



*Merry
Christmas*



Boeing 737-5L9

LBA 10 June 00

Photograph Sheila Jayne

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

CHAIRMAN'S CHAT

First of all, our apologies for the lateness of last month's magazine. This was due to the copy/printers being away for a fortnight. Hopefully you will be reading this magazine on the day of our December meeting.

This is my last *Chairman's Chat* (excuse the tear-stained paper). I had hoped to finish my term of office with everything shipshape, with a new Chairman in office and a new venue for meetings. Alas, none of this has happened. However, I would like to take this opportunity to thank the following for all their help over the last 14 years: the two Davids, Valentine and Bates, Ken at Air Supply, all contributors to the magazine, especially Terry Sykes, Eric Martin, Dave Wooler, Andy Barker, Ian Morton and Alan Tempest, all members who have served on the Committee and last but not least all the members of Air Yorkshire, many of whom have become good friends.

This magazine should be in the new format (produced by Cliff Jayne) and should be a good springboard to start 2001. But in order to maintain the Society, the following urgently need addressing:

1. The appointment of a Chairman and possibly a Vice Chairman.
2. The finding of a suitable venue:
 - a. the continuing use of Gate 20 until required by the LBA
 - b. the renting of the Conference Room at the LBA
 - c. the renting of a new venue (Tarn Activity Centre)
3. The maintenance of a good relationship with the LBA and obtaining the reinstatement of *Movements*.
4. Maintaining links with MultiFlight so that in the future we may be able to return to meeting on the South Side.

If all or some of the above can be achieved then the Society should have a sound future.

Wishing you and your families a Merry Christmas and a Happy New Year.

Mike Willingale (Retiring Chairman)

CREDITS: T Sykes, Dave Wooler, J Booth, Andy Barker.

STOP PRESS: I have confirmed today that we can use Gate 20 for the January meeting (14th). Also the LBA are still sorting out the *Movements* on the computer and hope eventually (two or three months) to be able to improve our access to the *Movements*.

MEETINGS: Sunday 14th January 2001 - 1430 hours at Gate 20 LBA. Speaker to be arranged.

Leeds/Bradford Movements

October 2000

01 Sunday

CS-DNK Hawker 800XP	—	0957	G-BWNC Cessna 152	1230	1531
G-BKTY TB-10 Tobago	1354		G-OAPE Cessna T303	—	1357

02 Monday

C-GTDB Airbus 320	0725		G-UKTI Fokker 50	0732	
G-JECB CL600RJ	0754		EI-FKD Fokker 50	0856	
G-GNTH SAAB 340	0934		G-MAJE Jetstream 41	0937	
G-UKTG Fokker 50	0947		G-GNTJ SAAB 340	0955	
G-JEDY DHC-8	1002		OO-DJW Avro 146 RJ85		
D-FLOH Cessna 208	1025	1438	G-UKTI Fokker 50	1200	
G-JEDY DHC-8	1311		G-JECB CL600RJ	1348	
G-BVVC Boeing 737 500	1355		G-GNTH SAAB 340	1407	
G-MAJE Jetstream 41	1410		EI-CNZ Boeing 737	1412	
G-UKTG Fokker 50	1416		G-DJAR Airbus 320	1418	1543
OO-DJK Avro 146 RJ85	1522		G-MAJD Jetstream 41	1538	
N198SL Citation Bravo	1548	1038(03)	G-JECB CL600RJ	1633	
G-RJXA EMB 145	1636		G-UKTI Fokker 50	1640	
G-JEDY DHC-8	1644		G-GNTJ SAAB 340	1649	
G-MAJE Jetstream 41	1709		G-GNTH SAAB 340	1724	
G-BYNC Boeing 737 800	1754		EI-CJD Boeing 737	1756	
OY-UPT Boeing 727	2036	2204			

03 Tuesday

G-ZAPJ ATR-42	0634	0725	G-JECB CL600RJ	0748	
G-UKTI Fokker 50	0805		EI-FKC Fokker 50	0901	
G-MAJE Jetstream 41	0932		G-GNTH SAAB 340	0940	
G-MAJI Jetstream 41	0944		G-ZAPJ ATR-42	0948	1024
G-UKTG Fokker 50	1003		G-JEDY DHC-8	1005	
G-JECB CL600RJ	1031		OY-MRA Boeing 737- 700	1057	1228
G-RJXA EMB 145	1109		G-UKTI Fokker 50	1220	
G-JEDY DHC-8	1306		G-MAJI Jetstream 41	1403	
G-UKTG Fokker 50	1424		G-BYNC Boeing 737- 800	1427	
OO-DJV Avro 146 RJ85	1453		G-RJXA EMB 145	1627	
G-JEDY DHC-8	1632		G-JECB CL600RJ	1639	
CS-DNT Hawker 800XP	1644	1746	G-UKTI Fokker 50	1648	
G-MAJI Jetstream 41	1709		G-MAJE Jetstream 41	1714	
G-EMER PA-34 Seneca	1720	1005(04)	G-NOIR Bell 222	1818	1844
OY-UPT Boeing 727	2033	2145			

04 Wednesday

G-BVYF PA-31 Navajo	0435	0545	G-IJKTJ Fokker 50	0731	
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G-JECB CL600RJ	0748	0748	EI-FKE Fokker 50	0849	
G-MAJE Jetstream 41	0918		G-BVVC Boeing 737-500	0920	
G-GNTJ SAAB 340	0923		G-HPSE Rockwell 114B	0930	0951
G-GNTH SAAB 340	0933		N273TB B58 Baron	0943	1008
G-MAJI Jetstream 41	0948		G-UKTG Fokker 50	0954	
EI-CJD Boeing 737	0957		G-ZAPJ ATR-42	1001	1127
G-JEDY DHC-8	1004		OO-DJT Avro 146 RJ85	1027	
G-JECB CL600RJ	1037		G-UKTI Fokker 50	1206	
G-JEDY DHC-8	1302		G-BCTF PA-28 Warrior	1317	1459
EI-CNW Boeing 737	1348		G-JECB CL600RJ	1354	
G-GNTH SAAB 340	1359		G-CMAJI Jetstream 41	1403	
G-UKTG Fokker 50	1419		OO-DJN Avro 146 RJ85	1447	
G-BYNC Boeing 737 800	1633		G-JEDY DHC-8	1636	
G-JECB CL600RJ	1638		G-UKTI Fokker 50	1642	
N273TB B58 Baron	1644	1705	G-ZAPJ ATR-42	1649	1821
G-GNTJ SAAB 340	1652		G-MAJI Jetstream 41	1656	
G-BFTC Turbo Arrow III	1703		C-GTDB Airbus 320	1706	
G-MAJE Jetstream 41	1716		G-JETJ Citation II	1718	1759
EI-COA Boeing 737	1745		OY-UPT Boeing 727	2017	2141
G-ZAPJ ATR-42	2243	0759(05)			

05 Thursday

G-UKTI Fokker 50	0735		G-JECB CL600RJ	0746	
EI-FKF Fokker 50	0849		G-MAJE Jetstream 41	0927	
G-GNTH SAAB 340	0937		G-GNTJ SAAB 340	0939	
G-UKTG Fokker 50	0943		G-MAJI Jetstream 41	0946	
G-JEDY DHC-8	0957		EI-CJG Boeing 737	1008	
G-JECB CL600RJ	1021		OO-DWK Avro 146 RJ100	1029	
G-HPSE Rockwell 114B	1050	1215	G-BKTZ T67M Firefly	1053	1248
G-ZAPJ ATR-42	1218	1304	N198SL Citation Bravo	1224	1351
G-UKTI Fokker 50	1231		G-BYNC Boeing 737-800	1251	
G-JEDY DHC-8	1301		G-OOOM Boeing 757	1316	1543
G-JECB CL600RJ	1350		G-BVZH Boeing 737-500		1354
G-MAJI Jetstream 41	1357		EI-CJD Boeing 737	1359	
G-CRPH Airbus 320	1402	1518	G-BBEF PA-28 Cherokee	1406	1523
G-UKTG Fokker 50	1416		OO-DJO Avro 146 RJ85	1505	
G-JECB CL600RJ	1637		G-JEDY DHC-8	1640	
G-GNTJ SAAB 340	1645		G-UKTI Fokker 50	1657	
G-MAJI Jetstream 41	1706		G-ZAPJ ATR-42	1712	1804
G-GNTH SAAB 340	1724		EI-CJI Boeing 737	1743	
G-BBEF PA-28 Cherokee	1815	1822	VP-CSC Citation Ultra	1833	
G-BYZJ Boeing 737-300	1835		G-OFLG TB10 Tobago	1913	1501(06)
G-JECB CL600RJ	1917		OY-UPT Boeing 727	2029	2133
G-ZAPJ ATR-42	2217	0743(06)			

06 Friday

G-OBAL Mooney M20J	0630	0646	G-UKTI Fokker 50	0740	
G-JECB CL600RJ	0806		EI-FKD Fokker 50	0852	
G-MAJD Jetstream 41	0921		G-BYZJ Boeing 737 300	0923	
G-GNTJ SAAB 340	0926		G-GNTH SAAB 340	0932	
G-MAJI Jetstream 41	0937		N12NM Citation I	0942	1414(13)
G-JEDY DHC-8	0947		G-UKTH Fokker 50	0952	
EI-COA Boeing 737	0954		G-RJXD EMB 145	1009	

G-JECB CL600RJ	1022		N966MT Citation Excel	1033	1417
EC-GNZ Boeing 737 -400	1057	1156	G-ZAPJ ATR- 42	1153	1229
EC-HKQ Boeing 737- 800	1202	1316	G-JETJ Citation II	1219	1505
G-BBEY PA-23 Aztec	1238	1559	CS-DNT Hawker 800XP	1257	1410
G-UKTI Fokker 50	1307		G-LINC Hughes 369HS	1310	1414
G-JEDY DHC-8	1311		G-FCLB Boeing 757	1320	1603
G-JECB CL600RJ	1352		G-OBMX Boeing 737 500	1356	
EI-CNZ Boeing 737	1359		G-GNTH SAAB 340	1404	
G-MAJI Jetstream 41	1407		G-UKTH Fokker 50	1429	
G-BYNC Boeing 737-800	1446		OO-DJX Avro 146 RJ85	1449	
G-BFVG PA-28 Archer II	1531	1605	G-BFTC Turbo Arrow III	1552	
G-JECB CL600RJ	1635		G-JEDY DHC-8	1643	
G-GNTJ SAAB 340	1645		G-RJXD EMB 145	1647	
G-UKTI Fokker 50	1650		G-MAJI Jetstream 41	1710	
G-MAJD Jetstream 41	1715		G-GNTH SAAB 340	1728	
EI-CNX Boeing 737	1734		G-OBMX Boeing 737-500	1836	
OY-UPT Boeing 727	2033	2144	EC-HCR Airbus 320	2151	2259
EC-GMY Boeing 737-300	2213	2318	EC-HHG Boeing 737-800		2325
0037(07)					

07 Saturday

G-LENY PA34 Seneca	1456	1604	EC-HGO Boeing 737-800	1607	1714
G-MSKC Boeing 737-500	1611	1726	G-TICL Airbus 320	1643	1752
EC-GOJ Boeing 767	2227	0016(08)			

08 Sunday

G-UKTF Fokker 50	0739		C-GTDB Airbus 320	0809	
EI-FKE Fokker 50	0841		G-BVJD Fokker 100	0911	
G-UKTH Fokker 50	0942		G-BVTE Fokker 70	1006	
G-UKTF Fokker 50	1200		G-BZMG Robinson R-44	1420	1706
G-HIEL Robinson R-22	1506				

09 Monday

C-GTDB Airbus 320	0651		G-UKTC Fokker 50	0739	
G-JECB CL600RJ	0749		G-WBPR BAe 125 800B	0846	0859
EI-FKC Fokker 50	0853		G-LUNA Turbo Lance II	0903	1233(14)
G-WBPR BAe 125 800B	1127	1618	G-BXNT JetRanger	1129	1220
G-TICL Airbus 320	1433	1546	G-ZAPJ ATR-42	1630	1734
G-ZAPJ ATR-42	1946	0741(10)	OY-UPS Boeing 727	2024	2139
G-OBWR BAe ATP	2053	2134			

10 Tuesday

G-UKTH Fokker 50	0739		G-JECB CL600RJ	0753	
G-BVKB Boeing 737 500	0919		G-MAJI Jetstream 41	0926	
G-GNTH SAAB 340	0933		G-MAJD Jetstream 41	0939	
EI-CNW Boeing 737	0943		G-ZAPJ ATR- 42	0956	1042
G-JEDX DHC-8	0958		G-UKTC Fokker 50	1016	
C-GTDB Airbus 320	1033		OY-MRA Boeing 737 -700		10 36 1153
G-JECB CL600RJ	1039		G-BRPU B76 Duchess	1056	
G-RJXD EMB 145	1100		G-GNTJ SAAB 340	1139	
N213CT King Air C90	1200	1604	G-BXNT JetRanger	1238	1417
G-UKTH Fokker 50	1240		G-JEDX DHC-8	1306	
G-BYNC Boeing 737 800	1329		G-JECB CL600RJ	1347	

EI-CNZ Boeing 737	1351		G-MAJD Jetstream 41	1404	
G-BVKB Boeing 737 500	1406		OO-DJZ Avro 146 RJ85	1501	
G-UKTC Fokker 50	1519		OY-JRI Beech 1900C	1531	1617
N273TB B58 Baron	1633	0807(11)	G-JEDX DHC-8	1638	
G-RJXD EMB 145	1659		G-GNTH SAAB 340	1705	
G-MAJI Jetstream 41	1708		G-UKTH Fokker 50	1720	
G-JECB CL600RJ	1723		G-GNTJ SAAB 340	1725	
CS-DNQ Falcon 2000	1742	1108(11)	C-GTDB Airbus 320	1755	
G-BVKB Boeing 737 500	1833		OY-UPM Boeing 727	2030	2143

11 Wednesday

G-UKTH Fokker 50	0741		G-JECB CL600RJ	0848	
G-BJIR Citation II	0915	1845	G-GNTJ SAAB 340	0927	
G-GNTH SAAB 340	0939		G-BVKB Boeing 737-500	0942	
G-MAJI Jetstream 41	0945		EI-CJE Boeing 737	0950	
G-MAJD Jetstream 41	0952		G-UKTD Fokker 50	0955	
G-JEDX DHC-8	0959		OO-DJS Avro 146 RJ85	1042	
G-JECB CL600RJ	1103		G-SBAS King Air 200	1236	1258
G-WMPA Twin Squirrel	1329	1607	G-RJXD EMB 145	1621	
G-JEDX DHC-8	1629		G-JECB CL600RJ	1636	
G-UKTH Fokker 50	1657		G-BYNC Boeing 737- 800	1700	
G-GNTJ SAAB 340	1703		G-MAJD Jetstream 41	1707	
G-MAJI Jetstream 41	1720		G-GNTH SAAB 340	1724	
C-GTDB Airbus 320	1729		EI-CJI Boeing 737	1743	
G-BVKB Boeing 737-500	1818		OY-UPS Boeing 727	1959	2135

12 Thursday

G-UKTH Fokker 50	0739		G-JECB CL600RJ	0754	
G-BVKB Boeing 737-500	0921		G-MAJI Jetstream 41	0929	
G-GNTH SAAB 340	0932		G-GNTJ SAAB 340	0935	
G-JEDX DHC-8	0945		G-UKTD Fokker 50	0951	
G-RJXD EMB 145	1144		G-UKTH Fokker 50	1238	
G-BYNC Boeing 737-800	1241		G-BUPS ATR- 42	1251	1400
G-JEDX DHC-8	1256		G-OOD Boeing 757	1317	1439
EI-CNZ Boeing 737	1349		G-ONEW Bandeirante	1350	1714
G-JECB CL600RJ	1352		G-BVKB Boeing 737-500	1354	
G-MAJM Jetstream 41	1405		G-UKTD Fokker 50	1420	
G-JOEM Airbus 320	1431	1540	OO-DJW Avro 146 RJ85	1439	
G-BMDK PA-34 Seneca	1522	1741	G-JEDX DHC-8	1628	
G-JECB CL600RJ	1633		G-RJXD EMB 145	1636	
G-UKTH Fokker 50	1644		G-BUPS ATR-42	1648	1738
G-MAJI Jetstream 41	1711		G-MAJM Jetstream 41	1719	
EI-CNX Boeing 737-500	1739		G-BUPS ATR- 42	1958	2031
OY-UPS Boeing 727	2001	2134	N172AM Cessna 172M	2010	2041
SE-LGB Jetstream 31	2020	1311(13)	SE-LGA Jetstream 31	2024	1315(13)

13 Friday

G-JECB CL600RJ	0747		G-UKTH Fokker 50	0755	
EI-FKF Fokker 50	0849		G-BPPM King Air 200	0903	1426
PH-CDL PA-34 Seneca	0913	1358	G-MAJM Jetstream 41	0919	
G-GNTH SAAB 340	0923		G-BCWB Cessna 182P	0918	1526
G-GNTJ SAAB 340	0932		G-MAJI Jetstream 41	0935	
G-BVKB Boeing 737-500	0939		G-JEDX DHC-8	0952	

EI-COB Boeing 737	0958		EC-GVB Boeing 737-400	1008	1201
G-UKTD Fokker 50	1012		G-OBLC B76 Duchess	1020	
OO-DJP Avro 146 RJ85	1023		G-JECB CL600RJ	1030	
G-RJXD EMB 145	1055		G-ARVU PA-28 Cherokee	1203	1239
EC-HKQ Boeing 737-800	1231	1348	G-UKTH Fokker 50	1234	
G-JEDX DHC-8	1256		G-FCLA Boeing 757	1309	1607
G-BSPN Turbo Arrow III	1327	1410	G-EXEC PA-34 Seneca	1334	1657
G-GNTH SAAB 340	1355		G-JECB CL600RJ	1357	
G-MAJI Jetstream 41	1401		G-BVKB Boeing 737-500	1404	
EI-CNW Boeing 737	1407		G-UKTB Fokker 50	1420	
G-BYNC Boeing 73 -800	1428		OO-DJO Avro 146 RJ85	1442	
G-BYAK Boeing 757	1452		G-BXTR DV-20 Katana	1510	1545
G-SYPA Twin Squirrel	1544	1649	G-HMES PA-28 Warrior II	1622	1715
G-JEDX DHC-8	1633		G-JECB CL600RJ	1641	
G-UKTH Fokker 50	1649		G-GNTJ SAAB 340	1656	
G-RJXD EMB 145	1705		G-MAJI Jetstream 41	1710	
G-MAJM Jetstream 41	1715		G-GNTH SAAB 340	1739	
EI-COB Boeing 737	1757		EI-BXI Boeing 737-400	2009	2057
OY-UPS Boeing 727	2021	2131	G-ODUB Bandeirante	2048	
G-SPUR Citation II	2152	2211	EC-GZE Airbus 320	2203	2309
EC-GHD Boeing 737-300	2348	0048(14)	EC-HMK Boeing 737 800	2356	0113(14)

14 Saturday

G-UKTH Fokker 50	0806		EI-FKC Fokker 50	0855	
EI-TLI Airbus 320	0929	1054	G-BVJD Fokker 100	0932	
EI-CKR Boeing 737	1002		G-UKTB Fokker 50	1021	
OO-DJF BAe 146 200	1024		G-BMHZ Turbo Arrow IV	1223	1450(15)
C-GTDB Airbus 320	1328		G-RJXD EMB 145	1333	
EI-CNY Boeing 737	1352		EC-HGQ Boeing 737- 800	1405	1518
G-MSKD Boeing 737-500	1433	1539	G-UKTH Fokker 50	1448	
G-JEDX DHC-8	1524		EI-TLI Airbus 320	1603	1702
G-DJAR Airbus 320	1633	1752	G-BFWE PA-23 Aztec	1912	1919
EC-GOJ Boeing 767	2335	0058(15)			

15 Sunday

G-SWJW Airbus 300	0447	0550	C-GTDB Airbus 320	0747	
G-BYNC Boeing 737-800	0801		G-KKES TB-20 Trinidad	1057	1142
N132CK Cessna 421A	1226		G-SWJW Airbus 300	1230	1340
N4545 Lear Jet 45	1344	1206(18)	G-JECB CL600RJ	1347	
G-ILTS Cherokee Six	1435	1537	G-HMMV Citation Jet	1607	1647

16 Monday

G-SWJW Airbus 300	0920	1022	G-BNDY Cessna 425	—	1709
G-SWJW Airbus 300	1939	2104	OY-UPT Boeing 727	2005	2148

17 Tuesday

HB-IIN Boeing 737-300	0750	0915	CS-DNT Hawker 800XP	0917	1758
G-BSGK PA-34 Seneca	1046	1548	OY-MRB Boeing 737-700	1100	1204
G-BBEL Cherokee Arrow	1641	1721	OY-UPM Boeing 727	2008	2140
G-ONEW Bandeirante	2029	2111			

18 Wednesday

G-DAJB Boeing 757	0033	1156	N12NM Citation I	0753	0824
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G-BODY Cessna 310R	0940	1011	40108 C-21A	1027	1337
G-MAFE Dornier Do-228	1104	1259	G-MAFE Dornier Do-228	1450	1513
G-BYDD Mooney M20J	1519	1636	N12NM Citation I	1735	1808
G-MAFE Dornier Do-228	1823	1041(19)	N4545 Lear Jet 45	1907	1935
OY-UPM Boeing 727	1954	2145			

19 Thursday

G-DAJB Boeing 757	0324	0405	G-OOOG Boeing 757	1308	1446
G-BYBC JetRanger	1327		G-JECB CL600RJ	1347	
G-MAJM Jetstream 4	1357		EI-CNZ Boeing 737	1402	
G-OBMX Boeing 737-500	1409		OO-DJT Avro 146 RJ85	1456	
G-IJKTA Fokker 50	1500		G-JBBS Robinson R-44	1504	1541
G-CRPH Airbus 320	1528	1654	G-BPHL PA-28 Warrior II	1554	1650
G-RJXD EMB 145	1626		G-UKTH Fokker 50	1640	
N836QS Hawker 800XP	1649	1007(20)	G-JECB CL600RJ	1650	
G-GNTH SAAB 340	1653		G-MAJM Jetstream 41	1703	
G-MAJI Jetstream 41	1711		G-GNTJ SAAB 340	1722	
OY-UPM Boeing 727	2046	2150			

20 Friday

G-JECB CL600RJ	0746		G-UKTH Fokker 50	0750	
G-MAJM Jetstream 41	0924		G-GNTH SAAB 340	0928	
G-OBMX Boeing 737-500	0934		G-BBBN PA-28 Cherokee	0940	1651
G-GNTJ SAAB 340	0944		G-MAJI Jetstream 41	0949	
G-UKTA Fokker 50	0956		EC-HME Boeing 737 400	1001	1157
N12NM Citation I	1012	1456	G-JECB CL600RJ	1027	
EC-HKR Boeing 737- 800	1127	1308	G-RJXD EMB 145	1138	
G-EMHH Twin Squirrel	1151	1159	N433FS CL604 Challenger	1158	1614
G-BRUI PA-44 Seminole	1218		G-FIND Cessna F406	1222	1253
G-UKTH Fokker 50	1306		G-FCLJ Boeing 757	1335	1559
G-JECB CL600RJ	1348		G-KWLI Cessna 421C	1406	1920
EI-CKR Boeing 737	1411		G-OBMX Boeing 737 500	1420	
D-INUS Cessna F406	1428	1626	G-MAJI Jetstream 41	1432	
G-BYNC Boeing 737-800	1436		G-UKTA Fokker 50	1453	
OO-DJW Avro 146 RJ85	1508		G-ZAPD Short 360	1523	1609
G-SOHI Agusta A109	1526	1745	G-NEWR PA-31 Navajo	1550	1555
G-RJXD EMB 145	1623		G-JECB CL600RJ	1648	
G-GNTH SAAB 340	1650		G-MAJH Jetstream 41	1719	
G-UKTH Fokker 50	1722		G-MAJI Jetstream 41	1730	
EI-DAB Citation Bravo	1812	1852	G-GNTJ SAAB 340	1853	
G-ZAPD Short 360	1857	1928	OY-UPM Boeing 727	2038	2143
EC-GLT Airbus 320	2158	2333	EC-GHD Boeing 737-300	2201	2308

21 Saturday

EC-HMJ Boeing 737-800	0018	0132	G-UKTH Fokker 50	0740	
G-SMJJ Cessna 414A	0906		G-BVZH Boeing 737-500	0939	
G-UKTA Fokker 50	0942		G-RJXD EMB 145	1143	
G-UKTH Fokker 50	1203		G-JEDX DHC-8	1212	
G-BYNC Boeing 737-800	1229		C-GTDB Airbus 320	1320	
EI-WJN HS 125 700A	1331	1751	G-BVJA Fokker 100	1337	
EI-CNZ Boeing 737	1350		G-MSKA Boeing 737-500	1415	1523
G-UKTA Fokker 50	1417		ZG845 Islander AL.1	1421	1449
G-JEDX DHC-8	1604		G-SUEE Airbus 320	1622	1742

G-AVYP PA-28 Cherokee	1633	1802	VP-CCP Citation Bravo	1658
G-BBEY PA-23 Aztec	1704	1806	G-RJXF EMB 145	1726 F/Vis
EC-HBM Boeing 737-800	1915	2136	G-BYNC Boeing 737-800	1945
G-UKTH Fokker 50	1955		G-OOJP Rockwell 114	2001 1610(22)
G-GNTH SAAB 340	2038		G-TTMC Airbus 300	2119 2307

22 Sunday

EC-GOJ Boeing 767	0441	0602	G-UKTF Fokker 50	0739
N4545 Lear Jet 45	0808	0908	EI-FKE Fokker 50	0847
G-UKTH Fokker 50	0949		G-KWLI Cessna 421C	1022 1231(23)
N900RK Mooney M20J	1109	1218	G-UKTF Fokker 50	1209
G-RVRA PA-28 Cherokee	1233	1406	G-BYAY Boeing 757	1305
G-COEZ Airbus 320	1342	1437	G-UKTH Fokker 50	1430
G-JECB CL600RJ	1456		OO-DJR Avro 146 RJ85	1500
G-UKTF Fokker 50	1643		G-JECB CL600RJ	1709
G-MAJI Jetstream 41	1712		EC-GGO Boeing 737-300	1913 1955

23 Monday

G-UKTF Fokker 50	0741		G-JECB CL600RJ	0749
C-GTDB Airbus 320	0814		EI-FKE Fokker 50	0839
G-GNTG SAAB 340	0922		G-MAJM Jetstream 41	0930
G-GNTJ SAAB 340	0941		G-BVKB Boeing 737-500	0947
G-UKTH Fokker 50	1000		EI-CNZ Boeing 737	1006
G-UVIP Cessna 421C	1009	1423(24)	G-IANG LongRanger	1015 1134
G-JECB CL600RJ	1029		G-BTHY JetRanger	1045 1115
G-TAPE PA-23 Aztec	1100	1609	OO-DJK Avro 146 RJ85	1103
G-RJXF EMB 145	1125		N22OSC PA-31T Cheyenne	1145 1505(25)
G-UKTP Fokker 50	1244		EI-CKR Boeing 737	1344
G-JECB CL600RJ	1346		G-GNTJ SAAB 340	1355
G-MAJA Jetstream 41	1405		G-UKTH Fokker 50	1434
G-PASG Bolkow 105DBS/4	1552	N/Res	G-RJXF EMB 145	1628
G-UWTF Fokker 50	1646		G-GNTG SAAB 340	1651
G-MAJA Jetstream 41	1658		G-MAJM Jetstream 41	1717
G-BYAY Boeing 757	1734		EI-CNV Boeing 737	1748
G-RJXA EMB 145	1800		OY-UPT Boeing 727	2013 2134
G-JEAT BAe 146 100	2017	2057		

24 Tuesday

G-JECB CL600RJ	0751		G-OBLC B76 Duchess	0832
HB-VJB Citation I	0901	1526	G-MAJM Jetstream 41	0918
G-OBMZ Boeing 737-500	0928		G-GNTG SAAB 340	0935
EI-FKF Fokker 50	0939		G-GNTJ SAAB 340	0942
G-MAJA Jetstream 41	0947		EI-CNT Boeing 737	0950
G-UKTH Fokker 50	0954		OO-DJX Avro 146 RJ85	1022
G-JECB CL600RJ	1031		G-BDAI Cessna FRA150M	1039 1432
OY-MRA Boeing 737-700	1059	1212	G-BRUI PA-44 Seminole	1103
G-RJXF EMB 145	1105		G-UKTE Fokker 50	1217
G-ORJB Citation I	1226		G-BYAY Boeing 757	1316
EI-CKR Boeing 737	1347		G-MAJA Jetstream 41	1358
G-OBMZ Boeing 737-500	1401		G-JECB CL600RJ	1404
C-GTDB Airbus 320	1426		G-OGHL Twin Squirrel	1429 1615
G-UKTH Fokker 50	1441		OO-DJP Avro 146 RJ85	1457
G-JEDX DHC-8	1612		G-RJXF EMB 145	1638

G-UKTE Fokker 50	1642		G-JECB CL600RJ	1644	
G-GNTG SAAB 340	1652		G-MAJA Jetstream 41	1704	
G-MAJM Jetstream 41	1719		G-GNTJ SAAB 340	1722	
OY-APT Boeing 727	?		G-IFTC HS 125 3F	2249	0125(25)
EC-HBN Boeing 737- 800	2257	0012			

25 Wednesday

G-JECB CL600RJ	0747		G-UKTE Fokker 50	0800	
EL-FKF Fokker 50	0849		G-SPUR Citation II	0935	1017
OO-DJX Avro 146 RJ85	1022		G-JECB CL600RJ	1028	
G-RJXF EMB 145	1126		G-TVIP Cessna 404	1201	1655
G-UKTE Fokker 50	1216		N228TM Hawker 800XP	1250	1324
N6OVV Aerostar 600	1310	1421(26)	EL-CJG Boeing 737	1402	
D-CJPG Lear Jet 35A	1430	1455	G-UKTH Fokker 50	1434	
G-OBMZ Boeing 737-500	1436		G-GNTG SAAB 340	1439	
OO-DJO Avro 146 RJ85	1458		G-JECB CL600RJ	1640	
G-RJXF EMB 145	1646		G-GNTJ SAAB 340	1652	
G-BYAY Boeing 757	1658		G-MAJM Jetstream 41	1709	
G-UKTE Fokker 50	1727		C-GTDB Airbus 320	1730	
EL-COX Boeing 737	1747		G-GNTG SAAB 340	1754	
G-OBMZ Boeing 737-500	1831		G-JEDX DHC-8	1834	
G-MAJA Jetstream 41	1850		N4545 Lear Jet 45	1915	1820(27)
G-JECB CL600RJ	1929		G-GNTJ SAAB 340	1944	
OY-UPT Boeing 727	2111	2157			

26 Thursday

G-UKTE Fokker 50	0751		G-JECB CL600RJ	0802	
G-OBPL Bandeirante	0814		EL-FKD Fokker 50	0848	
G-MAJM Jetstream 41	0918		G-BOTI PA-28 Warrior	0921	1655
G-OBMZ Boeing 737-500	0924		G-GNTG SAAB 340	0928	
G-MAJA Jetstream 41	0935		G-GNTJ SAAB 340	0939	
N71PG Lear Jet 36	0948	2258	G-WYPA Bolkow 105DBS	1010	1022
OO-DJZ Avro 146 RJ85	1035		G-JECB CL600RJ	1038	
G-RJXF EMB 145	1107		G-UKTE Fokker 50	1223	
G-BYAY Boeing 757	1251		EL-CJH Boeing 737	1341	
G-JECB CL600RJ	1345		G-OOOI Boeing 757	1350	1455
G-OBMZ Boeing 737-500	1354		N822MC Hughes 500	1427	1641
G-SUEE Airbus 320	1541	1724	G-BWSY BAe 125 800B	1614	1631
G-JECB CL600RJ	1636		G-GNTG SAAB 340	1644	
G-UKTE Fokker 50	1703		G-MAJI Jetstream 41	1711	
G-MAJM Jetstream 41	1714		G-BHER TB-10 Tobago	1715	1746
G-RJXF EMB 145	1718		G-GNTJ SAAB 340	1732	
EL-COX Boeing 737	1751		OY-UPT Boeing 727	2106	2158

27 Friday

G-SHAM King Air C90	0649	0824	G-JECB CL600RJ	0756	
G-UKTE Fokker 50	0807		EL-FKE Fokker 50	0850	
G-OBMZ Boeing 737-500	0938		G-OJSW Boeing 737-800	0945	1104
G-GNTG SAAB 340	0947		G-MAJI Jetstream 41	0950	
G-GNTJ SAAB 340	1006		G-MAJL Jetstream 41	1020	
EC-HME Boeing 737-400	1025	1206	G-MAJM Jetstream 41	1031	
G-JECB CL600RJ	1034		OO-DWI Avro 146 RJ100	1100	
G-RJXF EMB 145	1131		EC-HJQ Boeing 737-800	1151	1326

G-BNOM PA-28 Warrior II	1203	1502	G-FCLK Boeing 757	1241	1613
G-UKTG Fokker 50	1307		G-JECB CL600RJ	1341	
EI-COX Boeing 737	1347		G-PLAH Jetstream 31	1353	1422
G-OBMZ Boeing 737-500	1400		G-MAJI Jetstream 41	1408	
G-GNTJ SAAB 340	1413		G-BYAY Boeing 757	1430	
G-UKTE Fokker 50	1440		OO-DJK Avro 146 RJ85	1448	
N82CW CL604 Challenger	1543	1755	G-JECB CL600RJ	1624	
G-RJXF EMB 145	1640		G-GNTG SAAB 340	1654	
CS-DNI BAe 125 800A	1659	1842	G-UKTG Fokker 50	1705	
G-BNOM PA-28 Warrior II	1707	1726	G-MAJI Jetstream 41	1712	
G-GNTJ SAAB 340	1724		G-MAJL Jetstream 41	1747	
G-JEDX DHC-8	1757		OY-UPT Boeing 727	2052	2147
EC-GUR Airbus 320	2148	2256	EC-GMY Boeing 737-300	2204	2300
EC-HMJ Boeing 737-800	2317	0026(28)			

28 Saturday

G-OMNH King Air 200	1410	1459	G-MSKC Boeing 737 500	1442	1622
G-HTRL PA-34 Seneca	1450	1801	G-SUEE Airbus 320	1628	1758
G-JEDX DHC-8	1644		EC-GOJ Boeing 767	2214	2313

29 Sunday

G-UKTB Fokker 50	0742		EI-FKC Fokker 50	0844	
C-GTDB Airbus 320	0926		G-BVZE Boeing 737-500	0934	
G-BXWE Fokker 100	1017		OE-GSC Falcon 10	1413	1649
CS-DNR Falcon 2000	1535	1722	N79EL Beechjet 400	1805	1828

30 Monday

XZ587 Sea King HAR. 3	0142	0202	C-GTDB Airbus 320	0649	
G-UKTB Fokker 50	0736		G-JEDE DHC-8	0939	
G-MAJD Jetstream 41	0945		G-GNTJ SAAB 340	1039	
G-MAJI Jetstream 41	1042		G-UKTG Fokker 50	1045	
G-GNTG SAAB 340	1049		EI-CKP Boeing 737	1051	
G-JEDE DHC-8	1254		EI-CJD Boeing 737	1341	
00-DJR Avro 1465 RJ85	1349		G-MAJD Jetstream 41	1404	
G-UKTB Fokker 50	1451		G-GNTG SAAB 340	1521	
OO-DJP Avro 146 RJ85			G-MAJD Jetstream 41	1701	
G-MAJI Jetstream 41	1709		G-GNTJ SAAB 340	1712	
G-BYAE Boeing 757	1720		G-JEDE DHC-8	1728	
OY-UPT Boeing 727 2017	2142				

31 Tuesday

G-BXWE Fokker 100	0713		G-UKTF Fokker 50	0724	
EI-FKE Fokker 50	0842		G-UKTC Fokker 50	0958	
OO-DJN Avro 146 RJ85	1037		EI-CJG Boeing 737	1055	
9H-ADN Boeing 737-300	1110		G-UKTF Fokker 50	1211	
G-JEDE DHC-8	1224		G-GNTJ SAAB 340	1257	
G-BXXT Beech 76 Duchess	1310		G-LOFT Citation I	1346	
G-MAJD Jetstream 41	1356		EI-CNXX Boeing 737	1358	
G-BYAE Boeing 757	1402		G-UKTC Fokker 50	1424	
G-SMBD Boeing 737-300	1441		C-GTDB Airbus 320	1521	
OO-DJQ Avro 146 RJ85	1555		G-RJXF EMB 145	1637	
G-UKTF Fokker 50	1649		OY-UPT Boeing 727	?	

From and To

02) D-FLOH/F & T Langar;N198SL/Jersey-n/s-Jersey: 03) CS-DNT/Palma-Farnboro: 04) N873TB/Welshpool-Biggin & return: 05) N198SL/F & T Jersey; VP-CSC/Humberside-n/s-?: 06) CS-DNT/Zurich-Palma;N12NM/Gamston-n/s-Gamston;N966MT/F & T Le Bourget 10) CS-DNQ/Palma-n/s-Berlin;N213CT/Guernsey-Oxford; N273TB/Welshpool-n/s-Elstree;OY-JRI/Southend-Lyon: 12) N172AM/Elstree-Norwich: 13) PH-CDL/F & T Groningen: 15) N132CK/Cork-?;N4545/Jersey-n/s-Jersey: 17) CS-DNT/F & T Brussels;HB-IIN/Geneva-Istanbul: 18) 40108/?;N12NM/Gamston-Stuttgart & return;N4545/Jersey-Coventry: 19) N836QS/Vienna-n/s-Palma: 20) D-INUS/Cologne-Dortmund;EI-DAB/Cork-Biggin;N12NM/F & T Gainston;N433FS/Dublin-Le Bourget: 21) EI-WJN/F & T Shannon;VP-CCP/Blackpool-?: 22) N4545/?;N900RK/F & T Nottingham: 23) N22OSC/Albi-n/s-Waterford: 24) HB-VJB/F & T Zurich: 25) D-CJPG/Cologne-Graz;N228TM/Cork-Budapest N4545/Jersey-n/s;N60VB/?: 26) N71PG/Gander-Keflavik;N822MC/Staverton-Sheffield: 27) CS-DNI/Palma-Brussels;N82CW/Newcastle-EMA: 29) CS-DNB/Nice-Edinburgh;N79EL/Luton-EMA; OE-GSC/Oporto-Innsbruck:

Overshoots

02) XX492/CWL76: 03) XX491/CWL70&CWL71;XX498/CWL72: 04) ZF379/LOP40: 5) XX493/CWL71; XZ219/Army527: 06) ZF448/LOP60: 09) ZF490/LOP56: 10) XX500/CWL62;ZF449/LOP67;ZF490/LOP62&LOP6: 11) ZF244/LOP77: 12) XX500/CWL76;ZF168/LOP76;ZF515/LOP02;ZH878/Ascot502: 13) ZF144/LOP77;ZF168/LOP56;ZF487/LOP20: 17) ZF144/LOP60: 18) ZF413/LOP25: 19) XK219/Javelin98;ZF168/LOP47;ZF487/LOP44: 20) ZF342/LOP62: 23) ZF417/LOP46;ZF515/LOP62: 25) ZF342/LOP62Y: 27) XX500/CWL78:

LBA Movement Review October 2000

From and to Langar on the 2nd was Cessna 208 D-FLOH which may indicate that some connection with the parachute club there is possible; night stopping from Jersey on the same day was Citation Bravo N198SL on a Beauport callsign. Executive Jet Europe made their first appearance of the month on the 3rd with the Hawker 800XP CS-DNT from Palma to Farnboro. Baron N273TB on the 4th was from Welshpool (where it is based) to Biggin and return. Citation Bravo N198SL was back from and to Jersey on the 5th whilst Citation Ultra VP-CSC arrived from Humberside and night stopped. Hawker 800XP CS-DNT was from Zurich to Palma on the 6th and Citation II N12NM came from Gamston to night stop until the 13th; also noted was the Citation Excel N966MT from and to Le Bourget.

Executive Jet Europe used Falcon 2000 CS-DNQ when it night stopped on the 10th from Palma to Berlin,Corgi Toys King Air C90 N213CT was from Guernsey to Oxford and Baron N273TB night stopped from Welshpool to Elstree whilst the Beech 1900 OY-JRI was from Southend to Lyon as "Danish533P". Cessna 172M N172AM on the 12th is based at Old Buckenham but it was from Elstree to Norwich. Seneca PH-CDL came from and to Groningen on the 13th, then on the 15th Cessna 421A N132CK was from Cork and Lear Jet 45 N4545 was from Jersey for a night stop. On the 17th Hawker 800XP CS-DNT was back from and to Brussels whilst Private Air's Boeing 737 300 HB-IIN was from Geneva to Istanbul. Citation N12NM was from Gamston to Stuttgart and return on the 18th and the same day saw Lear Jet 45 N4545 from Jersey and to Coventry.

Night stopping on the 19th was the Hawker 800XP N836QS from Vienna to Palma. The Cessna F406 D-INUS on the 20th was from Cologne to Dortmund as "Witchcraft 461" and on the same day Citation Bravo EI-DAB was "Goldair 58C" from Cork to Biggin and CL604 Challenger N433FS was from Dublin to Le Bourget and Citation N12NM was from and to Gamston. HS 125 700A EI-WJN on the 21st used callsign "Emerald 025" on a flight from and to Shannon and Nigel Mansells Citation Bravo VP-CCP arrived from Blackpool for a night stop. Lear 45 N4545 was back on the 22nd and joining it was Mooney M20J N900RK from and to its base at Nottingham. Cheyenne N22OSC is one of our regulars and on the 23rd it night stopped from Albi to Waterford. The Citation I HB-VJB on the 24th was from and to Zurich. Lear Jet 35A D-CJPG made a short visit on the 25th from Cologne to Graz and Hawker 800XP N228TM called in from Cork to Budapest, Lear 45 N4545 came from Jersey for a

night stop and night stopping also was the Aerostar N6OVb which is reported to be based at Henstridge.

Another Lear Jet was N71PG on the 26th which is a series 36 and was from Gander to Keflavik, quite a flight. A shorter flight that day was made by the Hughes 500 N822MC which was from Staverton to Sheffield. BAe 125 800A CS-DNI was from Palma to Brussels on the 27th and the CL604 Challenger N82CW was from Newcastle on the same day going to EMA. Another EJA Falcon 2000 on the 29th was CS-DNR from Nice to Edinburgh whilst further down the scale the Falcon 10 OE-GSC was from Oporto to Innsbruck, finally the Beechjet 400 N79EL was from Luton to EMA. Only two to mention on the military side, on the 18th C-21A 40108 was "Spar 86" and Sea King XZ587 arrived during the night of the 30th to do a rescue flight which was later cancelled.

Starair/UPS started a freight charter to Cologne on weekday nights at the end of last month using Boeing 727's; the aircraft are Danish registered and use the R/T callsign "Whitestar". So far we have had OY-UPM/S/T. British Midland have been a bit short of aircraft and have been borrowing in, ATR-42 G-ZAPJ positioned in as "Midland 9001" on the 3rd to operate the "Midland 1XV-1VX" before departing with callsign "Midland 9002". It was back on the 4th as "Midland 9001" to operate the "Midland 495-6-7-8" before night stopping then doing "Midland 493-4-5-6-7-8" on the 5th; it then did the "Midland 493-4" on the 6th before finally departing as "Midland 9002". It returned as "Midland 9511" on the 9th to do "Midland 407-8" and then "Midland 1VX-1XV" on the 10th before leaving as "Midland 9521". On the 12th ATR-42 G-BUPS arrived as "Midland 9003" to do the "Midland 405-6-7-8" then departed as "Midland 9004". For a change on the 20th Short 360 G-ZAPD arrived as "Midland 9951" to do the "Midland 2XV-2VX" before departing as "Midland 9952". A first visit for Midland was the EMB 145 G-RJXF on the 21st.

Also borrowing aircraft was Britannia, on the 14th A320 EI-TLI positioned in as "Britannia 919F" to do the "Britannia 468A", according to the tower the return as "Britannia 468B" was done by A320 EI-TLE which departed as "Britannia 929F". The following day A300 G-SWJW positioned in as "Britannia 988F" to do "Britannia 365A-365B" before departing as "Britannia 989F". G-SWJW positioned in again on the 16th as "Britannia 919F" to do the "Britannia 295A-295B" and departed using the callsign "Britannia 929F". Finally the A300 G-TTMC was "Britannia 999F" when it positioned in to do the "Britannia 146A". Aer Lingus substituted Boeing 737-400 EI-BXI on the "Shamrock 368-9" on the 13th. A pair of Jetstream 31's were night stopping on the 12th, these were SE-LGA and SE-LGB which arrived as "EchoExpress 014 and 023" respectively then departed to Ringway as "EchoExpress 011 and 021". Doing trials as "Medic YA" on the 2nd was Bo 105 G-PASX then on the 23rd Bo 105 G-PASG arrived as "Special 66" and is now resident as "Medic YA". Finally Cessna Citation II VP-CBE was noted flying Bournemouth-Staverton-Reykjavik en route to Dallas, Texas on November 2nd so it may no longer be resident. Just a quick note to finish, on October 2nd runway 28-10 was re-designated 27-09.



AIR YORKSHIRE COMMERCIAL AVIATION NEWS

BY DAVID WOOLER



LEEDS/BRADFORD NEWS

Big surprise at the beginning of the winter season was the appearance of a Boeing 757, replacing the Boeing 737-800 on Britannia flights. This seemed to even catch the airport out on the first few flights. Airtours too are operating their programme with Boeing 757's.

Just as we plunge into the depths of this winter, the tour operators are trying to tempt us with next winter's brochures. Our two main I.T. players show differing strategies. Thomson's, are to drop both the Las Palmas and Lanzarote flights, and are withdrawing the based aircraft from LBA next winter. The flights will be operated by Boeing 757 on Tuesdays, Thursdays, Fridays and Sundays. Other flights will be operated by other operators.

Airtours on the other hand are adding an overnight flight to Alicante departing Tuesday evening at 2030 returning at 0235. Once again the 2001/2 winter programme will be operated also by a Boeing 757.

Air 2000 grace us on Saturday and Sunday afternoons, again with Boeing 757's, Saturday's flight being from Alicante and Sunday's from Malaga.

Iberworld will visit 3 times a week, with their A.320's. Days of operation are Tuesday, Thursday and Friday afternoons.

Finally Innsbruck will be served by Tyrolean Fokker 70, on Saturdays, arriving at 1645 and departing at 1725.

The press release detailing October's passenger figures reads as follows:

For the fifth month in succession, Leeds/Bradford International Airport handled more than 1.5 million passengers over a 12 month period.

The inclusive total of passengers using the airport from November 1999 to the end of October this year was 1,546,259 and there was particularly strong growth in the area of scheduled service passengers. If the trend continues, and it is fully expected to do so, the airport will soon be handling one million passengers a year on scheduled services alone.

In the first ten months of this year, 1,342,442 passengers passed through the terminal. Of that total, 803,096 were using scheduled flights (376,596 on domestics, 426,500 in internationals). A further 540,234 were flying on inclusive tour flights.

A total of 153,273 used the airport in October, 8,057 more than in the same month of 1999 (up 5.55%).

In the same month, passengers on domestic scheduled flights (a percentage of them, no doubt, seeking alternative means of travel due to the chaos on the railways, which could lead to them becoming regular air travellers in the future), showed their preference for the later mode by increasing loads on LBA scheduled services as follows:

Edinburgh up 42.46%, Southampton up 25.46%, Glasgow up 12.48% and Aberdeen up 7.14%

A total of 18,446 used British Midland's Heathrow shuttle flights during the month. British European's Belfast City service attracted 7,467 (up 9.84%), Ryanair had 16,328 on its Dublin route (up 3.89%) whilst Aer Lingus carried 4,816 to and from the same airport.

In the International Scheduled Flights sector 12,258 flew on KLM uk's Amsterdam service in October, there were 4,645 on British Midland's Paris (Charles de Gaulle) route, and 9,613 travelled on Sabena's Brussels' service.

Aer Lingus Last month I reported the possibility of Aer Lingus ceasing services between LBA and Dublin, and British Regional commencing services on a "One World" alliance basis. Well just as we closed for press the Yorkshire Post announced from January 7th this change will take place. Very much like the KLM uk move on the Amsterdam service last year, the aircraft type has been downgraded, but the number of flights doubled. Weekdays will see four return services. The flight numbers will be in the E1555x range. Weekend services are doubled from one a day to two a day. Details are:

<u>Time</u>	<u>Arrive/Depart</u>	<u>Days of Op.</u>	<u>Flight No.</u>
0700	Depart	Mon to Fri	E15551
0930	Arrive	Mon to Fri	E15552
1000	Depart	Mon to Sun	E15553
1300	Arrive	Mon to Sun	E15554
1500	Depart	Mon to Sat	E15557
1730	Arrive	Mon to Sat	E15558
1800	Depart	Sun to Fri	E15559
2030	Arrive	Sun to Fri	E15560

Sabena have made a marginal improvement to their weekend service by adding a Saturday evening inbound flight at 1915. The aircraft nightstops before departing back to Brussels at 0650. Aircraft type is scheduled to be a BAe R.J. 85.

AIRPORT NEWS

What is believed to be the first landing on **Manchester's** new runway took place on November 6th. Piper Cherokee, G-OMHC, landed on runway 24L, which in fact under normal circumstances, will be the runway used for departures. Latest opening date for the new runway is 5th February 2001.

Newark airport in New Jersey has just "taxied" its terminal to make way for a runway extension. A portion of the original 1934 art deco terminal has been declared a national historic landmark. Once moved the terminal will become part of the airport police and administration terminal.

The French Government has given the go ahead for a third International Airport for Paris. Sites at Soissons, Laon and Reims are being considered. The airport is expected to take 10 years to build.

Sheffield seem to be having a rough time at the moment. First, British Regional announced a further reduction in services and pulled the plug on their Dublin service. Aer Arran stepped in with a Dublin service, all be it once a day with a Short SD.3-60.

Now SABENA have announced they are to cease their Brussels service due to poor passenger figures. This results in Sheffield's scheduled services consisting of one Dublin service and two Belfast services per day.

Passenger figures for August for our near neighbours are as follows:

<u>Airport</u>	<u>Aug 2000</u>	<u>Aug 1999</u>	<u>% +/-</u>
Manchester	2,103,096	1,967,411	+ 6.90
East Midlands	274,830	261,978	+ 4.91
Liverpool	198,010	7,865	+33.91
Leeds/Bradford	155,922	4,819	+ 7.72
Teesside	86,093	80,808	+ 6.54
Humberside	49,358	49,857	- 1.00

AIRLINE NEWS

British Midland has re-applied for permission to fly to an additional 5 cities from Manchester after permission was given to serve Washington and Chicago. The application is to serve Atlanta, Cincinnati, Houston, Miami and Seattle.

Easyjet have agreed "key terms" in a 20 year deal with Liverpool Airport. Agreed points are: Easyjet will base a further two aircraft at Liverpool by 2003, bring a total of 7 based aircraft. Terms of use by Easyjet at Liverpool have been extended by 20 years, with agreed landing charges for the duration. Liverpool have committed to further infrastructure developments.

Ryanair have placed orders for a further three Boeing 737-800's for delivery in 2002. This will bring their fleet up to 44 aircraft. Ryanair added 10 new destinations to its network this year, including Sardinia and Sicily.

AIRCRAFT NEWS

The head of the French team investigating the Air France Concorde crash has said the metal strip the plane struck on take off "definitely" came from a Continental DC-10 which departed just before the ill-fated Concorde. A Continental spokesman said "Runway debris is a minor player in this context. A burst tyre should not cause a crash. This explains why the Concorde's are not flying today".

OTHER NEWS

All was normal on U.S. Airways flight 107 from Philadelphia to Seattle recently until a 300 pound pot bellied pig was brought on board, and given the first row of first class seats. During the taxi for take off the pig ran squealing through the cabin and jammed itself in the galley, where it refused to move, until enticed out with food (pork scratchings perhaps?). On arrival the owners managed to drag the offending porker up the air bridge, but not before it left a calling card.

U.S. Airways admitted they were humiliated about the whole incident and promises ... pigs will never fly again !!!

Stuck again for that ultimate Christmas Aviation Gift. Well once again we can help. Recent advert spotted in an American Aviation Magazine. Unique fantasy home now available to the pilot who wants the most awesome hanger/home ever built. Your aeroplane in your bedroom? YES !! Pool, Spa, 2 acre grounds, 3 bedrooms, 2 bathrooms, fireplaces, air conditioning, roof top deck with fantastic views, 4 car garage, 3000 square foot hanger. Only finest materials used, including granite kitchen counters, marble bathrooms and limestone flooring inside and around pool. Way too many extras to list here. This home is fully furnished and professionally landscaped. Move you and your plane in now. Find this dream home and more at www.avweb.com/sponsors/aptclass.

E-mail Dwooler@EGNM.screaming.net

CREDITS: ABN, ACW, AI, Financial Times, The Times, TTG, Yorkshire Post, Civil Spotters, LBA2 and YAG WEB sites (and all their contributors), Tony Bailey, Lawrie Coldbeck, H. Morrow, P. Linley, P. Smith.

AIR YORKSHIRE COMMERCIAL CHRISTMAS COMEDY CRACKER



BY DAVID WOOLER

Again this festive season, we start with the LBA related funnies.

One of the LBA controllers accidentally asks a visiting aircraft to report "over the Parkway" after he has turned long finals over the published Visual Reporting Point (VRP) at Eccup reservoir.

The "Parkway" refers to The Parkway Hotel, located on about a 2 mile final for 27, and is well known to based pilots, but not published anywhere as a recognised reporting point.

The stranger responds "Roger, report the Parkway, for your information we're over the nudist colony at the moment".

"WHERE IS THAT? !!" responds the controller, very inquisitively !!!

"You first" responds the visiting pilot !!!

"Leeds Tower Midland Six Juliet Lima, start for Heathrow, and I guess you've noticed we're a Fokker 100 today".

"Midland Six Juliet Lima cleared Start, and we'll change the 737 to a Fokker 100".

"Leeds Tower, Juliet X-Ray, while you're at it, could you change this Cessna 152 to a Learjet?!"

"British 118, Leeds, can you give me a wind read out at your passing level"

"118, sure, we've got 260 at 100 knots"

"Thanks 118, I just wanted to make sure you were flying into wind, and had not shut down an engine"

Aer Lingus asks for start and push. "Confirm you have copied the latest weather, information Delta" replies the tower. A somewhat confused reply comes back from Aer Lingus. "Shamrock you need to get the weather from ATIS on 118.025". Two minutes later Aer Lingus is back on the Tower Frequency. "We listened in on 118.025, but we couldn't get a word in edgewise!"

Just after I handed in last year's Christmas Comedy Cracker, last November an incident took place at Manchester. The BBC Radio reported:

Israeli premier Ehud Barak escaped unhurt when a jet carrying him and his party was in collision with a baggage truck on the tarmac at Manchester Airport. The Israeli Air Force, Boeing 707 was manoeuvring during a refuelling-stop when the accident happened late on Thursday night.

Mr Barak's senior policy advisor, Danny Yatom said "It is good that it happened on the ground and not in the air"

It is also good to see a "Senior Policy Advisor" with such a good grasp of things aeronautical!!!

The twelve flying days of Christmas

On the first day of Christmas the C.F.I. gave to me
A regulation 9.13
A two hour preflight
Three full stalls
Four Short approaches.
FIVE FORCED LANDINGS
Six flights computing
Seven route re-thinkings
Eight In flight briefings
Nine charts a folding
Ten minutes holding
Eleven towers a talking, and
Twelve hundred squawking.

Another funny courtesy of Chicago Air Traffic WEB site.

“Midway ground, Airline 123, request push and start from gate 52, we have information Whiskey”

“Airline 123, start and push approved, push to face the city”

“123 Clear to start and push to face towards the city”

A couple of minutes later

“Airline 123, just which City did you think I was talking about?”

15 rules of the air

1. Every take-off is optional, every landing is mandatory.
2. If you push the stick forward the houses get bigger. If you pull it back they get smaller. That is unless you keep pulling the stick back all the way, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you are on fire.
6. The propeller is just a big fan in front of the plane to keep the pilot cool Don't believe me well, watch him sweat when it stops turning.
7. When in doubt hold onto your altitude, nobody has collided with the sky.
8. A good landing is one you can walk away from. A great landing is one after which they can use the plane again.
9. You know you've landed with the wheels up when it takes full power to taxi onto the stand.
10. There are three simple rules for making a smooth landing. Unfortunately nobody knows what they are.
11. Stay out of the clouds. This silver lining people keep talking about may just be another aeroplane coming in the opposite direction. Also mountains have been known to hide in clouds.
12. Always try and keep the number of landings you make, equal to the number of take offs you make.
13. Helicopters cannot fly. They're just so ugly the earth repels them.
14. In the ongoing battle between objects made of aluminium going hundreds of miles of hour and the ground going zero miles per hour, the ground has yet to lose.
15. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

AIRLINE TERMINOLOGY

PASSENGER A herding creature of widely varying intellect, usually found in pairs or small groups. Often will become vicious and violent in simple and easily rectified situations. When frightened or confused these creatures collect in a group called a "line". This "line" has no set pattern and is usually formed in inconvenient places. Passengers are of four known species:

Paxus Iratus, Paxus Latus, Paxus Inebriated and Paxus Ignoramus.

PRE-BOARD Passenger who arrives at departure gate five minutes before departure.

VOLUNTARY OVERSALE A passenger who arrives at the gate just as the airbridge is removed from the aircraft.

NO RECORD Any passenger booked through a travel agent.

GROUP A large load pack of passengers (see **PASSENGER**) travelling together. The group leader, who has the tickets, usually waits in the bar until the required pre-board time of five minutes before departure, or until there are no seats left together, whichever occurs last. Reservation agents are prohibited from pre-assigning seats to groups as this may convenience them.

SIGN An airport decoration. Usually unnoticed except by small children. Its primary function is to hide the location of various areas of the airport (i.e. gate numbers, rest rooms, baggage claim etc.)

POSITION CLOSED This is a sign posted at various check-in desks, which when interpreted by the passenger reads "Form line here".

CARRY ON BAGGAGE An item, usually of large dimensions, which somehow managed to fit under a passenger's seat on the inbound flight. Regardless of what the passenger says the following are not acceptable as carry on items: bicycles, steamer trunks, refrigerators, truck tyres or wide screen T.V.'s.

TIMETABLE An entertaining work of paperback fiction.

ON TIME An obscure term, meaning unknown.

FOG A natural weather phenomenon which usually occurs around an airport while the surrounding areas are clear. Fog is controlled by the airlines and is used to delay flights.

AIR TRAFFIC CONTROL A game played by pilots and Air Traffic Controllers. The game has no rules, and neither side knows how it is played, but the goal is to prevent flights from arriving in time for passengers to make connecting flights.

NON-REVENUE POSITION Usually identified by the fact these passengers are in first class and dressed in pilot or flight attendant uniforms. Non-revenue positions are allowed to fly first class free of charge in order to prevent revenue passengers from being able to pay first class passenger charges.

LEEDS BRADFORD AIRLINE REPORT: OCTOBER 2000

INBOUND DIVERSIONS

28 BRT167 DUB SZD G-MAJI JS41 GLA BRT092/29

REGULAR FLIGHTS

AEA174	PMI	07/EC-GOJ	14/EC-GOJ	21/EC-GOJ	28/EC-GOJ	
AEA189	TFS	06/EC-HKQ	13/EC-HKQ	20/EC-HKR	27/EC-HJQ	
AEA215	PMI	06/EC-GMY	13/EC-GHD	20/EC-GHD	27/EC-GMY	
AEA259	PMI	07/EC-HGO	14/EC-HGQ	21/EC-HBM	28/DivMAN	
A1H323	REU	02/G-DJAR	09/G-TICL			
A1H357	AGP	05/G-CRPH	12/G-JOEM	19/G-CRPH	26/G-SUEE	
A1H359	PMI	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
A1H363	GRO	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
A1H365	ACE	05/C-GTDB	12/C-GTDB	19/C-GTDB	26/C-GTDB	
A1H367	BJV	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
A1H369	FUE	04/C-GTDB	11/C-GTDB	18/C-GTDB	25/C-GTDB	
A1H371	LCA	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
A1H373	ALC	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
A1H377	TFS	03/C-GTDB	10/C-GTDB	17/C-GTDB	24/C-GTDB	31/C-GTDB
A1H379	FAO	01/C-FTDA	08/C-GTDB	15/C-GTDB	22/C-GTDB	29/C-GTDB
A1H381	AGP	01/C-FTDA	08/C-GTDB	15/C-GTDB	22/G-COEZ	29/C-GTDB
A1H383	LPA	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
A1H385	PMI	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
A1H387	ALC	07/C-GTDB	14/C-GTDB	21/C-GTDB	28/C-GTDB	
A1H389	IBZ	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
A1H391	MAH	06/C-GTDB	13/C-GTDB	20/C-GTDB	27/C-GTDB	
A1H395	PMI	02/C-GTDB	09/C-GTDB	16/C-GTDB	23/C-GTDB	30/C-GTDB
A1H5107	ALC	07/G-TICL	14/G-DJAR	21/G-SUEE	28/G-SUEE	
AMC5203	MLA	03/OY-MRA	10/OY-MRA	17/OY-MRB	24/OY-MRA	31/9H-ADN
AMM595C	FAO	05/G-OOOG	12/G-OOOD	19/G-OOOG	26/G-OOOI	
BAL071A	PMI	02/G-BYNC	09/G-BYNC	16/G-BYNC	23/G-BYAY	30/G-BYAE
BAL076A	MAH	07/G-BYNC	14/G-BYNC	21/G-BYNC	28/DivMAN	
BAL089A	CFU	06/G-BYNC	13/G-BYAK	20/G-BYNC	27/G-BYAY	
BAL146A	IBZ	07/G-BYNC	14/G-BYNC	21/G-TTMC	28/G-BYAY	
BAL241A	TFS	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYAY	
BAL268A	ALC	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYAY	31/G-BYAE
BAL277A	IBZ	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYAY	
BAL295A	LPA	02/G-BYNC	09/G-BYNC	16/G-SWJW	23/G-BYAY	30/G-BYAE
BAL365A	PMI	01/G-BYNC	08/G-BYNC	15/G-SWJW	22/G-BYAY	29/G-BYAE
BAL368A	AGP	05/G-BYNC	12/G-BYNC	19/G-BYNC	26/G-BYAY	
BAL397A	PMI	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYAY	
BAL423A	ACE	04/G-BYNC	11/G-BYNC	18/G-BYNC	25/G-BYAY	
BAL468A	REU	07/G-BYNC	14/EI-TLI	21/G-BYNC	28/G-BYAY	
BAL476A	TFS	01/G-BYNC	08/G-BYNC	15/G-BYNC	22/G-BYAY	29/G-BYAE
BAL488A	IBZ	06/G-BYNC	13/G-BYNC	20/G-BYNC	27/G-BYAY	
BAL506A	GRO	03/G-BYNC	10/G-BYNC	17/G-BYNC	24/G-BYAY	31/G-BYAE
FUA1354	TFS	06/EC-HHG	13/EC-HMK	<u>20/EC-HMJ</u>	27/EC-HMJ	
FUA1412	MAH	06/EC-GNZ	13/EC-GVB	20/EC-HME	27/EC-HME	
IWD3336	TFS	06/EC-HCR	13/EC-GZE	20/EC-GLT	27/EC-GUR	
JMC598	MAH	06/G-FCLB	13/G-FCLA	20/G-FCLJ	27/G-FCLC	
MSK108	FAO	07/G-MSKC	14/G-MSKD	21/G-MSKA	28/G-MSKC	

OTHER FLIGHTS

03	G-ZAPJ	AT42	BMA9001/1XV	Stansted - Glasgow	Lieu BMA SF34
03	G-ZAPJ	AT42	BMA1VX/9002	Glasgow - Stansted	Lieu BMA SF34
04	G-ZAPJ	AT42	BMA9001/495	Stansted - Paris Cdg	Lieu BMA E145
04	G-ZAPJ	AT42	BMA496/497	f/t Paris Cdg	Lieu BMA E145
04	G-ZAPJ	AT42	BMA498/493	f/t Paris Cdg n/s	Lieu BMA E145
05	G-ZAPJ	AT42	BMA494/495	f/t Paris Cdg	Lieu BMA E145
05	G-ZAPJ	AT42	BMA496/497	f/t Paris Cdg	Lieu BMA E145
05	G-ZAPJ	AT42	BMA498/493	f/t Paris Cdg n/s	Lieu BMA E145
06	G-ZAPJ	AT42	BMA494/9002	Paris Cdg - Stansted	Lieu BMA E145
09	G-ZAPJ	AT42	BMA9511/407	Stansted - Edinburgh	Lieu BMA SF34
09	G-BVJA	F100	BMA9512/296	Heathrow - Glasgow	Lieu SF34
09	G-ZAPJ	AT42	BMA408/1XV	Edinburgh -n/s- Glasgow	Lieu BMA SF34
09	<u>OY-UPS</u>	B721	SRR6568/6567	f/t Koln/Bonn	-
09	G-BVJA	F100	BMA297/9513	Glasgow - Birmingham	Lieu SF34
09	G-OBWR	BATP	JEA745A/746	f/t Belfast City	Lieu JEA CRJ2
10	G-ZAPJ	AT42	BMA1VX/9521	Glasgow - Stansted	Lieu BMA SF34
10	OY-JRI	B190	DTR533P/533	Southend - Lyon	Freight Charter
10	<u>OY-UPM</u>	B721	SRR6568/6567	f/t Koln/Bonn	-
12	G-BUPS	AT42	BMA9003/405	Stansted - Edinburgh	Lieu BMA SF34
12	G-BUPS	AT42	BMA406/407	f/t Edinburgh	Lieu BMA SF34
12	G-BUPS	AT42	BMA408/9004	Edinburgh - Stansted	Lieu BMA SF34
12	SE-LGB	JS31	EXC023/021	Stansted -n/s- Manchester	Passenger Charter
12	SE-LGX	JS31	EXC014/011	Stansted -n/s- Manchester	Passenger Charter
13	EI-BXI	B734	E1N368/369	f/t Dublin	Lieu FK50
14	EI-TLI	A320	BAL919F/468A	Dublin - Reus	Lieu BAL B738
14	EI-TLI	A320	BAL468B/929F	Reus - Dublin	Lieu BAL B738
15	G-SWJW	A300	BAL988F/365A	Manchester - Palma	Lieu BAL B738
15	G-SWJW	A300	BAL365B/989F	Palma - Manchester	Lieu BAL B738
16	G-SWJW	A300	BAL919F/295A	Manchester - Las Palmas	Lieu BAL B738
16	G-JEDE	DH8	JEA733/734	f/t Belfast City	Lieu CRJ2
16	G-SWJW	A300	BAL295B/929F	Las Palmas - Manchester	Lieu BAL B738
17	HB-IIN	B733	PTI-IN	Geneva - Istanbul	Leeds United FC
18	G-DAJB	B752	MON197P/8180	Manchester - Istanbul	Football Charter
19	G-DAJB	B752	MON8181/181P	Istanbul - Manchester	Football Charter
20	G-ZAPD	SH36	BMA9951/2XV	Stansted - Glasgow	Lieu BMA SF34
20	G-ZAPD	SH36	BMA6VX/9952	Glasgow - Stansted	Lieu BMA SF34
21	G-JEDZ	DH8	JEA733/734	f/t Belfast City	Lieu CRJ2
21	<u>G-RJXF</u>	EI 45	BMA9002/497	East Midlands-n/s-Paris Cdg	-
21	G-JEDE	DH8	JEA743/744	f/t Belfast City	Lieu CRJ2
21	G-TTMC	A300	BAL999F/146A	Manchester - Ibiza	Lieu BAL B738
22	EC-GGO	B733	AEA821/822	Barcelona - Madrid	Football Charter
23	G-RIXA	E145	BMA9002/2XV	Aberdeen - Glasgow	Lieu SF34
23	G-JEAT	BA46	JEA745/746	f/t Belfast City	Lieu DH8
23	G-RJXA	E145	BMA6VX/9006	Glasgow - Edinburgh	Lieu SF34
24	EC-HBN	B738	AEA821/822	Palma - Barcelona	Football Charter
27	G-OJSW	B73 8	SBE617P/6172	Manchester - Tenerife	Extra IT Charter
31	G-BXWE	F100	BMA251	East Midlands - Paris Cdg	Lieu E145
31	G-RJXF	EI45	BMA1XV/1VX	f/t Glasgow	Lieu SF34

Aircraft making first visits are underlined.



**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

PRESS RELEASE

7th November 00

Airport's Annual Report highlights Confidence in a Future built on Wise Expansion and Friendly Service

The Annual Report and Accounts of Leeds Bradford International Airport (LBA), mirror a degree of confidence in current and future development which will consolidate its position as Yorkshire's Premier Airport.

Introducing the new report, Cllr Tony Cairns, Chair of LBA's Board of Directors, comments that "we are clearly making a major contribution to the local and regional economy".

In the 12 months covered by the report, 1,475,034 passengers passed through the airport's terminal, and all forecasts of growth in charter traffic which the Board anticipated when it gained permission to operate at night have been realised.

Equally significant has been the rapid growth in scheduled service traffic, now fast approaching a million passengers a year, reports Cllr Cairns.

The transformation and expansion of the airport's terminal facilities have been well received by passengers, "and more re-building which is underway will provide the region with an airport in which we can all take pride" he adds.

Signs are that airlines and tour operators are impressed with the developments and also by the strong catchment area. "I am confident that we will continue to grow and make an ever greater economic contribution over the coming years," concludes Cllr Cairns.

Airport Managing Director Mr Ed Anderson says that "although our profits are slightly lower than in the previous year" (profit after tax £2,701,000 against £2,837,000 in 1999) in every other respect 1999/2000 has been the most, successful year in the airport's history".

Passenger throughput is up to 5%, he reports; a creditable result in a year in which some airport sectors of the overall UK market saw little if any growth, and it exceeds that experienced at a number of comparable airports.

The highest rate of growth was on international scheduled services, which now represent 34% of LBA's total traffic and all of which saw significant increases during the year. Sabena's Brussels' service carried 95,000 passengers - a year on year growth of 23%. British Midland's Paris service carried 59,000 - an increase of 9%.

Travellers from LBA are benefiting from the opportunity to connect with hundreds of destinations world-wide through these "hub" airports, plus those at Amsterdam, London Heathrow and Dublin, says Mr Anderson.

Whilst the overall UK charter market saw little if any growth in the period covered by the report, that area of traffic at LBA increased 5% and he sees enormous scope for further growth, given that some two million charter passengers originating in Yorkshire currently fly out of Manchester.

Mr Anderson says that his warning of a year ago that if intra-EU duty and tax free allowances were abolished in July 1999, it would not be possible to maintain their record of improving year-on-year profitability was borne out, for £1 million of duty free revenues were lost in 1999/00 when the allowances stopped.

The near-completed new arrivals facilities, offices and a covered walkway and up-graded fascia across the entire airside of the existing terminal; the planned development of a four star hotel by Macdonald Hotels; and proposals by Multiflight for a major development of hangars and other facilities for corporate and general aviation on the southside of the airport, represent a massive investment in improved facilities and will consolidate Leeds Bradford's position as the premier airport in the region, concludes Mr Anderson.

Other Report facts and figures include: over five million people live within 90 minutes drive time of the airport. Among its charter airlines, Britannia carried the most passengers (209,017 - 37% of the total) during the year. Airtours was second (161,081 - 29%) and Air 2000 third (66,995 - 12%). British Midland was the busiest scheduled carrier (341,405 passengers - 37% of the total), Ryanair came second (152,001 - 17%) and KLM UK third (136,539 - 5%).

Gross Operating Profit was £6,191,000 (£6,361,000 in 1999), on a turnover of £16,537,000. Profit per passenger was £4.20 on a turnover of £11.21 each. Aircraft movements in the year totalled 63,191 against 60,207 in the previous financial year.

Ends





**LEEDS
BRADFORD
INTERNATIONAL
AIRPORT**

PRESS RELEASE

22nd November 2000

Over Half A Million Holiday Passengers This Year Promise A Flying Start To Airport's Coming Summer Season

With well over half a million passengers carried on inclusive tour flights in the first 10 months of this year, nearly 300,000 of them in the main holiday months from May to August alone, Leeds Bradford International Airport (LBA) is already geared up to handle 50 holiday flights a week in the summer of 2001.

Destinations range from Tunisia (Monastir) and Cyprus (Larnaca) to Gran Canaria and all the Costas. The firm favourite with passengers from LBA continues to be Palma in Majorca, which is top of the departures list with 10 flights a week. Alicante, on the Costa Blanca, comes second with six flights a week; and in third place Tenerife and Menorca (Mahon) are tied with each other having five flights.

Seventeen resorts are listed in the summer programme. Busiest day of this week will be Saturday with 12 departures; Friday is second with 11 and Thursday third with seven. Quietest day is Wednesdays. The majority of these flights will operate from early May until the latter half of October.

The number of flights a week to individual resorts are as follows:

Algarve - Faro (3), Corfu (1), Costa Blanca - Alicante (6), Cost Brava - Geron (2), Costa del Sol (3), Costa Dorada - Reus (2), Cyprus - Larnaca (1), Fuerteventura (1), Gran Canaria (3), Ibiza (3), Lanzarote (2), Majorca - Palma (10), Malta - (1), Menorca - Mahon (5), Tenerife (5), Tunisia - Monastir (1), Turkey - Boldrum (1).

Airtours is the busiest tour operator with 23 flights a week via its own aircraft. Thomson has 15 flights. Other operators include: JMC, First Choice, Aspro, Skytours, Portland, Direct Holidays, Cosmos, Unijet and Panorama.

Saturday flights include three to Palma, Majorca (at 1335, 1345 and 2200), four to Alicante (at 0600, 1255, 1610 and 2140). Friday has three to Tenerife (at 1200, 2235 and 2359), and three to Menorca (Mahon) at 0540, 1150, and 1605.

Ends

THE BRISTOL BRITANNIA

The Bristol Britannia by now almost extinct, deserves a mention as it played its part in UK aviation history and was used for many years by several airlines as well as the RAF.

The Britannia was evolved to a BOAC specification for a medium range passenger transport, soon after the war. The series 100 first flew in 1952 and BOAC bought fifteen of this type. The series 300 first flew in 1956 and 45 civil versions of this model were built in total, plus a further 23 military versions for the RAF. The 300 series had a longer fuselage and up-rated Proteus turboprop engines. It could carry up to 139 passengers and had a range of up to 3100 miles with maximum payload. It had a cruising speed of up to 400 mph. The model built for the RAF, was similar to the civil series 310 and these were in service up to 1975 when all 22 remaining were put up for sale by the RAF. They were bought generally for freight purposes by small airlines mainly in Europe. The BOAC fleet of Britannia 310's, was sold off to British charter operators, with a few going to other operators overseas. The operational quietness of this large elegant turboprop airliner earned it the title of the "Whispering Giant".

It was during service with the RAF that an unusual occurrence, involving a Britannia, took place. This occurrence illustrates well, the extraordinary lengths to which aircraft manufacturers and sometimes operators, in this case the RAF, have to go to, to investigate and solve an unexpected problem.

On a hot humid day at Mombasa Airport, Kenya, a Britannia of RAF Transport Command began its take off run down what was a fairly critical runway length, given the prevailing wind speed, wind direction and ambient temperature. These factors, coupled with the weight of the aircraft and the height of the airfield runway above sea level, made the take off run critical. All the relevant data had, as a matter of routine, been carefully checked and double checked against the take off weight for the aircraft. This had been carried out in the flight planning office well before boarding the aircraft, as is the norm. Full power was selected for the four turboprop engines, power being boosted by the selection of water injection. This was again standard procedure under the given circumstances. With available engine power looking good, the Britannia had started its take off run. It was slow to accelerate in the tropical

conditions and with the available runway length decreasing and the aircraft still firmly on the runway, the crew became increasingly anxious. The point was reached where the captain elected to abort the take off run. This was a quite significant event. It was the first time that this action had been taken with an RAF Britannia and was to signal the beginning of a lengthy and costly investigation, to determine what had led to this drastic course of action.

The problem was, that take off weather conditions were equal to those used when calculating take off performance, i.e. nothing had changed. The figures were checked again and found to be correct. There were several possible explanations for the aborted take off run. The calculated take off weight could have been wrong, so all "on board" freight was off loaded and re-weighed. The figures were found to be correct. Another possible explanation was that the aircraft wheel brakes may have been binding. Again no obvious fault could be found. A replacement RAF Britannia eventually took off at a similar weight and in similar weather conditions, without incident. All four engines on the suspect Britannia were then tested against known target figures for performance. Rather surprisingly, all four were found to be "down" on torque. In other words all four were technically unserviceable and not producing the power expected of them. However, this finding was not acceptable. In practice, all four engines could not realistically be "down" on power at the same time. This just doesn't happen with four individual machines. Each engine is working separately. In engineering practice, an engine really is - just another piece of machinery, albeit a complex one. It was decided that there must be some other reason. Was there something wrong with the standard run up procedures for the engines. Perhaps the problem was something which would only manifest itself in hot and humid conditions. The aircraft was filled with the minimum amount of fuel for the journey to the UK to where it departed and landed safely.

Once back home, the engines were tested again and found to be working normally. Now there really was a problem. Something somehow had caused the critical lack of power.

It was decided to arrange a special flight, to check out the aircraft's performance and engine running procedures, in the tropics. The flying performance was

to be checked by measuring the height, to which the aircraft would climb on three engines in a given time. The fourth engine would be shut down and the propeller feathered. This would be the scenario if an engine really did fail on the take off run and at too high a speed for the aircraft to stop, before reaching the end of the runway. There is always a point at which any aircraft is irrevocably committed to take off, on all but the longest of runways. When this happens the aircraft simply has to continue its take off run, climb on the remaining engine(s) at a suitable rate calculated to ensure maximum terrain clearance. All aircraft manufacturers prepare charts for these circumstances. These are derived from actual test flights and can be used for comparison purposes, when checking aircraft and engine performance.

This then was the scene when the suspect Britannia departed from Akrotiri, bound for Seeb. First, head out to sea, climbing to 1000ft, shut down No 4 engine, check undercarriage up, 15 degree flap setting, full power and then time the climb to 5000ft. No problems were encountered on the first test.

On take off from Seeb for the return flight, the procedure was repeated. This time the Britannia was heavy and the night hot, but the runway long. The aircraft slowly lifted off the runway without incident and began its laboured climb in the dark. Rate of climb was poor and after four minutes, several red warning lights suddenly flashed on, indicating a serious malfunction. The problem turned out to be overheating alternators on all three engines. This was very unusual as all three alternators were overheating at the same time. Remember, that the fourth engine and its alternator were shut down at this time. The alternators are part and parcel of the aircraft's engine and cannot be shut down without also shutting down the engine itself. Power was quickly reduced to safe minimum and No 4 engine, which had previously been shut down, immediately started up. As soon as No 4 engine was up to full power, Nos 2 and 3 engines were set to idle power, leaving Nos 1 and 4 running normally. This action was possible as No 1 engine warning light had by now gone out. This left the aircraft well balanced, even though on reduced power. One engine on each wing was by now performing reasonably well. The warning light on No 2 engine, which was at idle power, followed suit and went out. With No 1 and No 4 engines running normally, No 3 engine was shut down completely as the alternator warning light on this engine had persisted in staying on. All of these events had happened very quickly and must have left the crew quite bewildered. These were the type of incidents which are normally encountered

only in the relative safety of a flight simulator. The Britannia immediately diverted to nearby Masirah airfield. The loss of even one engine has a marked effect on the handling of an aircraft, as there is more thrust on one side than the other. This can cause the aircraft to twist slightly or crab. This crabbing has to be corrected by use of the rudder or by differential thrust from the engines on the opposite wing. A further problem is that this situation increases drag and in some instances, can result in a loss of height.

Once on the ground, all alternators were changed, as were the heat sensing devices attached to the warning lights. All components were returned to the UK for examination and checking. The aircraft eventually proceeded to Singapore and then to Gan but no further test flights were to be arranged for the time being. In Masirah, some weeks later and with the fuel and water tanks filled, the Britannia was again ready to begin its take off run. Water was again to be injected into the engines to give additional thrust, as was standard practice. Full power was applied and three green lights indicated that the water was flowing from the water tanks to the engines. This was to be the eleventh test in eight days. The aircraft climbed slowly and turned back towards the airfield, setting course for Cyprus. The now familiar test began.

At 1000ft. No 4 engine was shut down, 15 degrees of flap selected and full power set.

Abruptly, the aircraft lurched to the left, then just as suddenly to the right. The instruments indicated a problem with No 1 engine, (the opposite unit to No 4 which was shut down on the other wing). The engines of the Britannia were each fitted as standard, with a glow plug. In the event of a "flame out", the glow plug would immediately and quite automatically re-light the flame. It has to be remembered that in a turboprop engine, as with any jet engine, there is a combustion chamber. Here, the compressed mixture of fuel and oxygen is ignited, causing a form of constant explosion in which the gasses expand rapidly. This creates the thrust which impinges on the turbine blades and in the case of the turboprop Britannia, turn the shaft which via a gearbox drives a second shaft. This shaft carries the propeller which powers the aircraft. In the pure jet engine, the propeller is replaced by a set of fan blades at the front of the engine mounted on a single common shaft. This "front fan" is used to draw in and compress the air which in turn feeds the engine and keeps the whole process going. In simple terms air is sucked in, compressed, mixed with atomised jet fuel and ignited. The burning vapour causes an explosive thrust which escapes through

the rear jet nozzle thus providing the force needed to propel the aircraft. This description perhaps over simplifies the process but serves to explain it. The glow plugs were fitted to overcome the problems encountered with a flame out. This could occur if ice, which had accumulated on the air intake, was suddenly drawn into the engine in large chunks. The turbine blades on the front fan, rotating at high speed, would act like a food mixer and instantly disintegrate the ice into tiny particles. Any sudden ingress of excess moisture in the air intake tends to put the flame out and halt the explosive process. This can also happen in very heavy rain. In the event of this happening, the glow plug would automatically re-light the flame. As there was no possibility of ice at that altitude, on this particular flight, due to the very warm climate, something was seriously wrong with the engine. The glow plug was the only thing keeping it going. The engine was shut down and a return to Masirah arranged. This action raised with it, the attendant problem of dumping excess fuel. The Britannia was far too heavy to land with its full load of fuel. The excess had to be dumped overboard, before the aircraft was light enough to land. Under these particular circumstances, this was to be a hair-raising procedure. As fuel is jettisoned, it atomises in the high speed air flow. Any spark would ignite a fire ball. An additional worry at the time, was that the recently re-lit No 4 engine was not performing in line with engine Nos 2 and 3 as it should have been, a clear indication of yet another problem. It too had to be reduced to idle power. As the two remaining engines Nos 2 and 3 were adjusted, they began to display the same symptoms as No 1 engine - the one which had been shut down first because of problems. Each one of these engines was now auto re-lighting, just as number one had done. Even more of a worry was the fact that after each auto re-light, a thirty foot long tongue of flame shot out of the back of the engine. This occurred after each re-light as excess and unspent fuel was used up in the re-lit combustion chamber. Had this occurred during the dumping of fuel, disaster could have followed and the aircraft turned into a fireball. With one engine shut down, one at idle power and the remaining two only giving intermittent power the Britannia made a very difficult but safe radar approach and landed at Masirah.

It was decided afterwards that three of the four engines needed changing. This was carried out and the aircraft was eventually flown back to the UK.

At this stage of the story it is worth remembering that everything started, with a totally unexpected aborted take off which at the time, couldn't be explained.

Four engined aircraft are considered to be very safe on the premise that coincidental faults on all four engines at the same time is a virtual impossibility. The only constant common element and consequently the weak link, is the fuel supply. The fuel and its supply system had been checked thoroughly and found to be uncontaminated. That only left the water which is injected to increase power on take off and on climb out. On examining the engines back in the UK some time later, doubts were raised regarding the purity of the demineralised water used for injection. Valves that are closed at full power, have to be opened later at a lower power setting, in order to maintain the balance of air to fuel in the engine. Indications were that these valves did not open when they should have, due to contamination. The water, which came from Masirah's desalination plant, was subsequently found to be impure. Thus, the problem was finally solved. Thankfully, no lives had been lost though a great deal of time and expense had been incurred.

This story highlights the complex nature of any investigation into an incident which has occurred in aviation circles. It shows how one relatively straight forward but unexplained event can lead on to so many false trails in the quest for a true explanation as to what really happened. In this case, a contaminated water supply, brought about three separate emergency situations before the true cause could be found. It is a reminder of the painstaking investigation and research which is needed to ensure continued safety in the air.

AIRCRAFT DIMENSIONS

SPAN	142' 3"
LENGTH	124' 3"
HEIGHT	37' 4"
WING AREA -	2075 SQ.FT.
WEIGHT(MTO) -	82 TONNE
POWER -	4120 E.S.H.P.(X4)
NUMBER BUILT -	100

OPERATORS

Air Spain, Air Turas, B1JA, British Eagle, Caledonian, CSA, Cubana, El Al, Globe Air, Lloyd, RAF, Transglobe etc. etc.

A grim reminder of what can result from engine failure, can be gained from an incident involving a DC4 which was making an approach to Manchester Ringway Airport many years ago. During the flight, the crew had been routinely transferring fuel from tank to tank to

maintain the aircraft's centre of gravity. The control lever for the transfer pump was to the pilot's left, low down and out of his direct line of sight. He could reach and feel the lever but not easily see it. While on approach to Manchester Airport, one engine suddenly cut out. Attempts to restart it failed. Soon after, the inboard engine on the same wing also cut out. Two engines working on one wing and none on the other caused the aircraft to turn to one side or crab, making it difficult to maintain the assigned heading. The situation was made worse by the direction of the wind at the time of the approach.

Almost full rudder was used in an attempt to straighten up the aircraft and maintain the correct heading, with the prevailing wind direction compounding the problem. The resulting drag and loss of airspeed meant that the DC4 was unable to maintain height, finally crashing onto the roof of a factory in Stockport.

A subsequent investigation revealed that the control lever for the fuel transfer pump, had not been moved the full distance to the OFF position. Though the crew

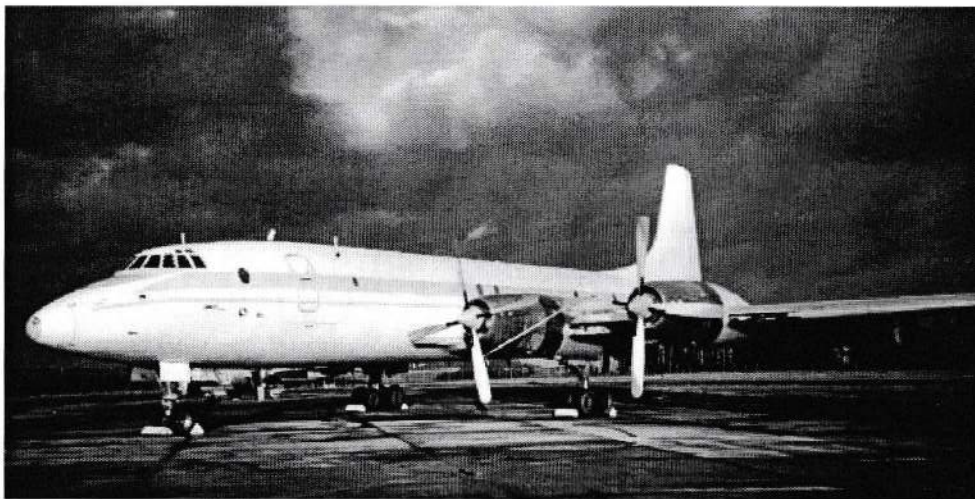
believed it to be off, the pump was still running. The fuel tanks feeding the two engines on one wing had been completely drained.

Though this was the root cause of the accident, a major factor was probably the combination of a cross wind, the loss of both engines on one wing and the heavy use of rudder in an attempt to correct the resulting drift to one side. The inevitable excessive drag made it impossible to maintain height at what was already a low level, associated with the later stages of an approach to land.

Not for the first time, the unexpected had brought down an aircraft. Subsequently, the fuel transfer systems on DC4's was modified to eliminate this potential problem.

The information included in this article is intended as a guide only and no responsibility can be taken for its accuracy. It is not intended as work of reference and should not be quoted as such.

J. BOOTH



EL-WXA at RAF Kemble 14 October 1997
WHISPERING GIANT
"The Final Journey"

GREETINGS

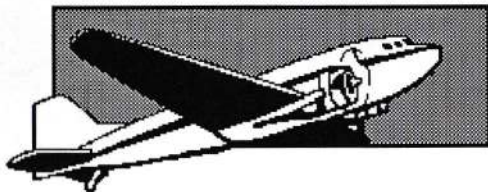
from the magazine production duo:

Cliff Jayne (*editor*) and Sheila Jayne (*assisting*)

Thank you for inviting us to become involved once again in the activities of the Air Yorkshire Aviation Society, and in particular to take on the publication of the monthly magazine, which we are pleased to do.

The entire magazine will be produced via our computer which, in addition to text, can handle photographs, negatives, art work, logo, etc. and we hope the following notes will prove useful to all members when contributing articles:

1. The preferred media for text is on 3.5inch floppy disc, please (which will be returned to you).
2. Format for scanning hard copy should be single column full size (ie printing not reduced).
3. Aviation photographs/negatives offered for inclusion should identify aircraft, place, date and photographer, please (photographs will be reproduced in black/white).
4. There is space for your letters, news items, aviation adventures, reports on special sightings etc. - please share them with us.
5. Don't let the absence of a keyboard put you off contributing - best handwriting is acceptable when necessary.
6. All magazine articles should be addressed to Cliff Jayne and either
 posted to 27 Luxor Road, Leeds LS8 5BJ
or
 hand delivered c/o Air Supply, 97 High Street, Yeadon
7. Closing date 20th of the month.



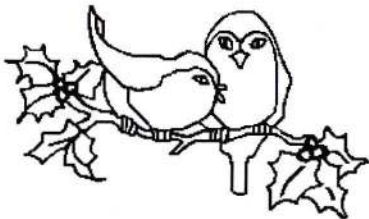
Free Air *Air your views or make your comments here*

RAFFLE PRIZE - Christmas 1999

At last year's celebration dinner, I was fortunate to win a prize in the raffle and I chose the framed black/white photograph of an Air France Concorde (F-BTSD) landing for the first time at LBA on Saturday 2 August 1986. There is a signature on the back of the frame.

I would welcome any information on the photograph and the picture and the signature, as there is obviously a history before they came into my possession. If you know anything, please tell me. Thank you.

Sheila Jayne



The editor reserves the right to shorten over-long letters and not to publish any letter which he and the committee consider offensive



**Final Farewell to LBA
BA Concorde G-BOAB 10 June 2000**

*Photograph
Sheila Jayne*

*We wish you all a very
Merry Christmas*



*and a
Happy New Year*



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