G-OBMX Boeing 737 500	1410	C-GTDB Airbus 320	1419
G-UKTC Fokker 50	1434	OO-DWG Avro 146 RJ100	1448
G-LVIP Cessna 421C	1510 1536	G-JEDX DHC-8	1628
G-JECB CL600 RJ	1635	G-UKTE Fokker 50	1645
G-BRUI PA-44 Seminole	1647	G-GNTH SAAB 340	1649
G-RJXD EMB 145	1653	G-MAJM Jetstream 41	1707
G-MAJF Jetstream 41	1714	G-GNTI SAAB 340	1716
EI-CJF Boeing 737	1751	G-BOTV PA-32RT Lance II	1814
G-WELL King Air E90	1849 2058	OO-LMD Cessna F406	1913 2016
G-MAJF Jetstream 41	2003	G-UKTB Fokker 50	2010
G-JEDX DHC-8	2019	G-GNTI SAAB 340	2021
G-MAJM Jetstream 41	2029	G-MAJI Jetstream 41	2033
G-RJXD EMB 145	2038	N92765 PA-46 Malibu	2101 1836(14)
G-BYNC Boeing 737 800	2108		

14 Wednesday

G-JECB CL600 RJ	0748	G-UKTE Fokker 50	0810
EI-FKF Fokker 50	0903	G-MAJF Jetstream 41	0921
G-GNTH SAAB 340	0930	G-BVKC Boeing 737 500	0939
G-GNTI SAAB 340	0947	EI-CJH Boeing 737	0951
G-JEDX DHC-8	0954	G-UKTB Fokker 50	1006
OO-DJW Avro 146 RJ85	1035	G-BIYD PA-31 Navajo	1038
G-JECB CL600 RJ	1041	G-GEAR Cessna FR182RG	1127 1440
G-TVAA Agusta A109E	1133	G-RJXD EMB 145	1136

240 King Air B200	1149	1218	G-EZYR Boeing 737 300	1215	1714(div)
G-UKTE Fokker 50	1237		G-KAAT MD-900	1239	1437
G-JEDX DHC-8	1300		HB-III Boeing 737 300	1340	1520(div)
EI-CJC Boeing 737	1343		G-BVKB Boeing 737 500	1353	
G-MAJM Jetstream 41	1406		G-GNTH SAAB 340	1408	
G-UKTB Fokker 50	1419		OO-DJY Avro 146 RJ85	1503	
G-BYNC Boeing 737 800	1625		G-RJXD EMB 145	1632	
G-JEDX DHC-8	1635		G-JECB CL600 RJ	1638	
G-VICE Hughes 369E	1640	1649	G-UKTE Fokker 50	1649	
G-GNTI SAAB 340	1654		G-MAJM Jetstream 41	1709	
C-GTDB Airbus 320	1712		G-MAJF Jetstream 41	1719	
G-GNTH SAAB 340	1727		G-BFGH Cessna F337	1749	
G-BVKB Boeing 737 500	1820		PH-RWM Rockwell 112	1903	
EI-FKD Fokker 50	1910		G-JECB CL600 RJ	1923	
G-GNTI SAAB 340	1946		G-MAJF Jetstream 41	2008	
G-UKTB Fokker 50	2018		G-JEDX DHC-8	2021	
G-GNTH SAAB 340	2025		G-MAJM Jetstream 41	2033	
G-RJXD EMB 145	2037		G-BVKB Boeing 737 500	2152	

15 Thursday

G-JECB CL600 RJ	0755		G-UKTA Fokker 50	0806	
Z3-AAA Boeing 737 300	0830	0954	G-BFLH PA-34 Seneca	0836	0907
G-MAJF Jetstream 41	0918		G-GNTH SAAB 340	0920	
G-BVKB Boeing 737 500	0923		G-UMMI PA-31 Navajo	0926	
EI-FKF Fokker 50	0928		G-GNTI SAAB 340	0936	
G-MAJM Jetstream 41	0939		G-BXZB Nanchang CJ6	0943	1010
EI-CJC Boeing 737	0946		G-JEDX DHC-8	1001	
G-UKTB Fokker 50	1003		N4545 Lear Jet 45	1008	
G-JECB CL600 RJ	1026		G-BMIH HS 125 700B	1038	1845
OO-DJO Avro 146 RJ85	1048		G-RJXD EMB 145	1203	
G-LFSI PA-28 Cherokee	1215	1253	G-HPWH Agusta A109E	1221	1341
G-UKTA Fokker 50	1237		G-JEDX DHC-8	1259	
G-BYNC Boeing 737 800	1310		G-OOOV Boeing 757	1321	
G-EIBM Robinson R-22B	1322		EI-CKP Boeing 737	1352	
G-MAJM Jetstream 41	1355		G-BVKB Boeing 737 500	1357	
G-GNTI SAAB 340	1409		G-UKTB Fokker 50	1422	
G-TICL Airbus 320	1453		OO-DJT Avro 146 RJ85	1455	
G-BMKK PA-28R Arrow	1602	1704	G-RJXD EMB 145	1631	
G-IGPW Eurocopter 120B	1633	2120	G-JEDX DHC-8	1636	
G-JECB CL600 RJ	1639		G-UKTA Fokker 50	1645	
G-GNTH SAAB 340	1648		G-MAJM Jetstream 41	1706	
G-GNTI SAAB 340	1716		G-MAJF Jetstream 41	1736	
EI-CJC Boeing 737	1743		G-BLFZ PA-31 Navajo	1811	
D-CNAF SA227AC Metro 3	1820	2028	G-BVKB Boeing 737 500	1824	
OO-DJT Avro 146 RJ85	1915		C-GTDB Airbus 320	1923	
G-JECB CL600 RJ	1926		D-CNAG SA227AC Metro 3	1935	2045
G-GNTH SAAB 340	1938		G-BKVT PA-23 Aztec	1952	
G-GNTI SAAB 340	2018		G-MAJM Jetstream 41	2030	
G-JEDX DHC-8	2032		G-MAJF Jetstream 41	2035	
G-RJXD EMB 145	2047		G-BVKB Boeing 737 500	2133	
G-BYNC Boeing 757	2139				

16 Friday

F-GBLU King Air C90	0625	0827	F-GIML King Air E90	0633	1127
LZ-MIS Tupolev TU154	0729	0833	G-UKTA Fokker 50	0757	
G-MAJM Jetstream 41	0936		G-JEDX DHC-8	0950	
EC-GUG Boeing 737 400	1000	1210	G-UKTB Fokker 50	1002	
CS-DNB Citation II	1007	1501	G-OPYE Cessna 172S	1008	1502

EI-CDB	Boeing 737	1013	00-DJN	Avro 146 RJ85	1024
G-JECB	CL600 RJ	1029	G-MAJF	Jetstream 41	1036
G-BKTY	TB-10 Tobago	1133 1238	G-BFGH	Cessna F337G	1143
EC-HKR	Boeing 737 800	1206 1310	G-OBLC	B76 Duchess	1218
G-UKTA	Fokker 50	1242	G-JEDX	DHC-8	1304
G-GNTF	SAAB 340	1321	G-FLCD	Boeing 757	1328
G-MAJM	Jetstream 41	1357	G-BVKB	Boeing 737 500	1359
EI-CJC	Boeing 737	1403	G-BWGY	DV20 Katana	1407 1445
G-BAZS	Cessna F150L	1417 1450	G-GNTH	SAAB 340	1422
G-JECB	CL600 RJ	1427	G-BYNC	Boeing 737 800	1434
G-UKTB	Fokker 50	1437	00-DJX	Avro 146 RJ85	1509
G-BTHV	Bolkow 105	1540 1603	G-JEDX	DHC-8	1638
G-UKTA	Fokker 50	1646	G-GNTF	SAAB 340	1655
G-RJXD	EMB 145	1700	G-JECB	CL600 RJ	1706
G-GNTI	SAAB 340	1710	G-MAJM	Jetstream 41	1713
G-MAJF	Jetstream 41	1717	G-GNTH	SAAB 340	1735
EI-CLH	BAe 146 300	1928 2026	N6869Z	Cessna 421C	2121 N/res
EC-GZE	Airbus 320	2148 2309	EC-GED	Boeing 737 300	2222 2323
EC-HHG	Boeing 737 800	2342 0047(17)			

17 Saturday

G-BXMA	King Air 200	0856 1616	D-DNAC	SA227AC Metro 3	1915 1051
D-DNAG	SA227AC Metro 3	0917 0953(18)	G-BVJD	Fokker 100	0923
EI-CDB	Boeing 737		PH-SCY	ATR 72	1106 1408
G-MSKE	Boeing 737 500	1456 1732	EI-CNT	Boeing 737	1505
G-RJXD	EMB 145	1535	G-UKTA	Fokker 50	1541
HB-GJM	King Air 200	1615 1547(18)	G-HUGG	Lear Jet 35A	1627
G-BYNC	Boeing 757	1635	C-GTDB	Airbus 320	1643
EC-HBN	Boeing 737 800	1747 1851	G-BXZB	Nanchang CJ6	1838
EI-GHP	Citation II	1928	G-UKTB	Fokker 50	1932
G-JOEM	Airbus 320	2101 2236	G-BVJD	Fokker 100	2255

18 Sunday

G-JEDX	DHC-8	0008	EC-GHM	Boeing 767	0241 0354
EI-FKD	Fokker 50	0848	G-BYNC	Boeing 737 800	0855
G-UKTA	Fokker 50	0926	G-BVTF	Fokker 70	0948
G-UKTB	Fokker 50	0951	G-JEDX	DHC-8	1308
EI-CKP	Boeing 737	1355	G-JEDY	DHC-8	1416
G-UKTB	Fokker 50	1424	G-RJXA	EMB 145	1425
C-GTDB	Airbus 320	1522	G-HUGG	Lear Jet 35A	1856 1923
G-ZAPJ	ATR 42	1900 2015	G-IJYS	Jetstream 32	1837

19 Monday

PH-DDB	King Air B200	0546 0654	G-UKTA	Fokker 50	0758
G-JECB	CL600 RJ	0804	Z3-AAA	Boeing 737 300	0824 0938
EI-FKC	Fokker 50	0855	G-MAJF	Jetstream 41	0931
G-GNTI	SAAB 340	0933	G-JEDX	DHC-8	0956
G-BVZI	Boeing 737 500	1003	G-UKTB	Fokker 50	1005
G-MAJM	Jetstream 41	1009	EI-CNT	Boeing 737	1011
00-DJW	Avro 146 RJ85	1032	N145DF	Citation II	1038 1521
G-BXNT	JetRanger	1050 1407	G-GNTH	SAAB 340	1100
G-JECB	CL600 RJ	1103	G-RJXB	EMB 145	1150
G-UKTA	Fokker 50	1251	G-JEDX	DHC-8	1302
G-LACD	PA-28 Archer III	1314 1350	EI-CJC	Boeing 737	1353
G-MAJM	Jetstream 41	1358	G-JECB	CL600 RJ	1359
G-BVZI	Boeing 737 500	1402	G-GNTI	SAAB 340	1405
G-UKTB	Fokker 50	1421	G-TMDP	Airbus 320	1425
00-DJS	Avro 146 RJ85	1438	LY-ALT	YAK 52	1551

G-EXEC PA-34 Seneca	1557	1933	G-RJXD EMB 145	1622
G-JEDX DHC-8	1633		G-JECB CL600 RJ	1637
G-UKTA Fokker 50	1640		G-MAJM Jetstream 41	1650
G-BYNC Boeing 737 800	1708		G-GNTH SAAB 340	1713
G-MAJF Jetstream 41	1718		G-GNTI SAAB 340	1728
G-BVKA Boeing 737 500	1855		G-JECB CL600 RJ	1924
C-GTDB Airbus 320	1950		G-MAJF Jetstream 41	2004
G-JEDX DHC-8	2006		G-GNTI SAAB 340	2026
G-GNTH SAAB 340	2028		G-RJXD EMB 145	2032
G-MAJM Jetstream 41	2044		G-TTMC Airbus 300	2049
N981SW Gulfstream IV	2155		G-BVKA Boeing 737 500	2159
OO-DWD Avro 146 RJ100	2231			

20 Tuesday

G-UKTI Fokker 50	0734		G-JECB CL600 RJ	0819
N250TM King Air B200	0845	1934	EI-FKE Fokker 50	0901
G-MAJM Jetstream 41	0914		G-BVKA Boeing 737 500	0924
G-GNTH SAAB 340	0941		G-UKTB Fokker 50	0946
G-JEDX DHC-8	0950		G-GNTI SAAB 340	0952
EI-CJF Boeing 737	0957		G-MAJF Jetstream 41	1010
OO-DJT Avro 146 RJ85	1027		OY-MRB Boeing 737 700	1034 1205
G-JECB CL600 RJ	1042		G-WHIS B58 Baron	1116
G-RJXD DHC-8	1126		G-UKTI Fokker 50	1211
G-JEDX DHC-8	1258		G-BYNC Boeing 737 800	1325
EI-CJC Boeing 737	1335		G-BVKA Boeing 737 500	1401
C-GTDB Airbis 320	1404		G-GNTI SAAB 340	1408
G-UKTB Fokker 50	1432		OO-DJL Avro 146 RJ85	1458
G-MAJF Jetstream 41	1506		G-JEDX DHC-8	1636
G-GNTF SAAB 340	1639		G-JECB CL600 RJ	1642
G-UKTI Fokker 50	1645		G-RJXD EMB 145	1648
G-MAJM Jetstream 41	1721		G-GNTI SAAB 340	1724
G-MAJF Jetstream 41	1755		G-WELL King Air E90	1759 2032
EI-CKR Boeing 737	1802		ZF573 Islander CC2.A	1927

21 Wednesday

L2-MIS Tupolev TU154	0736	0845	VP-CSN Citation Ultra	0745
G-UKTI Fokker 50	0749		G-JECB CL600 RJ	0752
OY-JRO King Air B90	0834	1020	G-MAJM Jetstream 41	0915
G-BVKA Boeing 737 500	0929		G-GNTF SAAB 340	0943
G-GNTI SAAB 340	0949		G-UKTB Fokker 50	0953
EI-CJE Boeing 737	0955		G-JEDX DHC-8	1001
CS-DNC Citation II	1017	1245	OO-DJY Avro 146 RJ85	1023
G-JECB CL600 RJ	1038		G-RJXD EMB 145	1054
G-OBLC B76 Duchess	1203	1752	G-UKTI Fokker 50	1214
N220SC PA-31T Cheyenne	1219		G-JEDX DHC-8	1304
G-GNTI SAAB 340	1358		G-BVKA Boeing 737 500	1401
G-MAJF Jetstream 41	1410		G-UKTB Fokker 50	1433
OO-DJO Avro 146 RJ85	1507		G-RJXD EMB 145	1633
G-JEDX DHC-8	1636		G-UKTI Fokker 50	1638
G-JECB CL600 RJ	1640		G-GNTF SAAB 340	1654
G-BYNC Boeing 737 800	1706		G-MAJM Jetstream 41	1712
G-MAJF Jetstream 41	1715		G-GNTI SAAB 340	1718
C-GTDB Airbus 320	1724		OY-JRO King Air B90	1746 1852
ZF573 Islander CC2.A	1907			

22 Thursday

G-UKTA Fokker 50	0746		G-JECB CL600 RJ	0756
G-OBPL Bandeirante	0852		G-ORJB Citation I	0902 1711

EI-FKF Fokker 50	0907	G-GNTH SAAB 340	0916
G-BVKA Boeing 737 500	0926	G-MAJM Jetstream 41	0929
G-GNTI SAAB 340	0940	G-MAJF Jetstream 41	0944
EI-CKR Boeing 737	0949	G-JEDX DHC-8	0958
G-UKTC Fokker 50	1003	RA42361 YAK 42	1031 1216
OO-DNE Avro 146 RJ100	1034	G-JECB CL600 RJ	1039
G-ZARI AA5B Tiger	1045 1312	G-RJXD EMB 145	1113
G-UKTA Fokker 50	1223	G-MAMD King Air B200	1225 1357
G-BYNC Boeing 737 800	1238	G-JEDX DHC-8	1303
G-FRYI King Air 200	1336 1606	N79EL Beechjet 400A	1535 1600
VP-CSN Citation Ultra	1636 1651	ZF573 Islander CC2.A	1716
23 Friday			
G-UKTA Fokker 50	0743	G-JECB CL600 RJ	0754
EI-FKD Fokker 50	0854	G-MAJF Jetstream 41	0913
G-GNTG SAAB 340	0934	G-BVKB Boeing 737 500	0938
G-GNTI SAAB 340	0942	G-UKTI Fokker 50	0948
LZ-MIS Tupolev TU154	0954 1125	G-JEDX DHC-8	0958
EI-CJE Boeing 737	1005	EC-HBZ Boeing 737 400	1010 1159
N82BDM Christen Eagle	1017 1132	OO-DJP Avro 146 RJ85	1027
G-MAJD Jetstream 41	1030	D-CCCC SA226 Merlin IVC	1050 1201
G-RJXD EMB 145	1111	G-JECB CJ600 RJ	1117
EC-HKQ Boeing 737 800	1137 1257	G-LARE Twin Comanche	1206 1625
G-JEDX DHC-8	1313	G-UKTB Fokker 50	1322
G-FCLK Boeing 757	1325	EI-CJC Boeing 737	1348
G-BVKB Boeing 737 500	1350	G-JECB CL600 RJ	1358
G-MAJD Jetstream 41	1406	G-BYNC Boeing 737 800	1409
G-GNTI SAAB 340	1413	G-UKTI Fokker 50	1417
OO-DJZ Avro 146 RJ85	1518	G-HMV CitationJet	1624 1645
EC-GZD Airbus 320	1954 2042	EC-HHG Boeing 737 800	2255 0011(24)
EC-HGP Boeing 737 800	2345 0042(24)		
24 Saturday			
G-FLYA Mooney M20J	0933 1130	G-FTAX Cessna 421C	1101 1206
G-BIUM Cessna 152	1402 1511	EC-HBN Boeing 737 800	1436 1542
G-BUFH PA-28 Warrior II	1505 1615	CS-DNB Citation II	1603 1804
G-BPTL Cessna 172N	1729 1755	VP-CTJ Citation II	1750 1805
G-RJXE EMB 145	1914	EC-GHM Boeing 767	2328 0041(25)
25 Sunday			
XV304 Hercules C.3	0616 0701	G-PEKT TB10 Tobago	0811 0952
G-KWLI Cessna 421C	0813 0846	G-OBNF Cessna 310K	0827 0847
G-ILTS Cherokee Six	0834 0851	VP-CTJ Citation II	1111 1151
LX-GDL Citation II	1457 1542	XV302 Hercules C.3	1516 1750
G-FTAX Cessna 421C	1604 1626	G-BAEO Cessna F172M	1708 1820
26 Monday			
G-BAML JetRanger	0827 1951	G-BMHF PA-31 Navajo	0851 1336
G-BAEO Cessna F172M	0901 0943	G-LMMI PA-31 Navajo	0913 1510
G-ILTS Cherokee Six	1027 1043	G-BBGB PA-23 Aztec	1123 1344
G-BAVZ PA-23 Aztec	1312	G-DAKJ Jetstream 32	1405 1638
G-BUKA SA227AC Metro 3	1514 1734	G-AYRG Cessna F172K	1608 1944
OY-JRO King Air B90	1614 1710	G-BNXD Cessna 172N	1654
G-FRYI King Air 200	1709	VP-CBM Citation II	1743 2355
G-BBSA AA5 Traveler	1942 2047		
27 Tuesday			
G-UKTF Fokker 50	0739	G-JECB CL600 RJ	0755

EI-FKF Fokker 50	0855	G-IANG JetRanger	09091900
G-MAJM Jetstream 41	0925	G-BVZI Boeing 737 500	0931
G-GNTD SAAB 340	0934	N220SC PA-31T Cheyenne	0938
G-GNTI SAAB 340	0941	G-ISEH Cessna 182R	0948 1610
G-JEDX DHC-8	0955	G-MAJD Jetstream 41	0958
G-UKTI Fokker 50	1001	EI-CKP Boeing 737	1004
OO-DJW Avro 146 RJ85	1015	G-BRUI PA-44 Seminole	1031 1636
G-JECB CL600 RJ	1036	G-BMMC Cessna 310G	1101
OY-MRB Boeing 737 700	1115 1227	N4545 Lear Jet 45	1120
G-RJXE EMB 145	1145	G-BDGM PA-28 Warrior	1155 1231
G-UKTF Fokker 50	1248	G-VICE Hughes 369E	1259 1303
G-JEDX DHC-8	1301	G-BYNC Boeing 737 800	1327
G-BNSR T76M Firefly	1338 1444	G-BVZI Boeing 737 500	1354
G-MAJD Jetstream 41	1357	EI-COX Boeing 737	1400
G-GNTI SAAB 340	1404	G-BJRW Cessna U206G	1415 1643
G-UKTI Fokker 50	1417	C-GTDB Airbus 320	1421
G-GNTH SAAB 340	1424	OO-DJT Avro 146 RJ85	1501
G-BKTY TB-10 Tobago	1505 1603	OY-NPA SA227 Metro 2	1617 1724
N79EL Beechjet 400A	1633 1654	G-JECB CL600 RJ	1639
G-JEDX DHC-8	1641	G-UKTF Fokker 50	1645
G-RJXE EMB 145	1705	G-MAJF Jetstream 41	1708
G-GNTH SAAB 340	1720	EI-CDA Boeing 737	1805
G-FRYI King Air 200	1817	G-BVZE Boeing 737 500	1837

28 Wednesday

G-UKTB Fokker 50	0741	G-JECB CL600 RJ	0759
EI-FKC Fokker 50	0847	G-BVZE Boeing 737 500	0916
G-MAJM Jetstream 41	0923	G-GNTH SAAB 340	0926
G-BXRD Cessna U206G	0936	G-GNTI SAAB 340	0942
G-MAJD Jetstream 41	0944	ZA712 Chinook HC.2	0947 1844
G-JEDX DHC-8	0952	EI-COA Boeing 737	0954
G-UKTI Fokker 50	0958	OO-DJS Avro 146 RJ85	1029
G-JECB CL600 RJ	1033	F-GKHL Citation V	1105 1413
G-RJXE EMB 145	1155	G-UKTB Fokker 50	1231
G-JEDX DHC-8	1303	EI-CNY Boeing 737	1346
G-MAJD Jetstream 41	1354	G-OBMF Boeing 737 400	1358
G-GNTI SAAB 340	1404	G-UKTE Fokker 50	1444
G-BBEV PA-28 Cherokee	1503 1652	OO-DWA Avro 146 RJ100	1508
OY-NPA SA227 Metro 2	1613 1727	G-RJXE EMB 145	1625
G-AXJX PA-28 Cherokee	1628 1656	G-JEDX DHC-8	1634
G-JECB CL600 RJ	1637	G-BYNC Boeing 737 800	1639
G-GNTH SAAB 340	1645	G-UKTB Fokker 50	1649
G-MAJD Jetstream 41	1713	C-GTDB Airbus 320	1716
G-MAJM Jetstream 41	1718	G-GNTI SAAB 340	1729
G-BSEK Robinson R22B	1747	EI-CNZ Boeing 737	1800
31457 C130H Hercules	1948 n/s(30)	G-ILTS Cherokee Six	2235 n/s

29 Thursday

G-LUNA PA-32RT Lance	0740 0759	G-FRYI King Air 200	0802 0901
G-ONPA PA-31 Navajo	1528 1607	G-WIRE Twin Squirrel	1539
G-ILTS Cherokee Six	1741 1811	30488 C130H Hercules	1802 n/s(30)
G-SWJW Airbus 300	1900 2024		

30 Friday

G-UKTG Fokker 50	0743	G-JECB CL600 RJ	0752
EI-FKF Fokker 50	0857	G-MAJD Jetstream 41	0908
G-BXER PA-46 Malibu	0918	G-BVKC Boeing 737 500	0927
G-GNTI SAAB 340	0931	G-MAJM Jetstream 41	0944

G-GNTH SAAB 340	0946	G-JEDX DHC-8	0950
G-IIFR Robison R22B	0951 1821	EI-CCA Boeing 737	0955
G-UKTE Fokker 50	0957	G-JECB CL600 RJ	1028
OO-DJL Avro 146 RJ85	1031	CS-DNE Citation VII	1033 1232
EC-HME Boeing 737 400	1035 1145	EC-HKQ Boeing 737 800	1133 1252
G-RJXE EMB 145	1147	G-UKTG Fokker 50	1235
G-JEDX DHC-8	1256	G-FCLF Boeing 757	1315
G-JECB CL600 RJ	1353	G-GNTI SAAB 340	1356
G-MAJM Jetstream 41	1401	EI-CNV Boeing 737	1408
G-UKTE Fokker 50	1413	G-BVZI Boeing 737 500	1425
G-HCSL PA-34 Seneca	1429 1540	G-BYNC Boeing 737 800	1437
OO-DJV Avro 146 RJ85	1503	G-BZBU Robinson R22B	1605
G-JECB CL600 RJ	1631	G-UKTG Fokker 50	1637
G-JEDX DHC-8	1643	G-GNTH SAAB 340	1650
G-RJXE EMB 145	1656	G-JTCA PA-23 Aztec	1658 1722
G-MAJM Jetstream 41	1701	G-MAJD Jetstream 41	1711
EC-GUR Airbus 320	1954 2041	EC-GNU Boeing 737 300	2212 2317
EC-HHG Boeing 737 800	2313 0020(01)		

From & To

01) N79EL/EMA-Cannes; Z3-ARF/Skopje-Pristina: 02) N79EL/Cannes-EMA; N55424/Perth-n/s-Thrupton: 03) D-CFFU/Cambridge-Dundee: 04) N132CK/Weston-n/s-(10); N750HS/Gander n/s: 06) D-IDBU/F-n/s-To Hannover; D-IANA/Hannover-n/s-Brussels; N220SC/Guernsey; CS-DNI/Rotterdam n/s: 08) OY-NPA/Aalborg-Skovde; N405A/F & T Tadcaster: 09) Z3-ARF/Skopje-Pristina; OO-LMD/Auxerre-Liege: 10) D-ICUM/Le Bourget-Stuttgart; N6830B/F & T Newcastle: 12) CS-DNB/Nice-Luton: 13) N220SC/Guernsey; OO-LMD/Amiens-Liege; N92765/Manston-n/s-Biggin: 14) HB-III/Geneva-Liverpool; PH-RWM/Rotterdam: 15) Z3-AAA/F & T Skopje; N4545/Jersey; D-CNAF/Flensburg-Billund; D-CNAG/Sheffield City-Billund: 16) F-GBLU/Le Bourget-Montbelliard; F-GIML/Le Bourget-Reims; LZ-MIS/Varna-Skopje: 17) D-CNAC/Billund-Flensburg; D-CNAG/Billund; EI-GHP/Cannes; HB-GJM/Saenen: 19) PH-DDB/F & T Glasgow; Z3-AAA/F & T Skopje; N145DF/F & T Luton; LY-ALT/Peterborough; N981SW/Bangor: 20) N250TM/F & T Cranfield; 21) LZ-MIS/Skopje-Pristina; VP-CSN/Edinburgh; OY-JRO/Southend-Gothenburg, & F & T Gothenburg; N220SC/Southampton; CS-DNC/Nice-Frankfurt: 22) RA42361/Ohrid-Pristina; N79EL/EMA-Luton; VP-CSN/Cork-Edinburgh: 23) LZ-MIS/Skopje-Pristina; N828DM/Perth-Southampton D-CCCC/Flensburg-Amsterdam: 24) CS-DNB/Lille-Nice; VP-CTJ/St Mawgan-Glasgow: 25) VP-CTJ/Glasgow-St Mawgan; LX-GDL/Malaga-Toussus: 26) OY-JRO/Southend-Orebro; VP-CBM/F & T Norwich: 27) N220SC/Guernsey; N4545/Palma; OY-NPA/Aalborg-Gothenburg; N79EL/Genoa-EMA: 28) F-GKHL/Teesside-Stanstead; OY-NPA/Aalborg-Gothenburg: 30) CS-DNE/Tours-Prestwick; N79EL/Olbia-EMA:

Overshoots

01) XX416/Army420: 02) XZ183/Army501Y & Army900: 05) XX497/CWL76; G-WYPA: 06) ZF407/LOP37: 07) ZF341/LOP20; ZF445/LOP73; ZF242/LOP61: 08) ZF140/LOP24Y: 09) XX498/CWL71: 12) ZF170/LOP09: 13) XZ680/Army308; XZ222/Army496: 19) XX416/Army900: 21) XZ196/Army501: 22) XX498/CWL70: 23) XV246/Kinloss510: 26) ZF263/LOP51; ZF211/LOP60: 27) G-BWXG/CWL83: 28) XX497/CWL08; G-BONT/CWL82; G-BWXG/CWL83:

LBA movements review, June 2000

Not a bad month with some nice foreigners. On the 1st we had the Edra Lauren EMA based Beechjet 400 N79EL from EMA to Cannes, joining it was Boeing 737 300 Z3-ARF of Macedonian Airlines transporting refugees back to Pristina, arriving as "MAK 056R" and departing as "Kosovo 056R". Back from Cannes to EMA on the 2nd was the Beechjet N79EL, SOCATATA TB-10 N55424 night stopped on the same day from Perth down to Thruxton. On the 3rd Dornier 228 D-CFFU was noted from Cambridge to Dundee on a short lunchtime stop. Cessna 421C N132CK is ex EI-TCK and it said to be based at Waterford although on the 4th it arrived from Weston and night stopped until the 10th, also noted on the 4th was the Citation X N750HS from Gander recently re-registered from N96TX. Cheyenne IIIA D-IDBU was from Hannover on the 6th and it returned there on the 7th, King Air D-IANA also arrived from Hannover and night stopped but he departed to Brussels, regular Cheyenne II N220SC was from Guernsey on the 6th and the first Portuguese biz-jet of the month was Hawker 800XP CS-DNI from Rotterdam for a night stop.

From Aalborg to Skovde on the 8th was the Northflying Metro II OY-NPA using the callsign "Northflying 154E-154" whilst the same day saw Enstrom 480 N485A from & to its home at Tadcaster. On the 9th the Boeing 737 300 Z3-ARF was back to carry more refugees back to Pristina as "Macedonian 105-Kosovo 105R" and Cessna F406 OO-LMD from Auxerre to Liege as "LIM409-410". King Air 200 D-ICWM arrived as "GBJ1425" on the 10th from Le Bourget very early in the morning and departed as "GBJ425" to Stuttgart, slightly older was the PA-22 Tri-Pacer N6830B the same day which was from and to Newcastle. The second Portuguese of the month was Citation II CS-DNB which was from Nice to Luton on the 12th. Cheyenne II N220SC was back from Guernsey on the 13th as "Sark 01" and Cessna F406 OO-LMD was "LIM407-408" on a flight from Amiens to Liege, the same day PA-46 Malibu N92765 night stopped from Manston before going on to Biggin the following day.

Diverting in on the 14th was the Swiss Easyjet Boeing 737 300 HB-III which came from Geneva as "Easy 941" and departed to Liverpool as "Easy 942A". Later on the same day Rockwell 112 PH-RWM arrived from Rotterdam for a night stop. A change of aircraft for the Kosovo refugees on the 15th when Boeing 737 300 Z3-AAA came in from and to Skopje as "Macedonian 261-Kosovo 261R", meanwhile the Lear Jet 45 N4545 came from Jersey as "Stealth 02" and Metro 3 D-CNAF was from Flensburg to Billund as "NAG 140-1" with D-CNAG from Sheffield City to Billund as "NAG 154-5" Two French King Airs on the 16th were the C90 F-GBLU from Le Bourget to Mont Beliard joined by the E90 GIML as "CPH 030" whilst the Kosovo flight was done by TU154 LZ-MIS from Varna to Skopje as "AXX152-Kosovo 152R". On the 17th Metro 3 D-CNAC was "NAG140-1" from Billund to Flensburg and Metro 3 D-CNAG was "NAG150-1" when it arrived from Billund for a night stop, the same day also saw Citation II EI-GHP of Goldair from Cannes as "GDA0BB" and King Air 200 HB-GJM on a flight from Saanen diverting in from Sheffield City as "AGV381".

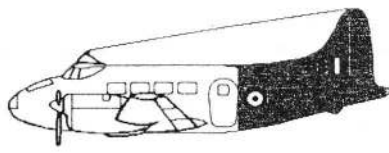
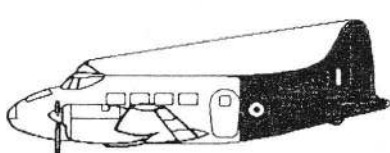
The Tulip Air King Air 200 PH-DDB was from and to Glasgow on the 19th as "Tulip 12C-D" and doing the Kosovo run was the Boeing 737 300 Z3-AAA as "Macedonian262-Kosovo 262R", Citation II N145DF was from and to its new base at Luton where it has replaced the original N145DF, YAK 52 LY-ALT was from Peterborough although it is believed to live at Rochester and Gulfstream IV N981SW came from Bangor. King Air 200 N250TM was from and to Cranfield on the 20th. Yet another refugee flight to Kosovo on the 21st was done by TU154 LZ-MIS as "AXX153-Kosovo153R" and King Air 90 OY-JRD was from Southend to Gothenburg as "Danish501P-501" then from and to Gothenburg as "Danish 501T-502". Also on the 21st Citation II CS-DNC was from Nice to Frankfurt and Cheyenne N220SC was "Sark 01" inbound from Southampton. On the 22nd we had one more of the Kosovo repatriation flights when YAK 42 RA42361 was from Ohrid to Pristina as "Macedonian 104-Kosovo 104R" with Beechjet 400 N79EL from EMA to Luton and Citation Ultra VP-CSN was from Cork to Edinburgh. A

final refugee flight on the 23rd was done by TU154 LZ-MIS as "AXX154-Kosovo154R" from Skopje to Pristina. Slightly smaller on the same day was the Christen Eagle NB2BDM from Perth to Southampton which is quite a trek whilst Metro D-CCCC used callsign "NAG150-1" on a charter from Flensburg to Amsterdam.

Yet another Portuguese bizjet on the 24th when Citation II CS-DNB was from Lille to Nice, Citation II VP-CTJ joined it from St Mawgan to Glasgow and the following day VP-CTJ was back from Glasgow to St Mawgan whilst Citation II LX-GDL visited as "LXA776-7" from Malaga to Toussus le Noble. King Air OY-JRO was back again as "Danish02P-505" on the 26th when it was from Southend to Orebro and Citation II VP-CBM of Bernard Mathews was from and to Norwich. More callsigns on the 27th as Cheyenne N220SC was "Sark 01" from Guernsey, Lear Jet 45 N4545 was "Stealth 2" on a flight from Palma and Metro OY-NPA was "Northflying 152E-151" from Aalborg to Gothenburg, the Beechjet 400 N79EL was from Genoa to EMA. The 28th saw Citation V F-GKHL from Tees-side to Stanstead and Metro 2 OY-NPA once again from Aalborg to Gothenburg as "Northflying 153E-153". Finally on the 30th there was Beechjet 400 N79EL from Olbia to EMA and Citation VII CS-DNE was from Tours to Prestwick.

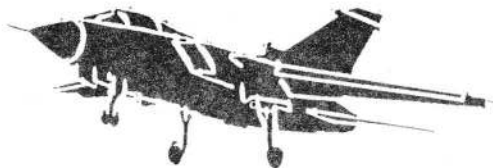
The military has been quite a mixture this month, on the 4th the Lynx XZ203 along with Gazelle XX447 were from points unknown when they arrived as "Blue Eagles". On the 5th Gazelle XZ309 was from and to Harrogate as "Army325" and the Hercules XV212 arrived from Lyneham as "Griffin 2". The Irish Air Corps CASA 235 serial 253 on the 6th was from Edinburgh to Stanstead and on the 7th French Navy Xingu No 30 was from Groningen as "FNY5730" and it night stopped. The Irish CASA was back on the 8th from Aberdeen to Luton. Lynx XZ676 on the 9th was from Spadeadam to Harewood house as "Army026" and then Gazelle XWB48 was from and to Harewood House as "Eagle5", finally Gazelle's ZA777/XWB48/XX447/XX378 and Lynx XZ676 were from Harewood house to Cambridge as "Blue Eagles". The Irish Air Corps were back on the 14th with King Air serial 240 from Luton to Edinburgh. The Army Islander ZF573 used the callsign "Army7995" when it came from Leeming and night stopped on the 20th, 21st and 22nd. On the 25th Hercules XV304 was from Dusseldorf and to Lyneham as "Ascot 5065-2505" then Hercules XV302 was from Waddington to Brize as "Ascot 4536". Chinook ZA712 was from Odiham to Leeming on the 28th as "Juggler1" but the stars of the month were two US Air National Guard Hercules C-130H's. The first one was 31457 of the North Carolina ANG which arrived from Bedford, Mass on the 28th as "EPIC75" and departed on the 30th to St Johns and the second one was 30488 of the Schenectady ANG which arrived from Gander on the 29th as "SKIER88" and departed to Lajes on the 30th.

New on the Belfast City route is the CR600 Regional Jet G-JECB which was first noted on the morning of the 12th in full British European colour scheme. Cessna 421C N6869Z reported he was a new resident when he arrived from Blackpool on the 16th. Another new resident is reported to be the Cherokee Arrow G-BMHT arriving from Birmingham on the 7th.



Military News

Eric Martin.



WADDINGTON INTERNATIONAL AIRSHOW - RAF WADDINGTON 24-25 JUNE

The Airshow at RAF Waddington was established in 1995 as a 'replacement' for the Finningley show. It is now the only show in the North at a Royal Air Force Station (but see later note!)

Usually the Waddington show conflicts with an annual University Reunion which I attend, but the latter was a week later this year, so the Waddington dates have been on my calendar since the turn of the year. My aversion to driving precludes a drive south of Lincoln, so I booked with a local coach firm. Some astute route-planning by the coach driver avoided the queues and we arrived well before lunch-time, to catch most of the air display. Our route took us past the RAF College at Cranwell but, being Sunday, there was merely a lone Dominie on the airfield.

AIR DISPLAY

E3D Sentry
Jaguar
Tornado F3
Nimrod MR2
C-141B Starlifter
Sea King HAR3
Alpha Jet
Hercules C-130H
Harrier GR7
Fouga Magister
Fox gliders
Pitts Special
Dakota
Tutor
Tucano Viggen
Red Arrows
RAF Falcons
Thunderbirds (USAF Display Team)
Patrulla Aguila ('Eagle Patrol', Spain)
Blue Eagles (Army Air Corps Display Team)
Battle of Britain Memorial Flight

STATIC DISPLAY

Bulldog
Dominie
Griffin
Harrier
Hawk
Hercules
Jaguar
Nimrod
Puma
Sentry
Tornado
Tucano
Wessex
Jetstream
Sea King
F16
Atlantic
KC135
F15
Tiger Moth
Chipmunk
Firefly

The above are not complete listings. I have a printed listing (including registrations for the 'number crunchers'); if interested, give me a bell and I will send you a copy.

One of the highlights of the show for me was the glider aerobatic display, by the RAF Gliding and Soaring Association. What a change to have a silent display at an airshow. As you have probably read, the Vulcan is likely to return to the display scene next year, perhaps the noisiest display aircraft? It would be interesting to have the gliders and the Vulcan in consecutive displays!

The next display date for your diary:

THE GREAT YORKSHIRE AIR SHOW at ELVINGTON, 26 TO 28 AUGUST.

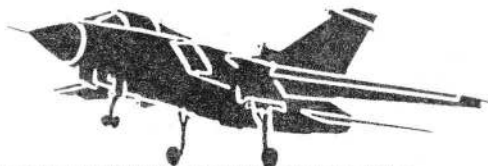
Now the only air display in Yorkshire, so you cannot afford to miss it.

Please send any items for inclusion on this page to:

Eric Martin 11 Penn Drive LIVERSEDGE WF15 8DB (Tel: 01274-873336)

Military Matters

Eric Martin.



KEY DATES IN RAF HISTORY 1918-1998

- 1918**
- 2 Jan The Air Ministry was formed.
- 3 Jan The Air Council was formed.
- 1 Apr The RAF was formed from the amalgamation of the Royal Flying Corps and the Royal Naval Air Service. The Woman's Royal Air Force was established on the same day.
- 13 May A 'long range bomber force', with the title of Independent Air Force, was established for the strategic bombing of Germany. This was the fore-runner of Bomber Command and the introduction of the concept of strategic use of aircraft, rather than tactical use in direct support of the Army or the Navy.
- 11 Nov Armistice declared. The RAF had 22,647 aircraft on charge and a total personnel of almost ¼ million; it would not reach this strength again until World War II.
- 1919**
- 11 Jan Major-General Hugh Trenchard was re-appointed Chief of the Air Staff. Trenchard, later Marshal of the RAF Lord Trenchard, is regarded as the 'father' of the RAF. He was highly innovative and he was the prime mover in the establishment of much that lies at the basis of the modern RAF.
- 1 Feb A group of 235 'Boy Mechanics' commenced training; this was the foundation of the Aircraft Apprentice and Boy Entrant schemes, which were vital to the establishment of a sound basis of RAF trades between the wars.
- 5 Feb The RAF College was established at Cranwell, with 52 cadets commencing training.
- 8 Mar The strength of the RAF was reduced to 29,730 – a tenth of its war-time numbers.
- 1 Apr The Women's Royal Air Force was disbanded, ending the employment of women in the RAF (other than nurses in the RAF Nursing Service) until the late-1930s.
- 1 Apr The RAF Central Band was established at Uxbridge, the RAF Depot. This was the initiation of a bands service which is regarded as 'second to none'.
- 3 Jul The Vickers Vimy bomber was introduced to squadron service in Egypt. A few days previously, Alcock and Brown completed the first non-stop crossing of the Atlantic in a Vimy.
- 4 Aug New rank titles (Pilot Officer to Marshal of the RAF), unique to the RAF, were established; previously, Army ranks had been used.
- 1921**
- 1 Jan It was decided to disband the Airship Service of the RAF: partially on financial grounds, partially due to the proven superiority of the aeroplane. This reversed a decision of the previous year, which planned the construction of a new airship every two years. Two airships, R-34 and R-38, were destroyed in accidents later in the year.
- 1922**
- 9 Feb The formation of the RAF Reserve was announced.
- 1 Mar The independence of the RAF was confirmed by the Cabinet. This decision followed moves by the Admiralty and the War Office to 'take back' the flying service into the Navy and the Army.

Credit: Brace by Wire to Fly by Wire

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

June passenger figures were issued in the form of a press release:-

Passenger numbers on 11 services operated from Leeds/Bradford International Airport increased last month as the airports overall passenger totals continue to boom.

The number of passengers using the airport in June was up 8.41% over the same month last year to 155,001.

Scheduled services carried 84,900 passengers (3.76% up), with domestic schedules carrying 40,869 (up 9.58%). Inclusive tour flights handled 70,011 (up 13.97%). The only decrease in these groups was international schedules which dropped 1.11% to 44,121.

Routes showing increases included Brussels 9,237 +13%, Belfast City 7,357 +15.21%, Dublin (Aer Lingus) 5,049 + 4.21%, Amsterdam 11,279 +0.26% Other increases include Edinburgh up 65.2%, Glasgow + 4.25%, Aberdeen +4.17%, Southampton + 8.42%, Isle of Man +9.12%, Jersey + 3.51% and Guernsey + 43.33%.

Meanwhile, the two month old British European shuttle service to London City Airport more than doubled the number of passengers carried in it's first month of operation. Ryanairs Dublin service saw a fall of 5.59% to 13,504 and British Midlands Heathrow shuttle total of 15,716 was down by 11.86%.

An interesting article appeared in The Yorkshire Post at the end of June, interesting because it is another rumour which has been doing the rounds for at least 2 years !!!

"Booming Leeds/Bradford Airport is bidding for non-stop flights to the U.S. Bosses have approached U.S. owned Continental about providing flights from the Yeadon based airport to Newark in New Jersey. They, along with other smaller U.K. regional airports, including Bristol and Belfast, are keen to offer an alternative for passengers who have to stop off at European destinations before flying onto the states.

Continental, which is looking to expand it's European service in the next few years, has held back so far from entering into an agreement, but has pledged to review the situation next year.

Philip Firth, Business Development Manager at Leeds/Bradford Airport, confirmed meetings with Continental had taken place. He said "We did a presentation that showed our catchment area was far superior to Bristol's, but Continental said it decided not to add any more Transatlantic flights to it's programme this year. They said they liked our presentation and would consider again in 2001."

A spokeswoman for Continental said " We are constantly listening to people that approach us regarding potential access for our flights. We are open to suggestions and intend to expand our services, but as to where those routes may be, there have been no definitive decisions as yet."

Developments at the airport continue. It seems there is always something been knocked down or built these days !!!

Work continues on the new arrivals, with the old area still boarded off at the present time. Upstairs has seen the windows boarded up, and now the first section of the walkway has been revealed. Surprisingly the floor level of the walkway is some 2 to 3 feet above that of the terminal, so once it's open close inspection of arriving passengers footwear will be order of the day, and as for ladies in short skirts !!

On the outside a steel structure has appeared on the outside roughly in the area of Stand 5. The assumption this is to house stairs and perhaps a lift for passengers to reach the walkway. Perhaps even airbridges could be installed at a future date ?

Widening of the apron between "Bravo" and "Charlie" holding points is now complete and runway 28 is back in service. The idea is to allow aircraft up to the size of A.321 to use stand 7 parked nose in. Currently the stand is limited to BAe 146 aircraft size, as we close for press new markings were been applied to the apron. During the work in progress the use of Stand 7 was not possible and taxiway "Alpha" was totally blocked between holding points Bravo and Charlie, runway 28 was unavailable for landing and take-offs, and periodically Bravo apron exit was blocked.

Finally a new helipad is now available. Point "X-Ray" is positioned by the windsock, in the area at the Northern end of the tunnel.

AIRPORT NEWS

Finningley is back in the news. An independent report has highlighted the following points in regard to Peel Holdings 1500 page application.

The report into the multi-million pound development, concluded that some of developer peel holdings forecast were too optimistic.

Jobs and passengers at the proposed airport have been overestimated. The conclusion was that the number of permanent jobs initially would be 31% less than predicted. By 2014, when the airport would be fully operational there would be a maximum of 6,670 jobs as oppose to Peel's prediction 7,267. However it was acknowledged that the development would create substantial job opportunities in South Yorkshire. Finningley could prove an attractive base for large aircraft engineering company, mainly because of it's long runway. It would also be suitable for private training.

On passenger numbers, the reports authors said 784,000 would be using Finningley by 2004 as oppose to the developers claim of 1,107,000. Even a decade on when the airport would be more established, the figure was still expected to be 388,000 down. They said research showed that local passengers flew from Humberside or Leeds/Bradford. "We would not expect many of these passengers to choose to use Finningley instead." They stated.

Airtours would be likely to test the market by putting on around four flights a week during the summer before making a full-scale commitment. Long haul flights would be unlikely to get off the ground for at least two years.

Peel's plans also left a number of questions unanswered, including the type of radar service and the need for a holding area, without which the airport could not operate.

Doncaster council's development control panel is due to consider the application, over several days in October.

Gatwick is to spend £10 million on improving transport links to support the airports planned growth to 40 million passengers a year by 2008. Highlights include 1.2 million towards Gatwick Direct a new bus service to Crawley and Horley. £4 million investment in FastWay a new dedicated bus lane, £1.3 million to encourage rail and coach use and £1.7 million on road improvements near the airport.

Passenger figures for April, for our neighbouring airports are as follows

Airport	April 2000	April 1999	+ / - %
Manchester	1,311,053	1,229,327	+ 6.65
Newcastle	196,825	185,542	+6.08%
Liverpool	155,979	74,430	+109.56%
East Midlands	136,615	140,602	- 2.84%
Tees-side	43,863	49,088	-10.64%
Humberside	28,770	26,719	+7.68%
Sheffield	5,473	5,016	+9.11%
LBA figures for this month were			
	113,413	108,175	+4.84%

AIRLINE NEWS

Aurigny the Guernsey based carrier has added a third SAAB 340 to it's fleet, following expansion of routes, including a twice daily Manchester flight

Ryanair have announced record profits of £46 million, an increase of 26% on 1999. Passenger numbers have risen to 5.6 million, a 13% increase. The airline has now overtaken Aer Lingus and British Midland in terms of passenger numbers.

Ten major U.S. carriers smashed their own passenger traffic records for June this year. The average load factor for all U.S. Majors was 80%, with some carriers as high as 93% on the Friday before July 4th.

AIRCRAFT NEWS

Airbus Industrie announced on the 25th June that the A.3xx has been given the go-ahead. The aircraft is expected to enter service in late 2005.

The following week Qantas announced it had joined the list of launch customers for use on it's London and Los Angeles services.

Boeing has begun to market a stretched and modified version of the '747 which it claims will be a cheaper alternative to the A.3xx with better range. The company is considering two versions, one with a 33 foot fuselage stretch and 100 extra seats, and one with extended range over current models.

An updated version of the Tu-144 supersonic passenger jet, the Tu-244, could be flying by early in the next decade, according to Reuters. Though the Russian government would be hard pressed to pay for the R & D, Tupolev says it is hoping to get some financial support from Boeing.

OTHER NEWS

Advance technologies group have launched SkyCat, a cargo transporting airship. SkyCat will be available in three versions from Summer 2001. The three versions range from 15 to 1000 tonne payload. The 1st of the SkyCat 15's is currently in production and has a buyer. Unlike traditional airships the SkyCat can travel at up to 225 kph and needs no ground infrastructure to land.

Airlines will have to specify which airport they fly to, rather than just the city under regulations issued by The Advertising Standards Authority. The move follows complaints about airlines, particularly low cost carriers, who tend to use cities' lesser known airports.

E-mail Dwooler@EGNM.screaming.net

CREDITS: ABN, ACW, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Lawrie Coldbeck, H. Morrow, M. Mitchell, B. Potter, P. Smith

LEEDS BRADFORD AIRLINE REPORT - JUNE 2000

INBOUND DIVERSIONS

03	UKA56W	AMS	HUY	G-UKTB	FK50	HUY	UKA751
14	EZY752	PMI	LPL	<u>G-EZYR</u>	B733	AMS	EZY603
14	EZS941	GVA	LPL	<u>HB-III</u>	B733	LPL	EZS942A

REGULAR FLIGHTS

AEA174	PMI	03/EC-GOJ	10/EC-GOJ	17/EC-GHM	24/EC-GHM	
AEA189	TFS	02/EC-HJQ	09/EC-HKR	16/EC-HKR	23/EC-HKQ	30/EC-HKQ
AEA215	PMI	02/EC-GMY	09/EC-HBL	16/EC-GEQ	23/EC-HGP	30/EC-GNU
AEA259	PMI	03/EC-HGQ	10/EC-HGQ	17/EC-HBN	24/EC-HBN	
AIH323	REU	05/G-VCED	12/G-TMDP	19/G-TMDP	26/G-COEZ	
AIH357	AGP	01/G-VCED	08/G-DJAR	15/G-TICL	22/G-DJAR	29/G-CRPH
AIH359	PMI	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH363	GRO	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH365	ACE	01/C-GTDB	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
AIH367	BJV	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH369	FUE	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
AIH371	LCA	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
AIH373	ALC	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH377	TFS	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
AIH379	FAO	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH381	AGP	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
AIH383	LPA	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	
AIH385	PMI	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	
AIH387	ALC	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	
AIH389	IBZ	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH391	MAH	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
AIH395	PMI	05/C-GTDB	12/C-GTDB	19/OprMAN	26/C-GTDB	
AIH5107	ALC	03/G-TICL	10/G-RDVE	17/G-JOEM	24/G-JOEM	
AMC5203	MLA	06/OY-MRA	13/OY-MRA	20/OY-MRB	27/OY-MRB	
AMM595C	FAO	01/G-OOOV	08/G-OOOI	15/G-OOOV	22/G-OOOI	29/G-OOOS
BAL071A	PMI	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYNC	
BAL076A	MAH	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL089A	CFU	02/G-BYNB	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL146A	IBZ	03/DivMAN	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL241A	TFS	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL268A	ALC	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
BAL277A	PMI	01/G-BYNB	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/DivMAN
BAL295A	LPA	05/G-BYNC	12/G-BYNC	19/OprMAN	26/G-BYNC	
BAL365A	PMI	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL368A	AGP	01/G-BYNB	08/G-BYNC	15/G-BYNC	22/G-BYNC	29/G-BYNC
BAL397A	PMI	02/G-BYNB	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL423A	ACE	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/G-BYNC	
BAL468A	REU	03/G-BYNB	10/G-BYNC	17/G-BYNC	24/G-BYNC	
BAL476A	TFS	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYNC	
BAL488A	IBZ	02/G-BYNB	09/G-BYNC	16/G-BYNC	23/G-BYNC	30/G-BYNC
BAL506A	GRO	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYNC	
FUA1354	TFS	02/EC-HHG	09/EC-HHG	16/EC-HHG	23/EC-HHG	30/EC-HHG
FUA1412	MAH	02/EC-GRX	09/EC-GNZ	16/EC-GUG	23/EC-HBZ	30/EC-HME
IWD0336	BFS	23/EC-GZD	30/EC-GUR			

IWD3336	TFS	02/EC-GZE	09/EC-GLT	16/EC-GZE	
JMC209P	BFS	23/G-FCLK	30/G-FCLF		
JMC598	MAH	02/G-FCLK	09/G-FCLK	16/G-FCLD	
MSK108	FAO	03/G-MSKA	10/G-MSKA	17/G-MSKE	24/G-MSKA

OTHER FLIGHTS

01	<u>Z3-ARF</u>	B733	MAK056/KSV056R	Skopje - Pristina	Refugee Charter
01	<u>G-OBWR</u>	BATP	JEA031D/730	Southend - Belfast City	Lieu JEA DH8
01	G-OBWR	BATP	JEA733/032D	Belfast City - Southend	Lieu JEA DH8
04	<u>G-CEAD</u>	B732	EAF2071/207P	Groningen - Bournemouth	Passenger Charter
05	<u>G-BUIO</u>	JS31	EZE01/150	Humberside - Wick	Passenger Charter
05	G-BUIO	JS31	EZE01/257	Wick - Bristol	AIH crew change
06	G-BUIO	JS31	EZE151/02	Wick - Prestwick	Passenger Charter
07	G-ATMJ	A748	JEM2900/2901	Isle of Man - Skovde	Freight Charter
08	OY-NPA	SW2	NFA154E/154	Aalborg - Skovde	Freight Charter
08	<u>G-BYDA</u>	DC10	AIH358/358P	Malaga - Manchester	Lieu A320
09	Z3-ARF	B733	MAK105/KSV105R	Skopje - Pristina	Refugee Charter
09	EI-CLY	BA46	EIN244	Dublin - Edinburgh	Crew for EI365
10	G-BOAB	CONC	BAW99C/91C	Heathrow - Local	Passenger Charter
10	<u>PH-SCY</u>	AT72	SAB45J/45R	f/t Brussels	Lieu SAB RJ85
10	G-BOAB	CONC	BAW91C/92C	f/t Local	Passenger Charter
10	G-BOAB	CONC	BAW92C/93C	Local - Heathrow	Passenger Charter
12	<u>G-JECB</u>	CRJ2	JEA729/730	f/t Belfast City	-
12	G-IJYS	JS31	EZE001/257	Manchester - Bristol	AIH crew change
15	<u>Z3-AAA</u>	B733	MAK261/KSV261R	Skopje - Pristina	Refugee Charter
15	D-CNAF	SW4	NAG140/141	Flensburg - Billund	Passenger Charter
15	D-CNAG	SW4	NAG154/155	Sheffield - Billund	Passenger Charter
16	LZ-MIS	T154	AXX152/KSV152R	Varna - Skopje	Refugee Charter
17	D-CNAC	SW4	NAG140/141	Billund - Flensburg	Passenger Charter
17	D-CNAG	SW4	NAG150/151	Billund - Stansted	Passenger Charter
17	PH-SCY	AT72	SAB45J/45R	f/t Brussels	Lieu SAB RJ85
18	G-ZAPJ	AT42	JEA033R/746	Stansted - Belfast City	Lieu JEA CRJ2
18	G-ZAPJ	AT42	JEA745/034R	Belfast City - Stansted	Lieu JEA CRJ2
19	Z3-AAA	B733	MAK261/KSV261R	Skopje - Pristina	Refugee Charter
19	<u>G-TTMC</u>	A300	BAL295B/955F	Las Palmas - Manchester	Lieu BAL B738
21	LZ-MIS	T154	AXX153/KSV153R	Skopje - Pristina	Refugee Charter
21	OY-JRO	BE9L	DTR501P/501	Southend - Gothenburg Save	Freight Charter
21	OY-JRO	BE9L	DTR501T/502	f/t Gothenburg	Freight Charter
22	RA42361	YK42	MAK104/KSV104R	Ohrid - Pristina	Refugee Charter
23	LZ-MIS	T154	AXX154/KSV154R	Skopje - Pristina	Refugee Charter
23	D-CCCC	SW4	NAG150/151	Flensburg - Amsterdam	Freight Charter
24	<u>G-RJXE</u>	E145	BMA1764/1334	f/t Jersey n/s	-
26	G-RJXE	E145	BMA403/404	t/f Edinburgh	Lieu SF34
26	G-OAKJ	JS31	EZE01P/257	Humberside - Bristol	AIH crew change
26	G-BUKA	SW3	AAG281/282	Coventry - Gothenburg Save	Freight Charter
26	OY-JRO	BE9L	DTR02P/504	Southend - Orebro	Freight Charter
27	OY-NPA	SW2	NFA152E/152	Aalborg - Gothenburg Save	Freight Charter
28	OY-NPA	SW2	NFA153E/153	Aalborg - Gothenburg Save	Freight Charter
28	31457	C130	EPIC75	Charleston -n/s30- St.Johns	North Carolina ANG
29	30488	C130	SKIER88	Gander -n/s- Lajes	New York ANG
29	G-SWJW	A300	BAL277B/277F	Palma - Manchester	Lieu BAL B738

Aircraft making first visits are underlined.

CANADA 2000.

No, it isn't an airline, just the title of this year's trip to visit the family.

It has always been my principle to fly from LBA whenever possible and I was very disappointed when Air Transat let it be known that they were deserting us this year. However, I wasn't going to be beaten and even though it cost a little more, I booked with KLM/KLM UK to do my favourite route via Amsterdam, departing on Tuesday May 17th.

The aircraft on KL2164 was Fokker 50 G-UKTI and our take-off from 32 was at 08.54 followed by a pleasant ride with touch-down in Amsterdam some seventy minutes later. Sadly, we had a three-hour wait, so after a visit to duty-free, I had to fill in the time by watching aircraft land and take-off. This was not as onerous as one might imagine and among the highlights for me were China Airlines B747 B-18275, B777s 9M-MRK and N771UA, TU154 RA-85785 and A300s PH-SFL/M of Schreiner Airways. Of course, all the other aircraft were also enjoyable to watch.

Departure from Amsterdam on KL691 operated by Boeing 747-406 PH-BFD was some 31 minutes late but the flight itself soon passed, helped by a very enjoyable film entitled "Stuart Little". Seven hours and twenty-one minutes later, we landed at Toronto Pearson International but there was little to see as we taxied in although we did pass six parked L.1011s of Air Transat before docking alongside Alitalia B767 I-DEIC and Air France A.340 F-GLZG.

Unfortunately, all the airshows that I have in the past visited appear to have changed their dates and none were to occur whilst I was there so it looked as though I wouldn't achieve much in the way of 'spotting'. On our first week-end we visited our son-in-law's parents cottage on Lake Simcoe (some 70 miles north of Toronto) and a call was made at the oft passed but never visited Simcoe Regional Airport. There were 21 Piper and Cessna singles around but nothing else. A very friendly young man in the office cum ATC produced a scrapbook of the types to be seen regularly covering Citations, Learjets through business turbos including a Police PC12, Ce.208 and even F18 Hornet. However as he pointed out, we had chosen to visit on Long Week-end and no Biz aircraft were expected until mid-week at the soonest. Ah well, next time we call on a Wednesday.

A visit to Pearson is always a highlight and this one was no exception. There is a tremendous amount of work going on with an additional runway and a new terminal building under construction and sadly when the latter is complete, Terminal One will be demolished and with it will go the best viewing on the airport. The merger of Air Canada with Canadian is proceeding and there are some variations in the colour schemes on their respective aircraft. Air Ontario which was purely a Dash 8 operator now is tied in with Air Georgian with Beech 1900's which at least added a little variety. In passing, I might add that just before we left, there was a shuffle of Airlines around the three terminals which was causing tremendous chaos. Now back to the plot.

I suppose that I have become somewhat blasé after my annual trips and aircraft of American, United, Delta and US Airways are commonplace. So I was particularly happy to see Boeing 737NG 9Y-POS of BWIA but most disappointed to miss a Dornier 328JET of Midwest Express which, due to the terminal changes didn't park where I expected it would. Mustn't grumble because there was a proliferation of Bizjets, one of which was Falcon 20F OH-WIN. Cubana's A.320 EI-TLJ wasn't quite as exciting as it might have been but A.320 F-OHMN of Mexicana compensated. Mesa produced Canadair RJ. N17217 whilst Continental Express brought Emb.145

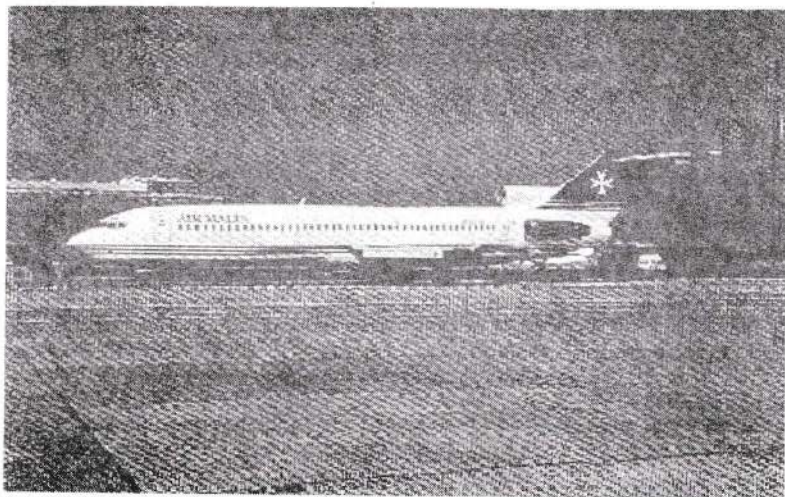
N16944 and Brasilia N15713. I had to leave just before the transcontinental arrivals (other than I-DEIF) but had a very enjoyable day otherwise.

Three weeks passed with tremendous rapidity and reluctantly we checked in for flight KL692, due to depart at 18.20. Having re-confirmed our flight beforehand, we had the seats we wanted. These were 67H/J, the last two at the rear of the aircraft and perfect for relaxing as no one is behind banging tables etc and available for reclining as no one is inconvenienced. Despite encouraging announcements that departure was imminent, I sat for nearly an hour watching baggage being loaded and it was not until 19.24 that we actually took-off. During the wait, I managed to log B 777 G-VIII of BA, A.340 SX-DFD of Olympic and UR-86135 of Air Ukraine. The homeward flight was slightly bumpy all the way but only lasted six hours and two minutes and I managed some sleep although my poor wife didn't.

Amsterdam was busy with commuter traffic and I was able to log quite a lot as we sauntered across the terminal to where KL2163 was due to leave at 09.25. It was operated by G-UKTB and I must have been excited or tired because I managed to bounce my binoculars on the concrete floor causing considerable damage. Take-off came at 09.52 (local) and after another slightly bumpy flight, we arrived at LBA at 10.06, happy to be nearly home. Then came the bad news. There was no luggage on the Amsterdam flight!!!

Fortunately, all's well that ends well and one suitcase turned up the following day and the second, the day after. Nevertheless, it's an awful feeling to know that all your underpants are still in Amsterdam whilst you are at home in Baildon.

IAN MORTON.



**B727 G-BPNS LEASED FROM DAN AIR
TO AIR MALTA**

HISTORY OF THE BOEING 727.

It was a good two years before the Boeing 707 even went into commercial service, that a new design study was undertaken by Boeing. This was to investigate the need for a new short to medium range airliner, to complement the new long range 707. Maximum commonality with the 707 was to be a priority, in order to keep down design costs for Boeing and operating costs for airlines. It should be borne in mind that the period we are looking at here, is early 1956. A good starting point for this short story is in the cockpit. Although state of the art for 1956, the new 707 cockpit design was based on tried and tested procedures and practices where ever possible. Remember that the airliners of that period were the likes of the Boeing Stratocruiser, the elegant Lockheed Constellation and the Douglas DC4/DC6/DC7. The flight deck for the 707 had been configured on the practical experience gained on these trusty aircraft. The same basic layout of instruments were used again. In fact, not much was to change in the average cockpit, for a further 25 years or more. Even the much later Boeing 737 cockpit was basically the same as the 707. There seemed no apparent need for change at the time. The layout was kept much the same as it had been for piston engined aircraft. Accommodation was for a Captain and First officer up front, with Flight Engineer to rear right and a fourth seat available to rear left for use if and when required. All the seats could be moved on rails and the flight engineer sat sideways facing the starboard fuselage wall. Here, he could monitor the fuel system and cabin pressurisation system etc. The original 707 with its smaller wing area and less powerful engines, was more demanding than the later and better known 707-320B. It required lots of runway on take off and plenty of room to manoeuvre once airborne. However once in the air it was fast and provided new levels of comfort for passengers. The original 707 very much a star, even in its early days. The later 707-320B had more powerful engines, high lift devices on the wing leading edge, a larger vertical tail fin and a new wing which had a greater span and more surface area. All of this had a large bearing on the 727 design which was to follow. The eventual decision was that the 727 should have three rear mounted engines as this best suited the size and performance required from the aircraft. Inevitably it was to closely resemble the de Havilland Trident and was to be aimed at the same market. In the event, the Trident was to be scuppered unwittingly by BEA. It was they who dictated a smaller aircraft

than originally planned, with a reduced range. Three years of design study on the 727 by Boeing followed. In 1960 Eastern Airlines and United Airlines of America both ordered 40 and the go ahead was given for production. At that time, Boeing were confidently forecasting sales of around 300 aircraft in this size bracket. In the event, by early 1978 sales stood at 1500 aircraft. This made the 727, the worlds best selling airliner. 1831 aircraft had been sold by the time production ceased. This gives some idea of what the British missed out on with the smaller Trident. Commonality with the 707 started in the cockpit. It was virtually a 707 cockpit, redesigned to suit the operation of three engines. Any 707 captain would have instantly felt at home in it. Of course there were differences. There were three engine speed indicators, three fire/shut down buttons, three throttles and three sets of fuel cocks and starting panels instead of the four on the 707. The whole front end of the 727 fuselage was virtually identical to the 707. However, overall there were some major design differences. The 707 had from the start been conceived as a four engined jet aircraft, for use on long haul routes. The 727 was to be different. It was designed for all weather operations on mainly short routes. The aircraft could have to make as many as eight or ten take offs and landings a day on some routes. Special short field performance features were required. The wing, which was swept to 32 degrees, had the most advanced high lift devices ever fitted to an airliner at that time. It was complete with leading edge Krueger flaps and slats, plus unprecedented triple-slotted trailing edge flaps. In addition there were inboard (high speed) and outboard (low speed) ailerons and both in flight and on ground spoilers to break up airflow (and lift) over the wing. These also assist with manoeuvring in the air. From the outset the original 727, later to be known as the 727-100, was to be capable of taking off with 125 passengers plus their baggage from a 5000 ft runway and carry them for up to 1700 miles. At the end of it's journey, this fast and heavy jet also had to be capable of landing on short runways. To this end Boeing spent some 20,000 man hours perfecting an Autopilot which became known as, the Sperry Autopilot. This was certificated by the FAA as an integral part of the 727. The flight controls were fully powered and had artificial feel built in. The system even had a self test feature. Later, a stall warning system was fitted as standard. This followed a series of early incidents, when airspeed became too low. The stall warning first shakes the pilots yoke to front

and rear as a warning. If the pilot keeps on pulling back., it literally forces the yoke forward. This automatic action pushes the aircraft nose down to increase airspeed. As with previous aircraft, Boeing offered the 727 in a number of variants. First flight was in February 1963 with the first commercial service on 1 February 1964. This was an Eastern Airlines, Miami - Washington - Philadelphia flight. Over a period of time, various upgrades in engine thrust were available to airlines. Original gross weight of the 727 was gradually increased from 152,000 lb to 160,000 lb and then to 169,000 lb. Thrust was also marginally increased to 14,500 lb from the JT8D-9 engines. In late 1964 Boeing announced a stretched version of the original 727 to become known as the 727-200. This was to be a twenty foot stretch of the original fuselage, in two ten foot plugs, one fore and one aft of the wing. Other improvements saw a range of engines up to the 15,500 lb JT8D-15, which became available in 1972. There was to be a further model to follow, the Advanced 727-200. This model was announced in 1970. The main improvements were increased fuel capacity, improved aircraft systems, a wide body style interior look based on the then new 747, plus new noise reduction features. By 1974, uprated engines with automatic thrust reversers were available. These engines each gave 16,000 lb st. which is interestingly less than half that of the engines now fitted to the Boeing 757. To fully appreciate the value of the 707/727 projects to aviation, it is necessary to appreciate that, in both cases, Boeing were breaking new ground. True there was the Comet which was a pioneer in its own right. It did not however break as much new ground as the 707/727, especially in the area of wing design. What of the British Trident airliner?. This was not the success it should have been though the project did go on for some twenty years. BEA were allowed to dictate the design parameters of the Trident, to suit their own particular routes, which were typically not more than 1000 miles in length. This in effect limited the scope and appeal of the Trident to US airlines. Although improved versions of the Trident were introduced gradually, the improvements were centred on take off performance. The aircraft was still aimed at high density short haul routes. The public in the USA take to airplanes for their journeys as we would a train or coach. In the USA however the distances involved are generally much longer. The Trident was generally perceived to be capable of blind landings in nil visibility by means of its Smiths Autoland equipment. In fact the Trident 1's & 2's

were certificated for Cat 11 operations only. The Trident 3's were certificated in 1971 for Autoland operations with a decision height of 12 ft (3.66m) and a runway visual range (RVR) of 270 metre, plus full take off capability in Cat 11A conditions, with an RVR of 90 metre. Operation to these standards was introduced by BEA in spring 1973. Total sales of the Trident range was a mere 117 aircraft compared to the 727's total sales of 1831 aircraft. The original Trident 1. design was fixed with BEA in 1959. It had Rolls - Royce RB.163 Spey 505 engines of 9850 lb st. Seating was for between 97-103 passengers and it had a range of only 930 miles compared to the 727-100's, 1700 miles. That proved to be the major error for the Trident project so far as sales were concerned. Range was improved by 1965 when the Trident 2 with seating for 149 became a possibility. This model though did not enter service until April 1968 by which time the stretched 727-200 with a range of 2510 miles and seating 189 passengers was in service. The Trident 3, seating 180 passengers and with a fourth booster engine in the tail was in service by April 1971. However by July 1972 the Advanced Boeing 727-200 was in service. The Trident always seemed to be fighting a losing battle against the 727, despite it being a good fast aircraft. Though the Trident was now roughly comparable performance and range wise, the 727 had secured a lead which was never to be shaken. Ironically Boeing had often been accused of ignoring the wishes of the airlines. Here we have a situation where Hawker Siddley had listened to them (BEA) and apparently suffered as a result. Who knows? If they had stuck to the original design brief, things could have been different. The original Trident 1 was to have had seating for 111 pax, three 13,790 lb st engines and a range of 2070 miles. This would have made it more than a match for the 727-100 at that stage. The fact that Boeing had used the 707 to base their 727 design on must have been a great help. Much of the initial tooling up and development costs had been saved due to this. Commonality with the complete upper lobe of the 707 fuselage resulted in a cabin floor width that was identical to the 707. This enabled the use of many of the same interior equipment and fittings and a very similar flight deck to the 707. As a measure of the 727's success, by 1978 around 85 airlines had purchased the 727 and three airlines had acquired fleets in excess of 100 aircraft, almost as many as the entire production of the Trident.

JOHN BOOTH.

Acknowledgement : Clive Irvings 'Wide - Body',



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14th July 2000

**Leeds Bradford International Airport scores again
in passenger growth**

Passenger numbers on 11 services operated from Leeds Bradford International Airport increased last month as the airport's overall passenger totals continued to boom

The number of passengers using the airport in June was up by 8.14% over the same month last year to 155,001 (equivalent to over 50% more than the total crowd capacity of Wembley Stadium in its heyday).

Scheduled services carried 84,900 passengers (3.76% up); with domestic schedules carrying 40,869 (up 9.58%). Inclusive tour flights handled 70,011 (up 13.97%). The only decrease in these groups was in International Schedules, which dropped up 1.11% to 44,121.

Routes showing increases included: Brussels (Sabena) – 9,237 (plus 13%); Belfast City (British European) – 7,357 (plus 15.21%); Dublin (Aer Lingus) – 5,049 (plus 4.21%); Amsterdam (KLMuk) – 11,279 (plus 0.26%).

Other increases included Edinburgh (British Midland) – up 65.20%, Glasgow (British Midland) – 4.25%; Aberdeen (British Regional Airlines) – up 4.17%; Southampton (British Regional) – up 8.42%; Isle of Man (Manx Airlines) – up 9.12%; Jersey (British Midland) – up 3.51% and Guernsey (British European) – up 43.33%.

Meanwhile, the two months' old British European shuttle service to London City Airport more than double the number of passengers carried in its first month of operation. Ryanair's Dublin service saw a fall of 5.59% to 13,504 and British Midland's Heathrow shuttle total of 15,716 was down by 11.86%.

PRESS RELEASE



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24th July 2000

LBA's passengers boom through the 1½ million barrier

Passengers using Leeds Bradford International Airport (LBA) in the 12 months ended 30 June, totalled 1,501,277 – breaking the one and a half million passengers in a year figure for the first time.

This new peak follows the trend over several calendar years: 811,975 passengers in 1994; 927,853 in 1995; 1,052,753 in 1996; 1,246,941 in 1997; 1,398,363 in 1998 and 1,451,201 in 1999.

Helping toward the increase are figures such as those for June this year when passenger totals increased on no less than 11 of the services using the Airport.

The growth is also being helped by increasing numbers of passengers from outside the Airport's recognised catchment area – including growing numbers from Lancashire who find it more convenient to fly from Yorkshire's Premier airport.

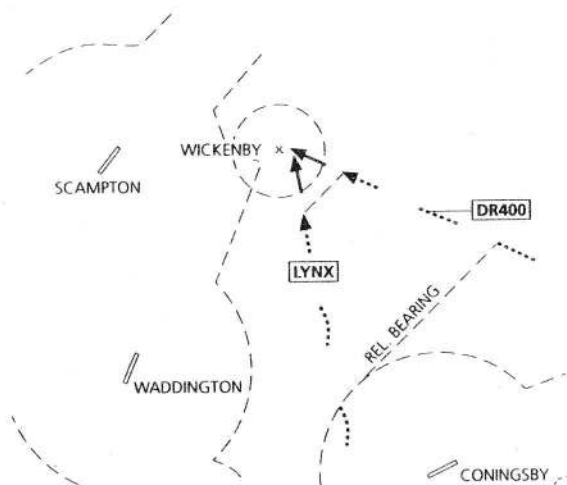
There are also indications that people who formerly used Manchester Airport now prefer LBA, many because they want to avoid problems associated with trans-Pennine motorways; congestion in south Manchester, and - as figures prove - the growing popularity of LBA's European link services.

Holiday business at Leeds Bradford surged ahead from the very start of this year when the Airport led the way among UK airports with early bookings for inclusive tour holidays; with the tour operators introducing larger jet aircraft with more seats to meet the demand.

Domestic services are also doing well, with good "on time" figures and improved frequencies attracting passengers away from rail travel.

PRESS RELEASE

Robin DR400 and Lynx near Wickenby – May 1992



The Robin pilot was heading about 300° at 125 kt; he was two-way with Waddington receiving a RIS at 3000 ft on the Barnsley RPS, and had already received several traffic reports. Around the vicinity of Wickenby airfield his passenger, an experienced PPL said 'There's a helicopter on our left'. He checked this sighting (into sun), confirmed that the helicopter was converging quickly from 400 yd, reduced power and quickly lowered the nose. He had no impression that the helicopter had seen him or taken avoiding action and felt that it had passed overhead by the 2-300 ft he had quickly lost. The helicopter was medium/large and generally dark in colour; his passenger thought it was military. He continued on track, regained 3000 ft on QNH and informed the Waddington controller that a helicopter had just passed very close. After some seconds delay she replied that 'it wasn't squawking Mode Charlie', and she was not in radio contact with it, or similar words. It was not until some while later that the implication of this struck home, i.e. that the contact must have been visible on radar, but he had not been told of its presence, collision course or not. He believed this to be the cause of the airmiss. He also accepts that their look-out picked up the helicopter very late, but it may have been

converging quickly from behind and to the left. Although he did not file an airmiss on RT at the time, he filed it by phone with Waddington the next day.

The Lynx pilot reports heading 354° at 140 kt in transit at 3000 ft on the Barnsley, and was in communication with London Information; he was squawking 7000 and his 'Mode C should have been on'. His next turning point was Wickenby just after which he turned onto 327° . He was in the area of the airmiss at the time but did not see the reporting ac which he reckoned would have been approaching from his 4-5 o'clock.

The Lynx pilot's station commented that the crew did not see the DR400. On the date of the incident Waddington was promulgated as closed; the crew made an advisory call, received no reply and continued with London Info. (JAS Note: Waddington's 'Time' entry in the BINA ERS gives the impression that the station is closed at weekends but the last line of notes shows that a LARS is available 09-1800 at weekends and holidays.)

Investigation showed that the DR400 was handed over by Anglia radar to RAF Waddington ATC between 1540 and 1541:14 in

a period when the radar controller was working to capacity with 7-8 GA ac on frequency, and a heavy background of primary-only radar traffic. The pilot did not call for 2 min so the controller called him, told him he was identified on a RIS, gave him the RPS and ascertained his route. The RT was then fairly busy until 1549:53 when the pilot called to say that he had a helicopter in his 10 o'clock, quite close, just passing overhead, possibly at 3200 ft. The controller replied that the helicopter was not on frequency; it was squawking but without Mode C. The pilot did not declare an airmisss and showed no concern on the RT. (JAS Note: AIS (M) was informed about the airmisss by Waddington the next day.)

Although the controller did not warn the DR400 pilot about the conflicting helicopter, traffic in the area was heavy and the Lynx had not called Waddington.

RAF HQ Staff agreed that the Waddington controller should have warned the Robin pilot about the confliction but it would certainly have made the controller's busy task easier had the Lynx pilot made contact and passed details of his transit through the area.

Army HQ Staff commented that from the information available the Lynx crew did not see the light ac which reported the airmisss.

A replay of the Claxby ATC radar recording showed the 2 ac converging on constant tracks for at least 20 NM. The Lynx was squawking 7000 without Mode C and the DR400 had the Waddington squawk of 1731 from its time of transfer from Anglia Radar. The DR400 is ahead of the Lynx's 2 o'clock throughout this period and similarly the Lynx is just aft of the DR400's 10 o'clock. Neither ac shows a Mode C return and they cross with no discernible plan separation 0.5 NM E of Wickenby airfield.

Summary of the JAWG Discussion

Members agreed that the main cause of the airmisss was that the Lynx pilot did not see the Robin although it was closing for many minutes from his 1:30-2 o'clock. He thus did not give way to it as was his duty under the Rules of the Air. The Group also pointed out that the Robin pilot had seen the Lynx rather late, but in time to avoid it by a reasonable vertical margin, which members also agreed had removed the risk of the ac actually colliding.

The Group also considered that the lack of traffic information on the Lynx to the DR400 pilot was part of the-cause, but at the same time hoped that the DR400 pilot realised that under a RIS 'the pilot is wholly responsible for maintaining separation from other ac whether or not the controller has passed traffic information'. (AIC 31/91-Yellow 25) When a controller is very busy with multiple contacts it is quite possible that not all relevant traffic information will be passed to all ac in the 800 or more sq miles a controller could be covering. The lack of a Mode C from the Lynx was of little relevance in the circumstances and it was pointed out to the Group that few Army Lynx were so equipped.

Assessment of Risk and Cause

Degree of Risk: C

Cause: The Lynx crew did not see the DR400 and the Waddington Zone controller did not pass the DR400 pilot traffic information about the Lynx.

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