



Merry Christmas
and a
Happy New Year



VOL. 25

DECEMBER 1999



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COMMITTEE MEMBERS 1998-99

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

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

CHAIRMAN'S CHAT

Last month's meeting was the AGM and I was pleased to see over 50 members attending. My report stated that the society maintained the usual 200 members, of which just over 100 are full members. Attendance at meetings has declined a little, perhaps the cause being weather: hot summers means out in the garden or at the coast; cold ,wet winter weather equating with too cold or wet to turn out. However, I still maintain that a good line-up of speakers arranged will produce good attendance figures and we will keep trying to do our best to arrange interesting and topical meetings.

The Treasurer's report was included with your last magazine. This showed a slight loss over the year and without the donation of £150 from the airport the loss would obviously have been a lot more serious. Therefore, the unanimous decision was taken to increase the subscription by 50p to £14. In simple terms this means 12 magazines @ £1 and two timetables. Any surplus money, through raffles, donations etc is used for speakers' expenses, guests at the annual dinner and the Christmas party.

Our magazine is now a regular 32 page A5 format . Concern was expressed by one member about the quality of print and the use of different type-faces.The reason for this is that the magazine is compiled in different sections produced by different members using their own publishing systems. We have not the time to re-type all 32 pages into a common format, but I understand that in the future it may be possible to scan articles and convert them into a single format

At the close of the meeting all existing Officers and Committee members were relected.

Finally I would like to thank the following :- David Valentine (Treasurer), Mark Elliott (Secretary), David Bates (Dinner Organiser and Fund Raiser) ; regular contributors Terry Sykes, Eric Martin, Dave Wooler, Harry Morrow , and also for occasional articles Ian Morton and Alan Tempest. I would also like to thank all members for their support in 1999 and we look forward to taking the society forward with renewed vigour into the new millenium.

MEETINGS (starting at 14.30)

5th December Christmas Party

9th January,2000 (please note this is the 2nd Sunday) Allan Rowley "Aviation then and now"

6th February - meeting t.b.a.

5th March - Visit to Carrgate to see the Police Air Support Helicopter and stables.

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Andy Barker, Harry Morrow, Mark Elliot, Ken Cothcliffe

Leeds/Bradford Movements

October 1999

01 Friday

| | | | |
|-----------------------|------|-----------------------|-----------|
| C-GTDB Airbus 320 | 0523 | 163838 UC-12M | 0737 0818 |
| EI-FKD Fokker 50 | 0850 | G-BVKD Boeing 737 500 | 0927 |
| G-BLZT Short 360 | 0929 | G-MAJH Jetstream 41 | 0936 |
| G-GNTJ SAAB 340 | 0940 | G-MAJG Jetstream 41 | 0943 |
| G-GNTF SAAB 340 | 0946 | G-JEDA DHC-8 | 0959 |
| EI-CKR Boeing 737 | 1006 | G-MAVI Robinson R-22B | 1013 |
| OO-DJN Avro 146 RJ85 | 1020 | G-UKFP Fokker 100 | 1024 |
| G-WIRE Twin Squirrel | 1024 | G-RJXB EMB 145 | 1120 |
| G-FCLA Boeing 757 | 1136 | G-JEDA DHC-8 | 1255 |
| G-BVKC Boeing 737 500 | 1321 | G-MAJG Jetstream 41 | 1413 |
| EI-TLO Airbus 320 | 1429 | G-UKFH Fokker 100 | 1431 |
| G-GNTJ SAAB 340 | 1433 | OO-DJN Avro 146 RJ85 | 1447 |
| G-BVZH Boeing 737 500 | 1505 | N981SW Gulfstream IV | 1559 1658 |
| EI-CKR Boeing 737 | 1601 | G-RJXB EMB 145 | 1634 |
| G-GNTF SAAB 340 | 1656 | G-RAFF Lear Jet 35A | 1705 |
| G-MAJH Jetstream 41 | 1730 | G-MAJG Jetstream 41 | 1732 |
| G-GNTJ SAAB 340 | 1735 | N807JW Astra SPX | 1812 |
| EI-OOA Boeing 737 | 1828 | G-JEDA DHC-8 | 1836 |
| G-BVZH Boeing 737 500 | 1840 | EI-FKC Fokker 50 | 1915 |
| OO-DJN Avro 146 RJ85 | 1918 | G-BLZT Short 360 | 1922 |
| G-UKFI Fokker 100 | 1955 | G-GNTF SAAB 340 | 1958 |
| G-MAJH Jetstream 41 | 2015 | G-RJXB EMB 145 | 2028 |
| G-GNTJ SAAB 340 | 2032 | C-GTDB Airbus 320 | 2051 |
| G-MAJG Jetstream 41 | 2113 | G-JEDA DHC-8 | 2126 |
| EI-TLO Airbus 320 | 2209 | G-BVZH Boeing 737 500 | 2211 |
| EC-FXQ Boeing 737 400 | 2214 | OO-DJP Avro 146 RJ85 | 2238 |
| G-BVTF Fokker 70 | 2240 | G-BXWF Fokker 100 | 2245 |
| EC-GZD Airbus 320 | 2257 | | |

02 Saturday

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|--------------------|------|-----------------------|------|
| C-GTDB Airbus 320 | 0432 | EI-TLO Airbus 320 | 0533 |
| G-RJXA EMB 145 | 0819 | EI-FKE Fokker 50 | 0643 |
| G-BXWF Fokker 100 | 0947 | EI-CNV Boeing 737 | 1017 |
| PH-SDT DHC-8 | 1038 | G-BVTF Fokker 70 | 1123 |
| EI-TLO Airbus 320 | 1233 | G-JEDA DHC-8 | 1314 |
| G-BXWF Fokker 100 | 1323 | G-BPRL Twin Squirrel | 1345 |
| C-GTDB Airbus 320 | 1416 | G-UKFE Fokker 100 | 1447 |
| G-AXNS B121 Pup | 1455 | G-AVUT PA-28 Cherokee | 1554 |
| G-BWLS DV20 Katana | 1635 | G-BXWF Fokker 100 | 1717 |
| EI-CJC Boeing 737 | 1735 | G-OBLC B76 Duchess | 1753 |
| G-GNTB SAAB 340 | 1807 | G-OWCG Bell 222 | 1829 |
| G-JEDA DHC-8 | 1916 | EI-FKD Fokker 50 | 1919 |
| G-UKFE Fokker 100 | 1941 | G-BXWF Fokker 100 | 2030 |
| EI-TLO Airbus 320 | 2041 | EC-HBP DC9 83 | 2052 |
| C-GTDB Airbus 320 | 2200 | | |

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|----|-------------------------|------|------------------------|------|--|
| 03 | Sunday | | | | |
| | EI-TLO Airbus 320 | 0344 | C-GTDB Airbus 320 | 0816 | |
| | EI-FKF Fokker 50 | 0842 | G-BXWF Fokker 100 | 0914 | |
| | G-UKFE Fokker 100 | 0949 | EI-CJF Boeing 737 | 1023 | |
| | EC-GNZ Boeing 737 400 | 1118 | EI-TLO Airbus 320 | 1156 | |
| | G-BXWF Fokker 100 | 1236 | G-MAMD King Air 200 | 1318 | |
| | G-UKFE Fokker 100 | 1441 | OO-DJZ Avro 146 RJ85 | 1452 | |
| | G-JEDA DHC-8 | 1517 | G-MIDJ Airbus 321 | 1549 | |
| | C-GTDB Airbus 320 | 1623 | G-BVTF Fokker 70 | 1639 | |
| | G-IANG LongRanger | 1655 | G-GNTJ SAAB 340 | 1704 | |
| | EI-CNV Boeing 737 | 1705 | G-MAJG Jetstream 41 | 1720 | |
| | G-JEDA DHC-8 | 1820 | G-BVZH Boeing 737 500 | 1826 | |
| | EI-CKP Boeing 737 | 1830 | OO-DJG BAe 146 200 | 1907 | |
| | EI-FKE Fokker 50 | 1931 | G-GNTB SAAB 340 | 1952 | |
| | G-UKFE Fokker 100 | 1956 | G-MAJG Jetstream 41 | 2024 | |
| | G-RJXA EMB 145 | 2042 | G-GNTJ SAAB 340 | 2050 | |
| | G-JEDA DHC-8 | 2120 | G-BVZH Boeing 737 500 | 2155 | |
| | OO-DJX Avro 146 RJ85 | 2234 | C-GTDB Airbus 320 | 2347 | |
| 04 | Monday | | | | |
| | EI-TLO Airbus 320 | 0025 | G-DASI Short 360 | 0029 | |
| | C-GTDB Airbus 320 | 0726 | EI-FKF Fokker 50 | 0850 | |
| | HB-IBH Falcon 2000 | 0923 | G-GNTB SAAB 340 | 0928 | |
| | G-GNTJ SAAB 340 | 0933 | G-BVZH Boeing 737 500 | 0936 | |
| | G-MAJG Jetstream 41 | 0940 | G-DASI Short 360 | 0954 | |
| | TC-APG Boeing 737 800 | 0958 | EI-CKR Boeing 737 | 1010 | |
| | G-UKFE Fokker 100 | 1014 | G-MAJH Jetstream 41 | 1027 | |
| | G-BUPS ATR 42 | 1041 | G-WIRE Twin Squirrel | 1045 | |
| | G-OBLC B78 Duchess | 1107 | G-RJXA EMB 145 | 1120 | |
| | G-BVZH Boeing 737 500 | 1242 | G-BJMR Cessna 310R | 1256 | |
| | G-BQJK PA-34 Seneca | 1325 | G-BKXD Dauphin 2 | 1337 | |
| | N990WC Gulfstream IV | 1341 | G-OPYE Cessna 172S | 1349 | |
| | G-MAJG Jetstream 41 | 1400 | G-GNTJ SAAB 340 | 1408 | |
| | 240 King Air 200 | 1435 | G-UKFE Fokker 100 | 1440 | |
| | G-B SSE PA-28 Cherokee | 1446 | G-OBMZ Boeing 737 500 | 1451 | |
| | OO-DJT Avro 146 RJ85 | 1455 | G-BYOB T67M Firefly | 1515 | |
| | G-BAVZ PA-23 Aztec | 1524 | EI-CKR Boeing 737 | 1555 | |
| | G-OAJS Twin Comanche CR | 1605 | G-FLTY Bandeirante | 1612 | |
| | G-RJXA EMB 145 | 1642 | G-GNTB SAAB 340 | 1656 | |
| | G-MAJG Jetstream 41 | 1702 | G-MAJH Jetstream 41 | 1707 | |
| | EI-TLO Airbus 320 | 1715 | G-GNTJ SAAB 340 | 1720 | |
| | G-ZAPK BAe 146 200 | 1747 | EI-CNV Boeing 737 | 1817 | |
| | G-OBMZ Boeing 737 500 | 1824 | N900CB Cessna 421C RAM | 1829 | |
| | OO-DJT Avro 146 RJ85 | 1907 | EI-FKC Fokker 50 | 1914 | |
| | G-FLTY Bandeirante | 1917 | C-GTDB Airbus 320 | 1925 | |
| | G-GNTB SAAB 340 | 1941 | G-MAJH Jetstream 41 | 2001 | |
| | G-GNTJ SAAB 340 | 2024 | G-MAJG Jetstream 41 | 2027 | |
| | G-RJXA EMB 145 | 2047 | G-ZAPK BAe 146 200 | 2051 | |
| | G-UKFI Fokker 100 | 2101 | G-BVZI Boeing 737 500 | 2143 | |
| | G-ROLA PA-34 Seneca | 2207 | OO-DJO Avro 146 RJ85 | 2235 | |
| 05 | Tuesday | | | | |
| | C-GTDB Airbus 320 | 0325 | G-FLTY Bandeirante | 0920 | |
| | G-BIUV HS 748 | 0733 | EI-FKD Fokker 50 | 0848 | |
| | EC-FLF Boeing 737 300 | 0900 | G-BVZI Boeing 737 500 | 0920 | |
| | G-GNTB SAAB 340 | 0926 | G-GNTJ SAAB 340 | 0929 | |
| | G-MAJH Jetstream 41 | 0931 | C-GTSF Boeing 757 | 0935 | |
| | G-JEDA DHC-8 | 0939 | G-MAJG Jetstream 41 | 0940 | |
| | OO-DJT Avro 146 RJ85 | 0959 | F-GSLZ Falcon 10 | 1002 | |
| | G-UKFI Fokker 100 | 1006 | EI-CKP Boeing 737 | 1009 | |

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|-------------------------|------|------------------------|------|
| G-FLTY Bandeirante | 1032 | G-RJXA EMB 145 | 1108 |
| 9H-ABS Boeing 737 300 | 1123 | G-BTKX PA-28 Archer II | 1131 |
| G-WIRE Twin Squirrel | 1149 | G-JEDA DHC-8 | 1231 |
| G-OBLC B76 Duchess | 1239 | G-BVZI Boeing 737 500 | 1244 |
| G-HMES PA-28 Warrior II | 1258 | G-BJYD Cessna 152 | 1301 |
| G-BKXD Dauphin 2 | 1334 | G-WARF Cessna 182S | 1338 |
| G-MAJG Jetstream 41 | 1407 | EI-TLO Airbus 320 | 1418 |
| G-BVKD Boeing 737 500 | 1447 | G-UKFI Fokker 100 | 1510 |
| OO-DJW Avro 146 RJ85 | 1532 | EI-CNZ Boeing 737 | 1552 |
| G-FLTY Bandeirante | 1618 | G-RJXA EMB 145 | 1638 |
| G-MAJH Jetstream 41 | 1705 | G-MAJG Jetstream 41 | 1707 |
| G-GNTJ SAAB 340 | 1720 | G-CEGR King Air 200 | 1734 |
| C-FTDA Airbus 320 | 1812 | EI-CNY Boeing 737 | 1815 |
| G-BVKD Boeing 737 500 | 1820 | G-JEDA DHC-8 | 1824 |
| G-LIZZ PA-23 Aztec | 1830 | G-GNTB SAAB 340 | 1900 |
| EI-FKE Fokker 50 | 1927 | G-FLTY Bandeirante | 1930 |
| G-UKFI Fokker 100 | 2006 | G-MAJH Jetstream 41 | 2029 |
| G-RJXA EMB 145 | 2033 | G-GNTJ SAAB 340 | 2038 |
| G-MAJG Jetstream 41 | 2042 | G-JEDA DHC-8 | 2109 |
| HB-IBH Falcon 2000 | 2135 | C-GTDB Airbus 320 | 2137 |
| G-BVKD Boeing 737 500 | 2146 | EI-TLO Airbus 320 | 2222 |
| N102FM Gulfstream IV | 2228 | OO-DWA Avro 1146 RJ100 | 2237 |
| 06 Wednesday | | EI-TLO Airbus 320 | 0558 |
| G-APSA Douglas DC6 | 0044 | G-BIUUV HS 748 | 0804 |
| G-FLTY Bandeirante | 0653 | XZ294 Gazelle AH.1 | 0913 |
| EI-FKC Fokker 50 | 0855 | G-JEDA DHC-8 | 0923 |
| G-BVKD Boeing 737 500 | 0921 | G-GNTJ SAAB 340 | 0930 |
| G-AVYM PA-28 Cherokee | 0927 | G-MAJH Jetstream 41 | 0937 |
| G-MAJG Jetstream 41 | 0933 | G-GNTB SAAB 340 | 0959 |
| G-IUAN CitationJet | 0956 | OO-DJN Avro 146 RJ85 | 1006 |
| G-FLTY Bandeirante | 1004 | G-UKFI Fokker 100 | 1024 |
| EI-CNV Boeing 737 | 1009 | G-RJXA EMB 145 | 1122 |
| G-BLCG TB-10 Tobago | 1113 | G-BKCC PA-28 Cherokee | 1158 |
| G-ICAS Pitts S-2B | 1129 | G-JEDA DHC-8 | 1221 |
| G-BOAD Concorde | 1217 | G-BUXI Steen Skybolt | 1251 |
| G-BVKD Boeing 737 500 | 1243 | G-BFLH PA-34 Seneca | 1333 |
| G-AZLY Cessna F150L | 1311 | G-MAJH Jetstream 41 | 1359 |
| G-UVIP Cessna 421C | 1353 | G-UKFA Fokker 100 | 1436 |
| G-GNTJ SAAB 340 | 1405 | XZ294 Gazelle AH.1 | 1454 |
| G-BVKA Boeing 737 500 | 1453 | G-BKXD Dauphin 2 | 1508 |
| G-BYMA Jetstream 32 | 1500 | EI-CNV Boeing 737 | 1551 |
| OO-DJY Avro 146 RJ85 | 1514 | G-BCKV Cessna FRA150 | 1607 |
| G-ICAS Pitts S-2B | 1554 | VP-OCT King Air C90 | 1858 |
| G-RJXA EMB 145 | 1642 | G-GNTB SAAB 340 | 1702 |
| G-MAJH Jetstream 41 | 1700 | C-GTDB Airbus 320 | 1715 |
| G-MAJG Jetstream 41 | 1706 | EI-TLO Airbus 320 | 1738 |
| G-GNTJ SAAB 340 | 1722 | EI-CNX Boeing 737 | 1810 |
| N220SC PA-31T Cheyenne | 1756 | G-JEDA DHC-8 | 1837 |
| G-BVKA Boeing 737 500 | 1829 | G-BYMA Jetstream 32 | 1910 |
| OO-DJK Avro 146 RJ85 | 1907 | G-UKFA Fokker 100 | 1947 |
| EI-FKD Fokker 50 | 1913 | G-MAJG Jetstream 41 | 2003 |
| G-GNTB SAAB 340 | 2000 | G-MAJH Jetstream 41 | 2032 |
| G-GNTJ SAAB 340 | 2024 | G-JEDA DHC-8 | 2124 |
| G-RJXA EMB 145 | 2046 | OO-DJQ Avro 146 RJ85 | 2234 |
| G-BVKA Boeing 737 500 | 2145 | C-GTDB Airbus 320 | 0520 |
| 07 Thursday | | G-BEPS Short Belfast | 0655 |
| EI-TLO Airbus 320 | 0423 | G-JEDA DHC-8 | 0920 |
| G-FLTY Bandeirante | 0649 | | |
| EI-FKF Fokker 50 | 0852 | | |

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| G-MAJH Jetstream 41 | 0923 | G-BVKA Boeing 737 500 | 0927 |
| G-GNTJ SAAB 340 | 0934 | G-FLTY Bandeirante | 0938 |
| G-GNTB SAAB 340 | 0940 | G-MAJG Jetstream 41 | 0947 |
| G-UKFA Fokker 100 | 0953 | OO-DJX Avro 146 RJ85 | 0956 |
| EI-CNXX Boeing 737 | 1017 | G-RJXA EMB 145 | 1147 |
| N86Y King Air 200 | 1207 | G-JEDA DHC-8 | 1218 |
| EI-TLO Airbus 320 | 1244 | G-BVKA Boeing 737 | 1252 |
| G-MAJG Jetstream 41 | 1355 | G-BEKO Cessna F182Q | 1412 |
| LX-PTU EMB 120 Brasilia | 1421 | G-OBLC B76 Duchess | 1427 |
| G-UKFA Fokker 100 | 1434 | G-GVZH Boeing 737 500 | 1448 |
| CS-DCK Falcon 20E | 1452 | OO-DJX Avro 146 RJ85 | 1456 |
| EI-CNXX Boeing 737 | 1543 | G-OOOY Boeing 757 | 1559 |
| G-FLTY Bandeirante | 1617 | G-RJXA EMB 145 | 1642 |
| G-GNTB SAAB 340 | 1650 | G-ORVR P68B Victor | 1651 |
| G-RVRB PA-34 Seneca | 1655 | G-MAJG Jetstream 41 | 1702 |
| G-GNTJ SAAB 340 | 1711 | G-MAJH Jetstream 41 | 1717 |
| N807JW Astra SPX | 1720 | EI-CJH Boeing 737 | 1802 |
| G-BVZH Boeing 737 500 | 1825 | G-JEDA DHC-8 | 1837 |
| G-FLTY Bandeirante | 1907 | OO-DJX Avro 146 RJ85 | 1911 |
| EI-FKE Fokker 50 | 1923 | G-UKFK Fokker 100 | 1948 |
| G-GNTB SAAB 340 | 1952 | G-MAJH Jetstream 41 | 2003 |
| C-GTDB Airbus 320 | 2013 | G-GNTJ SAAB 340 | 2024 |
| G-MAJG Jetstream 41 | 2030 | G-RJXA EMB 145 | 2036 |
| G-JEDA DHC-8 | 2135 | G-BVZH Boeing 737 500 | 2147 |
| EI-TLO Airbus 320 | 2158 | OO-DJP Avro 146 RJ85 | 2226 |
| G-OMNH King Air 200 | 2357 | | |
| 08 Friday | | | |
| C-GTDB Airbus 320 | 0219 | G-FLTY Bandeirante | 0658 |
| EI-FKE Fokker 50 | 0845 | G-GNTB SAAB 340 | 0925 |
| G-JEDA DHC-8 | 0929 | G-BVZH Boeing 737 500 | 0935 |
| G-MAJG Jetstream 41 | 0954 | OO-DJX Avro 146 RJ85 | 1001 |
| G-UKFH Fokker 100 | 1006 | G-GNTJ SAAB 340 | 1009 |
| EI-CKP Boeing 737 | 1015 | G-RJXA EMB 145 | 1033 |
| G-FCLK Boeing 757 | 1124 | G-JEDA DHC-8 | 1223 |
| G-OBMH Boeing 737 300 | 1311 | G-SKYC T67M Firefly | 1317 |
| G-BNOH PA-28 Warrior II | 1320 | G-MAJG Jetstream 41 | 1407 |
| G-GNTJ SAAB 340 | 1425 | G-UKFH Fokker 100 | 1445 |
| EI-TLO Airbus 320 | 1505 | G-BVKA Boeing 737 500 | 1508 |
| G-BGYT Bandeirante | 1539 | EI-CKP Boeing 737 | 1554 |
| OO-DJP Avro 146 RJ85 | 1801 | G-RJXA EMB 145 | 1622 |
| G-MAJG Jetstream 41 | 1707 | G-MAJH Jetstream 41 | 1710 |
| G-BVCM CitationJet | 1717 | G-GNTB SAAB 340 | 1719 |
| G-LFSE PA-28R Arrow | 1720 | G-GNTJ SAAB 340 | 1724 |
| G-RAFF Lear Jet 35A | 1731 | EI-CJH Boeing 737 | 1811 |
| G-JEDA DHC-8 | 1823 | G-BVKA Boeing 737 500 | 1830 |
| EI-FKD Fokker 50 | 1923 | G-BGYT Bandeirante | 1929 |
| G-UKFH Fokker 100 | 1959 | G-GNTB SAAB 340 | 2007 |
| OO-DJX Avro 146 RJ85 | 2011 | G-MAJH Jetstream 41 | 2016 |
| G-GNTJ SAAB 340 | 2030 | G-MAJG Jetstream 41 | 2040 |
| C-GTDB Airbus 320 | 2043 | G-RJXA EMB 145 | 2047 |
| G-OBPL Bandeirante | 2119 | G-JEDA DHC-8 | 2123 |
| N311DG Citation V | 2133 | G-BVKA Boeing 737 500 | 2142 |
| G-BXWE Fokker 100 | 2151 | G-BVTF Fokker 70 | 2213 |
| EI-TLO Airbus 320 | 2220 | OO-DJV Avro 146 RJ85 | 2245 |
| EC-GZD Airbus 320 | 2256 | G-OLAH Short 360 | 2302 |
| 09 Saturday | | | |
| EC-FXQ Boeing 737 400 | 0106 | C-GTDB Airbus 320 | 0426 |
| EI-TLO Airbus 320 | 0541 | EI-FKC Fokker 50 | 0645 |
| G-BXWE Fokker 100 | 0927 | G-UKFH Fokker 100 | 0959 |

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| OO-DJG BAe 146 200 | 1015 | EI-CKQ Boeing 737 | 1020 |
| G-BVTF Fokker 70 | 1116 | G-DOFY JetRanger | 1217 |
| EI-TLO Airbus 320 | 1235 | G-BXWE Fokker 100 | 1301 |
| G-JEDA DHC-8 | 1309 | C-GTDB Airbus 320 | 1405 |
| D-IRWR CitationJet | 1409 2229 | G-UKFH Fokker 100 | 1433 |
| G-BXWE Fokker 100 | 1626 | G-NEWR PA-31 Navajo | 1651 |
| EI-CKP Boeing 73 | 1708 | G-MAJH Jetstream 41 | 1759 |
| G-JEDA DHC-8 | 1913 | EI-FKA Fokker 50 | 1919 |
| G-BXWE Fokker 100 | 1941 | EI-TLO Airbus 320 | 2013 |
| EC-GNY DC9 83 | 2020 | G-UKFI Fokker 100 | 2037 |
| C-GTDB Airbus 320 | 2143 | | |
| 10 Sunday | | | |
| EI-TLO Airbus 320 | 0354 | C-GTDB Airbus 320 | 0750 |
| G-USTE Robinson R-44 | 0828 | EI-FKD Fokker 50 | 0843 |
| EC-GYK Boeing 737 400 | 0912 | G-BXWE Fokker 100 | 0923 |
| G-UKFI Fokker 100 | 0951 | EI-CKP Boeing 737 | 1018 |
| EI-TLO Airbus 320 | 1213 | G-GNTD SAAB 340 | 1226 |
| G-BXWE Fokker 100 | 1237 | G-RAFF Lear Jet 35A | 1343 |
| G-UKFA Fokker 100 | 1428 | OO-DJW Avro 146 RJ85 | 1452 |
| G-MIDJ Airbus 321 | 1521 | G-JEDA DHC-8 | 1541 |
| G-BVTF Fokker 70 | 1612 | C-GTDB Airbus 320 | 1616 |
| G-IGPW Eurocopter 120B | 1617 | G-NEWR PA-31 Navajo | 1651 |
| G-GNTJ SAAB 340 | 1707 | EI-CJD Boeing 737 | 1708 |
| G-MAJH Jetstream 41 | 1717 | EI-CON Boeing 737 | 1809 |
| G-BVKA Boeing 737 500 | 1818 | G-JEDA DHC-8 | 1837 |
| OO-DJO Avro 146 RJ85 | 1911 | EI-FKF Fokker 50 | 1922 |
| G-GNTD SAAB 340 | 1951 | G-UKFA Fokker 100 | 2018 |
| G-RJXA EMB 145 | 2032 | G-MAJH Jetstream 41 | 2038 |
| G-GNTJ SAAB 340 | 2046 | G-JEDA DHC-8 | 2127 |
| G-BVKA Boeing 737 500 | 2145 | OO-DJT Avro 146 RJ85 | 2232 |
| EI-TLO Airbus 320 | 2308 | C-GTDB Airbus 320 | 2327 |
| G-MAJA Jetstream 41 | 2350 | | |
| 11 Monday | | | |
| EI-TLE Airbus 320 | 0542 | C-GTDB Airbus 320 | 0606 |
| G-BIYO PA-31 Navajo | 0842 | G-BJIR Citation II | 0846 |
| EI-FKE Fokker 50 | 0850 | G-BVKA Boeing 737 500 | 0924 |
| G-GNTD SAAB 340 | 0926 | G-ROUT Robinson R-22B | 0927 |
| G-OLAH Short 360 | 0936 | G-GNTJ SAAB 340 | 0939 |
| G-JEDA DHC-8 | 0942 | G-MAJA Jetstream 41 | 0944 |
| G-MAJH Jetstream 41 | 0947 | OO-DJO Avro 146 RJ85 | 1009 |
| EI-CKQ Boeing 737 | 1011 | TC-APP Boeing 737 400 | 1015 |
| G-BTHY JetRanger | 1055 | G-RJXA EMB 145 | 1122 |
| G-JEDA DHC-8 | 1226 | G-BVKA Boeing 737 500 | 1250 |
| G-GNTJ SAAB 340 | 1352 | G-MAJA Jetstream 41 | 1357 |
| G-UKFA Fokker 100 | 1439 | G-BVZE Boeing 737 500 | 1459 |
| G-BABH Cessna F150L | 1516 | OO-DJP Avro 146 RJ85 | 1520 |
| G-BGON GA7 Cougar | 1532 | G-ROUT Robinson R-22B | 1554 |
| EI-CKQ Boeing 737 | 1557 | G-DEXY King Air E90 | 1600 |
| G-RJXA EMB 145 | 1626 | G-GNTD SAAB 340 | 1646 |
| G-MAJA Jetstream 41 | 1707 | G-GNTJ SAAB 340 | 1709 |
| G-LJET Lear Jet 35A | 1714 | EI-TLE Airbus 320 | 1716 |
| G-MAJH Jetstream 41 | 1719 | EI-COA Boeing 737 | 1818 |
| G-BVZE Boeing 737 500 | 1826 | G-JEDA DHC-8 | 1833 |
| G-GLTT PA-31 Navajo | 1847 | EI-FKE Fokker 50 | 1912 |
| OO-DJP Avro 146 RJ85 | 1918 | G-OLAH Short 360 | 1922 |
| G-GNTD SAAB 340 | 1937 | G-BVMA King Air 200 | 1941 |
| C-GTDB Airbus 320 | 1945 | G-UKFP Fokker 100 | 1952 |
| G-GNTJ SAAB 340 | 2027 | G-MAJA Jetstream 41 | 2039 |
| G-RJXA EMB 145 | 2043 | G-JEDA DHC-8 | 2117 |

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|------------------------|------|------------------------|------|
| G-OBPL Bandeirante | 2119 | G-BVZE Boeing 737 500 | 2139 |
| OO-DJV Avro 146 RJ85 | 2228 | | |
| 12 Tuesday | | | |
| C-GTDB Airbus 320 | 0302 | G-JETG Lear Jet 35A | 0715 |
| EI-TLO Airbus 320 | 0719 | D-COCF Citation II | 0813 |
| EC-FYF Boeing 737 300 | 0845 | EI-FKC Fokker 50 | 0856 |
| G-JEDA DHC-8 | 0913 | G-BVZE Boeing 737 500 | 0919 |
| G-GNTD SAAB 340 | 0922 | C-GTSV Boeing 757 | 0929 |
| G-OBPL Bandeirante | 0933 | G-MAJH Jetstream 41 | 0935 |
| G-GNTJ SAAB 340 | 0937 | G-UKFP Fokker 100 | 0951 |
| G-MAJA Jetstream 41 | 1001 | EI-CJE Boeing 737 | 1007 |
| OO-DJP Avro 146 RJ85 | 1013 | G-RJXA EMB 145 | 1105 |
| 9H-ABE Boeing 737 | 1125 | G-ROUT Robinson R-22B | 1126 |
| G-SONA TB-10 Tobago | 1140 | XS711 Jetstream T.2 | 1202 |
| G-JEDA DHC-8 | 1216 | G-OLAH Short 360 | 1228 |
| G-BVZE Boeing 737 500 | 1242 | G-EIBM Robinson R-22B | 1259 |
| EI-TLO Airbus 320 | 1352 | G-MAJA Jetstream 41 | 1357 |
| G-UKFP Fokker 100 | 1435 | G-BVKC Boeing 737 500 | 1448 |
| G-ROUT Robinson R-22B | 1457 | OO-DJT Avro 146 RJ85 | 1503 |
| EI-CJE Boeing 737 | 1545 | G-YEOM PA-31 Navajo | 1609 |
| G-RJXA EMB 145 | 1628 | G-GNTD SAAB 340 | 1649 |
| G-MAJA Jetstream 41 | 1659 | G-MAJH Jetstream 41 | 1703 |
| G-BVMA King Air 200 | 1717 | G-GNTJ SAAB 340 | 1722 |
| G-ROUT Robinson R-22B | 1739 | EI-CJC Boeing 737 | 1808 |
| G-BVKC Boeing 737 | 1819 | G-JEDA DHC-8 | 1821 |
| N220SC PA-31T Cheyenne | 1827 | C-FTDA Airbus 320 | 1848 |
| G-CEGR King Air 200 | 1902 | G-OLAH Short 360 | 1919 |
| EI-FKE Fokker 50 | 1922 | G-BFTC Turbo Arrow III | 1928 |
| G-GNTD SAAB 340 | 1940 | G-UKFC Fokker 100 | 1955 |
| G-MAJH Jetstream 41 | 2000 | OO-DJV Avro 146 RJ85 | 2020 |
| G-GNTJ SAAB 340 | 2025 | G-MAJA Jetstream 41 | 2031 |
| G-RJXA EMB 145 | 2033 | C-GTDB Airbus 320 | 2110 |
| G-BVKC Boeing 737 500 | 2138 | EI-TLO Airbus 320 | 2210 |
| OO-DJS Avro 146 RJ85 | 2238 | G-JEDA DHC-8 | 2253 |
| 13 Wednesday | | | |
| EI-TLO Airbus 320 | 0558 | EI-FKE Fokker 50 | 0853 |
| G-MAJA Jetstream 41 | 0917 | G-GNTD SAAB 340 | 0922 |
| G-BVKC Boeing 737 500 | 0927 | G-JEDA DHC-8 | 0935 |
| G-OLAH Short 360 | 0938 | G-MAJH Jetstream 41 | 0945 |
| G-GNTJ SAAB 340 | 0951 | G-UKFC Fokker 100 | 1006 |
| EI-COX Boeing 737 | 1023 | OO-DJT Avro 146 RJ85 | 1026 |
| G-JETG Lear Jet 35A | 1113 | G-RJXA EMB 145 | 1126 |
| G-BRUI PA-44 Seminole | 1137 | G-DDAY Turbo Arrow III | 1142 |
| G-ATBI A.23 Musketeer | 1155 | G-BPXX PA-34 Seneca | 1159 |
| N33CJ CitationJet | 1209 | G-GPMW Turbo Arrow IV | 1214 |
| G-JEDA DHC-8 | 1218 | G-BAVZ PA-23 Aztec | 1227 |
| G-SJDI Robinson R-44 | 1333 | G-BVKC Boeing 737 500 | 1345 |
| G-GNTJ SAAB 340 | 1353 | G-MAJH Jetstream 41 | 1359 |
| G-BVZI Boeing 737 500 | 1451 | OO-DJR Avro 146 RJ85 | 1454 |
| G-UKFC Fokker 100 | 1502 | G-JCFR Citation II | 1519 |
| G-BNRL Cessna 152 | 1522 | G-ROUT Robinson R-22B | 1537 |
| EI-CJE Boeing 737 | 1549 | G-BTVR PA-28 Cherokee | 1551 |
| G-RJXA EMB 145 | 1619 | G-BBCC Cessna F150L | 1637 |
| G-GNTD SAAB 340 | 1656 | G-MAJH Jetstream 41 | 1700 |
| G-BJIR Citation II | 1702 | C-GTDB Airbus 320 | 1706 |
| EI-TLO Airbus 320 | 1716 | G-GNTJ SAAB 340 | 1719 |
| G-MAJA Jetstream 41 | 1724 | EI-COA Boeing 737 | 1809 |
| G-IFTC HS 125 F3B/RA | 1821 | G-JEDA DHC-8 | 1823 |
| G-OBMF Boeing 737 400 | 1834 | OO-DJR Avro 146 RJ85 | 1904 |

G-BTHW F33C Bonanza 1910
 EI-FKF Fokker 50 1928
 G-UKFC Fokker 100 1953
 G-MAJH Jetstream 41 2028
 G-RJXA EMB 145 2049
 G-BVZI Boeing 737 500 2146

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C-GTDB Airbus 320 0404
 G-FLTY Bandeirante 0649
 G-EMAX PA-32 Navajo 0839
 G-MAJH Jetstream 41 0918
 G-FLTY Bandeirante 0938
 G-MAJA Jetstream 41 0944
 G-GNTJ SAAB 340 0951
 OO-DJQ Avro 146 RJ85 1000
 EI-CNY Boeing 737 1008
 G-BRUI PA-44 Seminole 1116
 G-RJXA EMB 145 1150
 G-JEDA DHC-8 1242
 EI-TLO Airbus 320 1247
 G-OOOV Boeing 757 1323
 G-LOFT Citation I 1433
 G-MAJA Jetstream 41 1501
 EI-CNY Boeing 737 1559
 G-RJXA EMB 145 1631
 G-GNTD SAAB 340 1633
 G-GNTJ SAAB 340 1718
 EI-COA Boeing 737 1821
 G-BVZE Boeing 737 500 1836
 G-FLTY Bandeirante 1922
 OO-DJN Avro 146 RJ85 1933
 G-UKFC Fokker 100 1954
 G-GNTJ SAAB 340 2025
 G-LIZZ PA-23 Aztec 2041
 EI-TLO Airbus 320 2101
 G-BVZE Boeing 737 500 2149
 G-DASI Short 360 2304

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C-GTDB Airbus 320 0208
 G-MAJH Jetstream 41 0913
 G-BVZE Boeing 737 500 0937
 G-GNTD SAAB 340 0948
 G-GNTJ SAAB 340 0956
 OO-DJK Avro 146 RJ85 1007
 G-RJXA EMB 145 1116
 G-BAVZ PA-23 Aztec 1151
 G-BVZE Boeing 737 500 1243
 G-BTHI Robinson R-22B 1256
 OO-VFB A36 Bonanza 1302
 G-GNTJ SAAB 340 1350
 G-UKFI Fokker 100 1425
 G-ZAPD Short 360 1504
 EI-CON Boeing 737 1555
 G-JANI Robinson R-44 1643
 G-MAJH Jetstream 41 1713
 G-GNTJ SAAB 340 1723
 EI-CJD Boeing 737 1817
 G-OBMZ Boeing 737 500 1829
 EI-FKC Fokker 50 1933

G-OLAH Short 360 1922
 G-GNTD SAAB 340 1942
 G-GNTJ SAAB 340 2025
 G-MAJA Jetstream 41 2041
 G-JEDA DHC-8 2112
 OO-DJS Avro 146 RJ85 2236

EI-TLO Airbus 320 0427
 G-SFHR PA-23 Aztec 0835
 EI-FKC Fokker 50 0853
 G-BVZI Boeing 737 500 0936
 G-GNTD SAAB 340 0941
 G-JEDA DHC-8 0949
 G-JANK PA-23 Aztec 0957
 G-UKFC Fokker 100 1002
 G-BHMI Cessna F172N 1047
 G-IMVA PA-28 Archer III 1133
 G-ROUT Robinson R-22B 1157
 G-BVZI Boeing 737 500 1244
 G-BAVZ PA-23 Aztec 1320
 G-UKFC Fokker 100 1430
 OO-DJY Avro 146 RJ85 1440
 G-BVZG Boeing 737 500 1506
 G-BTHI Robinson R-22B 1613
 G-JANK PA-23 Aztec 1633
 G-MAJH Jetstream 41 1707
 G-ROUT Robinson R-22B 1720
 G-JEDA DHC-8 1824
 C-GTDB Airbus 320 1911
 EI-FKC Fokker 50 1929
 G-GNTD SAAB 340 1951
 G-MAJH Jetstream 41 2007
 G-MAJA Jetstream 41 2038
 G-RJXA EMB 145 2051
 G-JEDA DHC-8 2117
 OO-DJR Avro 146 RJ85 2236

EI-FKE Fokker 50 0859
 G-DASI Short 360 0932
 G-MAJA Jetstream 41 0944
 G-JEDA DHC-8 0952
 G-UKFI Fokker 100 1001
 EI-CON Boeing 737 1030
 G-FCLE Boeing 757 1129
 G-BAJB Cessna F177RG 1231
 G-JEDA DHC-8 1252
 G-BWHY Robinson R-22B 1256
 EI-TLO Airbus 320 1342
 G-MAJA Jetstream 41 1404
 G-OBMZ Boeing 737 500 1501
 OO-DJW Avro 146 RJ85 1526
 G-RJXA EMB 145 1628
 G-MAJA Jetstream 41 1706
 G-GNTD SAAB 340 1716
 G-ZAPD Short 360 1808
 G-JEDA DHC-8 1825
 G-DASI Short 360 1913
 OO-DJW Avro 146 RJ85 1949

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|-------------------------|------|-------------------------|------|
| G-UKFI Fokker 100 | 1955 | G-GNTD SAAB 340 | 2004 |
| G-MAJH Jetstream 41 | 2005 | G-GNTJ SAAB 340 | 2026 |
| G-MAJA Jetstream 41 | 2038 | C-GTDB Airbus 320 | 2046 |
| G-RJXA EMB 145 | 2050 | G-JEDA DHC-8 | 2117 |
| G-BXWE Fokker 100 | 2149 | EI-TLO Airbus 320 | 2155 |
| G-BVKC Boeing 737 500 | 2207 | G-BVTF Fokker 70 | 2217 |
| EC-FXP Boeing 737 400 | 2228 | OO-DJL Avro 146 RJ85 | 2231 |
| EC-HCR Airbus 320 | 2250 | | |
| 16 Saturday | | | |
| G-DASI Short 360 | 0148 | C-GTDB Airbus 320 | 0419 |
| EI-TLO Airbus 320 | 0522 | G-BFLH PA-34 Seneca | 0751 |
| G-BXMA King Air 200 | 0758 | EI-FKD Fokker 50 | 0847 |
| XZ309 Gazelle AH.1 | 0858 | G-BXWE Fokker 100 | 0935 |
| G-UKFI Fokker 100 | 0956 | EI-COX Boeing 737 | 1005 |
| OO-DJH BAe 146 200 | 1032 | G-BVTF Fokker 70 | 1142 |
| EI-TLO Airbus 320 | 1204 | G-BXWE Fokker 100 | 1234 |
| G-JEDA DHC-8 | 1315 | C-GTDB Airbus 320 | 1345 |
| G-KKES TB-20 Trinidad | 1349 | G-BPHL PA-28 Warrior II | 1403 |
| G-UKFI Fokker 100 | 1431 | XZ309 Gazelle AH.1 | 1506 |
| G-BXWE Fokker 100 | 1616 | G-BAVZ PA-23 Aztec | 1636 |
| EI-CNT Boeing 737 | 1815 | G-JEDA DHC-8 | 1915 |
| EI-FKF Fokker 50 | 1924 | G-UKFI Fokker 100 | 1942 |
| G-BXWE Fokker 100 | 1950 | EI-TLO Airbus 320 | 2024 |
| EC-GCV DC9 83 | 2028 | C-GTDB Airbus 320 | 2159 |
| 17 Sunday | | | |
| EI-TLO Airbus 320 | 0326 | C-GTDB Airbus 320 | 0804 |
| EI-FKC Fokker 50 | 0851 | G-UKFI Fokker 100 | 0951 |
| G-BXWE Fokker 100 | 1003 | G-GNTJ SAAB 340 | 1015 |
| EI-CJE Boeing 737 | 1017 | EC-GRX Boeing 737 400 | 1128 |
| EI-TLO Airbus 320 | 1154 | G-IMVA PA-28 Archer III | 1223 |
| G-BXWE Fokker 100 | 1316 | XZ588 Sea King HAR.3 | 1328 |
| G-UKFI Fokker 100 | 1431 | OO-DJQ Avro 146 RJ85 | 1501 |
| G-JEDA DHC-8 | 1527 | G-MIDJ Airbus 321 | 1600 |
| G-BVTF Fokker 70 | 1623 | C-GTDB Airbus 320 | 1700 |
| G-GNTJ SAAB 340 | 1704 | EI-CJD Boeing 737 | 1707 |
| G-MAJA Jetstream 41 | 1717 | G-BXMA King Air 200 | 1721 |
| G-ATHV Cessna 150F | 1745 | G-JEDA DHC-8 | 1815 |
| G-BVKC Boeing 737 500 | 1829 | EI-CKP Boeing 737 | 1854 |
| OO-DJX Avro 146 RJ85 | 1916 | EI-FKF Fokker 50 | 1930 |
| G-UKFI Fokker 100 | 1954 | G-GNTD SAAB 340 | 1958 |
| G-MAJA Jetstream 41 | 2033 | G-RJXA EMB 145 | 2043 |
| G-GNTJ SAAB 340 | 2047 | G-WELL King Air 200 | 2104 |
| G-ATHV Cessna 150F | 2109 | G-JEDA DHC-8 | 2118 |
| G-BVKC Boeing 737 500 | 2140 | OO-DJO Avro 146 RJ85 | 2219 |
| EI-TLO Airbus 320 | 2310 | | |
| 18 Monday | | | |
| C-GTDB Airbus 320 | 0019 | C-GTDB Airbus 320 | 0703 |
| EI-FKE Fokker 50 | 0853 | N125GP Lear Jet 31A | 0858 |
| G-DASI Short 360 | 0925 | G-BVKC Boeing 737 500 | 0932 |
| G-JEDA DHC-8 | 0938 | N37800 Cessna T310R | 0939 |
| G-MAJA Jetstream 41 | 0940 | G-MAJH Jetstream 41 | 0944 |
| G-GNTJ SAAB 340 | 0948 | G-GNTD SAAB 340 | 0951 |
| TC-AFM Boeing 737 400 | 0956 | G-UKFI Fokker 100 | 0959 |
| G-HMES PA-28 Warrior II | 1002 | EI-COX Boeing 737 | 1012 |
| OO-DJV Avro 146 RJ85 | 1026 | G-BCGJ PA-28 Cherokee | 1030 |
| G-RJXA EMB 145 | 1045 | G-IKPS PA-31 Navajo | 1114 |
| G-JEDA DHC-8 | 1228 | G-BVKC Boeing 737 500 | 1257 |
| G-MAJA Jetstream 41 | 1358 | G-GNTJ SAAB 340 | 1403 |
| G-UKFI Fokker 100 | 1427 | OO-DJN Avro 146 RJ85 | 1502 |

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| G-BVKD Boeing 737 500 | 1507 | EI-CJD Boeing 737 | 1603 |
| G-RJXA EMB 145 | 1628 | G-GNTD SAAB 340 | 1648 |
| G-MAJA Jetstream 41 | 1702 | G-MAJH Jetstream 41 | 1714 |
| EI-TLO Airbus 320 | 1721 | G-GNTJ SAAB 340 | 1725 |
| G-BDAL Rockwell 500S | 1735 | EI-CKS Boeing 737 | 1810 |
| G-BVKD Boeing 737 500 | 1819 | G-JEDA DHC-8 | 1823 |
| G-DASI Short 360 | 1908 | OO-DJV Avro 146 RJ85 | 1929 |
| G-GNTD SAAB 340 | 1939 | G-UKFI Fokker 100 | 1946 |
| G-JEAI Friendship | 1951 | C-GTDB Airbus 320 | 1956 |
| G-GNTJ SAAB 340 | 2027 | G-MAJA Jetstream 41 | 2036 |
| G-RJXA EMB 145 | 2054 | G-JEDA DHC-8 | 2112 |
| G-MAJH Jetstream 41 | 2121 | G-BVKD Boeing 737 500 | 2137 |
| OO-DJK Avro 146 RJ85 | 2230 | | |
| 19 Tuesday | | | |
| C-GTDB Airbus 320 | 0317 | EI-FKC Fokker 50 | 0855 |
| EC-FLF Boeing 737 300 | 0910 | G-GNTD SAAB 340 | 0925 |
| C-GTSE Boeing 757 | 0928 | G-BVKD Boeing 737 500 | 0933 |
| G-GNTJ SAAB 340 | 0938 | G-JEDA DHC-8 | 0943 |
| G-MAJA Jetstream 41 | 0945 | G-DASI Short 360 | 0948 |
| G-UKFI Fokker 100 | 1003 | EI-COA Boeing 737 | 1011 |
| OO-DJS Avro 146 RJ85 | 1016 | G-RJXA EMB 145 | 1113 |
| 9H-ABT Boeing 737 | 1149 | G-BDUN PA-34 Seneca | 1203 |
| G-BAVZ PA-23 Aztec | 1217 | G-MAJC Jetstream 41 | 1225 |
| G-JEDA DHC-8 | 1229 | G-MAJA Jetstream 41 | 1237 |
| G-BVKD Boeing 737 500 | 1315 | G-GNTD SAAB 340 | 1352 |
| EI-TLO Airbus 320 | 1354 | G-UKFF Fokker 100 | 1421 |
| OO-DJP Avro 146 RJ85 | 1441 | G-BVZI Boeing 737 500 | 1459 |
| EI-COA Boeing 737 | 1550 | G-RJXA EMB 145 | 1622 |
| G-GNTD SAAB 340 | 1643 | G-MAJC Jetstream 41 | 1704 |
| G-MAJA Jetstream 41 | 1706 | G-GNTJ SAAB 340 | 1721 |
| G-JEDA DHC-8 | 1736 | G-BDAL Rockwell 500S | 1809 |
| EI-CNY Boeing 737 | 1814 | C-FTDA Airbus 320 | 1824 |
| G-BVZI Boeing 737 500 | 1845 | G-JEAI Friendship | 1855 |
| OO-DJP Avro 146 RJ85 | 1903 | G-DASI Short 360 | 1908 |
| EI-FKA Fokker 50 | 1928 | G-GNTD SAAB 340 | 1945 |
| G-UKFF Fokker 100 | 1947 | G-MAJA Jetstream 41 | 1958 |
| G-BFTC Turbo Arrow III | 2014 | G-GNTJ SAAB 340 | 2021 |
| G-MAJC Jetstream 41 | 2032 | G-RJXA EMB 145 | 2044 |
| C-GTDB Airbus 320 | 2129 | G-BVZI Boeing 737 500 | 2203 |
| G-JEAI Friendship | 2212 | EI-TLO Airbus 320 | 2222 |
| OO-DJW Avro 146 RJ85 | 2229 | G-DASI Short 360 | 2346 |
| 20 Wednesday | | | |
| EI-TLO Airbus 320 | 0602 | EI-FKF Fokker 50 | 0853 |
| G-GNTD SAAB 340 | 0921 | G-MAJC Jetstream 41 | 0930 |
| G-BVZI Boeing 737 500 | 0934 | G-DASI Short 360 | 0938 |
| G-GNTJ SAAB 340 | 0941 | G-MAJA Jetstream 41 | 0944 |
| G-JEDA DHC-8 | 0953 | G-UKFJ Fokker 100 | 0956 |
| F-GTEM King Air 350 | 1004 | EI-CKQ Boeing 737 | 1009 |
| OO-DJK Avro 146 RJ85 | 1035 | G-RJXA EMB 145 | 1103 |
| G-BSEF PA-28 Cherokee | 1111 | G-JEDA DHC-8 | 1234 |
| G-BVZI Boeing 737 500 | 1251 | N458LJ Lear Jet 45 | 1259 |
| G-ORJB Citation I | 1334 | G-DASI Short 360 | 1346 |
| G-GNTJ SAAB 340 | 1351 | G-MAJI Jetstream 41 | 1430 |
| G-UKFF Fokker 100 | 1438 | G-BVKD Boeing 737 500 | 1457 |
| OO-DJO Avro 146 RJ85 | 1526 | EI-CKQ Boeing 737 | 1555 |
| G-RJXA EMB 145 | 1628 | G-BUPS ATR-42 | 1707 |
| EI-TLO Airbus 320 | 1715 | G-MAJC Jetstream 41 | 1718 |
| C-GTDB Airbus 320 | 1723 | G-MAJI Jetstream 41 | 1726 |
| G-GNTD SAAB 340 | 1731 | G-JEDA DHC-8 | 1757 |

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| EI-CNY Boeing 737 | 1817 | G-BVKD Boeing 737 500 | 1824 |
| G-JEAI Friendship | 1855 | G-DASI Short 360 | 1913 |
| EI-FKA Fokker 50 | 1919 | OO-DJO Avro 146 RJ85 | 1940 |
| G-UKFN Fokker 100 | 1951 | G-BUPS ATR-42 | 1955 |
| G-MAJC Jetstream 41 | 2006 | G-MAJI Jetstream 41 | 2033 |
| G-GNTD SAAB 340 | 2036 | G-RJXA EMB 145 | 2045 |
| G-BVKD Boeing 737 500 | 2158 | G-JEAI Friendship | 2233 |
| OO-DJT Avro 146 RJ85 | 2250 | G-DASI Short 360 | 2346 |
| 21 Thursday | | | |
| 50+86 C180 Transall | 0412 | C-GTDB Airbus 320 | 0414 |
| EI-TLO Airbus 320 | 0421 | EI-FKE Fokker 50 | 0850 |
| G-BVKD Boeing 737 500 | 0930 | G-GNTD SAAB 340 | 0932 |
| G-DASI Short 360 | 0935 | G-GNTJ SAAB 340 | 0942 |
| G-MAJC Jetstream 41 | 0944 | G-MAJI Jetstream 41 | 0957 |
| G-UKFN Fokker 100 | 1000 | G-JEDA DHC-8 | 1002 |
| EI-CKP Boeing 737 | 1010 | OO-DJR Avro 146 RJ85 | 1016 |
| G-RJXA EMB 145 | 1157 | G-BVKD Boeing 737 500 | 1247 |
| G-JEDA DHC-8 | 1250 | EI-TLO Airbus 320 | 1254 |
| G-OOOA Boeing 757 | 1303 | N900CB Cessna 421C RAM | 1319 |
| G-MAJI Jetstream 41 | 1416 | G-UKFN Fokker 100 | 1432 |
| OO-DJX Avro 146 RJ85 | 1500 | G-OBMR Boeing 737 500 | 1505 |
| EI-CKP Boeing 737 | 1608 | G-RJXA EMB 145 | 1638 |
| G-GNTD SAAB 340 | 1653 | G-MAJC Jetstream 41 | 1711 |
| G-MAJI Jetstream 41 | 1714 | G-GNTJ SAAB 340 | 1735 |
| G-JEDA DHC-8 | 1821 | EI-CNX Boeing 737 | 1843 |
| C-GTDB Airbus 320 | 1847 | G-OBMR Boeing 737 500 | 1900 |
| EI-FKD Fokker 50 | 1925 | OO-DWI Avro 146 RJ100 | 1933 |
| G-DASI Short 360 | 1938 | G-UKFN Fokker 100 | 1952 |
| G-GNTD SAAB 340 | 2001 | G-MAJC Jetstream 41 | 2023 |
| G-RJXA EMB 145 | 2030 | G-GNTJ SAAB 340 | 2039 |
| G-MAJI Jetstream 41 | 2041 | G-MAJM Jetstream 41 DIV | 2045 |
| EI-TLO Airbus 320 | 2112 | G-JEDA DHC-8 | 2134 |
| G-OBMR Boeing 737 500 | 2222 | OO-DJP Avro 146 RJ85 | 2312 |
| 22 Friday | | | |
| G-DASI Short 360 | 0108 | C-GTDB Airbus 320 | 0225 |
| G-BBEY PA-23 Aztec | 0812 | G-BSUW PA-34 Seneca | 0854 |
| EI-FKC Fokker 50 | 0900 | G-MAJC Jetstream 41 | 0916 |
| G-BAVZ PA-23 Aztec | 0920 | G-GNTD SAAB 340 | 0924 |
| G-DASI Short 360 | 0927 | G-OBMR Boeing 737 500 | 0934 |
| G-MAJI Jetstream 41 | 0938 | G-GNTJ SAAB 340 | 0940 |
| G-JEDA DHC-8 | 0943 | G-UKFN Fokker 100 | 1007 |
| EI-CKS Boeing 737 | 1011 | G-BXJA Cessna 402B | 1018 |
| OO-DJN Avro 146 RJ85 | 1021 | G-RJXA EMB 145 | 1108 |
| G-FCLF Boeing 757 | 1129 | G-JEDA DHC-8 | 1235 |
| G-BVKC Boeing 737 500 | 1253 | G-GNTD SAAB 340 | 1312 |
| G-GNTJ SAAB 340 | 1351 | G-UKFN Fokker 100 | 1459 |
| OO-DJX Avro 146 RJ85 | 1501 | G-BVZE Boeing 737 500 | 1517 |
| G-MAJI Jetstream 41 | 1526 | EI-CJF Boeing 737 | 1600 |
| G-NAAA Bolkow 105DBS-4 | 1618 | N37600 Cessna T310R | 1641 |
| G-GNTD SAAB 340 | 1646 | G-MAJC Jetstream 41 | 1715 |
| G-GNTJ SAAB 340 | 1724 | EI-COA Boeing 737 | 1822 |
| G-JEDA DHC-8 | 1826 | G-WELL King Air E90 | 1828 |
| G-MAJI Jetstream 41 | 1831 | OO-DJX Avro 146 RJ85 | 1911 |
| G-BVZE Boeing 737 500 | 1914 | G-DASI Short 360 | 1920 |
| EI-FKC Fokker 50 | 1926 | G-GNTD SAAB 340 | 1943 |
| G-UKFN Fokker 100 | 1948 | G-MAJC Jetstream 41 | 2017 |
| G-GNTJ SAAB 340 | 2025 | C-GTDB Airbus 320 | 2028 |
| G-RJXA EMB 145 | 2103 | G-JEDA DHC-8 | 2103 |
| G-MAJI Jetstream 41 | 2147 | G-BVJB Fokker 100 | 2151 |

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| EI-TLO Airbus 320 | 2154 | EC-FZZ Boeing 737 300 | 2204 |
| G-BVTF Fokker 70 | 2223 | EC-GZE Airbus 320 | 2238 |
| OO-DJS Avro 146 RJ85 | 2243 | | |
| 23 Saturday | | | |
| C-GTDB Airbus 320 | 0430 | EI-TLO Airbus 320 | 0526 |
| EI-FKF Fokker 50 | 0900 | G-BVJB Fokker 100 | 0927 |
| G-UKFN Fokker 100 | 0955 | OO-DJF BAe 146 200 | 1018 |
| EI-CKR Boeing 737 | 1030 | G-BVTF Fokker 70 | 1120 |
| EI-TLO Airbus 320 | 1223 | G-BVJB Fokker 100 | 1240 |
| C-GTDB Airbus 320 | 1400 | G-UKFF Fokker 100 | 1427 |
| G-JEDA DHC-8 | 1437 | G-BAVZ PA-23 Aztec | 1600 |
| G-BVJB Fokker 100 | 1634 | G-RJXB EMB 145 | 1638 |
| EI-CKS Boeing 737 | 1724 | G-JEDA DHC-8 | 1913 |
| EI-FKE Fokker 50 | 1940 | G-UKFF Fokker 100 | 1951 |
| EI-TLO Airbus 320 | 2002 | G-BVJB Fokker 100 | 2007 |
| EC-GAT DC9 83 | 2016 | C-GTDB Airbus 320 | 2156 |
| 24 Sunday | | | |
| EI-TLO Airbus 320 | 0324 | C-GTDB Airbus 320 | 0852 |
| EI-FKC Fokker 50 | 0906 | G-UKFF Fokker 100 | 0947 |
| EI-CJD Boeing 737 | 1106 | EI-TLO Airbus 320 | 1207 |
| G-BVJB Fokker 100 | 1331 | G-UKFB Fokker 100 | 1437 |
| OO-DJN Avro 146 RJ85 | 1450 | G-MIDJ Airbus 321 | 1545 |
| G-BVTF Fokker 70 | 1608 | SE-DVP Falcon 100 | 1639 |
| G-JEDA DHC-8 | 1653 | G-GNTJ SAAB 340 | 1704 |
| EI-CKR Boeing 737 | 1707 | G-MAJI Jetstream 41 | 1728 |
| C-GTDB Airbus 320 | 1803 | EI-CJE Boeing 37 | 1828 |
| G-BVZH Boeing 737 500 | 1830 | OO-DJV Avro 146 RJ85 | 1907 |
| EI-FKD Fokker 50 | 1911 | G-JEDA DHC-8 | 1930 |
| G-GNTD SAAB 340 | 1943 | G-UKFB Fokker 100 | 2000 |
| G-RJXB EMB 145 | 2034 | G-GNTJ SAAB 340 | 2048 |
| G-MAJI Jetstream 41 | 2102 | G-BVZH Boeing 737 500 | 2212 |
| OO-DJT Avro 146 RJ85 | 2233 | G-JEDA DHC-8 | 2316 |
| EI-TLO Airbus 320 | 2318 | | |
| 25 Monday | | | |
| G-DASI Short 360 | 0010 | C-GTDB Airbus 320 | 0206 |
| G-BYAK Boeing 757 | 0648 | G-BAVZ PA-23 Aztec | 0803 |
| C-GTDB Airbus 320 | 0850 | EI-FKC Fokker 50 | 0858 |
| G-BXMA King Air 200 | 0900 | G-MAJC Jetstream 41 | 0923 |
| G-BVZH Boeing 737 500 | 0926 | G-ORJB Citation I | 0928 |
| G-GNTD SAAB 340 | 0931 | G-DASI Short 360 | 0933 |
| G-GNTJ SAAB 340 | 0937 | G-MAJI Jetstream 41 | 0940 |
| G-JEDA DHC-8 | 0943 | TC-AFM Boeing 737 400 | 0953 |
| G-UVIP Cessna 421C | 0956 | G-UKFB Fokker 100 | 0959 |
| G-RJXB EMB 145 | 1043 | G-BTHY JetRanger | 1048 |
| EI-CKR Boeing 737 | 1053 | G-HONG T67M Firefly | 1130 |
| G-BRPU B76 Duchess | 1214 | G-JEDA DHC-8 | 1223 |
| G-BLVI T67M Firefly | 1229 | G-BVZH Boeing 737 500 | 1245 |
| G-BNSP T67M Firefly | 1256 | G-GNTJ SAAB 340 | 1344 |
| G-MAJI Jetstream 41 | 1401 | G-UKFB Fokker 100 | 1433 |
| G-BVZF Boeing 737 500 | 1451 | G-BLUM Dauphin 2 | 1500 |
| OO-DJY Avro 146 RJ85 | 1543 | EI-CKP Boeing 737 | 1601 |
| G-RJXB EMB 145 | 1621 | G-GNTD SAAB 340 | 1653 |
| G-MAJI Jetstream 41 | 1704 | G-MAJC Jetstream 41 | 1711 |
| G-GNTJ SAAB 340 | 1717 | G-BYAK Boeing 757 | 1724 |
| G-BCKV Cessna FRA150L | 1725 | EI-CNX Boeing 737 | 1810 |
| G-BVZF Boeing 737 500 | 1821 | G-FLTY Bandeirante | 1824 |
| ZH536 Islander CC.2 | 1828 | G-JEDA DHC-8 | 1835 |
| OO-DJY Avro 146 RJ85 | 1913 | EI-FKE Fokker 50 | 1920 |
| G-UKFB Fokker 100 | 1945 | G-GNTD SAAB 340 | 1948 |

| | | | |
|------------------------|------|-------------------------|------|
| G-MAJC Jetstream 41 | 2005 | G-GNTJ SAAB 340 | 2020 |
| G-MAJI Jetstream 41 | 2028 | G-RJXB EMB 145 | 2031 |
| C-GTDB Airbus 320 | 2042 | G-BGYT Bandeirante | 2113 |
| G-JEDA DHC-8 | 2117 | G-BVZF Boeing 737 500 | 2132 |
| OO-DJS Avro 146 RJ85 | 2224 | | |
| 26 Tuesday | | | |
| G-DASI Short 360 | 0222 | C-GTDB Airbus 320 | 0359 |
| EI-FKA Fokker 50 | 0901 | G-GNTD SAAB 340 | 0911 |
| EC-GEU Boeing 737 300 | 0915 | G-MAJI Jetstream 41 | 0918 |
| G-BVZF Boeing 737 500 | 0920 | G-DASI Short 360 | 0932 |
| G-JEDA DHC-8 | 0934 | G-GNTJ SAAB 340 | 0936 |
| G-MAJC Jetstream 41 | 0937 | OO-DJW Avro 146 RJ85 | 1000 |
| EI-CON Boeing 737 | 1003 | G-UKFB Fokker 100 | 1008 |
| G-CITY PA-31 Navajo | 1028 | G-RJXB EMB 145 | 1101 |
| 9H-ABE Boeing 737 | 1118 | G-BVNR Jabiru UL | 1130 |
| G-BYFP PA-28 Archer II | 1137 | G-BWHY Robinson R-22B | 1208 |
| G-JEDA DHC-8 | 1215 | G-BAVZ PA-23 Aztec | 1232 |
| G-BVZF Boeing 737 500 | 1234 | G-BRFL PA-38 Tomahawk | 1239 |
| G-BTDD Mooney M20J | 1357 | G-MAJC Jetstream 41 | 1400 |
| G-BCTF PA-28 Warrior | 1418 | VP-CED Citation II | 1420 |
| G-UKFB Fokker 100 | 1429 | G-OBMR Boeing 737 500 | 1458 |
| OO-DJO Avro 146 RJ85 | 1501 | VP-CCT King Air C90 | 1522 |
| G-TANS TB-20 Trinidad | 1537 | EI-CON Boeing 737 | 1559 |
| G-RJXB EMB 145 | 1626 | G-FLTY Bandeirante | 1640 |
| G-GNTD SAAB 340 | 1644 | G-MAJC Jetstream 41 | 1707 |
| EI-TLE Airbus 320 | 1711 | G-MAJI Jetstream 41 | 1713 |
| G-GNTJ SAAB 340 | 1717 | G-BAVZ PA-23 Aztec | 1724 |
| EI-CKP Boeing 737 | 1816 | G-OBMR Boeing 737 500 | 1821 |
| G-JEDA DHC-8 | 1825 | C-FTDA Airbus 320 | 1827 |
| N220SC PA-31T Cheyenne | 1909 | OO-DJO Avro 146 RJ854 | 1919 |
| EI-FKC Fokker 50 | 1923 | G-FLTY Bandeirante | 1927 |
| G-GNTD SAAB 340 | 1948 | G-UKFB Fokker 100 | 1951 |
| G-MAJI Jetstream 41 | 1957 | G-GNTJ SAAB 340 | 2026 |
| G-MAJC Jetstream 41 | 2032 | G-RJXB EMB 145 | 2051 |
| ZH536 Islander CC.2 | 2107 | G-JEDA DHC-8 | 2114 |
| C-GTDB Airbus 320 | 2132 | G-OBMR Boeing 737 500 | 2140 |
| G-DASI Short 360 | 2152 | G-BYAX Boeing 757 | 2228 |
| OO-DJP Avro 146 RJ85 | 2251 | | |
| 27 Wednesday | | | |
| EI-TLE Airbus 320 | 0042 | EI-TLE Airbus 320 | 0742 |
| G-JTCA PA-23 Aztec | 0759 | EI-FKC Fokker 50 | 0845 |
| N33CJ CitationJet | 0859 | D-ILAT CitationJet | 0904 |
| VP-CED Citation II | 0920 | G-MAJC Jetstream 41 | 0925 |
| G-GNTD SAAB 340 | 0927 | G-DASI Short 360 | 0930 |
| G-JEDA DHC-8 | 0934 | G-GNTJ SAAB 340 | 0943 |
| G-OBMR Boeing 737 500 | 0947 | G-MAJI Jetstream 41 | 0955 |
| EI-CKR Boeing 737 | 1008 | G-UKFB Fokker 100 | 1009 |
| OO-DJO Avro 146 RJ85 | 1013 | G-BUIF PA-28 Warrior II | 1042 |
| G-JEDA DHC-8 | 1219 | G-BYCF Robinson R-22B | 1222 |
| G-RJXB EMB 145 | 1231 | G-BMHZ Turbo Arrow IV | 1248 |
| G-MAJI Jetstream 41 | 1357 | G-ODSK Boeing 737 300 | 1408 |
| G-GNTD SAAB 340 | 1412 | G-UKFB Fokker 100 | 1455 |
| G-BVZI Boeing 737 500 | 1459 | OO-DJX Avro 146 RJ85 | 1526 |
| EI-CNX Boeing 737 | 1557 | G-GNTJ SAAB 340 | 1644 |
| G-RJXB EMB 145 | 1702 | G-MAJI Jetstream 41 | 1709 |
| G-MAJC Jetstream 41 | 1714 | G-GNTD SAAB 340 | 1723 |
| C-GTDB Airbus 320 | 1752 | G-JTCA PA-23 Aztec | 1806 |
| EI-CKP Boeing 737 | 1810 | G-JEDA DHC-8 | 1814 |
| EI-TLE Airbus 320 | 1823 | G-BVZI Boeing 737 500 | 1831 |

| | | | |
|------------------------|----------|-------------------------|----------|
| G-DASI Short 360 | 1910 | OO-DJX Avro 146 RJ85 | 1922 |
| EI-FKF Fokker 50 | 1925 | G-GNTJ SAAB 340 | 1947 |
| G-UKFJ Fokker 100 | 2001 | G-MAJC Jetstream 41 | 2020 |
| G-GNTD SAAB 340 | 2026 | G-MAJI Jetstream 41 | 2045 |
| G-RJXB EMB 145 | 2105 | G-JEDA DHC-8 | 2110 |
| G-BVZI Boeing 737 500 | 2147 | G-MAJK Jetstream 41 | 2150 |
| OO-DWE Avro 146 RJ100 | 2222 | | |
| 28 Thursday | | | |
| C-GTDB Airbus 320 | 0403 | EI-TLE Airbus 320 | 0427 |
| G-LEAF Cessna F408 | 0747 | G-BBSA AAs Traveler | 0849 |
| EI-FKD Fokker 50 | 0907 | G-BVZI Boeing 737 500 | 0919 |
| G-GNTD SAAB 340 | 0922 | G-GNTJ SAAB 340 | 0932 |
| G-DASI Short 360 | 0934 | G-MAJI Jetstream 41 | 0942 |
| G-JEDA DHC-8 | 0946 | G-UKFJ Fokker 100 | 1002 |
| EI-CNX Boeing 737 | 1006 | OO-DJX Avro 146 RJ85 | 1012 |
| G-BOWE PA-34 Seneca | 1118 | G-MAJC Jetstream 41 | 1124 |
| G-TSAM BAe 125 800B | 1132 | G-RJXB EMB 145 | 1155 |
| G-ROLA PA-34 Seneca | 1159 | G-AZLY Cessna F150L | 1221 |
| G-JEDA DHC-8 | 1238 | G-BVZI Boeing 737 500 | 1239 |
| EI-TLE Airbus 320 | 1247 | G-BNOM PA-28 Warrior II | 1300 |
| G-BLUM Dauphin 2 | 1305 | G-DANZ Dauphin 2 | 1306 |
| G-OOOW Boeing 757 | 1320 | G-BXUC Robinson R-22B | 1330 |
| G-BCRL PA-28 Warrior | 1347 | G-MAJI Jetstream 41 | 1401 |
| G-BNRL Cessna 152 | 1402 | G-UKFJ Fokker 100 | 1424 |
| N958MK Cessna T210N | 1432 | G-BVZE Boeing 737 500 | 1457 |
| OO-DJS Avro 146 RJ85 | 1503 | EI-CNX Boeing 737 | 1557 |
| G-FLTY Bandeirante | 1612 | G-UVIP Cessna 421C | 1645 |
| G-RJXB EMB 145 | 1648 | N900SJ Falcon 900 | 1651 |
| G-BPAW Cessna 150M | 1702 | G-MAJI Jetstream 41 | 1705 |
| G-GNTD SAAB 340 | 1708 | G-MAJC Jetstream 41 | 1711 |
| N16NK Gulfstream 3 | 1717 | G-GNTJ SAAB 340 | 1721 |
| G-BTGU PA-34 Seneca | 1734 | G-MAJM Jetstream 41 | 1815 |
| EI-CJC Boeing 737 | 1819 | G-JEDA DHC-8 | 1827 |
| G-BVZE Boeing 737 500 | 1830 | G-FLTY Bandeirante | 1924 |
| G-UKFJ Fokker 100 | 1945 | EI-FKF Fokker 50 | 1947 |
| G-GNTD SAAB 340 | 1949 | C-GTDB Airbus 320 | 1954 |
| G-MAJC Jetstream 41 | 2007 | G-MAJI Jetstream 41 | 2031 |
| G-GNTJ SAAB 340 | 2033 | OO-DJY Avro 146 RJ85 | 2035 |
| G-RJXB EMB 145 | 2038 | G-JEDA DHC-8 | 2111 |
| G-DASI Short 360 | 2117 | EI-TLE Airbus 320 | 2127 |
| G-BVZE Boeing 737 500 | 2139 | OO-DJL Avro 146 RJ85 | 2240 |
| 29 Friday | | | |
| C-GTDB Airbus 320 | 0205 | G-GNTF SAAB 340 | DIV 0323 |
| EI-FKD Fokker 50 | 0850 | G-GNTD SAAB 340 | 0924 |
| G-GNTJ SAAB 340 | 0931 | G-JEDA DHC-8 | 0944 |
| F-GTRB SA227AC Metro 3 | 0949 | G-MAJC Jetstream 41 | 1000 |
| G-BVZE Boeing 737 500 | 1004 | G-UKFJ Fokker 100 | 1010 |
| OO-DJY Avro 146 RJ85 | 1018 | G-RJXC EMB 145 | DIV 1021 |
| EI-CNX Boeing 737 | 1023 | G-MAJM Jetstream 41 | 1027 |
| G-GNTH SAAB 340 | DIV 1032 | G-GDEZ BAe 125 1000B | 1037 |
| G-DASI Short 360 | 1048 | G-FCLE Boeing 757 | 1121 |
| G-RJXA EMB 145 | DIV 1134 | N12NM Citation I | 1207 |
| G-JEDA DHC-8 | 1240 | G-RJXB EMB 145 | 1334 |
| G-MAJM Jetstream 41 | 1402 | G-RJXA EMB 145 | DIV 1404 |
| G-UKFJ Fokker 100 | 1457 | G-GNTJ SAAB 340 | 1520 |
| OO-DJT Avro 146 RJ85 | 1523 | G-BVZG Boeing 737 500 | 1525 |
| N459LJ Lear Jet 45 | 1553 | G-GNTD SAAB 340 | 1649 |
| G-BAML JetRanger | 1657 | G-MAJM Jetstream 41 | 1711 |
| G-MAJC Jetstream 41 | 1729 | G-BBHF PA-23 Aztec | 1751 |

| | | | | | |
|--------|----------------|------|--------|----------------|------|
| G-RJXB | EMB 145 | 1756 | G-JEDA | DHC-8 | 1821 |
| G-GNTJ | SAAB 340 | 1824 | EI-CNX | Boeing 737 | 1833 |
| EI-CJC | Boeing 737 | 1838 | G-BVZG | Boeing 737 500 | 1909 |
| G-DASI | Short 360 | 1915 | EI-FKE | Fokker 50 | 1920 |
| OO-DJT | Avro 146 RJ85 | 1938 | G-REBK | King Air 200 | 1942 |
| G-UKFL | Fokker 100 | 1946 | G-GNTD | SAAB 340 | 1953 |
| G-MAJC | Jetstream 41 | 2026 | OY-LJD | Lear Jet 80 | 2038 |
| G-MAJM | Jetstream 41 | 2042 | EI-CNZ | Boeing 737 | 2110 |
| G-JEDA | DHC-8 | 2113 | C-GTDB | Airbus 320 | 2114 |
| G-GNTJ | SAAB 340 | 2122 | EI-TLE | Airbus 320 | 2205 |
| G-RJXB | EMB 145 | 2211 | G-BVTE | Fokker 70 | 2230 |
| OO-DJX | Avro 146 RJ85 | 2258 | G-BVZG | Boeing 737 500 | 2313 |
| EC-GUR | Airbus 320 | 2331 | | | |
| 30 | Saturday | | | | |
| G-BXWE | Fokker 100 | 0202 | EC-FLG | Boeing 737 300 | 0213 |
| C-GTDB | Airbus 320 | 0418 | EI-TLE | Airbus 320 | 0537 |
| EI-FKA | Fokker 50 | 0901 | G-BXWE | Fokker 100 | 0925 |
| OO-DJE | BAe 146 200 | 0959 | G-UKFL | Fokker 100 | 1002 |
| EI-CKP | Boeing 737 | 1034 | G-BVTE | Fokker 70 | 1137 |
| G-VIPY | PA-31 Navajo | 1141 | EI-TLE | Airbus 320 | 1159 |
| G-BXWE | Fokker 100 | 1254 | G-JEDA | DHC-8 | 1320 |
| G-RAMY | JetRanger | 1328 | C-GTDB | Airbus 320 | 1340 |
| G-UKFL | Fokker 100 | 1447 | G-BBPX | PA-34 Seneca | 1530 |
| VP-CFG | Citation I | 1538 | G-BXWE | Fokker 100 | 1628 |
| EI-CNY | Boeing 737 | 1708 | EI-FKD | Fokker 50 | 1915 |
| G-JEDA | DHC-8 | 1917 | G-BVKB | Boeing 737 500 | 1939 |
| EI-TLE | Airbus 320 | 1942 | G-UKTA | Fokker 50 | 2014 |
| EC-HGA | DC9 83 | 2027 | C-GTDB | Airbus 320 | 2257 |
| 31 | Sunday | | | | |
| G-RJXC | EMB 145 | 0039 | EI-TLE | Airbus 320 | 0242 |
| G-UKTE | Fokker 50 | 0759 | C-GTDB | Airbus 320 | 0822 |
| EI-FKE | Fokker 50 | 0841 | G-BVKB | Boeing 737 500 | 0916 |
| EI-CKR | Boeing 737 | 0935 | EC-HCP | Boeing 737 400 | 0938 |
| G-UKTA | Fokker 50 | 1007 | EI-TLE | Airbus 320 | 1206 |
| G-UKTE | Fokker 50 | 1227 | G-BVKB | Boeing 737 500 | 1236 |
| EI-CKS | Boeing 737 | 1339 | G-GDEZ | BAe 125 1000B | 1407 |
| G-UKTA | Fokker 50 | 1428 | G-GNTH | SAAB 340 | 1450 |
| OO-DJN | Avro 146 RJ85 | 1455 | G-JEDA | DHC-8 | 1529 |
| G-MIDJ | Airbus 321 | 1541 | C-GTDB | Airbus 320 | 1640 |
| G-UKTE | Fokker 50 | 1653 | G-GNTJ | SAAB 340 | 1709 |
| G-MAJI | Jetstream 41 | 1725 | EI-CNY | Boeing 737 | 1747 |
| G-JEDA | DHC-8 | 1827 | G-ECAS | Boeing 737 300 | 1829 |
| EI-FKC | Fokker 50 | 1919 | OO-DJW | Avro 146 RJ85 | 1945 |
| G-GNTH | SAAB 340 | 1952 | G-UKTA | Fokker 50 | 2003 |
| G-GNTJ | SAAB 340 | 2026 | G-RJXC | EMB 145 | 2039 |
| G-MAJI | Jetstream 41 | 2041 | G-BVZE | Boeing 737 500 | 2155 |
| EI-CNY | Boeing 737 | 2244 | G-JEDA | DHC-8 | 2249 |
| OO-DWI | Avro 146 RJ100 | 2302 | C-GTDB | Airbus 320 | 2327 |
| EI-TLE | Airbus 320 | 2331 | | | |

From & To

01) 163838/Mildenhall;N981SW/Dusseldorf-Bangor;N807JW/Biarritz: 04) HB-IBH/Luton N990WC/Luton;240/Edinburgh;N900CB/Blackbushe: 05) F-GSLZ/Nancy;HB-IBH/Marrakech; N102FM/Gander: 06) XZ294/(1)Warminster,(2)Netheravon;VP-CCT/Guernsey;N220SC/Biggin Hill: 07) N86Y/Farnboro;LX-PTU/Le Bourget;CS-DCX/Le Bourget;N807JW/Norwich: 08) N311DG/Aberdeen: 09) D-IRWR/F & T Berlin: 12) D-CCCE/Cologne;

XS711/Cranwell;N220SC/Guernsey: 13) N33CJ/Isle-of-Man: 15) OO-VFB/Wevelgem:
16) XZ309/(1)Shawbury,(2)York: 17) XZ588/Kendal: 18) N125GF/Dublin;N37600/
Glasgow: 19) N220SC/Biggin Hill: 20) F-GTEM/Rivolta;N459LJ/Jersey: 21) 50+86/
Skopje;N900CB/Guernsey: 22) N37600/Glasgow: 24) SE-DVP/Stockholm: 25) ZH536/
Leening: 26) VP-CED/Northolt;VP-CCT/Oxford;N220SC/Guernsey;ZH536/Teesside:
27) N33CJ/Isle-of-Man;D-ILAT/Friedrichshafen;VP-CED/Hawarden: 28) N958MK/
Maastricht;N900SJ/F & T Luton;N16NK/Madrid-Exeter: 29) F-GTRB/F & T Le Bourget;
N12NM/Blackpool;OY-LFD/Stanstead: 30) VP-CFG/Woodvale-Liverpool:

Overshoots

05) ZF169/LOP73: 06) G-OBLC/EXAM9: 07) G-OBLC: 08) ZF446/LOP51;XX494/CWL77;
XX493/CWL75: 14) XX499/(1)CWL84,(2)CWL82: 15) ZF143/LOP71: 18) XX499/CWL79:
19) ZF143/LOP31;G-BRPU: 20) XX492/CWL78;XX498/CWL69: 21) G-BLUM/Bond UM:
22) XX500/CWL62;XX493/CWL70: 25) ZF485/LOP34;ZF163/LOP31: 28) ZF491/LOP24:
29) ZF342/LOP24:

LBA Movements review, October 1999

Not the usual amount of foreigners to report on this month but some of them have been quite interesting. Starting us off on the 1st we had the Wall Mart Gulf IV N981SW from Dusseldorf to Bangor joined by the Astra SPX N807JW which arrived on a flight from Biarritz, the Astra was back on the 7th from Norwich. Arriving from Luton as "FPG291" on the 4th was the Falcon 2000 HB-IBH which was being operated for Multiflight on a trip to Marrakech along with their Falcon 900 G-MLTI which was apparently too small for the whole party on its own. Other visitors noted on the 4th were the Cessna 421C RAM N900CB of Chris Rycroft and the Gulf IV N990WC which came from Luton.

The Falcon 2000 HB-IBH returned from Marrakech on the 5th and was joined by the Falcon 10 F-GSLZ from Nancy and Gulfstream IV N102FM all the way from Gander. On the 6th the Cheyenne N220SC made its first visit of the month when it came from Biggin Hill as "JIM01", it was back on the 12th as "SARK 1" then on the 19th with callsign "JIM01" again and finally on the 26th as "SARK 1". Another visitor seen on the 8th was the Corgi Toys King Air C90 VP-CCT from Guernsey which was noted again on the 26th from Oxford. Quite a variety on the 7th when King Air 200 N86Y came from Farnboro, Falcon 20 CS-DCK arrived from Le Bourget the Astra SPX N807JW mentioned earlier and the new Europe Air Charter Brasilia LX-PTU came from Paris as "PTU551".

Citation V N311DG arrived from Aberdeen late on the evening of the 8th whilst on the 9th CitationJet D-IRWR was from and to Berlin/Tempelhof. On the 12th D-CCCF was a Citation II which arrived from Cologne as "CCF321" and on the 13th another CitationJet was N33CJ of Jet Aviation Inc which was from the Isle-of-Man. Beech A36 Bonanza OO-VFB on the 15th was from Wevelgem. Two early morning visitors on the 18th were the Lear Jet 31A N125GP from Dublin and the Cessna T310R N37600 in bound from Glasgow, the 310 was back again from Glasgow on the 22nd so it may be a new resident there. The new French King Air 350 F-GTEM arrived from Rivolta in Italy on the 20th and the same day saw Lear Jet 45 N459LJ calling in from Jersey as "Stealth 02".

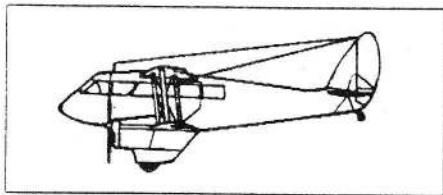
Making its second visit of the month on the 21st was the Cessna 421C RAM N900CB from Guernsey. Falcon 100 SE-DVP on the 24th was from Stockholm's Bromma airport and on the 26th there were two Cayman registered visitors, the King Air 90 VP-CCT which was in earlier in the month and Citation II VP-CED of Iceland Foods which was from Northolt. Back again on the 27th was CitationJet N33CJ from the Isle-of

-Man and joining it was another CitationJet - D-ILAT from Friedichshafen,also a return visit of the Citation II VP-CED. Cessna T210N N958MK came from Maastricht on the 28th and it is ex D-ERDK being registered in the USA on 28/05/99,slightly larger on the same day were Falcon 900 N900SJ from and to Luton and the Gulf III N16NK from Madrid to Exeter both night stopping to the 31st. Metro III F-GTRB on the 29th was using the callsign "Champagne 040" when it was from and to Paris Le Bourget,the same day we had Citation N12NM from Blackpool,Lear 45 back again as "Stealth 05" from Newcastle and Lear Jet 60 OY-LJD from Stanstead. Finally there was Citation VP-CFG from Woodvale to Liverpool on the 30th.

On the military side there were a couple of interesting ones in the list. On the 1st Beech UC-12M 163838 of the USN was from Mildenhall as "JM514". On the 4th we had the Irish Air Corps King Air 200 serial 240 from Edinburgh. The Army was in evidence this month with Gazelle XZ294 twice on the 6th,first as "Army445" from Warminster then as "Army378" from Netheravon. On the 16th Gazelle XZ309 was also in twice,first from Shawbury as "Army353" and then from York still as "Army353". The RAF supplied the Dominie XS711 from Cranwell as "CWL85" on the 12th and the Islander CC.2 ZH536 as "Ascot 8793" from Leeming on the 25th then from Teesside the following day with same callsign. However the star of the month was the C160 Transall 50+86 of the German Air Force which arrived from Skopje at 0412 on the morning of the 21st and departed before 0600 as "JGE 98".

Other notes include the latest Slingsby T67M G-BYOB which called in at Yorkshire Light Aircraft as "Slingsby 1" on the 4th for pre delivery checks. Douglas DC6A G-APSA of Air Atlantique visited early in the morning of the 6th to do a charter to Gothenburg for Volvo and on the 7th we had the Heavylift Belfast G-BEPS also on a charter as "Heavylift 712". New on the 17th was the Humberside based PA-28 Archer G-IMVA as "Solo 3". Calling in for fuel after a flight to the Aireborough Hospital on the 22nd was Bolkow 105DBS G-NAAA as "Heli-med 08". Starting off the winter holiday flights on the 25th Britannia positioned in the Boeing 757 G-BYAK as "Britannia932F" to replace the Airbus 320 EI-TLO which has been based during the summer. Also based during the summer was the Airbus 320 C-GTDB operating for Airtours,this made its last arrival at 2327 on the 31st and departed at 1118 on November 1st as "Skyservice991" back to Toronto.

It has been reported that from the 1st of November Yorkshire Light Aircraft Ltd. has been taken over by Multiflight and from the 1st of January 2000 they will be taking over the Yorkshire Aeroplane Club. This will obviously have an effect on the south side of the airport,not least there will be a number of changes to the owners on the list of resident aircraft included in this months magazine. These will be updated as and when they become available. Rumour has it that Mutiflight are to construct a new hangar somewhere near the bottom of Plane Tree Hill near the current heli-2 and heli-3 pads. Things look promising into the new year.

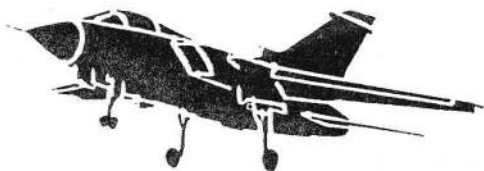


Leeds/Bradford Airport resident aircraft November 1999

| | | | | |
|--------|------------------------|----------------------|------------|---|
| G-ACOT | Avro 594B Avian IIIA | Yorks Light Acft | R3/CN/171 | * |
| G-ASMW | Cessna 150D | Yorks Light Acft | 80347 | * |
| G-AVWD | PA-28 140 | Evelyn Air | 28-23700 | |
| G-AWES | Cessna 150H | Yorks Light Acft | 88626 | * |
| G-AYCS | Cessna TP206D | Whiteknuckle Airways | 0552 | * |
| G-BBJX | Cessna F150L | Yorks Flying Svs | 1017 | * |
| G-BCVH | Cessna FRA150L | Yorks Light Acft | 0258 | * |
| G-BDFZ | Cessna F150M | A.T.Wright | 1184 | |
| G-BELT | Cessna F150J | Yorks Light Acft | 0409X | * |
| G-BEUX | Cessna F172N | Multiflight Ltd | 1596 | |
| G-BFFC | Cessna F152 | Yorks Flying Svs | 1451 | * |
| G-BFGL | Cessna FA152 | Yorks Flying Svs | 0339 | * |
| G-BFIY | Cessna F150M | Yorks Light Acft | 1381 | * |
| G-BFXW | AA5B Tiger | Campsol Ltd | 0940 | * |
| G-BGLG | Cessna 152 | A.T.Wright | 32082 | |
| G-BHSA | Cessna 152 | R.A.Ashley | 33693 | |
| G-BHSB | Cessna 172N | ABK Avtn Svs | 72977 | * |
| G-HTR | JetRanger | Balinsky Helicopters | 3035 | |
| G-IAA | Cessna 310R | Booth Plant & Equip. | 1806 | * |
| G-IALR | Cessna 152 | A.T.Wright | 84822 | |
| G-ILS | Cessna 152 | A.T.Wright | 34857 | |
| G-KAZ | Cessna 152 | A.T.Wright | 32832 | |
| G-KCL | PA-30 Twin Comanche | Yorkair Ltd | 30-1962 | |
| G-BMBB | Cessna F150L | A.H.Glick | 1136 | * |
| G-BMSU | Cessna 152 | S.Waite | 79421 | |
| G-BMVJ | Cessna 172N | Green Avtn Ass. | 72232 | * |
| G-BOIY | Cessna 172N | ABK Avtn Svs | 87738 | * |
| G-BOUE | Cessna 172N | Aviation Access Ltd | 73235 | * |
| G-BPVJ | Cessna 152 | Multiflight Ltd | 32596 | |
| G-BXDT | Robin HR200/120B | Multiflight Ltd | 315 | |
| G-BXGW | Robin HR200/120B | Multiflight Ltd | 317 | |
| G-BXOR | Robin HR200/120B | Multiflight Ltd | 321 | |
| G-BXVK | Robin HR200/120B | Multiflight Ltd | 326 | |
| G-BXXV | Eurocopter EC 135 T1 | Multiflight Ltd | 0049 | |
| G-BYLH | Robin HR200/120B | Multiflight Ltd | 335 | |
| G-CHIS | Robinson R-22B | Multiflight Ltd | 1740 | |
| G-DHGS | Robinson R-22B | Driver Hire Group | 2592 | * |
| G-DRAR | Hughes 369E | Readmans Ltd | 0486E | |
| G-ECDS | AS335 Twin Squirrel | Multiflight Ltd | 5300 | |
| G-ELLI | JetRanger | Multiflight Ltd | 4231 | |
| G-GYBO | Gardan GY-80 Horizon | M.J.Strother | 228 | * |
| G-HERS | Cessna 750 Citation X | B.Rubery | 0075 | |
| G-JACK | Cessna 421C | J.C.Tordoff | 1411 | |
| G-MLTI | Falcon 900B | Multiflight Ltd | 164 | |
| G-MLTY | Aerospaciale AS365N-2 | Multiflight Ltd | 6431 | |
| G-OADY | Beech 76 Duchess | Multiflight Ltd | ME-56 | |
| G-OJVH | Cessna F150H | Yorks Light Acft | 0358 | * |
| G-REAT | GA-7 Cougar | T.Dansen | 0033 | * |
| G-RVHT | Cessna 550 Citation II | Ravenheat | 0441 | |
| G-TAXI | PA-23 Aztec 350 | SWL Leasing | 27-7305085 | |
| N76TH | Silorsky S-76A | Turbine Helicopters | 760363 | |
| N172AG | Cessna 172N | A.H.Glick | 70631 | * |
| N1585B | Beechjet 400 | A.Ogden & Sons | RJ-85 | * |
| N6834L | Cessna T310R | J.Lennon | 2137 | |
| VP-CBE | Cessna 550 Citation II | Elliot Aviation Ltd. | 0108 | * |
| VP-CMO | Cessna 500 Citation | Tunstall Group | 070 | * |

The Cessna 150's of A.T.Wright are nominally based here although in practice all operate from where the current work is. Similarly Steve Waite bases the aircraft registered to him and his associated companies, SWL Leasing and Yorkair Ltd, here at the LBA although they tend to be out at various other locations most of their lives. The two Cessna 172's G-BMVJ and G-BOUE operate with the Yorkshire Aeroplane Club along with the Cessna 150's of YLA, Yorkshire Flying Services, the five Robin's are operated by the Multiflight Flying School along with Duchess G-OADY, Cessna 152 G-BPVJ and Cessna F172N G-BEUX. A "*" alongside the aircraft denotes that it is based in the YLA hangar, others are based in and around the Multiflight hangar. YLA operate a Robinson R-22 on lease from Blackpool on their helicopter training, currently it is G-BWHY.





Military News

Eric Martin.



16 AIR ASSAULT BRIGADE LAUNCHED

The new 16 Air Assault Brigade was recently launched at Wattisham Airfield, near Ipswich. Wattisham is one of the two main bases of the Brigade, the other being Colchester.

The main units of the Brigade are:

1 PARA

2 PARA

3 PARA

The PARA PATHfinder Platoon

3 Regiment, Army Air Corps

4 Regiment, Army Air Corps

9 Regiment, Army Air Corps (based at Dishforth)

1st Battalion, The Royal Irish Regiment

7 Parachute Regiment, Royal Horse Artillery

23 Engineer Regiment

216 Signal Squadron

13 Air Assault Support Regiment and 132 Aviation Support Unit, Royal Logistics Corps

7 Battalion, Royal Electrical & Mechanical Engineers

Controversially, having discarded the Pegasus badge of Airborne Forces, the Brigade has adopted a badge composed of a hawk, on quarters of maroon and light blue; the traditional colours of The Parachute Regiment and Airborne Forces.

The Brigade will not be fully mobilised until August 2000, when 1 PARA moves to Colchester from Aldershot and 3 PARA moves from Dover.

Credit: Soldier

TUTORS TO REACH CHURCH FENTON IN OCTOBER 2000

The programme for the replacement of Bulldogs with Grob Tutors has been announced. Cambridge University Air Squadron (UAS) will be the first UAS to be re-equipped and this should have taken place before this column is published. Yorkshire UAS, based at Church Fenton, will not receive its Tutors until October 2000. The complete changeover will not take place until May 2001, when Birmingham UAS, based at Cosford, will be re-equipped. The aircraft will bear both RAF roundels and civilian registrations. The Squadrons will also function as Air Experience Flights, providing air experience flights for Air Training Corps and Combined Combat Cadet Force members.

Credit: Military Aviation Review

FAST JET NAVIGATOR TRAINING MOVES TO LEEMING

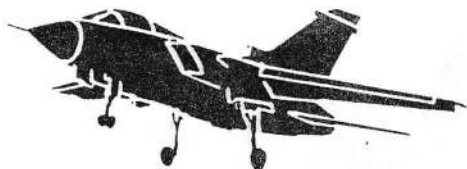
Fast jet Navigator training has moved from Valley to Leeming, with a newly-titled unit: the Navigator Training Unit. The Unit will be part of 100 Squadron, which will extend its role as a 'target' squadron, to include its new training responsibility. Fast jet pilots and navigators were previously trained alongside each other at 4 Flying Training School at Valley. The new organisation is intended to be more economical and more efficient operationally.

Credit: RAF News

MOD BUYS EX-LUFTWAFFE ALPHAJETS

The Ministry of Defence has purchased twelve ex-German Air Force Alphajets, for service with the Defence Evaluation and Research Agency (DERA) at Boscombe Down. Apparently, the purchase was necessary because of the shortage of Hawks, resulting from their major rebuild programme. Amongst the units the Alphajets will serve with, are the Empire Test Pilots' School and the Institute of Aviation Medicine.

Credit: Aircraft Illustrated



Military Matters

Eric Martin.



THE 'OTHER' ROYAL AIR FORCES

(A mini-series about The Royal Air Forces of Australia, Canada, India, New Zealand and Rhodesia)

III THE ROYAL AUSTRALIAN AIR FORCE (RAAF) Part I

The Australian Government first demonstrated its interest in military aviation in 1909, with the offer of a £5000 prize to the inventor of the first military aircraft. A visit to England by Senator G F Pearce in 1911 further advanced the progress of Australian military aviation. This led to the establishment of the Central Flying School at Point Cook, Victoria in the following year. (Point Cook is regarded as the birthplace of Australian Military Aviation and is now the site of the RAAF Museum). The establishment of the Australian Flying Corps (AFC) followed and initially four squadrons were formed – one in Egypt and three in France. These squadrons served with distinction, gaining many battle honours and personal decorations for gallantry. At the end of the war, the Corps returned to Australia and was disbanded. In 1921, however, the Australian Air Force was formed, the 'Royal' prefix being added shortly afterwards and the Royal Australian Air Force was established – only three years after the founding of the Royal Air Force.

The between-wars depression years halted the progress of the RAAF, although there was some development from 1936-onwards. Links with the RAF were strengthened by the enlistment of over a hundred ex-RAAF short service commission pilots into the RAF. The outbreak of World War II led to the dispatch of Australian squadrons to the UK and the Middle East. The first unit to reach the UK, 10 Squadron, equipped with Sunderlands, was the first squadron from any Commonwealth country to see action. Eventually, the RAAF formed seventeen squadrons in the UK and Middle East. Additionally, thousands of Australians served in RAF squadrons. In common with other Commonwealth countries, Australia also made a notable contribution to the British Commonwealth Air Training Plan.

After the Japanese attacks on Pearl Harbour and the East Coast of Malaya in 1941, the emphasis of the Australian military effort was concentrated in the Pacific theatre. The RAAF did not diminish its contribution to the war effort in Europe and the Middle East, however. By 1944, over 131,000 RAAF personnel were manning 3187 front-line aircraft in operations against the Japanese. Perhaps the most notable operation was the Battle of the Bismarck Sea in which American and Australian aircraft destroyed twelve of sixteen ships in a Japanese convoy headed for New Guinea. This operation probably removed forever any likelihood of a Japanese invasion of the Australian mainland. It should be noted, however, that the mainland was bombed more than sixty times by Japanese aircraft.

At the start of World War II the RAAF numbered 3000 personnel and 300 aircraft. By 1945, it had grown to 180,000 personnel and 3000 aircraft, making it the fourth largest air force in the world at that time. Demobilisation speedily followed and by 1948, personnel numbered only 8000.

The RAAF's commitments to the Pacific continued during the Malayan Emergency, with the deployment of a variety of aircraft from bases at Butterworth in Malaya and Tengah in Singapore. When North Korea invaded South Korea in 1950, the RAAF 77 Squadron, equipped the Mustangs, provided much of the initial close-air-support for the United Nations ground forces. Australia also provided a number of squadrons to support the Americans in the Vietnamese War.

Throughout all of these commitments, the RAAF did not neglect its contribution to Europe and the Middle East. RAAF Dakota crews contributed to the Berlin Airlift and an Australian fighter wing operated from Malta 1952-54, in support of the RAF's Mediterranean commitment. RAAF aircraft have been involved in peacekeeping and humanitarian operations in Somalia, Rwanda, Cambodia, Bougainville, Irian Jaya and Papua New Guinea.

Credits: RAAF Web (via the Air Force Adviser at Australia House)

Congdon, P (1987) *Per Ardua ad Astra: A Handbook of the Royal Air Force* Airlife

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

The number of staff now employed at Leeds/Bradford has grown from 766 to 1,500 since 1988. Forecasters predict passenger numbers at LBA are likely to double over the next 15 years meaning further jobs will be created. The figures were given as part of a report highlighting the valuable contribution of the aviation industry to the U.K. economy. Tony Cairns, Chairman for the airport board of directors said "This confirms the massive contribution that aviation is making to the U.K. economy and this is mirrored by the contribution Leeds/Bradford makes to the Yorkshire region".

Passenger statistics for October have been released. The total number of passengers increased by 3.4% to a total of 145,216. Of this total, charter flights accounted for 60,048 against 57,082 for the same month last year, which represented an increase of 5.2%. Scheduled service passengers totalled 85,168 and increase of some +3.59%

Performance on particular routes was given as follows

| | | | | | |
|-----------------|-------|--------|------------------|--------|--------|
| Brussels | 9,012 | +23.9% | Amsterdam | 12,244 | +0.1% |
| Paris | 5,052 | -12.9% | Dublin (Ryanair) | 15,717 | +19.4% |
| Dublin (Lingus) | 4,921 | +1.2% | Jersery | 2,287 | +19.3% |
| Glasgow | 3,010 | -4% | Heathrow | 19,334 | +5.4% |
| Edinburgh | 2,012 | +23.9% | | | |

The Edinburgh passenger figure for October represented the highest monthly total for the last 2 1/2 years.

British Midland announced their new name on the 8th November, they will become Bluebird.

KLMuk introduced Fokker 50's on their Amsterdam service on October 31st. Unfortunately they did not use the opportunity to revert to using the flight numbers as call-signs. The flight Number / Callsign ties ups are as follows:-

| | | | | | |
|--------|---------|-------|--------|---------|-------|
| UK2161 | AMS-LBA | UK57Y | UK2160 | LBA-AMS | UK65V |
| UK2163 | AMS-LBA | UK75V | UK2162 | LBA-AMS | UK87Y |
| UK2165 | AMS-LBA | UK97Y | UK2164 | LBA-AMS | UK05V |
| UK2167 | AMS-LBA | UK15V | UK2166 | LBA-AMS | UK37Y |
| UK2169 | AMS-LBA | UK37Y | UK2168 | LBA-AMS | UK45V |
| UK2171 | AMS-LBA | UK55V | UK2170 | LBA-AMS | UK67Y |

AIRPORT NEWS

Belfast City has announced that charter flights to European destinations could soon be a possibility. The airport hopes to open a new terminal by the end of 2000 in planning permission goes through. At the moment Belfast International monopolises the charter flight market, but most U.K. scheduled flights use the City Airport, the major exception been the trunk route from Heathrow.

East Midlands has had 2 runway extensions in the last 4 months. In August the "main drag" was extended from 2280 meters to 2740 meters, then in early November a further 180 meters

was opened. Cargo Manager Bill Blanchard said "This would allow fully laden Boeing 747's to fly to and from the Middle East and U.S. East Coast".

Finningley owners Peel Holdings officially handed a 1,800 page (and I thought I could waffle !!) planning application to Doncaster Council. The £80 million development could create 7,300 jobs over the next 15 years. The developers claim Finningley would offer Trans-Atlantic flights and serve all major European destinations.

Luton officially had its new terminal opened by the queen on November 25th. The £40 million development had been delayed, but has been in use since October 18th.

Manchester has announced it is to install check-in facilities at railway stations within the airports perceived catchment area. The service will be offered at Manchester Piccadilly, Leeds, Liverpool and York stations by the end of next year.

The airline has also announced a new lower pricing policy for airlines who wish to operate new and underserved routes from the airport. The millennium pricing plan will start on January 1st, and see charges drop to £3 per passenger for those routes deemed unserved, compared with the usual charge of £14 per passenger. The cost drops to £6 for an underserved route, but drops to £4 if the airline agrees to serve an unserved route as well.

Ryanair have already taken advantage of the offer and from November 10th boosted its services to Dublin back to former levels. Ryanair also agreed to drop legal action against Manchester following the impounding of one of the airlines aircraft during a charges dispute. Ryanair Sales director, Tim Jeans said "Manchester is the second market, after London – therefore any of our routes are potentially operatable out of Manchester."

British Regional will also take advantage of the new pricing structure launching flights to Lyon and Nice next Summer. Three other carriers, including a "no-frills" and a trans Atlantic airline, are reported to have also expressed interest in Machesters offer.

Manchester Airport business director Bill Savage (name rings a bell !!) said "Manchester Airport is hungry for growth, particularly through the development of a network of services."

Winter overnight closures will take place at both Glasgow and Stansted for runway resurfacing. Glasgow will be closed for various periods between mid-October and March 2000. Stansted will be closed between 22:45 and 06:30 hours every night from 9th January to 15th April 2000.

AIRLINE NEWS

Aer Lingus have announced that Stansted flights will be dropped commencing in January, following the launch of a new Gatwick service. The Irish carrier also commenced flight into London City at the beginning of November

Air Holland have been in discussions with a number of companies regarding takeover. These include **Easyjet** and The Thompson Group.

Aviaco and **Iberia** were formally merged on the 1st September. Aviaco aircraft will be repainted in Iberia colours as maintenance is carried out, but the Aviaco titles have already been removed from the fleet and replaced with the National carriers titles.

Bond Helicopters and **British International Helicopters** hope to operate under the name of Scotia Helicopter Services. Both companies are owned by Canadian Helicopters, after they bought Bond from Helikopter Service of Norway. Already titles have been removed from both companies helicopters.

British Airways announced its first half profits tumbled by nearly 40% to pre tax profits of £240 million, and B.A. is expected for the full year to do little better than break even. The company reported fierce competition on North Atlantic routes as the major reason for the reduced profit.

Chief Executive also had other problems in early November as Lufthansa announced its purchase of 20% of British Midland from S.A.S. (see below)

The airline has also announced an order for up to 24 A.318's , which the industry is viewing as a huge blow to Boeing who had pinned hopes on a B.A. order for the Boeing 717. It is believed the main reasons for the decision was the wish to keep the fleet common with B.A.'s previously placed order for Airbus equipment, and the fact that the '717 has no rear door, leading to loading and unloading congestion around the front door, which would lead to longer turn around times. B.A. was also understood to be concerned that the '717 is a McDonnell-Douglas design rather than a true Boeing product, in the airlines opinion this will have a lower re-sale value and consequent higher running costs.

British Airways Regional received it's first Airbus A.319, G-EUPA, at Birmingham on the 6th October. The aircraft entered service the next day, operating a Birmingham to Glasgow flight. The aircraft, along with a further two, which should have been delivered by now, will be used on services from Birmingham to Glasgow, Hanover, Frankfurt, Dusseldorf and Paris.

British Midland has seen 20% of its shareholding purchased by Lufthansa for £90 million. Lufthansa have purchased ¼ of S.A.S.' 40% share holding. British Midland also announced it is joining the Star Alliance , led by Lufthansa and United Airlines.

This has ruffled the feathers of British Airways Chief Executive, who had just announced a 40% reduction in profits (don't you have those weeks too ?). My Ayling said he would respond to the announcement by asking the European Commission and the U.K. Government to take action against Lufthansa's "unfairly dominant" position at Frankfurt Airport. "That's a market where they've excluded competitors" Mr Ayling said. He also said he would demand Brussels punish Lufthansa and other airlines for their sales techniques, as it had done to B.A.

British World Airlines have placed a letter of intent for two Boeing 737-300's for delivery in the 1st and 2nd quarter of 2000. It plans to take a further four examples , two in 2001 and two in 2002

Buzz have commenced advertising their fare structure . Returns from Stansted to Paris, Lyon, Berlin Dusseldorf, Frankfurt or Milan start at £60, Vienna starts at £100. All seven services commence of January 4th. The colour scheme is what as I can best describe as a "Custard Yellow" fuselage, with deep purple wings and engines. The tail features a purple and lime green sunflower.....nice !!!!!

Eastern Airways have leased two further Jetstreams, brining the total to 5. From it's Humberside base the airline now flies to Aberdeen, Norwich and Glasgow.

European Aviation have placed its first Boeing 737-200 into service. This is the first of 13 acquired from SABENA . By next summer the carrier expects to have 4 Boeing 737's in service as well as at least 10 remaining BAC 1-11's.

Flightline has taken on 100 staff from failed Debonair. Flightline will take over routes operated on behalf of Swissair from Zurich to Turin, Venice and Bologna.

Jersey European have taken delivery of their first Dash 8. The total order is for 15. G-JEDA & B are only leased to J.E.A. from Bombardier while their own aircraft were delivered.

Lauda Air entered their newest Boeing 767 into service in rather a novel way. The aircraft flew round the world between 30th August and 11th September, with Niki Lauda personally in command. The flight had 100 passengers on board which had won a German Newspaper competition. The flight originated in Frankfurt and called at Bangkok, Sydney, Honolulu and Los Angeles before returning to Frankfurt.

Pam-American named one of it's Boeing 727's "Clipper Portsmouth" in a ceremony on the 28th September. The significance of the name is that Portsmouth Pease International Tradeport is the new headquarters of the airline. It's first schedule service since February 1998 was on the 7th October, from Portsmouth to Orlando/Sanford.

Interestingly enough this is Sanford's 1st schedule service, despite handling 1.2 million international charter passengers in 1998.

Suckling Airways has become **Scot Airways** following a cash injection by Scottish Millionaires Brian Souter and Ann Gloag. The airline will retain the "sa" logo, but the colour scheme will be white fuselage, with a red tail with black cheque pattern. The "o" in the Scot Airways logo will be a circular Scottish flag, with the type face remaining as that of Suckling.

Brian Souter and Ann Gloag are brother and sister, famous as founders of Stagecoach, the bus and train operating company, who are also owners of Prestwick Airport.

The airline, which operates 20 flights a day between England and Scotland intends to add new routes, to increase its share of the European market.

U.S. Airways are to introduce A.330's on it's Philadelphia to Gatwick service commencing on 17th June next year.

Virgin Express has opened a new hub at Berlin / Schonefeld, with routes to Brussels, Rome and London. Services to Shannon will follow at a later date.

AIRLINER NEWS

Boeing is looking at the possibility of producing a freighter version of it's Boeing 777 following enquiries by United Airlines. Industry observers estimate a Boeing 777 freighter would have a capacity of about 100 tonnes.

Boeing has also completed it's last Boeing 737 classic fuselage. The aircraft will be a 400 srs destined for delivery to Czech airline CSA in February 2000.

The McDonnell-Douglas MD-10 can be developed as a passenger aircraft following successful certification of the type as a Freighter on behalf of Federal Express.

British Airways rather interestingly has operated a Boeing 747-400 for a week with the port winglet removed. The aircraft (G-BNLR) had its winglet removed following minor damage on the ground. Handling is virtually unaffected, but a 2.5% fuel penalty and a 9.5 tonne Maximum Take-Off weight penalty are both suffered. I wonder how many "in the know" passengers queried the missing winglet with the cabin crew ??

The Boeing 717 entered revenue service of the 14th October. The first aircraft entered service with AirTran Airways on it's Orlando-Atlanta-Dulles-Orlando service. A further Seven '717's are due to be delivered to AirTran before the end of December.

The European Union has agreed to put off the start until at least September 2001 of it's proposed restrictions on hushkitted aircraft following strong protests by U.S. aviation authorities that the restrictions would hurt U.S. airlines and aerospace manufacturers.

Airbus states it now expects to "offer the A.3xx to the market" at the beginning of 2000.

The CAA reported that what it terms "risk-bearing airprox incidents" - near midair collisions - reached an all time low in 1998, 1.2 per 100,000 flight hours by public transport aircraft.

OTHER NEWS

An Air Botswana pilot, grounded because of an undisclosed medical problem, last month killed himself and destroyed most of the airlines fleet. Captain Chris Phatswe, aged 35, took an ATR-42 from the airlines hanger at Sir Seretse Khama airport in Gaborone, circled the city twice, then did loops over the airport before diving into two other parked Air Botswana aircraft on the ground. Phatswe gave controllers enough notice to clear the area of people, but not the planes which were parked on the apron awaiting passengers.

Just room to wish all readers a very merry Christmas, and a marvellous new millennium

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

AIR YORKSHIRE COMMERCIAL CHRISTMAS COMEDY CRACKER



BY DAVID WOOLER

More aviation "funnies" for the festive season

First some LBA related jokes:-

A wife reports that her husband, an airline pilot, often has difficulty locating items around the house. One day he asked where the salt was. Annoyed the wife responded, "How on earth can you find Leeds/Bradford at night, in a blizzard, when you can't find the salt in your own kitchen ??"

"Well darling" He replied, "They don't keep moving Leeds/Bradford around"

Shortly after landing at Leeds/Bradford in his Cessna 150, our hero strolls into the terminal cafeteria for a drink and bite to eat. He finds a seat by the window to keep an eye on the airport comings and goings. Shortly thereafter a striking young lady strolls up and asks to share his table. Naturally he invites her to sit down.

After several minute's of small talk, the woman asks if he is a pilot. He Responds "Why yes I am - I fly a C-150." Knowing next to nothing about aviation, she asks what a C-150 is. The pilot looks out of the window and spots a Hercules taxing across the apron. Pointing to it, he tells his companion, "See that plane over there?, That's a C-130, I fly a C-150!"

Customs & Excise recruit a new person to assist with inbound baggage at Leeds/Bradford. On his first day the officer turns up for work with his own dog. The Head Officer explains that it is Customs & Excise policy, to employee only fully trained dogs. The new recruit remonstrates and explains this is the best sniffer dog ever, he can find anything, and pleads for the dog to be given a chance. "O.K. the first inbound is due, if he finds something he can stay for the day, if not you're both fired" says the Chief.

The first flights baggage comes down the belt. Suddenly the dog leaps at a case, scratches the lid, runs to the chief and licks his left ear. "That's it" says the chief, "it's no good, I'm not having this." - "Hold on" says the new recruit, "left ear, that means that cocaine is in that case". The case is allowed to go through, be collected, and the owner is pulled in the customs hall. Sure enough cocaine is found and the passenger arrested.

The chief then says "O.K. so he got lucky, the second flights baggage will be through in a few minute's, if he finds something, we'll keep him for a week, if not, you're both finished." Sure enough the bags come through. Again the dog scratches a bag, runs to the chief and licks his right ear. The chief says "I can't stand been licked by your dog, you're both fired". "No, No your right ear, that means heroine in

that case " says the new recruit. Again the bag is allowed to continue until collected, and when the passenger is stopped, heroine is found. "I Don't believe it, that's fantastic, the third flight baggage is coming through, if he finds something, you're both on permanent contacts, if not, your fired" says the chief.

The third cases come through, and the dog stands by the belt. Suddenly he shoots into a corner, shivering in fear and does "a pile" on the floor. "That's it" bellows the chief, "he can't leave that mess on the floor, you're both fired, get out now, I never want to see either of you again" "Were off" says the new recruit "But just before we do, I better tell you there's a bomb in that case !!".

The ATIS (Recorded Weather information) at Philadelphia International Airport has become somewhat infamous for ending with – how shall we put it? – "Non standard phraseology." One day, when the weather was awful and departing aircraft were considered lucky if they only experienced a two or three hour flow control delay to their departure, the monotone, computer generated voice went through the usual weather, runway in use etc., and finished up with "not going anywhere for a while? Grab a Snickers bar."

On another day, at the end of the normal information, the mechanical voice could be heard to say "One turn in the hold costs your company \$2000, One go around \$4000, but spending a day with your co-pilot is priceless."

NATCA Voice is the newsletter of the American National Air Traffic Controller Association. One article features some actual transmissions by Chicago O' Hare Air Traffic Control

"Expect lower at the end of this transmission"

"Citation 123, if you quit calling me centre, I'll quit calling you twin Cessna"

"About three miles ahead, you've got traffic 12 O'clock, five miles"

"If you hear me, traffic no longer a factor"

You got him on TCAS?, great. When you're number seven in traffic, resume normal speed and call Chicago Centre 120.12."

"You're going to have to key the mic., I can't see you when you nod you're head."

"Put an "E" on your compass, and get out of my airspace"

"Don't anybody maintain anything"

"Caution wake turbulence, you're following a heavy 12 o'clock, three.....no let's make it five miles."

"Climb like you're life depends on it.....because it does"

"If you want more room, Captain, push your seat back"

"For radar identification, throw your jumpseat rider out the window"

"Air Force One, I told you to expedite!! "

"Listen up Gentlemen, or something's gonna happen that non of us wants to see"

"Leave five on the glide, have a nice ride, tower inside, twenty six decimal nine... see ya"

"Air Wisconsin Three-Thirty-Five, caution wake turbulence, there is an Air Wisconsin Three-Forty-Five on the frequency."

"I don't mind altitude separation, as long as they are not on top of each other."

"We were told Runway 9 for landing...we'll take out the Runway 14 Right approach plate."

"Captain you've got six miles to take it out....have a ball"

"I can see the country club below.....looks like a lot of controllers out there !"

"Yes Sir, there is.....and they're caddying for DC-10 drivers like you"

My award for the 1999 statement of the year goes to "A Britannia spokesman". In a report in *The Independent* the day after the Boeing 757 skidded off the runway at Gerona, the spokesman said "At no time were the passengers in danger, although it must have been an unusual experience for them" Pictures accompanying the same article showed the aircraft, it's fuselage clearly broken into three pieces, and survivor accounts of how wires were hanging from the ceiling and an over whelming smell of leaking fuel !!!

Southwest Airlines crews in the United States have somewhat of a reputation for having fun. One enthusiast on the internet recently posted his experiences on a flight from Los Angeles to Las Vegas via Omaha.

The enthusiast comments "everything you've heard about Southwest is true! The flight deck crew were mad, the cabin crew were worse. At one point in the flight they had all the passengers introducing themselves to the person sat next to them."

Then there was the infamous cabin announcements.

Just before we touched down at Omaha the Captain announced they would be on the ground at Omaha "Just long enough to ask directions to Las Vegas !!"

Other announcements were:-

"We normally ask you to sit back and relax, but I want you to lean forward and be real tense."

"Pull the mask down to your face and breath as normally as possible under the circumstances"

"the bag may not inflate, in fact it never does and we don't know why "

Finally still unsure what you are going to receive for Christmas. Looking to drop a hint to your spouse for that perfect Christmas gift ? Try leaving the latest Neiman Marcus Christmas Catalogue open at the page offering a Boeing Business Jet as the ultimate adult toy. The BBJ starts at only \$35,250,000 – check your credit card limit before ordering !!

ELVINGTON AIR SPECTACULAR 1999

For the second year running the Elvington Air Spectacular over the August Bank Holiday weekend was blessed with good flying weather. For some time the Committee had been considering how to improve the format, and eventually it was decided to change from that previously used. This year the full-size display section of the show took place over the afternoons of the Sunday and Monday, with the mornings and the Saturday being devoted solely to the large models.

For the first time we had operational RAF strike aircraft based at the airfield for the full weekend, and that was a major leap forward as far as organization, was concerned. To my knowledge it was the first time the RAF operated their top-line aircraft from what is effectively a 'disused' aerodrome. The aircraft concerned were the Tornado GR1s and Jaguars of 15 and 16 Squadrons respectively, and the Harrier GR7s of 20 Squadron. We had to provide extra strict security for those aircraft, in addition to bringing in a considerably improved infrastructure, and refueling capability.

In addition, after much hard work behind the scenes by Col. Robert Nicaise, the former pilot of the Free French Squadrons based at Elvington during the War, we were treated to displays by a French Air Force C160 Transall aircraft. Another first for Elvington, because as far as I am aware, a French Transall has never displayed at a UK Airshow before. The aircraft almost failed to arrive, as there were technical problems at its base in France, and the machine had to be changed at the last minute. The late arrival on the Saturday evening took place just as the sun was setting at 8 o'clock, as we were preparing to line the runway with cars to provide a simple form of runway lighting! Other highlights of the full-size show were the first visit to Elvington of a USAAC P-47 Thunderbolt, and P-40M Kittyhawk from the Fighter Collection at Duxford, and a reminder of the RAF in the 50s and 60s with displays by a Vampire T11, and Canberra B2, WK163, the latter being a record holder as it captured the world altitude record in August 1958 reaching an altitude of 70,310ft. The Canberra was one of two record holders at the show as Colin Fallows' "Prime-Time Team" and his British land speed record-holding jet car also provided some thrills. It had been planned to race the car on the Monday, with one of the Stearmans of the Utterly Butterly Barnstorming Team, but the wind was against us. Claire Frisby, the BBC TV presenter, had bravely volunteered to go up on the wing again for the race, but instead, she was 'treated' to her first Wingwalking Roll, and this year she undid the frame latches of the special rolling-rig on the top wing and did some aerial rolls of her own as the aircraft roared past the crowd, a brave lady indeed, and rather her than me!

The model content this year was as good as ever, with the Ghost Squadron thrilling us with their amazing gas turbine powered Messerschmitt 262. Steve Holland's lovely half size DeHavilland DH 88 Comet drew gasps of surprise at its size and performance. The cost of construction was almost the same as the full-size original built in 1933. Bringing a lump to the throat of many Yorkshiremen was the sight of a Blackburn Beverly in Yorkshire skies, in the form of a beautiful 1/9 scale model brought up from Devon by Gordon Nichols, and Ian Turney-White produced another magnificent WW1 model in the form of a 1/2 scale French Nieuport 28 Scout. It had the biggest model engine at the show, a 342cc twin cylinder petrol engine from a target drone. The WW1 team from Lancashire gave us all the atmosphere of the Western Front in 1915 with a total of 10 WW1 fighters dogfighting together. There were so many really good models, almost too many to list here, but I must make mention of John Deacon's, superb 1/6 scale B-24 Liberator, Dr. Gordon Mitchell's Bristol Beaufighter, and Fred Jackson's Curtiss Helldiver US Navy dive-bomber.

To many however the highlight of the weekend, notwithstanding the appearance of the Red Arrows on the Sunday, or the Battle of Britain Memorial Flight's Lancaster and Spitfire, was the special formation we put together on the Monday. This had taken the full-size team over six months to organise, from when it became just an idea. We had the rare experience of a WW1 Sopwith Triplane replica in the display, and I thought it would be a good idea to try and bring a special formation together to salute the "Hawker Dynasty". With the co-operation of Harrier Pilot, F/Lt. Dan Johnson, and his 'bosses' at Strike Command, we put together a special "Salute to Hawkers", with the Sopwith flying down the runway, followed by the Harrier in formation with Steve Noujaim in the Hawker Sea Fury of Paul Morgan, and Alan Wade in the Hurricane of local businessman, Rob Fleming. It provided a memorable moment, which was again another first for Elvington, and the British Airshow scene.

The Royal Navy was once again present with their Swordfish, this year it was LS326, "City of Liverpool", which made this "scouser" very proud and gave me the opportunity to tease my colleague Dave Tappin on the microphone. During the Swordfish display, we were honoured to have in the commentary position, Lt. Cdr. Dennis Welham, the last survivor of one of the Navy's greatest historical events, the Battle of Taranto. Other aircraft in the display were our friends from Real Aeroplane Company at Brighton, with "Taffy" bringing his Spitfire XI as well as the Hurricane, and as a bonus they also flew in their newly acquired Ryan PT22 "Recruit", and a Nanchang C6A Chinese trainer. Also from Brighton was the US Navy marked Harvard of John Zemlik, this year sponsored by Air Supply. From Sherburn in Elmet came Bob Heilds in the Bell 47 Helicopter, (memories of Saturday morning TV and "Whirlybirds"). For those wishing to try a helicopter for themselves, Capt. Peter Scott provided joyrides all weekend in his Bell Jetranger.

This year's Elvington marked a great improvement in the display to the public, and with the co-operation of the RAF being better than ever before, I can see the display improving even more in the future. I could not complete this article without expressing thanks, on behalf of the Organising Committee, to all those who gave up their weekend to make the show such a success for the paying public; there are so many who give up their time to make the Elvington Air Show the success, and unique event it has become. Let us hope that the airfield will be there for us to take the Elvington Air Spectacular into the next millenium, as a continuing highlight in the events calendar of Yorkshire.

NEWS FROM YORKSHIRE AIR MUSEUM

At the end of October Yorkshire Air Museum managed to obtain ownership of the Wright Flyer Replica, currently well known to all "Loiners" as the centrepiece of the decorations at the Corn Exchange Building in the City centre. In four years time this aircraft will be of great significance, as it will be the only "operable" Wright in Europe, at the hundredth anniversary of manned-powered flight.

The aircraft was built in the sixties by staff at RAF Finningley, and exhibited at their annual airshows, before being acquired by the owners of the Corn Exchange. The plans from which was built were those drawn up by the De Havilland Apprentices in 1946, when they built the replica currently in the Science Museum, after the U.S. Government had requested the return of the Original 1903 Wright then on display in London. A recent visitor to Air Supply was Wetherby man, Mr. C.H.Martin, C.Eng., F.R.Ae.S., F.B.I.S., who was one of those apprentices, and he has pledged his help with the project.

The Plan is that the aircraft, which was obtained with generous help from two of the Museum's sponsors, will be temporarily stored at Alan Braim's facility at Drifffield, and a new operating engine will be built, to replace the non-operable replica. It is planned that the aircraft should be taxable in time for the Anniversary. It will be unique, and a great attraction for Yorkshire, the county in which manned-controlled flight was born, over 150 years ago.

Ken Cothliff



RUMOUR BOARD

BY HARRY MORROW



LEEDS/BRADFORD

AIR YORKSHIRE TIMETABLE You should have enclosed a timetable update page, if you do not have one I will carry spares with me, you can usually catch me around the Aero Club most days. Except when I am not there of course. We still have a few timetables left for sale so come on buy your Granny one for Christmas.

BRITISH MIDLAND Are said to be bringing back the Fokker 70 on the Paris CDG service and moving the EMB145 onto the Edinburgh service. Also Lufthansa have bought into BM via SAS and Midland are rumoured to given a new name take your pick from the following which have appeared on several internet sites : BRITISH LION / BRITISH INTERNATIONAL AIRWAYS / BLUEBIRD.

KLM SHOPPING TRIP The annual shopping trip to Leeds by some Dutch shopping enthusiasts will take place on 11th December 1999 this time the aircraft will be a KLM Fokker 70 arriving at 09:00 and departing at 18:00.

LUFC IN EUROPE Another Moscow team to play LUFC so don't expect anything in from Russia here, rumours are already going around Moscow about us.

MARK ELLIOTT The biggest rumour of the month is surrounding the AY secretary Mark Elliott, some body mentioned he had gone solo do they mean he has left home, congratulations Mark well done.

SABENA Due to the increase in passengers using Brussels as a hub instead of Amsterdam, Sabena will be using the RJ100 on certain flights.

SUMMER 2000 @ Lbia

AIRTOURS Have added a Tenerife flight on a Friday afternoon times are TBA, also the aircraft type to be based next year will be a Airbus A.321.

BRITANNIA / TRANSAER Contary to a previous posting about Britannia a 737-800 being based at Lbia this should of course be wrong Britannia were supposed to have signed a three year deal with Transaer so we should see the Airbus A.320 doing the Thompson charters next summer again.

MANCHESTER

AIR MALDIVES Will not now commence there service until early December.

AMERICAN AIRLINES Have now ceased their daily Dallas service, owing to the shortfall in passengers there are no plans at the moment for it to return next year.

CARGOLUX From November has rescheduled the timings on their LUK-MAN-SEA service CLX772 arrives 15:00, departs 17:45. The return flight CLX773 will no longer route through MAN.

LTU Will operate a Airbus A.330 charter flight on Sunday 19th December.

POLAR AIR CARGO Have cancelled all remaining slots for the winter.

SWISSAIR From November Swissair will reduce their Zurich service's to 2 x daily in the winter season, both flights being operated by Flightline BAE 146 equipment. SWR5772 arrives 11:05, departs 15:15 and SWR5770 arrives 21:15 night stops and departs 06:35.

VIRGIN ATLANTIC Have reserved their route license application for services from MAN to New York JFK and Newark.

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise CREDITS TO THE FOLLOWING LBA SPOTTERS / TAS / LEEMING AVIATION GROUP / AVIATION DATABASES 99 / S.DOBSON / GEOFF / VARIOUS WEB PAGES

'DOWN UNDER' FOR THE HOLIDAY OF A LIFETIME

By Alan Tempest

An advert in a national newspaper recently proclaimed, "Go to sunny Disney World, Florida, for the holiday of a lifetime" - - - I think not. For this it must be the Southern Hemisphere and Australia for the true meaning of "lifetime."

This was to be "the holiday" I will never stop talking about. Thrilling, adventurous, educational, spectacular, absorbing, the adjectives could go on and on - - - but for me it was all this and something else. As the American classic pop song of the 60's says: Trains, boats and planes (and trams) our Australian tour had all this and much more. But if I can relate my enthusiasm and delight of this 16 - day tour on two pages in the Air Yorkshire magazine it will certainly be an achievement!!

It all started at Manchester, where we flew down on the BA 757 "shuttle" (G-BPEE) to meet up with our Qantas Airways connecting flight at Heathrow. Later, as I looked out of the departure lounge window I could see our 747 was not going to be on time as fitters were "tooling up" to change a wing leading edge panel (something I have had to do on many occasions) because some baggage handler had "walloped" it with a set of ladders! Consequently a 3-hour delay ensued to Qantas flight QF01 by Boeing 747 "City of Darwin" (VH-OJH).

The first leg was to Singapore for a two-day stop-over. We then reconnected with flight QF01 "City of Adelaide" (VH-OJE) to Melbourne.

Literature on the aircraft gave me an insight into Australian history I had never heard about. Their culture goes back far longer than the 200 years of white dominance, evidence of the Aboriginal legends extend to 40,000 years. We all know Captain Cook discovered the south-east coast of Australia for the British and later the Government of the day started disposing of its unwanted villains and felons to this "new world" but I didn't know that before that the British outrageously sent its "unwanted" to American colonies before the 1776 revolution!!

Landing at Melbourne airport on a beautiful, warm, sunny morning we were taken on an "orientation" tour by luxury coach. The city sprawls around a bay and the muddy Yarra River. It is a very green metropolis with many parks and wonderful views. Trams abounded and we had to "duck and dive" past these iron monsters, continuously.

English-style, 19th-century architecture was everywhere and in the city centre the old shop buildings, which were very colonial, reminded me of department stores like Marshall and Snelgrove in Leeds or Brown Muff's in Bradford. This made us feel one could have been in Britain, but then the skyscrapers, Test cricket ground, grand waterfront establishments and the suburbs were all very modern.

Having arrived during the Melbourne Cup celebrations the city became quiet, so sightseeing (by tram — free) was easy. At Melbourne's old grim, bluestone, English-style gaol (based on Pentonville), it's chilling interior summed up the harshness of punishment at the time. The iron mask and plates used by the notorious Ned Kelly were displayed and we were told of his life on the run and subsequent hanging.

After three days in Melbourne, we boarded a luxury, air-conditioned coach for the second part of our "Australian Extravaganza."

At a leisurely pace we meandered the Great Ocean Coast Highway. Stops were made at the amazing 12 Apostles, Wollalong and Port Fairley with its 19th-century architecture, which was like walking onto a period film set. As dusk approached we entered Mount Gambier and visited a huge crater with its unnatural blue waters, being the site of Australia's last volcanic eruption.

Next day our tour continued north. The scenery started to change dramatically, now much greener. Crossing the "Mighty Murray" river (which runs 2,600km), we were told it divides Victoria and New South Wales. Later, as we entered Adelaide it was decided to have a "city orientation tour" at - 5 p.m.!

Mapped out in 1836 (and still adhered to this day) by an English Colonel, William Light. Wonderfully clean and green, where parks abound the whole central conurbation. Part of the bus system was "clever" and ran on bus-only concrete plinths, not roads.

The following day we went by "small bus" on 'narrow roads' to the Adelaide Hills/Mount Lofty region and viewed the city and coastal plains. One could see what the Colonel's 1836 plans had created.

On scenic roads through the "Hills", we reached a Bavarian-type town called Hahndorf. A German toy shop owner told me all the German male inhabitants were interned during WW2 as would-be spies!!

Disappointed at leaving Adelaide, we headed for the airport and our first internal flight by Qantas 737 (VH-TJE) to Alice Springs. The heat that greeted us was unbelievable, but we had been warned. This was the arid, desert centre of Oz. Surrounded by hills, with only three roads and a rail link, "Alice" is not a pretty town (Anzac Hill being its centre) but fascinating as our "orientation" tour later showed.

The hotel was 5-star (3 pools) so we relaxed before a special night out. In the dusk's eerie light we venture by coach 18 miles to a very isolated cattle ranch. We listened to stories of the Aborigines and sang old Aussie songs, as a meal was prepared by "cowboys". As we watched, forked lightning illuminate a blackened sky, we ate unbelievable steaks in the warm ambience of the ranch. Before boarding our coach the "boss man" doused all light source, and the tour party was given a talk on the incredible "sky at night", Here in the Southern Hemisphere, stars and the galaxies are so much brighter and clearer.

An early start was required for our 284 mile drive to Ayers Rock. Crossing the Todd River outside "Alice", which was in full flow (something locals may see only three occasions in their lifetimes). Mile-after-mile we travelled seeing nothing but maybe another coach or a desert "road train". Approaching, the magnificent great red monolith of Ayers Rock, which stood majestic and proud, we were told the "Rock" and surrounding area had been recently given back to the Aboriginal Trust, as sacred land, so the great number of first-class hotels have been moved back a respectable distance to make a new village "complex".

In the evening, we returned and drank champagne and watched the sun on the "Rock" changing its colour many times as it set, Truly a once-in-a-lifetime experience. (On a personal note, hundreds of tourists watching this phenomenon, sang, on my 65th, "Happy Birthday . . .").

To complete an impressive time here, an early morning flight by a Cessna Stationair 207 (VH-VAA) around the area of the "Rock" and the "Olgas" (little known about) completed our stay. We boarded an afternoon flight by Qantas BAe 146 to Cairns (Queensland).

In an area of tropical rain forests, the atmosphere was "muggy and damp" on landing. Cairns appears very laid-back and has a very colourful past, populated by Aborigines, railway navvies, goldminers and many Chinese immigrants. Much of this area had a great military presence during WW2 as it was assumed the Japanese would attack this northern coastline. The Americans also envisaged using it for a "springboard", so there are many old airstrips and crashed aircraft in the forests.

On the second day of our stay in Cairns, a luxury boat trip to the Great Barrier Reef was planned. Often called the "Eighth Wonder of the World" it is Australia's biggest tourist attraction. Some 25 miles from the mainland (which came as a surprise), we bobbed and weaved our way through warm, blue clear waters, to a moored pontoon at Green Island. There, swimming and snorkelling, with the exotic fish was encouraged, others just watched through the catamaran's glass panels.

On the last day in Cairns we boarded an early morning train for a very spectacular 30-mile Journey through the awesome rain forests to Kuanda. With wartime coaches but diesel-electric motive power, I lost count the tunnels and trestle bridges we traversed on our way to the top. A two-hour browse at the many tourist shops and then it was down by a newly-built 6-mile cable car, back to Cairns to be met by our tour director and whisked off to the airport and our flight to Sydney.

Approaching Sydney International, the pilot of Qantas 767 (VH-OGC) informed passengers of his intending turn and sweep round Sydney Harbour and Botany Bay. The airport was very busy but it wasn't long before we were taken for the last three days of the tour to the Ibis Hotel at Darling Harbour. The views of the city sky-line were unbelievable.

The remaining days went by with ease as we saw much of the city's attractions, including the Harbour Bridge and Opera house, city tour, monorail rides, Hawkesbury River exploration, Bondi Beach (disappointing), koala/kangaroo park, the Olympic Stadium and much, much more.

As D-day approached, I sat and reflected on this magnificent tour and the Australian people we had met, who could be summed up with a notice sighted in an hotel foyer: "Neat, casual dress - - - or buggor orff!"

We boarded Qantas Boeing 747 "Wunula Dreaming" (VH-OJK) on our penultimate leg, reflecting that this had been a "Holiday of a lifetime."

AIRLINER WRITE OFF'S

Compiled By : Harry Morrow

This section is to run alternate month's with my Air News section, These are facts extracted from my database AVDB99 and show the recorded data on Airliner write off's which include total number built upto 10/11/99.

If anyone requires write off details of any Airliner please feel free to contact me via the contact address at the end of this section.

| AIRCRAFT TYPE | NO. BUILT | RECORDED WRITE OFF'S | ACTUAL WRITE OFF'S | PERCENTAGE | FATALITIES |
|---------------------------|-----------|----------------------|--------------------|------------|------------|
| AERITALIA G222 | 102 | 4 | 7 | 6.86% | 12 |
| AERO SPACELINES GUPPY | 8 | 1 | 1 | 12.50% | 4 |
| AEROSPATIALE/VFW TRANSALL | 213 | 2 | 10 | 4.69% | 6 |
| AIRBUS A300 | 491 | 17 | 17 | 3.46% | 1163 |
| AIRBUS A310 | 262 | 5 | 5 | 1.91% | 350 |
| AIRBUS A320 | 835 | 6 | 6 | 0.72% | 184 |
| AIRBUS A330 | 179 | 1 | 1 | 0.56% | 7 |
| AIRBUS A340 | 193 | 1 | 1 | 0.52% | 0 |
| AIRSPPEED AS57 AMBASSADOR | 23 | 4 | 6 | 26.09% | 29 |
| ANTONOV 8 | 37 | 0 | 5 | 13.51% | 0 |
| ANTONOV 12 | 216 | 3 | 8 | 3.70% | 21 |
| ANTONOV 24 | 525 | 1 | 1 | 0.19% | 55 |
| ANTONOV 26 | 327 | 1 | 1 | 0.31% | 2 |
| ANTONOV 32 | 83 | 3 | 6 | 7.23% | 44 |
| ANTONOV 72 | 16 | 0 | 1 | 6.25% | 0 |
| ANTONOV 74 | 41 | 3 | 3 | 7.32% | 13 |
| ANTONOV 124 RUSLAN | 46 | 5 | 4 | 8.70% | 75 |
| ARGOSY | 73 | 12 | 12 | 16.44% | 13 |
| ATL98 CARVAIR | 21 | 7 | 7 | 33.33% | 11 |
| ATR-42 | 364 | 10 | 10 | 2.75% | 107 |
| ATR-72 | 242 | 3 | 3 | 1.24% | 72 |
| AVRO 685 YORK | 257 | 11 | 90 | 35.02% | 67 |
| AVRO 688/9 TUDOR | 32 | 7 | 7 | 21.88% | 149 |
| BAC 1-11 | 235 | 26 | 26 | 11.06% | 297 |
| BAE 146 | 371 | 5 | 5 | 1.35% | 158 |
| BAE 748 | 344 | 75 | 76 | 22.09% | 770 |
| BAE 748 ANDOVER | 37 | 2 | 2 | 5.41% | 4 |
| BAE ATP | 69 | 1 | 1 | 1.45% | 15 |
| BAE JETSTREAM | 67 | 5 | 6 | 8.96% | 26 |
| BAE JETSTREAM 31/32 | 386 | 15 | 15 | 3.89% | 51 |

AIRLINER WRITE OFF'S CONTINUED

| AIRCRAFT TYPE | NO. BUILT | RECORDED WRITE OFF'S | ACTUAL WRITE OFF'S | PERCENTAGE | FATALITIES |
|--------------------------|-----------|-------------------------|-----------------------|------------|------------|
| BAE JETSTREAM 41 | 106 | 1 | 1 | 0.94% | 5 |
| BEECHCRAFT 1900 | 623 | 11 | 12 | 1.93% | 109 |
| BEECHCRAFT 99 | 240 | 40 | 40 | 16.67% | 157 |
| BN2 ISLANDER/TRISLANDER | 1264 | 17 | 335 | 26.50% | 63 |
| BOEING 377 STRATOCRUISER | 942 | 11 | 11 | 1.17% | 135 |
| BOEING 707 | 1677 | 186 | 223 | 13.30% | 3572 |
| BOEING 720 | 154 | 23 | 23 | 14.94% | 257 |
| BOEING 727 | 1832 | 75 | 85 | 4.64% | 3802 |
| BOEING 737 | 3137 | 92 | 93 | 2.96% | 2676 |
| BOEING 747 | 1256 | 30 | 31 | 2.47% | 3066 |
| BOEING 757 | 918 | 5 | 5 | 0.54% | 466 |
| BOEING 767 | 788 | 6 | 6 | 0.76% | 567 |
| BRISTOL B170 FREIGHTER | 214 | 24 | 67 | 31.31% | 277 |
| BRISTOL B175 BRITANNIA | 85 | 9 | 14 | 16.47% | 365 |
| CANADAIR ARGONAUT | 71 | 6 | 21 | 29.58% | 216 |
| CANADAIR CL-215 | 125 | 4 | 22 | 17.60% | 9 |
| CANADAIR CL-415 | 35 | 0 | 1 | 2.86% | 0 |
| CANADAIR CL-44 | 39 | 9 | 16 | 41.03% | 41 |
| CANADAIR CL-66B | 10 | 0 | 1 | 10.00% | 0 |
| CANADAIR REGIONAL JET | 351 | 2 | 2 | 0.57% | 3 |
| CASA 212 | 463 | 37 | 53 | 11.45% | 371 |
| CASA 235 | 189 | 2 | 3 | 1.59% | 31 |
| CESSNA 208 CARAVAN | 315 | 9 | 23 | 7.30% | 10 |
| CESSNA 208B CARAVAN | 761 | 16 | 28 | 3.68% | 31 |
| CONVAIR 240 | 522 | 38 | 82 | 15.71% | 303 |
| CONVAIR 300 | 7 | 1 | 2 | 28.57% | 6 |
| CONVAIR 340 | 39 | 9 | 17 | 43.59% | 148 |
| CONVAIR 440 | 227 | 29 | 34 | 14.98% | 290 |
| CONVAIR 580 | 164 | 14 | 21 | 12.80% | 190 |
| CONVAIR 600 | 38 | 2 | 3 | 7.89% | 11 |
| CONVAIR 640 | 27 | 4 | 6 | 22.22% | 35 |
| CONVAIR 880 | 65 | 17 | 17 | 26.15% | 171 |
| CONVAIR 990 | 37 | 11 | 11 | 29.73% | 240 |
| DH106 COMET | 114 | 27 | 27 | 23.68% | 492 |
| DH114 HERON | 136 | 18 | 38 | 27.94% | 167 |
| DHC-4 CARIBOU | 307 | 8 | 45 | 14.66% | 64 |
| DHC-5 BUFFALO | 127 | 7 | 21 | 16.54% | 127 |

AIRLINER WRITE OFF'S CONTINUED

| AIRCRAFT TYPE | NO. BUILT | RECORDED WRITE OFF'S | ACTUAL WRITE OFF'S | PERCENTAGE | FATALITIES |
|----------------------------|-----------|-------------------------|-----------------------|------------|------------|
| DHC-6 TWIN OTTER | 844 | 146 | 203 | 24.05% | 953 |
| DHC-7 | 113 | 4 | 4 | 3.54% | 68 |
| DHC-8 | 560 | 3 | 4 | 0.71% | 46 |
| DORNIER 228 | 269 | 18 | 23 | 8.55% | 110 |
| DORNIER 328 | 120 | 1 | 1 | 0.83% | 4 |
| DOUGLAS C-133 CARGOMASTER | 50 | 0 | 11 | 22.00% | 0 |
| DOUGLAS DC- 3 | 8193 | 229 | 899 | 10.97% | 1762 |
| DOUGLAS DC- 4 | 784 | 136 | 230 | 29.34% | 2454 |
| DOUGLAS DC- 6 | 704 | 96 | 168 | 23.86% | 1754 |
| DOUGLAS DC- 7 | 338 | 33 | 74 | 21.89% | 726 |
| DOUGLAS DC- 8 | 556 | 70 | 81 | 14.57% | 2329 |
| DOUGLAS DC- 9 | 2285 | 96 | 97 | 4.25% | 2505 |
| DOUGLAS DC-10 | 446 | 18 | 23 | 5.16% | 1426 |
| EMBRAER EMB110 BANDEIRANTE | 500 | 51 | 72 | 14.40% | 440 |
| EMBRAER EMB120 BRASILIA | 351 | 11 | 11 | 3.13% | 97 |
| EMBRAER EMB145 | 180 | 2 | 2 | 1.11% | 0 |
| FAIRCHILD C-123 PROVIDER | 310 | 0 | 2 | 0.65% | 0 |
| FAIRCHILD F27 | 129 | 20 | 35 | 27.13% | 353 |
| FAIRCHILD FH227 | 78 | 17 | 20 | 25.64% | 320 |
| FOKKER 100 | 279 | 4 | 3 | 1.08% | 179 |
| FOKKER 27 | 584 | 113 | 145 | 24.83% | 1395 |
| FOKKER 28 | 243 | 33 | 35 | 14.40% | 729 |
| FOKKER 50 | 215 | 1 | 1 | 0.47% | 34 |
| GAF NOMAD | 172 | 11 | 20 | 11.63% | 29 |
| HANDLEY PAGE HERMES | 29 | 6 | 12 | 41.38% | 20 |
| HPR7 HERALD | 50 | 13 | 15 | 30.00% | 166 |
| HS. 121 TRIDENT | 117 | 9 | 18 | 15.38% | 224 |
| IAI ARAVA | 95 | 6 | 15 | 15.79% | 35 |
| ILYUSHIN 18 | 89 | 0 | 6 | 6.74% | 0 |
| ILYUSHIN 62 | 283 | 1 | 18 | 6.36% | 0 |
| ILYUSHIN 76 | 391 | 1 | 6 | 1.53% | 0 |
| ILYUSHIN 86 | 96 | 0 | 1 | 1.04% | 0 |
| JUNKERS JU52 | 54 | 6 | 6 | 11.11% | 37 |
| LET 410 | 403 | 3 | 6 | 1.49% | 4 |
| LOCKHEED 100 HERCULES | 2278 | 73 | 275 | 12.07% | 795 |
| LOCKHEED CONSTELLATION | 810 | 82 | 174 | 21.48% | 1721 |
| LOCKHEED L1011 TRISTAR | 250 | 7 | 8 | 3.20% | 550 |

AIRLINER WRITE OFF'S

CONTINUED

| AIRCRAFT TYPE | NO. BUILT | RECORDED WRITE OFF'S | ACTUAL WRITE OFF'S | PERCENTAGE | FATALITIES |
|---------------------------|-----------|----------------------|--------------------|------------|------------|
| LOCKHEED L188 ELECTRA | 170 | 53 | 55 | 32.35% | 1033 |
| LOCKHEED P-3 ORION | 752 | 10 | 45 | 5.98% | 36 |
| LOCKHEED STARLINER | 44 | 3 | 10 | 22.73% | 163 |
| MARTIN M202* | 45 | 9 | 12 | 26.67% | 163 |
| MARTIN M404 | 104 | 12 | 26 | 25.00% | 96 |
| MCD MD-11 | 200 | 5 | 5 | 2.50% | 235 |
| MILES MARATHON | 43 | 0 | 11 | 25.58% | 0 |
| NAMC YS-11 | 182 | 14 | 20 | 10.99% | 254 |
| NORD 2501 NORATLAS | 213 | 0 | 29 | 13.62% | 0 |
| NORD 262 FREGATE | 102 | 9 | 13 | 12.75% | 98 |
| NORD 298 MOHAWK | 9 | 1 | 1 | 11.11% | 2 |
| SA TWIN PIONEER | 87 | 15 | 34 | 39.08% | 25 |
| SAAB 2000 | 64 | 1 | 1 | 1.56% | 0 |
| SAAB 340 | 461 | 4 | 5 | 1.08% | 16 |
| SAAB SCANDIA | 18 | 3 | 5 | 27.78% | 64 |
| SAUNDERS ST27 | 14 | 1 | 1 | 7.14% | 0 |
| SE.210 CARAVELLE | 282 | 57 | 61 | 21.63% | 1321 |
| SHORT SC7 SKYVAN | 149 | 25 | 35 | 23.49% | 96 |
| SHORT SD330 | 140 | 9 | 14 | 10.00% | 37 |
| SHORT SD360 | 166 | 6 | 6 | 3.61% | 15 |
| SIAI-MARCHETTI CANGURO | 7 | 0 | 2 | 28.57% | 0 |
| SWEARINGEN SA226AT MERLIN | 56 | 2 | 10 | 17.86% | 1 |
| SWEARINGEN SA226TC METRO | 198 | 26 | 31 | 15.66% | 76 |
| SWEARINGEN SA227AC METRO | 272 | 17 | 22 | 8.09% | 68 |
| SWEARINGEN SA227AT MERLIN | 48 | 0 | 1 | 2.08% | 0 |
| SWEARINGEN SA227CC METRO | 3 | 1 | 1 | 33.33% | 3 |
| TUPOLEV 104 | 5 | 0 | 1 | 20.00% | 0 |
| TUPOLEV 134 | 438 | 0 | 5 | 1.14% | 0 |
| TUPOLEV 154 | 800 | 2 | 17 | 2.13% | 133 |
| VFW/FOKKER 614 | 19 | 1 | 1 | 5.26% | 1 |
| VICKERS VANGUARD | 44 | 4 | 5 | 11.36% | 211 |
| VICKERS VC-10 | 54 | 5 | 7 | 12.96% | 130 |
| VICKERS VIKING | 174 | 18 | 58 | 33.33% | 285 |
| VICKERS VISCOUNT | 444 | 85 | 142 | 31.98% | 1642 |
| YAKOVLEV 40 | 569 | 4 | 5 | 0.88% | 28 |

CREDITS : AVIATION DATABASES 99 CONTACT MYSELF : Planecrazyimages@nationwideisp.net

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INBOUND DIVERSIONS

| | | | | | | | |
|----|---------|-----|-----|--------|------|-----|-----------|
| 21 | BRT158 | BHD | SZD | G-MAJM | JS41 | SZD | BRT-JM/22 |
| 29 | GNT803P | NWI | EMA | G-GNTF | SF34 | BHX | BMA9001 |
| 29 | BMA304G | DUB | EMA | G-RJXC | E145 | BFS | BMA9002 |
| 29 | BMA234 | BRU | EMA | G-RJXA | E145 | EMA | BMA9004 |
| 29 | BMA9004 | LBA | EMA | G-RJXA | E145 | EMA | BMA9009 |

REGULAR FLIGHTS

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| AEA215 | PMI | 01/EC-FXQ | 08/EC-FXQ | 15/EC-FXP | 22/EC-FZZ | 29/EC-FLG |
| AEA295 | PMI | 05/EC-FLF | 12/EC-FYF | 19/EC-FLF | 26/EC-GEU | |
| AIH359 | PMI | 04/C-GTDB | 11/C-GTDB | 18/C-GTDB | 25/C-GTDB | |
| AIH363 | GRO | 07/C-GTDB | 14/C-GTDB | 21/C-GTDB | 28/C-GTDB | |
| AIH365 | ACE | 07/C-GTDB | 14/C-GTDB | 21/C-GTDB | 28/C-GTDB | |
| AIH367 | BJV | 06/C-GTDB | 13/C-GTDB | 20/C-GTDB | 27/C-GTDB | |
| AIH369 | FUE | 06/C-GTDB | 13/C-GTDB | 20/C-GTDB | 27/C-GTDB | |
| AIH371 | LCA | 04/C-GTDB | 11/C-GTDB | 18/C-GTDB | 25/C-GTDB | |
| AIH373 | ALC | 05/C-GTDB | 12/C-GTDB | 19/C-GTDB | 26/C-GTDB | |
| AIH377 | TFS | 05/C-FTDA | 12/C-FTDA | 19/C-FTDA | 26/C-FTDA | |
| AIH379 | FAO | 03/C-GTDB | 10/C-GTDB | 17/C-GTDB | 24/C-GTDB | 31/C-GTDB |
| AIH381 | AGP | 03/C-GTDB | 10/C-GTDB | 17/C-GTDB | 24/C-GTDB | 31/C-GTDB |
| AIH383 | LPA | 02/C-GTDB | 09/C-GTDB | 16/C-GTDB | 23/C-GTDB | 30/C-GTDB |
| AIH385 | PMI | 02/C-GTDB | 09/C-GTDB | 16/C-GTDB | 23/C-GTDB | 30/C-GTDB |
| AIH387 | ALC | 02/C-GTDB | 09/C-GTDB | 16/C-GTDB | 23/C-GTDB | 30/C-GTDB |
| AIH389 | IBZ | 01/C-GTDB | 08/C-GTDB | 15/C-GTDB | 22/C-GTDB | 29/C-GTDB |
| AIH391 | MAH | 01/C-GTDB | 08/C-GTDB | 15/C-GTDB | 22/C-GTDB | 29/C-GTDB |
| AIH395 | PMI | 04/C-GTDB | 11/C-GTDB | 18/C-GTDB | 25/C-GTDB | |
| AMC5203 | MLA | 05/9H-ABS | 12/9H-ABS | 19/9H-ABT | 26/9H-ABE | |
| AMM595C | FAO | 07/G-OOOY | 14/G-OOOV | 21/G-OOOA | 28/G-OOOW | |
| BAL076A | MAH | 02/EI-TLO | 09/EI-TLO | 16/EI-TLO | 23/EI-TLO | 30/EI-TLE |
| BAL089A | CFU | 01/EI-TLO | 08/EI-TLO | 15/EI-TLO | | |
| BAL094A | TFS | 06/EI-TLO | 13/EI-TLO | 20/EI-TLO | 27/EI-TLE | |
| BAL146A | IBZ | 02/EI-TLO | 09/EI-TLO | 16/EI-TLO | 23/EI-TLO | 30/EI-TLE |
| BAL268A | ALC | 05/EI-TLO | 12/EI-TLO | 19/EI-TLO | 26/EI-TLE | |
| BAL277A | PMI | 07/EI-TLO | 14/EI-TLO | 21/EI-TLO | 28/EI-TLE | |
| BAL295A | LPA | 04/EI-TLO | 11/EI-TLE | 18/EI-TLO | 25/G-BYAK | |
| BAL365A | PMI | 03/EI-TLO | 10/EI-TLO | 17/EI-TLO | 24/EI-TLO | 31/EI-TLE |
| BAL368A | AGP | 07/EI-TLO | 14/EI-TLO | 21/EI-TLO | 28/EI-TLE | |
| BAL397A | PMI | 01/EI-TLO | 08/EI-TLO | 15/EI-TLO | 22/EI-TLO | 29/EI-TLE |
| BAL423A | ACE | 06/EI-TLO | 13/EI-TLO | 20/EI-TLO | 27/EI-TLE | |
| BAL429A | PMI | 05/EI-TLO | 12/EI-TLO | 19/EI-TLO | 26/EI-TLE | |
| BAL468A | REU | 02/EI-TLO | 09/EI-TLO | 16/EI-TLO | 23/EI-TLO | 30/EI-TLE |
| BAL476A | TFS | 03/EI-TLO | 10/EI-TLO | 17/EI-TLO | 24/EI-TLO | 31/EI-TLE |
| BAL488A | IBZ | 01/EI-TLO | 08/EI-TLO | 15/EI-TLO | 22/EI-TLO | 29/EI-TLE |
| BAL506A | GRO | 05/EI-TLO | 12/EI-TLO | 19/EI-TLO | | |
| BMA4077 | AGP | 03/G-MIDJ | 10/G-MIDJ | 17/G-MIDJ | 24/G-MIDJ | 31/G-MIDJ |
| FCL598 | MAH | 01/G-FCLA | 08/G-FCLK | 15/G-FCLE | 22/G-FCLF | 29/G-FCLE |
| FUA249 | AGP | 03/EC-GNZ | 10/EC-GYK | 17/EC-GRX | 24/DivMAN | 31/EC-HCP |

| | | | | | | |
|---------|-----|-----------|-----------|-----------|-----------|-----------|
| IWD3336 | TFS | 01/EC-GZD | 08/EC-GZD | 15/EC-HCR | 22/EC-GZE | 29/EC-GUR |
| JKK3368 | PMI | 02/EC-HBP | 09/EC-GNY | 16/EC-GCV | 23/EC-GAT | 30/EC-HGA |
| PGT472 | BJV | 04/TC-APG | 11/TC-APP | 18/TC-AFM | 25/TC-AFM | |
| TSC205 | YYZ | 05/C-GTSF | 12/C-GTSV | 19/C-GTSE | | |

OTHER FLIGHTS

| | | | | | |
|----|---------------|------|----------------|-------------------------------|-------------------|
| 02 | PH-SDT | DH8 | SAB697/698 | f/t Brussels | Lieu RJ85 |
| 04 | G-BUPS | AT42 | SAB697/698 | f/t Brussels | Lieu SAB RJ85 |
| 04 | G-FLTY | E110 | GIL630P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 04 | G-ZAPK | BA46 | JEA032D/746 | Stansted - Belfast City | Lieu JEA DH8 |
| 04 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 04 | G-ZAPK | BA46 | JEA749/033D | Belfast City - Stansted | Lieu JEA DH8 |
| 05 | G-FLTY | E110 | GIL630P/631L | Liverpool - Bristol | Lieu GIL SH36 |
| 05 | G-BIUV | HS74 | JEM362P/2710 | Isle of Man - Gothenburg Save | Freight Charter |
| 05 | G-FLTY | E110 | GIL632L/-TY | Bristol - Liverpool | Lieu GIL SH36 |
| 05 | G-FLTY | E110 | GIL634P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 05 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 05 | OO-DWA | RJ10 | SAB72Y/730 | f/t Brussels n/s | Lieu RJ85 |
| 06 | G-APSA | DC6 | AAG643/644 | Coventry - Gothenburg Save | Freight Charter |
| 06 | G-FLTY | E110 | GIL630P/630L | Liverpool - Bristol | Lieu GIL SH36 |
| 06 | G-BIUV | HS74 | JEM362P/2712 | Isle of Man - Gothenburg Save | Freight Charter |
| 06 | G-FLTY | E110 | GIL631L/631P | Bristol - Liverpool | Lieu GIL SH36 |
| 06 | G-BOAD | CONC | BAW94C/95C | Heathrow - Local | Passenger Charter |
| 06 | G-BOAD | CONC | BAW95C/97C | Local - n/s - Heathrow | Passenger Charter |
| 06 | G-BYMA | JS31 | GIL634P/634L | Humberside - Bristol | Lieu GIL SH36 |
| 06 | G-BYMA | JS31 | GIL635L/635P | Bristol - Manchester | Lieu GIL SH36 |
| 07 | G-BEPS | BELF | HLA712 | Madrid - Gothenburg Save | Freight Charter |
| 07 | G-FLTY | E110 | GIL630P/630L | Liverpool - Bristol | Lieu GIL SH36 |
| 07 | G-FLTY | E110 | GIL631L/631P | Bristol - Liverpool | Lieu GIL SH36 |
| 07 | <u>LX-PTU</u> | E120 | PTU551 | f/t Paris Le Bourget n/s | Passenger Charter |
| 07 | G-FLTY | E110 | GIL634P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 07 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 08 | G-FLTY | E110 | GIL630P/630L | Liverpool - Bristol | Lieu GIL SH36 |
| 08 | G-BGYT | E110 | GIL635P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 08 | G-BGYT | E110 | GIL635L/-YT | Bristol - Liverpool | Lieu GIL SH36 |
| 11 | G-OBPL | E110 | CDE71T/GIL630L | Blackpool - n/s - Bristol | Lieu GIL SH36 |
| 12 | G-OBPL | E110 | GIL631L/CDE-PL | Bristol - Blackpool | Lieu GIL SH36 |
| 14 | G-FLTY | E110 | GIL630P/630L | Liverpool - Bristol | Lieu GIL SH36 |
| 14 | G-FLTY | E110 | GIL631L/634L | f/t Bristol | Lieu GIL SH36 |
| 14 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 15 | G-ZAPD | SH36 | BMA9004/405 | Stansted - Edinburgh | Lieu BMA SF34 |
| 15 | G-ZAPD | SH36 | BMA406/9005 | Edinburgh - Stansted | Lieu BMA SF34 |
| 20 | G-BUPS | AT42 | BMA9002/407 | Stansted - Edinburgh | Lieu BMA SF34 |
| 20 | G-BUPS | AT42 | BMA408/9003 | Edinburgh - Stansted | Lieu BMA SF34 |
| 21 | OO-DWI | RJ10 | SAB701/702 | f/t Brussels | Lieu RJ85 |
| 25 | G-BGYT | E110 | GIL634P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 25 | G-BGYT | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 26 | G-FLTY | E110 | GIL635P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 26 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 27 | OO-DWE | RJ10 | SAB72Y/730 | f/t Brussels n/s | Lieu RJ85 |
| 28 | G-FLTY | E110 | GIL634P/634L | Liverpool - Bristol | Lieu GIL SH36 |
| 28 | G-FLTY | E110 | GIL635L/635P | Bristol - Liverpool | Lieu GIL SH36 |
| 29 | F-GTRB | SW3 | CPH040 | f/t Paris Lbg | Passenger Charter |
| 31 | OO-DWI | RJ10 | SAB72Y/730 | f/t Brussels n/s | Lieu RJ85 |



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