



**AIRTOURS AIRBUS A320
G-DJAR at L.B.A. (Photo Mark Elliot)**

VOL. 24

February 98

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MR.M.ELLIOT, MR.A.EDWARDS, MR.G.WARD**CHAIRMAN'S CHAT**

The New Year kicked off with a Concorde Special. This is the only meeting I can remember which was dedicated to a specific aircraft type. The guest speaker was Keith Walker of Yorkshire Charters, who had many tales to tell of the ups and downs of hiring Concorde. Excerpts of a video showing the many technical aspects of the aircraft were shown. The afternoon concluded with a raffle with over 20 concorde-related prizes. This raised over £70 for society funds and many thanks to everyone who took part and attended last month.

Meetings like this just do not "happen"; a lot of work goes into the arrangements and as you will see below, no further meetings have yet so far being confirmed. As I have said on many previous occasions, it is very hard to persuade airport management, pilots and ATC staff to give up their day-off and come and "talk shop" to us. However, we will keep trying but if you know of anyone who you would think could give us an interesting aviation talk, please let us know and we'll do the rest.

Now a note to magazine contributors. whether casual or regular. Please try and get your copy to me by the 20th of the month.

Now something to look forward to. Bagby Airfield, near Thirsk is having a fly-in on Saturday, 4th April to celebrate their extended runway. Their annual fly-in will take place on Sunday, 29th August. I am also please to give advance notice of our Annual Dinner which will take place, as usual, at the Peasehill House Hotel, on Friday, 1st May. The cost will be £15. Please put the date in your diary. See inside rear cover.

Please can I remind postal members that they are VERY welcome to attend and participate in all social activities of the society such as the dinner, visits etc. AND are entitled to attend the AGM in November despite the fact they are not full social members. We hope to see more postal members at our Annual Dinner, which has always been an excellent occasion and is good value for money.

Finally, membership cards and radio permits should be with next month's magazine. Please remember that if you don't renew your membership this month within a few days of reading this, what you are reading will be in the last magazine you receive !!

MEETINGS. (starting at 14.30)

1st March to be announced.

5th April - to be announced

CREDITS

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

CONCORDE VISITS 1998. April 29 - 30

June 27 - 28 August 29 -30 October 24 - 25

Times will be published when available.

Leeds/Bradford Movements

December 1997

01 Monday

G-BYAP Boeing 757	0710	PH-DMD Fokker 50	0813
G-BVEC ATR-42	0854	G-BMNW PA-31 Navajo	0902
NBPY King Air 200	0913	G-MAJJ Jetstream 41	0925
G-BVZE Boeing 737 500	0929	N951SF B58P Baron	0933
G-JEAI Friendship	0936	G-RUNG SAAB 340	0939
G-DLAH Short 360	0950	G-UKFI Fokker 100	1000
EI-CJD Boeing 737	1005	G-AVFU Cherokee Six	1016
PH-SDU DHC-8	1021	G-MAJD Jetstream 41	1046
G-GNTI SAAB 340	1120	G-JEAI Friendship	1139
G-BVZE Boeing 737 500	1225	EC-GGD Boeing 737 300	1232
G-BVED ATR-42	1330	G-MAJD Jetstream 41	1401
G-BHHU Short 330	1417	G-UKFJ Fokker 100	1430
G-JEAI Friendship	1502	G-IJCB Sikorsky S76C	1516
PH-SDU DHC-8	1521	G-BVZE Boeing 737 500	1623
G-MAJD Jetstream 41	1703	G-GNTH SAAB 340	1726
PH-DMD Fokker 50	1730	G-MAJJ Jetstream 41	1732
G-BXEG ATR-42	1738	EI-CJD Boeing 737	1755
G-BYAP Boeing 757	1814	G-BVZE Boeing 737 500	1820
G-JEAI Friendship	1823	G-BHHU Short 330	1849
OD-DJT Avro 146 RJ85	1919	G-UKFJ Fokker 100	1950
G-MAJJ Jetstream 41	2004	G-GNTH SAAB 340	2015
G-MAJD Jetstream 41	2020	G-GNTI SAAB 340	2100
G-BXEG ATR-42	2112	G-JEAI Friendship	2130
G-BVZE Boeing 737 500	2143		

02 Tuesday

G-BLZT Short 360	0630	G-EMMS PA-38 Tomahawk	0741
EI-FKA Fokker 50	0817	G-MAJJ Jetstream 41	0913
G-BVZH Boeing 737 500	0927	G-GNTI SAAB 340	0929
G-NAVD PA-31 Navajo	0931	G-JEAI Friendship	0938
G-BMNW PA-31 Navajo	0941	G-BVEC ATR-42	0944
G-BBZI PA-31 Navajo	0948	9H-ABF Boeing 737	0954
G-UKFI Fokker 100	1000	G-BLZT Short 360	1003
EI-CJD Boeing 737	1006	PH-SDP DHC-8	1023
G-STDX JetRanger	1047	G-BOUL PA-34 Seneca	1111
G-BUUD T67M Firefly	1116	G-JEAG Friendship	1145
EC-FEE Boeing 757	1148	G-OBLC B76 Duchess	1224
G-BVZH Boeing 737 500	1231	G-BUEA ATR-42	1319
G-BAVZ PA-23 Aztec	1338	G-UKFJ Fokker 100	1402
G-MAJD Jetstream 41	1404	G-STDX JetRanger	1410
G-GNTH SAAB 340	1420	G-SHIV GA7 Cougar	1428
G-JEAG Friendship	1502	G-JLCA PA-34 Seneca	1504
PH-SDP DHC-8	1515	G-BVZH Boeing 737 500	1524
G-BPHL PA-28 Warrior II	1638	G-MAJD Jetstream 41	1653
G-MAJJ Jetstream 41	1709	N425HS Cessna 425	1734 1718(03)

G-GNTI SAAB 340	1737	G-BVED ATR-42	1739
EI-CNV Boeing 737	1748	N220SC PA-31T Cheyenne	1803
EI-CDH Boeing 737 500	1816	G-JEAG Friendship	1824
G-BVZH Boeing 737 500	1831	G-BLZT Short 360	1836
00-DJX Avro 146 RJ85	1941	G-MAJJ Jetstream 41	2001
G-GNTI SAAB 340	2038	G-MAJD Jetstream 41	2042
G-BVED ATR-42	2056	G-BVZH Boeing 737 500	2129
G-GNTH SAAB 340	2133	G-JEAG Friendship	2135
G-BYAP Boeing 757	2141		
03 Wednesday			
EI-FKF Fokker 50	0821	N560WE Citation V	0828 1700(05)
G-BXEH ATR-42	0836	G-DLLY PA-31 Navajo	0911
G-MAJJ Jetstream 41	0916	G-BVZE Boeing 737 500	0932
G-MAJD Jetstream 41	0936	G-JEAG Friendship	0943
G-BLZT Short 360	0947	G-BDGM PA-28 Warrior	0953
G-UKFI Fokker 100	0959	EI-CNY Boeing 737	1003
PH-SDR DHC-8	1019	G-ATUL PA-28 Cherokee C	1103
G-STDX JetRanger	1115	G-GNTH SAAB 340	1152
G-JEAI Friendship	1155	G-BVZE Boeing 737 500	1255
XZ335 Gazelle AH.1	1312	G-BVEF ATR-42	1328
G-SHIV GA7 Cougar	1334	G-MAJD Jetstream 41	1358
G-UKFJ Fokker 100	1415	N340YP Cessna 340A	1424 1727
G-BLZT Short 360	1449	G-DANC PA-28 Warrior II	1501
G-JEAI Friendship	1503	PH-SDR DHC-8	1527
G-SMJJ Cessna 414	1534	G-BVZE Boeing 737 500	1545
G-MAJD Jetstream 41	1656	G-GNTJ SAAB 340	1723
G-BVED ATR-42	1733	EI-FKD Fokker 50	1738
G-BYAP Boeing 757	1744	G-MAJJ Jetstream 41	1744
EI-CKS Boeing 737	1754	G-BVZE Boeing 737 500	1828
G-JEAG Friendship	1835	G-BLZT Short 360	1839
00-DJS Avro 146 RJ85	1917	G-UKFJ Fokker 100	2005
G-GNTJ SAAB 340	2018	G-MAJJ Jetstream 41	2023
G-MAJD Jetstream 41	2034	G-GNTH SAAB 340	2104
G-BVED ATR-42	2107	G-CEGR King Air 200	2117
G-BVZE Boeing 737 500	2124	G-JEAG Friendship	2130
04 Thursday			
G-BLZT Short 360	0625	G-BAVZ PA-23 Aztec	0736
EI-FKB Fokker 50	0816	G-BVEC ATR-42	0854
G-JLRW B76 Duchess	0902	G-MAJJ Jetstream 41	0916
G-BVZE Boeing 737 500	0934	G-JEAG Friendship	0941
G-MAJD Jetstream 41	0947	G-GNTH SAAB 340	0951
G-BLZT Short 360	0953	D-EEAS Cessna P210N	1000 0755(05)
G-UKFI Fokker 100	1002	PH-SDM DHC-8	1009
EI-CKP Boeing 737	1034	G-GNTJ SAAB 340	1119
G-SHIV GA7 Cougar	1129	G-JEAI Friendship	1202
VP-CPR Cessna 421C	1219 1132(07)	G-BVZE Boeing 737 500	1234
EC-FYF Boeing 737 300	1327	G-BUEA ATR-42	1357
G-MAJD Jetstream 41	1358	G-BYAP Boeing 757	1415
G-UKFJ Fokker 100	1438	G-BLZT Short 360	1457
G-JEAI Friendship	1459	PH-SDM DHC-8	1502
G-BVZE Boeing 737 500	1524	G-MAJD Jetstream 41	1706
G-MAJJ Jetstream 41	1709	EI-FKE Fokker 50	1725
G-GNTH SAAB 340	1731	G-BVEF ATR-42	1750
EI-CKP Boeing 737	1753	G-BVZE Boeing 737 500	1818
G-MAJI Jetstream 41	1825	G-JEAI Friendship	1831
G-BLZT Short 360	1834	00-DJD Avro 146 RJ85	1921
G-MAJJ Jetstream 41	1959	G-MAJD Jetstream 41	2031
G-UKFJ Fokker 100	2039	G-GNTH SAAB 340	2042

G-GNTJ SAAB 340	2106	G-BVEF ATR-42	2111
G-BVZE Boeing 737 500	2124	G-JEAI Friendship	2126
G-BYAP Boeing 757	2159	D-JLPC King Air 200	2239
05 Friday			
G-BLZT Short 360	0637	EI-FKE Fokker 50	0820
G-BUEA ATR-42	0920	G-MAJI Jetstream 41	0922
G-GNTJ SAAB 340	0936	G-JEAI Friendship	0938
G-MAJD Jetstream 41	0940	G-BLZT Short 360	0942
G-BVZE Boeing 737 500	0946	EI-CJF Boeing 737	1002
G-UKFI Fokker 100	1012	PH-SDT DHC-8	1018
G-GNTH SAAB 340	1121	VP-CSC Citation V	1141
G-JEAG Friendship	1156	G-BNKE Cessna 172N	1222
G-BVZE Boeing 737 500	1248	HZ-SAB-2 Falcon 900	1346 1523(06)
G-MAJJ Jetstream 41	1404	G-BUEB ATR-42	1409
G-UKFJ Fokker 100	1430	G-JEAG Friendship	1504
G-BYAP Boeing 757	1524	PH-SDT DHC-8	1525
G-BVZE Boeing 737 500	1544	G-MAJD Jetstream 41	1709
G-MAJI Jetstream 41	1713	EI-FKD Fokker 50	1728
G-GNTJ SAAB 340	1733	OY-CPW Citation I	1753 0904(06)
EI-CJF Boeing 737	1802	EC-FFK Boeing 757	1805
G-BVEC ATR-42	1819	G-JEAG Friendship	1828
G-BLZT Short 360	1846	G-BVZE Boeing 737 500	1851
OO-DJN Avro 146 RJ85	1917	G-UKFJ Fokker 100	1958
G-MAJI Jetstream 41	2005	G-GNTJ SAAB 340	2022
G-MAJD Jetstream 41	2031	G-GNTH SAAB 340	2115
G-JEAG Friendship	2121	G-BVZE Boeing 737 500	2149
G-BVEC ATR-42	2152		
06 Saturday			
G-BYAI Boeing 757	0226	EI-FKE Fokker 50	0809
G-BXEH ATR-42	0851	G-AZLJ BN2-3 Trislander	0919 1809
PH-KVD Fokker 50	0942 1756	31681 Douglas VC-9C	0947
G-BVZE Boeing 737 500	0949	PH-DUS King Air B200	0956 1739
G-UKFC Fokker 100	0959	EI-CJE Boeing 737	1006
PH-SDR DHC-8	1019	G-JEAG Friendship	1152
G-GNTH SAAB 340	1155	G-BVZH Boeing 737 500	1310
G-UKFJ Fokker 100	1431	G-JEAG Friendship	1458
G-BVZH Boeing 737 500	1537	G-BXEH ATR-42	1628
EI-FKD Fokker 50	1720	G-BVZH Boeing 737 500	1911
G-UKFJ Fokker 100	1957	G-00DJ Boeing 757	2240
07 Sunday			
G-000B Boeing 757	0702	G-00AB Airbus 320	0710
G-BVEC ATR-42	0915	G-BVZH Boeing 737 500	0917
EI-CKQ Boeing 737	1003	G-UKFC Fokker 100	1053
G-BRJV PA-28 Cadet	1159	G-BVZF Boeing 737 500	1244
G-UKFJ Fokker 100	1420	PH-SDT DHC-8	1501
G-JEAG Friendship	1505	G-BBMJ PA-23 Aztec	1550
G-MAJD Jetstream 41	1713	EI-FKD Fokker 50	1727
G-BUEA ATR-42	1741	EI-CKQ Boeing 737	1805
G-BVZI Boeing 737 500	1815	G-JEAG Friendship	1821
OO-DJS Avro 146 RJ85	1916	G-UKFJ Fokker 100	1951
G-NEWR PA-31 Navajo	2003	G-MAJJ Jetstream 41	2014
G-GNTH SAAB 340	2023	G-MAJD Jetstream 41	2040
G-BXEH ATR-42	2102	G-JEAG Friendship	2125
G-GNTJ SAAB 340	2128	G-00DJ Boeing 757	2134
G-BVZI Boeing 737 500	2141	G-00AB Airbus 320	2149
G-000B Boeing 757	2225		
08 Monday			
G-BLZT Short 360	0633	G-BYAP Boeing 757	0712

EI-FKC Fokker 50	0815	G-BVZI Boeing 737 500	0928
G-MAJD Jetstream 41	0932	G-GNTJ SAAB 340	0939
G-JEAH Friendship	0952	G-UKFC Fokker 100	0958
G-BVED ATR-42	1000	EI-CNT Boeing 737	1004
G-BLZT Short 360	1007	G-MAJH Jetstream 41	1017
G-BNSP T67M Firefly	1033	PH-SDP DHC-8	1037
G-GNTH SAAB 340	1143	G-JEAI Friendship	1200
EC-G60 Boeing 737 300	1218	G-BVZI Boeing 737 500	1230
G-BXEG ATR-42	1352	G-MAJH Jetstream 41	1409
G-UKFJ Fokker 100	1431	G-SHIV GA7 Cougar	1452
G-JEAI Friendship	1501	PH-SDT DHC-8	1511
G-BVZI Boeing 737 500	1534	G-MAJH Jetstream 41	1704
G-MAJD Jetstream 41	1712	G-GNTJ SAAB 340	1724
G-BXEH ATR-42	1729	EI-CNT Boeing 737	1751
EI-FKF Fokker 50	1818	G-BYAP Boeing 757	1822
G-BVZI Boeing 737 500	1828	G-JEAI Friendship	1832
G-BLZT Short 360	1838	G-VVIP Cessna 421C	1859
DD-DJT Avro 146 RJ85	1912	G-UKFJ Fokker 100	1947
G-MAJD Jetstream 41	1959	G-GNTJ SAAB 340	2023
G-MAJH Jetstream 41	2027	G-GNTH SAAB 340	2111
G-BVZI Boeing 737 500	2124	G-JEAI Friendship	2127
G-BXEG ATR-42	2131		
09 Tuesday			
DH-KNE MU-300 Diamond	0030	G-BLZT Short 360	0748
EI-FKB Fokker 50	0804	N560WE Citation V	0840
N2657N Cessna 421C	0906	G-BUEA ATR-42	0911
G-BVZI Boeing 737 500	0923	G-MAJD Jetstream 41	0925
9H-ABE Boeing 737	0932	EI-CNV Boeing 737	0952
N220SC PA-31T Cheyenne	0957	G-BWYJ LongRanger	1003
G-UKFB Fokker 100	1003	G-ISFC PA-31 Navajo	1010
PH-SDP DHC-8	1022	G-BLZT Short 360	1030
G-MAJH Jetstream 41	1035	G-GNTH SAAB 340	1111
G-SHCC JetRanger	1125	G-JEAH Friendship	1148
EC-FEE Boeing 757	1154	G-BPTL Cessna 172N	1230
G-BVZI Boeing 737 500	1237	G-BUEB ATR-42	1329
G-CEGR King Air 200	1349	G-MAJI Jetstream 41	1359
G-UKFE Fokker 100	1417	G-BWYJ LongRanger	1456
G-JEAH Friendship	1459	PH-SDP DHC-8	1515
G-BVZI Boeing 737 500	1537	G-MAJI Jetstream 41	1705
G-MAJD Jetstream 41	1708	G-BXEH ATR-42	1727
EI-FKF Fokker 50	1729	G-GNTJ SAAB 340	1734
EI-CNY Boeing 737	1758	G-BVZI Boeing 737 500	1833
G-JEAI Friendship	1836	G-BLZT Short 360	1839
DD-DJL Avro 146 RJ85	1929	G-UKFE Fokker 100	1947
G-MAJD Jetstream 41	2005	G-MAJI Jetstream 41	2022
G-GNTJ SAAB 340	2034	G-BMDK PA-34 Seneca	2058
G-JEAI Friendship	2120	G-BVZI Boeing 737 500	2129
G-BXEH ATR-42	2132	G-GNTH SAAB 340	2147
G-BYAP Boeing 757	2305		
10 Wednesday			
G-DASI Short 360	0740	EI-FKC Fokker 50	0812
D-IIWB King Air C90B	0840	G-BXEG ATR-42	0857
G-MAJI Jetstream 41	0921	G-BVZI Boeing 737 500	0927
G-JEAI Friendship	0943	G-GNTJ SAAB 340	0946
G-MAJD Jetstream 41	0949	G-UKFE Fokker 100	0953
EI-CJF Boeing 737	0956	G-DASI Short 360	1030
PH-SDU DHC-8	1035	G-SFTZ T67M Firefly	1038
G-GNTH SAAB 340	1137	G-JEAG Friendship	1140

G-BVZI Boeing 737 500	1239	G-BXEH ATR-42	1356
G-MAJD Jetstream 41	1403	G-JEAG Friendship	1501
G-UKFB Fokker 100	1509	PH-SDU DHC-8	1517
G-BVZI Boeing 737 500	1546	G-MAJD Jetstream 41	1713
G-MAJI Jetstream 41	1717	G-GNTJ SAAB 340	1722
EI-FKA Fokker 50	1735	G-BYAP Boeing 757	1751
G-JEAG Friendship	1822	N510PS Cessna 310N	1828
G-DASI Short 360	1836	G-BVEC ATR-42	1901
G-BVZI Boeing 737 500	1914	OO-DJN Avro 146 RJ85	1928
G-MAJI Jetstream 41	2005	G-GNTJ SAAB 340	2026
G-MAJD Jetstream 41	2032	G-JEAG Friendship	2121
G-BVZI Boeing 737 500	2213	G-GNTH SAAB 340	2220
G-BVEC ATR-42	2234	G-NEWR PA-31 Navajo	2243

11 Thursday

G-BLZT Short 360	0640	EI-FKB Fokker 50	0814
G-SHIV GA7 Cougar	0819	I-ZOOM Lear Jet 35A	0843 1739
G-BUEA ATR-42	0854	G-MAJD Jetstream 41	0917
G-BVZI Boeing 737 500	0926	G-JEAG Friendship	0948
G-GNTJ SAAB 340	0950	G-BLZT Short 360	0958
EI-CJH Boeing 737	1009	G-MAJI Jetstream 41	1015
VP-CDM Citation I	1030	G-UKFC Fokker 100	1033
PH-SDM DHC-8	1033	G-BPHE PA-28 Warrior II	1107
G-GNTH SAAB 340	1133	G-JEAG Friendship	1146
G-BVZI Boeing 737 500	1253	G-DMAR PA-34 Seneca	1257
EC-GNU Boeing 737 300	1304	G-BXEG ATR-42	1352
G-MAJI Jetstream 41	1401	G-BYAP Boeing 757	1409
F-BVET King Air 200	1411 1534	G-BLZT Short 360	1414
G-UKFF Fokker 100	1431	G-JEAG Friendship	1502
DE-LTE DHC-8	1516	G-BVZI Boeing 737 500	1544
G-MAJI Jetstream 41	1659	G-MAJD Jetstream 41	1721
G-GNTJ SAAB 340	1730	EI-FKF Fokker 50	1733
G-BXEH ATR-42	1737	EI-CJH Boeing 737	1754
G-JEAG Friendship	1834	G-BLZT Short 360	1837
G-BVZI Boeing 737 500	1845	OO-DJQ Avro 146 RJ85	1931
G-MAJD Jetstream 41	2016	G-GNTJ SAAB 340	2026
G-MAJI Jetstream 41	2029	G-UKFF Fokker 100	2057
G-GNTH SAAB 340	2120	G-JEAG Friendship	2129
G-BVZI Boeing 737 500	2156	G-BUEA ATR-42	2200
G-BYAP Boeing 757	2208		

12 Friday

G-BLZT Short 360	0641	PH-DMO Fokker 50	0813
G-BVED ATR-42	0901	G-MAJD Jetstream 41	0920
G-GNTJ SAAB 340	0933	G-MAJI Jetstream 41	0940
G-JEAG Friendship	0942	G-BLZT Short 360	0946
EI-CJF Boeing 737	1000	PH-SDM DHC-8	1018
G-UKFC Fokker 100	1029	G-HCTL PA-31 Navajo	1035
G-GNTH SAAB 340	1111	G-MANN SA341G Gazelle	1139
G-JEAG Friendship	1151	G-BYAP Boeing 757	1258
HZ-WBT Boeing 727 95	1339 1532	G-BUEA ATR-42	1346
G-MAJI Jetstream 41	1357	G-SHIV GA7 Cougar	1446
G-CPTS JetRanger	1455	OO-DJJ BAe 146 200	1459
G-BWYJ LongRanger	1505	G-JEAG Friendship	1507
G-UKFF Fokker 100	1523	G-MAJD Jetstream 41	1705
G-MAJI Jetstream 41	1707	G-IFTE BAe 125 700B	1716 1952
G-GNTJ SAAB 340	1720	EI-FKA Fokker 50	1727
EC-FFK Boeing 757	1742	EI-CJF Boeing 737	1748
G-BXEH ATR-42	1754	G-JEAG Friendship	1824
G-BVZI Boeing 737 500	1829	G-BLZT Short 360	1834

00-DJZ Avro 146 RJ85	1920	G-BNOH PA-28 Warrior II	1926
G-UKFF Fokker 100	1954	G-MAJD Jetstream 41	1958
G-GNTJ SAAB 340	2021	G-MAJI Jetstream 41	2038
G-GNTH SAAB 340	2103	G-JEAG Friendship	2119
G-BXEH ATR-42	2135	G-BVZH Boeing 737 500	2138
D-COKE Lear Jet 35A	2243 2317	G-BYAP Boeing 757	2359
13 Saturday			
G-RMCT Short 360	0646	PH-DMD Fokker 50	0812
G-JEAF Friendship	0918	G-BVZH Boeing 737 500	0936
G-SHIV GA7 Cougar	0947	G-UKFC Fokker 100	0951
EI-CNT Boeing 737	1001	PH-SDT DHC-8	1018
N331SJ Lear Jet 31A	1036 1118	N25PJ Cessna 340A	1048
G-LIZI PA-28 Cherokee	1130	G-GNTH SAAB 340	1149
G-JEAF Friendship	1222	G-BVZH Boeing 737 500	1244
G-SANB King Air E90	1252	G-UKFF Fokker 100	1357
G-JEAF Friendship	1515	G-BXEG ATR-42	1633
EI-FKC Fokker 50	1727	G-BVZH Boeing 737 500	1820
G-UKFF Fokker 100	1933		
14 Sunday			
G-BVZH Boeing 737 500	0916	G-BVEC ATR-42	0922
G-UKFC Fokker 100	0948	EI-CNT Boeing 737	1005
G-BRRJ Turbo Arrow IV	1124	G-LIZI PA-28 Cherokee	1148
00-DHF Convair 580	1220 1402	G-BVZH Boeing 737 500	1223
G-AVGI PA-28 Cherokee	1247	G-ATLA Cessna 182J	1402
G-UKFF Fokker 100	1405	G-JEAG Friendship	1506
PH-SDP DHC-8	1516	G-MAJI Jetstream 41	1716
G-BXEH ATR-42	1735	EI-FKF Fokker 50	1740
EI-CNT Boeing 737	1757	G-JEAG Friendship	1825
G-BVKD Boeing 737 500	1826	00-DJR Avro 146 RJ85	1909
G-UKFF Fokker 100	1950	G-MAJI Jetstream 41	2021
G-GNTJ SAAB 340	2026	G-BVKD Boeing 737 500	2128
G-GNTH SAAB 340	2130	G-BXEH ATR-42	2132
G-JEAG Friendship	2134	G-MAJJ Jetstream 41	2149
15 Monday			
G-BYAH Boeing 757	0803	EI-FKE Fokker 50	0825
N560WE Citation V	0833	G-BVEC ATR-42	0854
G-MAJI Jetstream 41	0927	G-BVKD Boeing 737 500	0933
G-JEAG Friendship	0946	G-MAJJ Jetstream 41	0949
G-RMCT Short 360	0952	G-GNTJ SAAB 340	0955
G-UKFC Fokker 100	0959	EI-CNT Boeing 737	1021
PH-SDT DHC-8	1024	G-JEAI Friendship	1155
G-GNTH SAAB 340	1241	G-BVKD Boeing 737 500	1244
G-BXMA King Air 200	1258	G-BXEH ATR-42	1332
G-RMCT Short 360	1357	G-MAJJ Jetstream 41	1402
G-UKFF Fokker 100	1426	G-CLOS PA-34 Seneca	1443
G-JEAI Friendship	1457	PH-SDT DHC-8	1505
G-BVKD Boeing 737 500	1521	G-MAJI Jetstream 41	1704
G-MAJJ Jetstream 41	1707	G-GNTJ SAAB 340	1730
EI-FKC Fokker 50	1736	G-BXEG ATR-42	1741
EI-CNT Boeing 737	1805	G-JEAI Friendship	1830
G-BVKD Boeing 737 500	1841	G-BYAH Boeing 757	1845
G-RMCT Short 360	1922	00-DJT Avro 146 RJ85	1928
G-UKFF Fokker 100	1944	G-MAJI Jetstream 41	1954
EC-FJZ Boeing 737 300	2026	G-GNTJ SAAB 340	2032
G-MAJJ Jetstream 41	2034	G-GNTH SAAB 340	2111
G-BXEH ATR-42	2115	G-JEAI Friendship	2118
G-BVKD Boeing 737 500	2204		

16 Tuesday

G-BLZT Short 360	0658	G-BMDK PA-34 Seneca	0705
EI-FKB Fokker 50	0834	G-BUEA ATR-42	0852
N9210Y PA-31P Navajo	0904	G-BVKD Boeing 737 500	0932
G-MAJI Jetstream 41	0935	G-MAJJ Jetstream 41	0940
G-GNTJ SAAB 340	0945	G-BLZT Short 360	0951
G-JEAI Friendship	0954	G-ATUL PA-28 Cherokee C	0957
9H-ABF Boeing 737	1000	EI-CJF Boeing 737	1004
G-UKFK Fokker 100	1010	F-ZBFK King Air 200	1110
EC-FEE Boeing 757	1158	G-JEAG Friendship	1204
G-GNTH SAAB 340	1218	G-BVKD Boeing 737 500	1256
G-BVED ATR-42	1325	G-MAJJ Jetstream 41	1358
G-JEAI Friendship	1441	G-UKFC Fokker 100	1447
G-BFTC Turbo Arrow III	1450	G-BLZT Short 360	1451
LX-LGF Boeing 737 400	1455	G-JEAG Friendship	1526
G-BWYJ LongRanger	1531	G-BVKD Boeing 737 500	1549
G-MAJJ Jetstream 41	1659	G-MAJI Jetstream 41	1710
G-BUEA ATR-42	1730	G-GNTJ SAAB 340	1737
PH-DMD Fokker 50	1749	EI-CJF Boeing 737	1757
G-BMDK PA-34 Seneca	1829	G-BVKC Boeing 737 500	1836
G-JEAG Friendship	1841	G-BLZT Short 360	1853
OD-DJD Avro 146 RJ85	1928	G-UKFK Fokker 100	1953
G-MAJI Jetstream 41	2015	G-MAJJ Jetstream 41	2038
G-GNTJ SAAB 340	2047	G-GNTH SAAB 340	2059
G-BUEA ATR-42	2121	G-BYAH Boeing 757	2129
G-JEAG Friendship	2134	G-BVKC Boeing 737 500	2200

17 Wednesday

G-DASI Short 360	0659	EI-FKC Fokker 50	0828
G-BXEG ATR-42	0904	G-DARR PA-23 Aztec	0935
G-MAJI Jetstream 41	0940	G-JEAG Friendship	0943
G-MAJJ Jetstream 41	0946	G-BVKC Boeing 737 500	0950
G-GNTJ SAAB 340	0952	EI-CJI Boeing 737	1005
PH-SDU DHC-8	1017	G-DASI Short 360	1021
G-UKFC Fokker 100	1058	G-JEAF Friendship	1146
G-GNTH SAAB 340	1204	G-BVKC Boeing 737 500	1313
G-BUEA ATR-42	1359	G-MAJJ Jetstream 41	1410
G-JEAF Friendship	1509	PH-SDU DHC-8	1517
G-BVZH Boeing 737 500	1533	G-UKFK Fokker 100	1641
G-BVZH Boeing 737 500	1846	OD-DJW Avro 146 RJ85	2018
G-BVEC ATR-42	2125	G-GNTJ SAAB 340	2313
G-BVKC Boeing 737 500	2319	G-MAJI Jetstream 41	2325
G-GNTH SAAB 340	2336	G-MAJJ Jetstream 41	2337
G-JEAF Friendship	2341		

18 Thursday

G-DASI Short 360	0717	EI-FKB Fokker 50	0827
G-BXEG ATR-42	0911	G-MAJI Jetstream 41	0948
G-GNTJ SAAB 340	0955	OE-LTE DHC-8	1012
G-MAJJ Jetstream 41	1035	G-UKFN Fokker 100	1039
EI-CJH Boeing 737	1044	G-BVKC Boeing 737 500	1050
G-JEAF Friendship	1057	G-DASI Short 360	1103
G-GNTH SAAB 340	1138	G-JEAG Friendship	1211
G-CLOS PA-34 Seneca	1237	EC-GNU Boeing 737 300	1257
VP-CPR Cessna 421C	1327	G-BXTN ATR-72	1352
G-MAJJ Jetstream 41	1400	G-BVKC Boeing 737 500	1411
G-UKFH Fokker 100	1505	OE-LTE DHC-8	1515
G-JEAG Friendship	1521	G-DASI Short 360	1605
G-MAJJ Jetstream 41	1708	G-BVKC Boeing 737 500	1710
G-MAJI Jetstream 41	1713	VP-CFG Citation I	1719 1810

G-BUEA	ATR-42	1733	EI-FKF	Fokker 50	1738
G-GNTJ	SAAB 340	1742	EI-CJF	Boeing 737	1758
00-DJY	Avro 146 RJ85	1925	G-BVZH	Boeing 737 500	1947
G-BVKC	Boeing 737 500	2140	G-JEAI	Friendship	2335
19 Friday					
G-BYAG	Boeing 757	0219	G-BUEB	ATR-42	0649
EI-FKD	Fokker 50	0817	G-BLZT	Short 360	0822
G-MAJI	Jetstream 41	0912	G-BVED	ATR-42	0916
G-MAJJ	Jetstream 41	0921	G-GNTJ	SAAB 340	0940
G-JEAI	Friendship	0947	VP-CKM	Citation V	1203(21)
G-BVKC	Boeing 737 500	0956	EI-CJH	Boeing 737	1008
PH-SDP	DHC-8	1013	G-BAVZ	PA-23 Aztec	1021
G-UKFN	Fokker 100	1045	G-BLZT	Short 360	1109
G-GNTH	SAAB 340	1153	VP-CFG	Citation I	1202
G-JEAI	Friendship	1244	G-BVKC	Boeing 737 500	1323
G-BVEC	ATR-42	1349	G-BYAG	Boeing 757	1405
G-MAJJ	Jetstream 41	1409	PH-SDP	DHC-8	1518
G-JEAI	Friendship	1535	G-UKFG	Fokker 100	1543
N420MA	Cessna 425	1603	G-BVKC	Boeing 737 500	1646
EC-FFK	Boeing 757	1722	G-MAJJ	Jetstream 41	1733
G-GNTJ	SAAB 340	1736	EI-FKC	Fokker 50	1741
G-BUEA	ATR-42	1744	EI-CJH	Boeing 737	1748
G-MAJI	Jetstream 41	1753	G-JEAG	Friendship	1835
G-BLZT	Short 360	1910	00-DJR	Avro 146 RJ85	1914
G-UKFG	Fokker 100	1950	G-BVKC	Boeing 737 500	2002
G-GNTJ	SAAB 340	2027	G-MAJJ	Jetstream 41	2102
G-JEAG	Friendship	2132	G-BUEA	ATR-42	2140
G-MAJI	Jetstream 41	2158	G-GNTH	SAAB 340	2202
G-CEGR	King Air 200	2206	G-BVKC	Boeing 737 500	2300
20 Saturday					
G-BYAU	Boeing 757	0221	G-OLAH	Short 360	0641
EI-FKD	Fokker 50	0819	G-BVZG	Boeing 737 500	0930
G-UKFN	Fokker 100	0954	EI-CJC	Boeing 737	1004
OE-LTE	DHC-8	1043	G-UKTF	Fokker 50 DIV	1046
G-OLDZ	King Air 200 DIV	1142	G-JEAG	Friendship	1146
G-BLTT	T67M Firefly	1214	G-GNTH	SAAB 340	1218
G-GNTJ	SAAB 340	1222	N70VB	Aerostar 600A	1226 1303
XZ596	Sea King HAR.3	1250	G-BVZG	Boeing 737 500	1256
G-UKFD	Fokker 100	1445	G-JEAG	Friendship	1505
XZ597	Sea King HAR.3	1537	G-JALC	Boeing 757	1541
G-UKTF	Fokker 50 DIV	1637	G-GNTJ	SAAB 340	1641
EI-FKC	Fokker 50	1730	G-BXEG	ATR-42	1737
G-BVZG	Boeing 737 500	1852	G-UKFA	Fokker 100	1936
21 Sunday					
G-BVZG	Boeing 737 500	0917	G-BXEH	ATR-42	0955
EI-CJI	Boeing 737	0958	G-UKFN	Fokker 100	1031
EC-FFN	Boeing 737 300	1132	G-MOLL	Turbo Saratoga	1144
G-BVZG	Boeing 737 500	1232	G-UKFA	Fokker 100	1426
G-TMDP	Airbus 320	1439	G-JEAG	Friendship	1500
PH-SDT	DHC-8	1508	G-UKTF	Fokker 50 DIV	1537
G-BTUX	Dauphin 2 DIV	1628	G-BODY	Cessna 310R	1646
G-MAJL	Jetstream 41 DIV	1707			
22 Monday					
PH-SDU	DHC-8	1020	G-BYAR	Boeing 757	1038
G-BSNR	BAe 146 300	1201	G-VVIP	Cessna 421C	1306
G-OLAH	Short 360	1359	G-UKFE	Fokker 100	1420
G-MAJL	Jetstream 41	1458	PH-SDU	DHC-8	1519
G-BVZH	Boeing 737 500	1524	G-JEAG	Friendship	1645

G-MAJJ Jetstream 41	1713	G-GNTH SAAB 340	1736
EI-FKD Fokker 50	1740	G-MAJL Jetstream 41	1747
G-BVED ATR-42	1751	G-JEAF Friendship	1831
G-GNTJ SAAB 340	1833	G-DLAH Short 360	1839
EI-CJG Boeing 737	1856	00-DJT Avro 146 RJ85	1918
G-JEAG Friendship	1920	G-UKFE Fokker 100	1947
G-MAJJ Jetstream 41	2010	G-MAJL Jetstream 41	2058
G-BVED ATR-42	2126	G-BVKD Boeing 737 500	2128
G-JEAG Friendship	2153	G-GNTH SAAB 340	2159
23 Tuesday			
G-BYAG Boeing 757	0818	EI-FKC Fokker 50	0820
G-BVEF ATR-42	0859	G-BODY Cessna 310R	0915
G-MAJJ Jetstream 41	0918	G-BVKD Boeing 737 500	0923
G-MAJL Jetstream 41	0937	G-JEAF Friendship	0946
G-DLAH Short 360	0949	9H-ABE Boeing 737	0952
G-LIDE PA-31 Navajo	1001	EI-CKR Boeing 737	1004
PH-SDM DHC-8	1030	G-UKFD Fokker 100	1034
G-GNTJ SAAB 340	1112	G-MPBI Cessna 310R	1117
N146GA Cessna 425	1228	G-DLAH Short 360	1309
G-BMDK PA-34 Seneca	1310	G-BVTG Fokker 70	1322
G-IBFW PA-28R Arrow III	1336	G-BHBS Turbo Arrow IV	1343
G-BODY Cessna 310R	1359	G-MAJL Jetstream 41	1402
G-BWYJ LongRanger	1436	G-UKFE Fokker 100	1506
G-JEAF Friendship	1509	PH-SDP DHC-8	1511
G-JEAI Friendship	1524	G-BVKD Boeing 737 500	1527
EC-FFK Boeing 757	1652	G-MAJL Jetstream 41	1707
G-GNTJ SAAB 340	1727	EI-FKE Fokker 50	1731
EI-CKR Boeing 737	1827	G-JEAF Friendship	1831
G-MAJJ Jetstream 41	1842	00-DJN Avro 146 RJ85	1921
G-DLAH Short 360	2023	G-UKFE Fokker 100	2048
G-BXAR Avro 146 RJ100	2102	G-GNTH SAAB 340	2114
G-JEAF Friendship	2138	G-MAJJ Jetstream 41	2154
G-MAJK Jetstream 41	2317		
24 Wednesday			
G-BYAG Boeing 757	0005	EI-FKB Fokker 50	0801
G-MAJK Jetstream 41	0916	G-BVZI Boeing 737 500	0924
G-MAJJ Jetstream 41	0935	G-JEAF Friendship	0936
PH-SDM DHC-8	1011	EI-CJI Boeing 737	1013
G-UKFD Fokker 100	1021	G-GNTJ SAAB 340	1114
G-OMNI PA-28R Arrow II	1120	G-JEAG Friendship	1152
G-BUEA ATR-42	1356	G-UKFE Fokker 100	1530
G-BVZH Boeing 737 500	1538	G-JEAG Friendship	1543
G-MAJK Jetstream 41	1713	G-BYAG Boeing 757	1718
G-GNTH SAAB 340	1740	EI-FKE Fokker 50	1752
G-JEAI Friendship	1820	EI-CNV Boeing 737	1830
G-MAJJ Jetstream 41	1859	G-JEAI Friendship	2122
25 Thursday			
<i>No movements, Xmas day</i>			
26 Friday			
EI-FKA Fokker 50	0814	G-BVKA Boeing 737 500	0922
G-KMCD King Air B200	0936 1014	G-UKFD Fokker 100	1005
PH-SDT DHC-8	1009	G-BVKA Boeing 737 500	1235
G-BYAG Boeing 757	1253	G-BXEG ATR-42	1321
G-BSSX PA-28 Warrior II	1343	G-UKFE Fokker 100	1458
G-JEAF Friendship	1505	PH-SDT DHC-8	1512
G-BVKA Boeing 737 500	1522	G-ERRY AASB Tiger	1634
EI-FKD Fokker 50	1726	G-GNTH SAAB 340	1728
D-COKE Lear Jet 35A	1735 0840(27)	G-BUEA ATR-42	1738

EI-CJD	Boeing 737	1749	EC-FEF	Boeing 757	1811
G-JEAF	Friendship	1816	DD-DJV	Avro 146 RJ85	1903
G-BUEA	ATR-42	2059	G-BVZH	Boeing 737 500	2117
G-GNTH	SAAB 340	2138	G-BYAG	Boeing 757	2352
27 Saturday					
EI-FKE	Fokker 50	0812	G-BVZH	Boeing 737 500	0920
G-UKFD	Fokker 100	1005	PH-SDU	DHC-8	1009
EI-CJI	Boeing 737	1012	G-JEAF	Friendship	1152
G-AZLY	Cessna F150L	1155	G-GNTJ	SAAB 340	1156
G-FFRI	Twin Squirrel	1201	G-GNTH	SAAB 340	1209
G-BGGG	PA-38 Tomahawk	1221	G-BVZH	Boeing 737 500	1229
G-BNEL	PA-28 Warrior II	1248	G-BVJB	Fokker 100	1320
G-UKFI	Fokker 100	1431	G-WJAN	Boeing 757	1438
G-JEAF	Friendship	1458	G-KNAP	PA-28 Warrior II	1547
G-GNTH	SAAB 340	1556	G-BVEC	ATR-42	1638
EI-FKD	Fokker 50	1726	G-BVZH	Boeing 737 500	1812
G-UKFI	Fokker 100	1934			
28 Sunday					
G-BVZH	Boeing 737 500	0915	G-QLDZ	King Air 200	0918
G-UKFI	Fokker 100	0957	EI-CKR	Boeing 737	1010
EC-FFN	Boeing 737 300	1051	G-GNTH	SAAB 340	1157
G-BVZH	Boeing 737 500	1223	G-BXTN	ATR-72	1247
G-MAJF	Jetstream 41	1355	G-VCED	Airbus 320	1424
G-UKFD	Fokker 100	1429	G-JEAI	Friendship	1500
PH-SDT	DHC-8	1512	G-KMCD	King Air B200	1551 1624
G-GNTH	SAAB 340	1557	G-BXEH	ATR-42	1651
EI-FKE	Fokker 50	1722	G-MAJK	Jetstream 41	1728
EI-CKR	Boeing 737	1750	G-JEAI	Friendship	1830
DD-DJP	Avro 146 RJ85	1913	G-UKFD	Fokker 100	1954
G-MAJK	Jetstream 41	2025	G-JEAI	Friendship	2123
G-DBMZ	Boeing 737 500	2129	G-GNTJ	SAAB 340	2133
G-BUEB	ATR-42	2135	EI-CNX	Boeing 737	2215
29 Monday					
G-BLZT	Short 360	0658	G-BYAG	Boeing 757	0718
EI-FKE	Fokker 50	0808	G-DOBN	Cessna 402	0902
G-DBMZ	Boeing 737 500	0924	G-MAJK	Jetstream 41	0933
G-JEAI	Friendship	0935	G-BLZT	Short 360	0948
G-UKFI	Fokker 100	0958	EI-CNX	Boeing 737	1000
PH-SDP	DHC-8	1012	G-MAJF	Jetstream 41	1021
G-JEAG	Friendship	1148	EC-GHD	Boeing 737 300	1229
G-OHOP	PA-31 Navajo	1252	G-BUEA	ATR-42	1323
G-MAJK	Jetstream 41	1406	G-UKFD	Fokker 100	1434
G-JEAG	Friendship	1454	PH-SDP	DHC-8	1530
G-OJTW	Boeing 737 300	1532	G-MAJF	Jetstream 41	1704
G-MAJK	Jetstream 41	1706	G-DOBN	Cessna 402	1710
EI-FKC	Fokker 50	1734	G-TJHI	Citation I	1753
G-JEAF	Friendship	1808	EI-CNX	Boeing 737	1814
G-JEAG	Friendship	1825	G-BLZT	Short 360	1830
G-BYAG	Boeing 757	1834	DD-DJS	Avro 146 RJ85	1909
G-UKFD	Fokker 100	1940	G-MAJF	Jetstream 41	1953
G-GNTH	SAAB 340	2021	G-MAJK	Jetstream 41	2024
G-BUEA	ATR-42	2107	G-GNTJ	SAAB 340	2110
G-DBMZ	Boeing 737 500	2121	G-JEAG	Friendship	2127
30 Tuesday					
EI-FKA	Fokker 50	0810	G-MAJF	Jetstream 41	0918
G-DBMZ	Boeing 737 500	0925	G-MAJK	Jetstream 41	0936
G-BLZT	Short 360	0942	G-JEAG	Friendship	0947
9H-ABE	Boeing 737	0951	EI-CJI	Boeing 737	0957

G-UKFI Fokker 100	1005	PH-SDM DHC-8	1012
G-JEAI Friendship	1148	EC-FFK Boeing 757	1212
G-BODY Cessna 310R	1253	G-BUEA ATR-42	1328
G-MAJK Jetstream 41	1358	G-UKFD Fokker 100	1425
G-JEAI Friendship	1504	PH-SDM DHC-8	1507
G-BVJB Fokker 100	1518	G-GNTH SAAB 340	1549
G-MAJK Jetstream 41	1657	EI-FKF Fokker 50	1729
G-MAJF Jetstream 41	1816	G-JEAI Friendship	1828
EI-CJF Boeing 737	1856	OO-DJW Avro 146 RJ85	1905
G-UKFD Fokker 100	1945	G-GNTH SAAB 340	2024
G-MAJK Jetstream 41	2033	G-GNTJ SAAB 340	2054
G-MAJF Jetstream 41	2056	G-BVZE Boeing 737 500	2123
G-JEAI Friendship	2128	G-BYAG Boeing 757	2202
G-JEAF Friendship	2218		

31 Wednesday

EI-FKC Fokker 50	0807	G-BXEG ATR-42	0830
G-MAJK Jetstream 41	0911	EI-CJD Boeing 737	1001
PH-SDP DHC-8	1025	G-UKFI Fokker 100	1031
G-GNTJ SAAB 340	1118	G-JEAG Friendship	1145
G-BVZE Boeing 737 500	1218	G-BCJM PA-28 Cherokee F	1305
G-BWYJ LongRanger	1313	G-BVEC ATR-42	1319
G-BPYD PA-28 Archer II	1336	G-BGDL Turbo Arrow III	1348
G-MAJE Jetstream 41	1357	G-UKFD Fokker 100	1410
G-JEAG Friendship	1505	G-MAJE Jetstream 41	1545
G-MAJK Jetstream 41	1658	G-GNTH SAAB 340	1712
PH-DMD DHC-8	1717	EI-CJI Boeing 737	1751
G-BYAG Boeing 757	1802	G-BVZE Boeing 737 500	1809
G-JEAG Friendship	1812		

From & To

01) N8PY/Isle of Man;N951SF/Elstree: 02) N220SC/Guernsey: 03) N560WE/F-n/s-T Jersey;XZ335/Shawbury;N340YP/Biggin Hill: D-BEAS/Laupheim;VP-CPR/Guernsey; D-ILPC/Dusseldorf: 05) VP-CSC/Humberside;HZ-SAB-2/Barcelona-Nice;OY-CPW/Tirstrup 06) PH-KVD/F & T Amsterdam;31681/Cambridge;PH-DUS/F & T Rotterdam: 09) OH-KNE/Malmo;N560WE/Jersey;N2657N/Guernsey;N220SC/Guernsey: 10) D-IIWB/Bremen;N510PS/Tees-side: 11) I-ZOOM/F & T Milan;VP-CDM/Hawarden;F-BVET/F & T Lyon: 12) HZ-WBT/Moscow-Shannon;D-COKE/Luton-Tempelhof: 13) N331SJ/Dresden-Gatwick;N25PJ/Guernsey 14) OO-DHF/Brussels: 15) N560WE/Jersey: 16) N9210Y/Rotterdam;F-ZBFK/Villacoubley 18) VP-CPR/Guernsey;VP-CFG/F & T Oxford: 19) VP-CKM/Reflavik-n/s-Gamston;VP-CFG/Stanstead;N420MA/Peterborough: 20) N70VB/Bournemouth;XZ596 and XZ597/Leconfield: 23) N146GA/Edinburgh: 26) D-COKE/Luqa(Malta):

Overshoots

02) XX492/CWL65;G-OBLC/Exam58: 03) XX492/CWL78: 05) G-SHIV: 07) G-BAVZ/Raven89T: 09) XZ597/SG129: 10)XX438/Army459: 15) XX714/UAX93 & UAX95;G-SHIV: 16) XX543/UAX93;XX714/UAX90: 17) XX498/CWL71: 19) G-BODY/Atlantique41: 23) XX494/CWL71:

LBA Movements review, December 1997

A fairly quiet month to end the year, but with a few star items in it. On the 1st the King Air 200 N8PY was from its home in the Isle of Man whilst the B58 Baron N951SF was from Elstree. The Cheyenne N220SC was from Guernsey on the 2nd where it is believed to be now resident, it visited again on the 9th. Also on the 2nd a visit was made from Antwerp by the Cessna 425 N425HS. The Citation V N560WE came

from and to Jersey on the 3rd and was also noted on the 9th and the 15th. Another resident of Guernsey is said to be the Cessna 340A N340YP although on the 3rd it was booked in from Biggin Hill.

Cessna 421C VP-CPR has only been in twice this month, on the 4th and the 18th. On the 4th we had two Germans, Cessna 210 D-EEAS was from Laupheim but the King Air D-ILPC arrived from Dusseldorf. The King Air went into the Multiflight hangar to be checked out for export to the USA, it did an air test on the 8th and shortly afterwards departed to the States. Stadium City's new Citation V VP-CSC visited on the 5th from Humberside as "Stadium 01" and was joined by Citation OY-CPW as "Danish 9571" from Tirstrup, but the star of the day was the Falcon 900B HZ-SAB-2 of Saudi Arabian Basic Industries on a flight from Barcelona to Nice.

On the 6th we had a KLM charter from and to Amsterdam using the Fokker 50 PH-KVD as "KLM4687" and another Dutchman was the King Air PH-DUS from and to Rotterdam as "Turdus 443-444". Doing an ambulance flight on the 9th was the Mitsubishi MU 300 Diamond OH-KNE of Airwings and later the same day Cessna 421C N2657N called in from Guernsey. King Air C90B D-IWB on the 10th is wearing the marks previously carried on a Cheyenne which was cancelled in 1996, the Cessna 310N N510PS on the same day is operated by Peter Scott out of Walton Wood.

Lear Jet 35A I-ZOOM on the 11th was from and to Milan (Linate) and the same day saw the Citation VP-CDM of the Duke of Westminster arriving from Hawarden and an ancient King Air 200, F-BVET, from and to Lyon using the callsign "Helijet 4". The Lear Jet 35A D-COKE was from Luton to Berlin (Tempelhof) on the 12th but it was totally upstaged by our second Saudi of the month, the privately owned Boeing 727 HZ-WBT was from Moscow (Vnukovo) to Shannon. Lear Jet 31 N331SJ on the 13th turns out to be ex N31LJ in which form it visited earlier in the year and on the same day Cessna 340A N25PJ is yet another Guernsey based foreigner.

Golden oldie of the month must surely be the Convair 580 OO-DHF of European Air Transport which arrived from Brussels as "Eurotrans 651P" on the 14th, it was in full DHL colours. Navajo N9210Y on the 16th was from Rotterdam so it may well be a European based specimen, the Citation I VP-CFG on the 18th is Oxford based and it was from and to there. VP-CFG returned on the 19th from Stanstead whilst the Cessna 425 N420MA arrived from Peterborough (Connington) as "Duke 2", but the big item on this day was the Citation V VP-CKM which arrived from Keflavik on delivery to Kevin MacDonald via Multiflight. It is to be based at Gamston to where it departed on the 21st. Aerostar N70VB called in from Bournemouth on the 20th and Cessna 425 N146GA was from Edinburgh on the 23rd. Another visit by the Lear Jet 35A D-COKE on the 26th was an ambulance flight from Luqa (Malta).

Military visitors have been sparse this month, the Gazelle AH.1 XZ335 on the 3rd operated as "Army 359". The USAF Douglas VC-9C 73-1681 on the 6th arrived from Cambridge as "SAM 31681" and stayed until the 8th. On the 16th the King Air B200 F-ZBFK was operated by the French Government on a flight from Villacoublay using the callsign "Benga 96", the aircraft is coded 96 hence the callsign. Diverting in on the 20th due to adverse weather at Leconfield were Sea King's XZ596/SRG129 and XZ597/SRG128.

Aer Lingus used the Boeing 737 EI-CDH in place of a Fokker 50 on "Shamrock 368" on the 2nd. Sabena used the leased DHC-8 OE-LTE of Tyrolean Airways on the 11th, 18th and 20th, and on the 16th they used the Boeing 737 LX-LGF. A rare sight for the LBA on the 6th was the Trislander G-AZLJ of Keenair operating a flight from and to the Isle of Man as "Keenair 590-591".

Sheffield City Airport movements, November 1997

03	Monday	G-LINE Twin Squirrel	0913	1401	F & T Woodford
		G-BASX PA-34 Seneca	1036		From LBA, new resident
04	Tuesday	G-BFTT Cessna 421C	0805	1739	F & T Manston
05	Wednesday	G-ICCL Robinson R-22B	1300	1543	F & T Gamston
		G-BRHJ PA-34 Seneca	1636	1712	F & T Draycot Farm
07	Friday	G-ICCL Robinson R-22B	1203	1230	F & T Gamston
		G-ORMB Robinson R-22B	1439	1454	Near Derby - Near Edinburgh
		G-ICCL Robinson R-22B	1532	1646	F & T Gamston
10	Monday	G-ECOS Twin Squirrel	1244	1346	LBA - Heathrow
		G-ECOS Twin Squirrel	1810	1815	Heathrow - LBA
11	Tuesday	G-BFTT Cessna 421C	0816	1626	F & T Manston
		G-ICCL Robinson R-22B	1331	1621	F & T Gamston
12	Wednesday	G-ROAR Cessna 401	1357	1522	F & T Woodford
14	Friday	G-UMMI PA-31 Navajo	0911	????	F & T Jersey
18	Tuesday	G-FILL PA-31 Navajo	0850	1331	Near Peterborough - Full Sutton
		G-ODMC AS350 Ecureuil	0923	1356	Near Compton Abbas - Battersea
		G-BVCM CitationJet	1714	1805	Liverpool - Edinburgh
19	Wednesday	G-BFTT Cessna 421C	0807	1731	F & T Manston
20	Thursday	G-AZYM Cessna 310Q	0724	1114	F & T Gamston
21	Friday	G-ORMB Robinson R-22B	0957	1036	Near Derby - Near Edinburgh
		N52245 Bell 407	1005	1108	F & T Wigan
		G-BLFZ PA-31 Navajo	1113	1722	F & T Stapleford Tawney
		G-VICE Hughes 500	1119	1247	F & T Cleckheaton
		G-ICCL Robinson R-22B	1355	1420	Rotherham - Gamston
		G-ICCL Robinson R-22B	1446	1619	F & T Gamston
		G-EXEC PA-34 Seneca	2107	2126	Denham - Stapleford Tawney

Sheffield City movements review, November 1997

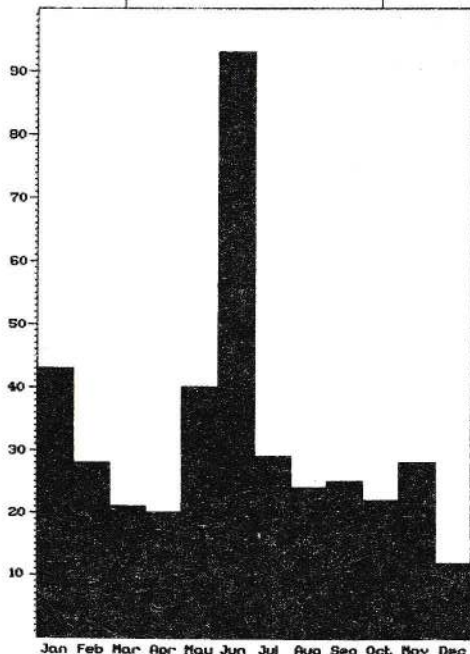
The only really interesting one out of that lot appears to be the brand new Bell 407 N52245 which was from and to Wigan on the 21st, this should be c/n 53186. Of the rest quite a few were operating on callsigns. On the 3rd G-LINE was calling "Grid 2". Cessna 421C G-BFTT was "Thannet 1" on the 4th, 11th and 19th. Visiting twice on the 10th was the LBA based Twin Squirrel as "Costock 5". AS350B Single Squirrel G-ODMC on the 18th was "SSP 20". London Executive Aviation operate the Seneca G-BASX from here now as "Lonex 300" on traffic watch for local radio and during the month two other London Executive aircraft visited, Navajo G-BLFZ was "Lonex 1" and Seneca G-EXEC was "Lonex 245" both on the 21st.

The Twin Squirrel G-PASE of Police Aviation Services arrived from Staverton on the 10th using the callsign "Special 12" and the following day resident Twin Squirrel G-SYPA of the South Yorkshire Police left for Staverton as "Special 158" for maintenance. Over the next two weeks G-PASE operated as "Police 33" until, on the 22nd, it departed to Staverton and G-SYPA returned as "Police 33". Seneca G-BRHJ on the 5th is in the log as the Brize Norton Flying Club and it was from and to Draycot Farm.

1997 Foreign visitors Charts and notes

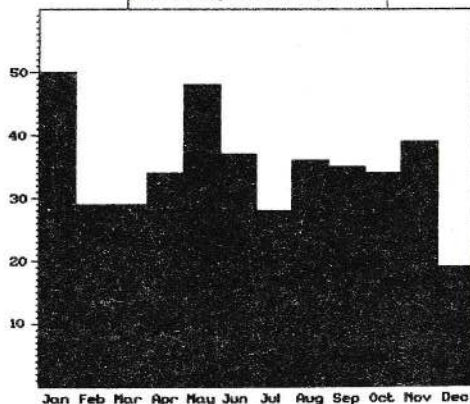
	1990	1991	1992	1993	1994	1995	1996	1997
January	31	45	50	27	33	39	43	50
February	41	64	65	48	54	54	71	79
March	67	85	89	70	80	72	92	108
April	101	110	100	83	90	94	112	142
May	146	150	139	112	132	137	152	190
June	177	192	178	143	177	166	245	227
July	206	210	213	158	196	193	274	255
August	228	233	236	185	216	221	298	291
September	265	266	256	201	244	238	323	326
October	288	280	278	220	264	262	345	360
November	325	296	295	226	280	280	373	399
December	347	303	303	237	287	298	385	418

1996 Foreign visitors by month



LBA Foreign visitors, running totals 1990 - 1997

1997 Foreign visitors by month



Well here we are at the end of another year, the 1996 foreign visitors total was a record 385 (amended from 384 'cos I missed one!) and I speculated it would not be reached this year. How wrong could I be - in 1997 we have reached a grand total of 418. We have handled registrations from 27 countries over the year with the usual number of UK based foreigners included. In June the VR- prefix was re-allocated to China so all the Bermudan and Cayman Islands aircraft then current were re-registered under the VP- prefix which means we had two entries for some aircraft. This of course helped the final total but even so it was a massive jump from last year's record. The two bar charts above show the difference between 1996 and 1997 dramatically. The June 1996 leap was due to the European Cup football charters but the 1997 levels have been more consistent. Spanish Inclusive Tour flights have provided a large number of different airliners whilst the scheduled flights of Sabena, Aer Lingus and Ryan Air have also added to the total considerably. Hopefully this year will continue the trend upwards in the foreign visitors - or have we been spoiled over the last two years ?

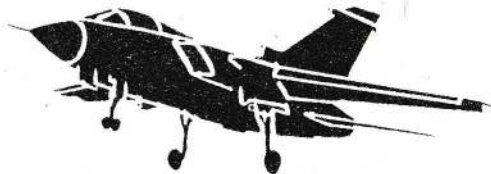
LBA Foreign visitors for 1997

X4X-CBH	PA-23 Aztec 250F	27-8054055	EC-GAZ	Boeing 737 4Y0	24906
X9H-ABE	Boeing 737 2Y5	23847	EC-GBA	Douglas DC9 83	49626
X9H-ABF	Boeing 737 2Y5	23848	EC-GBN	Boeing 737 4Y0	24912
X9H-ABT	Boeing 737 3Y5	25615	EC-GBX	Boeing 757 236	25597
XC-FOOG	Boeing 757 23AER	24292	EC-GCA	Boeing 757 236	22185
XC-GIRE	Lear Jet 35	35-004	EC-GCB	Boeing 757 236	23227
XC-GKDR	Cessna 414A RAM Srs III	0064	EC-GCV	Douglas DC9 82	53165
XC-GTDC	Airbus 320 231	0496	EC-GEQ	Boeing 737 3Y0	23750
XC-CTSE	Boeing 757 23A	25488	EC-GEU	Boeing 737 375	23808
XC-GTSF	Boeing 757 23A	25491	EC-GFU	Boeing 737 3Y0	24256
XC-GTST	Boeing 757 28A	24772	EC-GGE	Boeing 737 36E	26322
XC-GTSN	Boeing 757 28A	24543	EC-GGO	Boeing 737 3M8	24376
XC-GTSV	Boeing 757 28AER	25622	EC-GGV	Douglas DC9 83	49791
CS-ATG	Falcon 20F	264	EC-GGZ	Boeing 737 36E	27626
CS-DNC	Cessna S550 Citation II	0077	EC-GHD	Boeing 737 3M8	25071
D-AELH	Fokker F-27 400	10340	EC-GHE	Douglas DC9 83	49398
D-ALOA	BAe 146 200	E.2066	EC-GHH	Douglas DC9 83	49578
D-CCCA	Lear Jet 35A	35A-160	EC-GKS	Douglas DC9 83	49708
D-CCCF	Cessna 550 Citation II	0189	EC-GLT	Airbus A320 231	314
D-CGPD	Lear Jet 35A	35A-202	EC-GMY	Boeing 737 36Q	28658
D-CGRC	Lear Jet 35A	35A-223	EC-GNC	Boeing 737 4Y0	34124
D-CHPD	Lear Jet 35A	35A-309	EC-GNU	Boeing 737 36Q	28660
D-CJPG	Lear Jet 35A	35A-108	EC-GNY	Douglas DC9 83	49396
D-COKE	Lear Jet 35A	35A-447	EC-GNZ	Boeing 737 4Y0	25180
D-CTAN	Cessna 560 Citation V	0150	EC-GOA	Boeing 737 4S3	25116
D-EBMY	Mooney M20K	25-0669	EC-GOB	Boeing 737 4Y0	25180
D-EDHB	PA-28 181 Archer II	28-8690038	EC-GOM	Douglas DC9 83	49579
D-EEAS	Cessna P210N	0328	EC-GPI	Boeing 737 46Q	28661
D-EKOS	Cessna FRI82RG	0017	EC-GQG	Douglas DC9 83	49577
D-EVPA	PA-46 Malibu Mirage	4622138	EI-BUG	SOCATA ST-10 Diplomate	125
D-EWAX	DV-20 Katana	20068	EI-CDH	Boeing 737 548	25739
D-GMZE	PA-34 220T Seneca II	34-7870452	EI-CGH	Cessna 210N	63524
D-IAAC	Cessna 441	0073	EI-CJC	Boeing 737 204	22640
D-ICAB	Cessna 551 Citation II	0180	EI-CJD	Boeing 737 204	22966
D-IEHP	Cessna 340A	0242	EI-CJE	Boeing 737 204	22639
D-IESE	PA-31 Navajo 325	31-7812102	EI-CJF	Boeing 737 204	22967
D-IEVO	King Air C90A	LJ-1134	EI-CJG	Boeing 737 204	22058
D-IHMO	Piaggio P.180 Avanti	1009	EI-CJH	Boeing 737 204	22057
D-IIWE	King Air C90B	LJ-1340	EI-CJI	Boeing 737 2E7	22875
D-ILCA	PA-31 Navajo 310C	31-7912035	EI-CKP	Boeing 737 2K2	22296
D-ILLF	King Air B200	BB-1568	EI-CKQ	Boeing 737 2K2	22906
D-ILOH	King Air B200	BB-1080	EI-CKR	Boeing 737 2K2	22025
D-ILPC	King Air 200	BB-524	EI-CKS	Boeing 737 2T5	22023
D-IVOB	Cessna 551 Citation II	0191	EI-CLI	BAe 146 300	E.3159
EC-EDC	Falcon 20C	6	EI-CLY	BAe 146 300	E.3149
EC-ELY	Boeing 737 3K9	24211	EI-CNT	Boeing 737 230	22115
EC-EXY	Boeing 737 4Y0	24689	EI-CNV	Boeing 737 230	22128
EC-FEE	Boeing 757 236	25053	EI-CNW	Boeing 737 230	22133
EC-FEF	Boeing 757 236	24794	EI-CNX	Boeing 737 230	22127
EC-FFK	Boeing 757 236	24112	EI-CNY	Boeing 737 230	22113
EC-FFN	Boeing 737 36E	25159	EI-CRI	King Air 350	FL-66
EC-FHA	Boeing 767 3Y0ER	25000	EI-DMI	PA-31 Navajo 310	31-7512013
EC-FJZ	Boeing 737 3Y0	23923	EI-DWN	Cessna 421C	0641
EC-FKI	Boeing 737 375	23707	EI-FKA	Fokker 50	20118
EC-FKJ	Boeing 737 3Y0	23749	EI-FKE	Fokker 50	20119
EC-FPI	Falcon 900B	115	EI-FKC	Fokker 50	20177
EC-FSY	Douglas DC9 83	49577	EI-FKD	Fokker 50	20181
EC-FTL	Boeing 757 236	22176	EI-FKE	Fokker 50	20208
EC-FTS	Douglas DC9 83	49621	EI-FKF	Fokker 50	20209
EC-FTT	Douglas DC9 83	49622	EI-WDC	HS 125-3B	25132
EC-FUT	Boeing 737 3Q8	26293	F-BRAH	Cessna 182M	59320
EC-FXI	Douglas DC9 83	49630	F-BUQP	SN 601 Corvette	BB-4
EC-FXP	Boeing 737 4Y0	24706	F-BVET	King Air 200	BB-21
EC-FYQ	Boeing 737 4Q8	24707	F-GCLD	King Air C90	LJ-637
EC-FXY	Douglas DC9 83	49627	F-GDLU	Falcon 20	314
EC-FYF	Boeing 737 3Q8	26301	F-GEPE	PA-31T Cheyenne	31T-7720031
EC-FZC	Douglas DC9 83	49790	F-GEPY	King Air 200	BB-779
EC-FZT	Boeing 737 4Y0	24688	F-GETJ	King Air E90	LW-296
EC-FZZ	Boeing 737 4Y0	24686	F-GFOA	SOCATA TB-20 Trinidad	571
EC-GAT	Douglas SC9 83	49709	F-GGBV	SAAB 340A	086

X F-GHOC	King Air 200	BB-406 N68SK	Cessna 650 Citation VII	7016
X F-GIVV	Cessna 340A	1520 N70EW	Falcon 900	25
X F-GJGN	Mooney M20J 205	24-3200 N70VB	Aerostar 600A	600A-446-150
X F-GJLF	Mooney M20M TLS	27-0066 N72PG	Mooney M20M TLS	27-0118
X F-GJLL	Falcon 1	22 N76RJ	King Air B200	BB-1245
X F-GJYX	Cessna 560 Citation V	0070 N76TH	Sikorsky S76A	760373
X F-GKAD	SOCATA TB-20 Trinidad	954 N86Y	King Air 200	BB-302
X F-GKHL	Cessna 560 Citation V	0059 N109TW	Agusta A.109C	7650
X F-GKIS	Falcon 20E	307 N112JS	Cessna 550 Citation II	0032
X F-GKJL	Cessna 560 Citation V	0093 N125XX	Bae 125 700A	257075
X F-GKVO	SOCATA TB-9 Tampico	1330 N133H	Agusta A109C	7609
X F-GLGG	Airbus A320 211	203 N139DB	PA-23 Aztec 250	27-4611
X F-GLMD	Falcon 20C-5	117 N146GA	Cessna 425	0074
X F-GMRD	Beech 58 Baron	TH-1459 N180GC	Lear Jet 36	36-004
X F-GNBA	King Air A90	LJ-311 N190RM	King Air E90	LW-1
X F-GNEG	King Air B200	BB-1377 N201CV	Mooney M20J	24-0084
X F-GOAL	Falcon 50	131 N210MP	Cessna T210N	63193
X F-GOJT	Falcon 200	501 N211MA	Cessna 560 Citation V	0022
X F-GRAN	King Air 200	BB-392 N220SC	PA-31T Cheyenne II	31T-8120041
X F-GSAB	Falcon 900	161 N228CX	SOCATA TBM.700	084
X F-GSOT	Enstrom 480	5002 N250TP	Beech A36TF Bonanza	E-2406
X HB-CCH	Cessna P210N	0294 N252JP	Hughes 369E	0346E
X HB-IAH	Falcon 2000	33 N321DH	Pilatus PC-XII	116
X HB-ILH	CL601 Challenger	1025 N323XP	Hawker 800XP	258323
X HB-POY	PA-46 Malibu 350P	4622090 N331SJ	Lear Jet 31A	31A-113
X HB-SCO	HOAC DV-20 Katana	20115 N340AS	Cessna 340A	0989
X HB-VGS	Cessna 550 Citation II	0183 N340SC	Cessna 340	0363
X HB-VKI	Bae 125 800B	258091 N340YP	Cessna 340A	0404
X HB-VK1	Lear Jet 60	60-019 N366F	Gulfstream IV	1041
X HZ-SAB2	Falcon 900B	113 N372G	CL 601 Challenger	3006
X HZ-WBT	Boeing 727 95	19252 N388CA	Commander 114B	14588
X I-ANGI	PA-23 Apache 235	27-564 N400EX	Cessna 550 Citation II	0597
X I-AVJE	Jeau Jet 25D	25-254 N420MA	Cessna 425	0116
X I-FLYK	Falcon 20E	241 N421CA	Cessna 421C	
X I-OTEL	Cessna 501 Citation I	0048 N421GO	Cessna 421C	1411
X I-200M	Lear Jet 35A	35-135 N425H5	Cessna 425	0044
X LN-TFJ	Cessna T210N	63655 N451GA	Gulfstream IV SP	1221
X LN-TWD	Cessna 208B Caravan	0266 N461CA	CASA 212 300	164
X LX-GDL	Cessna 550 Citation II	0033 N484HB	Lear Jet 36A	36-027
X LX-LGF	Boeing 737 4C9	25429 N501CF	Cessna 501 Citation I	0128
X LX-LGG	Boeing 737 4C9	26437 N501D	Cessna 501 Citation I	0298
X LX-LGK	EMB 120RT Brasilia	120261 N502GV	Gulfstream V	505
X LX-LTX	King Air E90	LW-297 N510PS	Cessna 310N	0054
X LX-PCT	Lear Jet 31A	31-112 N511DB	Boeing 727 89	19139
X LX-YKH	Cessna 500 Citation I	0086 N560WE	Cessna 560 Citation V	0100
X LZ-BTJ	Tupolev TU-154B-1	270 N584CA	Rockwell 114B	14584
X LZ-BTK	Tupolev TU-154B	144 N600KC	Bae 125 800A	258207
X LZ-BTN	Tupolev TU-154M	832 N624TC	Cessna T303	0130
X LZ-BTP	Tupolev TU-154B-1	278 N685TA	Gulfstream IV	1003
X LZ-BTO	Tupolev TU-154M	743 N699SC	Lear Jet 60	041
X LZ-BTS	Tupolev TU-154B-2	422 N707TJ	Stearman A75N1 Kaydet	75-950
X LZ-BTV	Tupolev TU-154B-2	569 N709EL	Beechjet 400A	RK-52
X LZ-BTY	Tupolev TU-154M	800 N735CX	Cessna 182Q	65329
X N1YA	Cessna 421B	0580 N736GX	Cessna R172K(Tailwheel)	2526
X N3HB	CL600S Challenger	1059 N766AM	Twin Squirrel	5601
X N4NM	Agusta A109C	7672 N797HG	PA-46 Malibu 301P	46-8408064
X N8PY	King Air 200	BB-487 N805JW	IAI 1125 Astra SP	070
X N9AY	Cessna 421C	0844 N809SW	PA-31T Cheyenne II	31T-8020080
X N12NM	Cessna 501 Citation I/SP	0257 N864CE	Gulfstream IV	1085
X N16NK	Gulfstream III	354 N900SJ	Falcon 900	19
X N22TZ	Falcon 50	53 N908CL	CL601-3A Challenger	5031
X N25PJ	Cessna 340A	0912 N951SF	Beech B58P Baron	TG-83
X N25UD	Falcon 50	248 N960H	Lear Jet 60	60-015
X N26ET	AS.355 Twin Squirrel	5455 N997JB	P-68TC Victor	288/TC-20
X N30CX	Cessna S550 Citation II	0007 N1280A	Cessna 525 CitationJet	177
X N31LJ	Lear Jet 31A	31A-113 N1565B	Beechjet 400	RJ-65
X N36VU	Beech A36 Bonanza	E-2429 N2657N	Cessna 421C	0811
X N58GK	Beech B58 Baron	TH-763 N2706X	Cessna 335	0018
X N60CT	CL604 Challenger	5325 N3036A	PA-34 200T Seneca 2	34-7970003
X N66DD	Gulfstream III	483 N6100	Lear Jet 60	60-100

XN5075V	Stearman PT-13D Kaydet	75-5598	PH-AST	PA-31 Navajo 350	31-7752046
XN6834L	Cessna T310R	2137	PH-ATM	King Air 200	BB-123
XN9210Y	PA-31P Navajo 350	31P-8414007	PH-BAD	Cessna F172M	1284
XN9300	Gulfstream IV	1020	PH-BOA	Mitsubishi MU-2B 60	1507SA
XN27241	Cessna T210H	0319	PH-BYA	Beech 58 Baron	TH-1609
XN27495	PA-31 Navajo 350	31-7812041	PH-BYB	Beech 58 Baron	TH-1613
XN60987	Rockwell 114B	14637	PH-CFE	Fokker 100	11327
XN80302	PA-34 220T Seneca 3	34-8233055	PH-CFF	Fokker 100	11328
XN83196	PA-28RT Arrow IV	28R-8118045	PH-DMB	Fokker 50	20264
XOK-BYK	Yakovlev YAK 40K	9940260	PH-DMC	Fokker 50	20227
XOE-GAA	Cessna 560 Citation V	0111	PH-DMO	Fokker 50	20103
XOE-GBB	Dornier 328 100	3078	PH-DUS	King Air B200	BB-1296
XOE-GIL	Cessna 550 Citation II	0060	PH-EAM	Cessna F172N	1602
XOE-GSC	Falcon 10	122	PH-ECO	PA-31 Navajo 350	31-8052174
XOE-LTE	DHC-8	422	PH-FVB	EMB 110 P2 Bandeirante	110199
XOH-KNE	MU-300 Diamond	A.0145A	PH-HNK	Cessna 340A	0546
XOM-NDP	Let 410UVP	831028	PH-IDA	PA-31 Navajo 350	31-7852160
XOO-COV	Cessna FR182RG	0008	PH-KVD	Fokker 50	20197
XOO-DHF	Convair CV-580	147	PH-MEX	Cessna 650 Citation VI	0217
XOO-DJJ	BAe 146 200	E.2196	PH-MFX	Cessna 650 Citation VI	0240
XOO-DJK	Avro 146 RJ-85	E.2271	PH-PTD	PA-31 Navajo 350	31-7852066
XOO-DJL	Avro 146 RJ-85	E.2273	PH-SDI	DHC-8 311	216
XOO-DJN	Avro 146 RJ-85	E.2275	PH-SDM	DHC-8 311	298
XOO-DJO	Avro 146 RJ-85	E.2279	PH-SDP	DHC-8 311	300
XOO-DJP	Avro 146 RJ-85	E.2287	PH-SDR	DHC-8 311	283
XOO-DJQ	Avro 146 RJ-85	E.2289	PH-SDT	DHC-8 311	276
XOO-DJR	Avro 146 RJ-85	E.2290	PH-SDU	DHC-8 311	232
XOO-DJS	Avro 146 RJ-85	E.2292	PH-SPF	PA-28RT Turbo Arrow	28R-8531008
XOO-DJT	Avro 146 RJ-85	E.2294	PH-TKE	Boeing 757 2K2	26634
XOO-DJV	Avro 146 RJ-85	E.2295	PH-VMP	King Air B200	BB-1538
XOO-DJW	Avro 146 RJ-85	E.2296	PH-XPI	PA-31 Navajo 350	31-7752187
XOO-DJX	Avro 146 RJ-85	E.2297	RA-01277	Sukhoi SU-29	80-02
XOO-DJY	Avro 146 RJ-85	E.2302	S5-AAAB	Airbus 320 231	0113
XOO-DJZ	Avro 146 RJ-85	E.2305	SE-DDY	Cessna 550 Citation II	0115
XOO-DTF	EMB 120ER Brasilia	120082	SE-DEY	Cessna 500 Citation I	0370
XOO-JNS	Beech A36 Bonanza	E-1108	SE-DEZ	Cessna 501 Citation I SP	0279
XOO-MLF	PA-34 200T Seneca II	34-7970216	SE-DPK	Falcon 10	152
XOO-MTD	EMB 120RT Brasilia	120213	SE-DSB	L.1011-385 Tristar I	1059
XOO-OSA	Cessna 550 Citation II	0147	SE-IAC	PA-31 Navajo 310	31-7812095
XOO-PHI	Cessna 525 CitationJet	0115	SE-IVD	PA-34 220T Seneca 3	34-8333006
XOO-SDP	Boeing 737 229C	21139	V5-NAM	Falcon 900B	103
XOO-SDR	Boeing 737 229C	21738	VP-BLV	Cessna 500 Citation I	0344
XOO-SYC	Boeing 737 429	25226	VP-BNZ	Gulfstream III	452
XOO-VFB	Beech A36 Bonanza	E-1910	VP-BQK	Agusta A.109A	7410
XOO-VWK	PA-34 Seneca III	34-8133182	VP-BZE	Falcon 50	144
XOO-WIW	Cessna F177RG	0053	VP-CAT	Cessna 501 Citation I	0232
XOY-AUS	PA-31 Navajo 310	31-647	VP-CCT	King Air C90	LJ-1028
XOY-BDS	Falcon 20C	180	VP-CCV	Cessna 560 Citation V	0320
XOY-BPM	SA226T Merlin IIIB	T-410	VP-CDM	Cessna 501 Citation I	0084
XOY-BSF	PA-34 Seneca 200	34-7350073	VP-CFG	Cessna 501 Citation I	0176
XOY-BSU	PA-34 Seneca 200	34-7250243	VP-CHC	Sikorsky S-76C	760377
XOY-BZT	Cessna 550 Citation II	0259	VP-CJB	Cessna 501 Citation I	0155
XOY-CEV	Cessna 500 Citation I	0329	VP-CKM	Cessna 560 Citation V	0420
XOY-CKT	Cessna 560 Citation V	0078	VP-CMO	Cessna 500 Citation I	0070
XOY-CPW	Cessna 501 Citation I	0120	VP-CPR	Cessna 421C	0837
XOY-CYV	Cessna 550 Citation II	0440	VP-CSC	Cessna 560 Citation V	0439
XOY-JEO	SA226TC Metro II	TC-318	VP-CSN	Cessna 560 Citation V	0401
XOY-PBF	Cessna 208B Caravan	0584	VP-CTJ	Cessna 550 Citation II	0073
XOY-SBR	SN 601 Corvette	23	VR-BNZ	Gulfstream III	452
XOY-SVF	BAe Jetstream 31	688	VR-CAU	Boeing 757 2J4	25220
XOY-SVO	BAe Jetstream 31	773	VR-CCT	King Air C90	LJ-1028
XOY-SVP	BAe Jetstream 31	626	VR-CCV	Cessna 560 Citation V	0320
XOY-SVW	BAe Jetstream 41	41047	VR-CDM	Cessna 501 Citation I	0084
XPH-ABD	PA-31 Navajo 350	31-7305048	VR-CEZ	Falcon 50	138
XPH-AHI	Boeing 757 27B	24137	VR-CMO	Cessna 500 Citation I	0070
XPH-AHO	Boeing 757 27T	22781	VR-CPR	Cessna 421C	0837
XPH-AJS	SOCATA TBM 700	24	VR-CSP	Cessna 500 Citation I	0165
XPH-AMB	Cessna F172N	1921	VR-CTE	Cessna 550 Citation II	0716
XPH-AMT	Cessna 340A	0963	YU-HEE	SA341G Gazelle	???

TOTAL = 418



Military News

Eric Martin.



BRITANNIA ROYAL NAVAL COLLEGE

The December passing out parade at the college included eighteen trainee pilots, four trainee observers and four trainee air traffic controllers. The trainee pilots will have completed a flying grading course, concurrently, with the Flying Grading Flight, based at nearby Roborough. The Flight, operated by civilian contractors Airwork, is equipped with Grob G.115D2s.

If they have sufficient flying hours, trainee pilots will be posted to the Defence Helicopter Flying School for basic rotary training. Those without sufficient hours will be posted to the Joint Elementary Flying Training School at Barkston Heath, for further training on Fireflies.

Source: The Times

RAF COLLEGE CRANWELL

In a parallel passing out parade at the RAF College, ten trainee pilots, three trainee navigators and eight trainee air traffic controllers completed No 168 Initial Officer Training Course. Other trainees included those for fighter control, flight operations, intelligence, RAF Regiment, engineer, secretarial, training and physical education.

Source: RAF News

US DEFENCE INDUSTRIES MERGE; EUROPE TO FOLLOW?

The top dozen US defence companies have consolidated into three large groups: Boeing, Lockheed Martin and Raytheon. Prime Minister Blair, President Chirac and Chancellor Kohl have called on European defence companies to carry out similar mergers to face increased competition from these US giants for defence orders world-wide.

The UK defence industry, for example, has an annual revenue of £8 billion, £3bn from Ministry of Defence orders, £5bn from exports. Without these exports, the industry could not exist. Similar statistics apply to the French and German defence industries. The message has gone out: "merge or die" - we await developments with interest. The problems with Eurofighter do not augur well for any European mergers.

Source: The Observer

HMS GLORIOUS

The promised article on "Glorious" has had to be postponed pending further research, without which I felt the article would be incomplete.

NEWS FROM 'DOWN UNDER'

The Royal Australian Air Force (RAAF) has placed an order for 35-40 upgraded Hawk 100s for deployment as a lead-in fighter trainer. A major modification will be the cockpit layout to match the layouts of the RAAF F/A-18 Hornets.

Another RAAF order in the pipeline is for four AWACS aircraft, for which tenders have been invited from three US contractors. Boeing proposes a design based on a twin turbofan B737, Lockheed Martin on the C-130J and Raytheon on the A310 or A320.

Source: Aircraft Illustrated

Please send any information for inclusion on this page to:

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Military Matters

Eric Martin.



RAF VALLEY

RAF Valley on Anglesey in North Wales has a special place for me. My daughter was at university in Bangor; I used to transport her (and a carful of impedimenta!) to and fro each term. Invariably, I took the opportunity to visit Valley, which has been the home of No 4 Flying Training School (FTS) since 1960. 4 FTS is the venue for advanced flying training for the 'fast jet' stream of RAF student pilots. Valley has, therefore, been an extremely busy RAF station since 1960.

Its antecedents lie with Fighter Command; it opened in 1941 (initially as RAF Rhosneigr) as part of 9 Group as a Sector Operations Centre, controlling fighter defences for the approaches to Merseyside and Belfast and for the protection of shipping in the Irish Sea. Up to 1944, Valley operated Hurricanes, Beaufighters and Defiants, with elements of Lysanders and Walrus for air/sea rescue. From then until the end of World War II, a 'transit station' was operated to receive incoming transatlantic aircraft from the USA and Canada, before their assignment to front-line bases in Britain. A period of inactivity followed, until Flying Training Command took over for a short time, before Fighter Command resumed control 1948-49, operating Vampires. The Vampires were later used for jet-training duties and in 1958 the station assumed the role of RAF Worksop, operating Vampire T11s. Gnat T1s followed, supplemented by Hunter F6 single-seaters and Hunter T7 twin-seaters. Finally, in 1977, Hawks arrived - the aircraft which is still the RAF's advanced fast-jet trainer.

Three squadrons operating Hawks are based at Valley: 19 Squadron is the Central Flying School unit which trains Hawk instructors; 208 Squadron is the advanced flying training unit; 74 Squadron is the tactical weapons unit.

Student pilots arrive at 4 FTS from flying Tucanos at 1 FTS, Linton-on-Ouse, having previously completed elementary flying training with University Air Squadrons or at Joint Elementary Flying Training School (JEFTS), Barkston Heath. Students spend about ten months at Valley. After arrival, they complete six weeks of ground school, culminating in a survival course which includes exercises in Snowdonia and life-raft drills in the Irish Sea! They are no doubt relieved to move on to two flying phases, ending with an end-of-course sortie: flying solo (ie: without a navigator) the student plans, briefs and leads two aircraft on a low-level attack profile, to hit several targets - with the constant threat of attack by a staff pilot simulating a hostile fighter.

'Lodger' units at Valley include the Search and Rescue Training Unit (SARTU), which is now part of the Defence Helicopter Flying School, operating Griffins, plus C Flight of 22 Squadron which operates Sea Kings in the search and rescue role.

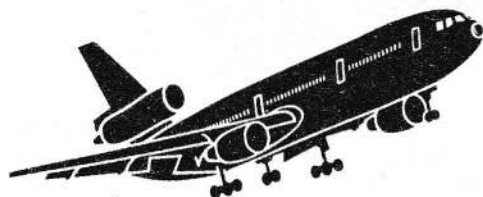
All of these make Valley one of the busiest RAF stations, with between 1500 and 1700 movements per week, occasionally peaking at over 2000. This makes it almost a spotters' dream as the sloping car park overlooks the runways. There are frequent visitors, many using the nearby air missile firing range at Cardigan Bay. Over a period, most of the front line aircraft of the RAF may be observed.

So, next time you are in North Wales, a slight diversion to Anglesey to take a look at Valley is well worthwhile. If, like me, you collect airfields rather than registrations, you can also take in Mona, Valley's relief landing ground, formerly a World War I airship base.

Credits: RAF News
The Royal Air Force Manual (Laming, T Arms and Armour Press)



AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD

I have obtained details of some of the more interesting Summer 1998 charters

MONDAYS

Air Europa Boeing 737 1215-1305

TUESDAY

Spannair MD-80 1755-1840

WEDNESDAY

Eurocypria A.320 0955-1055 Fortnightly

THURSDAY

Air Europa B.737 1200-1300

Air 2000 A.320 1330-1430

FRIDAY

Leisure A.321 1245-1405

Airworld A.320 1300-1400

Air Europa Boeing 737 1600-1700

BCM A.320 2215-2315

Air Europa B.737 2230-2320

SATURDAY

Airworld A.320 1640-1730

Spannair MD-80 1715-1805

BCM A.320 2155-1805

Also British Regional Emb-145 operating some Jersey Flights

SUNDAY

Balkan/Via Tu-154 0705-0825

Air Europa B.737 0830-0930

Airworld A.320 1205-1255

The CAA has published the September 1997 passenger figures. 132,458 used the airport and increase of 14.4% In the 12 months to September 1997 the airport handled 1,209,000 passengers an increase of 19.4%

The month of September saw an expected fall in charter passengers, compared to August. However this was compensated for by increases in the popularity of scheduled services. As a consequence the total number of passengers in September was only 524 lower than in August (traditionally the busiest month of the year). A large part of this can be put down to the introduction of the Fokker 100 onto the Amsterdam service which helped to generate an extra 3000 passengers on the route when compared to August. Sabena showed no adverse effects from the increased competition, and the airline carried 1,000 more passengers to Brussels than they did in August. Passengers on Domestic flights increased by 3,000 over August as the traditional holiday period ended and people returned to work.

Overall in the 4 busiest summer months (Jun-Sep) the airport handled 521,000 passengers and forecasts of 1,250,000 for the year seem reasonable.

Look out for some potentially interesting visitors in March. There is a meeting scheduled at York when EU financial gurus (known as Ecofin) are expected to produce a recommendation of which countries should be eligible to join the European single currency. No dates are known as we close for press.

Air U.K. are to change all their flight numbers as part of their integration with K.L.M. From April LBA - Amsterdam flights will become, Outbound UK2114/2116/2118 and inbound UK2113/2115/2117

Britannia as most of you are aware will operate a TransAer A.320 from Leeds next summer. Information received states that EI-TLF has been allocated to be the Leeds based aircraft.

Cityflyer announced on Wednesday 14th January that they are to cease the Leeds/Bradford to Gatwick service with effect of March 29th. It appears they could not get out of Leeds/Bradford quick enough because all their services from Sunday 18th January are operated by Sun Air Jetstream 41. This arrangement will continue to March 29th. The ATR-42 is now being used on services from Gatwick to the Channel Islands. The slots at Gatwick will be used by Cityflyer for their Zurich service.

AIRPORT NEWS

East Midlands is always worth a call if you are travelling past on the M1. One of the reasons was you were guaranteed to see a DC-8, one of my favourite airliners. United Parcel Services had an example day stop at EMA, and if you were lucky you saw two on the ground at once. I use the past tense, because of 25th January U.P.S. replaced the DC-8 with Boeing 767's on this service.

Hong Kong's new airport at Chep Lo is now due to open on 6th July at 0600 hours. The delay has been due to the late completion of the Airport Express Rail Link and "Super" Terminal 1.

The existing airport at Kai Tack will close at Midnight on July 5th to all traffic. This will give operators just 6 hours to transfer equipment to the new airport. The Chinese authority's have allowed Cathay Pacific six takes offs from Kai Tak within the six hours to help them transport equipment. The rest of the equipment will be moved by truck. Cathay estimate it will make 450 truck journeys between the airports in the six hours !!

Manchester had problems in the busy period leading up to Christmas. Apparently baggage scanners at the airport were rejecting bags, because they could not tell the difference between Christmas Puddings and Semtex. According to the report they are both of the same density !!

AIRLINE NEWS

Air U.K. upgraded the Tees-side to Amsterdam service to Fokker 100 equipment from January 6th. The Fokker 100 became free after Air U.K. abandoned its Stansted to Zurich service. These moves are part of Air U.K.'s plan to "re-focus its Stansted network and build capacity and frequencies from regional airports".

KLM have also announced that their sister airlines will be "re-branded" with effect from 16th January, with the result that the Air U.K. aircraft are to be repainted in a light blue colour scheme.

Brathens SAFE are to move all their London flights from Gatwick to Stansted on March 29th. The unavailability of slots at Heathrow and Gatwick have made it impossible for Brathens to expand their routes between Norway and London. The flights from Stansted will be operated in conjunction with Air U.K./K.L.M. K.L.M. hold a 30% share holding in Brathens. Brathens are stated to want "to strengthen their relationship by offering better connections between towns in Britain, Ireland and Scandinavia."

British World Many of you will know that two of the rarerist British Airliners (If you live South of the Scottish border) are the two British World ATR-72's operated from Aberdeen. (G-OILA and G-OILB). They are on Contract to Shell to fly charters to Lerwick in support of their North Sea oil operations. Good news is that the Shell contract now only requires the use of one of these aircraft and the "spare" is available for ad-hoc charters. One of its first forays South of the Border was Edinburgh to Bristol operating on behalf of Brymon on the 5th January.

Easyjet chairman Stelios Haji-Ioannou has been in merger talks with Richard Branson's **Virgin Express** in response to B.A.'s plan to start a low cost airline. The airline has been in talks with other airlines and has met Richard Branson several times. Virgin Express say talks have taken place but have made little progress because of the potential cost of a transaction, and disagreement about what a merged company would be called. Suggestions have included Easy Virgin and Virgin on the Easy !!!

Iberia have seized three DC-10's from bankrupt Venezuelan Airline, VIASA. The aircraft were seized after the airlines liquidator failed to pay off a \$96 million on the aircraft. This leaves VIASA with just one jet airliner, another DC-10, which the Venezuelan Government intend to sell.

Japan Air Lines will commence a twice weekly service into Heathrow from Nagoya on April 1st. Good news is that the service will be operated by MD-11, rather than the normal Boeing 747.

Laker is not doing well on its venture into scheduled services. Services between Fort Lauderdale and all U.K destinations have been terminated and there is talk on discontinuing all scheduled services.

Lufthansa have launched a new offer called "Touch and Go Special". The airline will sell seats on aircraft operating positioning and training flights to individuals and groups. If requested sightseeing trips can also be arranged at the destination, while the aircraft carry's out it's crew training detail.

AIRLINER NEWS

Airbus Industrie had a record year in 1997. The consortium had orders and commitments for 671 aircraft from 55 customers during 1997, worth about £27.6 billion.

Of the 671 aircraft, 460 are firm orders beating Airbuses previous best annual total of 421 orders in 1989. A total of 182 aircraft were delivered in 1997 a 50% increase on 1996.

Boeing are to market the MD-95 as the Boeing 717-200. The Boeing 717 was Boeings designation for the C-135 which was bought by the United States Air Force and is basically a Boeing 707 built to the safe life principle as oppose to the "fail safe" principle. The Aircraft was never sold to any civilian operator.

OTHER NEWS

The teletubbies are giving the locals at Heathrow a rare visitor (If you've not heard of the Teletubbies, take my advice, think yourself very lucky and do not pursue the matter). Supplies of the toys are so short, the Manufacturer has been chartering EVA Air MD-11's to air freight further supplies into U.K. from China. Four examples were due to visit during January.

The gale force winds we experienced over Christmas lead to problems at many U.K. airports. At Leeds/Bradford part of the roof was blow off the Air B.P. facility on Christmas Eve. On Sunday 4th January TC-ALM, Boeing 727, which was in storage at East Midlands was blown onto it's tail.

Heathrow had more than it's share of problems. Landings were taking place on runway 23 which is their crosswind runway . Even so many aircraft diverted and several aircraft which landed on did so after scraping wingtips, including apparently a B.A. Boeing 757 which managed to scrape both wingtips!! Baggage Containers been blown around the airfield was another problem. One hit a taxiing British Midland Boeing 737. Marshellers were despatched to round up the way ward containers but one was injured during this operation. So the only cause of action left was to chase the runaway containers with Land Rovers and ram them to damage them so they could not move - Now that sounds a fun way to spend a Sunday afternoon !!

The FAA has required all 68 American registered Boeing 737's produced since 1995 to be inspected. This is as a result of the crash of a Silk Air example which was found to have missing fasteners. The results of the inspection were to say the least a little disturbing. Two were found to have missing screws, and one with a loose bolt of each of the aircraft's horizontal stabiliser. One Continental '737 had 4 screws missing in a row. An "unidentified" Japanese carrier also found missing fasteners.

CREDITS Michael Kelly, Marcus Mitchell, Harry Morrow, Frits Van Hout, Air Britain News, Aircraft Illustrated, A.T.W., Financial Times, Mach Three Web Site (and all it's contributors), The Times,

Further afield.....



Global topics by
alan sedgwick

KENYA AIRWAYS service from London Heathrow to the Jomo Kenyatta International airport in Nairobi was sampled by a work colleague over the Christmas holidays - eventually that is!! 'Weather' over Europe stranded the Airbus A310 aircraft in Amsterdam at the start of the holiday and a 15 hour delay to the departure meant an Heathrow hotel stay prior to departing the next day!. The airlines base is at the main Nairobi airport which lies just 10 miles outside the city and they were in fact the first national carrier in Africa to be privatised. Created from the 'ashes' of EAST AFRICAN AIRWAYS in 1977, they were government owned up until April 1996, (who now hold 23%) KLM now have 26% of the shares, collectives and individuals= 34%, the staff own 3% and the rest lies overseas. The operation also includes the subsidiaries of KENYA FLAMINGO AIRWAYS and Kenya airfreight handling.

Featured in issue 21 (Nov-Jan) of the msafiri flight magazine was a resume of the Nairobi Airshow '97 which was staged at the Wilson airport with just over 5,000 in attendance. Displays that were described as unique came from the Air Forces of Canada, Kenya, South Africa and Zimbabwe in the shape of F5's, Hawks, helicopter exercises, plus Smirnoff parachutists, 2 privately owned Hunters from South Africa and the 3 Smirnoff Pitts also from South Africa. All the skydivers landed on target this time so the Kenya Airways tent had no unexpected guests as happened last year!! The airline itself was in evidence itself with an A310-300 plus the 'red tailed' Boeing 737-300 making low passes over the field. One advert I noticed in the back of msafiri was for a new cafe next to the KENYA AIRWAYS office in Nairobi - The Copper Kettle= just opened for hot bread, pies, chips, ice-cream, tea and cappucino!!

KENYA AIRWAYS announced at the start of this year that services to Rome and Paris were being axed in favour of a focus on Amsterdam's Schipol airport. The next few months should see decisions being made on further fleet changes, Boeing 737's have already replaced the now leased F50's, when the Airbus A310's move on it is thought that either A330/200's or 767/300R's will fly the long haul routes.

HONG KONG'S new Chep Lap Kok has suffered further set-backs, this time due to the delayed completion of the high speed rail link from Hong Kong island. The Airport Express is now expected to be operational at the end of June which means that the Airport should open, not as planned in April, but on July 6th. The creation of the site which is built on reclaimed land near Lantau Island has been a massive project and access will be via the Tsing Ma bridge, the longest suspension bridge in the world at almost one and a

half miles in length. Construction is expected to continue on the site for many more years with capacity rising from 35 million to over 85 million passengers per year. Re-location of the heaviest equipment is to be by the utilisation of large barges linking the two fields and at some point the based airlines aircraft will leave Kai Tak, returning from their destinations to the new airport. A noticeable statistic is the length of the runway which is not over generous at 12,467ft (3,500m) for an airport that is still looking years ahead and although Kai Tak was only 3,392m, it will be shorter than the twin runways at both Heathrow and Frankfurt.

STATISTICS compiled by Cranfield University are to be used by the Association on European Airlines to present the case against high airport charges to European Union. Researchers found that it costs three times the amount to turn a Boeing 747-400 round in Vienna than it does in San Francisco!!

NEW and IMPROVED ROUTES recently reported include DEBONAIR's Luton-Nice, EASYJET's Luton to Geneva, a second daily service from LGW-Philadelphia with US AIRWAYS, Stansted-Nuremburg with EUROWINGS, SAS services from STN-Stockholm (Arlanda) and LHR-Casablanca with ROYAL AIR MAROC.

HAMBURG AIRLINES established in 1998, were said to have ceased operations at the end of December and sold back its fleet of Dash-8's to Bombardier. Its main bases were at Berlin Templehof, Hamburg and Saarbrücken with a payroll of over 300 staff.

CONDOR BERLIN have been formed by the Munich based CONDOR FLUGDIENST as a - wait for it - yes, a low cost airline. The subsidiary is expected to allow more effective competition with rivals AERO LLOYD and AIR BERLIN. Formed just over 42 years ago CONDOR are 100% owned by flag carrier LUFTHANSA, who incidentally moved four 737/200's to RYANAIR recently as well as receiving two A320/200's.

AIRBUS INDUSTRIE amassed a record number of firm orders in 1997 with 460, from which 22 cancellations arose passing its previous top figure of 421 in 1989. Actual deliveries were up 50% on 1996 with 182 aircraft making a turnover of \$11.6 billion for the European consortium. Production in 1998 is due to increase by 30% and a new more focused identity is to emerge. It now seems that ALITALIA are wanting to convert their order for the balance of its A321's (23), (AYCAN report - JAN) into twenty A320's and 4- A321's.

NORDIC EUROPEAN AIRLINES have leased their 737/400 SE-DRR to AER LINGUS as EI-COU, which now appears to have been sub-leased to RYAN INTERNATIONAL. The set-up based at Stockholm's Arlanda airport is in its 7th year and has just taken its third Tri-Star to add to three Boeing 737's.

FINALLY member Howard Bell reported of a sight to warm the hearts of any aircraft enthusiast when he visited Bournemouth just before Christmas. A line up of British aircraft old and new formed on the ramp when a FLIGHTLINE BAe146 joined EUROPEAN AIR CHARTER 1-11=AVMH (Euroscot Express), CHANNEL EXPRESS Herald= BEYF and Viscount= APEY.

Further Afield Credits:~ Laurie Coldbeck, T.T.G, A. Sedgwick, Winged Words.

America's Southern States extravaganza

Watching Gene Hackman recently in that excellent movie of bigotry and hatred, "Mississippi Burning," reminded me of a wonderful touring holiday I had visiting the Southern States of America (not that we met many members of the Klu Klux Klan). Or did we? But stories by our tour director were related!!.

"What will the number crunchers of Air Yorkshire want with a story of the America's Deep South?" my better-half, asked.

"The editor-chappie has asked for enlightening and interesting articles to be submitted ---- we flew there and back, spotted a few interesting aeroplanes and visited many southern states with Civil War interest, which adds up to a worthwhile tale."

"Oh", she said, and disappeared.

This holiday was advertised as an exciting tour for 14 days of some southern states of the U.S., and called a "Sights and Sounds Extravaganza." The "sounds" part taking one to the homes of Jazz (New Orleans), the Blues (Memphis), and Country and Western (Nashville). The "sights" took in the exotic places of interest in an area of America where bigotry and race hatred still exists and was borne out to us occasionally, but turned out to be a most wonderful insight into ways of life one can only see on film and read about in books.

The hardest part of writing this resume will be to compress the thrilling and demanding holiday tour into two or three pages.

It all started at Gatwick Airport on a miserable winter's day, when we boarded a British Airways 747 jumbo for a 9¼-hour flight to Charlotte (Virginia). As a schedule flight we were treated very well.

Landing on time in mid-afternoon, there was little time for spotting, as we were harassed into the immigration hall. (I now know what poor immigrants felt like on Ellis Island when entering America many years ago). What I did note was that there were many unusual aircraft about but of American origin; the facilities didn't seem to be as prodigious as that of Leeds/Bradford International.

On a beautiful warm afternoon the tour was taken to the "Holiday Inn Lakeside" at Lake Norman, about an hour's drive from the airport and we were introduced to the typical type of accommodation in America (very functional and big).

An early start on our first day. The morning was cloudless as we set off in the most exquisite of coaches to Black Mountain, set high in the Blue Ridge Mountain National Park (strains of Laurel and Hardy). A town of many antique shops but few British tourists, so we were treated well, even the Mayor came and gave us a chat on the bus. This part of Virginia was every bit as beautiful as New England.

We sped west, visiting Knoxville, a town made famous for the building of the atom bomb during the Second World War, as we made our way towards Chattanooga (Tennessee).

As a railway enthusiast this bustling railway town held plenty of fascination for me. The vast terminal yards for the once powerful Santa Fe where "Track 29" ended after its long haul from New York, were just now part of the big "Holiday Inn" complex, and one could catch a ride on a 1920's Chicago tram and listen to the driver reliving the past.

The past of this area includes much to do with the final bloody battles of the American Civil War and it was imperative that you

listened carefully to the guide who relived vividly the carnage that took place at Orchard Knob, Signal Point and Missionary Ridge, especially to the Confederates.

We left our Chattanooga hotel to the sounds of Glenn Miller, for a wet and windy journey to Lynchburg. A long drive down poor rural roads brought us an area where ramshackled, old run-down buildings abounded. Where were we? The home of the world-famous Jack Daniels distillery (and as it must have looked during Prohibition.) "A drink of lemonade or coffee, sir? Sorry no whiskey. This is a dry State!!!"

As the afternoon grey clouds turned to blue skies, we continued to Shelbyville and a visit to the Tennessee Walking Horse National Arena. These high-stepping horses have rare intelligence and are world-renown but it appears a rather cruel way to make a horse run to compete.

The early evening dusk of many bright and beautiful colours greeted us as we enter downtown Nashville, Music City, U.S.A.,

As Day 5 dawned we were taken on an orientation tour of this city of many contrasts by a ex-WW2 flyer. His hilarious chat told us of wonderful musical anecdotes of this city (eg Studio B, where in the 50s, Elvis reputedly moved from Sun Records, Memphis for 350,000 dollars!!!!)

A life-time ambition for me was realised when in the evening we went to the Grand 'Ole Opry. Now set in a vast theme park/mall-type complex, we were to enjoy the performances of many of today's and yesterday's Country and Western stars.

This morning's drive was down Interstate 40 to Memphis, home of Elvis Presley and W.C. Handy, who in 1912 published "Memphis Blues" and "St. Louis Blues" and later "Beale St. Blues". Memphis had much to offer and we visited famous Beale Street; Sun Studios, now a "shrine" of memorabilia to Elvis, Chet Atkins, Johnny Cash and Jerry Lee Lewis; and Peabody's Hotel (used in many Hollywood films). Our final call was to the "black" side of town, to where Martin Luther King was shot leaving a motel and where even today, protests still take place around this area (and race prejudice still runs high). The evening was enjoyed listening to the excellent Miss Ruby Wilson at "B. B. King's", home of "Rhythm n Blues."

The highlight of the tour for many was the trip to Elvis Presley's mansion, Gracelands. Not a big, lavish place but fascinating and well organised. With your own personal tape-recorder you wandered the halls of "gold records", his "jungle den", and "memorabilia room" and then into the garden to reach the shrine of the Presley family. Elvis's collection of awesome monster classic automobiles of the 50s and motor-cycles of the same period, are resplendent now in a fantastic museum,

Also to be seen in their full glory are Elvis's aeroplanes. The 4-engined Convair 880 (Lisa Marie) was lavishly fitted out and knowing of Elvis's reputation with the ladies, I smiled when I noticed a king-sized bed in his private bedroom; and the smaller Hound Dog II Jetstar.

Today, Day 8, we drove South to Vicksburg, whose Mississippi location gave control over shipping to the Confederates during the Civil War until General Grant's Union forces flushed them out after a 47-day siege. Much of the events are commemorated in Vicksburg Military Park. Also to be seen are many fine antebellum homes and the candy-shop where Coca-Cola was first bottled in 1894.

As we followed the murky "'Ol Man River" up to Natchez, port for the flourishing early 18th-century cotton trade, we saw many wonderful mansions and grand stately homes still giving the air of sumptuous

society life, indicative of the film, "Gone with the Wind". We visited one such home at Baton Rouge and saw much of what life must have been for the wealthy and the 400 slaves each mansion family would have.

Another late arrival at a very intimidating city, New Orleans, followed. As we traversed the concrete road built on stilts across mile-after-mile of Louisiana swamp, the exciting sky-line and the gigantic Louisiana Superdome greeted a tired tour.

New Orleans was to be a break of three days at the very impressive glass-fronted Holiday Inn Crown Plaza. As one was told very early on, this city is the "Murder Capital" of the U.S. (we were cautioned as to where to go and what to see). Much of the old docklands have gone and in its place are shopping malls. An excellent tram service wanders around the suburb area. But a riverboat trip on a "sternwheeler" up the mighty Mississippi to the sound of "Traditional Jazz," was memorable, but when I asked the captain its age, I was very surprised to note that it was built only 20 years ago --- but the engines were 77 years old!!

New Orleans is a rival of Nashville for the title of "Music City, U.S.A.", but as one walks through the French Quarter and up Bourbon Street, listening to the sounds of Mugsy Spanier, Bix and co., this metropolis has a flavour of its own. Leaving "Preservation Hall", we called a taxi. "Never walk the streets of 'Orleans at night," our driver told us. "I always carry this". And produced a menacing Colt 45!!

The tour was nearly over, but a boat trip to see alligators in their Louisiana swamp environment was not to be missed. As we got deeper into the swamp, the 'gators got bigger and looked hungrier. Then one outboard miss-fired and stopped. As passengers started to look concerned, Captain "Big Jack" radioed for help. Was it all a show? Well...

The penultimate day of the tour commenced with a long drive to Houston, Texas, oil capital of the U.S. Our first visit was to the Nasa Space Centre which looked impressive as we drove up the long drive in the warm afternoon sun. One can see where they train astronauts for the space programme and the area of "This is Houston control". Only small, but well laid-out it has many exhibits which were very factual and realistic to help one to understand the complexities of the space age.

Our Texas-born tour director, gave us a farewell dinner at a lively, noisy, "Texas Cowboy Diner," including a very, very large steak, hosedown and rides on a mechanical horse. As the spirited party revelled on its way back to the Sheraton Grand, she gave us an insight into Klu Klux Klan secret gatherings she gate-crashed, when a small girl. Race-hatred, bigotry --- the lot. Not for the squeamish.

Houston International Airport looked very big and absorbing, as we made our way to the departures. All the big American carriers, plus many new names, abounded. It was a very warm, interesting and exciting place.

"What kind of aircraft are we to fly in," asked a friend. I casually glanced up. "MD-11," I replied, nonchalantly. It wasn't until I was on the flight-deck struggling to chat with a very arrogant and conceited captain, did I realise we were flying in a very old DC-10 (20 years or so service with B.A.). He certainly had attitude. The first officer just stared. "One of those cloth-capped Troglodytes from the North," I imagined him saying later.!

A perfect landing at Gatwick, ahead of time. We departed, the pilot not to be seen. A northerly winter breeze blew up your trousers to nearly freeze your . . . we were back --- to an extremely cold England.

Alan Tempest



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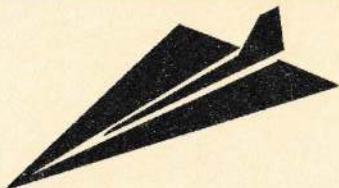
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