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Please note that all membership enquiries should be made to the Treasurer.**CHAIRMAN'S CHAT**

It was only when preparing last month's cover that I noticed that it was issue 1 of Volume 25 i.e. Air Yorkshire's Jubilee Year. I have in my possession 'Yorkshire Air News (the magazine of the West Riding Branch of Air Britain)' Vol 1 No 1, dated April 1965. The Editor was a Mr. M.W.Stubbs of Banksfield Avenue, Yeadon and the Assistant Editor, Mr J.E. Buckle of Moorlands Avenue, Yeadon. The editorial stated that this was to be the first attempt at a local magazine with the aim of giving a complete coverage of all airfields and strips in Yorkshire. So, 34 years and some 400 issues later, how far have we come in maintaining and enhancing those original aims of Air Yorkshire's 'parent' ?

The first issue consisted of four A4 pages, followed by six in the next edition. Movements accounted for one page. There was a list of Lightenings based at Leconfield, a list of Yeadon residents compiled by a gentleman called Sykes, a compilation of Jet Provosts based at Church Fenton by one Jim Stanfield and a certain Mr Roger Pettie was Films Officer for the fledgling society. I am pleased to note that the aforementioned three 'gentlemen' are all still with us !

The subscription for the year, comprising of nine magazines, was three shillings (15p) The meeting on 30th May 1965 was to be held at the new Aero Club premises, currently under construction. It was from this local branch of Air Britain that Air Yorkshire was conceived !

Aviation enthusiasts are compulsive hoarders and out there somewhere in someone's loft or attic, lying under a quarter century of dust, is Air Yorkshire's Vol 1 No 1 magazine, dated sometime in 1974 . If any member can find such a copy it would be interesting to reprint it in our Jubilee year, highlighting some of the features of 25 years ago.

The Committee hopes to discuss ways in which to celebrate 25 years of Air Yorkshire, perhaps by organising a special visit, a flight and/or a Jubilee Dinner.

Members can help by supporting any special event and by taking part in our recruitment drive for more members. Additional membership forms can be obtained from the Chairman, Treasurer and Harry Morrow.I wonder if anyone will look at these words in 2024 ? What aircraft will be appearing in the movements then -supersonic flights ? vertical takeoff ? 10 min flight times to LHR ? 90 mins to New York ? Such movements would rattle a few windowpanes ! - and Lacan could be celebrating 35 years of moaning !

MEETINGS. (starting at 14.30)

7th March,11th April - negotiations continuing with LBA for speakers. Please note April date - the first Sunday in April is Easter Sunday .

STOP PRESS !! One of these meetings will now be Andy Rackham on Airport Radar .

CREDITS

Terry Sykes, Dave Wooler, Eric Martin, Alan Sedgwick , Andy Barker,Ian Gratton,
Harry Morrow , Mark Elliot

Leeds/Bradford Movements

December 1998

01 Tuesday

G-OOAC Airbus 320	0644	EI-FKC Fokker 50	0903
G-MAJC Jetstream 41	0927	G-BVZI Boeing 737 500	0932
G-JEAH Friendship	0935	G-FRYI King Air 200	0939
G-MAJA Jetstream 41	0943	G-GNTI SAAB 340	0947
G-DASI Short 360	0951	G-UKFG Fokker 100	1004
EI-CNW Boeing 737	1015	PH-SDM DHC-8	1028
G-BVTE Fokker 70	1130	G-BVZI Boeing 737 500	1247
G-MAJA Jetstream 41	1358	G-UKFB Fokker 100	1423
G-JEAH Friendship	1503	G-BVVC Boeing 737 500	1511
PH-SDP DHC-8	1517	G-FRYI King Air 200	1600
G-VBAC Short 360	1603	G-MAJA Jetstream 41	1707
G-MAJC Jetstream 41	1712	G-GNTI SAAB 340	1725
EI-FKD Fokker 50	1735	G-JEAH Friendship	1819
G-BVVC Boeing 737 500	1841	N425HS Cessna 425	1842
G-VBAC Short 360	1851	G-OOAC Airbus 320	1914
OO-DWA Avro 146 RJ100	1922	G-UKFB Fokker 100	1950
EI-CKR Boeing 737	1955	G-MAJC Jetstream 41	2002
G-GNTI SAAB 340	2020	G-MAJA Jetstream 41	2031
G-BVTE Fokker 70	2041	G-JEAH Friendship	2115
G-BYAH Boeing 757	2145	G-BVVC Boeing 737 500	2210
OO-DJW Avro 146 RJ85	2233		

02 Wednesday

F-GGCH PA-31T Cheyenne	0609	G-BLZT Short 360	0719
EI-FKE Fokker 50	0854	G-MAJA Jetstream 41	0927
G-BVVC Boeing 737 500	0930	G-JEAH Friendship	0935
G-GNTI SAAB 340	0939	D-ILDK Cessna 340A	0941
G-MAJC Jetstream 41	0947	G-UKFI Fokker 100	0959
N220SC PA-31T Cheyenne	1005	G-BLZT Short 360	1010
EI-CKR Boeing 737	1015	PH-SDR DHC-8	1019
G-BRPU B76 Duchess	1149	G-BVTE Fokker 70	1205
G-BOIZ PA-34 Seneca	1231	G-BVVC Boeing 737 500	1247
G-MAJC Jetstream 41	1404	G-BOHT PA-38 Tomahawk	1416
G-UKFB Fokker 100	1428	G-BNGR PA-38 Tomahawk	1443
G-JEAH Friendship	1503	G-VBAC Short 360	1506
PH-SDM DHC-8	1511	G-BVKA Boeing 737 500	1537
G-MAJC Jetstream 41	1702	G-MAJA Jetstream 41	1708
G-GNTI SAAB 340	1723	EI-FKF Fokker 50	1734
G-BYAH Boeing 757	1758	G-VBAC Short 360	1825
G-JEAH Friendship	1837	G-OBMR Boeing 737 500	1849
OD-DJO Avro 146 RJ85	1905	EI-CKS Boeing 737	1959
G-MAJA Jetstream 41	2006	G-GNTI SAAB 340	2019
G-MAJC Jetstream 41	2029	G-UKFI Fokker 100	2047
G-BVTE Fokker 70	2114	G-OOAC Airbus 320	2118
G-JEAH Friendship	2121	G-OBMR Boeing 737 500	2147
OO-DJW Avro 146 RJ85	2226		

03 Thursday

G-OLAH Short 360	0647	G-MAJA Jetstream 41	0919
EI-FKB Fokker 50	0927	G-OBMR Boeing 737 500	0932
N41198 PA-42 Cheyenne	0938	XX497 Jetstream T.1	0943
G-JEAH Friendship	0951	G-MAJC Jetstream 41	0958
G-GNTI SAAB 340	1002	EI-CNZ Boeing 737	1010
PH-SDT DHC-8	1016	G-UKFN Fokker 100	1021
G-OLAH Short 360	1040	OE-FPA Citation 2	1048
G-BVTE Fokker 70	1056	G-OBMR Boeing 737 500	1245
G-BYAH Boeing 757	1324	OO-SKS Citation 2	1328
G-MAJC Jetstream 41	1404	G-BRPL PA-28 Cruiser	1409
G-UKFN Fokker 100	1433	G-VBAC Short 360	1448
PH-SDR DHC-8	1501	G-BVZI Boeing 737 500	1508
G-JEAH Friendship	1511	G-MAJC Jetstream 41	1702
G-MAJA Jetstream 41	1714	G-GNTI SAAB 340	1724
EI-FKF Fokker 50	1738	G-OOAC Airbus 320	1746
G-KWLI Cessna 421C	1818	PH-KJG Jetstream 31 DIV	1823
G-JEAH Friendship	1828	G-BVZI Boeing 737 500	1832
G-GNTD SAAB 340	DIV 1836	G-VBAC Short 360	1854
G-GNTF SAAB 340	DIV 1858	OO-DJV Avro 146 RJ85	1904
EI-CNT Boeing 737	1953	G-UKFN Fokker 100	2003
G-MAJA Jetstream 41	2008	G-GNTI SAAB 340	2022
G-MAJC Jetstream 41	2035	G-BVTE Fokker 70	2056
G-JEAH Friendship	2123	G-BVZI Boeing 737 500	2154
G-BYAH Boeing 757	2203	OO-DJX Avro 146 RJ85	2223

04 Friday

G-KWLI Cessna 421C	0159	G-BLZT Short 360	0712
OO-MMP Citation 2	0838	EI-FKC Fokker 50	0850
G-BFLH PA-34 Seneca	0916	G-MAJC Jetstream 41	0924
G-JEAH Friendship	0926	G-BVZI Boeing 737 500	0928
G-MAJA Jetstream 41	0941	G-GNTI SAAB 340	0942
G-BLZT Short 360	0951	G-UKFI Fokker 100	1019
PH-SDU DHC-8	1029	G-BVTE Fokker 70	1113
EI-CNZ Boeing 737	1137	G-BSEF PA-28 Cherokee	1230
G-BVZI Boeing 737 500	1238	EC-GGO Boeing 737 300	1240
G-BYAH Boeing 757	1303	G-OCOA HS 125 700B	1306
G-DAVO AA5B Tiger	1311	G-TAND Robinson R44	1325
G-MAJA Jetstream 41	1402	G-GNTI SAAB 340	1432
G-UKFN Fokker 100	1440	G-JEAH Friendship	1501
G-OBMG Boeing 737 400	1505	PH-SDT DHC-8	1523
G-MAJA Jetstream 41	1704	G-MAJC Jetstream 41	1717
G-GNTI SAAB 340	1720	N797HG PA-46 Malibu	1805
OE-FPA Citation 2	1814	G-BVKD Boeing 737 500	1822
G-BLZT Short 360	1825	G-JEAH Friendship	1844
EI-FKE Fokker 50	1903	OO-DJP Avro 146 RJ85	1931
EI-CKS Boeing 737	2000	G-UKFN Fokker 100	2006
G-MAJC Jetstream 41	2008	G-GNTI SAAB 340	2025
G-MAJA Jetstream 41	2030	G-BVTE Fokker 70	2105
G-JEAH Friendship	2127	G-BVKD Boeing 737 500	2201
OO-DJL Avro 146 RJ85	2242		

05 Saturday

G-OOAC Airbus 320	0412	G-BYAI Boeing 757	0448
EI-FKE Fokker 50	0851	PH-KVG Fokker 50	0935
PH-KVK Fokker 50	0939	G-OJTW Boeing 737 300	0955
EI-CKR Boeing 737	1004	G-UKFN Fokker 100	1020
G-BVTE Fokker 70	1134	PH-SDM DHC-8	1224
G-OJTW Boeing 737 300	1311	G-OBLC B76 Duchess	1415

G-UKFN Fokker 100	1440	G-JEAH Friendship	1802
EI-FKE Fokker 50	1820	G-BVZF Boeing 737 500	1824
G-UKFN Fokker 100	2104	G-BYAI Boeing 757	2212
06 Sunday			
G-OOAC Airbus 320	0021	G-OOOX Boeing 757	0049
N510PS Cessna 310N	0816	EI-CKP Boeing 737	0857
G-BVZF Boeing 737 500	0918	G-UKFN Fokker 100	1023
G-BMUZ PA-28 Warrior II	1216	G-BVZF Boeing 737 500	1247
G-UKFN Fokker 100	1442	G-JEAH Friendship	1453
G-KKES TB-20 Trinidad	1500	PH-SDM DHC-8	1533
VP-CPR Cessna 421C	1550	G-GNTI SAAB 340	1653
G-MAJA Jetstream 41	1710	G-IPTC HS 125 F3B/RA	1727
G-JEAH Friendship	1810	G-BVZF Boeing 737 500	1826
EI-FKF Fokker 50	1841	G-MAJG Jetstream 41	1947
G-UKFF Fokker 100	1949	EI-CNW Boeing 737	2010
G-MAJA Jetstream 41	2019	G-GNTI SAAB 340	2032
OO-DWC Avro 146 RJ100	2034	G-BVTE Fokker 70	2057
G-JEAH Friendship	2115	G-OOOB Boeing 757	2139
G-BVZF Boeing 737 500	2141	G-OOAC Airbus 320	2148
OO-DJR Avro 146 RJ85	2327		
07 Monday			
G-BYAS Boeing 757	0058	G-BVJP ATR-42	0658
EI-FKD Fokker 50	0846	G-MAJG Jetstream 41	0922
G-BVZF Boeing 737 500	0933	G-JEAH Friendship	0937
G-GNTI SAAB 340	0940	G-MAJA Jetstream 41	0951
G-BVJP ATR-42	0953	G-UKFK Fokker 100	1004
EI-CKR Boeing 737	1012	PH-SDM DHC-8	1026
G-BLZT Short 360	1053	G-BVTE Fokker 70	1120
G-BYAE Boeing 757	1222	G-BVZF Boeing 737 500	1303
G-MAJJ Jetstream 41	1401	G-GNTI SAAB 340	1417
G-UKFF Fokker 100	1433	G-JEAE Friendship	1437
G-JEAH Friendship	1454	G-BVZI Boeing 737 500	1502
PH-SDR DHC-8	1518	G-MAJJ Jetstream 41	1709
G-MAJG Jetstream 41	1711	G-GNTI SAAB 340	1720
EI-FKC Fokker 50	1725	G-BYAS Boeing 757	1807
G-JEAH Friendship	1818	G-BLZT Short 360	1829
G-BVZI Boeing 737 500	1833		
08 Tuesday			
G-BLZT Short 360	0435	G-OOAC Airbus 320	0743
OO-DJL Avro 146 RJ85	0747	EI-FKB Fokker 50	0909
G-BVZI Boeing 737 500	0936	G-JEAE Friendship	0950
G-UKFK Fokker 100	1023	CS-TGQ Boeing 737 300	1029
PH-SDP DHC-8	1036	EI-CJE Boeing 737	1050
G-BLZT Short 360	1137	G-MAJJ Jetstream 41	1217
G-BVTE Fokker 70	1226	G-GNTI SAAB 340	1232
G-BVZI Boeing 737 500	1309	G-OBMR Boeing 737 500	1451
G-JEAE Friendship	1502	PH-SDM DHC-8	1506
G-UKFR Fokker 100	1524	G-MAJL Jetstream 41	1626
G-JEAH Friendship	1641	G-GNTI SAAB 340	1719
EI-CLI BAe 146	1745	VP-CEZ Falcon 50	1810
G-OBMR Boeing 737 500	1822	G-JEAE Friendship	1829
G-DASI Short 360	1841	G-OOAC Airbus 320	1851
OO-DJO Avro 146 RJ85	1915	G-UKFR Fokker 100	1944
EI-CNW Boeing 737	1953	G-MAJL Jetstream 41	2000
G-GNTI SAAB 340	2010	G-OBMR Boeing 737 500	2137
G-JEAE Friendship	2140	G-BVTE Fokker 70	2143
G-BYAJ Boeing 757	2145	G-DASI Short 360	2205

00-DJY Avro 146 RJ85	2304	G-MAJL Jetstream 41	2313
09 Wednesday			
G-GNTG SAAB 340 DIV	0533	D-IGME Citationjet	1308
G-UKFR Fokker 100	1441	G-MAJL Jetstream 41	1454
00-DJX Avro 146 RJ85	1501	G-BGYT Bandeirante	1544
N220SC PA-31T Cheyenne	1611	G-BNYI Short 360	1652
G-JEAH Friendship	1703	G-MAJG Jetstream 41	1724
G-BYAJ Boeing 757	1729	G-GNTI SAAB 340	1733
EI-FKF Fokker 50	1736	G-MAJL Jetstream 41	1746
G-OBMX Boeing 737 500	1825	G-JEAE Friendship	1841
00-DJW Avro 146 RJ85	1955	G-UKFR Fokker 100	2000
D-ICUR Citation 2	2003	G-BNYI Short 360	2006
EI-CJF Boeing 737	2011	G-MAJG Jetstream 41	2015
G-GNTI SAAB 340	2030	G-OOAC Airbus 320	2054
G-MAJL Jetstream 41	2057	G-JEAE Friendship	2139
G-OBMX Boeing 737 500	2145	00-DJR Avro 146 RJ85	2217
G-BVTG Fokker 70	2357		
10 Thursday			
EI-FKD Fokker 50	0851	N459LJ Lear Jet 45	0915
G-OBMX Boeing 737 500	0922	G-MAJG Jetstream 41	0926
G-MAJL Jetstream 41	0942	G-GNTI SAAB 340	0945
G-JEAH Friendship	0948	G-BNYI Short 360	1002
EI-CJG Boeing 737	1014	G-BRPL PA-28 Cruiser	1026
PH-SDP DHC-8	1044	G-UKFN Fokker 100	1103
G-BVTG Fokker 70	1222	G-OBMX Boeing 737 500	1248
G-BYAJ Boeing 757	1317	G-MAJL Jetstream 41	1404
G-LINE Twin Squirrel	1415	G-JEAH Friendship	1456
PH-SDT DHC-8	1531	G-JEAE Friendship	1537
G-ROWN King Air 200	1545	G-BVZI Boeing 737 500	1609
G-MAJL Jetstream 41	1701	G-MAJG Jetstream 41	1719
G-GNTI SAAB 340	1728	EI-FKF Fokker 50	1730
G-UKFR Fokker 100	1738	G-OOAC Airbus 320	1755
G-JEAH Friendship	1830	G-BNYI Short 360	1833
G-BVKD Boeing 737 500	1843	00-DJN Avro 146 RJ85	2000
EI-COA Boeing 737	2002	G-MAJG Jetstream 41	2006
G-GNTI SAAB 340	2019	G-BVTG Fokker 70	2029
G-MAJL Jetstream 41	2042	G-JEAH Friendship	2126
G-BVKD Boeing 737 500	2147	G-UKFR Fokker 100	2215
G-BYAJ Boeing 757	2221	00-DJZ Avro 146 RJ85	2229
G-BNYI Short 360	2231		
11 Friday			
EI-FKF Fokker 50	0848	G-JEAH Friendship	0927
G-BVKD Boeing 737 500	0929	G-OLDA PA-31 Navajo	0932
G-GNTI SAAB 340	0938	G-MAJL Jetstream 41	0940
G-BNYI Short 360	0953	EI-COA Boeing 737	1014
G-BNYD JetRanger	1016	PH-SDT DHC-8	1022
G-UKFO Fokker 100	1047	VP-CFG Citation I	1050
G-BVTG Fokker 70	1110	G-BJYD Cessna 152	1114
G-MAJG Jetstream 41	1119	PH-OZB Boeing 737 300	1200
G-ORJB Citation I	1238	G-BVKD Boeing 737 500	1249
G-EXEC PA-34 Seneca	1312	G-ARVU PA-28 Cherokee	1316
G-BYAJ Boeing 757	1318	G-MAJG Jetstream 41	1358
G-GNTI SAAB 340	1427	G-JEAH Friendship	1456
G-OBMX Boeing 737 500	1500	PH-SDU DHC-8	1526
G-UKFC Fokker 100	1530	G-MAJG Jetstream 41	1719
G-MAJG Jetstream 41	1722	G-GNTI SAAB 340	1729
EI-FKB Fokker 50	1734	G-OBMX Boeing 737 500	1821

G-JEAH Friendship	1829	G-BNYI Short 360	1859
OO-DJY Avro 146 RJ85	1912	G-UKFC Fokker 100	1947
EI-CKP Boeing 737	2006	G-MAJG Jetstream 41	2018
G-GNTI SAAB 340	2028	G-BVTG Fokker 70	2036
G-MAJC Jetstream 41	2042	G-JEAH Friendship	2133
G-OBMX Boeing 737 500	2158	OO-DJQ Avro 146 RJ85	2233
G-BYAJ Boeing 757	2357		
12 Saturday			
G-BLZT Short 360	0403	EI-FKB Fokker 50	0849
G-OJAE Hughes 269C	0911	G-OBMX Boeing 737 500	0946
EI-COA Boeing 737	1000	G-UKFC Fokker 100	1015
PH-SDT DHC-8	1035	G-OANC PA-28 Warrior II	1053
G-BVTG Fokker 70	1156	G-OBMX Boeing 737 500	1248
G-BSTZ PA-28 Cruiser	1258	G-BCTF PA-28 Warrior	1317
N2706X Cessna 335	1327	N9AY Cessna 421C	1330
G-UKFC Fokker 100	1441	G-BCKV Cessna FRA150L	1519
EI-FKC Fokker 50	1726	G-JEAH Friendship	1805
G-BVKC Boeing 737 500	1823	G-UKFC Fokker 100	1945
13 Sunday			
EI-CKR Boeing 737	0900	G-OJAE Hughes 269C	0914
G-BVKC Boeing 737 500	0916	XX558 Bulldog T.1	0944
G-UKFC Fokker 100	1001	G-BSDO Cessna 152	1204
G-BVKC Boeing 737 500	1239	G-BJYD Cessna 152	1243
G-OBLC B76 Duchess	1256	G-JEAH Friendship	1442
G-UKFA Fokker 100	1445	PH-SDU DHC-8	1518
G-GNTI SAAB 340	1654	G-MAJC Jetstream 41	1718
G-KWLI Cessna 421C DIV	1721	EI-FKA Fokker 50	1727
G-JEAH Friendship	1815	G-BVKC Boeing 737 500	1827
OO-DWF Avro 146 RJ100	1916	G-MAJG Jetstream 41	1954
EI-CJH Boeing 737	1959	G-UKFA Fokker 100	2014
G-GNTI SAAB 340	2017	G-MAJC Jetstream 41	2026
G-BVTG Fokker 70	2052	G-JEAH Friendship	2113
G-BVKC Boeing 737 500	2141	OO-DJL Avro 146 RJ85	2245
14 Monday			
G-BYAT Boeing 757	0839	EI-FKC Fokker 50	0846
G-BVKC Boeing 737 500	0920	G-MAJG Jetstream 41	0925
G-GNTI SAAB 340	0947	EI-CKP Boeing 737	1014
G-BLZT Short 360	1018	PH-SDU DHC-8	1027
G-BVTG Fokker 70	1055	G-JEAE Friendship	1123
G-UKFR Fokker 100	1238	G-BVKC Boeing 737 500	1243
PH-OZB Boeing 737 300	1307	G-MAJC Jetstream 41	1355
G-GNTI SAAB 340	1411	G-UKFA Fokker 100	1448
G-JEAE Friendship	1459	G-BVZF Boeing 737 500	1512
PH-SDT DHC-8	1515	G-MAJC Jetstream 41	1707
G-MAJG Jetstream 41	1715	G-GNTI SAAB 340	1718
EI-FKE Fokker 50	1724	G-JEAE Friendship	1808
G-OBMX Boeing 737 500	1856	OO-DJR Avro 146 RJ85	1910
G-BYAT Boeing 757	1922	G-UKFA Fokker 100	1948
EI-CNT Boeing 737	1957	G-GNTI SAAB 340	2025
G-BVTG Fokker 70	2034	G-MAJC Jetstream 41	2057
G-JEAE Friendship	2114	G-BLZT Short 360	2117
G-OBMX Boeing 737 500	2144	OO-DJS Avro 146 RJ85	2230
15 Tuesday			
G-RMCT Short 360	0204	G-OOAC Airbus 320	0819
G-OBLC B76 Duchess	0838	EI-FKE Fokker 50	0850
N9214Z PA-46 Malibu	0908	G-OBMX Boeing 737 500	0918
G-MAJG Jetstream 41	0920	G-JEAE Friendship	0934

G-GNTI SAAB 340	0948	G-MAJC Jetstream 41	0951
G-BJYD Cessna 152	0959	G-RMCT Short 360	1001
EI-CNT Boeing 737	1005	G-UKFM Fokker 100	1010
PH-SDP DHC-8	1030	G-BVTG Fokker 70	1220
G-OBMX Boeing 737 500	1235	G-MAJC Jetstream 41	1354
G-UKFA Fokker 100	1459	G-JEAE Friendship	1502
G-BVKA Boeing 737 500	1512	PH-SDU DHC-8	1515
G-OBLC B76 Duchess	1538	G-BXPW B76 Duchess	1554
N8PY King Air 200	1612	G-MAJC Jetstream 41	1706
G-GNTI SAAB 340	1714	G-MAJC Jetstream 41	1716
EI-CLG BAe 146 300	1723	N459LJ Lear Jet 45	1759
G-BVKA Boeing 737 500	1815	G-JEAE Friendship	1818
G-RMCT Short 360	1836	PH-BYA B58 Baron	1845
G-OOAC Airbus 320	1908	OO-DJV Avro 146 RJ85	1919
G-UKFA Fokker 100	1957	EI-CJF Boeing 737	2000
G-MAJG Jetstream 41	2010	G-GNTI SAAB 340	2020
G-MAJC Jetstream 41	2027	G-BVTG Fokker 70	2044
G-JEAE Friendship	2108	G-BVZG Boeing 737 500	2142
G-BYAJ Boeing 757	2145	OO-DJR Avro 146 RJ85	2243
16 Wednesday			
G-RMCT Short 360	0205	EI-FKC Fokker 50	0841
G-OBLC B76 Duchess	0857	G-MAJC Jetstream 41	0920
G-BVZG Boeing 737 500	0932	G-JEAE Friendship	0938
G-GNTI SAAB 340	0942	G-MAJG Jetstream 41	0955
G-UKFG Fokker 100	1002	EI-CJF Boeing 737	1007
G-RMCT Short 360	1034	PH-SDM DHC-8	1041
G-BXEX PA-28 Archer II	1103	G-BVTG Fokker 70	1107
G-AZWS Cherokee Arrow	1113	G-BVZF Boeing 737 500	1249
G-MAJG Jetstream 41	1349	G-BHAV Cessna F152	1352
G-UKFA Fokker 100	1436	G-JEAE Friendship	1456
G-BVKD Boeing 737 500	1502	PH-SDP DHC-8	1521
G-MAJG Jetstream 41	1650	G-MAJC Jetstream 41	1722
G-GNTI SAAB 340	1725	EI-FKB Fokker 50	1728
G-BYAJ Boeing 757	1738	G-BVKD Boeing 737 500	1822
G-RMCT Short 360	1830	G-JEAE Friendship	1845
OO-DWH Avro 146 RJ100	1924	EI-CNX Boeing 737	1956
G-UKFA Fokker 100	2003	G-MAJC Jetstream 41	2009
G-BVTG Fokker 70	2036	G-MAJG Jetstream 41	2039
G-OOAC Airbus 320	2042	G-GNTI SAAB 340	2046
G-JEAE Friendship	2134	G-BVKD Boeing 737 500	2143
OO-DJQ Avro 146 RJ85	2242		
17 Thursday			
G-RMCT Short 360	0207	EI-FKB Fokker 50	0847
G-MAJC Jetstream 41	0931	G-BVKD Boeing 737 500	0938
G-GNTI SAAB 340	0941	G-JEAE Friendship	0947
G-MAJG Jetstream 41	0950	G-RMCT Short 360	0953
G-BMMC Cessna 310Q	0956	EI-COX Boeing 737	1003
G-UKFC Fokker 100	1008	G-FLVU Citation I	1016
PH-SDR DHC-8	1030	G-WBPR BAe 125 800B	1033
G-OBPL Bandeirante	1047	G-OJIL PA-31 Navajo	1117
G-BVTG Fokker 70	1217	VP-CPR Cessna 421C	1233
G-BVKD Boeing 737 500	1253	G-BFHU Cessna F152	1323
G-BYAJ Boeing 757	1330	G-MAJG Jetstream 41	1351
G-UKFA Fokker 100	1440	G-BVZE Boeing 737 500	1502
PH-SDM DHC-8	1504	D-INAS Cessna 421C	1527
VP-CKG IAI Astra SPX	1559	D-BSNA Challenger CL600	1605
ZF573 Islander CC.2A	1634	ZH536 Islander CC.2	1651

G-MAJG Jetstream 41 1707
 G-GNTI SAAB 340 1729
 G-OOAC Airbus 320 1736
 G-JEAH Friendship 1818
 G-RMCT Short 360 1835
 EI-CNX Boeing 737 1959
 G-UKFN Fokker 100 2035
 G-MAJG Jetstream 41 2058
 G-BVZE Boeing 737 500 2136
 G-JEAF Friendship 2152

18 Friday
 G-DASI Short 360 0212
 EI-FKA Fokker 50 0842
 G-MAJC Jetstream 41 0927
 G-JEAF Friendship 0935
 G-DASI Short 360 0946
 G-UKFK Fokker 100 1010
 EI-CNX Boeing 737 1026
 G-BVTG Fokker 70 1118
 EC-GHD Boeing 737 300 1150
 G-BVZE Boeing 737 500 1250
 N93TX Citation VII 1317
 G-MAJG Jetstream 41 1359
 G-GNTI SAAB 340 1439
 G-JEAF Friendship 1503
 G-MAJG Jetstream 41 1711
 G-GNTI SAAB 340 1729
 VP-CFG Citation I 1752
 G-BVZI Boeing 737 500 1825
 OO-DJO Avro 146 RJ85 1910
 G-MAJC Jetstream 41 2008
 G-GNTI SAAB 340 2021
 G-BVTG Fokker 70 2039
 G-MONY Airbus 320 2101
 G-BVZI Boeing 737 500 2144

19 Saturday
 G-BYAJ Boeing 757 0034
 G-ISLE Short 360 0319
 G-OOAC Airbus 320 0905
 PH-SDM DHC-8 1024
 G-BNXV PA-38 Tomahawk 1053
 N295SS PA-46 Malibu 1130
 G-BULH Cessna 172N 1225
 G-BVZI Boeing 737 500 1251
 G-MCEA Boeing 757 1442
 G-UKFK Fokker 100 1521
 G-BOZP B76 Duchess 1606
 G-JEAF Friendship 1810
 D-CSIX Lear Jet 60 1834

20 Sunday
 EI-CKR Boeing 737 0905
 G-BBGB PA-23 Aztec 0957
 EC-GNZ Boeing 737 400 1042
 G-VICM F33C Bonanza 1217
 G-OBMG Boeing 737 400 1317
 OO-DJT Avro 146 RJ85 1457
 G-JEAF Friendship 1506

G-MAJC Jetstream 41 1725
 EI-FKA Fokker 50 1732
 G-VIPI BAE 125 800B 1759
 G-BVZE Boeing 737 500 1829
 OO-DJK Avro 146 RJ85 1859
 G-MAJC Jetstream 41 2015
 G-GNTI SAAB 340 2037
 G-BVTG Fokker 70 2108
 G-BYAJ Boeing 757 2147
 OO-DJP Avro 146 RJ85 2250

G-MONY Airbus 320 0557
 G-BVZE Boeing 737 500 0924
 G-GNTI SAAB 340 0932
 G-MAJG Jetstream 41 0942
 G-BPTL Cessna 172N 0952
 PH-SDT DHC-8 1021
 G-CBAL PA-28 Warrior II 1113
 G-KKES TB-20 Trinidad 1137
 G-KNAP PA-28 Warrior II 1157
 G-BYAJ Boeing 757 1307
 N459LJ Lear Jet 45 1356
 G-UKFK Fokker 100 1432
 G-BVZI Boeing 737 500 1500
 PH-SDR DHC-8 1516
 G-MAJC Jetstream 41 1719
 EI-FKA Fokker 50 1733
 G-JEAF Friendship 1819
 G-DASI Short 360 1837
 G-UKFK Fokker 100 1945
 EI-CJD Boeing 737 2010
 G-MAJG Jetstream 41 2028
 G-BMAR Short 360 2043
 G-JEAF Friendship 2114
 OO-DJN Avro 146 RJ85 2242

G-DASI Short 360 0206
 EI-FKA Fokker 50 0848
 G-BVZI Boeing 737 500 0919
 EI-CJD Boeing 737 1027
 G-UKFK Fokker 100 1119
 G-BVTG Fokker 70 1132
 ZG993 Islander AL.1 1240
 OE-LCH Canadair RJ200 1307
 G-JEAH Friendship 1457
 G-GNTI SAAB 340 1526
 EI-FKA Fokker 50 1724
 G-BVZI Boeing 737 500 1817
 G-UKFK Fokker 100 1951

G-BVZI Boeing 737 500 0922
 G-UKFK Fokker 100 0958
 G-HMES PA-28 Warrior II 1154
 G-SACR PA-28 Cadet 1305
 G-UKFK Fokker 100 1432
 N220SC PA-31T Cheyenne 1503
 G-OLDA PA-31 Navajo 1528

G-RDVE Airbus 320	1605	G-GNTI SAAB 340	1652
G-MAJG Jetstream 41	1719	EI-FKB Fokker 50	1728
G-BVKC Boeing 737 500	1820	G-JEAF Friendship	1828
OO-DJR Avro 146 RJ85	1930	G-UKFK Fokker 100	1953
EI-CJF Boeing 737	2004	G-GNTI SAAB 340	2017
G-MAJG Jetstream 41	2049	G-JEAF Friendship	2121
G-BVTG Fokker 70	2131	G-MAJD Jetstream 41	2134
G-OBMZ Boeing 737 500	2145	OO-DJN Avro 146 RJ85	2232
21 Monday			
G-BYAI Boeing 757	0721	G-OBNF Cessna 310K	0850
EI-FKA Fokker 50	0853	G-MAJD Jetstream 41	0920
G-OBMZ Boeing 737 500	0922	G-JEAF Friendship	0927
G-BAXV Cessna F150L	0933	G-MAJG Jetstream 41	0935
G-GNTI SAAB 340	0940	G-DASI Short 360	0948
G-UVIP Cessna 421C	1000	EI-CJH Boeing 737	1005
OO-DJL Avro 146 RJ85	1012	G-UKFK Fokker 100	1041
G-BXNS JetRanger	1058	G-BVTG Fokker 70	1059
G-BODU SF-25 Falke	1130	G-OBMZ Boeing 737 500	1242
G-MAJG Jetstream 41	1414	G-GNTI SAAB 340	1417
G-CHEM PA-34 Seneca	1421	EC-GHH DC9 83	1430
G-UKFK Fokker 100	1438	OO-DJN Avro 146 RJ85	1450
G-JEAF Friendship	1500	G-MAJD Jetstream 41	1706
G-MAJG Jetstream 41	1709	EI-FKD Fokker 50	1726
G-GNTI SAAB 340	1728	G-SOUL Cessna 310R	1815
G-JEAF Friendship	1817	G-OBMZ Boeing 737 500	1821
G-DASI Short 360	1826	G-BYAI Boeing 757	1857
OO-DJR Avro 146 RJ85	1906	G-UKFK Fokker 100	1956
EI-COX Boeing 737	2009	G-MAJD Jetstream 41	2014
G-MAJG Jetstream 41	2031	G-BVTG Fokker 70	2037
G-SIX Douglas DC6A/B	2111	G-OOAD Airbus 320	2126
G-JEAF Friendship	2128	G-OBMZ Boeing 737 500	2138
OO-DJZ Avro 146 RJ85	2244		
22 Tuesday			
G-DASI Short 360	0313	EI-FKD Fokker 50	0846
G-JEAF Friendship	0932	G-MAJG Jetstream 41	0944
G-MAJD Jetstream 41	0948	G-OBMZ Boeing 737 500	0951
G-DASI Short 360	0956	G-UKFK Fokker 100	1006
OO-DJP Avro 146 RJ85	1009	EI-CJF Boeing 737	1011
G-FPLB King Air 200	1041	G-BVTG Fokker 70	1056
EC-GQG DC9 83 DIV	1116	TF-JME SA227 Metro DIV	1222
G-MAJG Jetstream 41	1410	G-GNTI SAAB 340	1418
G-UKFF Fokker 100 DIV	1438	G-UKFK Fokker 100	1439
OO-DJW Avro 146 RJ85	1455	G-JEAF Friendship	1508
G-BVZF Boeing 737 500	1532	G-APSA Douglas DC6A	1535
G-MAJK Jetstream 41	1709	G-MAJD Jetstream 41	1720
G-GNTI SAAB 340	1723	EI-FKD Fokker 50	1726
G-JEAF Friendship	1822	G-DASI Short 360	1832
OO-DJS Avro 146 RJ85	1905	G-BVZF Boeing 737 500	1918
G-UKFK Fokker 100	1946	G-MAJD Jetstream 41	2007
EI-CKS Boeing 737	2010	G-MAJK Jetstream 41	2035
G-EVES Falcon 900	2047	G-BVTG Fokker 70	2051
G-OOAD Airbus 320	2057	G-JEAF Friendship	2116
G-BYAI Boeing 757	2145	OO-DJN Avro 146 RJ85	2218
23 Wednesday			
G-KBAC Short 360	0215	EI-FKA Fokker 50	0847
G-FPLA King Air 200	0924	G-BVZF Boeing 737 500	0931
G-MAJD Jetstream 41	0935	G-JEAF Friendship	0938

G-KBAC Short 360	0943	OO-DJT Avro 146 RJ85	0959
G-UKFA Fokker 100	1009	EI-COX Boeing 737	1012
G-BVTG Fokker 70	1058	G-MAJK Jetstream 41	1117
N70VB Aerostar 600A	1247	N146GA Cessna 425	1344
G-MAJK Jetstream 41	1401	G-UKFK Fokker 100	1420
G-BVTG Fokker 70	1442	OO-DJN Avro 146 RJ85	1448
G-SUZN PA-28 Warrior II	1457	G-JEAF Friendship	1502
G-KKES TB-20 Trinidad	1511	G-BVZI Boeing 737 500	1519
G-MAJK Jetstream 41	1706	G-MAJD Jetstream 41	1708
EI-FKB Fokker 50	1726	G-GNTI SAAB 340	1730
G-BYAI Boeing 757	1741	G-JEAF Friendship	1818
G-BVZI Boeing 737 500	1826	G-KBAC Short 360	1828
OO-DJS Avro 146 RJ85	1917	G-MAJD Jetstream 41	2001
EI-CJI Boeing 737	2018	G-MAJK Jetstream 41	2023
G-BVTG Fokker 70	2035	G-OOAD Airbus 320	2100
G-JEAF Friendship	2117	G-UKFK Fokker 100	2142
OO-DWF Avro 146 RJ100	2229		
24 Thursday			
EI-FKF Fokker 50	0844	G-MAJD Jetstream 41	0918
G-BVZI Boeing 737 500	0933	N709EL Beechjet 400	0941
G-UKFB Fokker 100	0954	OO-DJQ Avro 146 RJ85	0958
EI-CJC Boeing 737	1016	G-JEAF Friendship	1033
G-BVTG Fokker 70	1059	G-BYAI Boeing 757	1316
G-MAJK Jetstream 41	1400	G-UKFK Fokker 100	1423
G-BVTG Fokker 70	1436	G-BVKD Boeing 737 500	1455
G-GNTI SAAB 340	1503	G-JEAF Friendship	1505
G-MAJD Jetstream 41	1700	G-MAJK Jetstream 41	1716
EI-FKC Fokker 50	1731	G-OOAD Airbus 320	1735
G-GNTI SAAB 340	1800	G-JEAF Friendship	1817
G-BVKD Boeing 737 500	1824	OO-DWE Avro 146 RJ100	1904
G-UKFK Fokker 100	1935	G-JEAF Friendship	2109
G-BYAI Boeing 757	2154		
25 Friday			
EC-FKJ Boeing 737 300	1114		
26 Saturday			
EI-FKA Fokker 50	0840	G-BVKD Boeing 737 500	0919
G-UKFK Fokker 100	0954	EI-CJI Boeing 737	1004
OO-DJP Avro 146 RJ85	1008	G-BVTG Fokker 70	1134
G-BVKD Boeing 737 500	1304	G-UKFK Fokker 100	1435
OE-LFH Fokker 70	1749	G-BVKD Boeing 737 500	1811
G-UKFK Fokker 100	1949		
27 Sunday			
G-BVKD Boeing 737 500	0906	EI-CNT Boeing 737	0909
G-JEAF Friendship	0928	G-UKFJ Fokker 100	0951
EC-GNZ Boeing 737 400	0958	G-AZFI PA-28R Arrow	1220
G-BVKD Boeing 737 500	1239	G-UKFJ Fokker 100	1431
G-WIRE Twin Squirrel	1458	G-JEAF Friendship	1503
OO-DJQ Avro 146 RJ85	1509	G-BVTG Fokker 70	1659
EI-FKA Fokker 50	1745	G-MAJK Jetstream 41	1803
G-BVZH Boeing 737 500	1822	G-JEAF Friendship	1840
OO-DWA Avro 146 RJ100	1858	G-UKFJ Fokker 100	1953
EI-CNX Boeing 737	2036	G-BVTG Fokker 70	2059
G-MAJK Jetstream 41	2106	OO-DJL Avro 146 RJ85	2224
28 Monday			
G-BYAI Boeing 757	0731	G-BVZH Boeing 737 500	0913
G-JEAF Friendship	0925	OO-DJX Avro 146 RJ85	0953
G-UKFM Fokker 100	0954	EI-BXC Boeing 737 400	1006

EI-COX	Boeing 737	1008	N709EL	Beechjet 400	1120
EC-GNU	Boeing 737 300	1251	G-BFWE	PA-23 Aztec	1257
G-BVTG	Fokker 70	1356	G-MAJK	Jetstream 41	1417
G-UKFJ	Fokker 100	1428	OO-DJL	Avro 146 RJ85	1444
G-BVKC	Boeing 737 500	1500	G-JEAF	Friendship	1507
G-MAJD	Jetstream 41	1705	G-GNTI	SAAB 340	1713
HA-ACL	Dornier 280-2	1722	EI-FKC	Fokker 50	1731
G-JEAF	Friendship	1840	OO-DJQ	Avro 146 RJ85	1900
G-UKFJ	Fokker 100	1943	EI-CJI	Boeing 737	2003
G-BYAI	Boeing 757	2025	G-MAJD	Jetstream 41	2029
G-BVTG	Fokker 70	2033	G-JEAF	Friendship	2138
G-BVKC	Boeing 737 500	2143	OO-DJZ	Avro 146 RJ85	2226
29	Tuesday				
G-OOAD	Airbus 320	0642	EI-FKC	Fokker 50	0852
G-BVKC	Boeing 737 500	0922	G-UKFJ	Fokker 100	1425
G-MAJK	Jetstream 41	1433	OO-DJT	Avro 146 RJ85	1436
G-BVKD	Boeing 737 500	1507	G-JEAF	Friendship	1510
G-OJSW	Boeing 737 800	1604	G-MAJK	Jetstream 41	1724
G-GNTI	SAAB 340	1727	EI-FKE	Fokker 50	1738
G-OOAD	Airbus 320	1826	OO-DJP	Avro 146 RJ85	1858
G-JEAF	Friendship	1937	G-UKFJ	Fokker 100	1942
EI-CON	Boeing 737	2023	G-BVTG	Fokker 70	2033
G-MAJK	Jetstream 41	2040	G-BVZI	Boeing 737 500	2141
G-BYAI	Boeing 757	2153	OO-DJK	Avro 146 RJ85	2215
30	Wednesday				
EI-FKE	Fokker 50	0839	G-BVZI	Boeing 737 500	0912
OO-DJZ	Avro 146 RJ85	0951	G-UKFK	Fokker 100	0955
EI-CNT	Boeing 737	1013	G-AXIE	Bl21 Pup	1023
G-BTWD	T61F Venture	1123	G-BVTG	Fokker 70	1350
G-MAJD	Jetstream 41	1401	G-BNOE	PA-28 Warrior II	1404
G-UKFJ	Fokker 100	1416	OO-DJT	Avro 146 RJ85	1436
G-BVZE	Boeing 737 500	1441	G-JEAF	Friendship	1505
G-MAJD	Jetstream 41	1702	G-GNTI	SAAB 340	1716
EI-FKF	Fokker 50	1727	G-AYMK	PA-28 Cherokee	1756
G-JEAF	Friendship	1815	G-BYAI	Boeing 757	1621
OO-DJN	Avro 146 RJ85	1859	G-UKFJ	Fokker 100	1935
EI-CNX	Boeing 737	2008	G-BVTG	Fokker 70	2033
G-MAJD	Jetstream 41	2041	G-OOAD	Airbus 320	2106
G-BVZE	Boeing 737 500	2132	OO-DJW	Avro 146 RJ85	2215
31	Thursday				
EI-BXI	Boeing 737 400	0916	OO-DJL	Avro 146 RJ85	0953
G-UKFF	Fokker 100	0957	EI-CJI	Boeing 737	1025
G-BVTG	Fokker 70	1046	G-BVZE	Boeing 737 500	1241
G-INVU	JetRanger	1249	G-BYAI	Boeing 757	1331
G-MAJD	Jetstream 41	1403	G-UKFJ	Fokker 100	1412
G-JEAF	Friendship	1529	G-OOAD	Airbus 320	1718
EI-FKF	Fokker 50	1733	OO-DJO	Avro 146 RJ85	1855
G-BVZE	Boeing 737 500	1919	EI-CNX	Boeing 737	2005
G-BYAI	Boeing 757	2138			

From & To

01) N425HS/F & T Antwerp; 02) F-GGCH/Avigno; D-IDLK/Flensburg; N220SC/Guernsey;
 03) N41198/Augsburg; XX497/Cranwell; OE-FPA/Bristol-Salzburg; OO-SKS/Lille;
 04) OO-MMP/F & T Lille; N797HG/Guernsey; OE-FPA/F & T Salzburg; 06) N510PS/Walton
 Wood; VP-CPR/Guernsey; 08) VP-CEZ/Inverness; 09) D-IGME/Frankfurt; D-ICUR/Buchel;

G-KBAC Short 360	0943	OO-DJT Avro 146 RJ85	0959
G-UKFA Fokker 100	1009	EI-COX Boeing 737	1012
G-BVTG Fokker 70	1058	G-MAJK Jetstream 41	1117
N70VB Aerostar 600A	1247	N146GA Cessna 425	1344
G-MAJK Jetstream 41	1401	G-UKFK Fokker 100	1420
G-BVTG Fokker 70	1442	OO-DJN Avro 146 RJ85	1448
G-SUZN PA-28 Warrior II	1457	G-JEAF Friendship	1502
G-KKES TB-20 Trinidad	1511	G-BVZI Boeing 737 500	1519
G-MAJK Jetstream 41	1706	G-MAJD Jetstream 41	1708
EI-FKB Fokker 50	1726	G-GNTI SAAB 340	1730
G-BYAI Boeing 757	1741	G-JEAF Friendship	1818
G-BVZI Boeing 737 500	1826	G-KBAC Short 360	1828
OO-DJS Avro 146 RJ85	1917	G-MAJD Jetstream 41	2001
EI-CJI Boeing 737	2018	G-MAJK Jetstream 41	2023
G-BVTG Fokker 70	2035	G-OOAD Airbus 320	2100
G-JEAF Friendship	2117	G-UKFK Fokker 100	2142
OO-DWF Avro 146 RJ100	2229		
24 Thursday		G-MAJD Jetstream 41	0918
EI-PKF Fokker 50	0844	N709EL Beechjet 400	0941
G-BVZI Boeing 737 500	0933	OO-DJQ Avro 146 RJ85	0958
G-UKFB Fokker 100	0954	G-JEAF Friendship	1033
EI-CJC Boeing 737	1016	G-BYAI Boeing 757	1316
G-BVTG Fokker 70	1059	G-UKFK Fokker 100	1423
G-MAJK Jetstream 41	1400	G-BVKD Boeing 737 500	1455
G-BVTG Fokker 70	1436	G-JEAF Friendship	1505
G-GNTI SAAB 340	1503	G-MAJK Jetstream 41	1716
G-MAJD Jetstream 41	1700	G-OOAD Airbus 320	1735
EI-PKC Fokker 50	1731	G-JEAF Friendship	1817
G-GNTI SAAB 340	1800	OO-DWE Avro 146 RJ100	1904
G-BVKD Boeing 737 500	1824	G-JEAF Friendship	2109
G-UKFK Fokker 100	1935		
G-BYAI Boeing 757	2154		
25 Friday			
EC-PKJ Boeing 737 300	1114		
26 Saturday		G-BVKD Boeing 737 500	0919
EI-FKA Fokker 50	0840	EI-CJI Boeing 737	1004
G-UKFK Fokker 100	0954	G-BVTG Fokker 70	1134
OO-DJP Avro 146 RJ85	1008	G-UKFK Fokker 100	1435
G-BVKD Boeing 737 500	1304	G-BVKD Boeing 737 500	1811
OE-LFH Fokker 70	1749		
G-UKFK Fokker 100	1949		
27 Sunday		EI-CNT Boeing 737	0909
G-BVKD Boeing 737 500	0906	G-UKFJ Fokker 100	0951
G-JEAF Friendship	0928	G-AZFI PA-28R Arrow	1220
EC-GNZ Boeing 737 400	0958	G-UKFJ Fokker 100	1431
G-BVKD Boeing 737 500	1239	G-JEAF Friendship	1503
G-WIRE Twin Squirrel	1458	G-BVTG Fokker 70	1659
OO-DJQ Avro 146 RJ85	1509	G-MAJK Jetstream 41	1803
EI-FKA Fokker 50	1745	G-JEAF Friendship	1840
G-BVZH Boeing 737 500	1822	G-UKFJ Fokker 100	1953
OO-DWA Avro 146 RJ100	1858	G-BVTG Fokker 70	2059
EI-CNX Boeing 737	2036	OO-DJL Avro 146 RJ85	2224
G-MAJK Jetstream 41	2106		
28 Monday		G-BVZH Boeing 737 500	0913
G-BYAI Boeing 757	0731	OO-DJX Avro 146 RJ85	0953
G-JEAF Friendship	0925	EI-BXC Boeing 737 400	1006
G-UKFM Fokker 100	0954		

	EI-COX Boeing 737	1008	N709EL Beechjet 400	1120
	EC-GNU Boeing 737 300	1251	G-BFWE PA-23 Aztec	1257
	G-BVTC Fokker 70	1356	G-MAJK Jetstream 41	1417
	G-UKFJ Fokker 100	1428	OO-DJL Avro 146 RJ85	1444
	G-BVKC Boeing 737 500	1500	G-JEAF Friendship	1507
	G-MAJD Jetstream 41	1705	G-GNTI SAAB 340	1713
	HA-ACL Dornier 28D-2	1722	EI-FKC Fokker 50	1731
	G-JEAF Friendship	1840	OO-DJQ Avro 146 RJ85	1900
	G-UKFJ Fokker 100	1943	EI-CJI Boeing 737	2003
	G-BYAI Boeing 757	2025	G-MAJD Jetstream 41	2029
	G-BVTC Fokker 70	2033	G-JEAF Friendship	2138
	G-BVKC Boeing 737 500	2143	OO-DJZ Avro 146 RJ85	2226
29	Tuesday			
	G-OOAD Airbus 320	0642	EI-FKC Fokker 50	0852
	G-BVKC Boeing 737 500	0922	G-UKFJ Fokker 100	1425
	G-MAJK Jetstream 41	1433	OO-DJT Avro 146 RJ85	1436
	G-BVKD Boeing 737 500	1507	G-JEAF Friendship	1510
	G-OJSW Boeing 737 800	1604	G-MAJK Jetstream 41	1724
	G-GNTI SAAB 340	1727	EI-FKE Fokker 50	1738
	G-OOAD Airbus 320	1826	OO-DJP Avro 146 RJ85	1858
	G-JEAF Friendship	1937	G-UKFJ Fokker 100	1942
	EI-CON Boeing 737	2023	G-BVTG Fokker 70	2033
	G-MAJK Jetstream 41	2040	G-BVZI Boeing 737 500	2141
	G-BYAI Boeing 757	2153	OO-DJK Avro 146 RJ85	2215
30	Wednesday			
	EI-FKE Fokker 50	0839	G-BVZI Boeing 737 500	0912
	OO-DJZ Avro 146 RJ85	0951	G-UKFK Fokker 100	0955
	EI-CNT Boeing 737	1013	G-AXIE B121 Pup	1023
	G-BTWD T61F Venture	1123	G-BVTG Fokker 70	1350
	G-MAJD Jetstream 41	1401	G-BNOE PA-28 Warrior II	1404
	G-UKFJ Fokker 100	1416	OO-DJT Avro 146 RJ85	1436
	G-BVZE Boeing 737 500	1441	G-JEAF Friendship	1505
	G-MAJD Jetstream 41	1702	G-GNTI SAAB 340	1716
	EI-FKF Fokker 50	1727	G-AYMK PA-28 Cherokee	1756
	G-JEAF Friendship	1815	G-BYAI Boeing 757	1621
	OO-DJN Avro 146 RJ85	1859	G-UKFJ Fokker 100	1935
	EI-CNX Boeing 737	2008	G-BVTC Fokker 70	2033
	G-MAJD Jetstream 41	2041	G-OOAD Airbus 320	2106
	G-BVZE Boeing 737 500	2132	OO-DJW Avro 146 RJ85	2215
31	Thursday			
	EI-BXI Boeing 737 400	0916	OO-DJL Avro 146 RJ85	0953
	G-UKFF Fokker 100	0957	EI-CJI Boeing 737	1025
	G-BVTC Fokker 70	1046	G-BVZE Boeing 737 500	1241
	G-INVU JetRanger	1249	G-BYAI Boeing 757	1331
	G-MAJD Jetstream 41	1403	G-UKFJ Fokker 100	1412
	G-JEAF Friendship	1529	G-OOAD Airbus 320	1718
	EI-FKF Fokker 50	1733	OO-DJO Avro 146 RJ85	1855
	G-BVZE Boeing 737 500	1919	EI-CNX Boeing 737	2005
	G-BYAI Boeing 757	2138		

From & To

- 01) N425HS/F & T Antwerp; 02) F-GGCH/Avigno; D-IDLK/Flensburg; N220SC/Guernsey;
03) N41198/Augsburg; XX497/Cranwell; OE-FPA/Bristol-Salzburg; OO-SKS/Lille;
04) OO-MMP/F & T Lille; N797HG/Guernsey; OE-FPA/F & T Salzburg; 06) N510PS/Walton
Wood; VP-CPR/Guernsey; 08) VP-CEZ/Inverness; 09) D-IGME/Frankfurt; D-ICUR/Buchel;

N220SC/Guernsey: 10) N459LJ/Jersey: 11) VP-CFG/Woodvale: 12) N2706X/Elstree; N9AY/Elstree: 13) XX558/Cosford: 15) N9214Z/Nantes;N8PY/Blackpool;N459LJ/Newcastle;PH-BYA/Groningen: 17) VP-CPR/Guernsey;D-INAS/Hanover;D-BSNA/Koln; VP-CKG/Blackpool;ZF573/Northolt;ZH536/Tees-side: 18) N93TX/Bologna;N459LJ/Biggin Hill;VP-CFG/Oxford: 19) N295SS/Fairoaks;ZG993/Aldergrove;D-CSIX/Frankfurt: 20) N220SC/Guernsey: 23) N70VB/Bournemouth: 24) N709EL/East Midlands: 28) N709EL/Dublin;HA-ACL/F & T Sandtoft:

Overshoots

02) ZF135/LOP22;XX499/CWL75: 04) XX491/CWL72;XX494/CWL04;ZF146/LOP20: 05) G-AZFI G-OBLC: 10) XX632/UAX83;ZF372/LOP22: 11) ZF288/LOP20: 14) XX622/UAX91;ZF241/LOP22: 15) ZF348/LOP05;XX494/CWL73;G-OBLC;XX500/CWL76;XX497/CWL45: 16) XX247/LEE99: 18) XX494/CWL76: 21) XZ590/SRG129: 22) G-BXLY;XV260/KIN576: 23) ZF413/LOP46:

LBA Movements review, December 1998

A good selection of foreigners to end the year starting on the 1st with Cessna 425 N425HS which was from and to Antwerp. On the 2nd we had two aircraft on their first visits to LBA when Cheyenne F-GGCH came from Avignon as "WAY222" and Cessna 340A D-ILDK was from Flensburg, joining them was the Guernsey based Piper Cheyenne N220SC as "Sark 01". N220SC made two more visits as "Sark 01" later in the month on the 9th and the 20th. Yet another Cheyenne visited on the 3rd, this time it was N41198 which is a PA-42 400LS model and it arrived from Augsburg in Germany. Also noted on the 3rd were Citation II OE-FPA of Airlink as "AirlinK11" from Bristol to Salzburg and Citation II OO-SKS as "Skyservice 552" from Lille. The following day we had OE-FPA back as "AirlinK 11" again from and to Salzburg and Citation II OO-MMP from and to Lille as "Skyservice 501" along with Guernsey based PA-46 Malibu N797HG.

From its base at Walton Wood we had the Cessna 310 N510PS of Peter Scott on the 6th, with the Cessna 421C VP-CPR of Chris Ryecroft also arriving from its base in Guernsey. New to us (this year) on the 8th was Falcon 50 VP-CEZ which was logged in from Inverness. Citation II D-ICUR on the 9th is registered to Eveline Kubon and it came from Buchel, brand new on the same day was Cessna Citationjet D-IGME from Frankfurt which had been delivered through Newcastle on October 4th. Jersey based Learjet 45 N459LJ was back with us on the 10th arriving as "Stealth 02", it was noted again on the 15th and the 18th. Citation I VP-CFG is reportedly based at Biggin but on the 11th it was from Woodvale and on the 18th it arrived from Oxford.

Two Americans on the 12th were Cessna 335 N2706X and Cessna 421C N9AY, both came from Elstree where they are reported to be based and were booked in to G-AIR. On the 15th we had Beech 58 Baron PH-BYA of KLM crew training as "KLM 7930" inbound from Groningen, also visiting were PA-46 N9214Z from Nantes and the King Air 200 N8PY from Blackpool. Cessna 421C VP-CPR was back for its last visit of the year on the 17th. Another Cessna 421C on the 17th was D-INAS which arrived for YLA to do a survey for a prospective local buyer, joining it was another German aircraft in the shape of Canadair CL600 D-BSNA from Koln and the newly registered VP-CKG an IAI Astra SPX with c/n 096 which is owned by Knauf Westdeutsche Gipswerke KG.

Arriving from Bologna in Italy on the 18th was the Citation VII N93TX of Textron Inc. New in the country is the PA-46 Malibu N295SS which was reported delivered to Bournemouth in October, it visited LBA on the 19th from Fairoaks and noted on the same day was the Learjet 60 D-CSIX of Aero Dienst from Frankfurt. Aerostar

N70VB is absed at Bournemouth from where it visited on the 23rd and the Beechjet 400 N709EL which is based at EMA visited on the 24th and 28th. The best visitor of the month arrived on the 28th when the Dornier 28D-2 HA-ACL came from and to Sandtoft, it was booked in to Wing Glider which is the company operated by Steve Swallow to run the parachute aircraft at Hibaldstowe where it will presumably be based.

Not a lot of military action this month, Jetstream T.1 XX497 was "CWL65" when it visited on the 3rd, Bulldog T.1 XX558 is operated by the Birmingham UAS and used the callsign "UAY 10" when it visited from Cosford on the 13th. Two RAF Islander aircraft on the 17th were ZF573 "Ascot 7970" and ZH536 "Ascot 7879" both of the Northolt Station Flight. Finally on the 19th we had the Islander ZG993 as "Army 555" from Belfast.

A couple of interesting diversions were noted, on the 3rd Jetstream 31 PH-KJG was "Coastrider 607" when it diverted from Manchester. On the 22nd DC9 83 EC-GQG was "JKK 3201" and Metro TF-JME was "FXI 751" both diverting in. Chartering in from Amsterdam on the 5th were the Fokker 50's PH-KVG "KLM7873" and PH-KVK "KLM7871", chartering in from Vigo on the 8th was the Air Acores Boeing 737 300 CS-TGQ with callsign "Air Acores9837". Air Europa have used the Air Holland Boeing 737 300 a couple of times, on the 11th as "Europa225" and on the 14th as "Europa258". From the 19th Tyrolean started ski flights to Innsbruck with the first flight by the Canadair Regional Jet OE-LCH and the next flight on the 26th by Fokker 70 OE-LFH both of which were first visits.

The Bandeirante G-OEAB at Multiflight was painted up in the colours of Blackpool based Comed Aviation on the 1st and then repainted as G-OBPL on the 3rd when it was airtested, it departed to Blackpool as "Comex 7XT" on the 10th. Robinson R-44 G-JPAD returned on the 14th with the new registration G-EYET. Multiflight had an influx of Short 360's just before Christmas, G-BMAR arrived on the 18th as "Rapex 002P" and departed the next day. Early in the morning of the 19th another Short 360 arrived as "Rapex 001P", this is down in the tower log as G-OCEA at 0319 but I am reliably told that it was in fact G-ISLE which was airtested on the 23rd as G-ISLE and departed the same day as CS-TMN. Robin G-BXVK which I had down as a new resident was in fact only on lease and has now departed. Tucked away in the back of the Multiflight hangar is the dismantled JetRanger G-SHCC and alongside it is a JetRanger fuselage stripped down to primer which remains unidentified.

Whilst I was away sunning myself in NZ I missed the two DC6's of Air Atlantique which visited on freight charters on the 21st and 22nd but I made up for it by seeing an actual working De Havilland Devon three times, once at Hokitika once at Christchurch and finally at Auckland. The foreign visitors total for 1998 has worked out at 436 as far as I can tell which is an increase of 18 over last year and is a new record for us. These are listed elsewhere in the magazine.

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LBA Foreign visitors for 1998

5B-DBB	Airbus	320	231	0256	EC-FXI	Douglas	DC9	83	49630
5B-DBC	Airbus	320	231	0295	EC-FXP	Boeing	737	4Y0	24706
5B-DBD	Airbus	320	231	0316	EC-FXQ	Boeing	737	408	24707
9H-ABE	Boeing	737	2Y5	23847	EC-PXY	Douglas	DC9	83	49627
9H-ABF	Boeing	737	2Y5	23848	EC-PYF	Boeing	737	308	26301
9H-ABR	Boeing	737	3Y5	25613	EC-PZC	Douglas	DC9	83	49790
9H-ABS	Boeing	737	3Y5	25614	EC-PZT	Boeing	737	4Y0	24688
9H-ADI	Boeing	737	33A	27460	EC-PZZ	Boeing	737	4Y0	24686
9H-ADK	Boeing	737	4H6	27673	EC-GAP	Boeing	737	36E	26315
A6-ESH	Boeing	737	2W8	22628	EC-GAZ	Boeing	737	4Y0	24906
C-FBLJ	Lear Jet	60		60-092	EC-GBA	Douglas	DC9	83	49626
C-FOOG	Boeing	757	23AER	24292	EC-GBN	Boeing	737	4Y0	24912
C-FTDA	Airbus	320	212	0795	EC-GBU	Boeing	737	36E	26317
C-GTDC	Airbus	320	231	0496	EC-GBX	Boeing	757	236	25597
C-GTSE	Boeing	757	32A	25488	EC-GCV	Douglas	DC9	82	53165
C-GTSF	Boeing	757	23A	25491	EC-GEQ	Boeing	737	3Y0	23750
C-GTSSJ	Boeing	757	28A	24772	EC-GEU	Boeing	737	3Y0	23808
C-GTSSN	Boeing	757	28A	24543	EC-GFU	Boeing	737	3Y0	24256
C-GTSSV	Boeing	757	28AER	25622	EC-GGO	Boeing	737	3M8	24376
CS-DNG	Cessna	650	Citation VII	7081	EC-GGV	Douglas	DC9	83	49791
CS-TGQ	Boeing	737	36N	28570	EC-GGZ	Boeing	737	36E	27626
CS-TNA	Airbus	320	211	0185	EC-GHD	Boeing	737	3M8	25071
D-AELE	Fokker	F27	600	10477	EC-GHH	Douglas	DC9	83	49578
D-AELC	Fokker	F27	600	10438	EC-GLT	Airbus	320	231	314
D-BOBU	DHC-8	301A		252	EC-GMY	Boeing	737	36Q	28658
D-BSNA	Canadair	CL.600		1066	EC-GNC	Boeing	737	4Y0	24124
D-CARA	Beech	1900C		UB-59	EC-GNU	Boeing	737	36Q	28660
D-CATL	Lear Jet	55		55-051	EC-GNY	Douglas	DC9	83	49396
D-CCFL	Cessna	550	Citation II	0189	EC-GNZ	Boeing	737	4Y0	25178
D-CGRC	Lear Jet	35A		35A-223	EC-GOB	Boeing	737	4Y0	25280
D-CINA	King Air	350		FL-7	EC-GOM	Douglas	DC9	83	49579
D-CITY	Lear Jet	35A		35A-177	EC-GOU	Douglas	DC9	83	53198
D-COKE	Lear Jet	35A		35A-447	EC-GQG	Douglas	DC9	83	49577
D-COLA	King Air	350		FL-75	EC-GRX	Boeing	737	46B	24123
D-COOL	Learjet	55		55-052	EC-GUG	Boeing	737	453	25116
D-CSIX	Learjet	60		60-120	EC-GUI	Boeing	737	4Y0	24690
D-EBMY	Mooney	M20K		25-0669	EC-GUO	Boeing	737	408	26285
D-EDCA	Beech	V35B	Bonanza	D-9131	EC-GUR	Airbus	320	231	308
D-EDKP	Beech	V35	Bonanza	D-8217	EC-GVB	Boeing	737	4Y0	24689
D-EIHP	Cessna	TR182RG		01982	EC-GVI	Douglas	DC9	83	49936
D-EIRX	Cessna	F172P		2109	EC-GVO	Douglas	DC9	83	49642
D-EUHB	Cessna	P210R		00843	EC-GXR	Boeing	737	4Y0	24685
D-EXXO	SOCATA	TB-20	Trinidad	1710	EI-BXC	Boeing	737	448	24773
D-HCKV	Agusta	A.109A		7345	EI-BXI	Boeing	737	448	25052
D-IAAC	Cessna	441		0073	EI-BXK	Boeing	737	448	25736
D-IAMU	Cessna	421B		0528	EI-CDA	Boeing	737	548	24878
D-IAWL	Cessna	551	Citation II	0421	EI-CDC	Boeing	737	548	24968
D-ICUR	Cessna	550	Citation II	0379	EI-CDF	Boeing	737	548	25737
D-IDIX	King Air	C90A		LJ-1495	EI-CJC	Boeing	737	204	22640
D-ILDK	Cessna	340A		0972	EI-CJD	Boeing	737	204	22966
D-IEGA	Cessna	441		0193	EI-CJE	Boeing	737	204	22639
D-IEHP	Cessna	340A		0242	EI-CJF	Boeing	737	204	22967
D-IGME	Cessna	525	Citationjet	0279	EI-CJG	Boeing	737	204	22058
D-IHOF	Beech	95-E55	Baron	TE-896	EI-CJH	Boeing	737	204	22057
D-IJYP	Cessna	525	Citationjet	0165	EI-CJI	Boeing	737	287	22875
D-INAS	Cessna	421C		0805	EI-CKP	Boeing	737	2K2	22296
D-ITLL	King Air	F90		LA-192	EI-CKQ	Boeing	737	2K2	22906
D-IVHN	King Air	B200		BB-1124	EI-CKR	Boeing	737	2K2	22025
D-IWHL	Cessna	525	Citationjet	0029	EI-CKS	Boeing	737	2T5	22023
EC-ELY	Boeing	737	3K9	24211	EI-CLG	BAe	146	300	E.3131
EC-ETB	Boeing	737	4Y0	24545	EI-CLI	BAe	146	300	E.3159
EC-EXG	Douglas	DC9	87	49833	EI-CLS	Boeing	767	325ER	26262
EC-FEE	Boeing	757	236	25053	EI-CLY	BAe	146	300	E.3149
EC-PEF	Boeing	757	236	24794	EI-CNN	Lockheed	1011	Tri-star	1024
EC-PFK	Boeing	757	236	24112	EI-CNT	Boeing	737	230	22115
EC-PFN	Boeing	737	36E	25159	EI-CNV	Boeing	737	230	22128
EC-PHR	Boeing	737	36E	25256	EI-CNW	Boeing	737	230	22133
EC-PJZ	Boeing	737	3Y0	23923	EI-CNX	Boeing	737	230	22127
EC-PKI	Boeing	737	375	23707	EI-CNY	Boeing	737	230	22113
EC-PKJ	Boeing	737	3Y0	23749	EI-CNZ	Boeing	737	230	22126
EC-PLG	Boeing	737	36E	25264	EI-COA	Boeing	737	230	22637
EC-PTS	Douglas	DC9	83	49621	EI-COB	Boeing	737	230	22124
EC-PTT	Douglas	DC9	83	49622	EI-COH	Boeing	737		27001
EC-FUT	Boeing	737	3Q8	26293	EI-CON	Boeing	737	2T5	22396
EC-PXA	Douglas	DC9	83	49938	EI-COX	Boeing	737	230	22123

EI-CPU	Boeing 737 430	27004	N78RP	CL601 3A Challenger	5038
EI-CSK	BAe 146 200A	E.2062	N93TX	Cessna 650 Citation VII	7009
EI-FKA	Fokker 50	20118	N95TX	Cessna 650 Citation VII	7037
EI-PKB	Fokker 50	20119	N97GW	Beech A36	E-1143
EI-PKC	Fokker 50	20177	N98HB	King Air A90	LJ-285
EI-PKD	Fokker 50	20181	N99BB	Cessna 750 Citation X	0005
EI-PKE	Fokker 50	20208	N99MX	Maule MX7 180	11096C
EI-PKF	Fokker 50	20209	N102FM	Gulfstream IV	1325
EI-LCH	Boeing 727 281	20466	N112JS	Cessna 550 Citation II	0032
EI-MAS	CL601 3R Cahllenger	5194	N133H	Agusta A109C-II	7609
EI-TIF	Airbus 320 231	0476	N144PK	Gulfstream III	447
EI-TLH	Airbus 320 231	0247	N146GA	Cessna 425	0074
EI-TLI	Airbus 320 231	0405	N160GC	Learjet 36A	36-030
EI-TLJ	Airbus 320 231	0257	N190RM	King Air E90	LW-1
EI-TLO	Airbus 320 232	0758	N200J	Falcon 20F-5	410
EI-TLQ	Airbus A300-D4 203	131	N201XJ	Mooney M20J	24-0494
EI-WDC	HS 125 3B	25132	N208MK	Cessna 208	0276
EI-WGV	Gulfstream v	505	N220SC	PA-31T Cheyenne	31T-8120041
F-GPEA	PA-31T Cheyenne	31T-7620011	N237TD	Beech 95 Travel Air	TD-237
F-GPPF	Falcon 10	68	N291BC	Falcon 50	199
F-GGCH	PA-31T Cheyenne	31T-8120056	N295SS	Piper PA-46 Malibu	4636174
F-GGCP	Falcon 50	9	N310QQ	Cessna 310Q	0695
F-GGLA	King Air 200	BB-744	N319SC	Lear Jet 31A	31A-131
F-GHJV	PA-31T Cheyenne II	31T-7720067	N320M	Lear Jet 35A	35A-320
F-GHOC	King Air 200	BB-406	N331SJ	Lear Jet 31A	31A-113
F-GKBC	Falcon 10	99	N340SC	Cessna 340	0363
F-GKHL	Cessna 560 Citation V	0059	N365EL	Aerospatiale 365N-2	6431
F-GKID	Cessna 500 Citation I	0319	N400AJ	Beechjet 400A	RK-137
F-GKTA	Boeing 737 3M8	24413	N407FD	SIAT SF260D	772
F-GLGM	Airbus 320 212	0131	N414FZ	Cessna 414 RAM Titan	0175
F-GMRD	Beech 58 Baron	TH-1459	N421CA	Cessna 421C	0157
F-GPSN	SA.227AC Metro III	AC-758B	N425HS	Cessna 425	0044
F-GRAN	King Air 200	BB-392	N444BK	King Air B200	BB-1332
F-GSAI	Falcon 900EX	31	N459LJ	Lear Jet 45	45-009
F-GSGS	PA-46 Malibu 350P	4622154	N501D	Cessna 501 Citation I	0298
F-GTRB	SA.227AC Metro III	AC-519	N510PS	Cessna 310N	0054
F-GXAB	King Air A100	B-193	N527EW	Cessna 501 Citation I	0322
HA-ACL	Dornier Do.28D-2	4125	N560WE	Cessna 560 Citation V	0100
HB-GJA	King Air C90	LJ-992	N603SC	Lear Jet 60	60-096
HB-IKT	CL601 3A Challenger	5003	N624TC	Cessna T303	0130
HB-IVM	Falcon 2000	55	N666LP	PA-46 Malibu	4635132
HB-LOG	PA-34 Seneca II	34-7870415	N685TA	Gulfstream IV	1003
HB-VIK	BAe 125 800B	258091	N690EA	Cessna 500 Citation I	0201
HB-VIL	BAe 125 800B	258097	N691RC	Gulfstream IV	1079
HB-VJK	Lear Jet 35A	35A-651	N700PK	SOCATA TBM700	52
HB-VLR	Lear Jet 31	31-127	N709EL	Beechjet 400A	RK-52
HB-VLT	BAe 125 800	258240	N735CX	Cessna 182Q STOL	65329
I-AGEN	Lear Jet 35A	35A-491	N746CX	Cessna 750 Citation X	0046
I-JESO	Cessna 550 Citation II	0255	N797HG	PA-46 Malibu 301P	46-8408064
I-MOCO	Lear Jet 35A	35A-445	N800LA	Cessna 550 Citation II	0295
LN-RMP	Douglas DC9 87	53337	N809SW	PA-31T Cheyenne II	31T-8020080
LN-GDL	Cessna 550 Citation II	0033	N841TC	Beech 60 Duke	P-482
LX-YKH	Cessna 500 Citation I	0086	N864CE	Gulfstream IV	1085
LZ MIG	Tupolev TU-154M	90A-840	N900SJ	Falcon 900	19
LZ-MIK	Tupolev TU-154M	90A-844	N906WK	Falcon 900	102
LZ-MIL	Tupolev TU-154M	90A-845	N917W	Gulfstream IV	1158
LZ-MIR	Tupolev TU-154M	90A-852	N953A	PA-34 Seneca 200T	34-7770335
LZ-MIS	Tupolev TU-154M	90A-863	N965JC	Cessna 650 Citation VII	7051
N8PY	King Air 200	BB-487	N980BH	Gulfstream 980	95002
N9AY	Cessna 421C	0844	N1565B	Beechjet 400	RJ-65
N10JM	Cessna 750 Citation X	0022	N2706X	Cessna 335	0018
N12NM	Cessna 501 Citation I/SP	0257	N2923N	PA-32 Cherokee Six	32-7940207
N16NK	Gulfstream III	354	N3044B	PA-34 Seneca 200T	34-7970012
N25GA	King Air C90A	LJ-1284	N4306Z	PA-28 161 Warrior	28-8316073
N25UB	Falcon 50	248	N4647J	PA-28R Arrow 180	28R-30541
N26ET	AS.355 Twin Squirrel	5455	N5073	CL601 3A Challenger	5073
N27MW	B58 Baron	TH-995	N6010Y	Rockwell 114B	14589
N31NB	PA-31 Navajo 310	31-7401239	N6834L	Cessna T310R	2137
N37WC	Cessna 401B	0183	N7008	CL601 3R Challenger	5164
N400J	Gulfstream III	493	N7148R	Beech B55 Baron	TC-2028
N66DD	Gulfstream III	483	N8471Y	PA-28 236 Dakota	28-8211019
N70EW	Falcon 900	25	N9122N	PA-46 Malibu	4608097
N70VB	Aerostar 600A	600A-446-150	N9214Z	PA-46 Malibu	4622136
N70XX	MU-300 Diamond I	A0528A	N9281D	PA-34 Seneca 220T	3449002
N76TH	Sikorsky S-76A	760373	N9469P	PA-24 Comanche 260	24-4979

N9793F	Cessna 172R	80068	PH-KVK	Fokker 50	20219
N18429	Beech F33A	CE-937	PH-MFX	Cessna 650 Citation VI	0240
N26634	PA-24 Comanche 250	24-3551	PH-OCW	Cessna T210N	64803
N38049	Beech A36 Bonanza	EA-178	PH-OZB	Boeing 737 3Y0	23921
N41198	PA-42 Cheyenne 400LS	42-5527030	PH-OZC	Boeing 737 36N	28559
N61422	PA-31 Navajo	31-7401236	PH-RAZ	SA226TC Metro II	TC-252
OE-FPA	PA-28R Arrow III	28R-8118045	PH-RRR	PA-28 Archer II	28-8290156
OE-GBA	Cessna 551 Citation II	0552	PH-SDM	DHC-8 311	298
OE-GCF	Cessna 550 Citation II	0085	PH-SDP	DHC-8 311	300
OE-GSC	Lear Jet 55C	55C-136	PH-SDR	DHC-8 311	283
OE-KRT	Falcon 10	122	PH-SDT	DHC-8 311	276
OE-LCH	PA-28R Arrow IV	28R-7703150	PH-SDU	DHC-8 311	232
OE-LFH	CL600 2819 Regional Jet	7110	PH-TKB	Boeing 757 2K2	26634
OE-LTE	Fokker F-28 0070	11554	PH-TWP	PA-28RT Arrow IV	28R-7918215
OH-JET	DHC-8	422	PH-VCM	Cessna 421C	1212
OO-DJK	BAe 125 700B	257136	SE-DAS	Douglas DC9 41	47610
OO-DJL	BAe 146 200	E.2180	SE-DEY	Cessna 500 Citation I	0370
OO-DJN	Avro 146 RJ-85	E.2271	SE-DPZ	BAe 125 700A	257015
OO-DJO	Avro 146 RJ-85	E.2273	SE-DVD	BAe 125 800XP	258339
OO-DJP	Avro 146 RJ-85	E.2275	SE-DVY	Cessna 650 Citation VII	7011
OO-DJQ	Avro 146 RJ-85	E.2279	SE-DVZ	Cessna 550 Citation II	0808
OO-DJR	Avro 146 RJ-85	E.2287	GX-ECH	Falcon 900B	26
OO-DJS	Avro 146 RJ-85	E.2289	TC-CSA	King Air C90	LJ-801
OO-DJT	Avro 146 RJ-85	E.2290	TC-ORM	Falcon 10	33
OO-DJV	Avro 146 RJ-85	E.2292	TF-ABD	Lockheed 1011 Tri-star	1221
OO-DJW	Avro 146 RJ-85	E.2294	TF-JME	SA227DC Metro 23	DC-880B
OO-DJX	Avro 146 RJ-85	E.2295	TF-JML	SA227DC Metro 23	DC-881B
OO-DJY	Avro 146 RJ-85	E.2296	VP-BIR	Sikorsky S76B	760430
OO-DJZ	Avro 146 RJ-85	E.2297	VP-BLF	Cessna 501 Citation I	0679
OO-DLB	Boeing 727 277F	E.2302	VP-BLK	Rockwell 690C	11672
OO-DWA	Avro 146 RJ-100	E.2305	VP-BMZ	Gulfstream 800	15033
OO-DWC	Avro 146 RJ-100	22643	VP-BNJ	Falcon 900B	120
OO-DWD	Avro 146 RJ-100	E.3308	VP-BNZ	Gulfstream III	452
OO-DWE	Avro 146 RJ-100	E.3322	VP-BSF	Gulfstream IV	1058
OO-DWF	Avro 146 RJ-100	E.3324	VP-CAT	Cessna 501 Citation I	0232
OO-DWH	Avro 146 RJ-100	E.3327	VP-CBE	Cessna 550 Citation II	0108
OO-LFV	Lear Jet 35A	E.3332	VP-CBM	Cessna 550 Citation II	0729
OO-MJE	BAe 146 200	E.3340	VP-CCK	Agusta A109A-2	7357
OO-MLF	PA-34 200T Seneca II	34-7970216	VP-CCT	King Air C90	LJ-1028
OO-MMP	Cessna 551 Citation II	0559	VP-CCV	Cessna 560 Citation V	0320
OO-SKS	Cessna 551 Citation II	0117	VP-CDM	Cessna 501 Citation I	0084
OO-SXD	EMB 121 Xingu	121043	VP-CDW	Cessna 650 Citation VII	7034
OY-ARJ	Cessna 414	0614	VP-CEO	Eurocopter EC.135T1	0031
OY-BPH	SA226AC Metro III	AC-580	VP-CEZ	Falcon 50	138
OY-BSD	Cessna 414	0505	VP-CFG	Cessna 501 Citation I	0176
OY-CEV	Cessna 500 Citation I	0329	VP-CHG	Falcon 50EX	259
OY-CPW	Cessna 501 Citation I	0120	VP-CJB	Cessna 501 Citation I	0155
OY-CYV	Cessna 550 Citation II	0440	VP-CKG	IAI 1125 Astra SPX	096
OY-DTN	Gardan Gy80 Horizon 180	228	VP-CKM	Cessna 560 Citation V	0413
OY-JRO	King Air B90	LJ-327	VP-CMA	Beech B200 King Air	BB-1654
OY-LIN	Falcon 50	230	VP-CMO	Cessna 500 Citation I	0070
OY-NPA	SA226TC Metro II	TC-258	VP-CNJ	Gulfstream III	426
OY-NPC	SA227AC Metro III	AC-748B	VP-CPR	Cessna 421C	0837
OY-NPD	SA227AC Metro III	AC-865B	VP-CRB	Lear Jet 60	60-125
OY-NPM	PA-44 Seminole	44-8195020	VP-CSC	Cessna 560 Citation V	0439
OY-RPM	PA-39 Twin Comanche C/R	39-4	VP-CSN	Cessna 560 Citation V	0401
OY-SBT	SN.601 Corvette	33	VP-CTP	Cessna 550 Citation II	0716
OY-SVS	BAe Jetstream 4103	41014	XA-RLM	Boeing 757 23A	24566
OY-SVW	BAe Jetstream 4103	41047	YU-BPY	Lear Jet 35A	35A-173
PH-ABD	PA-31 Navajo 350	31-7305048	YU-HEH	Gazelle	
PH-AST	PA-31 Navajo 350	31-7752046			
PH-BTG	Boeing 737 406	27233			
PH-BYA	Beech 58 Baron	TH-1609			
PH-BYB	Beech 58 Baron	TH-1613			
PH-DMO	Fokker 50	20103			
PH-EFP	PA-31 Navajo 350	31-7552016			
PH-FNV	F-27 Friendship 500	10397			
PH-FVB	EMB 110 P2 Bandeirante	110199			
PH-GYN	PA-31 Navajo 350	31-7305119			
PH-HUB	SOCATA TBM-700	127			
PH-IDA	PA-31 Navajo 350	31-7852160			
PH-KJG	BAe Jetstream 31	690			
PH-KOS	Cessna 172N	70531			
PH-KVG	Fokker 50	20211			

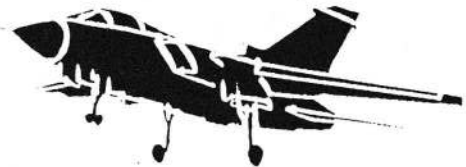
A grand total of 436 different foreign registrations from no less than 29 countries. This makes it yet another record year for the LBA. How long is it going to take us to reach the 500 foreign visitors mark?

--o=0=--

T.W.Sykes

Military News

Eric Martin.



OPERATION DESERT FOX

I have grave personal misgivings about this operation, a series of further air attacks on Iraq, as a follow up to Operation Desert Storm. My misgivings are based on doubts about the geopolitics and morality of the situation; it's not that I have any truck with the Saddam Hussein regime. The air attacks on the first day were carried out from US Navy ships in the Gulf, as the Allies did not wish to give any clues to any Gulf states that the operations were about to begin. Attacks on the second day included land-based missions by B-52s from Diego Garcia. These were supplemented by strikes against command-and-control bunkers, by 12 Tornado GR1s from 12 Squadron, RAF, flying in pairs. One of each pair was equipped with thermal imaging airborne laser designator (tiald) equipment to pinpoint the target. The other in each pair was armed with Paveway bombs, which have a guaranteed accuracy of a few yards from the target. By coincidence, the badge of 12 Squadron bears a fox's mask. Attacks continued for a further two days, before the Operation ended on the first day of Ramadan. As these notes were being written, Iraqi surface-to-air missiles were being directed against Allied aircraft patrolling the 'no-fly' zones and counter-attacks were being made against the SAM sites.

Credits: The Times
Daily Mail

NEW ROYAL NAVY CARRIERS ON 'DRAWING BOARD'

Designs for the two new Royal Navy 'large' carriers are being formulated. They will be 300 metres long, longer than the present three carriers: Invincible, Illustrious and Ark Royal (it seems likely that two of these names will survive into the new carrier fleet, with Ark Royal least likely to be dropped). The Ministry of Defence has outlined three design options, involving a permutation from catapult or ski-jump launching, vertical landing or arrested-recovery landing, STOL, VTOL. Aircraft options being considered include the F18, the Rafale, the Joint Strike Fighter and the Typhoon, depending on which carrier option is chosen. The firms expected to eventually bid for the contracts include British Aerospace, Boeing, Lockheed-Martin, Marconi and Thomson CSF, although the carriers will be built in a British shipyard.

Credits: The Times
Jane's Defence Weekly

NEW HOME FOR NEW ZEALAND SUNDERLAND?

A number of World War II enthusiasts in New Zealand, including members of the Royal New Zealand Air Force Association (RNZAFFA), are proposing the foundation of a new military aviation museum at a RNZAF base which is due for closure. Proposals include housing the aircraft currently stored at New Zealand's Museum of Transport, Technology and Social History (MOTAT); this includes one of only three remaining Sunderlands in the world. A base for Warbirds groups might also be provided. Our newly-appointed Auckland correspondent, Ken Sander (ex-RAF) will keep us posted of any developments. If plans come to fruition, no doubt Terry will be paying the new museum a visit some time in the future! I will be conferring with Ken Sander on my forthcoming visit to Auckland!

Credits: Ken Sander
New Zealand Herald

Please send any items for inclusion on this page to:

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Military Matters

Eric Martin.



MILITARY AVIATION MUSEUMS BRAVO IV MUSEUM OF ARMY FLYING: MIDDLE WALLOP, HAMPSHIRE

The Museum of Army Flying has its origin in a small collection of material at RAF Andover, when Andover was the training base for Army Air Observation Post flying immediately after World War II. The collection was later transferred to Middle Wallop. It occupied several venues at Middle Wallop, until a purpose-built site on the airfield perimeter was opened to the public in 1984. The Museum is now one of the foremost military aviation museums in the UK, certainly one of the 'top five'.

The airfield at Middle Wallop was commenced in 1938, but opened in May 1940 as a fighter station with the arrival of our own 609 (West Riding) Squadron, Auxiliary Air Force. The station was part of 10 Group, Fighter Command, during the Battle of Britain and continued as an RAF station until 1944, when it was occupied by US 67 Tactical Reconnaissance Group before and after D-Day. It reverted to the RAF, shortly before becoming a Naval Air Station – HMS "Flycatcher" – for a period of twelve months, before again reverting to the RAF. The first Army presence was in 1948, when 43 (Air Observation Post) Operational Training Unit moved from Andover. The airfield was fully handed over to the Army in 1958 and is now the Army Air Corps Centre.

The Army first used aircraft, in the form of balloons, in Bechuanaland, in 1884. Subsequently, Army Aviation has utilised kites, airships, aeroplanes, gliders, parachutes, gyrocopters and helicopters, amid some other unusual flying machines. This variety is reflected in the exhibits, a partial listing of which is below:

Augusta-Bell Sioux AH1	XT 108	Hafner R2 Revoplane	BAPC-10
Airco DH 2 (R)	BAPC-112	Hafner Rotabuggy (R)	---
Airspeed Horsa	---	Hafner Rotachute	B415
Auster AOP9	WZ724	ML Utility	XK776
Auster 5	TJ569	Royal Aircraft Factory SE5a (R)	F943
Auster 6	WJ358	Saro Skeeter AOP12	XL738
Avro 504K	D7560	Slingsby Grasshopper	WZ772
Bell UH-1H Iroquois	AE406	Sopwith Pup	N5195
Bristol Sycamore HR14	XG502	Sud-Aviation Alouette 2	XR232
Cessna L-19 Bird Dog	51-111989	Waco Hadrian	243809
DHC Canada 2 Beaver	XP821	Westland –Bell Sioux	G-AXKS
FMA Pucara	A-533	Westland Scout AH1	XP847
General Aircraft Hamilcar	TK777	Westland Whirlwind HAR10	XK988

On my most recent visit, as I mentioned in a previous issue, my attention was caught by a rare SMA3 pilot-aptitude tester – which I had last used in 1944. I'm happy to say that my 1944 effort was good enough to lead to dual flying time on my logsheet, as my 1998 effort certainly wasn't!

Credits: Aeroplane Monthly
Army Flying (Museum published booklet)
The Story of Army Flying (Video)
The Army in the Air (A. F. Hockley)



Lynx AH1



Auster IV

AIR YORKSHIRE COMMERCIAL AVIATION NEWS



BY DAVID WOOLER

LEEDS/BRADFORD NEWS

November passenger figures have been released and growth of the Paris flights look particularly encouraging with 4,137 passengers carried an increase of 99% on the same month in 1997. For the first week of November 3 flights per day operated, but then the service only operated twice a day on weekdays and once on Saturdays and Sundays. In total the airport handled 1,313,671 passengers in the first 11 months of 1998, this was a 13% increase on the same period 1997. Profits for the airport increased by 124% to £3.1 million.

The airport is also claiming a doubling in passenger figures between 1992 (700,000) passengers handled and 1998 (1.4 million passengers handled). The press statement issued by the airport goes on to say this achievement has been possible by larger, quieter aircraft on main stream routes such as British Midland (Heathrow), KLMuk (Amsterdam) along with "new" routes such as Sabena (Brussels) and British Midland (Paris). The release also mentions expansion on other routes such as Southampton, Aberdeen, Belfast and Dublin.

The number of noise complaints has reduced from 215 in 1992 to just 52 in 1998, despite the introduction of true night flights from May 1995.

Work will commence on the new £6.7 million arrivals facility in April, and will give the airport a capacity of around 2.5 million passengers per year by the summer of year 2000. The airport board has requested the airport starts planning up to the year 2016 to ensure future growth can be handled without effecting passenger comfort and convenience.

The airport officially opened on Christmas Day for the first time. The reason was for the arrival of the Friday Air Europa Tenerife flight. The airport stayed open between 1000 and 1315. Alough Air Europa Boeing 737, EC-FKJ was the only movement.

Sunset Holidays has announced it will operate to eight destinations from LBA next summer. Flights will operate to Faro (twice weekly), Malaga, Menorca, Tenerife, Lanzarote, Bodrum and Majorca (twice weekly).

As reported last month Tompson have axed the Monday Crete and Thursday Alicante flight. Meanwhile the Manchester Crete flight has been upgraded from a Boeing 757 to a Boeing 767.....I wonder why ?

However, other airports also seemed to have suffered with Tees-side and Humberside both losing a flight. Newcastle appears to have retained all of its 32 weekly flights, but has had equipment downgraded from Boeing 767's to Boeing 757's/A.320's.

Manchester appears to have lost around 18 flights, while EMA has lost 2 from its weekly programme of 40 flights. The cut backs appear to have affected Northern Airports more than those in "The South" with Gatwick, Bristol, Cardiff, Stansted etc seemingly unaffected.

An update of this coming summers I.T. flights now looks something like this. -

16 weekly flights from a based Britannia aircraft (A.320 or B.757)

16 weekly flights from a based Airtours aircraft (currently A.320)

The more interesting flights are as follows:-

Day	Airline	Destination	ETD	Dates of Op.	Tour Operators
Mon	Pegasus	Bodrum	1050	3/5 - 25/10	1st Choice, Manos, Sunworld, Sunset
Tue	Futura	Palma	1040	4/5 - 26/10	1st Choice, Sunworld, Sunset
Tue	Air Transat	Toronto (Via BHX)	1100	18/5 - 19/10	Globespan
Tue	Air Malta	Malta	1215	4/5 - 26/10	Airtours, Direct Holidays
Thur	Air 2000	Faro	1410	6/5 - 18/10	1st Choice, Sunworld, Sunset, Unijet
Fri	Flying Colours	Mahon	1250	7/5 - 29/10	1st Choice, Sunworld, Sunset, Unijet
Fri	Futura	Malaga	1405	7/5 - 29/10	Sunworld, Sunset
Fri	Air Europa	Palma	2300	7/5 - 29/10	Airtours
Fri	Iberworld	Tenerife	2315	7/5 - 29/10	1st Choice, Sunworld, Sunset
Sat	Balkan	Bourgas		? ?	Balkan
Sat	CityFlyer	Jersey	?	? ?	
Sat	Air Europa	Palma	1935	1/5 - 30/10	1st Choice, Sunworld, Sunset
Sat	Futura	Palma	1935	1/5 - 30/10	Sunworld, Sunset
Sat	Spanair	Palma	2040	1/5 - 30/10	Sunworld, Cosmos
Sun	Futura	Palma	0140	1/5 - 30/10	Unijet
Sun	Futura	Malaga	1145	2/5 - 24/10	Avro

The Evening Post has reported news that "a major" hotel chain is expected to announce plans to build a 100 room hotel on Whitehouse Lane. Apparently planning permission is already in place for a hotel on the proposed site and as such the developer could, in theory, start building work immediately.

Jersey European has apparently chosen the ATR-42 to replace the Friendship fleet. The implication is therefore that our based F-27 will be replaced by an ATR-42.

KLMuk Just when I reported KLMuk had dropped using the alpha numeric callsigns from Leeds, they started using them again !!!

Ryanair have painted another 737 in special colours. This time look out at LBA for EI-CJD, the "sponsor" is EirCell an Irish Mobile Phone company.

Sabena finally commenced using the BAe Regional Jet's on all the Leeds flights on December 20th. This move replaced Dash 8 turbo props, which were used on the morning and mid afternoon rotations.

The annual charter to Lorges is due to operate of May 22nd with the return flight on May 28th. Aircraft, airline and times are unknown as we close for press.

Concorde is due to operate flights from LBA over the weekends of 14/15th May, August 7/8th, October 6/7th

Leeds/Bradford has claimed that abolishment of Duty Free would cost the airport £1 million per year. Cath Mason of the airport told The Yorkshire Evening Post No one in the industry wants to increase costs to the consumer but with the loss of duty free being so significant, especially to regional airports, there will be some pressure to address the shortfall". "If Duty Free wins a reprieve the airport expected to receive £1.8 million in the next financial year from Alpha Retail Ltd., in return for letting the national company run the duty free shop at Leeds/Bradford". But if Duty Free is axed that revenue will fall by £1 million according to minutes of the airport consultative committee, which has just been realised.

Ms Mason said "Alpha pay us a concession that relates to that area that they occupy and the sales they make. £1 million is 10% of our revenue.

AIRPORT NEWS

Hong Kong, Chep Lap Kok, plans to open its 2nd 12,500ft runway shortly, coupled with a 366,000 square metre terminal extension and 11 new gates will increase the capacity from 37 to 50 aircraft per hour. Kai Tak had capacity for 31 aircraft an hour.

Manchester Malaysian Airlines have brought forward the introduction of their services to Sunday March 28th. The service will operate Sundays and Tuesdays until July when a Thursday flight will be introduced. The flights will be operated by Boeing 777. British Midland has applied for licences to serve New York, Boston, Washington and Los Angeles from Manchester.

AIRLINE NEWS

Airtours International will receive three Airbus A.300 this year delivery dates are 15/4/99, 2/6/99 and 26/8/99.

British Airways has said it will not re open its routes from Birmingham and Glasgow to New York this summer following losses of more than £1 million on these routes.

Debonair has reached an agreement to operate scheduled services on some routes for Swissair and Air One.

Easyjet announced a 12 months profit of £2.3 million for 12 months to 30/9/98. This is the first year the company has made a profit in its three-year history. Turnover was £77 million up from £46 million.

The company stated it intends to keep the airline private rather than floating them on the stock market, but would never rule out the option.

AIRCRAFT NEWS

Boeing delivered its 550th aircraft in 1998 on December 29th.

Boeing and Airbus were asked by the European Commission to give information about their aircraft price strategies. The move stems from a recent near-simultaneous announcement from the rivals they were increasing aircraft price lists by 3 to 5%. An E.C. spokesman said "we need to be convinced there is no price fixing agreement"

OTHER NEWS

Burger King and Welcome Break have opened the first "Fly Thru" restaurant. The London Gateway Welcome Break now has a 19.5 ft "Whopper Chopper" landing pad.

The "Fly Thru" Burger King restaurant will work like a drive thru restaurant, but will be for helicopters only. Pilots will touch down on the landing pad and place their orders with waiters or waitresses who will then deliver straight to the pilot.

The site will remain at London Gateway on a trial basis, before gauging interest in the concept and announcing future plans for further "Fly Thrus".

On the 4th January, according to the Daily Mail "A Boeing 707 cargo plane with six people on board issued a mayday call.....whilst flying over the Isle of Wight, en route to Manston from Lagos, West Africa. The pilot told air traffic controllers his estimated time to touchdown was 16 minutes but he only had 10 minutes of fuel left." The aircraft landed safely after been given a priority approach at Gatwick.

CREDITS ABN, Aircraft Illustrated, AVDB98, Mach 3 E-mail site (and all its contributors), Sunday Times, Lee Collins, Mark Gerrard, Nigel Harrod, Marcus Mitchell, Harry Morrow, Pete Smith, Brian Stockton

further AFIELD

g l o b a l TOPICS

FLIGHT MAGAZINES are a subject I have mentioned before and to start the year off a colleague at work brought me the AUSTRALIAN WAY back from his Christmas holiday. The January Number 67 issue is of course from QANTAS and consists of 118 pages printed on a very thin matt-coated paper. The usual mix of adverts and topical travel subjects not surprisingly includes a feature on how many of the worlds cities will celebrate the Millennium (yawn!!), but the part I like accompanies the maps at the back. Even the charter mag's have route maps of some vague description but QANTAS also include the distance and flying time between airports. Let's not forget what a massive area of land it is 'down under' :- Brisbane -Perth= 3,605 km (4hrs.25) and Darwin-Sydney= 3,151km. (4hrs.20). The domestic partners are AIRLINES OF SOUTH AUSTRALIA, AIRLINK, EASTERN AUSTRALIA, NATIONAL JET, NORFOLK JET EXPRESS, O'CONNOR (Mount Gambiers Airline), SUNSTATE AIRLINES and SOUTHERN AUSTRALIA. Just for the record the shortest journey listed here is the 27km hop between Hervey Bay and Maryborough at 15 minutes. The airline now boasts 550 domestic flights per day, plus 360 International flights every week. The latest details on its fleet covered everything but the actual count but briefly is made up from 737/3+400's, 767/2+300's and 747/SP,2,3+400's. Recently published figures state the fleet to be 139 aircraft serving 105 destinations across 33 countries.

THEY ARE NOT COMMON around these parts and would make a fascinating sight to most of our readers, I am sure. I refer to the CANADAIR 415GR amphibian twin turboprop which is mainly used for firefighting and search and rescue operations. The Greek ministry of Defence have just ordered 10 with an option for five more in a \$250m deal to include ground support equipment, training and spare parts. The 415GR variant takes higher operating loads which will include newer rescue equipment and freight hoisting kit. The Greek Government are said to have the biggest fleet of the smaller CL215 amphibian aircraft with 15 examples. Delivery of the larger models will start in the spring and continue for 2 years. The new aircraft has had 51 orders in total, with 38 already delivered to fire fighting groups in Canada, Croatia, France and Italy.

THE END OF AN ERA - unless you know better - probably took place at the end of last year when OLYMPIC Boeing 727's- SX-CBC= Mount Pamassus and -CBD= Mount Helicon departed from Athens to be broken up in the U.S.A.. The Greek flag carrier had 5 of the type still on the register at this time last

year, although later info' indicated that only these two plus 'Bravo Golf & Hotel' which were leased to Macedonian Airlines last summer were serviceable.

BOMBARDIER CRJ's belonging to LAUDA AIR will start to be repainted from next year and probably in the TYROLEAN colour scheme as they move across the Austrian Airlines group to regional duties. LAUDA AIR in whom AUSTRIAN have a 36% stake, Niki Lauda 30% and LUFTHANSA 20%, are adding a sixth 767-300 to the fleet plus six next generation 737's - making twelve of the latter type in variants, by the year 2002. This most recent deal with Boeing amounts to \$519m with Lauda concentrating now on short and long haul leisure services. Meanwhile TYROLEAN have lost the Salzburg and Innsbruck routes to Amsterdam to fledgling set-up AIR ALPS AVIATION. With majority shareholding from Berne based AIR ENGIADINA - 3 Dornier 328's will operate the services on behalf of KLM EXPRESS. AUSTRIAN have also placed an order recently for six Airbus A320's and one A321.



ONE OF THE MANY aspects of aviation that appeals to enthusiasts are the work-horse propeller aircraft ploughing the domestic routes and for those of you with exotic and historical holiday leanings you may see airlines not many of us do. One such set up that has recently started to re-equip is ARKIA of Israel. Based in Tel Aviv they have just introduced the first of three ATR72-500's which will increase by 22, the number of seats available on its routes from its Dov Hoz home to Eilat. They are also considering options on four more of the commuter aircraft that are assembled at a rate of 3 per month by Aerospatiale in its Toulouse factory and have maximums of 278kts up to 20,000 feet. The new fleet are arriving to replace the older 12 Dash-7's. ARKIA were themselves established back in 1949 by EL AL and Israel's Labour Foundation. Formed as ARKIA INLAND AIRLINES they acquired 50% of KANAF AIRLINES and AVIATION SERVICES to make KANAK ARKIA AIRLINE and AVIATION SERVICES. In March 1980 KANAF acquired the remaining part of ARKIA and merged the two operations. Now the airline is 25% owned by its 600 Employees.

*further afield by alan sedgwick with
thanks to ;~ flight international,
l. coldbeck, t.t.g. + winged words.*

1998 AN AIRCRAFT SPOTTERS YEAR (PART 2)

My overnight flight to Cape Town was aboard British Airways '747 G-BNLU still in traditional livery. As the flight was fairly quiet I managed a full row of seats to myself and a nice peaceful night. As we commenced our decent the Captain announced that we would be able to see a good view out of the left hand windows of Table Mountain and of course I was sat on the right. However before landing the wind changed direction, the runway in use switched, and I was able to witness a superb view of this distinct mountain as we made our final decent. The airport is fairly small and has no piers or air bridges so we had a longish walk across the tarmac to the terminal building right in front of 9M-MPH a Malaysian '747 and ZS-SHA a S.A.A. A320. Also visible were Nationwide B.727 ZS-NYX, Sun-Air DC-9 ZS-NRB (ex G-BMAM of British Midland), S.A.A. A-300 ZS-SDD, Canadair RJ ZS-NMM, ZS-NOU Boeing 727 of Comair in British Airways new colour scheme Delftblue Daybreak and Court Helicopters Conair 580's ZS-KEI & KEL.

After checking into my hotel right on The Waterfront I decided to explore the local area and situated right next to the hotel was the Victoria and Alfred Heliport which contained 6 assorted 'copters used for sightseeing tours of the city and Table Mountain. I spent two days exploring the city and then went on a five day coach tour of the Garden Route to Port Elisabeth, where I spent a night before flying up to Durban aboard S.A.A. '737 ZS-SIK.

Port Elisabeth airport has a first floor restaurant/bar which gives superb views of the quiet airport. Also noted were ZS-SIE, ZS-SIM Boeing 737 and ZS-SHC A.320 of S.A.A. plus a number of light aircraft. Being a weekend the military facility on the opposite side appeared to be all closed up, so no DC-3s to be seen. It was dark on arrival at Durban but the following day I did note the following before flying back to London aboard G-CIVB. Nationwide 1-11's ZS-NMT, ZS-NLH and ZS-NNM a cargo conversion, S.A.A. Airlink Jetstream 41's ZS-NRL, ZS-NRH plus Dornier 228 ZS-NGW, Sun-Air DC-9 ZS-NNN, Comair B.737 ZS-NLN and ZS-SHA, ZS-SHC, ZS-SDH of S.A.A. The flight routed through Johannesburg but all that I could make out in the dead of night was First Air Boeing 707 9G-OLD and DAS Air Cargo DC-10 5X-JOE.

It had been a superb holiday, South Africa is a very beautiful country much different from the image you get on TV. Cape Town is a very European city, the Cape Peninsula offers stunning views especially around the Cape of Good Hope and Table Mountain is unique. The Garden Route tour was very pretty with interesting and colourful flora and flowers as well as Ostriches, Antelopes and Monkeys. Durban is similar to Los Angeles with its superb beaches and beach front life. Add to this the very good exchange rate which means you can have a meal with two pints of beer in the Hard Rock Cafe for an amazingly low price of just £4.20 and you can understand why I

enjoyed the holiday so much.

Back at Heathrow we landed in the very early morning so I stayed there for most of the day before catching the train home. The highlights of the day being MEA 3B-STA, HZ-105 BAe 125 Royal Saudia Air Force, A40-SP Boeing 747SP Oman Government & N365G Gulfstream 4.

My next major outing of the year was the annual P.F.A. rally at Cranfield. I probably don't need to tell anybody how good this event is but in case you haven't been my advise is make the effort to go next year. It is the Countries top civil aviation event and probably second in the world to Oshkosh in the United States. The entry fee entitles you to unlimited access of the airfield including airside and it is a pleasure to be able to view all the aircraft at close quarters and talk to their owners. The only problem is logging all the aircraft as over the three days of the event this year there were over 1600 visitors. In a single day I logged over 800 aircraft of which 400 were new registrations to me.

A couple of weeks later I got the opportunity to spend 5 nights on a cruise ship in the Baltic Sea. I was to join the ship in Oslo which meant flying out of Heathrow on a British Airways scheduled flight which was due to depart in the early morning. I therefore decided to travel down early the previous day, spend time at Heathrow spotting then stay overnight. Highlights of Friday 17th July were CS-MAH Airbus A320 of Air Macau leased to Air Portugal, JA8582 MD-11 of Japan A/Ls, JA8160 Boeing 747 Japan A/Ls Cargo, N416QS Gulfstream 4, 9K-AOA Boeing 777 Kuwait A/Ls and SU-GBS Boeing 777 Egyptair.

I flew to Oslo on Boeing 757 G-CPEN landing at the now closed Fonebu Airport which is built on a strangely shaped piece of land jutting out into a Fjord. It has long since become overcrowded and because of it's position it is impossible to expand either the apron or the runway, hence the need for a new airport. A few S.A.S. and Braathens aircraft were noted plus Wideroe Dash 8 LN-WIJ before I was whisked away to join my ship.

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1998 AN AIRCRAFT SPOTTERS YEAR (PART 2)

My overnight flight to Cape Town was aboard British Airways '747 G-BNLU still in traditional livery. As the flight was fairly quiet I managed a full row of seats to myself and a nice peaceful night. As we commenced our decent the Captain announced that we would be able to see a good view out of the left hand windows of Table Mountain and of course I was sat on the right. However before landing the wind changed direction, the runway in use switched, and I was able to witness a superb view of this distinct mountain as we made our final decent. The airport is fairly small and has no piers or air bridges so we had a longish walk across the tarmac to the terminal building right in front of 9M-MPH a Malaysian '747 and ZS-SHA a S.A.A. A320. Also visible were Nationwide B.727 ZS-NYX, Sun-Air DC-9 ZS-NRB (ex G-BMAM of British Midland), S.A.A. A-300 ZS-SDD, Canadair RJ ZS-NMM, ZS-NOU Boeing 727 of Comair in British Airways new colour scheme Delftblue Daybreak and Court Helicopters Convair 580's ZS-KEI & KEL.

After checking into my hotel right on The Waterfront I decided to explore the local area and situated right next to the hotel was the Victoria and Alfred Heliport which contained 6 assorted 'copters used for sightseeing tours of the city and Table Mountain. I spent two days exploring the city and then went on a five day coach tour of the Garden Route to Port Elisabeth, where I spent a night before flying up to Durban aboard S.A.A. '737 ZS-SIK.

Port Elisabeth airport has a first floor restaurant/bar which gives superb views of the quiet airport. Also noted were ZS-SiE, ZS-SiM Boeing 737 and ZS-SHC A.320 of S.A.A. plus a number of light aircraft. Being a weekend the military facility on the opposite side appeared to be all closed up, so no DC-3s to be seen. It was dark on arrival at Durban but the following day I did note the following before flying back to London aboard G-CIVB. Nationwide 1-11's ZS-NMT, ZS-NLH and ZS-NNM a cargo conversion, S.A.A. Airlink Jetstream 41's ZS-NRL, ZS-NRH plus Dornier 228 ZS-NGW, Sun-Air DC-9 ZS-NNN, Comair B.737 ZS-NLN and ZS-SHA, ZS-SHC, ZS-SDH of S.A.A. The flight routed through Johannesburg but all that I could make out in the dead of night was First Air Boeing 707 9G-OLD and DAS Air Cargo DC-10 5X-JOE.

It had been a superb holiday, South Africa is a very beautiful country much different from the image you get on TV. Cape Town is a very European city, the Cape Peninsula offers stunning views especially around the Cape of Good Hope and Table Mountain is unique. The Garden Route tour was very pretty with interesting and colourful flora and flowers as well as Ostriches, Antelopes and Monkeys. Durban is similar to Los Angeles with its superb beaches and beach front life. Add to this the very good exchange rate which means you can have a meal with two pints of beer in the Hard Rock Cafe for an amazingly low price of just £4.20 and you can understand why I

enjoyed the holiday so much.

Back at Heathrow we landed in the very early morning so I stayed there for most of the day before catching the train home. The highlights of the day being MEA 3B-STA, HZ-105 BAe 125 Royal Saudia Air Force, A40-SP Boeing 747SP Oman Government & N365G Gulfstream 4.

My next major outing of the year was the annual P.F.A. rally at Cranfield. I probably don't need to tell anybody how good this event is but in case you haven't been my advise is make the effort to go next year. It is the Countries top civil aviation event and probably second in the world to Oshkosh in the United States. The entry fee entitles you to unlimited access of the airfield including airside and it is a pleasure to be able to view all the aircraft at close quarters and talk to their owners. The only problem is logging all the aircraft as over the three days of the event this year there were over 1600 visitors. In a single day I logged over 300 aircraft of which 400 were new registrations to me.

A couple of weeks later I got the opportunity to spend 5 nights on a cruise ship in the Baltic Sea. I was to join the ship in Oslo which meant flying out of Heathrow on a British Airways scheduled flight which was due to depart in the early morning. I therefore decided to travel down early the previous day, spend time at Heathrow spotting then stay overnight. Highlights of Friday 17th July were CS-MAH Airbus A320 of Air Macau leased to Air Portugal, JA8582 MD-11 of Japan A/Ls, JA8160 Boeing 747 Japan A/Ls Cargo, N416QS Gulfstream 4, 9K-BOA Boeing 777 Kuwait A/Ls and SU-GBS Boeing 777 Egyptair.

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I ended the cruise on 23rd July disembarking in Kiel and then travelling to Hamburg for the return flight on an extremely tatty, both inside and out, British Airways Boeing 757 G-BIKK. In the hour or so I spent at the airport I logged D-AHLA A-310 of Hapag Lloyd, D-IWLD & D-IMIK Dornier 228's of Luftfahrigeellschaft Walter Mbh and UN-42342 a Yak 42 and sole aircraft of the Kazakhstan based Irtys Avia amongst a number of Lufthansa and more common European machines.

August started with a day at Manchester on the 1st, the most unusual sightings being EC-GMU A-310 of Air Plus Comet, N500RE a Falcon 50 and Miami Air Boeing 727 N887MA operating for Sabre. The weather was not too kind on 16th August for the Jolly Jodelers fly-in at Brighton but I decided to go and unfortunately only a few visitors turned up. Passing Rufforth on the way I was surprised to see G-GDEZ a BAe 125 registered to Frewton Ltd of Jersey. After couple of quick visits to LBA I ventured up to Bagby Airfield near Thirsk for their annual fly-in. This is another very friendly airfield which I just love to visit if only for a visit to the clubhouse for their superb sandwiches. An interesting afternoon saw me log over 60 aircraft, the highlight of the day being a fantastic aerobatic display by CAP232 F-GOTC.

As we moved into September and I began to think of darker nights etc. I made up my mind to visit Gatwick and make a weekend of it with a visit to Heathrow the following day. Saturday 12th was extremely cold for the time of year but I lasted the full day making over 50 in the day. Very confusing at first sight was DC-10 N13066 painted in Continental colours on one side and VASP of Brasil on the other. Most of my other new registrations were mostly gap filling amongst the Gatwick regulars and disappointingly the day lacked anything really exotic or unusual. Heathrow the following day was much better with N21KR & A6-HHH Gulfstream 4's, St Lucian registered DC-10 V2-LER & Laker N832LA operating for strike ridden Air Canada, YU-AKG of JAT operating one of their last flights into an E.E.C. Country before being banned, Malaysian Air Cargo MD-11 N274WA leased from World, executive DC-8 N728A, A7-AAD a Falcon 900, HZ-HM5 a Tristar of Saudi Arabian Special Flight Services, HZ-AKD Boeing 777 of Saudia and 9V-SPI Boeing 747 of Singapore wearing a special multi-coloured livery to advertise the upgrading of their cabin services in both tourist and business classes.

With Autumn approaching I made two further visits to Manchester, the first on 20th September which produced OO-SBX a Sobelair 737, Challenger N601GT and TAESA Boeing 757 XA-RLM, which was not as exotic as I first thought and has even visited LBA since. 02 October produced Corsair Boeing 747 F-GSEA, Queen's Flight BAe 146 XE702 and new Luxair Embraer EMB. 145 LX-LGT amongst the more usual regulars.

I was off on my travels again in late October with a business visit to The States. An early morning visit to Gatwick on 26th October produced 21 new registrations including new aircraft for both Virgin and British Airways but nothing exotic before I

departed to Baltimore on B.A. 767 G-BNWX sporting it's smart new livery. On arrival at BWI I was only able to log seven aircraft before I was whisked away to my downtown hotel. They were N733TA a BAe 125, World MD-11 N27BWA, UPS B.727 N940UP, Fedex B.727's N240FE & N274FE, Airbourne DC-9 N924AX and Kiwi B.727 N356PA. I managed an hour at Washington National on 30th October in the late afternoon. Having cleared a security check and baggage search I was able to access most gates of this busy downtown airport logging 34 aircraft. The highlight being Air Canada Canadair RJ.100 C-FRIB plus 3 Business Express Saab 340's N351BE, N355BE & N361BE. The balance was brought up by various U.S. domestic Airlines U.S. Air, Delta, American, United and Continental and featured a very high number of Boeing 727's.

After checking in for my return flight to Gatwick I was able to visit Baltimore's spectator facility, yes an American airport that caters for enthusiasts! In a prime position in the centre of the terminal building they have made available one of the best spectator viewing areas I have visited anywhere in the world. Offering a panoramic view of a number of stands and most landing, departing and taxiing aircraft it features leather armchairs, a good reasonable cafe, enthusiasts shop and various aircraft parts including a cockpit, aircraft cross section, landing gear and tail fin. Dusk was drawing in quickly but I was able to log 20 before returning again on G-BNWX. They included AA Eagle N253AE, Corporate Express N938AE, Frontier N306FL, American West N626AW, U.S. Metrojet N288AU plus a number of Southwest, U.S. Air, Northwest, Delta and Continental. It is somewhat surprising to see that the Boeing 727 still seems to provide the backbone of U.S. domestic services, yet the type is all but extinct now in Europe.

Following a number of quick trips to LBA my final visit of the year was a week in Tunisia. On Saturday 28th November I departed on Britannia Boeing 757 G-BYAJ for Monastir. As we taxied out on a very dark wet morning I was amazed to see what would be two of the best aircraft seen all year, Boeing 707 ST-AMF of the Sudanese cargo airline Trans Arabian Transport and UR-21510 an Antonov 12 of the Ukraine Antonov Design Bureau. Monastir is a pretty quiet airport at this time of year and provided EI-CGI MD-83 of the locally based Novelair and TS-IOH, TS-IMG & TS-IMF of Tunisair. One week later before returning on G-BYAF I was able to log TS-IOG, TS-IMH and Boeing 727 TS-JHR of Tunisair, OO-COF of Constellation and OY-APH of Maersk Air.

I hope that you have enjoyed reading about my years aircraft spotting. I have no plans yet for '99 but hopefully I shall be going somewhere exotic and I hope that you enjoy the hobby as much as I do.

IAN GRATTON.

TECHNICAL BITS 'N' BOLTS

BY Mark Elliott

Hello gentlemen and their ladies, I would like to announce the arrival of this new section which is commanded by the new Boy - come secretary!

In these sections I will be taking you deep down into how Aircraft, work and play in the air from every perspective and explain with the help of mostly my own knowledge as a Pilot who has to learn a huge amount of information for my career.

As this is the first section I will start with the basic performance of the 'Take-off' by an average Airliner 'LBA' as a very good example.

Okay the aircraft has been allocated a departure time and the 2 'Man' crew meet about 1 hour before departure in the flight briefing room. The Captain and F/O will go through the checks of the weather, check no sleepy 'hostesses', route to be taken, and the condition of the aircraft! sorry Britannia did I say something?

The crew will then check the externals of the aircraft e.g stowaways, and probably the captain will do the 'Walkround' Check.

"Welcome to the flightdeck sitting comfortable? If you will call out the checklist and I will check each instrument before calling for the taxi.

This stage is vitally important not only to 'nice' Airport staff but to your career as double crosschecks are completed in the short time allowed.

A form called the 'APS' Aircraft prepared for service has to be handed to the personnel before permission from the tower is given!

This form will contain the, number of souls on board, the MTOW maximum Take-off weight required for lift off which is V1 speed this means the velocity of rotation of the aircraft at full power setting.

The plan basically is to add the total weight of the pax, the fuel, to work out a speed at which the aircraft will climb away safely- "sorry Harry no trim needed" and the full EPR which means engine pressure ratio to power both engines automatically except the SHED!

The checks comprise- parking brake 'on', rudder full and free, controls look okay, cabin is secure, ATC called, slot looks good, tug connected and stood waiting!

Tower is then called- "Good afternoon "Jetset 1478's with you stand 9 and we have information delta ready for start"" This is then received and parking brake off, tug is away and we're on the taxiway rolling towards Runway 32.

At this stage the crew do the final brief with the Take-off weight compiled, cabin secure all we have to do is readback the clearance from the tower, set speed bugs which indicate the V1 speed of rotation and don't go too far off the centerline please!

Hands on the Throttles feet on the brakes let it spool up slowly but at the same time lift your feet of the brakes and check the EPR the power setting for the front 'fans' is okay and while this is being done the other guy is calling out the checks, call ready full power set 'Hands fully forward and keep it straight enough "Dont crash into my aero club please" 80 knots power stable at this stage the engines are running at full EPR, V1 is called and quickly glance at the speed and gently ease back on the controls and there we go the speed is now in time for the Landing gear to be pulled-up which is V2 speed, if an engine blows after V1 the aircraft is moving too fast to stop on the runway, but before V1 it is safe to stop.

All this happens in about 30-40 seconds and safety is paramount.

Next Month This will continue into the flight and how aircraft land using - well may I say the technology of today!

See you next Month
Regards
Mr' Secretary'.

LEEDS BRADFORD AIRLINE REPORT - DECEMBER 1998

INBOUND DIVERSIONS

03	BRO607	RTM	MAN	PH-KJG	BA31	MAN	BRO607
03	BMA3763	ABZ	MAN	G-GNTD	SF34	ABZ	BMA9002
03	BMA3867	EDI	MAN	G-GNTF	SF34	ABZ	BMA9001
09	GNT803P	BOH	EMA	G-GNTG	SF34	EMA	BMA9001
19	AMM9178	STN	RVN	G-OOAD	EA32	RVN	AMM9178
22	BRT101	LBA	SOU	G-MAJD	BA41	ABZ	BRT103
22	JKK3201	TFS	HUY	EC-GQG	MD83	TFS	JKK3202
22	FXI751	ABZ	HUY	<u>TF-JME</u>	SW3	ABZ	FXI752
22	UKA77B	AMS	HUY	G-UKFF	FK10	AMS	UKA15B

REGULAR FLIGHTS

AEA226	TFS	04/EC-GGO	11/ <u>PH-OZB</u>	18/EC-GHD	25/EC-FKJ	
AEA259	LPA	07/G-BYAE	14/PH-OZB	21/EC-GHH	28/EC-GNU	
AIH351	AGP	20/G-RDVE				
AIH387	ALC	19/G-MCEA				
AMM848	ACE	03/G-OOAC	10/G-OOAC	17/G-OOAC	24/G-OOAD	31/G-OOAD
AMM900	TFS	01/G-OOAC	08/G-OOAC	15/G-OOAC	22/G-OOAD	29/G-OOAD
AMM902	FUE	02/G-OOAC	09/G-OOAC	16/G-OOAC	23/G-OOAD	30/G-OOAD
AMM904	TFS	04/G-OOAC	11/G-OOAC	18/G-OOAC		
BAL045A	ACE	02/G-BYAH	09/G-BYAJ	16/G-BYAJ	23/G-BYAI	30/G-BYAI
BAL068A	PMI	04/G-BYAH	11/G-BYAJ	18/G-BYAJ		
BAL232A	LPA	07/G-BYAS	14/G-BYAT	21/G-BYAI	28/G-BYAI	
BAL411A	TFS	04/G-BYAH	11/G-BYAJ	18/G-BYAJ		
BAL431A	AGP	03/G-BYAH	10/G-BYAJ	17/G-BYAJ	24/G-BYAI	31/G-BYAI
BAL443A	ALC	01/G-BYAN	08/G-BYAS	15/G-BYAT	22/G-BYAI	29/G-BYAI
BAL466A	ALC	03/G-BYAH	10/G-BYAJ	17/G-BYAJ	24/G-BYAI	31/G-BYAI
FUA175	AGP	20/EC-GNZ	27/EC-GNZ			
TYR906C	INN	19/ <u>OE-LCH</u>	26/ <u>OE-LFH</u>			

OTHER FLIGHTS

01	G-VBAC	SH36	GIL628P/628E	Norwich - Edinburgh	Lieu GIL SH36
01	G-VBAC	SH36	GIL629E/629P	Edinburgh - Norwich	Lieu GIL SH36
01	OO-DWA	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
02	G-VBAC	SH36	GIL628P/628E	Norwich - Edinburgh	Lieu GIL SH36
02	G-VBAC	SH36	GIL629E/629P	Edinburgh - Norwich	Lieu GIL SH36
05	G-BYAI	B757	BAL411B/858A	Oporto - Vienna	Passenger Charter
05	<u>PH-KVG</u>	FK50	KLM7873/7874	f/t Amsterdam	Passenger Charter
05	<u>PH-KVK</u>	FK50	KLM7871/7872	f/t Amsterdam	Passenger Charter
05	G-BYAI	B757	BAL858B/994F	Vienna - n/s- Manchester	Passenger Charter
06	G-OOAC	EA32	AMM922P/9042	Belfast Intl - Rovaniemi	Passenger Charter
06	G-OOOX	B757	AMM801P/9066	Cardiff - Rovaniemi	Passenger Charter
06	OO-DWC	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
06	G-OOOB	B757	AMM9067/907P	Rovaniemi - Manchester	Passenger Charter
06	G-OOAC	EA32	AMM9043/904P	Rovaniemi - Gatwick	Passenger Charter
07	G-BVJP	AT42	GIL622P/622E	Newcastle - Edinburgh	Lieu SH36
07	G-BVJP	AT42	GIL623E/666T	Edinburgh - Newcastle	Lieu SH36

08	<u>CS-TGO</u>	B733	RZO9837/935P	Vigo - Lisbon	Football Charter
08	EI-CLI	BA46	EIN368/369	f/t Dublin	Lieu FK50
09	OO-DJX	RJ85	SAB699/700	f/t Brussels	Lieu DH8
09	G-BGYT	E110	JFK433/434	f/t Liverpool	Passenger Charter
13	G-BVTG	FK70	BMA8671	t/f Local	Santa Charter
13	G-BVTG	FK70	BMA8672	t/f Local	Santa Charter
13	<u>OO-DWF</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
15	<u>G-UKFM</u>	FK10	UKA13E/16E	f/t Amsterdam	-
15	EI-CLG	BA46	EIN368/369	f/t Dublin	Lieu FK50
16	<u>OO-DWH</u>	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
18	G-MONY	EA32	MON264P/9264	Gatwick - Berlin Schonefeld	Passenger Charter
18	G-BMAR	SH36	RPX002P/900P	Glasgow - n/s22- Cardiff	Engineering
18	G-MONY	EA32	MON9265/265P	Berlin Schonefeld - Gatwick	Passenger Charter
19	G-ISLE	SH36	RPX001P	f Cardiff	Engineering
19	G-BVZI	B735	BMA8661	t/f Local	Santa Charter
21	G-SIXC	DC6	AAG600/601	Coventry - Alicante	Freight Charter
22	G-APSA	DC6	AAG603/604	Shannon - Valencia	Freight Charter
23	CS-TMN	SH36	-	t Dinard	Ex G-ISLE
23	OO-DWF	RJ10	SAB72Y/730	f/t Brussels n/s	Lieu RJ85
24	OO-DWE	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
27	OO-DWA	RJ10	SAB701/702	f/t Brussels	Lieu RJ85
28	EI-BXC	B734	EIN364/365	Dublin - Newcastle	Lieu FK50
29	<u>G-OJSW</u>	B738	SBE22T	Gatwick - Prestwick	Training
31	<u>EI-BXI</u>	B734	EIN364/365	f/t Dublin	Lieu FK50

Aircraft making first visits are underlined.



**BEECH BONANZA G BIBY AT L.B.A.
01.06.98. NOW REG. N 300TT**

RUMOUR MUNGERS

BY HARRY MORROW

This may become a regular feature if enough information is forthcoming. Please treat any rumours, as just that then you will not be disappointed but saying that a lot do materialise.

LEEDS/BRADFORD

In Multiflight is Beechcraft 200 N1069S soon to be reregistered (may be gone by the time you read this).

VP-CCV Cessna Citation is up for sale at Multiflight and should be replaced very shortly by a Citation X.

G-MIDZ British Midland Airbus A.320 is due on Mon. Feb 8th at 1830 on a route proving flight.

Also on Mon. Feb 8th should be a British Midland Fokker 100 operating to/from

Cityflyer will be back this summer with ATR 42's on weekend Jersey charters.

Jersey European are said to be updating to ATR 42/72 on the LBA - Belfast route.

22nd and 28th may will see the annual Lourdes charter time operator or aircraft are not yet known.

The two Air Malta flights due on the 6th and 13th February have apparently been cancelled

Martinair Citation due 7th February at 1740 out on the 8th February at 1000.

Sabena are using the RJ100 on the SAB700/1 on a Sunday night.

Future movement will be a Boeing 737-300 on 6th March arriving from Teeside at 2320 it is flying for Debonair as 2G114P out on the 7th at 0730 to Pisa as 2G5116 and returns at 2205 then positioning to Luton this should be AB Airlines machine.

CONTINUED

Biggest rumour for February is a Boeing 747F crew training (I know what you all think but it has been mentioned from three different sources) no news yet of when or times I suggest you keep your eyes peeled on Air Supply's movement board. Here's fingers crossed.

MANCHESTER

Airtours should commence Airbus A.330 flights from May

Britair have applied for a new daily service to Lyon with CRJ's BZH7295/6 arr 1210 dep. 1245

Monarch start Airbus A.330 services from May

Regional Airlines should re-introduce 2x daily service to Le Harve with J31's

Virgin Express have applied for a daily Boeing 737 service to Shannon

Virgin Sun hope to commence Airbus A.320 charters from May

C-GVXF Canada 3000 Airbus A.320 is currently with Monarch Engineering due to leave early Feb.

EC-EGH LTE International Boeing 757 also currently with Monarch Engineering.

TC-ALO Air Afla Airbus A.321 due to arrive Feb 5th to FLS no departure date.

A40-MA Omanair Airbus A.320 is due Wed 17th Feb to FLS (this may go to STN depending on MAN workload)

Flying Colours will be adding a further 4 ex- Transaero Boeing 757's to their fleet

FLS will be helping with the conversion of BAW DC-10 G-BHDI to freight configuration - going to Oman operator it is due Fri 26th Feb staying until Fri 19th March.

All information is provided at the readers own risk Air Yorkshire cannot be responsible for any of the above rumours that never materialise

LEEMING AVIATION GROUP

1999 TOUR PROGRAMME

Airshow Trips 1999

Please note ALL coach trips are by 49 seat executive coach, toilets and refreshments available on board, and a strict NO SMOKING policy will be in place on ALL trips.

The list of trips running is listed below:

Saturday 29th May 1999

RAF Mildenhall, only £23 [less FLAG subsidy], that's including entry to the show. We will be leaving Northallerton town centre at 02:00 Friday night/Saturday morning, arriving at Mildenhall by approximately 07:00. We are planning on leaving Mildenhall at approximately 18:00, returning to Northallerton by approximately 23:00.

Pick-up points will be RAF Leeming, Selby Fork Services [plus other's en route down the A1].

Saturday 19th June/Sunday 20th June 1999

Paris Airshow- Le Bourget, only £85, that includes travel to and from Paris, bed and breakfast hotel accommodation close to Le Bourget, but excluding entry to the Show. Departure is planned for approximately 20:00 on Friday 18th June, travelling through the Channel Tunnel and arriving in Paris by approximately 08:00. You will then have two full days in Paris to visit wherever you like! The hotel is situated close to a railway station, giving extremely easy access to Paris and its surroundings. The coach will be made available to drop off and pick up from the show, however, you are not going to be forced to use the coach if you want to make your own arrangements!

The usual pick-ups will apply, following the M1 for our south bound journey.

Saturday 26th June

RAF Waddington, only £11 [less FLAG subsidy], excluding entry to the show, advance tickets will be available at a reduced price, departing Northallerton at approximately 06:30 arriving at Waddington for 09:00.

The usual pick-ups down the A1 will apply.

Saturday 3rd July

Volkel AFB, Holland, only £50, excluding entry to the show, which was free last time I attended a show here! Departing Northallerton at approximately 19:00 on Friday 2nd July, for arrival at Volkel, via the Channel Tunnel, by approximately 08:00. Leaving Volkel in time to have a look at Koksidge, whose airshow is on Sunday 4th July, before it gets dark, and returning to Northallerton during the early hours of Sunday morning.

The usual pick up points will apply on our journey south via the M1.

Saturday 24th July

RIAT, RAF Fairford, only £20 [less any FLAG subsidy], excluding entry to the show, departing Northallerton at 00:00 (midnight), for arrival at Fairford by 06:00, and so avoiding the traffic jams [in my dreams!!!!]. We will be leaving the show at the end of the flying display, approximately 18:00, for arrival back in Northallerton by 00:00.

The usual pick up points down the M1 will apply.

Saturday 11th September

RAF Leuchars, only £17 [less any FLAG subsidy] excluding show entry. Departing Northallerton at 02:00 travelling north up the A1 picking up at any point that we view as reasonable, i.e., Washington services, Newcastle Airport, etc. etc. Leaving Leuchars by approximately 17:00 for the return trip.

To book your seat on any, or ALL, or write to me, including your full name address, and passport number for overseas trips, and send either full payment or a £5, non returnable deposit, (£25 for overseas trips) to Paul Greig at:

45 Oak Grove
Northallerton
North Yorkshire
DL6 1LE
Or call 0403 888246.

BOEING 777 - SAFETY DESIGN CONSIDERATIONS

by

*James L. Daily - Chief Engineer B747,767 and 777 Safety Engineering
Boeing Commercial Airplane Group*

From a presentation given to the UKFSC on 25th October 1994

Introduction

The Boeing 777 is designed to fill the gap between the B767 and the B747 to replace the DC10 & L-1011 trijets and some earlier models of the B747. It is available with Pratt & Whitney, General Electric or Rolls Royce engines and, to date, 147 aircraft have been ordered with a further 108 options to airlines all around the world. Initially the aircraft will carry 300 to 350 passengers over a range of 5000 nautical miles at a cruising speed of .84 mach. Subsequent models will have increased range and, later still, the stretched version will have both increased payload and range.

The twin engine design is derived from the B757 & 767 which both have achieved an enviable safety record. The flight deck has been designed in conjunction with pilots from around the world and, as a result, many modifications have been incorporated.

Mission Statement - Boeing 777 Safety

To ensure that the design of the 777 does not cause nor contribute to an aircraft accident.

At the start the safety team examined all the lessons learned from previous accidents and incidents and these were incorporated into the design requirements and objectives. All Federal regulations and many Boeing requirements above and beyond Federal requirements were incorporated to enhance both flight safety and ground maintenance safety. Previously each individual chief engineer for a particular discipline could approve design changes. On the 777 all changes are cleared at aircraft level to ensure a **total system** approach to safety.

Safety System Analysis

Boeing evolved design reviews for each system based on experience gained during previous military programmes. A **Preliminary Design Review** took place immediately following completion of the system design concept to examine system safety.

A **Critical Design Review** followed the completion of detailed design of the system and the **Engineering Safety Review** occurred after the aircraft was built. These reviews were conducted by a comprehensive team of experts to ensure that past lessons were incorporated at a very early stage.

Functional Hazard Assessment

The 777 has been developed as a "working together" project with everyone encouraged to identify safety issues and suggest improvements. Functional Hazard Assessment is a rigorous process of identifying and addressing potential safety issues at both system and full aircraft levels. Thus a hydraulic failure would be addressed not only as a hydraulic system failure but also on how that failure interacts with all other aircraft systems and their operation. The 777 is the first Boeing aircraft to utilize this comprehensive hazard assessment.

Airplane Survivability

Boeing formed a System Survivability Review Team (SSRT) to identify specific survivability threats and to develop guidelines to improve survivability. This work was reinforced by both electronic system and physical system reviews which made extensive use of the computer design process to address systems interaction. In particular, the effects of an uncontained engine failure were looked at and routing of avionic cable looms and hydraulic lines were changed. Thirty five major recommendations have been implemented as a result of the SSRT's work.

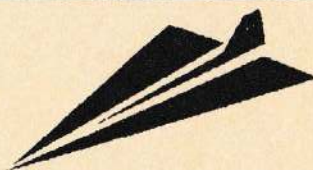
Airplane Level Evaluation & Review Team (ALERT)

This Review introduced a combined engineer and test pilot team to evaluate experience gained on previous test programmes. Some 80 issues have been addressed resulting in 28 design changes. The success of this team has been used as the model for Boeing's newly implemented **Airplane Safety Awareness Process (ASAP)**.

Enhanced System Failure Assessment

This process was introduced to identify airplane level effects of functional failure of a system or combination of systems. The analysis was tested in the **Integrated Airplane System Laboratory (IASL)** to check the integrity of the entire system following a failure. The IASL combines the flight controls test rig with the development simulator to enable test pilots to train for test flights. Indeed the system was used to precede the first flight to preview any problems which might occur. In addition, a comprehensive test programme for all components has been completed to minimise teething problems and enable the B777 to enter service on schedule.





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