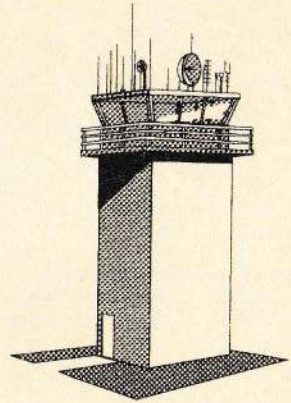


Merry
Christmas



VOL. 23

December 97

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COMMITTEE

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MR.M.ELLIOT, MR.A.EDWARDS, MR.G.WARD

CHAIRMAN'S CHAT

November's meeting was the A.G.M. and approx. 55 members attended (i.e. 50% of those entitled to vote). The following proposals were unanimously accepted regarding the accounts and fees for 1998.

The membership fee will be increased to £13.50 per year with full membership (including social membership of the Aero Club) remaining at £10. This means the following membership rates will apply for 1998 :- **Postal Membership £13.50, Full Membership £23.50.**

However, due to management changes within the Aero Club over the past year, Air Yorkshire is still holding £7 for each member who paid a full membership in 1997. **This means that all 1997 full members can renew for 1998 at the discounted rate of £16.50 (i.e. social membership will only cost you £3).** It is hoped that the Aero Club will limit its facilities to members only in 1998.

The biggest outlay of the society is the production of the magazine and it is this that has caused the increase in subscriptions. I hope everyone agrees that £13.50 in this day and age represents good value for money with a quality magazine such as ours. The costs are 80p. for printing, 20p for postage plus costs of envelopes and labels and two timetables. The magazine is the mainstay of the society and thanks were expressed at the A.G.M. to all regular contributors to the publication especially Terry Sykes, Andy Barker, Eric Martin, David Wooler, Alan Sedgwick and Leslie Scheftsik.

This month's article by Leslie could be his last due to other commitments and loss of inspiration ! We hope this loss will only be temporary and hope we will hear again from Leslie in the not too distant future. Many thanks, Leslie, for your past articles.

The A.G.M. closed with many mutual thanks to the Officers and Committee, who were all reelected !

Finally, on behalf of the society, I would like to wish all members and their families a very Happy Christmas

MEETINGS. (starting at 14.30)**7th December Christmas Party****4th Jan '98 Concorde Special (with raffle)****CREDITS**

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

Leeds/Bradford Movements

October 1997

01 Wednesday

G-BYAO Boeing 757	0158	G-RMCT Short 360	0453
G-BYAT Boeing 757	0630	PH-DMO Fokker 50	0818
G-ZAPL BAe 146	0846	G-MAJA Jetstream 41	0920
G-BVJC Fokker 100	0927	D-IHMO Piaggio Avanti	0941 1840
G-GNTH SAAB 340	0944	G-JEAI Friendship	0947
G-RMCT Short 360	0952	N501D Citation I	0957
EI-CJE Boeing 737	1001	G-MAJH Jetstream 41	1009
G-UKFI Fokker 100	1029	PH-SDR DHC-8	1057
G-GNTJ SAAB 340	1113	G-BMSU Cessna 152	1153
G-MAJH Jetstream 41	1205	G-GNTG SAAB 340	1228
PH-DMB Fokker 50	1250	G-BVJC Fokker 100	1253
G-UKFR Fokker 100	1454	G-JEAF Friendship	1459
G-GNTJ SAAB 340	1518	G-BVJC Fokker 100	1535
G-BYAT Boeing 757	1555	PH-SDU DHC-8	1600
G-MAJA Jetstream 41	1715	G-GNTH SAAB 340	1717
G-MAJH Jetstream 41	1722	C-GTDC Airbus 320	1738
G-ZAPL BAe 146	1810	G-JEAF Friendship	1813
G-OBMD Boeing 737 300	1829	G-RMCT Short 360	1832
G-GNTG SAAB 340	1836	PH-DMO Fokker 50	1917
EI-CKQ Boeing 737	2004	G-MAJA Jetstream 41	2007
G-UKFR Fokker 100	2014	PH-SDM DHC-8	2027
G-MAJH Jetstream 41	2035	G-GNTJ SAAB 340	2111
G-GNTG SAAB 340	2114	G-JEAF Friendship	2119
G-ZAPJ ATR-42	2125	G-BVJC Fokker 100	2129
G-BVEC ATR-42	2156		

02 Thursday

G-BLZT Short 360	0222	G-BYAT Boeing 757	0417
EI-FKB Fokker 50	0815	G-ZAPJ ATR-42	0818
G-MAJA Jetstream 41	0920	G-BVJD Fokker 100	0932
G-JEAF Friendship	0935	G-MAJH Jetstream 41	0938
G-NAVO PA-31 Navajo	0944	G-GNTG SAAB 340	0947
G-UKFN Fokker 100	0951	G-BODY Cessna 310R	0955
G-BLZT Short 360	0958	EI-CJD Boeing 737	1001
N560WE Citation V	1026	PH-GDT DHC-8	1057
G-KNAP PA-28 Warrior II	1111	G-GNTJ SAAB 340	1114
G-BSDD Cessna 152	1140	G-MAJH Jetstream 41	1142
G-RVRB PA-34 Seneca	1148	G-BVJD Fokker 100	1240
PH-DMB Fokker 50	1249	G-YJBM Airbus 320	1318
G-BAVZ PA-23 Aztec	1329	G-GNTJ SAAB 340	1422
G-SHIV GA-7 Cougar	1431	G-JEAF Friendship	1436
G-UKFN Fokker 100	1457	PH-SDP DHC-8	1508
G-BRPU B76 Duchess	1514	G-BVJD Fokker 100	1523
G-BSDD Cessna 152	1532	G-DEXY King Air E90	1643
G-MAJA Jetstream 41	1708	G-MAJH Jetstream 41	1724
G-GNTG SAAB 340	1725	G-ODAA Airbus 320	1800
G-ZAPJ ATR-42	1805	G-JEAF Friendship	1809

G-BVJD Fokker 100	1820	G-BLZT Short 360	1841
G-OBLC B76 Duchess	1905	EI-FKB Fokker 50	1924
G-UKFN Fokker 100	1944	G-YJBM Airbus 320	1953
EI-CJI Boeing 737	1955	G-MAJA Jetstream 41	2006
PH-SDR DHC-8	2021	G-GNTG SAAB 340	2024
G-BYAT Boeing 757	2025	G-MAJH Jetstream 41	2032
G-GNTJ SAAB 340	2105	G-BFTC Turbo Arrow III	2109
G-JEAF Friendship	2115	G-BUPS ATR-42	2127
G-BVJD Fokker 100	2137	G-BVEF ATR-42	2143
03 Friday			
G-YJBM Airbus 320	0339	G-BYAT Boeing 757	0409
G-BUEB ATR-42	0755	EI-FKA Fokker 50	0824
G-MAJH Jetstream 41	0914	G-GNTJ SAAB 340	0926
G-BVJD Fokker 100	0930	G-MAJA Jetstream 41	0938
G-JEAG Friendship	0945	G-BLZT Short 360	0950
EI-CJD Boeing 737	1005	G-BMSU Cessna 152	1006
G-UKFN Fokker 100	1019	PH-SDU DHC-8	1043
G-HOPE F33A Bonanza	1103	G-GNTG SAAB 340	1133
G-MAJA Jetstream 41	1143	PH-DMB Fokker 50	1229
G-BVJD Fokker 100	1238	G-SHIV GA-7 Cougar	1358
G-GNTJ SAAB 340	1415	G-BNRL Cessna 152	1416
G-UKFN Fokker 100	1454	G-JEAI Friendship	1458
PH-SDP DHC-8	1507	G-BVJD Fokker 100	1535
G-JEAF Friendship	1616	G-MAJA Jetstream 41	1718
G-MAJH Jetstream 41	1720	G-GNTJ SAAB 340	1723
G-BJAJ A45B Tiger	1727	G-JEAI Friendship	1813
G-BLZT Short 360	1835	G-BVJD Fokker 100	1839
G-BVED ATR-42	1842	G-UKFN Fokker 100	1935
PH-SDP DHC-8	1955	G-MAJH Jetstream 41	2003
EI-CJI Boeing 737	2009	EI-FKF Fokker 50	2017
G-MAJA Jetstream 41	2028	G-GNTJ SAAB 340	2032
G-YJBM Airbus 320	2046	G-BUPS ATR-42	2102
G-GNTG SAAB 340	2108	G-JEAI Friendship	2113
G-BVTF Fokker 70	2125	G-BVJD Fokker 100	2157
G-BUEB ATR-42	2207	G-BYAT Boeing 757	2216
04 Saturday			
G-YJBM Airbus 320	0356	EI-FKF Fokker 50	0819
G-BVTF Fokker 70	0925	G-UKFR Fokker 100	0951
EI-CKR Boeing 737	1002	PH-SDR DHC-8	1048
G-BUEB ATR-42	1057	G-APTP PA-22 Tri-Pacer	1152
G-GNTJ SAAB 340	1208	G-BVTF Fokker 70	1217
G-BYAT Boeing 757	1248	G-JEAF Friendship	1313
G-YJBM Airbus 320	1331	G-UKFR Fokker 100	1452
G-GNTJ SAAB 340	1606	G-BVTF Fokker 70	1609
EC-GKS DC9 83	1721	G-OSKP Enstrom 480	1802
EC-GPI Boeing 737 400	1911	EI-FKB Fokker 50	1914
G-BVTF Fokker 70	1918	G-UKFR Fokker 100	1923
G-JEAF Friendship	1941	OE-69C Falcon 10	2006 1202(05)
G-YJBM Airbus 320	2055		
05 Sunday			
G-BYAT Boeing 757	0253	G-YJBM Airbus 320	0756
EI-FKA Fokker 50	0815	EC-GGO Boeing 737 300	0837
EI-CKQ Boeing 737	0847	G-BVTF Fokker 70	0938
PH-CFF Fokker 100	1005	G-UKFN Fokker 100	1009
G-SHIV GA-7 Cougar	1157	G-BJYD Cessna F152	1231
G-BVTF Fokker 70	1242	G-BNPN PA-28 Archer II	1251
C-GTDC Airbus 320	1326	G-BXEH ATR-42	1332
G-BYAD Boeing 757	1335	PH-SDU DHC-8	1451

G-UKFN Fokker 100	1457	G-JEAM Friendship	1507
VP-CPR Cessna 421C	1537	G-GNTJ SAAB 340	1601
G-DASI Short 360	1621	G-MAJA Jetstream 41	1710
G-JEAM Friendship	1810	G-BVKD Boeing 737 500	1830
G-BBEF PA-38 Tomahawk	1834	EI-FKA Fokker 50	1912
EI-CJD Boeing 737	1951	PH-SDP DHC-8	1956
G-UKFN Fokker 100	2008	G-MAJA Jetstream 41	2012
G-GNTH SAAB 340	2055	G-GNTJ SAAB 340	2104
G-JEAM Friendship	2112	G-BVKD Boeing 737 500	2122
G-BVEF ATR-42	2154	G-YJBM Airbus 320	2309
06 Monday			
G-BYAD Boeing 757	0412	G-BUEA ATR-42	0757
EI-FKC Fokker 50	0827	G-BODY Cessna 310R	0836
G-BVKD Boeing 737 500	0938	G-GNTH SAAB 340	0944
G-JEAM Friendship	0947	G-MAJA Jetstream 41	0949
G-UKFF Fokker 100	0954	G-DASI Short 360	1011
EI-CKP Boeing 737	1014	PH-SDP DHC-8	1046
G-GNTJ SAAB 340	1127	G-MAJL Jetstream 41	1203
G-BVKD Boeing 737 500	1246	G-BUEA ATR-42	1259
G-MAJH Jetstream 41	1318	D-CCCA Lear Jet 35A	1412
G-GNTH SAAB 340	1416	G-SHIV GA-7 Cougar	1442
G-JEAM Friendship	1450	PH-SDT DHC-8	1503
G-UKFF Fokker 100	1515	G-BVJB Fokker 100	1539
G-IRIS AASB Tiger	1554	G-MAJH Jetstream 41	1714
G-BYAD Boeing 757	1718	G-GNTH SAAB 340	1727
G-MAJA Jetstream 41	1730	G-BUEB ATR-42	1745
G-JEAM Friendship	1827	G-DASI Short 360	1838
G-BVJB Fokker 100	1841	EI-FKC Fokker 50	1920
G-UKFF Fokker 100	1935	PH-SDU DHC-8	2001
G-MAJA Jetstream 41	2004	EI-CKS Boeing 737	2011
G-GNTH SAAB 340	2025	G-MAJH Jetstream 41	2035
G-BUPS ATR-42	2120	G-JEAM Friendship	2124
G-BVJB Fokker 100	2126	G-GNTJ SAAB 340	2130
G-BUEB ATR-42	2256		
07 Tuesday			
G-BYAD Boeing 757	0357	EI-FKC Fokker 50	0817
G-MAJA Jetstream 41	0918	G-BWTL ATR-72	0920
G-BVJB Fokker 100	0925	G-GNTH SAAB 340	0932
G-MAJH Jetstream 41	0936	G-JEAM Friendship	0941
G-GTEN Boeing 757	0959	G-DASI Short 360	1001
EI-CJI Boeing 737	1001	G-UKFF Fokker 100	1004
PH-SDM DHC-8	1042	G-GNTJ SAAB 340	1104
G-MAJE Jetstream 41	1145	G-BVJB Fokker 100	1214
G-SAMM Cessna 340A	1234	G-BXEH ATR-42	1312
N340YP Cessna 340A	1339 1631	G-JEAM Friendship	1441
PH-SDR DHC-8	1455	G-UKFF Fokker 100	1509
XZ309 Gazelle AH.1	1515	G-BVJB Fokker 100	1524
EC-FXP Boeing 737 400	1527	G-BHHU Short 330	1538
G-MAJE Jetstream 41	1703	G-MAJA Jetstream 41	1713
G-GNTJ SAAB 340	1725	G-BVEF ATR-42	1751
G-JEAM Friendship	1809	C-GTDC Airbus 320	1831
G-BVJB Fokker 100	1825	G-BHHU Short 330	1846
EI-FKC Fokker 50	1910	G-UKFF Fokker 100	1942
G-MAJA Jetstream 41	1955	PH-SDT DHC-8	2000
G-MAJE Jetstream 41	2017	EI-CJD Boeing 737	2024
G-GNTJ SAAB 340	2027	OE-BIL Citation II	2106 2257
G-JEAM Friendship	2110	G-GNTH SAAB 340	2118
G-BYAD Boeing 757	2126	G-BVJB Fokker 100	2131

	G-ZAPJ ATR-42	2135		G-BUEB ATR-42	2138
08	Wednesday				
	G-DASI Short 360	0222		EI-FKE Fokker 50	0812
	G-BYAD Boeing 757	0826		G-BVEF ATR-42	0834
	N560WE Citation V	0841		N451GA Gulfstream IV	0907
	G-MAJE Jetstream 41	0926		G-BVJB Fokker 100	0929
	G-GNTH SAAB 340	0933		G-JEAF Friendship	0943
	G-MAJA Jetstream 41	0946		G-UKFJ Fokker 100	0959
	EI-CKS Boeing 737	1001		G-DASI Short 360	1013
	ZE395 BAe 125 CC.3	1017	1628	PH-SDU DHC-8	1114
	G-GNTJ SAAB 340	1118		G-BEHV Cessna F172N	1121
	G-MAJA Jetstream 41	1140		G-BXKW T67M Firefly	1216
	G-BVEF ATR-42	1236		G-BVJB Fokker 100	1253
	G-APSA Douglas DC-6A	1337		N190RM King Air E-90	1345
	G-GNTH SAAB 340	1418		G-JEAF Friendship	1437
	PH-SDF DHC-8	1453		G-DASI Short 360	1505
	G-UKFJ Fokker 100	1512		G-BVJB Fokker 100	1543
	G-BYAD Boeing 757	1603		G-MAJA Jetstream 41	1704
	G-MAJE Jetstream 41	1719		G-GNTH SAAB 340	1722
	C-GTDC Airbus 320	1726		G-JEAF Friendship	1821
	G-BVJB Fokker 100	1829		G-DASI Short 360	1844
	G-BVED ATR-42	1849		EI-FKE Fokker 50	1913
	G-UKFJ Fokker 100	1949		EI-CKP Boeing 737	2001
	G-MAJE Jetstream 41	2004		PH-SDR DHC-8	2021
	G-GNTH SAAB 340	2023		G-MAJA Jetstream 41	2032
	G-GNTJ SAAB 340	2107		G-BUPS ATR-42	2124
	G-BVJB Fokker 100	2142		G-JEAF Friendship	2152
	G-BVED ATR-42	2215			
09	Thursday				
	G-DASI Short 360	0210		G-BVEC ATR-42	0808
	EI-FKD Fokker 50	0819		G-MAJE Jetstream 41	0914
	G-BVJB Fokker 100	0928		G-GNTH SAAB 340	0937
	G-MAJA Jetstream 41	0950		G-JEAF Friendship	0953
	EI-CKP Boeing 737	0956		G-DASI Short 360	0959
	G-UKFK Fokker 100	1012		PH-SDT DHC-8	1056
	G-STDX JetRanger	1115		G-GNTJ SAAB 340	1134
	G-MAJA Jetstream 41	1145		G-BVEF ATR-42	1239
	G-BOUS PA-28RT Arrow IV	1257		G-SUEE Airbus 320	1315
	G-BVJB Fokker 100	1337		G-JEAF Friendship	1434
	PH-SDM DHC-8	1459		G-DASI Short 360	1509
	G-ODAA Airbus 320	1516		G-BVZE Boeing 737 500	1529
	SE-IAC PA-31 Navajo	1537	1817	G-UKFG Fokker 100	1546
	G-MAJA Jetstream 41	1703		G-MAJE Jetstream 41	1714
	G-GNTJ SAAB 340	1724		G-BVEC ATR-42	1747
	G-JEAF Friendship	1819		G-BVZE Boeing 737 500	1835
	G-DASI Short 360	1858		EI-FKD Fokker 500	1910
	G-SUEE Airbus 320	1947		EI-CJE Boeing 737	1958
	G-UKFG Fokker 100	2002		G-MAJE Jetstream 41	2012
	PH-SDF DHC-8	2017		G-MAJA Jetstream 41	2020
	G-GNTJ SAAB 340	2022		G-JEAF Friendship	2121
	G-GNTH SAAB 340	2128		G-BUPS ATR-42	2131
	G-BVEC ATR-42	2138		G-BYAW Boeing 757	2145
	G-BVJB Fokker 100	2254			
10	Friday				
	G-SUEE Airbus 320	0322		G-BYAW Boeing 757	0444
	G-BVED ATR-42	0804		EI-FKB Fokker 50	0811
	G-BFWE PA-23 Aztec	0918		G-MAJE Jetstream 41	0923
	G-BVJB Fokker 100	0929		G-MAJA Jetstream 41	0933

G-GNTH SAAB 340	0935	G-JEAI Friendship	0943
G-DASI Short 360	0947	PH-SDR DHC-8	0956
N72FG Mooney M20M	1114 1705(11)	G-GNTJ SAAB 340	1135
G-UKFJ Fokker 100	1139	PH-DMB Fokker 50	1242
G-BVJB Fokker 100	1244	EI-CJF Boeing 737	1337
G-JEAH Friendship	1441	G-DASI Short 360	1445
PH-SDU DHC-8	1501	G-GNTJ SAAB 340	1524
G-UKFJ Fokker 100	1542	G-BVJB Fokker 100	1545
G-JEAE Friendship	1632	G-MAJE Jetstream 41	1718
G-BUEA ATR-42	1759	G-JEAH Friendship	1806
G-GNTJ SAAB 340	1820	G-GLUG PA-31 Navajo	1834
G-DASI Short 360	1841	G-BVJB Fokker 100	1847
EI-FKD Fokker 50	1922	EI-CJF Boeing 737	2000
PH-SDM DHC-8	2005	G-MAJE Jetstream 41	2008
G-BVTF Fokker 70	2012	G-SUEE Airbus 320	2040
G-BUPS ATR-42	2114	G-JEAH Friendship	2116
G-GNTJ SAAB 340	2119	G-BXEG ATR-42	2131
G-UKFJ Fokker 100	2145	G-GNTH SAAB 340	2147
G-BVJB Fokker 100	2219	G-MAJA Jetstream 41	2224
G-BYAW Boeing 757	2227		
11 Saturday			
G-SUEE Airbus 320	0415	EI-FKB Fokker 50	0814
VP-CTJ Citation II	0845	G-BVTF Fokker 70	0930
G-DDDC Robinson R-44	0939	G-UKFG Fokker 100	0959
EI-CJD Boeing 737	1011	PH-SDU DHC-8	1056
G-BVEC ATR-42	1100	G-KMCD King Air 200	1142
G-GNTJ SAAB 340	1208	G-BVTF Fokker 70	1236
G-BYAW Boeing 757	1258	G-SUEE Airbus 320	1310
G-JEAF Friendship	1313	G-UKFG Fokker 100	1503
G-BVTF Fokker 70	1610	G-GNTH SAAB 340	1614
I-FLYK Falcon 20E	1652 0846(12)	EC-GDG DC9 83	1754
EC-GAZ Boeing 737 400	1849	G-UKFG Fokker 100	1927
EI-FKD Fokker 50	1930	G-JEAF Friendship	1942
G-BVTF Fokker 70	1953	G-SUEE Airbus 320	2054
12 Sunday			
G-BYAW Boeing 757	0252	G-SUEE Airbus 320	0746
EC-GEQ Boeing 737 300	0814	PH-DMD Fokker 50	0817
EI-CJD Boeing 737	0844	G-BVTF Fokker 70	0930
G-UKFJ Fokker 100	0940	PH-CFE Fokker 100	1034
G-BTZP TB-9 Tampico	1100	G-BFMB Maule M-5 235C	1107
G-BVTF Fokker 70	1238	G-BYAW Boeing 757	1330
C-GTDC Airbus 320	1406	G-BUEB ATR-42	1411
G-MAJC Jetstream 41	1414	G-JEAE Friendship	1442
G-UKFJ Fokker 100	1454	PH-SDP DHC-8	1458
G-GNTJ SAAB 340	1604	G-MAJJ Jetstream 41	1634
G-MAJC Jetstream 41	1718	G-JEAE Friendship	1829
G-BVJD Fokker 100	1851	VP-CTJ Citation II	1912 2036
EI-FKA Fokker 50	1914	G-UKFJ Fokker 100	1934
EI-CJD Boeing 737	1952	PH-SDM DHC-8	2001
G-MAJC Jetstream 41	2015	G-GNTH SAAB 340	2044
G-GNTJ SAAB 340	2058	G-JEAE Friendship	2122
G-BUEB ATR-42	2151	G-BVJD Fokker 100	2214
G-SUEE Airbus 320	2312		
13 Monday			
G-BYAD Boeing 757	0446	G-BVEC ATR-42	0806
EI-FKE Fokker 50	0833	G-WRCF King Air 200	0838
G-BUUI T67M Firefly	0854	G-OSCH Cessna 421C	0909
G-MAJJ Jetstream 41	0922	G-BVJD Fokker 100	0928

G-MAJC Jetstream 41	0936	G-GNTH SAAB 340	0937
G-DASI Short 360	0945	G-JEAH Friendship	0949
N27241 Cessna T210H	0955	EI-CJF Boeing 737	1007
G-UKFG Fokker 100	1009	PH-SDP DHC-8	1057
ZE396 BAe 125 CC.3	1104	G-GNTJ SAAB 340	1128
G-ORJB Citation I	1135	G-MAJC Jetstream 41	1145
G-BGZW PA-38 Tomahawk	1205	G-BVEF ATR-42	1243
G-TANI GA-7 Cougar	1248	G-BVJD Fokker 100	1252
G-LOFT Citation I	1350	G-GNTH SAAB 340	1417
G-JEAF Friendship	1441	PH-SDT DHC-8	1502
G-BVJD Fokker 100	1533	G-BNDM PA-28 Warrior II	1627
G-MAJC Jetstream 41	1708	G-VICE Hughes 369E	1709
G-MAJJ Jetstream 41	1711	G-GNTJ SAAB 340	1717
G-BYAD Boeing 757	1730	G-BVEC ATR-42	1742
G-DSCH Cessna 421C	1744	G-JEAE Friendship	1809
G-DASI Short 360	1823	G-BVJC Fokker 100	1826
EI-FKB Fokker 50	1918	G-BBEF PA-28 Cherokee	1922
PH-SDU DHC-8	1953	G-MAJJ Jetstream 41	2001
EI-CJC Boeing 737	2008	G-MAJC Jetstream 41	2012
G-GNTJ SAAB 340	2019	G-GNTH SAAB 340	2103
G-BUPS ATR-42	2106	G-BTTP BAe 146 300	2117
G-BVEC ATR-42	2120	G-JEAE Friendship	2123
G-BVJC Fokker 100	2131	G-UKFN Fokker 100	2259
14 Tuesday			
G-BYAD Boeing 757	0208	G-DASI Short 360	0217
G-BXEH ATR-42	0806	EI-FKA Fokker 50	0819
G-BVJD Fokker 100	0925	G-MAJJ Jetstream 41	0928
G-GNTJ SAAB 340	0936	G-MAJC Jetstream 41	0940
G-JEAF Friendship	0944	C-GTSF Boeing 757	0947
G-DASI Short 360	0951	EI-CJD Boeing 737	1001
G-UKFJ Fokker 100	1027	G-BDOF PA-28 Archer II	1040
G-ATUL PA-28 Cherokee	1046	PH-SDM DHC-8	1053
PH-BYB BSB Baron	1114	G-ODIL JetRanger	1114
G-GNTH SAAB 340	1132	G-MAJC Jetstream 41	1137
G-BRSI PA-28 Cadet	1211	G-BVJD Fokker 100	1230
V5-NAM Falcon 900B	1240	G-SHIV GA-7 Cougar	1245
G-USTB Agusta A.109A	1249	G-BVED ATR-42	1255
G-BXGW Robin HR200/120B	1443 N/Res	G-UKFJ Fokker 100	1445
G-JEAI Friendship	1448	PH-SDR DHC-8	1503
G-DASI Short 360	1514	EC-GNC Boeing 737 400	1522
G-BVJD Fokker 100	1538	G-BGGG PA-38 Tomahawk	1539
G-MAJC Jetstream 41	1714	G-GNTH SAAB 340	1718
G-MAJM Jetstream 41	1722	G-BXEH ATR-42	1735
G-JEAE Friendship	1815	G-SUEE Airbus 320	1821
C-GTDC Airbus 320	1827	G-BVJD Fokker 100	1829
G-DASI Short 360	1833	EI-FKA Fokker 50	1908
G-LOFT Citation I	1914	G-IFTC HS 125 F3B/RA	1933
EI-CJI Boeing 737	1952	G-UKFJ Fokker 100	2000
PH-SDT DHC-8	2014	G-MAJM Jetstream 41	2017
G-MAJC Jetstream 41	2022	G-GNTH SAAB 340	2024
G-BYAD Boeing 757	2120	G-JEAE Friendship	2127
G-BUPS ATR-42	2131	G-BXEH ATR-42	2135
G-GNTJ SAAB 340	2140	G-BVJD Fokker 100	2147
15 Wednesday			
G-BVZH Boeing 737 500	0840	G-BVZH Boeing 737 500	1233
G-GNTJ SAAB 340	1244	G-MAJC Jetstream 41	1443
G-JEAI Friendship	1515	G-DASI Short 360	1531
G-BVZH Boeing 737 500	1533	G-UKFE Fokker 100	1639

G-MAJC Jetstream 41	1715	G-GNTJ SAAB 340	1727
N420MA Cessna 425	1751	G-BVEF ATR-42	1756
G-JEAE Friendship	1818	G-DASI Short 360	1834
G-BVZE Boeing 737 500	1858	G-BYAD Boeing 757	1919
EI-FKD Fokker 50	1925	G-SUEE Airbus 320	1949
EI-CJH Boeing 737	1958	G-MAJM Jetstream 41	2004
G-UKFE Fokker 100	2009	G-GNTJ SAAB 340	2014
PH-SDR DHC-8	2018	G-MAJC Jetstream 41	2032
G-JEAE Friendship	2123	G-BUPS ATR-42	2127
G-BUEA ATR-42	2139	G-BVZE Boeing 737 500	2158
G-GNTH SAAB 340	2207		
16 Thursday			
G-BVEF ATR-42	0812	EI-FKB Fokker 50	0823
G-MAJM Jetstream 41	0922	G-BVZE Boeing 737 500	0941
G-GNTH SAAB 340	0947	G-MAJC Jetstream 41	0951
G-BEZL PA-31 Navajo	1003	EI-CJE Boeing 737	1007
G-UKFN Fokker 100	1013	G-DASI Short 360	1033
PH-SDT DHC-8	1041	G-GNTJ SAAB 340	1154
G-MAJC Jetstream 41	1155	G-BVZE Boeing 737 500	1238
PH-DMB Fokker 50	1242	G-SUEE Airbus 320	1330
G-JEAE Friendship	1447	PH-SDM DHC-8	1504
G-UKFN Fokker 100	1509	G-BVJA Fokker 100	1520
G-ODAD Airbus 320	1525	G-WBPR Bae 125 800B	1634
G-MAJC Jetstream 41	1706	G-GNTH SAAB 340	1709
G-MAJM Jetstream 41	1722	G-GNTJ SAAB 340	1727
G-BVEF ATR-42	1759	G-JEAE Friendship	1819
G-BVJA Fokker 100	1826	G-DASI Short 360	1837
G-JEAI Friendship	1852	G-BOUS PA-28RT Arrow IV	1914
EI-FKB Fokker 50	1923	G-UKFN Fokker 100	1935
G-SUEE Airbus 320	1949	EI-CKP Boeing 737	1953
PH-SDP DHC-8	1957	G-MAJM Jetstream 41	2018
G-MAJC Jetstream 41	2026	G-GNTJ SAAB 340	2029
G-JEAE Friendship	2125	G-BUPS ATR-42	2131
G-BVEF ATR-42	2133	G-GNTH SAAB 340	2148
G-BVJC Fokker 100	2150	G-BYAL Boeing 757	2324
17 Friday			
G-BYAU Boeing 757	0110	G-TMDP Airbus 320	0322
G-BYAL Boeing 757	0605	G-BVED ATR-42	0758
PH-DMD Fokker 50	0829	G-MAJM Jetstream 41	0920
G-BVJC Fokker 100	0933	G-MAJC Jetstream 41	0935
G-JEAE Friendship	0952	G-DASI Short 360	0954
G-UKFE Fokker 100	1005	EI-CJD Boeing 737	1020
PH-SDR DHC-8	1058	G-SHIV GA-7 Cougar	1107
G-BUUJ T67M Firefly	1112	G-SUZN PA-28 Warrior II	1121
G-GNTH SAAB 340	1136	G-MAJC Jetstream 41	1138
OY-BSF PA-34 Seneca	1228	G-BVED ATR-42	1239
G-GNTJ SAAB 340	1250	G-BPPM King Air 200	1259
G-BVJC Fokker 100	1303	G-SACS PA-28 Cadet	1407
G-BWYJ LongRanger	1429	G-JEAH Friendship	1443
G-UKFE Fokker 100	1447	PH-SDU DHC-8	1456
G-GNTH SAAB 340	1531	G-BVJC Fokker 100	1558
G-JEAF Friendship	1604	G-BEZL PA-31 Navajo	1634
G-MAJC Jetstream 41	1712	G-MAJM Jetstream 41	1720
G-GNTJ SAAB 340	1724	G-BXEH ATR-42	1727
G-JEAH Friendship	1824	G-DASI Short 360	1843
G-BVJC Fokker 100	1906	EI-FKB Fokker 50	1918
G-UKFE Fokker 100	1935	PH-SDM DHC-8	1947
EI-CJD Boeing 737	1953	G-MAJM Jetstream 41	2002

G-TMDP Airbus 320	2026	G-GNTJ SAAB 340	2029
G-MAJC Jetstream 41	2031	G-GNTH SAAB 340	2103
G-BUPS ATR-42	2119	G-BXEH ATR-42	2121
G-JEAH Friendship	2123	G-BVTF Fokker 70	2127
G-BYAU Boeing 757	2159	G-BVJC Fokker 100	2300
18 Saturday			
G-TMDP Airbus 320	0349	EI-FKB Fokker 50	0818
G-BVTF Fokker 70	0935	G-UKFN Fokker 100	0946
EI-CJG Boeing 737	1004	PH-SDP DHC-8	1046
G-GNTI SAAB 340	1103	G-GNTH SAAB 340	1145
G-BAVZ PA-23 Aztec	1226	G-BYAU Boeing 757	1241
G-BVTF Fokker 70	1256	G-JEAH Friendship	1308
G-SHIV GA-7 Cougar	1311	G-TMDP Airbus 320	1314
G-BVEF ATR-42	1319	G-BEHV Cessna F172N	1338
G-UKFE Fokker 100	1438	G-BVTF Fokker 70	1606
G-BHMG Cessna FA152	1648	EC-FXQ Boeing 737 400	1824
EC-GNY DC9 83	1836	EI-FKB Fokker 50	1913
G-BVTF Fokker 70	1926	G-UKFE Fokker 100	1932
G-JEAI Friendship	1941	G-GNTH SAAB 340	1949
G-DBNF Cessna 310K	2020	G-TMDP Airbus 320	2036
19 Sunday			
G-BYAD Boeing 757	0241	G-TMDP Airbus 320	0737
G-BYAH Boeing 757	1407	G-MAJC Jetstream 41	1715
G-UKFN Fokker 100	1722	EI-CKR Boeing 737	1806
G-JEAH Friendship	1821	G-MAJM Jetstream 41	1853
G-GNTI SAAB 340	1857	G-BVJB Fokker 100	1938
PH-SDU DHC-8	2021	G-MAJC Jetstream 41	2024
PH-DMD Fokker 50	2027	G-UKFN Fokker 100	2048
G-BYAH Boeing 757	2109	G-BLZT Short 360	2113
G-JEAH Friendship	2119	G-GNTH SAAB 340	2129
G-GNTI SAAB 340	2132	G-BUEA ATR-42	2201
EI-CJF Boeing 737	2220	G-BVJB Fokker 100	2232
G-TMDP Airbus 320	2321		
20 Monday			
G-BYAH Boeing 757	0652	G-BUEB ATR-42	0808
PH-DMD Fokker 50	0827	G-MAJM Jetstream 41	0918
G-BVJD Fokker 100	0956	G-BLZT Short 360	0959
G-JEAH Friendship	1006	G-MAJC Jetstream 41	1010
EI-CJF Boeing 737	1012	G-GNTH SAAB 340	1021
G-UKFE Fokker 100	1043	G-BMUT PA-34 Seneca II	1110
G-GNTI SAAB 340	1117	G-MAJC Jetstream 41	1157
G-BVTJ ATR-72	1237	G-BAXY Cessna F172M	1250
G-BVJD Fokker 100	1316	G-SHIV GA-7 Cougar	1410
G-GNTH SAAB 340	1414	G-BSIZ PA-28 Archer II	1430
G-JEAI Friendship	1455	PH-SDP DHC-8	1519
G-BVKA Boeing 737 500	1530	G-JEAF Friendship	1532
G-STOX JetRanger	1550	G-UKFG Fokker 100	1656
G-MAJC Jetstream 41	1711	G-MAJM Jetstream 41	1716
G-GNTH SAAB 340	1726	G-BYAH Boeing 757	1739
G-BUEA ATR-42	1742	G-JEAF Friendship	1820
G-BVJD Fokker 100	1827	G-BLZT Short 360	1839
PH-DMD Fokker 50	1922	EI-CKQ Boeing 737	2011
G-MAJM Jetstream 41	2015	G-MAJC Jetstream 41	2018
G-GNTH SAAB 340	2020	PH-SDM DHC-8	2026
G-UKFG Fokker 100	2031	G-JEAF Friendship	2120
G-BUEA ATR-42	2123	G-GNTI SAAB 340	2128
G-BFTC Turbo Arrow III	2143	G-BVJD Fokker 100	2201

21 Tuesday

G-BLZT Short 360	0205	G-BYAH Boeing 757	0401
EI-FKE Fokker 50	0822	G-TKFP Cessna 310R	0843
G-BWTL ATR-72	0911	G-BVJD Fokker 100	0927
G-MAJC Jetstream 41	0930	G-JEAF Friendship	0947
G-UKFR Fokker 100	0951	G-BLZT Short 360	0956
G-GNTH SAAB 340	0957	EI-CJG Boeing 737	1002
C-GTSE Boeing 757	1009	PH-SDM DHC-8	1043
G-MAJH Jetstream 41	1045	G-GNTI SAAB 340	1111
G-MAJC Jetstream 41	1137	G-BPPW Hughes 269C	1158
G-BVJD Fokker 100	1247	PH-DMB Fokker 50	1257
G-ODAC Airbus 320	1328	G-AYCY Cessna TP206D	1338
G-BODU SF25 Super Falke	1348	G-BPTL Cessna 172N	1438
G-JEAF Friendship	1443	PH-SDP DHC-8	1450
G-UKFR Fokker 100	1454	G-BVJD Fokker 100	1528
G-NAVO PA-31 Navajo	1555	G-MAJC Jetstream 41	1707
G-MAJH Jetstream 41	1716	G-GNTH SAAB 340	1723
G-BVED ATR-42	1743	G-JEAF Friendship	1815
G-BVJD Fokker 100	1828	C-GTDC Airbus 320	1834
G-BLZT Short 360	1838	G-BRIN TB-20 Trinidad	1849
G-UKFR Fokker 100	1936	EI-FKD Fokker 50	1939
EI-CJC Boeing 737	1955	PH-SDP DHC-8	2002
G-MAJH Jetstream 41	2006	G-MAJC Jetstream 41	2020
G-GNTH SAAB 340	2022	G-ATMJ HS 748	2032
G-GNTI SAAB 340	2104	G-BVED ATR-42	2113
G-BYAH Boeing 757	2118	G-JEAF Friendship	2121
G-BVJD Fokker 100	2141		

22 Wednesday

G-OZBC Airbus 321	0615	G-BAVZ PA-23 Aztec	0720
G-BVTK ATR-72	0756	G-BYAH Boeing 757	0820
PH-DMD Fokker 50	0828	G-MAJH Jetstream 41	0918
G-MAJC Jetstream 41	0929	G-BVJD Fokker 100	0931
G-JEAF Friendship	0947	G-BXMA King Air 200	0951
EI-CJH Boeing 737	0953	G-GNTH SAAB 340	0955
G-UKFG Fokker 100	0956	G-BLZT Short 360	1000
PH-SDU DHC-8	1043	G-GNTI SAAB 340	1129
G-MAJC Jetstream 41	1138	HB-IAX Falcon 2000	1149 1644
G-BVJD Fokker 100	1224	PH-DMB Fokker 50	1255
G-BSDD Cessna 152	1258	G-BRPU B76 Duchess	1333
G-BNKE Cessna 172N	1401	G-GNTH SAAB 340	1424
G-JEAF Friendship	1440	PH-SDR DHC-8	1448
G-BLZT Short 360	1452	G-UKFL Fokker 100	1455
G-BVJA Fokker 100	1531	G-BYAH Boeing 757	1546
G-SCPL PA-28 Cherokee	1630	G-MAJC Jetstream 41	1707
G-MAJH Jetstream 41	1715	C-GTDC Airbus 320	1720
G-GNTH SAAB 340	1723	G-BXEH ATR-42	1744
G-BFTC Turbo Arrow III	1747	G-JEAF Friendship	1816
G-BVJA Fokker 100	1820	G-BEXW PA-28 Archer II	1827
G-BLZT Short 360	1844	EI-FKD Fokker 50	1912
G-UKFL Fokker 100	1944	PH-SDT DHC-8	1947
G-MAJH Jetstream 41	1957	EI-CKS Boeing 737	2001
G-MAJC Jetstream 41	2019	G-GNTH SAAB 340	2028
G-GNTI SAAB 340	2100	G-BXEH ATR-42	2115
G-JEAF Friendship	2117	G-ZAPJ ATR-42	2123
G-BVJA Fokker 100	2138	G-OZBC Airbus 320	2210

23 Thursday

G-BYAH Boeing 757	0259	G-BVEF ATR-42	0807
EI-FKF Fokker 50	0824	G-MAJC Jetstream 41	0925

G-BVJA Fokker 100	0929	G-GNTH SAAB 340	0934
G-JEAI Friendship	0947	G-MAJM Jetstream 41	0952
G-BLZT Short 360	0953	G-VVIP Cessna 421C	0957
EI-CJG Boeing 737	0959	G-UKFR Fokker 100	1006
G-LDFT Citation I	1025	PH-GDT DHC-8	1042
G-MAJC Jetstream 41	1141	G-GNTI SAAB 340	1149
XW232 Puma HC.1	1152	G-BVJA Fokker 100	1232
G-BJYD Cessna F152	1241	G-NOTE PA-28 Archer III	1244
PH-DMC Fokker 50	1249	G-BNOE PA-28 Warrior II	1255
G-YJBM Airbus 320	1314	VP-CCT King Air C90	1327
VP-CPR Cessna 421C	1353	G-JEAI Friendship	1443
G-UKFR Fokker 100	1446	PH-SDM DHC-8	1448
G-DOAD Airbus 320	1515	G-BVJA Fokker 100	1533
G-BLZT Short 360	1537	G-BJCW PA-32R Saratoga	1559
G-GNTH SAAB 340	1645	G-MAJC Jetstream 41	1710
G-GNTI SAAB 340	1719	G-MAJM Jetstream 41	1723
G-BUEB ATR-42	1742	XX409 Gazelle AH.1	1804
G-JEAI Friendship	1816	G-BLZT Short 360	1827
G-BVJD Fokker 100	1837	G-UKFR Fokker 100	1932
G-YJBM Airbus 320	1939	PH-SDR DHC-8	1957
EI-FKA Fokker 50	2001	G-MAJA Jetstream 41	2004
G-MAJC Jetstream 41	2017	EI-CNW Boeing 737	2024
G-GNTI SAAB 340	2026	G-BXEH ATR-42	2121
G-GNTH SAAB 340	2128	G-ZAPJ ATR-42	2131
G-JEAI Friendship	2132	G-BVJD Fokker 100	2141
G-BYAH Boeing 757	2216		
24 Friday			
G-BLZT Short 360	0222	G-TMDP Airbus 320	0326
G-BYAH Boeing 757	0459	G-BVED ATR-42	0753
PH-DMD Fokker 50	0824	G-MAJA Jetstream 41	0916
PH-PTD PA-31 Navajo	0921	G-BVJD Fokker 100	0928
G-MAJC Jetstream 41	0938	G-GNTH SAAB 340	0940
G-JEAI Friendship	0942	G-BLZT Short 360	0946
G-UKFK Fokker 100	0959	G-BJCW PA-32R Saratoga	1004
EI-CNX Boeing 737	1007	N220SC PA-31T Cheyenne	1009 0922(25)
PH-SDU DHC-8	1044	G-BGER PA-28 Cherokee	1049
G-GNTI SAAB 340	1130	G-BOVK PA-28 Warrior II	1131
G-MAJC Jetstream 41	1139	G-BVJD Fokker 100	1223
G-AZHI AESL Airtourer	1226	PH-DMC Fokker 50	1240
G-BJYD Cessna F152	1257	N12NM Citation I	1331
G-BSFP Cessna 152T	1337	G-ZAPJ ATR-42	1351
G-GNTH SAAB 340	1436	PH-SDP DHC-8	1448
G-JEAI Friendship	1450	G-UKFK Fokker 100	1452
N146GA Cessna 425	1512	G-BRUI PA-44 Seminole	1521
G-BVJD Fokker 100	1524	G-CPTS JetRanger	1618
G-JEAF Friendship	1622	G-MAJC Jetstream 41	1709
G-MAJA Jetstream 41	1717	G-GNTH SAAB 340	1728
G-CHIS Robinson R-22B	1739	G-BVED ATR-42	1754
G-JEAI Friendship	1827	G-BLZT Short 360	1838
EI-FKE Fokker 50	1916	G-BRUI PA-44 Seminole	1925
G-UKFK Fokker 100	1944	PH-SDP DHC-8	2000
G-MAJA Jetstream 41	2002	EI-CJF Boeing 737	2015
G-MAJC Jetstream 41	2021	G-GNTH SAAB 340	2023
G-TMDP Airbus 320	2044	G-GNTI SAAB 340	2110
G-ZAPJ ATR-42	2119	G-BUEA ATR-42	2130
G-JEAI Friendship	2133	G-BVJD Fokker 100	2157
G-BYAH Boeing 757	2203	G-BVTF Fokker 70	2212

25 Saturday			
G-BLZT Short 360	0214	G-TMDP Airbus 320	0359
EI-FKC Fokker 50	0818	G-BVTF Fokker 70	0929
N709EL Beechjet 400	0932 1003	G-UKFR Fokker 100	0958
EI-CKR Boeing 737	1001	PH-SDR DHC-8	1104
G-BXEH ATR-42	1113	G-SHIV GA7 Cougar	1117
G-GNTH SAAB 340	1156	F-GDLU Falcon 20E	1200 1838
G-BVTF Fokker 70	1224	G-BYAH Boeing 757	1247
G-JEAI Friendship	1310	G-KKES TB-20 Trinidad	1358
G-TMDP Airbus 320	1402	G-UKFR Fokker 100	1443
G-BAVZ PA-23 Aztec	1453	G-BVTF Fokker 70	1606
EC-GQG DC9 83	1655	EC-FXQ Boeing 737 400	1743
EI-CKQ Boeing 737	1841	EI-FKA Fokker 50	1912
G-VVIP Cessna 421C	1924	G-GNTH SAAB 340	1929
G-UKFR Fokker 100	1932	G-BVTF Fokker 70	1938
G-ZAPJ ATR-42	1942	G-JEAI Friendship	1945
G-TMDP Airbus 320	2052		
26 Sunday			
G-BYAR Boeing 757	0218	G-TMDP Airbus 320	0749
EC-FJZ Boeing 737 300	0753	EI-CJD Boeing 737	0843
G-BVTF Fokker 70	0924	G-BVEC ATR-42	0926
G-UKFJ Fokker 100	0952	G-BVJC Fokker 100	1113
N797HG PA-46 Malibu	1125 1631	G-BASL PA-28 Cherokee	1207
G-BVTF Fokker 70	1228	EI-CKQ Boeing 737	1243
C-GTDC Airbus 320	1337	G-BYAR Boeing 757	1341
G-UKFR Fokker 100	1417	G-JEAE Friendship	1507
PH-SDT DHC-8	1525	G-GNTH SAAB 340	1600
G-MAJC Jetstream 41	1713	N709EL Beechjet 400	1728
EI-FKE Fokker 50	1732	G-BVEF ATR-42	1747
G-JEAE Friendship	1827	PH-CFE Fokker 100	1841
OO-DJW AVRD 146 RJ85	1936	G-UKFR Fokker 100	1948
EI-CKR Boeing 737	2003	G-MAJC Jetstream 41	2025
G-GNTI SAAB 340	2032	G-BVEF ATR-42	2120
G-GNTH SAAB 340	2128	G-JEAE Friendship	2140
G-BVKC Boeing 737 500	2143	G-TMDP Airbus 320	2322
27 Monday			
G-BYAR Boeing 757	0641	NB3196 PA-28BRT Arrow IV	0714
PH-DMD Fokker 50	0812	G-MAJC Jetstream 41	0919
G-JEAI Friendship	0940	G-GNTI SAAB 340	0943
G-MAJA Jetstream 41	0946	EI-CJE Boeing 737	0955
G-BLZT Short 360	0957	G-UKFJ Fokker 100	1002
G-VVIP Cessna 421C	1005	G-BVZE Boeing 737 500	1008
PH-SDR DHC-8	1052	G-GNTH SAAB 340	1137
G-JEAG Friendship	1157	G-BVZG Boeing 737 500	1245
D-ILPC King Air 200	1338 1734(2B)	G-MAJA Jetstream 41	1402
G-BVED ATR-42	1408	G-UKFR Fokker 100	1432
G-JEAG Friendship	1505	PH-SDR DHC-8	1530
G-BVZG Boeing 737 500	1557	G-MAJC Jetstream 41	1659
G-MAJA Jetstream 41	1703	G-GNTI SAAB 340	1728
G-XRMC BAe 125 800B	1731	EI-FKC Fokker 50	1734
G-BYAR Boeing 757	1740	G-BUEB ATR-42	1744
G-JEAG Friendship	1827	G-BLZT Short 360	1838
G-BVZG Boeing 737 500	1842	G-OZDI Cessna R182 RG	1849
G-DDJR AVRD 146 RJ85	1940	G-UKFR Fokker 100	1948
EI-CKP Boeing 737	1957	G-MAJA Jetstream 41	2031
G-GNTI SAAB 340	2034	G-MAJC Jetstream 41	2108
G-GNTH SAAB 340	2118	G-BIUUV HS 748	2129
G-JEAG Friendship	2134	G-BVJB Fokker 100	2142

N12NM Citation I	2214		
28 Tuesday			
G-BLZT Short 360	0220	EI-FKA Fokker 50	0821
G-BHAV Cessna 152	0911	G-MAJC Jetstream 41	0914
G-BUEA ATR-42	0917	G-BVJB Fokker 100	0929
F-GEPY King Air 200	0934	G-GNTI SAAB 340	0940
G-MAJA Jetstream 41	0947	G-BLZT Short 360	0953
EI-CNX Boeing 737	0958	G-UKFB Fokker 100	1000
G-JEAE Friendship	1017	PH-SDP DHC-B	1027
G-SHCC JetRanger	1039	G-BAVZ PA-23 Aztec	1110
G-GNTH SAAB 340	1113	G-JEAI Friendship	1146
G-BVJB Fokker 100	1225	G-DOAA Airbus 320	1317
G-BXEG ATR-42	1336	G-MAJF Jetstream 41	1358
G-BLTM Robin HR200/100	1400	G-AVPI Cessna F172H	1417
G-UKFR Fokker 100	1428	G-BOBV Cessna F150M	1436
G-BLZT Short 360	1440	G-JEAI Friendship	1459
PH-SDP DHC-B	1507	G-BVJB Fokker 100	1527
PH-AMB Cessna F172N	1537	G-MAJF Jetstream 41	1704
G-MAJC Jetstream 41	1711	EI-FKD Fokker 50	1720
G-GNTI SAAB 340	1723	G-BUEA ATR-42	1728
G-JEAI Friendship	1824	G-BLZT Short 360	1841
C-GTDC Airbus 320	1846	G-BVJB Fokker 100	1851
OD-DJK AVRO 146 RJ85	1913	G-MAJC Jetstream 41	1958
G-GNTI SAAB 340	2023	G-MAJF Jetstream 41	2026
EI-CNW Boeing 737	2038	G-GNTH SAAB 340	2055
G-BIUV HS 748	2119	G-BXEG ATR-42	2124
G-JEAI Friendship	2126	G-BYAR Boeing 757	2146
G-BVZE Boeing 737 500	2151	G-UKFH Fokker 100	2207
29 Wednesday			
G-BLZT Short 360	0218	G-AMPZ Douglas Dakota 4	0535
G-BYAR Boeing 757	0742	EI-FKB Fokker 50	0815
G-BGXX Cessna 310R	0841	G-BUEB ATR-42	0907
G-MAJC Jetstream 41	0913	G-BVZE Boeing 737 500	0932
G-GNTI SAAB 340	0936	G-JEAG Friendship	0945
G-BLZT Short 360	0953	N220SC PA-31T Cheyenne	0956
G-UKFB Fokker 100	0958	EI-CNX Boeing 737	1002
G-KONG T67M Firefly	1031 1203	G-FLPI Rockwell 112A	1032
PH-SDM DHC-B	1035	G-BYSE JetRanger	1042
G-MAJF Jetstream 41	1047	G-BNNS PA-28 Warrior II	1050
G-BNSP T67M Firefly	1055	G-GNTH SAAB 340	1116
G-BGOL Turbo Arrow III	1140	G-BVZE Boeing 737 500	1232
G-BYSE JetRanger	1315	G-BRPU B76 Duchess	1318
G-BXEG ATR-42	1324	G-BNOZ Cessna 152	1333
G-MAJF Jetstream 41	1356	G-UKFH Fokker 100	1416
G-BLZT Short 360	1443	PH-SDM DHC-B	1507
G-BVZE Boeing 737 500	1522	G-JEAE Friendship	1526
G-BYAR Boeing 757	1604	G-BGXX Cessna 310R	1634
G-MAJF Jetstream 41	1656	G-MAJC Jetstream 41	1711
G-GNTI SAAB 340	1724	C-GTDC Airbus 320	1727
PH-DMD Fokker 50	1729	G-BUEA ATR-42	1734
G-JEAE Friendship	1821	G-BVZE Boeing 737 500	1823
G-BLZT Short 360	1834	OD-DJS AVRO 146 RJ85	1917
G-UKFH Fokker 100	1948	EI-CKP Boeing 737	1956
G-MAJC Jetstream 41	2001	G-MAJF Jetstream 41	2022
G-GNTI SAAB 340	2026	G-GNTH SAAB 340	2052
G-BUEA ATR-42	2106	G-AYIM HS 748	2120
G-JEAE Friendship	2122	G-BVZE Boeing 737 500	2133

30 Thursday

G-BLZT Short 360	0218	G-BYAR Boeing 757	0338
EI-FKC Fokker 50	0813	00-OSA Citation II	0911
G-BVEF ATR-42	0913	G-BVZE Boeing 737 500	0926
G-GNTI SAAB 340	0940	G-JEAE Friendship	0945
G-UKFL Fokker 100	0947	G-MAJC Jetstream 41	0951
G-BLZT Short 360	0954	EI-CKR Boeing 737	1008
PH-SDU DHC-8	1019	LX-LTX King Air E90	1046
G-KONG T67M Firefly	1051	G-GNTH SAAB 340	1115
G-BKBW TB-10 Tobago	1137	G-BMPC PA-28 Archer II	1143
G-DOGI GA-7 Cougar	1145	G-JEAG Friendship	1202
G-AYND Cessna 310Q	1207	G-MAJE Jetstream 41	1212
ZG994 Islander AL.1	1235	G-OBMY Boeing 737 500	1242
G-CRPH Airbus 320	1307	G-BUEA ATR-42	1320
G-INDC Cessna T303	1337	G-MAJC Jetstream 41	1358
G-UKFH Fokker 100	1439	G-BLZT Short 360	1446
G-00AB Airbus 320	1508	G-JEAG Friendship	1511
PH-SDU DHC-8	1513	G-BVZE Boeing 737 500	1521
HB-ILH CL600S Challenger	1525 1612	G-BRPU B76 Duchess	1546
G-MAJC Jetstream 41	1659	G-MAJE Jetstream 41	1715
EI-FKA Fokker 50	1729	G-GNTI SAAB 340	1731
G-BXEG ATR-42	1733	G-BVZE Boeing 737 500	1818
G-JEAI Friendship	1828	G-BLZT Short 360	1838
00-DJV AVRO 146 RJ85	1906	G-CRPH Airbus 320	1937
G-MAJE Jetstream 41	1954	EI-CKQ Boeing 737	1955
G-UKFH Fokker 100	1959	G-BUPS ATR-42	2005
G-GNTI SAAB 340	2021	G-MAJC Jetstream 41	2033
G-BYAM Boeing 757	2052	G-GNTH SAAB 340	2109
G-BXEH ATR-42	2120	G-JEAI Friendship	2128
G-BVZE Boeing 737 500	2133		

31 Friday

G-BLZT Short 360	0219	G-CRPH Airbus 320	0306
G-BYAM Boeing 757	06502	G-0AKJ Jetstream 32	0606
EI-FKE Fokker 50	0821	0Y-CKT Citation V	0824 1521
G-BVED ATR-42	0903	G-MAJC Jetstream 41	0915
G-BVZE Boeing 737 500	0918	G-GNTI SAAB 340	0930
G-MAJE Jetstream 41	0941	G-BLZT Short 360	0943
G-JEAG Friendship	0950	EI-CJD Boeing 737	1004
G-UKFL Fokker 100	1010	PH-SDT DHC-8	1023
G-BXER PA-46 Malibu	1030	G-GNTH SAAB 340	1122
G-BBEF PA-28 Cherokee	1124	G-BSER PA-28 Cherokee	1137
G-JEAE Friendship	1150	G-BVZE Boeing 737 500	1223
G-BXEG ATR-42	1331	G-MAJE Jetstream 41	1408
G-UKFH Fokker 100	1424	PH-SDT DHC-8	1512
G-BVZE Boeing 737 500	1517	G-JEAE Friendship	1519
G-BPYD PA-28 Archer II	1543	PH-BAD Cessna F172M	1602
G-MAJE Jetstream 41	1701	G-MAJC Jetstream 41	1704
N420MA Cessna 425	1711 1729	G-GNTI SAAB 340	1723
EI-FKC Fokker 50	1728	G-BUEA ATR-42	1737
ZG994 Islander AL.1	1747	N421CA Cessna 421C	1818
G-JEAE Friendship	1826	G-BVZE Boeing 737 500	1830
G-BLZT Short 360	1834	00-DJZ AVRO 146 RJ85	1914
G-UKFH Fokker 100	1939	G-MAJC Jetstream 41	1958
G-INDC Cessna T303	2002	G-CRPH Airbus 320	2011
G-GNTI SAAB 340	2027	G-MAJE Jetstream 41	2031
G-GNTD SAAB 340	2035	EI-CNX Boeing 737	2040
G-GNTH SAAB 340	2110	G-BUEA ATR-42	2122
G-BUPS ATR-42	2126	G-BVZE Boeing 737 500	2141

From and To

01) D-IHMO/F & T Cologne;N501D/Guernsey: 02) N560WE/Amsterdam: 04) OE-GSC/Linz-n/s-Innsbruck: 05) VP-CPR/Guernsey: 06) D-CCCA/Frakfurt: 07) N340YP/Cambridge; XZ309/Shawbury;OE-GIL/Bremen: 08) N560WE/Guernsey;N415GA/Glasgow;ZE395/F & T Northolt;N190RM/Norwich: 09) SE-IAC/Vastervik: 10) N72FG/Coventry: 11) VP-CTJ/Biggin-Rome;I-FLYK/F & T Turin: 12) VP-CTJ/Rome-Biggin: 13) N27241/Antwerp; ZE396/Lyneham: 14) V5-NAM/Cologne-Le Bourget: 15) N420MA/Prestwick: 17) OY-BSF/Haderslev: 22) HB-IA/Northolt: 23) XW232/Benson;VP-CCT/Humberside;XX409/Warton; VP-CPR/Guernsey: 24) PH-PTD/Groningen;N220SC/Biggin-n/s-Exeter;N12NM/Humberside; N146GA/Edinburgh: 25) N709EL/EMA-Dublin;F-GDLU/Farnboro-Groningen: 26) N797HG/F & T Guernsey;N709EL/Dublin: 30) N83196/Cardiff;D-ILPC/Moenschengladbach;N12NM/Heathrow: 28) F-GEPY/Le Bourget;PH-AMB/Biggin: 29) N220SC/Guernsey: 30) OO-OSA/Antwerp;LX-LTX/Wevelgem;ZG994/Aldergrove;HB-ILH/Zurich: 31) OY-CKT/Svalbard; PH-BAD/Middelburg;N420MA/Prestwick;ZG994/Gutersloh;N421CA/Guernsey:

Overshoots

02) XX495/CWL78: 04) ZA680/ODM61;G-BAVZ/Raven89T: 06) ZF166/LOP21;XX399/Army484: 09) G-SHIV;XX496/CWL79: 10) XX621/UAX91;XX494/CWL69: 11) G-BRPU: 12) G-BAVZ/Raven89T: 13) ZF483/LOP32: 17) ZF416/LOP42;ZF136/LOP41-LOP40;G-BAXY: 20) ZF142/LOP34Y: 21) ZF408/LOP34-LOP35;G-BAXY: 22) ZF164/LOP35;ZF489/LOP32: 23) G-BAXY; XX622/UAX93;XX496/CWL67;ZF345/LOP62: 24) XX482/CWL08;G-BGXS;XX621/UAX93;XX496/CWL70: 27) ZF446/LOP41;ZF207/LOP458;XX497/CWL73;XX482/CWL79: 28) XX500/CWL73: 29) ZF200/LOP49;ZF136/LOP10;XX500/CWL08;XV185/Ascot756;XZ596/SRG128;XX494/CWL76:

LBA movements review, October 1997

We are now winding down for the winter schedules and foreigners are supposed to be dropping off, however we have had some interesting ones this month. On the 1st we had the Piaggio P.160 Avanti D-IHMO visiting from and to Cologne to be joined by the less rare Citation N501D from Guernsey. The Citation V N560WE made only 2 visits this month, the first one on the 2nd from Amsterdam and then again on the 8th from its home in Jersey. We doubled our total of Austrians this month with a Falcon 10, OE-GSC, arriving from Cambridge on the 4th and Citation 2 OE-GIL coming from Bremen on the 7th.

Our regular Cessna 421C VP-CPR has only been in twice this month, on the 5th and the 23rd, both times from its base in Guernsey. Lear Jet 35A D-CCCA on the 6th is operated by Taunus Air and it used the callsign "Taunus 351" on its flight here from Frankfurt. Cessna 340A N340YP which arrived from Cambridge on the 7th turns out to be c/n 340A-0990 and it was previously VR-CHR with Chris Ryecroft who is the current owner of VP-CPR noted above. King Air E90 N190RM was from Norwich on the 8th and the same day saw the Gulfstream IV N451GA passing through southbound from Glasgow. Navajo SE-IAC came from Vastervik in Sweden on the 9th and it used the callsign "SVB342-343". N72FG on the 10th is a Mooney M20M-TLS and it is said to be based in Jersey although it arrived here from Coventry.

New to us on the 11th was Citation II VP-CTJ on a flight from Biggin to Rome and returning the opposite way on the 12th. Also noted on the 11th was the Falcon 20 I-FLYK of Eurofly from and to Turin. Cessna T210H N27241 arrived from Antwerp on

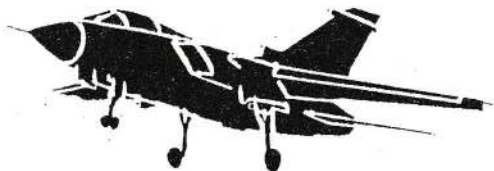
the 13th, as far as I can tell it is not UK based so it may be Antwerp based. The star of the month was probably the Falcon 900B V5-NAM which was from Cologne to Le Bourget on the 14th and which is operated by the Namibian Government. Cessna 425 N420MA is reported to be based at Prestwick and this may be correct since it logged in from there on the 15th and the 31st using the callsign "Duke 01" both times. Visiting from Haderslev in Denmark on the 17th was the Seneca OY-BSF.

Falcon 2000 HB-IAX of Rabbit-Air was from Northolt on the 22nd when it was using the callsign "Rabbit 132" and on the 23rd the Corgi Toys King Air VP-CCT arrived from Humberside. Navajo Chieftain PH-PTD on the 24th has UK connections being at one time G-BRGV, it was calling "Quick Air 333" when it arrived from Groningen in Holland. Others noted on the 24th were the Gamston based Citation I N12NM, Cessna 425 N146GA from Edinburgh and a new Cheyenne N220SC which came from Biggin Hill and night stopped before going to Exeter. Beechjet N709EL was from EMA to Dublin on the 25th and returned the following day, also on the 25th the Falcon 20 F-GDLU was going from Farnboro to Groningen with the callsign "Leadair 082U".

The Piper PA-46 Malibu N797HG made its only visit of the month on the 26th when it was from and to its base in Guernsey. Cardiff based Cherokee Arrow IV N83196 was visiting on the 27th as was Citation N12NM, also noted that day was the Beech King Air 200 D-ILPC which was reported to be having checks at Multiflight prior to being sold abroad. On the 28th the King Air 200 F-GEPY was using the callsign "Darta218B" and we had a visit from the Cessna F172N PH-AMB. Cheyenne N220SC was visiting once again on the 29th, this time from Guernsey so its base is uncertain at the moment. Bosals Citation II OO-OSA was from Antwerp on the 30th using the callsign "Bosal 1", the same day saw King Air E90 LX-LTX coming from Wevelgem and Challenger HB-ILH arriving as "Jet Aviation 501" from Zurich but departing using the registration as a callsign.

The Airals Citation V OY-CKT was calling "Alsie 2130-2131" when it visited from Svalbard to Sonderborg on the 31st, Cessna F172M on the same day was reported to be looking at the Mooney M20 G-RAAD which is for sale in YLA's hangar and making its first visit to the LBA was the Cessna 421C N421CA from Guernsey. Moving on to the military now we find not much to report, Gazelle AH.1 XZ309 was "Army332" when it arrived from Shawbury on the 7th. From and to Northolt on the 8th we had the BAe 125 CC.3 ZE395 as "Kittyhawk 27" and on the 13th BAe 125 CC.3 ZE396 was "Kittyhawk 20". The RAF Puma HC.1 XW232 was "Warlock 51" on the 23rd and on the same day Gazelle AH.1 XX409 arrived from Warton as "Army 713". The Islander AL.1 ZG994 is based at Aldergrove from where it arrived on the 30th as "Army 452", the following day it was from Gutersloh with the same callsign.

On the 4th G-APTP is listed as a Tri-pacer but it has had the nosewheel removed and a tailwheel fitted and it now thinks it is a Pacer. The sick Cessna 414A RAM C-GKDR left over from last month did an air test on the 7th and then departed to places unknown, the same day saw Gill Air using the Shorts 330 G-BHHU to operate the Edinburgh schedule after it arrived as "Gill 222T". Positioning in from its base at Coventry on the 8th as "Atlantique 653" was the DC6 G-APSA, later in the month Dakota G-AMPZ arrived early in the morning of the 29th as "Atlantique 393" also from Coventry. Slingsby T67M G-KONG was noted visiting as "Cranwell 80" on the 29th and the following day it appeared as "BKH20". Diverting in on the 19th due to fog at Humberside was the Boeing 757 G-BYAH as "Britannia 063B". Monarch Airbus 321 G-OZBC positioned in as "Monarch 134P" on the 22nd to do a charter to and from Rome. Robin G-BXGW arrived from Goodwood on the 14th to join the other Robin, G-BXDT, on the fleet of the Multiflight Flying Club, both are in a striking red white and blue colour scheme.



Military News

Eric Martin.



GERMAN GOVERNMENT AGREES TO BUY EUROFIGHTER

The German government has agreed to buy 180 Eurofighters which, at last, should ensure the future of the project. Defence Secretary George Robertson maintains that only the F22 will be able to rival the Eurofighter, which is due to enter the production phase next year. The RAF is seeking suggestions for a name for the aircraft; one suggestion was 'Spitfire', but it has to be acceptable to Germany Italy and Spain!

Credit: RAF News

GR4 ENTERS SERVICE

The first two examples of the GR1 mid-life update, the Tornado GR4, were handed over to the RAF at BAe Warton early in November. The update includes night-vision goggles, forward-looking infra red and a global positioning system. A further 140 aircraft are to be updated; the programme will not be completed until 2002. The most noticeable modification is the fairing under the nose which houses the forward-looking infra red.

Credit: RAF News

BULLDOGS TO BE REPLACED?

The MOD has announced that all major overhauls to Bulldogs are to be cancelled and this has led to speculation that the Bulldog is to be replaced. The two possible replacements mooted are the Slingsby Firefly and the Grob G-115. For me, the most obvious replacement is the Slingsby Firefly, currently in service with the Joint Elementary Flying Training School. Avid readers of this column will recall that I suggested this move at least a year ago. This would standardise the Firefly as the elementary trainer for all usages: elementary flying training, air experience, University Air Squadron training and the like.

Credit: AirForces Monthly

DOCUMENTARY ON EMPIRE AIR TRAINING SCHEME

A television documentary and video on the Empire Air training Scheme is being planned. The producers are attempting to contact a large number of trainees who trained in Canada, Rhodesia and South Africa. It is hoped to film ex-trainees on the site of their training in the 1940s. If you were involved, or know someone who was, please get in touch with me as I have the name and address of the contact.

Credit: Air Mail (the RAFA magazine)

STEALTH FIGHTER GROUNDED

The 53 remaining F-117A Stealth fighters of the USAF have been grounded following the mid-air break-up of a Night Hawk variant during an air display. This was the sixth F-117A lost through accidents since the type entered USAF service in 1981. The formal withdrawal from service follows a series of rumours of problems with the whole 'stealth' concept.

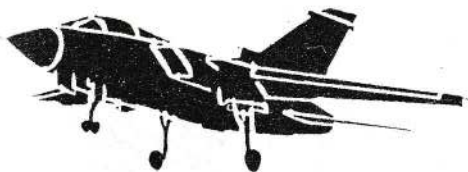
Credit: Aircraft Illustrated

Please send any information for inclusion on this page to:

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Military Matters

Eric Martin.



DEFENCE HELICOPTER FLYING SCHOOL

Until this year, each of the services operated its own flying training schools for helicopter flying training. The Royal Navy at Culdrose, the Army at Middle Wallop and the Royal Air Force at Shawbury. Obviously, this involved a triplication of identical provision and the situation was rationalised this year with the foundation of the Defence Helicopter Flying School at RAF Shawbury. Although based at an RAF Station, the school is genuinely multi-service and will be commanded, in rotation, by officers from each of the three services. The initial commandant is from the Army - Colonel Mike O'Donoghue. The Station, which has other functions too, is of course still commanded by an RAF officer - Group Captain Roger Utey.

The school conducts the basic and advanced phases, to wings standard, of helicopter flying training. The more specialised conversion phases are still conducted by the individual services, for obvious reasons. The basic trainer operated is the single-engined Eurocopter Squirrel and the advanced trainer is the twin-engined Bell Griffin. Both are owned and operated by the civilian contractor FBS Ltd but they carry military registrations to enable them to carry out specific service training, such as low-level flying.

Before posting to Shawbury, all of the students have completed elementary flying training on fixed-wing aircraft. The main venue for this phase is another multi-service flying training school - the Joint Elementary Flying Training School at Barkston Heath.

A three-week ground school with the Ground Training Squadron is the introduction to Shawbury, after which students progress to nine weeks with 660 Squadron for basic rotary training; this squadron is organised as an Army unit, commanded by a Major. On successful completion of this phase, students pass to 705 Squadron - run as a naval squadron, commanded by a lieutenant commander. The third squadron at Shawbury, 60(R) Squadron, is commanded by a squadron leader. The philosophy behind the different forms of organisation is that all helicopter pilots should have experience of all three services. As commented in earlier notes about the school, the RN and RAF pilots are all commissioned, most of the Army pilots are NCOs. According to initial official reports, this has not created any problems - in the classroom situation, students of the same rank, service or specialisation are not allowed to sit next to each other! I would be interested to observe relationships between Royal Navy officers and Army corporals as, in my experience of all three services, the widest gulf between officers and men is in the Navy.

A complete listing of registrations is not available, but some noted in mid-September (MAR No 119, Oct '97) were:

Griffin HT1:	ZJ234/S	ZJ235/I	ZJ235/X	ZJ237/T	ZJ238/Y	ZJ239/R
Squirrel HT1:	ZJ255	ZJ256	ZJ257	ZJ258	ZJ263	ZJ264
	ZJ266	ZJ267	ZJ268	ZJ269	ZJ270	ZJ271

Credits: Military Aviation Review; RAF News; Soldier

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

November 1st marked the date of another development at LBA. From this date Stands 7 upwards became "nose-in" parking stands. The result of this means an extra 3 stands have been gained.

Great news is that enthusiasts at Leeds/Bradford now have their own website. The address is [HTTP://members.aol.com/lbaspotter](http://members.aol.com/lbaspotter). The site includes movements, future visitors, frequencies etc. The site is run by Frits van Hout, who I am sure would welcome your comments on this site, as well as any relevant information. Frits can be contacted at FritsVH@aol.com. Also don't forget I can be E-mailed at Dwooler@denso-marston.co.uk

Aer Lingus have again re-timed their evening Dublin flights for the winter. EI368 arrives at 1740 and departs as EI369 at 1830. This is also now a seven days a week service. See also under Ryanair.

Air U.K. while no increase has been made to the weekday services. All flights now operate 7 days a week which means an increase of two return sorties a week. These are the Saturday evening flights and the Sunday morning flights

British Midland have replaced it's Fokker 100 aircraft with Boeing 737-500's on it's Leeds to Heathrow service. It is also reported for next summer the Heathrow service will increase to 7 flights a day.

Ryanair have followed Aer Lingus this winter by re-timing their evening Dublin flights. Just to upset their old adversary their flight FR153 is strategically timed to leave at 1825, 5 minutes ahead of Lingus. The inbound FR152 arrives at 1800.

Sabena commenced their BAe 146/Regional Jet introduction on October 27th, 1 week earlier than I advised in last months AYCAN. Flight time is reduced by 15 minutes over the Dash 8 to 1 hour 20 minutes. Sabena are reported to be introducing the BAe 146/Regional Jet on all LBA flights from 8th March 1998.

AIRPORT NEWS

Bristol Airport is now 51% owned by FirstBus. The announcement was made on November 11th, the same day Firstbus announced their annual results. The remaining 49% is still owned by Bristol Council. Development plans include a new terminal to increase capacity from 1.5 million to 3 million passengers per year.

London City is looking for sponsors for things ranging from baggage trollys to it's business centre. With a very high percentage of business passengers the airport see's itself as an attractive proposition for sponsors. The airport has already introduced the EBN Business Lounge, sponsored by European Business News.

Manchester new services commencing this month include Cubana with a weekly DC-10 service to Havana starts Friday 19th Dec., Tyrolean with a weekly Regional Jet service to Innsbruck commencing Sunday 21st Dec. Egyptair with a weekly A.320 service to Cairo starts Sunday 14th December. In February 1998 Royal Air Maroc are seeking permission for 5 B.747 and 1 B.757 charter flights between the 12th and 22nd of the month.

Prestwick is offering £5 million to any airline prepared to maintain a Prestwick, direct United States airlin. The offer follows B.A.'s decision to end it's service to New York from Glasgow, Prestwick's rival airport.

Sheffield has gained its first scheduled service. Air U.K. will commence an Amsterdam service using Fokker 50 equipment on 16th February. The service will operate 3 times on a weekday, once on a Saturday and twice on Sundays.

AIRLINE NEWS

Aeroflot are to lease two Boeing 777-200's from ILFC due to anticipated delays in delivery of it's IL-96's. Aeroflot is also looking for additional Boeing 767-300ER's due to strong traffic growth. The airline should also receive two used A.310's this month from Airbus Industrie.

The airline has launched a new subsidiary, Aeroflot Plus, which uses Tu-132's on executive charters. It is planned to add western jets in "the Falcon class" next year.

Alitalia reported their first profit in 10 years. The turn round follows total reorganisation and staff reductions by the airline.

British Airways announced on the 17th November it was to start it's own low cost, no frills airline. The airline which will have a separate name, and will operate Boeing 737's from London Stansted.

Easyjet have commenced services from Liverpool. Flights to Amsterdam are priced at £35 single plus tax. While Nice is £39. Unfortunately, initially anyway, there is only 1 flight per day to each destination. However as hopefully the flights become more popular, flights will be introduced to enable a cheap day spotting at Amsterdam.

Finnair have confirmed an order for five A.319's, three A.320's and four A.321's. Deliveries will commence in early 1999. Finnair has traditionally being a purchaser of McDonnell-Douglas types.

Turkish Airlines have ordered 26 Boeing 737-800's and taken options on 23 more.

U.S. Airways is recommencing services to London. The airline gave up U.K. services when it entered its partnership agreement with British Airways. The first service will be Gatwick to Philadelphia, with plans for services to Pittsburgh and Charlotte to follow. U.S. Airways have also expressed a desire to switch flights from Gatwick to Heathrow as soon as open skies policy permits.

AIRLINER NEWS

Boeing shocked the U.S. stock market on 22nd October by announcing a \$696 million (£427 million) loss for its third trading quarter, despite an record high order book.

Boeing is blaming production problems including raw material and parts shortages, as well as the difficulty of integrating thousands of new employees. So bad was the problem that both Boeing 747 and Boeing 737 production lines ground to a halt during October..

The Boeing 777-300 was rolled out on September 8th. All 52 firm orders are from Airlines in the Asia/Pacific region. The first delivery will be to Cathay Pacific next May. At 242' 3" the aircraft is the worlds largest twin in airline service. The 33' 3" stretch will make the aircraft 10' 6" longer than the Boeing 747-400. In "cram 'em in" layout the aircraft can seat 550, but normal seating will be about 400 in regular scheduled airline layout. On a typical 3000 mile journey the aircraft will use 28% less fuel than the Boeing 747-200 it is been marketed to replace.

Boeing have also announced they will end production of the MD-80 and MD-90 in mid 1999, when outstanding orders have been fulfilled. Boeing will continue to produce the MD-11 which was originally designed to compete with the Boeing 777. Boeing would continue to manufacture the aircraft in passenger and freight versions, however Boeing see the aircraft primarily as a freighter fitting between the Boeing 767 and Boeing 747.

OTHER NEWS

An airline seat has now been developed by a Canadian company which moulds itself the shape of it's occupant during the flight. The "intelligent seat" transmits information through sensors and compares it with stored data to provide the optimum blend of comfort and support.

Just room to wish all the readers out their a very merry Christmas and good spotting in 1998!

CREDITS Marcus Mitchell, Harry Morrow, Frits Van Hout Air Britain News, Aircraft Illustrated, A.T.W., Financial Times, Telegraph and Argus, The Times

further afield.....



*global topics by
alan sedgwick*

S A S have increased capacity to the Norwegian capital this winter with a sixth LHR-Oslo daily non-stop service, this one departing in the middle of the day, prior to the flight that is operated for them by partner BRITISH MIDLAND. The same U.K. airport also now has more SAS seats on the Stockholm service since the airline introduced a second Boeing 767 jet to the Swedish capital. The Scandinavian airline have also recently announced the availability of a 'round the world' ticket through their membership of the Star Alliance. The tickets are available from any one of the six participating airlines with a choice of three class tariffs.

MAERSK AIR - the Birmingham based division of the Danish Shipping company AP Moller group, are to be the second B.A. franchisee to order the latest generation of fast commuter aircraft when 3 Canadair regional jets come into service between May and August. Another 12 are to join the fleet over the next five years to replace the old BAC 1-11's. To re-cap on the origins of this English off-shoot:- the set-up came about when the Plimsoll line group de-merged and Birmingham European Airways (the ex-Birmingham Executive Airways) parted from Brymon Airways (who became a subsidiary of B.A.) to become part of the MAERSK group of Denmark. The Copenhagen based parent by the way also owns STAR AIR, COPENHAGEN AIR SERVICES and 49% of ESTONIAN AIR. The other B.A. franchise partner recently chose the Embraer 145 rather than the Canadair RJ.

Briefly..... J A L have started to fit sleeper seats in the First Class cabins of their 17 Boeing 747/400's..... EMIRATES have commenced serving Tanzania from Dar Es Salaam..... TWA made \$47m pre-tax profit for the third quarter of 1997..... BALKAN could be seen at Prestwick next Summer..... CSA will have an extra flight to Prague from MAN + STN in 1998 The AZZURA AIR service from London City to Milan is being operated for ALITALIA..... ALL NIPPON' now fly 4 times per week to Osaka's (Japan) Kansai airport from LHR In Greece a company said to be called AVIONIC AIR APPLICATION have added G-ZAPF and registered it as SX-BFH..... whilst AIR GREECE have taken on lease- the T A T EUROPEAN ATR 72 = F-GKOD..... Familiar machines OO-DTN/DTO of DELTA AIR TRANSPORT/SABENA have moved to Eindhoven outfit- BASE REGIONAL AIRLINES, the Brasilia's now sport new Dutch registrations..... EUROPEAN AIR TRANSPORT of Brussels, the DHL operator on this side of the Atlantic, have leased 10 Boeing 727's, mostly from EXPRESS ONE of Dallas, USA..... still in Belgium and Antwerp based V L M are reported to

have taken two ex- AIR ZIMBABWE Fokker 50's..... When the Stockholm based charter airline SUNWAYS AB stopped operations in October, two of the Boeing 757's were returned to the lessor. (+ one was impounded at Aalborg in). The two formerly registered as G-BUDX/Z (SE-DSKL) were spotted by 'eagle eyes' at Luton = unmarked, on October 17th!!..... Nuremberg based EUROWINGS should have received a new batch of ATR 42's by now and the company are rumoured to be wanting the 4 BAe 146 jets of HAMBURG AIRLINES..... anyone who follows the fortunes of 737/200's will find D-ABMF (ex-LUFTHANSA) now wearing the colours of AIR ONE (ex ALLADRIATICA) = and marked I-JETD..... In France AIR MIDI BIGORRE (it almost sounds Irish!!) - now have Boeing 737/2k5= F-GOAF which used to be with T A T and before that was flying in Canada..... also across the channel - 'AIRBUS' parted with F-GEAL which has gone to N.A.S.A. in the U.S.

PENTLANDS TRAVELS TWO - part four -

Into Mexico next on (March 19th) and a small strip at Playa Del Carmen had an unfriendly Manager plus only 4 light aircraft with Iraquois= XC-JAB and Let 410= XA-TFG. A busy Cancun airport was visited 2 days later and although there is no dedicated viewing terrace, most movements can be seen from near to the Biz-jet apron. Numerous Citations, Falcons and Learjets etc were noted with connections with TAESA, AEROLINEAS MEXICANA, JET RENT, MESA, SACSA, a Westwind from Denver and two outfits from Monterray. AEROMEXICO, AMERICAN and MEXICANA had regular flights and amongst the other airliners seen were;- JFK based NORTH AMERICAN AIRLINES 757-200= N757NA, two A320's of NORTHWEST, one of AIR TRANSPORT INTERNATIONAL's DC8's from Little Rock, Arkansas, a clutch of Boeing 727's from ALLEGRO, ATA, SUN PACIFIC, TWA and UPS, an AERO COZUMEL Trislander (ex-BEGX) and a MIDWAY F100. Merida airport was visited on April 4th where there was restricted viewing found from the terminal building and views, but no access to a distant DC6, plus three C47's. Movements were observed from AEROMEXICO and MEXICANA but also present were FH227 XA-RJO of AERO CARIBE and un-airworthy sister machine XA-RIS, formerly with AERO COZUMEL and Citation XA-SEP from Chihuahua. At Palenque there is a small strip by the roadside from where Stationairs= XA-SRI/SRJ/CUU were seen.

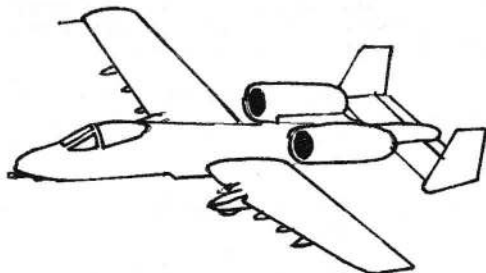


Four separate visits to Mexico City airport followed where 303 registrations were logged and for those who read the article about this field in the May 1997 issue of Aircraft Illustrated, Andrew points out the following errors;- The

PRESIDENTIAL B737 is TP03, not TP02. and there are four airforce B727's, 10501=XC-FAD, 10503=XC-FAY and 10504= XC-FAZ, 10502= is not airworthy. A long walk round to the military and cargo area at the far side revealed a hangar containing four scrap unmarked C-47's, Convair TE003, plus several Aerocommanders. Also visible were 4 Police helicopters, a C47 gate guard, and the AEROPOSTAL fleet? including the former ROYAL AIR MAROC and US AIR B707 XA-TDZ and two C-130's. Inside the AEROMEXICO hangar was an ex-AMERICAN DC10 in TRANSAERO colours, whilst outside were DC10's N10038 (ex-AEROMEXICO) and N1003N on lease to MEXICANA. As well as a vast amount of movements by the two aforementioned carriers, the main operators found here are AERO CALIFORNIA, AEROCARIBE, AMERICA WEST, AMERICAN, AVIACSA, DELTA, CONTINENTAL, NORTHWEST and TAESA. AEROMAR operate 8 ATR 42's and MEXICANA are using Boeing 757's= N755AT and N755MX. Military traffic included Learjets=MTX-02, TP-104/5, Hercules= 10601, Jetsar=10201 and Casa= MP311. CUBANA was observed using Tupolev 154= CU-T1222 which made pretty poor landings on each visit. As for freighters- EMERY brought in DC8's= N996/7CF, AIR FRANCE sent 747F's= BPVZ/GCBE, another European visitor was CARGOLUX 747-428F= LX-ICV, UPS 727's arrived in the shape of N904/5UP, and DHL's 727 was N707DH. Other more familiar aircraft were AEROFLOT's A330=FOGYV and IBERIA's A340's= EC-GGS/GHX. Amongst the many other movements from an extensive list were:- B727's= the solitary N1969 of PANAGRA from Fort Lauderdale, N808MA of MIAMI AIR - previously to be seen in France! and the leased DC9 of SURINAM AIRWAYS= PZ-TCG. Also 767's of LAN CHILE and VARIG were in evidence along with a LUFTHANSA 747= ABVO that had to go-around for some reason and did not get down until some 20 minutes later!! On April 15 it was time to board the KLM 747 for the return to trip Yorkshire and the LBA via Schipol after 3 months away, a time in which over 1,600 aircraft had been seen, despite the fact that 'spotting' was not the main purpose of the journey.

Further Afield Credits:-

Laurie Coldbeck, FLIGHT International, Andrew Pentland, T.T.G., Alan Sedgwick, Winged Words,



JAPAN AT WAR

By Leslie Scheftsik

The Japanese attack on Pearl Harbour - which brought the USA into the Second World War - is too well known to need more than a passing mention. But long before that, the Japs had engaged in aerial battle.

They were in action during World War I, but in that conflict Japan was on the side of the Allies. On September 5th, 1914 they bombed an Austro-German barracks as well as the railway at Tsingtoa. Only one enemy fighter was scrambled against them. It was a Rumpler Taube. A Japanese seaplane was damaged in the raid, but managed to return to base. Eleven days later, seaplanes attached to the Second Naval Squadron attacked the Austro-German fleet in Kiaochow Harbour, China. A Maurice Farman aircraft dropped bombs made out of naval shells, and damaged a German warship. Electric power stations and radio transmitters were also targeted in the Japanese attack.

In 1931 the Imperial Japanese Army seized Chinese Manchuria without, it was reported, permission from the government in Tokyo. Be that as it may, on February 22nd, 1932, a Chinese plane with an American pilot, swooped on a torpedo bomber that had taken off from the Japanese aircraft carrier Kaga, killing its gunner. The American's triumph did him little good. He died soon afterwards when three A1Ns attacked him.

Then on February 26th the same year, Chinese airfields were bombed. The planes on this mission also came from the aircraft carrier Kaga. However, the Japs didn't go unchallenged. Five Chinese fighters intercepted them over Hangchow, and in the ensuing battle the Japanese claimed to have shot three down.

Contrary to general belief, the first American ship to be attacked by the Japanese was not at Pearl Harbour. Four years previously, on December 12th, 1937, the United States gunboat Panay was sunk by Japanese aircraft in the vicinity of Nanking. And earlier in 1937, with war raging between Japan and China, Jap bombers had been in action against the enemy. On September 21st, for instance, Chinese airfields at Paiyun and Tienho were attacked by twelve bombers, escorted by fifteen fighters. The same year Shanghai's railway station was also bombed, and a distressing photograph was published. It showed a baby crying alone among the débris.

By 1940 the Second World War had started. But not for Japan. They were still fighting China. Their involvement in World War II was still in the future. All the same, 1940 was important because, on September 13th, Mitsubishi A6M1 Zero fighters went into action for the first time, and 27 Chinese and Soviet planes were shot down without the loss of a single Zero.

After Pearl Harbour in December, 1941, however, Japan really was involved in the Second World War, but a complete record of their air battles would take up too much space. It is interesting to note, though, that they used airborne troops for the first time on January 11th, 1942 to capture the airfield at Menado in the Celebes Islands, despite resistance from the Dutch defenders.

Just over two months later - on February 19th, 1942 - the Australians had a shock. A force of Japanese bombers attacked ships in Darwin Harbour. The unthinkable had happened! Long range aircraft had reached Australia, shattering the nation's complacency.

1942 was also the year that the Allied Forces in China changed their commander-in-chief. That was on January 3rd when Chiang Kai-shek was appointed. The United States had, since December 1941, officially been on China's side although, before that, American volunteers had been flying on behalf of the Chinese National Forces. Commanded by Colonel Claire L. Chenault from Texas, the US volunteer flyers adopted

the name, "The Flying Tigers," and gave a good account of themselves in action.

In May, 1942 the Japanese were defeated when they tried to take Port Moresby, New Guinea, thanks to the US Intelligence Service, which learned in advance about the planned invasion. The Jap aeroplanes came from aircraft carriers. So did the United States ones that challenged them. So carrier-based aircraft from both sides, reinforced by land based enemy bombers, attacked each other's warships. Allied and enemy naval vessels were sunk or damaged until the Japanese invasion fleet turned away, deterred by the heavy US air attacks.

In June the same year, the battle of Midway Islands resulted in about 50% of Japan's aircraft carrier force being destroyed; but the victory cost the Allies dearly in men and planes. It was the first time that some of the American naval airmen had been in combat. Fifteen Devastator bombers in the USS Hornet's Torpedo Squadron 8, to quote just one incident, attacked Japanese targets, and Zero fighters shot them all down. Fourteen of the pilots died. One survived. He was Ensign George Gay who was rescued from the sea.

Although the Japs could and did attack American targets overseas, the geographical position of the USA made an air raid on the United States impossible; or so most people thought. After all, the Atlantic was between them and Germany, while Japan was hundreds of miles away in the opposite direction. The US Navy was efficient, and would surely intercept enemy aircraft carriers straying too near. So what was the problem? The problem was that a Japanese Yokosuka E14Y seaplane sneaked into US airspace one day, and made two bombing attacks which caused a forest fire in Oregon. So how did it get through? Simple! It was launched from a submarine. What the enemy hoped this raid would achieve is unclear. It certainly didn't affect the course of the war.

Another step in Japanese aerial history was taken on January 8th, 1945 when the Mitsubishi J8M1 rocket fighter made its first flight. But by now things weren't going too well for Japan. They had one more surprise in store which, although partially effective, wasn't efficient enough to win the war: the Kamikaze pilots.

These fanatical young men were volunteers who were willing to die for their country. They were to crash their bomb-laden planes onto Allied warships. Fortunately for the Allies, many of the aircraft didn't reach their targets, because, as they flew low into the anti-aircraft fire that was directed against them, they were hit and plunged into the sea. However, some did get through to crash onto the decks of ships, either sinking or severely damaging them.

Then at 8.15 a.m. on August 6th, 1945, from a height of 31,000 feet, an American B-29 Superfortress dropped the world's first atomic bomb.

It exploded over Hiroshima in a fireball that killed an estimated 80,000 people instantly, and condemned countless others to die later from horrific radiation burns.

Whether such a massacre of men, women, children and babies was justified because it shortened the war, will always be debatable.

Three days later, while doctors and nurses in Hiroshima were still tending the wounded, and workers were digging frantically in the rubble looking for survivors, another B-29 Superfortress invaded Japanese airspace. The plane, with its atomic bomb on board, droned on till it reached the city of Nagasaki. About 50,000 people were killed outright, and again hundreds were to die later; while approximately two-thirds of the city was destroyed.

This was too much for Japan. That once proud nation that had sworn to fight to the very last man, suddenly surrendered. And the Japanese air force was grounded.

LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 1997

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA231	AGP	07/EC-FKI	14/EC-GEU	21/EC-GGO	28/EC-FYF	
AEA611	PMI	06/EC-FXP	13/EC-GAZ	20/EC-GPI	27/EC-FXP	
AIH351	GRO	04/G-TMDP	11/G-TPTT	18/G-JALC	25/G-DJAR	
AIH353	PMI	04/G-TMDP	11/G-TPTT	18/G-TPTT	25/G-DJAR	
AIH355	MAH	05/G-TMDP	12/G-TPTT	19/G-TPTT	26/G-DJAR	
AIH357	IBZ	05/G-COEZ	12/G-TPTT	19/G-SUEE	26/G-DJAR	
AIH359	ALC	06/G-COEZ	13/G-TPTT	20/G-SUEE	27/G-DJAR	
AIH361	PMI	06/G-COEZ	13/G-TPTT	20/G-SUEE	27/G-DJAR	
AIH363	LPA	06/G-COEZ	13/G-TPTT	20/G-SUEE	27/G-DJAR	
AIH365	AGP	07/G-COEZ	14/G-TPTT	21/G-SUEE	28/G-DJAR	
AIH367	PMI	07/G-COEZ	14/G-DJAR	21/G-SUEE	28/G-DJAR	
AIH371	FAO	07/C-GTDC	14/C-GTDC	21/C-GTDC	28/C-GTDC	
AIH373	TFS	02/C-GTDC	09/C-GTDC	16/C-GTDC	23/C-GTDC	30/C-GTDC
AIH377	ADB	03/C-GTDC	10/C-GTDC	17/C-GTDC	24/C-GTDC	
AMM1478	FAO	04/G-OOAC	11/G-OOAD	18/G-OOAA	25/G-OOAC	
BAL034A	GRO	06/G-BYAO	13/G-BYAO	20/G-BYAG	27/G-BYAT	
BAL077A	PMI	07/G-BYAO	14/G-BYAO	21/G-BYAT	28/G-BYAT	
BAL089A	IBZ	05/G-BYAO	12/G-BYAO	19/G-BYAG	26/G-BYAT	
BAL148A	LPA	01/G-BYAO	08/G-BYAO	15/G-BYAO	22/G-BYAT	29/G-BYAT
BAL174A	REU	06/G-BYAO	13/G-BYAO	20/G-BYAG	27/G-BYAT	
BAL199A	RHO	10/G-BYAO	24/G-BYAT			
BAL217A	AGP	07/G-BYAO	14/G-BYAO	21/G-BYAT	28/G-BYAT	
BAL241A	PFO	03/G-BYAO	17/G-BYAF			
BAL260A	SKG	01/G-BYAO	15/G-BYAO	29/G-BYAT		
BAL268A	TFS	09/G-BYAO	23/G-BYAT			
BAL331A	CFU	02/G-BYAO	16/G-BYAF	23/G-BYAF	30/G-BYAT	
BAL423A	MAH	03/G-BYAO	10/G-BYAO	17/G-BYAF	24/G-BYAT	
BAL491A	HER	08/G-BYAO	22/G-BYAT			
BAL506A	ALC	02/G-BYAO	09/G-BYAO	16/G-BYAF	23/G-BYAT	30/G-BYAT
BAL551A	PMI	04/G-BYAO	11/G-BYAO	18/G-BYAF	25/G-BYAT	
BAL571A	PMI	04/G-BYAO	11/G-BYAO	18/G-BYAF	25/G-BYAT	
FUA119	PMI	02/EC-FZT	09/EC-GNZ	16/EC-FZT	23/EC-GOA	30/EC-GOA
LAZ7958	BOJ	07/LZ-BTP				
SPP3194	PMI	06/EC-GOM	13/EC-GHH	20/EC-GCV	27/EC-FSY	
TSC205	YYZ	02/C-GTSE	09/C-GTSN	16/C-GTSN	23/C-GTSJ	30/C-GTSE

OTHER FLIGHTS

01	G-ORFH	AT42	GIL042P/BRT101	Newcastle - Southampton	Lieu BRT BA41
01	G-ORFH	AT42	BRT102/103	Southampton - Aberdeen	Lieu BRT BA41
01	G-OJEM	HS74	BRT106P/106	Liverpool - Southampton	Lieu BRT BA41
01	G-ORFH	AT42	BRT104/104P	Aberdeen - Bournemouth	Lieu BRT BA41
01	G-BVZG	B735	BMA338A/5TW	TeesSide - Heathrow	Lieu FK10
01	G-OJEM	HS74	BRT107/116	Southampton - n/s- Aberdeen	Lieu BRT BA41
02	G-OJEM	HS74	BRT117/MNX410	Aberdeen - Isle of Man	Lieu BRT BA41
02	G-OJEM	HS74	MNX411/BRT411P	Isle of Man - Liverpool	Lieu BRT BA41
02	G-BWTM	AT72	CFE38LA/31LB	f/t Gatwick n/s	Lieu AT42
04	<u>QM-NDP</u>	O410	OIR605/606	f/t Koln/Bonn n/s	Freight Charter
06	G-OBMG	B734	BMA1604/1614	f/t Jersey	Lieu FK10
09	G-BVMX	SH35	BMA3XV/3VX	t/f Glasgow	Lieu BMA SF34
10	G-OJEM	HS74	JEM1289/1290	Liverpool - Ostend	Passenger Charter
11	G-OJEM	HS74	JEM1291/1292	Ostend - Liverpool	Passenger Charter
12	<u>G-UKFG</u>	FK10	UKA755/756	f/t Amsterdam	-
14	G-BVZI	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
14	G-BVTK	AT72	CFE34LA/35LB	f/t Gatwick	Lieu AT42
15	<u>G-UKFR</u>	FK10	UKA753/754	f/t Amsterdam	-
16	PH-DMB	FK50	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
16	G-BVTJ	AT72	CFE92LA/37LB	f/t Gatwick	Lieu AT42
16	PH-DMB	FK50	CFE38LA/31LB	f/t Gatwick n/s	Lieu CFE AT42
18	G-BVKD	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
18	G-OBMR	B735	BMA7JL/4LJ	f/t Heathrow	Lieu FK10
18	<u>G-ZAPL</u>	BA46	AWC592A/592B	f/t London City n/s	Passenger Charter
18	G-OBMR	B735	BMA8JL/1LJ	f/t Heathrow n/s	Lieu FK10
19	G-OBMR	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
19	G-OBMX	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
20	<u>G-UKEN</u>	FK10	UKA755/756	f/t Amsterdam	-
20	G-BVMX	SH36	JEA738/745	t/f Belfast City	Lieu JEA FK27
21	G-BVZE	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
22	PH-DMC	FK50	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
22	PH-DMC	FK50	CFE34LA/35LB	f/t Gatwick	Lieu CFE AT42
22	<u>G-UKEL</u>	FK10	UKA755/756	f/t Amsterdam	-
23	PH-DMC	FK50	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
23	PH-DMC	FK50	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
23	<u>EL-CNWX</u>	B737	RYR154/155	f/t Dublin	-
24	G-BUPS	AT42	AWC875P/875A	Stansted - Southampton	Leeds United FC
24	<u>QE-GBB</u>	D328	TYR-BB	Innsbruck - Glasgow	Medivac Charter
24	G-BUPS	AT42	AWC875B/875P	Southampton - Stansted	Leeds United FC
24	G-BVTK	AT72	CFE32LA/91LB	f/t Gatwick	Lieu AT42
25	PH-DMC	FK50	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
25	<u>G-UKEI</u>	FK10	UKA9501/752	Newcastle -n/s- Amsterdam	-
26	PH-DMB	FK50	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
28	G-BWTM	AT72	CFE34LA/35LB	f/t Gatwick	Lieu AT42
29	G-BUPS	AT42	BRT116P/116	Stansted - Aberdeen	Lieu BRT BA41
29	G-BUPS	AT42	BRT117/MNX410	Aberdeen - Isle of Man	Lieu BRT BA41
29	PH-DMC	FK50	CFE34LA/35LB	f/t Gatwick	Lieu CFE AT42
29	G-BUPS	AT42	MNX411/411P	Isle of Man - Stansted	Lieu BRT BA41
29	G-OJEM	HS74	MNX418P/418	Liverpool - Isle of Man	Lieu BRT BA41
29	G-OJEM	HS74	MNX419/BRT118	Isle of Man - Aberdeen	Lieu BRTA BA41
29	G-ZAPJ	AT42	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42

29	G-OJEM	HS74	BRT119/119P	Aberdeen - Liverpool	Lieu BRT BA41
29	G-JBAC	E110	DCT648	Norwich - Cardiff	Freight Charter
29	G-BVKB	B735	BMA8JL/1JL	f/t Heathrow n/s	Lieu FK10
30	G-ZAPL	BA46	CFE32LA/91LB	f/t Gatwick	Lieu CFE AT42
30	G-ZAPJ	AT42	AWC898P/898A	Stansted - Bristol	Leeds United FC
30	G-BVKB	B735	BMA4JL/2LJ	f/t Heathrow	Lieu FK10
30	G-BLZT	SH36	BRT103/117	t/f Aberdeen	Lieu BRT BA41
30	G-BVKB	B735	BMA5JL/3LJ	f/t Heathrow	Lieu FK10
30	PH-DMB	FK50	CFE34LA/35LB	f/t Gatwick	Lieu CFE AT42
30	G-ZAPL	BA46	CFE92LA/37LB	f/t Gatwick	Lieu CFE AT42
30	G-BLZT	SH36	AWC25L	t Liverpool	Lieu AWC AT42
30	G-ZAPJ	AT42	AWC898B/898P	Bristol - Stansted	Leeds United FC

Aircraft making first visits are underlined.

WOLD NEWTON/WILLY HOWE FARM This strip is due to close permanently in early October although the heli pad will be retained. Of the residents G-AJRC J/1 departed 28.9 to Moor Farm, Heselton for temporary residency, whilst G-BGPK PA-38 is to remain here for a further year in storage. Movements:- 16.8 G-MYMO G-MWAB G-MWXN G-MYDV all Gemini Flash 2A's f North Coates t Rufforth, G-MWZF Quaser f North Coates t Rufforth, G-MTYT Pegasus XL-Q f Rufforth stayed for one week on holiday! 17.8 G-BMLK G.109B f&t Rufforth. 20.8 G-MYIH Blade f&t Wombleton, G-BFXW AA-5B f&t Leeds. 21.8 G-AKTS 120 f Popham n/s t Sandtoft 22.8, G-AVYM PA-28 f&t Carlisle. 23.8 G-BMHL W.8 f&t Octon Grange Farm. 25.8 G-BGNV GA.7 f&t Bagby, G-BWVG Rallye 235E f&t Fishburn. 26.8 G-MMKM Striker f&t Hushwaite, G-BUJI T.61F f&t Rufforth, G-AVMD 150G f Brighton t Bagby, G-BBJX F.150L f&t Leeds. 30.8 G-BVEA Mosler N.3 Pup, G-ANRP/TW439 Auster 5, G-ATLB DR.1050/M1 all f&t Brighton, G-BRPF 120, G-FUZZ PA-18-95, G-BNXX PA-18-95, G-DIZO D.120A all f Brighton t Bagby, G-BACJ D.120 f Bagby t Fishburn, G-MTZE Thruster f&t Bagby, G-BBJX F.150L f&t Leeds. 2.9 G-PIGS Rallye 150ST f&t Wombleton. 4.9 G-AYKL F.150L f&t Netherthorpe. 7.9 G-JTFC AMP.200 f&t Dishforth. 9.9 G-PIGS Rallye 150ST f&t Wombleton, G-ARID 172B f Sherburn t Ringway. 14.9 G-AVZV F.172H f&t Crosland Moor. 16.9 G-HALJ 140 f Fenland t Wombleton. 17.9 G-BBDT 150H f&t Sherburn. 18.9 G-BMSU 152 f&t Sandtoft. 19.9 G-BMLK G.109B f&t Rufforth. 20.9 G-AVMD 150G f&t Bagby, G-BYLL F.8L f&t Brighton, G-ORAY F.182Q f Brighton t Bagby. 21.9 G-AVMD 150G f&t Bagby, G-AXXW D.117 (Mod.) f&t Sturgate, G-BVEA Mosler N.3 Pup, G-ANRP/TW439 Auster 5, G-BRPF 120 all f&t Brighton, G-YTWO F.172M f&t Sherburn. 22.9 G-BFVG PA-28 f Blackpool t Beverley, G-AZXC F.150L f&t Netherthorpe. 23.9 G-RFIO AMP.200 f&t Rufforth. 26.9 G-BPCX PA-28 f Fenland 2 x n/s t Fenland 28.9. 28.9 G-ANRP/TW439 Auster 5 f&t Brighton, G-BKKO 182R f&t Crosland Moor, G-BMLK G.109B f&t Rufforth, G-GCAT PA-28 f&t Humberside.

WOLD NEWTON/WILLY HOWE FARM Further to last months notes the strip was not ploughed up as early as expected and therefore G-AJRC J/1 came back from Heselton/Moor Farm around 11.10 remaining here until 2.11 when it again departed to Heselton. Movements:- 2.10 G-BSER PA-28 f Beverley t Sandtoft. 5.10 G-BKAO D.112 f Bagby t Brighton, G-FLAV PA-28 f Tollerton t North Coates, G-BSER PA-28 f&t Sandtoft, G-BLCU SF.25B f&t Rufforth. 6.10 XX337 and XZ312 Gazelle AH.1 both f&t Dishforth. 11.10 G-OANC PA-28 f Humberside t Full Sutton. 29.10 G-VICE 369E f&t Cleckheaton.



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Record August

Passenger carryings at Leeds Bradford International Airport hit an all time high during the month of August.

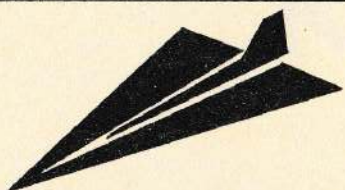
Over 132,000 passengers passed through the terminal last month an increase of 16.5% over the same month last year.

Leeds Bradford Airport's Managing Director, Ed Anderson said, "These figures show that the Yorkshire public are fully supporting the Airlines and Tour Operators operating both the scheduled and charter flights from the Airport. We carried over 1 million passengers last year and are on course to reach 1.25 million passengers by the end of the current year.

Further improvements to the terminal are due to take place over the Winter months which will enable us to accommodate more passengers in the years to come."

ENDS

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